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TRAFFIC SAFETY FACTS 2012

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

2012 NATIONAL STATISTICS

POLICE-REPORTED MOTOR VEHICLE TRAFFIC CRASHES

Fatal	30,800
Injury	1,634,000
Property Damage Only	3,950,000
Total	**5,615,000**

TRAFFIC CRASH VICTIMS

	Killed	Injured
Occupants	**22,912**	**2,134,000**
Drivers	16,769	1,489,000
Passengers	6,061	644,000
Unknown	82	1,000
Motorcyclists	**4,957**	**93,000**
Nonoccupants	**5,692**	**136,000**
Pedestrians	4,743	76,000
Pedalcyclists	726	49,000
Other/Unknown	223	10,000
Total	**33,561**	**2,362,000**

OTHER NATIONAL STATISTICS

Vehicle Miles Traveled	2,968,815,000,000
Resident Population	313,914,040
Registered Vehicles	265,647,194
Licensed Drivers	211,814,830
Economic Cost of Traffic Crashes (2010) (estimate for reported and unreported crashes)	$277 billion

NATIONAL RATES: FATALITIES

Fatalities per 100 Million Vehicle Miles Traveled	1.13
Fatalities per 100,000 Population	10.69
Fatalities per 100,000 Registered Vehicles	12.63
Fatalities per 100,000 Licensed Drivers	15.84

NATIONAL RATES: INJURED PERSONS

Injured Persons per 100 Million Vehicle Miles Traveled	80
Injured Persons per 100,000 Population	752
Injured Persons per 100,000 Registered Vehicles	889
Injured Persons per 100,000 Licensed Drivers	1,115

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 & Company and Federal Highway Administration.

DOT HS 812 032

Traffic Safety Facts 2012

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 at 800-934-8517 or e-mail ncsaweb@dot.gov. General information on highway traffic safety is online at **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 *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection, Older Population, Overview, Passenger Vehicles, Pedestrians, Race and Ethnicity, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol Estimates,* and *Young Drivers*. The fact sheets and annual *Traffic Safety Facts* reports can be accessed online at **www-nrd.nhtsa.dot.gov/CATS/index.aspx**.

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INTRODUCTION

In this annual report, *Traffic Safety Facts 2012: 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 2012 FARS data file used for the statistics in this report was created in August 2013; however, the 2012 FARS file was *officially* closed in March 2014. 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 2011 are reflected in this report. The updated final counts for 2012 will be reflected in the 2013 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 2012 file used for the statistics in this report was completed in August 2013.

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 2012) and GES (1988 through 2012). The remaining chapters present data only from 2012. 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*.

2012 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 the *Traffic Safety Facts 2011* Report

- In the Trends chapter, Tables 1, 2, 3, 4, 5, 6, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, and 22 have been expanded to show data for all years, from 1975 through 2012 for FARS data and from 1988 through 2012 for GES data.

- Table 128 (State Traffic Safety Laws) has been deleted from the States chapter, and a new table (Motor Vehicle Traffic Fatalities and Fatality Rates, 1899-2012) has been added on the last page of the report.

- Vehicle registration data for passenger vehicles (cars and light trucks) were obtained from R.L. Polk's National Vehicle Population Profile (NVPP), which is a compilation of all passenger vehicles that have been registered in compliance with State requirements. Subsequently, overall registrations and passenger car and light truck vehicle miles traveled were revised by NHTSA, using a combination of Polk and Federal Highway Administration (FHWA) exposure data.

  Polk recently enhanced the data quality of its NVPP, which resulted in a complete rewrite of the data, as a result of: (1) enhanced business rules for vehicles on the road, (2) more consistent reporting/processing across States, and (3) upgraded basis for vehicle coding. A comparison of Polk's Old NVPP and New NVPP for 2011 shows that the enhancements resulted in an increase of more than 3 percent in NHTSA' passenger vehicle registration counts, consisting of a 5.6 percent decrease in the 2011 passenger car count and a 14.6 percent increase in the 2011 light truck count from the Old NVPP to the New NVPP, as shown in the table on page 9. This report uses 2012 data, as well as 2011 data updated from the data presented in the *Traffic Safety Facts 2011* report, for passenger car and light truck registrations based on Polk's New NVPP. Consequently, the 2011 and 2012 data in this report for vehicle registrations and vehicle miles traveled are not strictly comparable with the data for all prior years, which were based on Polk's Old NVPP.

Registered Vehicles: NCSA Revised Using Polk and FHWA Data

Year	Passenger Cars (Polk)	Light Truck (Polk)	Motorcycles (FHWA)	Buses (FHWA)	Large Trucks (FHWA)	NCSA Revised Total
2009 (Old NVPP)	137,203,972	102,008,600	7,929,724	841,993	10,973,214	258,957,503
2010 (Old NVPP)	135,310,480	102,376,147	8,009,503	846,051	10,770,054	257,312,235
2011 (Old NVPP)	134,543,655	103,594,529	8,437,502	666,064	10,270,693	257,512,443
2011 (New NVPP)	126,974,845	118,694,258	8,437,502	666,064	10,270,693	265,043,362
2012 (New NVPP)	127,091,286	118,677,080	8,454,939	764,509	10,659,380	265,647,194

Vehicle Miles Traveled: Polk and FHWA

Year	Passenger Cars (Revised FHWA Using Polk)	Light Trucks (Revised FHWA Using Polk)	Motorcycles (FHWA)	Buses (FHWA)	Large Trucks (FHWA)	Total (FHWA)
2009 (Old NVPP)	1,510,339	1,122,909	20,822	14,387	288,306	2,956,764
2010 (Old NVPP)	1,507,716	1,140,740	18,513	13,770	286,527	2,967,266
2011 (Old NVPP)	1,497,460	1,152,998	18,542	13,807	267,594	2,950,402
2011 (New NVPP)	1,369,898	1,280,560	18,542	13,807	267,594	2,950,402
2012 (New NVPP)	1,377,833	1,286,612	21,298	14,755	268,318	2,968,815

Note: NHTSA NCSA revises FHWA's Passenger Car and Light Truck vehicle miles traveled (VMT) using Polk's registration counts.

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 2012) or from GES (1988 through 2012) 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 2012 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 2012; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2012. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 2012. 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 increased by 3.1 percent from 2011 to 2012, and the fatality rate rose to 1.13 fatalities per 100 million vehicle miles of travel in 2012.
- The injury rate increased by 6.7 percent from 2011 to 2012, to 80 persons injured per 100 million vehicle miles of travel in 2012.
- The occupant fatality rate (including motorcyclists) per 100,000 population, which declined by 22.7 percent from 1975 to 1992, decreased by 31.1 percent from 1992 to 2012.
- The occupant injury rate (including motorcyclists) per 100,000 population, which declined by 13.6 percent from 1988 to 1992, decreased by 37.8 percent from 1992 to 2012.
- The nonoccupant fatality rate per 100,000 population has declined by 54.6 percent from 1975 to 2012.
- The nonoccupant injury rate per 100,000 population has declined by 45.6 percent from 1988 to 2012.
- The percent of alcohol-impaired driving fatalities has declined from 48 percent in 1982 to 31 percent in 2012.

Figure 1
Fatal Crashes, 1975-2012

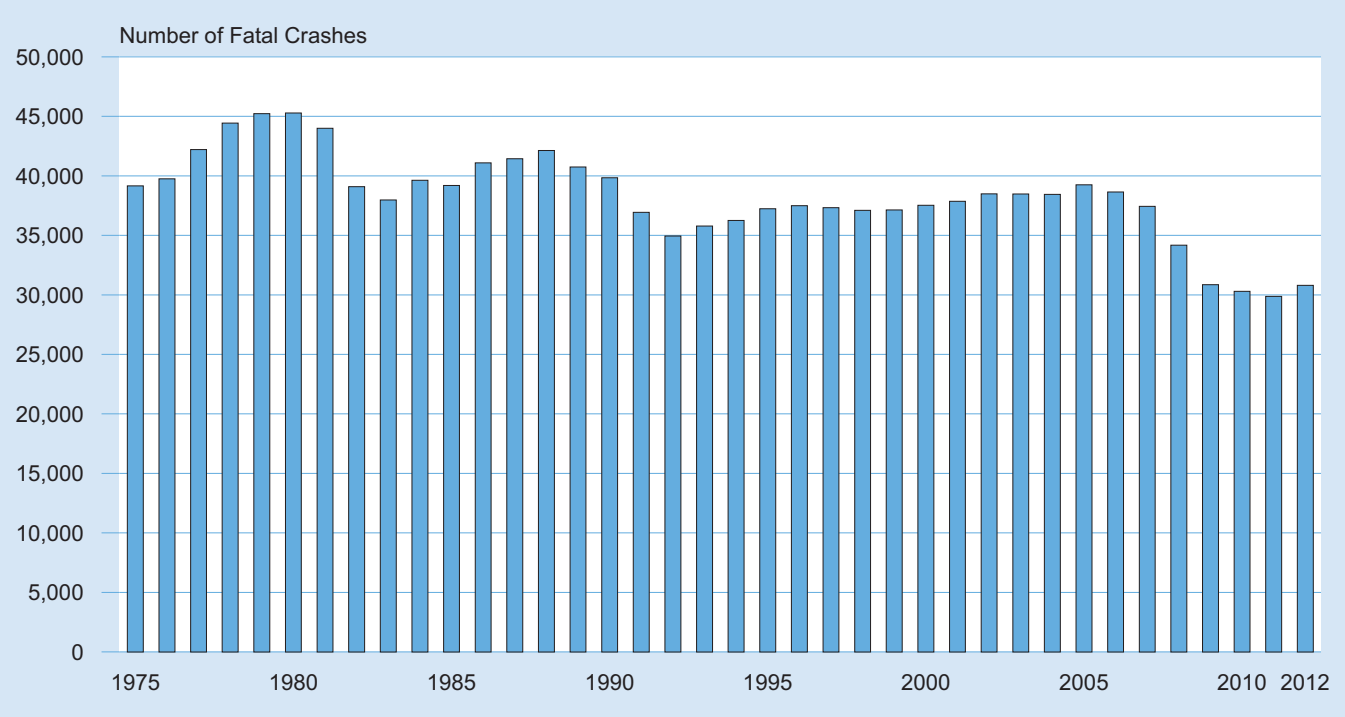


Table 1

Crashes by Crash Severity, 1988-2012

Year	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1988	42,130	0.6	2,233,000	32.4	4,611,000	67.0	**6,887,000**	**100.0**
1989	40,741	0.6	2,153,000	32.4	4,459,000	67.0	**6,653,000**	**100.0**
1990	39,836	0.6	2,122,000	32.8	4,309,000	66.6	**6,471,000**	**100.0**
1991	36,937	0.6	2,008,000	32.8	4,073,000	66.6	**6,117,000**	**100.0**
1992	34,942	0.6	1,991,000	33.2	3,974,000	66.2	**6,000,000**	**100.0**
1993	35,780	0.6	2,022,000	33.1	4,048,000	66.3	**6,106,000**	**100.0**
1994	36,254	0.6	2,123,000	32.7	4,336,000	66.8	**6,496,000**	**100.0**
1995	37,241	0.6	2,217,000	33.1	4,446,000	66.4	**6,699,000**	**100.0**
1996	37,494	0.6	2,238,000	33.1	4,494,000	66.4	**6,770,000**	**100.0**
1997	37,324	0.6	2,149,000	32.4	4,438,000	67.0	**6,624,000**	**100.0**
1998	37,107	0.6	2,029,000	32.0	4,269,000	67.4	**6,335,000**	**100.0**
1999	37,140	0.6	2,054,000	32.7	4,188,000	66.7	**6,279,000**	**100.0**
2000	37,526	0.6	2,070,000	32.4	4,286,000	67.0	**6,394,000**	**100.0**
2001	37,862	0.6	2,003,000	31.7	4,282,000	67.7	**6,323,000**	**100.0**
2002	38,491	0.6	1,929,000	30.5	4,348,000	68.8	**6,316,000**	**100.0**
2003	38,477	0.6	1,925,000	30.4	4,365,000	69.0	**6,328,000**	**100.0**
2004	38,444	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	29,867	0.6	1,530,000	28.7	3,778,000	70.8	**5,338,000**	**100.0**
2012	30,800	0.5	1,634,000	29.1	3,950,000	70.3	**5,615,000**	**100.0**

Table 2

Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2012

	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
1967	50,724	198,712	25.53	103,172	49.16	98,859	51.31	964	5.26
1968	52,725	200,706	26.27	105,410	50.02	102,987	51.20	1,016	5.19
1969	53,543	202,677	26.42	108,306	49.44	107,412	49.85	1,062	5.04
1970	52,627	205,052	25.67	111,543	47.18	111,242	47.31	1,110	4.74
1971	52,542	207,661	25.30	114,426	45.92	116,330	45.17	1,179	4.46
1972	54,589	209,896	26.01	118,414	46.10	122,557	44.54	1,260	4.33
1973	54,052	211,909	25.51	121,546	44.47	130,025	41.57	1,313	4.12
1974	45,196	213,854	21.13	125,427	36.03	134,900	33.50	1,281	3.53
1975	44,525	215,973	20.62	129,791	34.31	126,153	35.29	1,328	3.35
1976	45,523	218,035	20.88	134,036	33.96	130,793	34.81	1,402	3.25
1977	47,878	220,239	21.74	138,121	34.66	134,514	35.59	1,467	3.26
1978	50,331	222,585	22.61	140,844	35.74	140,374	35.85	1,545	3.26
1979	51,093	225,055	22.70	143,284	35.66	144,317	35.40	1,529	3.34
1980	51,091	227,225	22.48	145,295	35.16	146,845	34.79	1,527	3.35
1981	49,301	229,466	21.49	147,075	33.52	149,330	33.01	1,555	3.17
1982	43,945	231,664	18.97	150,234	29.25	151,148	29.07	1,595	2.76
1983	42,589	233,792	18.22	154,389	27.59	153,830	27.69	1,653	2.58
1984	44,257	235,825	18.77	155,424	28.48	158,900	27.85	1,720	2.57
1985	43,825	237,924	18.42	156,868	27.94	166,047	26.39	1,775	2.47
1986	46,087	240,133	19.19	159,486	28.90	168,545	27.34	1,835	2.51
1987	46,390	242,289	19.15	161,816	28.67	172,750	26.85	1,921	2.41
1988	47,087	244,499	19.26	162,854	28.91	177,455	26.53	2,026	2.32
1989	45,582	246,819	18.47	165,554	27.53	181,165	25.16	2,096	2.17
1990	44,599	249,464	17.88	167,015	26.70	184,275	24.20	2,144	2.08
1991	41,508	252,153	16.46	168,995	24.56	186,370	22.27	2,172	1.91
1992	39,250	255,030	15.39	173,125	22.67	184,938	21.22	2,247	1.75
1993	40,150	257,783	15.58	173,149	23.19	188,350	21.32	2,296	1.75
1994	40,716	260,327	15.64	175,403	23.21	192,497	21.15	2,358	1.73
1995	41,817	262,803	15.91	176,628	23.68	197,065	21.22	2,423	1.73
1996	42,065	265,229	15.86	179,539	23.43	201,631	20.86	2,484	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	309,326	10.67	210,115	15.71	257,312	12.82	2,967	1.11
2011	32,479	311,588	10.42	211,875	15.33	265,043	12.25	2,950	1.10
2012	33,561	313,914	10.69	211,815	15.84	265,647	12.63	2,969	1.13

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Due to an enhancement in the registration data provided by R.L. Polk & Co. for 2011 and 2012, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicle for 2010 and earlier years with those for 2011 and later years. For more details, see "Changes from the *Traffic Safety Facts 2011* Report" on page 8.

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-2012—R.L. Polk & Co. and Federal Highway Administration; Population—U.S. Bureau of the Census;
Traffic Deaths, 1966-1974—National Center for Health Statistics, D.H.H.S., State Accident Summaries (adjusted to 30-day traffic deaths by NHTSA);
Traffic Deaths, 1975-2012—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths.

Table 2

Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2012 (Continued)

	Injured								
Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 Population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million Vehicle Miles Traveled
1988	3,416,000	244,499	1,397	162,854	2,098	177,455	1,925	2,026	169
1989	3,284,000	246,819	1,330	165,554	1,984	181,165	1,813	2,096	157
1990	3,231,000	249,464	1,295	167,015	1,934	184,275	1,753	2,144	151
1991	3,097,000	252,153	1,228	168,995	1,833	186,370	1,662	2,172	143
1992	3,070,000	255,030	1,204	173,125	1,773	184,938	1,660	2,247	137
1993	3,149,000	257,783	1,222	173,149	1,819	188,350	1,672	2,296	137
1994	3,266,000	260,327	1,255	175,403	1,862	192,497	1,697	2,358	139
1995	3,465,000	262,803	1,319	176,628	1,962	197,065	1,758	2,423	143
1996	3,483,000	265,229	1,313	179,539	1,940	201,631	1,728	2,484	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	309,326	724	210,115	1,066	257,312	870	2,967	75
2011	2,217,000	311,588	712	211,875	1,046	265,043	836	2,950	75
2012	2,362,000	313,914	752	211,815	1,115	265,647	889	2,969	80

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Due to an enhancement in the registration data provided by R.L. Polk & Co. for 2011 and 2012, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicle for 2010 and earlier years with those for 2011 and later years. For more details, see "Changes from the *Traffic Safety Facts 2011* Report" on page 8.

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-2012—R.L. Polk & Co. and Federal Highway Administration; Population—U.S. Bureau of the Census; Persons Injured—General Estimates System (GES), NHTSA.

Figure 2

Motor Vehicle Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1966-2012

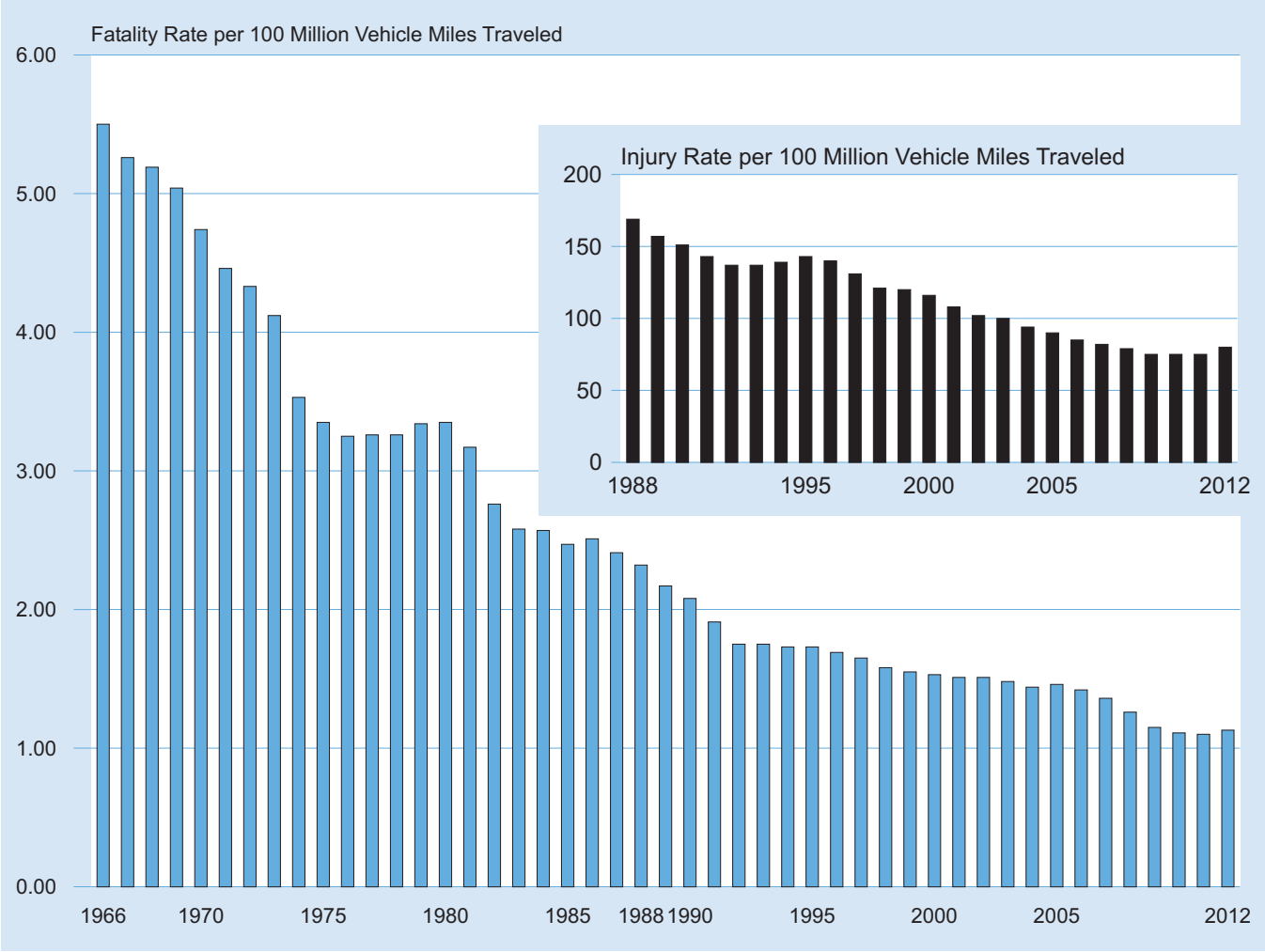


Table 3

Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2012

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
						Fatal Crashes						
1975	37,897	3.68	40.11	8,636	4.23	41.35	3,977	4.89	74.16	3,265	58.00	65.77
1976	37,206	3.48	38.35	9,300	3.98	40.80	4,435	5.15	79.55	3,343	55.69	67.76
1977	39,038	3.54	39.45	10,400	4.04	42.57	5,164	5.43	90.76	4,164	65.59	84.41
1978	40,544	3.57	39.81	11,898	4.11	43.61	5,759	5.45	98.28	4,643	64.86	95.38
1979	39,999	3.60	38.63	12,544	4.27	43.36	6,084	5.58	103.27	4,916	56.92	90.67
1980	39,059	3.53	37.28	12,680	4.29	42.18	5,379	4.96	92.89	5,194	50.85	91.22
1981	38,864	3.46	36.66	12,331	4.01	39.48	5,230	4.81	91.49	4,963	46.43	85.11
1982	34,334	3.00	32.11	11,317	3.51	35.03	4,646	4.17	83.11	4,495	45.36	78.12
1983	33,298	2.80	30.52	11,118	3.32	33.62	4,877	4.20	88.54	4,302	49.11	77.03
1984	34,648	2.83	30.89	11,973	3.34	33.96	5,124	4.21	94.87	4,659	53.04	85.02
1985	34,277	2.74	29.46	12,464	3.21	33.09	5,153	4.17	85.94	4,608	50.72	84.64
1986	36,195	2.83	30.87	13,327	3.20	33.52	5,097	4.02	89.09	4,570	48.63	87.90
1987	36,580	2.75	30.52	14,514	3.27	34.81	5,108	3.83	89.33	4,067	42.78	83.24
1989	36,977	2.67	30.43	15,286	3.13	34.27	5,241	3.80	85.40	3,715	37.06	81.04
1989	35,410	2.50	28.85	15,700	3.00	33.31	4,984	3.49	80.05	3,192	30.78	72.21
1990	34,085	2.39	27.65	15,620	2.81	31.29	4,776	3.27	77.08	3,276	34.28	76.91
1991	31,291	2.22	25.37	14,832	2.49	28.49	4,347	2.91	70.43	2,829	30.82	67.72
1992	29,817	2.08	24.78	14,648	2.28	27.21	4,035	2.63	66.75	2,439	25.52	60.00
1993	30,233	2.09	24.97	15,332	2.27	27.10	4,328	2.71	71.09	2,477	25.01	62.27
1994	30,273	2.07	24.81	16,353	2.30	27.49	4,644	2.73	70.49	2,339	22.84	62.26
1995	30,940	2.09	25.11	17,587	2.35	28.13	4,472	2.51	66.55	2,268	23.15	58.20
1996	30,727	2.05	24.66	18,246	2.32	27.88	4,755	2.60	67.81	2,176	21.94	56.20
1997	30,059	1.97	24.11	18,628	2.26	27.68	4,917	2.57	69.42	2,160	21.43	56.45
1998	29,040	1.87	23.05	19,363	2.25	27.75	4,955	2.52	64.08	2,334	22.70	60.16
1999	28,027	1.79	22.05	19,959	2.22	27.37	4,920	2.43	63.15	2,532	23.92	60.98
2000	27,802	1.76	21.73	20,498	2.18	26.98	4,995	2.43	62.26	2,975	28.42	68.45
2001	27,586	1.73	21.38	20,831	2.14	26.48	4,823	2.31	61.38	3,265	33.89	66.59
2002	27,374	1.70	21.00	21,668	2.14	26.54	4,587	2.14	57.86	3,365	35.23	67.24
2003	26,562	1.65	20.17	22,299	2.14	26.21	4,721	2.17	60.86	3,802	39.70	70.80
2004	25,682	1.58	19.25	22,486	2.05	25.04	4,902	2.22	59.99	4,121	40.71	71.45
2005	25,169	1.56	18.60	22,964	2.03	24.23	4,951	2.22	58.37	4,682	44.79	75.19
2006	24,260	1.50	17.70	22,411	1.94	22.85	4,766	2.14	54.04	4,963	41.19	74.31
2007	22,856	1.47	16.57	21,810	1.92	21.63	4,633	1.52	43.09	5,306	24.80	74.33
2008	20,474	1.34	14.73	19,179	1.73	19.01	4,089	1.32	37.61	5,409	25.99	69.77
2009	18,413	1.22	13.42	17,958	1.60	17.60	3,211	1.11	29.26	4,603	22.11	58.05
2010	17,804	1.18	13.16	17,491	1.53	17.09	3,494	1.22	32.44	4,651	25.12	58.07
2011	17,508	1.28	13.79	16,806	1.31	14.16	3,633	1.36	35.37	4,769	25.72	56.52
2012	18,092	1.31	14.24	17,254	1.34	14.54	3,802	1.42	35.67	5,080	23.85	60.08

Notes: See Tables 7 through 10 for notes regarding an enhanced methodology used to estimate registered vehicles and vehicle miles traveled for 2007 and after. Due to an enhancement in the registration data provided by R.L. Polk & Co. for 2011 and 2012, registration counts for those years changed considerably from the counts provided for 1975 through 2010. This should be taken into account when comparing registration numbers and rates per registered vehicle for 2010 and earlier years with those for 2011 and later years. For more details, see "Changes from the *Traffic Safety Facts 2011* Report" on page 8.

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

Table 3

Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2012 (Continued)

	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
Injury Crashes												
1988	3,073,000	222	2,529	683,000	140	1,530	96,000	69	1,562	98,000	974	2,129
1989	2,892,000	204	2,355	727,000	139	1,543	110,000	77	1,770	76,000	732	1,717
1990	2,838,000	199	2,302	729,000	131	1,460	107,000	73	1,730	82,000	854	1,916
1991	2,615,000	185	2,120	789,000	132	1,515	78,000	52	1,264	79,000	856	1,882
1992	2,640,000	184	2,194	758,000	118	1,409	95,000	62	1,567	61,000	642	1,509
1993	2,631,000	182	2,174	843,000	125	1,490	97,000	60	1,585	56,000	565	1,407
1994	2,785,000	191	2,283	912,000	128	1,533	96,000	56	1,452	54,000	526	1,433
1995	2,914,000	197	2,365	1,024,000	137	1,638	84,000	47	1,244	52,000	530	1,331
1996	2,884,000	192	2,314	1,071,000	136	1,636	94,000	51	1,339	51,000	512	1,312
1997	2,736,000	179	2,195	1,064,000	129	1,582	96,000	50	1,349	51,000	501	1,321
1998	2,545,000	164	2,020	1,059,000	123	1,517	89,000	45	1,146	45,000	433	1,148
1999	2,438,000	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	115	1,238	1,026,000	80	864	63,000	23	609	77,000	413	907
2012	1,683,000	122	1,325	1,087,000	84	916	77,000	29	719	89,000	418	1,052
Property-Damage-Only Crashes												
1988	6,050,000	437	4,979	1,542,000	316	3,458	297,000	215	4,839	21,000	207	453
1989	5,678,000	401	4,625	1,613,000	309	3,421	300,000	210	4,825	20,000	188	441
1990	5,485,000	384	4,450	1,654,000	298	3,314	273,000	187	4,411	20,000	208	467
1991	5,084,000	360	4,122	1,675,000	281	3,217	248,000	166	4,022	25,000	268	589
1992	4,852,000	338	4,031	1,704,000	265	3,165	277,000	181	4,586	10,000	100	236
1993	4,789,000	331	3,956	1,884,000	279	3,331	296,000	185	4,861	17,000	169	420
1994	5,126,000	351	4,202	2,023,000	284	3,401	360,000	212	5,467	13,000	128	349
1995	5,335,000	361	4,329	2,149,000	287	3,437	289,000	162	4,307	13,000	131	329
1996	5,281,000	352	4,238	2,274,000	289	3,475	295,000	161	4,209	14,000	138	355
1997	5,116,000	335	4,104	2,314,000	281	3,439	337,000	176	4,761	10,000	102	268
1998	4,896,000	315	3,887	2,315,000	269	3,317	318,000	162	4,114	9,000	84	222
1999	4,469,000	285	3,517	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	273	2,945	2,582,000	202	2,175	221,000	83	2,154	18,000	98	216
2012	3,875,000	281	3,049	2,706,000	210	2,280	253,000	94	2,372	18,000	84	211

Notes: See Tables 7 through 10 for notes regarding an enhanced methodology used to estimate registered vehicles and vehicle miles traveled for 2007 and after. Due to an enhancement in the registration data provided by R.L. Polk & Co. for 2011 and 2012, registration counts for those years changed considerably from the counts provided for 1975 through 2010. This should be taken into account when comparing registration numbers and rates per registered vehicle for 2010 and earlier years with those for 2011 and later years. For more details, see "Changes from the *Traffic Safety Facts 2011* Report" on page 8.

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

Table 4

Persons Killed or Injured by Person Type and Vehicle Type, 1975-2012

Year	Person Type											
	Occupants by Vehicle Type							Nonoccupants				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total	Motor-cyclists	Pedestrian	Pedalcyclist	Other/ Unknown	Total	Total
	Killed											
1975	25,929	4,856	961	53	937	*32,736*	*3,189*	7,516	1,003	81	*8,600*	**44,525**
1976	26,166	5,438	1,132	73	981	*33,790*	*3,312*	7,427	914	80	*8,421*	**45,523**
1977	26,782	5,976	1,287	42	959	*35,046*	*4,104*	7,732	922	74	*8,728*	**47,878**
1978	28,153	6,745	1,395	41	622	*36,956*	*4,577*	7,795	892	111	*8,798*	**50,331**
1979	27,808	7,178	1,432	39	579	*37,036*	*4,894*	8,096	932	135	*9,163*	**51,093**
1980	27,449	7,486	1,262	46	540	*36,783*	*5,144*	8,070	965	129	*9,164*	**51,091**
1981	26,645	7,081	1,133	56	603	*35,518*	*4,906*	7,837	936	104	*8,877*	**49,301**
1982	23,330	6,359	944	35	525	*31,193*	*4,453*	7,331	883	85	*8,299*	**43,945**
1983	22,979	6,202	982	53	362	*30,578*	*4,265*	6,826	839	81	*7,746*	**42,589**
1984	23,620	6,496	1,074	46	440	*31,676*	*4,608*	7,025	849	99	*7,973*	**44,257**
1985	23,212	6,689	977	57	544	*31,479*	*4,564*	6,808	890	84	*7,782*	**43,825**
1986	24,944	7,317	926	39	442	*33,668*	*4,566*	6,779	941	133	*7,853*	**46,087**
1987	25,132	8,058	852	51	436	*34,529*	*4,036*	6,745	948	132	*7,825*	**46,390**
1988	25,808	8,306	911	54	429	*35,508*	*3,662*	6,870	911	136	*7,917*	**47,087**
1989	25,063	8,551	858	50	424	*34,946*	*3,141*	6,556	832	107	*7,495*	**45,582**
1990	24,092	8,601	705	32	460	*33,890*	*3,244*	6,482	859	124	*7,465*	**44,599**
1991	22,385	8,391	661	31	466	*31,934*	*2,806*	5,801	843	124	*6,768*	**41,508**
1992	21,387	8,098	585	28	387	*30,485*	*2,395*	5,549	723	98	*6,370*	**39,250**
1993	21,566	8,511	605	18	425	*31,125*	*2,449*	5,649	816	111	*6,576*	**40,150**
1994	21,997	8,904	670	18	409	*31,998*	*2,320*	5,489	802	107	*6,398*	**40,716**
1995	22,423	9,568	648	33	392	*33,064*	*2,227*	5,584	833	109	*6,526*	**41,817**
1996*	22,505	9,932	621	21	455	*33,534*	*2,161*	5,449	765	154	*6,368*	**42,065**
1997	22,199	10,249	723	18	420	*33,609*	*2,116*	5,321	814	153	*6,288*	**42,013**
1998	21,194	10,705	742	38	409	*33,088*	*2,294*	5,228	760	131	*6,119*	**41,501**
1999	20,862	11,265	759	59	447	*33,392*	*2,483*	4,939	754	149	*5,842*	**41,717**
2000	20,699	11,526	754	22	450	*33,451*	*2,897*	4,763	693	141	*5,597*	**41,945**
2001	20,320	11,723	708	34	458	*33,243*	*3,197*	4,901	732	123	*5,756*	**42,196**
2002	20,569	12,274	689	45	528	*34,105*	*3,270*	4,851	665	114	*5,630*	**43,005**
2003	19,725	12,546	726	41	589	*33,627*	*3,714*	4,774	629	140	*5,543*	**42,884**
2004	19,192	12,674	766	42	602	*33,276*	*4,028*	4,675	727	130	*5,532*	**42,836**
2005	18,512	13,037	804	58	659	*33,070*	*4,576*	4,892	786	186	*5,864*	**43,510**
2006	17,925	12,761	805	27	601	*32,119*	*4,837*	4,795	772	185	*5,752*	**42,708**
2007	16,614	12,458	805	36	614	*30,527*	*5,174*	4,699	701	158	*5,558*	**41,259**
2008	14,646	10,816	682	67	580	*26,791*	*5,312*	4,414	718	188	*5,320*	**37,423**
2009	13,135	10,312	499	26	554	*24,526*	*4,469*	4,109	628	151	*4,888*	**33,883**
2010	12,491	9,782	530	44	524	*23,371*	*4,518*	4,302	623	185	*5,110*	**32,999**
2011	12,014	9,302	640	55	499	*22,510*	*4,630*	4,457	682	200	*5,339*	**32,479**
2012	12,271	9,396	697	39	509	*22,912*	*4,957*	4,743	726	223	*5,692*	**33,561**

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

Table 4
Persons Killed or Injured by Person Type and Vehicle Type, 1975-2012 (Continued)

Year	Person Type											
	Occupants by Vehicle Type							Nonoccupants				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total	Motor-cyclists	Pedestrian	Pedalcyclist	Other/ Unknown	Total	Total
	Injured											
1988	2,585,000	478,000	37,000	15,000	4,000	*3,119,000*	*105,000*	110,000	75,000	8,000	*192,000*	**3,416,000**
1989	2,431,000	511,000	43,000	15,000	5,000	*3,005,000*	*83,000*	112,000	73,000	11,000	*196,000*	**3,284,000**
1990	2,376,000	505,000	42,000	33,000	4,000	*2,960,000*	*84,000*	105,000	75,000	7,000	*187,000*	**3,231,000**
1991	2,235,000	563,000	28,000	21,000	4,000	*2,850,000*	*80,000*	88,000	67,000	11,000	*166,000*	**3,097,000**
1992	2,232,000	545,000	34,000	20,000	12,000	*2,843,000*	*65,000*	89,000	63,000	10,000	*162,000*	**3,070,000**
1993	2,265,000	601,000	32,000	17,000	4,000	*2,919,000*	*59,000*	94,000	68,000	9,000	*171,000*	**3,149,000**
1994	2,364,000	631,000	30,000	16,000	4,000	*3,045,000*	*57,000*	92,000	62,000	9,000	*164,000*	**3,266,000**
1995	2,469,000	722,000	30,000	19,000	4,000	*3,246,000*	*57,000*	86,000	67,000	10,000	*162,000*	**3,465,000**
1996	2,458,000	761,000	33,000	20,000	4,000	*3,277,000*	*55,000*	82,000	58,000	11,000	*151,000*	**3,483,000**
1997	2,341,000	755,000	31,000	17,000	6,000	*3,149,000*	*53,000*	77,000	58,000	11,000	*146,000*	**3,348,000**
1998	2,201,000	763,000	29,000	16,000	4,000	*3,012,000*	*49,000*	69,000	53,000	8,000	*131,000*	**3,192,000**
1999	2,138,000	847,000	33,000	22,000	7,000	*3,047,000*	*50,000*	85,000	51,000	3,000	*140,000*	**3,236,000**
2000	2,052,000	887,000	31,000	18,000	10,000	*2,997,000*	*58,000*	78,000	51,000	5,000	*134,000*	**3,189,000**
2001	1,927,000	861,000	29,000	15,000	9,000	*2,841,000*	*60,000*	78,000	45,000	8,000	*131,000*	**3,033,000**
2002	1,805,000	879,000	26,000	19,000	6,000	*2,735,000*	*65,000*	71,000	48,000	7,000	*126,000*	**2,926,000**
2003	1,756,000	889,000	27,000	18,000	7,000	*2,697,000*	*67,000*	70,000	46,000	8,000	*124,000*	**2,889,000**
2004	1,643,000	900,000	27,000	16,000	7,000	*2,594,000*	*76,000*	68,000	41,000	9,000	*118,000*	**2,788,000**
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**
2012	1,328,000	762,000	25,000	12,000	6,000	*2,134,000*	*93,000*	76,000	49,000	10,000	*136,000*	**2,362,000**

Table 5

Drivers Involved in Crashes and Involvement Rates per Licensed Driver by Sex and Crash Severity, 1975-2012

Year	Sex								
	Male (>15 Years Old)			Female (>15 Years Old)			Total (>15 Years Old)*		
	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers
					Drivers in Fatal Crashes				
1975	45,087	70,435	64.01	9,356	59,233	15.80	54,445	129,668	41.99
1976	45,091	72,452	62.24	9,953	61,458	16.19	55,045	133,910	41.11
1977	48,548	74,385	65.27	10,775	63,591	16.94	59,324	137,976	43.00
1978	51,665	75,504	68.43	11,221	65,177	17.22	62,887	140,681	44.70
1979	52,208	76,458	68.28	11,308	66,695	16.95	63,518	143,152	44.37
1980	50,921	77,135	66.02	11,353	68,067	16.68	62,277	145,202	42.89
1981	49,838	77,831	64.03	11,396	69,142	16.48	61,238	146,972	41.67
1982	43,877	78,484	55.91	10,579	71,627	14.77	54,462	150,111	36.28
1983	42,329	80,823	52.37	10,854	73,440	14.78	53,184	154,263	34.48
1984	44,213	80,916	54.64	11,806	74,398	15.87	56,022	155,315	36.07
1985	44,290	81,537	54.32	12,031	75,231	15.99	56,322	156,769	35.93
1986	46,083	82,740	55.70	12,603	76,651	16.44	58,688	159,390	36.82
1987	46,337	83,939	55.20	13,492	77,789	17.34	59,829	161,728	36.99
1988	46,840	84,099	55.70	13,814	78,661	17.56	60,658	162,760	37.27
1989	44,941	85,356	52.65	13,927	80,160	17.37	58,870	165,516	35.57
1990	43,802	85,769	51.07	13,586	81,203	16.73	57,393	166,972	34.37
1991	40,288	86,630	46.51	12,716	82,300	15.45	53,007	168,930	31.38
1992	38,186	88,363	43.21	12,492	84,716	14.75	50,682	173,079	29.28
1993	39,118	87,974	44.47	12,960	85,138	15.22	52,080	173,112	30.08
1994	39,784	89,165	44.62	13,449	86,183	15.61	53,238	175,347	30.36
1995	40,799	89,184	45.75	14,043	87,386	16.07	54,847	176,570	31.06
1996	40,899	90,503	45.19	14,723	89,007	16.54	55,624	179,510	30.99
1997	40,594	91,888	44.18	14,816	90,789	16.32	55,412	182,677	30.33
1998	40,433	93,023	43.47	14,967	91,805	16.30	55,404	184,828	29.98
1999	40,639	94,149	43.16	14,717	92,988	15.83	55,359	187,137	29.58
2000	41,443	95,782	43.27	14,682	94,816	15.48	56,126	190,598	29.45
2001	41,548	95,779	43.38	14,829	95,471	15.53	56,380	191,250	29.48
2002	41,995	97,595	43.03	14,876	96,978	15.34	56,874	194,574	29.23
2003	42,177	98,209	42.95	15,106	97,919	15.43	57,285	196,128	29.21
2004	41,876	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	31,771	104,720	30.34	11,227	106,794	10.51	43,001	211,514	20.33
2012	32,985	104,920	31.44	11,462	106,767	10.74	44,454	211,688	21.00

*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.

Table 5

Drivers Involved in Crashes and Involvement Rates per Licensed Driver by Sex and Crash Severity, 1975-2012 (Continued)

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 Injury Crashes									
1988	2,423,000	84,099	2,881	1,485,000	78,661	1,887	3,907,000	162,760	2,401
1989	2,347,000	85,356	2,749	1,446,000	80,160	1,804	3,793,000	165,516	2,291
1990	2,285,000	85,769	2,664	1,458,000	81,203	1,795	3,743,000	166,972	2,242
1991	2,171,000	86,630	2,506	1,380,000	82,300	1,677	3,551,000	168,930	2,102
1992	2,114,000	88,363	2,392	1,439,000	84,716	1,699	3,553,000	173,079	2,053
1993	2,144,000	87,974	2,437	1,468,000	85,138	1,724	3,612,000	173,112	2,086
1994	2,264,000	89,165	2,539	1,574,000	86,183	1,826	3,838,000	175,347	2,189
1995	2,378,000	89,184	2,667	1,687,000	87,386	1,931	4,066,000	176,570	2,303
1996	2,378,000	90,503	2,627	1,711,000	89,007	1,922	4,089,000	179,510	2,278
1997	2,296,000	91,888	2,499	1,643,000	90,789	1,809	3,939,000	182,677	2,156
1998	2,158,000	93,023	2,319	1,576,000	91,805	1,717	3,734,000	184,828	2,020
1999	2,134,000	94,149	2,267	1,609,000	92,988	1,730	3,743,000	187,137	2,000
2000	2,192,000	95,782	2,289	1,573,000	94,816	1,659	3,765,000	190,598	1,975
2001	2,090,000	95,779	2,182	1,547,000	95,471	1,620	3,637,000	191,250	1,902
2002	2,000,000	97,595	2,049	1,481,000	96,978	1,528	3,482,000	194,574	1,789
2003	1,990,000	98,209	2,026	1,525,000	97,919	1,557	3,514,000	196,128	1,792
2004	1,912,000	99,559	1,920	1,482,000	99,305	1,493	3,394,000	198,864	1,707
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
2012	1,630,000	104,920	1,553	1,311,000	106,767	1,228	2,940,000	211,688	1,389
Drivers in Property-Damage-Only Crashes									
1988	5,013,000	84,099	5,961	2,816,000	78,661	3,580	7,829,000	162,760	4,810
1989	4,915,000	85,356	5,758	2,687,000	80,160	3,352	7,602,000	165,516	4,593
1990	4,733,000	85,769	5,519	2,677,000	81,203	3,296	7,410,000	166,972	4,438
1991	4,419,000	86,630	5,101	2,600,000	82,300	3,159	7,019,000	168,930	4,155
1992	4,316,000	88,363	4,885	2,530,000	84,716	2,987	6,847,000	173,079	3,956
1993	4,402,000	87,974	5,003	2,561,000	85,138	3,008	6,963,000	173,112	4,022
1994	4,695,000	89,165	5,265	2,828,000	86,183	3,282	7,523,000	175,347	4,290
1995	4,847,000	89,184	5,434	2,905,000	87,386	3,325	7,752,000	176,570	4,390
1996	4,888,000	90,503	5,400	2,968,000	89,007	3,335	7,856,000	179,510	4,376
1997	4,808,000	91,888	5,232	2,967,000	90,789	3,268	7,775,000	182,677	4,256
1998	4,634,000	93,023	4,982	2,902,000	91,805	3,162	7,536,000	184,828	4,078
1999	4,509,000	94,149	4,789	2,800,000	92,988	3,011	7,309,000	187,137	3,906
2000	4,559,000	95,782	4,760	2,904,000	94,816	3,062	7,463,000	190,598	3,915
2001	4,518,000	95,779	4,717	2,903,000	95,471	3,041	7,421,000	191,250	3,880
2002	4,436,000	97,595	4,545	2,999,000	96,978	3,093	7,435,000	194,574	3,821
2003	4,528,000	98,209	4,610	3,020,000	97,919	3,084	7,547,000	196,128	3,848
2004	4,405,000	99,559	4,424	3,037,000	99,305	3,058	7,442,000	198,864	3,742
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
2012	3,867,000	104,920	3,685	2,998,000	106,767	2,808	6,865,000	211,688	3,243

*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, 1975-2012

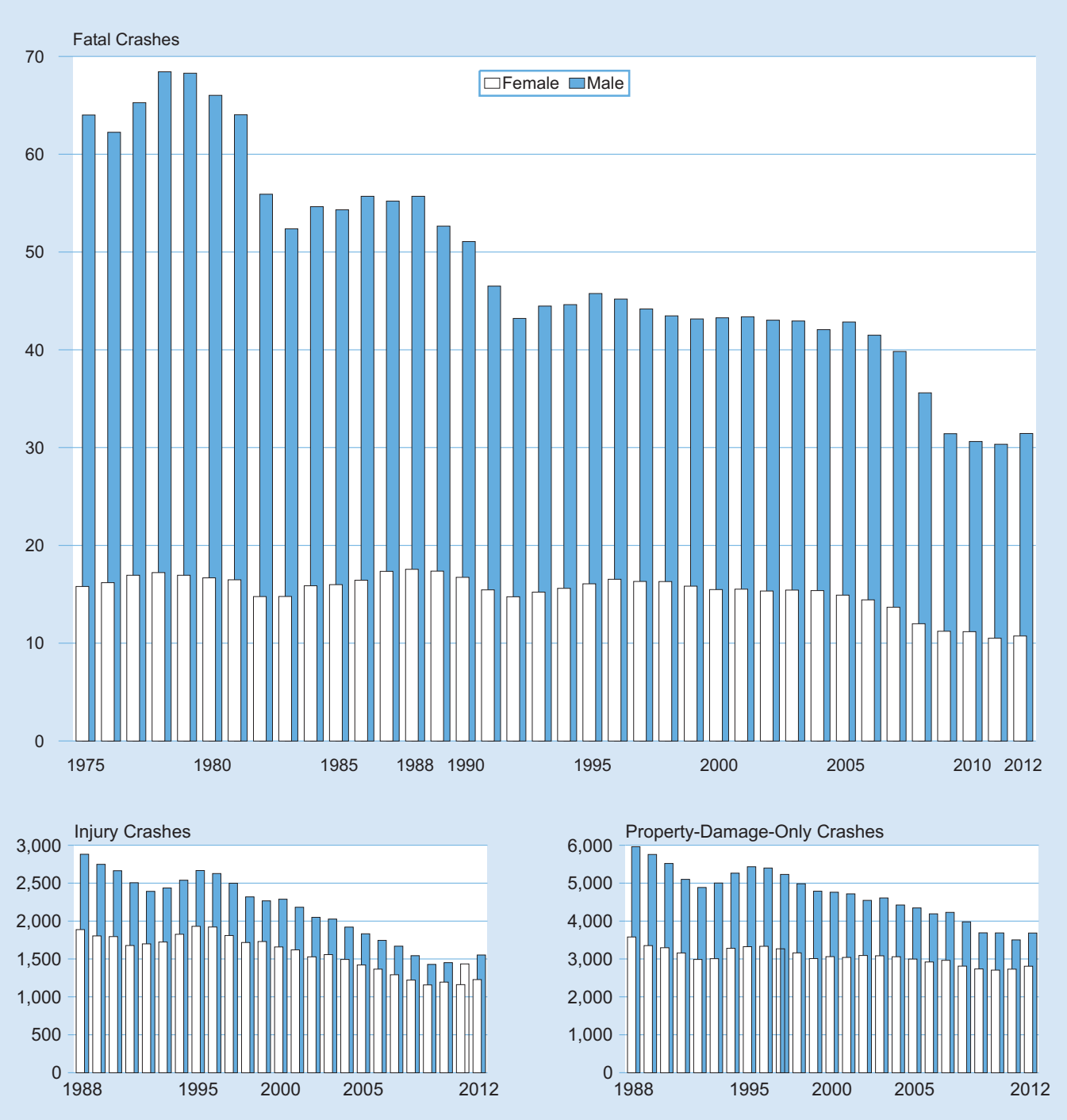


Table 6

Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population by Age Group, 1975-2012

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
	Fatality Rate per 100,000 Population											
1975	4.50	2.71	5.71	38.77	34.90	21.57	15.67	13.42	13.29	14.72	16.98	**16.67**
1976	4.50	2.56	6.14	40.95	35.01	21.27	15.27	13.71	13.58	14.92	17.27	**17.05**
1977	4.68	2.83	6.44	42.86	38.73	22.27	15.61	13.90	13.55	14.03	16.13	**17.81**
1978	4.61	2.66	6.60	44.45	40.75	24.26	16.72	14.07	13.44	14.79	16.36	**18.70**
1979	4.35	2.84	6.13	44.36	40.06	24.96	17.11	14.03	13.24	13.59	15.51	**18.67**
1980	4.24	2.67	6.00	42.94	39.86	24.82	16.85	14.51	12.83	12.96	15.27	**18.45**
1981	3.75	2.43	5.24	38.56	37.41	24.22	16.63	13.81	12.68	13.16	14.94	**17.62**
1982	3.67	2.22	4.85	34.51	32.75	20.45	14.30	11.84	11.24	11.85	14.89	**15.39**
1983	3.55	2.33	4.60	33.18	30.97	19.86	13.87	11.79	10.92	11.92	15.48	**14.90**
1984	3.13	2.33	5.21	34.94	32.89	20.26	13.91	11.86	11.16	12.98	16.18	**15.39**
1985	3.18	2.36	5.52	33.72	32.75	19.50	13.87	11.88	11.33	12.63	16.73	**15.15**
1986	3.42	2.30	6.07	38.16	33.72	21.04	13.82	11.50	11.38	13.46	17.71	**15.92**
1987	3.78	2.60	6.00	36.65	32.83	21.05	14.15	12.10	11.93	13.58	18.22	**15.92**
1988	3.82	2.64	5.74	37.95	33.63	20.50	14.20	12.33	12.15	14.12	19.26	**16.02**
1989	3.93	2.92	5.48	34.71	30.85	20.10	13.89	12.46	12.18	14.24	19.41	**15.43**
1990	3.30	2.50	5.25	34.14	30.62	19.81	13.34	12.20	11.91	13.36	18.48	**14.89**
1991	3.13	2.39	4.86	31.76	28.83	17.79	12.29	11.12	10.75	13.22	19.14	**13.78**
1992	2.99	2.41	4.75	28.37	25.96	16.54	11.71	10.62	10.53	13.27	18.81	**12.89**
1993	3.14	2.35	4.67	28.99	26.70	16.47	11.86	10.52	10.86	12.73	20.78	**13.02**
1994	3.46	2.35	5.07	30.46	26.27	16.07	11.79	11.15	10.71	13.99	20.71	**13.18**
1995	3.17	2.46	5.15	29.58	27.30	17.03	12.49	11.01	11.42	13.67	20.87	**13.43**
1996	3.40	2.34	5.07	29.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	**13.46**
1997	3.16	2.42	4.96	28.38	25.53	16.49	12.23	11.57	11.96	14.46	22.09	**13.34**
1998	3.03	2.60	4.60	27.61	25.06	15.81	12.60	11.44	11.53	14.31	21.28	**13.09**
1999	2.94	2.54	4.49	28.10	25.56	16.13	12.62	11.48	11.52	14.17	20.70	**13.16**
2000	2.82	2.38	4.27	27.76	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	1.82	14.01	16.68	11.50	9.05	8.97	8.36	9.11	12.61	**8.71**
2012	1.53	1.16	1.70	13.21	16.87	12.13	9.50	9.22	8.83	9.08	12.05	**8.88**

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

Table 6

Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population by Age Group, 1975-2012 (Continued)

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	
	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	1,255	957	785	689	583	456	384	**671**
2012	196	266	276	1,309	1,352	1,018	827	740	618	512	421	**709**

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, 1975-2012

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	126,974,845	1,369,898	12,014	9.46	0.88	1,240,000	976	90
2012	127,091,286	1,377,833	12,271	9.66	0.89	1,328,000	1,045	96

*Injury data not available before 1988.

Notes: 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 2012. 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. Due to an enhancement in the passenger vehicle registration data provided by R.L. Polk & Co. for 2011 and 2012, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicle for passenger cars for 2010 and earlier years with those for 2011 and later years. For more details, see “Changes from the *Traffic Safety Facts 2011* Report” on page 8.

Sources: Vehicle Miles of Travel—Federal Highway Administration, revised by NHTSA; Registered Passenger Cars—R.L. Polk & Co.

