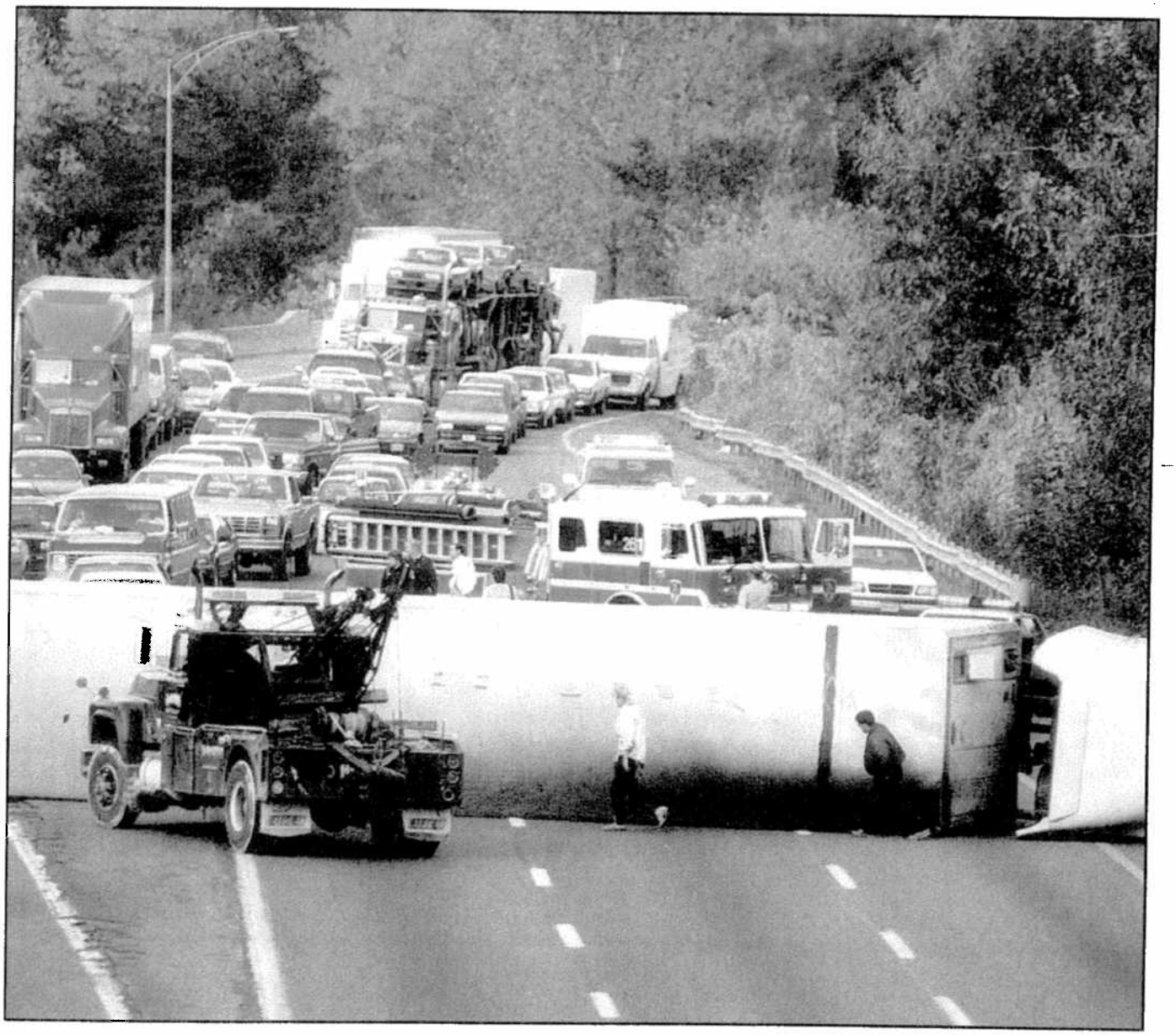
U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Traffic Safety Facts 1995



A Compilation of Motor Vehicle Crash Data from the Fatal Accident Reporting System and the General Estimates System

Chapter 2 ♦ Crashes

2. CRASHES

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

- More than 6.6 million police-reported motor vehicle crashes occurred in the United States in 1995. One-third of these crashes resulted in an injury, with less than 1 percent of total crashes (37,221) resulting in a death.

- Midnight to 3 a.m. on Saturdays proved to be the deadliest 3-hour period throughout 1995, with 1,339 fatal crashes.

- Fifty-seven percent of fatal crashes involved only one vehicle, compared to 28 percent of both injury crashes and property-damage-only crashes.

- Slightly more than half of fatal crashes occurred on roads with posted speed limits of 55 mph or more, while only 21 percent of property-damage-only crashes occurred on these roads.

- Collision with another motor vehicle in transport was the most common first harmful event for fatal, injury, and property-damage-only crashes. Collisions with fixed objects and noncollisions accounted for only 17 percent of all crashes, but they accounted for 40 percent of fatal crashes.

- Forty-one percent of fatal crashes involved alcohol. For fatal crashes occurring from midnight to 3 a.m., 78 percent involved alcohol.

Table 23
Crashes and Crash Rates by Month and Crash Severity

Month	Vehicle Miles Traveled (Millions)	Crash Severity						Total Crashes	
		Fatal		Injury		Property Damage Only			
		Number	Rate*	Number	Rate*	Number	Rate*	Number	Rate*
January	179,548	2,697	1.5	173,000	96	385,000	215	**561,000**	**312**
February	172,283	2,463	1.4	160,000	93	338,000	196	**500,000**	**290**
March	200,864	2,819	1.4	163,000	81	349,000	174	**514,000**	**256**
April	197,352	2,819	1.4	176,000	89	323,000	163	**501,000**	**254**
May	209,852	2,966	1.4	187,000	89	361,000	172	**551,000**	**263**
June	211,049	3,248	1.5	185,000	87	354,000	168	**542,000**	**257**
July	216,251	3,373	1.6	183,000	85	334,000	155	**521,000**	**241**
August	218,061	3,618	1.7	175,000	80	362,000	166	**541,000**	**248**
September	204,766	3,389	1.7	189,000	92	349,000	170	**541,000**	**264**
October	206,993	3,490	1.7	213,000	103	393,000	190	**609,000**	**294**
November	193,321	3,153	1.6	183,000	95	422,000	218	**609,000**	**315**
December	192,938	3,186	1.7	180,000	93	439,000	227	**622,000**	**322**
Total	**2,403,278**	**37,221**	**1.5**	**2,166,000**	**90**	**4,409,000**	**183**	**6,613,000**	**275**

* Crashes per 100 million vehicle miles traveled.
Source: Vehicle miles traveled, Federal Highway Administration.

Table 24
Crashes by Time of Day, Day of Week, and Crash Severity

Time of Day	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
Fatal Crashes								
Midnight to 3 am	1,244	383	346	390	471	584	1,339	**4,757**
3 am to 6 am	652	273	231	267	300	385	674	**2,782**
6 am to 9 am	336	543	529	512	519	560	433	**3,432**
9 am to Noon	439	535	477	469	474	528	577	**3,499**
Noon to 3 pm	664	704	668	645	658	764	697	**4,800**
3 pm to 6 pm	850	810	842	792	879	1,073	996	**6,242**
6 pm to 9 pm	883	741	694	721	790	1,087	1,007	**5,923**
9 pm to Midnight	720	576	586	613	707	1,143	1,096	**5,441**
Unknown	75	41	27	17	55	47	73	**345**
Total*	**5,863**	**4,606**	**4,400**	**4,426**	**4,853**	**6,171**	**6,892**	**37,221**
Injury Crashes								
Midnight to 3 am	31,000	10,000	8,000	11,000	11,000	14,000	32,000	**116,000**
3 am to 6 am	16,000	7,000	5,000	6,000	7,000	8,000	13,000	**62,000**
6 am to 9 am	12,000	40,000	42,000	50,000	46,000	40,000	19,000	**249,000**
9 am to Noon	29,000	40,000	38,000	43,000	36,000	46,000	47,000	**280,000**
Noon to 3 pm	48,000	60,000	56,000	57,000	58,000	68,000	61,000	**409,000**
3 pm to 6 pm	52,000	84,000	76,000	84,000	86,000	101,000	60,000	**542,000**
6 pm to 9 pm	39,000	40,000	42,000	43,000	46,000	56,000	48,000	**314,000**
9 pm to Midnight	22,000	22,000	24,000	26,000	25,000	40,000	34,000	**193,000**
Total	**249,000**	**303,000**	**292,000**	**320,000**	**317,000**	**372,000**	**313,000**	**2,166,000**
Property-Damage-Only Crashes								
Midnight to 3 am	52,000	17,000	16,000	14,000	24,000	27,000	57,000	**206,000**
3 am to 6 am	28,000	16,000	13,000	15,000	15,000	16,000	27,000	**131,000**
6 am to 9 am	21,000	89,000	104,000	110,000	94,000	87,000	37,000	**542,000**
9 am to Noon	55,000	81,000	89,000	87,000	87,000	100,000	100,000	**599,000**
Noon to 3 pm	84,000	118,000	116,000	123,000	126,000	139,000	121,000	**827,000**
3 pm to 6 pm	94,000	152,000	180,000	176,000	165,000	222,000	121,000	**1,110,000**
6 pm to 9 pm	72,000	81,000	91,000	85,000	88,000	111,000	91,000	**618,000**
9 pm to Midnight	49,000	42,000	46,000	45,000	49,000	79,000	65,000	**375,000**
Total	**455,000**	**596,000**	**655,000**	**655,000**	**648,000**	**781,000**	**619,000**	**4,409,000**
All Crashes								
Midnight to 3 am	84,000	27,000	24,000	26,000	35,000	42,000	90,000	**328,000**
3 am to 6 am	45,000	23,000	18,000	22,000	23,000	24,000	41,000	**196,000**
6 am to 9 am	34,000	129,000	146,000	160,000	140,000	128,000	57,000	**795,000**
9 am to Noon	85,000	122,000	128,000	130,000	124,000	146,000	147,000	**883,000**
Noon to 3 pm	133,000	179,000	173,000	181,000	185,000	208,000	182,000	**1,241,000**
3 pm to 6 pm	147,000	237,000	258,000	261,000	252,000	324,000	181,000	**1,659,000**
6 pm to 9 pm	112,000	122,000	133,000	128,000	134,000	168,000	140,000	**937,000**
9 pm to Midnight	71,000	65,000	71,000	72,000	75,000	120,000	100,000	**574,000**
Total	**710,000**	**904,000**	**951,000**	**980,000**	**969,000**	**1,159,000**	**939,000**	**6,613,000**

* Includes 10 fatal crashes that occurred on unknown days.

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

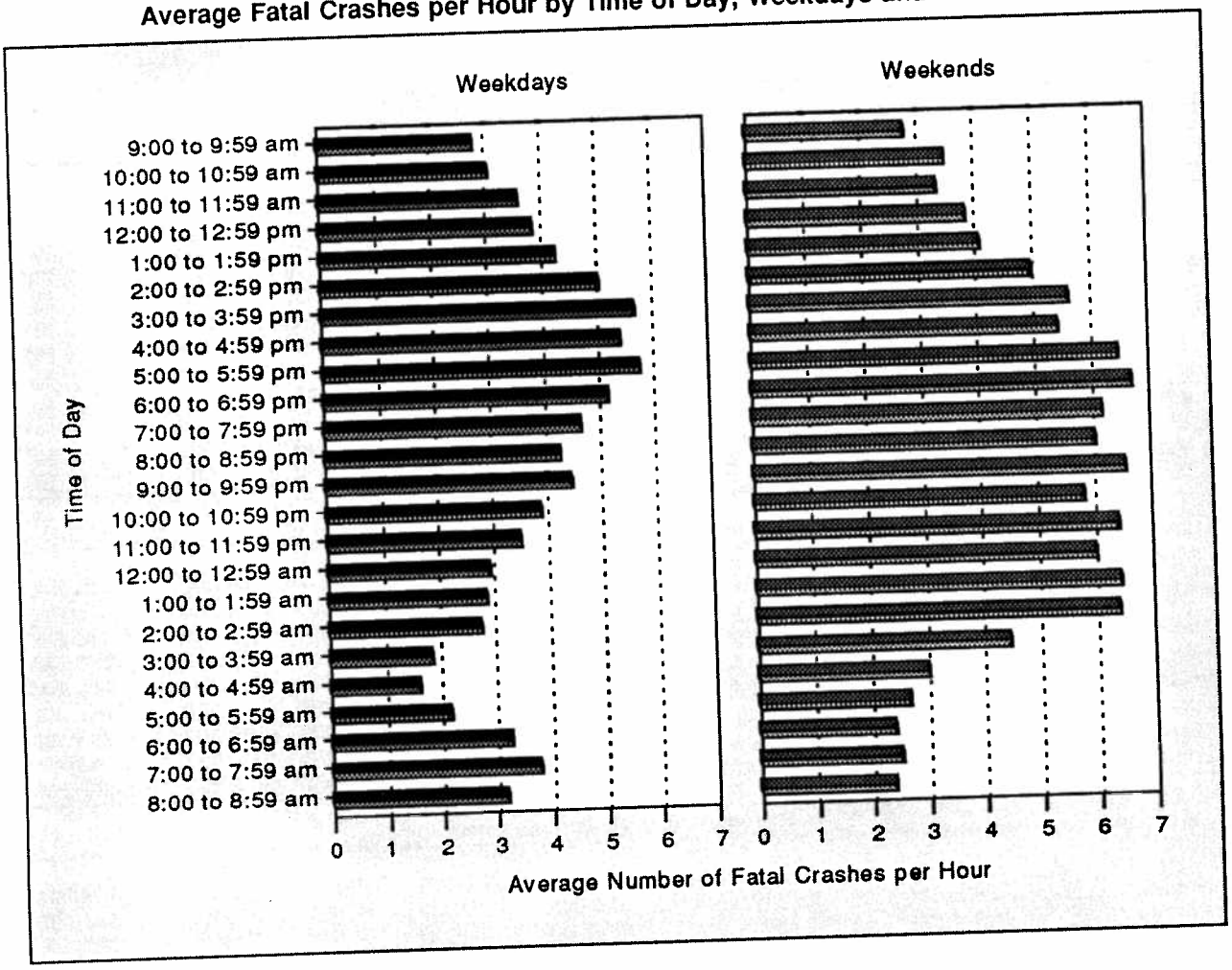


Table 25
Crashes by Weather Condition, Light Condition, and Crash Severity

Weather Condition	Light Condition				Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	
Fatal Crashes					
Normal	15,906	5,113	9,817	1,272	**32,164**
Rain	1,486	593	938	143	**3,165**
Snow/Sleet	475	92	278	61	**907**
Other	176	73	326	64	**641**
Unknown	42	12	60	5	**344**
Total*	**18,085**	**5,883**	**11,419**	**1,545**	**37,221**
Injury Crashes					
Normal	1,275,000	185,000	269,000	60,000	**1,789,000**
Rain	192,000	35,000	53,000	15,000	**295,000**
Snow/Sleet	30,000	13,000	15,000	3,000	**61,000**
Other	10,000	7,000	5,000	1,000	**22,000**
Total	**1,506,000**	**239,000**	**342,000**	**80,000**	**2,166,000**
Property-Damage-Only Crashes					
Normal	2,548,000	429,000	491,000	137,000	**3,606,000**
Rain	372,000	69,000	106,000	32,000	**579,000**
Snow/Sleet	94,000	35,000	41,000	8,000	**178,000**
Other	20,000	14,000	9,000	4,000	**46,000**
Total	**3,033,000**	**547,000**	**647,000**	**181,000**	**4,409,000**
All Crashes					
Normal	3,839,000	619,000	770,000	199,000	**5,427,000**
Rain	565,000	104,000	160,000	47,000	**877,000**
Snow/Sleet	124,000	47,000	56,000	12,000	**240,000**
Other	29,000	21,000	14,000	6,000	**70,000**
Total	**4,557,000**	**792,000**	**1,000,000**	**263,000**	**6,613,000**

* Includes 289 fatal crashes that occurred under unknown light conditions.

