U.S. Department of Transportation

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TRAFFIC SAFETY FACTS 2014

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

2014 NATIONAL STATISTICS

POLICE-REPORTED MOTOR VEHICLE TRAFFIC CRASHES

Fatal	29,989
Injury	1,648,000
Property Damage Only	4,387,000
Total	**6,064,000**

TRAFFIC CRASH VICTIMS

	Killed	Injured
Occupants	**22,276**	**2,121,000**
Drivers	16,454	1,524,000
Passengers	5,751	597,000
Unknown	71	*
Motorcyclists	**4,586**	**92,000**
Nonoccupants	**5,813**	**125,000**
Pedestrians	4,884	65,000
Pedalcyclists	726	50,000
Other/Unknown	203	10,000
Total	**32,675**	**2,338,000**

OTHER NATIONAL STATISTICS

Vehicle Miles Traveled	3,025,656,000,000
Resident Population	318,857,056
Registered Vehicles	274,804,904
Licensed Drivers	214,092,472
Economic Cost of Traffic Crashes (2010) (estimate for reported and unreported crashes)	$242 billion

NATIONAL RATES: FATALITIES

Fatalities per 100 Million Vehicle Miles Traveled	1.08
Fatalities per 100,000 Population	10.25
Fatalities per 100,000 Registered Vehicles	11.89
Fatalities per 100,000 Licensed Drivers	15.26

NATIONAL RATES: INJURED PERSONS

Injured Persons per 100 Million Vehicle Miles Traveled	77
Injured Persons per 100,000 Population	733
Injured Persons per 100,000 Registered Vehicles	851
Injured Persons per 100,000 Licensed Drivers	1,092

*Less than 500.

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.

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Traffic Safety Facts 2014

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 (NCSA), NSA-230, 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*, *Rural/Urban Comparisons*, *School Transportation-Related Crashes*, *Speeding*, *State Alcohol Estimates*, *State Traffic Data*, and *Young Drivers*. The fact sheets and annual *Traffic Safety Facts* reports can be accessed online at **www-nrd.nhtsa.dot.gov/CATS/index.aspx**.

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INTRODUCTION

In this annual report, *Traffic Safety Facts 2014: 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 2014 FARS data file used for the statistics in this report was created in July 2015; however, the 2014 FARS file was *officially* closed in January 2016. 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 2013 are reflected in this report. The updated final counts for 2014 will be reflected in the 2015 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 55,000 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 2014 file used for the statistics in this report was completed in July 2015.

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 2014) and GES (1988 through 2014). The remaining chapters present data only from 2014. 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*.

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 2013* 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's 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 2014, 2013, and 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 data in this report for vehicle registrations and vehicle miles traveled from 2011 through 2014 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)	126,966,714	118,702,389	8,437,502	666,064	10,270,693	265,043,362
2012 (New NVPP)	127,077,676	118,690,690	8,454,939	764,509	10,659,380	265,647,194
2013 (New NVPP)	128,936,225	120,491,485	8,404,687	864,549	10,597,356	269,294,302
2014 (New NVPP)	131,138,925	123,470,278	8,417,718	872,027	10,905,956	274,804,904

Note: Minor adjustments were made to the 2011, 2012, and 2013 Passenger Car and Light Truck Polk registration counts presented in the *Traffic Safety Facts 2013* report. A small number of vehicles previously classified as passenger cars were reclassified as light trucks.

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)	1,369,810	1,280,648	18,542	13,807	267,594	2,950,402
2012 (New NVPP)	1,377,486	1,286,574	21,385	14,781	269,207	2,969,433
2013 (New NVPP)	1,384,194	1,293,536	20,366	15,167	275,017	2,988,280
2014 (New NVPP)	1,396,098	1,314,458	19,970	15,999	279,132	3,025,656

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 2014) or from GES (1988 through 2014) 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.

- 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 2014 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
NSA-230
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):

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: 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 2014; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2014. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 2014. Care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from GES data are estimates, year-to-year differences may be the result of the sampling process, not the result of an actual trend. The variability or sampling errors associated with the estimates must be considered when making any year-to-year comparisons using GES data. (For more information on sampling error, see Appendix C.) Below are some of the statistics you will find in this chapter:

- Fatal crashes decreased by 0.7 percent from 2013 to 2014, and the fatality rate declined to 1.08 fatalities per 100 million vehicle miles of travel in 2014.
- The injury rate in 2014 remained at the 2013 level of 77 persons injured per 100 million vehicle miles of travel.
- The occupant fatality rate (including motorcyclists) per 100,000 population, which declined by 22.7 percent from 1975 to 1992, decreased by 34.7 percent from 1992 to 2014.
- The occupant injury rate (including motorcyclists) per 100,000 population, which declined by 13.6 percent from 1988 to 1992, decreased by 39.1 percent from 1992 to 2014.
- The nonoccupant fatality rate per 100,000 population has declined by 54.4 percent from 1975 to 2014.
- The nonoccupant injury rate per 100,000 population has declined by 50.6 percent from 1988 to 2014.
- The percent of alcohol-impaired driving fatalities has declined from 48 percent in 1982 to 31 percent in 2014.

Figure 1
Fatal Crashes, 1975-2014

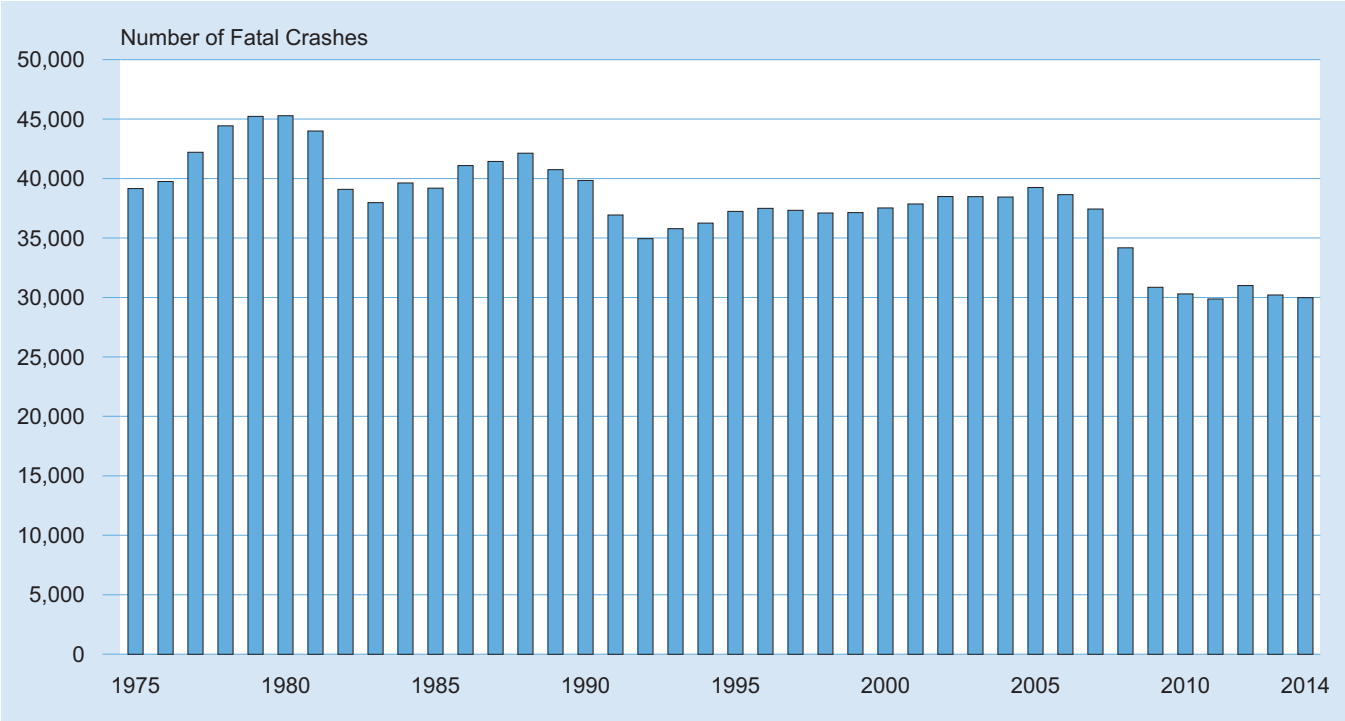


Table 1

Crashes by Crash Severity, 1988-2014

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	31,006	0.6	1,634,000	29.1	3,950,000	70.3	**5,615,000**	**100.0**
2013	30,203	0.5	1,591,000	28.0	4,066,000	71.5	**5,687,000**	**100.0**
2014	29,989	0.5	1,648,000	27.2	4,387,000	72.3	**6,064,000**	**100.0**

Table 2

Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2014

	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	309,347	10.67	210,115	15.71	257,312	12.82	2,967	1.11
2011	32,479	311,722	10.42	211,875	15.33	265,043	12.25	2,950	1.10
2012	33,782	314,112	10.75	211,815	15.95	265,647	12.72	2,969	1.14
2013	32,894	316,498	10.39	212,160	15.50	269,294	12.21	2,988	1.10
2014	32,675	318,857	10.25	214,092	15.26	274,805	11.89	3,026	1.08

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 later years, 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 2013* Report” on page 8.

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-2014—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, 1975-2014—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, 1966-2014 (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	309,347	724	210,115	1,066	257,312	870	2,967	75
2011	2,217,000	311,722	711	211,875	1,046	265,043	836	2,950	75
2012	2,362,000	314,112	752	211,815	1,115	265,647	889	2,969	80
2013	2,313,000	316,498	731	212,160	1,090	269,294	859	2,988	77
2014	2,338,000	318,857	733	214,092	1,092	274,805	851	3,026	77

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 later years, 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 2013* Report" on page 8.

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-2014—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, 1966-2014

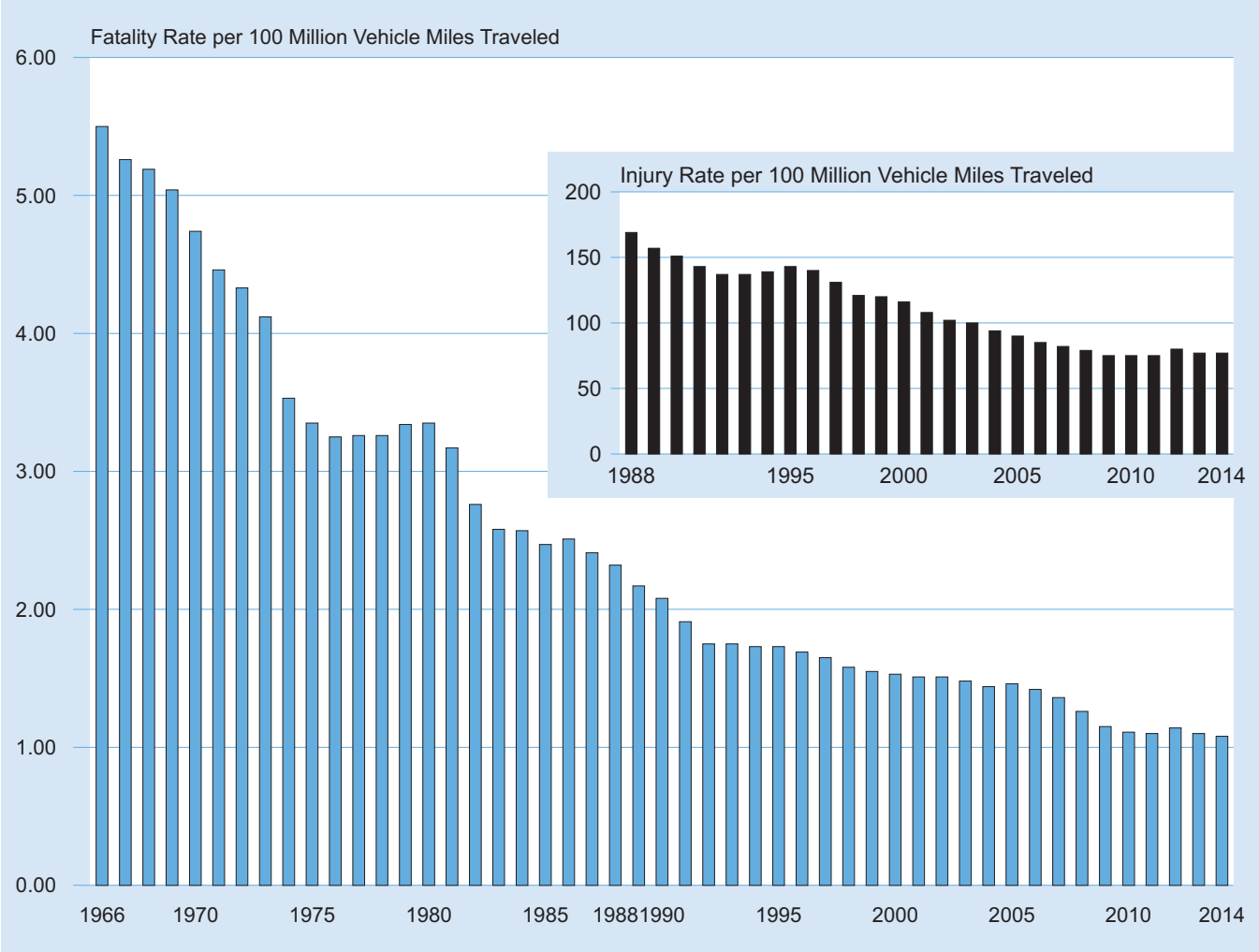


Table 3

Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2014

	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
Year	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
						Fatal Crashes						
1975	37,897	3.68	40.11	8,636	4.23	41.35	3,977	4.89	74.16	3,265	58.00	65.77
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	18,269	1.33	14.38	17,350	1.35	14.62	3,825	1.42	35.88	5,113	23.91	60.47
2013	17,957	1.30	13.93	16,929	1.31	14.05	3,921	1.43	37.00	4,800	23.57	57.11
2014	17,848	1.28	13.61	17,136	1.30	13.88	3,744	1.34	34.33	4,694	23.51	55.76

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.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 later years, 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 2013* 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, 1975-2014 (Continued)

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
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	28	719	89,000	416	1,052
2013	1,662,000	120	1,289	1,076,000	83	893	73,000	27	690	84,000	413	1,001
2014	1,685,000	121	1,285	1,138,000	87	922	88,000	32	811	87,000	435	1,033
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
2013	3,989,000	288	3,094	2,776,000	215	2,304	265,000	96	2,500	18,000	86	210
2014	4,279,000	306	3,263	3,028,000	230	2,452	346,000	124	3,171	19,000	94	224

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.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 later years, 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 2013* 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, 1975-2014

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	12,361	9,418	697	39	502	*23,017*	*4,986*	4,818	734	227	*5,779*	**33,782**
2013	12,037	9,187	695	54	511	*22,484*	*4,692*	4,779	749	190	*5,718*	**32,894**
2014	11,926	9,096	657	44	553	*22,276*	*4,586*	4,884	726	203	*5,813*	**32,675**

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

Table 4
Persons Killed or Injured by Person Type and Vehicle Type, 1975-2014 (Continued)

Year	Person Type											Total
	Occupants by Vehicle Type						Motor-cyclists	Nonoccupants				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total		Pedestrian	Pedalcyclist	Other/ Unknown	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**
2013	1,296,000	750,000	24,000	23,000	5,000	*2,099,000*	*88,000*	66,000	48,000	11,000	*125,000*	**2,313,000**
2014	1,292,000	782,000	27,000	14,000	6,000	*2,121,000*	*92,000*	65,000	50,000	10,000	*125,000*	**2,338,000**

Table 5

Drivers Involved in Crashes and Involvement Rates per Licensed Driver by Sex and Crash Severity, 1975-2014

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	33,209	104,920	31.65	11,557	106,767	10.82	44,773	211,688	21.15
2013	32,458	104,976	30.92	11,382	107,121	10.63	43,849	212,097	20.67
2014	32,402	105,876	30.60	11,214	108,154	10.37	43,625	214,030	20.38

*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, 1975-2014 (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
2013	1,578,000	104,976	1,503	1,327,000	107,121	1,239	2,905,000	212,097	1,370
2014	1,639,000	105,876	1,548	1,336,000	108,154	1,236	2,976,000	214,030	1,390
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
2013	3,978,000	104,976	3,789	3,085,000	107,121	2,880	7,063,000	212,097	3,330
2014	4,342,000	105,876	4,101	3,299,000	108,154	3,051	7,641,000	214,030	3,570

*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, 1975-2014

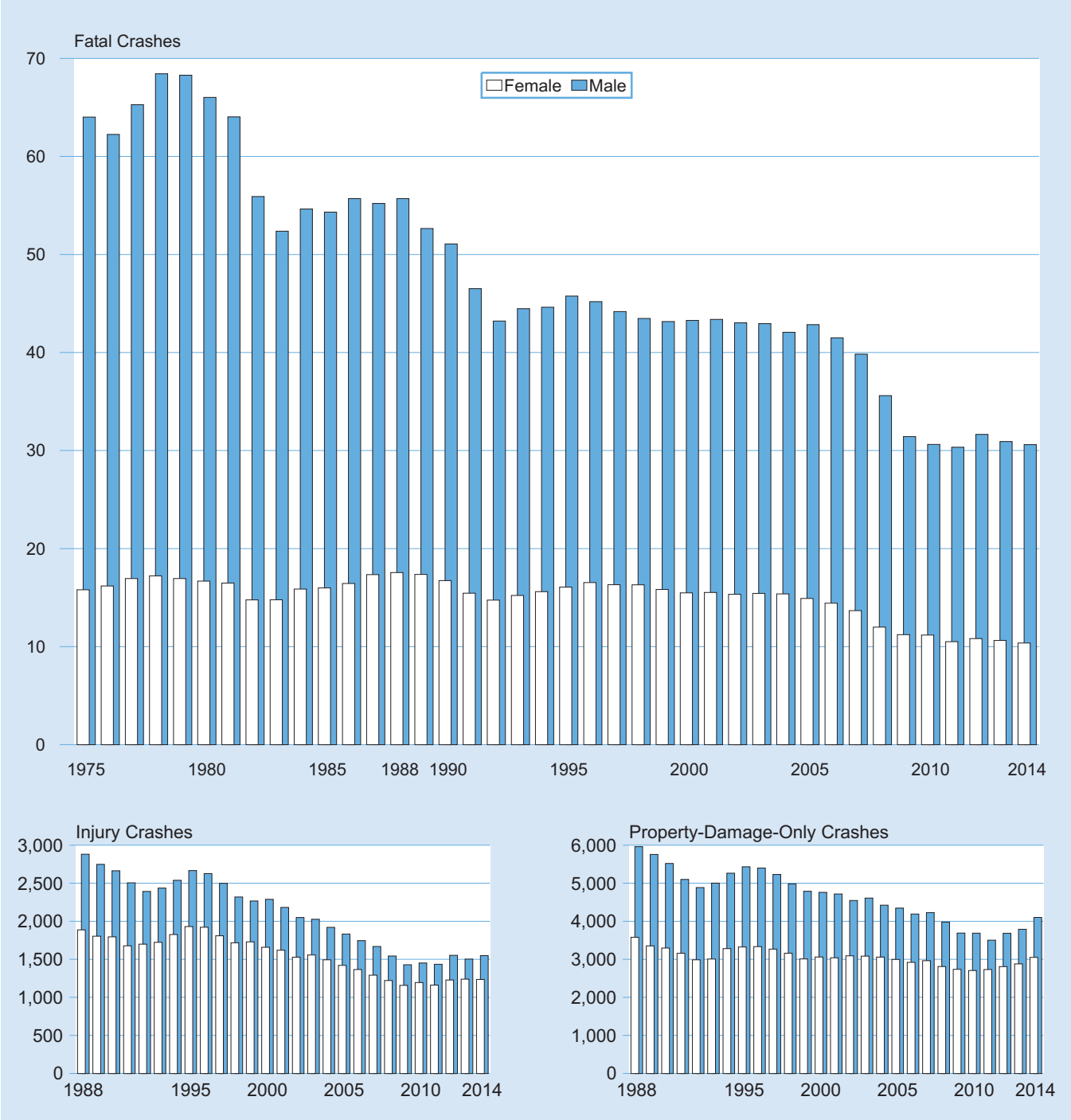


Table 6

Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population by Age Group, 1975-2014

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	9.45	9.15	8.88	8.95	14.01	**9.02**
2011	1.38	1.22	1.82	14.00	16.67	11.49	9.05	8.96	8.36	9.11	12.62	**8.71**
2012	1.54	1.17	1.70	13.26	16.93	12.18	9.53	9.26	8.86	9.11	12.16	**8.91**
2013	1.43	1.19	1.75	12.37	16.07	11.63	9.07	8.85	8.62	8.80	12.42	**8.59**
2014	1.25	1.22	1.69	12.41	15.86	11.51	8.66	8.96	8.38	8.21	12.09	**8.42**

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, 1975-2014 (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	460	416	**682**
2011	229	242	299	1,251	1,255	957	784	688	583	455	384	**671**
2012	197	266	276	1,307	1,351	1,018	826	740	618	512	422	**709**
2013	228	264	282	1,247	1,340	973	776	716	624	503	436	**691**
2014	228	240	300	1,187	1,267	1,006	818	757	619	492	403	**694**

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, 1975-2014

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	126,966,714	1,369,810	12,014	9.46	0.88	1,240,000	976	90
2012	127,077,676	1,377,486	12,361	9.73	0.90	1,328,000	1,045	96
2013	128,936,225	1,384,194	12,037	9.34	0.87	1,296,000	1,005	94
2014	131,138,925	1,396,098	11,926	9.09	0.85	1,292,000	985	93

*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 2007and later. 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 later, 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 2013* 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, 1975-2014

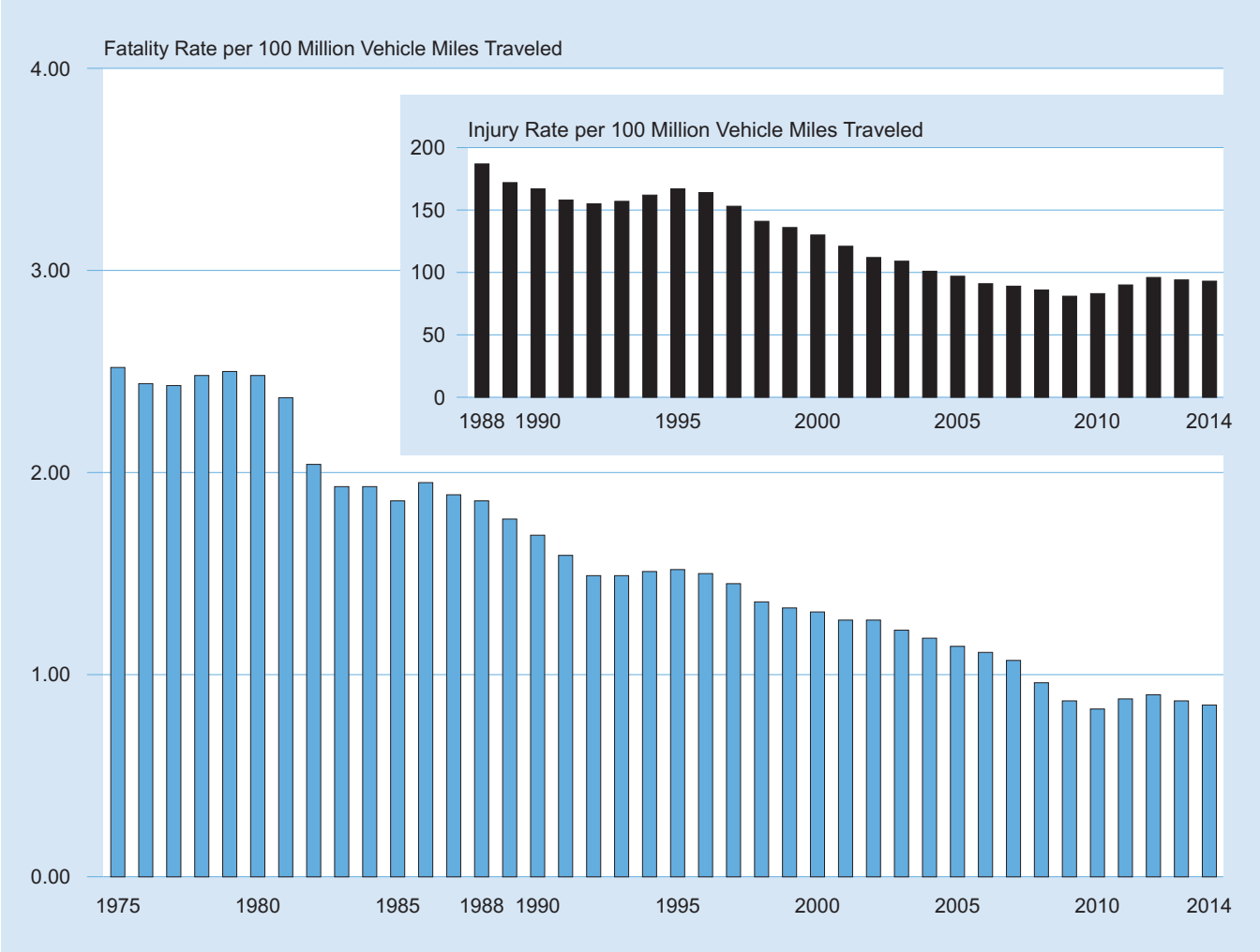


Table 8

Light Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2014

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	118,702,389	1,280,648	9,302	7.84	0.73	728,000	614	57
2012	118,690,690	1,286,574	9,418	7.93	0.73	762,000	642	59
2013	120,491,485	1,293,536	9,187	7.62	0.71	750,000	622	58
2014	123,470,278	1,314,458	9,096	7.37	0.69	782,000	633	60

*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 2007and later. 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 later years, 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 2013* 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, 1975-2014

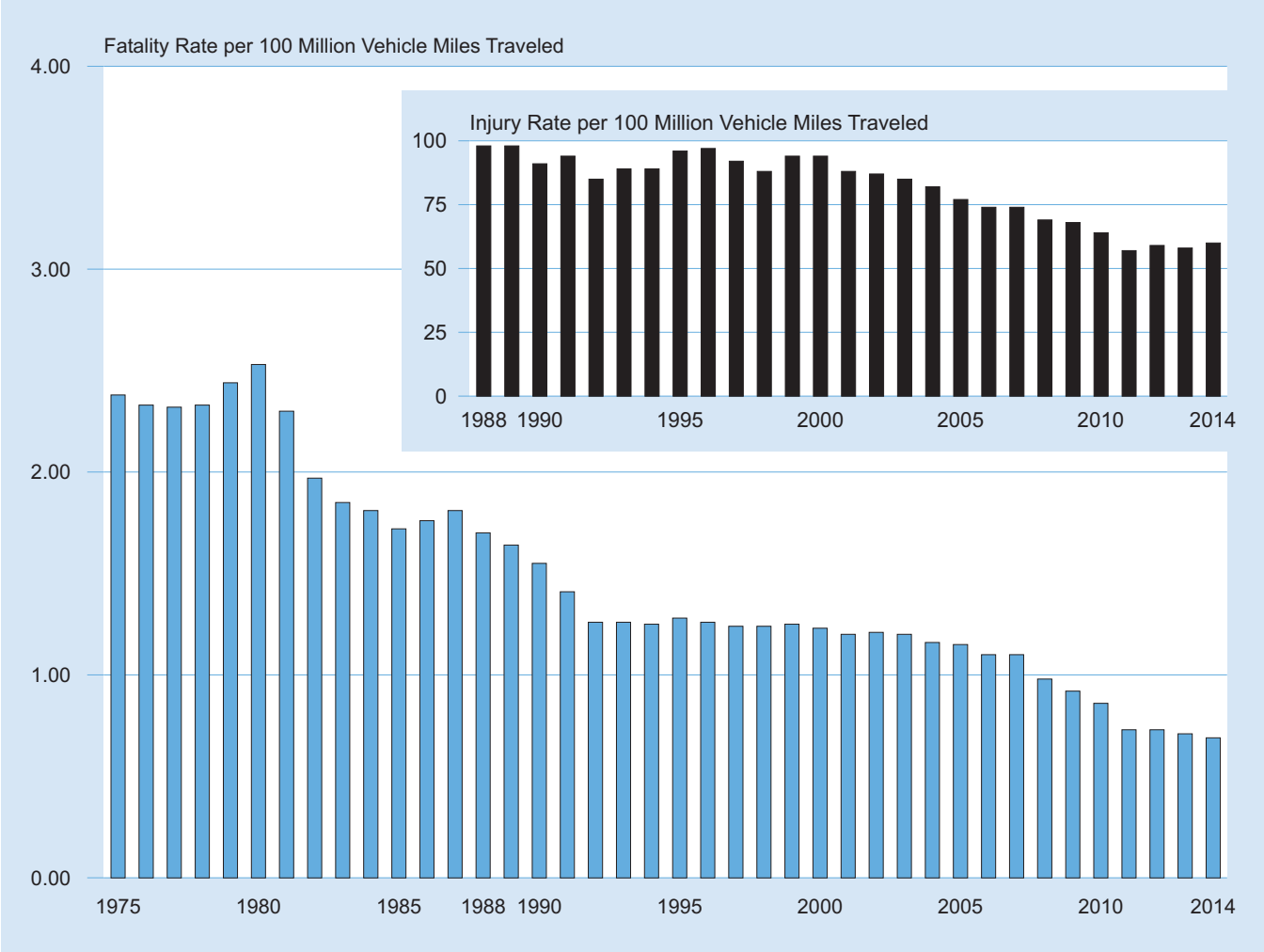


Table 9

Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2014

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	269,207	697	6.54	0.26	25,000	238	9
2013	10,597,356	275,017	695	6.56	0.25	24,000	227	9
2014	10,905,956	279,132	657	6.02	0.24	27,000	245	10

*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 and later years. 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, 1975-2014

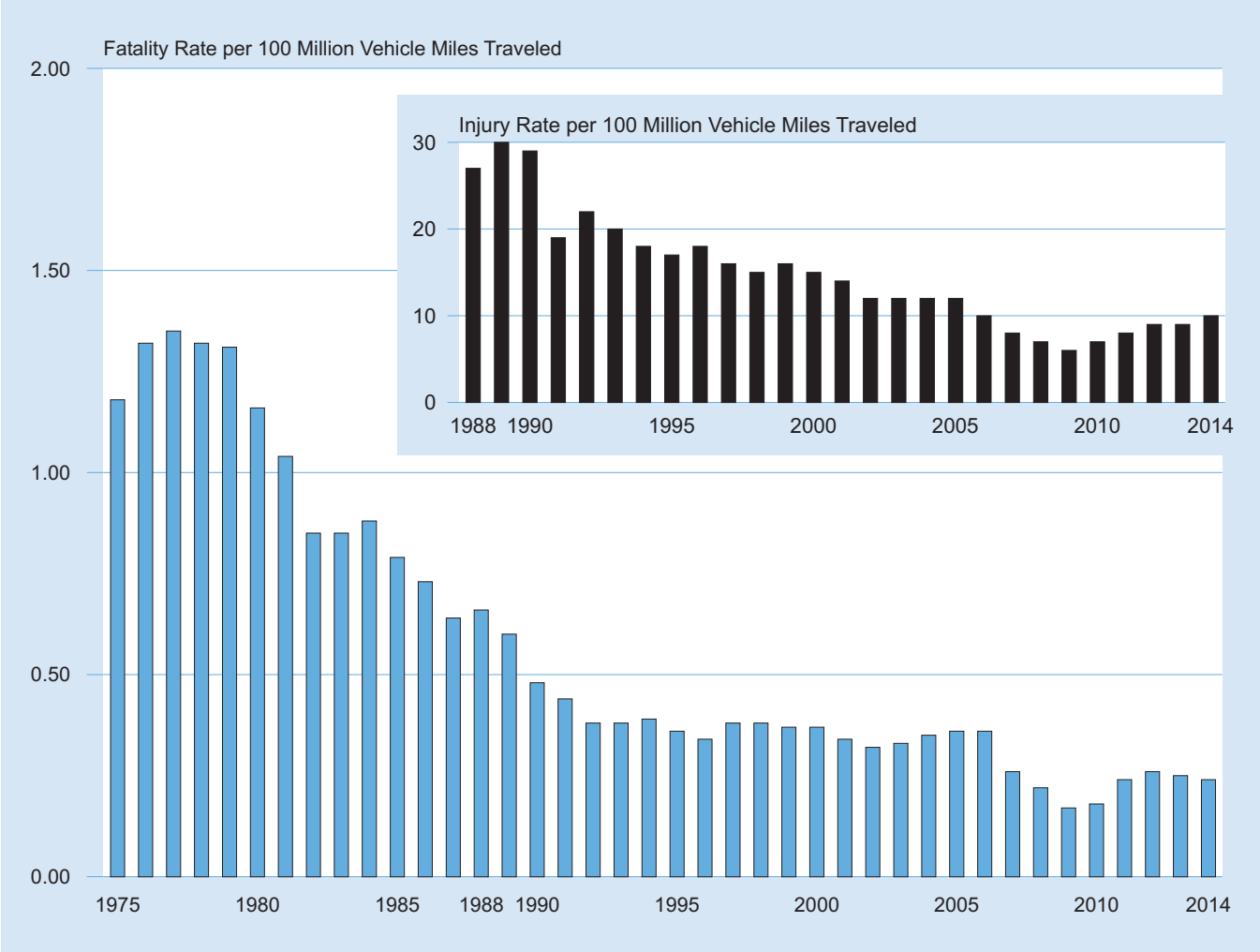


Table 10

Motorcyclists Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2014

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	21,385	4,986	58.97	23.32	93,000	1,099	434
2013	8,404,687	20,366	4,692	55.83	23.04	88,000	1,052	434
2014	8,417,718	19,970	4,586	54.48	22.96	92,000	1,088	459

*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 and later years. 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, 1975-2014

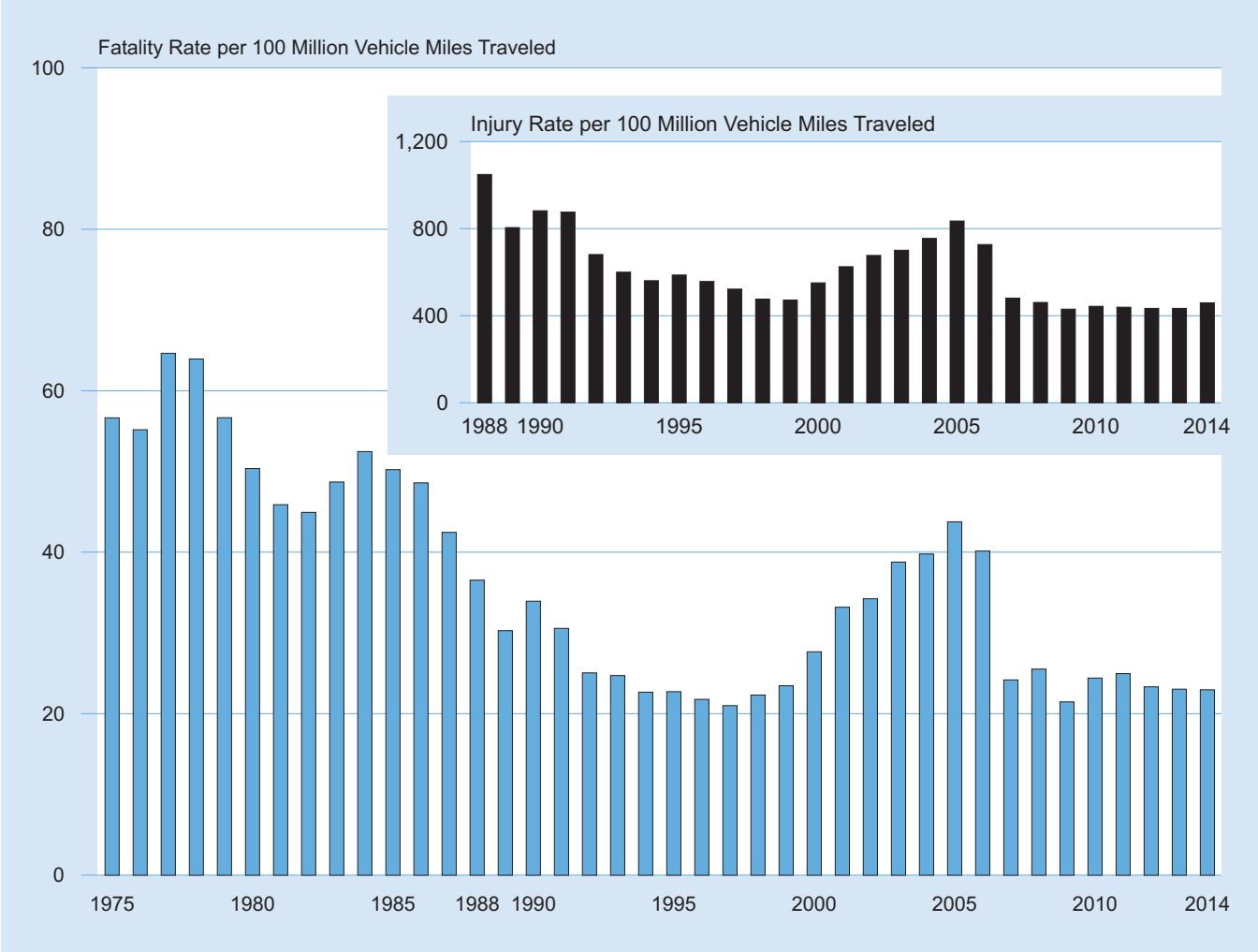


Table 11

Persons Killed or Injured in Crashes Involving a Large Truck by Person Type and Crash Type, 1975-2014

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	423	274	*697*	2,857	390	**3,944**
2013	431	264	*695*	2,845	441	**3,981**
2014	406	251	*657*	2,857	389	**3,903**

Table 11

Persons Killed or Injured in Crashes Involving a Large Truck by Person Type and Crash Type, 1975-2014 (Continued)

Year	Person Type					
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonoccupants	Total
	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**
2013	9,000	15,000	*24,000*	69,000	2,000	**95,000**
2014	10,000	17,000	*27,000*	82,000	2,000	**111,000**

Table 12

Nonoccupant Fatality and Injury Rates per Population by Age Group, 1975-2014

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	1.47	2.09	1.70	1.63	2.43	2.12	2.19	2.65	**1.71**
2012	0.49	0.54	0.78	1.63	2.19	1.85	1.72	2.53	2.35	2.19	2.95	**1.84**
2013	0.54	0.48	0.62	1.48	2.04	1.79	1.78	2.48	2.48	2.12	2.76	**1.81**
2014	0.46	0.49	0.57	1.65	1.94	1.86	1.76	2.33	2.58	2.19	2.84	**1.82**

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, 1975-2014 (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**
2013	8	23	52	72	82	53	35	40	29	22	21	**40**
2014	9	21	47	71	70	51	39	36	36	28	19	**39**

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, 1982-2014

	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	21,563	64	1,782	5	10,336	31	12,118	36	33,782	100
2013	20,843	63	1,831	6	10,110	31	11,941	36	32,894	100
2014	20,856	64	1,764	5	9,967	31	11,731	36	32,675	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, 1982-2014

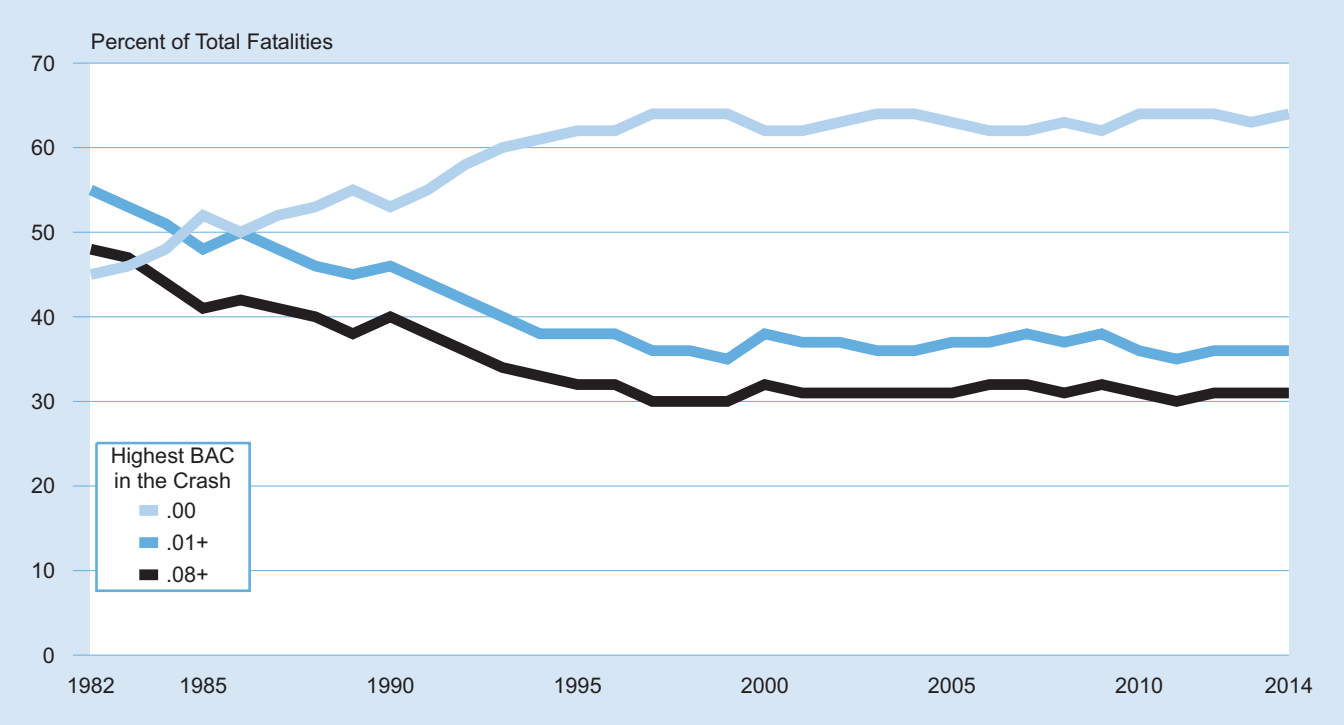


Table 14

Persons Killed and Percent Alcohol-Impaired Driving During Holiday Periods, 1982-2014

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	379 (3)	44	180 (1)	45
2013	366 (4)	44	385 (3)	38	513 (4)	39
2014	153 (1)	53	375 (3)	36	397 (3)	41

*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, 1982-2014 (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	394 (3)	38	421 (4)	41	374 (4)	35
2013	424 (3)	39	411 (4)	34	106 (1)	37
2014	401 (3)	40	466 (4)	35	405 (4)	34

*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, 1982-2014

	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	24,068	12	9	21,346	40	34	45,664	25	21
2013	23,894	12	9	20,683	41	35	44,804	25	21
2014	23,482	12	9	20,868	40	34	44,583	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, 1982-2014

	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	33,351	28	24	11,604	16	14
2013	32,609	28	23	11,429	18	14
2014	32,572	28	23	11,258	18	15

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

Table 17

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Vehicle Type, 1982-2014

	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	18,171	26	23	17,230	25	21	3,774	3	2	5,108	35	28
2013	17,850	27	23	16,811	25	21	3,872	4	2	4,795	35	27
2014	17,757	26	22	17,017	25	22	3,697	3	2	4,692	36	29

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

Figure 9

Proportion of Drivers Involved in Fatal Crashes with BAC = .08+ by Vehicle Type, 1982-2014

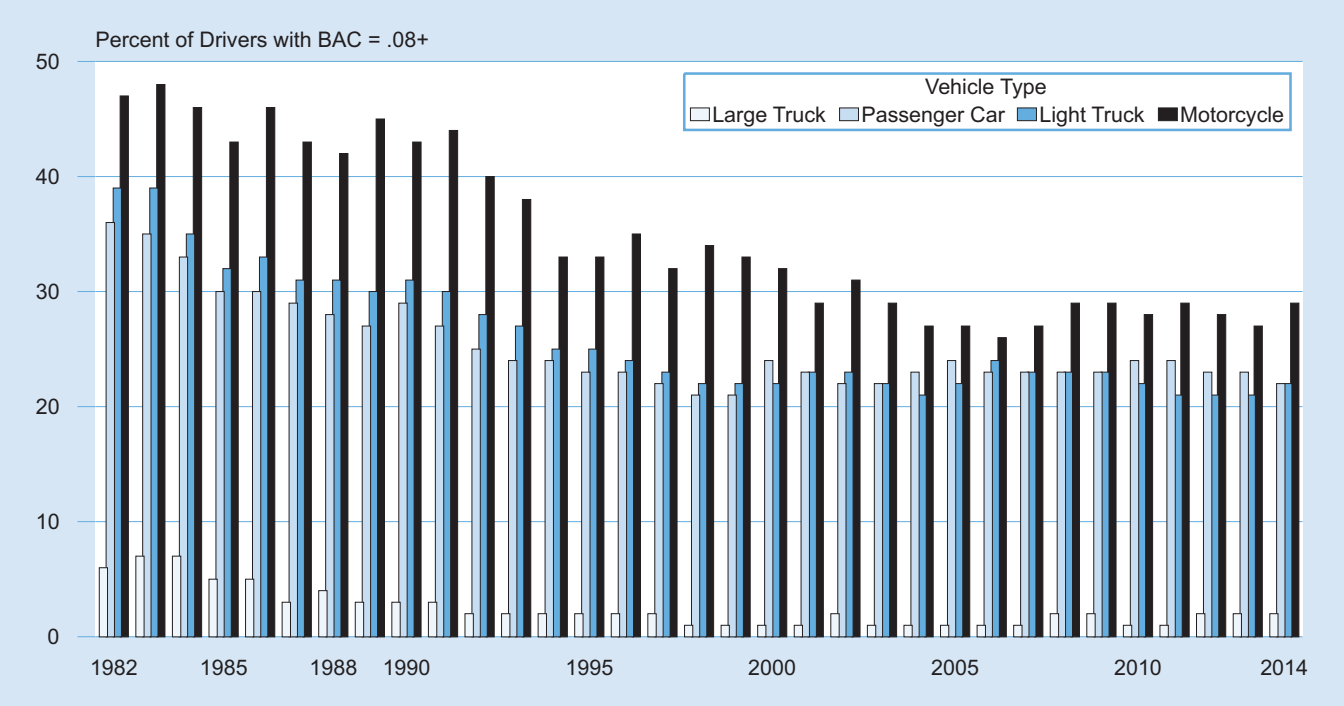


Table 18

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2014

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	4,241	22	18	4,765	38	32
2013	139	10	7	3,909	22	17	4,630	38	32
2014	137	8	7	3,803	22	17	4,654	36	30

