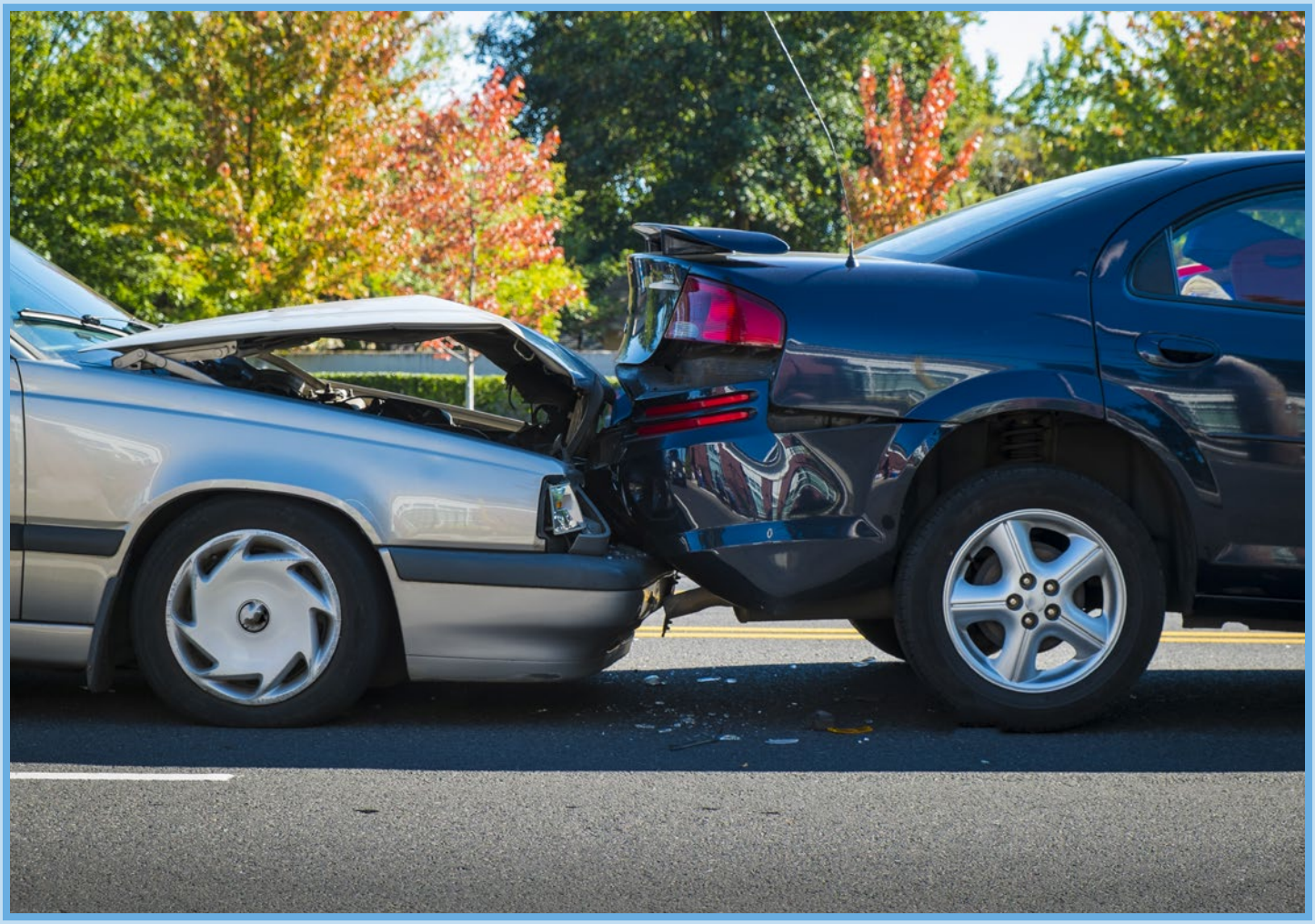
U.S. Department of Transportation
National Highway Traffic Safety Administration

NHTSA

TRAFFIC SAFETY FACTS 2019



A Compilation of Motor Vehicle Crash Data

2019 NATIONAL STATISTICS

POLICE-REPORTED MOTOR VEHICLE CRASHES

Fatal	33,244
Injury	1,916,000
Property-Damage-Only	4,806,000
Total	**6,756,000**

TRAFFIC CRASH VICTIMS

	Killed	Injured
Occupants	**23,744**	**2,516,000**
Drivers	17,880	1,858,000
Passengers	5,807	657,000
Unknown	57	1,000
Motorcyclists	**5,014**	**84,000**
Nonoccupants	**7,338**	**140,000**
Pedestrians	6,205	76,000
Pedalcyclists	846	49,000
Other/Unknown	287	16,000
Total	**36,096**	**2,740,000**

OTHER NATIONAL STATISTICS

Vehicle Miles Traveled	3,261,772,000,000
Population	328,239,523
Registered Vehicles	299,267,114
Licensed Drivers	228,679,719
Economic Cost of Traffic Crashes (2010) (estimate for reported and unreported crashes)	$242 billion

NATIONAL RATES: FATALITIES

Fatalities per 100 Million Vehicle Miles Traveled	1.11
Fatalities per 100,000 Population	11.00
Fatalities per 100,000 Registered Vehicles	12.06
Fatalities per 100,000 Licensed Drivers	15.78

NATIONAL RATES: PEOPLE INJURED

People Injured per 100 Million Vehicle Miles Traveled	84
People Injured per 100,000 Population	835
People Injured per 100,000 Registered Vehicles	916
People Injured per 100,000 Licensed Drivers	1,198

Sources: Crashes, Fatalities, Injuries, and Costs – National Highway Traffic Safety Administration (NHTSA)
Population – Census Bureau
Vehicle Miles Traveled (VMT) – Federal Highway Administration (FHWA)
Registered Vehicles – FHWA and Polk data from R. L. Polk & Co.

DOT HS 813 141
August 2021

Traffic Safety Facts 2019

A Compilation of Motor Vehicle Crash Data

National Highway Traffic Safety Administration
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FOR MORE INFORMATION:
Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. Additional data tools, such as the State Traffic Safety Information (STSI), Fatality and Injury Reporting System Tool (FIRST), and more can be found at https://cdan.nhtsa.gov/. To report a vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www.nhtsa.gov/report-a-safety-problem.

Fact sheets available from NCSA are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection in Passenger Vehicles, Older Population, Passenger Vehicles, Pedestrians, Rural/Urban Comparison of Traffic Fatalities, School-Transportation-Related Crashes, Speeding, State Alcohol-Impaired-Driving Estimates, State Traffic Data, Summary of Motor Vehicle Crashes,* and *Young Drivers*. The fact sheets and annual *Traffic Safety Facts* reports can be found at https://crashstats.nhtsa.dot.gov/.

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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 grams 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 crash report that there is evidence of alcohol present. The code does not necessarily mean that a driver or nonoccupant was tested for alcohol.

The terms "alcohol-related" and "alcohol-involved" do 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

BAC is measured as the weight of alcohol in a volume of blood (g/dL). A positive BAC level (.01 g/dL or 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 nine or more people, 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 an occupant 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.

Fixed Object

Stationary structures or substantial vegetation attached to the terrain.

Gross Vehicle Weight Rating

The GVWR is 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.

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 (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 GVWR, including single-unit trucks and truck tractors.

Light Trucks

Trucks of 10,000 pounds GWVR or less, including pickups, vans, truck-based station wagons, and utility vehicles (SUVs).

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 that are not head-on, rear-end, rear-to-rear, or sideswipe.

Head-on. Refers to a collision where the front of one vehicle collides with the front 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.

Glossary

Motorcycle

A two- or three-wheeled motor vehicle designed to transport one or two people, including motor-scooters, 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 people 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, pedal-cyclists, animals, or trains (e.g., spilled cargo in roadway).

Occupant

Any person who is in or on a motor vehicle in transport. Includes the driver, passengers, and any person 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 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 FHWA 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.

Rollover

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 people 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.

INTRODUCTION

In this annual report, *Traffic Safety Facts 2019: A Compilation of Motor Vehicle Crash Data*, the National Highway Traffic Safety Administration 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 traffic crash statistics. The first data system, the Fatality Analysis Reporting System (FARS), is probably the better 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 and ended in 2015. NASS GES contains data from a nationally representative sample of police-reported crashes of all severities, including those that resulted in death, injury, or property damage. The third source is the 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 the general public.

FARS OPERATIONS

The Fatality Analysis Reporting System (FARS) became operational in 1975 and contains data on a census of fatal traffic crashes in 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 the NCSA State Data System, Office of Data Acquisition. Trained State employees, called "FARS analysts," are responsible for gathering, translating, and transmitting their State's data to NCSA's 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 Crash Reports (PCRs)
- State Vehicle Registration Files
- State Driver Licensing Files
- State Highway Department Data
- Vital Statistics
- Death Certificates
- Coroner/Medical Examiner Reports
- Emergency Medical Service Reports
- Other State Records

From these documents, the FARS analysts code more than 140 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 in 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 FARS 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 2019 FARS data file used for the statistics in this report was created in September 2020; however, the 2019 FARS file will officially close in January 2021. This additional time provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. The updated final counts for 2018 are reflected in this report. The updated final counts for 2019 will be reflected in the 2020 annual report.

GES OPERATIONS

Data from the National Automotive Sampling System (NASS) General Estimates System (GES) were obtained from a nationally representative probability sample selected from all police-reported crashes. The NASS GES system began operation in 1988 and ended in 2015. To be eligible for the GES sample, a PCR 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 concentrated on those crashes of greatest concern to the highway safety community and the general public.

GES data collectors made weekly visits to 410 police jurisdictions in 60 sites across the United States, where they randomly sampled about 55,000 PCRs per year. The collectors obtained copies of the PCRs and sent them to the NASS quality control centers for coding. No other data were collected beyond the selected PCRs—no driver license, vehicle registration, or medical information was obtained.

Trained data entry personnel interpreted and coded data directly from the PCRs into an electronic data file. Approximately 90 data elements were coded into a common format. Some elements were 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) was coded. During data coding, the data were checked electronically for validity and consistency. After the data file was created, further quality checks were performed on the data through computer processing and by the data coding supervisors.

CRSS OPERATIONS

NHTSA developed and implemented the NASS in the 1970s to make estimates of the motor vehicle crash experience in the United States. In 1988 NHTSA split the NASS into two surveys, the 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 population and the vehicle fleet, and the changing analytic needs of the safety community, Congress authorized NHTSA to modernize its crash data collection system. NCSA redesigned the nationally representative sample of police-reported traffic crashes in the United States. The new system, called the Crash Report Sampling System (CRSS), replaced NASS GES in 2016.

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

These crash reports are chosen from 60 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 sites, systematically sampling tens of thousands of PCRs each year. The collectors obtain copies of the selected PCRs and send them to a central location for coding. No other data are collected beyond that in the selected crash reports.

Trained personnel interpret and code data directly from the PCRs into an electronic data file. Approximately 120 data elements are coded into a common format. After coding, quality checks are performed on the data to ensure validity and consistency. When these are completed, CRSS data files and coding documentation become 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 to 2019), GES (1988 to 2015), and CRSS (2016 to 2019). The remaining chapters present data only from 2019. Chapter 2, "Crashes," describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crashes. 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, "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 or property-damage-only crashes have been derived from GES (or CRSS) and statistics describing nonfatal injuries have been derived from both FARS and 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 people injured 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 BAC test results. When the alcohol test results are unknown, BAC values in g/dL have been assigned to drivers and nonoccupants involved in fatal crashes, using a method of multiple imputation 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 a NHTSA Technical Report, *Transitioning to Multiple Imputation: A New Method to Estimate Missing Blood Alcohol Concentration (BAC) Values in FARS*.[1]

Changes from the *Traffic Safety Facts 2018* 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 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 because

[1] Subramanian, R. (2002, October). *Transitioning to multiple imputation – A new method to estimate missing blood alcohol concentration (BAC) values in FARS* (Report No. DOT HS 809 403). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/809403

of different sampling designs. 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.*[2,3]

Methodology Change for Estimating People Injured

In calendar year 2020, NCSA changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach combines people nonfatally injured from both FARS and NASS GES/CRSS. This is done by combining people nonfatally injured in fatal crashes from FARS with people nonfatally injured in nonfatal injury crashes from NASS GES/CRSS. The old approach was to extract people injured from only NASS GES/CRSS by selecting people nonfatally injured in all crashes, regardless of crash severity. This change in methodology caused some estimates of people injured to change for some prior years.

2016 FARS Final File Revision

Minor corrections were made to two cases on the 2016 FARS Final file. However, these corrections did not change the overall fatal crash and fatality counts reported from the previous 2016 Final file.

2017 FARS Final File Revision

Due to amendments made to the 2017 FARS Final file, the number of alcohol-impaired-driving fatalities for 2017 changed from 10,908 to 10,880. In addition, the number of motorcyclist fatalities changed from 5,229 to 5,226 because of revisions to motorcycle body types. There may be minor changes in other areas, but overall fatal crash and fatality counts did not change.

Driver Terminology

Tables 63, 64, 78, 79, 80, 81, and Figures 24 and 25 previously included the phrase "drivers and motorcycle riders" in the titles. "Motorcycle rider" has been deleted from the titles and the term "driver" will include motorcycle riders.

Registered Vehicles and 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 VMT were revised by NHTSA, using a combination of Polk and FHWA exposure data.

[2] Zhang, F., Noh, E. Y., Subramanian, R., & Chen, C.-L. (2019, May). *Crash Report Sampling System: Sample design and weighting* (Report No. DOT HS 812 706). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812706

[3] Zhang, F., Subramanian, R., Chen, C.-L., & Noh, E. Y. (2019, April). *Crash Report Sampling System: Design overview, analytic guidance, and FAQs* (Report No. DOT HS 812 688). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812688

Polk enhanced the data quality of its NVPP, resulting 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 VMT from 2011 to 2019 is not strictly comparable with the data for all prior years, which was based on Polk's old NVPP.

Registered Vehicles: NCSA Revised Using Polk and FHWA Data

Year	Passenger Cars (Polk)	Light Trucks (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)	132,864,363	135,594,973	8,664,108	983,231	12,229,216	290,335,891
2018 (New NVPP)	132,837,515	141,312,896	8,659,741	992,152	13,233,910	297,036,214
2019 (New NVPP)	129,990,647	146,599,477	8,596,314	995,033	13,085,643	299,267,114

VMT: 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	2,945,194
2012 (New NVPP)	1,377,486	1,286,574	21,385	14,781	269,207	2,963,497
2013 (New NVPP)	1,384,194	1,293,536	20,366	15,167	275,017	2,982,941
2014 (New NVPP)	1,396,098	1,314,458	19,970	15,999	279,132	3,020,377
2015 (New NVPP)	1,420,869	1,358,824	19,606	16,230	279,844	3,089,841
2016 (New NVPP)	1,439,678	1,410,040	20,445	16,350	287,895	3,173,815
2017 (New NVPP)	1,424,056	1,453,322	20,149	17,227	297,593	3,210,248
2018 (New NVPP)	1,403,760	1,493,323	20,076	18,303	304,864	3,240,327
2019 (New NVPP)	1,374,234	1,549,819	19,688	17,980	300,050	3,261,772

Note: NCSA revises FHWA's Passenger Car and Light-Truck 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 to 2019), NASS GES (1988 to 2015), and CRSS (2016 to 2019) is available in several ways, including the following.

- Traffic Safety Facts Annual Report Tables can be obtained from the online portal at https://cdan.dot.gov/tsftables/tsfar.htm, which contains the most current data available, unlike the Traffic Safety Facts Annual Report publication. The 2018 and earlier year FARS data are final. Although the 2019 data file is a full year's worth of data, it is subject to change when it is finalized. Tables in this report can be rendered using the latest FARS and NASS GES (or CRSS) data available.
- FARS data can also be accessed at www-fars.nhtsa.dot.gov/Main/index.aspx. This website provides instant access to the 1994 to 2019 FARS data via reports, which is an inventory of the fatality statistical reports found in this publication. These are national reports for current and past years that may be customized by selection of State, and for State reports, county tabulation may be selected.
- Data visualization tools for Traffic Safety fact sheets can be found at https://cdan.dot.gov/DataVisualization/DataVisualization.htm.
- FARS and GES/CRSS data can be queried using the Fatality and Injury Reporting System Tool (FIRST) at https://cdan.dot.gov/query.
- FARS, NASS GES, and CRSS data can be obtained by downloading published files from www.nhtsa.gov/node/97996/251 (FARS), www.nhtsa.gov/node/97996/256 (NASS GES), or www.nhtsa.gov/node/97996/221 (CRSS). The files are available in Statistical Analysis System (SAS) or Comma Separated Values (CSV) file formats. This will enable you to process the data using your own computer system.
- 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.

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

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

Additional information on all NHTSA's data files, including FARS, NASS GES, and CRSS can be found on the NCSA website at www.nhtsa.gov/data. Fact sheets, recent NCSA research notes, and abstracts of technical reports can be downloaded in PDF format. Comments and suggestions about the NCSA website can be emailed to NCSARequests@dot.gov.

VEHICLE SAFETY HOTLINE

To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www.nhtsa.gov/report-a-safety-problem.

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 2019; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2019. **Trends for nonfatal crashes are presented from NASS GES (1988 to 2015) and CRSS (2016 to 2019). Trends for people injured are presented from FARS (1988 to 2019) and NASS GES (1988 to 2015) or CRSS (2016 to 2019). NASS GES should not be compared to CRSS data.** Furthermore, care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from NASS GES and CRSS 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 NASS GES or CRSS data (For more information on sampling error, see Appendix C). Below are some of the statistics you will find in this chapter:

- Fatal crashes decreased by 2.0 percent from 2018 to 2019, and the fatality rate decreased to 1.11 fatalities per 100 million VMT in 2019.
- The injury rate remained at 84 people injured per 100 million VMT from 2018 to 2019.
- The occupant fatality rate (including motorcyclists) per 100,000 population has declined by 47.5 percent from 1975 to 2019.
- The occupant injury rate (including motorcyclists) per 100,000 population, which declined by 45.1 percent from 1988 to 2015, decreased by 11.7 percent from 2016 to 2019.
- The nonoccupant fatality rate per 100,000 population has declined by 43.9 percent from 1975 to 2019.
- The nonoccupant injury rate per 100,000 population, which declined by 50.6 percent from 1988 to 2015, decreased by 15.7 percent from 2016 to 2019.
- The percent of alcohol-impaired-driving fatalities has declined from 48 percent in 1982 to 28 percent in 2019. This 28 percent of overall fatalities is the lowest percentage since 1982, when NHTSA started reporting alcohol data.

Figure 1. Crashes, by Crash Severity, 1975-2019

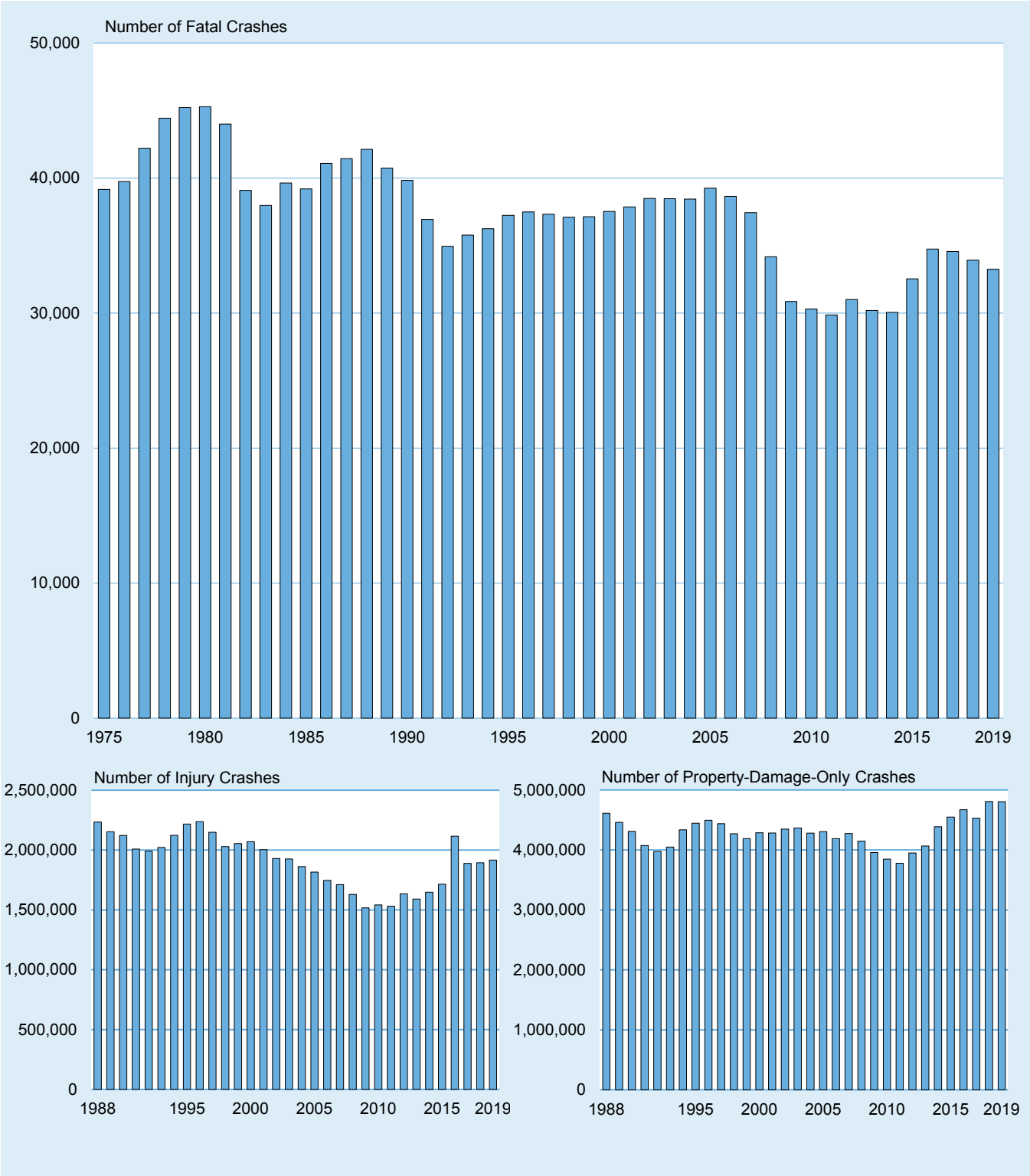


Table 1. Crashes, by Crash Severity, 1988-2019

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	34,560	0.5	1,889,000	29.3	4,530,000	70.2	**6,453,000**	**100.0**
2018	33,919	0.5	1,894,000	28.1	4,807,000	71.4	**6,735,000**	**100.0**
2019	33,244	0.5	1,916,000	28.4	4,806,000	71.1	**6,756,000**	**100.0**

Note: Injury and property-damage-only crash estimates from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 2. People Killed and Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT, 1966-2019

	Killed								
Year	Fatalities	Population	Fatality Rate per 100,000 Population	Licensed Drivers	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles	Fatality Rate per 100,000 Registered Vehicles	VMT (millions)	Fatality Rate per 100 Million VMT
1966	50,894	196,560,338	25.89	100,998,000	50.39	95,703,030	53.18	925,899	5.50
1967	50,724	198,712,056	25.53	103,172,000	49.16	98,858,898	51.31	964,005	5.26
1968	52,725	200,706,052	26.27	105,410,000	50.02	102,987,134	51.20	1,015,869	5.19
1969	53,543	202,676,946	26.42	108,306,000	49.44	107,412,077	49.85	1,061,791	5.04
1970	52,627	205,052,174	25.67	111,543,000	47.18	111,242,295	47.31	1,109,724	4.74
1971	52,542	207,660,677	25.30	114,426,000	45.92	116,330,037	45.17	1,178,811	4.46
1972	54,589	209,896,021	26.01	118,414,000	46.10	122,556,550	44.54	1,259,786	4.33
1973	54,052	211,908,788	25.51	121,546,000	44.47	130,024,945	41.57	1,313,110	4.12
1974	45,196	213,853,928	21.13	125,427,000	36.03	134,899,955	33.50	1,280,544	3.53
1975	44,525	215,973,199	20.62	129,791,000	34.31	126,153,304	35.29	1,327,664	3.35
1976	45,523	218,035,164	20.88	134,036,000	33.96	130,793,242	34.81	1,402,380	3.25
1977	47,878	220,239,425	21.74	138,121,000	34.66	134,514,286	35.59	1,467,027	3.26
1978	50,331	222,584,545	22.61	140,844,000	35.74	140,374,064	35.85	1,544,704	3.26
1979	51,093	225,055,487	22.70	143,284,000	35.66	144,317,076	35.40	1,529,133	3.34
1980	51,091	227,224,681	22.48	145,295,000	35.16	146,845,134	34.79	1,527,295	3.35
1981	49,301	229,465,714	21.49	147,075,000	33.52	149,330,311	33.01	1,555,308	3.17
1982	43,945	231,664,458	18.97	150,234,000	29.25	151,147,755	29.07	1,595,010	2.76
1983	42,589	233,791,994	18.22	154,389,000	27.59	153,829,970	27.69	1,652,788	2.58
1984	44,257	235,824,902	18.77	155,424,000	28.48	158,899,717	27.85	1,720,269	2.57
1985	43,825	237,923,795	18.42	156,868,000	27.94	166,047,491	26.39	1,774,826	2.47
1986	46,087	240,132,887	19.19	159,486,000	28.90	168,545,286	27.34	1,834,872	2.51
1987	46,390	242,288,918	19.15	161,816,000	28.67	172,749,894	26.85	1,921,204	2.41
1988	47,087	244,498,982	19.26	162,854,000	28.91	177,455,476	26.53	2,025,962	2.32
1989	45,582	246,819,230	18.47	165,554,000	27.53	181,164,568	25.16	2,096,487	2.17
1990	44,599	249,464,396	17.88	167,015,000	26.70	184,275,422	24.20	2,144,362	2.08
1991	41,508	252,153,092	16.46	168,995,000	24.56	186,370,190	22.27	2,172,050	1.91
1992	39,250	255,029,699	15.39	173,125,000	22.67	184,937,848	21.22	2,247,151	1.75
1993	40,150	257,782,608	15.58	173,149,000	23.19	188,349,676	21.32	2,296,378	1.75
1994	40,716	260,327,021	15.64	175,403,000	23.21	192,497,438	21.15	2,357,588	1.73
1995	41,817	262,803,276	15.91	176,628,482	23.68	197,064,868	21.22	2,422,823	1.73
1996	42,065	265,228,572	15.86	179,539,340	23.43	201,630,659	20.86	2,484,080	1.69
1997	42,013	267,783,607	15.69	182,709,204	22.99	203,567,637	20.64	2,552,233	1.65
1998	41,501	270,248,003	15.36	184,860,969	22.45	208,076,469	19.95	2,628,148	1.58
1999	41,717	272,690,813	15.30	187,170,420	22.29	212,685,157	19.61	2,690,241	1.55
2000	41,945	282,162,411	14.87	190,625,023	22.00	217,028,324	19.33	2,746,925	1.53
2001	42,196	284,968,955	14.81	191,275,719	22.06	221,230,149	19.07	2,795,610	1.51
2002	43,005	287,625,193	14.95	194,602,202	22.10	225,684,815	19.06	2,855,508	1.51
2003	42,884	290,107,933	14.78	196,165,667	21.86	230,633,079	18.59	2,890,221	1.48
2004	42,836	292,805,298	14.63	198,888,912	21.54	237,948,530	18.00	2,964,788	1.44
2005	43,510	295,516,599	14.72	200,548,972	21.70	245,628,199	17.71	2,989,430	1.46
2006	42,708	298,379,912	14.31	202,810,438	21.06	251,415,320	16.99	3,014,371	1.42
2007	41,259	301,231,207	13.70	205,741,845	20.05	257,472,378	16.02	3,031,124	1.36
2008	37,423	304,093,966	12.31	208,320,601	17.96	259,360,494	14.43	2,976,528	1.26
2009	33,883	306,771,529	11.05	209,618,386	16.16	258,957,503	13.08	2,956,764	1.15
2010	32,999	309,326,085	10.67	210,114,939	15.71	257,312,235	12.82	2,967,266	1.11
2011	32,479	311,580,009	10.42	211,874,649	15.33	265,043,362	12.25	2,950,402	1.10
2012	33,782	313,874,218	10.76	211,814,830	15.95	265,647,194	12.72	2,969,433	1.14
2013	32,893	315,993,715	10.41	212,159,728	15.50	269,294,302	12.21	2,982,941	1.10
2014	32,744	318,301,008	10.29	214,092,472	15.29	274,804,904	11.92	3,020,377	1.08
2015	35,484	320,635,163	11.07	218,084,465	16.27	281,312,446	12.61	3,089,841	1.15
2016	37,806	322,941,311	11.71	221,711,918	17.05	288,033,900	13.13	3,173,815	1.19
2017	37,473	324,985,539	11.53	225,346,257	16.63	290,335,891	12.91	3,210,248	1.17
2018	36,835	326,687,501	11.28	227,558,385	16.19	297,036,214	12.40	3,240,327	1.14
2019	36,096	328,239,523	11.00	228,679,719	15.78	299,267,114	12.06	3,261,772	1.11

Sources: VMT and Licensed Drivers—FHWA; Registered Vehicles, 1966-1974—FHWA; Registered Vehicles, 1975-2019—FHWA and Polk data from R. L. Polk & Co., a foundation of IHS Markit automotive solutions; Population—Census Bureau; 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, 1975-2019—FARS, NHTSA, 30-day traffic deaths

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 2010 and earlier years with those for 2011 and later years. For more details, see pages 10-11 of this report.

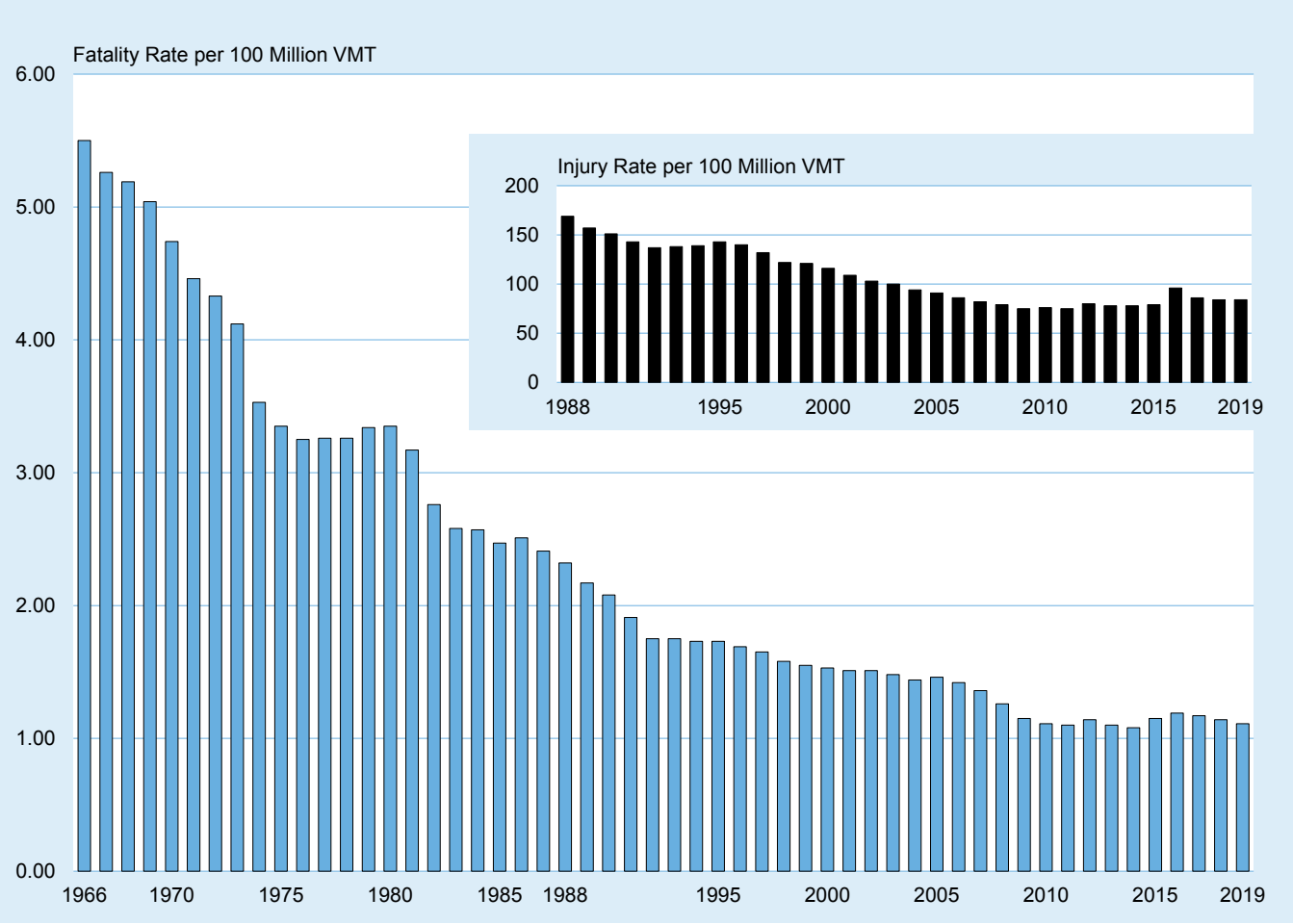
Table 2. People Killed and Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT, 1966-2019 (Continued)

	Injured								
Year	Injured	Population	Injury Rate per 100,000 Population	Licensed Drivers	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles	Injury Rate per 100,000 Registered Vehicles	VMT (millions)	Injury Rate per 100 Million VMT
1988	3,427,000	244,498,982	1,402	162,854,000	2,105	177,455,476	1,931	2,025,962	169
1989	3,292,000	246,819,230	1,334	165,554,000	1,989	181,164,568	1,817	2,096,487	157
1990	3,246,000	249,464,396	1,301	167,015,000	1,944	184,275,422	1,762	2,144,362	151
1991	3,107,000	252,153,092	1,232	168,995,000	1,839	186,370,190	1,667	2,172,050	143
1992	3,079,000	255,029,699	1,207	173,125,000	1,779	184,937,848	1,665	2,247,151	137
1993	3,163,000	257,782,608	1,227	173,149,000	1,827	188,349,676	1,680	2,296,378	138
1994	3,275,000	260,327,021	1,258	175,403,000	1,867	192,497,438	1,701	2,357,588	139
1995	3,476,000	262,803,276	1,323	176,628,482	1,968	197,064,868	1,764	2,422,823	143
1996	3,480,000	265,228,572	1,312	179,539,340	1,938	201,630,659	1,726	2,484,080	140
1997	3,360,000	267,783,607	1,255	182,709,204	1,839	203,567,637	1,651	2,552,233	132
1998	3,199,000	270,248,003	1,184	184,860,969	1,731	208,076,469	1,538	2,628,148	122
1999	3,250,000	272,690,813	1,192	187,170,420	1,736	212,685,157	1,528	2,690,241	121
2000	3,194,000	282,162,411	1,132	190,625,023	1,675	217,028,324	1,472	2,746,925	116
2001	3,042,000	284,968,955	1,068	191,275,719	1,591	221,230,149	1,375	2,795,610	109
2002	2,939,000	287,625,193	1,022	194,602,202	1,510	225,684,815	1,302	2,855,508	103
2003	2,902,000	290,107,933	1,000	196,165,667	1,479	230,633,079	1,258	2,890,221	100
2004	2,802,000	292,805,298	957	198,888,912	1,409	237,948,530	1,177	2,964,788	94
2005	2,709,000	295,516,599	917	200,548,972	1,351	245,628,199	1,103	2,989,430	91
2006	2,583,000	298,379,912	866	202,810,438	1,274	251,415,320	1,027	3,014,371	86
2007	2,499,000	301,231,207	830	205,741,845	1,215	257,472,378	971	3,031,124	82
2008	2,356,000	304,093,966	775	208,320,601	1,131	259,360,494	908	2,976,528	79
2009	2,224,000	306,771,529	725	209,618,386	1,061	258,957,503	859	2,956,764	75
2010	2,248,000	309,326,085	727	210,114,939	1,070	257,312,235	874	2,967,266	76
2011	2,227,000	311,580,009	715	211,874,649	1,051	265,043,362	840	2,950,402	75
2012	2,369,000	313,874,218	755	211,814,830	1,118	265,647,194	892	2,969,433	80
2013	2,319,000	315,993,715	734	212,159,728	1,093	269,294,302	861	2,982,941	78
2014	2,343,000	318,301,008	736	214,092,472	1,094	274,804,904	852	3,020,377	78
2015	2,455,000	320,635,163	766	218,084,465	1,126	281,312,446	873	3,089,841	79
2016	3,062,000	322,941,311	948	221,711,918	1,381	288,033,900	1,063	3,173,815	96
2017	2,745,000	324,985,539	845	225,346,257	1,218	290,335,891	946	3,210,248	86
2018	2,710,000	326,687,501	830	227,558,385	1,191	297,036,214	912	3,240,327	84
2019	2,740,000	328,239,523	835	228,679,719	1,198	299,267,114	916	3,261,772	84

Sources: VMT and Licensed Drivers—FHWA; Registered Vehicles 1988-2019—FHWA and Polk data from R. L. Polk & Co., a foundation of IHS Markit automotive solutions; Population—Census Bureau; People Injured—FARS and NASS GES/CRSS

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 2010 and earlier years with those for 2011 and later years. For more details, see pages 10-11 of this report. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Figure 2. Motor Vehicle Fatality and Injury Rates per 100 Million VMT, 1966-2019



Source: VMT—FHWA, revised by NHTSA for passenger cars and light trucks

Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2019

	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
1988	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	15.63	19,920	1.41	15.08	4,562	1.58	39.67	5,467	26.74	62.99
2017	21,273	1.49	16.01	20,015	1.38	14.76	4,805	1.61	39.29	5,381	26.71	62.11
2018	20,594	1.47	15.50	19,902	1.33	14.08	4,909	1.61	37.09	5,172	25.76	59.72
2019	19,582	1.42	15.06	19,830	1.28	13.53	5,005	1.67	38.25	5,114	25.98	59.49

Sources: VMT—FHWA, 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

Notes: See Tables 7 to 10 for notes regarding an enhanced methodology used to estimate registered vehicles and VMT 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 pages 10-11 of this report.

Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2019 (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	983
2018	1,960,000	140	1,476	1,315,000	88	931	112,000	37	848	79,000	393	912
2019	1,958,000	143	1,507	1,377,000	89	939	119,000	40	906	81,000	409	937

Sources: VMT—FHWA, 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

Notes: See Tables 7 to 10 for notes regarding an enhanced methodology used to estimate registered vehicles and VMT 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 pages 10-11 of this report. Estimates for vehicles involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2019 (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
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	3,277	3,188,000	219	2,351	363,000	122	2,971	26,000	128	297
2018	4,677,000	333	3,521	3,335,000	223	2,360	414,000	136	3,127	25,000	124	288
2019	4,583,000	333	3,525	3,450,000	223	2,354	414,000	138	3,164	25,000	126	289

Sources: VMT—FHWA, 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

Notes: See Tables 7 to 10 for notes regarding an enhanced methodology used to estimate registered vehicles and VMT 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 pages 10-11 of this report. Estimates for vehicles involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 4. People Killed and Injured, by Person Type and Vehicle Type, 1975-2019

Year	Person Type											
	Occupants by Vehicle Type							Nonoccupants				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total	Motor-cyclists	Pedestrians	Pedalcyclists	Other/ Unknown	Total	Total
	Killed											
1975	25,929	4,856	961	53	937	*32,736*	*3,189*	7,516	1,003	81	*8,600*	**44,525**
1976	26,166	5,438	1,132	73	981	*33,790*	*3,312*	7,427	914	80	*8,421*	**45,523**
1977	26,782	5,976	1,287	42	959	*35,046*	*4,104*	7,732	922	74	*8,728*	**47,878**
1978	28,153	6,745	1,395	41	622	*36,956*	*4,577*	7,795	892	111	*8,798*	**50,331**
1979	27,808	7,178	1,432	39	579	*37,036*	*4,894*	8,096	932	135	*9,163*	**51,093**
1980	27,449	7,486	1,262	46	540	*36,783*	*5,144*	8,070	965	129	*9,164*	**51,091**
1981	26,645	7,081	1,133	56	603	*35,518*	*4,906*	7,837	936	104	*8,877*	**49,301**
1982	23,330	6,359	944	35	525	*31,193*	*4,453*	7,331	883	85	*8,299*	**43,945**
1983	22,979	6,202	982	53	362	*30,578*	*4,265*	6,826	839	81	*7,746*	**42,589**
1984	23,620	6,496	1,074	46	440	*31,676*	*4,608*	7,025	849	99	*7,973*	**44,257**
1985	23,212	6,689	977	57	544	*31,479*	*4,564*	6,808	890	84	*7,782*	**43,825**
1986	24,944	7,317	926	39	442	*33,668*	*4,566*	6,779	941	133	*7,853*	**46,087**
1987	25,132	8,058	852	51	436	*34,529*	*4,036*	6,745	948	132	*7,825*	**46,390**
1988	25,808	8,306	911	54	429	*35,508*	*3,662*	6,870	911	136	*7,917*	**47,087**
1989	25,063	8,551	858	50	424	*34,946*	*3,141*	6,556	832	107	*7,495*	**45,582**
1990	24,092	8,601	705	32	460	*33,890*	*3,244*	6,482	859	124	*7,465*	**44,599**
1991	22,385	8,391	661	31	466	*31,934*	*2,806*	5,801	843	124	*6,768*	**41,508**
1992	21,387	8,098	585	28	387	*30,485*	*2,395*	5,549	723	98	*6,370*	**39,250**
1993	21,566	8,511	605	18	425	*31,125*	*2,449*	5,649	816	111	*6,576*	**40,150**
1994	21,997	8,904	670	18	409	*31,998*	*2,320*	5,489	802	107	*6,398*	**40,716**
1995	22,423	9,568	648	33	392	*33,064*	*2,227*	5,584	833	109	*6,526*	**41,817**
1996	22,505	9,932	621	21	455	*33,534*	*2,161*	5,449	765	154	*6,368*	**42,065***
1997	22,199	10,249	723	18	420	*33,609*	*2,116*	5,321	814	153	*6,288*	**42,013**
1998	21,194	10,705	742	38	409	*33,088*	*2,294*	5,228	760	131	*6,119*	**41,501**
1999	20,862	11,265	759	59	447	*33,392*	*2,483*	4,939	754	149	*5,842*	**41,717**
2000	20,699	11,526	754	22	450	*33,451*	*2,897*	4,763	693	141	*5,597*	**41,945**
2001	20,320	11,723	708	34	458	*33,243*	*3,197*	4,901	732	123	*5,756*	**42,196**
2002	20,569	12,274	689	45	528	*34,105*	*3,270*	4,851	665	114	*5,630*	**43,005**
2003	19,725	12,546	726	41	589	*33,627*	*3,714*	4,774	629	140	*5,543*	**42,884**
2004	19,192	12,674	766	42	602	*33,276*	*4,028*	4,675	727	130	*5,532*	**42,836**
2005	18,512	13,037	804	58	659	*33,070*	*4,576*	4,892	786	186	*5,864*	**43,510**
2006	17,925	12,761	805	27	601	*32,119*	*4,837*	4,795	772	185	*5,752*	**42,708**
2007	16,614	12,458	805	36	614	*30,527*	*5,174*	4,699	701	158	*5,558*	**41,259**
2008	14,646	10,816	682	67	580	*26,791*	*5,312*	4,414	718	188	*5,320*	**37,423**
2009	13,135	10,312	499	26	554	*24,526*	*4,469*	4,109	628	151	*4,888*	**33,883**
2010	12,491	9,782	530	44	524	*23,371*	*4,518*	4,302	623	185	*5,110*	**32,999**
2011	12,014	9,302	640	55	499	*22,510*	*4,630*	4,457	682	200	*5,339*	**32,479**
2012	12,361	9,418	697	39	502	*23,017*	*4,986*	4,818	734	227	*5,779*	**33,782**
2013	12,037	9,186	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	10,279	815	64	610	*25,276*	*5,337*	6,080	853	260	*7,193*	**37,806**
2017	13,477	10,186	878	43	546	*25,130*	*5,226*	6,075	806	236	*7,117*	**37,473**
2018	12,888	9,957	890	44	553	*24,332*	*5,038*	6,374	871	220	*7,465*	**36,835**
2019	12,239	9,976	892	35	602	*23,744*	*5,014*	6,205	846	287	*7,338*	**36,096**

*Includes 2 fatalities of unknown person type. This attribute was only available in 1996.

Table 4. People Killed and Injured, by Person Type and Vehicle Type, 1975-2019 (Continued)

Year	Person Type											Total
	Occupants by Vehicle Type						Motor-cyclists	Nonoccupants				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total		Pedestrians	Pedalcyclists	Other/ Unknown	Total	
	Injured											
1988	2,590,000	482,000	38,000	15,000	4,000	*3,130,000*	*105,000*	110,000	75,000	8,000	*193,000*	**3,427,000**
1989	2,432,000	517,000	42,000	16,000	5,000	*3,012,000*	*83,000*	112,000	73,000	11,000	*196,000*	**3,292,000**
1990	2,384,000	511,000	42,000	34,000	4,000	*2,975,000*	*85,000*	105,000	75,000	7,000	*187,000*	**3,246,000**
1991	2,240,000	565,000	29,000	22,000	4,000	*2,859,000*	*81,000*	89,000	67,000	11,000	*167,000*	**3,107,000**
1992	2,236,000	549,000	34,000	21,000	13,000	*2,853,000*	*65,000*	89,000	63,000	10,000	*162,000*	**3,079,000**
1993	2,273,000	606,000	32,000	18,000	4,000	*2,932,000*	*60,000*	94,000	68,000	9,000	*171,000*	**3,163,000**
1994	2,368,000	634,000	30,000	16,000	4,000	*3,053,000*	*58,000*	92,000	63,000	10,000	*164,000*	**3,275,000**
1995	2,475,000	727,000	31,000	20,000	5,000	*3,257,000*	*58,000*	86,000	67,000	9,000	*162,000*	**3,476,000**
1996	2,453,000	763,000	33,000	21,000	4,000	*3,274,000*	*55,000*	82,000	58,000	11,000	*151,000*	**3,480,000**
1997	2,345,000	762,000	32,000	17,000	6,000	*3,162,000*	*53,000*	77,000	58,000	11,000	*146,000*	**3,360,000**
1998	2,205,000	765,000	28,000	16,000	4,000	*3,019,000*	*49,000*	69,000	53,000	8,000	*131,000*	**3,199,000**
1999	2,143,000	853,000	34,000	23,000	7,000	*3,060,000*	*50,000*	85,000	51,000	3,000	*140,000*	**3,250,000**
2000	2,057,000	886,000	31,000	17,000	10,000	*3,001,000*	*58,000*	78,000	51,000	6,000	*135,000*	**3,194,000**
2001	1,930,000	866,000	30,000	16,000	9,000	*2,851,000*	*60,000*	78,000	45,000	8,000	*131,000*	**3,042,000**
2002	1,811,000	885,000	27,000	19,000	6,000	*2,748,000*	*65,000*	71,000	48,000	7,000	*126,000*	**2,939,000**
2003	1,762,000	896,000	26,000	19,000	7,000	*2,710,000*	*67,000*	70,000	46,000	8,000	*125,000*	**2,902,000**
2004	1,649,000	906,000	28,000	17,000	7,000	*2,607,000*	*76,000*	68,000	41,000	9,000	*119,000*	**2,802,000**
2005	1,580,000	874,000	28,000	12,000	10,000	*2,504,000*	*88,000*	65,000	45,000	8,000	*118,000*	**2,709,000**
2006	1,479,000	860,000	23,000	10,000	11,000	*2,383,000*	*88,000*	61,000	44,000	7,000	*112,000*	**2,583,000**
2007	1,383,000	845,000	23,000	13,000	8,000	*2,272,000*	*103,000*	70,000	43,000	10,000	*124,000*	**2,499,000**
2008	1,308,000	773,000	24,000	16,000	9,000	*2,130,000*	*96,000*	69,000	52,000	9,000	*130,000*	**2,356,000**
2009	1,219,000	762,000	16,000	13,000	7,000	*2,017,000*	*89,000*	59,000	51,000	7,000	*117,000*	**2,224,000**
2010	1,256,000	737,000	20,000	18,000	5,000	*2,036,000*	*82,000*	70,000	52,000	8,000	*130,000*	**2,248,000**
2011	1,244,000	733,000	23,000	14,000	6,000	*2,019,000*	*82,000*	69,000	48,000	9,000	*126,000*	**2,227,000**
2012	1,330,000	766,000	25,000	12,000	6,000	*2,140,000*	*93,000*	76,000	49,000	10,000	*136,000*	**2,369,000**
2013	1,299,000	753,000	25,000	24,000	5,000	*2,105,000*	*89,000*	66,000	48,000	11,000	*125,000*	**2,319,000**
2014	1,294,000	784,000	27,000	14,000	6,000	*2,125,000*	*92,000*	65,000	50,000	10,000	*125,000*	**2,343,000**
2015	1,382,000	809,000	30,000	12,000	8,000	*2,241,000*	*89,000*	70,000	45,000	10,000	*125,000*	**2,455,000**
2016	1,690,000	1,035,000	36,000	25,000	5,000	*2,791,000*	*104,000*	86,000	64,000	16,000	*166,000*	**3,062,000**
2017	1,529,000	937,000	40,000	12,000	5,000	*2,523,000*	*89,000*	71,000	50,000	12,000	*133,000*	**2,745,000**
2018	1,511,000	921,000	39,000	15,000	5,000	*2,492,000*	*82,000*	75,000	47,000	15,000	*137,000*	**2,710,000**
2019	1,498,000	950,000	46,000	15,000	7,000	*2,516,000*	*84,000*	76,000	49,000	16,000	*140,000*	**2,740,000**

Note: Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2019

Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers
Drivers in Fatal Crashes									
1975	45,087	70,435,000	64.01	9,356	59,233,000	15.80	54,445	129,668,000	41.99
1976	45,091	72,452,000	62.24	9,953	61,458,000	16.19	55,045	133,910,000	41.11
1977	48,548	74,385,000	65.27	10,775	63,591,000	16.94	59,324	137,976,000	43.00
1978	51,665	75,504,000	68.43	11,221	65,177,000	17.22	62,887	140,681,000	44.70
1979	52,208	76,458,000	68.28	11,308	66,695,000	16.95	63,518	143,152,000	44.37
1980	50,921	77,135,000	66.02	11,353	68,067,000	16.68	62,277	145,202,000	42.89
1981	49,838	77,831,000	64.03	11,396	69,142,000	16.48	61,238	146,972,000	41.67
1982	43,877	78,484,000	55.91	10,579	71,627,000	14.77	54,462	150,111,000	36.28
1983	42,329	80,823,000	52.37	10,854	73,440,000	14.78	53,184	154,263,000	34.48
1984	44,213	80,916,000	54.64	11,806	74,398,000	15.87	56,022	155,315,000	36.07
1985	44,290	81,537,000	54.32	12,031	75,231,000	15.99	56,322	156,769,000	35.93
1986	46,083	82,740,000	55.70	12,603	76,651,000	16.44	58,688	159,390,000	36.82
1987	46,337	83,939,000	55.20	13,492	77,789,000	17.34	59,829	161,728,000	36.99
1988	46,840	84,099,000	55.70	13,814	78,661,000	17.56	60,658	162,760,000	37.27
1989	44,941	85,356,000	52.65	13,927	80,160,000	17.37	58,870	165,516,000	35.57
1990	43,802	85,769,000	51.07	13,586	81,203,000	16.73	57,393	166,972,000	34.37
1991	40,288	86,630,000	46.51	12,716	82,300,000	15.45	53,007	168,930,000	31.38
1992	38,186	88,363,000	43.21	12,492	84,716,000	14.75	50,682	173,079,000	29.28
1993	39,118	87,974,000	44.47	12,960	85,138,000	15.22	52,080	173,112,000	30.08
1994	39,784	89,165,000	44.62	13,449	86,183,000	15.61	53,238	175,347,000	30.36
1995	40,799	89,183,534	45.75	14,043	87,386,288	16.07	54,847	176,569,822	31.06
1996	40,899	90,503,313	45.19	14,723	89,007,033	16.54	55,624	179,510,346	30.99
1997	40,594	91,887,958	44.18	14,816	90,788,673	16.32	55,412	182,676,631	30.33
1998	40,433	93,022,582	43.47	14,967	91,804,942	16.30	55,404	184,827,524	29.98
1999	40,639	94,148,778	43.16	14,717	92,988,393	15.83	55,359	187,137,172	29.58
2000	41,443	95,782,190	43.27	14,682	94,816,305	15.48	56,126	190,598,496	29.45
2001	41,548	95,779,213	43.38	14,829	95,471,117	15.53	56,380	191,250,330	29.48
2002	41,995	97,595,494	43.03	14,876	96,978,476	15.34	56,874	194,573,970	29.23
2003	42,177	98,209,330	42.95	15,106	97,918,920	15.43	57,285	196,128,258	29.21
2004	41,876	99,558,840	42.06	15,272	99,305,142	15.38	57,152	198,863,982	28.74
2005	42,947	100,240,223	42.84	14,967	100,284,847	14.92	57,921	200,525,070	28.88
2006	41,912	101,009,831	41.49	14,661	101,589,256	14.43	56,577	202,599,087	27.93
2007	40,764	102,337,867	39.83	14,101	103,152,416	13.67	54,872	205,490,283	26.70
2008	36,825	103,449,095	35.60	12,536	104,537,338	11.99	49,369	207,986,433	23.74
2009	32,690	104,055,994	31.42	11,797	105,152,866	11.22	44,492	209,208,860	21.27
2010	31,897	104,175,227	30.62	11,796	105,542,171	11.18	43,697	209,717,398	20.84
2011	31,771	104,719,657	30.34	11,227	106,793,946	10.51	43,001	211,513,603	20.33
2012	33,209	104,920,416	31.65	11,557	106,767,131	10.82	44,773	211,687,547	21.15
2013	32,457	104,976,180	30.92	11,382	107,121,195	10.63	43,848	212,097,375	20.67
2014	32,462	105,876,346	30.66	11,250	108,153,955	10.40	43,721	214,030,301	20.43
2015	35,679	107,617,191	33.15	12,333	110,402,159	11.17	48,030	218,019,350	22.03
2016	37,731	109,555,639	34.44	13,306	112,092,942	11.87	51,058	221,648,581	23.04
2017	37,856	111,363,028	33.99	13,619	113,906,630	11.96	51,488	225,269,658	22.86
2018	37,248	112,458,677	33.12	13,325	115,056,711	11.58	50,593	227,515,388	22.24
2019	36,744	112,979,449	32.52	12,825	115,656,463	11.09	49,621	228,635,911	21.70

Source: Licensed Drivers—FHWA

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

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

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2019 (Continued)

Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers
	Drivers in Injury Crashes								
1988	2,423,000	84,099,000	2,881	1,485,000	78,661,000	1,887	3,907,000	162,760,000	2,401
1989	2,347,000	85,356,000	2,749	1,446,000	80,160,000	1,804	3,793,000	165,516,000	2,291
1990	2,285,000	85,769,000	2,664	1,458,000	81,203,000	1,795	3,743,000	166,972,000	2,242
1991	2,171,000	86,630,000	2,506	1,380,000	82,300,000	1,677	3,551,000	168,930,000	2,102
1992	2,114,000	88,363,000	2,392	1,439,000	84,716,000	1,699	3,553,000	173,079,000	2,053
1993	2,144,000	87,974,000	2,437	1,468,000	85,138,000	1,724	3,612,000	173,112,000	2,086
1994	2,264,000	89,165,000	2,539	1,574,000	86,183,000	1,826	3,838,000	175,347,000	2,189
1995	2,378,000	89,183,534	2,667	1,687,000	87,386,288	1,931	4,066,000	176,569,822	2,303
1996	2,378,000	90,503,313	2,627	1,711,000	89,007,033	1,922	4,089,000	179,510,346	2,278
1997	2,296,000	91,887,958	2,499	1,643,000	90,788,673	1,809	3,939,000	182,676,631	2,156
1998	2,158,000	93,022,582	2,319	1,576,000	91,804,942	1,717	3,734,000	184,827,524	2,020
1999	2,134,000	94,148,778	2,267	1,609,000	92,988,393	1,730	3,743,000	187,137,172	2,000
2000	2,192,000	95,782,190	2,289	1,573,000	94,816,305	1,659	3,765,000	190,598,496	1,975
2001	2,090,000	95,779,213	2,182	1,547,000	95,471,117	1,620	3,637,000	191,250,330	1,902
2002	2,000,000	97,595,494	2,049	1,481,000	96,978,476	1,528	3,482,000	194,573,970	1,789
2003	1,990,000	98,209,330	2,026	1,525,000	97,918,920	1,557	3,514,000	196,128,258	1,792
2004	1,912,000	99,558,840	1,920	1,482,000	99,305,142	1,493	3,394,000	198,863,982	1,707
2005	1,837,000	100,240,223	1,832	1,425,000	100,284,847	1,421	3,262,000	200,525,070	1,627
2006	1,763,000	101,009,831	1,745	1,387,000	101,589,256	1,366	3,150,000	202,599,087	1,555
2007	1,708,000	102,337,867	1,669	1,333,000	103,152,416	1,292	3,041,000	205,490,283	1,480
2008	1,596,000	103,449,095	1,543	1,276,000	104,537,338	1,221	2,872,000	207,986,433	1,381
2009	1,487,000	104,055,994	1,429	1,217,000	105,152,866	1,157	2,704,000	209,208,860	1,292
2010	1,511,000	104,175,227	1,451	1,261,000	105,542,171	1,195	2,773,000	209,717,398	1,322
2011	1,503,000	104,719,657	1,435	1,240,000	106,793,946	1,161	2,743,000	211,513,603	1,297
2012	1,630,000	104,920,416	1,553	1,311,000	106,767,131	1,228	2,940,000	211,687,547	1,389
2013	1,578,000	104,976,180	1,503	1,327,000	107,121,195	1,239	2,905,000	212,097,375	1,370
2014	1,639,000	105,876,346	1,548	1,336,000	108,153,955	1,236	2,976,000	214,030,301	1,390
2015	1,728,000	107,617,191	1,605	1,407,000	110,402,159	1,274	3,134,000	218,019,350	1,438
2016	2,124,000	109,555,639	1,939	1,737,000	112,092,942	1,550	3,862,000	221,648,581	1,742
2017	1,923,000	111,363,028	1,727	1,560,000	113,906,630	1,369	3,483,000	225,269,658	1,546
2018	1,927,000	112,458,677	1,713	1,542,000	115,056,711	1,340	3,469,000	227,515,388	1,525
2019	1,976,000	112,979,449	1,749	1,559,000	115,656,463	1,348	3,535,000	228,635,911	1,546

Source: Licensed Drivers—FHWA

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

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2019 (Continued)