Table 26
Fatal Crashes by Emergency Medical Services (EMS) Response Times Within Designated Minutes and by Land Use

Response Time (Minutes)	Time of Crash to EMS Notification		EMS Notification to EMS Arrival		EMS Arrival at Scene to Hospital Arrival		Time of Crash to Hospital Arrival	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Rural Fatal Crashes								
0 to 10	10,106	78.3	7,119	55.3	191	3.0	21	0.3
11 to 20	1,908	14.8	4,442	34.5	1,224	19.2	176	2.9
21 to 30	453	3.5	955	7.4	1,552	24.4	644	10.5
31 to 40	176	1.4	215	1.7	1,269	20.0	1,098	17.8
41 to 50	86	0.7	82	0.6	864	13.6	1,327	21.6
51 to 60	56	0.4	24	0.2	503	7.9	993	16.1
61 to 120	119	0.9	40	0.3	757	11.9	1,897	30.8
Total*	**12,904**	**100.0**	**12,877**	**100.0**	**6,360**	**100.0**	**6,156**	**100.0**
Urban Fatal Crashes								
0 to 10	7,428	92.3	6,760	88.2	336	8.0	67	1.6
11 to 20	452	5.6	788	10.3	1,409	33.7	616	14.7
21 to 30	85	1.1	88	1.1	1,286	30.8	1,223	29.2
31 to 40	26	0.3	21	0.3	639	15.3	1,053	25.1
41 to 50	20	0.2	9	0.1	261	6.2	627	15.0
51 to 60	13	0.2	1	**	106	2.5	287	6.9
61 to 120	26	0.3	1	**	142	3.4	314	7.5
Total*	**8,050**	**100.0**	**7,668**	**100.0**	**4,179**	**100.0**	**4,187**	**100.0**

* Includes crashes for which both times were known.
** Less than 0.05 percent.

Table 27
Crashes by Crash Type, Relation to Roadway, and Crash Severity

Crash Type	Relation to Roadway					Total
	On Roadway	Off Roadway	Shoulder	Median	Other/Unknown	
Fatal Crashes						
Single Vehicle	7,098	11,440	1,465	902	340	**21,245**
Multiple Vehicle	15,310	290	178	125	73	**15,976**
Total	**22,408**	**11,730**	**1,643**	**1,027**	**413**	**37,221**
Injury Crashes						
Single Vehicle	177,000	355,000	42,000	39,000	2,000	**616,000**
Multiple Vehicle	1,539,000	7,000	2,000	4,000	*	**1,551,000**
Total	**1,716,000**	**362,000**	**44,000**	**43,000**	**2,000**	**2,166,000**
Property-Damage-Only Crashes						
Single Vehicle	330,000	556,000	303,000	57,000	9,000	**1,254,000**
Multiple Vehicle	3,136,000	10,000	4,000	3,000	2,000	**3,155,000**
Total	**3,466,000**	**566,000**	**307,000**	**60,000**	**10,000**	**4,409,000**
All Crashes						
Single Vehicle	514,000	922,000	347,000	97,000	11,000	**1,891,000**
Multiple Vehicle	4,690,000	17,000	6,000	7,000	2,000	**4,722,000**
Total	**5,204,000**	**939,000**	**353,000**	**104,000**	**13,000**	**6,613,000**

* Less than 500.

Table 28
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	24,960	116	144	1,340	**26,560**
Junction:					
Intersection	1,704	2,133	2,827	246	**6,910**
Intersection Related	641	581	247	71	**1,540**
Other/Unknown	1,440	36	50	685	**2,211**
Total	**28,745**	**2,866**	**3,268**	**2,342**	**37,221**
Injury Crashes					
Nonjunction	864,000	2,000	*	35,000	**902,000**
Junction:					
Intersection	176,000	334,000	226,000	23,000	**759,000**
Intersection Related	81,000	132,000	32,000	8,000	**252,000**
Other/Unknown	212,000	12,000	11,000	18,000	**253,000**
Total	**1,333,000**	**480,000**	**270,000**	**83,000**	**2,166,000**
Property-Damage-Only Crashes					
Nonjunction	1,941,000	12,000	3,000	68,000	**2,024,000**
Junction:					
Intersection	316,000	479,000	365,000	45,000	**1,205,000**
Intersection Related	177,000	272,000	81,000	20,000	**550,000**
Other/Unknown	536,000	23,000	28,000	42,000	**629,000**
Total	**2,970,000**	**786,000**	**478,000**	**175,000**	**4,409,000**
All Crashes					
Nonjunction	2,830,000	14,000	4,000	104,000	**2,953,000**
Junction:					
Intersection	494,000	815,000	594,000	68,000	**1,971,000**
Intersection Related	258,000	405,000	113,000	28,000	**804,000**
Other/Unknown	749,000	35,000	39,000	60,000	**884,000**
Total	**4,332,000**	**1,269,000**	**750,000**	**261,000**	**6,613,000**

* Less than 500.

Table 29
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	3,192	15.0	1,385	8.7	**4,577**	**12.3**
35 or 40 mph	3,737	17.6	2,614	16.4	**6,351**	**17.1**
45 or 50 mph	3,122	14.7	3,173	19.9	**6,295**	**16.9**
55 mph	8,900	41.9	7,820	48.9	**16,720**	**44.9**
60 mph or higher	1,606	7.6	782	4.9	**2,388**	**6.4**
No Statutory Limit	59	0.3	11	0.1	**70**	**0.2**
Unknown	629	3.0	191	1.2	**820**	**2.2**
Total	**21,245**	**100.0**	**15,976**	**100.0**	**37,221**	**100.0**
Injury Crashes						
30 mph or less	173,000	28.2	357,000	23.0	**531,000**	**24.5**
35 or 40 mph	143,000	23.2	611,000	39.4	**754,000**	**34.8**
45 or 50 mph	88,000	14.4	324,000	20.9	**413,000**	**19.1**
55 mph	190,000	30.9	246,000	15.9	**436,000**	**20.1**
60 mph or higher	20,000	3.3	12,000	0.8	**32,000**	**1.5**
No Statutory Limit	*	0.1	1,000	*	**1,000**	**0.1**
Total	**616,000**	**100.0**	**1,551,000**	**100.0**	**2,166,000**	**100.0**
Property-Damage-Only Crashes						
30 mph or less	416,000	33.2	948,000	30.0	**1,364,000**	**30.9**
35 or 40 mph	206,000	16.4	1,136,000	36.0	**1,342,000**	**30.4**
45 or 50 mph	138,000	11.0	625,000	19.8	**763,000**	**17.3**
55 mph	439,000	35.0	415,000	13.2	**855,000**	**19.4**
60 mph or higher	52,000	4.2	30,000	1.0	**82,000**	**1.9**
No Statutory Limit	2,000	0.2	1,000	*	**3,000**	**0.1**
Total	**1,254,000**	**100.0**	**3,155,000**	**100.0**	**4,409,000**	**100.0**
All Crashes						
30 mph or less	593,000	31.3	1,306,000	27.7	**1,899,000**	**28.7**
35 or 40 mph	353,000	18.7	1,749,000	37.1	**2,102,000**	**31.8**
45 or 50 mph	230,000	12.2	953,000	20.2	**1,183,000**	**17.9**
55 mph	638,000	33.8	669,000	14.2	**1,307,000**	**19.8**
60 mph or higher	74,000	3.9	43,000	0.9	**117,000**	**1.8**
No Statutory Limit	2,000	0.1	1,000	*	**4,000**	**0.1**
Unknown	1,000	*	*	*	**1,000**	*
Total	**1,891,000**	**100.0**	**4,722,000**	**100.0**	**6,613,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Table 30
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	850	18.6	3,599	78.6	128	2.8	4,577	100.0
35 or 40 mph	1,713	27.0	4,503	70.9	135	2.1	6,351	100.0
45 or 50 mph	2,890	45.9	3,238	51.4	167	2.7	6,295	100.0
55 mph	12,770	76.4	3,545	21.2	405	2.4	16,720	100.0
60 mph or higher	2,079	87.1	309	12.9	0	0.0	2,388	100.0
No Statutory Limit	57	81.4	13	18.6	0	0.0	70	100.0
Unknown	353	43.0	401	48.9	66	8.0	820	100.0
Total	**20,712**	**55.6**	**15,608**	**41.9**	**901**	**2.4**	**37,221**	**100.0**

Figure 12
Percent of Fatal Crashes by Speed Limit and Land Use

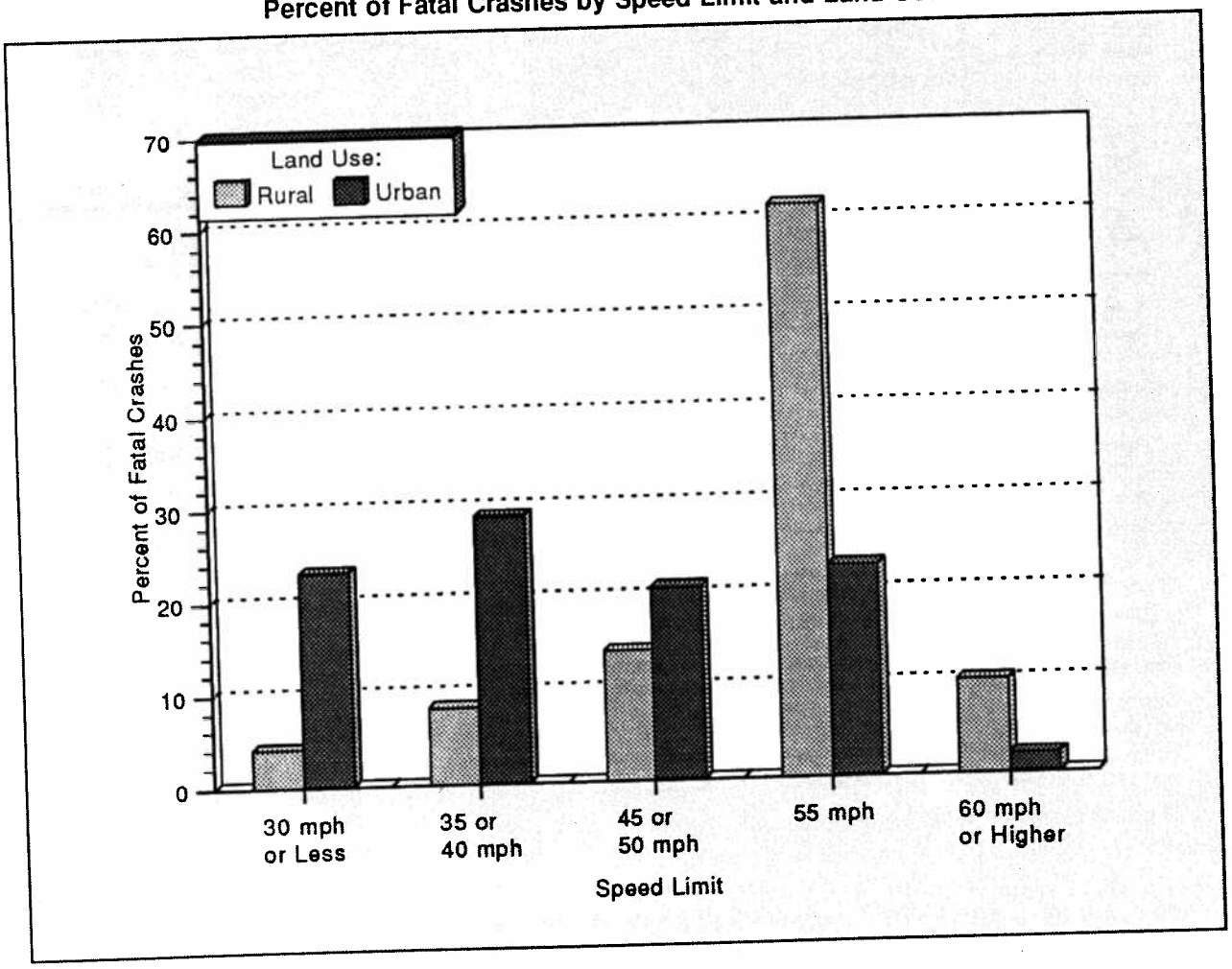


Table 31
Crashes by Number of Lanes, Trafficway Flow, and Crash Severity

Number of Lanes	Trafficway Flow				Total
	Not Divided	Divided	One-Way	Unknown	
Fatal Crashes					
One Lane	48	169	64	1	**282**
Two Lanes	22,030	6,275	226	21	**28,552**
Three Lanes	342	1,765	94	8	**2,209**
Four Lanes	2,257	1,924	47	4	**4,232**
More Than Four	267	635	21	1	**924**
Unknown	181	84	19	738	**1,022**
Total	**25,125**	**10,852**	**471**	**773**	**37,221**
Injury Crashes					
One Lane	3,000	4,000	22,000	3,000	**32,000**
Two Lanes	610,000	179,000	16,000	71,000	**875,000**
Three Lanes	58,000	174,000	16,000	9,000	**256,000**
Four Lanes	162,000	90,000	10,000	11,000	**273,000**
More Than Four	185,000	30,000	2,000	8,000	**225,000**
Unknown	210,000	42,000	15,000	239,000	**506,000**
Total	**1,228,000**	**518,000**	**79,000**	**341,000**	**2,166,000**
Property-Damage-Only Crashes					
One Lane	8,000	6,000	62,000	9,000	**86,000**
Two Lanes	1,206,000	323,000	33,000	216,000	**1,778,000**
Three Lanes	122,000	244,000	36,000	25,000	**426,000**
Four Lanes	309,000	144,000	22,000	29,000	**505,000**
More Than Four	332,000	69,000	4,000	27,000	**432,000**
Unknown	397,000	100,000	26,000	659,000	**1,183,000**
Total	**2,374,000**	**887,000**	**183,000**	**965,000**	**4,409,000**
All Crashes					
One Lane	12,000	10,000	83,000	12,000	**118,000**
Two Lanes	1,838,000	508,000	48,000	287,000	**2,681,000**
Three Lanes	180,000	419,000	52,000	34,000	**684,000**
Four Lanes	474,000	236,000	32,000	40,000	**782,000**
More Than Four	517,000	99,000	7,000	35,000	**658,000**
Unknown	607,000	143,000	41,000	899,000	**1,689,000**
Total	**3,627,000**	**1,416,000**	**262,000**	**1,306,000**	**6,613,000**

Table 32
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	7,314	19.7	812,000	37.5	1,617,000	36.7	**2,436,000**	**36.8**
Rear End	1,655	4.4	631,000	29.1	1,193,000	27.1	**1,826,000**	**27.6**
Sideswipe	516	1.4	36,000	1.6	260,000	5.9	**296,000**	**4.5**
Head On	5,472	14.7	58,000	2.7	42,000	1.0	**105,000**	**1.6**
Other/Unknown	72	0.2	*	*	*	*	*	*
Subtotal	*15,029*	*40.4*	*1,536,000*	*70.9*	*3,112,000*	*70.6*	***4,663,000***	***70.5***
Collision with Fixed Object:								
Pole/Post	1,911	5.1	70,000	3.2	128,000	2.9	**199,000**	**3.0**
Culvert/Curb/Ditch	2,088	5.6	81,000	3.7	120,000	2.7	**204,000**	**3.1**
Shrubbery/Tree	2,881	7.7	66,000	3.0	71,000	1.6	**140,000**	**2.1**
Guard Rail	1,058	2.8	30,000	1.4	66,000	1.5	**98,000**	**1.5**
Embankment	1,162	3.1	31,000	1.4	30,000	0.7	**62,000**	**0.9**
Bridge	419	1.1	7,000	0.3	13,000	0.3	**21,000**	**0.3**
Other/Unknown	1,468	3.9	69,000	3.2	161,000	3.7	**231,000**	**3.5**
Subtotal	*10,987*	*29.5*	*354,000*	*16.3*	*590,000*	*13.4*	***954,000***	***14.4***
Collision with Object Not Fixed:								
Parked Motor Vehicle	458	1.2	43,000	2.0	321,000	7.3	**365,000**	**5.5**
Animal	111	0.3	16,000	0.7	259,000	5.9	**275,000**	**4.2**
Pedestrian	5,219	14.0	78,000	3.6	3,000	0.1	**86,000**	**1.3**
Pedalcyclist	822	2.2	60,000	2.8	7,000	0.2	**67,000**	**1.0**
Train	377	1.0	1,000	0.1	2,000	*	**3,000**	**0.1**
Other/Unknown	211	0.6	5,000	0.2	21,000	0.5	**26,000**	**0.4**
Subtotal	*7,198*	*19.3*	*203,000*	*9.4*	*612,000*	*13.9*	***822,000***	***12.4***
Noncollision:								
Rollover	3,545	9.5	63,000	2.9	41,000	0.9	**108,000**	**1.6**
Other/Unknown	438	1.2	11,000	0.5	54,000	1.2	**66,000**	**1.0**
Subtotal	*3,983*	*10.7*	*74,000*	*3.4*	*96,000*	*2.2*	***174,000***	***2.6***
Total**	**37,221**	**100.0**	**2,166,000**	**100.0**	**4,409,000**	**100.0**	**6,613,000**	**100.0**

* Less than 500 or less than 0.05 percent.
** Includes 24 fatal crashes with an unknown first harmful event.

