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TRAFFIC SAFETY FACTS 2010

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

2010 NATIONAL STATISTICS

POLICE-REPORTED MOTOR VEHICLE TRAFFIC CRASHES

Fatal	30,196
Injury	1,542,000
Property Damage Only	3,847,000
Total	**5,419,000**

TRAFFIC CRASH VICTIMS

	Killed	Injured
Occupants	**23,303**	**2,027,000**
Drivers	16,824	1,431,000
Passengers	6,414	596,000
Unknown	65	<500
Motorcyclists	**4,502**	**82,000**
Nonoccupants	**5,080**	**130,000**
Pedestrians	4,280	70,000
Pedalcyclists	618	52,000
Other/Unknown	182	8,000
Total	**32,885**	**2,239,000**

OTHER NATIONAL STATISTICS

Vehicle Miles Traveled	2,966,506,000,000
Resident Population	309,349,689
Registered Vehicles	257,514,999
Licensed Drivers	210,114,939
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	1.11
Fatalities per 100,000 Population	10.63
Fatalities per 100,000 Registered Vehicles	12.77
Fatalities per 100,000 Licensed Drivers	15.65

NATIONAL RATES: INJURED PERSONS

Injured Persons per 100 Million Vehicle Miles Traveled	75
Injured Persons per 100,000 Population	724
Injured Persons per 100,000 Registered Vehicles	869
Injured Persons per 100,000 Licensed Drivers	1,066

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.

DOT HS 811 659

Traffic Safety Facts 2010

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

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

FOR MORE INFORMATION

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NVS-424, 1200 New Jersey Avenue, SE, Washington, DC 20590. NCSA can be contacted by telephone at 800-934-8517. Fax messages should be sent to 202-366-7078. General information on highway traffic safety can be accessed by Internet users at **http://www.nhtsa.gov/NCSA**. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236. Fact sheets available from the National Center for Statistics and Analysis are *Overview, Alcohol, African American, Bicyclists and Other Cyclists, Children, Hispanic, Large Trucks, Motorcycles, Occupant Protection, Older Population, Pedestrians, Race and Ethnicity, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol Estimates, State Traffic Data,* and *Young Drivers*. The fact sheets and annual *Traffic Safety Facts* reports can be accessed online at **http://www-nrd.nhtsa.dot.gov/CATS/index.aspx**.

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INTRODUCTION

In this annual report, *Traffic Safety Facts 2010: 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 nonoccupant within 30 days of the crash.

NHTSA has a cooperative agreement with an agency in each State's government to provide information on all qualifying fatal crashes in the State. These agreements are managed by 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 2010 FARS data file used for the statistics in this report was created in July 2011; however, the 2010 FARS file was *officially* closed in March 2012. 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 2009 are reflected in this report. The updated final counts for 2010 will be reflected in the 2011 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 2010 file used for the statistics in this report was completed in October 2011.

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 2010) and GES (1988 through 2010). The remaining chapters present data only from 2010. 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*.

2010 FARS/NASS GES Standardization

There have been significant changes to FARS and NASS GES data as a result of the standardization of data elements between the two systems. The FARS/NASS GES Standardization began in 2006, with the second phase being implemented in the 2010 data collection year. The definition and element attribute changes introduced in 2010 are the most substantive and most numerous changes that have been made in one year in the reconciliation of the FARS and NASS GES data systems. As a single, unified data entry system, FARS/NASS GES will be compatible with the Model Minimum Uniform Crash Criteria (MMUCC), the guideline used by nearly all States to develop and revise their crash forms and databases. Once complete, the FARS/NASS GES standardization will simplify crash data coding and analysis, as well as reducing costs and errors.

Probably the most notable changes are the introduction of precrash information in FARS (already collected in NASS GES) and a change in "case structure," or how the groups of related data elements are organized. The structure changes include changes to how the data are now stored and made available. For example, for FARS, there are now 16 data tables rather than 4, as a result of the change in the number of coding forms and the changes

in specific data elements. Several data elements that previously allowed only a specified number of responses now have a "select-all-that-apply" format. There is a separate data table for each of those data elements. The precrash information represents not only a new coding form but, more importantly, a largely new concept for FARS by attempting to collect data about the conditions, events, and driver actions that preceded and may have contributed to the crash. Precrash data, which have been included in NASS GES since 1992, are intended to improve crash avoidance research.

The new FARS Precrash Form information consists of 23 data elements, 9 of which were previously coded at the Crash level and 3 each at the Vehicle and Driver levels, and 8 new data elements. Nine trafficway descriptor data elements have been moved from the Crash level to the new Precrash level. These elements provide details about the characteristics of the trafficway selected for each vehicle.

Type of Intersection has been added to both systems. Bus Use and Vehicle Configuration are two Vehicle-level elements that are new to NASS GES in 2010 and modified for FARS (element attributes were consolidated and redefined). Condition at Time of Crash has been added at the Driver level and at the Non-Motor Vehicle Occupant level for both systems. For motor vehicle occupants, there is now an Indication of Misuse of Restraint System or Helmet Use in both systems.

Some of the information that had been collected under FARS Related Factors has been redistributed to new data elements. For example, some Person-Related Factors have been removed and are now captured in two new Non-Motor-Vehicle Occupant elements: Non-Motorist Action/Circumstances Prior to Crash; and Non-Motorist Action/Circumstances at Time of Crash. Some Vehicle-Related Factors are now captured under three new precrash elements: Contributing Circumstances, Motor Vehicle, and Driver Distracted By. The Driver Level element, Violations Charged, is now a "Select All That Apply" element.

Changes from Last Year's Report

As a result of changes to the 2010 FARS and GES data, some tables in this annual report have been revised, relocated, or deleted as described below:

- The following tables were deleted from the Crashes chapter:
  - Table 29. Crashes by Relation to Junction, Traffic Control Device, and Crash Severity (see new Table 32)
  - Table 30. Crashes by Speed Limit, Crash Type, and Crash Severity (see new Table 33)
  - Table 31. Fatal Crashes by Speed Limit and Land Use (see new Table 34)
  - Table 32. Crashes by Number of Lanes, Trafficway Flow, and Crash Severity (see new Table 35)
- The following tables were added to the Vehicles chapter:
  - Table 32. Vehicles Involved in Crashes by Relation to Junction, Traffic Control Device, and Crash Severity: Previously Table 29 in the Crashes chapter; moved to the Vehicles chapter because Device is now coded on the Vehicle level.
  - Table 33. Vehicles Involved in Crashes by Speed Limit, Crash Type, and Crash Severity: Previously Table 30 in the Crashes chapter; moved to the Vehicles chapter because Posted Speed Limit is now coded on the Vehicle level.

- Table 34. Vehicles Involved in Fatal Crashes by Speed Limit and Land Use:
  Previously Table 31 in the Crashes chapter; moved to the Vehicles chapter because Posted Speed Limit is now coded on the Vehicle level.

- Table 35. Vehicles Involved in Crashes by Number of Lanes, Trafficway Flow, and Crash Severity:
  Previously Table 32 in the Crashes chapter; moved to the Vehicles chapter because Number of Travel Lanes and Trafficway Flow are now coded on the Vehicle level.

- Table 66. Vehicle Occupants Killed or Injured in Crashes, by Speed Limit and Crash Type:
  Previously Table 59. Changed from "Persons Killed or Injured" to "Vehicle Occupants Killed or Injured" because Posted Speed Limit coding has been moved from the Accident level to the Vehicle level.

- Table 67. Vehicle Occupants Killed in Crashes, by Speed Limit and Land Use:
  Previously Table 60. Changed from "Persons Killed" to "Vehicle Occupants Killed" because Posted Speed Limit coding has been moved from the Accident level to the Vehicle level.

- Table 64. Related Factors for Drivers and Motorcycle Riders Involved in Fatal Crashes
  Previously Table 66. Some of the information that had been collected as FARS Driver-Related Factors has been redistributed to new data elements. This table attempts to capture the same information by including all the factor-related elements. Nonetheless, significant changes in the results from previous years may be the result of the new coding rather than being indicative of real changes in the underlying events.

- Table 100. Pedestrians Killed, by Related Factors:
  Some of the information that had been collected as FARS Person-Related Factors has been redistributed to new data elements. This table attempts to capture the same information by including all the factor-related elements. Nonetheless, significant changes in the results from previous years may be the result of the new coding rather than being indicative of real changes in the underlying events.

- Table 105. Pedalcyclists Killed, by Related Factors:
  Some of the information that had been collected under FARS Person-Related Factors has been redistributed to new data elements. This table attempts to capture the same information by including all the factor-related elements. Nonetheless, significant changes in the results from previous years may be the result of the new coding rather than being indicative of real changes in the underlying events

- Table 121. Speeding-Related Traffic Fatalities, by State and Roadway Function Class:
  Changed from "Speeding-Related Traffic Fatalities, by Road Type and Speed Limit" because Speed Limit is no longer coded on the Accident level

- The following figures have been deleted or moved because Speed Limit coding moved from the Accident level to the Vehicle level:

  - The previous Figure 12 (Percent of Fatal Crashes, by Speed Limit and Land Use) has been deleted altogether.

  - Figure 23. Percent of Vehicle Occupants Killed, by Speed Limit and Land Use (previously Figure 19, titled Percent of Fatalities, by Speed Limit and Land Use).

  - The previous Figure 24 (Fatality and Injury Rates per 1,000 Crashes, by Speed Limit) has been deleted altogether.

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 2010) or from GES (1988 through 2010) 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: Rita Da Silva
  USDOT Volpe National Transportation Systems Center (RTV-5E)
  55 Broadway
  Cambridge, MA 02142
  617-494-3088
  dasilva@volpe.dot.gov

- 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 2010 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
NVS-424
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4198 or 800-934-8517
Email: NCSAWeb@dot.gov

Requests for more information may also be submitted online via NCSA's Customer Automated Tracking System (CATS):

http://www-nrd.nhtsa.dot.gov/CATS/index.aspx

Additional information on all NHTSA's data files, including FARS and GES, can be found on the NCSA Web site: http://www.nhtsa.gov/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@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 2010; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2010. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 2010. 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 by 2.2 percent from 2009 to 2010, and the fatality rate dropped to 1.11 fatalities per 100 million vehicle miles of travel in 2010.
- The injury rate in 2010 was the same as in 2009, at 75 persons injured per 100 million vehicle miles of travel.
- The occupant fatality rate (including motorcyclists) per 100,000 population, which declined by 22.7 percent from 1975 to 1992, decreased by 30.3 percent from 1992 to 2010.
- The occupant injury rate (including motorcyclists) per 100,000 population, which declined by 13.6 percent from 1988 to 1992, decreased by 40.2 percent from 1992 to 2010.
- The nonoccupant fatality rate per 100,000 population has declined by 58.9 percent from 1975 to 2010.
- The nonoccupant injury rate per 100,000 population has declined by 46.8 percent from 1988 to 2010.
- The percent of alcohol-impaired driving fatalities has declined from 48 percent in 1982 to 31 percent in 2010.

Figure 1

Fatal Crashes, 1975-2010

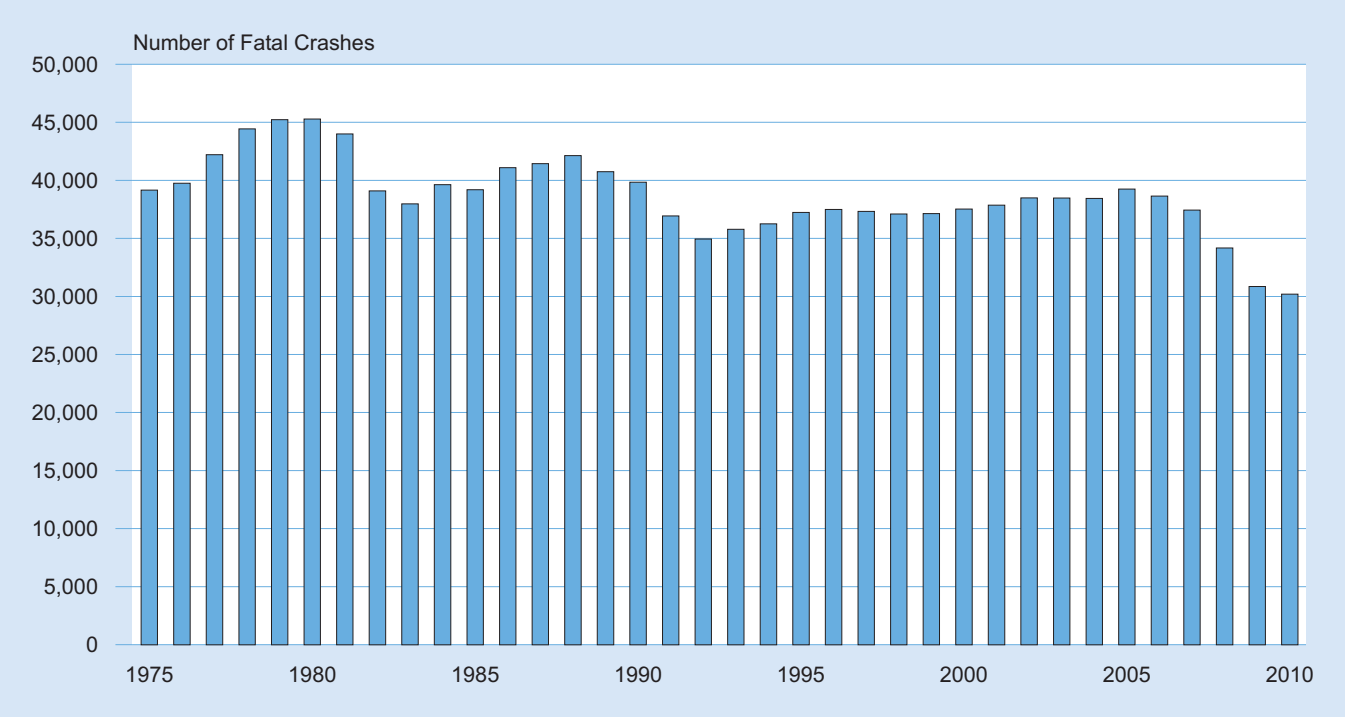


Table 1

Crashes by Crash Severity, 1988-2010

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**
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	38,444	0.6	1,862,000	30.1	4,281,000	69.3	**6,181,000**	**100.0**
2005	39,252	0.6	1,816,000	29.5	4,304,000	69.9	**6,159,000**	**100.0**
2006	38,648	0.6	1,746,000	29.2	4,189,000	70.1	**5,973,000**	**100.0**
2007	37,435	0.6	1,711,000	28.4	4,275,000	71.0	**6,024,000**	**100.0**
2008	34,172	0.6	1,630,000	28.1	4,146,000	71.4	**5,811,000**	**100.0**
2009	30,862	0.6	1,517,000	27.6	3,957,000	71.9	**5,505,000**	**100.0**
2010	30,196	0.6	1,542,000	28.5	3,847,000	71.0	**5,419,000**	**100.0**

Table 2

Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2010

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
1975	44,525	215,973	20.62	129,791	34.31	126,153	35.29	1,328	3.35
1980	51,091	227,225	22.48	145,295	35.16	146,845	34.79	1,527	3.35
1985	43,825	237,924	18.42	156,868	27.94	166,047	26.39	1,775	2.47
1988	47,087	244,499	19.26	162,854	28.91	177,455	26.53	2,026	2.32
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	2,484	1.69
1997	42,013	267,784	15.69	182,709	22.99	203,568	20.64	2,552	1.65
1998	41,501	270,248	15.36	184,861	22.45	208,076	19.95	2,628	1.58
1999	41,717	272,691	15.30	187,170	22.29	212,685	19.61	2,690	1.55
2000	41,945	282,162	14.87	190,625	22.00	217,028	19.33	2,747	1.53
2001	42,196	284,969	14.81	191,276	22.06	221,230	19.07	2,796	1.51
2002	43,005	287,625	14.95	194,602	22.10	225,685	19.06	2,856	1.51
2003	42,884	290,108	14.78	196,166	21.86	230,633	18.59	2,890	1.48
2004	42,836	292,805	14.63	198,889	21.54	237,949	18.00	2,965	1.44
2005	43,510	295,517	14.72	200,549	21.70	245,628	17.71	2,989	1.46
2006	42,708	298,380	14.31	202,810	21.06	251,415	16.99	3,014	1.42
2007	41,259	301,231	13.70	205,742	20.05	257,472	16.02	3,031	1.36
2008	37,423	304,094	12.31	208,321	17.96	259,360	14.43	2,977	1.26
2009	33,883	306,772	11.05	209,618	16.16	258,958	13.08	2,957	1.15
2010	32,885	309,350	10.63	210,115	15.65	257,515	12.77	2,967	1.11

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
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	2,484	140
1997	3,348,000	267,784	1,250	182,709	1,832	203,568	1,644	2,552	131
1998	3,192,000	270,248	1,181	184,861	1,727	208,076	1,534	2,628	121
1999	3,236,000	272,691	1,187	187,170	1,729	212,685	1,522	2,690	120
2000	3,189,000	282,162	1,130	190,625	1,673	217,028	1,469	2,747	116
2001	3,033,000	284,969	1,064	191,276	1,585	221,230	1,371	2,796	108
2002	2,926,000	287,625	1,017	194,602	1,503	225,685	1,296	2,856	102
2003	2,889,000	290,108	996	196,166	1,473	230,633	1,252	2,890	100
2004	2,788,000	292,805	952	198,889	1,402	237,949	1,172	2,965	94
2005	2,699,000	295,517	913	200,549	1,346	245,628	1,099	2,989	90
2006	2,575,000	298,380	863	202,810	1,269	251,415	1,024	3,014	85
2007	2,491,000	301,231	827	205,742	1,211	257,472	967	3,031	82
2008	2,346,000	304,094	771	208,321	1,126	259,360	904	2,977	79
2009	2,217,000	306,772	723	209,618	1,058	258,958	856	2,957	75
2010	2,239,000	309,350	724	210,115	1,066	257,515	869	2,967	75

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

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966—Federal Highway Administration; Registered Vehicles, 1975-2010—R.L. Polk & Co. and Federal Highway Administration; Population—U.S. Bureau of the Census; Traffic Deaths, 1966—National Center for Health Statistics, D.H.H.S., State Accident Summaries (adjusted to 30-day traffic deaths by NHTSA); Traffic Deaths, 1975-2010—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Injured, 1988-2010—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, 1966-2010

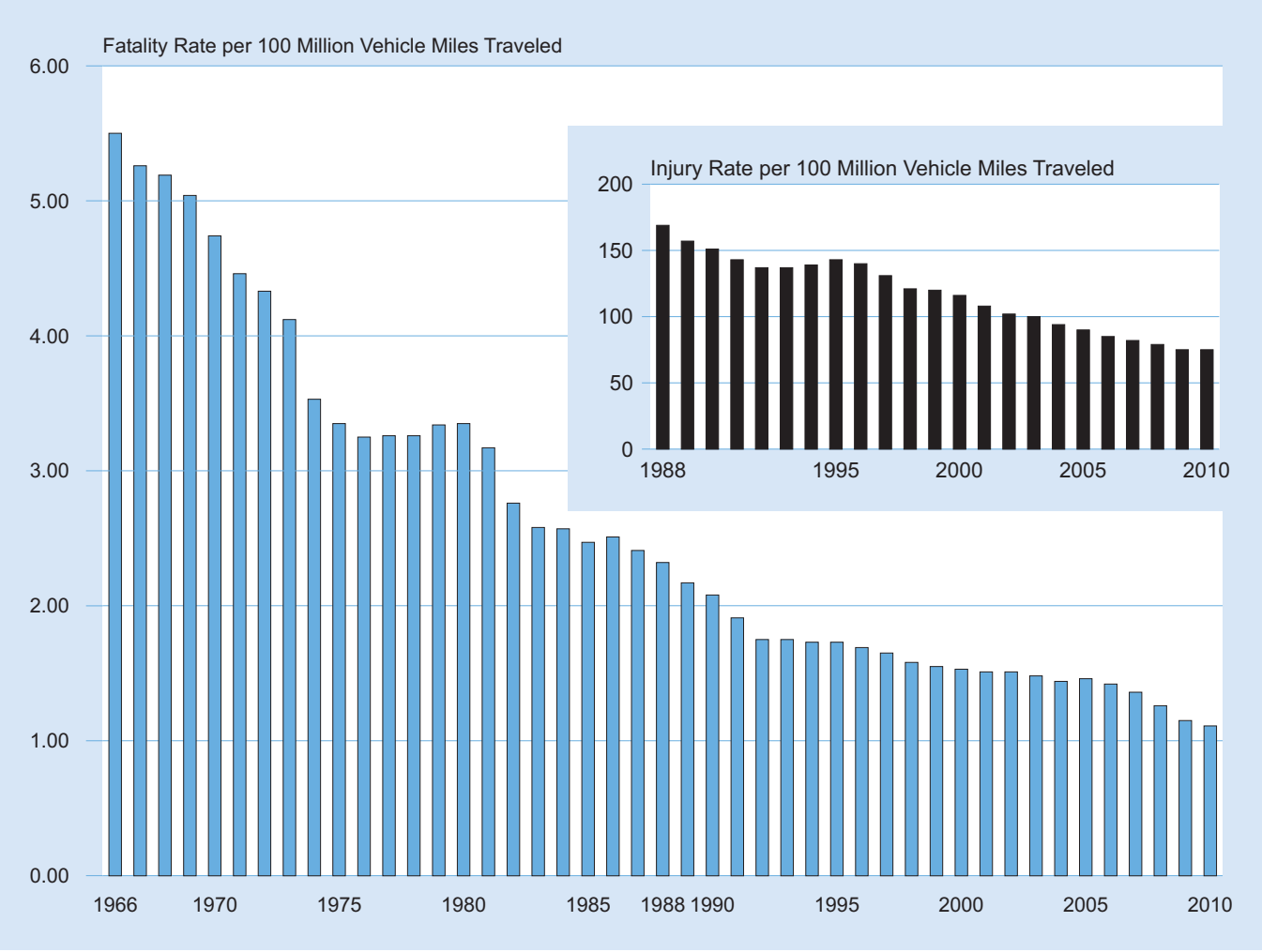


Table 3

Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2010

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
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
1995	30,940	2.09	25.11	17,587	2.35	28.13	4,472	2.51	66.55	2,268	23.15	58.20
1996	30,727	2.05	24.66	18,246	2.32	27.88	4,755	2.60	67.81	2,176	21.94	56.20
1997	30,059	1.97	24.11	18,628	2.26	27.68	4,917	2.57	69.42	2,160	21.43	56.45
1998	29,040	1.87	23.05	19,363	2.25	27.75	4,955	2.52	64.08	2,334	22.70	60.16
1999	28,027	1.79	22.05	19,959	2.22	27.37	4,920	2.43	63.15	2,532	23.92	60.98
2000	27,802	1.76	21.73	20,498	2.18	26.98	4,995	2.43	62.26	2,975	28.42	68.45
2001	27,586	1.73	21.38	20,831	2.14	26.48	4,823	2.31	61.38	3,265	33.89	66.59
2002	27,374	1.70	21.00	21,668	2.14	26.54	4,587	2.14	57.86	3,365	35.23	67.24
2003	26,562	1.65	20.17	22,299	2.14	26.21	4,721	2.17	60.86	3,802	39.70	70.80
2004	25,682	1.58	19.25	22,486	2.05	25.04	4,902	2.22	59.99	4,121	40.71	71.45
2005	25,169	1.56	18.60	22,964	2.03	24.23	4,951	2.22	58.37	4,682	44.79	75.19
2006	24,260	1.50	17.70	22,411	1.94	22.85	4,766	2.14	54.04	4,963	41.19	74.31
2007	22,856	1.47	16.57	21,810	1.92	21.63	4,633	1.52	43.09	5,306	24.80	74.33
2008	20,474	1.34	14.73	19,179	1.73	19.01	4,089	1.32	37.61	5,409	25.99	69.77
2009	18,413	1.22	13.42	17,958	1.60	17.60	3,211	1.11	29.26	4,603	22.11	58.05
2010	17,718	1.18	13.09	17,428	1.53	17.02	3,484	1.22	32.35	4,633	25.09	56.42
Injury Crashes												
1988	3,073,000	222	2,529	683,000	140	1,530	96,000	69	1,562	98,000	974	2,129
1990	2,838,000	199	2,302	729,000	131	1,460	107,000	73	1,730	82,000	854	1,916
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	155	1,918	1,165,000	129	1,598	101,000	50	1,292	46,000	436	1,111
2000	2,396,000	151	1,873	1,209,000	129	1,591	101,000	49	1,253	53,000	509	1,226
2001	2,279,000	143	1,766	1,218,000	125	1,548	90,000	43	1,143	57,000	588	1,155
2002	2,136,000	132	1,639	1,210,000	120	1,482	94,000	44	1,189	58,000	612	1,167
2003	2,129,000	132	1,617	1,233,000	118	1,449	89,000	41	1,145	64,000	665	1,185
2004	1,990,000	122	1,491	1,246,000	114	1,387	87,000	39	1,062	70,000	694	1,217
2005	1,893,000	117	1,399	1,209,000	107	1,275	82,000	37	971	80,000	769	1,291
2006	1,794,000	111	1,309	1,202,000	104	1,225	80,000	36	911	84,000	694	1,251
2007	1,708,000	110	1,239	1,163,000	102	1,153	76,000	25	705	98,000	458	1,374
2008	1,624,000	107	1,168	1,095,000	99	1,086	66,000	21	608	90,000	433	1,162
2009	1,507,000	100	1,098	1,066,000	95	1,045	53,000	19	487	84,000	405	1,065
2010	1,579,000	105	1,167	1,053,000	92	1,029	58,000	20	541	78,000	420	944
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
1990	5,485,000	384	4,450	1,654,000	298	3,314	273,000	187	4,411	20,000	208	467
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	3,517	2,491,000	277	3,416	369,000	182	4,739	10,000	96	246
2000	4,467,000	282	3,491	2,621,000	279	3,450	351,000	171	4,377	14,000	133	321
2001	4,399,000	276	3,409	2,679,000	275	3,406	335,000	160	4,261	14,000	150	295
2002	4,443,000	275	3,408	2,757,000	273	3,376	336,000	156	4,232	17,000	173	330
2003	4,356,000	270	3,308	2,804,000	269	3,297	363,000	167	4,681	14,000	142	253
2004	4,216,000	259	3,160	2,886,000	263	3,213	324,000	147	3,970	13,000	132	231
2005	4,169,000	258	3,081	2,919,000	258	3,080	354,000	159	4,176	18,000	174	291
2006	4,046,000	250	2,953	2,932,000	254	2,990	300,000	135	3,398	15,000	128	230
2007	4,014,000	258	2,910	3,007,000	265	2,983	333,000	110	3,098	20,000	93	278
2008	3,931,000	258	2,827	2,848,000	258	2,824	309,000	100	2,845	18,000	88	235
2009	3,686,000	244	2,687	2,866,000	255	2,810	239,000	83	2,181	17,000	80	211
2010	3,754,000	249	2,774	2,704,000	237	2,642	214,000	75	1,986	14,000	77	173

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, 1975-2010

Year	Person Type											
	Occupants by Vehicle Type						Motor-cyclists	Nonoccupants				Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total		Pedestrian	Pedalcyclist	Other/ Unknown	Total	
Killed												
1975	25,929	4,856	961	53	937	*32,736*	*3,189*	7,516	1,003	81	*8,600*	**44,525**
1980	27,449	7,486	1,262	46	540	*36,783*	*5,144*	8,070	/965	129	*9,164*	**51,091**
1985	23,212	6,689	977	57	544	*31,479*	*4,564*	6,808	890	84	*7,782*	**43,825**
1988	25,808	8,306	911	54	429	*35,508*	*3,662*	6,870	911	136	*7,917*	**47,087**
1990	24,092	8,601	705	32	460	*33,890*	*3,244*	6,482	859	124	*7,465*	**44,599**
1991	22,385	8,391	661	31	466	*31,934*	*2,806*	5,801	843	124	*6,768*	**41,508**
1992	21,387	8,098	585	28	387	*30,485*	*2,395*	5,549	723	98	*6,370*	**39,250**
1993	21,566	8,511	605	18	425	*31,125*	*2,449*	5,649	816	111	*6,576*	**40,150**
1994	21,997	8,904	670	18	409	*31,998*	*2,320*	5,489	802	107	*6,398*	**40,716**
1995	22,423	9,568	648	33	392	*33,064*	*2,227*	5,584	833	109	*6,526*	**41,817**
1996*	22,505	9,932	621	21	455	*33,534*	*2,161*	5,449	765	154	*6,368*	**42,065**
1997	22,199	10,249	723	18	420	*33,609*	*2,116*	5,321	814	153	*6,288*	**42,013**
1998	21,194	10,705	742	38	409	*33,088*	*2,294*	5,228	760	131	*6,119*	**41,501**
1999	20,862	11,265	759	59	447	*33,392*	*2,483*	4,939	754	149	*5,842*	**41,717**
2000	20,699	11,526	754	22	450	*33,451*	*2,897*	4,763	693	141	*5,597*	**41,945**
2001	20,320	11,723	708	34	458	*33,243*	*3,197*	4,901	732	123	*5,756*	**42,196**
2002	20,569	12,274	689	45	528	*34,105*	*3,270*	4,851	665	114	*5,630*	**43,005**
2003	19,725	12,546	726	41	589	*33,627*	*3,714*	4,774	629	140	*5,543*	**42,884**
2004	19,192	12,674	766	42	602	*33,276*	*4,028*	4,675	727	130	*5,532*	**42,836**
2005	18,512	13,037	804	58	659	*33,070*	*4,576*	4,892	786	186	*5,864*	**43,510**
2006	17,925	12,761	805	27	601	*32,119*	*4,837*	4,795	772	185	*5,752*	**42,708**
2007	16,614	12,458	805	36	614	*30,527*	*5,174*	4,699	701	158	*5,558*	**41,259**
2008	14,646	10,816	682	67	580	*26,791*	*5,312*	4,414	718	188	*5,320*	**37,423**
2009	13,135	10,312	499	26	554	*24,526*	*4,469*	4,109	628	151	*4,888*	**33,883**
2010	12,435	9,752	529	44	543	*23,303*	*4,502*	4,280	618	182	*5,080*	**32,885**
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**
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**
2005	1,573,000	872,000	27,000	11,000	10,000	*2,494,000*	*87,000*	64,000	45,000	8,000	*118,000*	**2,699,000**
2006	1,475,000	857,000	23,000	10,000	11,000	*2,375,000*	*88,000*	61,000	44,000	7,000	*112,000*	**2,575,000**
2007	1,379,000	841,000	23,000	12,000	8,000	*2,264,000*	*103,000*	70,000	43,000	10,000	*124,000*	**2,491,000**
2008	1,304,000	768,000	23,000	15,000	9,000	*2,120,000*	*96,000*	69,000	52,000	9,000	*130,000*	**2,346,000**
2009	1,216,000	759,000	17,000	12,000	7,000	*2,011,000*	*90,000*	59,000	51,000	7,000	*116,000*	**2,217,000**
2010	1,253,000	733,000	20,000	17,000	5,000	*2,027,000*	*82,000*	70,000	52,000	8,000	*130,000*	**2,239,000**

*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, 1975-2010

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
1988	46,840	84,099	55.70	13,814	78,661	17.56	60,658	162,760	37.27
1995	40,799	89,183	45.75	14,043	87,386	16.07	54,847	176,569	31.06
1996	40,899	90,504	45.19	14,723	89,007	16.54	55,624	179,510	30.99
1997	40,594	91,888	44.18	14,816	90,789	16.32	55,412	182,677	30.33
1998	40,433	93,087	43.44	14,967	91,860	16.29	55,404	184,947	29.96
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	41,876	99,559	42.06	15,272	99,305	15.38	57,152	198,864	28.74
2005	42,947	100,240	42.84	14,967	100,285	14.92	57,921	200,525	28.88
2006	41,912	101,010	41.49	14,661	101,589	14.43	56,577	202,599	27.93
2007	40,764	102,338	39.83	14,101	103,152	13.67	54,872	205,490	26.70
2008	36,825	103,449	35.60	12,536	104,537	11.99	49,369	207,986	23.74
2009	32,690	104,056	31.42	11,797	105,153	11.22	44,492	209,209	21.27
2010	31,779	104,175	30.51	11,747	105,542	11.13	43,529	209,717	20.76
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
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
2005	1,837,000	100,240	1,832	1,425,000	100,285	1,421	3,262,000	200,525	1,627
2006	1,763,000	101,010	1,745	1,387,000	101,589	1,366	3,150,000	202,599	1,555
2007	1,708,000	102,338	1,669	1,333,000	103,152	1,292	3,041,000	205,490	1,480
2008	1,596,000	103,449	1,543	1,276,000	104,537	1,221	2,872,000	207,986	1,381
2009	1,487,000	104,056	1,429	1,217,000	105,153	1,157	2,704,000	209,209	1,292
2010	1,511,000	104,175	1,451	1,261,000	105,542	1,195	2,773,000	209,717	1,322
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
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
2005	4,357,000	100,240	4,347	3,007,000	100,285	2,998	7,364,000	200,525	3,672
2006	4,232,000	101,010	4,190	2,968,000	101,589	2,922	7,200,000	202,599	3,554
2007	4,329,000	102,338	4,230	3,058,000	103,152	2,964	7,386,000	205,490	3,594
2008	4,115,000	103,449	3,978	2,940,000	104,537	2,812	7,055,000	207,986	3,392
2009	3,839,000	104,056	3,689	2,879,000	105,153	2,738	6,718,000	209,209	3,211
2010	3,841,000	104,175	3,687	2,855,000	105,542	2,705	6,696,000	209,717	3,193

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

Notes: Drivers in this table include motorcycle riders. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.
Source: Licensed Drivers—Federal Highway Administration.

Figure 3

Driver Involvement Rates per 100,000 Licensed Drivers 16 Years and Older by Sex and Crash Severity, 1975-2010

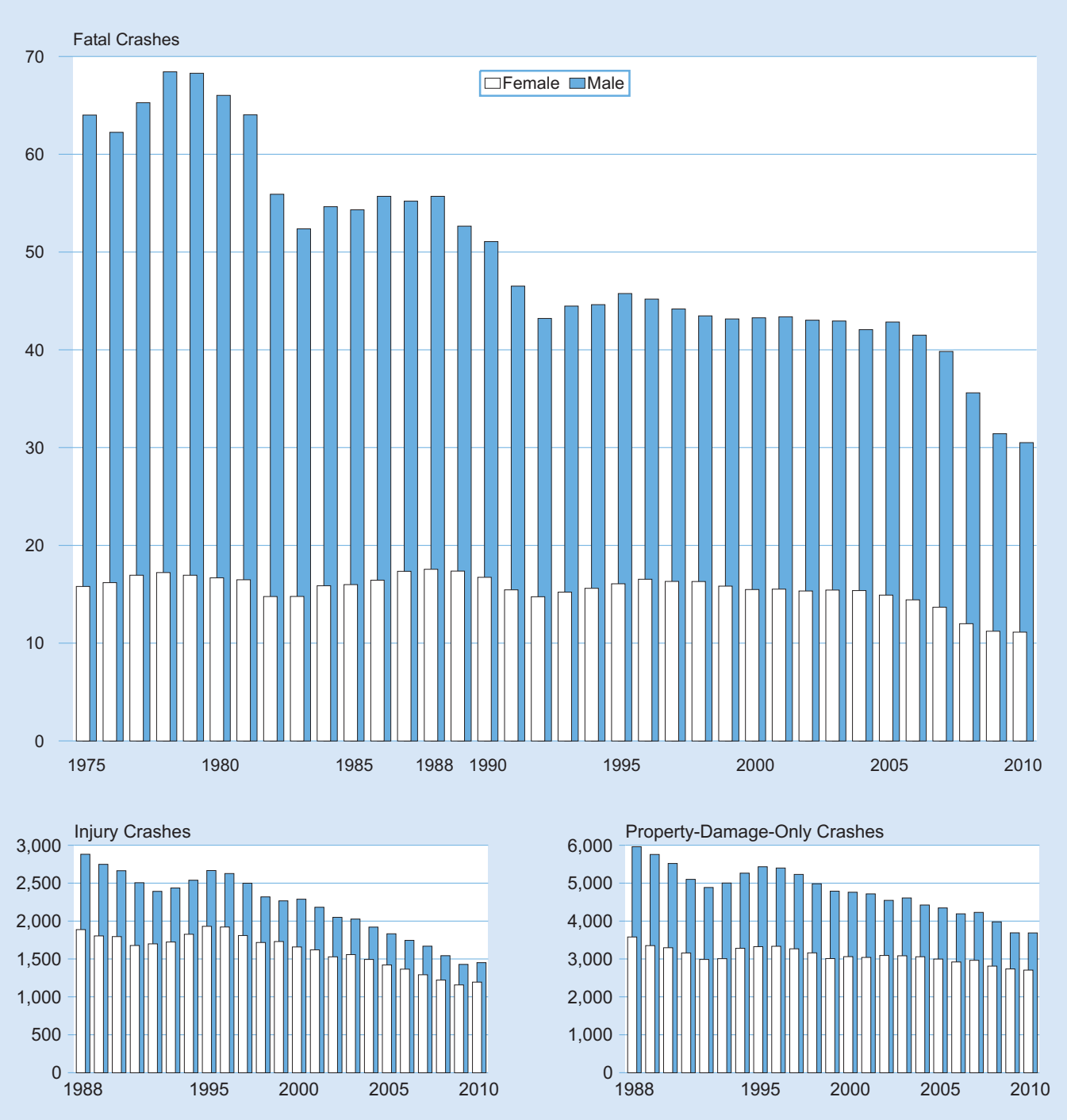


Table 6

Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population by Age Group, 1975-2010

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**
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**
1988	3.82	2.64	5.74	37.95	33.63	20.50	14.20	12.33	12.15	14.12	19.26	**16.02**
1989	3.93	2.92	5.48	34.71	30.85	20.10	13.89	12.46	12.18	14.24	19.41	**15.43**
1990	3.30	2.50	5.25	34.14	30.62	19.81	13.34	12.20	11.91	13.36	18.48	**14.89**
1991	3.13	2.39	4.86	31.76	28.83	17.79	12.29	11.12	10.75	13.22	19.14	**13.78**
1992	2.99	2.41	4.75	28.37	25.96	16.54	11.71	10.62	10.53	13.27	18.81	**12.89**
1993	3.14	2.35	4.67	28.99	26.70	16.47	11.86	10.52	10.86	12.73	20.78	**13.02**
1994	3.46	2.35	5.07	30.46	26.27	16.07	11.79	11.15	10.71	13.99	20.71	**13.18**
1995	3.17	2.46	5.15	29.58	27.30	17.03	12.49	11.01	11.42	13.67	20.87	**13.43**
1996	3.40	2.34	5.07	29.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	**13.46**
1997	3.16	2.42	4.96	28.38	25.53	16.49	12.23	11.57	11.96	14.46	22.09	**13.34**
1998	3.03	2.60	4.60	27.61	25.06	15.81	12.60	11.44	11.53	14.31	21.28	**13.09**
1999	2.94	2.54	4.49	28.10	25.56	16.13	12.62	11.48	11.52	14.17	20.70	**13.16**
2000	2.82	2.38	4.27	27.76	25.29	15.55	12.81	11.51	11.38	12.88	19.51	**12.88**
2001	2.68	2.27	3.77	27.76	24.94	15.67	12.93	11.35	11.01	12.76	19.35	**12.79**
2002	2.44	2.13	4.07	28.84	25.88	15.75	13.03	11.85	11.10	12.61	18.81	**12.99**
2003	2.48	2.14	4.13	27.26	24.87	15.54	13.07	12.02	11.24	12.45	19.27	**12.87**
2004	2.57	2.28	4.25	26.69	24.94	15.82	12.48	12.07	11.05	12.30	18.16	**12.74**
2005	2.35	2.24	3.49	25.26	25.71	16.33	12.92	11.99	11.60	12.46	17.29	**12.74**
2006	2.32	1.85	3.31	24.59	26.07	16.37	12.68	11.80	10.95	11.31	15.73	**12.39**
2007	1.98	1.78	3.17	22.86	25.02	15.40	12.20	11.52	10.58	10.93	15.41	**11.85**
2008	1.50	1.44	2.42	18.71	21.56	14.28	11.03	10.54	9.82	10.02	14.16	**10.56**
2009	1.62	1.40	2.17	16.41	17.62	12.45	9.90	9.89	8.78	9.18	13.42	**9.45**
2010	1.48	1.27	1.95	13.93	17.54	11.80	9.44	9.13	8.85	8.91	13.92	**8.99**
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	587	**1,133**
1999	383	477	662	2,828	2,169	1,596	1,135	1,028	801	759	610	**1,136**
2000	350	405	547	2,690	2,096	1,450	1,159	948	830	723	665	**1,083**
2001	311	372	510	2,451	2,032	1,392	1,094	931	754	666	578	**1,018**
2002	304	380	513	2,371	1,905	1,318	1,033	873	761	614	549	**974**
2003	302	375	468	2,255	1,853	1,336	1,022	873	728	604	523	**953**
2004	286	352	476	2,115	1,710	1,214	1,009	876	724	598	494	**912**
2005	265	322	472	1,962	1,720	1,225	951	830	680	538	467	**873**
2006	270	286	403	1,828	1,583	1,155	922	762	662	553	490	**825**
2007	266	288	354	1,713	1,523	1,135	841	751	625	550	433	**786**
2008	242	265	353	1,533	1,389	1,039	798	717	598	489	402	**729**
2009	220	260	322	1,342	1,378	965	735	695	566	503	397	**685**
2010	191	250	314	1,316	1,334	934	804	706	569	461	417	**682**

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, 1975-2010

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	127,083,019	1,569,455	20,862	16.42	1.33	2,138,000	1,682	136
2000	127,933,707	1,583,127	20,699	16.18	1.31	2,052,000	1,604	130
2001	129,044,240	1,596,579	20,320	15.75	1.27	1,927,000	1,493	121
2002	130,349,393	1,613,749	20,569	15.78	1.27	1,805,000	1,385	112
2003	131,665,783	1,613,543	19,725	14.98	1.22	1,756,000	1,334	109
2004	133,414,552	1,629,955	19,192	14.39	1.18	1,643,000	1,231	101
2005	135,324,121	1,616,908	18,512	13.68	1.14	1,573,000	1,163	97
2006	137,031,279	1,616,328	17,925	13.08	1.11	1,475,000	1,076	91
2007	137,929,951	1,554,673	16,614	12.05	1.07	1,379,000	1,000	89
2008	139,028,041	1,524,331	14,646	10.53	0.96	1,304,000	938	86
2009	137,203,972	1,510,339	13,135	9.57	0.87	1,216,000	887	81
2010	135,310,480	1,507,262	12,435	9.19	0.83	1,253,000	926	83

*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, 1975-2010

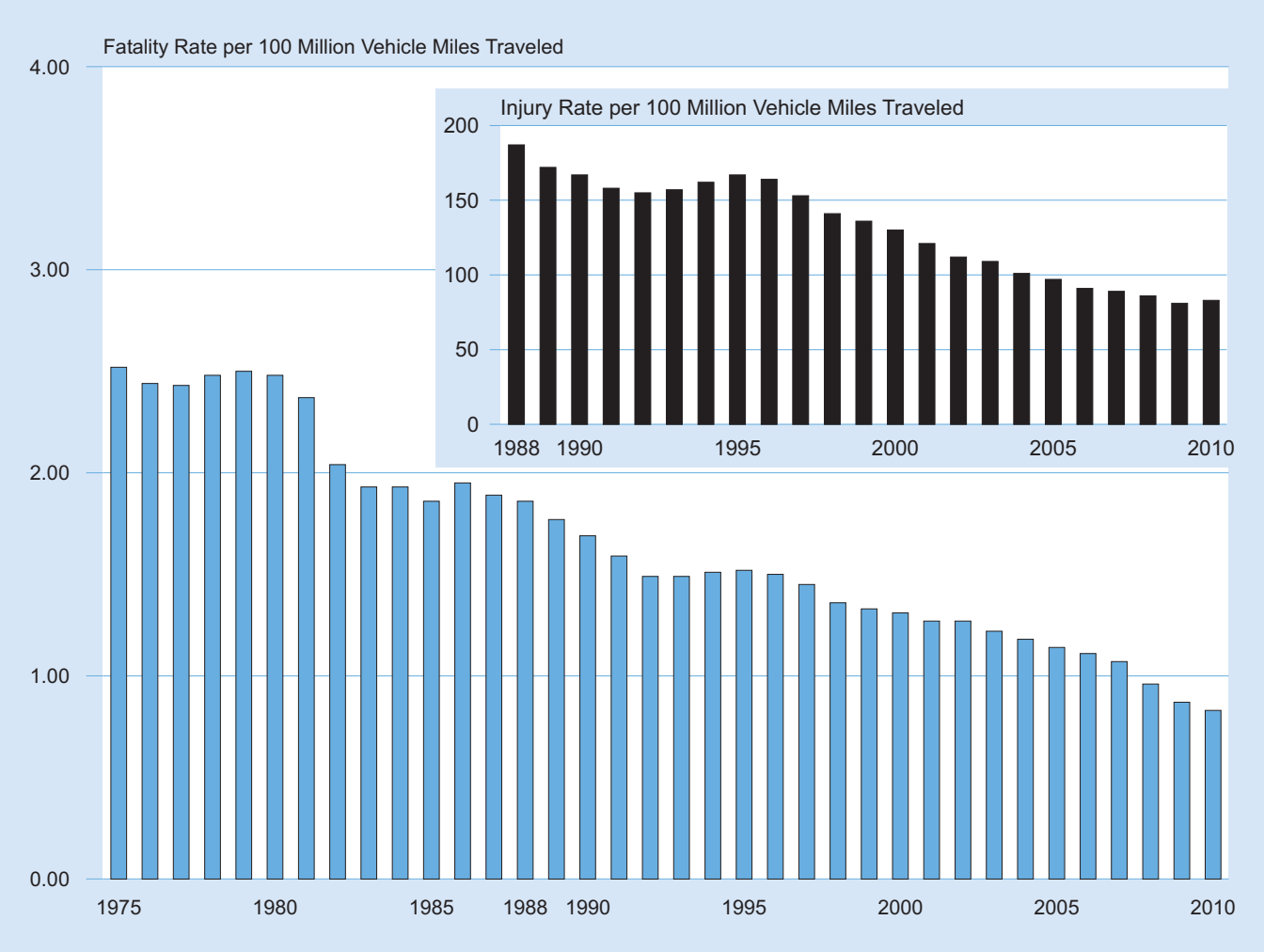


Table 8

Light Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2010

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	72,929,502	900,667	11,265	15.45	1.25	847,000	1,161	94
2000	75,979,775	940,219	11,526	15.17	1.23	887,000	1,167	94
2001	78,675,630	973,401	11,723	14.90	1.20	861,000	1,094	88
2002	81,643,269	1,010,759	12,274	15.03	1.21	879,000	1,077	87
2003	85,063,823	1,042,444	12,546	14.75	1.20	889,000	1,045	85
2004	89,799,406	1,097,099	12,674	14.11	1.16	900,000	1,002	82
2005	94,787,880	1,132,564	13,037	13.75	1.15	872,000	920	77
2006	98,064,117	1,156,697	12,761	13.01	1.10	857,000	874	74
2007	100,817,496	1,136,361	12,458	12.36	1.10	841,000	835	74
2008	100,862,944	1,105,882	10,816	10.72	0.98	768,000	762	69
2009	102,008,600	1,122,909	10,312	10.11	0.92	759,000	744	68
2010	102,376,147	1,140,397	9,752	9.53	0.86	733,000	716	64

*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, 1975-2010

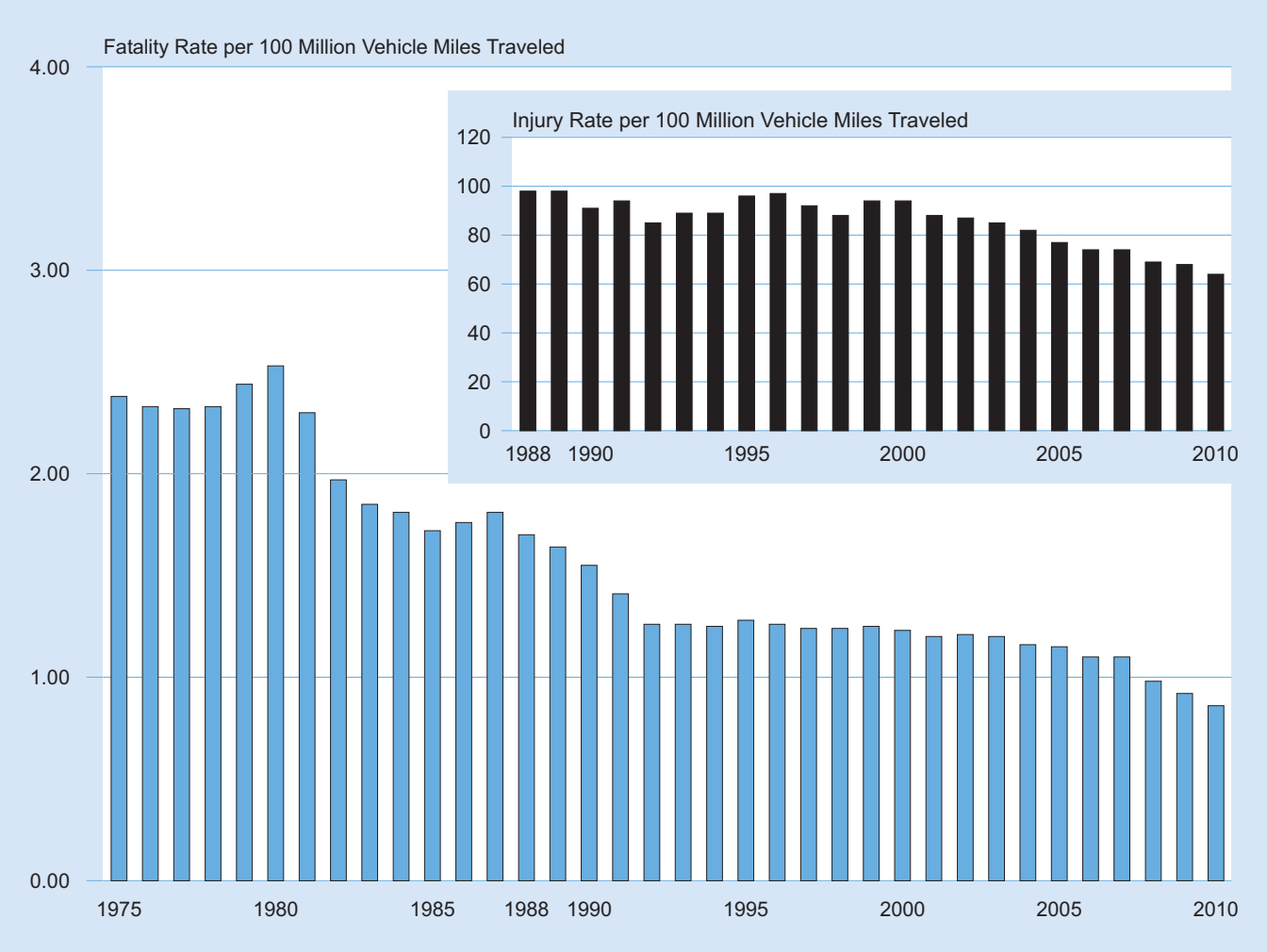


Table 9

Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2010

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	208,928	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	217,876	726	9.36	0.33	27,000	347	12
2004	8,171,364	220,811	766	9.37	0.35	27,000	334	12
2005	8,481,999	222,523	804	9.48	0.36	27,000	322	12
2006	8,819,007	222,513	805	9.13	0.36	23,000	259	10
2007	10,752,019	304,178	805	7.49	0.26	23,000	217	8
2008	10,873,275	310,680	682	6.27	0.22	23,000	211	7
2009	10,973,214	288,306	499	4.55	0.17	17,000	151	6
2010	10,770,054	286,585	529	4.91	0.18	20,000	183	7

*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, 1975-2010

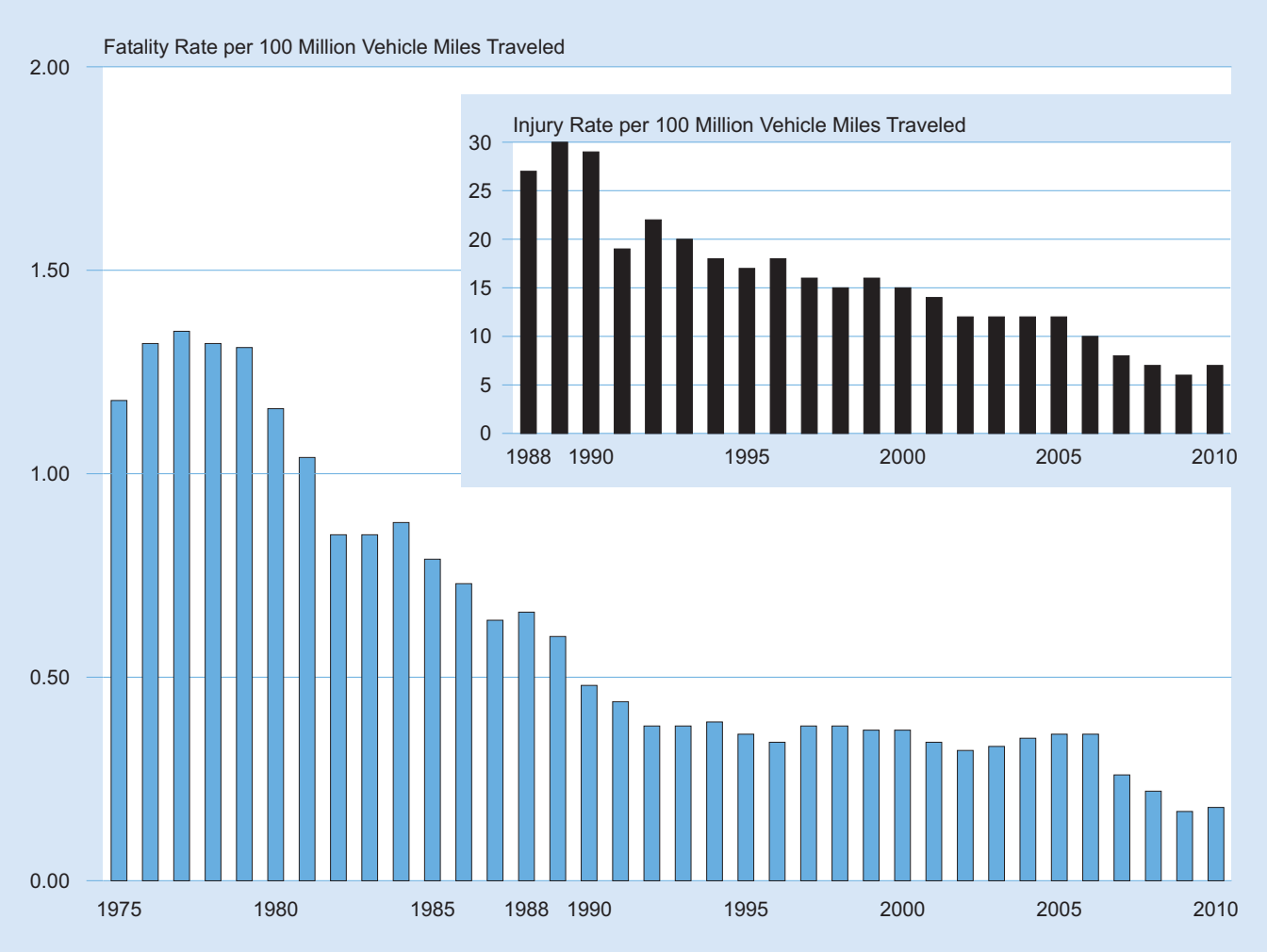


Table 10

Motorcyclists Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2010

Year	Registered Motorcycles	Vehicle Miles Traveled (Millions)	Motorcyclists Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million Vehicle Miles Traveled	Motorcyclists 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	9,633	3,197	65.20	33.19	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	9,576	3,714	69.16	38.78	67,000	1,250	701
2004	5,767,934	10,122	4,028	69.83	39.79	76,000	1,324	755
2005	6,227,146	10,454	4,576	73.48	43.77	87,000	1,402	835
2006	6,678,958	12,049	4,837	72.42	40.14	88,000	1,312	727
2007	7,138,476	21,396	5,174	72.48	24.18	103,000	1,443	481
2008	7,752,926	20,811	5,312	68.52	25.52	96,000	1,238	461
2009	7,929,724	20,822	4,469	56.36	21.46	90,000	1,130	430
2010	8,212,267	18,462	4,502	54.82	24.39	82,000	998	444