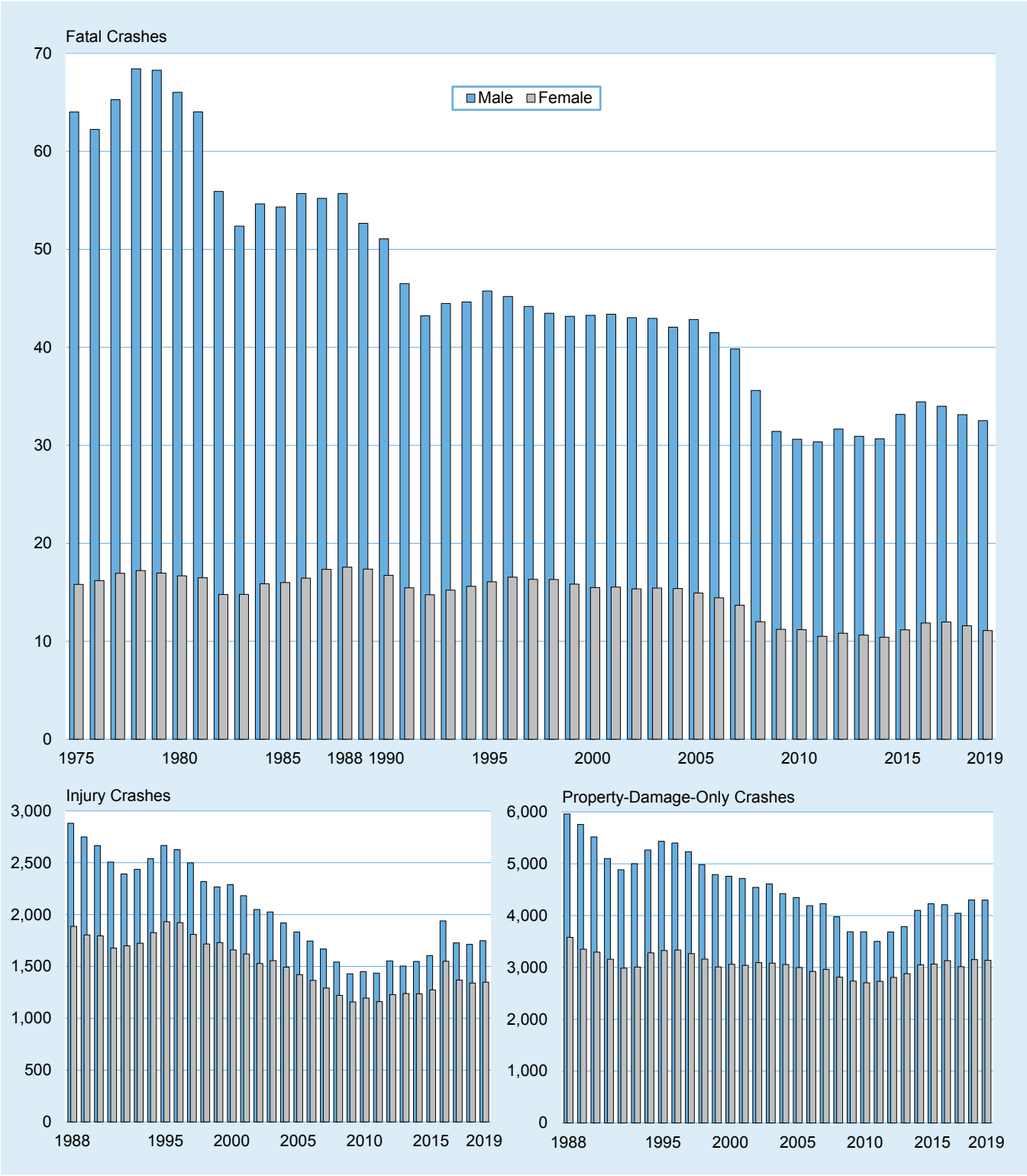
Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers
Drivers in Property-Damage-Only Crashes									
1988	5,013,000	84,099,000	5,961	2,816,000	78,661,000	3,580	7,829,000	162,760,000	4,810
1989	4,915,000	85,356,000	5,758	2,687,000	80,160,000	3,352	7,602,000	165,516,000	4,593
1990	4,733,000	85,769,000	5,519	2,677,000	81,203,000	3,296	7,410,000	166,972,000	4,438
1991	4,419,000	86,630,000	5,101	2,600,000	82,300,000	3,159	7,019,000	168,930,000	4,155
1992	4,316,000	88,363,000	4,885	2,530,000	84,716,000	2,987	6,847,000	173,079,000	3,956
1993	4,402,000	87,974,000	5,003	2,561,000	85,138,000	3,008	6,963,000	173,112,000	4,022
1994	4,695,000	89,165,000	5,265	2,828,000	86,183,000	3,282	7,523,000	175,347,000	4,290
1995	4,847,000	89,183,534	5,434	2,905,000	87,386,288	3,325	7,752,000	176,569,822	4,390
1996	4,888,000	90,503,313	5,400	2,968,000	89,007,033	3,335	7,856,000	179,510,346	4,376
1997	4,808,000	91,887,958	5,232	2,967,000	90,788,673	3,268	7,775,000	182,676,631	4,256
1998	4,634,000	93,022,582	4,982	2,902,000	91,804,942	3,162	7,536,000	184,827,524	4,078
1999	4,509,000	94,148,778	4,789	2,800,000	92,988,393	3,011	7,309,000	187,137,172	3,906
2000	4,559,000	95,782,190	4,760	2,904,000	94,816,305	3,062	7,463,000	190,598,496	3,915
2001	4,518,000	95,779,213	4,717	2,903,000	95,471,117	3,041	7,421,000	191,250,330	3,880
2002	4,436,000	97,595,494	4,545	2,999,000	96,978,476	3,093	7,435,000	194,573,970	3,821
2003	4,528,000	98,209,330	4,610	3,020,000	97,918,920	3,084	7,547,000	196,128,258	3,848
2004	4,405,000	99,558,840	4,424	3,037,000	99,305,142	3,058	7,442,000	198,863,982	3,742
2005	4,357,000	100,240,223	4,347	3,007,000	100,284,847	2,998	7,364,000	200,525,070	3,672
2006	4,232,000	101,009,831	4,190	2,968,000	101,589,256	2,922	7,200,000	202,599,087	3,554
2007	4,329,000	102,337,867	4,230	3,058,000	103,152,416	2,964	7,386,000	205,490,283	3,594
2008	4,115,000	103,449,095	3,978	2,940,000	104,537,338	2,812	7,055,000	207,986,433	3,392
2009	3,839,000	104,055,994	3,689	2,879,000	105,152,866	2,738	6,718,000	209,208,860	3,211
2010	3,841,000	104,175,227	3,687	2,855,000	105,542,171	2,705	6,696,000	209,717,398	3,193
2011	3,669,000	104,719,657	3,503	2,918,000	106,793,946	2,732	6,586,000	211,513,603	3,114
2012	3,867,000	104,920,416	3,685	2,998,000	106,767,131	2,808	6,865,000	211,687,547	3,243
2013	3,978,000	104,976,180	3,789	3,085,000	107,121,195	2,880	7,063,000	212,097,375	3,330
2014	4,342,000	105,876,346	4,101	3,299,000	108,153,955	3,051	7,641,000	214,030,301	3,570
2015	4,551,000	107,617,191	4,229	3,383,000	110,402,159	3,065	7,934,000	218,019,350	3,639
2016	4,612,000	109,555,639	4,209	3,508,000	112,092,942	3,130	8,120,000	221,648,581	3,664
2017	4,504,000	111,363,028	4,045	3,435,000	113,906,630	3,016	7,940,000	225,269,658	3,525
2018	4,838,000	112,458,677	4,302	3,626,000	115,056,711	3,151	8,464,000	227,515,388	3,720
2019	4,858,000	112,979,449	4,300	3,629,000	115,656,463	3,137	8,487,000	228,635,911	3,712

Source: Licensed Drivers—FHWA

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

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Figure 3. Driver Involvement Rates per 100,000 Licensed Drivers 16 and Older, by Sex and Crash Severity, 1975-2019



Source: Licensed Drivers—FHWA

Table 6. Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population, by Age Group, 1975-2019

Year	Age Group										Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
	Fatality Rate per 100,000 Population											
1975	4.50	2.71	5.71	38.77	34.90	21.57	15.67	13.42	13.29	14.72	16.98	**16.67**
1976	4.50	2.56	6.14	40.95	35.01	21.27	15.27	13.71	13.58	14.92	17.27	**17.05**
1977	4.68	2.83	6.44	42.86	38.73	22.27	15.61	13.90	13.55	14.03	16.13	**17.81**
1978	4.61	2.66	6.60	44.45	40.75	24.26	16.72	14.07	13.44	14.79	16.36	**18.70**
1979	4.35	2.84	6.13	44.36	40.06	24.96	17.11	14.03	13.24	13.59	15.51	**18.67**
1980	4.24	2.67	6.00	42.94	39.86	24.82	16.85	14.51	12.83	12.96	15.27	**18.45**
1981	3.75	2.43	5.24	38.56	37.41	24.22	16.63	13.81	12.68	13.16	14.94	**17.62**
1982	3.67	2.22	4.85	34.51	32.75	20.45	14.30	11.84	11.24	11.85	14.89	**15.39**
1983	3.55	2.33	4.60	33.18	30.97	19.86	13.87	11.79	10.92	11.92	15.48	**14.90**
1984	3.13	2.33	5.21	34.94	32.89	20.26	13.91	11.86	11.16	12.98	16.18	**15.39**
1985	3.18	2.36	5.52	33.72	32.75	19.50	13.87	11.88	11.33	12.63	16.73	**15.15**
1986	3.42	2.30	6.07	38.16	33.72	21.04	13.82	11.50	11.38	13.46	17.71	**15.92**
1987	3.78	2.60	6.00	36.65	32.83	21.05	14.15	12.10	11.93	13.58	18.22	**15.92**
1988	3.82	2.64	5.74	37.95	33.63	20.50	14.20	12.33	12.15	14.12	19.26	**16.02**
1989	3.93	2.92	5.48	34.71	30.85	20.10	13.89	12.46	12.18	14.24	19.41	**15.43**
1990	3.30	2.50	5.25	34.14	30.62	19.81	13.34	12.20	11.91	13.36	18.48	**14.89**
1991	3.13	2.39	4.86	31.76	28.83	17.79	12.29	11.12	10.75	13.22	19.14	**13.78**
1992	2.99	2.41	4.75	28.37	25.96	16.54	11.71	10.62	10.53	13.27	18.81	**12.89**
1993	3.14	2.35	4.67	28.99	26.70	16.47	11.86	10.52	10.86	12.73	20.78	**13.02**
1994	3.46	2.35	5.07	30.46	26.27	16.07	11.79	11.15	10.71	13.99	20.71	**13.18**
1995	3.17	2.46	5.15	29.58	27.30	17.03	12.49	11.01	11.42	13.67	20.87	**13.43**
1996	3.40	2.34	5.07	29.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	**13.46**
1997	3.16	2.42	4.96	28.38	25.53	16.49	12.23	11.57	11.96	14.46	22.09	**13.34**
1998	3.03	2.60	4.60	27.61	25.06	15.81	12.60	11.44	11.53	14.31	21.28	**13.09**
1999	2.94	2.54	4.49	28.10	25.56	16.13	12.62	11.48	11.52	14.17	20.70	**13.16**
2000	2.82	2.38	4.27	27.76	25.29	15.55	12.81	11.51	11.38	12.88	19.51	**12.88**
2001	2.68	2.27	3.77	27.76	24.94	15.67	12.93	11.35	11.01	12.76	19.35	**12.79**
2002	2.44	2.13	4.07	28.84	25.88	15.75	13.03	11.85	11.10	12.61	18.81	**12.99**
2003	2.48	2.14	4.13	27.26	24.87	15.54	13.07	12.02	11.24	12.45	19.27	**12.87**
2004	2.57	2.28	4.25	26.69	24.94	15.82	12.48	12.07	11.05	12.30	18.16	**12.74**
2005	2.35	2.24	3.49	25.26	25.71	16.33	12.92	11.99	11.60	12.46	17.29	**12.74**
2006	2.32	1.85	3.31	24.59	26.07	16.37	12.68	11.80	10.95	11.31	15.73	**12.39**
2007	1.98	1.78	3.17	22.86	25.02	15.40	12.20	11.52	10.58	10.93	15.41	**11.85**
2008	1.50	1.44	2.42	18.71	21.56	14.28	11.03	10.54	9.82	10.02	14.16	**10.56**
2009	1.62	1.40	2.17	16.41	17.62	12.45	9.90	9.89	8.78	9.18	13.42	**9.45**
2010	1.48	1.26	1.95	13.92	17.60	11.84	9.46	9.15	8.88	8.95	14.01	**9.02**
2011	1.38	1.22	1.82	14.00	16.68	11.50	9.05	8.97	8.36	9.11	12.62	**8.71**
2012	1.54	1.17	1.70	13.27	16.95	12.19	9.54	9.27	8.87	9.12	12.17	**8.92**
2013	1.44	1.19	1.75	12.38	16.10	11.65	9.09	8.87	8.63	8.81	12.46	**8.60**
2014	1.24	1.23	1.70	12.46	15.91	11.54	8.70	9.00	8.40	8.23	12.17	**8.45**
2015	1.42	1.29	1.78	13.21	16.75	12.41	9.41	9.46	8.96	9.10	12.64	**9.02**
2016	1.55	1.42	1.87	13.44	17.74	13.25	10.08	9.60	9.44	9.40	13.38	**9.48**
2017	1.55	1.23	1.78	13.05	16.82	12.80	10.17	9.74	9.61	8.66	13.76	**9.34**
2018	1.38	1.25	1.60	12.04	16.08	12.50	9.60	9.46	9.45	8.94	12.51	**8.99**
2019	1.24	1.25	1.73	11.32	15.02	11.76	9.69	9.27	9.19	8.83	12.82	**8.76**

Source: Population—Census Bureau

Note: Population estimates for historical years are revised periodically.

Table 6. Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population, by Age Group, 1975-2019 (Continued)

Year	Age Group										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	418	447	742	3,286	2,674	1,807	1,312	1,036	878	709	659	**1,323**
1989	373	471	731	3,222	2,468	1,675	1,285	987	801	712	613	**1,254**
1990	334	432	677	3,128	2,512	1,681	1,230	992	847	748	517	**1,226**
1991	388	470	714	2,932	2,331	1,579	1,147	981	797	726	523	**1,166**
1992	327	435	691	3,001	2,265	1,575	1,104	974	785	725	587	**1,144**
1993	373	475	664	2,896	2,320	1,611	1,199	957	825	710	595	**1,161**
1994	412	470	710	2,970	2,376	1,673	1,225	990	857	755	600	**1,195**
1995	420	486	747	3,206	2,465	1,728	1,295	1,134	928	756	625	**1,261**
1996	421	528	736	3,137	2,440	1,762	1,291	1,073	906	789	657	**1,255**
1997	403	467	685	2,990	2,412	1,695	1,261	1,014	823	762	641	**1,200**
1998	405	441	676	2,795	2,131	1,590	1,157	1,031	872	698	589	**1,135**
1999	389	479	664	2,841	2,181	1,603	1,138	1,029	802	762	616	**1,140**
2000	352	406	546	2,699	2,100	1,453	1,160	948	828	720	668	**1,084**
2001	313	373	515	2,459	2,028	1,393	1,098	935	755	671	581	**1,021**
2002	305	383	515	2,383	1,911	1,323	1,037	877	766	618	552	**978**
2003	307	379	473	2,264	1,862	1,341	1,026	876	731	609	524	**957**
2004	288	354	477	2,128	1,721	1,218	1,012	879	727	601	498	**916**
2005	269	324	471	1,974	1,724	1,228	954	833	683	541	467	**877**
2006	271	288	405	1,838	1,588	1,159	925	764	662	556	491	**828**
2007	268	290	356	1,724	1,529	1,136	843	753	628	550	432	**788**
2008	244	267	356	1,541	1,396	1,041	800	721	600	491	405	**732**
2009	220	263	324	1,348	1,382	967	736	697	566	504	398	**687**
2010	192	252	317	1,320	1,338	939	807	706	571	463	419	**685**
2011	232	245	303	1,255	1,261	961	789	692	585	459	387	**674**
2012	197	267	275	1,312	1,357	1,023	828	742	620	515	424	**712**
2013	230	264	285	1,252	1,348	976	778	720	627	504	439	**694**
2014	229	241	301	1,190	1,276	1,010	819	760	623	493	404	**697**
2015	237	282	309	1,344	1,388	1,026	850	746	646	533	407	**726**
2016	305	342	387	1,683	1,672	1,328	1,055	948	757	591	494	**897**
2017	263	304	333	1,493	1,472	1,166	949	845	703	577	468	**804**
2018	243	297	342	1,333	1,477	1,160	951	852	709	560	425	**788**
2019	223	294	346	1,391	1,413	1,159	965	877	721	547	443	**792**

Source: Population—Census Bureau

Notes: Population estimates for historical years are revised periodically. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 7. Passenger Car Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2019

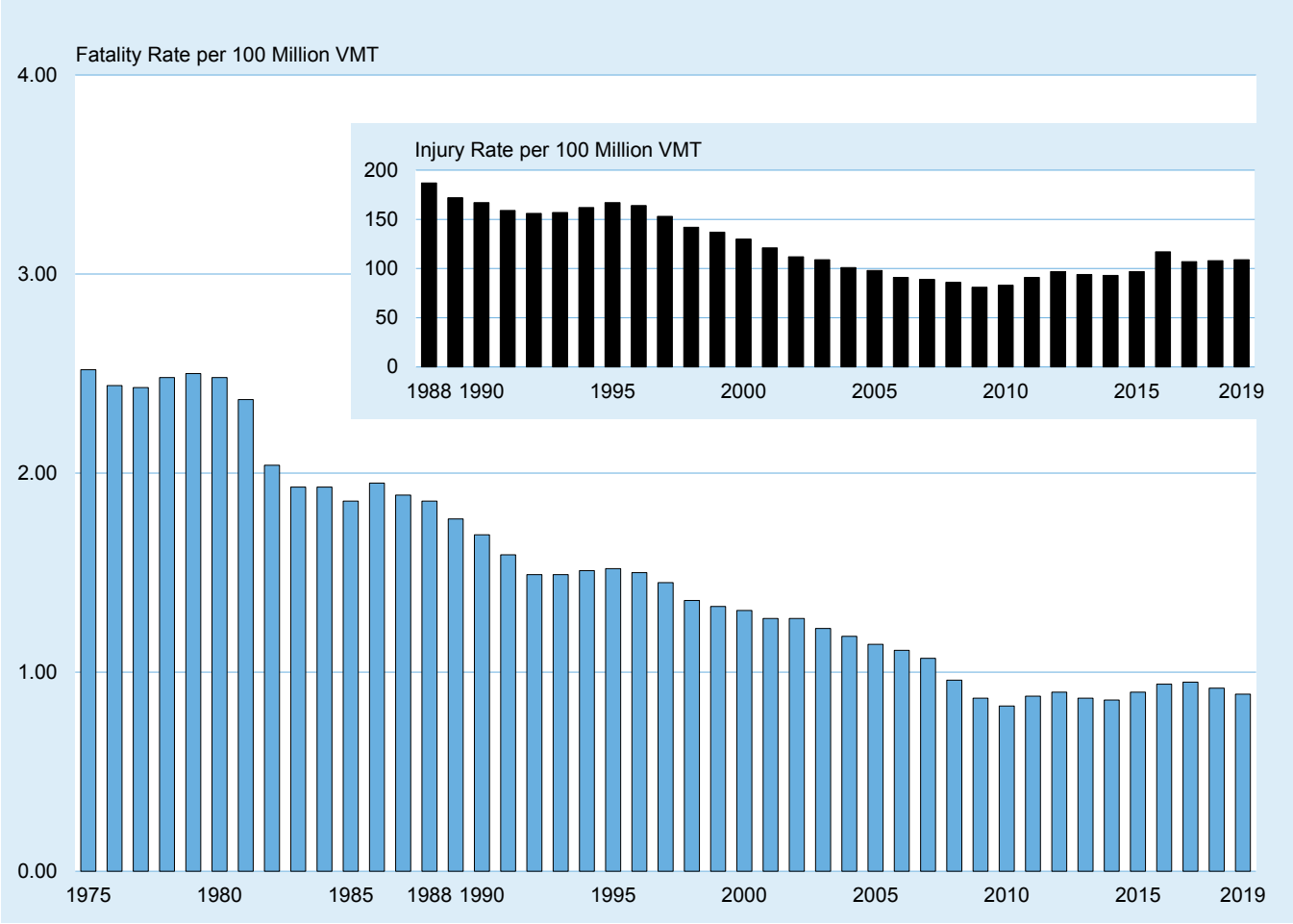
Year	Registered Passenger Cars	Passenger Car VMT (millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million Passenger Car VMT	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million Passenger Car VMT
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	2,590,000	2,131	187
1989	122,758,478	1,415,213	25,063	20.42	1.77	2,432,000	1,982	172
1990	123,276,600	1,427,178	24,092	19.54	1.69	2,384,000	1,934	167
1991	123,327,336	1,411,655	22,385	18.15	1.59	2,240,000	1,816	159
1992	120,346,747	1,436,035	21,387	17.77	1.49	2,236,000	1,858	156
1993	121,055,398	1,445,106	21,566	17.81	1.49	2,273,000	1,878	157
1994	121,996,580	1,459,208	21,997	18.03	1.51	2,368,000	1,941	162
1995	123,241,881	1,478,352	22,423	18.19	1.52	2,475,000	2,008	167
1996	124,612,787	1,499,139	22,505	18.06	1.50	2,453,000	1,969	164
1997	124,672,920	1,528,399	22,199	17.81	1.45	2,345,000	1,881	153
1998	125,965,709	1,555,901	21,194	16.83	1.36	2,205,000	1,751	142
1999	127,083,019	1,569,455	20,862	16.42	1.33	2,143,000	1,686	137
2000	127,933,707	1,583,127	20,699	16.18	1.31	2,057,000	1,608	130
2001	129,044,240	1,596,579	20,320	15.75	1.27	1,930,000	1,496	121
2002	130,349,393	1,613,749	20,569	15.78	1.27	1,811,000	1,389	112
2003	131,665,783	1,613,543	19,725	14.98	1.22	1,762,000	1,338	109
2004	133,414,552	1,629,955	19,192	14.39	1.18	1,649,000	1,236	101
2005	135,324,121	1,616,908	18,512	13.68	1.14	1,580,000	1,167	98
2006	137,031,279	1,616,328	17,925	13.08	1.11	1,479,000	1,079	91
2007	137,929,951	1,554,673	16,614	12.05	1.07	1,383,000	1,002	89
2008	139,028,041	1,524,331	14,646	10.53	0.96	1,308,000	940	86
2009	137,203,972	1,510,339	13,135	9.57	0.87	1,219,000	889	81
2010	135,310,480	1,507,716	12,491	9.23	0.83	1,256,000	928	83
2011	126,966,714	1,369,810	12,014	9.46	0.88	1,244,000	980	91
2012	127,077,676	1,377,486	12,361	9.73	0.90	1,330,000	1,047	97
2013	128,936,225	1,384,194	12,037	9.34	0.87	1,299,000	1,007	94
2014	131,138,925	1,396,098	11,947	9.11	0.86	1,294,000	987	93
2015	133,218,366	1,420,869	12,763	9.58	0.90	1,382,000	1,038	97
2016	134,827,696	1,439,678	13,508	10.02	0.94	1,690,000	1,254	117
2017	132,864,363	1,424,056	13,477	10.14	0.95	1,529,000	1,151	107
2018	132,837,515	1,403,760	12,888	9.70	0.92	1,511,000	1,137	108
2019	129,990,647	1,374,234	12,239	9.42	0.89	1,498,000	1,152	109

Sources: VMT—FHWA, revised by NHTSA; Registered Passenger Cars—R. L. Polk & Co., a foundation of IHS Markit automotive solutions

*Injury data not available before 1988.

Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT 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 VMT 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 vehicles for passenger cars for 2010 and earlier years with those for 2011 and later years. For more details, see pages 10-11 of this report. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Figure 4. Passenger Car Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2019



Sources: VMT—FHWA, revised by NHTSA

Table 8. Light-Truck Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2019

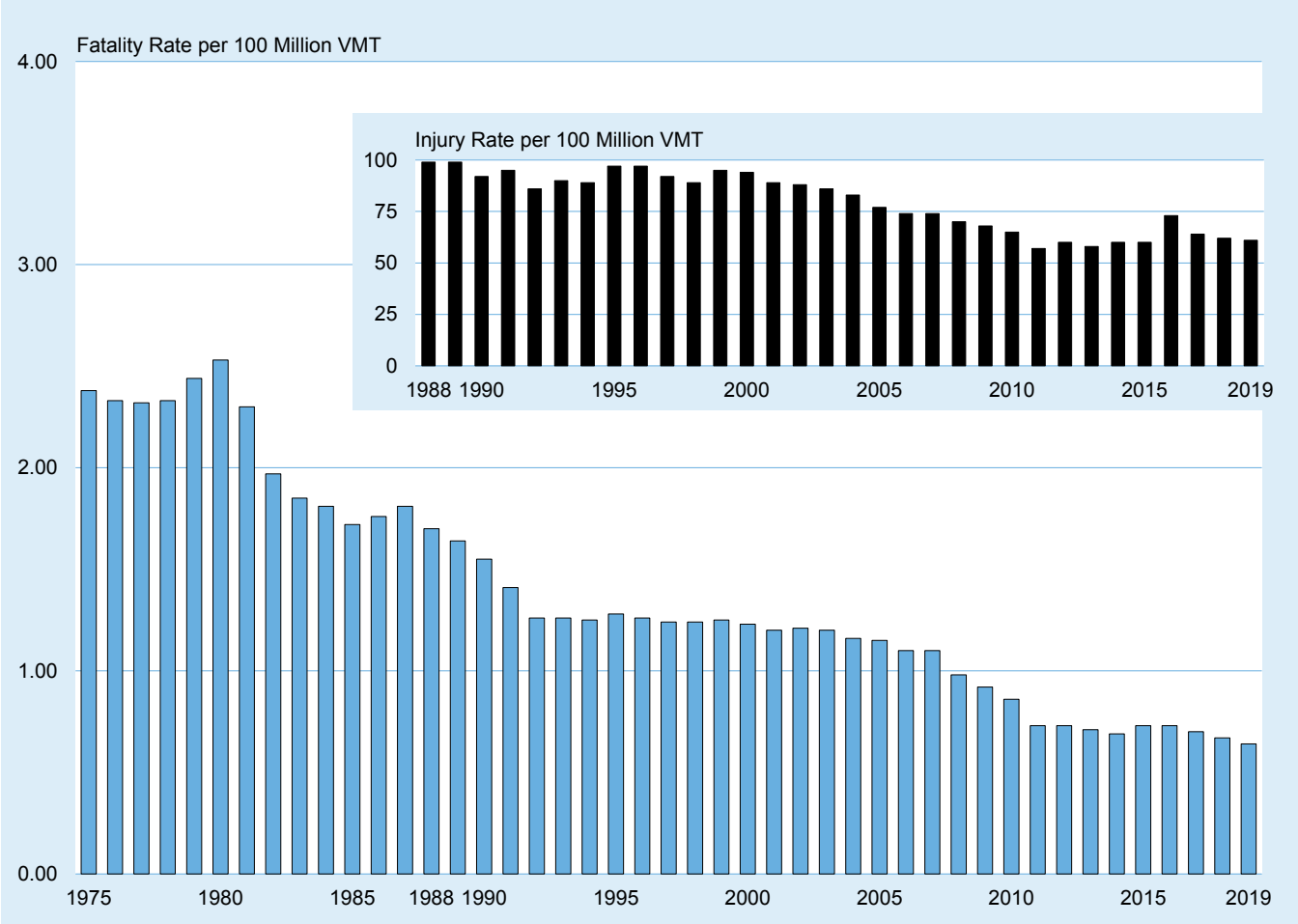
Year	Registered Light Trucks	Light-Truck VMT (millions)	Light-Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million Light-Truck VMT	Light-Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million Light-Truck VMT
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	482,000	1,081	99
1989	47,134,148	522,483	8,551	18.14	1.64	517,000	1,097	99
1990	49,916,497	555,659	8,601	17.23	1.55	511,000	1,024	92
1991	52,062,064	595,924	8,391	16.12	1.41	565,000	1,086	95
1992	53,836,046	642,397	8,098	15.04	1.26	549,000	1,021	86
1993	56,573,835	675,353	8,511	15.04	1.26	606,000	1,070	90
1994	59,485,995	711,515	8,904	14.97	1.25	634,000	1,066	89
1995	62,520,872	749,971	9,568	15.30	1.28	727,000	1,163	97
1996	65,438,877	787,255	9,932	15.18	1.26	763,000	1,165	97
1997	67,287,470	824,896	10,249	15.23	1.24	762,000	1,132	92
1998	69,783,500	861,951	10,705	15.34	1.24	765,000	1,097	89
1999	72,929,502	900,667	11,265	15.45	1.25	853,000	1,170	95
2000	75,979,775	940,219	11,526	15.17	1.23	886,000	1,166	94
2001	78,675,630	973,401	11,723	14.90	1.20	866,000	1,101	89
2002	81,643,269	1,010,759	12,274	15.03	1.21	885,000	1,084	88
2003	85,063,823	1,042,444	12,546	14.75	1.20	896,000	1,053	86
2004	89,799,406	1,097,099	12,674	14.11	1.16	906,000	1,009	83
2005	94,787,880	1,132,564	13,037	13.75	1.15	874,000	922	77
2006	98,064,117	1,156,697	12,761	13.01	1.10	860,000	877	74
2007	100,817,496	1,136,361	12,458	12.36	1.10	845,000	838	74
2008	100,862,944	1,105,882	10,816	10.72	0.98	773,000	767	70
2009	102,008,600	1,122,909	10,312	10.11	0.92	762,000	747	68
2010	102,376,147	1,140,740	9,782	9.55	0.86	737,000	720	65
2011	118,702,389	1,280,648	9,302	7.84	0.73	733,000	617	57
2012	118,690,690	1,286,574	9,418	7.93	0.73	766,000	646	60
2013	120,491,485	1,293,536	9,186	7.62	0.71	753,000	625	58
2014	123,470,278	1,314,458	9,103	7.37	0.69	784,000	635	60
2015	127,401,053	1,358,824	9,878	7.75	0.73	809,000	635	60
2016	132,052,102	1,410,040	10,279	7.78	0.73	1,035,000	784	73
2017	135,594,973	1,453,322	10,186	7.51	0.70	937,000	691	64
2018	141,312,896	1,493,323	9,957	7.05	0.67	921,000	652	62
2019	146,599,477	1,549,819	9,976	6.80	0.64	950,000	648	61

Sources: VMT—FHWA, revised by NHTSA; Registered Light Trucks—R. L. Polk & Co., a foundation of IHS Markit automotive solutions

*Injury data not available before 1988.

Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT 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 VMT 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 vehicles for passenger cars for 2010 and earlier years with those for 2011 and later years. For more details, see pages 10-11 of this report. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Figure 5. Light-Truck Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2019



Source: VMT—FHWA, revised by NHTSA

Table 9. Large-Truck Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2019

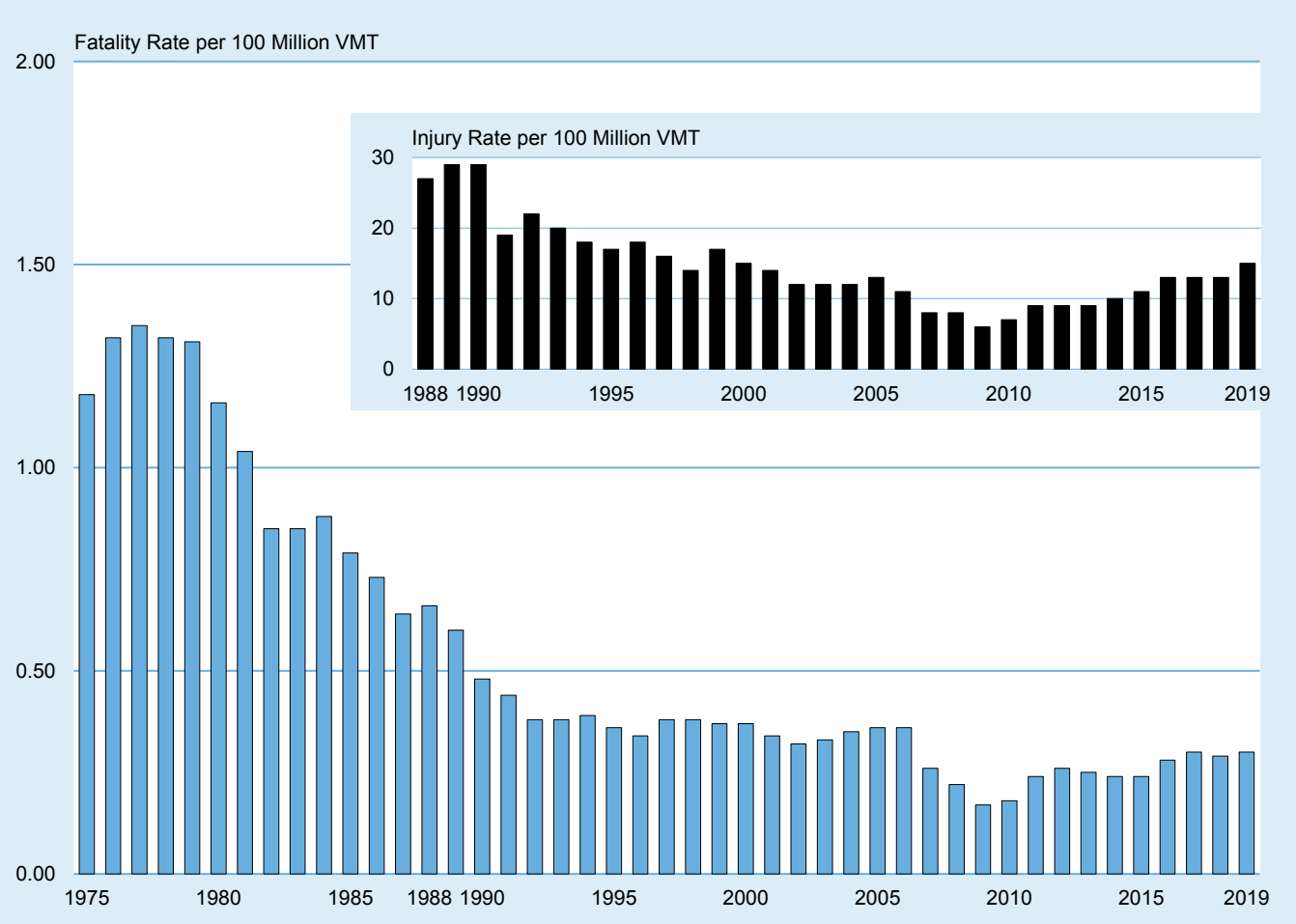
Year	Registered Large Trucks	Large-Truck VMT (millions)	Large-Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million Large-Truck VMT	Large-Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million Large-Truck VMT
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	38,000	617	27
1989	6,226,482	142,749	858	13.78	0.60	42,000	675	29
1990	6,195,876	146,242	705	11.38	0.48	42,000	677	29
1991	6,172,146	149,543	661	10.71	0.44	29,000	463	19
1992	6,045,205	153,384	585	9.68	0.38	34,000	557	22
1993	6,088,155	159,888	605	9.94	0.38	32,000	525	20
1994	6,587,885	170,216	670	10.17	0.39	30,000	460	18
1995	6,719,421	178,156	648	9.64	0.36	31,000	456	17
1996	7,012,615	182,971	621	8.86	0.34	33,000	468	18
1997	7,083,326	191,477	723	10.21	0.38	32,000	446	16
1998	7,732,270	196,380	742	9.60	0.38	28,000	365	14
1999	7,791,426	202,688	759	9.74	0.37	34,000	433	17
2000	8,022,649	205,520	754	9.40	0.37	31,000	382	15
2001	7,857,675	208,928	708	9.01	0.34	30,000	378	14
2002	7,927,280	214,603	689	8.69	0.32	27,000	337	12
2003	7,756,888	217,876	726	9.36	0.33	26,000	339	12
2004	8,171,364	220,811	766	9.37	0.35	28,000	338	12
2005	8,481,999	222,523	804	9.48	0.36	28,000	329	13
2006	8,819,007	222,513	805	9.13	0.36	23,000	265	11
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	24,000	217	8
2009	10,973,214	288,306	499	4.55	0.17	16,000	150	6
2010	10,770,054	286,527	530	4.92	0.18	20,000	185	7
2011	10,270,693	267,594	640	6.23	0.24	23,000	223	9
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	25,000	232	9
2014	10,905,956	279,132	656	6.02	0.24	27,000	249	10
2015	11,203,184	279,844	665	5.94	0.24	30,000	269	11
2016	11,498,561	287,895	815	7.09	0.28	36,000	315	13
2017	12,229,216	297,593	878	7.18	0.30	40,000	327	13
2018	13,233,910	304,864	890	6.73	0.29	39,000	296	13
2019	13,085,643	300,050	892	6.82	0.30	46,000	349	15

Source: Registered Large Trucks and VMT—FHWA

*Injury data not available before 1988.

Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT 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 VMT for 2006 and earlier years with the numbers for 2007 and later years. For more details, see pages 10-11 of this report. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Figure 6. Large-Truck Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2019



Source: VMT—FHWA

Table 10. Motorcyclists Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2019

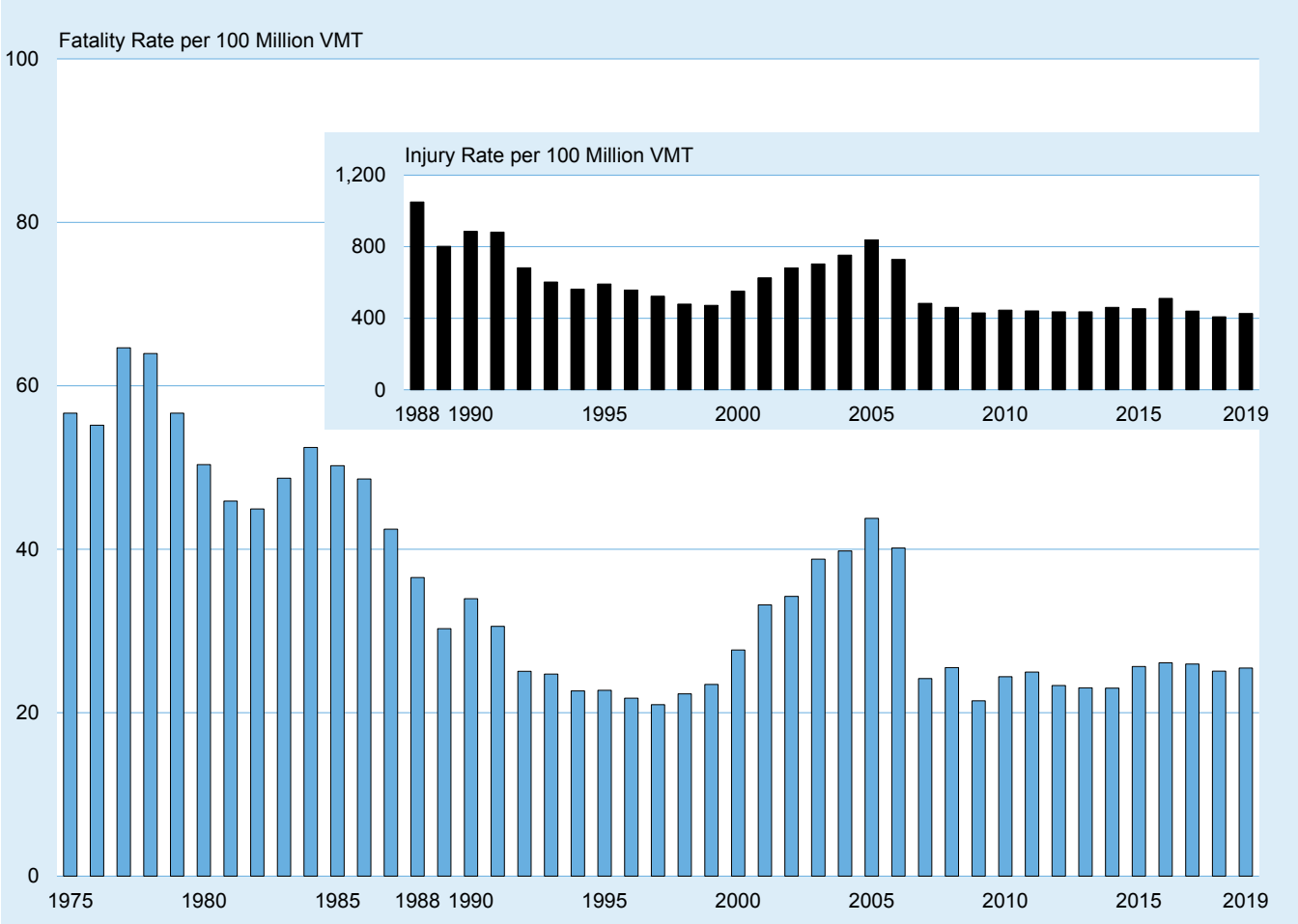
Year	Registered Motorcycles	Motorcycle VMT (millions)	Motorcyclists Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million Motorcycle VMT	Motorcyclists Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million Motorcycle VMT
1975	4,964,070	5,629	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	2,296	1,050
1989	4,420,420	10,371	3,141	71.06	30.29	83,000	1,882	802
1990	4,259,462	9,557	3,244	76.16	33.94	85,000	1,987	886
1991	4,177,365	9,178	2,806	67.17	30.57	81,000	1,937	882
1992	4,065,118	9,557	2,395	58.92	25.06	65,000	1,603	682
1993	3,977,856	9,906	2,449	61.57	24.72	60,000	1,502	603
1994	3,756,555	10,240	2,320	61.76	22.66	58,000	1,534	563
1995	3,897,191	9,797	2,227	57.14	22.73	58,000	1,485	591
1996	3,871,599	9,920	2,161	55.82	21.78	55,000	1,431	558
1997	3,826,373	10,081	2,116	55.30	20.99	53,000	1,378	523
1998	3,879,450	10,283	2,294	59.13	22.31	49,000	1,269	479
1999	4,152,433	10,584	2,483	59.80	23.46	50,000	1,202	472
2000	4,346,068	10,469	2,897	66.66	27.67	58,000	1,330	552
2001	4,903,056	9,633	3,197	65.20	33.19	60,000	1,230	626
2002	5,004,156	9,552	3,270	65.35	34.23	65,000	1,299	681
2003	5,370,035	9,576	3,714	69.16	38.78	67,000	1,255	704
2004	5,767,934	10,122	4,028	69.83	39.79	76,000	1,322	753
2005	6,227,146	10,454	4,576	73.48	43.77	88,000	1,406	838
2006	6,678,958	12,049	4,837	72.42	40.14	88,000	1,316	729
2007	7,138,476	21,396	5,174	72.48	24.18	103,000	1,447	483
2008	7,752,926	20,811	5,312	68.52	25.52	96,000	1,239	461
2009	7,929,724	20,822	4,469	56.36	21.46	89,000	1,129	430
2010	8,009,503	18,513	4,518	56.41	24.40	82,000	1,028	445
2011	8,437,502	18,542	4,630	54.87	24.97	82,000	968	441
2012	8,454,939	21,385	4,986	58.97	23.32	93,000	1,103	436
2013	8,404,687	20,366	4,692	55.83	23.04	89,000	1,056	436
2014	8,417,718	19,970	4,594	54.58	23.00	92,000	1,093	461
2015	8,600,936	19,606	5,029	58.47	25.65	89,000	1,032	453
2016	8,679,380	20,445	5,337	61.49	26.10	104,000	1,203	511
2017	8,664,108	20,149	5,226	60.32	25.94	89,000	1,023	440
2018	8,659,741	20,076	5,038	58.18	25.09	82,000	945	408
2019	8,596,314	19,688	5,014	58.33	25.47	84,000	975	426

Source: Registered Motorcycles and VMT—FHWA

*Injury data not available before 1988.

Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT 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 VMT for 2006 and earlier years with the numbers for 2007 and later years. For more details, see pages 10-11 of this report. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Figure 7. Motorcyclist Fatality and Injury Rates per 100 Million VMT, 1975-2019



Source: VMT—FHWA

Table 11. People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 1975-2019

Year	Person Type					Total
	Truck Occupants by Crash Type			Occupants of Other Vehicles	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	520	295	*815*	3,351	512	**4,678**
2017	525	353	*878*	3,535	493	**4,906**
2018	538	352	*890*	3,563	553	**5,006**
2019	495	397	*892*	3,544	569	**5,005**

Table 11. People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 1975-2019 (Continued)

Year	Person Type					Total
	Truck Occupants by Crash Type			Occupants of Other Vehicles	Nonoccupants	
	Single Vehicle	Multiple Vehicle	Total			
			Injured			
1988	17,000	21,000	*38,000*	90,000	4,000	**132,000**
1989	20,000	22,000	*42,000*	111,000	2,000	**155,000**
1990	16,000	26,000	*42,000*	107,000	2,000	**151,000**
1991	13,000	16,000	*29,000*	81,000	2,000	**112,000**
1992	14,000	20,000	*34,000*	102,000	3,000	**139,000**
1993	13,000	19,000	*32,000*	96,000	6,000	**134,000**
1994	11,000	20,000	*30,000*	99,000	3,000	**133,000**
1995	15,000	16,000	*31,000*	85,000	3,000	**119,000**
1996	15,000	18,000	*33,000*	96,000	3,000	**131,000**
1997	14,000	18,000	*32,000*	99,000	2,000	**133,000**
1998	14,000	15,000	*28,000*	97,000	2,000	**127,000**
1999	15,000	19,000	*34,000*	106,000	4,000	**144,000**
2000	16,000	14,000	*31,000*	106,000	3,000	**140,000**
2001	13,000	16,000	*30,000*	99,000	3,000	**132,000**
2002	12,000	14,000	*27,000*	100,000	4,000	**131,000**
2003	11,000	16,000	*26,000*	92,000	3,000	**121,000**
2004	13,000	14,000	*28,000*	86,000	4,000	**118,000**
2005	10,000	18,000	*28,000*	85,000	2,000	**115,000**
2006	11,000	13,000	*23,000*	82,000	2,000	**107,000**
2007	10,000	13,000	*23,000*	76,000	2,000	**102,000**
2008	10,000	14,000	*24,000*	65,000	3,000	**91,000**
2009	7,000	9,000	*16,000*	56,000	1,000	**74,000**
2010	9,000	11,000	*20,000*	59,000	2,000	**81,000**
2011	7,000	16,000	*23,000*	64,000	2,000	**89,000**
2012	9,000	16,000	*25,000*	76,000	3,000	**104,000**
2013	9,000	16,000	*25,000*	69,000	2,000	**96,000**
2014	10,000	17,000	*27,000*	82,000	2,000	**112,000**
2015	10,000	20,000	*30,000*	85,000	3,000	**118,000**
2016	13,000	23,000	*36,000*	95,000	4,000	**135,000**
2017	15,000	25,000	*40,000*	106,000	3,000	**148,000**
2018	13,000	26,000	*39,000*	108,000	3,000	**151,000**
2019	15,000	30,000	*46,000*	110,000	4,000	**159,000**

Note: Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 12. Nonoccupant Fatality and Injury Rates per Population, by Age Group, 1975-2019

Year	Age Group											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	2.20	1.85	1.72	2.54	2.36	2.19	2.96	**1.84**
2013	0.54	0.48	0.62	1.48	2.05	1.79	1.79	2.48	2.49	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	2.86	**1.84**
2015	0.48	0.43	0.68	1.65	2.16	1.99	2.23	2.87	2.96	2.32	2.72	**2.04**
2016	0.46	0.46	0.79	1.76	2.35	2.27	2.33	2.95	3.17	2.67	3.10	**2.23**
2017	0.48	0.35	0.72	1.68	1.99	2.27	2.34	2.98	3.25	2.47	3.07	**2.19**
2018	0.40	0.40	0.49	1.66	2.33	2.42	2.57	3.01	3.42	2.71	3.12	**2.29**
2019	0.38	0.34	0.61	1.29	2.00	2.49	2.59	2.86	3.41	2.79	2.94	**2.24**

Source: Population—Census Bureau

Note: Population estimates for historical years are revised periodically.

Table 12. Nonoccupant Fatality and Injury Rates per Population, by Age Group, 1975-2019 (Continued)

Year	Age Group											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	196	117	118	74	46	38	35	25	45	**79**
1989	32	180	198	128	96	69	53	43	43	33	39	**80**
1990	34	139	181	128	109	77	53	37	26	29	38	**75**
1991	27	138	158	96	91	70	41	36	31	31	30	**66**
1992	33	120	163	92	98	57	45	34	29	30	27	**63**
1993	28	117	170	93	94	66	49	45	26	27	38	**66**
1994	24	113	151	119	88	60	47	36	33	24	29	**63**
1995	33	104	160	94	86	62	52	27	21	30	26	**62**
1996	31	91	156	87	80	56	38	36	26	26	22	**57**
1997	25	93	131	76	68	51	51	34	29	29	22	**55**
1998	19	77	122	70	68	50	40	33	25	21	16	**48**
1999	20	85	129	70	57	57	38	38	26	27	22	**51**
2000	18	99	91	65	72	51	41	30	29	21	20	**48**
2001	17	64	106	75	52	46	39	36	30	29	18	**46**
2002	16	60	92	62	37	55	40	29	35	26	21	**44**
2003	15	59	92	63	50	47	42	32	26	24	22	**43**
2004	19	55	81	59	53	42	39	35	21	22	19	**40**
2005	17	62	78	68	58	34	28	34	37	22	16	**40**
2006	11	37	72	66	42	37	35	33	34	23	19	**37**
2007	12	44	76	66	63	48	38	38	24	23	22	**41**
2008	12	36	82	82	65	40	38	40	35	25	24	**43**
2009	14	39	65	61	72	47	23	38	29	20	18	**38**
2010	12	35	70	72	66	49	38	40	30	29	22	**42**
2011	11	31	58	88	64	43	33	39	37	27	21	**41**
2012	11	33	67	68	67	52	45	41	37	28	19	**43**
2013	8	23	52	72	81	53	36	40	29	22	21	**40**
2014	10	21	47	72	70	51	39	36	36	28	19	**39**
2015	9	18	51	65	62	46	38	45	38	31	16	**39**
2016	14	28	64	93	80	69	54	51	47	32	21	**51**
2017	9	22	52	74	65	52	44	41	40	25	18	**41**
2018	8	19	48	66	64	56	43	45	47	28	17	**42**
2019	7	23	51	72	67	54	45	40	48	31	20	**43**

Source: Population—Census Bureau

Notes: Population estimates for historical years are revised periodically. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 13. People Killed, by Highest Driver BAC in the Crash, 1982-2019

Year	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving Fatalities (BAC = .08+)		BAC = .01+		Total Fatalities*	
	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	24,762	65	1,984	5	10,967	29	12,951	34	37,806	100
2017	24,589	66	1,895	5	10,880	29	12,775	34	37,473	100
2018	24,186	66	1,850	5	10,710	29	12,560	34	36,835	100
2019	24,106	67	1,775	5	10,142	28	11,917	33	36,096	100

*Includes fatalities in crashes in which there was no driver present.

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

Figure 8. Proportion of People Killed, by Highest Driver BAC in the Crash, 1982-2019

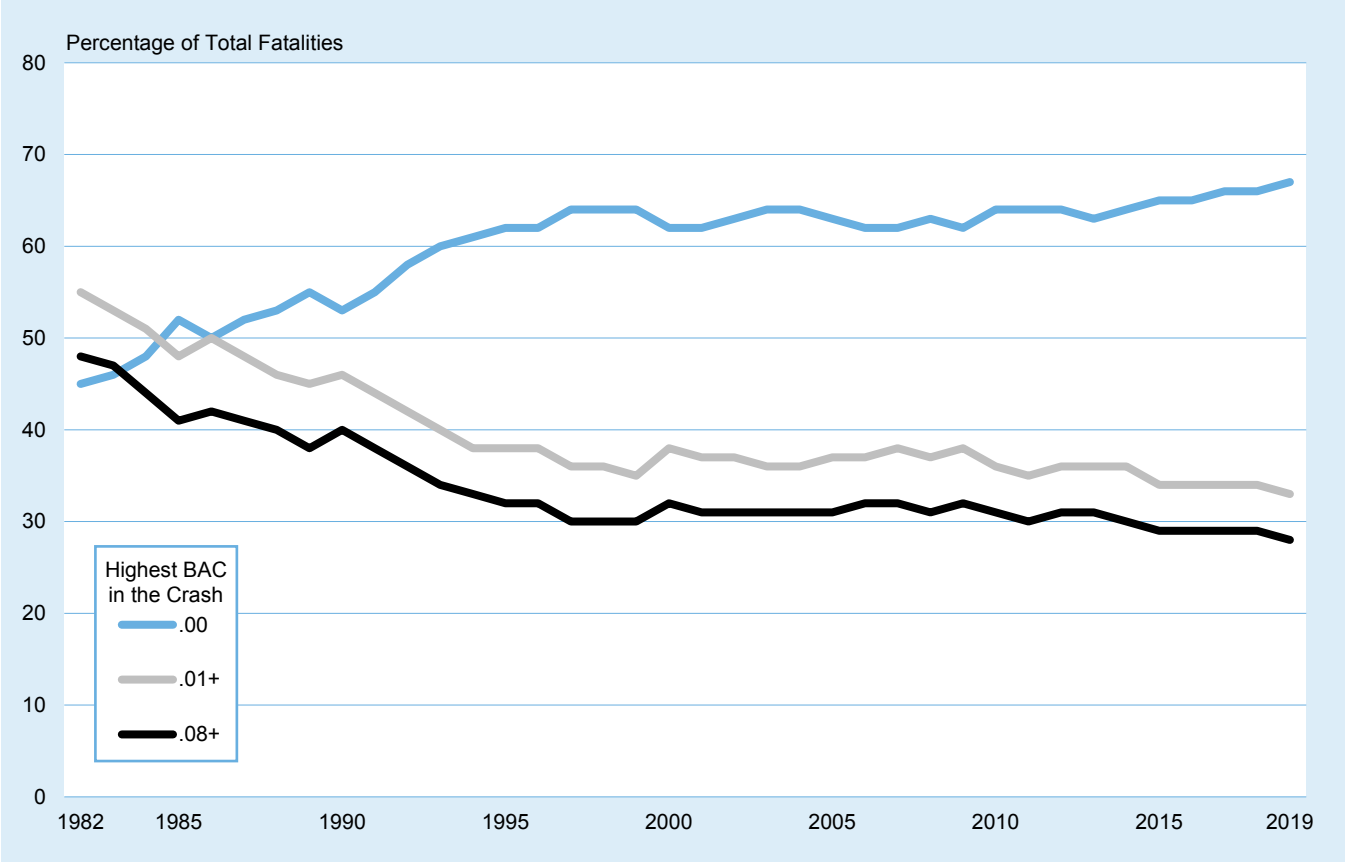


Table 14. People Killed and Percentage Alcohol-Impaired Driving During Holiday Periods, 1982-2019

Year	Holiday Period**					
	New Year's Day		Memorial Day		Fourth of July	
	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*
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)	37	457 (3)	42
2017	375 (3)	37	403 (3)	37	603 (4)	38
2018	331 (3)	39	439 (3)	38	194 (1)	41
2019	437 (4)	36	465 (3)	37	515 (4)	38

*Highest BAC among drivers involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, 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 p.m. Friday to 5:59 a.m. Tuesday.
- If the holiday falls on Tuesday, the holiday period is from 6 p.m. Friday to 5:59 a.m. Wednesday.
- If the holiday falls on Wednesday, the holiday period is from 6 p.m. Tuesday to 5:59 a.m. Thursday.
- If the holiday falls on Thursday, the holiday period is from 6 p.m. Wednesday to 5:59 a.m. Monday.
- If the holiday falls on Friday, the holiday period is from 6 p.m. Thursday to 5:59 a.m. 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. People Killed and Percentage Alcohol-Impaired Driving During Holiday Periods, 1982-2019 (Continued)

Year	Holiday Period**					
	Labor Day		Thanksgiving		Christmas	
	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*
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	383 (3)	37	536 (4)	36	356 (3)	38
2018	448 (3)	36	442 (4)	31	435 (4)	35
2019	451 (3)	38	417 (4)	29	140 (1)	38

*Highest BAC among drivers involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, 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 p.m. Friday to 5:59 a.m. Tuesday.
- If the holiday falls on Tuesday, the holiday period is from 6 p.m. Friday to 5:59 a.m. Wednesday.
- If the holiday falls on Wednesday, the holiday period is from 6 p.m. Tuesday to 5:59 a.m. Thursday.
- If the holiday falls on Thursday, the holiday period is from 6 p.m. Wednesday to 5:59 a.m. Monday.
- If the holiday falls on Friday, the holiday period is from 6 p.m. Thursday to 5:59 a.m. 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 BACs and Time of Day, 1982-2019

Year	Day			Night			Total Drivers*		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		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	27,697	11	9	24,775	36	31	52,752	23	20
2018	27,035	12	9	24,629	36	31	51,905	23	20
2019	26,785	11	9	23,874	35	30	50,930	22	19

Day – 6 a.m. to 5:59 p.m.

Night – 6 p.m. to 5:59 a.m.

*Includes drivers with time of day unknown.