Figure 4

Passenger Car Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2012

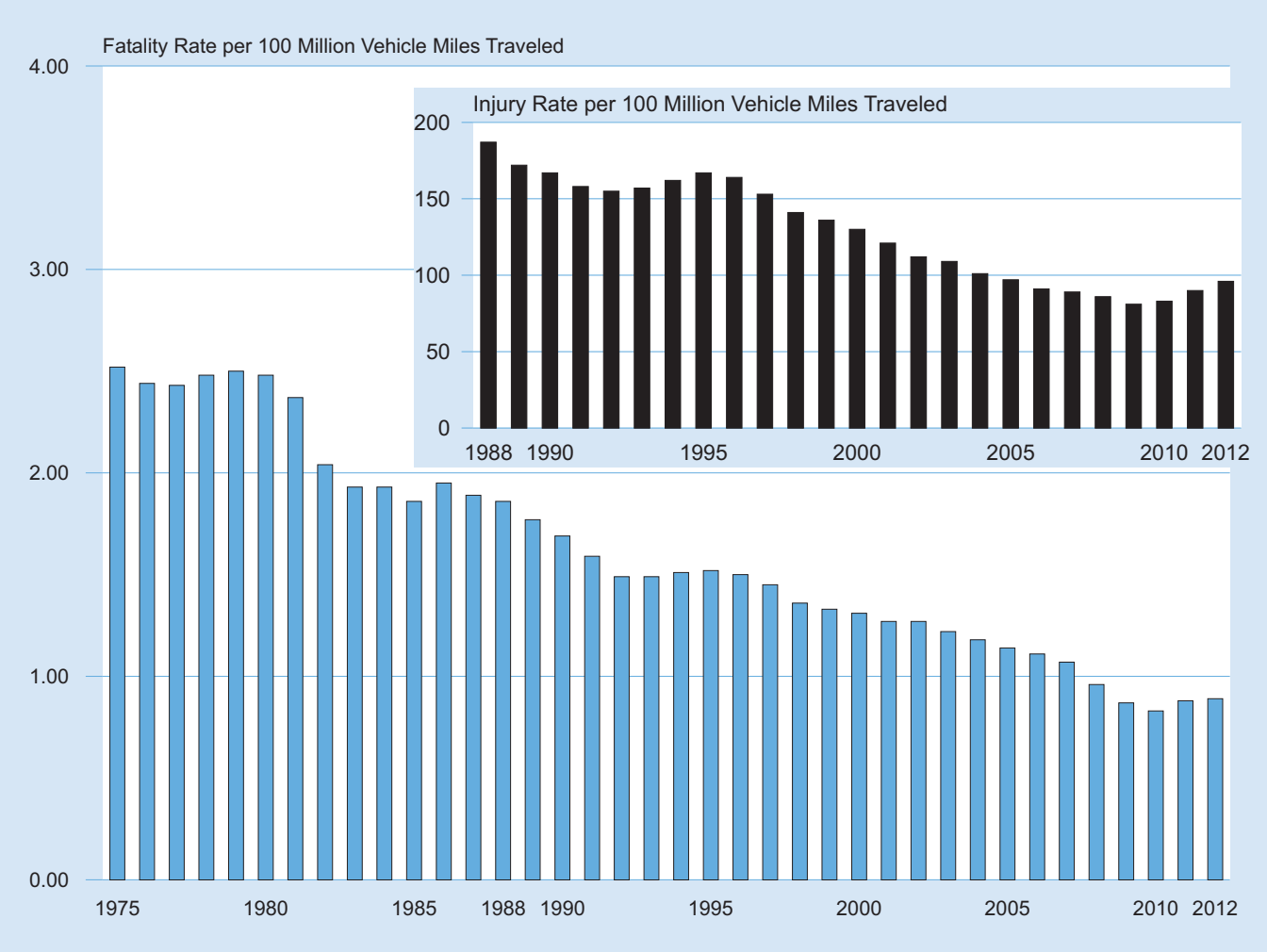


Table 8

Light Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2012

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	118,694,258	1,280,560	9,302	7.84	0.73	728,000	614	57
2012	118,677,080	1,286,612	9,396	7.92	0.73	762,000	642	59

*Injury data not available before 1988.

Notes: 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 2012. 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. Due to an enhancement in the passenger vehicle registration data provided by R.L. Polk & Co. for 2011 and 2012, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicle for light trucks for 2010 and earlier years with those for 2011 and later years. For more details, see “Changes from the *Traffic Safety Facts 2011* Report” on page 8.

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration, revised by NHTSA; Registered Light Trucks—R.L. Polk & Co.

Figure 5

Light Truck Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2012

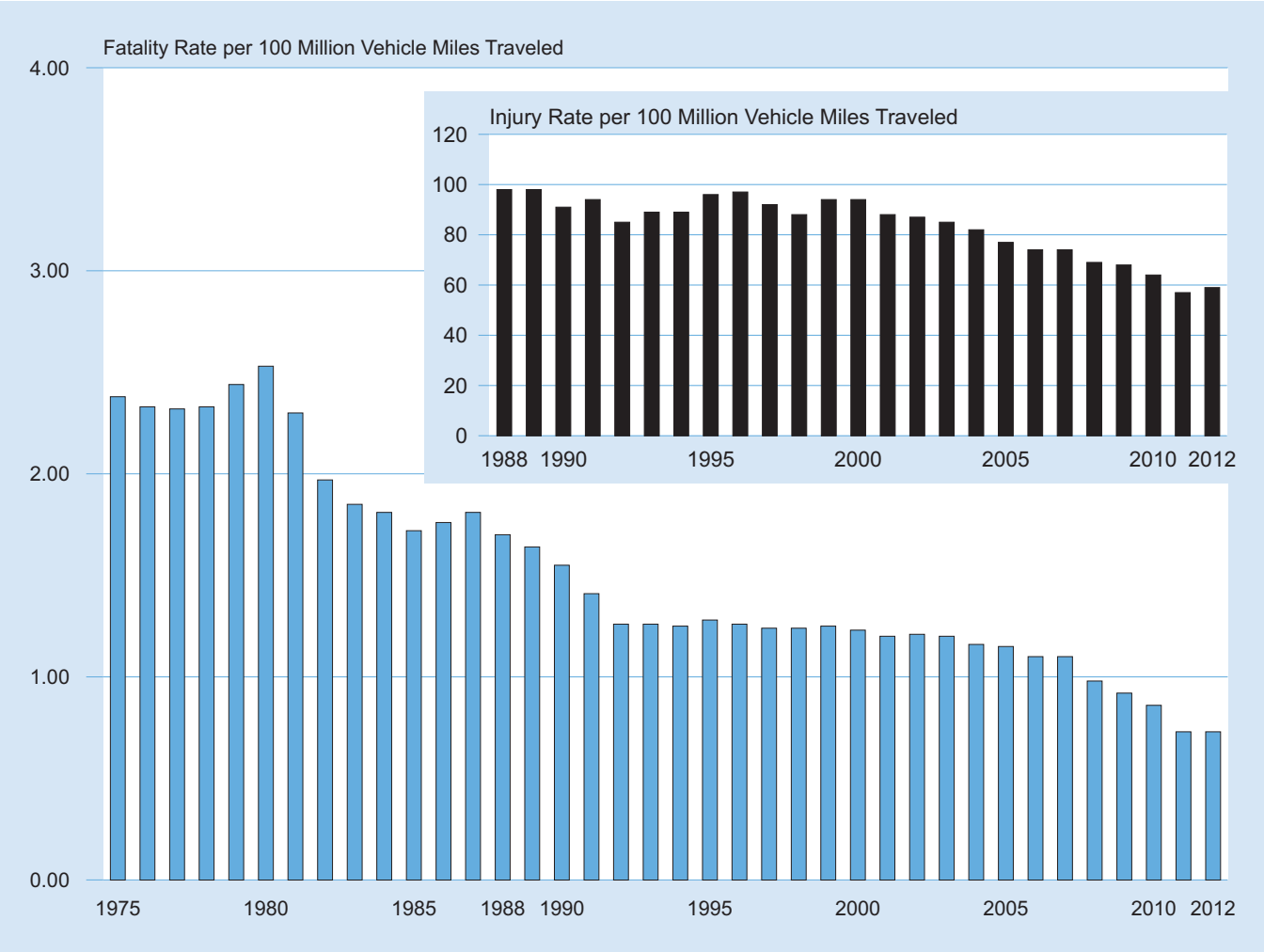


Table 9

Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2012

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	267,594	640	6.23	0.24	23,000	221	8
2012	10,659,380	268,318	697	6.54	0.26	25,000	238	9

*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 2012. 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 Large Trucks and Vehicle Miles Traveled—Federal Highway Administration.

Figure 6

Large Truck Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2012

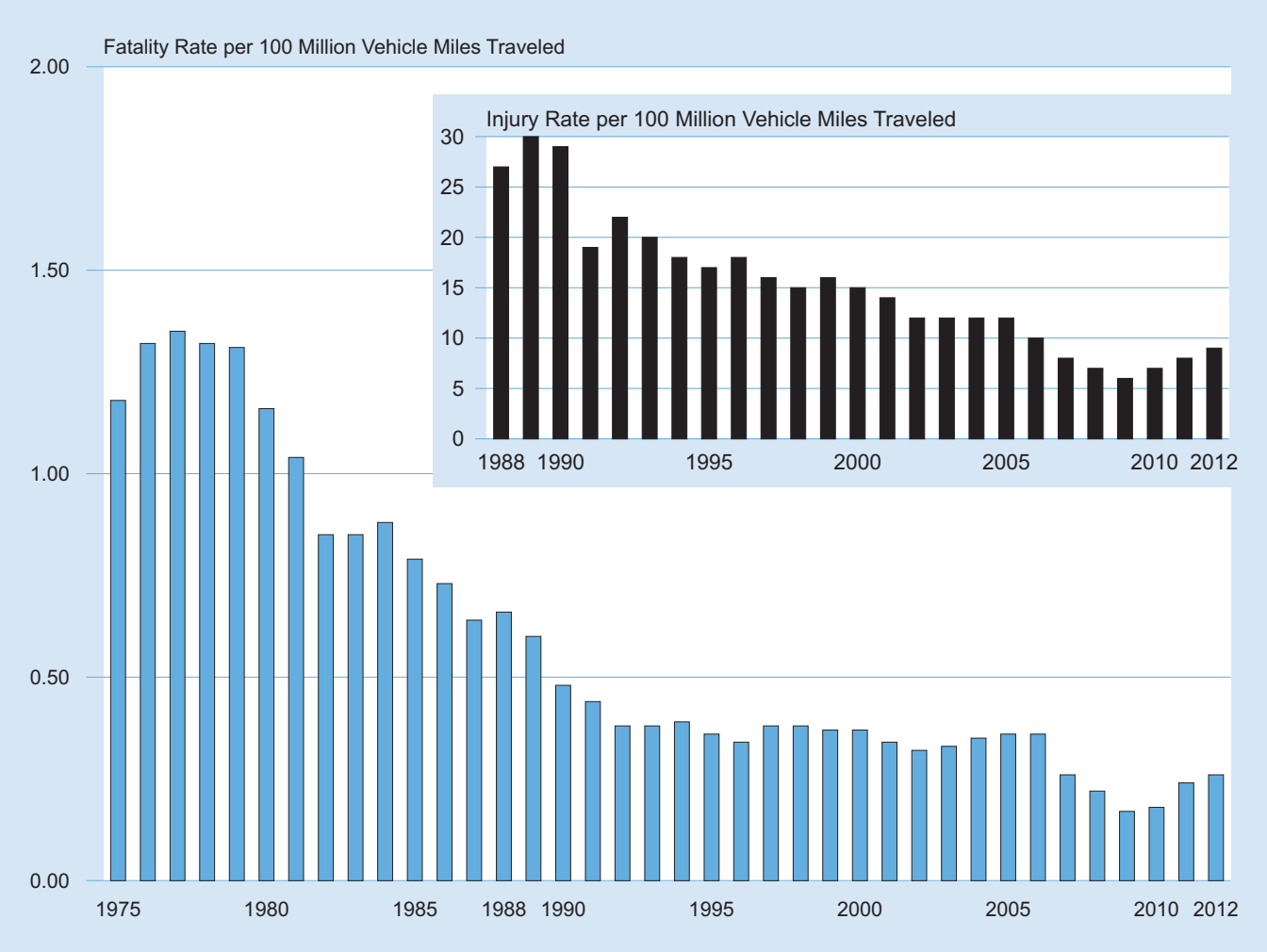


Table 10

Motorcyclists Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2012

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	18,542	4,630	54.87	24.97	81,000	965	439
2012	8,454,939	21,298	4,957	58.63	23.27	93,000	1,099	436

*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 2012. 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 Motorcycles and Vehicle Miles Traveled—Federal Highway Administration.

Figure 7

Motorcyclist Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2012

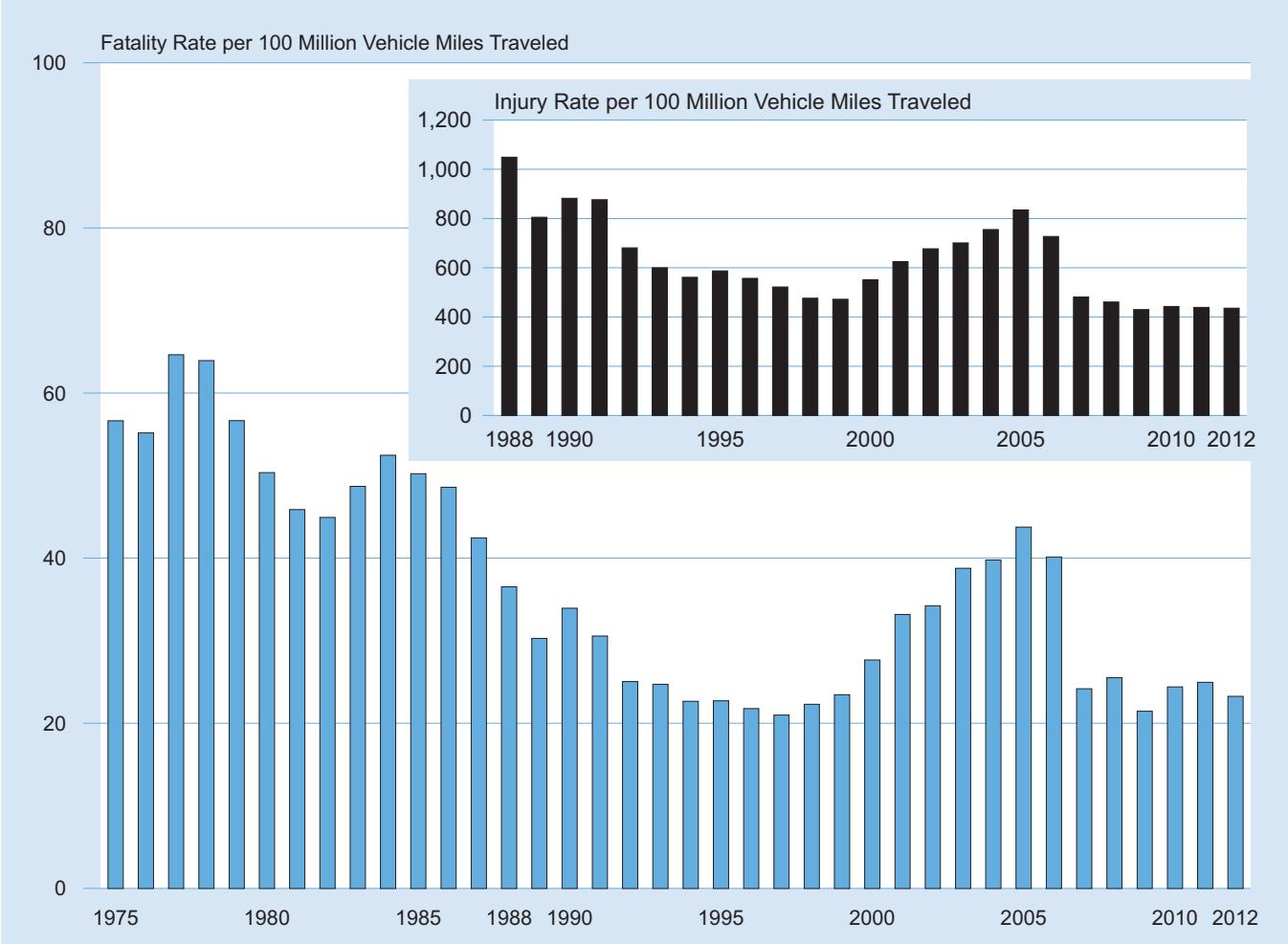


Table 11

Persons Killed or Injured in Crashes Involving a Large Truck by Person Type and Crash Type, 1975-2012

Year	Person Type					Total
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonoccupants	
	Single Vehicle	Multiple Vehicle	Total			
			Killed			
1975	643	318	*961*	3,106	416	**4,483**
1976	774	358	*1,132*	3,384	492	**5,008**
1977	884	403	*1,287*	3,925	511	**5,723**
1978	929	466	*1,395*	4,354	607	**6,356**
1979	967	465	*1,432*	4,615	655	**6,702**
1980	861	401	*1,262*	4,084	625	**5,971**
1981	785	348	*1,133*	4,126	547	**5,806**
1982	639	305	*944*	3,790	495	**5,229**
1983	676	306	*982*	3,941	568	**5,491**
1984	755	319	*1,074*	4,036	530	**5,640**
1985	634	343	*977*	4,227	530	**5,734**
1986	603	323	*926*	4,088	565	**5,579**
1987	571	281	*852*	4,194	552	**5,598**
1988	585	326	*911*	4,250	518	**5,679**
1989	550	308	*858*	4,142	490	**5,490**
1990	485	220	*705*	4,071	496	**5,272**
1991	448	213	*661*	3,705	455	**4,821**
1992	396	189	*585*	3,460	417	**4,462**
1993	389	216	*605*	3,855	396	**4,856**
1994	451	219	*670*	4,013	461	**5,144**
1995	425	223	*648*	3,846	424	**4,918**
1996	412	209	*621*	4,087	434	**5,142**
1997	499	224	*723*	4,223	452	**5,398**
1998	486	256	*742*	4,215	438	**5,395**
1999	480	279	*759*	4,180	441	**5,380**
2000	484	270	*754*	4,114	414	**5,282**
2001	474	234	*708*	3,962	441	**5,111**
2002	449	240	*689*	3,886	364	**4,939**
2003	457	269	*726*	3,919	391	**5,036**
2004	469	297	*766*	4,042	427	**5,235**
2005	478	326	*804*	3,971	465	**5,240**
2006	500	305	*805*	3,797	425	**5,027**
2007	502	303	*805*	3,608	409	**4,822**
2008	430	252	*682*	3,151	412	**4,245**
2009	333	166	*499*	2,558	323	**3,380**
2010	339	191	*530*	2,797	359	**3,686**
2011	408	232	*640*	2,713	428	**3,781**
2012	424	273	*697*	2,843	381	**3,921**

Table 11

Persons Killed or Injured in Crashes Involving a Large Truck by Person Type and Crash Type, 1975-2012 (Continued)

Year	Person Type					Total
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonoccupants	
	Single Vehicle	Multiple Vehicle	Total			
			Injured			
1988	17,000	20,000	*37,000*	89,000	4,000	**130,000**
1989	20,000	23,000	*43,000*	111,000	2,000	**156,000**
1990	16,000	26,000	*42,000*	106,000	2,000	**150,000**
1991	13,000	15,000	*28,000*	80,000	2,000	**110,000**
1992	13,000	20,000	*34,000*	102,000	3,000	**139,000**
1993	13,000	19,000	*32,000*	95,000	6,000	**133,000**
1994	11,000	19,000	*30,000*	99,000	3,000	**133,000**
1995	15,000	15,000	*30,000*	84,000	2,000	**117,000**
1996	15,000	18,000	*33,000*	95,000	3,000	**130,000**
1997	14,000	17,000	*31,000*	98,000	2,000	**131,000**
1998	14,000	14,000	*29,000*	97,000	2,000	**127,000**
1999	15,000	18,000	*33,000*	105,000	4,000	**142,000**
2000	16,000	14,000	*31,000*	106,000	3,000	**140,000**
2001	13,000	16,000	*29,000*	99,000	3,000	**131,000**
2002	12,000	14,000	*26,000*	100,000	4,000	**130,000**
2003	11,000	16,000	*27,000*	92,000	3,000	**122,000**
2004	13,000	14,000	*27,000*	85,000	4,000	**116,000**
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**
2012	9,000	17,000	*25,000*	76,000	3,000	**104,000**

Table 12

Nonoccupant Fatality and Injury Rates per Population by Age Group, 1975-2012

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
	Fatality Rate per 100,000 Population											
1975	3.64	5.99	3.89	3.79	2.98	2.39	2.75	3.17	3.66	6.05	10.76	**3.99**
1976	3.52	5.63	3.71	3.72	3.04	2.43	2.62	3.30	3.60	5.58	10.12	**3.87**
1977	2.99	5.35	3.68	3.98	3.18	2.68	2.66	3.20	4.05	5.80	10.57	**3.97**
1978	3.14	5.45	3.76	4.04	3.51	2.90	2.78	3.33	3.77	5.36	8.93	**3.96**
1979	2.87	5.16	3.68	4.51	4.01	3.14	2.99	3.34	3.68	5.50	9.17	**4.08**
1980	2.67	4.68	3.64	4.45	4.34	3.17	2.80	3.39	3.69	5.00	9.89	**4.03**
1981	2.14	4.44	3.27	4.20	4.18	3.36	2.82	3.22	3.42	4.88	8.74	**3.87**
1982	2.15	3.89	3.07	4.11	4.27	3.06	3.00	3.05	3.05	4.45	7.41	**3.58**
1983	2.03	3.69	3.05	3.67	3.83	2.91	2.46	2.80	3.12	3.77	7.37	**3.31**
1984	1.92	3.61	3.13	3.55	3.63	2.95	2.58	2.93	3.34	4.01	7.64	**3.38**
1985	2.05	3.67	3.01	3.31	3.38	2.71	2.65	2.69	3.36	3.90	7.35	**3.27**
1986	1.89	3.58	3.22	3.45	3.54	2.93	2.51	2.98	2.86	3.64	7.34	**3.27**
1987	1.66	3.63	3.24	3.12	3.39	2.83	2.69	2.88	3.14	3.79	7.20	**3.23**
1988	1.69	3.65	2.88	2.92	3.37	2.94	2.70	2.77	3.04	3.94	7.70	**3.24**
1989	1.54	3.06	2.53	2.58	2.90	3.00	2.73	2.61	3.18	3.49	7.10	**3.04**
1990	1.60	2.65	2.34	2.53	2.84	2.97	2.77	2.63	3.09	3.67	6.97	**2.99**
1991	1.43	2.40	2.39	2.45	2.86	2.65	2.36	2.44	2.67	3.08	5.93	**2.68**
1992	1.29	2.25	2.06	2.20	2.21	2.38	2.39	2.41	2.56	3.10	5.42	**2.50**
1993	1.35	2.19	2.23	2.06	2.25	2.63	2.51	2.25	2.52	2.95	5.47	**2.55**
1994	1.31	2.20	2.10	2.01	2.22	2.34	2.46	2.35	2.41	2.82	5.50	**2.46**
1995	1.12	2.02	2.08	2.02	2.38	2.41	2.60	2.38	2.50	2.97	5.21	**2.48**
1996	1.22	1.87	1.93	1.98	2.38	2.17	2.49	2.40	2.63	2.94	4.76	**2.40**
1997	0.97	1.73	1.83	2.11	2.15	2.22	2.47	2.39	2.53	2.99	4.57	**2.35**
1998	0.96	1.42	1.62	1.88	2.12	2.06	2.46	2.41	2.61	2.74	4.68	**2.26**
1999	0.94	1.45	1.54	1.76	2.01	1.88	2.41	2.26	2.35	2.78	4.14	**2.14**
2000	0.88	1.17	1.38	1.58	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	0.40	0.47	0.75	1.48	2.09	1.70	1.63	2.43	2.12	2.19	2.65	**1.71**
2012	0.50	0.53	0.77	1.61	2.18	1.82	1.69	2.49	2.31	2.14	2.92	**1.81**

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

Table 12

Nonoccupant Fatality and Injury Rates per Population by Age Group, 1975-2012 (Continued)

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	
	Injury Rate per 100,000 Population											
1988	35	178	195	116	117	74	45	38	35	25	45	**79**
1989	32	179	198	127	96	69	53	43	42	33	39	**79**
1990	34	139	181	128	109	76	52	37	26	29	38	**75**
1991	26	138	157	96	91	70	41	37	31	31	29	**66**
1992	33	120	165	93	98	57	45	35	29	30	27	**63**
1993	27	116	170	93	95	66	49	45	26	27	38	**66**
1994	24	112	151	119	88	60	47	36	33	24	29	**63**
1995	33	104	160	93	87	62	52	27	22	30	26	**62**
1996	31	91	156	87	80	57	38	36	26	26	22	**57**
1997	27	93	132	75	67	51	50	34	29	29	22	**55**
1998	19	77	121	70	68	49	40	33	25	21	17	**48**
1999	20	85	129	70	58	56	38	38	26	27	22	**51**
2000	18	99	91	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	71	66	49	38	40	30	29	22	**42**
2011	11	31	58	87	63	43	32	39	37	27	21	**40**
2012	11	33	67	67	67	52	45	41	37	28	19	**43**

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, 1982-2012

	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
1983	19,787	46	2,588	6	20,051	47	22,639	53	42,589	100
1984	21,429	48	3,007	7	19,638	44	22,645	51	44,257	100
1985	22,589	52	2,974	7	18,125	41	21,098	48	43,825	100
1986	22,896	50	3,487	8	19,554	42	23,041	50	46,087	100
1987	24,186	52	3,238	7	18,813	41	22,051	48	46,390	100
1988	25,164	53	3,156	7	18,611	40	21,767	46	47,087	100
1989	25,152	55	2,793	6	17,521	38	20,314	45	45,582	100
1990	23,823	53	2,901	7	17,705	40	20,607	46	44,599	100
1991	23,025	55	2,480	6	15,827	38	18,307	44	41,508	100
1992	22,726	58	2,352	6	14,049	36	16,401	42	39,250	100
1993	23,979	60	2,300	6	13,739	34	16,039	40	40,150	100
1994	24,948	61	2,236	5	13,390	33	15,626	38	40,716	100
1995	25,768	62	2,416	6	13,478	32	15,893	38	41,817	100
1996	26,052	62	2,415	6	13,451	32	15,866	38	42,065	100
1997	26,902	64	2,216	5	12,757	30	14,973	36	42,013	100
1998	26,477	64	2,353	6	12,546	30	14,899	36	41,501	100
1999	26,798	64	2,235	5	12,555	30	14,790	35	41,717	100
2000	26,082	62	2,422	6	13,324	32	15,746	38	41,945	100
2001	26,334	62	2,441	6	13,290	31	15,731	37	42,196	100
2002	27,080	63	2,321	5	13,472	31	15,793	37	43,005	100
2003	27,328	64	2,327	5	13,096	31	15,423	36	42,884	100
2004	27,413	64	2,212	5	13,099	31	15,311	36	42,836	100
2005	27,423	63	2,404	6	13,582	31	15,985	37	43,510	100
2006	26,633	62	2,479	6	13,491	32	15,970	37	42,708	100
2007	25,611	62	2,494	6	13,041	32	15,534	38	41,259	100
2008	23,499	63	2,115	6	11,711	31	13,826	37	37,423	100
2009	21,051	62	1,972	6	10,759	32	12,731	38	33,883	100
2010	21,005	64	1,771	5	10,136	31	11,906	36	32,999	100
2011	20,848	64	1,662	5	9,865	30	11,527	35	32,479	100
2012	21,411	64	1,719	5	10,322	31	12,041	36	33,561	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, 1982-2012

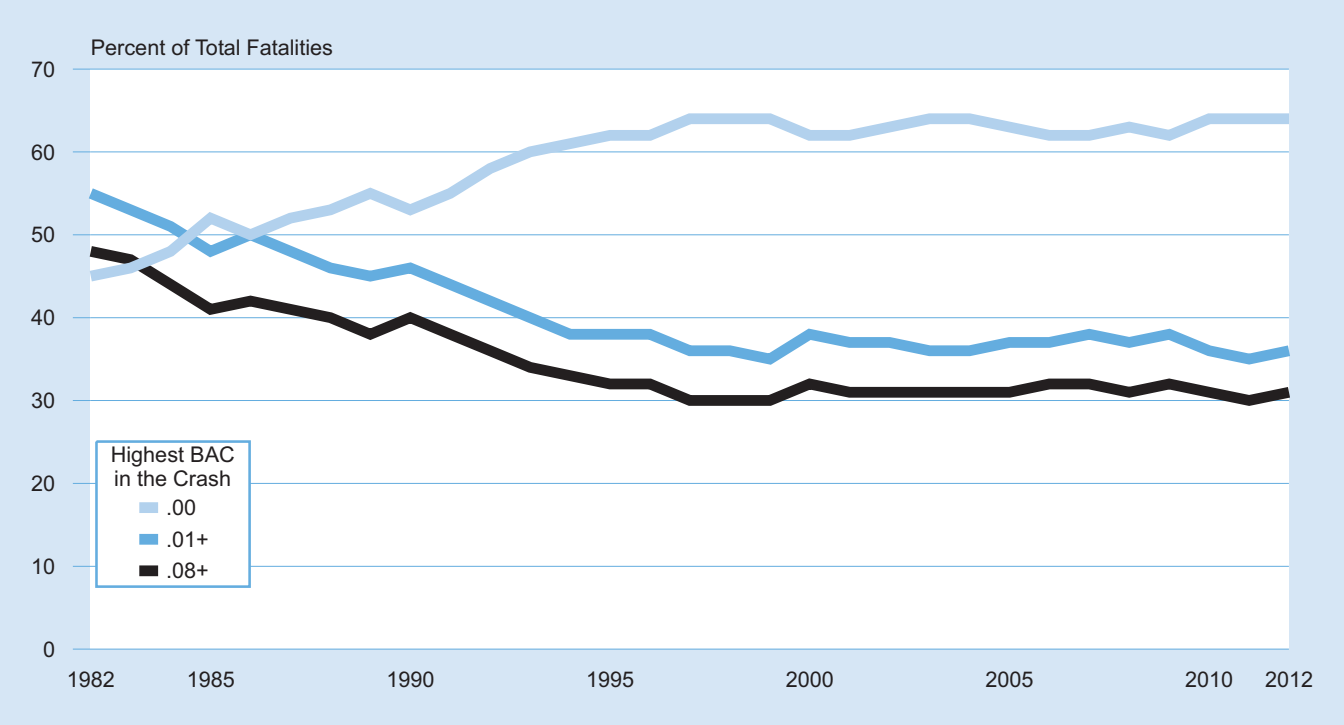


Table 14

Persons Killed and Percent Alcohol-Impaired Driving During Holiday Periods, 1982-2012

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
1983	375 (3)	60	539 (3)	55	620 (3)	55
1984	346 (3)	55	527 (3)	57	223 (1)	55
1985	496 (4)	50	557 (3)	51	689 (4)	49
1986	223 (1)	53	616 (3)	52	611 (3)	55
1987	535 (4)	48	519 (3)	51	556 (3)	48
1988	407 (3)	49	529 (3)	51	631 (3)	51
1989	443 (3)	41	594 (3)	47	748 (4)	47
1990	421 (3)	44	589 (3)	50	268 (1)	55
1991	441 (4)	47	533 (3)	50	718 (4)	45
1992	164 (1)	55	438 (3)	46	535 (3)	45
1993	370 (3)	46	454 (3)	40	525 (3)	42
1994	372 (3)	47	482 (3)	41	519 (3)	44
1995	392 (3)	38	483 (3)	40	661 (4)	37
1996	420 (3)	40	514 (3)	43	629 (4)	36
1997	192 (1)	53	511 (3)	40	508 (3)	40
1998	545 (4)	39	393 (3)	40	479 (3)	43
1999	354 (3)	43	500 (3)	42	509 (3)	35
2000	469 (3)	47	466 (3)	46	717 (4)	39
2001	357 (3)	40	515 (3)	44	207 (1)	44
2002	575 (4)	41	494 (3)	37	685 (4)	36
2003	220 (1)	49	481 (3)	37	519 (3)	43
2004	563 (4)	40	514 (3)	38	524 (3)	40
2005	472 (3)	38	532 (3)	39	591 (3)	44
2006	456 (3)	42	511 (3)	40	659 (4)	37
2007	391 (3)	40	492 (3)	37	202 (1)	45
2008	424 (4)	41	425 (3)	41	494 (3)	44
2009	467 (4)	40	473 (3)	42	412 (3)	39
2010	297 (3)	48	399 (3)	40	393 (3)	38
2011	318 (3)	43	408 (3)	40	429 (3)	37
2012	356 (3)	39	377 (3)	44	179 (1)	44

*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 14

Persons Killed and Percent Alcohol-Impaired Driving During Holiday Periods, 1982-2012 (Continued)

Year	Killed	Percent Alcohol-Impaired Driving*	Killed	Percent Alcohol-Impaired Driving*	Killed	Percent Alcohol-Impaired Driving*
	Holiday Period**					
	Labor Day		Thanksgiving		Christmas	
1982	628 (3)	55	601 (4)	51	458 (3)	50
1983	636 (3)	60	533 (4)	50	352 (3)	54
1984	609 (3)	53	558 (4)	51	643 (4)	54
1985	605 (3)	51	566 (4)	47	152 (1)	47
1986	663 (3)	52	598 (4)	48	508 (4)	48
1987	630 (3)	53	659 (4)	45	409 (3)	47
1988	592 (3)	52	601 (4)	47	511 (3)	48
1989	588 (3)	48	561 (4)	47	553 (3)	49
1990	599 (3)	52	563 (4)	44	567 (4)	42
1991	577 (3)	46	546 (4)	42	135 (1)	36
1992	460 (3)	42	403 (4)	47	410 (3)	39
1993	522 (3)	47	569 (4)	38	402 (3)	43
1994	494 (3)	46	575 (4)	40	455 (3)	40
1995	511 (3)	40	527 (4)	41	358 (3)	40
1996	525 (3)	43	588 (4)	38	167 (1)	37
1997	507 (3)	42	571 (4)	31	480 (4)	33
1998	464 (3)	40	602 (4)	38	364 (3)	41
1999	485 (3)	38	581 (4)	36	485 (3)	41
2000	529 (3)	43	509 (4)	41	442 (3)	40
2001	481 (3)	40	590 (4)	39	604 (4)	39
2002	543 (3)	45	551 (4)	36	131 (1)	40
2003	507 (3)	38	562 (4)	36	520 (4)	37
2004	502 (3)	38	574 (4)	30	389 (3)	38
2005	507 (3)	40	629 (4)	37	402 (3)	40
2006	508 (3)	37	635 (4)	34	395 (3)	42
2007	520 (3)	42	553 (4)	35	478 (4)	38
2008	493 (3)	40	507 (4)	35	426 (4)	32
2009	362 (3)	38	413 (4)	34	262 (3)	36
2010	406 (3)	35	431 (4)	40	264 (3)	35
2011	382 (3)	37	384 (4)	32	267 (3)	36
2012	390 (3)	38	416 (4)	42	362 (4)	37

*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

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

- If the holiday falls on *Monday*, the holiday period is from 6:00 pm Friday to 5:59 am Tuesday.
- If the holiday falls on *Tuesday*, the holiday period is from 6:00 pm Friday to 5:59 am Wednesday.
- If the holiday falls on *Wednesday*, the holiday period is from 6:00 pm Tuesday to 5:59 am Thursday.
- If the holiday falls on *Thursday*, the holiday period is from 6:00 pm Wednesday to 5:59 am Monday.
- If the holiday falls on *Friday*, the holiday period is from 6:00 pm Thursday to 5:59 am Monday.
- Number of days and number of hours incorporated: 1 day (36 hours), 2 days (60 hours), 3 days (84 hours), 4 days (108 hours).

***No data available.

Table 15

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-2012

	Day*			Night*			Total Drivers		
		Percent			Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	23,725	19	15	32,085	57	49	56,029	41	35
1983	24,381	18	15	30,037	57	50	54,656	39	34
1984	26,415	17	14	30,775	55	47	57,512	38	32
1985	27,578	16	12	30,008	52	44	57,883	35	29
1986	28,434	16	13	31,543	53	45	60,335	36	30
1987	29,227	15	12	31,854	51	43	61,442	34	28
1988	30,196	14	11	31,715	50	43	62,253	33	28
1989	29,953	13	11	30,170	49	42	60,435	31	27
1990	28,797	14	11	29,778	51	44	58,893	33	28
1991	26,829	13	10	27,249	49	43	54,391	31	27
1992	26,236	12	10	25,380	47	40	51,901	30	25
1993	27,770	11	9	25,355	46	39	53,401	28	24
1994	29,134	11	9	25,112	44	38	54,549	27	23
1995	30,066	11	9	25,755	43	37	56,164	26	22
1996	30,802	11	8	25,864	43	37	57,001	26	22
1997	30,979	10	8	25,368	41	35	56,688	24	20
1998	31,389	10	8	24,879	42	36	56,604	24	20
1999	31,212	10	8	24,968	41	35	56,502	24	20
2000	31,236	11	8	25,710	43	37	57,280	26	21
2001	31,620	11	8	25,661	43	37	57,586	25	21
2002	31,135	11	8	26,653	42	36	58,113	25	21
2003	31,863	10	8	26,258	41	36	58,517	24	21
2004	31,686	11	8	26,360	41	35	58,395	24	21
2005	31,820	11	9	27,085	41	36	59,220	25	21
2006	30,566	12	9	26,949	42	36	57,846	26	22
2007	29,307	11	9	26,367	42	36	56,019	26	22
2008	26,377	11	9	23,760	42	36	50,416	26	22
2009	23,673	11	9	21,379	43	37	45,337	26	22
2010	23,840	11	9	20,541	42	36	44,599	26	22
2011	23,460	11	8	20,178	41	36	43,840	25	21
2012	23,927	12	9	21,162	40	35	45,337	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, 1982-2012

	Male			Female		
		Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	44,370	44	38	10,675	27	22
1983	42,812	43	37	10,958	25	22
1984	44,723	41	35	11,907	25	20
1985	44,846	38	32	12,142	22	18
1986	46,653	40	33	12,744	22	17
1987	46,884	37	32	13,614	21	17
1988	47,402	37	31	13,951	20	16
1989	45,448	35	30	14,054	19	16
1990	44,281	37	32	13,726	20	16
1991	40,731	35	30	12,825	19	16
1992	38,598	33	28	12,596	18	15
1993	39,556	32	27	13,082	17	14
1994	40,233	30	26	13,567	17	14
1995	41,235	30	25	14,184	16	13
1996	41,376	29	25	14,850	16	13
1997	40,954	28	24	14,954	15	12
1998	40,816	28	23	15,089	15	12
1999	41,012	28	23	14,835	14	12
2000	41,795	29	24	14,790	16	13
2001	41,901	29	24	14,919	15	13
2002	42,377	29	25	14,999	15	12
2003	42,586	28	24	15,211	14	12
2004	42,250	28	24	15,384	15	12
2005	43,282	28	24	15,059	16	13
2006	42,223	29	24	14,753	18	15
2007	41,053	29	24	14,184	16	13
2008	37,061	29	25	12,627	16	13
2009	32,882	30	25	11,864	16	13
2010	32,079	28	24	11,859	17	15
2011	31,918	28	24	11,265	16	14
2012	33,124	28	24	11,509	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, 1982-2012

	Passenger Car			Light Truck			Large Truck			Motorcycle		
		Percent			Percent			Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	34,121	42	36	11,199	44	39	4,582	10	6	4,490	55	47
1983	33,069	40	35	11,017	43	39	4,790	10	7	4,288	57	48
1984	34,395	39	33	11,866	41	35	5,056	9	7	4,650	55	46
1985	34,071	36	30	12,372	37	32	5,091	7	5	4,598	53	43
1986	35,959	36	30	13,208	38	33	5,015	7	5	4,558	56	46
1987	36,371	35	29	14,407	37	31	5,046	5	3	4,061	51	43
1988	36,769	34	28	15,167	37	31	5,141	6	4	3,704	51	42
1989	35,204	32	27	15,579	35	30	4,903	4	3	3,182	53	45
1990	33,893	34	29	15,501	36	31	4,709	5	3	3,269	52	43
1991	31,102	31	27	14,702	35	30	4,291	4	3	2,816	52	44
1992	29,670	30	25	14,540	33	28	3,980	3	2	2,435	49	40
1993	30,060	28	24	15,207	31	27	4,271	4	2	2,471	45	38
1994	30,103	28	24	16,235	29	25	4,592	3	2	2,330	41	33
1995	30,773	27	23	17,483	29	25	4,410	4	2	2,262	42	33
1996	30,595	27	23	18,118	28	24	4,703	3	2	2,175	43	35
1997	29,896	26	22	18,502	26	23	4,859	3	2	2,159	41	32
1998	28,907	26	21	19,247	26	22	4,905	2	1	2,333	41	34
1999	27,878	25	21	19,865	26	22	4,868	3	1	2,528	40	33
2000	27,661	28	24	20,393	26	22	4,948	3	1	2,971	40	32
2001	27,444	27	23	20,704	27	23	4,779	2	1	3,261	37	29
2002	27,236	27	22	21,562	27	23	4,550	3	2	3,363	39	31
2003	26,422	26	22	22,172	25	22	4,658	2	1	3,800	36	29
2004	25,568	27	23	22,367	25	21	4,837	2	1	4,116	34	27
2005	25,046	28	24	22,879	25	22	4,900	3	1	4,679	34	27
2006	24,162	27	23	22,307	28	24	4,729	2	1	4,961	34	26
2007	22,765	27	23	21,719	27	23	4,601	2	1	5,306	35	27
2008	20,379	27	23	19,095	26	23	4,040	3	2	5,405	36	29
2009	18,344	27	23	17,878	27	23	3,182	3	2	4,601	36	29
2010	17,710	27	24	17,385	25	22	3,456	2	1	4,647	36	28
2011	17,401	27	24	16,706	25	21	3,594	3	1	4,761	37	29
2012	17,992	26	23	17,131	25	22	3,753	3	2	5,075	35	27

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

Figure 9

Proportion of Drivers Involved in Fatal Crashes with BAC = .08+ by Vehicle Type, 1982-2012

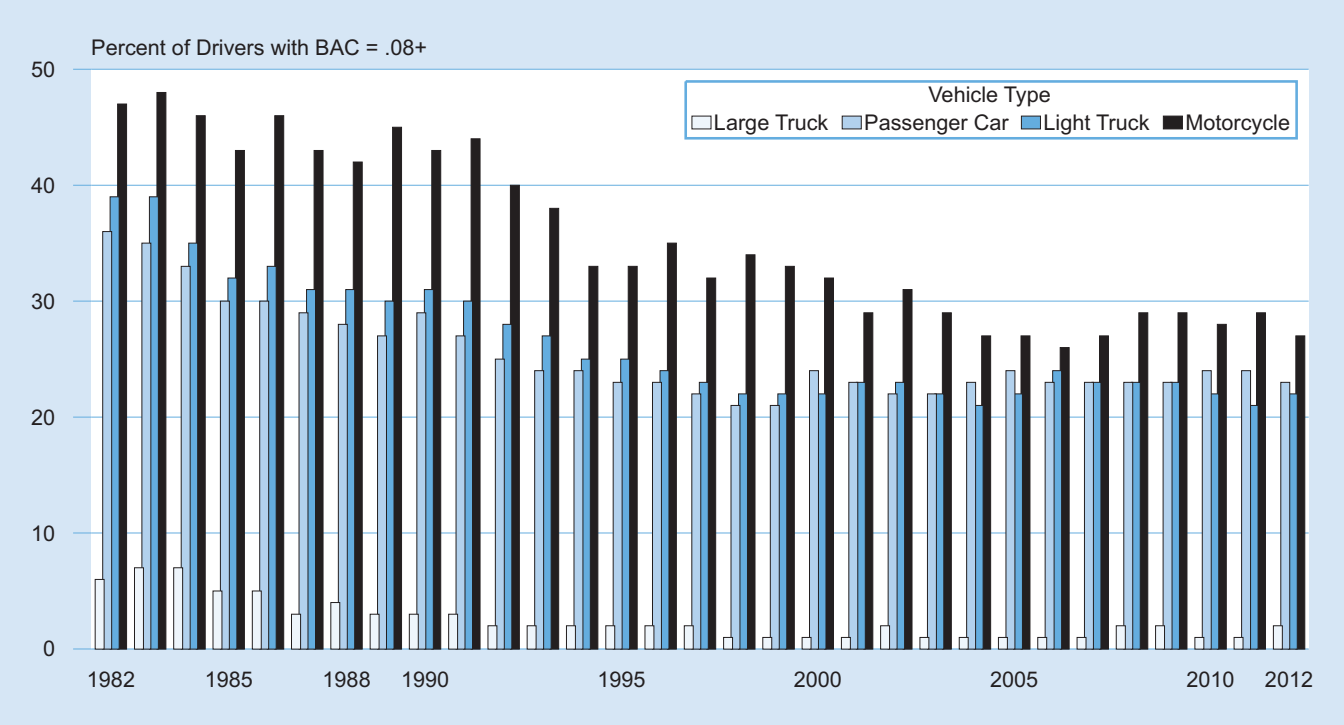


Table 18

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2012

Year	<16 Years			16-20 Years			21-24 Years		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	412	20	17	9,858	45	36	9,018	53	46
1983	416	19	16	9,334	43	35	8,432	53	46
1984	446	20	15	9,804	40	31	8,963	52	44
1985	479	21	15	9,386	35	26	9,046	47	40
1986	504	22	15	10,163	37	28	9,129	49	41
1987	469	20	14	9,910	33	25	8,808	47	39
1988	448	17	12	10,171	33	25	8,555	47	39
1989	402	15	11	9,442	30	23	7,723	45	38
1990	409	19	14	8,821	33	25	7,195	46	39
1991	364	18	11	8,002	30	23	6,748	45	38
1982	350	18	11	7,192	27	21	6,323	42	35
1983	383	14	9	7,256	24	18	6,406	40	34
1994	397	16	12	7,723	24	18	6,291	39	33
1995	410	14	9	7,725	21	16	6,263	38	32
1996	413	13	9	7,824	23	17	6,205	38	31
1997	345	11	8	7,719	22	17	5,705	36	30
1998	361	15	11	7,767	22	17	5,613	37	32
1999	333	13	10	7,985	22	17	5,639	38	31
2000	320	15	10	8,024	24	18	5,950	38	32
2001	293	16	12	7,992	23	18	6,037	39	33
2002	335	13	9	8,128	23	18	6,316	39	33
2003	345	13	9	7,744	24	19	6,276	38	32
2004	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	4,307	24	20	4,488	37	32
2012	121	11	8	4,211	22	18	4,738	38	32

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

Table 18

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2012 (Continued)

Year	25-34 Years			35-44 Years			45-54 Years		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	14,787	46	41	7,984	38	33	4,980	32	28
1983	14,470	46	41	8,068	37	33	4,992	29	25
1984	15,233	44	39	8,563	35	31	5,084	28	24
1985	15,257	42	37	8,892	32	29	5,150	26	22
1986	16,179	43	38	9,240	33	29	5,077	26	22
1987	16,562	43	37	9,778	32	28	5,470	23	20
1988	16,398	42	36	10,077	32	28	5,761	23	20
1989	15,928	40	35	10,106	32	28	6,038	24	21
1990	15,764	43	37	10,177	33	30	5,867	24	20
1991	14,151	41	36	9,482	32	28	5,458	23	20
1992	13,049	40	35	9,284	31	27	5,672	22	19
1993	13,038	37	32	9,738	30	27	5,970	21	18
1994	12,891	36	31	9,951	29	26	6,493	21	18
1995	13,048	35	30	10,677	30	26	6,815	21	18
1996	12,889	34	30	10,955	29	25	7,127	21	18
1997	12,453	32	27	10,904	29	26	7,522	20	17
1998	11,925	32	28	11,241	28	24	7,690	21	18
1999	11,763	32	28	11,059	28	25	7,708	20	17
2000	11,739	33	28	11,132	30	26	8,234	22	18
2001	11,584	32	28	11,261	29	25	8,346	22	19
2002	11,483	33	29	10,973	29	26	8,558	22	19
2003	11,288	31	27	11,053	28	24	9,024	22	19
2004	11,242	32	27	10,743	27	23	9,148	22	19
2005	11,467	33	29	10,793	28	24	9,434	23	19
2006	11,279	34	29	10,379	29	25	9,234	23	19
2007	10,773	34	29	9,936	28	25	9,028	24	20
2008	9,800	36	31	8,806	29	25	8,355	24	20
2009	8,630	36	31	7,779	30	26	7,686	26	22
2010	8,567	35	30	7,333	29	25	7,517	25	21
2011	8,549	34	30	7,084	28	24	7,513	24	21
2012	8,950	33	29	7,311	29	25	7,601	24	21

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

Table 18

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2012 (Continued)

Year	55-64 Years			65-74 Years			>74 Years		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	3,941	25	21	2,343	17	14	1,551	11	8
1983	3,862	23	20	2,434	14	12	1,592	10	8
1984	4,059	22	18	2,620	16	13	1,696	10	7
1985	4,112	19	16	2,650	14	11	1,829	8	5
1986	4,019	20	16	2,844	14	11	2,037	8	5
1987	4,223	18	15	2,987	13	10	2,091	7	5
1988	4,320	18	15	3,079	14	10	2,297	8	5
1989	4,202	17	15	3,107	12	9	2,324	7	5
1990	4,068	17	14	3,161	12	9	2,340	8	5
1991	3,695	16	13	3,017	12	9	2,454	7	4
1992	3,688	16	13	3,024	12	9	2,450	6	4
1993	3,824	17	14	3,031	10	8	2,817	7	4
1994	3,828	15	12	3,194	11	9	2,867	6	4
1995	4,079	16	14	3,251	10	8	2,989	6	4
1996	4,237	15	12	3,319	11	8	3,068	6	5
1997	4,394	14	11	3,401	10	8	3,314	6	4
1998	4,478	14	11	3,399	9	7	3,291	6	4
1999	4,608	14	11	3,251	10	7	3,346	6	4
2000	4,766	15	12	3,134	11	8	3,147	6	4
2001	4,714	14	12	3,156	9	7	3,290	6	4
2002	5,093	14	12	3,100	9	7	3,223	6	4
2003	5,455	14	11	3,116	10	8	3,329	6	5
2004	5,612	15	12	3,070	10	8	3,169	7	5
2005	6,075	16	13	3,217	10	7	3,016	6	4
2006	5,894	17	13	3,029	11	8	2,967	7	5
2007	6,037	15	12	3,038	10	7	2,879	6	4
2008	5,717	16	12	2,927	9	6	2,672	6	4
2009	5,276	15	13	2,876	9	7	2,560	5	3
2010	5,577	17	14	2,902	10	8	2,688	6	4
2011	5,572	17	14	2,960	10	8	2,528	7	5
2012	5,899	17	14	3,212	11	9	2,532	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, 1982-2012

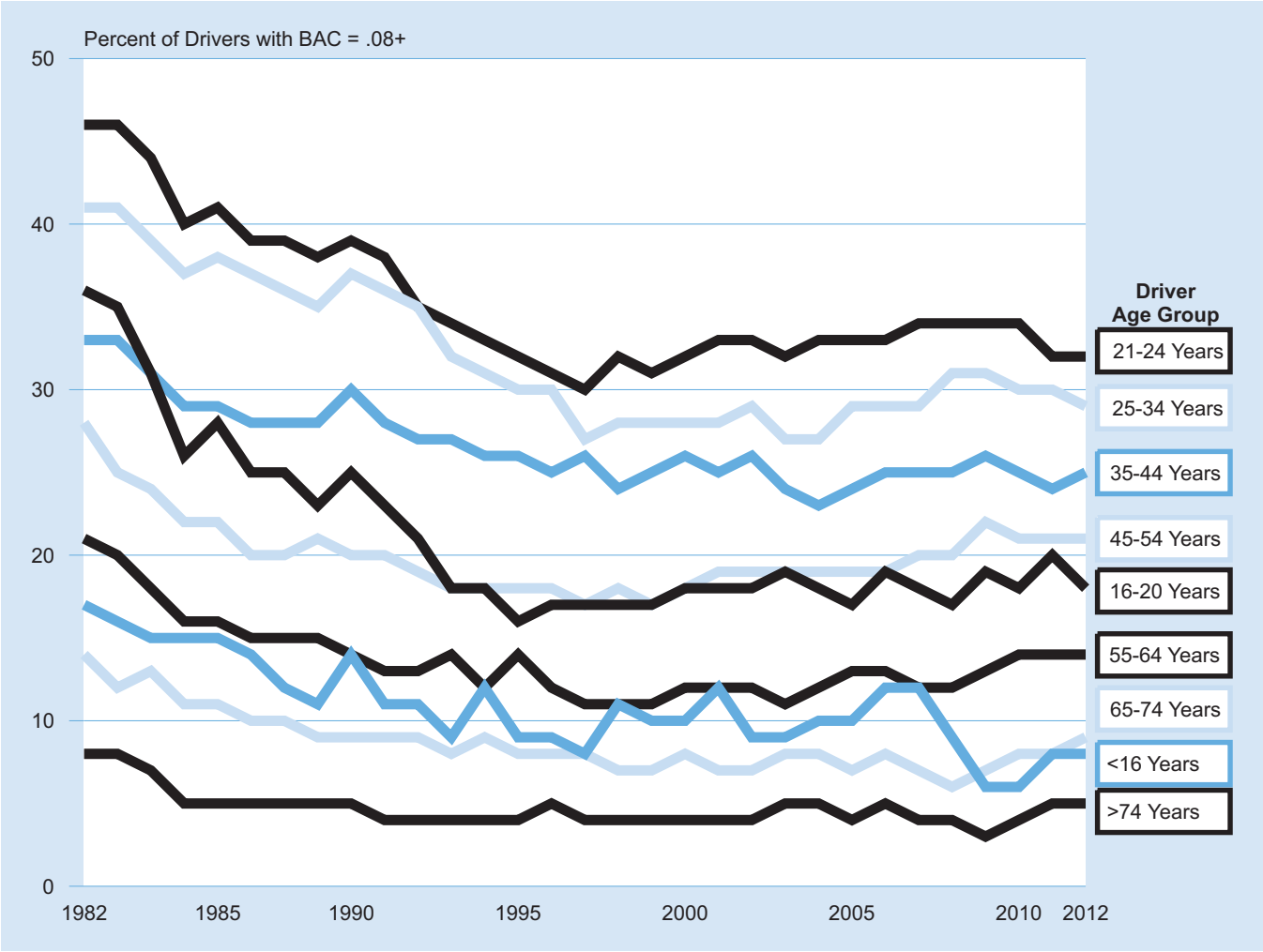


Table 19

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-2012

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total
1982	22,187	1,615	7,537	31,339	11,015	1,537	12,139	24,690	33,202	3,152	19,676	**56,029**
1983	21,885	1,410	7,223	30,518	11,189	1,406	11,543	24,138	33,075	2,816	18,765	**54,656**
1984	23,367	1,620	6,936	31,923	12,477	1,614	11,499	25,589	35,843	3,234	18,435	**57,512**
1985	24,921	1,451	6,174	32,546	12,960	1,692	10,685	25,337	37,880	3,143	16,860	**57,883**
1986	25,265	1,758	6,681	33,705	13,343	1,878	11,409	26,630	38,608	3,636	18,091	**60,335**
1987	26,570	1,612	6,426	34,609	14,054	1,722	11,058	26,833	40,624	3,334	17,484	**61,442**
1988	27,270	1,565	6,165	35,000	14,418	1,732	11,103	27,253	41,688	3,297	17,268	**62,253**
1989	27,193	1,301	5,552	34,046	14,246	1,507	10,637	26,389	41,438	2,808	16,189	**60,435**
1990	25,582	1,469	6,092	33,143	13,858	1,497	10,395	25,750	39,440	2,966	16,487	**58,893**
1991	24,157	1,245	5,059	30,461	13,138	1,307	9,485	23,930	37,295	2,552	14,544	**54,391**
1992	23,678	1,172	4,467	29,317	12,906	1,226	8,452	22,584	36,584	2,398	12,919	**51,901**
1993	24,858	1,147	4,254	30,259	13,652	1,168	8,322	23,142	38,510	2,315	12,576	**53,401**
1994	25,331	1,078	4,449	30,858	14,612	1,166	7,913	23,691	39,943	2,244	12,362	**54,549**
1995	26,633	1,082	4,059	31,774	14,841	1,242	8,307	24,390	41,474	2,324	12,366	**56,164**
1996	27,158	1,136	4,173	32,467	15,134	1,225	8,175	24,534	42,292	2,361	12,348	**57,001**
1997	27,258	1,027	3,736	32,021	15,670	1,154	7,843	24,667	42,929	2,180	11,579	**56,688**
1998	27,026	1,108	3,727	31,861	15,738	1,171	7,834	24,743	42,764	2,279	11,561	**56,604**
1999	26,733	983	3,529	31,245	16,126	1,213	7,918	25,257	42,858	2,196	11,447	**56,502**
2000	26,527	1,092	4,094	31,713	16,116	1,285	8,167	25,567	42,643	2,376	12,261	**57,280**
2001	26,601	1,135	3,981	31,717	16,332	1,285	8,253	25,869	42,932	2,420	12,233	**57,586**
2002	26,524	1,040	3,889	31,454	16,863	1,281	8,515	26,659	43,388	2,321	12,405	**58,113**
2003	27,081	976	3,681	31,738	17,107	1,319	8,354	26,779	44,187	2,295	12,035	**58,517**
2004	26,661	960	3,903	31,524	17,450	1,266	8,155	26,871	44,111	2,226	12,057	**58,395**
2005	26,650	998	4,082	31,729	17,628	1,374	8,489	27,491	44,278	2,371	12,571	**59,220**
2006	25,509	1,016	3,973	30,498	17,315	1,455	8,578	27,348	42,823	2,472	12,551	**57,846**
2007	24,831	1,136	3,483	29,449	16,591	1,361	8,617	26,570	41,422	2,497	12,100	**56,019**
2008	22,312	913	2,937	26,162	15,067	1,226	7,961	24,254	37,379	2,139	10,898	**50,416**
2009	19,803	883	2,816	23,502	13,520	1,102	7,213	21,835	33,324	1,985	10,029	**45,337**
2010	19,747	761	3,019	23,527	13,442	1,051	6,579	21,072	33,190	1,812	9,598	**44,599**
2011	19,615	647	2,762	23,025	13,290	1,001	6,524	20,815	32,906	1,648	9,287	**43,840**
2012	20,258	695	2,990	23,943	13,665	1,042	6,688	21,394	33,922	1,737	9,678	**45,337**