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

Figure 7

Motorcyclist Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2010

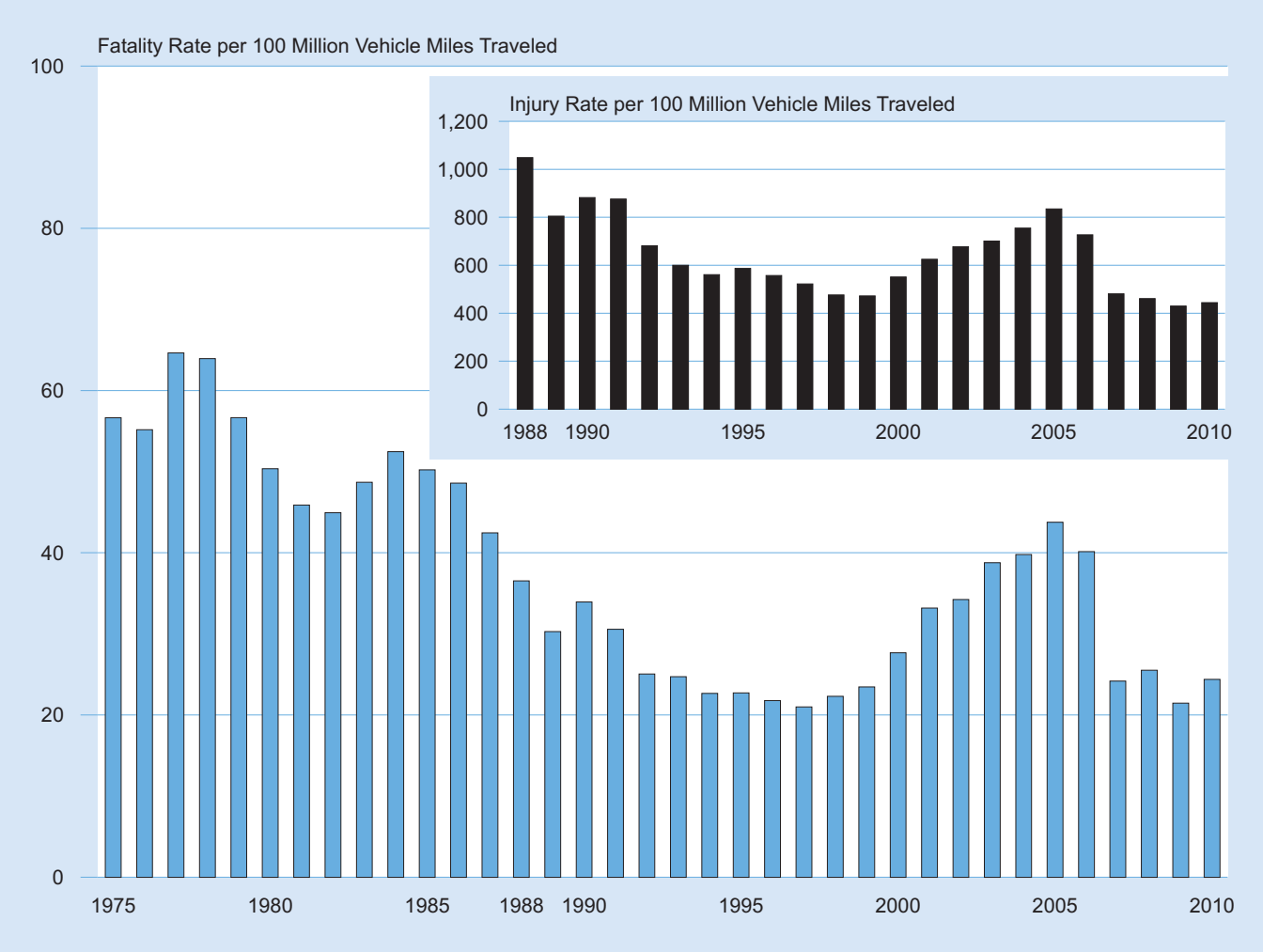


Table 11

Persons Killed or Injured in Crashes Involving a Large Truck by Person Type and Crash Type, 1975-2010

Year	Person Type					
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonoccupants	Total
	Single Vehicle	Multiple Vehicle	Total			
			Killed			
1975	643	318	*961*	3,106	416	**4,483**
1980	861	401	*1,262*	4,084	625	**5,971**
1985	634	343	*977*	4,227	530	**5,734**
1988	585	326	*911*	4,250	518	**5,679**
1990	485	220	*705*	4,071	496	**5,272**
1991	448	213	*661*	3,705	455	**4,821**
1992	396	189	*585*	3,460	417	**4,462**
1993	389	216	*605*	3,855	396	**4,856**
1994	451	219	*670*	4,013	461	**5,144**
1995	425	223	*648*	3,846	424	**4,918**
1996	412	209	*621*	4,087	434	**5,142**
1997	499	224	*723*	4,223	452	**5,398**
1998	486	256	*742*	4,215	438	**5,395**
1999	480	279	*759*	4,180	441	**5,380**
2000	484	270	*754*	4,114	414	**5,282**
2001	474	234	*708*	3,962	441	**5,111**
2002	449	240	*689*	3,886	364	**4,939**
2003	457	269	*726*	3,919	391	**5,036**
2004	469	297	*766*	4,042	427	**5,235**
2005	478	326	*804*	3,971	465	**5,240**
2006	500	305	*805*	3,797	425	**5,027**
2007	502	303	*805*	3,608	409	**4,822**
2008	430	252	*682*	3,151	412	**4,245**
2009	333	166	*499*	2,558	323	**3,380**
2010	337	192	*529*	2,790	356	**3,675**
			Injured			
1988	17,000	20,000	*37,000*	89,000	4,000	**130,000**
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**
2005	10,000	17,000	*27,000*	84,000	2,000	**114,000**
2006	11,000	12,000	*23,000*	81,000	2,000	**106,000**
2007	10,000	13,000	*23,000*	75,000	2,000	**101,000**
2008	10,000	13,000	*23,000*	64,000	3,000	**90,000**
2009	7,000	9,000	*17,000*	56,000	1,000	**74,000**
2010	9,000	11,000	*20,000*	58,000	2,000	**80,000**

Table 12
Nonoccupant Fatality and Injury Rates per Population by Age Group, 1975-2010

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**
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**
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**
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**
1990	1.60	2.65	2.34	2.53	2.84	2.97	2.77	2.63	3.09	3.67	6.97	**2.99**
1991	1.43	2.40	2.39	2.45	2.86	2.65	2.36	2.44	2.67	3.08	5.93	**2.68**
1992	1.29	2.25	2.06	2.20	2.21	2.38	2.39	2.41	2.56	3.10	5.42	**2.50**
1993	1.35	2.19	2.23	2.06	2.25	2.63	2.51	2.25	2.52	2.95	5.47	**2.55**
1994	1.31	2.20	2.10	2.01	2.22	2.34	2.46	2.35	2.41	2.82	5.50	**2.46**
1995	1.12	2.02	2.08	2.02	2.38	2.41	2.60	2.38	2.50	2.97	5.21	**2.48**
1996	1.22	1.87	1.93	1.98	2.38	2.17	2.49	2.40	2.63	2.94	4.76	**2.40**
1997	0.97	1.73	1.83	2.11	2.15	2.22	2.47	2.39	2.53	2.99	4.57	**2.35**
1998	0.96	1.42	1.62	1.88	2.12	2.06	2.46	2.41	2.61	2.74	4.68	**2.26**
1999	0.94	1.45	1.54	1.76	2.01	1.88	2.41	2.26	2.35	2.78	4.14	**2.14**
2000	0.88	1.17	1.38	1.58	1.75	1.75	2.28	2.28	2.22	2.40	3.82	**1.98**
2001	0.70	1.06	1.33	1.78	2.01	1.68	2.36	2.38	2.13	2.44	4.11	**2.02**
2002	0.71	0.94	1.18	1.64	1.71	1.77	2.24	2.37	2.10	2.76	3.68	**1.96**
2003	0.62	0.89	1.26	1.76	1.78	1.63	2.25	2.23	2.26	2.34	3.55	**1.91**
2004	0.63	0.87	1.10	1.56	1.84	1.72	2.15	2.39	2.03	2.41	3.55	**1.89**
2005	0.64	0.78	1.10	1.63	2.11	1.81	2.25	2.58	2.14	2.50	3.57	**1.98**
2006	0.59	0.81	0.93	1.56	1.97	1.87	2.11	2.61	2.19	2.32	3.35	**1.93**
2007	0.56	0.63	0.99	1.60	2.00	1.80	2.09	2.48	1.86	2.32	3.11	**1.85**
2008	0.53	0.55	0.89	1.59	1.94	1.67	1.86	2.47	2.02	2.03	2.76	**1.75**
2009	0.51	0.49	0.77	1.26	1.80	1.53	1.76	2.17	1.89	2.02	2.50	**1.59**
2010	0.51	0.46	0.75	1.52	1.89	1.63	1.63	2.15	2.05	1.98	2.78	**1.64**
Injury Rate per 100,000 Population												
1988	35	178	195	116	117	74	45	38	35	25	45	**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	64	71	50	41	30	29	21	20	**48**
2001	17	64	106	75	52	46	38	35	30	29	19	**46**
2002	16	60	92	61	37	55	40	29	35	26	21	**44**
2003	15	59	92	62	50	46	42	32	26	23	21	**43**
2004	19	55	81	59	53	42	39	35	21	22	19	**40**
2005	17	61	78	67	59	34	28	35	37	22	16	**40**
2006	11	37	72	66	42	37	35	33	34	23	20	**38**
2007	11	44	76	66	63	48	37	38	24	23	23	**41**
2008	12	36	82	82	65	40	38	40	34	25	24	**43**
2009	14	39	65	61	72	47	23	38	29	20	18	**38**
2010	12	35	70	72	66	49	38	40	30	29	22	**42**

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

Table 13

Persons Killed, by Highest Driver Blood Alcohol Concentration (BAC) in the Crash, 1982-2010

	BAC = .00		BAC = .01-.07		Alcohol-Impaired Driving Fatalities (BAC = .08+)		BAC = .01+		Total Fatalities*	
Year	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	19,771	45	2,912	7	21,113	48	24,025	55	43,945	100
1985	22,589	52	2,974	7	18,125	41	21,098	48	43,825	100
1990	23,823	53	2,901	7	17,705	40	20,607	46	44,599	100
1991	23,025	55	2,480	6	15,827	38	18,307	44	41,508	100
1992	22,726	58	2,352	6	14,049	36	16,401	42	39,250	100
1993	23,979	60	2,300	6	13,739	34	16,039	40	40,150	100
1994	24,948	61	2,236	5	13,390	33	15,626	38	40,716	100
1995	25,768	62	2,416	6	13,478	32	15,893	38	41,817	100
1996	26,052	62	2,415	6	13,451	32	15,866	38	42,065	100
1997	26,902	64	2,216	5	12,757	30	14,973	36	42,013	100
1998	26,477	64	2,353	6	12,546	30	14,899	36	41,501	100
1999	26,798	64	2,235	5	12,555	30	14,790	35	41,717	100
2000	26,082	62	2,422	6	13,324	32	15,746	38	41,945	100
2001	26,334	62	2,441	6	13,290	31	15,731	37	42,196	100
2002	27,080	63	2,321	5	13,472	31	15,793	37	43,005	100
2003	27,328	64	2,327	5	13,096	31	15,423	36	42,884	100
2004	27,413	64	2,212	5	13,099	31	15,311	36	42,836	100
2005	27,423	63	2,404	6	13,582	31	15,985	37	43,510	100
2006	26,633	62	2,479	6	13,491	32	15,970	37	42,708	100
2007	25,611	62	2,494	6	13,041	32	15,534	38	41,259	100
2008	23,499	63	2,115	6	11,711	31	13,826	37	37,423	100
2009	21,051	62	1,972	6	10,759	32	12,731	38	33,883	100
2010	20,838	63	1,720	5	10,228	31	11,948	36	32,885	100

*Totals include fatalities in crashes in which there was no driver present.

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 Driver Blood Alcohol Concentration (BAC) in the Crash, 1982-2010

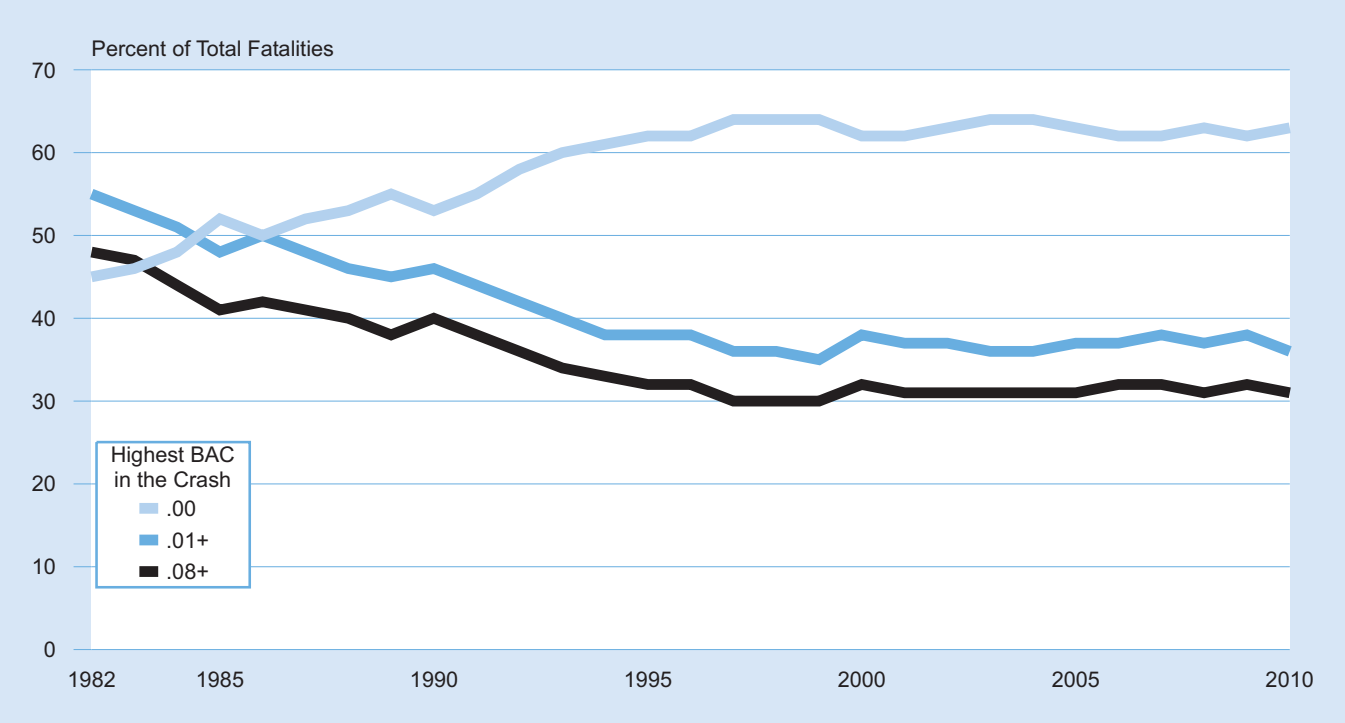


Table 14

Persons Killed and Percent Alcohol-Impaired Driving During Holiday Periods, 1982-2010

Year	Killed	Percent Alcohol-Impaired Driving*	Killed	Percent Alcohol-Impaired Driving*	Killed	Percent Alcohol-Impaired Driving*
	Holiday Period**					
	New Year's Day		Memorial Day		Fourth of July	
1982	***	***	498 (3)	58	600 (3)	59
1985	496 (4)	50	557 (3)	51	689 (4)	49
1989	443 (3)	41	594 (3)	47	748 (4)	47
1990	421 (3)	44	589 (3)	50	268 (1)	55
1991	441 (4)	47	533 (3)	50	718 (4)	45
1992	164 (1)	55	438 (3)	46	535 (3)	45
1993	370 (3)	46	454 (3)	40	525 (3)	42
1994	372 (3)	47	482 (3)	41	519 (3)	44
1995	392 (3)	38	483 (3)	40	661 (4)	37
1996	420 (3)	40	514 (3)	43	629 (4)	36
1997	192 (1)	53	511 (3)	40	508 (3)	40
1998	545 (4)	39	393 (3)	40	479 (3)	43
1999	354 (3)	43	500 (3)	42	509 (3)	35
2000	469 (3)	47	466 (3)	46	717 (4)	39
2001	357 (3)	40	515 (3)	44	207 (1)	44
2002	575 (4)	41	494 (3)	37	685 (4)	36
2003	220 (1)	49	481 (3)	37	519 (3)	43
2004	563 (4)	40	514 (3)	38	524 (3)	40
2005	472 (3)	38	532 (3)	39	591 (3)	44
2006	456 (3)	42	511 (3)	40	659 (4)	37
2007	391 (3)	40	492 (3)	37	202 (1)	45
2008	424 (4)	41	425 (3)	41	494 (3)	44
2009	467 (4)	40	473 (3)	42	412 (3)	39
2010	297 (3)	48	397 (3)	40	392 (3)	39
	Labor Day		Thanksgiving		Christmas	
1982	628 (3)	55	601 (4)	51	458 (3)	50
1985	605 (3)	51	566 (4)	47	152 (1)	47
1989	588 (3)	48	561 (4)	47	553 (3)	49
1990	599 (3)	52	563 (4)	44	567 (4)	42
1991	577 (3)	46	546 (4)	42	135 (1)	36
1992	460 (3)	42	403 (4)	47	410 (3)	39
1993	522 (3)	47	569 (4)	38	402 (3)	43
1994	494 (3)	46	575 (4)	40	455 (3)	40
1995	511 (3)	40	527 (4)	41	358 (3)	40
1996	525 (3)	43	588 (4)	38	167 (1)	37
1997	507 (3)	42	571 (4)	31	480 (4)	33
1998	464 (3)	40	602 (4)	38	364 (3)	41
1999	485 (3)	38	581 (4)	36	485 (3)	41
2000	529 (3)	43	509 (4)	41	442 (3)	40
2001	481 (3)	40	590 (4)	39	604 (4)	39
2002	543 (3)	45	551 (4)	36	131 (1)	40
2003	507 (3)	38	562 (4)	36	520 (4)	37
2004	502 (3)	38	574 (4)	30	389 (3)	38
2005	507 (3)	40	629 (4)	37	402 (3)	40
2006	508 (3)	37	635 (4)	34	395 (3)	42
2007	520 (3)	42	553 (4)	35	478 (4)	38
2008	493 (3)	40	507 (4)	35	426 (4)	32
2009	362 (3)	38	413 (4)	34	262 (3)	36
2010	403 (3)	36	431 (4)	40	259 (3)	37

*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 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.
- Number of days and number of hours incorporated: 1 day (36 hours), 2 days (60 hours), 3 days (84 hours), 4 days (108 hours).

***No data available.

Table 15

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-2010

	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
1985	27,578	16	12	30,008	52	44	57,883	35	29
1988	30,196	14	11	31,715	50	43	62,253	33	28
1991	26,829	13	10	27,249	49	43	54,391	31	27
1992	26,236	12	10	25,380	47	40	51,901	30	25
1993	27,770	11	9	25,355	46	39	53,401	28	24
1994	29,134	11	9	25,112	44	38	54,549	27	23
1995	30,066	11	9	25,755	43	37	56,164	26	22
1996	30,802	11	8	25,864	43	37	57,001	26	22
1997	30,979	10	8	25,368	41	35	56,688	24	20
1998	31,389	10	8	24,879	42	36	56,604	24	20
1999	31,212	10	8	24,968	41	35	56,502	24	20
2000	31,236	11	8	25,710	43	37	57,280	26	21
2001	31,620	11	8	25,661	43	37	57,586	25	21
2002	31,135	11	8	26,653	42	36	58,113	25	21
2003	31,863	10	8	26,258	41	36	58,517	24	21
2004	31,686	11	8	26,360	41	35	58,395	24	21
2005	31,820	11	9	27,085	41	36	59,220	25	21
2006	30,566	12	9	26,949	42	36	57,846	26	22
2007	29,307	11	9	26,367	42	36	56,019	26	22
2008	26,377	11	9	23,760	42	36	50,416	26	22
2009	23,673	11	9	21,379	43	37	45,337	26	22
2010	23,754	11	9	20,464	42	37	44,440	26	22

*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, 1982-2010

	Male			Female		
		Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	44,370	44	38	10,675	27	22
1985	44,846	38	32	12,142	22	18
1988	47,402	37	31	13,951	20	16
1991	40,731	35	30	12,825	19	16
1992	38,598	33	28	12,596	18	15
1993	39,556	32	27	13,082	17	14
1994	40,233	30	26	13,567	17	14
1995	41,235	30	25	14,184	16	13
1996	41,376	29	25	14,850	16	13
1997	40,954	28	24	14,954	15	12
1998	40,816	28	23	15,089	15	12
1999	41,012	28	23	14,835	14	12
2000	41,795	29	24	14,790	16	13
2001	41,901	29	24	14,919	15	13
2002	42,377	29	25	14,999	15	12
2003	42,586	28	24	15,211	14	12
2004	42,250	28	24	15,384	15	12
2005	43,282	28	24	15,059	16	13
2006	42,223	29	24	14,753	18	15
2007	41,053	29	24	14,184	16	13
2008	37,061	29	25	12,627	16	13
2009	32,882	30	25	11,864	16	13
2010	31,965	29	24	11,811	18	15

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, 1982-2010

	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
1985	34,071	36	30	12,372	37	32	5,091	7	5	4,598	53	43
1988	36,769	34	28	15,167	37	31	5,141	6	4	3,704	51	42
1991	31,102	31	27	14,702	35	30	4,291	4	3	2,816	52	44
1992	29,670	30	25	14,540	33	28	3,980	3	2	2,435	49	40
1993	30,060	28	24	15,207	31	27	4,271	4	2	2,471	45	38
1994	30,103	28	24	16,235	29	25	4,592	3	2	2,330	41	33
1995	30,773	27	23	17,483	29	25	4,410	4	2	2,262	42	33
1996	30,595	27	23	18,118	28	24	4,703	3	2	2,175	43	35
1997	29,896	26	22	18,502	26	23	4,859	3	2	2,159	41	32
1998	28,907	26	21	19,247	26	22	4,905	2	1	2,333	41	34
1999	27,878	25	21	19,865	26	22	4,868	3	1	2,528	40	33
2000	27,661	28	24	20,393	26	22	4,948	3	1	2,971	40	32
2001	27,444	27	23	20,704	27	23	4,779	2	1	3,261	37	29
2002	27,236	27	22	21,562	27	23	4,550	3	2	3,363	39	31
2003	26,422	26	22	22,172	25	22	4,658	2	1	3,800	36	29
2004	25,568	27	23	22,367	25	21	4,837	2	1	4,116	34	27
2005	25,046	28	24	22,879	25	22	4,900	3	1	4,679	34	27
2006	24,162	27	23	22,307	28	24	4,729	2	1	4,961	34	26
2007	22,765	27	23	21,719	27	23	4,601	2	1	5,306	35	27
2008	20,379	27	23	19,095	26	23	4,040	3	2	5,405	36	29
2009	18,344	27	23	17,878	27	23	3,182	3	2	4,601	36	29
2010	17,623	27	23	17,322	26	22	3,446	3	2	4,629	36	28

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, 1982-2010

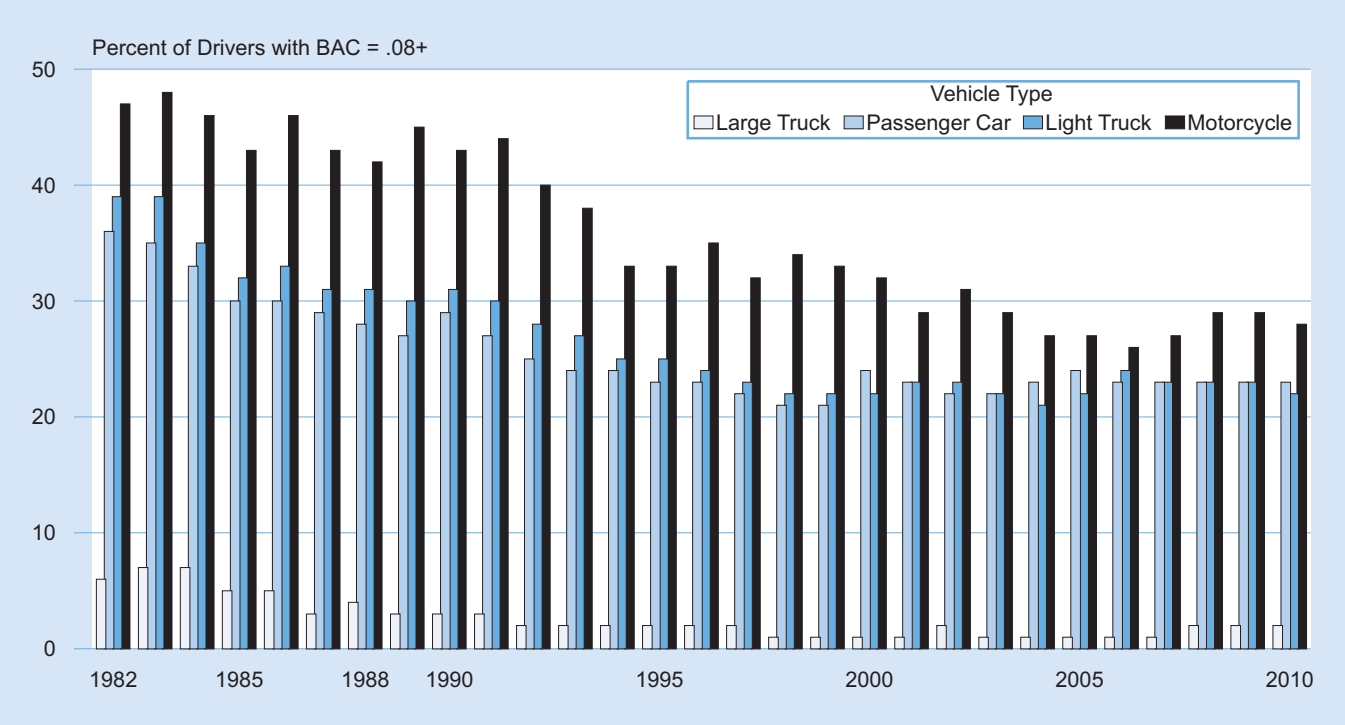


Table 18
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2010

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
1985	479	21	15	9,386	35	26	9,046	47	40
1988	448	17	12	10,171	33	25	8,555	47	39
1991	364	18	11	8,002	30	23	6,748	45	38
1994	397	16	12	7,723	24	18	6,291	39	33
1995	410	14	9	7,725	21	16	6,263	38	32
1996	413	13	9	7,824	23	17	6,205	38	31
1997	345	11	8	7,719	22	17	5,705	36	30
1998	361	15	11	7,767	22	17	5,613	37	32
1999	333	13	10	7,985	22	17	5,639	38	31
2000	320	15	10	8,024	24	18	5,950	38	32
2001	293	16	12	7,992	23	18	6,037	39	33
2002	335	13	9	8,128	23	18	6,316	39	33
2003	345	13	9	7,744	24	19	6,276	38	32
2004	345	14	10	7,755	23	18	6,413	39	33
2005	304	16	10	7,334	22	17	6,585	39	33
2006	277	16	12	7,315	24	19	6,480	39	33
2007	239	17	12	6,894	23	18	6,287	41	34
2008	215	12	9	5,750	22	17	5,342	40	34
2009	181	11	6	5,073	24	19	4,612	41	34
2010	160	9	8	4,487	23	18	4,585	40	34
	25-34 Years			35-44 Years			45-54 Years		
1982	14,787	46	41	7,984	38	33	4,980	32	28
1985	15,257	42	37	8,892	32	29	5,150	26	22
1988	16,398	42	36	10,077	32	28	5,761	23	20
1991	14,151	41	36	9,482	32	28	5,458	23	20
1994	12,891	36	31	9,951	29	26	6,493	21	18
1995	13,048	35	30	10,677	30	26	6,815	21	18
1996	12,889	34	30	10,955	29	25	7,127	21	18
1997	12,453	32	27	10,904	29	26	7,522	20	17
1998	11,925	32	28	11,241	28	24	7,690	21	18
1999	11,763	32	28	11,059	28	25	7,708	20	17
2000	11,739	33	28	11,132	30	26	8,234	22	18
2001	11,584	32	28	11,261	29	25	8,346	22	19
2002	11,483	33	29	10,973	29	26	8,558	22	19
2003	11,288	31	27	11,053	28	24	9,024	22	19
2004	11,242	32	27	10,743	27	23	9,148	22	19
2005	11,467	33	29	10,793	28	24	9,434	23	19
2006	11,279	34	29	10,379	29	25	9,234	23	19
2007	10,773	34	29	9,936	28	25	9,028	24	20
2008	9,800	36	31	8,806	29	25	8,355	24	20
2009	8,630	36	31	7,779	30	26	7,686	26	22
2010	8,540	35	30	7,313	29	25	7,490	25	21
	55-64 Years			65-74 Years			>74 Years		
1982	3,941	25	21	2,343	17	14	1,551	11	8
1985	4,112	19	16	2,650	14	11	1,829	8	5
1988	4,320	18	15	3,079	14	10	2,297	8	5
1991	3,695	16	13	3,017	12	9	2,454	7	4
1994	3,828	15	12	3,194	11	9	2,867	6	4
1995	4,079	16	14	3,251	10	8	2,989	6	4
1996	4,237	15	12	3,319	11	8	3,068	6	5
1997	4,394	14	11	3,401	10	8	3,314	6	4
1998	4,478	14	11	3,399	9	7	3,291	6	4
1999	4,608	14	11	3,251	10	7	3,346	6	4
2000	4,766	15	12	3,134	11	8	3,147	6	4
2001	4,714	14	12	3,156	9	7	3,290	6	4
2002	5,093	14	12	3,100	9	7	3,223	6	4
2003	5,455	14	11	3,116	10	8	3,329	6	5
2004	5,612	15	12	3,070	10	8	3,169	7	5
2005	6,075	16	13	3,217	10	7	3,016	6	4
2006	5,894	17	13	3,029	11	8	2,967	7	5
2007	6,037	15	12	3,038	10	7	2,879	6	4
2008	5,717	16	12	2,927	9	6	2,672	6	4
2009	5,276	15	13	2,876	9	7	2,560	5	3
2010	5,554	17	14	2,894	10	8	2,666	7	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, 1982-2010

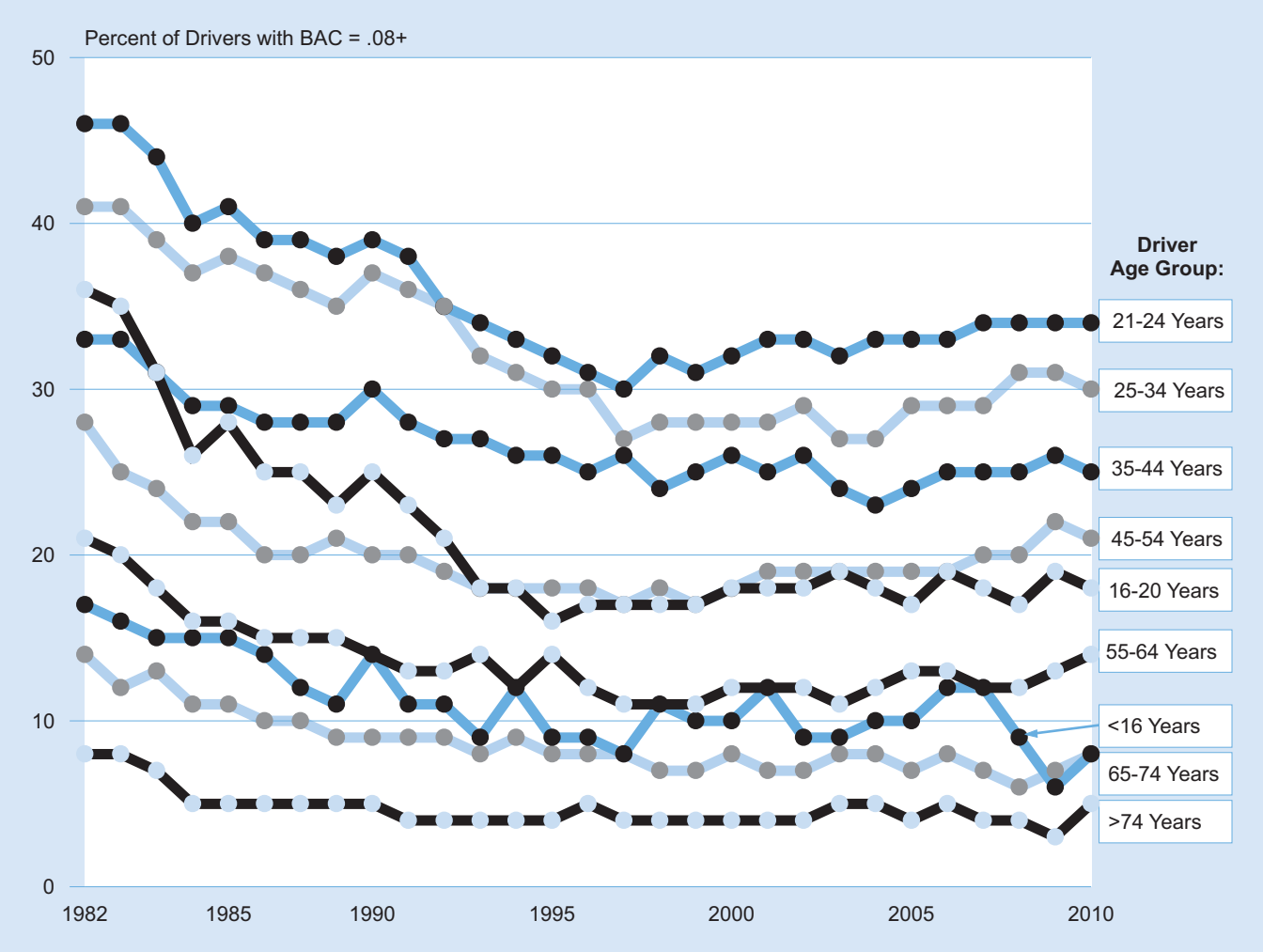


Table 19

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-2010

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**
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**
1991	24,157	1,245	5,059	30,461	13,138	1,307	9,485	23,930	37,295	2,552	14,544	**54,391**
1992	23,678	1,172	4,467	29,317	12,906	1,226	8,452	22,584	36,584	2,398	12,919	**51,901**
1993	24,858	1,147	4,254	30,259	13,652	1,168	8,322	23,142	38,510	2,315	12,576	**53,401**
1994	25,331	1,078	4,449	30,858	14,612	1,166	7,913	23,691	39,943	2,244	12,362	**54,549**
1995	26,633	1,082	4,059	31,774	14,841	1,242	8,307	24,390	41,474	2,324	12,366	**56,164**
1996	27,158	1,136	4,173	32,467	15,134	1,225	8,175	24,534	42,292	2,361	12,348	**57,001**
1997	27,258	1,027	3,736	32,021	15,670	1,154	7,843	24,667	42,929	2,180	11,579	**56,688**
1998	27,026	1,108	3,727	31,861	15,738	1,171	7,834	24,743	42,764	2,279	11,561	**56,604**
1999	26,733	983	3,529	31,245	16,126	1,213	7,918	25,257	42,858	2,196	11,447	**56,502**
2000	26,527	1,092	4,094	31,713	16,116	1,285	8,167	25,567	42,643	2,376	12,261	**57,280**
2001	26,601	1,135	3,981	31,717	16,332	1,285	8,253	25,869	42,932	2,420	12,233	**57,586**
2002	26,524	1,040	3,889	31,454	16,863	1,281	8,515	26,659	43,388	2,321	12,405	**58,113**
2003	27,081	976	3,681	31,738	17,107	1,319	8,354	26,779	44,187	2,295	12,035	**58,517**
2004	26,661	960	3,903	31,524	17,450	1,266	8,155	26,871	44,111	2,226	12,057	**58,395**
2005	26,650	998	4,082	31,729	17,628	1,374	8,489	27,491	44,278	2,371	12,571	**59,220**
2006	25,509	1,016	3,973	30,498	17,315	1,455	8,578	27,348	42,823	2,472	12,551	**57,846**
2007	24,831	1,136	3,483	29,449	16,591	1,361	8,617	26,570	41,422	2,497	12,100	**56,019**
2008	22,312	913	2,937	26,162	15,067	1,226	7,961	24,254	37,379	2,139	10,898	**50,416**
2009	19,803	883	2,816	23,502	13,520	1,102	7,213	21,835	33,324	1,985	10,029	**45,337**
2010	19,625	732	3,067	23,424	13,383	1,006	6,627	21,016	33,008	1,739	9,694	**44,440**

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), 1982-2010

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**
1985	3,072	54	342	6	2,288	40	**5,702**	**100**
1991	2,862	57	236	5	1,907	38	**5,005**	**100**
1992	2,712	56	231	5	1,868	39	**4,812**	**100**
1993	2,792	57	199	4	1,869	38	**4,860**	**100**
1994	2,782	59	230	5	1,725	36	**4,737**	**100**
1995	2,871	59	225	5	1,801	37	**4,896**	**100**
1996	2,749	58	212	4	1,816	38	**4,777**	**100**
1997	2,889	61	177	4	1,649	35	**4,715**	**100**
1998	2,743	59	248	5	1,689	36	**4,680**	**100**
1999	2,568	58	194	4	1,657	37	**4,419**	**100**
2000	2,535	59	213	5	1,541	36	**4,288**	**100**
2001	2,666	60	220	5	1,567	35	**4,453**	**100**
2002	2,670	60	193	4	1,589	36	**4,451**	**100**
2003	2,621	60	192	4	1,570	36	**4,383**	**100**
2004	2,563	60	208	5	1,535	36	**4,306**	**100**
2005	2,778	61	197	4	1,566	34	**4,541**	**100**
2006	2,580	58	222	5	1,661	37	**4,463**	**100**
2007	2,585	59	207	5	1,594	36	**4,386**	**100**
2008	2,409	58	183	4	1,553	37	**4,145**	**100**
2009	2,290	59	174	5	1,404	36	**3,869**	**100**
2010	2,447	61	186	5	1,403	35	**4,036**	**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, 1975-2010

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**
1988	16,948	32.6	28,146	54.2	6,842	13.2	**51,936**	**100.0**
1990	18,340	37.1	24,706	50.0	6,348	12.9	**49,394**	**100.0**
1992	19,106	43.2	19,836	44.9	5,268	11.9	**44,210**	**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	29,072	60.6	15,120	31.5	3,743	7.8	**47,935**	**100.0**
2005	29,264	61.1	14,984	31.3	3,677	7.7	**47,925**	**100.0**
2006	28,285	60.9	14,434	31.1	3,750	8.1	**46,469**	**100.0**
2007	27,622	62.1	13,215	29.7	3,647	8.2	**44,484**	**100.0**
2008	24,649	62.4	11,770	29.8	3,055	7.7	**39,474**	**100.0**
2009	22,963	63.4	10,486	28.9	2,773	7.7	**36,222**	**100.0**
2010	22,607	64.7	9,566	27.4	2,772	7.9	**34,945**	**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**
1990	2,290,000	64.4	703,000	19.8	563,000	15.8	**3,556,000**	**100.0**
1992	2,420,000	71.5	476,000	14.0	490,000	14.5	**3,386,000**	**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**
2005	2,666,000	86.1	141,000	4.5	290,000	9.4	**3,097,000**	**100.0**
2006	2,577,000	86.2	124,000	4.1	290,000	9.7	**2,990,000**	**100.0**
2007	2,475,000	86.4	116,000	4.0	274,000	9.6	**2,865,000**	**100.0**
2008	2,369,000	87.2	105,000	3.9	241,000	8.9	**2,715,000**	**100.0**
2009	2,257,000	87.8	87,000	3.4	226,000	8.8	**2,570,000**	**100.0**
2010	2,294,000	87.3	84,000	3.2	250,000	9.5	**2,629,000**	**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**
1990	4,499,000	63.4	978,000	13.8	1,616,000	22.8	**7,094,000**	**100.0**
1992	4,671,000	71.6	508,000	7.8	1,344,000	20.6	**6,523,000**	**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**
2005	6,087,000	86.1	104,000	1.5	880,000	12.4	**7,071,000**	**100.0**
2006	5,940,000	85.3	95,000	1.4	925,000	13.3	**6,960,000**	**100.0**
2007	6,011,000	85.8	91,000	1.3	900,000	12.9	**7,003,000**	**100.0**
2008	5,862,000	86.7	95,000	1.4	802,000	11.9	**6,758,000**	**100.0**
2009	5,708,000	87.4	71,000	1.1	751,000	11.5	**6,531,000**	**100.0**
2010	5,720,000	88.8	76,000	1.2	644,000	10.0	**6,440,000**	**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, 1975-2010

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**
1980	671	1.9	27,483	78.7	6,781	19.4	**34,935**	**100.0**
1985	2,391	8.0	22,131	74.0	5,379	18.0	**29,901**	**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	13,250	41.6	16,432	51.6	2,184	6.9	**31,866**	**100.0**
2005	13,064	41.4	16,247	51.5	2,238	7.1	**31,549**	**100.0**
2006	12,710	41.4	15,635	51.0	2,341	7.6	**30,686**	**100.0**
2007	12,322	42.4	14,446	49.7	2,304	7.9	**29,072**	**100.0**
2008	10,691	42.0	12,925	50.8	1,846	7.3	**25,462**	**100.0**
2009	10,190	43.5	11,545	49.2	1,712	7.3	**23,447**	**100.0**
2010	9,934	44.8	10,547	47.5	1,706	7.7	**22,187**	**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**
2005	2,077,000	84.9	207,000	8.5	161,000	6.6	**2,446,000**	**100.0**
2006	1,992,000	85.5	183,000	7.8	156,000	6.7	**2,331,000**	**100.0**
2007	1,894,000	85.3	170,000	7.6	157,000	7.1	**2,221,000**	**100.0**
2008	1,784,000	86.1	141,000	6.8	147,000	7.1	**2,072,000**	**100.0**
2009	1,716,000	86.8	125,000	6.3	135,000	6.8	**1,976,000**	**100.0**
2010	1,698,000	85.5	115,000	5.8	173,000	8.7	**1,986,000**	**100.0**

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

Table 23

Passenger Car and Light Truck Occupants Killed, by Vehicle Type and Rollover Occurrence, 1982-2010

Year	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
1982	23,330	5,529	23.7	4,605	1,895	41.2	735	504	68.6	814	285	35.0	**29,689**	**8,298**	**27.9**
1983	22,979	5,434	23.6	4,496	1,903	42.3	769	527	68.5	712	267	37.5	**29,181**	**8,219**	**28.2**
1984	23,620	5,569	23.6	4,686	1,994	42.6	723	496	68.6	764	299	39.1	**30,116**	**8,497**	**28.2**
1985	23,212	5,290	22.8	4,640	1,972	42.5	855	567	66.3	791	314	39.7	**29,901**	**8,284**	**27.7**
1986	24,944	6,015	24.1	5,090	2,301	45.2	927	608	65.6	879	349	39.7	**32,261**	**9,474**	**29.4**
1987	25,132	6,028	24.0	5,502	2,497	45.4	1,050	688	65.5	1,025	384	37.5	**33,190**	**9,801**	**29.5**
1988	25,808	6,248	24.2	5,880	2,713	46.1	1,040	651	62.6	1,001	374	37.4	**34,114**	**10,138**	**29.7**
1989	25,063	5,707	22.8	5,870	2,660	45.3	1,135	722	63.6	1,214	463	38.1	**33,614**	**9,689**	**28.8**
1990	24,092	5,593	23.2	5,979	2,698	45.1	1,214	762	62.8	1,154	451	39.1	**32,693**	**9,619**	**29.4**
1991	22,385	5,328	23.8	5,671	2,543	44.8	1,476	882	59.8	1,143	472	41.3	**30,776**	**9,258**	**30.1**
1992	21,387	4,738	22.2	5,385	2,460	45.7	1,335	834	62.5	1,292	564	43.7	**29,485**	**8,636**	**29.3**
1993	21,566	4,648	21.6	5,538	2,403	43.4	1,521	934	61.4	1,365	541	39.6	**30,077**	**8,561**	**28.5**
1994	21,997	4,870	22.1	5,574	2,409	43.2	1,757	1,063	60.5	1,508	610	40.5	**30,901**	**8,981**	**29.1**
1995	22,423	5,076	22.6	5,938	2,571	43.3	1,935	1,210	62.5	1,639	650	39.7	**31,991**	**9,537**	**29.8**
1996	22,505	4,997	22.2	5,904	2,545	43.1	2,147	1,384	64.5	1,832	681	37.2	**32,437**	**9,624**	**29.7**
1997	22,199	4,765	21.5	5,887	2,479	42.1	2,380	1,489	62.6	1,914	768	40.1	**32,448**	**9,527**	**29.4**
1998	21,194	4,672	22.0	5,921	2,560	43.2	2,713	1,705	62.8	2,042	823	40.3	**31,899**	**9,773**	**30.6**
1999	20,862	4,718	22.6	6,127	2,724	44.5	3,026	1,902	62.9	2,088	784	37.5	**32,127**	**10,140**	**31.6**
2000	20,699	4,548	22.0	6,003	2,558	42.6	3,358	2,064	61.5	2,129	771	36.2	**32,225**	**9,959**	**30.9**
2001	20,320	4,559	22.4	6,139	2,651	43.2	3,530	2,149	60.9	2,019	786	38.9	**32,043**	**10,157**	**31.7**
2002	20,569	4,794	23.3	6,100	2,755	45.2	4,031	2,471	61.3	2,109	699	33.1	**32,843**	**10,729**	**32.7**
2003	19,725	4,464	22.6	5,957	2,580	43.3	4,483	2,661	59.4	2,080	728	35.0	**32,271**	**10,442**	**32.4**
2004	19,192	4,353	22.7	5,838	2,597	44.5	4,760	2,929	61.5	2,046	695	34.0	**31,866**	**10,590**	**33.2**
2005	18,512	4,371	23.6	6,067	2,796	46.1	4,831	2,895	59.9	2,112	794	37.6	**31,549**	**10,870**	**34.5**
2006	17,925	4,376	24.4	5,993	2,844	47.5	4,928	2,899	58.8	1,815	609	33.6	**30,686**	**10,742**	**35.0**
2007	16,614	4,055	24.4	5,847	2,748	47.0	4,834	2,861	59.2	1,764	572	32.4	**29,072**	**10,240**	**35.2**
2008	14,646	3,653	24.9	5,097	2,435	47.8	4,214	2,435	57.8	1,492	514	34.5	**25,462**	**9,043**	**35.5**
2009	13,135	3,230	24.6	4,801	2,295	47.8	4,104	2,303	56.1	1,396	457	32.7	**23,447**	**8,291**	**35.4**
2010	12,435	2,912	23.4	4,473	2,088	46.7	3,930	2,251	57.3	1,342	407	30.3	**22,187**	**7,659**	**34.5**

*Total includes occupants of other and unknown light trucks.

Chapter 2

CRASHES

CHAPTER 2 ■ CRASHES

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

- More than 5.4 million police-reported motor vehicle crashes occurred in the United States in 2010. Twenty-eight percent of those crashes (1.54 million) resulted in an injury, and fewer than 1 percent (30,196) resulted in a death.
- Midnight to 3 a.m. on Saturdays and Sundays proved to be the deadliest 3-hour periods throughout 2010, with 955 and 981 fatal crashes, respectively.
- Sixty percent of fatal crashes involved only one vehicle, as compared with 32 percent of injury crashes and 30 percent of property-damage-only crashes.
- Collision with another motor vehicle in transport was the most common first harmful event for fatal, injury, and property-damage-only crashes. Collisions with fixed objects and noncollisions accounted for only 18 percent of all crashes, but they accounted for 45 percent of fatal crashes.
- Thirty-one percent of all fatal crashes involved alcohol-impaired driving, where the highest blood alcohol concentration (BAC) among drivers involved in the crash was .08 grams per deciliter (g/dL) or higher. For fatal crashes occurring from midnight to 3 a.m., 66 percent involved alcohol-impaired driving.

Table 24

Crashes and Crash Rates by Month and Crash Severity

Month	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Rate*	Number	Rate*	Number	Rate*	Number	Rate*
January	2,094	0.94	124,000	56	340,000	152	**466,000**	**209**
February	1,823	0.86	112,000	53	336,000	158	**450,000**	**211**
March	2,202	0.87	116,000	46	312,000	123	**430,000**	**169**
April	2,543	0.99	120,000	47	301,000	117	**423,000**	**165**
May	2,702	1.04	135,000	52	312,000	121	**450,000**	**174**
June	2,565	0.98	130,000	50	292,000	111	**424,000**	**161**
July	2,848	1.06	128,000	48	275,000	102	**405,000**	**151**
August	2,813	1.05	141,000	53	297,000	111	**441,000**	**165**
September	2,793	1.13	134,000	54	299,000	120	**435,000**	**176**
October	2,821	1.08	145,000	56	342,000	131	**489,000**	**188**
November	2,574	1.06	123,000	50	345,000	142	**470,000**	**193**
December	2,418	0.99	134,000	55	398,000	164	**534,000**	**220**
Total	**30,196**	**1.02**	**1,542,000**	**52**	**3,847,000**	**130**	**5,419,000**	**183**

*Crashes per 100 million vehicle miles traveled.

Source: Vehicle miles traveled (VMT), Federal Highway Administration, *Traffic Volume Trends*, December 2011.

Table 25

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

Time of Day	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
Fatal Crashes								
Midnight to 3 am	981	322	262	310	396	543	955	**3,769**
3 am to 6 am	622	260	209	254	271	349	552	**2,517**
6 am to 9 am	324	423	464	430	430	444	431	**2,946**
9 am to Noon	347	442	409	412	450	449	457	**2,966**
Noon to 3 pm	549	552	493	508	528	680	635	**3,945**
3 pm to 6 pm	686	683	615	649	680	783	771	**4,867**
6 pm to 9 pm	717	652	596	606	633	804	798	**4,806**
9 pm to Midnight	517	430	471	516	549	818	851	**4,152**
Unknown	49	25	27	24	28	31	44	**228**
Total	**4,792**	**3,789**	**3,546**	**3,709**	**3,965**	**4,901**	**5,494**	**30,196**
Injury Crashes								
Midnight to 3 am	18,000	7,000	6,000	7,000	8,000	10,000	16,000	**72,000**
3 am to 6 am	11,000	5,000	6,000	5,000	6,000	7,000	9,000	**51,000**
6 am to 9 am	11,000	32,000	35,000	37,000	29,000	29,000	13,000	**185,000**
9 am to Noon	21,000	29,000	30,000	33,000	30,000	32,000	27,000	**202,000**
Noon to 3 pm	34,000	44,000	46,000	41,000	44,000	47,000	41,000	**297,000**
3 pm to 6 pm	33,000	61,000	61,000	62,000	56,000	64,000	47,000	**384,000**
6 pm to 9 pm	25,000	33,000	33,000	34,000	34,000	39,000	31,000	**228,000**
9 pm to Midnight	16,000	16,000	13,000	16,000	16,000	26,000	20,000	**123,000**
Total	**168,000**	**226,000**	**231,000**	**235,000**	**224,000**	**253,000**	**205,000**	**1,542,000**
Property-Damage-Only Crashes								
Midnight to 3 am	46,000	15,000	17,000	19,000	16,000	27,000	38,000	**177,000**
3 am to 6 am	25,000	16,000	14,000	13,000	15,000	19,000	22,000	**124,000**
6 am to 9 am	23,000	82,000	98,000	89,000	86,000	77,000	37,000	**492,000**
9 am to Noon	47,000	85,000	81,000	74,000	75,000	76,000	70,000	**510,000**
Noon to 3 pm	72,000	105,000	110,000	111,000	110,000	125,000	98,000	**732,000**
3 pm to 6 pm	73,000	143,000	159,000	148,000	160,000	174,000	101,000	**960,000**
6 pm to 9 pm	60,000	70,000	80,000	89,000	80,000	99,000	73,000	**552,000**
9 pm to Midnight	41,000	37,000	32,000	40,000	39,000	60,000	52,000	**301,000**
Total	**388,000**	**553,000**	**592,000**	**583,000**	**582,000**	**658,000**	**491,000**	**3,847,000**
All Crashes								
Midnight to 3 am	65,000	22,000	24,000	26,000	25,000	37,000	55,000	**253,000**
3 am to 6 am	37,000	21,000	20,000	18,000	22,000	27,000	32,000	**177,000**
6 am to 9 am	34,000	115,000	134,000	126,000	115,000	106,000	51,000	**680,000**
9 am to Noon	69,000	115,000	112,000	107,000	106,000	108,000	98,000	**715,000**
Noon to 3 pm	107,000	150,000	157,000	153,000	154,000	173,000	140,000	**1,033,000**
3 pm to 6 pm	107,000	205,000	221,000	211,000	217,000	239,000	149,000	**1,349,000**
6 pm to 9 pm	86,000	103,000	113,000	124,000	115,000	139,000	104,000	**785,000**
9 pm to Midnight	57,000	52,000	45,000	57,000	56,000	87,000	73,000	**428,000**
Total	**561,000**	**783,000**	**826,000**	**821,000**	**810,000**	**916,000**	**701,000**	**5,419,000**

Figure 11

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

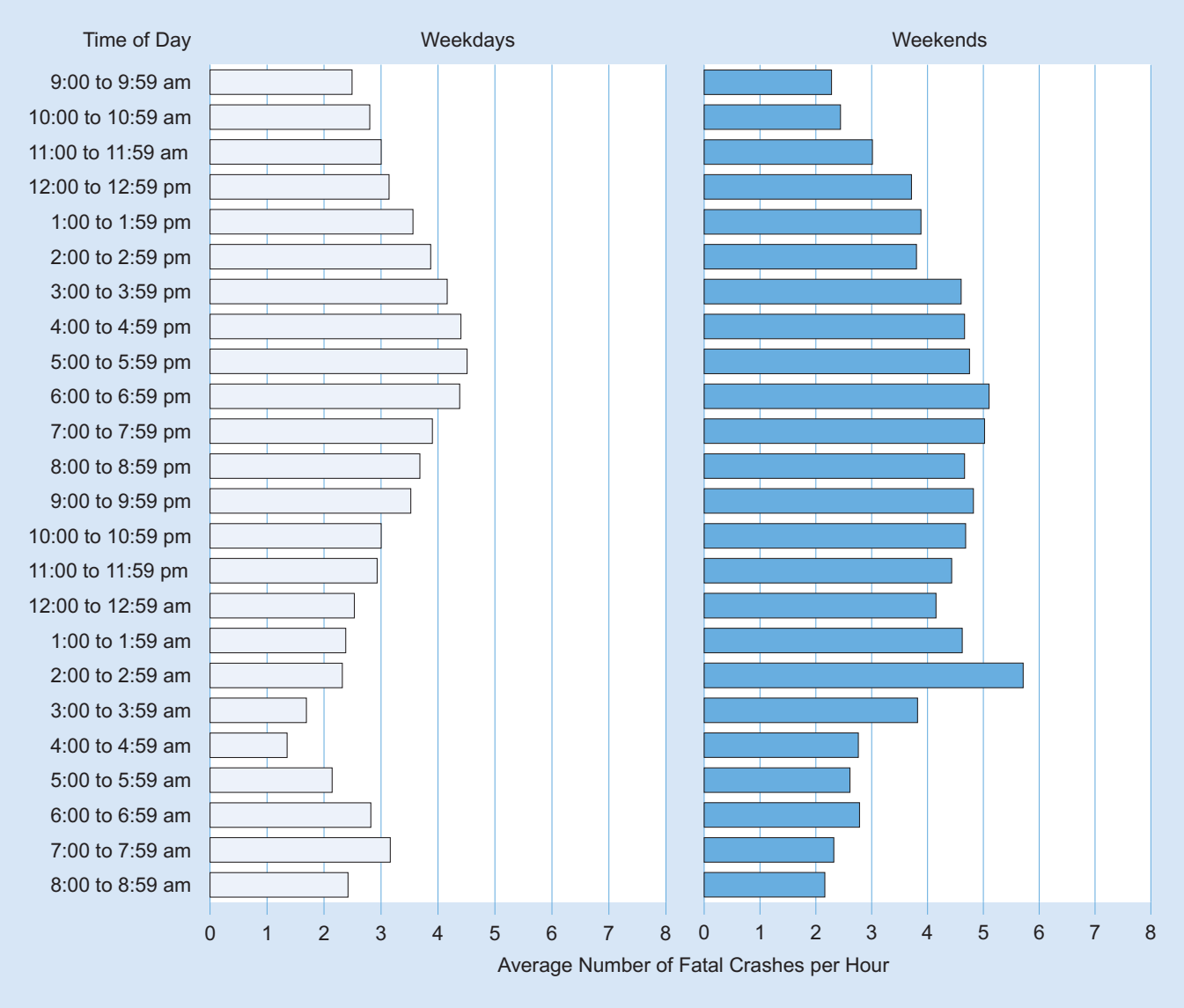


Table 26

Crashes by Weather Condition, Light Condition, and Crash Severity

Weather Condition	Light Condition					Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	Other	
Fatal Crashes						
Normal	13,474	4,779	7,490	1,085	15	**26,886**
Rain	831	476	569	112	0	**1,991**
Snow/Sleet	363	71	210	39	0	**683**
Other	118	49	178	38	0	**384**
Unknown	63	14	88	6	1	***252**
Total	**14,849**	**5,389**	**8,535**	**1,280**	**16**	**30,196**
Injury Crashes						
Normal	974,000	212,000	115,000	45,000	**	**1,346,000**
Rain	86,000	27,000	12,000	7,000	**	**133,000**
Snow/Sleet	30,000	12,000	11,000	2,000	**	**54,000**
Other/Unknown	5,000	2,000	1,000	1,000	**	**9,000**
Total	**1,096,000**	**253,000**	**138,000**	**54,000**	**	**1,542,000**
Property-Damage-Only Crashes						
Normal	2,356,000	497,000	332,000	123,000	**	**3,307,000**
Rain	204,000	57,000	36,000	18,000	**	**316,000**
Snow/Sleet	110,000	36,000	43,000	10,000	**	**199,000**
Other/Unknown	12,000	4,000	8,000	2,000	**	**25,000**
Total	**2,681,000**	**594,000**	**419,000**	**153,000**	**1,000**	**3,847,000**
All Crashes						
Normal	3,343,000	714,000	454,000	169,000	1,000	**4,680,000**
Rain	291,000	85,000	48,000	25,000	**	**450,000**
Snow/Sleet	140,000	48,000	54,000	12,000	**	**254,000**
Other/Unknown	17,000	6,000	9,000	2,000	**	**35,000**
Total	**3,792,000**	**852,000**	**566,000**	**208,000**	**1,000**	**5,419,000**

*Includes 127 fatal crashes for which light conditions were unknown.
**Less than 500.