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, 1982-2014 (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	9,019	34	29	7,365	28	24	7,660	24	21
2013	8,808	35	30	7,220	28	24	7,376	24	20
2014	8,972	34	29	6,894	28	24	7,350	24	20

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, 1982-2014 (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	5,930	16	13	3,239	11	8	2,554	7	5
2013	5,947	18	14	3,373	11	8	2,586	7	5
2014	5,997	19	16	3,314	12	10	2,641	8	6

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, 1982-2014

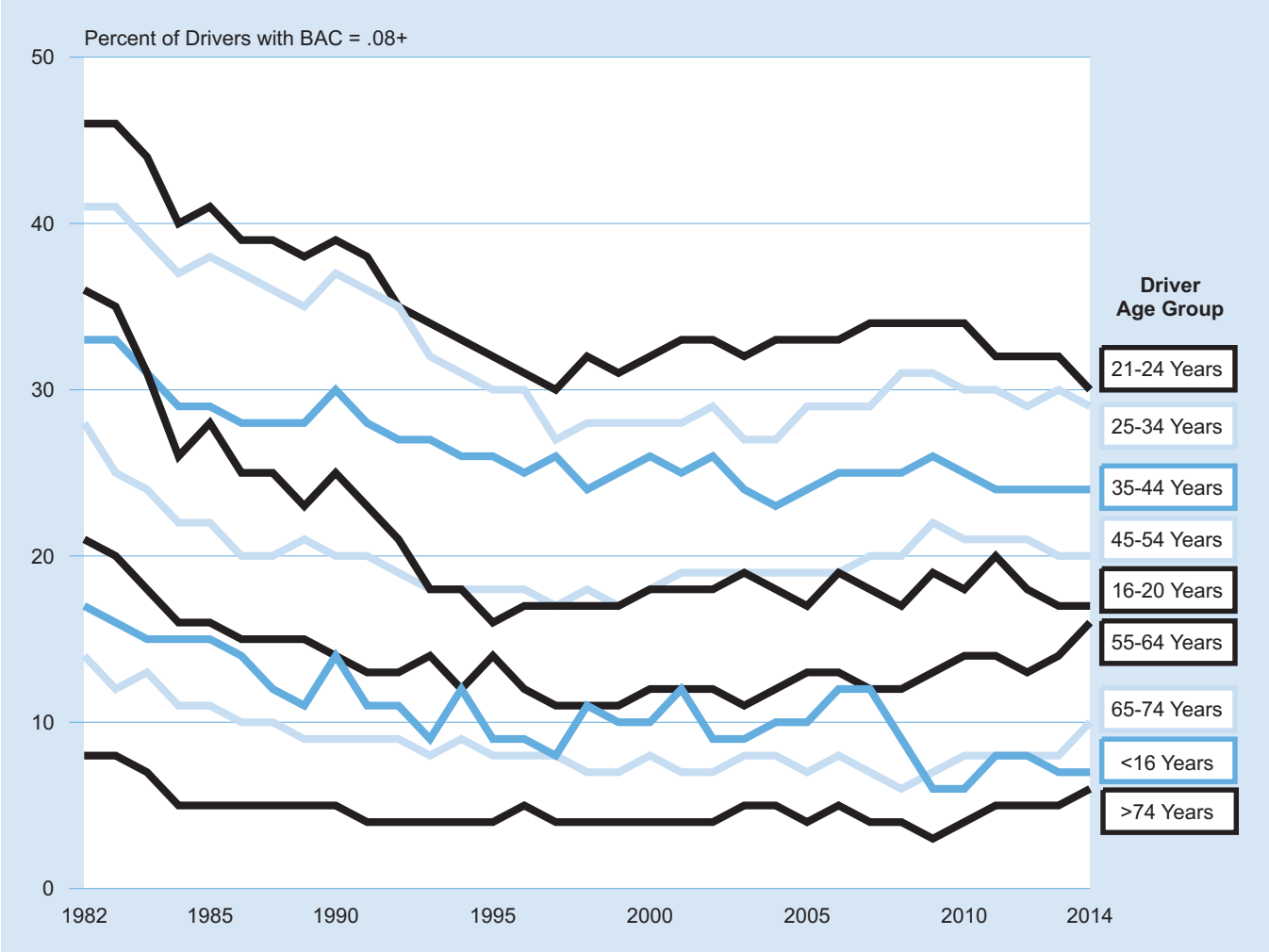


Table 19

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-2014

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	20,519	709	2,946	24,174	13,674	1,082	6,735	21,490	34,193	1,791	9,680	**45,664**
2013	20,084	824	2,953	23,860	13,369	1,027	6,548	20,944	33,452	1,851	9,501	**44,804**
2014	19,931	861	3,027	23,818	13,421	954	6,391	20,765	33,352	1,814	9,417	**44,583**

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), 1982-2014

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	2,715	59	223	5	1,629	36	**4,568**	**100**
2013	2,743	61	193	4	1,591	35	**4,527**	**100**
2014	2,843	61	201	4	1,606	35	**4,650**	**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, 1975-2014

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	23,191	65.5	9,431	26.6	2,779	7.9	**35,401**	**100.0**
2013	23,089	66.6	8,729	25.2	2,843	8.2	**34,661**	**100.0**
2014	23,304	67.0	8,613	24.8	2,857	8.2	**34,774**	**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, 1975-2014 (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**
2013	2,425,000	88.6	72,000	2.6	239,000	8.8	**2,736,000**	**100.0**
2014	2,478,000	87.9	75,000	2.7	266,000	9.4	**2,819,000**	**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**
2013	6,018,000	89.2	57,000	0.8	675,000	10.0	**6,749,000**	**100.0**
2014	6,519,000	89.4	85,000	1.2	686,000	9.4	**7,289,000**	**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, 1975-2014

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	9,746	44.7	10,370	47.6	1,663	7.6	**21,779**	**100.0**
2013	9,840	46.4	9,622	45.3	1,762	8.3	**21,224**	**100.0**
2014	9,958	47.4	9,385	44.6	1,679	8.0	**21,022**	**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, 1975-2014 (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**
2013	1,724,000	84.2	100,000	4.9	223,000	10.9	**2,046,000**	**100.0**
2014	1,779,000	85.8	105,000	5.1	190,000	9.1	**2,074,000**	**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, 1982-2014

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	12,361	3,025	24.5	4,343	2,012	46.3	3,885	2,161	55.6	1,167	326	27.9	**21,779**	**7,527**	**34.6**
2013	12,037	2,823	23.5	4,176	1,903	45.6	3,830	1,966	51.3	1,142	326	28.5	**21,224**	**7,030**	**33.1**
2014	11,926	2,657	22.3	4,248	1,905	44.8	3,796	1,964	51.7	1,020	304	29.8	**21,022**	**6,839**	**32.5**

*Total includes occupants of other and unknown light trucks.

Chapter 2

CRASHES

CHAPTER 2 ■ CRASHES

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

- More than 6 million police-reported motor vehicle crashes occurred in the United States in 2014. Twenty-seven percent of those crashes (1.65 million) resulted in an injury, and fewer than 1 percent (29,989) resulted in a death.
- Midnight to 3 a.m. on Sundays and 9 p.m. to midnight on Fridays proved to be the deadliest 3-hour periods throughout 2014, with 902 and 879 fatal crashes, respectively.
- Sixty percent of fatal crashes involved only one vehicle, as compared with 30 percent of injury crashes and 29 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 17 percent of all crashes, but they accounted for 43 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., 61 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	2,162	0.95	130,000	57	450,000	199	**582,000**	**257**
February	1,891	0.88	122,000	57	365,000	170	**489,000**	**227**
March	2,240	0.89	127,000	51	366,000	145	**495,000**	**197**
April	2,305	0.89	132,000	51	317,000	123	**451,000**	**175**
May	2,591	0.97	141,000	53	340,000	127	**484,000**	**180**
June	2,583	0.98	135,000	51	323,000	122	**460,000**	**174**
July	2,691	0.99	129,000	47	329,000	121	**461,000**	**169**
August	2,795	1.03	147,000	54	325,000	120	**475,000**	**175**
September	2,614	1.05	147,000	59	341,000	137	**491,000**	**197**
October	2,825	1.06	155,000	58	403,000	151	**561,000**	**210**
November	2,702	1.11	133,000	55	430,000	177	**566,000**	**233**
December	2,590	1.02	149,000	59	397,000	156	**548,000**	**216**
Total	**29,989**	**0.99**	**1,648,000**	**54**	**4,387,000**	**145**	**6,064,000**	**200**

*Crashes per 100 million vehicle miles traveled.

Sources: Vehicle miles traveled (VMT), Federal Highway Administration, *Traffic Volume Trends*, October 2015 (monthly) and *2014 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	902	290	251	324	334	460	878	**3,439**
3 am to 6 am	569	289	266	295	272	317	547	**2,555**
6 am to 9 am	322	454	455	461	452	465	413	**3,022**
9 am to Noon	340	409	380	444	407	442	474	**2,896**
Noon to 3 pm	535	540	519	510	527	577	611	**3,819**
3 pm to 6 pm	667	654	618	625	656	735	794	**4,749**
6 pm to 9 pm	738	621	594	660	597	840	858	**4,908**
9 pm to Midnight	556	476	505	503	583	879	876	**4,378**
Unknown	49	25	28	26	32	28	35	**223**
Total	**4,678**	**3,758**	**3,616**	**3,848**	**3,860**	**4,743**	**5,486**	**29,989**
Injury Crashes								
Midnight to 3 am	20,000	7,000	6,000	6,000	7,000	8,000	18,000	**72,000**
3 am to 6 am	10,000	6,000	7,000	6,000	6,000	7,000	12,000	**54,000**
6 am to 9 am	10,000	38,000	37,000	32,000	36,000	35,000	16,000	**204,000**
9 am to Noon	19,000	35,000	35,000	30,000	34,000	35,000	28,000	**216,000**
Noon to 3 pm	37,000	47,000	37,000	45,000	42,000	52,000	39,000	**298,000**
3 pm to 6 pm	36,000	66,000	65,000	66,000	67,000	77,000	46,000	**425,000**
6 pm to 9 pm	26,000	36,000	36,000	32,000	34,000	44,000	35,000	**243,000**
9 pm to Midnight	18,000	16,000	18,000	17,000	20,000	24,000	23,000	**135,000**
Total	**177,000**	**251,000**	**240,000**	**235,000**	**247,000**	**281,000**	**217,000**	**1,648,000**
Property-Damage-Only Crashes								
Midnight to 3 am	50,000	18,000	14,000	19,000	16,000	22,000	43,000	**182,000**
3 am to 6 am	26,000	16,000	17,000	18,000	20,000	17,000	28,000	**142,000**
6 am to 9 am	24,000	108,000	114,000	110,000	107,000	96,000	39,000	**598,000**
9 am to Noon	51,000	90,000	99,000	98,000	86,000	94,000	89,000	**607,000**
Noon to 3 pm	83,000	124,000	121,000	125,000	116,000	138,000	105,000	**811,000**
3 pm to 6 pm	82,000	172,000	175,000	181,000	173,000	196,000	101,000	**1,082,000**
6 pm to 9 pm	66,000	93,000	88,000	93,000	103,000	108,000	79,000	**631,000**
9 pm to Midnight	45,000	39,000	36,000	46,000	45,000	65,000	56,000	**333,000**
Total	**427,000**	**660,000**	**665,000**	**691,000**	**665,000**	**736,000**	**542,000**	**4,387,000**
All Crashes								
Midnight to 3 am	70,000	26,000	20,000	26,000	23,000	31,000	62,000	**257,000**
3 am to 6 am	37,000	22,000	24,000	25,000	26,000	24,000	41,000	**199,000**
6 am to 9 am	35,000	146,000	151,000	143,000	143,000	131,000	56,000	**806,000**
9 am to Noon	70,000	125,000	134,000	129,000	120,000	129,000	117,000	**826,000**
Noon to 3 pm	120,000	171,000	158,000	171,000	158,000	190,000	145,000	**1,113,000**
3 pm to 6 pm	119,000	240,000	241,000	248,000	241,000	274,000	149,000	**1,511,000**
6 pm to 9 pm	93,000	130,000	125,000	126,000	138,000	153,000	115,000	**880,000**
9 pm to Midnight	63,000	55,000	55,000	63,000	66,000	90,000	80,000	**473,000**
Total	**608,000**	**914,000**	**909,000**	**930,000**	**916,000**	**1,022,000**	**765,000**	**6,064,000**

Figure 11

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

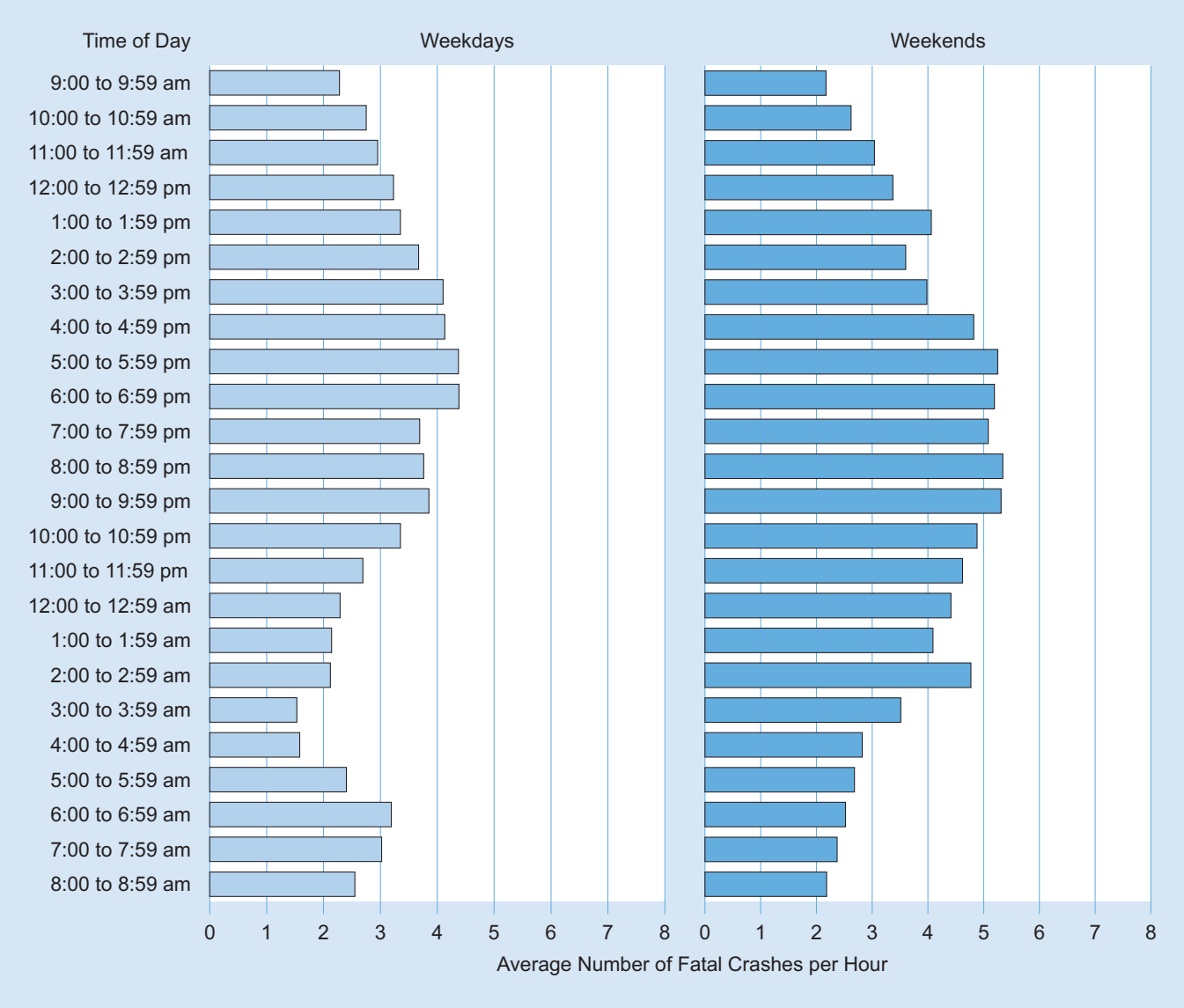


Table 26

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	13,044	4,821	7,594	1,103	8	**26,620**
Rain	827	457	662	84	2	**2,037**
Snow/Sleet	324	57	195	46	3	**626**
Other	131	73	187	38	0	**431**
Unknown	61	23	99	7	0	**275**
Total	**14,387**	**5,431**	**8,737**	**1,278**	**13**	**29,989**
Injury Crashes						
Normal	1,029,000	241,000	123,000	50,000	**	**1,443,000**
Rain	85,000	32,000	16,000	7,000	**	**140,000**
Snow/Sleet	31,000	10,000	9,000	4,000	**	**54,000**
Other	4,000	1,000	3,000	1,000	**	**10,000**
Total	**1,151,000**	**285,000**	**151,000**	**61,000**	**	**1,648,000**
Property-Damage-Only Crashes						
Normal	2,689,000	541,000	385,000	131,000	**	**3,747,000**
Rain	231,000	80,000	52,000	20,000	**	**384,000**
Snow/Sleet	141,000	38,000	40,000	12,000	**	**231,000**
Other	12,000	3,000	5,000	4,000	**	**25,000**
Total	**3,073,000**	**663,000**	**483,000**	**167,000**	**1,000**	**4,387,000**
All Crashes						
Normal	3,732,000	787,000	517,000	182,000	**	**5,217,000**
Rain	317,000	112,000	69,000	28,000	**	**526,000**
Snow/Sleet	173,000	49,000	49,000	16,000	**	**286,000**
Other/Unknown	16,000	5,000	9,000	4,000	**	**35,000**
Total	**4,238,000**	**953,000**	**643,000**	**230,000**	**1,000**	**6,064,000**

*Includes 143 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	5,714	86.3	3,625	49.9	80	2.1	18	0.5
11 to 20	531	8.0	2,534	34.9	473	12.2	121	3.2
21 to 30	166	2.5	692	9.5	871	22.5	366	9.8
31 to 40	63	1.0	241	3.3	850	21.9	612	16.4
41 to 50	35	0.5	81	1.1	626	16.2	650	17.4
51 to 60	36	0.5	40	0.6	426	11.0	552	14.8
61 to 120	75	1.1	45	0.6	549	14.2	1,420	38.0
Total*	**6,620**	**100.0**	**7,258**	**100.0**	**3,875**	**100.0**	**3,739**	**100.0**
Urban Fatal Crashes								
0 to 10	5,545	93.2	5,070	83.9	254	6.3	57	1.4
11 to 20	266	4.5	811	13.4	1,181	29.1	514	12.8
21 to 30	53	0.9	121	2.0	1,326	32.7	1,145	28.5
31 to 40	25	0.4	27	0.4	690	17.0	953	23.8
41 to 50	14	0.2	7	0.1	306	7.5	618	15.4
51 to 60	14	0.2	1	0.0	148	3.6	330	8.2
61 to 120	31	0.5	9	0.1	156	3.8	395	9.8
Total*	**5,948**	**100.0**	**6,046**	**100.0**	**4,061**	**100.0**	**4,012**	**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	5,925	10,161	336	1,093	370	**17,885**
Multiple Vehicle	11,530	296	92	163	23	**12,104**
Total	**17,455**	**10,457**	**428**	**1,256**	**393**	**29,989**
Injury Crashes						
Single Vehicle	150,000	257,000	5,000	39,000	48,000	**499,000**
Multiple Vehicle	1,135,000	6,000	1,000	5,000	1,000	**1,148,000**
Total	**1,284,000**	**264,000**	**7,000**	**44,000**	**49,000**	**1,648,000**
Property-Damage-Only Crashes						
Single Vehicle	328,000	564,000	8,000	95,000	287,000	**1,281,000**
Multiple Vehicle	3,084,000	10,000	3,000	5,000	2,000	**3,105,000**
Total	**3,412,000**	**574,000**	**11,000**	**100,000**	**290,000**	**4,387,000**
All Crashes						
Single Vehicle	483,000	832,000	13,000	134,000	336,000	**1,799,000**
Multiple Vehicle	4,230,000	17,000	5,000	10,000	3,000	**4,266,000**
Total	**4,714,000**	**849,000**	**18,000**	**145,000**	**339,000**	**6,064,000**

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	5,247	17.5	438,000	26.6	843,000	19.2	**1,286,000**	**21.2**
Rear End	1,966	6.6	522,000	31.7	1,442,000	32.9	**1,966,000**	**32.4**
Sideswipe	810	2.7	100,000	6.0	612,000	13.9	**712,000**	**11.7**
Head On	2,866	9.6	62,000	3.8	76,000	1.7	**141,000**	**2.3**
Other/Unknown	123	0.4	9,000	0.6	92,000	2.1	**102,000**	**1.7**
Subtotal	*11,012*	*36.7*	*1,130,000*	*68.6*	*3,066,000*	*69.9*	***4,207,000***	***69.4***
Collision with Fixed Object:								
Pole/Post	1,282	4.3	51,000	3.1	134,000	3.0	**186,000**	**3.1**
Culvert/Curb/Ditch	2,435	8.1	61,000	3.7	126,000	2.9	**190,000**	**3.1**
Shrubbery/Tree	2,347	7.8	37,000	2.3	68,000	1.5	**107,000**	**1.8**
Guard Rail	872	2.9	28,000	1.7	76,000	1.7	**106,000**	**1.7**
Embankment	918	3.1	18,000	1.1	25,000	0.6	**44,000**	**0.7**
Bridge	201	0.7	4,000	0.2	10,000	0.2	**14,000**	**0.2**
Other/Unknown	1,685	5.6	66,000	4.0	192,000	4.4	**260,000**	**4.3**
Subtotal	*9,740*	*32.5*	*266,000*	*16.1*	*630,000*	*14.4*	***906,000***	***14.9***
Collision with Object Not Fixed:								
Parked Motor Vehicle	316	1.1	51,000	3.1	309,000	7.0	**360,000**	**5.9**
Animal	158	0.5	12,000	0.7	254,000	5.8	**266,000**	**4.4**
Pedestrian	4,519	15.1	58,000	3.5	3,000	0.1	**65,000**	**1.1**
Pedalcyclist	716	2.4	50,000	3.0	6,000	0.1	**56,000**	**0.9**
Train	124	0.4	*	*	1,000	*	**1,000**	*
Other/Unknown	367	1.2	12,000	0.7	65,000	1.5	**77,000**	**1.3**
Subtotal	*6,200*	*20.7*	*182,000*	*11.1*	*637,000*	*14.5*	***826,000***	***13.6***
Noncollision:								
Rollover	2,664	8.9	64,000	3.9	36,000	0.8	**102,000**	**1.7**
Other/Unknown	343	1.1	6,000	0.4	17,000	0.4	**23,000**	**0.4**
Subtotal	*3,007*	*10.0*	*69,000*	*4.2*	*54,000*	*1.2*	***126,000***	***2.1***
Total	****29,989**	**100.0**	**1,648,000**	**100.0**	**4,387,000**	**100.0**	**6,064,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 30 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 = 10,164)						
Passenger Car	1,500	2,940	1,054	896	47	87
Light Truck		1,167	831	1,050	32	116
Large Truck			90	169	3	18
Motorcycle				76	14	43
Bus					1	2
Other/Unknown						28
Injury Crashes (Total = 974,000)						
Passenger Car	319,000	398,000	30,000	25,000	4,000	1,000
Light Truck		150,000	22,000	15,000	3,000	*
Large Truck			3,000	1,000	*	*
Motorcycle				1,000	*	*
Property-Damage-Only Crashes (Total = 2,890,000)						
Passenger Car	897,000	1,238,000	125,000	4,000	29,000	2,000
Light Truck		465,000	88,000	5,000	11,000	3,000
Large Truck			16,000	*	4,000	1,000
Bus				*	1,000	*

*Less than 500.

Table 31

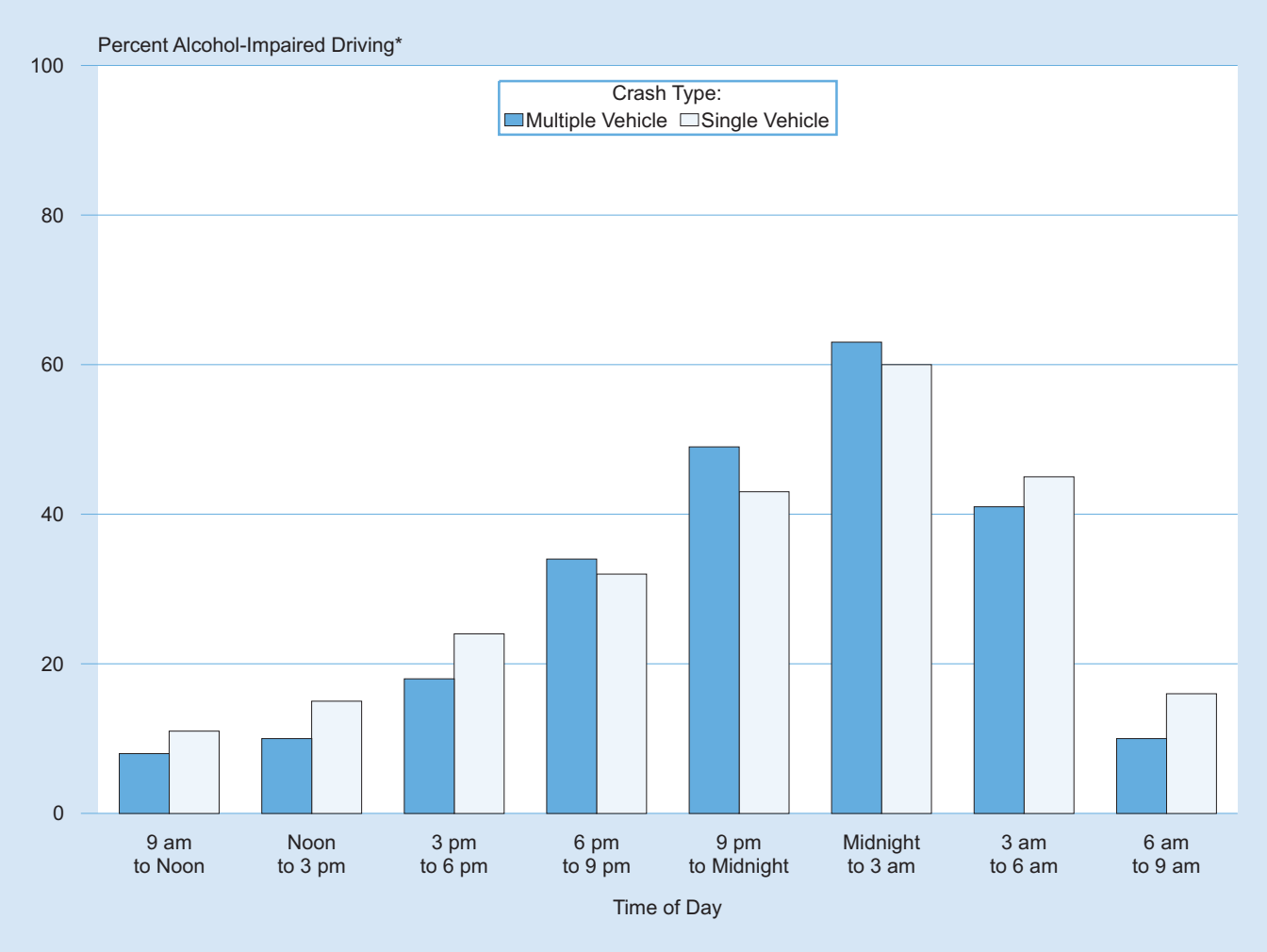
Fatal Crashes and Percent Alcohol-Impaired Driving, by Time of Day and Crash Type

	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
Time of Day	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*
Midnight to 3 am	2,637	1,584	60	802	508	63	**3,439**	**2,093**	**61**
3 am to 6 am	1,832	833	45	723	300	41	**2,555**	**1,132**	**44**
6 am to 9 am	1,613	262	16	1,409	143	10	**3,022**	**405**	**13**
9 am to Noon	1,416	160	11	1,480	121	8	**2,896**	**281**	**10**
Noon to 3 pm	1,788	272	15	2,031	199	10	**3,819**	**471**	**12**
3 pm to 6 pm	2,302	546	24	2,447	452	18	**4,749**	**998**	**21**
6 pm to 9 pm	3,022	968	32	1,886	640	34	**4,908**	**1,608**	**33**
9 pm to Midnight	3,063	1,324	43	1,315	646	49	**4,378**	**1,970**	**45**
Unknown	212	104	49	11	6	50	**223**	**110**	**49**
Total	**17,885**	**6,053**	**34**	**12,104**	**3,016**	**25**	**29,989**	**9,068**	**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:

- Ninety-four percent of the 10.8 million vehicles involved in motor vehicle crashes in 2014 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 5 percent of the vehicles involved in property-damage-only crashes. Of the 3,744 large trucks involved in fatal crashes, 73 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal crashes (18.9 percent) was more than 4 times as high as the proportion in injury crashes (4.3 percent) and more than 17 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 (28.0 percent). Large trucks experienced the highest rollover rate in injury crashes (7.4 percent) and in property-damage-only crashes (1.9 percent).
- Fires occurred in 0.1 percent of the vehicles involved in all traffic crashes in 2014. 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 (25.3 percent), and buses in fatal crashes had the lowest proportion (2.6 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	26,951	76	8	1,431	**28,466**
Junction:					
Intersection	3,758	3,545	1,878	223	**9,404**
Intersection Related	1,551	1,117	352	106	**3,126**
Other/Unknown	3,324	87	85	366	**3,862**
Total	**35,584**	**4,825**	**2,323**	**2,126**	**44,858**
Injury Crashes					
Nonjunction	1,096,000	8,000	1,000	63,000	**1,168,000**
Junction:					
Intersection	255,000	445,000	153,000	25,000	**878,000**
Intersection Related	149,000	388,000	45,000	56,000	**638,000**
Other/Unknown	287,000	14,000	12,000	19,000	**331,000**
Total	**1,786,000**	**855,000**	**210,000**	**163,000**	**3,015,000**
Property-Damage-Only Crashes					
Nonjunction	3,003,000	17,000	1,000	193,000	**3,213,000**
Junction:					
Intersection	509,000	745,000	318,000	74,000	**1,645,000**
Intersection Related	403,000	1,120,000	191,000	215,000	**1,930,000**
Other/Unknown	807,000	46,000	33,000	64,000	**950,000**
Total	**4,722,000**	**1,928,000**	**544,000**	**546,000**	**7,739,000**
All Crashes					
Nonjunction	4,126,000	25,000	2,000	257,000	**4,410,000**
Junction:					
Intersection	767,000	1,193,000	473,000	99,000	**2,532,000**
Intersection Related	554,000	1,510,000	236,000	272,000	**2,571,000**
Other/Unknown	1,097,000	60,000	45,000	83,000	**1,285,000**
Total	**6,544,000**	**2,788,000**	**756,000**	**711,000**	**10,799,000**

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	2,518	14.1	1,855	6.9	**4,373**	**9.7**
35 or 40 mph	3,520	19.7	4,212	15.6	**7,732**	**17.2**
45 or 50 mph	3,400	19.0	5,354	19.8	**8,754**	**19.5**
55 mph	4,383	24.5	7,680	28.5	**12,063**	**26.9**
60 mph or higher	3,268	18.3	6,637	24.6	**9,905**	**22.1**
No Statutory Limit	110	0.6	228	0.8	**338**	**0.8**
Unknown	686	3.8	1,007	3.7	**1,693**	**3.8**
Total	**17,885**	**100.0**	**26,973**	**100.0**	**44,858**	**100.0**
Injury Crashes						
30 mph or less	117,000	23.5	330,000	13.1	**447,000**	**14.8**
35 or 40 mph	95,000	18.9	776,000	30.9	**871,000**	**28.9**
45 or 50 mph	63,000	12.6	541,000	21.5	**604,000**	**20.0**
55 mph	85,000	17.1	243,000	9.7	**329,000**	**10.9**
60 mph or higher	57,000	11.3	234,000	9.3	**290,000**	**9.6**
No Statutory Limit	12,000	2.4	62,000	2.5	**74,000**	**2.5**
Unknown	70,000	14.1	329,000	13.1	**400,000**	**13.3**
Total	**499,000**	**100.0**	**2,516,000**	**100.0**	**3,015,000**	**100.0**
Property-Damage-Only Crashes						
30 mph or less	296,000	23.1	1,035,000	16.0	**1,331,000**	**17.2**
35 or 40 mph	167,000	13.0	1,756,000	27.2	**1,923,000**	**24.9**
45 or 50 mph	146,000	11.4	1,369,000	21.2	**1,514,000**	**19.6**
55 mph	230,000	18.0	499,000	7.7	**729,000**	**9.4**
60 mph or higher	162,000	12.7	581,000	9.0	**743,000**	**9.6**
No Statutory Limit	52,000	4.1	229,000	3.5	**281,000**	**3.6**
Unknown	229,000	17.8	988,000	15.3	**1,216,000**	**15.7**
Total	**1,281,000**	**100.0**	**6,457,000**	**100.0**	**7,739,000**	**100.0**
All Crashes						
30 mph or less	415,000	23.1	1,367,000	15.2	**1,782,000**	**16.5**
35 or 40 mph	265,000	14.7	2,537,000	28.2	**2,802,000**	**25.9**
45 or 50 mph	212,000	11.8	1,915,000	21.3	**2,127,000**	**19.7**
55 mph	320,000	17.8	750,000	8.3	**1,070,000**	**9.9**
60 mph or higher	222,000	12.4	821,000	9.1	**1,044,000**	**9.7**
No Statutory Limit	64,000	3.6	291,000	3.2	**356,000**	**3.3**
Unknown	300,000	16.7	1,318,000	14.6	**1,618,000**	**15.0**
Total	**1,799,000**	**100.0**	**9,000,000**	**100.0**	**10,799,000**	**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	875	20.0	3,367	77.0	131	3.0	**4,373**	**100.0**
35 or 40 mph	1,865	24.1	5,719	74.0	148	1.9	**7,732**	**100.0**
45 or 50 mph	3,548	40.5	5,051	57.7	155	1.8	**8,754**	**100.0**
55 mph	9,043	75.0	2,946	24.4	74	0.6	**12,063**	**100.0**
60 mph or higher	6,076	61.3	3,747	37.8	82	0.8	**9,905**	**100.0**
No Statutory Limit	123	36.4	202	59.8	13	3.8	**338**	**100.0**
Unknown	554	32.7	1,110	65.6	29	1.7	**1,693**	**100.0**
Total	**22,084**	**49.2**	**22,142**	**49.4**	**632**	**1.4**	**44,858**	**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	24	115	119	341	2	**601**
Two Lanes	22,420	6,875	223	260	18	**29,796**
Three Lanes	1,242	3,471	170	32	7	**4,922**
Four Lanes	2,175	2,679	68	9	11	**4,942**
More Than Four	2,577	1,286	18	0	9	**3,890**
Unknown	83	74	5	7	244	**413**
Total*	**28,521**	**14,500**	**603**	**649**	**291**	**44,858**
Injury Crashes						
One Lane	3,000	15,000	10,000	29,000	4,000	**62,000**
Two Lanes	709,000	290,000	33,000	19,000	90,000	**1,139,000**
Three Lanes	124,000	277,000	26,000	6,000	23,000	**456,000**
Four Lanes	152,000	180,000	13,000	2,000	19,000	**365,000**
More Than Four	328,000	103,000	2,000	*	6,000	**440,000**
Unknown	97,000	42,000	6,000	8,000	327,000	**479,000**
Total*	**1,413,000**	**906,000**	**90,000**	**64,000**	**469,000**	**3,015,000**
Property-Damage-Only Crashes						
One Lane	15,000	47,000	35,000	82,000	15,000	**194,000**
Two Lanes	1,774,000	699,000	92,000	51,000	218,000	**2,833,000**
Three Lanes	322,000	625,000	77,000	25,000	56,000	**1,105,000**
Four Lanes	403,000	348,000	28,000	5,000	53,000	**837,000**
More Than Four	810,000	227,000	6,000	*	24,000	**1,068,000**
Unknown	299,000	176,000	18,000	22,000	907,000	**1,423,000**
Total*	**3,624,000**	**2,121,000**	**256,000**	**186,000**	**1,274,000**	**7,739,000**
All Crashes						
One Lane	18,000	62,000	45,000	112,000	19,000	**257,000**
Two Lanes	2,505,000	995,000	124,000	70,000	307,000	**4,002,000**
Three Lanes	447,000	905,000	104,000	32,000	79,000	**1,567,000**
Four Lanes	557,000	530,000	42,000	7,000	72,000	**1,207,000**
More Than Four	1,141,000	331,000	9,000	1,000	31,000	**1,512,000**
Unknown	397,000	218,000	23,000	30,000	1,235,000	**1,903,000**
Total*	**5,065,000**	**3,042,000**	**347,000**	**251,000**	**1,743,000**	**10,799,000**

*Totals include vehicles in non-trafficway areas.

Table 36

Vehicles Involved in Crashes by Vehicle Type and Crash Severity

	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	17,848	39.8	1,685,000	55.9	4,279,000	55.3	**5,982,000**	**55.4**
Light Truck	17,136	38.2	1,138,000	37.8	3,028,000	39.1	**4,184,000**	**38.7**
Large Truck	3,744	8.3	88,000	2.9	346,000	4.5	**438,000**	**4.1**
Motorcycle	4,694	10.5	87,000	2.9	19,000	0.2	**110,000**	**1.0**
Bus	234	0.5	11,000	0.4	58,000	0.8	**69,000**	**0.6**
Other	550	1.2	5,000	0.2	9,000	0.1	**15,000**	**0.1**
Total	***44,858**	**100.0**	**3,015,000**	**100.0**	**7,739,000**	**100.0**	**10,799,000**	**100.0**

*Includes 652 vehicles of unknown type involved in fatal crashes.