Table 33
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 = 13,583)						
Passenger Car	3,638	4,651	1,779	563	105	162
Light Truck		1,040	808	411	32	82
Large Truck			88	85	4	21
Motorcycle				24	7	23
Bus					0	1
Other/Unknown						59
Injury Crashes (Total = 1,324,000)						
Passenger Car	692,000	460,000	36,000	19,000	8,000	2,000
Light Truck		80,000	12,000	5,000	3,000	1,000
Large Truck			3,000	*	*	*
Property-Damage-Only Crashes (Total = 2,974,000)						
Passenger Car	1,423,000	1,061,000	136,000	9,000	26,000	6,000
Light Truck		239,000	48,000	2,000	8,000	5,000
Large Truck			10,000	*	2,000	1,000

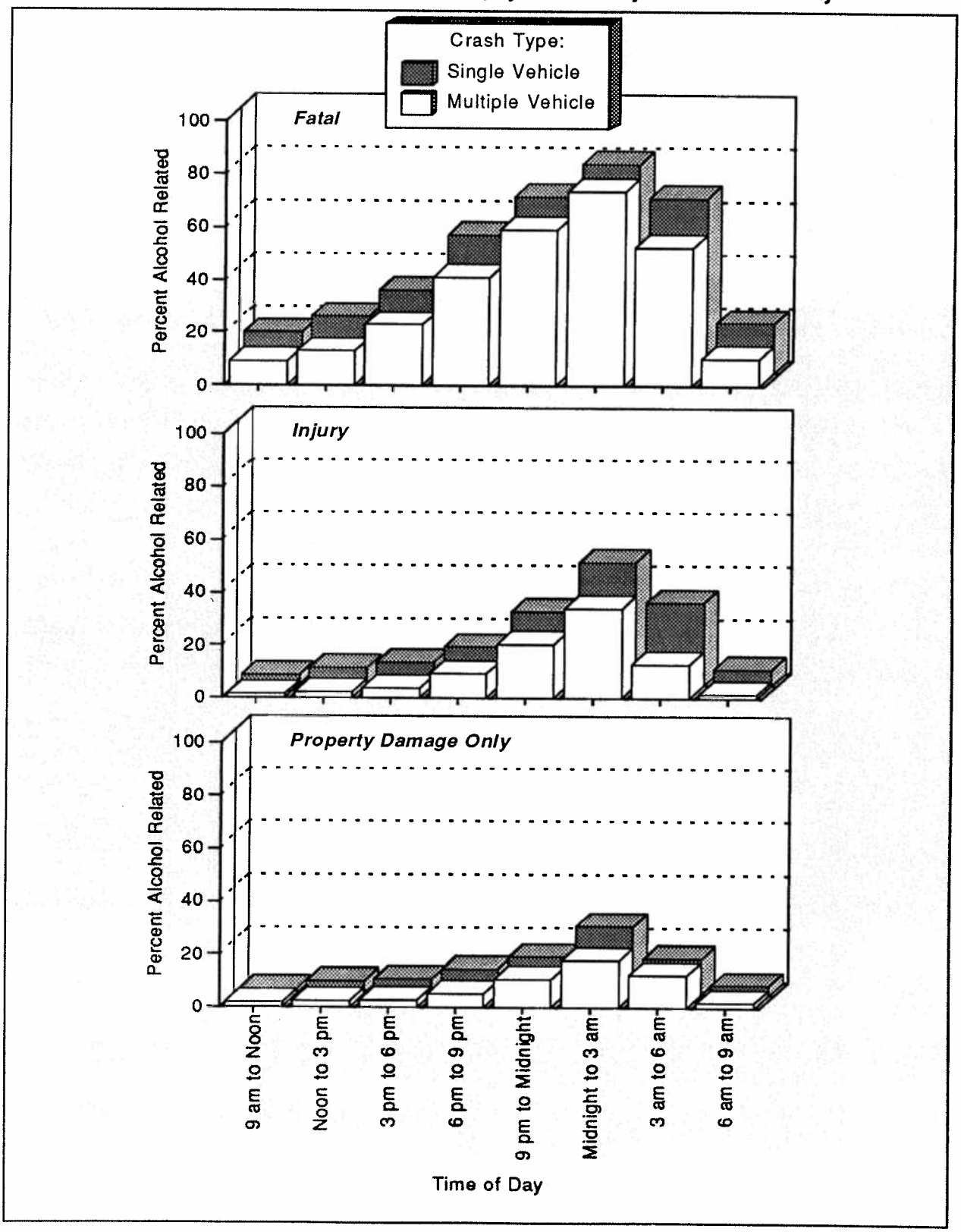
* Less than 500.

Table 34
Crashes and Percent Alcohol Related by Time of Day, Crash Type, and Crash Severity

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related
Fatal Crashes*									
Midnight to 3 am	3,646	2,878	78.9	1,111	820	73.8	**4,757**	**3,698**	**77.7**
3 am to 6 am	2,095	1,390	66.3	687	362	52.7	**2,782**	**1,752**	**63.0**
6 am to 9 am	1,704	327	19.2	1,728	178	10.3	**3,432**	**506**	**14.7**
9 am to Noon	1,446	218	15.1	2,053	188	9.1	**3,499**	**405**	**11.6**
Noon to 3 pm	2,041	437	21.4	2,759	354	12.8	**4,800**	**791**	**16.5**
3 pm to 6 pm	2,851	897	31.5	3,391	782	23.1	**6,242**	**1,679**	**26.9**
6 pm to 9 pm	3,455	1,807	52.3	2,468	1,019	41.3	**5,923**	**2,826**	**47.7**
9 pm to Midnight	3,672	2,449	66.7	1,769	1,050	59.4	**5,441**	**3,500**	**64.3**
Unknown	335	226	67.4	10	3	32.9	**345**	**229**	**66.4**
Total	**21,245**	**10,629**	**50.0**	**15,976**	**4,756**	**29.8**	**37,221**	**15,386**	**41.3**
Injury Crashes**									
Midnight to 3 am	72,000	34,000	46.8	44,000	15,000	34.4	**116,000**	**49,000**	**42.1**
3 am to 6 am	43,000	14,000	31.7	20,000	3,000	13.1	**62,000**	**16,000**	**25.8**
6 am to 9 am	64,000	4,000	6.2	185,000	3,000	1.5	**249,000**	**7,000**	**2.7**
9 am to Noon	60,000	2,000	3.7	220,000	3,000	1.4	**280,000**	**5,000**	**1.9**
Noon to 3 pm	84,000	5,000	6.5	325,000	7,000	2.2	**409,000**	**12,000**	**3.0**
3 pm to 6 pm	114,000	10,000	8.6	428,000	16,000	3.7	**542,000**	**26,000**	**4.8**
6 pm to 9 pm	99,000	14,000	14.5	214,000	20,000	9.2	**314,000**	**34,000**	**10.9**
9 pm to Midnight	79,000	22,000	28.1	114,000	23,000	20.5	**193,000**	**46,000**	**23.6**
Total	**616,000**	**105,000**	**17.1**	**1,551,000**	**90,000**	**5.8**	**2,166,000**	**195,000**	**9.0**
Property-Damage-Only Crashes**									
Midnight to 3 am	133,000	35,000	25.9	73,000	13,000	17.8	**206,000**	**47,000**	**23.0**
3 am to 6 am	93,000	13,000	13.7	38,000	5,000	12.3	**131,000**	**17,000**	**13.3**
6 am to 9 am	150,000	6,000	3.7	392,000	8,000	2.0	**542,000**	**13,000**	**2.5**
9 am to Noon	135,000	3,000	2.0	465,000	9,000	1.9	**599,000**	**12,000**	**1.9**
Noon to 3 pm	152,000	8,000	5.0	675,000	16,000	2.4	**827,000**	**24,000**	**2.9**
3 pm to 6 pm	190,000	11,000	5.7	919,000	26,000	2.8	**1,110,000**	**37,000**	**3.3**
6 pm to 9 pm	221,000	21,000	9.5	397,000	21,000	5.2	**618,000**	**41,000**	**6.7**
9 pm to Midnight	180,000	26,000	14.2	195,000	21,000	10.6	**375,000**	**46,000**	**12.3**
Total	**1,254,000**	**120,000**	**9.6**	**3,155,000**	**118,000**	**3.7**	**4,409,000**	**238,000**	**5.4**

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater.
** Police-reported alcohol involvement.

Figure 13
Percent of Crashes Alcohol Related, by Time of Day and Crash Severity



1995 National Statistics

Motor Vehicle Traffic Crashes		
Fatal		37,221
Injury		2,166,000
Property Damage Only		4,409,000
Total		**6,613,000**
Traffic Crash Victims	**Killed**	**Injured**
Occupants		
Drivers	24,398	2,161,000
Passengers	10,759	1,071,000
Unknown	117	0
Nonmotorists		
Pedestrians	5,585	84,000
Pedalcyclists	830	61,000
Other	109	9,000
Total	**41,798**	**3,386,000**
Other National Statistics		
Vehicle Miles Traveled		2,403,278,000,000
Resident Population		262,755,270
Registered Vehicles		196,583,000
Licensed Drivers		177,432,000
Economic Cost of Traffic Crashes (1994) (estimate for reported and unreported crashes)		$150.5 billion
National Rates: Fatalities		
Fatalities per 100 Million Vehicle Miles Traveled		1.7
Fatalities per 100,000 Population		15.90
Fatalities per 100,000 Registered Vehicles		21.26
Fatalities per 100,000 Licensed Drivers		23.56
National Rates: Injured Persons		
Injured Persons per 100 Million Vehicle Miles Traveled		141
Injured Persons per 100,000 Population		1,289
Injured Persons per 100,000 Registered Vehicles		1,722
Injured Persons per 100,000 Licensed Drivers		1,908

Sources: Crashes, Fatalities, Injuries, and Costs—National Highway Traffic Safety Administration.
Population—U.S. Bureau of the Census.
Licensed Drivers (estimated) and Vehicle Miles Traveled (preliminary)—Federal Highway Administration.
Registered Vehicles (preliminary)—R.L. Polk & Co. and Federal Highway Administration.

Cover Photo—In Montgomery County, Maryland, this truck overturned on the outer loop of the Washington beltway. Photographer: Dan Gross. Courtesy of Gazette Newspapers.

Traffic Safety Facts 1995:
A Compilation of Motor Vehicle Crash Data from the Fatal Accident Reporting System and the General Estimates System

National Highway Traffic Safety Administration
National Center for Statistics and Analysis
U.S. Department of Transportation
Washington, DC 20590

September 1996

ADMINISTRATOR'S MESSAGE

Dear Reader,

The National Highway Traffic Safety Administration is pleased to present its *Traffic Safety Facts 1995: A Compilation of Motor Vehicle Crash Data from the Fatal Accident Reporting System and the General Estimates System.* This report combines data from two of our key crash databases, providing statistics on traffic crashes of all severities.

The numbers in this publication tell a very important story. More than 6.6 million police-reported motor vehicle crashes occurred on our highways in 1995—one every 5 seconds. On average, a person was injured in these crashes every 9 seconds, and someone was killed every 13 minutes. Information about these crashes, such as the tables in this report, helps us better understand the problem and develop effective solutions. Reducing these numbers requires the continued efforts of state, local, and federal organizations working toward this common goal.

The National Highway Traffic Safety Administration is committed to keeping highway safety high on the list of national priorities.

I hope you find this publication useful.

Sincerely,

Ricardo Martinez, M.D.
Administrator
National Highway Traffic Safety Administration

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INTRODUCTION

In this annual report, *Traffic Safety Facts 1995: A Compilation of Motor Vehicle Crash Data from the Fatal Accident Reporting System and the General Estimates System*, the National Highway Traffic Safety Administration (NHTSA) presents descriptive statistics about traffic crashes of all severities, from those that result in property damage to those that result in the loss of human life.

Information from two of NHTSA's primary data systems has been combined to create a single source for motor vehicle crash statistics. The first data system, the Fatal Accident Reporting System (FARS), is probably the better known of the two sources. Established in 1975, FARS contains data on the most severe traffic crashes, those in which someone was killed. The second source is the National Accident Sampling System/General Estimates System (GES), which began operation in 1988. GES contains data from a nationally representative sample of police-reported crashes of all severities, including those that result in death, injury, or property damage. The next two sections provide a brief description of FARS and GES.

Both systems were designed and developed by NHTSA's National Center for Statistics and Analysis (NCSA) to provide an overall measure of highway safety, to help identify traffic safety problems, to suggest solutions, and to help provide an objective basis on which to evaluate the effectiveness of motor vehicle safety standards and highway safety initiatives. Data from these systems are used to answer requests for information from the international and national highway traffic safety communities, including state and local governments, the Congress, Federal agencies, research organizations, industry, the media, and private citizens.

FARS OPERATIONS

FARS, which became operational in 1975, contains data on a census of fatal traffic crashes within the 50 states, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public, and must result in the death of an occupant of a vehicle or a nonmotorist within 30 days of the crash.

NHTSA has a cooperative agreement with an agency in each state's government to provide information on all qualifying fatal crashes in the state. These agreements are managed by Regional Contracting Officer's Technical Representatives located in the 10 NHTSA Regional Offices. Trained state employees, called "FARS analysts," are responsible for gathering, translating, and transmitting their state's data to NCSA in a standard format. The number of analysts varies by state, depending on the number of fatal crashes and the ease of obtaining data.

FARS data are obtained solely from the state's existing documents:

- Police Accident Reports
- State Vehicle Registration Files
- State Driver Licensing Files
- State Highway Department Data
- Vital Statistics
- Death Certificates
- Coroner/Medical Examiner Reports
- Hospital Medical Reports
- Emergency Medical Service Reports

From these documents, the analysts code more than 100 FARS data elements. (See Appendix A for a list of the FARS data elements.) The specific data elements may be modified slightly each year to conform to changing user needs, vehicle characteristics, and highway safety emphasis areas. The data collected within FARS do not include any personal identifying information, such as names, addresses, or social security numbers. Thus, any data kept in FARS files and made available to the public fully conform to the Privacy Act.

Each analyst enters data into a local microcomputer data file, and daily updates are sent to NHTSA's central computer database. Data are automatically checked when entered for acceptable range values and for consistency, enabling the analyst to make corrections immediately. Several programs continually monitor and improve the completeness and accuracy of the data. Periodically, sample cases are recoded and analyzed to ensure accuracy and consistency. The 1995 FARS data file used for the statistics in this report was created in June 1996.