Table 27

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	7,340	86.5	4,875	53.8	85	2.0	12	0.3
11 to 20	682	8.0	3,027	33.4	515	12.0	119	2.9
21 to 30	213	2.5	744	8.2	1,073	25.0	427	10.3
31 to 40	98	1.2	273	3.0	943	22.0	649	15.7
41 to 50	35	0.4	83	0.9	664	15.5	752	18.2
51 to 60	42	0.5	25	0.3	421	9.8	671	16.2
61 to 120	75	0.9	40	0.4	594	13.8	1,507	36.4
Total*	**8,485**	**100.0**	**9,067**	**100.0**	**4,295**	**100.0**	**4,137**	**100.0**
Urban Fatal Crashes								
0 to 10	6,685	94.2	5,994	85.3	208	5.5	32	0.8
11 to 20	255	3.6	857	12.2	1,104	29.1	438	11.6
21 to 30	62	0.9	125	1.8	1,247	32.9	1,076	28.5
31 to 40	25	0.4	37	0.5	662	17.4	912	24.1
41 to 50	11	0.2	7	0.1	293	7.7	602	15.9
51 to 60	18	0.3	3	0.0	122	3.2	329	8.7
61 to 120	39	0.5	2	0.0	158	4.2	393	10.4
Total*	**7,095**	**100.0**	**7,025**	**100.0**	**3,794**	**100.0**	**3,782**	**100.0**

*Includes crashes for which both times were known.

Table 28

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	5,457	10,619	576	1,204	300	**18,156**
Multiple Vehicle	11,462	273	114	167	24	**12,040**
Total	**16,919**	**10,892**	**690**	**1,371**	**324**	**30,196**
Injury Crashes						
Single Vehicle	158,000	248,000	10,000	42,000	42,000	**499,000**
Multiple Vehicle	1,032,000	5,000	1,000	4,000	1,000	**1,043,000**
Total	**1,190,000**	**253,000**	**11,000**	**46,000**	**42,000**	**1,542,000**
Property-Damage-Only Crashes						
Single Vehicle	313,000	519,000	11,000	71,000	248,000	**1,162,000**
Multiple Vehicle	2,663,000	7,000	3,000	4,000	7,000	**2,685,000**
Total	**2,977,000**	**526,000**	**14,000**	**75,000**	**255,000**	**3,847,000**
All Crashes						
Single Vehicle	477,000	777,000	21,000	113,000	290,000	**1,679,000**
Multiple Vehicle	3,707,000	13,000	4,000	9,000	8,000	**3,740,000**
Total	**4,184,000**	**790,000**	**25,000**	**122,000**	**298,000**	**5,419,000**

Table 29

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

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport:								
Angle	5,624	18.6	423,000	27.4	906,000	23.6	**1,335,000**	**24.6**
Rear End	1,694	5.6	476,000	30.9	1,267,000	32.9	**1,745,000**	**32.2**
Sideswipe	858	2.8	63,000	4.1	398,000	10.3	**462,000**	**8.5**
Head On	2,848	9.4	66,000	4.3	66,000	1.7	**135,000**	**2.5**
Other/Unknown	76	0.3	2,000	0.1	22,000	0.6	**24,000**	**0.4**
Subtotal	*11,100*	*36.8*	*1,030,000*	*66.8*	*2,659,000*	*69.1*	***3,700,000***	***68.3***
Collision with Fixed Object:								
Pole/Post	1,441	4.8	49,000	3.2	121,000	3.1	**171,000**	**3.2**
Culvert/Curb/Ditch	2,485	8.2	55,000	3.6	105,000	2.7	**163,000**	**3.0**
Shrubbery/Tree	2,432	8.1	46,000	3.0	61,000	1.6	**109,000**	**2.0**
Guard Rail	972	3.2	28,000	1.8	70,000	1.8	**100,000**	**1.8**
Embankment	1,010	3.3	20,000	1.3	29,000	0.8	**50,000**	**0.9**
Bridge	214	0.7	3,000	0.2	11,000	0.3	**15,000**	**0.3**
Other/Unknown	1,644	5.4	61,000	4.0	155,000	4.0	**218,000**	**4.0**
Subtotal	*10,198*	*33.8*	*263,000*	*17.1*	*553,000*	*14.4*	***827,000***	***15.3***
Collision with Object Not Fixed:								
Parked Motor Vehicle	327	1.1	41,000	2.7	275,000	7.1	**316,000**	**5.8**
Animal	203	0.7	14,000	0.9	254,000	6.6	**268,000**	**5.0**
Pedestrian	3,936	13.0	64,000	4.2	1,000	*	**70,000**	**1.3**
Pedalcyclist	610	2.0	51,000	3.3	3,000	0.1	**55,000**	**1.0**
Train	118	0.4	*	*	1,000	*	**1,000**	*
Other/Unknown	321	1.1	10,000	0.6	46,000	1.2	**56,000**	**1.0**
Subtotal	*5,515*	*18.3*	*181,000*	*11.7*	*581,000*	*15.1*	***767,000***	***14.2***
Noncollision:								
Rollover	2,987	9.9	65,000	4.2	38,000	1.0	**106,000**	**2.0**
Other/Unknown	360	1.2	4,000	0.3	16,000	0.4	**20,000**	**0.4**
Subtotal	*3,347*	*11.1*	*69,000*	*4.5*	*54,000*	*1.4*	***126,000***	***2.3***
Total	****30,196**	**100.0**	**1,542,000**	**100.0**	**3,847,000**	**100.0**	**5,419,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 36 fatal crashes with an unknown first harmful event.

Table 30

Two-Vehicle Crashes by Vehicle Type and Crash Severity

Vehicle Type	Vehicle Type					
	Passenger Car	Light Truck	Large Truck	Motorcycle	Bus	Other/Unknown
Fatal Crashes (Total = 10,246)						
Passenger Car	1,444	3,126	1,022	827	66	113
Light Truck		1,215	926	986	34	99
Large Truck			70	125	4	26
Motorcycle				67	24	37
Bus					2	0
Other/Unknown						33
Injury Crashes (Total = 880,000)						
Passenger Car	296,000	377,000	21,000	18,000	6,000	2,000
Light Truck		127,000	15,000	12,000	3,000	1,000
Large Truck			1,000	1,000	*	*
Motorcycle				1,000	*	*
Property-Damage-Only Crashes (Total = 2,506,000)						
Passenger Car	781,000	1,113,000	89,000	5,000	19,000	4,000
Light Truck		411,000	57,000	4,000	10,000	2,000
Large Truck			6,000	*	2,000	*
Bus					1,000	*

*Less than 500.

Table 31

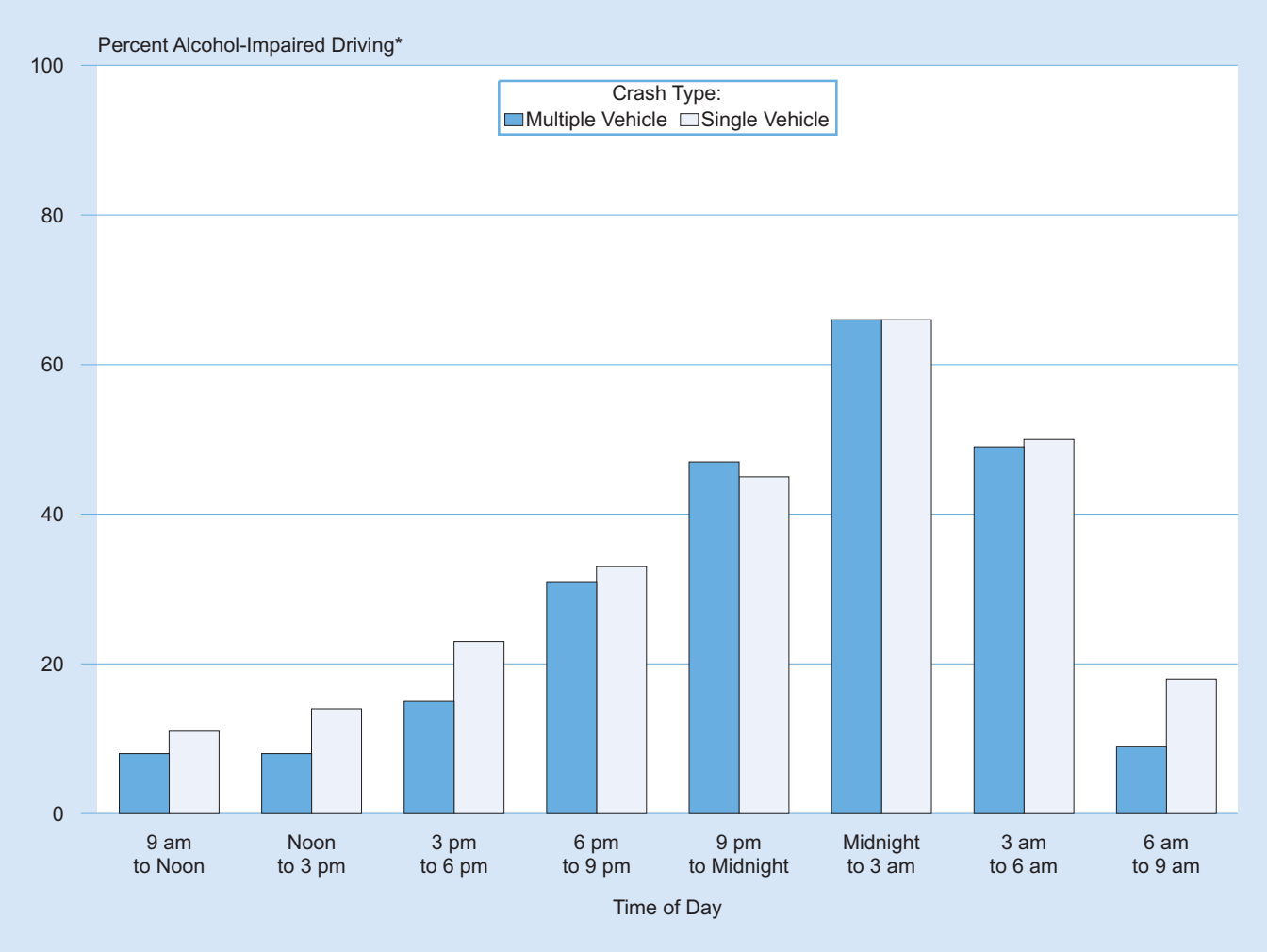
Fatal Crashes and Percent Alcohol-Impaired Driving, by Time of Day and Crash Type

	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
Time of Day	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*
Midnight to 3 am	2,900	1,908	66	869	572	66	**3,769**	**2,480**	**66**
3 am to 6 am	1,859	931	50	658	321	49	**2,517**	**1,252**	**50**
6 am to 9 am	1,613	297	18	1,333	126	9	**2,946**	**423**	**14**
9 am to Noon	1,409	153	11	1,557	119	8	**2,966**	**272**	**9**
Noon to 3 pm	1,859	256	14	2,086	175	8	**3,945**	**430**	**11**
3 pm to 6 pm	2,405	557	23	2,462	376	15	**4,867**	**933**	**19**
6 pm to 9 pm	3,007	989	33	1,799	549	31	**4,806**	**1,539**	**32**
9 pm to Midnight	2,885	1,311	45	1,267	598	47	**4,152**	**1,908**	**46**
Unknown	219	100	46	9	1	14	**228**	**101**	**44**
Total	**18,156**	**6,501**	**36**	**12,040**	**2,837**	**24**	**30,196**	**9,337**	**31**

*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater.

Figure 12

Percent of Fatal Crashes Involving Alcohol-Impaired Driving, by Time of Day and Crash Type



*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater.

Chapter 3

VEHICLES

CHAPTER 3 ■ VEHICLES

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

- More than 95 percent of the 9.6 million vehicles involved in motor vehicle crashes in 2010 were passenger cars or light trucks.
- Large trucks accounted for 8 percent of the vehicles in fatal crashes, but only 2 percent of the vehicles involved in injury crashes and 3 percent of the vehicles involved in property-damage-only crashes. Of the 3,484 large trucks involved in fatal crashes, 74 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal crashes (20.6 percent) was more than 4 times as high as the proportion in injury crashes (4.5 percent) and nearly 19 times as high as the proportion in property-damage-only crashes (1.2 percent).
- Compared with other vehicle types, utility vehicles experienced the highest rollover rate in fatal crashes (32.4 percent). Large trucks experienced the highest rollover rate in injury crashes (9.4 percent), and pickup trucks experienced the highest rollover rate in property-damage-only crashes (2.1 percent).
- Fires occurred in 0.1 percent of the vehicles involved in all traffic crashes in 2010. For fatal crashes, however, fires occurred in 2.8 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 large trucks in fatal crashes had the lowest proportion (3.9 percent).

Table 32

Vehicles Involved in Crashes by Relation to Junction, Traffic Control Device, and Crash Severity

Relation to Junction	Traffic Control Device				Total
	None	Traffic Signal	Stop Sign	Other/Unknown	
Fatal Crashes					
Nonjunction	25,913	73	6	2,897	**28,889**
Junction:					
Intersection	3,855	3,514	2,423	462	**10,254**
Intersection Related	1,003	805	307	135	**2,250**
Other/Unknown	2,704	79	86	451	**3,320**
Total	**33,475**	**4,471**	**2,822**	**3,945**	**44,713**
Injury Crashes					
Nonjunction	913,000	20,000	2,000	93,000	**1,028,000**
Junction:					
Intersection	232,000	399,000	137,000	36,000	**803,000**
Intersection Related	151,000	379,000	55,000	56,000	**641,000**
Other/Unknown	252,000	21,000	11,000	29,000	**312,000**
Total	**1,548,000**	**819,000**	**205,000**	**213,000**	**2,785,000**
Property-Damage-Only Crashes					
Nonjunction	2,444,000	86,000	9,000	251,000	**2,790,000**
Junction:					
Intersection	410,000	568,000	247,000	75,000	**1,300,000**
Intersection Related	394,000	993,000	164,000	163,000	**1,714,000**
Other/Unknown	746,000	70,000	32,000	86,000	**933,000**
Total	**3,993,000**	**1,717,000**	**452,000**	**575,000**	**6,737,000**
All Crashes					
Nonjunction	3,383,000	106,000	11,000	347,000	**3,847,000**
Junction:					
Intersection	646,000	970,000	386,000	112,000	**2,114,000**
Intersection Related	545,000	1,373,000	219,000	219,000	**2,357,000**
Other/Unknown	1,001,000	91,000	43,000	115,000	**1,249,000**
Total	**5,575,000**	**2,541,000**	**659,000**	**793,000**	**9,567,000**

*Less than 500.

Note: For important information on this table see “Changes from Last Year’s Report” on page 8.

Table 33

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

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
30 mph or less	2,488	13.7	1,888	7.1	**4,376**	**9.8**
35 or 40 mph	3,326	18.3	4,198	15.8	**7,524**	**16.8**
45 or 50 mph	3,289	18.1	5,449	20.5	**8,738**	**19.5**
55 mph	4,891	26.9	8,027	30.2	**12,918**	**28.9**
60 mph or higher	3,417	18.8	5,972	22.5	**9,389**	**21.0**
No Statutory Limit	75	0.4	103	0.4	**178**	**0.4**
Unknown	670	3.7	920	3.5	**1,590**	**3.6**
Total	**18,156**	**100.0**	**26,557**	**100.0**	**44,713**	**100.0**
Injury Crashes						
30 mph or less	112,000	22.4	341,000	14.9	**453,000**	**16.3**
35 or 40 mph	87,000	17.5	698,000	30.5	**785,000**	**28.2**
45 or 50 mph	59,000	11.9	480,000	21.0	**539,000**	**19.4**
55 mph	80,000	16.1	179,000	7.8	**259,000**	**9.3**
60 mph or higher	59,000	11.7	199,000	8.7	**258,000**	**9.3**
No Statutory Limit	10,000	2.0	50,000	2.2	**60,000**	**2.1**
Unknown	92,000	18.4	340,000	14.9	**431,000**	**15.5**
Total	**499,000**	**100.0**	**2,286,000**	**100.0**	**2,785,000**	**100.0**
Property-Damage-Only Crashes						
30 mph or less	248,000	21.3	933,000	16.7	**1,181,000**	**17.5**
35 or 40 mph	145,000	12.4	1,583,000	28.4	**1,728,000**	**25.6**
45 or 50 mph	127,000	10.9	1,151,000	20.6	**1,278,000**	**19.0**
55 mph	244,000	21.0	361,000	6.5	**605,000**	**9.0**
60 mph or higher	140,000	12.0	435,000	7.8	**575,000**	**8.5**
No Statutory Limit	46,000	3.9	177,000	3.2	**223,000**	**3.3**
Unknown	213,000	18.3	934,000	16.8	**1,147,000**	**17.0**
Total	**1,162,000**	**100.0**	**5,575,000**	**100.0**	**6,737,000**	**100.0**
All Crashes						
30 mph or less	362,000	21.6	1,277,000	16.2	**1,639,000**	**17.1**
35 or 40 mph	235,000	14.0	2,285,000	29.0	**2,520,000**	**26.3**
45 or 50 mph	190,000	11.3	1,636,000	20.7	**1,826,000**	**19.1**
55 mph	329,000	19.6	548,000	6.9	**877,000**	**9.2**
60 mph or higher	202,000	12.0	641,000	8.1	**843,000**	**8.8**
No Statutory Limit	56,000	3.3	227,000	2.9	**283,000**	**3.0**
Unknown	305,000	18.2	1,274,000	16.2	**1,580,000**	**16.5**
Total	**1,679,000**	**100.0**	**7,888,000**	**100.0**	**9,567,000**	**100.0**

Note: For important information on this table see “Changes from Last Year’s Report” on page 8.

Table 34

Vehicles Involved in Fatal Crashes by Speed Limit and Land Use

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	999	4.2	3,321	16.0	56	13.4	**4,376**	**9.8**
35 or 40 mph	2,143	9.1	5,317	25.7	64	15.3	**7,524**	**16.8**
45 or 50 mph	3,743	15.9	4,883	23.6	112	26.8	**8,738**	**19.5**
55 mph	9,988	42.3	2,787	13.5	143	34.2	**12,918**	**28.9**
60 mph or higher	6,025	25.5	3,339	16.1	25	6.0	**9,389**	**21.0**
No Statutory Limit	85	0.4	89	0.4	4	1.0	**178**	**0.4**
Unknown	616	2.6	960	4.6	14	3.3	**1,590**	**3.6**
Total	**23,599**	**100.0**	**20,696**	**100.0**	**418**	**100.0**	**44,713**	**100.0**

Note: For important information on this table see “Changes from Last Year’s Report” on page 8.

Table 35

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

Number of Lanes	Trafficway Flow					Total
	Not Divided	Divided	One-Way	Entrance/Exit Ramps	Unknown	
Fatal Crashes						
One Lane	19	71	110	429	1	**630**
Two Lanes	24,251	7,048	197	135	13	**31,644**
Three Lanes	648	2,715	90	20	1	**3,474**
Four Lanes	3,752	3,076	37	5	3	**6,873**
More Than Four	471	1,038	14	1	1	**1,525**
Unknown	109	138	5	2	212	**466**
Total*	**29,250**	**14,086**	**453**	**592**	**231**	**44,713**
Injury Crashes						
One Lane	5,000	27,000	20,000	12,000	5,000	**69,000**
Two Lanes	806,000	360,000	27,000	12,000	44,000	**1,248,000**
Three Lanes	52,000	242,000	26,000	4,000	14,000	**338,000**
Four Lanes	329,000	93,000	9,000	*	13,000	**444,000**
More Than Four	52,000	57,000	2,000	*	3,000	**115,000**
Unknown	119,000	41,000	9,000	5,000	357,000	**531,000**
Total*	**1,364,000**	**819,000**	**93,000**	**34,000**	**436,000**	**2,785,000**
Property-Damage-Only Crashes						
One Lane	18,000	55,000	67,000	36,000	6,000	**182,000**
Two Lanes	1,879,000	853,000	78,000	29,000	79,000	**2,918,000**
Three Lanes	114,000	494,000	55,000	8,000	20,000	**692,000**
Four Lanes	728,000	180,000	22,000	3,000	29,000	**962,000**
More Than Four	137,000	96,000	6,000	*	8,000	**247,000**
Unknown	350,000	119,000	25,000	16,000	1,079,000	**1,590,000**
Total*	**3,225,000**	**1,798,000**	**254,000**	**93,000**	**1,221,000**	**6,737,000**
All Crashes						
One Lane	23,000	82,000	87,000	49,000	11,000	**252,000**
Two Lanes	2,709,000	1,219,000	105,000	41,000	123,000	**4,197,000**
Three Lanes	166,000	739,000	81,000	13,000	34,000	**1,033,000**
Four Lanes	1,060,000	276,000	31,000	3,000	42,000	**1,412,000**
More Than Four	190,000	154,000	9,000	*	11,000	**363,000**
Unknown	470,000	160,000	34,000	22,000	1,436,000	**2,122,000**
Total*	**4,618,000**	**2,631,000**	**347,000**	**127,000**	**1,657,000**	**9,567,000**

*Totals include vehicles in non-trafficway areas.

Note: For important information on this table see “Changes from Last Year’s Report” on page 8.

Table 36

Vehicles Involved in Crashes by Vehicle Type and Crash Severity

	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	17,718	39.6	1,579,000	56.7	3,754,000	55.7	**5,350,000**	**55.9**
Light Truck	17,428	39.0	1,053,000	37.8	2,704,000	40.1	**3,775,000**	**39.5**
Large Truck	3,484	7.8	58,000	2.1	214,000	3.2	**276,000**	**2.9**
Motorcycle	4,633	10.4	78,000	2.8	14,000	0.2	**96,000**	**1.0**
Bus	249	0.6	12,000	0.4	42,000	0.6	**54,000**	**0.6**
Other	546	1.2	5,000	0.2	9,000	0.1	**15,000**	**0.2**
Total	***44,713**	**100.0**	**2,785,000**	**100.0**	**6,737,000**	**100.0**	**9,567,000**	**100.0**

*Includes 655 vehicles of unknown type involved in fatal crashes.

Figure 13

Proportion of Vehicles Involved in Traffic Crashes

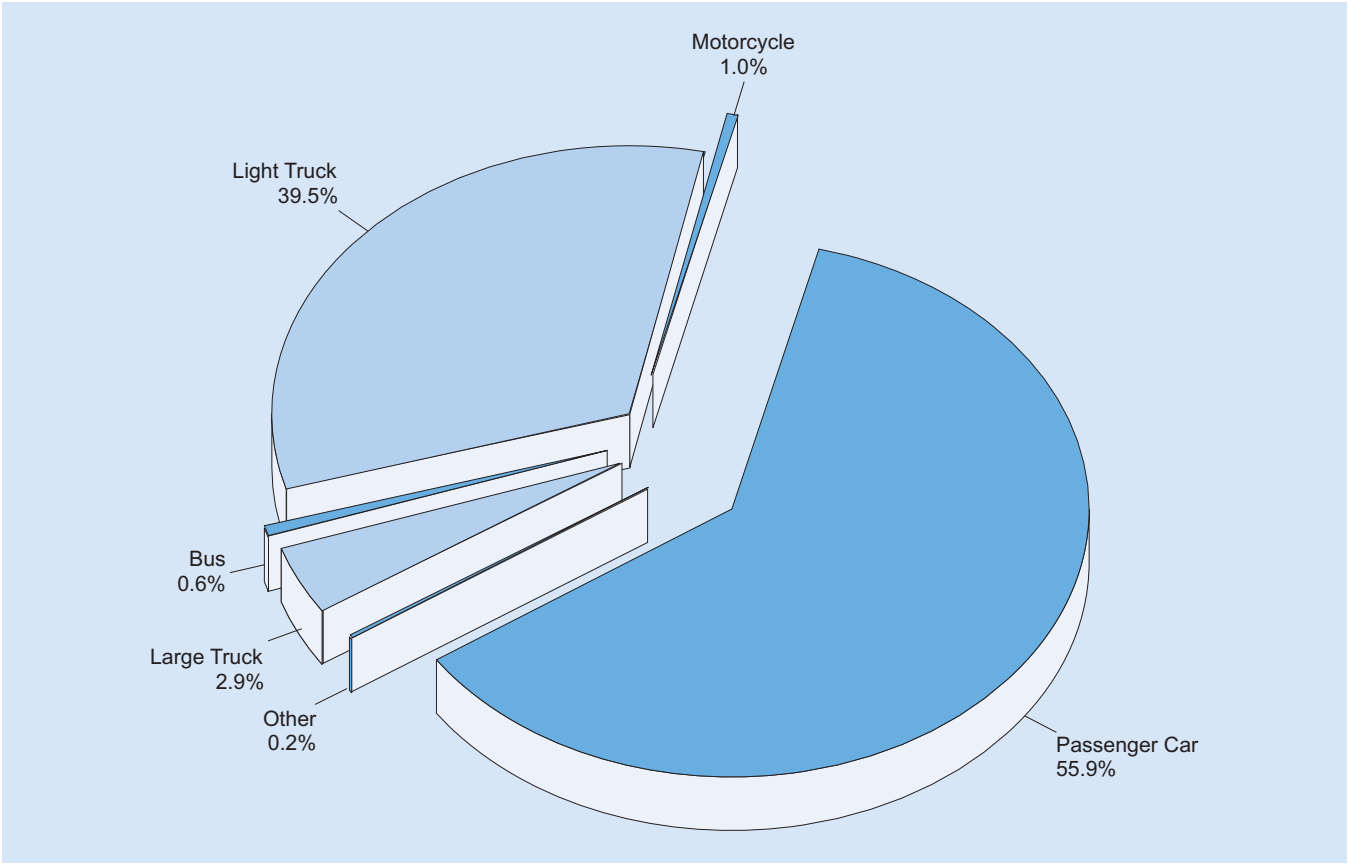


Table 37
Vehicles Involved in Fatal Crashes by Body Type

Body Type	Number	Percent
Passenger Cars	**17,718**	**39.6**
Convertible	304	0.7
2 Door Sedan, Hardtop, Coupe	2,704	6.0
3 Door/2 Door Hatchback	587	1.3
4 Door Sedan Hardtop	12,725	28.5
5 Door/4 Door Hatchback	304	0.7
Station Wagon	972	2.2
Hatchback, Doors Unknown	3	*
Other Auto	23	0.1
Unknown Auto	85	0.2
Auto-Based Pickup	10	*
Auto-Based Panel Truck	1	*
Light Trucks	**17,428**	**39.0**
Compact Utility	4,981	11.1
Large Utility	1,485	3.3
Utility Station Wagon	303	0.7
Utility, Unknown Body Type	5	*
Minivan	1,759	3.9
Large Van	626	1.4
Step Van	10	*
Unknown Van Type	13	*
Compact Pickup	2,213	4.9
Standard Pickup	5,992	13.4
Pickup with Camper	7	*
Unknown Pickup Style Truck	12	*
Cab Chassis-Based Light Truck	19	*
Unknown Light Truck Type (Not Pickup)	1	*
Unknown Light Vehicle Type	2	*
Large Trucks	**3,484**	**7.8**
Step Van	18	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	214	0.5
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	183	0.4
Single Unit Heavy Truck (GVWR > 26,000 lb)	554	1.2
Single Unit Truck, Unknown GVWR	4	*
Truck Tractor	2,395	5.4
Medium/Heavy Pickup (Ford Super Duty 450/550)	105	0.2
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	1	*
Unknown Heavy Truck (GVWR > 26,000 lb)	2	*
Unknown Large Truck Type	8	*
Motorcycles	**4,633**	**10.4**
Motorcycle	4,389	9.8
Moped	103	0.2
Three Wheel Motorcycle or Moped	14	*
Off-Road Motorcycle (Two Wheel)	49	0.1
Other Motorcycle/Minibike	61	0.1
Unknown Motorcycle	17	*
Buses	**249**	**0.6**
School Bus	114	0.3
Cross Country/Intercity Bus	37	0.1
Transit Bus	83	0.2
Other Bus	11	*
Unknown Bus	4	*
Other Vehicles	**546**	**1.2**
Large Limousine	3	*
Three Wheel Auto or Auto Derivative	1	*
Light Truck-Based Motorhome	4	*
Medium/Heavy Truck-Based Motorhome	17	*
Unknown Truck Camper/Motorhome	20	*
All Terrain Vehicle	321	0.7
Snowmobile	29	0.1
Farm Equipment Except Trucks	81	0.2
Construction Equipment Except Trucks	13	*
Other Vehicle	57	0.1
Unknown Body Type	**655**	**1.5**
Total	**44,713**	**100.0**

*Less than 0.05 percent.

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

Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Car	2,748	15.5	14,970	84.5	**17,718**	**100.0**
Light Truck						
Pickup	2,222	27.0	6,002	73.0	**8,224**	**100.0**
Utility	2,196	32.4	4,578	67.6	**6,774**	**100.0**
Van	394	16.4	2,014	83.6	**2,408**	**100.0**
Other	2	9.1	20	90.9	**22**	**100.0**
Large Truck	443	12.7	3,041	87.3	**3,484**	**100.0**
Bus	10	4.0	239	96.0	**249**	**100.0**
Other/Unknown	227	18.9	974	81.1	**1,201**	**100.0**
Total*	**8,242**	**20.6**	**31,838**	**79.4**	**40,080**	**100.0**
Injury Crashes						
Passenger Car	48,000	3.0	1,531,000	97.0	**1,579,000**	**100.0**
Light Truck						
Pickup	23,000	6.4	336,000	93.6	**359,000**	**100.0**
Utility	35,000	7.1	450,000	92.9	**485,000**	**100.0**
Van	6,000	3.4	171,000	96.6	**177,000**	**100.0**
Other	2,000	6.2	31,000	93.8	**33,000**	**100.0**
Large Truck	5,000	9.4	53,000	90.6	**58,000**	**100.0**
Bus	**	0.1	12,000	99.9	**12,000**	**100.0**
Other/Unknown	2,000	34.4	4,000	65.6	**5,000**	**100.0**
Total*	**121,000**	**4.5**	**2,587,000**	**95.5**	**2,707,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	24,000	0.6	3,729,000	99.4	**3,754,000**	**100.0**
Light Truck						
Pickup	21,000	2.1	981,000	97.9	**1,002,000**	**100.0**
Utility	21,000	1.8	1,146,000	98.2	**1,167,000**	**100.0**
Van	4,000	0.9	449,000	99.1	**453,000**	**100.0**
Other	1,000	1.3	82,000	98.7	**83,000**	**100.0**
Large Truck	4,000	1.7	210,000	98.3	**214,000**	**100.0**
Bus	**	**	42,000	100.0	**42,000**	**100.0**
Other/Unknown	**	1.9	8,000	98.1	**9,000**	**100.0**
Total*	**75,000**	**1.1**	**6,648,000**	**98.9**	**6,723,000**	**100.0**
All Crashes						
Passenger Car	75,000	1.4	5,275,000	98.6	**5,350,000**	**100.0**
Light Truck						
Pickup	46,000	3.4	1,323,000	96.6	**1,369,000**	**100.0**
Utility	58,000	3.5	1,601,000	96.5	**1,659,000**	**100.0**
Van	11,000	1.7	621,000	98.3	**632,000**	**100.0**
Other	3,000	2.7	112,000	97.3	**115,000**	**100.0**
Large Truck	10,000	3.5	266,000	96.5	**276,000**	**100.0**
Bus	**	0.1	54,000	99.9	**54,000**	**100.0**
Other/Unknown	2,000	14.9	13,000	85.1	**15,000**	**100.0**
Total*	**204,000**	**2.2**	**9,266,000**	**97.8**	**9,470,000**	**100.0**

*Excludes motorcycles.

**Less than 500 or less than 0.05 percent.

Figure 14

Percent Rollover Occurrence, by Vehicle Type and Crash Severity

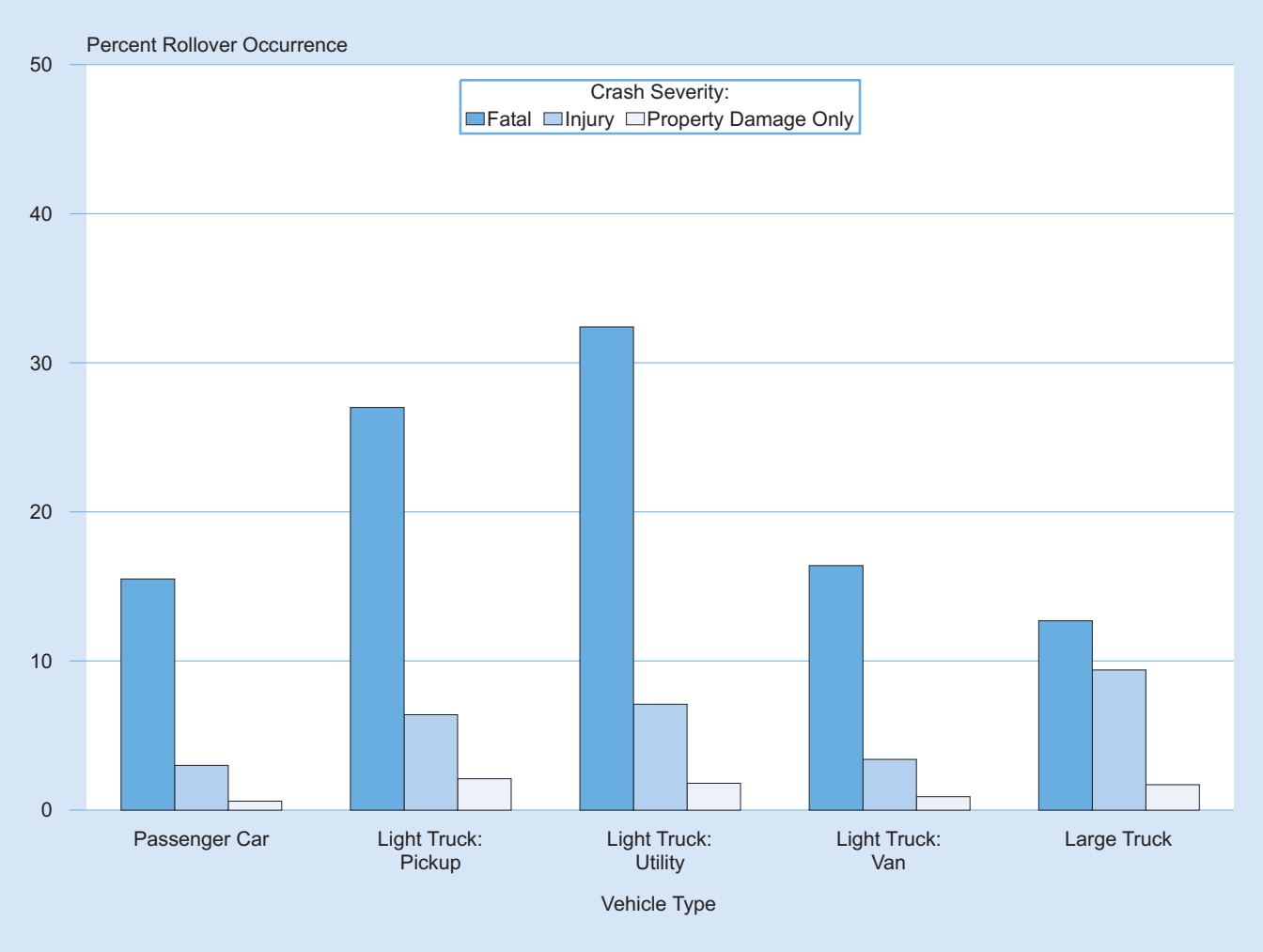


Table 39

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

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Car	488	2.8	17,230	97.2	**17,718**	**100.0**
Light Truck	465	2.7	16,963	97.3	**17,428**	**100.0**
Large Truck	206	5.9	3,278	94.1	**3,484**	**100.0**
Motorcycle	89	1.9	4,544	98.1	**4,633**	**100.0**
Bus	1	0.4	248	99.6	**249**	**100.0**
Other/Unknown	10	0.8	1,191	99.2	**1,201**	**100.0**
Total	**1,259**	**2.8**	**43,454**	**97.2**	**44,713**	**100.0**
Injury Crashes						
Passenger Car	2,000	0.1	1,577,000	99.9	**1,579,000**	**100.0**
Light Truck	1,000	0.1	1,052,000	99.9	**1,053,000**	**100.0**
Large Truck	*	0.4	58,000	99.6	**58,000**	**100.0**
Motorcycle	*	0.1	78,000	99.9	**78,000**	**100.0**
Bus	*	*	12,000	100.0	**12,000**	**100.0**
Other/Unknown	*	*	5,000	100.0	**5,000**	**100.0**
Total	**3,000**	**0.1**	**2,781,000**	**99.9**	**2,785,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	2,000	0.1	3,751,000	99.9	**3,754,000**	**100.0**
Light Truck	3,000	0.1	2,702,000	99.9	**2,704,000**	**100.0**
Large Truck	*	0.2	214,000	99.8	**214,000**	**100.0**
Motorcycle	*	*	14,000	100.0	**14,000**	**100.0**
Bus	*	*	42,000	100.0	**42,000**	**100.0**
Other/Unknown	*	3.2	8,000	96.8	**9,000**	**100.0**
Total	**6,000**	**0.1**	**6,732,000**	**99.9**	**6,737,000**	**100.0**
All Crashes						
Passenger Car	5,000	0.1	5,345,000	99.9	**5,350,000**	**100.0**
Light Truck	4,000	0.1	3,771,000	99.9	**3,775,000**	**100.0**
Large Truck	1,000	0.3	275,000	99.7	**276,000**	**100.0**
Motorcycle	*	0.1	96,000	99.9	**96,000**	**100.0**
Bus	*	*	54,000	100.0	**54,000**	**100.0**
Other/Unknown	*	1.9	15,000	98.1	**15,000**	**100.0**
Total	**10,000**	**0.1**	**9,557,000**	**99.9**	**9,567,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 40

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	23,905	62.1	1,292,000	57.2	3,130,000	50.9	**4,445,000**	**52.6**
Turning Left	2,422	6.3	281,000	12.4	570,000	9.3	**853,000**	**10.1**
Stopped in Traffic Lane	436	1.1	226,000	10.0	791,000	12.9	**1,018,000**	**12.0**
Turning Right	294	0.8	67,000	3.0	272,000	4.4	**339,000**	**4.0**
Slowed in Traffic Lane	325	0.8	118,000	5.3	395,000	6.4	**514,000**	**6.1**
Merging/Changing Lanes	742	1.9	52,000	2.3	279,000	4.5	**332,000**	**3.9**
Negotiating Curve	8,392	21.8	100,000	4.5	205,000	3.3	**314,000**	**3.7**
Backing Up	128	0.3	16,000	0.7	161,000	2.6	**177,000**	**2.1**
Passing Other Vehicle	704	1.8	17,000	0.8	73,000	1.2	**91,000**	**1.1**
Starting in Traffic Lane	303	0.8	48,000	2.1	138,000	2.2	**186,000**	**2.2**
Leaving Parking Space	26	0.1	4,000	0.2	36,000	0.6	**40,000**	**0.5**
Making U-Turn	126	0.3	13,000	0.6	38,000	0.6	**51,000**	**0.6**
Entering Parking Space	6	*	3,000	0.1	20,000	0.3	**23,000**	**0.3**
Disabled in Traffic Lane	41	0.1	3,000	0.1	7,000	0.1	**10,000**	**0.1**
Other Maneuver	335	0.9	16,000	0.7	38,000	0.6	**55,000**	**0.6**
Total	**38,472	**100.0**	**2,257,000**	**100.0**	**6,154,000**	**100.0**	**8,449,000**	**100.0**

*Less than 0.05 percent.

**Includes 287 vehicles involved in fatal crashes with unknown vehicle maneuver.

Table 41

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

Roadway Function Class	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Hazardous Cargo	Total	Hazardous Cargo	Total	Hazardous Cargo	Total
Rural Fatal Crashes						
Principal Arterial						
Interstate	2	1,170	10	1,480	**12**	**2,650**
Other	6	1,603	25	4,164	**31**	**5,767**
Minor Arterial	3	1,332	10	2,965	**13**	**4,297**
Major Collector	7	2,428	6	2,920	**13**	**5,348**
Minor Collector	0	794	0	556	**0**	**1,350**
Local Road or Street	3	2,600	1	1,474	**4**	**4,074**
Unknown Rural	0	79	0	34	**0**	**113**
Total	**21**	**10,006**	**52**	**13,593**	**73**	**23,599**
Urban Fatal Crashes						
Principal Arterial						
Interstate	2	1,083	9	2,060	**11**	**3,143**
Freeway/Expressway	2	638	1	1,199	**3**	**1,837**
Other	4	2,064	9	4,305	**13**	**6,369**
Minor Arterial	0	1,496	4	2,728	**4**	**4,224**
Collector	0	644	1	769	**1**	**1,413**
Local Road or Street	1	2,029	0	1,660	**1**	**3,689**
Unknown Urban	0	10	0	11	**0**	**21**
Total	**9**	**7,964**	**24**	**12,732**	**33**	**20,696**
All Fatal Crashes						
Principal Arterial						
Interstate	4	2,253	19	3,540	**23**	**5,793**
Freeway/Expressway	2	638	1	1,199	**3**	**1,837**
Other	10	3,667	34	8,469	**44**	**12,136**
Minor Arterial	3	2,828	14	5,693	**17**	**8,521**
Collector	7	3,866	7	4,245	**14**	**8,111**
Local Road or Street	4	4,629	1	3,134	**5**	**7,763**
Unknown Rural	0	79	0	34	**0**	**113**
Unknown Urban	0	10	0	11	**0**	**21**
Unknown Rural or Urban	0	186	1	232	**1**	**418**
Total	**30**	**18,156**	**77**	**26,557**	**107**	**44,713**

Figure 15

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

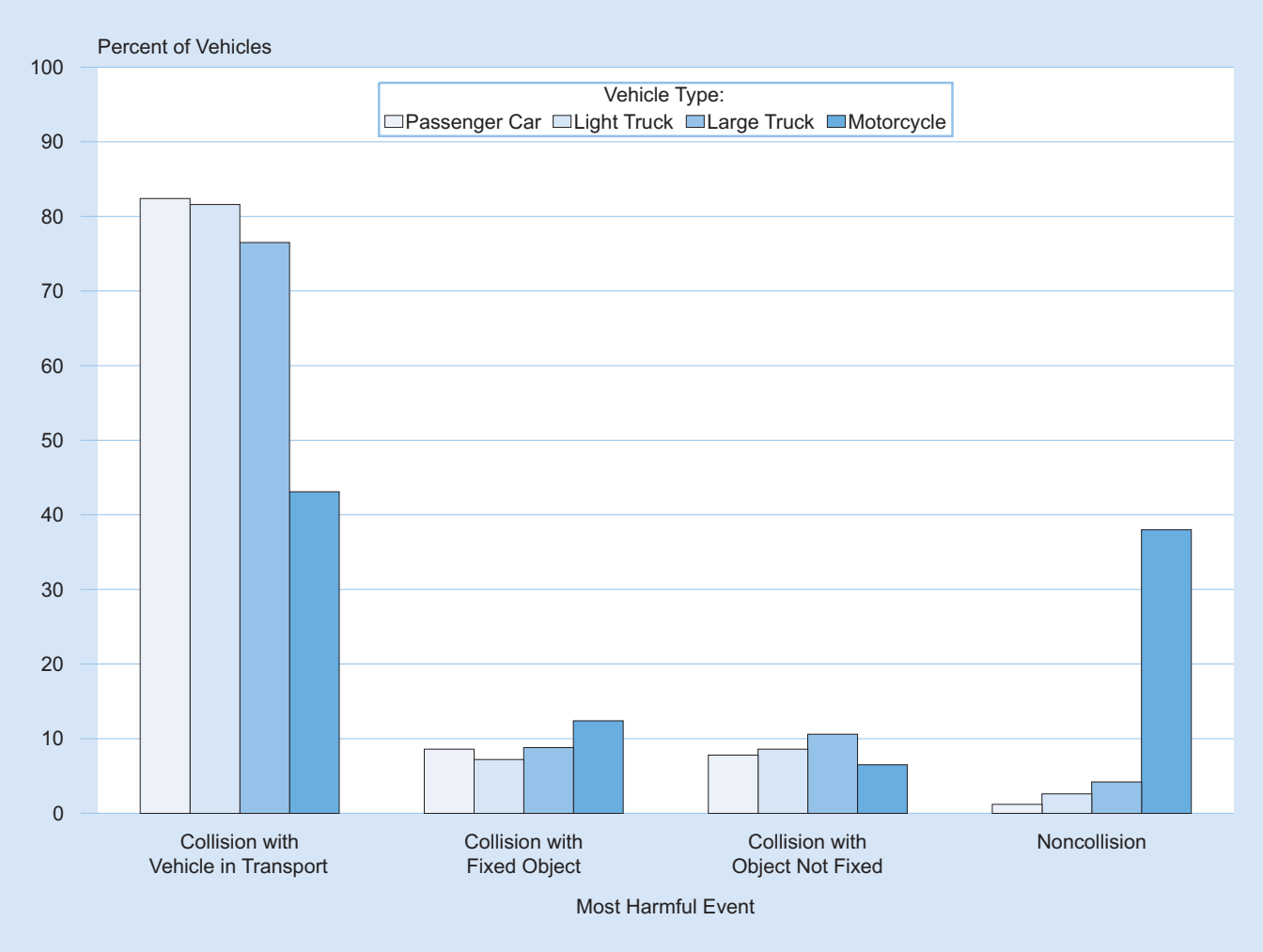
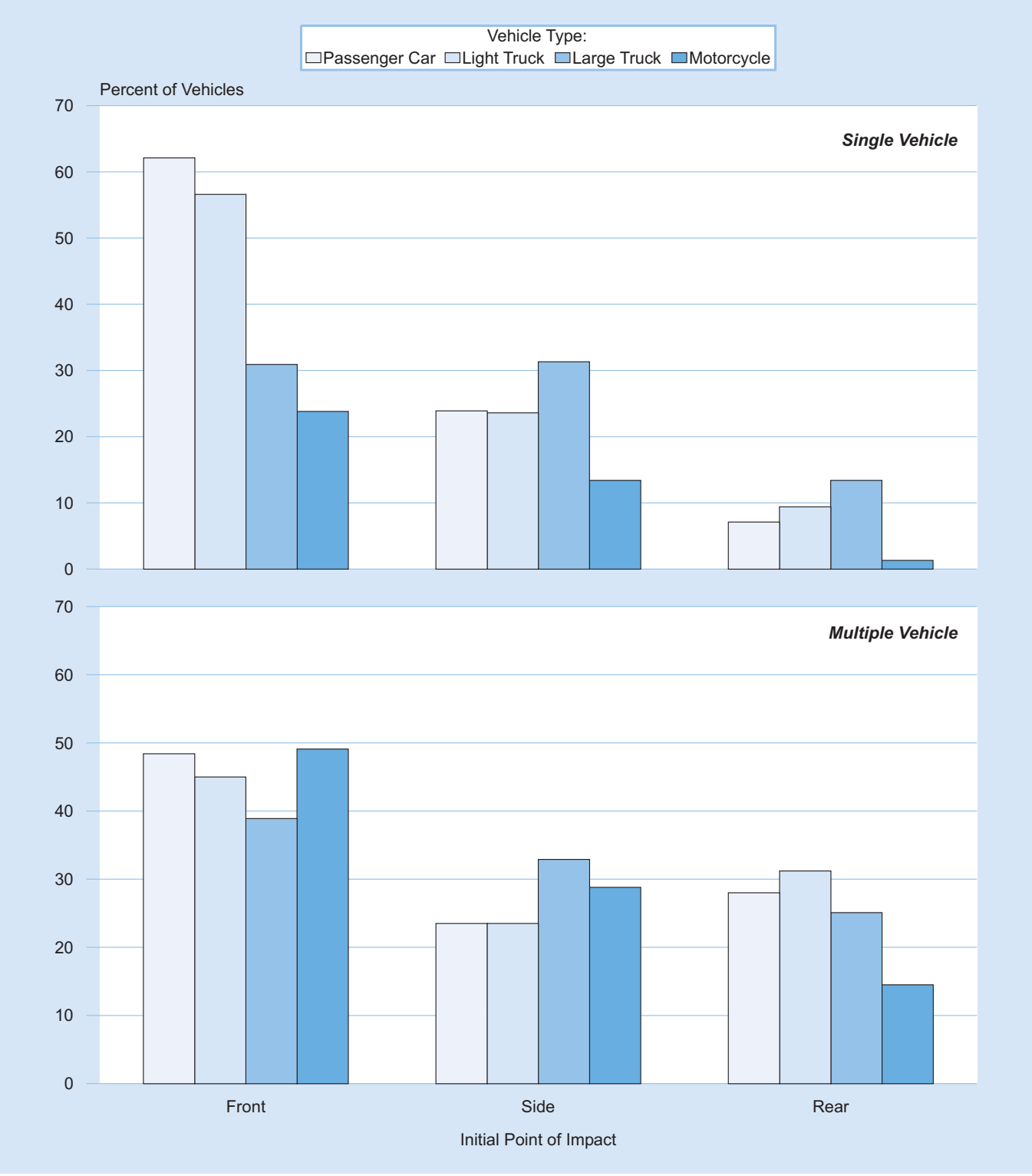


Figure 16

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 42

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	5,606	31.6	666,000	42.2	1,460,000	38.9	**2,132,000**	**39.8**
Left Side	1,711	9.7	139,000	8.8	390,000	10.4	**531,000**	**9.9**
Right Side	1,379	7.8	119,000	7.5	380,000	10.1	**500,000**	**9.4**
Rear	965	5.4	375,000	23.7	867,000	23.1	**1,243,000**	**23.2**
Other/Unknown	60	0.3	*	*	1,000	*	**2,000**	*
Subtotal	*9,721*	*54.9*	*1,299,000*	*82.3*	*3,098,000*	*82.5*	***4,407,000***	***82.4***
Collision with Fixed Object	**3,340**	**18.9**	**136,000**	**8.6**	**319,000**	**8.5**	**459,000**	**8.6**
Collision with Object Not Fixed:								
Nonoccupant	2,108	11.9	70,000	4.4	4,000	0.1	**76,000**	**1.4**
Other	409	2.3	37,000	2.3	306,000	8.1	**343,000**	**6.4**
Subtotal	*2,517*	*14.2*	*106,000*	*6.7*	*310,000*	*8.3*	***419,000***	***7.8***
Noncollision	**2,130**	**12.0**	**37,000**	**2.4**	**27,000**	**0.7**	**66,000**	**1.2**
Total	****17,718**	**100.0**	**1,579,000**	**100.0**	**3,754,000**	**100.0**	**5,350,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 10 passenger cars involved in fatal crashes with unknown most harmful event.

Table 43

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	4,404	62.4	176,000	66.3	381,000	60.3	**562,000**	**62.1**
Left Side	622	8.8	23,000	8.6	69,000	10.9	**92,000**	**10.2**
Right Side	596	8.4	33,000	12.2	91,000	14.4	**124,000**	**13.7**
Rear	156	2.2	13,000	4.9	51,000	8.1	**64,000**	**7.1**
Noncollision	635	9.0	14,000	5.2	16,000	2.5	**30,000**	**3.3**
Other/Unknown	646	9.2	7,000	2.7	24,000	3.8	**32,000**	**3.6**
Total	**7,059**	**100.0**	**266,000**	**100.0**	**632,000**	**100.0**	**905,000**	**100.0**
Multiple-Vehicle Crashes								
Front	6,103	57.3	673,000	51.2	1,472,000	47.2	**2,151,000**	**48.4**
Left Side	1,808	17.0	141,000	10.8	394,000	12.6	**537,000**	**12.1**
Right Side	1,468	13.8	122,000	9.3	384,000	12.3	**507,000**	**11.4**
Rear	1,054	9.9	376,000	28.6	868,000	27.8	**1,246,000**	**28.0**
Noncollision	27	0.3	*	*	*	*	*	*
Other/Unknown	199	1.9	1,000	0.1	4,000	0.1	**5,000**	**0.1**
Total	**10,659**	**100.0**	**1,313,000**	**100.0**	**3,122,000**	**100.0**	**4,445,000**	**100.0**
All Crashes								
Front	10,507	59.3	849,000	53.8	1,853,000	49.4	**2,713,000**	**50.7**
Left Side	2,430	13.7	164,000	10.4	462,000	12.3	**629,000**	**11.8**
Right Side	2,064	11.6	154,000	9.8	475,000	12.6	**631,000**	**11.8**
Rear	1,210	6.8	389,000	24.6	920,000	24.5	**1,310,000**	**24.5**
Noncollision	662	3.7	14,000	0.9	16,000	0.4	**30,000**	**0.6**
Other/Unknown	845	4.8	8,000	0.5	28,000	0.7	**37,000**	**0.7**
Total	**17,718**	**100.0**	**1,579,000**	**100.0**	**3,754,000**	**100.0**	**5,350,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 44

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	6,155	35.3	436,000	41.4	948,000	35.1	**1,391,000**	**36.8**
Left Side	963	5.5	85,000	8.0	272,000	10.1	**358,000**	**9.5**
Right Side	795	4.6	86,000	8.1	273,000	10.1	**360,000**	**9.5**
Rear	833	4.8	252,000	23.9	717,000	26.5	**970,000**	**25.7**
Other/Unknown	64	0.4	1,000	*	*	*	**1,000**	*
Subtotal	*8,810*	*50.6*	*860,000*	*81.6*	*2,211,000*	*81.8*	***3,080,000***	***81.6***
Collision with Fixed Object	**2,337**	**13.4**	**79,000**	**7.5**	**192,000**	**7.1**	**273,000**	**7.2**
Collision with Object Not Fixed:								
Nonmotorist	2,178	12.5	47,000	4.4	1,000	*	**50,000**	**1.3**
Other	344	2.0	22,000	2.1	254,000	9.4	**276,000**	**7.3**
Subtotal	*2,522*	*14.5*	*68,000*	*6.5*	*255,000*	*9.4*	***326,000***	***8.6***
Noncollision	**3,753**	**21.5**	**47,000**	**4.4**	**46,000**	**1.7**	**97,000**	**2.6**
Total	****17,428**	**100.0**	**1,053,000**	**100.0**	**2,704,000**	**100.0**	**3,775,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 6 light trucks involved in fatal crashes with unknown most harmful event.