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), 1982-2012

Year	BAC = .00		BAC = .01-.07		BAC = .08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,132	51	321	5	2,701	44	**6,154**	**100**
1983	2,905	51	297	5	2,508	44	**5,710**	**100**
1984	3,159	53	283	5	2,465	42	**5,907**	**100**
1985	3,072	54	342	6	2,288	40	**5,702**	**100**
1986	3,104	54	334	6	2,264	40	**5,702**	**100**
1987	3,188	56	344	6	2,183	38	**5,715**	**100**
1988	3,364	58	287	5	2,173	37	**5,825**	**100**
1989	3,164	56	300	5	2,193	39	**5,658**	**100**
1990	3,185	57	260	5	2,150	38	**5,595**	**100**
1991	2,862	57	236	5	1,907	38	**5,005**	**100**
1992	2,712	56	231	5	1,868	39	**4,812**	**100**
1993	2,792	57	199	4	1,869	38	**4,860**	**100**
1994	2,782	59	230	5	1,725	36	**4,737**	**100**
1995	2,871	59	225	5	1,801	37	**4,896**	**100**
1996	2,749	58	212	4	1,816	38	**4,777**	**100**
1997	2,889	61	177	4	1,649	35	**4,715**	**100**
1998	2,743	59	248	5	1,689	36	**4,680**	**100**
1999	2,568	58	194	4	1,657	37	**4,419**	**100**
2000	2,535	59	213	5	1,541	36	**4,288**	**100**
2001	2,666	60	220	5	1,567	35	**4,453**	**100**
2002	2,670	60	193	4	1,589	36	**4,451**	**100**
2003	2,621	60	192	4	1,570	36	**4,383**	**100**
2004	2,563	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	2,498	59	198	5	1,546	36	**4,241**	**100**
2012	2,687	60	212	5	1,594	35	**4,492**	**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, 1975-2012

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
				Drivers in Fatal Crashes				
1975	2,583	5.6	29,710	64.3	13,931	30.1	**46,224**	**100.0**
1976	2,062	4.5	29,905	64.7	14,239	30.8	**46,206**	**100.0**
1977	1,897	3.9	33,011	67.3	14,154	28.8	**49,062**	**100.0**
1978	1,882	3.6	37,606	72.3	12,510	24.1	**51,998**	**100.0**
1979	1,680	3.2	38,326	73.5	12,123	23.3	**52,129**	**100.0**
1980	1,482	2.9	37,889	73.8	11,935	23.3	**51,306**	**100.0**
1981	1,488	2.9	38,353	75.6	10,905	21.5	**50,746**	**100.0**
1982	1,515	3.3	33,793	74.6	10,012	22.1	**45,320**	**100.0**
1983	1,835	4.2	32,332	73.3	9,919	22.5	**44,086**	**100.0**
1984	2,756	6.0	32,979	71.3	10,526	22.8	**46,261**	**100.0**
1985	6,172	13.3	29,705	64.0	10,566	22.8	**46,443**	**100.0**
1986	10,891	22.2	28,778	58.5	9,498	19.3	**49,167**	**100.0**
1987	14,474	28.5	28,154	55.4	8,150	16.1	**50,778**	**100.0**
1988	16,948	32.6	28,146	54.2	6,842	13.2	**51,936**	**100.0**
1989	17,545	34.5	26,764	52.7	6,474	12.7	**50,783**	**100.0**
1990	18,340	37.1	24,706	50.0	6,348	12.9	**49,394**	**100.0**
1991	18,457	40.3	21,843	47.7	5,504	12.0	**45,804**	**100.0**
1992	19,106	43.2	19,836	44.9	5,268	11.9	**44,210**	**100.0**
1993	20,932	46.2	19,139	42.3	5,196	11.5	**45,267**	**100.0**
1994	22,763	49.1	18,946	40.9	4,629	10.0	**46,338**	**100.0**
1995	24,166	50.1	19,427	40.3	4,663	9.7	**48,256**	**100.0**
1996	25,207	51.7	18,759	38.5	4,747	9.7	**48,713**	**100.0**
1997	25,313	52.3	18,286	37.8	4,799	9.9	**48,398**	**100.0**
1998	25,854	53.7	17,601	36.6	4,699	9.8	**48,154**	**100.0**
1999	25,498	53.4	17,693	37.1	4,552	9.5	**47,743**	**100.0**
2000	26,690	55.5	16,995	35.4	4,369	9.1	**48,054**	**100.0**
2001	27,222	56.5	16,528	34.3	4,398	9.1	**48,148**	**100.0**
2002	27,813	57.0	16,710	34.2	4,275	8.8	**48,798**	**100.0**
2003	28,822	59.3	15,491	31.9	4,281	8.8	**48,594**	**100.0**
2004	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	22,183	65.0	9,321	27.3	2,603	7.6	**34,107**	**100.0**
2012	22,983	65.4	9,395	26.7	2,745	7.8	**35,123**	**100.0**

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

Table 21

Drivers of Passenger Cars and Light Trucks in Crashes by Crash Severity and Restraint Use, 1975-2012 (Continued)

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Injury Crashes								
1988	2,313,000	62.1	802,000	21.5	609,000	16.4	**3,724,000**	**100.0**
1989	2,267,000	62.8	749,000	20.8	592,000	16.4	**3,607,000**	**100.0**
1990	2,290,000	64.4	703,000	19.8	563,000	15.8	**3,556,000**	**100.0**
1991	2,308,000	68.0	581,000	17.1	505,000	14.9	**3,394,000**	**100.0**
1992	2,420,000	71.5	476,000	14.0	490,000	14.5	**3,386,000**	**100.0**
1993	2,557,000	73.8	435,000	12.6	475,000	13.7	**3,467,000**	**100.0**
1994	2,856,000	77.4	418,000	11.3	416,000	11.3	**3,690,000**	**100.0**
1995	3,118,000	79.3	388,000	9.9	425,000	10.8	**3,931,000**	**100.0**
1996	3,136,000	79.4	366,000	9.3	445,000	11.3	**3,947,000**	**100.0**
1997	3,003,000	79.1	339,000	8.9	452,000	11.9	**3,794,000**	**100.0**
1998	2,863,000	79.5	309,000	8.6	428,000	11.9	**3,600,000**	**100.0**
1999	2,897,000	80.5	293,000	8.1	409,000	11.4	**3,598,000**	**100.0**
2000	2,959,000	82.2	252,000	7.0	390,000	10.8	**3,600,000**	**100.0**
2001	2,882,000	82.5	234,000	6.7	376,000	10.8	**3,491,000**	**100.0**
2002	2,787,000	83.5	208,000	6.2	343,000	10.3	**3,338,000**	**100.0**
2003	2,844,000	84.7	180,000	5.4	332,000	9.9	**3,356,000**	**100.0**
2004	2,785,000	86.2	138,000	4.3	307,000	9.5	**3,230,000**	**100.0**
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**
2012	2,428,000	87.8	82,000	3.0	255,000	9.2	**2,765,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
1988	4,517,000	60.4	1,200,000	16.0	1,763,000	23.6	**7,481,000**	**100.0**
1989	4,531,000	62.6	1,015,000	14.0	1,691,000	23.4	**7,237,000**	**100.0**
1990	4,499,000	63.4	978,000	13.8	1,616,000	22.8	**7,094,000**	**100.0**
1991	4,516,000	67.2	712,000	10.6	1,490,000	22.2	**6,718,000**	**100.0**
1992	4,671,000	71.6	508,000	7.8	1,344,000	20.6	**6,523,000**	**100.0**
1993	4,986,000	75.0	451,000	6.8	1,209,000	18.2	**6,646,000**	**100.0**
1994	5,534,000	77.7	392,000	5.5	1,198,000	16.8	**7,124,000**	**100.0**
1995	5,914,000	79.3	356,000	4.8	1,184,000	15.9	**7,454,000**	**100.0**
1996	5,960,000	79.2	328,000	4.4	1,241,000	16.5	**7,529,000**	**100.0**
1997	5,841,000	78.9	311,000	4.2	1,255,000	16.9	**7,406,000**	**100.0**
1998	5,720,000	79.6	268,000	3.7	1,199,000	16.7	**7,187,000**	**100.0**
1999	5,637,000	81.3	236,000	3.4	1,058,000	15.3	**6,932,000**	**100.0**
2000	5,846,000	82.7	173,000	2.4	1,050,000	14.9	**7,069,000**	**100.0**
2001	5,897,000	83.6	161,000	2.3	1,000,000	14.2	**7,058,000**	**100.0**
2002	6,093,000	84.9	157,000	2.2	923,000	12.9	**7,173,000**	**100.0**
2003	6,042,000	84.7	135,000	1.9	960,000	13.4	**7,137,000**	**100.0**
2004	6,106,000	86.2	106,000	1.5	870,000	12.3	**7,083,000**	**100.0**
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**
2012	5,832,000	88.8	64,000	1.0	673,000	10.3	**6,568,000**	**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, 1975-2012

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
				Occupants Killed				
1975	986	3.2	21,076	68.5	8,723	28.3	**30,785**	**100.0**
1976	796	2.5	21,979	69.5	8,829	27.9	**31,604**	**100.0**
1977	778	2.4	23,593	72.0	8,387	25.6	**32,758**	**100.0**
1978	784	2.2	26,671	76.4	7,443	21.3	**34,898**	**100.0**
1979	683	2.0	27,130	77.5	7,173	20.5	**34,986**	**100.0**
1980	671	1.9	27,483	78.7	6,781	19.4	**34,935**	**100.0**
1981	649	1.9	26,974	80.0	6,103	18.1	**33,726**	**100.0**
1982	679	2.3	23,558	79.3	5,452	18.4	**29,689**	**100.0**
1983	827	2.8	23,080	79.1	5,274	18.1	**29,181**	**100.0**
1984	1,208	4.0	23,299	77.4	5,609	18.6	**30,116**	**100.0**
1985	2,391	8.0	22,131	74.0	5,379	18.0	**29,901**	**100.0**
1986	4,074	12.6	23,420	72.6	4,767	14.8	**32,261**	**100.0**
1987	5,249	15.8	23,799	71.7	4,142	12.5	**33,190**	**100.0**
1988	6,210	18.2	24,359	71.4	3,545	10.4	**34,114**	**100.0**
1989	6,546	19.5	23,613	70.2	3,455	10.3	**33,614**	**100.0**
1990	6,775	20.7	22,547	69.0	3,371	10.3	**32,693**	**100.0**
1991	7,332	23.8	20,488	66.6	2,956	9.6	**30,776**	**100.0**
1992	7,699	26.1	19,053	64.6	2,733	9.3	**29,485**	**100.0**
1993	8,679	28.9	18,553	61.7	2,845	9.5	**30,077**	**100.0**
1994	9,642	31.2	18,636	60.3	2,623	8.5	**30,901**	**100.0**
1995	10,159	31.8	19,123	59.8	2,709	8.5	**31,991**	**100.0**
1996	10,716	33.0	18,848	58.1	2,873	8.9	**32,437**	**100.0**
1997	10,995	33.9	18,642	57.5	2,811	8.7	**32,448**	**100.0**
1998	11,213	35.2	18,022	56.5	2,664	8.4	**31,899**	**100.0**
1999	11,174	34.8	18,316	57.0	2,637	8.2	**32,127**	**100.0**
2000	11,787	36.6	17,810	55.3	2,628	8.2	**32,225**	**100.0**
2001	11,946	37.3	17,517	54.7	2,580	8.1	**32,043**	**100.0**
2002	12,533	38.2	17,797	54.2	2,513	7.7	**32,843**	**100.0**
2003	12,967	40.2	16,764	51.9	2,540	7.9	**32,271**	**100.0**
2004	13,250	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	9,471	44.4	10,215	47.9	1,630	7.6	**21,316**	**100.0**
2012	9,679	44.7	10,335	47.7	1,653	7.6	**21,667**	**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, 1975-2012 (Continued)

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
				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**
2012	1,758,000	84.1	112,000	5.4	221,000	10.6	**2,091,000**	**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, 1982-2012

Year	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
1982	23,330	5,529	23.7	4,605	1,895	41.2	735	504	68.6	814	285	35.0	**29,689**	**8,298**	**27.9**
1983	22,979	5,434	23.6	4,496	1,903	42.3	769	527	68.5	712	267	37.5	**29,181**	**8,219**	**28.2**
1984	23,620	5,569	23.6	4,686	1,994	42.6	723	496	68.6	764	299	39.1	**30,116**	**8,497**	**28.2**
1985	23,212	5,290	22.8	4,640	1,972	42.5	855	567	66.3	791	314	39.7	**29,901**	**8,284**	**27.7**
1986	24,944	6,015	24.1	5,090	2,301	45.2	927	608	65.6	879	349	39.7	**32,261**	**9,474**	**29.4**
1987	25,132	6,028	24.0	5,502	2,497	45.4	1,050	688	65.5	1,025	384	37.5	**33,190**	**9,801**	**29.5**
1988	25,808	6,248	24.2	5,880	2,713	46.1	1,040	651	62.6	1,001	374	37.4	**34,114**	**10,138**	**29.7**
1989	25,063	5,707	22.8	5,870	2,660	45.3	1,135	722	63.6	1,214	463	38.1	**33,614**	**9,689**	**28.8**
1990	24,092	5,593	23.2	5,979	2,698	45.1	1,214	762	62.8	1,154	451	39.1	**32,693**	**9,619**	**29.4**
1991	22,385	5,328	23.8	5,671	2,543	44.8	1,476	882	59.8	1,143	472	41.3	**30,776**	**9,258**	**30.1**
1992	21,387	4,738	22.2	5,385	2,460	45.7	1,335	834	62.5	1,292	564	43.7	**29,485**	**8,636**	**29.3**
1993	21,566	4,648	21.6	5,538	2,403	43.4	1,521	934	61.4	1,365	541	39.6	**30,077**	**8,561**	**28.5**
1994	21,997	4,870	22.1	5,574	2,409	43.2	1,757	1,063	60.5	1,508	610	40.5	**30,901**	**8,981**	**29.1**
1995	22,423	5,076	22.6	5,938	2,571	43.3	1,935	1,210	62.5	1,639	650	39.7	**31,991**	**9,537**	**29.8**
1996	22,505	4,997	22.2	5,904	2,545	43.1	2,147	1,384	64.5	1,832	681	37.2	**32,437**	**9,624**	**29.7**
1997	22,199	4,765	21.5	5,887	2,479	42.1	2,380	1,489	62.6	1,914	768	40.1	**32,448**	**9,527**	**29.4**
1998	21,194	4,672	22.0	5,921	2,560	43.2	2,713	1,705	62.8	2,042	823	40.3	**31,899**	**9,773**	**30.6**
1999	20,862	4,718	22.6	6,127	2,724	44.5	3,026	1,902	62.9	2,088	784	37.5	**32,127**	**10,140**	**31.6**
2000	20,699	4,548	22.0	6,003	2,558	42.6	3,358	2,064	61.5	2,129	771	36.2	**32,225**	**9,959**	**30.9**
2001	20,320	4,559	22.4	6,139	2,651	43.2	3,530	2,149	60.9	2,019	786	38.9	**32,043**	**10,157**	**31.7**
2002	20,569	4,794	23.3	6,100	2,755	45.2	4,031	2,471	61.3	2,109	699	33.1	**32,843**	**10,729**	**32.7**
2003	19,725	4,464	22.6	5,957	2,580	43.3	4,483	2,661	59.4	2,080	728	35.0	**32,271**	**10,442**	**32.4**
2004	19,192	4,353	22.7	5,838	2,597	44.5	4,760	2,929	61.5	2,046	695	34.0	**31,866**	**10,590**	**33.2**
2005	18,512	4,371	23.6	6,067	2,796	46.1	4,831	2,895	59.9	2,112	794	37.6	**31,549**	**10,870**	**34.5**
2006	17,925	4,376	24.4	5,993	2,844	47.5	4,928	2,899	58.8	1,815	609	33.6	**30,686**	**10,742**	**35.0**
2007	16,614	4,055	24.4	5,847	2,748	47.0	4,834	2,861	59.2	1,764	572	32.4	**29,072**	**10,240**	**35.2**
2008	14,646	3,653	24.9	5,097	2,435	47.8	4,214	2,435	57.8	1,492	514	34.5	**25,462**	**9,043**	**35.5**
2009	13,135	3,230	24.6	4,801	2,295	47.8	4,104	2,303	56.1	1,396	457	32.7	**23,447**	**8,291**	**35.4**
2010	12,491	2,933	23.5	4,486	2,098	46.8	3,942	2,264	57.4	1,346	413	30.7	**22,273**	**7,710**	**34.6**
2011	12,014	2,849	23.7	4,270	1,993	46.7	3,884	2,172	55.9	1,128	375	33.2	**21,316**	**7,400**	**34.7**
2012	12,271	3,009	24.5	4,332	2,004	46.3	3,875	2,157	55.7	1,167	327	28.0	**21,667**	**7,500**	**34.6**

*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 5.6 million police-reported motor vehicle crashes occurred in the United States in 2012. Twenty-nine percent of those crashes (1.63 million) resulted in an injury, and fewer than 1 percent (30,800) resulted in a death.
- Midnight to 3 a.m. on Saturdays and Sundays proved to be the deadliest 3-hour periods throughout 2012, with 988 and 1,050 fatal crashes, respectively.
- Sixty-one 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., 62 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	2,275	1.01	136,000	60	334,000	148	**472,000**	**209**
February	2,122	0.97	123,000	57	314,000	144	**440,000**	**202**
March	2,484	0.98	136,000	54	303,000	120	**441,000**	**175**
April	2,429	0.98	121,000	49	295,000	119	**418,000**	**168**
May	2,663	1.02	145,000	56	327,000	126	**475,000**	**183**
June	2,776	1.07	137,000	53	311,000	120	**452,000**	**174**
July	2,821	1.09	132,000	51	301,000	116	**436,000**	**168**
August	2,838	1.08	142,000	54	312,000	118	**456,000**	**173**
September	2,709	1.14	139,000	58	324,000	136	**466,000**	**196**
October	2,628	1.04	147,000	58	368,000	145	**518,000**	**205**
November	2,575	1.07	136,000	57	371,000	155	**510,000**	**213**
December	2,480	1.04	140,000	59	388,000	163	**531,000**	**223**
Total	**30,800**	**1.04**	**1,634,000**	**55**	**3,950,000**	**133**	**5,615,000**	**189**

*Crashes per 100 million vehicle miles traveled.

Sources: Vehicle miles traveled (VMT), Federal Highway Administration, *Traffic Volume Trends*, December 2013 (monthly) and *Highway Statistics* (VM-1) (annual).

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	1,050	313	278	331	380	477	988	**3,817**
3 am to 6 am	611	290	240	247	299	310	563	**2,560**
6 am to 9 am	344	448	405	429	444	463	417	**2,950**
9 am to Noon	391	426	426	425	423	446	445	**2,982**
Noon to 3 pm	540	532	543	547	554	614	643	**3,973**
3 pm to 6 pm	701	701	636	735	678	722	791	**4,964**
6 pm to 9 pm	782	646	661	622	631	794	867	**5,003**
9 pm to Midnight	545	498	501	535	554	804	873	**4,310**
Unknown	53	35	23	28	27	30	45	**241**
Total	**5,017**	**3,889**	**3,713**	**3,899**	**3,990**	**4,660**	**5,632**	**30,800**
Injury Crashes								
Midnight to 3 am	23,000	9,000	8,000	8,000	9,000	11,000	19,000	**87,000**
3 am to 6 am	13,000	5,000	5,000	7,000	6,000	7,000	12,000	**55,000**
6 am to 9 am	10,000	38,000	36,000	33,000	32,000	31,000	14,000	**194,000**
9 am to Noon	23,000	34,000	34,000	29,000	36,000	39,000	32,000	**226,000**
Noon to 3 pm	35,000	40,000	41,000	41,000	43,000	49,000	44,000	**294,000**
3 pm to 6 pm	37,000	59,000	72,000	63,000	57,000	71,000	42,000	**401,000**
6 pm to 9 pm	29,000	31,000	36,000	35,000	35,000	43,000	33,000	**242,000**
9 pm to Midnight	17,000	14,000	16,000	19,000	18,000	27,000	24,000	**135,000**
Total	**188,000**	**229,000**	**249,000**	**234,000**	**236,000**	**278,000**	**220,000**	**1,634,000**
Property-Damage-Only Crashes								
Midnight to 3 am	40,000	19,000	16,000	17,000	19,000	24,000	39,000	**173,000**
3 am to 6 am	28,000	15,000	16,000	16,000	14,000	15,000	24,000	**128,000**
6 am to 9 am	26,000	94,000	102,000	96,000	98,000	85,000	31,000	**531,000**
9 am to Noon	42,000	80,000	80,000	81,000	77,000	88,000	77,000	**526,000**
Noon to 3 pm	71,000	104,000	100,000	104,000	103,000	129,000	95,000	**707,000**
3 pm to 6 pm	74,000	154,000	164,000	153,000	156,000	178,000	92,000	**971,000**
6 pm to 9 pm	67,000	85,000	79,000	88,000	92,000	111,000	81,000	**603,000**
9 pm to Midnight	41,000	37,000	38,000	44,000	39,000	60,000	55,000	**312,000**
Total	**389,000**	**588,000**	**593,000**	**600,000**	**598,000**	**688,000**	**495,000**	**3,950,000**
All Crashes								
Midnight to 3 am	63,000	28,000	24,000	25,000	28,000	36,000	59,000	**264,000**
3 am to 6 am	42,000	20,000	21,000	23,000	20,000	22,000	37,000	**185,000**
6 am to 9 am	36,000	132,000	139,000	129,000	130,000	116,000	45,000	**728,000**
9 am to Noon	65,000	115,000	114,000	110,000	113,000	127,000	109,000	**755,000**
Noon to 3 pm	107,000	145,000	142,000	145,000	146,000	178,000	141,000	**1,005,000**
3 pm to 6 pm	112,000	213,000	236,000	218,000	214,000	250,000	135,000	**1,377,000**
6 pm to 9 pm	97,000	116,000	115,000	124,000	128,000	154,000	115,000	**849,000**
9 pm to Midnight	59,000	51,000	54,000	63,000	58,000	87,000	80,000	**452,000**
Total	**582,000**	**820,000**	**846,000**	**838,000**	**838,000**	**971,000**	**720,000**	**5,615,000**

Figure 11

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

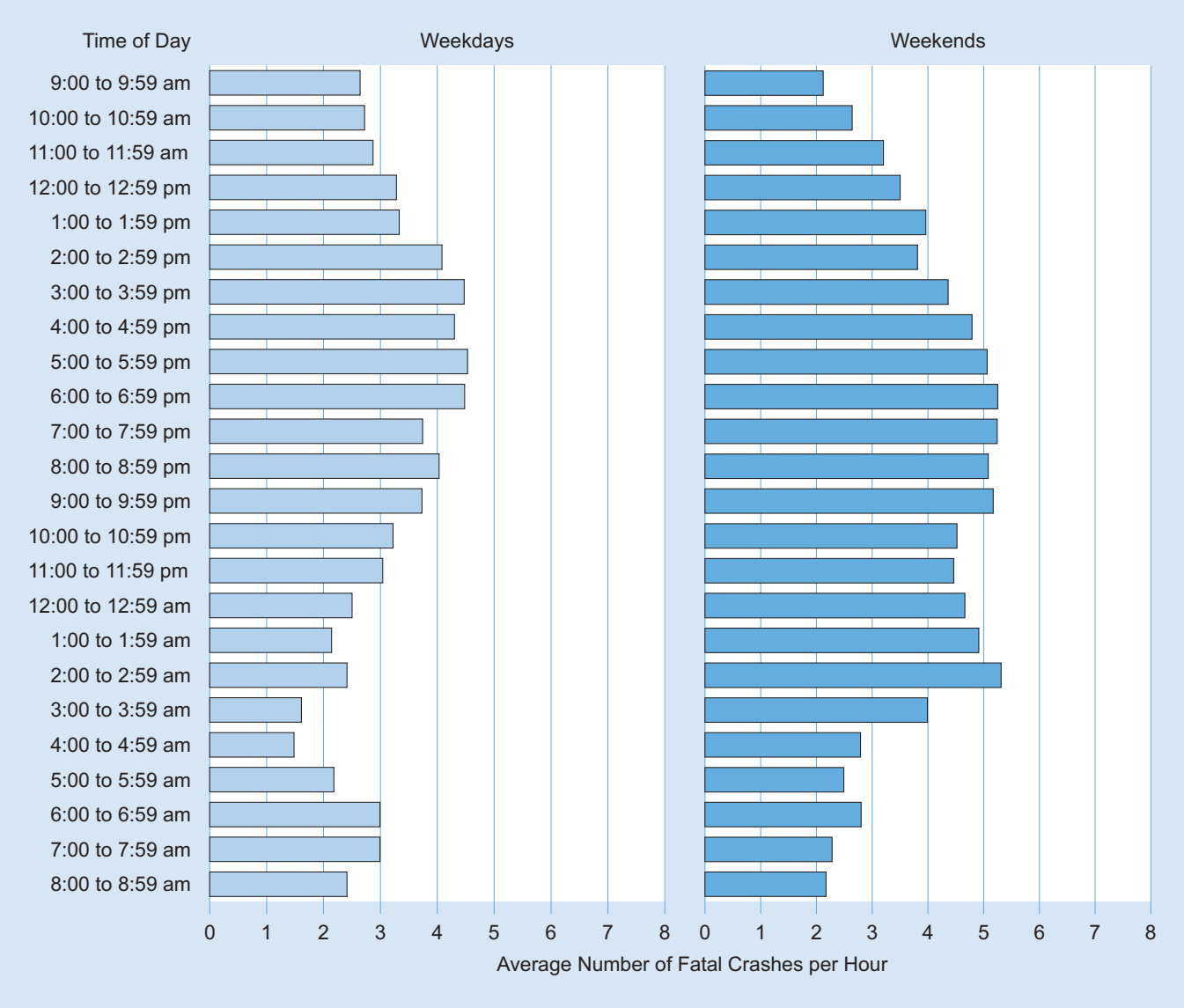


Table 26

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	13,573	5,020	7,871	1,080	6	**27,598**
Rain	865	476	598	93	1	**2,036**
Snow/Sleet	216	53	135	22	1	**428**
Other	147	64	214	52	1	**482**
Unknown	74	15	64	7	0	**256**
Total	**14,875**	**5,628**	**8,882**	**1,254**	**9**	***30,800**
Injury Crashes						
Normal	1,021,000	250,000	123,000	50,000	**	**1,443,000**
Rain	89,000	37,000	15,000	8,000	**	**150,000**
Snow/Sleet	17,000	5,000	7,000	2,000	**	**32,000**
Other	3,000	2,000	2,000	1,000	**	**9,000**
Total	**1,131,000**	**294,000**	**148,000**	**61,000**	**	**1,634,000**
Property-Damage-Only Crashes						
Normal	2,426,000	541,000	340,000	116,000	**	**3,424,000**
Rain	227,000	89,000	42,000	20,000	**	**378,000**
Snow/Sleet	67,000	20,000	28,000	8,000	**	**123,000**
Other	11,000	4,000	6,000	4,000	**	**25,000**
Total	**2,731,000**	**655,000**	**417,000**	**147,000**	**	**3,950,000**
All Crashes						
Normal	3,460,000	796,000	471,000	167,000	**	**4,895,000**
Rain	317,000	127,000	58,000	28,000	**	**529,000**
Snow/Sleet	85,000	25,000	36,000	10,000	**	**155,000**
Other/Unknown	15,000	6,000	8,000	6,000	**	**35,000**
Total	**3,876,000**	**955,000**	**574,000**	**210,000**	**	**5,615,000**

*Includes 152 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	6,105	84.6	4,121	51.8	93	2.3	22	0.6
11 to 20	687	9.5	2,728	34.3	504	12.4	118	3.0
21 to 30	205	2.8	731	9.2	956	23.5	378	9.6
31 to 40	79	1.1	222	2.8	889	21.9	637	16.2
41 to 50	38	0.5	87	1.1	655	16.1	658	16.8
51 to 60	31	0.4	22	0.3	448	11.0	647	16.5
61 to 120	69	1.0	42	0.5	522	12.8	1,465	37.3
Total*	**7,214**	**100.0**	**7,953**	**100.0**	**4,067**	**100.0**	**3,925**	**100.0**
Urban Fatal Crashes								
0 to 10	5,664	93.5	4,991	82.9	214	5.5	42	1.1
11 to 20	248	4.1	822	13.7	1,151	29.3	434	11.1
21 to 30	63	1.0	140	2.3	1,228	31.3	1,098	28.0
31 to 40	36	0.6	44	0.7	735	18.7	927	23.7
41 to 50	14	0.2	11	0.2	319	8.1	653	16.7
51 to 60	11	0.2	0	0.0	145	3.7	344	8.8
61 to 120	21	0.3	11	0.2	131	3.3	420	10.7
Total*	**6,057**	**100.0**	**6,019**	**100.0**	**3,923**	**100.0**	**3,918**	**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	5,890	10,972	474	1,071	298	**18,705**
Multiple Vehicle	11,515	284	115	156	25	**12,095**
Total	**17,405**	**11,256**	**589**	**1,227**	**323**	**30,800**
Injury Crashes						
Single Vehicle	162,000	278,000	7,000	42,000	37,000	**525,000**
Multiple Vehicle	1,097,000	5,000	1,000	4,000	2,000	**1,109,000**
Total	**1,259,000**	**283,000**	**8,000**	**46,000**	**39,000**	**1,634,000**
Property-Damage-Only Crashes						
Single Vehicle	323,000	541,000	8,000	80,000	249,000	**1,202,000**
Multiple Vehicle	2,729,000	9,000	2,000	5,000	3,000	**2,748,000**
Total	**3,052,000**	**550,000**	**10,000**	**85,000**	**253,000**	**3,950,000**
All Crashes						
Single Vehicle	491,000	829,000	15,000	123,000	287,000	**1,745,000**
Multiple Vehicle	3,837,000	15,000	3,000	9,000	5,000	**3,869,000**
Total	**4,328,000**	**844,000**	**18,000**	**132,000**	**292,000**	**5,615,000**

Table 29

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

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport:								
Angle	5,359	17.4	416,000	25.5	774,000	19.6	**1,195,000**	**21.3**
Rear End	1,827	5.9	518,000	31.7	1,327,000	33.6	**1,847,000**	**32.9**
Sideswipe	797	2.6	90,000	5.5	482,000	12.2	**573,000**	**10.2**
Head On	2,895	9.4	61,000	3.7	60,000	1.5	**123,000**	**2.2**
Other/Unknown	128	0.4	8,000	0.5	71,000	1.8	**80,000**	**1.4**
Subtotal	*11,006*	*35.7*	*1,093,000*	*66.9*	*2,713,000*	*68.7*	***3,817,000***	***68.0***
Collision with Fixed Object:								
Pole/Post	1,471	4.8	49,000	3.0	127,000	3.2	**178,000**	**3.2**
Culvert/Curb/Ditch	2,392	7.8	62,000	3.8	113,000	2.9	**178,000**	**3.2**
Shrubbery/Tree	2,561	8.3	46,000	2.8	61,000	1.6	**110,000**	**2.0**
Guard Rail	872	2.8	28,000	1.7	72,000	1.8	**101,000**	**1.8**
Embankment	1,105	3.6	20,000	1.2	25,000	0.6	**47,000**	**0.8**
Bridge	204	0.7	4,000	0.3	11,000	0.3	**16,000**	**0.3**
Other/Unknown	1,742	5.7	68,000	4.2	168,000	4.2	**238,000**	**4.2**
Subtotal	*10,347*	*33.6*	*279,000*	*17.1*	*578,000*	*14.6*	***867,000***	***15.4***
Collision with Object Not Fixed:								
Parked Motor Vehicle	313	1.0	40,000	2.4	278,000	7.0	**318,000**	**5.7**
Animal	171	0.6	13,000	0.8	258,000	6.5	**271,000**	**4.8**
Pedestrian	4,383	14.2	69,000	4.2	2,000	*	**76,000**	**1.3**
Pedalcyclist	719	2.3	49,000	3.0	6,000	0.2	**56,000**	**1.0**
Train	111	0.4	*	*	1,000	*	**1,000**	*
Other/Unknown	354	1.1	12,000	0.7	60,000	1.5	**72,000**	**1.3**
Subtotal	*6,051*	*19.6*	*183,000*	*11.2*	*604,000*	*15.3*	***794,000***	***14.1***
Noncollision:								
Rollover	3,009	9.8	73,000	4.4	37,000	0.9	**112,000**	**2.0**
Other/Unknown	363	1.2	6,000	0.4	18,000	0.5	**24,000**	**0.4**
Subtotal	*3,372*	*10.9*	*78,000*	*4.8*	*55,000*	*1.4*	***137,000***	***2.4***
Total	****30,800**	**100.0**	**1,634,000**	**100.0**	**3,950,000**	**100.0**	**5,615,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 24 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 = 10,150)						
Passenger Car	1,434	2,939	1,002	949	51	97
Light Truck		1,085	865	1,083	44	98
Large Truck			98	200	6	20
Motorcycle				70	21	64
Bus					1	1
Other/Unknown						22
Injury Crashes (Total = 937,000)						
Passenger Car	317,000	381,000	32,000	23,000	5,000	2,000
Light Truck		138,000	17,000	14,000	3,000	1,000
Large Truck			2,000	1,000	*	*
Motorcycle				1,000	*	*
Property-Damage-Only Crashes (Total = 2,568,000)						
Passenger Car	812,000	1,121,000	95,000	7,000	18,000	2,000
Light Truck		409,000	71,000	5,000	14,000	2,000
Large Truck			10,000	*	1,000	1,000
Motorcycle				1,000	*	*

*Less than 500.

Table 31

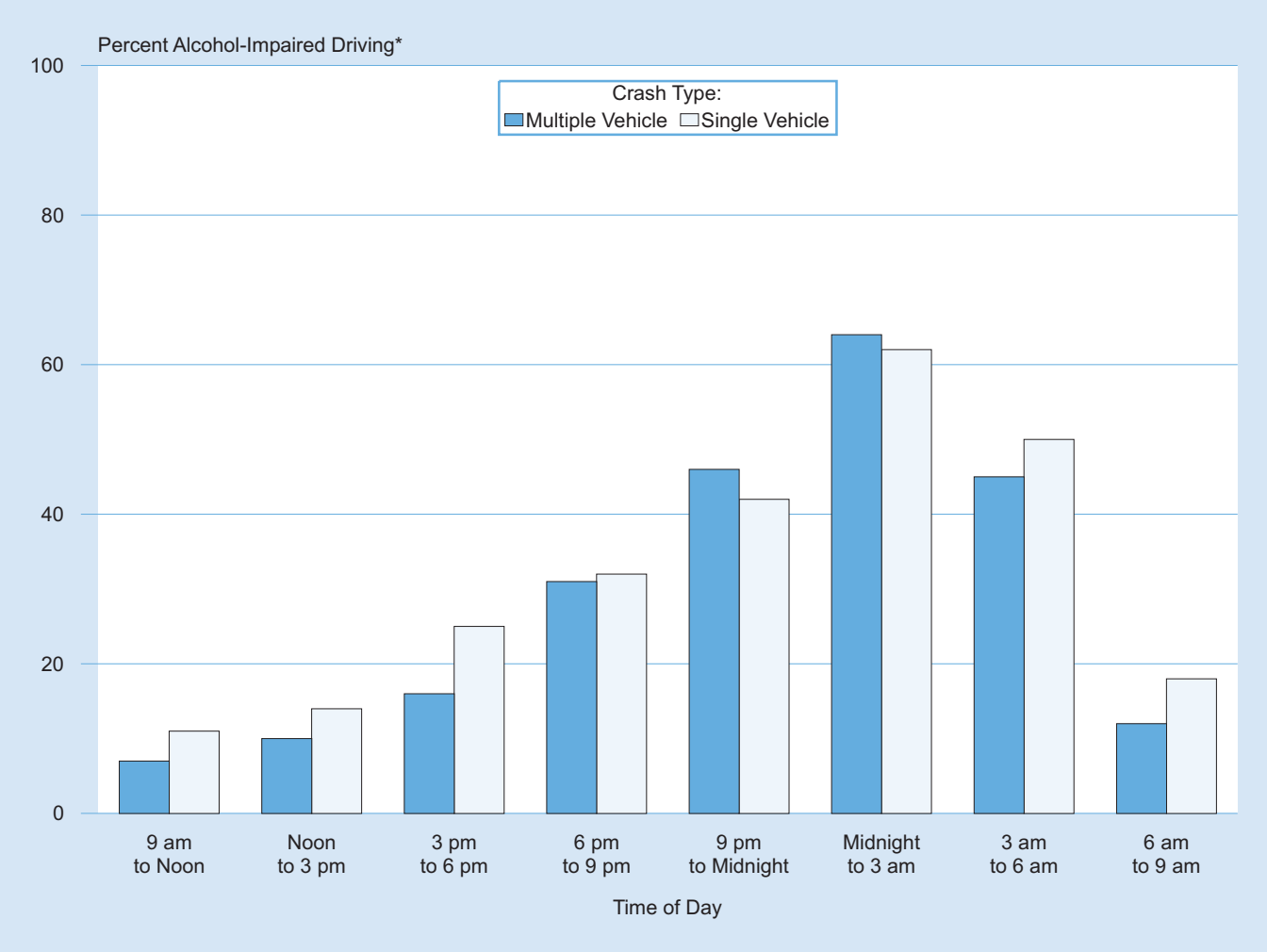
Fatal Crashes and Percent Alcohol-Impaired Driving, by Time of Day and Crash Type

	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	2,961	1,829	62	856	551	64	**3,817**	**2,379**	**62**
3 am to 6 am	1,869	936	50	691	308	45	**2,560**	**1,244**	**49**
6 am to 9 am	1,592	281	18	1,358	163	12	**2,950**	**444**	**15**
9 am to Noon	1,483	158	11	1,499	98	7	**2,982**	**256**	**9**
Noon to 3 pm	1,930	269	14	2,043	209	10	**3,973**	**479**	**12**
3 pm to 6 pm	2,471	620	25	2,493	411	16	**4,964**	**1,030**	**21**
6 pm to 9 pm	3,168	1,000	32	1,835	561	31	**5,003**	**1,560**	**31**
9 pm to Midnight	3,005	1,257	42	1,305	594	46	**4,310**	**1,852**	**43**
Unknown	226	113	50	15	7	47	**241**	**120**	**50**
Total	**18,705**	**6,462**	**35**	**12,095**	**2,902**	**24**	**30,800**	**9,364**	**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 94 percent of the 9.9 million vehicles involved in motor vehicle crashes in 2012 were passenger cars or light trucks.
- Large trucks accounted for 8 percent of the vehicles in fatal crashes, but only 3 percent of the vehicles involved in injury crashes and 4 percent of the vehicles involved in property-damage-only crashes. Of the 3,802 large trucks involved in fatal crashes, 72 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 (30.6 percent). Large trucks experienced the highest rollover rate in injury crashes (8.0 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 2012. For fatal crashes, however, fires occurred in 3.3 percent of the vehicles involved.
- Regardless of crash severity, the majority of vehicles in single- and two-vehicle crashes were going straight prior to the crash. The next most common vehicle maneuver differed by crash severity: negotiating a curve for fatal crashes, turning left for injury crashes, and stopped in traffic lane for property-damage-only crashes.
- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (24.4 percent), and buses in fatal crashes had the lowest proportion (1.6 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	27,219	39	15	1,658	**28,931**
Junction:					
Intersection	3,943	3,377	2,016	263	**9,599**
Intersection Related	1,337	1,083	326	104	**2,850**
Other/Unknown	3,704	103	77	373	**4,257**
Total	**36,203**	**4,602**	**2,434**	**2,398**	**45,637**
Injury Crashes					
Nonjunction	1,063,000	4,000	1,000	67,000	**1,136,000**
Junction:					
Intersection	224,000	422,000	146,000	33,000	**825,000**
Intersection Related	163,000	418,000	48,000	50,000	**680,000**
Other/Unknown	275,000	11,000	9,000	21,000	**315,000**
Total	**1,726,000**	**855,000**	**203,000**	**171,000**	**2,955,000**
Property-Damage-Only Crashes					
Nonjunction	2,648,000	9,000	2,000	182,000	**2,842,000**
Junction:					
Intersection	419,000	574,000	268,000	64,000	**1,325,000**
Intersection Related	400,000	1,080,000	182,000	209,000	**1,871,000**
Other/Unknown	731,000	47,000	25,000	61,000	**864,000**
Total	**4,198,000**	**1,710,000**	**478,000**	**516,000**	**6,902,000**
All Crashes					
Nonjunction	3,739,000	13,000	3,000	251,000	**4,006,000**
Junction:					
Intersection	647,000	999,000	416,000	97,000	**2,160,000**
Intersection Related	564,000	1,499,000	230,000	260,000	**2,553,000**
Other/Unknown	1,010,000	58,000	34,000	82,000	**1,183,000**
Total	**5,960,000**	**2,570,000**	**683,000**	**689,000**	**9,902,000**

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	2,529	13.5	1,885	7.0	**4,414**	**9.7**
35 or 40 mph	3,648	19.5	4,171	15.5	**7,819**	**17.1**
45 or 50 mph	3,512	18.8	5,745	21.3	**9,257**	**20.3**
55 mph	4,955	26.5	7,918	29.4	**12,873**	**28.2**
60 mph or higher	3,307	17.7	6,032	22.4	**9,339**	**20.5**
No Statutory Limit	93	0.5	182	0.7	**275**	**0.6**
Unknown	661	3.5	999	3.7	**1,660**	**3.6**
Total	**18,705**	**100.0**	**26,932**	**100.0**	**45,637**	**100.0**
Injury Crashes						
30 mph or less	118,000	22.6	346,000	14.2	**464,000**	**15.7**
35 or 40 mph	100,000	19.1	739,000	30.4	**839,000**	**28.4**
45 or 50 mph	70,000	13.3	523,000	21.5	**593,000**	**20.1**
55 mph	87,000	16.5	233,000	9.6	**320,000**	**10.8**
60 mph or higher	66,000	12.5	221,000	9.1	**287,000**	**9.7**
No Statutory Limit	8,000	1.6	50,000	2.0	**58,000**	**2.0**
Unknown	76,000	14.4	319,000	13.1	**394,000**	**13.3**
Total	**525,000**	**100.0**	**2,430,000**	**100.0**	**2,955,000**	**100.0**
Property-Damage-Only Crashes						
30 mph or less	280,000	23.3	944,000	16.6	**1,224,000**	**17.7**
35 or 40 mph	154,000	12.8	1,574,000	27.6	**1,728,000**	**25.0**
45 or 50 mph	126,000	10.5	1,265,000	22.2	**1,391,000**	**20.2**
55 mph	232,000	19.3	405,000	7.1	**637,000**	**9.2**
60 mph or higher	158,000	13.1	507,000	8.9	**665,000**	**9.6**
No Statutory Limit	35,000	2.9	164,000	2.9	**199,000**	**2.9**
Unknown	217,000	18.1	841,000	14.8	**1,059,000**	**15.3**
Total	**1,202,000**	**100.0**	**5,700,000**	**100.0**	**6,902,000**	**100.0**
All Crashes						
30 mph or less	401,000	23.0	1,292,000	15.8	**1,692,000**	**17.1**
35 or 40 mph	257,000	14.7	2,318,000	28.4	**2,575,000**	**26.0**
45 or 50 mph	199,000	11.4	1,793,000	22.0	**1,993,000**	**20.1**
55 mph	324,000	18.6	645,000	7.9	**969,000**	**9.8**
60 mph or higher	227,000	13.0	734,000	9.0	**961,000**	**9.7**
No Statutory Limit	44,000	2.5	214,000	2.6	**258,000**	**2.6**
Unknown	293,000	16.8	1,161,000	14.2	**1,454,000**	**14.7**
Total	**1,745,000**	**100.0**	**8,157,000**	**100.0**	**9,902,000**	**100.0**

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	1,034	23.4	3,357	76.1	23	0.5	**4,414**	**100.0**
35 or 40 mph	2,276	29.1	5,520	70.6	23	0.3	**7,819**	**100.0**
45 or 50 mph	3,886	42.0	5,349	57.8	22	0.2	**9,257**	**100.0**
55 mph	9,897	76.9	2,944	22.9	32	0.2	**12,873**	**100.0**
60 mph or higher	5,925	63.4	3,412	36.5	2	0.0	**9,339**	**100.0**
No Statutory Limit	108	39.3	165	60.0	2	0.7	**275**	**100.0**
Unknown	654	39.4	995	59.9	11	0.7	**1,660**	**100.0**
Total	**23,780**	**52.1**	**21,742**	**47.6**	**115**	**0.3**	**45,637**	**100.0**

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	25	126	112	411	5	**679**
Two Lanes	24,734	7,670	192	192	7	**32,795**
Three Lanes	565	3,148	139	11	0	**3,863**
Four Lanes	4,043	2,404	36	7	5	**6,495**
More Than Four	618	768	3	0	1	**1,390**
Unknown	29	37	4	9	117	**196**
Total*	**30,014**	**14,153**	**486**	**630**	**135**	**45,637**
Injury Crashes						
One Lane	4,000	16,000	11,000	30,000	6,000	**67,000**
Two Lanes	751,000	388,000	27,000	15,000	94,000	**1,275,000**
Three Lanes	55,000	240,000	23,000	5,000	21,000	**344,000**
Four Lanes	331,000	118,000	10,000	**	20,000	**479,000**
More Than Four	60,000	71,000	2,000	**	3,000	**136,000**
Unknown	126,000	45,000	9,000	9,000	410,000	**598,000**
Total*	**1,327,000**	**876,000**	**82,000**	**59,000**	**555,000**	**2,955,000**
Property-Damage-Only Crashes						
One Lane	14,000	31,000	37,000	70,000	4,000	**156,000**
Two Lanes	1,731,000	817,000	73,000	42,000	167,000	**2,830,000**
Three Lanes	122,000	485,000	50,000	15,000	38,000	**711,000**
Four Lanes	783,000	224,000	21,000	2,000	27,000	**1,056,000**
More Than Four	163,000	133,000	4,000	1,000	9,000	**309,000**
Unknown	341,000	123,000	26,000	40,000	1,114,000	**1,643,000**
Total*	**3,153,000**	**1,814,000**	**211,000**	**169,000**	**1,360,000**	**6,902,000**
All Crashes						
One Lane	18,000	47,000	48,000	100,000	11,000	**223,000**
Two Lanes	2,506,000	1,213,000	100,000	57,000	262,000	**4,138,000**
Three Lanes	178,000	728,000	73,000	20,000	59,000	**1,059,000**
Four Lanes	1,117,000	345,000	31,000	2,000	47,000	**1,542,000**
More Than Four	224,000	204,000	6,000	1,000	12,000	**447,000**
Unknown	467,000	168,000	35,000	48,000	1,524,000	**2,242,000**
Total*	**4,510,000**	**2,705,000**	**293,000**	**229,000**	**1,915,000**	**9,902,000**

*Totals include vehicles in non-trafficway areas.
**Less than 500.

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	18,092	39.6	1,683,000	57.0	3,875,000	56.1	**5,577,000**	**56.3**
Light Truck	17,254	37.8	1,087,000	36.8	2,706,000	39.2	**3,810,000**	**38.5**
Large Truck	3,802	8.3	77,000	2.6	253,000	3.7	**333,000**	**3.4**
Motorcycle	5,080	11.1	89,000	3.0	18,000	0.3	**112,000**	**1.1**
Bus	251	0.5	12,000	0.4	42,000	0.6	**55,000**	**0.6**
Other	507	1.1	7,000	0.2	8,000	0.1	**15,000**	**0.1**
Total	***45,637**	**100.0**	**2,955,000**	**100.0**	**6,902,000**	**100.0**	**9,902,000**	**100.0**

*Includes 651 vehicles of unknown type involved in fatal crashes.

Figure 13

Proportion of Vehicles Involved in Traffic Crashes

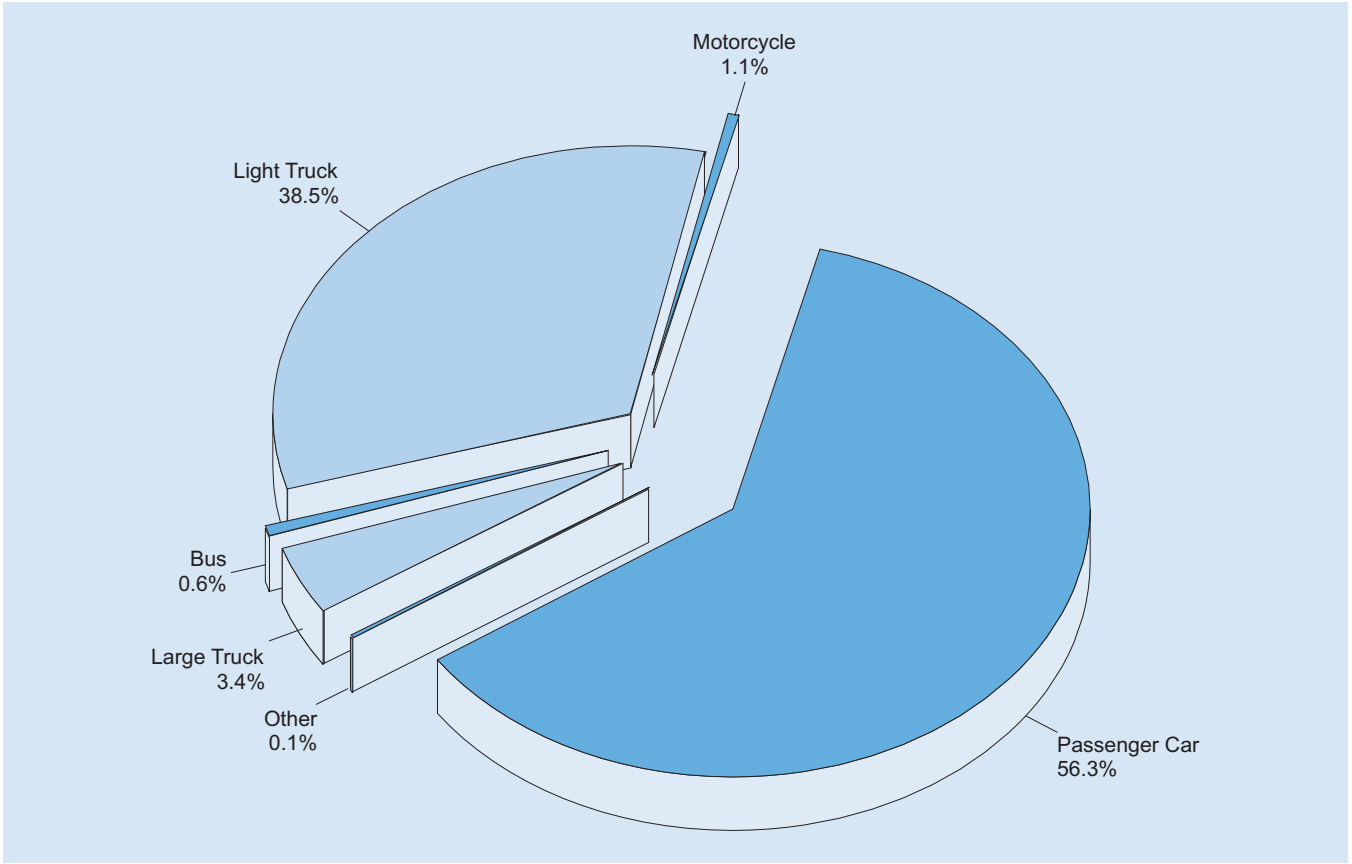


Table 37
Vehicles Involved in Fatal Crashes by Body Type

Body Type	Number	Percent
Passenger Cars	**18,092**	**39.6**
Convertible	363	0.8
2 Door Sedan, Hardtop, Coupe	2,543	5.6
3 Door/2 Door Hatchback	635	1.4
4 Door Sedan Hardtop	12,931	28.3
5 Door/4 Door Hatchback	338	0.7
Station Wagon	1,141	2.5
Hatchback, Doors Unknown	2	*
Other Auto	20	*
Unknown Auto	96	0.2
Auto-Based Pickup	15	*
Auto-Based Panel Truck	1	*
3-Door Coupe	7	*
Light Trucks	**17,254**	**37.8**
Compact Utility	5,184	11.4
Large Utility	1,556	3.4
Utility Station Wagon	330	0.7
Utility, Unknown Body Type	1	*
Minivan	1,605	3.5
Large Van	535	1.2
Step Van	10	*
Other Van Type	9	*
Unknown Van Type	6	*
Compact Pickup	2,113	4.6
Standard Pickup	5,804	12.7
Pickup with Camper	29	0.1
Convertible Pickup	1	*
Unknown Pickup Style Truck	14	*
Cab Chassis-Based Light Truck	32	0.1
Other Conventional Light Truck	2	*
Unknown Light Truck Type (Not Pickup)	2	*
Unknown Light Vehicle Type	20	*
Unknown Truck	1	*

Body Type	Number	Percent
Large Trucks	**3,802**	**8.3**
Step Van	15	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	273	0.6
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	210	0.5
Single Unit Heavy Truck (GVWR > 26,000 lb)	598	1.3
Single Unit Truck, Unknown GVWR	13	*
Truck Tractor	2,502	5.5
Medium/Heavy Pickup (Ford Super Duty 450/550)	173	0.4
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	2	*
Unknown Heavy Truck (GVWR > 26,000 lb)	5	*
Unknown Large Truck Type	11	*
Motorcycles	**5,080**	**11.1**
Motorcycle	4,746	10.4
Moped	156	0.3
Three Wheel Motorcycle or Moped	17	*
Off-Road Motorcycle (Two Wheel)	46	0.1
Other Motorcycle/Minibike	88	0.2
Unknown Motorcycle	27	0.1
Buses	**251**	**0.5**
School Bus	101	0.2
Cross Country/Intercity Bus	34	0.1
Transit Bus	77	0.2
Van-Based Bus (GVWR > 10,000 lb)	30	0.1
Other Bus	7	*
Unknown Bus	2	*
Other Vehicles	**507**	**1.1**
Large Limousine	1	*
Three Wheel Auto or Auto Derivative	1	*
Light Truck-Based Motorhome	1	*
Medium/Heavy Truck-Based Motorhome	17	*
Unknown Truck Camper/Motorhome	12	*
All Terrain Vehicle	311	0.7
Snowmobile	16	*
Farm Equipment Except Trucks	88	0.2
Construction Equipment Except Trucks	10	*
Motorized Wheelchair	2	*
Golf Cart	10	*
Other Vehicle	38	0.1
Unknown Body Type	**651**	**1.4**
Total	**45,637**	**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	2,808	15.5	15,284	84.5	**18,092**	**100.0**
Light Truck						
Pickup	2,109	26.5	5,852	73.5	**7,961**	**100.0**
Utility	2,164	30.6	4,907	69.4	**7,071**	**100.0**
Van	317	14.6	1,848	85.4	**2,165**	**100.0**
Other	4	7.0	53	93.0	**57**	**100.0**
Large Truck	567	14.9	3,235	85.1	**3,802**	**100.0**
Bus	11	4.4	240	95.6	**251**	**100.0**
Other/Unknown	244	21.1	914	78.9	**1,158**	**100.0**
Total*	**8,224**	**20.3**	**32,333**	**79.7**	**40,557**	**100.0**
Injury Crashes						
Passenger Car	53,000	3.2	1,630,000	96.8	**1,683,000**	**100.0**
Light Truck						
Pickup	25,000	6.5	355,000	93.5	**379,000**	**100.0**
Utility	38,000	7.2	489,000	92.8	**527,000**	**100.0**
Van	6,000	3.2	172,000	96.8	**178,000**	**100.0**
Other	**	8.7	2,000	91.3	**3,000**	**100.0**
Large Truck	6,000	8.0	70,000	92.0	**77,000**	**100.0**
Bus	**	**	12,000	100.0	**12,000**	**100.0**
Other/Unknown	2,000	31.6	5,000	68.4	**7,000**	**100.0**
Total*	**130,000**	**4.5**	**2,736,000**	**95.5**	**2,866,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	29,000	0.8	3,846,000	99.2	**3,875,000**	**100.0**
Light Truck						
Pickup	18,000	1.7	1,012,000	98.3	**1,030,000**	**100.0**
Utility	20,000	1.5	1,251,000	98.5	**1,271,000**	**100.0**
Van	3,000	0.7	392,000	99.3	**395,000**	**100.0**
Other	**	1.9	10,000	98.1	**10,000**	**100.0**
Large Truck	6,000	2.6	246,000	97.4	**253,000**	**100.0**
Bus	**	0.5	42,000	99.5	**42,000**	**100.0**
Other/Unknown	**	**	8,000	100.0	**8,000**	**100.0**
Total*	**77,000**	**1.1**	**6,807,000**	**98.9**	**6,884,000**	**100.0**
All Crashes						
Passenger Car	85,000	1.5	5,491,000	98.5	**5,577,000**	**100.0**
Light Truck						
Pickup	45,000	3.1	1,373,000	96.9	**1,418,000**	**100.0**
Utility	60,000	3.3	1,745,000	96.7	**1,805,000**	**100.0**
Van	9,000	1.5	566,000	98.5	**575,000**	**100.0**
Other	**	3.3	12,000	96.7	**12,000**	**100.0**
Large Truck	13,000	4.0	320,000	96.0	**333,000**	**100.0**
Bus	**	0.4	55,000	99.6	**55,000**	**100.0**
Other/Unknown	2,000	15.3	13,000	84.7	**15,000**	**100.0**
Total*	**215,000**	**2.2**	**9,576,000**	**97.8**	**9,790,000**	**100.0**

*Excludes motorcycles.

