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U.S. Department of Transportation

TRAFFIC SAFETY FACTS 2011

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

2011 NATIONAL STATISTICS

POLICE-REPORTED MOTOR VEHICLE TRAFFIC CRASHES

Fatal	29,757
Injury	1,530,000
Property Damage Only	3,778,000
Total	**5,338,000**

TRAFFIC CRASH VICTIMS

	Killed	Injured
Occupants	**22,448**	**2,010,000**
Drivers	16,430	1,416,000
Passengers	5,953	593,000
Unknown	65	1,000
Motorcyclists	**4,612**	**81,000**
Nonoccupants	**5,307**	**126,000**
Pedestrians	4,432	69,000
Pedalcyclists	677	48,000
Other/Unknown	198	9,000
Total	**32,367**	**2,217,000**

OTHER NATIONAL STATISTICS

Vehicle Miles Traveled	2,946,131,000,000
Resident Population	311,591,917
Registered Vehicles	257,512,443
Licensed Drivers	211,874,649
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	1.10
Fatalities per 100,000 Population	10.39
Fatalities per 100,000 Registered Vehicles	12.57
Fatalities per 100,000 Licensed Drivers	15.28

NATIONAL RATES: INJURED PERSONS

Injured Persons per 100 Million Vehicle Miles Traveled	75
Injured Persons per 100,000 Population	711
Injured Persons per 100,000 Registered Vehicles	861
Injured Persons per 100,000 Licensed Drivers	1,046

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 811 754

Traffic Safety Facts 2011

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 or by email at ncsaweb@dot.gov. 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 2011: 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 2011 FARS data file used for the statistics in this report was created in August 2012; however, the 2011 FARS file was *officially* closed in March 2013. 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 2010 are reflected in this report. The updated final counts for 2011 will be reflected in the 2012 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 2011 file used for the statistics in this report was completed in September 2012.

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 2011) and GES (1988 through 2011). The remaining chapters present data only from 2011. 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 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*.

2011 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 Previous *Traffic Safety Facts* Reports

As a result of changes to the 2010 FARS and GES data, some tables in this annual report were revised, relocated, or deleted, starting with last year's *Traffic Safety Facts 2010* report. Those changes are continued in this year's report, 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 2011) or from GES (1988 through 2011) 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 2011 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 2011; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2011. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 2011. 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 1.8 percent from 2010 to 2011, and the fatality rate dropped to 1.10 fatalities per 100 million vehicle miles of travel in 2011.
- The injury rate in 2011 was the same as the rate in 2010 and 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 32.7 percent from 1992 to 2011.
- The occupant injury rate (including motorcyclists) per 100,000 population, which declined by 13.6 percent from 1988 to 1992, decreased by 41.1 percent from 1992 to 2011.
- The nonoccupant fatality rate per 100,000 population has declined by 57.4 percent from 1975 to 2011.
- The nonoccupant injury rate per 100,000 population has declined by 49.4 percent from 1988 to 2011.
- The percent of alcohol-impaired driving fatalities has declined from 48 percent in 1982 to 31 percent in 2011.

Figure 1

Fatal Crashes, 1975-2011

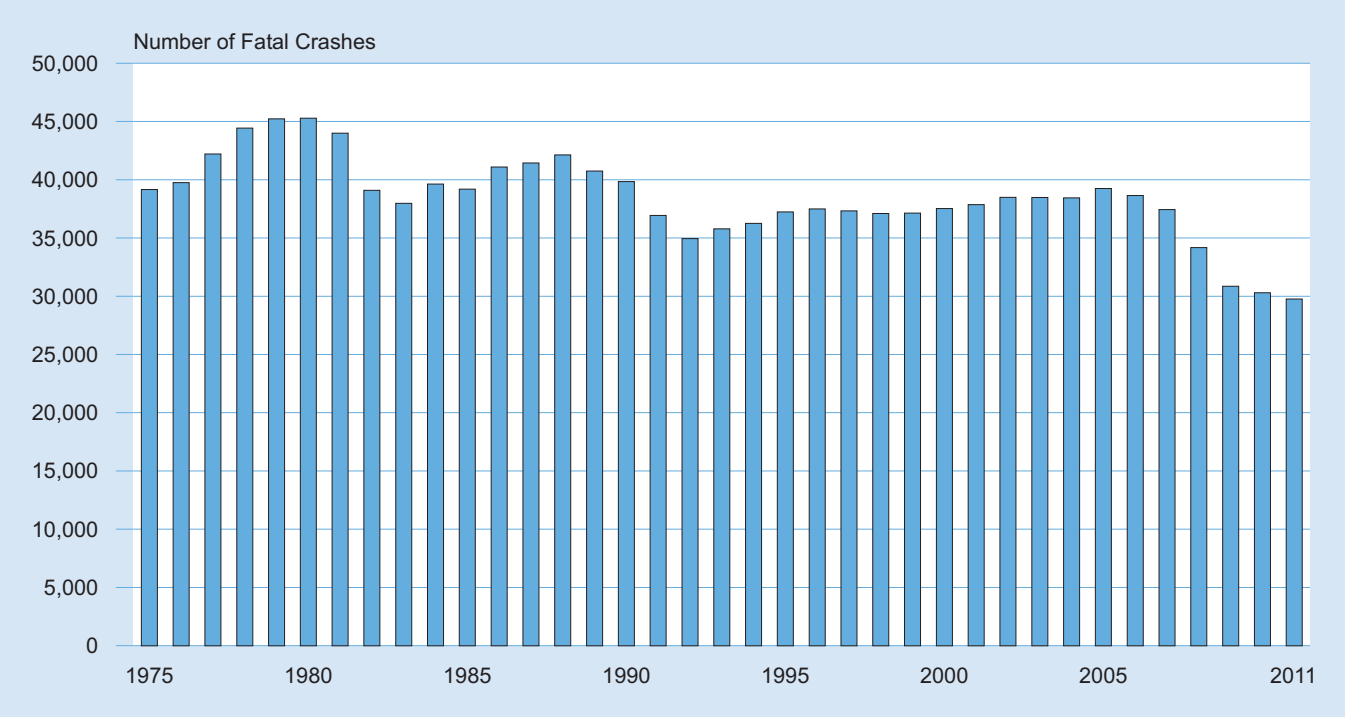


Table 1

Crashes by Crash Severity, 1988-2011

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	30,296	0.6	1,542,000	28.5	3,847,000	71.0	**5,419,000**	**100.0**
2011	29,757	0.6	1,530,000	28.7	3,778,000	70.8	**5,338,000**	**100.0**

Table 2

Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2011

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	32,999	309,330	10.67	210,115	15.71	257,312	12.82	2,967	1.11
2011	32,367	311,592	10.39	211,875	15.28	257,512	12.57	2,946	1.10

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	309,330	724	210,115	1,066	257,312	870	2,967	75
2011	2,217,000	311,592	711	211,875	1,046	257,512	861	2,946	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, 1975-2011—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, 1975-2011—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Injured, 1988-2011—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, 1966-2011

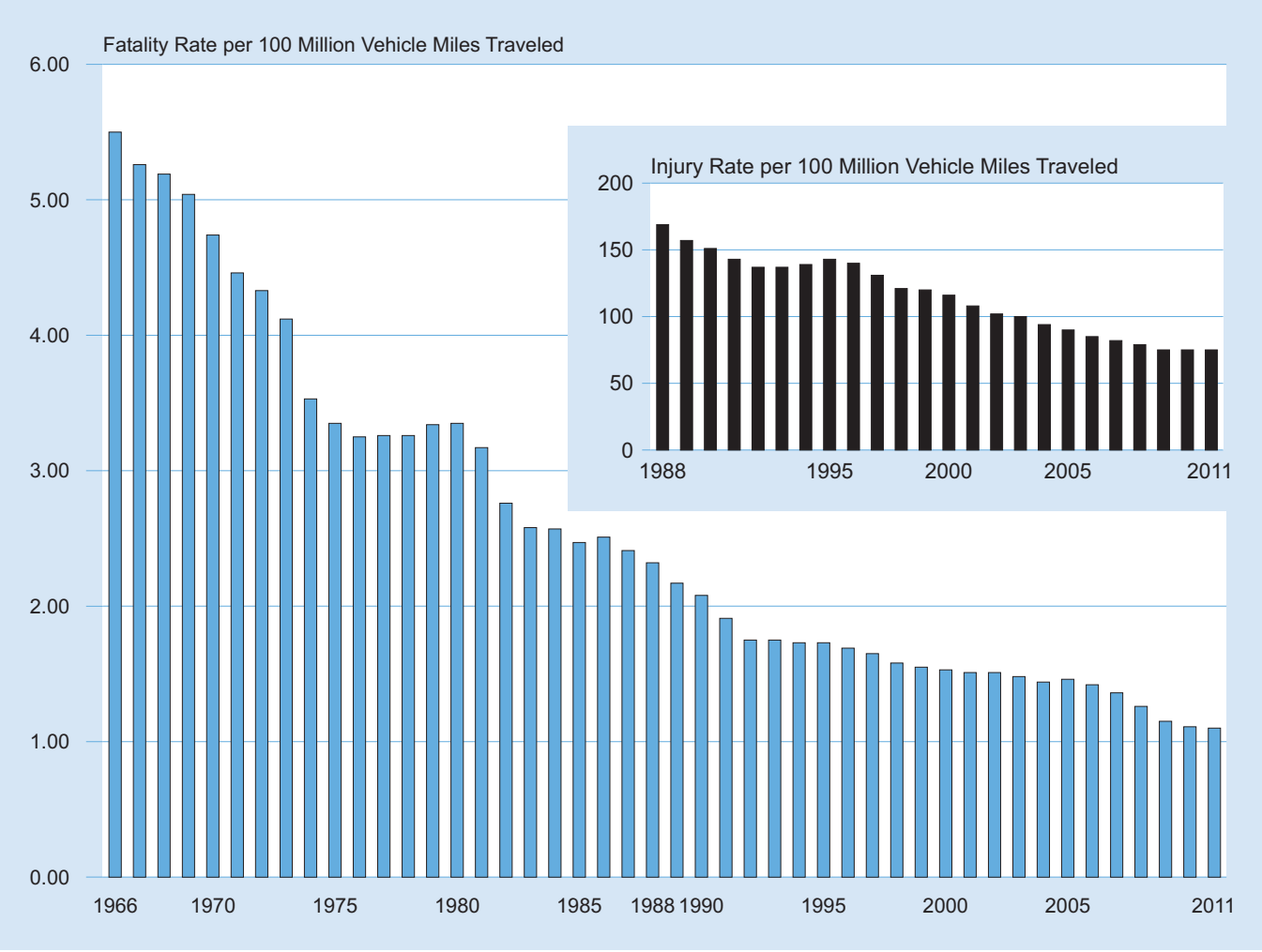


Table 3

Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2011

	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
Year	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Fatal Crashes												
1975	37,897	3.68	40.11	8,636	4.23	41.35	3,977	4.89	74.16	3,265	58.00	65.77
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	17,804	1.18	13.16	17,491	1.53	17.09	3,494	1.22	32.44	4,651	25.12	58.07
2011	17,442	1.17	12.96	16,740	1.45	16.16	3,608	1.35	35.13	4,749	25.67	56.28
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	419	968
2011	1,571,000	105	1,168	1,026,000	89	990	63,000	23	609	77,000	414	907
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	178
2011	3,740,000	250	2,779	2,582,000	224	2,492	221,000	83	2,154	18,000	98	216

Note: See Tables 7 through 10 for notes regarding an enhanced methodology used to estimate registered vehicles and vehicle miles traveled for 2007 and after.

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, 1975-2011

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	12,491	9,782	530	44	524	*23,371*	*4,518*	4,302	623	185	*5,110*	**32,999**
2011	11,981	9,272	635	54	506	*22,448*	*4,612*	4,432	677	198	*5,307*	**32,367**
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**
2011	1,240,000	728,000	23,000	13,000	6,000	*2,010,000*	*81,000*	69,000	48,000	9,000	*126,000*	**2,217,000**

*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, 1975-2011

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	31,897	104,175	30.62	11,796	105,542	11.18	43,697	209,717	20.84
2011	31,661	104,720	30.23	11,172	106,794	10.46	42,836	211,514	20.25
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
2011	1,503,000	104,720	1,435	1,240,000	106,794	1,161	2,743,000	211,514	1,297
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
2011	3,669,000	104,720	3,503	2,918,000	106,794	2,732	6,586,000	211,514	3,114

*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, 1975-2011

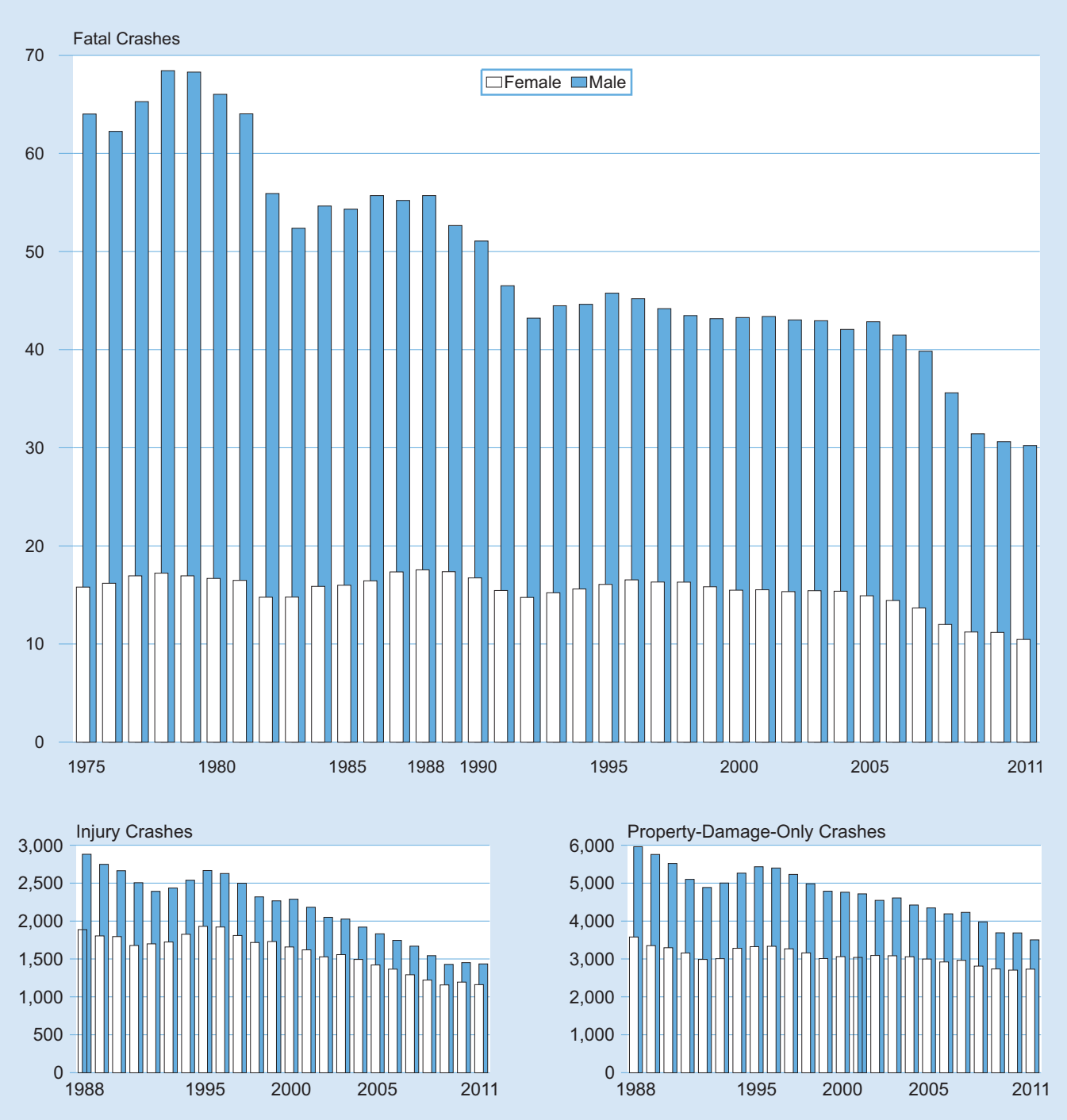


Table 6

Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population by Age Group, 1975-2011

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	1.26	1.95	13.92	17.60	11.84	9.46	9.15	8.88	8.95	14.01	**9.02**
2011	1.38	1.22	1.81	13.98	16.61	11.46	9.03	8.94	8.34	9.09	12.55	**8.68**
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	251	314	1,313	1,332	935	804	706	569	461	416	**682**
2011	229	242	299	1,252	1,256	957	785	689	583	456	384	**671**

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, 1975-2011

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	1,507,716	12,491	9.23	0.83	1,253,000	926	83
2011	134,543,655	1,495,303	11,981	8.90	0.80	1,240,000	921	83

*Injury data not available before 1988.

Note: In 2011, the Federal Highway Administration implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. These revisions were applied to data from 2007 through 2011. In some cases the changes were significant and should be taken into account when comparing registered vehicle counts and/or vehicle miles traveled for 2006 and earlier years with the numbers for 2007 and later years.

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, 1975-2011

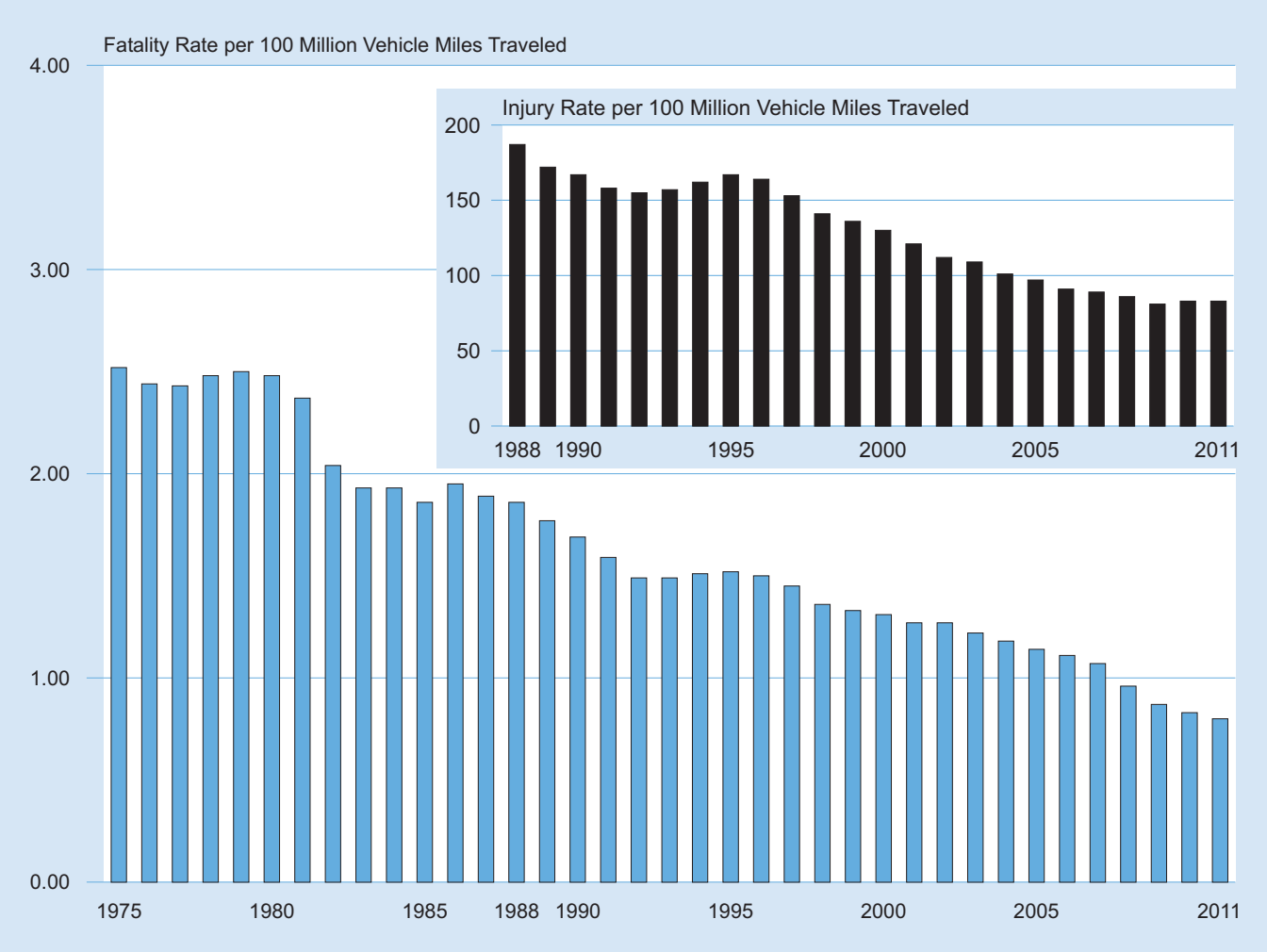


Table 8

Light Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2011

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	1,140,740	9,782	9.55	0.86	733,000	716	64
2011	103,594,529	1,151,338	9,272	8.95	0.81	728,000	703	63

*Injury data not available before 1988.

Note: In 2011, the Federal Highway Administration implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. These revisions were applied to data from 2007 through 2011. In some cases the changes were significant and should be taken into account when comparing registered vehicle counts and/or vehicle miles traveled for 2006 and earlier years with the numbers for 2007 and later years.

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, 1975-2011

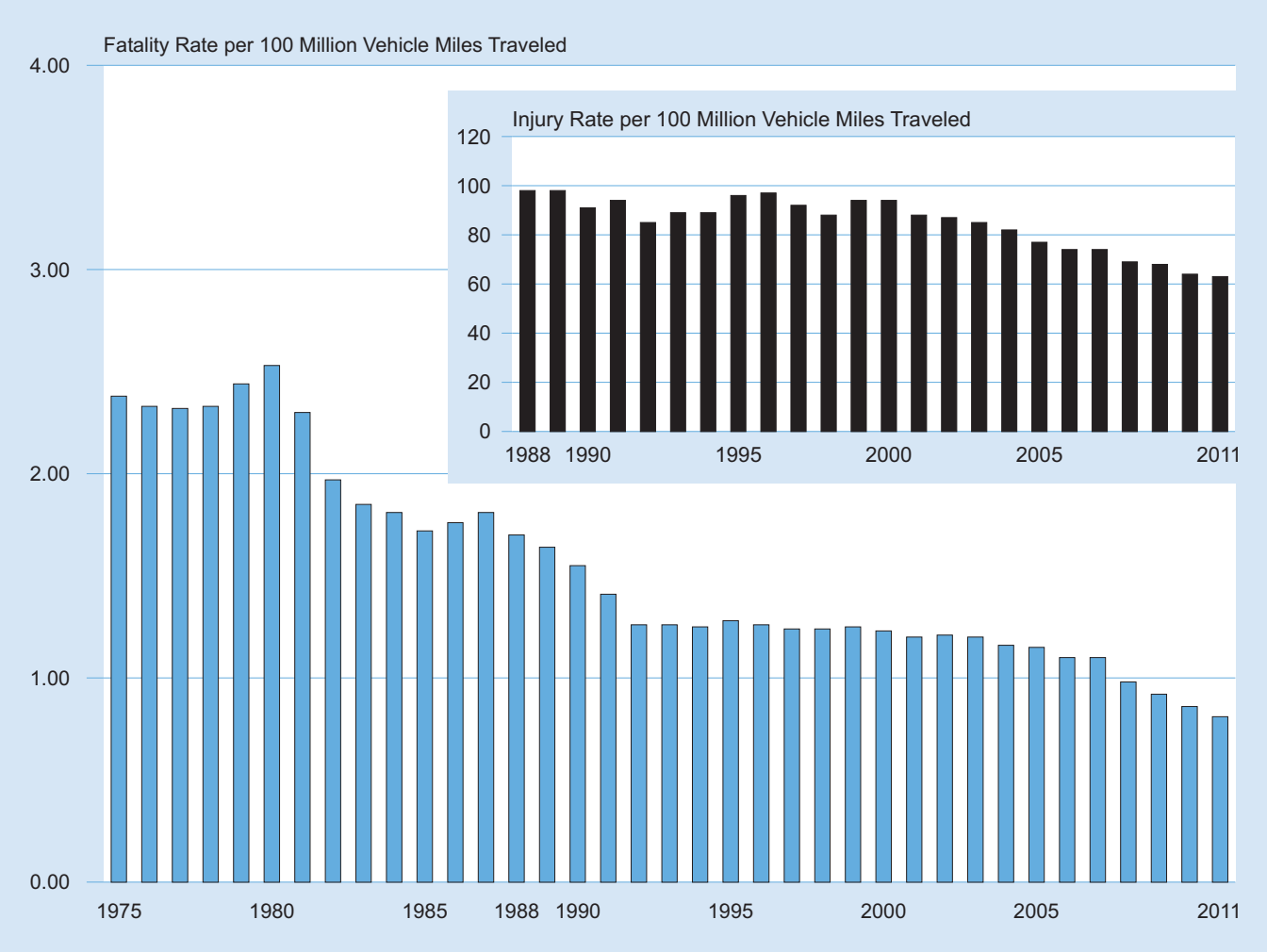


Table 9

Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2011

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	286,527	530	4.92	0.18	20,000	183	7
2011	10,270,693	267,207	635	6.18	0.24	23,000	221	8

*Injury data not available before 1988.

Note: In 2011, the Federal Highway Administration implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. These revisions were applied to data from 2007 through 2011. In some cases the changes were significant and should be taken into account when comparing registered vehicle counts and/or vehicle miles traveled for 2006 and earlier years with the numbers for 2007 and later years.

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, 1975-2011

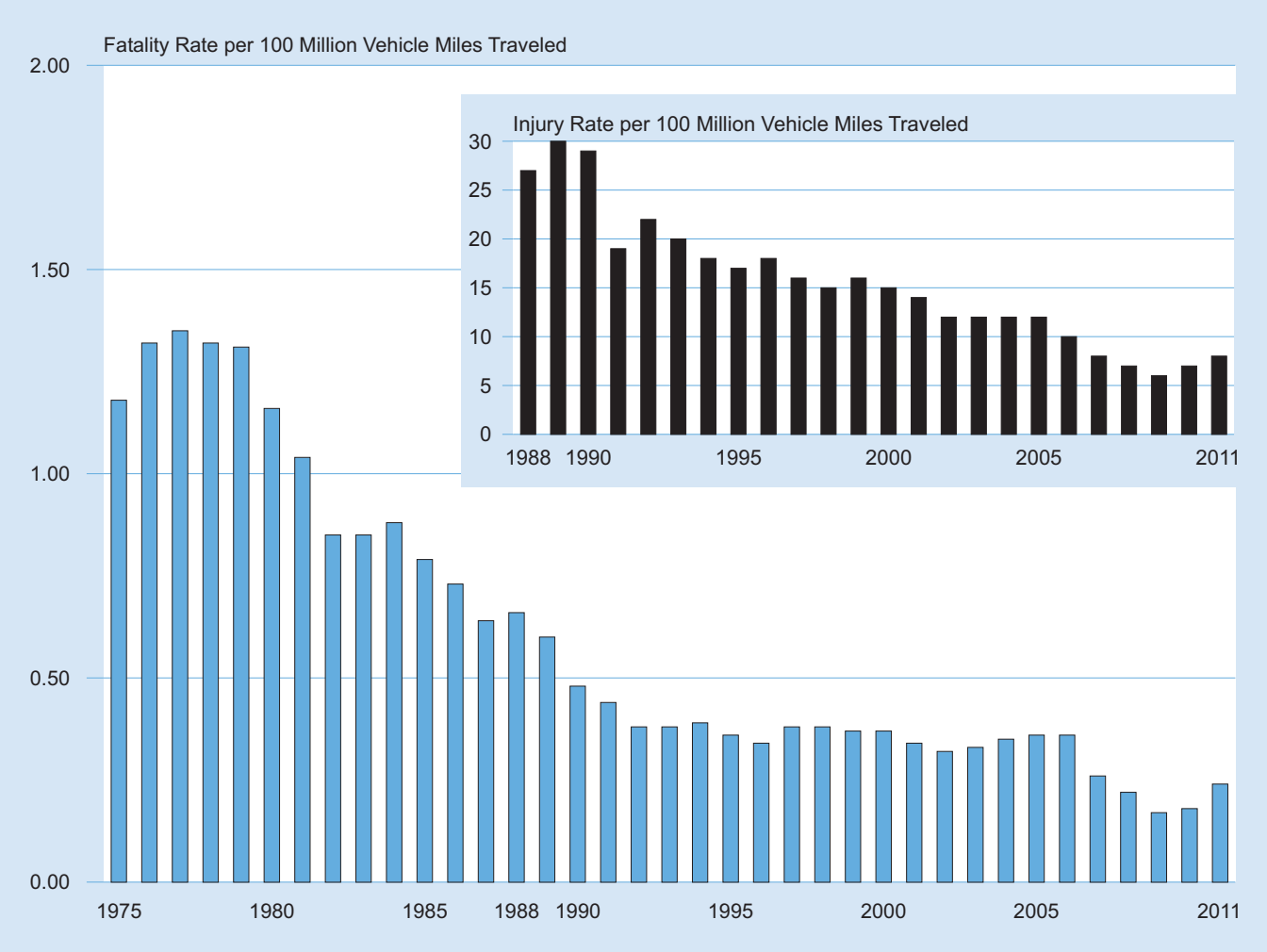


Table 10

Motorcyclists Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2011

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	8,009,503	18,513	4,518	56.41	24.40	82,000	1,024	443
2011	8,437,502	18,500	4,612	54.66	24.93	81,000	965	440

*Injury data not available before 1988.

Note: In 2011, the Federal Highway Administration implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. These revisions were applied to data from 2007 through 2011. In some cases the changes were significant and should be taken into account when comparing registered vehicle counts and/or vehicle miles traveled for 2006 and earlier years with the numbers for 2007 and later years.

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

Figure 7

Motorcyclist Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2011

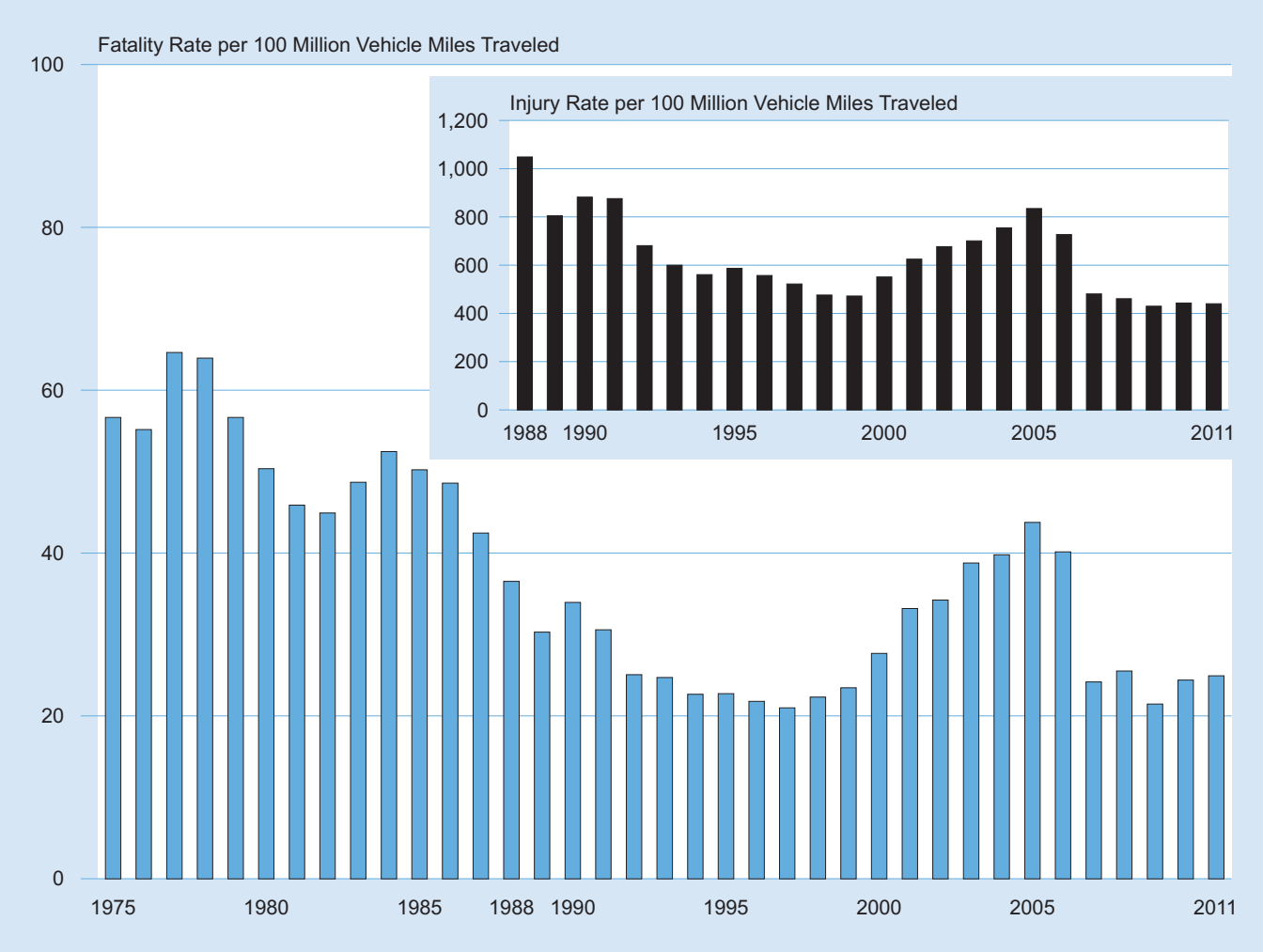


Table 11

Persons Killed or Injured in Crashes Involving a Large Truck by Person Type and Crash Type, 1975-2011

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	339	191	*530*	2,797	359	**3,686**
2011	403	232	*635*	2,695	427	**3,757**
			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**
2011	7,000	15,000	*23,000*	64,000	2,000	**88,000**

Table 12
Nonoccupant Fatality and Injury Rates per Population by Age Group, 1975-2011

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	0.52	0.47	0.75	1.51	1.89	1.63	1.64	2.17	2.06	2.01	2.79	**1.65**
2011	0.41	0.47	0.75	1.46	2.08	1.69	1.61	2.41	2.10	2.17	2.62	**1.70**
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**
2011	11	31	58	87	63	43	32	39	37	27	21	**40**

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, 1982-2011

	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	21,005	64	1,771	5	10,136	31	11,906	36	32,999	100
2011	20,752	64	1,633	5	9,878	31	11,510	36	32,367	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, 1982-2011

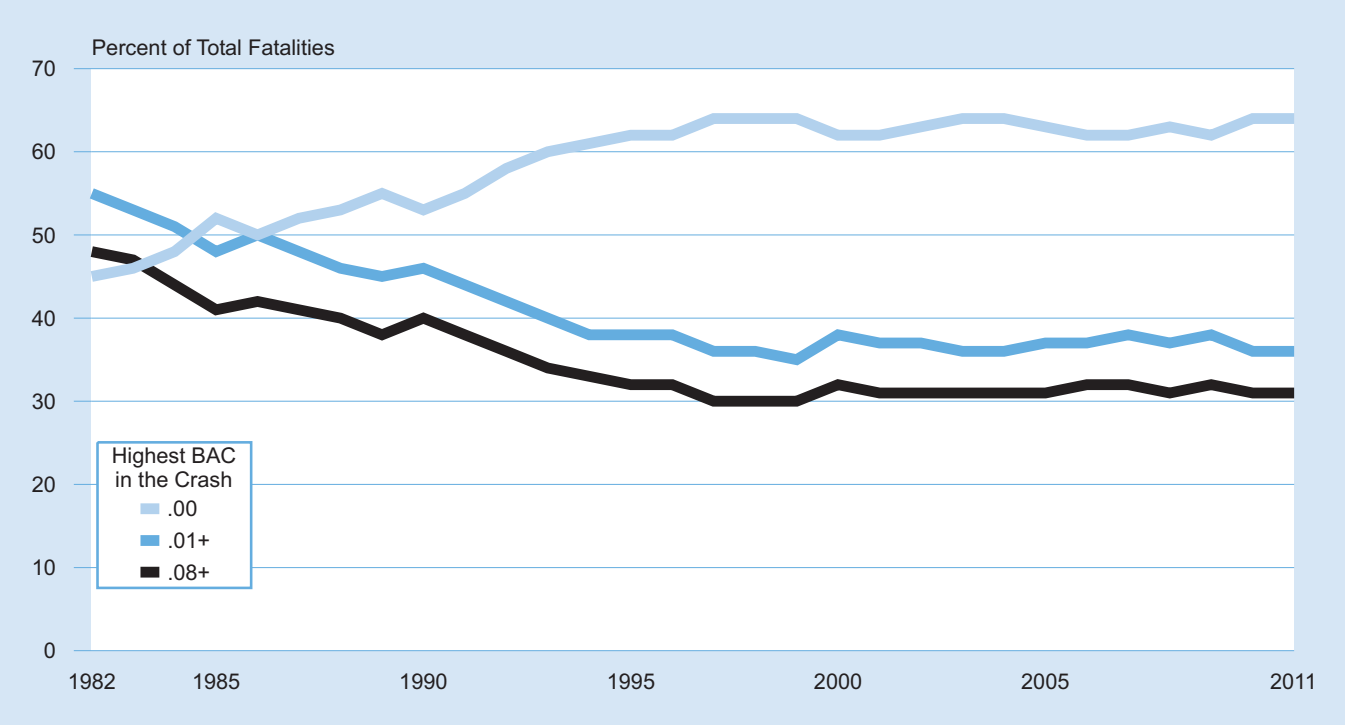


Table 14

Persons Killed and Percent Alcohol-Impaired Driving During Holiday Periods, 1982-2011

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	399 (3)	40	393 (3)	38
2011	315 (3)	43	406 (3)	40	428 (3)	38
	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	406 (3)	35	431 (4)	40	264 (3)	35
2011	381 (3)	36	383 (4)	33	265 (3)	35

*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, 1982-2011

	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	23,840	11	9	20,541	42	36	44,599	26	22
2011	23,377	11	8	20,083	41	36	43,668	25	21

*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, 1982-2011

	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	32,079	28	24	11,859	17	15
2011	31,809	28	24	11,209	16	14

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, 1982-2011

	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	17,710	27	24	17,385	25	22	3,456	2	1	4,647	36	28
2011	17,335	27	24	16,643	25	21	3,568	2	1	4,741	37	29

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, 1982-2011

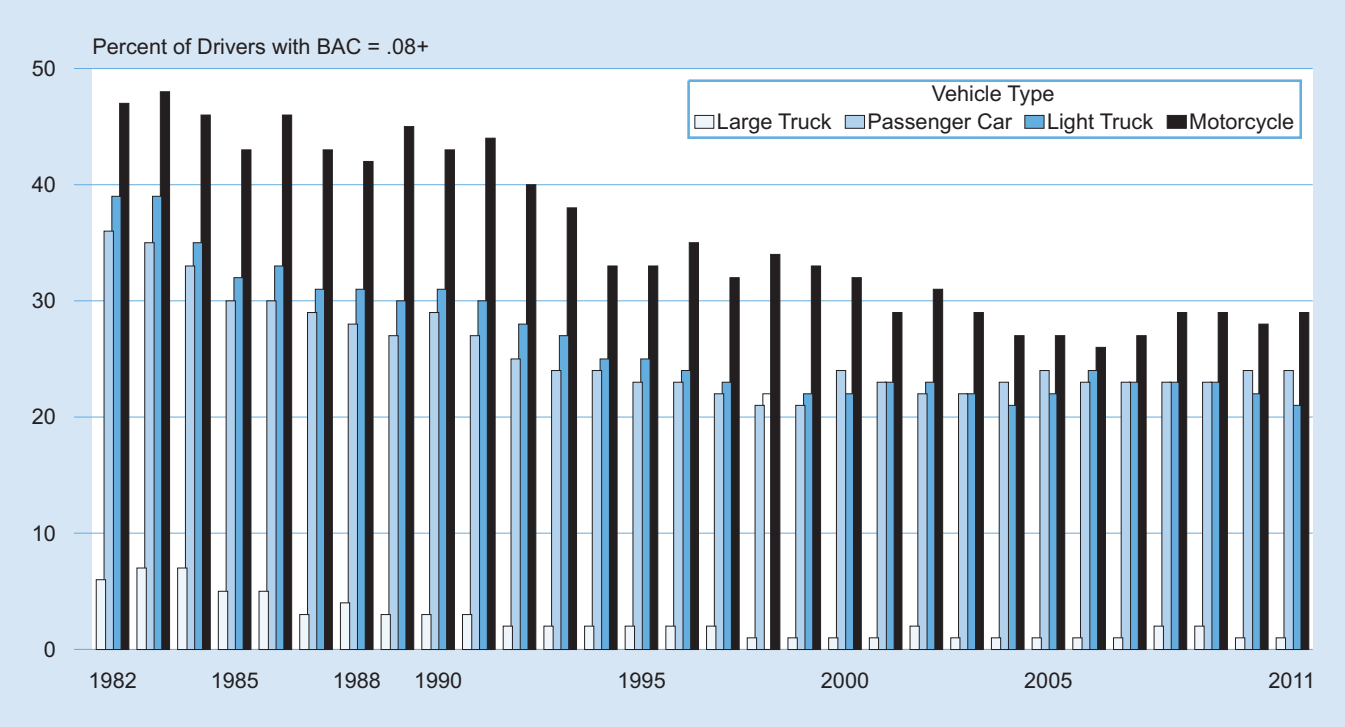


Table 18
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2011

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	159	7	6	4,505	22	18	4,608	40	34
2011	115	11	8	4,292	24	20	4,465	37	32
	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	8,567	35	30	7,333	29	25	7,517	25	21
2011	8,517	34	30	7,058	28	24	7,493	24	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	5,577	17	14	2,902	10	8	2,688	6	4
2011	5,542	17	14	2,947	10	8	2,522	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, 1982-2011

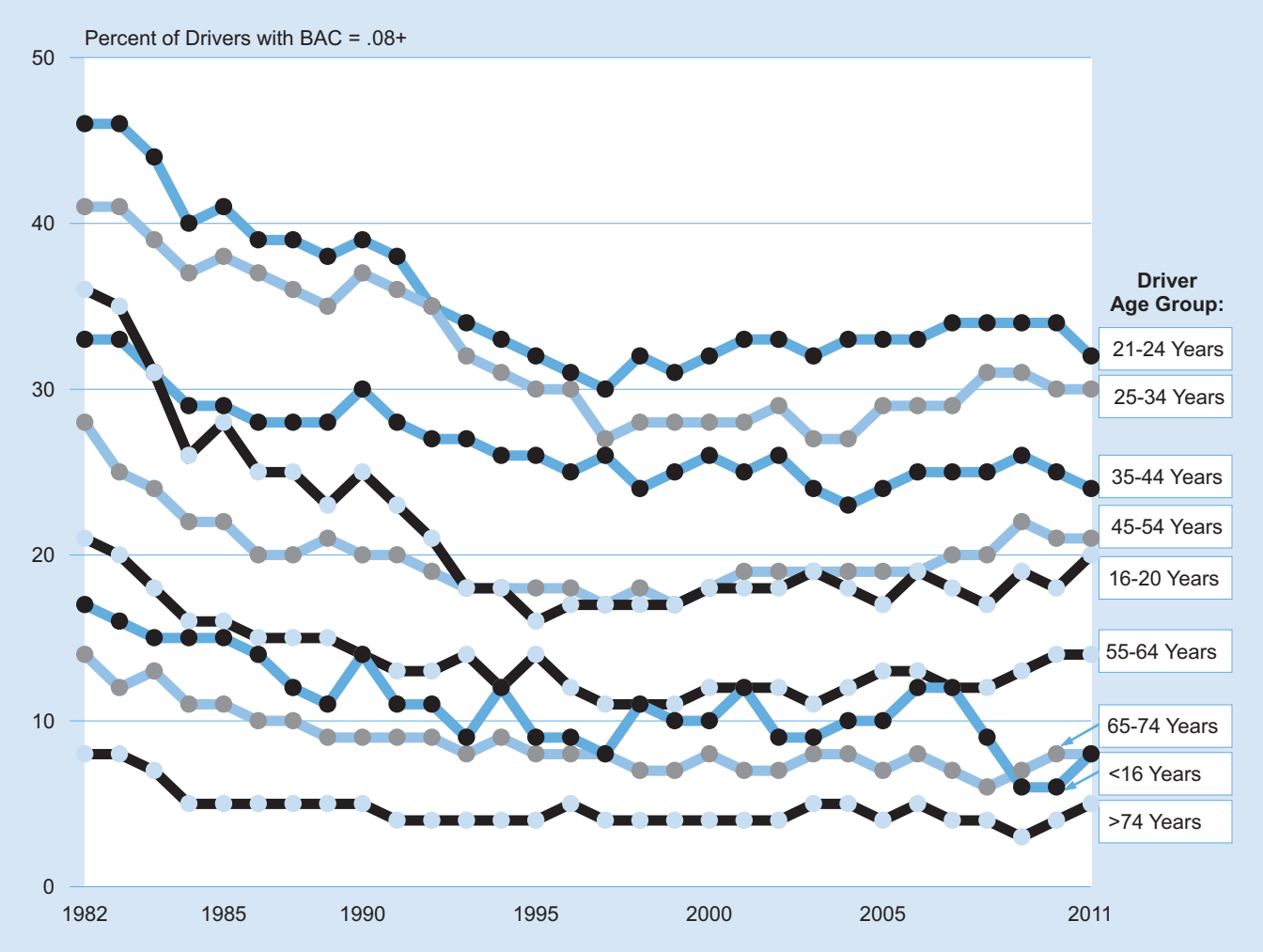


Table 19

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-2011

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	19,747	761	3,019	23,527	13,442	1,051	6,579	21,072	33,190	1,812	9,598	**44,599**
2011	19,498	628	2,789	22,915	13,260	986	6,507	20,753	32,758	1,614	9,296	**43,668**