Table 45

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	4,367	57.7	107,000	60.4	258,000	55.1	**370,000**	**56.6**
Left Side	425	5.6	13,000	7.2	47,000	10.1	**61,000**	**9.3**
Right Side	443	5.9	21,000	12.1	72,000	15.4	**94,000**	**14.4**
Rear	130	1.7	10,000	5.7	51,000	10.9	**62,000**	**9.4**
Noncollision	1,665	22.0	22,000	12.2	29,000	6.1	**52,000**	**7.9**
Other/Unknown	537	7.1	4,000	2.4	11,000	2.4	**16,000**	**2.4**
Total	**7,567**	**100.0**	**178,000**	**100.0**	**469,000**	**100.0**	**654,000**	**100.0**
Multiple-Vehicle Crashes								
Front	6,686	67.8	442,000	50.5	956,000	42.8	**1,405,000**	**45.0**
Left Side	1,083	11.0	88,000	10.1	276,000	12.3	**365,000**	**11.7**
Right Side	916	9.3	89,000	10.2	277,000	12.4	**367,000**	**11.8**
Rear	982	10.0	254,000	29.0	718,000	32.1	**973,000**	**31.2**
Noncollision	55	0.6	*	*	1,000	*	**1,000**	*
Other/Unknown	139	1.4	2,000	0.2	8,000	0.4	**10,000**	**0.3**
Total	**9,861**	**100.0**	**876,000**	**100.0**	**2,236,000**	**100.0**	**3,121,000**	**100.0**
All Crashes								
Front	11,053	63.4	549,000	52.2	1,215,000	44.9	**1,775,000**	**47.0**
Left Side	1,508	8.7	101,000	9.6	323,000	12.0	**426,000**	**11.3**
Right Side	1,359	7.8	110,000	10.5	349,000	12.9	**461,000**	**12.2**
Rear	1,112	6.4	264,000	25.1	769,000	28.4	**1,034,000**	**27.4**
Noncollision	1,720	9.9	22,000	2.1	29,000	1.1	**53,000**	**1.4**
Other/Unknown	676	3.9	6,000	0.6	19,000	0.7	**26,000**	**0.7**
Total	**17,428**	**100.0**	**1,053,000**	**100.0**	**2,704,000**	**100.0**	**3,775,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 46

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	1,619	46.5	22,000	37.4	60,000	28.2	**84,000**	**30.4**
Left Side	311	8.9	7,000	12.1	25,000	11.8	**33,000**	**11.8**
Right Side	153	4.4	7,000	11.6	32,000	14.9	**39,000**	**14.0**
Rear	513	14.7	11,000	19.4	43,000	20.1	**55,000**	**19.9**
Other/Unknown	29	0.8	*	0.4	1,000	0.4	**1,000**	**0.4**
Subtotal	*2,625*	*75.3*	*47,000*	*80.9*	*161,000*	*75.3*	***211,000***	***76.5***
Collision with Fixed Object	**135**	**3.9**	**2,000**	**4.1**	**22,000**	**10.2**	**24,000**	**8.8**
Collision with Object Not Fixed:								
Nonoccupant	313	9.0	1,000	2.3	*	*	**2,000**	**0.6**
Other	81	2.3	2,000	3.5	25,000	11.8	**27,000**	**9.9**
Subtotal	*394*	*11.3*	*3,000*	*5.8*	*25,000*	*11.8*	***29,000***	***10.6***
Noncollision	**328**	**9.4**	**5,000**	**9.3**	**6,000**	**2.7**	**12,000**	**4.2**
Total	****3,484**	**100.0**	**58,000**	**100.0**	**214,000**	**100.0**	**276,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 2 large trucks involved in fatal crashes with unknown most harmful event.

Table 47

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	349	56.6	3,000	31.6	14,000	30.5	**17,000**	**30.9**
Left Side	26	4.2	*	5.2	3,000	7.2	**4,000**	**6.9**
Right Side	59	9.6	1,000	16.6	12,000	26.1	**14,000**	**24.4**
Rear	29	4.7	1,000	12.4	6,000	13.7	**7,000**	**13.4**
Noncollision	114	18.5	3,000	31.4	5,000	10.0	**8,000**	**13.5**
Other/Unknown	40	6.5	*	2.9	6,000	12.5	**6,000**	**10.9**
Total	**617**	**100.0**	**9,000**	**100.0**	**46,000**	**100.0**	**56,000**	**100.0**
Multiple-Vehicle Crashes								
Front	1,755	61.2	22,000	45.5	61,000	36.6	**85,000**	**38.9**
Left Side	336	11.7	7,000	14.5	26,000	15.3	**33,000**	**15.1**
Right Side	165	5.8	7,000	14.1	32,000	19.2	**39,000**	**17.9**
Rear	539	18.8	11,000	23.1	43,000	25.8	**55,000**	**25.1**
Noncollision	13	0.5	1,000	1.1	*	0.3	**1,000**	**0.5**
Other/Unknown	59	2.1	1,000	1.7	5,000	2.9	**6,000**	**2.6**
Total	**2,867**	**100.0**	**49,000**	**100.0**	**168,000**	**100.0**	**220,000**	**100.0**
All Crashes								
Front	2,104	60.4	25,000	43.4	75,000	35.2	**103,000**	**37.3**
Left Side	362	10.4	8,000	13.0	29,000	13.5	**37,000**	**13.4**
Right Side	224	6.4	8,000	14.5	44,000	20.7	**53,000**	**19.2**
Rear	568	16.3	12,000	21.4	50,000	23.2	**63,000**	**22.7**
Noncollision	127	3.6	3,000	5.8	5,000	2.4	**9,000**	**3.1**
Other/Unknown	99	2.8	1,000	1.9	11,000	5.0	**12,000**	**4.3**
Total	**3,484**	**100.0**	**58,000**	**100.0**	**214,000**	**100.0**	**276,000**	**100.0**

*Less than 500.

Table 48

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

Truck Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Single-Unit Truck	115	12.7	790	87.3	**905**	**100.0**
Combination Truck	328	12.7	2,251	87.3	**2,579**	**100.0**
Total	**443**	**12.7**	**3,041**	**87.3**	**3,484**	**100.0**
Injury Crashes						
Single-Unit Truck	2,000	7.5	24,000	92.5	**26,000**	**100.0**
Combination Truck	4,000	11.0	29,000	89.0	**32,000**	**100.0**
Total	**5,000**	**9.4**	**53,000**	**90.6**	**58,000**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	1,000	0.9	102,000	99.1	**103,000**	**100.0**
Combination Truck	3,000	2.4	108,000	97.6	**111,000**	**100.0**
Total	**4,000**	**1.7**	**210,000**	**98.3**	**214,000**	**100.0**
All Crashes						
Single-Unit Truck	3,000	2.3	127,000	97.7	**130,000**	**100.0**
Combination Truck	7,000	4.5	139,000	95.5	**146,000**	**100.0**
Total	**10,000**	**3.5**	**266,000**	**96.5**	**276,000**	**100.0**

Table 49

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

Number of Trailers	Jackknife Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
One	148	6.7	2,063	93.3	**2,211**	**100.0**
Two or More	17	17.2	82	82.8	**99**	**100.0**
Unknown Number	0	0.0	1	100.0	**1**	**100.0**
Total	**165**	**7.1**	**2,146**	**92.9**	**2,311**	**100.0**
Injury Crashes						
One	1,000	3.0	27,000	97.0	**28,000**	**100.0**
Two or More	*	2.9	1,000	97.1	**1,000**	**100.0**
Unknown Number	*	*	*	100.0	*	**100.0**
Total	**1,000**	**3.0**	**28,000**	**97.0**	**29,000**	**100.0**
Property-Damage-Only Crashes						
One	2,000	2.7	88,000	97.3	**90,000**	**100.0**
Two or More	*	7.5	3,000	92.5	**3,000**	**100.0**
Unknown Number	*	*	*	100.0	*	**100.0**
Total	**3,000**	**2.9**	**91,000**	**97.1**	**93,000**	**100.0**
All Crashes						
One	3,000	2.9	117,000	97.1	**120,000**	**100.0**
Two or More	*	7.1	3,000	92.9	**4,000**	**100.0**
Unknown Number	*	*	*	100.0	*	**100.0**
Total	**4,000**	**3.0**	**121,000**	**97.0**	**124,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 50

Motorcycles Involved in Crashes by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	1,730	37.3	17,000	22.0	3,000	24.0	**22,000**	**23.0**
Left Side	182	3.9	5,000	5.9	3,000	18.6	**7,000**	**7.7**
Right Side	122	2.6	5,000	6.2	*	3.4	**5,000**	**5.6**
Rear	189	4.1	4,000	5.3	2,000	13.1	**6,000**	**6.4**
Other/Unknown	128	2.8	*	0.3	*	*	*	**0.3**
Subtotal	*2,351*	*50.7*	*31,000*	*39.7*	*8,000*	*59.0*	***42,000***	***43.1***
Collision with Fixed Object	**1,224**	**26.4**	**9,000**	**11.6**	**2,000**	**12.1**	**12,000**	**12.4**
Collision with Object Not Fixed:								
Nonmotorist	37	0.8	1,000	1.7	*	*	**1,000**	**1.4**
Other	209	4.5	4,000	4.9	1,000	6.5	**5,000**	**5.1**
Subtotal	*246*	*5.3*	*5,000*	*6.6*	*1,000*	*6.5*	***6,000***	***6.5***
Noncollision	**805**	**17.4**	**33,000**	**42.1**	**3,000**	**22.4**	**37,000**	**38.0**
Total	****4,633**	**100.0**	**78,000**	**100.0**	**14,000**	**100.0**	**96,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 7 motorcycles involved in fatal crashes with unknown most harmful event.

Table 51

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	1,023	49.7	10,000	23.2	1,000	18.2	**12,000**	**23.8**
Left Side	102	5.0	3,000	7.4	1,000	10.8	**4,000**	**7.6**
Right Side	128	6.2	2,000	5.1	1,000	12.3	**3,000**	**5.8**
Rear	8	0.4	1,000	1.5	*	*	**1,000**	**1.3**
Noncollision	586	28.5	26,000	61.7	3,000	52.4	**29,000**	**59.4**
Other/Unknown	212	10.3	*	1.1	*	6.4	**1,000**	**2.0**
Total	**2,059**	**100.0**	**42,000**	**100.0**	**5,000**	**100.0**	**49,000**	**100.0**
Multiple-Vehicle Crashes								
Front	1,815	70.5	18,000	50.8	3,000	36.8	**23,000**	**49.1**
Left Side	198	7.7	5,000	14.0	3,000	28.5	**8,000**	**16.5**
Right Side	142	5.5	5,000	14.6	*	5.2	**6,000**	**12.3**
Rear	199	7.7	5,000	13.5	2,000	20.1	**7,000**	**14.5**
Noncollision	162	6.3	2,000	6.8	1,000	6.3	**3,000**	**6.7**
Other/Unknown	58	2.3	*	0.3	*	3.1	*	**1.0**
Total	**2,574**	**100.0**	**35,000**	**100.0**	**9,000**	**100.0**	**47,000**	**100.0**
All Crashes								
Front	2,838	61.3	28,000	35.8	4,000	30.3	**35,000**	**36.2**
Left Side	300	6.5	8,000	10.4	3,000	22.3	**12,000**	**11.9**
Right Side	270	5.8	7,000	9.4	1,000	7.6	**9,000**	**9.0**
Rear	207	4.5	5,000	7.0	2,000	13.1	**7,000**	**7.8**
Noncollision	748	16.1	28,000	36.7	3,000	22.4	**32,000**	**33.6**
Other/Unknown	270	5.8	1,000	0.7	1,000	4.2	**1,000**	**1.5**
Total	**4,633**	**100.0**	**78,000**	**100.0**	**14,000**	**100.0**	**96,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 52

Buses Involved in Crashes by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	77	30.9	4,000	34.1	8,000	18.8	**12,000**	**22.1**
Left Side	11	4.4	2,000	17.2	5,000	12.6	**7,000**	**13.5**
Right Side	17	6.8	2,000	14.1	7,000	16.9	**9,000**	**16.2**
Rear	35	14.1	2,000	20.4	13,000	29.8	**15,000**	**27.7**
Other/Unknown	0	0.0	*	0.5	*	*	*	**0.1**
Subtotal	*140*	*56.2*	*10,000*	*86.4*	*33,000*	*78.0*	***43,000***	***79.7***
Collision with Fixed Object	**7**	**2.8**	**1,000**	**4.7**	**2,000**	**5.5**	**3,000**	**5.3**
Collision with Object Not Fixed:								
Nonoccupant	86	34.5	1,000	8.3	*	*	**1,000**	**1.9**
Other	1	0.4	*	0.3	7,000	16.5	**7,000**	**13.0**
Subtotal	*87*	*34.9*	*1,000*	*8.6*	*7,000*	*16.5*	***8,000***	***14.9***
Noncollision	**15**	**6.0**	*	**0.3**	*	*	*	**0.1**
Total	**249**	**100.0**	**12,000**	**100.0**	**42,000**	**100.0**	**54,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 53

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	60	63.2	1,000	43.6	*	3.1	**1,000**	**9.1**
Left Side	2	2.1	*	5.0	1,000	15.7	**2,000**	**14.1**
Right Side	9	9.5	1,000	37.6	5,000	49.6	**5,000**	**47.6**
Rear	6	6.3	*	5.7	3,000	28.3	**3,000**	**25.0**
Noncollision	8	8.4	*	2.7	*	*	*	**0.4**
Other/Unknown	10	10.5	*	5.5	*	3.3	*	**3.7**
Total	**95**	**100.0**	**1,000**	**100.0**	**9,000**	**100.0**	11,000	100.0
Multiple-Vehicle Crashes								
Front	84	54.5	4,000	39.3	8,000	24.1	**12,000**	**27.7**
Left Side	13	8.4	2,000	19.8	5,000	16.1	**7,000**	**16.9**
Right Side	17	11.0	2,000	16.9	7,000	21.6	**9,000**	**20.5**
Rear	37	24.0	2,000	23.5	13,000	38.2	**15,000**	**34.7**
Noncollision	0	0.0	*	*	*	*	*	*
Other/Unknown	3	1.9	*	0.6	*	*	*	**0.1**
Total	**154**	**100.0**	**10,000**	**100.0**	**33,000**	**100.0**	43,000	100.0
All Crashes								
Front	144	57.8	5,000	39.8	8,000	19.4	**13,000**	**24.0**
Left Side	15	6.0	2,000	17.9	7,000	16.0	**9,000**	**16.4**
Right Side	26	10.4	2,000	19.6	12,000	27.8	**14,000**	**26.0**
Rear	43	17.3	2,000	21.1	15,000	36.0	**18,000**	**32.8**
Noncollision	8	3.2	*	0.3	*	*	*	**0.1**
Other/Unknown	13	5.2	*	1.2	*	0.7	*	**0.9**
Total	**249**	**100.0**	**12,000**	**100.0**	**42,000**	**100.0**	54,000	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 2010. 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 32,885 people lost their lives in motor vehicle crashes in 2010. Another 2.24 million people were injured.
- The majority of persons killed or injured in traffic crashes were drivers (64 percent), followed by passengers (27 percent), motorcycle riders (4 percent), pedestrians (3 percent), and pedalcyclists (2 percent).
- Per 100,000 population, persons 21 to 24 years old had the highest fatality rate and the highest injury rate. Children 5 to 9 years old had the lowest fatality rate, and children under 5 years old had the lowest injury rate per 100,000 population.
- 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 under 10 years old and people over 64 years old.
- Of the persons who were killed in traffic crashes in 2010, 31 percent died in alcohol-impaired driving crashes.

Table 54
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	16,824	96,000	386,000	949,000	1,431,000	**1,448,000**
Passenger	6,414	37,000	150,000	409,000	596,000	**602,000**
Unknown Occupant	65	*	*	*	*	*
Subtotal	*23,303*	*133,000*	*537,000*	*1,358,000*	*2,027,000*	***2,051,000***
Motorcyclists	**4,502**	**24,000**	**41,000**	**16,000**	**82,000**	**86,000**
Nonoccupants						
Pedestrian	4,280	12,000	25,000	33,000	70,000	**74,000**
Pedalcyclist	618	5,000	25,000	22,000	52,000	**52,000**
Other/Unknown	182	1,000	2,000	5,000	8,000	**8,000**
Subtotal	*5,080*	*18,000*	*52,000*	*60,000*	*130,000*	***135,000***
Total	**32,885**	**175,000**	**630,000**	**1,435,000**	**2,239,000**	**2,272,000**

*Less than 500.

Table 55
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	402	2,000	11,000	28,000	41,000	**41,000**
5-9	353	3,000	16,000	39,000	58,000	**58,000**
10-15	673	7,000	27,000	62,000	96,000	**97,000**
16-20	3,441	24,000	97,000	189,000	309,000	**313,000**
21-24	3,325	20,000	73,000	146,000	240,000	**243,000**
25-34	5,538	32,000	118,000	256,000	406,000	**411,000**
35-44	4,535	27,000	86,000	232,000	345,000	**350,000**
45-54	5,079	27,000	86,000	223,000	336,000	**341,000**
55-64	4,009	17,000	60,000	143,000	220,000	**224,000**
65-74	2,378	10,000	30,000	67,000	107,000	**109,000**
>74	3,106	7,000	25,000	49,000	82,000	**85,000**
Total	***32,885**	**175,000**	**630,000**	**1,435,000**	**2,239,000**	**2,272,000**

*Includes 46 fatalities of unknown age.

Table 56
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	22,902	98,000	333,000	626,000	1,057,000	**1,080,000**
Female	9,979	76,000	297,000	809,000	1,182,000	**1,192,000**
Total	***32,885**	**175,000**	**630,000**	**1,435,000**	**2,239,000**	**2,272,000**

*Includes 4 fatalities of unknown sex.

Figure 17

Percent of Persons Killed or Injured, by Age

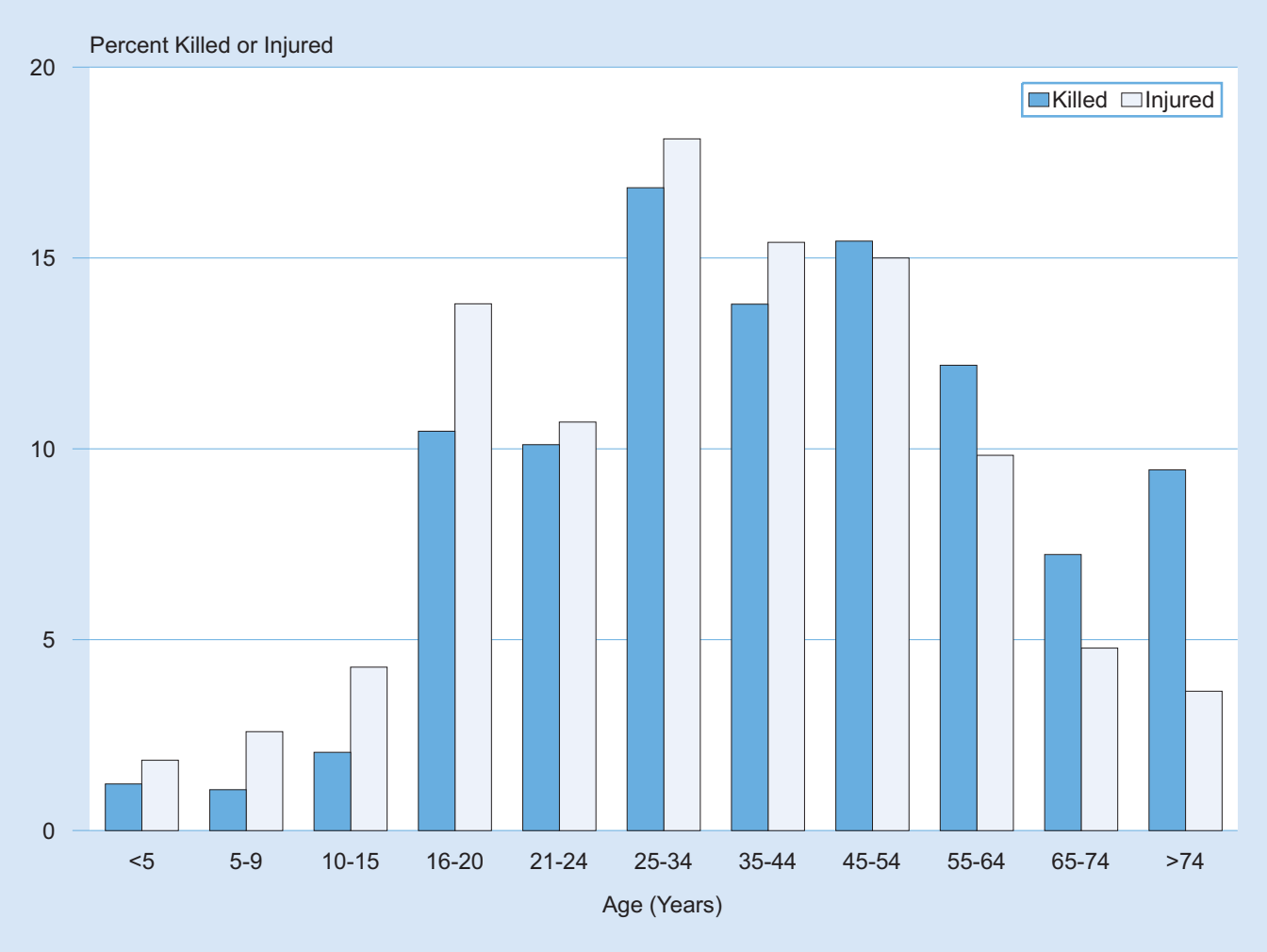


Table 57

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	223	10,318	2.16	179	9,883	1.81	**402**	**20,201**	**1.99**
5-9	211	10,407	2.03	142	9,975	1.42	**353**	**20,382**	**1.73**
10-15	393	12,767	3.08	280	12,174	2.30	**673**	**24,941**	**2.70**
16-20	2,312	11,411	20.26	1,129	10,858	10.40	**3,441**	**22,269**	**15.45**
21-24	2,476	8,729	28.37	849	8,383	10.13	**3,325**	**17,111**	**19.43**
25-34	4,134	20,739	19.93	1,404	20,508	6.85	**5,538**	**41,247**	**13.43**
35-44	3,281	20,396	16.09	1,253	20,585	6.09	**4,535**	**40,981**	**11.07**
45-54	3,707	22,149	16.74	1,372	22,864	6.00	**5,079**	**45,013**	**11.28**
55-64	2,885	17,739	16.26	1,124	19,028	5.91	**4,009**	**36,766**	**10.90**
65-74	1,508	10,161	14.84	870	11,681	7.45	**2,378**	**21,841**	**10.89**
>74	1,734	7,293	23.78	1,371	11,303	12.13	**3,106**	**18,596**	**16.70**
Unknown	38	*	*	6	*	*	**46**	*	*
Total	**22,902**	**152,108**	**15.06**	**9,979**	**157,242**	**6.35**	****32,885**	**309,350**	**10.63**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	22,000	10,318	214	19,000	9,883	193	**41,000**	**20,201**	**203**
5-9	32,000	10,407	311	26,000	9,975	258	**58,000**	**20,382**	**285**
10-15	45,000	12,767	351	51,000	12,174	420	**96,000**	**24,941**	**384**
16-20	142,000	11,411	1,246	167,000	10,858	1,537	**309,000**	**22,269**	**1,388**
21-24	116,000	8,729	1,334	123,000	8,383	1,468	**240,000**	**17,111**	**1,400**
25-34	189,000	20,739	910	217,000	20,508	1,059	**406,000**	**41,247**	**984**
35-44	169,000	20,396	826	177,000	20,585	858	**345,000**	**40,981**	**842**
45-54	153,000	22,149	693	182,000	22,864	798	**336,000**	**45,013**	**746**
55-64	105,000	17,739	590	116,000	19,028	607	**220,000**	**36,766**	**599**
65-74	52,000	10,161	510	55,000	11,681	472	**107,000**	**21,841**	**490**
>74	33,000	7,293	446	49,000	11,303	435	**82,000**	**18,596**	**439**
Total	**1,057,000**	**152,108**	**695**	**1,182,000**	**157,242**	**752**	**2,239,000**	**309,350**	**724**

*Not applicable.

**Includes 4 fatalities of unknown sex.

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

Source: Population—Bureau of the Census.

Figure 18

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

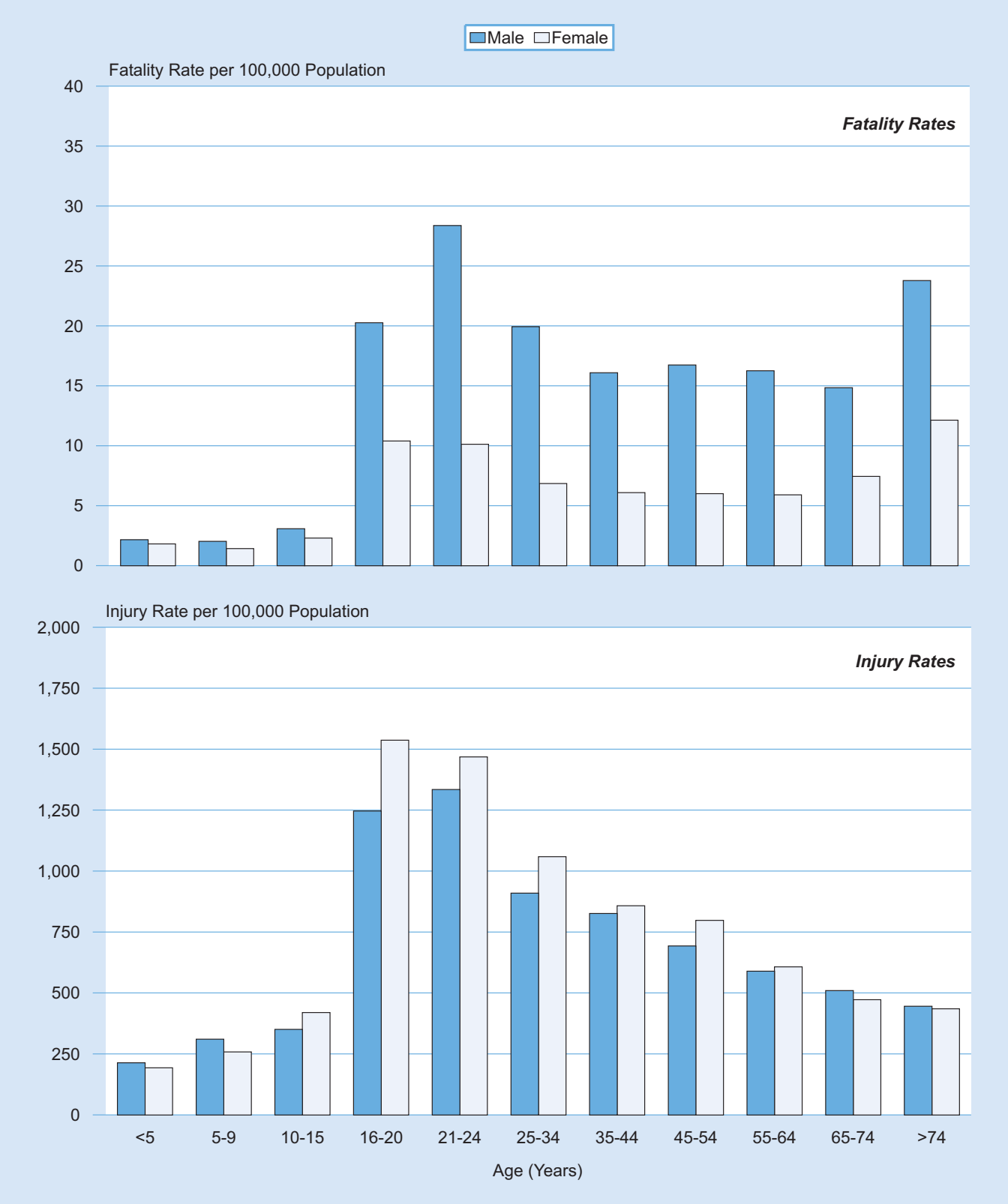


Table 58
Persons Killed or Injured in Crashes, by Weather Condition and Light Condition

Weather Condition	Light Condition					Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	Other/Unknown	
Persons Killed						
Normal	14,697	5,129	8,213	1,169	61	**29,269**
Rain	931	491	608	122	3	**2,155**
Snow/Sleet	402	74	237	39	0	**752**
Other	134	53	201	43	1	**432**
Unknown	72	16	99	7	83	**277**
Total	**16,236**	**5,763**	**9,358**	**1,380**	**148**	**32,885**
Persons Injured						
Normal	1,417,000	307,000	171,000	66,000	*	**1,962,000**
Rain	125,000	41,000	17,000	9,000	*	**191,000**
Snow/Sleet	39,000	16,000	15,000	2,000	*	**71,000**
Other	10,000	3,000	2,000	1,000	*	**16,000**
Total	**1,590,000**	**366,000**	**205,000**	**78,000**	*	**2,239,000**

*Less than 500.

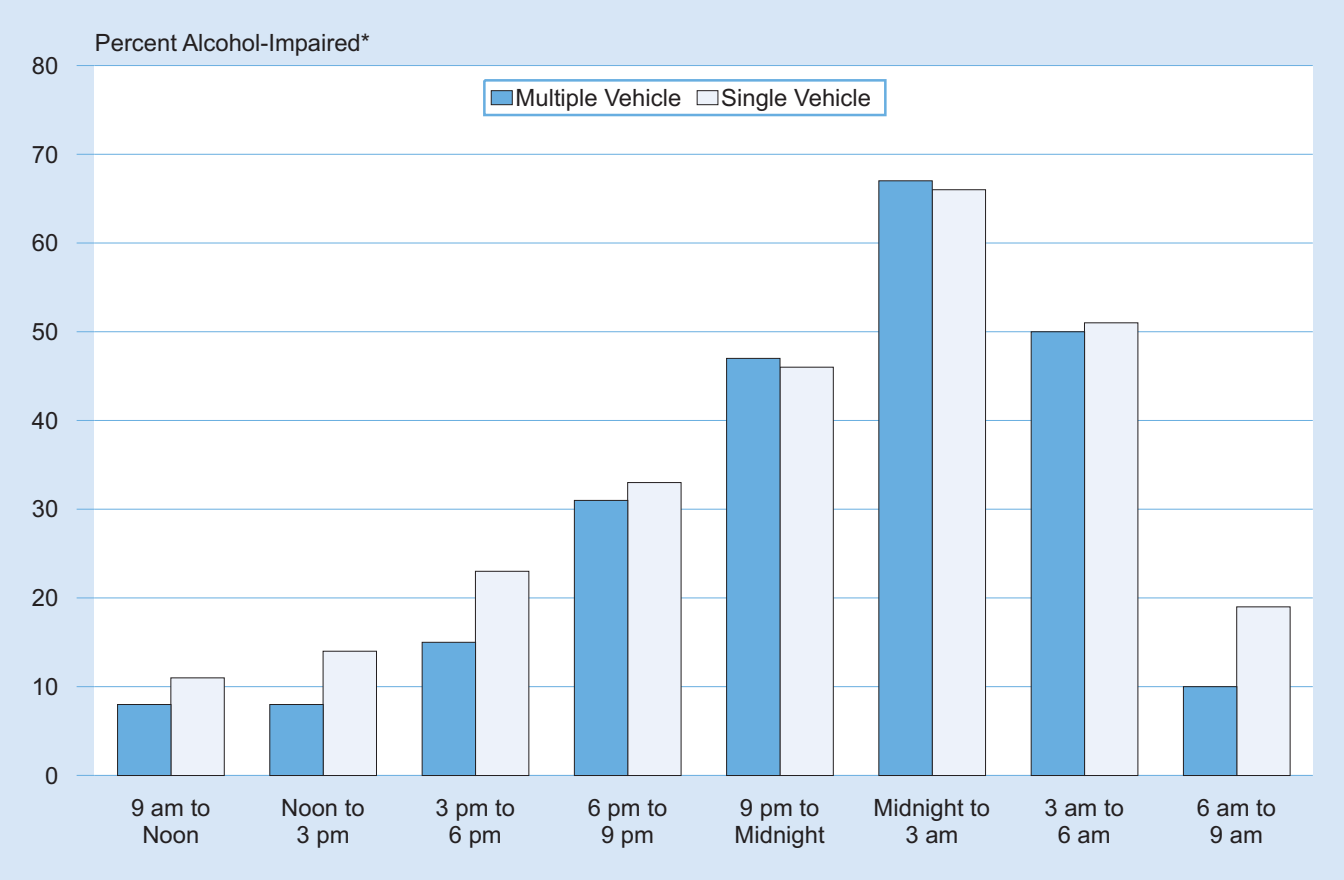
Table 59
Persons Killed in Crashes and Percent Alcohol-Impaired Driving Fatalities, by Time of Day and Crash Type

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol-Impaired Driving*		Number	Alcohol-Impaired Driving*		Number	Alcohol-Impaired Driving*	
		Number	Percent		Number	Percent		Number	Percent
Midnight to 3 am	3,138	2,069	66	1,018	683	67	**4,156**	**2,751**	**66**
3 am to 6 am	1,983	1,006	51	784	390	50	**2,767**	**1,396**	**50**
6 am to 9 am	1,702	316	19	1,462	139	10	**3,164**	**455**	**14**
9 am to Noon	1,473	160	11	1,738	136	8	**3,211**	**297**	**9**
Noon to 3 pm	1,980	279	14	2,369	199	8	**4,349**	**478**	**11**
3 pm to 6 pm	2,521	582	23	2,818	434	15	**5,339**	**1,016**	**19**
6 pm to 9 pm	3,128	1,036	33	2,050	630	31	**5,178**	**1,666**	**32**
9 pm to Midnight	3,011	1,377	46	1,464	686	47	**4,475**	**2,063**	**46**
Unknown	237	106	45	9	1	14	**246**	**108**	**44**
Total	**19,173**	**6,930**	**36**	**13,712**	**3,298**	**24**	**32,885**	**10,228**	**31**

*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 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.

Figure 19

Percent of Persons Killed in Alcohol-Impaired Driving Crashes, by Time of Day



*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 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.

Table 60

Persons Killed in Work Zones, by Roadway Function Class and Person Type

Roadway Function Class	Person Type					Total
	Driver*	Passenger**	Pedestrian	Pedalcyclist	Other Nonoccupant	
Principal Arterial						
Interstate	129	61	27	0	1	**218**
Freeway/Expressway	28	7	7	0	0	**42**
Other	94	31	22	2	1	**150**
Minor Arterial	54	7	9	2	0	**72**
Collector	30	11	6	0	0	**47**
Local Road or Street	28	6	4	2	2	**42**
Unknown	2	2	0	0	1	**5**
Total	**365**	**125**	**75**	**6**	**5**	**576**

*Includes motorcycle riders.
**Includes motorcycle passengers.

Table 61

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	1	1	**1**	**1**
Ambulance Passenger	3	1	2	2	**5**	**3**
Occupant of Other Vehicle	0	0	22	9	**22**	**9**
Pedestrian	1	1	1	1	**2**	**2**
Pedalcyclist	1	0	0	0	**1**	**0**
Total	**5**	**2**	**26**	**13**	**31**	**15**
Fire Truck						
Fire Truck Driver	0	0	1	0	**1**	**0**
Fire Truck Passenger	0	0	1	0	**1**	**0**
Occupant of Other Vehicle	0	0	8	5	**8**	**5**
Pedestrian	3	3	1	1	**4**	**4**
Pedalcyclist	0	0	0	0	**0**	**0**
Total	**3**	**3**	**11**	**6**	**14**	**9**
Police Vehicle						
Police Vehicle Driver	19	11	12	6	**31**	**17**
Police Vehicle Passenger	0	0	3	1	**3**	**1**
Occupant of Other Vehicle	0	0	36	21	**36**	**21**
Pedestrian	11	2	2	1	**13**	**3**
Pedalcyclist	1	1	0	0	**1**	**1**
Total	**31**	**14**	**53**	**29**	**84**	**43**

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

Figure 20

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

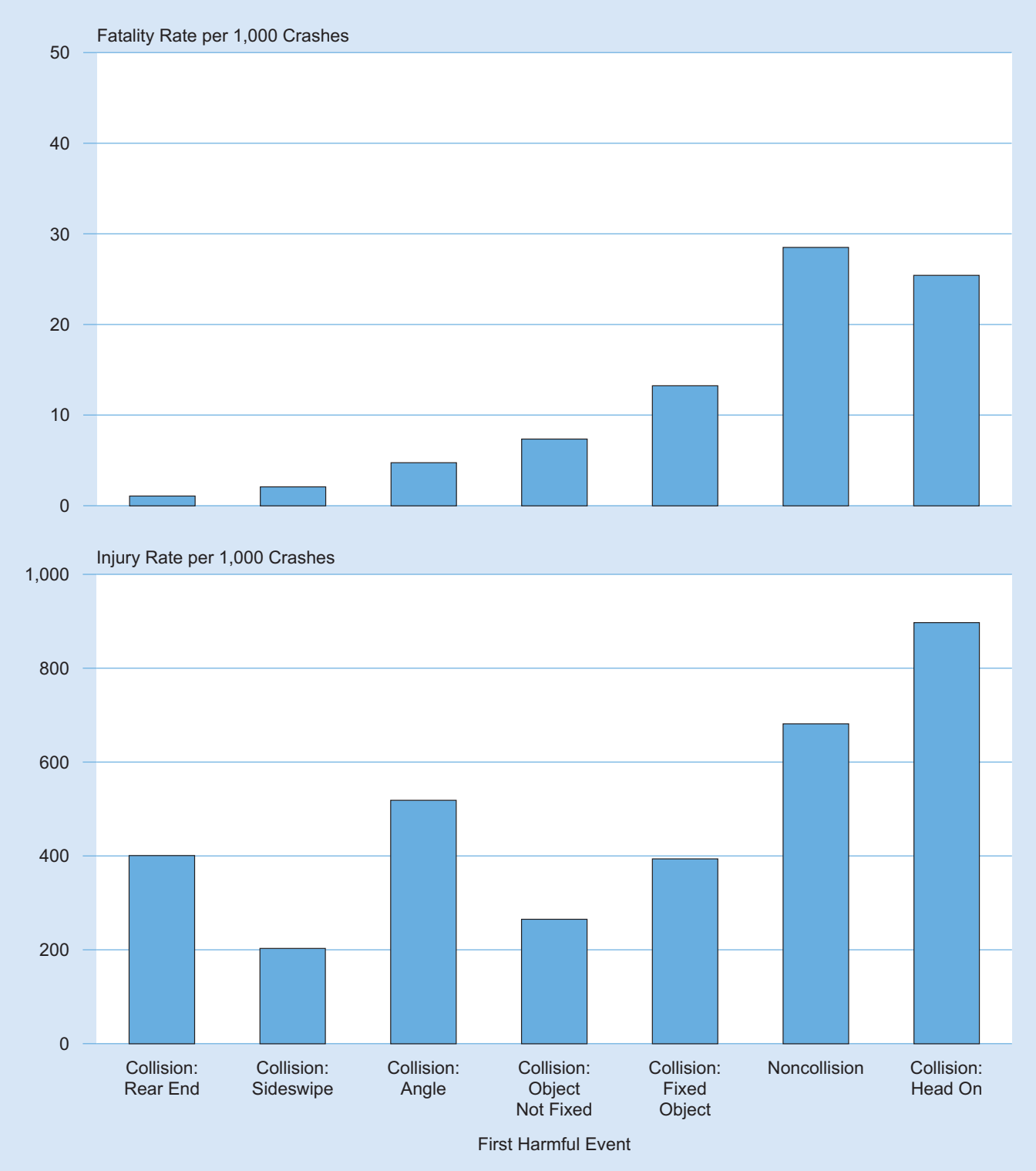


Figure 21

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

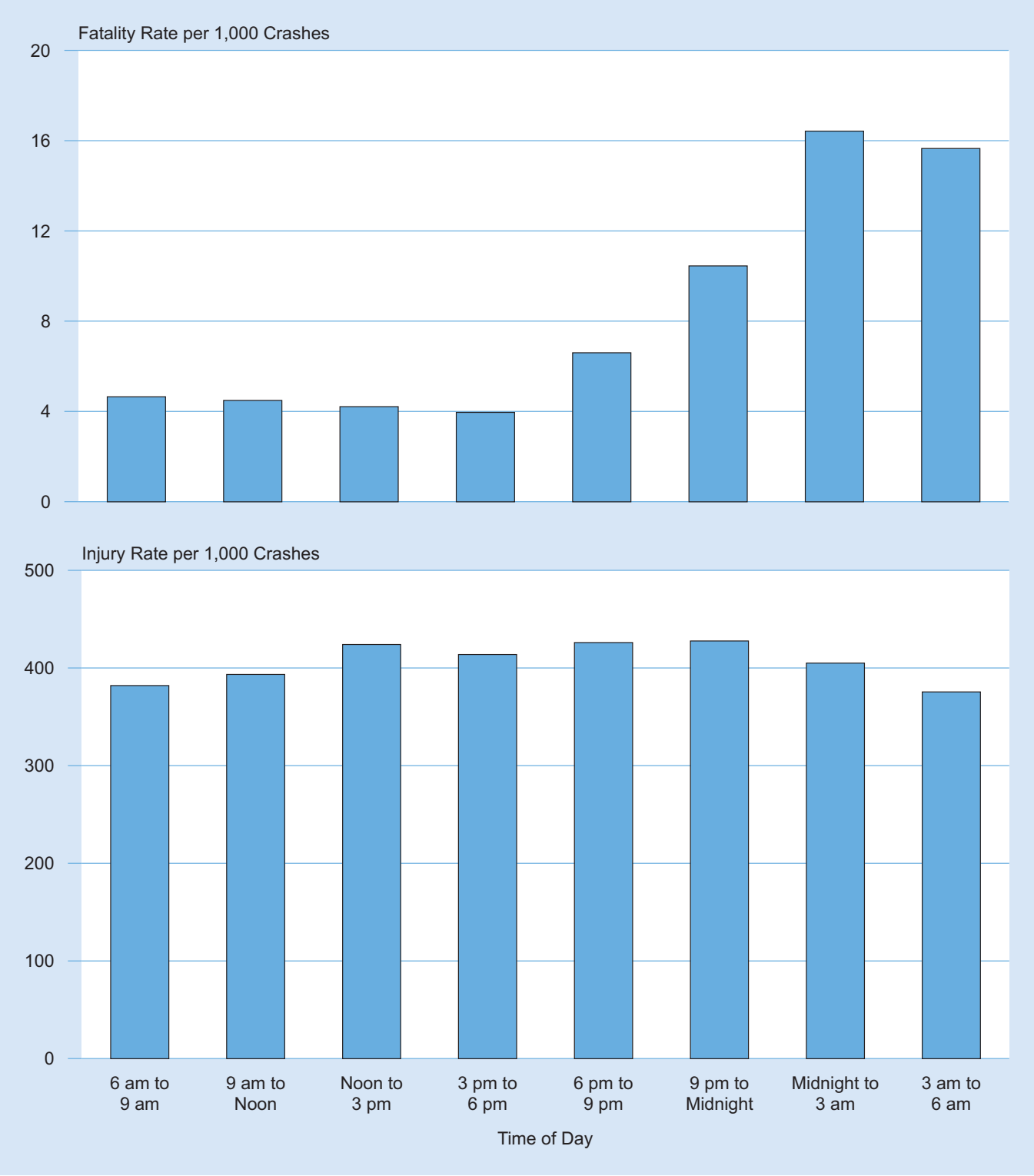


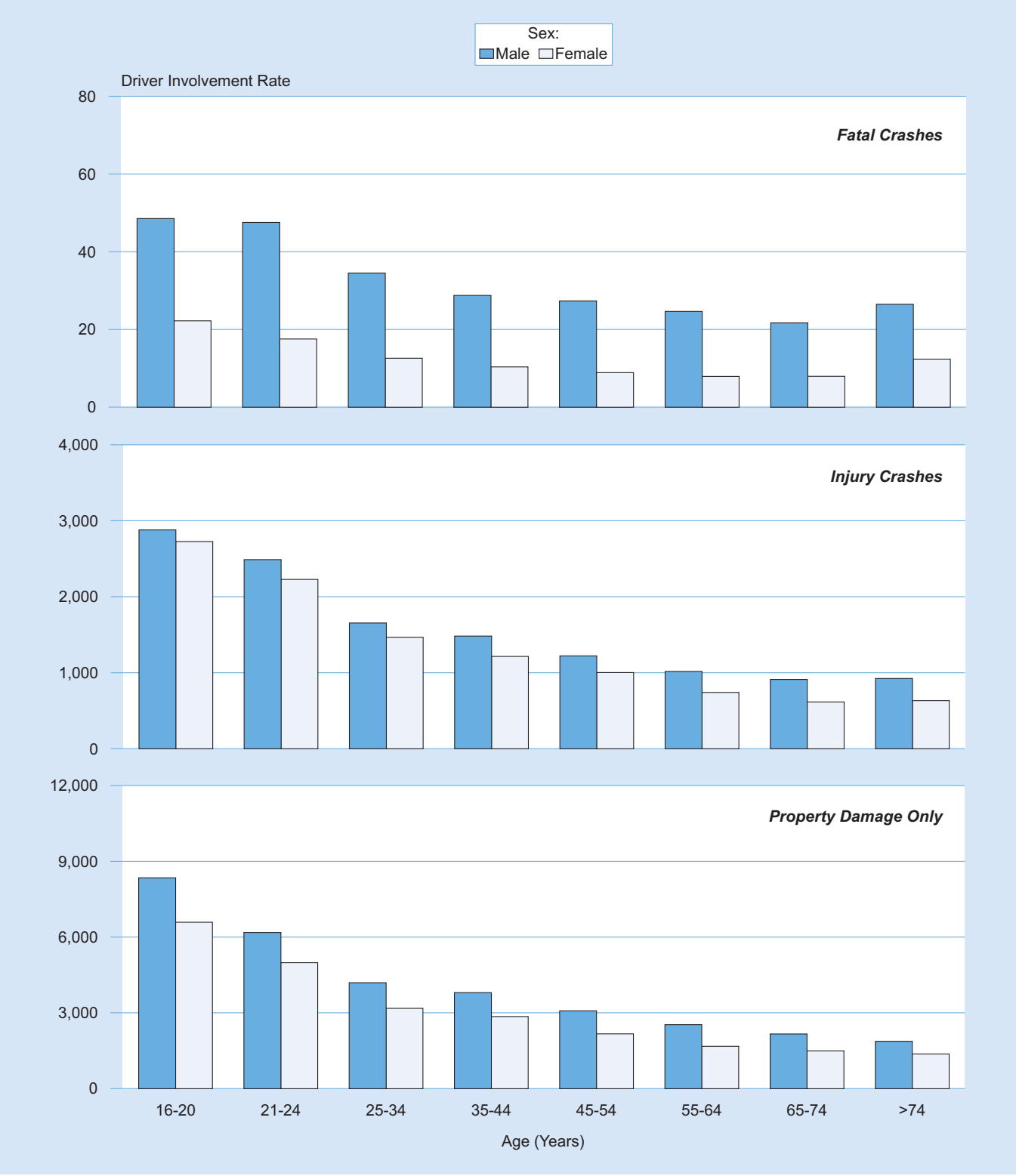
Table 62
Driver Involvement Rates per 100,000 Licensed Drivers, by Age, Sex, and Crash Severity

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	113	*	47	*	**160**	*
16-20	3,118	48.53	1,368	22.21	**4,487**	**35.66**
21-24	3,362	47.53	1,223	17.55	**4,585**	**32.65**
25-34	6,253	34.52	2,286	12.58	**8,540**	**23.54**
35-44	5,378	28.77	1,934	10.37	**7,313**	**19.59**
45-54	5,640	27.35	1,850	8.89	**7,490**	**18.07**
55-64	4,182	24.64	1,372	7.92	**5,554**	**16.19**
65-74	2,100	21.69	794	7.93	**2,894**	**14.69**
>74	1,746	26.47	920	12.37	**2,666**	**19.00**
Unknown	73	*	17	*	**751**	*
Total	**31,965**	**30.63**	**11,811**	**11.17**	****44,440**	**21.15**
Drivers in Injury Crashes						
<16	5,000	*	4,000	*	**9,000**	*
16-20	185,000	2,880	168,000	2,725	**353,000**	**2,804**
21-24	176,000	2,488	155,000	2,227	**331,000**	**2,358**
25-34	300,000	1,654	266,000	1,466	**566,000**	**1,560**
35-44	277,000	1,482	226,000	1,214	**503,000**	**1,348**
45-54	252,000	1,221	209,000	1,002	**460,000**	**1,111**
55-64	173,000	1,017	128,000	740	**301,000**	**877**
65-74	88,000	912	62,000	616	**150,000**	**761**
>74	61,000	924	47,000	633	**108,000**	**770**
Total	**1,516,000**	**1,453**	**1,265,000**	**1,196**	**2,781,000**	**1,324**
Drivers in Property-Damage-Only Crashes						
<16	14,000	*	7,000	*	**21,000**	*
16-20	536,000	8,349	406,000	6,589	**942,000**	**7,488**
21-24	437,000	6,180	348,000	4,986	**785,000**	**5,588**
25-34	760,000	4,194	577,000	3,176	**1,337,000**	**3,684**
35-44	710,000	3,798	532,000	2,851	**1,242,000**	**3,325**
45-54	635,000	3,080	451,000	2,168	**1,087,000**	**2,622**
55-64	429,000	2,529	290,000	1,675	**719,000**	**2,098**
65-74	209,000	2,163	150,000	1,493	**359,000**	**1,823**
>74	123,000	1,872	102,000	1,372	**225,000**	**1,607**
Total	**3,854,000**	**3,693**	**2,862,000**	**2,707**	**6,717,000**	**3,197**
Drivers in All Crashes						
<16	19,000	*	11,000	*	**30,000**	*
16-20	725,000	11,278	575,000	9,336	**1,300,000**	**10,328**
21-24	616,000	8,715	504,000	7,231	**1,120,000**	**7,979**
25-34	1,066,000	5,883	846,000	4,654	**1,911,000**	**5,268**
35-44	992,000	5,309	760,000	4,075	**1,752,000**	**4,693**
45-54	893,000	4,328	662,000	3,179	**1,554,000**	**3,751**
55-64	606,000	3,571	420,000	2,423	**1,026,000**	**2,991**
65-74	300,000	3,097	212,000	2,117	**512,000**	**2,599**
>74	186,000	2,823	150,000	2,017	**336,000**	**2,396**
Unknown	***	*	***	*	**1,000**	*
Total	**5,402,000**	**5,176**	**4,139,000**	**3,915**	**9,542,000**	**4,542**

*Not applicable.
**Includes 664 drivers of unknown sex.
***Less than 500.
Notes: Drivers include motorcycle riders. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.
Source: Licensed Drivers—Federal Highway Administration.

Figure 22

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



Note: Drivers include motorcycle riders.

Table 63

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

Previous Convictions	Valid License (37,947)		Invalid License (5,427)		Total (43,374)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	4,381	11.5	602	11.1	**4,983**	**11.5**
Previous Recorded Suspensions or Revocations	3,567	9.4	2,606	48.0	**6,173**	**14.2**
Previous DWI Convictions	695	1.8	615	11.3	**1,310**	**3.0**
Previous Speeding Convictions	7,026	18.5	1,002	18.5	**8,028**	**18.5**
Previous Other Harmful Moving Convictions	6,340	16.7	1,435	26.4	**7,775**	**17.9**
Drivers with No Previous Convictions	23,405	61.7	2,307	42.5	**25,712**	**59.3**

Notes: Table does not include 1,066 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 64

Related Factors for Drivers and Motorcycle Riders Involved in Fatal Crashes

Factors	Number	Percent
Driving too fast for conditions or in excess of posted speed limit	9,532	21.4
Failure to keep in proper lane or running off road	7,436	16.7
Under the influence of alcohol, drugs or medication	7,052	15.9
Failure to yield right of way	3,196	7.2
Distracted (phone, talking, eating, object, etc.)	2,912	6.6
Operating vehicle in erratic, reckless, or negligent manner	2,438	5.5
Overcorrecting/oversteering	2,034	4.6
Failure to obey traffic signs, signals, or officer	1,912	4.3
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	1,687	3.8
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,426	3.2
Driving wrong way on one-way trafficway or on wrong side of road	1,356	3.1
Drowsy, asleep, fatigued, ill, or blackout	1,218	2.7
Making improper turn	970	2.2
Other factors	5,971	13.4
None reported	13,521	30.4
Unknown	3,408	7.7
Total Drivers	**44,440**	**100.0**

Notes: The sum of the numbers and percentages is greater than total drivers as more than one factor may be present for the same driver. For important information on this table see “Changes from Last Year’s Report” on page 8.

Table 65

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	8,898	58,000	238,000	608,000	903,000	**912,000**
Passengers	3,518	21,000	88,000	240,000	349,000	**353,000**
Unknown	19	*	*	*	*	*
Subtotal	*12,435*	*78,000*	*326,000*	*848,000*	*1,253,000*	***1,265,000***
Light Truck						
Drivers	7,023	35,000	140,000	329,000	504,000	**511,000**
Passengers	2,706	15,000	59,000	156,000	229,000	**232,000**
Unknown	23	*	*	*	*	*
Subtotal	*9,752*	*50,000*	*199,000*	*485,000*	*733,000*	***743,000***
Large Truck						
Drivers	475	2,000	7,000	8,000	17,000	**17,000**
Passengers	54	*	1,000	2,000	3,000	**3,000**
Unknown	0	*	*	*	*	*
Subtotal	*529*	*2,000*	*8,000*	*10,000*	*20,000*	***20,000***
Bus	*44*	*	*3,000*	*14,000*	*17,000*	***17,000***
Other/Unknown	*543*	*2,000*	*2,000*	*1,000*	*5,000*	***5,000***
Subtotal*	***23,303***	***133,000***	***537,000***	***1,358,000***	***2,027,000***	***2,051,000***
Motorcycle						
Riders	4,192	22,000	38,000	15,000	74,000	**79,000**
Passengers	310	2,000	4,000	2,000	8,000	**8,000**
Subtotal	***4,502***	***24,000***	***41,000***	***16,000***	***82,000***	***86,000***
Total	**27,805**	**157,000**	**578,000**	**1,374,000**	**2,109,000**	**2,137,000**

*Less than 500.
**Excluding motorcycles.

Table 66

Vehicle Occupants 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	1,672	11.5	940	7.1	**2,612**	**9.4**
35 or 40 mph	2,195	15.1	2,013	15.2	**4,208**	**15.1**
45 or 50 mph	2,449	16.8	2,596	19.6	**5,045**	**18.1**
55 mph	4,529	31.1	4,149	31.3	**8,678**	**31.2**
60 mph or higher	3,245	22.3	2,992	22.6	**6,237**	**22.4**
No Statutory Limit	42	0.3	54	0.4	**96**	**0.3**
Unknown	435	3.0	494	3.7	**929**	**3.3**
Total	**14,567**	**100.0**	**13,238**	**100.0**	**27,805**	**100.0**
Persons Injured						
30 mph or less	79,000	16.8	241,000	14.8	**321,000**	**15.2**
35 or 40 mph	78,000	16.6	500,000	30.6	**579,000**	**27.4**
45 or 50 mph	68,000	14.4	341,000	20.8	**409,000**	**19.4**
55 mph	98,000	20.8	146,000	8.9	**244,000**	**11.6**
60 mph or higher	78,000	16.6	133,000	8.1	**211,000**	**10.0**
No Statutory Limit	6,000	1.2	29,000	1.8	**34,000**	**1.6**
Unknown	65,000	13.7	247,000	15.1	**311,000**	**14.8**
Total	**472,000**	**100.0**	**1,637,000**	**100.0**	**2,109,000**	**100.0**

Note: For important information on this table see “Changes from Last Year’s Report” on page 8.