**Less than 500 or less than 0.05 percent.

Figure 14

Percent Rollover Occurrence, by Vehicle Type and Crash Severity

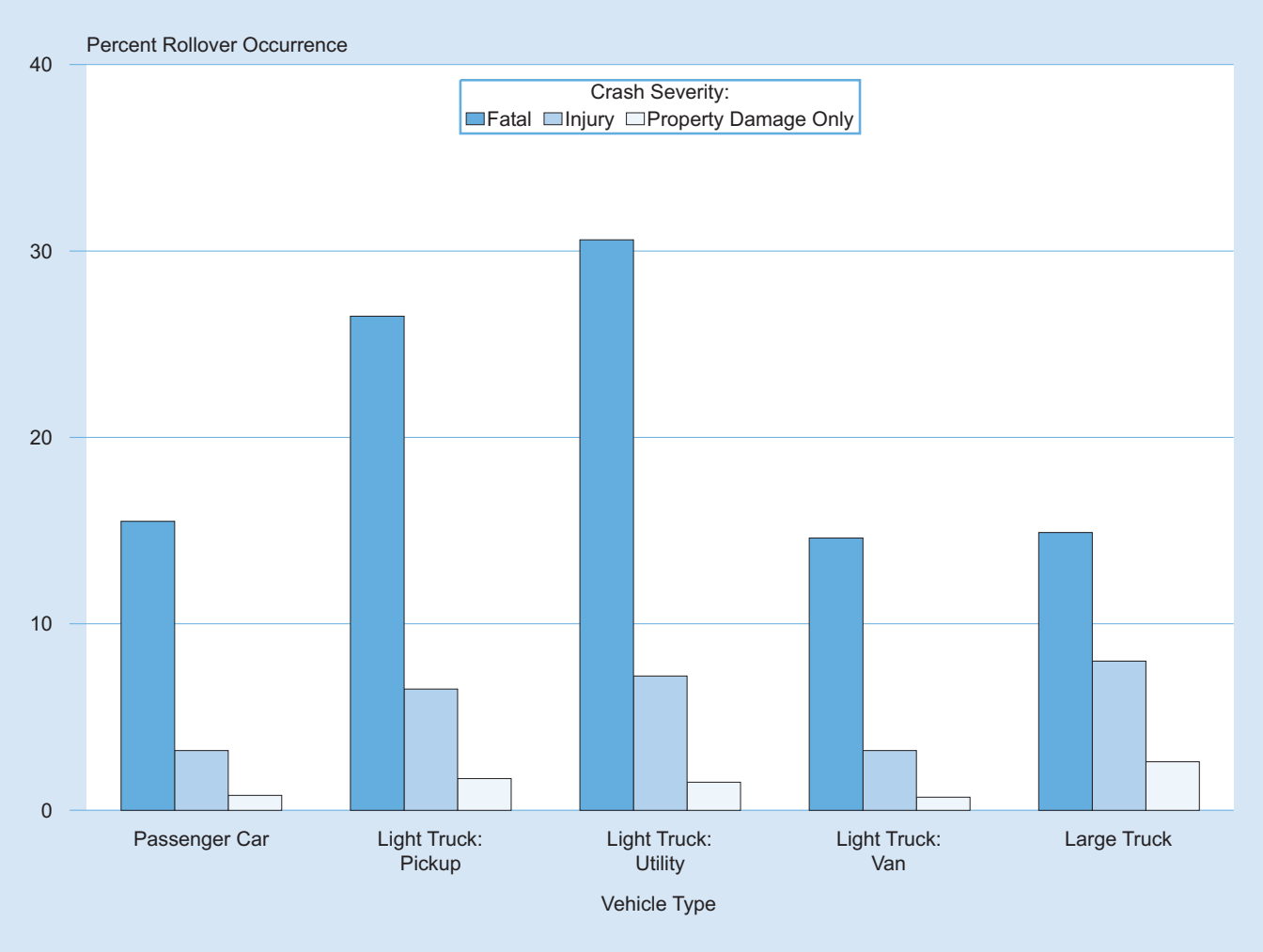


Table 39

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	573	3.2	17,519	96.8	**18,092**	**100.0**
Light Truck	550	3.2	16,704	96.8	**17,254**	**100.0**
Large Truck	285	7.5	3,517	92.5	**3,802**	**100.0**
Motorcycle	94	1.9	4,986	98.1	**5,080**	**100.0**
Bus	4	1.6	247	98.4	**251**	**100.0**
Other/Unknown	9	0.8	1,149	99.2	**1,158**	**100.0**
Total	**1,515**	**3.3**	**44,122**	**96.7**	**45,637**	**100.0**
Injury Crashes						
Passenger Car	1,000	0.1	1,682,000	99.9	**1,683,000**	**100.0**
Light Truck	1,000	0.1	1,086,000	99.9	**1,087,000**	**100.0**
Large Truck	*	0.3	76,000	99.7	**77,000**	**100.0**
Motorcycle	*	0.1	89,000	99.9	**89,000**	**100.0**
Bus	*	*	12,000	100.0	**12,000**	**100.0**
Other/Unknown	*	*	7,000	100.0	**7,000**	**100.0**
Total	**3,000**	**0.1**	**2,953,000**	**99.9**	**2,955,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	3,000	0.1	3,872,000	99.9	**3,875,000**	**100.0**
Light Truck	2,000	0.1	2,704,000	99.9	**2,706,000**	**100.0**
Large Truck	*	0.1	252,000	99.9	**253,000**	**100.0**
Motorcycle	*	*	18,000	100.0	**18,000**	**100.0**
Bus	*	*	42,000	100.0	**42,000**	**100.0**
Other/Unknown	*	*	8,000	100.0	**8,000**	**100.0**
Total	**6,000**	**0.1**	**6,896,000**	**99.9**	**6,902,000**	**100.0**
All Crashes						
Passenger Car	5,000	0.1	5,572,000	99.9	**5,577,000**	**100.0**
Light Truck	4,000	0.1	3,806,000	99.9	**3,810,000**	**100.0**
Large Truck	1,000	0.3	332,000	99.7	**333,000**	**100.0**
Motorcycle	*	0.2	112,000	99.8	**112,000**	**100.0**
Bus	*	*	55,000	100.0	**55,000**	**100.0**
Other/Unknown	*	0.1	15,000	99.9	**15,000**	**100.0**
Total	**10,000**	**0.1**	**9,893,000**	**99.9**	**9,902,000**	**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	24,363	62.8	1,328,000	55.5	3,149,000	49.8	**4,502,000**	**51.4**
Turning Left	2,520	6.5	280,000	11.7	594,000	9.4	**877,000**	**10.0**
Stopped in Traffic Lane	494	1.3	245,000	10.2	839,000	13.3	**1,084,000**	**12.4**
Turning Right	327	0.8	72,000	3.0	260,000	4.1	**332,000**	**3.8**
Slowed in Traffic Lane	289	0.7	125,000	5.2	370,000	5.9	**495,000**	**5.7**
Merging/Changing Lanes	592	1.5	61,000	2.5	286,000	4.5	**347,000**	**4.0**
Negotiating Curve	8,386	21.6	153,000	6.4	296,000	4.7	**457,000**	**5.2**
Backing Up	120	0.3	12,000	0.5	149,000	2.4	**161,000**	**1.8**
Passing Other Vehicle	672	1.7	19,000	0.8	72,000	1.1	**91,000**	**1.0**
Starting in Traffic Lane	242	0.6	58,000	2.4	171,000	2.7	**230,000**	**2.6**
Leaving Parking Space	33	0.1	7,000	0.3	39,000	0.6	**46,000**	**0.5**
Making U-Turn	157	0.4	12,000	0.5	34,000	0.5	**46,000**	**0.5**
Entering Parking Space	3	*	4,000	0.1	25,000	0.4	**28,000**	**0.3**
Disabled in Traffic Lane	31	0.1	1,000	0.1	2,000	*	**3,000**	*
Other Maneuver	305	0.8	17,000	0.7	37,000	0.6	**55,000**	**0.6**
Total	**38,820	**100.0**	**2,394,000**	**100.0**	**6,323,000**	**100.0**	**8,756,000**	**100.0**

*Less than 0.05 percent.

**Includes 286 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	988	8	1,461	**17**	**2,449**
Other	7	1,583	30	4,248	**37**	**5,831**
Minor Arterial	4	1,634	18	3,263	**22**	**4,897**
Major Collector	8	2,577	11	2,750	**19**	**5,327**
Minor Collector	1	680	1	411	**2**	**1,091**
Local Road or Street	0	2,647	4	1,312	**4**	**3,959**
Unknown Rural	1	144	0	82	**1**	**226**
Total	**30**	**10,253**	**72**	**13,527**	**102**	**23,780**
Urban Fatal Crashes						
Principal Arterial						
Interstate	4	1,128	6	2,083	**10**	**3,211**
Freeway/Expressway	2	604	4	1,081	**6**	**1,685**
Other	2	2,141	17	4,698	**19**	**6,839**
Minor Arterial	2	1,601	5	2,714	**7**	**4,315**
Collector	0	730	1	961	**1**	**1,691**
Local Road or Street	0	2,148	0	1,798	**0**	**3,946**
Unknown Urban	0	24	0	31	**0**	**55**
Total	**10**	**8,376**	**33**	**13,366**	**43**	**21,742**
All Fatal Crashes						
Principal Arterial						
Interstate	13	2,116	14	3,544	**27**	**5,660**
Freeway/Expressway	2	604	4	1,081	**6**	**1,685**
Other	9	3,724	47	8,946	**56**	**12,670**
Minor Arterial	6	3,235	23	5,977	**29**	**9,212**
Collector	9	3,987	13	4,122	**22**	**8,109**
Local Road or Street	0	4,795	4	3,110	**4**	**7,905**
Unknown Rural	1	144	0	82	**1**	**226**
Unknown Urban	0	24	0	31	**0**	**55**
Unknown Rural or Urban	0	76	0	39	**0**	**115**
Total	**40**	**18,705**	**105**	**26,932**	**145**	**45,637**

Figure 15

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

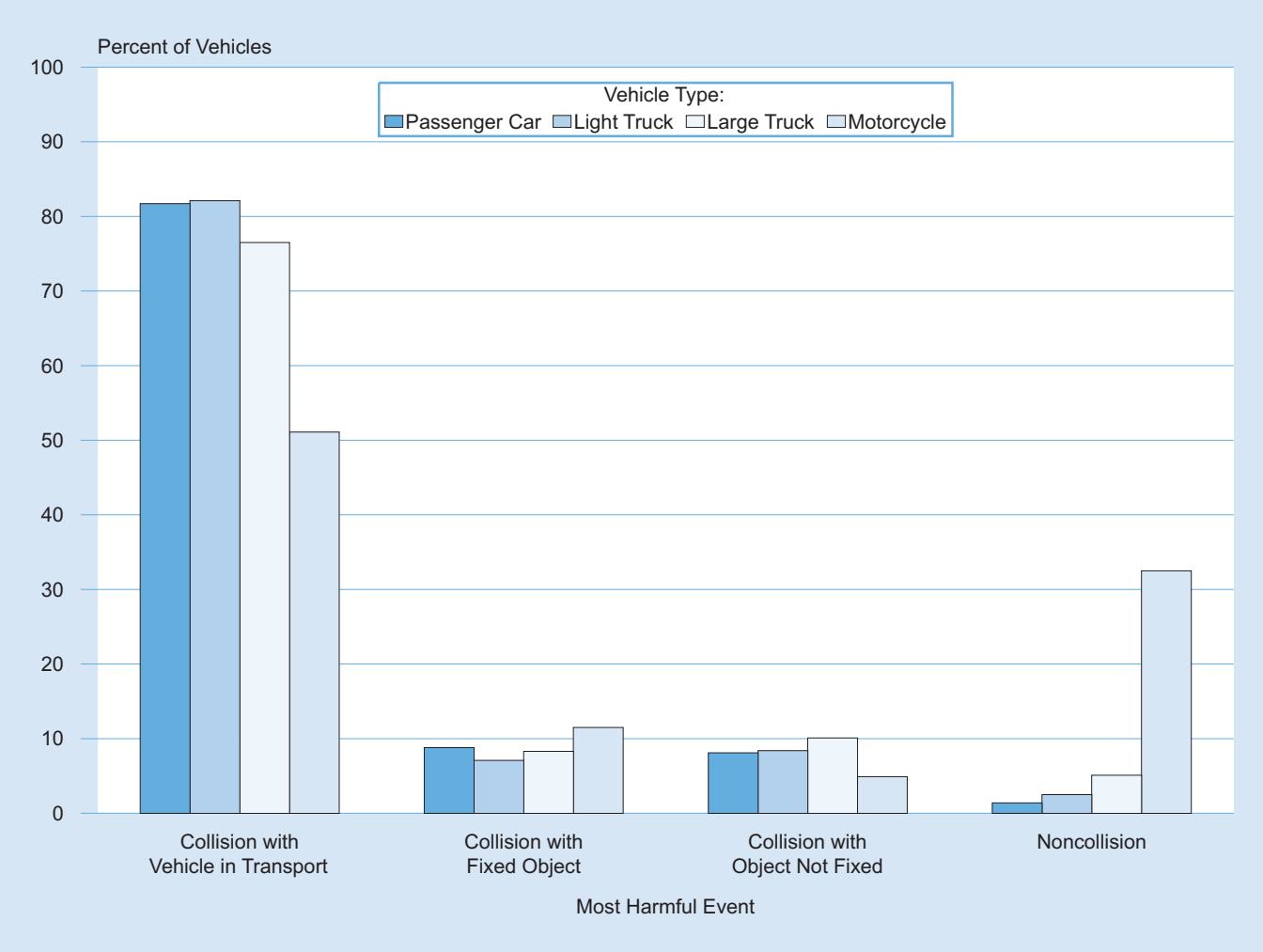
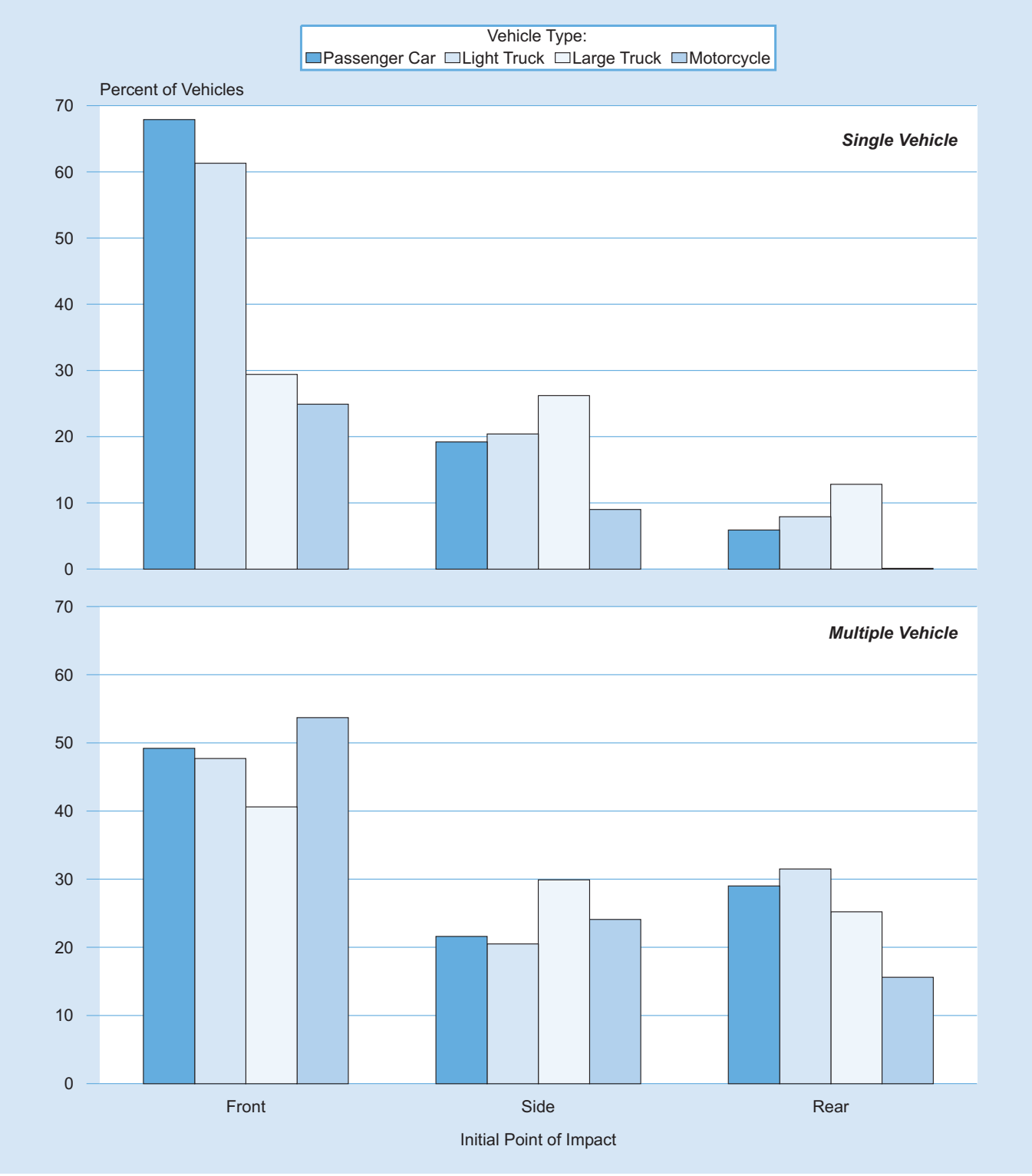


Figure 16

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	5,558	30.7	706,000	41.9	1,529,000	39.5	**2,241,000**	**40.2**
Left Side	1,601	8.8	139,000	8.3	371,000	9.6	**511,000**	**9.2**
Right Side	1,341	7.4	124,000	7.4	346,000	8.9	**471,000**	**8.5**
Rear	1,046	5.8	416,000	24.7	915,000	23.6	**1,333,000**	**23.9**
Other/Unknown	122	0.7	*	*	1,000	*	**1,000**	*
Subtotal	*9,668*	*53.4*	*1,386,000*	*82.3*	*3,162,000*	*81.6*	***4,557,000***	***81.7***
Collision with Fixed Object	**3,366**	**18.6**	**147,000**	**8.8**	**340,000**	**8.8**	**491,000**	**8.8**
Collision with Object Not Fixed:								
Nonoccupant	2,506	13.9	73,000	4.3	7,000	0.2	**83,000**	**1.5**
Other	467	2.6	33,000	2.0	336,000	8.7	**370,000**	**6.6**
Subtotal	*2,973*	*16.4*	*107,000*	*6.3*	*343,000*	*8.8*	***452,000***	***8.1***
Noncollision	**2,077**	**11.5**	**44,000**	**2.6**	**31,000**	**0.8**	**77,000**	**1.4**
Total	****18,092**	**100.0**	**1,683,000**	**100.0**	**3,875,000**	**100.0**	**5,577,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 8 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	4,771	64.5	200,000	71.5	456,000	66.5	**661,000**	**67.9**
Left Side	627	8.5	19,000	6.7	58,000	8.4	**77,000**	**7.9**
Right Side	570	7.7	29,000	10.3	80,000	11.7	**110,000**	**11.3**
Rear	163	2.2	9,000	3.2	48,000	7.0	**57,000**	**5.9**
Noncollision	626	8.5	16,000	5.8	16,000	2.3	**33,000**	**3.3**
Other/Unknown	645	8.7	7,000	2.5	29,000	4.2	**36,000**	**3.7**
Total	**7,402**	**100.0**	**280,000**	**100.0**	**686,000**	**100.0**	**973,000**	**100.0**
Multiple-Vehicle Crashes								
Front	6,092	57.0	714,000	50.9	1,545,000	48.4	**2,265,000**	**49.2**
Left Side	1,707	16.0	143,000	10.2	374,000	11.7	**518,000**	**11.3**
Right Side	1,438	13.5	126,000	9.0	348,000	10.9	**475,000**	**10.3**
Rear	1,134	10.6	419,000	29.8	917,000	28.8	**1,337,000**	**29.0**
Noncollision	20	0.2	*	*	*	*	*	*
Other/Unknown	299	2.8	1,000	0.1	5,000	0.2	**7,000**	**0.1**
Total	**10,690**	**100.0**	**1,404,000**	**100.0**	**3,189,000**	**100.0**	**4,604,000**	**100.0**
All Crashes								
Front	10,863	60.0	914,000	54.3	2,001,000	51.6	**2,926,000**	**52.5**
Left Side	2,334	12.9	162,000	9.6	431,000	11.1	**595,000**	**10.7**
Right Side	2,008	11.1	155,000	9.2	428,000	11.0	**585,000**	**10.5**
Rear	1,297	7.2	428,000	25.4	965,000	24.9	**1,394,000**	**25.0**
Noncollision	646	3.6	16,000	1.0	16,000	0.4	**33,000**	**0.6**
Other/Unknown	944	5.2	8,000	0.5	34,000	0.9	**43,000**	**0.8**
Total	**18,092**	**100.0**	**1,683,000**	**100.0**	**3,875,000**	**100.0**	**5,577,000**	**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	5,999	34.8	466,000	42.9	1,024,000	37.8	**1,496,000**	**39.3**
Left Side	920	5.3	77,000	7.1	241,000	8.9	**319,000**	**8.4**
Right Side	682	4.0	74,000	6.9	244,000	9.0	**319,000**	**8.4**
Rear	853	4.9	268,000	24.7	723,000	26.7	**992,000**	**26.0**
Other/Unknown	93	0.5	*	*	*	*	**1,000**	*
Subtotal	*8,547*	*49.5*	*886,000*	*81.5*	*2,232,000*	*82.5*	***3,126,000***	***82.1***
Collision with Fixed Object	**2,455**	**14.2**	**81,000**	**7.5**	**185,000**	**6.8**	**269,000**	**7.1**
Collision with Object Not Fixed:								
Nonmotorist	2,359	13.7	45,000	4.1	2,000	0.1	**49,000**	**1.3**
Other	350	2.0	24,000	2.2	247,000	9.1	**271,000**	**7.1**
Subtotal	*2,709*	*15.7*	*68,000*	*6.3*	*249,000*	*9.2*	***320,000***	***8.4***
Noncollision	**3,537**	**20.5**	**51,000**	**4.7**	**40,000**	**1.5**	**95,000**	**2.5**
Total	****17,254**	**100.0**	**1,087,000**	**100.0**	**2,706,000**	**100.0**	**3,810,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 6 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	4,493	59.2	121,000	65.4	268,000	59.6	**393,000**	**61.3**
Left Side	438	5.8	11,000	6.0	42,000	9.4	**54,000**	**8.4**
Right Side	422	5.6	21,000	11.1	56,000	12.5	**77,000**	**12.0**
Rear	116	1.5	5,000	2.7	45,000	10.1	**51,000**	**7.9**
Noncollision	1,524	20.1	23,000	12.6	25,000	5.6	**50,000**	**7.8**
Other/Unknown	598	7.9	4,000	2.2	12,000	2.7	**17,000**	**2.6**
Total	**7,591**	**100.0**	**184,000**	**100.0**	**449,000**	**100.0**	**641,000**	**100.0**
Multiple-Vehicle Crashes								
Front	6,567	68.0	471,000	52.2	1,033,000	45.8	**1,511,000**	**47.7**
Left Side	1,038	10.7	80,000	8.9	242,000	10.7	**324,000**	**10.2**
Right Side	790	8.2	78,000	8.7	246,000	10.9	**325,000**	**10.2**
Rear	989	10.2	271,000	30.0	725,000	32.1	**997,000**	**31.5**
Noncollision	46	0.5	1,000	0.1	1,000	*	**1,000**	*
Other/Unknown	233	2.4	1,000	0.2	10,000	0.4	**11,000**	**0.4**
Total	**9,663**	**100.0**	**903,000**	**100.0**	**2,256,000**	**100.0**	**3,169,000**	**100.0**
All Crashes								
Front	11,060	64.1	592,000	54.4	1,301,000	48.1	**1,904,000**	**50.0**
Left Side	1,476	8.6	91,000	8.4	285,000	10.5	**378,000**	**9.9**
Right Side	1,212	7.0	99,000	9.1	302,000	11.2	**402,000**	**10.5**
Rear	1,105	6.4	276,000	25.4	770,000	28.5	**1,047,000**	**27.5**
Noncollision	1,570	9.1	24,000	2.2	26,000	1.0	**51,000**	**1.3**
Other/Unknown	831	4.8	5,000	0.5	22,000	0.8	**28,000**	**0.7**
Total	**17,254**	**100.0**	**1,087,000**	**100.0**	**2,706,000**	**100.0**	**3,810,000**	**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	1,653	43.5	31,000	40.2	75,000	29.9	**108,000**	**32.4**
Left Side	329	8.7	8,000	10.6	32,000	12.6	**40,000**	**12.1**
Right Side	175	4.6	8,000	10.7	30,000	12.0	**39,000**	**11.6**
Rear	585	15.4	17,000	21.7	50,000	20.0	**68,000**	**20.3**
Other/Unknown	45	1.2	*	0.1	*	0.1	*	**0.1**
Subtotal	*2,787*	*73.3*	*64,000*	*83.2*	*188,000*	*74.5*	***255,000***	***76.5***
Collision with Fixed Object	**150**	**3.9**	**3,000**	**3.9**	**25,000**	**9.7**	**28,000**	**8.3**
Collision with Object Not Fixed:								
Nonoccupant	343	9.0	2,000	2.6	*	*	**2,000**	**0.7**
Other	85	2.2	2,000	2.7	29,000	11.5	**31,000**	**9.4**
Subtotal	*428*	*11.3*	*4,000*	*5.3*	*29,000*	*11.5*	***34,000***	***10.1***
Noncollision	**436**	**11.5**	**6,000**	**7.5**	**11,000**	**4.2**	**17,000**	**5.1**
Total	****3,802**	**100.0**	**77,000**	**100.0**	**253,000**	**100.0**	**333,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 1 large truck 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	410	56.5	3,000	31.4	15,000	28.6	**19,000**	**29.4**
Left Side	28	3.9	1,000	10.6	4,000	7.9	**5,000**	**8.3**
Right Side	65	9.0	2,000	18.6	9,000	17.9	**11,000**	**17.9**
Rear	25	3.4	*	1.7	8,000	15.2	**8,000**	**12.8**
Noncollision	131	18.0	4,000	36.3	8,000	15.2	**12,000**	**18.8**
Other/Unknown	67	9.2	*	1.4	8,000	15.2	**8,000**	**12.8**
Total	**726**	**100.0**	**11,000**	**100.0**	**52,000**	**100.0**	**63,000**	**100.0**
Multiple-Vehicle Crashes								
Front	1,819	59.1	31,000	47.5	77,000	38.0	**110,000**	**40.6**
Left Side	358	11.6	8,000	12.7	32,000	16.0	**41,000**	**15.1**
Right Side	195	6.3	8,000	12.8	31,000	15.5	**40,000**	**14.8**
Rear	608	19.8	17,000	25.6	51,000	25.2	**68,000**	**25.2**
Noncollision	22	0.7	*	0.5	2,000	0.8	**2,000**	**0.7**
Other/Unknown	74	2.4	1,000	1.0	9,000	4.5	**10,000**	**3.6**
Total	**3,076**	**100.0**	**66,000**	**100.0**	**201,000**	**100.0**	**270,000**	**100.0**
All Crashes								
Front	2,229	58.6	35,000	45.2	91,000	36.1	**128,000**	**38.5**
Left Side	386	10.2	9,000	12.4	36,000	14.3	**46,000**	**13.8**
Right Side	260	6.8	10,000	13.6	41,000	16.0	**51,000**	**15.4**
Rear	633	16.6	17,000	22.2	59,000	23.2	**76,000**	**22.9**
Noncollision	153	4.0	4,000	5.5	9,000	3.7	**14,000**	**4.1**
Other/Unknown	141	3.7	1,000	1.1	17,000	6.7	**18,000**	**5.4**
Total	**3,802**	**100.0**	**77,000**	**100.0**	**253,000**	**100.0**	**333,000**	**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	194	18.2	872	81.8	**1,066**	**100.0**
Combination Truck	373	13.6	2,363	86.4	**2,736**	**100.0**
Total	**567**	**14.9**	**3,235**	**85.1**	**3,802**	**100.0**
Injury Crashes						
Single-Unit Truck	3,000	7.8	32,000	92.2	**35,000**	**100.0**
Combination Truck	3,000	8.2	38,000	91.8	**42,000**	**100.0**
Total	**6,000**	**8.0**	**70,000**	**92.0**	**77,000**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	2,000	1.6	116,000	98.4	**118,000**	**100.0**
Combination Truck	5,000	3.4	131,000	96.6	**135,000**	**100.0**
Total	**6,000**	**2.6**	**246,000**	**97.4**	**253,000**	**100.0**
All Crashes						
Single-Unit Truck	5,000	3.2	149,000	96.8	**154,000**	**100.0**
Combination Truck	8,000	4.6	171,000	95.4	**180,000**	**100.0**
Total	**13,000**	**4.0**	**320,000**	**96.0**	**333,000**	**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	140	6.0	2,190	94.0	**2,330**	**100.0**
Two or More	9	8.6	96	91.4	**105**	**100.0**
Unknown Number	0	0.0	1	100.0	**1**	**100.0**
Total	**149**	**6.1**	**2,287**	**93.9**	**2,436**	**100.0**
Injury Crashes						
One	1,000	2.6	30,000	97.4	**31,000**	**100.0**
Two or More	*	*	1,000	100.0	**1,000**	**100.0**
Unknown Number	*	*	*	100.0	*	**100.0**
Total	**1,000**	**2.5**	**32,000**	**97.5**	**33,000**	**100.0**
Property-Damage-Only Crashes						
One	3,000	2.5	101,000	97.5	**104,000**	**100.0**
Two or More	*	5.7	3,000	94.3	**3,000**	**100.0**
Unknown Number	*	*	1,000	100.0	**1,000**	**100.0**
Total	**3,000**	**2.6**	**104,000**	**97.4**	**107,000**	**100.0**
All Crashes						
One	4,000	2.6	133,000	97.4	**137,000**	**100.0**
Two or More	*	4.0	4,000	96.0	**4,000**	**100.0**
Unknown Number	*	*	1,000	100.0	**1,000**	**100.0**
Total	**4,000**	**2.6**	**138,000**	**97.4**	**142,000**	**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	1,917	37.7	24,000	27.0	6,000	32.9	**32,000**	**28.5**
Left Side	180	3.5	6,000	7.0	2,000	11.5	**8,000**	**7.6**
Right Side	146	2.9	4,000	5.0	1,000	7.3	**6,000**	**5.3**
Rear	213	4.2	5,000	6.0	4,000	21.5	**9,000**	**8.4**
Other/Unknown	168	3.3	1,000	1.1	*	2.1	**2,000**	**1.3**
Subtotal	*2,624*	*51.7*	*41,000*	*46.2*	*13,000*	*75.4*	***57,000***	***51.1***
Collision with Fixed Object	**1,237**	**24.4**	**11,000**	**11.9**	**1,000**	**5.8**	**13,000**	**11.5**
Collision with Object Not Fixed:								
Nonmotorist	39	0.8	1,000	1.1	*	*	**1,000**	**0.9**
Other	212	4.2	4,000	4.1	1,000	3.0	**4,000**	**3.9**
Subtotal	*251*	*4.9*	*5,000*	*5.3*	*1,000*	*3.0*	***5,000***	***4.9***
Noncollision	**961**	**18.9**	**33,000**	**36.7**	**3,000**	**15.9**	**36,000**	**32.5**
Total	****5,080**	**100.0**	**89,000**	**100.0**	**18,000**	**100.0**	**112,000**	**100.0**

*Less than 500 or less than 0.05 percent.

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

Table 51

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	1,034	48.0	11,000	24.1	1,000	21.6	**13,000**	**24.9**
Left Side	78	3.6	1,000	3.1	*	8.7	**2,000**	**3.6**
Right Side	112	5.2	2,000	5.4	*	6.1	**3,000**	**5.4**
Rear	10	0.5	*	0.1	*	*	*	**0.1**
Noncollision	640	29.7	30,000	65.9	3,000	63.6	**33,000**	**64.2**
Other/Unknown	279	13.0	1,000	1.4	*	*	**1,000**	**1.8**
Total	**2,153**	**100.0**	**45,000**	**100.0**	**4,000**	**100.0**	**52,000**	**100.0**
Multiple-Vehicle Crashes								
Front	2,021	69.0	24,000	56.0	6,000	43.3	**32,000**	**53.7**
Left Side	200	6.8	6,000	14.1	2,000	15.2	**8,000**	**14.0**
Right Side	158	5.4	5,000	10.6	1,000	9.6	**6,000**	**10.1**
Rear	221	7.6	5,000	12.2	4,000	28.3	**9,000**	**15.6**
Noncollision	247	8.4	3,000	7.1	*	3.6	**4,000**	**6.3**
Other/Unknown	80	2.7	*	*	*	*	*	**0.1**
Total	**2,927**	**100.0**	**44,000**	**100.0**	**14,000**	**100.0**	**60,000**	**100.0**
All Crashes								
Front	3,055	60.1	35,000	39.7	7,000	38.1	**45,000**	**40.4**
Left Side	278	5.5	8,000	8.5	2,000	13.6	**10,000**	**9.2**
Right Side	270	5.3	7,000	8.0	2,000	8.8	**9,000**	**8.0**
Rear	231	4.5	5,000	6.1	4,000	21.5	**9,000**	**8.5**
Noncollision	887	17.5	33,000	37.1	3,000	18.0	**37,000**	**33.1**
Other/Unknown	359	7.1	1,000	0.7	*	*	**1,000**	**0.9**
Total	**5,080**	**100.0**	**89,000**	**100.0**	**18,000**	**100.0**	**112,000**	**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	87	34.7	4,000	31.1	9,000	20.9	**13,000**	**23.3**
Left Side	16	6.4	2,000	17.2	8,000	18.1	**10,000**	**17.9**
Right Side	9	3.6	*	3.9	6,000	13.0	**6,000**	**10.9**
Rear	33	13.1	4,000	30.1	12,000	28.4	**16,000**	**28.7**
Other/Unknown	3	1.2	*	*	*	*	*	*
Subtotal	*148*	*59.0*	*10,000*	*82.3*	*34,000*	*80.5*	***45,000***	***80.8***
Collision with Fixed Object	**4**	**1.6**	*	**1.9**	**2,000**	**4.6**	**2,000**	**4.0**
Collision with Object Not Fixed:								
Nonoccupant	86	34.3	1,000	10.7	*	*	**1,000**	**2.6**
Other	1	0.4	1,000	4.9	6,000	14.3	**7,000**	**12.2**
Subtotal	*87*	*34.7*	*2,000*	*15.6*	*6,000*	*14.3*	***8,000***	***14.7***
Noncollision	**12**	**4.8**	*	**0.2**	*	**0.5**	*	**0.5**
Total	**251**	**100.0**	**12,000**	**100.0**	**42,000**	**100.0**	**55,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 53

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	59	63.4	1,000	61.3	2,000	22.9	**3,000**	**31.1**
Left Side	4	4.3	*	2.3	1,000	6.9	**1,000**	**6.0**
Right Side	6	6.5	*	19.1	3,000	37.1	**3,000**	**33.1**
Rear	4	4.3	*	15.6	3,000	30.4	**3,000**	**27.1**
Noncollision	7	7.5	*	1.0	*	*	*	**0.3**
Other/Unknown	13	14.0	*	0.7	*	2.7	*	**2.4**
Total	**93**	**100.0**	**2,000**	**100.0**	**8,000**	**100.0**	11,000	100.0
Multiple-Vehicle Crashes								
Front	92	58.2	4,000	37.7	9,000	26.0	**13,000**	**28.8**
Left Side	16	10.1	2,000	20.9	8,000	22.5	**10,000**	**22.1**
Right Side	10	6.3	*	4.8	6,000	16.2	**6,000**	**13.5**
Rear	34	21.5	4,000	36.7	12,000	35.3	**16,000**	**35.6**
Noncollision	0	0.0	*	*	*	*	*	*
Other/Unknown	6	3.8	*	*	*	*	*	*
Total	**158**	**100.0**	**10,000**	**100.0**	**34,000**	**100.0**	45,000	100.0
All Crashes								
Front	151	60.2	5,000	41.8	11,000	25.4	**16,000**	**29.2**
Left Side	20	8.0	2,000	17.6	8,000	19.5	**10,000**	**19.0**
Right Side	16	6.4	1,000	7.3	9,000	20.3	**10,000**	**17.3**
Rear	38	15.1	4,000	33.0	15,000	34.3	**19,000**	**33.9**
Noncollision	7	2.8	*	0.2	*	*	*	**0.1**
Other/Unknown	19	7.6	*	0.1	*	0.5	*	**0.5**
Total	**251**	**100.0**	**12,000**	**100.0**	**42,000**	**100.0**	55,000	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 2012. 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 33,561 people lost their lives in motor vehicle crashes in 2012. Another 2.36 million people were injured.
- The majority of persons killed or injured in traffic crashes were drivers (63 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 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, people 5 to 9 years old, and people over 74 years old.
- Of the persons who were killed in traffic crashes in 2012, 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	16,769	97,000	418,000	975,000	1,489,000	**1,506,000**
Passenger	6,061	40,000	159,000	445,000	644,000	**650,000**
Unknown Occupant	82	*	*	*	1,000	**1,000**
Subtotal	*22,912*	*137,000*	*577,000*	*1,420,000*	*2,134,000*	***2,157,000***
Motorcyclists	**4,957**	**24,000**	**47,000**	**23,000**	**93,000**	**98,000**
Nonoccupants						
Pedestrian	4,743	15,000	28,000	34,000	76,000	**81,000**
Pedalcyclist	726	5,000	27,000	17,000	49,000	**50,000**
Other/Unknown	223	1,000	4,000	5,000	10,000	**10,000**
Subtotal	*5,692*	*22,000*	*58,000*	*55,000*	*136,000*	***141,000***
Total	**33,561**	**182,000**	**682,000**	**1,498,000**	**2,362,000**	**2,396,000**

*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	405	2,000	9,000	30,000	41,000	**42,000**
5-9	345	3,000	17,000	40,000	61,000	**61,000**
10-15	613	6,000	27,000	52,000	85,000	**86,000**
16-20	3,224	21,000	100,000	178,000	299,000	**303,000**
21-24	3,436	21,000	81,000	154,000	256,000	**259,000**
25-34	5,902	35,000	135,000	283,000	453,000	**459,000**
35-44	4,534	30,000	96,000	228,000	353,000	**358,000**
45-54	5,184	27,000	89,000	230,000	346,000	**351,000**
55-64	4,297	19,000	68,000	166,000	253,000	**257,000**
65-74	2,692	10,000	34,000	86,000	129,000	**132,000**
>74	2,868	8,000	26,000	50,000	84,000	**87,000**
Total	***33,561**	**182,000**	**682,000**	**1,498,000**	**2,362,000**	**2,396,000**

*Includes 61 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	23,808	104,000	361,000	673,000	1,138,000	**1,162,000**
Female	9,733	78,000	321,000	825,000	1,224,000	**1,234,000**
Total	***33,561**	**182,000**	**682,000**	**1,498,000**	**2,362,000**	**2,396,000**

*Includes 20 fatalities of unknown sex.

Figure 17

Percent of Persons Killed or Injured, by Age

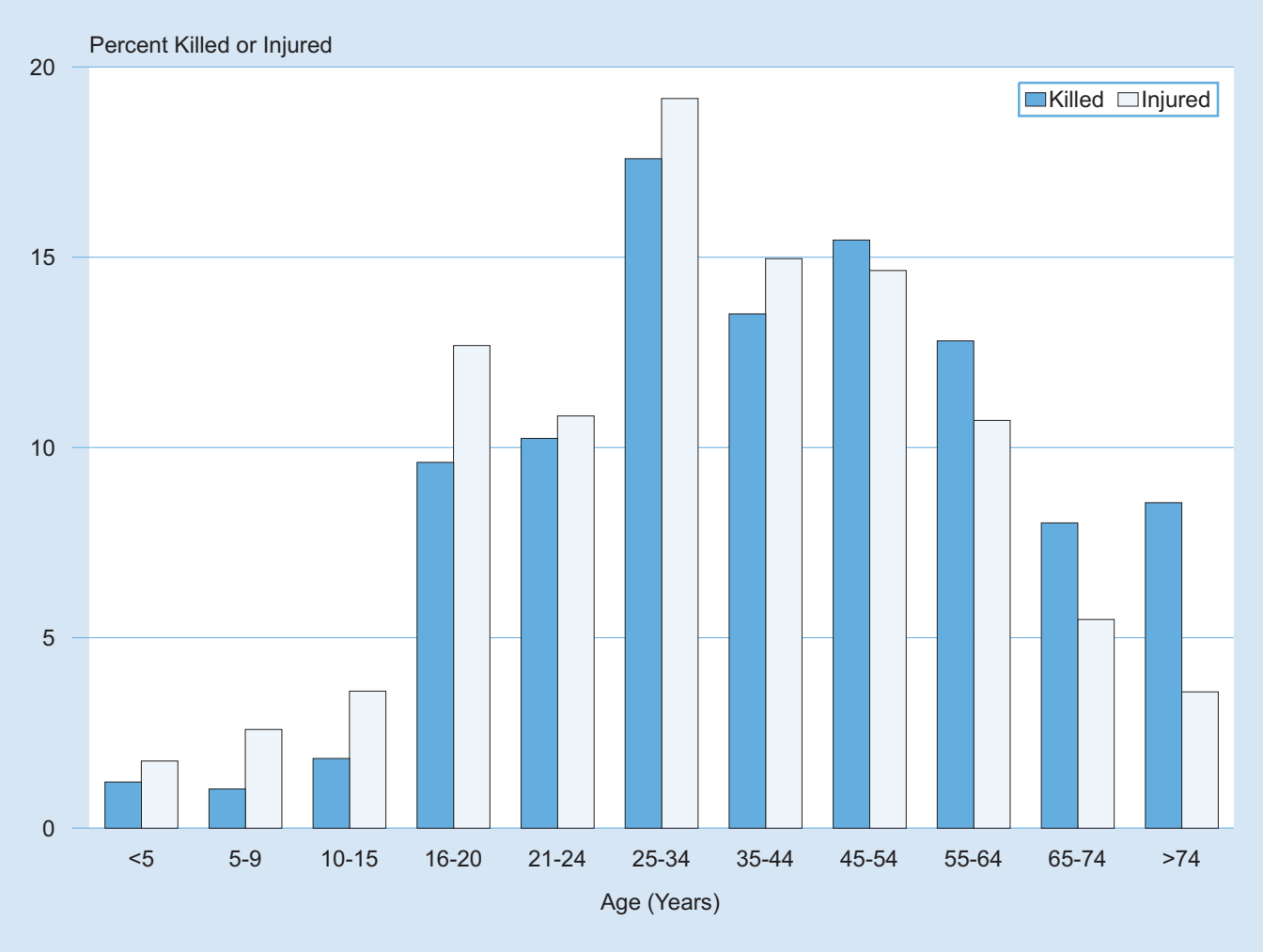


Table 57

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	220	10,216	2.15	185	9,783	1.89	**405**	**19,999**	**2.03**
5-9	202	10,459	1.93	143	10,016	1.43	**345**	**20,476**	**1.68**
10-15	350	12,686	2.76	263	12,128	2.17	**613**	**24,813**	**2.47**
16-20	2,219	11,179	19.85	1,002	10,581	9.47	**3,224**	**21,760**	**14.82**
21-24	2,577	9,214	27.97	857	8,825	9.71	**3,436**	**18,039**	**19.05**
25-34	4,434	21,339	20.78	1,466	20,971	6.99	**5,902**	**42,309**	**13.95**
35-44	3,343	20,174	16.57	1,189	20,343	5.84	**4,534**	**40,516**	**11.19**
45-54	3,827	21,807	17.55	1,357	22,462	6.04	**5,184**	**44,269**	**11.71**
55-64	3,143	18,603	16.90	1,153	19,983	5.77	**4,297**	**38,586**	**11.14**
65-74	1,804	11,203	16.10	887	12,783	6.94	**2,692**	**23,985**	**11.22**
>74	1,647	7,612	21.64	1,220	11,548	10.56	**2,868**	**19,160**	**14.97**
Unknown	42	*	*	11	*	*	**61**	*	*
Total	**23,808**	**154,492**	**15.41**	**9,733**	**159,422**	**6.11**	****33,561**	**313,914**	**10.69**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	22,000	10,216	216	19,000	9,783	198	**41,000**	**19,999**	**207**
5-9	31,000	10,459	299	30,000	10,016	298	**61,000**	**20,476**	**299**
10-15	43,000	12,686	336	42,000	12,128	349	**85,000**	**24,813**	**343**
16-20	141,000	11,179	1,260	159,000	10,581	1,498	**299,000**	**21,760**	**1,376**
21-24	129,000	9,214	1,402	127,000	8,825	1,436	**256,000**	**18,039**	**1,419**
25-34	222,000	21,339	1,041	231,000	20,971	1,100	**453,000**	**42,309**	**1,070**
35-44	169,000	20,174	837	185,000	20,343	907	**353,000**	**40,516**	**872**
45-54	168,000	21,807	769	178,000	22,462	794	**346,000**	**44,269**	**782**
55-64	117,000	18,603	627	136,000	19,983	682	**253,000**	**38,586**	**656**
65-74	59,000	11,203	524	71,000	12,783	554	**129,000**	**23,985**	**540**
>74	38,000	7,612	502	46,000	11,548	401	**84,000**	**19,160**	**441**
Total	**1,138,000**	**154,492**	**737**	**1,224,000**	**159,422**	**768**	**2,362,000**	**313,914**	**752**

*Not applicable.

**Includes 20 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

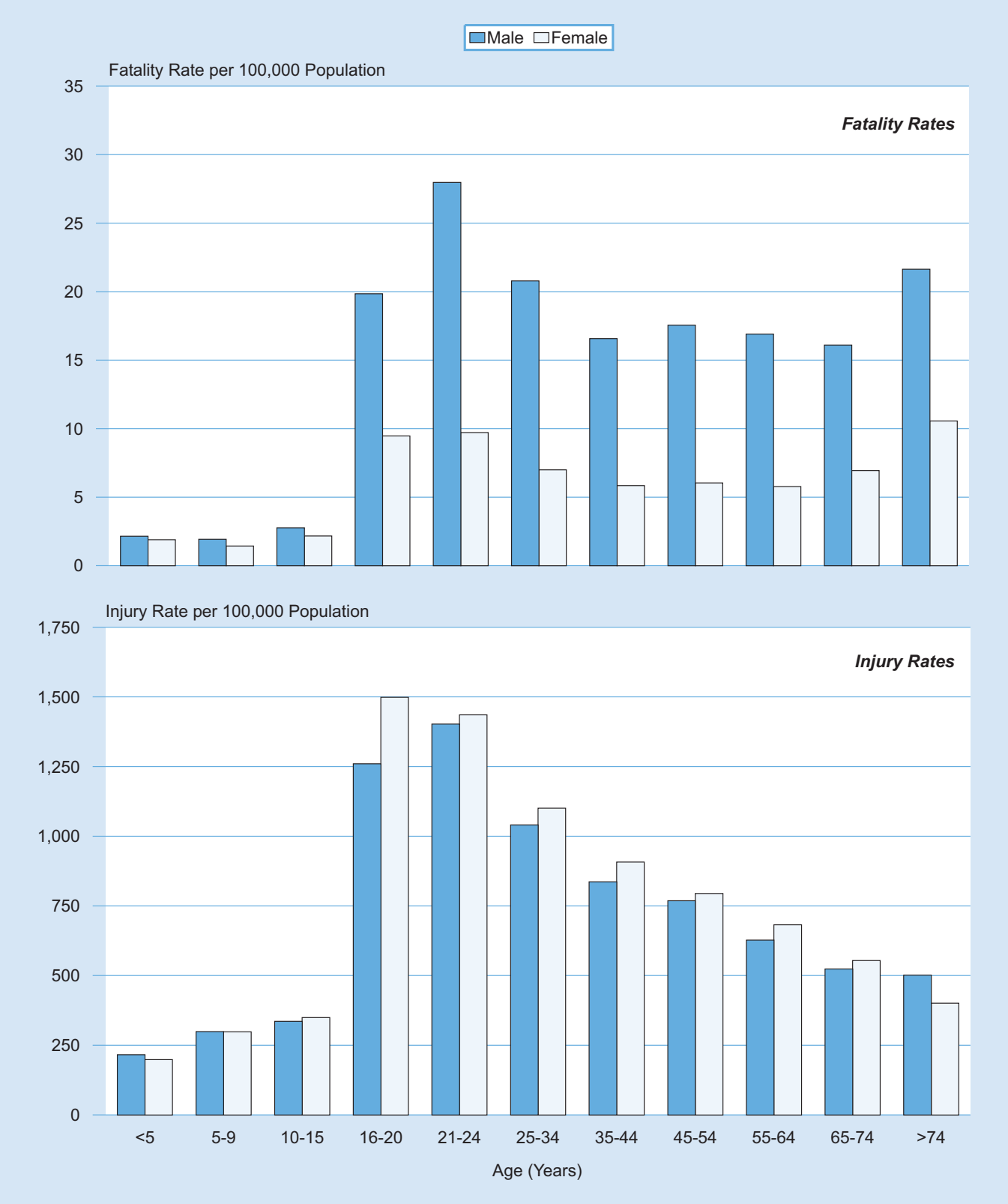


Table 58
Persons Killed or Injured in Crashes, by Weather Condition and Light Condition

Weather Condition	Light Condition					Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	Other/Unknown	
Persons Killed						
Normal	14,800	5,404	8,623	1,160	55	**30,042**
Rain	958	512	660	112	4	**2,246**
Snow/Sleet	247	56	145	23	2	**473**
Other	166	69	236	55	5	**531**
Unknown	79	15	68	7	100	**269**
Total	**16,250**	**6,056**	**9,732**	**1,357**	**166**	**33,561**
Persons Injured						
Normal	1,473,000	368,000	180,000	71,000	*	**2,091,000**
Rain	128,000	52,000	23,000	12,000	*	**214,000**
Snow/Sleet	26,000	7,000	9,000	2,000	*	**45,000**
Other	5,000	3,000	3,000	2,000	*	**12,000**
Total	**1,632,000**	**429,000**	**214,000**	**86,000**	*	**2,362,000**

*Less than 500.