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), 1982-2011

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	60	192	5	1,416	35	**4,055**	**100**
2011	2,474	59	190	5	1,545	37	**4,209**	**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, 1975-2011

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	22,712	64.7	9,598	27.3	2,785	7.9	**35,095**	**100.0**
2011	22,068	64.9	9,293	27.4	2,617	7.7	**33,978**	**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**
2011	2,275,000	87.7	80,000	3.1	238,000	9.2	**2,593,000**	**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**
2011	5,599,000	88.8	55,000	0.9	652,000	10.3	**6,306,000**	**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, 1975-2011

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	9,969	44.8	10,590	47.5	1,714	7.7	**22,273**	**100.0**
2011	9,439	44.4	10,180	47.9	1,634	7.7	**21,253**	**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**
2011	1,680,000	85.3	113,000	5.8	175,000	8.9	**1,968,000**	**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, 1982-2011

Year	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
1982	23,330	5,529	23.7	4,605	1,895	41.2	735	504	68.6	814	285	35.0	**29,689**	**8,298**	**27.9**
1983	22,979	5,434	23.6	4,496	1,903	42.3	769	527	68.5	712	267	37.5	**29,181**	**8,219**	**28.2**
1984	23,620	5,569	23.6	4,686	1,994	42.6	723	496	68.6	764	299	39.1	**30,116**	**8,497**	**28.2**
1985	23,212	5,290	22.8	4,640	1,972	42.5	855	567	66.3	791	314	39.7	**29,901**	**8,284**	**27.7**
1986	24,944	6,015	24.1	5,090	2,301	45.2	927	608	65.6	879	349	39.7	**32,261**	**9,474**	**29.4**
1987	25,132	6,028	24.0	5,502	2,497	45.4	1,050	688	65.5	1,025	384	37.5	**33,190**	**9,801**	**29.5**
1988	25,808	6,248	24.2	5,880	2,713	46.1	1,040	651	62.6	1,001	374	37.4	**34,114**	**10,138**	**29.7**
1989	25,063	5,707	22.8	5,870	2,660	45.3	1,135	722	63.6	1,214	463	38.1	**33,614**	**9,689**	**28.8**
1990	24,092	5,593	23.2	5,979	2,698	45.1	1,214	762	62.8	1,154	451	39.1	**32,693**	**9,619**	**29.4**
1991	22,385	5,328	23.8	5,671	2,543	44.8	1,476	882	59.8	1,143	472	41.3	**30,776**	**9,258**	**30.1**
1992	21,387	4,738	22.2	5,385	2,460	45.7	1,335	834	62.5	1,292	564	43.7	**29,485**	**8,636**	**29.3**
1993	21,566	4,648	21.6	5,538	2,403	43.4	1,521	934	61.4	1,365	541	39.6	**30,077**	**8,561**	**28.5**
1994	21,997	4,870	22.1	5,574	2,409	43.2	1,757	1,063	60.5	1,508	610	40.5	**30,901**	**8,981**	**29.1**
1995	22,423	5,076	22.6	5,938	2,571	43.3	1,935	1,210	62.5	1,639	650	39.7	**31,991**	**9,537**	**29.8**
1996	22,505	4,997	22.2	5,904	2,545	43.1	2,147	1,384	64.5	1,832	681	37.2	**32,437**	**9,624**	**29.7**
1997	22,199	4,765	21.5	5,887	2,479	42.1	2,380	1,489	62.6	1,914	768	40.1	**32,448**	**9,527**	**29.4**
1998	21,194	4,672	22.0	5,921	2,560	43.2	2,713	1,705	62.8	2,042	823	40.3	**31,899**	**9,773**	**30.6**
1999	20,862	4,718	22.6	6,127	2,724	44.5	3,026	1,902	62.9	2,088	784	37.5	**32,127**	**10,140**	**31.6**
2000	20,699	4,548	22.0	6,003	2,558	42.6	3,358	2,064	61.5	2,129	771	36.2	**32,225**	**9,959**	**30.9**
2001	20,320	4,559	22.4	6,139	2,651	43.2	3,530	2,149	60.9	2,019	786	38.9	**32,043**	**10,157**	**31.7**
2002	20,569	4,794	23.3	6,100	2,755	45.2	4,031	2,471	61.3	2,109	699	33.1	**32,843**	**10,729**	**32.7**
2003	19,725	4,464	22.6	5,957	2,580	43.3	4,483	2,661	59.4	2,080	728	35.0	**32,271**	**10,442**	**32.4**
2004	19,192	4,353	22.7	5,838	2,597	44.5	4,760	2,929	61.5	2,046	695	34.0	**31,866**	**10,590**	**33.2**
2005	18,512	4,371	23.6	6,067	2,796	46.1	4,831	2,895	59.9	2,112	794	37.6	**31,549**	**10,870**	**34.5**
2006	17,925	4,376	24.4	5,993	2,844	47.5	4,928	2,899	58.8	1,815	609	33.6	**30,686**	**10,742**	**35.0**
2007	16,614	4,055	24.4	5,847	2,748	47.0	4,834	2,861	59.2	1,764	572	32.4	**29,072**	**10,240**	**35.2**
2008	14,646	3,653	24.9	5,097	2,435	47.8	4,214	2,435	57.8	1,492	514	34.5	**25,462**	**9,043**	**35.5**
2009	13,135	3,230	24.6	4,801	2,295	47.8	4,104	2,303	56.1	1,396	457	32.7	**23,447**	**8,291**	**35.4**
2010	12,491	2,933	23.5	4,486	2,098	46.8	3,942	2,264	57.4	1,346	413	30.7	**22,273**	**7,710**	**34.6**
2011	11,981	2,842	23.7	4,256	1,988	46.7	3,871	2,168	56.0	1,128	373	33.1	**21,253**	**7,382**	**34.7**

*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 5.3 million police-reported motor vehicle crashes occurred in the United States in 2011. Twenty-nine percent of those crashes (1.53 million) resulted in an injury, and fewer than 1 percent (29,757) resulted in a death.
- Midnight to 3 a.m. on Saturdays and Sundays proved to be the deadliest 3-hour periods throughout 2011, with 995 and 955 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 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., 65 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	2,082	0.94	129,000	58	349,000	158	**480,000**	**217**
February	1,871	0.88	124,000	59	318,000	150	**444,000**	**209**
March	2,217	0.89	120,000	48	298,000	120	**420,000**	**169**
April	2,337	0.94	119,000	48	285,000	115	**406,000**	**164**
May	2,570	1.02	130,000	51	295,000	117	**428,000**	**169**
June	2,620	1.02	125,000	49	286,000	111	**413,000**	**161**
July	2,906	1.12	119,000	46	285,000	110	**406,000**	**157**
August	2,742	1.06	129,000	50	302,000	117	**433,000**	**167**
September	2,621	1.09	129,000	54	308,000	128	**440,000**	**183**
October	2,838	1.13	141,000	56	340,000	136	**483,000**	**193**
November	2,483	1.05	131,000	55	350,000	148	**483,000**	**204**
December	2,470	1.02	135,000	55	364,000	150	**501,000**	**206**
Total	**29,757**	**1.01**	**1,530,000**	**52**	**3,778,000**	**128**	**5,338,000**	**181**

*Crashes per 100 million vehicle miles traveled.

Source: Vehicle miles traveled (VMT), Federal Highway Administration, *Traffic Volume Trends*, December 2012.

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	955	350	257	302	353	534	995	**3,746**
3 am to 6 am	608	234	221	217	251	325	550	**2,406**
6 am to 9 am	308	446	440	452	462	457	400	**2,965**
9 am to Noon	342	418	429	409	375	427	450	**2,850**
Noon to 3 pm	589	541	530	506	581	576	654	**3,977**
3 pm to 6 pm	648	661	678	694	650	703	714	**4,748**
6 pm to 9 pm	682	609	608	581	657	712	884	**4,733**
9 pm to Midnight	485	473	450	463	561	801	889	**4,122**
Unknown	38	27	24	24	20	32	45	**210**
Total	**4,655**	**3,759**	**3,637**	**3,648**	**3,910**	**4,567**	**5,581**	**29,757**
Injury Crashes								
Midnight to 3 am	19,000	7,000	6,000	7,000	9,000	11,000	21,000	**79,000**
3 am to 6 am	12,000	5,000	6,000	6,000	5,000	7,000	10,000	**50,000**
6 am to 9 am	12,000	31,000	32,000	32,000	32,000	27,000	14,000	**181,000**
9 am to Noon	18,000	32,000	32,000	34,000	30,000	34,000	30,000	**210,000**
Noon to 3 pm	30,000	42,000	40,000	42,000	37,000	51,000	42,000	**284,000**
3 pm to 6 pm	31,000	55,000	61,000	62,000	55,000	70,000	40,000	**374,000**
6 pm to 9 pm	26,000	27,000	35,000	34,000	34,000	40,000	29,000	**224,000**
9 pm to Midnight	14,000	16,000	15,000	18,000	20,000	23,000	22,000	**128,000**
Total	**163,000**	**214,000**	**227,000**	**235,000**	**221,000**	**263,000**	**207,000**	**1,530,000**
Property-Damage-Only Crashes								
Midnight to 3 am	41,000	15,000	17,000	17,000	19,000	22,000	37,000	**168,000**
3 am to 6 am	21,000	15,000	14,000	12,000	19,000	23,000	24,000	**128,000**
6 am to 9 am	22,000	86,000	96,000	86,000	92,000	85,000	36,000	**503,000**
9 am to Noon	45,000	72,000	79,000	75,000	81,000	80,000	65,000	**498,000**
Noon to 3 pm	71,000	95,000	96,000	110,000	101,000	121,000	88,000	**682,000**
3 pm to 6 pm	72,000	146,000	156,000	164,000	159,000	162,000	92,000	**951,000**
6 pm to 9 pm	60,000	72,000	75,000	79,000	87,000	102,000	73,000	**549,000**
9 pm to Midnight	34,000	39,000	36,000	36,000	40,000	56,000	57,000	**299,000**
Total	**367,000**	**540,000**	**570,000**	**579,000**	**598,000**	**652,000**	**473,000**	**3,778,000**
All Crashes								
Midnight to 3 am	61,000	22,000	23,000	25,000	28,000	33,000	59,000	**251,000**
3 am to 6 am	34,000	20,000	21,000	19,000	24,000	30,000	34,000	**180,000**
6 am to 9 am	35,000	117,000	129,000	118,000	124,000	113,000	51,000	**687,000**
9 am to Noon	63,000	105,000	112,000	110,000	111,000	114,000	96,000	**711,000**
Noon to 3 pm	102,000	137,000	137,000	153,000	139,000	173,000	131,000	**971,000**
3 pm to 6 pm	104,000	201,000	217,000	227,000	214,000	233,000	133,000	**1,329,000**
6 pm to 9 pm	87,000	100,000	111,000	113,000	121,000	143,000	103,000	**778,000**
9 pm to Midnight	49,000	55,000	51,000	54,000	61,000	80,000	80,000	**431,000**
Total	**534,000**	**758,000**	**801,000**	**817,000**	**822,000**	**920,000**	**686,000**	**5,338,000**

Figure 11

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

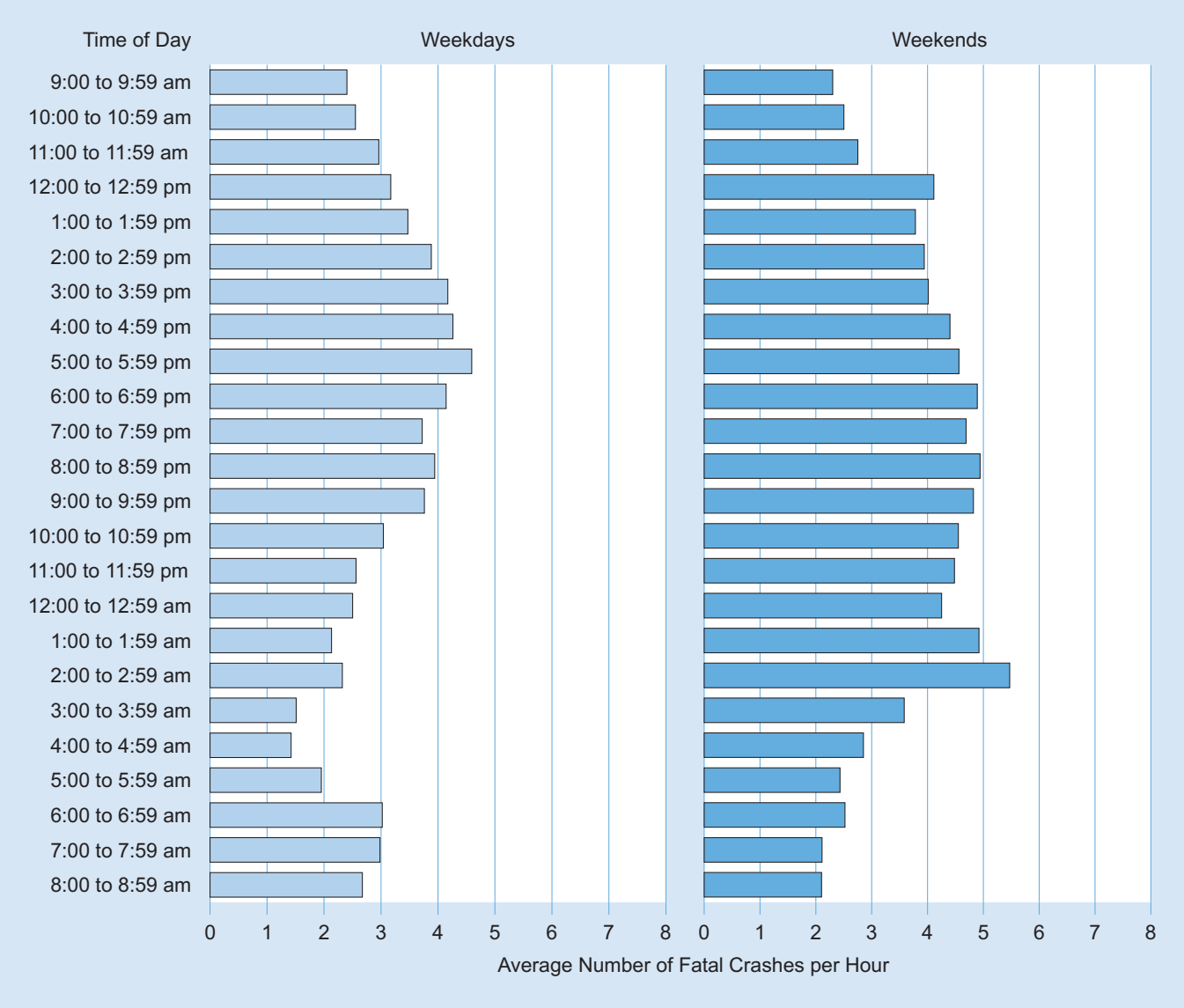


Table 26

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	13,152	4,844	7,374	1,040	8	**26,458**
Rain	951	414	598	75	3	**2,042**
Snow/Sleet	287	75	209	21	0	**595**
Other	121	58	184	41	0	**406**
Unknown	78	19	86	4	0	**256**
Total	**14,589**	**5,410**	**8,451**	**1,181**	**11**	***29,757**
Injury Crashes						
Normal	948,000	218,000	121,000	45,000	**	**1,332,000**
Rain	90,000	30,000	19,000	6,000	**	**145,000**
Snow/Sleet	24,000	8,000	9,000	2,000	**	**43,000**
Other/Unknown	5,000	2,000	2,000	1,000	**	**10,000**
Total	**1,067,000**	**258,000**	**151,000**	**54,000**	**	**1,530,000**
Property-Damage-Only Crashes						
Normal	2,281,000	469,000	352,000	118,000	**	**3,220,000**
Rain	232,000	77,000	52,000	17,000	**	**379,000**
Snow/Sleet	87,000	28,000	28,000	11,000	**	**155,000**
Other/Unknown	12,000	3,000	6,000	3,000	**	**24,000**
Total	**2,612,000**	**578,000**	**438,000**	**150,000**	**1,000**	**3,778,000**
All Crashes						
Normal	3,242,000	692,000	481,000	164,000	**	**4,579,000**
Rain	324,000	108,000	71,000	23,000	**	**526,000**
Snow/Sleet	111,000	37,000	38,000	13,000	**	**199,000**
Other/Unknown	16,000	5,000	8,000	4,000	**	**34,000**
Total	**3,693,000**	**842,000**	**598,000**	**204,000**	**1,000**	**5,338,000**

*Includes 115 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	6,432	85.2	4,348	52.7	134	3.1	24	0.6
11 to 20	653	8.7	2,761	33.4	577	13.2	152	3.6
21 to 30	217	2.9	777	9.4	1,036	23.7	438	10.4
31 to 40	79	1.0	234	2.8	960	21.9	649	15.4
41 to 50	42	0.6	73	0.9	694	15.9	751	17.8
51 to 60	31	0.4	23	0.3	408	9.3	699	16.6
61 to 120	91	1.2	39	0.5	567	13.0	1,498	35.6
Total*	**7,545**	**100.0**	**8,255**	**100.0**	**4,376**	**100.0**	**4,211**	**100.0**
Urban Fatal Crashes								
0 to 10	5,610	93.1	5,065	83.3	199	5.1	36	0.9
11 to 20	288	4.8	849	14.0	1,217	31.2	466	12.0
21 to 30	49	0.8	116	1.9	1,245	31.9	1,104	28.5
31 to 40	29	0.5	32	0.5	669	17.1	959	24.7
41 to 50	12	0.2	9	0.1	302	7.7	593	15.3
51 to 60	17	0.3	4	0.1	154	3.9	354	9.1
61 to 120	24	0.4	9	0.1	115	2.9	364	9.4
Total*	**6,029**	**100.0**	**6,084**	**100.0**	**3,901**	**100.0**	**3,876**	**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	5,646	10,414	507	1,159	265	**17,991**
Multiple Vehicle	11,218	266	100	167	15	**11,766**
Total	**16,864**	**10,680**	**607**	**1,326**	**280**	**29,757**
Injury Crashes						
Single Vehicle	155,000	260,000	7,000	40,000	33,000	**494,000**
Multiple Vehicle	1,025,000	5,000	1,000	4,000	*	**1,036,000**
Total	**1,180,000**	**265,000**	**8,000**	**44,000**	**33,000**	**1,530,000**
Property-Damage-Only Crashes						
Single Vehicle	297,000	520,000	9,000	81,000	242,000	**1,149,000**
Multiple Vehicle	2,612,000	8,000	1,000	5,000	3,000	**2,629,000**
Total	**2,910,000**	**528,000**	**9,000**	**86,000**	**245,000**	**3,778,000**
All Crashes						
Single Vehicle	458,000	790,000	16,000	122,000	275,000	**1,661,000**
Multiple Vehicle	3,649,000	14,000	2,000	9,000	4,000	**3,677,000**
Total	**4,106,000**	**804,000**	**17,000**	**132,000**	**278,000**	**5,338,000**

*Less than 500.

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	5,281	17.7	413,000	27.0	793,000	21.0	**1,212,000**	**22.7**
Rear End	1,806	6.1	475,000	31.0	1,245,000	32.9	**1,721,000**	**32.2**
Sideswipe	768	2.6	71,000	4.7	450,000	11.9	**522,000**	**9.8**
Head On	2,731	9.2	57,000	3.7	53,000	1.4	**112,000**	**2.1**
Other/Unknown	110	0.4	6,000	0.4	60,000	1.6	**66,000**	**1.2**
Subtotal	*10,696*	*35.9*	*1,022,000*	*66.8*	*2,601,000*	*68.8*	***3,634,000***	***68.1***
Collision with Fixed Object:								
Pole/Post	1,354	4.6	49,000	3.2	113,000	3.0	**164,000**	**3.1**
Culvert/Curb/Ditch	2,406	8.1	52,000	3.4	100,000	2.6	**154,000**	**2.9**
Shrubbery/Tree	2,385	8.0	41,000	2.7	59,000	1.6	**102,000**	**1.9**
Guard Rail	893	3.0	28,000	1.8	68,000	1.8	**96,000**	**1.8**
Embankment	1,049	3.5	20,000	1.3	26,000	0.7	**48,000**	**0.9**
Bridge	219	0.7	5,000	0.3	11,000	0.3	**17,000**	**0.3**
Other/Unknown	1,656	5.6	70,000	4.6	167,000	4.4	**239,000**	**4.5**
Subtotal	*9,962*	*33.5*	*265,000*	*17.3*	*545,000*	*14.4*	***820,000***	***15.4***
Collision with Object Not Fixed:								
Parked Motor Vehicle	304	1.0	36,000	2.3	284,000	7.5	**320,000**	**6.0**
Animal	183	0.6	14,000	0.9	242,000	6.4	**256,000**	**4.8**
Pedestrian	4,095	13.8	63,000	4.1	2,000	0.1	**69,000**	**1.3**
Pedalcyclist	669	2.2	47,000	3.1	3,000	0.1	**51,000**	**1.0**
Train	116	0.4	*	*	1,000	*	**1,000**	**0.0**
Other/Unknown	354	1.2	11,000	0.7	49,000	1.3	**61,000**	**1.1**
Subtotal	*5,721*	*19.2*	*171,000*	*11.2*	*582,000*	*15.4*	***759,000***	***14.2***
Noncollision:								
Rollover	2,955	9.9	65,000	4.2	35,000	0.9	**102,000**	**1.9**
Other/Unknown	395	1.3	7,000	0.4	15,000	0.4	**22,000**	**0.4**
Subtotal	*3,350*	*11.3*	*72,000*	*4.7*	*50,000*	*1.3*	***125,000***	***2.3***
Total	****29,757**	**100.0**	**1,530,000**	**100.0**	**3,778,000**	**100.0**	**5,338,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 28 fatal crashes with 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 = 10,002)						
Passenger Car	1,457	2,954	1,005	861	57	123
Light Truck		1,097	824	985	45	122
Large Truck			112	175	7	23
Motorcycle				69	16	45
Other/Unknown						25
Injury Crashes (Total = 882,000)						
Passenger Car	296,000	372,000	25,000	20,000	6,000	1,000
Light Truck		124,000	17,000	14,000	3,000	1,000
Large Truck			1,000	1,000	*	*
Motorcycle				1,000	*	*
Property-Damage-Only Crashes (Total = 2,451,000)						
Passenger Car	782,000	1,082,000	89,000	7,000	20,000	3,000
Light Truck		381,000	56,000	4,000	15,000	3,000
Large Truck			9,000	*	1,000	*

*Less than 500.

Table 31

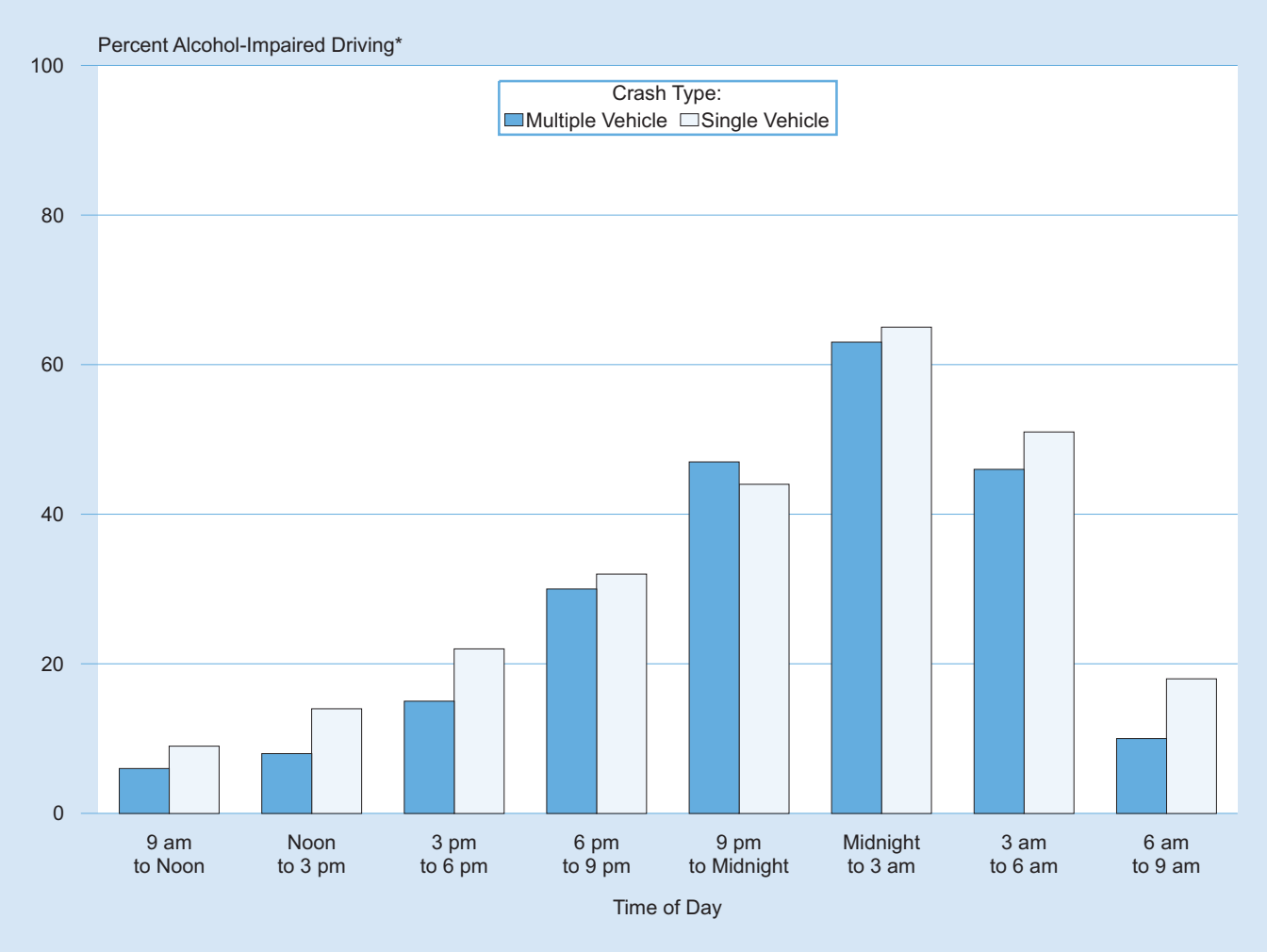
Fatal Crashes and Percent Alcohol-Impaired Driving, by Time of Day and Crash Type

	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	2,895	1,893	65	851	539	63	**3,746**	**2,432**	**65**
3 am to 6 am	1,745	883	51	661	305	46	**2,406**	**1,189**	**49**
6 am to 9 am	1,667	307	18	1,298	133	10	**2,965**	**441**	**15**
9 am to Noon	1,362	128	9	1,488	91	6	**2,850**	**219**	**8**
Noon to 3 pm	1,867	255	14	2,110	165	8	**3,977**	**420**	**11**
3 pm to 6 pm	2,322	507	22	2,426	364	15	**4,748**	**871**	**18**
6 pm to 9 pm	3,042	973	32	1,691	512	30	**4,733**	**1,485**	**31**
9 pm to Midnight	2,893	1,281	44	1,229	572	47	**4,122**	**1,853**	**45**
Unknown	198	88	44	12	5	38	**210**	**93**	**44**
Total	**17,991**	**6,316**	**35**	**11,766**	**2,685**	**23**	**29,757**	**9,001**	**30**

*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 9.4 million vehicles involved in motor vehicle crashes in 2011 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 3,608 large trucks involved in fatal crashes, 71 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal crashes (20.3 percent) was more than 4 times as high as the proportion in injury crashes (4.5 percent) and more than 18 times as high as the proportion in property-damage-only crashes (1.1 percent).
- Compared with passenger cars, pickup trucks, vans, large trucks, and buses, utility vehicles experienced the highest rollover rate in fatal crashes (31.4 percent). Large trucks experienced the highest rollover rate in injury crashes (7.7 percent). Large trucks also experienced the highest rollover rate in property-damage-only crashes (1.9 percent).
- Fires occurred in 0.1 percent of the vehicles involved in all traffic crashes in 2011. For fatal crashes, however, fires occurred in 3.0 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 (26.3 percent), and large trucks in fatal crashes had the lowest proportion (3.8 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	26,495	58	16	1,812	**28,381**
Junction:					
Intersection	3,772	3,389	2,078	286	**9,525**
Intersection Related	1,143	880	260	118	**2,401**
Other/Unknown	3,108	97	79	354	**3,638**
Total	**34,518**	**4,424**	**2,433**	**2,570**	**43,945**
Injury Crashes					
Nonjunction	960,000	4,000	*	86,000	**1,050,000**
Junction:					
Intersection	240,000	413,000	154,000	27,000	**833,000**
Intersection Related	134,000	352,000	43,000	45,000	**573,000**
Other/Unknown	245,000	18,000	11,000	26,000	**299,000**
Total	**1,578,000**	**786,000**	**208,000**	**184,000**	**2,756,000**
Property-Damage-Only Crashes					
Nonjunction	2,467,000	10,000	1,000	210,000	**2,687,000**
Junction:					
Intersection	431,000	576,000	270,000	71,000	**1,349,000**
Intersection Related	367,000	1,014,000	156,000	174,000	**1,711,000**
Other/Unknown	712,000	53,000	35,000	64,000	**864,000**
Total	**3,977,000**	**1,654,000**	**463,000**	**518,000**	**6,612,000**
All Crashes					
Nonjunction	3,453,000	14,000	1,000	298,000	**3,766,000**
Junction:					
Intersection	675,000	992,000	426,000	98,000	**2,192,000**
Intersection Related	502,000	1,367,000	199,000	219,000	**2,287,000**
Other/Unknown	960,000	71,000	46,000	90,000	**1,167,000**
Total	**5,590,000**	**2,444,000**	**673,000**	**705,000**	**9,412,000**

*Less than 500.

Note: For important information on this table see “Changes from Previous *Traffic Safety Facts* Reports” 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	2,405	13.4	1,781	6.9	**4,186**	**9.5**
35 or 40 mph	3,472	19.3	4,266	16.4	**7,738**	**17.6**
45 or 50 mph	3,233	18.0	5,324	20.5	**8,557**	**19.5**
55 mph	4,826	26.8	7,573	29.2	**12,399**	**28.2**
60 mph or higher	3,302	18.4	5,908	22.8	**9,210**	**21.0**
No Statutory Limit	78	0.4	133	0.5	**211**	**0.5**
Unknown	675	3.8	969	3.7	**1,644**	**3.7**
Total	**17,991**	**100.0**	**25,954**	**100.0**	**43,945**	**100.0**
Injury Crashes						
30 mph or less	114,000	23.0	338,000	15.0	**452,000**	**16.4**
35 or 40 mph	88,000	17.9	687,000	30.4	**775,000**	**28.1**
45 or 50 mph	59,000	12.0	471,000	20.8	**530,000**	**19.2**
55 mph	80,000	16.2	201,000	8.9	**281,000**	**10.2**
60 mph or higher	57,000	11.5	192,000	8.5	**249,000**	**9.0**
No Statutory Limit	11,000	2.2	46,000	2.1	**57,000**	**2.1**
Unknown	85,000	17.3	326,000	14.4	**412,000**	**14.9**
Total	**494,000**	**100.0**	**2,262,000**	**100.0**	**2,756,000**	**100.0**
Property-Damage-Only Crashes						
30 mph or less	253,000	22.1	913,000	16.7	**1,166,000**	**17.6**
35 or 40 mph	135,000	11.8	1,526,000	27.9	**1,661,000**	**25.1**
45 or 50 mph	124,000	10.8	1,125,000	20.6	**1,249,000**	**18.9**
55 mph	226,000	19.7	362,000	6.6	**588,000**	**8.9**
60 mph or higher	139,000	12.1	446,000	8.2	**585,000**	**8.8**
No Statutory Limit	42,000	3.7	175,000	3.2	**217,000**	**3.3**
Unknown	229,000	19.9	917,000	16.8	**1,146,000**	**17.3**
Total	**1,149,000**	**100.0**	**5,463,000**	**100.0**	**6,612,000**	**100.0**
All Crashes						
30 mph or less	370,000	22.3	1,253,000	16.2	**1,623,000**	**17.2**
35 or 40 mph	227,000	13.7	2,217,000	28.6	**2,444,000**	**26.0**
45 or 50 mph	186,000	11.2	1,601,000	20.7	**1,787,000**	**19.0**
55 mph	311,000	18.7	571,000	7.4	**881,000**	**9.4**
60 mph or higher	199,000	12.0	644,000	8.3	**843,000**	**9.0**
No Statutory Limit	53,000	3.2	221,000	2.9	**274,000**	**2.9**
Unknown	315,000	18.9	1,245,000	16.1	**1,559,000**	**16.6**
Total	**1,661,000**	**100.0**	**7,751,000**	**100.0**	**9,412,000**	**100.0**

Note: For important information on this table see “Changes from Previous *Traffic Safety Facts* Reports” 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	1,037	24.8	3,114	74.4	35	0.8	**4,186**	**100.0**
35 or 40 mph	2,315	29.9	5,391	69.7	32	0.4	**7,738**	**100.0**
45 or 50 mph	3,765	44.0	4,752	55.5	40	0.5	**8,557**	**100.0**
55 mph	9,488	76.5	2,863	23.1	48	0.4	**12,399**	**100.0**
60 mph or higher	5,780	62.8	3,418	37.1	12	0.1	**9,210**	**100.0**
No Statutory Limit	90	42.7	120	56.9	1	0.5	**211**	**100.0**
Unknown	610	37.1	1,022	62.2	12	0.7	**1,644**	**100.0**
Total	**23,085**	**52.5**	**20,680**	**47.1**	**180**	**0.4**	**43,945**	**100.0**

Note: For important information on this table see “Changes from Previous *Traffic Safety Facts* Reports” 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	10	80	109	399	1	**599**
Two Lanes	24,091	7,246	169	139	7	**31,652**
Three Lanes	534	2,928	141	23	1	**3,627**
Four Lanes	3,748	2,488	41	6	2	**6,285**
More Than Four	417	892	18	2	2	**1,331**
Unknown	41	84	6	7	172	**310**
Total*	**28,841**	**13,718**	**484**	**576**	**185**	**43,945**
Injury Crashes						
One Lane	3,000	18,000	12,000	24,000	8,000	**64,000**
Two Lanes	762,000	379,000	34,000	12,000	68,000	**1,254,000**
Three Lanes	55,000	220,000	21,000	4,000	13,000	**313,000**
Four Lanes	299,000	91,000	9,000	2,000	16,000	**416,000**
More Than Four	48,000	54,000	3,000	**	6,000	**112,000**
Unknown	117,000	41,000	9,000	9,000	368,000	**544,000**
Total*	**1,285,000**	**803,000**	**87,000**	**50,000**	**479,000**	**2,756,000**
Property-Damage-Only Crashes						
One Lane	9,000	33,000	36,000	69,000	8,000	**155,000**
Two Lanes	1,841,000	842,000	68,000	35,000	92,000	**2,879,000**
Three Lanes	122,000	473,000	62,000	14,000	21,000	**691,000**
Four Lanes	762,000	202,000	25,000	3,000	15,000	**1,007,000**
More Than Four	110,000	118,000	5,000	1,000	5,000	**238,000**
Unknown	272,000	94,000	20,000	29,000	1,028,000	**1,443,000**
Total*	**3,117,000**	**1,763,000**	**215,000**	**150,000**	**1,168,000**	**6,612,000**
All Crashes						
One Lane	11,000	52,000	48,000	93,000	16,000	**220,000**
Two Lanes	2,628,000	1,229,000	102,000	47,000	160,000	**4,165,000**
Three Lanes	178,000	696,000	83,000	18,000	34,000	**1,008,000**
Four Lanes	1,065,000	296,000	34,000	4,000	31,000	**1,429,000**
More Than Four	159,000	172,000	8,000	1,000	11,000	**351,000**
Unknown	389,000	135,000	28,000	38,000	1,396,000	**1,987,000**
Total*	**4,430,000**	**2,580,000**	**302,000**	**200,000**	**1,648,000**	**9,412,000**

*Totals include vehicles in non-trafficway areas.

**Less than 500.

Note: For important information on this table see "Changes from Previous *Traffic Safety Facts* Reports" 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	17,442	39.7	1,571,000	57.0	3,740,000	56.6	**5,328,000**	**56.6**
Light Truck	16,740	38.1	1,026,000	37.2	2,582,000	39.0	**3,625,000**	**38.5**
Large Truck	3,608	8.2	63,000	2.3	221,000	3.3	**287,000**	**3.1**
Motorcycle	4,749	10.8	77,000	2.8	18,000	0.3	**100,000**	**1.1**
Bus	244	0.6	13,000	0.5	44,000	0.7	**57,000**	**0.6**
Other	535	1.2	6,000	0.2	7,000	0.1	**14,000**	**0.1**
Total	***43,945**	**100.0**	**2,756,000**	**100.0**	**6,612,000**	**100.0**	**9,412,000**	**100.0**

*Includes 627 vehicles of unknown type involved in fatal crashes.

Figure 13

Proportion of Vehicles Involved in Traffic Crashes

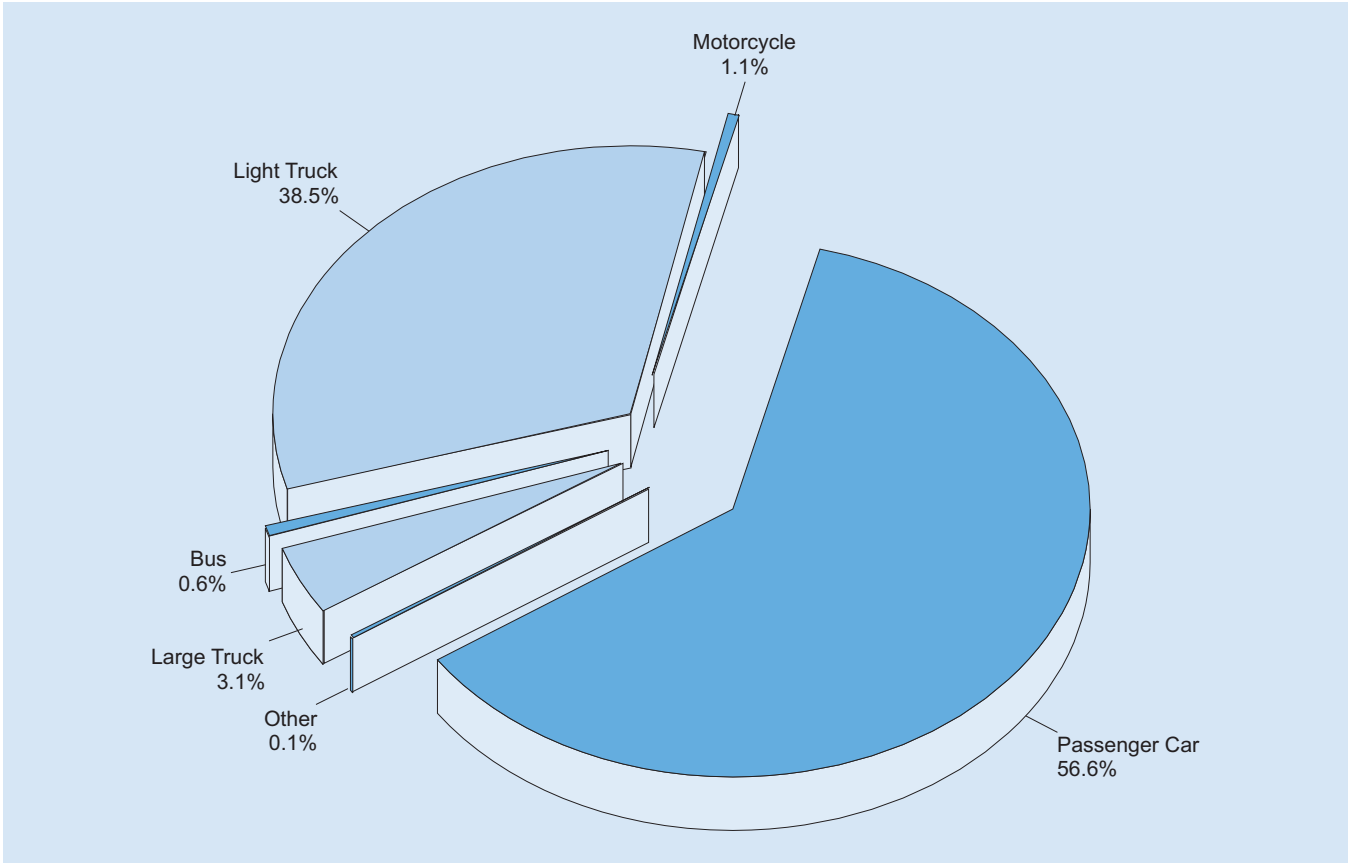


Table 37
Vehicles Involved in Fatal Crashes by Body Type

Body Type	Number	Percent
Passenger Cars	**17,442**	**39.7**
Convertible	314	0.7
2 Door Sedan, Hardtop, Coupe	2,615	6.0
3 Door/2 Door Hatchback	562	1.3
4 Door Sedan Hardtop	12,506	28.5
5 Door/4 Door Hatchback	297	0.7
Station Wagon	1,028	2.3
Hatchback, Doors Unknown	3	*
Other Auto	9	*
Unknown Auto	93	0.2
Auto-Based Pickup	13	*
3-Door Coupe	2	*
Light Trucks	**16,740**	**38.1**
Compact Utility	4,953	11.3
Large Utility	1,518	3.5
Utility Station Wagon	279	0.6
Utility, Unknown Body Type	3	*
Minivan	1,575	3.6
Large Van	576	1.3
Step Van	10	*
Other Van Type	8	*
Unknown Van Type	13	*
Compact Pickup	2,140	4.9
Standard Pickup	5,593	12.7
Pickup with Camper	18	*
Unknown Pickup Style Truck	13	*
Cab Chassis-Based Light Truck	28	0.1
Other Conventional Light Truck	1	*
Unknown Light Truck Type (Not Pickup)	1	*
Unknown Light Vehicle Type	11	*

Body Type	Number	Percent
Large Trucks	**3,608**	**8.2**
Step Van	9	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	282	0.6
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	195	0.4
Single Unit Heavy Truck (GVWR > 26,000 lb)	506	1.2
Single Unit Truck, Unknown GVWR	11	*
Truck Tractor	2,425	5.5
Medium/Heavy Pickup (Ford Super Duty 450/550)	166	0.4
Unknown Heavy Truck (GVWR > 26,000 lb)	3	*
Unknown Large Truck Type	11	*
Motorcycles	**4,749**	**10.8**
Motorcycle	4,473	10.2
Moped	123	0.3
Three Wheel Motorcycle or Moped	6	*
Off-Road Motorcycle (Two Wheel)	49	0.1
Other Motorcycle/Minibike	83	0.2
Unknown Motorcycle	15	*
Buses	**244**	**0.6**
School Bus	98	0.2
Cross Country/Intercity Bus	40	0.1
Transit Bus	68	0.2
Van-Based Bus (GVWR > 10,000 lb)	25	0.1
Other Bus	10	*
Unknown Bus	3	*
Other Vehicles	**535**	**1.2**
Large Limousine	3	*
Light Truck-Based Motorhome	2	*
Medium/Heavy Truck-Based Motorhome	17	*
Unknown Truck Camper/Motorhome	19	*
All Terrain Vehicle	315	0.7
Snowmobile	25	0.1
Farm Equipment Except Trucks	91	0.2
Construction Equipment Except Trucks	9	*
Motorized Wheelchair	1	*
Other Vehicle	53	0.1
Unknown Body Type	**627**	**1.4**
Total	**43,945**	**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	2,673	15.3	14,769	84.7	**17,442**	**100.0**
Light Truck						
Pickup	2,044	26.3	5,720	73.7	**7,764**	**100.0**
Utility	2,121	31.4	4,632	68.6	**6,753**	**100.0**
Van	364	16.7	1,818	83.3	**2,182**	**100.0**
Other	13	31.7	28	68.3	**41**	**100.0**
Large Truck	490	13.6	3,118	86.4	**3,608**	**100.0**
Bus	13	5.3	231	94.7	**244**	**100.0**
Other/Unknown	242	20.8	920	79.2	**1,162**	**100.0**
Total*	**7,960**	**20.3**	**31,236**	**79.7**	**39,196**	**100.0**
Injury Crashes						
Passenger Car	47,000	3.0	1,524,000	97.0	**1,571,000**	**100.0**
Light Truck						
Pickup	25,000	6.8	343,000	93.2	**369,000**	**100.0**
Utility	35,000	7.3	445,000	92.7	**480,000**	**100.0**
Van	5,000	3.1	170,000	96.9	**175,000**	**100.0**
Other	**	2.0	2,000	98.0	**2,000**	**100.0**
Large Truck	5,000	7.7	58,000	92.3	**63,000**	**100.0**
Bus	**	0.3	13,000	99.7	**13,000**	**100.0**
Other/Unknown	2,000	27.6	4,000	72.4	**6,000**	**100.0**
Total*	**119,000**	**4.5**	**2,560,000**	**95.5**	**2,679,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	28,000	0.7	3,712,000	99.3	**3,740,000**	**100.0**
Light Truck						
Pickup	17,000	1.8	959,000	98.2	**977,000**	**100.0**
Utility	19,000	1.6	1,184,000	98.4	**1,203,000**	**100.0**
Van	4,000	0.9	391,000	99.1	**394,000**	**100.0**
Other	**	**	8,000	100.0	**8,000**	**100.0**
Large Truck	4,000	1.9	217,000	98.1	**221,000**	**100.0**
Bus	**	0.4	44,000	99.6	**44,000**	**100.0**
Other/Unknown	**	3.5	7,000	96.5	**7,000**	**100.0**
Total*	**72,000**	**1.1**	**6,521,000**	**98.9**	**6,593,000**	**100.0**
All Crashes						
Passenger Car	78,000	1.5	5,251,000	98.5	**5,328,000**	**100.0**
Light Truck						
Pickup	45,000	3.3	1,309,000	96.7	**1,353,000**	**100.0**
Utility	56,000	3.3	1,633,000	96.7	**1,689,000**	**100.0**
Van	9,000	1.6	563,000	98.4	**572,000**	**100.0**
Other	**	0.6	10,000	99.4	**10,000**	**100.0**
Large Truck	9,000	3.3	278,000	96.7	**287,000**	**100.0**
Bus	**	0.4	57,000	99.6	**57,000**	**100.0**
Other/Unknown	2,000	14.9	12,000	85.1	**14,000**	**100.0**
Total*	**200,000**	**2.1**	**9,112,000**	**97.9**	**9,312,000**	**100.0**

*Excludes motorcycles.