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

Table 16. Drivers in Fatal Crashes, by BACs and Sex, 1982-2019

Year	Male			Female		
	Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		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	26	21	13,376	17	14
2017	38,028	25	21	13,673	17	14
2018	37,406	25	21	13,379	18	15
2019	36,935	24	21	12,884	17	14

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

Table 17. Drivers in Fatal Crashes, by BACs and Vehicle Type, 1982-2019

	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
		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	19,802	23	20	4,503	4	2	5,460	33	26
2017	21,133	24	20	19,878	23	20	4,746	4	3	5,372	34	27
2018	20,433	25	22	19,789	22	19	4,832	4	3	5,164	33	25
2019	19,469	24	20	19,704	22	19	4,949	3	2	5,111	36	29

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

Figure 9. Proportion of Drivers in Fatal Crashes With BACs = .08+ g/dL, by Vehicle Type, 1982-2019

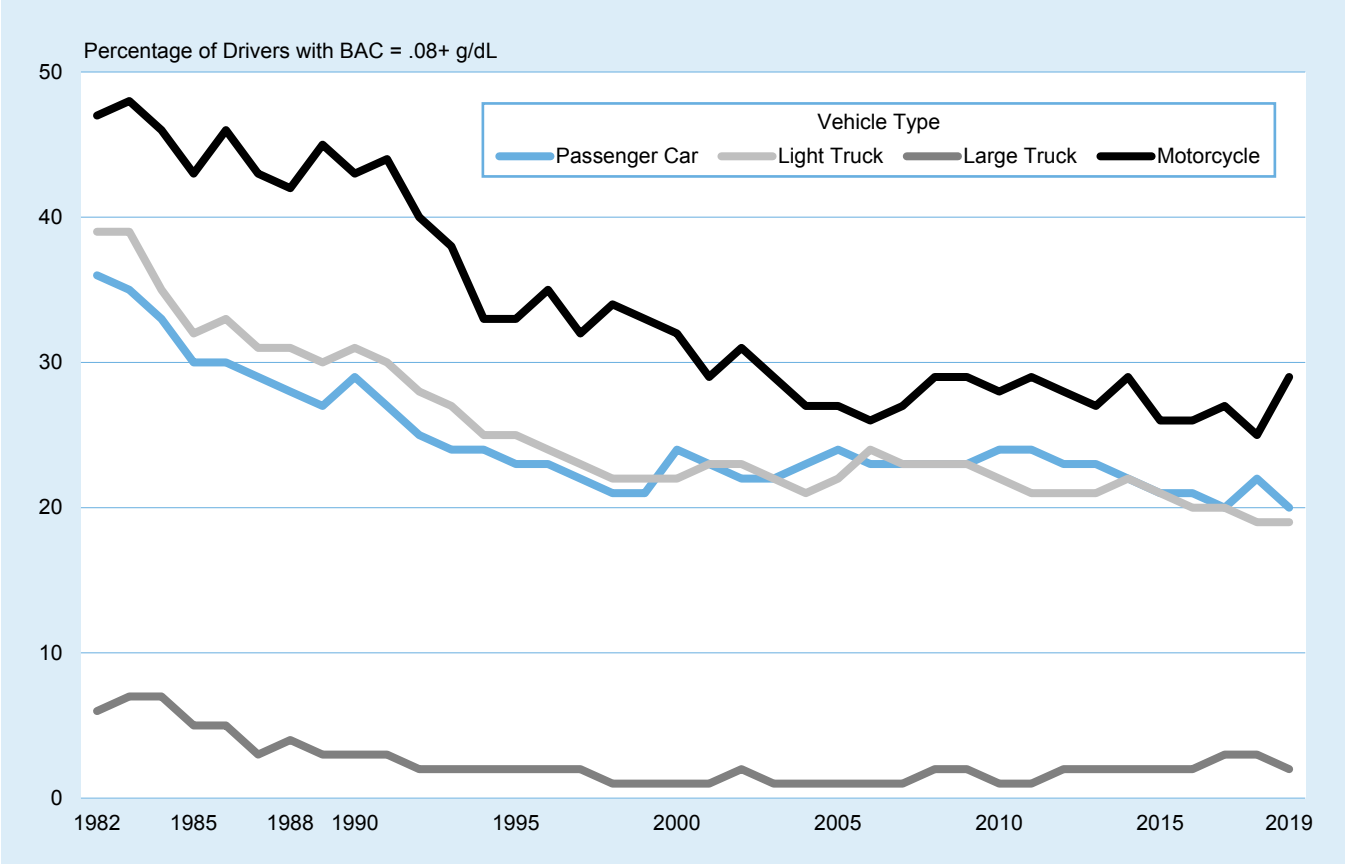


Table 18. Drivers in Fatal Crashes, by BACs and Age Group, 1982-2019

Year	Age Group								
	<16 Years			16-20 Years			21-24 Years		
		Percent			Percent			Percent	
	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	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
1992	350	18	11	7,192	27	21	6,323	42	35
1993	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	14	11	4,453	19	15	5,284	32	27
2017	145	10	7	4,327	19	15	5,070	31	27
2018	127	9	7	4,092	19	15	4,832	33	28
2019	137	12	9	3,892	19	15	4,590	31	27

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

Table 18. Drivers in Fatal Crashes, by BACs and Age Group, 1982-2019 (Continued)

Year	Age Group								
	25-34 Years			35-44 Years			45-54 Years		
		Percent			Percent			Percent	
	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	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	11,006	30	26	8,284	26	23	8,186	23	19
2018	10,853	31	26	8,188	25	21	7,939	22	19
2019	10,507	30	25	8,301	25	22	7,532	21	18

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

Table 18. Drivers in Fatal Crashes, by BACs and Age Group, 1982-2019 (Continued)

Year	Age Group								
	55-64 Years			65-74 Years			>74 Years		
		Percent			Percent			Percent	
	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	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	18	14	4,155	12	9	3,014	7	6
2017	7,316	19	15	4,148	12	9	3,151	7	6
2018	7,319	19	15	4,250	13	10	3,120	9	7
2019	7,166	19	15	4,404	14	10	3,229	8	6

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

Figure 10. Proportion of Drivers in Fatal Crashes With BACs = .08+ g/dL, by Age Group, 1982-2019

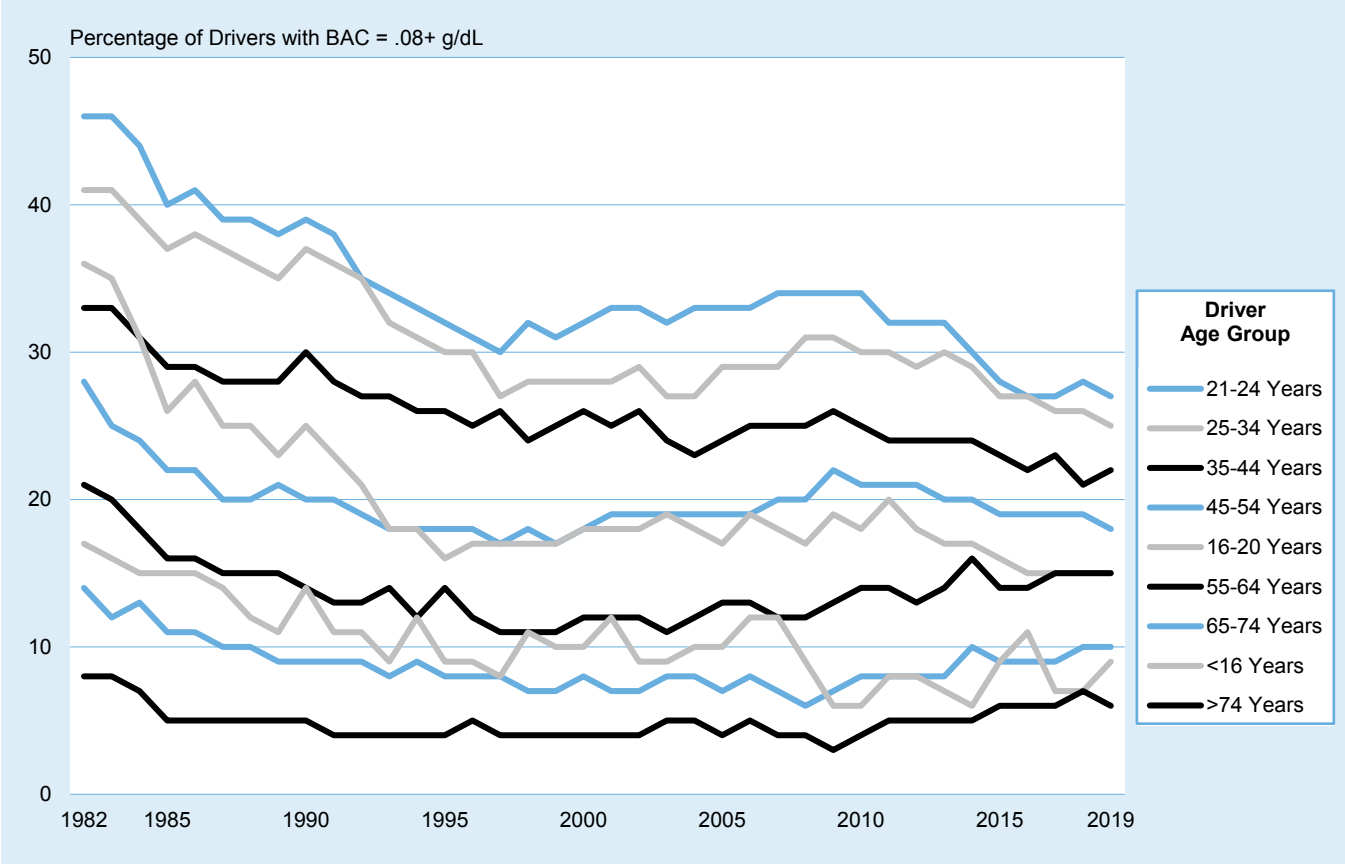


Table 19. Drivers in Fatal Crashes, by BACs and Survival Status, 1982-2019

	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
Year	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	9,670	**49,163**
2016	24,062	943	3,680	28,684	15,943	1,098	6,674	23,715	40,005	2,041	10,353	**52,399**
2017	24,521	809	3,665	28,995	15,975	1,128	6,654	23,757	40,497	1,937	10,318	**52,752**
2018	24,143	808	3,909	28,860	15,592	1,103	6,349	23,045	39,735	1,911	10,259	**51,905**
2019	24,331	758	3,228	28,317	15,150	1,093	6,370	22,613	39,481	1,850	9,598	**50,930**

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

Table 20. Pedestrians Killed, 14 and Older, by BACs, 1982-2019

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	3,526	61	282	5	1,985	34	**5,793**	**100**
2017	3,662	63	267	5	1,884	32	**5,813**	**100**
2018	3,824	62	304	5	2,025	33	**6,153**	**100**
2019	3,779	63	313	5	1,923	32	**6,015**	**100**

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

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2019

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	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	27,672	67.9	9,670	23.7	3,425	8.4	**40,767**	**100.0**
2017	28,040	68.4	9,567	23.3	3,404	8.3	**41,011**	**100.0**
2018	27,533	68.5	9,297	23.1	3,392	8.4	**40,222**	**100.0**
2019	26,712	68.2	9,056	23.1	3,405	8.7	**39,173**	**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, 1975-2019 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	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**
2018	2,847,000	87.1	79,000	2.4	344,000	10.5	**3,270,000**	**100.0**
2019	2,868,000	86.1	82,000	2.5	380,000	11.4	**3,330,000**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2019 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
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**
2018	7,139,000	89.3	82,000	1.0	777,000	9.7	**7,998,000**	**100.0**
2019	7,181,000	89.6	87,000	1.1	749,000	9.3	**8,017,000**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 22. Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-2019

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	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	11,343	47.7	10,463	44.0	1,981	8.3	**23,787**	**100.0**
2017	11,488	48.5	10,116	42.8	2,059	8.7	**23,663**	**100.0**
2018	11,055	48.4	9,845	43.1	1,945	8.5	**22,845**	**100.0**
2019	10,815	48.7	9,466	42.6	1,934	8.7	**22,215**	**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 and Injured, by Restraint Use, 1975-2019 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
	Occupants Injured							
1988	1,754,000	57.1	920,000	30.0	397,000	12.9	**3,072,000**	**100.0**
1989	1,722,000	58.4	869,000	29.5	358,000	12.1	**2,949,000**	**100.0**
1990	1,740,000	60.1	830,000	28.7	325,000	11.2	**2,895,000**	**100.0**
1991	1,784,000	63.6	733,000	26.1	288,000	10.3	**2,805,000**	**100.0**
1992	1,857,000	66.7	628,000	22.5	300,000	10.8	**2,785,000**	**100.0**
1993	1,987,000	69.0	596,000	20.7	295,000	10.3	**2,878,000**	**100.0**
1994	2,210,000	73.6	569,000	18.9	223,000	7.4	**3,002,000**	**100.0**
1995	2,417,000	75.5	555,000	17.3	229,000	7.1	**3,202,000**	**100.0**
1996	2,471,000	76.8	525,000	16.3	220,000	6.9	**3,216,000**	**100.0**
1997	2,373,000	76.4	482,000	15.5	252,000	8.1	**3,107,000**	**100.0**
1998	2,300,000	77.4	441,000	14.8	230,000	7.7	**2,971,000**	**100.0**
1999	2,333,000	77.9	424,000	14.2	238,000	7.9	**2,996,000**	**100.0**
2000	2,370,000	80.5	372,000	12.6	202,000	6.8	**2,943,000**	**100.0**
2001	2,253,000	80.6	328,000	11.7	214,000	7.7	**2,796,000**	**100.0**
2002	2,201,000	81.6	288,000	10.7	206,000	7.7	**2,696,000**	**100.0**
2003	2,210,000	83.2	253,000	9.5	194,000	7.3	**2,658,000**	**100.0**
2004	2,163,000	84.7	211,000	8.3	181,000	7.1	**2,555,000**	**100.0**
2005	2,084,000	84.9	208,000	8.5	162,000	6.6	**2,454,000**	**100.0**
2006	1,997,000	85.4	185,000	7.9	156,000	6.7	**2,339,000**	**100.0**
2007	1,899,000	85.2	171,000	7.7	158,000	7.1	**2,228,000**	**100.0**
2008	1,791,000	86.1	144,000	6.9	147,000	7.0	**2,081,000**	**100.0**
2009	1,720,000	86.8	126,000	6.4	135,000	6.8	**1,981,000**	**100.0**
2010	1,703,000	85.4	117,000	5.9	173,000	8.7	**1,993,000**	**100.0**
2011	1,685,000	85.3	116,000	5.9	175,000	8.9	**1,976,000**	**100.0**
2012	1,762,000	84.0	114,000	5.4	221,000	10.5	**2,097,000**	**100.0**
2013	1,729,000	84.3	101,000	4.9	222,000	10.8	**2,051,000**	**100.0**
2014	1,782,000	85.8	106,000	5.1	190,000	9.2	**2,078,000**	**100.0**
2015	1,894,000	86.5	101,000	4.6	196,000	8.9	**2,191,000**	**100.0**
2016	2,324,000	85.3	120,000	4.4	282,000	10.4	**2,725,000**	**100.0**
2017	2,136,000	86.6	116,000	4.7	215,000	8.7	**2,466,000**	**100.0**
2018	2,090,000	85.9	98,000	4.0	244,000	10.0	**2,432,000**	**100.0**
2019	2,056,000	84.0	104,000	4.3	288,000	11.8	**2,448,000**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 23. Passenger Car and Light-Truck Occupants Killed, by Vehicle Type and Rollover Occurrence, 1982-2019

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	4,470	1,933	43.2	4,462	2,160	48.4	1,240	347	28.0	**23,787**	**7,466**	**31.4**
2017	13,477	2,891	21.5	4,335	1,831	42.2	4,610	2,122	46.0	1,175	326	27.7	**23,663**	**7,195**	**30.4**
2018	12,888	2,607	20.2	4,267	1,701	39.9	4,554	1,965	43.1	1,081	259	24.0	**22,845**	**6,566**	**28.7**
2019	12,239	2,499	20.4	4,194	1,600	38.1	4,709	1,914	40.6	1,017	253	24.9	**22,215**	**6,291**	**28.3**

*Includes occupants of other and unknown light trucks.

Chapter 2

CRASHES

CHAPTER 2: CRASHES

This chapter presents statistics about police-reported motor vehicle crashes according to the most severe injury in the crash: **Fatal**, **Injury** (Nonfatal), and **Property Damage** (No Injury). The tables and figures are presented in four groups: Time, Location, Circumstances, and Alcohol. Below are some of the crash statistics you will find in this section:

- More than 6.7 million police-reported motor vehicle crashes occurred in the United States in 2019. Twenty-eight percent of those crashes (1.9 million) resulted in an injury, and fewer than 1 percent (33,244) resulted in a death.
- Nine p.m. to midnight and 6 p.m. to 8:59 p.m. on Saturdays proved to be the deadliest 3-hour periods throughout 2019, with 1,005 and 980 fatal crashes, respectively.
- Fifty-seven percent of fatal crashes involved only one vehicle, as compared with 28 percent of injury crashes and 27 percent of property-damage-only crashes.
- Collision with another motor vehicle in transport was the most common first harmful event for fatal, injury, and property-damage-only crashes. Collisions with fixed objects and noncollisions accounted for only 16 percent of all crashes, but they accounted for 37 percent of fatal crashes.
- Twenty-eight percent of all fatal crashes involved alcohol-impaired driving, where the highest BAC among drivers involved in the crash was .08 g/dL or higher. For fatal crashes occurring from midnight to 2:59 a.m., 55 percent involved alcohol-impaired driving.

Table 24. Crashes and Crash Rates, by Month and Crash Severity

Month	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Rate*	Number	Rate*	Number	Rate*	Number	Rate*
January	2,472	1.00	151,000	61	426,000	173	**579,000**	**235**
February	2,200	0.96	144,000	63	385,000	168	**532,000**	**232**
March	2,540	0.93	160,000	59	384,000	141	**546,000**	**200**
April	2,609	0.94	148,000	54	381,000	138	**532,000**	**192**
May	2,911	1.02	168,000	59	402,000	141	**573,000**	**201**
June	2,915	1.03	159,000	56	378,000	133	**539,000**	**190**
July	3,027	1.03	156,000	53	373,000	127	**532,000**	**182**
August	3,083	1.08	169,000	59	383,000	134	**554,000**	**193**
September	3,070	1.14	168,000	62	366,000	136	**537,000**	**200**
October	2,944	1.04	178,000	63	452,000	160	**633,000**	**224**
November	2,807	1.07	167,000	64	441,000	168	**610,000**	**233**
December	2,666	0.98	150,000	55	435,000	160	**587,000**	**216**
Total	**33,244**	**1.02**	**1,916,000**	**59**	**4,806,000**	**147**	**6,756,000**	**207**

Source: VMT—FHWA, *Traffic Volume Trends*, December 2020 (monthly), and *2019 Highway Statistics* (VM-1) (annual)

*Crashes per 100 million VMT.

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

Table 25. Crashes, by Time of Day, Day of Week, and Crash Severity

Time of Day	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
Fatal Crashes								
Midnight to 2:59 a.m.	940	362	311	330	340	476	802	**3,561**
3 a.m. to 5:59 a.m.	545	327	327	318	348	355	525	**2,745**
6 a.m. to 8:59 a.m.	344	518	507	502	521	545	406	**3,343**
9 a.m. to 11:59 a.m.	401	455	450	471	418	477	466	**3,138**
Noon to 2:59 p.m.	610	630	636	569	591	661	618	**4,315**
3 p.m. to 5:59 p.m.	720	730	731	694	736	843	763	**5,217**
6 p.m. to 8:59 p.m.	831	679	722	724	760	928	980	**5,624**
9 p.m. to 11:59 p.m.	661	614	564	582	698	928	1,005	**5,052**
Unknown	34	33	37	38	33	39	35	**249**
Total	**5,086**	**4,348**	**4,285**	**4,228**	**4,445**	**5,252**	**5,600**	**33,244**
Injury Crashes								
Midnight to 2:59 a.m.	21,000	8,000	7,000	7,000	8,000	10,000	18,000	**80,000**
3 a.m. to 5:59 a.m.	14,000	9,000	10,000	10,000	9,000	8,000	12,000	**71,000**
6 a.m. to 8:59 a.m.	13,000	41,000	49,000	47,000	38,000	38,000	18,000	**245,000**
9 a.m. to 11:59 a.m.	25,000	39,000	36,000	41,000	36,000	38,000	34,000	**249,000**
Noon to 2:59 p.m.	41,000	49,000	47,000	54,000	52,000	57,000	49,000	**350,000**
3 p.m. to 5:59 p.m.	40,000	69,000	74,000	73,000	81,000	87,000	47,000	**470,000**
6 p.m. to 8:59 p.m.	38,000	37,000	36,000	42,000	39,000	52,000	42,000	**287,000**
9 p.m. to 11:59 p.m.	22,000	19,000	18,000	22,000	23,000	30,000	31,000	**164,000**
Total	**213,000**	**271,000**	**276,000**	**297,000**	**287,000**	**321,000**	**251,000**	**1,916,000**
Property-Damage-Only Crashes								
Midnight to 2:59 a.m.	46,000	20,000	17,000	23,000	17,000	23,000	39,000	**185,000**
3 a.m. to 5:59 a.m.	29,000	26,000	20,000	21,000	20,000	25,000	26,000	**167,000**
6 a.m. to 8:59 a.m.	33,000	122,000	131,000	126,000	123,000	108,000	46,000	**689,000**
9 a.m. to 11:59 a.m.	59,000	92,000	102,000	108,000	101,000	105,000	91,000	**659,000**
Noon to 2:59 p.m.	90,000	124,000	133,000	124,000	126,000	159,000	114,000	**869,000**
3 p.m. to 5:59 p.m.	95,000	190,000	204,000	193,000	189,000	215,000	105,000	**1,190,000**
6 p.m. to 8:59 p.m.	78,000	93,000	99,000	98,000	103,000	125,000	93,000	**689,000**
9 p.m. to 11:59 p.m.	44,000	34,000	44,000	48,000	51,000	66,000	73,000	**360,000**
Total	**474,000**	**699,000**	**749,000**	**740,000**	**731,000**	**825,000**	**588,000**	**4,806,000**
All Crashes								
Midnight to 2:59 a.m.	69,000	29,000	24,000	31,000	25,000	33,000	58,000	**269,000**
3 a.m. to 5:59 a.m.	43,000	35,000	30,000	31,000	29,000	34,000	38,000	**241,000**
6 a.m. to 8:59 a.m.	46,000	163,000	180,000	174,000	162,000	146,000	65,000	**937,000**
9 a.m. to 11:59 a.m.	84,000	131,000	139,000	150,000	138,000	143,000	126,000	**911,000**
Noon to 2:59 p.m.	132,000	174,000	180,000	178,000	179,000	217,000	164,000	**1,223,000**
3 p.m. to 5:59 p.m.	135,000	259,000	278,000	266,000	271,000	303,000	153,000	**1,665,000**
6 p.m. to 8:59 p.m.	117,000	131,000	136,000	141,000	143,000	178,000	137,000	**982,000**
9 p.m. to 11:59 p.m.	67,000	53,000	62,000	70,000	75,000	97,000	105,000	**529,000**
Total	**692,000**	**975,000**	**1,029,000**	**1,041,000**	**1,022,000**	**1,152,000**	**845,000**	**6,756,000**

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

Figure 11. Average Fatal Crashes per Hour, by Time of Day, Weekdays, and Weekends

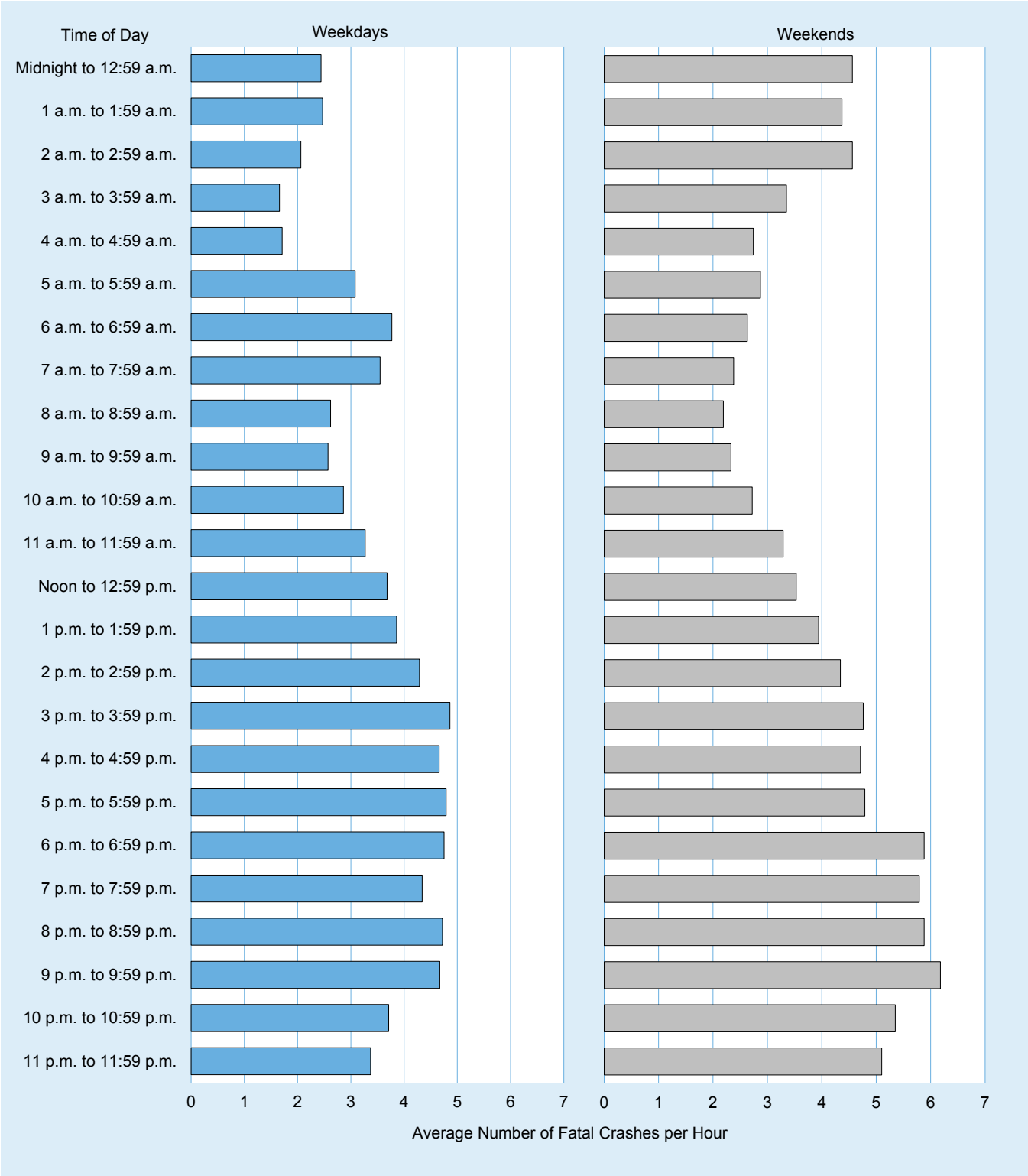


Table 26. Crashes, by Weather Condition, Light Condition, and Crash Severity

Weather Condition	Light Condition					Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	Other	
Fatal Crashes						
Normal	13,104	5,478	7,425	1,157	6	**27,232**
Rain	1,025	595	834	106	4	**2,569**
Snow/Sleet	235	53	126	25	1	**440**
Other	129	67	205	34	2	**440**
Unknown	1,224	435	650	100	1	**2,563**
Total	**15,717**	**6,628**	**9,240**	**1,422**	**14**	**33,244***
Injury Crashes						
Normal	1,176,000	286,000	151,000	62,000	**	**1,675,000**
Rain	116,000	45,000	27,000	10,000	**	**198,000**
Snow/Sleet	19,000	7,000	6,000	2,000	**	**33,000**
Other	4,000	2,000	2,000	1,000	**	**10,000**
Total	**1,315,000**	**340,000**	**186,000**	**74,000**	**1,000**	**1,916,000**
Property-Damage-Only Crashes						
Normal	2,949,000	585,000	419,000	160,000	1,000	**4,113,000**
Rain	318,000	97,000	75,000	26,000	1,000	**517,000**
Snow/Sleet	83,000	28,000	30,000	7,000	**	**148,000**
Other	11,000	5,000	9,000	3,000	**	**28,000**
Total	**3,362,000**	**715,000**	**533,000**	**195,000**	**2,000**	**4,806,000**
All Crashes						
Normal	4,138,000	876,000	577,000	222,000	2,000	**5,815,000**
Rain	435,000	143,000	103,000	36,000	1,000	**718,000**
Snow/Sleet	102,000	35,000	36,000	9,000	**	**182,000**
Other/Unknown	17,000	7,000	12,000	4,000	**	**41,000**
Total	**4,693,000**	**1,061,000**	**728,000**	**271,000**	**3,000**	**6,756,000**

*Includes fatal crashes for which light conditions were unknown.

**Estimates less than 500.

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

Table 27. Fatal Crashes, by Emergency Medical Services Response Times Within Designated Minutes and Land Use

Response Time (Minutes)	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Scene		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	5,248	87.9	3,363	47.5	76	2.3	14	0.4
11 to 20	449	7.5	2,633	37.2	406	12.1	91	2.8
21 to 30	116	1.9	751	10.6	686	20.5	304	9.4
31 to 40	53	0.9	187	2.6	691	20.7	490	15.2
41 to 50	27	0.5	79	1.1	562	16.8	542	16.8
51 to 60	23	0.4	30	0.4	382	11.4	518	16.0
61 to 120	54	0.9	32	0.5	540	16.2	1,271	39.3
Total*	**5,970**	**100.0**	**7,075**	**100.0**	**3,343**	**100.0**	**3,230**	**100.0**
Urban Fatal Crashes								
0 to 10	6,479	93.6	6,349	81.5	298	6.5	56	1.2
11 to 20	301	4.3	1,145	14.7	1,341	29.1	562	12.3
21 to 30	52	0.8	222	2.8	1,469	31.9	1,242	27.3
31 to 40	18	0.3	44	0.6	812	17.6	1,113	24.4
41 to 50	18	0.3	17	0.2	353	7.7	730	16.0
51 to 60	15	0.2	3	0.0	171	3.7	396	8.7
61 to 120	40	0.6	10	0.1	164	3.6	457	10.0
Total*	**6,923**	**100.0**	**7,790**	**100.0**	**4,608**	**100.0**	**4,556**	**100.0**

*Includes crashes for which both times were known.

Table 28. Crashes, by Crash Type, Relation to Roadway, and Crash Severity

Crash Type	Relation to Roadway					Unknown	Total
	On Roadway	Off Roadway					
		Roadside	Shoulder	Median	Other/Unknown Location*		
Fatal Crashes							
Single Vehicle	7,360	9,072	382	996	997	95	**18,902**
Multiple Vehicle	13,692	313	108	178	44	7	**14,342**
Total	**21,052**	**9,385**	**490**	**1,174**	**1,041**	**102**	**33,244**
Injury Crashes							
Single Vehicle	211,000	254,000	7,000	34,000	27,000	1,000	**535,000**
Multiple Vehicle	1,370,000	6,000	1,000	4,000	**	**	**1,381,000**
Total	**1,581,000**	**260,000**	**9,000**	**37,000**	**28,000**	**1,000**	**1,916,000**
Property-Damage-Only Crashes							
Single Vehicle	591,000	541,000	30,000	92,000	64,000	3,000	**1,320,000**
Multiple Vehicle	3,468,000	8,000	3,000	6,000	**	**	**3,486,000**
Total	**4,059,000**	**550,000**	**33,000**	**98,000**	**64,000**	**3,000**	**4,806,000**
All Crashes							
Single Vehicle	809,000	804,000	38,000	126,000	93,000	4,000	**1,874,000**
Multiple Vehicle	4,851,000	15,000	5,000	10,000	1,000	**	**4,881,000**
Total	**5,661,000**	**819,000**	**43,000**	**136,000**	**93,000**	**4,000**	**6,756,000**

*Includes outside trafficway, gore, separator, pedestrian refuge island or traffic island, and off roadway - location unknown.

**Estimates less than 500.

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

Table 29. Crashes, by First Harmful Event, Manner of Collision, and Crash Severity

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property-Damage-Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in Transport:								
Angle	6,039	18.2	531,000	27.7	956,000	19.9	**1,493,000**	**22.1**
Rear End	2,346	7.1	595,000	31.1	1,597,000	33.2	**2,194,000**	**32.5**
Sideswipe	913	2.7	138,000	7.2	739,000	15.4	**878,000**	**13.0**
Head On	3,613	10.9	91,000	4.7	86,000	1.8	**180,000**	**2.7**
Other/Unknown	155	0.5	8,000	0.4	69,000	1.4	**77,000**	**1.1**
Subtotal	*13,066*	*39.3*	*1,363,000*	*71.1*	*3,448,000*	*71.7*	***4,823,000***	***71.4***
Collision With Fixed Object:								
Pole/Post	1,363	4.1	56,000	2.9	135,000	2.8	**192,000**	**2.8**
Culvert/Curb/Ditch	2,199	6.6	68,000	3.6	160,000	3.3	**231,000**	**3.4**
Shrubbery/Tree	2,446	7.4	44,000	2.3	62,000	1.3	**108,000**	**1.6**
Guard Rail	851	2.6	27,000	1.4	70,000	1.5	**98,000**	**1.4**
Embankment	831	2.5	19,000	1.0	27,000	0.6	**47,000**	**0.7**
Bridge	186	0.6	3,000	0.2	8,000	0.2	**11,000**	**0.2**
Other/Unknown	1,636	4.9	64,000	3.3	195,000	4.1	**260,000**	**3.9**
Subtotal	*9,512*	*28.6*	*281,000*	*14.7*	*657,000*	*13.7*	***948,000***	***14.0***
Collision With Object Not Fixed:								
Parked Motor Vehicle	411	1.2	56,000	2.9	289,000	6.0	**346,000**	**5.1**
Animal	175	0.5	24,000	1.2	288,000	6.0	**312,000**	**4.6**
Pedestrian	5,804	17.5	68,000	3.6	1,000	*	**75,000**	**1.1**
Pedalcyclist	830	2.5	49,000	2.5	4,000	0.1	**53,000**	**0.8**
Train	98	0.3	1,000	*	*	*	**1,000**	*
Other/Unknown	429	1.3	16,000	0.9	66,000	1.4	**82,000**	**1.2**
Subtotal	*7,747*	*23.3*	*214,000*	*11.2*	*648,000*	*13.5*	***869,000***	***12.9***
Noncollision:								
Rollover	2,498	7.5	51,000	2.7	33,000	0.7	**87,000**	**1.3**
Other/Unknown	363	1.1	7,000	0.4	21,000	0.4	**29,000**	**0.4**
Subtotal	*2,861*	*8.6*	*58,000*	*3.0*	*54,000*	*1.1*	***115,000***	***1.7***
Total	**33,244****	**100.0**	**1,916,000**	**100.0**	**4,806,000**	**100.0**	**6,756,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

**Includes fatalities where the most harmful event was unknown or there was a harmful event, but the details were not reported.

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

Table 30. Two-Vehicle Crashes, by Vehicle Type and Crash Severity

Vehicle Type	Vehicle Type					
	Passenger Car	Light Truck	Large Truck	Motorcycle	Bus	Other/Unknown
Fatal Crashes (Total = 11,879)						
Passenger Car	1,684	3,258	1,177	1,050	52	144
Light Truck		1,452	1,167	1,134	39	136
Large Truck			148	243	4	27
Motorcycle				65	19	49
Bus					1	2
Other/Unknown						28
Injury Crashes (Total = 1,177,000)						
Passenger Car	367,000	506,000	47,000	23,000	6,000	2,000
Light Truck		170,000	29,000	16,000	3,000	2,000
Large Truck			3,000	1,000	1,000	*
Motorcycle				1,000	*	*
Bus					*	—
Property-Damage-Only Crashes (Total = 3,267,000)						
Passenger Car	944,000	1,436,000	153,000	10,000	23,000	3,000
Light Truck		539,000	111,000	5,000	16,000	2,000
Large Truck			19,000	1,000	3,000	1,000
Motorcycle				—	*	—
Bus					1,000	*

*Estimates less than 500.

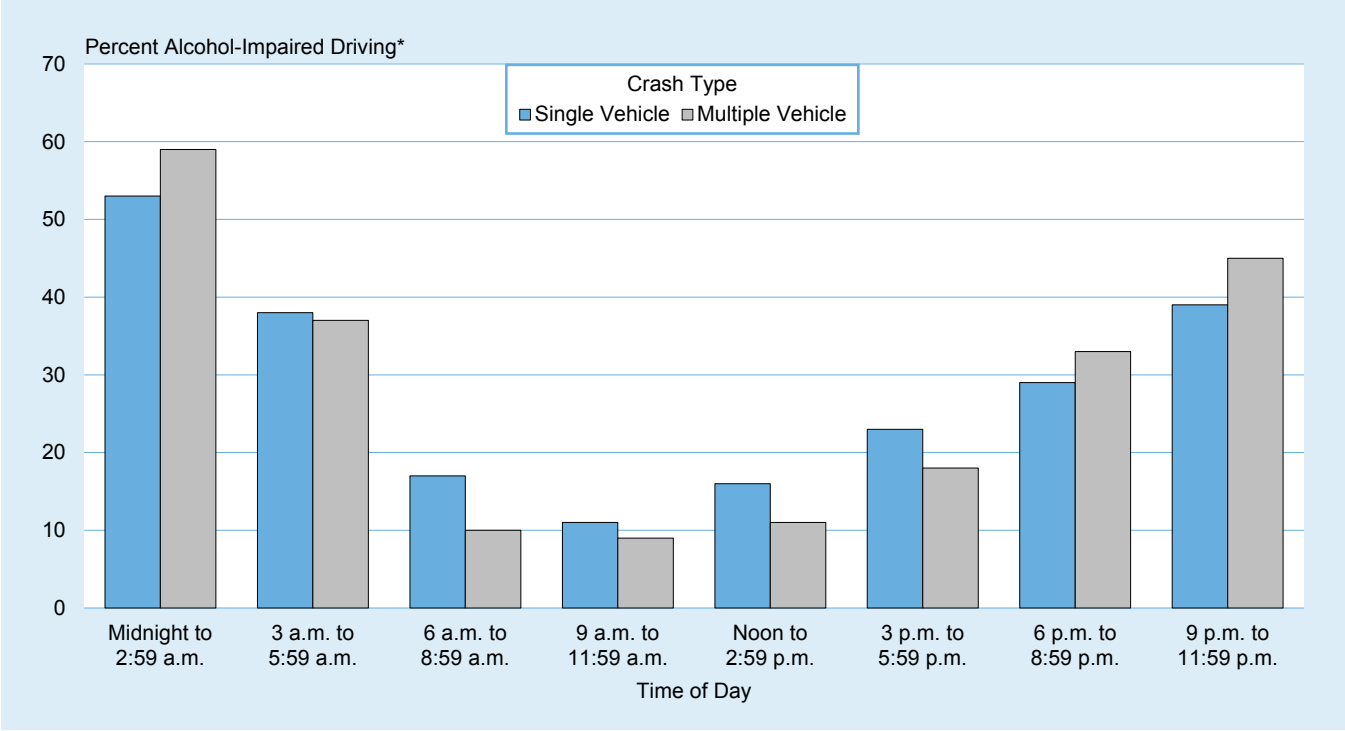
Note: Totals may not equal sum of components due to independent rounding.

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

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol-Impaired Driving*	Percentage Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percentage Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percentage Alcohol-Impaired Driving*
Midnight to 2:59 a.m.	2,556	1,357	53	1,005	596	59	**3,561**	**1,953**	**55**
3 a.m. to 5:59 a.m.	1,803	679	38	942	345	37	**2,745**	**1,024**	**37**
6 a.m. to 8:59 a.m.	1,753	291	17	1,590	165	10	**3,343**	**456**	**14**
9 a.m. to 11:59 a.m.	1,437	160	11	1,701	145	9	**3,138**	**305**	**10**
Noon to 2:59 p.m.	1,936	312	16	2,379	254	11	**4,315**	**566**	**13**
3 p.m. to 5:59 p.m.	2,425	555	23	2,792	490	18	**5,217**	**1,046**	**20**
6 p.m. to 8:59 p.m.	3,370	983	29	2,254	735	33	**5,624**	**1,718**	**31**
9 p.m. to 11:59 p.m.	3,395	1,324	39	1,657	740	45	**5,052**	**2,065**	**41**
Unknown	227	101	45	22	4	17	**249**	**105**	**42**
Total	**18,902**	**5,763**	**30**	**14,342**	**3,473**	**24**	**33,244**	**9,236**	**28**

*Highest BAC among drivers involved in the crash was .08 g/dL or greater.

Figure 12. Percentage of Fatal Crashes Involving Alcohol-Impaired Driving, by Time of Day and Crash Type



*Highest BAC among drivers involved in the crash was .08 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 GVWR of 10,000 pounds or less), Large Trucks (including single-unit trucks and truck tractors with a gross vehicle weight rating of more than 10,000 pounds), Motorcycles (including motorcycles, mopeds, and motorscooters), Buses (including school buses and transit buses), and Other Vehicles (including all-terrain vehicles, farm and construction equipment, and motorhomes). The tables and figures are presented for all vehicle types first, then by individual vehicle type. Below are some of the vehicle statistics you will find in this section:

- Ninety-four percent of the 12.1 million vehicles involved in motor vehicle crashes in 2019 were passenger cars or light trucks.
- Large trucks accounted for 9.8 percent of the vehicles in fatal crashes, but only 3.3 percent of the vehicles involved in injury crashes and 4.8 percent of the vehicles involved in property-damage-only crashes. Of the 5,005 large trucks involved in fatal crashes, 65.8 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal crashes (15.8%) was more than 4 times as high as the proportion in injury crashes (3.8%) and more than 17 times as high as the proportion in property-damage-only crashes (0.9%).
- Compared with passenger cars, pickup trucks, vans, large trucks, and buses, utility vehicles experienced the highest rollover rate in fatal crashes (21.2%). Large trucks experienced the highest rollover rate in injury crashes (6.8%) and property-damage-only crashes (2.1%).
- Fires occurred in 0.1 percent of the vehicles involved in all traffic crashes in 2019. For fatal crashes, however, fires occurred in 3.3 percent of the vehicles involved.
- Regardless of crash severity, the majority of vehicles in single- and two-vehicle crashes were going straight prior to the crash. The next most common vehicle maneuver differed by crash severity: negotiating a curve for fatal crashes, turning left for injury crashes, and stopped in traffic lane for property-damage-only crashes.
- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (22.7%), and large trucks in fatal crashes had the lowest proportion (4.2%).

Table 32. Vehicles Involved in Crashes, by Relation to Junction, Traffic Control Device, and Crash Severity

Relation to Junction	Traffic Control Device				Total
	None	Traffic Signal	Stop Sign	Other/Unknown	
Fatal Crashes					
Nonjunction	29,454	109	18	2,511	**32,092**
Junction:					
Intersection	4,125	3,696	2,158	325	**10,304**
Intersection Related	2,041	1,835	488	183	**4,547**
Other/Unknown	3,680	122	78	424	**4,304**
Total	**39,300**	**5,762**	**2,742**	**3,443**	**51,247**
Injury Crashes					
Nonjunction	951,000	3,000	1,000	150,000	**1,105,000**
Junction:					
Intersection	315,000	504,000	200,000	73,000	**1,093,000**
Intersection Related	230,000	430,000	66,000	93,000	**818,000**
Other/Unknown	423,000	16,000	9,000	92,000	**539,000**
Total	**1,920,000**	**952,000**	**276,000**	**407,000**	**3,555,000**
Property-Damage-Only Crashes					
Nonjunction	2,645,000	19,000	3,000	347,000	**3,014,000**
Junction:					
Intersection	585,000	736,000	371,000	113,000	**1,805,000**
Intersection Related	656,000	1,138,000	226,000	228,000	**2,248,000**
Other/Unknown	1,195,000	47,000	38,000	192,000	**1,472,000**
Total	**5,081,000**	**1,941,000**	**637,000**	**880,000**	**8,539,000**
All Crashes					
Nonjunction	3,626,000	22,000	4,000	499,000	**4,151,000**
Junction:					
Intersection	904,000	1,244,000	573,000	187,000	**2,908,000**
Intersection Related	889,000	1,570,000	292,000	321,000	**3,071,000**
Other/Unknown	1,622,000	63,000	47,000	284,000	**2,015,000**
Total	**7,040,000**	**2,899,000**	**915,000**	**1,291,000**	**12,145,000**

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

Table 33. Vehicles Involved in Crashes, by Speed Limit, Crash Type, and Crash Severity

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
30 mph or less	2,604	13.8	2,166	6.7	**4,770**	**9.3**
35 or 40 mph	3,982	21.1	5,114	15.8	**9,096**	**17.7**
45 or 50 mph	3,623	19.2	6,823	21.1	**10,446**	**20.4**
55 mph	4,306	22.8	8,555	26.4	**12,861**	**25.1**
60 mph or higher	3,521	18.6	8,293	25.6	**11,814**	**23.1**
No Statutory Limit	108	0.6	343	1.1	**451**	**0.9**
Unknown	758	4.0	1,051	3.2	**1,809**	**3.5**
Total	**18,902**	**100.0**	**32,345**	**100.0**	**51,247**	**100.0**
Injury Crashes						
30 mph or less	116,000	21.7	408,000	13.5	**524,000**	**14.8**
35 or 40 mph	107,000	20.0	866,000	28.7	**973,000**	**27.4**
45 or 50 mph	76,000	14.2	693,000	23.0	**769,000**	**21.6**
55 mph	73,000	13.6	250,000	8.3	**322,000**	**9.1**
60 mph or higher	65,000	12.1	331,000	11.0	**396,000**	**11.1**
No Statutory Limit	12,000	2.2	68,000	2.2	**79,000**	**2.2**
Unknown	87,000	16.3	404,000	13.4	**491,000**	**13.8**
Total	**535,000**	**100.0**	**3,020,000**	**100.0**	**3,555,000**	**100.0**
Property-Damage-Only Crashes						
30 mph or less	299,000	22.7	1,160,000	16.1	**1,460,000**	**17.1**
35 or 40 mph	196,000	14.8	2,029,000	28.1	**2,225,000**	**26.1**
45 or 50 mph	155,000	11.8	1,629,000	22.6	**1,785,000**	**20.9**
55 mph	235,000	17.8	505,000	7.0	**741,000**	**8.7**
60 mph or higher	179,000	13.5	710,000	9.8	**888,000**	**10.4**
No Statutory Limit	32,000	2.4	218,000	3.0	**250,000**	**2.9**
Unknown	224,000	17.0	967,000	13.4	**1,191,000**	**13.9**
Total	**1,320,000**	**100.0**	**7,219,000**	**100.0**	**8,539,000**	**100.0**
All Crashes						
30 mph or less	418,000	22.3	1,571,000	15.3	**1,989,000**	**16.4**
35 or 40 mph	307,000	16.4	2,900,000	28.2	**3,207,000**	**26.4**
45 or 50 mph	235,000	12.5	2,329,000	22.7	**2,564,000**	**21.1**
55 mph	312,000	16.6	764,000	7.4	**1,076,000**	**8.9**
60 mph or higher	247,000	13.2	1,050,000	10.2	**1,296,000**	**10.7**
No Statutory Limit	44,000	2.3	286,000	2.8	**330,000**	**2.7**
Unknown	312,000	16.7	1,371,000	13.4	**1,683,000**	**13.9**
Total	**1,874,000**	**100.0**	**10,271,000**	**100.0**	**12,145,000**	**100.0**

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

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	734	15.4	3,981	83.5	55	1.2	**4,770**	**100.0**
35 or 40 mph	1,610	17.7	7,465	82.1	21	0.2	**9,096**	**100.0**
45 or 50 mph	3,263	31.2	7,165	68.6	18	0.2	**10,446**	**100.0**
55 mph	9,164	71.3	3,693	28.7	4	0.0	**12,861**	**100.0**
60 mph or higher	6,861	58.1	4,947	41.9	6	0.1	**11,814**	**100.0**
No Statutory Limit	142	31.5	284	63.0	25	5.5	**451**	**100.0**
Unknown	548	30.3	1,217	67.3	44	2.4	**1,809**	**100.0**
Total	**22,322**	**43.6**	**28,752**	**56.1**	**173**	**0.3**	**51,247**	**100.0**

Table 35. Vehicles Involved in Crashes, by Number of Lanes, Trafficway Flow, and Crash Severity

Number of Lanes	Trafficway Flow					Total
	Not Divided	Divided	One-Way	Entrance/Exit Ramps	Unknown	
Fatal Crashes						
One Lane	26	216	139	411	8	**800**
Two Lanes	23,194	8,139	230	309	29	**31,901**
Three Lanes	1,788	4,445	175	36	1	**6,445**
Four Lanes	2,190	3,023	75	11	12	**5,311**
More Than Four	3,914	1,612	15	8	22	**5,571**
Unknown	364	228	4	4	234	**834**
Total*	**31,476**	**17,663**	**638**	**779**	**306**	**51,247**
Injury Crashes						
One Lane	5,000	17,000	9,000	25,000	2,000	**57,000**
Two Lanes	747,000	323,000	22,000	20,000	31,000	**1,143,000**
Three Lanes	113,000	334,000	18,000	5,000	3,000	**472,000**
Four Lanes	167,000	253,000	8,000	1,000	7,000	**437,000**
More Than Four	256,000	185,000	1,000	1,000	6,000	**450,000**
Unknown	135,000	90,000	9,000	15,000	670,000	**919,000**
Total*	**1,423,000**	**1,201,000**	**66,000**	**67,000**	**720,000**	**3,555,000**
Property-Damage-Only Crashes						
One Lane	21,000	44,000	30,000	70,000	6,000	**172,000**
Two Lanes	1,722,000	728,000	70,000	54,000	64,000	**2,638,000**
Three Lanes	273,000	712,000	45,000	17,000	15,000	**1,062,000**
Four Lanes	365,000	452,000	19,000	9,000	41,000	**886,000**
More Than Four	537,000	373,000	3,000	3,000	31,000	**947,000**
Unknown	412,000	397,000	40,000	60,000	1,684,000	**2,594,000**
Total*	**3,330,000**	**2,708,000**	**208,000**	**213,000**	**1,841,000**	**8,539,000**
All Crashes						
One Lane	26,000	61,000	39,000	95,000	8,000	**230,000**
Two Lanes	2,492,000	1,060,000	92,000	74,000	95,000	**3,813,000**
Three Lanes	388,000	1,051,000	63,000	22,000	18,000	**1,541,000**
Four Lanes	534,000	708,000	27,000	10,000	48,000	**1,328,000**
More Than Four	797,000	560,000	4,000	4,000	37,000	**1,403,000**
Unknown	548,000	488,000	49,000	75,000	2,354,000	**3,514,000**
Total*	**4,785,000**	**3,927,000**	**275,000**	**281,000**	**2,561,000**	**12,145,000**

*Includes vehicles in non-trafficway areas.

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

Table 36. Vehicles Involved in Crashes, by Vehicle Type and Crash Severity

Vehicle Type	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Cars	19,582	38.2	1,958,000	55.1	4,583,000	53.7	**6,561,000**	**54.0**
Light Trucks	19,830	38.7	1,377,000	38.7	3,450,000	40.4	**4,847,000**	**39.9**
Large Trucks	5,005	9.8	119,000	3.3	414,000	4.8	**538,000**	**4.4**
Motorcycles	5,114	10.0	81,000	2.3	25,000	0.3	**111,000**	**0.9**
Buses	232	0.5	14,000	0.4	60,000	0.7	**74,000**	**0.6**
Other	612	1.2	7,000	0.2	7,000	0.1	**15,000**	**0.1**
Total	**51,247***	**100.0**	**3,555,000**	**100.0**	**8,539,000**	**100.0**	**12,145,000**	**100.0**

*Includes vehicles of unknown type involved in fatal crashes.

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

Figure 13. Proportion of Vehicles Involved in Traffic Crashes

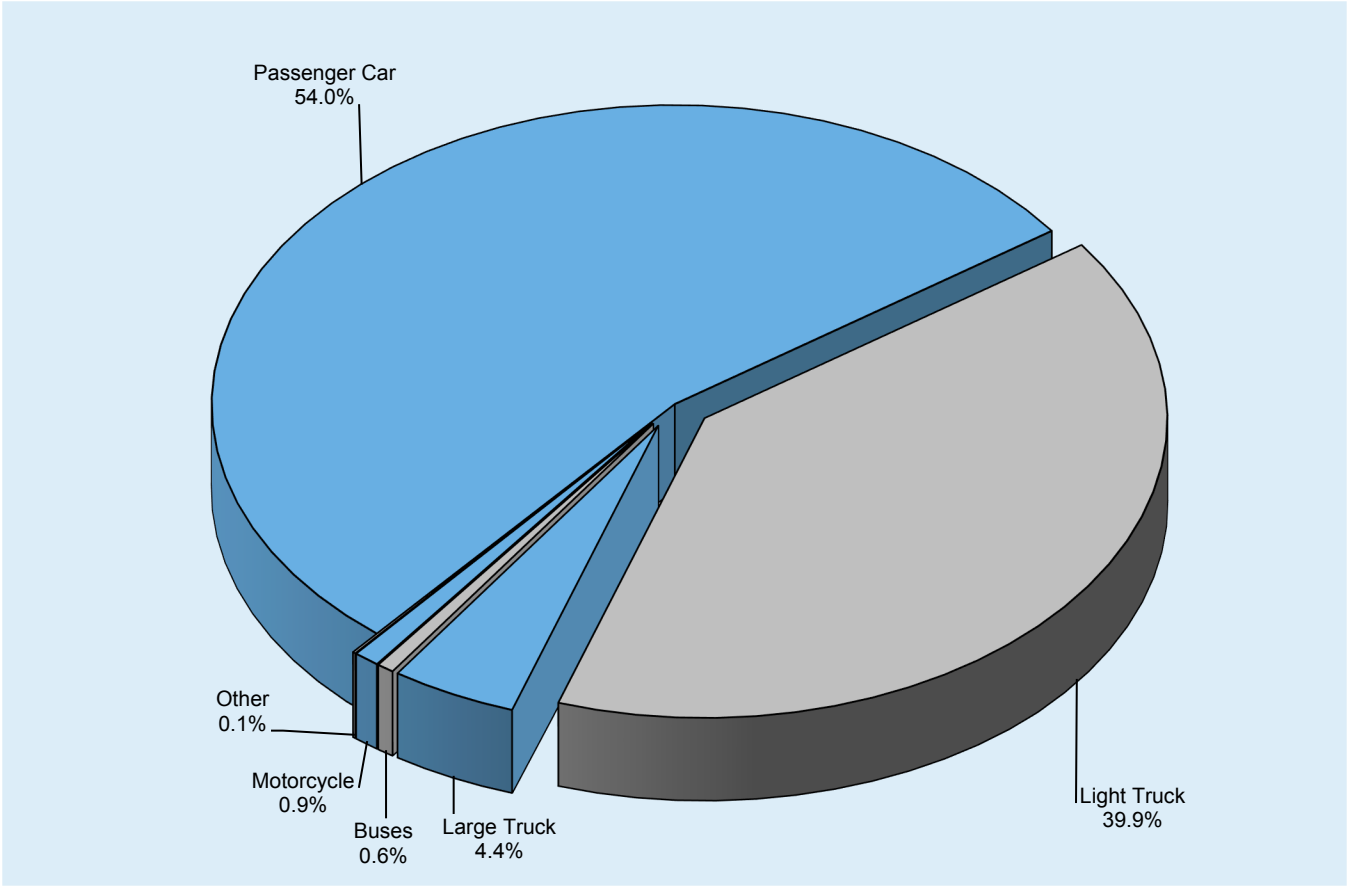


Table 37. Vehicles Involved in Fatal Crashes, by Body Type

Body Type	Number	Percent
Passenger Cars	**19,582**	**38.2**
Convertible	351	0.7
2-Door Sedan, Hardtop, Coupe	1,690	3.3
3-Door/2-Door Hatchback	520	1.0
4-Door Sedan, Hardtop	13,707	26.7
5-Door/4-Door Hatchback	1,087	2.1
Station Wagon	2,053	4.0
Hatchback, Doors Unknown	3	*
Sedan/Hardtop, Doors Unknown	25	*
Other or Unknown Automobile Type	131	0.3
Auto-Based Pickup	5	*
3-Door Coupe	10	*
Light Trucks	**19,830**	**38.7**
Compact Utility	6,668	13.0
Large Utility	2,179	4.3
Utility Station Wagon	229	0.4
Utility, Unknown Body Type	8	*
Minivan	1,415	2.8
Large Van (includes Van-Based Buses)	593	1.2
Step Van		
(GVWR less than or equal to 10,000 lbs)	8	*
Other Van Type	3	*
Unknown Van Type	10	*
Light Pickup	8,565	16.7
Unknown Pickup Style	15	*
Cab Chassis-Based Light Truck	49	0.1
Unknown Light Truck Type	19	*
Unknown Light Vehicle Type	63	0.1
Unknown Truck Type (Light, Medium, Heavy)		
With No Trailing Unit	6	*
Large Trucks	**5,005**	**9.8**
Step Van		
(GVWR greater than 10,000 lbs)	20	*
Single-Unit Truck		
(GVWR range 10,001 to 19,500 lbs)	489	1.0
Single-Unit Truck		
(GVWR range 19,501 to 26,000 lbs)	273	0.5
Single-Unit Heavy Truck		
(GVWR greater than 26,000 lbs)	726	1.4
Single-Unit Truck (GVWR unknown)	6	*
Truck Tractor	3,016	5.9
Medium/Heavy Pickup		
(GVWR greater than 10,000 lbs)	450	0.9
Unknown Medium Truck		
(GVWR range 10,001 to 26,000 lbs)	2	*
Unknown Heavy Truck		
(GVWR greater than 26,000 lbs)	8	*
Unknown Medium/Heavy Truck Type	12	*
Unknown Truck Type (Light, Medium, Heavy)		
With a Trailing Unit	3	*

Body Type	Number	Percent
Motorcycles	**5,114**	**10.0**
2-Wheel Motorcycle (excluding Motor Scooters)	4,667	9.1
Moped or Motorized Bicycle	80	0.2
3-Wheel Motorcycle (2 Rear Wheels)	60	0.1
Off-Road Motorcycle	73	0.1
Motor Scooter	178	0.3
Unenclosed 3-Wheel Motorcycle/		
Unenclosed Autocycle (1 Rear Wheel)	23	*
Unknown 3-Wheel Motorcycle Type	1	*
Other Motored Cycle Type (Mini-Bikes, Pocket		
Motorcycles “Pocket Bikes”)	11	*
Unknown Motored Cycle Type	21	*
Buses	**232**	**0.5**
School Bus	84	0.2
Cross Country/Intercity Bus	15	*
Transit Bus	78	0.2
Van-Based Bus		
(GVWR greater than 10,000 lbs)	32	0.1
Other Bus Type	22	*
Unknown Bus Type	1	*
Other Vehicles	**612**	**1.2**
Light Truck-Based Motorhome	2	*
Medium/Heavy Truck-Based Motorhome	40	0.1
Camper/Motorhome, Unknown Truck Type	3	*
All-Terrain Vehicle/All-Terrain Cycle	261	0.5
Snowmobile	26	0.1
Farm Equipment Except Trucks	94	0.2
Construction Equipment Except Trucks	7	*
Low-Speed Vehicle/Neighborhood Electric		
Vehicle	2	*
Golf Cart	35	0.1
Recreational Off-Highway Vehicle	117	0.2
Other Vehicle Type	25	*
Unknown Body Type	**872**	**1.7**
Total	**51,247**	**100.0**

*Less than 0.05 percent.

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

Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Cars	2,390	12.2	17,192	87.8	**19,582**	**100.0**
Light Trucks						
Pickup	1,785	20.8	6,795	79.2	**8,580**	**100.0**
Utility	1,923	21.2	7,161	78.8	**9,084**	**100.0**
Van	256	12.6	1,773	87.4	**2,029**	**100.0**
Other	26	19.0	111	81.0	**137**	**100.0**
Large Trucks	607	12.1	4,398	87.9	**5,005**	**100.0**
Buses	6	2.6	226	97.4	**232**	**100.0**
Other/Unknown	317	21.4	1,167	78.6	**1,484**	**100.0**
Total*	**7,310**	**15.8**	**38,823**	**84.2**	**46,133**	**100.0**
Injury Crashes						
Passenger Cars	54,000	2.8	1,904,000	97.2	**1,958,000**	**100.0**
Light Trucks						
Pickup	24,000	5.5	413,000	94.5	**438,000**	**100.0**
Utility	38,000	4.9	728,000	95.1	**766,000**	**100.0**
Van	5,000	3.0	161,000	97.0	**166,000**	**100.0**
Other	**	3.1	7,000	96.9	**7,000**	**100.0**
Large Trucks	8,000	6.8	110,000	93.2	**119,000**	**100.0**
Buses	**	1.9	13,000	98.1	**14,000**	**100.0**
Other/Unknown	2,000	27.7	5,000	72.3	**7,000**	**100.0**
Total*	**131,000**	**3.8**	**3,343,000**	**96.2**	**3,474,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Cars	29,000	0.6	4,554,000	99.4	**4,583,000**	**100.0**
Light Trucks						
Pickup	17,000	1.5	1,100,000	98.5	**1,117,000**	**100.0**
Utility	22,000	1.1	1,884,000	98.9	**1,906,000**	**100.0**
Van	2,000	0.5	403,000	99.5	**405,000**	**100.0**
Other	**	0.9	22,000	99.1	**22,000**	**100.0**
Large Trucks	9,000	2.1	405,000	97.9	**414,000**	**100.0**
Buses	**	**	60,000	100.0	**60,000**	**100.0**
Other/Unknown	**	**	7,000	100.0	**7,000**	**100.0**
Total*	**78,000**	**0.9**	**8,436,000**	**99.1**	**8,514,000**	**100.0**
All Crashes						
Passenger Cars	85,000	1.3	6,476,000	98.7	**6,561,000**	**100.0**
Light Trucks						
Pickup	43,000	2.8	1,520,000	97.2	**1,563,000**	**100.0**
Utility	61,000	2.3	2,619,000	97.7	**2,681,000**	**100.0**
Van	7,000	1.3	566,000	98.7	**573,000**	**100.0**
Other	**	1.6	29,000	98.4	**30,000**	**100.0**
Large Trucks	17,000	3.2	520,000	96.8	**538,000**	**100.0**
Buses	**	0.4	74,000	99.6	**74,000**	**100.0**
Other/Unknown	2,000	14.3	14,000	85.7	**16,000**	**100.0**
Total*	**217,000**	**1.8**	**11,818,000**	**98.2**	**12,035,000**	**100.0**

*Excludes motorcycles.