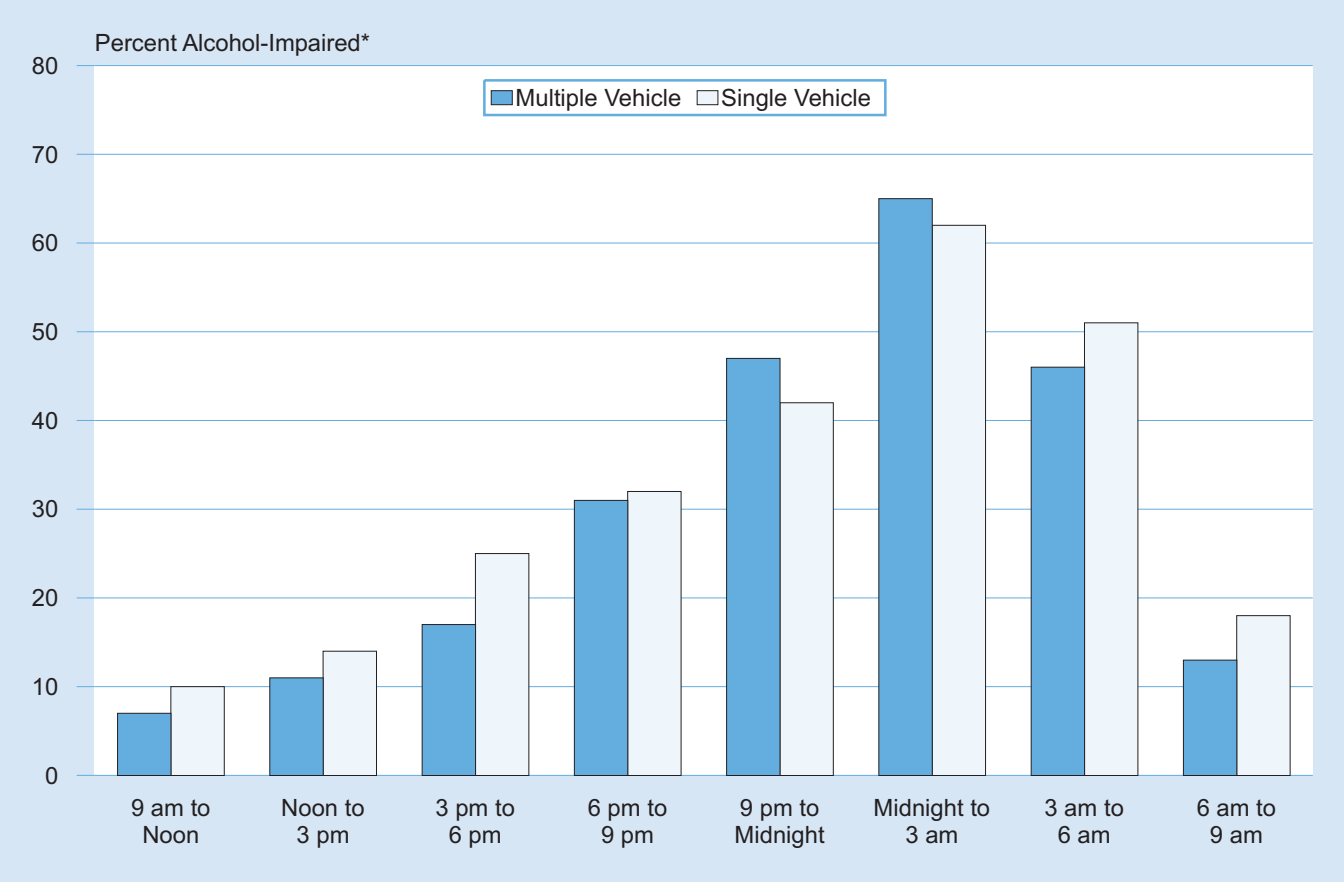
Table 59
Persons Killed in Crashes and Percent Alcohol-Impaired Driving Fatalities, by Time of Day and Crash Type

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	3,236	2,009	62	1,026	662	65	**4,262**	**2,671**	**63**
3 am to 6 am	2,001	1,012	51	789	361	46	**2,790**	**1,373**	**49**
6 am to 9 am	1,665	302	18	1,536	196	13	**3,201**	**498**	**16**
9 am to Noon	1,553	163	10	1,705	114	7	**3,258**	**277**	**8**
Noon to 3 pm	2,048	290	14	2,292	243	11	**4,340**	**532**	**12**
3 pm to 6 pm	2,573	642	25	2,842	471	17	**5,415**	**1,114**	**21**
6 pm to 9 pm	3,304	1,050	32	2,095	653	31	**5,399**	**1,703**	**32**
9 pm to Midnight	3,144	1,322	42	1,492	699	47	**4,636**	**2,021**	**44**
Unknown	239	121	50	21	12	59	**260**	**133**	**51**
Total	**19,763**	**6,910**	**35**	**13,798**	**3,412**	**25**	**33,561**	**10,322**	**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	146	44	34	0	3	**227**
Freeway/Expressway	30	13	7	0	0	**50**
Other	112	32	19	2	1	**166**
Minor Arterial	57	5	19	4	1	**86**
Collector	21	7	11	0	0	**39**
Local Road or Street	24	8	5	0	2	**39**
Unknown	1	0	0	0	1	**2**
Total	**391**	**109**	**95**	**6**	**8**	**609**

*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	3	1	**3**	**1**
Ambulance Passenger	3	1	5	3	**8**	**4**
Occupant of Other Vehicle	0	0	20	11	**20**	**11**
Pedestrian	1	0	2	0	**3**	**0**
Pedalcyclist	0	0	0	0	**0**	**0**
Total	**4**	**1**	**30**	**15**	**34**	**16**
Fire Truck						
Fire Truck Driver	1	1	0	0	**1**	**1**
Fire Truck Passenger	4	2	0	0	**4**	**2**
Occupant of Other Vehicle	0	0	8	6	**8**	**6**
Pedestrian	1	0	0	0	**1**	**0**
Pedalcyclist	0	0	0	0	**0**	**0**
Total	**6**	**3**	**8**	**6**	**14**	**9**
Police Vehicle						
Police Vehicle Driver	12	4	10	3	**22**	**7**
Police Vehicle Passenger	0	0	0	0	**0**	**0**
Occupant of Other Vehicle	0	0	42	20	**42**	**20**
Pedestrian	12	7	6	1	**18**	**8**
Pedalcyclist	0	0	0	0	**0**	**0**
Pedalcyclist	1	0	0	0	**1**	**0**
Total	**25**	**11**	**58**	**24**	**83**	**35**

*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

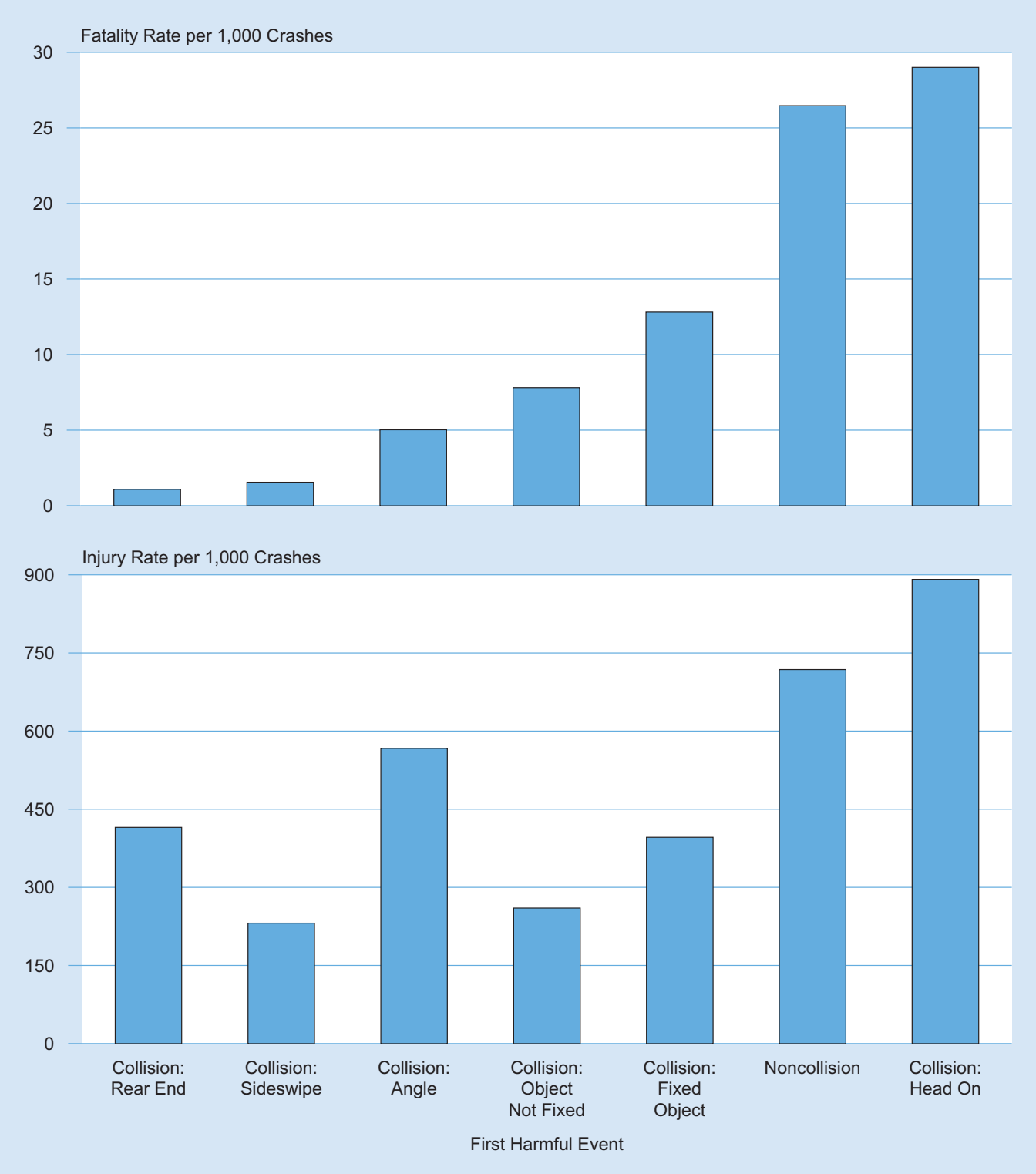


Figure 21

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

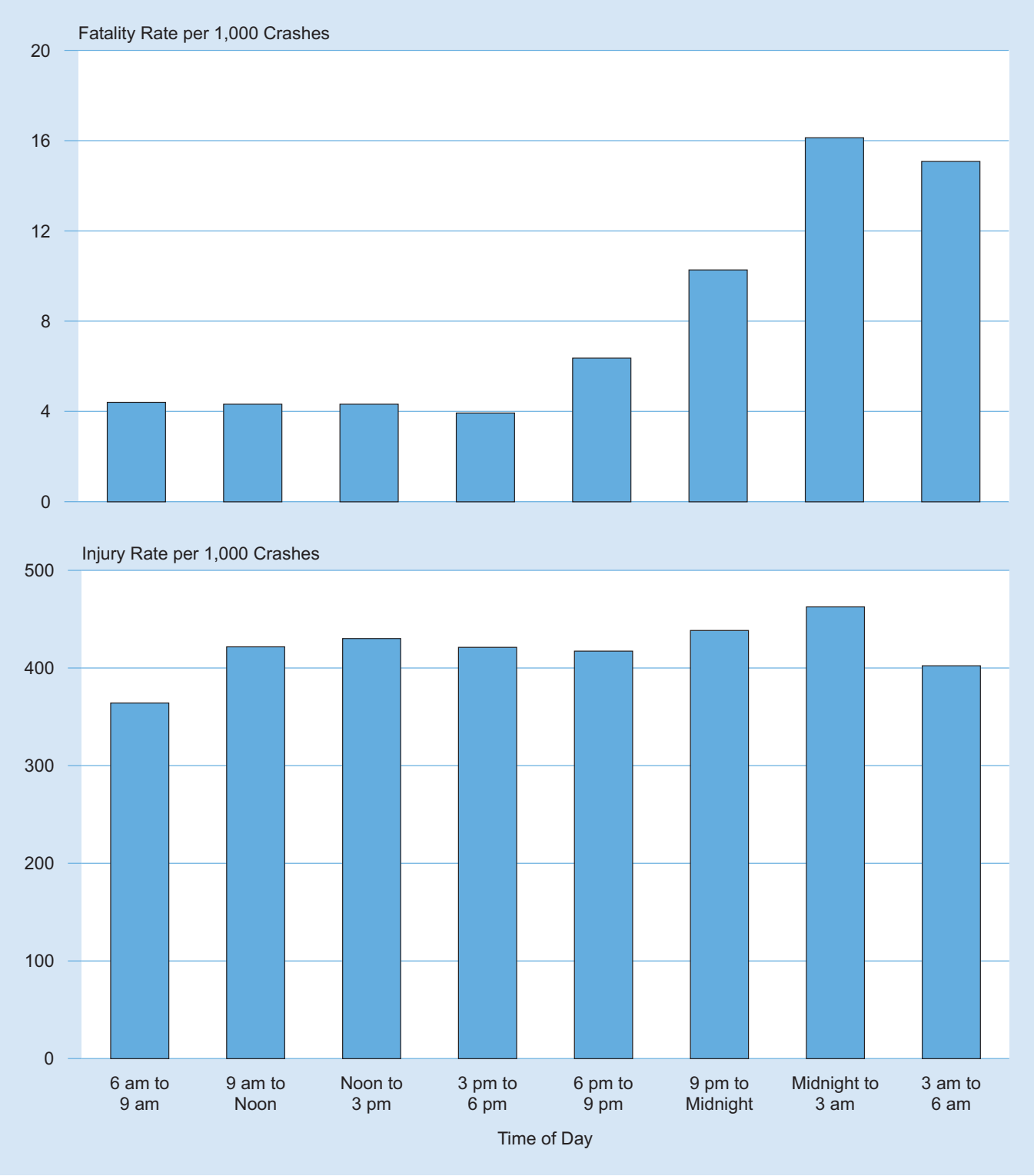


Table 62
Driver Involvement Rates per 100,000 Licensed Drivers, by Age, Sex, and Crash Severity

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	86	*	35	*	**121**	*
16-20	2,946	48.27	1,264	21.60	**4,211**	**35.23**
21-24	3,520	49.06	1,218	17.26	**4,738**	**33.30**
25-34	6,669	36.58	2,279	12.35	**8,950**	**24.40**
35-44	5,479	30.10	1,831	9.99	**7,311**	**20.02**
45-54	5,782	28.64	1,819	8.92	**7,601**	**18.72**
55-64	4,501	25.53	1,396	7.70	**5,899**	**16.50**
65-74	2,347	22.02	865	7.81	**3,212**	**14.78**
>74	1,741	25.88	790	10.56	**2,532**	**17.82**
Unknown	53	*	12	*	**762**	*
Total	**33,124**	**31.55**	**11,509**	**10.77**	****45,337**	**21.40**
Drivers in Injury Crashes						
<16	5,000	*	4,000	*	**9,000**	*
16-20	186,000	3,052	167,000	2,850	**353,000**	**2,953**
21-24	177,000	2,473	143,000	2,024	**320,000**	**2,250**
25-34	348,000	1,910	284,000	1,540	**632,000**	**1,724**
35-44	278,000	1,526	230,000	1,255	**508,000**	**1,390**
45-54	282,000	1,398	209,000	1,026	**492,000**	**1,211**
55-64	198,000	1,121	158,000	871	**355,000**	**994**
65-74	101,000	945	73,000	664	**174,000**	**802**
>74	59,000	882	46,000	618	**106,000**	**743**
Total	**1,635,000**	**1,557**	**1,315,000**	**1,230**	**2,949,000**	**1,392**
Drivers in Property-Damage-Only Crashes						
<16	14,000	*	9,000	*	**22,000**	*
16-20	481,000	7,888	407,000	6,952	**888,000**	**7,430**
21-24	441,000	6,152	375,000	5,311	**816,000**	**5,735**
25-34	801,000	4,396	665,000	3,605	**1,467,000**	**3,998**
35-44	657,000	3,610	511,000	2,789	**1,168,000**	**3,198**
45-54	646,000	3,197	457,000	2,240	**1,103,000**	**2,716**
55-64	471,000	2,671	326,000	1,797	**797,000**	**2,228**
65-74	227,000	2,126	161,000	1,450	**387,000**	**1,782**
>74	142,000	2,113	97,000	1,297	**239,000**	**1,683**
Total	**3,880,000**	**3,696**	**3,007,000**	**2,815**	**6,887,000**	**3,251**
Drivers in All Crashes						
<16	19,000	*	13,000	*	**32,000**	*
16-20	671,000	10,988	575,000	9,823	**1,245,000**	**10,418**
21-24	622,000	8,673	519,000	7,352	**1,141,000**	**8,018**
25-34	1,156,000	6,342	952,000	5,157	**2,108,000**	**5,746**
35-44	940,000	5,166	743,000	4,053	**1,683,000**	**4,608**
45-54	934,000	4,624	668,000	3,275	**1,602,000**	**3,946**
55-64	673,000	3,817	485,000	2,675	**1,158,000**	**3,239**
65-74	330,000	3,093	235,000	2,122	**565,000**	**2,598**
>74	203,000	3,021	144,000	1,926	**347,000**	**2,444**
Unknown	***	*	***	*	**1,000**	*
Total	**5,548,000**	**5,285**	**4,333,000**	**4,056**	**9,882,000**	**4,665**

*Not applicable.
**Includes 704 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

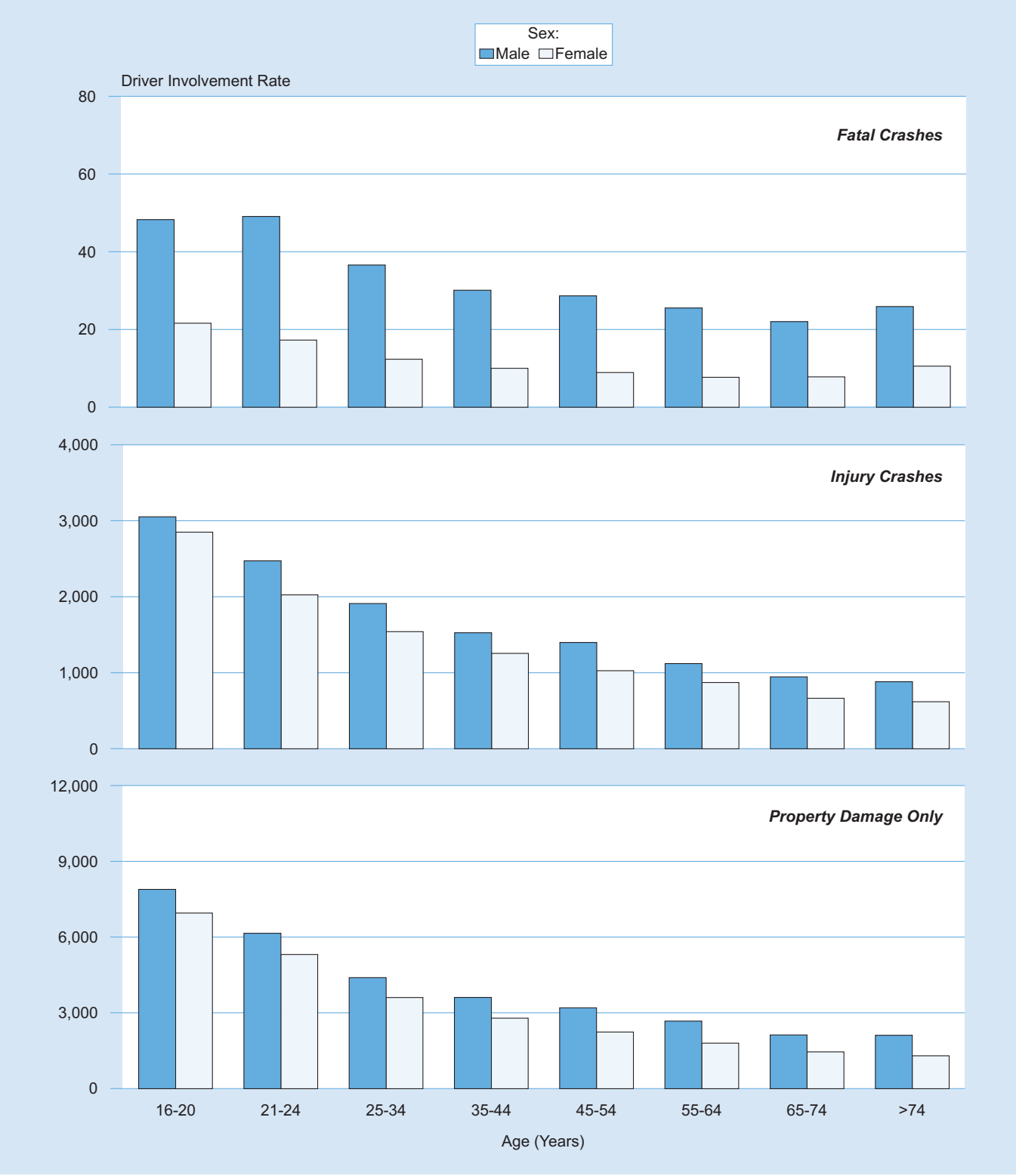


Table 63

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

Previous Convictions	Valid License (38,420)		Invalid License (5,784)		Total (44,204)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	4,436	11.5	604	10.4	**5,040**	**11.4**
Previous Recorded Suspensions or Revocations	3,582	9.3	2,708	46.8	**6,290**	**14.2**
Previous DWI Convictions	594	1.5	585	10.1	**1,179**	**2.7**
Previous Speeding Convictions	6,390	16.6	1,019	17.6	**7,409**	**16.8**
Previous Other Harmful Moving Convictions	6,205	16.2	1,501	26.0	**7,706**	**17.4**
Drivers with No Previous Convictions	24,169	62.9	2,449	42.3	**26,618**	**60.2**

Notes: Table does not include 1,133 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	9,320	20.6
Under the influence of alcohol, drugs or medication	6,199	13.7
Failure to keep in proper lane or running off road	3,431	7.6
Failure to yield right of way	3,211	7.1
Inattentive (talking, eating, etc.)	3,119	6.9
Overcorrecting/oversteering	2,246	5.0
Operating vehicle in a careless manner	2,052	4.5
Failure to obey traffic signs, signals, or officer	1,820	4.0
Operating vehicle in erratic, reckless, or negligent manner	1,650	3.6
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	1,557	3.4
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,282	2.8
Drowsy, asleep, fatigued, ill, or blackout	1,254	2.8
Driving wrong way on one-way trafficway or on wrong side of road	1,004	2.2
Making improper turn	930	2.1
Other factors	5,238	11.6
None reported	14,150	31.2
Unknown	5,146	11.4
Total Drivers	**45,337**	**100.0**

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

Table 65

Vehicle Occupants Killed 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	8,891	57,000	257,000	629,000	943,000	**952,000**
Passengers	3,352	24,000	92,000	268,000	384,000	**388,000**
Unknown	28	*	*	*	*	*
Subtotal	*12,271*	*81,000*	*350,000*	*897,000*	*1,328,000*	***1,340,000***
Light Truck						
Drivers	6,876	37,000	150,000	331,000	518,000	**525,000**
Passengers	2,491	16,000	62,000	166,000	244,000	**247,000**
Unknown	29	*	*	*	*	*
Subtotal	*9,396*	*53,000*	*213,000*	*497,000*	*762,000*	***772,000***
Large Truck						
Drivers	592	2,000	8,000	11,000	21,000	**21,000**
Passengers	101	*	2,000	3,000	5,000	**5,000**
Unknown	4	*	*	*	*	*
Subtotal	*697*	*2,000*	*9,000*	*14,000*	*25,000*	***26,000***
Bus	*39*	*	*2,000*	*10,000*	*12,000*	***12,000***
Other/Unknown	*509*	*1,000*	*3,000*	*2,000*	*6,000*	***6,000***
Subtotal*	***22,912***	***137,000***	***577,000***	***1,420,000***	***2,134,000***	***2,157,000***
Motorcycle						
Riders	4,625	22,000	43,000	22,000	87,000	**92,000**
Passengers	328	1,000	3,000	1,000	6,000	**6,000**
Unknown	4	*	*	*	*	*
Subtotal	***4,957***	***24,000***	***47,000***	***23,000***	***93,000***	***98,000***
Total	**27,869**	**160,000**	**624,000**	**1,443,000**	**2,227,000**	**2,254,000**

*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	1,642	11.3	935	7.0	**2,577**	**9.2**
35 or 40 mph	2,327	16.0	1,988	15.0	**4,315**	**15.5**
45 or 50 mph	2,502	17.2	2,764	20.8	**5,266**	**18.9**
55 mph	4,520	31.0	4,046	30.5	**8,566**	**30.7**
60 mph or higher	3,097	21.2	2,925	22.0	**6,022**	**21.6**
No Statutory Limit	48	0.3	98	0.7	**146**	**0.5**
Unknown	451	3.1	526	4.0	**977**	**3.5**
Total	**14,587**	**100.0**	**13,282**	**100.0**	**27,869**	**100.0**
Persons Injured						
30 mph or less	86,000	17.3	250,000	14.5	**336,000**	**15.1**
35 or 40 mph	88,000	17.7	527,000	30.4	**614,000**	**27.6**
45 or 50 mph	75,000	15.1	377,000	21.8	**452,000**	**20.3**
55 mph	103,000	20.8	175,000	10.1	**279,000**	**12.5**
60 mph or higher	86,000	17.5	148,000	8.6	**235,000**	**10.5**
No Statutory Limit	4,000	0.8	29,000	1.7	**33,000**	**1.5**
Unknown	54,000	10.9	224,000	12.9	**278,000**	**12.5**
Total	**496,000**	**100.0**	**1,731,000**	**100.0**	**2,227,000**	**100.0**

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	773	30.0	1,795	69.7	9	0.3	**2,577**	**100.0**
35 or 40 mph	1,622	37.6	2,676	62.0	17	0.4	**4,315**	**100.0**
45 or 50 mph	2,652	50.4	2,598	49.3	16	0.3	**5,266**	**100.0**
55 mph	6,962	81.3	1,581	18.5	23	0.3	**8,566**	**100.0**
60 mph or higher	4,059	67.4	1,961	32.6	2	0.0	**6,022**	**100.0**
No Statutory Limit	73	50.0	72	49.3	1	0.7	**146**	**100.0**
Unknown	496	50.8	472	48.3	9	0.9	**977**	**100.0**
Total	**16,637**	**59.7**	**11,155**	**40.0**	**77**	**0.3**	**27,869**	**100.0**

Figure 23

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

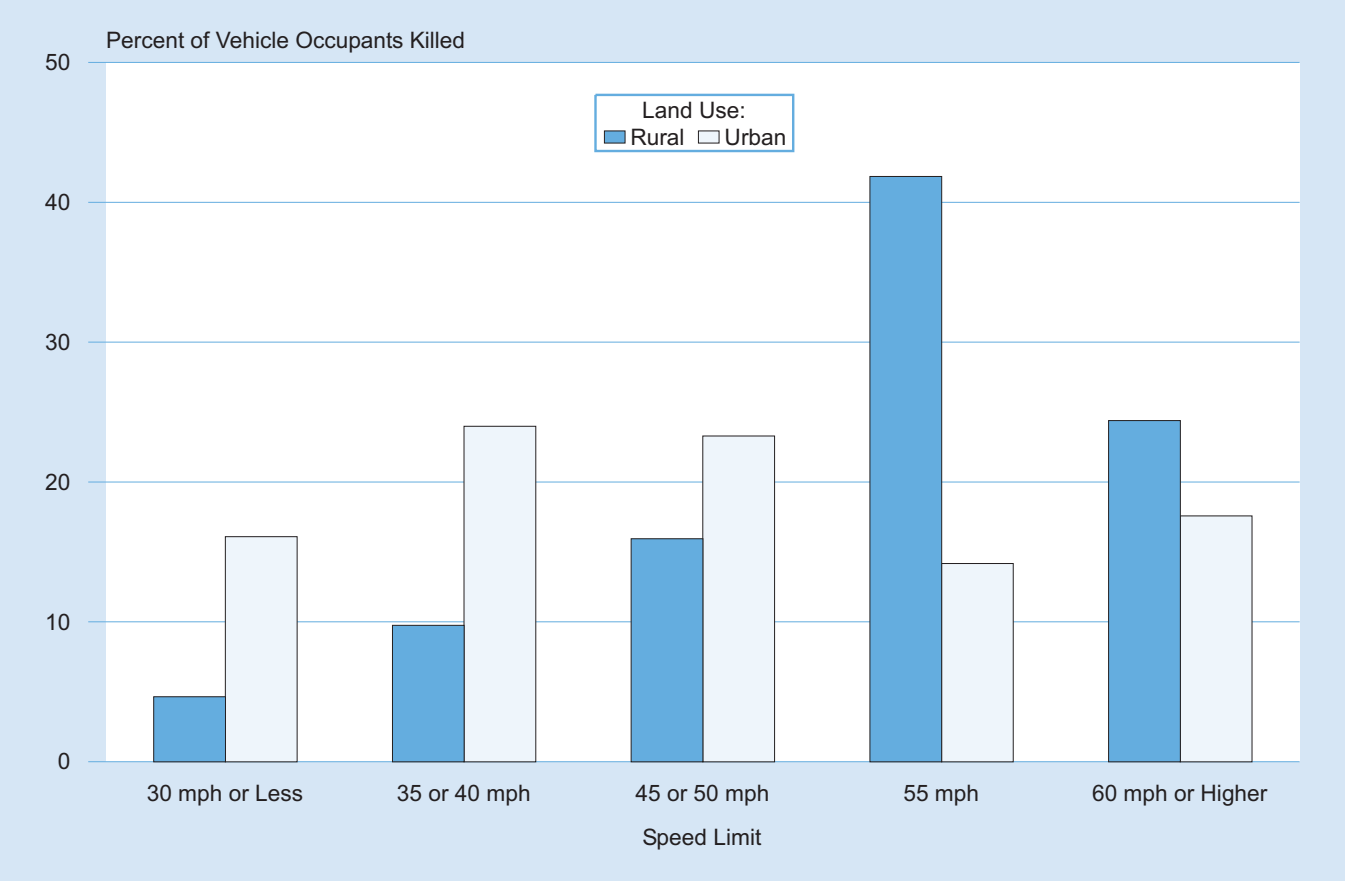


Table 68

Vehicle Occupants Killed or Injured, by Sex and Vehicle Type

Sex	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
Male	7,480	6,658	657	14	414	*15,223*	*4,499*	**19,722**
Female	4,786	2,735	40	25	91	*7,677*	*456*	**8,133**
Unknown	5	3	0	0	4	*12*	*2*	**14**
Total	**12,271**	**9,396**	**697**	**39**	**509**	***22,912***	***4,957***	**27,869**
Occupants Injured								
Male	553,000	384,000	23,000	5,000	5,000	*970,000*	*80,000*	**1,050,000**
Female	775,000	379,000	2,000	7,000	1,000	*1,164,000*	*13,000*	**1,177,000**
Total	**1,328,000**	**762,000**	**25,000**	**12,000**	**6,000**	***2,134,000***	***93,000***	**2,227,000**

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	173	125	0	2	5	*305*	*1*	**306**
5-9	120	105	0	2	7	*234*	*3*	**237**
10-15	177	197	5	4	26	*409*	*13*	**422**
16-20	1,694	892	17	4	52	*2,659*	*215*	**2,874**
21-24	1,647	834	31	0	42	*2,554*	*489*	**3,043**
25-34	2,258	1,634	95	3	97	*4,087*	*1,044*	**5,131**
35-44	1,311	1,413	140	1	82	*2,947*	*903*	**3,850**
45-54	1,316	1,415	192	1	73	*2,997*	*1,083*	**4,080**
55-64	1,150	1,189	152	11	52	*2,554*	*853*	**3,407**
65-74	944	847	53	4	37	*1,885*	*293*	**2,178**
>74	1,468	732	11	7	31	*2,249*	*59*	**2,308**
Unknown	13	13	1	0	5	*32*	*1*	**33**
Total	**12,271**	**9,396**	**697**	**39**	**509**	***22,912***	***4,957***	**27,869**
Occupants Injured								
<5	23,000	16,000	*	*	*	*39,000*	*	**39,000**
5-9	31,000	22,000	*	*	*	*54,000*	*	**54,000**
10-15	37,000	28,000	*	1,000	*	*67,000*	*1,000*	**68,000**
16-20	189,000	85,000	2,000	1,000	1,000	*278,000*	*7,000*	**285,000**
21-24	164,000	66,000	2,000	1,000	1,000	*233,000*	*11,000*	**244,000**
25-34	264,000	139,000	5,000	1,000	1,000	*411,000*	*20,000*	**431,000**
35-44	180,000	130,000	5,000	1,000	1,000	*317,000*	*18,000*	**335,000**
45-54	173,000	125,000	6,000	3,000	1,000	*308,000*	*20,000*	**328,000**
55-64	133,000	88,000	4,000	2,000	1,000	*227,000*	*12,000*	**239,000**
65-74	74,000	42,000	1,000	1,000	1,000	*119,000*	*4,000*	**123,000**
>74	59,000	20,000	*	*	*	*80,000*	*1,000*	**81,000**
Total	**1,328,000**	**762,000**	**25,000**	**12,000**	**6,000**	***2,134,000***	***93,000***	**2,227,000**

*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	1	100.0	0	0.0	**1**	**100.0**	156	51.1	149	48.9	**305**	**100.0**
5-9	3	100.0	0	0.0	**3**	**100.0**	131	56.0	103	44.0	**234**	**100.0**
10-15	42	77.8	12	22.2	**54**	**100.0**	183	49.7	185	50.3	**368**	**100.0**
16-20	1,347	73.1	496	26.9	**1,843**	**100.0**	608	59.0	421	40.8	**1,031**	**100.0**
21-24	1,801	78.7	486	21.3	**2,287**	**100.0**	498	65.9	256	33.9	**756**	**100.0**
25-34	3,268	79.6	840	20.4	**4,108**	**100.0**	598	58.5	423	41.3	**1,023**	**100.0**
35-44	2,548	78.9	682	21.1	**3,230**	**100.0**	294	47.4	324	52.3	**620**	**100.0**
45-54	2,741	79.0	727	21.0	**3,468**	**100.0**	252	41.2	360	58.8	**612**	**100.0**
55-64	2,309	78.6	629	21.4	**2,938**	**100.0**	180	38.4	289	61.6	**469**	**100.0**
65-74	1,310	74.3	453	25.7	**1,763**	**100.0**	129	31.1	286	68.9	**415**	**100.0**
>74	1,146	68.0	540	32.0	**1,686**	**100.0**	157	25.2	465	74.8	**622**	**100.0**
Unknown	9	69.2	1	7.7	**13**	**100.0**	11	55.0	6	30.0	**20**	**100.0**
Total	**16,525**	**77.2**	**4,866**	**22.7**	***21,394**	**100.0**	**3,197**	**49.4**	**3,267**	**50.5**	****6,475**	**100.0**
Occupants Injured												
<5	**	100.0	**	**	**	**100.0**	20,000	52.1	19,000	47.9	**39,000**	**100.0**
5-9	**	48.6	**	51.4	**	**100.0**	27,000	49.1	28,000	50.9	**54,000**	**100.0**
10-15	3,000	59.4	2,000	40.6	**5,000**	**100.0**	28,000	43.5	36,000	56.5	**64,000**	**100.0**
16-20	89,000	48.8	93,000	51.2	**182,000**	**100.0**	43,000	41.6	60,000	58.4	**103,000**	**100.0**
21-24	92,000	51.1	88,000	48.9	**180,000**	**100.0**	31,000	48.1	33,000	51.9	**64,000**	**100.0**
25-34	169,000	50.3	167,000	49.7	**336,000**	**100.0**	39,000	41.2	56,000	58.8	**95,000**	**100.0**
35-44	129,000	48.1	138,000	51.9	**267,000**	**100.0**	27,000	40.1	41,000	59.9	**68,000**	**100.0**
45-54	134,000	50.4	131,000	49.6	**265,000**	**100.0**	22,000	34.7	41,000	65.3	**63,000**	**100.0**
55-64	92,000	48.2	99,000	51.8	**191,000**	**100.0**	16,000	32.4	32,000	67.6	**48,000**	**100.0**
65-74	48,000	51.2	46,000	48.8	**94,000**	**100.0**	6,000	22.8	22,000	77.2	**29,000**	**100.0**
>74	29,000	51.3	28,000	48.7	**57,000**	**100.0**	7,000	28.5	17,000	71.5	**24,000**	**100.0**
Total	**784,000**	**49.7**	**792,000**	**50.3**	**1,577,000**	**100.0**	**265,000**	**40.8**	**385,000**	**59.2**	**650,000**	**100.0**

*Includes 3 drivers of unknown sex.
**Includes 11 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	6,140	50.0	276	2.2	3,605	29.4	2,241	18.3	**12,271**	**100.0**
Light Truck	2,907	30.9	173	1.8	2,584	27.5	3,729	39.7	**9,396**	**100.0**
Large Truck	178	25.5	22	3.2	145	20.8	352	50.5	**697**	**100.0**
Bus	9	23.1	0	0.0	5	12.8	25	64.1	**39**	**100.0**
Other/Unknown	120	23.6	17	3.3	128	25.1	223	43.8	**509**	**100.0**
Subtotal	*9,354*	*40.8*	*488*	*2.1*	*6,467*	*28.2*	*6,570*	*28.7*	***22,912***	***100.0***
Motorcycle	*2,552*	*51.5*	*208*	*4.2*	*1,247*	*25.2*	*943*	*19.0*	***4,957***	***100.0***
Total	**11,906**	**42.7**	**696**	**2.5**	**7,714**	**27.7**	**7,513**	**27.0**	*27,869	100.0
Occupants Injured										
Passenger Car	1,056,000	79.5	39,000	2.9	175,000	13.1	58,000	4.4	**1,328,000**	**100.0**
Light Truck	566,000	74.3	26,000	3.4	99,000	13.0	71,000	9.3	**762,000**	**100.0**
Large Truck	15,000	58.6	1,000	5.3	3,000	13.1	6,000	23.0	**25,000**	**100.0**
Bus	11,000	90.9	1,000	6.3	**	2.5	**	0.3	**12,000**	**100.0**
Other/Unknown	2,000	41.8	**	3.8	1,000	13.8	2,000	40.6	**6,000**	**100.0**
Subtotal	*1,651,000*	*77.4*	*68,000*	*3.2*	*278,000*	*13.0*	*137,000*	*6.4*	***2,134,000***	***100.0***
Motorcycle	*42,000*	*45.7*	*4,000*	*4.7*	*11,000*	*12.3*	*35,000*	*37.2*	***93,000***	***100.0***
Total	**1,693,000**	**76.1**	**72,000**	**3.2**	**289,000**	**13.0**	**172,000**	**7.7**	2,227,000	100.0

*Includes 40 fatalities with unknown most harmful event.
**Less than 500.

Table 72

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

Initial Point of Impact	Vehicle Type							
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	Total
Occupants Killed								
Front	6,421	4,940	407	24	205	*11,997*	*3,027*	**15,024**
Left Side	2,034	941	54	0	35	*3,064*	*257*	**3,321**
Right Side	1,728	832	50	4	25	*2,639*	*267*	**2,906**
Rear	669	369	13	3	32	*1,086*	*193*	**1,279**
Other	374	315	7	0	12	*708*	*115*	**823**
Noncollision	701	1,709	137	8	152	*2,707*	*874*	**3,581**
Unknown	344	290	29	0	48	*711*	*224*	**935**
Total	**12,271**	**9,396**	**697**	**39**	**509**	***22,912***	***4,957***	**27,869**
Occupants Injured								
Front	650,000	363,000	10,000	7,000	3,000	*1,032,000*	*37,000*	**1,069,000**
Left Side	147,000	72,000	3,000	1,000	*	*223,000*	*8,000*	**231,000**
Right Side	133,000	77,000	3,000	1,000	1,000	*215,000*	*7,000*	**222,000**
Rear	367,000	210,000	5,000	4,000	*	*587,000*	*5,000*	**592,000**
Other	8,000	5,000	*	*	*	*13,000*	*1,000*	**14,000**
Noncollision	23,000	35,000	4,000	*	2,000	*64,000*	*35,000*	**99,000**
Total	**1,328,000**	**762,000**	**25,000**	**12,000**	**6,000**	***2,134,000***	***93,000***	**2,227,000**

*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	2,269	18.5	9,950	81.1	52	0.4	**12,271**	**100.0**
Light Truck	3,202	34.1	6,163	65.6	31	0.3	**9,396**	**100.0**
Large Truck	164	23.5	528	75.8	5	0.7	**697**	**100.0**
Bus	4	10.3	26	66.7	9	23.1	**39**	**100.0**
Other/Unknown	254	49.9	243	47.7	12	2.4	**509**	**100.0**
Total**	**5,893**	**25.7**	**16,910**	**73.8**	**109**	**0.5**	**22,912**	**100.0**
Occupants Injured								
Passenger Car	5,000	0.4	1,323,000	99.6	****	****	**1,328,000**	**100.0**
Light Truck	8,000	1.0	755,000	99.0	****	****	**762,000**	**100.0**
Large Truck	***	1.4	25,000	98.6	****	****	**25,000**	**100.0**
Bus	***	***	12,000	100.0	****	****	**12,000**	**100.0**
Other/Unknown	2,000	43.8	3,000	56.2	****	****	**6,000**	**100.0**
Total**	**16,000**	**0.7**	**2,118,000**	**99.3**	****	****	**2,134,000**	**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	—	**1,619**
Passenger Car	2,592	Light Truck	658	**3,250**
Passenger Car	1,123	Large Truck	38	**1,161**
Passenger Car	17	Motorcycle	961	**978**
Passenger Car	52	Bus	1	**53**
Passenger Car	32	Other/Unknown	37	**69**
Light Truck	—	Light Truck	—	**1,224**
Light Truck	913	Large Truck	49	**962**
Light Truck	5	Motorcycle	1,120	**1,125**
Light Truck	41	Bus	2	**43**
Light Truck	46	Other/Unknown	52	**98**
Large Truck	—	Large Truck	—	**103**
Large Truck	1	Motorcycle	205	**206**
Large Truck	2	Bus	7	**9**
Large Truck	1	Other/Unknown	20	**21**
Motorcycle	—	Motorcycle	—	**76**
Motorcycle	21	Bus	0	**21**
Motorcycle	66	Other/Unknown	1	**67**
Bus	—	Bus	—	**1**
Bus	0	Other/Unknown	1	**1**
Other/Unknown	—	Other/Unknown	—	**18**
Total Occupants Killed				**11,105**

Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	**480,000**
Passenger Car	342,000	Light Truck	241,000	**583,000**
Passenger Car	36,000	Large Truck	6,000	**42,000**
Passenger Car	4,000	Motorcycle	24,000	**28,000**
Passenger Car	4,000	Bus	4,000	**7,000**
Passenger Car	1,000	Other/Unknown	1,000	**2,000**
Light Truck	—	Light Truck	—	**209,000**
Light Truck	21,000	Large Truck	5,000	**26,000**
Light Truck	2,000	Motorcycle	15,000	**17,000**
Light Truck	2,000	Bus	3,000	**5,000**
Light Truck	*	Other/Unknown	1,000	**1,000**
Large Truck	—	Large Truck	—	**3,000**
Large Truck	*	Motorcycle	1,000	**1,000**
Large Truck	*	Bus	*	*
Large Truck	*	Other/Unknown	*	*
Total Occupants Injured				**1,405,000**

*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	**28,312**	**40.7**	**12,271**	**44.0**
Convertible	509	0.7	268	1.0
2 Door Sedan, Hardtop, Coupe	3,930	5.7	1,898	6.8
3 Door/2 Door Hatchback	958	1.4	490	1.8
4 Door Sedan Hardtop	20,318	29.2	8,684	31.2
5 Door/4 Door Hatchback	537	0.8	220	0.8
Station Wagon	1,852	2.7	629	2.3
Hatchback, Doors Unknown	3	*	1	*
Other Auto	31	*	11	*
Unknown Auto	140	0.2	52	0.2
Auto-Based Pickup	18	*	13	*
Auto-Based Panel Truck	5	*	0	0.0
3 Door Coupe	11	*	5	*
Light Trucks	**28,698**	**41.3**	**9,396**	**33.7**
Compact Utility	8,521	12.3	2,929	10.5
Large Utility	3,210	4.6	742	2.7
Utility Station Wagon	729	1.0	203	0.7
Utility, Unknown Body Type	1	*	1	*
Minivan	3,243	4.7	946	3.4
Large Van	1,062	1.5	205	0.7
Step Van	14	*	7	*
Other Van Type	13	*	6	*
Unknown Van Type	8	*	3	*
Compact Pickup	2,889	4.2	1,371	4.9
Standard Pickup	8,839	12.7	2,933	10.5
Pickup with Camper	56	0.1	16	0.1
Convertible Pickup	2	*	1	*
Unknown Pickup Style Truck	26	*	11	*
Cab Chassis-Based Light Truck	49	0.1	8	*
Other Conventional Light Truck	1	*	0	0.0
Unknown Light Truck Type (Not Pickup)	6	*	3	*
Unknown Light Vehicle Type	28	*	11	*
Unknown Truck	1	*	0	0.0
Large Trucks	**4,492**	**6.5**	**697**	**2.5**
Step Van	25	*	3	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	430	0.6	62	0.2
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	255	0.4	45	0.2
Single Unit Heavy Truck (GVWR > 26,000 lb)	679	1.0	105	0.4
Single Unit Truck, Unknown GVWR	29	*	2	*
Truck Tractor	2,780	4.0	418	1.5
Medium/Heavy Pickup (Ford Super Duty 450/550)	271	0.4	59	0.2
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	3	*	0	0.0
Unknown Heavy Truck (GVWR > 26,000 lb)	9	*	2	*
Unknown Large Truck Type	11	*	1	*
Motorcycles	**5,712**	**8.2**	**4,957**	**17.8**
Motorcycle	5,341	7.7	4,623	16.6
Moped	168	0.2	160	0.6
Three Wheel Motorcycle or Moped	21	*	18	0.1
Off-Road Motorcycle (Two Wheel)	53	0.1	44	0.2
Other Motorcycle/Minibike	99	0.1	88	0.3
Unknown Motorcycle	30	*	24	0.1
Buses**	**901**	**1.3**	**39**	**0.1**
School Bus	356	0.5	13	*
Cross Country/Intercity Bus	203	0.3	15	0.1
Transit Bus	229	0.3	1	*
Van-Based Bus (GVWR > 10,000 lb)	89	0.1	8	*
Other Bus	22	*	2	*
Unknown Bus	2	*	0	0.0
Other Vehicles	**712**	**1.0**	**431**	**1.5**
Large Limousine	1	*	1	*
Three Wheel Auto or Auto Derivative	1	*	1	*
Light Truck-Based Motorhome	1	*	0	0.0
Medium/Heavy Truck-Based Motorhome	50	0.1	9	*
Unknown Truck Camper/Motorhome	34	*	8	*
All Terrain Vehicle	421	0.6	304	1.1
Snowmobile	18	*	15	0.1
Farm Equipment Except Trucks	93	0.1	43	0.2
Construction Equipment Except Trucks	14	*	3	*
Motorized Wheelchair	3	*	2	*
Golf Cart	15	*	9	*
Other Vehicle	61	0.1	36	0.1
Unknown	**704**	**1.0**	**78**	**0.3**
Not Reported	**15**	*	**7**	*
Unknown Body Type	**689**	**1.0**	**71**	**0.3**
Total	**69,531**	**100.0**	**27,869**	**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)	315	1.1	188	1.5	59.7
Subcompact (95 to 99 inches)	2,203	7.8	1,156	9.4	52.5
Compact (100 to 104 inches)	8,351	29.5	3,834	31.2	45.9
Intermediate (105 to 109 inches)	9,681	34.2	4,050	33.0	41.8
Full Size (110 to 114 inches)	5,110	18.0	2,098	17.1	41.1
Largest Size (115 inches and over)	2,051	7.2	751	6.1	36.6
Unknown	601	2.1	194	1.6	32.3
Total	**28,312**	**100.0**	**12,271**	**100.0**	**43.3**

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	16,769	5,993	36
Passenger	6,061	1,917	32
Unknown Occupant	82	6	7
Subtotal	*22,912*	*7,916*	*35*
Motorcyclists	*4,957*	*1,596*	*32*
Nonoccupants			
Pedestrian	4,743	688	14
Pedalcyclist	726	89	12
Other/Unknown	223	33	15
Subtotal	*5,692*	*810*	*14*
Total	**33,561**	**10,322**	**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	108	89	3	2	10	8	13	11	**121**	**100**
16-20	3,291	78	162	4	758	18	920	22	**4,211**	**100**
21-24	2,946	62	253	5	1,539	32	1,792	38	**4,738**	**100**
25-34	5,958	67	412	5	2,581	29	2,992	33	**8,950**	**100**
35-44	5,219	71	293	4	1,800	25	2,092	29	**7,311**	**100**
45-54	5,749	76	279	4	1,573	21	1,852	24	**7,601**	**100**
55-64	4,914	83	180	3	805	14	985	17	**5,899**	**100**
65-74	2,854	89	84	3	274	9	358	11	**3,212**	**100**
>74	2,350	93	43	2	139	5	182	7	**2,532**	**100**
Unknown	533	70	29	4	200	26	229	30	**762**	**100**
Total	**33,922**	**75**	**1,737**	**4**	**9,678**	**21**	**11,415**	**25**	**45,337**	**100**

Figure 24

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

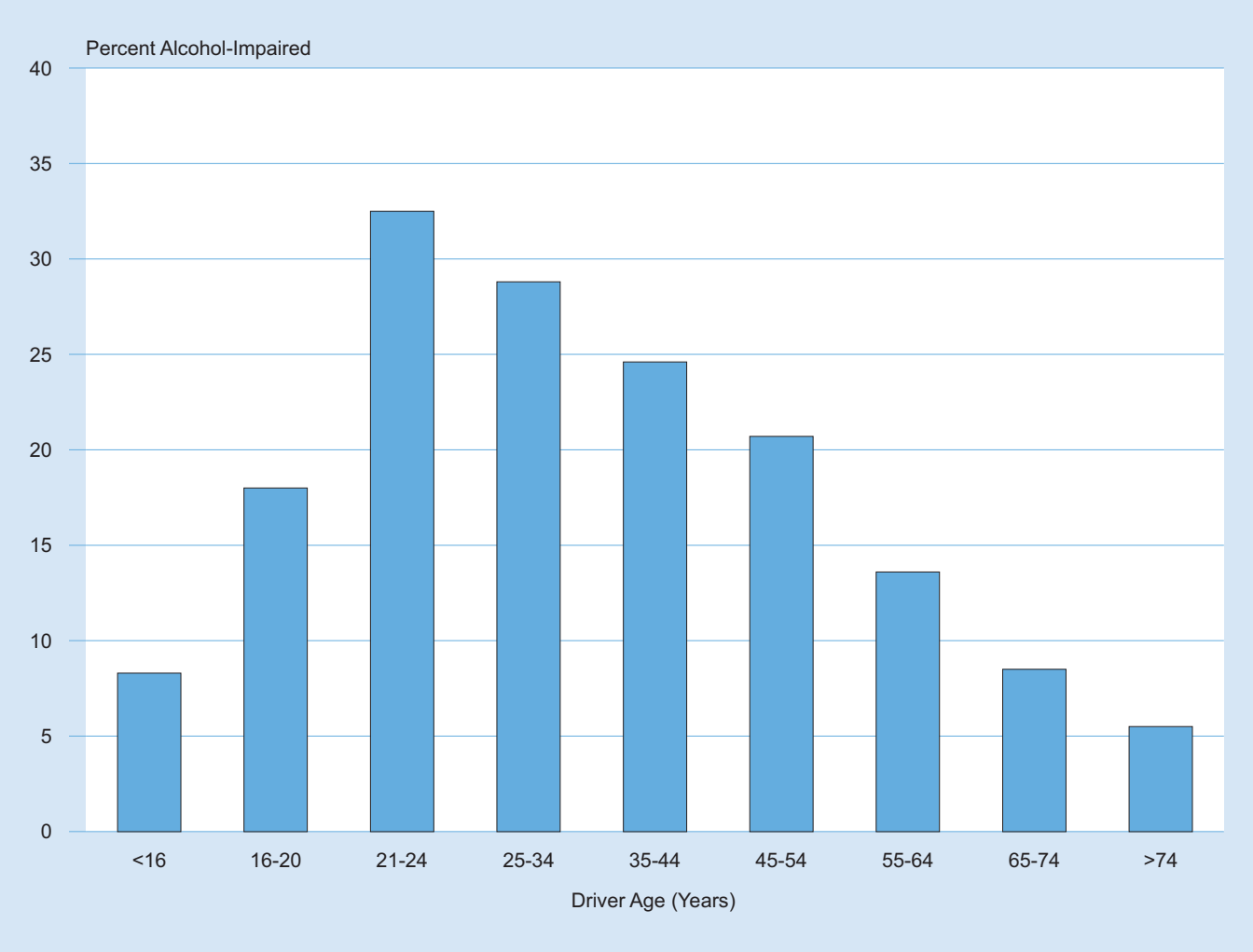


Table 79

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	**433**	**13**	**4,375**	**23**
Weekday	281	8	2,868	19
Weekend	152	23	1,507	31
Nighttime	**692**	**45**	**5,629**	**63**
Weekday	306	41	2,521	56
Weekend	386	49	3,108	68
Multiple-Vehicle Crashes				
Daytime	**435**	**5**	**5,858**	**8**
Weekday	360	3	4,404	6
Weekend	75	13	1,454	12
Nighttime	**323**	**19**	**3,433**	**33**
Weekday	148	13	1,697	28
Weekend	175	24	1,736	38

*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Table 80

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

Age (Years)	Driver's BAC								Total	
	.00		.01-.07		.08 or Higher*		.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	52	90	2	3	4	7	6	10	**58**	**100**
16-20	1,312	71	74	4	457	25	531	29	**1,843**	**100**
21-24	1,150	50	135	6	1,002	44	1,137	50	**2,287**	**100**
25-34	2,102	51	248	6	1,759	43	2,006	49	**4,108**	**100**
35-44	1,747	54	170	5	1,313	41	1,483	46	**3,230**	**100**
45-54	2,070	60	185	5	1,213	35	1,399	40	**3,468**	**100**
55-64	2,174	74	134	5	630	21	764	26	**2,938**	**100**
65-74	1,502	85	58	3	204	12	261	15	**1,763**	**100**
>74	1,549	92	37	2	101	6	137	8	**1,686**	**100**
Unknown	7	54	0	2	6	45	6	46	**13**	**100**
Total	**13,665**	**64**	**1,042**	**5**	**6,688**	**31**	**7,729**	**36**	**21,394**	**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