**Less than 500 or less than 0.05 percent.

Figure 14

Percent Rollover Occurrence, by Vehicle Type and Crash Severity

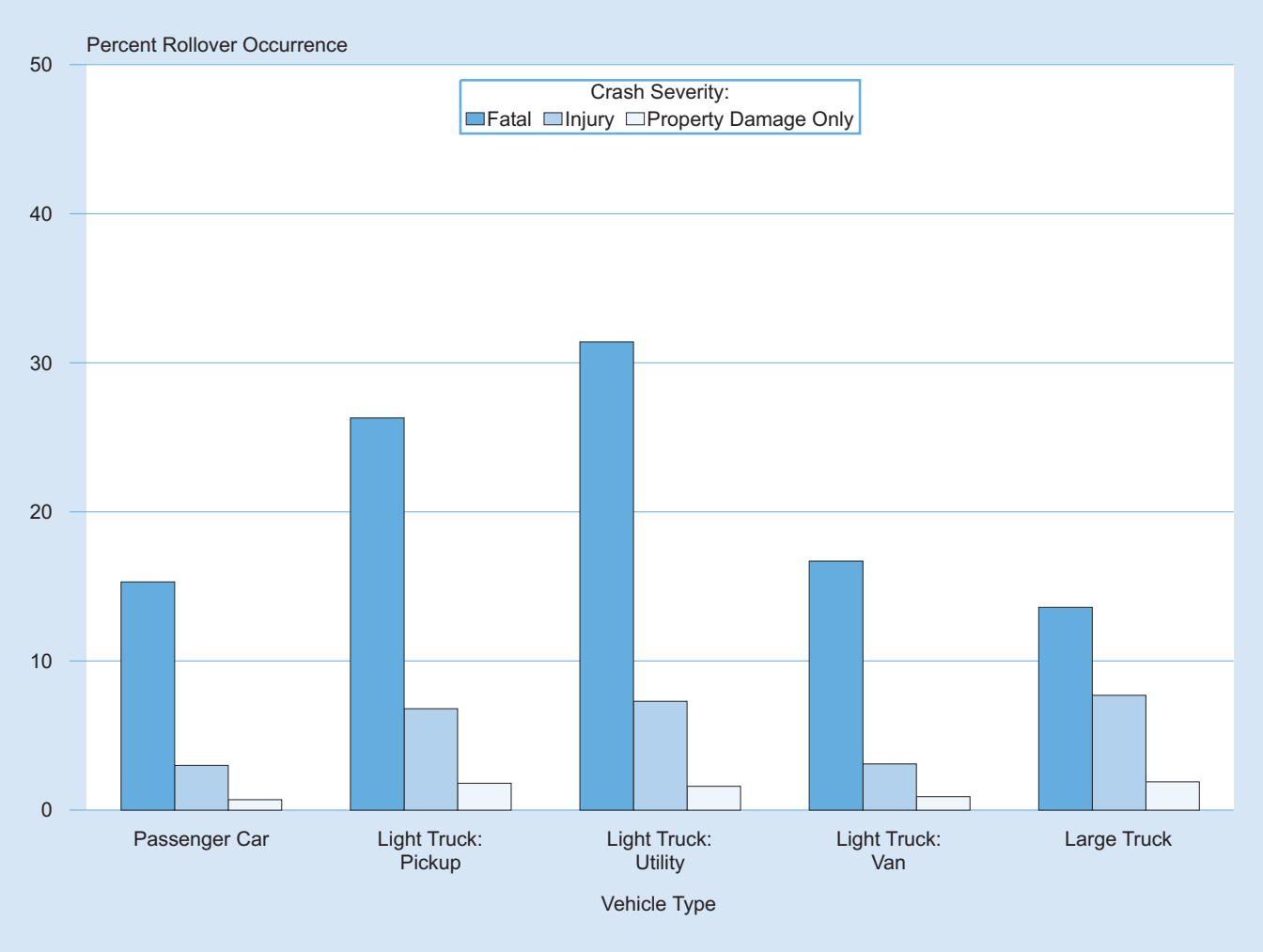


Table 39

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	555	3.2	16,887	96.8	**17,442**	**100.0**
Light Truck	476	2.8	16,264	97.2	**16,740**	**100.0**
Large Truck	227	6.3	3,381	93.7	**3,608**	**100.0**
Motorcycle	69	1.5	4,680	98.5	**4,749**	**100.0**
Bus	2	0.8	242	99.2	**244**	**100.0**
Other/Unknown	5	0.4	1,157	99.6	**1,162**	**100.0**
Total	**1,334**	**3.0**	**42,611**	**97.0**	**43,945**	**100.0**
Injury Crashes						
Passenger Car	2,000	0.1	1,570,000	99.9	**1,571,000**	**100.0**
Light Truck	1,000	0.1	1,025,000	99.9	**1,026,000**	**100.0**
Large Truck	*	0.6	62,000	99.4	**63,000**	**100.0**
Motorcycle	*	0.3	76,000	99.7	**77,000**	**100.0**
Bus	*	*	13,000	100.0	**13,000**	**100.0**
Other/Unknown	*	*	6,000	100.0	**6,000**	**100.0**
Total	**4,000**	**0.1**	**2,752,000**	**99.9**	**2,756,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	2,000	*	3,738,000	100.0	**3,740,000**	**100.0**
Light Truck	1,000	0.1	2,581,000	99.9	**2,582,000**	**100.0**
Large Truck	1,000	0.3	220,000	99.7	**221,000**	**100.0**
Motorcycle	*	*	18,000	100.0	**18,000**	**100.0**
Bus	*	*	44,000	100.0	**44,000**	**100.0**
Other/Unknown	*	*	7,000	100.0	**7,000**	**100.0**
Total	**4,000**	**0.1**	**6,608,000**	**99.9**	**6,612,000**	**100.0**
All Crashes						
Passenger Car	4,000	0.1	5,324,000	99.9	**5,328,000**	**100.0**
Light Truck	3,000	0.1	3,621,000	99.9	**3,625,000**	**100.0**
Large Truck	1,000	0.5	286,000	99.5	**287,000**	**100.0**
Motorcycle	*	0.3	99,000	99.7	**100,000**	**100.0**
Bus	*	*	57,000	100.0	**57,000**	**100.0**
Other/Unknown	*	*	14,000	100.0	**14,000**	**100.0**
Total	**9,000**	**0.1**	**9,403,000**	**99.9**	**9,412,000**	**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	23,539	62.3	1,242,000	55.1	3,011,000	49.9	**4,276,000**	**51.4**
Turning Left	2,364	6.3	276,000	12.2	556,000	9.2	**834,000**	**10.0**
Stopped in Traffic Lane	454	1.2	226,000	10.0	770,000	12.8	**996,000**	**12.0**
Turning Right	339	0.9	73,000	3.2	264,000	4.4	**337,000**	**4.0**
Slowed in Traffic Lane	311	0.8	121,000	5.4	359,000	5.9	**481,000**	**5.8**
Merging/Changing Lanes	665	1.8	59,000	2.6	290,000	4.8	**350,000**	**4.2**
Negotiating Curve	8,218	21.7	134,000	6.0	278,000	4.6	**420,000**	**5.0**
Backing Up	117	0.3	15,000	0.7	156,000	2.6	**171,000**	**2.1**
Passing Other Vehicle	740	2.0	19,000	0.8	70,000	1.2	**89,000**	**1.1**
Starting in Traffic Lane	228	0.6	55,000	2.4	150,000	2.5	**205,000**	**2.5**
Leaving Parking Space	20	0.1	6,000	0.3	34,000	0.6	**40,000**	**0.5**
Making U-Turn	152	0.4	13,000	0.6	37,000	0.6	**50,000**	**0.6**
Entering Parking Space	10	*	2,000	0.1	18,000	0.3	**20,000**	**0.2**
Disabled in Traffic Lane	33	0.1	2,000	0.1	5,000	0.1	**6,000**	**0.1**
Other Maneuver	345	0.9	13,000	0.6	37,000	0.6	**50,000**	**0.6**
Total	**37,813	**100.0**	**2,253,000**	**100.0**	**6,035,000**	**100.0**	**8,326,000**	**100.0**

*Less than 0.05 percent.

**Includes 278 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	9	1,111	15	1,420	**24**	**2,531**
Other	7	1,618	26	4,333	**33**	**5,951**
Minor Arterial	2	1,374	15	2,812	**17**	**4,186**
Major Collector	5	2,513	11	2,734	**16**	**5,247**
Minor Collector	2	718	0	409	**2**	**1,127**
Local Road or Street	3	2,529	1	1,379	**4**	**3,908**
Unknown Rural	0	101	2	34	**2**	**135**
Total	**28**	**9,964**	**70**	**13,121**	**98**	**23,085**
Urban Fatal Crashes						
Principal Arterial						
Interstate	6	1,100	14	2,125	**20**	**3,225**
Freeway/Expressway	2	609	6	1,298	**8**	**1,907**
Other	2	1,996	5	4,333	**7**	**6,329**
Minor Arterial	1	1,487	5	2,614	**6**	**4,101**
Collector	1	704	2	764	**3**	**1,468**
Local Road or Street	3	2,033	0	1,578	**3**	**3,611**
Unknown Urban	0	16	0	23	**0**	**39**
Total	**15**	**7,945**	**32**	**12,735**	**47**	**20,680**
All Fatal Crashes						
Principal Arterial						
Interstate	15	2,211	29	3,545	**44**	**5,756**
Freeway/Expressway	2	609	6	1,298	**8**	**1,907**
Other	9	3,614	31	8,666	**40**	**12,280**
Minor Arterial	3	2,861	20	5,426	**23**	**8,287**
Collector	8	3,935	13	3,907	**21**	**7,842**
Local Road or Street	6	4,562	1	2,957	**7**	**7,519**
Unknown Rural	0	101	2	34	**2**	**135**
Unknown Urban	0	16	0	23	**0**	**39**
Unknown Rural or Urban	0	82	0	98	**0**	**180**
Total	**43**	**17,991**	**102**	**25,954**	**145**	**43,945**

Figure 15

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

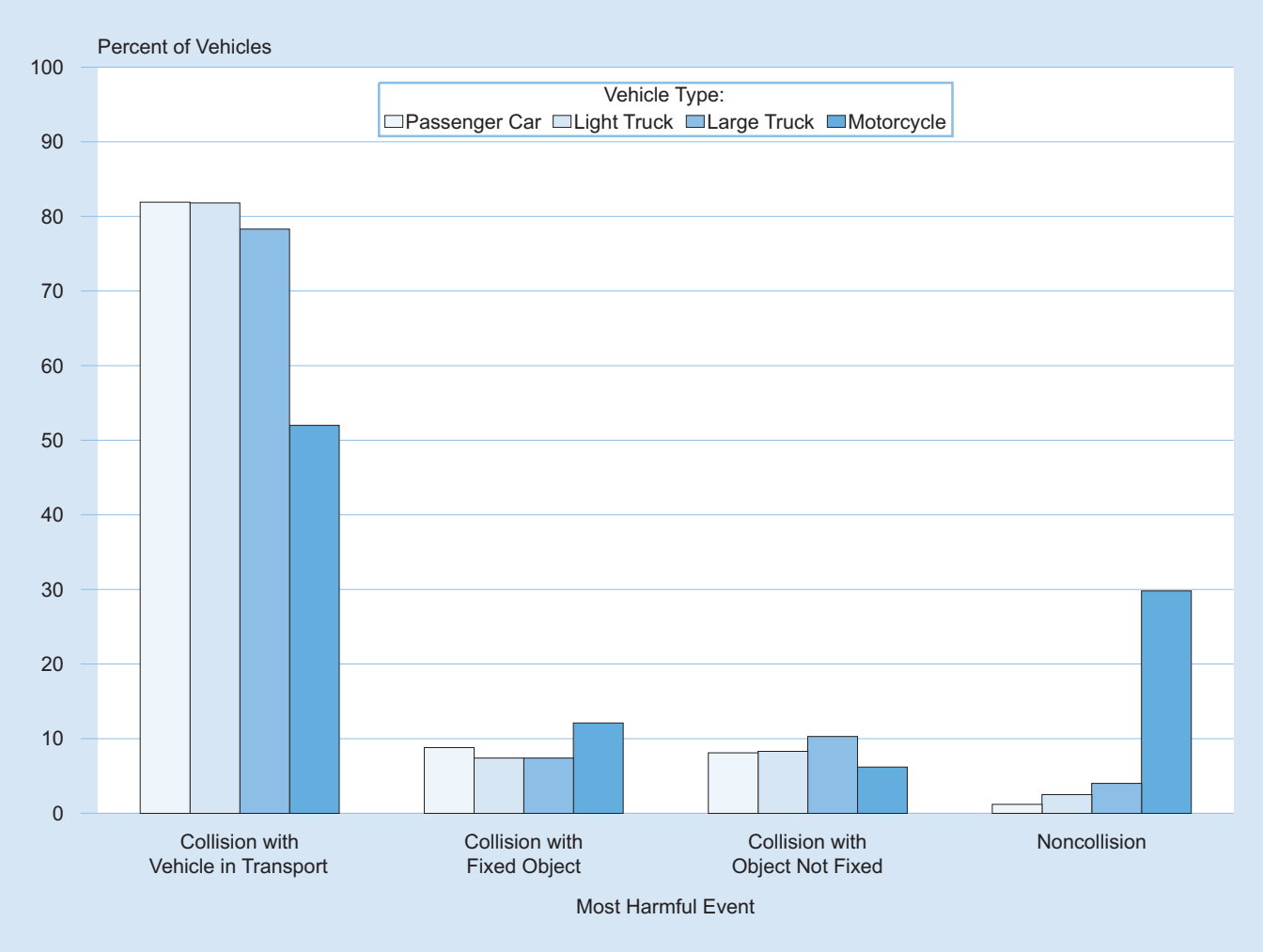
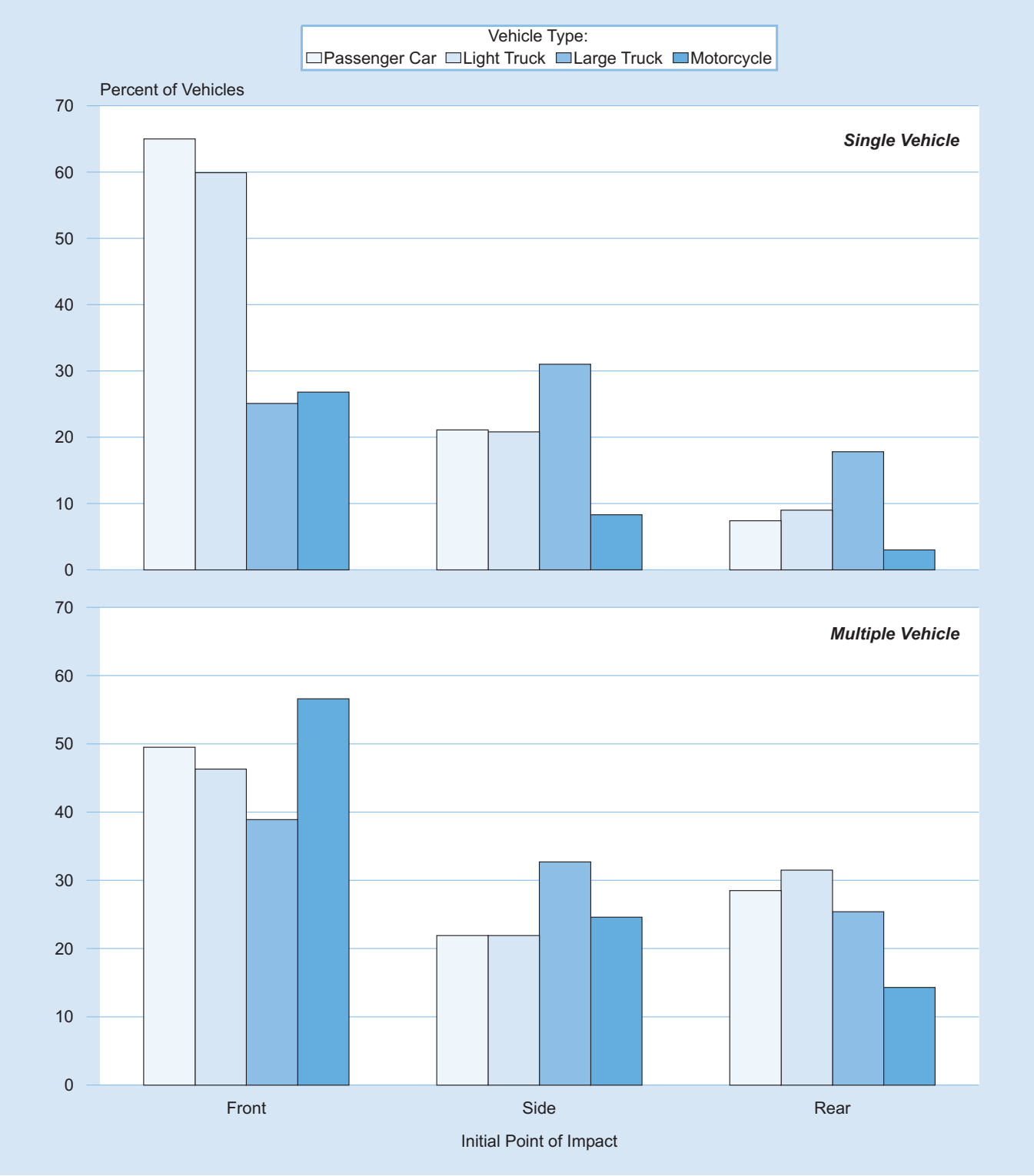


Figure 16

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	5,481	31.4	668,000	42.5	1,485,000	39.7	**2,159,000**	**40.5**
Left Side	1,658	9.5	128,000	8.1	364,000	9.7	**494,000**	**9.3**
Right Side	1,274	7.3	119,000	7.6	340,000	9.1	**460,000**	**8.6**
Rear	991	5.7	372,000	23.6	876,000	23.4	**1,248,000**	**23.4**
Other/Unknown	102	0.6	*	*	*	*	**1,000**	*
Subtotal	*9,506*	*54.5*	*1,288,000*	*81.9*	*3,065,000*	*82.0*	***4,362,000***	***81.9***
Collision with Fixed Object	**3,215**	**18.4**	**145,000**	**9.2**	**320,000**	**8.6**	**468,000**	**8.8**
Collision with Object Not Fixed:								
Nonoccupant	2,252	12.9	71,000	4.5	4,000	0.1	**77,000**	**1.4**
Other	394	2.3	34,000	2.2	322,000	8.6	**357,000**	**6.7**
Subtotal	*2,646*	*15.2*	*105,000*	*6.7*	*326,000*	*8.7*	***434,000***	***8.1***
Noncollision	**2,064**	**11.8**	**34,000**	**2.2**	**27,000**	**0.7**	**64,000**	**1.2**
Total	****17,442**	**100.0**	**1,571,000**	**100.0**	**3,740,000**	**100.0**	**5,328,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 11 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	4,298	61.8	191,000	70.9	407,000	62.6	**603,000**	**65.0**
Left Side	636	9.1	20,000	7.5	55,000	8.4	**75,000**	**8.1**
Right Side	567	8.1	27,000	10.1	92,000	14.2	**120,000**	**13.0**
Rear	146	2.1	12,000	4.4	57,000	8.7	**69,000**	**7.4**
Noncollision	590	8.5	14,000	5.1	16,000	2.5	**30,000**	**3.3**
Other/Unknown	722	10.4	5,000	2.0	23,000	3.6	**29,000**	**3.2**
Total	**6,959**	**100.0**	**269,000**	**100.0**	**651,000**	**100.0**	**927,000**	**100.0**
Multiple-Vehicle Crashes								
Front	5,979	57.0	675,000	51.8	1,498,000	48.5	**2,178,000**	**49.5**
Left Side	1,753	16.7	131,000	10.1	367,000	11.9	**499,000**	**11.3**
Right Side	1,362	13.0	121,000	9.3	342,000	11.1	**465,000**	**10.6**
Rear	1,098	10.5	374,000	28.7	878,000	28.4	**1,253,000**	**28.5**
Noncollision	29	0.3	*	*	*	*	**1,000**	*
Other/Unknown	262	2.5	1,000	0.1	4,000	0.1	**5,000**	**0.1**
Total	**10,483**	**100.0**	**1,302,000**	**100.0**	**3,089,000**	**100.0**	**4,402,000**	**100.0**
All Crashes								
Front	10,277	58.9	866,000	55.1	1,905,000	50.9	**2,781,000**	**52.2**
Left Side	2,389	13.7	151,000	9.6	421,000	11.3	**575,000**	**10.8**
Right Side	1,929	11.1	148,000	9.4	435,000	11.6	**585,000**	**11.0**
Rear	1,244	7.1	386,000	24.6	935,000	25.0	**1,322,000**	**24.8**
Noncollision	619	3.5	14,000	0.9	16,000	0.4	**31,000**	**0.6**
Other/Unknown	984	5.6	6,000	0.4	28,000	0.7	**35,000**	**0.7**
Total	**17,442**	**100.0**	**1,571,000**	**100.0**	**3,740,000**	**100.0**	**5,328,000**	**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	5,771	34.5	431,000	42.0	940,000	36.4	**1,377,000**	**38.0**
Left Side	905	5.4	82,000	8.0	232,000	9.0	**314,000**	**8.7**
Right Side	681	4.1	78,000	7.6	255,000	9.9	**333,000**	**9.2**
Rear	844	5.0	247,000	24.0	693,000	26.9	**941,000**	**26.0**
Other/Unknown	80	0.5	*	*	*	*	**1,000**	*
Subtotal	*8,281*	*49.5*	*837,000*	*81.6*	*2,120,000*	*82.1*	***2,965,000***	***81.8***
Collision with Fixed Object	**2,301**	**13.7**	**79,000**	**7.7**	**188,000**	**7.3**	**269,000**	**7.4**
Collision with Object Not Fixed:								
Nonmotorist	2,234	13.3	41,000	4.0	2,000	0.1	**45,000**	**1.2**
Other	321	1.9	20,000	1.9	235,000	9.1	**255,000**	**7.0**
Subtotal	*2,555*	*15.3*	*61,000*	*5.9*	*236,000*	*9.2*	***300,000***	***8.3***
Noncollision	**3,595**	**21.5**	**49,000**	**4.8**	**37,000**	**1.4**	**90,000**	**2.5**
Total	****16,740**	**100.0**	**1,026,000**	**100.0**	**2,582,000**	**100.0**	**3,625,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 8 light trucks involved in fatal crashes with unknown first 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	4,268	57.8	109,000	62.3	260,000	58.9	**372,000**	**59.9**
Left Side	401	5.4	13,000	7.6	34,000	7.8	**48,000**	**7.7**
Right Side	412	5.6	16,000	8.9	66,000	14.9	**81,000**	**13.1**
Rear	110	1.5	9,000	5.1	47,000	10.7	**56,000**	**9.0**
Noncollision	1,579	21.4	25,000	14.1	24,000	5.5	**50,000**	**8.1**
Other/Unknown	617	8.4	4,000	2.0	10,000	2.2	**14,000**	**2.2**
Total	**7,387**	**100.0**	**174,000**	**100.0**	**440,000**	**100.0**	**622,000**	**100.0**
Multiple-Vehicle Crashes								
Front	6,284	67.2	436,000	51.2	948,000	44.3	**1,390,000**	**46.3**
Left Side	1,025	11.0	84,000	9.9	234,000	10.9	**319,000**	**10.6**
Right Side	798	8.5	81,000	9.6	257,000	12.0	**339,000**	**11.3**
Rear	1,001	10.7	249,000	29.2	695,000	32.5	**945,000**	**31.5**
Noncollision	34	0.4	1,000	0.1	1,000	*	**1,000**	*
Other/Unknown	211	2.3	1,000	0.1	6,000	0.3	**7,000**	**0.2**
Total	**9,353**	**100.0**	**852,000**	**100.0**	**2,142,000**	**100.0**	3,003,000	100.0
All Crashes								
Front	10,552	63.0	544,000	53.0	1,208,000	46.8	**1,762,000**	**48.6**
Left Side	1,426	8.5	98,000	9.5	268,000	10.4	**367,000**	**10.1**
Right Side	1,210	7.2	97,000	9.4	323,000	12.5	**421,000**	**11.6**
Rear	1,111	6.6	258,000	25.1	742,000	28.8	**1,001,000**	**27.6**
Noncollision	1,613	9.6	25,000	2.5	25,000	1.0	**52,000**	**1.4**
Other/Unknown	828	4.9	4,000	0.4	16,000	0.6	**21,000**	**0.6**
Total	**16,740**	**100.0**	**1,026,000**	**100.0**	**2,582,000**	**100.0**	3,625,000	100.0

*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	1,608	44.6	26,000	42.3	62,000	28.0	**90,000**	**31.3**
Left Side	266	7.4	7,000	10.9	29,000	13.1	**36,000**	**12.5**
Right Side	155	4.3	8,000	12.0	32,000	14.4	**39,000**	**13.7**
Rear	541	15.0	13,000	21.1	45,000	20.5	**59,000**	**20.6**
Other/Unknown	40	1.1	*	0.2	*	0.2	**1,000**	**0.2**
Subtotal	*2,610*	*72.3*	*54,000*	*86.5*	*168,000*	*76.1*	***225,000***	***78.3***
Collision with Fixed Object	**136**	**3.8**	**3,000**	**4.1**	**19,000**	**8.4**	**21,000**	**7.4**
Collision with Object Not Fixed:								
Nonoccupant	380	10.5	1,000	1.5	*	*	**1,000**	**0.5**
Other	75	2.1	1,000	1.3	27,000	12.4	**28,000**	**9.9**
Subtotal	*455*	*12.6*	*2,000*	*2.8*	*27,000*	*12.4*	***30,000***	***10.3***
Noncollision	**405**	**11.2**	**4,000**	**6.6**	**7,000**	**3.1**	**11,000**	**4.0**
Total	****3,608**	**100.0**	**63,000**	**100.0**	**221,000**	**100.0**	**287,000**	**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	405	55.7	3,000	34.2	10,000	23.0	**13,000**	**25.1**
Left Side	27	3.7	*	4.0	4,000	9.0	**4,000**	**8.2**
Right Side	70	9.6	1,000	12.2	11,000	24.9	**12,000**	**22.8**
Rear	20	2.8	*	6.1	9,000	20.1	**9,000**	**17.8**
Noncollision	130	17.9	3,000	42.6	5,000	11.7	**9,000**	**16.3**
Other/Unknown	75	10.3	*	0.8	5,000	11.4	**5,000**	**9.8**
Total	**727**	**100.0**	**8,000**	**100.0**	**44,000**	**100.0**	**53,000**	**100.0**
Multiple-Vehicle Crashes								
Front	1,757	61.0	27,000	48.5	63,000	35.6	**91,000**	**38.9**
Left Side	294	10.2	7,000	12.6	29,000	16.7	**37,000**	**15.6**
Right Side	174	6.0	8,000	14.0	32,000	18.2	**40,000**	**17.1**
Rear	566	19.6	13,000	24.3	46,000	25.8	**59,000**	**25.4**
Noncollision	23	0.8	*	0.3	1,000	0.6	**1,000**	**0.5**
Other/Unknown	67	2.3	*	0.3	6,000	3.2	**6,000**	**2.5**
Total	**2,881**	**100.0**	**55,000**	**100.0**	**177,000**	**100.0**	**235,000**	**100.0**
All Crashes								
Front	2,162	59.9	29,000	46.8	73,000	33.1	**105,000**	**36.4**
Left Side	321	8.9	7,000	11.5	33,000	15.1	**41,000**	**14.3**
Right Side	244	6.8	9,000	13.8	43,000	19.6	**52,000**	**18.1**
Rear	586	16.2	14,000	22.1	55,000	24.6	**69,000**	**24.0**
Noncollision	153	4.2	3,000	5.5	6,000	2.8	**10,000**	**3.4**
Other/Unknown	142	3.9	*	0.4	11,000	4.8	**11,000**	**3.8**
Total	**3,608**	**100.0**	**63,000**	**100.0**	**221,000**	**100.0**	**287,000**	**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	171	16.3	879	83.7	**1,050**	**100.0**
Combination Truck	319	12.5	2,239	87.5	**2,558**	**100.0**
Total	**490**	**13.6**	**3,118**	**86.4**	**3,608**	**100.0**
Injury Crashes						
Single-Unit Truck	2,000	6.2	28,000	93.8	**30,000**	**100.0**
Combination Truck	3,000	9.0	30,000	91.0	**33,000**	**100.0**
Total	**5,000**	**7.7**	**58,000**	**92.3**	**63,000**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	1,000	0.8	108,000	99.2	**109,000**	**100.0**
Combination Truck	3,000	2.9	109,000	97.1	**112,000**	**100.0**
Total	**4,000**	**1.9**	**217,000**	**98.1**	**221,000**	**100.0**
All Crashes						
Single-Unit Truck	3,000	2.1	137,000	97.9	**140,000**	**100.0**
Combination Truck	7,000	4.4	141,000	95.6	**147,000**	**100.0**
Total	**9,000**	**3.3**	**278,000**	**96.7**	**287,000**	**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	114	5.1	2,126	94.9	**2,240**	**100.0**
Two or More	11	10.4	95	89.6	**106**	**100.0**
Total	**125**	**5.3**	**2,221**	**94.7**	**2,346**	**100.0**
Injury Crashes						
One	1,000	3.5	26,000	96.5	**27,000**	**100.0**
Two or More	*	2.3	*	97.7	**1,000**	**100.0**
Unknown Number	*	*	*	100.0	*	**100.0**
Total	**1,000**	**3.5**	**26,000**	**96.5**	**27,000**	**100.0**
Property-Damage-Only Crashes						
One	1,000	1.5	87,000	98.5	**88,000**	**100.0**
Two or More	*	6.6	3,000	93.4	**3,000**	**100.0**
Unknown Number	*	*	*	100.0	*	**100.0**
Total	**2,000**	**1.7**	**91,000**	**98.3**	**92,000**	**100.0**
All Crashes						
One	2,000	2.0	115,000	98.0	**117,000**	**100.0**
Two or More	*	6.2	4,000	93.8	**4,000**	**100.0**
Unknown Number	*	*	*	100.0	*	**100.0**
Total	**3,000**	**2.1**	**119,000**	**97.9**	**122,000**	**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	1,696	35.7	22,000	28.6	7,000	35.9	**30,000**	**30.3**
Left Side	175	3.7	6,000	8.1	2,000	9.9	**8,000**	**8.2**
Right Side	134	2.8	3,000	3.4	2,000	12.1	**5,000**	**5.0**
Rear	164	3.5	6,000	7.4	2,000	9.9	**8,000**	**7.7**
Other/Unknown	166	3.5	1,000	0.9	*	*	**1,000**	**0.9**
Subtotal	*2,335*	*49.2*	*37,000*	*48.4*	*12,000*	*67.8*	***52,000***	***52.0***
Collision with Fixed Object	**1,247**	**26.3**	**9,000**	**11.6**	**2,000**	**10.4**	**12,000**	**12.1**
Collision with Object Not Fixed:								
Nonmotorist	36	0.8	1,000	1.0	*	*	**1,000**	**0.8**
Other	193	4.1	3,000	3.5	2,000	13.7	**5,000**	**5.4**
Subtotal	*229*	*4.8*	*3,000*	*4.5*	*2,000*	*13.7*	***6,000***	***6.2***
Noncollision	**933**	**19.6**	**27,000**	**35.5**	**1,000**	**8.1**	**30,000**	**29.8**
Total	****4,749**	**100.0**	**77,000**	**100.0**	**18,000**	**100.0**	**100,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 5 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	991	46.9	8,000	22.3	3,000	48.3	**12,000**	**26.8**
Left Side	89	4.2	1,000	3.2	*	2.9	**1,000**	**3.2**
Right Side	106	5.0	2,000	4.6	*	8.1	**2,000**	**5.0**
Rear	16	0.8	1,000	1.8	1,000	11.5	**1,000**	**3.0**
Noncollision	626	29.6	25,000	66.9	2,000	29.2	**28,000**	**60.3**
Other/Unknown	287	13.6	*	1.2	*	*	**1,000**	**1.6**
Total	**2,115**	**100.0**	**38,000**	**100.0**	**6,000**	**100.0**	**46,000**	**100.0**
Multiple-Vehicle Crashes								
Front	1,784	67.7	22,000	57.0	7,000	53.0	**30,000**	**56.6**
Left Side	190	7.2	6,000	16.1	2,000	14.6	**8,000**	**15.3**
Right Side	145	5.5	3,000	6.8	2,000	17.8	**5,000**	**9.2**
Rear	176	6.7	6,000	14.7	2,000	14.7	**8,000**	**14.3**
Noncollision	242	9.2	2,000	5.2	*	*	**2,000**	**4.2**
Other/Unknown	97	3.7	*	0.3	*	*	*	**0.4**
Total	**2,634**	**100.0**	**39,000**	**100.0**	**12,000**	**100.0**	**54,000**	**100.0**
All Crashes								
Front	2,775	58.4	31,000	39.9	9,000	51.5	**43,000**	**42.9**
Left Side	279	5.9	7,000	9.8	2,000	10.8	**10,000**	**9.8**
Right Side	251	5.3	4,000	5.7	3,000	14.7	**7,000**	**7.3**
Rear	192	4.0	6,000	8.3	2,000	13.6	**9,000**	**9.1**
Noncollision	868	18.3	27,000	35.6	2,000	9.4	**30,000**	**30.0**
Other/Unknown	384	8.1	1,000	0.7	*	*	**1,000**	**1.0**
Total	**4,749**	**100.0**	**77,000**	**100.0**	**18,000**	**100.0**	**100,000**	**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	76	31.1	6,000	42.8	11,000	25.1	**17,000**	**29.3**
Left Side	13	5.3	1,000	6.9	7,000	16.1	**8,000**	**13.9**
Right Side	10	4.1	1,000	9.9	6,000	14.3	**8,000**	**13.3**
Rear	37	15.2	3,000	23.2	13,000	29.1	**16,000**	**27.7**
Other/Unknown	4	1.6	*	*	*	*	*	*
Subtotal	*140*	*57.4*	*11,000*	*82.8*	*37,000*	*84.7*	***48,000***	***84.1***
Collision with Fixed Object	**7**	**2.9**	*	**2.5**	**1,000**	**3.0**	**2,000**	**2.9**
Collision with Object Not Fixed:								
Nonoccupant	77	31.6	1,000	10.5	*	*	**1,000**	**2.6**
Other	3	1.2	*	3.5	5,000	12.3	**6,000**	**10.2**
Subtotal	*80*	*32.8*	*2,000*	*14.0*	*5,000*	*12.3*	***7,000***	***12.8***
Noncollision	**16**	**6.6**	*	**0.7**	*	*	*	**0.2**
Total	**244	**100.0**	**13,000**	**100.0**	**44,000**	**100.0**	**57,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 1 bus involved in a fatal crash with unknown most harmful event.

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	51	58.0	1,000	56.1	1,000	9.9	**2,000**	**22.2**
Left Side	3	3.4	*	1.9	*	3.7	*	**3.3**
Right Side	12	13.6	*	17.0	4,000	53.4	**4,000**	**43.7**
Rear	3	3.4	*	21.4	2,000	33.0	**3,000**	**29.7**
Noncollision	7	8.0	*	2.1	*	*	*	**0.6**
Other/Unknown	12	13.6	*	1.6	*	*	*	**0.5**
Total	**88**	**100.0**	**2,000**	**100.0**	**7,000**	**100.0**	**9,000**	**100.0**
Multiple-Vehicle Crashes								
Front	83	53.2	6,000	51.7	11,000	29.9	**17,000**	**35.0**
Left Side	16	10.3	1,000	8.4	7,000	19.0	**8,000**	**16.5**
Right Side	11	7.1	1,000	12.0	6,000	16.9	**8,000**	**15.7**
Rear	39	25.0	3,000	28.0	13,000	34.3	**16,000**	**32.8**
Noncollision	1	0.6	*	*	*	*	*	*
Other/Unknown	6	3.8	*	*	*	*	*	*
Total	**156**	**100.0**	**11,000**	**100.0**	**37,000**	**100.0**	**48,000**	**100.0**
All Crashes								
Front	134	54.9	7,000	52.4	12,000	26.9	**19,000**	**33.0**
Left Side	19	7.8	1,000	7.2	7,000	16.7	**8,000**	**14.4**
Right Side	23	9.4	2,000	12.9	10,000	22.4	**12,000**	**20.1**
Rear	42	17.2	4,000	26.9	15,000	34.1	**19,000**	**32.3**
Noncollision	8	3.3	*	0.4	*	*	*	**0.1**
Other/Unknown	18	7.4	*	0.3	*	*	*	**0.1**
Total	**244**	**100.0**	**13,000**	**100.0**	**44,000**	**100.0**	**57,000**	**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 2011. 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 32,367 people lost their lives in motor vehicle crashes in 2011. Another 2.22 million people were injured.
- The majority of persons killed or injured in traffic crashes were drivers (64 percent), followed by passengers (27 percent), motorcyclists (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 persons 16 to 20 years old and 21 to 24 years old had 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 5 years old and people over 74 years old.
- Of the persons who were killed in traffic crashes in 2011, 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	16,430	93,000	404,000	919,000	1,416,000	**1,432,000**
Passenger	5,953	35,000	152,000	407,000	593,000	**599,000**
Unknown Occupant	65	*	*	*	1,000	**1,000**
Subtotal	*22,448*	*128,000*	*556,000*	*1,326,000*	*2,010,000*	***2,032,000***
Motorcyclists	**4,612**	**20,000**	**39,000**	**22,000**	**81,000**	**86,000**
Nonoccupants						
Pedestrian	4,432	12,000	24,000	33,000	69,000	**73,000**
Pedalcyclist	677	6,000	22,000	21,000	48,000	**49,000**
Other/Unknown	198	1,000	3,000	5,000	9,000	**9,000**
Subtotal	*5,307*	*19,000*	*49,000*	*58,000*	*126,000*	***131,000***
Total	**32,367**	**167,000**	**643,000**	**1,407,000**	**2,217,000**	**2,249,000**

*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	360	2,000	10,000	36,000	48,000	**49,000**
5-9	344	4,000	15,000	36,000	56,000	**56,000**
10-15	637	5,000	28,000	56,000	89,000	**89,000**
16-20	3,410	23,000	103,000	169,000	296,000	**299,000**
21-24	3,282	18,000	72,000	142,000	232,000	**235,000**
25-34	5,497	34,000	123,000	261,000	418,000	**423,000**
35-44	4,323	23,000	87,000	222,000	332,000	**337,000**
45-54	5,077	25,000	90,000	210,000	325,000	**330,000**
55-64	3,976	19,000	57,000	160,000	236,000	**240,000**
65-74	2,531	9,000	32,000	68,000	109,000	**111,000**
>74	2,870	5,000	25,000	46,000	77,000	**79,000**
Total	***32,367**	**167,000**	**643,000**	**1,407,000**	**2,217,000**	**2,249,000**

*Includes 60 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	22,860	92,000	334,000	629,000	1,055,000	**1,078,000**
Female	9,499	75,000	309,000	778,000	1,162,000	**1,171,000**
Total	***32,367**	**167,000**	**643,000**	**1,407,000**	**2,217,000**	**2,249,000**

*Includes 8 fatalities of unknown sex.

Figure 17

Percent of Persons Killed or Injured, by Age

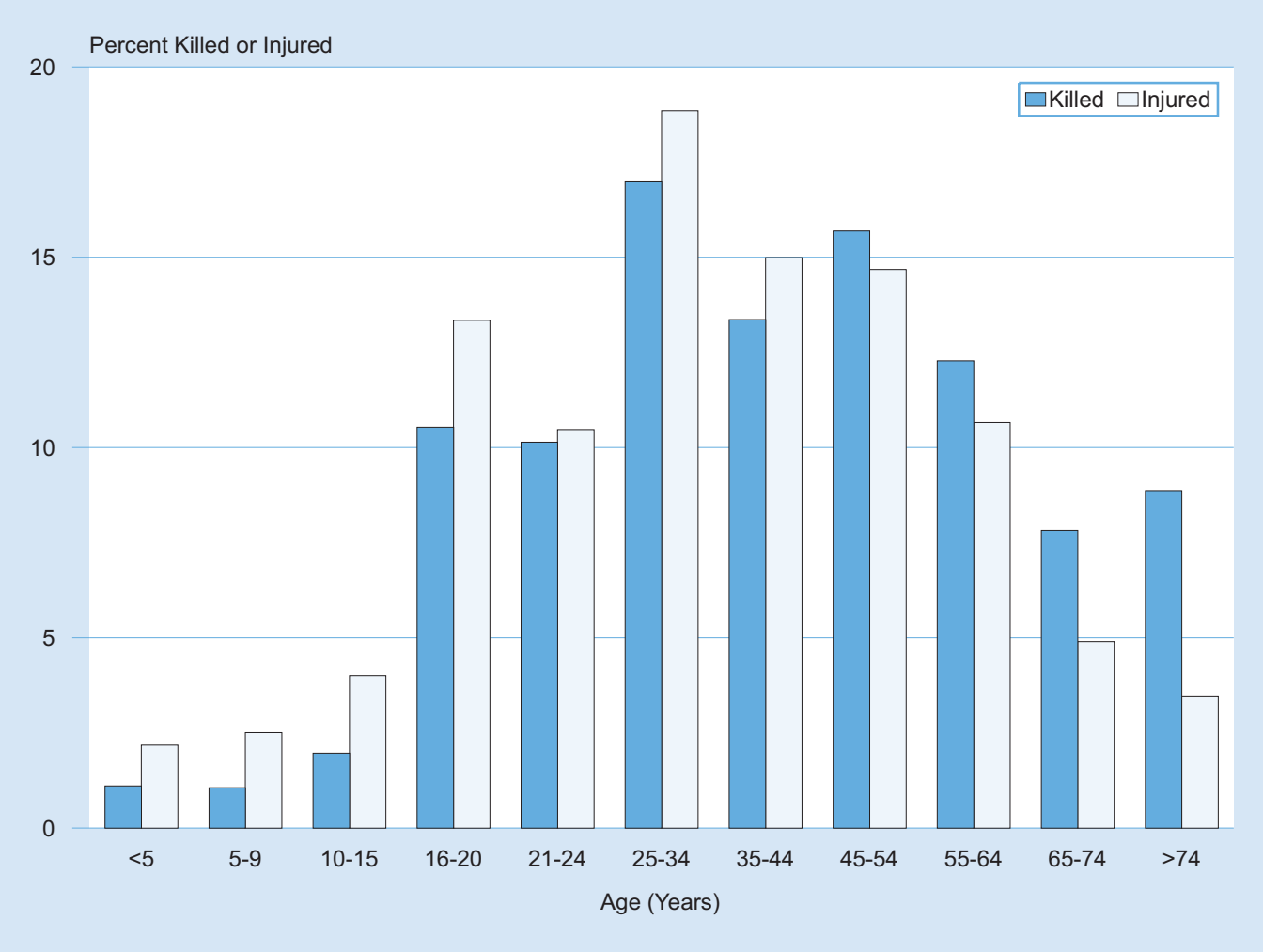


Table 57

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	190	10,300	1.84	170	9,863	1.72	**360**	**20,162**	**1.79**
5-9	184	10,384	1.77	160	9,950	1.61	**344**	**20,334**	**1.69**
10-15	383	12,717	3.01	254	12,145	2.09	**637**	**24,862**	**2.56**
16-20	2,302	11,339	20.30	1,106	10,745	10.29	**3,410**	**22,083**	**15.44**
21-24	2,495	8,963	27.84	787	8,594	9.16	**3,282**	**17,558**	**18.69**
25-34	4,105	21,044	19.51	1,391	20,746	6.70	**5,497**	**41,790**	**13.15**
35-44	3,166	20,223	15.66	1,157	20,404	5.67	**4,323**	**40,628**	**10.64**
45-54	3,777	22,019	17.15	1,300	22,699	5.73	**5,077**	**44,718**	**11.35**
55-64	2,958	18,358	16.11	1,018	19,704	5.17	**3,976**	**38,062**	**10.45**
65-74	1,626	10,476	15.52	905	12,005	7.54	**2,531**	**22,482**	**11.26**
>74	1,635	7,467	21.90	1,235	11,445	10.79	**2,870**	**18,912**	**15.18**
Unknown	39	*	*	16	*	*	**60**	*	*
Total	**22,860**	**153,291**	**14.91**	**9,499**	**158,301**	**6.00**	****32,367**	**311,592**	**10.39**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	27,000	10,300	258	22,000	9,863	221	**48,000**	**20,162**	**240**
5-9	28,000	10,384	266	28,000	9,950	281	**56,000**	**20,334**	**273**
10-15	43,000	12,717	335	46,000	12,145	381	**89,000**	**24,862**	**357**
16-20	140,000	11,339	1,238	155,000	10,745	1,447	**296,000**	**22,083**	**1,340**
21-24	111,000	8,963	1,238	121,000	8,594	1,404	**232,000**	**17,558**	**1,319**
25-34	202,000	21,044	962	215,000	20,746	1,038	**418,000**	**41,790**	**1,000**
35-44	160,000	20,223	790	172,000	20,404	845	**332,000**	**40,628**	**818**
45-54	153,000	22,019	696	172,000	22,699	759	**325,000**	**44,718**	**728**
55-64	111,000	18,358	605	125,000	19,704	636	**236,000**	**38,062**	**621**
65-74	48,000	10,476	463	60,000	12,005	500	**109,000**	**22,482**	**483**
>74	32,000	7,467	432	44,000	11,445	387	**77,000**	**18,912**	**405**
Total	**1,055,000**	**153,291**	**688**	**1,162,000**	**158,301**	**734**	**2,217,000**	**311,592**	**711**

*Not applicable.