**Estimates less than 500.

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

Figure 14. Percentage Rollover Occurrence, by Vehicle Type and Crash Severity

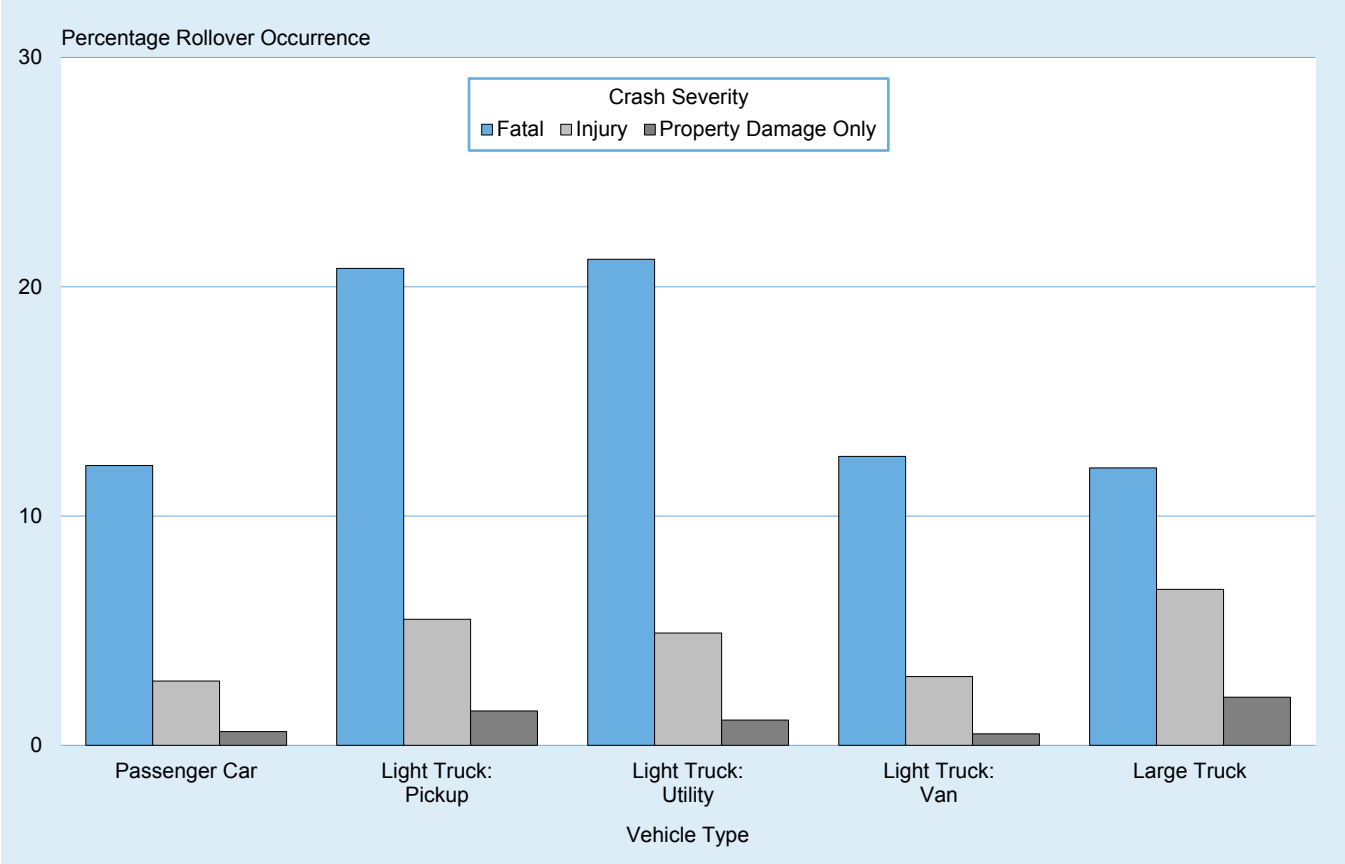


Table 39. Vehicles Involved in Crashes, by Vehicle Type, Fire Occurrence, and Crash Severity

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Cars	656	3.4	18,926	96.6	**19,582**	**100.0**
Light Trucks	611	3.1	19,219	96.9	**19,830**	**100.0**
Large Trucks	302	6.0	4,703	94.0	**5,005**	**100.0**
Motorcycles	103	2.0	5,011	98.0	**5,114**	**100.0**
Buses	6	2.6	226	97.4	**232**	**100.0**
Other/Unknown	11	0.7	1,473	99.3	**1,484**	**100.0**
Total	**1,689**	**3.3**	**49,558**	**96.7**	**51,247**	**100.0**
Injury Crashes						
Passenger Cars	3,000	0.1	1,956,000	99.9	**1,958,000**	**100.0**
Light Trucks	1,000	0.1	1,376,000	99.9	**1,377,000**	**100.0**
Large Trucks	*	0.4	118,000	99.6	**119,000**	**100.0**
Motorcycles	*	0.3	80,000	99.7	**81,000**	**100.0**
Buses	*	*	14,000	100.0	**14,000**	**100.0**
Other/Unknown	*	*	7,000	100.0	**7,000**	**100.0**
Total	**4,000**	**0.1**	**3,551,000**	**99.9**	**3,555,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Cars	3,000	0.1	4,580,000	99.9	**4,583,000**	**100.0**
Light Trucks	3,000	0.1	3,447,000	99.9	**3,450,000**	**100.0**
Large Trucks	1,000	0.3	413,000	99.7	**414,000**	**100.0**
Motorcycles	*	*	25,000	100.0	**25,000**	**100.0**
Buses	*	*	60,000	100.0	**60,000**	**100.0**
Other/Unknown	*	*	7,000	100.0	**7,000**	**100.0**
Total	**7,000**	**0.1**	**8,532,000**	**99.9**	**8,539,000**	**100.0**
All Crashes						
Passenger Cars	6,000	0.1	6,554,000	99.9	**6,561,000**	**100.0**
Light Trucks	4,000	0.1	4,842,000	99.9	**4,847,000**	**100.0**
Large Trucks	2,000	0.3	536,000	99.7	**538,000**	**100.0**
Motorcycles	*	0.3	110,000	99.7	**111,000**	**100.0**
Buses	*	*	74,000	100.0	**74,000**	**100.0**
Other/Unknown	*	0.1	16,000	99.9	**16,000**	**100.0**
Total	**13,000**	**0.1**	**12,133,000**	**99.9**	**12,145,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

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

Table 40. Vehicles Involved in Single-Vehicle and Two-Vehicle Crashes, by Vehicle Maneuver and Crash Severity

Vehicle Maneuver	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Going Straight	27,164	64.0	1,605,000	55.6	3,924,000	50.1	**5,556,000**	**51.6**
Turning Left	3,154	7.4	368,000	12.8	718,000	9.2	**1,089,000**	**10.1**
Stopped in Traffic Lane	595	1.4	291,000	10.1	991,000	12.6	**1,282,000**	**11.9**
Turning Right	402	0.9	103,000	3.6	363,000	4.6	**467,000**	**4.3**
Slowed in Traffic Lane	368	0.9	127,000	4.4	439,000	5.6	**567,000**	**5.3**
Merging/Changing Lanes	785	1.8	90,000	3.1	483,000	6.2	**574,000**	**5.3**
Negotiating Curve	7,758	18.3	168,000	5.8	391,000	5.0	**567,000**	**5.3**
Backing Up	131	0.3	18,000	0.6	174,000	2.2	**192,000**	**1.8**
Passing Other Vehicle	735	1.7	22,000	0.8	80,000	1.0	**102,000**	**1.0**
Starting in Traffic Lane	210	0.5	48,000	1.7	126,000	1.6	**174,000**	**1.6**
Leaving Parking Space	26	0.1	8,000	0.3	36,000	0.5	**44,000**	**0.4**
Making U-Turn	185	0.4	18,000	0.6	50,000	0.6	**68,000**	**0.6**
Entering Parking Space	14	0.0	3,000	0.1	18,000	0.2	**21,000**	**0.2**
Disabled or Parked in Traffic Lane	59	0.1	2,000	0.1	5,000	0.1	**8,000**	**0.1**
Other Maneuver	425	1.0	14,000	0.5	37,000	0.5	**51,000**	**0.5**
Total	**42,473***	**100.0**	**2,884,000**	**100.0**	**7,836,000**	**100.0**	**10,763,000**	**100.0**

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

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

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	4	1,004	10	1,827	**14**	**2,831**
Freeway/Expressway	2	173	2	359	**4**	**532**
Other	5	1,349	16	4,626	**21**	**5,975**
Minor Arterial	2	1,402	15	3,301	**17**	**4,703**
Major Collector	7	1,985	9	2,545	**16**	**4,530**
Minor Collector	0	681	1	470	**1**	**1,151**
Local Road or Street	1	1,716	0	845	**1**	**2,561**
Unknown	0	29	0	10	**0**	**39**
Total	**21**	**8,339**	**53**	**13,983**	**74**	**22,322**
Urban Fatal Crashes						
Principal Arterial						
Interstate	4	1,332	9	2,966	**13**	**4,298**
Freeway/Expressway	0	572	7	1,153	**7**	**1,725**
Other	4	3,345	8	7,265	**12**	**10,610**
Minor Arterial	1	2,406	9	4,231	**10**	**6,637**
Major Collector	3	1,048	0	1,351	**3**	**2,399**
Minor Collector	0	216	0	241	**0**	**457**
Local Road or Street	1	1,494	0	1,102	**1**	**2,596**
Unknown	0	26	0	4	**0**	**30**
Total	**13**	**10,439**	**33**	**18,313**	**46**	**28,752**
All Fatal Crashes*						
Principal Arterial						
Interstate	8	2,336	19	4,793	**27**	**7,129**
Freeway/Expressway	2	745	9	1,512	**11**	**2,257**
Other	9	4,697	24	11,893	**33**	**16,590**
Minor Arterial	3	3,808	24	7,532	**27**	**11,340**
Major Collector	10	3,033	9	3,896	**19**	**6,929**
Minor Collector	0	897	1	711	**1**	**1,608**
Local Road or Street	2	3,216	0	1,947	**2**	**5,163**
Unknown	0	170	0	61	**0**	**231**
Total	**34**	**18,902**	**86**	**32,345**	**120**	**51,247**

*Includes unknown rural or urban.

Figure 15. Percentage of Vehicles in Crashes, by Most Harmful Event and Vehicle Type

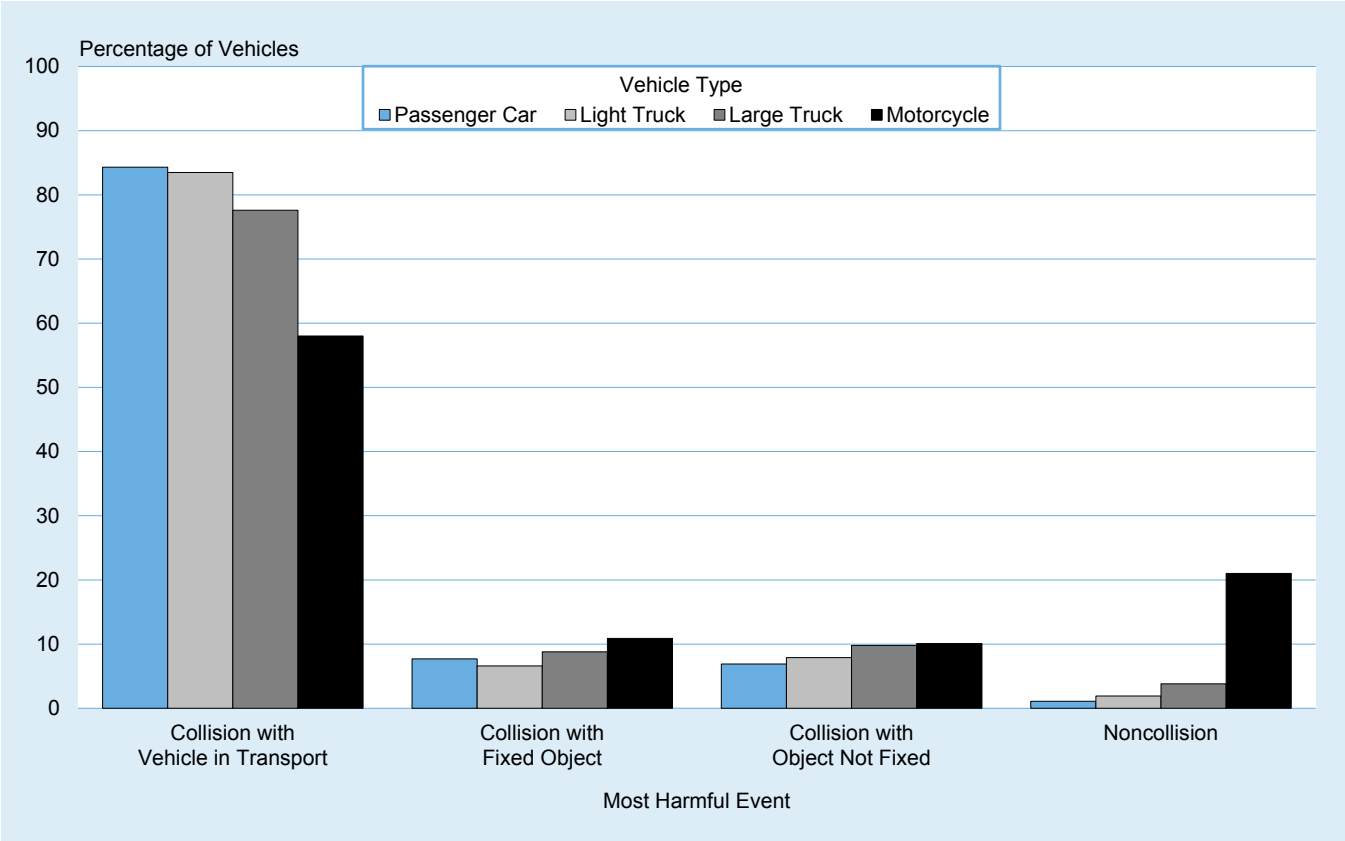
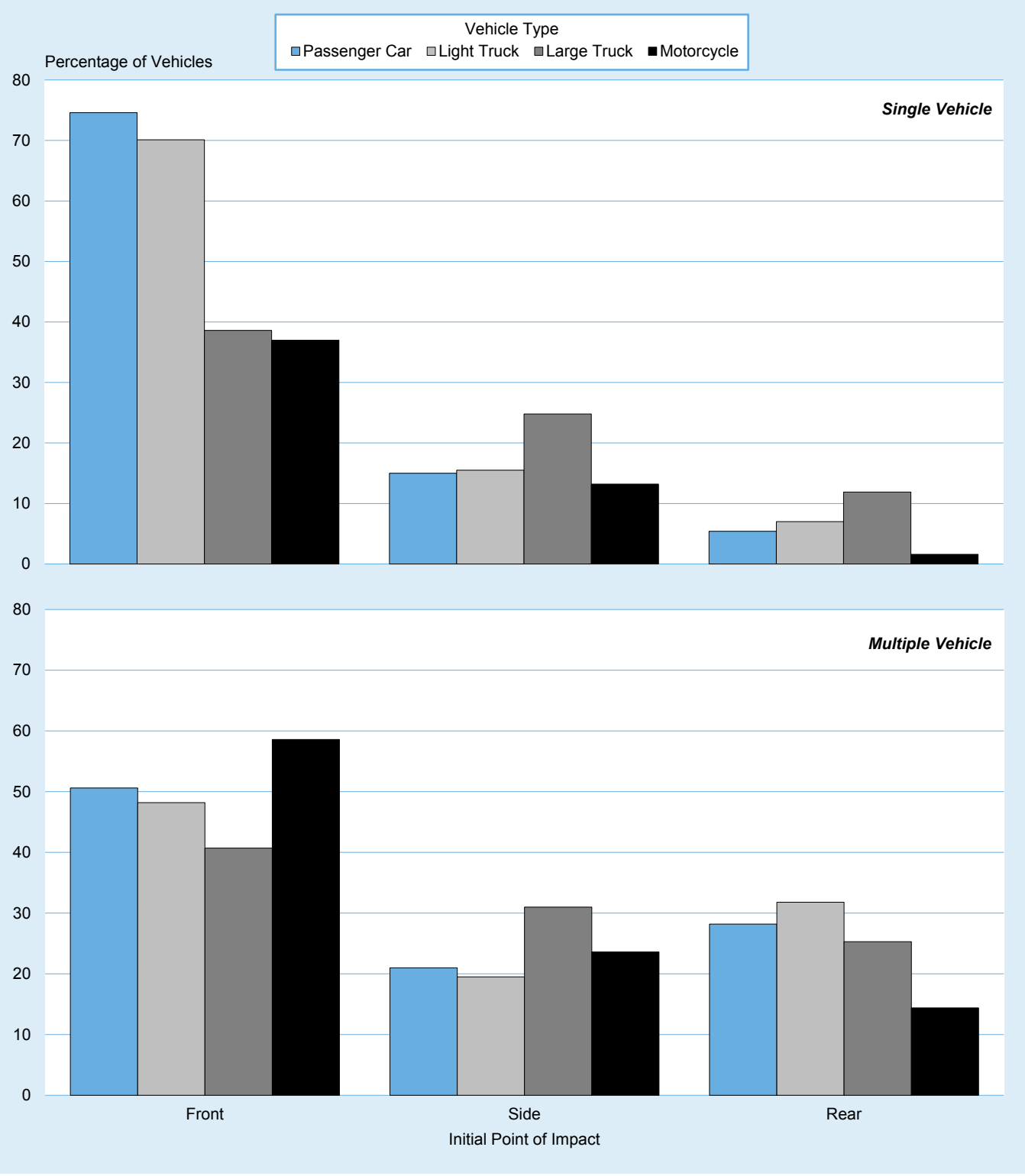


Figure 16. Percentage of Vehicles in Crashes, by Initial Point of Impact, Crash Type, and Vehicle Type



Note: Excludes other or unknown point of impact and noncollisions.

Table 42. Passenger Cars Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in Transport by Initial Point of Impact:								
Front	6,831	34.9	878,000	44.8	1,915,000	41.8	**2,800,000**	**42.7**
Left Side	1,615	8.2	160,000	8.2	446,000	9.7	**608,000**	**9.3**
Right Side	1,380	7.0	148,000	7.6	405,000	8.8	**555,000**	**8.5**
Rear	1,237	6.3	473,000	24.1	1,096,000	23.9	**1,570,000**	**23.9**
Other/Unknown	154	0.8	*	*	1,000	*	**1,000**	*
Subtotal	*11,217*	*57.3*	*1,660,000*	*84.7*	*3,863,000*	*84.3*	***5,534,000***	***84.3***
Collision With Fixed Object	*3,051*	*15.6*	*136,000*	*6.9*	*365,000*	*8.0*	***505,000***	***7.7***
Collision With Object Not Fixed:								
Nonoccupant	3,053	15.6	71,000	3.6	4,000	0.1	**77,000**	**1.2**
Other	564	2.9	51,000	2.6	322,000	7.0	**374,000**	**5.7**
Subtotal	*3,617*	*18.5*	*122,000*	*6.2*	*326,000*	*7.1*	***451,000***	***6.9***
Noncollision	*1,691*	*8.6*	*41,000*	*2.1*	*29,000*	*0.6*	***71,000***	***1.1***
Total	**19,582****	**100.0**	**1,958,000**	**100.0**	**4,583,000**	**100.0**	**6,561,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

**Includes fatalities where the most harmful event was unknown or there was a harmful event, but the details were not reported.

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

Table 43. Passenger Cars Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	4,934	69.2	209,000	76.1	509,000	74.1	**723,000**	**74.6**
Left Side	472	6.6	15,000	5.4	37,000	5.4	**53,000**	**5.4**
Right Side	454	6.4	25,000	8.9	67,000	9.8	**92,000**	**9.5**
Rear	121	1.7	9,000	3.2	43,000	6.3	**52,000**	**5.4**
Noncollision	469	6.6	13,000	4.7	15,000	2.2	**29,000**	**3.0**
Other/Unknown	680	9.5	4,000	1.6	15,000	2.1	**20,000**	**2.0**
Total	**7,130**	**100.0**	**275,000**	**100.0**	**687,000**	**100.0**	**969,000**	**100.0**
Multiple-Vehicle Crashes								
Front	7,562	60.7	889,000	52.8	1,935,000	49.7	**2,832,000**	**50.6**
Left Side	1,727	13.9	163,000	9.7	449,000	11.5	**614,000**	**11.0**
Right Side	1,467	11.8	153,000	9.1	408,000	10.5	**562,000**	**10.1**
Rear	1,335	10.7	475,000	28.2	1,098,000	28.2	**1,575,000**	**28.2**
Noncollision	24	0.2	*	*	*	*	**1,000**	*
Other/Unknown	337	2.7	2,000	0.1	5,000	0.1	**8,000**	**0.1**
Total	**12,452**	**100.0**	**1,684,000**	**100.0**	**3,895,000**	**100.0**	**5,591,000**	**100.0**
All Crashes								
Front	12,496	63.8	1,098,000	56.1	2,444,000	53.3	**3,555,000**	**54.2**
Left Side	2,199	11.2	178,000	9.1	486,000	10.6	**667,000**	**10.2**
Right Side	1,921	9.8	177,000	9.1	476,000	10.4	**655,000**	**10.0**
Rear	1,456	7.4	484,000	24.7	1,142,000	24.9	**1,627,000**	**24.8**
Noncollision	493	2.5	13,000	0.7	16,000	0.3	**30,000**	**0.4**
Other/Unknown	1,017	5.2	7,000	0.3	20,000	0.4	**28,000**	**0.4**
Total	**19,582**	**100.0**	**1,958,000**	**100.0**	**4,583,000**	**100.0**	**6,561,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

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

Table 44. Light Trucks Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in Transport by Initial Point of Impact:								
Front	7,336	37.0	621,000	45.1	1,332,000	38.6	**1,960,000**	**40.4**
Left Side	1,144	5.8	99,000	7.2	290,000	8.4	**390,000**	**8.0**
Right Side	870	4.4	96,000	7.0	302,000	8.7	**399,000**	**8.2**
Rear	1,296	6.5	331,000	24.1	968,000	28.0	**1,300,000**	**26.8**
Other/Unknown	144	0.7	*	*	*	*	*	*
Subtotal	*10,790*	*54.4*	*1,147,000*	*83.3*	*2,891,000*	*83.8*	***4,049,000***	***83.5***
Collision With Fixed Object	*2,518*	*12.7*	*96,000*	*7.0*	*221,000*	*6.4*	***320,000***	***6.6***
Collision With Object Not Fixed:								
Nonoccupant	3,149	15.9	48,000	3.5	2,000	0.1	**53,000**	**1.1**
Other	489	2.5	36,000	2.6	294,000	8.5	**331,000**	**6.8**
Subtotal	*3,638*	*18.3*	*84,000*	*6.1*	*296,000*	*8.6*	***384,000***	***7.9***
Noncollision	*2,873*	*14.5*	*49,000*	*3.6*	*42,000*	*1.2*	***94,000***	***1.9***
Total	**19,830****	**100.0**	**1,377,000**	**100.0**	**3,450,000**	**100.0**	**4,847,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

**Includes fatalities where the most harmful event was unknown or there was a harmful event, but the details were not reported.

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

Table 45. Light Trucks Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	5,176	66.5	148,000	72.1	365,000	69.3	**518,000**	**70.1**
Left Side	350	4.5	12,000	5.8	28,000	5.4	**40,000**	**5.5**
Right Side	323	4.1	16,000	7.7	58,000	11.0	**74,000**	**10.0**
Rear	104	1.3	8,000	4.1	43,000	8.2	**52,000**	**7.0**
Noncollision	1,184	15.2	19,000	9.0	23,000	4.4	**43,000**	**5.8**
Other/Unknown	647	8.3	3,000	1.2	9,000	1.7	**12,000**	**1.6**
Total	**7,784**	**100.0**	**205,000**	**100.0**	**527,000**	**100.0**	**739,000**	**100.0**
Multiple-Vehicle Crashes								
Front	7,994	66.4	630,000	53.7	1,344,000	46.0	**1,982,000**	**48.2**
Left Side	1,276	10.6	103,000	8.8	293,000	10.0	**397,000**	**9.7**
Right Side	964	8.0	100,000	8.6	303,000	10.4	**404,000**	**9.8**
Rear	1,442	12.0	335,000	28.6	969,000	33.1	**1,306,000**	**31.8**
Noncollision	38	0.3	1,000	0.1	1,000	*	**1,000**	*
Other/Unknown	332	2.8	3,000	0.2	14,000	0.5	**17,000**	**0.4**
Total	**12,046**	**100.0**	**1,172,000**	**100.0**	**2,924,000**	**100.0**	**4,108,000**	**100.0**
All Crashes								
Front	13,170	66.4	777,000	56.5	1,709,000	49.5	**2,500,000**	**51.6**
Left Side	1,626	8.2	115,000	8.3	321,000	9.3	**437,000**	**9.0**
Right Side	1,287	6.5	116,000	8.4	361,000	10.5	**478,000**	**9.9**
Rear	1,546	7.8	344,000	25.0	1,012,000	29.3	**1,358,000**	**28.0**
Noncollision	1,222	6.2	19,000	1.4	24,000	0.7	**44,000**	**0.9**
Other/Unknown	979	4.9	5,000	0.4	23,000	0.7	**30,000**	**0.6**
Total	**19,830**	**100.0**	**1,377,000**	**100.0**	**3,450,000**	**100.0**	**4,847,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

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

Table 46. Large Trucks Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in Transport by Initial Point of Impact:								
Front	2,153	43.0	50,000	42.1	121,000	29.3	**173,000**	**32.3**
Left Side	364	7.3	11,000	9.0	53,000	12.8	**64,000**	**11.9**
Right Side	238	4.8	13,000	10.6	57,000	13.7	**70,000**	**12.9**
Rear	904	18.1	25,000	21.4	83,000	20.1	**110,000**	**20.4**
Other/Unknown	77	1.5	*	*	1,000	0.1	**1,000**	**0.1**
Subtotal	*3,736*	*74.6*	*99,000*	*83.1*	*315,000*	*76.1*	***417,000***	***77.6***
Collision With Fixed Object	*211*	*4.2*	*6,000*	*4.8*	*41,000*	*10.0*	***47,000***	***8.8***
Collision With Object Not Fixed:								
Nonoccupant	524	10.5	3,000	2.2	*	*	**3,000**	**0.6**
Other	111	2.2	4,000	3.7	45,000	10.8	**49,000**	**9.2**
Subtotal	*635*	*12.7*	*7,000*	*5.9*	*45,000*	*10.8*	***53,000***	***9.8***
Noncollision	*421*	*8.4*	*7,000*	*6.2*	*13,000*	*3.1*	***21,000***	***3.8***
Total	**5,005****	**100.0**	**119,000**	**100.0**	**414,000**	**100.0**	**538,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

**Includes fatalities where the most harmful event was unknown or there was a harmful event, but the details were not reported.

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

Table 47. Large Trucks Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	568	59.6	8,000	46.8	31,000	36.7	**39,000**	**38.6**
Left Side	42	4.4	1,000	4.6	7,000	7.7	**7,000**	**7.2**
Right Side	77	8.1	2,000	12.1	16,000	18.7	**18,000**	**17.6**
Rear	37	3.9	1,000	5.2	11,000	13.3	**12,000**	**11.9**
Noncollision	137	14.4	5,000	28.6	11,000	12.6	**16,000**	**15.2**
Other/Unknown	92	9.7	*	2.7	9,000	10.8	**10,000**	**9.5**
Total	**953**	**100.0**	**16,000**	**100.0**	**85,000**	**100.0**	**102,000**	**100.0**
Multiple-Vehicle Crashes								
Front	2,317	57.2	51,000	50.2	124,000	37.6	**177,000**	**40.7**
Left Side	394	9.7	11,000	10.9	53,000	16.2	**65,000**	**14.9**
Right Side	254	6.3	13,000	12.4	57,000	17.4	**70,000**	**16.2**
Rear	927	22.9	26,000	25.0	84,000	25.4	**110,000**	**25.3**
Noncollision	32	0.8	*	0.2	1,000	0.4	**2,000**	**0.4**
Other/Unknown	128	3.2	1,000	1.3	10,000	3.0	**11,000**	**2.6**
Total	**4,052**	**100.0**	**102,000**	**100.0**	**329,000**	**100.0**	**435,000**	**100.0**
All Crashes								
Front	2,885	57.6	59,000	49.7	155,000	37.4	**217,000**	**40.3**
Left Side	436	8.7	12,000	10.0	60,000	14.4	**72,000**	**13.4**
Right Side	331	6.6	15,000	12.4	73,000	17.7	**88,000**	**16.4**
Rear	964	19.3	26,000	22.2	95,000	22.9	**122,000**	**22.7**
Noncollision	169	3.4	5,000	4.1	12,000	2.9	**17,000**	**3.2**
Other/Unknown	220	4.4	2,000	1.5	19,000	4.6	**21,000**	**3.9**
Total	**5,005**	**100.0**	**119,000**	**100.0**	**414,000**	**100.0**	**538,000**	**100.0**

*Estimates less than 500.

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

Table 48. Large Trucks Involved in Crashes, by Truck Type, Rollover Occurrence, and Crash Severity

Truck Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Single-Unit Truck	267	15.6	1,447	84.4	**1,714**	**100.0**
Combination Truck	340	10.3	2,951	89.7	**3,291**	**100.0**
Total	**607**	**12.1**	**4,398**	**87.9**	**5,005**	**100.0**
Injury Crashes						
Single-Unit Truck	4,000	6.1	56,000	93.9	**60,000**	**100.0**
Combination Truck	4,000	7.6	54,000	92.4	**59,000**	**100.0**
Total	**8,000**	**6.8**	**110,000**	**93.2**	**119,000**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	3,000	1.3	195,000	98.7	**198,000**	**100.0**
Combination Truck	6,000	2.8	210,000	97.2	**216,000**	**100.0**
Total	**9,000**	**2.1**	**405,000**	**97.9**	**414,000**	**100.0**
All Crashes						
Single-Unit Truck	7,000	2.5	253,000	97.5	**260,000**	**100.0**
Combination Truck	11,000	3.9	267,000	96.1	**278,000**	**100.0**
Total	**17,000**	**3.2**	**520,000**	**96.8**	**538,000**	**100.0**

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

Table 49. Truck Tractors With Trailers Involved in Crashes, by Number of Trailers, Jackknife Occurrence, and Crash Severity

Number of Trailers	Jackknife Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
One	141	5.1	2,642	94.9	**2,783**	**100.0**
Two or More	13	10.2	114	89.8	**127**	**100.0**
Total	**154**	**5.3**	**2,756**	**94.7**	**2,910**	**100.0**
Injury Crashes						
One	1,000	1.4	43,000	98.6	**44,000**	**100.0**
Two or More	*	17.0	1,000	83.0	**2,000**	**100.0**
Total	**1,000**	**2.0**	**45,000**	**98.0**	**46,000**	**100.0**
Property-Damage-Only Crashes						
One	4,000	2.1	169,000	97.9	**173,000**	**100.0**
Two or More	*	8.0	5,000	92.0	**5,000**	**100.0**
Total	**4,000**	**2.2**	**174,000**	**97.8**	**178,000**	**100.0**
All Crashes						
One	4,000	2.0	215,000	98.0	**220,000**	**100.0**
Two or More	1,000	10.2	6,000	89.8	**7,000**	**100.0**
Total	**5,000**	**2.2**	**221,000**	**97.8**	**226,000**	**100.0**

*Estimates less than 500.

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

Table 50. Motorcycles Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in Transport by Initial Point of Impact:								
Front	2,089	40.8	27,000	33.6	9,000	37.8	**39,000**	**34.9**
Left Side	174	3.4	6,000	7.5	2,000	9.1	**8,000**	**7.7**
Right Side	133	2.6	5,000	5.6	2,000	9.1	**7,000**	**6.3**
Rear	224	4.4	6,000	7.4	3,000	13.3	**10,000**	**8.6**
Other/Unknown	191	3.7	*	0.5	*	*	**1,000**	**0.5**
Subtotal	*2,811*	*55.0*	*44,000*	*54.7*	*17,000*	*69.3*	***64,000***	***58.0***
Collision With Fixed Object	*1,159*	*22.7*	*9,000*	*11.6*	*1,000*	*6.0*	***12,000***	***10.9***
Collision With Object Not Fixed:								
Nonoccupant	50	1.0	1,000	0.8	*	0.8	**1,000**	**0.8**
Other	249	4.9	6,000	7.1	4,000	17.2	**10,000**	**9.3**
Subtotal	*299*	*5.8*	*6,000*	*8.0*	*4,000*	*18.0*	***11,000***	***10.1***
Noncollision	*836*	*16.3*	*21,000*	*25.7*	*2,000*	*6.7*	***23,000***	***21.0***
Total	**5,114****	**100.0**	**81,000**	**100.0**	**25,000**	**100.0**	**111,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

**Includes fatalities where the most harmful event was unknown or there was a harmful event, but the details were not reported.

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

Table 51. Motorcycles Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	916	45.8	12,000	34.0	4,000	48.5	**16,000**	**37.0**
Left Side	78	3.9	2,000	5.2	1,000	8.9	**3,000**	**5.8**
Right Side	107	5.4	2,000	6.0	1,000	14.3	**3,000**	**7.4**
Rear	15	0.8	*	1.3	*	3.0	**1,000**	**1.6**
Noncollision	604	30.2	18,000	53.3	2,000	25.4	**21,000**	**47.5**
Other/Unknown	279	14.0	*	0.1	*	*	*	**0.7**
Total	**1,999**	**100.0**	**34,000**	**100.0**	**7,000**	**100.0**	**44,000**	**100.0**
Multiple-Vehicle Crashes								
Front	2,181	70.0	28,000	59.6	9,000	53.9	**39,000**	**58.6**
Left Side	192	6.2	6,000	13.5	2,000	12.9	**9,000**	**13.0**
Right Side	147	4.7	5,000	10.0	2,000	13.0	**7,000**	**10.5**
Rear	233	7.5	6,000	13.2	3,000	18.9	**10,000**	**14.4**
Noncollision	230	7.4	2,000	3.7	*	*	**2,000**	**2.9**
Other/Unknown	132	4.2	*	0.1	*	1.3	*	**0.6**
Total	**3,115**	**100.0**	**46,000**	**100.0**	**17,000**	**100.0**	**67,000**	**100.0**
All Crashes								
Front	3,097	60.6	39,000	48.7	13,000	52.3	**55,000**	**50.0**
Left Side	270	5.3	8,000	10.0	3,000	11.7	**11,000**	**10.2**
Right Side	254	5.0	7,000	8.3	3,000	13.4	**10,000**	**9.3**
Rear	248	4.8	7,000	8.1	4,000	14.2	**10,000**	**9.3**
Noncollision	834	16.3	20,000	24.8	2,000	7.6	**23,000**	**20.5**
Other/Unknown	411	8.0	*	0.1	*	0.9	**1,000**	**0.6**
Total	**5,114**	**100.0**	**81,000**	**100.0**	**25,000**	**100.0**	**111,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

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

Table 52. Buses Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in Transport by Initial Point of Impact:								
Front	72	31.0	5,000	36.1	15,000	24.9	**20,000**	**27.0**
Left Side	22	9.5	2,000	13.8	10,000	16.7	**12,000**	**16.1**
Right Side	6	2.6	1,000	8.2	6,000	10.1	**7,000**	**9.7**
Rear	40	17.2	3,000	22.3	16,000	26.8	**19,000**	**26.0**
Subtotal	*140*	*60.3*	*11,000*	*80.5*	*47,000*	*78.5*	***58,000***	***78.8***
Collision With Fixed Object	*10*	*4.3*	*1,000*	*7.3*	*3,000*	*5.7*	***4,000***	***6.0***
Collision With Object Not Fixed:								
Nonoccupant	70	30.2	1,000	10.2	*	0.2	**2,000**	**2.2**
Other	5	2.2	*	1.0	9,000	15.5	**9,000**	**12.8**
Subtotal	*75*	*32.3*	*2,000*	*11.3*	*9,000*	*15.8*	***11,000***	***15.0***
Noncollision	*7*	*3.0*	*	*0.9*	*	*	*	***0.2***
Total	**232**	**100.0**	**14,000**	**100.0**	**60,000**	**100.0**	**74,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

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

Table 53. Buses Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	50	64.1	2,000	66.2	3,000	22.7	**5,000**	**30.2**
Left Side	4	5.1	*	4.1	*	3.9	**1,000**	**3.9**
Right Side	10	12.8	1,000	21.6	5,000	37.4	**5,000**	**34.6**
Rear	5	6.4	*	8.2	4,000	33.9	**5,000**	**29.5**
Noncollision	2	2.6	*	*	*	*	*	*
Other/Unknown	7	9.0	*	*	*	2.1	*	**1.8**
Total	**78**	**100.0**	**3,000**	**100.0**	**13,000**	**100.0**	**15,000**	**100.0**
Multiple-Vehicle Crashes								
Front	79	51.3	5,000	45.6	15,000	31.6	**20,000**	**34.3**
Left Side	26	16.9	2,000	16.9	10,000	21.1	**12,000**	**20.3**
Right Side	7	4.5	1,000	10.1	6,000	12.8	**7,000**	**12.2**
Rear	41	26.6	3,000	27.4	16,000	34.3	**19,000**	**32.9**
Noncollision	0	0.0	*	*	*	*	*	*
Other/Unknown	1	0.6	*	*	*	0.3	*	**0.2**
Total	**154**	**100.0**	**11,000**	**100.0**	**47,000**	**100.0**	**59,000**	**100.0**
All Crashes								
Front	129	55.6	7,000	49.4	18,000	29.7	**25,000**	**33.4**
Left Side	30	12.9	2,000	14.5	10,000	17.5	**13,000**	**16.9**
Right Side	17	7.3	2,000	12.2	11,000	18.0	**12,000**	**16.9**
Rear	46	19.8	3,000	23.9	21,000	34.2	**24,000**	**32.2**
Noncollision	2	0.9	*	*	*	*	*	*
Other/Unknown	8	3.4	*	*	*	0.7	*	**0.6**
Total	**232**	**100.0**	**14,000**	**100.0**	**60,000**	**100.0**	**74,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

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

Chapter 4

PEOPLE

CHAPTER 4: PEOPLE

This chapter presents statistics about the Drivers, Passengers, Pedestrians, and Pedalcyclists involved in police-reported motor vehicle crashes in 2019. The tables and figures are presented in nine groups: all killed and injured people, 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 36,096 people lost their lives in motor vehicle crashes in 2019. Another 2.7 million people were injured.
- The majority of people killed and injured in traffic crashes were drivers (68%), followed by passengers (24%), motorcyclists (3%), pedestrians (3%), and pedalcyclists (2%).
- Per 100,000 population, people 21 to 24 years old had the highest fatality rate and the highest injury rate. Children 5 to 9 years old had the lowest fatality rate, and children under 5 years old had the lowest injury rate per 100,000 population.
- The fatality rate per 100,000 population was lower for females than for males, except for children under 5 years old and 5 to 9 years old. The injury rate based on population was higher for females than for males, except for children <5 years old, children 5 to 9 years old, people 55 to 64 years old, people 65 to 74 years old, and people over 74 years old.
- Of the people who were killed in 2019 in traffic crashes, 28 percent died in alcohol-impaired-driving crashes.

Table 54. People Killed and Injured, by Person Type and Injury Severity

Person Type	People Killed	People Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
Vehicle Occupants						
Driver	17,880	119,000	548,000	1,191,000	1,858,000	**1,876,000**
Passenger	5,807	37,000	183,000	437,000	657,000	**663,000**
Unknown	57	*	*	*	1,000	**1,000**
Subtotal	23,744	156,000	731,000	1,629,000	2,516,000	**2,540,000**
Motorcyclists	5,014	22,000	37,000	25,000	84,000	**89,000**
Nonoccupants						
Pedestrian	6,205	15,000	29,000	32,000	76,000	**82,000**
Pedalcyclist	846	6,000	23,000	21,000	49,000	**50,000**
Other/Unknown	287	1,000	4,000	11,000	16,000	**16,000**
Subtotal	7,338	22,000	56,000	63,000	140,000	**148,000**
Total	**36,096**	**200,000**	**823,000**	**1,717,000**	**2,740,000**	**2,776,000**

*Estimates less than 500.

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

Table 55. People Killed and Injured, by Age Group and Injury Severity

Age Group	People Killed	People Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
<5	316	2,000	11,000	32,000	45,000	**45,000**
5-9	322	3,000	17,000	44,000	64,000	**64,000**
10-15	586	6,000	31,000	62,000	99,000	**100,000**
16-20	2,667	22,000	99,000	189,000	310,000	**312,000**
21-24	2,956	20,000	79,000	157,000	257,000	**260,000**
25-34	6,548	42,000	172,000	344,000	557,000	**564,000**
35-44	5,117	30,000	124,000	267,000	420,000	**425,000**
45-54	4,958	28,000	106,000	241,000	375,000	**380,000**
55-64	5,347	24,000	95,000	207,000	326,000	**332,000**
65-74	3,658	14,000	53,000	115,000	182,000	**186,000**
>74	3,556	9,000	36,000	59,000	104,000	**108,000**
Total	**36,096***	**200,000**	**823,000**	**1,717,000**	**2,740,000**	**2,776,000**

*Includes fatalities of unknown age.

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

Table 56. People Killed and Injured, by Sex and Injury Severity

Sex	People Killed	People Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
Male	25,634	119,000	424,000	797,000	1,340,000	**1,366,000**
Female	10,420	81,000	399,000	920,000	1,400,000	**1,410,000**
Total	**36,096***	**200,000**	**823,000**	**1,717,000**	**2,740,000**	**2,776,000**

*Includes fatalities of unknown sex.

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

Figure 17. Percentage of People Killed and Injured, by Age Group

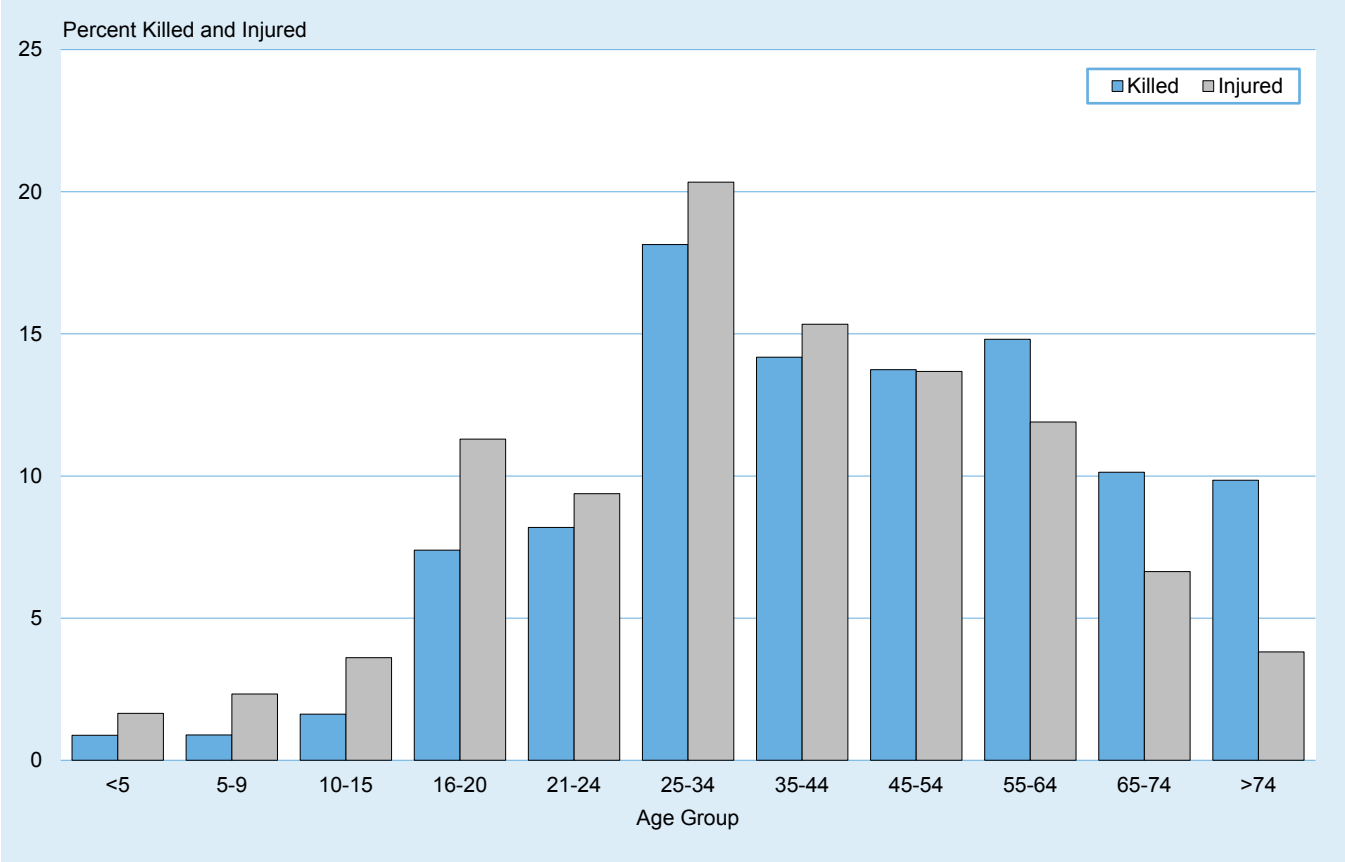


Table 57. People Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex

	Male			Female			Total		
Age Group	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	157	10,009,207	1.57	158	9,567,476	1.65	**316**	**19,576,683**	**1.61**
5-9	157	10,322,762	1.52	165	9,873,133	1.67	**322**	**20,195,895**	**1.59**
10-15	349	12,747,981	2.74	237	12,225,746	1.94	**586**	**24,973,727**	**2.35**
16-20	1,819	10,799,026	16.84	844	10,349,768	8.15	**2,667**	**21,148,794**	**12.61**
21-24	2,167	8,881,613	24.40	785	8,481,644	9.26	**2,956**	**17,363,257**	**17.02**
25-34	4,809	23,359,180	20.59	1,731	22,581,141	7.67	**6,548**	**45,940,321**	**14.25**
35-44	3,797	20,792,080	18.26	1,316	20,867,064	6.31	**5,117**	**41,659,144**	**12.28**
45-54	3,619	20,171,966	17.94	1,336	20,702,936	6.45	**4,958**	**40,874,902**	**12.13**
55-64	4,047	20,499,219	19.74	1,296	21,949,318	5.90	**5,347**	**42,448,537**	**12.60**
65-74	2,536	14,699,579	17.25	1,120	16,783,854	6.67	**3,658**	**31,483,433**	**11.62**
>74	2,134	9,374,711	22.76	1,418	13,200,119	10.74	**3,556**	**22,574,830**	**15.75**
Unknown	43	*	*	14	*	*	**65**	*	*
Total	**25,634**	**161,657,324**	**15.86**	**10,420**	**166,582,199**	**6.26**	**36,096****	**328,239,523**	**11.00**

	Male			Female			Total		
Age Group	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	25,000	10,009,207	245	21,000	9,567,476	215	**45,000**	**19,576,683**	**231**
5-9	33,000	10,322,762	324	30,000	9,873,133	309	**64,000**	**20,195,895**	**317**
10-15	48,000	12,747,981	374	51,000	12,225,746	420	**99,000**	**24,973,727**	**397**
16-20	143,000	10,799,026	1,329	166,000	10,349,768	1,604	**310,000**	**21,148,794**	**1,464**
21-24	127,000	8,881,613	1,430	130,000	8,481,644	1,533	**257,000**	**17,363,257**	**1,481**
25-34	278,000	23,359,180	1,190	279,000	22,581,141	1,237	**557,000**	**45,940,321**	**1,213**
35-44	205,000	20,792,080	984	216,000	20,867,064	1,034	**420,000**	**41,659,144**	**1,009**
45-54	180,000	20,171,966	892	195,000	20,702,936	941	**375,000**	**40,874,902**	**917**
55-64	165,000	20,499,219	807	161,000	21,949,318	732	**326,000**	**42,448,537**	**768**
65-74	87,000	14,699,579	589	95,000	16,783,854	568	**182,000**	**31,483,433**	**578**
>74	49,000	9,374,711	526	55,000	13,200,119	418	**104,000**	**22,574,830**	**463**
Total	**1,340,000**	**161,657,324**	**829**	**1,400,000**	**166,582,199**	**840**	**2,740,000**	**328,239,523**	**835**

Source: Population—Census Bureau

*Not applicable.

**Includes fatalities of unknown sex.

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

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

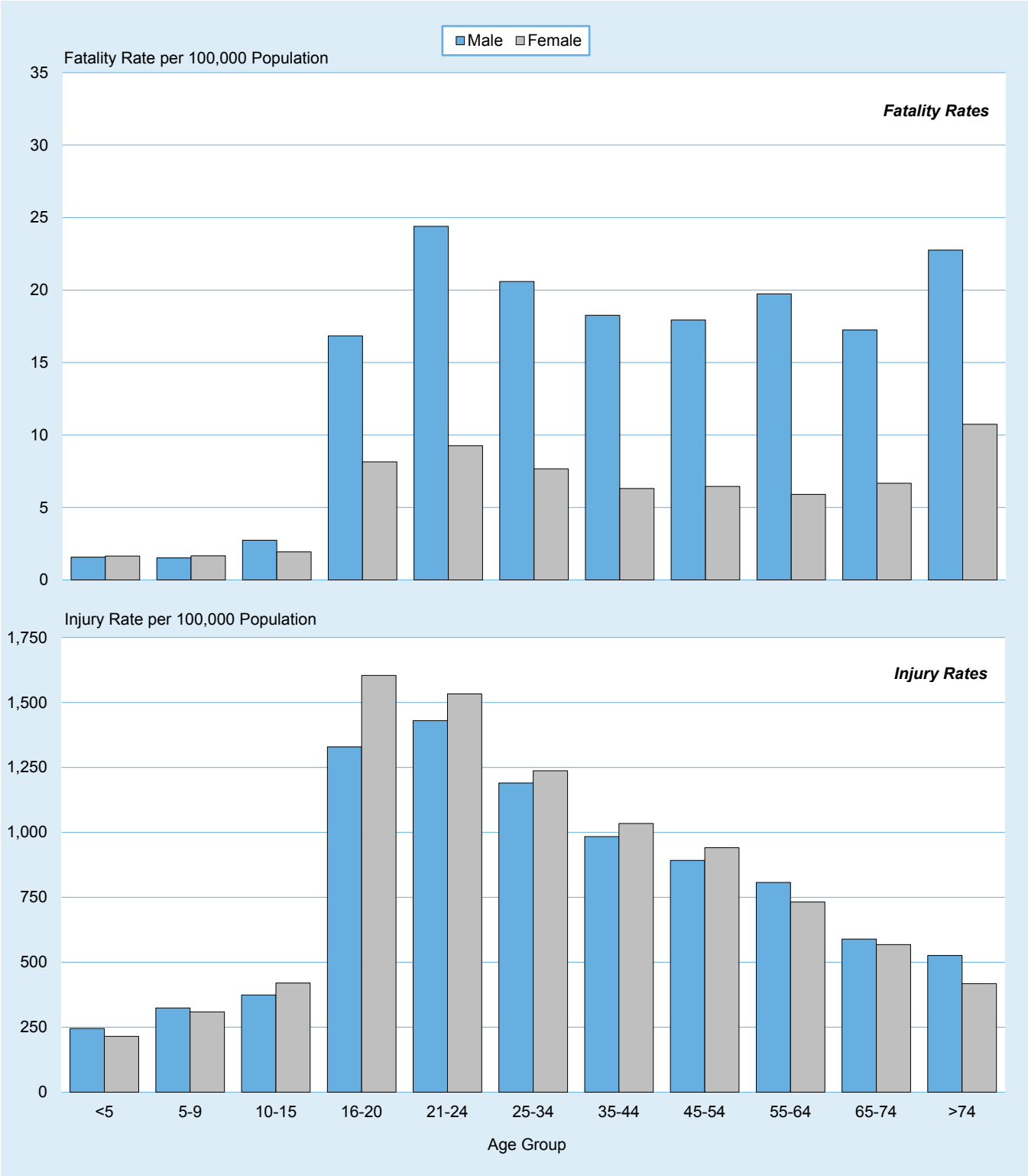


Table 58. People Killed and Injured in Crashes, by Weather Condition and Light Condition

Weather Condition	Light Condition					Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	Other	
People Killed						
Normal	14,258	5,844	8,145	1,262	6	**29,585**
Rain	1,138	625	902	120	5	**2,795**
Snow/Sleet	257	55	139	28	2	**481**
Other	143	68	224	37	2	**477**
Unknown	1,339	459	694	105	1	**2,758**
Total	**17,135**	**7,051**	**10,104**	**1,552**	**16**	**36,096***
People Injured						
Normal	1,695,000	415,000	203,000	86,000	**	**2,399,000**
Rain	166,000	63,000	36,000	15,000	**	**281,000**
Snow/Sleet	24,000	10,000	8,000	2,000	**	**44,000**
Other	7,000	3,000	4,000	1,000	**	**14,000**
Total* **	**1,893,000**	**491,000**	**251,000**	**104,000**	**1,000**	**2,740,000**

*Includes fatalities in crashes with unknown light conditions.

**Estimates less than 500.

***Includes people injured in fatal crashes from FARS with unknown weather condition.

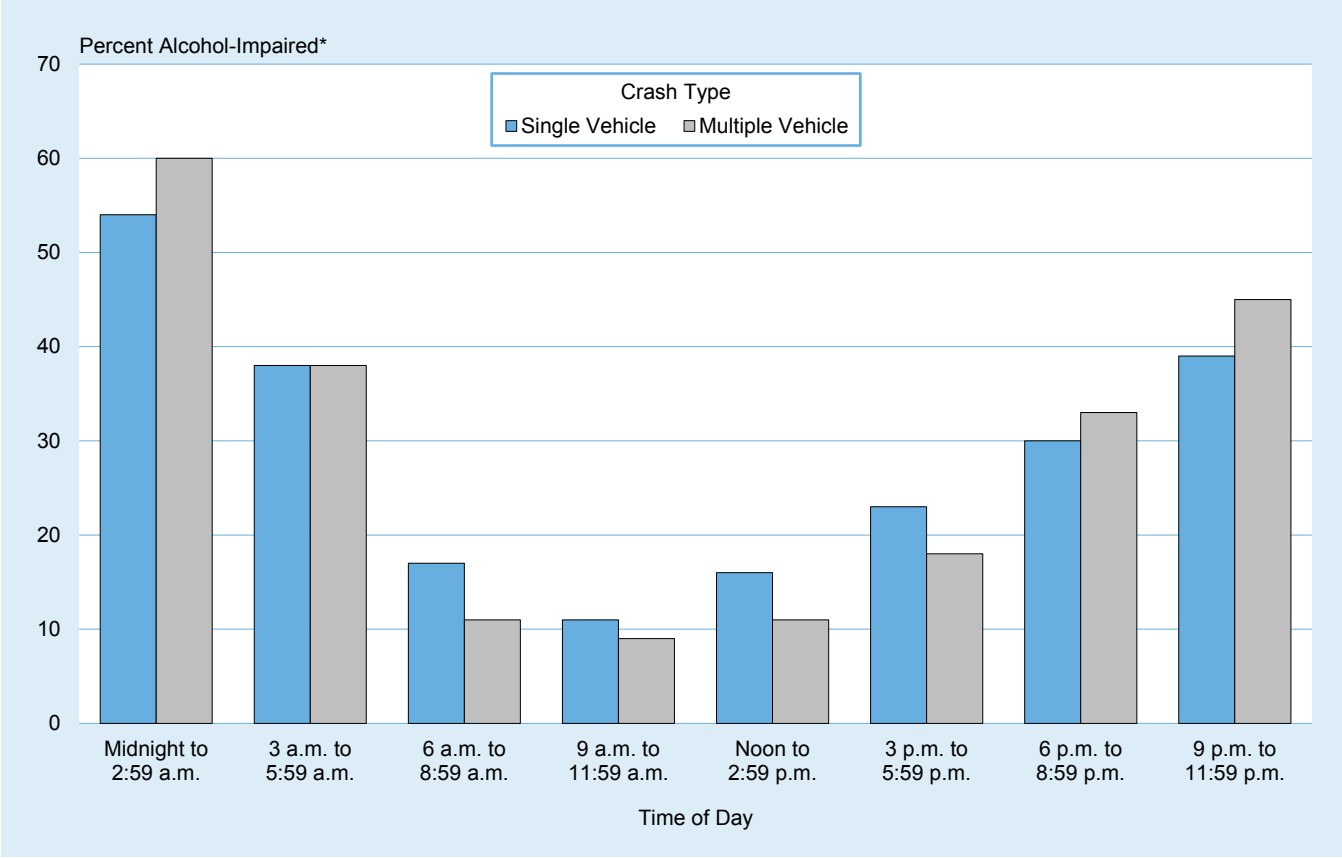
Note: Totals may not equal sum of components due to independent rounding.

