U.S. Department of Transportation

NHTSA

TRAFFIC SAFETY FACTS 2017

A Compilation of Motor Vehicle Crash Data

2017 NATIONAL STATISTICS

POLICE-REPORTED MOTOR VEHICLE TRAFFIC CRASHES

Fatal	34,247
Injury	1,889,000
Property Damage Only	4,530,000
Total	**6,452,000**

TRAFFIC CRASH VICTIMS

	Killed	Injured
Occupants	**24,973**	**2,524,000**
Drivers	18,276	1,816,000
Passengers	6,174	708,000
Unknown	73	1,000
Motorcyclists	**5,172**	**89,000**
Nonoccupants	**6,988**	**133,000**
Pedestrians	5,977	71,000
Pedalcyclists	783	50,000
Other/Unknown	228	12,000
Total	**37,133**	**2,746,000**

OTHER NATIONAL STATISTICS

Vehicle Miles Traveled	3,212,347,000,000
Resident Population	325,719,178
Registered Vehicles	290,386,987
Licensed Drivers	225,346,257
Economic Cost of Traffic Crashes (2010) (estimate for reported and unreported crashes)	$242 billion

NATIONAL RATES: FATALITIES

Fatalities per 100 Million Vehicle Miles Traveled	1.16
Fatalities per 100,000 Population	11.40
Fatalities per 100,000 Registered Vehicles	12.79
Fatalities per 100,000 Licensed Drivers	16.48

NATIONAL RATES: INJURED PERSONS

Injured Persons per 100 Million Vehicle Miles Traveled	85
Injured Persons per 100,000 Population	843
Injured Persons per 100,000 Registered Vehicles	946
Injured Persons per 100,000 Licensed Drivers	1,219

Sources: Crashes, Fatalities, Injuries, and Costs—National Highway Traffic Safety Administration.
Population—U.S. Bureau of the Census.
Vehicle Miles Traveled and Licensed Drivers—Federal Highway Administration (FHWA).
Registered Vehicles—FHWA and Polk data from R.L. Polk & Co., a foundation of IHS Markit automotive solutions.

DOT HS 812 806
September 2019

Traffic Safety Facts 2017

A Compilation of Motor Vehicle Crash Data

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 in Passenger Vehicles*, *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 **https://crashstats.nhtsa.dot.gov.**

TABLE OF CONTENTS

TABLES

Tables (Continued)

Tables (Continued)

Tables (Continued)

Tables (Continued)

Tables (Continued)

FIGURES

TRENDS

CRASHES

VEHICLES

Figures (Continued)

PEOPLE

STATES

INTRODUCTION

In this annual report, *Traffic Safety Facts 2017: A Compilation of Motor Vehicle Crash Data*, 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 three 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 best known of the three 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 (NASS GES), which began operation in 1988. NASS 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 third source is the new Crash Report Sampling System (CRSS), which replaced NASS GES in 2016. CRSS is the redesigned nationally representative sample of police-reported traffic crashes.

FARS, GES, and CRSS 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 Officers' Technical Representatives located in the 10 NHTSA Regional Offices. Trained State employees, called "FARS Analysts," are responsible for gathering, translating, and transmitting their States' 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 States' 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. 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 2017 FARS data file used for the statistics in this report was created in June 2018; however, the 2017 FARS file was officially closed in January 2019. This additional time provided 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 2016 are reflected in this report. The updated final counts for 2017 will be reflected in the 2018 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. 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.

Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. The new system, called CRSS, replaced NASS GES in 2016.

CRSS OPERATIONS

In the 1970s, NHTSA developed and implemented the National Automotive Sampling System (NASS) to make estimates of the motor vehicle crash experience in the United States. In 1988, NHTSA split the NASS into two surveyes—the General Estimates System (GES) and the Crashworthiness Data System (CDS). Since then, the same data collection sites have been used for GES data collection. Given the shifts in the U.S. population and vehicle fleet, as well as the changing analytic needs of the traffic safety community, the U.S. Congress authorized NHTSA to modernize its crash data collection system. NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes in the United States, and in 2016 the new system—Crash Report Sampling System (CRSS)—replaced NASS GES.

CRSS was designed independently from other NHTSA surveys. The target population for CRSS is the same as that for NASS GES: all police-reported motor vehicle crashes on trafficways. CRSS data is obtained from a nationally representative probability sample selected from the more than 7 million police-reported crashes that occur annually. For a crash to be eligible for the CRSS sample, a crash report must be completed by the police, and the crash must involve at least one motor vehicle traveling on a trafficway and result in property damage, injury, or death.

Crash reports are chosen from 53 selected sites across the United States that reflect the geography, population, miles driven, and crashes in the United States. CRSS data collectors review crash reports from hundreds of law enforcement agencies within the selected sites, systematically sampling tens of thousands of crash reports each year. The data collectors obtain copies of the selected crash reports and send them to a central location for coding. No other data is collected beyond that in the selected crash reports.

Trained personnel interpret and code data directly from the crash reports into an electronic data file. Approximately 120 data elements are coded into a common format. After coding, quality checks on the data are performed to ensure validity and consistency. When the quality checks have been completed, the CRSS data files and coding documentation are made publicly available.

ABOUT THIS REPORT

Fatal crash data from FARS and nonfatal crash data from GES and CRSS are presented in this report in five chapters. Chapter 1, "Trends," presents data from all years of FARS (1975 through 2017), GES (1988 through 2015), and CRSS (2016 and 2017). The remaining chapters present only FARS data from 2017. 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.

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 (or CRSS). The reader should be aware that FARS numbers are actual counts of fatalities or fatal crashes, whereas GES and CRSS numbers are estimates of counts of crashes and injuries and are subject to sampling and non-sampling errors. (See Appendix C for more information on these errors.) To emphasize this difference, FARS numbers are not rounded, while GES and CRSS 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 or CRSS data. The reason for this difference is that almost all the GES or CRSS 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. Where 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*.

Changes from the *Traffic Safety Facts 2016* Report

Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. The new system, CRSS, replaced NASS GES in 2016. However, the 2016 and later year estimates are not comparable to 2015 and earlier year estimates. Injury and property-damage-only crash estimates for 2017 are presented only in Chapter 1 (Trends). Although injury and property-damage-only crash estimates for 2017 are not presented in Chapter 2 (Crashes), Chapter 3 (Vehicles), or Chapter 4 (People), those data can be obtained from the Traffic Safety Facts Annual Report Tables online portal at https://cdan.nhtsa.gov/tsftables/tsfar.htm. For more information on CRSS, refer to Crash Report Sampling System: Sample Design and Weighting or Crash Report Sampling System: Design Overview, Analytic Guidance, and FAQs.

About This Report

Registered Vehicles and Vehicle Miles Traveled (VMT) by Vehicle Type

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. (R.L. Polk is a foundation of IHS Markit automotive solutions.) 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 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 below. Consequently, the data in this report for vehicle registrations and vehicle miles traveled from 2011 through 2017 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
2015 (New NVPP)	133,218,366	127,401,053	8,600,936	888,907	11,203,184	281,312,446
2016 (New NVPP)	134,827,696	132,052,102	8,679,380	976,161	11,498,561	288,033,900
2017 (New NVPP)	132,924,508	135,534,828	8,715,204	983,231	12,229,216	290,386,987

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
2015 (New NVPP)	1,420,869	1,358,824	19,606	16,230	279,844	3,095,373
2016 (New NVPP)	1,439,678	1,410,040	20,445	16,350	287,895	3,174,408
2017 (New NVPP)	1,424,700	1,452,678	20,149	17,227	297,593	3,212,347

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, NASS GES, and CRSS. Additional data from FARS (1975 through 2017), NASS GES (1988 through 2015), or CRSS (2016 and 2017) 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, NASS GES, and CRSS data can be obtained by downloading any of the published files from the Internet at: ftp://ftp.nhtsa.dot.gov/FARS; ftp://ftp.nhtsa.dot.gov/GES; or ftp://ftp.nhtsa.dot.gov/CRSS. The files are available in SAS, sequential ASCII, and (for FARS only) 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 1995 through 2017 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 national reports for current and past years can be customized by selection of State, and county tabulations can be selected for State reports.
- Traffic Safety Facts Annual Report Tables can be obtained from the online portal at https://cdan.nhtsa.gov/tsftables/tsfar.htm. The online portal contains the most current data available, unlike the Traffic Safety Facts Annual Report publication. The 2016 and earlier year FARS data are final and generally not subject to change. Although the 2017 data file is a full year's worth on data, it is subject to change when it is finalized. Tables from Chapter 2 (Crashes), Chapter 3 (Vehicles) and Chapter 4 (People) can be rendered using the latest FARS and NASS GES (or CRSS) data available.

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

National Highway Traffic SafetyAdministration National Center for Statistics and Analysis
NSA-230
1200 New Jersey Avenue, SE Washington, DC 20590
202-366-4198 or 800-934-8517
Email: NCSARequests@dot.gov.

- Requests for more information may also be submitted online via NCSA's Customer Motor Vehicle Traffic Crash Data Resource Page (CrashStats):

  https://crashstats.nhtsa.dot.gov/#/

Additional information on all NHTSA's data files—including FARS, NASS GES, and CRSS—can be found on the NCSA Web site: https://www.nhtsa.gov/research-data. 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: NCSARequests@dot.gov.

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.

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 2017; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2017. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 2016. Care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from GES data are estimates, year-to-year differences may be the result of the sampling process, not the result of an actual trend. The variability or sampling errors associated with the estimates must be considered when making any year-to-year comparisons using GES data. (For more information on sampling error, see Appendix C.) Below are some of the statistics you will find in this chapter:

- Fatal crashes decreased by 1.4 percent from 2016 to 2017, and the fatality rate fell to 1.16 fatalities per 100 million vehicle miles of travel in 2017.
- The occupant fatality rate (including motorcyclists) per 100,000 population, which declined by 22.7 percent from 1975 to 1992, also decreased by 28.2 percent from 1992 to 2017.
- The nonoccupant fatality rate per 100,000 population has declined by 46.1 percent from 1975 to 2017.
- The percent of alcohol-impaired driving fatalities has declined from 48 percent in 1982 to 29 percent in 2017.

Figure 1
Fatal Crashes, 1975-2017

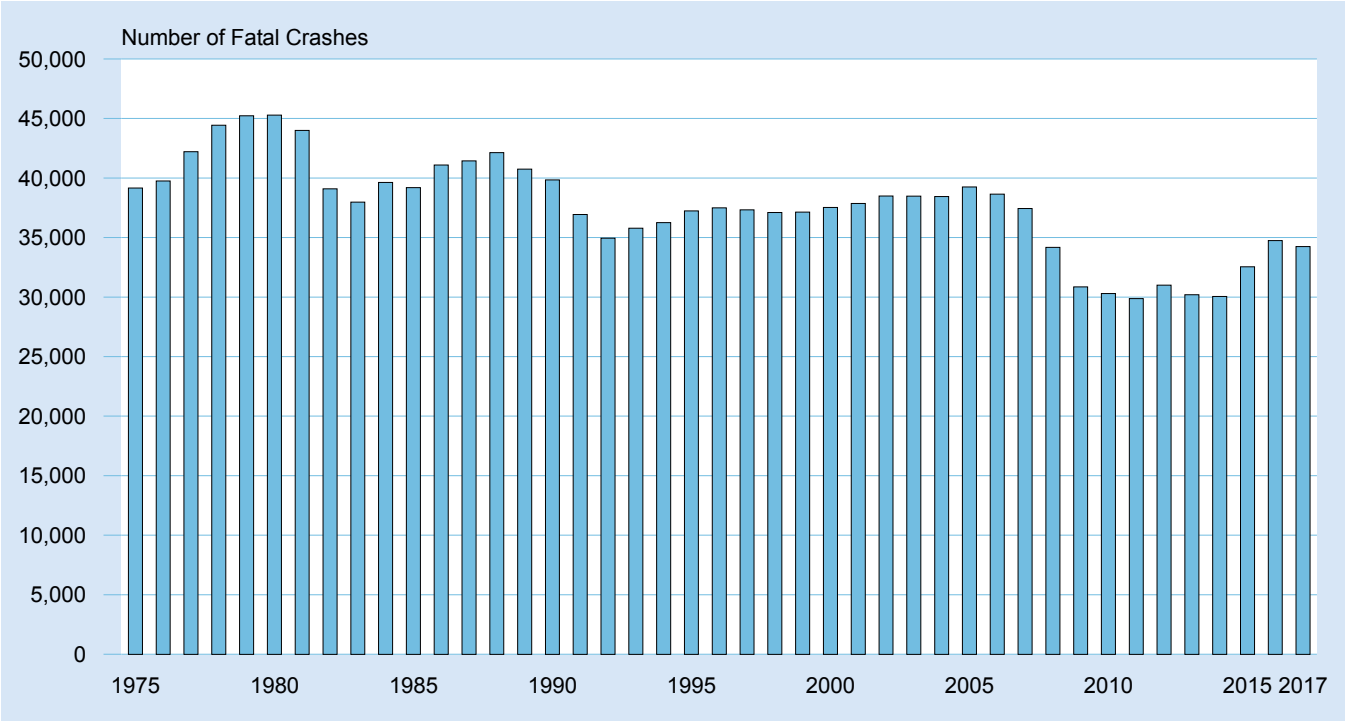


Table 1

Crashes by Crash Severity, 1988-2017

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	30,202	0.5	1,591,000	28.0	4,066,000	71.5	**5,687,000**	**100.0**
2014	30,056	0.5	1,648,000	27.2	4,387,000	72.3	**6,064,000**	**100.0**
2015	32,538	0.5	1,715,000	27.2	4,548,000	72.2	**6,296,000**	**100.0**
2016	34,748	0.5	2,116,000	31.0	4,670,000	68.5	**6,821,000**	**100.0**
2017	34,247	0.5	1,889,000	29.3	4,530,000	70.2	**6,452,000**	**100.0**

Note: Injury and property-damage-only crashes are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Table 2

Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2017

	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	309,338	10.67	210,115	15.71	257,312	12.82	2,967	1.11
2011	32,479	311,644	10.42	211,875	15.33	265,043	12.25	2,950	1.10
2012	33,782	313,993	10.76	211,815	15.95	265,647	12.72	2,969	1.14
2013	32,893	316,235	10.40	212,160	15.50	269,294	12.21	2,988	1.10
2014	32,744	318,623	10.28	214,092	15.29	274,805	11.92	3,026	1.08
2015	35,484	321,040	11.05	218,084	16.27	281,312	12.61	3,095	1.15
2016	37,806	323,406	11.69	221,712	17.05	288,034	13.13	3,174	1.19
2017	37,133	325,719	11.40	225,346	16.48	290,387	12.79	3,212	1.16

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., a foundation of IHS Markit automotive solutions, 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.

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration (FHWA); Registered Vehicles, 1966-1974—FHWA; Registered Vehicles, 1975-2017—FHWA and Polk data from R.L. Polk & Co., a foundation of IHS Markit automotive solutions; 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, 1975-2017—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, 1966-2017 (Continued)

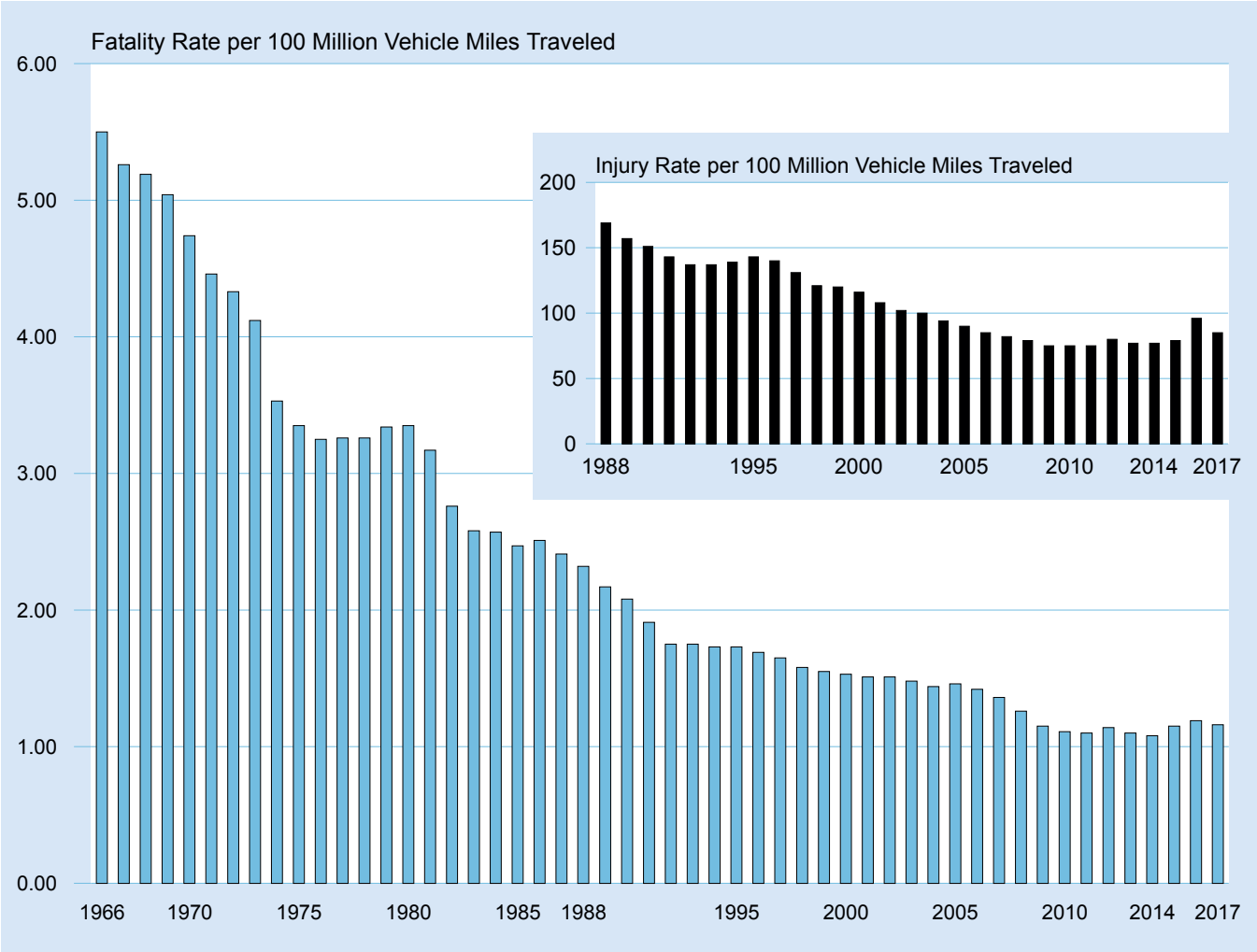
	Injured								
Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 Population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 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	309,338	724	210,115	1,066	257,312	870	2,967	75
2011	2,217,000	311,644	711	211,875	1,046	265,043	836	2,950	75
2012	2,362,000	313,993	752	211,815	1,115	265,647	889	2,969	80
2013	2,313,000	316,235	731	212,160	1,090	269,294	859	2,988	77
2014	2,338,000	318,623	734	214,092	1,092	274,805	851	3,026	77
2015	2,443,000	321,040	761	218,084	1,120	281,312	869	3,095	79
2016	3,061,000	323,406	946	221,712	1,380	288,034	1,063	3,174	96
2017	2,746,000	325,719	843	225,346	1,219	290,387	946	3,212	85

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. (a foundation of IHS Markit automotive solutions) 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.

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration. Registered Vehicles, 1975-2017—Polk data from R.L. Polk & Co., a foundation of IHS Markit automotive solutions; 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). Persons injured are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, “Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES).”

Figure 2

Motor Vehicle Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1966-2017



Note: Injured are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Table 3

Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2017

	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	16,928	1.31	14.05	3,921	1.43	37.00	4,800	23.57	57.11
2014	17,895	1.28	13.65	17,160	1.31	13.90	3,749	1.34	34.38	4,705	23.56	55.89
2015	19,810	1.39	14.87	18,869	1.39	14.81	4,075	1.46	36.37	5,131	26.17	59.66
2016	21,077	1.46	15.62	20,231	1.43	15.32	4,251	1.48	36.97	5,467	26.74	62.99
2017	21,031	1.48	15.82	19,986	1.38	14.75	4,657	1.56	38.08	5,326	26.43	61.11

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 passenger car and light truck 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 page 10, "Registered Vehicles and Vehicle Miles Traveled (VMT) by Vehicle Type."

Sources: Vehicle Miles of Travel—Federal Highway Administration, revised by NHTSA for passenger cars and light trucks; Registered Passenger Cars and Light Trucks—Polk data from R.L. Polk & Co., a foundation of IHS Markit automotive solutions; Registered Large Trucks and Motorcycles—Federal Highway Administration.

Table 3

Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2017 (Continued)

	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
Year	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Injury Crashes												
1988	3,073,000	222	2,529	683,000	140	1,530	96,000	69	1,562	98,000	974	2,129
1989	2,892,000	204	2,355	727,000	139	1,543	110,000	77	1,770	76,000	732	1,717
1990	2,838,000	199	2,302	729,000	131	1,460	107,000	73	1,730	82,000	854	1,916
1991	2,615,000	185	2,120	789,000	132	1,515	78,000	52	1,264	79,000	856	1,882
1992	2,640,000	184	2,194	758,000	118	1,409	95,000	62	1,567	61,000	642	1,509
1993	2,631,000	182	2,174	843,000	125	1,490	97,000	60	1,585	56,000	565	1,407
1994	2,785,000	191	2,283	912,000	128	1,533	96,000	56	1,452	54,000	526	1,433
1995	2,914,000	197	2,365	1,024,000	137	1,638	84,000	47	1,244	52,000	530	1,331
1996	2,884,000	192	2,314	1,071,000	136	1,636	94,000	51	1,339	51,000	512	1,312
1997	2,736,000	179	2,195	1,064,000	129	1,582	96,000	50	1,349	51,000	501	1,321
1998	2,545,000	164	2,020	1,059,000	123	1,517	89,000	45	1,146	45,000	433	1,148
1999	2,438,000	155	1,918	1,165,000	129	1,598	101,000	50	1,292	46,000	436	1,111
2000	2,396,000	151	1,873	1,209,000	129	1,591	101,000	49	1,253	53,000	509	1,226
2001	2,279,000	143	1,766	1,218,000	125	1,548	90,000	43	1,143	57,000	588	1,155
2002	2,136,000	132	1,639	1,210,000	120	1,482	94,000	44	1,189	58,000	612	1,167
2003	2,129,000	132	1,617	1,233,000	118	1,449	89,000	41	1,145	64,000	665	1,185
2004	1,990,000	122	1,491	1,246,000	114	1,387	87,000	39	1,062	70,000	694	1,217
2005	1,893,000	117	1,399	1,209,000	107	1,275	82,000	37	971	80,000	769	1,291
2006	1,794,000	111	1,309	1,202,000	104	1,225	80,000	36	911	84,000	694	1,251
2007	1,708,000	110	1,239	1,163,000	102	1,153	76,000	25	705	98,000	458	1,374
2008	1,624,000	107	1,168	1,095,000	99	1,086	66,000	21	608	90,000	433	1,162
2009	1,507,000	100	1,098	1,066,000	95	1,045	53,000	19	487	84,000	405	1,065
2010	1,579,000	105	1,167	1,053,000	92	1,029	58,000	20	541	78,000	419	968
2011	1,571,000	115	1,238	1,026,000	80	864	63,000	23	609	77,000	413	907
2012	1,683,000	122	1,325	1,087,000	84	916	77,000	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
2015	1,785,000	126	1,340	1,198,000	88	941	87,000	31	779	84,000	430	980
2016	2,187,000	152	1,622	1,469,000	104	1,112	102,000	35	888	100,000	491	1,158
2017	1,956,000	137	1,472	1,334,000	92	984	107,000	36	873	85,000	423	977
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
2015	4,438,000	312	3,331	3,197,000	235	2,509	342,000	122	3,049	13,000	66	150
2016	4,535,000	315	3,363	3,181,000	226	2,409	351,000	122	3,054	28,000	139	327
2017	4,354,000	306	3,276	3,188,000	219	2,352	363,000	122	2,971	26,000	128	296

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 passenger car and light truck 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 page 10, "Registered Vehicles and Vehicle Miles Traveled (VMT) by Vehicle Type."

Sources: Vehicle Miles of Travel—Federal Highway Administration, revised by NHTSA for passenger cars and light trucks; Registered Passenger Cars and Light Trucks—Polk data from R.L. Polk & Co., a foundation of IHS Markit automotive solutions; Registered Large Trucks and Motorcycles—Federal Highway Administration. Injury and property-damage-only crashes are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Table 4

Persons Killed or Injured by Person Type and Vehicle Type, 1975-2017

Year	Person Type											
	Occupants by Vehicle Type						Motor-cyclists	Nonoccupants				Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total		Pedestrian	Pedalcyclist	Other/ Unknown	Total	
						Killed						
1975	25,929	4,856	961	53	937	*32,736*	*3,189*	7,516	1,003	81	*8,600*	**44,525**
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	9,186	695	54	511	*22,483*	*4,692*	4,779	749	190	*5,718*	**32,893**
2014	11,947	9,103	656	44	557	*22,307*	*4,594*	4,910	729	204	*5,843*	**32,744**
2015	12,763	9,878	665	49	544	*23,899*	*5,029*	5,494	829	233	*6,556*	**35,484**
2016	13,508	10,369	725	64	610	*25,276*	*5,337*	6,080	852	261	*7,193*	**37,806**
2017	13,363	10,188	841	44	537	*24,973*	*5,172*	5,977	783	228	*6.988*	**37,133**

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

Table 4
Persons Killed or Injured by Person Type and Vehicle Type, 1975-2017 (Continued)

Year	Person Type											
	Occupants by Vehicle Type							Nonoccupants				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total	Motor-cyclists	Pedestrian	Pedalcyclist	Other/ Unknown	Total	Total
	Injured											
1988	2,585,000	478,000	37,000	15,000	4,000	*3,119,000*	*105,000*	110,000	75,000	8,000	*192,000*	**3,416,000**
1989	2,431,000	511,000	43,000	15,000	5,000	*3,005,000*	*83,000*	112,000	73,000	11,000	*196,000*	**3,284,000**
1990	2,376,000	505,000	42,000	33,000	4,000	*2,960,000*	*84,000*	105,000	75,000	7,000	*187,000*	**3,231,000**
1991	2,235,000	563,000	28,000	21,000	4,000	*2,850,000*	*80,000*	88,000	67,000	11,000	*166,000*	**3,097,000**
1992	2,232,000	545,000	34,000	20,000	12,000	*2,843,000*	*65,000*	89,000	63,000	10,000	*162,000*	**3,070,000**
1993	2,265,000	601,000	32,000	17,000	4,000	*2,919,000*	*59,000*	94,000	68,000	9,000	*171,000*	**3,149,000**
1994	2,364,000	631,000	30,000	16,000	4,000	*3,045,000*	*57,000*	92,000	62,000	9,000	*164,000*	**3,266,000**
1995	2,469,000	722,000	30,000	19,000	4,000	*3,246,000*	*57,000*	86,000	67,000	10,000	*162,000*	**3,465,000**
1996	2,458,000	761,000	33,000	20,000	4,000	*3,277,000*	*55,000*	82,000	58,000	11,000	*151,000*	**3,483,000**
1997	2,341,000	755,000	31,000	17,000	6,000	*3,149,000*	*53,000*	77,000	58,000	11,000	*146,000*	**3,348,000**
1998	2,201,000	763,000	29,000	16,000	4,000	*3,012,000*	*49,000*	69,000	53,000	8,000	*131,000*	**3,192,000**
1999	2,138,000	847,000	33,000	22,000	7,000	*3,047,000*	*50,000*	85,000	51,000	3,000	*140,000*	**3,236,000**
2000	2,052,000	887,000	31,000	18,000	10,000	*2,997,000*	*58,000*	78,000	51,000	5,000	*134,000*	**3,189,000**
2001	1,927,000	861,000	29,000	15,000	9,000	*2,841,000*	*60,000*	78,000	45,000	8,000	*131,000*	**3,033,000**
2002	1,805,000	879,000	26,000	19,000	6,000	*2,735,000*	*65,000*	71,000	48,000	7,000	*126,000*	**2,926,000**
2003	1,756,000	889,000	27,000	18,000	7,000	*2,697,000*	*67,000*	70,000	46,000	8,000	*124,000*	**2,889,000**
2004	1,643,000	900,000	27,000	16,000	7,000	*2,594,000*	*76,000*	68,000	41,000	9,000	*118,000*	**2,788,000**
2005	1,573,000	872,000	27,000	11,000	10,000	*2,494,000*	*87,000*	64,000	45,000	8,000	*118,000*	**2,699,000**
2006	1,475,000	857,000	23,000	10,000	11,000	*2,375,000*	*88,000*	61,000	44,000	7,000	*112,000*	**2,575,000**
2007	1,379,000	841,000	23,000	12,000	8,000	*2,264,000*	*103,000*	70,000	43,000	10,000	*124,000*	**2,491,000**
2008	1,304,000	768,000	23,000	15,000	9,000	*2,120,000*	*96,000*	69,000	52,000	9,000	*130,000*	**2,346,000**
2009	1,216,000	759,000	17,000	12,000	7,000	*2,011,000*	*90,000*	59,000	51,000	7,000	*116,000*	**2,217,000**
2010	1,253,000	733,000	20,000	17,000	5,000	*2,027,000*	*82,000*	70,000	52,000	8,000	*130,000*	**2,239,000**
2011	1,240,000	728,000	23,000	13,000	6,000	*2,010,000*	*81,000*	69,000	48,000	9,000	*126,000*	**2,217,000**
2012	1,328,000	762,000	25,000	12,000	6,000	*2,134,000*	*93,000*	76,000	49,000	10,000	*136,000*	**2,362,000**
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**
2015	1,378,000	803,000	30,000	12,000	8,000	*2,230,000*	*88,000*	70,000	45,000	10,000	*125,000*	**2,443,000**
2016	1,690,000	1,035,000	37,000	24,000	5,000	*2,790,000*	*104,000*	87,000	64,000	15,000	*166,000*	**3,061,000**
2017	1,529,000	937,000	40,000	12,000	5,000	*2,524,000*	*89,000*	71,000	50,000	12,000	*133,000*	**2,746,000**

Note: Injured are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Table 5

Drivers Involved in Crashes and Involvement Rates per Licensed Driver by Sex and Crash Severity, 1975-2017

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	32,457	104,976	30.92	11,382	107,121	10.63	43,849	212,097	20.67
2014	32,462	105,876	30.66	11,250	108,154	10.40	43,721	214,030	20.43
2015	35,679	107,617	33.15	12,333	110,402	11.17	48,030	218,019	22.03
2016	37,731	109,556	34.44	13,306	112,093	11.87	51,058	221,649	23.04
2017	37,477	111,363	33.65	13,502	113,907	11.85	50,994	225,270	22.64

*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, 1975-2017 (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
2015	1,728,000	107,617	1,605	1,407,000	110,402	1,274	3,134,000	218,019	1,438
2016	2,124,000	109,556	1,939	1,737,000	112,093	1,550	3,862,000	221,649	1,742
2017	1,923,000	111,363	1,727	1,560,000	113,907	1,369	3,483,000	225,270	1,546
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
2015	4,551,000	107,617	4,229	3,383,000	110,402	3,065	7,934,000	218,019	3,639
2016	4,612,000	109,556	4,209	3,508,000	112,093	3,130	8,120,000	221,649	3,664
2017	4,504,000	111,363	4,045	3,435,000	113,907	3,016	7,940,000	225,270	3,525

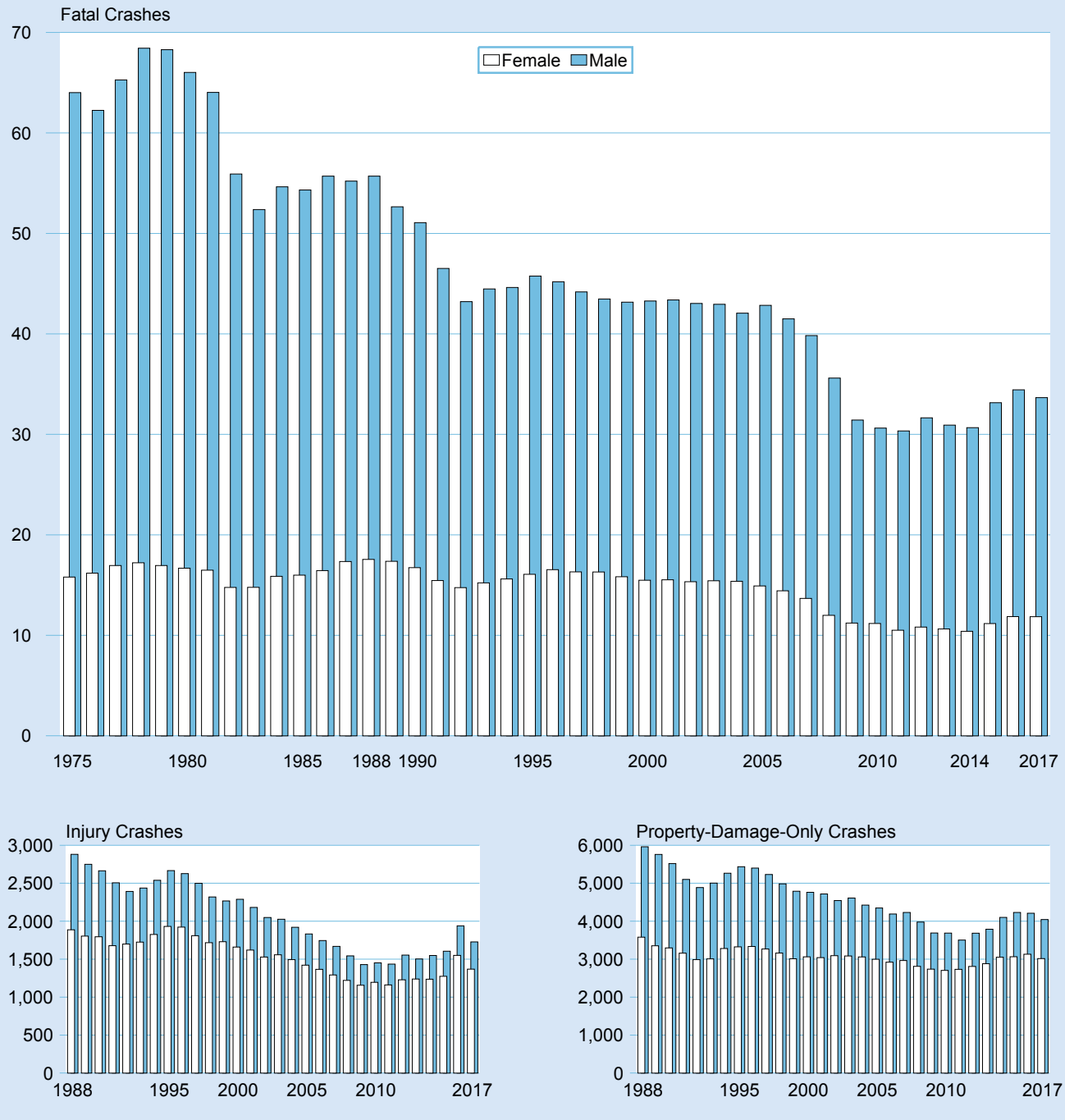
*Total includes drivers (>15 years old) of unknown sex.

Notes: Drivers include motorcycle riders. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.

Sources: Licensed Drivers—Federal Highway Administration. Drivers in injury and property-damage-only crashes are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Figure 3

Driver Involvement Rates per 100,000 Licensed Drivers 16 Years and Older by Sex and Crash Severity, 1975-2017



Note: Injury and property-damage-only crashes are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Table 6

Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population by Age Group, 1975-2017

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	16.68	11.50	9.05	8.97	8.36	9.11	12.62	**8.71**
2012	1.54	1.17	1.70	13.26	16.94	12.18	9.53	9.27	8.86	9.11	12.16	**8.92**
2013	1.44	1.19	1.75	12.37	16.09	11.64	9.08	8.86	8.62	8.80	12.45	**8.59**
2014	1.24	1.23	1.70	12.46	15.91	11.52	8.68	8.99	8.39	8.22	12.15	**8.44**
2015	1.42	1.29	1.78	13.20	16.74	12.40	9.39	9.44	8.94	9.09	12.62	**9.01**
2016	1.55	1.42	1.87	13.43	17.71	13.23	10.06	9.57	9.42	9.38	13.37	**9.47**
2017	1.53	1.22	1.77	12.90	16.61	12.65	10.08	9.65	9.56	8.61	13.58	**9.25**

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

Table 6

Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population by Age Group, 1975-2017 (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	785	689	583	456	384	**671**
2012	197	266	276	1,308	1,352	1,018	826	740	618	512	422	**709**
2013	228	265	282	1,248	1,342	973	777	716	624	503	437	**692**
2014	228	240	300	1,188	1,268	1,007	818	758	620	492	403	**694**
2015	235	280	305	1,337	1,382	1,022	844	740	642	531	404	**722**
2016	306	341	388	1,679	1,671	1,326	1,052	945	755	589	492	**895**
2017	261	303	334	1,488	1,473	1,164	946	844	699	578	467	**802**

Notes: Population estimates for historical years are periodically revised. Injured are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Source: U.S. Bureau of the Census.

Table 7

Passenger Car Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2017

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	11,947	9.11	0.86	1,292,000	985	93
2015	133,218,366	1,420,869	12,763	9.58	0.90	1,378,000	1,035	97
2016	134,827,696	1,439,678	13,508	10.02	0.94	1,690,000	1,253	117
2017	132,924,508	1,424,700	13,363	10.05	0.94	1,529,000	1,151	107

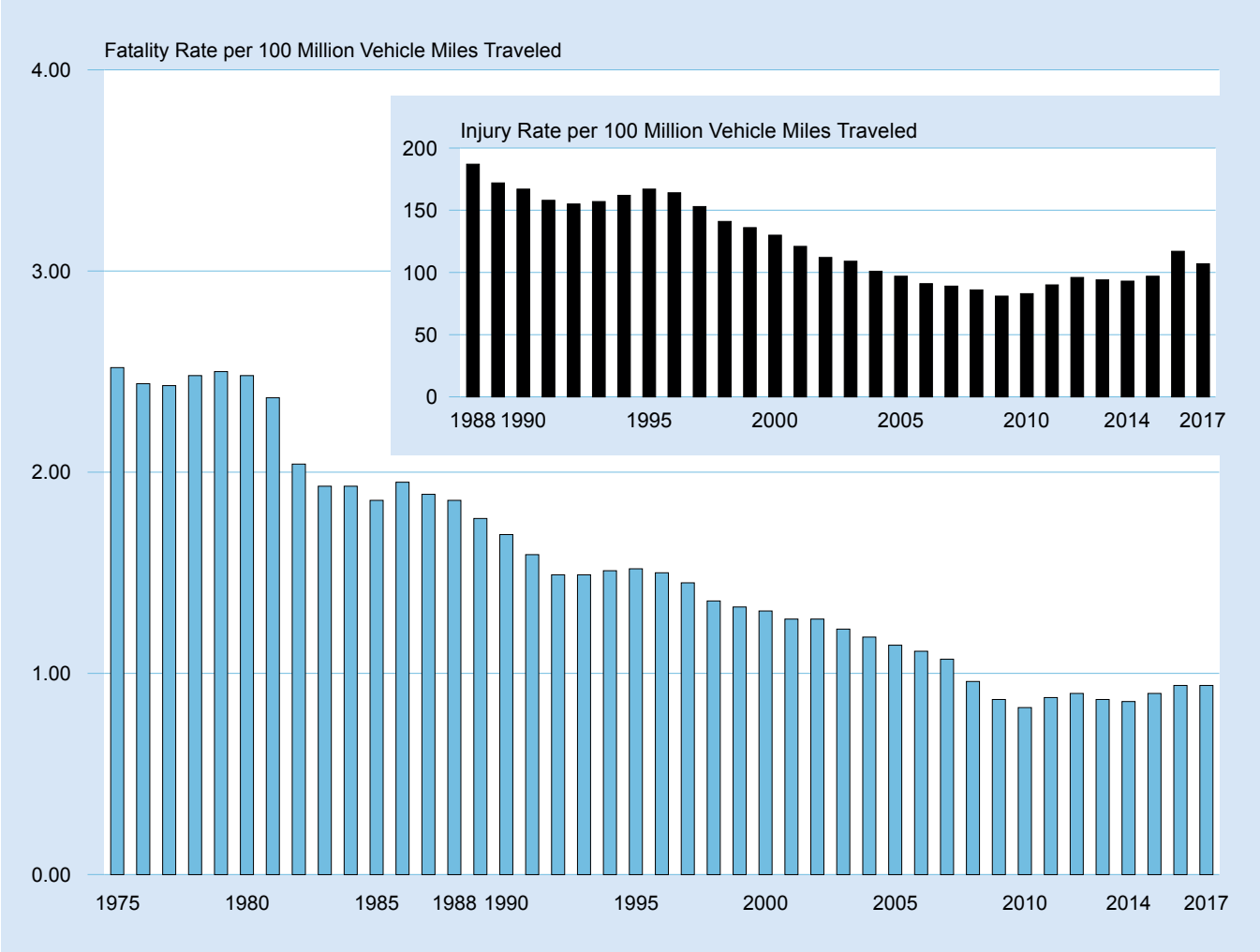
*Injury data not available before 1988.