Table 67

Vehicle Occupants Killed in Crashes, by Speed Limit and Land Use

	Land Use						Total	
	Rural		Urban		Unknown			
Speed Limit	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	742	28.4	1,837	70.3	33	1.3	**2,612**	**100.0**
35 or 40 mph	1,519	36.1	2,645	62.9	44	1.0	**4,208**	**100.0**
45 or 50 mph	2,567	50.9	2,413	47.8	65	1.3	**5,045**	**100.0**
55 mph	7,028	81.0	1,545	17.8	105	1.2	**8,678**	**100.0**
60 mph or higher	4,302	69.0	1,920	30.8	15	0.2	**6,237**	**100.0**
No Statutory Limit	59	61.5	34	35.4	3	3.1	**96**	**100.0**
Unknown	439	47.3	482	51.9	8	0.9	**929**	**100.0**
Total	**16,656**	**59.9**	**10,876**	**39.1**	**273**	**1.0**	**27,805**	**100.0**

Note: For important information on this table see “Changes from Last Year’s Report” on page 8.

Figure 23

Percent of Vehicle Occupants Killed, by Speed Limit and Land Use

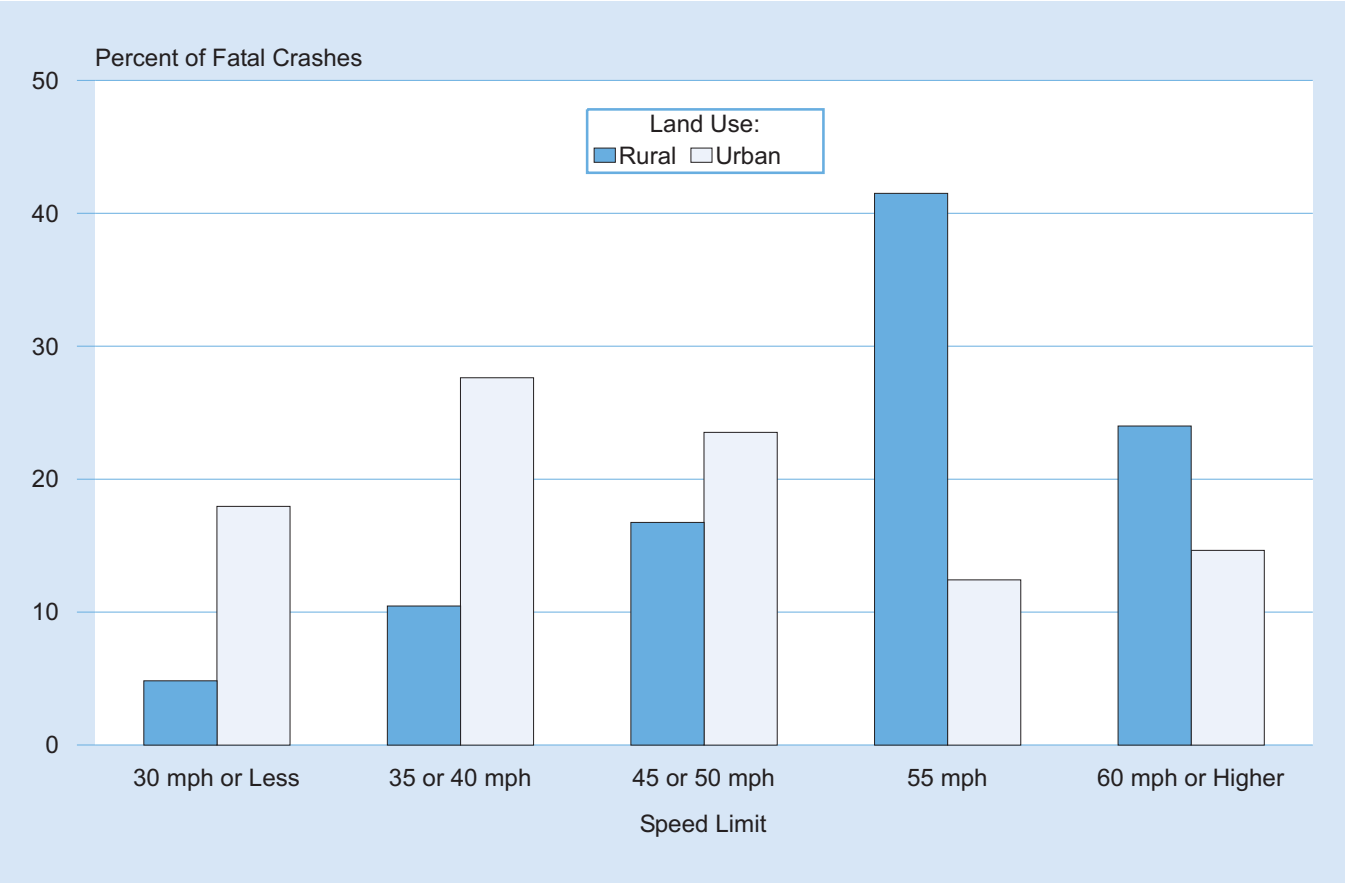


Table 68

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	7,370	6,895	505	22	435	*15,227*	*4,064*	**19,291**
Female	5,065	2,854	24	22	108	*8,073*	*438*	**8,511**
Unknown	0	3	0	0	0	*3*	*0*	**3**
Total	**12,435**	**9,752**	**529**	**44**	**543**	***23,303***	***4,502***	**27,805**
Occupants Injured								
Male	509,000	369,000	18,000	7,000	3,000	*906,000*	*69,000*	**975,000**
Female	744,000	365,000	1,000	10,000	2,000	*1,121,000*	*13,000*	**1,134,000**
Total	**1,253,000**	**733,000**	**20,000**	**17,000**	**5,000**	***2,027,000***	***82,000***	**2,109,000**

Table 69

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	168	123	4	0	4	*299*	*0*	**299**
5-9	108	134	1	3	7	*253*	*6*	**259**
10-15	226	193	2	3	44	*468*	*18*	**486**
16-20	1,780	1,034	4	5	48	*2,871*	*232*	**3,103**
21-24	1,670	863	15	0	34	*2,582*	*419*	**3,001**
25-34	2,111	1,698	93	5	83	*3,990*	*876*	**4,866**
35-44	1,286	1,493	97	1	89	*2,966*	*902*	**3,868**
45-54	1,293	1,522	158	0	84	*3,057*	*1,052*	**4,109**
55-64	1,150	1,196	118	10	64	*2,538*	*716*	**3,254**
65-74	889	760	28	6	40	*1,723*	*223*	**1,946**
>74	1,747	720	9	11	45	*2,532*	*57*	**2,589**
Unknown	7	16	0	0	1	*24*	*1*	**25**
Total	**12,435**	**9,752**	**529**	**44**	**543**	***23,303***	***4,502***	**27,805**
Occupants Injured								
<5	23,000	16,000	*	*	*	*39,000*	*	**39,000**
5-9	26,000	23,000	*	1,000	*	*51,000*	*	**51,000**
10-15	42,000	32,000	*	3,000	1,000	*78,000*	*1,000*	**78,000**
16-20	202,000	81,000	1,000	2,000	1,000	*287,000*	*6,000*	**293,000**
21-24	152,000	64,000	2,000	1,000	*	*220,000*	*8,000*	**228,000**
25-34	231,000	132,000	4,000	2,000	1,000	*369,000*	*16,000*	**385,000**
35-44	178,000	129,000	5,000	2,000	1,000	*315,000*	*14,000*	**329,000**
45-54	170,000	121,000	5,000	3,000	*	*299,000*	*19,000*	**318,000**
55-64	113,000	79,000	2,000	2,000	*	*197,000*	*13,000*	**209,000**
65-74	59,000	36,000	*	*	1,000	*96,000*	*4,000*	**101,000**
>74	57,000	20,000	*	*	*	*77,000*	*	**77,000**
Total	**1,253,000**	**733,000**	**20,000**	**17,000**	**5,000**	***2,027,000***	***82,000***	**2,109,000**

*Less than 500.

Table 70
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**	157	52.5	142	47.5	**299**	**100.0**
5-9	1	33.3	2	66.7	**3**	**100.0**	148	57.8	108	42.2	**256**	**100.0**
10-15	67	82.7	14	17.3	**81**	**100.0**	200	49.4	205	50.6	**405**	**100.0**
16-20	1,384	72.3	531	27.7	**1,915**	**100.0**	685	57.7	503	42.3	**1,188**	**100.0**
21-24	1,730	77.6	500	22.4	**2,230**	**100.0**	504	65.4	267	34.6	**771**	**100.0**
25-34	3,061	78.3	849	21.7	**3,910**	**100.0**	569	59.5	387	40.5	**956**	**100.0**
35-44	2,487	77.0	743	23.0	**3,231**	**100.0**	326	51.2	311	48.8	**637**	**100.0**
45-54	2,700	77.7	773	22.3	**3,473**	**100.0**	286	45.0	350	55.0	**636**	**100.0**
55-64	2,135	77.2	630	22.8	**2,765**	**100.0**	187	38.2	302	61.8	**489**	**100.0**
65-74	1,107	71.1	450	28.9	**1,557**	**100.0**	118	30.3	271	69.7	**389**	**100.0**
>74	1,197	65.0	644	35.0	**1,841**	**100.0**	222	29.7	526	70.3	**748**	**100.0**
Unknown	8	80.0	0	0.0	**10**	**100.0**	12	80.0	3	20.0	**15**	**100.0**
Total	**15,877**	**75.5**	**5,136**	**24.4**	***21,016**	**100.0**	**3,414**	**50.3**	**3,375**	**49.7**	**6,789**	**100.0**
Occupants Injured												
<5	**	**	**	**	**	**	20,000	51.9	19,000	48.1	**39,000**	**100.0**
5-9	**	91.6	**	8.4	**	**100.0**	28,000	55.1	23,000	44.9	**51,000**	**100.0**
10-15	2,000	49.8	2,000	50.2	**4,000**	**100.0**	31,000	41.8	43,000	58.2	**74,000**	**100.0**
16-20	87,000	47.1	97,000	52.9	**184,000**	**100.0**	47,000	42.6	63,000	57.4	**109,000**	**100.0**
21-24	85,000	48.9	89,000	51.1	**174,000**	**100.0**	24,000	44.5	30,000	55.5	**54,000**	**100.0**
25-34	143,000	46.5	164,000	53.5	**307,000**	**100.0**	32,000	41.3	46,000	58.7	**78,000**	**100.0**
35-44	133,000	49.6	136,000	50.4	**269,000**	**100.0**	24,000	40.0	36,000	60.0	**61,000**	**100.0**
45-54	125,000	48.1	134,000	51.9	**259,000**	**100.0**	18,000	30.8	41,000	69.2	**59,000**	**100.0**
55-64	87,000	51.2	83,000	48.8	**170,000**	**100.0**	11,000	27.2	28,000	72.8	**39,000**	**100.0**
65-74	43,000	52.9	38,000	47.1	**81,000**	**100.0**	5,000	27.5	14,000	72.5	**20,000**	**100.0**
>74	26,000	45.2	31,000	54.8	**57,000**	**100.0**	4,000	21.4	16,000	78.6	**20,000**	**100.0**
Total	**731,000**	**48.5**	**775,000**	**51.5**	**1,505,000**	**100.0**	**245,000**	**40.5**	**359,000**	**59.5**	**604,000**	**100.0**

*Includes 3 drivers of unknown sex.

**Less than 500 or less than 0.05 percent.

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

Table 71
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	6,252	50.3	266	2.1	3,623	29.1	2,287	18.4	**12,435**	**100.0**
Light Truck	3,129	32.1	211	2.2	2,451	25.1	3,956	40.6	**9,752**	**100.0**
Large Truck	111	21.0	21	4.0	120	22.7	277	52.4	**529**	**100.0**
Bus	9	20.5	0	0.0	10	22.7	25	56.8	**44**	**100.0**
Other/Unknown	131	24.1	19	3.5	146	26.9	219	40.3	**543**	**100.0**
Subtotal	*9,632*	*41.3*	*517*	*2.2*	*6,350*	*27.2*	*6,764*	*29.0*	***23,303***	***100.0***
Motorcycle	*2,259*	*50.2*	*223*	*5.0*	*1,235*	*27.4*	*778*	*17.3*	***4,502***	***100.0***
Total	**11,891**	**42.8**	**740**	**2.7**	**7,585**	**27.3**	**7,542**	**27.1**	*27,805	**100.0**
Occupants Injured										
Passenger Car	996,000	79.5	43,000	3.4	164,000	13.1	50,000	4.0	**1,253,000**	**100.0**
Light Truck	547,000	74.6	26,000	3.5	95,000	12.9	65,000	8.9	**733,000**	**100.0**
Large Truck	9,000	46.2	2,000	8.1	2,000	11.0	7,000	34.7	**20,000**	**100.0**
Bus	15,000	89.9	**	1.2	1,000	8.7	**	0.2	**17,000**	**100.0**
Other/Unknown	2,000	38.7	**	1.4	1,000	13.3	2,000	46.6	**5,000**	**100.0**
Subtotal	*1,569,000*	*77.4*	*71,000*	*3.5*	*263,000*	*13.0*	*124,000*	*6.1*	***2,027,000***	***100.0***
Motorcycle	*33,000*	*39.8*	*5,000*	*5.5*	*10,000*	*11.6*	*35,000*	*43.1*	***82,000***	***100.0***
Total	**1,602,000**	**75.9**	**75,000**	**3.6**	**273,000**	**12.9**	**160,000**	**7.6**	**2,109,000**	**100.0**

*Includes 47 fatalities with unknown most harmful event.
**Less than 500.

Table 72

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

Initial Point of Impact	Vehicle Type							
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	Total
Occupants Killed								
Front	6,393	4,975	311	26	224	*11,929*	*2,815*	**14,744**
Left Side	2,143	1,028	37	1	30	*3,239*	*281*	**3,520**
Right Side	1,840	964	29	1	34	*2,868*	*258*	**3,126**
Rear	673	398	12	2	40	*1,125*	*162*	**1,287**
Other	451	305	13	5	17	*791*	*109*	**900**
Noncollision	712	1,864	119	9	158	*2,862*	*730*	**3,592**
Unknown	223	218	8	0	40	*489*	*147*	**636**
Total	**12,435**	**9,752**	**529**	**44**	**543**	***23,303***	***4,502***	**27,805**
Occupants Injured								
Front	613,000	335,000	8,000	8,000	1,000	*966,000*	*29,000*	**995,000**
Left Side	149,000	79,000	2,000	3,000	1,000	*233,000*	*8,000*	**241,000**
Right Side	129,000	79,000	2,000	3,000	*	*214,000*	*8,000*	**222,000**
Rear	333,000	201,000	3,000	3,000	*	*542,000*	*6,000*	**547,000**
Other	9,000	6,000	1,000	*	*	*16,000*	*1,000*	**17,000**
Noncollision	19,000	32,000	3,000	*	2,000	*57,000*	*31,000*	**88,000**
Total	**1,253,000**	**733,000**	**20,000**	**17,000**	**5,000**	***2,027,000***	***82,000***	**2,109,000**

*Less than 500.

Table 73

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	2,340	18.8	10,064	80.9	31	0.2	**12,435**	**100.0**
Light Truck	3,586	36.8	6,132	62.9	34	0.3	**9,752**	**100.0**
Large Truck	135	25.5	386	73.0	8	1.5	**529**	**100.0**
Bus	20	45.5	24	54.5	0	0.0	**44**	**100.0**
Other/Unknown	231	42.5	305	56.2	7	1.3	**543**	**100.0**
Total**	**6,312**	**27.1**	**16,911**	**72.6**	**80**	**0.3**	**23,303**	**100.0**
Occupants Injured								
Passenger Car	4,000	0.3	1,248,000	99.7	****	****	**1,253,000**	**100.0**
Light Truck	8,000	1.0	726,000	99.0	****	****	**733,000**	**100.0**
Large Truck	1,000	3.2	19,000	96.8	****	****	**20,000**	**100.0**
Bus	***	***	17,000	100.0	****	****	**17,000**	**100.0**
Other/Unknown	2,000	35.1	3,000	64.9	****	****	**5,000**	**100.0**
Total**	**14,000**	**0.7**	**2,013,000**	**99.3**	****	****	**2,027,000**	**100.0**

*Includes total and partial ejection.
**Excludes motorcyclists.
***Less than 500.
****Not applicable.

Table 74

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	—	**1,594**
Passenger Car	2,740	Light Truck	749	**3,489**
Passenger Car	1,118	Large Truck	21	**1,139**
Passenger Car	13	Motorcycle	840	**853**
Passenger Car	62	Bus	7	**69**
Passenger Car	59	Other/Unknown	33	**92**
Light Truck	—	Light Truck	—	**1,380**
Light Truck	986	Large Truck	42	**1,028**
Light Truck	8	Motorcycle	1,015	**1,023**
Light Truck	37	Bus	8	**45**
Light Truck	36	Other/Unknown	54	**90**
Large Truck	—	Large Truck	—	**78**
Large Truck	0	Motorcycle	128	**128**
Large Truck	1	Bus	3	**4**
Large Truck	1	Other/Unknown	26	**27**
Motorcycle	—	Motorcycle	—	**69**
Motorcycle	24	Bus	0	**24**
Motorcycle	34	Other/Unknown	3	**37**
Bus	—	Bus	—	**1**
Other/Unknown	—	Other/Unknown	—	**27**
Total Occupants Killed				**11,197**

Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	**450,000**
Passenger Car	338,000	Light Truck	236,000	**574,000**
Passenger Car	25,000	Large Truck	3,000	**28,000**
Passenger Car	3,000	Motorcycle	19,000	**22,000**
Passenger Car	5,000	Bus	9,000	**14,000**
Passenger Car	2,000	Other/Unknown	1,000	**2,000**
Light Truck	—	Light Truck	—	**201,000**
Light Truck	16,000	Large Truck	4,000	**20,000**
Light Truck	1,000	Motorcycle	13,000	**14,000**
Light Truck	2,000	Bus	5,000	**7,000**
Light Truck	1,000	Other/Unknown	1,000	**1,000**
Large Truck	—	Large Truck	—	**2,000**
Large Truck	*	Motorcycle	1,000	**1,000**
Large Truck	*	Bus	1,000	**1,000**
Large Truck	*	Other/Unknown	*	*
Total Occupants Injured				**1,337,000**

*Less than 500.

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

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Passenger Cars	**27,851**	**40.4**	**12,435**	**44.7**
Convertible	414	0.6	218	0.8
2 Door Sedan, Hardtop, Coupe	4,169	6.0	2,110	7.6
3 Door/2 Door Hatchback	909	1.3	450	1.6
4 Door Sedan Hardtop	20,193	29.3	8,814	31.7
5 Door/4 Door Hatchback	486	0.7	203	0.7
Station Wagon	1,510	2.2	585	2.1
Hatchback, Doors Unknown	5	*	1	*
Other Auto	37	0.1	13	*
Unknown Auto	116	0.2	35	0.1
Auto-Based Pickup	10	*	6	*
Auto-Based Panel Truck	2	*	0	0.0
Light Trucks	**29,485**	**42.8**	**9,752**	**35.1**
Compact Utility	8,557	12.4	2,961	10.6
Large Utility	2,989	4.3	780	2.8
Utility Station Wagon	684	1.0	187	0.7
Utility, Unknown Body Type	6	*	2	*
Minivan	3,533	5.1	1,049	3.8
Large Van	1,395	2.0	287	1.0
Step Van	17	*	1	*
Unknown Van Type	25	*	5	*
Compact Pickup	3,090	4.5	1,421	5.1
Standard Pickup	9,123	13.2	3,041	10.9
Pickup with Camper	14	*	5	*
Unknown Pickup Style Truck	17	*	6	*
Cab Chassis-Based Light Truck	30	*	6	*
Unknown Light Truck Type (Not Pickup)	3	*	0	0.0
Unknown Light Vehicle Type	2	*	1	*

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Large Trucks	**3,985**	**5.8**	**529**	**1.9**
Step Van	23	*	3	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	286	0.4	47	0.2
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	241	0.3	28	0.1
Single Unit Heavy Truck (GVWR > 26,000 lb)	623	0.9	73	0.3
Single Unit Truck, Unknown GVWR	3	*	1	*
Truck Tractor	2,629	3.8	345	1.2
Medium/Heavy Pickup (Ford Super Duty 450/550)	169	0.2	29	0.1
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	1	*	1	*
Unknown Heavy Truck (GVWR > 26,000 lb)	2	*	0	0.0
Unknown Large Truck Type	8	*	2	*
Motorcycles	**5,222**	**7.6**	**4,502**	**16.2**
Motorcycle	4,961	7.2	4,266	15.3
Moped	109	0.2	99	0.4
Three Wheel Motorcycle or Moped	17	*	15	0.1
Off-Road Motorcycle (Two Wheel)	52	0.1	44	0.2
Other Motorcycle/Minibike	64	0.1	61	0.2
Unknown Motorcycle	19	*	17	0.1
Buses**	878	1.3	44	0.2
School Bus	441	0.6	15	0.1
Cross Country/Intercity Bus	193	0.3	15	0.1
Transit Bus	128	0.2	3	*
Other Bus	110	0.2	11	*
Unknown Bus	6	*	0	0.0
Other Vehicles	**770**	**1.1**	**451**	**1.6**
Large Limousine	21	*	1	*
Light Truck-Based Motorhome	6	*	3	*
Medium/Heavy Truck-Based Motorhome	39	0.1	8	*
Unknown Truck Camper/Motorhome	52	0.1	9	*
All Terrain Vehicle	424	0.6	314	1.1
Snowmobile	33	*	25	0.1
Farm Equipment Except Trucks	88	0.1	36	0.1
Construction Equipment Except Trucks	15	*	6	*
Other Vehicle	91	0.1	48	0.2
Unknown	**736**	**1.1**	**92**	**0.3**
Not Reported	**1**	*	**0**	**0.0**
Unknown Body Type	**735**	**1.1**	**92**	**0.3**
Total	**68,927**	**100.0**	**27,805**	**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 76

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)	297	1.1	171	1.4	57.6
Subcompact (95 to 99 inches)	2,477	8.9	1,252	10.1	50.5
Compact (100 to 104 inches)	8,357	30.0	3,954	31.8	47.3
Intermediate (105 to 109 inches)	9,737	35.0	4,227	34.0	43.4
Full Size (110 to 114 inches)	4,718	16.9	1,982	15.9	42.0
Largest Size (115 inches and over)	1,886	6.8	681	5.5	36.1
Unknown	379	1.4	168	1.4	44.3
Total	**27,851**	**100.0**	**12,435**	**100.0**	**44.6**

Table 77

Persons Killed and Alcohol-Impaired Driving Fatalities, by Person Type

Person Type	Total Killed	Alcohol-Impaired Driving Fatalities*	
		Number	Percent
Vehicle Occupants			
Driver	16,824	6,037	36
Passenger	6,414	1,984	31
Unknown Occupant	65	1	2
Subtotal	*23,303*	*8,022*	*34*
Motorcyclists	*4,502*	*1,478*	*33*
Nonoccupants			
Pedestrian	4,280	623	15
Pedalcyclist	618	82	13
Other/Unknown	182	24	13
Subtotal	*5,080*	*729*	*14*
Total	**32,885**	**10,228**	**31**

*Fatalities in crashes involving a driver or motorcycle rider with a blood alcohol concentration (BAC) of .08 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.

Table 78

Drivers and Motorcycle Riders Involved in Fatal 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	146	91	2	1	12	8	14	9	**160**	**100**
16-20	3,473	77	187	4	827	18	1,014	23	**4,487**	**100**
21-24	2,766	60	275	6	1,545	34	1,820	40	**4,585**	**100**
25-34	5,544	65	431	5	2,566	30	2,996	35	**8,540**	**100**
35-44	5,201	71	268	4	1,845	25	2,112	29	**7,313**	**100**
45-54	5,644	75	254	3	1,592	21	1,846	25	**7,490**	**100**
55-64	4,614	83	171	3	769	14	940	17	**5,554**	**100**
65-74	2,605	90	59	2	230	8	289	10	**2,894**	**100**
>74	2,490	93	46	2	130	5	176	7	**2,666**	**100**
Unknown	526	70	46	6	179	24	225	30	**751**	**100**
Total	**33,008**	**74**	**1,739**	**4**	**9,694**	**22**	**11,432**	**26**	**44,440**	**100**

Figure 24

Percent Alcohol Impairment (BAC .08 or Higher) for Drivers and Motorcycle Riders Involved in Fatal Crashes, by Age

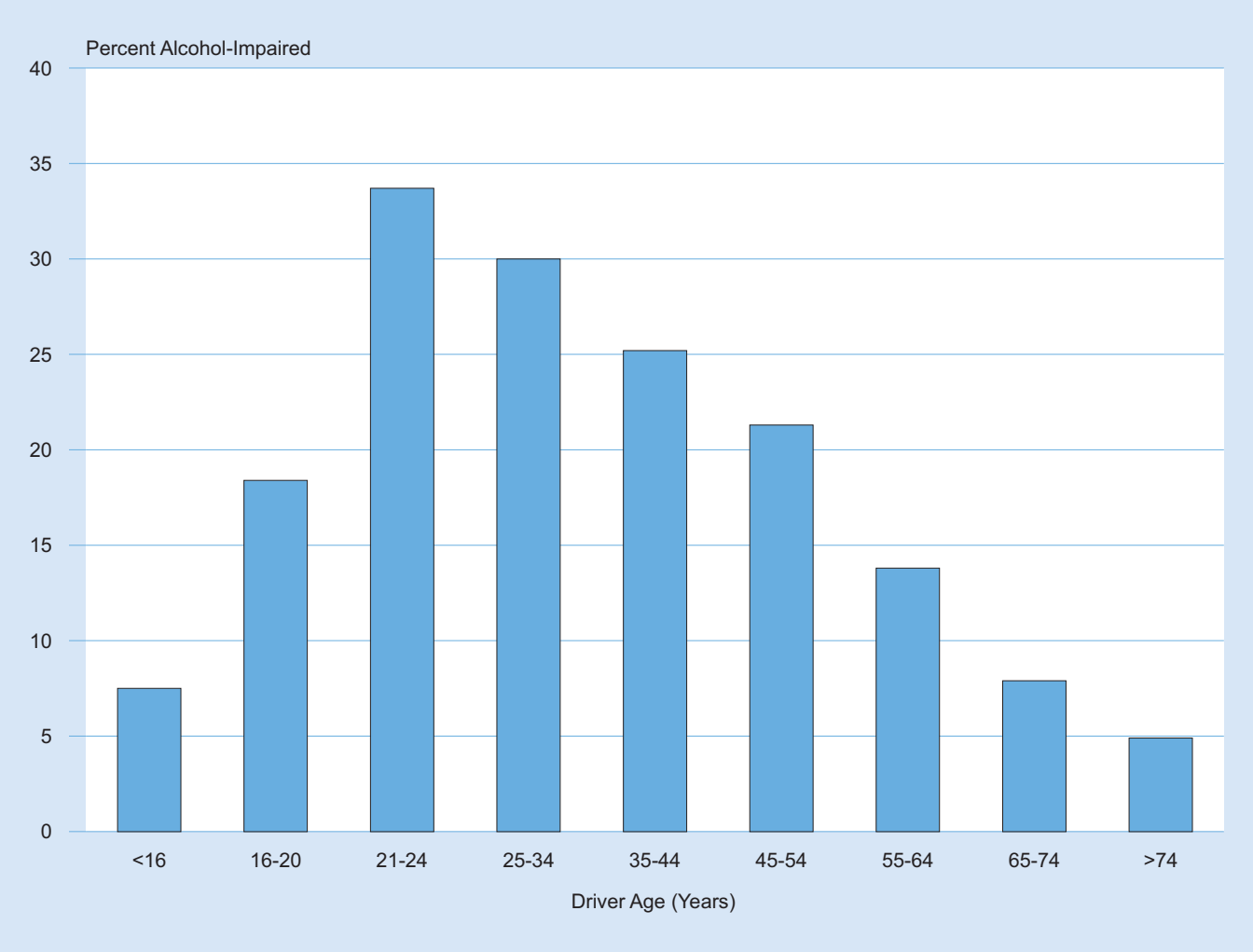


Table 79

Drivers and Motorcycle Riders Killed in Crashes, by Time of Day, Day of Week, Age, Alcohol Impairment, and Crash Type

Time of Day and Day of Week	Under 21		21 and Older	
	Number Killed	Percent Alcohol-Impaired*	Number Killed	Percent Alcohol-Impaired*
Single-Vehicle Crashes				
Daytime	**440**	**13**	**4,213**	**23**
Weekday	294	10	2,740	20
Weekend	146	20	1,473	30
Nighttime	**736**	**44**	**5,498**	**65**
Weekday	313	39	2,494	59
Weekend	423	48	3,004	69
Multiple-Vehicle Crashes				
Daytime	**472**	**4**	**5,787**	**7**
Weekday	362	3	4,418	7
Weekend	110	9	1,369	8
Nighttime	**332**	**24**	**3,345**	**33**
Weekday	136	21	1,694	29
Weekend	196	27	1,651	38

*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 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.

Table 80

Drivers and Motorcycle Riders 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	76	91	1	2	6	8	8	9	**84**	**100**
16-20	1,336	70	96	5	484	25	579	30	**1,915**	**100**
21-24	1,095	49	150	7	985	44	1,135	51	**2,230**	**100**
25-34	1,943	50	248	6	1,718	44	1,967	50	**3,910**	**100**
35-44	1,703	53	162	5	1,366	42	1,528	47	**3,231**	**100**
45-54	2,103	61	155	4	1,215	35	1,370	39	**3,473**	**100**
55-64	2,059	74	116	4	591	21	706	26	**2,765**	**100**
65-74	1,355	87	37	2	165	11	202	13	**1,557**	**100**
>74	1,709	93	40	2	93	5	132	7	**1,841**	**100**
Unknown	5	45	1	11	4	44	6	55	**10**	**100**
Total	**13,383**	**64**	**1,006**	**5**	**6,627**	**32**	**7,633**	**36**	**21,016**	**100**

*BAC of .08 g/dL or higher indicates alcohol-impaired driving.

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

Figure 25

Percent of Drivers and Motorcycle Riders Killed Who Were Alcohol-Impaired (BAC .08 or Higher), by Driver Age, Crash Type, Time of Day, and Day of Week

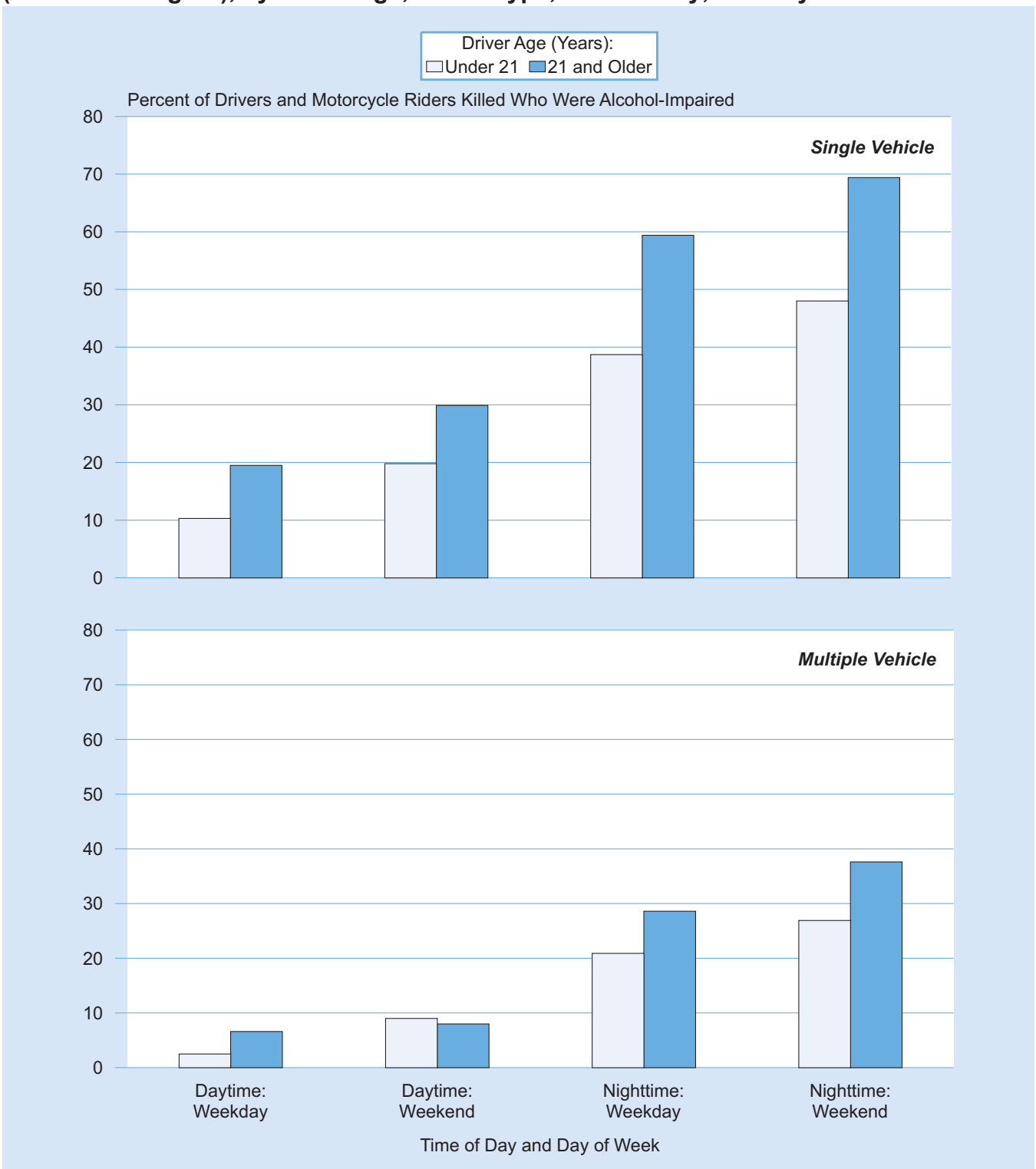


Table 81

Drivers and Motorcycle Riders Involved in Fatal Crashes, by Vehicle Type and Driver's Blood Alcohol Concentration (BAC)

	Driver's BAC								Total	
	.00		.01-.07		.08 or Higher*		.01 and Higher			
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	12,917	73	625	4	4,082	23	4,706	27	**17,623**	**100**
Light Truck	12,814	74	613	4	3,895	22	4,508	26	**17,322**	**100**
Large Truck	3,344	97	42	1	61	2	102	3	**3,446**	**100**
Bus	239	96	3	1	7	3	9	4	**248**	**100**
Other/Unknown	732	62	75	6	365	31	440	38	**1,172**	**100**
Subtotal	*30,046*	*75*	*1,356*	*3*	*8,409*	*21*	*9,765*	*25*	***39,811***	***100***
Motorcycle	*2,962*	*64*	*382*	*8*	*1,285*	*28*	*1,667*	*36*	***4,629***	***100***
Total	**33,008**	**74**	**1,739**	**4**	**9,694**	**22**	**11,432**	**26**	**44,440**	**100**

*BAC of .08 g/dL or higher indicates alcohol-impaired driving.

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

Table 82

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

Age (Years)	Highest Driver BAC in Crash								Total**	
	.00		.01-.07		.08 or Higher*		.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	312	78	11	3	79	20	90	22	**402**	**100**
5-9	281	80	13	4	58	16	71	20	**353**	**100**
10-15	533	79	27	4	112	17	139	21	**673**	**100**
16-20	2,236	65	209	6	980	28	1,189	35	**3,441**	**100**
21-24	1,521	46	251	8	1,544	46	1,796	54	**3,325**	**100**
25-34	2,721	49	361	7	2,436	44	2,796	50	**5,538**	**100**
35-44	2,433	54	251	6	1,841	41	2,092	46	**4,535**	**100**
45-54	3,121	61	249	5	1,700	33	1,949	38	**5,079**	**100**
55-64	2,913	73	191	5	895	22	1,086	27	**4,009**	**100**
65-74	1,980	83	76	3	312	13	388	16	**2,378**	**100**
>74	2,760	89	77	2	256	8	334	11	**3,106**	**100**
Unknown	26	57	3	6	16	35	19	41	**46**	**100**
Total	**20,838**	**63**	**1,720**	**5**	**10,228**	**31**	**11,948**	**36**	**32,885**	**100**

*BAC of .08 g/dL or higher indicates alcohol-impaired driving.

**Total includes fatalities in crashes in which there was no driver present.

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

Table 83

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	2,268	54	75	2	294	7	**2,637**	**62**
.01-.07	140	3	11	0	35	1	**186**	**4**
.08 or Higher	1,085	26	69	2	253	6	**1,407**	**33**
Total**	**3,493**	**83**	**155**	**4**	**582**	**14**	**4,230**	**100**

*BAC of .08 g/dL or higher indicates alcohol-impaired driving.

**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 84

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	11,628	66.0	4,498	25.5	1,497	8.5	**17,623**	**100.0**
Light Truck	10,979	63.4	5,068	29.3	1,275	7.4	**17,322**	**100.0**
Large Truck	2,836	82.3	360	10.4	250	7.3	**3,446**	**100.0**
Bus	213	85.9	14	5.6	21	8.5	**248**	**100.0**
Other/Unknown	137	11.7	424	36.2	611	52.1	**1,172**	**100.0**
Total*	**25,793**	**64.8**	**10,364**	**26.0**	**3,654**	**9.2**	**39,811**	**100.0**
Drivers in Injury Crashes								
Passenger Car	1,379,000	87.4	48,000	3.0	150,000	9.5	**1,577,000**	**100.0**
Light Truck	915,000	87.0	37,000	3.5	100,000	9.5	**1,052,000**	**100.0**
Large Truck	47,000	81.6	3,000	4.7	8,000	13.7	**58,000**	**100.0**
Bus	10,000	82.8	1,000	6.4	1,000	10.8	**12,000**	**100.0**
Other/Unknown	2,000	32.4	3,000	48.6	1,000	19.0	**5,000**	**100.0**
Total*	**2,353,000**	**87.0**	**91,000**	**3.3**	**261,000**	**9.6**	**2,704,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	3,318,000	88.6	46,000	1.2	380,000	10.1	**3,744,000**	**100.0**
Light Truck	2,402,000	89.1	30,000	1.1	264,000	9.8	**2,696,000**	**100.0**
Large Truck	181,000	85.6	1,000	0.7	29,000	13.8	**211,000**	**100.0**
Bus	38,000	88.9	1,000	1.4	4,000	9.7	**42,000**	**100.0**
Other/Unknown	5,000	62.7	3,000	29.5	1,000	7.7	**9,000**	**100.0**
Total*	**5,944,000**	**88.7**	**80,000**	**1.2**	**678,000**	**10.1**	**6,703,000**	**100.0**
Drivers in All Crashes								
Passenger Car	4,709,000	88.2	98,000	1.8	532,000	10.0	**5,339,000**	**100.0**
Light Truck	3,328,000	88.4	72,000	1.9	366,000	9.7	**3,766,000**	**100.0**
Large Truck	231,000	84.7	4,000	1.6	37,000	13.7	**273,000**	**100.0**
Bus	48,000	87.6	1,000	2.5	5,000	9.9	**54,000**	**100.0**
Other/Unknown	7,000	47.9	6,000	36.9	2,000	15.2	**15,000**	**100.0**
Total*	**8,323,000**	**88.1**	**181,000**	**1.9**	**942,000**	**10.0**	**9,446,000**	**100.0**

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

Table 85

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	197	67.7	77	26.5	17	5.8	**291**	**100.0**
5-9	126	52.1	95	39.3	21	8.7	**242**	**100.0**
10-15	175	41.8	199	47.5	45	10.7	**419**	**100.0**
16-20	1,035	36.8	1,532	54.4	247	8.8	**2,814**	**100.0**
21-24	905	35.7	1,419	56.0	209	8.3	**2,533**	**100.0**
25-34	1,280	33.6	2,209	58.0	320	8.4	**3,809**	**100.0**
35-44	1,042	37.5	1,541	55.5	196	7.1	**2,779**	**100.0**
45-54	1,247	44.3	1,368	48.6	200	7.1	**2,815**	**100.0**
55-64	1,240	52.9	918	39.1	188	8.0	**2,346**	**100.0**
65-74	1,027	62.3	528	32.0	94	5.7	**1,649**	**100.0**
>74	1,657	67.2	648	26.3	162	6.6	**2,467**	**100.0**
Unknown	3	13.0	13	56.5	7	30.4	**23**	**100.0**
Total	**9,934**	**44.8**	**10,547**	**47.5**	**1,706**	**7.7**	**22,187**	**100.0**
Occupants Injured								
<5	36,000	92.2	2,000	4.2	1,000	3.5	**39,000**	**100.0**
5-9	44,000	89.2	3,000	6.1	2,000	4.6	**49,000**	**100.0**
10-15	64,000	87.0	6,000	8.6	3,000	4.5	**74,000**	**100.0**
16-20	233,000	82.4	25,000	9.0	25,000	8.7	**283,000**	**100.0**
21-24	172,000	79.5	17,000	8.0	27,000	12.5	**217,000**	**100.0**
25-34	311,000	85.7	21,000	5.8	31,000	8.5	**363,000**	**100.0**
35-44	255,000	83.0	16,000	5.4	36,000	11.6	**307,000**	**100.0**
45-54	255,000	87.6	12,000	4.2	24,000	8.2	**291,000**	**100.0**
55-64	175,000	91.0	6,000	3.3	11,000	5.6	**192,000**	**100.0**
65-74	85,000	89.6	3,000	3.2	7,000	7.2	**95,000**	**100.0**
>74	68,000	88.9	2,000	2.8	6,000	8.3	**77,000**	**100.0**
Total	**1,698,000**	**85.5**	**115,000**	**5.8**	**173,000**	**8.7**	**1,986,000**	**100.0**

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

Table 86

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	1,250	85.1	148	10.1	71	4.8	**1,469**	**100.0**
5-9	976	76.9	220	17.3	73	5.8	**1,269**	**100.0**
10-15	1,385	72.7	396	20.8	125	6.6	**1,906**	**100.0**
16-20	3,580	65.2	1,437	26.2	474	8.6	**5,491**	**100.0**
21-24	2,554	65.0	974	24.8	401	10.2	**3,929**	**100.0**
25-34	4,361	71.0	1,231	20.1	547	8.9	**6,139**	**100.0**
35-44	3,482	78.8	612	13.8	326	7.4	**4,420**	**100.0**
45-54	3,274	82.5	449	11.3	247	6.2	**3,970**	**100.0**
55-64	2,486	87.0	218	7.6	152	5.3	**2,856**	**100.0**
65-74	1,468	88.6	111	6.7	78	4.7	**1,657**	**100.0**
>74	1,086	89.5	75	6.2	53	4.4	**1,214**	**100.0**
Unknown	255	30.8	133	16.0	441	53.2	**829**	**100.0**
Total	**26,157**	**74.4**	**6,004**	**17.1**	**2,988**	**8.5**	**35,149**	**100.0**

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

Table 87

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	***5,958***	***52.8***	***4,436***	***39.3***	***892***	***7.9***	***11,286***	***100.0***
Left	4,622	51.9	3,579	40.2	701	7.9	**8,902**	**100.0**
Middle	1	16.7	4	66.7	1	16.7	**6**	**100.0**
Right	1,335	56.2	851	35.8	190	8.0	**2,376**	**100.0**
Other/Unknown	0	0.0	2	100.0	0	0.0	**2**	**100.0**
Second Seat	***385***	***36.9***	***554***	***53.1***	***104***	***10.0***	***1,043***	***100.0***
Left	130	34.8	211	56.4	33	8.8	**374**	**100.0**
Middle	48	32.0	87	58.0	15	10.0	**150**	**100.0**
Right	207	40.8	246	48.5	54	10.7	**507**	**100.0**
Other/Unknown	0	0.0	10	83.3	2	16.7	**12**	**100.0**
Other	***1***	***4.5***	***20***	***90.9***	***1***	***4.5***	***22***	***100.0***
Unknown	***6***	***7.1***	***55***	***65.5***	***23***	***27.4***	***84***	***100.0***
Total	**6,350**	**51.1**	**5,065**	**40.7**	**1,020**	**8.2**	**12,435**	**100.0**
Passenger Car Occupants Injured								
Front Seat	***982,000***	***86.9***	***51,000***	***4.5***	***97,000***	***8.6***	***1,130,000***	***100.0***
Left	781,000	86.4	39,000	4.3	84,000	9.3	**903,000**	**100.0**
Middle	4,000	89.1	*	4.0	*	6.8	**5,000**	**100.0**
Right	196,000	88.7	12,000	5.4	13,000	5.9	**221,000**	**100.0**
Other	*	66.0	*	21.5	*	12.5	**1,000**	**100.0**
Second Seat	***91,000***	***78.3***	***15,000***	***12.5***	***11,000***	***9.2***	***116,000***	***100.0***
Left	36,000	82.0	5,000	10.4	3,000	7.6	**44,000**	**100.0**
Middle	9,000	64.6	3,000	18.4	2,000	17.0	**14,000**	**100.0**
Right	46,000	79.7	7,000	12.1	5,000	8.2	**57,000**	**100.0**
Other	*	20.6	*	52.5	*	26.9	**1,000**	**100.0**
Other	***4,000***	***66.8***	***1,000***	***10.5***	***2,000***	***22.7***	***7,000***	***100.0***
Total	**1,077,000**	**86.0**	**66,000**	**5.3**	**110,000**	**8.7**	**1,253,000**	**100.0**

*Less than 500.

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

Table 88

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	***3,307***	***38.4***	***4,702***	***54.6***	***604***	***7.0***	***8,613***	***100.0***
Left	2,653	37.8	3,870	55.1	500	7.1	**7,023**	**100.0**
Middle	5	11.4	36	81.8	3	6.8	**44**	**100.0**
Right	649	42.3	788	51.3	99	6.4	**1,536**	**100.0**
Other/Unknown	0	0.0	8	80.0	2	20.0	**10**	**100.0**
Second Seat	***242***	***31.1***	***491***	***63.1***	***45***	***5.8***	***778***	***100.0***
Left	107	35.1	176	57.7	22	7.2	**305**	**100.0**
Middle	32	23.5	97	71.3	7	5.1	**136**	**100.0**
Right	102	31.2	210	64.2	15	4.6	**327**	**100.0**
Other/Unknown	1	10.0	8	80.0	1	10.0	**10**	**100.0**
Other	***31***	***12.6***	***208***	***84.2***	***8***	***3.2***	***247***	***100.0***
Unknown	***4***	***3.5***	***81***	***71.1***	***29***	***25.4***	**114**	**100.0**
Total	**3,584**	**36.8**	**5,482**	**56.2**	**686**	**7.0**	**9,752**	**100.0**
Light Truck Occupants Injured								
Front Seat	***549,000***	***85.1***	***36,000***	***5.6***	***60,000***	***9.2***	***645,000***	***100.0***
Left	428,000	84.8	27,000	5.4	50,000	9.9	**504,000**	**100.0**
Middle	3,000	75.5	1,000	18.1	*	6.4	**5,000**	**100.0**
Right	118,000	86.8	8,000	6.1	10,000	7.0	**135,000**	**100.0**
Other	*	76.5	*	23.5	*	*	*	**100.0**
Second Seat	***63,000***	***84.6***	***8,000***	***10.9***	***3,000***	***4.5***	***75,000***	***100.0***
Left	24,000	87.0	2,000	7.8	1,000	5.2	**28,000**	**100.0**
Middle	9,000	80.8	2,000	14.3	1,000	4.9	**11,000**	**100.0**
Right	29,000	85.3	4,000	10.9	1,000	3.7	**34,000**	**100.0**
Other	1,000	50.9	1,000	43.8	*	5.4	**1,000**	**100.0**
Other	***9,000***	***64.0***	***4,000***	***31.5***	***1,000***	***4.4***	***14,000***	***100.0***
Total	**621,000**	**84.7**	**49,000**	**6.6**	**63,000**	**8.7**	**733,000**	**100.0**

*Less than 500 or less than 0.05 percent.

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

Table 89

Passenger Car and Light Truck Occupants Killed or 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	2,304	18.5	1,722	17.7
Lap Belt	44	0.4	68	0.7
Shoulder Belt	55	0.4	5	0.1
Child Safety Seat	100	0.8	62	0.6
Type Unknown	7	0.1	9	0.1
Restraint Used, Airbag Deployed	3,778	30.4	1,670	17.1
Seat Belt Used Improperly	39	0.3	34	0.3
Child Safety Seat Used Improperly	23	0.2	14	0.1
Subtotal	*6,350*	*51.1*	*3,584*	*36.8*
No Restraint Used	2,462	19.8	3,788	38.8
No Restraint Used, Airbag Deployed	2,603	20.9	1,694	17.4
Restraint Use Unknown	1,020	8.2	686	7.0
Total	**12,435**	**100.0**	**9,752**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	704,000	56.2	447,000	61.0
Lap Belt	11,000	0.9	8,000	1.1
Shoulder Belt	5,000	0.4	3,000	0.4
Child Safety Seat	20,000	1.6	18,000	2.4
Type Unknown	13,000	1.1	6,000	0.8
Restraint Used, Airbag Deployed	323,000	25.8	139,000	19.0
Subtotal	*1,077,000*	*86.0*	*621,000*	*84.7*
No Restraint Used	45,000	3.6	38,000	5.2
No Restraint Used, Airbag Deployed	21,000	1.7	10,000	1.4
Restraint Use Unknown	110,000	8.7	63,000	8.7
Total	**1,253,000**	**100.0**	**733,000**	**100.0**

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

Table 90

Passenger Car and Light Truck Occupants Killed, by Crash Type, Vehicle Type, and Rollover Occurrence

Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes						
Passenger Car	2,479	43.1	3,271	56.9	**5,750**	**100.0**
Light Truck						**100.0**
Pickup	1,753	61.2	1,113	38.8	**2,866**	**100.0**
Utility	1,822	71.7	719	28.3	**2,541**	**100.0**
Van	300	51.2	286	48.8	**586**	**100.0**
Other	0	0.0	3	100.0	**3**	**100.0**
Total	**6,354**	**54.1**	**5,392**	**45.9**	**11,746**	**100.0**
Multiple-Vehicle Crashes						
Passenger Car	433	6.5	6,252	93.5	**6,685**	**100.0**
Light Truck						**100.0**
Pickup	335	20.8	1,272	79.2	**1,607**	**100.0**
Utility	429	30.9	960	69.1	**1,389**	**100.0**
Van	107	14.2	649	85.8	**756**	**100.0**
Other	1	25.0	3	75.0	**4**	**100.0**
Total	**1,305**	**12.5**	**9,136**	**87.5**	**10,441**	**100.0**
All Crashes						
Passenger Car	2,912	23.4	9,523	76.6	**12,435**	**100.0**
Light Truck						**100.0**
Pickup	2,088	46.7	2,385	53.3	**4,473**	**100.0**
Utility	2,251	57.3	1,679	42.7	**3,930**	**100.0**
Van	407	30.3	935	69.7	**1,342**	**100.0**
Other	1	14.3	6	85.7	**7**	**100.0**
Total	**7,659**	**34.5**	**14,528**	**65.5**	**22,187**	**100.0**

Table 91

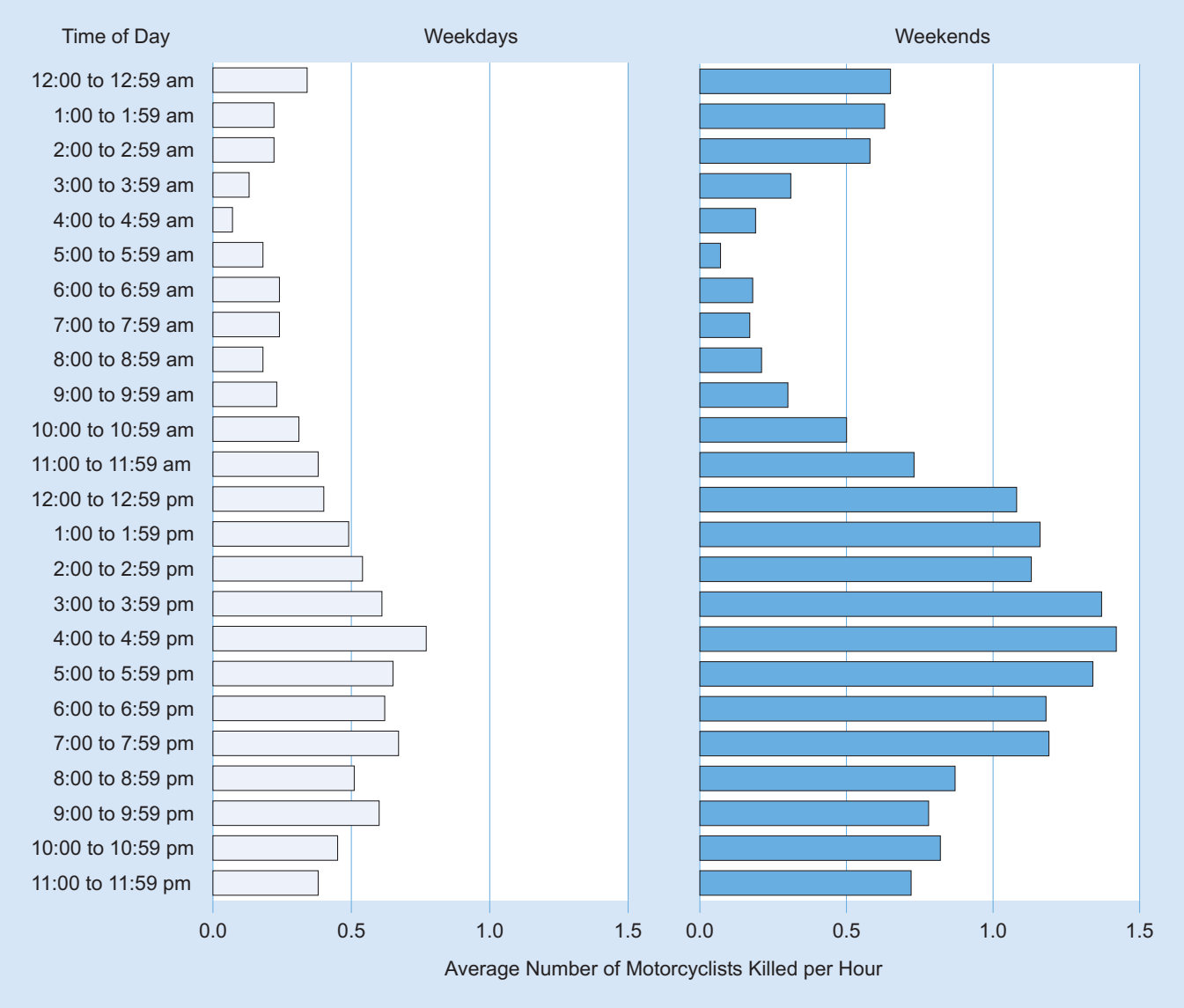
Motorcyclists Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcyclists Killed						
Midnight to 3 am	162	7.2	291	12.9	**453**	**10.1**
3 am to 6 am	79	3.5	88	3.9	**167**	**3.7**
6 am to 9 am	172	7.7	59	2.6	**231**	**5.1**
9 am to Noon	241	10.8	159	7.0	**400**	**8.9**
Noon to 3 pm	373	16.7	350	15.5	**723**	**16.1**
3 pm to 6 pm	530	23.7	429	19.0	**959**	**21.3**
6 pm to 9 pm	375	16.8	509	22.5	**884**	**19.6**
9 pm to Midnight	296	13.2	365	16.2	**661**	**14.7**
Unknown	7	0.3	9	0.4	**24**	**0.5**
Total	**2,235**	**100.0**	**2,259**	**100.0**	***4,502**	**100.0**
Motorcyclists Injured						
Midnight to 3 am	1,000	2.1	2,000	6.8	**3,000**	**4.1**
3 am to 6 am	1,000	2.4	1,000	2.1	**2,000**	**2.3**
6 am to 9 am	5,000	10.3	1,000	2.6	**6,000**	**7.0**
9 am to Noon	6,000	12.4	3,000	9.0	**9,000**	**10.9**
Noon to 3 pm	11,000	22.6	9,000	25.0	**19,000**	**23.6**
3 pm to 6 pm	14,000	28.9	8,000	22.6	**21,000**	**26.2**
6 pm to 9 pm	6,000	12.0	7,000	21.6	**13,000**	**16.0**
9 pm to Midnight	4,000	9.4	4,000	10.4	**8,000**	**9.8**
Total	**47,000**	**100.0**	**35,000**	**100.0**	**82,000**	**100.0**

*Includes 8 motorcyclists killed on unknown day of week.