Table 59. People Killed in Crashes and Percentage 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 2:59 a.m.	2,713	1,452	54	1,213	730	60	**3,926**	**2,182**	**56**
3 a.m. to 5:59 a.m.	1,896	725	38	1,086	408	38	**2,982**	**1,133**	**38**
6 a.m. to 8:59 a.m.	1,809	305	17	1,764	187	11	**3,573**	**492**	**14**
9 a.m. to 11:59 a.m.	1,513	165	11	1,904	165	9	**3,417**	**330**	**10**
Noon to 2:59 p.m.	2,010	325	16	2,705	292	11	**4,715**	**617**	**13**
3 p.m. to 5:59 p.m.	2,524	573	23	3,169	573	18	**5,693**	**1,146**	**20**
6 p.m. to 8:59 p.m.	3,487	1,030	30	2,589	846	33	**6,076**	**1,876**	**31**
9 p.m. to 11:59 p.m.	3,534	1,389	39	1,911	867	45	**5,445**	**2,255**	**41**
Unknown	247	107	43	22	4	17	**269**	**111**	**41**
Total	**19,733**	**6,070**	**31**	**16,363**	**4,071**	**25**	**36,096**	**10,142**	**28**

*Highest BAC among drivers involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Figure 19. Percentage of People Killed in Alcohol-Impaired-Driving Crashes, by Time of Day and Crash Type



*Highest BAC among drivers involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 60. People 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	221	67	37	0	4	**329**
Freeway/Expressway	51	15	6	0	1	**73**
Other	147	35	42	5	4	**233**
Minor Arterial	74	19	25	2	2	**122**
Collector	29	8	14	1	0	**52**
Local Road or Street	21	2	6	2	1	**32**
Unknown	1	0	0	0	0	**1**
Total	**544**	**146**	**130**	**10**	**12**	**842**

Table 61. People Killed in Crashes Involving Emergency Vehicles, by Person Type, Crash Type, and Vehicle Type

Person Type	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Total	In Emergency Use*	Total	In Emergency Use*	Total	In Emergency Use*
Ambulance						
Ambulance Driver	0	0	0	0	**0**	**0**
Ambulance Passenger	1	0	4	3	**5**	**3**
Occupant of Other Vehicle	0	0	22	11	**22**	**11**
Pedestrian	4	1	1	0	**5**	**1**
Pedalcyclist	0	0	0	0	**0**	**0**
Other Nonoccupant	1	0	0	0	**1**	**0**
Total	**6**	**1**	**27**	**14**	**33**	**15**
Fire Truck						
Fire Truck Driver	1	0	1	1	**2**	**1**
Fire Truck Passenger	2	1	0	0	**2**	**1**
Occupant of Other Vehicle	0	0	18	15	**18**	**15**
Pedestrian	1	0	0	0	**1**	**0**
Pedalcyclist	0	0	0	0	**0**	**0**
Other Nonoccupant	0	0	0	0	**0**	**0**
Total	**4**	**1**	**19**	**16**	**23**	**17**
Police Vehicle						
Police Vehicle Driver	8	2	7	4	**15**	**6**
Police Vehicle Passenger	0	0	1	0	**1**	**0**
Occupant of Other Vehicle	0	0	64	30	**64**	**30**
Pedestrian	23	8	6	4	**29**	**12**
Pedalcyclist	2	1	0	0	**2**	**1**
Other Nonoccupant	1	0	2	0	**3**	**0**
Total	**34**	**11**	**80**	**38**	**114**	**49**

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

Figure 20. Fatality and Injury Rates per 1,000 Crashes, by First Harmful Event and Manner of Collision

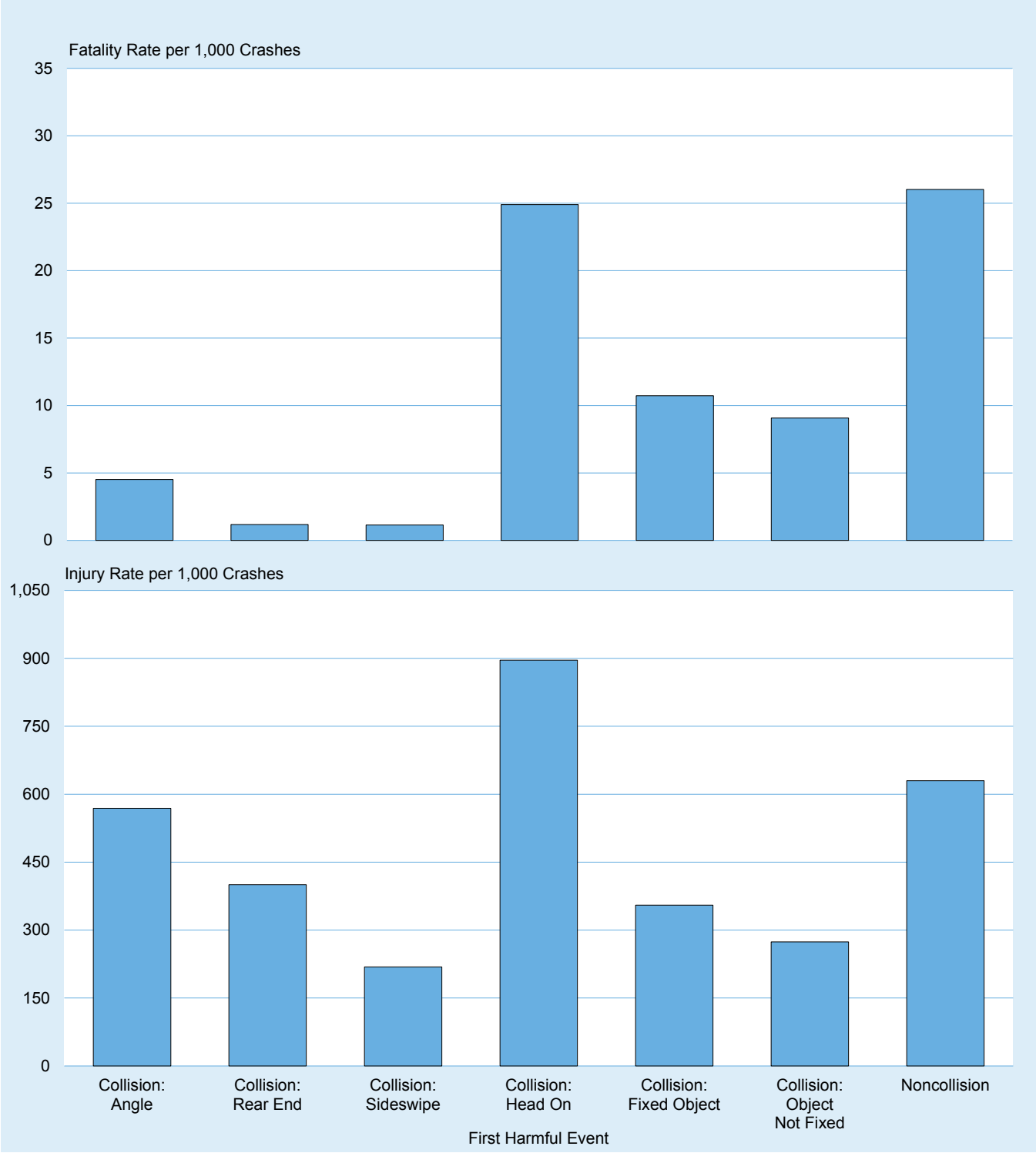


Figure 21. Fatality and Injury Rates per 1,000 Crashes, by Time of Day

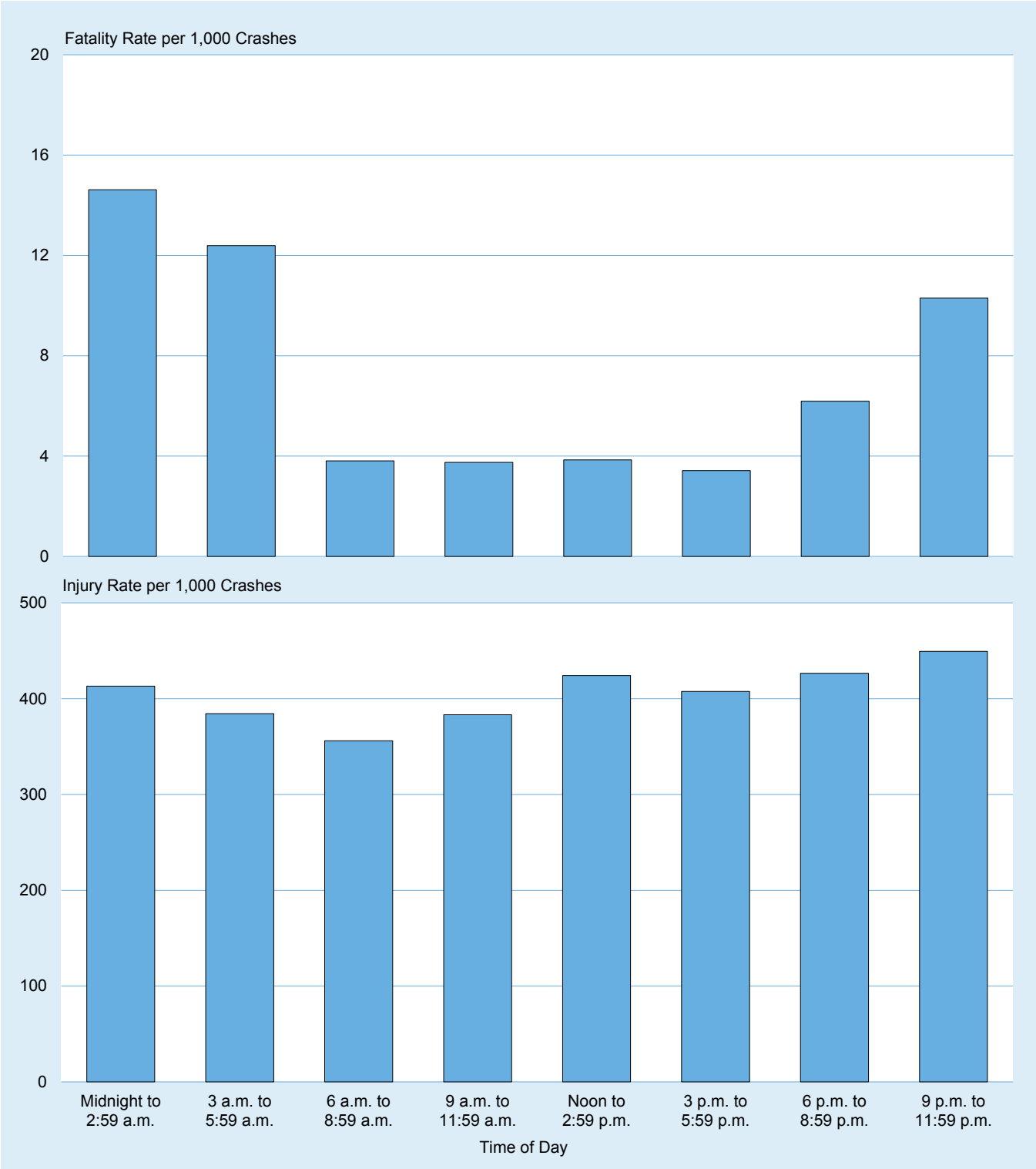


Table 62. Driver Involvement Rates per 100,000 Licensed Drivers, by Age Group, Sex, and Crash Severity

Age Group	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	98	*	39	*	**137**	*
16-20	2,731	44.99	1,155	19.50	**3,892**	**32.45**
21-24	3,358	46.63	1,220	17.37	**4,590**	**32.27**
25-34	7,663	38.10	2,832	14.03	**10,507**	**26.07**
35-44	6,226	33.02	2,066	10.80	**8,301**	**21.85**
45-54	5,763	30.46	1,764	9.20	**7,532**	**19.77**
55-64	5,543	28.38	1,619	8.01	**7,166**	**18.03**
65-74	3,247	23.07	1,156	7.74	**4,404**	**15.18**
>74	2,213	26.95	1,013	11.15	**3,229**	**18.67**
Unknown	93	*	20	*	**1,172**	*
Total	**36,935**	**32.69**	**12,884**	**11.14**	**50,930****	**22.27**
Drivers in Injury Crashes						
<16	10,000	*	5,000	*	**14,000**	*
16-20	201,000	3,318	179,000	3,027	**381,000**	**3,174**
21-24	191,000	2,648	162,000	2,303	**352,000**	**2,477**
25-34	448,000	2,227	365,000	1,811	**813,000**	**2,018**
35-44	346,000	1,836	279,000	1,458	**625,000**	**1,646**
45-54	302,000	1,597	233,000	1,214	**535,000**	**1,404**
55-64	263,000	1,345	184,000	912	**447,000**	**1,125**
65-74	149,000	1,062	102,000	685	**252,000**	**868**
>74	76,000	920	54,000	593	**129,000**	**749**
Total	**1,986,000**	**1,757**	**1,563,000**	**1,351**	**3,549,000**	**1,552**
Drivers in Property-Damage-Only Crashes						
<16	19,000	*	13,000	*	**32,000**	*
16-20	524,000	8,627	437,000	7,385	**961,000**	**8,014**
21-24	505,000	7,011	383,000	5,453	**888,000**	**6,242**
25-34	1,084,000	5,391	847,000	4,199	**1,932,000**	**4,794**
35-44	836,000	4,434	628,000	3,282	**1,464,000**	**3,854**
45-54	739,000	3,904	520,000	2,713	**1,259,000**	**3,304**
55-64	631,000	3,228	428,000	2,119	**1,059,000**	**2,664**
65-74	359,000	2,551	258,000	1,727	**617,000**	**2,127**
>74	181,000	2,207	127,000	1,395	**308,000**	**1,780**
Total	**4,878,000**	**4,317**	**3,642,000**	**3,148**	**8,519,000**	**3,725**
Drivers in All Crashes						
<16	29,000	*	18,000	*	**47,000**	*
16-20	728,000	11,990	618,000	10,432	**1,346,000**	**11,221**
21-24	699,000	9,705	546,000	7,773	**1,245,000**	**8,751**
25-34	1,540,000	7,656	1,216,000	6,023	**2,756,000**	**6,838**
35-44	1,188,000	6,303	909,000	4,751	**2,097,000**	**5,521**
45-54	1,047,000	5,532	754,000	3,936	**1,801,000**	**4,729**
55-64	899,000	4,602	614,000	3,039	**1,513,000**	**3,807**
65-74	512,000	3,636	361,000	2,420	**873,000**	**3,010**
>74	259,000	3,155	182,000	1,999	**441,000**	**2,548**
Unknown	93	*	20	*	**1,172**	*
Total	**6,900,000**	**6,106**	**5,218,000**	**4,511**	**12,119,000**	**5,300**

Source: Licensed Drivers—Federal Highway Administration

*Not applicable.

**Includes drivers of unknown sex.

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Totals may not equal sum of components due to independent rounding.

Figure 22. Driver Involvement Rates per 100,000 Licensed Drivers, by Age Group, Sex, and Crash Severity

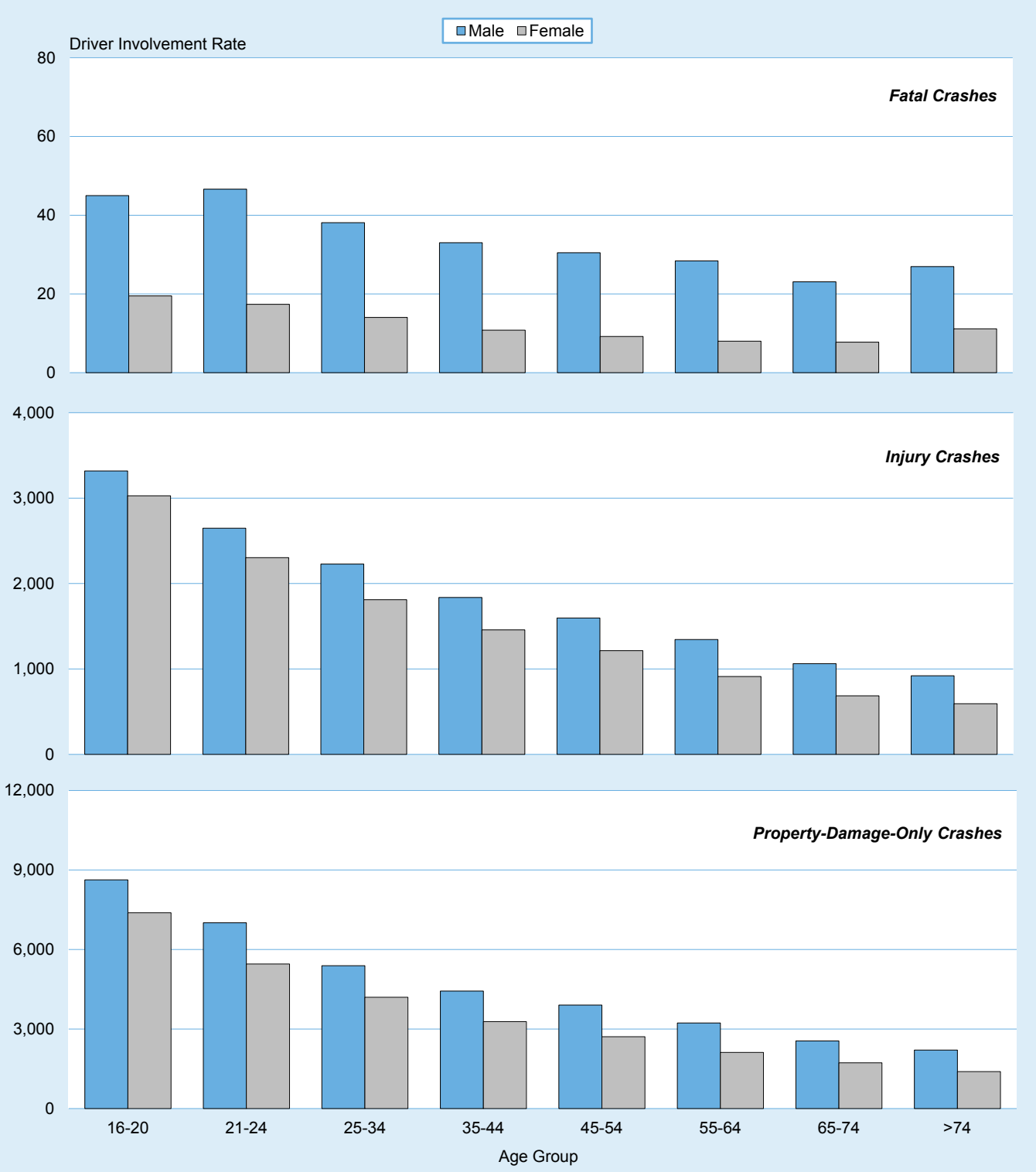


Table 63. Drivers Involved in Fatal Crashes, by Previous Driving Record and License Compliance

Previous Convictions	Valid License (42,103)		Invalid License (7,136)		Total (49,239)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	7,230	17.2	1,302	18.2	**8,532**	**17.3**
Previous Recorded Suspensions or Revocations	4,051	9.6	2,942	41.2	**6,993**	**14.2**
Previous DWI Convictions	807	1.9	705	9.9	**1,512**	**3.1**
Previous Speeding Convictions	7,844	18.6	1,379	19.3	**9,223**	**18.7**
Previous Other Harmful Moving Convictions	7,263	17.3	1,950	27.3	**9,213**	**18.7**
Drivers with No Previous Convictions	22,135	52.6	2,589	36.3	**24,724**	**50.2**

Notes: Table does not include 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 compliance refers to the type of driver 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 Involved in Fatal Crashes

Factors	Number	Percent
Driving too fast for conditions or in excess of posted speed limit	8,746	17.2
Under the influence of alcohol, drugs, or medication	5,164	10.1
Failure to yield right of way	3,728	7.3
Failure to keep in proper lane	3,381	6.6
Operating vehicle in a careless manner	3,302	6.5
Distracted (phone, talking, eating, object, etc.)	3,008	5.9
Failure to obey traffic signs, signals, or officer	2,054	4.0
Operating vehicle in erratic, reckless or negligent manner	1,880	3.7
Overcorrecting/oversteering	1,569	3.1
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,543	3.0
Drowsy, asleep, fatigued, ill, or blackout	1,240	2.4
Driving wrong way on one-way trafficway or wrong side of road	1,223	2.4
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc.	1,148	2.3
Making improper turn	419	0.8
Other factors	5,549	10.9
None reported	9,196	18.1
Unknown	15,423	30.3
Total Drivers	**50,930**	**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 and Injured, by Vehicle Type, Person Type, and Injury Severity

Vehicle and Person Type	Occupants Killed	Occupants Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
Passenger Car						
Drivers	9,111	67,000	326,000	733,000	1,126,000	**1,136,000**
Passengers	3,110	20,000	102,000	249,000	371,000	**374,000**
Unknown	18	*	*	*	1,000	**1,000**
Subtotal	12,239	87,000	429,000	982,000	1,498,000	**1,510,000**
Light Truck						
Drivers	7,518	47,000	208,000	430,000	685,000	**692,000**
Passengers	2,430	15,000	75,000	175,000	265,000	**268,000**
Unknown	28	*	*	*	*	*
Subtotal	9,976	62,000	283,000	605,000	950,000	**960,000**
Large Truck						
Drivers	767	3,000	11,000	24,000	38,000	**39,000**
Passengers	123	1,000	2,000	4,000	7,000	**7,000**
Unknown	2	*	*	*	*	*
Subtotal	892	4,000	13,000	28,000	46,000	**47,000**
Bus	35	2,000	3,000	11,000	15,000	**15,000**
Other/Unknown	602	2,000	3,000	2,000	7,000	**8,000**
Subtotal	***23,744***	***156,000***	***731,000***	***1,629,000***	***2,516,000***	***2,540,000***
Motorcycle						
Riders	4,733	21,000	34,000	23,000	78,000	**82,000**
Passengers	281	1,000	3,000	2,000	6,000	**6,000**
Subtotal	***5,014***	***22,000***	***37,000***	***25,000***	***84,000***	***89,000***
Total	**28,758**	**178,000**	**768,000**	**1,654,000**	**2,600,000**	**2,628,000**

*Estimates less than 500.

**Excludes motorcycles.

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

Table 66. Vehicle Occupants Killed and Injured in Crashes, by Speed Limit and Crash Type

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Occupants Killed						
30 mph or less	1,467	11.2	1,060	6.8	**2,527**	**8.8**
35 or 40 mph	2,096	16.0	2,406	15.3	**4,502**	**15.7**
45 or 50 mph	2,299	17.6	3,194	20.4	**5,493**	**19.1**
55 mph	3,722	28.5	4,399	28.0	**8,121**	**28.2**
60 mph or higher	2,993	22.9	3,860	24.6	**6,853**	**23.8**
No Statutory Limit	49	0.4	188	1.2	**237**	**0.8**
Unknown	441	3.4	584	3.7	**1,025**	**3.6**
Total	**13,067**	**100.0**	**15,691**	**100.0**	**28,758**	**100.0**
Occupants Injured						
30 mph or less	88,000	18.2	282,000	13.3	**369,000**	**14.2**
35 or 40 mph	94,000	19.5	611,000	28.9	**705,000**	**27.1**
45 or 50 mph	76,000	15.8	492,000	23.2	**568,000**	**21.9**
55 mph	85,000	17.6	183,000	8.6	**268,000**	**10.3**
60 mph or higher	77,000	16.0	226,000	10.7	**303,000**	**11.7**
No Statutory Limit	1,000	0.3	39,000	1.8	**40,000**	**1.5**
Unknown	60,000	12.5	286,000	13.5	**346,000**	**13.3**
Total	**482,000**	**100.0**	**2,118,000**	**100.0**	**2,600,000**	**100.0**

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

Table 67. Vehicle Occupants Killed in 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	561	22.2	1,937	76.7	29	1.1	**2,527**	**100.0**
35 or 40 mph	1,140	25.3	3,348	74.4	14	0.3	**4,502**	**100.0**
45 or 50 mph	2,191	39.9	3,286	59.8	16	0.3	**5,493**	**100.0**
55 mph	6,192	76.2	1,922	23.7	7	0.1	**8,121**	**100.0**
60 mph or higher	4,402	64.2	2,446	35.7	5	0.1	**6,853**	**100.0**
No Statutory Limit	98	41.4	128	54.0	11	4.6	**237**	**100.0**
Unknown	413	40.3	580	56.6	32	3.1	**1,025**	**100.0**
Total	**14,997**	**52.1**	**13,647**	**47.5**	**114**	**0.4**	**28,758**	**100.0**

Figure 23. Percentage of Vehicle Occupants Killed, by Speed Limit and Land Use

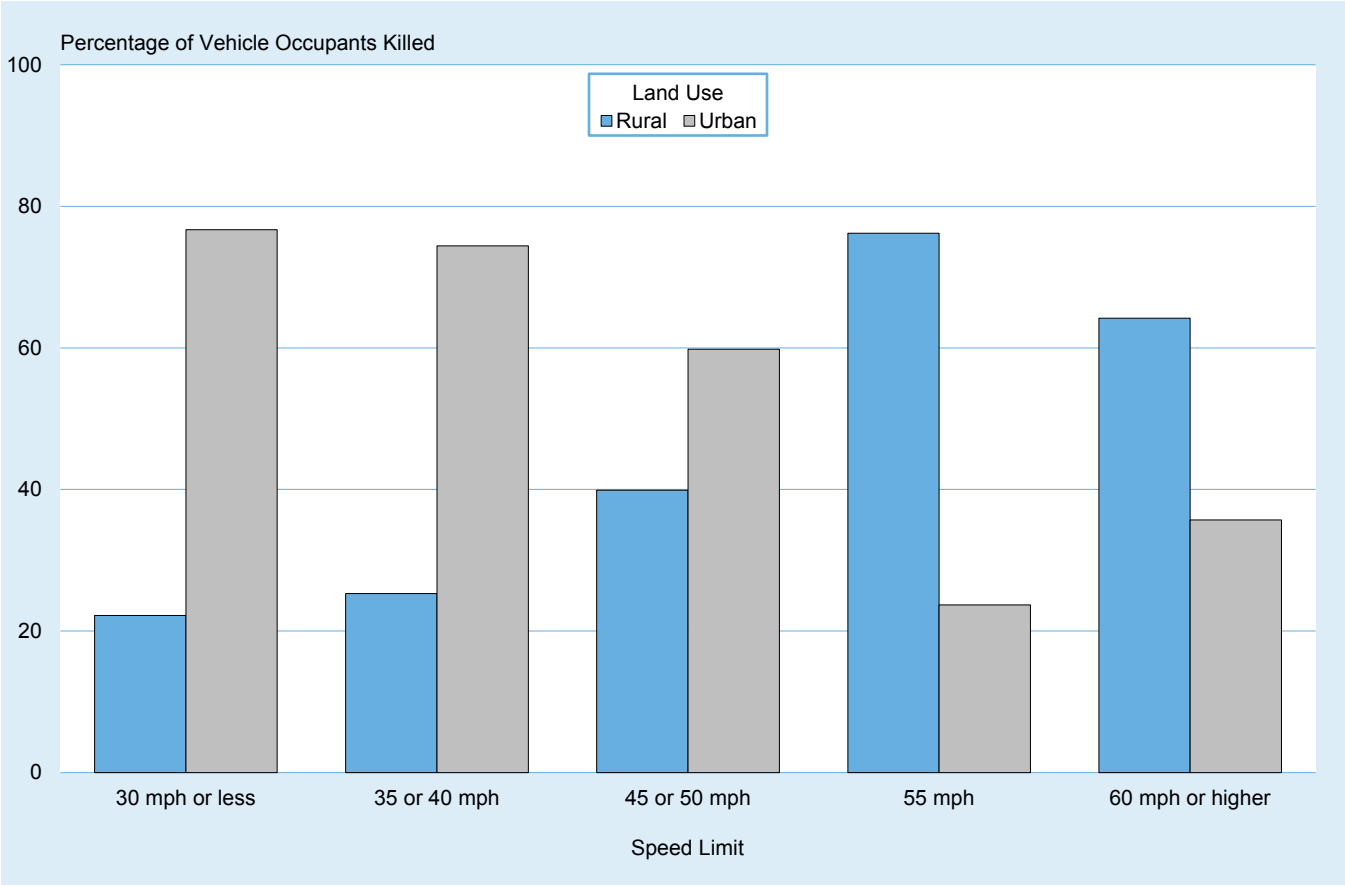


Table 68. Vehicle Occupants Killed and Injured, by Sex and Vehicle Type

Sex	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	*Subtotal*	Motorcycles	
Occupants Killed								
Male	7,401	7,034	830	20	493	15,778	4,583	**20,361**
Female	4,819	2,933	62	15	107	7,936	429	**8,365**
Unknown	19	9	0	0	2	30	2	**32**
Total	**12,239**	**9,976**	**892**	**35**	**602**	**23,744**	**5,014**	**28,758**
Occupants Injured								
Male	649,000	472,000	41,000	7,000	6,000	1,175,000	73,000	**1,248,000**
Female	849,000	478,000	4,000	9,000	1,000	1,340,000	11,000	**1,352,000**
Total*	**1,498,000**	**950,000**	**46,000**	**15,000**	**7,000**	**2,516,000**	**84,000**	**2,600,000**

*Includes people injured in fatal crashes from FARS with unknown sex.

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

Table 69. Vehicle Occupants Killed and Injured, by Age Group and Vehicle Type

Age Group	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	*Subtotal*	Motorcycles	
Occupants Killed								
<5	139	96	2	0	5	*242*	0	**242**
5-9	125	113	2	1	10	*251*	2	**253**
10-15	194	182	0	2	29	*407*	26	**433**
16-20	1,405	690	17	0	55	*2,167*	228	**2,395**
21-24	1,333	727	55	1	45	*2,161*	447	**2,608**
25-34	2,364	1,621	144	3	94	*4,226*	1,176	**5,402**
35-44	1,566	1,419	141	3	82	*3,211*	826	**4,037**
45-54	1,260	1,341	193	3	83	*2,880*	908	**3,788**
55-64	1,287	1,422	221	6	76	*3,012*	889	**3,901**
65-74	1,016	1,202	83	8	59	*2,368*	412	**2,780**
>74	1,540	1,154	34	8	59	*2,795*	98	**2,893**
Unknown	10	9	0	0	5	*24*	2	**26**
Total	**12,239**	**9,976**	**892**	**35**	**602**	***23,744***	**5,014**	**28,758**
Occupants Injured								
<5	23,000	20,000	*	*	*	*44,000*	*	**44,000**
5-9	32,000	26,000	*	1,000	*	*59,000*	*	**59,000**
10-15	44,000	38,000	*	2,000	1,000	*85,000*	1,000	**86,000**
16-20	198,000	84,000	3,000	2,000	1,000	*288,000*	6,000	**294,000**
21-24	169,000	63,000	3,000	1,000	*	*236,000*	9,000	**245,000**
25-34	323,000	177,000	9,000	1,000	2,000	*512,000*	20,000	**532,000**
35-44	213,000	162,000	9,000	2,000	1,000	*387,000*	15,000	**402,000**
45-54	186,000	145,000	10,000	2,000	1,000	*343,000*	15,000	**358,000**
55-64	155,000	127,000	8,000	3,000	1,000	*294,000*	12,000	**306,000**
65-74	92,000	72,000	2,000	1,000	1,000	*168,000*	4,000	**172,000**
>74	62,000	35,000	1,000	*	*	*99,000*	1,000	**100,000**
Total**	**1,498,000**	**950,000**	**46,000**	**15,000**	**7,000**	***2,516,000***	**84,000**	**2,600,000**

*Estimates less than 500.

**Includes people injured in fatal crashes from FARS with unknown age.

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

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

Age Group	Person Type											
	Driver						Passenger					
	Sex						Sex					
	Male		Female		Total		Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	0	0.0	0	0.0	**0**	**0.0**	113	46.7	128	52.9	**242**	**100.0**
5-9	3	100.0	0	0.0	**3**	**100.0**	114	45.6	136	54.4	**250**	**100.0**
10-15	48	71.6	19	28.4	**67**	**100.0**	196	53.6	170	46.4	**366**	**100.0**
16-20	1,148	73.0	423	26.9	**1,573**	**100.0**	476	57.9	344	41.8	**822**	**100.0**
21-24	1,570	78.5	428	21.4	**2,001**	**100.0**	347	57.2	259	42.7	**607**	**100.0**
25-34	3,506	77.9	989	22.0	**4,501**	**100.0**	473	52.5	426	47.3	**901**	**100.0**
35-44	2,711	79.3	703	20.6	**3,418**	**100.0**	312	50.4	307	49.6	**619**	**100.0**
45-54	2,539	79.4	659	20.6	**3,199**	**100.0**	254	43.1	334	56.7	**589**	**100.0**
55-64	2,718	80.4	662	19.6	**3,381**	**100.0**	224	43.1	295	56.7	**520**	**100.0**
65-74	1,727	75.2	569	24.8	**2,296**	**100.0**	155	32.0	329	68.0	**484**	**100.0**
>74	1,497	69.2	663	30.7	**2,162**	**100.0**	213	29.1	517	70.7	**731**	**100.0**
Unknown	10	83.3	0	0.0	**12**	**100.0**	7	50.0	5	35.7	**14**	**100.0**
Total	**17,477**	**77.3**	**5,115**	**22.6**	**22,613***	**100.0**	**2,884**	**46.9**	**3,250**	**52.9**	**6,145****	**100.0**
Occupants Injured												
<5	***	***	***	***	***	***	24,000	54.3	20,000	45.7	**44,000**	**100.0**
5-9	***	***	***	***	***	***	30,000	51.5	29,000	48.5	**59,000**	**100.0**
10-15	5,000	64.3	3,000	35.7	**8,000**	**100.0**	34,000	43.0	45,000	57.0	**78,000**	**100.0**
16-20	99,000	49.7	100,000	50.3	**199,000**	**100.0**	34,000	36.0	61,000	64.0	**95,000**	**100.0**
21-24	97,000	50.2	96,000	49.8	**193,000**	**100.0**	22,000	42.9	30,000	57.1	**52,000**	**100.0**
25-34	226,000	51.2	215,000	48.8	**441,000**	**100.0**	36,000	38.8	56,000	61.2	**92,000**	**100.0**
35-44	168,000	50.4	165,000	49.6	**334,000**	**100.0**	24,000	35.7	44,000	64.3	**68,000**	**100.0**
45-54	148,000	50.2	147,000	49.8	**296,000**	**100.0**	21,000	33.3	42,000	66.7	**63,000**	**100.0**
55-64	135,000	53.2	119,000	46.8	**254,000**	**100.0**	17,000	32.1	35,000	67.9	**52,000**	**100.0**
65-74	73,000	53.0	64,000	47.0	**137,000**	**100.0**	8,000	22.3	27,000	77.7	**35,000**	**100.0**
>74	39,000	52.7	35,000	47.3	**74,000**	**100.0**	8,000	29.2	19,000	70.8	**26,000**	**100.0**
Total	**990,000**	**51.2**	**945,000**	**48.8**	**1,935,000**	**100.0**	**257,000**	**38.8**	**407,000**	**61.2**	**664,000**	**100.0**

*Includes drivers of unknown sex.

**Includes passengers of unknown sex.

***Estimates less than 500.

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

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

Vehicle Type	Most Harmful Event								Total	
	Collision With						Noncollision			
	Motor Vehicle in Transport		Object Not Fixed		Fixed Object					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed										
Passenger Car	6,905	56.4	275	2.2	3,269	26.7	1,787	14.6	**12,239**	**100.0**
Light Truck	4,202	42.1	221	2.2	2,581	25.9	2,969	29.8	**9,976**	**100.0**
Large Truck	302	33.9	38	4.3	203	22.8	348	39.0	**892**	**100.0**
Bus	14	40.0	0	0	11	31.4	10	28.6	**35**	**100.0**
Other/Unknown	179	29.7	20	3.3	91	15.1	282	46.8	**602**	**100.0**
Subtotal	*11,602*	*48.9*	*554*	*2.3*	*6,155*	*25.9*	*5,396*	*22.7*	***23,744***	***100.0***
Motorcycle	2,773	55.3	241	4.8	1,171	23.4	821	16.4	**5,014**	**100.0**
Total	**14,375**	**50.0**	**795**	**2.8**	**7,326**	**25.5**	**6,217**	**21.6**	**28,758***	**100.0**
Occupants Injured										
Passenger Car	1,239,000	82.7	52,000	3.5	157,000	10.5	50,000	3.4	**1,498,000**	**100.0**
Light Truck	739,000	77.8	36,000	3.7	109,000	11.5	67,000	7.0	**950,000**	**100.0**
Large Truck	28,000	61.9	3,000	6.8	6,000	13.0	8,000	18.4	**46,000**	**100.0**
Bus	13,000	83.8	**	2.5	2,000	13.1	**	0.6	**15,000**	**100.0**
Other/Unknown	3,000	47.1	**	2.5	1,000	14.8	3,000	35.7	**7,000**	**100.0**
Subtotal	*2,022,000*	*80.4*	*91,000*	*3.6*	*275,000*	*10.9*	*128,000*	*5.1*	***2,516,000***	***100.0***
Motorcycle	45,000	53.7	6,000	7.6	10,000	12.0	22,000	26.6	**84,000**	**100.0**
Total	**2,067,000**	**79.5**	**97,000**	**3.7**	**285,000**	**11.0**	**150,000**	**5.8**	**2,600,000**	**100.0**

*Includes fatalities where the most harmful event was unknown or there was a harmful event, but the details were not reported.

**Estimates less than 500.

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

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

Initial Point of Impact	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	*Subtotal*	Motorcycles	
Occupants Killed								
Front	6,908	5,748	556	24	188	13,424	3,088	**16,512**
Left Side	1,777	1,005	56	6	39	2,883	262	**3,145**
Right Side	1,569	790	57	0	33	2,449	246	**2,695**
Rear	771	510	16	2	54	1,353	213	**1,566**
Other	126	123	15	0	9	273	30	**303**
Noncollision	508	1,303	147	2	203	2,163	816	**2,979**
Unknown	580	497	45	1	76	1,199	359	**1,558**
Total	**12,239**	**9,976**	**892**	**35**	**602**	**23,744**	**5,014**	**28,758**
Occupants Injured								
Front	792,000	484,000	22,000	7,000	3,000	1,308,000	41,000	**1,349,000**
Left Side	145,000	85,000	4,000	4,000	*	239,000	8,000	**247,000**
Right Side	136,000	83,000	4,000	1,000	1,000	225,000	7,000	**232,000**
Rear	402,000	267,000	9,000	3,000	1,000	682,000	6,000	**689,000**
Other	6,000	4,000	1,000	*	*	11,000	*	**11,000**
Noncollision	17,000	26,000	5,000	*	2,000	50,000	21,000	**72,000**
Unknown	*	*	*	*	*	1,000	*	**1,000**
Total	**1,498,000**	**950,000**	**46,000**	**15,000**	**7,000**	**2,516,000**	**84,000**	**2,600,000**

*Estimates less than 500.

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

Table 73. Vehicle Occupants Killed and Injured, by Vehicle Type and Ejection

Vehicle Type	Ejected*		Not Ejected		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
Passenger Car	1,836	15.0	10,349	84.6	54	0.4	**12,239**	**100.0**
Light Truck	2,633	26.4	7,294	73.1	49	0.5	**9,976**	**100.0**
Large Truck	213	23.9	674	75.6	5	0.6	**892**	**100.0**
Bus	13	37.1	19	54.3	3	8.6	**35**	**100.0**
Other/Unknown	329	54.7	218	36.2	55	9.1	**602**	**100.0**
Total**	**5,024**	**21.2**	**18,554**	**78.1**	**166**	**0.7**	**23,744**	**100.0**
Occupants Injured								
Passenger Car	3,000	0.2	1,495,000	99.8	†	†	**1,498,000**	**100.0**
Light Truck	7,000	0.7	943,000	99.3	†	†	**950,000**	**100.0**
Large Truck	***	0.3	46,000	99.7	†	†	**46,000**	**100.0**
Bus	***	0.0	15,000	99.8	†	†	**15,000**	**100.0**
Other/Unknown	1,000	16.0	6,000	83.8	†	†	**7,000**	**100.0**
Total**	**11,000**	**0.4**	**2,505,000**	**99.6**	†	†	**2,516,000**	**100.0**

*Includes total and partial ejection.

**Excludes motorcyclists.

***Estimates less than 500.

†Not applicable.

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

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

Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	Total Occupants Killed
Passenger Car	—	Passenger Car	—	**1,853**
Passenger Car	2,738	Light Truck	871	**3,609**
Passenger Car	1,265	Large Truck	47	**1,312**
Passenger Car	16	Motorcycle	1,070	**1,086**
Passenger Car	55	Bus	5	**60**
Passenger Car	54	Other/Unknown	57	**111**
Light Truck	—	Light Truck	—	**1,684**
Light Truck	1,227	Large Truck	66	**1,293**
Light Truck	8	Motorcycle	1,175	**1,183**
Light Truck	33	Bus	7	**40**
Light Truck	38	Other/Unknown	75	**113**
Large Truck	—	Large Truck	—	**169**
Large Truck	0	Motorcycle	246	**246**
Large Truck	3	Bus	2	**5**
Large Truck	1	Other/Unknown	23	**24**
Motorcycle	—	Motorcycle	—	**78**
Motorcycle	20	Bus	0	**20**
Motorcycle	49	Other/Unknown	3	**52**
Bus	—	Bus	—	**1**
Bus	0	Other/Unknown	1	**1**
Other/Unknown	—	Other/Unknown	—	**27**
Total Occupants Killed				**12,967**

Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	**546,000**
Passenger Car	428,000	Light Truck	326,000	**754,000**
Passenger Car	47,000	Large Truck	14,000	**62,000**
Passenger Car	3,000	Motorcycle	24,000	**28,000**
Passenger Car	5,000	Bus	5,000	**9,000**
Passenger Car	1,000	Other/Unknown	1,000	**2,000**
Light Truck	—	Light Truck	—	**259,000**
Light Truck	32,000	Large Truck	9,000	**41,000**
Light Truck	2,000	Motorcycle	16,000	**19,000**
Light Truck	2,000	Bus	4,000	**6,000**
Light Truck	1,000	Other/Unknown	2,000	**3,000**
Large Truck	—	Large Truck	—	**3,000**
Large Truck	*	Motorcycle	1,000	**1,000**
Large Truck	*	Bus	1,000	**1,000**
Large Truck	*	Other/Unknown	*	*
Total Occupants Injured				**1,735,000**

*Estimates less than 500.

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

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

Vehicle Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Passenger Cars	**29,034**	**39.2**	**12,239**	**42.6**
Convertible	492	0.7	235	0.8
2-Door Sedan, Hardtop, Coupe	2,400	3.2	1,167	4.1
3-Door/2-Door Hatchback	715	1.0	382	1.3
4-Door Sedan, Hardtop	20,434	27.6	8,661	30.1
5-Door/4-Door Hatchback	1,532	2.1	631	2.2
Station Wagon	3,249	4.4	1,084	3.8
Hatchback, Doors Unknown	3	*	1	*
Sedan/Hardtop, Doors Unknown	33	*	14	*
Other or Unknown Automobile Type	157	0.2	53	0.2
Auto-Based Pickup	5	*	3	*
3-Door Coupe	14	*	8	*
Light Trucks	**30,973**	**41.8**	**9,976**	**34.7**
Compact Utility	10,312	13.9	3,578	12.4
Large Utility	4,096	5.5	993	3.5
Utility Station Wagon	446	0.6	136	0.5
Utility, Unknown Body Type	10	*	2	*
Minivan	2,668	3.6	747	2.6
Large Van (includes Van-Based Buses)	1,149	1.6	262	0.9
Step Van (GVWR less than or equal to 10,000 lbs)	12	*	5	*
Other Van Type	3	*	2	*
Unknown Van Type	12	*	1	*
Light Pickup	12,072	16.3	4,189	14.6
Unknown Pickup Style	17	*	5	*
Cab Chassis-Based Light Truck	57	0.1	34	0.1
Unknown Light Truck Type	27	*	5	*
Unknown Light Vehicle Type	82	0.1	14	*
Unknown Truck Type (Light, Medium, Heavy) With No Trailing Unit	10	*	3	*
Large Trucks	**5,960**	**8.0**	**892**	**3.1**
Step Van (GVWR greater than 10,000 lbs)	22	*	3	*
Single-Unit Truck (GVWR range 10,001 to 19,500 lbs)	719	1.0	111	0.4
Single-Unit Truck (GVWR range 19,501 to 26,000 lbs)	357	0.5	55	0.2
Single-Unit Heavy Truck (GVWR greater than 26,000 lbs)	813	1.1	149	0.5
Single-Unit Truck (GVWR unknown)	6	*	0	*
Truck Tractor	3,326	4.5	453	1.6
Medium/Heavy Pickup (GVWR greater than 10,000 lbs)	681	0.9	116	0.4
Unknown Medium Truck (GVWR range 10,001 to 26,000 lbs)	2	*	0	*
Unknown Heavy Truck (GVWR greater than 26,000 lbs)	14	*	2	*
Unknown Medium/Heavy Truck Type	17	*	3	*
Unknown Truck Type (Light, Medium, Heavy) With a Trailing Unit	3	*	0	*
Motorcycles	**5,645**	**7.6**	**5,014**	**17.4**
2-Wheel Motorcycle (excluding Motor Scooters)	5,154	7.0	4,561	15.9
Moped or Motorized Bicycle	85	0.1	79	0.3
3-Wheel Motorcycle (2 Rear Wheels)	73	0.1	62	0.2
Off-Road Motorcycle	79	0.1	73	0.3
Motor Scooter	190	0.3	181	0.6
Unenclosed 3-Wheel Motorcycle/ Unenclosed Autocycle (1 Rear Wheel)	26	*	23	0.1
Unknown 3-Wheel Motorcycle	1	*	1	*
Other Motored Cycle Type (Mini-Bikes, Pocket Motorcycles “Pocket Bikes”)	13	*	11	*
Unknown Motored Cycle Type	24	*	23	0.1
Buses**	**664**	**0.9**	**35**	**0.1**
School Bus	174	0.2	9	*
Cross Country/Intercity Bus	102	0.1	6	*
Transit Bus	172	0.2	4	*
Van-Based Bus (GVWR greater than 10,000 lbs)	116	0.2	10	*
Other Bus Type	95	0.1	6	*
Unknown Bus Type	5	*	0	*
Other Vehicles	**910**	**1.2**	**513**	**1.8**
Light Truck-Based Motorhome	2	*	1	*
Medium/Heavy Truck-Based Motorhome	92	0.1	14	*
Camper/Motorhome, Unknown Truck Type	6	*	2	*
All-Terrain Vehicle/All-Terrain Cycle	336	0.5	259	0.9
Snowmobile	29	*	25	0.1
Farm Equipment Except Trucks	111	0.1	36	0.1
Construction Equipment Except Trucks	8	*	1	*
Low-Speed Vehicle/Neighborhood Electric Vehicle	9	*	3	*
Golf Cart	68	0.1	34	0.1
Recreational Off-Highway Vehicle	221	0.3	117	0.4
Other Vehicle	28	*	21	0.1
Unknown Body Type	**924**	**1.2**	**89**	**0.3**
Total	**74,110**	**100.0**	**28,758**	**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		Percentage of Occupants Killed by Car Wheelbase Size
	Number	Percentage of Total	Number	Percentage of Total	
Minicompact (under 95 inches)	235	0.8	142	1.2	60.4
Subcompact (95 to 99 inches)	1,328	4.6	716	5.9	53.9
Compact (100 to 104 inches)	6,165	21.2	3,017	24.7	48.9
Intermediate (105 to 109 inches)	11,390	39.2	4,681	38.2	41.1
Full Size (110 to 114 inches)	6,350	21.9	2,431	19.9	38.3
Largest Size (115 inches and over)	2,290	7.9	802	6.6	35.0
Unknown	1,276	4.4	450	3.7	35.3
Total	**29,034**	**100.0**	**12,239**	**100.0**	**42.2**

Table 77. People Killed and Alcohol-Impaired-Driving Fatalities, by Person Type

Person Type	Total Killed	Alcohol-Impaired-Driving Fatalities*	
		Number	Percent
Vehicle Occupants			
Driver	17,880	5,818	33
Passenger	5,807	1,664	29
Unknown	57	2	3
Subtotal	*23,744*	*7,483*	*32*
Motorcyclists	*5,014*	*1,689*	*34*
Nonoccupants			
Pedestrian	6,205	816	13
Pedalcyclist	846	106	12
Other/Unknown	287	48	17
Subtotal	*7,338*	*970*	*13*
Total	**36,096**	**10,142**	**28**

*Fatalities in crashes involving a driver with a BAC of .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 78. Drivers Involved in Fatal Crashes, by Age Group and BACs

Age Group	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	120	88	5	4	12	9	17	12	**137**	**100**
16-20	3,166	81	133	3	593	15	726	19	**3,892**	**100**
21-24	3,155	69	209	5	1,226	27	1,435	31	**4,590**	**100**
25-34	7,375	70	473	5	2,659	25	3,133	30	**10,507**	**100**
35-44	6,185	75	304	4	1,812	22	2,116	25	**8,301**	**100**
45-54	5,929	79	234	3	1,369	18	1,603	21	**7,532**	**100**
55-64	5,827	81	240	3	1,100	15	1,339	19	**7,166**	**100**
65-74	3,796	86	149	3	459	10	608	14	**4,404**	**100**
>74	2,983	92	56	2	190	6	246	8	**3,229**	**100**
Unknown	946	81	47	4	179	15	226	19	**1,172**	**100**
Total	**39,481**	**78**	**1,850**	**4**	**9,598**	**19**	**11,449**	**22**	**50,930**	**100**

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

Figure 24. Percentage Alcohol Impairment (BAC = .08+ g/dL) for Drivers Involved in Fatal Crashes, by Age Group

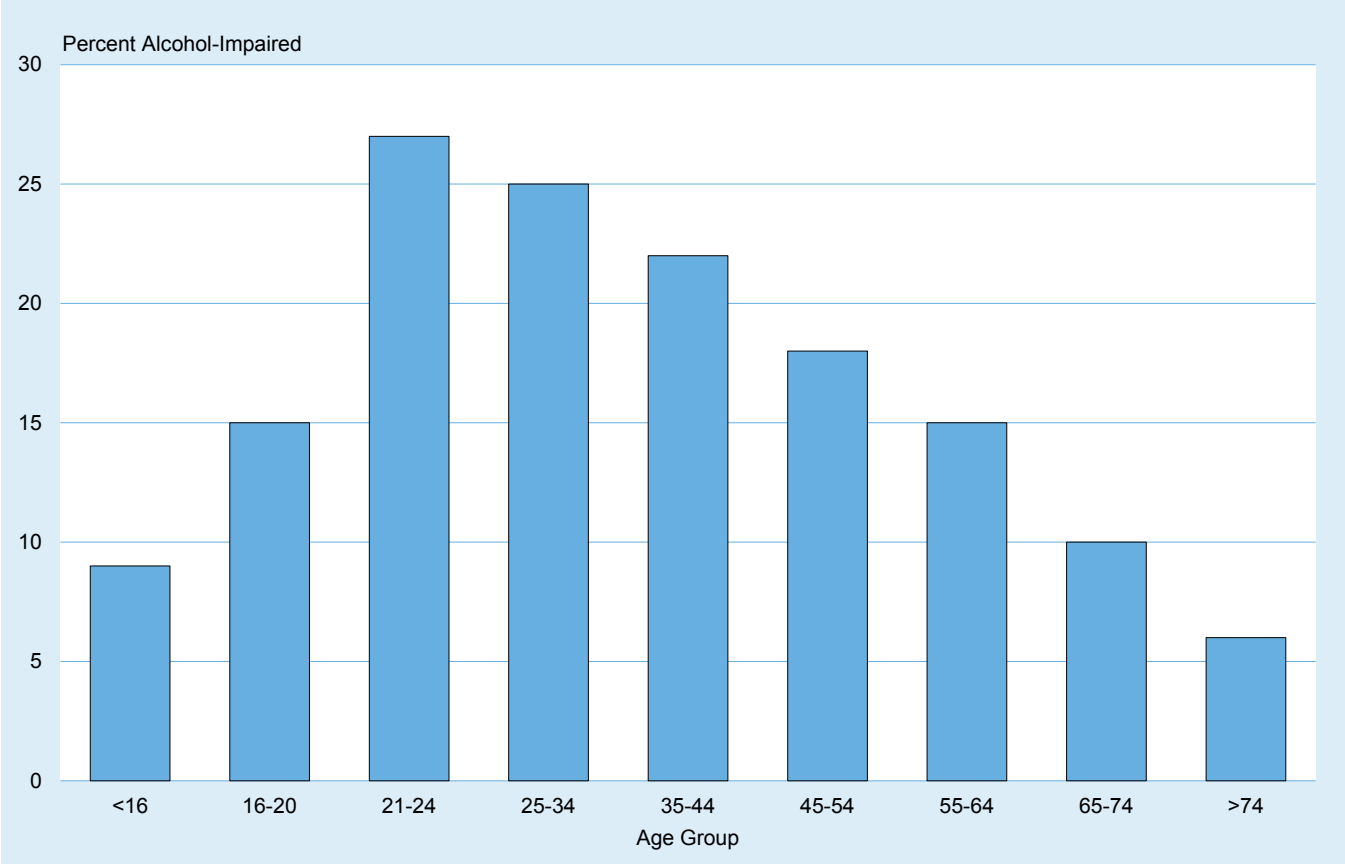


Table 79. Drivers Killed in Crashes, by Time of Day, Day of Week, Age Group, Alcohol Impairment, and Crash Type

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	325	13	4,342	23
Weekday	211	10	2,932	20
Weekend	114	19	1,410	30
Nighttime	495	38	5,102	59
Weekday	224	35	2,324	53
Weekend	271	41	2,778	63
Multiple-Vehicle Crashes				
Daytime	457	6	6,870	8
Weekday	339	5	5,228	7
Weekend	118	8	1,642	12
Nighttime	350	16	4,462	31
Weekday	169	12	2,200	26
Weekend	181	20	2,262	35

*Highest BAC among drivers involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 80. Drivers Killed in Crashes, by Age Group and BACs

	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
Age Group	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	62	88	2	3	6	9	8	12	**70**	**100**
16-20	1,190	76	67	4	316	20	383	24	**1,573**	**100**
21-24	1,095	55	115	6	791	40	906	45	**2,001**	**100**
25-34	2,494	55	269	6	1,738	39	2,007	45	**4,501**	**100**
35-44	1,999	58	178	5	1,240	36	1,419	42	**3,418**	**100**
45-54	2,064	65	146	5	989	31	1,135	35	**3,199**	**100**
55-64	2,393	71	162	5	827	24	988	29	**3,381**	**100**
65-74	1,868	81	110	5	318	14	428	19	**2,296**	**100**
>74	1,979	92	43	2	140	6	183	8	**2,162**	**100**
Unknown	6	53	0	3	5	44	6	48	**12**	**100**
Total	**15,150**	**67**	**1,093**	**5**	**6,370**	**28**	**7,463**	**33**	**22,613**	**100**

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

Figure 25. Percentage of Drivers Killed Who Were Alcohol-Impaired (BAC = .08+ g/dL), by Age Group, Crash Type, Time of Day, and Day of Week

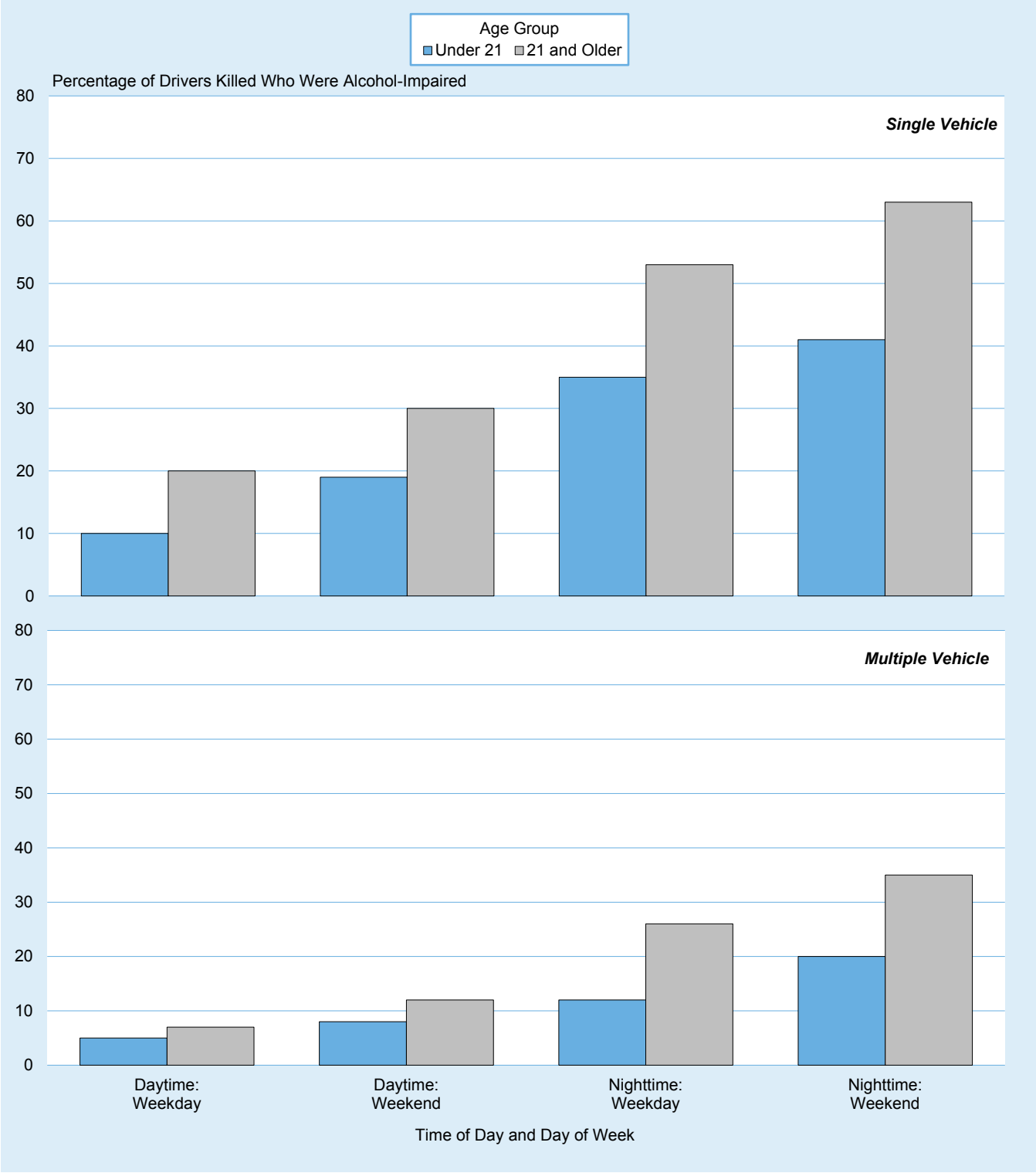


Table 81. Drivers Involved in Fatal Crashes, by Vehicle Type and BACs

Vehicle Type	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	14,828	76	666	3	3,975	20	4,641	24	**19,469**	**100**
Light Truck	15,300	78	674	3	3,731	19	4,405	22	**19,704**	**100**
Large Truck	4,794	97	57	1	98	2	155	3	**4,949**	**100**
Bus	220	95	3	1	10	4	12	5	**232**	**100**
Other/Unknown	1,071	73	74	5	320	22	394	27	**1,465**	**100**
Subtotal	*36,213*	*79*	*1,474*	*3*	*8,132*	*18*	*9,606*	*21*	***45,819***	***100***
Motorcycle	3,268	64	376	7	1,466	29	1,843	36	**5,111**	**100**
Total	**39,481**	**78**	**1,850**	**4**	**9,598**	**19**	**11,449**	**22**	**50,930**	**100**

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

Table 82. People Killed, by Age Group and Highest Driver BAC in the Crash

Age Group	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving Fatalities (BAC = .08+)		BAC = .01+		Total*	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	234	74	11	3	71	22	82	26	**316**	**100**
5-9	240	75	12	4	68	21	81	25	**322**	**100**
10-15	458	78	24	4	103	18	128	22	**586**	**100**
16-20	1,858	70	139	5	663	25	802	30	**2,667**	**100**
21-24	1,597	54	176	6	1,177	40	1,352	46	**2,956**	**100**
25-34	3,669	56	388	6	2,474	38	2,862	44	**6,548**	**100**
35-44	3,039	59	275	5	1,798	35	2,072	40	**5,117**	**100**
45-54	3,213	65	232	5	1,504	30	1,735	35	**4,958**	**100**
55-64	3,783	71	251	5	1,301	24	1,552	29	**5,347**	**100**
65-74	2,876	79	174	5	603	16	777	21	**3,658**	**100**
>74	3,091	87	93	3	365	10	457	13	**3,556**	**100**
Unknown	48	74	2	3	15	24	17	26	**65**	**100**
Total	**24,106**	**67**	**1,775**	**5**	**10,142**	**28**	**11,917**	**33**	**36,096**	**100**

*Includes fatalities in crashes in which there was no driver present.

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

Table 83. Pedestrians Killed, by Pedestrian and Driver BAC

Pedestrian's BAC	Driver's BAC						Total	
	.00		.01-.07		.08+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
.00	3,363	55	106	2	434	7	**3,903**	**64**
.01-.07	256	4	11	0	45	1	**312**	**5**
.08+	1,582	26	69	1	272	4	**1,923**	**31**
Total*	**5,201**	**85**	**186**	**3**	**751**	**12**	**6,138**	**100**

*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 details, see page 9 of this report.