Notes: In 2011, the Federal Highway Administration implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. These revisions were applied to data from 2007 and 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 page 10, "Registered Vehicles and Vehicle Miles Traveled (VMT) by Vehicle Type." Persons injured are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

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

Figure 4

Passenger Car Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2017



Note: Injured are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Table 8

Light Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2017

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	9,186	7.62	0.71	750,000	622	58
2014	123,470,278	1,314,458	9,103	7.37	0.69	782,000	633	60
2015	127,401,053	1,358,824	9,878	7.75	0.73	803,000	630	59
2016	132,052,102	1,410,040	10,369	7.85	0.74	1,035,000	784	73
2017	135,534,828	1,452,678	10,188	7.52	0.70	937,000	692	65

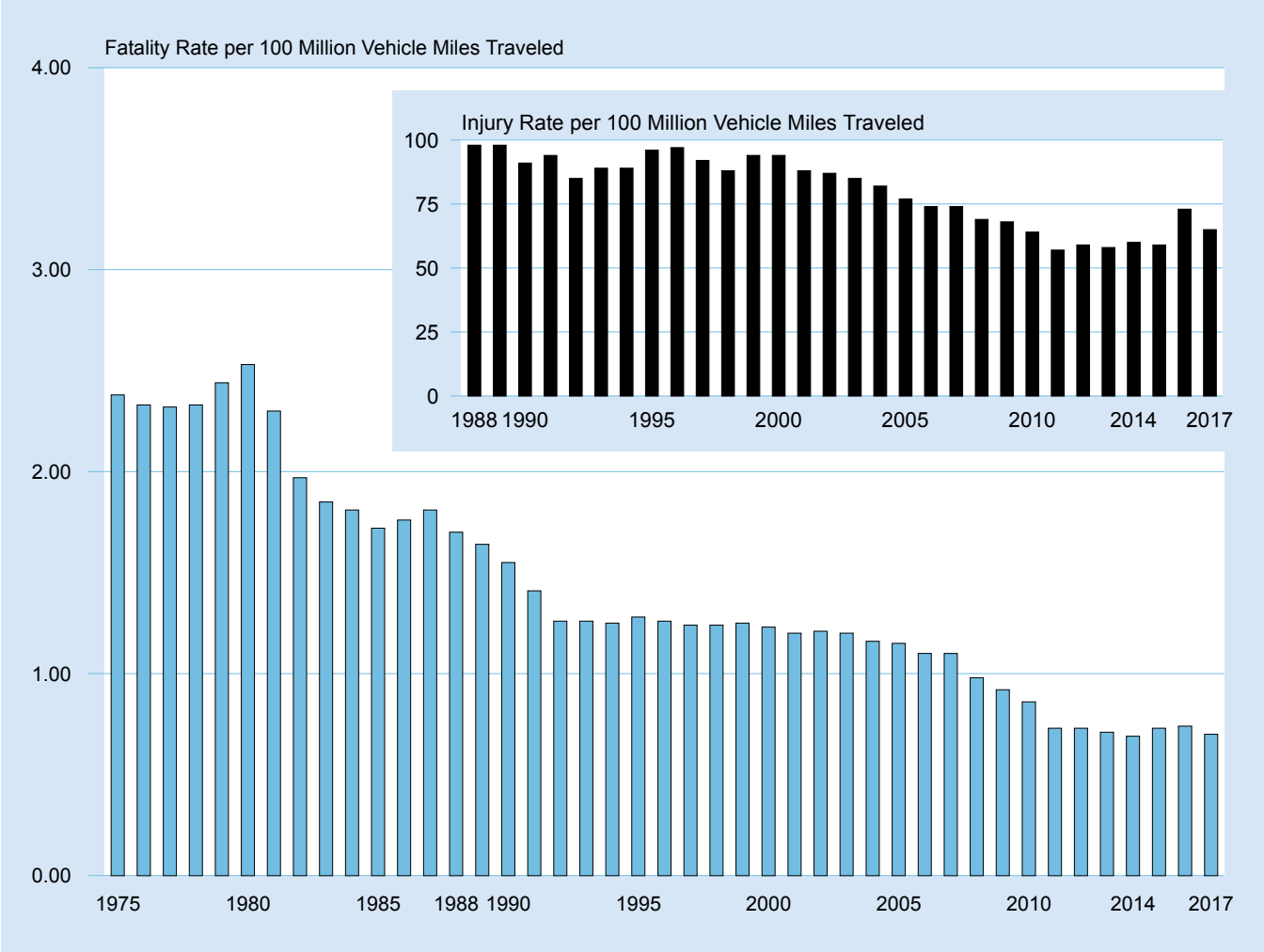
*Injury data not available before 1988.

Notes: In 2011, the Federal Highway Administration implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. These revisions were applied to data from 2007 and 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 page 10, "Registered Vehicles and Vehicle Miles Traveled (VMT) by Vehicle Type." Injured are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Sources: Vehicle Miles of Travel—Federal Highway Administration, revised by NHTSA; Registered Light Trucks—R.L. Polk & Co., a foundation of IHS Markit automotive solutions.

Figure 5

Light Truck Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2017



Note: Injured are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Table 9

Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2017

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	656	6.02	0.24	27,000	245	10
2015	11,203,184	279,844	665	5.94	0.24	30,000	264	11
2016	11,498,561	287,895	725	6.31	0.25	37,000	318	13
2017	12,229,216	297,593	841	6.88	0.28	40,000	326	13

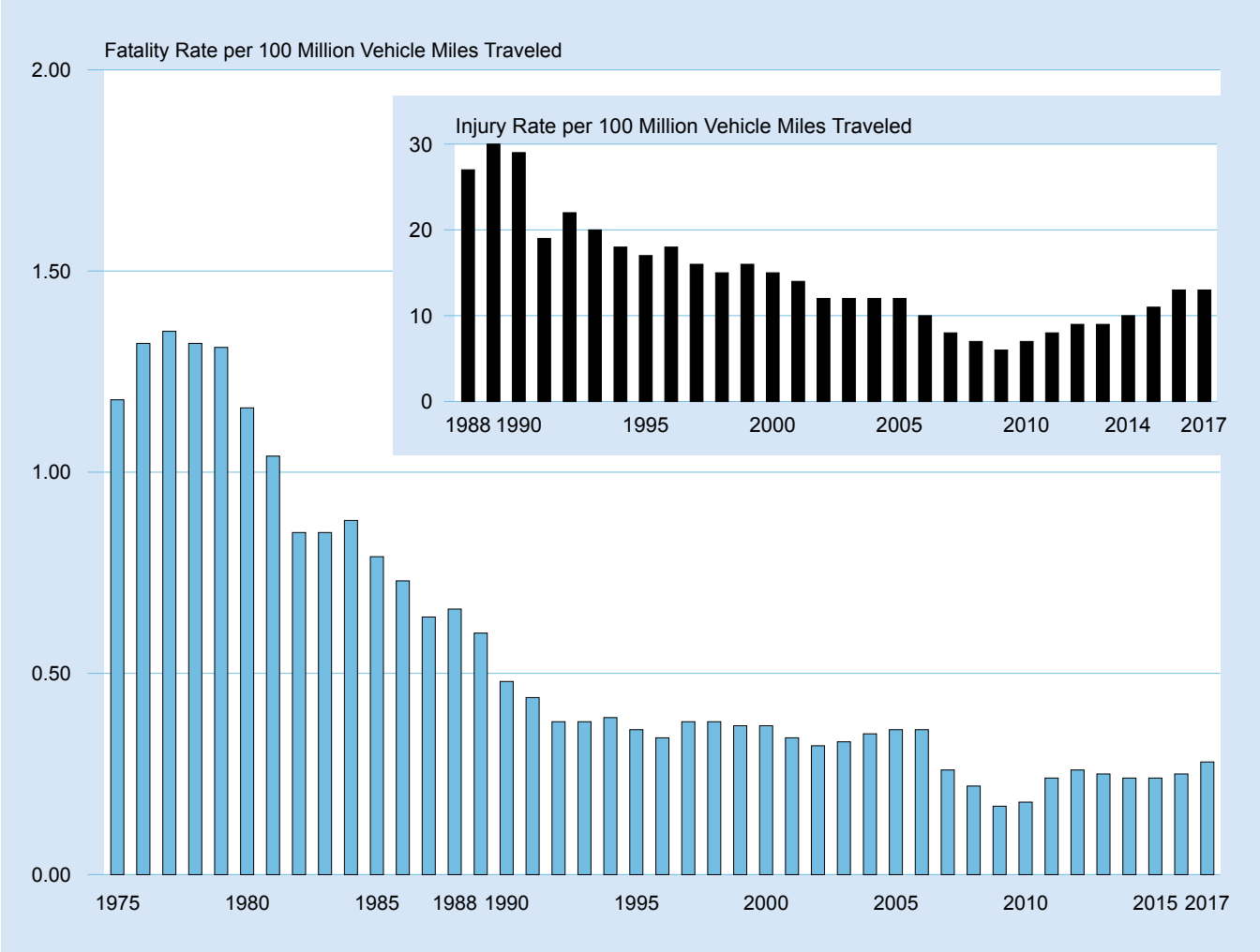
*Injury data not available before 1988.

Notes: In 2011, the Federal Highway Administration implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. These revisions were applied to data from 2007 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. Injured are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

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, 1975-2017



Note: Injured are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Table 10

Motorcyclists Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2017

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	4,594	54.58	23.00	92,000	1,088	459
2015	8,600,936	19,606	5,029	58.47	25.65	88,000	1,028	451
2016	8,679,380	20,445	5,337	61.49	26.10	104,000	1,203	511
2017	8,715,204	20,149	5,172	59.34	25.67	89,000	1,018	440

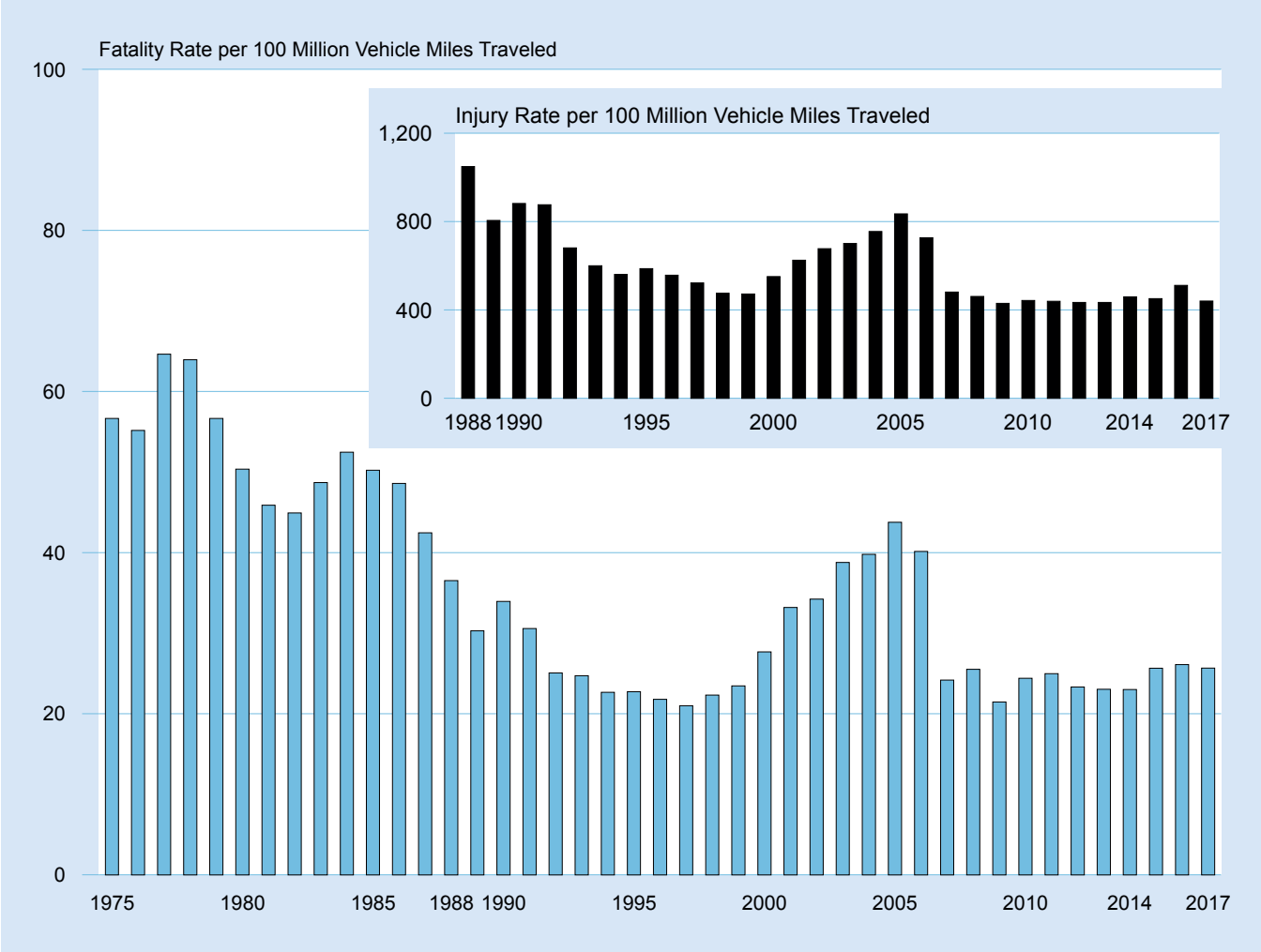
*Injury data not available before 1988.

Notes: In 2011, the Federal Highway Administration implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. These revisions were applied to data from 2007 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. Injured are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

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

Figure 7

Motorcyclist Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2017



Note: Injured are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Table 11

Persons Killed or Injured in Crashes Involving a Large Truck by Person Type and Crash Type, 1975-2017

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	405	251	*656*	2,859	393	**3,908**
2015	395	270	*665*	3,017	413	**4,095**
2016	458	267	*725*	3,170	474	**4,369**
2017	498	343	*841*	3,450	470	**4,761**

Table 11

Persons Killed or Injured in Crashes Involving a Large Truck by Person Type and Crash Type, 1975-2017 (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**
2015	10,000	19,000	*30,000*	84,000	3,000	**116,000**
2016	13,000	24,000	*37,000*	94,000	4,000	**134,000**
2017	14,000	25,000	*40,000*	105,000	3,000	**148,000**

Note: Injured are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Source: U.S. Bureau of the Census.

Table 12

Nonoccupant Fatality and Injury Rates per Population by Age Group, 1975-2017

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
	Fatality Rate per 100,000 Population											
1975	3.64	5.99	3.89	3.79	2.98	2.39	2.75	3.17	3.66	6.05	10.76	**3.99**
1976	3.52	5.63	3.71	3.72	3.04	2.43	2.62	3.30	3.60	5.58	10.12	**3.87**
1977	2.99	5.35	3.68	3.98	3.18	2.68	2.66	3.20	4.05	5.80	10.57	**3.97**
1978	3.14	5.45	3.76	4.04	3.51	2.90	2.78	3.33	3.77	5.36	8.93	**3.96**
1979	2.87	5.16	3.68	4.51	4.01	3.14	2.99	3.34	3.68	5.50	9.17	**4.08**
1980	2.67	4.68	3.64	4.45	4.34	3.17	2.80	3.39	3.69	5.00	9.89	**4.03**
1981	2.14	4.44	3.27	4.20	4.18	3.36	2.82	3.22	3.42	4.88	8.74	**3.87**
1982	2.15	3.89	3.07	4.11	4.27	3.06	3.00	3.05	3.05	4.45	7.41	**3.58**
1983	2.03	3.69	3.05	3.67	3.83	2.91	2.46	2.80	3.12	3.77	7.37	**3.31**
1984	1.92	3.61	3.13	3.55	3.63	2.95	2.58	2.93	3.34	4.01	7.64	**3.38**
1985	2.05	3.67	3.01	3.31	3.38	2.71	2.65	2.69	3.36	3.90	7.35	**3.27**
1986	1.89	3.58	3.22	3.45	3.54	2.93	2.51	2.98	2.86	3.64	7.34	**3.27**
1987	1.66	3.63	3.24	3.12	3.39	2.83	2.69	2.88	3.14	3.79	7.20	**3.23**
1988	1.69	3.65	2.88	2.92	3.37	2.94	2.70	2.77	3.04	3.94	7.70	**3.24**
1989	1.54	3.06	2.53	2.58	2.90	3.00	2.73	2.61	3.18	3.49	7.10	**3.04**
1990	1.60	2.65	2.34	2.53	2.84	2.97	2.77	2.63	3.09	3.67	6.97	**2.99**
1991	1.43	2.40	2.39	2.45	2.86	2.65	2.36	2.44	2.67	3.08	5.93	**2.68**
1992	1.29	2.25	2.06	2.20	2.21	2.38	2.39	2.41	2.56	3.10	5.42	**2.50**
1993	1.35	2.19	2.23	2.06	2.25	2.63	2.51	2.25	2.52	2.95	5.47	**2.55**
1994	1.31	2.20	2.10	2.01	2.22	2.34	2.46	2.35	2.41	2.82	5.50	**2.46**
1995	1.12	2.02	2.08	2.02	2.38	2.41	2.60	2.38	2.50	2.97	5.21	**2.48**
1996	1.22	1.87	1.93	1.98	2.38	2.17	2.49	2.40	2.63	2.94	4.76	**2.40**
1997	0.97	1.73	1.83	2.11	2.15	2.22	2.47	2.39	2.53	2.99	4.57	**2.35**
1998	0.96	1.42	1.62	1.88	2.12	2.06	2.46	2.41	2.61	2.74	4.68	**2.26**
1999	0.94	1.45	1.54	1.76	2.01	1.88	2.41	2.26	2.35	2.78	4.14	**2.14**
2000	0.88	1.17	1.38	1.58	1.75	1.75	2.28	2.28	2.22	2.40	3.82	**1.98**
2001	0.70	1.06	1.33	1.78	2.01	1.68	2.36	2.38	2.13	2.44	4.11	**2.02**
2002	0.71	0.94	1.18	1.64	1.71	1.77	2.24	2.37	2.10	2.76	3.68	**1.96**
2003	0.62	0.89	1.26	1.76	1.78	1.63	2.25	2.23	2.26	2.34	3.55	**1.91**
2004	0.63	0.87	1.10	1.56	1.84	1.72	2.15	2.39	2.03	2.41	3.55	**1.89**
2005	0.64	0.78	1.10	1.63	2.11	1.81	2.25	2.58	2.14	2.50	3.57	**1.98**
2006	0.59	0.81	0.93	1.56	1.97	1.87	2.11	2.61	2.19	2.32	3.35	**1.93**
2007	0.56	0.63	0.99	1.60	2.00	1.80	2.09	2.48	1.86	2.32	3.11	**1.85**
2008	0.53	0.55	0.89	1.59	1.94	1.67	1.86	2.47	2.02	2.03	2.76	**1.75**
2009	0.51	0.49	0.77	1.26	1.80	1.53	1.76	2.17	1.89	2.02	2.50	**1.59**
2010	0.52	0.47	0.75	1.51	1.89	1.63	1.64	2.17	2.06	2.01	2.79	**1.65**
2011	0.40	0.47	0.75	1.48	2.09	1.70	1.63	2.43	2.12	2.19	2.65	**1.71**
2012	0.49	0.54	0.78	1.63	2.19	1.85	1.72	2.53	2.35	2.19	2.96	**1.84**
2013	0.54	0.48	0.62	1.48	2.05	1.79	1.78	2.48	2.48	2.13	2.77	**1.81**
2014	0.46	0.49	0.57	1.66	1.94	1.87	1.79	2.34	2.61	2.21	2.85	**1.83**
2015	0.48	0.43	0.68	1.65	2.15	1.99	2.22	2.86	2.96	2.32	2.71	**2.04**
2016	0.46	0.46	0.79	1.76	2.34	2.27	2.32	2.94	3.17	2.67	3.09	**2.22**
2017	0.47	0.35	0.70	1.66	1.96	2.23	2.29	2.91	3.16	2.42	3.00	**2.15**

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

Table 12
Nonoccupant Fatality and Injury Rates per Population by Age Group, 1975-2017 (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**
2015	9	17	51	65	62	46	37	45	38	31	16	**39**
2016	13	28	65	94	80	69	54	51	47	32	21	**51**
2017	9	22	52	74	65	52	44	40	40	25	18	**41**

Notes: Population estimates for historical years are revised periodically. Injured are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Source: U.S. Bureau of the Census.

Table 13

Persons Killed, by Highest Driver Blood Alcohol Concentration (BAC) in the Crash, 1982-2017

	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	20,865	63	1,834	6	10,084	31	11,918	36	32,893	100
2014	20,913	64	1,800	5	9,943	30	11,743	36	32,744	100
2015	23,165	65	1,930	5	10,280	29	12,210	34	35,484	100
2016	24,732	65	1,985	5	10,996	29	12,981	34	37,806	100
2017	24,280	65	1,873	5	10,874	29	12,747	34	37,133	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 9 of this report.

Figure 8

Proportion of Persons Killed, by Highest Driver Blood Alcohol Concentration (BAC) in the Crash, 1982-2017

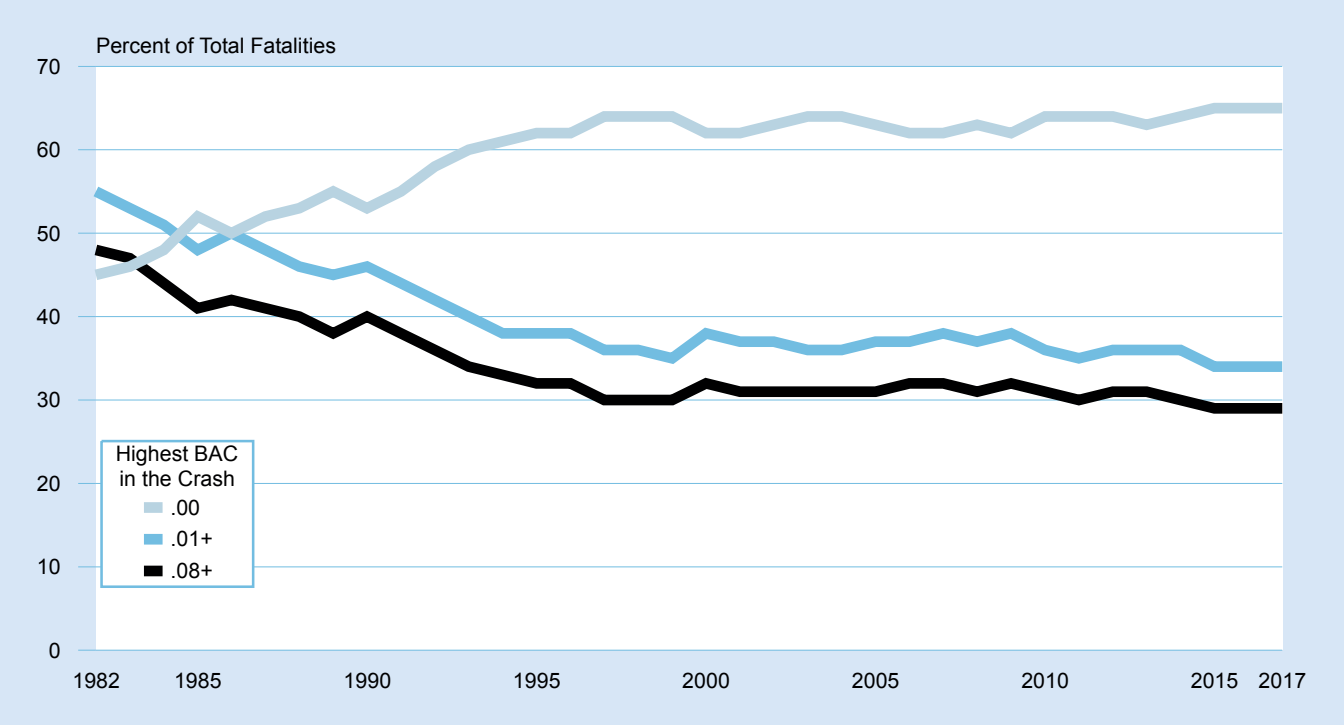


Table 14

Persons Killed and Percent Alcohol-Impaired Driving During Holiday Periods, 1982-2017

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)	51	376 (3)	37	401 (3)	41
2015	391 (4)	36	428 (3)	39	410 (3)	35
2016	332 (3)	37	449 (3)	38	457 (3)	42
2017	375 (3)	36	399 (3)	37	601 (4)	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 9 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, 1982-2017 (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)	38
2014	403 (3)	42	467 (4)	34	406 (4)	34
2015	463 (3)	34	455 (4)	35	330 (3)	36
2016	438 (3)	37	497 (4)	36	365 (3)	35
2017	376 (3)	36	528 (4)	35	347 (3)	38

*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 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, 1982-2017

	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	20,682	41	35	44,803	25	21
2014	23,514	12	9	20,925	40	34	44,671	25	21
2015	25,917	12	9	22,991	37	31	49,163	24	20
2016	27,305	11	9	24,825	37	32	52,399	24	20
2017	27,498	11	9	24,491	37	32	52,274	23	20

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

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 16
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Sex, 1982-2017

	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	32,608	28	23	11,429	18	14
2014	32,630	28	23	11,293	18	15
2015	35,850	26	22	12,382	17	14
2016	37,941	25	21	13,376	17	14
2017	37,654	25	21	13,555	17	14

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 17

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Vehicle Type, 1982-2017

	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	16,810	25	21	3,872	4	2	4,795	35	27
2014	17,802	26	22	17,040	25	22	3,702	3	2	4,703	37	29
2015	19,689	25	21	18,762	24	21	4,020	2	2	5,126	34	26
2016	20,965	25	21	20,112	23	20	4,193	3	2	5,460	33	26
2017	20,895	24	21	19,847	23	20	4,600	4	3	5,316	35	27

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Figure 9

Proportion of Drivers Involved in Fatal Crashes with BAC = .08+ by Vehicle Type, 1982-2017

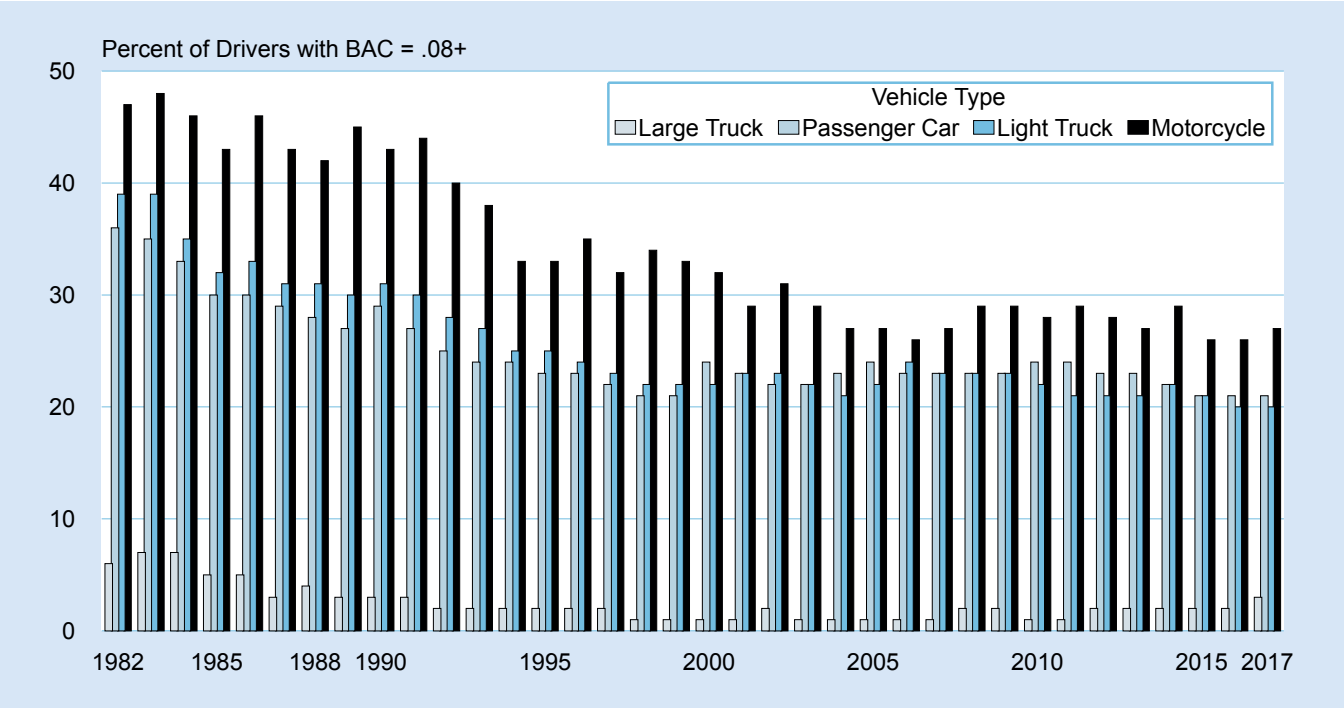


Table 18

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2017

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	3,908	22	17	4,630	38	32
2014	137	7	6	3,815	22	17	4,664	36	30
2015	155	12	9	4,258	20	16	5,014	33	28
2016	178	13	10	4,453	19	15	5,284	32	27
2017	145	10	7	4,278	19	15	5,007	32	27

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 18

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2017 (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	8,992	33	29	6,910	28	24	7,370	24	20
2015	9,994	31	27	7,768	27	23	7,915	23	19
2016	10,913	32	27	8,179	26	22	8,023	23	19
2017	10,876	30	26	8,217	26	23	8,118	23	19

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 18

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2017 (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	17	14	3,373	11	8	2,586	7	5
2014	6,004	19	16	3,316	12	10	2,650	7	5
2015	6,525	18	14	3,794	12	9	2,762	8	6
2016	7,037	17	14	4,155	12	9	3,014	7	5
2017	7,271	19	15	4,107	12	9	3,120	8	6

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Figure 10

Proportion of Drivers in Fatal Crashes with BAC = .08+ by Age, 1982-2017

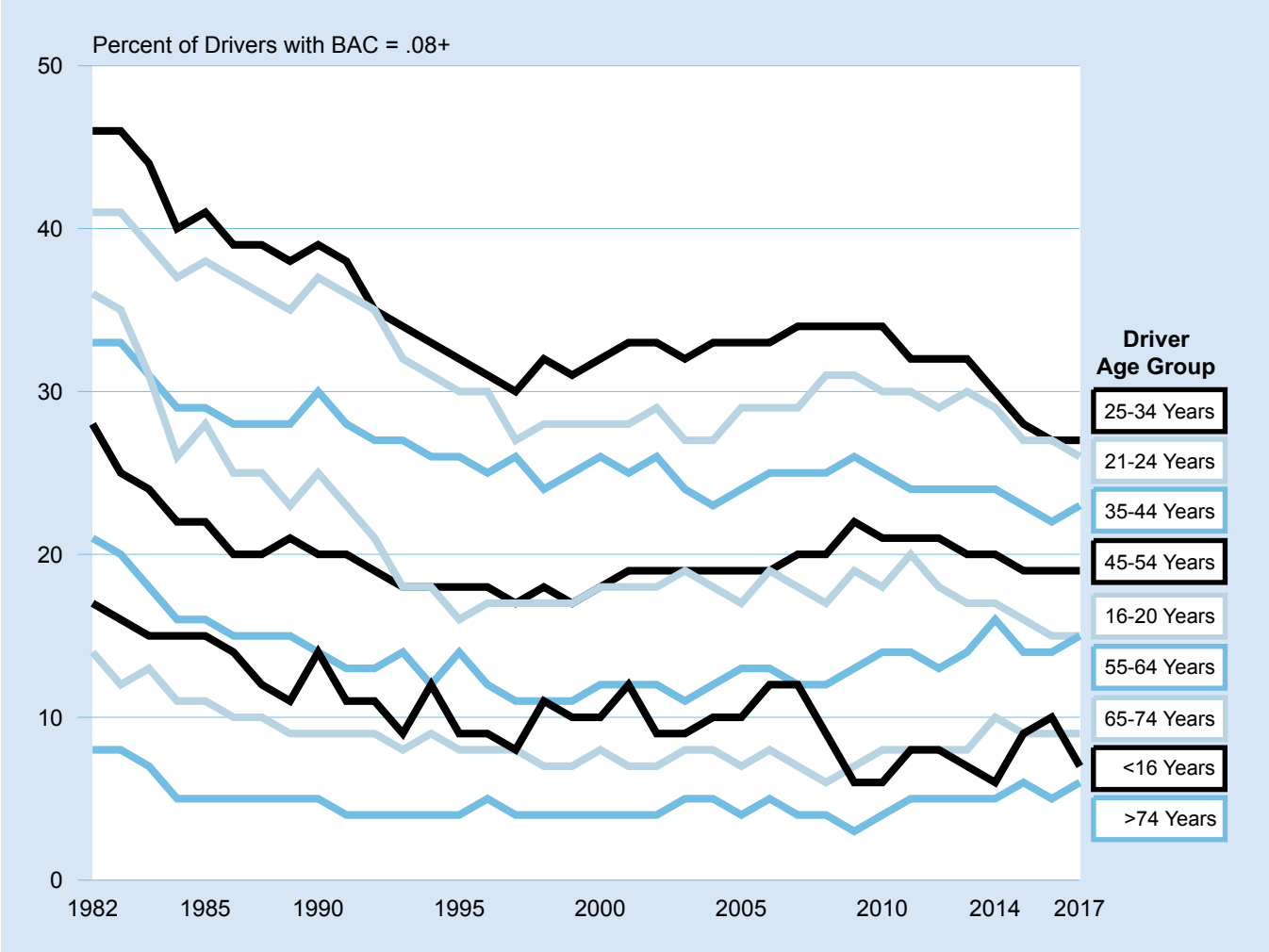


Table 19

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-2017

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	20,106	825	2,929	23,860	13,372	1,025	6,546	20,943	33,478	1,850	9,475	**44,803**
2014	20,010	863	3,010	23,883	13,428	974	6,387	20,788	33,438	1,837	9,396	**44,671**
2015	22,627	877	3,310	26,813	14,903	1,087	6,360	22,350	37,529	1,964	9,760	**49,163**
2016	24,042	955	3,687	28,684	15,952	1,081	6,681	23,715	39,994	2,037	10,368	**52,399**
2017	24,119	817	3,727	28,663	15,902	1,092	6,618	23,611	40,021	1,909	10,344	**52,274**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 20

Pedestrians Killed, 14 Years and Older, by Blood Alcohol Concentration (BAC), 1982-2017

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	2,880	62	199	4	1,600	34	**4,679**	**100**
2015	3,241	62	236	5	1,767	34	**5,244**	**100**
2016	3,539	61	280	5	1,974	34	**5,793**	**100**
2017	3,585	63	238	4	1,890	33	**5,713**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 21

Drivers of Passenger Cars and Light Trucks in Crashes by Crash Severity and Restraint Use, 1975-2017

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
				Drivers in Fatal Crashes				
1975	2,580	5.6	29,713	64.3	13,931	30.1	**46,224**	**100.0**
1976	2,059	4.5	29,908	64.7	14,239	30.8	**46,206**	**100.0**
1977	1,895	3.9	33,013	67.3	14,154	28.8	**49,062**	**100.0**
1978	1,878	3.6	37,610	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	1,481	2.9	37,890	73.9	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	1,513	3.3	33,795	74.6	10,012	22.1	**45,320**	**100.0**
1983	1,834	4.2	32,333	73.3	9,919	22.5	**44,086**	**100.0**
1984	2,755	6.0	32,980	71.3	10,526	22.8	**46,261**	**100.0**
1985	6,169	13.3	29,708	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	14,472	28.5	28,156	55.4	8,150	16.1	**50,778**	**100.0**
1988	16,946	32.6	28,148	54.2	6,842	13.2	**51,936**	**100.0**
1989	17,542	34.5	26,767	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	18,456	40.3	21,844	47.7	5,504	12.0	**45,804**	**100.0**
1992	19,104	43.2	19,838	44.9	5,268	11.9	**44,210**	**100.0**
1993	20,930	46.2	19,141	42.3	5,196	11.5	**45,267**	**100.0**
1994	22,759	49.1	18,950	40.9	4,629	10.0	**46,338**	**100.0**
1995	24,160	50.1	19,433	40.3	4,663	9.7	**48,256**	**100.0**
1996	25,206	51.7	18,760	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	27,812	57.0	16,711	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	29,263	61.1	14,985	31.3	3,677	7.7	**47,925**	**100.0**
2006	28,283	60.9	14,436	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	2,842	8.2	**34,660**	**100.0**
2014	23,347	67.0	8,636	24.8	2,859	8.2	**34,842**	**100.0**
2015	26,084	67.8	9,162	23.8	3,205	8.3	**38,451**	**100.0**
2016	27,912	68.0	9,724	23.7	3,441	8.4	**41,077**	**100.0**
2017	27,794	68.2	9,535	23.4	3,413	8.4	**40,742**	**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, 1975-2017 (Continued)

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Injury Crashes								
1988	2,312,000	62.1	803,000	21.6	609,000	16.4	**3,724,000**	**100.0**
1989	2,266,000	62.8	750,000	20.8	592,000	16.4	**3,607,000**	**100.0**
1990	2,289,000	64.4	704,000	19.8	563,000	15.8	**3,556,000**	**100.0**
1991	2,303,000	67.8	586,000	17.3	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	3,135,000	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	2,896,000	80.5	293,000	8.1	409,000	11.4	**3,598,000**	**100.0**
2000	2,958,000	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	2,843,000	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	4.6	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**
2015	2,634,000	88.4	72,000	2.4	273,000	9.2	**2,979,000**	**100.0**
2016	3,184,000	87.2	89,000	2.4	379,000	10.4	**3,651,000**	**100.0**
2017	2,895,000	88.1	85,000	2.6	306,000	9.3	**3,285,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
1988	4,517,000	60.4	1,201,000	16.1	1,763,000	23.6	**7,481,000**	**100.0**
1989	4,530,000	62.6	1,015,000	14.0	1,691,000	23.4	**7,237,000**	**100.0**
1990	4,499,000	63.4	979,000	13.8	1,616,000	22.8	**7,094,000**	**100.0**
1991	4,513,000	67.2	715,000	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	5,636,000	81.3	238,000	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**
2015	6,843,000	89.8	67,000	0.9	710,000	9.3	**7,620,000**	**100.0**
2016	6,884,000	89.4	72,000	0.9	748,000	9.7	**7,703,000**	**100.0**
2017	6,721,000	89.3	66,000	0.9	740,000	9.8	**7,526,000**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors. Drivers include motorcycle riders. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.
Sources: Licensed Drivers—Federal Highway Administration. Drivers in injury and property-damage-only crashes are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Table 22

Occupants of Passenger Cars and Light Trucks Killed or Injured, by Restraint Use, 1975-2017

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
				Occupants Killed				
1975	984	3.2	21,078	68.5	8,723	28.3	**30,785**	**100.0**
1976	793	2.5	21,982	69.6	8,829	27.9	**31,604**	**100.0**
1977	777	2.4	23,594	72.0	8,387	25.6	**32,758**	**100.0**
1978	781	2.2	26,674	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	670	1.9	27,484	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	677	2.3	23,560	79.4	5,452	18.4	**29,689**	**100.0**
1983	825	2.8	23,082	79.1	5,274	18.1	**29,181**	**100.0**
1984	1,207	4.0	23,300	77.4	5,609	18.6	**30,116**	**100.0**
1985	2,389	8.0	22,133	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	6,209	18.2	24,360	71.4	3,545	10.4	**34,114**	**100.0**
1989	6,544	19.5	23,615	70.3	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	7,331	23.8	20,489	66.6	2,956	9.6	**30,776**	**100.0**
1992	7,698	26.1	19,054	64.6	2,733	9.3	**29,485**	**100.0**
1993	8,677	28.8	18,555	61.7	2,845	9.5	**30,077**	**100.0**
1994	9,641	31.2	18,637	60.3	2,623	8.5	**30,901**	**100.0**
1995	10,152	31.7	19,130	59.8	2,709	8.5	**31,991**	**100.0**
1996	10,713	33.0	18,851	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	12,532	38.2	17,798	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	13,063	41.4	16,248	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	1,761	8.3	**21,223**	**100.0**
2014	9,961	47.3	9,410	44.7	1,679	8.0	**21,050**	**100.0**
2015	10,763	47.5	9,975	44.1	1,903	8.4	**22,641**	**100.0**
2016	11,376	47.6	10,514	44.0	1,987	8.3	**23,877**	**100.0**
2017	11,388	48.4	10,076	42.8	2,087	8.9	**23,551**	**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, 1975-2017 (Continued)

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
				Occupants Injured				
1988	1,751,000	57.2	913,000	29.8	399,000	13.0	**3,063,000**	**100.0**
1989	1,719,000	58.4	864,000	29.4	359,000	12.2	**2,942,000**	**100.0**
1990	1,736,000	60.2	821,000	28.5	325,000	11.3	**2,882,000**	**100.0**
1991	1,780,000	63.6	730,000	26.1	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	16.2	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	2,327,000	78.0	420,000	14.1	237,000	7.9	**2,984,000**	**100.0**
2000	2,368,000	80.6	370,000	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	249,000	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**
2015	1,888,000	86.5	98,000	4.5	195,000	9.0	**2,181,000**	**100.0**
2016	2,323,000	85.3	119,000	4.4	282,000	10.4	**2,724,000**	**100.0**
2017	2,136,000	86.6	116,000	4.7	215,000	9.7	**2,467,000**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors. Injured are from NASS GES (1988-2015) and CRSS (2016 and later). Because NASS GES and CRSS have different sample designs, estimates for 2016 and 2017 are not comparable with estimates for 2015 and earlier years. For more details, see page 5, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Table 23

Passenger Car and Light Truck Occupants Killed, by Vehicle Type and Rollover Occurrence, 1982-2017

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	4,175	1,903	45.6	3,831	1,966	51.3	1,142	326	28.5	**21,223**	**7,030**	**33.1**
2014	11,947	2,663	22.3	4,249	1,907	44.9	3,800	1,965	51.7	1,021	305	29.9	**21,050**	**6,849**	**32.5**
2015	12,763	2,878	22.5	4,471	1,942	43.4	4,213	2,073	49.2	1,128	308	27.3	**22,641**	**7,224**	**31.9**
2016	13,508	2,973	22.0	4,560	1,975	43.3	4,462	2,160	48.4	1,240	347	28.0	**23,877**	**7,508**	**31.4**
2017	13,363	2,866	21.4	4,356	1,837	42.2	4,598	2,117	46.0	1,168	325	27.8	**23,551**	**7,170**	**30.4**

*Total includes occupants of other and unknown light trucks.

Chapter 2

CRASHES

CHAPTER 2 ■ CRASHES

This chapter presents statistics about police-reported fatal motor vehicle crashes in 2017. 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:

- A total of 34,247 police-reported fatal motor vehicle crashes occurred in the United States in 2017.
- Fridays and Saturdays from 9 p.m. to midnight proved to be the deadliest 3-hour periods throughout 2017, with 984 and 990 fatal crashes, respectively.
- Fifty-seven percent of fatal crashes involved only one vehicle.
- Collision with another motor vehicle in transport was the most common first harmful event in fatal crashes (39.2 percent of all fatal crashes). Collisions with fixed objects and noncollisions together accounted for 39.0 percent of all fatal crashes.