**Includes 8 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

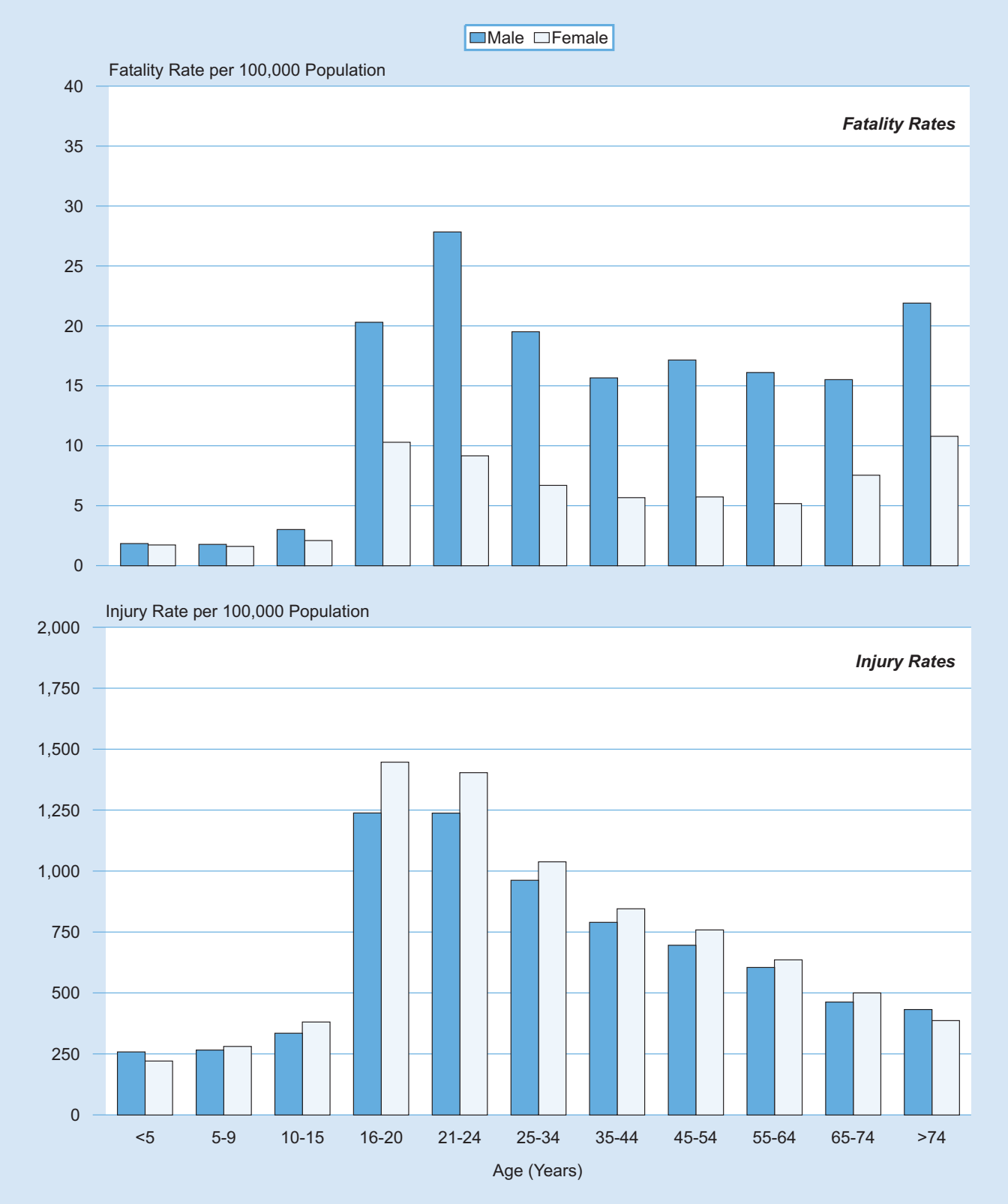


Table 58
Persons Killed or Injured in Crashes, by Weather Condition and Light Condition

Weather Condition	Light Condition					Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	Other/Unknown	
Persons Killed						
Normal	14,299	5,195	8,099	1,131	49	**28,773**
Rain	1,047	437	652	83	4	**2,223**
Snow/Sleet	327	80	219	25	3	**654**
Other	127	63	206	43	2	**441**
Unknown	82	19	96	4	75	**276**
Total	**15,882**	**5,794**	**9,272**	**1,286**	**133**	**32,367**
Persons Injured						
Normal	1,378,000	325,000	173,000	65,000	*	**1,940,000**
Rain	130,000	43,000	26,000	8,000	*	**207,000**
Snow/Sleet	29,000	11,000	12,000	2,000	*	**55,000**
Other	8,000	3,000	3,000	1,000	*	**15,000**
Total	**1,545,000**	**381,000**	**215,000**	**76,000**	*	**2,217,000**

*Less than 500.

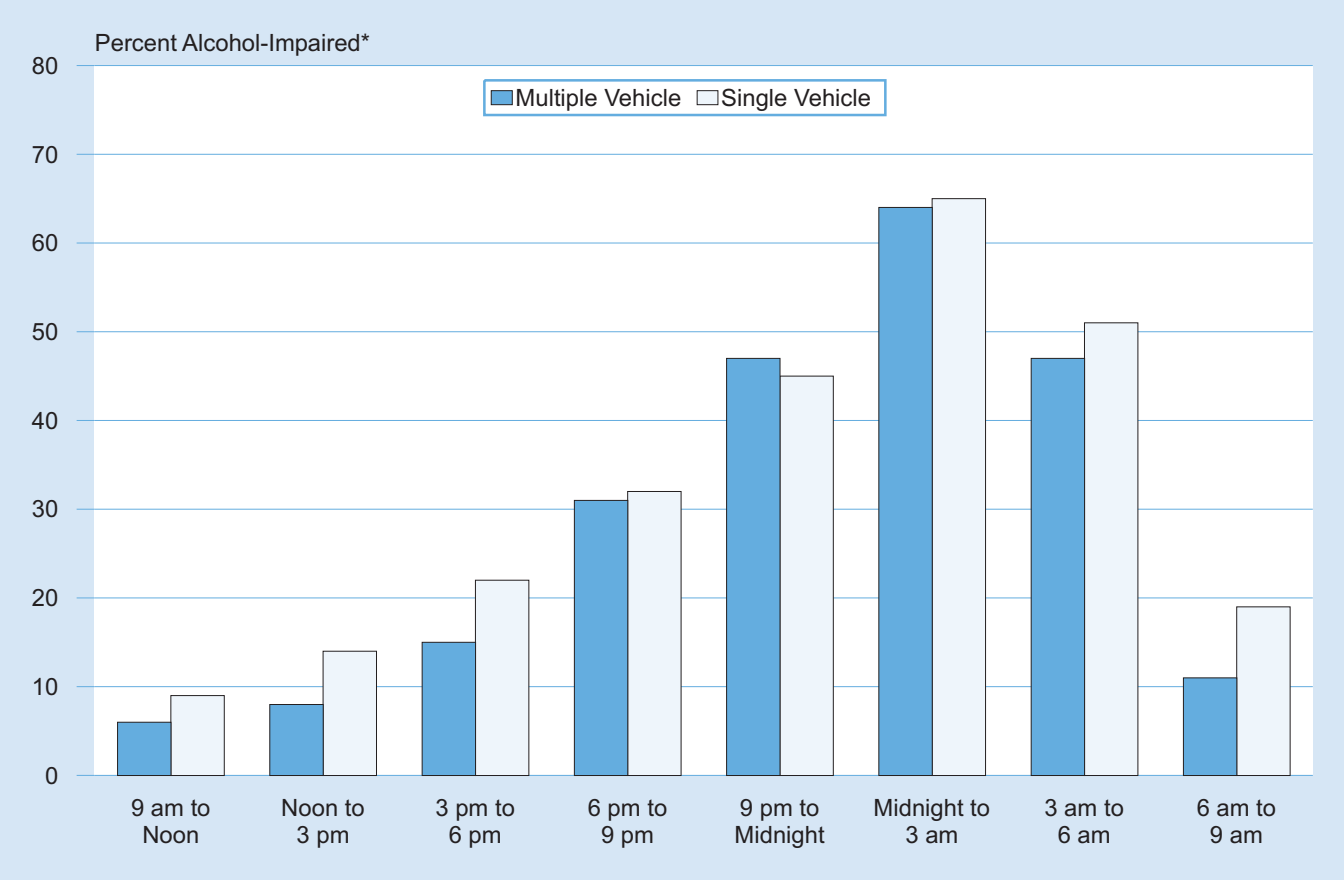
Table 59
Persons Killed in Crashes and Percent Alcohol-Impaired Driving Fatalities, by Time of Day and Crash Type

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	3,155	2,064	65	967	618	64	**4,122**	**2,682**	**65**
3 am to 6 am	1,908	967	51	772	364	47	**2,680**	**1,331**	**50**
6 am to 9 am	1,747	331	19	1,414	152	11	**3,161**	**483**	**15**
9 am to Noon	1,411	134	9	1,678	109	6	**3,089**	**242**	**8**
Noon to 3 pm	1,959	265	14	2,397	184	8	**4,356**	**449**	**10**
3 pm to 6 pm	2,455	535	22	2,732	412	15	**5,187**	**947**	**18**
6 pm to 9 pm	3,190	1,026	32	1,896	579	31	**5,086**	**1,605**	**32**
9 pm to Midnight	3,058	1,374	45	1,403	666	47	**4,461**	**2,039**	**46**
Unknown	209	93	44	16	9	54	**225**	**101**	**45**
Total	**19,092**	**6,787**	**36**	**13,275**	**3,091**	**23**	**32,367**	**9,878**	**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	125	54	32	0	0	**211**
Freeway/Expressway	28	8	6	0	0	**42**
Other	87	39	32	2	2	**162**
Minor Arterial	49	12	15	3	0	**79**
Collector	18	6	6	1	0	**31**
Local Road or Street	32	12	9	1	0	**54**
Unknown	4	3	1	0	0	**8**
Total	**343**	**134**	**101**	**7**	**2**	**587**

*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	0	0	**0**	**0**
Ambulance Passenger	2	1	2	1	**4**	**2**
Occupant of Other Vehicle	0	0	13	6	**13**	**6**
Pedestrian	2	1	2	0	**4**	**1**
Pedalcyclist	0	0	0	0	**0**	**0**
Total	**4**	**2**	**17**	**7**	**21**	**9**
Fire Truck						
Fire Truck Driver	0	0	0	0	**0**	**0**
Fire Truck Passenger	0	0	0	0	**0**	**0**
Occupant of Other Vehicle	0	0	6	4	**6**	**4**
Pedestrian	0	0	0	0	**0**	**0**
Pedalcyclist	0	0	0	0	**0**	**0**
Total	**0**	**0**	**6**	**4**	**6**	**4**
Police Vehicle						
Police Vehicle Driver	8	5	14	7	**22**	**12**
Police Vehicle Passenger	0	0	2	0	**2**	**0**
Occupant of Other Vehicle	0	0	43	22	**43**	**22**
Pedestrian	8	3	5	1	**13**	**4**
Pedalcyclist	1	0	0	0	**1**	**0**
Total	**17**	**8**	**64**	**30**	**81**	**38**

*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

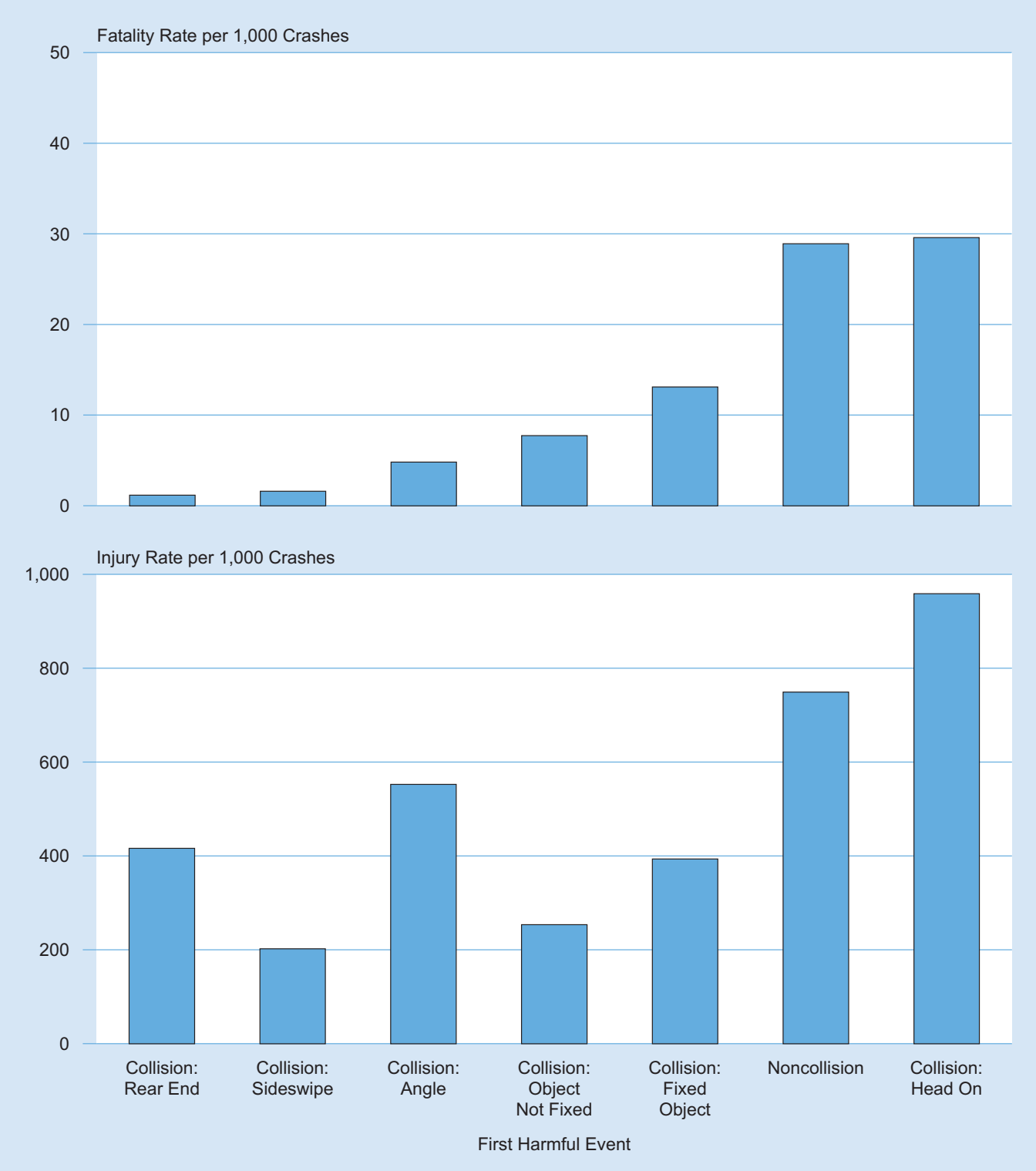


Figure 21

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

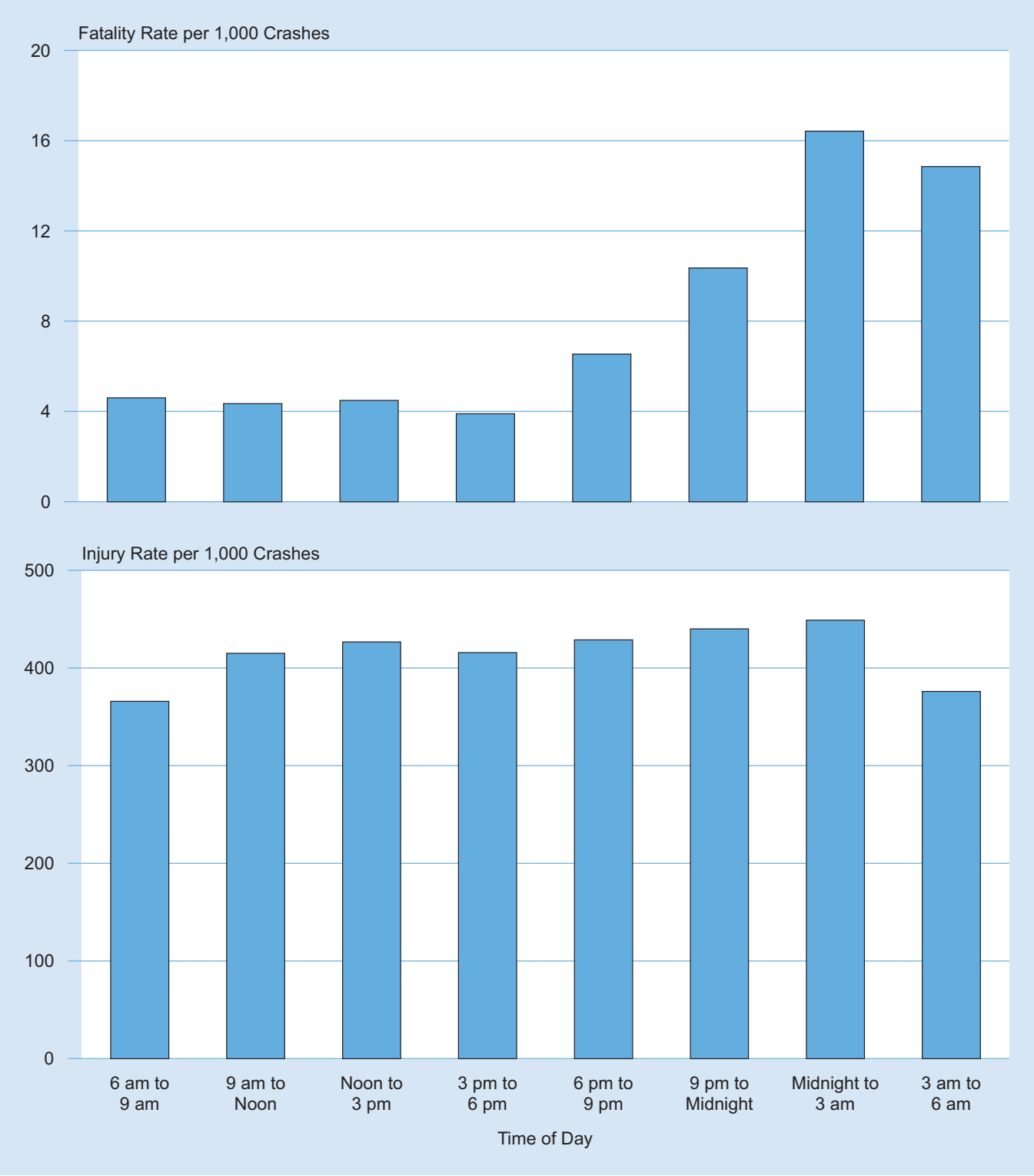


Table 62
Driver Involvement Rates per 100,000 Licensed Drivers, by Age, Sex, and Crash Severity

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	86	*	29	*	**115**	*
16-20	2,995	47.81	1,296	21.54	**4,292**	**34.95**
21-24	3,351	46.70	1,113	15.70	**4,465**	**31.30**
25-34	6,326	34.56	2,191	11.79	**8,517**	**23.09**
35-44	5,266	28.64	1,791	9.65	**7,058**	**19.11**
45-54	5,712	27.97	1,781	8.58	**7,493**	**18.20**
55-64	4,242	24.32	1,300	7.24	**5,542**	**15.66**
65-74	2,105	20.90	842	8.06	**2,947**	**14.37**
>74	1,664	25.02	858	11.59	**2,522**	**17.95**
Unknown	62	*	8	*	**717**	*
Total	**31,809**	**30.32**	**11,209**	**10.48**	****43,668**	**20.61**
Drivers in Injury Crashes						
<16	3,000	*	4,000	*	**7,000**	*
16-20	182,000	2,905	161,000	2,678	**343,000**	**2,794**
21-24	154,000	2,151	144,000	2,032	**298,000**	**2,092**
25-34	316,000	1,725	269,000	1,450	**585,000**	**1,586**
35-44	270,000	1,471	220,000	1,184	**490,000**	**1,327**
45-54	255,000	1,250	193,000	932	**449,000**	**1,090**
55-64	185,000	1,062	146,000	813	**331,000**	**935**
65-74	86,000	851	65,000	624	**151,000**	**735**
>74	54,000	819	41,000	559	**96,000**	**682**
Total	**1,507,000**	**1,436**	**1,244,000**	**1,163**	**2,750,000**	**1,298**
Drivers in Property-Damage-Only Crashes						
<16	6,000	*	3,000	*	**9,000**	*
16-20	472,000	7,528	400,000	6,643	**871,000**	**7,094**
21-24	409,000	5,695	339,000	4,776	**747,000**	**5,238**
25-34	732,000	3,998	618,000	3,327	**1,350,000**	**3,660**
35-44	685,000	3,726	552,000	2,975	**1,237,000**	**3,349**
45-54	599,000	2,934	445,000	2,147	**1,045,000**	**2,537**
55-64	451,000	2,585	318,000	1,771	**769,000**	**2,172**
65-74	203,000	2,019	148,000	1,422	**352,000**	**1,715**
>74	118,000	1,781	97,000	1,312	**216,000**	**1,534**
Total	**3,675,000**	**3,503**	**2,921,000**	**2,730**	**6,596,000**	**3,113**
Drivers in All Crashes						
<16	10,000	*	7,000	*	**16,000**	*
16-20	657,000	10,481	562,000	9,342	**1,219,000**	**9,923**
21-24	566,000	7,893	484,000	6,823	**1,050,000**	**7,361**
25-34	1,054,000	5,758	890,000	4,788	**1,944,000**	**5,269**
35-44	961,000	5,225	774,000	4,169	**1,734,000**	**4,695**
45-54	860,000	4,211	641,000	3,088	**1,501,000**	**3,645**
55-64	640,000	3,671	465,000	2,591	**1,106,000**	**3,123**
65-74	291,000	2,891	214,000	2,054	**506,000**	**2,465**
>74	175,000	2,625	139,000	1,883	**314,000**	**2,234**
Unknown	***	*	***	*	**1,000**	*
Total	**5,213,000**	**4,970**	**4,176,000**	**3,904**	**9,390,000**	**4,432**

*Not applicable.
**Includes 650 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

Table 63

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

Previous Convictions	Valid License (37,275)		Invalid License (5,374)		Total (42,649)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	4,428	11.9	625	11.6	**5,053**	**11.8**
Previous Recorded Suspensions or Revocations	3,606	9.7	2,573	47.9	**6,179**	**14.5**
Previous DWI Convictions	612	1.6	575	10.7	**1,187**	**2.8**
Previous Speeding Convictions	6,724	18.0	964	17.9	**7,688**	**18.0**
Previous Other Harmful Moving Convictions	6,265	16.8	1,419	26.4	**7,684**	**18.0**
Drivers with No Previous Convictions	22,849	61.3	2,270	42.2	**25,119**	**58.9**

Notes: Table does not include 1,019 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	9,080	20.8
Under the influence of alcohol, drugs or medication	6,042	13.8
Failure to keep in proper lane	4,039	9.2
Failure to yield right of way	3,148	7.2
Distracted (phone, talking, eating, object, etc.)	3,085	7.1
Operating vehicle in erratic, reckless, or negligent manner	2,604	6.0
Overcorrecting/oversteering	2,080	4.8
Failure to obey traffic signs, signals, or officer	1,826	4.2
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	1,741	4.0
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,301	3.0
Drowsy, asleep, fatigued, ill, or blackout	1,152	2.6
Driving wrong way on one-way trafficway or on wrong side of road	1,082	2.5
Making improper turn	1,015	2.3
Other factors	6,562	15.0
None reported	13,012	29.8
Unknown	4,569	10.5
Total Drivers	**43,668**	**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 Previous *Traffic Safety Facts* Reports” 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	8,722	55,000	254,000	586,000	894,000	**903,000**
Passengers	3,240	20,000	87,000	238,000	345,000	**348,000**
Unknown	19	*	*	*	*	**1,000**
Subtotal	*11,981*	*75,000*	*341,000*	*824,000*	*1,240,000*	***1,252,000***
Light Truck						
Drivers	6,728	35,000	142,000	322,000	499,000	**505,000**
Passengers	2,520	14,000	60,000	156,000	230,000	**232,000**
Unknown	24	*	*	*	*	*
Subtotal	*9,272*	*48,000*	*203,000*	*477,000*	*728,000*	***738,000***
Large Truck						
Drivers	547	2,000	6,000	10,000	17,000	**18,000**
Passengers	87	*	2,000	3,000	5,000	**5,000**
Unknown	1	*	*	*	*	*
Subtotal	*635*	*2,000*	*7,000*	*13,000*	*23,000*	***23,000***
Bus	*54*	*1,000*	*3,000*	*10,000*	*13,000*	***13,000***
Other/Unknown	*506*	*2,000*	*2,000*	*2,000*	*6,000*	***6,000***
Subtotal*	***22,448***	***128,000***	***556,000***	***1,326,000***	***2,010,000***	***2,032,000***
Motorcycle						
Riders	4,323	19,000	36,000	20,000	75,000	**79,000**
Passengers	284	2,000	3,000	2,000	7,000	**7,000**
Unknown	5	*	*	*	*	*
Subtotal	***4,612***	***20,000***	***39,000***	***22,000***	***81,000***	***86,000***
Total	**27,060**	**148,000**	**594,000**	**1,349,000**	**2,091,000**	**2,118,000**

*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	1,570	11.0	876	6.8	**2,446**	**9.0**
35 or 40 mph	2,275	15.9	2,007	15.7	**4,282**	**15.8**
45 or 50 mph	2,379	16.7	2,534	19.8	**4,913**	**18.2**
55 mph	4,474	31.4	3,856	30.1	**8,330**	**30.8**
60 mph or higher	3,091	21.7	2,899	22.7	**5,990**	**22.1**
No Statutory Limit	49	0.3	81	0.6	**130**	**0.5**
Unknown	426	3.0	543	4.2	**969**	**3.6**
Total	**14,264**	**100.0**	**12,796**	**100.0**	**27,060**	**100.0**
Persons Injured						
30 mph or less	87,000	18.7	235,000	14.4	**322,000**	**15.4**
35 or 40 mph	81,000	17.5	502,000	30.8	**582,000**	**27.9**
45 or 50 mph	63,000	13.7	336,000	20.6	**399,000**	**19.1**
55 mph	98,000	21.2	159,000	9.7	**257,000**	**12.3**
60 mph or higher	71,000	15.4	131,000	8.0	**201,000**	**9.6**
No Statutory Limit	3,000	0.7	26,000	1.6	**29,000**	**1.4**
Unknown	59,000	12.8	242,000	14.8	**301,000**	**14.4**
Total	**462,000**	**100.0**	**1,629,000**	**100.0**	**2,091,000**	**100.0**

Note: For important information on this table see “Changes from Previous *Traffic Safety Facts* Reports” 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	781	31.9	1,643	67.2	22	0.9	**2,446**	**100.0**
35 or 40 mph	1,606	37.5	2,660	62.1	16	0.4	**4,282**	**100.0**
45 or 50 mph	2,566	52.2	2,322	47.3	25	0.5	**4,913**	**100.0**
55 mph	6,738	80.9	1,554	18.7	38	0.5	**8,330**	**100.0**
60 mph or higher	4,096	68.4	1,886	31.5	8	0.1	**5,990**	**100.0**
No Statutory Limit	68	52.3	62	47.7	0	0.0	**130**	**100.0**
Unknown	457	47.2	502	51.8	10	1.0	**969**	**100.0**
Total	**16,312**	**60.3**	**10,629**	**39.3**	**119**	**0.4**	**27,060**	**100.0**

Note: For important information on this table see "Changes from Previous *Traffic Safety Facts* Reports" on page 8.

Figure 23

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

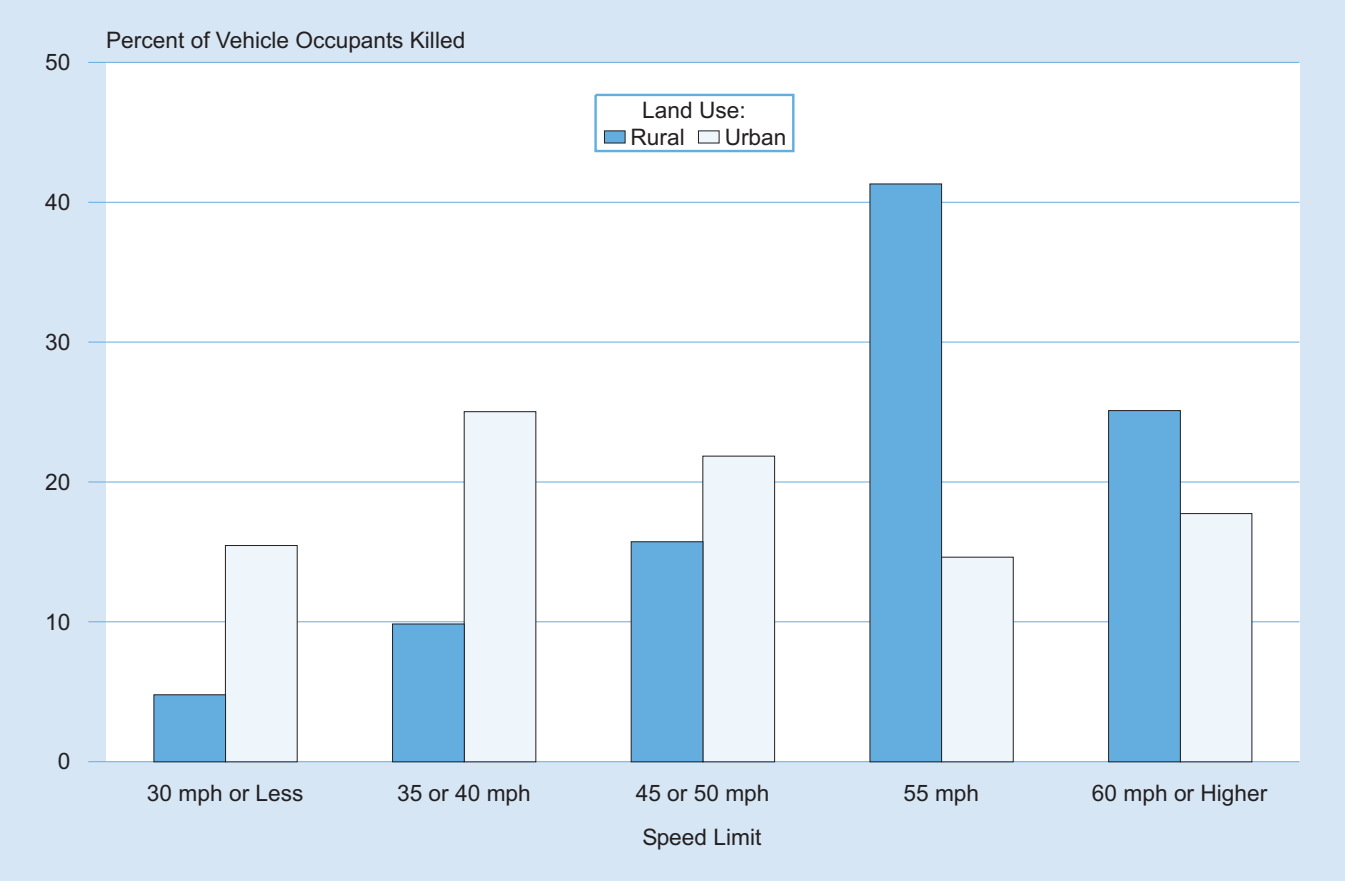


Table 68

Vehicle Occupants Killed or Injured, by Sex and Vehicle Type

Sex	Vehicle Type							
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	Total
Occupants Killed								
Male	7,199	6,612	603	31	427	*14,872*	*4,181*	**19,053**
Female	4,778	2,657	32	23	79	*7,569*	*431*	**8,000**
Unknown	4	3	0	0	0	*7*	*0*	**7**
Total	**11,981**	**9,272**	**635**	**54**	**506**	***22,448***	***4,612***	**27,060**
Occupants Injured								
Male	507,000	368,000	20,000	6,000	4,000	*904,000*	*71,000*	**975,000**
Female	733,000	361,000	3,000	7,000	2,000	*1,106,000*	*11,000*	**1,116,000**
Total	**1,240,000**	**728,000**	**23,000**	**13,000**	**6,000**	***2,010,000***	***81,000***	**2,091,000**

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	156	118	1	0	3	*278*	*0*	**278**
5-9	106	134	0	1	5	*246*	*2*	**248**
10-15	216	189	1	2	27	*435*	*16*	**451**
16-20	1,830	967	11	1	55	*2,864*	*224*	**3,088**
21-24	1,540	846	30	4	46	*2,466*	*450*	**2,916**
25-34	2,095	1,602	67	3	87	*3,854*	*936*	**4,790**
35-44	1,251	1,316	134	7	81	*2,789*	*878*	**3,667**
45-54	1,257	1,444	191	11	73	*2,976*	*1,022*	**3,998**
55-64	1,037	1,151	144	8	54	*2,394*	*782*	**3,176**
65-74	912	810	42	7	41	*1,812*	*231*	**2,043**
>74	1,561	687	14	8	34	*2,304*	*70*	**2,374**
Unknown	20	8	0	2	0	*30*	*1*	**31**
Total	**11,981**	**9,272**	**635**	**54**	**506**	***22,448***	***4,612***	**27,060**
Occupants Injured								
<5	28,000	17,000	*	1,000	*	*46,000*	*	**46,000**
5-9	23,000	24,000	*	1,000	*	*49,000*	*	**49,000**
10-15	39,000	31,000	1,000	2,000	1,000	*74,000*	*1,000*	**74,000**
16-20	185,000	84,000	1,000	1,000	*	*271,000*	*5,000*	**277,000**
21-24	154,000	56,000	1,000	1,000	1,000	*213,000*	*8,000*	**220,000**
25-34	241,000	131,000	5,000	2,000	1,000	*380,000*	*20,000*	**400,000**
35-44	170,000	126,000	6,000	1,000	1,000	*303,000*	*16,000*	**319,000**
45-54	164,000	119,000	5,000	3,000	1,000	*290,000*	*18,000*	**308,000**
55-64	120,000	86,000	3,000	1,000	*	*210,000*	*12,000*	**222,000**
65-74	63,000	36,000	1,000	*	1,000	*100,000*	*3,000*	**102,000**
>74	53,000	18,000	*	*	*	*72,000*	*	**73,000**
Total	**1,240,000**	**728,000**	**23,000**	**13,000**	**6,000**	***2,010,000***	***81,000***	**2,091,000**

*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**	142	51.1	136	48.9	**278**	**100.0**
5-9	4	100.0	0	0.0	**4**	**100.0**	124	50.8	120	49.2	**244**	**100.0**
10-15	46	78.0	13	22.0	**59**	**100.0**	211	53.8	181	46.2	**392**	**100.0**
16-20	1,408	71.7	556	28.3	**1,964**	**100.0**	662	58.9	460	40.9	**1,124**	**100.0**
21-24	1,725	78.7	466	21.3	**2,191**	**100.0**	492	67.9	233	32.1	**725**	**100.0**
25-34	3,059	79.0	811	21.0	**3,870**	**100.0**	548	59.6	371	40.3	**920**	**100.0**
35-44	2,413	78.0	682	22.0	**3,095**	**100.0**	277	48.4	295	51.6	**572**	**100.0**
45-54	2,724	79.5	702	20.5	**3,426**	**100.0**	242	42.3	330	57.7	**572**	**100.0**
55-64	2,166	79.3	564	20.7	**2,730**	**100.0**	177	39.7	269	60.3	**446**	**100.0**
65-74	1,174	70.3	495	29.7	**1,669**	**100.0**	117	31.3	257	68.7	**374**	**100.0**
>74	1,142	65.9	591	34.1	**1,733**	**100.0**	184	28.7	457	71.3	**641**	**100.0**
Unknown	7	58.3	1	8.3	**12**	**100.0**	9	47.4	10	52.6	**19**	**100.0**
Total	**15,868**	**76.5**	**4,881**	**23.5**	***20,753**	**100.0**	**3,185**	**50.5**	**3,119**	**49.5**	****6,307**	**100.0**
Occupants Injured												
<5	***	***	***	***	***	***	25,000	54.5	21,000	45.5	**46,000**	**100.0**
5-9	***	80.4	***	19.6	***	**100.0**	23,000	47.3	26,000	52.7	**49,000**	**100.0**
10-15	2,000	50.2	2,000	49.8	**3,000**	**100.0**	31,000	43.7	40,000	56.3	**71,000**	**100.0**
16-20	90,000	50.6	88,000	49.4	**178,000**	**100.0**	38,000	38.8	60,000	61.2	**98,000**	**100.0**
21-24	78,000	48.0	85,000	52.0	**163,000**	**100.0**	25,000	43.7	32,000	56.3	**57,000**	**100.0**
25-34	155,000	49.1	161,000	50.9	**316,000**	**100.0**	36,000	43.2	48,000	56.8	**84,000**	**100.0**
35-44	129,000	49.3	133,000	50.7	**262,000**	**100.0**	21,000	36.6	36,000	63.4	**57,000**	**100.0**
45-54	127,000	50.0	127,000	50.0	**254,000**	**100.0**	16,000	29.2	38,000	70.8	**54,000**	**100.0**
55-64	92,000	50.6	90,000	49.4	**182,000**	**100.0**	11,000	26.9	29,000	73.1	**40,000**	**100.0**
65-74	39,000	49.4	40,000	50.6	**79,000**	**100.0**	6,000	24.6	17,000	75.4	**23,000**	**100.0**
>74	25,000	49.0	26,000	51.0	**52,000**	**100.0**	4,000	20.9	16,000	79.1	**21,000**	**100.0**
Total	**738,000**	**49.5**	**752,000**	**50.5**	**1,490,000**	**100.0**	**236,000**	**39.4**	**364,000**	**60.6**	**601,000**	**100.0**

*Includes 4 drivers of unknown sex.
**Includes 3 passengers 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	5,977	49.9	247	2.1	3,490	29.1	2,254	18.8	**11,981**	**100.0**
Light Truck	2,920	31.5	173	1.9	2,399	25.9	3,771	40.7	**9,272**	**100.0**
Large Truck	139	21.9	21	3.3	136	21.4	338	53.2	**635**	**100.0**
Bus	11	20.4	0	0.0	7	13.0	35	64.8	**54**	**100.0**
Other/Unknown	128	25.3	11	2.2	128	25.3	218	43.1	**506**	**100.0**
Subtotal	*9,175*	*40.9*	*452*	*2.0*	*6,160*	*27.4*	*6,616*	*29.5*	***22,448***	***100.0***
Motorcycle	*2,243*	*48.6*	*188*	*4.1*	*1,270*	*27.5*	*906*	*19.6*	***4,612***	***100.0***
Total	**11,418**	**42.2**	**640**	**2.4**	**7,430**	**27.5**	**7,522**	**27.8**	*27,060	100.0
Occupants Injured										
Passenger Car	984,000	79.4	41,000	3.3	172,000	13.9	43,000	3.5	**1,240,000**	**100.0**
Light Truck	545,000	74.8	21,000	2.9	92,000	12.6	70,000	9.7	**728,000**	**100.0**
Large Truck	15,000	65.7	1,000	3.4	3,000	11.3	4,000	19.7	**23,000**	**100.0**
Bus	12,000	89.3	1,000	5.3	**	3.6	**	1.8	**13,000**	**100.0**
Other/Unknown	2,000	34.9	**	1.6	1,000	15.2	3,000	48.3	**6,000**	**100.0**
Subtotal	*1,558,000*	*77.5*	*63,000*	*3.1*	*268,000*	*13.3*	*121,000*	*6.0*	***2,010,000***	***100.0***
Motorcycle	*40,000*	*48.8*	*3,000*	*4.0*	*10,000*	*11.7*	*29,000*	*35.6*	***81,000***	***100.0***
Total	**1,597,000**	**76.4**	**66,000**	**3.2**	**277,000**	**13.3**	**150,000**	**7.2**	2,091,000	100.0

*Includes 50 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							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
Front	6,058	4,712	363	19	204	*11,356*	*2,737*	**14,093**
Left Side	2,070	942	36	2	29	*3,079*	*261*	**3,340**
Right Side	1,678	832	38	17	22	*2,587*	*243*	**2,830**
Rear	710	403	15	4	40	*1,172*	*153*	**1,325**
Other	464	292	18	1	11	*786*	*133*	**919**
Noncollision	675	1,768	141	9	151	*2,744*	*851*	**3,595**
Unknown	326	323	24	2	49	*724*	*234*	**958**
Total	**11,981**	**9,272**	**635**	**54**	**506**	***22,448***	***4,612***	27,060
Occupants Injured								
Front	618,000	331,000	10,000	6,000	2,000	*968,000*	*33,000*	**1,001,000**
Left Side	136,000	78,000	3,000	1,000	*	*218,000*	*8,000*	**226,000**
Right Side	123,000	71,000	2,000	1,000	*	*197,000*	*5,000*	**202,000**
Rear	339,000	206,000	4,000	5,000	*	*554,000*	*6,000*	**561,000**
Other	5,000	4,000	*	*	*	*9,000*	*1,000*	**10,000**
Noncollision	18,000	39,000	4,000	*	3,000	*63,000*	*29,000*	**92,000**
Total	**1,240,000**	**728,000**	**23,000**	**13,000**	**6,000**	***2,010,000***	***81,000***	2,091,000

*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	2,253	18.8	9,701	81.0	27	0.2	**11,981**	**100.0**
Light Truck	3,238	34.9	6,006	64.8	28	0.3	**9,272**	**100.0**
Large Truck	157	24.7	475	74.8	3	0.5	**635**	**100.0**
Bus	9	16.7	45	83.3	0	0.0	**54**	**100.0**
Other/Unknown	294	58.1	203	40.1	9	1.8	**506**	**100.0**
Total**	**5,951**	**26.5**	**16,430**	**73.2**	**67**	**0.3**	**22,448**	**100.0**
Occupants Injured								
Passenger Car	4,000	0.3	1,236,000	99.7	****	****	**1,240,000**	**100.0**
Light Truck	7,000	0.9	722,000	99.1	****	****	**728,000**	**100.0**
Large Truck	1,000	3.0	22,000	97.0	****	****	**23,000**	**100.0**
Bus	***	0.1	13,000	99.9	****	****	**13,000**	**100.0**
Other/Unknown	2,000	30.5	4,000	69.5	****	****	**6,000**	**100.0**
Total**	**13,000**	**0.7**	**1,996,000**	**99.3**	****	****	**2,010,000**	**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	—	**1,593**
Passenger Car	2,555	Light Truck	717	**3,272**
Passenger Car	1,125	Large Truck	17	**1,142**
Passenger Car	9	Motorcycle	873	**882**
Passenger Car	58	Bus	5	**63**
Passenger Car	53	Other/Unknown	39	**92**
Light Truck	—	Light Truck	—	**1,225**
Light Truck	887	Large Truck	41	**928**
Light Truck	9	Motorcycle	1,006	**1,015**
Light Truck	41	Bus	2	**43**
Light Truck	53	Other/Unknown	52	**105**
Large Truck	—	Large Truck	—	**111**
Large Truck	0	Motorcycle	179	**179**
Large Truck	1	Bus	7	**8**
Large Truck	1	Other/Unknown	19	**20**
Motorcycle	—	Motorcycle	—	**75**
Motorcycle	16	Bus	0	**16**
Motorcycle	43	Other/Unknown	1	**44**
Other/Unknown	—	Other/Unknown	—	**27**
Total Occupants Killed				**10,840**

Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	**453,000**
Passenger Car	328,000	Light Truck	241,000	**569,000**
Passenger Car	28,000	Large Truck	7,000	**34,000**
Passenger Car	2,000	Motorcycle	21,000	**23,000**
Passenger Car	5,000	Bus	5,000	**10,000**
Passenger Car	1,000	Other/Unknown	1,000	**2,000**
Light Truck	—	Light Truck	—	**192,000**
Light Truck	19,000	Large Truck	5,000	**23,000**
Light Truck	1,000	Motorcycle	15,000	**17,000**
Light Truck	2,000	Bus	4,000	**6,000**
Light Truck	1,000	Other/Unknown	1,000	**1,000**
Large Truck	—	Large Truck	—	**1,000**
Large Truck	*	Motorcycle	1,000	**1,000**
Large Truck	*	Bus	1,000	**1,000**
Large Truck	*	Other/Unknown	*	*
Total Occupants Injured				**1,334,000**