Figure 26

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



Note: Motorcyclists include motorcycle riders (operators) and passengers.

Table 92

Motorcyclists Killed, by Person Type and Helmet Use

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Riders	2,405	57.4	1,707	40.7	80	1.9	**4,192**	**100.0**
Passengers	147	47.4	156	50.3	7	2.3	**310**	**100.0**
Total	**2,552**	**56.7**	**1,863**	**41.4**	**87**	**1.9**	**4,502**	**100.0**

Table 93

Motorcycle Riders 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	14	1	2	3	0	**20**
16-20	28	4	62	137	0	**231**
21-24	13	6	118	301	2	**440**
25-34	30	5	247	609	5	**896**
35-44	23	11	202	677	5	**918**
45-54	14	9	155	903	13	**1,094**
55-64	10	5	64	650	8	**737**
65-74	2	4	7	216	5	**234**
>74	0	0	5	52	1	**58**
Unknown	0	0	0	1	0	**1**
Total	**134**	**45**	**862**	**3,549**	**39**	**4,629**

Table 94

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

Age (Years)	Vehicle Type		Total
	Bus	Other Vehicle	
<5	0	0	**0**
5-9	5	2	**7**
10-15	2	0	**2**
>15	14	3	**17**
Total	**21**	**5**	**26**

Table 95

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

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	6	4.7	1,000	10.5
School Bus Passenger	10	7.8	3,000	30.2
Pedestrian	26	20.2	*	2.4
Pedalcyclist	3	2.3	*	3.9
Occupant of Other Vehicle	83	64.3	5,000	53.1
Other Nonoccupants	1	0.8	*	*
Total	**129**	**100.0**	**10,000**	**100.0**

*Less than 500.

Table 96

Pedestrians Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
<5	12	12.8	71	75.5	**94**	**100.0**
5-9	8	11.8	56	82.4	**68**	**100.0**
10-15	32	24.4	82	62.6	**131**	**100.0**
16-20	42	14.9	194	68.8	**282**	**100.0**
21-24	31	11.2	212	76.5	**277**	**100.0**
25-34	77	12.9	453	75.6	**599**	**100.0**
35-44	93	16.2	415	72.4	**573**	**100.0**
45-54	149	18.7	563	70.6	**798**	**100.0**
55-64	155	25.2	399	64.9	**615**	**100.0**
65-74	120	33.2	202	56.0	**361**	**100.0**
>74	178	38.3	255	54.8	**465**	**100.0**
Unknown	3	17.6	14	82.4	**17**	**100.0**
Total	**900**	**21.0**	**2,916**	**68.1**	***4,280**	**100.0**
Pedestrians Injured						
<5	***	18.4	1,000	73.5	**2,000**	**100.0**
5-9	1,000	31.1	3,000	67.7	**5,000**	**100.0**
10-15	4,000	42.7	4,000	41.2	**9,000**	**100.0**
16-20	4,000	43.0	4,000	44.0	**8,000**	**100.0**
21-24	2,000	51.3	2,000	37.6	**4,000**	**100.0**
25-34	4,000	38.7	4,000	38.5	**10,000**	**100.0**
35-44	3,000	44.9	4,000	50.4	**8,000**	**100.0**
45-54	5,000	55.3	3,000	29.1	**10,000**	**100.0**
55-64	4,000	51.7	2,000	31.7	**7,000**	**100.0**
65-74	3,000	56.7	2,000	37.9	**5,000**	**100.0**
>74	2,000	55.9	1,000	36.2	**3,000**	**100.0**
Total	**32,000**	**45.8**	**29,000**	**41.5**	****70,000**	**100.0**

*Includes 464 pedestrians killed at other or unknown locations.
**Includes 9,000 pedestrians injured at other or unknown locations.

Table 97

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	59	10,318	0.57	35	9,883	0.35	**94**	**20,201**	**0.47**
5-9	43	10,407	0.41	25	9,975	0.25	**68**	**20,382**	**0.33**
10-15	80	12,767	0.63	51	12,174	0.42	**131**	**24,941**	**0.53**
16-20	197	11,411	1.73	85	10,858	0.78	**282**	**22,269**	**1.27**
21-24	207	8,729	2.37	70	8,383	0.84	**277**	**17,111**	**1.62**
25-34	443	20,739	2.14	156	20,508	0.76	**599**	**41,247**	**1.45**
35-44	390	20,396	1.91	183	20,585	0.89	**573**	**40,981**	**1.40**
45-54	580	22,149	2.62	218	22,864	0.95	**798**	**45,013**	**1.77**
55-64	434	17,739	2.45	181	19,028	0.95	**615**	**36,766**	**1.67**
65-74	227	10,161	2.23	134	11,681	1.15	**361**	**21,841**	**1.65**
>74	272	7,293	3.73	192	11,303	1.70	**465**	**18,596**	**2.50**
Unknown	14	*	*	3	*	*	**17**	*	*
Total	**2,946**	**152,108**	**1.94**	**1,333**	**157,242**	**0.85**	****4,280**	**309,350**	**1.38**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	2,000	10,318	15	***	9,883	4	**2,000**	**20,201**	**9**
5-9	2,000	10,407	21	2,000	9,975	23	**5,000**	**20,382**	**22**
10-15	5,000	12,767	39	4,000	12,174	32	**9,000**	**24,941**	**36**
16-20	4,000	11,411	37	4,000	10,858	39	**8,000**	**22,269**	**38**
21-24	3,000	8,729	31	2,000	8,383	21	**4,000**	**17,111**	**26**
25-34	5,000	20,739	26	4,000	20,508	20	**10,000**	**41,247**	**23**
35-44	5,000	20,396	25	3,000	20,585	12	**8,000**	**40,981**	**19**
45-54	4,000	22,149	20	5,000	22,864	23	**10,000**	**45,013**	**22**
55-64	4,000	17,739	21	3,000	19,028	17	**7,000**	**36,766**	**19**
65-74	3,000	10,161	25	2,000	11,681	20	**5,000**	**21,841**	**22**
>74	1,000	7,293	19	2,000	11,303	15	**3,000**	**18,596**	**16**
Total	**38,000**	**152,108**	**25**	**32,000**	**157,242**	**20**	**70,000**	**309,350**	**23**

*Not applicable.
**Includes 1 pedestrian fatality of unknown sex.
***Less than 500.
Note: Totals may not equal sum of components due to independent rounding.
Source: Population—Bureau of the Census.

Table 98

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

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
Midnight to 3 am	204	8.2	352	19.6	**556**	**13.0**
3 am to 6 am	189	7.6	237	13.2	**426**	**10.0**
6 am to 9 am	326	13.2	73	4.1	**399**	**9.3**
9 am to Noon	193	7.8	56	3.1	**249**	**5.8**
Noon to 3 pm	196	7.9	58	3.2	**254**	**5.9**
3 pm to 6 pm	341	13.8	109	6.1	**450**	**10.5**
6 pm to 9 pm	600	24.3	439	24.4	**1,039**	**24.3**
9 pm to Midnight	413	16.7	471	26.2	**884**	**20.7**
Unknown	12	0.5	5	0.3	**23**	**0.5**
Total	**2,474**	**100.0**	**1,800**	**100.0**	***4,280**	**100.0**
Pedestrians Injured						
Midnight to 3 am	1,000	2.5	2,000	9.4	**3,000**	**4.5**
3 am to 6 am	**	1.0	2,000	9.0	**2,000**	**3.3**
6 am to 9 am	9,000	18.5	1,000	3.0	**10,000**	**14.0**
9 am to Noon	5,000	9.3	1,000	4.1	**5,000**	**7.8**
Noon to 3 pm	6,000	12.8	3,000	15.6	**10,000**	**13.6**
3 pm to 6 pm	15,000	30.6	3,000	14.7	**18,000**	**26.1**
6 pm to 9 pm	10,000	19.3	5,000	26.2	**15,000**	**21.3**
9 pm to Midnight	3,000	6.0	4,000	18.1	**7,000**	**9.4**
Total	**50,000**	**100.0**	**20,000**	**100.0**	**70,000**	**100.0**

*Includes 6 pedestrians killed at unknown time of day and day of week.
**Less than 500.

Figure 27

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

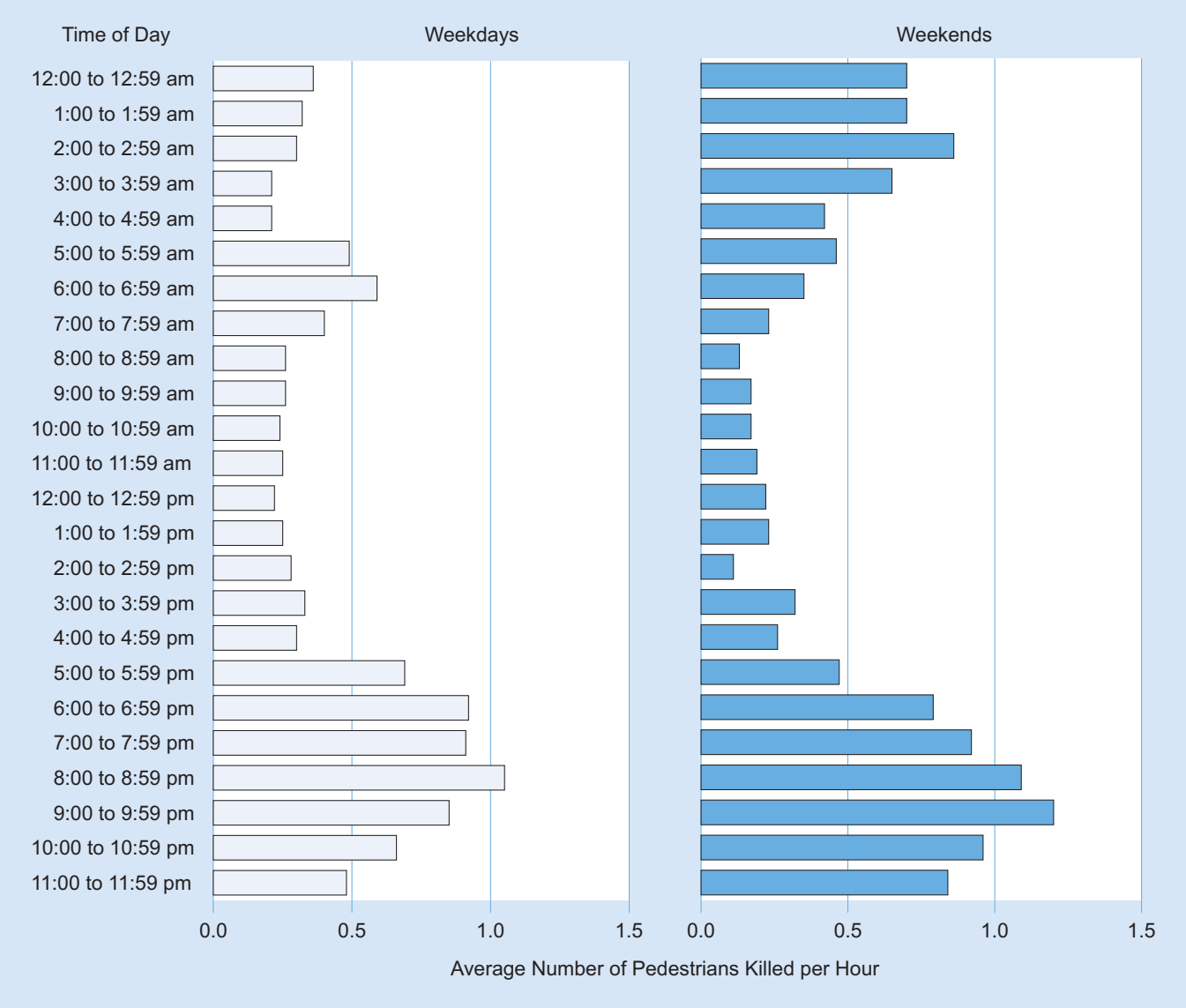


Table 99
Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

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	1,396	90.9	37	2.4	29	1.9	15	1.0	59	3.8	**1,536**	**100.0**
Light Truck	1,454	88.5	44	2.7	34	2.1	42	2.6	69	4.2	**1,643**	**100.0**
Large Truck	148	68.5	23	10.6	8	3.7	21	9.7	16	7.4	**216**	**100.0**
Bus	47	73.4	5	7.8	2	3.1	5	7.8	5	7.8	**64**	**100.0**
Other/Unknown	233	62.1	4	1.1	4	1.1	1	0.3	133	35.5	**375**	**100.0**
Total	**3,278**	**85.5**	**113**	**2.9**	**77**	**2.0**	**84**	**2.2**	**282**	**7.4**	**3,834**	**100.0**
Pedestrians Injured												
Passenger Car	28,000	72.5	6,000	14.1	3,000	7.7	2,000	4.6	*	1.0	**39,000**	**100.0**
Light Truck	18,000	68.7	4,000	15.0	2,000	6.9	2,000	9.2	*	0.3	**27,000**	**100.0**
Other	1,000	47.7	*	17.6	1,000	28.5	*	5.2	*	1.0	**2,000**	**100.0**
Total	**48,000**	**70.2**	**10,000**	**14.5**	**5,000**	**8.1**	**4,000**	**6.4**	**1,000**	**0.8**	**68,000**	**100.0**

*Less than 500.

Table 100
Pedestrians Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	976	22.8
In roadway improperly (standing, lying, working, playing)	793	18.5
Under the influence of alcohol, drugs, or medication	788	18.4
Darting or running into road	727	17.0
Not visible (dark clothing, no lighting, etc.)	585	13.7
Improper crossing of roadway or intersection	557	13.0
Failure to obey traffic signs, signals, or officer	141	3.3
Physical impairment	99	2.3
Inattentive (talking, eating, etc.)	89	2.1
Entering/exiting parked/standing vehicle	49	1.1
Emotional (e.g. depression, angry, disturbed)	47	1.1
Wrong-way walking	47	1.1
Traveling on prohibited trafficways	37	0.9
Ill, blackout	17	0.4
Nonmotorist pushing vehicle	10	0.2
Asleep or fatigued	8	0.2
Vision obscured (by rain, snow, parked vehicle, sign, etc.)	8	0.2
Portable electronics	6	0.1
Other factors	168	3.9
None Reported	747	17.5
Unknown	426	10.0
Total Pedestrians	**4,280**	**100.0**

Notes: 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. For important information on this table see “Changes from Last Year’s Report” on page 8.

Table 101

Pedalcyclists Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
<5	0	0.0	1	100.0	**1**	**100.0**
5-9	7	38.9	11	61.1	**18**	**100.0**
10-15	25	52.1	21	43.8	**48**	**100.0**
16-20	12	28.6	28	66.7	**42**	**100.0**
21-24	16	41.0	15	38.5	**39**	**100.0**
25-34	18	29.0	38	61.3	**62**	**100.0**
35-44	21	25.9	50	61.7	**81**	**100.0**
45-54	40	27.4	89	61.0	**146**	**100.0**
55-64	36	32.7	62	56.4	**110**	**100.0**
65-74	18	40.9	23	52.3	**44**	**100.0**
>74	11	47.8	12	52.2	**23**	**100.0**
Unknown	1	25.0	3	75.0	**4**	**100.0**
Total	**205**	**33.2**	**353**	**57.1**	***618**	**100.0**
Pedalcyclists Injured						
<5	***	60.8	***	22.4	***	**100.0**
5-9	2,000	65.5	1,000	23.0	**2,000**	**100.0**
10-15	6,000	79.3	1,000	11.9	**8,000**	**100.0**
16-20	4,000	61.4	2,000	24.5	**7,000**	**100.0**
21-24	4,000	60.3	2,000	30.2	**6,000**	**100.0**
25-34	7,000	71.1	2,000	19.2	**10,000**	**100.0**
35-44	4,000	60.1	2,000	34.8	**7,000**	**100.0**
45-54	4,000	58.9	2,000	26.6	**7,000**	**100.0**
55-64	2,000	63.9	1,000	23.9	**3,000**	**100.0**
65-74	***	44.0	***	19.4	**1,000**	**100.0**
>74	1,000	82.7	***	13.5	**1,000**	**100.0**
Total	**34,000**	**65.7**	**12,000**	**23.5**	****52,000**	**100.0**

*Includes 60 pedalcyclists killed at other or unknown location.
**Includes 5,582 pedalcyclists injured at other or unknown location.
***Less than 500.

Table 102

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	1	10,318	0.01	0	9,883	0.00	**1**	**20,201**	**0.00**
5-9	12	10,407	0.12	6	9,975	0.06	**18**	**20,382**	**0.09**
10-15	40	12,767	0.31	8	12,174	0.07	**48**	**24,941**	**0.19**
16-20	34	11,411	0.30	8	10,858	0.07	**42**	**22,269**	**0.19**
21-24	30	8,729	0.34	9	8,383	0.11	**39**	**17,111**	**0.23**
25-34	54	20,739	0.26	8	20,508	0.04	**62**	**41,247**	**0.15**
35-44	71	20,396	0.35	10	20,585	0.05	**81**	**40,981**	**0.20**
45-54	125	22,149	0.56	21	22,864	0.09	**146**	**45,013**	**0.32**
55-64	103	17,739	0.58	7	19,028	0.04	**110**	**36,766**	**0.30**
65-74	38	10,161	0.37	6	11,681	0.05	**44**	**21,841**	**0.20**
>74	22	7,293	0.30	1	11,303	0.01	**23**	**18,596**	**0.12**
Unknown	4	—	—	0	—	—	**4**	**—**	**—**
Total	**534**	**152,108**	**0.35**	**84**	**157,242**	**0.05**	**618**	**309,350**	**0.20**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	*	10,318	1	*	9,883	1	*	**20,201**	**1**
5-9	2,000	10,407	17	1,000	9,975	7	**2,000**	**20,382**	**12**
10-15	6,000	12,767	48	2,000	12,174	15	**8,000**	**24,941**	**32**
16-20	4,000	11,411	37	2,000	10,858	22	**7,000**	**22,269**	**29**
21-24	4,000	8,729	47	2,000	8,383	28	**6,000**	**17,111**	**38**
25-34	8,000	20,739	36	2,000	20,508	10	**10,000**	**41,247**	**23**
35-44	5,000	20,396	25	2,000	20,585	8	**7,000**	**40,981**	**16**
45-54	6,000	22,149	27	1,000	22,864	4	**7,000**	**45,013**	**15**
55-64	3,000	17,739	15	1,000	19,028	3	**3,000**	**36,766**	**9**
65-74	1,000	10,161	7	*	11,681	2	**1,000**	**21,841**	**5**
>74	1,000	7,293	10	*	11,303	2	**1,000**	**18,596**	**5**
Total	**39,000**	**152,108**	**26**	**13,000**	**157,242**	**8**	**52,000**	**309,350**	**17**

*Less than 500.

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

Source: Population—Bureau of the Census.

Table 103

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	4.1	20	9.9	**37**	**6.0**
3 am to 6 am	15	3.6	9	4.4	**24**	**3.9**
6 am to 9 am	54	13.0	16	7.9	**70**	**11.3**
9 am to Noon	43	10.4	13	6.4	**56**	**9.1**
Noon to 3 pm	53	12.8	24	11.8	**77**	**12.5**
3 pm to 6 pm	94	22.7	20	9.9	**114**	**18.4**
6 pm to 9 pm	85	20.5	54	26.6	**139**	**22.5**
9 pm to Midnight	54	13.0	47	23.2	**101**	**16.3**
Total	**415**	**100.0**	**203**	**100.0**	**618**	**100.0**
Pedalcyclists Injured						
Midnight to 3 am	1,000	1.4	1,000	6.4	**1,000**	**2.8**
3 am to 6 am	1,000	1.9	*	2.9	**1,000**	**2.2**
6 am to 9 am	4,000	11.4	*	2.5	**5,000**	**9.0**
9 am to Noon	5,000	12.9	1,000	8.5	**6,000**	**11.7**
Noon to 3 pm	7,000	19.8	2,000	16.2	**10,000**	**18.8**
3 pm to 6 pm	13,000	35.5	3,000	18.4	**16,000**	**30.8**
6 pm to 9 pm	5,000	13.7	5,000	31.6	**10,000**	**18.6**
9 pm to Midnight	1,000	3.5	2,000	13.5	**3,000**	**6.2**
Total	**37,000**	**100.0**	**14,000**	**100.0**	**52,000**	**100.0**

*Less than 500.

Table 104

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	191	88.0	14	6.5	5	2.3	1	0.5	6	2.8	**217**	**100.0**
Light Truck	247	89.5	11	4.0	10	3.6	3	1.1	5	1.8	**276**	**100.0**
Large Truck	32	55.2	13	22.4	2	3.4	4	6.9	7	12.1	**58**	**100.0**
Bus	9	56.3	3	18.8	0	0.0	1	6.3	3	18.8	**16**	**100.0**
Other/Unknown	25	80.6	0	0.0	1	3.2	0	0.0	5	16.1	**31**	**100.0**
Total	**504**	**84.3**	**41**	**6.9**	**18**	**3.0**	**9**	**1.5**	**26**	**4.3**	598	**100.0**
Pedalcyclists Injured												
Passenger Car	21,000	67.4	5,000	17.2	3,000	8.6	2,000	5.8	*	1.0	**31,000**	**100.0**
Light Truck	11,000	58.2	5,000	27.8	1,000	7.5	1,000	6.4	*	*	**19,000**	**100.0**
Other	1,000	57.6	*	30.3	*	7.2	*	5.0	*	*	**1,000**	**100.0**
Total	**33,000**	**63.7**	**11,000**	**21.5**	**4,000**	**8.2**	**3,000**	**6.0**	*	**0.6**	52,000	**100.0**

*Less than 500 or less than 0.05 percent.

Table 105

Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	174	28.2
Under the influence of alcohol, drugs, or medication	63	10.2
Failure to obey traffic signs, signals, or officer	58	9.4
Not visible (dark clothing, no lighting, etc.)	43	7.0
Making improper turn	38	6.1
Wrong-way riding	33	5.3
Operating without required equipment	30	4.9
Improper crossing of roadway or intersection	23	3.7
Darting or running into road	22	3.6
Inattentive (talking, eating, etc.)	17	2.8
Failure to keep in proper lane or running off road	13	2.1
Making improper entry or exit from trafficway	12	1.9
Riding on wrong side of the road	12	1.9
Improper or erratic lane changing	12	1.9
In roadway improperly (standing, lying, working, playing)	7	1.1
Physical impairment	6	1.0
Failing to have lights on when required	6	1.0
Vision obscured (reflected glare, parked vehicle, sign, etc.)	3	0.5
Erratic, reckless, careless, or negligent operation	2	0.3
Emotional (e.g. depression, angry, disturbed)	2	0.3
Traveling on prohibited trafficways	2	0.3
Passing with insufficient distance	2	0.3
Improper passing	1	0.2
Other factors	29	4.7
None reported	154	24.9
Unknown	73	11.8
Total Pedalcyclists	**618**	**100.0**

Notes: 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. For important information on this table see “Changes from Last Year’s Report” on page 8.

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 three tables describe each State's occupant restraint laws, motorcycle helmet laws, and driver's blood alcohol concentration laws. Below are some of the State statistics you will find in this chapter:

- Traffic fatalities dropped by 3 percent from 2009 to 2010 for the Nation as a whole. Thirty States, the District of Columbia, and Puerto Rico showed decreases, ranging from 2 percent to as much as 25 percent.
- The pedestrian fatality rate per 100,000 population was 1.38 for the Nation. Florida had the highest rate (2.58), and Wyoming, with two pedestrian fatalities, had the lowest rate (0.44).
- About 1.9 percent of all traffic crash fatalities in 2010 were pedalcyclists. Alaska, Montana, New Hampshire, and Wyoming reported no pedalcyclists killed.
- In 2010, all 50 States, the District of Columbia, and Puerto Rico had seat belt use laws. All 50 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 19 States, the District of Columbia, and Puerto Rico in 2010. Twenty-eight States had helmet requirements with exceptions (age, rider type, roadway type), and three States (Illinois, Iowa, and New Hampshire) did not require helmets at all.
- In 2010, it was a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of .08 g/dL or above in all 50 States, the District of Columbia, and Puerto Rico.

Table 106

2010 Traffic Fatalities by State and Percent Change from 2009

State	Fatalities			State	Fatalities		
	2009	2010	Percent Change		2009	2010	Percent Change
AL	848	862	+2	NE	223	190	-15
AK	64	56	-13	NV	243	257	+6
AZ	806	762	-5	NH	110	128	+16
AR	596	563	-6	NJ	584	556	-5
CA	3,090	2,715	-12	NM	361	346	-4
CO	465	448	-4	NY	1,158	1,200	+4
CT	224	319	+42	NC	1,313	1,319	0
DE	116	101	-13	ND	140	105	-25
DC	29	24	-17	OH	1,022	1,080	+6
FL	2,560	2,445	-4	OK	737	668	-9
GA	1,292	1,244	-4	OR	377	317	-16
HI	109	113	+4	PA	1,256	1,324	+5
ID	226	209	-8	RI	83	66	-20
IL	911	927	+2	SC	894	810	-9
IN	693	754	+9	SD	131	140	+7
IA	371	390	+5	TN	986	1,031	+5
KS	386	431	+12	TX	3,104	2,998	-3
KY	791	760	-4	UT	244	236	-3
LA	824	710	-14	VT	74	71	-4
ME	159	161	+1	VA	758	740	-2
MD	549	493	-10	WA	492	458	-7
MA	340	314	-8	WV	357	315	-12
MI	872	942	+8	WI	561	572	+2
MN	421	411	-2	WY	134	155	+16
MS	700	641	-8	**USA**	**33,883**	**32,885**	**-3**
MO	878	819	-7				
MT	221	189	-14	PR	365	340	-7

Figure 28
2010 Traffic Fatalities by State and Percent Change from 2009

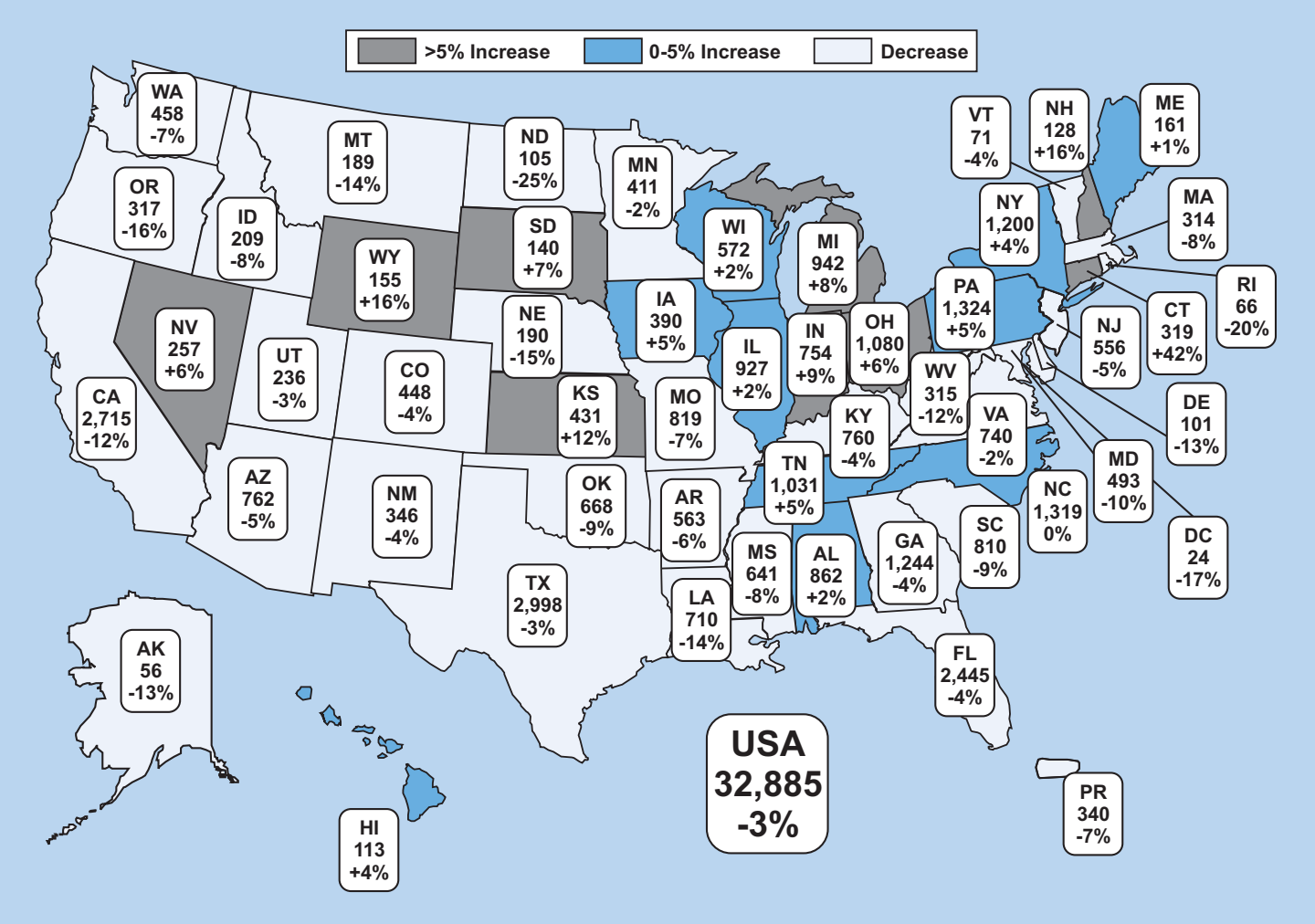


Table 107
Fatal Crashes, by State and First Harmful Event

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Nonoccupant		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	303	38.3	60	7.6	326	41.2	18	2.3	78	9.8	6	0.8	**792**	**100.0**
AK	19	36.5	5	9.6	13	25.0	1	1.9	11	21.2	3	5.8	**52**	**100.0**
AZ	215	30.8	168	24.1	150	21.5	7	1.0	116	16.6	13	1.9	**698**	**100.0**
AR	177	34.8	36	7.1	220	43.2	16	3.1	50	9.8	9	1.8	**509**	**100.0**
CA	803	32.1	657	26.3	723	28.9	87	3.5	213	8.5	17	0.7	**2,500**	**100.0**
CO	141	34.5	47	11.5	111	27.1	19	4.6	90	22.0	1	0.2	**409**	**100.0**
CT	91	30.5	49	16.4	137	46.0	6	2.0	10	3.4	5	1.7	**298**	**100.0**
DE	38	41.3	24	26.1	24	26.1	1	1.1	5	5.4	0	0.0	**92**	**100.0**
DC	3	12.5	14	58.3	6	25.0	0	0.0	1	4.2	0	0.0	**24**	**100.0**
FL	868	38.4	562	24.8	550	24.3	46	2.0	202	8.9	34	1.5	**2,262**	**100.0**
GA	429	37.4	176	15.3	436	38.0	27	2.4	71	6.2	9	0.8	**1,148**	**100.0**
HI	36	33.0	26	23.9	38	34.9	4	3.7	2	1.8	3	2.8	**109**	**100.0**
ID	59	31.9	14	7.6	67	36.2	3	1.6	38	20.5	4	2.2	**185**	**100.0**
IL	343	40.0	128	14.9	264	30.8	40	4.7	62	7.2	21	2.4	**858**	**100.0**
IN	314	44.8	67	9.6	248	35.4	27	3.9	37	5.3	8	1.1	**701**	**100.0**
IA	158	45.4	26	7.5	78	22.4	11	3.2	67	19.3	8	2.3	**348**	**100.0**
KS	168	44.7	16	4.3	135	35.9	11	2.9	43	11.4	3	0.8	**376**	**100.0**
KY	280	40.3	61	8.8	239	34.4	21	3.0	85	12.2	8	1.2	**694**	**100.0**
LA	226	35.7	80	12.6	261	41.2	24	3.8	37	5.8	4	0.6	**633**	**100.0**
ME	51	35.4	12	8.3	71	49.3	4	2.8	6	4.2	0	0.0	**144**	**100.0**
MD	163	35.4	94	20.4	160	34.7	15	3.3	25	5.4	1	0.2	**461**	**100.0**
MA	76	25.4	65	21.7	128	42.8	12	4.0	15	5.0	2	0.7	**299**	**100.0**
MI	357	40.9	162	18.6	253	29.0	36	4.1	61	7.0	4	0.5	**873**	**100.0**
MN	175	48.1	45	12.4	66	18.1	18	4.9	57	15.7	3	0.8	**364**	**100.0**
MS	197	33.9	51	8.8	233	40.1	20	3.4	80	13.8	0	0.0	**581**	**100.0**
MO	274	35.3	59	7.6	321	41.4	23	3.0	86	11.1	13	1.7	**776**	**100.0**
MT	51	31.7	8	5.0	54	33.5	4	2.5	44	27.3	0	0.0	**161**	**100.0**
NE	71	42.8	9	5.4	51	30.7	6	3.6	26	15.7	3	1.8	**166**	**100.0**
NV	81	34.5	42	17.9	58	24.7	4	1.7	47	20.0	3	1.3	**235**	**100.0**
NH	39	32.5	9	7.5	51	42.5	3	2.5	17	14.2	1	0.8	**120**	**100.0**

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

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Nonoccupant		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	186	35.1	140	26.4	160	30.2	13	2.5	24	4.5	7	1.3	**530**	**100.0**
NM	109	34.7	39	12.4	68	21.7	7	2.2	86	27.4	5	1.6	**314**	**100.0**
NY	340	30.2	325	28.8	395	35.0	27	2.4	24	2.1	16	1.4	**1,127**	**100.0**
NC	458	37.6	185	15.2	449	36.9	28	2.3	82	6.7	15	1.2	**1,217**	**100.0**
ND	34	37.0	8	8.7	17	18.5	2	2.2	31	33.7	0	0.0	**92**	**100.0**
OH	417	42.4	100	10.2	380	38.6	23	2.3	53	5.4	11	1.1	**984**	**100.0**
OK	229	37.2	69	11.2	221	35.9	17	2.8	75	12.2	5	0.8	**616**	**100.0**
OR	96	32.9	64	21.9	82	28.1	6	2.1	39	13.4	5	1.7	**292**	**100.0**
PA	441	36.5	156	12.9	503	41.6	32	2.6	61	5.0	15	1.2	**1,208**	**100.0**
RI	17	26.6	10	15.6	31	48.4	0	0.0	4	6.3	2	3.1	**64**	**100.0**
SC	264	35.1	99	13.2	302	40.2	15	2.0	68	9.0	4	0.5	**752**	**100.0**
SD	45	36.3	11	8.9	22	17.7	3	2.4	41	33.1	2	1.6	**124**	**100.0**
TN	348	36.4	86	9.0	421	44.0	11	1.1	81	8.5	10	1.0	**957**	**100.0**
TX	1,083	39.7	351	12.9	817	29.9	72	2.6	365	13.4	40	1.5	**2,728**	**100.0**
UT	76	37.6	29	14.4	50	24.8	8	4.0	33	16.3	6	3.0	**202**	**100.0**
VT	20	31.7	5	7.9	28	44.4	1	1.6	8	12.7	1	1.6	**63**	**100.0**
VA	233	33.8	78	11.3	306	44.4	22	3.2	41	6.0	9	1.3	**689**	**100.0**
WA	151	36.0	62	14.8	152	36.2	15	3.6	40	9.5	0	0.0	**420**	**100.0**
WV	92	32.6	14	5.0	113	40.1	6	2.1	47	16.7	10	3.5	**282**	**100.0**
WI	221	41.9	59	11.2	152	28.8	23	4.4	65	12.3	8	1.5	**528**	**100.0**
WY	34	24.5	3	2.2	57	41.0	5	3.6	37	26.6	3	2.2	**139**	**100.0**
USA	**11,100**	**36.8**	**4,665**	**15.4**	**10,198**	**33.8**	**850**	**2.8**	**2,987**	**9.9**	**360**	**1.2**	***30,196**	**100.0**
PR	97	29.4	115	34.8	103	31.2	2	0.6	2	0.6	11	3.3	**330**	**100.0**

*Total includes 36 crashes with unknown first harmful event.

Table 108
Fatal Crashes, by State and Roadway Function Class

State	Roadway Function Class								Total Fatal Crashes
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
AL	44	42	63	115	139	140	239	10	**792**
AK	16	8	1	5	6	9	6	1	**52**
AZ	82	42	26	186	118	137	107	0	**698**
AR	42	20	7	129	89	111	111	0	**509**
CA	138	219	234	901	385	335	288	0	**2,500**
CO	42	27	12	138	90	54	46	0	**409**
CT	3	60	25	56	58	48	48	0	**298**
DE	1	2	0	25	13	20	22	9	**92**
DC	0	3	0	0	0	0	21	0	**24**
FL	91	173	75	782	285	45	793	18	**2,262**
GA	61	90	9	261	278	235	173	41	**1,148**
HI	3	6	3	39	24	22	11	1	**109**
ID	21	8	1	51	30	46	20	8	**185**
IL	42	73	4	249	193	157	139	1	**858**
IN	38	18	0	0	120	189	336	0	**701**
IA	36	11	1	73	68	72	87	0	**348**
KS	34	0	2	131	58	71	79	1	**376**
KY	46	27	3	171	103	219	124	1	**694**
LA	41	75	4	103	140	171	99	0	**633**
ME	10	0	0	13	26	54	40	1	**144**
MD	2	45	20	149	100	88	55	2	**461**
MA	5	45	71	19	27	1	113	18	**299**
MI	16	77	28	206	214	196	136	0	**873**
MN	22	9	2	77	114	97	43	0	**364**
MS	70	3	4	84	33	280	101	6	**581**
MO	28	68	101	135	147	173	124	0	**776**
MT	31	0	0	49	33	28	19	1	**161**
NE	26	1	0	46	31	34	28	0	**166**
NV	22	11	9	58	79	27	28	1	**235**
NH	2	8	0	3	5	35	67	0	**120**

Table 108

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

State	Roadway Function Class								Total Fatal Crashes
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	8	58	58	147	107	70	79	3	**530**
NM	67	2	1	238	1	0	3	2	**314**
NY	71	13	19	347	157	144	376	0	**1,127**
NC	53	62	22	215	147	376	342	0	**1,217**
ND	10	0	1	29	15	13	24	0	**92**
OH	46	41	23	171	186	309	202	6	**984**
OK	35	31	12	100	98	182	158	0	**616**
OR	14	13	0	113	59	69	23	1	**292**
PA	49	66	35	272	330	228	228	0	**1,208**
RI	1	11	6	19	10	4	13	0	**64**
SC	59	17	5	191	217	241	0	22	**752**
SD	18	2	1	36	28	24	15	0	**124**
TN	61	58	12	227	232	233	134	0	**957**
TX	118	279	195	586	394	433	706	17	**2,728**
UT	31	19	4	39	59	2	48	0	**202**
VT	7	1	0	13	9	20	13	0	**63**
VA	42	48	7	129	106	99	46	212	**689**
WA	19	20	13	118	100	89	40	21	**420**
WV	31	8	0	54	65	78	46	0	**282**
WI	17	15	18	146	119	125	88	0	**528**
WY	30	4	0	41	6	34	21	3	**139**
USA	**1,802**	**1,939**	**1,137**	**7,485**	**5,451**	**5,867**	**6,108**	**407**	**30,196**
PR	28	29	11	65	92	58	47	0	**330**

Table 109
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	50	43	71	132	150	152	254	10	**862**
AK	18	9	1	6	6	9	6	1	**56**
AZ	103	45	27	200	123	152	112	0	**762**
AR	53	20	8	150	97	116	119	0	**563**
CA	157	235	262	976	408	375	302	0	**2,715**
CO	48	28	14	152	97	61	48	0	**448**
CT	5	65	25	57	62	53	52	0	**319**
DE	1	2	0	28	16	22	22	10	**101**
DC	0	3	0	0	0	0	21	0	**24**
FL	107	192	78	836	301	50	862	19	**2,445**
GA	71	97	9	289	299	249	180	50	**1,244**
HI	3	6	3	39	26	24	11	1	**113**
ID	28	9	3	54	33	51	21	10	**209**
IL	49	81	4	272	208	166	146	1	**927**
IN	44	18	0	0	134	205	353	0	**754**
IA	46	11	2	81	80	77	93	0	**390**
KS	43	0	2	151	65	83	86	1	**431**
KY	61	28	3	184	119	231	133	1	**760**
LA	53	85	4	113	162	189	104	0	**710**
ME	10	0	0	15	29	60	45	2	**161**
MD	2	48	22	161	110	91	57	2	**493**
MA	5	52	74	20	30	1	114	18	**314**
MI	17	83	33	217	234	213	145	0	**942**
MN	23	10	2	85	134	112	45	0	**411**
MS	84	3	4	96	34	302	111	7	**641**
MO	31	71	105	140	165	175	132	0	**819**
MT	32	0	0	60	40	36	19	2	**189**
NE	35	1	0	56	35	35	28	0	**190**
NV	24	11	11	66	87	28	29	1	**257**
NH	2	12	0	3	5	37	69	0	**128**

Table 109

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	8	60	63	151	116	70	85	3	**556**
NM	73	2	1	264	1	0	3	2	**346**
NY	82	13	20	370	167	157	391	0	**1,200**
NC	59	70	24	240	159	404	363	0	**1,319**
ND	11	0	1	33	19	16	25	0	**105**
OH	63	43	24	192	201	332	219	6	**1,080**
OK	37	34	13	111	110	200	163	0	**668**
OR	14	13	0	129	62	75	23	1	**317**
PA	54	74	38	302	354	254	248	0	**1,324**
RI	1	11	6	19	11	4	14	0	**66**
SC	67	19	6	201	231	262	0	24	**810**
SD	21	2	1	41	28	29	18	0	**140**
TN	68	62	13	256	249	243	140	0	**1,031**
TX	149	304	212	661	436	471	747	18	**2,998**
UT	38	22	4	51	69	3	49	0	**236**
VT	7	2	0	13	11	24	14	0	**71**
VA	45	55	7	135	117	104	52	225	**740**
WA	25	22	14	127	109	97	42	22	**458**
WV	36	12	0	66	66	88	47	0	**315**
WI	20	17	19	164	125	134	93	0	**572**
WY	36	5	0	44	7	38	22	3	**155**
USA	**2,119**	**2,110**	**1,233**	**8,209**	**5,937**	**6,360**	**6,477**	**440**	**32,885**
PR	30	30	11	67	95	60	47	0	**340**

Table 110

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	3,806	22.65	4,777	18.04	4,785	18.01	**862**
AK	515	10.87	741	7.56	714	7.84	**56**
AZ	4,444	17.15	4,457	17.10	6,414	11.88	**762**
AR	2,078	27.10	2,352	23.94	2,922	19.27	**563**
CA	23,753	11.43	31,774	8.54	37,349	7.27	**2,715**
CO	3,779	11.85	4,291	10.44	5,049	8.87	**448**
CT	2,935	10.87	3,148	10.13	3,577	8.92	**319**
DE	695	14.53	826	12.23	900	11.23	**101**
DC	385	6.23	213	11.26	604	3.97	**24**
FL	13,950	17.53	14,974	16.33	18,843	12.98	**2,445**
GA	6,508	19.12	7,899	15.75	9,713	12.81	**1,244**
HI	909	12.43	959	11.78	1,364	8.29	**113**
ID	1,070	19.54	1,378	15.16	1,571	13.30	**209**
IL	8,374	11.07	10,429	8.89	12,843	7.22	**927**
IN	5,550	13.58	5,903	12.77	6,491	11.62	**754**
IA	2,167	18.00	3,500	11.14	3,050	12.79	**390**
KS	2,033	21.20	2,524	17.08	2,859	15.07	**431**
KY	2,950	25.76	3,661	20.76	4,346	17.49	**760**
LA	3,134	22.66	4,155	17.09	4,544	15.62	**710**
ME	1,020	15.79	1,110	14.51	1,328	12.13	**161**
MD	3,918	12.58	4,637	10.63	5,786	8.52	**493**
MA	4,593	6.84	5,493	5.72	6,557	4.79	**314**
MI	7,083	13.30	9,567	9.85	9,878	9.54	**942**
MN	3,281	12.52	5,103	8.05	5,311	7.74	**411**
MS	1,928	33.24	2,044	31.36	2,970	21.58	**641**
MO	4,246	19.29	5,263	15.56	5,996	13.66	**819**
MT	744	25.42	1,052	17.97	991	19.07	**189**
NE	1,352	14.06	1,854	10.25	1,830	10.38	**190**
NV	1,691	15.20	1,428	17.99	2,705	9.50	**257**
NH	1,037	12.34	1,283	9.98	1,317	9.72	**128**

Table 110

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	5,953	9.34	6,956	7.99	8,802	6.32	**556**
NM	1,406	24.61	1,666	20.77	2,066	16.75	**346**
NY	11,286	10.63	10,603	11.32	19,392	6.19	**1,200**
NC	6,537	20.18	5,877	22.44	9,562	13.79	**1,319**
ND	483	21.73	769	13.65	674	15.57	**105**
OH	7,963	13.56	10,185	10.60	11,536	9.36	**1,080**
OK	2,349	28.44	3,483	19.18	3,762	17.76	**668**
OR	2,770	11.45	3,158	10.04	3,839	8.26	**317**
PA	8,737	15.15	10,403	12.73	12,710	10.42	**1,324**
RI	748	8.83	816	8.09	1,053	6.27	**66**
SC	3,337	24.27	3,768	21.50	4,636	17.47	**810**
SD	602	23.25	991	14.12	816	17.15	**140**
TN	4,418	23.34	5,277	19.54	6,357	16.22	**1,031**
TX	15,158	19.78	17,625	17.01	25,257	11.87	**2,998**
UT	1,660	14.22	2,714	8.70	2,776	8.50	**236**
VT	513	13.83	596	11.92	626	11.34	**71**
VA	5,402	13.70	6,223	11.89	8,025	9.22	**740**
WA	5,106	8.97	4,901	9.35	6,744	6.79	**458**
WV	1,206	26.12	1,484	21.22	1,854	16.99	**315**
WI	4,133	13.84	5,291	10.81	5,691	10.05	**572**
WY	419	36.95	694	22.34	564	27.46	**155**
USA	**210,115**	**15.65**	**257,515**	**12.77**	**309,350**	**10.63**	**32,885**
PR	—	—	2,647	12.84	3,722	9.13	**340**

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

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 111
Persons Killed, by State and Person Type

State	Person Type												Total Killed	
	Driver		Passenger		Motorcyclist		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	538	62.4	170	19.7	86	10.0	61	7.1	6	0.7	1	0.1	**862**	**100.0**
AK	26	46.4	15	26.8	9	16.1	6	10.7	0	0.0	0	0.0	**56**	**100.0**
AZ	294	38.6	175	23.0	92	12.1	146	19.2	19	2.5	36	4.7	**762**	**100.0**
AR	337	59.9	102	18.1	84	14.9	37	6.6	1	0.2	2	0.4	**563**	**100.0**
CA	1,117	41.1	511	18.8	352	13.0	599	22.1	99	3.6	37	1.4	**2,715**	**100.0**
CO	220	49.1	98	21.9	82	18.3	36	8.0	8	1.8	4	0.9	**448**	**100.0**
CT	156	48.9	55	17.2	52	16.3	46	14.4	7	2.2	3	0.9	**319**	**100.0**
DE	54	53.5	13	12.9	8	7.9	22	21.8	3	3.0	1	1.0	**101**	**100.0**
DC	7	29.2	1	4.2	1	4.2	13	54.2	2	8.3	0	0.0	**24**	**100.0**
FL	1,028	42.0	423	17.3	396	16.2	487	19.9	83	3.4	28	1.1	**2,445**	**100.0**
GA	684	55.0	237	19.1	127	10.2	168	13.5	18	1.4	10	0.8	**1,244**	**100.0**
HI	41	36.3	17	15.0	26	23.0	26	23.0	3	2.7	0	0.0	**113**	**100.0**
ID	124	59.3	43	20.6	28	13.4	10	4.8	4	1.9	0	0.0	**209**	**100.0**
IL	486	52.4	169	18.2	131	14.1	115	12.4	24	2.6	2	0.2	**927**	**100.0**
IN	421	55.8	144	19.1	111	14.7	62	8.2	13	1.7	3	0.4	**754**	**100.0**
IA	217	55.6	85	21.8	60	15.4	18	4.6	8	2.1	2	0.5	**390**	**100.0**
KS	267	61.9	103	23.9	40	9.3	15	3.5	1	0.2	5	1.2	**431**	**100.0**
KY	437	57.5	159	20.9	96	12.6	61	8.0	7	0.9	0	0.0	**760**	**100.0**
LA	386	54.4	166	23.4	71	10.0	74	10.4	10	1.4	3	0.4	**710**	**100.0**
ME	95	59.0	34	21.1	19	11.8	12	7.5	1	0.6	0	0.0	**161**	**100.0**
MD	213	43.2	88	17.8	82	16.6	101	20.5	8	1.6	1	0.2	**493**	**100.0**
MA	151	48.1	40	12.7	56	17.8	58	18.5	6	1.9	3	1.0	**314**	**100.0**
MI	464	49.3	174	18.5	137	14.5	128	13.6	29	3.1	10	1.1	**942**	**100.0**
MN	224	54.5	94	22.9	48	11.7	35	8.5	9	2.2	1	0.2	**411**	**100.0**
MS	420	65.5	125	19.5	42	6.6	50	7.8	4	0.6	0	0.0	**641**	**100.0**
MO	510	62.3	148	18.1	95	11.6	55	6.7	7	0.9	4	0.5	**819**	**100.0**
MT	96	50.8	58	30.7	26	13.8	8	4.2	0	0.0	1	0.5	**189**	**100.0**
NE	124	65.3	41	21.6	14	7.4	8	4.2	2	1.1	1	0.5	**190**	**100.0**
NV	111	43.2	51	19.8	48	18.7	36	14.0	6	2.3	5	1.9	**257**	**100.0**
NH	70	54.7	21	16.4	28	21.9	9	7.0	0	0.0	0	0.0	**128**	**100.0**

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

State	Person Type												Total Killed	
	Driver		Passenger		Motorcyclist		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	238	42.8	96	17.3	71	12.8	139	25.0	12	2.2	0	0.0	**556**	**100.0**
NM	177	51.2	89	25.7	39	11.3	33	9.5	8	2.3	0	0.0	**346**	**100.0**
NY	479	39.9	188	15.7	184	15.3	303	25.3	36	3.0	10	0.8	**1,200**	**100.0**
NC	668	50.6	263	19.9	191	14.5	169	12.8	23	1.7	5	0.4	**1,319**	**100.0**
ND	58	55.2	23	21.9	15	14.3	7	6.7	1	1.0	1	1.0	**105**	**100.0**
OH	597	55.3	201	18.6	170	15.7	93	8.6	11	1.0	8	0.7	**1,080**	**100.0**
OK	377	56.4	135	20.2	78	11.7	62	9.3	9	1.3	7	1.0	**668**	**100.0**
OR	135	42.6	75	23.7	38	12.0	56	17.7	7	2.2	6	1.9	**317**	**100.0**
PA	693	52.3	235	17.7	223	16.8	145	11.0	21	1.6	7	0.5	**1,324**	**100.0**
RI	27	40.9	12	18.2	15	22.7	8	12.1	2	3.0	2	3.0	**66**	**100.0**
SC	458	56.5	146	18.0	101	12.5	90	11.1	14	1.7	1	0.1	**810**	**100.0**
SD	60	42.9	41	29.3	27	19.3	9	6.4	2	1.4	1	0.7	**140**	**100.0**
TN	614	59.6	186	18.0	136	13.2	87	8.4	4	0.4	4	0.4	**1,031**	**100.0**
TX	1,529	51.0	646	21.5	415	13.8	345	11.5	42	1.4	21	0.7	**2,998**	**100.0**
UT	118	50.0	65	27.5	20	8.5	26	11.0	7	3.0	0	0.0	**236**	**100.0**
VT	46	64.8	14	19.7	6	8.5	4	5.6	1	1.4	0	0.0	**71**	**100.0**
VA	428	57.8	137	18.5	86	11.6	73	9.9	12	1.6	4	0.5	**740**	**100.0**
WA	224	48.9	96	21.0	69	15.1	61	13.3	6	1.3	2	0.4	**458**	**100.0**
WV	199	63.2	67	21.3	33	10.5	13	4.1	3	1.0	0	0.0	**315**	**100.0**
WI	296	51.7	105	18.4	105	18.4	52	9.1	9	1.6	5	0.9	**572**	**100.0**
WY	85	54.8	34	21.9	33	21.3	3	1.9	0	0.0	0	0.0	**155**	**100.0**
USA	**16,824**	**51.2**	**6,414**	**19.5**	**4,502**	**13.7**	**4,280**	**13.0**	**618**	**1.9**	**247**	**0.8**	**32,885**	**100.0**
PR	113	33.2	59	17.4	47	13.8	101	29.7	15	4.4	5	1.5	**340**	**100.0**

Table 112
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	11	19	15	100	87	157	130	119	104	60	58	2	**862**
AK	0	1	4	6	5	5	7	9	11	5	3	0	**56**
AZ	13	6	14	58	61	131	111	110	113	66	77	2	**762**
AR	4	5	6	62	65	120	61	95	63	36	46	0	**563**
CA	26	28	43	245	290	447	371	432	356	186	284	7	**2,715**
CO	7	6	9	49	44	75	58	69	66	21	44	0	**448**
CT	3	0	5	29	46	56	44	52	33	18	33	0	**319**
DE	0	2	4	10	12	19	15	18	8	5	8	0	**101**
DC	1	0	1	0	4	7	4	1	2	3	1	0	**24**
FL	24	24	43	212	229	423	303	372	317	219	277	2	**2,445**
GA	23	20	36	116	110	184	159	197	177	102	115	5	**1,244**
HI	0	0	3	13	16	19	15	17	8	10	12	0	**113**
ID	4	4	11	22	30	31	22	29	27	15	14	0	**209**
IL	8	8	17	111	94	187	112	143	107	62	78	0	**927**
IN	7	7	18	96	68	106	110	124	80	67	71	0	**754**
IA	4	4	11	49	34	56	48	54	62	30	38	0	**390**
KS	9	10	5	56	47	67	48	59	50	32	48	0	**431**
KY	15	9	25	65	70	133	120	126	75	63	59	0	**760**
LA	15	8	19	87	59	141	122	125	74	33	25	2	**710**
ME	1	0	5	23	20	26	9	25	19	13	20	0	**161**
MD	2	3	11	48	52	98	66	78	53	37	42	3	**493**
MA	1	3	2	29	47	52	35	44	45	21	34	1	**314**
MI	9	9	21	100	84	139	116	169	118	65	112	0	**942**
MN	4	7	15	40	47	65	48	56	57	27	45	0	**411**
MS	10	10	12	62	58	118	94	111	81	44	41	0	**641**
MO	11	7	8	92	78	133	115	141	89	63	82	0	**819**
MT	1	2	10	29	17	30	20	21	25	22	12	0	**189**
NE	2	1	10	20	21	32	19	28	21	13	23	0	**190**
NV	2	2	5	19	18	33	48	40	37	20	33	0	**257**
NH	0	0	2	15	13	21	17	16	20	8	16	0	**128**