Table 24

Fatal Crashes and Crash Rates by Month

Month	Number	Rate*
January	2,616	1.07
February	2,302	1.01
March	2,686	1.00
April	2,743	1.01
May	2,896	1.02
June	3,015	1.07
July	3,226	1.12
August	2,964	1.05
September	3,068	1.17
October	3,064	1.10
November	2,852	1.11
December	2,815	1.06
Total	**34,247**	**1.07**

*Crashes per 100 million vehicle miles traveled.

Sources: Vehicle miles traveled (VMT), Federal Highway Administration, *Traffic Volume Trends*, December 2018 (monthly), and *2017 Highway Statistics* (VM-1) (annual).

Table 25

Fatal Crashes by Time of Day and Day of Week

	Day of Week							
Time of Day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
Midnight to 3 am	969	384	313	329	366	490	888	**3,739**
3 am to 6 am	572	334	300	299	334	395	601	**2,835**
6 am to 9 am	363	527	539	523	542	506	389	**3,389**
9 am to Noon	379	468	462	429	504	487	462	**3,191**
Noon to 3 pm	645	628	684	563	632	678	666	**4,496**
3 pm to 6 pm	776	707	734	738	754	859	878	**5,446**
6 pm to 9 pm	899	748	699	797	783	934	950	**5,810**
9 pm to Midnight	711	542	580	599	673	984	990	**5,079**
Unknown	46	36	36	37	33	25	49	**262**
Total	**5,360**	**4,374**	**4,347**	**4,314**	**4,621**	**5,358**	**5,873**	**34,247**

Figure 11

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

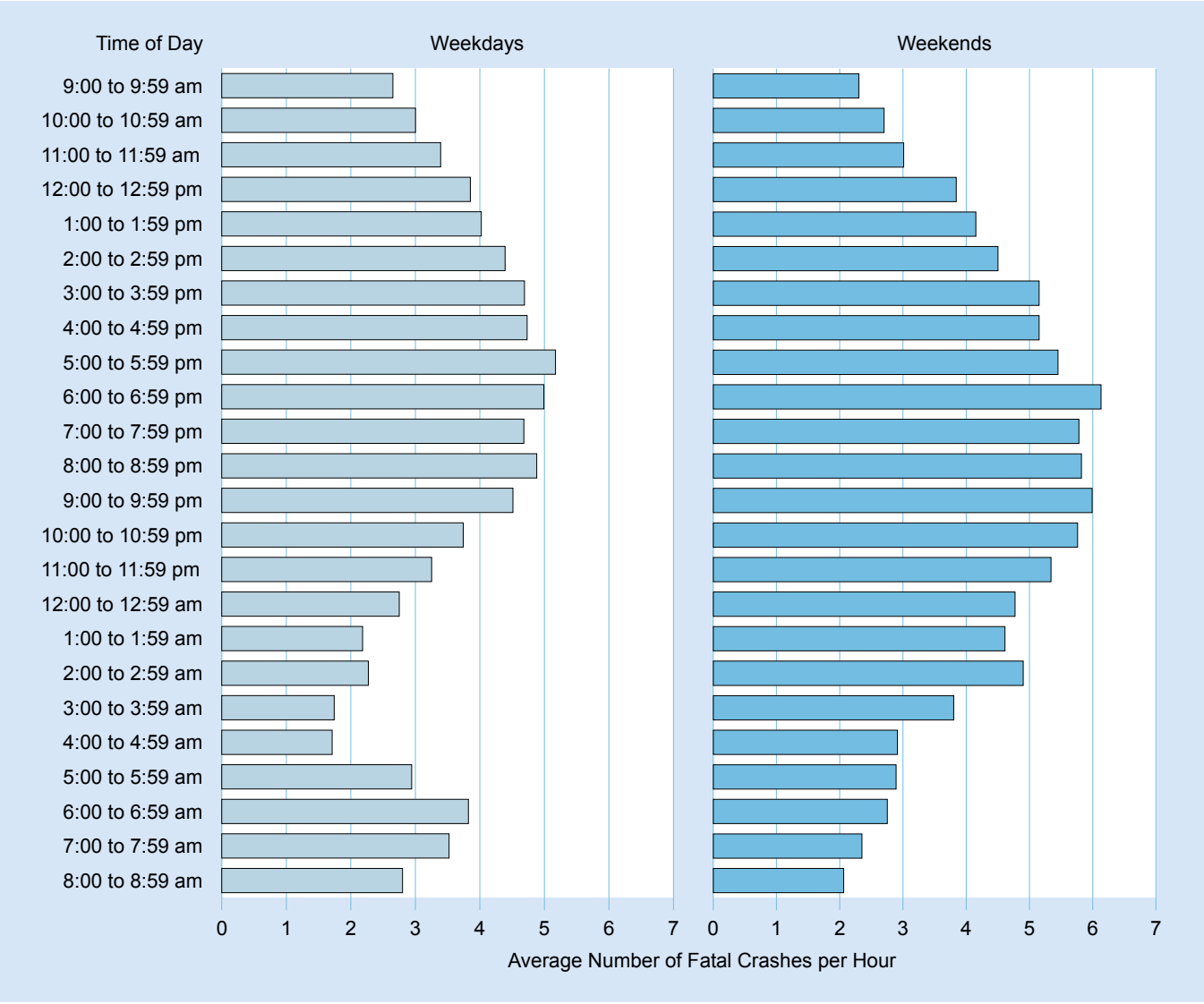


Table 26

Fatal Crashes by Weather Condition and Light Condition

Weather Condition	Light Condition					Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	Other	
Normal	13,732	5,492	7,808	1,161	10	**28,261**
Rain	1,007	552	788	106	2	**2,460**
Snow/Sleet	219	44	128	19	0	**410**
Other	140	102	270	53	1	**569**
Unknown	1,237	370	725	101	1	**2,547**
Total*	**16,335**	**6,560**	**9,719**	**1,440**	**14**	***34,247**

*Includes 179 fatal crashes for which light conditions were unknown.

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	5,182	86.7	3,717	50.1	108	2.7	29	0.8
11 to 20	498	8.3	2,614	35.2	429	10.9	121	3.2
21 to 30	124	2.1	726	9.8	846	21.5	362	9.6
31 to 40	51	0.9	232	3.1	810	20.6	619	16.4
41 to 50	24	0.4	75	1.0	612	15.6	663	17.5
51 to 60	23	0.4	29	0.4	474	12.1	522	13.8
61 to 120	78	1.3	31	0.4	651	16.6	1,464	38.7
Total*	**5,980**	**100.0**	**7,424**	**100.0**	**3,930**	**100.0**	**3,780**	**100.0**
Urban Fatal Crashes								
0 to 10	6,032	93.8	6,085	84.1	297	6.3	71	1.5
11 to 20	267	4.2	950	13.1	1,409	29.8	541	11.5
21 to 30	50	0.8	146	2.0	1,518	32.1	1,379	29.4
31 to 40	22	0.3	37	0.5	767	16.2	1,150	24.5
41 to 50	14	0.2	4	0.1	382	8.1	708	15.1
51 to 60	11	0.2	4	0.1	194	4.1	401	8.5
61 to 120	35	0.5	11	0.2	169	3.6	442	9.4
Total*	**6,431**	**100.0**	**7,237**	**100.0**	**4,736**	**100.0**	**4,692**	**100.0**

*Includes crashes for which both times were known.

Table 28

Fatal Crashes by Crash Type and Relation to Roadway

Crash Type	Relation to Roadway					Total
	On Roadway	Off Roadway	Shoulder	Median	Other/Unknown	
Single Vehicle	6,984	10,672	386	1,112	377	**19,531**
Multiple Vehicle	13,994	353	113	210	46	**14,716**
Total	**20,978**	**11,025**	**499**	**1,322**	**423**	**34,247**

Table 29

Fatal Crashes by First Harmful Event and Manner of Collision

First Harmful Event	Number	Percent
Collision with Motor Vehicle in Transport:		
Angle	6,354	18.6
Rear End	2,456	7.2
Sideswipe	961	2.8
Head On	3,471	10.1
Other/Unknown	174	0.5
Subtotal	*13,416*	*39.2*
Collision with Fixed Object:		
Pole/Post	1,431	4.2
Culvert/Curb/Ditch	2,443	7.1
Shrubbery/Tree	2,455	7.2
Guard Rail	958	2.8
Embankment	880	2.6
Bridge	193	0.6
Other/Unknown	1,870	5.5
Subtotal	*10,230*	*29.9*
Collision with Object Not Fixed:		
Parked Motor Vehicle	407	1.2
Animal	194	0.6
Pedestrian	5,546	16.2
Pedalcyclist	775	2.3
Train	125	0.4
Other/Unknown	411	1.2
Subtotal	*7,458*	*21.8*
Noncollision:		
Rollover	2,750	8.0
Other/Unknown	374	1.1
Subtotal	*3,124*	*9.1*
Total	***34,247**	**100.0**

*Includes 19 fatal crashes with unknown first harmful event.

Table 30
Two-Vehicle Fatal Crashes by Vehicle Type

Vehicle Type	Vehicle Type					
	Passenger Car	Light Truck	Large Truck	Motorcycle	Bus	Other/Unknown
Total Fatal Crashes = 12,165						
Passenger Car	1,742	3,485	1,189	1,088	69	140
Light Truck		1,389	1,065	1,218	44	122
Large Truck			155	223	5	23
Motorcycle				102	21	48
Bus					1	2
Other/Unknown						34

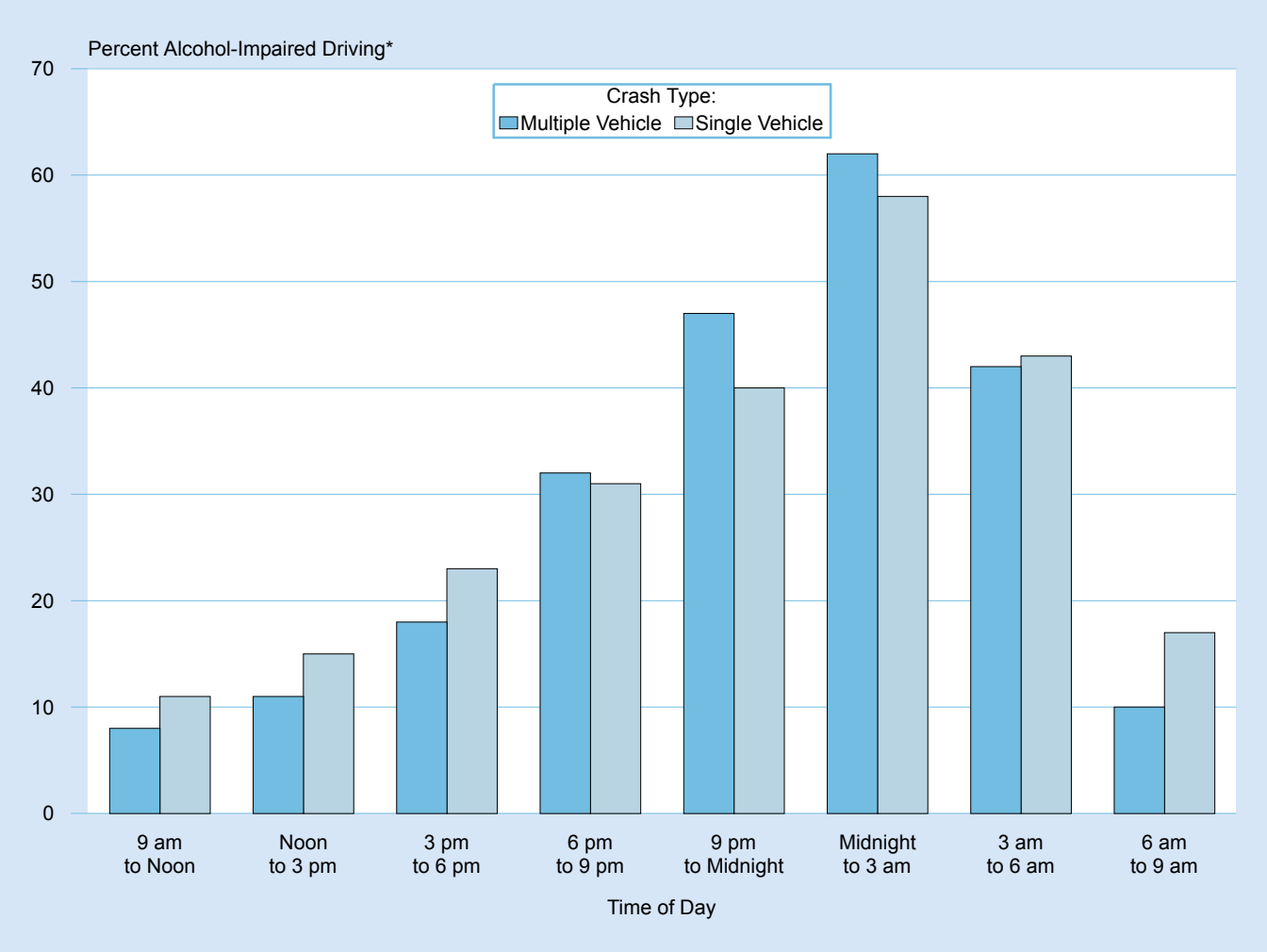
Table 31
Fatal Crashes and Percent Alcohol-Impaired Driving, by Time of Day and Crash Type

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	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	2,719	1,573	58	1,020	627	62	**3,739**	**2,200**	**59**
3 am to 6 am	1,937	825	43	898	373	42	**2,835**	**1,199**	**42**
6 am to 9 am	1,770	294	17	1,619	163	10	**3,389**	**456**	**13**
9 am to Noon	1,498	164	11	1,693	143	8	**3,191**	**307**	**10**
Noon to 3 pm	2,018	293	15	2,478	261	11	**4,496**	**554**	**12**
3 pm to 6 pm	2,518	587	23	2,928	538	18	**5,446**	**1,126**	**21**
6 pm to 9 pm	3,431	1,049	31	2,379	753	32	**5,810**	**1,802**	**31**
9 pm to Midnight	3,399	1,375	40	1,680	789	47	**5,079**	**2,164**	**43**
Unknown	241	114	47	21	4	20	**262**	**118**	**45**
Total	**19,531**	**6,274**	**32**	**14,716**	**3,652**	**25**	**34,247**	**9,926**	**29**

*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater. For more information, see page 9 of this report.

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:

- Seventy-eight percent of the 52.6 thousand vehicles involved in fatal motor vehicle crashes in 2017 were passenger cars or light trucks.
- Large trucks accounted for 9 percent of the vehicles in fatal crashes in 2017. Of the 4,657 large trucks involved in fatal crashes, 69 percent were combination trucks.
- Vehicles that rolled over in fatal crashes—excluding motorcycles—accounted for 17.1 percent of all fatal crashes in 2017.
- Compared with passenger cars, pickup trucks, vans, large trucks, and buses, utility vehicles experienced the highest rollover rate in fatal crashes (24.0 percent).
- Fires occurred in 3.3 percent of the vehicles involved in fatal traffic crashes in 2017.
- The majority of vehicles in single- and two-vehicle fatal crashes were going straight prior to the crash; the next most common vehicle maneuver was negotiating a curve.
- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (23.5 percent), and buses in fatal crashes had the lowest proportion (3.0 percent).

Table 32
Vehicles Involved in Fatal Crashes by Relation to Junction and Traffic Control Device

Relation to Junction	Traffic Control Device				Total
	None	Traffic Signal	Stop Sign	Other/Unknown	
Nonjunction	31,417	71	12	1,377	**32,877**
Junction:					
Intersection	4,616	4,294	2,295	227	**11,432**
Intersection Related	1,778	1,440	415	123	**3,756**
Other/Unknown	4,005	137	94	344	**4,580**
Total	**41,816**	**5,942**	**2,816**	**2,071**	**52,645**

Table 33
Vehicles Involved in Fatal Crashes by Speed Limit and Crash Type

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
30 mph or less	2,592	13.3	2,314	7.0	**4,906**	**9.3**
35 or 40 mph	3,983	20.4	5,419	16.4	**9,402**	**17.9**
45 or 50 mph	3,823	19.6	6,934	20.9	**10,757**	**20.4**
55 mph	4,686	24.0	8,927	27.0	**13,613**	**25.9**
60 mph or higher	3,641	18.6	8,145	24.6	**11,786**	**22.4**
No Statutory Limit	136	0.7	318	1.0	**454**	**0.9**
Unknown	670	3.4	1,057	3.2	**1,727**	**3.3**
Total	**19,531**	**100.0**	**33,114**	**100.0**	**52,645**	**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	818	16.7	3,893	79.4	195	4.0	**4,906**	**100.0**
35 or 40 mph	1,772	18.8	7,313	77.8	317	3.4	**9,402**	**100.0**
45 or 50 mph	3,539	32.9	6,727	62.5	491	4.6	**10,757**	**100.0**
55 mph	9,883	72.6	3,608	26.5	122	0.9	**13,613**	**100.0**
60 mph or higher	6,760	57.4	4,953	42.0	73	0.6	**11,786**	**100.0**
No Statutory Limit	140	30.8	281	61.9	33	7.3	**454**	**100.0**
Unknown	494	28.6	1,159	67.1	74	4.3	**1,727**	**100.0**
Total	**23,406**	**44.5**	**27,934**	**53.1**	**1,305**	**2.5**	**52,645**	**100.0**

Table 35

Vehicles Involved in Fatal Crashes by Number of Lanes and Trafficway Flow

Number of Lanes	Trafficway Flow					Total
	Not Divided	Divided	One-Way	Entrance/Exit Ramps	Unknown	
One Lane	34	134	107	401	2	**678**
Two Lanes	24,661	8,355	261	224	16	**33,517**
Three Lanes	1,623	4,538	200	43	6	**6,410**
Four Lanes	2,378	3,221	75	15	2	**5,691**
More Than Four	3,909	1,708	9	0	10	**5,636**
Unknown	84	53	1	6	174	**318**
Total*	**32,689**	**18,009**	**653**	**689**	**210**	**52,645**

*Totals include vehicles in non-trafficway areas.

Table 36

Vehicles Involved in Fatal Crashes by Vehicle Type

Vehicle Type	Number	Percent
Passenger Car	21,031	39.9
Light Truck	19,986	38.0
Large Truck	4,657	8.8
Motorcycle	5,326	10.1
Bus	232	0.4
Other	571	1.1
Total	***52,645**	**100.0**

*Includes 842 vehicles of unknown type.

Figure 13
Proportion of Vehicles Involved in Fatal Traffic Crashes

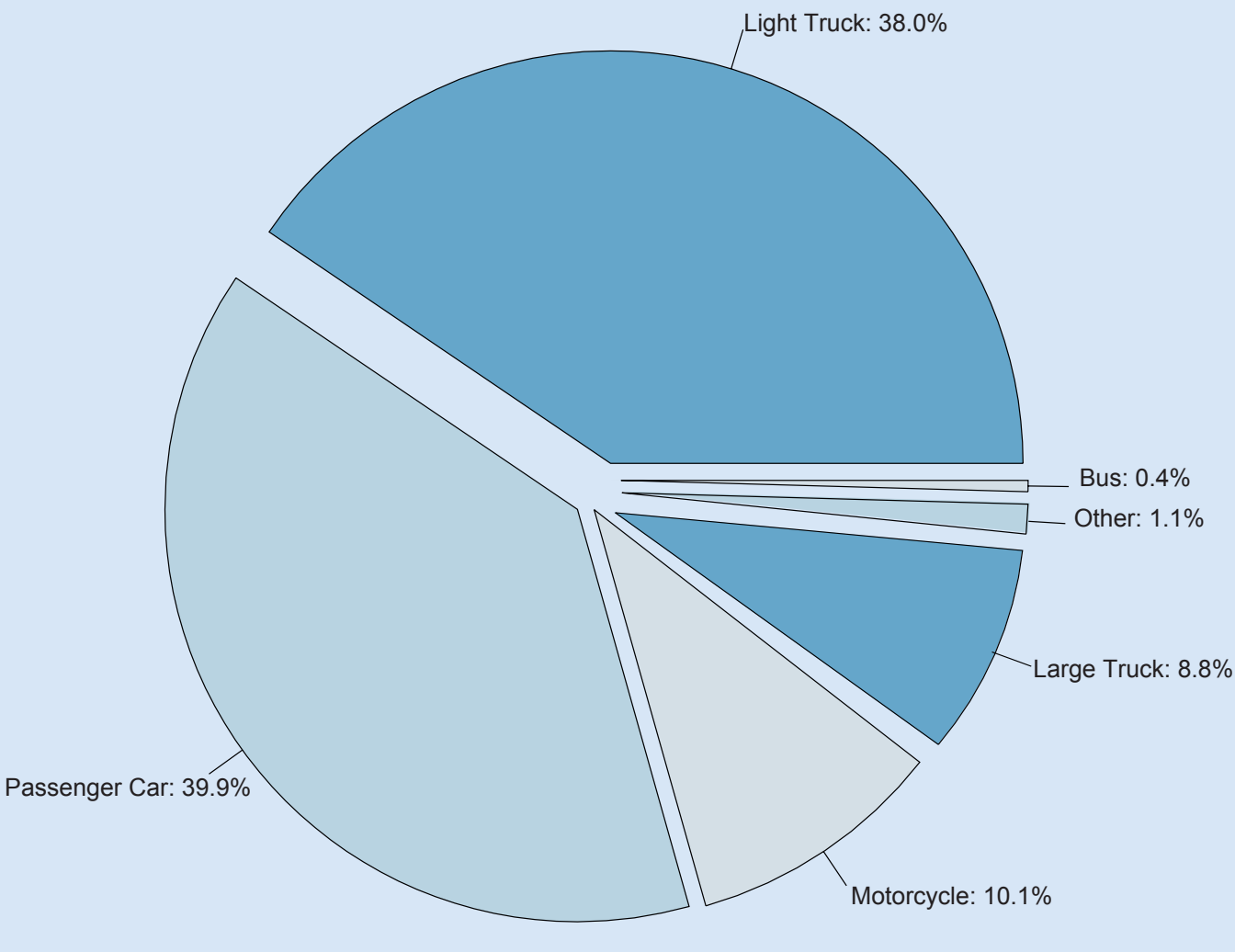


Table 37
Vehicles Involved in Fatal Crashes by Body Type

Body Type	Number	Percent
Passenger Cars	**21,031**	**39.9**
Convertible	405	0.8
2 Door Sedan, Hardtop, Coupe	2,056	3.9
3 Door/2 Door Hatchback	594	1.1
4 Door Sedan Hardtop	14,963	28.4
5 Door/4 Door Hatchback	914	1.7
Station Wagon	1,904	3.6
Hatchback, Doors Unknown	1	*
Other Auto	28	0.1
Unknown Auto	140	0.3
Auto-Based Pickup	15	*
3-Door Coupe	11	*
Light Trucks	**19,986**	**38.0**
Compact Utility	6,555	12.5
Large Utility	2,060	3.9
Utility Station Wagon	272	0.5
Utility, Unknown Body Type	6	*
Minivan	1,604	3.0
Large Van	569	1.1
Step Van	7	*
Other Van Type	4	*
Unknown Van Type	13	*
Pickup with Camper	34	0.1
Light Pickup	8,686	16.5
Unknown Pickup Style Truck	48	0.1
Cab Chassis-Based Light Truck	91	0.2
Other Conventional Light Truck	1	*
Unknown Light Truck Type (not pickup)	7	*
Unknown Light Vehicle Type	23	*
Unknown Truck	6	*
Large Trucks	**4,657**	**8.8**
Step Van	25	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	305	0.6
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	245	0.5
Single Unit Heavy Truck (GVWR > 26,000 lb)	661	1.3
Single Unit Truck, Unknown GVWR	74	0.1
Truck Tractor	2,959	5.6
Medium/Heavy Pickup (Ford Super Duty 450/550)	334	0.6
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	7	*
Unknown Heavy Truck (GVWR > 26,000 lb)	10	*
Unknown Large Truck Type	35	0.1
Unknown Truck	2	*

Body Type	Number	Percent
Motorcycles	**5,326**	**10.1**
Two Wheel Motorcycle (excluding Motor Scooters)	4,868	9.2
Moped or Motorized Bicycle	121	0.2
Three Wheel Motorcycle or Moped, Not All Terrain Vehicle (Two Rear Wheels)	40	0.1
Off-Road Motorcycle (Two Wheels)	101	0.2
Motor Scooter	158	0.3
Unenclosed Three Wheel Motorcycle/ Enclosed Autocycle (One Rear Wheel)	8	*
Unknown Three Wheel Motorcycle Type	1	*
Other Motorcycle Type (Mini-Bikes, Motor Scooters, Pocket Motorcycles, "Pocket Bikes")	17	*
Unknown Motorcycle	12	*
Buses	**232**	**0.4**
School Bus	73	0.1
Cross Country/Intercity Bus	13	*
Transit Bus	95	0.2
Van-Based Bus (GVWR > 10,000 lb)	32	0.1
Other Bus	15	*
Unknown Bus	4	*
Other Vehicles	**571**	**1.1**
Large Limousine	5	*
Medium/Heavy Truck-Based Motorhome	41	0.1
Camper/Motorhome Unknown Truck Type	15	*
All Terrain Vehicle	315	0.6
Snowmobile	15	*
Farm Equipment Except Trucks	73	0.1
Construction Equipment Except Trucks	11	*
Golf Cart	17	*
Recreational Off-Highway Vehicle	53	0.1
Other Vehicle	26	*
Unknown Body Type	**842**	**1.6**
Total	**52,645**	**100.0**

*Less than 0.05 percent.

Table 38
Vehicles Involved in Fatal Crashes by Vehicle Type and Rollover Occurrence

	Rollover Occurrence				Total	
	Yes		No			
Vehicle Type	Number	Percent	Number	Percent	Number	Percent
Passenger Car	2,753	13.1	18,278	86.9	**21,031**	**100.0**
Light Truck						
Pickup	1,980	22.6	6,788	77.4	**8,768**	**100.0**
Utility	2,138	24.0	6,755	76.0	**8,893**	**100.0**
Van	320	14.6	1,877	85.4	**2,197**	**100.0**
Other	28	21.9	100	78.1	**128**	**100.0**
Large Truck	591	12.7	4,066	87.3	**4,657**	**100.0**
Bus	14	6.0	218	94.0	**232**	**100.0**
Other/Unknown	252	17.8	1,161	82.2	**1,413**	**100.0**
Total*	**8,076**	**17.1**	**39,243**	**82.9**	**47,319**	**100.0**

*Excludes motorcycles.

Figure 14
Percent Rollover Occurrence in Fatal Crashes by Vehicle Type

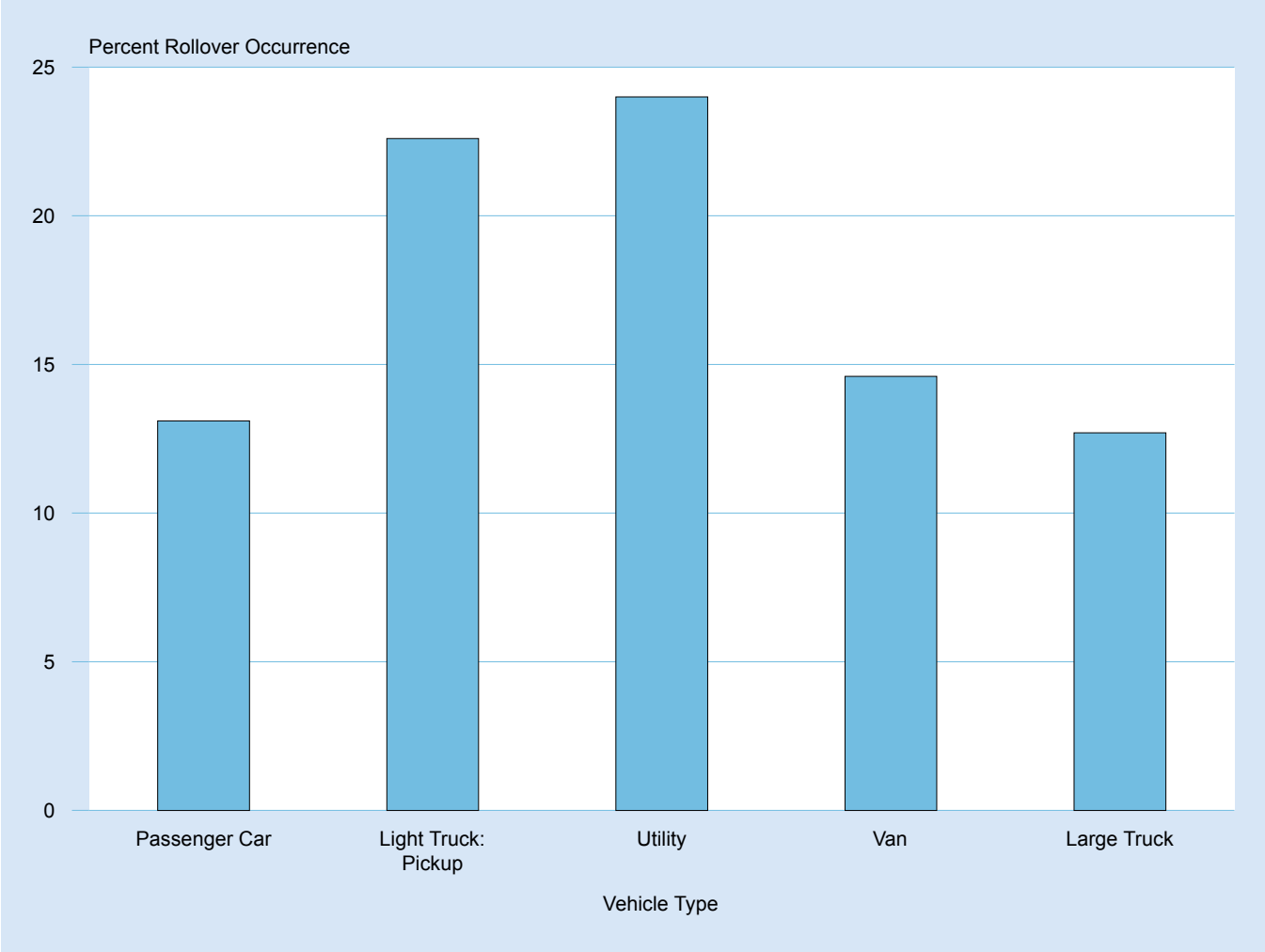


Table 39

Vehicles Involved in Fatal Crashes by Vehicle Type and Fire Occurrence

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	752	3.6	20,279	96.4	**21,031**	**100.0**
Light Truck	621	3.1	19,365	96.9	**19,986**	**100.0**
Large Truck	274	5.9	4,383	94.1	**4,657**	**100.0**
Motorcycle	93	1.7	5,233	98.3	**5,326**	**100.0**
Bus	3	1.3	229	98.7	**232**	**100.0**
Other/Unknown	15	1.1	1,398	98.9	**1,413**	**100.0**
Total	**1,758**	**3.3**	**50,887**	**96.7**	**52,645**	**100.0**

Table 40

Vehicles Involved in Single-Vehicle and Two-Vehicle Fatal Crashes by Vehicle Maneuver

Vehicle Maneuver	Number	Percent
Going Straight	28,039	64.2
Turning Left	3,184	7.3
Stopped in Traffic Lane	602	1.4
Turning Right	380	0.9
Slowed in Traffic Lane	387	0.9
Merging/Changing Lanes	735	1.7
Negotiating Curve	8,060	18.5
Backing Up	134	0.3
Passing Other Vehicle	795	1.8
Starting in Traffic Lane	232	0.5
Leaving Parking Space	27	0.1
Making U-Turn	187	0.4
Entering Parking Space	7	*
Disabled or Parked in Traffic Lane	55	0.1
Other Maneuver	371	0.9
Total	****43,642**	**100.0**

*Less than 0.05 percent.

**Includes 447 vehicles involved in 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	8	1,001	11	1,951	**19**	**2,952**
Freeway/Expressway	0	205	2	395	**2**	**600**
Other	3	1,741	26	5,142	**29**	**6,883**
Minor Arterial	2	1,468	15	3,123	**17**	**4,591**
Major Collector	9	2,087	7	2,384	**16**	**4,471**
Minor Collector	2	632	1	414	**3**	**1,046**
Local Road or Street	0	1,891	1	957	**1**	**2,848**
Unknown Trafficway	0	13	1	2	**1**	**15**
Total	**24**	**9,038**	**64**	**14,368**	**88**	**23,406**
Urban Fatal Crashes						
Principal Arterial						
Interstate	5	1,357	15	2,900	**20**	**4,257**
Freeway/Expressway	1	557	2	1,242	**3**	**1,799**
Other	3	3,054	21	6,909	**24**	**9,963**
Minor Arterial	1	2,236	5	3,972	**6**	**6,208**
Major Collector	0	987	1	1,228	**1**	**2,215**
Minor Collector	0	225	0	290	**0**	**515**
Local Road or Street	0	1,588	0	1,366	**0**	**2,954**
Unknown Trafficway	0	11	0	12	**0**	**23**
Total	**10**	**10,015**	**44**	**17,919**	**54**	**27,934**
Unknown Fatal Crashes						
Principal Arterial						
Interstate	—	—	0	7	**0**	**7**
Other	0	1	—	—	**0**	**1**
Minor Arterial	0	2	—	—	**0**	**2**
Local Road or Street	0	4	0	2	**0**	**6**
Unknown Trafficway	0	471	1	818	**1**	**1,289**
Total	**0**	**478**	**1**	**827**	**1**	**1,305**
All Fatal Crashes						
Principal Arterial						
Interstate	13	2,358	26	4,858	**39**	**7,216**
Freeway/Expressway	1	762	4	1,637	**5**	**2,399**
Other	6	4,796	47	12,051	**53**	**16,847**
Minor Arterial	3	3,706	20	7,095	**23**	**10,801**
Major Collector	9	3,074	8	3,612	**17**	**6,686**
Minor Collector	2	857	1	704	**3**	**1,561**
Local Road or Street	0	3,483	1	2,325	**1**	**5,808**
Unknown Trafficway	0	495	2	832	**2**	**1,327**
Total	**34**	**19,531**	**109**	**33,114**	**143**	**52,645**

Figure 15

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

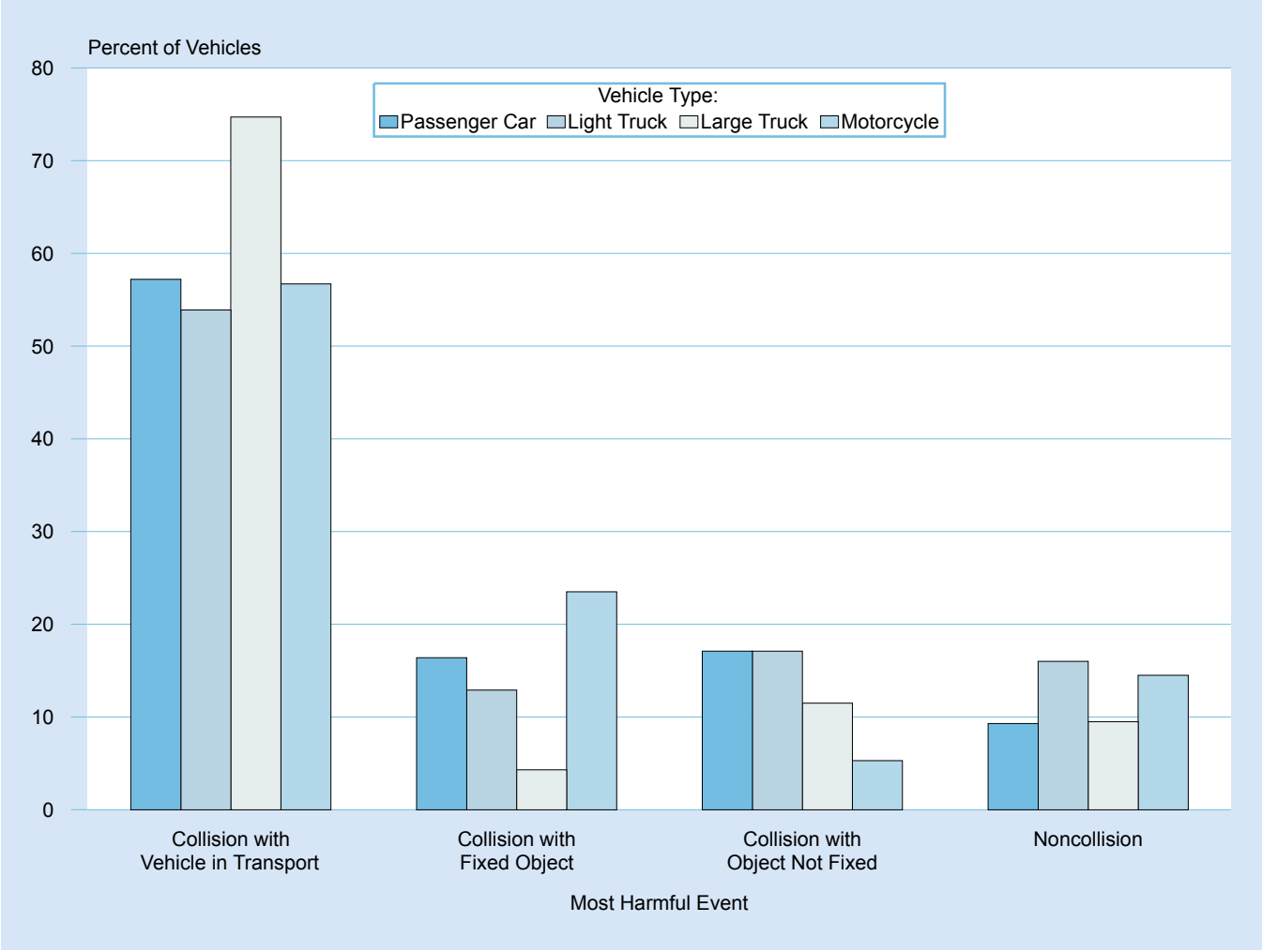
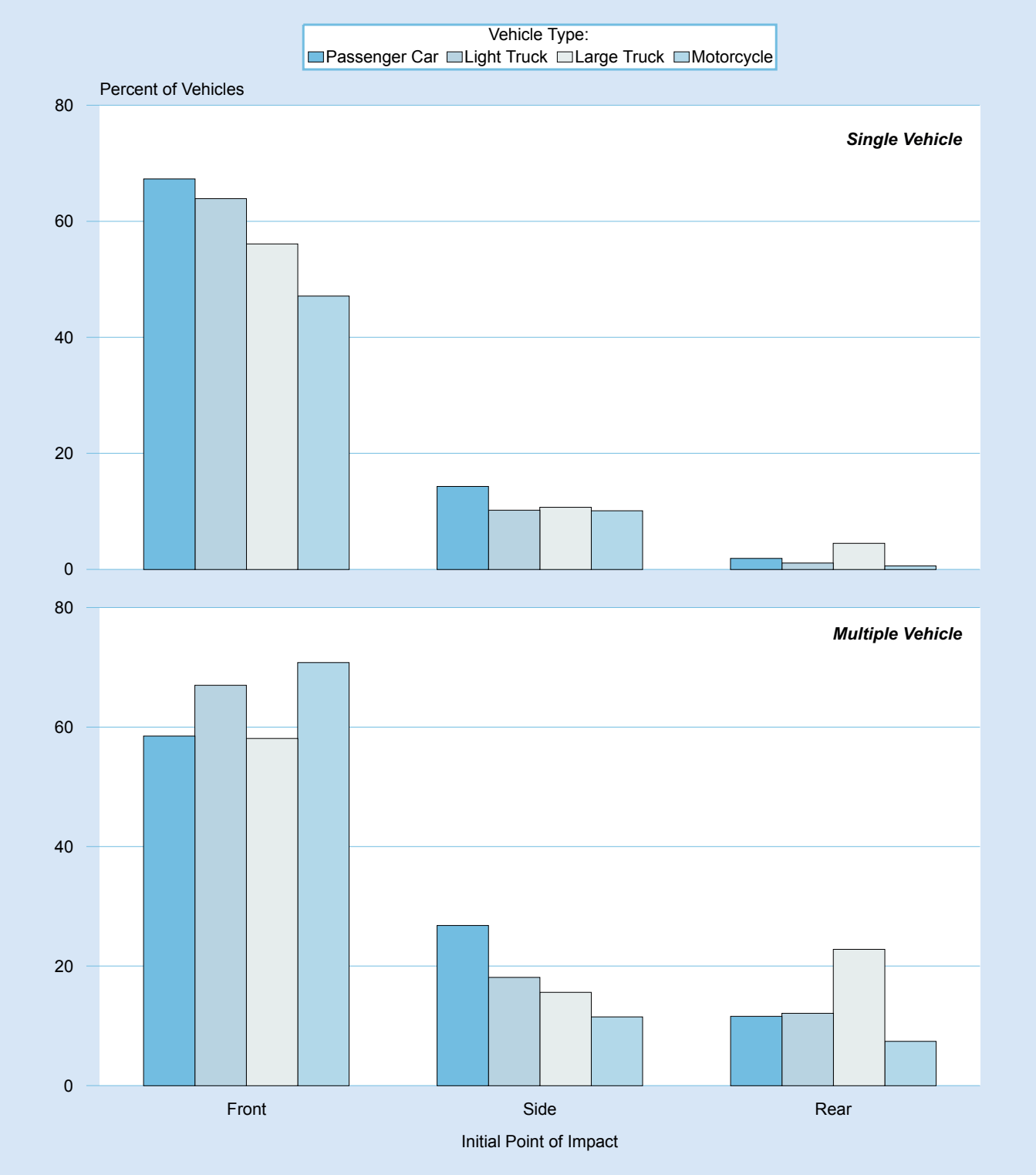


Figure 16

Percent of Vehicles in Fatal 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 Fatal Crashes by Most Harmful Event

Most Harmful Event	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:		
Front	7,058	33.6
Left Side	1,870	8.9
Right Side	1,456	6.9
Rear	1,435	6.8
Other/Unknown	217	1.0
Subtotal	*12,036*	*57.2*
Collision with Fixed Object	**3,440**	**16.4**
Collision with Object Not Fixed		
Nonoccupant	2,974	14.1
Other	624	3.0
Subtotal	*3,598*	*17.1*
Noncollision	**1,956**	**9.3**
Total	***21,031**	**100.0**

*Includes 1 passenger car involved in a fatal crashes with unknown most harmful event.