GES OPERATIONS

GES data are obtained from a nationally representative probability sample selected from all police-reported crashes. The system began operation in 1988. To be eligible for the GES sample, a police accident report (PAR) must be completed for the crash, and the crash must involve at least one motor vehicle traveling on a trafficway and result in property damage, injury, or death. Although various sources suggest that about half the motor vehicle crashes in the country are not reported to police, the majority of these unreported crashes involve only minor property damage and no significant personal injury. By restricting attention to police-reported crashes, the GES concentrates on those crashes of greatest concern to the highway safety community and the general public.

GES data collectors make weekly visits to approximately 400 police jurisdictions in 60 sites across the United States, where they randomly sample about 48,000 PARs per year. The collectors obtain copies of the PARs and send them to a central contractor for coding. No other data are collected beyond the selected PARs—no driver license, vehicle registration, or medical information is obtained.

Trained data entry personnel interpret and code data directly from the PARs into an electronic data file. Approximately 90 data elements are coded into a common format. (See Appendix B for a list of the GES data elements.) Some elements are modified every other year to meet the changing needs of the highway safety community. To protect individual privacy, no personal information (names, addresses, specific crash locations) is coded. During data coding, the data are checked electronically for validity and consistency. After the data file is created, further quality checks are performed on the data through computer processing and by the data coding supervisors. The 1995 file used for the statistics in this report was completed in June 1996.

ABOUT THIS REPORT

Fatal crash data from FARS and nonfatal crash data from GES are presented in this report in five chapters. Chapter 1, "Trends," presents data from all years of FARS (1975 through 1995) and GES (1988 through 1995). The remaining chapters present data only from 1995. Chapter 2, "Crashes," describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crash. Chapter 3, "Vehicles," concentrates on the types of vehicles involved in crashes and the damage to the vehicles. Chapter 4, "People," is the largest chapter of this report, with statistics about drivers, passengers, pedestrians, and pedalcyclists. The last chapter of the report, "States," contains information about crashes for each state, the District of Columbia, and Puerto Rico. Terms used throughout the report are defined in the Glossary.

About three-quarters of the tables in this report present data from both FARS and GES. The remaining tables contain FARS data only. Statistics describing fatal crashes or fatalities have been derived from FARS. Statistics describing injury crashes, property-damage-only crashes, or nonfatal injuries have been derived from GES. The reader should be aware that FARS numbers are actual counts of fatalities or fatal crashes, whereas GES numbers are estimates of counts of crashes and injuries and are subject to sampling and nonsampling errors. (See Appendix C for more information on these errors.) To emphasize this difference, FARS numbers are not rounded, while GES estimates have been rounded to the nearest thousand. As a result of the rounding, for some tables, the sum of the row or column entries may not equal the row or column total. In addition, percentages have been calculated prior to rounding.

The reader may also notice that many tables have rows or footnotes for unknowns for FARS data, but not for GES data. The reason for this difference is that almost all the GES unknown data have been assigned values through complex statistical procedures. FARS unknown data, on the other hand, are not assigned values, with the exception of blood alcohol concentration (BAC) test results. BAC values have been assigned to drivers and nonoccupants involved in fatal crashes when the alcohol test results are unknown. A complete description of the statistical procedures used for unknown data in GES and for unknown alcohol test results in FARS can be found in two technical reports: *Imputation in the General Estimates System* (DOT HS 807 985) and *A Method for Estimating Posterior BAC Distributions for Persons Involved in Fatal Traffic Accidents* (DOT HS 807 094). These reports are available from the National Center for Statistics and Analysis (NCSA) at the address given in the following section.

Changes from Last Year's Report

In this year's report, one new table (Table 114, "Fatalities and Fatality Rates by State, 1975-1995") has been added in **Chapter 5: States**. The new table provides information, by state, across several years. No other changes have been made in this report, so that readers should be able to make comparisons easily with the tables in last year's report, *Traffic Safety Facts 1994*.

DATA AVAILABILITY

While this report presents a wide spectrum of information in more than 100 tables and figures, it contains only a fraction of the data available from FARS and GES. Additional data from FARS (1975 through 1995) or from GES (1988 through 1995) are available in two ways:

- Modest requests for specific data will be answered by NCSA at no charge. Response usually requires about 2 weeks, depending on the nature and complexity of the data requested.
- Computer tapes or compact disks can be purchased in one of several formats amenable to analysis. This will enable you to process the data using your own computer system. Information on acquiring the tapes is available by contacting the NCSA at the address below.

Requests for more information from FARS or GES or for a copy of the data files, should be directed to:

National Highway Traffic Safety Administration
National Center for Statistics and Analysis
NRD-31
400 Seventh Street, S.W.
Washington, D.C. 20590
(202) 366-4198
(202) 366-7078 (FAX)

Additional information on all of NHTSA's data files, including FARS and GES, can be found on the Internet at the NCSA World Wide Web site: http://www.nhtsa.dot.gov/people/ncsa. Current fact sheets, as well as recent NCSA research notes and abstracts of technical reports, can be downloaded in portable document format (.pdf). A traffic safety overview is also provided, with information from several fact sheets and data on lives saved by different types of passenger restraints. Comments and suggestions about the NCSA web site can be e-mailed to ncsaweb@nhtsa.dot.gov.

Auto Safety Hotline

To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393.

Chapter 1 ♦ Trends

1. TRENDS

The tables in this chapter present statistics about motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 1995; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 1995. Trends for nonfatal crashes and injuries are presented from 1988 (when GES began operation) to 1995. Care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from GES data are estimates, year-to-year differences may be the result of the sampling process, not the result of an actual trend. The variability or sampling errors associated with the estimates must be considered when making any year-to-year comparisons using GES data. (For more information on sampling error, see Appendix C.) Below are some of the statistics you will find in this chapter:

- Although fatal crashes increased by 3 percent from 1994 to 1995, the fatality rate of 1.7 fatalities per 100 million vehicle miles of travel did not change.
- The injury rate per 100 million vehicle miles of travel increased by 4 percent from 1994 to 1995.
- The driver involvement rate per 100,000 licensed drivers for fatal crashes increased by 2 percent from 1994 to 1995, and the rate for injury crashes increased by 4 percent.
- The occupant fatality rate per 100,000 population, which declined by 23 percent from 1975 to 1992, increased by 4 percent from 1992 to 1995.
- The occupant injury rate per 100,000 population, which declined by 13 percent from 1988 to 1992, increased by 8 percent from 1992 to 1995.
- The nonmotorist fatality rate per 100,000 population has declined by 38 percent from 1975 to 1995.
- The nonmotorist injury rate per 100,000 population has declined by 27 percent from 1988 to 1995.
- The percent of alcohol-related fatalities has declined from 57 percent in 1982 to 41 percent in 1995.

Figure 1
Fatal Crashes, 1975-1995

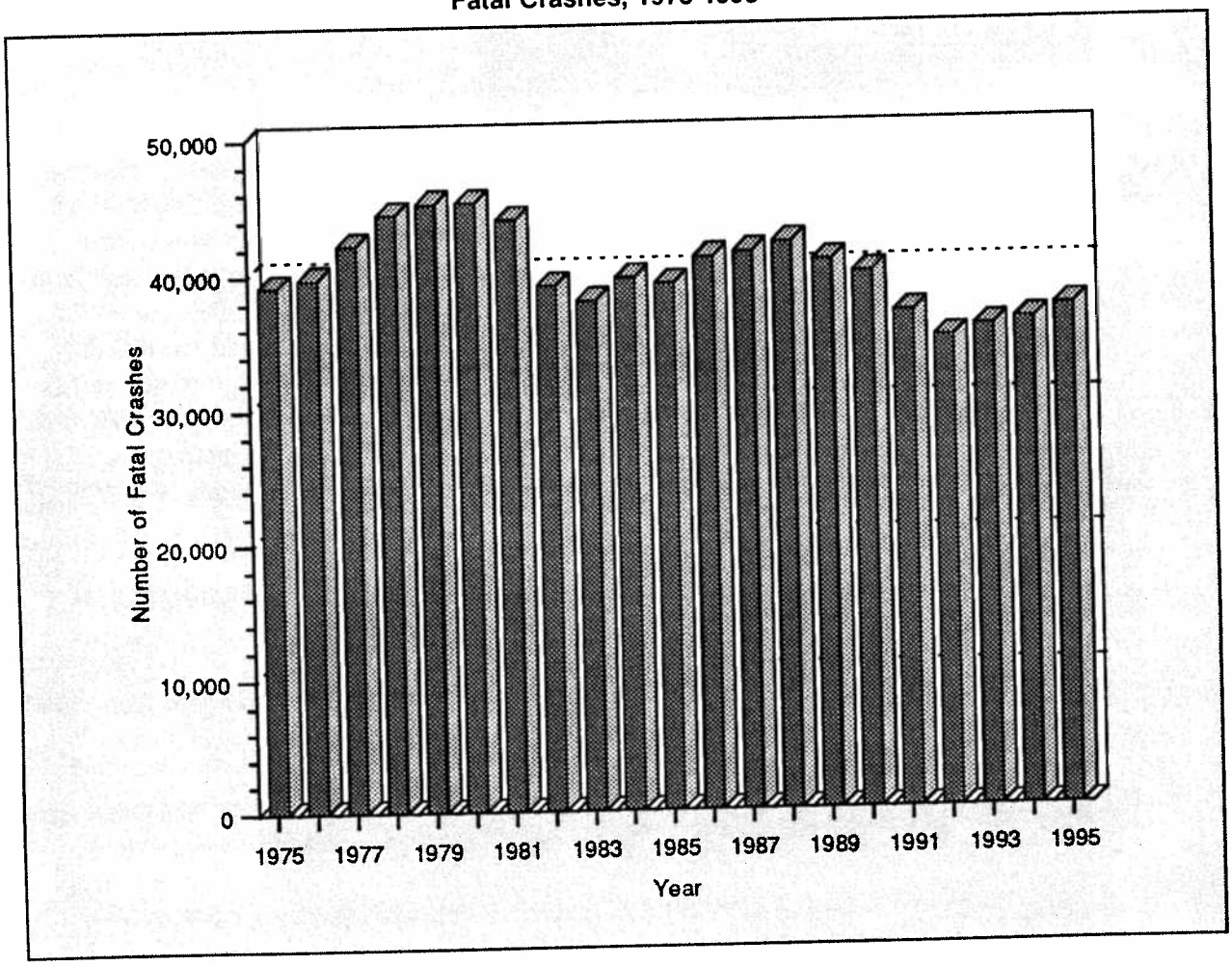


Table 1
Crashes by Crash Severity, 1988-1995

Year	Crash Severity						Total	
	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	0.5	1,991,000	33.2	3,974,000	66.2	**6,000,000**	**100.0**
1993	35,780	0.6	2,005,000	32.8	4,064,000	66.6	**6,105,000**	**100.0**
1994	36,254	0.6	2,092,000	32.2	4,364,000	67.2	**6,492,000**	**100.0**
1995	37,221	0.6	2,166,000	32.8	4,409,000	66.7	**6,613,000**	**100.0**

Table 2
Persons Killed or Injured and Fatality and Injury Rates by Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-1995

Killed

Year	Fatalities	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
1966	50,894	195,576	26.02	100,998	50.39	95,703	53.18	926	5.5
1967	50,724	197,457	25.69	103,172	49.16	98,859	51.31	964	5.3
1968	52,725	199,399	26.44	105,410	50.02	102,987	51.20	1,016	5.2
1969	53,543	201,385	26.59	108,306	49.44	107,412	49.85	1,062	5.0
1970	52,627	203,984	25.80	111,543	47.18	111,242	47.31	1,110	4.7
1971	52,542	206,827	25.40	114,426	45.92	116,330	45.17	1,179	4.5
1972	54,589	209,284	26.08	118,414	46.10	122,557	44.54	1,260	4.3
1973	54,052	211,357	25.57	121,546	44.47	130,025	41.57	1,313	4.1
1974	45,196	213,342	21.18	125,427	36.03	134,900	33.50	1,281	3.5
1975	44,525	215,465	20.66	129,791	34.31	126,153	35.29	1,328	3.4
1976	45,523	217,563	20.92	134,036	33.96	130,793	34.81	1,402	3.2
1977	47,878	219,760	21.79	138,121	34.66	134,514	35.59	1,467	3.3
1978	50,331	222,095	22.66	140,844	35.74	140,374	35.85	1,545	3.3
1979	51,093	224,567	22.75	143,284	35.66	144,317	35.40	1,529	3.3
1980	51,091	227,225	22.48	145,295	35.16	146,845	34.79	1,527	3.3
1981	49,301	229,466	21.49	147,075	33.52	149,330	33.01	1,553	3.2
1982	43,945	231,664	18.97	150,234	29.25	151,148	29.07	1,595	2.8
1983	42,589	233,792	18.22	154,389	27.59	153,830	27.69	1,653	2.6
1984	44,257	235,825	18.77	155,424	28.48	158,900	27.85	1,720	2.6
1985	43,825	237,924	18.42	156,868	27.94	165,382	26.50	1,774	2.5
1986	46,087	240,133	19.19	159,487	28.90	168,137	27.41	1,835	2.5
1987	46,390	242,289	19.15	161,818	28.67	172,366	26.91	1,921	2.4
1988	47,087	244,499	19.26	162,853	28.91	176,752	26.64	2,026	2.3
1989	45,582	246,819	18.47	165,555	27.53	180,792	25.21	2,096	2.2
1990	44,599	249,403	17.88	167,015	26.70	183,934	24.25	2,144	2.1
1991	41,508	252,138	16.46	168,995	24.56	186,052	22.31	2,172	1.9
1992	39,250	255,039	15.39	173,125	22.67	184,864	21.23	2,247	1.7
1993	40,150	257,800	15.57	173,149	23.19	188,453	21.31	2,297	1.7
1994	40,716	260,350	15.64	175,403	23.21	192,174	21.19	2,358	1.7
1995	41,798	262,755	15.91	177,432	23.56	196,583	21.26	2,403	1.7

Injured

Year	Injuries	Resident Population (Thousands)	Injury Rate per 100,000 Population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million VMT
1988	3,416,000	244,499	1,397	162,853	2,098	176,752	1,933	2,026	169
1989	3,284,000	246,819	1,330	165,555	1,984	180,792	1,816	2,096	157
1990	3,231,000	249,403	1,295	167,015	1,934	183,934	1,756	2,144	151
1991	3,097,000	252,138	1,228	168,995	1,833	186,052	1,665	2,172	143
1992	3,070,000	255,039	1,204	173,125	1,773	184,864	1,660	2,247	137
1993	3,125,000	257,800	1,212	173,149	1,805	188,453	1,658	2,297	136
1994	3,215,000	260,350	1,235	175,403	1,833	192,174	1,673	2,358	136
1995	3,386,000	262,755	1,289	177,432	1,908	196,583	1,722	2,403	141

Source: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-1995—R.L. Polk & Co. and Federal Highway Administration; Population—U.S. Bureau of the Census; Traffic Deaths, 1966-1974—National Center for Health Statistics, D.H.H.S., State Accident Summaries (adjusted to 30-day traffic deaths by NHTSA); Traffic Deaths, 1975-1995—Fatal Accident Reporting System (FARS), NHTSA, 30-day traffic deaths; Traffic Injuries, 1988-1995—General Estimates System (GES), NHTSA. Injury data not available for years before 1988.