Table 112
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	2	8	42	60	98	79	67	58	59	77	1	**556**
NM	7	4	8	47	33	63	57	40	42	19	26	0	**346**
NY	12	10	31	125	131	173	145	153	145	80	187	8	**1,200**
NC	23	14	20	153	118	230	213	196	149	98	105	0	**1,319**
ND	1	2	4	7	12	16	23	14	15	3	8	0	**105**
OH	18	12	16	122	108	181	143	168	134	77	101	0	**1,080**
OK	9	12	18	67	55	109	100	134	72	41	51	0	**668**
OR	5	3	3	33	31	38	37	53	51	20	43	0	**317**
PA	9	12	23	161	144	197	169	226	136	95	151	1	**1,324**
RI	0	1	3	5	9	6	14	10	2	7	9	0	**66**
SC	10	4	11	90	84	153	127	127	84	65	52	3	**810**
SD	1	1	8	14	7	24	15	25	16	14	15	0	**140**
TN	10	10	17	95	96	164	172	164	137	77	88	1	**1,031**
TX	46	34	68	344	356	553	441	451	336	171	191	7	**2,998**
UT	7	5	10	25	20	43	29	29	24	23	21	0	**236**
VT	0	2	1	7	15	10	4	5	9	5	13	0	**71**
VA	4	4	10	83	65	123	126	117	89	51	68	0	**740**
WA	8	6	7	50	47	85	55	58	68	30	43	1	**458**
WV	6	3	3	34	20	53	47	47	44	21	37	0	**315**
WI	2	7	12	66	72	81	73	79	73	46	61	0	**572**
WY	2	0	2	8	16	27	19	36	27	10	8	0	**155**
USA	**402**	**353**	**673**	**3,441**	**3,325**	**5,538**	**4,535**	**5,079**	**4,009**	**2,378**	**3,106**	**46**	**32,885**
PR	4	4	4	31	36	61	43	51	40	38	17	11	**340**

Table 113
Occupants Killed, by State and Vehicle Type

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		Subtotal					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	376	47.4	313	39.4	9	1.1	0	0.0	9	1.1	1	0.1	*708*	*89.2*	*86*	*10.8*	**794**	**100.0**
AK	19	38.0	19	38.0	0	0.0	0	0.0	3	6.0	0	0.0	*41*	*82.0*	*9*	*18.0*	**50**	**100.0**
AZ	184	31.3	234	39.8	5	0.9	6	1.0	9	1.5	58	9.9	*496*	*84.4*	*92*	*15.6*	**588**	**100.0**
AR	209	39.9	198	37.8	21	4.0	2	0.4	10	1.9	0	0.0	*440*	*84.0*	*84*	*16.0*	**524**	**100.0**
CA	930	46.9	659	33.2	22	1.1	4	0.2	15	0.8	1	0.1	*1,631*	*82.2*	*352*	*17.8*	**1,983**	**100.0**
CO	154	38.5	152	38.0	10	2.5	0	0.0	2	0.5	0	0.0	*318*	*79.5*	*82*	*20.5*	**400**	**100.0**
CT	150	57.0	52	19.8	3	1.1	2	0.8	2	0.8	2	0.8	*211*	*80.2*	*52*	*19.8*	**263**	**100.0**
DE	41	53.9	26	34.2	0	0.0	0	0.0	1	1.3	0	0.0	*68*	*89.5*	*8*	*10.5*	**76**	**100.0**
DC	8	88.9	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	*8*	*88.9*	*1*	*11.1*	**9**	**100.0**
FL	839	45.3	564	30.4	27	1.5	8	0.4	18	1.0	2	0.1	*1,458*	*78.6*	*396*	*21.4*	**1,854**	**100.0**
GA	467	44.4	418	39.7	18	1.7	2	0.2	17	1.6	3	0.3	*925*	*87.9*	*127*	*12.1*	**1,052**	**100.0**
HI	32	38.1	23	27.4	0	0.0	0	0.0	3	3.6	0	0.0	*58*	*69.0*	*26*	*31.0*	**84**	**100.0**
ID	81	41.5	75	38.5	4	2.1	0	0.0	7	3.6	0	0.0	*167*	*85.6*	*28*	*14.4*	**195**	**100.0**
IL	397	50.5	228	29.0	17	2.2	0	0.0	11	1.4	2	0.3	*655*	*83.3*	*131*	*16.7*	**786**	**100.0**
IN	327	48.4	220	32.5	11	1.6	0	0.0	7	1.0	0	0.0	*565*	*83.6*	*111*	*16.4*	**676**	**100.0**
IA	160	44.2	120	33.1	14	3.9	0	0.0	8	2.2	0	0.0	*302*	*83.4*	*60*	*16.6*	**362**	**100.0**
KS	171	41.5	180	43.7	12	2.9	1	0.2	7	1.7	1	0.2	*372*	*90.3*	*40*	*9.7*	**412**	**100.0**
KY	297	42.9	260	37.6	9	1.3	0	0.0	29	4.2	1	0.1	*596*	*86.1*	*96*	*13.9*	**692**	**100.0**
LA	230	36.9	288	46.2	22	3.5	1	0.2	12	1.9	0	0.0	*553*	*88.6*	*71*	*11.4*	**624**	**100.0**
ME	76	51.4	46	31.1	3	2.0	0	0.0	4	2.7	0	0.0	*129*	*87.2*	*19*	*12.8*	**148**	**100.0**
MD	206	53.8	90	23.5	3	0.8	1	0.3	0	0.0	1	0.3	*301*	*78.6*	*82*	*21.4*	**383**	**100.0**
MA	119	48.2	67	27.1	1	0.4	0	0.0	0	0.0	4	1.6	*191*	*77.3*	*56*	*22.7*	**247**	**100.0**
MI	373	47.9	226	29.0	8	1.0	2	0.3	32	4.1	0	0.0	*641*	*82.4*	*137*	*17.6*	**778**	**100.0**
MN	187	51.1	111	30.3	7	1.9	0	0.0	13	3.6	0	0.0	*318*	*86.9*	*48*	*13.1*	**366**	**100.0**
MS	266	45.3	263	44.8	5	0.9	0	0.0	11	1.9	0	0.0	*545*	*92.8*	*42*	*7.2*	**587**	**100.0**
MO	319	42.4	299	39.7	13	1.7	1	0.1	26	3.5	0	0.0	*658*	*87.4*	*95*	*12.6*	**753**	**100.0**
MT	57	31.5	90	49.7	2	1.1	1	0.6	5	2.8	0	0.0	*155*	*85.6*	*26*	*14.4*	**181**	**100.0**
NE	68	38.0	80	44.7	11	6.1	0	0.0	6	3.4	0	0.0	*165*	*92.2*	*14*	*7.8*	**179**	**100.0**
NV	91	43.3	69	32.9	2	1.0	0	0.0	0	0.0	0	0.0	*162*	*77.1*	*48*	*22.9*	**210**	**100.0**
NH	54	45.4	37	31.1	0	0.0	0	0.0	0	0.0	0	0.0	*91*	*76.5*	*28*	*23.5*	**119**	**100.0**

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

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		Subtotal					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NJ	221	54.6	102	25.2	8	2.0	0	0.0	3	0.7	0	0.0	*334*	*82.5*	*71*	*17.5*	**405**	**100.0**
NM	108	35.4	145	47.5	7	2.3	0	0.0	2	0.7	4	1.3	*266*	*87.2*	*39*	*12.8*	**305**	**100.0**
NY	440	51.7	192	22.6	15	1.8	5	0.6	15	1.8	0	0.0	*667*	*78.4*	*184*	*21.6*	**851**	**100.0**
NC	534	47.6	375	33.4	13	1.2	0	0.0	10	0.9	0	0.0	*932*	*83.0*	*191*	*17.0*	**1,123**	**100.0**
ND	28	29.2	45	46.9	6	6.3	0	0.0	1	1.0	1	1.0	*81*	*84.4*	*15*	*15.6*	**96**	**100.0**
OH	490	50.5	279	28.8	13	1.3	1	0.1	16	1.6	1	0.1	*800*	*82.5*	*170*	*17.5*	**970**	**100.0**
OK	213	36.1	273	46.3	17	2.9	0	0.0	9	1.5	0	0.0	*512*	*86.8*	*78*	*13.2*	**590**	**100.0**
OR	109	44.0	85	34.3	13	5.2	0	0.0	2	0.8	1	0.4	*210*	*84.7*	*38*	*15.3*	**248**	**100.0**
PA	547	47.5	327	28.4	28	2.4	2	0.2	25	2.2	0	0.0	*929*	*80.6*	*223*	*19.4*	**1,152**	**100.0**
RI	27	50.0	11	20.4	0	0.0	1	1.9	0	0.0	0	0.0	*39*	*72.2*	*15*	*27.8*	**54**	**100.0**
SC	315	44.7	276	39.1	7	1.0	0	0.0	6	0.9	0	0.0	*604*	*85.7*	*101*	*14.3*	**705**	**100.0**
SD	46	35.7	48	37.2	6	4.7	0	0.0	2	1.6	0	0.0	*102*	*79.1*	*27*	*20.9*	**129**	**100.0**
TN	401	42.8	366	39.1	21	2.2	0	0.0	13	1.4	0	0.0	*801*	*85.5*	*136*	*14.5*	**937**	**100.0**
TX	1,021	39.3	1,069	41.1	67	2.6	3	0.1	19	0.7	4	0.2	*2,183*	*84.0*	*415*	*16.0*	**2,598**	**100.0**
UT	99	48.8	72	35.5	2	1.0	1	0.5	9	4.4	0	0.0	*183*	*90.1*	*20*	*9.9*	**203**	**100.0**
VT	35	53.0	20	30.3	3	4.5	0	0.0	2	3.0	0	0.0	*60*	*90.9*	*6*	*9.1*	**66**	**100.0**
VA	307	47.2	228	35.0	23	3.5	0	0.0	7	1.1	0	0.0	*565*	*86.8*	*86*	*13.2*	**651**	**100.0**
WA	199	51.0	113	29.0	2	0.5	0	0.0	6	1.5	1	0.3	*321*	*82.3*	*69*	*17.7*	**390**	**100.0**
WV	128	42.8	108	36.1	10	3.3	0	0.0	18	6.0	2	0.7	*266*	*89.0*	*33*	*11.0*	**299**	**100.0**
WI	241	47.6	143	28.3	2	0.4	0	0.0	13	2.6	2	0.4	*401*	*79.2*	*105*	*20.8*	**506**	**100.0**
WY	38	25.0	68	44.7	7	4.6	0	0.0	6	3.9	0	0.0	*119*	*78.3*	*33*	*21.7*	**152**	**100.0**
USA	**12,435**	**44.7**	**9,752**	**35.1**	**529**	**1.9**	**44**	**0.2**	**451**	**1.6**	**92**	**0.3**	***23,303***	***83.8***	***4,502***	***16.2***	27,805	**100.0**
PR	128	58.4	40	18.3	4	1.8	0	0.0	0	0.0	0	0.0	*172*	*78.5*	*47*	*21.5*	**219**	**100.0**

Table 114

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	270	39.2	394	57.2	25	3.6	**689**	**100.0**
AK	23	60.5	12	31.6	3	7.9	**38**	**100.0**
AZ	151	36.1	223	53.3	44	10.5	**418**	**100.0**
AR	133	32.7	241	59.2	33	8.1	**407**	**100.0**
CA	979	61.6	483	30.4	127	8.0	**1,589**	**100.0**
CO	134	43.8	161	52.6	11	3.6	**306**	**100.0**
CT	78	38.6	85	42.1	39	19.3	**202**	**100.0**
DE	46	68.7	21	31.3	0	0.0	**67**	**100.0**
DC	2	25.0	5	62.5	1	12.5	**8**	**100.0**
FL	659	47.0	707	50.4	37	2.6	**1,403**	**100.0**
GA	380	42.9	427	48.2	78	8.8	**885**	**100.0**
HI	20	36.4	25	45.5	10	18.2	**55**	**100.0**
ID	77	49.4	72	46.2	7	4.5	**156**	**100.0**
IL	286	45.8	261	41.8	78	12.5	**625**	**100.0**
IN	261	47.7	208	38.0	78	14.3	**547**	**100.0**
IA	126	45.0	119	42.5	35	12.5	**280**	**100.0**
KS	116	33.0	206	58.7	29	8.3	**351**	**100.0**
KY	246	44.2	310	55.7	1	0.2	**557**	**100.0**
LA	189	36.5	283	54.6	46	8.9	**518**	**100.0**
ME	69	56.6	40	32.8	13	10.7	**122**	**100.0**
MD	158	53.4	125	42.2	13	4.4	**296**	**100.0**
MA	54	29.0	92	49.5	40	21.5	**186**	**100.0**
MI	318	53.1	207	34.6	74	12.4	**599**	**100.0**
MN	148	49.7	113	37.9	37	12.4	**298**	**100.0**
MS	189	35.7	339	64.1	1	0.2	**529**	**100.0**
MO	193	31.2	383	62.0	42	6.8	**618**	**100.0**
MT	50	34.0	91	61.9	6	4.1	**147**	**100.0**
NE	46	31.1	79	53.4	23	15.5	**148**	**100.0**
NV	78	48.8	77	48.1	5	3.1	**160**	**100.0**
NH	28	30.8	62	68.1	1	1.1	**91**	**100.0**

Table 114

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	155	48.0	159	49.2	9	2.8	**323**	**100.0**
NM	147	58.1	106	41.9	0	0.0	**253**	**100.0**
NY	347	54.9	192	30.4	93	14.7	**632**	**100.0**
NC	440	48.4	415	45.7	54	5.9	**909**	**100.0**
ND	20	27.4	46	63.0	7	9.6	**73**	**100.0**
OH	303	39.4	404	52.5	62	8.1	**769**	**100.0**
OK	182	37.4	275	56.6	29	6.0	**486**	**100.0**
OR	26	64.9	51	26.3	17	8.8	**194**	**100.0**
PA	277	31.7	507	58.0	90	10.3	**874**	**100.0**
RI	12	31.6	26	68.4	0	0.0	**38**	**100.0**
SC	234	39.6	313	53.0	44	7.4	**591**	**100.0**
SD	28	29.8	60	63.8	6	6.4	**94**	**100.0**
TN	303	39.5	417	54.4	47	6.1	**767**	**100.0**
TX	1,060	50.7	834	39.9	196	9.4	**2,090**	**100.0**
UT	82	48.0	79	46.2	10	5.8	**171**	**100.0**
VT	23	41.8	31	56.4	1	1.8	**55**	**100.0**
VA	229	42.8	302	56.4	4	0.7	**535**	**100.0**
WA	185	59.3	101	32.4	26	8.3	**312**	**100.0**
WV	71	30.1	131	55.5	34	14.4	**236**	**100.0**
WI	169	44.0	178	46.4	37	9.6	**384**	**100.0**
WY	34	32.1	69	65.1	3	2.8	**106**	**100.0**
USA	**9,934**	**44.8**	**10,547**	**47.5**	**1,706**	**7.7**	**22,187**	**100.0**
PR	61	36.3	107	63.7	0	0.0	**168**	**100.0**

Table 115

Passenger Car and Light Truck Occupants Killed, by State, Vehicle Type, and Rollover Occurrence

State	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
AL	376	104	27.7	153	69	45.1	125	84	67.2	33	14	42.4	**689**	**272**	**39.5**
AK	19	6	31.6	8	5	62.5	9	1	11.1	2	1	50.0	**38**	**13**	**34.2**
AZ	184	48	26.1	111	73	65.8	100	79	79.0	23	10	43.5	**418**	**210**	**50.2**
AR	209	65	31.1	108	53	49.1	71	48	67.6	19	3	15.8	**407**	**169**	**41.5**
CA	930	230	24.7	257	129	50.2	301	189	62.8	101	51	50.5	**1,589**	**599**	**37.7**
CO	154	49	31.8	61	49	80.3	79	58	73.4	12	6	50.0	**306**	**162**	**52.9**
CT	150	24	16.0	13	3	23.1	33	15	45.5	6	2	33.3	**202**	**44**	**21.8**
DE	41	6	14.6	12	3	25.0	11	5	45.5	3	1	33.3	**67**	**15**	**22.4**
DC	8	2	25.0	0	0	0.0	0	0	0.0	0	0	0.0	**8**	**2**	**25.0**
FL	839	169	20.1	222	96	43.2	259	159	61.4	83	27	32.5	**1,403**	**451**	**32.1**
GA	467	91	19.5	204	94	46.1	165	99	60.0	49	16	32.7	**885**	**300**	**33.9**
HI	32	5	15.6	16	5	31.3	6	1	16.7	1	0	0.0	**55**	**11**	**20.0**
ID	81	31	38.3	42	28	66.7	27	21	77.8	6	3	50.0	**156**	**83**	**53.2**
IL	397	96	24.2	103	45	43.7	91	39	42.9	34	8	23.5	**625**	**188**	**30.1**
IN	327	63	19.3	100	26	26.0	67	26	38.8	53	12	22.6	**547**	**127**	**23.2**
IA	160	46	28.8	54	29	53.7	34	16	47.1	32	4	12.5	**280**	**95**	**33.9**
KS	171	40	23.4	101	44	43.6	55	36	65.5	24	7	29.2	**351**	**127**	**36.2**
KY	297	83	27.9	132	56	42.4	83	48	57.8	45	8	17.8	**557**	**195**	**35.0**
LA	230	67	29.1	159	70	44.0	109	55	50.5	20	5	25.0	**518**	**197**	**38.0**
ME	76	18	23.7	23	12	52.2	16	4	25.0	7	0	0.0	**122**	**34**	**27.9**
MD	206	35	17.0	36	16	44.4	37	12	32.4	17	0	0.0	**296**	**63**	**21.3**
MA	119	25	21.0	22	7	31.8	35	13	37.1	9	2	22.2	**186**	**47**	**25.3**
MI	373	68	18.2	76	21	27.6	106	59	55.7	44	8	18.2	**599**	**156**	**26.0**
MN	187	36	19.3	25	13	52.0	49	31	63.3	37	14	37.8	**298**	**94**	**31.5**
MS	266	48	18.0	144	34	23.6	107	49	45.8	12	3	25.0	**529**	**134**	**25.3**
MO	319	93	29.2	155	84	54.2	95	57	60.0	49	20	40.8	**618**	**254**	**41.1**
MT	57	29	50.9	45	29	64.4	33	25	75.8	12	7	58.3	**147**	**90**	**61.2**
NE	68	17	25.0	33	18	54.5	29	10	34.5	18	3	16.7	**148**	**48**	**32.4**
NV	91	33	36.3	35	25	71.4	26	15	57.7	6	3	50.0	**160**	**76**	**47.5**
NH	54	7	13.0	15	10	66.7	21	9	42.9	1	0	0.0	**91**	**26**	**28.6**

Table 115

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

State	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
NJ	221	38	17.2	23	10	43.5	56	27	48.2	23	0	0.0	**323**	**75**	**23.2**
NM	108	35	32.4	83	42	50.6	56	37	66.1	6	3	50.0	**253**	**117**	**46.2**
NY	440	68	15.5	55	19	34.5	97	30	30.9	40	11	27.5	**632**	**128**	**20.3**
NC	534	137	25.7	168	77	45.8	159	104	65.4	48	10	20.8	**909**	**328**	**36.1**
ND	28	11	39.3	26	18	69.2	13	10	76.9	6	3	50.0	**73**	**42**	**57.5**
OH	490	90	18.4	97	37	38.1	121	60	49.6	61	12	19.7	**769**	**199**	**25.9**
OK	213	60	28.2	167	87	52.1	85	59	69.4	21	10	47.6	**486**	**216**	**44.4**
OR	109	21	19.3	50	17	34.0	26	14	53.8	9	3	33.3	**194**	**55**	**28.4**
PA	547	135	24.7	108	51	47.2	158	77	48.7	61	17	27.9	**874**	**280**	**32.0**
RI	27	7	25.9	3	1	33.3	7	4	57.1	1	1	100.0	**38**	**13**	**34.2**
SC	315	93	29.5	117	50	42.7	122	69	56.6	37	15	40.5	**591**	**227**	**38.4**
SD	46	14	30.4	32	17	53.1	12	9	75.0	4	0	0.0	**94**	**40**	**42.6**
TN	401	97	24.2	175	70	40.0	144	89	61.8	46	14	30.4	**767**	**270**	**35.2**
TX	1,021	217	21.3	571	273	47.8	400	242	60.5	97	23	23.7	**2,090**	**755**	**36.1**
UT	99	21	21.2	31	21	67.7	28	19	67.9	13	10	76.9	**171**	**71**	**41.5**
VT	35	12	34.3	5	2	40.0	11	3	27.3	4	0	0.0	**55**	**17**	**30.9**
VA	307	70	22.8	99	41	41.4	84	41	48.8	45	15	33.3	**535**	**167**	**31.2**
WA	199	34	17.1	48	21	43.8	49	22	44.9	16	8	50.0	**312**	**85**	**27.2**
WV	128	35	27.3	56	27	48.2	42	28	66.7	10	5	50.0	**236**	**95**	**40.3**
WI	241	64	26.6	56	37	66.1	52	24	46.2	35	9	25.7	**384**	**134**	**34.9**
WY	38	19	50.0	38	24	63.2	29	20	69.0	1	0	0.0	**106**	**63**	**59.4**
USA	**12,435**	**2,912**	**23.4**	**4,473**	**2,088**	**46.7**	**3,930**	**2,251**	**57.3**	**1,342**	**407**	**30.3**	**22,187**	**7,659**	**34.5**
PR	128	9	7.0	13	3	23.1	24	8	33.3	3	1	33.3	**168**	**21**	**12.5**

*Total includes occupants of other and unknown light trucks.

Table 116
2010 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	Florida	487	18,843	2.58
2	Delaware	22	900	2.45
3	Arizona	146	6,414	2.28
4	District of Columbia	13	604	2.15
5	South Carolina	90	4,636	1.94
6	Hawaii	26	1,364	1.91
7	North Carolina	169	9,562	1.77
8	Maryland	101	5,786	1.75
9	Georgia	168	9,713	1.73
10	Mississippi	50	2,970	1.68
11	Oklahoma	62	3,762	1.65
12	Louisiana	74	4,544	1.63
13	California	599	37,349	1.60
14	New Mexico	33	2,066	1.60
15	New Jersey	139	8,802	1.58
16	New York	303	19,392	1.56
17	Oregon	56	3,839	1.46
18	Kentucky	61	4,346	1.40
19	Tennessee	87	6,357	1.37
20	Texas	345	25,257	1.37
21	Nevada	36	2,705	1.33
22	Michigan	128	9,878	1.30
23	Connecticut	46	3,577	1.29
24	Alabama	61	4,785	1.27
25	Arkansas	37	2,922	1.27
26	Pennsylvania	145	12,710	1.14
27	South Dakota	9	816	1.10

Table 116
2010 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
28	North Dakota	7	674	1.04
29	Indiana	62	6,491	0.96
30	Utah	26	2,776	0.94
31	Missouri	55	5,996	0.92
32	Wisconsin	52	5,691	0.91
33	Virginia	73	8,025	0.91
34	Washington	61	6,744	0.90
35	Maine	12	1,328	0.90
36	Illinois	115	12,843	0.90
37	Massachusetts	58	6,557	0.88
38	Alaska	6	714	0.84
39	Montana	8	991	0.81
40	Ohio	93	11,536	0.81
41	Rhode Island	8	1,053	0.76
42	Colorado	36	5,049	0.71
43	West Virginia	13	1,854	0.70
44	New Hampshire	9	1,317	0.68
45	Minnesota	35	5,311	0.66
46	Vermont	4	626	0.64
47	Idaho	10	1,571	0.64
48	Iowa	18	3,050	0.59
49	Wyoming	3	564	0.53
50	Kansas	15	2,859	0.52
51	Nebraska	8	1,830	0.44
	USA	**4,280**	**309,350**	**1.38**
	Puerto Rico	101	3,722	2.71

Table 117

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

State	Highest Driver* Blood Alcohol Concentration in Crash								Total Killed**	
	BAC = .00		BAC = .01-.07		Alcohol-Impaired Driving Fatalities (BAC = .08+)		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	548	64	35	4	279	32	314	36	**862**	**100**
AK	39	69	1	3	16	28	17	31	**56**	**100**
AZ	505	66	38	5	194	25	231	30	**762**	**100**
AR	365	65	23	4	173	31	196	35	**563**	**100**
CA	1,787	66	133	5	791	29	924	34	**2,715**	**100**
CO	306	68	15	3	127	28	142	32	**448**	**100**
CT	180	56	16	5	121	38	138	43	**319**	**100**
DE	58	58	7	7	36	36	43	42	**101**	**100**
DC	16	65	4	15	5	20	9	35	**24**	**100**
FL	1,686	69	91	4	660	27	751	31	**2,445**	**100**
GA	894	72	48	4	298	24	346	28	**1,244**	**100**
HI	64	57	6	5	42	37	48	42	**113**	**100**
ID	127	61	11	5	71	34	82	39	**209**	**100**
IL	559	60	69	7	298	32	366	40	**927**	**100**
IN	533	71	25	3	195	26	220	29	**754**	**100**
IA	286	73	13	3	90	23	103	26	**390**	**100**
KS	239	55	25	6	168	39	192	45	**431**	**100**
KY	549	72	39	5	171	23	210	28	**760**	**100**
LA	429	60	55	8	225	32	280	39	**710**	**100**
ME	113	70	10	6	38	23	48	30	**161**	**100**
MD	303	62	34	7	154	31	188	38	**493**	**100**
MA	172	55	26	8	115	36	141	45	**314**	**100**
MI	653	69	55	6	230	24	285	30	**942**	**100**
MN	276	67	8	2	127	31	135	33	**411**	**100**
MS	383	60	23	4	236	37	259	40	**641**	**100**
MO	503	61	55	7	258	32	313	38	**819**	**100**
MT	104	55	11	6	73	39	84	44	**189**	**100**
NE	131	69	7	4	51	27	59	31	**190**	**100**
NV	172	67	17	7	69	27	85	33	**257**	**100**
NH	75	58	9	7	44	35	53	42	**128**	**100**

Table 117

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

State	Highest Driver* Blood Alcohol Concentration in Crash								Total Killed**	
	BAC = .00		BAC = .01-.07		Alcohol-Impaired Driving Fatalities (BAC = .08+)		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	369	66	35	6	153	27	187	34	**556**	**100**
NM	225	65	10	3	111	32	121	35	**346**	**100**
NY	768	64	64	5	364	30	428	36	**1,200**	**100**
NC	859	65	65	5	388	29	453	34	**1,319**	**100**
ND	54	52	4	4	47	44	51	48	**105**	**100**
OH	666	62	71	7	341	32	413	38	**1,080**	**100**
OK	420	63	29	4	220	33	248	37	**668**	**100**
OR	223	70	20	6	71	22	91	29	**317**	**100**
PA	817	62	69	5	433	33	502	38	**1,324**	**100**
RI	36	55	4	6	25	38	30	45	**66**	**100**
SC	400	49	53	7	357	44	410	51	**810**	**100**
SD	93	66	9	7	37	26	46	33	**140**	**100**
TN	689	67	57	6	283	27	340	33	**1,031**	**100**
TX	1,540	51	190	6	1,259	42	1,450	48	**2,998**	**100**
UT	187	79	5	2	44	19	49	21	**236**	**100**
VT	46	65	7	10	18	25	25	35	**71**	**100**
VA	487	66	41	6	211	29	253	34	**740**	**100**
WA	263	57	25	5	170	37	194	42	**458**	**100**
WV	214	68	13	4	88	28	101	32	**315**	**100**
WI	332	58	34	6	205	36	240	42	**572**	**100**
WY	97	62	5	3	54	35	59	38	**155**	**100**
USA	**20,838**	**63**	**1,720**	**5**	**10,228**	**31**	**11,948**	**36**	**32,885**	**100**
PR	219	64	23	7	97	29	120	35	**340**	**100**

*Includes motorcycle riders.

**Total includes fatalities in crashes in which there was no driver or motorcycle rider present.

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

Table 118

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	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	866	75	31	3	263	23	295	25	**1,161**	**100**
AK	58	77	2	2	16	21	17	23	**75**	**100**
AZ	759	78	36	4	183	19	219	22	**978**	**100**
AR	561	76	22	3	161	22	182	24	**743**	**100**
CA	2,788	76	130	4	733	20	863	24	**3,651**	**100**
CO	464	78	14	2	120	20	135	22	**599**	**100**
CT	288	68	15	4	118	28	133	32	**421**	**100**
DE	93	68	7	5	37	27	43	32	**136**	**100**
DC	20	70	4	13	5	18	9	30	**28**	**100**
FL	2,694	79	97	3	635	19	732	21	**3,426**	**100**
GA	1,344	80	51	3	287	17	338	20	**1,682**	**100**
HI	105	69	6	4	42	27	47	31	**152**	**100**
ID	184	73	10	4	59	23	69	27	**253**	**100**
IL	957	73	73	6	281	21	354	27	**1,311**	**100**
IN	874	80	26	2	191	18	217	20	**1,091**	**100**
IA	454	83	15	3	76	14	91	17	**544**	**100**
KS	390	68	27	5	154	27	181	32	**571**	**100**
KY	843	81	36	4	158	15	194	19	**1,037**	**100**
LA	653	71	53	6	210	23	263	29	**916**	**100**
ME	161	79	9	4	34	17	42	21	**203**	**100**
MD	506	74	35	5	142	21	177	26	**683**	**100**
MA	262	65	28	7	113	28	141	35	**403**	**100**
MI	1,037	79	55	4	220	17	275	21	**1,311**	**100**
MN	470	79	12	2	111	19	122	21	**592**	**100**
MS	554	69	25	3	221	28	245	31	**799**	**100**
MO	827	73	63	6	251	22	314	27	**1,141**	**100**
MT	145	66	9	4	64	29	73	34	**218**	**100**
NE	197	79	9	3	44	18	53	21	**249**	**100**
NV	261	75	19	5	66	19	85	25	**346**	**100**
NH	122	72	9	5	38	22	47	28	**168**	**100**

Table 118

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	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	606	76	38	5	149	19	187	24	**793**	**100**
NM	336	75	10	2	100	22	109	25	**445**	**100**
NY	1,146	73	62	4	351	23	413	27	**1,559**	**100**
NC	1,355	76	61	3	362	20	423	24	**1,778**	**100**
ND	99	68	5	3	42	29	47	32	**145**	**100**
OH	1,117	74	65	4	322	21	387	26	**1,504**	**100**
OK	656	73	29	3	209	23	237	27	**893**	**100**
OR	331	80	19	5	64	15	84	20	**415**	**100**
PA	1,315	74	65	4	395	22	460	26	**1,775**	**100**
RI	54	64	4	5	26	31	30	36	**84**	**100**
SC	675	62	56	5	350	32	406	38	**1,081**	**100**
SD	137	74	12	6	35	19	47	26	**184**	**100**
TN	1,051	76	54	4	275	20	329	24	**1,380**	**100**
TX	2,676	65	204	5	1,238	30	1,441	35	**4,117**	**100**
UT	257	85	5	2	41	14	46	15	**302**	**100**
VT	66	76	6	7	15	17	21	24	**87**	**100**
VA	756	76	35	4	198	20	233	24	**989**	**100**
WA	434	70	27	4	157	25	183	30	**617**	**100**
WV	305	75	14	3	87	21	101	25	**406**	**100**
WI	575	71	39	5	199	24	238	29	**813**	**100**
WY	129	69	5	2	52	28	57	31	**185**	**100**
USA	**33,008**	**74**	**1,739**	**4**	**9,694**	**22**	**11,432**	**26**	44,440	**100**
PR	325	73	26	6	96	22	123	27	**447**	**100**

*Includes motorcycle riders.

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

Table 119

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

State	Blood Alcohol Concentration of Driver*								Total Drivers* Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	401	65	20	3	198	32	218	35	**619**	**100**
AK	24	69	1	4	10	28	11	31	**35**	**100**
AZ	250	65	15	4	117	31	132	35	**382**	**100**
AR	267	65	15	4	128	31	144	35	**410**	**100**
CA	938	64	58	4	462	32	520	36	**1,458**	**100**
CO	196	67	8	3	87	30	96	33	**292**	**100**
CT	117	57	10	5	80	39	89	43	**206**	**100**
DE	36	58	5	7	22	35	26	42	**62**	**100**
DC	5	63	1	16	2	21	3	38	**8**	**100**
FL	920	66	58	4	415	30	473	34	**1,393**	**100**
GA	577	72	30	4	198	25	228	28	**805**	**100**
HI	37	55	1	2	29	43	30	45	**67**	**100**
ID	94	62	9	6	48	32	56	38	**150**	**100**
IL	373	61	41	7	193	32	234	39	**607**	**100**
IN	368	70	19	4	137	26	155	30	**523**	**100**
IA	210	77	11	4	51	19	62	23	**272**	**100**
KS	180	59	13	4	114	37	127	41	**307**	**100**
KY	389	74	20	4	115	22	135	26	**524**	**100**
LA	273	60	32	7	149	33	181	40	**454**	**100**
ME	79	70	5	5	28	25	34	30	**112**	**100**
MD	176	60	25	8	91	31	116	40	**291**	**100**
MA	113	55	22	11	70	34	92	45	**205**	**100**
MI	403	68	36	6	153	26	189	32	**592**	**100**
MN	181	67	6	2	82	30	88	33	**269**	**100**
MS	287	62	14	3	161	35	174	38	**461**	**100**
MO	375	63	28	5	193	32	221	37	**596**	**100**
MT	72	59	5	4	45	37	50	41	**122**	**100**
NE	97	72	6	5	32	24	39	28	**136**	**100**
NV	101	65	10	7	45	29	55	35	**156**	**100**
NH	59	62	7	7	30	31	37	38	**96**	**100**

Table 119

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	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	205	67	18	6	82	27	100	33	**305**	**100**
NM	129	62	6	3	75	36	81	38	**210**	**100**
NY	427	66	32	5	193	30	225	34	**652**	**100**
NC	570	67	38	4	239	28	277	33	**847**	**100**
ND	37	53	3	4	30	43	33	47	**70**	**100**
OH	464	62	46	6	244	32	290	38	**754**	**100**
OK	280	62	14	3	156	35	170	38	**450**	**100**
OR	121	71	12	7	38	22	50	29	**171**	**100**
PA	543	61	42	5	310	35	352	39	**895**	**100**
RI	19	46	4	8	19	45	23	54	**42**	**100**
SC	275	50	36	7	244	44	280	50	**555**	**100**
SD	50	62	8	10	22	28	30	38	**80**	**100**
TN	501	68	29	4	206	28	234	32	**735**	**100**
TX	1,051	55	109	6	752	39	861	45	**1,912**	**100**
UT	104	76	3	2	30	22	33	24	**137**	**100**
VT	33	65	4	8	13	27	17	35	**50**	**100**
VA	350	68	24	5	139	27	162	32	**512**	**100**
WA	175	60	14	5	102	35	117	40	**291**	**100**
WV	152	66	10	5	67	29	78	34	**230**	**100**
WI	229	58	22	6	143	36	164	42	**393**	**100**
WY	71	62	3	3	41	36	44	38	**115**	**100**
USA	**13,383**	**64**	**1,006**	**5**	**6,627**	**32**	**7,633**	**36**	**21,016**	**100**
PR	95	60	11	7	52	33	63	40	**158**	**100**

*Includes motorcycle riders.

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

Table 120

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	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	465	86	11	2	66	12	77	14	**542**	**100**
AK	34	84	0	1	6	15	6	16	**40**	**100**
AZ	509	85	21	4	66	11	87	15	**596**	**100**
AR	295	88	6	2	32	10	39	12	**333**	**100**
CA	1,850	84	72	3	271	12	343	16	**2,193**	**100**
CO	268	87	6	2	33	11	39	13	**307**	**100**
CT	171	80	5	2	39	18	44	20	**215**	**100**
DE	57	77	2	3	15	20	17	23	**74**	**100**
DC	15	73	2	12	3	16	6	28	**20**	**100**
FL	1,774	87	40	2	220	11	259	13	**2,033**	**100**
GA	767	87	21	2	89	10	110	13	**877**	**100**
HI	68	80	4	5	13	15	17	20	**85**	**100**
ID	90	87	2	2	11	11	13	13	**103**	**100**
IL	584	83	32	5	88	12	120	17	**704**	**100**
IN	507	89	7	1	55	10	62	11	**568**	**100**
IA	243	89	4	1	25	9	29	11	**272**	**100**
KS	210	80	14	5	40	15	54	20	**264**	**100**
KY	453	88	17	3	43	8	60	12	**513**	**100**
LA	380	82	21	5	61	13	82	18	**462**	**100**
ME	82	91	3	4	5	6	9	9	**91**	**100**
MD	331	84	10	3	51	13	61	16	**392**	**100**
MA	149	75	6	3	43	22	50	25	**198**	**100**
MI	633	88	19	3	67	9	86	12	**719**	**100**
MN	289	89	5	2	29	9	34	11	**323**	**100**
MS	267	79	11	3	60	18	71	21	**338**	**100**
MO	453	83	35	6	58	11	93	17	**545**	**100**
MT	73	76	4	4	19	20	23	24	**96**	**100**
NE	99	88	2	2	12	10	14	12	**113**	**100**
NV	160	84	9	4	22	11	30	16	**190**	**100**
NH	62	86	2	3	8	11	10	14	**72**	**100**

Table 120

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	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	401	82	20	4	67	14	87	18	**488**	**100**
NM	206	88	4	2	25	11	29	12	**235**	**100**
NY	719	79	30	3	158	17	188	21	**907**	**100**
NC	785	84	23	3	123	13	146	16	**931**	**100**
ND	62	82	1	2	12	16	13	18	**75**	**100**
OH	653	87	19	3	78	10	97	13	**750**	**100**
OK	376	85	14	3	53	12	67	15	**443**	**100**
OR	210	86	8	3	26	11	34	14	**244**	**100**
PA	771	88	24	3	85	10	109	12	**880**	**100**
RI	35	82	1	2	7	16	8	18	**42**	**100**
SC	400	76	20	4	106	20	126	24	**526**	**100**
SD	87	84	3	3	13	13	17	16	**104**	**100**
TN	551	85	25	4	69	11	94	15	**645**	**100**
TX	1,625	74	95	4	486	22	580	26	**2,205**	**100**
UT	152	92	2	1	11	7	13	8	**165**	**100**
VT	34	91	2	6	1	4	4	9	**37**	**100**
VA	406	85	12	2	59	12	71	15	**477**	**100**
WA	259	80	12	4	55	17	67	20	**326**	**100**
WV	153	87	4	2	19	11	23	13	**176**	**100**
WI	347	83	17	4	56	13	73	17	**420**	**100**
WY	58	82	2	2	11	16	13	18	**70**	**100**
USA	**19,625**	**84**	**732**	**3**	**3,067**	**13**	**3,799**	**16**	23,424	**100**
PR	229	79	15	5	44	15	60	21	**289**	**100**

*Includes motorcycle riders.

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

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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
			Interstate		Non-Interstate				
		Total	Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
AL	862	**316**	7	12	17	33	53	69	125
AK	56	**23**	7	3	0	3	2	4	3
AZ	762	**245**	47	20	10	38	28	63	39
AR	563	**108**	3	3	1	16	15	24	46
CA	2,715	**922**	47	113	107	297	127	128	103
CO	448	**162**	14	5	5	50	39	27	22
CT	319	**124**	4	22	6	16	29	26	21
DE	101	**42**	0	0	0	12	9	8	11
DC	24	**8**	0	1	0	0	0	0	7
FL	2,445	**453**	17	46	6	100	43	9	231
GA	1,244	**217**	7	16	0	36	46	52	50
HI	113	**50**	1	5	2	16	6	15	4
ID	209	**66**	9	2	0	15	9	15	14
IL	927	**437**	30	53	2	88	104	82	77
IN	754	**190**	13	5	0	0	32	36	104
IA	390	**62**	7	2	0	14	17	13	9
KS	431	**100**	5	0	0	27	20	20	28
KY	760	**154**	8	9	1	24	23	50	39
LA	710	**235**	13	23	1	19	60	68	51
ME	161	**83**	4	0	0	8	11	29	31
MD	493	**154**	1	20	7	37	32	32	24
MA	314	**68**	1	10	16	4	3	0	30
MI	942	**231**	6	20	9	43	40	62	51
MN	411	**96**	8	4	0	14	24	33	13
MS	641	**129**	11	0	1	11	7	77	21
MO	819	**323**	7	29	27	31	76	76	77
MT	189	**68**	11	0	0	14	13	21	9
NE	190	**36**	5	0	0	6	10	8	7
NV	257	**77**	4	4	4	13	25	14	12
NH	128	**62**	2	10	0	0	1	14	35

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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
			Interstate		Non-Interstate				
		Total	Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
NJ	556	**141**	2	22	20	21	27	13	36
NM	346	**131**	15	1	0	110	1	0	2
NY	1,200	**335**	20	2	7	79	50	62	115
NC	1,319	**490**	29	29	7	59	45	165	156
ND	105	**42**	6	0	1	4	8	7	16
OH	1,080	**307**	20	21	10	37	50	88	77
OK	668	**189**	5	12	6	16	25	71	54
OR	317	**97**	6	4	0	31	18	29	9
PA	1,324	**702**	28	51	24	124	172	150	153
RI	66	**28**	0	5	4	8	4	1	6
SC	810	**283**	26	11	4	39	77	111	0
SD	140	**32**	5	2	1	3	9	8	4
TN	1,031	**229**	18	21	4	39	43	64	40
TX	2,998	**1,190**	63	123	87	217	128	206	359
UT	236	**95**	17	9	2	22	21	3	21
VT	71	**27**	2	2	0	4	5	8	6
VA	740	**269**	13	25	3	35	40	35	28
WA	458	**175**	10	9	3	45	41	36	19
WV	315	**133**	18	3	0	19	29	40	24
WI	572	**202**	6	6	6	47	43	47	47
WY	155	**57**	13	2	0	11	1	15	15
USA	**32,885**	***10,395**	**621**	**797**	**411**	**1,955**	**1,741**	**2,234**	**2,481**
PR	340	**135**	18	9	2	22	41	28	15

*Includes 155 speeding-related fatalities that occurred on roadways for which the function class was unknown.
Note: For important information on this table see “Changes from Last Year’s Report” on page 8.

Table 122

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	10.00	99.6	15.67	99.4	40.00	99.4	56.67	99.4	**480**
AK	3.91	63.3	27.50	73.3	46.60	83.3	61.75	86.7	**30**
AZ	2.37	34.2	14.94	29.1	54.83	81.2	57.92	84.3	**313**
AR	5.07	31.6	12.53	25.1	NA	NA	NA	NA	**399**
CA	2.70	92.4	8.00	99.9	36.00	99.9	44.00	99.9	**1,042**
CO	6.75	50.2	13.66	50.7	40.60	76.5	56.45	76.9	**221**
CT	0.95	21.8	6.58	21.8	40.09	60.0	47.09	60.0	**55**
DE	3.38	9.1	8.44	9.1	32.33	45.5	43.39	43.6	**55**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**0**
FL	3.96	27.2	8.93	22.1	NA	NA	NA	NA	**841**
GA	2.67	40.1	9.97	39.4	42.70	55.3	52.43	56.7	**589**
HI	3.73	7.5	10.84	5.0	42.67	55.0	55.72	55.0	**40**
ID	6.76	17.4	16.08	7.6	NA	NA	NA	NA	**144**
IL	2.51	2.6	NA	NA	NA	NA	NA	NA	**342**
IN	2.84	3.0	7.41	0.2	NA	NA	NA	NA	**437**
IA	4.14	18.0	11.39	16.1	28.80	52.4	44.04	53.2	**267**
KS	6.86	16.9	12.21	8.8	37.52	43.9	54.61	46.6	**296**
KY	4.09	12.3	11.63	10.7	37.49	46.7	51.93	47.7	**503**
LA	6.50	12.4	13.99	7.1	44.51	47.9	62.01	50.0	**340**
ME	4.40	7.2	8.51	2.2	36.75	37.4	49.63	37.4	**139**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**172**
MA	5.20	47.4	8.45	42.1	26.80	73.7	35.40	73.7	**19**
MI	3.27	30.3	9.57	29.5	NA	NA	NA	NA	**393**
MN	1.98	24.4	12.26	28.3	34.24	67.7	46.59	68.1	**254**
MS	16.19	48.5	24.97	48.9	28.68	54.3	68.00	55.4	**460**
MO	10.54	54.0	14.90	45.7	42.15	68.9	63.66	71.1	**470**
MT	9.35	16.1	14.95	6.0	37.58	39.6	57.38	45.0	**149**
NE	NA	NA	NA	NA	NA	NA	NA	NA	**137**
NV	9.66	20.0	23.51	13.7	45.25	40.0	64.06	49.5	**95**
NH	0.31	2.4	9.38	2.4	26.42	33.7	36.36	33.7	**83**

Table 122

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	4.50	43.7	15.32	29.6	30.52	62.0	50.63	66.2	**71**
NM	NA	NA	NA	NA	NA	NA	NA	NA	**236**
NY	3.06	18.6	9.31	16.7	41.57	58.4	51.20	59.6	**522**
NC	6.59	70.6	10.30	27.8	42.60	59.4	50.67	60.9	**864**
ND	13.13	18.3	13.69	6.1	37.09	47.6	53.78	51.2	**82**
OH	7.04	23.3	10.80	21.2	37.44	49.8	54.62	50.7	**643**
OK	8.86	51.4	13.86	12.7	44.23	47.9	60.04	50.0	**424**
OR	4.02	13.1	14.55	6.0	45.51	48.2	56.13	52.8	**199**
PA	6.03	54.7	10.66	41.4	37.03	71.4	49.24	71.6	**633**
RI	3.00	76.9	6.75	69.2	47.00	92.3	53.00	92.3	**13**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**562**
SD	11.24	40.5	14.03	42.3	37.68	52.3	54.69	56.8	**111**
TN	4.50	97.9	8.80	97.3	39.00	98.2	50.60	98.2	**559**
TX	9.48	59.9	15.03	57.0	40.12	57.6	60.83	58.8	**1,301**
UT	4.90	10.7	15.33	11.7	NA	NA	NA	NA	**103**
VT	5.39	25.5	12.96	3.9	40.78	37.3	56.00	37.3	**51**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**266**
WA	5.87	30.5	11.26	11.1	40.32	74.8	51.47	75.7	**226**
WV	7.79	56.9	15.09	56.9	41.00	77.0	58.22	78.5	**209**
WI	3.74	18.0	11.41	19.8	40.49	65.3	52.53	66.5	**334**
WY	8.88	23.7	21.38	22.0	48.53	67.8	65.82	72.0	**118**
USA	**5.58**	**47.9**	**12.19**	**44.3**	**39.45**	**73.6**	**55.23**	**74.6**	**16,292**
PR	10.91	79.1	12.38	79.7	NA	NA	NA	NA	**158**

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

Table 123

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

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	12.50	95.4	10.67	95.1	30.78	97.0	41.50	97.4	**304**
AK	0.82	50.0	5.36	50.0	24.57	68.2	29.38	63.6	**22**
AZ	1.32	33.5	5.49	33.2	26.43	66.5	32.73	66.0	**385**
AR	3.63	20.9	5.83	15.5	NA	NA	NA	NA	**110**
CA	2.05	96.0	5.36	99.0	20.25	99.7	33.57	99.5	**1,458**
CO	1.64	31.4	4.98	36.2	23.04	62.2	29.37	62.2	**188**
CT	2.04	18.9	6.05	23.9	27.31	56.4	35.16	56.4	**243**
DE	1.22	6.9	4.78	20.7	20.93	51.7	27.50	51.7	**29**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**24**
FL	3.49	36.4	5.82	30.9	8.50	99.9	15.00	99.9	**1,403**
GA	2.56	22.0	6.83	21.6	33.47	38.8	42.48	38.8	**559**
HI	3.02	10.1	7.46	5.8	27.53	56.5	36.87	56.5	**69**
ID	2.13	4.9	4.87	4.9	NA	NA	NA	NA	**41**
IL	2.25	2.3	3.00	99.6	NA	NA	NA	NA	**516**
IN	3.84	5.7	7.84	0.0	44.00	99.6	52.00	99.6	**264**
IA	2.50	11.1	7.60	9.9	23.63	35.8	33.12	35.8	**81**
KS	6.78	10.0	7.07	6.3	24.75	31.3	36.06	32.5	**80**
KY	2.20	11.1	6.67	11.6	28.70	35.3	37.85	35.3	**190**
LA	3.70	14.7	7.90	9.6	29.46	41.6	40.50	41.6	**293**
ME	8.50	0.0	7.75	0.0	35.00	50.0	44.50	50.0	**4**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**288**
MA	4.27	35.7	5.52	21.7	26.36	49.0	34.47	49.4	**263**
MI	2.30	43.1	5.51	42.5	NA	NA	NA	NA	**480**
MN	1.22	15.5	6.28	21.8	23.19	47.3	30.24	47.3	**110**
MS	6.13	44.6	18.90	44.6	26.28	46.3	51.11	46.3	**121**
MO	6.31	48.4	7.97	39.2	25.34	52.6	37.27	53.3	**306**
MT	1.10	16.7	4.73	8.3	17.44	25.0	22.78	25.0	**12**
NE	NA	NA	NA	NA	NA	NA	NA	NA	**29**
NV	1.81	7.9	6.64	7.1	23.09	31.4	31.00	31.4	**140**
NH	0.19	0.0	8.76	0.0	27.04	24.3	35.50	24.3	**37**

Table 123

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

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	6.03	44.5	10.94	35.1	26.69	52.2	42.19	52.2	**456**
NM	NA	NA	0.00	98.7	0.00	98.7	NA	NA	**78**
NY	2.80	54.7	6.03	54.5	28.51	71.1	35.17	71.2	**605**
NC	3.91	47.6	7.58	21.8	29.38	46.7	37.19	49.0	**353**
ND	6.44	10.0	4.90	0.0	18.43	30.0	31.14	30.0	**10**
OH	3.46	19.7	5.94	19.1	24.19	36.8	33.70	36.5	**340**
OK	3.29	38.0	7.24	16.7	34.00	44.3	42.20	46.4	**192**
OR	1.06	0.0	5.74	2.2	27.46	41.9	35.33	41.9	**93**
PA	3.97	46.1	6.52	34.4	27.94	55.5	37.21	55.5	**575**
RI	2.21	72.5	4.94	68.6	30.33	76.5	37.00	76.5	**51**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**190**
SD	1.50	69.2	4.25	69.2	27.67	76.9	32.33	76.9	**13**
TN	2.00	99.2	4.33	99.2	21.67	99.2	27.00	98.5	**398**
TX	4.87	53.1	7.61	49.9	27.72	49.4	38.96	49.6	**1,414**
UT	2.29	16.2	7.22	20.2	NA	NA	NA	NA	**99**
VT	2.50	0.0	7.58	0.0	27.91	8.3	37.91	8.3	**12**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**211**
WA	3.08	20.4	5.72	4.4	34.73	64.6	41.23	64.6	**181**
WV	4.33	45.2	8.57	42.5	25.96	63.0	38.67	63.0	**73**
WI	2.08	31.4	5.72	34.0	28.38	61.9	36.51	61.3	**194**
WY	4.44	14.3	7.61	14.3	21.00	52.4	31.80	52.4	**21**
USA	**3.31**	**47.9**	**6.86**	**48.4**	**27.82**	**72.1**	**37.65**	**72.2**	**13,608**
PR	4.38	84.9	11.85	84.9	NA	NA	NA	NA	**172**

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

Table 124
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	268	147	54.9	8,175,133	3.28
Los Angeles	CA	234	102	43.6	3,792,621	6.17
Chicago	IL	139	32	23.0	2,695,598	5.16
Houston	TX	218	45	20.6	2,099,451	10.38
Philadelphia	PA	93	30	32.3	1,526,006	6.09
Phoenix	AZ	150	43	28.7	1,445,632	10.38
San Antonio	TX	120	28	23.3	1,327,407	9.04
San Diego	CA	73	24	32.9	1,307,402	5.58
Dallas	TX	123	25	20.3	1,197,816	10.27
San Jose	CA	36	6	16.7	945,942	3.81
Indianapolis	IN	70	14	20.0	829,718	8.44
Jacksonville	FL	107	21	19.6	821,784	13.02
San Francisco	CA	31	15	48.4	805,235	3.85
Austin	TX	47	8	17.0	790,390	5.95
Columbus	OH	51	10	19.6	787,033	6.48
Fort Worth	TX	71	12	16.9	741,206	9.58
Louisville-Jefferson Co.	KY	68	16	23.5	741,096	9.18
Charlotte	NC	42	16	38.1	731,424	5.74
Detroit	MI	93	21	22.6	713,777	13.03
El Paso	TX	47	10	21.3	649,121	7.24
Memphis	TN	73	10	13.7	646,889	11.28
Nashville-Davidson	TN	64	12	18.8	626,681	10.21
Baltimore	MD	39	10	25.6	620,961	6.28
Boston	MA	8	2	25.0	617,594	1.30
Seattle	WA	25	9	36.0	608,660	4.11
Washington	DC	24	13	54.2	601,723	3.99
Denver	CO	40	8	20.0	600,158	6.66
Milwaukee	WI	52	12	23.1	594,833	8.74
Portland	OR	24	12	50.0	583,776	4.11
Las Vegas	NV	31	8	25.8	583,756	5.31
Oklahoma City	OK	75	15	20.0	579,999	12.93
Albuquerque	NM	40	9	22.5	545,852	7.33
Tucson	AZ	61	14	23.0	520,116	11.73
Fresno	CA	35	11	31.4	494,665	7.08
Sacramento	CA	51	16	31.4	466,488	10.93
Long Beach	CA	29	9	31.0	462,257	6.27
Kansas City	MO	65	4	6.2	459,787	14.14
Mesa	AZ	25	3	12.0	439,041	5.69
Virginia Beach	VA	19	4	21.1	437,994	4.34
Atlanta	GA	46	15	32.6	420,003	10.95

Source: Population—Bureau of the Census.

Table 124
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		
Colorado Springs	CO	20	3	15.0	416,427	4.80
Omaha	NE	21	4	19.0	408,958	5.14
Raleigh	NC	27	6	22.2	403,892	6.68
Miami	FL	35	14	40.0	399,457	8.76
Cleveland	OH	35	7	20.0	396,815	8.82
Tulsa	OK	45	6	13.3	391,906	11.48
Oakland	CA	29	7	24.1	390,724	7.42
Minneapolis	MN	20	4	20.0	382,578	5.23
Wichita	KS	30	3	10.0	382,368	7.85
Arlington	TX	21	2	9.5	365,438	5.75
Bakersfield	CA	24	9	37.5	347,483	6.91
New Orleans	LA	20	1	5.0	343,829	5.82
Anaheim	CA	16	5	31.3	336,265	4.76
Tampa	FL	46	17	37.0	335,709	13.70
Aurora	CO	10	3	30.0	325,078	3.08
Santa Ana	CA	10	5	50.0	324,528	3.08
St. Louis	MO	44	11	25.0	319,294	13.78
Pittsburgh	PA	27	6	22.2	305,704	8.83
Corpus Christi	TX	18	7	38.9	305,215	5.90
Riverside	CA	20	5	25.0	303,871	6.58
Cincinnati	OH	13	2	15.4	296,943	4.38
Lexington-Fayette	KY	24	4	16.7	295,803	8.11
Anchorage	AK	10	3	30.0	291,826	3.43
Stockton	CA	28	9	32.1	291,707	9.60
Toledo	OH	31	5	16.1	287,208	10.79
St. Paul	MN	5	2	40.0	285,068	1.75
Newark	NJ	26	14	53.8	277,140	9.38
Greensboro	NC	27	6	22.2	269,666	10.01
Buffalo	NY	12	1	8.3	261,310	4.59
Plano	TX	11	1	9.1	259,841	4.23
Lincoln	NE	5	0	0.0	258,379	1.94
Henderson	NV	9	1	11.1	257,729	3.49
Fort Wayne	IN	11	1	9.1	253,691	4.34
Jersey City	NJ	15	8	53.3	247,597	6.06
St. Petersburg	FL	35	5	14.3	244,769	14.30
Chula Vista	CA	7	3	42.9	243,916	2.87
Norfolk	VA	9	0	0.0	242,803	3.71
Orlando	FL	24	6	25.0	238,300	10.07
Chandler	AZ	10	2	20.0	236,123	4.24

Source: Population—Bureau of the Census.