Table 43

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

Initial Point of Impact	Number	Percent
Single-Vehicle Crashes		
Front	5,216	67.3
Left Side	552	7.1
Right Side	558	7.2
Rear	149	1.9
Noncollision	557	7.2
Other/Unknown	722	9.3
Total	**7,754**	**100.0**
Multiple-Vehicle Crashes		
Front	7,769	58.5
Left Side	1,997	15.0
Right Side	1,556	11.7
Rear	1,536	11.6
Noncollision	25	0.2
Other/Unknown	394	3.0
Total	**13,277**	**100.0**
All Crashes		
Front	12,985	61.7
Left Side	2,549	12.1
Right Side	2,114	10.1
Rear	1,685	8.0
Noncollision	582	2.8
Other/Unknown	1,116	5.3
Total	**21,031**	**100.0**

Table 44

Light Trucks Involved in Fatal Crashes by Most Harmful Event

Most Harmful Event	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:		
Front	7,396	37.0
Left Side	1,052	5.3
Right Side	904	4.5
Rear	1,275	6.4
Other/Unknown	144	0.7
Subtotal	*10,771*	*53.9*
Collision with Fixed Object	**2,585**	**12.9**
Collision with Object Not Fixed:		
Nonmotorist	2,945	14.7
Other	478	2.4
Subtotal	*3,423*	*17.1*
Noncollision	**3,207**	**16.0**
Total	**19,986**	**100.0**

Table 45

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

Initial Point of Impact	Number	Percent
Single-Vehicle Crashes		
Front	5,087	63.9
Left Side	389	4.9
Right Side	424	5.3
Rear	90	1.1
Noncollision	1,346	16.9
Other/Unknown	623	7.8
Total	**7,959**	**100.0**
Multiple-Vehicle Crashes		
Front	8,061	67.0
Left Side	1,156	9.6
Right Side	1,017	8.5
Rear	1,458	12.1
Noncollision	47	0.4
Other/Unknown	288	2.4
Total	**12,027**	**100.0**
All Crashes		
Front	13,148	65.8
Left Side	1,545	7.7
Right Side	1,441	7.2
Rear	1,548	7.7
Noncollision	1,393	7.0
Other/Unknown	911	4.6
Total	**19,986**	**100.0**

Table 46

Large Trucks Involved in Fatal Crashes by Most Harmful Event

Most Harmful Event	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:		
Front	2,024	43.5
Left Side	347	7.5
Right Side	195	4.2
Rear	846	18.2
Other/Unknown	68	1.5
Subtotal	*3,480*	*74.7*
Collision with Fixed Object	**200**	**4.3**
Collision with Object Not Fixed:		
Nonoccupant	425	9.1
Other	110	2.4
Subtotal	*535*	*11.5*
Noncollision	**442**	**9.5**
Total	**4,657**	**100.0**

Table 47

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

Initial Point of Impact	Number	Percent
Single-Vehicle Crashes		
Front	482	56.1
Left Side	26	3.0
Right Side	66	7.7
Rear	39	4.5
Noncollision	169	19.7
Other/Unknown	77	9.0
Total	**859**	**100.0**
Multiple-Vehicle Crashes		
Front	2,205	58.1
Left Side	379	10.0
Right Side	212	5.6
Rear	865	22.8
Noncollision	21	0.6
Other/Unknown	116	3.1
Total	**3,798**	**100.0**
All Crashes		
Front	2,687	57.7
Left Side	405	8.7
Right Side	278	6.0
Rear	904	19.4
Noncollision	190	4.1
Other/Unknown	193	4.1
Total	**4,657**	**100.0**

Table 48
Large Trucks Involved in Fatal Crashes by Truck Type and Rollover Occurrence

Truck Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Single-Unit Truck	225	15.4	1,232	84.6	**1,457**	**100.0**
Combination Truck	366	11.4	2,834	88.6	**3,200**	**100.0**
Total	**591**	**12.7**	**4,066**	**87.3**	**4,657**	**100.0**

Table 49
Truck Tractors with Trailers Involved in Fatal Crashes by Number of Trailers and Jackknife Occurrence

Number of Trailers	Jackknife Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
One	179	6.5	2,572	93.5	**2,751**	**100.0**
Two or More	12	10.3	105	89.7	**117**	**100.0**
Total	**191**	**6.7**	**2,677**	**93.3**	**2,868**	**100.0**

Table 50
Motorcycles Involved in Fatal Crashes by Most Harmful Event

Most Harmful Event	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:		
Front	2,252	42.3
Left Side	204	3.8
Right Side	136	2.6
Rear	236	4.4
Other/Unknown	191	3.6
Subtotal	*3,019*	*56.7*
Collision with Fixed Object	**1,250**	**23.5**
Collision with Object Not Fixed:		
Nonmotorist	40	0.8
Other	241	4.5
Subtotal	*281*	*5.3*
Noncollision	**772**	**14.5**
Total	***5,326**	**100.0**

*Includes 4 motorcycles involved in fatal crashes with unknown most harmful event.

Table 51

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

Initial Point of Impact	Number	Percent
Single-Vehicle Crashes		
Front	948	47.1
Left Side	98	4.9
Right Side	105	5.2
Rear	12	0.6
Noncollision	599	29.7
Other/Unknown	252	12.5
Total	**2,014**	**100.0**
Multiple-Vehicle Crashes		
Front	2,345	70.8
Left Side	224	6.8
Right Side	157	4.7
Rear	245	7.4
Noncollision	228	6.9
Other/Unknown	113	3.4
Total	**3,312**	**100.0**
All Crashes		
Front	3,293	61.8
Left Side	322	6.0
Right Side	262	4.9
Rear	257	4.8
Noncollision	827	15.5
Other/Unknown	365	6.9
Total	**5,326**	**100.0**

Table 52

Buses Involved in Fatal Crashes by Most Harmful Event

Most Harmful Event	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:		
Front	90	38.8
Left Side	18	7.8
Right Side	12	5.2
Rear	44	19.0
Other/Unknown	1	0.4
Subtotal	*165*	*71.1*
Collision with Fixed Object	**7**	**3.0**
Collision with Object Not Fixed:		
Nonoccupant	48	20.7
Other	4	1.7
Subtotal	*52*	*22.4*
Noncollision	**8**	**3.4**
Total	**232**	**100.0**

Table 53

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

Initial Point of Impact	Number	Percent
Single-Vehicle Crashes		
Front	32	56.1
Left Side	3	5.3
Right Side	8	14.0
Rear	1	1.8
Noncollision	5	8.8
Other/Unknown	8	14.0
Total	**57**	**100.0**
Multiple-Vehicle Crashes		
Front	93	53.1
Left Side	20	11.4
Right Side	12	6.9
Rear	46	26.3
Noncollision	0	0.0
Other/Unknown	4	2.3
Total	**175**	**100.0**
All Crashes		
Front	125	53.9
Left Side	23	9.9
Right Side	20	8.6
Rear	47	20.3
Noncollision	5	2.2
Other/Unknown	12	5.2
Total	**232**	**100.0**

Chapter 4

PEOPLE

CHAPTER 4 ■ PEOPLE

This chapter presents statistics about the Drivers, Passengers, Pedestrians, and Pedalcyclists involved in police-reported fatal motor vehicle crashes in 2017. The tables and figures are presented in nine groups: all persons killed, 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 37,133 people lost their lives in motor vehicle crashes in 2017.
- The majority of persons killed in traffic crashes were drivers (50 percent), followed by passengers (17 percent), pedestrians (16 percent), motorcyclists (14 percent), and pedalcyclists (2 percent).
- Per 100,000 population, persons 21 to 24 years old had the highest fatality rate. Children 5 to 9 years old had the lowest fatality rate per 100,000 population.
- For every age group, the fatality rate per 100,000 population was lower for females than for males.
- Of the persons who were killed in traffic crashes in 2017, 29 percent died in alcohol-impaired driving crashes.

Table 54

Persons Killed, by Person Type

Person Type	Persons Killed
Vehicle Occupants	
Driver	18,726
Passenger	6,174
Unknown Occupant	73
Subtotal	*24,973*
Motorcyclists	**5,172**
Nonoccupants	
Pedestrian	5,977
Pedalcyclist	783
Other/Unknown	228
Subtotal	*6,988*
Total	**37,133**

Table 55

Persons Killed, by Age

Age (Years)	Persons Killed
<5	399
5-9	319
10-15	615
16-20	3,100
21-24	3,312
25-34	6,745
35-44	5,056
45-54	5,323
55-64	5,341
65-74	3,274
>74	3,510
Total	***37,133**

*Includes 139 fatalities of unknown age.

Table 56

Persons Killed, by Sex

Sex	Persons Killed
Male	26,380
Female	10,697
Total	***37,133**

*Includes 56 fatalities of unknown sex.

Figure 17
Percent of Persons Killed, by Age

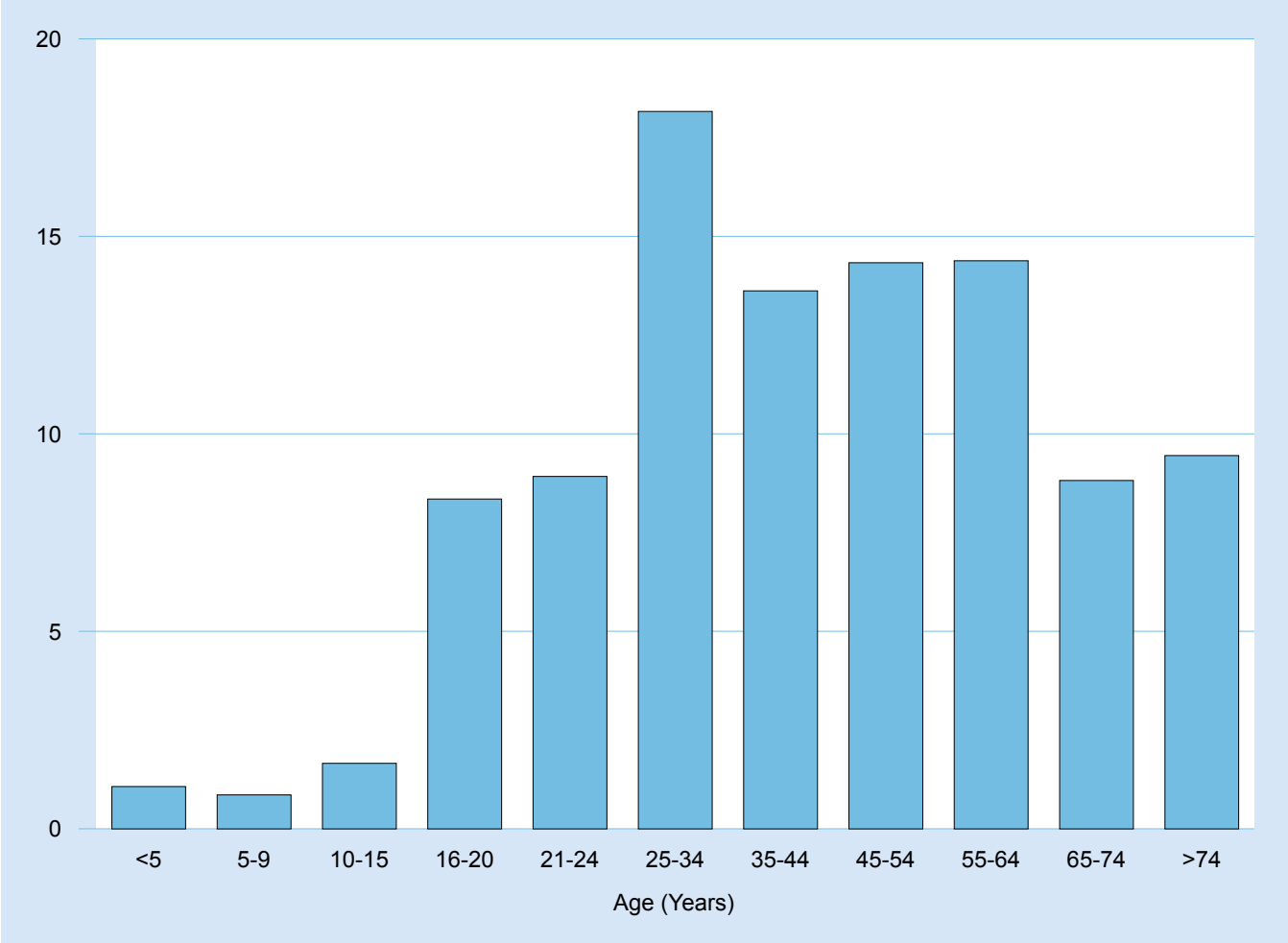


Table 57
Persons Killed and Fatality Rates per 100,000 Population, by Age and Sex

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	206	10,196	2.02	193	9,743	1.98	**399**	**19,939**	**2.00**
5-9	168	10,368	1.62	151	9,936	1.52	**319**	**20,304**	**1.57**
10-15	381	12,704	3.00	234	12,189	1.92	**615**	**24,893**	**2.47**
16-20	2,122	10,889	19.49	975	10,405	9.37	**3,100**	**21,294**	**14.56**
21-24	2,437	9,162	26.60	875	8,680	10.08	**3,312**	**17,842**	**18.56**
25-34	5,075	22,991	22.07	1,667	22,351	7.46	**6,745**	**45,343**	**14.88**
35-44	3,718	20,369	18.25	1,337	20,506	6.52	**5,056**	**40,875**	**12.37**
45-54	3,898	20,906	18.65	1,423	21,469	6.63	**5,323**	**42,375**	**12.56**
55-64	3,956	20,258	19.53	1,380	21,738	6.35	**5,341**	**41,996**	**12.72**
65-74	2,211	13,877	15.93	1,063	15,806	6.73	**3,274**	**29,683**	**11.03**
>74	2,137	8,688	24.60	1,373	12,488	10.99	**3,510**	**21,175**	**16.58**
Unknown	71	*	*	26	*	*	**139**	*	*
Total	**26,380**	**160,408**	**16.45**	**10,697**	**165,311**	**6.47**	****37,133**	**325,719**	**11.40**

*Not applicable.
**Includes 56 fatalities of unknown sex.
Note: Totals may not equal sum of components due to independent rounding.
Source: Population—U.S. Bureau of the Census.

Figure 18
Fatality Rates per 100,000 Population, by Age and Sex

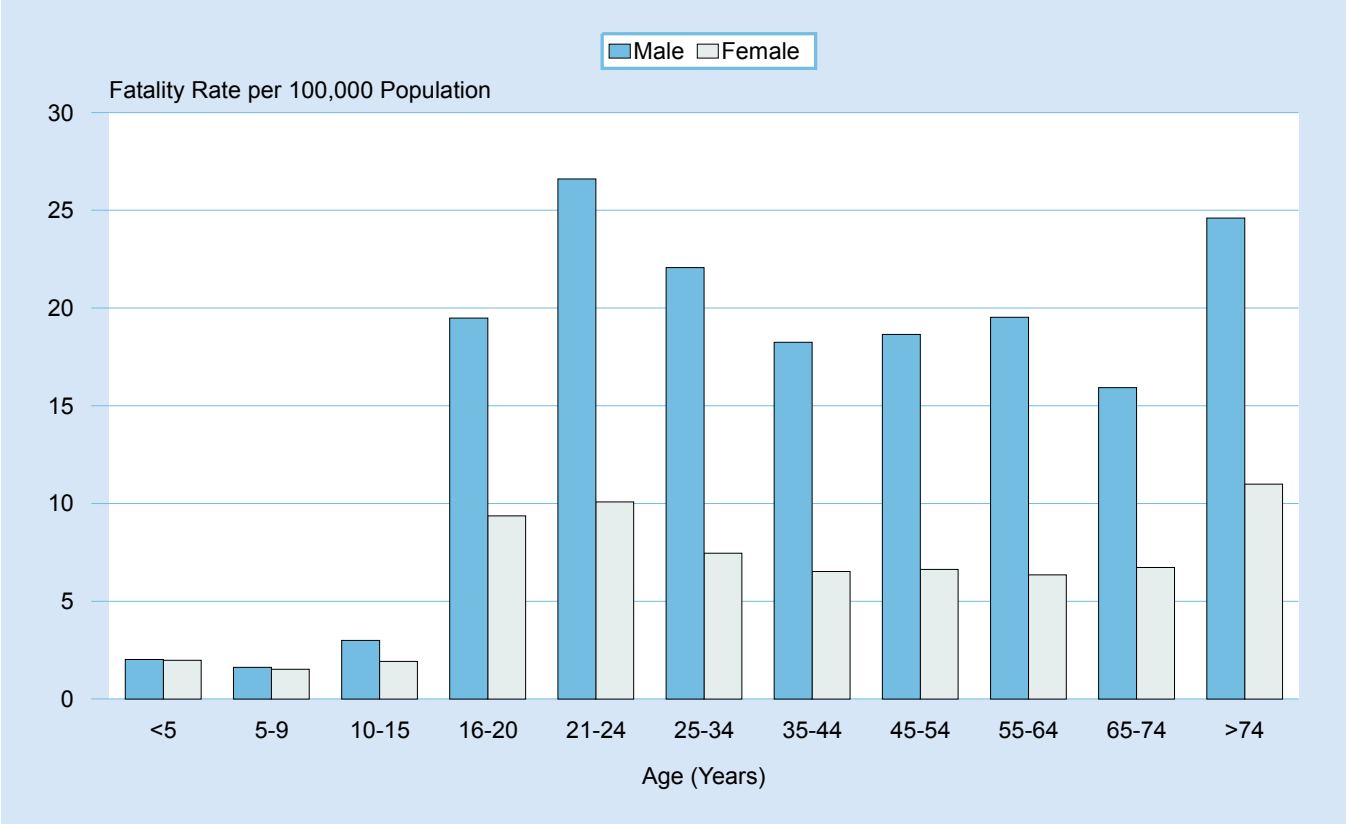


Table 58
Persons Killed in Crashes, by Weather Condition and Light Condition

Weather Condition	Light Condition					Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	Other	
Normal	14,915	5,875	8,509	1,255	10	**30,626**
Rain	1,128	592	858	118	2	**2,704**
Snow/Sleet	242	46	140	20	0	**448**
Other	163	110	298	59	1	**635**
Unknown	1,320	387	779	113	1	**2,720**
Total	**17,768**	**7,010**	**10,584**	**1,565**	**14**	***37,133**

*Includes 192 fatalities in crashes with unknown light conditions.

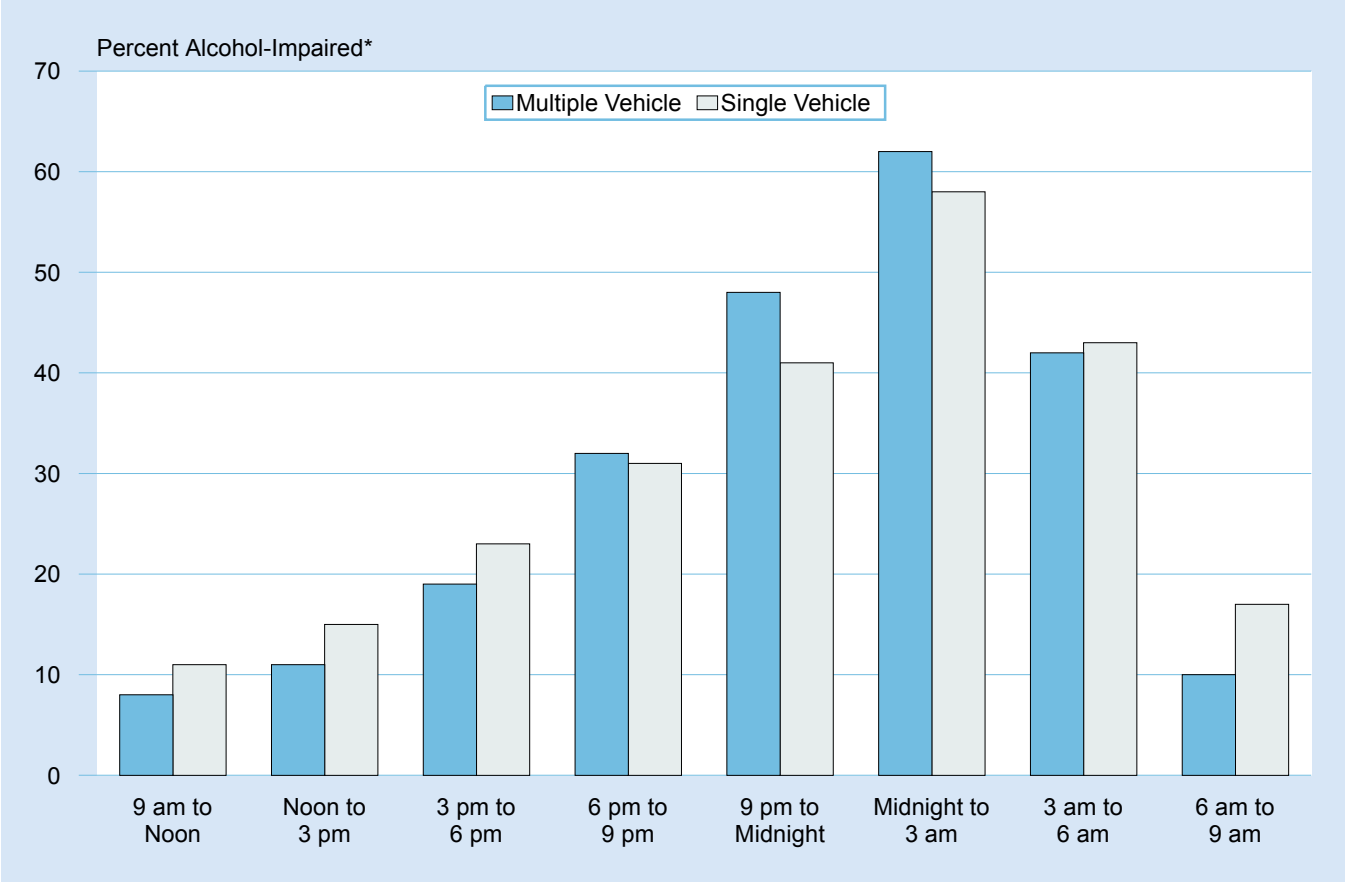
Table 59
Persons Killed in Crashes and Percent Alcohol-Impaired Driving Fatalities, by Time of Day and Crash Type

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	2,904	1,689	58	1,189	735	62	**4,093**	**2,424**	**59**
3 am to 6 am	2,032	871	43	1,033	438	42	**3,065**	**1,309**	**43**
6 am to 9 am	1,837	309	17	1,792	184	10	**3,629**	**493**	**14**
9 am to Noon	1,553	170	11	1,879	156	8	**3,432**	**326**	**9**
Noon to 3 pm	2,140	314	15	2,799	301	11	**4,939**	**615**	**12**
3 pm to 6 pm	2,624	605	23	3,333	628	19	**5,957**	**1,233**	**21**
6 pm to 9 pm	3,546	1,105	31	2,717	870	32	**6,263**	**1,975**	**32**
9 pm to Midnight	3,546	1,448	41	1,932	926	48	**5,478**	**2,374**	**43**
Unknown	256	121	47	21	4	20	**277**	**125**	**45**
Total	**20,438**	**6,632**	**32**	**16,695**	**4,242**	**25**	**37,133**	**10,874**	**29**

*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 9 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 9 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	204	82	49	0	3	**338**
Freeway/Expressway	42	10	7	0	0	**59**
Other	125	41	32	2	1	**201**
Minor Arterial	72	17	25	4	0	**118**
Collector	39	10	8	1	0	**58**
Local Road or Street	7	2	6	0	0	**15**
Unknown	6	1	2	1	0	**10**
Total	**495**	**163**	**129**	**8**	**4**	**799**

*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	2	0	**2**	**0**
Ambulance Passenger	3	1	3	1	**6**	**2**
Occupant of Other Vehicle	0	0	8	6	**8**	**6**
Pedestrian	0	0	1	0	**1**	**0**
Pedalcyclist	0	0	0	0	**0**	**0**
Total	**3**	**1**	**14**	**7**	**17**	**8**
Fire Truck						
Fire Truck Driver	2	2	0	0	**2**	**2**
Fire Truck Passenger	0	0	0	0	**0**	**0**
Occupant of Other Vehicle	0	0	20	9	**20**	**9**
Pedestrian	1	0	0	0	**1**	**0**
Pedalcyclist	1	1	0	0	**1**	**1**
Total	**4**	**3**	**20**	**9**	**24**	**12**
Police Vehicle						
Police Vehicle Driver	9	3	10	3	**19**	**6**
Police Vehicle Passenger	0	0	0	0	**0**	**0**
Occupant of Other Vehicle	0	0	45	22	**45**	**22**
Pedestrian	26	10	7	4	**33**	**14**
Pedalcyclist	3	2	1	0	**4**	**2**
Other Nonoccupant	1	0	0	0	**1**	**0**
Total	**39**	**15**	**63**	**29**	**102**	**44**

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

Figure 20

Fatality Rates per Fatal Crash, by First Harmful Event and Manner of Collision

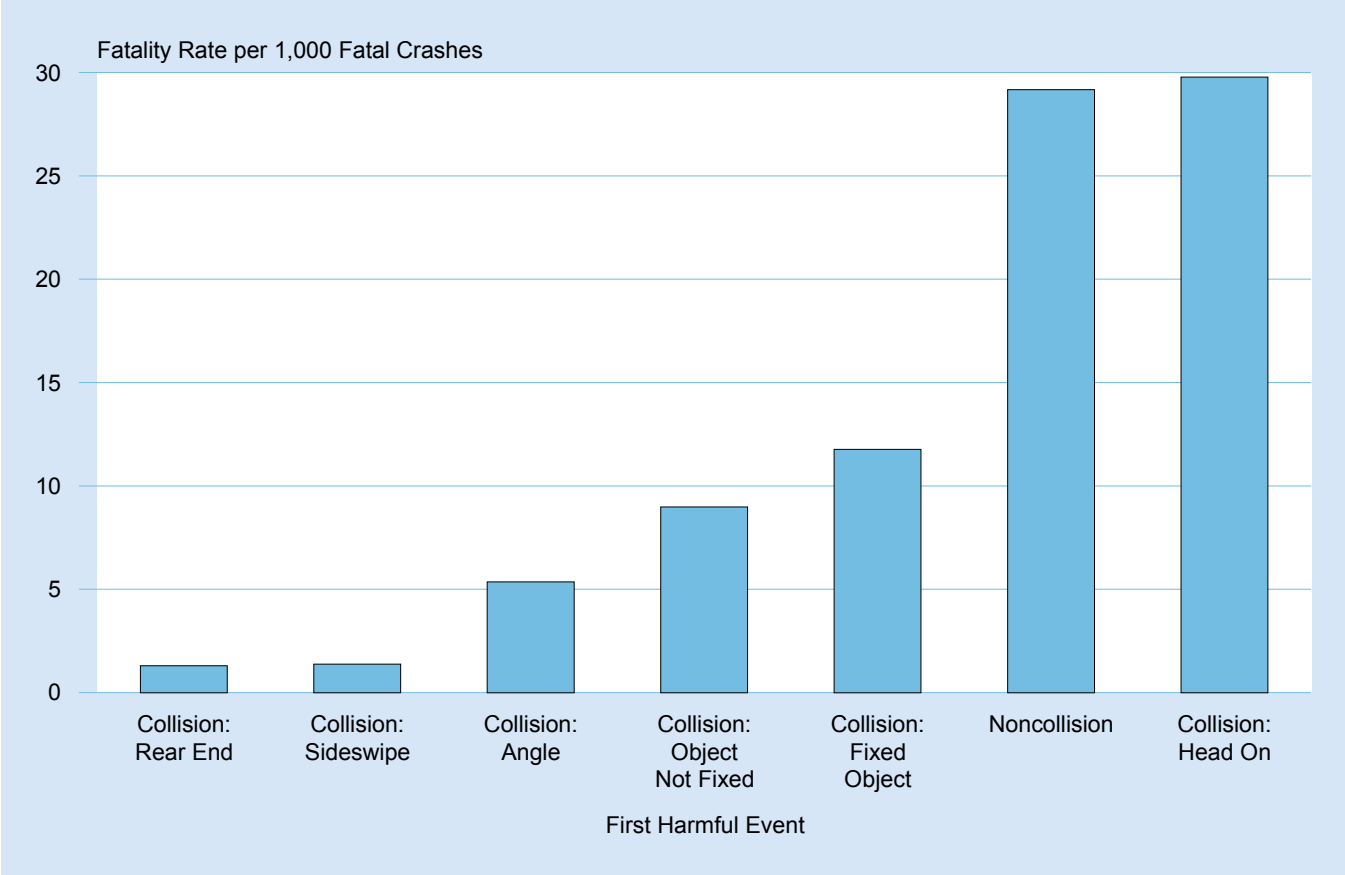


Figure 21

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

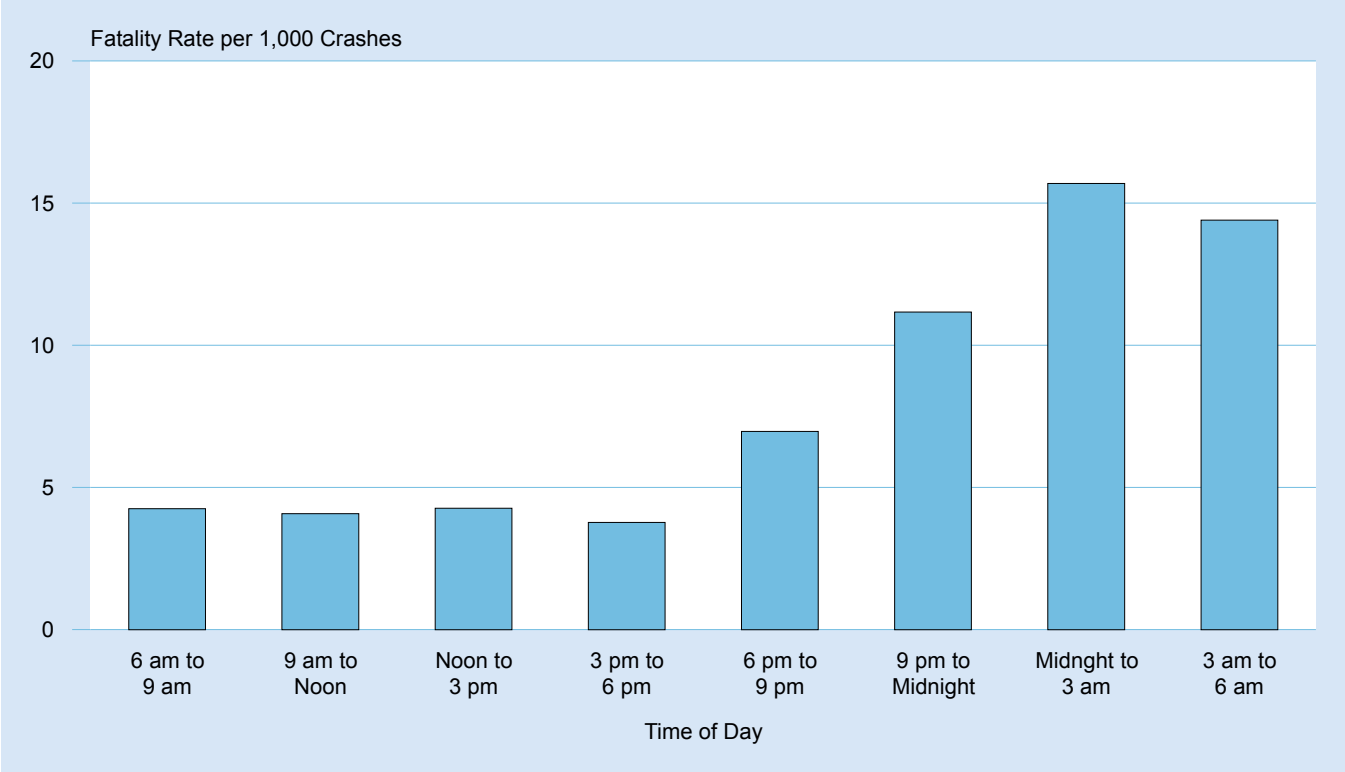


Table 62

Driver Involvement Rates in Fatal Crashes per 100,000 Licensed Drivers, by Age and Sex

Age (Years)	Sex						Total	
	Male		Female		Unknown			
	Drivers Involved	Involvement Rate	Drivers Involved	Involvement Rate	Drivers Involved	Involvement Rate	Drivers Involved	Involvement Rate
<16	107	*	38	*	-	*	**145**	*
16-20	2,993	49.02	1,282	21.68	3	*	**4,278**	**35.59**
21-24	3,655	50.32	1,351	19.04	1	*	**5,007**	**34.87**
25-34	7,998	40.25	2,874	14.40	4	*	**10,876**	**27.31**
35-44	6,086	33.07	2,128	11.39	3	*	**8,217**	**22.15**
45-54	6,089	31.26	2,027	10.29	2	*	**8,118**	**20.72**
55-64	5,534	28.77	1,735	8.70	2	*	**7,271**	**18.56**
65-74	2,962	22.27	1,145	8.16	*	*	**4,107**	**15.03**
>74	2,160	28.04	960	11.19	*	*	**3,120**	**19.16**
Unknown	70	*	15	*	1,050	*	**1,135**	*
Total	**37,654**	**33.80**	**13,555**	**11.90**	**1,065**	*	****52,274**	**23.20**

*Not applicable.
**Includes 1,050 drivers of unknown sex.
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 in Fatal Crashes per 100,000 Licensed Drivers, by Age and Sex

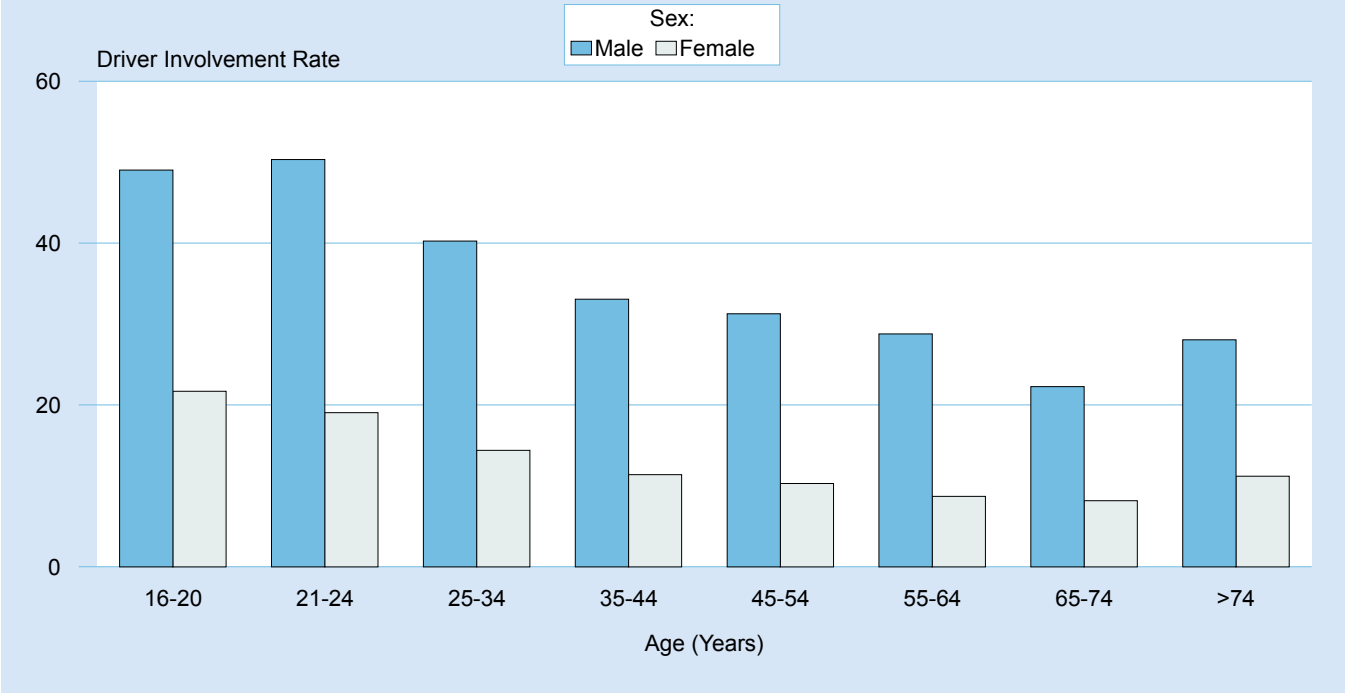


Table 63

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

Previous Convictions	Valid License (43,347)		Invalid License (7,366)		Total (50,713)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	7,275	16.8	1,180	16.0	**8,455**	**16.7**
Previous Recorded Suspensions or Revocations	4,494	10.4	3,159	42.9	**7,653**	**15.1**
Previous DWI Convictions	923	2.1	844	11.5	**1,767**	**3.5**
Previous Speeding Convictions	8,639	19.9	1,507	20.5	**10,146**	**20.0**
Previous Other Harmful Moving Convictions	8,173	18.9	2,194	29.8	**10,367**	**20.4**
Drivers with No Previous Convictions	24,809	57.2	3,130	42.5	**27,939**	**55.1**

Notes: Table does not include 1,534 drivers with unknown license compliance. FARS records prior driving records (convictions only, not violations) for events occurring within 5 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	8,856	16.9
Under the influence of alcohol, drugs or medication	5,507	10.5
Failure to keep in proper lane or running off road	3,826	7.3
Failure to yield right of way	3,711	7.1
Distracted (phone, talking, eating, etc.)	2,994	5.7
Operating vehicle in a careless manner	2,961	5.7
Failure to obey traffic signs, signals, or officer	2,095	4.0
Operating vehicle in erratic, reckless, or negligent manner	1,996	3.8
Overcorrecting/oversteering	1,837	3.5
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,581	3.0
Drowsy, asleep, fatigued, ill, or blackout	1,306	2.5
Driving wrong way on one-way trafficway or on wrong side of road	1,187	2.3
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	1,103	2.1
Making improper turn	498	1.0
Other factors	6,225	11.9
None reported	13,421	25.7
Unknown	11,710	22.4
Total Drivers	**52,274**	**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, by Vehicle Type and Person Type

Vehicle and Person Type	Occupants Killed
Passenger Car	
Drivers	9,915
Passengers	3,418
Unknown	30
Subtotal	*13,363*
Light Truck	
Drivers	7,657
Passengers	2,511
Unknown	20
Subtotal	*10,188*
Large Truck	
Drivers	717
Passengers	124
Subtotal	*841*
Bus	*44*
Other/Unknown	*537*
Subtotal*	***24,973***
Motorcycle	
Riders	4,885
Passengers	284
Unknown	3
Subtotal	***5,172***
Total	**30,145**

*Excluding motorcycles.