Figure 13

Proportion of Vehicles Involved in Traffic Crashes

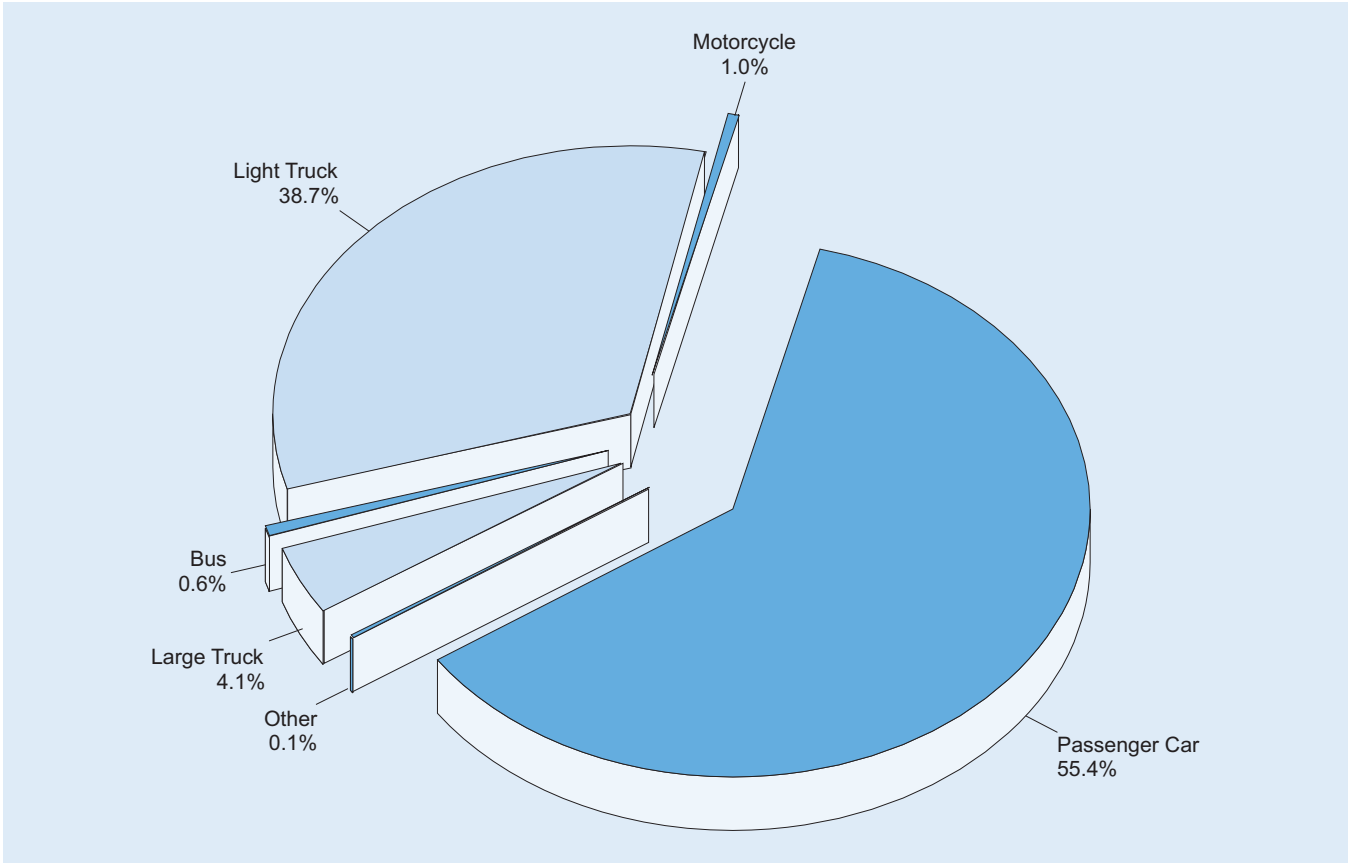


Table 37
Vehicles Involved in Fatal Crashes by Body Type

Body Type	Number	Percent
Passenger Cars	**17,848**	**39.8**
Convertible	328	0.7
2 Door Sedan, Hardtop, Coupe	2,193	4.9
3 Door/2 Door Hatchback	533	1.2
4 Door Sedan Hardtop	12,931	28.8
5 Door/4 Door Hatchback	451	1.0
Station Wagon	1,248	2.8
Hatchback, Doors Unknown	3	*
Other Auto	21	*
Unknown Auto	123	0.3
Auto-Based Pickup	10	*
3-Door Coupe	7	*
Light Trucks	**17,136**	**38.2**
Compact Utility	5,140	11.5
Large Utility	1,598	3.6
Utility Station Wagon	263	0.6
Utility, Unknown Body Type	4	*
Minivan	1,515	3.4
Large Van	526	1.2
Step Van	24	0.1
Other Van Type	19	*
Unknown Van Type	26	0.1
Compact Pickup	1,824	4.1
Standard Pickup	6,041	13.5
Pickup with Camper	30	0.1
Unknown Pickup Style Truck	17	*
Cab Chassis-Based Light Truck	60	0.1
Other Conventional Light Truck	1	*
Unknown Light Truck Type (Not Pickup)	11	*
Unknown Light Vehicle Type	34	0.1
Unknown Truck	3	*
Large Trucks	**3,744**	**8.3**
Step Van	13	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	182	0.4
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	229	0.5
Single Unit Heavy Truck (GVWR > 26,000 lb)	617	1.4
Single Unit Truck, Unknown GVWR	24	0.1
Truck Tractor	2,519	5.6
Medium/Heavy Pickup (Ford Super Duty 450/550)	130	0.3
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	2	*
Unknown Heavy Truck (GVWR > 26,000 lb)	14	*
Unknown Large Truck Type	12	*
Unknown Truck	2	*
Motorcycles	**4,694**	**10.5**
Motorcycle	4,370	9.7
Moped	149	0.3
Three Wheel Motorcycle or Moped	23	0.1
Off-Road Motorcycle (Two Wheel)	33	0.1
Other Motorcycle/Minibike	101	0.2
Unknown Motorcycle	18	*
Buses	**234**	**0.5**
School Bus	91	0.2
Cross Country/Intercity Bus	31	0.1
Transit Bus	79	0.2
Van-Based Bus (GVWR > 10,000 lb)	8	*
Other Bus	21	*
Unknown Bus	4	*
Other Vehicles	**550**	**1.2**
Large Limousine	1	*
Light Truck (Van-Based or Pickup-Based) Motorhome	8	*
Medium/Heavy Truck-Based Motorhome	10	*
Camper/Motorhome Unknown Truck Type	20	*
All Terrain Vehicle	326	0.7
Snowmobile	21	*
Farm Equipment Except Trucks	93	0.2
Construction Equipment Except Trucks	12	*
Golf Cart	21	*
Other Vehicle	38	0.1
Unknown Body Type	**652**	**1.5**
Total	**44,858**	**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	2,508	14.1	15,340	85.9	**17,848**	**100.0**
Light Truck						
Pickup	2,022	25.6	5,890	74.4	**7,912**	**100.0**
Utility	1,959	28.0	5,046	72.0	**7,005**	**100.0**
Van	308	14.6	1,802	85.4	**2,110**	**100.0**
Other	12	11.0	97	89.0	**109**	**100.0**
Large Truck	514	13.7	3,230	86.3	**3,744**	**100.0**
Bus	13	5.6	221	94.4	**234**	**100.0**
Other/Unknown	256	21.3	946	78.7	**1,202**	**100.0**
Total*	**7,592**	**18.9**	**32,572**	**81.1**	**40,164**	**100.0**
Injury Crashes						
Passenger Car	49,000	2.9	1,636,000	97.1	**1,685,000**	**100.0**
Light Truck						
Pickup	27,000	6.9	367,000	93.1	**394,000**	**100.0**
Utility	38,000	6.6	533,000	93.4	**571,000**	**100.0**
Van	5,000	2.8	167,000	97.2	**172,000**	**100.0**
Other	**	17.5	2,000	82.5	**2,000**	**100.0**
Large Truck	7,000	7.4	82,000	92.6	**88,000**	**100.0**
Bus	**	**	11,000	100.0	**11,000**	**100.0**
Other/Unknown	2,000	43.2	3,000	56.8	**5,000**	**100.0**
Total*	**127,000**	**4.3**	**2,801,000**	**95.7**	**2,928,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	35,000	0.8	4,244,000	99.2	**4,279,000**	**100.0**
Light Truck						
Pickup	17,000	1.6	1,071,000	98.4	**1,088,000**	**100.0**
Utility	21,000	1.4	1,464,000	98.6	**1,484,000**	**100.0**
Van	3,000	0.6	445,000	99.4	**447,000**	**100.0**
Other	**	**	8,000	100.0	**8,000**	**100.0**
Large Truck	6,000	1.9	339,000	98.1	**346,000**	**100.0**
Bus	**	**	58,000	100.0	**58,000**	**100.0**
Other/Unknown	**	**	9,000	100.0	**9,000**	**100.0**
Total*	**82,000**	**1.1**	**7,638,000**	**98.9**	**7,720,000**	**100.0**
All Crashes						
Passenger Car	86,000	1.4	5,896,000	98.6	**5,982,000**	**100.0**
Light Truck						
Pickup	47,000	3.1	1,443,000	96.9	**1,490,000**	**100.0**
Utility	60,000	2.9	2,002,000	97.1	**2,062,000**	**100.0**
Van	8,000	1.3	613,000	98.7	**621,000**	**100.0**
Other	**	3.4	10,000	96.6	**10,000**	**100.0**
Large Truck	14,000	3.1	425,000	96.9	**438,000**	**100.0**
Bus	**	**	69,000	100.0	**69,000**	**100.0**
Other/Unknown	3,000	16.6	13,000	83.4	**15,000**	**100.0**
Total*	**217,000**	**2.0**	**10,471,000**	**98.0**	**10,688,000**	**100.0**

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

Figure 14

Percent Rollover Occurrence, by Vehicle Type and Crash Severity

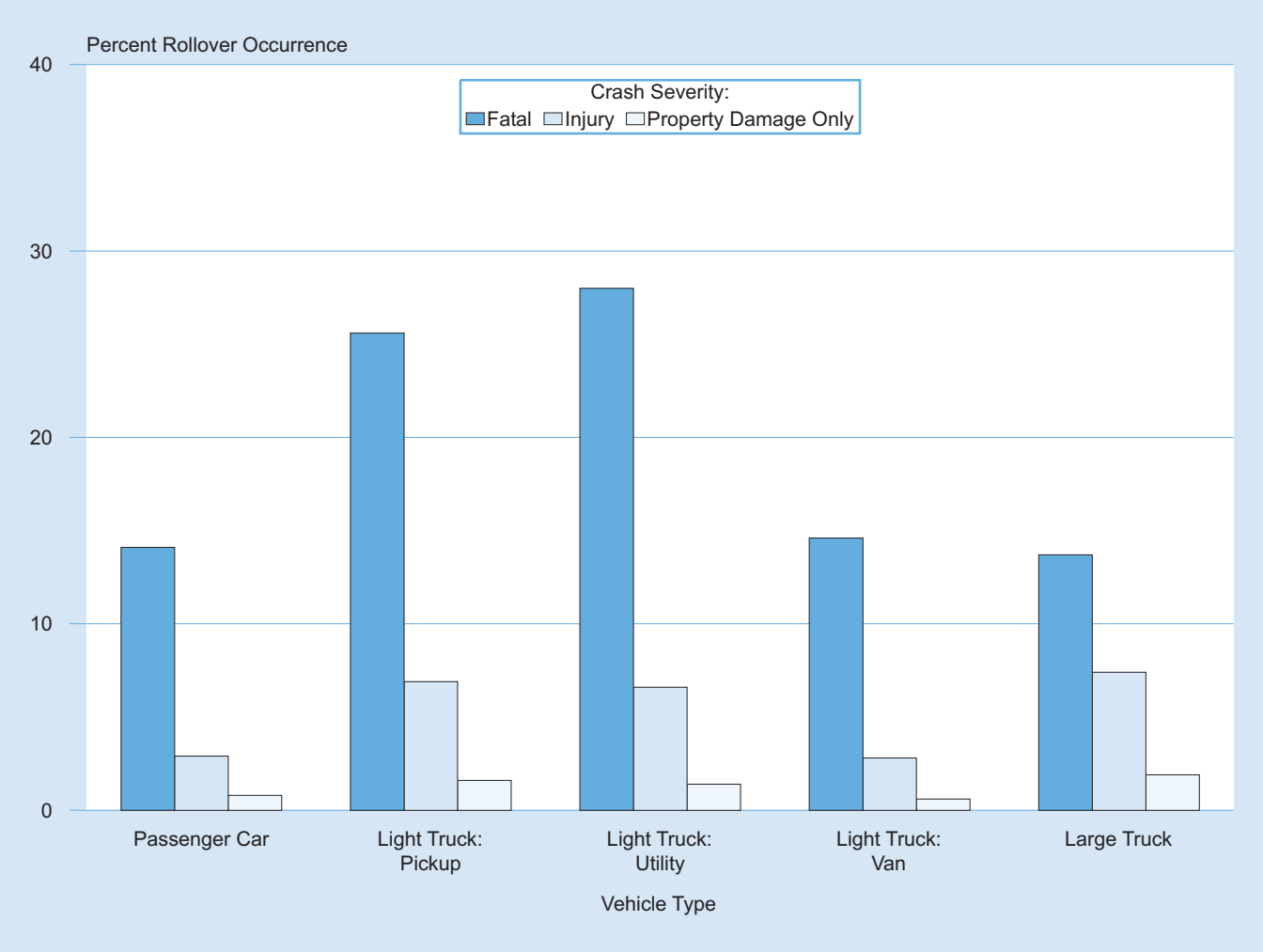


Table 39

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	601	3.4	17,247	96.6	**17,848**	**100.0**
Light Truck	506	3.0	16,630	97.0	**17,136**	**100.0**
Large Truck	261	7.0	3,483	93.0	**3,744**	**100.0**
Motorcycle	93	2.0	4,601	98.0	**4,694**	**100.0**
Bus	2	0.9	232	99.1	**234**	**100.0**
Other/Unknown	7	0.6	1,195	99.4	**1,202**	**100.0**
Total	**1,470**	**3.3**	**43,388**	**96.7**	**44,858**	**100.0**
Injury Crashes						
Passenger Car	2,000	0.1	1,683,000	99.9	**1,685,000**	**100.0**
Light Truck	1,000	0.1	1,137,000	99.9	**1,138,000**	**100.0**
Large Truck	*	0.1	88,000	99.9	**88,000**	**100.0**
Motorcycle	*	0.1	87,000	99.9	**87,000**	**100.0**
Bus	*	*	11,000	100.0	**11,000**	**100.0**
Other/Unknown	*	*	5,000	100.0	**5,000**	**100.0**
Total	**3,000**	**0.1**	**3,012,000**	**99.9**	**3,015,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	1,000	*	4,278,000	100.0	**4,279,000**	**100.0**
Light Truck	1,000	*	3,027,000	100.0	**3,028,000**	**100.0**
Large Truck	2,000	0.4	344,000	99.6	**346,000**	**100.0**
Motorcycle	*	*	19,000	100.0	**19,000**	**100.0**
Bus	*	*	58,000	100.0	**58,000**	**100.0**
Other/Unknown	*	*	9,000	100.0	**9,000**	**100.0**
Total	**4,000**	**0.1**	**7,735,000**	**99.9**	**7,739,000**	**100.0**
All Crashes						
Passenger Car	4,000	0.1	5,978,000	99.9	**5,982,000**	**100.0**
Light Truck	3,000	0.1	4,181,000	99.9	**4,184,000**	**100.0**
Large Truck	2,000	0.4	436,000	99.6	**438,000**	**100.0**
Motorcycle	*	0.1	110,000	99.9	**110,000**	**100.0**
Bus	*	*	69,000	100.0	**69,000**	**100.0**
Other/Unknown	*	*	15,000	100.0	**15,000**	**100.0**
Total	**9,000**	**0.1**	**10,790,000**	**99.9**	**10,799,000**	**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	24,049	63.2	1,359,000	55.6	3,523,000	50.0	**4,907,000**	**51.5**
Turning Left	2,577	6.8	295,000	12.1	654,000	9.3	**952,000**	**10.0**
Stopped in Traffic Lane	491	1.3	252,000	10.3	907,000	12.9	**1,160,000**	**12.2**
Turning Right	341	0.9	85,000	3.5	314,000	4.5	**400,000**	**4.2**
Slowed in Traffic Lane	297	0.8	115,000	4.7	409,000	5.8	**525,000**	**5.5**
Merging/Changing Lanes	639	1.7	64,000	2.6	349,000	5.0	**414,000**	**4.3**
Negotiating Curve	7,656	20.1	154,000	6.3	337,000	4.8	**499,000**	**5.2**
Backing Up	119	0.3	15,000	0.6	180,000	2.6	**195,000**	**2.0**
Passing Other Vehicle	695	1.8	19,000	0.8	76,000	1.1	**97,000**	**1.0**
Starting in Traffic Lane	231	0.6	55,000	2.2	174,000	2.5	**229,000**	**2.4**
Leaving Parking Space	30	0.1	5,000	0.2	35,000	0.5	**39,000**	**0.4**
Making U-Turn	143	0.4	15,000	0.6	33,000	0.5	**48,000**	**0.5**
Entering Parking Space	9	*	2,000	0.1	29,000	0.4	**32,000**	**0.3**
Disabled or Parked in Traffic Lane	41	0.1	1,000	*	2,000	*	**3,000**	*
Other Maneuver	344	0.9	6,000	0.2	18,000	0.3	**24,000**	**0.3**
Total	**38,046	**100.0**	**2,443,000**	**100.0**	**7,041,000**	**100.0**	**9,522,000**	**100.0**

*Less than 0.05 percent.

**Includes 384 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	7	948	12	1,472	**19**	**2,420**
Other	5	1,516	23	4,313	**28**	**5,829**
Minor Arterial	3	1,483	11	3,248	**14**	**4,731**
Major Collector	4	2,140	9	2,534	**13**	**4,674**
Minor Collector	1	581	1	333	**2**	**914**
Local Road or Street	3	2,265	2	1,078	**5**	**3,343**
Unknown Rural	0	112	0	61	**0**	**173**
Total	**23**	**9,045**	**58**	**13,039**	**81**	**22,084**
Urban Fatal Crashes						
Principal Arterial						
Interstate	2	1,170	7	2,337	**9**	**3,507**
Freeway/Expressway	0	563	2	1,051	**2**	**1,614**
Other	1	2,327	13	4,760	**14**	**7,087**
Minor Arterial	2	1,623	1	2,691	**3**	**4,314**
Collector	0	704	1	855	**1**	**1,559**
Local Road or Street	0	2,107	3	1,849	**3**	**3,956**
Unknown Urban	0	63	0	42	**0**	**105**
Total	**5**	**8,557**	**27**	**13,585**	**32**	**22,142**
All Fatal Crashes						
Principal Arterial						
Interstate	9	2,118	19	3,809	**28**	**5,927**
Freeway/Expressway	0	563	2	1,051	**2**	**1,614**
Other	6	3,843	36	9,073	**42**	**12,916**
Minor Arterial	5	3,106	12	5,939	**17**	**9,045**
Collector	5	3,425	11	3,722	**16**	**7,147**
Local Road or Street	3	4,372	5	2,927	**8**	**7,299**
Unknown Rural	0	112	0	61	**0**	**173**
Unknown Urban	0	63	0	42	**0**	**105**
Unknown Rural or Urban	0	283	0	349	**0**	**632**
Total	**28**	**17,885**	**85**	**26,973**	**113**	**44,858**

Figure 15

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

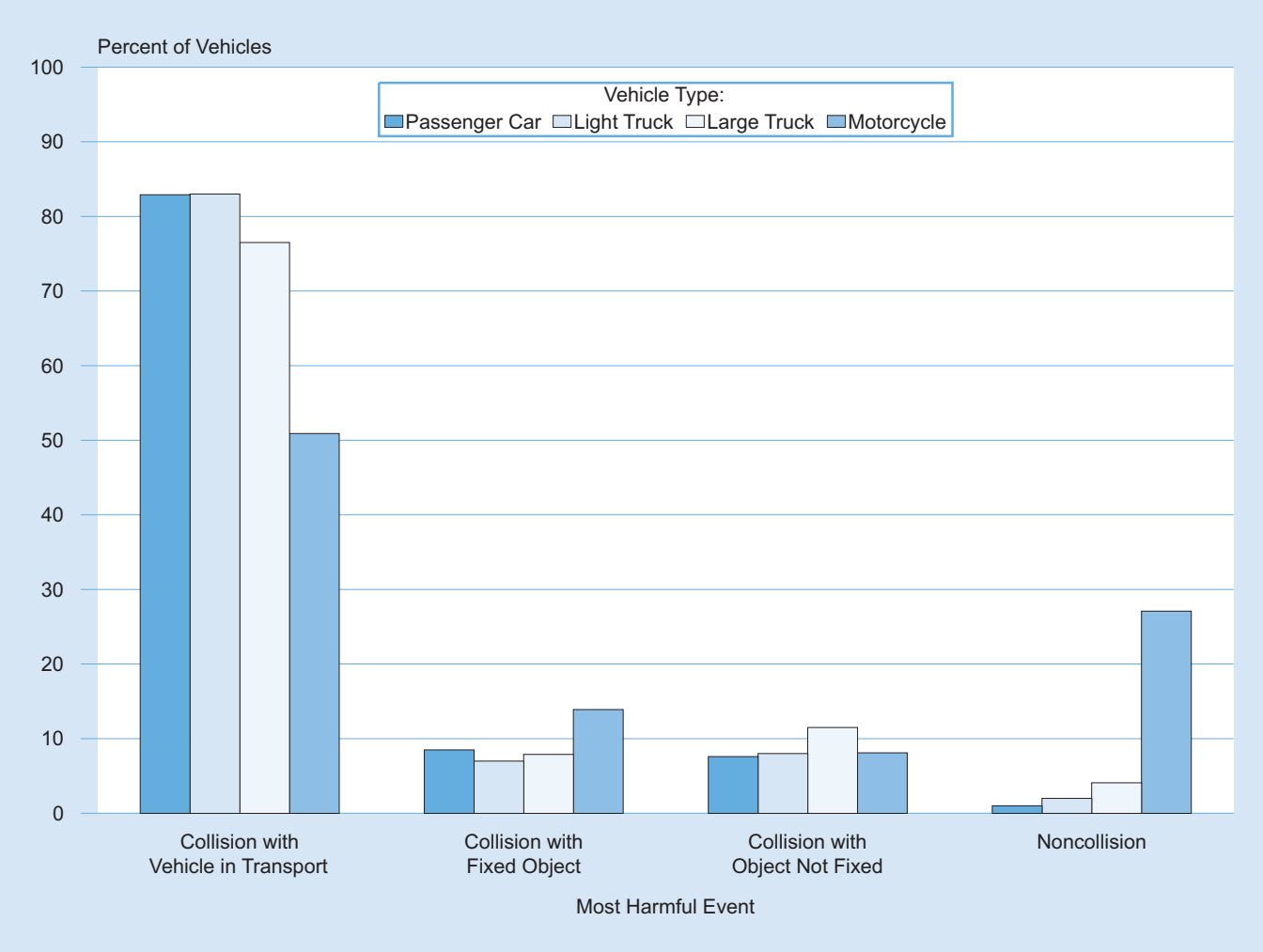
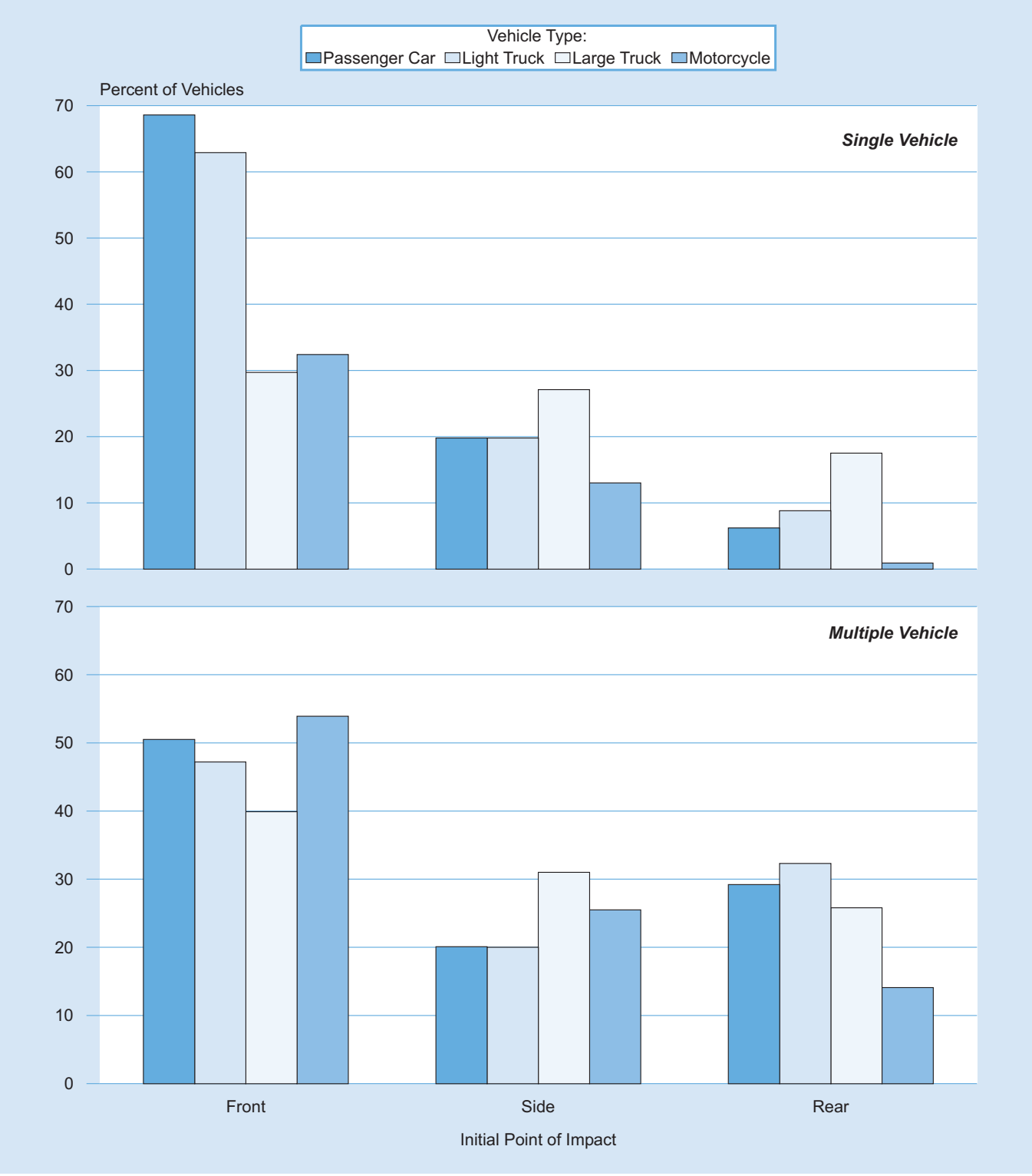


Figure 16

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	5,716	32.0	739,000	43.8	1,761,000	41.2	**2,505,000**	**41.9**
Left Side	1,597	8.9	139,000	8.3	382,000	8.9	**523,000**	**8.7**
Right Side	1,272	7.1	116,000	6.9	354,000	8.3	**471,000**	**7.9**
Rear	1,115	6.2	413,000	24.5	1,043,000	24.4	**1,457,000**	**24.4**
Other/Unknown	119	0.7	*	*	1,000	*	**1,000**	*
Subtotal	*9,819*	*55.0*	*1,408,000*	*83.5*	*3,540,000*	*82.7*	***4,957,000***	***82.9***
Collision with Fixed Object	**3,347**	**18.8**	**139,000**	**8.2**	**366,000**	**8.5**	**508,000**	**8.5**
Collision with Object Not Fixed:								
Nonoccupant	2,489	13.9	64,000	3.8	6,000	0.1	**73,000**	**1.2**
Other	450	2.5	42,000	2.5	338,000	7.9	**381,000**	**6.4**
Subtotal	*2,939*	*16.5*	*107,000*	*6.3*	*344,000*	*8.0*	***454,000***	***7.6***
Noncollision	**1,725**	**9.7**	**32,000**	**1.9**	**29,000**	**0.7**	**63,000**	**1.0**
Total	****17,848**	**100.0**	**1,685,000**	**100.0**	**4,279,000**	**100.0**	**5,982,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 18 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	4,544	64.6	191,000	72.7	473,000	67.1	**669,000**	**68.6**
Left Side	592	8.4	19,000	7.1	60,000	8.5	**79,000**	**8.1**
Right Side	524	7.5	27,000	10.3	86,000	12.3	**114,000**	**11.7**
Rear	129	1.8	9,000	3.4	51,000	7.3	**60,000**	**6.2**
Noncollision	479	6.8	13,000	4.9	16,000	2.3	**30,000**	**3.0**
Other/Unknown	761	10.8	4,000	1.6	18,000	2.5	**23,000**	**2.4**
Total	**7,029**	**100.0**	**262,000**	**100.0**	**705,000**	**100.0**	**974,000**	**100.0**
Multiple-Vehicle Crashes								
Front	6,269	57.9	746,000	52.4	1,779,000	49.8	**2,531,000**	**50.5**
Left Side	1,711	15.8	142,000	10.0	387,000	10.8	**531,000**	**10.6**
Right Side	1,349	12.5	118,000	8.3	357,000	10.0	**477,000**	**9.5**
Rear	1,194	11.0	415,000	29.2	1,045,000	29.2	**1,461,000**	**29.2**
Noncollision	18	0.2	*	*	*	*	*	*
Other/Unknown	278	2.6	1,000	0.1	6,000	0.2	**7,000**	**0.1**
Total	**10,819**	**100.0**	**1,422,000**	**100.0**	**3,574,000**	**100.0**	**5,007,000**	**100.0**
All Crashes								
Front	10,813	60.6	937,000	55.6	2,252,000	52.6	**3,199,000**	**53.5**
Left Side	2,303	12.9	161,000	9.5	447,000	10.4	**610,000**	**10.2**
Right Side	1,873	10.5	145,000	8.6	444,000	10.4	**591,000**	**9.9**
Rear	1,323	7.4	424,000	25.2	1,096,000	25.6	**1,521,000**	**25.4**
Noncollision	497	2.8	13,000	0.8	17,000	0.4	**30,000**	**0.5**
Other/Unknown	1,039	5.8	5,000	0.3	24,000	0.6	**30,000**	**0.5**
Total	**17,848**	**100.0**	**1,685,000**	**100.0**	**4,279,000**	**100.0**	**5,982,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 44

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	6,008	35.1	490,000	43.0	1,148,000	37.9	**1,644,000**	**39.3**
Left Side	925	5.4	90,000	7.9	259,000	8.5	**350,000**	**8.4**
Right Side	719	4.2	79,000	6.9	265,000	8.7	**344,000**	**8.2**
Rear	1,003	5.9	281,000	24.7	851,000	28.1	**1,133,000**	**27.1**
Other/Unknown	86	0.5	*	*	*	*	**1,000**	*
Subtotal	*8,741*	*51.0*	*941,000*	*82.6*	*2,523,000*	*83.3*	***3,472,000***	***83.0***
Collision with Fixed Object	**2,393**	**14.0**	**82,000**	**7.2**	**210,000**	**6.9**	**294,000**	**7.0**
Collision with Object Not Fixed:								
Nonmotorist	2,480	14.5	45,000	4.0	3,000	0.1	**51,000**	**1.2**
Other	393	2.3	25,000	2.2	258,000	8.5	**283,000**	**6.8**
Subtotal	*2,873*	*16.8*	*70,000*	*6.2*	*261,000*	*8.6*	***334,000***	***8.0***
Noncollision	**3,122**	**18.2**	**45,000**	**4.0**	**35,000**	**1.1**	**83,000**	**2.0**
Total	****17,136**	**100.0**	**1,138,000**	**100.0**	**3,028,000**	**100.0**	**4,184,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 7 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	4,397	59.8	118,000	65.4	296,000	61.9	**418,000**	**62.9**
Left Side	421	5.7	12,000	6.5	39,000	8.1	**51,000**	**7.6**
Right Side	394	5.4	18,000	9.9	63,000	13.1	**81,000**	**12.2**
Rear	111	1.5	8,000	4.2	51,000	10.6	**58,000**	**8.8**
Noncollision	1,386	18.8	23,000	12.8	21,000	4.4	**46,000**	**6.8**
Other/Unknown	646	8.8	2,000	1.1	9,000	1.8	**11,000**	**1.7**
Total	**7,355**	**100.0**	**180,000**	**100.0**	**478,000**	**100.0**	**665,000**	**100.0**
Multiple-Vehicle Crashes								
Front	6,526	66.7	497,000	51.8	1,158,000	45.4	**1,662,000**	**47.2**
Left Side	1,037	10.6	93,000	9.7	261,000	10.2	**355,000**	**10.1**
Right Side	810	8.3	83,000	8.6	267,000	10.5	**350,000**	**10.0**
Rear	1,131	11.6	283,000	29.6	852,000	33.4	**1,137,000**	**32.3**
Noncollision	41	0.4	1,000	0.1	1,000	0.1	**2,000**	**0.1**
Other/Unknown	236	2.4	2,000	0.2	10,000	0.4	**12,000**	**0.3**
Total	**9,781**	**100.0**	**958,000**	**100.0**	**2,550,000**	**100.0**	**3,518,000**	**100.0**
All Crashes								
Front	10,923	63.7	615,000	54.0	1,454,000	48.0	**2,080,000**	**49.7**
Left Side	1,458	8.5	105,000	9.2	300,000	9.9	**406,000**	**9.7**
Right Side	1,204	7.0	101,000	8.8	329,000	10.9	**431,000**	**10.3**
Rear	1,242	7.2	291,000	25.6	903,000	29.8	**1,195,000**	**28.6**
Noncollision	1,427	8.3	24,000	2.1	22,000	0.7	**48,000**	**1.1**
Other/Unknown	882	5.1	4,000	0.3	19,000	0.6	**24,000**	**0.6**
Total	**17,136**	**100.0**	**1,138,000**	**100.0**	**3,028,000**	**100.0**	**4,184,000**	**100.0**

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	1,587	42.4	38,000	42.8	97,000	28.2	**137,000**	**31.3**
Left Side	316	8.4	10,000	10.8	43,000	12.4	**53,000**	**12.0**
Right Side	154	4.1	8,000	8.9	47,000	13.5	**55,000**	**12.5**
Rear	636	17.0	19,000	21.6	70,000	20.3	**90,000**	**20.5**
Other/Unknown	52	1.4	*	0.5	*	0.1	**1,000**	**0.2**
Subtotal	*2,745*	*73.3*	*75,000*	*84.6*	*257,000*	*74.4*	***335,000***	***76.5***
Collision with Fixed Object	**161**	**4.3**	**3,000**	**3.6**	**31,000**	**9.1**	**35,000**	**7.9**
Collision with Object Not Fixed:								
Nonoccupant	343	9.2	1,000	1.6	*	0.1	**2,000**	**0.5**
Other	102	2.7	3,000	3.7	45,000	13.0	**48,000**	**11.1**
Subtotal	*445*	*11.9*	*5,000*	*5.3*	*45,000*	*13.1*	***50,000***	***11.5***
Noncollision	**393**	**10.5**	**6,000**	**6.5**	**12,000**	**3.4**	**18,000**	**4.1**
Total	**3,744**	**100.0**	**88,000**	**100.0**	**346,000**	**100.0**	**438,000**	**100.0**

*Less than 500.

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	415	58.1	4,000	39.1	21,000	28.0	**26,000**	**29.7**
Left Side	24	3.4	1,000	4.9	6,000	7.7	**6,000**	**7.3**
Right Side	65	9.1	1,000	9.5	16,000	21.4	**17,000**	**19.8**
Rear	18	2.5	*	4.1	15,000	19.6	**15,000**	**17.5**
Noncollision	133	18.6	4,000	38.3	9,000	12.5	**14,000**	**15.9**
Other/Unknown	59	8.3	*	4.0	8,000	10.8	**9,000**	**9.9**
Total	**714**	**100.0**	**11,000**	**100.0**	**76,000**	**100.0**	**88,000**	**100.0**
Multiple-Vehicle Crashes								
Front	1,737	57.3	39,000	50.1	99,000	36.8	**140,000**	**39.9**
Left Side	348	11.5	10,000	12.6	43,000	15.8	**53,000**	**15.1**
Right Side	172	5.7	8,000	10.6	47,000	17.5	**56,000**	**15.9**
Rear	659	21.7	19,000	25.0	70,000	26.1	**90,000**	**25.8**
Noncollision	26	0.9	*	0.3	1,000	0.4	**1,000**	**0.4**
Other/Unknown	88	2.9	1,000	1.5	9,000	3.3	**10,000**	**2.9**
Total	**3,030**	**100.0**	**77,000**	**100.0**	**270,000**	**100.0**	**350,000**	**100.0**
All Crashes								
Front	2,152	57.5	43,000	48.7	121,000	34.9	**166,000**	**37.9**
Left Side	372	9.9	10,000	11.6	49,000	14.1	**59,000**	**13.5**
Right Side	237	6.3	9,000	10.4	64,000	18.4	**73,000**	**16.7**
Rear	677	18.1	20,000	22.3	85,000	24.7	**106,000**	**24.2**
Noncollision	159	4.2	5,000	5.2	11,000	3.1	**15,000**	**3.5**
Other/Unknown	147	3.9	2,000	1.8	17,000	4.9	**19,000**	**4.3**
Total	**3,744**	**100.0**	**88,000**	**100.0**	**346,000**	**100.0**	**438,000**	**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	173	16.8	854	83.2	**1,027**	**100.0**
Combination Truck	341	12.6	2,376	87.4	**2,717**	**100.0**
Total	**514**	**13.7**	**3,230**	**86.3**	**3,744**	**100.0**
Injury Crashes						
Single-Unit Truck	2,000	5.3	41,000	94.7	**44,000**	**100.0**
Combination Truck	4,000	9.4	41,000	90.6	**45,000**	**100.0**
Total	**7,000**	**7.4**	**82,000**	**92.6**	**88,000**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	2,000	1.0	169,000	99.0	**171,000**	**100.0**
Combination Truck	5,000	2.7	171,000	97.3	**175,000**	**100.0**
Total	**6,000**	**1.9**	**339,000**	**98.1**	**346,000**	**100.0**
All Crashes						
Single-Unit Truck	4,000	1.9	211,000	98.1	**215,000**	**100.0**
Combination Truck	9,000	4.2	214,000	95.8	**223,000**	**100.0**
Total	**14,000**	**3.1**	**425,000**	**96.9**	**438,000**	**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	169	7.2	2,178	92.8	**2,347**	**100.0**
Two or More	13	13.5	83	86.5	**96**	**100.0**
Total	**182**	**7.4**	**2,261**	**92.6**	**2,443**	**100.0**
Injury Crashes						
One	1,000	1.8	35,000	98.2	**35,000**	**100.0**
Two or More	0	0.0	1,000	100.0	**1,000**	**100.0**
Total	**1,000**	**1.7**	**36,000**	**98.3**	**37,000**	**100.0**
Property-Damage-Only Crashes						
One	4,000	3.0	129,000	97.0	**133,000**	**100.0**
Two or More	1,000	20.2	3,000	79.8	**3,000**	**100.0**
Total	**5,000**	**3.4**	**132,000**	**96.6**	**137,000**	**100.0**
All Crashes						
One	5,000	2.8	166,000	97.2	**171,000**	**100.0**
Two or More	1,000	14.0	4,000	86.0	**5,000**	**100.0**
Total	**5,000**	**3.1**	**170,000**	**96.9**	**176,000**	**100.0**

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	1,751	37.3	25,000	29.1	5,000	26.0	**32,000**	**28.9**
Left Side	202	4.3	6,000	7.3	2,000	10.2	**8,000**	**7.6**
Right Side	123	2.6	5,000	6.1	1,000	6.8	**7,000**	**6.0**
Rear	213	4.5	6,000	6.9	2,000	10.8	**8,000**	**7.4**
Other/Unknown	180	3.8	1,000	0.8	*	0.7	**1,000**	**0.9**
Subtotal	*2,469*	*52.6*	*44,000*	*50.0*	*10,000*	*54.5*	***56,000***	***50.9***
Collision with Fixed Object	**1,189**	**25.3**	**13,000**	**14.5**	**2,000**	**8.3**	**15,000**	**13.9**
Collision with Object Not Fixed:								
Nonmotorist	36	0.8	1,000	1.3	*	1.3	**1,000**	**1.2**
Other	209	4.5	4,000	4.1	4,000	20.2	**8,000**	**6.8**
Subtotal	*245*	*5.2*	*5,000*	*5.3*	*4,000*	*21.5*	***9,000***	***8.1***
Noncollision	**780**	**16.6**	**26,000**	**30.1**	**3,000**	**15.8**	**30,000**	**27.1**
Total	****4,694**	**100.0**	**87,000**	**100.0**	**19,000**	**100.0**	**110,000**	**100.0**

*Less than 500.

**Includes 11 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	917	47.8	12,000	29.7	3,000	42.4	**16,000**	**32.4**
Left Side	81	4.2	3,000	6.6	1,000	11.8	**4,000**	**7.4**
Right Side	102	5.3	2,000	4.3	1,000	12.1	**3,000**	**5.6**
Rear	10	0.5	*	0.5	*	2.9	*	**0.9**
Noncollision	571	29.8	24,000	58.7	2,000	30.8	**27,000**	**53.1**
Other/Unknown	236	12.3	*	0.2	*	*	*	**0.6**
Total	**1,917**	**100.0**	**40,000**	**100.0**	**8,000**	**100.0**	**51,000**	**100.0**
Multiple-Vehicle Crashes								
Front	1,840	66.3	26,000	55.1	5,000	45.5	**32,000**	**53.9**
Left Side	222	8.0	6,000	13.9	2,000	17.9	**9,000**	**14.3**
Right Side	138	5.0	5,000	11.4	1,000	12.0	**7,000**	**11.2**
Rear	221	8.0	6,000	13.4	2,000	19.0	**8,000**	**14.1**
Noncollision	249	9.0	3,000	6.2	*	4.5	**4,000**	**6.0**
Other/Unknown	107	3.9	*	*	*	1.1	*	**0.4**
Total	**2,777**	**100.0**	**46,000**	**100.0**	**11,000**	**100.0**	**60,000**	**100.0**
All Crashes								
Front	2,757	58.7	38,000	43.3	8,000	44.2	**49,000**	**44.1**
Left Side	303	6.5	9,000	10.5	3,000	15.3	**12,000**	**11.1**
Right Side	240	5.1	7,000	8.1	2,000	12.0	**10,000**	**8.6**
Rear	231	4.9	6,000	7.4	2,000	12.1	**9,000**	**8.1**
Noncollision	820	17.5	27,000	30.7	3,000	15.8	**30,000**	**27.6**
Other/Unknown	343	7.3	*	0.1	*	0.7	**1,000**	**0.5**
Total	**4,694**	**100.0**	**87,000**	**100.0**	**19,000**	**100.0**	**110,000**	**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	78	33.3	3,000	30.1	12,000	21.4	**16,000**	**22.8**
Left Side	9	3.8	2,000	15.9	11,000	18.5	**13,000**	**18.0**
Right Side	12	5.1	1,000	9.0	8,000	13.7	**9,000**	**12.9**
Rear	26	11.1	3,000	30.9	15,000	26.1	**19,000**	**26.8**
Other/Unknown	3	1.3	*	*	*	*	*	*
Subtotal	*128*	*54.7*	*10,000*	*86.0*	*46,000*	*79.6*	***56,000***	***80.5***
Collision with Fixed Object	**6**	**2.6**	*	**2.5**	**2,000**	**3.9**	**3,000**	**3.6**
Collision with Object Not Fixed:								
Nonoccupant	88	37.6	1,000	10.3	*	*	**1,000**	**1.8**
Other	2	0.9	*	0.9	9,000	16.1	**9,000**	**13.6**
Subtotal	*90*	*38.5*	*1,000*	*11.2*	*9,000*	*16.1*	***11,000***	***15.4***
Noncollision	**10**	**4.3**	*	**0.3**	*	**0.4**	*	**0.4**
Total	**234**	**100.0**	**11,000**	**100.0**	**58,000**	**100.0**	**69,000**	**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	66	66.0	1,000	68.4	3,000	23.0	**4,000**	**28.6**
Left Side	3	3.0	*	4.5	1,000	8.3	**1,000**	**7.8**
Right Side	11	11.0	*	11.5	4,000	34.7	**4,000**	**31.8**
Rear	5	5.0	*	13.2	4,000	31.9	**4,000**	**29.5**
Noncollision	4	4.0	*	1.6	*	2.1	*	**2.0**
Other/Unknown	11	11.0	*	0.9	*	*	*	**0.2**
Total	**100**	**100.0**	**2,000**	**100.0**	**12,000**	**100.0**	13,000	100.0
Multiple-Vehicle Crashes								
Front	80	59.7	3,000	35.0	13,000	27.1	**16,000**	**28.6**
Left Side	11	8.2	2,000	18.5	11,000	23.1	**13,000**	**22.3**
Right Side	13	9.7	1,000	10.5	8,000	17.1	**9,000**	**16.0**
Rear	26	19.4	3,000	35.9	15,000	32.6	**19,000**	**33.1**
Noncollision	0	0.0	*	0.1	*	*	*	*
Other/Unknown	4	3.0	*	*	*	*	*	*
Total	**134**	**100.0**	**10,000**	**100.0**	**46,000**	**100.0**	56,000	100.0
All Crashes								
Front	146	62.4	4,000	39.6	15,000	26.3	**20,000**	**28.6**
Left Side	14	6.0	2,000	16.6	12,000	20.2	**14,000**	**19.5**
Right Side	24	10.3	1,000	10.6	12,000	20.6	**13,000**	**19.0**
Rear	31	13.2	4,000	32.8	19,000	32.5	**23,000**	**32.4**
Noncollision	4	1.7	*	0.3	*	0.4	*	**0.4**
Other/Unknown	15	6.4	*	0.1	*	*	*	*
Total	**234**	**100.0**	**11,000**	**100.0**	**58,000**	**100.0**	69,000	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 2014. The tables and figures are presented in nine groups: all killed or injured persons, crash-involved drivers, occupants (drivers and passengers), alcohol, restraints, motorcycle related, school bus related, pedestrians, and pedalcyclists. Below are some of the statistics you will find in this section:

- A total of 32,675 people lost their lives in motor vehicle crashes in 2014. Another 2.34 million people were injured.
- The majority of persons killed or injured in traffic crashes were drivers (65 percent), followed by passengers (25 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 under 5 and 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 5 to 9 years old and people over 74 years old.
- Of the persons who were killed in traffic crashes in 2014, 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	16,454	94,000	438,000	992,000	1,524,000	**1,540,000**
Passenger	5,751	34,000	158,000	406,000	597,000	**603,000**
Unknown Occupant	71	*	*	*	*	*
Subtotal	*22,276*	*128,000*	*596,000*	*1,397,000*	*2,121,000*	***2,143,000***
Motorcyclists	**4,586**	**23,000**	**45,000**	**24,000**	**92,000**	**96,000**
Nonoccupants						
Pedestrian	4,884	12,000	26,000	27,000	65,000	**70,000**
Pedalcyclist	726	6,000	26,000	19,000	50,000	**51,000**
Other/Unknown	203	1,000	4,000	5,000	10,000	**10,000**
Subtotal	*5,813*	*19,000*	*55,000*	*51,000*	*125,000*	***131,000***
Total	**32,675**	**169,000**	**696,000**	**1,472,000**	**2,338,000**	**2,370,000**

*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	340	2,000	12,000	33,000	47,000	**48,000**
5-9	350	3,000	17,000	33,000	54,000	**54,000**
10-15	562	6,000	25,000	55,000	86,000	**87,000**
16-20	2,998	19,000	93,000	157,000	268,000	**271,000**
21-24	3,292	19,000	79,000	149,000	247,000	**250,000**
25-34	5,817	34,000	139,000	286,000	460,000	**466,000**
35-44	4,222	24,000	91,000	232,000	347,000	**351,000**
45-54	4,908	26,000	97,000	221,000	345,000	**350,000**
55-64	4,390	19,000	71,000	172,000	263,000	**267,000**
65-74	2,745	10,000	42,000	85,000	137,000	**140,000**
>74	2,964	7,000	30,000	47,000	84,000	**87,000**
Total	***32,675**	**169,000**	**696,000**	**1,472,000**	**2,338,000**	**2,370,000**

*Includes 87 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	23,220	100,000	363,000	659,000	1,122,000	**1,145,000**
Female	9,438	69,000	333,000	813,000	1,215,000	**1,225,000**
Total	***32,675**	**169,000**	**696,000**	**1,472,000**	**2,338,000**	**2,370,000**

*Includes 17 fatalities of unknown sex.