*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	**27,136**	**40.4**	**11,981**	**44.3**
Convertible	443	0.7	223	0.8
2 Door Sedan, Hardtop, Coupe	4,042	6.0	2,000	7.4
3 Door/2 Door Hatchback	842	1.3	416	1.5
4 Door Sedan Hardtop	19,578	29.2	8,505	31.4
5 Door/4 Door Hatchback	438	0.7	205	0.8
Station Wagon	1,628	2.4	575	2.1
Hatchback, Doors Unknown	5	*	3	*
Other Auto	11	*	6	*
Unknown Auto	128	0.2	42	0.2
Auto-Based Pickup	18	*	5	*
3 Door Coupe	3	*	1	*
Light Trucks	**28,187**	**42.0**	**9,272**	**34.3**
Compact Utility	8,447	12.6	2,968	11.0
Large Utility	3,022	4.5	738	2.7
Utility Station Wagon	714	1.1	165	0.6
Utility, Unknown Body Type	3	*	0	0.0
Minivan	3,187	4.7	874	3.2
Large Van	1,248	1.9	242	0.9
Step Van	17	*	4	*
Other Van Type	12	*	2	*
Unknown Van Type	28	*	6	*
Compact Pickup	2,899	4.3	1,419	5.2
Standard Pickup	8,516	12.7	2,820	10.4
Pickup with Camper	23	*	11	*
Unknown Pickup Style Truck	18	*	6	*
Cab Chassis-Based Light Truck	37	0.1	11	*
Other Conventional Light Truck	1	*	1	*
Unknown Light Truck Type (Not Pickup)	1	*	1	*
Unknown Light Vehicle Type	14	*	4	*

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Large Trucks	**4,223**	**6.3**	**635**	**2.3**
Step Van	9	*	0	0.0
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	409	0.6	54	0.2
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	258	0.4	39	0.1
Single Unit Heavy Truck (GVWR > 26,000 lb)	587	0.9	84	0.3
Single Unit Truck, Unknown GVWR	19	*	4	*
Truck Tractor	2,675	4.0	408	1.5
Medium/Heavy Pickup (Ford Super Duty 450/550)	251	0.4	42	0.2
Unknown Heavy Truck (GVWR > 26,000 lb)	3	*	2	*
Unknown Large Truck Type	12	*	2	*
Motorcycles	**5,283**	**7.9**	**4,612**	**17.0**
Motorcycle	4,987	7.4	4,343	16.0
Moped	128	0.2	121	0.4
Three Wheel Motorcycle or Moped	8	*	6	*
Off-Road Motorcycle (Two Wheel)	52	0.1	45	0.2
Other Motorcycle/Minibike	91	0.1	83	0.3
Unknown Motorcycle	17	*	14	0.1
Buses**	**929**	**1.4**	**54**	**0.2**
School Bus	334	0.5	9	*
Cross Country/Intercity Bus	377	0.6	31	0.1
Transit Bus	141	0.2	4	*
Van-Based Bus (GVWR > 10,000 lb)	59	0.1	6	*
Other Bus	15	*	4	*
Unknown Bus	3	*	0	0.0
Other Vehicles	**702**	**1.0**	**427**	**1.6**
Large Limousine	5	*	3	*
Light Truck-Based Motorhome	2	*	0	0.0
Medium/Heavy Truck-Based Motorhome	40	0.1	4	*
Unknown Truck Camper/Motorhome	49	0.1	2	*
All Terrain Vehicle	397	0.6	305	1.1
Snowmobile	26	*	24	0.1
Farm Equipment Except Trucks	94	0.1	42	0.2
Construction Equipment Except Trucks	10	*	2	*
Motorized Wheelchair	1	*	1	*
Other Vehicle	78	0.1	44	0.2
Unknown	**683**	**1.0**	**79**	**0.3**
Not Reported	**4**	*	**3**	*
Unknown Body Type	**679**	**1.0**	**76**	**0.3**
Total	**67,143**	**100.0**	**27,060**	**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)	314	1.2	185	1.5	58.9
Subcompact (95 to 99 inches)	2,333	8.6	1,166	9.7	50.0
Compact (100 to 104 inches)	7,926	29.2	3,789	31.6	47.8
Intermediate (105 to 109 inches)	9,543	35.2	4,050	33.8	42.4
Full Size (110 to 114 inches)	4,707	17.3	1,958	16.3	41.6
Largest Size (115 inches and over)	1,862	6.9	669	5.6	35.9
Unknown	451	1.7	164	1.4	36.4
Total	**27,136**	**100.0**	**11,981**	**100.0**	**44.2**

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	16,430	5,774	35
Passenger	5,953	1,826	31
Unknown Occupant	65	3	4
Subtotal	*22,448*	*7,603*	*34*
Motorcyclists	*4,612*	*1,565*	*34*
Nonoccupants			
Pedestrian	4,432	601	14
Pedalcyclist	677	79	12
Other/Unknown	198	31	15
Subtotal	*5,307*	*710*	*13*
Total	**32,367**	**9,878**	**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	103	89	4	3	9	8	13	11	**115**	**100**
16-20	3,241	76	205	5	846	20	1,051	24	**4,292**	**100**
21-24	2,793	63	222	5	1,450	32	1,672	37	**4,465**	**100**
25-34	5,611	66	358	4	2,549	30	2,906	34	**8,517**	**100**
35-44	5,106	72	258	4	1,694	24	1,952	28	**7,058**	**100**
45-54	5,660	76	265	4	1,568	21	1,833	24	**7,493**	**100**
55-64	4,609	83	166	3	767	14	933	17	**5,542**	**100**
65-74	2,645	90	74	2	228	8	302	10	**2,947**	**100**
>74	2,351	93	51	2	120	5	171	7	**2,522**	**100**
Unknown	639	89	13	2	65	9	78	11	**717**	**100**
Total	**32,758**	**75**	**1,614**	**4**	**9,296**	**21**	**10,910**	**25**	**43,668**	**100**

Figure 24

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

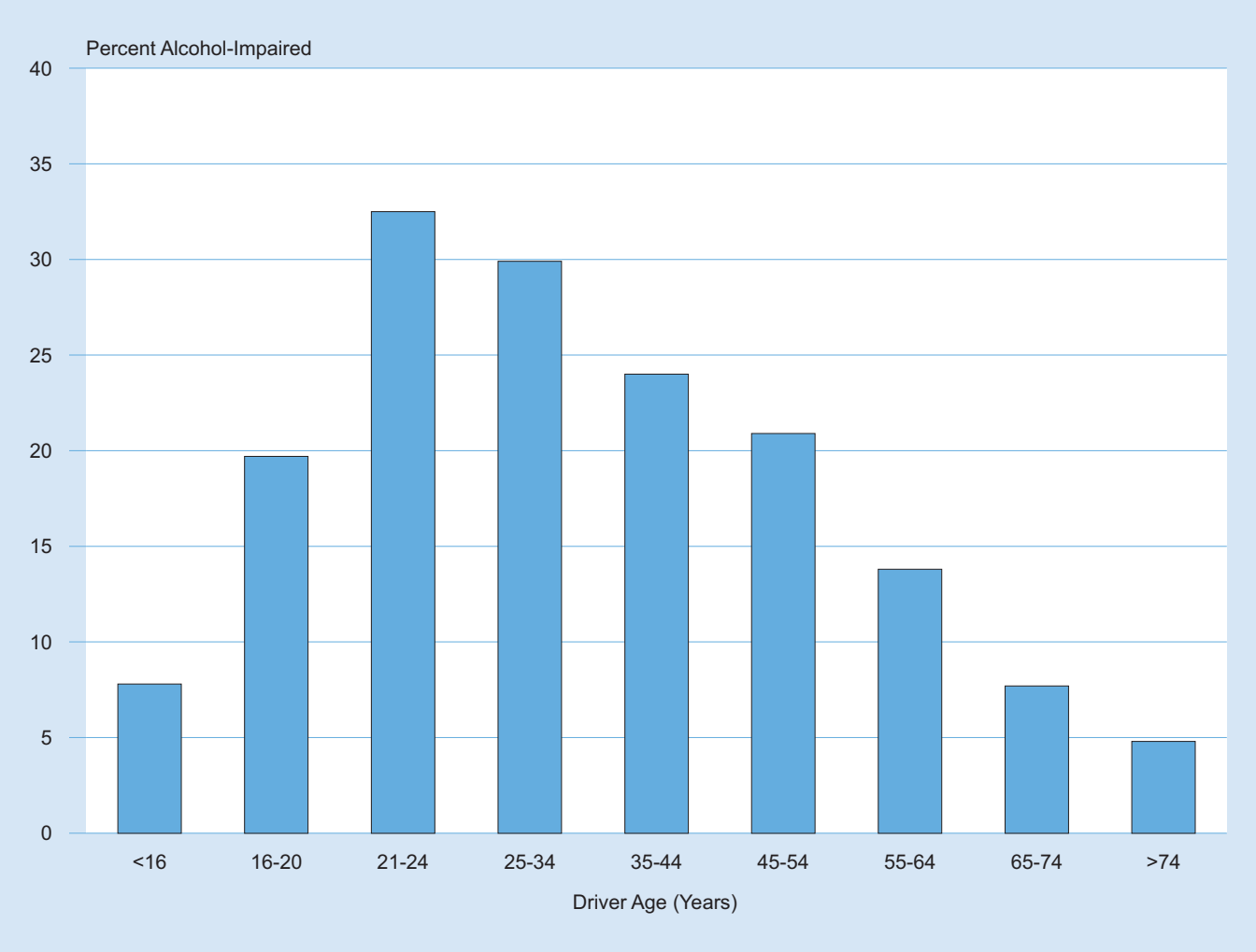


Table 79

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	**415**	**14**	**4,256**	**21**
Weekday	270	12	2,834	17
Weekend	145	16	1,422	30
Nighttime	**792**	**46**	**5,344**	**65**
Weekday	304	35	2,356	60
Weekend	488	54	2,988	70
Multiple-Vehicle Crashes				
Daytime	**458**	**5**	**5,784**	**7**
Weekday	335	4	4,420	6
Weekend	123	8	1,364	10
Nighttime	**345**	**21**	**3,189**	**34**
Weekday	187	17	1,563	28
Weekend	158	26	1,626	40

*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	58	92	1	2	4	6	5	8	**63**	**100**
16-20	1,328	68	117	6	520	26	636	32	**1,964**	**100**
21-24	1,096	50	130	6	966	44	1,096	50	**2,191**	**100**
25-34	1,932	50	207	5	1,731	45	1,938	50	**3,870**	**100**
35-44	1,712	55	151	5	1,232	40	1,383	45	**3,095**	**100**
45-54	2,071	60	165	5	1,190	35	1,355	40	**3,426**	**100**
55-64	2,019	74	119	4	592	22	711	26	**2,730**	**100**
65-74	1,441	86	54	3	175	10	229	14	**1,669**	**100**
>74	1,598	92	42	2	93	5	135	8	**1,733**	**100**
Unknown	5	43	1	5	6	53	7	58	**12**	**100**
Total	**13,260**	**64**	**986**	**5**	**6,507**	**31**	**7,493**	**36**	**20,753**	**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

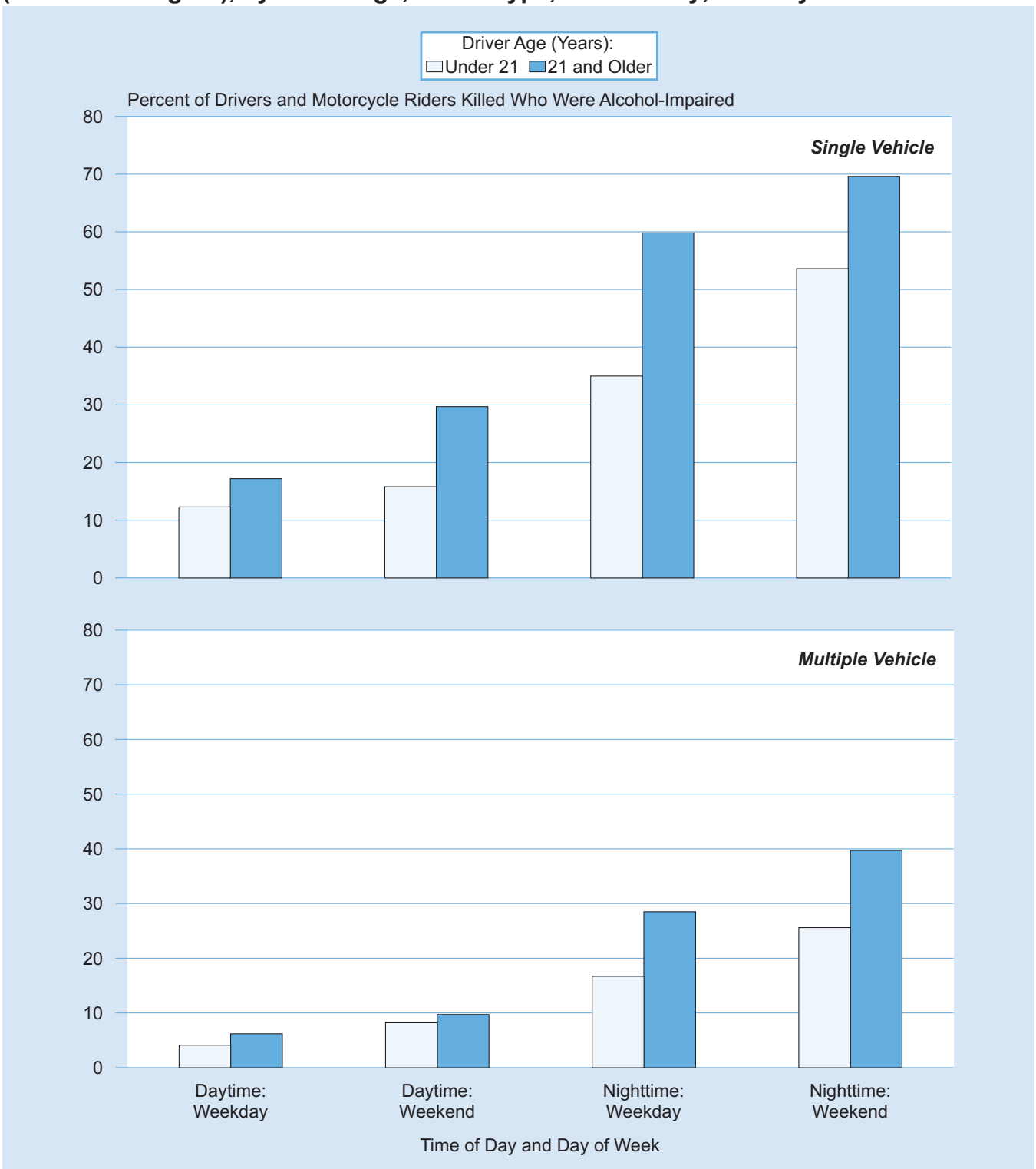


Table 81

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	12,604	73	617	4	4,114	24	4,731	27	**17,335**	**100**
Light Truck	12,530	75	562	3	3,551	21	4,113	25	**16,643**	**100**
Large Truck	3,481	98	45	1	43	1	88	2	**3,568**	**100**
Bus	235	97	3	1	5	2	8	3	**243**	**100**
Other/Unknown	908	80	39	3	192	17	230	20	**1,138**	**100**
Subtotal	*29,757*	*76*	*1,264*	*3*	*7,906*	*20*	*9,170*	*24*	***38,927***	***100***
Motorcycle	*3,001*	*63*	*350*	*7*	*1,390*	*29*	*1,740*	*37*	***4,741***	***100***
Total	**32,758**	**75**	**1,614**	**4**	**9,296**	**21**	**10,910**	**25**	**43,668**	**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	282	78	15	4	63	17	78	22	**360**	**100**
5-9	286	83	9	3	48	14	57	17	**344**	**100**
10-15	504	79	30	5	102	16	131	21	**637**	**100**
16-20	2,136	63	224	7	1,036	30	1,260	37	**3,410**	**100**
21-24	1,592	49	212	6	1,469	45	1,681	51	**3,282**	**100**
25-34	2,765	50	310	6	2,393	44	2,703	49	**5,497**	**100**
35-44	2,419	56	237	5	1,656	38	1,893	44	**4,323**	**100**
45-54	3,168	62	254	5	1,646	32	1,900	37	**5,077**	**100**
55-64	2,892	73	174	4	896	23	1,070	27	**3,976**	**100**
65-74	2,114	84	83	3	325	13	409	16	**2,531**	**100**
>74	2,555	89	81	3	226	8	307	11	**2,870**	**100**
Unknown	39	65	4	6	18	29	21	35	**60**	**100**
Total	**20,752**	**64**	**1,633**	**5**	**9,878**	**31**	**11,510**	**36**	**32,367**	**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	2,265	52	64	1	302	7	**2,631**	**60**
.01-.07	157	4	10	0	27	1	**193**	**4**
.08 or Higher	1,251	29	58	1	244	6	**1,554**	**35**
Total**	**3,673**	**84**	**132**	**3**	**573**	**13**	**4,378**	**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	11,440	66.0	4,495	25.9	1,400	8.1	**17,335**	**100.0**
Light Truck	10,628	63.9	4,798	28.8	1,217	7.3	**16,643**	**100.0**
Large Truck	2,971	83.3	342	9.6	255	7.1	**3,568**	**100.0**
Bus	209	86.0	19	7.8	15	6.2	**243**	**100.0**
Other/Unknown	127	11.2	414	36.4	597	52.5	**1,138**	**100.0**
Total*	**25,375**	**65.2**	**10,068**	**25.9**	**3,484**	**9.0**	**38,927**	**100.0**
Drivers in Injury Crashes								
Passenger Car	1,374,000	87.6	47,000	3.0	148,000	9.4	**1,569,000**	**100.0**
Light Truck	900,000	88.0	33,000	3.2	90,000	8.8	**1,023,000**	**100.0**
Large Truck	53,000	86.3	2,000	3.6	6,000	10.1	**62,000**	**100.0**
Bus	12,000	86.8	**	1.0	2,000	12.2	**13,000**	**100.0**
Other/Unknown	2,000	37.6	3,000	54.3	**	8.1	**6,000**	**100.0**
Total*	**2,342,000**	**87.6**	**85,000**	**3.2**	**247,000**	**9.2**	**2,674,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	3,314,000	88.8	34,000	0.9	384,000	10.3	**3,732,000**	**100.0**
Light Truck	2,285,000	88.8	21,000	0.8	268,000	10.4	**2,574,000**	**100.0**
Large Truck	192,000	86.7	3,000	1.2	27,000	12.1	**221,000**	**100.0**
Bus	38,000	86.5	1,000	1.4	5,000	12.1	**44,000**	**100.0**
Other/Unknown	5,000	66.7	1,000	14.9	1,000	18.4	**7,000**	**100.0**
Total*	**5,833,000**	**88.7**	**59,000**	**0.9**	**685,000**	**10.4**	**6,577,000**	**100.0**
Drivers in All Crashes								
Passenger Car	4,699,000	88.4	85,000	1.6	534,000	10.0	**5,318,000**	**100.0**
Light Truck	3,196,000	88.4	59,000	1.6	359,000	9.9	**3,614,000**	**100.0**
Large Truck	248,000	86.6	5,000	1.8	33,000	11.6	**286,000**	**100.0**
Bus	50,000	86.6	1,000	1.3	7,000	12.1	**57,000**	**100.0**
Other/Unknown	7,000	50.2	5,000	32.9	2,000	16.9	**14,000**	**100.0**
Total*	**8,200,000**	**88.3**	**154,000**	**1.7**	**936,000**	**10.1**	**9,290,000**	**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	179	65.3	76	27.7	19	6.9	**274**	**100.0**
5-9	147	61.3	79	32.9	14	5.8	**240**	**100.0**
10-15	148	36.5	226	55.8	31	7.7	**405**	**100.0**
16-20	1,028	36.8	1,536	54.9	233	8.3	**2,797**	**100.0**
21-24	787	33.0	1,385	58.0	214	9.0	**2,386**	**100.0**
25-34	1,247	33.7	2,159	58.4	291	7.9	**3,697**	**100.0**
35-44	993	38.7	1,372	53.4	202	7.9	**2,567**	**100.0**
45-54	1,147	42.5	1,359	50.3	195	7.2	**2,701**	**100.0**
55-64	1,164	53.2	876	40.0	148	6.8	**2,188**	**100.0**
65-74	1,041	60.5	559	32.5	122	7.1	**1,722**	**100.0**
>74	1,548	68.9	543	24.2	157	7.0	**2,248**	**100.0**
Unknown	10	35.7	10	35.7	8	28.6	**28**	**100.0**
Total	**9,439**	**44.4**	**10,180**	**47.9**	**1,634**	**7.7**	**21,253**	**100.0**
Occupants Injured								
<5	40,000	88.0	2,000	5.0	3,000	7.0	**46,000**	**100.0**
5-9	41,000	86.7	3,000	5.6	4,000	7.7	**47,000**	**100.0**
10-15	61,000	86.4	5,000	7.6	4,000	6.0	**70,000**	**100.0**
16-20	221,000	82.1	24,000	9.1	24,000	8.8	**269,000**	**100.0**
21-24	173,000	82.1	18,000	8.4	20,000	9.5	**210,000**	**100.0**
25-34	312,000	83.8	24,000	6.6	36,000	9.7	**372,000**	**100.0**
35-44	246,000	83.0	15,000	4.9	36,000	12.1	**296,000**	**100.0**
45-54	249,000	88.2	12,000	4.4	21,000	7.4	**282,000**	**100.0**
55-64	184,000	89.3	5,000	2.5	17,000	8.2	**206,000**	**100.0**
65-74	88,000	90.0	3,000	2.9	7,000	7.0	**98,000**	**100.0**
>74	66,000	92.2	2,000	2.3	4,000	5.5	**72,000**	**100.0**
Total	**1,680,000**	**85.3**	**113,000**	**5.8**	**175,000**	**8.9**	**1,968,000**	**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	1,259	86.7	133	9.2	60	4.1	**1,452**	**100.0**
5-9	990	77.0	218	17.0	78	6.1	**1,286**	**100.0**
10-15	1,347	71.8	424	22.6	104	5.5	**1,875**	**100.0**
16-20	3,271	64.9	1,320	26.2	450	8.9	**5,041**	**100.0**
21-24	2,495	65.4	953	25.0	368	9.6	**3,816**	**100.0**
25-34	4,458	72.4	1,148	18.6	554	9.0	**6,160**	**100.0**
35-44	3,395	79.1	587	13.7	310	7.2	**4,292**	**100.0**
45-54	3,237	82.3	430	10.9	265	6.7	**3,932**	**100.0**
55-64	2,438	86.9	218	7.8	151	5.4	**2,807**	**100.0**
65-74	1,438	90.0	96	6.0	63	3.9	**1,597**	**100.0**
>74	1,051	89.7	65	5.5	56	4.8	**1,172**	**100.0**
Unknown	187	29.2	66	10.3	387	60.5	**640**	**100.0**
Total	**25,566**	**75.0**	**5,658**	**16.6**	**2,846**	**8.4**	**34,070**	**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	***5,589***	***51.6***	***4,408***	***40.7***	***835***	***7.7***	***10,832***	***100.0***
Left	4,433	50.8	3,618	41.5	674	7.7	**8,725**	**100.0**
Middle	4	57.1	2	28.6	1	14.3	**7**	**100.0**
Right	1,152	54.9	785	37.4	160	7.6	**2,097**	**100.0**
Other/Unknown	0	0.0	3	100.0	0	0.0	**3**	**100.0**
Second Seat	***405***	***39.1***	***535***	***51.6***	***96***	***9.3***	***1,036***	***100.0***
Left	163	40.1	198	48.8	45	11.1	**406**	**100.0**
Middle	39	33.9	65	56.5	11	9.6	**115**	**100.0**
Right	201	40.1	264	52.7	36	7.2	**501**	**100.0**
Other/Unknown	2	14.3	8	57.1	4	28.6	**14**	**100.0**
Other	***5***	***16.7***	***20***	***66.7***	***5***	***16.7***	***30***	***100.0***
Unknown	***5***	***6.0***	***51***	***61.4***	***27***	***32.5***	***83***	***100.0***
Total	**6,004**	**50.1**	**5,014**	**41.8**	**963**	**8.0**	**11,981**	**100.0**
Passenger Car Occupants Injured								
Front Seat	***966,000***	***86.4***	***51,000***	***4.5***	***102,000***	***9.1***	***1,119,000***	***100.0***
Left	776,000	86.7	37,000	4.1	82,000	9.1	**894,000**	**100.0**
Middle	3,000	74.6	*	7.9	1,000	17.5	**4,000**	**100.0**
Right	187,000	85.1	14,000	6.1	19,000	8.8	**220,000**	**100.0**
Other	*	55.4	*	11.5	*	33.1	*	**100.0**
Second Seat	***95,000***	***80.4***	***12,000***	***10.2***	***11,000***	***9.4***	***118,000***	***100.0***
Left	36,000	79.6	5,000	11.1	4,000	9.3	**45,000**	**100.0**
Middle	12,000	80.5	2,000	11.3	1,000	8.2	**15,000**	**100.0**
Right	47,000	81.1	5,000	9.0	6,000	9.8	**58,000**	**100.0**
Other	*	68.9	*	17.2	*	13.9	**1,000**	**100.0**
Other	***2,000***	***61.9***	*	***13.6***	***1,000***	***24.6***	***3,000***	***100.0***
Total	**1,063,000**	**85.7**	**63,000**	**5.1**	**114,000**	**9.2**	**1,240,000**	**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	***3,179***	***38.7***	***4,467***	***54.3***	***574***	***7.0***	***8,220***	***100.0***
Left	2,567	38.1	3,691	54.9	471	7.0	**6,729**	**100.0**
Middle	7	15.6	31	68.9	7	15.6	**45**	**100.0**
Right	605	42.1	741	51.5	92	6.4	**1,438**	**100.0**
Other/Unknown	0	0.0	4	50.0	4	50.0	**8**	**100.0**
Second Seat	***225***	***31.1***	***442***	***61.1***	***56***	***7.7***	***723***	***100.0***
Left	94	35.1	155	57.8	19	7.1	**268**	**100.0**
Middle	31	26.3	81	68.6	6	5.1	**118**	**100.0**
Right	99	30.6	194	59.9	31	9.6	**324**	**100.0**
Other/Unknown	1	7.7	12	92.3	0	0.0	**13**	**100.0**
Other	***23***	***9.8***	***192***	***81.7***	***20***	***8.5***	***235***	***100.0***
Unknown	***8***	***8.5***	***65***	***69.1***	***21***	***22.3***	**94**	**100.0**
Total	**3,435**	**37.0**	**5,166**	**55.7**	**671**	**7.2**	**9,272**	**100.0**
Light Truck Occupants Injured								
Front Seat	***544,000***	***85.4***	***39,000***	***6.1***	***54,000***	***8.5***	***637,000***	***100.0***
Left	427,000	85.6	26,000	5.3	45,000	9.1	**499,000**	**100.0**
Middle	3,000	59.7	2,000	35.8	*	4.5	**5,000**	**100.0**
Right	115,000	85.8	11,000	7.9	8,000	6.4	**134,000**	**100.0**
Other	*	65.1	*	21.7	*	13.2	*	**100.0**
Second Seat	***65,000***	***82.0***	***8,000***	***10.6***	***6,000***	***7.4***	***80,000***	***100.0***
Left	26,000	86.7	2,000	6.5	2,000	6.8	**30,000**	**100.0**
Middle	8,000	69.5	2,000	16.7	2,000	13.7	**12,000**	**100.0**
Right	30,000	83.0	4,000	11.6	2,000	5.3	**37,000**	**100.0**
Other	*	44.4	*	27.3	*	28.4	**1,000**	**100.0**
Other	***7,000***	***62.6***	***3,000***	***26.4***	***1,000***	***11.0***	***12,000***	***100.0***
Total	**617,000**	**84.7**	**50,000**	**6.9**	**61,000**	**8.4**	**728,000**	**100.0**

*Less than 500.

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	2,142	17.9	1,635	17.6
Lap Belt	59	0.5	39	0.4
Shoulder Belt	60	0.5	11	0.1
Child Safety Seat	97	0.8	63	0.7
Type Unknown	11	0.1	7	0.1
Restraint Used, Airbag Deployed	3,577	29.9	1,643	17.7
Seat Belt Used Improperly	36	0.3	22	0.2
Child Safety Seat Used Improperly	22	0.2	15	0.2
Subtotal	*6,004*	*50.1*	*3,435*	*37.0*
No Restraint Used	2,335	19.5	3,542	38.2
No Restraint Used, Airbag Deployed	2,679	22.4	1,624	17.5
Restraint Use Unknown	963	8.0	671	7.2
Total	**11,981**	**100.0**	**9,272**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	676,000	54.5	452,000	62.1
Lap Belt	14,000	1.1	9,000	1.3
Shoulder Belt	7,000	0.5	2,000	0.3
Child Safety Seat	25,000	2.0	17,000	2.4
Type Unknown	12,000	1.0	7,000	0.9
Restraint Used, Airbag Deployed	329,000	26.5	128,000	17.6
Seat Belt Used Improperly	1,000	*	1,000	0.2
Child Safety Seat Used Improperly	*	*	*	*
Subtotal	*1,063,000*	*85.7*	*617,000*	*84.7*
No Restraint Used	43,000	3.5	40,000	5.5
No Restraint Used, Airbag Deployed	20,000	1.6	10,000	1.4
Restraint Use Unknown	114,000	9.2	61,000	8.4
Total	**1,240,000**	**100.0**	**728,000**	**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 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	2,439	43.8	3,130	56.2	**5,569**	**100.0**
Light Truck						**100.0**
Pickup	1,677	60.7	1,085	39.3	**2,762**	**100.0**
Utility	1,747	70.1	745	29.9	**2,492**	**100.0**
Van	262	51.9	243	48.1	**505**	**100.0**
Other	9	75.0	3	25.0	**12**	**100.0**
Total	**6,134**	**54.1**	**5,206**	**45.9**	**11,340**	**100.0**
Multiple-Vehicle Crashes						
Passenger Car	403	6.3	6,009	93.7	**6,412**	**100.0**
Light Truck						**100.0**
Pickup	311	20.8	1,183	79.2	**1,494**	**100.0**
Utility	421	30.5	958	69.5	**1,379**	**100.0**
Van	111	17.8	512	82.2	**623**	**100.0**
Other	2	40.0	3	60.0	**5**	**100.0**
Total	**1,248**	**12.6**	**8,665**	**87.4**	**9,913**	**100.0**
All Crashes						
Passenger Car	2,842	23.7	9,139	76.3	**11,981**	**100.0**
Light Truck						**100.0**
Pickup	1,988	46.7	2,268	53.3	**4,256**	**100.0**
Utility	2,168	56.0	1,703	44.0	**3,871**	**100.0**
Van	373	33.1	755	66.9	**1,128**	**100.0**
Other	11	64.7	6	35.3	**17**	**100.0**
Total	**7,382**	**34.7**	**13,871**	**65.3**	**21,253**	**100.0**

Table 91

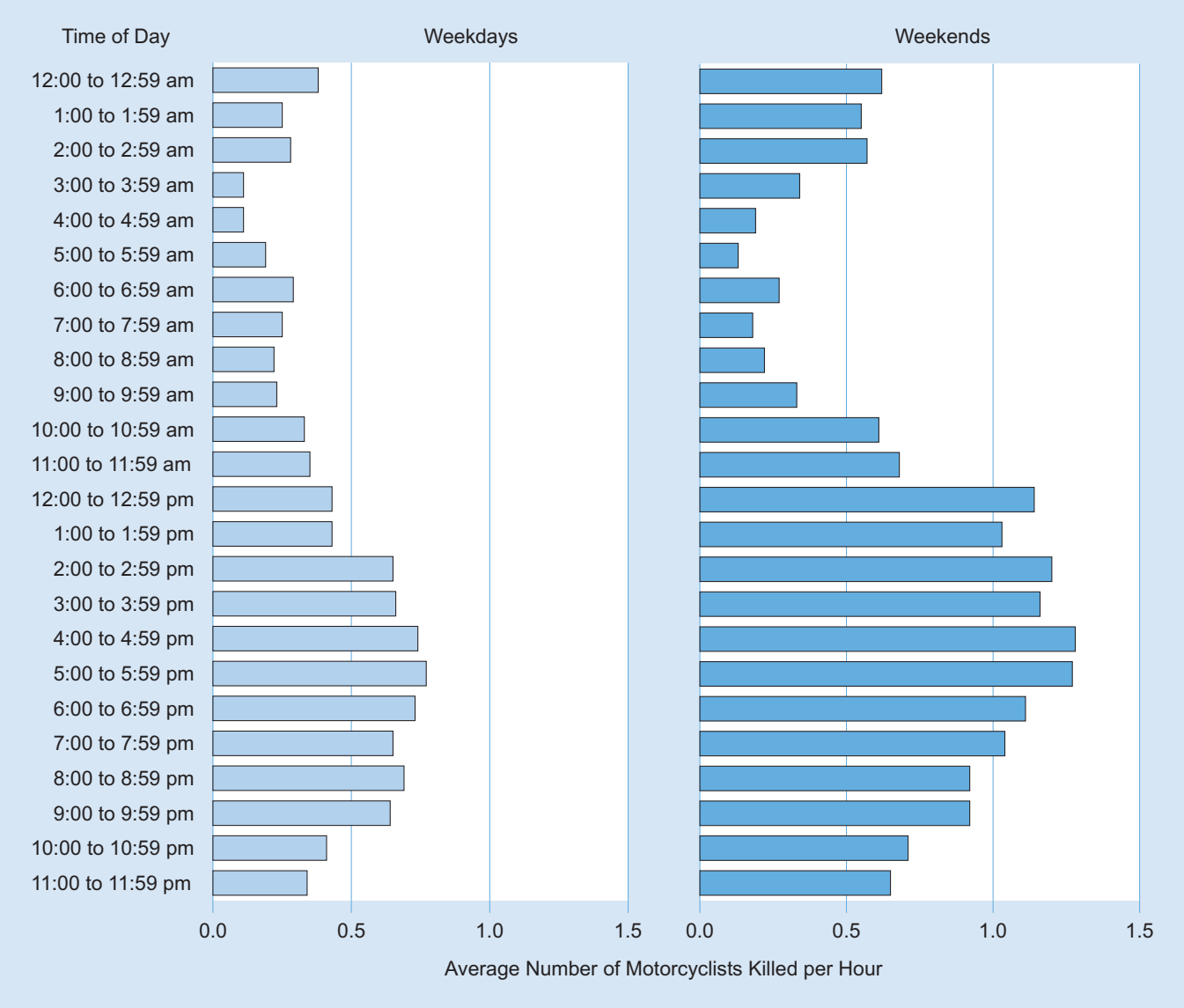
Motorcyclists Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcyclists Killed						
Midnight to 3 am	188	7.9	272	12.3	**460**	**10.0**
3 am to 6 am	86	3.6	104	4.7	**190**	**4.1**
6 am to 9 am	198	8.3	70	3.2	**268**	**5.8**
9 am to Noon	236	9.9	170	7.7	**406**	**8.8**
Noon to 3 pm	394	16.5	354	16.0	**748**	**16.2**
3 pm to 6 pm	563	23.5	389	17.6	**952**	**20.6**
6 pm to 9 pm	429	17.9	483	21.9	**912**	**19.8**
9 pm to Midnight	289	12.1	358	16.2	**647**	**14.0**
Unknown	9	0.4	10	0.5	**29**	**0.6**
Total	**2,392**	**100.0**	**2,210**	**100.0**	***4,612**	**100.0**
Motorcyclists Injured						
Midnight to 3 am	1,000	2.8	3,000	8.2	**4,000**	**4.9**
3 am to 6 am	1,000	1.9	*	1.5	**1,000**	**1.7**
6 am to 9 am	5,000	10.8	1,000	3.6	**6,000**	**8.0**
9 am to Noon	6,000	11.5	4,000	11.5	**9,000**	**11.5**
Noon to 3 pm	8,000	16.4	7,000	21.2	**15,000**	**18.3**
3 pm to 6 pm	15,000	30.7	6,000	19.4	**21,000**	**26.2**
6 pm to 9 pm	9,000	17.3	7,000	22.6	**16,000**	**19.4**
9 pm to Midnight	4,000	8.6	4,000	12.0	**8,000**	**10.0**
Total	**49,000**	**100.0**	**32,000**	**100.0**	**81,000**	**100.0**

*Includes 10 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	2,528	58.5	1,702	39.4	93	2.2	**4,323**	**100.0**
Passengers	138	47.8	141	48.8	10	3.5	**289**	**100.0**
Total	**2,666**	**57.8**	**1,843**	**40.0**	**103**	**2.2**	**4,612**	**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	10	1	0	2	0	**13**
16-20	24	4	55	130	2	**215**
21-24	17	1	132	307	3	**460**
25-34	42	9	265	641	8	**965**
35-44	26	9	184	685	3	**907**
45-54	15	13	167	875	5	**1,075**
55-64	7	4	64	718	7	**800**
65-74	3	3	15	212	3	**236**
>74	1	1	9	55	1	**67**
Unknown	0	0	0	0	3	**3**
Total	**145**	**45**	**891**	**3,625**	**35**	**4,741**

Table 94

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

Age (Years)	Vehicle Type		Total
	Bus	Other Vehicle	
<5	1	1	**2**
5-9	2	3	**5**
10-15	2	2	**4**
>15	6	3	**9**
Total	**11**	**9**	**20**

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	7	5.7	*	3.8
School Bus Passenger	4	3.3	4,000	38.7
Pedestrian	20	16.3	*	2.8
Pedalcyclist	4	3.3	*	2.3
Occupant of Other Vehicle	87	70.7	6,000	52.2
Other Nonoccupants	1	0.8	*	0.1
Total	**123**	**100.0**	**12,000**	**100.0**

*Less than 500.

Table 96

Pedestrians Killed or Injured, by Age and Location

Age (Years)	Location						Total	
	Intersection		Nonintersection		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed								
<5	10	14.3	50	71.4	9	12.9	**70**	**100.0**
5-9	14	22.2	44	69.8	5	7.9	**63**	**100.0**
10-15	27	20.6	91	69.5	13	9.9	**131**	**100.0**
16-20	34	13.5	185	73.4	29	11.5	**252**	**100.0**
21-24	42	13.8	236	77.4	26	8.5	**305**	**100.0**
25-34	70	11.2	495	79.2	56	9.0	**625**	**100.0**
35-44	73	12.9	432	76.6	50	8.9	**564**	**100.0**
45-54	172	19.2	624	69.6	94	10.5	**896**	**100.0**
55-64	148	22.6	447	68.1	50	7.6	**656**	**100.0**
65-74	118	28.9	242	59.2	46	11.2	**409**	**100.0**
>74	145	33.3	243	55.7	45	10.3	**436**	**100.0**
Unknown	5	20.0	18	72.0	1	4.0	**25**	**100.0**
Total	**858**	**19.4**	**3,107**	**70.1**	**424**	**9.6**	***4,432**	**100.0**
Pedestrians Injured								
<5	1,000	47.1	1,000	47.0	**	5.9	**2,000**	**100.0**
5-9	1,000	32.5	2,000	64.7	**	2.7	**4,000**	**100.0**
10-15	3,000	39.0	4,000	53.6	**	4.0	**7,000**	**100.0**
16-20	5,000	51.4	3,000	37.3	1,000	8.2	**9,000**	**100.0**
21-24	3,000	57.6	2,000	34.6	**	7.3	**6,000**	**100.0**
25-34	5,000	56.8	3,000	31.0	1,000	10.9	**10,000**	**100.0**
35-44	3,000	37.7	4,000	51.9	1,000	10.3	**8,000**	**100.0**
45-54	4,000	40.7	4,000	47.2	1,000	9.3	**9,000**	**100.0**
55-64	4,000	49.8	3,000	37.8	1,000	9.6	**8,000**	**100.0**
65-74	3,000	73.1	1,000	20.4	**	6.5	**4,000**	**100.0**
>74	2,000	55.4	1,000	25.4	1,000	19.2	**3,000**	**100.0**
Total	**34,000**	**48.7**	**28,000**	**41.0**	**6,000**	**8.6**	***69,000**	**100.0**

*Includes 43 pedestrians killed at unknown locations.
**Less than 500.
***Includes 1,000 pedestrians injured at 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	43	10,300	0.42	27	9,863	0.27	**70**	**20,162**	**0.35**
5-9	36	10,384	0.35	27	9,950	0.27	**63**	**20,334**	**0.31**
10-15	83	12,717	0.65	48	12,145	0.40	**131**	**24,862**	**0.53**
16-20	173	11,339	1.53	79	10,745	0.74	**252**	**22,083**	**1.14**
21-24	232	8,963	2.59	73	8,594	0.85	**305**	**17,558**	**1.74**
25-34	432	21,044	2.05	193	20,746	0.93	**625**	**41,790**	**1.50**
35-44	392	20,223	1.94	172	20,404	0.84	**564**	**40,628**	**1.39**
45-54	662	22,019	3.01	234	22,699	1.03	**896**	**44,718**	**2.00**
55-64	492	18,358	2.68	164	19,704	0.83	**656**	**38,062**	**1.72**
65-74	266	10,476	2.54	143	12,005	1.19	**409**	**22,482**	**1.82**
>74	256	7,467	3.43	180	11,445	1.57	**436**	**18,912**	**2.31**
Unknown	19	*	*	5	*	*	**25**	*	*
Total	**3,086**	**153,291**	**2.01**	**1,345**	**158,301**	**0.85**	****4,432**	**311,592**	**1.42**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	1,000	10,300	12	1,000	9,863	5	**2,000**	**20,162**	**9**
5-9	2,000	10,384	20	1,000	9,950	14	**4,000**	**20,334**	**17**
10-15	4,000	12,717	34	3,000	12,145	22	**7,000**	**24,862**	**28**
16-20	5,000	11,339	43	4,000	10,745	37	**9,000**	**22,083**	**40**
21-24	4,000	8,963	41	2,000	8,594	27	**6,000**	**17,558**	**34**
25-34	5,000	21,044	22	5,000	20,746	23	**10,000**	**41,790**	**23**
35-44	5,000	20,223	24	3,000	20,404	14	**8,000**	**40,628**	**19**
45-54	5,000	22,019	22	5,000	22,699	20	**9,000**	**44,718**	**21**
55-64	3,000	18,358	17	5,000	19,704	24	**8,000**	**38,062**	**21**
65-74	2,000	10,476	18	2,000	12,005	19	**4,000**	**22,482**	**19**
>74	2,000	7,467	22	1,000	11,445	12	**3,000**	**18,912**	**16**
Total	**37,000**	**153,291**	**24**	**32,000**	**158,301**	**20**	**69,000**	**311,592**	**22**

*Not applicable.

**Includes 1 pedestrian fatality of unknown sex.

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	208	8.0	329	18.1	**537**	**12.1**
3 am to 6 am	187	7.2	240	13.2	**427**	**9.6**
6 am to 9 am	344	13.2	66	3.6	**410**	**9.3**
9 am to Noon	202	7.8	56	3.1	**258**	**5.8**
Noon to 3 pm	182	7.0	55	3.0	**237**	**5.3**
3 pm to 6 pm	351	13.5	86	4.7	**437**	**9.9**
6 pm to 9 pm	648	24.9	466	25.6	**1,114**	**25.1**
9 pm to Midnight	472	18.1	515	28.3	**987**	**22.3**
Unknown	11	0.4	7	0.4	**25**	**0.6**
Total	**2,605**	**100.0**	**1,820**	**100.0**	***4,432**	**100.0**
Pedestrians Injured						
Midnight to 3 am	1,000	2.7	2,000	12.4	**3,000**	**5.0**
3 am to 6 am	1,000	1.3	1,000	3.3	**1,000**	**1.8**
6 am to 9 am	8,000	14.6	**	2.9	**8,000**	**11.7**
9 am to Noon	7,000	13.5	2,000	10.8	**9,000**	**12.8**
Noon to 3 pm	9,000	17.0	2,000	10.1	**11,000**	**15.3**
3 pm to 6 pm	11,000	21.4	3,000	15.4	**14,000**	**19.9**
6 pm to 9 pm	11,000	20.3	5,000	28.2	**15,000**	**22.3**
9 pm to Midnight	5,000	9.2	3,000	16.9	**8,000**	**11.1**
Total	**52,000**	**100.0**	**17,000**	**100.0**	**69,000**	**100.0**

*Includes 7 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

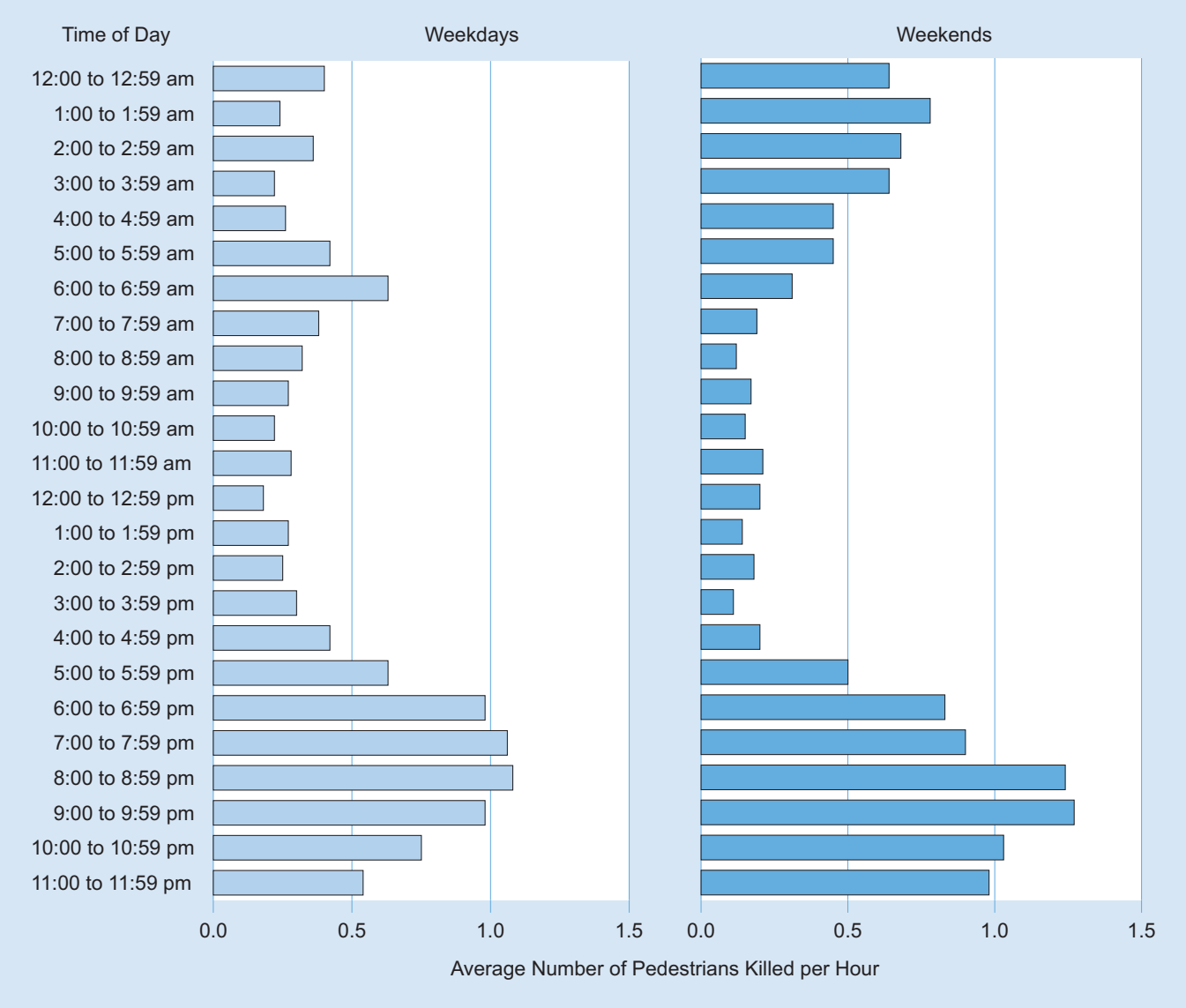


Table 99
Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

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	1,484	90.7	44	2.7	31	1.9	7	0.4	71	4.3	**1,637**	**100.0**
Light Truck	1,468	88.1	47	2.8	31	1.9	34	2.0	86	5.2	**1,666**	**100.0**
Large Truck	182	66.9	36	13.2	11	4.0	12	4.4	31	11.4	**272**	**100.0**
Bus	41	67.2	8	13.1	2	3.3	1	1.6	9	14.8	**61**	**100.0**
Other/Unknown	187	52.8	7	2.0	1	0.3	1	0.3	158	44.6	**354**	**100.0**
Total	**3,362**	**84.3**	**142**	**3.6**	**76**	**1.9**	**55**	**1.4**	**355**	**8.9**	**3,990**	**100.0**
Pedestrians Injured												
Passenger Car	29,000	70.7	6,000	13.8	2,000	5.0	3,000	8.2	1,000	2.4	**41,000**	**100.0**
Light Truck	17,000	71.4	2,000	7.7	2,000	7.8	3,000	10.8	1,000	2.3	**23,000**	**100.0**
Other	2,000	60.9	*	10.7	*	11.8	*	15.2	*	1.4	**3,000**	**100.0**
Total	**47,000**	**70.5**	**8,000**	**11.5**	**4,000**	**6.2**	**6,000**	**9.4**	**2,000**	**2.3**	**67,000**	**100.0**

*Less than 500.