Figure 2
Motor Vehicle Fatality and Injury Rates
per 100 Million Vehicle Miles Traveled, 1966-1995

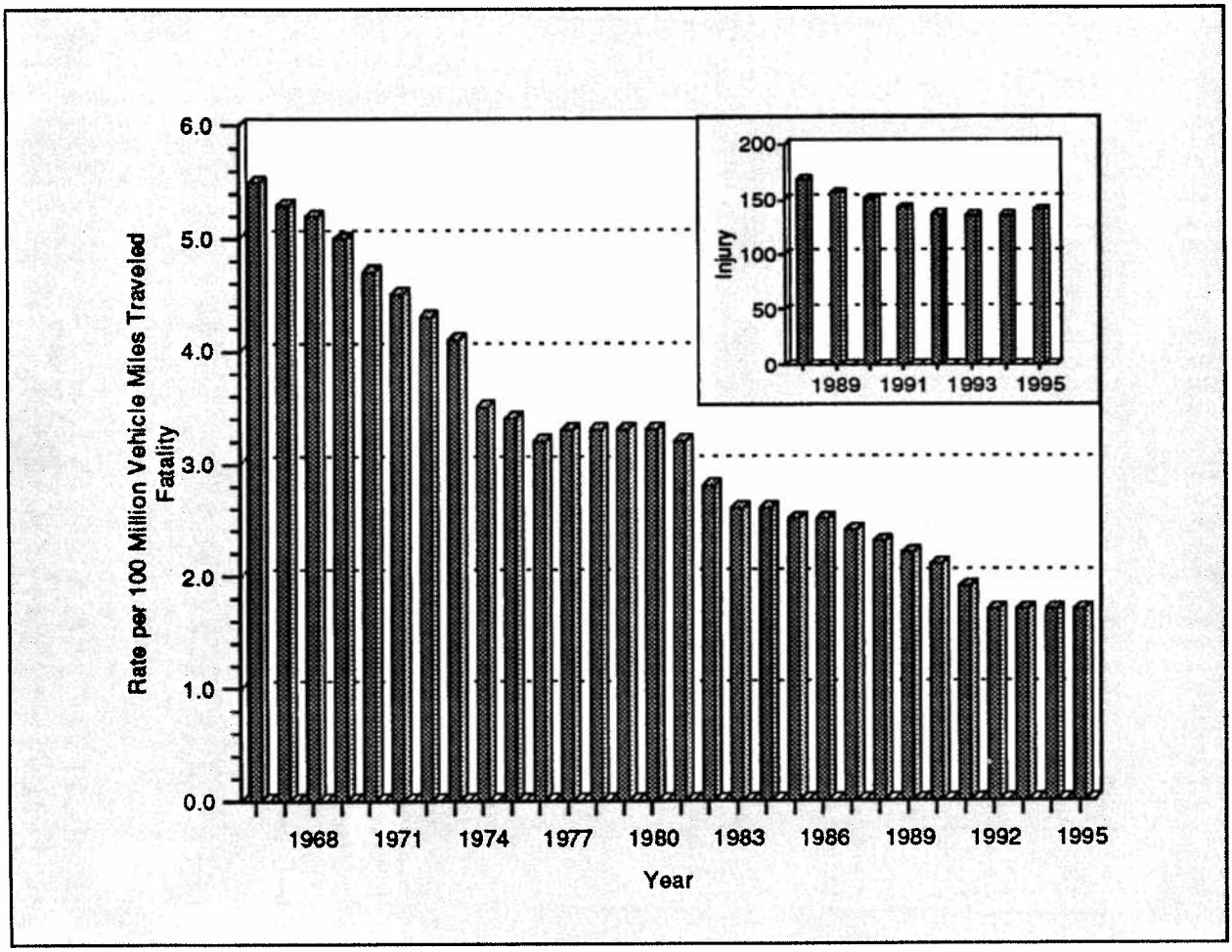


Table 3
Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-1995

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Fatal Crashes												
1975	37,896	3.7	40.11	8,636	4.2	42.89	3,977	4.9	74.16	3,264	58.0	65.75
1976	37,206	3.5	38.35	9,300	4.0	40.91	4,435	5.2	79.55	3,343	55.7	67.76
1977	39,038	3.5	39.45	10,400	4.0	41.93	5,164	5.4	90.76	4,163	65.6	84.39
1978	40,544	3.6	39.81	11,898	4.1	42.66	5,759	5.4	98.28	4,643	64.9	95.38
1979	39,999	3.6	38.63	12,544	4.3	42.64	6,084	5.6	103.27	4,916	56.9	90.67
1980	39,059	3.5	37.28	12,680	4.3	42.18	5,379	5.0	92.89	5,194	50.9	91.22
1981	38,864	3.5	36.66	12,331	4.0	39.48	5,230	4.8	91.49	4,963	46.4	85.11
1982	34,334	3.0	32.11	11,317	3.5	35.03	4,646	4.3	83.11	4,495	45.4	78.12
1983	33,298	2.8	30.52	11,118	3.3	33.62	4,877	4.3	88.54	4,302	49.1	77.03
1984	34,648	2.8	30.89	11,973	3.3	33.96	5,124	4.1	94.87	4,659	53.0	85.02
1985	34,277	2.8	29.46	12,464	3.2	33.09	5,153	4.1	96.67	4,608	50.7	84.64
1986	36,195	2.8	30.87	13,327	3.2	33.52	5,097	3.9	97.10	4,570	48.6	86.84
1987	36,580	2.8	30.75	14,514	3.3	34.81	5,108	3.8	96.32	4,067	42.8	82.71
1988	36,977	2.7	30.43	15,286	3.1	34.27	5,241	3.7	96.46	3,715	37.1	81.04
1989	35,410	2.5	28.85	15,700	3.0	33.31	4,984	3.4	85.34	3,192	30.8	71.99
1990	34,085	2.4	25.38	15,620	2.8	31.29	4,776	3.2	81.58	3,276	34.3	76.91
1991	31,291	2.2	25.37	14,832	2.5	28.49	4,347	2.9	74.25	2,829	30.8	67.73
1992	29,817	2.1	24.78	14,648	2.3	27.21	4,035	2.6	67.58	2,439	25.6	60.00
1993	30,233	2.1	24.97	15,332	2.3	27.10	4,328	2.7	69.90	2,477	25.0	62.27
1994	30,273	2.1	24.81	16,353	2.3	27.49	4,644	2.7	73.68	2,339	22.8	62.91
1995	30,840	*	25.02	17,512	*	28.01	4,453	*	69.19	2,262	*	61.14
Injury Crashes												
1988	3,073,000	222	2,529	683,000	140	1,530	96,000	68	1,764	98,000	974	2,129
1989	2,892,000	205	2,355	727,000	140	1,543	110,000	74	1,887	76,000	732	1,712
1990	2,838,000	199	2,302	729,000	131	1,460	107,000	72	1,830	82,000	854	1,916
1991	2,615,000	184	2,121	789,000	118	1,515	78,000	52	1,332	79,000	856	1,882
1992	2,640,000	185	2,194	758,000	132	1,409	95,000	62	1,586	61,000	644	1,509
1993	2,610,000	181	2,156	829,000	123	1,466	97,000	61	1,564	54,000	548	1,363
1994	2,742,000	188	2,248	893,000	125	1,502	95,000	56	1,514	53,000	515	1,419
1995	2,844,000	*	2,308	999,000	*	1,598	83,000	*	1,287	50,000	*	1,338
Property-Damage-Only Crashes												
1988	6,050,000	438	4,979	1,542,000	316	3,458	297,000	210	5,465	21,000	207	453
1989	5,678,000	402	4,625	1,613,000	310	3,421	300,000	203	5,144	20,000	188	440
1990	5,486,000	385	4,450	1,654,000	298	3,314	273,000	182	4,668	20,000	208	467
1991	5,084,000	360	4,122	1,675,000	281	3,217	248,000	165	4,241	25,000	268	589
1992	4,852,000	338	4,031	1,704,000	265	3,165	277,000	182	4,643	10,000	101	236
1993	4,812,000	333	3,975	1,879,000	278	3,321	294,000	184	4,747	16,000	166	413
1994	5,155,000	353	4,226	2,025,000	284	3,405	361,000	212	5,729	13,000	127	349
1995	5,289,000	*	4,292	2,121,000	*	3,393	290,000	*	4,504	12,000	*	337

* Data not available at time of publication.

Note: Vehicle miles traveled (VMT) data in this table have been revised and are not based exclusively on Federal Highway Administration (FHWA) data as they have been in earlier reports. The change was made to reflect the different vehicle classification schemes used by FHWA and the National Highway Traffic Safety Administration (NHTSA). For more information, see page 8 of this report.

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

Table 4
Persons Killed or Injured, by Person Type and Vehicle Type, 1975-1995

Year	Person Type											Total
	Occupants by Vehicle Type							Nonmotorists				
	Passenger Cars	Light Trucks	Large Trucks	Motor-cycles	Buses	Other/ Unknown	Total	Pedestrian	Pedalcyclist	Other	Total	
Killed												
1975	25,928	4,856	961	3,189	53	938	*35,925*	7,516	1,003	81	*8,600*	**44,525**
1976	26,166	5,438	1,132	3,312	73	981	*37,102*	7,427	914	80	*8,421*	**45,523**
1977	26,782	5,976	1,287	4,104	42	959	*39,150*	7,732	922	74	*8,728*	**47,878**
1978	28,153	6,745	1,395	4,577	41	622	*41,533*	7,795	892	111	*8,798*	**50,331**
1979	27,808	7,178	1,432	4,894	39	579	*41,930*	8,096	932	135	*9,163*	**51,093**
1980	27,449	7,486	1,262	5,144	46	540	*41,927*	8,070	965	129	*9,164*	**51,091**
1981	26,645	7,081	1,133	4,906	56	603	*40,424*	7,837	936	104	*8,877*	**49,301**
1982	23,330	6,359	944	4,453	35	525	*35,646*	7,331	883	85	*8,299*	**43,945**
1983	22,979	6,202	982	4,265	53	362	*34,843*	6,826	839	81	*7,746*	**42,589**
1984	23,620	6,496	1,074	4,608	46	440	*36,284*	7,025	849	99	*7,973*	**44,257**
1985	23,212	6,689	977	4,564	57	544	*36,043*	6,808	890	84	*7,782*	**43,825**
1986	24,944	7,317	926	4,566	39	442	*38,234*	6,779	941	133	*7,853*	**46,087**
1987	25,132	8,058	852	4,036	51	436	*38,565*	6,745	948	132	*7,825*	**46,390**
1988	25,808	8,306	911	3,662	54	429	*39,170*	6,870	911	136	*7,917*	**47,087**
1989	25,063	8,551	858	3,141	50	424	*38,087*	6,556	832	107	*7,495*	**45,582**
1990	24,092	8,601	705	3,244	32	460	*37,134*	6,482	859	124	*7,465*	**44,599**
1991	22,385	8,391	661	2,806	31	466	*34,740*	5,801	843	124	*6,768*	**41,508**
1992	21,387	8,098	585	2,395	28	387	*32,880*	5,549	723	98	*6,370*	**39,250**
1993	21,566	8,511	605	2,449	18	425	*33,574*	5,649	816	111	*6,576*	**40,150**
1994	21,997	8,904	670	2,320	18	409	*34,318*	5,489	802	107	*6,398*	**40,716**
1995	22,358	9,539	644	2,221	32	480	*35,274*	5,585	830	109	*6,524*	**41,798**
Injured												
1988	2,585,000	478,000	37,000	105,000	15,000	4,000	*3,224,000*	110,000	75,000	8,000	*192,000*	**3,416,000**
1989	2,431,000	511,000	43,000	83,000	15,000	5,000	*3,088,000*	112,000	73,000	11,000	*196,000*	**3,284,000**
1990	2,376,000	505,000	42,000	84,000	33,000	4,000	*3,044,000*	105,000	75,000	7,000	*187,000*	**3,231,000**
1991	2,235,000	563,000	28,000	80,000	21,000	4,000	*2,931,000*	88,000	67,000	11,000	*166,000*	**3,097,000**
1992	2,232,000	545,000	34,000	65,000	20,000	12,000	*2,908,000*	89,000	63,000	10,000	*162,000*	**3,070,000**
1993	2,257,000	590,000	32,000	58,000	17,000	4,000	*2,958,000*	93,000	65,000	9,000	*166,000*	**3,125,000**
1994	2,332,000	619,000	30,000	56,000	15,000	3,000	*3,056,000*	90,000	60,000	9,000	*159,000*	**3,215,000**
1995	2,416,000	709,000	30,000	55,000	18,000	4,000	*3,232,000*	84,000	61,000	9,000	*154,000*	**3,386,000**

Table 5
Drivers Involved in Crashes and Involvement Rates per Licensed Driver by Sex and Crash Severity, 1975-1995

Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers
Drivers in Fatal Crashes									
1975	45,084	70,435	64.01	9,356	59,233	15.80	54,442	129,668	41.99
1976	45,091	72,452	62.24	9,953	61,458	16.19	55,045	133,910	41.11
1977	48,547	74,385	65.26	10,775	63,591	16.94	59,323	137,976	43.00
1978	51,665	75,504	68.43	11,221	65,176	17.22	62,887	140,680	44.70
1979	52,208	76,457	68.28	11,308	66,695	16.95	63,518	143,152	44.37
1980	50,921	77,135	66.02	11,353	68,067	16.68	62,277	145,202	42.89
1981	49,838	77,831	64.03	11,396	69,143	16.48	61,238	146,974	41.67
1982	43,877	78,484	55.91	10,579	71,627	14.77	54,462	150,111	36.28
1983	42,329	80,823	52.37	10,854	73,440	14.78	53,184	154,263	34.48
1984	44,213	80,916	54.64	11,806	74,398	15.87	56,022	155,314	36.07
1985	44,290	81,537	54.32	12,031	75,231	15.99	56,322	156,768	35.93
1986	46,075	82,740	55.69	12,604	76,652	16.44	58,681	159,392	36.82
1987	46,337	83,940	55.20	13,492	77,790	17.34	59,829	161,730	36.99
1988	46,840	84,098	55.70	13,814	78,661	17.56	60,658	162,759	37.27
1989	44,941	85,358	52.65	13,927	80,160	17.37	58,870	165,518	35.57
1990	43,802	85,769	51.07	13,586	81,203	16.73	57,393	166,972	34.37
1991	40,288	86,631	46.51	12,716	82,299	15.45	53,007	168,930	31.38
1992	38,186	88,363	43.21	12,492	84,716	14.75	50,682	173,079	29.28
1993	39,118	87,974	44.47	12,960	85,138	15.22	52,080	173,112	30.08
1994	39,784	89,194	44.60	13,449	86,210	15.60	53,238	175,403	30.35
1995	40,772	90,224	45.19	14,036	87,208	16.09	54,821	177,432	30.90
Drivers in Injury Crashes									
1988	2,423,000	84,098	2,881	1,485,000	78,661	1,887	3,907,000	162,759	2,401
1989	2,347,000	85,358	2,749	1,446,000	80,160	1,804	3,793,000	165,518	2,292
1990	2,285,000	85,769	2,664	1,458,000	81,203	1,795	3,743,000	166,972	2,242
1991	2,171,000	86,631	2,506	1,380,000	82,299	1,677	3,551,000	168,930	2,102
1992	2,114,000	88,363	2,392	1,439,000	84,716	1,699	3,553,000	173,079	2,053
1993	2,127,000	87,974	2,417	1,450,000	85,138	1,703	3,577,000	173,112	2,066
1994	2,228,000	89,194	2,497	1,549,000	86,210	1,797	3,777,000	175,403	2,153
1995	2,322,000	90,224	2,574	1,646,000	87,208	1,887	3,968,000	177,432	2,236
Drivers in Property-Damage-Only Crashes									
1988	5,013,000	84,098	5,961	2,816,000	78,661	3,580	7,829,000	162,759	4,810
1989	4,915,000	85,358	5,758	2,687,000	80,160	3,352	7,602,000	165,518	4,593
1990	4,733,000	85,769	5,519	2,677,000	81,203	3,296	7,410,000	166,972	4,438
1991	4,419,000	86,631	5,101	2,600,000	82,299	3,159	7,019,000	168,930	4,155
1992	4,316,000	88,363	4,885	2,530,000	84,716	2,987	6,847,000	173,079	3,956
1993	4,411,000	87,974	5,015	2,569,000	85,138	3,017	6,980,000	173,112	4,032
1994	4,723,000	89,194	5,295	2,833,000	86,210	3,286	7,556,000	175,403	4,308
1995	4,806,000	90,224	5,326	2,877,000	87,208	3,299	7,683,000	177,432	4,330

* Total includes drivers (>15 years old) of unknown sex.
Source: Licensed Drivers—Federal Highway Administration.