Figure 17

Percent of Persons Killed or Injured, by Age

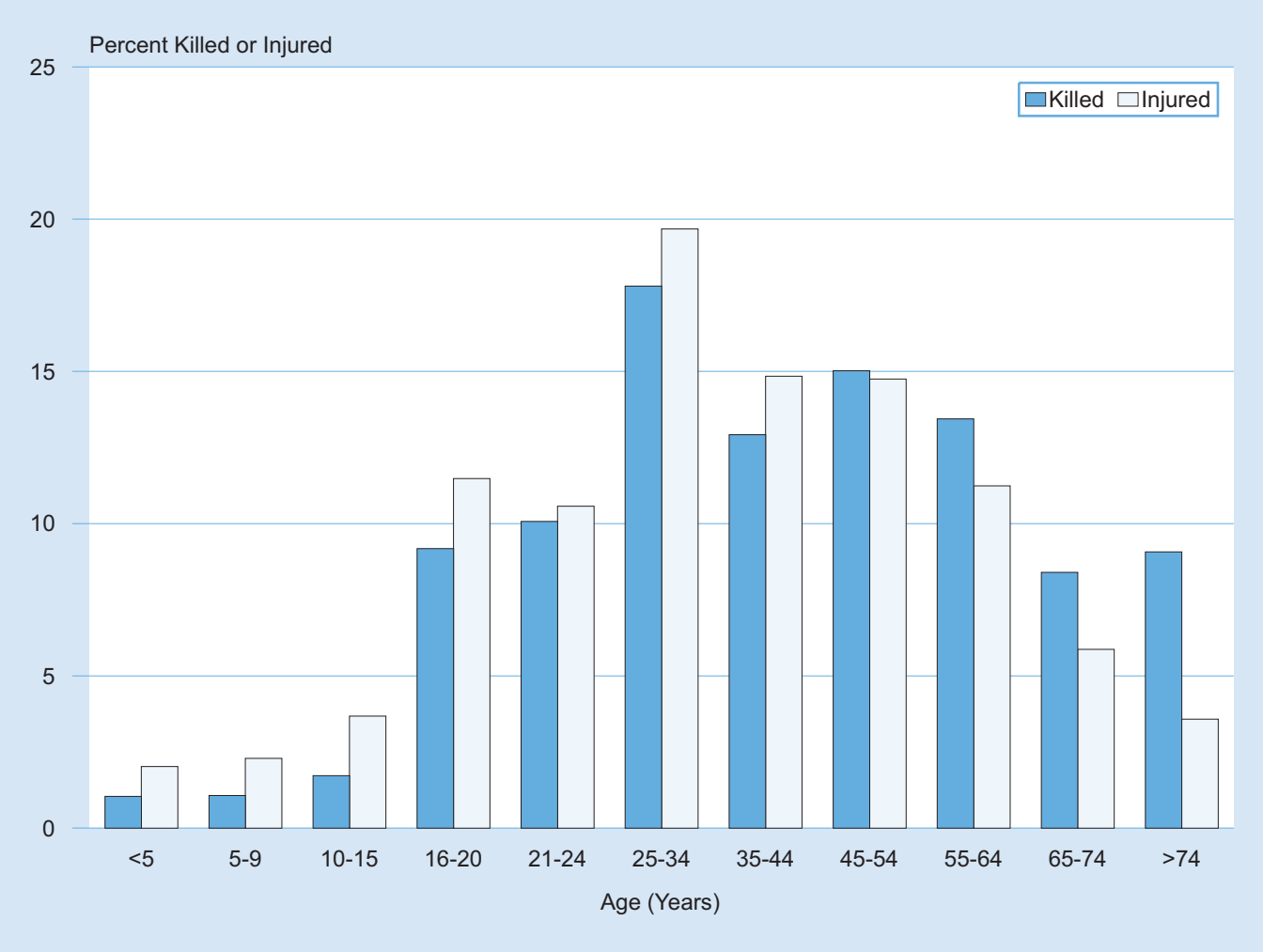


Table 57

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	177	10,156	1.74	163	9,721	1.68	**340**	**19,877**	**1.71**
5-9	193	10,478	1.84	157	10,041	1.56	**350**	**20,520**	**1.71**
10-15	341	12,680	2.69	221	12,156	1.82	**562**	**24,835**	**2.26**
16-20	2,079	10,925	19.03	919	10,398	8.84	**2,998**	**21,323**	**14.06**
21-24	2,481	9,470	26.20	810	9,023	8.98	**3,292**	**18,493**	**17.80**
25-34	4,403	21,970	20.04	1,413	21,546	6.56	**5,817**	**43,517**	**13.37**
35-44	3,104	20,159	15.40	1,117	20,354	5.49	**4,222**	**40,513**	**10.42**
45-54	3,636	21,425	16.97	1,272	22,034	5.77	**4,908**	**43,459**	**11.29**
55-64	3,211	19,322	16.62	1,179	20,756	5.68	**4,390**	**40,078**	**10.95**
65-74	1,813	12,349	14.68	932	14,049	6.63	**2,745**	**26,398**	**10.40**
>74	1,724	8,002	21.54	1,239	11,843	10.46	**2,964**	**19,845**	**14.94**
Unknown	58	*	*	16	*	*	**87**	*	*
Total	**23,220**	**156,936**	**14.80**	**9,438**	**161,921**	**5.83**	****32,675**	**318,857**	**10.25**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	23,000	10,156	224	24,000	9,721	251	**47,000**	**19,877**	**238**
5-9	29,000	10,478	272	25,000	10,041	250	**54,000**	**20,520**	**261**
10-15	40,000	12,680	315	46,000	12,156	380	**86,000**	**24,835**	**346**
16-20	125,000	10,925	1,140	144,000	10,398	1,383	**268,000**	**21,323**	**1,258**
21-24	121,000	9,470	1,282	126,000	9,023	1,393	**247,000**	**18,493**	**1,336**
25-34	223,000	21,970	1,014	237,000	21,546	1,101	**460,000**	**43,517**	**1,057**
35-44	168,000	20,159	832	179,000	20,354	880	**347,000**	**40,513**	**856**
45-54	168,000	21,425	782	177,000	22,034	804	**345,000**	**43,459**	**793**
55-64	126,000	19,322	650	137,000	20,756	660	**263,000**	**40,078**	**655**
65-74	62,000	12,349	503	75,000	14,049	535	**137,000**	**26,398**	**520**
>74	39,000	8,002	490	45,000	11,843	376	**84,000**	**19,845**	**422**
Total	**1,122,000**	**156,936**	**715**	**1,215,000**	**161,921**	**751**	**2,338,000**	**318,857**	**733**

*Not applicable.

**Includes 17 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

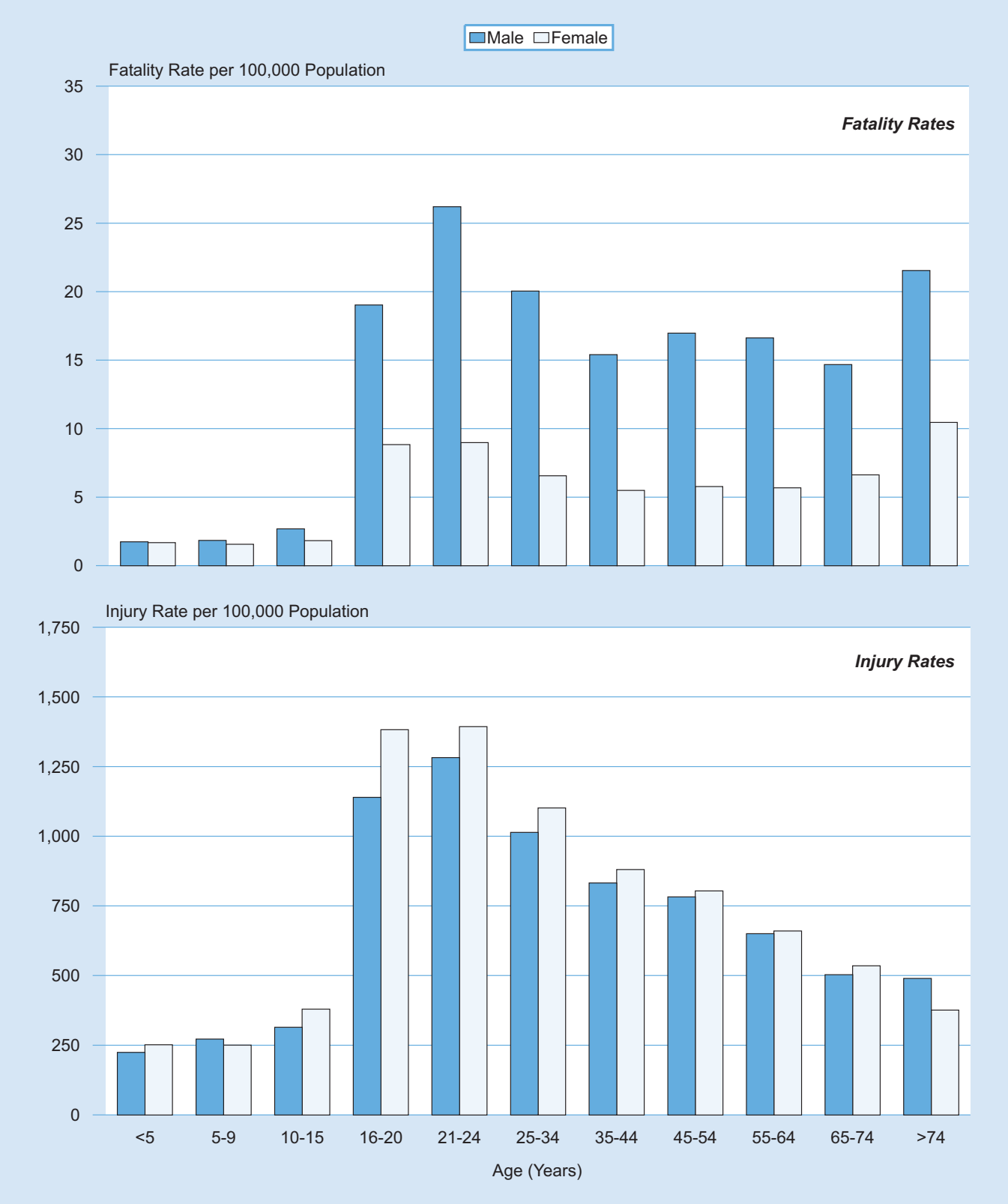


Table 58
Persons Killed or Injured in Crashes, by Weather Condition and Light Condition

Weather Condition	Light Condition					Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	Other/Unknown	
Persons Killed						
Normal	14,173	5,158	8,338	1,204	69	**28,942**
Rain	918	484	729	91	8	**2,230**
Snow/Sleet	370	65	226	50	4	**715**
Other	158	84	208	40	2	**492**
Unknown	66	24	109	7	90	**296**
Total	**15,685**	**5,815**	**9,610**	**1,392**	**173**	**32,675**
Persons Injured						
Normal	1,458,000	351,000	177,000	69,000	*	**2,055,000**
Rain	122,000	42,000	21,000	9,000	*	**195,000**
Snow/Sleet	43,000	13,000	12,000	5,000	*	**73,000**
Other	7,000	3,000	4,000	2,000	*	**15,000**
Total	**1,630,000**	**409,000**	**213,000**	**85,000**	*	**2,338,000**

*Less than 0.5.

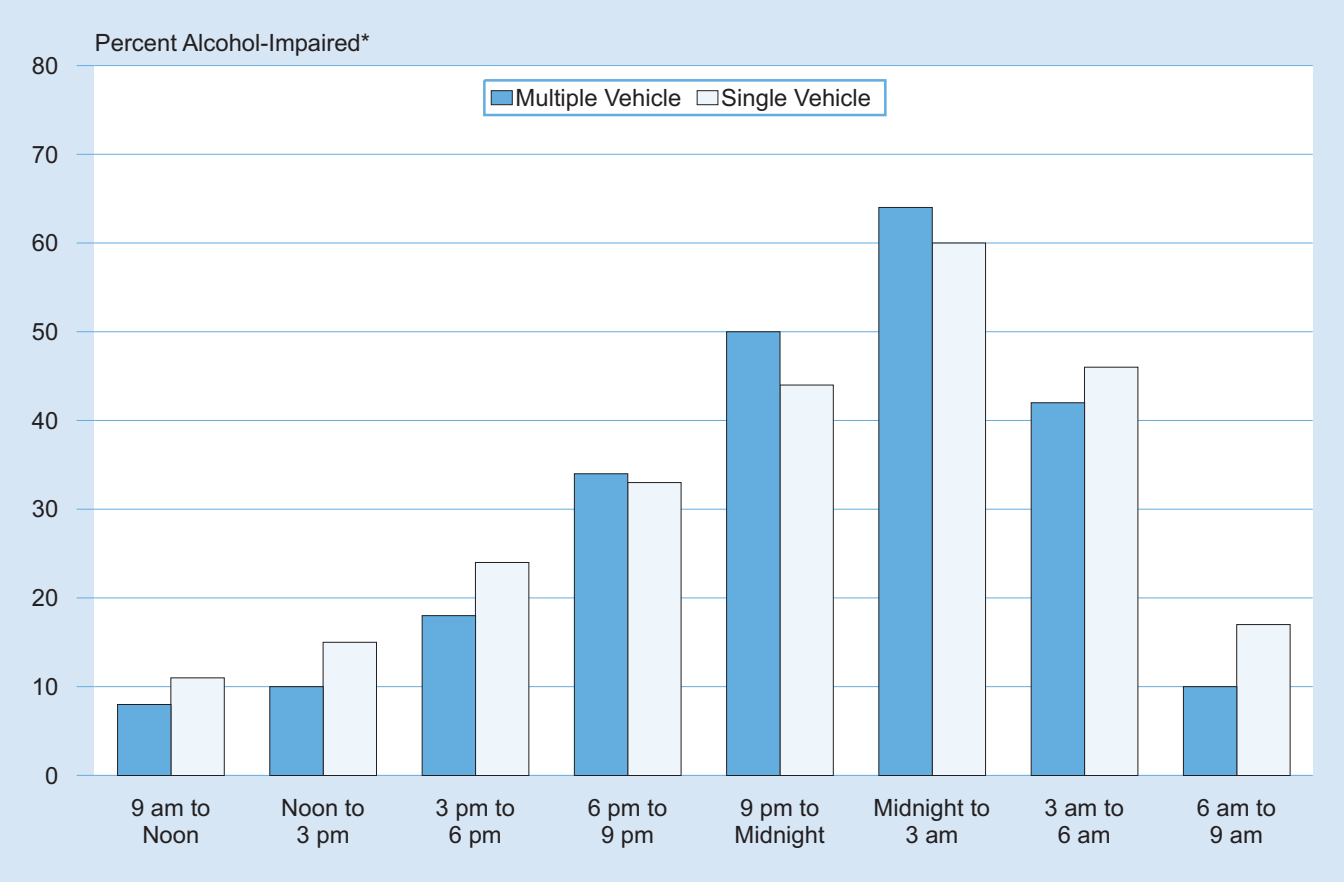
Table 59
Persons Killed in Crashes and Percent Alcohol-Impaired Driving Fatalities, by Time of Day and Crash Type

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	2,825	1,697	60	959	616	64	**3,784**	**2,313**	**61**
3 am to 6 am	1,967	901	46	818	348	42	**2,785**	**1,249**	**45**
6 am to 9 am	1,697	283	17	1,565	164	10	**3,262**	**447**	**14**
9 am to Noon	1,476	170	11	1,659	140	8	**3,135**	**309**	**10**
Noon to 3 pm	1,874	283	15	2,312	226	10	**4,186**	**508**	**12**
3 pm to 6 pm	2,415	575	24	2,770	512	18	**5,185**	**1,086**	**21**
6 pm to 9 pm	3,142	1,023	33	2,201	749	34	**5,343**	**1,772**	**33**
9 pm to Midnight	3,227	1,404	44	1,529	766	50	**4,756**	**2,169**	**46**
Unknown	226	109	48	13	6	42	**239**	**114**	**48**
Total	**18,849**	**6,444**	**34**	**13,826**	**3,523**	**25**	**32,675**	**9,967**	**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	164	61	35	0	0	**260**
Freeway/Expressway	23	2	6	1	1	**33**
Other	109	27	35	2	2	**175**
Minor Arterial	69	17	14	3	1	**104**
Collector	37	8	5	0	0	**50**
Local Road or Street	21	6	13	1	1	**42**
Unknown	4	0	1	0	0	**5**
Total	**427**	**121**	**109**	**7**	**5**	**669**

*Includes motorcycle riders.
**Includes motorcycle passengers.

Table 61

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

Person Type	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Total	In Emergency Use*	Total	In Emergency Use*	Total	In Emergency Use*
Ambulance						
Ambulance Driver	0	0	0	0	**0**	**0**
Ambulance Passenger	4	4	3	1	**7**	**5**
Occupant of Other Vehicle	0	0	12	6	**12**	**6**
Pedestrian	0	0	2	1	**2**	**1**
Pedalcyclist	1	0	0	0	**1**	**0**
Total	**5**	**4**	**17**	**8**	**22**	**12**
Fire Truck						
Fire Truck Driver	2	1	1	0	**3**	**1**
Fire Truck Passenger	0	0	0	0	**0**	**0**
Occupant of Other Vehicle	0	0	11	3	**11**	**3**
Pedestrian	1	0	1	1	**2**	**1**
Pedalcyclist	1	0	1	1	**2**	**1**
Total	**4**	**1**	**14**	**5**	**18**	**6**
Police Vehicle						
Police Vehicle Driver	6	3	12	6	**18**	**9**
Police Vehicle Passenger	2	1	0	0	**2**	**1**
Occupant of Other Vehicle	0	0	43	23	**43**	**23**
Pedestrian	16	9	1	1	**17**	**10**
Pedalcyclist	2	0	0	0	**2**	**0**
Other Nonoccupant	1	0	0	0	**1**	**0**
Total	**27**	**13**	**56**	**30**	**83**	**43**

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

Figure 20

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

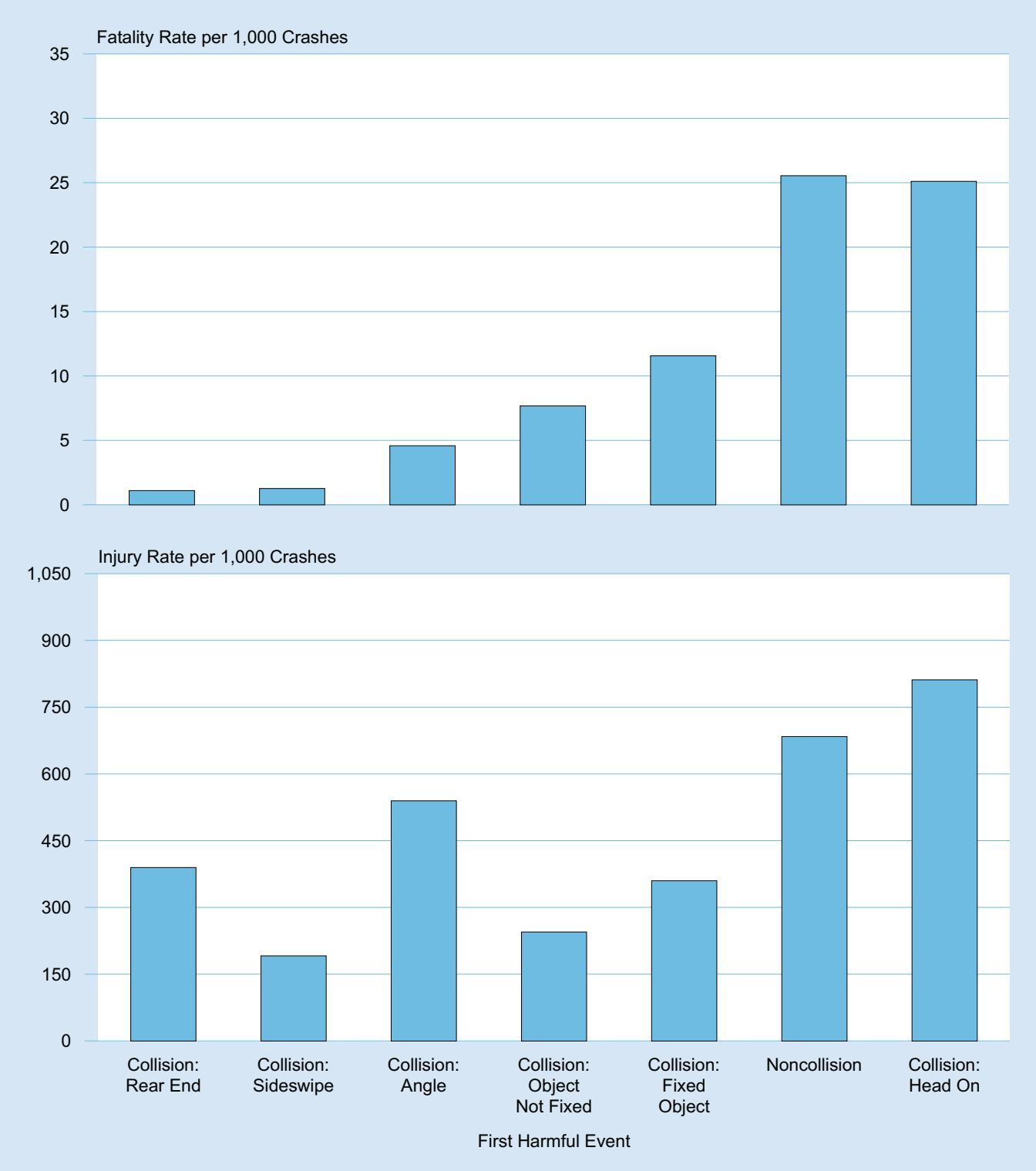


Figure 21

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

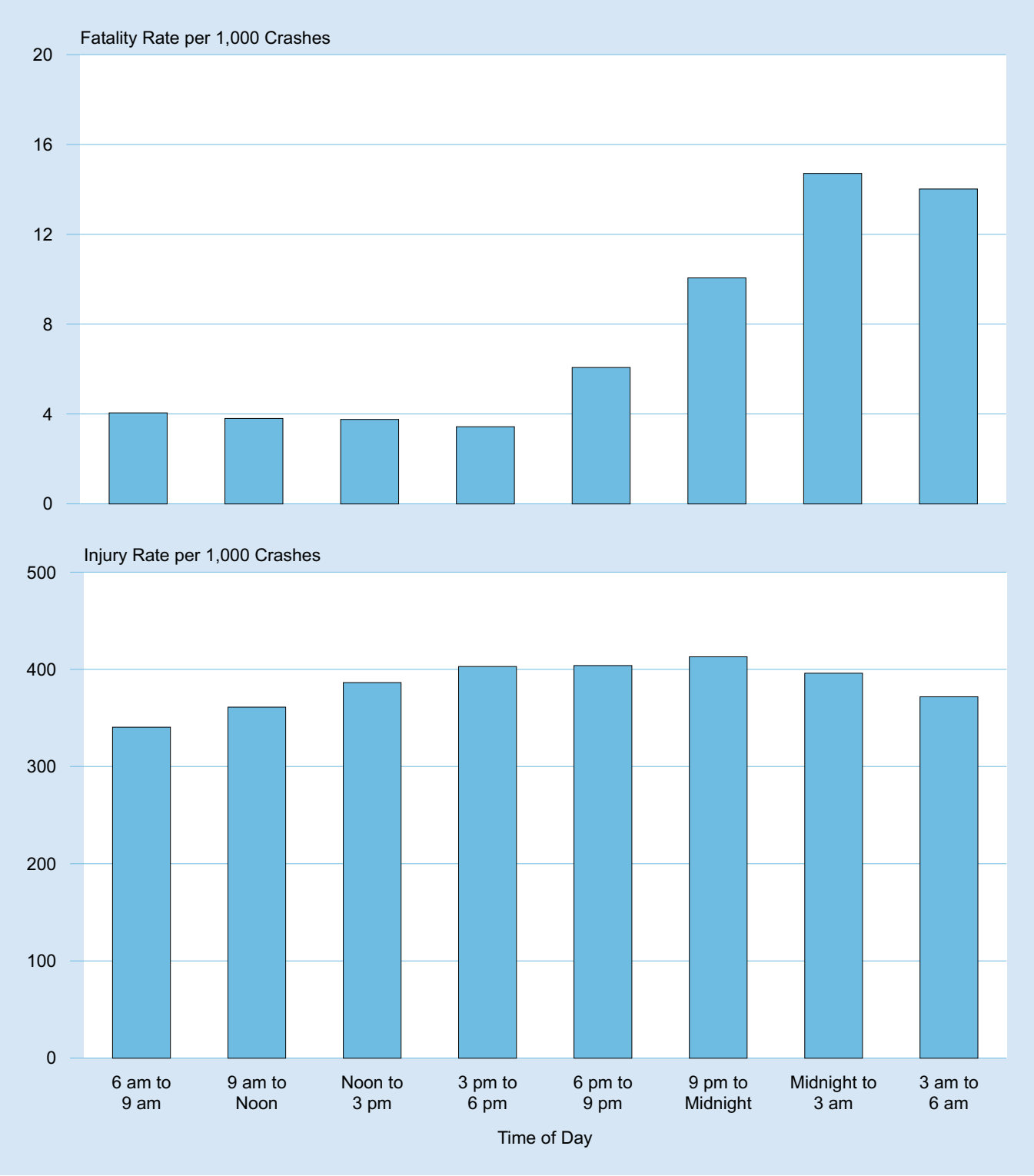


Table 62
Driver Involvement Rates per 100,000 Licensed Drivers, by Age, Sex, and Crash Severity

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	102	*	35	*	**137**	*
16-20	2,689	45.14	1,114	19.57	**3,803**	**32.64**
21-24	3,504	48.22	1,149	16.20	**4,654**	**32.41**
25-34	6,697	36.09	2,273	12.09	**8,972**	**24.01**
35-44	5,145	28.94	1,746	9.66	**6,894**	**19.22**
45-54	5,605	28.57	1,744	8.77	**7,350**	**18.61**
55-64	4,598	25.38	1,397	7.46	**5,997**	**16.27**
65-74	2,382	20.45	932	7.65	**3,314**	**13.91**
>74	1,782	25.69	859	11.19	**2,641**	**18.07**
Unknown	68	*	9	*	**821**	*
Total	**32,572**	**30.76**	**11,258**	**10.41**	****44,583**	**20.82**
Drivers in Injury Crashes						
<16	20,000	*	15,000	*	**35,000**	*
16-20	185,000	3,107	162,000	2,850	**347,000**	**2,982**
21-24	183,000	2,523	152,000	2,140	**335,000**	**2,334**
25-34	358,000	1,932	306,000	1,629	**665,000**	**1,780**
35-44	279,000	1,567	227,000	1,254	**505,000**	**1,409**
45-54	261,000	1,332	211,000	1,062	**472,000**	**1,196**
55-64	207,000	1,141	159,000	851	**366,000**	**993**
65-74	104,000	896	74,000	607	**178,000**	**748**
>74	62,000	887	45,000	584	**106,000**	**728**
Total	**1,659,000**	**1,567**	**1,351,000**	**1,249**	**3,011,000**	**1,406**
Drivers in Property-Damage-Only Crashes						
<16	41,000	*	35,000	*	**76,000**	*
16-20	525,000	8,809	422,000	7,407	**946,000**	**8,123**
21-24	482,000	6,629	381,000	5,369	**862,000**	**6,007**
25-34	942,000	5,077	715,000	3,800	**1,657,000**	**4,434**
35-44	727,000	4,089	564,000	3,121	**1,291,000**	**3,601**
45-54	708,000	3,610	518,000	2,604	**1,226,000**	**3,104**
55-64	545,000	3,011	400,000	2,137	**946,000**	**2,567**
65-74	267,000	2,296	191,000	1,567	**458,000**	**1,924**
>74	145,000	2,094	109,000	1,421	**254,000**	**1,740**
Total	**4,383,000**	**4,139**	**3,335,000**	**3,082**	**7,718,000**	**3,605**
Drivers in All Crashes						
<16	61,000	*	50,000	*	**111,000**	*
16-20	712,000	11,961	585,000	10,277	**1,298,000**	**11,138**
21-24	669,000	9,200	534,000	7,525	**1,202,000**	**8,373**
25-34	1,307,000	7,045	1,023,000	5,441	**2,331,000**	**6,238**
35-44	1,011,000	5,685	793,000	4,384	**1,804,000**	**5,029**
45-54	975,000	4,970	730,000	3,674	**1,705,000**	**4,318**
55-64	757,000	4,177	561,000	2,996	**1,318,000**	**3,576**
65-74	374,000	3,213	266,000	2,182	**640,000**	**2,686**
>74	209,000	3,006	155,000	2,015	**363,000**	**2,486**
Unknown	***	*	***	*	**1,000**	*
Total	**6,075,000**	**5,736**	**4,697,000**	**4,342**	**10,773,000**	**5,032**

*Not applicable.
**Includes 753 drivers of unknown sex.
***Less than 500.
Notes: Drivers include motorcycle riders. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.
Source: Licensed Drivers—Federal Highway Administration.

Figure 22

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

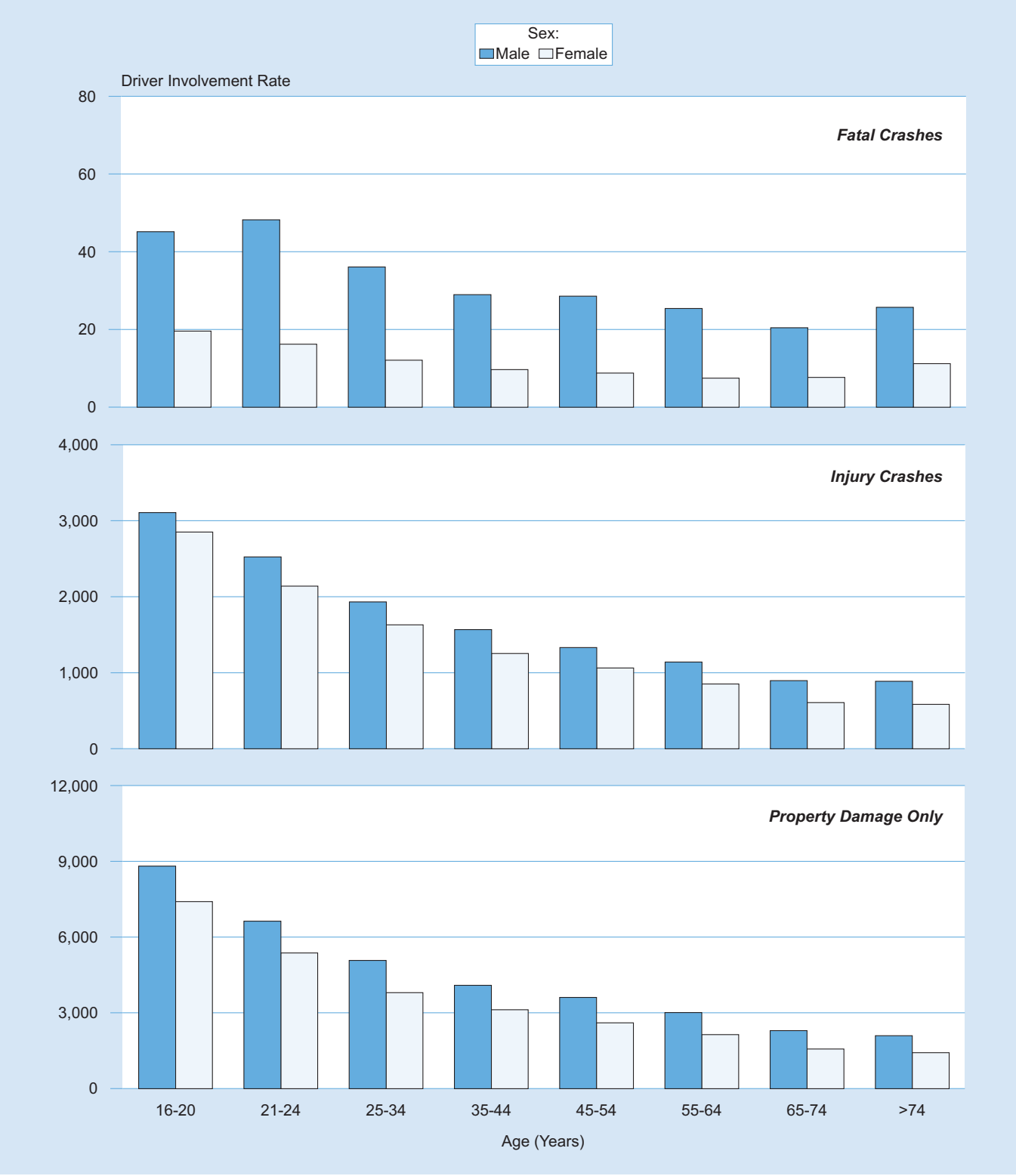


Table 63

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

Previous Convictions	Valid License (37,199)		Invalid License (6,220)		Total (43,419)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	4,383	11.8	639	10.3	**5,022**	**11.6**
Previous Recorded Suspensions or Revocations	3,318	8.9	2,782	44.7	**6,100**	**14.0**
Previous DWI Convictions	531	1.4	542	8.7	**1,073**	**2.5**
Previous Speeding Convictions	5,784	15.5	952	15.3	**6,736**	**15.5**
Previous Other Harmful Moving Convictions	5,526	14.9	1,352	21.7	**6,878**	**15.8**
Drivers with No Previous Convictions	23,940	64.4	2,838	45.6	**26,778**	**61.7**

Notes: Table does not include 1,164 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	8,360	18.8
Under the influence of alcohol, drugs or medication	5,492	12.3
Failure to keep in proper lane or running off road	3,770	8.5
Failure to yield right of way	3,094	6.9
Distracted (phone, talking, eating, object, etc.	3,000	6.7
Operating vehicle in a careless manner	2,122	4.8
Overcorrecting/oversteering	1,814	4.1
Failure to obey traffic signs, signals, or officer	1,796	4.0
Operating vehicle in erratic, reckless, or negligent manner	1,548	3.5
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	1,510	3.4
Drowsy, asleep, fatigued, ill, or blackout	1,309	2.9
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,241	2.8
Driving wrong way on one-way trafficway or on wrong side of road	879	2.0
Making improper turn	765	1.7
Other factors	5,212	11.7
None reported	13,885	31.1
Unknown	5,740	12.9
Total Drivers	**44,583**	**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	8,690	55,000	267,000	620,000	943,000	**951,000**
Passengers	3,210	18,000	89,000	242,000	349,000	**353,000**
Unknown	26	*	*	*	*	*
Subtotal	*11,926*	*73,000*	*356,000*	*863,000*	*1,292,000*	***1,304,000***
Light Truck						
Drivers	6,726	36,000	160,000	354,000	550,000	**557,000**
Passengers	2,343	15,000	63,000	154,000	232,000	**234,000**
Unknown	27	*	*	*	*	*
Subtotal	*9,096*	*50,000*	*223,000*	*508,000*	*782,000*	***791,000***
Large Truck						
Drivers	594	2,000	8,000	14,000	24,000	**24,000**
Passengers	63	*	1,000	1,000	3,000	**3,000**
Unknown	0	*	*	*	*	*
Subtotal	*657*	*2,000*	*9,000*	*15,000*	*27,000*	***27,000***
Bus	*44*	*	*3,000*	*10,000*	*14,000*	***14,000***
Other/Unknown	*553*	*2,000*	*3,000*	*2,000*	*6,000*	***7,000***
Subtotal*	***22,276***	***128,000***	***596,000***	***1,397,000***	***2,121,000***	***2,143,000***
Motorcycle						
Riders	4,311	21,000	41,000	22,000	84,000	**88,000**
Passengers	274	2,000	4,000	2,000	8,000	**8,000**
Unknown	1	*	*	*	*	*
Subtotal	***4,586***	***23,000***	***45,000***	***24,000***	***92,000***	***96,000***
Total	**26,862**	**151,000**	**641,000**	**1,421,000**	**2,213,000**	**2,240,000**

*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	1,559	11.5	909	6.8	**2,468**	**9.2**
35 or 40 mph	2,212	16.3	1,981	14.9	**4,193**	**15.6**
45 or 50 mph	2,358	17.4	2,527	19.0	**4,885**	**18.2**
55 mph	3,939	29.1	3,957	29.7	**7,896**	**29.4**
60 mph or higher	2,995	22.1	3,251	24.4	**6,246**	**23.3**
No Statutory Limit	43	0.3	125	0.9	**168**	**0.6**
Unknown	441	3.3	565	4.2	**1,006**	**3.7**
Total	**13,547**	**100.0**	**13,315**	**100.0**	**26,862**	**100.0**
Persons Injured						
30 mph or less	91,000	19.6	226,000	12.9	**317,000**	**14.3**
35 or 40 mph	80,000	17.3	547,000	31.3	**627,000**	**28.3**
45 or 50 mph	67,000	14.3	385,000	22.0	**452,000**	**20.4**
55 mph	103,000	22.1	171,000	9.8	**274,000**	**12.4**
60 mph or higher	73,000	15.6	151,000	8.7	**224,000**	**10.1**
No Statutory Limit	4,000	0.8	38,000	2.2	**41,000**	**1.9**
Unknown	48,000	10.3	230,000	13.2	**278,000**	**12.6**
Total	**465,000**	**100.0**	**1,748,000**	**100.0**	**2,213,000**	**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	658	26.7	1,744	70.7	66	2.7	**2,468**	**100.0**
35 or 40 mph	1,371	32.7	2,747	65.5	75	1.8	**4,193**	**100.0**
45 or 50 mph	2,406	49.3	2,394	49.0	85	1.7	**4,885**	**100.0**
55 mph	6,276	79.5	1,575	19.9	45	0.6	**7,896**	**100.0**
60 mph or higher	4,155	66.5	2,045	32.7	46	0.7	**6,246**	**100.0**
No Statutory Limit	86	51.2	79	47.0	3	1.8	**168**	**100.0**
Unknown	434	43.1	558	55.5	14	1.4	**1,006**	**100.0**
Total	**15,386**	**57.3**	**11,142**	**41.5**	**334**	**1.2**	**26,862**	**100.0**

Figure 23

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

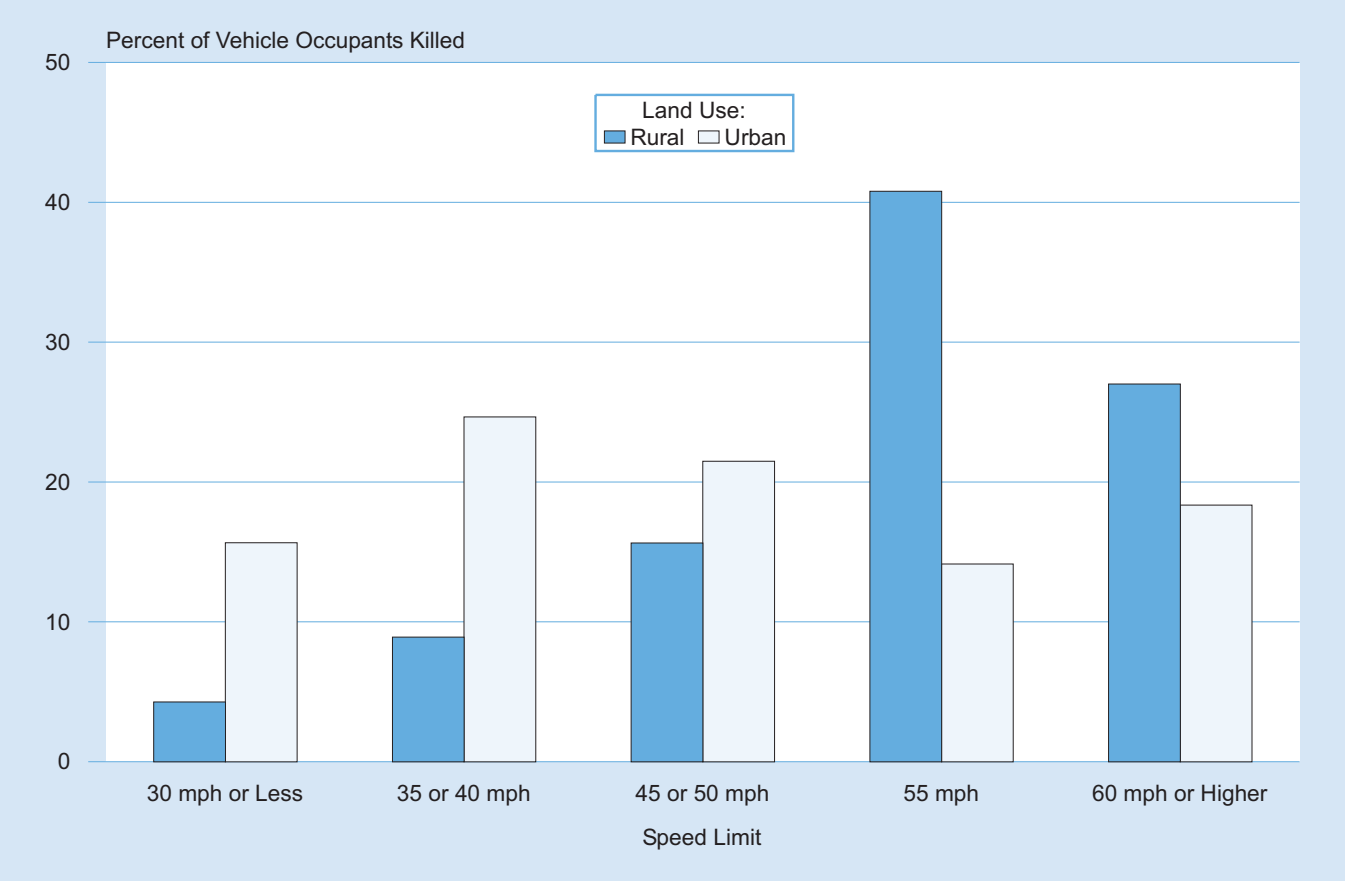


Table 68

Vehicle Occupants Killed or Injured, by Sex and Vehicle Type

Sex	Vehicle Type							
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	Total
Occupants Killed								
Male	7,234	6,481	636	19	459	*14,829*	*4,183*	**19,012**
Female	4,690	2,613	20	25	92	*7,440*	*402*	**7,842**
Unknown	2	2	1	0	2	*7*	*1*	**8**
Total	**11,926**	**9,096**	**657**	**44**	**553**	***22,276***	***4,586***	**26,862**
Occupants Injured								
Male	535,000	393,000	23,000	7,000	4,000	*961,000*	*79,000*	**1,040,000**
Female	758,000	389,000	4,000	7,000	2,000	*1,160,000*	*13,000*	**1,173,000**
Total	**1,292,000**	**782,000**	**27,000**	**14,000**	**6,000**	***2,121,000***	***92,000***	**2,213,000**

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	142	98	2	0	5	*247*	*1*	**248**
5-9	118	117	0	2	11	*248*	*2*	**250**
10-15	205	164	0	2	31	*402*	*18*	**420**
16-20	1,548	801	7	10	47	*2,413*	*234*	**2,647**
21-24	1,533	796	25	3	54	*2,411*	*522*	**2,933**
25-34	2,251	1,587	91	7	103	*4,039*	*969*	**5,008**
35-44	1,294	1,290	127	3	69	*2,783*	*724*	**3,507**
45-54	1,262	1,361	172	6	82	*2,883*	*1,013*	**3,896**
55-64	1,146	1,222	161	3	69	*2,601*	*756*	**3,357**
65-74	916	862	59	4	40	*1,881*	*287*	**2,168**
>74	1,497	787	13	4	40	*2,341*	*59*	**2,400**
Unknown	14	11	0	0	2	*27*	*1*	**28**
Total	**11,926**	**9,096**	**657**	**44**	**553**	***22,276***	***4,586***	**26,862**
Occupants Injured								
<5	27,000	18,000	*	*	*	*45,000*	*	**45,000**
5-9	28,000	20,000	*	1,000	*	*49,000*	*	**49,000**
10-15	41,000	30,000	*	2,000	1,000	*73,000*	*2,000*	**74,000**
16-20	167,000	77,000	1,000	1,000	1,000	*246,000*	*7,000*	**253,000**
21-24	158,000	62,000	2,000	1,000	1,000	*224,000*	*11,000*	**234,000**
25-34	266,000	144,000	5,000	1,000	1,000	*416,000*	*22,000*	**438,000**
35-44	174,000	131,000	8,000	2,000	1,000	*316,000*	*16,000*	**331,000**
45-54	171,000	132,000	6,000	3,000	1,000	*313,000*	*16,000*	**329,000**
55-64	134,000	96,000	4,000	2,000	1,000	*236,000*	*13,000*	**248,000**
65-74	73,000	50,000	1,000	*	*	*124,000*	*5,000*	**130,000**
>74	55,000	23,000	*	*	*	*80,000*	*	**80,000**
Total	**1,292,000**	**782,000**	**27,000**	**14,000**	**6,000**	***2,121,000***	***92,000***	**2,213,000**

*Less than 500.