Table 66

Vehicle Occupants Killed in Crashes, by Speed Limit and Crash Type

	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
Speed Limit	Number	Percent	Number	Percent	Number	Percent
30 mph or less	1,561	11.1	1,134	7.1	**2,695**	**8.9**
35 or 40 mph	2,281	16.2	2,545	15.9	**4,826**	**16.0**
45 or 50 mph	2,474	17.5	3,251	20.3	**5,725**	**19.0**
55 mph	4,113	29.2	4,544	28.3	**8,657**	**28.7**
60 mph or higher	3,215	22.8	3,817	23.8	**7,032**	**23.3**
No Statutory Limit	57	0.4	165	1.0	**222**	**0.7**
Unknown	405	2.9	583	3.6	**988**	**3.3**
Total	**14,106**	**100.0**	**16,039**	**100.0**	**30,145**	**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	599	22.2	1,991	73.9	105	3.9	**2,695**	**100.0**
35 or 40 mph	1,261	26.1	3,409	70.6	156	3.2	**4,826**	**100.0**
45 or 50 mph	2,387	41.7	3,118	54.5	220	3.8	**5,725**	**100.0**
55 mph	6,699	77.4	1,890	21.8	68	0.8	**8,657**	**100.0**
60 mph or higher	4,392	62.5	2,598	36.9	42	0.6	**7,032**	**100.0**
No Statutory Limit	96	43.2	114	51.4	12	5.4	**222**	**100.0**
Unknown	384	38.9	565	57.2	39	3.9	**988**	**100.0**
Total	**15,818**	**52.5**	**13,685**	**45.4**	**642**	**2.1**	**30,145**	**100.0**

Figure 23

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

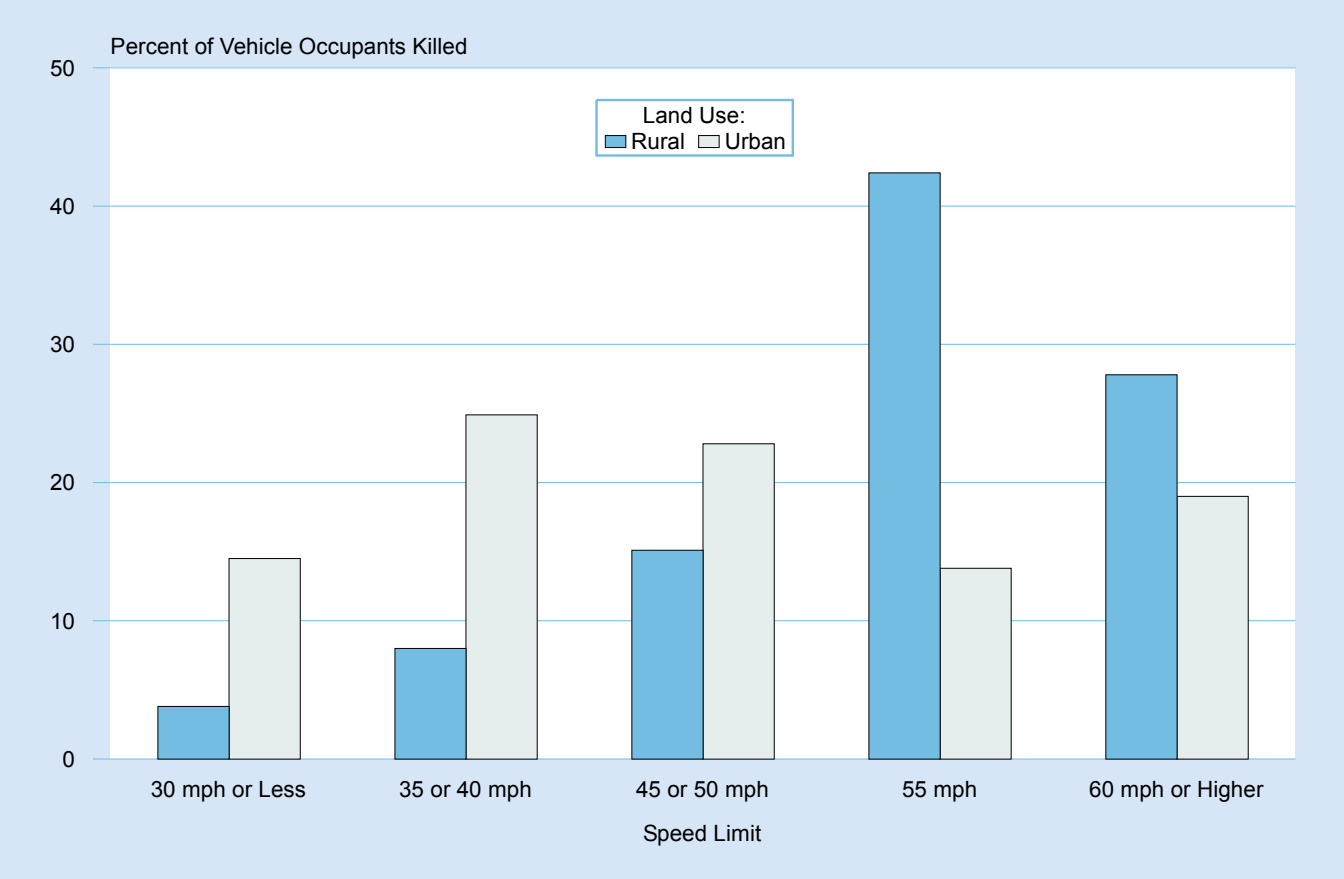


Table 68

Vehicle Occupants Killed, by Sex and Vehicle Type

Sex	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Male	8,181	7,178	800	23	433	*16,615*	*4,724*	**21,339**
Female	5,174	3,006	40	21	99	*8,340*	*446*	**8,786**
Unknown	8	4	1	0	5	*18*	*2*	**20**
Total	**13,363**	**10,188**	**841**	**44**	**537**	***24,973***	***5,172***	**30,145**

Table 69
Vehicle Occupants Killed, by Age and Vehicle Type

Age (Years)	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
<5	177	124	2	0	3	*306*	*0*	**306**
5-9	134	100	3	1	6	*244*	*3*	**247**
10-15	196	198	1	3	32	*430*	*11*	**441**
16-20	1,561	805	23	2	55	*2,446*	*301*	**2,747**
21-24	1,605	781	39	0	49	*2,474*	*489*	**2,963**
25-34	2,692	1,666	128	1	78	*4,565*	*1,171*	**5,736**
35-44	1,625	1,389	164	1	77	*3,256*	*863*	**4,119**
45-54	1,407	1,449	196	7	71	*3,130*	*959*	**4,089**
55-64	1,310	1,531	182	6	69	*3,098*	*917*	**4,015**
65-74	1,021	1,047	73	9	47	*2,197*	*358*	**2,555**
>74	1,611	1,082	27	14	44	*2,778*	*97*	**2,875**
Unknown	24	16	3	0	6	*49*	*3*	**52**
Total	**13,363**	**10,188**	**841**	**44**	**537**	***24,973***	***5,172***	**30,145**

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

Age (Years)	Person Type											
	Drivers						Passengers					
	Sex						Sex					
	Male		Female		Total		Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	0	0.0	0	0.0	**0**	**0.0**	152	49.7	154	50.3	**306**	**100.0**
5-9	0	0.0	0	0.0	**0**	**0.0**	121	49.0	126	51.0	**247**	**100.0**
10-15	50	75.8	16	24.2	**66**	**100.0**	210	56.0	165	44.0	**375**	**100.0**
16-20	1,319	73.4	476	26.5	**1,797**	**100.0**	540	56.8	409	43.1	**950**	**100.0**
21-24	1,792	78.9	479	21.1	**2,271**	**100.0**	388	56.1	304	43.9	**692**	**100.0**
25-34	3,774	79.6	967	20.4	**4,742**	**100.0**	553	55.6	441	44.4	**994**	**100.0**
35-44	2,741	78.5	751	21.5	**3,493**	**100.0**	312	49.8	314	50.2	**626**	**100.0**
45-54	2,726	78.4	751	21.6	**3,478**	**100.0**	265	43.4	346	56.6	**611**	**100.0**
55-64	2,746	78.7	741	21.2	**3,489**	**100.0**	205	39.0	321	61.0	**526**	**100.0**
65-74	1,572	73.7	560	26.3	**2,132**	**100.0**	133	31.4	290	68.6	**423**	**100.0**
>74	1,462	69.1	654	30.9	**2,116**	**100.0**	254	33.5	505	66.5	**759**	**100.0**
Unknown	15	55.6	2	7.4	**27**	**100.0**	9	36.0	14	56.0	**25**	**100.0**
Total	**18,197**	**77.1**	**5,397**	**22.9**	***23,611**	**100.0**	**3,142**	**48.1**	**3,389**	**51.9**	****6,534**	**100.0**

*Includes 17 drivers of unknown sex.
**Includes 3 passengers of unknown sex.
Note: Drivers include motorcycle riders; passengers include motorcycle passengers.

Table 71
Vehicle Occupants Killed, by Vehicle Type and Most Harmful Event

	Most Harmful Event									
	Collision with									
	Motor Vehicle in Transport		Object Not Fixed		Fixed Object		Noncollision		Total	
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	7,317	54.8	315	2.4	3,650	27.3	2,080	15.6	**13,363**	**100.0**
Light Truck	3,922	38.5	237	2.3	2,674	26.2	3,355	32.9	**10,188**	**100.0**
Large Truck	241	28.7	40	4.8	198	23.5	362	43.0	**841**	**100.0**
Bus	23	52.3	5	11.4	7	15.9	9	20.5	**44**	**100.0**
Other/Unknown	154	28.7	24	4.5	114	21.2	229	42.6	**537**	**100.0**
Subtotal	*11,657*	*46.7*	*621*	*2.5*	*6,643*	*26.6*	*6,035*	*24.1*	***24,973***	***100.0***
Motorcycle	*2,915*	*56.4*	*237*	*4.6*	*1,258*	*24.3*	*759*	*14.7*	***5,172***	***100.0***
Total	**14,572**	**48.3**	**858**	**2.8**	**7,901**	**26.2**	**6,794**	**22.5**	***30,145**	**100.0**

*Includes 20 fatalities with unknown most harmful event.

Table 72
Vehicle Occupants Killed, by Initial Point of Impact and Vehicle Type

	Vehicle Type							
Initial Point of Impact	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	Total
Front	7,377	5,715	512	22	187	*13,813*	*3,238*	**17,051**
Left Side	2,018	977	45	8	34	*3,082*	*303*	**3,385**
Right Side	1,719	878	36	3	30	*2,666*	*249*	**2,915**
Rear	847	546	23	3	45	*1,464*	*207*	**1,671**
Other	190	133	12	1	4	*340*	*20*	**360**
Noncollision	617	1,487	177	6	180	*2,467*	*818*	**3,285**
Unknown	595	452	36	1	57	*1,141*	*337*	**1,478**
Total	**13,363**	**10,188**	**841**	**44**	**537**	***24,973***	***5,172***	**30,145**

Table 73
Vehicle Occupants Killed, by Vehicle Type and Ejection

Vehicle Type	Ejected*		Not Ejected		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	2,082	15.6	11,227	84.0	54	0.4	**13,363**	**100.0**
Light Truck	2,971	29.2	7,155	70.2	62	0.6	**10,188**	**100.0**
Large Truck	219	26.0	612	72.8	10	1.2	**841**	**100.0**
Bus	9	20.5	35	79.5	0	0.0	**44**	**100.0**
Other/Unknown	289	53.8	228	42.5	20	3.7	**537**	**100.0**
Total**	**5,570**	**22.3**	**19,257**	**77.1**	**146**	**0.6**	**24,973**	**100.0**

*Includes total and partial ejection.
**Excludes motorcyclists.

Table 74
Occupants Killed in Two-Vehicle Crashes, by Vehicle Types Involved

Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	Total Occupants Killed
Passenger Car	—	Passenger Car	—	**1,929**
Passenger Car	2,894	Light Truck	919	**3,813**
Passenger Car	1,289	Large Truck	43	**1,332**
Passenger Car	11	Motorcycle	1,103	**1,114**
Passenger Car	76	Bus	2	**78**
Passenger Car	65	Other/Unknown	51	**116**
Light Truck	—	Light Truck	—	**1,584**
Light Truck	1,114	Large Truck	46	**1,160**
Light Truck	7	Motorcycle	1,242	**1,249**
Light Truck	38	Bus	6	**44**
Light Truck	46	Other/Unknown	60	**124**
Large Truck	—	Large Truck	—	**167**
Large Truck	0	Motorcycle	226	**226**
Large Truck	1	Bus	16	**17**
Large Truck	0	Other/Unknown	21	**21**
Motorcycle	—	Motorcycle	—	**114**
Motorcycle	21	Bus	0	**21**
Motorcycle	46	Other/Unknown	4	**50**
Bus	—	Bus	—	**1**
Bus	0	Other/Unknown	1	**1**
Other/Unknown	—	Other/Unknown	—	**26**
Total Occupants Killed				**13,169**

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

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Passenger Cars	**31,733**	**41.2**	**13,363**	**44.3**
Convertible	562	0.7	296	1.0
2 Door Sedan, Hardtop, Coupe	3,046	4.0	1,464	4.9
3 Door/2 Door Hatchback	853	1.1	423	1.4
4 Door Sedan Hardtop	22,647	29.4	9,535	31.6
5 Door/4 Door Hatchback	1,327	1.7	548	1.8
Station Wagon	3,060	4.0	1,009	3.3
Hatchback, Doors Unknown	2	*	*	*
Other Auto	36	*	20	1.2
Unknown Auto	169	0.2	50	0.2
Auto-Based Pickup	17	*	11	*
3 Door Coupe	14	*	7	*
Light Trucks	**31,640**	**41.0**	**10,188**	**33.8**
Compact Utility	10,416	13.5	3,555	11.8
Large Utility	3,928	5.1	903	3.0
Utility Station Wagon	537	0.7	139	0.5
Utility, Unknown Body Type	8	*	1	*
Minivan	3,080	4.0	918	3.0
Large Van	1,096	1.4	241	0.8
Step Van (GVWR ≤ 10,000 lb)	8	*	*	*
Other Van Type	5	*	3	*
Unknown Van Type	17	*	6	*
Pickup with Camper	40	0.1	16	0.1
Light Pickup	12,260	15.9	4,326	14.4
Unknown Pickup Style Truck	68	0.1	14	*
Cab Chassis-Based Light Truck	126	0.2	52	0.2
Other Conventional Light Truck	2	*	1	*
Unknown Light Truck Type (Not Pickup)	8	*	2	*
Unknown Light Vehicle Type	35	*	11	*
Unknown Truck	6	*	*	*
Large Trucks	**5,423**	**7.0**	**841**	**2.8**
Step Van (GVWR > 10,000 lb)	29	*	4	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	436	0.6	71	0.2
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	328	0.4	60	0.2
Single Unit Heavy Truck (GVWR > 26,000 lb)	759	1.0	130	0.4
Single Unit Truck, Unknown GVWR	87	0.1	10	*
Truck Tractor	3,230	4.2	469	1.6
Medium/Heavy Pickup (Ford Super Duty 450/550)	488	0.6	89	0.3
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	7	*	1	*
Unknown Heavy Truck (GVWR > 26,000 lb)	13	*	2	*
Unknown Large Truck Type	44	0.1	5	*
Unknown Truck	2	*	0	0.0
Motorcycles	**5,876**	**7.6**	**5,172**	**17.2**
Two-Wheel Motorcycle (excluding Motor Scooters)	5,383	7.0	4,731	15.7
Moped or Motorized Bicycle	126	0.2	119	0.4
Three Wheel Motorcycle or Moped, Not All Terrain Vehilce (2 Rear Wheels)	48	0.1	37	0.1
Off-Road Motorcycle (Two Wheel)	104	0.1	93	0.3
Motor Scooter	174	0.2	154	0.5
Unenclosed Three-Wheel Motorcycle/ Enclosed Autocycle (1 Rear Wheel)	11	*	9	*
Unknown Three Wheel Motorcycle Type	1	*	1	*
Other Motored Cycle Type (Mini-Bikes, Motor Scooters, Pocket Motorcycles, "Pocket Bikes"	17	*	16	0.1
Unknown Motorcycle	12	*	12	*
Buses**	**708**	**0.9**	**44**	**0.1**
School Bus	182	0.2	9	*
Cross Country/Intercity Bus	101	0.1	6	*
Transit Bus	260	0.3	4	*
Van-Based Bus (GVWR > 10,000 lb)	94	0.1	24	0.1
Other Bus	67	0.1	1	*
Unknown Bus	4	*	0	0.0
Other Vehicles	**821**	**1.1**	**459**	**1.5**
Large Limousine	19	*	2	*
Medium/Heavy Truck-Based Motorhome	79	0.1	12	*
Camper/Motorhome Unknown Truck Type	37	*	10	*
All Terrain Vehicle	413	0.5	300	1.0
Snowmobile	15	*	14	*
Farm Equipment Except Trucks	78	0.1	33	0.1
Construction Equipment Except Trucks	10	*	1	*
Golf Cart	30	*	16	0.1
Recreational Off-Highway Vehicle	111	0.1	50	0.2
Other Vehicle	29	*	21	0.1
Unknown	**902**	**1.2**	**78**	**0.3**
Not Reported	15	*	1	*
Unknown Body Type	887	1.2	77	0.3
Total	**77,103**	**100.0**	**30,145**	**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	0.7	144	1.1	61.3
Subcompact (95 to 99 inches)	1,725	5.4	928	6.9	53.8
Compact (100 to 104 inches)	7,246	22.8	3,435	25.7	47.4
Intermediate (105 to 109 inches)	12,464	39.3	5,099	38.2	40.9
Full Size (110 to 114 inches)	6,373	20.1	2,466	18.5	38.7
Largest Size (115 inches and over)	2,556	8.1	903	6.8	35.3
Unknown	1,134	3.6	388	2.9	34.2
Total	**31,733**	**100.0**	**13,363**	**100.0**	**42.1**

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	18,726	6,158	33
Passenger	6,174	1,830	30
Unknown Occupant	73	2	2
Subtotal	*24,973*	*7,989*	*32*
Motorcyclists	*5,172*	*1,704*	*33*
Nonoccupants			
Pedestrian	5,977	1,017	17
Pedalcyclist	783	126	16
Other/Unknown	228	39	17
Subtotal	*6,988*	*1,181*	*17*
Total	**37,133**	**10,874**	**29**

*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 9 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	130	90	5	3	10	7	15	10	**145**	**100**
16-20	3,475	81	154	4	648	15	803	19	**4,278**	**100**
21-24	3,417	68	242	5	1,347	27	1,590	32	**5,007**	**100**
25-34	7,595	70	438	4	2,843	26	3,281	30	**10,876**	**100**
35-44	6,044	74	311	4	1,862	23	2,173	26	**8,217**	**100**
45-54	6,271	77	308	4	1,539	19	1,847	23	**8,118**	**100**
55-64	5,918	81	239	3	1,114	15	1,353	19	**7,271**	**100**
65-74	3,632	88	88	2	387	9	475	12	**4,107**	**100**
>74	2,882	92	48	2	191	6	238	8	**3,120**	**100**
Unknown	657	58	76	7	402	35	478	42	**1,135**	**100**
Total	**40,021**	**77**	**1,909**	**4**	**10,344**	**20**	**12,253**	**23**	**52,274**	**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 9 of this report.

Figure 24

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

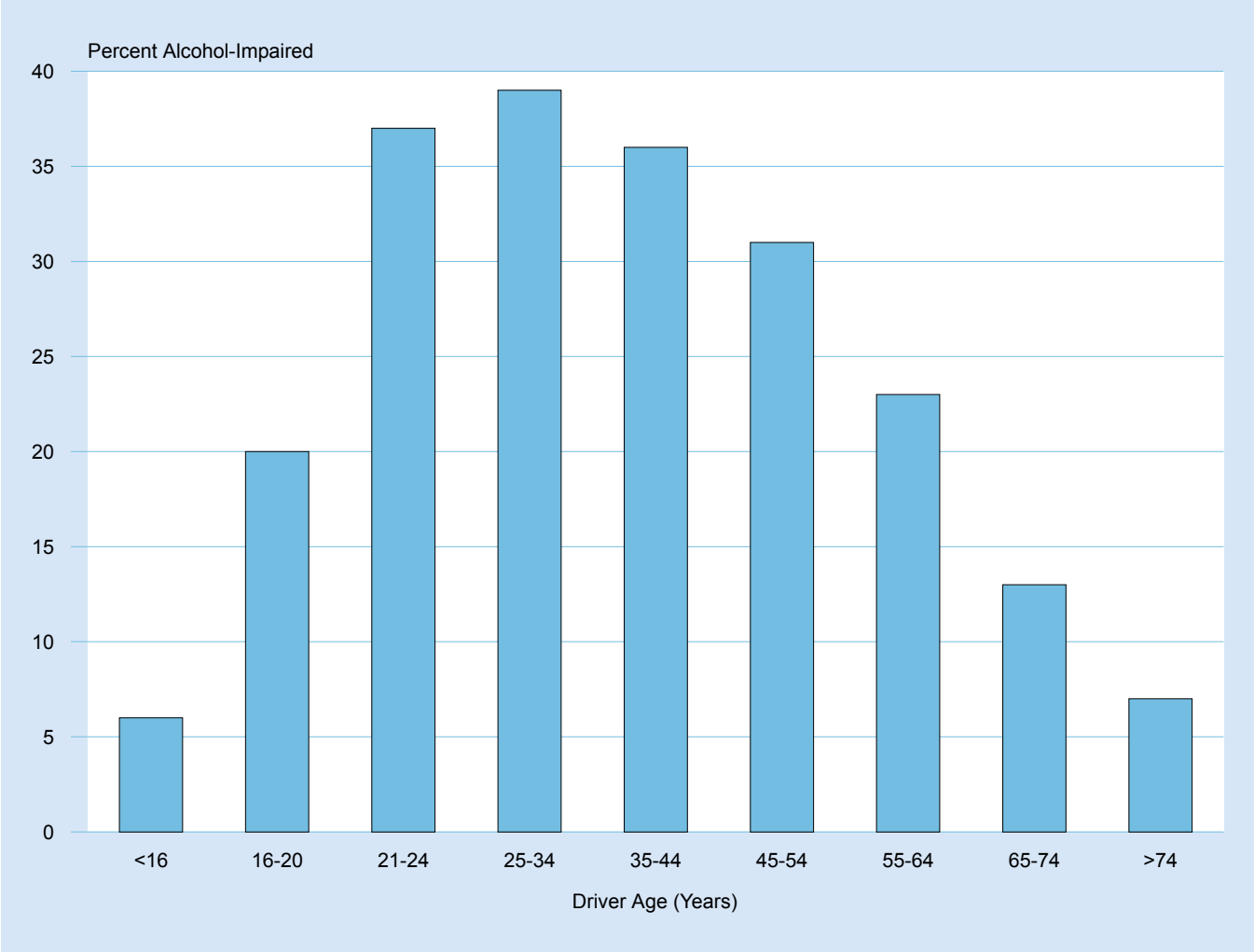


Table 79

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	**381**	**15**	**4,608**	**22**
Weekday	252	12	3,105	19
Weekend	129	20	1,503	29
Nighttime	**581**	**37**	**5,444**	**59**
Weekday	236	31	2,432	53
Weekend	345	42	3,012	64
Multiple-Vehicle Crashes				
Daytime	**485**	**5**	**7,018**	**8**
Weekday	350	4	5,319	7
Weekend	135	7	1,699	11
Nighttime	**398**	**17**	**4,468**	**31**
Weekday	192	14	2,188	27
Weekend	206	19	2,280	35

*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 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	59	90	3	5	4	6	7	10	**66**	**100**
16-20	1,361	76	76	4	360	20	436	24	**1,797**	**100**
21-24	1,303	57	126	6	842	37	958	43	**2,271**	**100**
25-34	2,648	56	247	5	1,848	39	2,095	44	**4,742**	**100**
35-44	2,054	59	198	6	1,242	36	1,440	41	**3,493**	**100**
45-54	2,192	63	198	6	1,087	31	1,286	37	**3,478**	**100**
55-64	2,522	72	155	4	813	23	967	28	**3,489**	**100**
65-74	1,808	85	54	3	271	13	324	15	**2,132**	**100**
>74	1,941	92	35	2	139	7	175	8	**2,116**	**100**
Unknown	14	50	1	3	13	46	13	50	**27**	**100**
Total	**15,902**	**67**	**1,092**	**5**	**6,618**	**28**	**7,709**	**33**	**23,611**	**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 9 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

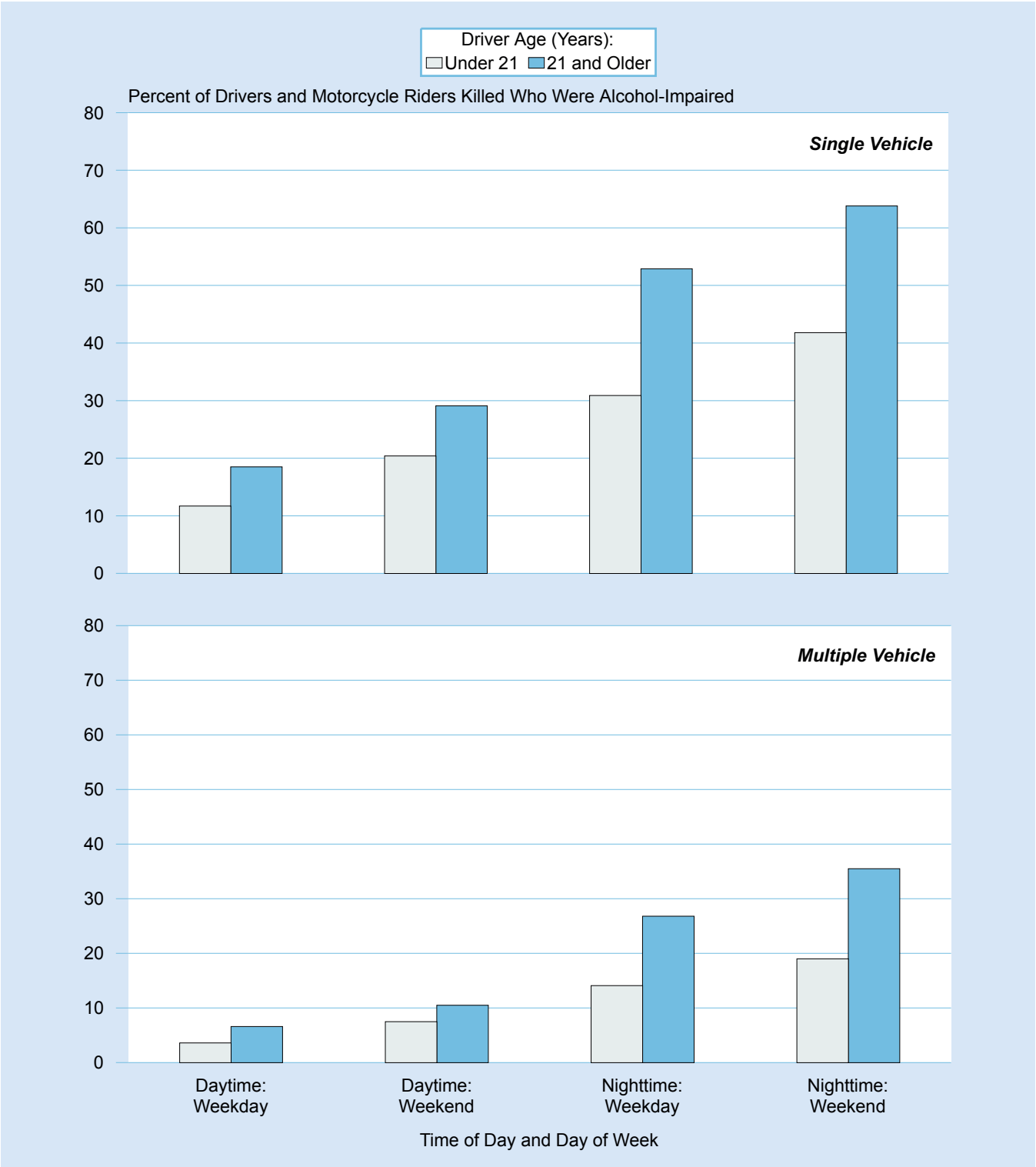


Table 81

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	15,892	76	706	3	4,297	21	5,003	24	**20,895**	**100**
Light Truck	15,223	77	662	3	3,962	20	4,624	23	**19,847**	**100**
Large Truck	4,433	96	50	1	116	3	167	4	**4,600**	**100**
Bus	215	93	3	1	13	5	16	7	**230**	**100**
Other/Unknown	782	56	101	7	503	36	604	44	**1,386**	**100**
Subtotal	*36,545*	*78*	*1,522*	*3*	*8,891*	*19*	*10,413*	*22*	***46,958***	***100***
Motorcycle	3,476	65	387	7	1,454	27	1,840	35	**5,316**	**100**
Total	**40,021**	**77**	**1,909**	**4**	**10,344**	**20**	**12,253**	**23**	**52,274**	**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 9 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	297	74	15	4	85	21	100	25	**399**	**100**
5-9	236	74	14	4	68	21	82	26	**319**	**100**
10-15	481	78	38	6	96	16	134	22	**615**	**100**
16-20	2,102	68	167	5	816	26	983	32	**3,100**	**100**
21-24	1,772	54	220	7	1,308	39	1,528	46	**3,312**	**100**
25-34	3,651	54	363	5	2,713	40	3,076	46	**6,745**	**100**
35-44	2,926	58	306	6	1,808	36	2,114	42	**5,056**	**100**
45-54	3,329	63	303	6	1,680	32	1,983	37	**5,323**	**100**
55-64	3,734	70	249	5	1,339	25	1,588	30	**5,341**	**100**
65-74	2,619	80	110	3	542	17	652	20	**3,274**	**100**
>74	3,034	86	85	2	384	11	470	13	**3,510**	**100**
Unknown	99	71	4	3	34	25	38	27	**139**	**100**
Total	**24,280**	**65**	**1,873**	**5**	**10,874**	**29**	**12,747**	**34**	**37,133**	**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 9 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	3,131	53	96	2	544	9	**3,771**	**64**
.01-.07	184	3	9	0	47	1	**240**	**4**
.08 or Higher	1,444	24	86	1	366	6	**1,895**	**32**
Total**	**4,759**	**81**	**191**	**3**	**957**	**16**	**5,907**	**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 9 of this report.

Table 84

Drivers Involved in Fatal Crashes, by Vehicle Type and Restraint Use

Vehicle Type	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	14,390	68.9	4,621	22.1	1,884	9.0	**20,895**	**100.0**
Light Truck	13,404	67.5	4,914	24.8	1,529	7.7	**19,847**	**100.0**
Large Truck	3,850	83.7	434	9.4	316	6.9	**4,600**	**100.0**
Bus	204	88.7	9	3.9	17	7.4	**230**	**100.0**
Other/Unknown	107	7.7	459	33.1	820	59.2	**1,386**	**100.0**
Total*	**31,955**	**68.1**	**10,437**	**22.2**	**4,566**	**9.7**	**46,958**	**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, by Age and Restraint Use

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	215	71.4	66	21.9	20	6.6	**301**	**100.0**
5-9	131	56.0	78	33.3	25	10.7	**234**	**100.0**
10-15	154	39.1	191	48.5	49	12.4	**394**	**100.0**
16-20	1,034	43.7	1,102	46.6	230	9.7	**2,366**	**100.0**
21-24	917	38.4	1,231	51.6	238	10.0	**2,386**	**100.0**
25-34	1,588	36.4	2,292	52.6	478	11.0	**4,358**	**100.0**
35-44	1,249	41.4	1,476	49.0	289	9.6	**3,014**	**100.0**
45-54	1,341	47.0	1,293	45.3	222	7.8	**2,856**	**100.0**
55-64	1,581	55.6	1,069	37.6	191	6.7	**2,841**	**100.0**
65-74	1,303	63.0	620	30.0	145	7.0	**2,068**	**100.0**
>74	1,866	69.3	647	24.0	180	6.7	**2,693**	**100.0**
Unknown	9	22.5	11	27.5	20	50.0	**40**	**100.0**
Total	**11,388**	**48.4**	**10,076**	**42.8**	**2,087**	**8.9**	**23,551**	**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	1,403	88.9	124	7.9	52	3.3	**1,579**	**100.0**
5-9	1,270	84.2	166	11.0	72	4.8	**1,508**	**100.0**
10-15	1,662	78.9	322	15.3	122	5.8	**2,106**	**100.0**
16-20	3,604	72.4	938	18.9	433	8.7	**4,975**	**100.0**
21-24	3,013	73.4	729	17.8	364	8.9	**4,106**	**100.0**
25-34	5,906	77.5	1,053	13.8	665	8.7	**7,624**	**100.0**
35-44	4,124	80.2	621	12.1	395	7.7	**5,140**	**100.0**
45-54	3,848	86.1	361	8.1	261	5.8	**4,470**	**100.0**
55-64	3,233	88.2	239	6.5	193	5.3	**3,665**	**100.0**
65-74	2,117	90.5	123	5.3	100	4.3	**2,340**	**100.0**
>74	1,294	91.1	77	5.4	50	3.5	**1,421**	**100.0**
Unknown	165	18.6	38	4.3	685	77.1	**888**	**100.0**
Total	**31,639**	**79.5**	**4,791**	**12.0**	**3,392**	**8.5**	**39,822**	**100.0**

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

Table 87
Passenger Car Occupants Killed, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Front Seat	***6,627***	***54.4***	***4,458***	***36.6***	***1,087***	***8.9***	***12,172***	***100.0***
Left	5,322	53.7	3,737	37.7	859	8.7	**9,918**	**100.0**
Middle	4	36.4	7	63.6	0	0.0	**11**	**100.0**
Right	1,301	58.1	709	31.7	228	10.2	**2,238**	**100.0**
Other/Unknown	0	0.0	5	100.0	0	0.0	**5**	**100.0**
Second Seat	***448***	***42.5***	***491***	***46.5***	***116***	***11.0***	***1,055***	***100.0***
Left	162	39.6	203	49.6	44	10.8	**409**	**100.0**
Middle	49	46.2	45	42.5	12	11.3	**106**	**100.0**
Right	235	44.8	231	44.0	59	11.2	**525**	**100.0**
Other/Unknown	2	13.3	12	80.0	1	6.7	**15**	**100.0**
Other	***4***	***14.3***	***23***	***82.1***	***1***	***3.6***	***28***	***100.0***
Unknown	***7***	***6.5***	***57***	***52.8***	***44***	***40.7***	***108***	***100.0***
Total	**7,086**	**53.0**	**5,029**	**37.6**	**1,248**	**9.3**	**13,363**	**100.0**

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

Table 88
Light Truck Occupants Killed, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Front Seat	***4,010***	***43.7***	***4,462***	***48.6***	***714***	***7.8***	***9,186***	***100.0***
Left	3,255	42.5	3,802	49.6	603	7.9	**7,660**	**100.0**
Middle	2	14.3	11	78.6	1	7.1	**14**	**100.0**
Right	752	49.8	648	42.9	109	7.2	**1,509**	**100.0**
Other/Unknown	1	33.3	1	33.3	1	33.3	**3**	**100.0**
Second Seat	***249***	***34.7***	***400***	***55.8***	***68***	***9.5***	***717***	***100.0***
Left	111	37.5	161	54.4	24	8.1	**296**	**100.0**
Middle	22	21.6	69	67.6	11	10.8	**102**	**100.0**
Right	115	38.2	157	52.2	29	9.6	**301**	**100.0**
Other/Unknown	1	5.6	13	72.2	4	22.2	**18**	**100.0**
Other	***38***	***20.7***	***132***	***71.7***	***14***	***7.6***	***184***	***100.0***
Unknown	***5***	***5.0***	***53***	***52.5***	***43***	***42.6***	***101***	***100.0***
Total	**4,302**	**42.2**	**5,047**	**49.5**	**839**	**8.2**	**10,188**	**100.0**

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

Table 89

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

Restraint Use and Type of Restraint	Vehicle Type			
	Passenger Car		Light Truck	
	Number	Percent	Number	Percent
Restraint Used				
Lap/Shoulder Belt	1,784	13.4	1,565	15.4
Lap Belt	31	0.2	31	0.3
Shoulder Belt	18	0.1	4	0.0
Child Safety Seat	94	0.7	59	0.6
Type Unknown	22	0.2	15	0.1
Restraint Used, Airbag Deployed	5,096	38.1	2,586	25.4
Seat Belt Used Improperly	21	0.2	25	0.2
Child Safety Seat Used Improperly	20	0.1	17	0.2
Subtotal	*7,086*	*53.0*	*4,302*	*42.2*
No Restraint Used	1,754	13.1	2,913	28.6
No Restraint Used, Airbag Deployed	3,275	24.5	2,134	20.9
Restraint Use Unknown	1,248	9.3	839	8.2
Total	**13,363**	**100.0**	**10,188**	**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	2,335	41.6	3,274	58.4	**5,609**	**100.0**
Light Truck						
Pickup	1,439	55.8	1,142	44.2	**2,581**	**100.0**
Utility	1,594	62.5	957	37.5	**2,551**	**100.0**
Van	208	47.0	235	53.0	**443**	**100.0**
Other	21	63.6	12	36.4	**33**	**100.0**
Total	**5,597**	**49.9**	**5,620**	**50.1**	**11,217**	**100.0**
Multiple-Vehicle Crashes						
Passenger Car	531	6.8	7,223	93.2	**7,754**	**100.0**
Light Truck						
Pickup	398	22.4	1,377	77.6	**1,775**	**100.0**
Utility	523	25.5	1,524	74.5	**2,047**	**100.0**
Van	117	16.1	608	83.9	**725**	**100.0**
Other	4	12.1	29	87.9	**33**	**100.0**
Total	**1,573**	**12.8**	**10,761**	**87.2**	**12,334**	**100.0**
All Crashes						
Passenger Car	2,866	21.4	10,497	78.6	**13,363**	**100.0**
Light Truck						
Pickup	1,837	42.2	2,519	57.8	**4,356**	**100.0**
Utility	2,117	46.0	2,481	54.0	**4,598**	**100.0**
Van	325	27.8	843	72.2	**1,168**	**100.0**
Other	25	37.9	41	62.1	**66**	**100.0**
Total	**7,170**	**30.4**	**16,381**	**69.6**	**23,551**	**100.0**

Table 91

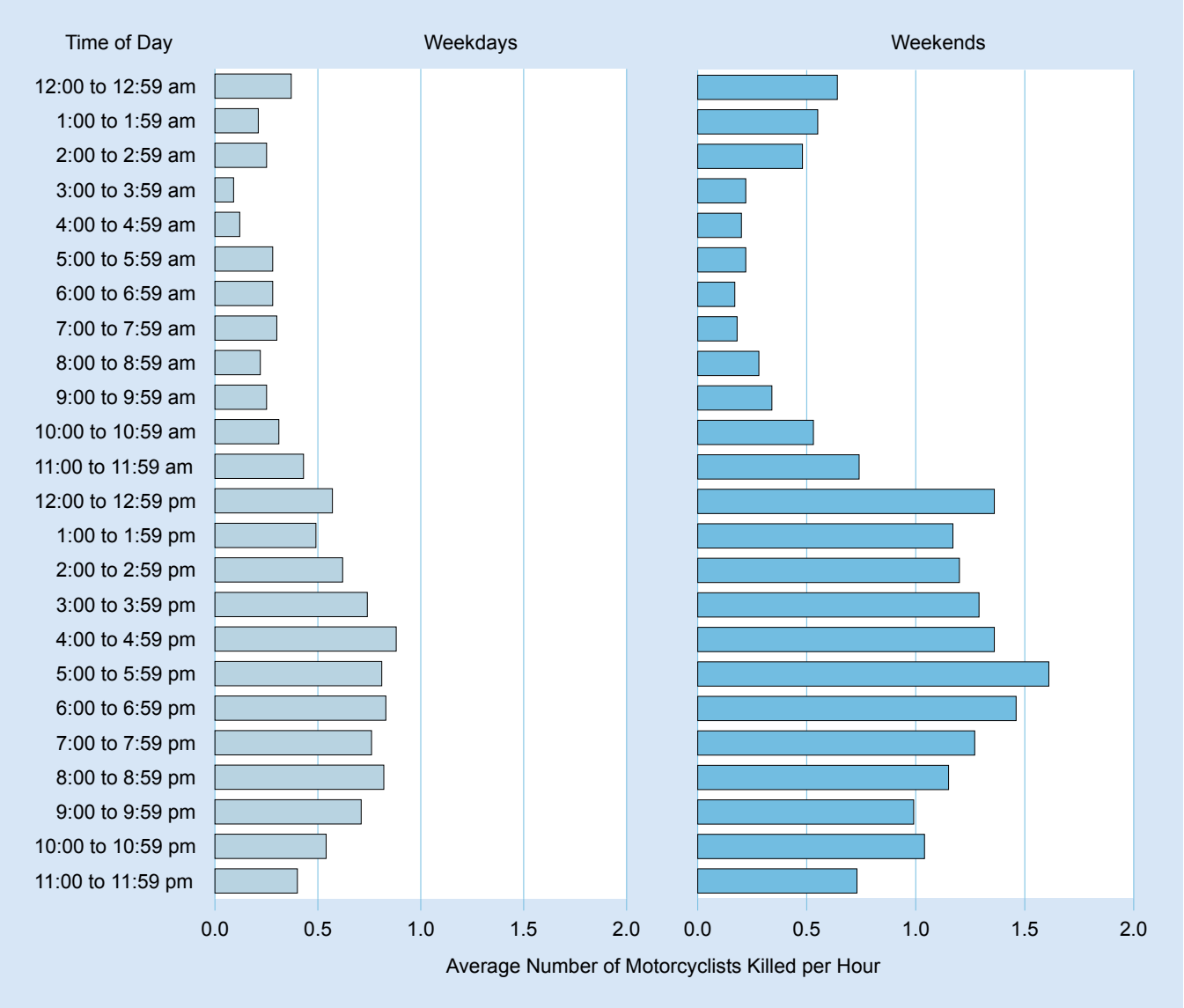
Motorcyclists Killed, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Midnight to 3 am	173	6.5	264	10.6	**437**	**8.4**
3 am to 6 am	100	3.7	100	4.0	**200**	**3.9**
6 am to 9 am	210	7.9	66	2.6	**276**	**5.3**
9 am to Noon	257	9.6	170	6.8	**427**	**8.3**
Noon to 3 pm	435	16.3	392	15.7	**827**	**16.0**
3 pm to 6 pm	632	23.6	447	17.9	**1,079**	**20.9**
6 pm to 9 pm	500	18.7	609	24.4	**1,109**	**21.4**
9 pm to Midnight	344	12.9	434	17.4	**778**	**15.0**
Unknown	22	0.8	10	0.4	**39**	**0.8**
Total	**2,673**	**100.0**	**2,492**	**100.0**	***5,172**	**100.0**

*Includes 7 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	2,961	60.6	1,787	36.6	137	2.8	**4,885**	**100.0**
Passengers	111	38.7	163	56.8	13	4.5	**287**	**100.0**
Total	**3,072**	**59.4**	**1,950**	**37.7**	**150**	**2.9**	**5,172**	**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	6	3	1	1	0	**11**
16-20	28	12	92	163	4	**299**
21-24	27	4	156	308	1	**496**
25-34	67	14	417	709	9	**1,216**
35-44	43	8	263	570	6	**890**
45-54	35	13	217	717	9	**991**
55-64	22	11	126	776	7	**942**
65-74	7	4	22	334	1	**368**
>74	0	2	9	84	3	**98**
Unknown	0	0	0	1	4	**5**
Total	**235**	**71**	**1,303**	**3,663**	**44**	**5,316**

Table 94

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

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

Table 95

Persons Killed in School Bus Related Crashes, by Person Type

Person Type	Number	Percent
School Bus Driver	8	8.4
School Bus Passenger	4	4.2
Pedestrian	10	10.5
Pedalcyclist	2	2.1
Occupant of Other Vehicle	70	73.7
Other Nonoccupant	1	1.1
Total	**95**	**100.0**

Table 96
Pedestrians Killed, by Age and Location

Age (Years)	Location						Total	
	At Intersection		Not At Intersection		Other*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	9	11.1	52	64.2	20	24.7	**81**	**100.0**
5-9	8	17.0	34	72.3	4	8.5	**47**	**100.0**
10-15	26	22.0	76	64.4	15	12.7	**118**	**100.0**
16-20	38	13.4	217	76.4	24	8.5	**284**	**100.0**
21-24	33	10.5	254	80.9	22	7.0	**314**	**100.0**
25-34	103	11.6	695	78.1	72	8.1	**890**	**100.0**
35-44	110	13.1	645	76.8	72	8.6	**840**	**100.0**
45-54	174	16.6	774	73.9	83	7.9	**1,048**	**100.0**
55-64	220	19.7	768	68.8	112	10.0	**1,116**	**100.0**
65-74	153	25.6	392	65.7	48	8.0	**597**	**100.0**
>74	189	33.3	318	56.0	51	9.0	**568**	**100.0**
Unknown	10	13.5	54	73.0	5	6.8	**74**	**100.0**
Total	**1,073**	**18.0**	**4,279**	**71.6**	**528**	**8.8**	****5,977**	**100.0**

*"Other" locations include sidewalk, bicycle lane, median/crossing island, parking lane/zone, shoulder/roadside, driveway access, shared-use path, and non-traffic area—which may or may not have been at an intersection but were not distinguished in the data collected. Thus, "At Intersection" and "Not At Intersection" do not include those in the "Other" location category that were at or not at intersections.