Table 100
Pedestrians Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	1,106	25.0
In roadway improperly (standing, lying, working, playing)	773	17.4
Not visible (dark clothing, no lighting, etc.)	710	16.0
Under the influence of alcohol, drugs, or medication	681	15.4
Darting or running into road	648	14.6
Improper crossing of roadway or intersection	587	13.2
Failure to obey traffic signs, signals, or officer	160	3.6
Inattentive (talking, eating, etc.)	100	2.3
Physical impairment	82	1.9
Wrong-way walking	38	0.9
Entering/exiting parked/standing vehicle	33	0.7
Traveling on prohibited trafficways	31	0.7
Emotional (e.g. depression, angry, disturbed)	30	0.7
Ill, blackout	19	0.4
Vision obscured (by rain, snow, parked vehicle, sign, etc.)	10	0.2
Portable electronics	9	0.2
Nonmotorist pushing vehicle	7	0.2
Asleep or fatigued	6	0.1
Other factors	182	4.1
None reported	611	13.8
Unknown	579	13.1
Total Pedestrians	**4,432**	**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 Previous *Traffic Safety Facts* Reports” on page 8.

Table 101

Pedalcyclists Killed or Injured, by Age and Location

Age (Years)	Location						Total	
	Intersection		Nonintersection		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed								
<5	0	0.0	4	80.0	1	20.0	**5**	**100.0**
5-9	9	34.6	13	50.0	3	11.5	**26**	**100.0**
10-15	12	34.3	22	62.9	1	2.9	**35**	**100.0**
16-20	16	32.0	30	60.0	4	8.0	**50**	**100.0**
21-24	15	28.3	32	60.4	5	9.4	**53**	**100.0**
25-34	25	35.2	34	47.9	12	16.9	**71**	**100.0**
35-44	26	33.3	46	59.0	5	6.4	**78**	**100.0**
45-54	40	25.5	103	65.6	13	8.3	**157**	**100.0**
55-64	35	32.4	60	55.6	12	11.1	**108**	**100.0**
65-74	16	27.6	33	56.9	7	12.1	**58**	**100.0**
>74	14	43.8	15	46.9	3	9.4	**32**	**100.0**
Unknown	0	0.0	4	100.0	0	0.0	**4**	**100.0**
Total	**208**	**30.7**	**396**	**58.5**	**66**	**9.7**	***677**	**100.0**
Pedalcyclists Injured								
<5	**	65.5	**	34.5	**	**	**	**100.0**
5-9	1,000	53.0	1,000	46.1	**	0.9	**2,000**	**100.0**
10-15	4,000	58.4	2,000	24.5	1,000	16.8	**7,000**	**100.0**
16-20	5,000	64.9	2,000	21.8	1,000	13.3	**8,000**	**100.0**
21-24	3,000	67.3	1,000	22.0	**	10.3	**4,000**	**100.0**
25-34	4,000	58.1	2,000	26.3	1,000	15.6	**7,000**	**100.0**
35-44	2,000	50.7	2,000	32.4	1,000	16.6	**5,000**	**100.0**
45-54	4,000	60.3	2,000	23.9	1,000	15.3	**7,000**	**100.0**
55-64	2,000	45.0	2,000	39.8	1,000	14.9	**5,000**	**100.0**
65-74	1,000	50.4	1,000	29.8	**	19.9	**2,000**	**100.0**
>74	**	68.2	**	18.8	**	13.0	**1,000**	**100.0**
Total	**28,000**	**57.9**	**13,000**	**27.6**	**7,000**	**14.2**	**48,000**	**100.0**

*Includes 7 pedalcyclists killed 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	3	10,300	0.03	2	9,863	0.02	**5**	**20,162**	**0.02**
5-9	17	10,384	0.16	9	9,950	0.09	**26**	**20,334**	**0.13**
10-15	27	12,717	0.21	8	12,145	0.07	**35**	**24,862**	**0.14**
16-20	44	11,339	0.39	6	10,745	0.06	**50**	**22,083**	**0.23**
21-24	42	8,963	0.47	11	8,594	0.13	**53**	**17,558**	**0.30**
25-34	59	21,044	0.28	12	20,746	0.06	**71**	**41,790**	**0.17**
35-44	72	20,223	0.36	6	20,404	0.03	**78**	**40,628**	**0.19**
45-54	130	22,019	0.59	27	22,699	0.12	**157**	**44,718**	**0.35**
55-64	98	18,358	0.53	10	19,704	0.05	**108**	**38,062**	**0.28**
65-74	50	10,476	0.48	8	12,005	0.07	**58**	**22,482**	**0.26**
>74	32	7,467	0.43	0	11,445	0.00	**32**	**18,912**	**0.17**
Unknown	4	*	*	0	*	*	**4**	*	*
Total	**578**	**153,291**	**0.38**	**99**	**158,301**	**0.06**	**677**	**311,592**	**0.22**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	**	10,300	1	**	9,863	***	**	**20,162**	**1**
5-9	2,000	10,384	17	1,000	9,950	6	**2,000**	**20,334**	**12**
10-15	5,000	12,717	41	2,000	12,145	14	**7,000**	**24,862**	**28**
16-20	6,000	11,339	50	3,000	10,745	26	**8,000**	**22,083**	**38**
21-24	3,000	8,963	36	1,000	8,594	13	**4,000**	**17,558**	**25**
25-34	5,000	21,044	25	2,000	20,746	8	**7,000**	**41,790**	**17**
35-44	4,000	20,223	21	**	20,404	2	**5,000**	**40,628**	**12**
45-54	5,000	22,019	24	1,000	22,699	6	**7,000**	**44,718**	**15**
55-64	4,000	18,358	24	1,000	19,704	4	**5,000**	**38,062**	**14**
65-74	2,000	10,476	15	**	12,005	1	**2,000**	**22,482**	**8**
>74	1,000	7,467	9	**	11,445	***	**1,000**	**18,912**	**4**
Total	**38,000**	**153,291**	**24**	**11,000**	**158,301**	**7**	**48,000**	**311,592**	**15**

*Not applicable.
**Less than 500.
***Less than 0.5 percent.
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	22	5.0	25	10.4	**47**	**6.9**
3 am to 6 am	21	4.8	9	3.8	**30**	**4.4**
6 am to 9 am	47	10.8	16	6.7	**63**	**9.3**
9 am to Noon	50	11.4	21	8.8	**71**	**10.5**
Noon to 3 pm	63	14.4	22	9.2	**85**	**12.6**
3 pm to 6 pm	98	22.4	25	10.4	**123**	**18.2**
6 pm to 9 pm	82	18.8	69	28.8	**151**	**22.3**
9 pm to Midnight	54	12.4	53	22.1	**107**	**15.8**
Total	**437**	**100.0**	**240**	**100.0**	**677**	**100.0**
Pedalcyclists Injured						
Midnight to 3 am	*	0.7	*	1.8	*	**1.0**
3 am to 6 am	*	0.4	1,000	4.0	**1,000**	**1.4**
6 am to 9 am	5,000	13.3	*	1.7	**5,000**	**10.2**
9 am to Noon	4,000	12.7	3,000	19.8	**7,000**	**14.6**
Noon to 3 pm	7,000	20.7	2,000	16.7	**9,000**	**19.6**
3 pm to 6 pm	12,000	32.7	2,000	17.0	**14,000**	**28.5**
6 pm to 9 pm	5,000	13.0	4,000	31.3	**9,000**	**17.8**
9 pm to Midnight	2,000	6.6	1,000	7.7	**3,000**	**6.9**
Total	**35,000**	**100.0**	**13,000**	**100.0**	**48,000**	**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	209	90.1	12	5.2	6	2.6	3	1.3	2	0.9	**232**	**100.0**
Light Truck	260	84.7	21	6.8	5	1.6	9	2.9	12	3.9	**307**	**100.0**
Large Truck	34	57.6	15	25.4	2	3.4	3	5.1	5	8.5	**59**	**100.0**
Bus	5	55.6	2	22.2	1	11.1	0	0.0	1	11.1	**9**	**100.0**
Other/Unknown	28	65.1	2	4.7	0	0.0	0	0.0	13	30.2	**43**	**100.0**
Total	**536**	**82.5**	**52**	**8.0**	**14**	**2.2**	**15**	**2.3**	**33**	**5.1**	**650**	**100.0**
Pedalcyclists Injured												
Passenger Car	21,000	69.7	5,000	16.9	2,000	8.1	1,000	4.6	*	0.8	**30,000**	**100.0**
Light Truck	10,000	61.2	4,000	23.4	2,000	11.1	1,000	4.3	*	0.1	**16,000**	**100.0**
Other	*	34.6	*	22.7	*	4.7	*	35.6	*	2.4	**1,000**	**100.0**
Total	**31,000**	**66.1**	**9,000**	**19.2**	**4,000**	**9.0**	**2,000**	**5.1**	*	**0.6**	**48,000**	**100.0**

*Less than 500.

Table 105

Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	188	27.8
Under the influence of alcohol, drugs, or medication	65	9.6
Not visible (dark clothing, no lighting, etc.)	62	9.2
Failure to obey traffic signs, signals, or officer	51	7.5
Wrong-way riding	35	5.2
Improper crossing of roadway or intersection	33	4.9
Darting or running into road	32	4.7
Making improper turn	27	4.0
Operating without required equipment	26	3.8
Inattentive (talking, eating, etc.)	21	3.1
Failure to keep in proper lane or running off road	17	2.5
Making improper entry or exit from trafficway	17	2.5
Riding on wrong side of the road	16	2.4
Failing to have lights on when required	13	1.9
Improper or erratic lane changing	13	1.9
Erratic, reckless, careless, or negligent operation	7	1.0
Improper passing	5	0.7
Traveling on prohibited trafficways	4	0.6
In roadway improperly (standing, lying, working, playing)	3	0.4
Vision obscured (reflected glare, parked vehicle, sign, etc.)	3	0.4
Emotional (e.g. depression, angry, disturbed)	1	0.1
Passing with insufficient distance	1	0.1
Other factors	50	7.4
None reported	136	20.1
Unknown	102	15.1
Total Pedalcyclists	**677**	**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 Previous *Traffic Safety Facts* Reports” 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 2 percent from 2010 to 2011 for the Nation as a whole. Thirty-six States showed decreases, ranging from less than 1 percent to as much as 31 percent.
- The pedestrian fatality rate per 100,000 population was 1.42 for the Nation. Florida had the highest rate (2.57), and both Nebraska and New Hampshire, with seven and five pedestrian fatalities, respectively, had the lowest rate (0.38).
- About 2.1 percent of all traffic crash fatalities in 2011 were pedalcyclists. Delaware, Idaho, Maine, Rhode Island, Vermont, and West Virginia reported no pedalcyclists killed.
- In 2011, 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 2011. 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 2011, 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

2011 Traffic Fatalities by State and Percent Change from 2010

State	Fatalities			State	Fatalities		
	2010	2011	Percent Change		2010	2011	Percent Change
AL	862	894	+4	NE	190	181	-5
AK	56	72	+29	NV	257	246	-4
AZ	759	825	+9	NH	128	90	-30
AR	571	549	-4	NJ	556	627	+13
CA	2,720	2,791	+3	NM	349	353	+1
CO	450	447	-1	NY	1,201	1,169	-3
CT	320	220	-31	NC	1,320	1,227	-7
DE	101	99	-2	ND	105	148	+41
DC	24	27	+13	OH	1,080	1,016	-6
FL	2,444	2,398	-2	OK	668	696	+4
GA	1,247	1,223	-2	OR	317	331	+4
HI	113	100	-12	PA	1,324	1,286	-3
ID	209	167	-20	RI	67	66	-1
IL	927	918	-1	SC	809	828	+2
IN	754	750	-1	SD	140	111	-21
IA	390	360	-8	TN	1,032	946	-8
KS	431	386	-10	TX	3,023	3,016	-0
KY	760	721	-5	UT	253	240	-5
LA	721	675	-6	VT	71	55	-23
ME	161	136	-16	VA	740	764	+3
MD	496	485	-2	WA	460	457	-1
MA	347	337	-3	WV	315	337	+7
MI	942	889	-6	WI	572	582	+2
MN	411	368	-10	WY	155	135	-13
MS	641	630	-2	**USA**	**32,999**	**32,367**	**-2**
MO	821	784	-5				
MT	189	209	+11	PR	340	359	+6

Figure 28

2011 Traffic Fatalities by State and Percent Change from 2010

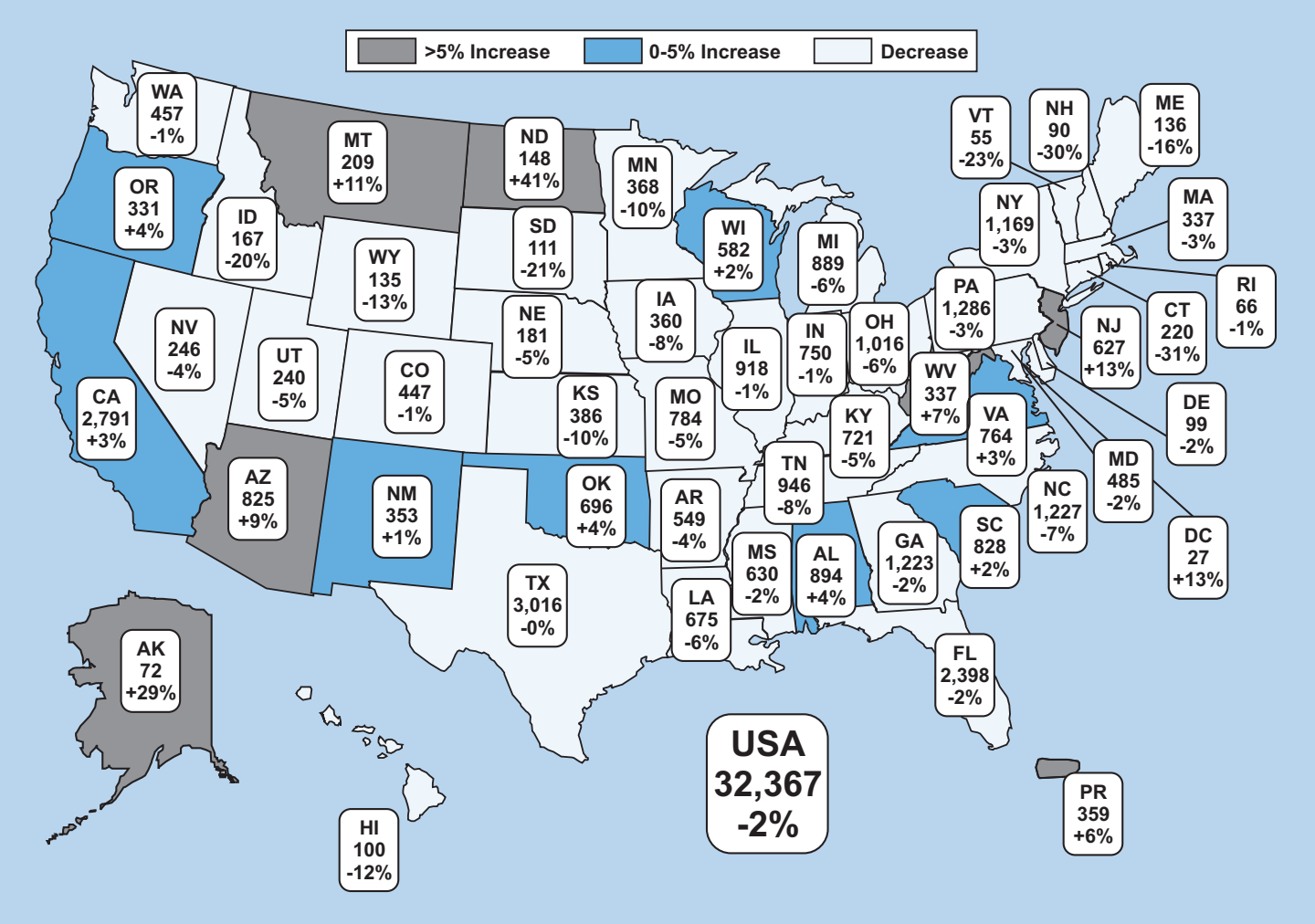


Table 107
Fatal Crashes, by State and First Harmful Event

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	318	39.3	80	9.9	324	40.0	14	1.7	73	9.0	1	0.1	**810**	**100.0**
AK	22	34.9	10	15.9	17	27.0	0	0.0	13	20.6	1	1.6	**63**	**100.0**
AZ	241	32.0	166	22.0	157	20.8	15	2.0	142	18.8	14	1.9	**754**	**100.0**
AR	179	35.3	48	9.5	200	39.4	11	2.2	65	12.8	4	0.8	**507**	**100.0**
CA	808	31.1	708	27.3	721	27.8	78	3.0	259	10.0	20	0.8	**2,594**	**100.0**
CO	124	30.5	53	13.0	134	32.9	9	2.2	83	20.4	4	1.0	**407**	**100.0**
CT	59	28.5	33	15.9	96	46.4	5	2.4	13	6.3	1	0.5	**207**	**100.0**
DE	32	34.0	18	19.1	40	42.6	2	2.1	1	1.1	1	1.1	**94**	**100.0**
DC	6	27.3	10	45.5	3	13.6	3	13.6	0	0.0	0	0.0	**22**	**100.0**
FL	822	37.2	602	27.2	550	24.9	32	1.4	163	7.4	41	1.9	**2,210**	**100.0**
GA	426	38.2	134	12.0	420	37.6	31	2.8	93	8.3	12	1.1	**1,116**	**100.0**
HI	31	32.0	23	23.7	35	36.1	2	2.1	4	4.1	2	2.1	**97**	**100.0**
ID	48	31.6	8	5.3	60	39.5	7	4.6	25	16.4	4	2.6	**152**	**100.0**
IL	315	37.7	159	19.0	264	31.6	30	3.6	60	7.2	7	0.8	**835**	**100.0**
IN	294	43.6	71	10.5	219	32.4	29	4.3	37	5.5	25	3.7	**675**	**100.0**
IA	126	38.3	27	8.2	90	27.4	7	2.1	73	22.2	5	1.5	**329**	**100.0**
KS	154	44.0	12	3.4	135	38.6	13	3.7	29	8.3	7	2.0	**350**	**100.0**
KY	262	39.1	47	7.0	277	41.3	25	3.7	50	7.5	9	1.3	**670**	**100.0**
LA	216	34.3	103	16.4	233	37.0	19	3.0	49	7.8	8	1.3	**629**	**100.0**
ME	41	32.5	10	7.9	64	50.8	4	3.2	6	4.8	1	0.8	**126**	**100.0**
MD	177	38.9	101	22.2	134	29.5	17	3.7	22	4.8	1	0.2	**455**	**100.0**
MA	103	32.1	62	19.3	123	38.3	12	3.7	15	4.7	6	1.9	**321**	**100.0**
MI	321	38.5	159	19.1	247	29.6	32	3.8	64	7.7	11	1.3	**834**	**100.0**
MN	142	42.5	43	12.9	87	26.0	13	3.9	43	12.9	6	1.8	**334**	**100.0**
MS	197	34.7	54	9.5	261	46.0	4	0.7	50	8.8	1	0.2	**567**	**100.0**
MO	227	31.8	69	9.7	311	43.6	26	3.6	67	9.4	14	2.0	**714**	**100.0**
MT	61	32.6	13	7.0	59	31.6	5	2.7	48	25.7	1	0.5	**187**	**100.0**
NE	78	47.6	9	5.5	38	23.2	6	3.7	30	18.3	3	1.8	**164**	**100.0**
NV	74	33.2	47	21.1	56	25.1	9	4.0	34	15.2	3	1.3	**223**	**100.0**
NH	29	34.5	9	10.7	35	41.7	3	3.6	8	9.5	0	0.0	**84**	**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	203	34.6	146	24.9	180	30.7	25	4.3	24	4.1	7	1.2	**586**	**100.0**
NM	89	29.0	39	12.7	87	28.3	15	4.9	74	24.1	3	1.0	**307**	**100.0**
NY	365	33.4	324	29.7	314	28.8	37	3.4	35	3.2	17	1.6	**1,092**	**100.0**
NC	422	37.0	178	15.6	424	37.2	20	1.8	79	6.9	17	1.5	**1,140**	**100.0**
ND	51	39.2	9	6.9	22	16.9	3	2.3	42	32.3	3	2.3	**130**	**100.0**
OH	384	40.8	116	12.3	357	37.9	26	2.8	53	5.6	5	0.5	**941**	**100.0**
OK	232	38.1	42	6.9	205	33.7	18	3.0	98	16.1	14	2.3	**609**	**100.0**
OR	99	31.9	61	19.7	85	27.4	8	2.6	48	15.5	8	2.6	**310**	**100.0**
PA	431	36.2	154	12.9	481	40.4	36	3.0	67	5.6	22	1.8	**1,191**	**100.0**
RI	17	27.0	13	20.6	27	42.9	2	3.2	3	4.8	1	1.6	**63**	**100.0**
SC	261	34.0	118	15.4	306	39.9	13	1.7	66	8.6	3	0.4	**767**	**100.0**
SD	29	28.7	8	7.9	19	18.8	7	6.9	38	37.6	0	0.0	**101**	**100.0**
TN	323	37.0	83	9.5	366	41.9	14	1.6	64	7.3	24	2.7	**874**	**100.0**
TX	1,049	38.1	426	15.5	804	29.2	74	2.7	382	13.9	17	0.6	**2,752**	**100.0**
UT	70	31.7	36	16.3	70	31.7	7	3.2	33	14.9	5	2.3	**221**	**100.0**
VT	17	35.4	4	8.3	19	39.6	0	0.0	8	16.7	0	0.0	**48**	**100.0**
VA	234	33.4	73	10.4	312	44.6	21	3.0	49	7.0	11	1.6	**700**	**100.0**
WA	134	31.6	77	18.2	134	31.6	10	2.4	56	13.2	11	2.6	**424**	**100.0**
WV	113	35.4	19	6.0	140	43.9	6	1.9	36	11.3	5	1.6	**319**	**100.0**
WI	204	38.3	66	12.4	181	34.0	27	5.1	47	8.8	7	1.3	**532**	**100.0**
WY	36	30.0	6	5.0	39	32.5	3	2.5	34	28.3	2	1.7	**120**	**100.0**
USA	**10,696**	**35.9**	**4,886**	**16.4**	**9,962**	**33.5**	**835**	**2.8**	**2,955**	**9.9**	**395**	**1.3**	***29,757**	**100.0**
PR	112	32.8	118	34.6	96	28.2	3	0.9	4	1.2	8	2.3	**341**	**100.0**

*Total includes 28 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	43	43	134	90	156	233	107	4	**810**
AK	12	4	3	13	7	12	9	3	**63**
AZ	96	34	24	182	138	148	129	3	**754**
AR	34	35	7	121	81	112	116	1	**507**
CA	111	235	264	938	426	383	237	0	**2,594**
CO	27	35	6	150	85	63	41	0	**407**
CT	2	32	25	37	45	30	31	5	**207**
DE	0	5	1	32	18	22	16	0	**94**
DC	0	2	1	0	0	0	19	0	**22**
FL	90	166	50	636	380	32	845	11	**2,210**
GA	66	84	14	240	288	224	164	36	**1,116**
HI	0	7	4	29	22	16	19	0	**97**
ID	14	3	3	47	20	33	27	5	**152**
IL	34	60	10	209	194	198	129	1	**835**
IN	42	30	0	0	96	208	299	0	**675**
IA	27	9	0	72	47	85	89	0	**329**
KS	38	0	1	108	62	69	72	0	**350**
KY	41	16	2	164	91	237	119	0	**670**
LA	31	52	2	142	120	169	113	0	**629**
ME	4	0	0	12	45	4	61	0	**126**
MD	1	58	37	136	86	87	47	3	**455**
MA	4	39	35	60	41	14	112	16	**321**
MI	26	68	24	229	201	177	104	5	**834**
MN	10	19	10	77	83	92	43	0	**334**
MS	53	2	11	95	19	300	87	0	**567**
MO	34	50	49	142	127	202	109	1	**714**
MT	34	0	0	68	33	20	28	4	**187**
NE	19	3	0	47	33	22	40	0	**164**
NV	22	10	7	55	70	15	39	5	**223**
NH	7	5	0	8	1	28	35	0	**84**

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	7	58	54	180	140	52	92	3	**586**
NM	63	3	1	219	0	2	13	6	**307**
NY	50	42	21	308	178	119	374	0	**1,092**
NC	60	33	25	230	199	273	319	1	**1,140**
ND	4	3	0	48	24	17	34	0	**130**
OH	44	61	21	174	148	314	179	0	**941**
OK	50	24	7	114	91	138	185	0	**609**
OR	18	8	0	111	68	73	32	0	**310**
PA	51	74	28	311	286	215	226	0	**1,191**
RI	0	8	7	26	4	2	16	0	**63**
SC	72	35	10	158	169	221	50	52	**767**
SD	19	1	0	20	24	25	12	0	**101**
TN	50	60	17	191	218	210	128	0	**874**
TX	136	286	203	627	346	419	711	24	**2,752**
UT	33	26	2	51	47	4	58	0	**221**
VT	5	1	0	11	8	17	6	0	**48**
VA	46	47	12	230	126	120	48	71	**700**
WA	28	31	12	114	90	96	42	11	**424**
WV	25	13	1	79	67	86	48	0	**319**
WI	13	21	15	145	110	138	90	0	**532**
WY	29	9	2	33	9	24	14	0	**120**
USA	**1,725**	**1,950**	**1,162**	**7,519**	**5,367**	**5,800**	**5,963**	**271**	**29,757**
PR	31	30	10	72	100	55	43	0	**341**

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	48	53	146	101	172	256	114	4	**894**
AK	17	4	3	13	7	14	11	3	**72**
AZ	113	38	26	193	147	166	139	3	**825**
AR	39	40	7	135	83	121	123	1	**549**
CA	120	257	283	1,012	454	419	246	0	**2,791**
CO	29	37	7	166	96	69	43	0	**447**
CT	2	34	30	38	48	31	32	5	**220**
DE	0	5	1	34	19	23	17	0	**99**
DC	0	2	1	0	0	0	24	0	**27**
FL	108	184	61	693	404	35	901	12	**2,398**
GA	78	88	14	265	323	245	171	39	**1,223**
HI	0	7	4	30	23	17	19	0	**100**
ID	19	3	3	53	21	34	29	5	**167**
IL	36	69	10	224	214	222	142	1	**918**
IN	55	35	0	0	107	235	318	0	**750**
IA	32	9	0	84	48	90	97	0	**360**
KS	42	0	1	122	67	76	78	0	**386**
KY	45	17	2	177	98	257	125	0	**721**
LA	33	58	3	154	124	179	124	0	**675**
ME	4	0	0	12	50	5	65	0	**136**
MD	1	63	41	144	90	93	49	4	**485**
MA	4	42	36	63	44	14	118	16	**337**
MI	28	72	29	242	219	182	112	5	**889**
MN	11	21	11	89	93	100	43	0	**368**
MS	71	2	11	112	24	313	97	0	**630**
MO	38	59	51	154	146	221	114	1	**784**
MT	35	0	0	79	37	24	30	4	**209**
NE	27	3	0	52	34	23	42	0	**181**
NV	25	10	7	68	75	15	40	6	**246**
NH	7	6	0	9	1	29	38	0	**90**

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	7	67	59	197	141	56	97	3	**627**
NM	75	4	1	247	0	2	18	6	**353**
NY	54	58	21	320	189	125	402	0	**1,169**
NC	72	34	25	245	214	298	338	1	**1,227**
ND	5	3	0	55	30	19	36	0	**148**
OH	49	63	23	185	159	339	198	0	**1,016**
OK	53	29	8	134	107	168	197	0	**696**
OR	19	9	0	116	72	80	35	0	**331**
PA	56	81	31	334	313	232	239	0	**1,286**
RI	0	8	7	27	5	2	17	0	**66**
SC	81	38	10	168	182	240	52	57	**828**
SD	20	1	0	22	24	28	16	0	**111**
TN	54	61	18	210	233	228	142	0	**946**
TX	156	306	216	702	399	460	750	27	**3,016**
UT	38	26	2	58	52	4	60	0	**240**
VT	5	1	0	13	8	20	8	0	**55**
VA	54	58	13	245	134	126	54	80	**764**
WA	31	32	12	126	93	106	42	15	**457**
WV	28	15	1	85	67	91	50	0	**337**
WI	14	22	16	161	123	147	99	0	**582**
WY	30	10	2	39	10	29	15	0	**135**
USA	**1,968**	**2,144**	**1,253**	**8,207**	**5,823**	**6,308**	**6,366**	**298**	**32,367**
PR	31	31	11	76	105	60	45	0	**359**

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	3,799	23.54	4,812	18.58	4,803	18.61	**894**
AK	521	13.81	758	9.50	723	9.96	**72**
AZ	4,592	17.96	5,109	16.15	6,483	12.73	**825**
AR	1,956	28.07	2,448	22.42	2,938	18.69	**549**
CA	23,857	11.70	29,177	9.57	37,692	7.40	**2,791**
CO	3,670	12.18	4,332	10.32	5,117	8.74	**447**
CT	2,986	7.37	2,829	7.78	3,581	6.14	**220**
DE	716	13.82	929	10.65	907	10.91	**99**
DC	395	6.83	316	8.54	618	4.37	**27**
FL	13,882	17.27	15,469	15.50	19,058	12.58	**2,398**
GA	6,506	18.80	7,534	16.23	9,815	12.46	**1,223**
HI	912	10.97	1,148	8.71	1,375	7.27	**100**
ID	1,084	15.41	1,625	10.28	1,585	10.54	**167**
IL	8,374	10.96	10,445	8.79	12,869	7.13	**918**
IN	6,570	11.42	6,133	12.23	6,517	11.51	**750**
IA	2,192	16.43	3,497	10.30	3,062	11.76	**360**
KS	2,026	19.06	2,446	15.78	2,871	13.44	**386**
KY	2,960	24.36	3,763	19.16	4,369	16.50	**721**
LA	3,186	21.18	4,053	16.66	4,575	14.75	**675**
ME	1,015	13.40	1,171	11.61	1,328	10.24	**136**
MD	3,857	12.58	3,906	12.42	5,828	8.32	**485**
MA	4,683	7.20	5,695	5.92	6,588	5.12	**337**
MI	7,060	12.59	9,183	9.68	9,876	9.00	**889**
MN	3,306	11.13	4,910	7.50	5,345	6.89	**368**
MS	1,927	32.70	2,037	30.94	2,979	21.15	**630**
MO	4,277	18.33	5,170	15.16	6,011	13.04	**784**
MT	752	27.77	1,219	17.14	998	20.94	**209**
NE	1,356	13.34	1,887	9.59	1,843	9.82	**181**
NV	1,701	14.46	2,152	11.43	2,723	9.03	**246**
NH	1,057	8.52	1,278	7.04	1,318	6.83	**90**

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	5,977	10.49	7,940	7.90	8,821	7.11	**627**
NM	1,419	24.88	1,772	19.92	2,082	16.95	**353**
NY	11,211	10.43	10,431	11.21	19,465	6.01	**1,169**
NC	6,569	18.68	6,250	19.63	9,656	12.71	**1,227**
ND	490	30.20	786	18.83	684	21.64	**148**
OH	7,982	12.73	10,217	9.94	11,545	8.80	**1,016**
OK	2,371	29.36	3,429	20.30	3,792	18.36	**696**
OR	2,774	11.93	3,128	10.58	3,872	8.55	**331**
PA	8,797	14.62	10,303	12.48	12,743	10.09	**1,286**
RI	750	8.80	919	7.18	1,051	6.28	**66**
SC	3,408	24.29	3,827	21.63	4,679	17.70	**828**
SD	603	18.40	995	11.15	824	13.47	**111**
TN	4,544	20.82	5,302	17.84	6,403	14.77	**946**
TX	15,123	19.94	19,617	15.37	25,675	11.75	**3,016**
UT	1,747	13.73	1,883	12.74	2,817	8.52	**240**
VT	522	10.54	605	9.09	626	8.78	**55**
VA	5,467	13.97	6,998	10.92	8,097	9.44	**764**
WA	5,179	8.82	5,881	7.77	6,830	6.69	**457**
WV	1,199	28.11	1,458	23.11	1,855	18.16	**337**
WI	4,147	14.03	5,244	11.10	5,712	10.19	**582**
WY	422	32.00	798	16.91	568	23.76	**135**
USA	**211,875**	**15.28**	**257,512**	**12.57**	**311,592**	**10.39**	**32,367**
PR	—	—	2,647	13.56	3,707	9.69	**359**

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	528	59.1	180	20.1	98	11.0	79	8.8	5	0.6	4	0.4	**894**	**100.0**
AK	33	45.8	18	25.0	10	13.9	9	12.5	2	2.8	0	0.0	**72**	**100.0**
AZ	326	39.5	165	20.0	136	16.5	147	17.8	23	2.8	28	3.4	**825**	**100.0**
AR	348	63.4	86	15.7	64	11.7	42	7.7	6	1.1	3	0.5	**549**	**100.0**
CA	1,098	39.3	501	18.0	414	14.8	625	22.4	114	4.1	39	1.4	**2,791**	**100.0**
CO	228	51.0	86	19.2	78	17.4	45	10.1	8	1.8	2	0.4	**447**	**100.0**
CT	117	53.2	33	15.0	36	16.4	26	11.8	8	3.6	0	0.0	**220**	**100.0**
DE	46	46.5	15	15.2	19	19.2	18	18.2	0	0.0	1	1.0	**99**	**100.0**
DC	6	22.2	7	25.9	4	14.8	8	29.6	1	3.7	1	3.7	**27**	**100.0**
FL	899	37.5	391	16.3	464	19.3	490	20.4	125	5.2	29	1.2	**2,398**	**100.0**
GA	697	57.0	225	18.4	149	12.2	130	10.6	14	1.1	8	0.7	**1,223**	**100.0**
HI	30	30.0	13	13.0	32	32.0	23	23.0	2	2.0	0	0.0	**100**	**100.0**
ID	95	56.9	44	26.3	17	10.2	9	5.4	0	0.0	2	1.2	**167**	**100.0**
IL	436	47.5	169	18.4	145	15.8	134	14.6	27	2.9	7	0.8	**918**	**100.0**
IN	411	54.8	136	18.1	118	15.7	61	8.1	11	1.5	13	1.7	**750**	**100.0**
IA	227	63.1	66	18.3	36	10.0	25	6.9	5	1.4	1	0.3	**360**	**100.0**
KS	237	61.4	86	22.3	45	11.7	14	3.6	2	0.5	2	0.5	**386**	**100.0**
KY	446	61.9	144	20.0	71	9.8	50	6.9	2	0.3	8	1.1	**721**	**100.0**
LA	373	55.3	113	16.7	80	11.9	88	13.0	18	2.7	3	0.4	**675**	**100.0**
ME	89	65.4	21	15.4	15	11.0	10	7.4	0	0.0	1	0.7	**136**	**100.0**
MD	230	47.4	68	14.0	76	15.7	102	21.0	5	1.0	4	0.8	**485**	**100.0**
MA	182	54.0	51	15.1	36	10.7	58	17.2	5	1.5	5	1.5	**337**	**100.0**
MI	445	50.1	157	17.7	118	13.3	138	15.5	24	2.7	7	0.8	**889**	**100.0**
MN	208	56.5	71	19.3	42	11.4	39	10.6	5	1.4	3	0.8	**368**	**100.0**
MS	392	62.2	126	20.0	58	9.2	47	7.5	7	1.1	0	0.0	**630**	**100.0**
MO	458	58.4	162	20.7	82	10.5	75	9.6	1	0.1	6	0.8	**784**	**100.0**
MT	130	62.2	42	20.1	20	9.6	15	7.2	1	0.5	1	0.5	**209**	**100.0**
NE	106	58.6	43	23.8	23	12.7	7	3.9	2	1.1	0	0.0	**181**	**100.0**
NV	109	44.3	36	14.6	41	16.7	46	18.7	4	1.6	10	4.1	**246**	**100.0**
NH	50	55.6	17	18.9	14	15.6	5	5.6	4	4.4	0	0.0	**90**	**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	270	43.1	104	16.6	93	14.8	142	22.6	17	2.7	1	0.2	**627**	**100.0**
NM	169	47.9	92	26.1	45	12.7	41	11.6	4	1.1	2	0.6	**353**	**100.0**
NY	448	38.3	199	17.0	170	14.5	287	24.6	57	4.9	8	0.7	**1,169**	**100.0**
NC	636	51.8	233	19.0	168	13.7	160	13.0	25	2.0	5	0.4	**1,227**	**100.0**
ND	94	63.5	30	20.3	14	9.5	9	6.1	1	0.7	0	0.0	**148**	**100.0**
OH	546	53.7	177	17.4	165	16.2	104	10.2	16	1.6	8	0.8	**1,016**	**100.0**
OK	394	56.6	151	21.7	98	14.1	43	6.2	1	0.1	9	1.3	**696**	**100.0**
OR	170	51.4	59	17.8	40	12.1	46	13.9	15	4.5	1	0.3	**331**	**100.0**
PA	702	54.6	222	17.3	199	15.5	147	11.4	11	0.9	5	0.4	**1,286**	**100.0**
RI	31	47.0	6	9.1	15	22.7	14	21.2	0	0.0	0	0.0	**66**	**100.0**
SC	417	50.4	154	18.6	129	15.6	113	13.6	15	1.8	0	0.0	**828**	**100.0**
SD	57	51.4	32	28.8	14	12.6	7	6.3	1	0.9	0	0.0	**111**	**100.0**
TN	564	59.6	178	18.8	115	12.2	80	8.5	5	0.5	4	0.4	**946**	**100.0**
TX	1,517	50.3	550	18.2	471	15.6	421	14.0	43	1.4	14	0.5	**3,016**	**100.0**
UT	122	50.8	53	22.1	28	11.7	30	12.5	5	2.1	2	0.8	**240**	**100.0**
VT	32	58.2	11	20.0	8	14.5	3	5.5	0	0.0	1	1.8	**55**	**100.0**
VA	435	56.9	151	19.8	96	12.6	73	9.6	6	0.8	3	0.4	**764**	**100.0**
WA	224	49.0	80	17.5	72	15.8	64	14.0	11	2.4	6	1.3	**457**	**100.0**
WV	224	66.5	65	19.3	27	8.0	20	5.9	0	0.0	1	0.3	**337**	**100.0**
WI	329	56.5	91	15.6	88	15.1	57	9.8	12	2.1	5	0.9	**582**	**100.0**
WY	69	51.1	43	31.9	16	11.9	6	4.4	1	0.7	0	0.0	**135**	**100.0**
USA	**16,430**	**50.8**	**5,953**	**18.4**	**4,612**	**14.2**	**4,432**	**13.7**	**677**	**2.1**	**263**	**0.8**	**32,367**	**100.0**
PR	126	35.1	56	15.6	53	14.8	110	30.6	7	1.9	7	1.9	**359**	**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	16	16	17	102	77	156	133	149	90	67	68	3	**894**
AK	3	2	2	6	11	9	8	12	10	5	4	0	**72**
AZ	12	9	18	78	66	144	105	122	130	63	77	1	**825**
AR	5	4	13	49	42	111	87	83	78	37	40	0	**549**
CA	30	29	45	266	323	477	369	444	340	223	239	6	**2,791**
CO	1	7	9	44	50	71	60	74	71	28	32	0	**447**
CT	1	1	6	23	35	44	24	32	21	13	20	0	**220**
DE	1	3	1	8	8	15	18	20	8	5	12	0	**99**
DC	0	0	0	6	3	7	1	4	1	4	0	1	**27**
FL	18	18	48	214	222	375	330	434	299	205	233	2	**2,398**
GA	16	15	31	115	115	187	181	185	171	109	90	8	**1,223**
HI	1	0	1	14	11	19	11	11	10	9	13	0	**100**
ID	2	4	3	34	18	22	11	22	24	16	11	0	**167**
IL	13	11	19	96	89	150	132	145	94	82	87	0	**918**
IN	10	10	17	82	73	118	101	123	94	52	70	0	**750**
IA	5	1	9	48	24	56	39	49	32	32	64	1	**360**
KS	5	5	8	40	42	76	40	63	40	28	39	0	**386**
KY	7	9	6	62	67	136	111	112	82	65	63	1	**721**
LA	8	8	13	72	71	148	97	108	76	35	39	0	**675**
ME	1	1	3	18	17	19	18	13	21	12	13	0	**136**
MD	5	5	9	60	52	94	44	84	49	33	46	4	**485**
MA	1	2	1	41	42	49	33	45	41	33	44	5	**337**
MI	6	5	16	109	103	129	106	149	106	68	92	0	**889**
MN	3	3	7	44	40	55	35	49	56	31	45	0	**368**
MS	10	14	18	66	56	119	80	101	84	44	38	0	**630**
MO	7	8	30	108	73	135	96	114	97	52	64	0	**784**
MT	0	3	4	20	20	38	31	29	33	13	18	0	**209**
NE	3	0	1	27	14	28	25	23	27	15	17	1	**181**
NV	1	2	7	18	20	46	26	44	37	23	21	1	**246**
NH	1	1	0	8	13	14	11	17	5	8	12	0	**90**

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	3	7	14	52	70	100	89	88	81	50	73	0	**627**
NM	11	3	10	31	42	61	42	67	39	26	18	3	**353**
NY	5	13	16	99	116	184	148	179	151	97	150	11	**1,169**
NC	13	14	23	142	128	214	165	213	125	91	98	1	**1,227**
ND	2	3	6	13	20	30	14	25	14	12	9	0	**148**
OH	9	11	22	131	97	149	155	145	111	82	104	0	**1,016**
OK	14	9	15	69	63	122	103	113	70	58	60	0	**696**
OR	3	7	4	30	34	47	35	55	50	28	38	0	**331**
PA	9	5	21	156	139	214	157	194	153	104	134	0	**1,286**
RI	1	0	0	5	2	17	7	15	2	7	10	0	**66**
SC	10	11	17	87	73	140	132	147	99	63	47	2	**828**
SD	0	1	2	12	8	24	14	14	15	11	10	0	**111**
TN	11	12	16	96	91	157	144	152	109	82	76	0	**946**
TX	47	32	54	336	342	579	430	434	377	188	190	7	**3,016**
UT	13	1	11	22	18	51	25	30	33	21	15	0	**240**
VT	2	0	0	11	3	4	6	10	8	6	5	0	**55**
VA	6	6	17	80	86	125	97	121	102	60	64	0	**764**
WA	3	3	7	44	47	78	52	58	75	47	41	2	**457**
WV	1	3	6	42	32	50	46	53	42	33	29	0	**337**
WI	4	4	12	55	57	84	81	82	81	42	80	0	**582**
WY	1	3	2	19	17	20	18	22	12	13	8	0	**135**
USA	**360**	**344**	**637**	**3,410**	**3,282**	**5,497**	**4,323**	**5,077**	**3,976**	**2,531**	**2,870**	**60**	**32,367**
PR	3	4	6	41	30	60	48	44	44	23	34	22	**359**