Table 70
Vehicle Occupants Killed or Injured, by Age, Person Type, and Sex

Age (Years)	Person Type											
	Drivers						Passengers					
	Sex				Total		Sex				Total	
	Male		Female				Male		Female			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	0	0.0	0	0.0	**0**	**0.0**	121	48.8	127	51.2	**248**	**100.0**
5-9	4	100.0	0	0.0	**4**	**100.0**	124	50.4	122	49.6	**246**	**100.0**
10-15	55	83.3	11	16.7	**66**	**100.0**	185	52.3	169	47.7	**354**	**100.0**
16-20	1,234	73.5	444	26.5	**1,678**	**100.0**	584	60.3	385	39.7	**969**	**100.0**
21-24	1,809	81.1	420	18.8	**2,230**	**100.0**	406	57.8	297	42.2	**703**	**100.0**
25-34	3,246	80.3	797	19.7	**4,044**	**100.0**	548	56.8	416	43.2	**964**	**100.0**
35-44	2,283	78.1	639	21.9	**2,923**	**100.0**	285	48.8	299	51.2	**584**	**100.0**
45-54	2,636	78.8	711	21.2	**3,347**	**100.0**	246	44.8	303	55.2	**549**	**100.0**
55-64	2,283	78.6	620	21.4	**2,903**	**100.0**	172	37.9	282	62.1	**454**	**100.0**
65-74	1,306	73.5	470	26.5	**1,776**	**100.0**	113	28.8	279	71.2	**392**	**100.0**
>74	1,180	66.2	602	33.8	**1,782**	**100.0**	174	28.2	444	71.8	**618**	**100.0**
Unknown	9	75.0	0	0.0	**12**	**100.0**	9	56.3	5	31.3	**16**	**100.0**
Total	**16,045**	**77.3**	**4,714**	**22.7**	***20,765**	**100.0**	**2,967**	**48.7**	**3,128**	**51.3**	****6,097**	**100.0**
Occupants Injured												
<5	2,000	57.2	2,000	42.8	**4,000**	**100.0**	20,000	47.1	22,000	52.9	**42,000**	**100.0**
5-9	4,000	61.4	2,000	38.6	**6,000**	**100.0**	22,000	50.5	21,000	49.5	**43,000**	**100.0**
10-15	6,000	61.6	4,000	38.4	**10,000**	**100.0**	26,000	39.9	38,000	60.1	**64,000**	**100.0**
16-20	82,000	49.1	85,000	50.9	**167,000**	**100.0**	34,000	39.9	52,000	60.1	**86,000**	**100.0**
21-24	88,000	50.5	86,000	49.5	**174,000**	**100.0**	25,000	42.0	35,000	58.0	**61,000**	**100.0**
25-34	171,000	49.0	178,000	51.0	**349,000**	**100.0**	37,000	41.7	52,000	58.3	**89,000**	**100.0**
35-44	131,000	48.8	138,000	51.2	**270,000**	**100.0**	25,000	40.7	37,000	59.3	**62,000**	**100.0**
45-54	133,000	50.0	133,000	50.0	**267,000**	**100.0**	23,000	36.5	40,000	63.5	**62,000**	**100.0**
55-64	101,000	50.3	100,000	49.7	**202,000**	**100.0**	14,000	30.8	32,000	69.2	**47,000**	**100.0**
65-74	52,000	52.2	47,000	47.8	**99,000**	**100.0**	6,000	20.9	24,000	79.1	**31,000**	**100.0**
>74	31,000	51.1	30,000	48.9	**61,000**	**100.0**	6,000	29.6	14,000	70.4	**19,000**	**100.0**
Total	**802,000**	**49.9**	**806,000**	**50.1**	**1,608,000**	**100.0**	**238,000**	**39.4**	**367,000**	**60.6**	**605,000**	**100.0**

*Includes 6 drivers of unknown sex. **Includes 2 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	6,191	51.9	254	2.1	3,603	30.2	1,861	15.6	**11,926**	**100.0**
Light Truck	3,119	34.3	202	2.2	2,482	27.3	3,286	36.1	**9,096**	**100.0**
Large Truck	162	24.7	36	5.5	152	23.1	307	46.7	**657**	**100.0**
Bus	11	25.0	0	0.0	5	11.4	28	63.6	**44**	**100.0**
Other/Unknown	154	27.8	16	2.9	128	23.1	232	42.0	**553**	**100.0**
Subtotal	*9,637*	*43.3*	*508*	*2.3*	*6,370*	*28.6*	*5,714*	*25.7*	***22,276***	***100.0***
Motorcycle	*2,405*	*52.4*	*204*	*4.4*	*1,206*	*26.3*	*761*	*16.6*	***4,586***	***100.0***
Total	**12,042**	**44.8**	**712**	**2.7**	**7,576**	**28.2**	**6,475**	**24.1**	*26,862	100.0
Occupants Injured										
Passenger Car	1,042,000	80.6	45,000	3.5	165,000	12.8	40,000	3.1	**1,292,000**	**100.0**
Light Truck	597,000	76.4	26,000	3.4	96,000	12.2	63,000	8.0	**782,000**	**100.0**
Large Truck	16,000	58.6	2,000	7.4	3,000	11.5	6,000	22.4	**27,000**	**100.0**
Bus	13,000	92.3	**	2.6	1,000	4.9	**	0.3	**14,000**	**100.0**
Other/Unknown	1,000	17.4	**	1.3	3,000	39.6	3,000	41.7	**6,000**	**100.0**
Subtotal	*1,668,000*	*78.7*	*74,000*	*3.5*	*267,000*	*12.6*	*112,000*	*5.3*	***2,121,000***	***100.0***
Motorcycle	*46,000*	*49.9*	*4,000*	*4.9*	*13,000*	*14.7*	*28,000*	*30.6*	***92,000***	***100.0***
Total	**1,714,000**	**77.5**	**78,000**	**3.5**	**281,000**	**12.7**	**140,000**	**6.3**	2,213,000	100.0

*Includes 57 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	6,310	4,741	394	26	208	*11,679*	*2,727*	**14,406**
Left Side	1,933	983	36	6	30	*2,988*	*295*	**3,283**
Right Side	1,636	814	40	4	32	*2,526*	*230*	**2,756**
Rear	702	401	12	1	55	*1,171*	*202*	**1,373**
Other	301	207	7	0	14	*529*	*30*	**559**
Noncollision	525	1,548	141	6	165	*2,385*	*801*	**3,186**
Unknown	519	402	27	1	49	*998*	*301*	**1,299**
Total	**11,926**	**9,096**	**657**	**44**	**553**	***22,276***	***4,586***	**26,862**
Occupants Injured								
Front	649,000	356,000	11,000	5,000	3,000	*1,024,000*	*39,000*	**1,063,000**
Left Side	140,000	80,000	2,000	3,000	1,000	*226,000*	*10,000*	**236,000**
Right Side	119,000	80,000	2,000	1,000	*	*202,000*	*7,000*	**209,000**
Rear	362,000	229,000	6,000	5,000	1,000	*603,000*	*7,000*	**609,000**
Other	6,000	3,000	1,000	*	*	*10,000*	*	**10,000**
Noncollision	16,000	34,000	5,000	*	2,000	*57,000*	*29,000*	**85,000**
Total	**1,292,000**	**782,000**	**27,000**	**14,000**	**6,000**	***2,121,000***	***92,000***	**2,213,000**

*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	2,029	17.0	9,857	82.7	40	0.3	**11,926**	**100.0**
Light Truck	2,978	32.7	6,074	66.8	44	0.5	**9,096**	**100.0**
Large Truck	153	23.3	500	76.1	4	0.6	**657**	**100.0**
Bus	24	54.5	18	40.9	2	4.5	**44**	**100.0**
Other/Unknown	322	58.2	214	38.7	17	3.1	**553**	**100.0**
Total**	**5,506**	**24.7**	**16,663**	**74.8**	**107**	**0.5**	**22,276**	**100.0**
Occupants Injured								
Passenger Car	4,000	0.3	1,288,000	99.7	****	****	**1,292,000**	**100.0**
Light Truck	6,000	0.8	776,000	99.2	****	****	**782,000**	**100.0**
Large Truck	***	1.1	26,000	98.9	****	****	**27,000**	**100.0**
Bus	***	***	14,000	100.0	****	****	**14,000**	**100.0**
Other/Unknown	3,000	49.0	3,000	51.0	****	****	**6,000**	**100.0**
Total**	**13,000**	**0.6**	**2,108,000**	**99.4**	****	****	**2,121,000**	**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	—	**1,663**
Passenger Car	2,568	Light Truck	694	**3,262**
Passenger Car	1,175	Large Truck	32	**1,207**
Passenger Car	9	Motorcycle	913	**922**
Passenger Car	52	Bus	4	**56**
Passenger Car	38	Other/Unknown	39	**77**
Light Truck	—	Light Truck	—	**1,291**
Light Truck	890	Large Truck	39	**929**
Light Truck	5	Motorcycle	1,078	**1,083**
Light Truck	37	Bus	1	**38**
Light Truck	37	Other/Unknown	76	**113**
Large Truck	—	Large Truck	—	**100**
Large Truck	0	Motorcycle	174	**174**
Large Truck	0	Bus	6	**6**
Large Truck	1	Other/Unknown	14	**15**
Motorcycle	—	Motorcycle	—	**89**
Motorcycle	14	Bus	0	**14**
Motorcycle	41	Other/Unknown	4	**45**
Bus	—	Bus	—	**3**
Bus	0	Other/Unknown	2	**2**
Other/Unknown	—	Other/Unknown	—	**24**
Total Occupants Killed				**11,113**

Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	**474,000**
Passenger Car	335,000	Light Truck	259,000	**594,000**
Passenger Car	35,000	Large Truck	4,000	**39,000**
Passenger Car	3,000	Motorcycle	27,000	**30,000**
Passenger Car	3,000	Bus	4,000	**7,000**
Passenger Car	1,000	Other/Unknown	1,000	**2,000**
Light Truck	—	Light Truck	—	**215,000**
Light Truck	23,000	Large Truck	6,000	**29,000**
Light Truck	2,000	Motorcycle	16,000	**18,000**
Light Truck	2,000	Bus	5,000	**7,000**
Light Truck	*	Other/Unknown	*	**1,000**
Large Truck	—	Large Truck	—	**4,000**
Large Truck	*	Motorcycle	1,000	**1,000**
Large Truck	*	Bus	1,000	**1,000**
Large Truck	*	Other/Unknown	*	*
Total Occupants Injured				**1,421,000**

*Less than 500.

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

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Passenger Cars	**27,366**	**40.9**	**11,926**	**44.4**
Convertible	471	0.7	235	0.9
2 Door Sedan, Hardtop, Coupe	3,254	4.9	1,671	6.2
3 Door/2 Door Hatchback	775	1.2	401	1.5
4 Door Sedan Hardtop	19,968	29.8	8,635	32.1
5 Door/4 Door Hatchback	654	1.0	269	1.0
Station Wagon	2,019	3.0	643	2.4
Hatchback, Doors Unknown	4	*	3	*
Other Auto	27	*	7	*
Unknown Auto	170	0.3	46	0.2
Auto-Based Pickup	15	*	8	*
3 Door Coupe	9	*	8	*
Light Trucks	**27,700**	**41.4**	**9,096**	**33.9**
Compact Utility	8,281	12.4	2,867	10.7
Large Utility	3,104	4.6	781	2.9
Utility Station Wagon	527	0.8	145	0.5
Utility, Unknown Body Type	5	*	3	*
Minivan	2,975	4.4	804	3.0
Large Van	999	1.5	191	0.7
Step Van	35	0.1	9	*
Other Van Type	25	*	9	*
Unknown Van Type	35	0.1	7	*
Compact Pickup	2,456	3.7	1,191	4.4
Standard Pickup	9,033	13.5	3,041	11.3
Pickup with Camper	41	0.1	10	*
Unknown Pickup Style Truck	28	*	6	*
Cab Chassis-Based Light Truck	76	0.1	11	*
Other Conventional Light Truck	4	*	0	0.0
Unknown Light Truck Type (Not Pickup)	18	*	4	*
Unknown Light Vehicle Type	54	0.1	17	0.1
Unknown Truck	4	*	0	0.0

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Large Trucks	**4,280**	**6.4**	**657**	**2.4**
Step Van	18	*	1	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	258	0.4	40	0.1
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	288	0.4	47	0.2
Single Unit Heavy Truck (GVWR > 26,000 lb)	713	1.1	115	0.4
Single Unit Truck, Unknown GVWR	31	*	3	*
Truck Tractor	2,769	4.1	409	1.5
Medium/Heavy Pickup (Ford Super Duty 450/550)	169	0.3	40	0.1
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	2	*	1	*
Unknown Heavy Truck (GVWR > 26,000 lb)	14	*	0	0.0
Unknown Large Truck Type	16	*	1	*
Unknown Truck	2	*	0	0.0
Motorcycles	**5,244**	**7.8**	**4,586**	**17.1**
Motorcycle	4,883	7.3	4,263	15.9
Moped	167	0.2	149	0.6
Three Wheel Motorcycle or Moped	28	*	23	0.1
Off-Road Motorcycle (Two Wheel)	34	0.1	32	0.1
Other Motorcycle/Minibike	112	0.2	101	0.4
Unknown Motorcycle	20	*	18	0.1
Buses**	**869**	**1.3**	**44**	**0.2**
School Bus	268	0.4	11	*
Cross Country/Intercity Bus	284	0.4	19	0.1
Transit Bus	167	0.2	2	*
Van-Based Bus (GVWR > 10,000 lb)	18	*	1	*
Other Bus	126	0.2	9	*
Unknown Bus	6	*	2	*
Other Vehicles	**807**	**1.2**	**474**	**1.8**
Large Limousine	3	*	0	0.0
Light Truck (Van-Based or Pickup-Based) Motorhome	15	*	3	*
Medium/Heavy Truck-Based Motorhome	20	*	4	*
Camper/Motorhome Unknown Truck Type	43	0.1	12	*
All Terrain Vehicle	447	0.7	323	1.2
Snowmobile	27	*	19	0.1
Farm Equipment Except Trucks	134	0.2	51	0.2
Construction Equipment Except Trucks	12	*	3	*
Golf Cart	37	0.1	21	0.1
Other Vehicle	69	0.1	38	0.1
Unknown	**705**	**1.1**	**79**	**0.3**
Not Reported	**11**	*	**5**	*
Unknown Body Type	**694**	**1.0**	**74**	**0.3**
Total	**66,971**	**100.0**	**26,862**	**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)	235	0.9	145	1.2	61.7
Subcompact (95 to 99 inches)	1,798	6.6	924	7.7	51.4
Compact (100 to 104 inches)	7,183	26.2	3,430	28.8	47.8
Intermediate (105 to 109 inches)	10,098	36.9	4,323	36.2	42.8
Full Size (110 to 114 inches)	5,229	19.1	2,094	17.6	40.0
Largest Size (115 inches and over)	2,106	7.7	736	6.2	34.9
Unknown	717	2.6	274	2.3	38.2
Total	**27,366**	**100.0**	**11,926**	**100.0**	**43.6**

Table 77

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

Person Type	Total Killed	Alcohol-Impaired Driving Fatalities*	
		Number	Percent
Vehicle Occupants			
Driver	16,454	5,792	35
Passenger	5,751	1,769	31
Unknown Occupant	71	5	6
Subtotal	*22,276*	*7,565*	*34*
Motorcyclists	*4,586*	*1,577*	*34*
Nonoccupants			
Pedestrian	4,884	696	14
Pedalcyclist	726	98	13
Other/Unknown	203	30	15
Subtotal	*5,813*	*824*	*14*
Total	**32,675**	**9,967**	**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	126	92	1	1	10	7	11	8	**137**	**100**
16-20	2,967	78	175	5	662	17	836	22	**3,803**	**100**
21-24	2,967	64	283	6	1,404	30	1,687	36	**4,654**	**100**
25-34	5,957	66	429	5	2,586	29	3,015	34	**8,972**	**100**
35-44	4,978	72	264	4	1,652	24	1,916	28	**6,894**	**100**
45-54	5,571	76	286	4	1,493	20	1,779	24	**7,350**	**100**
55-64	4,855	81	197	3	945	16	1,142	19	**5,997**	**100**
65-74	2,906	88	81	2	327	10	408	12	**3,314**	**100**
>74	2,442	92	47	2	152	6	199	8	**2,641**	**100**
Unknown	582	71	52	6	187	23	239	29	**821**	**100**
Total	**33,352**	**75**	**1,814**	**4**	**9,417**	**21**	**11,231**	**25**	**44,583**	**100**

Figure 24

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

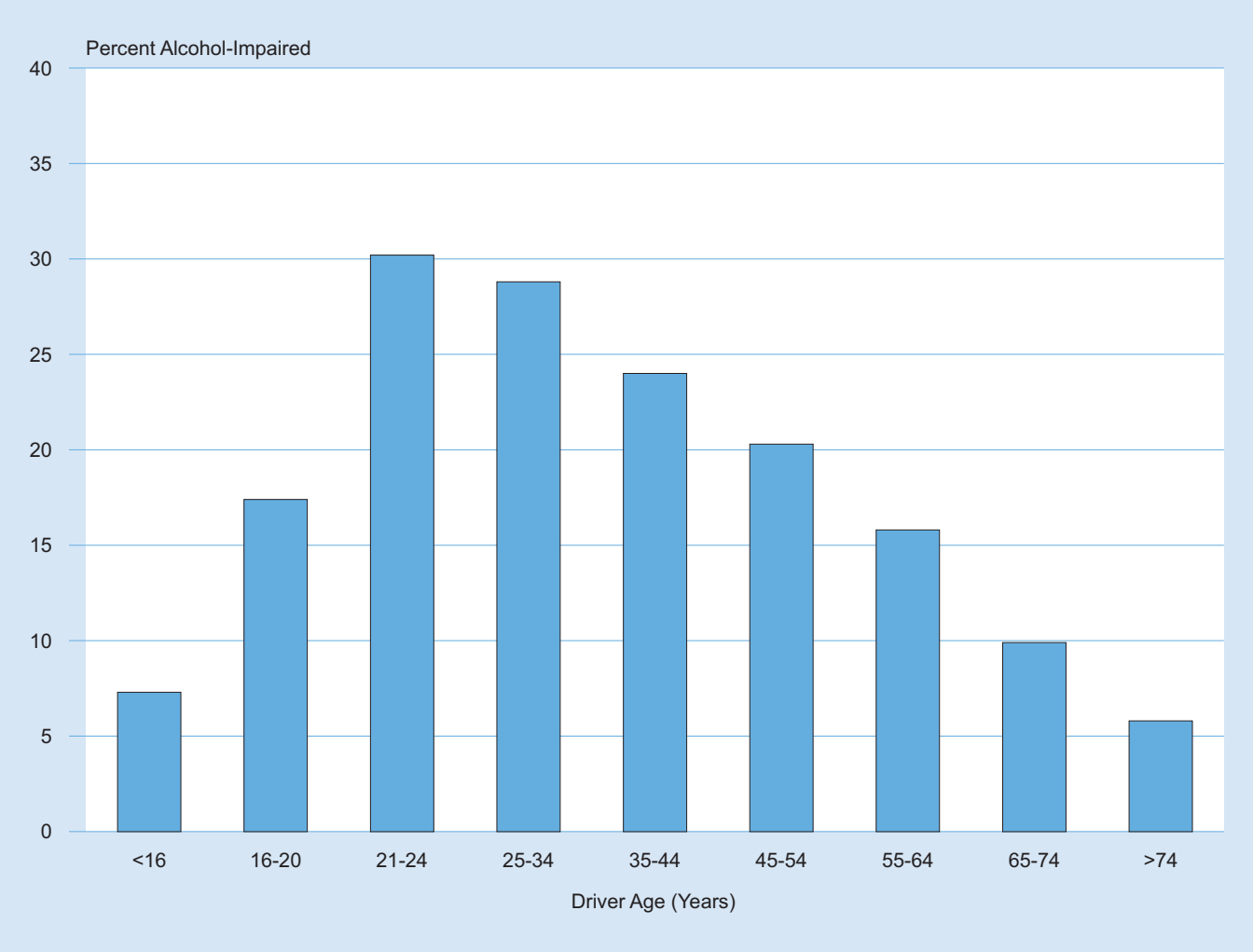


Table 79

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	**372**	**9**	**4,172**	**23**
Weekday	239	7	2,794	20
Weekend	133	12	1,378	29
Nighttime	**613**	**42**	**5,229**	**63**
Weekday	284	43	2,333	57
Weekend	329	41	2,896	67
Multiple-Vehicle Crashes				
Daytime	**424**	**4**	**5,865**	**8**
Weekday	328	3	4,401	7
Weekend	96	8	1,464	11
Nighttime	**323**	**17**	**3,568**	**34**
Weekday	163	13	1,750	29
Weekend	160	21	1,818	39

*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	65	93	0	0	5	7	5	7	**70**	**100**
16-20	1,230	73	85	5	363	22	448	27	**1,678**	**100**
21-24	1,182	53	125	6	923	41	1,048	47	**2,230**	**100**
25-34	2,083	51	214	5	1,748	43	1,961	49	**4,044**	**100**
35-44	1,605	55	148	5	1,170	40	1,318	45	**2,923**	**100**
45-54	2,069	62	168	5	1,110	33	1,278	38	**3,347**	**100**
55-64	2,066	71	125	4	712	25	837	29	**2,903**	**100**
65-74	1,479	83	55	3	243	14	298	17	**1,776**	**100**
>74	1,637	92	34	2	111	6	145	8	**1,782**	**100**
Unknown	6	52	0	3	5	45	6	48	**12**	**100**
Total	**13,421**	**65**	**954**	**5**	**6,391**	**31**	**7,344**	**35**	**20,765**	**100**

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

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

Figure 25

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

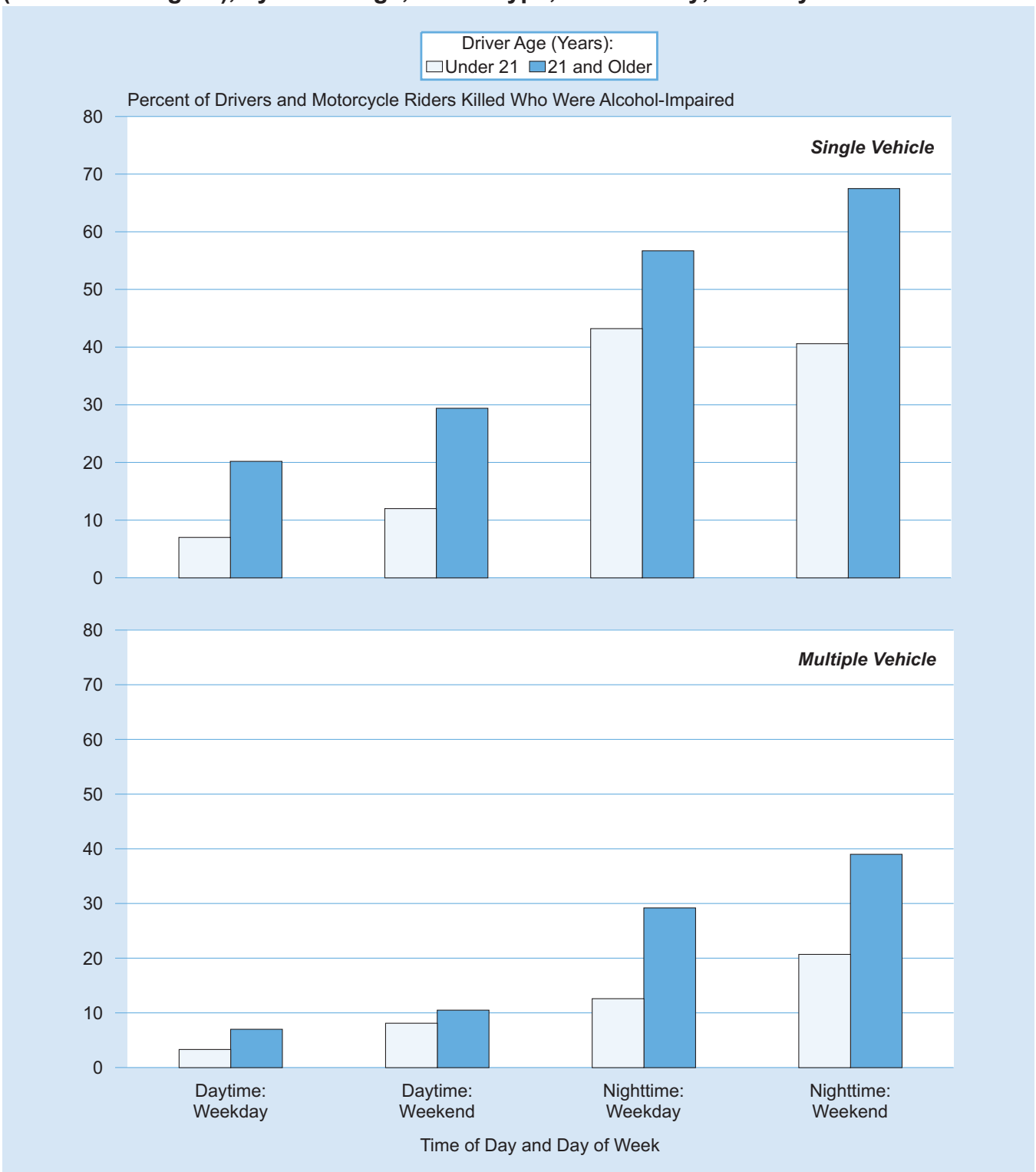


Table 81

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

	Driver's BAC								Total	
	.00		.01-.07		.08 or Higher*		.01 and Higher			
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	13,095	74	741	4	3,922	22	4,662	26	**17,757**	**100**
Light Truck	12,697	75	626	4	3,694	22	4,320	25	**17,017**	**100**
Large Truck	3,585	97	45	1	68	2	112	3	**3,697**	**100**
Bus	209	90	6	3	18	8	24	10	**232**	**100**
Other/Unknown	776	65	68	6	344	29	412	35	**1,188**	**100**
Subtotal	*30,361*	*76*	*1,485*	*4*	*8,045*	*20*	*9,530*	*24*	***39,891***	***100***
Motorcycle	*2,991*	*64*	*329*	*7*	*1,372*	*29*	*1,701*	*36*	***4,692***	***100***
Total	**33,352**	**75**	**1,814**	**4**	**9,417**	**21**	**11,231**	**25**	**44,583**	**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	246	72	16	5	79	23	95	28	**340**	**100**
5-9	273	78	15	4	59	17	74	21	**350**	**100**
10-15	434	77	26	5	102	18	128	23	**562**	**100**
16-20	1,970	66	204	7	812	27	1,016	34	**2,998**	**100**
21-24	1,657	50	232	7	1,390	42	1,622	49	**3,292**	**100**
25-34	2,983	51	354	6	2,463	42	2,816	48	**5,817**	**100**
35-44	2,327	55	244	6	1,640	39	1,884	45	**4,222**	**100**
45-54	3,064	62	258	5	1,578	32	1,836	37	**4,908**	**100**
55-64	3,074	70	218	5	1,089	25	1,306	30	**4,390**	**100**
65-74	2,181	79	114	4	445	16	559	20	**2,745**	**100**
>74	2,592	87	80	3	288	10	367	12	**2,964**	**100**
Unknown	57	65	5	6	23	27	28	32	**87**	**100**
Total	**20,856**	**64**	**1,764**	**5**	**9,967**	**31**	**11,731**	**36**	**32,675**	**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	2,558	53	99	2	363	8	**3,021**	**62**
.01-.07	153	3	11	0	34	1	**198**	**4**
.08 or Higher	1,289	27	78	2	256	5	**1,622**	**34**
Total**	**4,000**	**83**	**188**	**4**	**653**	**13**	**4,841**	**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	12,060	67.9	4,178	23.5	1,519	8.6	**17,757**	**100.0**
Light Truck	11,244	66.1	4,435	26.1	1,338	7.9	**17,017**	**100.0**
Large Truck	3,055	82.6	338	9.1	304	8.2	**3,697**	**100.0**
Bus	198	85.3	13	5.6	21	9.1	**232**	**100.0**
Other/Unknown	125	10.5	414	34.8	649	54.6	**1,188**	**100.0**
Total*	**26,682**	**66.9**	**9,378**	**23.5**	**3,831**	**9.6**	**39,891**	**100.0**
Drivers in Injury Crashes								
Passenger Car	1,477,000	87.8	42,000	2.5	163,000	9.7	**1,683,000**	**100.0**
Light Truck	1,001,000	88.1	33,000	2.9	103,000	9.1	**1,137,000**	**100.0**
Large Truck	78,000	88.5	2,000	2.2	8,000	9.4	**88,000**	**100.0**
Bus	10,000	90.2	**	2.3	1,000	7.5	**11,000**	**100.0**
Other/Unknown	2,000	29.1	3,000	59.9	1,000	11.0	**5,000**	**100.0**
Total*	**2,567,000**	**87.8**	**80,000**	**2.7**	**276,000**	**9.4**	**2,924,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	3,813,000	89.3	50,000	1.2	407,000	9.5	**4,270,000**	**100.0**
Light Truck	2,706,000	89.6	34,000	1.1	279,000	9.2	**3,019,000**	**100.0**
Large Truck	295,000	85.8	6,000	1.8	42,000	12.4	**343,000**	**100.0**
Bus	47,000	80.9	2,000	3.8	9,000	15.3	**58,000**	**100.0**
Other/Unknown	6,000	64.9	1,000	8.5	2,000	26.6	**9,000**	**100.0**
Total*	**6,866,000**	**89.2**	**94,000**	**1.2**	**739,000**	**9.6**	**7,699,000**	**100.0**
Drivers in All Crashes								
Passenger Car	5,302,000	88.8	97,000	1.6	572,000	9.6	**5,971,000**	**100.0**
Light Truck	3,718,000	89.1	71,000	1.7	383,000	9.2	**4,173,000**	**100.0**
Large Truck	375,000	86.3	8,000	2.0	51,000	11.7	**435,000**	**100.0**
Bus	57,000	82.4	2,000	3.6	10,000	14.0	**69,000**	**100.0**
Other/Unknown	7,000	48.1	4,000	28.6	4,000	23.3	**15,000**	**100.0**
Total*	**9,460,000**	**88.7**	**183,000**	**1.7**	**1,019,000**	**9.6**	**10,663,000**	**100.0**

*Excludes motorcycle riders.

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	172	71.7	51	21.3	17	7.1	**240**	**100.0**
5-9	138	58.7	82	34.9	15	6.4	**235**	**100.0**
10-15	145	39.3	183	49.6	41	11.1	**369**	**100.0**
16-20	1,007	42.9	1,141	48.6	201	8.6	**2,349**	**100.0**
21-24	886	38.0	1,214	52.1	229	9.8	**2,329**	**100.0**
25-34	1,441	37.5	2,048	53.4	349	9.1	**3,838**	**100.0**
35-44	1,015	39.3	1,362	52.7	207	8.0	**2,584**	**100.0**
45-54	1,213	46.2	1,213	46.2	197	7.5	**2,623**	**100.0**
55-64	1,290	54.5	910	38.4	168	7.1	**2,368**	**100.0**
65-74	1,073	60.3	596	33.5	109	6.1	**1,778**	**100.0**
>74	1,568	68.7	577	25.3	139	6.1	**2,284**	**100.0**
Unknown	10	40.0	8	32.0	7	28.0	**25**	**100.0**
Total	**9,958**	**47.4**	**9,385**	**44.6**	**1,679**	**8.0**	**21,022**	**100.0**
Occupants Injured								
<5	39,000	87.1	2,000	4.6	4,000	8.3	**45,000**	**100.0**
5-9	40,000	83.8	3,000	5.7	5,000	10.4	**48,000**	**100.0**
10-15	59,000	84.4	4,000	5.9	7,000	9.8	**70,000**	**100.0**
16-20	199,000	81.8	19,000	7.8	25,000	10.4	**243,000**	**100.0**
21-24	182,000	82.8	16,000	7.1	22,000	10.1	**220,000**	**100.0**
25-34	344,000	84.0	24,000	5.9	42,000	10.2	**410,000**	**100.0**
35-44	265,000	87.0	15,000	4.9	25,000	8.1	**305,000**	**100.0**
45-54	262,000	86.6	11,000	3.8	29,000	9.7	**303,000**	**100.0**
55-64	207,000	90.1	7,000	2.9	16,000	7.0	**229,000**	**100.0**
65-74	111,000	90.6	3,000	2.6	8,000	6.8	**123,000**	**100.0**
>74	71,000	89.8	2,000	2.2	6,000	8.0	**79,000**	**100.0**
Total	**1,779,000**	**85.8**	**105,000**	**5.1**	**190,000**	**9.1**	**2,074,000**	**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	1,207	88.4	112	8.2	46	3.4	**1,365**	**100.0**
5-9	1,012	79.2	192	15.0	73	5.7	**1,277**	**100.0**
10-15	1,243	74.2	337	20.1	95	5.7	**1,675**	**100.0**
16-20	3,059	68.4	1,025	22.9	387	8.7	**4,471**	**100.0**
21-24	2,768	70.7	761	19.4	385	9.8	**3,914**	**100.0**
25-34	4,713	74.1	1,041	16.4	609	9.6	**6,363**	**100.0**
35-44	3,469	81.0	502	11.7	310	7.2	**4,281**	**100.0**
45-54	3,341	84.9	343	8.7	253	6.4	**3,937**	**100.0**
55-64	2,646	87.4	202	6.7	180	5.9	**3,028**	**100.0**
65-74	1,624	89.3	104	5.7	90	5.0	**1,818**	**100.0**
>74	1,125	90.9	56	4.5	57	4.6	**1,238**	**100.0**
Unknown	135	19.9	57	8.4	485	71.6	**677**	**100.0**
Total	**26,342**	**77.4**	**4,732**	**13.9**	**2,970**	**8.7**	**34,044**	**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	***5,907***	***54.6***	***4,078***	***37.7***	***842***	***7.8***	***10,827***	***100.0***
Left	4,651	53.5	3,385	38.9	655	7.5	**8,691**	**100.0**
Middle	5	38.5	6	46.2	2	15.4	**13**	**100.0**
Right	1,250	59.0	686	32.4	183	8.6	**2,119**	**100.0**
Other/Unknown	1	25.0	1	25.0	2	50.0	**4**	**100.0**
Second Seat	***419***	***43.2***	***461***	***47.6***	***89***	***9.2***	***969***	***100.0***
Left	173	45.9	175	46.4	29	7.7	**377**	**100.0**
Middle	47	37.6	69	55.2	9	7.2	**125**	**100.0**
Right	197	44.0	204	45.5	47	10.5	**448**	**100.0**
Other/Unknown	2	10.5	13	68.4	4	21.1	**19**	**100.0**
Other	***2***	***5.0***	***37***	***92.5***	***1***	***2.5***	***40***	***100.0***
Unknown	***1***	***1.1***	***55***	***61.1***	***34***	***37.8***	***90***	***100.0***
Total	**6,329**	**53.1**	**4,631**	**38.8**	**966**	**8.1**	**11,926**	**100.0**
Passenger Car Occupants Injured								
Front Seat	***1,019,000***	***86.9***	***45,000***	***3.9***	***108,000***	***9.2***	***1,173,000***	***100.0***
Left	823,000	86.6	34,000	3.6	93,000	9.8	**951,000**	**100.0**
Middle	3,000	95.3	*	2.3	*	2.4	**4,000**	**100.0**
Right	192,000	88.4	11,000	5.0	14,000	6.5	**217,000**	**100.0**
Other	1,000	71.0	*	6.0	*	23.1	**1,000**	**100.0**
Second Seat	***97,000***	***82.7***	***13,000***	***11.4***	***7,000***	***5.8***	***118,000***	***100.0***
Left	38,000	83.6	5,000	10.9	3,000	5.5	**46,000**	**100.0**
Middle	9,000	77.3	2,000	16.8	1,000	5.9	**12,000**	**100.0**
Right	49,000	83.6	6,000	10.7	3,000	5.7	**59,000**	**100.0**
Other	*	54.6	*	15.7	*	29.7	**1,000**	**100.0**
Other	***1,000***	***64.7***	*	***16.8***	*	***18.5***	***2,000***	***100.0***
Total	**1,118,000**	**86.5**	**59,000**	**4.6**	**115,000**	**8.9**	**1,292,000**	**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	***3,376***	***41.5***	***4,153***	***51.0***	***615***	***7.6***	***8,144***	***100.0***
Left	2,752	40.9	3,475	51.6	502	7.5	**6,729**	**100.0**
Middle	5	12.2	31	75.6	5	12.2	**41**	**100.0**
Right	619	45.2	643	47.0	106	7.7	**1,368**	**100.0**
Other/Unknown	0	0.0	4	66.7	2	33.3	**6**	**100.0**
Second Seat	***211***	***31.3***	***408***	***60.5***	***55***	***8.2***	***674***	***100.0***
Left	84	32.8	151	59.0	21	8.2	**256**	**100.0**
Middle	29	27.1	69	64.5	9	8.4	**107**	**100.0**
Right	94	33.2	168	59.4	21	7.4	**283**	**100.0**
Other/Unknown	4	14.3	20	71.4	4	14.3	**28**	**100.0**
Other	***40***	***21.6***	***134***	***72.4***	***11***	***5.9***	***185***	***100.0***
Unknown	***2***	***2.2***	***59***	***63.4***	***32***	***34.4***	**93**	**100.0**
Total	**3,629**	**39.9**	**4,754**	**52.3**	**713**	**7.8**	**9,096**	**100.0**
Light Truck Occupants Injured								
Front Seat	***587,000***	***84.7***	***36,000***	***5.2***	***70,000***	***10.1***	***692,000***	***100.0***
Left	470,000	84.0	26,000	4.7	63,000	11.3	**560,000**	**100.0**
Middle	3,000	78.9	1,000	21.1	*	*	**4,000**	**100.0**
Right	113,000	88.0	9,000	6.6	7,000	5.3	**128,000**	**100.0**
Other	1,000	76.2	*	23.8	*	*	**1,000**	**100.0**
Second Seat	***66,000***	***84.5***	***8,000***	***10.0***	***4,000***	***5.5***	***78,000***	***100.0***
Left	28,000	87.9	3,000	8.3	1,000	3.8	**32,000**	**100.0**
Middle	8,000	74.8	2,000	17.1	1,000	8.2	**11,000**	**100.0**
Right	29,000	84.7	3,000	9.4	2,000	5.9	**34,000**	**100.0**
Other	1,000	81.0	*	1.3	*	17.7	**1,000**	**100.0**
Other	***9,000***	***75.2***	***3,000***	***21.9***	*	***2.9***	***11,000***	***100.0***
Total	**661,000**	**84.6**	**46,000**	**5.9**	**75,000**	**9.5**	**782,000**	**100.0**

*Less than 500 or less than 0.05 percent.

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

Table 89

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

Restraint Use and Type of Restraint	Vehicle Type			
	Passenger Car		Light Truck	
	Number	Percent	Number	Percent
Occupants Killed				
Restraint Used				
Lap/Shoulder Belt	1,858	15.6	1,461	16.1
Lap Belt	39	0.3	43	0.5
Shoulder Belt	34	0.3	5	0.1
Child Safety Seat	101	0.8	45	0.5
Type Unknown	26	0.2	30	0.3
Restraint Used, Airbag Deployed	4,199	35.2	1,997	22.0
Seat Belt Used Improperly	49	0.4	35	0.4
Child Safety Seat Used Improperly	23	0.2	13	0.1
Subtotal	*6,329*	*53.1*	*3,629*	*39.9*
No Restraint Used	1,870	15.7	3,044	33.5
No Restraint Used, Airbag Deployed	2,761	23.2	1,710	18.8
Restraint Use Unknown	966	8.1	713	7.8
Total	**11,926**	**100.0**	**9,096**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	695,000	53.8	455,000	58.1
Lap Belt	11,000	0.9	8,000	1.1
Shoulder Belt	5,000	0.4	3,000	0.4
Child Safety Seat	23,000	1.8	17,000	2.2
Type Unknown	11,000	0.8	6,000	0.7
Restraint Used, Airbag Deployed	371,000	28.7	171,000	21.8
Seat Belt Used Improperly	1,000	0.1	1,000	0.1
Child Safety Seat Used Improperly	1,000	0.1	1,000	0.1
Subtotal	*1,118,000*	*86.5*	*661,000*	*84.6*
No Restraint Used	40,000	3.1	34,000	4.4
No Restraint Used, Airbag Deployed	19,000	1.5	12,000	1.5
Restraint Use Unknown	115,000	8.9	75,000	9.5
Total	**1,292,000**	**100.0**	**782,000**	**100.0**

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

Table 90

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

Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes						
Passenger Car	2,190	41.0	3,145	59.0	**5,335**	**100.0**
Light Truck						**100.0**
Pickup	1,566	58.7	1,102	41.3	**2,668**	**100.0**
Utility	1,606	67.1	787	32.9	**2,393**	**100.0**
Van	215	53.9	184	46.1	**399**	**100.0**
Other	7	36.8	12	63.2	**19**	**100.0**
Total	**5,584**	**51.6**	**5,230**	**48.4**	**10,814**	**100.0**
Multiple-Vehicle Crashes						
Passenger Car	467	7.1	6,124	92.9	**6,591**	**100.0**
Light Truck						**100.0**
Pickup	339	21.5	1,241	78.5	**1,580**	**100.0**
Utility	358	25.5	1,045	74.5	**1,403**	**100.0**
Van	89	14.3	532	85.7	**621**	**100.0**
Other	2	15.4	11	84.6	**13**	**100.0**
Total	**1,255**	**12.3**	**8,953**	**87.7**	**10,208**	**100.0**
All Crashes						
Passenger Car	2,657	22.3	9,269	77.7	**11,926**	**100.0**
Light Truck						**100.0**
Pickup	1,905	44.8	2,343	55.2	**4,248**	**100.0**
Utility	1,964	51.7	1,832	48.3	**3,796**	**100.0**
Van	304	29.8	716	70.2	**1,020**	**100.0**
Other	9	28.1	23	71.9	**32**	**100.0**
Total	**6,839**	**32.5**	**14,183**	**67.5**	**21,022**	**100.0**

Table 91

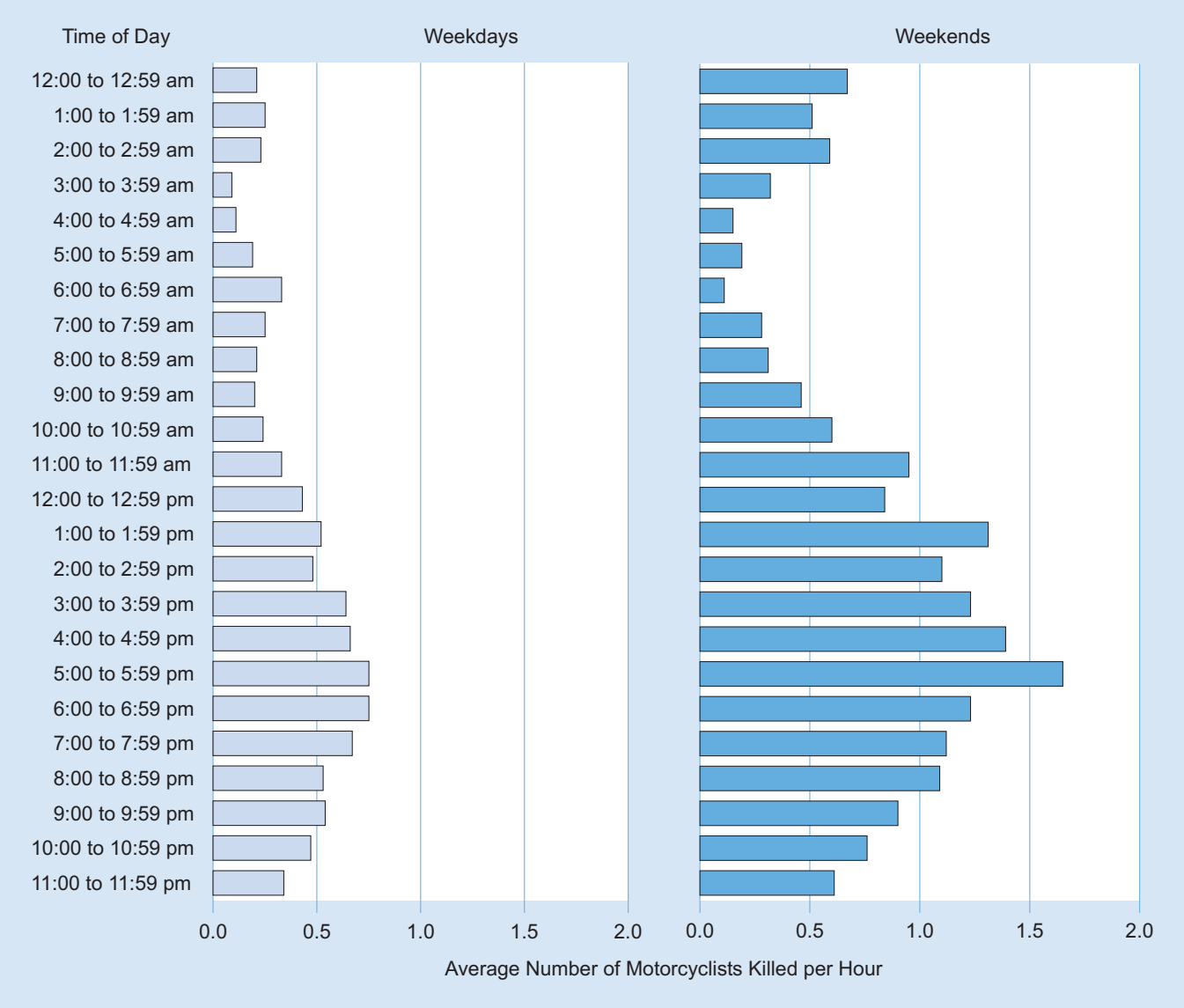
Motorcyclists Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcyclists Killed						
Midnight to 3 am	144	6.4	276	11.8	**420**	**9.2**
3 am to 6 am	83	3.7	103	4.4	**186**	**4.1**
6 am to 9 am	207	9.2	72	3.1	**279**	**6.1**
9 am to Noon	201	9.0	209	8.9	**410**	**8.9**
Noon to 3 pm	373	16.6	337	14.4	**710**	**15.5**
3 pm to 6 pm	537	24.0	445	19.0	**982**	**21.4**
6 pm to 9 pm	406	18.1	536	22.9	**942**	**20.5**
9 pm to Midnight	282	12.6	354	15.1	**636**	**13.9**
Unknown	8	0.4	7	0.3	**21**	**0.5**
Total	**2,241**	**100.0**	**2,339**	**100.0**	***4,586**	**100.0**
Motorcyclists Injured						
Midnight to 3 am	1,000	2.7	2,000	5.0	**3,000**	**3.7**
3 am to 6 am	1,000	2.4	1,000	3.6	**3,000**	**2.9**
6 am to 9 am	5,000	9.8	1,000	2.0	**6,000**	**6.3**
9 am to Noon	6,000	12.1	4,000	10.2	**10,000**	**11.2**
Noon to 3 pm	9,000	17.0	8,000	19.1	**16,000**	**17.9**
3 pm to 6 pm	17,000	34.2	10,000	25.2	**28,000**	**30.1**
6 pm to 9 pm	8,000	16.0	9,000	20.9	**17,000**	**18.2**
9 pm to Midnight	3,000	5.8	6,000	14.1	**9,000**	**9.5**
Total	**51,000**	**100.0**	**41,000**	**100.0**	**92,000**	**100.0**

*Includes 6 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	2,586	60.0	1,592	36.9	133	3.1	**4,311**	**100.0**
Passengers	142	51.6	124	45.1	9	3.3	**275**	**100.0**
Total	**2,728**	**59.5**	**1,716**	**37.4**	**142**	**3.1**	**4,586**	**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	13	0	1	1	0	**15**
16-20	22	10	88	114	1	**235**
21-24	31	10	161	318	2	**522**
25-34	42	11	320	616	7	**996**
35-44	30	16	214	475	6	**741**
45-54	23	19	229	766	9	**1,046**
55-64	15	15	99	647	8	**784**
65-74	3	1	17	271	2	**294**
>74	1	0	4	51	1	**57**
Unknown	1	0	0	1	0	**2**
Total	**181**	**82**	**1,133**	**3,260**	**36**	**4,692**

Table 94

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

Age (Years)	Vehicle Type		Total
	Bus	Other Vehicle	
<5	2	0	**2**
5-9	3	1	**4**
10-15	2	2	**4**
>15	14	4	**18**
Total	**21**	**7**	**28**

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	4	3.3	1,000	9.1
School Bus Passenger	7	5.8	4,000	24.6
Pedestrian	28	23.3	*	3.0
Pedalcyclist	4	3.3	*	0.3
Occupant of Other Vehicle	77	64.2	9,000	62.8
Other Nonoccupants	0	0.0	*	0.1
Total	**120**	**100.0**	**14,000**	**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	9	11.8	51	67.1	15	19.7	**76**	**100.0**
5-9	9	13.6	44	66.7	11	16.7	**66**	**100.0**
10-15	23	25.3	53	58.2	13	14.3	**91**	**100.0**
16-20	52	18.1	197	68.4	29	10.1	**288**	**100.0**
21-24	35	11.0	243	76.7	32	10.1	**317**	**100.0**
25-34	71	10.2	542	77.7	65	9.3	**698**	**100.0**
35-44	92	14.7	453	72.4	64	10.2	**626**	**100.0**
45-54	139	16.5	597	71.0	77	9.2	**841**	**100.0**
55-64	183	21.5	577	67.8	77	9.0	**851**	**100.0**
65-74	134	28.0	296	61.8	43	9.0	**479**	**100.0**
>74	168	33.6	285	57.0	38	7.6	**500**	**100.0**
Unknown	8	15.7	35	68.6	3	5.9	**51**	**100.0**
Total	**923**	**18.9**	**3,373**	**69.1**	**467**	**9.6**	***4,884**	**100.0**
Pedestrians Injured								
<5	***	13.7	1,000	77.7	***	7.6	**1,000**	**100.0**
5-9	***	13.1	2,000	82.6	***	2.8	**3,000**	**100.0**
10-15	3,000	52.1	2,000	38.8	***	9.1	**5,000**	**100.0**
16-20	4,000	52.2	3,000	34.6	1,000	12.2	**8,000**	**100.0**
21-24	4,000	65.8	1,000	26.7	***	7.6	**6,000**	**100.0**
25-34	4,000	39.7	5,000	43.9	2,000	15.2	**11,000**	**100.0**
35-44	3,000	43.5	3,000	39.7	1,000	14.1	**7,000**	**100.0**
45-54	3,000	40.5	4,000	44.5	1,000	14.9	**8,000**	**100.0**
55-64	5,000	59.1	3,000	30.1	1,000	7.0	**9,000**	**100.0**
65-74	3,000	63.7	1,000	32.1	***	4.2	**5,000**	**100.0**
>74	1,000	52.8	1,000	43.1	***	4.1	**3,000**	**100.0**
Total	**31,000**	**48.2**	**26,000**	**40.2**	**7,000**	**10.5**	****65,000**	**100.0**

*Includes 121 pedestrians killed at unknown locations.
**Includes an estimated 1,000 pedestrians injured at unknown locations.
***Less than 500 or less than 0.05 percent.