**Includes 97 pedestrians killed at unknown locations.

Table 97
Pedestrians Killed and Fatality 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	47	10,196	0.46	34	9,743	0.35	**81**	**19,939**	**0.41**
5-9	27	10,368	0.26	20	9,936	0.20	**47**	**20,304**	**0.23**
10-15	74	12,704	0.58	44	12,189	0.36	**118**	**24,893**	**0.47**
16-20	201	10,889	1.85	83	10,405	0.80	**284**	**21,294**	**1.33**
21-24	232	9,162	2.53	82	8,680	0.94	**314**	**17,842**	**1.76**
25-34	652	22,991	2.84	236	22,351	1.06	**890**	**45,343**	**1.96**
35-44	582	20,369	2.86	258	20,506	1.26	**840**	**40,875**	**2.06**
45-54	748	20,906	3.58	299	21,469	1.39	**1,048**	**42,375**	**2.47**
55-64	819	20,258	4.04	295	21,738	1.36	**1,116**	**41,996**	**2.66**
65-74	394	13,877	2.84	203	15,806	1.28	**597**	**29,683**	**2.01**
>74	362	8,688	4.17	206	12,488	1.65	**568**	**21,175**	**2.68**
Unknown	39	*	*	9	*	*	**74**	*	*
Total	**4,177**	**160,408**	**2.60**	**1,769**	**165,311**	**1.07**	****5,977**	**325,719**	**1.84**

*Not applicable.

**Includes 31 pedestrian fatalities of unknown sex.

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

Source: Population—U.S. Bureau of the Census.

Table 98

Pedestrians Killed, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Midnight to 3 am	274	7.9	443	17.7	**717**	**12.0**
3 am to 6 am	310	8.9	283	11.3	**593**	**9.9**
6 am to 9 am	441	12.7	92	3.7	**533**	**8.9**
9 am to Noon	221	6.4	61	2.4	**282**	**4.7**
Noon to 3 pm	237	6.8	72	2.9	**309**	**5.2**
3 pm to 6 pm	411	11.8	118	4.7	**529**	**8.9**
6 pm to 9 pm	866	24.9	678	27.2	**1,544**	**25.8**
9 pm to Midnight	700	20.2	743	29.8	**1,443**	**24.1**
Unknown	12	0.3	7	0.3	**27**	**0.5**
Total	**3,472**	**100.0**	**2,497**	**100.0**	***5,977**	**100.0**

*Includes 8 pedestrians killed at unknown time of day and day of week.

Table 99

Pedestrians Killed 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
Passenger Car	2,009	89.6	65	2.9	40	1.8	16	0.7	113	5.0	**2,243**	**100.0**
Light Truck	2,029	88.6	58	2.5	43	1.9	31	1.4	130	5.7	**2,291**	**100.0**
Large Truck	206	71.0	20	6.9	7	2.4	23	7.9	34	11.7	**290**	**100.0**
Bus	25	75.8	2	6.1	0	0.0	0	0.0	6	18.2	**33**	**100.0**
Other/Unknown	260	51.4	7	1.4	5	1.0	0	0.0	234	46.2	**506**	**100.0**
Total	**4,529**	**84.4**	**152**	**2.8**	**95**	**1.8**	**70**	**1.3**	**517**	**9.6**	**5,363**	**100.0**

Figure 27

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

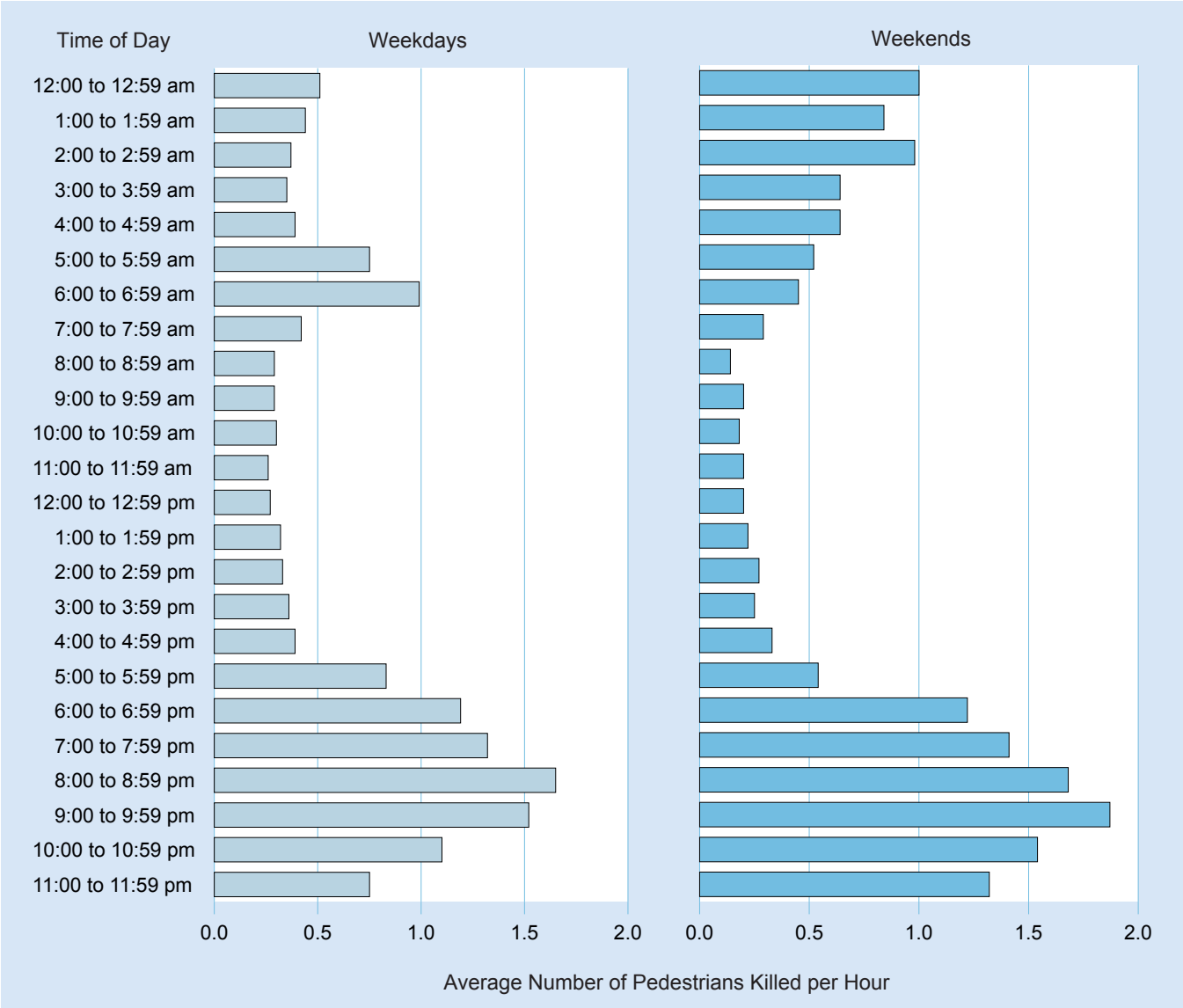


Table 100

Pedestrians Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	1,788	29.9
Improper crossing of roadway or intersection	1,268	21.2
In roadway improperly (standing, lying, working, playing)	894	15.0
Not visible (dark clothing, no ighting, etc.)	878	14.7
Under the influence of alcohol, drugs, or medication	675	11.3
Darting or running into road	592	9.9
Failure to obey traffic signs, signals, or officer	266	4.5
Inattentive (talking, eating, etc.)	144	2.4
Physical impairment	135	2.3
Wrong-way walking	92	1.5
Traveling on prohibited trafficways	70	1.2
Emotional (e.g. depression, angry, disturbed)	47	0.8
Entering/exiting parked or stopped vehicle	30	0.5
Vision obscured (by rain, snow, parked vehicle, sign, etc.)	23	0.4
Ill, blackout	13	0.2
Portable electronics	7	0.1
Nonmotorist pushing vehicle	6	0.1
Asleep or fatigued	5	0.1
Other factors	173	2.9
None reported	636	10.6
Unknown	996	16.7
Total Pedestrians	**5,977**	**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, by Age and Location

Age (Years)	Location						Total	
	At Intersection		Not At Intersection		Other*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	0	0.0	3	100.0	0	0.0	**3**	**100.0**
5-9	8	53.3	6	40.0	1	6.7	**15**	**100.0**
10-15	15	34.9	24	55.8	3	7.0	**43**	**100.0**
16-20	11	23.9	28	60.9	5	10.9	**46**	**100.0**
21-24	6	22.2	21	77.8	0	0.0	**27**	**100.0**
25-34	31	34.1	52	57.1	7	7.7	**91**	**100.0**
35-44	19	23.8	53	66.3	7	8.8	**80**	**100.0**
45-54	38	23.0	107	64.8	16	9.7	**165**	**100.0**
55-64	37	22.2	108	64.7	20	12.0	**167**	**100.0**
65-74	20	22.2	51	56.7	17	18.9	**90**	**100.0**
>74	23	46.9	23	46.9	3	6.1	**49**	**100.0**
Unknown	1	14.3	6	85.7	0	0.0	**7**	**100.0**
Total	**209**	**26.7**	**482**	**61.6**	**79**	**10.1**	****783**	**100.0**

*"Other" locations include sidewalk, bicycle lane, median/crossing island, parking lane/zone, shoulder/roadside, driveway access, shared-use path, and non-traffic area—which may or may not have been at an intersection but were not distinguished in the data collected. Thus, "At Intersection" and "Not At Intersection" do not include those in the "Other" location category that were at or not at intersections.

**Includes 13 pedalcyclists killed at unknown locations.

Table 102
Pedalcyclists Killed and Fatality Rates per 100,000 Population, by Age and Sex

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	1	10,196	0.01	2	9,743	0.02	**3**	**19,939**	**0.02**
5-9	13	10,368	0,13	2	9,936	0.02	**15**	**20,304**	**0.07**
10-15	36	12,704	0.28	7	12,189	0.06	**43**	**24,893**	**0.17**
16-20	43	10,889	0.39	3	10,405	0.03	**46**	**21,294**	**0.22**
21-24	21	9,162	0.23	6	8,680	0.07	**27**	**17,842**	**0.15**
25-34	77	22,991	0.33	14	22,351	0.06	**91**	**45,343**	**0.20**
35-44	70	20,369	0.34	10	20,506	0.05	**80**	**40,875**	**0.20**
45-54	145	20,906	0.69	20	21,469	0.09	**165**	**42,375**	**0.39**
55-64	152	20,258	0.75	14	21,738	0.06	**167**	**41,996**	**0.40**
65-74	86	13,877	0.62	4	15,806	0.03	**90**	**29,683**	**0.30**
>74	44	8,688	0.51	5	12,488	0.04	**49**	**21,175**	**0.23**
Unknown	5	*	*	0	*	*	**7**	*	*
Total	**693**	**160,408**	**0.43**	**87**	**165,311**	**0.05**	****783**	**325,719**	**0.24**

*Not applicable.

**Includes 3 pedalcyclists killed of unknown sex.

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

Source: Population—U.S. Bureau of the Census.

Table 103
Pedalcyclists Killed, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Midnight to 3 am	36	6.9	26	10.1	**62**	**7.9**
3 am to 6 am	32	6.1	17	6.6	**49**	**6.3**
6 am to 9 am	66	12.6	19	7.4	**85**	**10.9**
9 am to Noon	52	9.9	19	7.4	**71**	**9.1**
Noon to 3 pm	71	13.5	22	8.6	**93**	**11.9**
3 pm to 6 pm	92	17.5	32	12.5	**124**	**15.8**
6 pm to 9 pm	106	20.2	55	21.4	**161**	**20.6**
9 pm to Midnight	67	12.8	63	24.5	**130**	**16.6**
Unknown	3	0.6	4	1.6	**8**	**1.0**
Total	**525**	**100.0**	**257**	**100.0**	***783**	**100.0**

*Includes 1 pedalcyclist killed on unknown day of week.

Table 104
Pedalcyclists Killed 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
Passenger Car	249	88.3	11	3.9	7	2.5	3	1.1	12	4.3	**282**	**100.0**
Light Truck	288	87.8	23	7.0	7	2.1	3	0.9	7	2.1	**328**	**100.0**
Large Truck	36	48.0	21	28.0	3	4.0	7	9.3	8	10.7	**75**	**100.0**
Bus	4	40.0	4	40.0	1	10.0	1	10.0	0	0.0	**10**	**100.0**
Other/Unknown	37	63.8	2	3.4	0	0.0	0	0.0	19	32.8	**58**	**100.0**
Total	**614**	**81.5**	**61**	**8.1**	**18**	**2.4**	**14**	**1.9**	**46**	**6.1**	**753**	**100.0**

Table 105

Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	199	25.4
Not visible (dark clothing, no lighting, etc.)	96	12.3
Failure to obey traffic signs, signals, or officer	74	9.5
Under the influence of alcohol, drugs, or medication	46	5.9
Improper crossing of roadway or intersection	43	5.5
Making improper turn	37	4.7
Wrong-way riding	37	4.7
Operating without required equipment	29	3.7
Failure to keep in proper lane or running off road	19	2.4
Inattentive (talking, eating, etc.)	19	2.4
Failing to have lights on when required	16	2.0
Riding on wrong side of the road	16	2.0
Making improper entry or exit from trafficway	12	1.5
Darting or running into road	10	1.3
Improper or erratic lane changing	9	1.1
Physical impairment	8	1.0
Vision obscured (reflected glare, parked vehicle, sign, etc.)	8	1.0
Traveling on prohibited trafficways	6	0.8
Erratic, reckless, careless, or negligent operation	5	0.6
In roadway improperly (standing, lying, working, playing)	4	0.5
Ill, blackout	3	0.4
Improper passing	3	0.4
Passing with insufficient distance	2	0.3
Emotional (e.g., depression, angry, disturbed)	1	0.1
Portable electronics	1	0.1
Other factors	27	3.4
None reported	127	16.2
Unknown	182	23.2
Total Pedalcyclists	**783**	**100.0**

Notes: The sums of the numbers and percentages are 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 page describe the States' occupant restraint and motorcycle helmet laws. Below are some of the State statistics you will find in this chapter:

- Traffic fatalities decreased by 2 percent from 2016 to 2017 for the Nation as a whole. Twenty-seven States showed decreases, ranging from 1 percent to as much as 25 percent.
- The pedestrian fatality rate per 100,000 population was 1.84 for the Nation. New Mexico had the highest rate (3.54), and North Dakota had the lowest rate (0.66).
- About 2.1 percent of all traffic crash fatalities in 2017 were pedalcyclists. South Dakota, Vermont, and Wyoming reported no pedalcyclists killed.
- In 2017, 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 17 States, the District of Columbia, and Puerto Rico in 2017. 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 2017, 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

2017 Traffic Fatalities by State and Percent Change from 2016

State	Fatalities			State	Fatalities		
	2016	2017	Percent Change		2016	2017	Percent Change
AL	1,083	948	-12	NE	218	228	+5
AK	84	79	-6	NV	329	309	-6
AZ	952	1,000	+5	NH	136	102	-25
AR	561	493	-12	NJ	602	624	+4
CA	3,837	3,602	-6	NM	405	379	-6
CO	608	648	+7	NY	1,041	999	-4
CT	304	278	-9	NC	1,450	1,412	-3
DE	119	119	0	ND	113	115	+2
DC	27	31	+15	OH	1,132	1,179	+4
FL	3,176	3,112	-2	OK	687	655	-5
GA	1,556	1,540	-1	OR	498	437	-12
HI	120	107	-11	PA	1,188	1,137	-4
ID	253	244	-4	RI	51	83	+63
IL	1,078	1,097	+2	SC	1,020	988	-3
IN	829	914	+10	SD	116	129	+11
IA	402	330	-18	TN	1,037	1,040	+0
KS	429	461	+7	TX	3,797	3,722	-2
KY	834	782	-6	UT	281	273	-3
LA	757	760	+0	VT	62	69	+11
ME	160	172	+8	VA	760	839	+10
MD	522	550	+5	WA	536	565	+5
MA	387	350	-10	WV	269	303	+13
MI	1,065	1,030	-3	WI	607	613	+1
MN	392	357	-9	WY	112	123	+10
MS	687	690	+0	**USA**	**37,806**	**37,133**	**-2**
MO	947	930	-2				
MT	190	186	-2	PR	279	290	+4

Figure 28
2017 Traffic Fatalities by State and Percent Change from 2016

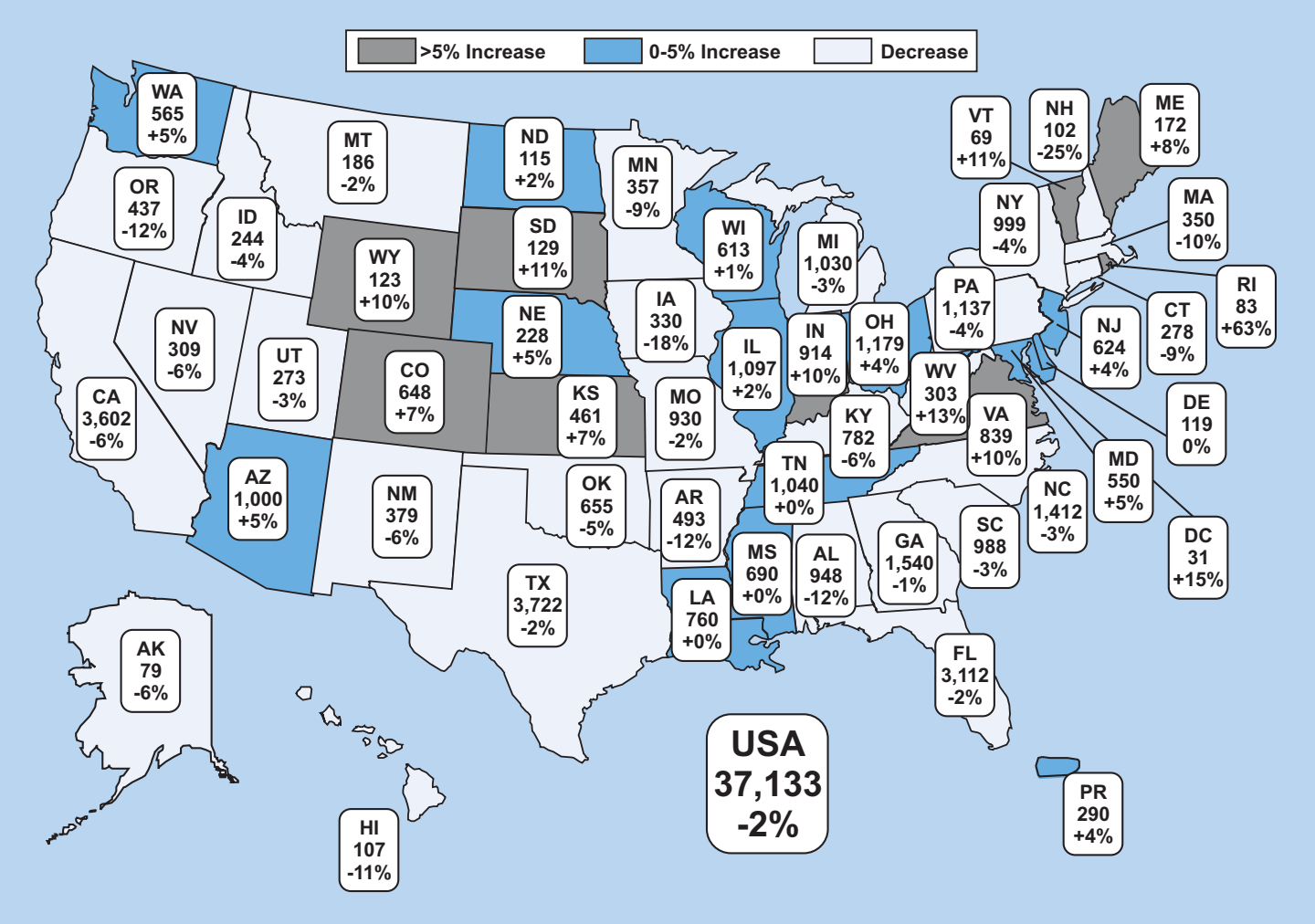


Table 107
Fatal Crashes, by State and First Harmful Event

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	304	35.2	114	13.2	343	39.7	19	2.2	79	9.1	5	0.6	**864**	**100.0**
AK	23	30.7	17	22.7	22	29.3	3	4.0	7	9.3	2	2.7	**75**	**100.0**
AZ	334	36.3	245	26.7	178	19.4	17	1.8	110	12.0	19	2.1	**919**	**100.0**
AR	172	37.6	45	9.8	177	38.7	12	2.6	46	10.1	5	1.1	**457**	**100.0**
CA	1,147	34.7	942	28.5	854	25.8	119	3.6	218	6.6	24	0.7	**3,304**	**100.0**
CO	240	40.0	104	17.3	153	25.5	16	2.7	82	13.7	5	0.8	**600**	**100.0**
CT	95	36.5	45	17.3	95	36.5	9	3.5	8	3.1	8	3.1	**260**	**100.0**
DE	49	43.8	36	32.1	21	18.8	2	1.8	4	3.6	0	0.0	**112**	**100.0**
DC	7	24.1	12	41.4	9	31.0	1	3.4	0	0.0	0	0.0	**29**	**100.0**
FL	1,229	42.1	760	26.0	659	22.6	52	1.8	185	6.3	37	1.3	**2,922**	**100.0**
GA	603	41.9	259	18.0	442	30.7	22	1.5	104	7.2	10	0.7	**1,440**	**100.0**
HI	35	36.5	21	21.9	29	30.2	7	7.3	3	3.1	1	1.0	**96**	**100.0**
ID	84	37.7	17	7.6	57	25.6	9	4.0	54	24.2	2	0.9	**223**	**100.0**
IL	423	42.1	171	17.0	309	30.7	30	3.0	55	5.5	16	1.6	**1,005**	**100.0**
IN	373	44.6	106	12.7	269	32.2	29	3.5	46	5.5	13	1.6	**836**	**100.0**
IA	129	42.9	27	9.0	56	18.6	12	4.0	71	23.6	6	2.0	**301**	**100.0**
KS	171	42.0	37	9.1	123	30.2	13	3.2	60	14.7	2	0.5	**407**	**100.0**
KY	305	42.3	86	11.9	258	35.8	16	2.2	51	7.1	5	0.7	**721**	**100.0**
LA	259	37.2	124	17.8	236	33.9	23	3.3	48	6.9	6	0.9	**696**	**100.0**
ME	71	43.6	18	11.0	58	35.6	5	3.1	10	6.1	1	0.6	**163**	**100.0**
MD	202	39.5	115	22.5	159	31.1	17	3.3	14	2.7	4	0.8	**511**	**100.0**
MA	98	29.2	79	23.5	139	41.4	9	2.7	10	3.0	1	0.3	**336**	**100.0**
MI	418	44.5	169	18.0	233	24.8	42	4.5	63	6.7	14	1.5	**939**	**100.0**
MN	159	46.8	45	13.2	81	23.8	11	3.2	39	11.5	5	1.5	**340**	**100.0**
MS	259	42.2	73	11.9	215	35.0	9	1.5	55	9.0	3	0.5	**614**	**100.0**
MO	339	39.3	97	11.2	309	35.8	25	2.9	81	9.4	12	1.4	**863**	**100.0**
MT	56	33.1	13	7.7	50	29.6	5	3.0	42	24.9	3	1.8	**169**	**100.0**
NE	85	40.5	22	10.5	60	28.6	9	4.3	31	14.8	3	1.4	**210**	**100.0**
NV	107	36.9	95	32.8	49	16.9	3	1.0	35	12.1	1	0.3	**290**	**100.0**
NH	35	35.7	12	12.2	42	42.9	4	4.1	3	3.1	2	2.0	**98**	**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	190	32.1	188	31.8	177	29.9	21	3.6	13	2.2	2	0.3	**591**	**100.0**
NM	127	37.4	76	22.4	57	16.8	12	3.5	61	17.9	7	2.1	**340**	**100.0**
NY	330	35.4	281	30.1	252	27.0	30	3.2	22	2.4	18	1.9	**933**	**100.0**
NC	538	41.2	218	16.7	461	35.3	15	1.1	60	4.6	14	1.1	**1,306**	**100.0**
ND	40	38.1	7	6.7	24	22.9	5	4.8	23	21.9	6	5.7	**105**	**100.0**
OH	445	40.7	146	13.3	404	36.9	52	4.8	36	3.3	11	1.0	**1,094**	**100.0**
OK	250	40.9	82	13.4	191	31.3	16	2.6	68	11.1	4	0.7	**611**	**100.0**
OR	148	37.0	78	19.5	113	28.3	8	2.0	50	12.5	3	0.8	**400**	**100.0**
PA	430	39.7	153	14.1	382	35.3	50	4.6	54	5.0	14	1.3	**1,083**	**100.0**
RI	21	27.6	22	28.9	31	40.8	1	1.3	1	1.3	0	0.0	**76**	**100.0**
SC	332	35.9	170	18.4	312	33.8	24	2.6	83	9.0	3	0.3	**924**	**100.0**
SD	41	36.9	10	9.0	19	17.1	3	2.7	38	34.2	0	0.0	**111**	**100.0**
TN	369	38.5	129	13.5	359	37.4	16	1.7	78	8.1	8	0.8	**959**	**100.0**
TX	1,375	41.1	611	18.3	892	26.7	110	3.3	322	9.6	33	1.0	**3,343**	**100.0**
UT	97	39.3	45	18.2	60	24.3	6	2.4	34	13.8	5	2.0	**247**	**100.0**
VT	24	38.1	8	12.7	26	41.3	1	1.6	3	4.8	1	1.6	**63**	**100.0**
VA	286	36.5	115	14.7	312	39.8	24	3.1	40	5.1	6	0.8	**783**	**100.0**
WA	196	36.6	118	22.0	144	26.9	23	4.3	47	8.8	8	1.5	**536**	**100.0**
WV	86	30.7	31	11.1	125	44.6	5	1.8	29	10.4	4	1.4	**280**	**100.0**
WI	246	44.2	62	11.1	174	31.2	23	4.1	41	7.4	11	2.0	**557**	**100.0**
WY	34	32.4	4	3.8	30	28.6	3	2.9	33	31.4	1	1.0	**105**	**100.0**
USA	**13,416**	**39.2**	**6,460**	**18.9**	**10,230**	**29.9**	**998**	**2.9**	**2,750**	**8.0**	**374**	**1.1**	***34,247**	**100.0**
PR	95	33.8	101	35.9	65	23.1	6	2.1	7	2.5	7	2.5	**281**	**100.0**

*Total includes 19 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	61	50	4	228	206	220	95	0	**864**
AK	19	7	0	17	10	12	9	1	**75**
AZ	72	60	45	320	186	128	104	4	**919**
AR	33	46	4	127	93	110	44	0	**457**
CA	135	296	459	972	685	480	271	6	**3,304**
CO	41	51	24	220	117	81	64	2	**600**
CT	1	32	22	50	84	38	31	2	**260**
DE	0	5	5	31	21	31	18	1	**112**
DC	0	0	0	0	0	1	28	0	**29**
FL	97	156	84	876	458	309	258	684	**2,922**
GA	57	148	22	377	375	270	190	1	**1,440**
HI	0	4	0	56	28	2	6	0	**96**
ID	26	11	3	81	20	12	6	64	**223**
IL	53	87	10	277	257	217	98	6	**1,005**
IN	48	28	13	240	188	186	131	2	**836**
IA	23	4	0	86	52	81	55	0	**301**
KS	22	25	10	153	43	36	117	1	**407**
KY	38	32	11	159	153	204	123	1	**721**
LA	40	65	9	146	150	165	119	2	**696**
ME	7	5	1	37	33	51	27	2	**163**
MD	10	48	30	178	95	88	54	8	**511**
MA	2	43	13	103	87	37	51	0	**336**
MI	10	66	40	253	234	199	133	4	**939**
MN	12	19	4	89	111	67	37	1	**340**
MS	34	32	4	181	145	161	57	0	**614**
MO	41	98	53	179	188	193	111	0	**863**
MT	36	0	1	52	14	36	30	0	**169**
NE	13	7	4	64	42	33	47	0	**210**
NV	16	22	6	99	87	23	31	6	**290**
NH	4	9	0	32	8	22	23	0	**98**

Table 108

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

State	Roadway Function Class								Total Fatal Crashes
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	8	59	54	193	121	72	74	10	**591**
NM	45	21	1	141	42	51	34	5	**340**
NY	45	22	27	267	102	63	407	0	**933**
NC	78	59	17	688	35	34	395	0	**1,306**
ND	6	2	2	38	8	16	30	3	**105**
OH	27	83	49	206	222	333	169	5	**1,094**
OK	38	36	9	151	121	168	88	0	**611**
OR	24	13	1	152	94	94	22	0	**400**
PA	75	45	40	304	217	198	202	2	**1,083**
RI	2	11	7	24	8	1	22	1	**76**
SC	69	29	23	296	387	44	76	0	**924**
SD	11	4	6	26	20	27	17	0	**111**
TN	57	83	11	279	208	197	122	2	**959**
TX	176	402	260	982	652	600	261	10	**3,343**
UT	20	22	1	97	40	37	27	3	**247**
VT	8	1	2	10	14	16	12	0	**63**
VA	42	59	17	191	205	183	75	11	**783**
WA	28	52	7	167	103	123	46	10	**536**
WV	11	17	1	82	52	85	29	3	**280**
WI	20	19	3	174	124	129	86	2	**557**
WY	22	7	0	35	9	10	22	0	**105**
USA	**1,763**	**2,502**	**1,419**	**10,186**	**6,954**	**5,974**	**4,584**	**865**	**34,247**
PR	30	17	5	81	72	61	15	0	**281**

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	69	54	4	256	219	246	100	0	**948**
AK	20	8	0	18	10	12	10	1	**79**
AZ	78	66	48	350	203	142	108	5	**1,000**
AR	40	50	4	139	100	113	47	0	**493**
CA	154	334	508	1,045	742	522	291	6	**3,602**
CO	43	60	24	238	128	86	67	2	**648**
CT	1	34	24	56	90	39	32	2	**278**
DE	0	6	5	31	23	33	19	2	**119**
DC	0	0	0	0	0	1	30	0	**31**
FL	108	176	89	959	473	332	268	707	**3,112**
GA	61	164	22	406	399	291	196	1	**1,540**
HI	0	4	0	64	28	5	6	0	**107**
ID	27	12	4	89	21	12	8	71	**244**
IL	61	100	11	295	284	231	109	6	**1,097**
IN	52	34	16	258	212	200	140	2	**914**
IA	23	4	0	96	57	87	63	0	**330**
KS	31	28	12	176	48	38	127	1	**461**
KY	45	32	14	173	167	221	129	1	**782**
LA	49	67	9	153	173	184	123	2	**760**
ME	7	6	1	42	35	52	27	2	**172**
MD	10	52	35	190	102	99	54	8	**550**
MA	2	45	13	106	90	38	56	0	**350**
MI	10	78	49	279	248	215	147	4	**1,030**
MN	13	20	4	100	112	67	40	1	**357**
MS	40	37	4	213	164	170	62	0	**690**
MO	43	109	55	189	202	217	115	0	**930**
MT	42	0	1	60	14	37	32	0	**186**
NE	15	9	4	71	44	35	50	0	**228**
NV	16	24	6	105	95	24	33	6	**309**
NH	4	9	0	34	8	23	24	0	**102**

Table 109

Fatalities, by State and Roadway Function Class (Continued)

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	8	61	57	202	131	76	79	10	**624**
NM	56	23	1	156	47	54	37	5	**379**
NY	53	22	32	280	112	65	435	0	**999**
NC	90	66	19	746	37	35	419	0	**1,412**
ND	7	2	2	43	8	18	32	3	**115**
OH	31	87	49	232	240	355	180	5	**1,179**
OK	41	40	9	161	132	183	89	0	**655**
OR	25	13	1	173	100	102	23	0	**437**
PA	80	46	43	322	229	204	211	2	**1,137**
RI	3	12	8	26	8	1	24	1	**83**
SC	76	30	26	320	413	45	78	0	**988**
SD	14	4	6	30	25	33	17	0	**129**
TN	65	92	11	302	231	209	128	2	**1,040**
TX	210	436	293	1,101	730	665	274	13	**3,722**
UT	23	22	1	107	47	43	27	3	**273**
VT	8	1	3	11	18	16	12	0	**69**
VA	52	64	17	201	218	195	79	13	**839**
WA	29	54	8	174	110	128	49	13	**565**
WV	12	18	2	95	55	89	29	3	**303**
WI	24	20	4	188	133	146	96	2	**613**
WY	24	7	0	41	13	14	24	0	**123**
USA	**1,995**	**2,742**	**1,558**	**11,102**	**7,528**	**6,448**	**4,855**	**905**	**37,133**
PR	30	17	5	85	77	61	15	0	**290**

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	3,954	23.97	5,056	18.75	4,875	19.45	**948**
AK	535	14.78	805	9.82	740	10.68	**79**
AZ	5,165	19.36	5,964	16.77	7,016	14.25	**1,000**
AR	2,417	20.39	2,834	17.40	3,004	16.41	**493**
CA	26,777	13.45	30,795	11.70	39,537	9.11	**3,602**
CO	4,156	15.59	5,260	12.32	5,607	11.56	**648**
CT	2,587	10.75	2,826	9.84	3,588	7.75	**278**
DE	771	15.44	971	12.26	962	12.37	**119**
DC	521	5.95	346	8.96	694	4.47	**31**
FL	15,076	20.64	16,959	18.35	20,984	14.83	**3,112**
GA	7,060	21.81	8,442	18.24	10,429	14.77	**1,540**
HI	951	11.25	1,260	8.50	1,428	7.50	**107**
ID	1,190	20.50	1,836	13.29	1,717	14.21	**244**
IL	8,529	12.86	10,891	10.07	12,802	8.57	**1,097**
IN	4,554	20.07	6,170	14.81	6,667	13.71	**914**
IA	2,247	14.69	3,750	8.80	3,146	10.49	**330**
KS	2,030	22.71	2,718	16.96	2,913	15.82	**461**
KY	3,019	25.90	4,293	18.21	4,454	17.56	**782**
LA	3,426	22.19	3,907	19.45	4,684	16.22	**760**
ME	1,033	16.66	1,094	15.72	1,336	12.88	**172**
MD	4,330	12.70	4,358	12.62	6,052	9.09	**550**
MA	4,935	7.09	5,065	6.91	6,860	5.10	**350**
MI	7,096	14.52	8,518	12.09	9,962	10.34	**1,030**
MN	3,395	10.52	5,683	6.28	5,577	6.40	**357**
MS	2,054	33.59	2,057	33.54	2,984	23.12	**690**
MO	4,275	21.76	5,569	16.70	6,114	15.21	**930**
MT	807	23.04	1,864	9.98	1,050	17.71	**186**
NE	1,404	16.23	1,965	11.60	1,920	11.87	**228**
NV	1,918	16.11	2,455	12.58	2,998	10.31	**309**
NH	1,104	9.24	1,319	7.73	1,343	7.60	**102**

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	6,301	9.90	6,058	10.30	9,006	6.93	**624**
NM	1,473	25.73	1,740	21.78	2,088	18.15	**379**
NY	12,185	8.20	10,857	9.20	19,849	5.03	**999**
NC	7,389	19.11	8,071	17.50	10,273	13.74	**1,412**
ND	562	20.47	1,057	10.88	755	15.22	**115**
OH	8,012	14.72	10,809	10.91	11,659	10.11	**1,179**
OK	2,506	26.14	3,744	17.49	3,931	16.66	**655**
OR	2,911	15.01	4,103	10.65	4,143	10.55	**437**
PA	8,965	12.68	10,689	10.64	12,806	8.88	**1,137**
RI	753	11.02	873	9.51	1,060	7.83	**83**
SC	3,811	25.93	4,404	22.43	5,024	19.66	**988**
SD	629	20.52	1,258	10.25	870	14.83	**129**
TN	5,378	19.34	5,800	17.93	6,716	15.49	**1,040**
TX	17,099	21.77	22,131	16.82	28,305	13.15	**3,722**
UT	1,995	13.68	2,356	11.59	3,102	8.80	**273**
VT	560	12.32	622	11.10	624	11.06	**69**
VA	5,926	14.16	7,514	11.17	8,470	9.91	**839**
WA	5,768	9.79	7,256	7.79	7,406	7.63	**565**
WV	1,149	26.38	1,691	17.92	1,816	16.69	**303**
WI	4,235	14.48	5,597	10.95	5,795	10.58	**613**
WY	422	29.11	819	15.01	579	21.23	**123**
USA	**225,346**	**16.48**	**290,387**	**12.79**	**325,719**	**11.40**	**37,133**
PR	—	—	2,647	10.96	3,337	8.69	**290**

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—FHWA and Polk data from R.L. Polk & Co., a foundation of IHS Markit automotive solutions; Population—U.S. 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	581	61.3	158	16.7	79	8.3	119	12.6	7	0.7	4	0.4	**948**	**100.0**
AK	39	49.4	17	21.5	6	7.6	14	17.7	1	1.3	2	2.5	**79**	**100.0**
AZ	376	37.6	176	17.6	163	16.3	216	21.6	32	3.2	37	3.7	**1,000**	**100.0**
AR	301	61.1	81	16.4	65	13.2	42	8.5	3	0.6	1	0.2	**493**	**100.0**
CA	1,448	40.2	598	16.6	529	14.7	858	23.8	124	3.4	45	1.2	**3,602**	**100.0**
CO	319	49.2	118	18.2	103	15.9	92	14.2	16	2.5	0	0.0	**648**	**100.0**
CT	128	46.0	42	15.1	57	20.5	48	17.3	3	1.1	0	0.0	**278**	**100.0**
DE	57	47.9	13	10.9	10	8.4	33	27.7	5	4.2	1	0.8	**119**	**100.0**
DC	8	25.8	6	19.4	4	12.9	11	35.5	2	6.5	0	0.0	**31**	**100.0**
FL	1,300	41.8	407	13.1	590	19.0	654	21.0	125	4.0	36	1.2	**3,112**	**100.0**
GA	872	56.6	254	16.5	139	9.0	253	16.4	15	1.0	7	0.5	**1,540**	**100.0**
HI	39	36.4	22	20.6	25	23.4	14	13.1	6	5.6	1	0.9	**107**	**100.0**
ID	154	63.1	46	18.9	25	10.2	16	6.6	3	1.2	0	0.0	**244**	**100.0**
IL	556	50.7	200	18.2	162	14.8	145	13.2	26	2.4	8	0.7	**1,097**	**100.0**
IN	490	53.6	155	17.0	149	16.3	101	11.1	13	1.4	6	0.7	**914**	**100.0**
IA	197	59.7	54	16.4	48	14.5	23	7.0	5	1.5	3	0.9	**330**	**100.0**
KS	273	59.2	93	20.2	56	12.1	33	7.2	5	1.1	1	0.2	**461**	**100.0**
KY	451	57.7	145	18.5	90	11.5	83	10.6	7	0.9	6	0.8	**782**	**100.0**
LA	395	52.0	129	17.0	96	12.6	111	14.6	22	2.9	7	0.9	**760**	**100.0**
ME	102	59.3	22	12.8	26	15.1	20	11.6	2	1.2	0	0.0	**172**	**100.0**
MD	258	46.9	78	14.2	86	15.6	114	20.7	10	1.8	4	0.7	**550**	**100.0**
MA	175	50.0	39	11.1	51	14.6	74	21.1	11	3.1	0	0.0	**350**	**100.0**
MI	527	51.2	166	16.1	150	14.6	156	15.1	21	2.0	10	1.0	**1,030**	**100.0**
MN	200	56.0	54	15.1	55	15.4	38	10.6	6	1.7	4	1.1	**357**	**100.0**
MS	440	63.8	131	19.0	40	5.8	71	10.3	7	1.0	1	0.1	**690**	**100.0**
MO	518	55.7	179	19.2	121	13.0	96	10.3	9	1.0	7	0.8	**930**	**100.0**
MT	109	58.6	38	20.4	23	12.4	14	7.5	1	0.5	1	0.5	**186**	**100.0**
NE	132	57.9	45	19.7	27	11.8	20	8.8	3	1.3	1	0.4	**228**	**100.0**
NV	108	35.0	40	12.9	54	17.5	91	29.4	9	2.9	7	2.3	**309**	**100.0**
NH	60	58.8	13	12.7	15	14.7	11	10.8	2	2.0	1	1.0	**102**	**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	260	41.7	80	12.8	83	13.3	183	29.3	17	2.7	1	0.2	**624**	**100.0**
NM	164	43.3	82	21.6	53	14.0	74	19.5	2	0.5	4	1.1	**379**	**100.0**
NY	391	39.1	169	16.9	145	14.5	242	24.2	46	4.6	6	0.6	**999**	**100.0**
NC	759	53.8	244	17.3	176	12.5	198	14.0	29	2.1	6	0.4	**1,412**	**100.0**
ND	66	57.4	27	23.5	12	10.4	5	4.3	2	1.7	3	2.6	**115**	**100.0**
OH	623	52.8	226	19.2	157	13.3	142	12.0	19	1.6	12	1.0	**1,179**	**100.0**
OK	351	53.6	122	18.6	93	14.2	78	11.9	6	0.9	5	0.8	**655**	**100.0**
OR	225	51.5	72	16.5	57	13.0	69	15.8	10	2.3	4	0.9	**437**	**100.0**
PA	627	55.1	141	12.4	187	16.4	147	12.9	22	1.9	13	1.1	**1,137**	**100.0**
RI	32	38.6	13	15.7	11	13.3	21	25.3	2	2.4	4	4.8	**83**	**100.0**
SC	526	53.2	142	14.4	145	14.7	154	15.6	18	1.8	3	0.3	**988**	**100.0**
SD	75	58.1	28	21.7	16	12.4	10	7.8	0	0.0	0	0.0	**129**	**100.0**
TN	592	56.9	179	17.2	134	12.9	124	11.9	8	0.8	3	0.3	**1,040**	**100.0**
TX	1,875	50.4	670	18.0	490	13.2	607	16.3	59	1.6	21	0.6	**3,722**	**100.0**
UT	130	47.6	55	20.1	39	14.3	42	15.4	6	2.2	1	0.4	**273**	**100.0**
VT	34	49.3	14	20.3	13	18.8	8	11.6	0	0.0	0	0.0	**69**	**100.0**
VA	481	57.3	116	13.8	117	13.9	111	13.2	12	1.4	2	0.2	**839**	**100.0**
WA	284	50.3	78	13.8	80	14.2	103	18.2	14	2.5	6	1.1	**565**	**100.0**
WV	181	59.7	65	21.5	26	8.6	26	8.6	3	1.0	2	0.7	**303**	**100.0**
WI	363	59.2	106	17.3	77	12.6	56	9.1	7	1.1	4	0.7	**613**	**100.0**
WY	74	60.2	26	21.1	17	13.8	6	4.9	0	0.0	0	0.0	**123**	**100.0**
USA	**18,726**	**50.4**	**6,174**	**16.6**	**5,172**	**13.9**	**5,977**	**16.1**	**783**	**2.1**	**301**	**0.8**	**37,133**	**100.0**
PR	110	37.9	42	14.5	28	9.7	98	33.8	10	3.4	2	0.7	**290**	**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	15	7	17	74	86	174	146	135	138	89	63	4	**948**
AK	1	1	2	2	6	17	13	16	8	6	7	0	**79**
AZ	5	13	17	69	87	172	141	158	150	93	88	7	**1,000**
AR	5	3	8	37	37	77	69	82	80	51	42	2	**493**
CA	34	32	49	282	382	688	480	520	547	298	287	3	**3,602**
CO	3	8	10	66	61	117	82	103	85	61	52	0	**648**
CT	1	1	0	21	24	51	42	39	34	29	36	0	**278**
DE	1	1	1	4	10	18	14	28	18	11	13	0	**119**
DC	0	1	0	1	5	6	5	3	4	4	2	0	**31**
FL	19	17	55	231	264	536	400	447	440	285	345	73	**3,112**
GA	17	16	22	136	130	287	192	238	228	145	128	1	**1,540**
HI	1	0	2	4	6	29	23	9	8	17	7	1	**107**
ID	2	2	11	21	20	44	34	27	27	33	23	0	**244**
IL	12	14	21	92	100	225	134	142	164	90	100	3	**1,097**
IN	12	14	16	78	72	160	115	153	127	78	88	1	**914**
IA	4	3	12	36	23	56	34	48	53	30	31	0	**330**
KS	3	4	12	44	34	79	64	58	72	28	63	0	**461**
KY	14	9	6	72	54	132	105	113	128	62	87	0	**782**
LA	18	6	14	75	72	134	133	102	108	49	47	2	**760**
ME	3	0	2	14	12	27	19	28	19	21	27	0	**172**
MD	4	1	8	45	53	104	83	77	78	39	51	7	**550**
MA	2	1	7	36	26	72	40	56	51	28	31	0	**350**
MI	13	7	19	73	99	197	128	147	145	87	115	0	**1,030**
MN	4	1	4	27	29	56	48	48	61	33	46	0	**357**
MS	10	5	10	69	44	119	101	108	108	64	51	1	**690**
MO	15	10	17	101	83	163	132	113	133	76	86	1	**930**
MT	3	2	6	18	14	44	29	17	27	15	11	0	**186**
NE	1	2	8	30	27	35	28	28	35	17	17	0	**228**
NV	2	1	11	16	27	58	27	51	52	30	31	3	**309**
NH	0	0	2	14	13	10	10	16	14	15	8	0	**102**