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	389	48.3	293	36.4	16	2.0	1	0.1	9	1.1	0	0.0	*708*	*87.8*	*98*	*12.2*	**806**	**100.0**
AK	14	23.0	33	54.1	0	0.0	0	0.0	4	6.6	0	0.0	*51*	*83.6*	*10*	*16.4*	**61**	**100.0**
AZ	197	30.4	234	36.1	16	2.5	1	0.2	17	2.6	47	7.3	*512*	*79.0*	*136*	*21.0*	**648**	**100.0**
AR	179	35.8	222	44.4	23	4.6	0	0.0	11	2.2	1	0.2	*436*	*87.2*	*64*	*12.8*	**500**	**100.0**
CA	949	47.0	597	29.6	42	2.1	1	0.0	14	0.7	1	0.0	*1,604*	*79.5*	*414*	*20.5*	**2,018**	**100.0**
CO	149	38.0	151	38.5	12	3.1	0	0.0	2	0.5	0	0.0	*314*	*80.1*	*78*	*19.9*	**392**	**100.0**
CT	103	55.4	41	22.0	4	2.2	0	0.0	2	1.1	0	0.0	*150*	*80.6*	*36*	*19.4*	**186**	**100.0**
DE	44	55.0	17	21.3	0	0.0	0	0.0	0	0.0	0	0.0	*61*	*76.3*	*19*	*23.8*	**80**	**100.0**
DC	11	64.7	2	11.8	0	0.0	0	0.0	0	0.0	0	0.0	*13*	*76.5*	*4*	*23.5*	**17**	**100.0**
FL	714	40.5	527	29.9	29	1.6	2	0.1	22	1.2	7	0.4	*1,301*	*73.7*	*464*	*26.3*	**1,765**	**100.0**
GA	458	42.8	419	39.1	26	2.4	1	0.1	17	1.6	1	0.1	*922*	*86.1*	*149*	*13.9*	**1,071**	**100.0**
HI	17	22.7	23	30.7	1	1.3	1	1.3	1	1.3	0	0.0	*43*	*57.3*	*32*	*42.7*	**75**	**100.0**
ID	70	44.9	56	35.9	5	3.2	0	0.0	8	5.1	0	0.0	*139*	*89.1*	*17*	*10.9*	**156**	**100.0**
IL	369	49.2	208	27.7	16	2.1	0	0.0	11	1.5	1	0.1	*605*	*80.7*	*145*	*19.3*	**750**	**100.0**
IN	308	46.3	208	31.3	25	3.8	0	0.0	6	0.9	0	0.0	*547*	*82.3*	*118*	*17.7*	**665**	**100.0**
IA	147	44.7	118	35.9	12	3.6	0	0.0	16	4.9	0	0.0	*293*	*89.1*	*36*	*10.9*	**329**	**100.0**
KS	164	44.4	141	38.2	7	1.9	2	0.5	10	2.7	0	0.0	*324*	*87.8*	*45*	*12.2*	**369**	**100.0**
KY	307	46.2	237	35.7	18	2.7	1	0.2	30	4.5	0	0.0	*593*	*89.3*	*71*	*10.7*	**664**	**100.0**
LA	226	39.9	244	43.1	11	1.9	0	0.0	5	0.9	0	0.0	*486*	*85.9*	*80*	*14.1*	**566**	**100.0**
ME	72	57.6	30	24.0	3	2.4	0	0.0	4	3.2	1	0.8	*110*	*88.0*	*15*	*12.0*	**125**	**100.0**
MD	206	55.1	81	21.7	8	2.1	0	0.0	2	0.5	1	0.3	*298*	*79.7*	*76*	*20.3*	**374**	**100.0**
MA	169	62.4	60	22.1	3	1.1	0	0.0	1	0.4	2	0.7	*235*	*86.7*	*36*	*13.3*	**271**	**100.0**
MI	354	49.1	222	30.8	7	1.0	4	0.6	16	2.2	0	0.0	*603*	*83.6*	*118*	*16.4*	**721**	**100.0**
MN	164	50.8	101	31.3	4	1.2	1	0.3	11	3.4	0	0.0	*281*	*87.0*	*42*	*13.0*	**323**	**100.0**
MS	221	38.4	280	48.6	9	1.6	3	0.5	5	0.9	0	0.0	*518*	*89.9*	*58*	*10.1*	**576**	**100.0**
MO	319	45.1	276	39.0	18	2.5	0	0.0	12	1.7	0	0.0	*625*	*88.4*	*82*	*11.6*	**707**	**100.0**
MT	72	37.3	92	47.7	3	1.6	0	0.0	6	3.1	0	0.0	*173*	*89.6*	*20*	*10.4*	**193**	**100.0**
NE	75	43.6	66	38.4	3	1.7	0	0.0	5	2.9	0	0.0	*149*	*86.6*	*23*	*13.4*	**172**	**100.0**
NV	73	39.2	64	34.4	6	3.2	0	0.0	2	1.1	0	0.0	*145*	*78.0*	*41*	*22.0*	**186**	**100.0**
NH	42	51.9	24	29.6	1	1.2	0	0.0	0	0.0	0	0.0	*67*	*82.7*	*14*	*17.3*	**81**	**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	248	53.1	109	23.3	12	2.6	3	0.6	2	0.4	0	0.0	*374*	*80.1*	*93*	*19.9*	**467**	**100.0**
NM	108	35.3	132	43.1	12	3.9	1	0.3	2	0.7	6	2.0	*261*	*85.3*	*45*	*14.7*	**306**	**100.0**
NY	398	48.7	204	25.0	7	0.9	18	2.2	18	2.2	2	0.2	*647*	*79.2*	*170*	*20.8*	**817**	**100.0**
NC	482	46.5	351	33.8	18	1.7	1	0.1	15	1.4	2	0.2	*869*	*83.8*	*168*	*16.2*	**1,037**	**100.0**
ND	39	28.3	75	54.3	5	3.6	0	0.0	5	3.6	0	0.0	*124*	*89.9*	*14*	*10.1*	**138**	**100.0**
OH	431	48.3	261	29.3	19	2.1	0	0.0	16	1.8	0	0.0	*727*	*81.5*	*165*	*18.5*	**892**	**100.0**
OK	256	39.8	255	39.7	27	4.2	1	0.2	6	0.9	0	0.0	*545*	*84.8*	*98*	*15.2*	**643**	**100.0**
OR	115	42.8	100	37.2	9	3.3	1	0.4	1	0.4	3	1.1	*229*	*85.1*	*40*	*14.9*	**269**	**100.0**
PA	558	49.6	311	27.6	29	2.6	2	0.2	27	2.4	0	0.0	*927*	*82.3*	*199*	*17.7*	**1,126**	**100.0**
RI	29	55.8	8	15.4	0	0.0	0	0.0	0	0.0	0	0.0	*37*	*71.2*	*15*	*28.8*	**52**	**100.0**
SC	315	45.0	232	33.1	23	3.3	0	0.0	1	0.1	0	0.0	*571*	*81.6*	*129*	*18.4*	**700**	**100.0**
SD	44	42.7	41	39.8	2	1.9	0	0.0	2	1.9	0	0.0	*89*	*86.4*	*14*	*13.6*	**103**	**100.0**
TN	400	46.6	310	36.1	16	1.9	0	0.0	13	1.5	4	0.5	*743*	*86.6*	*115*	*13.4*	**858**	**100.0**
TX	971	38.2	1,009	39.7	69	2.7	2	0.1	17	0.7	0	0.0	*2,068*	*81.4*	*471*	*18.6*	**2,539**	**100.0**
UT	86	42.4	80	39.4	5	2.5	0	0.0	4	2.0	0	0.0	*175*	*86.2*	*28*	*13.8*	**203**	**100.0**
VT	26	51.0	16	31.4	1	2.0	0	0.0	0	0.0	0	0.0	*43*	*84.3*	*8*	*15.7*	**51**	**100.0**
VA	314	46.0	240	35.1	20	2.9	4	0.6	9	1.3	0	0.0	*587*	*85.9*	*96*	*14.1*	**683**	**100.0**
WA	180	47.9	111	29.5	7	1.9	2	0.5	4	1.1	0	0.0	*304*	*80.9*	*72*	*19.1*	**376**	**100.0**
WV	140	44.2	122	38.5	8	2.5	0	0.0	20	6.3	0	0.0	*290*	*91.5*	*27*	*8.5*	**317**	**100.0**
WI	227	44.7	169	33.3	10	2.0	1	0.2	13	2.6	0	0.0	*420*	*82.7*	*88*	*17.3*	**508**	**100.0**
WY	32	25.0	69	53.9	8	6.3	0	0.0	3	2.3	0	0.0	*112*	*87.5*	*16*	*12.5*	**128**	**100.0**
USA	**11,981**	**44.3**	**9,272**	**34.3**	**635**	**2.3**	**54**	**0.2**	**427**	**1.6**	**79**	**0.3**	***22,448***	***83.0***	***4,612***	***17.0***	**27,060**	**100.0**
PR	119	50.6	60	25.5	3	1.3	0	0.0	0	0.0	0	0.0	*182*	*77.4*	*53*	*22.6*	**235**	**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	269	39.4	382	56.0	31	4.5	**682**	**100.0**
AK	14	29.8	26	55.3	7	14.9	**47**	**100.0**
AZ	166	38.5	219	50.8	46	10.7	**431**	**100.0**
AR	150	37.4	220	54.9	31	7.7	**401**	**100.0**
CA	921	59.6	523	33.8	102	6.6	**1,546**	**100.0**
CO	112	37.3	185	61.7	3	1.0	**300**	**100.0**
CT	57	39.6	55	38.2	32	22.2	**144**	**100.0**
DE	27	44.3	33	54.1	1	1.6	**61**	**100.0**
DC	4	30.8	6	46.2	3	23.1	**13**	**100.0**
FL	568	45.8	609	49.1	64	5.2	**1,241**	**100.0**
GA	389	44.4	421	48.0	67	7.6	**877**	**100.0**
HI	15	37.5	14	35.0	11	27.5	**40**	**100.0**
ID	46	36.5	72	57.1	8	6.3	**126**	**100.0**
IL	268	46.4	268	46.4	41	7.1	**577**	**100.0**
IN	252	48.8	192	37.2	72	14.0	**516**	**100.0**
IA	113	42.6	120	45.3	32	12.1	**265**	**100.0**
KS	125	41.0	159	52.1	21	6.9	**305**	**100.0**
KY	235	43.2	306	56.3	3	0.6	**544**	**100.0**
LA	169	36.0	269	57.2	32	6.8	**470**	**100.0**
ME	47	46.1	51	50.0	4	3.9	**102**	**100.0**
MD	135	47.0	139	48.4	13	4.5	**287**	**100.0**
MA	71	31.0	108	47.2	50	21.8	**229**	**100.0**
MI	315	54.7	193	33.5	68	11.8	**576**	**100.0**
MN	128	48.3	106	40.0	31	11.7	**265**	**100.0**
MS	192	38.3	309	61.7	0	0.0	**501**	**100.0**
MO	176	29.6	370	62.2	49	8.2	**595**	**100.0**
MT	51	31.1	109	66.5	4	2.4	**164**	**100.0**
NE	43	30.5	79	56.0	19	13.5	**141**	**100.0**
NV	54	39.4	64	46.7	19	13.9	**137**	**100.0**
NH	13	19.7	53	80.3	0	0.0	**66**	**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	199	55.7	152	42.6	6	1.7	**357**	**100.0**
NM	129	53.8	109	45.4	2	0.8	**240**	**100.0**
NY	343	57.0	185	30.7	74	12.3	**602**	**100.0**
NC	418	50.2	379	45.5	36	4.3	**833**	**100.0**
ND	30	26.3	76	66.7	8	7.0	**114**	**100.0**
OH	267	38.6	357	51.6	68	9.8	**692**	**100.0**
OK	201	39.3	287	56.2	23	4.5	**511**	**100.0**
OR	126	58.6	62	28.8	27	12.6	**215**	**100.0**
PA	265	30.5	496	57.1	108	12.4	**869**	**100.0**
RI	13	35.1	22	59.5	2	5.4	**37**	**100.0**
SC	248	45.3	258	47.2	41	7.5	**547**	**100.0**
SD	21	24.7	52	61.2	12	14.1	**85**	**100.0**
TN	284	40.0	372	52.4	54	7.6	**710**	**100.0**
TX	979	49.4	830	41.9	171	8.6	**1,980**	**100.0**
UT	73	44.0	78	47.0	15	9.0	**166**	**100.0**
VT	24	57.1	17	40.5	1	2.4	**42**	**100.0**
VA	247	44.6	301	54.3	6	1.1	**554**	**100.0**
WA	157	54.0	103	35.4	31	10.7	**291**	**100.0**
WV	85	32.4	132	50.4	45	17.2	**262**	**100.0**
WI	170	42.9	189	47.7	37	9.3	**396**	**100.0**
WY	35	34.7	63	62.4	3	3.0	**101**	**100.0**
USA	**9,439**	**44.4**	**10,180**	**47.9**	**1,634**	**7.7**	**21,253**	**100.0**
PR	64	35.8	115	64.2	0	0.0	**179**	**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	389	79	20.3	153	77	50.3	112	63	56.3	27	12	44.4	**682**	**232**	**34.0**
AK	14	2	14.3	18	11	61.1	13	7	53.8	2	1	50.0	**47**	**21**	**44.7**
AZ	197	56	28.4	93	57	61.3	121	91	75.2	20	8	40.0	**431**	**212**	**49.2**
AR	179	50	27.9	115	60	52.2	87	41	47.1	19	7	36.8	**401**	**159**	**39.7**
CA	949	257	27.1	251	114	45.4	272	173	63.6	72	25	34.7	**1,546**	**571**	**36.9**
CO	149	56	37.6	67	51	76.1	66	42	63.6	18	6	33.3	**300**	**155**	**51.7**
CT	103	24	23.3	12	3	25.0	21	6	28.6	8	6	75.0	**144**	**39**	**27.1**
DE	44	8	18.2	7	1	14.3	6	3	50.0	3	1	33.3	**61**	**13**	**21.3**
DC	11	3	27.3	0	0	0.0	2	0	0.0	0	0	0.0	**13**	**3**	**23.1**
FL	714	122	17.1	222	108	48.6	235	143	60.9	69	30	43.5	**1,241**	**403**	**32.5**
GA	458	90	19.7	205	94	45.9	171	92	53.8	41	11	26.8	**877**	**289**	**33.0**
HI	17	4	23.5	11	4	36.4	10	5	50.0	2	1	50.0	**40**	**14**	**35.0**
ID	70	27	38.6	28	19	67.9	20	18	90.0	8	4	50.0	**126**	**68**	**54.0**
IL	369	80	21.7	67	27	40.3	102	52	51.0	38	14	36.8	**577**	**174**	**30.2**
IN	308	63	20.5	77	27	35.1	74	28	37.8	57	18	31.6	**516**	**136**	**26.4**
IA	147	45	30.6	63	33	52.4	41	25	61.0	13	6	46.2	**265**	**109**	**41.1**
KS	164	49	29.9	69	32	46.4	54	30	55.6	16	6	37.5	**305**	**118**	**38.7**
KY	307	64	20.8	136	45	33.1	79	39	49.4	22	4	18.2	**544**	**152**	**27.9**
LA	226	54	23.9	154	75	48.7	73	44	60.3	17	3	17.6	**470**	**176**	**37.4**
ME	72	20	27.8	11	7	63.6	14	3	21.4	5	2	40.0	**102**	**32**	**31.4**
MD	206	29	14.1	31	11	35.5	36	12	33.3	14	5	35.7	**287**	**57**	**19.9**
MA	169	32	18.9	20	10	50.0	31	14	45.2	9	4	44.4	**229**	**60**	**26.2**
MI	354	61	17.2	91	41	45.1	89	38	42.7	42	6	14.3	**576**	**146**	**25.3**
MN	164	43	26.2	40	21	52.5	37	24	64.9	23	6	26.1	**265**	**95**	**35.8**
MS	221	23	10.4	147	35	23.8	113	48	42.5	20	6	30.0	**501**	**112**	**22.4**
MO	319	101	31.7	129	71	55.0	108	60	55.6	39	14	35.9	**595**	**246**	**41.3**
MT	72	25	34.7	51	35	68.6	37	29	78.4	4	1	25.0	**164**	**90**	**54.9**
NE	75	18	24.0	33	17	51.5	22	15	68.2	11	5	45.5	**141**	**55**	**39.0**
NV	73	19	26.0	18	11	61.1	39	30	76.9	7	4	57.1	**137**	**64**	**46.7**
NH	42	12	28.6	9	2	22.2	11	8	72.7	4	1	25.0	**66**	**23**	**34.8**

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	248	33	13.3	21	4	19.0	67	32	47.8	21	7	33.3	**357**	**76**	**21.3**
NM	108	49	45.4	64	38	59.4	50	40	80.0	18	7	38.9	**240**	**134**	**55.8**
NY	398	59	14.8	54	21	38.9	104	41	39.4	46	10	21.7	**602**	**131**	**21.8**
NC	482	130	27.0	155	61	39.4	156	103	66.0	39	14	35.9	**833**	**308**	**37.0**
ND	39	13	33.3	47	30	63.8	23	15	65.2	5	1	20.0	**114**	**59**	**51.8**
OH	431	81	18.8	102	38	37.3	112	48	42.9	47	17	36.2	**692**	**184**	**26.6**
OK	256	70	27.3	153	66	43.1	82	46	56.1	20	6	30.0	**511**	**188**	**36.8**
OR	115	22	19.1	49	29	59.2	39	21	53.8	12	2	16.7	**215**	**74**	**34.4**
PA	558	118	21.1	102	53	52.0	166	74	44.6	43	11	25.6	**869**	**256**	**29.5**
RI	29	5	17.2	2	1	50.0	3	2	66.7	3	1	33.3	**37**	**9**	**24.3**
SC	315	93	29.5	85	33	38.8	122	66	54.1	25	7	28.0	**547**	**199**	**36.4**
SD	44	21	47.7	21	16	76.2	14	12	85.7	6	3	50.0	**85**	**52**	**61.2**
TN	400	104	26.0	159	58	36.5	129	77	59.7	22	8	36.4	**710**	**247**	**34.8**
TX	971	247	25.4	554	262	47.3	371	228	61.5	81	23	28.4	**1,980**	**762**	**38.5**
UT	86	25	29.1	29	24	82.8	40	26	65.0	11	4	36.4	**166**	**79**	**47.6**
VT	26	6	23.1	6	1	16.7	6	4	66.7	4	1	25.0	**42**	**12**	**28.6**
VA	314	78	24.8	104	45	43.3	104	56	53.8	32	13	40.6	**554**	**192**	**34.7**
WA	180	55	30.6	52	18	34.6	48	19	39.6	11	1	9.1	**291**	**93**	**32.0**
WV	140	33	23.6	66	33	50.0	47	22	46.8	9	4	44.4	**262**	**92**	**35.1**
WI	227	72	31.7	73	34	46.6	64	30	46.9	32	11	34.4	**396**	**147**	**37.1**
WY	32	12	37.5	30	24	80.0	28	23	82.1	11	5	45.5	**101**	**64**	**63.4**
USA	**11,981**	**2,842**	**23.7**	**4,256**	**1,988**	**46.7**	**3,871**	**2,168**	**56.0**	**1,128**	**373**	**33.1**	**21,253**	**7,382**	**34.7**
PR	119	12	10.1	19	0	0.0	35	10	28.6	6	5	83.3	**179**	**27**	**15.1**

*Total includes occupants of other and unknown light trucks.

Table 116
2011 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	Florida	490	19,058	2.57
2	South Carolina	113	4,679	2.41
3	Arizona	147	6,483	2.27
4	Delaware	18	907	1.98
5	New Mexico	41	2,082	1.97
6	Louisiana	88	4,575	1.92
7	Maryland	102	5,828	1.75
8	Nevada	46	2,723	1.69
9	Hawaii	23	1,375	1.67
10	California	625	37,692	1.66
11	North Carolina	160	9,656	1.66
12	Alabama	79	4,803	1.64
13	Texas	421	25,675	1.64
14	New Jersey	142	8,821	1.61
15	Mississippi	47	2,979	1.58
16	Montana	15	998	1.50
17	New York	287	19,465	1.47
18	Arkansas	42	2,938	1.43
19	Michigan	138	9,876	1.40
20	Rhode Island	14	1,051	1.33
21	Georgia	130	9,815	1.32
22	North Dakota	9	684	1.32
23	District of Columbia	8	618	1.29
24	Tennessee	80	6,403	1.25
25	Missouri	75	6,011	1.25
26	Alaska	9	723	1.25
27	Oregon	46	3,872	1.19

Table 116

2011 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
28	Pennsylvania	147	12,743	1.15
29	Kentucky	50	4,369	1.14
30	Oklahoma	43	3,792	1.13
31	West Virginia	20	1,855	1.08
32	Utah	30	2,817	1.06
33	Wyoming	6	568	1.06
34	Illinois	134	12,869	1.04
35	Wisconsin	57	5,712	1.00
36	Washington	64	6,830	0.94
37	Indiana	61	6,517	0.94
38	Virginia	73	8,097	0.90
39	Ohio	104	11,545	0.90
40	Massachusetts	58	6,588	0.88
41	Colorado	45	5,117	0.88
42	South Dakota	7	824	0.85
43	Iowa	25	3,062	0.82
44	Maine	10	1,328	0.75
45	Minnesota	39	5,345	0.73
46	Connecticut	26	3,581	0.73
47	Idaho	9	1,585	0.57
48	Kansas	14	2,871	0.49
49	Vermont	3	626	0.48
50	Nebraska	7	1,843	0.38
51	New Hampshire	5	1,318	0.38
	USA	**4,432**	**311,592**	**1.42**
	Puerto Rico	110	3,707	2.97

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	586	65	50	6	259	29	309	35	**894**	**100**
AK	47	66	3	5	21	28	24	33	**72**	**100**
AZ	536	65	48	6	215	26	263	32	**825**	**100**
AR	350	64	39	7	156	28	194	35	**549**	**100**
CA	1,896	68	112	4	774	28	886	32	**2,791**	**100**
CO	274	61	13	3	161	36	173	39	**447**	**100**
CT	121	55	7	3	92	42	99	45	**220**	**100**
DE	56	56	3	3	41	41	43	44	**99**	**100**
DC	14	50	5	20	8	30	13	50	**27**	**100**
FL	1,532	64	137	6	716	30	854	36	**2,398**	**100**
GA	900	74	46	4	277	23	323	26	**1,223**	**100**
HI	50	50	6	6	44	44	50	50	**100**	**100**
ID	112	67	5	3	50	30	55	33	**167**	**100**
IL	593	65	44	5	278	30	323	35	**918**	**100**
IN	506	67	36	5	207	28	243	32	**750**	**100**
IA	264	73	14	4	83	23	96	27	**360**	**100**
KS	253	66	23	6	108	28	131	34	**386**	**100**
KY	517	72	30	4	171	24	201	28	**721**	**100**
LA	420	62	30	4	226	33	255	38	**675**	**100**
ME	97	71	16	12	23	17	39	29	**136**	**100**
MD	293	60	30	6	162	33	192	40	**485**	**100**
MA	204	61	15	5	114	34	130	39	**337**	**100**
MI	593	67	39	4	255	29	294	33	**889**	**100**
MN	233	63	22	6	109	30	131	36	**368**	**100**
MS	467	74	14	2	149	24	163	26	**630**	**100**
MO	479	61	40	5	258	33	299	38	**784**	**100**
MT	119	57	8	4	81	39	88	42	**209**	**100**
NE	127	70	8	5	45	25	54	30	**181**	**100**
NV	155	63	21	9	70	28	91	37	**246**	**100**
NH	61	68	2	2	27	30	29	32	**90**	**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	398	63	34	5	193	31	227	36	**627**	**100**
NM	233	66	14	4	105	30	119	34	**353**	**100**
NY	781	67	72	6	315	27	387	33	**1,169**	**100**
NC	807	66	52	4	365	30	417	34	**1,227**	**100**
ND	81	55	3	2	64	43	67	45	**148**	**100**
OH	654	64	42	4	316	31	358	35	**1,016**	**100**
OK	448	64	29	4	220	32	249	36	**696**	**100**
OR	215	65	18	5	97	29	116	35	**331**	**100**
PA	819	64	58	4	407	32	464	36	**1,286**	**100**
RI	39	59	3	4	24	37	27	41	**66**	**100**
SC	448	54	65	8	315	38	379	46	**828**	**100**
SD	74	66	5	4	33	29	37	34	**111**	**100**
TN	639	68	50	5	257	27	307	32	**946**	**100**
TX	1,614	54	184	6	1,213	40	1,397	46	**3,016**	**100**
UT	177	74	10	4	53	22	63	26	**240**	**100**
VT	31	56	5	9	18	33	23	42	**55**	**100**
VA	488	64	50	7	224	29	274	36	**764**	**100**
WA	275	60	26	6	156	34	182	40	**457**	**100**
WV	229	68	16	5	90	27	106	32	**337**	**100**
WI	354	61	31	5	196	34	227	39	**582**	**100**
WY	94	69	3	2	38	28	41	31	**135**	**100**
USA	**20,752**	**64**	**1,633**	**5**	**9,878**	**31**	**11,510**	**36**	**32,367**	**100**
PR	231	64	27	8	101	28	128	36	**359**	**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	923	76	46	4	240	20	286	24	**1,209**	**100**
AK	67	74	5	6	18	20	24	26	**91**	**100**
AZ	856	78	42	4	194	18	236	22	**1,092**	**100**
AR	548	75	33	4	152	21	184	25	**732**	**100**
CA	2,909	78	121	3	719	19	840	22	**3,749**	**100**
CO	426	73	14	2	147	25	161	27	**587**	**100**
CT	196	67	8	3	87	30	95	33	**291**	**100**
DE	95	68	4	3	42	30	46	32	**141**	**100**
DC	20	68	4	14	5	17	9	32	**29**	**100**
FL	2,483	76	127	4	672	20	798	24	**3,281**	**100**
GA	1,378	82	47	3	259	15	307	18	**1,684**	**100**
HI	90	64	7	5	43	31	50	36	**140**	**100**
ID	161	75	5	2	48	23	53	25	**214**	**100**
IL	943	76	47	4	257	21	303	24	**1,246**	**100**
IN	808	78	34	3	200	19	234	22	**1,042**	**100**
IA	375	79	17	4	81	17	98	21	**473**	**100**
KS	417	77	24	4	100	19	124	23	**541**	**100**
KY	821	82	27	3	151	15	178	18	**999**	**100**
LA	683	73	30	3	217	23	247	27	**930**	**100**
ME	131	77	15	9	23	14	38	23	**169**	**100**
MD	502	73	31	5	153	22	184	27	**686**	**100**
MA	323	71	17	4	114	25	131	29	**454**	**100**
MI	949	77	40	3	238	19	278	23	**1,227**	**100**
MN	383	76	21	4	99	20	120	24	**503**	**100**
MS	648	80	14	2	146	18	159	20	**807**	**100**
MO	714	72	41	4	236	24	276	28	**990**	**100**
MT	180	69	8	3	74	28	82	31	**262**	**100**
NE	206	80	7	3	43	17	51	20	**257**	**100**
NV	243	74	20	6	65	20	85	26	**328**	**100**
NH	92	77	2	1	26	22	28	23	**120**	**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	647	74	37	4	189	22	225	26	**872**	**100**
NM	318	76	12	3	89	21	101	24	**419**	**100**
NY	1,163	76	70	5	297	19	367	24	**1,530**	**100**
NC	1,271	76	54	3	346	21	399	24	**1,670**	**100**
ND	128	68	3	2	56	30	59	32	**187**	**100**
OH	1,088	76	44	3	300	21	344	24	**1,431**	**100**
OK	669	74	28	3	204	23	232	26	**900**	**100**
OR	325	75	18	4	91	21	109	25	**434**	**100**
PA	1,331	75	57	3	383	22	440	25	**1,771**	**100**
RI	56	68	3	3	24	29	26	32	**82**	**100**
SC	714	66	65	6	307	28	372	34	**1,086**	**100**
SD	106	78	5	4	26	19	30	22	**136**	**100**
TN	1,045	78	50	4	237	18	287	22	**1,332**	**100**
TX	2,765	67	177	4	1,186	29	1,363	33	**4,128**	**100**
UT	279	83	10	3	47	14	57	17	**336**	**100**
VT	44	67	3	5	19	28	22	33	**66**	**100**
VA	753	75	47	5	207	21	254	25	**1,007**	**100**
WA	428	72	25	4	144	24	169	28	**596**	**100**
WV	361	78	16	4	85	18	102	22	**463**	**100**
WI	573	73	32	4	180	23	212	27	**785**	**100**
WY	125	77	3	2	35	21	38	23	**163**	**100**
USA	**32,758**	**75**	**1,614**	**4**	**9,296**	**21**	**10,910**	**25**	43,668	100
PR	353	73	30	6	100	21	129	27	**482**	**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	402	65	25	4	196	31	221	35	**623**	**100**
AK	25	59	3	7	14	34	17	41	**42**	**100**
AZ	296	66	24	5	126	28	150	34	**445**	**100**
AR	255	62	27	7	126	31	153	38	**408**	**100**
CA	969	65	62	4	454	31	516	35	**1,484**	**100**
CO	180	60	13	4	109	36	122	40	**302**	**100**
CT	82	54	6	4	64	42	69	46	**151**	**100**
DE	32	49	2	3	31	48	32	51	**64**	**100**
DC	4	40	3	31	3	29	6	60	**10**	**100**
FL	790	60	80	6	455	34	535	40	**1,325**	**100**
GA	621	74	27	3	191	23	218	26	**839**	**100**
HI	27	46	3	6	28	48	32	54	**59**	**100**
ID	69	61	4	3	40	35	43	39	**112**	**100**
IL	370	65	29	5	169	30	198	35	**568**	**100**
IN	350	67	19	4	155	30	174	33	**524**	**100**
IA	183	71	12	4	64	25	76	29	**259**	**100**
KS	191	68	14	5	76	27	89	32	**280**	**100**
KY	375	73	16	3	122	24	138	27	**513**	**100**
LA	268	60	17	4	163	36	181	40	**449**	**100**
ME	73	71	13	13	17	17	30	29	**103**	**100**
MD	186	61	23	7	97	32	119	39	**305**	**100**
MA	138	63	11	5	69	32	80	37	**218**	**100**
MI	371	67	22	4	164	29	186	33	**557**	**100**
MN	157	65	11	5	74	30	85	35	**242**	**100**
MS	331	74	8	2	107	24	115	26	**445**	**100**
MO	338	63	22	4	175	33	197	37	**535**	**100**
MT	88	59	5	3	56	38	61	41	**148**	**100**
NE	89	70	6	5	32	25	38	30	**127**	**100**
NV	91	61	14	9	44	29	58	39	**149**	**100**
NH	45	70	0	1	19	30	19	30	**64**	**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	232	64	19	5	110	31	129	36	**361**	**100**
NM	143	67	7	3	63	30	69	33	**212**	**100**
NY	414	68	45	7	153	25	198	32	**612**	**100**
NC	517	65	32	4	243	31	274	35	**791**	**100**
ND	57	53	2	2	47	45	49	47	**106**	**100**
OH	461	66	24	3	218	31	242	34	**703**	**100**
OK	295	61	17	4	168	35	185	39	**479**	**100**
OR	128	62	12	6	67	33	79	38	**207**	**100**
PA	570	64	34	4	287	32	321	36	**891**	**100**
RI	26	57	2	5	17	38	19	43	**45**	**100**
SC	302	56	44	8	194	36	238	44	**540**	**100**
SD	49	71	4	5	16	24	20	29	**69**	**100**
TN	468	69	30	4	175	26	206	31	**674**	**100**
TX	1,081	55	105	5	772	39	877	45	**1,958**	**100**
UT	107	71	6	4	36	24	43	29	**149**	**100**
VT	22	54	3	8	15	38	18	46	**40**	**100**
VA	341	64	35	7	154	29	188	36	**529**	**100**
WA	175	60	15	5	104	35	119	40	**294**	**100**
WV	177	71	12	5	60	24	72	29	**249**	**100**
WI	249	61	19	5	143	35	161	39	**410**	**100**
WY	56	67	1	1	27	33	28	33	**84**	**100**
USA	**13,260**	**64**	**986**	**5**	**6,507**	**31**	**7,493**	**36**	**20,753**	**100**
PR	103	59	12	7	60	34	73	41	**175**	**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	521	89	21	4	45	8	65	11	**586**	**100**
AK	43	87	2	4	4	8	6	13	**49**	**100**
AZ	560	87	18	3	69	11	87	13	**647**	**100**
AR	293	90	5	2	26	8	31	10	**324**	**100**
CA	1,940	86	59	3	266	12	325	14	**2,265**	**100**
CO	246	86	2	1	38	13	39	14	**285**	**100**
CT	114	82	3	2	23	17	26	19	**140**	**100**
DE	64	83	2	2	12	15	13	17	**77**	**100**
DC	16	83	1	6	2	11	3	17	**19**	**100**
FL	1,693	87	46	2	217	11	263	13	**1,956**	**100**
GA	756	90	20	2	69	8	89	10	**845**	**100**
HI	63	77	4	5	14	18	18	23	**81**	**100**
ID	92	90	1	1	9	8	10	10	**102**	**100**
IL	573	84	18	3	87	13	105	16	**678**	**100**
IN	458	88	15	3	45	9	60	12	**518**	**100**
IA	191	89	6	3	17	8	23	11	**214**	**100**
KS	226	87	10	4	25	9	35	13	**261**	**100**
KY	446	92	11	2	29	6	40	8	**486**	**100**
LA	415	86	13	3	53	11	66	14	**481**	**100**
ME	58	88	2	3	6	9	8	12	**66**	**100**
MD	316	83	9	2	56	15	65	17	**381**	**100**
MA	185	78	6	3	45	19	51	22	**236**	**100**
MI	578	86	18	3	74	11	92	14	**670**	**100**
MN	226	87	9	4	26	10	35	13	**261**	**100**
MS	318	88	6	2	39	11	45	12	**362**	**100**
MO	376	83	18	4	61	13	79	17	**455**	**100**
MT	93	81	3	3	18	16	21	19	**114**	**100**
NE	118	90	1	1	11	9	13	10	**130**	**100**
NV	152	85	6	4	21	12	27	15	**179**	**100**
NH	48	85	1	2	7	13	8	15	**56**	**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	415	81	18	3	78	15	96	19	**511**	**100**
NM	175	85	6	3	26	13	32	15	**207**	**100**
NY	749	82	25	3	144	16	169	18	**918**	**100**
NC	754	86	22	2	103	12	125	14	**879**	**100**
ND	71	88	1	2	9	10	10	12	**81**	**100**
OH	627	86	20	3	82	11	101	14	**728**	**100**
OK	374	89	11	3	36	9	47	11	**421**	**100**
OR	197	87	7	3	23	10	30	13	**227**	**100**
PA	761	86	23	3	96	11	119	14	**880**	**100**
RI	30	81	0	1	7	18	7	19	**37**	**100**
SC	412	75	21	4	113	21	134	25	**546**	**100**
SD	57	85	1	2	9	14	10	15	**67**	**100**
TN	577	88	20	3	62	9	81	12	**658**	**100**
TX	1,684	78	73	3	413	19	486	22	**2,170**	**100**
UT	173	92	4	2	10	6	14	8	**187**	**100**
VT	23	87	0	0	3	13	3	13	**26**	**100**
VA	412	86	12	3	54	11	66	14	**478**	**100**
WA	252	84	10	3	40	13	50	16	**302**	**100**
WV	184	86	5	2	25	12	30	14	**214**	**100**
WI	325	87	13	3	37	10	50	13	**375**	**100**
WY	69	87	3	3	8	10	10	13	**79**	**100**
USA	**19,498**	**85**	**628**	**3**	**2,789**	**12**	**3,417**	**15**	22,915	100
PR	250	81	17	6	40	13	57	19	**307**	**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	894	**298**	15	14	22	22	46	115	64
AK	72	**26**	2	2	1	4	2	4	8
AZ	825	**294**	53	14	14	48	48	57	60
AR	549	**86**	5	2	0	11	8	20	40
CA	2,791	**890**	34	108	108	292	137	138	73
CO	447	**183**	11	5	3	49	56	36	23
CT	220	**73**	0	12	11	14	12	7	16
DE	99	**34**	0	4	0	14	8	3	5
DC	27	**10**	0	2	0	0	0	0	8
FL	2,398	**296**	9	27	5	60	29	2	164
GA	1,223	**220**	11	17	4	36	41	47	57
HI	100	**45**	0	2	2	15	11	6	9
ID	167	**45**	4	0	1	12	7	8	10
IL	918	**439**	15	49	4	96	86	100	88
IN	750	**153**	14	7	0	0	14	40	78
IA	360	**64**	1	1	0	20	5	17	20
KS	386	**109**	10	0	0	23	24	19	33
KY	721	**141**	7	5	1	25	27	57	19
LA	675	**214**	9	15	1	38	37	59	55
ME	136	**69**	1	0	0	4	20	2	42
MD	485	**142**	1	26	12	28	25	31	18
MA	337	**103**	1	14	11	13	10	7	41
MI	889	**238**	7	23	10	47	46	65	40
MN	368	**86**	4	4	3	16	20	28	11
MS	630	**104**	6	0	1	10	1	65	21
MO	784	**310**	10	22	15	42	58	101	62
MT	209	**76**	11	0	0	25	12	15	12
NE	181	**33**	4	0	0	9	5	2	13
NV	246	**76**	3	4	2	17	19	8	18
NH	90	**39**	4	3	0	4	1	7	20

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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
			Interstate		Non-Interstate				
		Total	Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
NJ	627	**174**	6	21	19	44	33	16	34
NM	353	**147**	19	2	0	103	0	0	17
NY	1,169	**338**	15	35	8	76	50	35	119
NC	1,227	**474**	21	13	7	67	80	127	159
ND	148	**51**	3	0	0	11	9	8	20
OH	1,016	**299**	13	21	8	43	50	88	76
OK	696	**213**	17	15	4	20	31	44	82
OR	331	**103**	4	1	0	29	20	35	14
PA	1,286	**615**	24	38	19	124	143	140	127
RI	66	**19**	0	0	2	7	4	0	6
SC	828	**276**	23	19	5	42	48	97	20
SD	111	**37**	7	0	0	7	5	12	6
TN	946	**215**	13	16	6	32	41	66	41
TX	3,016	**1,165**	53	119	86	218	118	214	345
UT	240	**90**	16	7	0	20	14	1	32
VT	55	**20**	0	1	0	3	1	10	5
VA	764	**287**	16	20	5	84	51	51	26
WA	457	**165**	6	10	5	34	34	47	22
WV	337	**114**	8	4	0	17	15	42	28
WI	582	**195**	4	6	9	38	37	53	48
WY	135	**51**	5	2	0	13	6	14	11
USA	**32,367**	***9,944**	**525**	**732**	**414**	**2,026**	**1,605**	**2,166**	**2,366**
PR	359	**138**	17	12	4	17	50	24	14

*Includes 110 speeding-related fatalities that occurred on roadways for which the function class was unknown.
Note: For important information on this table see "Changes from Previous *Traffic Safety Facts* Reports" 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	15.63	73.8	15.77	70.3	34.43	78.7	61.37	80.3	**461**
AK	2.00	97.4	6.00	97.4	NA	NA	NA	NA	**39**
AZ	3.35	30.6	15.53	28.8	56.60	82.6	69.27	83.5	**333**
AR	6.51	32.4	13.08	25.2	17.00	99.7	27.00	99.7	**389**
CA	1.17	98.3	8.00	99.8	NA	NA	NA	NA	**1,079**
CO	5.54	61.2	13.08	64.2	45.16	81.6	56.77	82.6	**201**
CT	0.71	33.3	6.64	38.9	24.38	77.8	23.43	80.6	**36**
DE	4.30	1.9	9.62	1.9	29.82	27.8	43.72	27.8	**54**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**0**
FL	2.71	96.0	6.72	95.9	NA	NA	63.00	99.9	**882**
GA	4.32	64.3	10.80	51.7	44.75	61.7	55.12	63.1	**561**
HI	4.28	7.7	9.89	2.6	32.73	33.3	44.31	33.3	**39**
ID	5.03	13.9	14.37	4.9	NA	NA	NA	NA	**122**
IL	3.33	4.2	19.00	99.4	22.00	99.7	42.00	99.7	**353**
IN	3.10	3.1	7.76	0.0	NA	NA	NA	NA	**419**
IA	4.58	22.4	12.62	17.3	29.73	48.9	45.79	50.7	**272**
KS	6.60	15.8	12.98	10.4	34.76	40.5	51.72	43.0	**279**
KY	4.78	19.2	11.33	10.6	36.59	46.3	51.07	47.0	**521**
LA	5.99	11.8	12.91	5.3	41.24	44.5	57.40	45.8	**321**
ME	4.74	5.6	10.86	0.0	31.91	39.2	45.95	40.0	**125**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**159**
MA	5.80	88.1	7.17	85.7	47.50	95.2	64.00	95.2	**42**
MI	4.83	30.0	9.85	28.3	NA	NA	NA	NA	**367**
MN	2.94	19.2	12.12	28.6	39.18	63.4	51.96	63.8	**224**
MS	14.75	49.0	20.73	49.0	27.32	52.7	62.97	53.0	**455**
MO	9.88	48.5	15.20	40.4	41.58	58.4	62.29	61.8	**445**
MT	10.25	17.3	15.89	7.4	42.15	43.8	55.41	51.9	**162**
NE	NA	NA	0.00	99.2	0.00	99.2	NA	NA	**123**
NV	7.39	22.5	18.05	9.0	40.85	48.3	53.63	53.9	**89**
NH	0.83	1.6	9.16	0.0	28.20	34.4	37.58	34.4	**61**

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	6.87	33.7	14.32	16.9	34.16	47.0	53.51	48.2	**83**
NM	NA	NA	NA	NA	NA	NA	NA	NA	**234**
NY	3.43	20.8	8.93	18.2	39.50	56.5	48.35	58.4	**490**
NC	9.08	75.5	10.35	25.7	40.49	61.1	48.21	62.1	**763**
ND	7.75	42.2	15.64	33.6	40.86	62.9	58.95	62.9	**116**
OH	6.70	23.8	9.72	22.9	35.39	50.7	49.65	51.3	**608**
OK	7.29	51.3	13.74	24.8	46.10	54.3	60.87	56.8	**431**
OR	5.05	13.1	14.03	4.5	47.68	57.3	63.09	61.3	**199**
PA	5.46	56.1	11.45	41.2	36.88	70.5	50.27	71.2	**583**
RI	1.67	0.0	8.00	0.0	32.67	50.0	40.00	50.0	**6**
SC	12.13	79.9	12.09	74.4	29.83	78.3	45.34	79.9	**641**
SD	4.71	24.4	14.49	20.9	40.07	47.7	54.57	51.2	**86**
TN	8.21	97.2	12.24	96.5	52.93	97.0	58.85	97.4	**492**
TX	8.77	61.4	14.74	58.3	41.96	58.1	62.14	59.2	**1,295**
UT	5.66	11.8	17.77	9.8	35.89	82.4	52.75	84.3	**102**
VT	4.04	24.3	10.65	0.0	35.00	37.8	46.35	37.8	**37**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**372**
WA	4.69	52.0	9.59	32.5	46.98	82.5	54.26	83.3	**252**
WV	8.31	54.2	15.10	52.4	42.01	68.9	59.94	71.1	**225**
WI	4.49	16.5	11.83	22.1	36.83	68.5	50.64	68.5	**340**
WY	11.13	27.1	19.33	25.9	43.41	60.0	63.20	64.7	**85**
USA	**6.17**	**53.0**	**12.39**	**48.6**	**38.65**	**72.7**	**54.49**	**73.8**	**16,053**
PR	7.97	83.0	12.27	81.9	NA	NA	NA	NA	**182**

*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	7.17	74.9	8.98	70.0	26.38	81.6	41.74	82.1	**347**
AK	0.00	95.8	7.00	95.8	NA	NA	NA	NA	**24**
AZ	1.96	37.1	5.60	29.7	24.61	56.5	30.86	56.7	**418**
AR	3.44	28.0	7.22	17.8	NA	NA	NA	NA	**118**
CA	2.00	99.0	7.13	99.5	NA	NA	25.38	99.5	**1,515**
CO	1.93	34.5	5.70	34.0	24.64	64.6	31.21	64.6	**206**
CT	1.38	22.2	6.40	34.1	30.29	66.5	36.81	65.9	**167**
DE	2.77	22.5	4.72	20.0	22.90	47.5	29.23	45.0	**40**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**22**
FL	2.91	97.5	6.32	97.4	NA	NA	4.00	99.9	**1,317**
GA	2.82	37.6	6.91	29.4	32.99	46.7	40.94	47.1	**537**
HI	2.84	15.5	7.07	5.2	24.73	31.0	34.08	31.0	**58**
ID	2.44	10.0	6.34	3.3	NA	NA	NA	NA	**30**
IL	1.90	3.7	18.40	97.9	9.00	99.4	33.00	99.8	**482**
IN	3.82	5.1	8.96	1.6	NA	NA	NA	NA	**256**
IA	2.47	17.5	6.96	8.8	23.03	38.6	28.27	42.1	**57**
KS	2.52	14.1	6.98	8.5	24.39	38.0	34.91	38.0	**71**
KY	2.87	14.8	6.86	11.4	30.39	36.2	40.29	36.2	**149**
LA	4.41	20.1	7.12	11.7	29.13	40.6	39.53	42.9	**308**
ME	4.00	0.0	4.00	0.0	26.00	0.0	34.00	0.0	**1**
MD	NA	NA	NA	NA	NA	NA	110.00	99.7	**293**
MA	4.07	74.4	5.85	69.3	27.90	78.3	36.05	78.3	**277**
MI	2.17	42.8	5.95	41.1	NA	NA	NA	NA	**467**
MN	0.79	19.1	7.65	42.7	24.84	66.4	32.89	66.4	**110**
MS	8.72	42.9	19.49	42.0	24.13	44.6	52.62	45.5	**112**
MO	5.50	42.8	7.17	36.1	24.98	46.5	36.81	48.0	**269**
MT	1.81	12.5	6.96	4.2	21.95	20.8	29.16	20.8	**24**
NE	NA	NA	NA	NA	NA	NA	NA	NA	**41**
NV	1.60	7.5	6.31	6.8	23.81	27.8	30.41	28.6	**133**
NH	0.05	4.3	7.86	4.3	25.35	26.1	32.76	26.1	**23**