Table 84. Drivers Involved in Crashes, by Vehicle Type, Restraint Use, and Crash Severity

Vehicle Type	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
Passenger Car	13,350	68.6	4,389	22.5	1,730	8.9	**19,469**	**100.0**
Light Truck	13,362	67.8	4,667	23.7	1,675	8.5	**19,704**	**100.0**
Large Truck	4,112	83.1	454	9.2	383	7.7	**4,949**	**100.0**
Bus	212	91.4	5	2.2	15	6.5	**232**	**100.0**
Other/Unknown	108	7.4	534	36.5	823	56.2	**1,465**	**100.0**
Total*	**31,144**	**68.0**	**10,049**	**21.9**	**4,626**	**10.1**	**45,819**	**100.0**
Drivers in Injury Crashes								
Passenger Car	1,686,000	86.2	46,000	2.3	224,000	11.4	**1,956,000**	**100.0**
Light Truck	1,182,000	86.0	36,000	2.6	156,000	11.4	**1,374,000**	**100.0**
Large Truck	98,000	83.3	3,000	2.3	17,000	14.4	**118,000**	**100.0**
Bus	13,000	91.7	0	2.4	1,000	5.9	**14,000**	**100.0**
Other/Unknown	1,000	11.0	5,000	75.5	1,000	13.5	**7,000**	**100.0**
Total*	**2,980,000**	**85.9**	**90,000**	**2.6**	**398,000**	**11.5**	**3,468,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	4,103,000	89.7	49,000	1.1	423,000	9.2	**4,575,000**	**100.0**
Light Truck	3,077,000	89.4	38,000	1.1	326,000	9.5	**3,442,000**	**100.0**
Large Truck	363,000	88.2	4,000	1.0	44,000	10.8	**411,000**	**100.0**
Bus	55,000	92.2	1,000	1.8	4,000	6.1	**60,000**	**100.0**
Other/Unknown	4,000	53.6	2,000	27.0	1,000	19.4	**7,000**	**100.0**
Total*	**7,602,000**	**89.5**	**94,000**	**1.1**	**798,000**	**9.4**	**8,495,000**	**100.0**
All Crashes								
Passenger Car	5,803,000	88.6	99,000	1.5	648,000	9.9	**6,550,000**	**100.0**
Light Truck	4,272,000	88.4	79,000	1.6	484,000	10.0	**4,835,000**	**100.0**
Large Truck	465,000	87.1	7,000	1.4	62,000	11.6	**534,000**	**100.0**
Bus	68,000	92.1	1,000	1.9	4,000	6.0	**74,000**	**100.0**
Other/Unknown	5,000	29.8	8,000	50.1	3,000	20.2	**16,000**	**100.0**
Total*	**10,613,000**	**88.4**	**194,000**	**1.6**	**1,201,000**	**10.0**	**12,009,000**	**100.0**

*Excludes motorcycle riders.

Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

Table 85. Passenger Car and Light-Truck Occupants Killed and Injured, by Age Group and Restraint Use

Age Group	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
<5	148	63.0	68	28.9	19	8.1	**235**	**100.0**
5-9	127	53.4	85	35.7	26	10.9	**238**	**100.0**
10-15	168	44.7	163	43.4	45	12.0	**376**	**100.0**
16-20	888	42.4	997	47.6	210	10.0	**2,095**	**100.0**
21-24	779	37.8	1,054	51.2	227	11.0	**2,060**	**100.0**
25-34	1,489	37.4	2,080	52.2	416	10.4	**3,985**	**100.0**
35-44	1,238	41.5	1,488	49.8	259	8.7	**2,985**	**100.0**
45-54	1,248	48.0	1,154	44.4	199	7.7	**2,601**	**100.0**
55-64	1,431	52.8	1,048	38.7	230	8.5	**2,709**	**100.0**
65-74	1,370	61.8	709	32.0	139	6.3	**2,218**	**100.0**
>74	1,920	71.3	615	22.8	159	5.9	**2,694**	**100.0**
Unknown	9	47.4	5	26.3	5	26.3	**19**	**100.0**
Total	**10,815**	**48.7**	**9,466**	**42.6**	**1,934**	**8.7**	**22,215**	**100.0**
Occupants Injured								
<5	37,000	86.1	2,000	5.7	4,000	8.1	**43,000**	**100.0**
5-9	51,000	88.1	3,000	5.4	4,000	6.5	**58,000**	**100.0**
10-15	69,000	83.5	4,000	5.2	9,000	11.3	**82,000**	**100.0**
16-20	232,000	82.0	16,000	5.5	35,000	12.5	**283,000**	**100.0**
21-24	190,000	82.0	13,000	5.6	29,000	12.4	**232,000**	**100.0**
25-34	411,000	82.2	28,000	5.5	62,000	12.3	**500,000**	**100.0**
35-44	310,000	82.6	15,000	4.1	50,000	13.3	**375,000**	**100.0**
45-54	281,000	84.9	11,000	3.2	39,000	11.9	**331,000**	**100.0**
55-64	244,000	86.3	7,000	2.6	31,000	11.1	**282,000**	**100.0**
65-74	145,000	88.4	3,000	1.9	16,000	9.7	**164,000**	**100.0**
>74	86,000	88.6	2,000	2.2	9,000	9.2	**97,000**	**100.0**
Total*	**2,056,000**	**84.0**	**104,000**	**4.3**	**288,000**	**11.8**	**2,448,000**	**100.0**

*Includes people injured in fatal crashes from FARS with unknown age.

Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

Table 86. Passenger Car and Light-Truck Occupant Survivors of Fatal Crashes, by Age Group and Restraint Use

	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
Age Group	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,177	86.5	110	8.1	74	5.4	**1,361**	**100.0**
5-9	1,115	80.7	169	12.2	98	7.1	**1,382**	**100.0**
10-15	1,423	74.9	340	17.9	136	7.2	**1,899**	**100.0**
16-20	3,253	70.1	958	20.7	427	9.2	**4,638**	**100.0**
21-24	2,677	73.2	645	17.6	335	9.2	**3,657**	**100.0**
25-34	5,440	75.0	1,116	15.4	701	9.7	**7,257**	**100.0**
35-44	4,121	80.4	585	11.4	422	8.2	**5,128**	**100.0**
45-54	3,508	84.4	359	8.6	287	6.9	**4,154**	**100.0**
55-64	3,131	87.2	226	6.3	232	6.5	**3,589**	**100.0**
65-74	2,144	89.2	122	5.1	137	5.7	**2,403**	**100.0**
>74	1,334	90.7	67	4.6	69	4.7	**1,470**	**100.0**
Unknown	194	22.7	87	10.2	573	67.1	**854**	**100.0**
Total	**29,517**	**78.1**	**4,784**	**12.7**	**3,491**	**9.2**	**37,792**	**100.0**

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

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

Seating Position	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car Occupants Killed								
Front Seat	***6,005***	***53.7***	***4,245***	***37.9***	***937***	***8.4***	***11,187***	***100.0***
Left	4,868	53.4	3,493	38.3	753	8.3	**9,114**	**100.0**
Middle	5	50.0	4	40.0	1	10.0	**10**	**100.0**
Right	1,132	55.0	743	36.1	183	8.9	**2,058**	**100.0**
Other/Unknown	0	0.0	5	100.0	0	0.0	**5**	**100.0**
Second Seat	***370***	***39.4***	***473***	***50.3***	***97***	***10.3***	***940***	***100.0***
Left	145	38.3	189	49.9	45	11.9	**379**	**100.0**
Middle	45	38.5	63	53.8	9	7.7	**117**	**100.0**
Right	178	42.2	204	48.3	40	9.5	**422**	**100.0**
Other/Unknown	2	9.1	17	77.3	3	13.6	**22**	**100.0**
Other	***2***	***8.7***	***20***	***87.0***	***1***	***4.3***	***23***	***100.0***
Unknown	***5***	***5.6***	***56***	***62.9***	***28***	***31.5***	***89***	***100.0***
Total	**6,382**	**52.1**	**4,794**	**39.2**	**1,063**	**8.7**	**12,239**	**100.0**
Passenger Car Occupants Injured								
Front Seat	***1,156,000***	***84.9***	***48,000***	***3.5***	***157,000***	***11.5***	***1,361,000***	***100.0***
Left	949,000	84.2	38,000	3.4	140,000	12.4	**1,126,000**	**100.0**
Middle	3,000	88.4	*	4.0	*	7.7	**4,000**	**100.0**
Right	204,000	88.3	10,000	4.5	17,000	7.3	**231,000**	**100.0**
Other/Unknown	*	3.6	*	96.4	*	*	*	**100.0**
Second Seat	***116,000***	***85.1***	***9,000***	***6.4***	***12,000***	***8.5***	***136,000***	***100.0***
Left	45,000	85.8	3,000	5.6	4,000	8.6	**52,000**	**100.0**
Middle	14,000	84.6	1,000	7.4	1,000	8.0	**16,000**	**100.0**
Right	57,000	84.7	4,000	6.7	6,000	8.6	**67,000**	**100.0**
Other/Unknown	*	30.8	*	26.1	*	43.1	*	**100.0**
Other	***1,000***	***65.6***	*****	***34.1***	*****	***0.3***	***1,000***	***100.0***
Total**	**1,272,000**	**84.9**	**57,000**	**3.8**	**169,000**	**11.2**	**1,498,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

**Includes people injured in fatal crashes from FARS with unknown seating position.

Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

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

Seating Position	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Light-Truck Occupants Killed								
Front Seat	***4,147***	***46.0***	***4,104***	***45.5***	***762***	***8.5***	***9,013***	***100.0***
Left	3,384	45.0	3,512	46.7	621	8.3	**7,517**	**100.0**
Middle	5	26.3	10	52.6	4	21.1	**19**	**100.0**
Right	758	51.4	581	39.4	136	9.2	**1,475**	**100.0**
Other/Unknown	0	0.0	1	50.0	1	50.0	**2**	**100.0**
Second Seat	***253***	***36.6***	***381***	***55.1***	***58***	***8.4***	***692***	***100.0***
Left	100	37.6	139	52.3	27	10.2	**266**	**100.0**
Middle	28	28.0	67	67.0	5	5.0	**100**	**100.0**
Right	122	40.3	157	51.8	24	7.9	**303**	**100.0**
Other/Unknown	3	13.0	18	78.3	2	8.7	**23**	**100.0**
Other	***29***	***17.5***	***124***	***74.7***	***13***	***7.8***	***166***	***100.0***
Unknown	***4***	***3.8***	***63***	***60.0***	***38***	***36.2***	***105***	***100.0***
Total	**4,433**	**44.4**	**4,672**	**46.8**	**871**	**8.7**	**9,976**	**100.0**
Light-Truck Occupants Injured								
Front Seat	***698,000***	***82.6***	***37,000***	***4.4***	***109,000***	***12.9***	***845,000***	***100.0***
Left	557,000	81.4	30,000	4.4	97,000	14.2	**684,000**	**100.0**
Middle	3,000	82.3	1,000	13.6	*	4.1	**4,000**	**100.0**
Right	138,000	87.9	7,000	4.5	12,000	7.6	**157,000**	**100.0**
Other/Unknown	*	97.8	*	0.7	*	1.5	*	**100.0**
Second Seat	***78,000***	***84.0***	***7,000***	***7.3***	***8,000***	***8.8***	***92,000***	***100.0***
Left	29,000	84.3	2,000	6.4	3,000	9.3	**35,000**	**100.0**
Middle	9,000	76.9	2,000	12.3	1,000	10.7	**12,000**	**100.0**
Right	39,000	85.6	3,000	6.6	4,000	7.8	**45,000**	**100.0**
Other/Unknown	*	83.2	*	13.8	*	3.0	*	**100.0**
Other	***8,000***	***62.9***	***3,000***	***23.6***	***2,000***	***13.5***	***12,000***	***100.0***
Total**	**783,000**	**82.5**	**47,000**	**5.0**	**119,000**	**12.6**	**950,000**	**100.0**

*Estimates less than 500.

**Includes people injured in fatal crashes from FARS with unknown seating position.

Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

Table 89. Passenger Car and Light-Truck Occupants Killed and Injured, by Restraint Use and Type of Restraint

Restraint Use and Type of Restraint	Vehicle Type			
	Passenger Cars		Light Trucks	
	Number	Percent	Number	Percent
Occupants Killed				
Restraint Used				
Lap/Shoulder Belt	1,421	11.6	1,448	14.5
Lap Belt	27	0.2	14	0.1
Shoulder Belt	19	0.2	10	0.1
Child Safety Seat	58	0.5	42	0.4
Other/Type Unknown	40	0.3	29	0.3
Restraint Used, Air Bag Deployed	4,725	38.6	2,825	28.3
Safety Belt Used Improperly	78	0.6	54	0.5
Child Safety Seat Used Improperly	14	0.1	11	0.1
Subtotal	*6,382*	*52.1*	*4,433*	*44.4*
No Restraint Used	1,507	12.3	2,502	25.1
No Restraint Used, Air Bag Deployed	3,287	26.9	2,170	21.8
Restraint Use Unknown	1,063	8.7	871	8.7
Total	**12,239**	**100.0**	**9,976**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	732,000	48.8	480,000	50.5
Lap Belt	7,000	0.5	5,000	0.6
Shoulder Belt	4,000	0.3	3,000	0.3
Child Safety Seat	22,000	1.5	17,000	1.8
Other/Type Unknown	8,000	0.5	5,000	0.5
Restraint Used, Air Bag Deployed	481,000	32.1	260,000	27.4
Safety Belt Used Improperly	18,000	1.2	13,000	1.3
Child Safety Seat Used Improperly	1,000	0.1	1,000	0.1
Subtotal	*1,272,000*	*84.9*	*783,000*	*82.5*
No Restraint Used	28,000	1.8	29,000	3.1
No Restraint Used, Air Bag Deployed	30,000	2.0	18,000	1.9
Restraint Use Unknown	169,000	11.2	119,000	12.6
Total	**1,498,000**	**100.0**	**950,000**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

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 Cars	1,954	39.8	2,950	60.2	**4,904**	**100.0**
Light Trucks						
Pickup	1,294	53.3	1,134	46.7	**2,428**	**100.0**
Utility	1,446	58.9	1,007	41.1	**2,453**	**100.0**
Van	151	44.3	190	55.7	**341**	**100.0**
Other	18	62.1	11	37.9	**29**	**100.0**
Total	**4,863**	**47.9**	**5,292**	**52.1**	**10,155**	**100.0**
Multiple-Vehicle Crashes						
Passenger Cars	545	7.4	6,790	92.6	**7,335**	**100.0**
Light Trucks						
Pickup	306	17.3	1,460	82.7	**1,766**	**100.0**
Utility	468	20.7	1,788	79.3	**2,256**	**100.0**
Van	102	15.1	574	84.9	**676**	**100.0**
Other	7	25.9	20	74.1	**27**	**100.0**
Total	**1,428**	**11.8**	**10,632**	**88.2**	**12,060**	**100.0**
All Crashes						
Passenger Cars	2,499	20.4	9,740	79.6	**12,239**	**100.0**
Light Trucks						
Pickup	1,600	38.1	2,594	61.9	**4,194**	**100.0**
Utility	1,914	40.6	2,795	59.4	**4,709**	**100.0**
Van	253	24.9	764	75.1	**1,017**	**100.0**
Other	25	44.6	31	55.4	**56**	**100.0**
Total	**6,291**	**28.3**	**15,924**	**71.7**	**22,215**	**100.0**

Table 91. Motorcyclists Killed and Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcyclists Killed						
Midnight to 2:59 a.m.	158	6.0	269	11.3	**427**	**8.5**
3 a.m. to 5:59 a.m.	95	3.6	93	3.9	**188**	**3.7**
6 a.m. to 8:59 a.m.	227	8.7	65	2.7	**292**	**5.8**
9 a.m. to 11:59 a.m.	206	7.9	189	7.9	**395**	**7.9**
Noon to 2:59 p.m.	473	18.1	337	14.1	**810**	**16.2**
3 p.m. to 5:59 p.m.	618	23.7	405	16.9	**1,023**	**20.4**
6 p.m. to 8:59 p.m.	459	17.6	601	25.1	**1,060**	**21.1**
9 p.m. to 11:59 p.m.	362	13.9	422	17.7	**784**	**15.6**
Unknown	14	0.5	9	0.4	**35**	**0.7**
Total	**2,612**	**100.0**	**2,390**	**100.0**	**5,014**	**100.0**
Motorcyclists Injured						
Midnight to 2:59 a.m.	1,000	3.0	2,000	5.5	**3,000**	**4.0**
3 a.m. to 5:59 a.m.	1,000	1.9	1,000	3.0	**2,000**	**2.4**
6 a.m. to 8:59 a.m.	6,000	11.5	1,000	2.4	**6,000**	**7.7**
9 a.m. to 11:59 a.m.	5,000	10.1	4,000	12.7	**9,000**	**11.2**
Noon to 2:59 p.m.	10,000	21.0	7,000	19.0	**17,000**	**20.2**
3 p.m. to 5:59 p.m.	14,000	27.8	7,000	20.4	**21,000**	**24.7**
6 p.m. to 8:59 p.m.	8,000	16.1	8,000	22.3	**16,000**	**18.6**
9 p.m. to 11:59 p.m.	4,000	8.6	5,000	14.8	**9,000**	**11.2**
Total	**49,000**	**100.0**	**35,000**	**100.0**	**84,000**	**100.0**

*Includes motorcyclists killed on unknown day of week.

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

Figure 26. Average Number of Motorcyclists Killed per Hour, by Time of Day and Day of Week

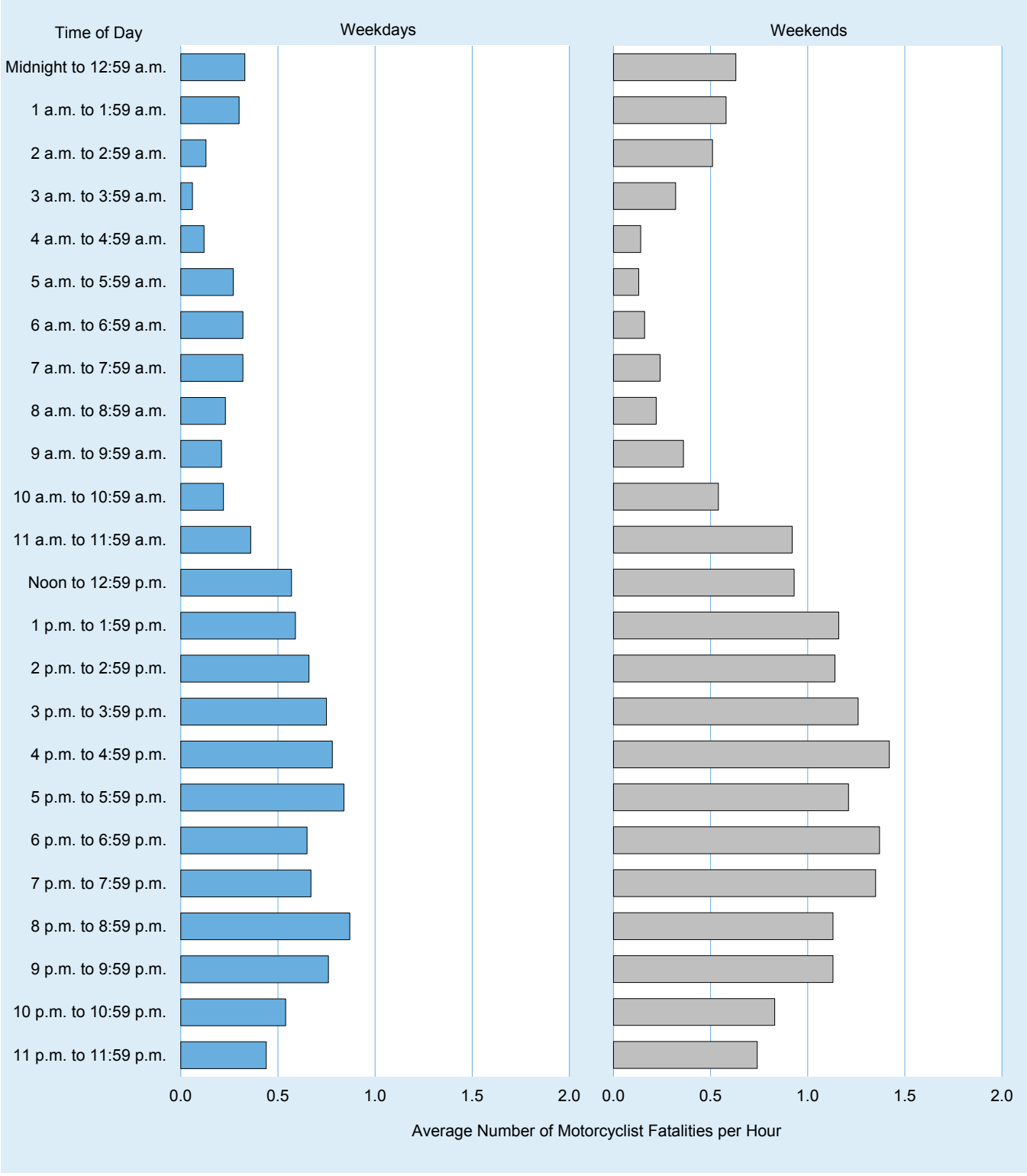


Table 92. Motorcyclists Killed, by Person Type and Helmet Use

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Riders	2,846	60.1	1,720	36.3	167	3.5	**4,733**	**100.0**
Passengers	126	44.8	142	50.5	13	4.6	**281**	**100.0**
Total	**2,972**	**59.3**	**1,862**	**37.1**	**180**	**3.6**	**5,014**	**100.0**

Table 93. Motorcycle Riders Involved in Fatal Crashes, by Age Group and License Compliance

Age Group	License Compliance					Total
	Not Licensed	No Motorcycle License Required	No Valid Motorcycle License	Valid Motorcycle License	Unknown	
<16	16	3	1	3	0	**23**
16-20	25	3	63	125	6	**222**
21-24	21	5	168	265	4	**463**
25-34	77	5	404	711	7	**1,204**
35-44	39	5	263	540	8	**855**
45-54	35	10	204	656	11	**916**
55-64	22	7	145	725	8	**907**
65-74	6	1	48	363	4	**422**
>74	0	1	4	90	3	**98**
Unknown	0	0	0	0	1	**1**
Total	**241**	**40**	**1,300**	**3,478**	**52**	**5,111**

Table 94. Pedestrians Killed in School-Bus-Related Crashes, by Age Group and Striking Vehicle

Age Group	Vehicle Type		Total
	Bus	Other Vehicle	
<5	1	0	**1**
5-9	2	1	**3**
10-15	2	0	**2**
>15	7	2	**9**
Total	**12**	**3**	**15**

Table 95. People Killed and Injured in School-Bus-Related Crashes, by Person Type

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	5	4.6	1,000	10.7
School Bus Passenger	5	4.6	5,000	37.5
Pedestrian	15	13.8	1,000	4.0
Pedalcyclist	6	5.5	*	1.2
Occupant of Other Vehicle	78	71.6	6,000	46.4
Other Nonoccupants	0	0.0	*	0.2
Total	**109**	**100.0**	**13,000**	**100.0**

*Estimates less than 500.

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

Table 96. Pedestrians Killed and Injured, by Age Group and Location

Age Group	Location						Total	
	At Intersection		Not At Intersection		Other*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed								
<5	7	12.3	40	70.2	10	17.5	**57**	**100.0**
5-9	12	26.1	29	63.0	5	10.9	**46**	**100.0**
10-15	21	20.4	70	68.0	11	10.7	**103**	**100.0**
16-20	30	13.8	159	72.9	27	12.4	**218**	**100.0**
21-24	32	10.5	236	77.6	31	10.2	**304**	**100.0**
25-34	109	10.8	781	77.6	101	10.0	**1,006**	**100.0**
35-44	99	10.5	752	79.5	78	8.2	**946**	**100.0**
45-54	157	15.8	714	72.0	106	10.7	**992**	**100.0**
55-64	238	19.7	862	71.3	88	7.3	**1,209**	**100.0**
65-74	169	23.6	466	65.1	64	8.9	**716**	**100.0**
>74	189	32.9	349	60.8	27	4.7	**574**	**100.0**
Unknown	6	17.6	25	73.5	1	2.9	**34**	**100.0**
Total	**1,069**	**17.2**	**4,483**	**72.2**	**549**	**8.8**	**6,205****	**100.0**
Pedestrians Injured								
<5	***	24.1	1,000	59.3	***	11.9	**1,000**	**100.0**
5-9	1,000	35.7	2,000	60.2	***	4.1	**3,000**	**100.0**
10-15	2,000	41.6	3,000	47.8	1,000	10.1	**6,000**	**100.0**
16-20	3,000	45.2	3,000	43.9	1,000	9.4	**7,000**	**100.0**
21-24	2,000	43.1	2,000	41.6	1,000	14.8	**5,000**	**100.0**
25-34	6,000	42.6	6,000	43.3	2,000	13.5	**13,000**	**100.0**
35-44	4,000	37.6	5,000	45.6	1,000	13.4	**11,000**	**100.0**
45-54	4,000	42.1	4,000	40.4	1,000	14.8	**9,000**	**100.0**
55-64	4,000	38.1	5,000	48.0	1,000	11.7	**11,000**	**100.0**
65-74	3,000	44.1	2,000	38.5	1,000	14.9	**6,000**	**100.0**
>74	2,000	45.0	1,000	44.5	***	9.8	**3,000**	**100.0**
Total†	**31,000**	**41.1**	**34,000**	**44.7**	**9,000**	**12.4**	**76,000††**	**100.0**

*Includes 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 intersection, but were not distinguished by collected data. Thus, "At Intersection" and "Not At Intersection" do not include those in the "Other" category that were at intersection or not at intersection.

**Includes pedestrians killed at unknown locations.

***Estimates less than 500.

†Includes people injured in fatal crashes from FARS with unknown age.

††Includes pedestrians injured at unknown locations.

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

Table 97. Pedestrians Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex

	Male			Female			Total		
Age Group	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	36	10,009,207	0.36	21	9,567,476	0.22	**57**	**19,576,683**	**0.29**
5-9	25	10,322,762	0.24	21	9,873,133	0.21	**46**	**20,195,895**	**0.23**
10-15	65	12,747,981	0.51	38	12,225,746	0.31	**103**	**24,973,727**	**0.41**
16-20	153	10,799,026	1.42	65	10,349,768	0.63	**218**	**21,148,794**	**1.03**
21-24	212	8,881,613	2.39	92	8,481,644	1.08	**304**	**17,363,257**	**1.75**
25-34	722	23,359,180	3.09	284	22,581,141	1.26	**1,006**	**45,940,321**	**2.19**
35-44	670	20,792,080	3.22	276	20,867,064	1.32	**946**	**41,659,144**	**2.27**
45-54	674	20,171,966	3.34	317	20,702,936	1.53	**992**	**40,874,902**	**2.43**
55-64	900	20,499,219	4.39	307	21,949,318	1.40	**1,209**	**42,448,537**	**2.85**
65-74	514	14,699,579	3.50	201	16,783,854	1.20	**716**	**31,483,433**	**2.27**
>74	351	9,374,711	3.74	222	13,200,119	1.68	**574**	**22,574,830**	**2.54**
Unknown	22	*	*	9	*	*	**34**	*	*
Total	**4,344**	**161,657,324**	**2.69**	**1,853**	**166,582,199**	**1.11**	**6,205****	**328,239,523**	**1.89**
	Male			**Female**			**Total**		
Age Group	**Injured**	**Population**	**Rate**	**Injured**	**Population**	**Rate**	**Injured**	**Population**	**Rate**
<5	1,000	10,009,207	6	***	9,567,476	5	**1,000**	**19,576,683**	**6**
5-9	2,000	10,322,762	17	1,000	9,873,133	11	**3,000**	**20,195,895**	**14**
10-15	3,000	12,747,981	24	3,000	12,225,746	21	**6,000**	**24,973,727**	**22**
16-20	4,000	10,799,026	34	3,000	10,349,768	32	**7,000**	**21,148,794**	**33**
21-24	3,000	8,881,613	30	3,000	8,481,644	32	**5,000**	**17,363,257**	**31**
25-34	7,000	23,359,180	31	6,000	22,581,141	27	**13,000**	**45,940,321**	**29**
35-44	6,000	20,792,080	30	5,000	20,867,064	22	**11,000**	**41,659,144**	**26**
45-54	5,000	20,171,966	24	4,000	20,702,936	20	**9,000**	**40,874,902**	**22**
55-64	6,000	20,499,219	30	5,000	21,949,318	21	**11,000**	**42,448,537**	**25**
65-74	3,000	14,699,579	22	3,000	16,783,854	19	**6,000**	**31,483,433**	**20**
>74	2,000	9,374,711	20	1,000	13,200,119	11	**3,000**	**22,574,830**	**15**
Total†	**41,000**	**161,657,324**	**26**	**34,000**	**166,582,199**	**21**	**76,000**	**328,239,523**	**23**

Source: Population—Census Bureau

*Not applicable.

**Includes pedestrians killed of unknown sex.

***Estimates less than 500.

†Includes people injured in fatal crashes from FARS with unknown age.

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

Table 98. Pedestrians Killed and Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
Midnight to 2:59 a.m.	299	8.1	430	17.0	**729**	**11.7**
3 a.m. to 5:59 a.m.	368	10.0	292	11.6	**660**	**10.6**
6 a.m. to 8:59 a.m.	453	12.3	96	3.8	**549**	**8.8**
9 a.m. to 11:59 a.m.	232	6.3	69	2.7	**301**	**4.9**
Noon to 2:59 p.m.	236	6.4	61	2.4	**297**	**4.8**
3 p.m. to 5:59 p.m.	434	11.8	138	5.5	**572**	**9.2**
6 p.m. to 8:59 p.m.	896	24.4	682	27.0	**1,578**	**25.4**
9 p.m. to 11:59 p.m.	743	20.2	750	29.7	**1,493**	**24.1**
Unknown	11	0.3	7	0.3	**26**	**0.4**
Total	**3,672**	**100.0**	**2,525**	**100.0**	**6,205***	**100.0**
Pedestrians Injured						
Midnight to 2:59 a.m.	1,000	2.7	2,000	9.5	**4,000**	**4.7**
3 a.m. to 5:59 a.m.	2,000	3.6	1,000	4.8	**3,000**	**4.0**
6 a.m. to 8:59 a.m.	8,000	14.2	1,000	4.1	**8,000**	**11.2**
9 a.m. to 11:59 a.m.	7,000	13.1	2,000	7.6	**9,000**	**11.4**
Noon to 2:59 p.m.	8,000	14.8	2,000	9.2	**10,000**	**13.1**
3 p.m. to 5:59 p.m.	13,000	25.0	4,000	15.8	**17,000**	**22.3**
6 p.m. to 8:59 p.m.	10,000	18.4	6,000	28.4	**16,000**	**21.3**
9 p.m. to 11:59 p.m.	4,000	8.3	5,000	20.7	**9,000**	**11.9**
Total	**53,000**	**100.0**	**22,000**	**100.0**	**76,000**	**100.0**

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

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

Figure 27. Average Number of Pedestrians Killed per Hour, by Time of Day and Day of Week

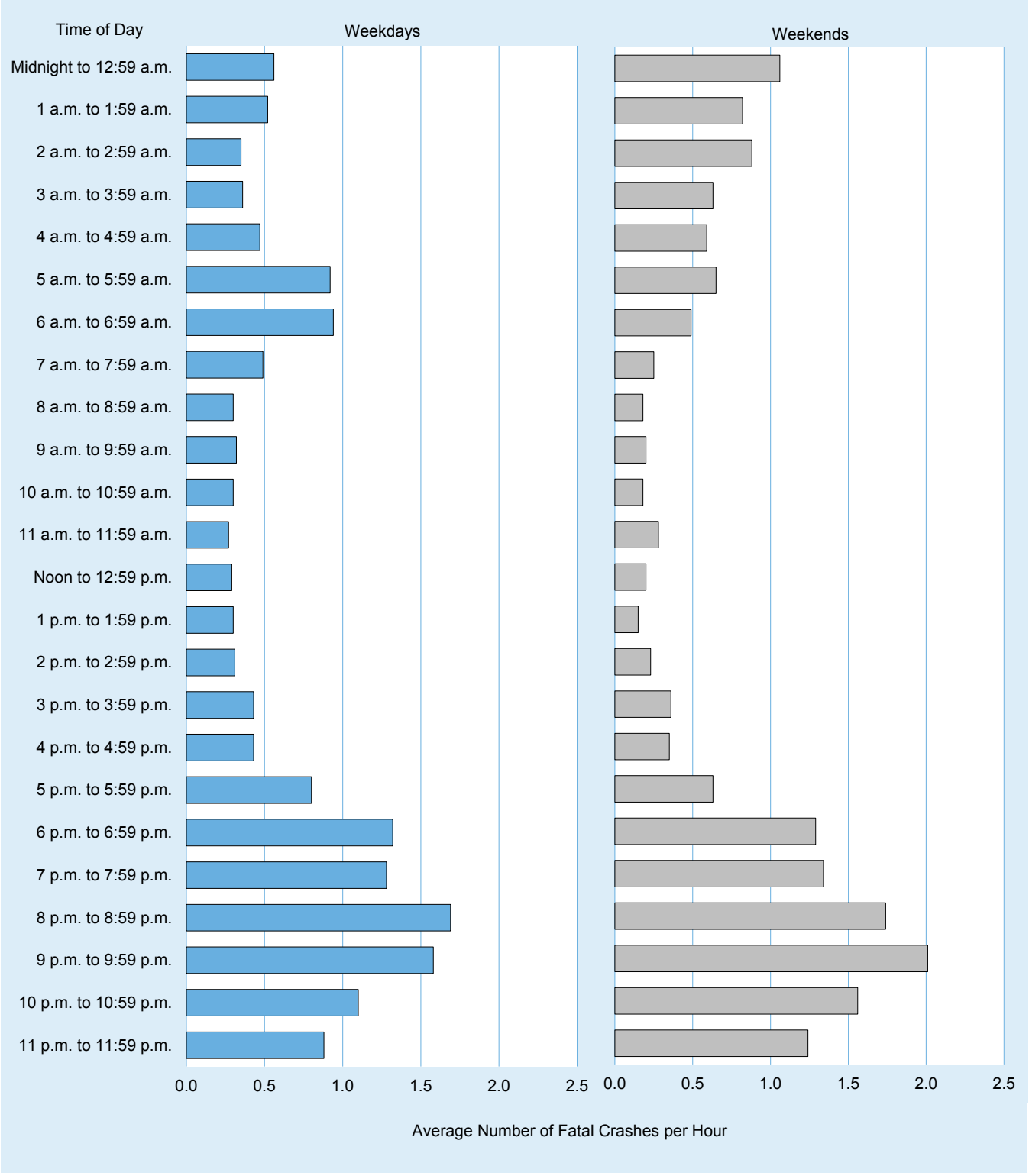


Table 99. Pedestrians Killed and Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed												
Passenger Car	1,947	90.6	53	2.5	30	1.4	16	0.7	103	4.8	**2,149**	**100.0**
Light Truck	2,069	89.2	45	1.9	39	1.7	39	1.7	128	5.5	**2,320**	**100.0**
Large Truck	257	72.6	26	7.3	14	4.0	21	5.9	36	10.2	**354**	**100.0**
Bus	34	66.7	7	13.7	1	2.0	4	7.8	5	9.8	**51**	**100.0**
Other/Unknown	277	52.4	4	0.8	2	0.4	0	0.0	246	46.5	**529**	**100.0**
Total	**4,584**	**84.8**	**135**	**2.5**	**86**	**1.6**	**80**	**1.5**	**518**	**9.6**	**5,403**	**100.0**
Pedestrians Injured												
Passenger Car	31,000	76.2	4,000	10.9	3,000	7.7	2,000	4.6	*	0.6	**41,000**	**100.0**
Light Truck	20,000	75.9	3,000	10.6	2,000	7.1	2,000	5.9	*	0.5	**26,000**	**100.0**
Other/Unknown	2,000	68.7	*	15.6	*	7.8	*	6.9	*	1.0	**3,000**	**100.0**
Total	**53,000**	**75.8**	**8,000**	**11.0**	**5,000**	**7.5**	**4,000**	**5.2**	*	**0.6**	**70,000**	**100.0**

*Estimates less than 500.

Notes: Only includes crashes where the first harmful event was a collision with a pedestrian. Totals may not equal sum of components due to independent rounding.

Table 100. Pedestrians Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	3,017	48.6
Improper crossing of roadway or intersection	1,185	19.1
In roadway improperly (standing, lying, working, playing)	921	14.8
Not visible (dark clothing, no lighting, etc.)	856	13.8
Darting or running into road	584	9.4
Under the influence of alcohol, drugs, or medication	562	9.1
Wrong-way walking	437	7.0
Inattentive (talking, eating, etc.)	245	3.9
Failure to obey traffic signs, signals, or officer	238	3.8
Traveling on prohibited trafficway	149	2.4
Physical impairment	106	1.7
Entering/exiting parked or stopped vehicle	38	0.6
Emotional (e.g. depression, angry, disturbed)	35	0.6
Portable electronics	31	0.5
Ill, blackout	22	0.4
Vision obscured (by rain, snow, parked vehicle, sign, etc.)	12	0.2
Non-motorist pushing vehicle	10	0.2
Asleep or fatigued	5	0.1
Other factors	177	2.9
None reported	390	6.3
Unknown	1,035	16.7
Total Pedestrians	**6,205**	**100.0**

Note: 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 and Injured, by Age Group and Location

Age Group	Location						Total	
	At Intersection		Not At Intersection		Other*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed								
<5	1	20.0	2	40.0	2	40.0	**5**	**100.0**
5-9	4	40.0	3	30.0	3	30.0	**10**	**100.0**
10-15	19	52.8	16	44.4	1	2.8	**36**	**100.0**
16-20	7	20.0	24	68.6	3	8.6	**35**	**100.0**
21-24	7	21.9	17	53.1	2	6.3	**32**	**100.0**
25-34	31	29.0	65	60.7	10	9.3	**107**	**100.0**
35-44	24	21.4	71	63.4	16	14.3	**112**	**100.0**
45-54	32	22.4	98	68.5	11	7.7	**143**	**100.0**
55-64	57	29.8	120	62.8	14	7.3	**191**	**100.0**
65-74	29	24.8	76	65.0	9	7.7	**117**	**100.0**
>74	13	24.1	34	63.0	6	11.1	**54**	**100.0**
Unknown	0	0.0	3	75.0	0	0.0	**4**	**100.0**
Total	**224**	**26.5**	**529**	**62.5**	**77**	**9.1**	**846****	**100.0**
Pedalcyclists Injured								
<5	***	21.3	***	58.7	***	20.0	***	**100.0**
5-9	1,000	37.5	1,000	48.5	***	14.0	**2,000**	**100.0**
10-15	4,000	61.2	2,000	24.2	1,000	13.8	**6,000**	**100.0**
16-20	4,000	57.6	2,000	24.8	1,000	16.9	**7,000**	**100.0**
21-24	2,000	51.7	1,000	29.6	1,000	16.2	**4,000**	**100.0**
25-34	4,000	48.4	3,000	28.8	2,000	20.3	**9,000**	**100.0**
35-44	3,000	60.4	1,000	20.8	1,000	18.2	**5,000**	**100.0**
45-54	4,000	57.0	2,000	28.0	1,000	14.6	**6,000**	**100.0**
55-64	3,000	48.9	2,000	30.1	1,000	20.2	**6,000**	**100.0**
65-74	1,000	58.5	1,000	20.4	1,000	21.1	**2,000**	**100.0**
>74	1,000	70.5	***	22.3	***	7.2	**1,000**	**100.0**
Total†	**27,000**	**54.5**	**13,000**	**27.1**	**8,000**	**17.3**	**49,000††**	**100.0**

*Includes 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 intersection, but were not distinguished by collected data. Thus, "At Intersection" and "Not At Intersection" do not include those in the "Other" category that were at intersection or not at intersection.

**Includes pedalcyclists killed at unknown locations.

***Estimates less than 500 or less than 0.05 percent.

†Includes people injured in fatal crashes from FARS with unknown age.

††Includes pedalcyclists injured at unknown locations.

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

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

	Male			Female			Total		
Age Group	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	3	10,009,207	0.03	2	9,567,476	0.02	**5**	**19,576,683**	**0.03**
5-9	10	10,322,762	0.10	0	9,873,133	0.00	**10**	**20,195,895**	**0.05**
10-15	29	12,747,981	0.23	7	12,225,746	0.06	**36**	**24,973,727**	**0.14**
16-20	31	10,799,026	0.29	4	10,349,768	0.04	**35**	**21,148,794**	**0.17**
21-24	29	8,881,613	0.33	3	8,481,644	0.04	**32**	**17,363,257**	**0.18**
25-34	82	23,359,180	0.35	25	22,581,141	0.11	**107**	**45,940,321**	**0.23**
35-44	89	20,792,080	0.43	23	20,867,064	0.11	**112**	**41,659,144**	**0.27**
45-54	127	20,171,966	0.63	16	20,702,936	0.08	**143**	**40,874,902**	**0.35**
55-64	169	20,499,219	0.82	22	21,949,318	0.10	**191**	**42,448,537**	**0.45**
65-74	104	14,699,579	0.71	12	16,783,854	0.07	**117**	**31,483,433**	**0.37**
>74	49	9,374,711	0.52	5	13,200,119	0.04	**54**	**22,574,830**	**0.24**
Unknown	3	*	*	*	*	*	**4**	*	*
Total	**725**	**161,657,324**	**0.45**	**119**	**166,582,199**	**0.07**	**846**	**328,239,523**	**0.26**
	Male			**Female**			**Total**		
Age Group	**Injured**	**Population**	**Rate**	**Injured**	**Population**	**Rate**	**Injured**	**Population**	**Rate**
<5	***	10,009,207	1	***	9,567,476	***	***	**19,576,683**	**1**
5-9	1,000	10,322,762	10	***	9,873,133	5	**2,000**	**20,195,895**	**8**
10-15	5,000	12,747,981	41	1,000	12,225,746	9	**6,000**	**24,973,727**	**26**
16-20	6,000	10,799,026	51	1,000	10,349,768	12	**7,000**	**21,148,794**	**32**
21-24	3,000	8,881,613	38	1,000	8,481,644	11	**4,000**	**17,363,257**	**25**
25-34	7,000	23,359,180	32	2,000	22,581,141	7	**9,000**	**45,940,321**	**20**
35-44	4,000	20,792,080	21	1,000	20,867,064	5	**5,000**	**41,659,144**	**13**
45-54	5,000	20,171,966	26	1,000	20,702,936	5	**6,000**	**40,874,902**	**15**
55-64	5,000	20,499,219	26	1,000	21,949,318	4	**6,000**	**42,448,537**	**14**
65-74	2,000	14,699,579	15	***	16,783,854	1	**2,000**	**31,483,433**	**8**
>74	1,000	9,374,711	7	***	13,200,119	1	**1,000**	**22,574,830**	**3**
Total†	**40,000**	**161,657,324**	**25**	**9,000**	**166,582,199**	**5**	**49,000**	**328,239,523**	**15**

Source: Population—Census Bureau

*Not applicable.

**Includes pedalcyclist fatalities of unknown sex.

***Estimates less than 500 or less than 0.05 percent.

†Includes people injured in fatal crashes from FARS with unknown age.

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

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

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
Midnight to 2:59 a.m.	25	4.5	33	11.4	**58**	**6.9**
3 a.m. to 5:59 a.m.	30	5.4	22	7.6	**52**	**6.1**
6 a.m. to 8:59 a.m.	91	16.4	15	5.2	**106**	**12.5**
9 a.m. to 11:59 a.m.	64	11.5	21	7.3	**85**	**10.0**
Noon to 2:59 p.m.	73	13.2	24	8.3	**97**	**11.5**
3 p.m. to 5:59 p.m.	107	19.3	23	8.0	**130**	**15.4**
6 p.m. to 8:59 p.m.	91	16.4	86	29.8	**177**	**20.9**
9 p.m. to 11:59 p.m.	74	13.3	65	22.5	**139**	**16.4**
Unknown	0	0.0	0	0.0	**2**	**0.2**
Total	**555**	**100.0**	**289**	**100.0**	**846**	**100.0**
Pedalcyclists Injured						
Midnight to 2:59 a.m.	*	0.7	*	3.5	**1,000**	**1.4**
3 a.m. to 5:59 a.m.	*	1.3	*	0.9	**1,000**	**1.2**
6 a.m. to 8:59 a.m.	6,000	15.8	1,000	5.8	**7,000**	**13.3**
9 a.m. to 11:59 a.m.	5,000	13.5	1,000	10.0	**6,000**	**12.6**
Noon to 2:59 p.m.	7,000	19.6	2,000	18.1	**9,000**	**19.3**
3 p.m. to 5:59 p.m.	10,000	28.1	3,000	22.6	**13,000**	**26.7**
6 p.m. to 8:59 p.m.	6,000	16.4	3,000	27.0	**9,000**	**19.1**
9 p.m. to 11:59 p.m.	2,000	4.6	1,000	12.0	**3,000**	**6.4**
Total	**37,000**	**100.0**	**12,000**	**100.0**	**49,000**	**100.0**

*Estimates less than 500.

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

Table 104. Pedalcyclists Killed and Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed												
Passenger Car	277	89.9	15	4.9	9	2.9	1	0.3	6	1.9	**308**	**100.0**
Light Truck	303	87.8	15	4.3	13	3.8	3	0.9	11	3.2	**345**	**100.0**
Large Truck	48	54.5	17	19.3	5	5.7	11	12.5	7	8.0	**88**	**100.0**
Bus	6	50.0	3	25.0	2	16.7	0	0.0	1	8.3	**12**	**100.0**
Other/Unknown	28	54.9	2	3.9	0	0.0	1	2.0	20	39.2	**51**	**100.0**
Total	**662**	**82.3**	**52**	**6.5**	**29**	**3.6**	**16**	**2.0**	**45**	**5.6**	**804**	**100.0**
Pedalcyclists Injured												
Passenger Car	20,000	72.0	5,000	17.6	2,000	7.0	1,000	3.3	*	0.1	**27,000**	**100.0**
Light Truck	14,000	68.9	3,000	17.1	2,000	9.1	1,000	4.7	*	0.1	**20,000**	**100.0**
Other/Unknown	1,000	51.8	*	28.2	*	4.7	*	15.3	*	*	**2,000**	**100.0**
Total	**34,000**	**70.1**	**9,000**	**17.8**	**4,000**	**7.8**	**2,000**	**4.3**	*****	**0.1**	**49,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

Notes: Only includes crashes where the first harmful event was a collision with a pedalcyclist. Totals may not equal sum of components due to independent rounding.

Table 105. Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	254	30.0
Not visible (dark clothing, no lighting, etc.)	102	12.1
Failure to obey traffic signs, signals, or officer	81	9.6
Improper crossing of roadway or intersection	74	8.7
Wrong-way riding	50	5.9
Under the influence of alcohol, drugs, or medication	45	5.3
Making improper turn	42	5.0
Inattentive (talking, eating, etc.)	35	4.1
Operating without required equipment	21	2.5
Riding on wrong side of the road	20	2.4
Failure to keep in proper lane or running off road	19	2.2
Failing to have lights on when required	17	2.0
Improper or erratic lane changing	17	2.0
Making improper entry or exit from trafficway	12	1.4
Physical impairment	10	1.2
Erratic, reckless, careless, or negligent operation	8	0.9
Improper passing	6	0.7
Traveling on prohibited trafficways	6	0.7
Vision obscured (reflected glare, parked vehicle, sign, etc.)	6	0.7
In roadway improperly (standing, lying, working, playing)	5	0.6
Passing with insufficient distance	4	0.5
Portable electronics	4	0.5
Darting or running into road	3	0.4
Ill, blackout	1	0.1
Emotional (e.g. depression, angry, disturbed)	1	0.1
Other factors	19	2.2
None reported	89	10.5
Unknown	227	26.8
Total Pedalcyclists	**846**	**100.0**

Note: 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 describes 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 2018 to 2019 for the Nation as a whole. Thirty-six States and Puerto Rico showed decreases, ranging from 1 percent to as much as 31 percent.
- The pedestrian fatality rate per 100,000 population was 1.89 for the Nation. New Mexico had the highest rate (3.96), and Vermont had the lowest rate (0.48).
- About 2.3 percent of all traffic crash fatalities in 2019 were pedalcyclists. New Hampshire, Rhode Island, Vermont, and Wyoming reported no pedalcyclists killed.
- In 2019 there were 34 States, the District of Columbia, and Puerto Rico that had primary seat belt laws in effect and 15 States had secondary seat belt laws. Only one State (New Hampshire) has no seat belt law for adults.
- All 50 States, the District of Columbia, and Puerto Rico have laws requiring children of certain ages to be restrained in child safety seats.
- Motorcycle helmets were required for all riders in 19 States, the District of Columbia, and Puerto Rico in 2019. Twenty-eight States had helmet requirements with exceptions (age, rider type, roadway type), and 3 States (Illinois, Iowa, and New Hampshire) did not require helmets at all.
- In 2019 it was a criminal offense to operate a motor vehicle at a BAC of .08 g/dL or above in all 50 States, the District of Columbia, and Puerto Rico. Note: Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018.

Table 106. 2019 Traffic Fatalities, by State and Percentage Change from 2018

State	Fatalities			State	Fatalities		
	2018	2019	Percentage Change		2018	2019	Percentage Change
AL	953	930	-2	NE	230	248	+8
AK	80	67	-16	NV	329	304	-8
AZ	1,011	981	-3	NH	147	101	-31
AR	520	505	-3	NJ	563	559	-1
CA	3,798	3,606	-5	NM	392	424	+8
CO	632	596	-6	NY	964	931	-3
CT	293	249	-15	NC	1,436	1,373	-4
DE	111	132	+19	ND	105	100	-5
DC	31	23	-26	OH	1,068	1,153	+8
FL	3,135	3,183	+2	OK	655	640	-2
GA	1,505	1,491	-1	OR	502	489	-3
HI	117	108	-8	PA	1,190	1,059	-11
ID	234	224	-4	RI	59	57	-3
IL	1,035	1,009	-3	SC	1,036	1,001	-3
IN	860	809	-6	SD	130	102	-22
IA	319	336	+5	TN	1,040	1,135	+9
KS	405	411	+1	TX	3,648	3,615	-1
KY	724	732	+1	UT	260	248	-5
LA	771	727	-6	VT	68	47	-31
ME	136	157	+15	VA	820	831	+1
MD	512	521	+2	WA	539	519	-4
MA	355	334	-6	WV	294	260	-12
MI	977	985	+1	WI	589	566	-4
MN	381	364	-4	WY	111	147	+32
MS	663	643	-3	**USA**	**36,835**	**36,096**	**-2**
MO	921	880	-4				
MT	181	184	+2	PR	308	289	-6

Figure 28. 2019 Traffic Fatalities, by State and Percentage Change from 2018

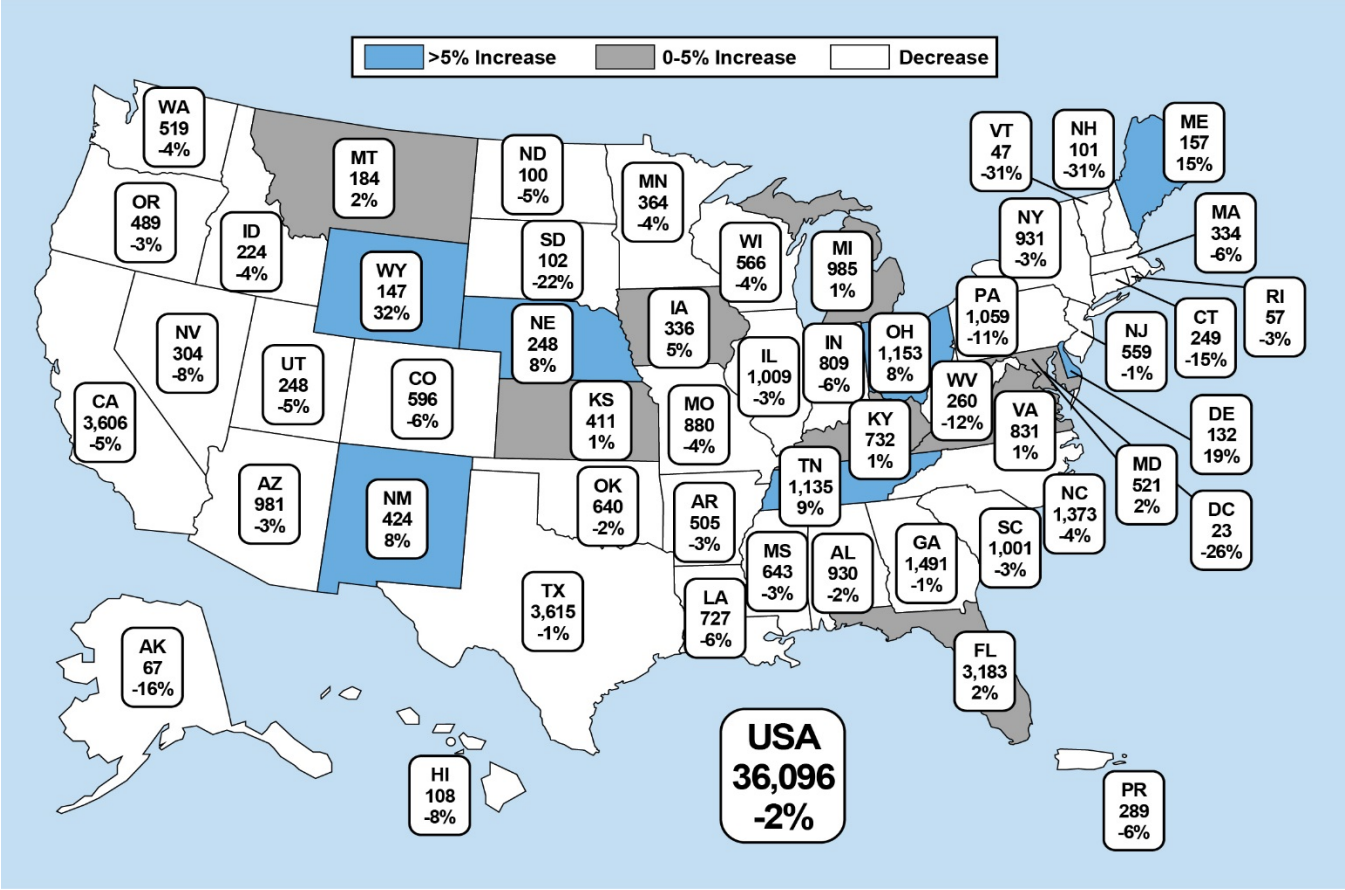


Table 107. Fatal Crashes, by State and First Harmful Event

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	343	40.1	116	13.6	309	36.1	23	2.7	62	7.2	3	0.4	**856**	**100.0**
AK	25	40.3	8	12.9	12	19.4	1	1.6	15	24.2	1	1.6	**62**	**100.0**
AZ	325	35.7	240	26.4	183	20.1	22	2.4	77	8.5	20	2.2	**910**	**100.0**
AR	182	39.0	59	12.6	163	34.9	15	3.2	45	9.6	3	0.6	**467**	**100.0**
CA	1,128	34.0	1,069	32.2	789	23.8	88	2.7	211	6.4	31	0.9	**3,316**	**100.0**
CO	203	37.3	93	17.1	154	28.3	17	3.1	71	13.1	6	1.1	**544**	**100.0**
CT	80	34.3	54	23.2	82	35.2	5	2.1	5	2.1	7	3.0	**233**	**100.0**
DE	50	41.0	38	31.1	31	25.4	3	2.5	0	0.0	0	0.0	**122**	**100.0**
DC	8	36.4	8	36.4	6	27.3	0	0.0	0	0.0	0	0.0	**22**	**100.0**
FL	1,269	43.0	871	29.5	558	18.9	39	1.3	173	5.9	39	1.3	**2,950**	**100.0**
GA	589	42.8	255	18.5	409	29.7	31	2.3	78	5.7	14	1.0	**1,377**	**100.0**
HI	34	33.3	35	34.3	26	25.5	4	3.9	1	1.0	2	2.0	**102**	**100.0**
ID	81	40.3	17	8.5	61	30.3	8	4.0	32	15.9	2	1.0	**201**	**100.0**
IL	387	41.3	180	19.2	261	27.8	32	3.4	65	6.9	13	1.4	**938**	**100.0**
IN	332	44.2	89	11.9	231	30.8	36	4.8	54	7.2	8	1.1	**751**	**100.0**
IA	127	40.6	31	9.9	106	33.9	9	2.9	31	9.9	8	2.6	**313**	**100.0**
KS	162	44.8	23	6.4	102	28.2	14	3.9	56	15.5	5	1.4	**362**	**100.0**
KY	285	42.7	76	11.4	245	36.7	14	2.1	41	6.1	6	0.9	**667**	**100.0**
LA	248	36.4	131	19.2	236	34.7	22	3.2	32	4.7	12	1.8	**681**	**100.0**
ME	41	28.7	18	12.6	61	42.7	3	2.1	18	12.6	2	1.4	**143**	**100.0**
MD	186	38.4	125	25.8	144	29.8	10	2.1	17	3.5	2	0.4	**484**	**100.0**
MA	104	32.4	77	24.0	128	39.9	5	1.6	7	2.2	0	0.0	**321**	**100.0**
MI	400	44.3	155	17.2	238	26.4	32	3.5	71	7.9	6	0.7	**902**	**100.0**
MN	149	44.7	57	17.1	66	19.8	19	5.7	41	12.3	1	0.3	**333**	**100.0**
MS	226	38.9	72	12.4	223	38.4	14	2.4	40	6.9	5	0.9	**581**	**100.0**
MO	309	37.8	116	14.2	277	33.9	26	3.2	78	9.5	12	1.5	**818**	**100.0**
MT	46	27.7	20	12.0	56	33.7	11	6.6	25	15.1	8	4.8	**166**	**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
NE	109	51.4	22	10.4	50	23.6	5	2.4	26	12.3	0	0.0	**212**	**100.0**
NV	120	42.1	77	27.0	54	18.9	8	2.8	22	7.7	4	1.4	**285**	**100.0**
NH	27	30.0	8	8.9	41	45.6	4	4.4	9	10.0	1	1.1	**90**	**100.0**
NJ	189	36.0	181	34.5	118	22.5	20	3.8	12	2.3	5	1.0	**525**	**100.0**
NM	145	39.4	87	23.6	53	14.4	6	1.6	75	20.4	2	0.5	**368**	**100.0**
NY	263	30.0	301	34.4	247	28.2	35	4.0	26	3.0	3	0.3	**876**	**100.0**
NC	505	39.3	220	17.1	455	35.4	20	1.6	70	5.5	13	1.0	**1,284**	**100.0**
ND	34	37.4	5	5.5	13	14.3	7	7.7	26	28.6	3	3.3	**91**	**100.0**
OH	444	42.7	136	13.1	367	35.3	36	3.5	45	4.3	10	1.0	**1,039**	**100.0**
OK	253	43.3	95	16.3	164	28.1	19	3.3	50	8.6	3	0.5	**584**	**100.0**
OR	158	35.0	94	20.8	137	30.4	3	0.7	54	12.0	4	0.9	**451**	**100.0**
PA	396	40.0	160	16.2	328	33.1	36	3.6	54	5.5	16	1.6	**990**	**100.0**
RI	16	30.2	8	15.1	26	49.1	1	1.9	1	1.9	1	1.9	**53**	**100.0**
SC	361	39.2	179	19.4	305	33.1	17	1.8	57	6.2	3	0.3	**922**	**100.0**
SD	35	39.8	8	9.1	21	23.9	3	3.4	19	21.6	2	2.3	**88**	**100.0**
TN	431	41.4	148	14.2	385	37.0	18	1.7	44	4.2	14	1.3	**1,040**	**100.0**
TX	1,363	41.4	672	20.4	805	24.4	99	3.0	317	9.6	37	1.1	**3,294**	**100.0**
UT	90	40.0	46	20.4	44	19.6	10	4.4	33	14.7	1	0.4	**225**	**100.0**
VT	20	45.5	3	6.8	15	34.1	1	2.3	5	11.4	0	0.0	**44**	**100.0**
VA	257	33.2	132	17.1	319	41.2	17	2.2	33	4.3	16	2.1	**774**	**100.0**
WA	182	36.8	105	21.3	130	26.3	13	2.6	62	12.6	2	0.4	**494**	**100.0**
WV	84	34.0	33	13.4	100	40.5	9	3.6	20	8.1	1	0.4	**247**	**100.0**
WI	216	41.1	63	12.0	159	30.2	28	5.3	54	10.3	5	1.0	**526**	**100.0**
WY	49	40.8	8	6.7	19	15.8	5	4.2	38	31.7	1	0.8	**120**	**100.0**
USA	**13,066**	**39.3**	**6,824**	**20.5**	**9,512**	**28.6**	**923**	**2.8**	**2,498**	**7.5**	**363**	**1.1**	**33,244***	**100.0**
PR	77	28.0	108	39.3	69	25.1	6	2.2	4	1.5	11	4.0	**275**	**100.0**

*Includes fatalities where the most harmful event was unknown or there was a harmful event, but the details were not reported.