Figure 3
Driver Involvement Rate per 100,000 Licensed Drivers 16 Years and Older, by Sex and Crash Severity, 1975-1995

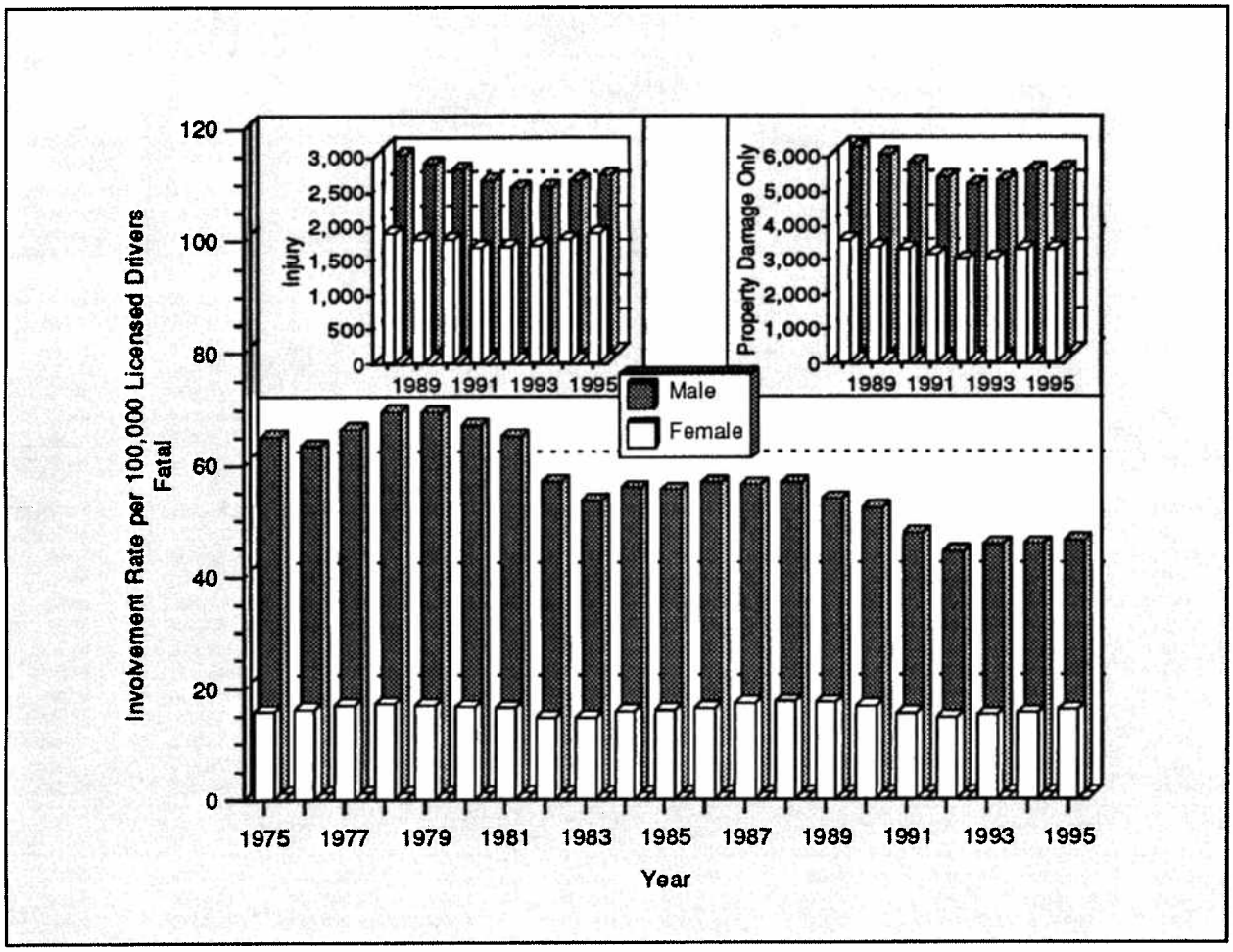


Table 6
Occupant Fatality and Injury Rates per Population by Age Group, 1975-1995

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	4.50	2.71	5.71	38.77	34.90	21.57	15.67	13.42	13.29	14.72	16.98	**16.67**
1976	4.50	2.56	6.14	40.95	35.01	21.27	15.27	13.71	13.58	14.92	17.27	**17.05**
1977	4.68	2.83	6.44	42.86	38.73	22.27	15.61	13.90	13.55	14.03	16.13	**17.81**
1978	4.61	2.66	6.60	44.45	40.75	24.26	16.72	14.07	13.44	14.79	16.36	**18.70**
1979	4.35	2.84	6.13	44.36	40.06	24.96	17.11	14.03	13.24	13.59	15.51	**18.67**
1980	4.24	2.67	6.00	42.96	39.87	24.80	16.85	14.51	12.83	12.96	15.28	**18.45**
1981	3.74	2.43	5.24	38.67	37.47	24.16	16.63	13.80	12.66	13.14	14.95	**17.60**
1982	3.66	2.22	4.85	34.70	32.87	20.38	14.29	11.81	11.20	11.82	14.91	**15.36**
1983	3.53	2.32	4.59	33.46	31.14	19.76	13.85	11.75	10.86	11.86	15.51	**14.87**
1984	3.11	2.31	5.19	35.35	33.14	20.13	13.89	11.81	11.08	12.89	16.21	**15.34**
1985	3.15	2.34	5.50	34.22	33.09	19.34	13.83	11.82	11.22	12.52	16.77	**15.10**
1986	3.39	2.27	6.04	38.82	34.19	20.84	13.80	11.42	11.26	13.30	17.75	**15.86**
1987	3.74	2.56	5.96	37.39	33.40	20.83	14.11	12.01	11.78	13.39	18.27	**15.84**
1988	3.77	2.60	5.70	38.85	34.35	20.25	14.17	12.22	11.97	13.89	19.30	**15.94**
1989	3.88	2.87	5.43	35.67	31.66	19.82	13.86	12.33	11.98	13.99	19.43	**15.34**
1990	3.31	2.50	5.26	34.17	30.63	19.81	13.34	12.20	11.91	13.36	18.49	**14.89**
1991	3.13	2.39	4.87	31.85	28.80	17.78	12.29	11.12	10.75	13.21	19.18	**13.78**
1992	2.98	2.40	4.75	28.51	25.93	16.51	11.71	10.62	10.53	13.26	18.86	**12.89**
1993	3.14	2.34	4.66	29.18	26.70	16.42	11.85	10.52	10.85	12.71	20.85	**13.02**
1994	3.46	2.34	5.07	30.72	26.31	16.02	11.81	11.15	10.71	13.98	20.80	**13.18**
1995	3.14	2.45	5.14	29.85	27.40	16.96	12.50	11.02	11.41	13.65	20.99	**13.42**
Injury Rate per 100,000 Population												
1988	412	437	728	3,361	2,724	1,778	1,305	1,021	863	699	657	**1,312**
1989	365	461	721	3,298	2,531	1,649	1,277	975	787	701	618	**1,244**
1990	338	429	736	2,864	2,507	1,671	1,233	988	842	749	515	**1,224**
1991	383	469	710	2,922	2,314	1,574	1,144	978	801	727	522	**1,162**
1992	323	436	686	3,005	2,248	1,573	1,102	971	783	721	588	**1,141**
1993	369	469	652	2,901	2,305	1,598	1,173	949	819	691	570	**1,147**
1994	415	464	683	2,942	2,375	1,638	1,204	970	841	736	577	**1,174**
1995	412	470	728	3,159	2,442	1,692	1,269	1,102	885	718	593	**1,230**

Table 7
Passenger Car Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1995

Year	Registered Passenger Cars	Vehicle Miles Traveled (Millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million VMT	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million VMT
1975	94,478,029	1,030,376	25,928	27.44	2.5	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.4	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.4	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.5	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.5	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.5	*	*	*
1981	106,002,720	1,120,126	26,645	25.14	2.4	*	*	*
1982	106,936,590	1,149,375	23,330	21.82	2.0	*	*	*
1983	109,085,444	1,190,076	22,979	21.07	1.9	*	*	*
1984	112,177,361	1,224,812	23,620	21.06	1.9	*	*	*
1985	116,348,085	1,245,837	23,212	19.95	1.9	*	*	*
1986	117,268,114	1,274,668	24,944	21.27	2.0	*	*	*
1987	119,848,784	1,326,907	25,132	20.97	1.9	*	*	*
1988	121,519,139	1,381,270	25,808	21.24	1.9	2,585,000	2,127	187
1989	122,758,478	1,411,131	25,063	20.42	1.8	2,431,000	1,980	172
1990	123,276,600	1,424,615	24,092	19.54	1.7	2,376,000	1,928	167
1991	123,327,336	1,410,934	22,385	18.15	1.6	2,235,000	1,812	158
1992	120,346,747	1,436,449	21,387	17.77	1.5	2,232,000	1,854	155
1993	121,055,398	1,445,314	21,566	17.81	1.5	2,257,000	1,865	156
1994	121,996,580	1,460,673	21,997	18.03	1.5	2,332,000	1,912	160
1995	123,241,881	**	22,358	18.14	**	2,416,000	1,960	**

* Injury data not available before 1988.

** Data not available at time of publication.

Note: Vehicle miles traveled (VMT) data in this table have been revised and are not based exclusively on Federal Highway Administration (FHWA) data as they have been in earlier reports. The change was made to reflect the different vehicle classification schemes used by FHWA and the National Highway Traffic Safety Administration (NHTSA). For more information, see page 8 of this report.

Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Vehicles—R.L. Polk & Co.

Figure 4
Passenger Car Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-1994

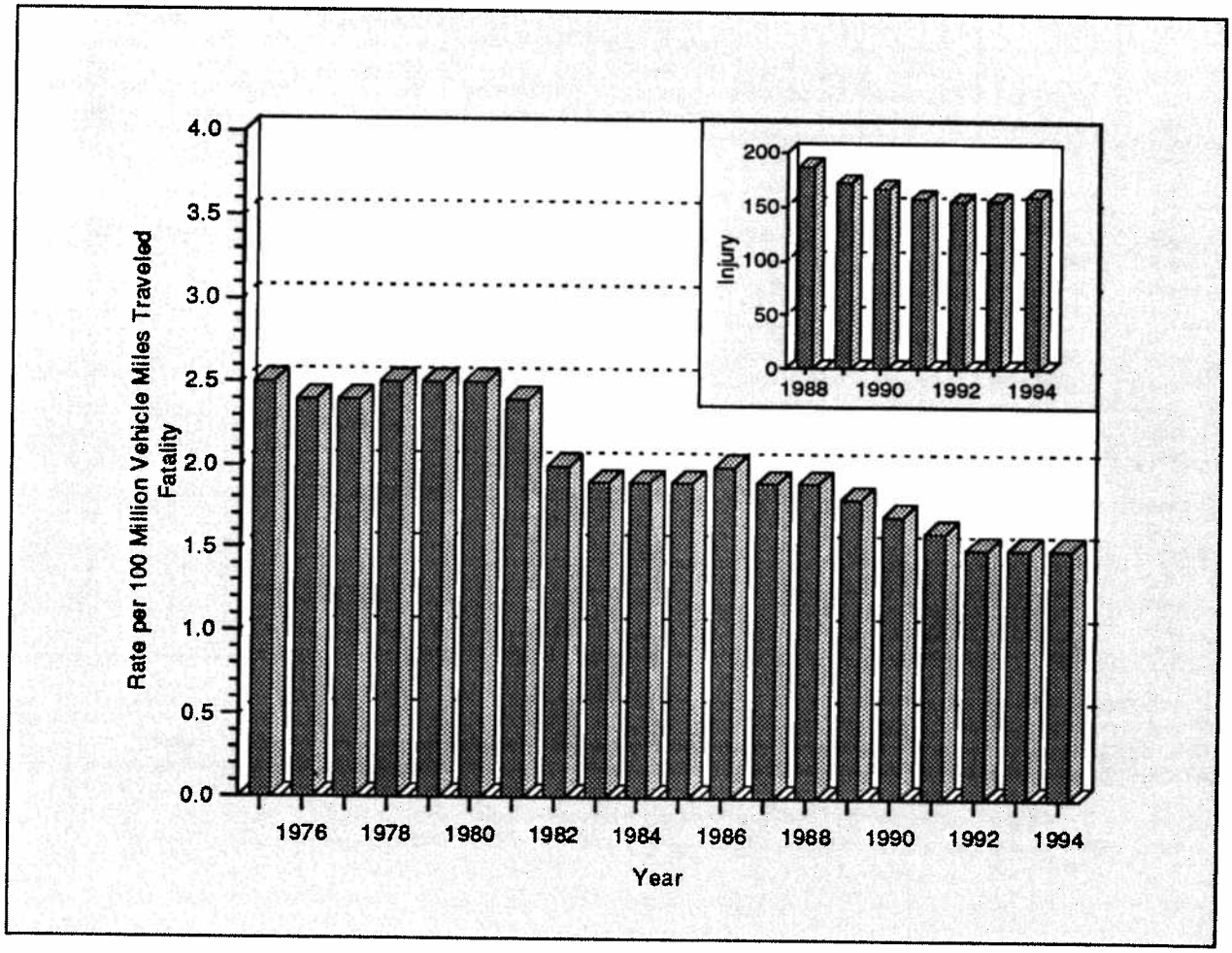


Table 8
Light Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1995

Year	Registered Light Trucks	Vehicle Miles Traveled (Millions)	Light Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million VMT	Light Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million VMT
1975	20,886,680	204,274	4,856	23.25	2.4	*	*	*
1976	22,794,702	233,382	5,438	23.86	2.3	*	*	*
1977	24,432,701	257,108	5,976	24.46	2.3	*	*	*
1978	27,285,497	289,463	6,745	24.72	2.3	*	*	*
1979	28,932,820	293,840	7,178	24.81	2.4	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.5	*	*	*
1981	31,236,287	307,044	7,081	22.67	2.3	*	*	*
1982	32,307,692	323,022	6,359	19.68	2.0	*	*	*
1983	33,068,138	335,590	6,202	18.76	1.8	*	*	*
1984	35,257,788	358,106	6,496	18.42	1.8	*	*	*
1985	37,665,180	387,800	6,689	17.76	1.7	*	*	*
1986	39,763,446	415,593	7,317	18.40	1.8	*	*	*
1987	41,695,017	443,872	8,058	19.33	1.8	*	*	*
1988	44,599,500	487,450	8,306	18.62	1.7	478,000	1,071	98
1989	47,134,148	520,977	8,551	18.14	1.6	511,000	1,084	98
1990	49,916,497	554,661	8,601	17.23	1.6	505,000	1,012	91
1991	52,062,064	595,619	8,391	16.12	1.4	563,000	1,081	95
1992	53,836,046	642,583	8,098	15.04	1.3	545,000	1,012	85
1993	56,573,835	675,450	8,511	15.04	1.3	590,000	1,043	87
1994	59,485,995	712,229	8,904	14.97	1.3	619,000	1,041	87
1995	62,520,872	**	9,539	15.26	**	709,000	1,134	**

* Injury data not available before 1988.
** Data not available at time of publication.
Note: Vehicle miles traveled (VMT) data in this table have been revised and are not based exclusively on Federal Highway Administration (FHWA) data as they have been in earlier reports. The change was made to reflect the different vehicle classification schemes used by FHWA and the National Highway Traffic Safety Administration (NHTSA). For more information, see page 8 of this report.
Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Vehicles—R.L. Polk & Co.