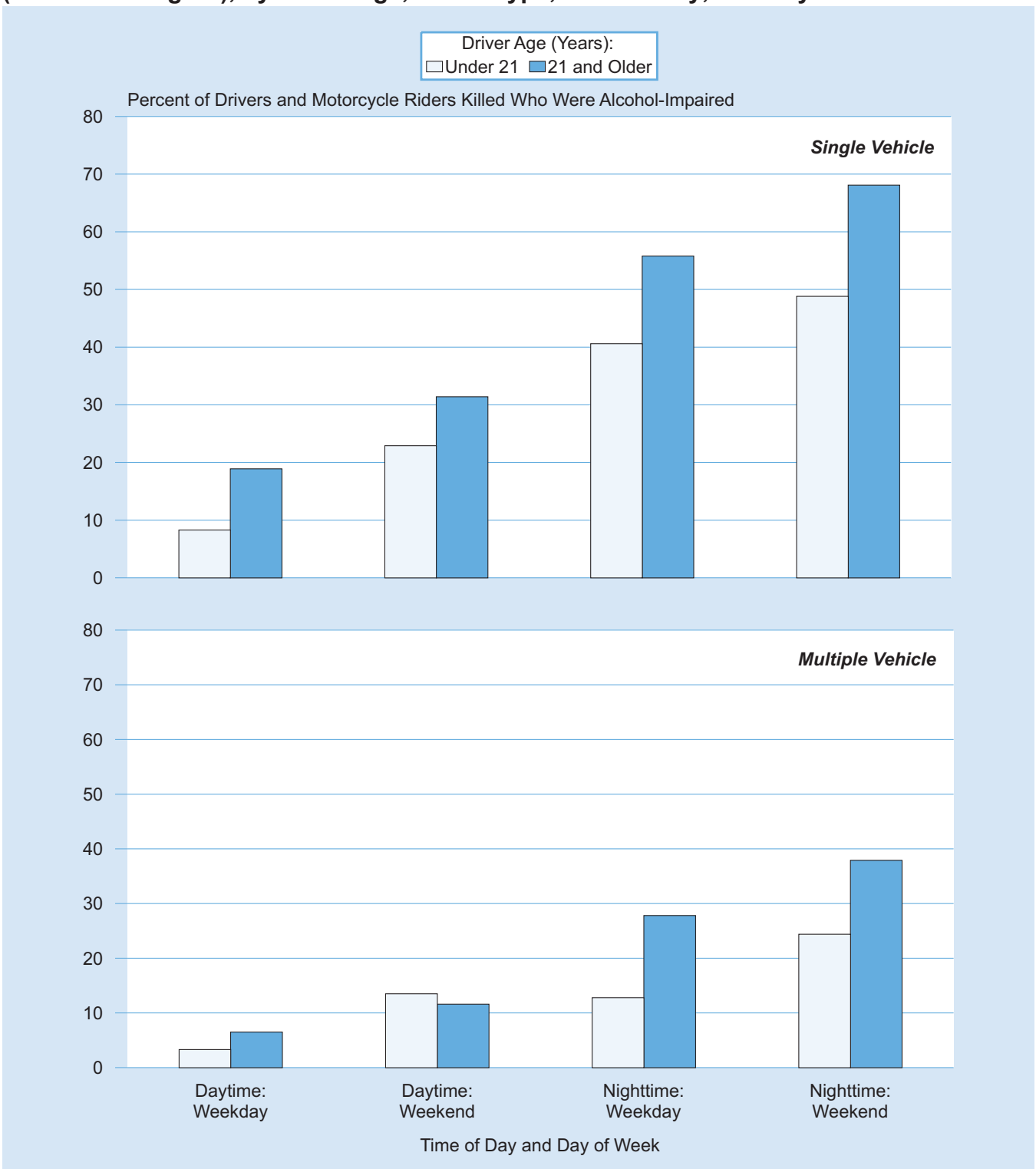


Table 81

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

	Driver's BAC									
	.00		.01-.07		.08 or Higher*		.01 and Higher		Total	
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	13,264	74	624	3	4,104	23	4,728	26	**17,992**	**100**
Light Truck	12,815	75	612	4	3,704	22	4,316	25	**17,131**	**100**
Large Truck	3,623	97	50	1	80	2	130	3	**3,753**	**100**
Bus	216	86	5	2	30	12	36	14	**251**	**100**
Other/Unknown	710	63	57	5	369	33	426	37	**1,135**	**100**
Subtotal	*30,627*	*76*	*1,347*	*3*	*8,287*	*21*	*9,635*	*24*	***40,262***	***100***
Motorcycle	*3,295*	*65*	*390*	*8*	*1,390*	*27*	*1,780*	*35*	***5,075***	***100***
Total	**33,922**	**75**	**1,737**	**4**	**9,678**	**21**	**11,415**	**25**	**45,337**	**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	291	72	20	5	90	22	110	27	**405**	**100**
5-9	256	74	11	3	79	23	89	26	**345**	**100**
10-15	487	79	20	3	102	17	122	20	**613**	**100**
16-20	2,128	66	179	6	903	28	1,082	34	**3,224**	**100**
21-24	1,668	49	232	7	1,523	44	1,755	51	**3,436**	**100**
25-34	3,020	51	374	6	2,492	42	2,865	49	**5,902**	**100**
35-44	2,501	55	245	5	1,775	39	2,020	45	**4,534**	**100**
45-54	3,203	62	275	5	1,696	33	1,970	38	**5,184**	**100**
55-64	3,096	72	190	4	1,002	23	1,192	28	**4,297**	**100**
65-74	2,200	82	101	4	385	14	486	18	**2,692**	**100**
>74	2,524	88	72	3	258	9	329	11	**2,868**	**100**
Unknown	38	61	3	4	18	29	21	34	**61**	**100**
Total	**21,411**	**64**	**1,719**	**5**	**10,322**	**31**	**12,041**	**36**	**33,561**	**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	2,447	52	74	2	353	8	**2,874**	**61**
.01-.07	164	4	10	0	39	1	**213**	**5**
.08 or Higher	1,293	28	60	1	250	5	**1,603**	**34**
Total**	**3,905**	**83**	**143**	**3**	**641**	**14**	**4,689**	**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	12,068	67.1	4,519	25.1	1,405	7.8	**17,992**	**100.0**
Light Truck	10,915	63.7	4,876	28.5	1,340	7.8	**17,131**	**100.0**
Large Truck	3,119	83.1	352	9.4	282	7.5	**3,753**	**100.0**
Bus	223	88.8	9	3.6	19	7.6	**251**	**100.0**
Other/Unknown	121	10.7	393	34.6	621	54.7	**1,135**	**100.0**
Total*	**26,446**	**65.7**	**10,149**	**25.2**	**3,667**	**9.1**	**40,262**	**100.0**
Drivers in Injury Crashes								
Passenger Car	1,477,000	87.9	46,000	2.7	158,000	9.4	**1,681,000**	**100.0**
Light Truck	951,000	87.7	37,000	3.4	97,000	9.0	**1,085,000**	**100.0**
Large Truck	67,000	87.7	1,000	1.9	8,000	10.4	**76,000**	**100.0**
Bus	10,000	84.9	**	0.9	2,000	14.2	**12,000**	**100.0**
Other/Unknown	2,000	31.0	4,000	63.1	**	6.0	**7,000**	**100.0**
Total*	**2,507,000**	**87.6**	**88,000**	**3.1**	**265,000**	**9.3**	**2,860,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	3,421,000	88.5	38,000	1.0	408,000	10.6	**3,867,000**	**100.0**
Light Truck	2,410,000	89.2	26,000	1.0	265,000	9.8	**2,701,000**	**100.0**
Large Truck	222,000	88.3	3,000	1.1	27,000	10.6	**251,000**	**100.0**
Bus	37,000	88.1	1,000	3.3	4,000	8.7	**42,000**	**100.0**
Other/Unknown	5,000	66.9	1,000	16.5	1,000	16.5	**7,000**	**100.0**
Total*	**6,095,000**	**88.7**	**69,000**	**1.0**	**705,000**	**10.3**	**6,869,000**	**100.0**
Drivers in All Crashes								
Passenger Car	4,911,000	88.2	88,000	1.6	568,000	10.2	**5,566,000**	**100.0**
Light Truck	3,372,000	88.7	67,000	1.8	363,000	9.6	**3,803,000**	**100.0**
Large Truck	291,000	88.1	5,000	1.4	35,000	10.5	**331,000**	**100.0**
Bus	48,000	87.4	2,000	2.7	5,000	9.9	**55,000**	**100.0**
Other/Unknown	7,000	46.9	6,000	38.3	2,000	14.8	**15,000**	**100.0**
Total*	**8,629,000**	**88.3**	**167,000**	**1.7**	**974,000**	**10.0**	**9,770,000**	**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	196	65.8	88	29.5	14	4.7	**298**	**100.0**
5-9	122	54.2	81	36.0	22	9.8	**225**	**100.0**
10-15	150	40.1	190	50.8	34	9.1	**374**	**100.0**
16-20	959	37.1	1,423	55.0	204	7.9	**2,586**	**100.0**
21-24	826	33.3	1,428	57.6	227	9.1	**2,481**	**100.0**
25-34	1,388	35.7	2,159	55.5	345	8.9	**3,892**	**100.0**
35-44	1,000	36.7	1,518	55.7	206	7.6	**2,724**	**100.0**
45-54	1,183	43.3	1,352	49.5	196	7.2	**2,731**	**100.0**
55-64	1,268	54.2	928	39.7	143	6.1	**2,339**	**100.0**
65-74	1,061	59.2	612	34.2	118	6.6	**1,791**	**100.0**
>74	1,525	69.3	544	24.7	131	6.0	**2,200**	**100.0**
Unknown	1	3.8	12	46.2	13	50.0	**26**	**100.0**
Total	**9,679**	**44.7**	**10,335**	**47.7**	**1,653**	**7.6**	**21,667**	**100.0**
Occupants Injured								
<5	36,000	91.5	2,000	4.2	2,000	4.3	**39,000**	**100.0**
5-9	45,000	84.4	3,000	5.7	5,000	9.9	**54,000**	**100.0**
10-15	55,000	83.4	5,000	7.3	6,000	9.3	**66,000**	**100.0**
16-20	223,000	81.4	21,000	7.8	30,000	10.8	**275,000**	**100.0**
21-24	184,000	80.1	19,000	8.4	26,000	11.5	**230,000**	**100.0**
25-34	329,000	81.4	26,000	6.3	49,000	12.2	**404,000**	**100.0**
35-44	262,000	84.6	16,000	5.0	32,000	10.3	**310,000**	**100.0**
45-54	254,000	85.4	10,000	3.2	34,000	11.4	**298,000**	**100.0**
55-64	195,000	88.5	4,000	2.0	21,000	9.4	**221,000**	**100.0**
65-74	101,000	87.2	5,000	4.2	10,000	8.6	**116,000**	**100.0**
>74	72,000	91.2	2,000	2.2	5,000	6.6	**79,000**	**100.0**
Total	**1,758,000**	**84.1**	**112,000**	**5.4**	**221,000**	**10.6**	**2,091,000**	**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	1,246	87.1	117	8.2	67	4.7	**1,430**	**100.0**
5-9	1,072	80.4	187	14.0	75	5.6	**1,334**	**100.0**
10-15	1,384	75.8	351	19.2	92	5.0	**1,827**	**100.0**
16-20	3,478	66.7	1,269	24.3	465	8.9	**5,212**	**100.0**
21-24	2,685	65.9	980	24.0	412	10.1	**4,077**	**100.0**
25-34	4,696	72.5	1,134	17.5	648	10.0	**6,478**	**100.0**
35-44	3,470	80.0	524	12.1	342	7.9	**4,336**	**100.0**
45-54	3,333	82.9	415	10.3	274	6.8	**4,022**	**100.0**
55-64	2,600	87.7	192	6.5	173	5.8	**2,965**	**100.0**
65-74	1,588	89.8	105	5.9	75	4.2	**1,768**	**100.0**
>74	1,099	89.1	77	6.2	57	4.6	**1,233**	**100.0**
Unknown	155	23.4	54	8.2	452	68.4	**661**	**100.0**
Total	**26,806**	**75.8**	**5,405**	**15.3**	**3,132**	**8.9**	**35,343**	**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	***5,768***	***52.2***	***4,475***	***40.5***	***811***	***7.3***	***11,054***	***100.0***
Left	4,578	51.5	3,693	41.5	625	7.0	**8,896**	**100.0**
Middle	1	16.7	4	66.7	1	16.7	**6**	**100.0**
Right	1,189	55.3	778	36.2	185	8.6	**2,152**	**100.0**
Second Seat	***427***	***39.0***	***575***	***52.6***	***92***	***8.4***	***1,094***	***100.0***
Left	162	37.6	223	51.7	46	10.7	**431**	**100.0**
Middle	42	32.8	79	61.7	7	5.5	**128**	**100.0**
Right	223	43.2	256	49.6	37	7.2	**516**	**100.0**
Other/Unknown	0	0.0	17	89.5	2	10.5	**19**	**100.0**
Other	***2***	***8.0***	***21***	***84.0***	***2***	***8.0***	***25***	***100.0***
Unknown	***7***	***7.1***	***55***	***56.1***	***36***	***36.7***	***98***	***100.0***
Total	**6,204**	**50.6**	**5,126**	**41.8**	**941**	**7.7**	**12,271**	**100.0**
Passenger Car Occupants Injured								
Front Seat	***1,023,000***	***86.1***	***49,000***	***4.1***	***117,000***	***9.8***	***1,188,000***	***100.0***
Left	821,000	87.0	36,000	3.9	86,000	9.1	**944,000**	**100.0**
Middle	2,000	65.0	*	1.2	1,000	33.7	**3,000**	**100.0**
Right	199,000	82.8	12,000	5.0	29,000	12.2	**241,000**	**100.0**
Other	*	75.2	*	24.8	*	*	*	**100.0**
Second Seat	***98,000***	***72.2***	***15,000***	***11.2***	***23,000***	***16.7***	***136,000***	***100.0***
Left	40,000	74.7	5,000	9.7	8,000	15.6	**53,000**	**100.0**
Middle	12,000	67.6	3,000	16.2	3,000	16.2	**18,000**	**100.0**
Right	46,000	72.5	7,000	11.0	11,000	16.5	**64,000**	**100.0**
Other	*	13.7	*	12.0	1,000	74.3	**1,000**	**100.0**
Other	***2,000***	***60.1***	*****	***6.8***	***1,000***	***33.1***	***4,000***	***100.0***
Total	**1,123,000**	**84.6**	**64,000**	**4.8**	**141,000**	**10.6**	**1,328,000**	**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	***3,201***	***38.3***	***4,533***	***54.3***	***614***	***7.4***	***8,348***	***100.0***
Left	2,596	37.7	3,768	54.8	514	7.5	**6,878**	**100.0**
Middle	11	18.0	45	73.8	5	8.2	**61**	**100.0**
Right	594	42.4	712	50.9	94	6.7	**1,400**	**100.0**
Other/Unknown	0	0.0	8	88.9	1	11.1	**9**	**100.0**
Second Seat	***217***	***30.3***	***450***	***62.8***	***50***	***7.0***	***717***	***100.0***
Left	78	30.0	166	63.8	16	6.2	**260**	**100.0**
Middle	23	18.9	88	72.1	11	9.0	**122**	**100.0**
Right	114	37.0	176	57.1	18	5.8	**308**	**100.0**
Other/Unknown	2	7.4	20	74.1	5	18.5	**27**	**100.0**
Other	***50***	***21.2***	***164***	***69.5***	***22***	***9.3***	***236***	***100.0***
Unknown	***7***	***7.4***	***62***	***65.3***	***26***	***27.4***	**95**	**100.0**
Total	**3,475**	**37.0**	**5,209**	**55.4**	**712**	**7.6**	**9,396**	**100.0**
Light Truck Occupants Injured								
Front Seat	***564,000***	***84.3***	***38,000***	***5.7***	***67,000***	***10.0***	***670,000***	***100.0***
Left	442,000	85.4	29,000	5.6	47,000	9.0	**518,000**	**100.0**
Middle	4,000	66.4	1,000	18.3	1,000	15.4	**6,000**	**100.0**
Right	118,000	81.1	8,000	5.7	19,000	13.2	**145,000**	**100.0**
Other	1,000	99.0	*	1.0	*	*	**1,000**	**100.0**
Second Seat	***62,000***	***77.3***	***7,000***	***8.4***	***11,000***	***14.3***	***80,000***	***100.0***
Left	24,000	73.3	3,000	8.5	6,000	18.2	**33,000**	**100.0**
Middle	7,000	77.1	1,000	12.4	1,000	10.5	**9,000**	**100.0**
Right	30,000	81.6	3,000	7.3	4,000	11.1	**37,000**	**100.0**
Other	*	43.8	*	11.6	*	44.6	**1,000**	**100.0**
Other	***8,000***	***62.8***	***3,000***	***23.5***	***2,000***	***13.7***	***13,000***	***100.0***
Total	**634,000**	**83.2**	**48,000**	**6.3**	**80,000**	**10.5**	**762,000**	**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	2,097	17.1	1,579	16.8
Lap Belt	36	0.3	51	0.5
Shoulder Belt	40	0.3	4	0.0
Child Safety Seat	103	0.8	65	0.7
Type Unknown	12	0.1	14	0.1
Restraint Used, Airbag Deployed	3,864	31.5	1,727	18.4
Seat Belt Used Improperly	32	0.3	24	0.3
Child Safety Seat Used Improperly	20	0.2	11	0.1
Subtotal	*6,204*	*50.6*	*3,475*	*37.0*
No Restraint Used	2,282	18.6	3,421	36.4
No Restraint Used, Airbag Deployed	2,844	23.2	1,788	19.0
Restraint Use Unknown	941	7.7	712	7.6
Total	**12,271**	**100.0**	**9,396**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	723,000	54.4	449,000	58.9
Lap Belt	10,000	0.8	6,000	0.8
Shoulder Belt	5,000	0.4	4,000	0.5
Child Safety Seat	25,000	1.9	16,000	2.1
Type Unknown	10,000	0.8	5,000	0.7
Restraint Used, Airbag Deployed	349,000	26.3	153,000	20.1
Seat Belt Used Improperly	1,000	*	*	0.1
Child Safety Seat Used Improperly	1,000	*	*	*
Subtotal	*1,123,000*	*84.6*	*634,000*	*83.2*
No Restraint Used	42,000	3.2	38,000	5.0
No Restraint Used, Airbag Deployed	22,000	1.6	10,000	1.3
Restraint Use Unknown	141,000	10.6	80,000	10.5
Total	**1,328,000**	**100.0**	**762,000**	**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	2,540	44.6	3,150	55.4	**5,690**	**100.0**
Light Truck						**100.0**
Pickup	1,684	59.1	1,163	40.9	**2,847**	**100.0**
Utility	1,809	70.2	767	29.8	**2,576**	**100.0**
Van	219	45.6	261	54.4	**480**	**100.0**
Other	2	33.3	4	66.7	**6**	**100.0**
Total	**6,254**	**53.9**	**5,345**	**46.1**	**11,599**	**100.0**
Multiple-Vehicle Crashes						
Passenger Car	469	7.1	6,112	92.9	**6,581**	**100.0**
Light Truck						**100.0**
Pickup	320	21.5	1,165	78.5	**1,485**	**100.0**
Utility	348	26.8	951	73.2	**1,299**	**100.0**
Van	108	15.7	579	84.3	**687**	**100.0**
Other	1	6.3	15	93.8	**16**	**100.0**
Total	**1,246**	**12.4**	**8,822**	**87.6**	**10,068**	**100.0**
All Crashes						
Passenger Car	3,009	24.5	9,262	75.5	**12,271**	**100.0**
Light Truck						**100.0**
Pickup	2,004	46.3	2,328	53.7	**4,332**	**100.0**
Utility	2,157	55.7	1,718	44.3	**3,875**	**100.0**
Van	327	28.0	840	72.0	**1,167**	**100.0**
Other	3	13.6	19	86.4	**22**	**100.0**
Total	**7,500**	**34.6**	**14,167**	**65.4**	**21,667**	**100.0**

Table 91

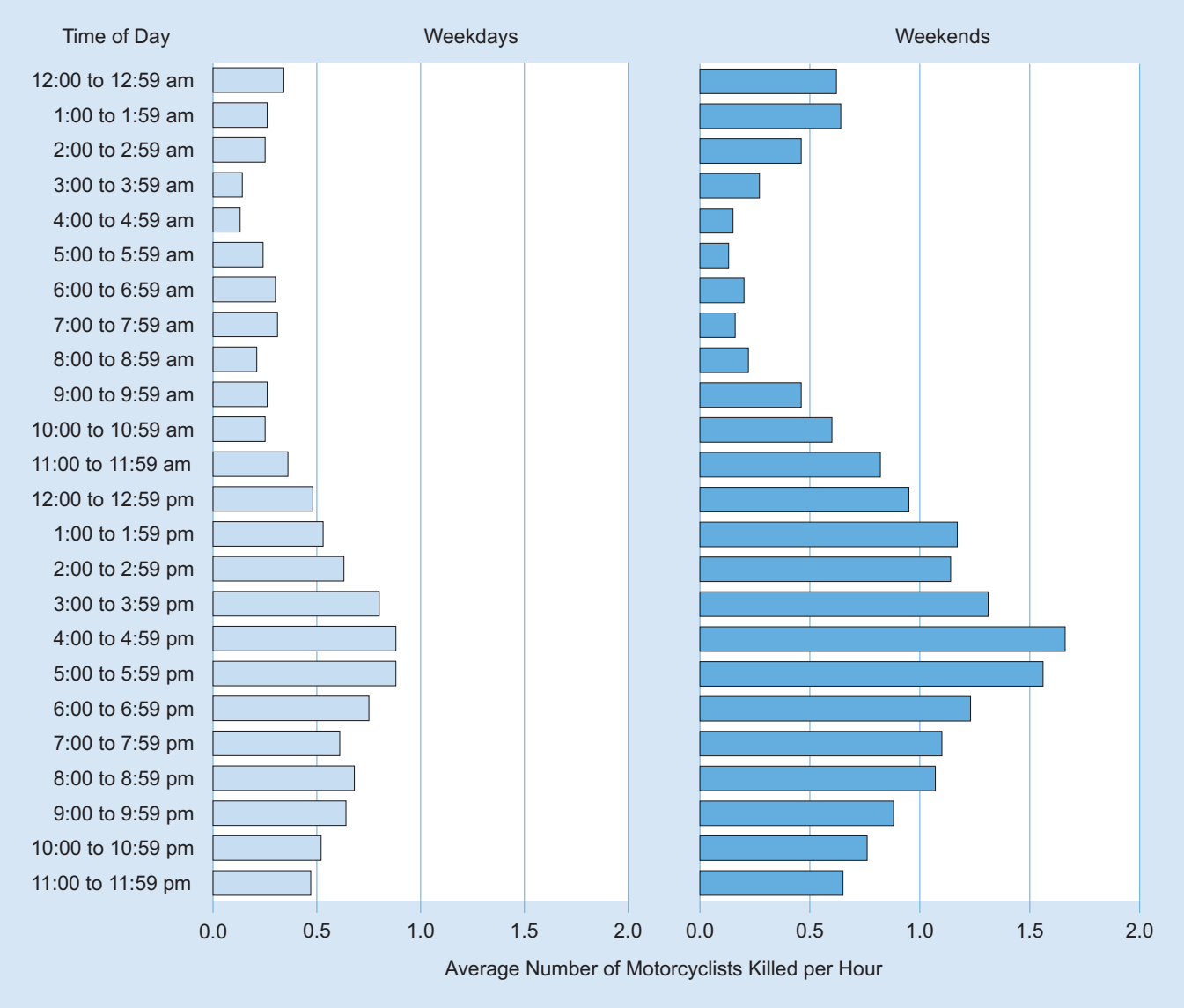
Motorcyclists Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcyclists Killed						
Midnight to 3 am	176	6.8	272	11.6	**448**	**9.0**
3 am to 6 am	107	4.1	88	3.8	**195**	**3.9**
6 am to 9 am	213	8.2	61	2.6	**274**	**5.5**
9 am to Noon	227	8.7	197	8.4	**424**	**8.6**
Noon to 3 pm	428	16.5	343	14.6	**771**	**15.6**
3 pm to 6 pm	670	25.8	476	20.3	**1,146**	**23.1**
6 pm to 9 pm	426	16.4	534	22.8	**960**	**19.4**
9 pm to Midnight	341	13.1	360	15.4	**701**	**14.1**
Unknown	12	0.5	14	0.6	**38**	**0.8**
Total	**2,600**	**100.0**	**2,345**	**100.0**	***4,957**	**100.0**
Motorcyclists Injured						
Midnight to 3 am	1,000	2.4	2,000	6.1	**4,000**	**3.9**
3 am to 6 am	1,000	1.9	1,000	2.0	**2,000**	**1.9**
6 am to 9 am	5,000	8.7	1,000	2.5	**6,000**	**6.2**
9 am to Noon	6,000	11.4	5,000	14.2	**12,000**	**12.5**
Noon to 3 pm	11,000	19.7	8,000	20.7	**19,000**	**20.1**
3 pm to 6 pm	17,000	30.2	7,000	18.2	**24,000**	**25.4**
6 pm to 9 pm	10,000	18.7	8,000	21.4	**18,000**	**19.8**
9 pm to Midnight	4,000	6.9	5,000	14.8	**9,000**	**10.1**
Total	**56,000**	**100.0**	**37,000**	**100.0**	**93,000**	**100.0**

*Includes 12 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	2,637	57.0	1,868	40.4	120	2.6	**4,625**	**100.0**
Passengers	152	45.8	168	50.6	12	3.6	**332**	**100.0**
Total	**2,789**	**56.3**	**2,036**	**41.1**	**132**	**2.7**	**4,957**	**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	8	4	0	2	0	**14**
16-20	18	4	58	127	1	**208**
21-24	19	2	161	319	3	**504**
25-34	51	7	334	663	8	**1,063**
35-44	30	13	211	657	8	**919**
45-54	17	24	183	879	9	**1,112**
55-64	10	9	87	773	12	**891**
65-74	4	4	23	263	6	**300**
>74	3	2	1	56	1	**63**
Unknown	0	0	0	0	1	**1**
Total	**160**	**69**	**1,058**	**3,739**	**49**	**5,075**

Table 94

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

Age (Years)	Vehicle Type		Total
	Bus	Other Vehicle	
<5	0	0	**0**
5-9	1	0	**1**
10-15	3	4	**7**
>15	14	5	**19**
Total	**18**	**9**	**27**

Table 95

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

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	6	4.6	1,000	9.1
School Bus Passenger	8	6.1	2,000	23.9
Pedestrian	27	20.6	*	2.7
Pedalcyclist	3	2.3	*	0.1
Occupant of Other Vehicle	87	66.4	6,000	63.7
Other Nonoccupants	0	0.0	*	0.6
Total	**131**	**100.0**	**9,000**	**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	14	16.5	53	62.4	18	21.2	**85**	**100.0**
5-9	13	17.3	50	66.7	9	12.0	**75**	**100.0**
10-15	32	24.2	81	61.4	18	13.6	**132**	**100.0**
16-20	50	18.9	189	71.3	24	9.1	**265**	**100.0**
21-24	44	12.4	268	75.5	40	11.3	**355**	**100.0**
25-34	89	13.2	511	75.9	67	10.0	**673**	**100.0**
35-44	84	14.5	434	74.8	58	10.0	**580**	**100.0**
45-54	164	18.3	640	71.5	84	9.4	**895**	**100.0**
55-64	165	22.8	478	66.0	78	10.8	**724**	**100.0**
65-74	110	25.1	284	64.7	43	9.8	**439**	**100.0**
>74	164	33.1	293	59.1	36	7.3	**496**	**100.0**
Unknown	4	16.7	20	83.3	0	0.0	**24**	**100.0**
Total	**933**	**19.7**	**3,301**	**69.6**	**475**	**10.0**	***4,743**	**100.0**
Pedestrians Injured								
<5	**	7.7	1,000	84.4	**	7.9	**2,000**	**100.0**
5-9	1,000	22.2	3,000	70.5	**	7.2	**4,000**	**100.0**
10-15	3,000	34.8	3,000	42.4	2,000	22.5	**8,000**	**100.0**
16-20	4,000	56.7	2,000	30.6	1,000	11.1	**8,000**	**100.0**
21-24	3,000	48.9	2,000	33.8	1,000	12.6	**7,000**	**100.0**
25-34	5,000	38.2	6,000	47.3	1,000	11.6	**12,000**	**100.0**
35-44	4,000	30.8	6,000	48.2	2,000	20.3	**12,000**	**100.0**
45-54	4,000	40.7	4,000	44.6	1,000	11.7	**10,000**	**100.0**
55-64	4,000	57.0	2,000	29.3	1,000	10.5	**8,000**	**100.0**
65-74	2,000	53.2	2,000	38.7	**	4.5	**4,000**	**100.0**
>74	2,000	73.7	**	14.5	**	11.8	**3,000**	**100.0**
Total	**32,000**	**42.2**	**32,000**	**42.5**	**10,000**	**13.3**	***76,000**	**100.0**

*Includes 34 pedestrians killed at unknown locations.
**Less than 500.
***Includes 2,000 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	53	10,216	0.52	32	9,783	0.33	**85**	**19,999**	**0.43**
5-9	43	10,459	0.41	32	10,016	0.32	**75**	**20,476**	**0.37**
10-15	75	12,686	0.59	57	12,128	0.47	**132**	**24,813**	**0.53**
16-20	191	11,179	1.71	74	10,581	0.70	**265**	**21,760**	**1.22**
21-24	250	9,214	2.71	105	8,825	1.19	**355**	**18,039**	**1.97**
25-34	483	21,339	2.26	190	20,971	0.91	**673**	**42,309**	**1.59**
35-44	414	20,174	2.05	166	20,343	0.82	**580**	**40,516**	**1.43**
45-54	654	21,807	3.00	241	22,462	1.07	**895**	**44,269**	**2.02**
55-64	514	18,603	2.76	210	19,983	1.05	**724**	**38,586**	**1.88**
65-74	300	11,203	2.68	138	12,783	1.08	**439**	**23,985**	**1.83**
>74	290	7,612	3.81	205	11,548	1.78	**496**	**19,160**	**2.59**
Unknown	18	*	*	4	*	*	**24**	*	*
Total	**3,285**	**154,492**	**2.13**	**1,454**	**159,422**	**0.91**	****4,743**	**313,914**	**1.51**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	1,000	10,216	12	***	9,783	5	**2,000**	**19,999**	**9**
5-9	2,000	10,459	22	2,000	10,016	19	**4,000**	**20,476**	**20**
10-15	4,000	12,686	34	3,000	12,128	27	**8,000**	**24,813**	**31**
16-20	4,000	11,179	34	4,000	10,581	36	**8,000**	**21,760**	**35**
21-24	2,000	9,214	26	4,000	8,825	49	**7,000**	**18,039**	**37**
25-34	7,000	21,339	33	5,000	20,971	24	**12,000**	**42,309**	**29**
35-44	8,000	20,174	37	4,000	20,343	20	**12,000**	**40,516**	**29**
45-54	6,000	21,807	27	4,000	22,462	18	**10,000**	**44,269**	**23**
55-64	4,000	18,603	23	4,000	19,983	18	**8,000**	**38,586**	**20**
65-74	2,000	11,203	20	2,000	12,783	15	**4,000**	**23,985**	**17**
>74	1,000	7,612	18	1,000	11,548	10	**3,000**	**19,160**	**13**
Total	**42,000**	**154,492**	**27**	**34,000**	**159,422**	**21**	**76,000**	**313,914**	**24**

*Not applicable.

**Includes 4 pedestrian fatalities 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	188	6.9	389	19.2	**577**	**12.2**
3 am to 6 am	200	7.4	252	12.4	**452**	**9.5**
6 am to 9 am	357	13.2	80	3.9	**437**	**9.2**
9 am to Noon	180	6.6	55	2.7	**235**	**5.0**
Noon to 3 pm	215	7.9	64	3.2	**279**	**5.9**
3 pm to 6 pm	370	13.7	103	5.1	**473**	**10.0**
6 pm to 9 pm	677	25.0	531	26.2	**1,208**	**25.5**
9 pm to Midnight	517	19.1	548	27.0	**1,065**	**22.5**
Unknown	4	0.1	5	0.2	**17**	**0.4**
Total	**2,708**	**100.0**	**2,027**	**100.0**	***4,743**	**100.0**
Pedestrians Injured						
Midnight to 3 am	1,000	2.6	2,000	8.1	**3,000**	**4.4**
3 am to 6 am	1,000	2.2	2,000	7.1	**3,000**	**3.8**
6 am to 9 am	9,000	17.8	1,000	2.4	**10,000**	**12.8**
9 am to Noon	6,000	12.4	2,000	8.5	**8,000**	**11.1**
Noon to 3 pm	6,000	10.8	3,000	11.5	**8,000**	**11.0**
3 pm to 6 pm	13,000	24.5	3,000	13.9	**16,000**	**21.1**
6 pm to 9 pm	11,000	20.9	8,000	30.8	**18,000**	**24.2**
9 pm to Midnight	4,000	8.6	4,000	17.7	**9,000**	**11.6**
Total	**51,000**	**100.0**	**25,000**	**100.0**	**76,000**	**100.0**

*Includes 8 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

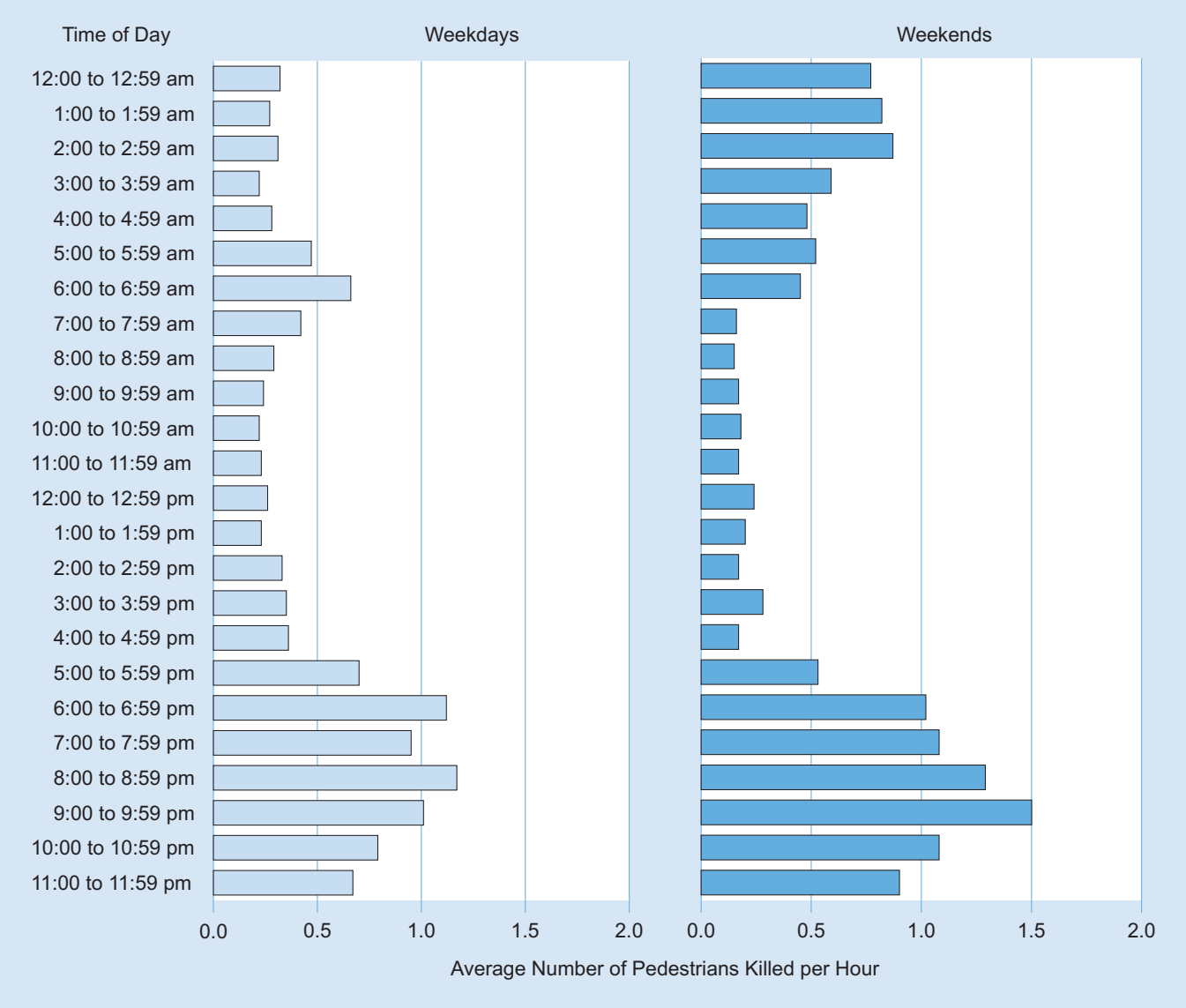


Table 99
Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

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	1,692	90.4	47	2.5	31	1.7	18	1.0	83	4.4	**1,871**	**100.0**
Light Truck	1,530	88.9	38	2.2	35	2.0	38	2.2	81	4.7	**1,722**	**100.0**
Large Truck	175	72.3	20	8.3	6	2.5	17	7.0	24	9.9	**242**	**100.0**
Bus	47	69.1	5	7.4	3	4.4	2	2.9	11	16.2	**68**	**100.0**
Other/Unknown	208	56.5	4	1.1	2	0.5	0	0.0	154	41.8	**368**	**100.0**
Total	**3,652**	**85.5**	**114**	**2.7**	**77**	**1.8**	**75**	**1.8**	**353**	**8.3**	**4,271**	**100.0**
Pedestrians Injured												
Passenger Car	32,000	75.2	4,000	10.1	3,000	6.7	3,000	6.5	1,000	1.5	**43,000**	**100.0**
Light Truck	19,000	68.6	5,000	16.3	2,000	6.3	2,000	7.4	*	1.5	**28,000**	**100.0**
Other	2,000	55.5	1,000	20.5	*	12.4	*	10.9	*	0.8	**3,000**	**100.0**
Total	**53,000**	**71.9**	**9,000**	**12.8**	**5,000**	**6.8**	**5,000**	**7.0**	**1,000**	**1.5**	**73,000**	**100.0**

*Less than 500.

Table 100
Pedestrians Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	1,251	26.4
Not visible (dark clothing, no lighting, etc.)	778	16.4
Improper crossing of roadway or intersection	772	16.3
In roadway improperly (standing, lying, working, playing)	711	15.0
Under the influence of alcohol, drugs, or medication	699	14.7
Darting or running into road	684	14.4
Failure to obey traffic signs, signals, or officer	188	4.0
Inattentive (talking, eating, etc.)	104	2.2
Physical impairment	87	1.8
Wrong-way walking	74	1.6
Emotional (e.g. depression, angry, disturbed)	53	1.1
Entering/exiting parked/standing vehicle	36	0.8
Traveling on prohibited trafficways	32	0.7
Ill, blackout	20	0.4
Vision obscured (by rain, snow, parked vehicle, sign, etc.)	10	0.2
Portable electronics	5	0.1
Nonmotorist pushing vehicle	4	0.1
Asleep or fatigued	2	0.0
Other factors	235	5.0
None reported	633	13.3
Unknown	561	11.8
Total Pedestrians	**4,743**	**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.

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	2	100.0	0	0.0	**2**	**100.0**
5-9	5	25.0	13	65.0	2	10.0	**20**	**100.0**
10-15	18	40.0	22	48.9	5	11.1	**45**	**100.0**
16-20	21	31.3	43	64.2	1	1.5	**67**	**100.0**
21-24	10	34.5	16	55.2	2	6.9	**29**	**100.0**
25-34	28	33.7	48	57.8	6	7.2	**83**	**100.0**
35-44	26	29.2	54	60.7	8	9.0	**89**	**100.0**
45-54	44	25.3	113	64.9	15	8.6	**174**	**100.0**
55-64	40	30.3	74	56.1	17	12.9	**132**	**100.0**
65-74	13	25.0	32	61.5	7	13.5	**52**	**100.0**
>74	8	27.6	17	58.6	4	13.8	**29**	**100.0**
Unknown	3	75.0	1	25.0	0	0.0	**4**	**100.0**
Total	**216**	**29.8**	**435**	**59.9**	**67**	**9.2**	***726**	**100.0**
Pedalcyclists Injured								
<5	***	38.0	***	62.0	***	***	***	**100.0**
5-9	1,000	41.0	1,000	44.9	***	13.3	**2,000**	**100.0**
10-15	5,000	58.3	2,000	26.6	1,000	9.5	**8,000**	**100.0**
16-20	5,000	75.6	1,000	12.5	1,000	11.2	**7,000**	**100.0**
21-24	3,000	59.4	2,000	33.3	***	6.5	**5,000**	**100.0**
25-34	5,000	54.6	3,000	29.5	1,000	15.6	**9,000**	**100.0**
35-44	3,000	53.3	2,000	34.3	1,000	12.0	**5,000**	**100.0**
45-54	3,000	44.4	3,000	40.4	1,000	14.8	**7,000**	**100.0**
55-64	3,000	55.6	1,000	22.6	1,000	21.8	**5,000**	**100.0**
65-74	1,000	50.2	1,000	33.6	***	16.1	**2,000**	**100.0**
>74	***	72.3	***	25.2	***	2.5	**1,000**	**100.0**
Total	**28,000**	**56.3**	**14,000**	**29.4**	**6,000**	**13.0**	****49,000**	**100.0**

*Includes 8 pedalcyclists killed at unknown locations.
**Includes 1,000 pedalcyclists killed at unknown locations.
***Less than 500.

Table 102

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

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	1	10,216	0.01	1	9,783	0.01	**2**	**19,999**	**0.01**
5-9	16	10,459	0.15	4	10,016	0.04	**20**	**20,476**	**0.10**
10-15	39	12,686	0.31	6	12,128	0.05	**45**	**24,813**	**0.18**
16-20	56	11,179	0.50	10	10,581	0.09	**67**	**21,760**	**0.31**
21-24	22	9,214	0.24	7	8,825	0.08	**29**	**18,039**	**0.16**
25-34	73	21,339	0.34	10	20,971	0.05	**83**	**42,309**	**0.20**
35-44	78	20,174	0.39	11	20,343	0.05	**89**	**40,516**	**0.22**
45-54	154	21,807	0.71	20	22,462	0.09	**174**	**44,269**	**0.39**
55-64	116	18,603	0.62	15	19,983	0.08	**132**	**38,586**	**0.34**
65-74	49	11,203	0.44	3	12,783	0.02	**52**	**23,985**	**0.22**
>74	26	7,612	0.34	3	11,548	0.03	**29**	**19,160**	**0.15**
Unknown	4	*	*	0	*	*	**4**	*	*
Total	**634**	**154,492**	**0.41**	**90**	**159,422**	**0.06**	****726**	**313,914**	**0.23**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	***	10,216	2	***	9,783	****	***	**19,999**	**1**
5-9	2,000	10,459	19	***	10,016	2	**2,000**	**20,476**	**11**
10-15	7,000	12,686	56	1,000	12,128	8	**8,000**	**24,813**	**32**
16-20	5,000	11,179	45	2,000	10,581	14	**7,000**	**21,760**	**30**
21-24	4,000	9,214	39	1,000	8,825	13	**5,000**	**18,039**	**26**
25-34	6,000	21,339	30	2,000	20,971	10	**9,000**	**42,309**	**20**
35-44	4,000	20,174	21	1,000	20,343	5	**5,000**	**40,516**	**13**
45-54	6,000	21,807	25	1,000	22,462	6	**7,000**	**44,269**	**15**
55-64	4,000	18,603	20	1,000	19,983	5	**5,000**	**38,586**	**13**
65-74	1,000	11,203	11	***	12,783	3	**2,000**	**23,985**	**7**
>74	***	7,612	6	***	11,548	****	**1,000**	**19,160**	**3**
Total	**39,000**	**154,492**	**26**	**10,000**	**159,422**	**6**	**49,000**	**313,914**	**16**

*Not applicable.
**Includes 2 pedalcyclists kiiled of unknown age.
***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	13	2.9	32	11.6	**45**	**6.2**
3 am to 6 am	23	5.1	15	5.4	**38**	**5.2**
6 am to 9 am	68	15.1	18	6.5	**86**	**11.8**
9 am to Noon	50	11.1	24	8.7	**74**	**10.2**
Noon to 3 pm	62	13.8	39	14.1	**101**	**13.9**
3 pm to 6 pm	74	16.5	24	8.7	**98**	**13.5**
6 pm to 9 pm	100	22.3	69	24.9	**169**	**23.3**
9 pm to Midnight	59	13.1	56	20.2	**115**	**15.8**
Total	**449**	**100.0**	**277**	**100.0**	**726**	**100.0**
Pedalcyclists Injured						
Midnight to 3 am	*	0.6	*	2.6	**1,000**	**1.2**
3 am to 6 am	*	0.6	*	0.4	*	**0.6**
6 am to 9 am	5,000	15.7	*	2.1	**6,000**	**11.5**
9 am to Noon	5,000	13.3	2,000	14.1	**7,000**	**13.5**
Noon to 3 pm	6,000	16.5	3,000	18.4	**8,000**	**17.1**
3 pm to 6 pm	10,000	28.8	3,000	22.7	**13,000**	**26.9**
6 pm to 9 pm	6,000	18.9	4,000	28.9	**11,000**	**22.0**
9 pm to Midnight	2,000	5.7	2,000	10.8	**4,000**	**7.3**
Total	**34,000**	**100.0**	**15,000**	**100.0**	**49,000**	**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	244	92.1	12	4.5	6	2.3	1	0.4	2	0.8	**265**	**100.0**
Light Truck	268	85.4	22	7.0	12	3.8	3	1.0	9	2.9	**314**	**100.0**
Large Truck	32	54.2	13	22.0	2	3.4	3	5.1	9	15.3	**59**	**100.0**
Bus	7	58.3	1	8.3	1	8.3	1	8.3	2	16.7	**12**	**100.0**
Other/Unknown	18	43.9	1	2.4	0	0.0	0	0.0	22	53.7	**41**	**100.0**
Total	**569**	**82.3**	**49**	**7.1**	**21**	**3.0**	**8**	**1.2**	**44**	**6.4**	**691**	**100.0**
Pedalcyclists Injured												
Passenger Car	23,000	72.5	6,000	19.9	1,000	4.2	1,000	3.3	*	0.1	**31,000**	**100.0**
Light Truck	11,000	68.8	3,000	19.9	1,000	6.8	1,000	4.4	*	0.1	**16,000**	**100.0**
Other	1,000	45.5	1,000	34.4	*	8.3	*	11.9	*	*	**2,000**	**100.0**
Total	**34,000**	**70.4**	**10,000**	**20.3**	**3,000**	**5.2**	**2,000**	**4.0**	*	**0.1**	**49,000**	**100.0**

*Less than 500.

Table 105

Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	198	27.3
Not visible (dark clothing, no lighting, etc.)	74	10.2
Under the influence of alcohol, drugs, or medication	74	10.2
Failure to obey traffic signs, signals, or officer	64	8.8
Wrong-way riding	50	6.9
Darting or running into road	39	5.4
Making improper turn	33	4.5
Improper crossing of roadway or intersection	29	4.0
Operating without required equipment	29	4.0
Inattentive (talking, eating, etc.)	25	3.4
Failing to have lights on when required	19	2.6
Failure to keep in proper lane or running off road	15	2.1
Riding on wrong side of the road	13	1.8
Improper or erratic lane changing	11	1.5
Making improper entry or exit from trafficway	10	1.4
Physical impairment	4	0.6
Vision obscured (reflected glare, parked vehicle, sign, etc.)	4	0.6
Erratic, reckless, careless, or negligent operation	3	0.4
Ill, blackout	3	0.4
Traveling on prohibited trafficways	3	0.4
Improper passing	2	0.3
In roadway improperly (standing, lying, working, playing)	2	0.3
Emotional (e.g. depression, angry, disturbed)	1	0.1
Passing with insufficient distance	1	0.1
Portable electronics	1	0.1
Other factors	30	4.1
None reported	158	21.8
Unknown	112	15.4
Total Pedalcyclists	**726**	**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.

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 increased by 3 percent from 2011 to 2012 for the Nation as a whole. Thirteen States, the District of Columbia, and Puerto Rico showed decreases, ranging from less than 1 percent to as much as 18 percent.

- The pedestrian fatality rate per 100,000 population was 1.51 for the Nation. Delaware had the highest rate (2.94), and South Dakota, with two pedestrian fatalities, had the lowest rate (0.24).

- About 2.2 percent of all traffic crash fatalities in 2012 were pedalcyclists. The District of Columbia, Nebraska, New Hampshire, North Dakota, South Dakota, Vermont, and Wyoming reported no pedalcyclists killed.

- In 2012, 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 2012. 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 2012, 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

2012 Traffic Fatalities by State and Percent Change from 2011

State	Fatalities			State	Fatalities		
	2011	2012	Percent Change		2011	2012	Percent Change
AL	895	865	-3	NE	181	212	+17
AK	72	59	-18	NV	246	258	+5
AZ	826	825	-0	NH	90	108	+20
AR	551	552	+0	NJ	627	589	-6
CA	2,816	2,857	+1	NM	350	365	+4
CO	447	472	+6	NY	1,171	1,168	-0
CT	221	236	+7	NC	1,230	1,292	+5
DE	99	114	+15	ND	148	170	+15
DC	27	15	-44	OH	1,017	1,123	+10
FL	2,400	2,424	+1	OK	696	708	+2
GA	1,226	1,192	-3	OR	331	336	+2
HI	100	126	+26	PA	1,286	1,310	+2
ID	167	184	+10	RI	66	64	-3
IL	918	956	+4	SC	828	863	+4
IN	751	779	+4	SD	111	133	+20
IA	360	365	+1	TN	937	1,014	+8
KS	386	405	+5	TX	3,054	3,398	+11
KY	720	746	+4	UT	243	217	-11
LA	680	722	+6	VT	55	77	+40
ME	136	164	+21	VA	764	777	+2
MD	485	505	+4	WA	454	444	-2
MA	374	349	-7	WV	338	339	+0
MI	889	938	+6	WI	582	615	+6
MN	368	395	+7	WY	135	123	-9
MS	630	582	-8	**USA**	**32,479**	**33,561**	**+3**
MO	786	826	+5				
MT	209	205	-2	PR	361	347	-4

Figure 28

2012 Traffic Fatalities by State and Percent Change from 2011

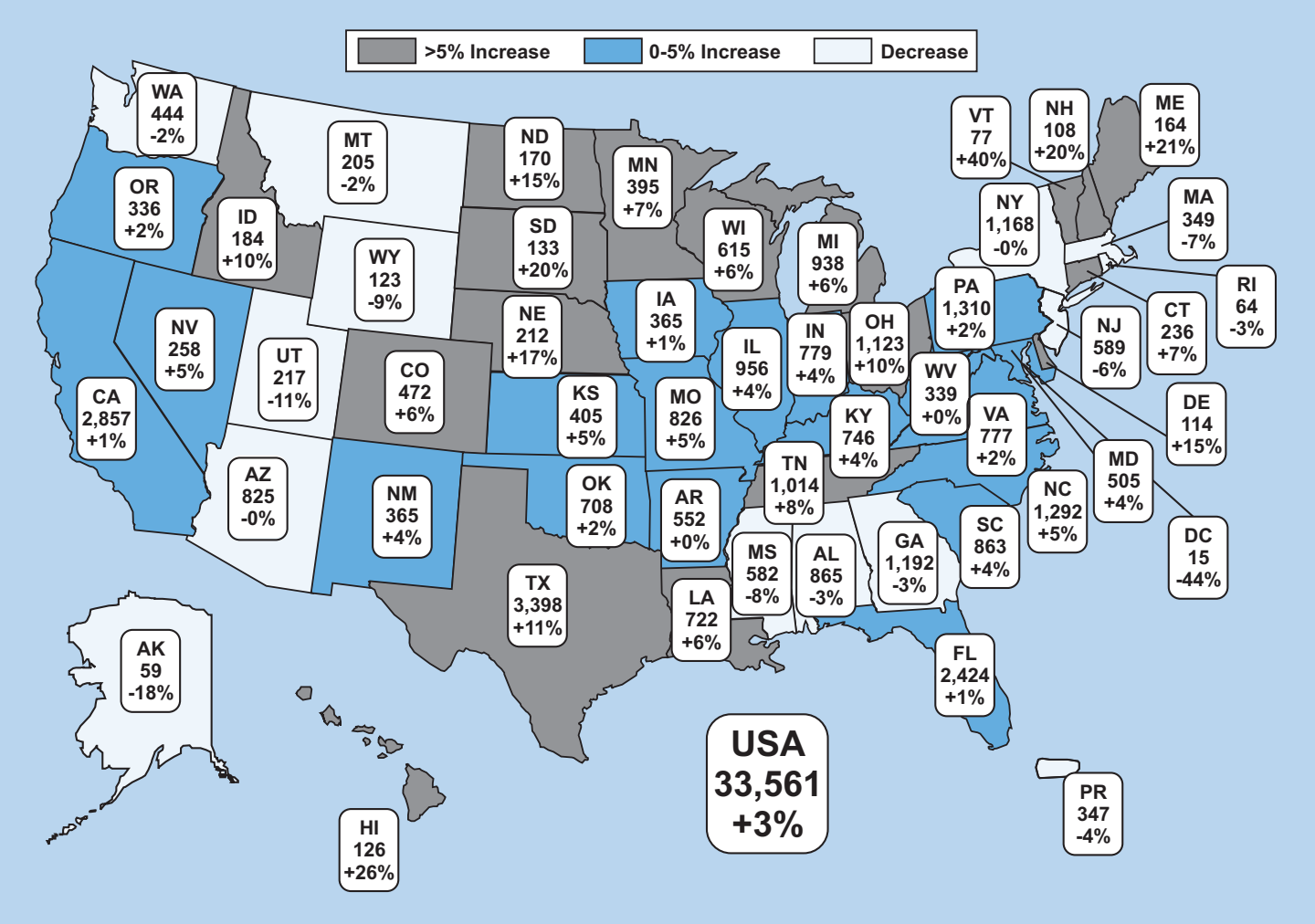


Table 107
Fatal Crashes, by State and First Harmful Event

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	313	38.7	78	9.6	326	40.3	20	2.5	68	8.4	4	0.5	**809**	**100.0**
AK	23	42.6	9	16.7	9	16.7	5	9.3	8	14.8	0	0.0	**54**	**100.0**
AZ	235	31.7	145	19.5	177	23.9	12	1.6	137	18.5	21	2.8	**742**	**100.0**
AR	180	36.2	46	9.3	183	36.8	13	2.6	64	12.9	11	2.2	**497**	**100.0**
CA	811	30.8	722	27.4	728	27.7	85	3.2	265	10.1	21	0.8	**2,632**	**100.0**
CO	143	33.0	77	17.8	116	26.8	8	1.8	86	19.9	3	0.7	**433**	**100.0**
CT	81	36.7	40	18.1	81	36.7	6	2.7	12	5.4	1	0.5	**221**	**100.0**
DE	31	28.7	30	27.8	40	37.0	3	2.8	4	3.7	0	0.0	**108**	**100.0**
DC	4	28.6	5	35.7	4	28.6	0	0.0	0	0.0	1	7.1	**14**	**100.0**
FL	829	36.9	579	25.8	579	25.8	32	1.4	194	8.6	34	1.5	**2,247**	**100.0**
GA	417	37.0	176	15.6	427	37.9	22	2.0	79	7.0	5	0.4	**1,126**	**100.0**
HI	43	37.4	26	22.6	36	31.3	5	4.3	2	1.7	3	2.6	**115**	**100.0**
ID	57	33.7	15	8.9	38	22.5	8	4.7	51	30.2	0	0.0	**169**	**100.0**
IL	344	38.8	163	18.4	297	33.5	29	3.3	42	4.7	11	1.2	**886**	**100.0**
IN	306	42.6	74	10.3	241	33.6	30	4.2	52	7.2	15	2.1	**718**	**100.0**
IA	133	40.3	23	7.0	97	29.4	11	3.3	64	19.4	2	0.6	**330**	**100.0**
KS	142	38.6	32	8.7	129	35.1	12	3.3	49	13.3	4	1.1	**368**	**100.0**
KY	248	35.7	56	8.1	315	45.4	11	1.6	61	8.8	3	0.4	**694**	**100.0**
LA	221	33.9	134	20.6	227	34.8	17	2.6	46	7.1	7	1.1	**652**	**100.0**
ME	56	37.1	10	6.6	79	52.3	2	1.3	4	2.6	0	0.0	**151**	**100.0**
MD	181	39.7	96	21.1	145	31.8	11	2.4	19	4.2	3	0.7	**456**	**100.0**
MA	84	25.2	86	25.8	135	40.5	11	3.3	11	3.3	6	1.8	**333**	**100.0**
MI	372	42.6	139	15.9	252	28.9	17	1.9	86	9.9	7	0.8	**873**	**100.0**
MN	149	42.7	45	12.9	97	27.8	17	4.9	35	10.0	4	1.1	**349**	**100.0**
MS	157	31.0	52	10.3	237	46.7	8	1.6	53	10.5	0	0.0	**507**	**100.0**
MO	259	34.0	86	11.3	308	40.4	26	3.4	78	10.2	5	0.7	**762**	**100.0**
MT	46	24.0	8	4.2	73	38.0	6	3.1	57	29.7	2	1.0	**192**	**100.0**
NE	80	42.1	14	7.4	52	27.4	6	3.2	37	19.5	1	0.5	**190**	**100.0**
NV	73	31.1	54	23.0	58	24.7	10	4.3	38	16.2	2	0.9	**235**	**100.0**
NH	31	30.7	9	8.9	47	46.5	1	1.0	8	7.9	5	5.0	**101**	**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	175	31.6	160	28.9	170	30.7	17	3.1	22	4.0	9	1.6	**553**	**100.0**
NM	105	31.1	65	19.2	65	19.2	4	1.2	94	27.8	4	1.2	**338**	**100.0**
NY	364	33.5	332	30.6	322	29.7	29	2.7	29	2.7	9	0.8	**1,085**	**100.0**
NC	413	33.8	216	17.7	477	39.0	17	1.4	87	7.1	12	1.0	**1,222**	**100.0**
ND	66	44.9	8	5.4	28	19.0	4	2.7	41	27.9	0	0.0	**147**	**100.0**
OH	431	42.1	121	11.8	382	37.3	32	3.1	44	4.3	14	1.4	**1,024**	**100.0**
OK	227	35.4	69	10.7	223	34.7	9	1.4	108	16.8	6	0.9	**642**	**100.0**
OR	103	33.8	69	22.6	83	27.2	5	1.6	38	12.5	5	1.6	**305**	**100.0**
PA	439	36.3	171	14.1	491	40.5	39	3.2	48	4.0	22	1.8	**1,211**	**100.0**
RI	19	30.6	6	9.7	35	56.5	1	1.6	0	0.0	1	1.6	**62**	**100.0**
SC	284	35.2	123	15.3	313	38.8	18	2.2	62	7.7	6	0.7	**806**	**100.0**
SD	45	38.1	2	1.7	20	16.9	4	3.4	47	39.8	0	0.0	**118**	**100.0**
TN	344	37.1	65	7.0	423	45.6	14	1.5	67	7.2	15	1.6	**928**	**100.0**
TX	1,157	38.3	495	16.4	859	28.4	92	3.0	377	12.5	41	1.4	**3,021**	**100.0**
UT	62	31.0	32	16.0	54	27.0	11	5.5	37	18.5	4	2.0	**200**	**100.0**
VT	20	28.6	9	12.9	29	41.4	2	2.9	8	11.4	2	2.9	**70**	**100.0**
VA	214	29.9	105	14.7	334	46.6	14	2.0	34	4.7	14	2.0	**716**	**100.0**
WA	148	36.2	84	20.5	132	32.3	10	2.4	33	8.1	1	0.2	**409**	**100.0**
WV	102	32.1	30	9.4	130	40.9	7	2.2	48	15.1	1	0.3	**318**	**100.0**
WI	201	36.6	49	8.9	208	37.9	30	5.5	45	8.2	16	2.9	**549**	**100.0**
WY	38	33.9	6	5.4	36	32.1	2	1.8	30	26.8	0	0.0	**112**	**100.0**
USA	**11,006**	**35.7**	**5,246**	**17.0**	**10,347**	**33.6**	**805**	**2.6**	**3,009**	**9.8**	**363**	**1.2**	***30,800**	**100.0**
PR	87	26.0	128	38.2	96	28.7	5	1.5	7	2.1	12	3.6	**335**	**100.0**