Table 124
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		
Laredo	TX	15	6	40.0	236,091	6.35
Madison	WI	11	4	36.4	233,209	4.72
Winston-Salem	NC	15	3	20.0	229,617	6.53
Lubbock	TX	26	3	11.5	229,573	11.33
Baton Rouge	LA	32	7	21.9	229,493	13.94
Durham	NC	16	3	18.8	228,330	7.01
Garland	TX	6	3	50.0	226,876	2.64
Glendale	AZ	19	8	42.1	226,721	8.38
Reno	NV	14	3	21.4	225,221	6.22
Hialeah	FL	21	9	42.9	224,669	9.35
Chesapeake	VA	12	1	8.3	222,209	5.40
Scottsdale	AZ	11	4	36.4	217,385	5.06
North Las Vegas	NV	9	2	22.2	216,961	4.15
Irving	TX	11	4	36.4	216,290	5.09
Fremont	CA	9	5	55.6	214,089	4.20
Irvine	CA	5	0	0.0	212,375	2.35
Birmingham	AL	29	2	6.9	212,237	13.66
Rochester	NY	21	3	14.3	210,565	9.97
San Bernardino	CA	20	3	15.0	209,924	9.53
Spokane	WA	7	1	14.3	208,916	3.35
Gilbert	AZ	10	1	10.0	208,453	4.80
Montgomery	AL	8	1	12.5	205,764	3.89
Boise City	ID	7	1	14.3	205,671	3.40
Richmond	VA	13	2	15.4	204,214	6.37
Des Moines	IA	12	1	8.3	203,433	5.90
Modesto	CA	12	2	16.7	201,165	5.97
Fayetteville	NC	23	7	30.4	200,564	11.47
Augusta-Richmond Co.	GA	17	3	17.6	200,549	8.48
Shreveport	LA	20	4	20.0	199,311	10.03
Akron	OH	11	2	18.2	199,110	5.52
Tacoma	WA	15	3	20.0	198,397	7.56
Oxnard	CA	5	1	20.0	197,899	2.53
Aurora	IL	3	1	33.3	197,899	1.52
Fontana	CA	9	2	22.2	196,069	4.59
Yonkers	NY	4	1	25.0	195,976	2.04
Mobile	AL	29	8	27.6	195,111	14.86
Little Rock	AR	22	4	18.2	193,524	11.37
Moreno Valley	CA	2	0	0.0	193,365	1.03
Glendale	CA	6	3	50.0	191,719	3.13

Source: Population—Bureau of the Census.

Table 124
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		
Amarillo	TX	17	2	11.8	190,695	8.91
Huntington Beach	CA	7	0	0.0	189,992	3.68
Columbus	GA	12	1	8.3	189,885	6.32
Grand Rapids	MI	13	5	38.5	188,040	6.91
Salt Lake City	UT	17	3	17.6	186,440	9.12
Tallahassee	FL	16	5	31.3	181,376	8.82
Worcester	MA	11	1	9.1	181,045	6.08
Newport News	VA	12	3	25.0	180,719	6.64
Huntsville	AL	16	2	12.5	180,105	8.88
Knoxville	TN	31	4	12.9	178,874	17.33
Providence	RI	13	4	30.8	178,042	7.30
Santa Clarita	CA	7	3	42.9	176,320	3.97
Grand Prairie	TX	17	2	11.8	175,396	9.69
Brownsville	TX	15	6	40.0	175,023	8.57
Jackson	MS	23	5	21.7	173,514	13.26
Overland Park	KS	8	1	12.5	173,372	4.61
Garden Grove	CA	5	3	60.0	170,883	2.93
Santa Rosa	CA	4	1	25.0	167,815	2.38
Chattanooga	TN	24	1	4.2	167,674	14.31
Oceanside	CA	8	2	25.0	167,086	4.79
Fort Lauderdale	FL	27	12	44.4	165,521	16.31
Rancho Cucamonga	CA	7	0	0.0	165,269	4.24
Port St. Lucie	FL	12	0	0.0	164,603	7.29
Ontario	CA	12	1	8.3	163,924	7.32
Vancouver	WA	11	3	27.3	161,791	6.80
Tempe	AZ	12	3	25.0	161,719	7.42
Springfield	MO	20	4	20.0	159,498	12.54
Lancaster	CA	9	3	33.3	156,633	5.75
Eugene	OR	6	4	66.7	156,185	3.84
Pembroke Pines	FL	12	0	0.0	154,750	7.75
Salem	OR	8	1	12.5	154,637	5.17
Cape Coral	FL	10	3	30.0	154,305	6.48
Peoria	AZ	6	2	33.3	154,065	3.89
Sioux Falls	SD	2	1	50.0	153,888	1.30
Springfield	MA	5	3	60.0	153,060	3.27
Elk Grove	CA	9	1	11.1	153,015	5.88
Rockford	IL	8	0	0.0	152,871	5.23
Palmdale	CA	6	2	33.3	152,750	3.93
Corona	CA	6	1	16.7	152,374	3.94
Salinas	CA	5	1	20.0	150,441	3.32

Source: Population—Bureau of the Census.

Table 125
Fatalities and Fatality Rates by State, 1975-2010

State	Fatalities								Fatality Rate per 100 Million Vehicle Miles Traveled							
	1975	1985	1990	1995	2000	2005	2010	Difference, 1975-2010	1975	1985	1990	1995	2000	2005	2010	Difference, 1975-2010
AL	902	882	1,121	1,114	996	1,148	862	**-4%**	3.63	2.51	2.65	2.20	1.76	1.92	1.34	**-63%**
AK	112	127	98	87	106	73	56	**-50%**	4.38	3.17	2.51	2.11	2.30	1.45	1.17	**-73%**
AZ	670	893	869	1,035	1,036	1,179	762	**+14%**	4.19	4.14	2.45	2.61	2.11	1.97	1.27	**-70%**
AR	559	534	604	631	652	654	563	**+1%**	4.01	3.12	2.87	2.37	2.24	2.05	1.68	**-58%**
CA	4,092	4,960	5,192	4,192	3,753	4,333	2,715	**-34%**	3.09	2.39	2.01	1.52	1.22	1.32	0.84	**-73%**
CO	581	579	544	645	681	606	448	**-23%**	3.50	2.21	2.00	1.84	1.63	1.26	0.95	**-73%**
CT	389	448	385	317	341	278	319	**-18%**	2.13	2.00	1.46	1.13	1.11	0.88	1.02	**-52%**
DE	122	104	138	121	123	133	101	**-17%**	3.37	1.94	2.11	1.61	1.49	1.40	1.13	**-66%**
DC	70	60	48	58	48	48	24	**-66%**	2.27	1.86	1.41	1.67	1.37	1.29	0.67	**-70%**
FL	1,998	2,832	2,891	2,805	2,999	3,518	2,445	**+22%**	3.24	3.22	2.63	2.19	1.99	1.75	1.25	**-61%**
GA	1,360	1,361	1,562	1,488	1,541	1,729	1,244	**-9%**	3.46	2.53	2.22	1.74	1.47	1.52	1.11	**-68%**
HI	144	126	177	130	132	140	113	**-22%**	3.47	1.86	2.19	1.64	1.55	1.39	1.13	**-67%**
ID	281	255	244	262	276	275	209	**-26%**	4.78	3.31	2.48	2.13	2.04	1.85	1.32	**-72%**
IL	2,041	1,534	1,589	1,586	1,418	1,363	927	**-55%**	3.56	2.17	1.91	1.68	1.38	1.27	0.88	**-75%**
IN	1,128	974	1,049	960	886	938	754	**-33%**	3.02	2.39	1.95	1.49	1.25	1.31	1.00	**-67%**
IA	670	474	465	527	445	450	390	**-42%**	3.75	2.35	2.02	2.03	1.51	1.45	1.24	**-67%**
KS	509	486	444	442	461	428	431	**-15%**	3.29	2.52	1.94	1.76	1.64	1.44	1.44	**-56%**
KY	863	712	849	849	820	985	760	**-12%**	3.50	2.50	2.52	2.07	1.75	2.08	1.58	**-55%**
LA	934	931	959	894	938	963	710	**-24%**	4.60	2.79	2.53	2.31	2.30	2.14	1.56	**-66%**
ME	223	206	213	187	169	169	161	**-28%**	3.14	2.22	1.79	1.49	1.19	1.13	1.11	**-65%**
MD	670	729	707	671	588	614	493	**-26%**	2.66	2.19	1.74	1.50	1.17	1.09	0.88	**-67%**
MA	864	742	605	444	433	441	314	**-64%**	2.75	1.87	1.31	0.92	0.82	0.80	0.58	**-79%**
MI	1,779	1,545	1,571	1,530	1,382	1,129	942	**-47%**	3.06	2.29	1.94	1.79	1.41	1.09	0.97	**-68%**
MN	754	608	566	597	625	559	411	**-45%**	2.94	1.86	1.45	1.35	1.19	0.98	0.73	**-75%**
MS	546	662	750	868	949	931	641	**+17%**	3.80	3.45	3.07	2.94	2.67	2.32	1.61	**-58%**
MO	1,045	931	1,097	1,109	1,157	1,257	819	**-22%**	3.41	2.37	2.16	1.87	1.72	1.83	1.16	**-66%**
MT	291	223	212	215	237	251	189	**-35%**	5.08	3.03	2.54	2.28	2.40	2.26	1.69	**-67%**
NE	369	237	262	254	276	276	190	**-49%**	3.29	1.97	1.88	1.61	1.53	1.43	0.98	**-70%**
NV	218	259	343	313	323	427	257	**+18%**	4.74	3.42	3.36	2.24	1.83	2.06	1.22	**-74%**
NH	151	191	158	118	126	166	128	**-15%**	2.85	2.53	1.61	1.11	1.05	1.24	0.98	**-66%**

Table 125
Fatalities and Fatality Rates by State, 1975-2010 (Continued)

State	Fatalities								Fatality Rate per 100 Million Vehicle Miles Traveled							
	1975	1985	1990	1995	2000	2005	2010	Difference, 1975-2010	1975	1985	1990	1995	2000	2005	2010	Difference, 1975-2010
NJ	1,043	964	886	774	731	747	556	**-47%**	2.15	1.83	1.50	1.27	1.08	1.01	0.76	**-65%**
NM	555	535	499	485	432	488	346	**-38%**	5.59	4.03	3.09	2.29	1.90	2.04	1.37	**-75%**
NY	2,366	2,006	2,217	1,679	1,460	1,434	1,200	**-49%**	3.63	2.22	2.07	1.46	1.13	1.03	0.91	**-75%**
NC	1,506	1,482	1,385	1,448	1,557	1,547	1,319	**-12%**	4.14	2.97	2.21	1.90	1.74	1.53	1.29	**-69%**
ND	167	90	112	74	86	123	105	**-37%**	3.71	1.61	1.90	1.13	1.19	1.62	1.27	**-66%**
OH	1,766	1,646	1,638	1,360	1,366	1,321	1,080	**-39%**	2.75	2.18	1.79	1.35	1.29	1.20	0.97	**-65%**
OK	757	744	641	669	650	803	668	**-12%**	3.33	2.39	1.93	1.74	1.50	1.71	1.40	**-58%**
OR	562	559	579	574	451	487	317	**-44%**	3.53	2.61	2.17	1.91	1.33	1.38	0.94	**-73%**
PA	2,078	1,771	1,646	1,480	1,520	1,616	1,324	**-36%**	3.26	2.35	1.92	1.57	1.49	1.50	1.32	**-60%**
RI	110	109	84	69	80	87	66	**-40%**	1.94	1.87	1.14	1.00	0.96	1.05	0.80	**-59%**
SC	820	951	979	881	1,065	1,094	810	**-1%**	3.98	3.56	2.85	2.28	2.34	2.21	1.65	**-59%**
SD	195	130	153	158	173	186	140	**-28%**	3.76	2.07	2.19	2.06	2.05	2.22	1.58	**-58%**
TN	1,126	1,101	1,177	1,259	1,307	1,270	1,031	**-8%**	3.42	3.03	2.52	2.24	1.99	1.79	1.46	**-57%**
TX	3,372	3,678	3,250	3,183	3,779	3,536	2,998	**-11%**	3.99	2.57	2.08	1.76	1.72	1.50	1.28	**-68%**
UT	272	303	272	325	373	282	236	**-13%**	3.42	2.52	1.86	1.73	1.65	1.12	0.89	**-74%**
VT	143	115	90	106	76	73	71	**-50%**	4.32	2.45	1.54	1.71	1.12	0.95	0.98	**-77%**
VA	993	976	1,079	900	929	947	740	**-25%**	2.87	2.04	1.79	1.29	1.24	1.18	0.90	**-69%**
WA	758	744	825	653	631	649	458	**-40%**	3.16	2.16	1.85	1.33	1.18	1.17	0.80	**-75%**
WV	461	420	481	376	411	374	315	**-32%**	4.36	3.32	3.12	2.16	2.14	1.82	1.64	**-62%**
WI	930	744	769	745	799	815	572	**-38%**	3.25	2.03	1.74	1.45	1.40	1.36	0.96	**-70%**
WY	210	152	125	170	152	170	155	**-26%**	5.36	2.81	2.14	2.41	1.88	1.88	1.62	**-70%**
USA	**44,525**	**43,825**	**44,599**	**41,817**	**41,945**	**43,510**	**32,885**	**-26%**	**3.35**	**2.47**	**2.08**	**1.73**	**1.53**	**1.46**	**1.11**	**-67%**
PR	496	600	473	595	568	457	340	**-31%**	7.27	5.74	3.68	3.83	3.23	2.35	1.83	**-75%**

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

Table 126
Key Provisions of Occupant Restraint Laws and 2010 Seat Belt Use Rates

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions [4]	2010 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats [2]	Ages [3]					
AL	Primary	$25 (maximum)	Front	15 years and older	Medical reasons, model year <1965, rural mail carriers/ newspaper delivery vehicles, vehicles operating in reverse.	91.4%	<1 year or <20 lb in rear-facing infant seat; 1-4 or 20-40 lb in forward-facing car seat; 5 years old (but not yet 6) in booster seat.	$25[5]	See AL Statutes 32-5B and 32-5-222.
AK	Primary	$15	All	16 years and older	School buses, emergency vehicles, mail or newspaper delivery vehicles, vehicles not equipped with seat belts, non-highway vehicles (generally, off-road or snowmobiles).	86.8%	3 years and under in child safety seat; 4-8 years, 20-65 lb, and <57 inches tall in booster seat.	$50[6]	See AK Statute 28.05.095.
AZ	Secondary	$10	All Front	5-15 years 5 years and older	Designed for >10 passengers, model year <1972, rural mail carriers, medical reasons.	81.8%	<5 years, booster seats not required.	$50	See AZ Statutes 28-907 and 28-909.
AR	Primary	$25[7]	Front	15 years and older	Model year <1972. Not required when an emergency exists that threatens the life of a child or person operating a motor vehicle. Any child who is physically unable because of a medical condition (as certified by a physician) is exempted.	78.3%	5 years and under and <60 lb; children 60 lb or more may be in a seat belt.	$100	See AR Statutes 27-37-706 and 27-34-103.
CA	Primary	$20[8]	All	16 years and older	Medical reasons, emergency vehicles, rural postal service vehicles, newspaper delivery vehicles, recycling vehicles, taxis.	96.2%	5 years and under or <60 lb in a rear seat; <1 year or <20 lb in rear-facing restraint may not ride in front if front passenger air bag is activated; 60 lb or more in rear seat if available.	$100[9]	See CA Vehicle Code Statutes 27315 and 27360.
CO	Secondary[10]	$71	Front	16 years and older	Ambulance crew, peace officer, medical reasons, passenger buses, school buses, postal service vehicles, delivery and pickup service vehicles.	82.9%	<1 year and <20 lb in rear-facing infant seat; 1-3 and 20-40 lb in forward-facing car seat; 4-5 and <55 inches in booster seat. Seat belt allowed for 8-15 or >55 inches tall.	$82	See CO Statutes 42-4-237-7 and 42-4-1701.

[1] Additional fees may apply.
[2] The word "All" used in this category means everyone must be restrained. For children, that may be in a child restraint.
[3] May include rear-facing car seats, forward-facing car seats, child restraint seats, and booster seats.
[4] Emergency vehicle and bus exemptions generally do not apply to the operator.
[5] First violation, 1 point; second or subsequent violation, 2 points. The charges may be dismissed by the trial judge hearing the case, and no court costs shall be assessed upon proof of acquisition of an appropriate child passenger restraint.
[6] Two points for child restraint violation.
[7] Arkansas reduces the fine for the primary violation by $10.
[8] Fine for second and subsequent offenses is not more than $50.
[9] One point for child restraint violation; operators are liable for children <16 years old not wearing seat belt or in proper child safety restraint.
[10] Primary enforcement for child safety restraints.

Sources: **Occupant restraint laws:** NHTSA, updated as of April 2012. **2010 observed seat belt use rates:** NHTSA, National Center for Statistics and Analysis, "Seat Belt Use in 2010—Use Rates in the States and Territories," DOT HS 811 493 (July 2011).

Table 126
Key Provisions of Occupant Restraint Laws and 2010 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions [4]	2010 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats [2]	Ages [3]					
CT	Primary	$92[11]	Front	7 years and older	Medical reasons, emergency vehicles other than fire-fighting apparatus, postal service vehicles, newspaper delivery vehicles.	88.2%	<1 year or <20 lb in rear-facing restraint system; 1-6 and <60 lb in child restraint system; booster seat only in seating position with lap and shoulder belt; 7-15 years and >60 lb, seat belt permissible.	$60[12]	See CT Statute 14-100a.
DE	Primary	$25	All	16 years and older	Medical reasons, postal service vehicles, tractors, off-highway vehicles, electric personal assistive mobility devices.	90.7%	<7 years and <66 lb in age/weight appropriate restraint; 8-15 years or >66 lb in seat belt.	$25[13]	See DE Statutes 21.48.4802 and 21.48.4803.
DC	Primary	$50	All	16 years and older	Vehicles manufactured before July 1, 1966; medical reasons; all seat belts occupied; seating for >8 people, taxis (6pm-6am).	92.3%	7 years and under; 8-15 years for seat belt or booster.	$75[14]	See DC Statutes 50-1801-07 and 50-1701-08.
FL	Primary	$30	All Front	6-17 years 6 years and older	Medical reasons; newspaper delivery vehicles; solid waste/ recyclable collection service vehicles working designated routes; persons traveling in the living quarters of a recreational vehicle or a space within a truck body primarily intended for merchandise or property; school buses; buses that transport for compensation; farm tractors or implements of husbandry; trucks >26,000 lb.	87.4%	3 years and under; seat belts permissible for children 4-5 years.	$60[15]	See FL Statutes 316.613-4.
GA	Primary	$15	All Front	8-17 years 18 years and older	Pickups, vehicles designed for >10 passengers, off-road vehicles, vehicles used for frequent stops (all seats), rural postal vehicles, newspaper delivery vehicles, emergency vehicles, driver in reverse, taxis, public transit vehicles.	89.6%	5 years and older and <57 inches; 5 years and younger in rear seat if available.	$50[16]	See GA Statute 40-8-76. Pickup exemption eliminated as of June 3, 2010.

[11] If a driver under 18 years old commits a violation, he/she is subject to a higher fine: $92 for >18 years old ($50 fine + $7 fee + $35 surcharge) and $120 for <18 years old ($75 fine + $10 fee + $35 surcharge).

[12] The fine is $15 if the child is 4-16 years old and 40 pounds or more. A mandatory child restraint education program is also required for the first or second violation.

[13] In Delaware, children younger than 12 years or 65 inches tall or less must be restrained in a rear seat if a vehicle has a passenger airbag, unless the airbag has been either deactivated or designed to accommodate smaller people. Exceptions: no rear seat or rear seat occupied by other children younger than 12 years or 65 inches tall or less.

[14] For child restraint violation, the driver may opt to take a child restraint safety class for $25 in lieu of the $75 base fine. Fine for first violation waived upon acquiring approved child restraint after the violation. For second offense, offenders required to attend child safety class for $25 and pay a $75 fine. For third offense, $125 fine. For fourth and each subsequent offense, $150 fine.

[15] 3 points assessed.

[16] Poiints assessed.

Table 126
Key Provisions of Occupant Restraint Laws and 2010 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions [4]	2010 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats [2]	Ages [3]					
HI	Primary	$45[17]	All Front	8-17 years 15 years and older	Bus or school bus >10,000 lb, emergency vehicles, taxicabs. DOT may establish additional exemptions.	97.6%	3 years and under in car seat; 4-7 in booster seat or child restraint.	$100 maximum[18]	See HI Statutes 291-11.5 and 291-11.6.
ID	Secondary	$10[19]	All	7 years and older	Vehicles >8,000 lb, postal vehicles, implements of husbandry, motorcycles.	77.9%	6 years and under.	$79	See ID Statutes 49-672 and 49-673.
IL	Primary	$25	All Front	18 years and under if driver is under 19 years 16 years and older	Motorcycles, vehicles that stop frequently, medical reasons, rural letter carriers, model year <1965.	92.6%	7 years and under; children >40 lb may use lap belt in rear seat if no 3-point belt available (adjustments to law effective January 2011).	$75	See Statutes 625 ILCS 5/12-6031 and 625 ILCS 25/6.
IN	Primary	$25	All	16 years and older	Medical reasons, vehicles that stop frequently, farm vehicles, RVs, postal vehicles, non-drivers in parades, public utility vehicles, towing recovery vehicles, occupant other than operator of vehicle used by a public utility in an emergency.	92.4%	7 years and under.	$25[20]	See IN Statutes 9-19 - 10-11.
IA	Primary	$25	Front	18 years and older	Delivery vehicles that do not exceed 25 mph between stops, bus passengers, medical reasons, model year <1965, emergency vehicles, motorcycles, rural letter carriers.	93.1%	<1 year and <20 lb in rear-facing car seat; 1-5 years in child restraint; seat belts permissible for children 6-17 years.	$25	See IA Statutes 321-445 and 321-446.
KS	Primary[21]	$10[22]	All Front	14-17 years 18 years and older	Designed for >10 people, truck >12,000 lb, off-road vehicles, postal vehicles, vehicles delivering newspapers.	81.8%	3 years and under in child restraint; 4-7 and <80 lb or <57 inches tall in child restraint or booster seat; seat belts permissible for children 8-13 years and for children 4-7 years and >80 lb or >57 inches tall.[23]	$60	See KS Statutes Ch. 8, Article 25, and 8-1344.

[17] In addition to the $45 fine, the driver must pay a surcharge of $10 for the neurotrauma special fund.

[18] First-time violators are required to attend a child passenger restraint system class not to exceed 4 hours in length, pay a driver education safety assessment fee of $50, pay a $10 surcharge into the neurotrauma fund, and pay a surcharge of up to $10, to be deposited into the trauma system (special) fund, if the court so orders.

[19] Drivers <18 years old pay $51.50, including court costs.

[20] Points assessed.

[21] Secondary enforcement for other seating positions.

[22] The fine is $60 for violators 14-17 years old.

[23] If the number of children subject to these requirements exceeds the number of passenger-securing locations available for use by children and all the securing locations are in use by children, the requirement is waived for the additional children.

Table 126

Key Provisions of Occupant Restraint Laws and 2010 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions [4]	2010 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats [2]	Ages [3]					
KY	Primary	$25	All	All	Designed for >10 people, farm trucks registered for agricultural use only and with gross weight 2,000 lb or greater, motorcycles.	80.3%	40 inches tall or less in child restraint; 6 years and under and between 40 and 50 inches tall in booster seat.	Child restraint $50; booster seat $30	See KY Statute 189.125.
LA	Primary	$25	All	13 years and older	Vehicles with gross weight >10,000 lb, utility vehicles traveling <20 mph, model year <1981, postal vehicles, farm vehicles, persons delivering newspapers.	75.9%	<1 year old or <20 lb in rear-facing car seat; 1-3 years or 20-39 lb in forward-facing car seat; 4-5 years or 40-60 lb in booster seat; seat belts permissible for 6-12 years or >60 lb.	$100	See LA Statutes 32-295 and 32-295.1.
ME	Primary	$50	All	18 years and older	Medical reasons, rural mail carriers, persons delivering newspapers, postal vehicles, passengers riding in taxi or limousine for hire.	82.0%	<40 lb in car seat; 40-80 lb and <8 years old in safety system that elevates child so adult seat belt fits properly; <11 years and <100 lb in rear seat if available; seat belts permissible for children 8-17 years or <18 years and >57 inches tall.	$50[24]	See ME Statute 29-A: 19, 2081.
MD	Primary	$25	Front	16 years and older	"Historical" vehicles, for-hire vehicles, motorcycles, trucks, buses, postal vehicles, vehicles built before June 1, 1964.	94.7%	<8 years in appropriate child restraint unless 57 inches or taller or >65 lb.	$25	See MD Statutes 22-412.2 and 22.412.3.
MA	Secondary	$25[25]	All	13 years and older	Buses, trucks 18,000 lb or more, taxis, utility vehicles, model year <1966, postal vehicles, farm vehicles, authorized emergency vehicles, side-facing seat in car owned for antique collecting.	73.7%	7 years and under and <57 inches tall; seat belts permissible for children 8-12 years or >57 inches tall.	$25	See MA Title XIV, 90 MGL Section 13A and 90 MGL Section 7AA.
MI	Primary	$25	Front	16 years and older	Medical reasons, taxis, buses, school buses, postal service vehicles, model year <1965, commercial vehicles making frequent stops.	95.2%	7 years and under and <57 inches tall; <4 years must be in car seat in the back seat; seat belt permissible for children 8-15 years or >57 inches tall.	$10[26]	See MI Statute 257.710e and 257.710d.

[24]$250 maximum fine for subsequent offenses.
[25]Drivers in Massachusetts may be fined $25 for violating the belt law themselves and $25 for each unrestrained passenger 12-16 years old.
[26]The fine is $10 for under 4 years old and $25 for 4-8 years old and less than 57 inches tall.

Table 126
Key Provisions of Occupant Restraint Laws and 2010 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions [4]	2010 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats [2]	Ages [3]					
MN	Primary	$25	All	8 years and older	Farm pickup trucks, postal vehicles, commercial vehicles making frequent stops and going <25 mph between stops, vehicles driving in reverse, persons riding in a vehicle in which all the seating positions equipped with seat belts are occupied by other persons in seat belts, model year <1965, medical reasons.	92.3%	7 years and under and <57 inches tall; seat belts permissible for children >8 years old or >57 inches tall.	$50	See MN Statutes 169.685 and 169.686.
MS	Primary	$25	Front	7 years and older	Vehicles driving in reverse, farm vehicles, medical reasons, buses, postal vehicles, utility meter readers' vehicles, all-terrain vehicles, vehicles designed to carry >15 persons, trailers.	81.0%	3 years and under in child restraint; 4-6 years and <57 inches tall or <65 lb in booster seat; seat belts permissible for children >7 years old, >57 inches tall, or >65 lb.	$25	See MS Statute 63-2- and 63-7-301.
MO	Secondary (primary for <16 years old)	$10[27]	Front	16 years and older	Vehicles designed for >10 people, trucks >12,000 lb, postal service vehicles, vehicles requiring frequent entry or exit, agricultural vehicles.	76.0%	<4 years old or <40 lb in car seat; 4-7 and 40-80 lb and <57 inches tall in booster seat. If all safety restraints are in use, persons <16 years old must be in rear seat.	$50; $10 for >80 lb or >57 inches tall	Persons <18 years operating or riding in a truck are required to wear seat belts. See MO Statutes 307.178 and 307.179.1.
MT	Secondary	$20	All	6 years and older	Medical reasons, motorcycles, vehicles making frequent stops, occupants of motor vehicle in which all seat belts are being used by other occupants.	78.9%	<6 years and <60 lb	$100	See MT Statutes 61-13-103 and 61-9-420.
NE	Secondary	$25	Front	18 years and older	Taxis, mopeds, motorcycles, emergency vehicles, model year <1963, parade vehicles.	84.1%	5 years and under; seat belts permissible for children 6-17 years old.	$25[28]	See NE Statutes 60-6, 267 and 606-6, 268.
NV	Secondary	$25	All	6 years and older	Medical reasons, public transportation vehicles, postal service vehicles, emergency vehicles, delivery vehicles not exceeding 15 mph. Any vehicle or seating position if the State determines compliance is impractical.	93.2%	6 years or under and <60 lb.	$100-$500	See NV Statute 484D.495.
NH	No law for persons 18 years or older (primary for <18 years old).	—	All	17 years and younger	—	72.2%	5 years and under and <55 inches tall; seat belts permissible for children 6-17 years old or <6 years and >55 inches tall.	$50	See NH Statute 265:107-a.

[27]The fine is $50 for violators 8-15 years old.
[28]Points assessed.

Table 126
Key Provisions of Occupant Restraint Laws and 2010 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions [4]	2010 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats [2]	Ages [3]					
NJ	Primary (secondary for rear seat occupants)	$46[29]	All	8 years and older	Vehicles manufactured before 1966, medical reasons, rural letter carriers, fewer belts than seats.	93.7%	<8 years and <55 inches tall; in rear seat if available.	$25	See NJ Statute 39:3-76.2.
NM	Primary	$25[30]	All	18 years and older	Vehicles >10,000 lb, medical reasons, rural letter carriers.	89.8%	<1 year in rear-facing infant seat, in rear seat if available; 1-4 or <40 lb in car seat; 5-6 or <60 lb in booster seat.	$25	See NM Statutes 66-7-369 and 66-7-362.
NY	Primary	$50	Front Rear	All 15 years and under	Buses, school buses, taxis, liveries, emergency vehicles, rural letter carriers.	89.8%	<3 years unless >40 lb and no lap/shoulder belt available; 4-7 years unless no lap/shoulder belt available.	$100[31]	See NY Statute 1229-c.
NC	Primary (secondary for rear seat occupants)	$25.50 ($10 for rear seat)[32]	All	16 years and older	Medical reasons, farm vehicles, postal vehicles, designated commercial vehicles, delivery vehicles traveling <20 mph, trash/recycling trucks.	89.7%	7 years and under and <80 lb; seat belts permissible for 8-15 years or 40-80 lb in seats without shoulder belts.	$25[33]	See NC Statutes 20-135.2A and 20-137.1C.
ND	Secondary	$20	Front	18 years and older	Designed for >10 people, farm vehicles, rural mail carriers, medical reasons, all front seat belts in use by other occupants.	74.8%	6 years and under and <57 inches tall or <80 lb.[34]	$25	See ND Statutes 39.21-41.1-2.
OH	Secondary	$30[35]	All Front	8-14 years 15 years and older	Postal service vehicles, medical reasons, vehicles delivering newspapers.	83.8%	4 years and under or <40 lb in car seat; 4-8 years and <57 inches in booster seat; seat belts permissible for children 8-14 years.	$75[36]	See OH Statute 4513.263.
OK	Primary	$20	Front	13 years and older	Farm vehicles, RVs, motorcycles, motorized bicycles, postal service vehicles, school buses, taxicabs, emergency vehicles.	85.9%	5 years and under.	$50[37]	See OK Statute 47-12-417.
OR	Primary	$110	All	16 years and older	Vehicles in interstate commerce, designed for >15 passengers, newspaper and mail vehicles, meter and transit vehicles, for-hire vehicles, trash trucks, emergency vehicles, taxicab operators.	97.0%	<1 year or <20 lb in rear-facing car seat; <40 lb in car seat; >40 lb and <57 inches or <8 years in safety system that elevates the child so that an adult seat belts fits properly.	$110	See OR Statutes 811.210 to 811.225.

[29]Includes court costs.
[30]New Mexico also assesses 2 points for violations.
[31]New York assesses points only when the violation involves a child under 16 years old.
[32]Fine is $25.50 for front seat violation, plus $135.50 in court costs. No court costs for rear seat violation.
[33]Fine is $25 plus $188 in court costs.
[34]1 point is assessed for child restraint violation.
[35]Fine is $30 for a driver violating the law, $20 for passenger(s).
[36]In Ohio, the law is secondary for children 4 through 14 years old.
[37]Fine for child restraint violation is up to $207.90 with court costs.

Table 126
Key Provisions of Occupant Restraint Laws and 2010 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions [4]	2010 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats [2]	Ages [3]					
PA	Secondary	$10	All Front	8-17 years 18 years and older	Vehicles manufactured before 1966, medical reasons, trucks >7,000 lb, rural letter carriers, delivery vehicles, vehicles traveling <15 mph.	86.0%	7 years and under.	$75	See PA Statute 75.4581.
RI	Primary	$75	All	13 years and older	Vehicles manufactured before 1966, medical reasons, postal service vehicles.	78.0%	7 years and under and <80 lb and <54 inches tall in rear seat if available.	$75	See RI Statute 32.22-22.
SC	Primary[38]	$25	All	6 years and older	Medical reasons, emergency vehicles, postal service vehicles, delivery vehicles, parade vehicles; school, church, or day care buses; public transportation vehicles except taxis, vehicles in which all seating positions with seat belts are already occupied, persons occupying vehicles not originally equipped with seat belts.	85.4%	<1 year or <20 lb in rear-facing infant seat; 1-5 and 20-39 lb in forward-facing car seat; 1-5 and 40-80 lb in booster seat secured by lap/shoulder belt (lap belt alone is not permissible); <5 years in rear seat if available.	$150	See SC Statutes 56-5-6520 and 56-5-6410.
SD	Secondary	$25	Front	18 years and older	Motorcycles, motorized bicycles, vehicles manufactured before 1973, medical reasons, passenger buses, school buses, farm vehicles, rural mail carriers, newspaper or periodical delivery vehicles.	74.5%	<5 years and <40 lb.	$25	See SD Statute 32.38.
TN	Primary	$10[39]	Front	16 years and older	Vehicles >8,500 lb, rural letter carriers, utility workers, newspaper delivery vehicles, automobile salespersons who drive <50 miles per day on average, parade vehicles, hayrides crossing a highway from one field to another if operated at <15 mph.	87.1%	<1 year or 20 lb or less in rear-facing infant seat; 1-3 and >20 lb in forward-facing car seat; 4-8 and <57 inches tall in booster seat; <8 and <57 inches in rear seat if available; rear seat recommended for 9-12 years old.	$50	See TN Statutes 55-9-602 and 55-9-603.
TX	Primary	$50 maximum[40]	All	7 years and older	Farm vehicles <48,000 lb, postal service vehicles, newspaper delivery vehicles, meter readers.	93.8%	4 years and younger and <36 inches tall in car seat; 4-8 years and <57 inches in booster seat.	$25	See TX Statute Sec. 545.412-413.
UT	Secondary (primary for drivers and occupants 18 years and younger)	$45	All	16 years and older	Vehicles manufactured before 1966, medical reasons, all seats occupied or person is riding in a seating position not equipped with seat belts.	89.0%	7 years or under and <57 inches tall; seat belt permissible for 8-15 years old or >57 inches tall.	$45	See UT Statute 41-6a-1803.

[38]Seat belt law may not be enforced by checkpoints designed for that purpose.

[39]Drivers 18 years or older who do not contest the citation pay a $10 fine by mail ($20 for drivers 16-17 years old); $20 for subsequent violations.

[40]A person who allows a child who is younger than 17 years of age and is not required to be secured in a child passenger safety seat system to ride in a passenger van designed to transport 15 or fewer passengers without securing the child individually by a safety belt, if the child is occupying a seat that is equipped with a safety belt, is subject to a fine not to exceed $200.

Table 126
Key Provisions of Occupant Restraint Laws and 2010 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions [4]	2010 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats [2]	Ages [3]					
VT	Secondary (primary for drivers and occupants 17 years and younger)	$25	All	18 years and older	Buses, taxis, rural mail carriers, delivery vehicles traveling <15 mph, emergency vehicles, farm tractors, vehicles ordered by emergency personnel to evacuate persons from stricken area.	85.2%	<1 year or <20 lb in rear-facing infant seat; 2-7 years and >20 lb in rear seat unless front passenger airbag is deactivated; seat belts permissible for 8-15 years old and >20 lb.	$25	See VT Statutes 23-1258 – 23-1259.
VA	Secondary (primary for passengers 17 years and younger in all seats)	$25[41]	Front	18 years and older	Medical reasons, trucks >10,000 lb, school buses, motor homes, taxis, police vehicles enforcing parking or transporting prisoners, law enforcement officers when seat belts are impractical, rural mail carriers, newspaper delivery vehicles, utility meter readers, commercial vehicles making frequent stops.	80.5%	7 years and under; rear-facing devices in rear seat if available; if not, in front seat, only if front passenger airbag is deactivated.	$50	See VA Statutes 46.2-1094 and 46.2-1098.
WA	Primary	$124	All	16 years and older	Medical reasons, vehicles 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.	97.6%	8 years and under and <57 inches tall; 13 years and under in rear seat if practical.	$124[42]	See WA Statutes 46.63.110 and 46.61.688.
WV	Secondary	$25 maximum	All Front	8-17 years 17 years and older	Motorcycles, vehicles designed for >10 people, vehicles manufactured before 1967, medical reasons, rural mail carriers, trailers. All seat belts in use and vehicle contains more passengers than total number of seat belts or other safety devices installed in compliance with Federal motor vehicle safety standards.	82.1%	7 years and under and <57 inches tall.	$20	See WV Statutes 17C-15-46 and 17C-15-49.
WI	Primary	$10	All	8 years and older	Emergency vehicles in which compliance could endanger passengers; taxis, farm trucks engaged in farming, rural mail carriers, land surveyors.	79.2%	<1 year or <20 lb in rear-facing infant seat; 1-3 and 20-40 lb in forward-facing infant seat, in rear seat if available; 4-7 and 40-80 lb in booster seat.	$30-$75[43]	See WI Statute 347.48.
WY	Secondary	$25 maximum[44]	All	9 years and older	Medical reasons, postal vehicles; excess passengers exempted if all seats occupied.	78.9%	8 years and younger in rear seat if available.	$50 maximum	See WY Statute 31-5-1401.

[41]Driver ticketed for passengers <18 years old without restraints.
[42]$124 fine issued to driver if passenger is <16 years old, or to passenger if 16 years or older.
[43]Penalty not less than $30 or more than $75 for violation involving child <4 years and not less than $10 or more than $25 for child 4-8 years.
[44]Passengers violating the seat belt requirements are subject to a fine of $10.

Table 127
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	05/20/77	Repealed.
		07/01/07	Reinstated for under age 18.
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	07/01/69	07/01/70	No helmet law for any motorcyclists since 1970 repeal.
IN	07/26/67	09/01/77	Repealed.
		01/01/84	Reinstated for under age 18.
IA	09/01/75	07/01/76	No helmet law for any motorcyclists since 1976 repeal.
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	07/31/68	10/01/76	Repealed for age 18 and over.
		01/01/82	Reinstated for all.
		08/15/99	Repealed for age 18 and over if covered by insurance of at least $10,000 in medical benefits.
		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 instruction permits, for licensees holding license for 1 year or less, and for passengers if required for operator.
		09/01/09	Reinstated for ages 16 and 17, instruction permit holders, operators licensed for less than 1 year, and passengers (regardless of age) if required for operator.
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. Helmet required for holders of instruction permits.
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	09/02/77	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 until Federal law ceases to require a motorcycle helmet law as a condition for receipt of Federal funds.
		09/30/95	Repealed for all when Federal law requiring helmet laws for Federal funds was voided.

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

**Applied only to riders under age 15½.

Table 127
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	03/31/77	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	04/27/67	04/01/69	Repealed for age 21 and over.
		11/01/75	Reinstated for all.
		05/21/76	Repealed for age 18 and over.
OR	01/01/68	10/04/77	Repealed for age 18 and over.
		06/16/88	Reinstated for all (by voter referendum).
PA	07/15/68	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	06/04/67		
TX	01/01/68	08/29/77	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 insurance of at least $10,000 in medical benefits.
UT	05/13/69	05/10/77	Repealed for age 18 and over. Required for age 17 and under on roads posted for speeds higher than 35 mph.
VT	03/06/68		
VA	06/26/70		
WA	06/08/67	09/21/77	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 19 and over.
		07/01/93	Repealed for age 18 and over.
PR	07/20/60		

Sources: Motorcycle Industry Council, Insurance Institute for Highway Safety, Highway Data Loss Institute.

Table 128
State Traffic Safety Laws as of June 2011

State	Universal Motorcycle Helmet Law[1]	Primary Seat Belt Law	Graduated Drivers License Law	.08 BAC Per Se Law[2]	Ignition Interlock Law[3]	2010 Observed Seat Belt Use Rate	Distracted Driving Law[4]
AL	1980	1999	Yes [5]	1995	M[6]	91.4%	—
AK	—	2006	Yes	2001	F	86.8%	X(p)
AZ	—	—	Yes	2001	F	81.8%	—
AR	—	2009	Yes [5]	2001	F	78.3%	X(p)
CA	1992	1993	Yes [5]	1990	F[7]	96.2%	X(p), H(p)
CO	—	—	Yes [5]	2004	F	82.9%	X(p)
CT	—	1986	Yes [5]	2002	F[6]	88.2%	X(p), H(p)
DE	—	2003	Yes [5]	2004	M	90.7%	X(p), H(p)
DC	1970	1997	Yes [5]	1999	P	92.3%	X(p), H(p)
FL	—	2009	Yes	1994	M	87.4%	—
GA	1969	1996	Yes [5]	2001	M	89.6%	X(p)
HI	—	1985	Yes	1995	F	97.6%	—
ID	—	—	Yes	1997	P	77.9%	—
IL	—	2003	Yes [5]	1997	F	92.6%	X(p)
IN	—	1998	Yes [5]	2001	P	92.4%	X(p)
IA	—	1986	Yes [5]	2003	M	93.1%	X(s)
KS	—	2010	Yes [5]	1993	F	81.8%	X(p)
KY	—	2006	Yes [5]	2000	P	80.3%	X(p)
LA	2004	1995	Yes [5]	2003	F	75.9%	X(p)
ME	—	2007	Yes [5]	1988	P	82.0%	X(p)
MD	1992	1997	Yes [5]	2001	P	94.7%	X(p), H(s)
MA	1967	—	Yes [5]	2003	M	73.7%	X(p)
MI	1969	2000	Yes	2003	P	95.2%	X(p)
MN	—	2009	Yes [5]	2005	M[6]	92.3%	X(p)
MS	1974	2006	Yes [5]	2002	P	81.0%	—
MO	1967	—	Yes	2001	M	76.0%	—
MT	—	—	Yes	2003	M	78.9%	—

[1] All riders must wear helmets.
[2] Effective date of .08 BAC per se law.
[3] F = mandatory for all, including first offense; M = mandatory for some (e.g., high-BAC [≥ 0.15 g/dl] or repeat offenders); P = permitted for some offenders.
[4] X(p) = texting ban for all, primary enforcement; X(s) = texting ban, secondary enforcement; H(p) = handheld cell phone ban for all, primary enforcement; H(s) = handheld cell phone ban, secondary enforcement.
[5] Cell phone restrictions for teens, learner and intermediate levels.
[6] New law passed but not yet effective as of June 2011.
[7] Pilot in four counties only.
Source: NHTSA.

Table 128
State Traffic Safety Laws as of June 2011 (Continued)

State	Universal Motorcycle Helmet Law[1]	Primary Seat Belt Law	Graduated Drivers License Law	.08 BAC Per Se Law[2]	Ignition Interlock Law[3]	2010 Observed Seat Belt Use Rate	Distracted Driving Law[4]
NE	1989	—	Yes [5]	2001	F	84.1%	X(s)
NV	1972	—	Yes	2003	M	93.2%	X(p), H(p) [6]
NH	—	—	Yes	1994	P	72.2%	X(p)
NJ	1968	2000	Yes [5]	2004	M	93.7%	X(p), H(p)
NM	—	1986	Yes [5]	1994	F	89.8%	—
NY	1967	1984	Yes	2003	F	89.8%	X(s), H(p)
NC	1968	1985	Yes [5]	1993	M	89.7%	X(p)
ND	—	—	—	2003	P	74.8%	X(p)
OH	—	—	Yes	2003	P	83.8%	—
OK	—	1997	Yes	2001	M	85.9%	—
OR	1988	1990	Yes [5]	1983	F	97.0%	X(p), H(p)
PA	—	—	Yes	2003	M	86.0%	—
RI	—	—	Yes [5]	2003	P	78.0%	X(p)
SC	—	2005	Yes	2003	M	85.4%	—
SD	—	—	Yes	2002	—	74.5%	—
TN	1967	2004	Yes [5]	2003	M	87.1%	X(p)
TX	—	1985	Yes [5]	1999	M	93.8%	—
UT	—	—	Yes	1983	F	89.0%	X(p)
VT	1968	—	Yes [5]	1991	—	85.2%	X(p)
VA	1970	—	Yes [5]	1994	M	80.5%	X(s)
WA	1990	2002	Yes [5]	1999	F	97.6%	X(p), H(p)
WV	1971	—	Yes [5]	2004	M	82.1%	—
WI	—	2009	Yes	2003	M	79.2%	X(p)
WY	—	—	Yes	2002	M	78.9%	X(p)
USA	**20 States and DC**	**31 States and DC**	**49 States and DC**	**50 States and DC**	**47 States and DC**	**85%[8]**	**34 States and DC**
PR	1960	1975	—	2001	—	—	—

[8] Nationwide seat belt use rate, as measured by NHTSA's 2010 NOPUS national survey.
Source: NHTSA.

APPENDIXES

APPENDIX A ■ FARS DATA ELEMENTS

2010 Fatality Analysis Reporting System Data Elements

Crash Level

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

Vehicle Level

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

Appendix A ■ FARS Data Elements

2010 Fatality Analysis Reporting System Data Elements (Continued)

Driver Level

Commercial Motor Vehicle License Status
Compliance with Commercial Drivers License (CDL) Endorsements
Compliance with License Restrictions
Condition (Impairment) at Time of Crash
Date of First Crash, Suspension, Conviction
Date of Last Crash, Suspension, Conviction
Driver Distracted By
Driver Height
Driver Maneuvered to Avoid
Driver Presence
Driver Weight
Driver's License State
Driver's Vision Obscured By
Driver's Zip Code
License Compliance with Class of Vehicle
Non-CDL License Type Status
Previous DWI Convictions
Previous Other Harmful Motor Vehicle Convictions
Previous Recorded Crashes
Previous Recorded Suspensions and Revocations
Previous Speeding Convictions
Related Factors – Driver Level
Speed Related
Vehicle Number
Violations Charged

Person (Motor Vehicle Occupant) Level

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

Person (Not Motor Vehicle Occupant) Level

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

APPENDIX B ■ GES DATA ELEMENTS

2010 General Estimates System Data Elements

Crash Level

Atmospheric Conditions
Crash Date
Crash Events
Crash Time
First Harmful Event
Global Position
Interstate Highway
Light Condition
Manner of Collision
Number of In-Transport Motor Vehicles
Number of Nonmotorists
Number of Parked/Working Vehicles
Relation to Junction
(Non-Interchange vs. Interchange)
Relation to Junction (Specific Location)
Relation to Trafficway
School Bus Related
Type of Intersection
Work Zone

Vehicle Level

Accident Type
Area of Impact
Area of Impact—Most Damaged
Body Type
Bus Use
Cargo Body Type
Contributing Circumstances, Motor Vehicle
Corrective Action Attempted
Critical Event
Device Functioning
Emergency Use
Extent of Damage
Fire Occurrence
Hazardous Material Class Number
Hazardous Material Involvement/Placard
Hazardous Materials Release
Hit-and-Run
Jackknife
Location of Rollover
Model Year
Most Harmful Event
Motor Carrier Identification Number
Movement Prior to Critical Event
Number of Occupants
Number of Occupants Coded
Pre-Crash Location
Pre-Crash Vehicle Control
Roadway Alignment
Roadway Grade
Roadway Surface Condition
Rollover
Special Use
Speed Limit
Total Lanes in Roadway
Traffic Control Device
Trafficway Description
Travel Speed
Vehicle Configuration
Vehicle Identification Number
Vehicle Make
Vehicle Model
Vehicle Number
Vehicle Removal
Vehicle Trailing

Appendix B ■ GES Data Elements

2010 General Estimates System Data Elements (Continued)

Driver Level

Condition (Impairment) at Time of Crash
Driver Distracted By
Driver Maneuvered to Avoid
Driver Presence
Driver's Vision Obscured By
Driver's Zip Code
Speed Related
Vehicle Number
Violations Charged

Person (Motor Vehicle Occupant) Level

Age
Air Bag Deployed
Alcohol Test
Any Indication of Misuse—Restraint System/ Helmet Use
Drug Test
Ejection
Injury Severity
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Restraint System/Helmet Use
Seating Position
Sex
Taken to Hospital or Treatment Facility
Vehicle Number

Person (Not Motor Vehicle Occupant) Level

Age
Alcohol Test
Condition (Impairment) at Time of Crash
Drug Test
Injury Severity
Nonmotorist Action/Circumstances at Time of Crash
Nonmotorist Action/Circumstances Prior to Crash
Nonmotorist Location at Time of Crash
Nonmotorist Safety Equipment
Pedestrian/Bike Typing
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Sex
Taken to Hospital or Treatment Facility

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 May is given in Table 24 as 135,000. To calculate one standard error for this crash estimate, use Table C1. Since 135,000 does not appear in the Crash Estimate column of Table C1, use linear interpolation from the standard error values for 100,000 (7,600) and 200,000 (13,500). One standard error would be approximately 9,700. The 95 percent confidence interval for this estimate would be 135,000 ± 2 × 9,700 or 115,600 to 154,400.

Appendix C ■ GES Technical Notes

Table C1
2010 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	1,100	5,000	900
6,000	1,000	10,000	1,700	10,000	1,400
7,000	1,100	20,000	2,800	20,000	2,200
8,000	1,200	30,000	3,800	30,000	2,900
9,000	1,300	40,000	4,700	40,000	3,500
10,000	1,400	50,000	5,600	50,000	4,100
20,000	2,300	60,000	6,400	60,000	4,700
30,000	3,000	70,000	7,300	70,000	5,300
40,000	3,700	80,000	8,100	80,000	5,900
50,000	4,400	90,000	8,900	90,000	6,400
60,000	5,100	100,000	9,700	100,000	7,000
70,000	5,700	200,000	17,700	200,000	12,100
80,000	6,300	300,000	25,500	300,000	16,900
90,000	7,000	400,000	33,300	400,000	21,600
100,000	7,600	500,000	41,100	500,000	26,200
200,000	13,500	600,000	48,900	600,000	30,700
300,000	19,200	700,000	56,800	700,000	35,300
400,000	24,900	800,000	64,800	800,000	39,800
500,000	30,500	900,000	72,800	900,000	44,300
600,000	36,100	1,000,000	80,900	1,000,000	48,800
700,000	41,800	2,000,000	164,900	2,000,000	94,000
800,000	47,400	3,000,000	254,100	3,000,000	140,100
900,000	53,100	4,000,000	348,000	4,000,000	187,100
1,000,000	58,800	5,000,000	445,900	5,000,000	235,100
2,000,000	117,300	6,000,000	547,500	6,000,000	284,000
3,000,000	178,400	7,000,000	652,500	7,000,000	333,700
4,000,000	242,000	8,000,000	760,700	8,000,000	384,300
5,000,000	307,700	9,000,000	871,800	9,000,000	435,700
6,000,000	375,400	10,000,000	985,700	10,000,000	487,900
6,500,000	410,000	11,000,000	1,102,300	11,000,000	540,800
7,000,000	445,000	12,000,000	1,221,500	12,000,000	594,400
* $SE = e^{a + b\ (\ln x)^2}$, where a = 4.271330, b = 0.035160		** $SE = e^{a + b\ (\ln x)^2}$, where a = 4.375840, b = 0.036280		*** $SE = e^{a + b\ (\ln x)^2}$, where a = 4.420770, b = 0.033400	

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 provided complete information, data can be missing. Prior to 2010 data, two different statistical procedures were 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). Imputation by sequential regression was instituted in 2010, using a software package called IVEware that was developed at the University of Michigan. In this method, covariates are selected automatically using stepwise regression. Because it can be done in an automated fashion, this method replaced both univariate and hotdeck imputation in 2010. The only exception was body type, which was imputed in a univariate method. Table C2 below gives the reader the proportions of unknown values prior to imputation for variables with imputed values that were used in this report.

Table C2

Percent of Unknowns for 2010 GES Data Elements

Crash Level			
Alcohol Involved in Crash	15.5%	Light Condition	1.0%
Atmospheric Condition	1.7%	Manner of Collision	0.3%
Crash Severity	3.3%	Minute of Crash	0.6%
Day of Week	0.0%	Relation to Junction—Within Interchange Area	0.2%
First Harmful Event	0.1%	Relation to Junction—Specific Location	0.8%
Hour of Crash	0.6%	Relation to Trafficway	0.4%
Vehicle/Driver Level			
Driver Drinking in Vehicle	11.1%	Speed Limit*	16.6%
Area of Impact—Initial	2.2%	Traffic Control Device*	4.2%
Most Harmful Event	0.1%	Vehicle Type	1.5%
Roadway Surface Condition*	1.2%		
Person Level			
Age	7.2%	Seating Position	0.4%
Injury Severity	4.2%	Sex	3.6%
Police-Reported Alcohol Involvement	33.6%		

*Roadway Surface Condition, Speed Limit, and Traffic Control Device elements were moved from the Crash level to the Vehicle level in 2010.

Note: For data elements with counts in the new GES category "Not Reported On," those numbers were combined with the Unknown counts in the frequencies above.

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.

Alcohol-Impaired Driving Crashes

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

Alcohol-Impaired Driving Fatalities

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

Blood Alcohol Concentration

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

Body Type

Detailed type of motor vehicle within a vehicle type.

Bus

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.

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.

Glossary

Fixed Object

Stationary structures or substantial vegetation attached to the terrain.

Gross Vehicle Weight Rating (GVWR)

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

Initial Impact Point

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

Injury Severity

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

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

Jackknife

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

Junction

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

Land Use

The crash location (urban or rural).

Large Trucks

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

Light Trucks

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

Manner of Collision

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

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

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

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

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

Most Harmful Event

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

Motor Vehicle in Transport

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

Motorcycle

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

Motorcycle Rider

The operator (driver) of a motorcycle.

Motorcyclist

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

Night

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

Noncollision

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

Nonoccupant

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

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

Nonoccupant Location

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

Objects Not Fixed

Objects that are movable or moving but are not motor vehicles. Includes pedestrians, 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 State-wide 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 Seat Belt and Motorcycle Helmet Use, 1975-2010

Year	Lives Saved					Additional Lives That Would Have Been Saved at 100% Use	
	Passenger Vehicle Restraints						
	Child Restraints	Seat Belts	Frontal Air Bags	Motorcycle Helmets	21-Year-Old Drinking Age*	Seat Belts	Motorcycle Helmets
1975	36	978	0	823	412	13,301	1,164
1976	20	796	0	788	436	13,851	1,189
1977	35	682	0	970	474	14,460	1,472
1978	25	679	0	900	509	15,541	1,588
1979	49	594	0	885	575	15,726	1,676
1980	49	575	0	871	595	15,730	1,744
1981	69	548	0	843	633	15,222	1,667
1982	75	678	0	816	578	13,250	1,528
1983	105	809	0	735	609	12,913	1,450
1984	126	1,197	0	813	709	13,227	759
1985	153	2,435	0	788	701	12,508	764
1986	166	4,094	0	807	840	12,728	751
1987	213	5,141	2	667	1,071	12,678	697
1988	248	5,959	5	622	1,148	12,674	644
1989	238	6,333	8	561	1,093	12,256	553
1990	222	6,592	37	655	1,033	11,761	541
1991	253	6,838	71	595	941	10,812	467
1992	292	7,020	108	641	795	10,195	323
1993	313	7,773	190	671	816	10,212	336
1994	420	9,219	309	625	848	9,507	339
1995	408	9,882	536	624	851	9,781	326
1996	480	10,710	783	617	846	9,459	324
1997	444	11,259	973	627	846	9,096	315
1998	438	11,680	1,208	660	861	8,690	369
1999	447	11,941	1,491	745	901	8,809	396
2000	479	12,882	1,716	872	922	8,245	478
2001	388	13,295	1,978	947	927	8,016	558
2002	383	14,264	2,324	992	922	6,837	576
2003	447	15,095	2,519	1,173	918	6,151	651
2004	455	15,548	2,660	1,324	927	5,874	673
2005	424	15,688	2,752	1,554	882	5,667	731
2006	427	15,458	2,824	1,667	888	5,468	756
2007	388	15,223	2,800	1,788	831	5,048	805
2008	286	13,312	2,557	1,836	716	4,171	827
2009	307	12,763	2,387	1,486	626	3,700	733
2010	303	12,546	2,306	1,550	550	3,341	706
Total	**9,611**	**280,486**	**32,544**	**33,538**	**28,230**	**366,905**	**28,876**

*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 2010 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 seat belts and motorcycle helmets, the table also estimates the numbers of additional lives that could have been saved if the devices had been used by more people.

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**National Highway
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