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	5.94	43.0	10.55	28.9	27.84	47.0	43.04	48.2	**502**
NM	NA	NA	NA	NA	NA	NA	NA	NA	**73**
NY	2.72	54.5	5.98	53.8	25.89	71.4	33.28	71.8	**602**
NC	3.83	43.9	6.95	24.7	27.54	51.3	34.96	52.1	**376**
ND	1.77	7.1	5.31	7.1	28.17	14.3	26.91	21.4	**14**
OH	2.98	21.0	5.57	20.4	23.79	38.1	32.33	38.1	**333**
OK	3.01	50.0	7.00	37.6	28.67	52.8	36.44	52.8	**178**
OR	1.39	2.7	5.95	1.8	30.87	45.9	39.05	45.9	**111**
PA	3.46	46.2	6.84	32.6	28.54	54.4	36.39	55.4	**608**
RI	3.13	31.6	5.37	10.5	24.86	14.0	33.00	17.5	**57**
SC	14.71	73.0	11.20	63.5	29.32	69.8	50.11	69.8	**126**
SD	5.00	0.0	6.40	0.0	26.18	26.7	34.09	26.7	**15**
TN	3.67	99.2	6.67	99.2	40.67	99.2	37.36	97.1	**382**
TX	5.39	49.4	7.72	46.3	27.43	45.7	39.08	45.9	**1,450**
UT	2.90	10.1	5.75	7.6	27.48	75.6	35.34	75.6	**119**
VT	15.50	27.3	8.00	0.0	20.75	27.3	29.63	27.3	**11**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**257**
WA	2.24	32.2	6.13	14.6	31.05	67.8	37.95	67.8	**171**
WV	6.17	50.0	7.60	48.9	30.44	58.5	39.76	59.6	**94**
WI	1.85	28.6	6.30	32.3	29.00	54.7	35.95	54.2	**192**
WY	2.15	22.9	6.07	22.9	17.13	54.3	24.94	54.3	**35**
USA	**3.47**	**55.6**	**7.19**	**55.2**	**27.39**	**71.3**	**37.22**	**71.5**	**13,578**
PR	6.32	76.1	10.68	76.1	NA	NA	NA	NA	**159**

*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	271	138	50.9	8,244,910	3.29
Los Angeles	CA	209	88	42.1	3,819,702	5.47
Chicago	IL	119	36	30.3	2,707,120	4.40
Houston	TX	196	49	25.0	2,145,146	9.14
Philadelphia	PA	87	30	34.5	1,536,471	5.66
Phoenix	AZ	124	34	27.4	1,469,471	8.44
San Antonio	TX	121	32	26.4	1,359,758	8.90
San Diego	CA	65	21	32.3	1,326,179	4.90
Dallas	TX	107	26	24.3	1,223,229	8.75
San Jose	CA	36	18	50.0	967,487	3.72
Jacksonville	FL	81	17	21.0	827,908	9.78
Indianapolis	IN	84	22	26.2	827,609	10.15
Austin	TX	54	22	40.7	820,611	6.58
San Francisco	CA	30	16	53.3	812,826	3.69
Columbus	OH	57	17	29.8	797,434	7.15
Fort Worth	TX	65	16	24.6	758,738	8.57
Charlotte	NC	59	22	37.3	751,087	7.86
Detroit	MI	78	25	32.1	706,585	11.04
El Paso	TX	71	15	21.1	665,568	10.67
Memphis	TN	74	17	23.0	652,050	11.35
Boston	MA	13	2	15.4	625,087	2.08
Seattle	WA	20	2	10.0	620,778	3.22
Denver	CO	33	11	33.3	619,968	5.32
Baltimore	MD	25	9	36.0	619,493	4.04
Washington	DC	27	8	29.6	617,996	4.37
Nashville-Davidson	TN	66	11	16.7	609,644	10.83
Louisville-Jefferson Co.	KY	59	17	28.8	602,011	9.80
Milwaukee	WI	37	13	35.1	597,867	6.19
Portland	OR	34	8	23.5	593,820	5.73
Oklahoma City	OK	72	6	8.3	591,967	12.16
Las Vegas	NV	24	8	33.3	589,317	4.07
Albuquerque	NM	43	10	23.3	552,804	7.78
Tucson	AZ	63	21	33.3	525,796	11.98
Fresno	CA	34	14	41.2	501,362	6.78
Sacramento	CA	40	15	37.5	472,178	8.47
Long Beach	CA	27	4	14.8	465,576	5.80
Kansas City	MO	66	17	25.8	463,202	14.25
Mesa	AZ	40	5	12.5	446,518	8.96
Virginia Beach	VA	24	3	12.5	442,707	5.42
Atlanta	GA	39	11	28.2	432,427	9.02

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	21	1	4.8	426,388	4.93
Raleigh	NC	30	9	30.0	416,468	7.20
Omaha	NE	18	2	11.1	415,068	4.34
Miami	FL	41	15	36.6	408,750	10.03
Tulsa	OK	47	8	17.0	396,466	11.85
Oakland	CA	20	4	20.0	395,817	5.05
Cleveland	OH	26	2	7.7	393,806	6.60
Minneapolis	MN	21	7	33.3	387,753	5.42
Wichita	KS	31	4	12.9	384,445	8.06
Arlington	TX	36	5	13.9	373,698	9.63
New Orleans	LA	31	8	25.8	360,740	8.59
Bakersfield	CA	23	10	43.5	352,428	6.53
Tampa	FL	33	12	36.4	346,037	9.54
Anaheim	CA	18	7	38.9	341,361	5.27
Honolulu	HI	22	9	40.9	340,936	6.45
Aurora	CO	21	5	23.8	332,354	6.32
Santa Ana	CA	9	7	77.8	329,427	2.73
St. Louis	MO	45	12	26.7	318,069	14.15
Riverside	CA	23	5	21.7	310,651	7.40
Corpus Christi	TX	31	13	41.9	307,953	10.07
Pittsburgh	PA	10	2	20.0	307,484	3.25
Lexington-Fayette	KY	32	5	15.6	301,569	10.61
Stockton	CA	28	6	21.4	296,357	9.45
Cincinnati	OH	18	1	5.6	296,223	6.08
Anchorage	AK	13	4	30.8	295,570	4.40
St. Paul	MN	6	4	66.7	288,448	2.08
Toledo	OH	15	1	6.7	286,038	5.24
Newark	NJ	29	9	31.0	277,540	10.45
Greensboro	NC	14	2	14.3	273,425	5.12
Plano	TX	10	3	30.0	269,776	3.71
Lincoln	NE	10	2	20.0	262,341	3.81
Buffalo	NY	17	7	41.2	261,025	6.51
Henderson	NV	7	3	42.9	260,068	2.69
Fort Wayne	IN	12	2	16.7	255,824	4.69
Jersey City	NJ	10	6	60.0	250,323	3.99
Chula Vista	CA	12	2	16.7	247,535	4.85
St. Petersburg	FL	34	11	32.4	244,997	13.88
Orlando	FL	31	7	22.6	243,195	12.75
Norfolk	VA	17	2	11.8	242,628	7.01
Laredo	TX	13	0	0.0	241,935	5.37

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		
Chandler	AZ	13	1	7.7	240,101	5.41
Madison	WI	13	4	30.8	236,901	5.49
Lubbock	TX	24	3	12.5	233,740	10.27
Durham	NC	5	0	0.0	233,252	2.14
Winston-Salem	NC	19	4	21.1	232,385	8.18
Garland	TX	16	2	12.5	231,517	6.91
Glendale	AZ	22	8	36.4	230,482	9.55
Baton Rouge	LA	33	7	21.2	230,139	14.34
Hialeah	FL	14	5	35.7	229,969	6.09
Reno	NV	16	9	56.3	227,511	7.03
Chesapeake	VA	25	5	20.0	225,050	11.11
Scottsdale	AZ	21	4	19.0	221,020	9.50
Irving	TX	11	4	36.4	220,702	4.98
North Las Vegas	NV	11	1	9.1	219,020	5.02
Fremont	CA	7	5	71.4	216,916	3.23
Irvine	CA	5	0	0.0	215,529	2.32
San Bernardino	CA	26	6	23.1	213,012	12.21
Birmingham	AL	42	9	21.4	212,413	19.77
Gilbert	AZ	4	0	0.0	211,951	1.89
Rochester	NY	12	3	25.0	210,855	5.69
Boise City	ID	5	0	0.0	210,145	2.38
Spokane	WA	13	4	30.8	210,103	6.19
Montgomery	AL	20	4	20.0	208,182	9.61
Des Moines	IA	14	2	14.3	206,599	6.78
Richmond	VA	18	4	22.2	205,533	8.76
Fayetteville	NC	23	4	17.4	203,945	11.28
Modesto	CA	13	5	38.5	202,751	6.41
Shreveport	LA	16	3	18.8	200,975	7.96
Tacoma	WA	10	0	0.0	200,678	4.98
Oxnard	CA	7	0	0.0	199,943	3.50
Aurora	IL	4	1	25.0	199,672	2.00
Fontana	CA	15	5	33.3	199,028	7.54
Akron	OH	19	1	5.3	198,402	9.58
Moreno Valley	CA	1	0	0.0	197,838	0.51
Yonkers	NY	7	1	14.3	197,399	3.55
Augusta-Richmond Co.	GA	28	4	14.3	196,494	14.25
Little Rock	AR	30	11	36.7	195,314	15.36
Mobile	AL	18	7	38.9	194,914	9.23
Columbus	GA	12	3	25.0	194,107	6.18
Amarillo	TX	14	5	35.7	193,675	7.23

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		
Glendale	CA	1	1	100.0	193,111	0.52
Huntington Beach	CA	6	3	50.0	192,888	3.11
Salt Lake City	UT	18	4	22.2	189,899	9.48
Grand Rapids	MI	7	2	28.6	189,815	3.69
Tallahassee	FL	14	3	21.4	182,965	7.65
Huntsville	AL	17	3	17.6	182,956	9.29
Worcester	MA	12	5	41.7	181,631	6.61
Knoxville	TN	31	3	9.7	180,761	17.15
Newport News	VA	13	4	30.8	179,611	7.24
Grand Prairie	TX	18	2	11.1	179,100	10.05
Brownsville	TX	14	4	28.6	178,430	7.85
Providence	RI	11	1	9.1	178,053	6.18
Santa Clarita	CA	5	0	0.0	177,601	2.82
Overland Park	KS	7	0	0.0	176,185	3.97
Jackson	MS	20	3	15.0	175,561	11.39
Garden Grove	CA	8	2	25.0	173,470	4.61
Chattanooga	TN	19	3	15.8	170,136	11.17
Oceanside	CA	7	2	28.6	169,569	4.13
Santa Rosa	CA	10	8	80.0	169,292	5.91
Fort Lauderdale	FL	19	3	15.8	168,528	11.27
Rancho Cucamonga	CA	8	3	37.5	167,721	4.77
Ontario	CA	12	2	16.7	166,390	7.21
Port St. Lucie	FL	8	2	25.0	166,149	4.81
Vancouver	WA	4	4	100.0	164,759	2.43
Tempe	AZ	12	4	33.3	164,268	7.31
Springfield	MO	11	1	9.1	160,660	6.85
Lancaster	CA	5	2	40.0	157,693	3.17
Pembroke Pines	FL	7	2	28.6	157,594	4.44
Cape Coral	FL	10	2	20.0	157,476	6.35
Eugene	OR	6	1	16.7	156,929	3.82
Peoria	AZ	11	1	9.1	156,637	7.02
Sioux Falls	SD	4	1	25.0	156,592	2.55
Salem	OR	3	0	0.0	156,244	1.92
Corona	CA	10	2	20.0	155,896	6.41
Elk Grove	CA	12	1	8.3	154,908	7.75
Palmdale	CA	10	3	30.0	153,867	6.50
Springfield	MA	5	1	20.0	153,155	3.26
Salinas	CA	9	4	44.4	152,994	5.88
Pasadena	TX	9	1	11.1	152,281	5.91
Rockford	IL	12	1	8.3	152,222	7.88
Pomona	CA	16	3	18.8	150,119	10.66

Source: Population—Bureau of the Census.

Table 125
Fatalities and Fatality Rates by State, 1975-2011

State	Fatalities								Fatality Rate per 100 Million Vehicle Miles Traveled							
	1975	1985	1990	1995	2000	2005	2011	Difference, 1975-2011	1975	1985	1990	1995	2000	2005	2011	Difference, 1975-2011
AL	902	882	1,121	1,114	996	1,148	894	**-1%**	3.63	2.51	2.65	2.20	1.76	1.92	1.38	**-62%**
AK	112	127	98	87	106	73	72	**-36%**	4.38	3.17	2.51	2.11	2.30	1.45	1.57	**-64%**
AZ	670	893	869	1,035	1,036	1,179	825	**+23%**	4.19	4.14	2.45	2.61	2.11	1.97	1.38	**-67%**
AR	559	534	604	631	652	654	549	**-2%**	4.01	3.12	2.87	2.37	2.24	2.05	1.67	**-58%**
CA	4,092	4,960	5,192	4,192	3,753	4,333	2,791	**-32%**	3.09	2.39	2.01	1.52	1.22	1.32	0.87	**-72%**
CO	581	579	544	645	681	606	447	**-23%**	3.50	2.21	2.00	1.84	1.63	1.26	0.96	**-73%**
CT	389	448	385	317	341	278	220	**-43%**	2.13	2.00	1.46	1.13	1.11	0.88	0.71	**-67%**
DE	122	104	138	121	123	133	99	**-19%**	3.37	1.94	2.11	1.61	1.49	1.40	1.10	**-67%**
DC	70	60	48	58	48	48	27	**-61%**	2.27	1.86	1.41	1.67	1.37	1.29	0.76	**-67%**
FL	1,998	2,832	2,891	2,805	2,999	3,518	2,398	**+20%**	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	1,223	**-10%**	3.46	2.53	2.22	1.74	1.47	1.52	1.13	**-67%**
HI	144	126	177	130	132	140	100	**-31%**	3.47	1.86	2.19	1.64	1.55	1.39	0.99	**-71%**
ID	281	255	244	262	276	275	167	**-41%**	4.78	3.31	2.48	2.13	2.04	1.85	1.05	**-78%**
IL	2,041	1,534	1,589	1,586	1,418	1,363	918	**-55%**	3.56	2.17	1.91	1.68	1.38	1.27	0.89	**-75%**
IN	1,128	974	1,049	960	886	938	750	**-34%**	3.02	2.39	1.95	1.49	1.25	1.31	0.98	**-68%**
IA	670	474	465	527	445	450	360	**-46%**	3.75	2.35	2.02	2.03	1.51	1.45	1.15	**-69%**
KS	509	486	444	442	461	428	386	**-24%**	3.29	2.52	1.94	1.76	1.64	1.44	1.29	**-61%**
KY	863	712	849	849	820	985	721	**-16%**	3.50	2.50	2.52	2.07	1.75	2.08	1.50	**-57%**
LA	934	931	959	894	938	963	675	**-28%**	4.60	2.79	2.53	2.31	2.30	2.14	1.45	**-68%**
ME	223	206	213	187	169	169	136	**-39%**	3.14	2.22	1.79	1.49	1.19	1.13	0.95	**-70%**
MD	670	729	707	671	588	614	485	**-28%**	2.66	2.19	1.74	1.50	1.17	1.09	0.86	**-68%**
MA	864	742	605	444	433	441	337	**-61%**	2.75	1.87	1.31	0.92	0.82	0.80	0.62	**-77%**
MI	1,779	1,545	1,571	1,530	1,382	1,129	889	**-50%**	3.06	2.29	1.94	1.79	1.41	1.09	0.94	**-69%**
MN	754	608	566	597	625	559	368	**-51%**	2.94	1.86	1.45	1.35	1.19	0.98	0.65	**-78%**
MS	546	662	750	868	949	931	630	**+15%**	3.80	3.45	3.07	2.94	2.67	2.32	1.62	**-57%**
MO	1,045	931	1,097	1,109	1,157	1,257	784	**-25%**	3.41	2.37	2.16	1.87	1.72	1.83	1.14	**-67%**
MT	291	223	212	215	237	251	209	**-28%**	5.08	3.03	2.54	2.28	2.40	2.26	1.79	**-65%**
NE	369	237	262	254	276	276	181	**-51%**	3.29	1.97	1.88	1.61	1.53	1.43	0.95	**-71%**
NV	218	259	343	313	323	427	246	**+13%**	4.74	3.42	3.36	2.24	1.83	2.06	1.02	**-78%**
NH	151	191	158	118	126	166	90	**-40%**	2.85	2.53	1.61	1.11	1.05	1.24	0.71	**-75%**

Table 125
Fatalities and Fatality Rates by State, 1975-2011 (Continued)

State	Fatalities								Fatality Rate per 100 Million Vehicle Miles Traveled							
	1975	1985	1990	1995	2000	2005	2011	Difference, 1975-2011	1975	1985	1990	1995	2000	2005	2011	Difference, 1975-2011
NJ	1,043	964	886	774	731	747	627	**-40%**	2.15	1.83	1.50	1.27	1.08	1.01	0.86	**-60%**
NM	555	535	499	485	432	488	353	**-36%**	5.59	4.03	3.09	2.29	1.90	2.04	1.38	**-75%**
NY	2,366	2,006	2,217	1,679	1,460	1,434	1,169	**-51%**	3.63	2.22	2.07	1.46	1.13	1.03	0.92	**-75%**
NC	1,506	1,482	1,385	1,448	1,557	1,547	1,227	**-19%**	4.14	2.97	2.21	1.90	1.74	1.53	1.18	**-71%**
ND	167	90	112	74	86	123	148	**-11%**	3.71	1.61	1.90	1.13	1.19	1.62	1.62	**-56%**
OH	1,766	1,646	1,638	1,360	1,366	1,321	1,016	**-42%**	2.75	2.18	1.79	1.35	1.29	1.20	0.91	**-67%**
OK	757	744	641	669	650	803	696	**-8%**	3.33	2.39	1.93	1.74	1.50	1.71	1.47	**-56%**
OR	562	559	579	574	451	487	331	**-41%**	3.53	2.61	2.17	1.91	1.33	1.38	0.99	**-72%**
PA	2,078	1,771	1,646	1,480	1,520	1,616	1,286	**-38%**	3.26	2.35	1.92	1.57	1.49	1.50	1.30	**-60%**
RI	110	109	84	69	80	87	66	**-40%**	1.94	1.87	1.14	1.00	0.96	1.05	0.84	**-57%**
SC	820	951	979	881	1,065	1,094	828	**+1%**	3.98	3.56	2.85	2.28	2.34	2.21	1.70	**-57%**
SD	195	130	153	158	173	186	111	**-43%**	3.76	2.07	2.19	2.06	2.05	2.22	1.23	**-67%**
TN	1,126	1,101	1,177	1,259	1,307	1,270	946	**-16%**	3.42	3.03	2.52	2.24	1.99	1.79	1.34	**-61%**
TX	3,372	3,678	3,250	3,183	3,779	3,536	3,016	**-11%**	3.99	2.57	2.08	1.76	1.72	1.50	1.27	**-68%**
UT	272	303	272	325	373	282	240	**-12%**	3.42	2.52	1.86	1.73	1.65	1.12	0.92	**-73%**
VT	143	115	90	106	76	73	55	**-62%**	4.32	2.45	1.54	1.71	1.12	0.95	0.77	**-82%**
VA	993	976	1,079	900	929	947	764	**-23%**	2.87	2.04	1.79	1.29	1.24	1.18	0.94	**-67%**
WA	758	744	825	653	631	649	457	**-40%**	3.16	2.16	1.85	1.33	1.18	1.17	0.80	**-75%**
WV	461	420	481	376	411	374	337	**-27%**	4.36	3.32	3.12	2.16	2.14	1.82	1.78	**-59%**
WI	930	744	769	745	799	815	582	**-37%**	3.25	2.03	1.74	1.45	1.40	1.36	1.07	**-67%**
WY	210	152	125	170	152	170	135	**-36%**	5.36	2.81	2.14	2.41	1.88	1.88	1.46	**-73%**
USA	**44,525**	**43,825**	**44,599**	**41,817**	**41,945**	**43,510**	**32,367**	**-27%**	**3.35**	**2.47**	**2.08**	**1.73**	**1.53**	**1.46**	**1.10**	**-67%**
PR	496	600	473	595	568	457	359	**-28%**	7.27	5.74	3.68	3.83	3.23	2.35	1.93	**-73%**

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

Table 126
Key Provisions of Occupant Restraint Laws and 2011 Seat Belt Use Rates

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions	2011 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats [2]	Ages [3]					
AL	Primary	Not more than $25	Front	All	Medical reasons, model year <1965, rural mail carriers/newspaper delivery vehicles, vehicles operating in reverse.	88.0%	<1 year or <20 lbs in rear-facing infant seat; 1-4 or 20-40 lbs in forward-facing CR; 5 years old (but not yet 6) in booster seat.	$25	See AL Statutes 32-5B and 32-5-222.
AK	Primary	Not more than $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).	89.3%	3 years and under in CR; 4-8 years, 20-65 lbs, and <57 inches tall in booster seat.	$50	See AK Statute 28.05.095.
AZ	Secondary	Not more than $10	All Front	5-15 years 5 years and older	Designed for >10 passengers, model year <1972, rural mail carriers, medical reasons.	82.9%	<5 years, children 5-8 years and not more than 57 inches tall must be restrained in a CR.	$50	See AZ Statutes 28-907 and 28-909.
AR	Primary	Not more than $25	Front	All	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.	78.4%	5 years and under and <60 lbs; children 60 lbs or more may be in a seat belt.	$100	See AR Statutes 27-37-706 and 27-34-103.
CA	Primary	Not more than $20	All	16 years and older	Medical reasons, emergency vehicles, rural postal service vehicles, newspaper delivery vehicles, recycling vehicles, taxis.	96.6%	5 years and under or <60 lbs in a rear seat; <1 year or <20 lbs in rear-facing restraint may not ride in front if front passenger air bag is activated; 60 lbs or more in rear seat if available.	$100	See CA Vehicle Code Statutes 27315 and 27360.
CO	Secondary	$65	Front	All	Ambulance crew, peace officer, medical reasons, passenger buses, school buses, postal service vehicles, delivery and pickup service vehicles.	82.1%	<1 year and <20 lbs in rear-facing CR; 1-3 and 20-40 lbs in forward-facing CR; 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.
CT	Primary	$50[4]	Front	All	Medical reasons, emergency vehicles other than fire-fighting apparatus, postal service vehicles, newspaper delivery vehicles.	88.4%	<1 year or <20 lbs in rear-facing CR; 1-6 and <60 lbs in CR; booster seat only in seating position with lap and shoulder belt; 7-15 years and >60 lbs, seat belt permissible.	$60	See CT Statute 14-100a.

[1] Additional processing and surcharge fees are likely to apply.
[2] The word "All" used in this category means everyone must be restrained. For children, that may be in a CR.
[3] May include rear-facing CRs, forward-facing CRs, and booster seats.
[4] If a driver under 18 years old commits a violation, he/she is subject to a higher fine of $75.

Sources: **2011 Observed Seat Belt Use Rates:** NHTSA, National Center for Statistics and Analysis, "Seat Belt Use in 2011—Use Rates in the States and Territories," DOT HS 811 651 (August 2012). For additional information on occupant restraint laws, see "Summary of Vehicle Occupant Protection and Motorcycle Laws," 11th Edition, web site www.nhtsa.gov.

Table 126

Key Provisions of Occupant Restraint Laws and 2011 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions	2011 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats [2]	Ages [3]					
DE	Primary	$25	All	16 years and older	Medical reasons, postal service vehicles, tractors, off-highway vehicles, electric personal assistive mobility devices.	90.3%	<7 years and <66 lbs in age/weight appropriate restraint; 8-15 years or >66 lbs in seat belt.	$25	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).	95.2%	7 years and under; 8-15 years for seat belt or booster.	$75	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 lbs.	88.1%	3 years and under; seat belts permissible for children 4-5 years.	$60	See FL Statutes 316.613-4.
GA	Primary	Not more than $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.	93.0%	5 years and older and <57 inches; 5 years and younger in rear seat if available.	$50	See GA Statute 40-8-76.
HI	Primary	$45	All Front	8-17 years 15 years and older	Bus or school bus >10,000 lbs, emergency vehicles, taxicabs. DOT may establish additional exemptions.	96.0%	3 years and under in car seat; 4-7 in booster seat or CR.	$100 maximum	See HI Statutes 291-11.5 and 291-11.6.
ID	Secondary	$10	All	7 years and older	Vehicles >8,000 lbs, postal vehicles, implements of husbandry, motorcycles.	79.1%	6 years and under.	$79	See ID Statutes 49-672 and 49-673.
IL	Primary	Not more than $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.	92.9%	7 years and under; children >40 lbs may use lap belt in rear seat if no 3-point belt available.	$75	See Statutes 625 ILCS 5/12-6031 and 625 ILCS 25/6.

Table 126
Key Provisions of Occupant Restraint Laws and 2011 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions	2011 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats [2]	Ages [3]					
IN	Primary	Not more than $25	All	All	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.	93.2%	7 years and under.	$25	See IN Statutes 9-19 - 10-11.
IA	Primary	$50	All Front	17 years and under 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.	93.5%	<1 year and <20 lbs in rear-facing CR; 1-5 years in CR; seat belts permissible for children 6-17 years.	$25	See IA Statutes 321-445 and 321-446.
KS	Primary[5]	$10[6]	All Front	14-17 years 18 years and older	Designed for >10 people, truck >12,000 lbs, off-road vehicles, postal vehicles, vehicles delivering newspapers.	82.9%	3 years and under in CR; 4-7 and <80 lbs or <57 inches tall in CR or booster seat; seat belts permissible for children 8-13 years and for children 4-7 years and >80 lbs or >57 inches tall.	$60	See KS Statutes Ch. 8, Article 25, and 8-1344.
KY	Primary	Not more than $25	All	All	Designed for >10 people, farm trucks registered for agricultural use only and with gross weight 2,000 lbs or greater, motorcycles.	82.2%	40 inches tall or less in CR; 6 years and under and between 40 and 50 inches tall in booster seat.	CR $50; booster seat $30	See KY Statute 189.125.
LA	Primary	$25	All[7]	13 years and older	Vehicles with gross weight >10,000 lbs, utility vehicles traveling <20 mph, model year <1981, postal vehicles, farm vehicles, persons delivering newspapers.	77.7%	<1 year old or <20 lbs in rear-facing CR; 1-3 years or 20-39 lbs in forward-facing CR; 4-5 years or 40-60 lbs in booster seat; seat belts permissible for 6-12 years or >60 lbs.	$100	See LA Statutes 32-295 and 32-295.1.
ME	Primary	$50	All	All	Medical reasons, rural mail carriers, persons delivering newspapers, postal vehicles, passengers riding in taxi or limousine for hire.	81.6%	<40 lbs in CR; 40-80 lbs and <8 years old in safety system that elevates child so adult seat belt fits properly; <11 years and <100 lbs in rear seat if available; seat belts permissible for children 8-17 years or <18 years and >57 inches tall.	$50	See ME Statute 29-A: 19, 2081.

[5]Secondary enforcement for other seating positions.
[6]The fine is $60 for violators 14-17 years old.
[7]Louisiana HB 197 was signed by the Governor on May 29, 2012, to expand the seat belt requirement for all seating positions to include SUVs.

Table 126
Key Provisions of Occupant Restraint Laws and 2011 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions	2011 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats [2]	Ages [3]					
MD	Primary	Not more than $25	All Front	15 years and under 16 years and older	"Historical" vehicles, for-hire vehicles, motorcycles, trucks, buses, postal vehicles, vehicles built before June 1, 1964.	94.2%	<8 years in appropriate CR unless 57 inches or taller or >65 lbs.	$25	See MD Statutes 22-412.2 and 22.412.3.
MA	Secondary	$25[8]	All	All	Buses, trucks 18,000 lbs or more, taxis, utility vehicles, model year <1966, postal vehicles, farm vehicles, authorized emergency vehicles, side-facing seat in car owned for antique collecting.	73.2%	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	All	Medical reasons, taxis, buses, school buses, postal service vehicles, model year <1965, commercial vehicles making frequent stops.	94.5%	7 years and under and <57 inches tall; <4 years must be in CR in back seat; seat belt permissible for children 8-15 years or >57 inches tall.	$10[9]	See MI Statute 257.710e and 257.710d.
MN	Primary	$25	All	All	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.	92.7%	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	All	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.	81.9%	3 years and under in CR; 4-6 years and <57 inches tall or <65 lbs in booster seat; seat belts permissible for children >7 years old, >57 inches tall, or >65 lbs.	$25	See MS Statute 63-2- and 63-7-301.
MO	Secondary (primary for <16 years old)	Not more than $10[10]	Front	All	Vehicles designed for >10 people, trucks >12,000 lbs, postal service vehicles, vehicles requiring frequent entry or exit, agricultural vehicles.	79.0%	<4 years old or <40 lbs in car seat; 4-7 and 40-80 lbs 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 lbs 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.

[8]Drivers in Massachusetts may be fined $25 for violating the belt law themselves and $25 for each unrestrained passenger 12-16 years old.
[9]The fine is $10 for children <4 years old or $25 for children 4-8 years old and >57 inches tall.
[10]The fine is $50 for violators 8-15 years old.

Table 126
Key Provisions of Occupant Restraint Laws and 2011 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions	2011 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats [2]	Ages [3]					
MT	Secondary	$20	All	All	Medical reasons, motorcycles, vehicles making frequent stops, occupants of motor vehicle in which all seat belts are being used by other occupants.	76.9%	<6 years and <60 lbs	$100	See MT Statutes 61-13-103 and 61-9-420.
NE	Secondary	$25	All Front	16 years and under 18 years and older	Taxis, mopeds, motorcycles, emergency vehicles, model year <1963, parade vehicles.	84.2%	5 years and under; seat belts permissible for children 6-17 years old.	$25	See NE Statutes 60-6, 267 and 606-6, 268.
NV	Secondary	Not more than $25	All	All	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.	94.1%	6 years or under and <60 lbs.	$100-$500	See NV Statute 484D.495.
NH	No law for persons 18 years or older (primary for <18 years old).	$50 for persons <18 years old	All	17 years and younger	—	75.0%	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.
NJ	Primary (secondary for rear seat occupants)	$20	All	All	Vehicles manufactured before 1966, medical reasons, rural letter carriers, fewer belts than seats.	94.5%	<8 years and <55 inches tall; in rear seat if available.	$25	See NJ Statute 39:3-76.2.
NM	Primary	$25	All	All	Vehicles >10,000 lbs, medical reasons, rural letter carriers.	90.5%	<1 year in rear-facing CR, in rear seat if available; 1-4 or <40 lbs in CR; 5-6 or <60 lbs in booster seat.	$25	See NM Statutes 66-7-369 and 66-7-362.
NY	Primary	Not more than $50	All Front	15 years and under All	Buses, school buses, taxis, liveries, emergency vehicles, rural letter carriers.	90.5%	<3 years unless >40 lbs and no lap/shoulder belt available; 4-7 years unless no lap/shoulder belt available.	$100	See NY Statute 1229-c.
NC	Primary (secondary for rear seat occupants)	$25.50 ($10 for rear seat)	All	All	Medical reasons, farm vehicles, postal vehicles, designated commercial vehicles, delivery vehicles traveling <20 mph, trash/recycling trucks.	89.5%	7 years and under and <80 lbs; seat belts permissible for 8-15 years or 40-80 lbs in seats without shoulder belts.	$25	See NC Statutes 20-135.2A and 20-137.1C.
ND	Secondary	Not more than $20	All Front	17 years and under	Designed for >10 people, farm vehicles, rural mail carriers, medical reasons, all front seat belts in use by other occupants.	76.7%	6 years and under and <57 inches tall or <80 lbs.	$25	See ND Statutes 39.21-41.1-2.

Table 126
Key Provisions of Occupant Restraint Laws and 2011 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions	2011 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats [2]	Ages [3]					
OH	Secondary	$30 driver $20 passen-ger	All Front	8-14 years 15 years and older	Postal service vehicles, medical reasons, vehicles delivering newspapers.	84.1%	4 years and under or <40 lbs in CR; 4-8 years and <57 inches in booster seat; seat belts permissible for children 8-14 years.	$75[11]	See OH Statute 4513.263.
OK	Primary	Not more than $20	All Front	All 12 years and older	Farm vehicles, RVs, motorcycles, motorized bicycles, postal service vehicles, school buses, taxicabs, emergency vehicles.	85.9%	5 years and under.	$50	See OK Statute 47-12-417.
OR	Primary	Not more than $250	All	All	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.	96.6%	<1 year or <20 lbs in rear-facing car seat; <40 lbs in CR; >40 lbs 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.
PA	Secondary	$10	All Front	8-17 years 18 years and older	Vehicles manufactured before 1966, medical reasons, trucks >7,000 lbs, rural letter carriers, delivery vehicles, vehicles traveling <15 mph.	83.8%	7 years and under.	$75	See PA Statute 75.4581.
RI	Primary[12]	$85	All	All	Vehicles manufactured before 1966, medical reasons, postal service vehicles.	80.4%	7 years and under and <80 lbs and <54 inches tall in rear seat if available.	$75	See RI Statute 32.22-22.
SC	Primary	Not more than $25	All	All	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.	86.0%	<1 year or <20 lbs in rear-facing CR; 1-5 and 20-39 lbs in forward-facing CR; 1-5 and 40-80 lbs 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	All Front	17 years and under 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.	73.4%	<5 years and <40 lbs.	$25	See SD Statute 32.38.

[11] In Ohio, the law is secondary for children 4 through 14 years old.

[12] Rhode Island's primary seat belt law includes a sunset provision that will revert the law to secondary enforcement on June 30, 2013.

Table 126
Key Provisions of Occupant Restraint Laws and 2011 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions	2011 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats [2]	Ages [3]					
TN	Primary	Not more than $50[13]	All	All	Vehicles >8,500 lbs, 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.	87.4%	<1 year or 20 lbs or less in rear-facing CR; 1-3 and >20 lbs in forward-facing CR; 4-8 and <57 inches tall in booster seat; <8 and <57 inches in rear seat if available.	$50	See TN Statutes 55-9-602 and 55-9-603.
TX	Primary	$50	All	All	Farm vehicles <48,000 lbs, postal service vehicles, newspaper delivery vehicles, meter readers.	93.7%	4 years and younger and <36 inches tall in CR; 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)	Not more than $45	All	All	Vehicles manufactured before 1966, medical reasons, all seats occupied or person is riding in a seating position not equipped with seat belts.	89.2%	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.
VT	Secondary (primary for drivers and occupants 17 years and younger)	$25	All	All	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.	84.7%	<1 year or <20 lbs in rear-facing CR; 2-7 years and >20 lbs in rear seat unless front passenger airbag is deactivated; seat belts permissible for 8-15 years old and >20 lbs.	$25	See VT Statutes 23-1258 – 23-1259.
VA	Secondary (primary for passengers 17 years and younger in all seats)	$25	All Front	17 years and under 18 years and older	Medical reasons, trucks >10,000 lbs, 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.	81.8%	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	All	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.	97.5%	8 years and under and <57 inches tall; 13 years and under in rear seat if practical.	$124	See WA Statutes 46.63.110 and 46.61.688.

[13] In lieu of a court appearance, a first offender may pay a fine of $10; for a second or subsequent offense, the fine is $20.

Table 126

Key Provisions of Occupant Restraint Laws and 2011 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions	2011 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats [2]	Ages [3]					
WV	Secondary	Not more than $25	All Front	8-17 years All	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.	84.9%	7 years and under and <57 inches tall.	$20	See WV Statutes 17C-15-46 and 17C-15-49.
WI	Primary	$10	All	All	Emergency vehicles in which compliance could endanger passengers; taxis, farm trucks engaged in farming, rural mail carriers, land surveyors.	79.0%	<1 year or <20 lbs in rear-facing CR; 1-3 and 20-40 lbs in forward-facing CR, in rear seat if available; 4-7 and 40-80 lbs in booster seat.	$10-$75[14]	See WI Statute 347.48.
WY	Secondary	Not more than $25[15]	All	All	Medical reasons, postal vehicles; excess passengers exempted if all seats occupied.	82.6%	8 years and younger in rear seat if available.	$50 maximum	See WY Statute 31-5-1401.

[14]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.
[15]Not less than $10 for passenger or more than $25 for driver.

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.
		04/13/12	Repealed for age 21 and over with at least $20,000 medical insurance coverage and motorcyle endorsement on driver's license for at least 2 years, or passed a motorcycle safety course, and for age 19 and over operating a moped on a public thoroughfare.
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]	2011 Observed Seat Belt Use Rate	Distracted Driving Law[4]
AL	1980	1999	Yes [5]	1995	M[6]	88.0%	—
AK	—	2006	Yes	2001	F	89.3%	X(p)
AZ	—	—	Yes	2001	F	82.9%	—
AR	—	2009	Yes [5]	2001	F	78.4%	X(p)
CA	1992	1993	Yes [5]	1990	F[7]	96.6%	X(p), H(p)
CO	—	—	Yes [5]	2004	F	82.1%	X(p)
CT	—	1986	Yes [5]	2002	F[6]	88.4%	X(p), H(p)
DE	—	2003	Yes [5]	2004	M	90.3%	X(p), H(p)
DC	1970	1997	Yes [5]	1999	P	95.2%	X(p), H(p)
FL	—	2009	Yes	1994	M	88.1%	—
GA	1969	1996	Yes [5]	2001	M	93.0%	X(p)
HI	—	1985	Yes	1995	F	96.0%	—
ID	—	—	Yes	1997	P	79.1%	—
IL	—	2003	Yes [5]	1997	F	92.9%	X(p)
IN	—	1998	Yes [5]	2001	P	93.2%	X(p)
IA	—	1986	Yes [5]	2003	M	93.5%	X(s)
KS	—	2010	Yes [5]	1993	F	82.9%	X(p)
KY	—	2006	Yes [5]	2000	P	82.2%	X(p)
LA	2004	1995	Yes [5]	2003	F	77.7%	X(p)
ME	—	2007	Yes [5]	1988	P	81.6%	X(p)
MD	1992	1997	Yes [5]	2001	P	94.2%	X(p), H(s)
MA	1967	—	Yes [5]	2003	M	73.2%	X(p)
MI	1969	2000	Yes	2003	P	94.5%	X(p)
MN	—	2009	Yes [5]	2005	M[6]	92.7%	X(p)
MS	1974	2006	Yes [5]	2002	P	81.9%	—
MO	1967	—	Yes	2001	M	79.0%	—
MT	—	—	Yes	2003	M	76.9%	—

[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]	2011 Observed Seat Belt Use Rate	Distracted Driving Law[4]
NE	1989	—	Yes [5]	2001	F	84.2%	X(s)
NV	1972	—	Yes	2003	M	94.1%	X(p), H(p) [6]
NH	—	—	Yes	1994	P	75.0%	X(p)
NJ	1968	2000	Yes [5]	2004	M	94.5%	X(p), H(p)
NM	—	1986	Yes [5]	1994	F	90.5%	—
NY	1967	1984	Yes	2003	F	90.5%	X(s), H(p)
NC	1968	1985	Yes [5]	1993	M	89.5%	X(p)
ND	—	—	—	2003	P	76.7%	X(p)
OH	—	—	Yes	2003	P	84.1%	—
OK	—	1997	Yes	2001	M	85.9%	—
OR	1988	1990	Yes [5]	1983	F	96.6%	X(p), H(p)
PA	—	—	Yes	2003	M	83.8%	—
RI	—	—	Yes [5]	2003	P	80.4%	X(p)
SC	—	2005	Yes	2003	M	86.0%	—
SD	—	—	Yes	2002	—	73.4%	—
TN	1967	2004	Yes [5]	2003	M	87.4%	X(p)
TX	—	1985	Yes [5]	1999	M	93.7%	—
UT	—	—	Yes	1983	F	89.2%	X(p)
VT	1968	—	Yes [5]	1991	—	84.7%	X(p)
VA	1970	—	Yes [5]	1994	M	81.8%	X(s)
WA	1990	2002	Yes [5]	1999	F	97.5%	X(p), H(p)
WV	1971	—	Yes [5]	2004	M	84.9%	—
WI	—	2009	Yes	2003	M	79.0%	X(p)
WY	—	—	Yes	2002	M	82.6%	X(p)
USA	**20 States and DC**	**31 States and DC**	**49 States and DC**	**50 States and DC**	**47 States and DC**	**84.0%[8]**	**34 States and DC**
PR	1960	1975	—	2001	—	—	—

[8] Nationwide seat belt use rate, as measured by NHTSA's 2011 NOPUS national survey.
Source: NHTSA.

APPENDIXES

APPENDIX A ■ FARS DATA ELEMENTS

2011 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

2011 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

2011 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

2011 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 130,000. To calculate one standard error for this crash estimate, use Table C1. Since 130,000 does not appear in the Crash Estimate column of Table C1, use linear interpolation from the standard error values for 100,000 (7,800) and 200,000 (14,200). One standard error would be approximately 9,700. The 95 percent confidence interval for this estimate would be 130,000 ± 2 × 9,700 or 110,600 to 149,400.

Appendix C ■ GES Technical Notes

Table C1
2011 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	300	1,000	400	1,000	400
5,000	800	5,000	1,000	5,000	900
6,000	1,000	10,000	1,600	10,000	1,400
7,000	1,100	20,000	2,600	20,000	2,200
8,000	1,100	30,000	3,600	30,000	2,900
9,000	1,200	40,000	4,500	40,000	3,600
10,000	1,300	50,000	5,400	50,000	4,200
20,000	2,200	60,000	6,300	60,000	4,900
30,000	2,900	70,000	7,200	70,000	5,500
40,000	3,700	80,000	8,000	80,000	6,100
50,000	4,400	90,000	8,900	90,000	6,700
60,000	5,100	100,000	9,700	100,000	7,300
70,000	5,800	200,000	18,100	200,000	13,100
80,000	6,400	300,000	26,400	300,000	18,800
90,000	7,100	400,000	34,800	400,000	24,300
100,000	7,800	500,000	43,400	500,000	29,900
200,000	14,200	600,000	52,000	600,000	35,400
300,000	20,600	700,000	60,800	700,000	41,000
400,000	27,000	800,000	69,700	800,000	46,600
500,000	33,500	900,000	78,600	900,000	52,200
600,000	40,000	1,000,000	87,700	1,000,000	57,800
700,000	46,600	2,000,000	184,000	2,000,000	115,900
800,000	53,200	3,000,000	288,500	3,000,000	176,700
900,000	59,900	4,000,000	400,000	4,000,000	240,200
1,000,000	66,700	5,000,000	517,700	5,000,000	305,900
2,000,000	137,600	6,000,000	640,800	6,000,000	373,700
3,000,000	213,800	7,000,000	769,000	7,000,000	443,400
4,000,000	294,300	8,000,000	902,000	8,000,000	515,000
5,000,000	378,700	9,000,000	1,039,400	9,000,000	588,200
6,000,000	466,600	10,000,000	1,180,900	10,000,000	663,100
6,500,000	511,800	11,000,000	1,326,500	11,000,000	739,500
7,000,000	557,800	12,000,000	1,475,900	12,000,000	817,400
* $SE = e^{a + b\ (\ln x)^2}$, *where* $a = 4.064970$, $b = 0.036900$		** $SE = e^{a + b\ (\ln x)^2}$, *where* $a = 4.182410$, $b = 0.037720$		*** $SE = e^{a + b\ (\ln x)^2}$, *where* $a = 4.210580$, $b = 0.035390$	

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 2011 GES Data Elements

Crash Level			
Atmospheric Condition	1.4%	Light Condition	0.6%
Crash Severity	3.1%	Manner of Collision	0.3%
Day of Week	0.0%	Minute of Crash	0.7%
First Harmful Event	0.1%	Relation to Junction	0.5%
Hour of Crash	0.7%	Relation to Trafficway	0.1%
Vehicle/Driver Level			
Initial Point of Impact	1.7%	Speed Limit*	16.6%
Most Harmful Event	0.3%	Traffic Control Device*	3.3%
Roadway Surface Condition*	1.0%	Vehicle Type	1.6%
Vehicle/Driver Level			
Age	6.5%	Seating Position	1.4%
Injury Severity	4.3%	Sex	4.2%

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

Note: For some data elements, counts for the GES category "Not Reported On" were combined with counts for "Unknown" 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, 1975-2011

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	12,582	2,315	1,556	552	3,353	708
2011	263	11,949	2,204	1,617	533	3,384	703
Total	**9,874**	**292,471**	**34,757**	**35,161**	**28,765**	**370,301**	**29,581**

The table above presents estimates of the lives saved in 2011 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.

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