Table 97

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

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	43	10,156	0.42	33	9,721	0.34	**76**	**19,877**	**0.38**
5-9	39	10,478	0.37	27	10,041	0.27	**66**	**20,520**	**0.32**
10-15	57	12,680	0.45	34	12,156	0.28	**91**	**24,835**	**0.37**
16-20	203	10,925	1.86	85	10,398	0.82	**288**	**21,323**	**1.35**
21-24	231	9,470	2.44	86	9,023	0.95	**317**	**18,493**	**1.71**
25-34	518	21,970	2.36	180	21,546	0.84	**698**	**43,517**	**1.60**
35-44	457	20,159	2.27	169	20,354	0.83	**626**	**40,513**	**1.55**
45-54	605	21,425	2.82	236	22,034	1.07	**841**	**43,459**	**1.94**
55-64	597	19,322	3.09	254	20,756	1.22	**851**	**40,078**	**2.12**
65-74	312	12,349	2.53	167	14,049	1.19	**479**	**26,398**	**1.81**
>74	315	8,002	3.94	184	11,843	1.55	**500**	**19,845**	**2.52**
Unknown	34	*	*	11	*	*	**51**	*	*
Total	**3,411**	**156,936**	**2.17**	**1,466**	**161,921**	**0.91**	****4,884**	**318,857**	**1.53**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	1,000	10,156	7	1,000	9,721	7	**1,000**	**19,877**	**7**
5-9	2,000	10,478	19	1,000	10,041	8	**3,000**	**20,520**	**14**
10-15	2,000	12,680	19	3,000	12,156	22	**5,000**	**24,835**	**20**
16-20	3,000	10,925	27	5,000	10,398	48	**8,000**	**21,323**	**37**
21-24	3,000	9,470	30	3,000	9,023	30	**6,000**	**18,493**	**30**
25-34	6,000	21,970	26	5,000	21,546	22	**11,000**	**43,517**	**24**
35-44	4,000	20,159	20	3,000	20,354	12	**7,000**	**40,513**	**16**
45-54	5,000	21,425	24	3,000	22,034	15	**8,000**	**43,459**	**19**
55-64	5,000	19,322	28	4,000	20,756	18	**9,000**	**40,078**	**22**
65-74	2,000	12,349	14	3,000	14,049	20	**5,000**	**26,398**	**17**
>74	2,000	8,002	22	1,000	11,843	9	**3,000**	**19,845**	**14**
Total	**35,000**	**156,936**	**22**	**30,000**	**161,921**	**19**	**65,000**	**318,857**	**20**

*Not applicable.

**Includes 7 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	207	7.4	322	15.4	**529**	**10.8**
3 am to 6 am	235	8.4	246	11.8	**481**	**9.8**
6 am to 9 am	357	12.8	90	4.3	**447**	**9.2**
9 am to Noon	211	7.5	53	2.5	**264**	**5.4**
Noon to 3 pm	213	7.6	63	3.0	**276**	**5.7**
3 pm to 6 pm	346	12.4	114	5.5	**460**	**9.4**
6 pm to 9 pm	685	24.5	564	27.0	**1,249**	**25.6**
9 pm to Midnight	529	18.9	627	30.1	**1,156**	**23.7**
Unknown	12	0.4	7	0.3	**22**	**0.5**
Total	**2,795**	**100.0**	**2,086**	**100.0**	***4,884**	**100.0**
Pedestrians Injured						
Midnight to 3 am	1,000	2.9	1,000	7.1	**3,000**	**4.2**
3 am to 6 am	1,000	2.7	1,000	4.1	**2,000**	**3.1**
6 am to 9 am	6,000	14.0	**	1.7	**7,000**	**10.2**
9 am to Noon	5,000	10.9	1,000	6.5	**6,000**	**9.5**
Noon to 3 pm	6,000	13.7	2,000	11.2	**8,000**	**12.9**
3 pm to 6 pm	14,000	31.2	3,000	12.8	**17,000**	**25.5**
6 pm to 9 pm	8,000	18.2	7,000	36.7	**16,000**	**24.0**
9 pm to Midnight	3,000	6.4	4,000	19.9	**7,000**	**10.6**
Total	**45,000**	**100.0**	**20,000**	**100.0**	**65,000**	**100.0**

*Includes 3 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

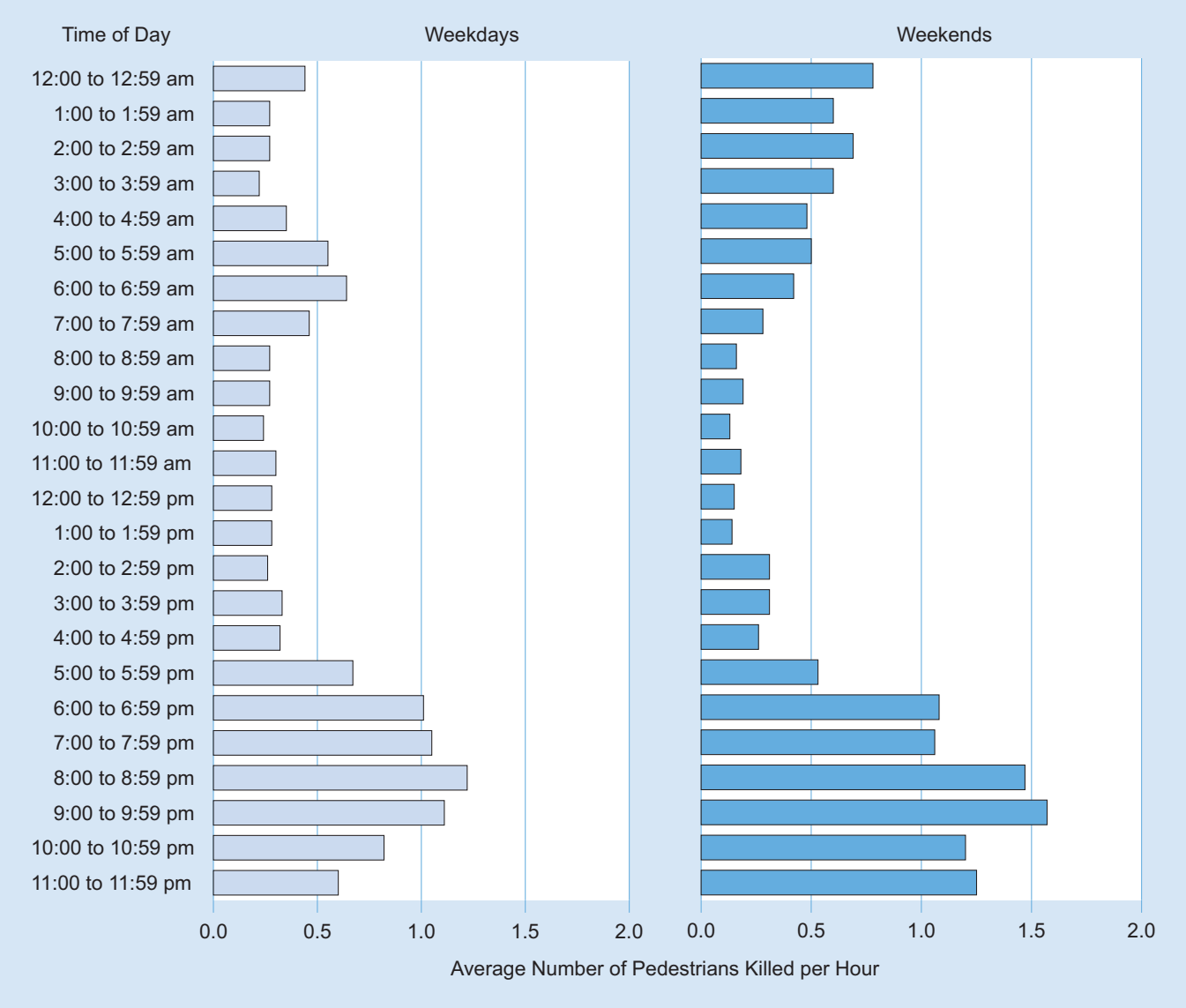


Table 99
Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

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	1,639	89.9	51	2.8	26	1.4	24	1.3	84	4.6	**1,824**	**100.0**
Light Truck	1,663	88.5	41	2.2	28	1.5	37	2.0	111	5.9	**1,880**	**100.0**
Large Truck	182	74.9	17	7.0	8	3.3	12	4.9	24	9.9	**243**	**100.0**
Bus	47	64.4	10	13.7	2	2.7	4	5.5	10	13.7	**73**	**100.0**
Other/Unknown	232	59.8	4	1.0	2	0.5	1	0.3	149	38.4	**388**	**100.0**
Total	**3,763**	**85.4**	**123**	**2.8**	**66**	**1.5**	**78**	**1.8**	**378**	**8.6**	**4,408**	**100.0**
Pedestrians Injured												
Passenger Car	27,000	76.7	5,000	12.9	2,000	4.5	2,000	5.2	*	0.8	**35,000**	**100.0**
Light Truck	18,000	72.9	3,000	12.8	1,000	4.7	2,000	8.9	*	0.7	**25,000**	**100.0**
Other	2,000	80.1	*	8.1	*	5.1	*	2.2	*	4.5	**2,000**	**100.0**
Total	**47,000**	**75.3**	**8,000**	**12.7**	**3,000**	**4.6**	**4,000**	**6.6**	**1,000**	**0.9**	**63,000**	**100.0**

*Less than 500.

Table 100
Pedestrians Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	1,244	25.5
Not visible (dark clothing, no lighting, etc.)	778	15.9
In roadway improperly (standing, lying, working, playing)	721	14.8
Improper crossing of roadway or intersection	671	13.7
Under the influence of alcohol, drugs, or medication	615	12.6
Darting or running into road	588	12.0
Failure to obey traffic signs, signals, or officer	188	3.8
Inattentive (talking, eating, etc.)	104	2.1
Physical impairment	93	1.9
Traveling on prohibited trafficways	63	1.3
Wrong-way walking	62	1.3
Entering/exiting parked or stopped vehicle	37	0.8
Emotional (e.g. depression, angry, disturbed)	26	0.5
Vision obscured (by rain, snow, parked vehicle, sign, etc.)	16	0.3
Ill, blackout	10	0.2
Nonmotorist pushing vehicle	7	0.1
Asleep or fatigued	5	0.1
Portable electronics	1	0.0
Other factors	148	3.0
None reported	660	13.5
Unknown	762	15.6
Total Pedestrians	**4,884**	**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	2	40.0	2	40.0	1	20.0	**5**	**100.0**
5-9	8	42.1	8	42.1	3	15.8	**19**	**100.0**
10-15	20	50.0	16	40.0	4	10.0	**40**	**100.0**
16-20	15	37.5	22	55.0	3	7.5	**40**	**100.0**
21-24	12	36.4	15	45.5	6	18.2	**33**	**100.0**
25-34	20	21.1	60	63.2	14	14.7	**95**	**100.0**
35-44	24	29.6	48	59.3	9	11.1	**81**	**100.0**
45-54	42	29.4	80	55.9	20	14.0	**143**	**100.0**
55-64	43	27.7	91	58.7	19	12.3	**155**	**100.0**
65-74	24	33.3	34	47.2	13	18.1	**72**	**100.0**
>74	14	38.9	19	52.8	2	5.6	**36**	**100.0**
Unknown	1	14.3	5	71.4	1	14.3	**7**	**100.0**
Total	**225**	**31.0**	**400**	**55.1**	**95**	**13.1**	***726**	**100.0**
Pedalcyclists Injured								
<5	**	71.7	**	22.4	**	5.8	**	**100.0**
5-9	1,000	67.8	**	28.6	**	3.6	**1,000**	**100.0**
10-15	4,000	73.6	1,000	20.1	**	6.2	**6,000**	**100.0**
16-20	4,000	62.0	1,000	21.6	1,000	16.2	**6,000**	**100.0**
21-24	4,000	61.9	1,000	18.4	1,000	19.5	**7,000**	**100.0**
25-34	5,000	46.6	3,000	28.7	2,000	24.5	**10,000**	**100.0**
35-44	4,000	50.7	2,000	27.2	2,000	22.0	**7,000**	**100.0**
45-54	3,000	50.6	2,000	32.5	1,000	16.6	**6,000**	**100.0**
55-64	2,000	53.8	2,000	37.9	**	8.1	**5,000**	**100.0**
65-74	1,000	64.9	1,000	23.4	**	11.4	**2,000**	**100.0**
>74	**	81.3	**	8.0	**	10.7	**1,000**	**100.0**
Total	**29,000**	**57.1**	**13,000**	**26.0**	**8,000**	**16.7**	**50,000**	**100.0**

*Includes 6 pedalcyclists killed at unknown locations.
**Less than 500 or less than 0.05 percent.

Table 102

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

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	3	10,156	0.03	2	9,721	0.02	**5**	**19,877**	**0.03**
5-9	13	10,478	0.12	6	10,041	0.06	**19**	**20,520**	**0.09**
10-15	34	12,680	0.27	6	12,156	0.05	**40**	**24,835**	**0.16**
16-20	39	10,925	0.36	1	10,398	0.01	**40**	**21,323**	**0.19**
21-24	28	9,470	0.30	5	9,023	0.06	**33**	**18,493**	**0.18**
25-34	80	21,970	0.36	15	21,546	0.07	**95**	**43,517**	**0.22**
35-44	72	20,159	0.36	9	20,354	0.04	**81**	**40,513**	**0.20**
45-54	130	21,425	0.61	13	22,034	0.06	**143**	**43,459**	**0.33**
55-64	137	19,322	0.71	18	20,756	0.09	**155**	**40,078**	**0.39**
65-74	65	12,349	0.53	7	14,049	0.05	**72**	**26,398**	**0.27**
>74	34	8,002	0.42	2	11,843	0.02	**36**	**19,845**	**0.18**
Unknown	5	*	*	0	*	*	**7**	*	*
Total	**640**	**156,936**	**0.41**	**84**	**161,921**	**0.05**	****726**	**318,857**	**0.23**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	***	10,156	1	***	9,721	****	***	**19,877**	**1**
5-9	1,000	10,478	7	***	10,041	4	**1,000**	**20,520**	**5**
10-15	5,000	12,680	37	1,000	12,156	8	**6,000**	**24,835**	**23**
16-20	5,000	10,925	41	2,000	10,398	16	**6,000**	**21,323**	**29**
21-24	5,000	9,470	53	2,000	9,023	20	**7,000**	**18,493**	**37**
25-34	8,000	21,970	35	2,000	21,546	10	**10,000**	**43,517**	**23**
35-44	6,000	20,159	30	1,000	20,354	5	**7,000**	**40,513**	**17**
45-54	5,000	21,425	25	1,000	22,034	3	**6,000**	**43,459**	**14**
55-64	4,000	19,322	22	***	20,756	2	**5,000**	**40,078**	**12**
65-74	2,000	12,349	16	***	14,049	2	**2,000**	**26,398**	**9**
>74	1,000	8,002	6	***	11,843	1	**1,000**	**19,845**	**3**
Total	**41,000**	**156,936**	**26**	**9,000**	**161,921**	**6**	**50,000**	**318,857**	**16**

*Not applicable.
**Includes 2 pedalcyclists killed of unknown sex.
***Less than 500.
****Less than 0.5.
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	16	3.6	32	11.4	**48**	**6.6**
3 am to 6 am	24	5.4	18	6.4	**42**	**5.8**
6 am to 9 am	65	14.6	23	8.2	**88**	**12.1**
9 am to Noon	71	16.0	15	5.4	**86**	**11.8**
Noon to 3 pm	54	12.1	22	7.9	**76**	**10.5**
3 pm to 6 pm	83	18.7	39	13.9	**122**	**16.8**
6 pm to 9 pm	72	16.2	70	25.0	**142**	**19.6**
9 pm to Midnight	58	13.0	61	21.8	**119**	**16.4**
Unknown	2	0.4	0	0.0	**3**	**0.4**
Total	**445**	**100.0**	**280**	**100.0**	***726**	**100.0**
Pedalcyclists Injured						
Midnight to 3 am	**	0.5	1,000	4.2	**1,000**	**1.5**
3 am to 6 am	**	0.6	**	3.3	**1,000**	**1.3**
6 am to 9 am	4,000	11.2	**	2.4	**4,000**	**8.9**
9 am to Noon	5,000	13.8	2,000	16.7	**7,000**	**14.6**
Noon to 3 pm	7,000	18.2	3,000	21.2	**10,000**	**19.0**
3 pm to 6 pm	13,000	34.6	2,000	15.8	**15,000**	**29.6**
6 pm to 9 pm	6,000	15.5	3,000	19.0	**8,000**	**16.4**
9 pm to Midnight	2,000	5.6	2,000	17.4	**4,000**	**8.7**
Total	**37,000**	**100.0**	**13,000**	**100.0**	**50,000**	**100.0**

*Includes 1 pedalcyclist killed on unknown day of week.
**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	245	89.1	12	4.4	5	1.8	2	0.7	11	4.0	**275**	**100.0**
Light Truck	270	87.7	14	4.5	8	2.6	4	1.3	12	3.9	**308**	**100.0**
Large Truck	30	50.8	17	28.8	3	5.1	2	3.4	7	11.9	**59**	**100.0**
Bus	12	85.7	0	0.0	1	7.1	1	7.1	0	0.0	**14**	**100.0**
Other/Unknown	23	53.5	1	2.3	0	0.0	2	4.7	17	39.5	**43**	**100.0**
Total	**580**	**83.0**	**44**	**6.3**	**17**	**2.4**	**11**	**1.6**	**47**	**6.7**	**699**	**100.0**
Pedalcyclists Injured												
Passenger Car	21,000	74.1	4,000	15.1	2,000	5.7	1,000	5.1	*	*	**29,000**	**100.0**
Light Truck	15,000	75.4	2,000	11.8	2,000	7.6	1,000	5.2	*	0.1	**20,000**	**100.0**
Other	1,000	60.1	*	20.8	*	3.1	*	15.1	*	0.9	**1,000**	**100.0**
Total	**37,000**	**74.3**	**7,000**	**13.9**	**3,000**	**6.4**	**3,000**	**5.4**	*	**0.1**	**50,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 105

Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	196	27.0
Failure to obey traffic signs, signals, or officer	70	9.6
Not visible (dark clothing, no lighting, etc.)	61	8.4
Under the influence of alcohol, drugs, or medication	49	6.7
Wrong-way riding	35	4.8
Making improper turn	34	4.7
Darting or running into road	28	3.9
Improper crossing of roadway or intersection	24	3.3
Operating without required equipment	22	3.0
Riding on wrong side of the road	22	3.0
Improper or erratic lane changing	13	1.8
Failing to have lights on when required	11	1.5
Inattentive (talking, eating, etc.)	10	1.4
Failure to keep in proper lane or running off road	8	1.1
Making improper entry or exit from trafficway	7	1.0
In roadway improperly (standing, lying, working, playing)	5	0.7
Erratic, reckless, careless, or negligent operation	4	0.6
Traveling on prohibited trafficways	4	0.6
Vision obscured (reflected glare, parked vehicle, sign, etc.)	3	0.4
Asleep or fatigued	1	0.1
Improper passing	1	0.1
Passing with insufficient distance	1	0.1
Portable electronics	1	0.1
Other factors	30	4.1
None reported	140	19.3
Unknown	169	23.3
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 decreased by nearly 1 percent from 2013 to 2014 for the Nation as a whole. Twenty-nine States and Puerto Rico showed decreases, ranging from less than 1 percent to as much as 36 percent.
- The pedestrian fatality rate per 100,000 population was 1.53 for the Nation. New Mexico had the highest rate (3.55), and Minnesota had the lowest rate (0.27).
- About 2.2 percent of all traffic crash fatalities in 2014 were pedalcyclists. Rhode Island and Vermont reported no pedalcyclists killed.
- In 2014, 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 2014. 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 2014, 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

2014 Traffic Fatalities by State and Percent Change from 2013

State	Fatalities			State	Fatalities		
	2013	2014	Percent Change		2013	2014	Percent Change
AL	853	820	-4	NE	211	225	+7
AK	51	73	+43	NV	266	290	+9
AZ	849	770	-9	NH	135	95	-30
AR	498	466	-6	NJ	542	556	+3
CA	3,107	3,074	-1	NM	311	383	+23
CO	482	488	+1	NY	1,202	1,039	-14
CT	286	248	-13	NC	1,290	1,284	0
DE	99	121	+22	ND	148	135	-9
DC	20	23	+15	OH	989	1,006	+2
FL	2,403	2,494	+4	OK	678	669	-1
GA	1,180	1,164	-1	OR	313	357	+14
HI	102	95	-7	PA	1,210	1,195	-1
ID	214	186	-13	RI	65	52	-20
IL	991	924	-7	SC	768	824	+7
IN	784	746	-5	SD	135	136	+1
IA	317	321	+1	TN	995	962	-3
KS	350	385	+10	TX	3,389	3,538	+4
KY	638	672	+5	UT	220	256	+16
LA	703	737	+5	VT	69	44	-36
ME	144	131	-9	VA	740	703	-5
MD	465	442	-5	WA	436	462	+6
MA	351	328	-7	WV	332	272	-18
MI	947	901	-5	WI	543	507	-7
MN	387	361	-7	WY	87	150	+72
MS	613	607	-1	**USA**	**32,894**	**32,675**	**-1**
MO	757	766	+1				
MT	229	192	-16	PR	344	304	-12

Figure 28

2014 Traffic Fatalities by State and Percent Change from 2013

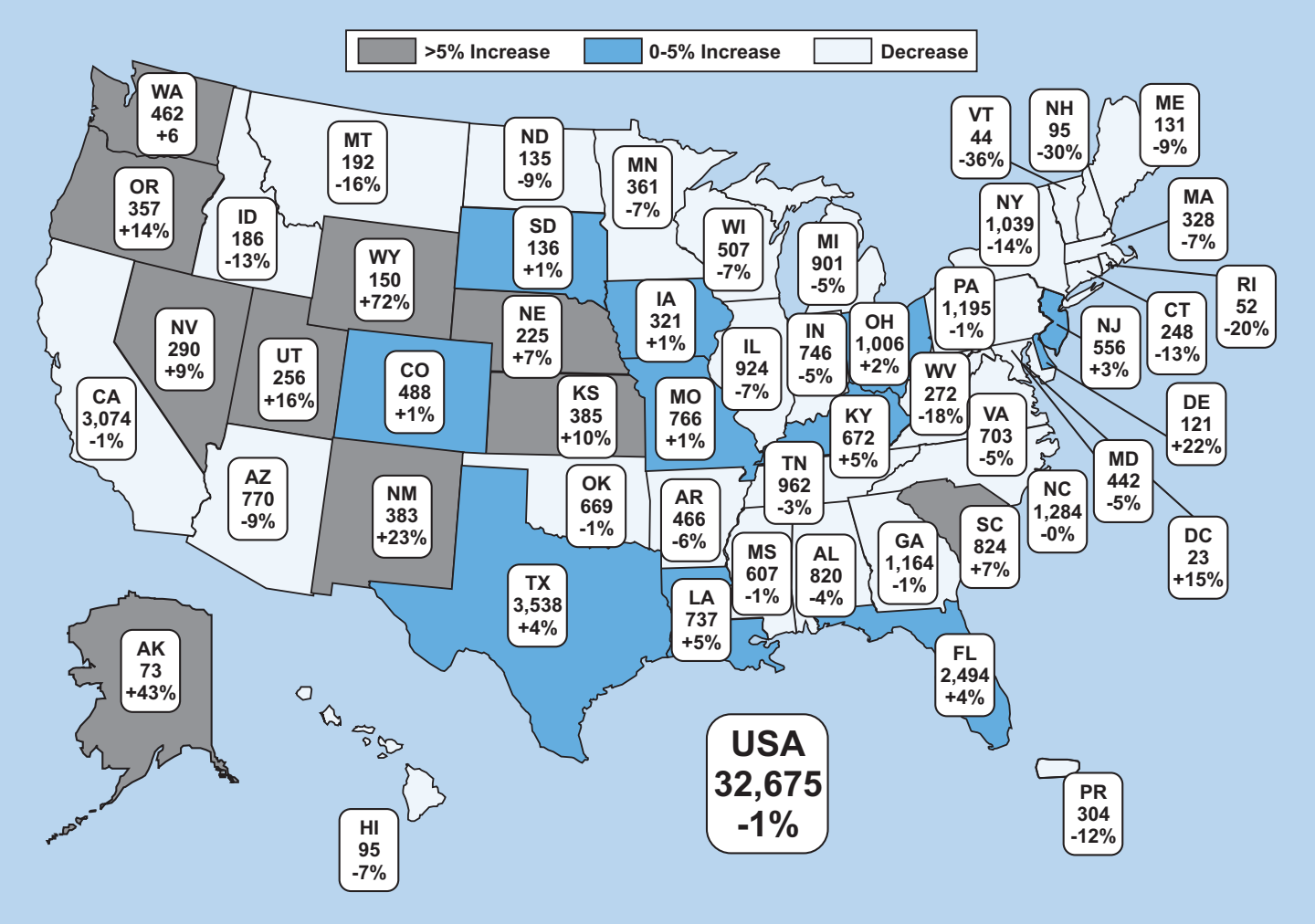


Table 107
Fatal Crashes, by State and First Harmful Event

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	244	32.7	98	13.1	296	39.6	29	3.9	73	9.8	7	0.9	**747**	**100.0**
AK	26	38.2	17	25.0	16	23.5	0	0.0	8	11.8	1	1.5	**68**	**100.0**
AZ	242	34.3	174	24.7	150	21.3	8	1.1	104	14.8	10	1.4	**705**	**100.0**
AR	175	40.6	39	9.0	163	37.8	8	1.9	41	9.5	5	1.2	**431**	**100.0**
CA	917	32.4	789	27.9	788	27.8	88	3.1	232	8.2	19	0.7	**2,833**	**100.0**
CO	172	38.1	68	15.1	121	26.8	16	3.5	71	15.7	3	0.7	**451**	**100.0**
CT	75	32.1	47	20.1	100	42.7	6	2.6	6	2.6	0	0.0	**234**	**100.0**
DE	43	40.6	25	23.6	29	27.4	1	0.9	8	7.5	0	0.0	**106**	**100.0**
DC	5	23.8	10	47.6	6	28.6	0	0.0	0	0.0	0	0.0	**21**	**100.0**
FL	864	37.0	706	30.2	563	24.1	35	1.5	139	6.0	29	1.2	**2,336**	**100.0**
GA	409	37.9	171	15.8	387	35.8	23	2.1	79	7.3	10	0.9	**1,080**	**100.0**
HI	26	27.7	31	33.0	28	29.8	2	2.1	1	1.1	6	6.4	**94**	**100.0**
ID	52	29.7	16	9.1	50	28.6	4	2.3	50	28.6	3	1.7	**175**	**100.0**
IL	330	39.1	150	17.8	283	33.5	29	3.4	40	4.7	13	1.5	**845**	**100.0**
IN	304	43.1	86	12.2	226	32.1	27	3.8	47	6.7	15	2.1	**705**	**100.0**
IA	127	44.3	24	8.4	93	32.4	9	3.1	31	10.8	3	1.0	**287**	**100.0**
KS	148	43.4	23	6.7	99	29.0	8	2.3	58	17.0	5	1.5	**341**	**100.0**
KY	219	35.8	55	9.0	279	45.6	19	3.1	38	6.2	2	0.3	**612**	**100.0**
LA	211	31.9	105	15.9	274	41.4	16	2.4	50	7.6	6	0.9	**662**	**100.0**
ME	50	43.5	11	9.6	40	34.8	4	3.5	8	7.0	2	1.7	**115**	**100.0**
MD	160	38.5	100	24.0	128	30.8	7	1.7	16	3.8	3	0.7	**416**	**100.0**
MA	75	24.2	76	24.5	139	44.8	9	2.9	7	2.3	4	1.3	**310**	**100.0**
MI	355	42.7	164	19.7	204	24.5	34	4.1	59	7.1	15	1.8	**831**	**100.0**
MN	171	52.8	19	5.9	91	28.1	12	3.7	28	8.6	1	0.3	**324**	**100.0**
MS	192	35.4	55	10.1	242	44.6	9	1.7	44	8.1	1	0.2	**543**	**100.0**
MO	267	38.4	71	10.2	268	38.5	18	2.6	65	9.3	7	1.0	**696**	**100.0**
MT	41	23.3	11	6.3	65	36.9	8	4.5	49	27.8	2	1.1	**176**	**100.0**
NE	91	44.8	11	5.4	51	25.1	5	2.5	42	20.7	3	1.5	**203**	**100.0**
NV	80	30.0	76	28.5	59	22.1	4	1.5	47	17.6	1	0.4	**267**	**100.0**
NH	29	32.6	16	18.0	36	40.4	2	2.2	2	2.2	4	4.5	**89**	**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	179	34.2	170	32.5	142	27.2	15	2.9	8	1.5	9	1.7	**523**	**100.0**
NM	101	30.0	77	22.8	55	16.3	8	2.4	91	27.0	4	1.2	**337**	**100.0**
NY	290	29.7	300	30.7	314	32.1	35	3.6	30	3.1	9	0.9	**978**	**100.0**
NC	440	37.0	183	15.4	469	39.5	22	1.9	63	5.3	11	0.9	**1,188**	**100.0**
ND	47	38.8	11	9.1	28	23.1	8	6.6	26	21.5	1	0.8	**121**	**100.0**
OH	374	40.8	91	9.9	372	40.6	26	2.8	42	4.6	11	1.2	**917**	**100.0**
OK	258	43.8	47	8.0	198	33.6	21	3.6	59	10.0	6	1.0	**589**	**100.0**
OR	107	33.2	58	18.0	94	29.2	10	3.1	49	15.2	4	1.2	**322**	**100.0**
PA	422	38.1	170	15.4	396	35.8	38	3.4	54	4.9	24	2.2	**1,107**	**100.0**
RI	12	23.1	15	28.8	24	46.2	0	0.0	1	1.9	0	0.0	**52**	**100.0**
SC	265	35.0	116	15.3	293	38.7	15	2.0	66	8.7	2	0.3	**757**	**100.0**
SD	47	37.6	10	8.0	36	28.8	3	2.4	27	21.6	2	1.6	**125**	**100.0**
TN	344	38.6	84	9.4	369	41.4	16	1.8	71	8.0	8	0.9	**892**	**100.0**
TX	1,248	39.1	505	15.8	899	28.2	98	3.1	407	12.7	33	1.0	**3,193**	**100.0**
UT	77	34.7	41	18.5	53	23.9	7	3.2	39	17.6	5	2.3	**222**	**100.0**
VT	12	28.6	5	11.9	17	40.5	0	0.0	7	16.7	1	2.4	**42**	**100.0**
VA	220	33.4	100	15.2	293	44.5	13	2.0	22	3.3	11	1.7	**659**	**100.0**
WA	156	36.4	79	18.4	118	27.5	10	2.3	59	13.8	7	1.6	**429**	**100.0**
WV	78	32.2	19	7.9	106	43.8	10	4.1	25	10.3	4	1.7	**242**	**100.0**
WI	192	41.7	45	9.8	160	34.8	23	5.0	32	7.0	8	1.7	**460**	**100.0**
WY	43	32.8	10	7.6	30	22.9	2	1.5	43	32.8	3	2.3	**131**	**100.0**
USA	**11,012**	**36.7**	**5,380**	**17.9**	**9,740**	**32.5**	**820**	**2.7**	**2,664**	**8.9**	**343**	**1.1**	***29,989**	**100.0**
PR	76	26.5	103	35.9	89	31.0	4	1.4	1	0.3	14	4.9	**287**	**100.0**

*Total includes 30 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	42	52	3	177	148	213	109	3	**747**
AK	11	7	0	13	11	17	8	1	**68**
AZ	46	40	23	238	157	110	89	2	**705**
AR	30	22	8	111	78	94	87	1	**431**
CA	125	276	269	994	574	390	201	4	**2,833**
CO	37	32	20	175	82	59	46	0	**451**
CT	6	34	24	59	57	24	30	0	**234**
DE	0	0	0	23	11	13	9	50	**106**
DC	0	2	1	0	0	0	18	0	**21**
FL	40	146	77	692	328	14	695	344	**2,336**
GA	39	96	9	232	303	227	174	0	**1,080**
HI	1	4	1	28	33	14	13	0	**94**
ID	21	0	3	60	22	34	12	23	**175**
IL	49	57	6	248	188	162	130	5	**845**
IN	54	24	0	0	99	185	343	0	**705**
IA	16	8	0	86	54	77	46	0	**287**
KS	15	12	8	100	79	53	74	0	**341**
KY	34	15	3	128	81	235	116	0	**612**
LA	38	62	7	127	137	174	99	18	**662**
ME	3	0	0	29	28	29	21	5	**115**
MD	0	51	27	132	93	72	40	1	**416**
MA	3	55	5	78	48	22	99	0	**310**
MI	20	67	24	224	208	162	124	2	**831**
MN	17	15	5	74	101	74	37	1	**324**
MS	55	3	0	299	0	1	184	1	**543**
MO	33	62	14	168	160	164	94	1	**696**
MT	31	0	0	49	24	44	27	1	**176**
NE	16	6	1	54	32	28	60	6	**203**
NV	16	20	16	72	68	30	35	10	**267**
NH	7	3	1	16	16	22	24	0	**89**

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	54	41	168	137	51	65	4	**523**
NM	61	10	0	118	48	54	29	17	**337**
NY	25	40	42	252	136	48	435	0	**978**
NC	60	39	16	248	419	121	282	3	**1,188**
ND	8	3	0	44	18	21	27	0	**121**
OH	31	70	19	157	175	300	158	7	**917**
OK	33	35	11	135	94	174	107	0	**589**
OR	24	12	2	123	60	76	25	0	**322**
PA	42	63	34	271	263	197	229	8	**1,107**
RI	2	4	8	13	8	1	16	0	**52**
SC	78	18	8	160	203	193	41	56	**757**
SD	8	1	0	37	23	33	21	2	**125**
TN	43	76	9	246	180	194	143	1	**892**
TX	178	363	219	734	393	502	793	11	**3,193**
UT	31	25	5	69	27	14	50	1	**222**
VT	4	1	2	8	10	10	7	0	**42**
VA	35	49	4	146	172	166	80	7	**659**
WA	10	26	18	100	78	87	35	75	**429**
WV	15	16	0	57	46	71	37	0	**242**
WI	15	8	10	118	108	111	89	1	**460**
WY	28	2	1	39	9	17	35	0	**131**
USA	**1,539**	**2,086**	**1,004**	**7,929**	**5,827**	**5,184**	**5,748**	**672**	**29,989**
PR	34	19	7	67	80	48	32	0	**287**

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	44	58	3	201	164	228	117	5	**820**
AK	15	7	0	13	11	18	8	1	**73**
AZ	60	42	26	251	170	126	93	2	**770**
AR	33	26	11	121	85	98	91	1	**466**
CA	150	298	301	1,073	605	433	207	7	**3,074**
CO	43	33	21	191	84	67	49	0	**488**
CT	6	36	25	61	65	24	31	0	**248**
DE	0	0	0	27	14	14	12	54	**121**
DC	0	3	1	0	0	0	19	0	**23**
FL	46	171	82	729	354	15	734	363	**2,494**
GA	42	109	10	251	327	246	179	0	**1,164**
HI	1	4	1	28	34	14	13	0	**95**
ID	23	0	4	65	24	35	12	23	**186**
IL	50	67	6	268	204	177	144	8	**924**
IN	60	25	0	0	108	195	358	0	**746**
IA	20	8	0	97	58	84	54	0	**321**
KS	18	14	8	118	87	57	83	0	**385**
KY	36	15	3	154	88	255	121	0	**672**
LA	47	67	7	137	150	199	108	22	**737**
ME	4	0	0	37	33	31	21	5	**131**
MD	0	54	28	138	101	79	41	1	**442**
MA	3	60	5	82	52	22	104	0	**328**
MI	21	74	27	241	225	174	137	2	**901**
MN	19	16	5	89	111	81	39	1	**361**
MS	62	3	0	343	0	1	197	1	**607**
MO	37	71	14	186	177	181	99	1	**766**
MT	34	0	0	57	26	46	28	1	**192**
NE	22	6	1	62	38	29	61	6	**225**
NV	17	21	20	77	77	32	35	11	**290**
NH	7	3	1	18	16	23	27	0	**95**

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	3	60	46	173	145	57	68	4	**556**
NM	75	11	0	134	53	60	31	19	**383**
NY	30	43	51	269	143	49	454	0	**1,039**
NC	69	42	16	277	441	132	304	3	**1,284**
ND	10	3	0	50	21	22	29	0	**135**
OH	33	76	21	174	188	337	170	7	**1,006**
OK	42	35	11	172	112	187	110	0	**669**
OR	26	13	3	137	63	86	29	0	**357**
PA	48	69	37	291	289	211	242	8	**1,195**
RI	2	4	8	13	8	1	16	0	**52**
SC	97	20	8	172	219	205	43	60	**824**
SD	8	1	0	44	24	35	21	3	**136**
TN	50	87	11	267	188	207	151	1	**962**
TX	208	405	242	831	443	563	835	11	**3,538**
UT	37	30	7	86	29	14	52	1	**256**
VT	4	1	3	9	10	10	7	0	**44**
VA	39	52	5	156	182	179	83	7	**703**
WA	12	27	20	109	87	94	35	78	**462**
WV	19	20	0	65	50	79	39	0	**272**
WI	16	9	10	136	118	124	93	1	**507**
WY	32	5	1	47	11	18	36	0	**150**
USA	**1,780**	**2,304**	**1,110**	**8,727**	**6,312**	**5,654**	**6,070**	**718**	**32,675**
PR	38	20	8	77	81	48	32	0	**304**

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	3,882	21.13	5,367	15.28	4,849	16.91	**820**
AK	532	13.73	800	9.12	737	9.91	**73**
AZ	4,882	15.77	5,588	13.78	6,731	11.44	**770**
AR	2,112	22.07	2,779	16.77	2,966	15.71	**466**
CA	24,813	12.39	28,687	10.72	38,803	7.92	**3,074**
CO	3,883	12.57	4,821	10.12	5,356	9.11	**488**
CT	2,543	9.75	2,866	8.65	3,597	6.90	**248**
DE	732	16.52	958	12.63	936	12.93	**121**
DC	420	5.48	334	6.88	659	3.49	**23**
FL	13,898	17.94	15,505	16.09	19,893	12.54	**2,494**
GA	6,650	17.50	8,155	14.27	10,097	11.53	**1,164**
HI	903	10.52	1,393	6.82	1,420	6.69	**95**
ID	1,128	16.48	1,763	10.55	1,634	11.38	**186**
IL	8,374	11.03	10,394	8.89	12,881	7.17	**924**
IN	4,448	16.77	6,013	12.41	6,597	11.31	**746**
IA	2,228	14.41	3,597	8.93	3,107	10.33	**321**
KS	2,021	19.05	2,543	15.14	2,904	13.26	**385**
KY	3,005	22.36	4,149	16.20	4,413	15.23	**672**
LA	3,313	22.25	3,887	18.96	4,650	15.85	**737**
ME	1,019	12.86	1,195	10.97	1,330	9.85	**131**
MD	4,143	10.67	4,052	10.91	5,976	7.40	**442**
MA	4,766	6.88	4,994	6.57	6,745	4.86	**328**
MI	7,046	12.79	8,126	11.09	9,910	9.09	**901**
MN	3,357	10.75	5,223	6.91	5,457	6.62	**361**
MS	1,978	30.69	2,068	29.35	2,994	20.27	**607**
MO	4,295	17.83	5,333	14.36	6,064	12.63	**766**
MT	769	24.98	1,586	12.11	1,024	18.76	**192**
NE	1,384	16.26	1,948	11.55	1,882	11.96	**225**
NV	1,796	16.14	2,240	12.94	2,839	10.21	**290**
NH	1,072	8.86	1,310	7.25	1,327	7.16	**95**

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	6,153	9.04	6,874	8.09	8,938	6.22	**556**
NM	1,445	26.51	1,931	19.84	2,086	18.36	**383**
NY	11,318	9.18	10,904	9.53	19,746	5.26	**1,039**
NC	7,025	18.28	7,876	16.30	9,944	12.91	**1,284**
ND	528	25.59	871	15.50	739	18.26	**135**
OH	7,916	12.71	10,453	9.62	11,594	8.68	**1,006**
OK	2,452	27.28	3,518	19.02	3,878	17.25	**669**
OR	2,785	12.82	3,418	10.44	3,970	8.99	**357**
PA	8,916	13.40	10,505	11.38	12,787	9.35	**1,195**
RI	748	6.95	865	6.01	1,055	4.93	**52**
SC	3,618	22.78	4,018	20.51	4,832	17.05	**824**
SD	610	22.30	1,033	13.17	853	15.94	**136**
TN	4,613	20.85	5,496	17.50	6,549	14.69	**962**
TX	15,649	22.61	20,877	16.95	26,957	13.12	**3,538**
UT	1,426	17.96	2,151	11.90	2,943	8.70	**256**
VT	545	8.07	612	7.18	627	7.02	**44**
VA	5,769	12.19	7,160	9.82	8,326	8.44	**703**
WA	5,401	8.55	6,405	7.21	7,062	6.54	**462**
WV	1,172	23.21	1,553	17.51	1,850	14.70	**272**
WI	4,188	12.11	5,340	9.49	5,758	8.81	**507**
WY	424	35.38	820	18.29	584	25.68	**150**
USA	**214,092**	**15.26**	**274,805**	**11.89**	**318,857**	**10.25**	**32,675**
PR	—	—	2,647	11.48	3,548	8.57	**304**