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															
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	63	7.4	46	5.4	2	0.2	262	30.6	176	20.6	176	20.6	131	15.3	0	0.0	**856**	**100.0**
AK	10	16.1	5	8.1	0	0.0	25	40.3	8	12.9	11	17.7	2	3.2	1	1.6	**62**	**100.0**
AZ	71	7.8	45	4.9	44	4.8	322	35.4	169	18.6	149	16.4	28	3.1	82	9.0	**910**	**100.0**
AR	38	8.1	27	5.8	3	0.6	193	41.3	69	14.8	46	9.9	91	19.5	0	0.0	**467**	**100.0**
CA	135	4.1	320	9.7	364	11.0	1,022	30.8	715	21.6	529	16.0	227	6.8	4	0.1	**3,316**	**100.0**
CO	32	5.9	41	7.5	18	3.3	210	38.6	111	20.4	64	11.8	65	11.9	3	0.6	**544**	**100.0**
CT	1	0.4	33	14.2	20	8.6	40	17.2	60	25.8	51	21.9	25	10.7	3	1.3	**233**	**100.0**
DE	0	0.0	8	6.6	5	4.1	35	28.7	22	18.0	39	32.0	13	10.7	0	0.0	**122**	**100.0**
DC	0	0.0	1	4.5	0	0.0	0	0.0	0	0.0	1	4.5	20	90.9	0	0.0	**22**	**100.0**
FL	117	4.0	166	5.6	94	3.2	1,207	40.9	660	22.4	366	12.4	338	11.5	2	0.1	**2,950**	**100.0**
GA	38	2.8	171	12.4	12	0.9	371	26.9	399	29.0	218	15.8	168	12.2	0	0.0	**1,377**	**100.0**
HI	0	0.0	10	9.8	0	0.0	51	50.0	40	39.2	0	0.0	0	0.0	1	1.0	**102**	**100.0**
ID	24	11.9	9	4.5	2	1.0	68	33.8	29	14.4	36	17.9	32	15.9	1	0.5	**201**	**100.0**
IL	39	4.2	94	10.0	8	0.9	270	28.8	219	23.3	189	20.1	111	11.8	8	0.9	**938**	**100.0**
IN	59	7.9	35	4.7	15	2.0	201	26.8	155	20.6	184	24.5	99	13.2	3	0.4	**751**	**100.0**
IA	24	7.7	13	4.2	0	0.0	81	25.9	50	16.0	77	24.6	68	21.7	0	0.0	**313**	**100.0**
KS	27	7.5	20	5.5	26	7.2	113	31.2	38	10.5	63	17.4	74	20.4	1	0.3	**362**	**100.0**
KY	46	6.9	26	3.9	11	1.6	152	22.8	145	21.7	197	29.5	90	13.5	0	0.0	**667**	**100.0**
LA	42	6.2	41	6.0	20	2.9	158	23.2	144	21.1	143	21.0	133	19.5	0	0.0	**681**	**100.0**
ME	9	6.3	3	2.1	0	0.0	27	18.9	26	18.2	48	33.6	27	18.9	3	2.1	**143**	**100.0**
MD	2	0.4	64	13.2	19	3.9	156	32.2	104	21.5	70	14.5	63	13.0	6	1.2	**484**	**100.0**
MA	2	0.6	56	17.4	12	3.7	93	29.0	88	27.4	33	10.3	37	11.5	0	0.0	**321**	**100.0**
MI	25	2.8	59	6.5	35	3.9	239	26.5	231	25.6	194	21.5	112	12.4	7	0.8	**902**	**100.0**
MN	8	2.4	15	4.5	7	2.1	76	22.8	116	34.8	87	26.1	23	6.9	1	0.3	**333**	**100.0**
MS	45	7.7	35	6.0	0	0.0	139	23.9	109	18.8	184	31.7	69	11.9	0	0.0	**581**	**100.0**
MO	49	6.0	84	10.3	62	7.6	167	20.4	173	21.1	173	21.1	110	13.4	0	0.0	**818**	**100.0**
MT	22	13.3	1	0.6	0	0.0	58	34.9	28	16.9	26	15.7	30	18.1	1	0.6	**166**	**100.0**

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															
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NE	23	10.8	6	2.8	11	5.2	77	36.3	48	22.6	29	13.7	18	8.5	0	0.0	**212**	**100.0**
NV	26	9.1	19	6.7	7	2.5	107	37.5	83	29.1	9	3.2	32	11.2	2	0.7	**285**	**100.0**
NH	2	2.2	1	1.1	3	3.3	32	35.6	17	18.9	14	15.6	20	22.2	1	1.1	**90**	**100.0**
NJ	7	1.3	43	8.2	49	9.3	177	33.7	135	25.7	46	8.8	68	13.0	0	0.0	**525**	**100.0**
NM	55	14.9	18	4.9	3	0.8	152	41.3	53	14.4	53	14.4	34	9.2	0	0.0	**368**	**100.0**
NY	18	2.1	34	3.9	69	7.9	238	27.2	146	16.7	113	12.9	257	29.3	1	0.1	**876**	**100.0**
NC	52	4.0	56	4.4	90	7.0	247	19.2	273	21.3	276	21.5	288	22.4	2	0.2	**1,284**	**100.0**
ND	3	3.3	1	1.1	0	0.0	27	29.7	15	16.5	15	16.5	27	29.7	3	3.3	**91**	**100.0**
OH	30	2.9	81	7.8	40	3.8	196	18.9	224	21.6	303	29.2	154	14.8	11	1.1	**1,039**	**100.0**
OK	38	6.5	30	5.1	9	1.5	167	28.6	114	19.5	153	26.2	72	12.3	1	0.2	**584**	**100.0**
OR	14	3.1	20	4.4	2	0.4	180	39.9	93	20.6	110	24.4	32	7.1	0	0.0	**451**	**100.0**
PA	51	5.2	39	3.9	31	3.1	273	27.6	224	22.6	180	18.2	186	18.8	6	0.6	**990**	**100.0**
RI	0	0.0	7	13.2	4	7.5	18	34.0	6	11.3	1	1.9	17	32.1	0	0.0	**53**	**100.0**
SC	71	7.7	30	3.3	18	2.0	313	33.9	377	40.9	44	4.8	69	7.5	0	0.0	**922**	**100.0**
SD	8	9.1	4	4.5	5	5.7	18	20.5	15	17.0	27	30.7	11	12.5	0	0.0	**88**	**100.0**
TN	52	5.0	98	9.4	11	1.1	310	29.8	248	23.8	216	20.8	104	10.0	1	0.1	**1,040**	**100.0**
TX	151	4.6	393	11.9	192	5.8	1,013	30.8	658	20.0	650	19.7	232	7.0	5	0.2	**3,294**	**100.0**
UT	27	12.0	23	10.2	0	0.0	102	45.3	21	9.3	22	9.8	26	11.6	4	1.8	**225**	**100.0**
VT	4	9.1	0	0.0	0	0.0	6	13.6	10	22.7	18	40.9	6	13.6	0	0.0	**44**	**100.0**
VA	53	6.8	56	7.2	20	2.6	185	23.9	191	24.7	167	21.6	86	11.1	16	2.1	**774**	**100.0**
WA	21	4.3	38	7.7	5	1.0	145	29.4	66	13.4	92	18.6	120	24.3	7	1.4	**494**	**100.0**
WV	15	6.1	11	4.5	0	0.0	73	29.6	47	19.0	70	28.3	25	10.1	6	2.4	**247**	**100.0**
WI	22	4.2	22	4.2	10	1.9	156	29.7	123	23.4	124	23.6	63	12.0	6	1.1	**526**	**100.0**
WY	36	30.0	3	2.5	0	0.0	39	32.5	13	10.8	10	8.3	18	15.0	1	0.8	**120**	**100.0**
USA	**1,707**	**5.1**	**2,461**	**7.4**	**1,358**	**4.1**	**9,987**	**30.0**	**7,284**	**21.9**	**6,096**	**18.3**	**4,151**	**12.5**	**200**	**0.6**	**33,244**	**100.0**
PR	30	10.9	18	6.5	0	0.0	87	31.6	65	23.6	62	22.5	13	4.7	0	0.0	**275**	**100.0**

Table 109. People Killed, by State and Roadway Function Class

State	Roadway Function Class																Total Killed	
	Principal Arterial								Minor Arterial		Collector		Local		Unknown			
	Interstate				Freeway and Expressway		Other											
	Rural		Urban															
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	79	8.5	53	5.7	2	0.2	279	30.0	193	20.8	184	19.8	140	15.1	0	0.0	**930**	**100.0**
AK	10	14.9	5	7.5	0	0.0	28	41.8	9	13.4	12	17.9	2	3.0	1	1.5	**67**	**100.0**
AZ	83	8.5	49	5.0	46	4.7	348	35.5	183	18.7	159	16.2	28	2.9	85	8.7	**981**	**100.0**
AR	45	8.9	30	5.9	3	0.6	206	40.8	77	15.2	49	9.7	95	18.8	0	0.0	**505**	**100.0**
CA	155	4.3	343	9.5	408	11.3	1,110	30.8	779	21.6	569	15.8	238	6.6	4	0.1	**3,606**	**100.0**
CO	35	5.9	47	7.9	19	3.2	236	39.6	117	19.6	70	11.7	69	11.6	3	0.5	**596**	**100.0**
CT	1	0.4	41	16.5	20	8.0	42	16.9	64	25.7	52	20.9	26	10.4	3	1.2	**249**	**100.0**
DE	0	0.0	10	7.6	5	3.8	35	26.5	24	18.2	42	31.8	16	12.1	0	0.0	**132**	**100.0**
DC	0	0.0	2	8.7	0	0.0	0	0.0	0	0.0	1	4.3	20	87.0	0	0.0	**23**	**100.0**
FL	129	4.1	181	5.7	99	3.1	1,311	41.2	714	22.4	395	12.4	352	11.1	2	0.1	**3,183**	**100.0**
GA	51	3.4	188	12.6	12	0.8	398	26.7	437	29.3	232	15.6	173	11.6	0	0.0	**1,491**	**100.0**
HI	0	0.0	10	9.3	0	0.0	57	52.8	40	37.0	0	0.0	0	0.0	1	0.9	**108**	**100.0**
ID	27	12.1	9	4.0	2	0.9	76	33.9	37	16.5	39	17.4	33	14.7	1	0.4	**224**	**100.0**
IL	44	4.4	105	10.4	8	0.8	286	28.3	245	24.3	200	19.8	113	11.2	8	0.8	**1,009**	**100.0**
IN	66	8.2	38	4.7	15	1.9	217	26.8	160	19.8	202	25.0	108	13.3	3	0.4	**809**	**100.0**
IA	27	8.0	13	3.9	0	0.0	96	28.6	51	15.2	81	24.1	68	20.2	0	0.0	**336**	**100.0**
KS	33	8.0	22	5.4	30	7.3	129	31.4	43	10.5	74	18.0	79	19.2	1	0.2	**411**	**100.0**
KY	51	7.0	33	4.5	14	1.9	166	22.7	158	21.6	214	29.2	96	13.1	0	0.0	**732**	**100.0**
LA	50	6.9	41	5.6	23	3.2	166	22.8	151	20.8	160	22.0	136	18.7	0	0.0	**727**	**100.0**
ME	11	7.0	3	1.9	0	0.0	28	17.8	30	19.1	52	33.1	30	19.1	3	1.9	**157**	**100.0**
MD	2	0.4	67	12.9	19	3.6	168	32.2	117	22.5	77	14.8	65	12.5	6	1.2	**521**	**100.0**
MA	2	0.6	60	18.0	12	3.6	96	28.7	92	27.5	35	10.5	37	11.1	0	0.0	**334**	**100.0**
MI	28	2.8	62	6.3	40	4.1	263	26.7	253	25.7	207	21.0	124	12.6	8	0.8	**985**	**100.0**
MN	14	3.8	16	4.4	7	1.9	84	23.1	126	34.6	92	25.3	24	6.6	1	0.3	**364**	**100.0**
MS	57	8.9	39	6.1	0	0.0	149	23.2	127	19.8	193	30.0	78	12.1	0	0.0	**643**	**100.0**
MO	54	6.1	94	10.7	72	8.2	180	20.5	185	21.0	183	20.8	112	12.7	0	0.0	**880**	**100.0**
MT	22	12.0	1	0.5	0	0.0	66	35.9	30	16.3	31	16.8	33	17.9	1	0.5	**184**	**100.0**

Table 109. People Killed, by State and Roadway Function Class (Continued)

State	Roadway Function Class																Total Killed	
	Principal Arterial								Minor Arterial		Collector		Local		Unknown			
	Interstate				Freeway and Expressway		Other											
	Rural		Urban															
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NE	29	11.7	6	2.4	13	5.2	94	37.9	52	21.0	33	13.3	21	8.5	0	0.0	**248**	**100.0**
NV	27	8.9	19	6.3	7	2.3	118	38.8	90	29.6	9	3.0	32	10.5	2	0.7	**304**	**100.0**
NH	4	4.0	1	1.0	3	3.0	40	39.6	17	16.8	14	13.9	21	20.8	1	1.0	**101**	**100.0**
NJ	7	1.3	46	8.2	49	8.8	193	34.5	145	25.9	46	8.2	73	13.1	0	0.0	**559**	**100.0**
NM	73	17.2	18	4.2	3	0.7	173	40.8	57	13.4	63	14.9	37	8.7	0	0.0	**424**	**100.0**
NY	21	2.3	35	3.8	81	8.7	252	27.1	155	16.6	121	13.0	265	28.5	1	0.1	**931**	**100.0**
NC	55	4.0	57	4.2	102	7.4	260	18.9	294	21.4	298	21.7	305	22.2	2	0.1	**1,373**	**100.0**
ND	3	3.0	1	1.0	0	0.0	31	31.0	16	16.0	19	19.0	27	27.0	3	3.0	**100**	**100.0**
OH	42	3.6	89	7.7	42	3.6	218	18.9	245	21.2	340	29.5	165	14.3	12	1.0	**1,153**	**100.0**
OK	45	7.0	33	5.2	9	1.4	184	28.8	128	20.0	164	25.6	76	11.9	1	0.2	**640**	**100.0**
OR	15	3.1	21	4.3	4	0.8	197	40.3	103	21.1	116	23.7	33	6.7	0	0.0	**489**	**100.0**
PA	56	5.3	43	4.1	35	3.3	296	28.0	236	22.3	191	18.0	196	18.5	6	0.6	**1,059**	**100.0**
RI	0	0.0	9	15.8	4	7.0	20	35.1	6	10.5	1	1.8	17	29.8	0	0.0	**57**	**100.0**
SC	82	8.2	36	3.6	18	1.8	340	34.0	405	40.5	47	4.7	73	7.3	0	0.0	**1,001**	**100.0**
SD	8	7.8	4	3.9	9	8.8	20	19.6	20	19.6	29	28.4	12	11.8	0	0.0	**102**	**100.0**
TN	63	5.6	109	9.6	11	1.0	327	28.8	274	24.1	230	20.3	120	10.6	1	0.1	**1,135**	**100.0**
TX	173	4.8	415	11.5	204	5.6	1,132	31.3	736	20.4	708	19.6	240	6.6	7	0.2	**3,615**	**100.0**
UT	31	12.5	23	9.3	0	0.0	116	46.8	22	8.9	24	9.7	28	11.3	4	1.6	**248**	**100.0**
VT	4	8.5	0	0.0	0	0.0	6	12.8	11	23.4	19	40.4	7	14.9	0	0.0	**47**	**100.0**
VA	59	7.1	61	7.3	22	2.6	198	23.8	206	24.8	174	20.9	89	10.7	22	2.6	**831**	**100.0**
WA	21	4.0	40	7.7	7	1.3	153	29.5	70	13.5	96	18.5	125	24.1	7	1.3	**519**	**100.0**
WV	15	5.8	12	4.6	0	0.0	80	30.8	50	19.2	72	27.7	25	9.6	6	2.3	**260**	**100.0**
WI	24	4.2	26	4.6	10	1.8	169	29.9	130	23.0	137	24.2	64	11.3	6	1.1	**566**	**100.0**
WY	42	28.6	3	2.0	0	0.0	49	33.3	17	11.6	13	8.8	20	13.6	3	2.0	**147**	**100.0**
USA	**1,975**	**5.5**	**2,669**	**7.4**	**1,489**	**4.1**	**10,886**	**30.2**	**7,927**	**22.0**	**6,569**	**18.2**	**4,366**	**12.1**	**215**	**0.6**	**36,096**	**100.0**
PR	39	13.5	18	6.2	0	0.0	91	31.5	66	22.8	62	21.5	13	4.5	0	0.0	**289**	**100.0**

Table 110. People Killed, Population, Licensed Drivers, Registered Vehicles, and Fatality Rates, by State

State	Total Killed	Population	Fatality Rate per 100,000 Population	Licensed Drivers	Fatality Rate per 100,000 Licensed Drivers	Registered Vehicles	Fatality Rate per 100,000 Registered Vehicles
AL	930	4,903,185	18.97	4,026,151	23.10	5,288,208	17.59
AK	67	731,545	9.16	529,281	12.66	795,275	8.42
AZ	981	7,278,717	13.48	5,369,210	18.27	5,982,559	16.40
AR	505	3,017,804	16.73	2,153,929	23.45	2,902,111	17.40
CA	3,606	39,512,223	9.13	27,213,650	13.25	31,247,270	11.54
CO	596	5,758,736	10.35	4,235,384	14.07	5,412,404	11.01
CT	249	3,565,287	6.98	2,608,061	9.55	2,878,548	8.65
DE	132	973,764	13.56	812,529	16.25	1,016,927	12.98
DC	23	705,749	3.26	535,579	4.29	350,463	6.56
FL	3,183	21,477,737	14.82	15,560,628	20.46	17,833,720	17.85
GA	1,491	10,617,423	14.04	7,261,266	20.53	8,594,567	17.35
HI	108	1,415,872	7.63	943,173	11.45	1,272,361	8.49
ID	224	1,787,065	12.53	1,252,535	17.88	1,954,528	11.46
IL	1,009	12,671,821	7.96	8,546,932	11.81	10,691,947	9.44
IN	809	6,732,219	12.02	4,589,405	17.63	6,223,460	13.00
IA	336	3,155,070	10.65	2,274,431	14.77	3,786,328	8.87
KS	411	2,913,314	14.11	2,154,260	19.08	2,682,337	15.32
KY	732	4,467,673	16.38	3,030,329	24.16	4,383,223	16.70
LA	727	4,648,794	15.64	3,435,168	21.16	3,802,746	19.12
ME	157	1,344,212	11.68	1,046,129	15.01	1,130,056	13.89
MD	521	6,045,680	8.62	4,463,862	11.67	4,203,994	12.39
MA	334	6,892,503	4.85	4,950,056	6.75	5,061,260	6.60
MI	985	9,986,857	9.86	7,141,494	13.79	8,440,065	11.67
MN	364	5,639,632	6.45	3,391,057	10.73	5,425,885	6.71
MS	643	2,976,149	21.61	2,058,036	31.24	2,066,681	31.11
MO	880	6,137,428	14.34	4,274,389	20.59	5,534,289	15.90
MT	184	1,068,778	17.22	811,851	22.66	1,900,806	9.68

Table 110. People Killed, Population, Licensed Drivers, Registered Vehicles, and Fatality Rates, by State (Continued)

State	Total Killed	Population	Fatality Rate per 100,000 Population	Licensed Drivers	Fatality Rate per 100,000 Licensed Drivers	Registered Vehicles	Fatality Rate per 100,000 Registered Vehicles
NE	248	1,934,408	12.82	1,430,818	17.33	1,968,479	12.60
NV	304	3,080,156	9.87	2,054,421	14.80	2,546,583	11.94
NH	101	1,359,711	7.43	1,195,211	8.45	1,363,379	7.41
NJ	559	8,882,190	6.29	6,377,413	8.77	6,033,015	9.27
NM	424	2,096,829	20.22	1,449,711	29.25	1,825,421	23.23
NY	931	19,453,561	4.79	12,194,360	7.63	11,389,158	8.17
NC	1,373	10,488,084	13.09	7,620,001	18.02	8,527,388	16.10
ND	100	762,062	13.12	556,064	17.98	903,668	11.07
OH	1,153	11,689,100	9.86	8,032,792	14.35	10,901,279	10.58
OK	640	3,956,971	16.17	2,522,670	25.37	3,706,624	17.27
OR	489	4,217,737	11.59	2,930,701	16.69	3,919,157	12.48
PA	1,059	12,801,989	8.27	8,987,676	11.78	10,800,315	9.81
RI	57	1,059,361	5.38	761,046	7.49	868,942	6.56
SC	1,001	5,148,714	19.44	3,877,968	25.81	4,516,143	22.16
SD	102	884,659	11.53	638,428	15.98	1,280,969	7.96
TN	1,135	6,829,174	16.62	5,422,429	20.93	5,817,887	19.51
TX	3,615	28,995,881	12.47	17,822,760	20.28	23,007,146	15.71
UT	248	3,205,958	7.74	2,121,099	11.69	2,430,275	10.20
VT	47	623,989	7.53	564,894	8.32	620,428	7.58
VA	831	8,535,519	9.74	5,888,196	14.11	7,647,692	10.87
WA	519	7,614,893	6.82	5,711,136	9.09	7,377,028	7.04
WV	260	1,792,147	14.51	1,130,389	23.00	1,668,113	15.59
WI	566	5,822,434	9.72	4,296,646	13.17	5,666,400	9.99
WY	147	578,759	25.40	424,115	34.66	843,671	17.42
USA	**36,096**	**328,239,523**	**11.00**	**228,679,719**	**15.78**	**299,267,114**	**12.06**
PR	289	3,193,694	9.05	NA	NA	NA	NA

Sources: Fatalities—FARS; Licensed Drivers (estimated)—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—Census Bureau

NA= not available.

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

Table 111. People 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	574	61.7	137	14.7	93	10.0	119	12.8	6	0.6	1	0.1	**930**	**100.0**
AK	41	61.2	11	16.4	6	9.0	6	9.0	2	3.0	1	1.5	**67**	**100.0**
AZ	386	39.3	168	17.1	175	17.8	212	21.6	30	3.1	10	1.0	**981**	**100.0**
AR	282	55.8	91	18.0	64	12.7	61	12.1	3	0.6	4	0.8	**505**	**100.0**
CA	1,390	38.5	572	15.9	474	13.1	972	27.0	133	3.7	65	1.8	**3,606**	**100.0**
CO	299	50.2	98	16.4	103	17.3	73	12.2	20	3.4	3	0.5	**596**	**100.0**
CT	117	47.0	28	11.2	46	18.5	54	21.7	3	1.2	1	0.4	**249**	**100.0**
DE	62	47.0	12	9.1	18	13.6	32	24.2	7	5.3	1	0.8	**132**	**100.0**
DC	7	30.4	3	13.0	3	13.0	9	39.1	1	4.3	0	0.0	**23**	**100.0**
FL	1,233	38.7	440	13.8	591	18.6	713	22.4	161	5.1	45	1.4	**3,183**	**100.0**
GA	800	53.7	249	16.7	170	11.4	236	15.8	21	1.4	15	1.0	**1,491**	**100.0**
HI	31	28.7	16	14.8	20	18.5	36	33.3	4	3.7	1	0.9	**108**	**100.0**
ID	141	62.9	40	17.9	25	11.2	12	5.4	4	1.8	2	0.9	**224**	**100.0**
IL	525	52.0	156	15.5	138	13.7	173	17.1	12	1.2	5	0.5	**1,009**	**100.0**
IN	442	54.6	140	17.3	127	15.7	73	9.0	16	2.0	11	1.4	**809**	**100.0**
IA	209	62.2	52	15.5	44	13.1	21	6.3	9	2.7	1	0.3	**336**	**100.0**
KS	263	64.0	78	19.0	41	10.0	16	3.9	8	1.9	5	1.2	**411**	**100.0**
KY	439	60.0	120	16.4	92	12.6	73	10.0	5	0.7	3	0.4	**732**	**100.0**
LA	368	50.6	126	17.3	87	12.0	118	16.2	22	3.0	6	0.8	**727**	**100.0**
ME	80	51.0	31	19.7	27	17.2	16	10.2	2	1.3	1	0.6	**157**	**100.0**
MD	226	43.4	85	16.3	75	14.4	123	23.6	10	1.9	2	0.4	**521**	**100.0**
MA	167	50.0	39	11.7	46	13.8	77	23.1	5	1.5	0	0.0	**334**	**100.0**
MI	502	51.0	175	17.8	134	13.6	141	14.3	21	2.1	12	1.2	**985**	**100.0**
MN	195	53.6	62	17.0	46	12.6	47	12.9	11	3.0	3	0.8	**364**	**100.0**
MS	397	61.7	131	20.4	40	6.2	65	10.1	8	1.2	2	0.3	**643**	**100.0**
MO	465	52.8	158	18.0	123	14.0	109	12.4	14	1.6	11	1.3	**880**	**100.0**
MT	100	54.3	40	21.7	23	12.5	17	9.2	3	1.6	1	0.5	**184**	**100.0**

Table 111. People 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
NE	143	57.7	57	23.0	25	10.1	20	8.1	1	0.4	2	0.8	**248**	**100.0**
NV	126	41.4	44	14.5	56	18.4	62	20.4	8	2.6	8	2.6	**304**	**100.0**
NH	47	46.5	14	13.9	30	29.7	10	9.9	0	0.0	0	0.0	**101**	**100.0**
NJ	207	37.0	72	12.9	85	15.2	175	31.3	13	2.3	7	1.3	**559**	**100.0**
NM	181	42.7	92	21.7	55	13.0	83	19.6	9	2.1	4	0.9	**424**	**100.0**
NY	357	38.3	116	12.5	136	14.6	268	28.8	46	4.9	8	0.9	**931**	**100.0**
NC	718	52.3	213	15.5	208	15.1	209	15.2	17	1.2	8	0.6	**1,373**	**100.0**
ND	64	64.0	16	16.0	11	11.0	5	5.0	2	2.0	2	2.0	**100**	**100.0**
OH	631	54.7	193	16.7	162	14.1	124	10.8	25	2.2	18	1.6	**1,153**	**100.0**
OK	353	55.2	116	18.1	68	10.6	85	13.3	13	2.0	5	0.8	**640**	**100.0**
OR	256	52.4	81	16.6	57	11.7	81	16.6	12	2.5	2	0.4	**489**	**100.0**
PA	553	52.2	161	15.2	176	16.6	147	13.9	14	1.3	8	0.8	**1,059**	**100.0**
RI	25	43.9	10	17.5	13	22.8	8	14.0	0	0.0	1	1.8	**57**	**100.0**
SC	514	51.3	145	14.5	153	15.3	160	16.0	26	2.6	3	0.3	**1,001**	**100.0**
SD	55	53.9	24	23.5	14	13.7	7	6.9	1	1.0	1	1.0	**102**	**100.0**
TN	634	55.9	187	16.5	155	13.7	149	13.1	7	0.6	3	0.3	**1,135**	**100.0**
TX	1,856	51.3	594	16.4	416	11.5	649	18.0	66	1.8	34	0.9	**3,615**	**100.0**
UT	114	46.0	51	20.6	34	13.7	38	15.3	6	2.4	5	2.0	**248**	**100.0**
VT	30	63.8	6	12.8	8	17.0	3	6.4	0	0.0	0	0.0	**47**	**100.0**
VA	465	56.0	126	15.2	102	12.3	123	14.8	13	1.6	2	0.2	**831**	**100.0**
WA	248	47.8	67	12.9	91	17.5	97	18.7	9	1.7	7	1.3	**519**	**100.0**
WV	144	55.4	54	20.8	28	10.8	31	11.9	3	1.2	0	0.0	**260**	**100.0**
WI	331	58.5	78	13.8	85	15.0	56	9.9	14	2.5	2	0.4	**566**	**100.0**
WY	87	59.2	32	21.8	15	10.2	11	7.5	0	0.0	2	1.4	**147**	**100.0**
USA	**17,880**	**49.5**	**5,807**	**16.1**	**5,014**	**13.9**	**6,205**	**17.2**	**846**	**2.3**	**344**	**1.0**	36,096	**100.0**
PR	113	39.1	30	10.4	34	11.8	100	34.6	9	3.1	3	1.0	**289**	**100.0**

Table 112. People Killed, by State and Age Group

State	Age Group												Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	Unknown	
AL	9	7	11	77	71	176	157	140	133	78	71	0	**930**
AK	0	0	2	10	4	14	10	10	7	9	1	0	**67**
AZ	8	8	22	76	75	153	145	130	153	106	102	3	**981**
AR	8	3	8	50	35	78	72	73	73	66	39	0	**505**
CA	23	25	51	242	303	770	497	505	543	359	282	6	**3,606**
CO	5	4	9	51	53	113	88	73	86	67	47	0	**596**
CT	0	0	0	27	17	43	34	32	32	26	38	0	**249**
DE	1	2	1	10	13	20	17	14	23	13	18	0	**132**
DC	0	0	1	2	1	6	6	3	2	2	0	0	**23**
FL	24	22	49	210	266	544	442	443	498	307	366	12	**3,183**
GA	15	12	28	106	121	281	216	214	212	160	126	0	**1,491**
HI	0	0	1	8	14	23	18	16	9	12	7	0	**108**
ID	3	6	1	17	16	32	34	30	29	24	32	0	**224**
IL	6	8	14	57	79	192	149	147	143	100	111	3	**1,009**
IN	9	10	10	67	73	131	118	101	116	88	85	1	**809**
IA	1	3	5	26	31	55	41	41	70	28	35	0	**336**
KS	3	7	9	36	35	56	54	53	63	53	42	0	**411**
KY	4	5	15	42	52	105	124	110	108	78	89	0	**732**
LA	10	4	9	53	43	123	145	115	89	58	78	0	**727**
ME	1	3	1	8	7	33	20	18	25	25	16	0	**157**
MD	6	9	10	30	60	97	65	76	67	52	47	2	**521**
MA	0	2	5	18	40	56	29	43	54	50	37	0	**334**
MI	15	12	23	72	65	172	130	133	156	80	127	0	**985**
MN	2	1	8	26	26	53	53	55	56	35	49	0	**364**
MS	5	5	12	45	61	113	109	83	81	67	58	4	**643**
MO	12	11	16	72	74	157	119	130	131	83	75	0	**880**
MT	0	3	5	24	14	25	26	20	17	26	24	0	**184**

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

State	Age Group												Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	Unknown	
NE	2	6	11	27	20	50	24	34	33	23	18	0	**248**
NV	1	0	5	15	24	53	30	45	52	39	39	1	**304**
NH	0	0	1	5	11	9	14	10	23	13	15	0	**101**
NJ	7	1	10	42	38	107	70	62	90	64	68	0	**559**
NM	4	7	4	28	38	85	74	62	62	33	24	3	**424**
NY	8	7	16	57	75	180	89	115	138	119	123	4	**931**
NC	12	13	17	99	107	266	190	195	202	145	124	3	**1,373**
ND	1	1	3	5	3	18	22	11	17	7	12	0	**100**
OH	9	10	24	84	88	200	168	172	166	118	114	0	**1,153**
OK	5	7	11	46	42	109	86	93	108	69	64	0	**640**
OR	5	1	5	45	31	84	60	66	74	58	60	0	**489**
PA	4	5	9	75	95	188	128	136	158	101	160	0	**1,059**
RI	0	0	0	1	5	14	8	12	7	2	8	0	**57**
SC	12	8	15	68	74	171	168	172	146	89	77	1	**1,001**
SD	0	2	7	11	9	19	15	9	14	9	7	0	**102**
TN	12	13	15	103	81	198	138	172	182	121	99	1	**1,135**
TX	45	48	75	299	355	729	545	443	502	300	258	16	**3,615**
UT	5	2	6	23	21	41	40	27	29	26	25	3	**248**
VT	1	1	1	4	2	9	5	6	5	7	6	0	**47**
VA	2	5	6	65	58	139	111	104	139	96	105	1	**831**
WA	2	4	7	28	53	93	75	61	83	56	56	1	**519**
WV	2	1	5	18	15	46	42	37	38	24	32	0	**260**
WI	7	4	5	46	49	91	72	83	82	76	51	0	**566**
WY	0	4	2	11	13	28	25	23	21	11	9	0	**147**
USA	**316**	**322**	**586**	**2,667**	**2,956**	**6,548**	**5,117**	**4,958**	**5,347**	**3,658**	**3,556**	**65**	**36,096**
PR	0	2	3	16	30	56	40	33	37	26	29	17	**289**

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	362	45.0	311	38.7	20	2.5	1	0.1	16	2.0	1	0.1	*711*	*88.4*	93	11.6	**804**	**100.0**
AK	17	28.8	31	52.5	3	5.1	0	0.0	2	3.4	0	0.0	*53*	*89.8*	6	10.2	**59**	**100.0**
AZ	236	32.3	230	31.5	12	1.6	1	0.1	23	3.1	54	7.4	*556*	*76.1*	175	23.9	**731**	**100.0**
AR	165	37.7	185	42.2	15	3.4	0	0.0	9	2.1	0	0.0	*374*	*85.4*	64	14.6	**438**	**100.0**
CA	1,189	48.5	711	29.0	56	2.3	1	0.0	18	0.7	1	0.0	*1,976*	*80.7*	474	19.3	**2,450**	**100.0**
CO	168	33.6	202	40.4	20	4.0	2	0.4	5	1.0	0	0.0	*397*	*79.4*	103	20.6	**500**	**100.0**
CT	84	44.0	53	27.7	5	2.6	1	0.5	2	1.0	0	0.0	*145*	*75.9*	46	24.1	**191**	**100.0**
DE	45	48.9	27	29.3	1	1.1	0	0.0	1	1.1	0	0.0	*74*	*80.4*	18	19.6	**92**	**100.0**
DC	7	53.8	3	23.1	0	0.0	0	0.0	0	0.0	0	0.0	*10*	*76.9*	3	23.1	**13**	**100.0**
FL	974	42.9	611	26.9	52	2.3	1	0.0	38	1.7	4	0.2	*1,680*	*74.0*	591	26.0	**2,271**	**100.0**
GA	549	45.0	440	36.1	31	2.5	1	0.1	26	2.1	2	0.2	*1,049*	*86.1*	170	13.9	**1,219**	**100.0**
HI	21	31.3	25	37.3	0	0.0	0	0.0	0	0.0	1	1.5	*47*	*70.1*	20	29.9	**67**	**100.0**
ID	66	32.0	100	48.5	5	2.4	0	0.0	10	4.9	0	0.0	*181*	*87.9*	25	12.1	**206**	**100.0**
IL	380	46.4	263	32.1	23	2.8	1	0.1	14	1.7	0	0.0	*681*	*83.2*	138	16.8	**819**	**100.0**
IN	302	42.5	251	35.4	20	2.8	1	0.1	9	1.3	0	0.0	*583*	*82.1*	127	17.9	**710**	**100.0**
IA	102	33.4	135	44.3	11	3.6	0	0.0	13	4.3	0	0.0	*261*	*85.6*	44	14.4	**305**	**100.0**
KS	148	38.4	167	43.4	19	4.9	0	0.0	10	2.6	0	0.0	*344*	*89.4*	41	10.6	**385**	**100.0**
KY	306	47.0	220	33.8	14	2.2	0	0.0	19	2.9	0	0.0	*559*	*85.9*	92	14.1	**651**	**100.0**
LA	238	41.0	220	37.9	20	3.4	1	0.2	13	2.2	2	0.3	*494*	*85.0*	87	15.0	**581**	**100.0**
ME	53	38.4	50	36.2	4	2.9	0	0.0	4	2.9	0	0.0	*111*	*80.4*	27	19.6	**138**	**100.0**
MD	203	52.6	95	24.6	10	2.6	0	0.0	3	0.8	0	0.0	*311*	*80.6*	75	19.4	**386**	**100.0**
MA	116	46.0	82	32.5	5	2.0	0	0.0	2	0.8	1	0.4	*206*	*81.7*	46	18.3	**252**	**100.0**
MI	370	45.6	274	33.8	16	2.0	0	0.0	17	2.1	0	0.0	*677*	*83.5*	134	16.5	**811**	**100.0**
MN	134	44.2	104	34.3	10	3.3	0	0.0	9	3.0	0	0.0	*257*	*84.8*	46	15.2	**303**	**100.0**
MS	288	50.7	216	38.0	11	1.9	0	0.0	8	1.4	5	0.9	*528*	*93.0*	40	7.0	**568**	**100.0**
MO	304	40.5	270	36.0	26	3.5	1	0.1	27	3.6	0	0.0	*628*	*83.6*	123	16.4	**751**	**100.0**
MT	51	31.3	65	39.9	10	6.1	0	0.0	14	8.6	0	0.0	*140*	*85.9*	23	14.1	**163**	**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.	%
NE	90	39.8	101	44.7	6	2.7	0	0.0	4	1.8	0	0.0	*201*	*88.9*	25	11.1	**226**	**100.0**
NV	91	40.3	67	29.6	9	4.0	1	0.4	2	0.9	0	0.0	*170*	*75.2*	56	24.8	**226**	**100.0**
NH	36	39.6	25	27.5	0	0.0	0	0.0	0	0.0	0	0.0	*61*	*67.0*	30	33.0	**91**	**100.0**
NJ	189	51.9	71	19.5	11	3.0	3	0.8	5	1.4	0	0.0	*279*	*76.6*	85	23.4	**364**	**100.0**
NM	107	32.2	140	42.2	26	7.8	0	0.0	4	1.2	0	0.0	*277*	*83.4*	55	16.6	**332**	**100.0**
NY	256	42.0	182	29.9	17	2.8	4	0.7	11	1.8	3	0.5	*473*	*77.7*	136	22.3	**609**	**100.0**
NC	520	45.6	373	32.7	28	2.5	1	0.1	7	0.6	4	0.4	*933*	*81.8*	208	18.2	**1,141**	**100.0**
ND	24	26.1	45	48.9	5	5.4	0	0.0	6	6.5	1	1.1	*81*	*88.0*	11	12.0	**92**	**100.0**
OH	446	44.8	334	33.6	30	3.0	0	0.0	21	2.1	2	0.2	*833*	*83.7*	162	16.3	**995**	**100.0**
OK	210	39.0	225	41.8	21	3.9	1	0.2	13	2.4	0	0.0	*470*	*87.4*	68	12.6	**538**	**100.0**
OR	167	42.4	148	37.6	18	4.6	0	0.0	4	1.0	0	0.0	*337*	*85.5*	57	14.5	**394**	**100.0**
PA	384	43.1	281	31.6	27	3.0	0	0.0	21	2.4	1	0.1	*714*	*80.2*	176	19.8	**890**	**100.0**
RI	26	54.2	9	18.8	0	0.0	0	0.0	0	0.0	0	0.0	*35*	*72.9*	13	27.1	**48**	**100.0**
SC	346	42.6	282	34.7	23	2.8	1	0.1	7	0.9	0	0.0	*659*	*81.2*	153	18.8	**812**	**100.0**
SD	28	30.1	44	47.3	4	4.3	0	0.0	3	3.2	0	0.0	*79*	*84.9*	14	15.1	**93**	**100.0**
TN	440	45.1	337	34.5	27	2.8	0	0.0	15	1.5	2	0.2	*821*	*84.1*	155	15.9	**976**	**100.0**
TX	1,097	38.2	1,182	41.2	146	5.1	4	0.1	23	0.8	1	0.0	*2,453*	*85.5*	416	14.5	**2,869**	**100.0**
UT	76	38.2	73	36.7	5	2.5	4	2.0	4	2.0	3	1.5	*165*	*82.9*	34	17.1	**199**	**100.0**
VT	22	50.0	10	22.7	2	4.5	0	0.0	2	4.5	0	0.0	*36*	*81.8*	8	18.2	**44**	**100.0**
VA	328	47.3	231	33.3	24	3.5	2	0.3	5	0.7	1	0.1	*591*	*85.3*	102	14.7	**693**	**100.0**
WA	171	42.1	132	32.5	6	1.5	2	0.5	4	1.0	0	0.0	*315*	*77.6*	91	22.4	**406**	**100.0**
WV	78	34.5	91	40.3	12	5.3	0	0.0	17	7.5	0	0.0	*198*	*87.6*	28	12.4	**226**	**100.0**
WI	194	39.3	184	37.2	13	2.6	0	0.0	18	3.6	0	0.0	*409*	*82.8*	85	17.2	**494**	**100.0**
WY	35	25.7	68	50.0	13	9.6	0	0.0	5	3.7	0	0.0	*121*	*89.0*	15	11.0	**136**	**100.0**
USA	**12,239**	**42.6**	**9,976**	**34.7**	**892**	**3.1**	**35**	**0.1**	**513**	**1.8**	**89**	**0.3**	***23,744***	***82.6***	**5,014**	**17.4**	**28,758**	**100.0**
PR	98	55.4	40	22.6	2	1.1	1	0.6	2	1.1	0	0.0	*143*	*80.8*	34	19.2	**177**	**100.0**

Table 114. Passenger Car and Light-Truck Occupants Killed, by State and Restraint Use

State	Restraint Use						Total Occupants Killed	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	268	39.8	352	52.3	53	7.9	**673**	**100.0**
AK	18	37.5	22	45.8	8	16.7	**48**	**100.0**
AZ	190	40.8	214	45.9	62	13.3	**466**	**100.0**
AR	151	43.1	165	47.1	34	9.7	**350**	**100.0**
CA	1,126	59.3	620	32.6	154	8.1	**1,900**	**100.0**
CO	160	43.2	189	51.1	21	5.7	**370**	**100.0**
CT	58	42.3	57	41.6	22	16.1	**137**	**100.0**
DE	44	61.1	24	33.3	4	5.6	**72**	**100.0**
DC	4	40.0	5	50.0	1	10.0	**10**	**100.0**
FL	899	56.7	658	41.5	28	1.8	**1,585**	**100.0**
GA	514	52.0	384	38.8	91	9.2	**989**	**100.0**
HI	22	47.8	16	34.8	8	17.4	**46**	**100.0**
ID	76	45.8	81	48.8	9	5.4	**166**	**100.0**
IL	311	48.4	250	38.9	82	12.8	**643**	**100.0**
IN	262	47.4	220	39.8	71	12.8	**553**	**100.0**
IA	125	52.7	93	39.2	19	8.0	**237**	**100.0**
KS	141	44.8	137	43.5	37	11.7	**315**	**100.0**
KY	264	50.2	262	49.8	0	0.0	**526**	**100.0**
LA	179	39.1	234	51.1	45	9.8	**458**	**100.0**
ME	52	50.5	48	46.6	3	2.9	**103**	**100.0**
MD	147	49.3	108	36.2	43	14.4	**298**	**100.0**
MA	60	30.3	96	48.5	42	21.2	**198**	**100.0**
MI	343	53.3	206	32.0	95	14.8	**644**	**100.0**
MN	129	54.2	74	31.1	35	14.7	**238**	**100.0**
MS	210	41.7	275	54.6	19	3.8	**504**	**100.0**
MO	181	31.5	340	59.2	53	9.2	**574**	**100.0**
MT	45	38.8	66	56.9	5	4.3	**116**	**100.0**

Table 114. Passenger Car and Light-Truck Occupants Killed, by State and Restraint Use (Continued)

State	Restraint Use						Total Occupants Killed	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	68	35.6	90	47.1	33	17.3	**191**	**100.0**
NV	94	59.5	55	34.8	9	5.7	**158**	**100.0**
NH	21	34.4	38	62.3	2	3.3	**61**	**100.0**
NJ	144	55.4	108	41.5	8	3.1	**260**	**100.0**
NM	116	47.0	101	40.9	30	12.1	**247**	**100.0**
NY	248	56.6	153	34.9	37	8.4	**438**	**100.0**
NC	448	50.2	405	45.4	40	4.5	**893**	**100.0**
ND	24	34.8	33	47.8	12	17.4	**69**	**100.0**
OH	324	41.5	379	48.6	77	9.9	**780**	**100.0**
OK	194	44.6	206	47.4	35	8.0	**435**	**100.0**
OR	170	54.0	87	27.6	58	18.4	**315**	**100.0**
PA	259	38.9	318	47.8	88	13.2	**665**	**100.0**
RI	15	42.9	18	51.4	2	5.7	**35**	**100.0**
SC	292	46.5	299	47.6	37	5.9	**628**	**100.0**
SD	31	43.1	38	52.8	3	4.2	**72**	**100.0**
TN	383	49.3	343	44.1	51	6.6	**777**	**100.0**
TX	1,187	52.1	868	38.1	224	9.8	**2,279**	**100.0**
UT	88	59.1	48	32.2	13	8.7	**149**	**100.0**
VT	17	53.1	15	46.9	0	0.0	**32**	**100.0**
VA	255	45.6	301	53.8	3	0.5	**559**	**100.0**
WA	147	48.5	104	34.3	52	17.2	**303**	**100.0**
WV	78	46.2	73	43.2	18	10.7	**169**	**100.0**
WI	180	47.6	143	37.8	55	14.6	**378**	**100.0**
WY	53	51.5	47	45.6	3	2.9	**103**	**100.0**
USA	**10,815**	**48.7**	**9,466**	**42.6**	**1,934**	**8.7**	**22,215**	**100.0**
PR	39	28.3	99	71.7	0	0.0	**138**	**100.0**

Table 115. Passenger Car and Light-Truck Occupants Killed, by State, Vehicle Type, and Rollover Occurrence

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
AL	362	85	23.5	160	55	34.4	126	61	48.4	21	8	38.1	**673**	**210**	**31.2**
AK	17	5	29.4	13	6	46.2	18	9	50.0	0	0	0.0	**48**	**20**	**41.7**
AZ	236	58	24.6	77	44	57.1	121	66	54.5	26	3	11.5	**466**	**174**	**37.3**
AR	165	29	17.6	104	38	36.5	72	39	54.2	9	2	22.2	**350**	**108**	**30.9**
CA	1,189	286	24.1	287	112	39.0	355	172	48.5	59	13	22.0	**1,900**	**590**	**31.1**
CO	168	48	28.6	92	44	47.8	97	49	50.5	12	5	41.7	**370**	**147**	**39.7**
CT	84	12	14.3	15	8	53.3	31	15	48.4	7	1	14.3	**137**	**36**	**26.3**
DE	45	4	8.9	8	1	12.5	13	4	30.8	6	0	0.0	**72**	**9**	**12.5**
DC	7	1	14.3	0	0	0.0	3	0	0.0	0	0	0.0	**10**	**1**	**10.0**
FL	974	139	14.3	218	86	39.4	307	118	38.4	80	30	37.5	**1,585**	**374**	**23.6**
GA	549	109	19.9	190	70	36.8	194	70	36.1	54	13	24.1	**989**	**263**	**26.6**
HI	21	7	33.3	15	9	60.0	8	4	50.0	1	0	0.0	**46**	**20**	**43.5**
ID	66	21	31.8	44	23	52.3	45	25	55.6	10	3	30.0	**166**	**73**	**44.0**
IL	380	60	15.8	78	33	42.3	145	53	36.6	40	9	22.5	**643**	**155**	**24.1**
IN	302	58	19.2	112	38	33.9	102	34	33.3	37	6	16.2	**553**	**136**	**24.6**
IA	102	23	22.5	51	18	35.3	58	20	34.5	26	8	30.8	**237**	**69**	**29.1**
KS	148	21	14.2	80	28	35.0	69	34	49.3	18	2	11.1	**315**	**85**	**27.0**
KY	306	64	20.9	103	33	32.0	94	33	35.1	23	4	17.4	**526**	**134**	**25.5**
LA	238	47	19.7	121	42	34.7	84	25	29.8	13	3	23.1	**458**	**118**	**25.8**
ME	53	11	20.8	19	8	42.1	28	5	17.9	3	3	100.0	**103**	**27**	**26.2**
MD	203	39	19.2	29	3	10.3	57	22	38.6	9	2	22.2	**298**	**66**	**22.1**
MA	116	28	24.1	20	7	35.0	51	16	31.4	10	5	50.0	**198**	**56**	**28.3**
MI	370	68	18.4	95	32	33.7	148	40	27.0	31	6	19.4	**644**	**146**	**22.7**
MN	134	29	21.6	43	20	46.5	47	14	29.8	14	5	35.7	**238**	**68**	**28.6**
MS	288	69	24.0	114	43	37.7	83	45	54.2	18	1	5.6	**504**	**158**	**31.3**
MO	304	68	22.4	115	52	45.2	124	54	43.5	29	12	41.4	**574**	**186**	**32.4**
MT	51	20	39.2	36	19	52.8	26	16	61.5	3	1	33.3	**116**	**56**	**48.3**

Table 115. Passenger Car and Light-Truck Occupants Killed, by State, Vehicle Type, and Rollover Occurrence (Continued)

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
NE	90	20	22.2	40	14	35.0	48	17	35.4	12	5	41.7	**191**	**56**	**29.3**
NV	91	19	20.9	23	11	47.8	40	20	50.0	4	3	75.0	**158**	**53**	**33.5**
NH	36	4	11.1	7	0	0.0	17	6	35.3	1	0	0.0	**61**	**10**	**16.4**
NJ	189	27	14.3	12	6	50.0	46	12	26.1	13	0	0.0	**260**	**45**	**17.3**
NM	107	38	35.5	67	37	55.2	65	48	73.8	8	2	25.0	**247**	**125**	**50.6**
NY	256	39	15.2	40	12	30.0	115	27	23.5	27	1	3.7	**438**	**79**	**18.0**
NC	520	127	24.4	142	49	34.5	190	77	40.5	36	7	19.4	**893**	**262**	**29.3**
ND	24	9	37.5	19	8	42.1	19	11	57.9	5	1	20.0	**69**	**30**	**43.5**
OH	446	78	17.5	115	36	31.3	173	57	32.9	45	9	20.0	**780**	**181**	**23.2**
OK	210	43	20.5	116	30	25.9	97	32	33.0	12	5	41.7	**435**	**110**	**25.3**
OR	167	45	26.9	66	17	25.8	71	28	39.4	11	3	27.3	**315**	**93**	**29.5**
PA	384	59	15.4	87	28	32.2	159	51	32.1	35	15	42.9	**665**	**153**	**23.0**
RI	26	9	34.6	2	0	0.0	7	3	42.9	0	0	0.0	**35**	**12**	**34.3**
SC	346	78	22.5	119	43	36.1	127	48	37.8	34	4	11.8	**628**	**174**	**27.7**
SD	28	10	35.7	21	14	66.7	13	7	53.8	10	3	30.0	**72**	**34**	**47.2**
TN	440	82	18.6	163	55	33.7	144	57	39.6	29	8	27.6	**777**	**202**	**26.0**
TX	1,097	201	18.3	598	213	35.6	510	212	41.6	69	11	15.9	**2,279**	**639**	**28.0**
UT	76	16	21.1	40	23	57.5	27	13	48.1	4	1	25.0	**149**	**55**	**36.9**
VT	22	5	22.7	4	0	0.0	6	2	33.3	0	0	0.0	**32**	**7**	**21.9**
VA	328	64	19.5	93	39	41.9	104	43	41.3	34	13	38.2	**559**	**159**	**28.4**
WA	171	41	24.0	52	28	53.8	64	33	51.6	16	7	43.8	**303**	**109**	**36.0**
WV	78	15	19.2	43	13	30.2	41	18	43.9	7	0	0.0	**169**	**46**	**27.2**
WI	194	49	25.3	60	32	53.3	91	34	37.4	33	7	21.2	**378**	**122**	**32.3**
WY	35	12	34.3	26	20	76.9	29	15	51.7	13	3	23.1	**103**	**50**	**48.5**
USA	**12,239**	**2,499**	**20.4**	**4,194**	**1,600**	**38.1**	**4,709**	**1,914**	**40.6**	**1,017**	**253**	**24.9**	**22,215**	**6,291**	**28.3**
PR	98	12	12.2	15	1	6.7	23	6	26.1	2	1	50.0	**138**	**20**	**14.5**

*Includes occupants of other and unknown light trucks.

Table 116. 2019 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population	Pedestrian Fatality Rate per 100,000 Population
1	New Mexico	83	2,096,829	3.96
2	Florida	713	21,477,737	3.32
3	Delaware	32	973,764	3.29
4	South Carolina	160	5,148,714	3.11
5	Arizona	212	7,278,717	2.91
6	Hawaii	36	1,415,872	2.54
7	Louisiana	118	4,648,794	2.54
8	California	972	39,512,223	2.46
9	Alabama	119	4,903,185	2.43
10	Texas	649	28,995,881	2.24
11	Georgia	236	10,617,423	2.22
12	Mississippi	65	2,976,149	2.18
13	Tennessee	149	6,829,174	2.18
14	Oklahoma	85	3,956,971	2.15
15	Maryland	123	6,045,680	2.03
16	Arkansas	61	3,017,804	2.02
17	Nevada	62	3,080,156	2.01
18	North Carolina	209	10,488,084	1.99
19	New Jersey	175	8,882,190	1.97
20	Oregon	81	4,217,737	1.92
21	Wyoming	11	578,759	1.90
22	Missouri	109	6,137,428	1.78
23	West Virginia	31	1,792,147	1.73
24	Kentucky	73	4,467,673	1.63
25	Montana	17	1,068,778	1.59
26	Connecticut	54	3,565,287	1.51
27	Virginia	123	8,535,519	1.44

Table 116. 2019 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population	Pedestrian Fatality Rate per 100,000 Population
28	Michigan	141	9,986,857	1.41
29	New York	268	19,453,561	1.38
30	Illinois	173	12,671,821	1.37
31	District of Columbia	9	705,749	1.28
32	Washington	97	7,614,893	1.27
33	Colorado	73	5,758,736	1.27
34	Maine	16	1,344,212	1.19
35	Utah	38	3,205,958	1.19
36	Pennsylvania	147	12,801,989	1.15
37	Massachusetts	77	6,892,503	1.12
38	Indiana	73	6,732,219	1.08
39	Ohio	124	11,689,100	1.06
40	Nebraska	20	1,934,408	1.03
41	Wisconsin	56	5,822,434	0.96
42	Minnesota	47	5,639,632	0.83
43	Alaska	6	731,545	0.82
44	South Dakota	7	884,659	0.79
45	Rhode Island	8	1,059,361	0.76
46	New Hampshire	10	1,359,711	0.74
47	Idaho	12	1,787,065	0.67
48	Iowa	21	3,155,070	0.67
49	North Dakota	5	762,062	0.66
50	Kansas	16	2,913,314	0.55
51	Vermont	3	623,989	0.48
	USA	**6,205**	**328,239,523**	**1.89**
	Puerto Rico	100	3,193,694	3.13

Source: Population—Census Bureau

Table 117. People Killed, by State and Highest Driver BAC in the Crash

State	Highest Driver BAC in the 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	603	65	50	5	277	30	328	35	**930**	**100**
AK	41	61	3	4	22	33	25	37	**67**	**100**
AZ	670	68	49	5	260	27	309	32	**981**	**100**
AR	347	69	29	6	128	25	157	31	**505**	**100**
CA	2,473	69	175	5	949	26	1,123	31	**3,606**	**100**
CO	395	66	37	6	164	27	200	34	**596**	**100**
CT	139	56	15	6	94	38	109	44	**249**	**100**
DE	97	73	4	3	31	24	35	27	**132**	**100**
DC	15	67	2	7	6	26	8	33	**23**	**100**
FL	2,258	71	126	4	790	25	916	29	**3,183**	**100**
GA	1,066	71	72	5	353	24	425	28	**1,491**	**100**
HI	62	57	9	8	36	34	45	42	**108**	**100**
ID	143	64	13	6	68	30	81	36	**224**	**100**
IL	640	63	54	5	314	31	368	36	**1,009**	**100**
IN	576	71	23	3	210	26	233	29	**809**	**100**
IA	212	63	23	7	100	30	124	37	**336**	**100**
KS	311	76	9	2	91	22	100	24	**411**	**100**
KY	552	75	30	4	150	20	179	24	**732**	**100**
LA	473	65	34	5	220	30	254	35	**727**	**100**
ME	99	63	6	4	50	32	57	36	**157**	**100**
MD	332	64	22	4	167	32	189	36	**521**	**100**
MA	202	61	19	6	110	33	129	39	**334**	**100**
MI	681	69	43	4	261	26	303	31	**985**	**100**
MN	262	72	16	4	86	24	102	28	**364**	**100**
MS	443	69	29	5	170	26	199	31	**643**	**100**
MO	598	68	46	5	235	27	282	32	**880**	**100**
MT	113	61	5	3	66	36	71	38	**184**	**100**

Table 117. People Killed, by State and Highest Driver BAC in the Crash (Continued)

State	Highest Driver BAC in the 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
NE	177	71	12	5	58	24	71	28	**248**	**100**
NV	191	63	22	7	92	30	113	37	**304**	**100**
NH	55	54	6	6	40	40	46	46	**101**	**100**
NJ	391	70	38	7	129	23	167	30	**559**	**100**
NM	267	63	24	6	129	31	153	36	**424**	**100**
NY	614	66	53	6	262	28	315	34	**931**	**100**
NC	1,002	73	45	3	323	24	368	27	**1,373**	**100**
ND	52	52	5	5	41	41	46	46	**100**	**100**
OH	727	63	66	6	351	30	417	36	**1,153**	**100**
OK	457	71	27	4	154	24	181	28	**640**	**100**
OR	283	58	38	8	167	34	205	42	**489**	**100**
PA	712	67	49	5	298	28	347	33	**1,059**	**100**
RI	27	46	6	10	25	44	31	54	**57**	**100**
SC	671	67	46	5	285	28	330	33	**1,001**	**100**
SD	70	69	4	4	28	27	32	31	**102**	**100**
TN	800	71	45	4	290	26	335	29	**1,135**	**100**
TX	2,068	57	212	6	1,332	37	1,544	43	**3,615**	**100**
UT	199	80	10	4	39	16	49	20	**248**	**100**
VT	33	69	5	11	9	19	15	31	**47**	**100**
VA	548	66	46	6	236	28	283	34	**831**	**100**
WA	310	60	36	7	172	33	209	40	**519**	**100**
WV	196	75	8	3	56	22	64	25	**260**	**100**
WI	361	64	23	4	183	32	205	36	**566**	**100**
WY	100	68	8	6	36	25	45	30	**147**	**100**
USA	**24,106**	**67**	**1,775**	**5**	**10,142**	**28**	**11,917**	**33**	**36,096**	**100**
PR	185	64	25	8	80	28	104	36	**289**	**100**

*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 details, see page 9 of this report.