*Total includes 24 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	37	48	70	133	199	203	106	13	**809**
AK	18	2	5	6	8	11	4	0	**54**
AZ	87	44	30	182	132	129	132	6	**742**
AR	26	23	7	131	100	108	84	18	**497**
CA	117	204	243	892	563	408	204	1	**2,632**
CO	37	19	19	163	84	71	40	0	**433**
CT	12	35	14	37	37	21	62	3	**221**
DE	0	9	0	38	11	21	28	1	**108**
DC	0	1	0	0	0	0	13	0	**14**
FL	20	249	43	744	266	31	891	3	**2,247**
GA	60	88	13	239	294	240	192	0	**1,126**
HI	0	8	2	31	32	28	14	0	**115**
ID	19	4	3	46	20	50	13	14	**169**
IL	45	51	19	216	196	199	158	2	**886**
IN	52	25	0	0	119	199	323	0	**718**
IA	20	8	1	75	48	79	99	0	**330**
KS	43	2	0	102	78	65	78	0	**368**
KY	41	23	4	157	93	249	127	0	**694**
LA	33	58	2	134	149	201	73	2	**652**
ME	3	0	0	23	50	0	75	0	**151**
MD	1	57	24	126	98	89	55	6	**456**
MA	1	29	48	58	26	4	141	26	**333**
MI	14	73	20	210	228	184	136	8	**873**
MN	10	6	8	75	109	96	44	1	**349**
MS	31	3	20	97	71	210	74	1	**507**
MO	29	57	37	193	145	196	103	2	**762**
MT	30	3	0	50	30	52	24	3	**192**
NE	13	5	1	54	41	25	51	0	**190**
NV	18	15	5	69	43	12	60	13	**235**
NH	6	6	0	17	4	25	43	0	**101**

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	3	59	42	186	132	51	78	2	**553**
NM	66	9	1	121	28	9	45	59	**338**
NY	41	26	9	336	179	111	383	0	**1,085**
NC	50	30	25	255	358	194	307	3	**1,222**
ND	5	2	0	58	25	33	24	0	**147**
OH	40	61	13	192	182	307	198	31	**1,024**
OK	41	39	12	123	97	172	158	0	**642**
OR	16	1	1	119	67	76	25	0	**305**
PA	52	60	39	296	289	254	221	0	**1,211**
RI	2	10	6	14	5	1	24	0	**62**
SC	59	28	4	181	178	264	47	45	**806**
SD	16	1	0	21	30	31	19	0	**118**
TN	49	63	5	218	223	226	144	0	**928**
TX	151	294	218	698	377	473	794	16	**3,021**
UT	23	21	2	43	54	0	57	0	**200**
VT	6	1	1	13	15	21	13	0	**70**
VA	29	61	8	182	150	184	75	27	**716**
WA	22	18	11	123	96	92	42	5	**409**
WV	25	8	1	82	70	86	45	1	**318**
WI	16	10	12	158	128	125	100	0	**549**
WY	21	5	0	38	14	17	14	3	**112**
USA	**1,556**	**1,962**	**1,048**	**7,755**	**5,971**	**5,933**	**6,260**	**315**	**30,800**
PR	28	26	2	80	95	70	34	0	**335**

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	43	50	71	144	216	218	109	14	**865**
AK	21	2	5	6	9	12	4	0	**59**
AZ	104	47	31	203	151	141	142	6	**825**
AR	30	24	9	154	113	117	86	19	**552**
CA	138	223	260	990	601	432	212	1	**2,857**
CO	46	20	20	174	89	81	42	0	**472**
CT	15	38	16	40	38	22	64	3	**236**
DE	0	9	0	41	13	22	28	1	**114**
DC	0	1	0	0	0	0	14	0	**15**
FL	29	277	50	813	291	33	928	3	**2,424**
GA	65	96	14	259	310	249	199	0	**1,192**
HI	0	9	2	33	36	32	14	0	**126**
ID	22	5	3	49	22	55	13	15	**184**
IL	51	59	19	236	208	208	173	2	**956**
IN	59	26	0	0	133	218	343	0	**779**
IA	25	9	1	89	53	86	102	0	**365**
KS	59	2	0	110	88	67	79	0	**405**
KY	47	24	4	172	98	266	135	0	**746**
LA	38	69	2	147	159	225	80	2	**722**
ME	3	0	0	25	57	0	79	0	**164**
MD	1	65	29	137	112	98	57	6	**505**
MA	1	30	49	63	26	4	149	27	**349**
MI	14	79	22	228	247	199	141	8	**938**
MN	14	7	9	87	120	110	47	1	**395**
MS	35	4	26	116	88	236	76	1	**582**
MO	33	61	39	211	163	208	109	2	**826**
MT	35	3	0	51	32	55	25	4	**205**
NE	18	5	1	63	44	25	56	0	**212**
NV	18	19	5	76	47	12	68	13	**258**
NH	7	6	0	18	4	27	46	0	**108**

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	4	66	43	196	141	54	83	2	**589**
NM	71	10	1	133	29	9	47	65	**365**
NY	45	31	10	372	186	120	404	0	**1,168**
NC	54	31	26	272	375	206	325	3	**1,292**
ND	8	7	0	64	27	38	26	0	**170**
OH	46	71	14	209	193	338	221	31	**1,123**
OK	47	43	12	138	117	185	166	0	**708**
OR	24	1	1	130	73	76	31	0	**336**
PA	61	64	43	326	309	274	233	0	**1,310**
RI	2	10	6	14	5	1	26	0	**64**
SC	68	29	4	199	188	281	48	46	**863**
SD	18	1	0	26	30	39	19	0	**133**
TN	56	65	5	246	243	249	150	0	**1,014**
TX	183	327	244	808	426	535	859	16	**3,398**
UT	24	23	3	46	62	0	59	0	**217**
VT	8	1	1	15	17	22	13	0	**77**
VA	30	68	9	197	163	199	83	28	**777**
WA	23	18	11	139	101	103	43	6	**444**
WV	30	9	1	90	76	87	45	1	**339**
WI	18	11	16	180	145	134	111	0	**615**
WY	23	5	0	47	14	17	14	3	**123**
USA	**1,814**	**2,160**	**1,137**	**8,582**	**6,488**	**6,425**	**6,626**	**329**	**33,561**
PR	31	27	2	84	96	72	35	0	**347**

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	3,828	22.60	4,845	17.85	4,822	17.94	**865**
AK	526	11.21	775	7.61	731	8.07	**59**
AZ	4,698	17.56	5,163	15.98	6,553	12.59	**825**
AR	2,199	25.10	2,480	22.26	2,949	18.72	**552**
CA	24,201	11.81	27,702	10.31	38,041	7.51	**2,857**
CO	3,808	12.40	4,562	10.35	5,188	9.10	**472**
CT	2,486	9.49	2,706	8.72	3,590	6.57	**236**
DE	720	15.83	944	12.08	917	12.43	**114**
DC	401	3.74	322	4.65	632	2.37	**15**
FL	13,897	17.44	15,666	15.47	19,318	12.55	**2,424**
GA	6,582	18.11	7,647	15.59	9,920	12.02	**1,192**
HI	915	13.77	1,232	10.23	1,392	9.05	**126**
ID	1,093	16.83	1,644	11.19	1,596	11.53	**184**
IL	8,236	11.61	10,132	9.44	12,875	7.43	**956**
IN	5,376	14.49	6,004	12.97	6,537	11.92	**779**
IA	2,217	16.46	3,511	10.40	3,074	11.87	**365**
KS	2,018	20.07	2,449	16.54	2,886	14.03	**405**
KY	2,985	24.99	3,671	20.32	4,380	17.03	**746**
LA	2,924	24.69	3,889	18.56	4,602	15.69	**722**
ME	1,008	16.27	1,180	13.90	1,329	12.34	**164**
MD	4,102	12.31	3,983	12.68	5,885	8.58	**505**
MA	4,734	7.37	4,950	7.05	6,646	5.25	**349**
MI	7,019	13.36	7,798	12.03	9,883	9.49	**938**
MN	3,322	11.89	5,099	7.75	5,379	7.34	**395**
MS	1,958	29.72	2,052	28.36	2,985	19.50	**582**
MO	4,288	19.26	5,685	14.53	6,022	13.72	**826**
MT	758	27.05	1,489	13.77	1,005	20.40	**205**
NE	1,364	15.55	1,888	11.23	1,856	11.43	**212**
NV	1,728	14.93	2,130	12.11	2,759	9.35	**258**
NH	1,065	10.14	1,302	8.29	1,321	8.18	**108**

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	6,040	9.75	7,911	7.44	8,865	6.64	**589**
NM	1,430	25.52	1,806	20.21	2,086	17.50	**365**
NY	11,249	10.38	10,449	11.18	19,570	5.97	**1,168**
NC	6,678	19.35	7,793	16.58	9,752	13.25	**1,292**
ND	503	33.81	810	20.98	700	24.30	**170**
OH	8,006	14.03	10,116	11.10	11,544	9.73	**1,123**
OK	2,400	29.50	3,440	20.58	3,815	18.56	**708**
OR	2,770	12.13	3,527	9.53	3,899	8.62	**336**
PA	8,843	14.81	10,471	12.51	12,764	10.26	**1,310**
RI	750	8.54	854	7.49	1,050	6.09	**64**
SC	3,456	24.97	3,897	22.15	4,724	18.27	**863**
SD	607	21.92	1,004	13.25	833	15.96	**133**
TN	4,574	22.17	5,393	18.80	6,456	15.71	**1,014**
TX	15,252	22.28	20,238	16.79	26,059	13.04	**3,398**
UT	1,789	12.13	1,981	10.95	2,855	7.60	**217**
VT	530	14.54	607	12.69	626	12.30	**77**
VA	5,538	14.03	7,117	10.92	8,186	9.49	**777**
WA	5,228	8.49	5,850	7.59	6,897	6.44	**444**
WV	1,242	27.30	1,459	23.24	1,855	18.27	**339**
WI	4,057	15.16	5,215	11.79	5,726	10.74	**615**
WY	422	29.18	799	15.39	576	21.34	**123**
USA	**211,815**	**15.84**	**265,647**	**12.63**	**313,914**	**10.69**	**33,561**
PR	—	—	2,647	13.11	3,667	9.46	**347**

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	524	60.6	156	18.0	97	11.2	77	8.9	9	1.0	2	0.2	**865**	**100.0**
AK	26	44.1	14	23.7	9	15.3	8	13.6	1	1.7	1	1.7	**59**	**100.0**
AZ	340	41.2	175	21.2	141	17.1	122	14.8	18	2.2	29	3.5	**825**	**100.0**
AR	329	59.6	98	17.8	71	12.9	44	8.0	6	1.1	4	0.7	**552**	**100.0**
CA	1,122	39.3	506	17.7	435	15.2	612	21.4	124	4.3	58	2.0	**2,857**	**100.0**
CO	212	44.9	90	19.1	79	16.7	76	16.1	13	2.8	2	0.4	**472**	**100.0**
CT	114	48.3	39	16.5	40	16.9	36	15.3	4	1.7	3	1.3	**236**	**100.0**
DE	46	40.4	18	15.8	17	14.9	27	23.7	4	3.5	2	1.8	**114**	**100.0**
DC	1	6.7	1	6.7	4	26.7	7	46.7	0	0.0	2	13.3	**15**	**100.0**
FL	947	39.1	363	15.0	491	20.3	476	19.6	122	5.0	25	1.0	**2,424**	**100.0**
GA	663	55.6	207	17.4	134	11.2	167	14.0	17	1.4	4	0.3	**1,192**	**100.0**
HI	34	27.0	22	17.5	41	32.5	26	20.6	2	1.6	1	0.8	**126**	**100.0**
ID	105	57.1	40	21.7	22	12.0	13	7.1	2	1.1	2	1.1	**184**	**100.0**
IL	458	47.9	180	18.8	148	15.5	138	14.4	29	3.0	3	0.3	**956**	**100.0**
IN	405	52.0	135	17.3	152	19.5	59	7.6	15	1.9	13	1.7	**779**	**100.0**
IA	212	58.1	70	19.2	59	16.2	20	5.5	3	0.8	1	0.3	**365**	**100.0**
KS	237	58.5	83	20.5	48	11.9	26	6.4	7	1.7	4	1.0	**405**	**100.0**
KY	446	59.8	133	17.8	106	14.2	49	6.6	6	0.8	6	0.8	**746**	**100.0**
LA	359	49.7	135	18.7	78	10.8	118	16.3	24	3.3	8	1.1	**722**	**100.0**
ME	96	58.5	34	20.7	24	14.6	9	5.5	1	0.6	0	0.0	**164**	**100.0**
MD	239	47.3	87	17.2	77	15.2	96	19.0	5	1.0	1	0.2	**505**	**100.0**
MA	161	46.1	48	13.8	51	14.6	72	20.6	15	4.3	2	0.6	**349**	**100.0**
MI	495	52.8	150	16.0	138	14.7	129	13.8	19	2.0	7	0.7	**938**	**100.0**
MN	213	53.9	78	19.7	55	13.9	38	9.6	7	1.8	4	1.0	**395**	**100.0**
MS	369	63.4	119	20.4	39	6.7	48	8.2	4	0.7	3	0.5	**582**	**100.0**
MO	489	59.2	135	16.3	104	12.6	84	10.2	6	0.7	8	1.0	**826**	**100.0**
MT	118	57.6	48	23.4	30	14.6	8	3.9	1	0.5	0	0.0	**205**	**100.0**
NE	135	63.7	40	18.9	22	10.4	15	7.1	0	0.0	0	0.0	**212**	**100.0**
NV	101	39.1	54	20.9	42	16.3	54	20.9	3	1.2	4	1.6	**258**	**100.0**
NH	59	54.6	11	10.2	29	26.9	8	7.4	0	0.0	1	0.9	**108**	**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	237	40.2	97	16.5	77	13.1	156	26.5	14	2.4	8	1.4	**589**	**100.0**
NM	147	40.3	85	23.3	64	17.5	61	16.7	7	1.9	1	0.3	**365**	**100.0**
NY	462	39.6	186	15.9	170	14.6	297	25.4	45	3.9	8	0.7	**1,168**	**100.0**
NC	643	49.8	220	17.0	198	15.3	197	15.2	27	2.1	7	0.5	**1,292**	**100.0**
ND	105	61.8	39	22.9	16	9.4	7	4.1	0	0.0	3	1.8	**170**	**100.0**
OH	624	55.6	198	17.6	162	14.4	115	10.2	18	1.6	6	0.5	**1,123**	**100.0**
OK	420	59.3	126	17.8	84	11.9	65	9.2	5	0.7	8	1.1	**708**	**100.0**
OR	147	43.8	68	20.2	52	15.5	55	16.4	10	3.0	4	1.2	**336**	**100.0**
PA	709	54.1	205	15.6	210	16.0	163	12.4	16	1.2	7	0.5	**1,310**	**100.0**
RI	39	60.9	10	15.6	8	12.5	5	7.8	2	3.1	0	0.0	**64**	**100.0**
SC	452	52.4	128	14.8	146	16.9	123	14.3	13	1.5	1	0.1	**863**	**100.0**
SD	72	54.1	33	24.8	25	18.8	2	1.5	0	0.0	1	0.8	**133**	**100.0**
TN	603	59.5	193	19.0	139	13.7	67	6.6	8	0.8	4	0.4	**1,014**	**100.0**
TX	1,652	48.6	731	21.5	452	13.3	478	14.1	56	1.6	29	0.9	**3,398**	**100.0**
UT	106	48.8	45	20.7	32	14.7	28	12.9	3	1.4	3	1.4	**217**	**100.0**
VT	43	55.8	11	14.3	11	14.3	10	13.0	0	0.0	2	2.6	**77**	**100.0**
VA	450	57.9	129	16.6	85	10.9	98	12.6	11	1.4	4	0.5	**777**	**100.0**
WA	197	44.4	74	16.7	83	18.7	72	16.2	12	2.7	6	1.4	**444**	**100.0**
WV	216	63.7	60	17.7	31	9.1	31	9.1	1	0.3	0	0.0	**339**	**100.0**
WI	316	51.4	123	20.0	117	19.0	45	7.3	11	1.8	3	0.5	**615**	**100.0**
WY	74	60.2	31	25.2	12	9.8	6	4.9	0	0.0	0	0.0	**123**	**100.0**
USA	**16,769**	**50.0**	**6,061**	**18.1**	**4,957**	**14.8**	**4,743**	**14.1**	**726**	**2.2**	**305**	**0.9**	33,561	**100.0**
PR	127	36.6	41	11.8	50	14.4	110	31.7	14	4.0	5	1.4	**347**	**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	13	9	12	100	73	164	131	106	123	77	56	1	**865**
AK	0	2	1	6	7	13	4	9	9	4	4	0	**59**
AZ	9	12	27	82	87	148	110	121	109	52	64	4	**825**
AR	6	10	13	47	54	102	76	79	77	43	45	0	**552**
CA	33	30	39	264	315	546	343	466	374	193	250	4	**2,857**
CO	3	5	8	47	54	77	62	72	68	36	40	0	**472**
CT	1	1	3	15	24	47	32	29	38	20	25	1	**236**
DE	1	0	2	9	5	32	14	23	8	6	14	0	**114**
DC	0	0	1	3	0	4	1	3	2	0	1	0	**15**
FL	12	15	39	207	239	408	301	414	335	198	252	4	**2,424**
GA	18	21	11	100	119	215	177	186	148	99	92	6	**1,192**
HI	2	0	2	16	10	25	20	15	18	11	7	0	**126**
ID	2	3	4	17	15	29	26	30	21	16	21	0	**184**
IL	12	12	17	91	116	179	122	129	116	64	98	0	**956**
IN	14	6	11	88	78	136	102	106	97	63	76	2	**779**
IA	4	3	7	31	35	58	61	42	57	27	40	0	**365**
KS	7	5	14	46	36	61	51	60	41	35	49	0	**405**
KY	10	9	14	69	54	149	128	103	93	62	55	0	**746**
LA	7	13	22	70	66	143	106	118	79	54	42	2	**722**
ME	1	0	3	21	20	26	16	26	16	12	23	0	**164**
MD	3	4	11	56	47	98	59	84	66	36	38	3	**505**
MA	3	3	2	39	38	53	38	47	43	28	55	0	**349**
MI	13	9	17	95	117	157	112	124	127	84	83	0	**938**
MN	3	2	11	46	37	68	48	56	43	36	45	0	**395**
MS	14	9	14	50	69	100	79	87	59	54	46	1	**582**
MO	13	6	10	84	98	138	121	142	89	60	65	0	**826**
MT	1	3	7	20	22	42	28	30	30	16	6	0	**205**
NE	7	1	9	32	21	36	20	32	20	15	19	0	**212**
NV	2	4	3	26	25	36	23	34	51	39	15	0	**258**
NH	0	1	1	13	9	12	11	21	17	12	11	0	**108**

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	2	7	10	50	68	100	65	89	76	53	67	2	**589**
NM	6	2	4	29	32	58	59	70	40	32	31	2	**365**
NY	12	7	27	95	122	180	133	189	139	113	143	8	**1,168**
NC	22	14	27	112	112	219	193	220	168	112	92	1	**1,292**
ND	1	3	5	19	15	32	34	22	19	11	9	0	**170**
OH	13	11	9	111	106	173	163	187	141	100	109	0	**1,123**
OK	2	3	10	59	62	153	117	97	95	61	49	0	**708**
OR	3	1	5	25	24	55	38	48	72	36	29	0	**336**
PA	11	9	23	146	156	207	153	205	146	117	137	0	**1,310**
RI	1	0	1	5	6	10	11	15	5	5	5	0	**64**
SC	6	7	15	87	85	157	119	152	114	57	61	3	**863**
SD	4	4	3	13	12	22	21	19	16	11	8	0	**133**
TN	11	5	13	103	104	148	146	167	142	93	82	0	**1,014**
TX	68	49	89	329	370	689	496	498	395	228	173	14	**3,398**
UT	6	3	6	21	21	38	35	33	30	9	15	0	**217**
VT	1	0	1	4	12	12	6	12	15	6	8	0	**77**
VA	8	7	8	80	76	121	98	132	110	65	71	1	**777**
WA	4	4	7	42	46	68	77	62	58	33	41	2	**444**
WV	4	3	6	24	31	60	53	50	46	34	28	0	**339**
WI	3	6	9	69	70	76	77	113	71	54	67	0	**615**
WY	3	2	0	11	16	22	18	10	25	10	6	0	**123**
USA	**405**	**345**	**613**	**3,224**	**3,436**	**5,902**	**4,534**	**5,184**	**4,297**	**2,692**	**2,868**	**61**	**33,561**
PR	2	2	5	32	39	63	40	46	44	36	22	16	**347**

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	370	47.5	278	35.7	17	2.2	0	0.0	17	2.2	0	0.0	*682*	*87.5*	*97*	*12.5*	**779**	**100.0**
AK	23	46.9	16	32.7	0	0.0	0	0.0	1	2.0	0	0.0	*40*	*81.6*	*9*	*18.4*	**49**	**100.0**
AZ	220	32.6	251	37.2	11	1.6	0	0.0	16	2.4	36	5.3	*534*	*79.1*	*141*	*20.9*	**675**	**100.0**
AR	211	42.1	187	37.3	16	3.2	0	0.0	15	3.0	1	0.2	*430*	*85.8*	*71*	*14.2*	**501**	**100.0**
CA	1,008	48.7	568	27.4	39	1.9	4	0.2	14	0.7	2	0.1	*1,635*	*79.0*	*435*	*21.0*	**2,070**	**100.0**
CO	148	38.8	139	36.5	14	3.7	1	0.3	0	0.0	0	0.0	*302*	*79.3*	*79*	*20.7*	**381**	**100.0**
CT	113	58.2	40	20.6	1	0.5	0	0.0	0	0.0	0	0.0	*154*	*79.4*	*40*	*20.6*	**194**	**100.0**
DE	43	53.1	18	22.2	3	3.7	0	0.0	0	0.0	0	0.0	*64*	*79.0*	*17*	*21.0*	**81**	**100.0**
DC	1	12.5	3	37.5	0	0.0	0	0.0	0	0.0	0	0.0	*4*	*50.0*	*4*	*50.0*	**8**	**100.0**
FL	757	41.9	498	27.5	29	1.6	2	0.1	30	1.7	1	0.1	*1,317*	*72.8*	*491*	*27.2*	**1,808**	**100.0**
GA	453	45.1	376	37.5	24	2.4	0	0.0	17	1.7	0	0.0	*870*	*86.7*	*134*	*13.3*	**1,004**	**100.0**
HI	23	23.7	32	33.0	0	0.0	0	0.0	1	1.0	0	0.0	*56*	*57.7*	*41*	*42.3*	**97**	**100.0**
ID	57	34.1	78	46.7	2	1.2	0	0.0	7	4.2	1	0.6	*145*	*86.8*	*22*	*13.2*	**167**	**100.0**
IL	368	46.8	240	30.5	10	1.3	1	0.1	13	1.7	6	0.8	*638*	*81.2*	*148*	*18.8*	**786**	**100.0**
IN	308	44.3	208	29.9	19	2.7	2	0.3	6	0.9	0	0.0	*543*	*78.1*	*152*	*21.9*	**695**	**100.0**
IA	131	38.4	125	36.7	12	3.5	0	0.0	14	4.1	0	0.0	*282*	*82.7*	*59*	*17.3*	**341**	**100.0**
KS	141	38.2	154	41.7	22	6.0	0	0.0	3	0.8	1	0.3	*321*	*87.0*	*48*	*13.0*	**369**	**100.0**
KY	281	41.0	260	37.9	17	2.5	3	0.4	19	2.8	0	0.0	*580*	*84.5*	*106*	*15.5*	**686**	**100.0**
LA	235	40.9	226	39.4	22	3.8	0	0.0	13	2.3	0	0.0	*496*	*86.4*	*78*	*13.6*	**574**	**100.0**
ME	82	53.2	42	27.3	1	0.6	0	0.0	5	3.2	0	0.0	*130*	*84.4*	*24*	*15.6*	**154**	**100.0**
MD	223	55.3	92	22.8	7	1.7	0	0.0	4	1.0	0	0.0	*326*	*80.9*	*77*	*19.1*	**403**	**100.0**
MA	145	55.8	57	21.9	0	0.0	0	0.0	0	0.0	7	2.7	*209*	*80.4*	*51*	*19.6*	**260**	**100.0**
MI	388	49.5	234	29.8	10	1.3	0	0.0	14	1.8	0	0.0	*646*	*82.4*	*138*	*17.6*	**784**	**100.0**
MN	158	45.4	112	32.2	8	2.3	0	0.0	12	3.4	3	0.9	*293*	*84.2*	*55*	*15.8*	**348**	**100.0**
MS	225	42.7	238	45.2	12	2.3	2	0.4	10	1.9	1	0.2	*488*	*92.6*	*39*	*7.4*	**527**	**100.0**
MO	344	46.9	256	34.9	18	2.5	0	0.0	11	1.5	0	0.0	*629*	*85.8*	*104*	*14.2*	**733**	**100.0**
MT	63	32.1	94	48.0	4	2.0	2	1.0	2	1.0	1	0.5	*166*	*84.7*	*30*	*15.3*	**196**	**100.0**
NE	81	41.1	80	40.6	8	4.1	3	1.5	3	1.5	0	0.0	*175*	*88.8*	*22*	*11.2*	**197**	**100.0**
NV	89	45.2	58	29.4	7	3.6	0	0.0	1	0.5	0	0.0	*155*	*78.7*	*42*	*21.3*	**197**	**100.0**
NH	42	42.4	28	28.3	0	0.0	0	0.0	0	0.0	0	0.0	*70*	*70.7*	*29*	*29.3*	**99**	**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	217	52.8	98	23.8	13	3.2	2	0.5	4	1.0	0	0.0	*334*	*81.3*	*77*	*18.7*	**411**	**100.0**
NM	95	32.0	124	41.8	9	3.0	0	0.0	2	0.7	3	1.0	*233*	*78.5*	*64*	*21.5*	**297**	**100.0**
NY	400	48.9	223	27.3	10	1.2	0	0.0	15	1.8	0	0.0	*648*	*79.2*	*170*	*20.8*	**818**	**100.0**
NC	508	47.7	319	29.9	25	2.3	0	0.0	14	1.3	2	0.2	*868*	*81.4*	*198*	*18.6*	**1,066**	**100.0**
ND	42	26.3	89	55.6	9	5.6	0	0.0	3	1.9	1	0.6	*144*	*90.0*	*16*	*10.0*	**160**	**100.0**
OH	492	49.9	298	30.2	16	1.6	1	0.1	16	1.6	1	0.1	*824*	*83.6*	*162*	*16.4*	**986**	**100.0**
OK	214	33.7	294	46.3	33	5.2	3	0.5	7	1.1	0	0.0	*551*	*86.8*	*84*	*13.2*	**635**	**100.0**
OR	101	37.8	97	36.3	2	0.7	10	3.7	2	0.7	3	1.1	*215*	*80.5*	*52*	*19.5*	**267**	**100.0**
PA	575	51.1	301	26.8	19	1.7	0	0.0	20	1.8	0	0.0	*915*	*81.3*	*210*	*18.7*	**1,125**	**100.0**
RI	27	47.4	22	38.6	0	0.0	0	0.0	0	0.0	0	0.0	*49*	*86.0*	*8*	*14.0*	**57**	**100.0**
SC	312	43.0	256	35.3	8	1.1	0	0.0	2	0.3	2	0.3	*580*	*79.9*	*146*	*20.1*	**726**	**100.0**
SD	44	33.6	54	41.2	1	0.8	0	0.0	7	5.3	0	0.0	*106*	*80.9*	*25*	*19.1*	**131**	**100.0**
TN	426	45.5	334	35.6	21	2.2	1	0.1	16	1.7	0	0.0	*798*	*85.2*	*139*	*14.8*	**937**	**100.0**
TX	1,044	36.8	1,180	41.6	135	4.8	2	0.1	22	0.8	4	0.1	*2,387*	*84.1*	*452*	*15.9*	**2,839**	**100.0**
UT	82	44.8	63	34.4	2	1.1	0	0.0	4	2.2	0	0.0	*151*	*82.5*	*32*	*17.5*	**183**	**100.0**
VT	33	49.3	19	28.4	2	3.0	0	0.0	2	3.0	0	0.0	*56*	*83.6*	*11*	*16.4*	**67**	**100.0**
VA	333	50.0	216	32.4	27	4.1	0	0.0	5	0.8	0	0.0	*581*	*87.2*	*85*	*12.8*	**666**	**100.0**
WA	157	44.2	106	29.9	8	2.3	0	0.0	0	0.0	1	0.3	*272*	*76.6*	*83*	*23.4*	**355**	**100.0**
WV	141	45.9	101	32.9	5	1.6	0	0.0	29	9.4	0	0.0	*276*	*89.9*	*31*	*10.1*	**307**	**100.0**
WI	261	46.9	156	28.1	11	2.0	0	0.0	10	1.8	1	0.2	*439*	*79.0*	*117*	*21.0*	**556**	**100.0**
WY	36	30.8	58	49.6	8	6.8	0	0.0	3	2.6	0	0.0	*105*	*89.7*	*12*	*10.3*	**117**	**100.0**
USA	**12,271**	**44.0**	**9,396**	**33.7**	**697**	**2.5**	**39**	**0.1**	**431**	**1.5**	**78**	**0.3**	***22,912***	***82.2***	***4,957***	***17.8***	27,869	**100.0**
PR	132	60.6	32	14.7	2	0.9	0	0.0	2	0.9	0	0.0	*168*	*77.1*	*50*	*22.9*	**218**	**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	255	39.4	354	54.6	39	6.0	**648**	**100.0**
AK	17	43.6	19	48.7	3	7.7	**39**	**100.0**
AZ	165	35.0	252	53.5	54	11.5	**471**	**100.0**
AR	149	37.4	226	56.8	23	5.8	**398**	**100.0**
CA	991	62.9	487	30.9	98	6.2	**1,576**	**100.0**
CO	124	43.2	156	54.4	7	2.4	**287**	**100.0**
CT	65	42.5	53	34.6	35	22.9	**153**	**100.0**
DE	29	47.5	25	41.0	7	11.5	**61**	**100.0**
DC	0	0.0	4	100.0	0	0.0	**4**	**100.0**
FL	607	48.4	575	45.8	73	5.8	**1,255**	**100.0**
GA	394	47.5	368	44.4	67	8.1	**829**	**100.0**
HI	16	29.1	31	56.4	8	14.5	**55**	**100.0**
ID	59	43.7	72	53.3	4	3.0	**135**	**100.0**
IL	286	47.0	279	45.9	43	7.1	**608**	**100.0**
IN	247	47.9	214	41.5	55	10.7	**516**	**100.0**
IA	119	46.5	112	43.8	25	9.8	**256**	**100.0**
KS	117	39.7	163	55.3	15	5.1	**295**	**100.0**
KY	231	42.7	309	57.1	1	0.2	**541**	**100.0**
LA	191	41.4	240	52.1	30	6.5	**461**	**100.0**
ME	49	39.5	75	60.5	0	0.0	**124**	**100.0**
MD	173	54.9	110	34.9	32	10.2	**315**	**100.0**
MA	66	32.7	98	48.5	38	18.8	**202**	**100.0**
MI	320	51.4	224	36.0	78	12.5	**622**	**100.0**
MN	129	47.8	101	37.4	40	14.8	**270**	**100.0**
MS	167	36.1	293	63.3	3	0.6	**463**	**100.0**
MO	155	25.8	394	65.7	51	8.5	**600**	**100.0**
MT	42	26.8	113	72.0	2	1.3	**157**	**100.0**
NE	43	26.7	102	63.4	16	9.9	**161**	**100.0**
NV	75	51.0	63	42.9	9	6.1	**147**	**100.0**
NH	20	28.6	50	71.4	0	0.0	**70**	**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	153	48.6	150	47.6	12	3.8	**315**	**100.0**
NM	97	44.3	106	48.4	16	7.3	**219**	**100.0**
NY	362	58.1	204	32.7	57	9.1	**623**	**100.0**
NC	419	50.7	351	42.4	57	6.9	**827**	**100.0**
ND	40	30.5	89	67.9	2	1.5	**131**	**100.0**
OH	298	37.7	416	52.7	76	9.6	**790**	**100.0**
OK	198	39.0	282	55.5	28	5.5	**508**	**100.0**
OR	116	58.6	61	30.8	21	10.6	**198**	**100.0**
PA	257	29.3	498	56.8	121	13.8	**876**	**100.0**
RI	27	55.1	19	38.8	3	6.1	**49**	**100.0**
SC	218	38.4	313	55.1	37	6.5	**568**	**100.0**
SD	30	30.6	60	61.2	8	8.2	**98**	**100.0**
TN	307	40.4	398	52.4	55	7.2	**760**	**100.0**
TX	1,097	49.3	927	41.7	200	9.0	**2,224**	**100.0**
UT	55	37.9	77	53.1	13	9.0	**145**	**100.0**
VT	17	32.7	34	65.4	1	1.9	**52**	**100.0**
VA	248	45.2	298	54.3	3	0.5	**549**	**100.0**
WA	146	55.5	102	38.8	15	5.7	**263**	**100.0**
WV	75	31.0	137	56.6	30	12.4	**242**	**100.0**
WI	177	42.4	201	48.2	39	9.4	**417**	**100.0**
WY	41	43.6	50	53.2	3	3.2	**94**	**100.0**
USA	**9,679**	**44.7**	**10,335**	**47.7**	**1,653**	**7.6**	**21,667**	**100.0**
PR	60	36.6	104	63.4	0	0.0	**164**	**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					
		Rollover			Rollover			Rollover			Rollover			Rollover	
	Total Killed	Number	Percent	Total Killed	Number	Percent	Total Killed	Number	Percent	Total Killed	Number	Percent	Total Killed	Number	Percent
AL	370	83	22.4	140	63	45.0	112	70	62.5	26	8	30.8	**648**	**224**	**34.6**
AK	23	0	0.0	8	5	62.5	6	5	83.3	2	1	50.0	**39**	**11**	**28.2**
AZ	220	75	34.1	101	70	69.3	126	86	68.3	24	7	29.2	**471**	**238**	**50.5**
AR	211	49	23.2	102	46	45.1	75	39	52.0	9	3	33.3	**398**	**138**	**34.7**
CA	1,008	282	28.0	237	112	47.3	261	163	62.5	70	20	28.6	**1,576**	**577**	**36.6**
CO	148	52	35.1	58	39	67.2	71	50	70.4	10	4	40.0	**287**	**145**	**50.5**
CT	113	18	15.9	14	7	50.0	21	7	33.3	5	2	40.0	**153**	**34**	**22.2**
DE	43	8	18.6	9	4	44.4	8	4	50.0	1	0	0.0	**61**	**16**	**26.2**
DC	1	0	0.0	1	0	0.0	0	0	0.0	2	0	0.0	**4**	**0**	**0.0**
FL	757	144	19.0	192	79	41.1	231	131	56.7	74	24	32.4	**1,255**	**378**	**30.1**
GA	453	116	25.6	178	82	46.1	159	83	52.2	38	12	31.6	**829**	**293**	**35.3**
HI	23	11	47.8	16	5	31.3	11	1	9.1	5	3	60.0	**55**	**20**	**36.4**
ID	57	27	47.4	40	25	62.5	33	23	69.7	5	1	20.0	**135**	**76**	**56.3**
IL	368	64	17.4	87	44	50.6	102	54	52.9	50	9	18.0	**608**	**171**	**28.1**
IN	308	71	23.1	83	25	30.1	78	40	51.3	47	7	14.9	**516**	**143**	**27.7**
IA	131	39	29.8	51	34	66.7	52	35	67.3	22	9	40.9	**256**	**117**	**45.7**
KS	141	46	32.6	75	35	46.7	60	40	66.7	19	4	21.1	**295**	**125**	**42.4**
KY	281	67	23.8	147	68	46.3	79	41	51.9	33	7	21.2	**541**	**183**	**33.8**
LA	235	58	24.7	135	62	45.9	78	34	43.6	12	7	58.3	**461**	**162**	**35.1**
ME	82	33	40.2	25	10	40.0	11	6	54.5	6	3	50.0	**124**	**52**	**41.9**
MD	223	33	14.8	38	10	26.3	46	15	32.6	8	1	12.5	**315**	**59**	**18.7**
MA	145	27	18.6	24	6	25.0	28	10	35.7	4	0	0.0	**202**	**43**	**21.3**
MI	388	85	21.9	93	41	44.1	94	45	47.9	46	13	28.3	**622**	**184**	**29.6**
MN	158	40	25.3	48	23	47.9	35	16	45.7	29	7	24.1	**270**	**86**	**31.9**
MS	225	32	14.2	132	42	31.8	87	38	43.7	19	2	10.5	**463**	**114**	**24.6**
MO	344	117	34.0	134	76	56.7	85	52	61.2	37	12	32.4	**600**	**257**	**42.8**
MT	63	34	54.0	54	43	79.6	35	28	80.0	4	2	50.0	**157**	**107**	**68.2**
NE	81	33	40.7	42	23	54.8	24	16	66.7	14	1	7.1	**161**	**73**	**45.3**
NV	89	32	36.0	18	18	100.0	34	20	58.8	6	4	66.7	**147**	**74**	**50.3**
NH	42	11	26.2	13	3	23.1	14	5	35.7	1	1	100.0	**70**	**20**	**28.6**

Table 115

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

State	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
NJ	217	40	18.4	24	9	37.5	58	19	32.8	16	4	25.0	**315**	**72**	**22.9**
NM	95	36	37.9	67	44	65.7	45	33	73.3	11	8	72.7	**219**	**122**	**55.7**
NY	400	67	16.8	67	29	43.3	106	44	41.5	49	8	16.3	**623**	**148**	**23.8**
NC	508	127	25.0	129	59	45.7	147	75	51.0	42	14	33.3	**827**	**275**	**33.3**
ND	42	14	33.3	53	33	62.3	24	15	62.5	12	2	16.7	**131**	**64**	**48.9**
OH	492	92	18.7	130	45	34.6	108	46	42.6	58	13	22.4	**790**	**196**	**24.8**
OK	214	67	31.3	169	88	52.1	95	70	73.7	27	6	22.2	**508**	**231**	**45.5**
OR	101	17	16.8	46	30	65.2	42	15	35.7	7	3	42.9	**198**	**65**	**32.8**
PA	575	138	24.0	107	40	37.4	151	73	48.3	43	14	32.6	**876**	**265**	**30.3**
RI	27	3	11.1	8	3	37.5	11	3	27.3	3	1	33.3	**49**	**10**	**20.4**
SC	312	75	24.0	111	37	33.3	116	70	60.3	29	9	31.0	**568**	**191**	**33.6**
SD	44	23	52.3	22	14	63.6	25	17	68.0	7	4	57.1	**98**	**58**	**59.2**
TN	426	91	21.4	188	78	41.5	117	65	55.6	27	12	44.4	**760**	**246**	**32.4**
TX	1,044	240	23.0	603	238	39.5	460	283	61.5	117	37	31.6	**2,224**	**798**	**35.9**
UT	82	25	30.5	23	16	69.6	37	23	62.2	3	1	33.3	**145**	**65**	**44.8**
VT	33	5	15.2	9	4	44.4	8	5	62.5	2	1	50.0	**52**	**15**	**28.8**
VA	333	99	29.7	98	44	44.9	91	54	59.3	27	3	11.1	**549**	**200**	**36.4**
WA	157	24	15.3	53	23	43.4	41	15	36.6	12	3	25.0	**263**	**65**	**24.7**
WV	141	32	22.7	47	19	40.4	41	21	51.2	13	1	7.7	**242**	**73**	**30.2**
WI	261	94	36.0	53	28	52.8	72	38	52.8	30	7	23.3	**417**	**167**	**40.0**
WY	36	13	36.1	30	23	76.7	24	16	66.7	4	2	50.0	**94**	**54**	**57.4**
USA	**12,271**	**3,009**	**24.5**	**4,332**	**2,004**	**46.3**	**3,875**	**2,157**	**55.7**	**1,167**	**327**	**28.0**	**21,667**	**7,500**	**34.6**
PR	132	18	13.6	5	1	20.0	24	7	29.2	3	2	66.7	**164**	**28**	**17.1**

*Total includes occupants of other and unknown light trucks.

Table 116
2012 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	Delaware	27	917	2.94
2	New Mexico	61	2,086	2.92
3	South Carolina	123	4,724	2.60
4	Louisiana	118	4,602	2.56
5	Florida	476	19,318	2.46
6	North Carolina	197	9,752	2.02
7	Nevada	54	2,759	1.96
8	Hawaii	26	1,392	1.87
9	Arizona	122	6,553	1.86
10	Texas	478	26,059	1.83
11	New Jersey	156	8,865	1.76
12	Oklahoma	65	3,815	1.70
13	Georgia	167	9,920	1.68
14	West Virginia	31	1,855	1.67
15	Maryland	96	5,885	1.63
16	California	612	38,041	1.61
17	Mississippi	48	2,985	1.61
18	Vermont	10	626	1.60
19	Alabama	77	4,822	1.60
20	New York	297	19,570	1.52
21	Arkansas	44	2,949	1.49
22	Colorado	76	5,188	1.47
23	Oregon	55	3,899	1.41
24	Missouri	84	6,022	1.39
25	Michigan	129	9,883	1.31
26	Pennsylvania	163	12,764	1.28
27	Virginia	98	8,186	1.20

Table 116
2012 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
28	Kentucky	49	4,380	1.12
29	District of Columbia	7	632	1.11
30	Alaska	8	731	1.09
31	Massachusetts	72	6,646	1.08
32	Illinois	138	12,875	1.07
33	Washington	72	6,897	1.04
34	Wyoming	6	576	1.04
35	Tennessee	67	6,456	1.04
36	Connecticut	36	3,590	1.00
37	North Dakota	7	700	1.00
38	Ohio	115	11,544	1.00
39	Utah	28	2,855	0.98
40	Indiana	59	6,537	0.90
41	Kansas	26	2,886	0.90
42	Idaho	13	1,596	0.81
43	Nebraska	15	1,856	0.81
44	Montana	8	1,005	0.80
45	Wisconsin	45	5,726	0.79
46	Minnesota	38	5,379	0.71
47	Maine	9	1,329	0.68
48	Iowa	20	3,074	0.65
49	New Hampshire	8	1,321	0.61
50	Rhode Island	5	1,050	0.48
51	South Dakota	2	833	0.24
	USA	**4,743**	**313,914**	**1.51**
	Puerto Rico	110	3,667	3.00

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	570	66	35	4	257	30	293	34	**865**	**100**
AK	44	74	0	1	15	25	15	26	**59**	**100**
AZ	534	65	40	5	227	28	268	32	**825**	**100**
AR	378	68	28	5	143	26	171	31	**552**	**100**
CA	1,911	67	134	5	802	28	936	33	**2,857**	**100**
CO	303	64	35	7	133	28	167	35	**472**	**100**
CT	134	57	13	5	85	36	98	41	**236**	**100**
DE	68	60	12	10	34	30	46	40	**114**	**100**
DC	10	68	1	5	4	27	5	32	**15**	**100**
FL	1,601	66	121	5	697	29	818	34	**2,424**	**100**
GA	832	70	56	5	301	25	357	30	**1,192**	**100**
HI	69	55	4	3	51	41	56	44	**126**	**100**
ID	124	67	7	4	54	29	60	33	**184**	**100**
IL	561	59	72	8	321	34	393	41	**956**	**100**
IN	518	66	31	4	228	29	259	33	**779**	**100**
IA	260	71	14	4	92	25	106	29	**365**	**100**
KS	284	70	20	5	98	24	117	29	**405**	**100**
KY	553	74	23	3	168	23	191	26	**746**	**100**
LA	451	62	29	4	241	33	270	37	**722**	**100**
ME	102	62	13	8	49	30	62	38	**164**	**100**
MD	316	63	29	6	160	32	189	37	**505**	**100**
MA	202	58	22	6	123	35	146	42	**349**	**100**
MI	626	67	51	5	259	28	311	33	**938**	**100**
MN	261	66	17	4	114	29	131	33	**395**	**100**
MS	382	66	21	4	179	31	200	34	**582**	**100**
MO	490	59	46	6	280	34	326	40	**826**	**100**
MT	97	48	18	9	89	44	108	52	**205**	**100**
NE	123	58	15	7	74	35	89	42	**212**	**100**
NV	159	62	17	7	82	32	99	38	**258**	**100**
NH	71	66	4	4	32	30	37	34	**108**	**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	377	64	48	8	164	28	211	36	**589**	**100**
NM	251	69	17	5	97	27	113	31	**365**	**100**
NY	746	64	78	7	344	29	422	36	**1,168**	**100**
NC	828	64	58	4	402	31	460	36	**1,292**	**100**
ND	84	49	14	8	72	42	86	51	**170**	**100**
OH	690	61	45	4	385	34	430	38	**1,123**	**100**
OK	470	66	32	5	205	29	238	34	**708**	**100**
OR	233	69	17	5	86	26	103	31	**336**	**100**
PA	849	65	52	4	408	31	460	35	**1,310**	**100**
RI	35	55	5	7	24	38	29	45	**64**	**100**
SC	456	53	48	6	358	41	405	47	**863**	**100**
SD	79	59	9	6	45	33	53	40	**133**	**100**
TN	666	66	53	5	295	29	348	34	**1,014**	**100**
TX	1,892	56	202	6	1,296	38	1,498	44	**3,398**	**100**
UT	176	81	8	4	34	16	42	19	**217**	**100**
VT	50	65	2	3	23	30	25	33	**77**	**100**
VA	521	67	44	6	211	27	255	33	**777**	**100**
WA	281	63	14	3	145	33	160	36	**444**	**100**
WV	235	69	9	3	95	28	104	31	**339**	**100**
WI	381	62	34	6	200	33	234	38	**615**	**100**
WY	81	66	2	2	40	32	42	34	**123**	**100**
USA	**21,411**	**64**	**1,719**	**5**	**10,322**	**31**	**12,041**	**36**	**33,561**	**100**
PR	220	63	23	7	104	30	128	37	**347**	**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	928	76	36	3	249	21	286	24	**1,214**	**100**
AK	70	84	0	0	13	16	13	16	**83**	**100**
AZ	836	77	40	4	212	20	252	23	**1,088**	**100**
AR	578	79	26	4	130	18	156	21	**734**	**100**
CA	2,943	77	132	3	737	19	868	23	**3,811**	**100**
CO	475	75	31	5	125	20	156	25	**630**	**100**
CT	238	72	13	4	81	24	94	28	**332**	**100**
DE	102	70	12	8	32	22	44	30	**146**	**100**
DC	16	78	1	4	4	19	5	23	**20**	**100**
FL	2,630	77	132	4	650	19	783	23	**3,412**	**100**
GA	1,329	79	64	4	284	17	347	21	**1,676**	**100**
HI	122	70	6	4	47	27	53	30	**175**	**100**
ID	187	77	6	2	51	21	57	23	**244**	**100**
IL	937	71	71	5	315	24	386	29	**1,322**	**100**
IN	859	78	30	3	218	20	248	22	**1,107**	**100**
IA	394	80	13	3	83	17	97	20	**491**	**100**
KS	417	79	17	3	93	18	110	21	**527**	**100**
KY	846	83	22	2	155	15	177	17	**1,023**	**100**
LA	694	74	34	4	216	23	250	26	**944**	**100**
ME	159	74	13	6	43	20	56	26	**215**	**100**
MD	534	76	27	4	141	20	168	24	**702**	**100**
MA	307	68	24	5	118	26	143	32	**449**	**100**
MI	1,031	78	54	4	241	18	294	22	**1,325**	**100**
MN	415	77	16	3	106	20	122	23	**537**	**100**
MS	502	73	21	3	161	24	182	27	**684**	**100**
MO	778	71	48	4	270	25	319	29	**1,096**	**100**
MT	149	59	17	7	84	34	101	41	**250**	**100**
NE	198	70	14	5	71	25	86	30	**284**	**100**
NV	266	75	12	3	77	22	89	25	**355**	**100**
NH	112	76	5	3	30	20	35	24	**147**	**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	611	75	46	6	159	19	205	25	**816**	**100**
NM	365	78	14	3	92	20	106	22	**471**	**100**
NY	1,157	74	78	5	334	21	412	26	**1,569**	**100**
NC	1,281	74	65	4	386	22	451	26	**1,732**	**100**
ND	137	63	16	7	66	30	81	37	**218**	**100**
OH	1,173	75	50	3	350	22	401	25	**1,573**	**100**
OK	719	77	28	3	193	21	221	23	**939**	**100**
OR	330	78	16	4	79	19	96	22	**426**	**100**
PA	1,352	75	56	3	389	22	445	25	**1,797**	**100**
RI	57	66	5	6	25	29	30	34	**87**	**100**
SC	753	65	55	5	345	30	400	35	**1,153**	**100**
SD	129	74	8	4	38	22	45	26	**174**	**100**
TN	1,042	76	51	4	272	20	324	24	**1,365**	**100**
TX	3,142	69	207	5	1,215	27	1,422	31	**4,564**	**100**
UT	254	86	8	3	32	11	41	14	**295**	**100**
VT	72	75	2	2	22	23	24	25	**96**	**100**
VA	784	76	43	4	199	19	242	24	**1,026**	**100**
WA	449	75	14	2	133	22	147	25	**596**	**100**
WV	352	78	9	2	89	20	98	22	**450**	**100**
WI	596	74	28	3	183	23	210	26	**806**	**100**
WY	120	74	2	1	39	24	41	26	**161**	**100**
USA	**33,922**	**75**	**1,737**	**4**	**9,678**	**21**	**11,415**	**25**	45,337	100
PR	302	70	27	6	104	24	130	30	**432**	**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	417	68	21	3	179	29	200	32	**617**	**100**
AK	26	75	0	0	9	25	9	25	**35**	**100**
AZ	311	66	18	4	140	30	159	34	**470**	**100**
AR	270	68	21	5	106	27	127	32	**397**	**100**
CA	1,003	65	76	5	459	30	534	35	**1,537**	**100**
CO	177	61	24	9	86	30	111	39	**287**	**100**
CT	93	61	8	5	51	34	59	39	**152**	**100**
DE	31	51	8	12	23	37	30	49	**61**	**100**
DC	3	58	0	8	2	34	2	42	**5**	**100**
FL	892	64	82	6	429	31	511	36	**1,403**	**100**
GA	554	70	39	5	200	25	239	30	**793**	**100**
HI	43	61	3	4	25	35	28	39	**71**	**100**
ID	83	65	3	2	40	32	44	35	**126**	**100**
IL	345	58	44	7	210	35	254	42	**599**	**100**
IN	356	66	19	3	166	31	185	34	**541**	**100**
IA	193	72	8	3	66	25	74	28	**267**	**100**
KS	198	70	12	4	74	26	85	30	**283**	**100**
KY	407	75	11	2	123	23	134	25	**541**	**100**
LA	268	62	16	4	147	34	163	38	**431**	**100**
ME	75	63	8	7	36	30	44	37	**119**	**100**
MD	197	63	18	6	96	31	114	37	**311**	**100**
MA	117	56	19	9	73	35	91	44	**208**	**100**
MI	416	67	30	5	174	28	204	33	**620**	**100**
MN	170	66	8	3	81	31	89	34	**259**	**100**
MS	269	66	13	3	124	31	137	34	**406**	**100**
MO	347	59	32	6	205	35	237	41	**584**	**100**
MT	70	48	9	6	68	46	77	52	**147**	**100**
NE	91	59	9	6	54	35	63	41	**154**	**100**
NV	82	58	7	5	53	37	60	42	**142**	**100**
NH	57	68	3	4	24	28	27	32	**84**	**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	199	65	24	8	86	28	109	35	**308**	**100**
NM	144	70	7	3	56	27	62	30	**206**	**100**
NY	416	67	40	6	166	27	206	33	**622**	**100**
NC	526	63	38	5	270	32	307	37	**833**	**100**
ND	62	51	11	9	48	40	60	49	**121**	**100**
OH	484	63	30	4	256	33	286	37	**770**	**100**
OK	316	64	17	3	162	33	179	36	**495**	**100**
OR	128	66	11	5	57	29	67	34	**195**	**100**
PA	586	64	34	4	289	32	323	36	**909**	**100**
RI	25	53	4	9	18	39	22	47	**47**	**100**
SC	310	53	34	6	245	42	279	47	**589**	**100**
SD	60	66	4	5	27	30	32	34	**92**	**100**
TN	483	66	36	5	213	29	249	34	**732**	**100**
TX	1,216	58	113	5	751	36	864	42	**2,080**	**100**
UT	109	82	6	4	19	14	25	18	**133**	**100**
VT	33	61	1	2	20	37	21	39	**54**	**100**
VA	348	65	34	6	150	28	184	35	**532**	**100**
WA	173	62	7	3	97	35	104	38	**277**	**100**
WV	175	72	4	2	65	27	69	28	**244**	**100**
WI	261	62	17	4	141	34	158	38	**419**	**100**
WY	52	61	1	2	33	38	34	39	**86**	**100**
USA	**13,665**	**64**	**1,042**	**5**	**6,688**	**31**	**7,729**	**36**	**21,394**	**100**
PR	103	59	10	6	61	35	71	41	**174**	**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	511	86	15	3	71	12	86	14	**597**	**100**
AK	44	91	0	1	4	8	4	9	**48**	**100**
AZ	524	85	22	4	72	12	94	15	**618**	**100**
AR	308	91	5	1	24	7	29	9	**337**	**100**
CA	1,940	85	56	2	278	12	334	15	**2,274**	**100**
CO	298	87	7	2	38	11	45	13	**343**	**100**
CT	145	81	5	3	30	17	35	19	**180**	**100**
DE	71	84	4	5	10	12	14	16	**85**	**100**
DC	13	84	0	2	2	14	2	16	**15**	**100**
FL	1,737	86	50	2	222	11	272	14	**2,009**	**100**
GA	775	88	24	3	84	9	108	12	**883**	**100**
HI	79	76	4	3	22	21	25	24	**104**	**100**
ID	105	89	3	2	10	9	13	11	**118**	**100**
IL	592	82	27	4	105	14	132	18	**723**	**100**
IN	503	89	11	2	52	9	63	11	**566**	**100**
IA	201	90	5	2	18	8	23	10	**224**	**100**
KS	219	90	6	2	20	8	25	10	**244**	**100**
KY	439	91	11	2	32	7	43	9	**482**	**100**
LA	426	83	18	3	69	14	87	17	**513**	**100**
ME	84	88	4	5	7	8	12	12	**96**	**100**
MD	337	86	9	2	45	12	54	14	**391**	**100**
MA	190	79	6	2	46	19	51	21	**241**	**100**
MI	615	87	24	3	67	9	90	13	**705**	**100**
MN	245	88	9	3	24	9	33	12	**278**	**100**
MS	233	84	8	3	37	13	45	16	**278**	**100**
MO	431	84	16	3	65	13	81	16	**512**	**100**
MT	79	76	8	8	17	16	24	24	**103**	**100**
NE	107	82	5	4	18	14	23	18	**130**	**100**
NV	184	86	5	2	24	11	29	14	**213**	**100**
NH	55	88	2	2	6	10	8	12	**63**	**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	412	81	23	4	73	14	96	19	**508**	**100**
NM	222	84	7	3	37	14	44	16	**265**	**100**
NY	741	78	38	4	168	18	206	22	**947**	**100**
NC	755	84	28	3	116	13	144	16	**899**	**100**
ND	75	78	4	4	17	18	22	22	**97**	**100**
OH	689	86	20	2	94	12	114	14	**803**	**100**
OK	403	91	11	2	31	7	41	9	**444**	**100**
OR	203	88	6	2	23	10	29	12	**231**	**100**
PA	766	86	22	2	100	11	122	14	**888**	**100**
RI	32	81	1	3	7	17	8	19	**40**	**100**
SC	443	79	21	4	100	18	121	21	**564**	**100**
SD	69	84	3	4	10	12	13	16	**82**	**100**
TN	558	88	15	2	60	9	75	12	**633**	**100**
TX	1,926	78	94	4	464	19	558	22	**2,484**	**100**
UT	146	90	3	2	13	8	16	10	**162**	**100**
VT	39	93	1	3	2	5	3	7	**42**	**100**
VA	436	88	9	2	49	10	58	12	**494**	**100**
WA	276	86	7	2	37	11	43	14	**319**	**100**
WV	177	86	5	2	24	12	29	14	**206**	**100**
WI	334	86	11	3	42	11	53	14	**387**	**100**
WY	68	90	1	1	7	9	8	10	**75**	**100**
USA	**20,258**	**85**	**695**	**3**	**2,990**	**12**	**3,685**	**15**	23,943	**100**
PR	198	77	17	6	43	17	60	23	**258**	**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	865	**272**	9	8	12	28	63	98	49
AK	59	**14**	3	0	0	2	3	5	1
AZ	825	**297**	43	23	14	58	47	40	71
AR	552	**76**	4	2	0	12	10	17	27
CA	2,857	**916**	32	93	112	256	199	131	93
CO	472	**162**	12	8	6	43	35	35	23
CT	236	**39**	0	6	0	5	9	2	17
DE	114	**46**	0	7	0	13	4	10	11
DC	15	**6**	0	0	0	0	0	0	6
FL	2,424	**361**	2	33	6	91	45	9	174
GA	1,192	**180**	5	20	1	19	41	40	54
HI	126	**67**	0	5	2	20	15	19	6
ID	184	**61**	5	2	1	12	8	18	8
IL	956	**387**	23	30	13	77	80	88	75
IN	779	**185**	13	9	0	0	22	48	93
IA	365	**70**	6	3	0	12	9	13	27
KS	405	**114**	22	0	0	16	24	26	26
KY	746	**151**	6	5	4	28	21	48	39
LA	722	**208**	13	12	0	40	38	74	31
ME	164	**78**	1	0	0	6	26	0	45
MD	505	**199**	0	32	14	41	42	46	22
MA	349	**106**	0	8	14	19	8	1	50
MI	938	**250**	4	26	5	42	48	61	62
MN	395	**91**	5	1	2	12	25	32	14
MS	582	**95**	8	1	2	5	15	46	18
MO	826	**326**	14	10	9	66	68	97	62
MT	205	**88**	11	0	0	16	14	32	12
NE	212	**44**	5	2	0	11	7	5	14
NV	258	**100**	6	7	1	18	19	5	38
NH	108	**39**	1	2	0	7	1	8	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	589	**157**	2	15	13	41	34	18	33
NM	365	**121**	17	3	0	33	7	3	19
NY	1,168	**360**	10	10	5	93	62	41	139
NC	1,292	**440**	19	12	6	63	149	66	124
ND	170	**62**	1	6	0	18	9	14	14
OH	1,123	**356**	13	22	5	59	57	110	77
OK	708	**218**	10	19	5	26	24	58	76
OR	336	**102**	16	0	0	33	14	23	16
PA	1,310	**614**	30	37	18	106	141	162	120
RI	64	**31**	1	0	3	7	3	0	17
SC	863	**316**	26	11	1	54	58	115	23
SD	133	**39**	7	0	0	6	8	9	9
TN	1,014	**197**	4	10	1	34	44	57	47
TX	3,398	**1,247**	48	119	110	209	118	219	422
UT	217	**72**	11	7	0	14	18	0	22
VT	77	**33**	5	0	0	6	5	11	6
VA	777	**271**	9	23	0	62	43	77	47
WA	444	**161**	12	6	6	32	37	47	19
WV	339	**144**	15	3	1	33	34	40	17
WI	615	**209**	6	4	3	54	42	40	60
WY	123	**41**	6	2	0	16	5	5	6
USA	**33,561**	**10,219**	**521**	**664**	**395**	**1,974**	**1,858**	**2,169**	**2,501**
PR	347	**139**	16	4	2	33	39	26	19

*Includes 137 speeding-related fatalities that occurred on roadways for which the function class was unknown.