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 (FHWA); Registered Vehicles for States—FHWA; Registered Vehicles for USA—R.L. Polk & Co. and FHWA; 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	496	60.5	152	18.5	65	7.9	96	11.7	9	1.1	2	0.2	**820**	**100.0**
AK	38	52.1	10	13.7	8	11.0	14	19.2	3	4.1	0	0.0	**73**	**100.0**
AZ	292	37.9	147	19.1	130	16.9	141	18.3	29	3.8	31	4.0	**770**	**100.0**
AR	276	59.2	84	18.0	61	13.1	36	7.7	7	1.5	2	0.4	**466**	**100.0**
CA	1,151	37.4	539	17.5	519	16.9	697	22.7	128	4.2	40	1.3	**3,074**	**100.0**
CO	227	46.5	92	18.9	94	19.3	63	12.9	10	2.0	2	0.4	**488**	**100.0**
CT	110	44.4	33	13.3	55	22.2	47	19.0	3	1.2	0	0.0	**248**	**100.0**
DE	54	44.6	24	19.8	15	12.4	25	20.7	3	2.5	0	0.0	**121**	**100.0**
DC	9	39.1	1	4.3	3	13.0	9	39.1	1	4.3	0	0.0	**23**	**100.0**
FL	950	38.1	307	12.3	478	19.2	588	23.6	139	5.6	32	1.3	**2,494**	**100.0**
GA	654	56.2	187	16.1	137	11.8	163	14.0	19	1.6	4	0.3	**1,164**	**100.0**
HI	25	26.3	13	13.7	25	26.3	24	25.3	4	4.2	4	4.2	**95**	**100.0**
ID	106	57.0	38	20.4	25	13.4	13	7.0	2	1.1	2	1.1	**186**	**100.0**
IL	475	51.4	170	18.4	118	12.8	123	13.3	27	2.9	11	1.2	**924**	**100.0**
IN	407	54.6	117	15.7	124	16.6	78	10.5	12	1.6	8	1.1	**746**	**100.0**
IA	182	56.7	58	18.1	52	16.2	19	5.9	4	1.2	6	1.9	**321**	**100.0**
KS	241	62.6	64	16.6	48	12.5	23	6.0	7	1.8	2	0.5	**385**	**100.0**
KY	392	58.3	131	19.5	86	12.8	57	8.5	4	0.6	2	0.3	**672**	**100.0**
LA	392	53.2	137	18.6	83	11.3	105	14.2	12	1.6	8	1.1	**737**	**100.0**
ME	84	64.1	25	19.1	11	8.4	9	6.9	2	1.5	0	0.0	**131**	**100.0**
MD	195	44.1	69	15.6	69	15.6	101	22.9	5	1.1	3	0.7	**442**	**100.0**
MA	156	47.6	48	14.6	43	13.1	70	21.3	8	2.4	3	0.9	**328**	**100.0**
MI	451	50.1	162	18.0	112	12.4	148	16.4	22	2.4	6	0.7	**901**	**100.0**
MN	207	57.3	84	23.3	46	12.7	15	4.2	5	1.4	4	1.1	**361**	**100.0**
MS	364	60.0	142	23.4	41	6.8	53	8.7	6	1.0	1	0.2	**607**	**100.0**
MO	445	58.1	156	20.4	91	11.9	65	8.5	5	0.7	4	0.5	**766**	**100.0**
MT	119	62.0	38	19.8	23	12.0	10	5.2	2	1.0	0	0.0	**192**	**100.0**
NE	146	64.9	46	20.4	20	8.9	9	4.0	2	0.9	2	0.9	**225**	**100.0**
NV	99	34.1	49	16.9	63	21.7	70	24.1	8	2.8	1	0.3	**290**	**100.0**
NH	52	54.7	10	10.5	17	17.9	12	12.6	3	3.2	1	1.1	**95**	**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	233	41.9	78	14.0	62	11.2	168	30.2	11	2.0	4	0.7	**556**	**100.0**
NM	171	44.6	80	20.9	46	12.0	74	19.3	5	1.3	7	1.8	**383**	**100.0**
NY	443	42.6	130	12.5	148	14.2	263	25.3	46	4.4	9	0.9	**1,039**	**100.0**
NC	671	52.3	229	17.8	190	14.8	172	13.4	19	1.5	3	0.2	**1,284**	**100.0**
ND	82	60.7	31	23.0	10	7.4	9	6.7	3	2.2	0	0.0	**135**	**100.0**
OH	582	57.9	178	17.7	136	13.5	86	8.5	11	1.1	13	1.3	**1,006**	**100.0**
OK	414	61.9	142	21.2	57	8.5	50	7.5	4	0.6	2	0.3	**669**	**100.0**
OR	184	51.5	63	17.6	46	12.9	57	16.0	7	2.0	0	0.0	**357**	**100.0**
PA	639	53.5	182	15.2	185	15.5	161	13.5	19	1.6	9	0.8	**1,195**	**100.0**
RI	24	46.2	3	5.8	10	19.2	14	26.9	0	0.0	1	1.9	**52**	**100.0**
SC	421	51.1	159	19.3	121	14.7	107	13.0	14	1.7	2	0.2	**824**	**100.0**
SD	83	61.0	24	17.6	17	12.5	9	6.6	2	1.5	1	0.7	**136**	**100.0**
TN	570	59.3	176	18.3	120	12.5	86	8.9	5	0.5	5	0.5	**962**	**100.0**
TX	1,852	52.3	689	19.5	450	12.7	476	13.5	50	1.4	21	0.6	**3,538**	**100.0**
UT	115	44.9	50	19.5	45	17.6	32	12.5	9	3.5	5	2.0	**256**	**100.0**
VT	25	56.8	7	15.9	7	15.9	5	11.4	0	0.0	0	0.0	**44**	**100.0**
VA	394	56.0	115	16.4	90	12.8	88	12.5	12	1.7	4	0.6	**703**	**100.0**
WA	224	48.5	83	18.0	69	14.9	75	16.2	7	1.5	4	0.9	**462**	**100.0**
WV	163	59.9	60	22.1	26	9.6	19	7.0	2	0.7	2	0.7	**272**	**100.0**
WI	284	56.0	101	19.9	73	14.4	45	8.9	4	0.8	0	0.0	**507**	**100.0**
WY	85	56.7	38	25.3	16	10.7	5	3.3	5	3.3	1	0.7	**150**	**100.0**
USA	**16,454**	**50.4**	**5,751**	**17.6**	**4,586**	**14.0**	**4,884**	**14.9**	**726**	**2.2**	**274**	**0.8**	**32,675**	**100.0**
PR	105	34.5	44	14.5	47	15.5	95	31.3	12	3.9	1	0.3	**304**	**100.0**

Table 112
Persons Killed, by State and Age Group

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
AL	11	11	18	70	78	126	120	128	119	72	64	3	**820**
AK	1	1	0	6	4	20	6	17	13	4	1	0	**73**
AZ	9	11	10	65	70	130	93	113	114	84	67	4	**770**
AR	6	4	9	42	35	80	77	69	65	42	37	0	**466**
CA	32	28	61	310	358	578	356	420	402	230	283	16	**3,074**
CO	2	5	5	53	59	84	68	71	72	31	38	0	**488**
CT	2	2	2	19	32	45	37	41	27	14	27	0	**248**
DE	0	0	3	8	12	26	12	18	15	11	16	0	**121**
DC	1	0	0	3	1	5	5	4	3	1	0	0	**23**
FL	30	19	31	198	253	411	318	400	333	234	249	18	**2,494**
GA	11	13	23	105	93	226	166	192	159	94	78	4	**1,164**
HI	0	0	0	8	11	17	13	10	14	10	12	0	**95**
ID	8	5	6	16	10	29	20	23	29	21	19	0	**186**
IL	9	5	13	84	99	162	121	134	118	72	106	1	**924**
IN	6	5	12	57	80	139	102	131	91	70	51	2	**746**
IA	5	4	7	37	22	42	37	59	46	29	33	0	**321**
KS	2	6	9	38	35	71	42	49	56	44	33	0	**385**
KY	6	10	10	66	69	103	110	96	87	48	67	0	**672**
LA	11	13	14	59	76	164	105	109	100	44	36	6	**737**
ME	0	0	2	14	12	14	14	24	15	20	16	0	**131**
MD	3	1	6	27	59	110	52	50	61	35	38	0	**442**
MA	6	1	1	21	36	65	43	43	46	33	32	1	**328**
MI	5	5	18	93	102	147	105	133	120	79	94	0	**901**
MN	0	6	2	32	31	60	42	63	43	32	50	0	**361**
MS	4	3	16	67	63	110	82	99	84	43	36	0	**607**
MO	15	7	21	76	69	132	102	104	91	71	78	0	**766**
MT	5	1	3	22	21	36	26	29	20	15	14	0	**192**
NE	1	3	6	18	31	41	33	32	22	21	17	0	**225**
NV	5	6	1	35	32	43	39	40	40	23	26	0	**290**
NH	0	1	1	9	16	11	8	18	13	7	11	0	**95**

Table 112
Persons Killed, by State and Age Group (Continued)

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
NJ	3	5	9	52	43	94	58	94	79	45	74	0	**556**
NM	3	5	5	40	40	84	57	63	48	22	14	2	**383**
NY	6	10	20	78	86	192	121	142	135	97	141	11	**1,039**
NC	16	9	25	127	123	218	164	202	178	110	112	0	**1,284**
ND	2	2	4	16	19	24	17	22	16	5	8	0	**135**
OH	8	7	16	101	93	183	129	157	117	89	106	0	**1,006**
OK	6	11	11	71	55	103	96	98	103	46	69	0	**669**
OR	1	4	4	30	26	44	48	63	63	31	43	0	**357**
PA	7	13	21	87	128	169	141	182	161	131	154	1	**1,195**
RI	0	0	0	3	5	4	4	11	7	6	12	0	**52**
SC	10	12	6	91	78	164	108	112	116	79	48	0	**824**
SD	3	1	2	14	15	17	17	20	22	9	16	0	**136**
TN	5	10	16	75	74	187	123	162	123	96	90	1	**962**
TX	47	63	58	328	395	706	487	506	466	244	222	16	**3,538**
UT	5	3	12	30	17	39	39	43	30	18	20	0	**256**
VT	0	0	1	6	6	7	1	10	5	2	6	0	**44**
VA	6	4	16	62	65	123	87	113	105	54	67	1	**703**
WA	7	3	4	53	49	67	54	66	65	53	41	0	**462**
WV	4	3	8	18	31	37	39	46	32	28	26	0	**272**
WI	1	7	9	52	57	94	57	62	77	38	53	0	**507**
WY	4	2	5	6	18	34	21	15	24	8	13	0	**150**
USA	**340**	**350**	**562**	**2,998**	**3,292**	**5,817**	**4,222**	**4,908**	**4,390**	**2,745**	**2,964**	**87**	**32,675**
PR	2	1	4	30	35	49	36	41	41	26	25	14	**304**

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	337	47.3	281	39.4	15	2.1	0	0.0	15	2.1	0	0.0	*648*	*90.9*	*65*	*9.1*	**713**	**100.0**
AK	19	33.9	23	41.1	1	1.8	1	1.8	4	7.1	0	0.0	*48*	*85.7*	*8*	*14.3*	**56**	**100.0**
AZ	216	36.9	177	30.2	9	1.5	1	0.2	14	2.4	39	6.7	*456*	*77.8*	*130*	*22.2*	**586**	**100.0**
AR	155	36.6	190	44.9	9	2.1	0	0.0	7	1.7	1	0.2	*362*	*85.6*	*61*	*14.4*	**423**	**100.0**
CA	1,057	47.7	561	25.3	33	1.5	17	0.8	25	1.1	2	0.1	*1,695*	*76.6*	*519*	*23.4*	**2,214**	**100.0**
CO	176	42.6	132	32.0	10	2.4	0	0.0	1	0.2	0	0.0	*319*	*77.2*	*94*	*22.8*	**413**	**100.0**
CT	110	55.6	27	13.6	4	2.0	0	0.0	2	1.0	0	0.0	*143*	*72.2*	*55*	*27.8*	**198**	**100.0**
DE	44	47.3	27	29.0	4	4.3	3	3.2	0	0.0	0	0.0	*78*	*83.9*	*15*	*16.1*	**93**	**100.0**
DC	7	53.8	3	23.1	0	0.0	0	0.0	0	0.0	0	0.0	*10*	*76.9*	*3*	*23.1*	**13**	**100.0**
FL	768	44.2	438	25.2	22	1.3	2	0.1	22	1.3	8	0.5	*1,260*	*72.5*	*478*	*27.5*	**1,738**	**100.0**
GA	445	45.4	350	35.7	28	2.9	0	0.0	19	1.9	2	0.2	*844*	*86.0*	*137*	*14.0*	**981**	**100.0**
HI	16	25.4	22	34.9	0	0.0	0	0.0	0	0.0	0	0.0	*38*	*60.3*	*25*	*39.7*	**63**	**100.0**
ID	59	34.7	71	41.8	7	4.1	0	0.0	8	4.7	0	0.0	*145*	*85.3*	*25*	*14.7*	**170**	**100.0**
IL	367	47.8	254	33.1	18	2.3	0	0.0	11	1.4	0	0.0	*650*	*84.6*	*118*	*15.4*	**768**	**100.0**
IN	258	39.8	239	36.9	15	2.3	1	0.2	11	1.7	0	0.0	*524*	*80.9*	*124*	*19.1*	**648**	**100.0**
IA	117	39.4	102	34.3	11	3.7	0	0.0	15	5.1	0	0.0	*245*	*82.5*	*52*	*17.5*	**297**	**100.0**
KS	136	38.3	160	45.1	4	1.1	0	0.0	7	2.0	0	0.0	*307*	*86.5*	*48*	*13.5*	**355**	**100.0**
KY	278	45.6	220	36.1	9	1.5	0	0.0	17	2.8	0	0.0	*524*	*85.9*	*86*	*14.1*	**610**	**100.0**
LA	257	41.9	245	39.9	20	3.3	0	0.0	9	1.5	0	0.0	*531*	*86.5*	*83*	*13.5*	**614**	**100.0**
ME	50	41.7	54	45.0	0	0.0	0	0.0	4	3.3	1	0.8	*109*	*90.8*	*11*	*9.2*	**120**	**100.0**
MD	174	52.3	81	24.3	7	2.1	0	0.0	1	0.3	1	0.3	*264*	*79.3*	*69*	*20.7*	**333**	**100.0**
MA	150	60.2	51	20.5	4	1.6	0	0.0	1	0.4	0	0.0	*206*	*82.7*	*43*	*17.3*	**249**	**100.0**
MI	335	46.2	250	34.5	9	1.2	3	0.4	16	2.2	0	0.0	*613*	*84.6*	*112*	*15.4*	**725**	**100.0**
MN	154	45.4	116	34.2	8	2.4	1	0.3	12	3.5	2	0.6	*293*	*86.4*	*46*	*13.6*	**339**	**100.0**
MS	262	47.9	213	38.9	13	2.4	0	0.0	12	2.2	6	1.1	*506*	*92.5*	*41*	*7.5*	**547**	**100.0**
MO	298	43.1	258	37.3	19	2.7	0	0.0	26	3.8	0	0.0	*601*	*86.8*	*91*	*13.2*	**692**	**100.0**
MT	54	30.0	91	50.6	1	0.6	0	0.0	11	6.1	0	0.0	*157*	*87.2*	*23*	*12.8*	**180**	**100.0**
NE	76	35.5	107	50.0	7	3.3	0	0.0	4	1.9	0	0.0	*194*	*90.7*	*20*	*9.3*	**214**	**100.0**
NV	88	41.7	57	27.0	2	0.9	0	0.0	1	0.5	0	0.0	*148*	*70.1*	*63*	*29.9*	**211**	**100.0**
NH	42	53.2	16	20.3	2	2.5	0	0.0	2	2.5	0	0.0	*62*	*78.5*	*17*	*21.5*	**79**	**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	202	54.2	92	24.7	13	3.5	0	0.0	4	1.1	0	0.0	*311*	*83.4*	*62*	*16.6*	**373**	**100.0**
NM	106	34.9	123	40.5	7	5.6	0	0.0	6	2.0	6	2.0	*258*	*84.9*	*46*	*15.1*	**304**	**100.0**
NY	375	52.0	165	22.9	14	1.9	3	0.4	16	2.2	0	0.0	*573*	*79.5*	*148*	*20.5*	**721**	**100.0**
NC	517	47.4	348	31.9	20	1.8	0	0.0	14	1.3	2	0.2	*901*	*82.6*	*190*	*17.4*	**1,091**	**100.0**
ND	39	31.7	66	53.7	5	4.1	0	0.0	3	2.4	0	0.0	*113*	*91.9*	*10*	*8.1*	**123**	**100.0**
OH	469	52.1	264	29.3	14	1.6	0	0.0	15	1.7	3	0.3	*765*	*84.9*	*136*	*15.1*	**901**	**100.0**
OK	226	36.9	274	44.7	41	6.7	4	0.7	11	1.8	0	0.0	*556*	*90.7*	*57*	*9.3*	**613**	**100.0**
OR	128	43.7	104	35.5	7	2.4	0	0.0	3	1.0	5	1.7	*247*	*84.3*	*46*	*15.7*	**293**	**100.0**
PA	514	51.0	254	25.2	28	2.8	0	0.0	25	2.5	1	0.1	*822*	*81.6*	*185*	*18.4*	**1,007**	**100.0**
RI	17	45.9	8	21.6	1	2.7	0	0.0	1	2.7	0	0.0	*27*	*73.0*	*10*	*27.0*	**37**	**100.0**
SC	327	46.6	241	34.4	10	1.4	0	0.0	2	0.3	0	0.0	*580*	*82.7*	*121*	*17.3*	**701**	**100.0**
SD	41	32.8	61	48.8	4	3.2	0	0.0	2	1.6	0	0.0	*108*	*86.4*	*17*	*13.6*	**125**	**100.0**
TN	394	45.4	303	34.9	24	2.8	3	0.3	23	2.7	0	0.0	*747*	*86.2*	*120*	*13.8*	**867**	**100.0**
TX	1,138	38.0	1,266	42.3	114	3.8	2	0.1	21	0.7	0	0.0	*2,541*	*85.0*	*450*	*15.0*	**2,991**	**100.0**
UT	89	42.4	67	31.9	4	1.9	0	0.0	5	2.4	0	0.0	*165*	*78.6*	*45*	*21.4*	**210**	**100.0**
VT	18	46.2	9	23.1	1	2.6	1	2.6	3	7.7	0	0.0	*32*	*82.1*	*7*	*17.9*	**39**	**100.0**
VA	299	49.9	177	29.5	22	3.7	1	0.2	10	1.7	0	0.0	*509*	*85.0*	*90*	*15.0*	**599**	**100.0**
WA	177	47.1	120	31.9	5	1.3	1	0.3	4	1.1	0	0.0	*307*	*81.6*	*69*	*18.4*	**376**	**100.0**
WV	99	39.4	103	41.0	6	2.4	0	0.0	17	6.8	0	0.0	*225*	*89.6*	*26*	*10.4*	**251**	**100.0**
WI	210	45.9	153	33.4	11	2.4	0	0.0	11	2.4	0	0.0	*385*	*84.1*	*73*	*15.9*	**458**	**100.0**
WY	36	25.7	82	58.6	5	3.6	0	0.0	1	0.7	0	0.0	*124*	*88.6*	*16*	*11.4*	**140**	**100.0**
USA	**11,926**	**44.4**	**9,096**	**33.9**	**657**	**2.4**	**44**	**0.2**	**474**	**1.8**	**79**	**0.3**	***22,276***	***82.9***	***4,586***	***17.1***	**26,862**	**100.0**
PR	115	58.7	28	14.3	1	0.5	0	0.0	5	2.6	0	0.0	*149*	*76.0*	*47*	*24.0*	**196**	**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	240	38.8	351	56.8	27	4.4	**618**	**100.0**
AK	12	28.6	21	50.0	9	21.4	**42**	**100.0**
AZ	141	35.9	209	53.2	43	10.9	**393**	**100.0**
AR	149	43.2	166	48.1	30	8.7	**345**	**100.0**
CA	993	61.4	476	29.4	149	9.2	**1,618**	**100.0**
CO	140	45.5	156	50.6	12	3.9	**308**	**100.0**
CT	50	36.5	48	35.0	39	28.5	**137**	**100.0**
DE	46	64.8	23	32.4	2	2.8	**71**	**100.0**
DC	7	70.0	3	30.0	0	0.0	**10**	**100.0**
FL	638	52.9	510	42.3	58	4.8	**1,206**	**100.0**
GA	376	47.3	363	45.7	56	7.0	**795**	**100.0**
HI	15	39.5	18	47.4	5	13.2	**38**	**100.0**
ID	61	46.9	68	52.3	1	0.8	**130**	**100.0**
IL	319	51.4	245	39.5	57	9.2	**621**	**100.0**
IN	236	47.5	190	38.2	71	14.3	**497**	**100.0**
IA	109	49.8	88	40.2	22	10.0	**219**	**100.0**
KS	128	43.2	150	50.7	18	6.1	**296**	**100.0**
KY	213	42.8	285	57.2	0	0.0	**498**	**100.0**
LA	171	34.1	283	56.4	48	9.6	**502**	**100.0**
ME	63	60.6	41	39.4	0	0.0	**104**	**100.0**
MD	135	52.9	96	37.6	24	9.4	**255**	**100.0**
MA	66	32.8	100	49.8	35	17.4	**201**	**100.0**
MI	305	52.1	196	33.5	84	14.4	**585**	**100.0**
MN	156	57.8	93	34.4	21	7.8	**270**	**100.0**
MS	192	40.4	279	58.7	4	0.8	**475**	**100.0**
MO	198	35.6	312	56.1	46	8.3	**556**	**100.0**
MT	40	27.6	99	68.3	6	4.1	**145**	**100.0**
NE	57	31.1	95	51.9	31	16.9	**183**	**100.0**
NV	69	47.6	65	44.8	11	7.6	**145**	**100.0**
NH	13	22.4	45	77.6	0	0.0	**58**	**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	157	53.4	119	40.5	18	6.1	**294**	**100.0**
NM	105	45.9	98	42.8	26	11.4	**229**	**100.0**
NY	329	60.9	155	28.7	56	10.4	**540**	**100.0**
NC	471	54.5	360	41.6	34	3.9	**865**	**100.0**
ND	29	27.6	71	67.6	5	4.8	**105**	**100.0**
OH	295	40.2	375	51.2	63	8.6	**733**	**100.0**
OK	209	41.8	258	51.6	33	6.6	**500**	**100.0**
OR	137	59.1	61	26.3	34	14.7	**232**	**100.0**
PA	288	37.5	371	48.3	109	14.2	**768**	**100.0**
RI	15	60.0	9	36.0	1	4.0	**25**	**100.0**
SC	269	47.4	275	48.4	24	4.2	**568**	**100.0**
SD	29	28.4	69	67.6	4	3.9	**102**	**100.0**
TN	296	42.5	354	50.8	47	6.7	**697**	**100.0**
TX	1,232	51.2	973	40.5	199	8.3	**2,404**	**100.0**
UT	80	51.3	71	45.5	5	3.2	**156**	**100.0**
VT	11	40.7	14	51.9	2	7.4	**27**	**100.0**
VA	223	46.8	250	52.5	3	0.6	**476**	**100.0**
WA	167	56.2	106	35.7	24	8.1	**297**	**100.0**
WV	71	35.1	93	46.0	38	18.8	**202**	**100.0**
WI	159	43.8	162	44.6	42	11.6	**363**	**100.0**
WY	48	40.7	67	56.8	3	2.5	**118**	**100.0**
USA	**9,958**	**47.4**	**9,385**	**44.6**	**1,679**	**8.0**	**21,022**	**100.0**
PR	65	45.5	78	54.5	0	0.0	**143**	**100.0**

Table 115

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

State	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
AL	337	79	23.4	150	56	37.3	116	70	60.3	15	7	46.7	**618**	**212**	**34.3**
AK	19	3	15.8	14	9	64.3	7	4	57.1	2	1	50.0	**42**	**17**	**40.5**
AZ	216	52	24.1	74	48	64.9	81	60	74.1	21	4	19.0	**393**	**165**	**42.0**
AR	155	33	21.3	100	36	36.0	73	45	61.6	17	3	17.6	**345**	**117**	**33.9**
CA	1,057	286	27.1	207	99	47.8	269	157	58.4	79	29	36.7	**1,618**	**572**	**35.4**
CO	176	54	30.7	56	40	71.4	70	42	60.0	6	3	50.0	**308**	**139**	**45.1**
CT	110	20	18.2	7	3	42.9	18	9	50.0	2	0	0.0	**137**	**32**	**23.4**
DE	44	4	9.1	9	4	44.4	13	6	46.2	5	1	20.0	**71**	**15**	**21.1**
DC	7	1	14.3	0	0	0.0	3	1	33.3	0	0	0.0	**10**	**2**	**20.0**
FL	768	122	15.9	198	77	38.9	186	77	41.4	54	15	27.8	**1,206**	**291**	**24.1**
GA	445	108	24.3	174	64	36.8	144	72	50.0	31	9	29.0	**795**	**253**	**31.8**
HI	16	5	31.3	15	4	26.7	7	1	14.3	0	0	0.0	**38**	**10**	**26.3**
ID	59	22	37.3	39	30	76.9	29	17	58.6	3	3	100.0	**130**	**72**	**55.4**
IL	367	82	22.3	86	34	39.5	122	51	41.8	43	8	18.6	**621**	**175**	**28.2**
IN	258	56	21.7	102	31	30.4	92	35	38.0	42	13	31.0	**497**	**135**	**27.2**
IA	117	34	29.1	52	27	51.9	32	19	59.4	17	2	11.8	**219**	**83**	**37.9**
KS	136	38	27.9	86	39	45.3	58	34	58.6	16	4	25.0	**296**	**115**	**38.9**
KY	278	69	24.8	115	53	46.1	84	34	40.5	21	7	33.3	**498**	**163**	**32.7**
LA	257	68	26.5	150	69	46.0	87	46	52.9	8	4	50.0	**502**	**187**	**37.3**
ME	50	6	12.0	16	5	31.3	29	8	27.6	9	0	0.0	**104**	**19**	**18.3**
MD	174	29	16.7	24	7	29.2	48	16	33.3	8	0	0.0	**255**	**52**	**20.4**
MA	150	29	19.3	15	4	26.7	23	7	30.4	12	4	33.3	**201**	**44**	**21.9**
MI	335	53	15.8	88	40	45.5	119	57	47.9	42	3	7.1	**585**	**154**	**26.3**
MN	154	23	14.9	45	22	48.9	45	18	40.0	26	8	30.8	**270**	**71**	**26.3**
MS	262	55	21.0	113	30	26.5	82	38	46.3	13	6	46.2	**475**	**131**	**27.6**
MO	298	81	27.2	124	59	47.6	102	57	55.9	32	12	37.5	**556**	**209**	**37.6**
MT	54	27	50.0	47	28	59.6	35	30	85.7	9	4	44.4	**145**	**89**	**61.4**
NE	76	24	31.6	57	34	59.6	36	21	58.3	13	4	30.8	**183**	**83**	**45.4**
NV	88	33	37.5	20	17	85.0	32	25	78.1	4	2	50.0	**145**	**77**	**53.1**
NH	42	14	33.3	6	1	16.7	8	2	25.0	2	0	0.0	**58**	**17**	**29.3**

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	202	26	12.9	23	4	17.4	48	15	31.3	21	7	33.3	**294**	**52**	**17.7**
NM	106	31	29.2	64	41	64.1	37	25	67.6	20	7	35.0	**229**	**105**	**45.9**
NY	375	68	18.1	49	17	34.7	90	34	37.8	26	4	15.4	**540**	**123**	**22.8**
NC	517	123	23.8	152	69	45.4	144	78	54.2	52	13	25.0	**865**	**283**	**32.7**
ND	39	15	38.5	33	16	48.5	27	14	51.9	6	3	50.0	**105**	**48**	**45.7**
OH	469	100	21.3	89	35	39.3	131	52	39.7	42	8	19.0	**733**	**196**	**26.7**
OK	226	52	23.0	174	79	45.4	82	48	58.5	18	6	33.3	**500**	**185**	**37.0**
OR	128	29	22.7	56	23	41.1	43	25	58.1	5	1	20.0	**232**	**78**	**33.6**
PA	514	84	16.3	84	32	38.1	130	63	48.5	40	12	30.0	**768**	**191**	**24.9**
RI	17	3	17.6	3	1	33.3	3	1	33.3	2	0	0.0	**25**	**5**	**20.0**
SC	327	69	21.1	118	43	36.4	107	49	45.8	15	6	40.0	**568**	**167**	**29.4**
SD	41	17	41.5	36	16	44.4	19	10	52.6	6	1	16.7	**102**	**44**	**43.1**
TN	394	85	21.6	155	63	40.6	118	63	53.4	30	8	26.7	**697**	**219**	**31.4**
TX	1,138	230	20.2	697	339	48.6	482	276	57.3	86	29	33.7	**2,404**	**875**	**36.4**
UT	89	24	27.0	27	17	63.0	29	19	65.5	11	6	54.5	**156**	**66**	**42.3**
VT	18	6	33.3	3	1	33.3	4	1	25.0	2	2	100.0	**27**	**10**	**37.0**
VA	299	52	17.4	86	28	32.6	68	35	51.5	23	9	39.1	**476**	**124**	**26.1**
WA	177	47	26.6	56	22	39.3	46	19	41.3	17	7	41.2	**297**	**95**	**32.0**
WV	99	25	25.3	50	24	48.0	48	22	45.8	5	3	60.0	**202**	**74**	**36.6**
WI	210	52	24.8	64	35	54.7	62	35	56.5	27	6	22.2	**363**	**128**	**35.3**
WY	36	9	25.0	40	30	75.0	28	21	75.0	14	10	71.4	**118**	**70**	**59.3**
USA	**11,926**	**2,657**	**22.3**	**4,248**	**1,905**	**44.8**	**3,796**	**1,964**	**51.7**	**1,020**	**304**	**29.8**	**21,022**	**6,839**	**32.5**
PR	115	10	8.7	8	1	12.5	19	9	47.4	1	0	0.0	**143**	**20**	**14.0**

*Total includes occupants of other and unknown light trucks.

Table 116
2014 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	New Mexico	74	2,086	3.55
2	Florida	588	19,893	2.96
3	Delaware	25	936	2.67
4	Nevada	70	2,839	2.47
5	Louisiana	105	4,650	2.26
6	South Carolina	107	4,832	2.21
7	Arizona	141	6,731	2.09
8	Alabama	96	4,849	1.98
9	Alaska	14	737	1.90
10	New Jersey	168	8,938	1.88
11	California	697	38,803	1.80
12	Mississippi	53	2,994	1.77
13	Texas	476	26,957	1.77
14	North Carolina	172	9,944	1.73
15	Hawaii	24	1,420	1.69
16	Maryland	101	5,976	1.69
17	Georgia	163	10,097	1.61
18	Michigan	148	9,910	1.49
19	Oregon	57	3,970	1.44
20	District of Columbia	9	659	1.37
21	New York	263	19,746	1.33
22	Rhode Island	14	1,055	1.33
23	Tennessee	86	6,549	1.31
24	Connecticut	47	3,597	1.31
25	Kentucky	57	4,413	1.29
26	Oklahoma	50	3,878	1.29
27	Pennsylvania	161	12,787	1.26

Table 116
2014 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
28	North Dakota	9	739	1.22
29	Arkansas	36	2,966	1.21
30	Indiana	78	6,597	1.18
31	Colorado	63	5,356	1.18
32	Utah	32	2,943	1.09
33	Missouri	65	6,064	1.07
34	Washington	75	7,062	1.06
35	Virginia	88	8,326	1.06
36	South Dakota	9	853	1.05
37	Massachusetts	70	6,745	1.04
38	West Virginia	19	1,850	1.03
39	Montana	10	1,024	0.98
40	Illinois	123	12,881	0.95
41	New Hampshire	12	1,327	0.90
42	Wyoming	5	584	0.86
43	Vermont	5	627	0.80
44	Idaho	13	1,634	0.80
45	Kansas	23	2,904	0.79
46	Wisconsin	45	5,758	0.78
47	Ohio	86	11,594	0.74
48	Maine	9	1,330	0.68
49	Iowa	19	3,107	0.61
50	Nebraska	9	1,882	0.48
51	Minnesota	15	5,457	0.27
	USA	**4,884**	**318,857**	**1.53**
	Puerto Rico	95	3,548	2.68

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	508	62	48	6	264	32	312	38	**820**	**100**
AK	45	61	6	9	22	30	29	39	**73**	**100**
AZ	505	66	48	6	199	26	246	32	**770**	**100**
AR	302	65	27	6	135	29	162	35	**466**	**100**
CA	2,017	66	171	6	882	29	1,053	34	**3,074**	**100**
CO	300	62	26	5	160	33	187	38	**488**	**100**
CT	135	54	17	7	97	39	113	46	**248**	**100**
DE	70	58	3	2	49	40	51	42	**121**	**100**
DC	17	74	1	5	5	21	6	26	**23**	**100**
FL	1,686	68	122	5	685	27	807	32	**2,494**	**100**
GA	834	72	47	4	278	24	326	28	**1,164**	**100**
HI	60	63	3	3	32	34	35	37	**95**	**100**
ID	125	67	7	4	53	28	59	32	**186**	**100**
IL	551	60	52	6	317	34	369	40	**924**	**100**
IN	504	68	34	5	205	27	239	32	**746**	**100**
IA	214	67	12	4	93	29	105	33	**321**	**100**
KS	263	68	18	5	103	27	121	31	**385**	**100**
KY	475	71	26	4	171	25	196	29	**672**	**100**
LA	435	59	48	6	253	34	300	41	**737**	**100**
ME	81	62	6	4	44	33	49	38	**131**	**100**
MD	289	65	24	5	130	29	154	35	**442**	**100**
MA	169	52	21	6	133	41	154	47	**328**	**100**
MI	634	70	51	6	215	24	266	29	**901**	**100**
MN	239	66	15	4	106	29	121	33	**361**	**100**
MS	399	66	29	5	178	29	207	34	**607**	**100**
MO	515	67	46	6	204	27	249	33	**766**	**100**
MT	107	56	13	7	73	38	85	44	**192**	**100**
NE	146	65	17	8	60	27	77	34	**225**	**100**
NV	177	61	20	7	93	32	112	39	**290**	**100**
NH	61	64	4	5	30	31	34	36	**95**	**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	355	64	38	7	163	29	201	36	**556**	**100**
NM	236	62	28	7	116	30	144	38	**383**	**100**
NY	659	63	62	6	317	30	379	36	**1,039**	**100**
NC	856	67	49	4	378	29	427	33	**1,284**	**100**
ND	69	51	11	8	55	41	66	49	**135**	**100**
OH	644	64	46	5	310	31	355	35	**1,006**	**100**
OK	488	73	27	4	154	23	181	27	**669**	**100**
OR	232	65	25	7	100	28	125	35	**357**	**100**
PA	799	67	51	4	345	29	396	33	**1,195**	**100**
RI	34	65	1	1	18	34	18	35	**52**	**100**
SC	495	60	51	6	279	34	329	40	**824**	**100**
SD	83	61	7	5	46	34	52	38	**136**	**100**
TN	648	67	45	5	267	28	312	32	**962**	**100**
TX	1,864	53	224	6	1,446	41	1,671	47	**3,538**	**100**
UT	193	76	7	3	56	22	63	24	**256**	**100**
VT	30	68	5	12	9	20	14	32	**44**	**100**
VA	446	63	42	6	214	30	256	36	**703**	**100**
WA	292	63	34	7	134	29	168	36	**462**	**100**
WV	174	64	12	4	84	31	96	35	**272**	**100**
WI	303	60	37	7	166	33	202	40	**507**	**100**
WY	96	64	5	3	48	32	53	36	**150**	**100**
USA	**20,856**	**64**	**1,764**	**5**	**9,967**	**31**	**11,731**	**36**	**32,675**	**100**
PR	172	56	38	13	93	31	131	43	**304**	**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	765	72	44	4	247	23	290	28	**1,055**	**100**
AK	75	74	4	4	22	22	26	26	**101**	**100**
AZ	793	78	44	4	184	18	228	22	**1,021**	**100**
AR	507	76	28	4	130	20	158	24	**665**	**100**
CA	3,223	76	177	4	825	20	1,002	24	**4,225**	**100**
CO	509	74	25	4	150	22	175	26	**684**	**100**
CT	224	66	18	5	95	28	113	34	**337**	**100**
DE	116	72	4	2	41	25	45	28	**161**	**100**
DC	20	77	1	4	5	19	6	23	**26**	**100**
FL	2,728	78	127	4	658	19	785	22	**3,513**	**100**
GA	1,304	80	47	3	271	17	318	20	**1,622**	**100**
HI	90	70	3	3	35	27	38	30	**128**	**100**
ID	174	75	7	3	51	22	57	25	**231**	**100**
IL	925	73	56	4	293	23	349	27	**1,274**	**100**
IN	888	79	36	3	197	18	233	21	**1,121**	**100**
IA	334	77	12	3	86	20	98	23	**431**	**100**
KS	400	78	19	4	95	18	114	22	**514**	**100**
KY	701	79	24	3	159	18	183	21	**884**	**100**
LA	664	71	47	5	227	24	274	29	**938**	**100**
ME	127	74	6	4	39	23	45	26	**172**	**100**
MD	496	77	25	4	122	19	147	23	**643**	**100**
MA	263	62	25	6	134	32	159	38	**422**	**100**
MI	1,015	80	50	4	207	16	257	20	**1,272**	**100**
MN	416	79	15	3	94	18	109	21	**525**	**100**
MS	569	75	29	4	159	21	188	25	**757**	**100**
MO	792	76	53	5	195	19	248	24	**1,040**	**100**
MT	142	64	13	6	69	31	81	36	**223**	**100**
NE	227	74	20	7	59	19	79	26	**305**	**100**
NV	300	74	19	5	85	21	105	26	**404**	**100**
NH	89	71	6	5	31	25	37	29	**126**	**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	584	75	42	5	158	20	199	25	**783**	**100**
NM	345	73	23	5	103	22	126	27	**471**	**100**
NY	1,024	73	67	5	310	22	377	27	**1,401**	**100**
NC	1,340	77	54	3	355	20	409	23	**1,748**	**100**
ND	118	67	8	4	50	29	58	33	**176**	**100**
OH	1,083	76	40	3	293	21	333	24	**1,416**	**100**
OK	738	82	25	3	139	15	164	18	**902**	**100**
OR	358	76	23	5	90	19	113	24	**471**	**100**
PA	1,275	77	50	3	335	20	386	23	**1,660**	**100**
RI	46	71	1	1	18	28	19	29	**65**	**100**
SC	770	71	54	5	268	25	322	29	**1,092**	**100**
SD	130	73	5	3	44	25	49	27	**179**	**100**
TN	1,040	78	44	3	250	19	294	22	**1,334**	**100**
TX	3,209	66	253	5	1,393	29	1,646	34	**4,855**	**100**
UT	302	85	7	2	47	13	54	15	**356**	**100**
VT	47	78	5	9	8	13	13	22	**60**	**100**
VA	712	75	42	4	198	21	240	25	**952**	**100**
WA	461	74	31	5	128	21	158	26	**619**	**100**
WV	262	76	12	4	72	21	84	24	**346**	**100**
WI	497	72	43	6	150	22	193	28	**690**	**100**
WY	135	72	5	3	47	25	52	28	**187**	**100**
USA	**33,352**	**75**	**1,814**	**4**	**9,417**	**21**	**11,231**	**25**	44,583	100
PR	258	67	33	9	93	24	126	33	**384**	**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	341	61	23	4	194	35	217	39	**557**	**100**
AK	28	61	3	7	15	32	18	39	**46**	**100**
AZ	270	65	22	5	125	30	147	35	**417**	**100**
AR	222	68	19	6	88	27	107	32	**329**	**100**
CA	1,062	64	84	5	507	31	590	36	**1,652**	**100**
CO	198	62	12	4	111	35	123	38	**321**	**100**
CT	90	55	10	6	64	39	73	45	**163**	**100**
DE	39	58	0	0	28	41	28	42	**67**	**100**
DC	8	65	0	0	4	35	4	35	**12**	**100**
FL	887	63	75	5	444	32	519	37	**1,406**	**100**
GA	567	72	27	3	193	24	220	28	**787**	**100**
HI	29	57	2	4	20	39	21	43	**50**	**100**
ID	85	65	3	3	42	32	46	35	**130**	**100**
IL	367	63	29	5	186	32	215	37	**582**	**100**
IN	357	69	16	3	144	28	160	31	**517**	**100**
IA	161	69	7	3	64	28	71	31	**232**	**100**
KS	197	70	9	3	77	27	86	30	**283**	**100**
KY	339	72	15	3	120	25	135	28	**474**	**100**
LA	279	59	23	5	171	36	194	41	**473**	**100**
ME	65	68	2	2	28	30	30	32	**95**	**100**
MD	170	65	15	6	77	29	92	35	**262**	**100**
MA	104	53	13	7	79	40	91	47	**195**	**100**
MI	400	72	19	3	137	25	156	28	**556**	**100**
MN	169	68	7	3	72	29	79	32	**248**	**100**
MS	267	67	16	4	117	29	133	33	**400**	**100**
MO	355	67	28	5	148	28	176	33	**531**	**100**
MT	72	51	7	5	60	43	68	49	**139**	**100**
NE	108	66	10	6	47	28	57	34	**165**	**100**
NV	98	62	10	7	49	31	60	38	**158**	**100**
NH	39	58	4	6	24	36	28	42	**67**	**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	186	63	21	7	87	30	107	37	**293**	**100**
NM	133	62	14	6	67	31	81	38	**214**	**100**
NY	398	69	31	5	151	26	182	31	**580**	**100**
NC	570	67	31	4	245	29	276	33	**846**	**100**
ND	49	54	3	4	39	42	42	46	**91**	**100**
OH	460	65	22	3	221	31	243	35	**703**	**100**
OK	345	74	14	3	107	23	121	26	**466**	**100**
OR	141	62	17	7	68	30	85	38	**226**	**100**
PA	550	68	28	3	234	29	262	32	**811**	**100**
RI	20	59	0	1	14	41	14	41	**34**	**100**
SC	316	59	34	6	182	34	216	41	**532**	**100**
SD	57	59	3	4	36	37	40	41	**97**	**100**
TN	467	68	21	3	198	29	219	32	**686**	**100**
TX	1,313	58	117	5	843	37	960	42	**2,273**	**100**
UT	123	78	4	3	30	19	34	22	**157**	**100**
VT	22	67	4	13	6	20	11	33	**32**	**100**
VA	315	65	27	6	140	29	167	35	**482**	**100**
WA	192	66	15	5	83	29	98	34	**289**	**100**
WV	126	67	9	5	54	29	62	33	**188**	**100**
WI	208	59	28	8	114	33	142	41	**350**	**100**
WY	59	58	3	3	40	39	42	42	**101**	**100**
USA	**13,421**	**65**	**954**	**5**	**6,391**	**31**	**7,344**	**35**	**20,765**	**100**
PR	77	51	16	11	58	38	74	49	**151**	**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	424	85	21	4	53	11	74	15	**498**	**100**
AK	47	85	1	2	7	13	8	15	**55**	**100**
AZ	523	87	22	4	59	10	81	13	**604**	**100**
AR	284	85	10	3	42	13	52	15	**336**	**100**
CA	2,162	84	93	4	318	12	412	16	**2,573**	**100**
CO	312	86	13	3	39	11	52	14	**363**	**100**
CT	134	77	9	5	31	18	40	23	**174**	**100**
DE	77	82	4	4	13	14	17	18	**94**	**100**
DC	12	87	1	8	1	5	2	13	**14**	**100**
FL	1,842	87	52	2	214	10	265	13	**2,107**	**100**
GA	737	88	19	2	79	9	98	12	**835**	**100**
HI	62	79	1	2	15	19	17	21	**78**	**100**
ID	89	88	4	4	8	8	12	12	**101**	**100**
IL	558	81	27	4	107	15	134	19	**692**	**100**
IN	531	88	20	3	53	9	73	12	**604**	**100**
IA	173	87	5	2	21	11	26	13	**199**	**100**
KS	203	88	11	5	18	8	28	12	**231**	**100**
KY	362	88	9	2	39	10	48	12	**410**	**100**
LA	385	83	24	5	56	12	80	17	**465**	**100**
ME	62	81	4	5	11	14	15	19	**77**	**100**
MD	326	86	10	3	46	12	55	14	**381**	**100**
MA	159	70	12	5	56	25	68	30	**227**	**100**
MI	615	86	31	4	70	10	101	14	**716**	**100**
MN	247	89	8	3	22	8	30	11	**277**	**100**
MS	302	85	13	4	42	12	55	15	**357**	**100**
MO	437	86	25	5	47	9	72	14	**509**	**100**
MT	70	84	5	6	8	10	14	16	**84**	**100**
NE	118	85	10	7	12	9	22	15	**140**	**100**
NV	201	82	9	4	36	15	45	18	**246**	**100**
NH	51	86	2	3	7	12	9	14	**59**	**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	398	81	21	4	71	14	92	19	**490**	**100**
NM	212	82	10	4	36	14	46	18	**257**	**100**
NY	626	76	36	4	159	19	195	24	**821**	**100**
NC	769	85	22	2	110	12	133	15	**902**	**100**
ND	69	81	5	5	12	14	16	19	**85**	**100**
OH	623	87	18	3	72	10	90	13	**713**	**100**
OK	393	90	12	3	32	7	43	10	**436**	**100**
OR	217	89	7	3	21	9	28	11	**245**	**100**
PA	725	85	22	3	102	12	124	15	**849**	**100**
RI	26	84	0	1	5	15	5	16	**31**	**100**
SC	454	81	20	3	86	15	106	19	**560**	**100**
SD	73	89	1	2	8	10	9	11	**82**	**100**
TN	573	88	23	4	52	8	75	12	**648**	**100**
TX	1,896	73	137	5	549	21	686	27	**2,582**	**100**
UT	179	90	3	1	18	9	20	10	**199**	**100**
VT	26	91	1	4	1	5	3	9	**28**	**100**
VA	397	84	15	3	58	12	74	16	**470**	**100**
WA	269	82	16	5	45	14	61	18	**330**	**100**
WV	136	86	4	2	18	11	22	14	**158**	**100**
WI	289	85	15	4	36	11	51	15	**340**	**100**
WY	77	89	2	3	7	8	9	11	**86**	**100**
USA	**19,931**	**84**	**861**	**4**	**3,027**	**13**	**3,887**	**16**	23,818	**100**
PR	181	78	17	7	35	15	52	22	**233**	**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	820	**237**	4	14	0	36	46	94	43
AK	73	**18**	5	0	0	2	3	6	1
AZ	770	**254**	20	20	12	62	49	44	47
AR	466	**55**	3	4	0	8	10	11	19
CA	3,074	**991**	35	128	102	293	199	154	80
CO	488	**168**	10	13	11	53	22	32	27
CT	248	**69**	2	3	9	8	27	6	14
DE	121	**44**	0	0	0	7	7	7	6
DC	23	**12**	0	2	1	0	0	0	9
FL	2,494	**245**	5	12	10	59	24	1	97
GA	1,164	**213**	8	15	2	30	56	51	51
HI	95	**34**	1	4	1	8	12	5	3
ID	186	**48**	11	0	2	8	7	11	5
IL	924	**348**	21	32	2	88	79	62	58
IN	746	**204**	18	7	0	0	24	39	116
IA	321	**45**	0	0	0	15	11	10	9
KS	385	**109**	4	7	2	16	24	17	39
KY	672	**125**	6	1	0	27	9	51	31
LA	737	**204**	6	12	2	33	43	59	43
ME	131	**39**	0	0	0	6	10	12	8
MD	442	**134**	0	20	10	28	31	30	15
MA	328	**77**	0	16	1	18	13	4	25
MI	901	**235**	9	25	11	45	46	45	52
MN	361	**111**	5	6	3	26	27	32	11
MS	607	**96**	6	0	0	27	0	1	62
MO	766	**267**	12	20	3	48	58	75	51
MT	192	**52**	12	0	0	12	7	18	3
NE	225	**49**	5	0	0	14	3	6	20
NV	290	**100**	2	8	8	23	27	10	16
NH	95	**47**	5	2	1	7	7	11	14