Table 118. Drivers Involved in Fatal Crashes, by State and BACs

State	BAC 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	991	76	51	4	256	20	307	24	**1,298**	**100**
AK	65	73	3	3	21	23	24	27	**89**	**100**
AZ	1,056	78	51	4	243	18	294	22	**1,350**	**100**
AR	549	78	28	4	125	18	152	22	**701**	**100**
CA	3,934	79	177	4	878	18	1,055	21	**4,989**	**100**
CO	674	78	38	4	154	18	192	22	**866**	**100**
CT	229	68	17	5	91	27	108	32	**337**	**100**
DE	155	83	4	2	28	15	32	17	**187**	**100**
DC	27	80	2	5	5	14	7	20	**34**	**100**
FL	3,844	81	139	3	738	16	877	19	**4,720**	**100**
GA	1,772	81	70	3	341	16	411	19	**2,183**	**100**
HI	103	70	9	6	35	24	43	30	**146**	**100**
ID	231	76	9	3	65	21	74	24	**305**	**100**
IL	1,102	76	57	4	297	20	353	24	**1,455**	**100**
IN	973	81	26	2	208	17	234	19	**1,207**	**100**
IA	353	75	21	4	96	20	117	25	**470**	**100**
KS	456	83	9	2	84	15	93	17	**549**	**100**
KY	894	85	26	2	132	13	158	15	**1,052**	**100**
LA	772	76	31	3	211	21	242	24	**1,014**	**100**
ME	136	72	5	3	48	25	53	28	**189**	**100**
MD	587	77	24	3	151	20	175	23	**762**	**100**
MA	321	72	19	4	107	24	126	28	**447**	**100**
MI	1,122	80	41	3	243	17	284	20	**1,405**	**100**
MN	425	81	17	3	81	16	98	19	**523**	**100**
MS	655	77	29	3	162	19	191	23	**846**	**100**
MO	955	78	55	4	221	18	276	22	**1,231**	**100**
MT	153	70	6	3	60	27	65	30	**218**	**100**

Table 118. Drivers Involved in Fatal Crashes, by State and BACs (Continued)

State	BAC 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
NE	285	81	13	4	54	15	66	19	**351**	**100**
NV	351	76	22	5	89	19	111	24	**462**	**100**
NH	96	67	11	8	37	26	48	33	**144**	**100**
NJ	615	80	35	5	123	16	158	20	**773**	**100**
NM	425	76	22	4	112	20	134	24	**559**	**100**
NY	906	75	58	5	249	21	307	25	**1,213**	**100**
NC	1,582	82	47	2	308	16	355	18	**1,937**	**100**
ND	85	67	5	4	37	29	41	33	**126**	**100**
OH	1,244	76	70	4	324	20	394	24	**1,638**	**100**
OK	718	81	27	3	139	16	166	19	**884**	**100**
OR	460	71	39	6	154	24	193	29	**653**	**100**
PA	1,274	79	55	3	283	18	338	21	**1,612**	**100**
RI	43	58	6	8	25	34	31	42	**74**	**100**
SC	1,073	78	46	3	263	19	309	22	**1,381**	**100**
SD	102	77	4	3	26	20	30	23	**132**	**100**
TN	1,280	80	47	3	272	17	319	20	**1,599**	**100**
TX	3,594	70	243	5	1,315	26	1,558	30	**5,152**	**100**
UT	300	86	10	3	39	11	49	14	**349**	**100**
VT	54	79	5	8	9	13	15	21	**68**	**100**
VA	863	76	43	4	232	20	275	24	**1,138**	**100**
WA	571	73	36	5	176	22	212	27	**783**	**100**
WV	291	82	9	2	56	16	64	18	**355**	**100**
WI	592	75	28	4	172	22	200	25	**792**	**100**
WY	146	80	6	3	30	17	36	20	**182**	**100**
USA	**39,481**	**78**	**1,850**	**4**	**9,598**	**19**	**11,449**	**22**	**50,930**	**100**
PR	276	73	23	6	79	21	102	27	**378**	**100**

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

Table 119. Drivers Killed in Crashes, by State and BACs

State	BAC 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	434	65	35	5	196	29	231	35	**664**	**100**
AK	30	67	3	7	12	27	15	33	**45**	**100**
AZ	375	68	29	5	151	27	180	32	**555**	**100**
AR	236	69	13	4	92	27	105	31	**340**	**100**
CA	1,199	65	106	6	536	29	642	35	**1,841**	**100**
CO	256	65	25	6	112	28	136	35	**392**	**100**
CT	93	58	7	4	60	38	67	42	**160**	**100**
DE	51	66	3	4	23	29	26	34	**77**	**100**
DC	7	70	1	5	3	25	3	30	**10**	**100**
FL	1,249	70	82	5	461	26	543	30	**1,792**	**100**
GA	707	73	41	4	216	22	257	27	**964**	**100**
HI	32	62	4	9	15	30	20	38	**51**	**100**
ID	104	63	8	5	54	32	61	37	**165**	**100**
IL	425	65	34	5	197	30	231	35	**656**	**100**
IN	397	71	16	3	149	27	166	29	**562**	**100**
IA	163	66	12	5	72	29	84	34	**247**	**100**
KS	229	77	5	2	65	22	70	23	**299**	**100**
KY	403	77	16	3	104	20	120	23	**522**	**100**
LA	291	64	15	3	147	32	162	36	**453**	**100**
ME	67	64	4	3	34	33	38	36	**105**	**100**
MD	190	64	16	5	91	31	107	36	**297**	**100**
MA	121	57	12	6	77	37	90	43	**211**	**100**
MI	436	69	22	4	169	27	192	31	**628**	**100**
MN	170	72	11	4	55	23	66	28	**236**	**100**
MS	293	67	20	5	122	28	142	33	**434**	**100**
MO	391	67	28	5	167	29	194	33	**585**	**100**
MT	74	61	5	4	43	35	48	39	**122**	**100**

Table 119. Drivers Killed in Crashes, by State and BACs (Continued)

State	BAC of Driver								Total Drivers Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	116	70	8	5	43	26	51	30	**167**	**100**
NV	115	64	12	7	54	30	66	36	**181**	**100**
NH	41	56	8	11	24	33	33	44	**74**	**100**
NJ	188	66	21	7	77	27	98	34	**286**	**100**
NM	147	64	15	6	68	30	83	36	**230**	**100**
NY	329	68	35	7	122	25	157	32	**486**	**100**
NC	668	72	30	3	224	24	253	28	**921**	**100**
ND	41	56	3	3	30	41	32	44	**73**	**100**
OH	500	64	45	6	234	30	279	36	**779**	**100**
OK	303	72	16	4	100	24	116	28	**419**	**100**
OR	183	59	25	8	101	33	126	41	**309**	**100**
PA	492	68	31	4	197	27	227	32	**719**	**100**
RI	15	42	4	11	17	46	21	58	**36**	**100**
SC	440	67	30	5	184	28	214	33	**654**	**100**
SD	49	70	2	2	19	27	21	30	**69**	**100**
TN	556	71	31	4	194	25	225	29	**781**	**100**
TX	1,391	62	118	5	747	33	865	38	**2,256**	**100**
UT	119	80	7	5	22	15	29	20	**148**	**100**
VT	24	66	4	11	9	23	13	34	**37**	**100**
VA	361	65	30	5	167	30	197	35	**558**	**100**
WA	201	60	18	5	118	35	136	40	**337**	**100**
WV	131	77	5	3	34	20	40	23	**171**	**100**
WI	253	62	17	4	140	34	157	38	**410**	**100**
WY	67	67	5	5	27	27	32	33	**99**	**100**
USA	**15,150**	**67**	**1,093**	**5**	**6,370**	**28**	**7,463**	**33**	22,613	**100**
PR	85	58	14	9	48	33	62	42	**147**	**100**

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

Table 120. Surviving Drivers Involved in Fatal Crashes, by State and BACs

State	BAC 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	558	88	16	3	60	9	76	12	**634**	**100**
AK	35	80	0	0	9	20	9	20	**44**	**100**
AZ	681	86	22	3	92	12	114	14	**795**	**100**
AR	313	87	15	4	33	9	48	13	**361**	**100**
CA	2,735	87	71	2	342	11	413	13	**3,148**	**100**
CO	418	88	13	3	43	9	56	12	**474**	**100**
CT	136	77	10	6	31	17	41	23	**177**	**100**
DE	104	95	1	1	5	4	6	5	**110**	**100**
DC	20	85	1	5	2	10	4	15	**24**	**100**
FL	2,594	89	57	2	277	9	334	11	**2,928**	**100**
GA	1,065	87	29	2	125	10	154	13	**1,219**	**100**
HI	71	75	4	4	20	21	24	25	**95**	**100**
ID	127	91	2	1	11	8	13	9	**140**	**100**
IL	677	85	23	3	99	12	122	15	**799**	**100**
IN	576	89	10	2	58	9	69	11	**645**	**100**
IA	190	85	9	4	24	11	33	15	**223**	**100**
KS	227	91	4	1	19	8	23	9	**250**	**100**
KY	491	93	10	2	29	5	39	7	**530**	**100**
LA	481	86	16	3	64	11	80	14	**561**	**100**
ME	69	82	2	2	13	16	15	18	**84**	**100**
MD	397	85	9	2	60	13	68	15	**465**	**100**
MA	200	85	7	3	29	12	36	15	**236**	**100**
MI	685	88	18	2	74	9	92	12	**777**	**100**
MN	254	89	7	2	26	9	33	11	**287**	**100**
MS	363	88	10	2	40	10	49	12	**412**	**100**
MO	565	87	27	4	54	8	82	13	**646**	**100**
MT	79	82	1	1	17	17	17	18	**96**	**100**

Table 120. Surviving Drivers Involved in Fatal Crashes, by State and BACs (Continued)

State	BAC 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
NE	169	92	5	3	11	6	16	8	**184**	**100**
NV	236	84	10	4	35	13	45	16	**281**	**100**
NH	55	78	3	4	13	18	15	22	**70**	**100**
NJ	427	88	14	3	46	10	60	12	**487**	**100**
NM	278	84	7	2	44	13	51	16	**329**	**100**
NY	578	79	23	3	127	17	150	21	**727**	**100**
NC	914	90	18	2	85	8	102	10	**1,016**	**100**
ND	44	83	2	4	7	12	9	17	**53**	**100**
OH	744	87	25	3	90	10	115	13	**859**	**100**
OK	415	89	11	2	39	8	50	11	**465**	**100**
OR	277	81	14	4	52	15	67	19	**344**	**100**
PA	782	88	25	3	86	10	111	12	**893**	**100**
RI	28	73	2	5	9	22	10	27	**38**	**100**
SC	633	87	15	2	79	11	94	13	**727**	**100**
SD	54	85	2	3	7	12	10	15	**63**	**100**
TN	724	89	16	2	78	10	94	11	**818**	**100**
TX	2,203	76	125	4	569	20	693	24	**2,896**	**100**
UT	181	90	3	2	17	8	20	10	**201**	**100**
VT	29	94	1	4	1	2	2	6	**31**	**100**
VA	502	87	13	2	65	11	78	13	**580**	**100**
WA	370	83	18	4	58	13	76	17	**446**	**100**
WV	160	87	3	2	21	12	25	13	**184**	**100**
WI	340	89	11	3	32	8	43	11	**382**	**100**
WY	79	95	1	1	3	4	4	5	**83**	**100**
USA	**24,331**	**86**	**758**	**3**	**3,228**	**11**	**3,986**	**14**	**28,317**	**100**
PR	191	83	9	4	31	13	40	17	**231**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, 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	930	**216**	8	17	0	38	45	54	54
AK	67	**29**	2	2	0	9	4	10	1
AZ	981	**316**	28	22	24	87	58	56	8
AR	505	**132**	9	7	1	38	20	19	38
CA	3,606	**1,066**	47	127	119	311	215	171	75
CO	596	**239**	12	20	5	94	43	31	33
CT	249	**64**	0	8	4	9	15	20	7
DE	132	**37**	0	3	3	3	4	17	7
DC	23	**13**	0	0	0	0	0	1	12
FL	3,183	**300**	3	15	6	100	88	51	37
GA	1,491	**260**	9	40	1	51	73	42	44
HI	108	**52**	0	6	0	30	16	0	0
ID	224	**48**	6	4	0	11	6	13	8
IL	1,009	**375**	21	60	4	91	78	75	45
IN	809	**201**	29	16	2	40	33	45	36
IA	336	**69**	4	4	0	10	9	15	27
KS	411	**111**	12	9	3	18	12	23	34
KY	732	**114**	11	6	3	23	18	32	21
LA	727	**94**	7	12	3	20	19	23	10
ME	157	**49**	3	0	0	4	8	21	12
MD	521	**139**	0	23	5	43	25	25	18
MA	334	**78**	2	19	1	16	22	10	8
MI	985	**250**	7	29	11	54	58	54	35
MN	364	**77**	1	8	4	13	24	20	7
MS	643	**120**	7	13	0	13	17	42	28
MO	880	**328**	14	41	18	59	60	79	57
MT	184	**57**	8	0	0	26	4	8	10

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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
			Interstate		Non-Interstate				
		Total	Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
NE	248	**49**	8	0	5	18	6	6	6
NV	304	**87**	4	4	1	27	35	2	14
NH	101	**35**	4	0	2	10	4	5	10
NJ	559	**105**	0	1	10	39	20	16	19
NM	424	**156**	26	7	2	53	24	31	13
NY	931	**266**	3	13	41	56	26	31	95
NC	1,373	**307**	14	11	13	42	55	93	79
ND	100	**25**	0	0	0	6	4	7	8
OH	1,153	**322**	8	23	7	44	65	108	60
OK	640	**128**	5	3	2	23	20	42	33
OR	489	**139**	3	3	3	45	24	43	18
PA	1,059	**441**	28	22	21	96	88	95	90
RI	57	**36**	0	7	4	12	4	0	9
SC	1,001	**459**	44	22	7	120	199	28	39
SD	102	**24**	1	1	0	5	1	14	2
TN	1,135	**180**	8	13	3	33	41	49	33
TX	3,615	**1,110**	61	130	59	301	200	253	105
UT	248	**67**	11	5	0	30	3	7	11
VT	47	**22**	1	0	0	2	8	7	4
VA	831	**228**	9	25	9	43	45	70	21
WA	519	**150**	6	14	2	30	22	29	45
WV	260	**85**	2	4	0	28	13	25	11
WI	566	**174**	7	10	2	40	42	50	22
WY	147	**49**	11	1	0	19	4	6	8
USA	**36,096**	**9,478**	**514**	**830**	**410**	**2,333**	**1,927**	**1,974**	**1,427**
PR	289	**93**	15	11	0	24	23	16	4

*Includes speeding-related fatalities that occurred on roadways for which the function class was unknown or unknown whether rural or urban interstate.

Table 122. Rural Fatal Crashes, by State and Average Emergency Medical Services 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	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
AL	5.07	31.4	14.64	22.3	42.51	75.6	62.45	76.0	**484**
AK	8.18	48.5	17.65	30.3	36.89	72.7	63.67	72.7	**33**
AZ	3.20	25.6	15.08	21.6	50.18	78.0	60.95	79.3	**305**
AR	4.90	16.2	13.97	14.3	NA	NA	NA	NA	**314**
CA	NA	NA	NA	NA	NA	NA	NA	NA	**1,001**
CO	5.20	65.9	15.60	65.9	38.27	86.4	55.33	86.4	**220**
CT	1.61	32.6	10.45	8.7	33.47	58.7	45.16	58.7	**46**
DE	3.43	11.8	8.85	10.3	36.40	41.2	48.93	39.7	**68**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**NA**
FL	2.54	96.8	10.00	96.6	NA	NA	NA	NA	**743**
GA	4.94	37.8	11.14	17.2	47.07	58.7	58.88	60.0	**465**
HI	2.15	4.8	14.81	0.0	31.60	52.4	45.30	52.4	**21**
ID	3.89	14.7	14.50	6.0	19.50	98.7	23.33	98.0	**150**
IL	2.78	36.6	9.62	38.1	NA	NA	NA	NA	**320**
IN	NA	NA	NA	NA	NA	NA	NA	NA	**447**
IA	7.65	56.8	12.28	47.7	34.29	63.1	52.49	64.9	**222**
KS	5.98	14.2	11.86	11.4	37.44	48.8	53.16	50.0	**254**
KY	4.84	17.2	11.75	1.3	37.80	39.7	50.95	41.5	**458**
LA	6.24	14.2	14.28	8.3	44.96	42.5	60.99	45.1	**339**
ME	7.68	17.7	13.06	12.4	37.29	45.1	56.56	47.8	**113**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**107**
MA	3.55	13.0	10.30	0.0	37.50	47.8	46.83	47.8	**23**
MI	3.41	37.0	10.31	35.4	NA	NA	NA	NA	**362**
MN	1.58	10.1	10.49	3.7	36.94	47.1	48.06	47.6	**189**
MS	3.06	95.8	6.00	96.0	25.00	98.0	33.50	98.0	**405**
MO	8.30	46.3	13.53	40.9	44.78	54.2	63.10	56.3	**428**
MT	9.74	17.7	15.73	7.1	38.54	48.9	57.99	51.1	**141**

Table 122. Rural Fatal Crashes, by State and Average Emergency Medical Services 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	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
NE	5.51	51.7	10.74	49.7	33.32	55.2	48.89	55.9	**145**
NV	0.75	96.0	15.25	96.0	21.00	97.0	32.33	97.0	**101**
NH	2.87	4.1	11.26	6.1	36.75	91.8	53.25	91.8	**49**
NJ	5.38	36.2	11.71	15.5	43.50	48.3	54.90	48.3	**58**
NM	14.88	64.8	16.60	54.9	30.24	82.9	53.24	82.9	**193**
NY	2.37	13.8	10.76	13.8	43.74	67.1	52.77	68.1	**304**
NC	6.97	90.5	11.00	65.4	49.57	84.1	54.28	84.6	**684**
ND	12.65	36.1	21.63	22.2	38.79	61.1	65.56	65.3	**72**
OH	6.50	25.3	11.73	8.8	37.21	40.9	53.74	41.5	**467**
OK	8.65	58.5	16.59	40.2	52.34	59.5	70.52	64.5	**383**
OR	4.83	28.5	12.58	20.7	36.86	80.5	52.63	81.3	**256**
PA	4.81	70.1	12.46	47.8	42.52	72.9	54.42	73.1	**469**
RI	0.00	0.0	7.00	0.0	29.00	50.0	35.00	50.0	**2**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**626**
SD	5.13	33.8	16.93	35.2	34.38	70.4	52.86	70.4	**71**
TN	6.05	45.3	14.42	1.8	38.09	43.3	52.42	46.2	**455**
TX	9.31	81.4	16.64	78.5	45.08	79.5	65.68	80.5	**1,269**
UT	4.57	19.8	19.27	11.5	37.25	75.0	58.33	75.0	**96**
VT	2.64	30.0	11.16	7.5	38.78	42.5	50.09	42.5	**40**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**459**
WA	NA	NA	NA	NA	NA	NA	NA	NA	**216**
WV	6.11	64.3	13.66	60.5	41.45	75.8	58.54	77.7	**157**
WI	4.07	30.8	12.15	34.6	36.81	76.5	51.77	75.4	**341**
WY	5.74	18.0	21.30	14.0	34.50	62.0	57.19	64.0	**100**
USA	**5.43**	**59.3**	**13.16**	**51.8**	**41.13**	**77.2**	**56.47**	**78.0**	**14,671**
PR	9.50	98.7	10.00	98.7	NA	NA	NA	NA	**154**

*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 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	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
AL	3.46	21.0	8.63	13.7	31.07	72.8	44.53	73.1	**372**
AK	2.19	7.1	5.81	7.1	23.69	53.6	32.15	53.6	**28**
AZ	1.43	34.8	6.59	32.5	25.16	56.1	32.19	56.4	**560**
AR	2.89	13.7	6.33	13.7	NA	NA	NA	NA	**153**
CA	0.75	99.8	4.00	99.9	22.00	100.0	27.75	99.8	**2,310**
CO	1.94	27.7	5.10	27.1	19.85	60.4	26.14	61.1	**321**
CT	2.33	23.4	7.25	20.1	28.74	46.7	36.91	46.2	**184**
DE	2.79	27.8	5.93	24.1	28.38	51.9	35.56	50.0	**54**
DC	1.33	31.8	5.77	40.9	17.57	68.2	26.63	63.6	**22**
FL	1.94	97.1	7.11	96.8	NA	NA	NA	NA	**2,205**
GA	4.26	42.4	8.41	32.2	32.78	51.6	42.73	51.9	**912**
HI	5.08	3.8	7.90	1.3	27.61	36.3	39.42	37.5	**80**
ID	1.80	10.0	5.84	0.0	14.33	94.0	20.33	94.0	**50**
IL	1.87	39.6	5.59	43.9	17.33	99.5	21.67	99.5	**611**
IN	NA	NA	NA	NA	NA	NA	NA	NA	**301**
IA	3.95	36.3	6.37	28.6	20.98	38.5	30.04	38.5	**91**
KS	4.29	25.2	6.77	17.8	30.21	47.7	38.80	49.5	**107**
KY	2.49	10.5	7.58	1.4	28.68	31.6	36.44	32.1	**209**
LA	4.46	24.9	8.24	17.5	29.92	45.0	40.97	46.2	**342**
ME	4.76	7.4	6.96	7.4	26.10	25.9	38.45	25.9	**27**
MD	NA	NA	NA	NA	NA	NA	36.00	99.7	**371**
MA	3.80	17.4	5.54	1.0	26.55	34.6	33.82	36.9	**298**
MI	3.06	55.1	6.35	53.1	NA	NA	NA	NA	**535**
MN	1.41	5.6	6.13	5.6	27.38	51.7	35.09	51.7	**143**
MS	1.25	97.7	4.50	97.7	4.67	98.3	10.33	98.3	**176**
MO	4.38	34.4	8.18	22.1	25.88	37.7	36.93	37.7	**390**
MT	8.14	16.0	6.55	12.0	24.54	48.0	32.92	48.0	**25**

Table 123. Urban Fatal Crashes, by State and Average Emergency Medical Services 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	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
NE	2.48	40.3	4.69	37.3	22.20	40.3	28.56	41.8	**67**
NV	2.67	73.6	5.98	73.6	22.04	74.7	30.85	74.7	**182**
NH	0.49	12.5	7.86	27.5	42.00	95.0	48.00	95.0	**40**
NJ	4.08	27.5	7.58	15.6	31.05	42.7	40.99	43.8	**461**
NM	3.54	43.4	6.50	34.3	21.77	60.6	30.97	61.1	**175**
NY	2.84	46.8	7.19	49.6	26.08	69.7	34.21	68.7	**571**
NC	3.33	82.3	7.66	66.4	29.29	79.8	37.97	80.8	**598**
ND	3.29	12.5	5.85	18.8	22.89	43.8	31.25	50.0	**16**
OH	5.26	18.7	6.88	6.8	25.37	32.4	35.44	33.3	**561**
OK	2.21	44.0	7.96	30.5	27.84	49.0	36.14	50.0	**200**
OR	2.55	32.3	5.86	29.2	29.24	76.4	39.02	76.4	**195**
PA	2.40	60.4	6.88	42.7	29.61	57.7	36.38	58.6	**515**
RI	3.79	25.5	6.73	11.8	27.71	31.4	35.76	33.3	**51**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**296**
SD	1.46	23.5	6.54	23.5	19.63	52.9	26.88	52.9	**17**
TN	4.76	32.4	13.47	2.1	28.58	34.6	43.99	35.6	**584**
TX	4.36	76.9	7.71	74.5	26.59	76.3	37.38	76.8	**2,020**
UT	2.83	5.5	7.40	4.7	25.28	68.5	33.71	67.7	**127**
VT	1.00	75.0	5.50	0.0	25.00	25.0	31.00	25.0	**4**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**312**
WA	NA	NA	NA	NA	NA	NA	NA	NA	**274**
WV	5.31	65.5	10.41	65.5	30.61	78.6	46.17	78.6	**84**
WI	3.83	29.6	5.98	29.1	26.67	64.8	37.10	64.8	**179**
WY	4.15	31.6	6.69	31.6	29.38	57.9	39.75	57.9	**19**
USA	**3.42**	**62.4**	**7.56**	**57.7**	**27.59**	**75.0**	**37.36**	**75.3**	**18,425**
PR	0.00	99.2	5.00	99.2	NA	NA	NA	NA	**121**

*Includes crashes for which both times were known.

NA = not available.

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percentage of Total Killed		Total	Pedestrian
New York	NY	214	118	55.1	8,336,817	2.57	1.42
Los Angeles	CA	267	133	49.8	3,979,576	6.71	3.34
Chicago	IL	141	51	36.2	2,693,976	5.23	1.89
Houston	TX	256	81	31.6	2,320,268	11.03	3.49
Phoenix	AZ	205	81	39.5	1,680,992	12.20	4.82
Philadelphia	PA	90	28	31.1	1,584,064	5.68	1.77
San Antonio	TX	151	58	38.4	1,547,253	9.76	3.75
San Diego	CA	88	41	46.6	1,423,851	6.18	2.88
Dallas	TX	182	59	32.4	1,343,573	13.55	4.39
San Jose	CA	79	29	36.7	1,021,795	7.73	2.84
Austin	TX	91	34	37.4	978,908	9.30	3.47
Jacksonville	FL	149	41	27.5	911,507	16.35	4.50
Fort Worth	TX	95	20	21.1	909,585	10.44	2.20
Columbus	OH	74	23	31.1	898,553	8.24	2.56
Charlotte	NC	73	28	38.4	885,708	8.24	3.16
San Francisco	CA	39	18	46.2	881,549	4.42	2.04
Indianapolis	IN	100	20	20.0	876,384	11.41	2.28
Seattle	WA	24	13	54.2	753,675	3.18	1.72
Denver	CO	61	16	26.2	727,211	8.39	2.20
Washington	DC	23	9	39.1	705,749	3.26	1.28
Boston	MA	20	9	45.0	692,600	2.89	1.30
El Paso	TX	69	29	42.0	681,728	10.12	4.25
Nashville-Davidson	TN	97	29	29.9	670,820	14.46	4.32
Detroit	MI	115	28	24.3	670,031	17.16	4.18
Oklahoma City	OK	83	24	28.9	655,057	12.67	3.66
Portland	OR	49	16	32.7	654,741	7.48	2.44
Las Vegas	NV	33	12	36.4	651,319	5.07	1.84
Memphis	TN	130	36	27.7	651,073	19.97	5.53
Louisville-Jefferson Co.	KY	94	25	26.6	617,638	15.22	4.05
Baltimore	MD	44	18	40.9	593,490	7.41	3.03
Milwaukee	WI	55	11	20.0	590,157	9.32	1.86
Albuquerque	NM	101	42	41.6	560,513	18.02	7.49
Tucson	AZ	107	41	38.3	548,073	19.52	7.48
Fresno	CA	45	17	37.8	531,576	8.47	3.20
Mesa	AZ	44	8	18.2	518,012	8.49	1.54
Sacramento	CA	50	17	34.0	513,624	9.73	3.31
Atlanta	GA	86	23	26.7	506,811	16.97	4.54
Kansas City	MO	79	13	16.5	495,327	15.95	2.62
Colorado Springs	CO	40	7	17.5	478,221	8.36	1.46

Source: Population—Census Bureau

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percentage of Total Killed		Total	Pedestrian
Omaha	NE	33	6	18.2	478,192	6.90	1.25
Raleigh	NC	31	12	38.7	474,069	6.54	2.53
Miami	FL	58	27	46.6	467,963	12.39	5.77
Long Beach	CA	38	18	47.4	462,628	8.21	3.89
Virginia Beach	VA	22	2	9.1	449,974	4.89	0.44
Oakland	CA	32	9	28.1	433,031	7.39	2.08
Minneapolis	MN	12	5	41.7	429,606	2.79	1.16
Tulsa	OK	38	16	42.1	401,190	9.47	3.99
Tampa	FL	63	20	31.7	399,700	15.76	5.00
Arlington	TX	28	6	21.4	398,854	7.02	1.50
New Orleans	LA	44	10	22.7	390,144	11.28	2.56
Wichita	KS	39	3	7.7	389,938	10.00	0.77
Bakersfield	CA	36	14	38.9	384,145	9.37	3.64
Cleveland	OH	52	10	19.2	381,009	13.65	2.62
Aurora	CO	31	10	32.3	379,289	8.17	2.64
Anaheim	CA	18	5	27.8	350,365	5.14	1.43
Honolulu	HI	18	10	55.6	345,064	5.22	2.90
Santa Ana	CA	16	5	31.3	332,318	4.81	1.50
Riverside	CA	34	11	32.4	331,360	10.26	3.32
Corpus Christi	TX	37	8	21.6	326,586	11.33	2.45
Lexington-Fayette	KY	33	4	12.1	323,152	10.21	1.24
Henderson	NV	10	3	30.0	320,189	3.12	0.94
Stockton	CA	37	16	43.2	312,697	11.83	5.12
St. Paul	MN	10	4	40.0	308,096	3.25	1.30
Cincinnati	OH	21	5	23.8	303,940	6.91	1.65
St. Louis	MO	60	16	26.7	300,576	19.96	5.32
Pittsburgh	PA	24	9	37.5	300,286	7.99	3.00
Greensboro	NC	29	9	31.0	296,710	9.77	3.03
Lincoln	NE	18	2	11.1	289,102	6.23	0.69
Anchorage	AK	17	4	23.5	288,000	5.90	1.39
Plano	TX	10	2	20.0	287,677	3.48	0.70
Orlando	FL	38	19	50.0	287,442	13.22	6.61
Irvine	CA	9	0	0.0	287,401	3.13	0.00
Newark	NJ	23	12	52.2	282,011	8.16	4.26
Durham	NC	19	7	36.8	278,993	6.81	2.51
Chula Vista	CA	7	3	42.9	274,492	2.55	1.09
Toledo	OH	24	4	16.7	272,779	8.80	1.47
Fort Wayne	IN	29	5	17.2	270,402	10.72	1.85
St. Petersburg	FL	31	14	45.2	265,351	11.68	5.28

Source: Population—Census Bureau

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percentage of Total Killed		Total	Pedestrian
Laredo	TX	13	1	7.7	262,491	4.95	0.38
Jersey City	NJ	9	2	22.2	262,075	3.43	0.76
Chandler	AZ	19	4	21.1	261,165	7.28	1.53
Madison	WI	7	3	42.9	259,680	2.70	1.16
Lubbock	TX	50	9	18.0	258,862	19.32	3.48
Scottsdale	AZ	26	5	19.2	258,069	10.07	1.94
Reno	NV	15	7	46.7	255,601	5.87	2.74
Buffalo	NY	13	4	30.8	255,284	5.09	1.57
Gilbert	AZ	7	2	28.6	254,114	2.75	0.79
Glendale	AZ	35	9	25.7	252,381	13.87	3.57
North Las Vegas	NV	11	2	18.2	251,974	4.37	0.79
Winston-Salem	NC	16	1	6.3	247,945	6.45	0.40
Chesapeake	VA	17	3	17.6	244,835	6.94	1.23
Norfolk	VA	24	6	25.0	242,742	9.89	2.47
Fremont	CA	8	4	50.0	241,110	3.32	1.66
Garland	TX	18	6	33.3	239,928	7.50	2.50
Irving	TX	26	6	23.1	239,798	10.84	2.50
Hialeah	FL	28	5	17.9	233,339	12.00	2.14
Richmond	VA	16	5	31.3	230,436	6.94	2.17
Boise City	ID	8	3	37.5	228,959	3.49	1.31
Spokane	WA	8	2	25.0	222,081	3.60	0.90
Baton Rouge	LA	41	8	19.5	220,236	18.62	3.63
Tacoma	WA	16	6	37.5	217,827	7.35	2.75
San Bernardino	CA	34	13	38.2	215,784	15.76	6.02
Modesto	CA	15	8	53.3	215,196	6.97	3.72
Fontana	CA	14	3	21.4	214,547	6.53	1.40
Des Moines	IA	15	4	26.7	214,237	7.00	1.87
Moreno Valley	CA	13	5	38.5	213,055	6.10	2.35
Santa Clarita	CA	10	3	30.0	212,979	4.70	1.41
Fayetteville	NC	25	6	24.0	211,657	11.81	2.83
Birmingham	AL	37	7	18.9	209,403	17.67	3.34
Oxnard	CA	8	4	50.0	208,881	3.83	1.91
Rochester	NY	14	7	50.0	205,695	6.81	3.40
Port St. Lucie	FL	10	1	10.0	201,846	4.95	0.50
Grand Rapids	MI	17	4	23.5	201,013	8.46	1.99
Huntsville	AL	22	7	31.8	200,574	10.97	3.49
Salt Lake City	UT	15	6	40.0	200,567	7.48	2.99
Frisco	TX	5	0	0.0	200,490	2.49	0.00
Yonkers	NY	7	4	57.1	200,370	3.49	2.00

Source: Population—Census Bureau

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater (Continued)

City	State	Fatalities			Population		
		Total Killed	Pedestrians Killed				
			Number	Percentage of Total Killed		Total	n
Amarillo	TX	27	6	22.2	199,371	13.54	
Glendale	CA	2	0	0.0	199,303	1.00	
Huntington Beach	CA	19	6	31.6	199,223	9.54	
McKinney	TX	7	0	0.0	199,177	3.51	
Montgomery	AL	23	6	26.1	198,525	11.59	
Augusta-Richmond Co.	GA	22	3	13.6	197,888	11.12	
Aurora	IL	9	2	22.2	197,757	4.55	
Akron	OH	17	6	35.3	197,597	8.60	
Little Rock	AR	33	12	36.4	197,312	16.72	
Tempe	AZ	14	2	14.3	195,805	7.15	
Columbus	GA	19	9	47.4	195,769	9.71	
Overland Park	KS	9	2	22.2	195,494	4.60	
Grand Prairie	TX	13	5	38.5	194,543	6.68	
Tallahassee	FL	14	6	42.9	194,500	7.20	
Cape Coral	FL	15	3	20.0	194,495	7.71	
Mobile	AL	32	7	21.9	188,720	16.96	
Knoxville	TN	45	8	17.8	187,603	23.99	
Shreveport	LA	23	4	17.4	187,112	12.29	
Worcester	MA	8	5	62.5	185,428	4.31	
Ontario	CA	9	3	33.3	185,010	4.86	
Vancouver	WA	9	3	33.3	184,463	4.88	
Sioux Falls	SD	6	0	0.0	183,793	3.26	
Chattanooga	TN	44	6	13.6	182,799	24.07	
Brownsville	TX	8	3	37.5	182,781	4.38	
Fort Lauderdale	FL	41	20	48.8	182,437	22.47	
Providence	RI	6	2	33.3	179,883	3.34	
Newport News	VA	17	4	23.5	179,225	9.49	
Rancho Cucamonga	CA	9	3	33.3	177,603	5.07	
Santa Rosa	CA	9	5	55.6	176,753	5.09	
Peoria	AZ	11	2	18.2	175,961	6.25	
Oceanside	CA	6	0	0.0	175,742	3.41	
Elk Grove	CA	6	1	16.7	174,775	3.43	
Salem	OR	13	4	30.8	174,365	7.46	
Pembroke Pines	FL	6	1	16.7	173,591	3.46	
Eugene	OR	6	2	33.3	172,622	3.48	
Garden Grove	CA	8	1	12.5	171,644	4.66	
Cary	NC	5	2	40.0	170,282	2.94	
Fort Collins	CO	8	2	25.0	170,243	4.70	
Corona	CA	13	1	7.7	169,868	7.65	0.59

Source: Population—Census Bureau

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percentage of Total Killed		Total	Pedestrian
Springfield	MO	17	3	17.6	167,882	10.13	1.79
Jackson	MS	38	10	26.3	160,628	23.66	6.23
Alexandria	VA	5	3	60.0	159,428	3.14	1.88
Hayward	CA	9	6	66.7	159,203	5.65	3.77
Clarksville	TN	16	3	18.8	158,146	10.12	1.90
Lakewood	CO	24	8	33.3	157,935	15.20	5.07
Lancaster	CA	22	5	22.7	157,601	13.96	3.17
Salinas	CA	2	1	50.0	155,465	1.29	0.64
Palmdale	CA	22	5	22.7	155,079	14.19	3.22
Hollywood	FL	17	5	29.4	154,817	10.98	3.23
Springfield	MA	9	2	22.2	153,606	5.86	1.30
Macon-Bibb Co.	GA	34	11	32.4	153,159	22.20	7.18
Kansas City	KS	19	2	10.5	152,960	12.42	1.31
Sunnyvale	CA	3	0	0.0	152,703	1.96	0.00
Pomona	CA	13	5	38.5	151,691	8.57	3.30
Killeen	TX	9	5	55.6	151,666	5.93	3.30
Escondido	CA	13	3	23.1	151,625	8.57	1.98
Pasadena	TX	8	1	12.5	151,227	5.29	0.66

Source: Population—Census Bureau

Table 125. Fatalities and Fatality Rates, by State, 1975-2019

State	Fatalities									Fatality Rate per 100 Million VMT								
	1975	1985	1995	2000	2005	2010	2015	2019	Difference, 1975-2019	1975	1985	1995	2000	2005	2010	2015	2019	Difference, 1975-2019
AL	902	882	1,114	996	1,148	862	850	930	**+3%**	3.63	2.51	2.20	1.76	1.92	1.34	1.26	1.30	**-64%**
AK	112	127	87	106	73	56	65	67	**-40%**	4.38	3.17	2.11	2.30	1.45	1.17	1.29	1.14	**-74%**
AZ	670	893	1,035	1,036	1,179	759	897	981	**+46%**	4.19	4.14	2.61	2.11	1.97	1.27	1.38	1.40	**-67%**
AR	559	534	631	652	654	571	550	505	**-10%**	4.01	3.12	2.37	2.24	2.05	1.70	1.58	1.36	**-66%**
CA	4,092	4,960	4,192	3,753	4,333	2,720	3,387	3,606	**-12%**	3.09	2.39	1.52	1.22	1.32	0.84	1.01	1.06	**-66%**
CO	581	579	645	681	606	450	547	596	**+3%**	3.50	2.21	1.84	1.63	1.26	0.96	1.08	1.09	**-69%**
CT	389	448	317	341	278	320	270	249	**-36%**	2.13	2.00	1.13	1.11	0.88	1.02	0.85	0.79	**-63%**
DE	122	104	121	123	133	101	131	132	**+8%**	3.37	1.94	1.61	1.49	1.40	1.13	1.32	1.29	**-62%**
DC	70	60	58	48	48	24	23	23	**-67%**	2.27	1.86	1.67	1.37	1.29	0.67	0.65	0.61	**-73%**
FL	1,998	2,832	2,805	2,999	3,518	2,444	2,938	3,183	**+59%**	3.24	3.22	2.19	1.99	1.75	1.25	1.42	1.41	**-56%**
GA	1,360	1,361	1,488	1,541	1,729	1,247	1,432	1,491	**+10%**	3.46	2.53	1.74	1.47	1.52	1.12	1.21	1.12	**-68%**
HI	144	126	130	132	140	113	93	108	**-25%**	3.47	1.86	1.64	1.55	1.39	1.13	0.90	0.98	**-72%**
ID	281	255	262	276	275	209	216	224	**-20%**	4.78	3.31	2.13	2.04	1.85	1.32	1.30	1.24	**-74%**
IL	2,041	1,534	1,586	1,418	1,363	927	998	1,009	**-51%**	3.56	2.17	1.68	1.38	1.27	0.88	0.95	0.94	**-74%**
IN	1,128	974	960	886	938	754	817	809	**-28%**	3.02	2.39	1.49	1.25	1.31	1.00	1.04	0.98	**-68%**
IA	670	474	527	445	450	390	320	336	**-50%**	3.75	2.35	2.03	1.51	1.45	1.24	0.96	1.00	**-73%**
KS	509	486	442	461	428	431	355	411	**-19%**	3.29	2.52	1.76	1.64	1.44	1.44	1.13	1.29	**-61%**
KY	863	712	849	820	985	760	761	732	**-15%**	3.50	2.50	2.07	1.75	2.08	1.58	1.56	1.48	**-58%**
LA	934	931	894	938	963	721	752	727	**-22%**	4.60	2.79	2.31	2.30	2.14	1.59	1.56	1.42	**-69%**
ME	223	206	187	169	169	161	156	157	**-30%**	3.14	2.22	1.49	1.19	1.13	1.11	1.07	1.06	**-66%**
MD	670	729	671	588	614	496	520	521	**-22%**	2.66	2.19	1.50	1.17	1.09	0.88	0.90	0.87	**-67%**
MA	864	742	444	433	441	347	344	334	**-61%**	2.75	1.87	0.92	0.82	0.80	0.64	0.58	0.51	**-81%**
MI	1,779	1,545	1,530	1,382	1,129	942	967	985	**-45%**	3.06	2.29	1.79	1.41	1.09	0.97	0.99	0.96	**-69%**
MN	754	608	597	625	559	411	411	364	**-52%**	2.94	1.86	1.35	1.19	0.98	0.73	0.72	0.60	**-80%**
MS	546	662	868	949	931	641	677	643	**+18%**	3.80	3.45	2.94	2.67	2.32	1.61	1.70	1.56	**-59%**
MO	1,045	931	1,109	1,157	1,257	821	870	880	**-16%**	3.41	2.37	1.87	1.72	1.83	1.16	1.21	1.11	**-67%**
MT	291	223	215	237	251	189	224	184	**-37%**	5.08	3.03	2.28	2.40	2.26	1.69	1.81	1.43	**-72%**

Table 125. Fatalities and Fatality Rates by State, 1975-2019 (Continued)

State	Fatalities									Fatality Rate per 100 Million VMT								
	1975	1985	1995	2000	2005	2010	2015	2019	Difference, 1975-2019	1975	1985	1995	2000	2005	2010	2015	2019	Difference, 1975-2019
NE	369	237	254	276	276	190	246	248	**-33%**	3.29	1.97	1.61	1.53	1.43	0.98	1.22	1.17	**-64%**
NV	218	259	313	323	427	257	326	304	**+39%**	4.74	3.42	2.24	1.83	2.06	1.16	1.26	1.06	**-78%**
NH	151	191	118	126	166	128	114	101	**-33%**	2.85	2.53	1.11	1.05	1.24	0.98	0.87	0.73	**-74%**
NJ	1,043	964	774	731	747	556	561	559	**-46%**	2.15	1.83	1.27	1.08	1.01	0.76	0.74	0.71	**-67%**
NM	555	535	485	432	488	349	298	424	**-24%**	5.59	4.03	2.29	1.90	2.04	1.38	1.09	1.53	**-73%**
NY	2,366	2,006	1,679	1,460	1,434	1,201	1,136	931	**-61%**	3.63	2.22	1.46	1.13	1.03	0.92	0.93	0.75	**-79%**
NC	1,506	1,482	1,448	1,557	1,547	1,320	1,379	1,373	**-9%**	4.14	2.97	1.90	1.74	1.53	1.29	1.23	1.12	**-73%**
ND	167	90	74	86	123	105	131	100	**-40%**	3.71	1.61	1.13	1.19	1.62	1.27	1.31	1.02	**-73%**
OH	1,766	1,646	1,360	1,366	1,321	1,080	1,110	1,153	**-35%**	2.75	2.18	1.35	1.29	1.20	0.97	0.98	1.01	**-63%**
OK	757	744	669	650	803	668	645	640	**-15%**	3.33	2.39	1.74	1.50	1.71	1.40	1.35	1.43	**-57%**
OR	562	559	574	451	487	317	446	489	**-13%**	3.53	2.61	1.91	1.33	1.38	0.94	1.24	1.37	**-61%**
PA	2,078	1,771	1,480	1,520	1,616	1,324	1,200	1,059	**-49%**	3.26	2.35	1.57	1.49	1.50	1.32	1.19	1.03	**-68%**
RI	110	109	69	80	87	67	45	57	**-48%**	1.94	1.87	1.00	0.96	1.05	0.81	0.57	0.75	**-61%**
SC	820	951	881	1,065	1,094	809	979	1,001	**+22%**	3.98	3.56	2.28	2.34	2.21	1.65	1.89	1.73	**-57%**
SD	195	130	158	173	186	140	134	102	**-48%**	3.76	2.07	2.06	2.05	2.22	1.58	1.44	1.03	**-73%**
TN	1,126	1,101	1,259	1,307	1,270	1,032	962	1,135	**+1%**	3.42	3.03	2.24	1.99	1.79	1.47	1.25	1.37	**-60%**
TX	3,372	3,678	3,183	3,779	3,536	3,023	3,582	3,615	**+7%**	3.99	2.57	1.76	1.72	1.50	1.29	1.39	1.25	**-69%**
UT	272	303	325	373	282	253	278	248	**-9%**	3.42	2.52	1.73	1.65	1.12	0.95	0.94	0.75	**-78%**
VT	143	115	106	76	73	71	57	47	**-67%**	4.32	2.45	1.71	1.12	0.95	0.98	0.78	0.64	**-85%**
VA	993	976	900	929	947	740	754	831	**-16%**	2.87	2.04	1.29	1.24	1.18	0.90	0.91	0.97	**-66%**
WA	758	744	653	631	649	460	551	519	**-32%**	3.16	2.16	1.33	1.18	1.17	0.80	0.92	0.83	**-74%**
WV	461	420	376	411	374	315	268	260	**-44%**	4.36	3.32	2.16	2.14	1.82	1.64	1.35	1.36	**-69%**
WI	930	744	745	799	815	572	566	566	**-39%**	3.25	2.03	1.45	1.40	1.36	0.96	0.91	0.85	**-74%**
WY	210	152	170	152	170	155	145	147	**-30%**	5.36	2.81	2.41	1.88	1.88	1.66	1.51	1.44	**-73%**
USA	**44,525**	**43,825**	**41,817**	**41,945**	**43,510**	**32,999**	**35,484**	**36,096**	**-19%**	**3.35**	**2.47**	**1.73**	**1.53**	**1.46**	**1.11**	**1.15**	**1.11**	**-67%**
PR	496	600	595	568	457	340	310	289	**-42%**	7.27	5.74	3.83	3.23	2.35	1.83	2.13	1.96	**-73%**

Source: VMT—Federal Highway Administration

Restraint Use and Motorcycle Helmet Use Laws

Restraint Use Laws

The first mandatory belt use law was enacted in 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 2019 there were 34 States, the District of Columbia, and Puerto Rico that 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 age 18.

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

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

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

In 2019 seat belt use rates in the United States ranged from 70.7 percent in New Hampshire to 97.1 percent in Hawaii. Twenty-six States and the District of Columbia 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 2019 was 90.7 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 2019 can be found in *Seat Belt Use in 2019—Use Rates in the States and Territories*.[4]

Motorcycle Helmet Use Laws

In 2019 there were 19 States, the District of Columbia, and Puerto Rico that 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 three 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 www.ghsa.org/html/stateinfo/laws/helmet_laws.html.

[4] National Center for Statistics and Analysis. (2020, April). *Seat belt use in 2019 — Use rates in the States and Territories* (Traffic Safety Facts Crash•Stats. Report No. DOT HS 812 947). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812947

Chapter 5: States

According to results from NOPUS, the overall rate of DOT-compliant motorcycle helmet use in the United States was 70.8 percent in 2019. 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 2019 can be found in *Motorcycle Helmet Use in 2019—Overall Results.*[5]

[5] National Center for Statistics and Analysis. (2020, June). *Motorcycle helmet use in 2019 – Overall results* (Traffic Safety Facts Research Note. Report No. DOT HS 812 936). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812936

APPENDICES

APPENDIX A: FARS DATA ELEMENTS

2019 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
Land Use and Functional System
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
Relation to Trafficway
Road Ownership
Route Signing
School Bus Related
Special Jurisdiction
State
Trafficway Identifier
Type of Intersection
Work Zone

Vehicle Level

Areas of Impact—Initial Contact Point
Areas of Impact—Damaged Areas
Attempted Avoidance Maneuver
Body Type
Bus Use
Cargo Body Type
Contributing Circumstances, Motor Vehicle
Crash Type
Critical Event
Device Functioning
Emergency Motor Vehicle 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
Most Harmful Event
Motor Carrier Identification Number
Motor Vehicle Automated Driving Systems
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
Trailer Vehicle Identification Number
Travel Speed
Underride/Override
Unit Type
Vehicle Configuration
Vehicle Identification Number
Vehicle Make
Vehicle Model
Vehicle Model Year
Vehicle Number
Vehicle Removal
Vehicle Trailing

2019 Fatality Analysis Reporting System Data Elements (Continued)

Driver Level

Commercial Motor Vehicle License Status
Compliance with Commercial Driver's 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 Moving Violation Convictions
Previous Recorded Crashes
Previous Recorded Suspensions, Revocations, and Withdrawals
Previous Speeding Convictions
Related Factors—Driver Level
Speeding 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
Helmet Use
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
Seating Position
Sex
Transported to First 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
Non-Motorist Action/Circumstances at Time of Crash
Non-Motorist Action/Circumstances Prior to Crash
Non-Motorist Distracted By
Non-Motorist Location at Time of Crash
Non-Motorist Safety Equipment
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
Sex
Transported to First Medical Facility By
Vehicle Number of Motor Vehicle Striking Non-Motorist

APPENDIX B: CRSS DATA ELEMENTS

2019 Crash Report Sampling System Data Elements

Crash Level

Atmospheric Conditions
Crash Events
Crash Month
Crash Time
First Harmful Event
Interstate Highway
Light Condition
Manner of Collision
Number of Non-Motorists
Number of Vehicle Forms Submitted
Related Factors—Crash Level
Relation to Junction
(Non-Interchange vs. Interchange)
Relation to Junction (Specific Location)
Relation to Trafficway
School Bus Related
Type of Intersection
Urbanicity
Work Zone

Vehicle Level

Areas of Impact—Initial Contact Point
Areas of Impact—Damaged Areas
Attempted Avoidance Maneuver
Body Type
Bus Use
Cargo Body Type
Contributing Circumstances, Motor Vehicle
Corrective Action Attempted
Crash Type
Critical Event
Device Functioning
Emergency Motor Vehicle Use
Extent of Damage
Fire Occurrence
GVWR/GCWR
Hazardous Material Involvement/Placard
Hit-and-Run
Jackknife
Location of Rollover
Most Harmful Event
Motor Carrier Identification Number
Motor Vehicle Automated Driving Systems
Number of Occupants
Number of Occupants Coded
Pre-Event Movement
(Prior to Recognition of Critical Event)
Pre-Impact Location
Pre-Impact Stability
Related Factors—Vehicle Level
Roadway Alignment
Roadway Grade
Roadway Surface Conditions
Rollover
Sequence of Events
Special Use
Speed Limit
Total Lanes in Roadway
Traffic Control Device
Trafficway Description
Travel Speed
Unit Type
Vehicle Configuration
Vehicle Identification Number
Vehicle Make
Vehicle Model
Vehicle Model Year
Vehicle Number
Vehicle Removal
Vehicle Trailing

2019 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
Related Factors—Driver Level
Speeding Related
Vehicle Number
Violations Charged

Person (Motor Vehicle Occupant) Level

Age
Air Bag Deployed
Alcohol Test
Any Indication of Misuse—Restraint System/ Helmet Use
Ejection
Helmet Use
Injury Severity
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Related Factors—Person (Motor Vehicle Occupant) Level
Restraint System
Seating Position
Sex
Transported to First Medical Facility By
Vehicle Number

Person (Not Motor Vehicle Occupant) Level

Age
Alcohol Test
Condition (Impairment) at Time of Crash
Injury Severity
Non-Motorist Action/Circumstances at Time of Crash
Non-Motorist Action/Circumstances Prior to Crash
Non-Motorist Distracted By
Non-Motorist Location at Time of Crash
Non-Motorist Safety Equipment
Pedestrian/Bike Typing
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Related Factors—Person (Not a Motor Vehicle Occupant) Level
Sex
Transported to First Medical Facility By
Vehicle Number of Motor Vehicle Striking Non-Motorist

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*[2] 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*[3] 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. For more information see Appendix C of *National Automotive Sampling System (NASS) General Estimates System (GES) Analytical User's Manual 1988-2015*.[6] Information on the GVFs for CRSS, which replaced NASS GES in 2016, can be found in Appendix C of *Crash Report Sampling System: Generalized Variance Functions*.[7]

[6] National Highway Traffic Safety Administration. (2019, June). *National Automotive Sampling System (NASS) General Estimates System (GES) analytical user's manual, 1988-2015* (Report No. DOT HS 812 320). Available at https://crashstats.nhtsa.dot.gov/Api/Public/Publication/812320

[7] Zhang, F., Diaz, E. (2020, December). *Crash Report Sampling System: Generalized variance functions* (Report No. DOT HS 813 041). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/-Api/Public/ViewPublication/813041

Unknowns

CRSS data are obtained either directly from an item on the PCR 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 PCR. 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 hot-deck imputation, are described in a technical report available from NCSA, *Imputation in the NASS General Estimates System*.[8]

Starting with 2010 data and continuing when CRSS replaced NASS GES, a different statistical procedure called imputation by sequential regression replaced the univariate and hot-deck imputation procedures. Imputation by sequential regression uses a software package called IVEware that was developed by the University of Michigan. In this procedure, covariates are selected automatically using the stepwise regression method before the unknown values are imputed. The only exception is vehicle body type, where its unknown values have been imputed by the univariate and hot-deck imputation procedures. Table C1 below gives the reader the proportions of unknown values prior to imputation for variables with imputed values for 2019.

Table C1. Percentage of Unknowns for 2019 CRSS Data Elements

Crash Level			
Atmospheric Condition	6.8%	Light Condition	1.3%
Crash Severity	2.6%	Manner of Collision	0.4%
Day of Week	0.0%	Minute of Crash	0.8%
First Harmful Event	<0.1%	Relation to Junction—Specific Location	28.7%
Hour of Crash	0.8%	Relation to Trafficway	<0.1%
Vehicle/Driver Level			
Initial Point of Impact	2.3%	Speed Limit	13.9%
Most Harmful Event	<0.1%	Traffic Control Device	8.0%
Roadway Surface Condition	2.2%	Vehicle Body Type	1.7%
Person Level			
Age	6.3%	Seating Position	1.4%
Injury Severity	3.7%	Sex	4.8%

Note: For some data elements, counts for the CRSS category "Not Reported" were combined with counts for "Unknown" in the frequencies above.

[8] Shelton, T.S. (1993). *Imputation in the NASS General Estimates System* (Report No. DOT HS 807 985). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/807985

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Motor Vehicle Traffic Fatalities and Fatality Rates, 1899-2019

Year	Total Fatalities	VMT (millions)	Fatality Rate per 100 Million VMT	Year	Total Fatalities	VMT (millions)	Fatality Rate per 100 Million VMT	Year	Total Fatalities	VMT (millions)	Fatality Rate per 100 Million VMT
1899	26	—	—	1940	32,914	302,188	10.89	1981	49,301	1,555,308	3.17
1900	36	—	—	1941	38,142	333,612	11.43	1982	43,945	1,595,010	2.76
1901	54	—	—	1942	27,007	268,224	10.07	1983	42,589	1,652,788	2.58
1902	79	—	—	1943	22,727	208,192	10.92	1984	44,257	1,720,269	2.57
1903	117	—	—	1944	23,165	212,713	10.89	1985	43,825	1,774,826	2.47
1904	172	—	—	1945	26,785	250,173	10.71	1986	46,087	1,834,872	2.51
1905	252	—	—	1946	31,874	340,880	9.35	1987	46,390	1,921,204	2.41
1906	338	—	—	1947	31,193	370,894	8.41	1988	47,087	2,025,962	2.32
1907	581	—	—	1948	30,775	397,957	7.73	1989	45,582	2,096,487	2.17
1908	751	—	—	1949	30,246	424,461	7.13	1990	44,599	2,144,362	2.08
1909	1,174	—	—	1950	33,186	458,246	7.24	1991	41,508	2,172,050	1.91
1910	1,599	—	—	1951	35,309	491,093	7.19	1992	39,250	2,247,151	1.75
1911	2,043	—	—	1952	36,088	513,581	7.03	1993	40,150	2,296,378	1.75
1912	2,968	—	—	1953	36,190	544,433	6.65	1994	40,716	2,357,588	1.73
1913	4,079	—	—	1954	33,890	561,963	6.03	1995	41,817	2,422,823	1.73
1914	4,468	—	—	1955	36,688	605,646	6.06	1996	42,065	2,484,080	1.69
1915	6,779	—	—	1956	37,965	627,843	6.05	1997	42,013	2,552,233	1.65
1916	7,766	—	—	1957	36,932	647,004	5.71	1998	41,501	2,628,148	1.58
1917	9,630	—	—	1958	35,331	664,653	5.32	1999	41,717	2,690,241	1.55
1918	10,390	—	—	1959	36,223	700,480	5.17	2000	41,945	2,746,925	1.53
1919	10,896	—	—	1960	36,399	718,762	5.06	2001	42,196	2,795,610	1.51
1920	12,155	—	—	1961	36,285	737,421	4.92	2002	43,005	2,855,508	1.51
1921	13,253	55,027	24.08	1962	38,980	766,734	5.08	2003	42,884	2,890,221	1.48
1922	14,859	67,697	21.95	1963	41,723	805,249	5.18	2004	42,836	2,964,788	1.44
1923	17,870	84,995	21.02	1964	45,645	846,298	5.39	2005	43,510	2,989,430	1.46
1924	18,400	104,838	17.55	1965	47,089	887,812	5.30	2006	42,708	3,014,371	1.42
1925	20,771	122,346	16.98	1966	50,894	925,899	5.50	2007	41,259	3,031,124	1.36
1926	22,194	140,735	15.77	1967	50,724	964,005	5.26	2008	37,423	2,976,528	1.26
1927	24,470	158,453	15.44	1968	52,725	1,015,869	5.19	2009	33,883	2,956,764	1.15
1928	26,557	172,856	15.36	1969	53,543	1,061,791	5.04	2010	32,999	2,967,266	1.11
1929	29,592	197,720	14.97	1970	52,627	1,109,724	4.74	2011	32,479	2,945,194	1.10
1930	31,204	206,320	15.12	1971	52,542	1,178,811	4.46	2012	33,782	2,963,497	1.14
1931	31,963	216,151	14.79	1972	54,589	1,259,786	4.33	2013	32,893	2,982,941	1.10
1932	27,979	200,517	13.95	1973	54,052	1,313,110	4.12	2014	32,744	3,020,377	1.08
1933	29,746	200,642	14.83	1974	45,196	1,280,544	3.53	2015	35,484	3,089,841	1.15
1934	34,240	215,563	15.88	1975	44,525	1,327,664	3.35	2016	37,806	3,173,815	1.19
1935	34,494	228,568	15.09	1976	45,523	1,402,380	3.25	2017	37,473	3,210,248	1.17
1936	36,126	252,128	14.33	1977	47,878	1,467,027	3.26	2018	36,835	3,240,327	1.14
1937	37,819	270,110	14.00	1978	50,331	1,544,704	3.26	2019	36,096	3,261,772	1.11
1938	31,083	271,177	11.46	1979	51,093	1,529,133	3.34				
1939	30,895	285,402	10.83	1980	51,091	1,527,295	3.35				

Total Traffic Fatalities (1899-2019): 3,830,591

Sources: **Traffic fatalities, 1899-1974:** National Center for Health Statistics, *HEW and State Accident Summaries* (adjusted to 30-Day Traffic Deaths by NHTSA); **1975-2019:** NHTSA, FARS. VMT—FHWA - Not Available for Years 1899-1920.
Note: A traffic fatality is defined as a death that occurs within 30 days after a traffic crash.

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 (2018 and 2019 not available) by various protective devices or laws. The estimates were obtained by combining information from fatal traffic crashes with estimates of the effectiveness of each device or law in saving lives. For seat belts and motorcycle helmets, the table also estimates the numbers of additional lives that could have been saved if the devices had been used by more people.

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