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	9.28	88.5	14.42	87.8	32.95	91.0	55.98	91.5	**469**
AK	4.74	45.7	17.10	40.0	40.10	71.4	47.33	74.3	**35**
AZ	2.93	33.4	14.85	28.7	48.60	78.9	60.24	79.2	**317**
AR	6.78	34.9	13.72	25.5	NA	NA	NA	NA	**384**
CA	2.50	99.8	5.00	99.9	NA	NA	NA	NA	**1,052**
CO	6.24	66.8	14.14	68.8	39.92	87.3	53.76	87.8	**205**
CT	1.47	31.9	7.32	34.7	38.04	65.3	44.62	63.9	**72**
DE	3.70	14.5	6.29	5.5	31.19	41.8	42.28	41.8	**55**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**0**
FL	5.03	96.1	10.25	95.5	5.00	99.9	12.00	99.9	**796**
GA	5.33	62.2	10.29	52.4	45.67	59.5	56.53	61.1	**555**
HI	0.83	88.5	18.00	86.5	52.75	92.3	74.75	92.3	**52**
ID	5.84	12.9	14.09	2.1	31.00	99.3	40.00	99.3	**140**
IL	2.64	5.8	NA	NA	NA	NA	NA	NA	**361**
IN	3.93	5.9	8.86	0.0	NA	NA	NA	NA	**474**
IA	6.67	34.0	11.78	25.8	29.24	52.0	46.78	53.5	**256**
KS	8.94	13.3	13.20	4.1	36.12	38.9	56.55	41.3	**293**
KY	4.50	16.6	10.82	7.1	38.39	47.3	50.61	48.8	**535**
LA	6.86	10.2	13.58	6.2	43.00	50.2	61.40	51.1	**305**
ME	5.43	3.3	10.13	0.7	36.01	35.8	51.06	38.4	**151**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**168**
MA	3.88	44.7	7.50	36.2	38.37	59.6	47.37	59.6	**47**
MI	3.78	32.9	10.19	31.9	27.00	99.7	35.00	99.7	**389**
MN	2.50	32.3	12.15	31.1	32.15	74.9	44.03	74.5	**235**
MS	14.90	53.1	23.36	53.1	31.75	54.8	69.06	56.0	**352**
MO	9.25	44.9	14.42	38.9	41.10	57.9	62.66	60.2	**437**
MT	10.02	20.7	13.92	10.1	36.18	49.2	55.86	53.1	**179**
NE	NA	NA	NA	NA	NA	NA	NA	NA	**142**
NV	10.64	40.8	23.68	29.6	51.84	64.8	69.79	73.2	**71**
NH	0.78	1.8	10.31	1.8	28.41	38.2	39.65	38.2	**55**

Table 122

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

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	4.08	38.5	14.24	23.1	34.69	40.0	51.67	40.0	**65**
NM	7.63	74.5	15.07	68.5	41.58	94.9	61.50	95.7	**235**
NY	3.22	41.3	9.59	43.6	41.53	70.2	51.27	69.8	**557**
NC	5.34	72.6	10.19	26.4	38.44	59.0	46.30	60.0	**849**
ND	10.34	33.3	15.71	24.8	44.16	51.9	58.93	57.4	**129**
OH	5.57	39.6	9.75	37.5	36.80	62.6	50.50	63.3	**578**
OK	8.32	48.9	14.54	18.2	42.94	50.4	60.37	52.8	**413**
OR	3.74	12.9	13.81	5.9	43.69	67.8	57.82	70.3	**202**
PA	6.67	64.7	11.59	53.6	41.51	77.1	52.19	78.1	**638**
RI	7.25	60.0	8.00	40.0	48.00	60.0	54.75	60.0	**10**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**697**
SD	6.19	20.6	15.13	19.6	33.73	46.1	51.62	48.0	**102**
TN	5.60	98.1	8.92	97.5	35.60	98.1	51.56	98.3	**519**
TX	9.61	62.3	16.52	57.7	42.51	57.2	63.45	59.0	**1,467**
UT	7.44	6.9	12.72	5.7	38.64	74.7	55.64	74.7	**87**
VT	9.15	14.3	12.61	3.6	41.25	42.9	54.10	44.6	**56**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**327**
WA	3.55	78.6	9.90	66.9	40.96	90.7	51.67	90.3	**248**
WV	7.62	59.0	13.76	56.6	36.84	72.1	52.39	73.8	**244**
WI	4.37	19.5	12.07	23.0	37.63	73.3	50.25	73.3	**348**
WY	6.46	30.0	18.45	28.9	39.71	61.1	54.81	65.6	**90**
USA	**6.04**	**56.1**	**12.57**	**51.6**	**39.44**	**75.3**	**55.45**	**76.1**	**16,443**
PR	8.14	88.6	9.27	88.6	NA	NA	NA	NA	**193**

*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	4.49	86.3	6.90	85.1	27.58	90.5	39.77	90.5	**328**
AK	0.90	47.4	6.40	47.4	13.33	84.2	20.00	84.2	**19**
AZ	1.17	33.1	5.60	27.2	27.65	61.0	33.78	60.3	**423**
AR	6.79	28.3	5.75	24.8	NA	NA	26.00	99.1	**113**
CA	2.50	99.4	7.14	99.6	39.00	99.8	59.50	99.7	**1,580**
CO	0.96	38.2	5.53	40.8	21.77	62.3	28.17	62.3	**228**
CT	1.17	30.8	6.05	35.6	26.84	61.6	32.89	61.6	**146**
DE	2.37	28.3	5.86	17.0	20.89	49.1	28.30	49.1	**53**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**14**
FL	3.55	97.9	7.48	97.7	NA	NA	NA	NA	**1,448**
GA	3.01	37.1	7.27	26.1	32.22	38.9	41.11	40.1	**571**
HI	2.43	88.9	6.50	87.3	21.75	93.7	29.75	93.7	**63**
ID	1.86	3.4	4.62	0.0	NA	NA	NA	NA	**29**
IL	2.68	4.2	13.56	96.6	20.87	97.1	37.33	97.1	**525**
IN	2.99	2.0	5.01	0.0	NA	NA	NA	NA	**244**
IA	3.97	12.2	5.75	8.1	21.89	36.5	31.57	36.5	**74**
KS	2.40	6.7	6.06	4.0	24.91	29.3	33.51	29.3	**75**
KY	2.74	18.9	6.50	13.8	26.95	39.0	35.23	38.4	**159**
LA	3.27	15.3	8.04	9.8	29.31	42.1	40.77	42.4	**347**
ME	NA	NA	NA	NA	NA	NA	NA	NA	**0**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**282**
MA	3.36	52.1	5.25	47.6	28.25	62.9	35.88	62.6	**286**
MI	1.94	46.1	5.82	45.1	NA	NA	NA	NA	**479**
MN	1.39	30.7	6.62	39.5	28.24	71.1	35.70	71.1	**114**
MS	12.74	40.6	25.49	40.0	29.21	41.9	64.62	44.5	**155**
MO	4.39	46.1	8.38	41.5	26.84	51.1	38.35	52.0	**323**
MT	1.55	15.4	5.69	0.0	24.50	53.8	30.50	53.8	**13**
NE	NA	NA	NA	NA	NA	NA	NA	NA	**48**
NV	2.49	15.3	7.21	19.6	24.71	40.5	33.94	39.9	**163**
NH	0.18	4.3	7.71	2.2	23.35	19.6	31.16	19.6	**46**

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	4.92	28.6	10.87	20.6	29.39	44.0	43.43	43.2	**486**
NM	3.80	80.4	9.30	77.5	61.33	97.1	66.00	98.0	**102**
NY	2.18	72.2	5.88	73.7	24.74	83.9	31.35	83.1	**528**
NC	4.12	44.2	6.91	17.2	27.05	43.7	33.82	46.4	**373**
ND	1.56	11.1	3.94	11.1	29.20	44.4	24.67	50.0	**18**
OH	4.17	36.5	6.73	35.8	27.77	51.9	37.49	50.7	**416**
OK	2.78	26.2	8.33	9.6	29.18	35.4	39.28	37.1	**229**
OR	1.08	4.9	5.26	1.9	27.23	39.8	34.02	40.8	**103**
PA	3.25	55.8	6.24	45.2	29.23	61.6	36.53	62.3	**573**
RI	1.77	50.0	4.92	26.9	33.11	46.2	38.39	46.2	**52**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**109**
SD	2.31	18.8	5.62	18.8	18.70	37.5	26.00	37.5	**16**
TN	2.00	99.8	4.00	99.8	18.00	99.8	19.70	97.6	**409**
TX	5.08	51.9	8.00	48.6	27.02	47.5	38.76	47.6	**1,553**
UT	2.05	4.4	6.17	7.1	26.27	67.3	34.81	67.3	**113**
VT	2.30	28.6	6.38	7.1	27.92	7.1	35.77	7.1	**14**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**363**
WA	3.90	64.0	5.85	59.0	34.14	82.6	41.07	82.6	**161**
WV	7.91	54.1	6.40	52.7	28.04	64.9	38.00	64.9	**74**
WI	3.11	23.4	6.48	29.9	27.70	60.7	36.35	59.7	**201**
WY	4.18	22.7	6.00	22.7	21.00	45.5	30.67	45.5	**22**
USA	**3.39**	**57.5**	**7.31**	**57.8**	**27.80**	**72.5**	**37.91**	**72.5**	**14,263**
PR	6.92	90.8	9.15	90.8	NA	NA	NA	NA	**142**

*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	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percent of Total Killed		Total	Pedestrian
New York	NY	268	127	47.4	8,336,697	3.21	1.52
Los Angeles	CA	242	99	40.9	3,857,799	6.27	2.57
Chicago	IL	145	47	32.4	2,714,856	5.34	1.73
Houston	TX	196	46	23.5	2,160,821	9.07	2.13
Philadelphia	PA	107	31	29.0	1,547,607	6.91	2.00
Phoenix	AZ	151	39	25.8	1,488,750	10.14	2.62
San Antonio	TX	132	37	28.0	1,382,951	9.54	2.68
San Diego	CA	70	22	31.4	1,338,348	5.23	1.64
Dallas	TX	136	40	29.4	1,241,162	10.96	3.22
San Jose	CA	42	12	28.6	982,765	4.27	1.22
Austin	TX	76	25	32.9	842,592	9.02	2.97
Jacksonville	FL	113	27	23.9	836,507	13.51	3.23
Indianapolis	IN	77	15	19.5	834,852	9.22	1.80
San Francisco	CA	29	14	48.3	825,863	3.51	1.70
Columbus	OH	58	8	13.8	809,798	7.16	0.99
Fort Worth	TX	59	20	33.9	777,992	7.58	2.57
Charlotte	NC	61	22	36.1	775,202	7.87	2.84
Detroit	MI	102	28	27.5	701,475	14.54	3.99
El Paso	TX	54	21	38.9	672,538	8.03	3.12
Memphis	TN	78	11	14.1	655,155	11.91	1.68
Boston	MA	23	5	21.7	636,479	3.61	0.79
Seattle	WA	27	9	33.3	634,535	4.26	1.42
Denver	CO	36	18	50.0	634,265	5.68	2.84
Washington	DC	15	7	46.7	632,323	2.37	1.11
Nashville-Davidson	TN	56	14	25.0	624,496	8.97	2.24
Baltimore	MD	27	6	22.2	621,342	4.35	0.97
Louisville-Jefferson Co.	KY	59	6	10.2	605,110	9.75	0.99
Portland	OR	32	14	43.8	603,106	5.31	2.32
Oklahoma City	OK	83	20	24.1	599,199	13.85	3.34
Milwaukee	WI	42	11	26.2	598,916	7.01	1.84
Las Vegas	NV	59	15	25.4	596,424	9.89	2.51
Albuquerque	NM	50	18	36.0	555,417	9.00	3.24
Tucson	AZ	55	11	20.0	524,295	10.49	2.10
Fresno	CA	29	14	48.3	505,882	5.73	2.77
Sacramento	CA	27	6	22.2	475,516	5.68	1.26
Long Beach	CA	38	14	36.8	467,892	8.12	2.99
Kansas City	MO	68	13	19.1	464,310	14.65	2.80
Mesa	AZ	30	8	26.7	452,084	6.64	1.77
Virginia Beach	VA	15	3	20.0	447,021	3.36	0.67
Atlanta	GA	43	8	18.6	443,775	9.69	1.80

Source: Population—Bureau of the Census.

Table 124
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percent of Total Killed		Total	Pedestrian
Colorado Springs	CO	29	12	41.4	431,834	6.72	2.78
Raleigh	NC	34	6	17.6	423,179	8.03	1.42
Omaha	NE	32	8	25.0	421,570	7.59	1.90
Miami	FL	46	17	37.0	413,892	11.11	4.11
Oakland	CA	18	5	27.8	400,740	4.49	1.25
Tulsa	OK	47	6	12.8	393,987	11.93	1.52
Minneapolis	MN	10	3	30.0	392,880	2.55	0.76
Cleveland	OH	24	8	33.3	390,928	6.14	2.05
Wichita	KS	27	4	14.8	385,577	7.00	1.04
Arlington	TX	21	8	38.1	375,600	5.59	2.13
New Orleans	LA	28	7	25.0	369,250	7.58	1.90
Bakersfield	CA	33	11	33.3	358,597	9.20	3.07
Tampa	FL	42	5	11.9	347,645	12.08	1.44
Honolulu	HI	15	3	20.0	345,610	4.34	0.87
Anaheim	CA	17	6	35.3	343,248	4.95	1.75
Aurora	CO	15	5	33.3	339,030	4.42	1.47
Santa Ana	CA	23	7	30.4	330,920	6.95	2.12
St. Louis	MO	38	12	31.6	318,172	11.94	3.77
Riverside	CA	18	5	27.8	313,673	5.74	1.59
Corpus Christi	TX	27	8	29.6	312,195	8.65	2.56
Pittsburgh	PA	14	3	21.4	306,211	4.57	0.98
Lexington-Fayette	KY	25	5	20.0	305,489	8.18	1.64
Anchorage	AK	12	7	58.3	298,610	4.02	2.34
Stockton	CA	15	2	13.3	297,984	5.03	0.67
Cincinnati	OH	25	4	16.0	296,550	8.43	1.35
St. Paul	MN	8	4	50.0	290,770	2.75	1.38
Toledo	OH	22	7	31.8	284,012	7.75	2.46
Newark	NJ	20	7	35.0	277,727	7.20	2.52
Greensboro	NC	25	10	40.0	277,080	9.02	3.61
Plano	TX	10	0	0.0	272,068	3.68	0.00
Henderson	NV	19	5	26.3	265,679	7.15	1.88
Lincoln	NE	6	2	33.3	265,404	2.26	0.75
Buffalo	NY	9	2	22.2	259,384	3.47	0.77
Fort Wayne	IN	28	4	14.3	254,555	11.00	1.57
Jersey City	NJ	9	3	33.3	254,441	3.54	1.18
Chula Vista	CA	11	4	36.4	252,422	4.36	1.58
Orlando	FL	29	6	20.7	249,562	11.62	2.40
St. Petersburg	FL	24	5	20.8	246,541	9.73	2.03
Norfolk	VA	18	4	22.2	245,782	7.32	1.63
Chandler	AZ	19	2	10.5	245,628	7.74	0.81

Source: Population—Bureau of the Census.

Table 124
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percent of Total Killed		Total	Pedestrian
Laredo	TX	12	1	8.3	244,731	4.90	0.41
Madison	WI	9	2	22.2	240,323	3.74	0.83
Durham	NC	17	4	23.5	239,358	7.10	1.67
Lubbock	TX	22	3	13.6	236,065	9.32	1.27
Winston-Salem	NC	24	6	25.0	234,349	10.24	2.56
Garland	TX	12	2	16.7	233,564	5.14	0.86
Glendale	AZ	22	4	18.2	232,143	9.48	1.72
Hialeah	FL	18	8	44.4	231,941	7.76	3.45
Reno	NV	15	6	40.0	231,027	6.49	2.60
Baton Rouge	LA	40	10	25.0	230,058	17.39	4.35
Irvine	CA	6	0	0.0	229,985	2.61	0.00
Chesapeake	VA	13	3	23.1	228,417	5.69	1.31
Irving	TX	18	4	22.2	225,427	7.98	1.77
Scottsdale	AZ	14	5	35.7	223,514	6.26	2.24
North Las Vegas	NV	7	2	28.6	223,491	3.13	0.89
Fremont	CA	6	1	16.7	221,986	2.70	0.45
Gilbert	AZ	9	0	0.0	221,140	4.07	0.00
San Bernardino	CA	14	4	28.6	213,295	6.56	1.88
Boise City	ID	5	0	0.0	212,303	2.36	0.00
Birmingham	AL	47	7	14.9	212,038	22.17	3.30
Rochester	NY	8	2	25.0	210,532	3.80	0.95
Richmond	VA	16	2	12.5	210,309	7.61	0.95
Spokane	WA	10	5	50.0	209,525	4.77	2.39
Des Moines	IA	11	2	18.2	206,688	5.32	0.97
Montgomery	AL	21	6	28.6	205,293	10.23	2.92
Modesto	CA	13	4	30.8	203,547	6.39	1.97
Fayetteville	NC	30	10	33.3	202,103	14.84	4.95
Tacoma	WA	10	0	0.0	202,010	4.95	0.00
Shreveport	LA	19	4	21.1	201,867	9.41	1.98
Fontana	CA	19	3	15.8	201,812	9.41	1.49
Oxnard	CA	6	2	33.3	201,555	2.98	0.99
Aurora	IL	3	0	0.0	199,932	1.50	0.00
Moreno Valley	CA	9	5	55.6	199,552	4.51	2.51
Akron	OH	14	1	7.1	198,549	7.05	0.50
Yonkers	NY	6	2	33.3	198,449	3.02	1.01
Columbus	GA	20	6	30.0	198,413	10.08	3.02
Augusta-Richmond Co.	GA	39	13	33.3	197,872	19.71	6.57
Little Rock	AR	29	4	13.8	196,537	14.76	2.04
Amarillo	TX	28	4	14.3	195,250	14.34	2.05
Mobile	AL	30	8	26.7	194,822	15.40	4.11

Source: Population—Bureau of the Census.

Table 124
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percent of Total Killed		Total	Pedestrian
Huntington Beach	CA	12	4	33.3	194,708	6.16	2.05
Glendale	CA	4	2	50.0	194,478	2.06	1.03
Grand Rapids	MI	9	1	11.1	190,411	4.73	0.53
Salt Lake City	UT	17	8	47.1	189,314	8.98	4.23
Tallahassee	FL	14	3	21.4	186,971	7.49	1.60
Huntsville	AL	22	5	22.7	183,739	11.97	2.72
Worcester	MA	6	4	66.7	182,669	3.28	2.19
Knoxville	TN	32	4	12.5	182,200	17.56	2.20
Grand Prairie	TX	10	0	0.0	181,824	5.50	0.00
Newport News	VA	9	3	33.3	180,726	4.98	1.66
Brownsville	TX	14	4	28.6	180,097	7.77	2.22
Santa Clarita	CA	12	1	8.3	179,013	6.70	0.56
Overland Park	KS	9	1	11.1	178,919	5.03	0.56
Providence	RI	8	2	25.0	178,432	4.48	1.12
Jackson	MS	20	5	25.0	175,437	11.40	2.85
Garden Grove	CA	12	4	33.3	174,389	6.88	2.29
Oceanside	CA	5	0	0.0	171,293	2.92	0.00
Chattanooga	TN	21	0	0.0	171,279	12.26	0.00
Fort Lauderdale	FL	29	10	34.5	170,747	16.98	5.86
Rancho Cucamonga	CA	5	1	20.0	170,746	2.93	0.59
Santa Rosa	CA	7	4	57.1	170,685	4.10	2.34
Port St. Lucie	FL	7	2	28.6	168,716	4.15	1.19
Ontario	CA	17	2	11.8	167,211	10.17	1.20
Tempe	AZ	5	0	0.0	166,842	3.00	0.00
Vancouver	WA	8	2	25.0	165,489	4.83	1.21
Springfield	MO	22	6	27.3	162,191	13.56	3.70
Cape Coral	FL	9	1	11.1	161,248	5.58	0.62
Pembroke Pines	FL	6	2	33.3	160,306	3.74	1.25
Sioux Falls	SD	11	1	9.1	159,908	6.88	0.63
Peoria	AZ	10	1	10.0	159,789	6.26	0.63
Lancaster	CA	13	3	23.1	159,055	8.17	1.89
Elk Grove	CA	7	1	14.3	159,038	4.40	0.63
Corona	CA	10	2	20.0	158,391	6.31	1.26
Eugene	OR	5	2	40.0	157,986	3.16	1.27
Salem	OR	8	2	25.0	157,429	5.08	1.27
Palmdale	CA	10	3	30.0	155,650	6.42	1.93
Salinas	CA	3	1	33.3	154,484	1.94	0.65
Springfield	MA	5	0	0.0	153,552	3.26	0.00
Pasadena	TX	7	0	0.0	152,272	4.60	0.00
Rockford	IL	12	1	8.3	150,843	7.96	0.66
Pomona	CA	15	5	33.3	150,812	9.95	3.32

Source: Population—Bureau of the Census.

Table 125
Fatalities and Fatality Rates by State, 1975-2012

State	Fatalities								Fatality Rate per 100 Million Vehicle Miles Traveled							
	1975	1985	1995	2000	2005	2010	2012	Difference, 1975-2012	1975	1985	1995	2000	2005	2010	2012	Difference, 1975-2012
AL	902	882	1,114	996	1,148	862	865	**-4%**	3.63	2.51	2.20	1.76	1.92	1.34	1.33	**-63%**
AK	112	127	87	106	73	56	59	**-47%**	4.38	3.17	2.11	2.30	1.45	1.17	1.23	**-72%**
AZ	670	893	1,035	1,036	1,179	759	825	**+23%**	4.19	4.14	2.61	2.11	1.97	1.27	1.37	**-67%**
AR	559	534	631	652	654	571	552	**-1%**	4.01	3.12	2.37	2.24	2.05	1.70	1.65	**-59%**
CA	4,092	4,960	4,192	3,753	4,333	2,720	2,857	**-30%**	3.09	2.39	1.52	1.22	1.32	0.84	0.88	**-72%**
CO	581	579	645	681	606	450	472	**-19%**	3.50	2.21	1.84	1.63	1.26	0.96	1.01	**-71%**
CT	389	448	317	341	278	320	236	**-39%**	2.13	2.00	1.13	1.11	0.88	1.02	0.75	**-65%**
DE	122	104	121	123	133	101	114	**-7%**	3.37	1.94	1.61	1.49	1.40	1.13	1.24	**-63%**
DC	70	60	58	48	48	24	15	**-79%**	2.27	1.86	1.67	1.37	1.29	0.67	0.42	**-81%**
FL	1,998	2,832	2,805	2,999	3,518	2,444	2,424	**+21%**	3.24	3.22	2.19	1.99	1.75	1.25	1.27	**-61%**
GA	1,360	1,361	1,488	1,541	1,729	1,247	1,192	**-12%**	3.46	2.53	1.74	1.47	1.52	1.12	1.11	**-68%**
HI	144	126	130	132	140	113	126	**-13%**	3.47	1.86	1.64	1.55	1.39	1.13	1.25	**-64%**
ID	281	255	262	276	275	209	184	**-35%**	4.78	3.31	2.13	2.04	1.85	1.32	1.13	**-76%**
IL	2,041	1,534	1,586	1,418	1,363	927	956	**-53%**	3.56	2.17	1.68	1.38	1.27	0.88	0.91	**-74%**
IN	1,128	974	960	886	938	754	779	**-31%**	3.02	2.39	1.49	1.25	1.31	1.00	0.99	**-67%**
IA	670	474	527	445	450	390	365	**-46%**	3.75	2.35	2.03	1.51	1.45	1.24	1.16	**-69%**
KS	509	486	442	461	428	431	405	**-20%**	3.29	2.52	1.76	1.64	1.44	1.44	1.32	**-60%**
KY	863	712	849	820	985	760	746	**-14%**	3.50	2.50	2.07	1.75	2.08	1.58	1.58	**-55%**
LA	934	931	894	938	963	721	722	**-23%**	4.60	2.79	2.31	2.30	2.14	1.59	1.54	**-67%**
ME	223	206	187	169	169	161	164	**-26%**	3.14	2.22	1.49	1.19	1.13	1.11	1.16	**-63%**
MD	670	729	671	588	614	496	505	**-25%**	2.66	2.19	1.50	1.17	1.09	0.88	0.89	**-67%**
MA	864	742	444	433	441	347	349	**-60%**	2.75	1.87	0.92	0.82	0.80	0.64	0.62	**-77%**
MI	1,779	1,545	1,530	1,382	1,129	942	938	**-47%**	3.06	2.29	1.79	1.41	1.09	0.97	0.99	**-68%**
MN	754	608	597	625	559	411	395	**-48%**	2.94	1.86	1.35	1.19	0.98	0.73	0.69	**-77%**
MS	546	662	868	949	931	641	582	**+7%**	3.80	3.45	2.94	2.67	2.32	1.61	1.51	**-60%**
MO	1,045	931	1,109	1,157	1,257	821	826	**-21%**	3.41	2.37	1.87	1.72	1.83	1.16	1.21	**-65%**
MT	291	223	215	237	251	189	205	**-30%**	5.08	3.03	2.28	2.40	2.26	1.69	1.72	**-66%**
NE	369	237	254	276	276	190	212	**-43%**	3.29	1.97	1.61	1.53	1.43	0.98	1.10	**-67%**
NV	218	259	313	323	427	257	258	**+18%**	4.74	3.42	2.24	1.83	2.06	1.16	1.07	**-77%**
NH	151	191	118	126	166	128	108	**-28%**	2.85	2.53	1.11	1.05	1.24	0.98	0.84	**-71%**

Table 125
Fatalities and Fatality Rates by State, 1975-2012 (Continued)

State	Fatalities								Fatality Rate per 100 Million Vehicle Miles Traveled							
	1975	1985	1995	2000	2005	2010	2012	Difference, 1975-2012	1975	1985	1995	2000	2005	2010	2012	Difference, 1975-2012
NJ	1,043	964	774	731	747	556	589	**-44%**	2.15	1.83	1.27	1.08	1.01	0.76	0.79	**-63%**
NM	555	535	485	432	488	349	365	**-34%**	5.59	4.03	2.29	1.90	2.04	1.38	1.43	**-74%**
NY	2,366	2,006	1,679	1,460	1,434	1,201	1,168	**-51%**	3.63	2.22	1.46	1.13	1.03	0.92	0.91	**-75%**
NC	1,506	1,482	1,448	1,557	1,547	1,320	1,292	**-14%**	4.14	2.97	1.90	1.74	1.53	1.29	1.23	**-70%**
ND	167	90	74	86	123	105	170	**+2%**	3.71	1.61	1.13	1.19	1.62	1.27	1.69	**-54%**
OH	1,766	1,646	1,360	1,366	1,321	1,080	1,123	**-36%**	2.75	2.18	1.35	1.29	1.20	0.97	1.00	**-64%**
OK	757	744	669	650	803	668	708	**-6%**	3.33	2.39	1.74	1.50	1.71	1.40	1.48	**-56%**
OR	562	559	574	451	487	317	336	**-40%**	3.53	2.61	1.91	1.33	1.38	0.94	1.01	**-71%**
PA	2,078	1,771	1,480	1,520	1,616	1,324	1,310	**-37%**	3.26	2.35	1.57	1.49	1.50	1.32	1.32	**-60%**
RI	110	109	69	80	87	67	64	**-42%**	1.94	1.87	1.00	0.96	1.05	0.81	0.82	**-58%**
SC	820	951	881	1,065	1,094	809	863	**+5%**	3.98	3.56	2.28	2.34	2.21	1.65	1.76	**-56%**
SD	195	130	158	173	186	140	133	**-32%**	3.76	2.07	2.06	2.05	2.22	1.58	1.46	**-61%**
TN	1,126	1,101	1,259	1,307	1,270	1,032	1,014	**-10%**	3.42	3.03	2.24	1.99	1.79	1.47	1.42	**-58%**
TX	3,372	3,678	3,183	3,779	3,536	3,023	3,398	**+1%**	3.99	2.57	1.76	1.72	1.50	1.29	1.43	**-64%**
UT	272	303	325	373	282	253	217	**-20%**	3.42	2.52	1.73	1.65	1.12	0.95	0.82	**-76%**
VT	143	115	106	76	73	71	77	**-46%**	4.32	2.45	1.71	1.12	0.95	0.98	1.07	**-75%**
VA	993	976	900	929	947	740	777	**-22%**	2.87	2.04	1.29	1.24	1.18	0.90	0.96	**-67%**
WA	758	744	653	631	649	460	444	**-41%**	3.16	2.16	1.33	1.18	1.17	0.80	0.78	**-75%**
WV	461	420	376	411	374	315	339	**-26%**	4.36	3.32	2.16	2.14	1.82	1.64	1.76	**-60%**
WI	930	744	745	799	815	572	615	**-34%**	3.25	2.03	1.45	1.40	1.36	0.96	1.04	**-68%**
WY	210	152	170	152	170	155	123	**-41%**	5.36	2.81	2.41	1.88	1.88	1.66	1.33	**-75%**
USA	**44,525**	**43,825**	**41,817**	**41,945**	**43,510**	**32,999**	**33,561**	**-25%**	**3.35**	**2.47**	**1.73**	**1.53**	**1.46**	**1.11**	**1.13**	**-66%**
PR	496	600	595	568	457	340	347	**-30%**	7.27	5.74	3.83	3.23	2.35	1.83	1.87	**-74%**

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

Table 126
Key Provisions of Occupant Restraint Laws and Seat Belt Use Rates in 2012

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions	2012 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.	89.5%	<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).	88.1%	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	8-15 years 8 years and older	Designed for >10 passengers, model year <1972, rural mail carriers, medical reasons.	82.2%	<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.	71.9%	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.	95.5%	<8 years in rear seat.	$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.	80.7%	<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.	86.8%	<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: NHTSA, National Center for Statistics and Analysis, "Seat Belt Use in 2012—Use Rates in the States and Territories," Report No. DOT HS 811 809 (July 2013), Web site www-nrd.nhtsa.dot.gov/Pubs/811809.pdf. For additional information on occupant restraint laws, see *Summary of Vehicle Occupant Protection and Motorcycle Laws: Eleventh Edition, Current as of April 1, 2012*, Report No. DOT HS 811 768 (November 2013), Web site www.nhtsa.gov/staticfiles/nti/pdf/811768.pdf.

Table 126

Key Provisions of Occupant Restraint Laws and Seat Belt Use Rates in 2012 (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions	2012 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.	87.9%	<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).	92.4%	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.	87.4%	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.	92.0%	Under 8 years; 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.	93.4%	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.	79.0%	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.	93.6%	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 Seat Belt Use Rates in 2012 (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions	2012 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.	93.6%	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.	92.4%	<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.	79.5%	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.	83.7%	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.	79.3%	<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.	84.4%	<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 Seat Belt Use Rates in 2012 (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions	2012 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.	91.1%	<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.	72.7%	7 years and under and <57 inches tall; seat belts permissible for children 8-12 years or >57 inches tall.	$25	See MA Title XIV, 90 MGL Section 13A and 90 MGL Section 7AA.
MI	Primary	$25	Front	All	Medical reasons, taxis, buses, school buses, postal service vehicles, model year <1965, commercial vehicles making frequent stops.	93.6%	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.	93.6%	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.	83.2%	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.	79.4%	<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 to 16 years old.
[9]The fine is $10 for children <4 years old or $25 for children 4 to 8 years old and >57 inches tall.
[10]The fine is $50 for violators 8 to 15 years old.

Table 126
Key Provisions of Occupant Restraint Laws and Seat Belt Use Rates in 2012 (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions	2012 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.	76.3%	<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.	78.6%	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.	90.5%	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	—	68.6%	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.	88.3%	<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.	91.4%	<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.	90.4%	<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.	87.5%	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 All	Designed for >10 people, farm vehicles, rural mail carriers, medical reasons, all front seat belts in use by other occupants.	80.9%	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 Seat Belt Use Rates in 2012 (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions	2012 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.	82.0%	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.	83.8%	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.	96.8%	<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.	Not more than $250	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.	83.5%	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.	77.5%	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.	90.5%	<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.	66.5%	<5 years and <40 lbs.	$25	See SD Statute 32.38.

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

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

Table 126
Key Provisions of Occupant Restraint Laws and Seat Belt Use Rates in 2012 (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions	2012 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.	83.7%	<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.	94.0%	7 years and under unless >57 inches tall.	$25-$250	See TX Statute Sec. 545.412.
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.	81.9%	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.	84.2%	<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.	78.4%	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.	96.9%	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 Seat Belt Use Rates in 2012 (Continued)

State	Enforcement Type	Base Fine [1]	Seat Belt Required		Exemptions	2012 Observed Seat Belt Use Rate	Child Restraint (CR) Required	Base Fine	Additional Information
			Seats [2]	Ages [3]					
WV	Secondary[14]	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.	84.0%	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.	79.9%	<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[15]	See WI Statute 347.48.
WY	Secondary	Not more than $25[16]	All	All	Medical reasons, postal vehicles; excess passengers exempted if all seats occupied.	77.0%	8 years and younger in rear seat if available.	$50 maximum	See WY Statute 31-5-1401.

[14]Upgraded to primary enforcement on May 23, 2013, effective July 9, 2013.

[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 to 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 18 and older.
AZ	01/01/69	05/27/76	Repealed for 18 and older.
AR	06/29/67	07/31/97	Repealed for 21 and older.
CA	01/01/85**	01/01/92	Reinstated for all.
CO	07/01/69	05/20/77	Repealed.
		07/01/07	Reinstated for under 18.
CT	10/01/67	06/01/76	Repealed.
		01/01/90	Reinstated for under 18.
DE	06/21/68	06/10/78	Repealed for 19 and older. 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 21 and older 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 18 and older.
ID	01/01/68	03/29/78	Repealed for 18 and older.
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 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 21 and older.
		07/01/72	Reinstated for all.
		07/01/76	Repealed for 16 and older.
		07/01/79	Reinstated for 16 and 17.
KY	06/13/68	07/15/98	Repealed for 21 and older 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 18 and older.
		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 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 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 18 and older.
		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 21 and older with at least $20,000 medical insurance coverage and motorcycle endorsement on driver's license for at least 2 years, or passed a motorcycle safety course, and for 19 and older operating a moped on a public thoroughfare.
MN	05/01/68	04/06/77	Repealed for 18 and older. Helmet required for holders of instruction permits.
MS	03/28/74		
MO	09/28/67		
MT	07/01/73	07/01/77	Repealed for 18 and older.
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 18 and older 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 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 18 and older.
NY	01/01/67		
NC	01/01/68		
ND	07/01/67	07/01/77	Repealed except for operators under 18 and passengers, regardless of age, if required for operator.
OH	01/01/68	07/10/78	Repealed except for riders under 18; operators having motorcycle license less than 1 year; and passengers if required for operator.
OK	04/27/67	04/01/69	Repealed for 21 and older.
		11/01/75	Reinstated for all.
		05/21/76	Repealed for 18 and older.
OR	01/01/68	10/04/77	Repealed for 18 and older.
		06/16/88	Reinstated for all (by voter referendum).
PA	07/15/68	09/04/03	Repealed for operator 21 and older if operator has held motorcycle license for at least 2 years or has completed rider education. Repealed for passenger 21 and older 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 21 and older.
SD	07/01/67	07/01/77	Repealed for 18 and older.
TN	06/04/67		
TX	01/01/68	08/29/77	Repealed for 18 and older.
		09/01/89	Reinstated for all.
		09/01/97	Repealed for 21 and older 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 18 and older. Required for 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 18.
		06/07/90	Reinstated for all.
WV	05/25/71		
WI	07/01/68	03/19/78	Repealed except for under 18 and instruction permit holders.
WY	05/24/73	05/27/83	Repealed for 19 and older.
		07/01/93	Repealed for 18 and older.
PR	07/20/60		

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

APPENDIXES

APPENDIX A ■ FARS DATA ELEMENTS

2012 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

2012 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

2012 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

2012 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 March is given in Table 24 as 136,000. To calculate one standard error for this crash estimate, use Table C1. Since 136,000 does not appear in the Crash Estimate column of Table C1, use linear interpolation from the standard error values for 100,000 (8,100) and 200,000 (15,200). One standard error would be approximately 10,700. The 95 percent confidence interval for this estimate would be 136,000 ± 2 × 10,700 or 114,600 to 157,400.

Appendix C ■ GES Technical Notes

Table C1
2012 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	900	10,000	1,600	10,000	1,400
7,000	1,000	20,000	2,700	20,000	2,200
8,000	1,100	30,000	3,700	30,000	3,000
9,000	1,200	40,000	4,700	40,000	3,700
10,000	1,300	50,000	5,700	50,000	4,400
20,000	2,200	60,000	6,600	60,000	5,100
30,000	3,000	70,000	7,500	70,000	5,800
40,000	3,800	80,000	8,400	80,000	6,400
50,000	4,500	90,000	9,300	90,000	7,100
60,000	5,300	100,000	10,200	100,000	7,700
70,000	6,000	200,000	19,200	200,000	13,900
80,000	6,700	300,000	28,300	300,000	20,000
90,000	7,400	400,000	37,500	400,000	26,000
100,000	8,100	500,000	46,900	500,000	32,100
200,000	15,200	600,000	56,400	600,000	38,200
300,000	22,300	700,000	66,100	700,000	44,300
400,000	29,400	800,000	75,900	800,000	50,400
500,000	36,700	900,000	85,800	900,000	56,600
600,000	44,100	1,000,000	95,900	1,000,000	62,800
700,000	51,600	2,000,000	203,700	2,000,000	127,100
800,000	59,100	3,000,000	322,000	3,000,000	195,200
900,000	66,800	4,000,000	448,900	4,000,000	266,500
1,000,000	74,600	5,000,000	583,500	5,000,000	340,700
2,000,000	157,300	6,000,000	724,900	6,000,000	417,500
3,000,000	247,500	7,000,000	872,600	7,000,000	496,800
4,000,000	344,000	8,000,000	1,026,300	8,000,000	578,300
5,000,000	446,000	9,000,000	1,185,400	9,000,000	661,900
6,000,000	552,900	10,000,000	1,349,800	10,000,000	747,600
6,500,000	608,100	11,000,000	1,519,100	11,000,000	835,100
7,000,000	664,400	12,000,000	1,693,300	12,000,000	924,500
* $SE = e^{a + b\ (\ln x)^2}$, *where* $a = 3.969060$, $b = 0.037990$		** $SE = e^{a + b\ (\ln x)^2}$, *where* $a = 4.149790$, $b = 0.038360$		*** $SE = e^{a + b\ (\ln x)^2}$, *where* $a = 4.187610$, $b = 0.035940$	

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 2012 GES Data Elements

Crash Level			
Atmospheric Condition	1.4%	Light Condition	0.7%
Crash Severity	3.0%	Manner of Collision	0.3%
Day of Week	0.0%	Minute of Crash	0.6%
First Harmful Event	0.1%	Relation to Junction	0.5%
Hour of Crash	0.6%	Relation to Trafficway	0.1%
Vehicle/Driver Level			
Initial Point of Impact	1.9%	Speed Limit*	14.7%
Most Harmful Event	0.4%	Traffic Control Device*	3.3%
Roadway Surface Condition*	0.9%	Vehicle Type	1.5%
Vehicle/Driver Level			
Age	9.3%	Seating Position	2.0%
Injury Severity	4.6%	Sex	4.9%

*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

Any motor vehicle designed primarily to transport large groups of passengers (nine or more persons, including the driver). Includes school buses, inter-city buses, and transit buses.

Combination Truck

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

Crash

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

Crash Severity

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

Crash Type

Single-vehicle or multiple-vehicle crash.

Day

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

Driver

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

Ejection

Refers to 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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Motor Vehicle Traffic Fatalities and Fatality Rates, 1899-2012

Year	Total Fatalities	Million Vehicle Miles Traveled	Fatality Rate per 100 Million Vehicle Miles Traveled	Year	Total Fatalities	Million Vehicle Miles Traveled	Fatality Rate per 100 Million Vehicle Miles Traveled
1899	26	—	—	1956	37,965	627,843	6.05
1900	36	—	—	1957	36,932	647,004	5.71
1901	54	—	—	1958	35,331	664,653	5.32
1902	79	—	—	1959	36,223	700,480	5.17
1903	117	—	—	1960	36,399	718,762	5.06
1904	172	—	—	1961	36,285	737,421	4.92
1905	252	—	—	1962	38,980	766,734	5.08
1906	338	—	—	1963	41,723	805,249	5.18
1907	581	—	—	1964	45,645	846,298	5.39
1908	751	—	—	1965	47,089	887,812	5.30
1909	1,174	—	—	1966	50,894	925,899	5.50
1910	1,599	—	—	1967	50,724	964,005	5.26
1911	2,043	—	—	1968	52,725	1,015,869	5.19
1912	2,968	—	—	1969	53,543	1,061,791	5.04
1913	4,079	—	—	1970	52,627	1,109,724	4.74
1914	4,468	—	—	1971	52,542	1,178,811	4.46
1915	6,779	—	—	1972	54,589	1,259,786	4.33
1916	7,766	—	—	1973	54,052	1,313,110	4.12
1917	9,630	—	—	1974	45,196	1,280,544	3.53
1918	10,390	—	—	1975	44,525	1,327,664	3.35
1919	10,896	—	—	1976	45,523	1,402,380	3.25
1920	12,155	—	—	1977	47,878	1,467,027	3.26
1921	13,253	55,027	24.08	1978	50,331	1,544,704	3.26
1922	14,859	67,697	21.95	1979	51,093	1,529,133	3.34
1923	17,870	84,995	21.02	1980	51,091	1,527,295	3.35
1924	18,400	104,838	17.55	1981	49,301	1,555,308	3.17
1925	20,771	122,346	16.98	1982	43,945	1,595,010	2.76
1926	22,194	140,735	15.77	1983	42,589	1,652,788	2.58
1927	24,470	158,453	15.44	1984	44,257	1,720,269	2.57
1928	26,557	172,856	15.36	1985	43,825	1,774,826	2.47
1929	29,592	197,720	14.97	1986	46,087	1,834,872	2.51
1930	31,204	206,320	15.12	1987	46,390	1,921,204	2.41
1931	31,963	216,151	14.79	1988	47,087	2,025,962	2.32
1932	27,979	200,517	13.95	1989	45,582	2,096,487	2.17
1933	29,746	200,642	14.83	1990	44,599	2,144,362	2.08
1934	34,240	215,563	15.88	1991	41,508	2,172,050	1.91
1935	34,494	228,568	15.09	1992	39,250	2,247,151	1.75
1936	36,126	252,128	14.33	1993	40,150	2,296,378	1.75
1937	37,819	270,110	14.00	1994	40,716	2,357,588	1.73
1938	31,083	271,177	11.46	1995	41,817	2,422,823	1.73
1939	30,895	285,402	10.83	1996	42,065	2,484,080	1.69
1940	32,914	302,188	10.89	1997	42,013	2,552,233	1.65
1941	38,142	333,612	11.43	1998	41,501	2,628,148	1.58
1942	27,007	268,224	10.07	1999	41,717	2,690,241	1.55
1943	22,727	208,192	10.92	2000	41,945	2,746,925	1.53
1944	23,165	212,713	10.89	2001	42,196	2,795,610	1.51
1945	26,785	250,173	10.71	2002	43,005	2,855,508	1.51
1946	31,874	340,880	9.35	2003	42,884	2,890,221	1.48
1947	31,193	370,894	8.41	2004	42,836	2,964,788	1.44
1948	30,775	397,957	7.73	2005	43,510	2,989,430	1.46
1949	30,246	424,461	7.13	2006	42,708	3,014,371	1.42
1950	33,186	458,246	7.24	2007	41,259	3,031,124	1.36
1951	35,309	491,093	7.19	2008	37,423	2,976,528	1.26
1952	36,088	513,581	7.03	2009	33,883	2,956,764	1.15
1953	36,190	544,433	6.65	2010	32,999	2,967,266	1.11
1954	33,890	561,963	6.03	2011	32,479	2,950,402	1.10
1955	36,688	605,646	6.06	2012	33,561	2,968,815	1.13

Total Traffic Fatalities (1899-2012): 3,581,039

Note: A traffic fatality is defined as a death that occurs within 30 days after a traffic crash.

Sources: **Traffic fatalities, 1899-1974:** National Center for Health Statistics, *HEW and State Accident Summaries* (adjusted to 30-Day Traffic Deaths by NHTSA); **1975-2012:** NHTSA, Fatality Analysis Reporting System (FARS). Vehicle Miles Traveled (VMT): Federal Highway Administration (FHWA); not available for years 1899-1920.

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, 1975-2012

Year	Lives Saved, Age 4 and Younger	Lives Saved, Age 5 and Older	Lives Saved, Age 13 and Older	Lives Saved, All Ages	Lives Saved	Additional Lives That Would Have Been Saved at 100 Percent Use	
	Child Restraints	Seat Belts	Frontal Air Bags	Motorcycle Helmets	Minimum Drinking Age Law*	Seat Belts	Motorcycle Helmets
1975	36	978	0	823	412	13,301	1,164
1976	20	796	0	788	436	13,851	1,189
1977	35	682	0	970	474	14,460	1,472
1978	25	679	0	900	509	15,541	1,588
1979	49	594	0	885	575	15,726	1,676
1980	49	575	0	871	595	15,730	1,744
1981	69	548	0	843	633	15,222	1,667
1982	75	678	0	816	578	13,250	1,528
1983	105	809	0	735	609	12,913	1,450
1984	126	1,197	0	813	709	13,227	759
1985	153	2,435	0	788	701	12,508	764
1986	166	4,094	0	807	840	12,728	751
1987	213	5,141	2	667	1,071	12,678	697
1988	248	5,959	5	622	1,148	12,674	644
1989	238	6,333	8	561	1,093	12,256	553
1990	222	6,592	37	655	1,033	11,761	541
1991	253	6,838	71	595	941	10,812	467
1992	292	7,020	108	641	795	10,195	323
1993	313	7,773	190	671	816	10,212	336
1994	420	9,219	309	625	848	9,507	339
1995	408	9,882	536	624	851	9,781	326
1996	480	10,710	783	617	846	9,459	324
1997	444	11,259	973	627	846	9,096	315
1998	438	11,680	1,208	660	861	8,690	369
1999	447	11,941	1,491	745	901	8,809	396
2000	479	12,882	1,716	872	922	8,245	478
2001	388	13,295	1,978	947	927	8,016	558
2002	383	14,264	2,324	992	922	6,837	576
2003	447	15,095	2,519	1,173	918	6,151	651
2004	455	15,548	2,660	1,324	927	5,874	673
2005	424	15,688	2,752	1,554	882	5,667	731
2006	427	15,458	2,824	1,667	888	5,468	756
2007	388	15,223	2,800	1,788	831	5,048	805
2008	286	13,312	2,557	1,836	716	4,171	827
2009	307	12,763	2,387	1,486	626	3,700	733
2010	303	12,582	2,315	1,556	552	3,353	708
2011	262	11,983	2,210	1,622	535	3,394	706
2012	284	12,174	2,213	1,699	525	3,031	781
Total	**10,157**	**304,679**	**36,976**	**36,865**	**29,292**	**373,342**	**30,365**

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

The table above presents estimates of the lives saved in 2012 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
DOT HS 812 032