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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
			Interstate		Non-Interstate				
		Total	Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
NJ	556	**99**	0	2	13	17	23	16	27
NM	383	**129**	9	3	0	39	19	32	21
NY	1,039	**322**	13	16	28	66	32	16	151
NC	1,284	**497**	24	15	6	103	200	43	104
ND	135	**50**	6	2	0	12	9	9	12
OH	1,006	**274**	8	20	7	39	43	86	69
OK	669	**152**	6	12	5	23	16	44	46
OR	357	**105**	9	4	0	36	7	39	10
PA	1,195	**509**	24	33	23	85	117	99	123
RI	52	**12**	0	0	5	3	2	0	2
SC	824	**305**	42	7	2	42	80	86	16
SD	136	**30**	3	0	0	7	5	9	6
TN	962	**220**	5	17	4	32	48	59	55
TX	3,538	**1,284**	70	151	81	233	133	212	400
UT	256	**89**	13	14	2	24	9	6	21
VT	44	**15**	2	1	0	3	3	3	3
VA	703	**99**	3	6	0	19	28	26	17
WA	462	**159**	0	11	7	32	31	39	14
WV	272	**66**	10	3	0	13	14	19	7
WI	507	**168**	3	3	6	40	32	47	37
WY	150	**48**	11	0	0	11	7	6	13
USA	**32,675**	***9,262**	**476**	**691**	**382**	**1,886**	**1,739**	**1,800**	**2,129**
PR	304	**115**	16	6	2	27	37	17	10

*Includes 159 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	12.63	92.3	12.83	91.7	34.36	94.3	55.04	94.5	**495**
AK	6.44	56.8	14.78	51.4	40.75	67.6	55.64	70.3	**37**
AZ	3.73	32.2	16.98	22.2	53.51	69.9	67.53	72.4	**239**
AR	5.01	31.3	14.03	26.2	35.89	97.3	50.33	97.3	**332**
CA	1.00	99.5	43.00	99.9	NA	NA	72.00	99.9	**1,041**
CO	8.31	70.9	14.98	70.4	46.55	89.2	60.68	90.6	**203**
CT	3.28	36.8	10.07	28.1	31.32	56.1	39.40	56.1	**57**
DE	2.88	19.4	10.18	9.7	30.24	32.3	43.05	32.3	**31**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**0**
FL	11.50	98.3	10.75	98.3	NA	NA	NA	NA	**463**
GA	6.53	64.5	11.66	49.2	46.85	57.8	57.41	60.2	**417**
HI	2.43	3.4	13.86	0.0	44.53	34.5	60.26	34.5	**29**
ID	4.84	14.8	13.02	9.9	15.00	99.3	26.00	99.3	**142**
IL	2.51	5.6	9.33	97.6	NA	NA	1.00	99.7	**373**
IN	14.61	87.2	16.58	84.9	NA	NA	NA	NA	**444**
IA	8.04	49.1	12.61	41.0	34.58	63.5	51.96	64.4	**222**
KS	8.20	14.0	12.36	5.7	34.19	47.3	51.08	48.9	**264**
KY	4.17	18.7	11.15	9.9	34.77	46.3	46.93	46.9	**475**
LA	5.93	15.5	14.08	10.1	44.85	52.4	62.83	54.3	**328**
ME	5.61	18.8	9.83	3.0	42.39	51.5	54.00	53.5	**101**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**141**
MA	3.30	39.4	5.76	24.2	31.75	63.6	38.92	63.6	**33**
MI	3.71	33.9	10.16	31.9	54.00	99.7	65.00	99.7	**342**
MN	1.70	17.6	12.64	27.9	33.28	70.8	46.30	70.0	**233**
MS	2.74	13.2	13.79	37.4	40.76	74.4	59.19	75.0	**492**
MO	8.65	43.0	14.77	36.9	41.07	50.1	62.57	51.5	**423**
MT	9.82	25.3	16.12	11.7	37.26	46.9	55.26	49.4	**162**
NE	NA	NA	NA	NA	NA	NA	NA	NA	**155**
NV	8.14	54.4	25.82	43.0	38.35	67.1	52.43	70.9	**79**
NH	1.07	4.5	9.57	4.5	31.46	45.5	41.38	45.5	**44**

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	4.43	37.1	11.30	14.3	39.04	31.4	51.25	31.4	**70**
NM	6.88	67.0	15.23	43.1	36.10	79.9	49.13	81.3	**209**
NY	2.72	13.6	10.18	13.3	45.59	60.7	53.32	62.0	**361**
NC	9.68	74.8	10.63	20.8	40.79	59.4	49.38	60.3	**822**
ND	7.87	31.1	16.37	24.3	44.14	64.1	63.78	68.9	**103**
OH	6.24	27.7	11.13	18.1	38.56	42.6	53.78	43.9	**437**
OK	4.55	43.3	13.36	12.9	46.89	43.1	60.11	45.8	**404**
OR	5.24	21.5	15.21	15.3	42.90	75.1	61.94	76.6	**209**
PA	4.41	62.3	11.39	52.5	37.99	77.7	49.66	78.0	**551**
RI	6.00	50.0	7.60	16.7	45.67	50.0	50.33	50.0	**6**
SC	10.13	69.8	10.34	69.8	32.84	76.6	51.29	77.1	**619**
SD	9.42	22.9	15.85	19.0	34.69	54.3	49.39	58.1	**105**
TN	NA	NA	15.00	99.8	NA	NA	NA	NA	**422**
TX	9.82	66.5	17.63	62.1	41.23	63.1	63.67	65.1	**1,563**
UT	5.77	18.1	13.46	13.3	34.73	61.0	52.53	61.9	**105**
VT	4.82	22.2	13.42	13.9	42.52	30.6	54.45	38.9	**36**
VA	7.52	94.6	13.22	94.6	36.89	97.9	47.80	97.6	**423**
WA	4.00	99.5	8.00	99.5	NA	NA	NA	NA	**195**
WV	6.94	61.5	11.62	57.1	35.20	74.7	49.87	75.3	**182**
WI	4.25	22.9	11.64	35.3	38.43	79.4	52.98	78.4	**306**
WY	8.82	16.0	19.91	14.2	43.54	61.3	62.22	65.1	**106**
USA	**5.85**	**56.0**	**13.11**	**51.7**	**40.15**	**74.2**	**55.51**	**75.1**	**15,031**
PR	4.56	95.0	11.80	94.5	NA	NA	NA	NA	**181**

*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	9.48	91.6	7.23	89.6	32.00	94.8	48.62	94.8	**251**
AK	1.10	32.3	6.32	19.4	21.67	41.9	29.33	41.9	**31**
AZ	1.13	31.3	5.79	27.4	25.47	52.8	32.10	53.0	**464**
AR	2.96	18.2	7.77	13.1	34.75	96.0	49.00	96.0	**99**
CA	2.82	98.4	5.92	99.3	17.50	99.8	28.38	99.6	**1,791**
CO	1.50	35.1	6.12	35.5	19.63	63.3	25.97	63.3	**248**
CT	1.56	41.8	6.43	44.1	25.18	59.3	32.30	59.9	**177**
DE	2.69	48.0	5.15	20.0	21.73	56.0	24.58	52.0	**25**
DC	NA	NA	0.00	95.2	0.00	95.2	NA	NA	**21**
FL	4.78	97.6	6.49	97.5	NA	NA	NA	NA	**1,530**
GA	3.80	40.7	7.92	29.1	33.04	41.9	41.88	43.6	**663**
HI	3.95	4.6	6.74	0.0	24.70	29.2	34.67	29.2	**65**
ID	1.79	15.2	6.37	9.1	NA	NA	NA	NA	**33**
IL	2.68	5.7	12.38	98.3	10.20	98.9	23.14	98.5	**471**
IN	11.19	78.2	9.16	76.6	NA	NA	NA	NA	**261**
IA	3.52	26.2	5.15	20.0	20.43	35.4	26.65	38.5	**65**
KS	4.63	9.1	5.97	5.2	20.77	39.0	32.85	39.0	**77**
KY	2.51	31.4	7.64	29.9	28.66	50.4	39.24	51.1	**137**
LA	4.72	18.8	8.22	13.2	32.63	49.5	43.59	50.8	**319**
ME	2.73	21.4	7.29	0.0	30.27	21.4	36.80	28.6	**14**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**275**
MA	3.88	41.9	6.18	28.2	26.21	50.2	33.24	50.5	**277**
MI	2.23	52.3	5.61	50.6	NA	NA	NA	NA	**488**
MN	1.76	18.7	7.33	27.5	27.14	61.5	35.26	61.5	**91**
MS	2.57	9.8	6.94	33.3	31.90	80.4	47.40	80.4	**51**
MO	4.69	45.8	7.93	38.1	24.58	45.4	35.83	45.8	**273**
MT	2.79	0.0	4.69	7.1	16.50	42.9	26.67	35.7	**14**
NE	NA	NA	NA	NA	NA	NA	NA	NA	**48**
NV	2.84	19.1	7.94	23.9	21.04	50.0	32.06	50.0	**188**
NH	0.18	2.2	7.66	2.2	25.17	22.2	31.71	22.2	**45**

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	4.76	31.1	8.66	20.9	29.92	42.9	41.14	42.9	**450**
NM	5.24	53.2	6.21	37.1	19.43	75.8	27.73	79.0	**124**
NY	1.74	42.9	6.31	51.5	24.61	71.8	32.32	70.8	**617**
NC	3.66	44.3	6.68	16.7	25.68	41.5	33.04	42.9	**366**
ND	5.47	16.7	6.12	5.6	21.77	27.8	31.23	27.8	**18**
OH	4.74	25.8	6.78	16.6	26.66	32.4	35.81	34.5	**476**
OK	4.07	35.1	9.05	4.9	30.50	33.5	39.11	36.2	**185**
OR	1.39	21.2	5.43	18.6	27.42	60.2	34.07	61.1	**113**
PA	3.22	53.6	6.39	43.1	30.81	59.5	38.26	59.7	**548**
RI	2.37	34.8	4.92	15.2	22.52	32.6	27.77	32.6	**46**
SC	8.64	59.4	8.26	58.7	28.28	60.9	43.57	61.6	**138**
SD	2.08	40.0	7.14	30.0	28.00	50.0	32.78	55.0	**20**
TN	2.25	99.1	8.75	99.1	53.00	99.6	67.50	99.6	**470**
TX	5.15	57.1	7.96	52.6	28.50	53.9	40.14	54.7	**1,624**
UT	2.98	8.5	6.73	3.4	24.66	50.4	34.47	50.4	**117**
VT	0.00	50.0	5.20	16.7	26.50	33.3	29.00	33.3	**6**
VA	5.33	98.7	15.40	97.8	28.60	97.8	33.25	96.5	**229**
WA	NA	NA	NA	NA	NA	NA	NA	NA	**232**
WV	3.77	48.3	7.03	43.3	29.42	60.0	38.79	60.0	**60**
WI	2.32	30.1	6.93	41.2	29.13	73.9	37.20	73.9	**153**
WY	2.36	12.0	6.70	8.0	19.35	32.0	28.35	32.0	**25**
USA	**3.52**	**59.0**	**7.14**	**58.3**	**27.54**	**72.0**	**36.86**	**72.3**	**14,509**
PR	1.80	95.3	5.33	94.3	NA	NA	NA	NA	**106**

*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	248	125	50.4	8,491,079	2.92	1.47
Los Angeles	CA	240	96	40.0	3,928,864	6.11	2.44
Chicago	IL	120	35	29.2	2,722,389	4.41	1.29
Houston	TX	232	60	25.9	2,239,558	10.36	2.68
Philadelphia	PA	97	38	39.2	1,560,297	6.22	2.44
Phoenix	AZ	177	67	37.9	1,537,058	11.52	4.36
San Antonio	TX	147	53	36.1	1,436,697	10.23	3.69
San Diego	CA	79	32	40.5	1,381,069	5.72	2.32
Dallas	TX	154	41	26.6	1,281,047	12.02	3.20
San Jose	CA	55	22	40.0	1,015,785	5.41	2.17
Austin	TX	58	12	20.7	912,791	6.35	1.31
Jacksonville	FL	106	29	27.4	853,382	12.42	3.40
San Francisco	CA	32	19	59.4	852,469	3.75	2.23
Indianapolis	IN	83	19	22.9	848,788	9.78	2.24
Columbus	OH	49	11	22.4	835,957	5.86	1.32
Fort Worth	TX	76	19	25.0	812,238	9.36	2.34
Charlotte	NC	62	11	17.7	809,958	7.65	1.36
Detroit	MI	125	40	32.0	680,250	18.38	5.88
El Paso	TX	49	15	30.6	679,036	7.22	2.21
Seattle	WA	18	5	27.8	668,342	2.69	0.75
Denver	CO	42	13	31.0	663,862	6.33	1.96
Washington	DC	23	9	39.1	658,893	3.49	1.37
Memphis	TN	89	20	22.5	656,861	13.55	3.04
Boston	MA	22	12	54.5	655,884	3.35	1.83
Nashville-Davidson	TN	52	11	21.2	644,014	8.07	1.71
Baltimore	MD	30	13	43.3	622,793	4.82	2.09
Oklahoma City	OK	68	10	14.7	620,602	10.96	1.61
Portland	OR	21	10	47.6	619,360	3.39	1.61
Las Vegas	NV	39	9	23.1	613,599	6.36	1.47
Louisville-Jefferson Co.	KY	70	15	21.4	612,780	11.42	2.45
Milwaukee	WI	50	15	30.0	599,642	8.34	2.50
Albuquerque	NM	55	28	50.9	557,169	9.87	5.03
Tucson	AZ	51	10	19.6	527,972	9.66	1.89
Fresno	CA	21	9	42.9	515,986	4.07	1.74
Sacramento	CA	43	10	23.3	485,199	8.86	2.06
Long Beach	CA	23	6	26.1	473,577	4.86	1.27
Kansas City	MO	48	6	12.5	470,800	10.20	1.27
Mesa	AZ	29	3	10.3	464,704	6.24	0.65
Atlanta	GA	53	20	37.7	456,002	11.62	4.39
Virginia Beach	VA	29	6	20.7	450,980	6.43	1.33
Omaha	NE	27	4	14.8	446,599	6.05	0.90
Colorado Springs	CO	26	2	7.7	445,830	5.83	0.45

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
Raleigh	NC	33	8	24.2	439,896	7.50	1.82
Miami	FL	42	15	35.7	430,332	9.76	3.49
Oakland	CA	32	8	25.0	413,775	7.73	1.93
Minneapolis	MN	7	2	28.6	407,207	1.72	0.49
Tulsa	OK	51	10	19.6	399,682	12.76	2.50
Cleveland	OH	17	0	0.0	389,521	4.36	0.00
Wichita	KS	34	4	11.8	388,413	8.75	1.03
New Orleans	LA	50	19	38.0	384,320	13.01	4.94
Arlington	TX	30	6	20.0	383,204	7.83	1.57
Bakersfield	CA	36	9	25.0	368,759	9.76	2.44
Tampa	FL	30	9	30.0	358,699	8.36	2.51
Aurora	CO	18	6	33.3	353,108	5.10	1.70
Honolulu	HI	21	12	57.1	350,399	5.99	3.42
Anaheim	CA	25	4	16.0	346,997	7.20	1.15
Santa Ana	CA	19	7	36.8	334,909	5.67	2.09
Corpus Christi	TX	24	9	37.5	320,434	7.49	2.81
Riverside	CA	31	4	12.9	319,504	9.70	1.25
St. Louis	MO	37	5	13.5	317,419	11.66	1.58
Lexington-Fayette	KY	28	5	17.9	310,797	9.01	1.61
Pittsburgh	PA	12	4	33.3	305,412	3.93	1.31
Stockton	CA	17	6	35.3	302,389	5.62	1.98
Anchorage	AK	21	9	42.9	301,010	6.98	2.99
Cincinnati	OH	22	6	27.3	298,165	7.38	2.01
St. Paul	MN	8	0	0.0	297,640	2.69	0.00
Greensboro	NC	23	6	26.1	282,586	8.14	2.12
Toledo	OH	29	5	17.2	281,031	10.32	1.78
Newark	NJ	16	9	56.3	280,579	5.70	3.21
Plano	TX	8	1	12.5	278,480	2.87	0.36
Henderson	NV	13	5	38.5	277,440	4.69	1.80
Lincoln	NE	12	0	0.0	272,996	4.40	0.00
Orlando	FL	29	8	27.6	262,372	11.05	3.05
Jersey City	NJ	9	2	22.2	262,146	3.43	0.76
Chula Vista	CA	15	5	33.3	260,988	5.75	1.92
Buffalo	NY	9	3	33.3	258,703	3.48	1.16
Fort Wayne	IN	25	7	28.0	258,522	9.67	2.71
Chandler	AZ	11	0	0.0	254,276	4.33	0.00
St. Petersburg	FL	34	12	35.3	253,693	13.40	4.73
Laredo	TX	10	3	30.0	252,309	3.96	1.19
Durham	NC	16	3	18.8	251,893	6.35	1.19
Irvine	CA	17	3	17.6	248,531	6.84	1.21
Madison	WI	7	3	42.9	245,691	2.85	1.22
Norfolk	VA	21	8	38.1	245,428	8.56	3.26

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
Lubbock	TX	28	9	32.1	243,839	11.48	3.69
Gilbert	AZ	10	0	0.0	239,277	4.18	0.00
Winston-Salem	NC	17	3	17.6	239,269	7.10	1.25
Glendale	AZ	17	10	58.8	237,517	7.16	4.21
Reno	NV	12	3	25.0	236,995	5.06	1.27
Hialeah	FL	23	4	17.4	235,563	9.76	1.70
Garland	TX	22	3	13.6	235,501	9.34	1.27
Chesapeake	VA	9	1	11.1	233,371	3.86	0.43
Irving	TX	14	2	14.3	232,406	6.02	0.86
North Las Vegas	NV	14	6	42.9	230,788	6.07	2.60
Scottsdale	AZ	15	3	20.0	230,512	6.51	1.30
Baton Rouge	LA	40	10	25.0	228,895	17.48	4.37
Fremont	CA	12	3	25.0	228,758	5.25	1.31
Richmond	VA	9	2	22.2	217,853	4.13	0.92
Boise City	ID	8	2	25.0	216,282	3.70	0.92
San Bernardino	CA	35	13	37.1	215,213	16.26	6.04
Birmingham	AL	30	10	33.3	212,247	14.13	4.71
Spokane	WA	6	3	50.0	212,052	2.83	1.41
Rochester	NY	12	2	16.7	209,983	5.71	0.95
Modesto	CA	16	2	12.5	209,286	7.65	0.96
Des Moines	IA	9	4	44.4	209,220	4.30	1.91
Oxnard	CA	12	3	25.0	205,437	5.84	1.46
Tacoma	WA	12	3	25.0	205,159	5.85	1.46
Fontana	CA	12	3	25.0	204,950	5.86	1.46
Fayetteville	NC	22	8	36.4	203,948	10.79	3.92
Moreno Valley	CA	10	1	10.0	202,976	4.93	0.49
Columbus	GA	17	3	17.6	200,887	8.46	1.49
Huntington Beach	CA	17	6	35.3	200,809	8.47	2.99
Yonkers	NY	6	0	0.0	200,667	2.99	0.00
Montgomery	AL	19	4	21.1	200,481	9.48	2.00
Aurora	IL	8	3	37.5	200,456	3.99	1.50
Glendale	CA	8	5	62.5	200,167	4.00	2.50
Shreveport	LA	25	6	24.0	198,242	12.61	3.03
Akron	OH	11	2	18.2	197,859	5.56	1.01
Little Rock	AR	18	3	16.7	197,706	9.10	1.52
Amarillo	TX	17	4	23.5	197,254	8.62	2.03
Augusta-Richmond Co.	GA	27	7	25.9	196,741	13.72	3.56
Mobile	AL	24	4	16.7	194,675	12.33	2.05
Grand Rapids	MI	9	2	22.2	193,792	4.64	1.03
Salt Lake City	UT	17	4	23.5	190,884	8.91	2.10
Huntsville	AL	17	4	23.5	188,226	9.03	2.13
Tallahassee	FL	19	3	15.8	188,107	10.10	1.59

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
Grand Prairie	TX	17	1	5.9	185,453	9.17	0.54
Overland Park	KS	3	1	33.3	184,525	1.63	0.54
Knoxville	TN	33	6	18.2	184,281	17.91	3.26
Brownsville	TX	11	4	36.4	183,046	6.01	2.19
Worcester	MA	8	4	50.0	183,016	4.37	2.19
Newport News	VA	11	5	45.5	182,965	6.01	2.73
Santa Clarita	CA	5	1	20.0	181,557	2.75	0.55
Providence	RI	5	3	60.0	179,154	2.79	1.67
Fort Lauderdale	FL	25	12	48.0	176,013	14.20	6.82
Garden Grove	CA	8	4	50.0	175,078	4.57	2.28
Oceanside	CA	14	4	28.6	174,558	8.02	2.29
Rancho Cucamonga	CA	8	2	25.0	174,305	4.59	1.15
Santa Rosa	CA	9	3	33.3	174,170	5.17	1.72
Port St. Lucie	FL	10	1	10.0	174,110	5.74	0.57
Chattanooga	TN	25	3	12.0	173,778	14.39	1.73
Tempe	AZ	20	5	25.0	172,816	11.57	2.89
Jackson	MS	23	6	26.1	171,155	13.44	3.51
Cape Coral	FL	11	1	9.1	169,854	6.48	0.59
Vancouver	WA	10	5	50.0	169,294	5.91	2.95
Ontario	CA	15	4	26.7	169,089	8.87	2.37
Sioux Falls	SD	12	2	16.7	168,586	7.12	1.19
Peoria	AZ	14	1	7.1	166,934	8.39	0.60
Springfield	MO	14	2	14.3	165,378	8.47	1.21
Pembroke Pines	FL	12	3	25.0	164,626	7.29	1.82
Elk Grove	CA	5	2	40.0	163,553	3.06	1.22
Salem	OR	10	3	30.0	161,637	6.19	1.86
Corona	CA	14	1	7.1	161,486	8.67	0.62
Lancaster	CA	16	3	18.8	161,043	9.94	1.86
Eugene	OR	3	2	66.7	160,561	1.87	1.25
Palmdale	CA	14	2	14.3	158,279	8.85	1.26
McKinney	TX	10	0	0.0	156,767	6.38	0.00
Salinas	CA	10	5	50.0	156,677	6.38	3.19
Fort Collins	CO	6	0	0.0	156,480	3.83	0.00
Cary	NC	2	1	50.0	155,227	1.29	0.64
Hayward	CA	8	4	50.0	154,612	5.17	2.59
Springfield	MA	11	4	36.4	153,991	7.14	2.60
Pasadena	TX	13	1	7.7	153,887	8.45	0.65
Macon-Bibb Co.	GA	14	4	28.6	153,691	9.11	2.60
Pomona	CA	16	6	37.5	153,350	10.43	3.91
Alexandria	VA	0	0	0.0	150,575	0.00	0.00
Escondido	CA	6	0	0.0	150,243	3.99	0.00

Source: Population—Bureau of the Census.

Table 125
Fatalities and Fatality Rates by State, 1975-2014

State	Fatalities								Fatality Rate per 100 Million Vehicle Miles Traveled							
	1975	1985	1995	2000	2005	2010	2014	Difference, 1975-2014	1975	1985	1995	2000	2005	2010	2014	Difference, 1975-2014
AL	902	882	1,114	996	1,148	862	820	**-9%**	3.63	2.51	2.20	1.76	1.92	1.34	1.25	**-66%**
AK	112	127	87	106	73	56	73	**-35%**	4.38	3.17	2.11	2.30	1.45	1.17	1.50	**-66%**
AZ	670	893	1,035	1,036	1,179	759	770	**+15%**	4.19	4.14	2.61	2.11	1.97	1.27	1.23	**-71%**
AR	559	534	631	652	654	571	466	**-17%**	4.01	3.12	2.37	2.24	2.05	1.70	1.37	**-66%**
CA	4,092	4,960	4,192	3,753	4,333	2,720	3,074	**-25%**	3.09	2.39	1.52	1.22	1.32	0.84	0.92	**-70%**
CO	581	579	645	681	606	450	488	**-16%**	3.50	2.21	1.84	1.63	1.26	0.96	1.00	**-71%**
CT	389	448	317	341	278	320	248	**-36%**	2.13	2.00	1.13	1.11	0.88	1.02	0.80	**-62%**
DE	122	104	121	123	133	101	121	**-1%**	3.37	1.94	1.61	1.49	1.40	1.13	1.26	**-63%**
DC	70	60	58	48	48	24	23	**-67%**	2.27	1.86	1.67	1.37	1.29	0.67	0.65	**-71%**
FL	1,998	2,832	2,805	2,999	3,518	2,444	2,494	**+25%**	3.24	3.22	2.19	1.99	1.75	1.25	1.24	**-62%**
GA	1,360	1,361	1,488	1,541	1,729	1,247	1,164	**-14%**	3.46	2.53	1.74	1.47	1.52	1.12	1.04	**-70%**
HI	144	126	130	132	140	113	95	**-34%**	3.47	1.86	1.64	1.55	1.39	1.13	0.93	**-73%**
ID	281	255	262	276	275	209	186	**-34%**	4.78	3.31	2.13	2.04	1.85	1.32	1.15	**-76%**
IL	2,041	1,534	1,586	1,418	1,363	927	924	**-55%**	3.56	2.17	1.68	1.38	1.27	0.88	0.88	**-75%**
IN	1,128	974	960	886	938	754	746	**-34%**	3.02	2.39	1.49	1.25	1.31	1.00	0.94	**-69%**
IA	670	474	527	445	450	390	321	**-52%**	3.75	2.35	2.03	1.51	1.45	1.24	1.02	**-73%**
KS	509	486	442	461	428	431	385	**-24%**	3.29	2.52	1.76	1.64	1.44	1.44	1.25	**-62%**
KY	863	712	849	820	985	760	672	**-22%**	3.50	2.50	2.07	1.75	2.08	1.58	1.40	**-60%**
LA	934	931	894	938	963	721	737	**-21%**	4.60	2.79	2.31	2.30	2.14	1.59	1.53	**-67%**
ME	223	206	187	169	169	161	131	**-41%**	3.14	2.22	1.49	1.19	1.13	1.11	0.92	**-71%**
MD	670	729	671	588	614	496	442	**-34%**	2.66	2.19	1.50	1.17	1.09	0.88	0.78	**-71%**
MA	864	742	444	433	441	347	328	**-62%**	2.75	1.87	0.92	0.82	0.80	0.64	0.57	**-79%**
MI	1,779	1,545	1,530	1,382	1,129	942	901	**-49%**	3.06	2.29	1.79	1.41	1.09	0.97	0.93	**-70%**
MN	754	608	597	625	559	411	361	**-52%**	2.94	1.86	1.35	1.19	0.98	0.73	0.63	**-79%**
MS	546	662	868	949	931	641	607	**+11%**	3.80	3.45	2.94	2.67	2.32	1.61	1.54	**-59%**
MO	1,045	931	1,109	1,157	1,257	821	766	**-27%**	3.41	2.37	1.87	1.72	1.83	1.16	1.08	**-68%**
MT	291	223	215	237	251	189	192	**-34%**	5.08	3.03	2.28	2.40	2.26	1.69	1.58	**-69%**
NE	369	237	254	276	276	190	225	**-39%**	3.29	1.97	1.61	1.53	1.43	0.98	1.15	**-65%**
NV	218	259	313	323	427	257	290	**+33%**	4.74	3.42	2.24	1.83	2.06	1.16	1.15	**-76%**
NH	151	191	118	126	166	128	95	**-37%**	2.85	2.53	1.11	1.05	1.24	0.98	0.73	**-74%**

Table 125
Fatalities and Fatality Rates by State, 1975-2014 (Continued)

State	Fatalities								Fatality Rate per 100 Million Vehicle Miles Traveled							
	1975	1985	1995	2000	2005	2010	2014	Difference, 1975-2014	1975	1985	1995	2000	2005	2010	2014	Difference, 1975-2014
NJ	1,043	964	774	731	747	556	556	**-47%**	2.15	1.83	1.27	1.08	1.01	0.76	0.74	**-66%**
NM	555	535	485	432	488	349	383	**-31%**	5.59	4.03	2.29	1.90	2.04	1.38	1.51	**-73%**
NY	2,366	2,006	1,679	1,460	1,434	1,201	1,039	**-56%**	3.63	2.22	1.46	1.13	1.03	0.92	0.80	**-78%**
NC	1,506	1,482	1,448	1,557	1,547	1,320	1,284	**-15%**	4.14	2.97	1.90	1.74	1.53	1.29	1.19	**-71%**
ND	167	90	74	86	123	105	135	**-19%**	3.71	1.61	1.13	1.19	1.62	1.27	1.28	**-65%**
OH	1,766	1,646	1,360	1,366	1,321	1,080	1,006	**-43%**	2.75	2.18	1.35	1.29	1.20	0.97	0.89	**-68%**
OK	757	744	669	650	803	668	669	**-12%**	3.33	2.39	1.74	1.50	1.71	1.40	1.40	**-58%**
OR	562	559	574	451	487	317	357	**-36%**	3.53	2.61	1.91	1.33	1.38	0.94	1.03	**-71%**
PA	2,078	1,771	1,480	1,520	1,616	1,324	1,195	**-42%**	3.26	2.35	1.57	1.49	1.50	1.32	1.20	**-63%**
RI	110	109	69	80	87	67	52	**-53%**	1.94	1.87	1.00	0.96	1.05	0.81	0.68	**-65%**
SC	820	951	881	1,065	1,094	809	824	**+0%**	3.98	3.56	2.28	2.34	2.21	1.65	1.65	**-59%**
SD	195	130	158	173	186	140	136	**-30%**	3.76	2.07	2.06	2.05	2.22	1.58	1.47	**-61%**
TN	1,126	1,101	1,259	1,307	1,270	1,032	962	**-15%**	3.42	3.03	2.24	1.99	1.79	1.47	1.33	**-61%**
TX	3,372	3,678	3,183	3,779	3,536	3,023	3,538	**+5%**	3.99	2.57	1.76	1.72	1.50	1.29	1.46	**-63%**
UT	272	303	325	373	282	253	256	**-6%**	3.42	2.52	1.73	1.65	1.12	0.95	0.93	**-73%**
VT	143	115	106	76	73	71	44	**-69%**	4.32	2.45	1.71	1.12	0.95	0.98	0.62	**-86%**
VA	993	976	900	929	947	740	703	**-29%**	2.87	2.04	1.29	1.24	1.18	0.90	0.87	**-70%**
WA	758	744	653	631	649	460	462	**-39%**	3.16	2.16	1.33	1.18	1.17	0.80	0.80	**-75%**
WV	461	420	376	411	374	315	272	**-41%**	4.36	3.32	2.16	2.14	1.82	1.64	1.42	**-67%**
WI	930	744	745	799	815	572	507	**-45%**	3.25	2.03	1.45	1.40	1.36	0.96	0.84	**-74%**
WY	210	152	170	152	170	155	150	**-29%**	5.36	2.81	2.41	1.88	1.88	1.66	1.59	**-70%**
USA	**44,525**	**43,825**	**41,817**	**41,945**	**43,510**	**32,999**	**32,675**	**-27%**	**3.35**	**2.47**	**1.73**	**1.53**	**1.46**	**1.11**	**1.08**	**-68%**
PR	496	600	595	568	457	340	304	**-39%**	7.27	5.74	3.83	3.23	2.35	1.83	2.09	**-71%**

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

Chapter 5 ■ States

Restraint Use and Motorcycle Helmet Use Laws

Restraint Use Laws

The first mandatory belt use law was enacted in the State of New York in 1984. Adult belt use laws are now in effect in 49 States, the District of Columbia, and Puerto Rico. The laws differ from State to State, according to the type and age of the vehicle, occupant age and seating position, etc. The goal of these laws is to promote belt use and thereby reduce deaths and injuries in motor vehicle crashes.

In 2014, 33 States, the District of Columbia, and Puerto Rico had primary seat belt laws in effect, enabling law enforcement officers to stop vehicles and write citations when they observed violations of the seat belt law. In 16 States, the laws specified secondary enforcement, meaning that law enforcement officers were permitted to write citations only after a vehicle was stopped for some other traffic infraction. New Hampshire is the only State without a seat belt law for adults, although it does have a primary child passenger safety law that covers all drivers and passengers under the age of 18.

The first mandatory child restraint use law was implemented in the State of Tennessee in 1978. Since 1985, all 50 States and the District of Columbia have had child restraint use laws in effect. Child restraint use laws differ from State to State, in terms of the ages of children covered and in other important ways, including height and weight limits, seating position requirements, and various exemptions and exceptions.

The most current information on seat belt laws and child passenger safety laws is available on the Web site of the Governors Highway Safety Association (GHSA) at www.ghsa.org:

- Seat belt laws-www.ghsa.org/html/stateinfo/laws/seatbelt_laws.html
- Child passenger safety laws-www.ghsa.org/html/stateinfo/laws/childsafety_laws.html.

In 2014, seat belt use rates in the United States ranged from 68.9 percent in South Dakota to 97.8 percent in Oregon. Nineteen States and the District of Columbia achieved belt use rates of 90 percent or higher. These results are from probability-based observational surveys conducted by 50 States, the District of Columbia, and U.S. Territories. The nationwide seat belt use rate in 2014 was 87 percent, as measured by NHTSA's National Occupant Protection Use Survey (NOPUS). NOPUS is a national probability-based survey, which is independent from State belt use surveys. Observed seat belt use rates for the States and the Nation in 2014 can be found in *Seat Belt Use in 2014—Use Rates in the States and Territories*, DOT HS 812 149, www-nrd.nhtsa.dot.gov/Pubs/812149.pdf.

Motorcycle Helmet Use Laws

In 2014, 19 States, the District of Columbia, and Puerto Rico required helmet use by all motorcyclists. In 28 States, helmet use was required for only a subset of motorcyclists (typically, motorcyclists under age 18), and 3 States (Illinois, Iowa, and New Hampshire) did not require helmet use for motorcyclists of any age. The most current information on helmet use laws is available on the GHSA Web site at www.ghsa.org/html/stateinfo/laws/helmet_laws.html.

According to results from NOPUS, the overall rate of DOT-compliant motorcycle helmet use in the United States was 64 percent in 2014. Helmet use continued to be significantly higher in States that required all motorcyclists to be helmeted than in other States. Information on motorcycle helmet use in 2014 can be found in *Motorcycle Helmet Use in 2014—Overall Results*, DOT HS 812 110, www-nrd.nhtsa.dot.gov/Pubs/812110.pdf.

APPENDIXES

APPENDIX A ■ FARS DATA ELEMENTS

2014 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

2014 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

2014 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

2014 General Estimates System Data Elements (Continued)

Driver Level

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

Person (Motor Vehicle Occupant) Level

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

Person (Not Motor Vehicle Occupant) Level

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

APPENDIX C ■ GES TECHNICAL NOTES

Standard Errors

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

In a report of this size, it is impractical to provide standard errors for each estimate. Instead, generalized standard errors for estimates of totals are provided in the following table. Generalized errors were calculated separately for the crash, vehicle, and people characteristics. The values for the GES estimates and an estimate of one standard error are given in Table C1 on the following page. By adding and subtracting two standard errors, a 95 percent confidence interval can be created for the GES estimates in this report. For example, the estimated number of injury crashes that occurred in the month of May is given in Table 24 as 141,000. To calculate one standard error for this crash estimate, use Table C1. Since 141,000 does not appear in the Crash Estimate column of Table C1, use linear interpolation from the standard error values for 100,000 (8,700) and 200,000 (16,200). One standard error would be approximately 11,800. The 95 percent confidence interval for this estimate would be 141,000 ± 2 × 11,800 or 117,400 to 164,600.

Appendix C ■ GES Technical Notes

Table C1
2014 GES Estimates and Standard Errors

Crash Estimate (x)	Crash Standard Error (SE) *	Vehicle Estimate (x)	Vehicle Standard Error (SE) **	Person Estimate (x)	Person Standard Error (SE) ***
1,000	400	1,000	500	1,000	400
5,000	900	5,000	1,200	5,000	900
6,000	1,000	10,000	1,900	10,000	1,400
7,000	1,100	20,000	3,100	20,000	2,400
8,000	1,200	30,000	4,200	30,000	3,200
9,000	1,300	40,000	5,300	40,000	4,000
10,000	1,400	50,000	6,300	50,000	4,700
20,000	2,400	60,000	7,300	60,000	5,500
30,000	3,200	70,000	8,300	70,000	6,200
40,000	4,000	80,000	9,300	80,000	6,900
50,000	4,900	90,000	10,300	90,000	7,600
60,000	5,600	100,000	11,300	100,000	8,300
70,000	6,400	200,000	21,000	200,000	15,200
80,000	7,200	300,000	30,700	300,000	22,000
90,000	8,000	400,000	40,600	400,000	28,800
100,000	8,700	500,000	50,500	500,000	35,700
200,000	16,200	600,000	60,600	600,000	42,600
300,000	23,800	700,000	70,800	700,000	49,500
400,000	31,400	800,000	81,100	800,000	56,500
500,000	39,100	900,000	91,600	900,000	63,600
600,000	46,900	1,000,000	102,200	1,000,000	70,700
700,000	54,900	2,000,000	214,400	2,000,000	145,300
800,000	62,900	3,000,000	336,400	3,000,000	225,100
900,000	71,000	4,000,000	466,500	4,000,000	309,200
1,000,000	79,300	5,000,000	603,800	5,000,000	397,300
2,000,000	166,700	6,000,000	747,600	6,000,000	488,900
3,000,000	261,800	7,000,000	897,300	7,000,000	583,800
4,000,000	363,400	8,000,000	1,052,500	8,000,000	681,700
5,000,000	470,700	9,000,000	1,213,000	9,000,000	782,400
6,000,000	583,100	10,000,000	1,378,300	10,000,000	885,800
6,500,000	641,100	11,000,000	1,548,400	11,000,000	991,800
7,000,000	700,200	12,000,000	1,722,900	12,000,000	1,100,200
* $SE = e^{a + b\ (\ln x)^2}$, *where* $a = 4.056340$, $b = 0.037850$		** $SE = e^{a + b\ (\ln x)^2}$, *where* $a = 4.329200$, $b = 0.037750$		*** $SE = e^{a + b\ (\ln x)^2}$, *where* $a = 4.167630$, $b = 0.036670$	

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 2014 GES Data Elements

Crash Level			
Atmospheric Condition	1.4%	Light Condition	0.7%
Crash Severity	3.1%	Manner of Collision	0.2%
Day of Week	0.0%	Minute of Crash	0.5%
First Harmful Event	0.1%	Relation to Junction—Specific Location	0.5%
Hour of Crash	0.5%	Relation to Trafficway	<0.1%
Vehicle/Driver Level			
Initial Point of Impact	1.8%	Speed Limit*	15.0%
Most Harmful Event	0.1%	Traffic Control Device*	2.9%
Roadway Surface Condition*	1.0%	Vehicle Type	1.7%
Person Level			
Age	12.2%	Seating Position	1.9%
Injury Severity	4.7%	Sex	5.1%

*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, 1899-2014

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	—	—	1957	36,932	647,004	5.71
1900	36	—	—	1958	35,331	664,653	5.32
1901	54	—	—	1959	36,223	700,480	5.17
1902	79	—	—	1960	36,399	718,762	5.06
1903	117	—	—	1961	36,285	737,421	4.92
1904	172	—	—	1962	38,980	766,734	5.08
1905	252	—	—	1963	41,723	805,249	5.18
1906	338	—	—	1964	45,645	846,298	5.39
1907	581	—	—	1965	47,089	887,812	5.30
1908	751	—	—	1966	50,894	925,899	5.50
1909	1,174	—	—	1967	50,724	964,005	5.26
1910	1,599	—	—	1968	52,725	1,015,869	5.19
1911	2,043	—	—	1969	53,543	1,061,791	5.04
1912	2,968	—	—	1970	52,627	1,109,724	4.74
1913	4,079	—	—	1971	52,542	1,178,811	4.46
1914	4,468	—	—	1972	54,589	1,259,786	4.33
1915	6,779	—	—	1973	54,052	1,313,110	4.12
1916	7,766	—	—	1974	45,196	1,280,544	3.53
1917	9,630	—	—	1975	44,525	1,327,664	3.35
1918	10,390	—	—	1976	45,523	1,402,380	3.25
1919	10,896	—	—	1977	47,878	1,467,027	3.26
1920	12,155	—	—	1978	50,331	1,544,704	3.26
1921	13,253	55,027	24.08	1979	51,093	1,529,133	3.34
1922	14,859	67,697	21.95	1980	51,091	1,527,295	3.35
1923	17,870	84,995	21.02	1981	49,301	1,555,308	3.17
1924	18,400	104,838	17.55	1982	43,945	1,595,010	2.76
1925	20,771	122,346	16.98	1983	42,589	1,652,788	2.58
1926	22,194	140,735	15.77	1984	44,257	1,720,269	2.57
1927	24,470	158,453	15.44	1985	43,825	1,774,826	2.47
1928	26,557	172,856	15.36	1986	46,087	1,834,872	2.51
1929	29,592	197,720	14.97	1987	46,390	1,921,204	2.41
1930	31,204	206,320	15.12	1988	47,087	2,025,962	2.32
1931	31,963	216,151	14.79	1989	45,582	2,096,487	2.17
1932	27,979	200,517	13.95	1990	44,599	2,144,362	2.08
1933	29,746	200,642	14.83	1991	41,508	2,172,050	1.91
1934	34,240	215,563	15.88	1992	39,250	2,247,151	1.75
1935	34,494	228,568	15.09	1993	40,150	2,296,378	1.75
1936	36,126	252,128	14.33	1994	40,716	2,357,588	1.73
1937	37,819	270,110	14.00	1995	41,817	2,422,823	1.73
1938	31,083	271,177	11.46	1996	42,065	2,484,080	1.69
1939	30,895	285,402	10.83	1997	42,013	2,552,233	1.65
1940	32,914	302,188	10.89	1998	41,501	2,628,148	1.58
1941	38,142	333,612	11.43	1999	41,717	2,690,241	1.55
1942	27,007	268,224	10.07	2000	41,945	2,746,925	1.53
1943	22,727	208,192	10.92	2001	42,196	2,795,610	1.51
1944	23,165	212,713	10.89	2002	43,005	2,855,508	1.51
1945	26,785	250,173	10.71	2003	42,884	2,890,221	1.48
1946	31,874	340,880	9.35	2004	42,836	2,964,788	1.44
1947	31,193	370,894	8.41	2005	43,510	2,989,430	1.46
1948	30,775	397,957	7.73	2006	42,708	3,014,371	1.42
1949	30,246	424,461	7.13	2007	41,259	3,031,124	1.36
1950	33,186	458,246	7.24	2008	37,423	2,976,528	1.26
1951	35,309	491,093	7.19	2009	33,883	2,956,764	1.15
1952	36,088	513,581	7.03	2010	32,999	2,967,266	1.11
1953	36,190	544,433	6.65	2011	32,479	2,950,402	1.10
1954	33,890	561,963	6.03	2012	33,782	2,969,433	1.14
1955	36,688	605,646	6.06	2013	32,894	2,988,280	1.10
1956	37,965	627,843	6.05	2014	32,675	3,025,656	1.08

Total Traffic Fatalities (1899-2014): 3,646,929

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); **1975-2014:** 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, 1975-2014

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	12,757	2,481	1,486	636	3,690	733
2010	303	12,670	2,403	1,551	560	3,356	711
2011	262	12,071	2,341	1,622	543	3,396	707
2012	285	12,386	2,422	1,715	537	3,051	782
2013	263	12,644	2,398	1,640	508	2,812	717
2014	252	12,802	2,396	1,669	485	2,814	660
Total	**10,673**	**330,507**	**42,292**	**40,185**	**30,323**	**378,983**	**31,747**

*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 2014 and previous years by various protective devices or laws. The estimates were obtained by combining information from fatal traffic crashes with estimates of the effectiveness of each device or law in saving lives. For seat belts and motorcycle helmets, the table also estimates the numbers of additional lives that could have been saved if the devices had been used by more people.

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