Figure 5
Light Truck Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-1994

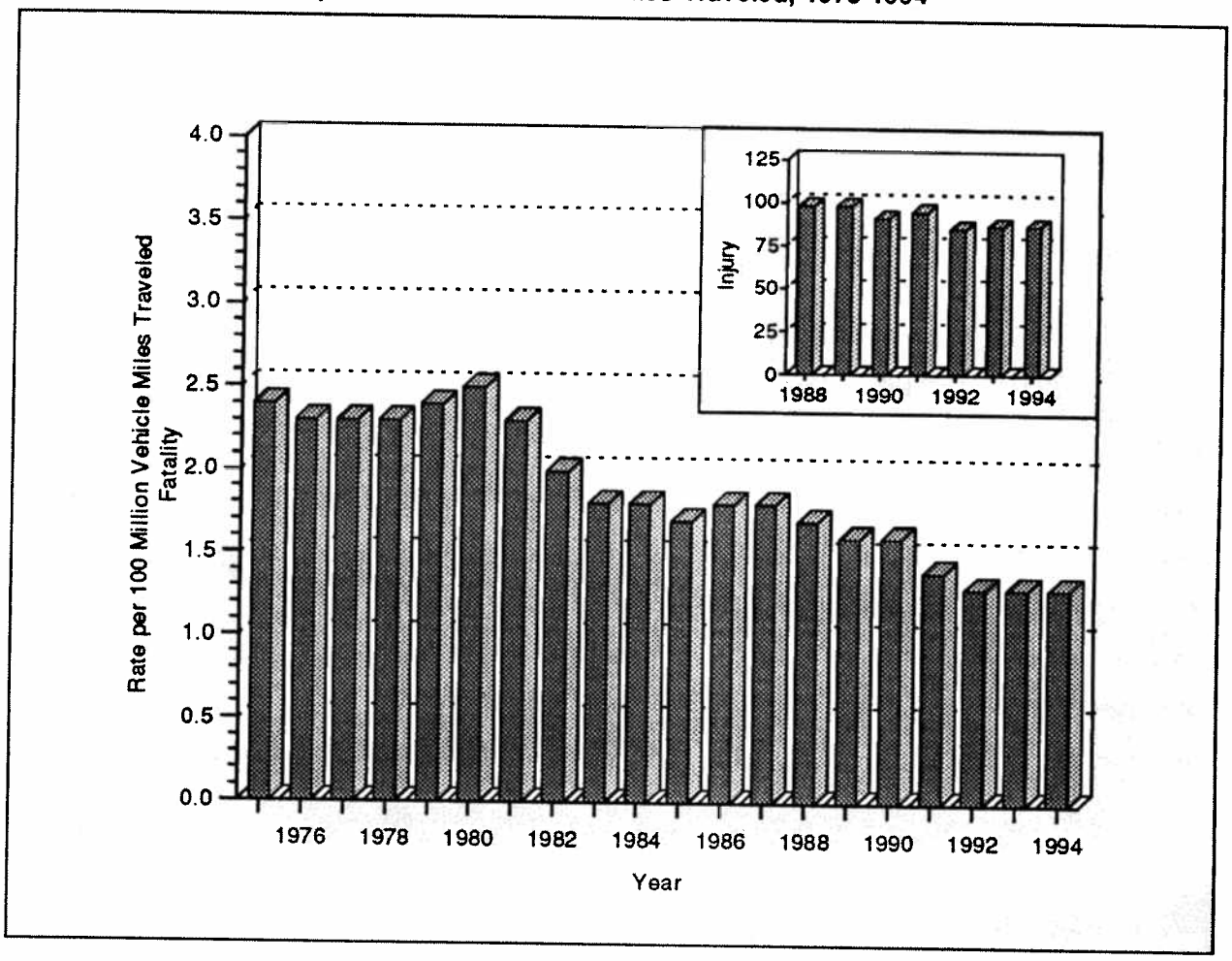


Table 9
Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1995

Year	Registered Large Trucks	Vehicle Miles Traveled (Millions)	Large Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million VMT	Large Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million VMT
1975	5,362,369	81,330	961	17.92	1.2	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.3	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.4	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.3	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.3	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.2	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.0	*	*	*
1982	5,590,415	106,880	944	16.89	0.9	*	*	*
1983	5,508,392	113,163	982	17.83	0.9	*	*	*
1984	5,401,075	123,927	1,074	19.88	0.9	*	*	*
1985	5,330,678	126,580	977	18.33	0.8	*	*	*
1986	5,249,102	130,141	926	17.64	0.7	*	*	*
1987	5,303,094	135,601	852	16.07	0.6	*	*	*
1988	5,433,560	141,397	911	16.77	0.6	37,000	690	26
1989	5,692,148	148,318	858	15.07	0.6	43,000	752	29
1990	5,854,337	149,810	705	12.04	0.5	42,000	714	28
1991	5,868,817	150,729	661	11.26	0.4	28,000	478	19
1992	5,970,925	152,803	585	9.80	0.4	34,000	569	22
1993	6,117,547	159,904	605	9.89	0.4	32,000	530	20
1994	6,303,313	170,415	670	10.63	0.4	30,000	479	18
1995	6,435,965	**	644	10.01	**	30,000	469	**

* Injury data not available before 1988.
** Data not available at time of publication.
Source: Registered Vehicles and Vehicle Miles Traveled—Federal Highway Administration.

Figure 6
Large Truck Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-1994

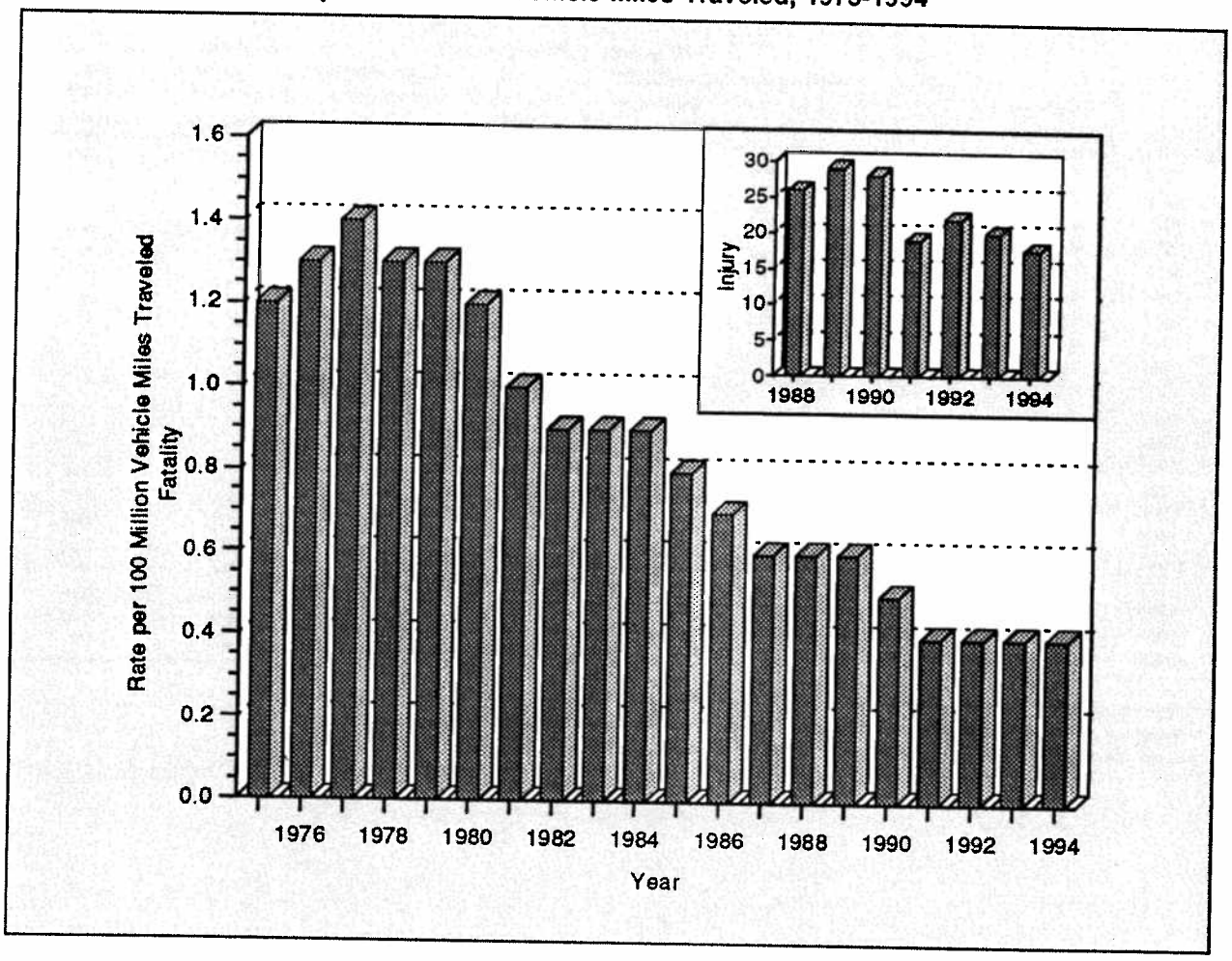


Table 10
Motorcycle Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1995

Year	Registered Motorcycles	Vehicle Miles Traveled (Millions)	Motorcycle Occupants Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million VMT	Motorcycle Occupants Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million VMT
1975	4,964,070	5,629	3,189	64.24	56.7	*	*	*
1976	4,933,332	6,003	3,312	67.14	55.2	*	*	*
1977	4,933,256	6,349	4,104	83.19	64.6	*	*	*
1978	4,867,864	7,158	4,577	94.02	63.9	*	*	*
1979	5,422,132	8,637	4,894	90.26	56.7	*	*	*
1980	5,693,940	10,214	5,144	90.34	50.4	*	*	*
1981	5,831,132	10,690	4,906	84.13	45.9	*	*	*
1982	5,753,858	9,910	4,453	77.39	44.9	*	*	*
1983	5,585,112	8,760	4,265	76.36	48.7	*	*	*
1984	5,479,822	8,784	4,608	84.09	52.5	*	*	*
1985	5,444,404	9,086	4,564	83.83	50.2	*	*	*
1986	5,262,322	9,397	4,566	86.77	48.6	*	*	*
1987	4,917,131	9,506	4,036	82.08	42.5	*	*	*
1988	4,584,284	10,024	3,662	79.88	36.5	105,000	2,294	1,049
1989	4,433,915	10,371	3,141	70.84	30.3	83,000	1,882	805
1990	4,259,462	9,557	3,244	76.16	33.9	84,000	1,979	882
1991	4,177,365	9,178	2,806	67.17	30.6	80,000	1,925	876
1992	4,065,118	9,557	2,395	58.92	25.1	65,000	1,601	681
1993	3,977,856	9,906	2,449	61.57	24.7	58,000	1,447	581
1994	3,718,127	10,251	2,320	62.40	22.6	56,000	1,514	549
1995	3,700,000	**	2,221	60.03	**	55,000	1,481	**

* Injury data not available before 1988.
** Data not available at time of publication.
Source: Registered Vehicles and Vehicle Miles Traveled—Federal Highway Administration.

Figure 7
Motorcycle Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-1994

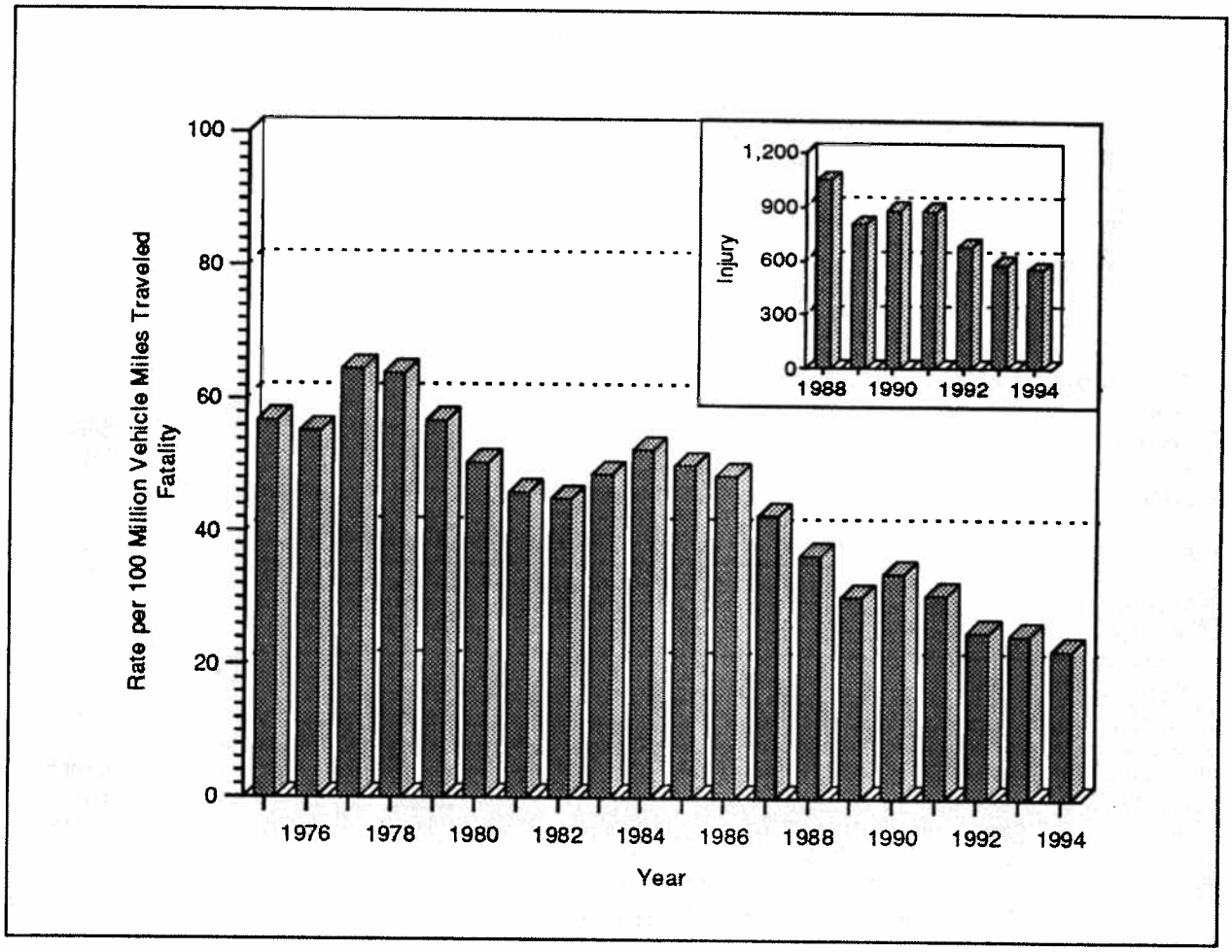


Table 11
Persons Killed or Injured in Crashes Involving a Large Truck, by Person Type and Crash Type, 1975-1995

Year	Person Type					Total
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonmotorists	
	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	883	404	*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	421	223	*644*	3,835	424	**4,903**
			Injured			
1988	17,000	20,000	*37,000*	89,000	8,000	**134,000**
1989	20,000	23,000	*43,000*	111,000	4,000	**157,000**
1990	16,000	26,000	*42,000*	106,000	3,000	**151,000**
1991	13,000	15,000	*28,000*	80,000	2,000	**110,000**
1992	13,000	20,000	*34,000*	102,000	4,000	**140,000**
1993	13,000	19,000	*32,000*	96,000	8,000	**136,000**
1994	11,000	19,000	*30,000*	99,000	5,000	**134,000**
1995	15,000	15,000	*30,000*	83,000	6,000	**119,000**

Table 12
Nonmotorist Fatality and Injury Rates per Population by Age Group, 1975-1995