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	1	3	9	32	32	124	81	89	103	62	87	1	**624**
NM	4	4	7	27	34	83	53	56	52	26	30	3	**379**
NY	12	9	15	80	73	183	103	135	119	117	150	3	**999**
NC	18	15	33	108	125	245	196	201	216	127	128	0	**1,412**
ND	1	2	1	12	11	30	15	13	12	8	10	0	**115**
OH	17	12	20	120	112	203	172	165	138	108	112	0	**1,179**
OK	8	5	16	71	48	117	101	80	94	63	52	0	**655**
OR	6	5	11	25	43	72	67	55	74	42	37	0	**437**
PA	8	11	10	98	108	190	142	165	143	98	161	3	**1,137**
RI	0	1	1	10	11	12	12	9	9	7	11	0	**83**
SC	10	8	8	60	102	197	141	159	140	92	71	0	**988**
SD	2	4	4	6	10	24	19	18	18	11	13	0	**129**
TN	10	5	7	79	91	182	147	145	152	107	113	2	**1,040**
TX	53	32	63	346	381	722	560	531	511	248	260	15	**3,722**
UT	4	3	10	28	14	59	33	33	32	27	30	0	**273**
VT	0	0	0	5	6	12	9	12	9	6	10	0	**69**
VA	8	8	10	56	77	127	96	127	147	96	86	1	**839**
WA	4	2	5	54	45	99	92	72	83	47	60	2	**565**
WV	3	2	5	28	23	44	51	52	36	32	27	0	**303**
WI	2	6	5	60	58	113	78	72	91	52	76	0	**613**
WY	4	0	6	7	8	20	17	24	20	14	3	0	**123**
USA	**399**	**319**	**615**	**3,100**	**3,312**	**6,745**	**5,056**	**5,323**	**5,341**	**3,274**	**3,510**	**139**	**37,133**
PR	3	2	3	23	21	35	30	44	38	43	33	15	**290**

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	395	48.2	316	38.6	20	2.4	0	0.0	9	1.1	0	0.0	*740*	*90.4*	*79*	*9.6*	**819**	**100.0**
AK	22	35.5	26	41.9	0	0.0	0	0.0	8	12.9	0	0.0	*56*	*90.3*	*6*	*9.7*	**62**	**100.0**
AZ	250	33.9	240	32.5	19	2.6	2	0.3	24	3.3	40	5.4	*575*	*77.9*	*163*	*22.1*	**738**	**100.0**
AR	164	36.7	187	41.8	27	6.0	0	0.0	4	0.9	0	0.0	*382*	*85.5*	*65*	*14.5*	**447**	**100.0**
CA	1,269	49.2	705	27.3	53	2.1	3	0.1	19	0.7	0	0.0	*2,049*	*79.5*	*529*	*20.5*	**2,578**	**100.0**
CO	199	36.9	211	39.1	26	4.8	1	0.2	0	0.0	0	0.0	*437*	*80.9*	*103*	*19.1*	**540**	**100.0**
CT	117	51.5	45	19.8	4	1.8	2	0.9	2	0.9	0	0.0	*170*	*74.9*	*57*	*25.1*	**227**	**100.0**
DE	44	55.0	25	31.3	0	0.0	0	0.0	1	1.3	0	0.0	*70*	*87.5*	*10*	*12.5*	**80**	**100.0**
DC	12	66.7	2	11.1	0	0.0	0	0.0	0	0.0	0	0.0	*14*	*77.8*	*4*	*22.2*	**18**	**100.0**
FL	1,001	43.4	641	27.8	45	2.0	0	0.0	28	1.2	2	0.1	*1,717*	*74.4*	*590*	*25.6*	**2,307**	**100.0**
GA	557	44.0	500	39.5	45	3.6	3	0.2	21	1.7	1	0.1	*1,127*	*89.0*	*139*	*11.0*	**1,266**	**100.0**
HI	34	39.5	25	29.1	0	0.0	0	0.0	1	1.2	1	1.2	*61*	*70.9*	*25*	*29.1*	**86**	**100.0**
ID	67	29.8	111	49.3	13	5.8	0	0.0	8	3.6	1	0.4	*200*	*88.9*	*25*	*11.1*	**225**	**100.0**
IL	434	47.3	286	31.2	17	1.9	1	0.1	17	1.9	1	0.1	*756*	*82.4*	*162*	*17.6*	**918**	**100.0**
IN	355	44.7	258	32.5	17	2.1	1	0.1	13	1.6	1	0.1	*645*	*81.2*	*149*	*18.8*	**794**	**100.0**
IA	109	36.3	113	37.7	18	6.0	2	0.7	10	3.3	0	0.0	*252*	*84.0*	*48*	*16.0*	**300**	**100.0**
KS	157	37.2	187	44.3	13	3.1	0	0.0	7	1.7	2	0.5	*366*	*86.7*	*56*	*13.3*	**422**	**100.0**
KY	326	47.2	249	36.1	10	1.4	0	0.0	15	2.2	0	0.0	*600*	*87.0*	*90*	*13.0*	**690**	**100.0**
LA	254	40.6	234	37.4	30	4.8	0	0.0	11	1.8	0	0.0	*529*	*84.6*	*96*	*15.4*	**625**	**100.0**
ME	63	42.0	51	34.0	5	3.3	0	0.0	5	3.3	0	0.0	*124*	*82.7*	*26*	*17.3*	**150**	**100.0**
MD	213	50.4	108	25.5	10	2.4	0	0.0	2	0.5	4	0.9	*337*	*79.7*	*86*	*20.3*	**423**	**100.0**
MA	121	45.7	86	32.5	5	1.9	0	0.0	0	0.0	2	0.8	*214*	*80.8*	*51*	*19.2*	**265**	**100.0**
MI	387	45.7	273	32.3	13	1.5	0	0.0	23	2.7	0	0.0	*696*	*82.3*	*150*	*17.7*	**846**	**100.0**
MN	124	40.1	111	35.9	6	1.9	1	0.3	12	3.9	0	0.0	*254*	*82.2*	*55*	*17.8*	**309**	**100.0**
MS	309	50.6	235	38.5	17	2.8	5	0.8	2	0.3	3	0.5	*571*	*93.5*	*40*	*6.5*	**611**	**100.0**
MO	354	43.1	312	38.0	17	2.1	1	0.1	15	1.8	1	0.1	*700*	*85.3*	*121*	*14.7*	**821**	**100.0**
MT	52	30.4	91	53.2	2	1.2	1	0.6	2	1.2	0	0.0	*148*	*86.5*	*23*	*13.5*	**171**	**100.0**
NE	72	35.1	96	46.8	4	2.0	0	0.0	6	2.9	0	0.0	*178*	*86.8*	*27*	*13.2*	**205**	**100.0**
NV	83	41.1	60	29.7	3	1.5	0	0.0	2	1.0	0	0.0	*148*	*73.3*	*54*	*26.7*	**202**	**100.0**
NH	46	52.3	24	27.3	1	1.1	0	0.0	2	2.3	0	0.0	*73*	*83.0*	*15*	*17.0*	**88**	**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	213	50.4	118	27.9	6	1.4	0	0.0	3	0.7	0	0.0	*340*	*80.4*	*83*	*19.6*	**423**	**100.0**
NM	93	31.1	131	43.8	17	5.7	0	0.0	5	1.7	0	0.0	*246*	*82.3*	*53*	*17.7*	**299**	**100.0**
NY	339	48.1	200	28.4	13	1.8	1	0.1	7	1.0	0	0.0	*560*	*79.4*	*145*	*20.6*	**705**	**100.0**
NC	581	49.2	375	31.7	29	2.5	0	0.0	15	1.3	6	0.5	*1,006*	*85.1*	*176*	*14.9*	**1,182**	**100.0**
ND	26	24.1	56	51.9	9	8.3	0	0.0	3	2.8	2	1.9	*96*	*88.9*	*12*	*11.1*	**108**	**100.0**
OH	545	54.1	280	27.8	18	1.8	0	0.0	5	0.5	3	0.3	*851*	*84.4*	*157*	*15.6*	**1,008**	**100.0**
OK	198	35.0	236	41.7	28	4.9	0	0.0	11	1.9	0	0.0	*473*	*83.6*	*93*	*16.4*	**566**	**100.0**
OR	155	43.8	127	35.9	10	2.8	0	0.0	3	0.8	2	0.6	*297*	*83.9*	*57*	*16.1*	**354**	**100.0**
PA	463	48.3	253	26.4	32	3.3	2	0.2	19	2.0	2	0.2	*771*	*80.5*	*187*	*19.5*	**958**	**100.0**
RI	35	58.3	13	21.7	1	1.7	0	0.0	0	0.0	0	0.0	*49*	*81.7*	*11*	*18.3*	**60**	**100.0**
SC	375	46.1	269	33.1	17	2.1	1	0.1	6	0.7	0	0.0	*668*	*82.2*	*145*	*17.8*	**813**	**100.0**
SD	37	31.1	58	48.7	6	5.0	0	0.0	2	1.7	0	0.0	*103*	*86.6*	*16*	*13.4*	**119**	**100.0**
TN	436	48.2	296	32.7	24	2.7	0	0.0	15	1.7	0	0.0	*771*	*85.2*	*134*	*14.8*	**905**	**100.0**
TX	1,252	41.3	1,117	36.8	129	4.3	16	0.5	30	1.0	1	0.0	*2,545*	*83.9*	*490*	*16.1*	**3,035**	**100.0**
UT	89	39.7	80	35.7	8	3.6	1	0.4	5	2.2	2	0.9	*185*	*82.6*	*39*	*17.4*	**224**	**100.0**
VT	30	49.2	15	24.6	1	1.6	0	0.0	2	3.3	0	0.0	*48*	*78.7*	*13*	*21.3*	**61**	**100.0**
VA	320	44.8	254	35.6	18	2.5	0	0.0	5	0.7	0	0.0	*597*	*83.6*	*117*	*16.4*	**714**	**100.0**
WA	190	43.0	155	35.1	9	2.0	0	0.0	8	1.8	0	0.0	*362*	*81.9*	*80*	*18.1*	**442**	**100.0**
WV	104	38.2	114	41.9	9	3.3	0	0.0	18	6.6	1	0.4	*246*	*90.4*	*26*	*9.6*	**272**	**100.0**
WI	256	46.8	181	33.1	10	1.8	0	0.0	23	4.2	0	0.0	*470*	*85.9*	*77*	*14.1*	**547**	**100.0**
WY	36	30.8	52	44.4	7	6.0	0	0.0	5	4.3	0	0.0	*100*	*85.5*	*17*	*14.5*	**117**	**100.0**
USA	**13,363**	**44.3**	**10,188**	**33.8**	**841**	**2.8**	**44**	**0.1**	**459**	**1.5**	**78**	**0.3**	***24,973***	***82.8***	***5,172***	***17.2***	30,145	**100.0**
PR	111	61.7	36	20.0	0	0.0	0	0.0	5	2.8	0	0.0	*152*	*84.4*	*28*	*15.6*	**180**	**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	265	37.3	398	56.0	48	6.8	**711**	**100.0**
AK	25	52.1	17	35.4	6	12.5	**48**	**100.0**
AZ	209	42.7	235	48.0	46	9.4	**490**	**100.0**
AR	156	44.4	170	48.4	25	7.1	**351**	**100.0**
CA	1,207	61.1	600	30.4	167	8.5	**1,974**	**100.0**
CO	175	42.7	222	54.1	13	3.2	**410**	**100.0**
CT	82	50.6	51	31.5	29	17.9	**162**	**100.0**
DE	34	49.3	32	46.4	3	4.3	**69**	**100.0**
DC	5	35.7	3	21.4	6	42.9	**14**	**100.0**
FL	919	56.0	671	40.9	52	3.2	**1,642**	**100.0**
GA	489	46.3	463	43.8	105	9.9	**1,057**	**100.0**
HI	19	32.2	21	35.6	19	32.2	**59**	**100.0**
ID	64	36.0	95	53.4	19	10.7	**178**	**100.0**
IL	353	49.0	268	37.2	99	13.8	**720**	**100.0**
IN	301	49.1	210	34.3	102	16.6	**613**	**100.0**
IA	98	44.1	98	44.1	26	11.7	**222**	**100.0**
KS	147	42.7	169	49.1	28	8.1	**344**	**100.0**
KY	283	49.2	290	50.4	2	0.3	**575**	**100.0**
LA	204	41.8	244	50.0	40	8.2	**488**	**100.0**
ME	61	53.5	53	46.5	0	0.0	**114**	**100.0**
MD	162	50.5	116	36.1	43	13.4	**321**	**100.0**
MA	41	19.8	129	62.3	37	17.9	**207**	**100.0**
MI	355	53.8	193	29.2	112	17.0	**660**	**100.0**
MN	134	57.0	71	30.2	30	12.8	**235**	**100.0**
MS	225	41.4	314	57.7	5	0.9	**544**	**100.0**
MO	229	34.4	378	56.8	59	8.9	**666**	**100.0**
MT	53	37.1	86	60.1	4	2.8	**143**	**100.0**
NE	49	29.2	101	60.1	18	10.7	**168**	**100.0**
NV	62	43.4	69	48.3	12	8.4	**143**	**100.0**
NH	19	27.1	51	72.9	0	0.0	**70**	**100.0**

Table 114

Passenger Car and Light Truck Occupants Killed, by State and Restraint Use (Continued)

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	196	59.2	118	35.6	17	5.1	**331**	**100.0**
NM	107	47.8	107	47.8	10	4.5	**224**	**100.0**
NY	307	57.0	169	31.4	63	11.7	**539**	**100.0**
NC	504	52.7	402	42.1	50	5.2	**956**	**100.0**
ND	28	34.1	44	53.7	10	12.2	**82**	**100.0**
OH	358	43.4	376	45.6	91	11.0	**825**	**100.0**
OK	164	37.8	232	53.5	38	8.8	**434**	**100.0**
OR	173	61.3	56	19.9	53	18.8	**282**	**100.0**
PA	247	34.5	342	47.8	127	17.7	**716**	**100.0**
RI	22	45.8	24	50.0	2	4.2	**48**	**100.0**
SC	301	46.7	306	47.5	37	5.7	**644**	**100.0**
SD	24	25.3	64	67.4	7	7.4	**95**	**100.0**
TN	367	50.1	302	41.3	63	8.6	**732**	**100.0**
TX	1,306	55.1	869	36.7	194	8.2	**2,369**	**100.0**
UT	78	46.2	82	48.5	9	5.3	**169**	**100.0**
VT	21	46.7	20	44.4	4	8.9	**45**	**100.0**
VA	263	45.8	307	53.5	4	0.7	**574**	**100.0**
WA	183	53.0	104	30.1	58	16.8	**345**	**100.0**
WV	76	34.9	98	45.0	44	20.2	**218**	**100.0**
WI	210	48.1	180	41.2	47	10.8	**437**	**100.0**
WY	28	31.8	56	63.6	4	4.5	**88**	**100.0**
USA	**11,388**	**48.4**	**10,076**	**42.8**	**2,087**	**8.9**	**23,551**	**100.0**
PR	59	40.1	88	59.9	0	0.0	**147**	**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	395	122	30.9	145	60	41.4	143	71	49.7	27	2	7.4	**711**	**255**	**35.9**
AK	22	5	22.7	13	4	30.8	11	5	45.5	2	1	50.0	**48**	**15**	**31.3**
AZ	250	66	26.4	111	58	52.3	105	61	58.1	22	10	45.5	**490**	**196**	**40.0**
AR	164	47	28.7	97	39	40.2	72	36	50.0	14	3	21.4	**351**	**126**	**35.9**
CA	1,269	311	24.5	279	121	43.4	336	190	56.5	84	32	38.1	**1,974**	**657**	**33.3**
CO	199	63	31.7	78	46	59.0	104	65	62.5	27	7	25.9	**410**	**183**	**44.6**
CT	117	18	15.4	17	4	23.5	25	12	48.0	2	0	0.0	**162**	**34**	**21.0**
DE	44	3	6.8	8	4	50.0	14	4	28.6	3	1	33.3	**69**	**12**	**17.4**
DC	12	4	33.3	1	0	0.0	1	0	0.0	0	0	0.0	**14**	**4**	**28.6**
FL	1,001	163	16.3	256	95	37.1	306	143	46.7	77	21	27.3	**1,642**	**422**	**25.7**
GA	557	103	18.5	235	87	37.0	217	98	45.2	46	11	23.9	**1,057**	**301**	**28.5**
HI	34	6	17.6	10	5	50.0	12	8	66.7	3	0	0.0	**59**	**19**	**32.2**
ID	67	27	40.3	49	25	51.0	52	30	57.7	7	0	0.0	**178**	**83**	**46.6**
IL	434	87	20.0	83	34	41.0	146	47	32.2	56	23	41.1	**720**	**191**	**26.5**
IN	355	57	16.1	90	32	35.6	124	42	33.9	44	10	22.7	**613**	**141**	**23.0**
IA	109	36	33.0	54	31	57.4	42	26	61.9	17	4	23.5	**222**	**97**	**43.7**
KS	157	37	23.6	86	45	52.3	72	36	50.0	28	8	28.6	**344**	**127**	**36.9**
KY	326	69	21.2	126	49	38.9	90	38	42.2	32	3	9.4	**575**	**159**	**27.7**
LA	254	60	23.6	144	60	41.7	76	36	47.4	14	4	28.6	**488**	**160**	**32.8**
ME	63	14	22.2	23	10	43.5	23	7	30.4	4	1	25.0	**114**	**32**	**28.1**
MD	213	24	11.3	42	11	26.2	51	18	35.3	12	0	0.0	**321**	**53**	**16.5**
MA	121	29	24.0	27	9	33.3	50	19	38.0	7	2	28.6	**207**	**59**	**28.5**
MI	387	80	20.7	82	34	41.5	141	58	41.1	49	12	24.5	**660**	**184**	**27.9**
MN	124	22	17.7	40	17	42.5	51	24	47.1	20	6	30.0	**235**	**69**	**29.4**
MS	309	56	18.1	108	44	40.7	109	46	42.2	16	3	18.8	**544**	**150**	**27.6**
MO	354	97	27.4	131	52	39.7	143	73	51.0	36	16	44.4	**666**	**239**	**35.9**
MT	52	21	40.4	41	28	68.3	43	31	72.1	6	3	50.0	**143**	**84**	**58.7**
NE	72	15	20.8	46	30	65.2	30	18	60.0	19	8	42.1	**168**	**71**	**42.3**
NV	83	19	22.9	21	13	61.9	31	23	74.2	8	2	25.0	**143**	**57**	**39.9**
NH	46	10	21.7	9	4	44.4	12	7	58.3	3	0	0.0	**70**	**21**	**30.0**

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	213	26	12.2	22	4	18.2	72	23	31.9	24	5	20.8	**331**	**58**	**17.5**
NM	93	35	37.6	62	27	43.5	59	33	55.9	9	5	55.6	**224**	**101**	**45.1**
NY	339	48	14.2	47	14	29.8	119	31	26.1	33	6	18.2	**539**	**99**	**18.4**
NC	581	132	22.7	151	71	47.0	170	77	45.3	51	19	37.3	**956**	**299**	**31.3**
ND	26	9	34.6	33	16	48.5	18	14	77.8	5	4	80.0	**82**	**43**	**52.4**
OH	545	107	19.6	92	32	34.8	145	52	35.9	43	9	20.9	**825**	**200**	**24.2**
OK	198	52	26.3	123	66	53.7	86	35	40.7	27	6	22.2	**434**	**159**	**36.6**
OR	155	36	23.2	60	27	45.0	47	13	27.7	14	4	28.6	**282**	**81**	**28.7**
PA	463	92	19.9	90	29	32.2	136	37	27.2	27	5	18.5	**716**	**163**	**22.8**
RI	35	8	22.9	3	0	0.0	6	3	50.0	4	0	0.0	**48**	**11**	**22.9**
SC	375	94	25.1	116	37	31.9	133	65	48.9	18	4	22.2	**644**	**202**	**31.4**
SD	37	11	29.7	24	13	54.2	19	14	73.7	15	9	60.0	**95**	**47**	**49.5**
TN	436	93	21.3	141	48	34.0	118	53	44.9	37	7	18.9	**732**	**201**	**27.5**
TX	1,252	231	18.5	588	239	40.6	457	239	52.3	64	19	29.7	**2,369**	**731**	**30.9**
UT	89	14	15.7	32	21	65.6	41	26	63.4	5	4	80.0	**169**	**67**	**39.6**
VT	30	5	16.7	7	2	28.6	8	3	37.5	0	0	0.0	**45**	**10**	**22.2**
VA	320	74	23.1	111	44	39.6	111	41	36.9	32	4	12.5	**574**	**163**	**28.4**
WA	190	28	14.7	63	25	39.7	64	24	37.5	25	8	32.0	**345**	**86**	**24.9**
WV	104	23	22.1	40	15	37.5	66	21	31.8	7	2	28.6	**218**	**62**	**28.4**
WI	256	63	24.6	71	36	50.7	70	28	40.0	40	11	27.5	**437**	**138**	**31.6**
WY	36	14	38.9	28	20	71.4	21	13	61.9	3	1	33.3	**88**	**48**	**54.5**
USA	**13,363**	**2,866**	**21.4**	**4,356**	**1,837**	**42.2**	**4,598**	**2,117**	**46.0**	**1,168**	**325**	**27.8**	**23,551**	**7,170**	**30.4**
PR	111	10	9.0	11	2	18.2	22	5	22.7	3	1	33.3	**147**	**18**	**12.2**

*Total includes occupants of other and unknown light trucks.

Table 116
2017 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	New Mexico	74	2,088	3.54
2	Delaware	33	962	3.43
3	Florida	654	20,984	3.12
4	Arizona	216	7,016	3.08
5	South Carolina	154	5,024	3.07
6	Nevada	91	2,998	3.04
7	Alabama	119	4,875	2.44
8	Georgia	253	10,429	2.43
9	Mississippi	71	2,984	2.38
10	Louisiana	111	4,684	2.37
11	California	858	39,537	2.17
12	Texas	607	28,305	2.14
13	New Jersey	183	9,006	2.03
14	Oklahoma	78	3,931	1.98
15	Rhode Island	21	1,060	1.98
16	North Carolina	198	10,273	1.93
17	Alaska	14	740	1.89
18	Maryland	114	6,052	1.88
19	Kentucky	83	4,454	1.86
20	Tennessee	124	6,716	1.85
21	Oregon	69	4,143	1.67
22	Colorado	92	5,607	1.64
23	District of Columbia	11	694	1.59
24	Missouri	96	6,114	1.57
25	Michigan	156	9,962	1.57
26	Indiana	101	6,667	1.51
27	Maine	20	1,336	1.50

Table 116
2017 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
28	West Virginia	26	1,816	1.43
29	Arkansas	42	3,004	1.40
30	Washington	103	7,406	1.39
31	Utah	42	3,102	1.35
32	Connecticut	48	3,588	1.34
33	Montana	14	1,050	1.33
34	Virginia	111	8,470	1.31
35	Vermont	8	624	1.28
36	New York	242	19,849	1.22
37	Ohio	142	11,659	1.22
38	South Dakota	10	870	1.15
39	Pennsylvania	147	12,806	1.15
40	Kansas	33	2,913	1.13
41	Illinois	145	12,802	1.13
42	Massachusetts	74	6,860	1.08
43	Nebraska	20	1,920	1.04
44	Wyoming	6	579	1.04
45	Hawaii	14	1,428	0.98
46	Wisconsin	56	5,795	0.97
47	Idaho	16	1,717	0.93
48	New Hampshire	11	1,343	0.82
49	Iowa	23	3,146	0.73
50	Minnesota	38	5,577	0.68
51	North Dakota	5	755	0.66
	USA	**5,977**	**325,719**	**1.84**
	Puerto Rico	98	3,337	2.94

Source: Population—U.S. Bureau of the Census.

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	629	66	48	5	268	28	317	33	**948**	**100**
AK	55	70	2	2	22	28	24	30	**79**	**100**
AZ	641	64	59	6	278	28	337	34	**1,000**	**100**
AR	336	68	17	3	140	28	157	32	**493**	**100**
CA	2,275	63	196	5	1,120	31	1,316	37	**3,602**	**100**
CO	439	68	31	5	177	27	208	32	**648**	**100**
CT	142	51	14	5	120	43	134	48	**278**	**100**
DE	82	69	5	4	32	27	37	31	**119**	**100**
DC	15	47	0	1	16	51	16	53	**31**	**100**
FL	2,126	68	135	4	839	27	974	31	**3,112**	**100**
GA	1,102	72	68	4	366	24	435	28	**1,540**	**100**
HI	58	54	8	7	42	39	50	46	**107**	**100**
ID	168	69	15	6	60	24	74	30	**244**	**100**
IL	677	62	70	6	349	32	418	38	**1,097**	**100**
IN	658	72	36	4	220	24	256	28	**914**	**100**
IA	226	68	15	5	88	27	103	31	**330**	**100**
KS	349	76	10	2	102	22	112	24	**461**	**100**
KY	563	72	32	4	181	23	213	27	**782**	**100**
LA	490	65	52	7	212	28	264	35	**760**	**100**
ME	113	65	10	6	50	29	60	35	**172**	**100**
MD	343	62	20	4	186	34	206	37	**550**	**100**
MA	213	61	16	4	120	34	136	39	**350**	**100**
MI	656	64	60	6	311	30	371	36	**1,030**	**100**
MN	253	71	19	5	85	24	104	29	**357**	**100**
MS	517	75	25	4	148	21	173	25	**690**	**100**
MO	622	67	51	5	254	27	304	33	**930**	**100**
MT	121	65	7	4	56	30	63	34	**186**	**100**
NE	153	67	6	2	67	29	73	32	**228**	**100**
NV	207	67	12	4	89	29	101	33	**309**	**100**
NH	70	69	5	5	27	26	32	31	**102**	**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	460	74	39	6	125	20	165	26	**624**	**100**
NM	234	62	24	6	120	32	145	38	**379**	**100**
NY	657	66	47	5	295	30	342	34	**999**	**100**
NC	933	66	64	5	413	29	477	34	**1,412**	**100**
ND	61	53	4	4	46	40	50	44	**115**	**100**
OH	794	67	48	4	333	28	381	32	**1,179**	**100**
OK	462	71	27	4	165	25	193	29	**655**	**100**
OR	278	64	23	5	137	31	160	36	**437**	**100**
PA	777	68	43	4	314	28	357	31	**1,137**	**100**
RI	46	55	1	1	34	41	35	42	**83**	**100**
SC	615	62	60	6	313	32	374	38	**988**	**100**
SD	82	64	12	9	35	27	47	36	**129**	**100**
TN	730	70	59	6	251	24	310	30	**1,040**	**100**
TX	2,003	54	248	7	1,468	39	1,715	46	**3,722**	**100**
UT	213	78	7	3	53	19	61	22	**273**	**100**
VT	48	69	3	5	18	26	21	31	**69**	**100**
VA	560	67	33	4	246	29	279	33	**839**	**100**
WA	355	63	32	6	178	32	211	37	**565**	**100**
WV	218	72	13	4	72	24	85	28	**303**	**100**
WI	380	62	42	7	190	31	232	38	**613**	**100**
WY	78	63	1	1	44	36	45	37	**123**	**100**
USA	**24,280**	**65**	**1,873**	**5**	**10,874**	**29**	**12,747**	**34**	**37,133**	**100**
PR	169	58	23	8	96	33	119	41	**290**	**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 9 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	957	77	45	4	248	20	292	23	**1,249**	**100**
AK	79	77	2	2	22	22	24	23	**103**	**100**
AZ	1,058	77	58	4	259	19	317	23	**1,375**	**100**
AR	532	77	20	3	134	20	155	23	**687**	**100**
CA	3,785	75	197	4	1,063	21	1,260	25	**5,045**	**100**
CO	741	79	33	4	166	18	199	21	**940**	**100**
CT	243	65	19	5	114	30	133	35	**376**	**100**
DE	138	79	6	3	31	18	36	21	**174**	**100**
DC	21	56	2	4	15	40	17	44	**38**	**100**
FL	3,666	79	137	3	811	18	948	21	**4,614**	**100**
GA	1,867	82	64	3	352	15	416	18	**2,283**	**100**
HI	97	68	9	6	38	26	47	32	**144**	**100**
ID	257	79	14	4	56	17	69	21	**326**	**100**
IL	1,175	75	71	5	324	21	395	25	**1,570**	**100**
IN	1,069	82	39	3	201	15	240	18	**1,309**	**100**
IA	357	79	14	3	79	18	93	21	**450**	**100**
KS	518	83	11	2	94	15	105	17	**623**	**100**
KY	882	81	34	3	170	16	204	19	**1,086**	**100**
LA	792	76	46	4	203	20	249	24	**1,041**	**100**
ME	193	77	10	4	47	19	58	23	**251**	**100**
MD	588	75	21	3	172	22	193	25	**781**	**100**
MA	332	71	17	4	120	25	137	29	**469**	**100**
MI	1,141	77	62	4	284	19	347	23	**1,488**	**100**
MN	428	80	22	4	83	16	105	20	**533**	**100**
MS	777	83	22	2	135	14	157	17	**934**	**100**
MO	1,032	78	47	4	242	18	289	22	**1,321**	**100**
MT	168	74	7	3	53	23	60	26	**228**	**100**
NE	250	79	6	2	61	19	66	21	**316**	**100**
NV	359	79	13	3	83	18	96	21	**455**	**100**
NH	113	80	5	3	24	17	29	20	**142**	**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	711	82	36	4	119	14	155	18	**865**	**100**
NM	402	75	21	4	111	21	132	25	**534**	**100**
NY	1,021	75	50	4	291	21	340	25	**1,361**	**100**
NC	1,547	77	66	3	392	20	457	23	**2,004**	**100**
ND	97	66	4	3	45	31	49	34	**146**	**100**
OH	1,307	78	52	3	317	19	370	22	**1,677**	**100**
OK	741	80	24	3	161	17	185	20	**926**	**100**
OR	442	75	23	4	125	21	148	25	**590**	**100**
PA	1,341	79	49	3	308	18	357	21	**1,698**	**100**
RI	66	64	2	2	36	35	38	36	**103**	**100**
SC	1,000	74	57	4	302	22	359	26	**1,359**	**100**
SD	115	73	12	7	31	20	43	27	**158**	**100**
TN	1,162	80	55	4	235	16	289	20	**1,451**	**100**
TX	3,492	67	274	5	1,439	28	1,712	33	**5,204**	**100**
UT	339	86	8	2	48	12	56	14	**395**	**100**
VT	71	77	4	4	18	19	22	23	**93**	**100**
VA	896	77	36	3	231	20	267	23	**1,163**	**100**
WA	611	75	33	4	173	21	206	25	**817**	**100**
WV	317	80	13	3	68	17	82	20	**398**	**100**
WI	622	74	40	5	174	21	214	26	**836**	**100**
WY	105	72	2	2	38	26	41	28	**145**	**100**
USA	**40,021**	**77**	**1,909**	**4**	**10,344**	**20**	**12,253**	**23**	52,274	**100**
PR	280	71	25	6	91	23	115	29	**395**	**100**

*Includes motorcycle riders.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 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	446	68	26	4	184	28	211	32	**657**	**100**
AK	31	68	0	0	14	32	15	32	**45**	**100**
AZ	355	67	30	6	143	27	173	33	**528**	**100**
AR	257	71	9	2	95	26	104	29	**361**	**100**
CA	1,237	63	105	5	621	32	726	37	**1,963**	**100**
CO	289	70	20	5	106	26	126	30	**415**	**100**
CT	99	54	14	8	70	38	85	46	**183**	**100**
DE	48	72	3	5	16	23	19	28	**66**	**100**
DC	3	28	0	0	9	72	9	72	**12**	**100**
FL	1,266	68	83	4	502	27	585	32	**1,850**	**100**
GA	740	74	35	3	232	23	267	26	**1,007**	**100**
HI	38	59	5	7	22	34	26	41	**64**	**100**
ID	126	71	8	5	44	25	52	29	**178**	**100**
IL	443	63	47	7	218	31	265	37	**708**	**100**
IN	465	74	24	4	137	22	161	26	**626**	**100**
IA	174	71	9	4	61	25	70	29	**244**	**100**
KS	253	77	6	2	68	21	74	23	**327**	**100**
KY	403	75	17	3	117	22	134	25	**536**	**100**
LA	316	65	28	6	146	30	174	35	**490**	**100**
ME	85	67	6	5	36	28	41	33	**126**	**100**
MD	218	64	11	3	112	33	123	36	**340**	**100**
MA	128	57	11	5	87	38	98	43	**226**	**100**
MI	440	66	33	5	191	29	224	34	**664**	**100**
MN	185	74	11	4	55	22	66	26	**251**	**100**
MS	369	77	15	3	95	20	110	23	**479**	**100**
MO	441	70	24	4	165	26	189	30	**630**	**100**
MT	82	62	3	2	47	36	50	38	**132**	**100**
NE	107	69	4	3	44	28	48	31	**155**	**100**
NV	110	68	4	2	47	29	51	32	**161**	**100**
NH	55	73	3	4	17	23	21	27	**75**	**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	251	74	23	7	65	19	88	26	**339**	**100**
NM	137	63	12	5	67	31	79	37	**216**	**100**
NY	370	70	23	4	133	25	157	30	**527**	**100**
NC	637	69	36	4	254	27	289	31	**926**	**100**
ND	39	50	3	4	36	46	39	50	**78**	**100**
OH	510	67	32	4	220	29	252	33	**762**	**100**
OK	311	72	13	3	110	25	123	28	**433**	**100**
OR	182	66	16	6	80	29	96	34	**278**	**100**
PA	561	70	31	4	208	26	239	30	**800**	**100**
RI	21	50	0	0	21	50	21	50	**42**	**100**
SC	405	61	40	6	219	33	259	39	**664**	**100**
SD	57	63	9	10	25	27	34	37	**91**	**100**
TN	528	73	33	5	161	22	194	27	**722**	**100**
TX	1,405	60	144	6	787	34	931	40	**2,335**	**100**
UT	128	77	3	2	35	21	37	23	**165**	**100**
VT	32	69	1	2	14	29	15	31	**47**	**100**
VA	398	67	26	4	169	29	195	33	**593**	**100**
WA	227	63	21	6	115	32	136	37	**363**	**100**
WV	158	76	8	4	41	20	49	24	**207**	**100**
WI	282	65	26	6	126	29	152	35	**434**	**100**
WY	57	63	2	2	31	35	33	37	**90**	**100**
USA	**15,902**	**67**	**1,092**	**5**	**6,618**	**28**	**7,709**	**33**	**23,611**	**100**
PR	69	51	16	12	49	37	65	49	**134**	**100**

*Includes motorcycle riders.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 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	510	86	19	3	63	11	82	14	**592**	**100**
AK	49	84	1	2	8	14	10	16	**58**	**100**
AZ	703	83	28	3	116	14	144	17	**847**	**100**
AR	276	85	11	3	39	12	50	15	**326**	**100**
CA	2,548	83	92	3	442	14	534	17	**3,082**	**100**
CO	452	86	13	3	60	11	73	14	**525**	**100**
CT	145	75	5	3	43	22	48	25	**193**	**100**
DE	90	84	3	2	15	14	18	16	**108**	**100**
DC	18	68	2	6	7	25	8	32	**26**	**100**
FL	2,400	87	54	2	310	11	364	13	**2,764**	**100**
GA	1,127	88	30	2	120	9	149	12	**1,276**	**100**
HI	60	75	4	5	17	21	20	26	**80**	**100**
ID	131	88	5	4	12	8	17	12	**148**	**100**
IL	732	85	24	3	107	12	130	15	**862**	**100**
IN	604	88	15	2	64	9	79	12	**683**	**100**
IA	183	89	5	2	18	9	23	11	**206**	**100**
KS	265	90	5	2	26	9	31	10	**296**	**100**
KY	480	87	17	3	54	10	70	13	**550**	**100**
LA	476	86	18	3	57	10	75	14	**551**	**100**
ME	109	87	5	4	12	9	16	13	**125**	**100**
MD	371	84	10	2	60	14	70	16	**441**	**100**
MA	204	84	6	2	33	13	39	16	**243**	**100**
MI	702	85	30	4	93	11	122	15	**824**	**100**
MN	243	86	11	4	28	10	39	14	**282**	**100**
MS	408	90	8	2	39	9	47	10	**455**	**100**
MO	591	85	23	3	77	11	100	15	**691**	**100**
MT	86	90	4	4	6	6	10	10	**96**	**100**
NE	143	89	1	1	17	10	18	11	**161**	**100**
NV	249	85	9	3	36	12	45	15	**294**	**100**
NH	59	87	2	2	7	10	9	13	**67**	**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	460	87	12	2	54	10	66	13	**526**	**100**
NM	265	83	9	3	44	14	53	17	**318**	**100**
NY	650	78	26	3	157	19	184	22	**834**	**100**
NC	910	84	30	3	138	13	168	16	**1,078**	**100**
ND	58	85	1	2	9	14	10	15	**68**	**100**
OH	797	87	21	2	98	11	118	13	**915**	**100**
OK	430	87	11	2	51	10	63	13	**493**	**100**
OR	259	83	8	2	45	14	53	17	**312**	**100**
PA	780	87	19	2	100	11	118	13	**898**	**100**
RI	44	73	2	3	15	24	17	27	**61**	**100**
SC	595	86	18	3	83	12	100	14	**695**	**100**
SD	58	87	2	3	7	10	9	13	**67**	**100**
TN	634	87	22	3	73	10	95	13	**729**	**100**
TX	2,087	73	130	5	652	23	782	27	**2,869**	**100**
UT	211	92	5	2	13	6	19	8	**230**	**100**
VT	39	85	3	5	5	10	7	15	**46**	**100**
VA	498	87	10	2	62	11	72	13	**570**	**100**
WA	384	85	12	3	58	13	70	15	**454**	**100**
WV	158	83	5	3	27	14	33	17	**191**	**100**
WI	341	85	14	3	48	12	62	15	**402**	**100**
WY	48	87	1	1	7	13	7	13	**55**	**100**
USA	**24,119**	**84**	**817**	**3**	**3,727**	**13**	**4,544**	**16**	28,663	**100**
PR	211	81	9	3	42	16	50	19	**261**	**100**

*Includes motorcycle riders.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 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	948	**257**	20	8	0	35	57	104	33
AK	79	**26**	4	3	0	6	2	5	6
AZ	1,000	**299**	36	32	22	81	45	38	45
AR	493	**116**	14	9	0	23	21	35	14
CA	3,602	**1,070**	44	117	157	273	230	154	93
CO	648	**230**	7	19	10	79	43	42	29
CT	278	**88**	1	12	7	15	30	10	13
DE	119	**33**	0	0	2	3	10	7	9
DC	31	**17**	0	0	0	0	0	0	17
FL	3,112	**299**	9	14	8	72	53	41	40
GA	1,540	**248**	9	36	2	53	47	54	47
HI	107	**50**	0	2	0	32	13	1	2
ID	244	**48**	5	3	0	11	5	5	1
IL	1,097	**462**	28	68	2	116	101	101	44
IN	914	**208**	13	11	1	40	49	52	42
IA	330	**70**	6	0	0	16	6	21	21
KS	461	**104**	8	6	2	21	9	9	49
KY	782	**138**	4	8	2	24	29	39	32
LA	760	**177**	6	21	2	18	43	52	35
ME	172	**49**	0	1	1	10	10	18	9
MD	550	**160**	1	20	9	43	30	34	20
MA	350	**98**	2	17	3	25	25	8	18
MI	1,030	**241**	2	17	5	52	61	56	47
MN	357	**89**	8	8	2	19	22	13	17
MS	690	**59**	4	4	0	18	7	20	6
MO	930	**346**	12	36	14	52	66	107	59
MT	186	**59**	12	0	0	15	4	12	16
NE	228	**37**	1	0	2	13	7	5	9
NV	309	**95**	4	9	5	23	30	11	12
NH	102	**58**	4	6	0	15	3	15	15

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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
		Total	Interstate		Non-Interstate				
			Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
NJ	624	**120**	0	3	8	44	16	23	24
NM	379	**141**	14	9	0	55	19	23	20
NY	999	**308**	15	7	19	72	25	18	152
NC	1,412	**423**	23	27	1	257	1	10	104
ND	115	**28**	1	1	1	13	1	2	8
OH	1,179	**252**	4	19	15	28	44	96	44
OK	655	**143**	7	6	2	25	24	46	33
OR	437	**119**	2	7	0	51	22	26	11
PA	1,137	**468**	31	24	16	104	98	98	97
RI	83	**41**	3	6	6	9	3	0	14
SC	988	**416**	37	10	13	104	182	26	44
SD	129	**31**	5	0	0	5	2	14	5
TN	1,040	**166**	8	8	5	36	35	39	35
TX	3,722	**1,029**	56	105	98	232	211	213	111
UT	273	**78**	7	7	0	30	10	12	11
VT	69	**31**	3	0	3	7	8	2	8
VA	839	**219**	10	14	4	37	50	64	37
WA	565	**172**	9	21	4	42	33	46	15
WV	303	**84**	2	7	0	15	22	25	11
WI	613	**180**	10	6	2	50	24	41	46
WY	123	**37**	6	2	0	10	8	3	8
USA	**37,133**	***9,717**	**517**	**776**	**455**	**2,429**	**1,896**	**1,896**	**1,638**
PR	290	**77**	11	6	1	24	17	16	2

*Includes 110 speeding-related fatalities that occurred on roadways for which the function class was unknown.

Table 122

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

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	9.91	68.8	15.69	65.0	42.67	78.4	65.74	78.8	**532**
AK	4.65	53.5	21.60	41.9	44.60	65.1	58.83	72.1	**43**
AZ	3.47	30.9	16.10	28.9	54.39	82.2	67.33	83.2	**304**
AR	5.29	14.4	12.80	12.1	NA	NA	NA	NA	**298**
CA	2.00	99.9	39.00	99.9	NA	NA	5.00	99.9	**1,239**
CO	5.52	61.3	13.21	62.8	39.15	86.6	53.27	87.0	**253**
CT	2.05	46.3	7.45	19.5	37.71	58.5	47.06	58.5	**41**
DE	4.23	7.0	7.44	5.3	34.31	36.8	43.84	35.1	**57**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**0**
FL	6.21	96.1	10.69	95.3	NA	NA	NA	NA	**623**
GA	3.82	68.4	11.46	56.0	47.55	63.7	59.82	64.2	**534**
HI	4.00	16.7	16.32	8.3	40.71	41.7	62.00	41.7	**24**
ID	3.31	12.2	13.01	11.4	48.33	95.1	60.00	95.1	**123**
IL	1.33	98.3	12.50	99.4	25.00	99.7	37.00	99.7	**361**
IN	NA	NA	NA	NA	NA	NA	NA	NA	**502**
IA	8.82	60.3	13.88	52.6	29.14	66.7	47.00	67.5	**234**
KS	6.97	16.2	11.96	6.8	35.70	48.9	53.03	51.4	**278**
KY	5.01	17.2	12.29	2.4	38.76	37.6	51.62	39.4	**465**
LA	5.92	17.5	14.32	7.7	46.13	53.8	61.82	56.0	**325**
ME	5.20	17.2	11.78	10.9	38.97	50.0	57.00	50.0	**128**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**115**
MA	3.14	30.0	8.61	10.0	31.00	45.0	40.60	50.0	**20**
MI	2.55	41.1	10.90	37.3	NA	NA	NA	NA	**367**
MN	3.82	11.6	11.49	8.5	37.34	44.2	51.68	44.7	**199**
MS	1.35	75.6	5.13	81.4	27.48	84.0	33.48	84.0	**381**
MO	7.61	45.0	13.47	40.6	43.27	54.0	61.51	56.4	**433**
MT	10.01	18.7	12.27	8.7	38.66	42.0	52.85	46.7	**150**
NE	6.38	55.4	11.22	46.6	30.30	54.7	49.80	62.2	**148**
NV	5.87	80.0	25.50	76.0	21.00	97.3	46.50	97.3	**75**
NH	2.27	6.3	12.09	4.2	33.12	45.8	46.41	43.8	**48**

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	0.00	98.7	19.00	98.7	32.00	98.7	51.00	98.7	**76**
NM	7.71	51.5	18.57	26.0	51.72	61.5	55.67	69.2	**169**
NY	3.66	16.4	10.60	16.9	39.92	62.8	50.46	63.2	**427**
NC	6.75	78.2	10.65	21.8	40.13	58.9	48.55	59.9	**830**
ND	9.76	23.7	14.52	11.8	39.76	55.9	58.89	60.2	**93**
OH	9.00	19.3	11.43	5.1	37.58	36.9	53.65	38.5	**507**
OK	8.50	57.7	15.96	26.8	49.57	50.6	66.27	53.5	**385**
OR	3.67	19.2	13.85	12.2	40.29	89.0	53.96	90.2	**255**
PA	4.79	73.5	11.08	55.2	39.55	75.8	51.38	76.0	**574**
RI	3.69	23.5	7.82	0.0	39.11	47.1	48.78	47.1	**17**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**639**
SD	4.07	33.0	15.17	28.6	33.87	58.2	51.33	57.1	**91**
TN	8.96	52.5	12.65	3.5	50.09	52.3	61.68	54.1	**455**
TX	7.68	77.8	15.91	74.3	44.07	75.5	63.89	76.4	**1,281**
UT	6.70	5.2	20.16	4.1	39.52	50.5	50.51	57.7	**97**
VT	3.30	23.1	11.90	3.8	37.37	42.3	51.13	42.3	**52**
VA	5.85	90.3	12.93	88.4	42.30	91.0	58.92	92.0	**476**
WA	NA	NA	NA	NA	NA	NA	NA	NA	**218**
WV	6.05	69.7	14.57	67.6	37.38	80.3	54.78	80.9	**188**
WI	4.72	28.7	10.93	31.8	44.22	70.1	57.88	70.7	**355**
WY	6.38	7.5	21.04	8.8	42.17	62.5	61.22	66.3	**80**
USA	**5.90**	**61.6**	**12.84**	**52.3**	**41.36**	**74.8**	**55.74**	**75.7**	**15,565**
PR	7.21	89.6	16.42	89.6	NA	NA	NA	NA	**183**

*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	8.75	64.5	8.27	59.9	27.50	78.9	41.38	79.2	**332**
AK	1.21	22.6	6.59	6.5	24.15	35.5	31.40	35.5	**31**
AZ	1.69	35.8	6.02	34.7	22.99	58.8	30.21	58.0	**614**
AR	4.24	15.1	7.24	14.5	NA	NA	NA	NA	**159**
CA	2.71	99.7	4.00	99.6	8.00	99.9	24.17	99.7	**2,062**
CO	1.87	33.0	5.98	40.9	22.67	69.6	29.45	69.6	**345**
CT	2.91	41.5	6.51	37.3	28.32	57.6	37.16	56.7	**217**
DE	4.42	33.3	5.72	20.4	21.53	44.4	30.50	44.4	**54**
DC	1.74	34.5	3.50	44.8	30.00	93.1	29.00	93.1	**29**
FL	2.14	96.3	6.63	96.0	19.50	99.9	26.00	99.9	**1,615**
GA	3.32	51.6	9.13	43.8	33.42	54.6	43.33	55.1	**905**
HI	3.69	2.8	8.49	1.4	31.18	31.9	43.82	31.9	**72**
ID	1.75	0.0	4.92	0.0	39.75	88.9	45.00	88.9	**36**
IL	1.33	99.5	4.50	99.7	NA	NA	39.00	99.8	**638**
IN	NA	NA	NA	NA	NA	NA	NA	NA	**332**
IA	2.39	50.7	5.17	46.3	18.11	58.2	23.82	58.2	**67**
KS	3.11	7.8	6.18	7.0	22.76	33.6	32.58	33.6	**128**
KY	3.12	25.1	6.52	18.4	29.21	42.7	38.27	42.4	**255**
LA	4.19	24.9	8.92	15.9	32.77	44.9	44.29	45.7	**370**
ME	5.07	11.8	6.81	8.8	25.52	38.2	38.19	38.2	**34**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**388**
MA	3.84	17.4	6.37	2.8	25.62	40.5	33.28	43.0	**316**
MI	2.70	49.8	6.01	49.1	NA	NA	NA	NA	**568**
MN	2.84	10.0	6.78	10.0	27.53	37.9	35.38	37.9	**140**
MS	1.83	87.5	4.91	90.1	18.33	90.9	25.38	90.9	**232**
MO	3.70	40.9	8.53	27.9	24.86	36.7	35.16	37.4	**430**
MT	1.19	15.8	5.00	10.5	22.86	63.2	28.14	63.2	**19**
NE	1.84	29.0	4.91	25.8	22.88	32.3	28.98	33.9	**62**
NV	1.59	54.2	5.77	54.7	22.95	63.2	29.85	63.2	**212**
NH	0.84	0.0	9.00	0.0	25.26	24.0	35.18	24.0	**50**

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	2.50	96.8	8.76	96.6	32.92	97.6	43.50	97.6	**506**
NM	5.92	28.9	7.12	16.3	26.68	48.8	37.96	50.6	**166**
NY	1.46	56.9	5.29	57.7	27.74	72.3	32.84	71.1	**506**
NC	4.05	42.0	7.81	15.1	27.07	50.0	35.40	52.3	**476**
ND	1.83	33.3	3.83	33.3	21.33	33.3	27.00	33.3	**9**
OH	4.51	19.3	6.69	6.9	25.76	30.3	35.87	31.0	**580**
OK	2.62	35.8	7.43	20.8	27.51	45.6	35.14	46.5	**226**
OR	1.85	26.2	6.17	20.7	27.67	66.9	33.66	67.6	**145**
PA	3.19	59.4	6.70	46.7	28.35	61.7	36.32	62.3	**507**
RI	7.44	30.5	6.39	13.6	25.53	20.3	36.38	20.3	**59**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**285**
SD	3.69	20.0	7.31	20.0	21.17	40.0	30.08	40.0	**20**
TN	4.09	33.9	8.21	6.2	33.65	41.4	43.12	43.8	**502**
TX	4.31	70.6	8.18	66.4	27.01	68.0	38.38	68.3	**2,052**
UT	2.23	4.7	6.85	3.4	24.61	43.0	34.20	43.0	**149**
VT	1.89	18.2	5.70	9.1	22.00	27.3	29.13	27.3	**11**
VA	9.61	90.8	10.00	89.5	32.54	90.8	41.38	92.2	**306**
WA	NA	NA	NA	NA	NA	NA	NA	NA	**309**
WV	3.67	66.3	9.50	66.3	30.00	74.2	42.84	71.9	**89**
WI	4.38	31.0	5.55	36.0	30.25	68.0	38.59	67.0	**200**
WY	2.95	12.0	5.83	8.0	24.75	52.0	33.50	52.0	**25**
USA	**3.46**	**64.0**	**7.22**	**59.4**	**27.54**	**73.5**	**36.86**	**73.7**	**17,840**
PR	5.13	84.7	7.94	83.7	NA	NA	NA	NA	**98**

*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	207	95	45.9	8,622,698	2.40	1.10
Los Angeles	CA	257	116	45.1	3,999,759	6.43	2.90
Chicago	IL	147	41	27.9	2,716,450	5.41	1.51
Houston	TX	245	73	29.8	2,312,717	10.59	3.16
Phoenix	AZ	249	98	39.4	1,626,078	15.31	6.03
Philadelphia	PA	94	37	39.4	1,580,863	5.95	2.34
San Antonio	TX	146	45	30.8	1,511,946	9.66	2.98
San Diego	CA	74	31	41.9	1,419,516	5.21	2.18
Dallas	TX	194	52	26.8	1,341,075	14.47	3.88
San Jose	CA	45	13	28.9	1,035,317	4.35	1.26
Austin	TX	80	23	28.8	950,715	8.41	2.42
Jacksonville	FL	145	38	26.2	892,062	16.25	4.26
San Francisco	CA	25	15	60.0	884,363	2.83	1.70
Columbus	OH	58	15	25.9	879,170	6.60	1.71
Fort Worth	TX	110	32	29.1	874,168	12.58	3.66
Indianapolis	IN	96	27	28.1	863,002	11.12	3.13
Charlotte	NC	103	27	26.2	859,035	11.99	3.14
Seattle	WA	30	12	40.0	724,745	4.14	1.66
Denver	CO	49	13	26.5	704,621	6.95	1.84
Washington	DC	31	11	35.5	693,972	4.47	1.59
Boston	MA	26	11	42.3	685,094	3.80	1.61
El Paso	TX	50	16	32.0	683,577	7.31	2.34
Detroit	MI	103	28	27.2	673,104	15.30	4.16
Nashville-Davidson	TN	68	24	35.3	667,560	10.19	3.60
Memphis	TN	99	37	37.4	652,236	15.18	5.67
Portland	OR	48	19	39.6	647,805	7.41	2.93
Oklahoma City	OK	96	25	26.0	643,648	14.91	3.88
Las Vegas	NV	45	18	40.0	641,676	7.01	2.81
Louisville-Jefferson Co.	KY	89	21	23.6	621,349	14.32	3.38
Baltimore	MD	38	17	44.7	611,648	6.21	2.78
Milwaukee	WI	70	18	25.7	595,351	11.76	3.02
Albuquerque	NM	84	29	34.5	558,545	15.04	5.19
Tucson	AZ	64	19	29.7	535,677	11.95	3.55
Fresno	CA	61	23	37.7	527,438	11.57	4.36
Sacramento	CA	69	20	29.0	501,901	13.75	3.98
Mesa	AZ	39	15	38.5	496,401	7.86	3.02
Kansas City	MO	97	16	16.5	488,943	19.84	3.27
Atlanta	GA	55	21	38.2	486,290	11.31	4.32
Long Beach	CA	27	8	29.6	469,450	5.75	1.70
Omaha	NE	38	7	18.4	466,893	8.14	1.50
Raleigh	NC	28	9	32.1	464,758	6.02	1.94
Colorado Springs	CO	39	10	25.6	464,474	8.40	2.15
Miami	FL	42	9	21.4	463,347	9.06	1.94
Virginia Beach	VA	25	4	16.0	450,435	5.55	0.89
Oakland	CA	28	7	25.0	425,195	6.59	1.65

Source: Population—U.S. 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
Minneapolis	MN	17	4	23.5	422,331	4.03	0.95
Tulsa	OK	47	13	27.7	401,800	11.70	3.24
Arlington	TX	27	6	22.2	396,394	6.81	1.51
New Orleans	LA	44	11	25.0	393,292	11.19	2.80
Wichita	KS	37	7	18.9	390,591	9.47	1.79
Cleveland	OH	53	12	22.6	385,525	13.75	3.11
Tampa	FL	52	22	42.3	385,430	13.49	5.71
Bakersfield	CA	52	21	40.4	380,874	13.65	5.51
Aurora	CO	26	6	23.1	366,623	7.09	1.64
Anaheim	CA	34	10	29.4	352,497	9.65	2.84
Honolulu	HI	17	3	17.6	350,395	4.85	0.86
Santa Ana	CA	24	10	41.7	334,136	7.18	2.99
Riverside	CA	26	8	30.8	327,728	7.93	2.44
Corpus Christi	TX	37	11	29.7	325,605	11.36	3.38
Lexington-Fayette	KY	35	9	25.7	321,959	10.87	2.80
Stockton	CA	29	11	37.9	310,496	9.34	3.54
St. Louis	MO	56	11	19.6	308,626	18.14	3.56
St. Paul	MN	12	3	25.0	306,621	3.91	0.98
Henderson	NV	10	3	30.0	302,539	3.31	0.99
Pittsburgh	PA	16	4	25.0	302,407	5.29	1.32
Cincinnati	OH	26	6	23.1	301,301	8.63	1.99
Anchorage	AK	14	6	42.9	294,356	4.76	2.04
Greensboro	NC	47	14	29.8	290,222	16.19	4.82
Plano	TX	20	1	5.0	286,143	6.99	0.35
Newark	NJ	26	13	50.0	285,154	9.12	4.56
Lincoln	NE	9	1	11.1	284,736	3.16	0.35
Orlando	FL	37	13	35.1	280,257	13.20	4.64
Irvine	CA	12	1	8.3	277,453	4.33	0.36
Toledo	OH	23	7	30.4	276,491	8.32	2.53
Jersey City	NJ	14	8	57.1	270,753	5.17	2.95
Chula Vista	CA	11	4	36.4	270,471	4.07	1.48
Durham	NC	21	4	19.0	267,743	7.84	1.49
Fort Wayne	IN	36	4	11.1	265,904	13.54	1.50
St. Petersburg	FL	28	9	32.1	263,255	10.64	3.42
Laredo	TX	18	4	22.2	260,654	6.91	1.53
Buffalo	NY	17	5	29.4	258,612	6.57	1.93
Madison	WI	9	3	33.3	255,214	3.53	1.18
Lubbock	TX	26	8	30.8	253,888	10.24	3.15
Chandler	AZ	10	1	10.0	253,458	3.95	0.39
Scottsdale	AZ	15	3	20.0	249,950	6.00	1.20
Reno	NV	21	9	42.9	248,853	8.44	3.62
Glendale	AZ	24	11	45.8	246,709	9.73	4.46
Norfolk	VA	19	5	26.3	244,703	7.76	2.04
Winston-Salem	NC	29	5	17.2	244,605	11.86	2.04
North Las Vegas	NV	10	4	40.0	242,975	4.12	1.65

Source: Population—U.S. 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
Gilbert	AZ	8	1	12.5	242,354	3.30	0.41
Chesapeake	VA	18	2	11.1	240,397	7.49	0.83
Irving	TX	12	1	8.3	240,373	4.99	0.42
Hialeah	FL	30	8	26.7	239,673	12.52	3.34
Garland	TX	19	5	26.3	238,002	7.98	2.10
Fremont	CA	15	3	20.0	234,962	6.38	1.28
Richmond	VA	21	11	52.4	227,032	9.25	4.85
Boise City	ID	21	4	19.0	226,570	9.27	1.77
Baton Rouge	LA	52	12	23.1	225,374	23.07	5.32
Des Moines	IA	13	3	23.1	217,521	5.98	1.38
Spokane	WA	16	7	43.8	217,108	7.37	3.22
San Bernardino	CA	22	9	40.9	216,995	10.14	4.15
Modesto	CA	13	3	23.1	214,221	6.07	1.40
Tacoma	WA	13	3	23.1	213,418	6.09	1.41
Fontana	CA	20	9	45.0	211,815	9.44	4.25
Santa Clarita	CA	10	0	0.0	210,888	4.74	0.00
Birmingham	AL	42	10	23.8	210,710	19.93	4.75
Oxnard	CA	0	0	0.0	210,037	0.00	0.00
Fayetteville	NC	25	7	28.0	209,889	11.91	3.34
Rochester	NY	15	2	13.3	208,046	7.21	0.96
Moreno Valley	CA	16	8	50.0	207,226	7.72	3.86
Glendale	CA	7	3	42.9	203,054	3.45	1.48
Yonkers	NY	3	0	0.0	202,019	1.49	0.00
Huntington Beach	CA	6	4	66.7	201,874	2.97	1.98
Aurora	IL	4	2	50.0	200,965	1.99	1.00
Salt Lake City	UT	20	4	20.0	200,544	9.97	1.99
Amarillo	TX	26	9	34.6	199,826	13.01	4.50
Montgomery	AL	14	6	42.9	199,518	7.02	3.01
Grand Rapids	MI	16	5	31.3	198,829	8.05	2.51
Little Rock	AR	21	6	28.6	198,606	10.57	3.02
Akron	OH	14	3	21.4	197,846	7.08	1.52
Augusta-Richmond County	GA	25	11	44.0	197,166	12.68	5.58
Huntsville	AL	19	4	21.1	194,585	9.76	2.06
Columbus	GA	24	4	16.7	194,058	12.37	2.06
Grand Prairie	TX	15	3	20.0	193,837	7.74	1.55
Shreveport	LA	24	10	41.7	192,036	12.50	5.21
Overland Park	KS	8	1	12.5	191,278	4.18	0.52
Tallahassee	FL	12	4	33.3	191,049	6.28	2.09
Mobile	AL	32	6	18.8	190,265	16.82	3.15
Port St. Lucie	FL	11	1	9.1	189,344	5.81	0.53
Knoxville	TN	29	8	27.6	187,347	15.48	4.27
Worcester	MA	8	5	62.5	185,677	4.31	2.69
Tempe	AZ	25	8	32.0	185,038	13.51	4.32
Cape Coral	FL	14	0	0.0	183,365	7.64	0.00
Brownsville	TX	12	5	41.7	183,299	6.55	2.73

Source: Population—U.S. 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
McKinney	TX	4	0	0.0	181,330	2.21	0.00
Providence	RI	10	3	30.0	180,393	5.54	1.66
Fort Lauderdale	FL	30	12	40.0	180,072	16.66	6.66
Newport News	VA	16	3	18.8	179,388	8.92	1.67
Chattanooga	TN	17	2	11.8	179,139	9.49	1.12
Rancho Cucamonga	CA	12	2	16.7	177,452	6.76	1.13
Frisco	TX	6	0	0.0	177,286	3.38	0.00
Sioux Falls	SD	7	2	28.6	176,888	3.96	1.13
Oceanside	CA	20	5	25.0	176,193	11.35	2.84
Ontario	CA	7	3	42.9	175,841	3.98	1.71
Vancouver	WA	10	4	40.0	175,673	5.69	2.28
Santa Rosa	CA	9	4	44.4	175,269	5.13	2.28
Garden Grove	CA	18	8	44.4	174,226	10.33	4.59
Elk Grove	CA	5	1	20.0	171,844	2.91	0.58
Pembroke Pines	FL	13	2	15.4	170,712	7.62	1.17
Salem	OR	18	3	16.7	169,798	10.60	1.77
Eugene	OR	5	0	0.0	168,916	2.96	0.00
Peoria	AZ	7	0	0.0	168,181	4.16	0.00
Corona	CA	8	2	25.0	167,836	4.77	1.19
Springfield	MO	17	6	35.3	167,376	10.16	3.58
Jackson	MS	27	4	14.8	166,965	16.17	2.40
Cary	NC	1	1	100.0	165,904	0.60	0.60
Fort Collins	CO	13	3	23.1	165,080	7.87	1.82
Hayward	CA	10	4	40.0	160,500	6.23	2.49
Lancaster	CA	15	4	26.7	160,316	9.36	2.50
Alexandria	VA	4	2	50.0	160,035	2.50	1.25
Salinas	CA	8	5	62.5	157,596	5.08	3.17
Palmdale	CA	14	4	28.6	157,519	8.89	2.54
Lakewood	CO	9	3	33.3	154,958	5.81	1.94
Springfield	MA	17	2	11.8	154,758	10.98	1.29
Sunnyvale	CA	7	3	42.9	153,656	4.56	1.95
Hollywood	FL	22	3	13.6	153,627	14.32	1.95
Pasadena	TX	7	2	28.6	153,520	4.56	1.30
Clarksville	TN	12	1	8.3	153,205	7.83	0.65
Pomona	CA	18	6	33.3	152,939	11.77	3.92
Kansas City	KS	34	2	5.9	152,938	22.23	1.31
Macon-Bibb County	GA	33	8	24.2	152,663	21.62	5.24
Escondido	CA	11	3	27.3	151,969	7.24	1.97

Source: Population—U.S. Bureau of the Census.

Table 125
Fatalities and Fatality Rates by State, 1975-2017

State	Fatalities								Fatality Rate per 100 Million Vehicle Miles Traveled							
	1975	1985	1995	2000	2005	2010	2017	Difference, 1975-2017	1975	1985	1995	2000	2005	2010	2017	Difference, 1975-2017
AL	902	882	1,114	996	1,148	862	948	**+5%**	3.63	2.51	2.20	1.76	1.92	1.34	1.34	**-63%**
AK	112	127	87	106	73	56	79	**-29%**	4.38	3.17	2.11	2.30	1.45	1.17	1.43	**-67%**
AZ	670	893	1,035	1,036	1,179	759	1,000	**+49%**	4.19	4.14	2.61	2.11	1.97	1.27	1.54	**-63%**
AR	559	534	631	652	654	571	493	**-12%**	4.01	3.12	2.37	2.24	2.05	1.70	1.35	**-66%**
CA	4,092	4,960	4,192	3,753	4,333	2,720	3,602	**-12%**	3.09	2.39	1.52	1.22	1.32	0.84	1.05	**-66%**
CO	581	579	645	681	606	450	648	**+12%**	3.50	2.21	1.84	1.63	1.26	0.96	1.21	**-65%**
CT	389	448	317	341	278	320	278	**-29%**	2.13	2.00	1.13	1.11	0.88	1.02	0.88	**-59%**
DE	122	104	121	123	133	101	119	**-2%**	3.37	1.94	1.61	1.49	1.40	1.13	1.14	**-66%**
DC	70	60	58	48	48	24	31	**-56%**	2.27	1.86	1.67	1.37	1.29	0.67	0.83	**-63%**
FL	1,998	2,832	2,805	2,999	3,518	2,444	3,112	**+56%**	3.24	3.22	2.19	1.99	1.75	1.25	1.42	**-56%**
GA	1,360	1,361	1,488	1,541	1,729	1,247	1,540	**+13%**	3.46	2.53	1.74	1.47	1.52	1.12	1.23	**-64%**
HI	144	126	130	132	140	113	107	**-26%**	3.47	1.86	1.64	1.55	1.39	1.13	1.00	**-71%**
ID	281	255	262	276	275	209	244	**-13%**	4.78	3.31	2.13	2.04	1.85	1.32	1.41	**-71%**
IL	2,041	1,534	1,586	1,418	1,363	927	1,097	**-46%**	3.56	2.17	1.68	1.38	1.27	0.88	1.02	**-71%**
IN	1,128	974	960	886	938	754	914	**-19%**	3.02	2.39	1.49	1.25	1.31	1.00	1.12	**-63%**
IA	670	474	527	445	450	390	330	**-51%**	3.75	2.35	2.03	1.51	1.45	1.24	0.99	**-74%**
KS	509	486	442	461	428	431	461	**-9%**	3.29	2.52	1.76	1.64	1.44	1.44	1.43	**-57%**
KY	863	712	849	820	985	760	782	**-9%**	3.50	2.50	2.07	1.75	2.08	1.58	1.59	**-55%**
LA	934	931	894	938	963	721	760	**-19%**	4.60	2.79	2.31	2.30	2.14	1.59	1.54	**-67%**
ME	223	206	187	169	169	161	172	**-23%**	3.14	2.22	1.49	1.19	1.13	1.11	1.17	**-63%**
MD	670	729	671	588	614	496	550	**-18%**	2.66	2.19	1.50	1.17	1.09	0.88	0.92	**-65%**
MA	864	742	444	433	441	347	350	**-59%**	2.75	1.87	0.92	0.82	0.80	0.64	0.56	**-80%**
MI	1,779	1,545	1,530	1,382	1,129	942	1,030	**-42%**	3.06	2.29	1.79	1.41	1.09	0.97	1.01	**-67%**
MN	754	608	597	625	559	411	357	**-53%**	2.94	1.86	1.35	1.19	0.98	0.73	0.60	**-80%**
MS	546	662	868	949	931	641	690	**+26%**	3.80	3.45	2.94	2.67	2.32	1.61	1.69	**-56%**
MO	1,045	931	1,109	1,157	1,257	821	930	**-11%**	3.41	2.37	1.87	1.72	1.83	1.16	1.23	**-64%**
MT	291	223	215	237	251	189	186	**-36%**	5.08	3.03	2.28	2.40	2.26	1.69	1.47	**-71%**
NE	369	237	254	276	276	190	228	**-38%**	3.29	1.97	1.61	1.53	1.43	0.98	1.09	**-67%**
NV	218	259	313	323	427	257	309	**+42%**	4.74	3.42	2.24	1.83	2.06	1.16	1.12	**-76%**
NH	151	191	118	126	166	128	102	**-32%**	2.85	2.53	1.11	1.05	1.24	0.98	0.75	**-74%**

Table 125
Fatalities and Fatality Rates by State, 1975-2017 (Continued)

State	Fatalities								Fatality Rate per 100 Million Vehicle Miles Traveled							
	1975	1985	1995	2000	2005	2010	2017	Difference, 1975-2017	1975	1985	1995	2000	2005	2010	2017	Difference, 1975-2017
NJ	1,043	964	774	731	747	556	624	**-40%**	2.15	1.83	1.27	1.08	1.01	0.76	0.81	**-62%**
NM	555	535	485	432	488	349	379	**-32%**	5.59	4.03	2.29	1.90	2.04	1.38	1.28	**-77%**
NY	2,366	2,006	1,679	1,460	1,434	1,201	999	**-58%**	3.63	2.22	1.46	1.13	1.03	0.92	0.81	**-78%**
NC	1,506	1,482	1,448	1,557	1,547	1,320	1,412	**-6%**	4.14	2.97	1.90	1.74	1.53	1.29	1.18	**-71%**
ND	167	90	74	86	123	105	115	**-31%**	3.71	1.61	1.13	1.19	1.62	1.27	1.18	**-68%**
OH	1,766	1,646	1,360	1,366	1,321	1,080	1,179	**-33%**	2.75	2.18	1.35	1.29	1.20	0.97	0.99	**-64%**
OK	757	744	669	650	803	668	655	**-13%**	3.33	2.39	1.74	1.50	1.71	1.40	1.33	**-60%**
OR	562	559	574	451	487	317	437	**-22%**	3.53	2.61	1.91	1.33	1.38	0.94	1.19	**-66%**
PA	2,078	1,771	1,480	1,520	1,616	1,324	1,137	**-45%**	3.26	2.35	1.57	1.49	1.50	1.32	1.12	**-66%**
RI	110	109	69	80	87	67	83	**-25%**	1.94	1.87	1.00	0.96	1.05	0.81	1.04	**-46%**
SC	820	951	881	1,065	1,094	809	988	**+20%**	3.98	3.56	2.28	2.34	2.21	1.65	1.78	**-55%**
SD	195	130	158	173	186	140	129	**-34%**	3.76	2.07	2.06	2.05	2.22	1.58	1.34	**-64%**
TN	1,126	1,101	1,259	1,307	1,270	1,032	1,040	**-8%**	3.42	3.03	2.24	1.99	1.79	1.47	1.26	**-63%**
TX	3,372	3,678	3,183	3,779	3,536	3,023	3,722	**+10%**	3.99	2.57	1.76	1.72	1.50	1.29	1.36	**-66%**
UT	272	303	325	373	282	253	273	**+0%**	3.42	2.52	1.73	1.65	1.12	0.95	0.87	**-75%**
VT	143	115	106	76	73	71	69	**-52%**	4.32	2.45	1.71	1.12	0.95	0.98	0.93	**-78%**
VA	993	976	900	929	947	740	839	**-16%**	2.87	2.04	1.29	1.24	1.18	0.90	0.98	**-66%**
WA	758	744	653	631	649	460	565	**-25%**	3.16	2.16	1.33	1.18	1.17	0.80	0.92	**-71%**
WV	461	420	376	411	374	315	303	**-34%**	4.36	3.32	2.16	2.14	1.82	1.64	1.59	**-64%**
WI	930	744	745	799	815	572	613	**-34%**	3.25	2.03	1.45	1.40	1.36	0.96	0.94	**-71%**
WY	210	152	170	152	170	155	123	**-41%**	5.36	2.81	2.41	1.88	1.88	1.66	1.26	**-76%**
USA	**44,525**	**43,825**	**41,817**	**41,945**	**43,510**	**32,999**	**37,133**	**-17%**	**3.35**	**2.47**	**1.73**	**1.53**	**1.46**	**1.11**	**1.16**	**-65%**
PR	496	600	595	568	457	340	290	**-42%**	7.27	5.74	3.83	3.23	2.35	1.83	1.93	**-73%**

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 2017, 34 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 15 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 — https://www.ghsa.org/seat-belts
- Child passenger safety laws — https://www.ghsa.org/issues/child-passenger-safety.

In 2017, seat belt use rates in the United States ranged from 67.6 percent in New Hampshire to 97.1 percent in Georgia. Twenty-three States, the District of Columbia, and Puerto Rico achieved belt use rates of 90.0 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 2017 was 89.7 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 2017 can be found in *Seat Belt Use in 2017—Use Rates in the States and Territories*, DOT HS 812 546, https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812546.

Motorcycle Helmet Use Laws

In 2017, 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) do 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 https://www.ghsa.org/state-laws/issues/motorcyclists.

According to results from NOPUS, the overall rate of DOT-compliant motorcycle helmet use in the United States was 65.2 percent in 2017. 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 2017 can be found in Motorcycle Helmet Use in 2017—Overall Results, DOT HS 812 512, https://crashstats.nhtsa.dot.gov/APi/Public/ViewPublication/812512.

APPENDIXES

APPENDIX A ■ FARS DATA ELEMENTS

2017 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

2017 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 ■ CRSS DATA ELEMENTS

2017 Crash Reporting Sampling 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 ■ CRSS Data Elements

2017 Crash Report Sampling 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 ■ CRSS TECHNICAL NOTES

Standard Errors

The estimates generated using CRSS data are subject to sampling errors, because they are based on a probability sample of crashes instead of all crashes. The sampling error is a measure of the variability of an estimator from its mean under repeated sample selections. The magnitude of the sampling error depends on the study variable, the estimator used, and the CRSS sample design.

The CRSS sample was selected with design features such as stratification, clustering, and unequal selection probabilities (see *Crash Report Sampling System: Sample Design and Weighting* for more details). As a result, the CRSS sample is not a simple random sample. Failing to consider these design features in the estimation can cause bias in both the CRSS point estimates and the associated standard error estimates.

Estimation methods and computer software have been developed in order to make estimates from complex survey data like CRSS. Specialized procedures for analysis of complex survey data, such as SAS PROC SURVEY procedures and SUDAAN procedures, should be used for CRSS data analysis, along with proper design statements. See *Crash Report Sampling System: Design Overview, Analytic Guidance, and FAQs* for some basic concepts of complex survey data analysis and examples.

For readers who do not have access to the specialized software, the generalized variance function (GVF) method can be used to generate ballpark standard error estimates for a large quantity of estimates in a simpler way. With the GVF, readers can plug in the point estimate and calculate its estimated standard error directly. In *Traffic Safety Facts* annual reports for prior years, NHTSA published separate GVF estimates for the NASS GES crash, vehicle, and people characteristics. At the time of this publication, the GVF was not available for CRSS, which replaced NASS GES in 2016. NHTSA will issue updates to the GVF when the analysis required to generate the new GVFs has been completed.

Appendix C ■ CRSS Technical Notes

Unknowns

CRSS 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 NASS 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 NASS General Estimates System* (DOT HS 807 985). Imputation by sequential regression was instituted in 2010, and continued in 2016 when CRSS replaced NASS GES, 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 C1 below gives the reader the proportions of unknown values prior to imputation for variables with imputed values for 2017.

Table C1
Percent of Unknowns for 2017 CRSS Data Elements

Crash Level			
Atmospheric Condition	4.6%	Light Condition	1.0%
Crash Severity	3.2%	Manner of Collision	0.6%
Day of Week	0.0%	Minute of Crash	0.4%
First Harmful Event	0.1%	Relation to Junction—Specific Location	2.0%
Hour of Crash	0.4%	Relation to Trafficway	0.1%
Vehicle/Driver Level			
Initial Point of Impact	2.5%	Speed Limit	13.2%
Most Harmful Event	<0.1%	Traffic Control Device	0.5%
Roadway Surface Condition	1.2%	Vehicle Type	2.2%
Person Level			
Age	7.8%	Seating Position	1.5%
Injury Severity	4.4%	Sex	4.9%

Note: For some data elements, counts for the CRSS 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.

INDEX

Index

P

R

Index

S

T

V

W

Motor Vehicle Traffic Fatalities and Fatality Rates, 1899-2017

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	—	—	1959	36,223	700,480	5.17
1900	36	—	—	1960	36,399	718,762	5.06
1901	54	—	—	1961	36,285	737,421	4.92
1902	79	—	—	1962	38,980	766,734	5.08
1903	117	—	—	1963	41,723	805,249	5.18
1904	172	—	—	1964	45,645	846,298	5.39
1905	252	—	—	1965	47,089	887,812	5.30
1906	338	—	—	1966	50,894	925,899	5.50
1907	581	—	—	1967	50,724	964,005	5.26
1908	751	—	—	1968	52,725	1,015,869	5.19
1909	1,174	—	—	1969	53,543	1,061,791	5.04
1910	1,599	—	—	1970	52,627	1,109,724	4.74
1911	2,043	—	—	1971	52,542	1,178,811	4.46
1912	2,968	—	—	1972	54,589	1,259,786	4.33
1913	4,079	—	—	1973	54,052	1,313,110	4.12
1914	4,468	—	—	1974	45,196	1,280,544	3.53
1915	6,779	—	—	1975	44,525	1,327,664	3.35
1916	7,766	—	—	1976	45,523	1,402,380	3.25
1917	9,630	—	—	1977	47,878	1,467,027	3.26
1918	10,390	—	—	1978	50,331	1,544,704	3.26
1919	10,896	—	—	1979	51,093	1,529,133	3.34
1920	12,155	—	—	1980	51,091	1,527,295	3.35
1921	13,253	55,027	24.08	1981	49,301	1,555,308	3.17
1922	14,859	67,697	21.95	1982	43,945	1,595,010	2.76
1923	17,870	84,995	21.02	1983	42,589	1,652,788	2.58
1924	18,400	104,838	17.55	1984	44,257	1,720,269	2.57
1925	20,771	122,346	16.98	1985	43,825	1,774,826	2.47
1926	22,194	140,735	15.77	1986	46,087	1,834,872	2.51
1927	24,470	158,453	15.44	1987	46,390	1,921,204	2.41
1928	26,557	172,856	15.36	1988	47,087	2,025,962	2.32
1929	29,592	197,720	14.97	1989	45,582	2,096,487	2.17
1930	31,204	206,320	15.12	1990	44,599	2,144,362	2.08
1931	31,963	216,151	14.79	1991	41,508	2,172,050	1.91
1932	27,979	200,517	13.95	1992	39,250	2,247,151	1.75
1933	29,746	200,642	14.83	1993	40,150	2,296,378	1.75
1934	34,240	215,563	15.88	1994	40,716	2,357,588	1.73
1935	34,494	228,568	15.09	1995	41,817	2,422,823	1.73
1936	36,126	252,128	14.33	1996	42,065	2,484,080	1.69
1937	37,819	270,110	14.00	1997	42,013	2,552,233	1.65
1938	31,083	271,177	11.46	1998	41,501	2,628,148	1.58
1939	30,895	285,402	10.83	1999	41,717	2,690,241	1.55
1940	32,914	302,188	10.89	2000	41,945	2,746,925	1.53
1941	38,142	333,612	11.43	2001	42,196	2,795,610	1.51
1942	27,007	268,224	10.07	2002	43,005	2,855,508	1.51
1943	22,727	208,192	10.92	2003	42,884	2,890,221	1.48
1944	23,165	212,713	10.89	2004	42,836	2,964,788	1.44
1945	26,785	250,173	10.71	2005	43,510	2,989,430	1.46
1946	31,874	340,880	9.35	2006	42,708	3,014,371	1.42
1947	31,193	370,894	8.41	2007	41,259	3,031,124	1.36
1948	30,775	397,957	7.73	2008	37,423	2,976,528	1.26
1949	30,246	424,461	7.13	2009	33,883	2,956,764	1.15
1950	33,186	458,246	7.24	2010	32,999	2,967,266	1.11
1951	35,309	491,093	7.19	2011	32,479	2,950,402	1.10
1952	36,088	513,581	7.03	2012	33,782	2,969,433	1.14
1953	36,190	544,433	6.65	2013	32,893	2,988,280	1.10
1954	33,890	561,963	6.03	2014	32,744	3,025,656	1.08
1955	36,688	605,646	6.06	2015	35,484	3,095,373	1.15
1956	37,965	627,843	6.05	2016	37,806	3,174,408	1.19
1957	36,932	647,004	5.71	2017	37,133	3,212,347	1.16
1958	35,331	664,653	5.32				

Total Traffic Fatalities (1899-2017): 3,757,320

Notes: 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); **1975-2017:** 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, 1975-2017

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	3,030	782
2013	263	12,644	2,398	1,640	507	2,771	717
2014	253	12,801	2,400	1,673	486	2,877	661
2015	273	14,062	2,597	1,800	542	2,715	742
2016	334	14,753	2,774	1,885	556	2,471	805
2017	325	14,955	2,790	1,872	538	2,549	749
Total	**11,606**	**374,276**	**50,457**	**45,746**	**31,959**	**386,719**	**34,044**

*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 2017 and previous years by various protective devices or laws. The estimates were obtained by combining information from fatal traffic crashes with estimates of the effectiveness of each device or law in saving lives. For seat belts and motorcycle helmets, the table also estimates the numbers of additional lives that could have been saved if the devices had been used by more people.

U.S. Department of Transportation
National Highway Traffic Safety Administration
DOT HS 812 806