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	3.64	5.99	3.89	3.79	2.98	2.39	2.75	3.17	3.66	6.05	10.76	**3.99**
1976	3.52	5.63	3.71	3.72	3.04	2.43	2.62	3.30	3.60	5.58	10.12	**3.87**
1977	2.99	5.35	3.68	3.98	3.18	2.68	2.66	3.20	4.05	5.80	10.57	**3.97**
1978	3.14	5.45	3.76	4.04	3.51	2.90	2.78	3.33	3.77	5.36	8.93	**3.96**
1979	2.87	5.16	3.68	4.51	4.01	3.14	2.99	3.34	3.68	5.50	9.17	**4.08**
1980	2.67	4.68	3.64	4.45	4.34	3.17	2.80	3.39	3.69	5.00	9.90	**4.03**
1981	2.14	4.43	3.27	4.21	4.19	3.35	2.82	3.22	3.42	4.87	8.75	**3.87**
1982	2.14	3.87	3.07	4.14	4.29	3.05	3.00	3.04	3.03	4.44	7.42	**3.58**
1983	2.02	3.67	3.04	3.70	3.85	2.90	2.45	2.79	3.10	3.75	7.38	**3.31**
1984	1.91	3.58	3.12	3.59	3.65	2.93	2.58	2.91	3.31	3.98	7.66	**3.37**
1985	2.03	3.64	3.00	3.36	3.42	2.69	2.65	2.68	3.33	3.87	7.37	**3.26**
1986	1.87	3.54	3.20	3.51	3.59	2.90	2.51	2.96	2.83	3.60	7.36	**3.26**
1987	1.64	3.58	3.22	3.18	3.45	2.80	2.68	2.86	3.11	3.73	7.22	**3.21**
1988	1.67	3.59	2.86	2.99	3.44	2.91	2.70	2.75	3.00	3.88	7.72	**3.22**
1989	1.52	3.01	2.51	2.66	2.97	2.95	2.73	2.59	3.13	3.43	7.11	**3.02**
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	2.46	2.85	2.64	2.36	2.44	2.67	3.07	5.94	**2.68**
1992	1.29	2.24	2.06	2.22	2.21	2.38	2.39	2.41	2.56	3.09	5.44	**2.50**
1993	1.35	2.18	2.23	2.07	2.25	2.62	2.51	2.25	2.52	2.95	5.49	**2.55**
1994	1.31	2.18	2.09	2.02	2.22	2.33	2.46	2.35	2.41	2.82	5.53	**2.46**
1995	1.11	2.01	2.07	2.02	2.40	2.39	2.61	2.37	2.49	2.97	5.23	**2.48**
Injury Rate per 100,000 Population												
1988	33	173	190	117	116	69	42	36	32	23	43	**75**
1989	32	176	195	122	88	63	48	36	38	29	38	**75**
1990	35	136	195	113	105	72	50	35	24	29	37	**72**
1991	24	132	153	91	86	63	36	36	30	30	28	**62**
1992	32	117	159	86	90	52	41	31	26	27	27	**60**
1993	26	111	164	86	85	58	46	39	23	24	35	**61**
1994	22	109	144	103	77	54	41	35	28	19	27	**58**
1995	31	97	149	81	75	55	45	24	19	26	24	**55**

Table 13
Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-1995

Year	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+		Total	Total Fatalities in Alcohol-Related Crashes	
	Number	Percent	Number	Percent	Number	Percent	Number	Number	Percent
1982	18,780	42.7	4,809	10.9	20,356	46.3	43,945	25,165	57.3
1983	18,943	44.5	4,472	10.5	19,174	45.0	42,589	23,646	55.5
1984	20,499	46.3	4,766	10.8	18,992	42.9	44,257	23,758	53.7
1985	21,109	48.2	4,604	10.5	18,111	41.3	43,825	22,716	51.8
1986	22,042	47.8	5,109	11.1	18,936	41.1	46,087	24,045	52.2
1987	22,749	49.0	5,112	11.0	18,529	39.9	46,390	23,641	51.0
1988	23,461	49.8	4,895	10.4	18,731	39.8	47,087	23,626	50.2
1989	23,178	50.8	4,541	10.0	17,863	39.2	45,582	22,404	49.2
1990	22,515	50.5	4,434	9.9	17,650	39.6	44,599	22,084	49.5
1991	21,621	52.1	3,957	9.5	15,930	38.4	41,508	19,887	47.9
1992	21,392	54.5	3,625	9.2	14,234	36.3	39,250	17,858	45.5
1993	22,677	56.5	3,496	8.7	13,977	34.8	40,150	17,473	43.5
1994	24,136	59.3	3,480	8.5	13,100	32.2	40,716	16,580	40.7
1995	24,524	58.7	3,710	8.9	13,564	32.5	41,798	17,274	41.3

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 8
Proportion of Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-1995

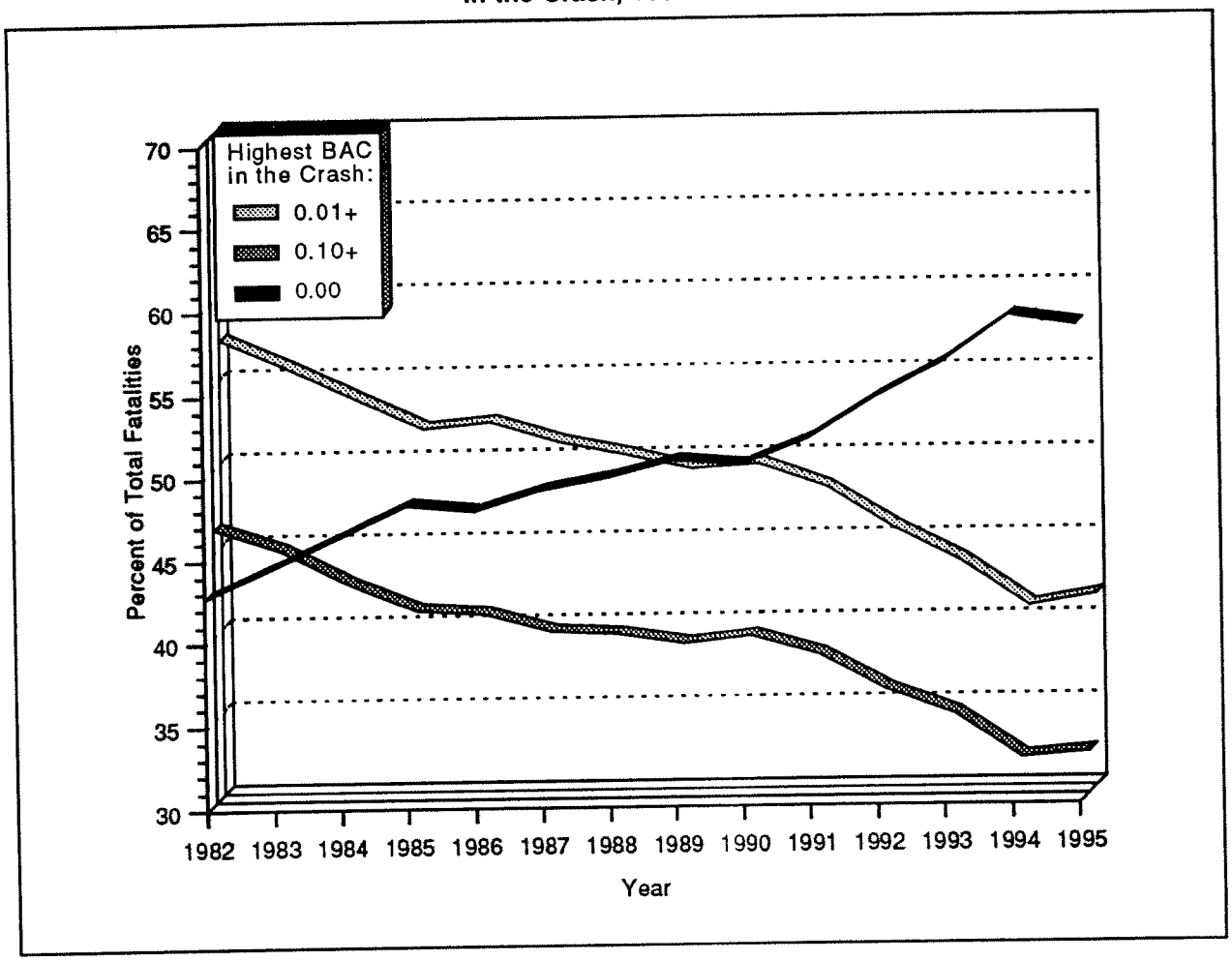


Table 14
Persons Killed During Holiday Periods, by Alcohol Involvement, 1982-1995

Year	Holiday Period*					
	New Year's Day		Memorial Day		Fourth of July	
	Killed	Percent Alcohol-Related**	Killed	Percent Alcohol-Related**	Killed	Percent Alcohol-Related**
1982	***	***	498 (3)	68.0	600 (3)	70.0
1983	375 (3)	69.0	539 (3)	63.1	620 (3)	67.5
1984	346 (3)	69.1	527 (3)	67.0	223 (1)	64.8
1985	496 (4)	59.5	557 (3)	62.2	689 (4)	63.2
1986	223 (1)	65.5	616 (3)	62.6	611 (3)	67.5
1987	535 (4)	60.7	519 (3)	60.7	556 (3)	60.2
1988	407 (3)	63.1	529 (3)	61.5	631 (3)	62.8
1989	443 (3)	54.6	594 (3)	58.2	748 (4)	59.9
1990	421 (3)	56.7	589 (3)	61.7	268 (1)	64.8
1991	441 (4)	60.1	533 (3)	61.2	718 (4)	57.0
1992	164 (1)	73.6	438 (3)	57.3	535 (3)	55.8
1993	370 (3)	57.5	454 (3)	51.7	525 (3)	54.3
1994	372 (3)	54.9	482 (3)	48.2	519 (3)	49.2
1995	392 (3)	48.0	483 (3)	51.6	659 (4)	49.2
	Labor Day		Thanksgiving		Christmas	
1982	628 (3)	68.1	601 (4)	62.0	458 (3)	64.8
1983	636 (3)	69.6	533 (4)	58.6	352 (3)	59.7
1984	609 (3)	65.9	558 (4)	59.6	643 (4)	66.5
1985	605 (3)	63.6	566 (4)	56.6	152 (1)	65.9
1986	663 (3)	64.0	598 (4)	58.6	508 (4)	59.0
1987	630 (3)	63.5	659 (4)	55.6	409 (3)	57.2
1988	592 (3)	63.6	601 (4)	58.1	511 (3)	60.1
1989	588 (3)	59.9	561 (4)	56.8	553 (3)	61.1
1990	599 (3)	66.0	563 (4)	54.4	567 (4)	51.2
1991	577 (3)	55.6	546 (4)	52.2	135 (1)	50.2
1992	460 (3)	54.5	403 (4)	57.1	410 (3)	50.3
1993	522 (3)	57.8	569 (4)	47.1	402 (3)	54.4
1994	494 (3)	55.0	575 (4)	47.3	455 (3)	48.8
1995	511 (3)	47.7	527 (4)	52.2	357 (3)	46.7

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

- If the holiday falls on *Monday*, the holiday period is from 6:00 pm Friday to 5:59 am Tuesday.
- If the holiday falls on *Tuesday*, the holiday period is from 6:00 pm Friday to 5:59 am Wednesday.
- If the holiday falls on *Wednesday*, the holiday period is from 6:00 pm Tuesday to 5:59 am Thursday.
- If the holiday falls on *Thursday*, the holiday period is from 6:00 pm Wednesday to 5:59 am Monday.
- If the holiday falls on *Friday*, the holiday period is from 6:00 pm Thursday to 5:59 am Monday.

** Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

*** No data available.

Table 15
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-1995

Year	Day*			Night*			Total Drivers		
		Percent			Percent			Percent	
	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+
1982	23,725	17.4	12.1	32,085	54.6	43.0	56,029	38.9	30.0
1983	24,381	16.7	11.7	30,037	54.2	42.8	54,656	37.6	29.0
1984	26,415	15.7	10.7	30,775	53.0	41.3	57,512	35.9	27.3
1985	27,578	14.8	10.1	30,008	51.1	39.9	57,883	33.8	25.7
1986	28,434	14.9	10.1	31,543	51.4	39.6	60,335	34.3	25.8
1987	29,227	14.4	9.9	31,854	50.1	38.5	61,442	33.2	25.0
1988	30,196	14.1	9.6	31,715	50.3	39.1	62,253	32.9	24.9
1989	29,953	13.6	9.3	30,170	49.4	38.8	60,435	31.7	24.2
1990	28,797	13.6	9.3	29,778	49.7	39.2	58,893	32.1	24.7
1991	26,829	12.6	8.7	27,249	48.8	38.4	54,391	31.1	23.9
1992	26,236	11.5	7.8	25,380	46.2	36.4	51,901	28.9	22.1
1993	27,770	10.8	7.4	25,355	45.0	35.5	53,401	27.3	21.0
1994	29,134	10.2	7.0	25,112	42.4	33.3	54,549	25.3	19.3
1995	30,053	10.6	7.2	25,757	42.3	33.1	56,155	25.5	19.3

* Day = 6:00 AM - 5:59 PM. Night = 6:00 PM - 5:59 AM. Total includes drivers with time of day unknown.
Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 16
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Sex, 1982-1995

Year	Male			Female		
		Percent			Percent	
	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+
1982	44,370	41.8	32.4	10,675	25.7	18.9
1983	42,812	40.5	31.4	10,958	24.8	18.5
1984	44,723	38.8	29.6	11,907	23.6	17.1
1985	44,846	36.7	28.2	12,142	21.8	15.5
1986	46,653	37.6	28.5	12,744	20.9	14.8
1987	46,884	36.4	27.6	13,614	21.0	15.0
1988	47,402	36.2	27.7	13,951	20.3	14.6
1989	45,448	35.0	27.0	14,054	19.8	14.4
1990	44,281	35.7	27.7	13,726	19.2	13.8
1991	40,731	34.5	26.8	12,825	19.0	13.6
1992	38,598	32.2	24.9	12,596	17.8	12.8
1993	39,556	30.5	23.7	13,082	16.5	12.0
1994	40,233	28.5	22.0	13,567	15.2	11.0
1995	41,216	28.5	21.8	14,179	15.7	11.2

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 17
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Vehicle Type, 1982-1995

Year	Passenger Car			Light Truck			Large Truck			Motorcycle		
		Percent			Percent			Percent			Percent	
	Total	BAC= 0.01+	BAC= 0.10+	Total	BAC= 0.01+	BAC= 0.10+	Total	BAC= 0.01+	BAC= 0.10+	Total	BAC= 0.01+	BAC= 0.10+
1982	34,121	39.9	30.6	11,199	43.4	34.7	4,582	8.1	4.3	4,490	53.4	40.5
1983	33,069	38.6	29.7	11,017	41.5	33.3	4,790	7.7	4.5	4,288	54.3	40.8
1984	34,395	36.5	27.6	11,866	39.3	30.6	5,056	7.6	4.3	4,650	53.6	40.2
1985	34,071	34.5	26.1	12,372	36.3	28.7	5,091	6.1	3.6	4,598	52.8	39.3
1986	35,959	34.7	25.8	13,208	37.1	29.4	5,015	5.4	2.9	4,558	54.4	40.9
1987	36,371	33.7	25.1	14,407	36.8	28.7	5,046	4.5	2.7	4,061	51.3	38.2
1988	36,769	33.3	25.0	15,167	37.0	29.4	5,141	4.8	2.8	3,704	49.9	36.3
1989	35,204	31.8	24.0	15,579	35.4	28.2	4,903	5.3	2.7	3,182	52.5	39.7
1990	33,893	32.0	24.3	15,501	36.0	28.8	4,709	5.0	2.3	3,269	52.1	39.3
1991	31,102	30.6	23.4	14,702	35.6	28.2	4,291	4.3	2.0	2,816	50.9	38.6
1992	29,670	29.0	21.9	14,540	32.6	25.8	3,980	3.1	1.5	2,435	47.8	35.6
1993	30,060	27.3	20.7	15,207	31.1	24.7	4,271	3.3	1.6	2,471	44.0	32.8
1994	30,103	25.6	19.4	16,235	29.0	22.8	4,592	2.8	1.4	2,330	40.3	29.0
1995	30,692	25.7	19.2	17,420	28.3	22.4	4,391	3.1	1.3	2,257	40.5	29.1

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 9
Proportion of Drivers Involved in Fatal Crashes with BAC = 0.10+ by Vehicle Type, 1982-1995

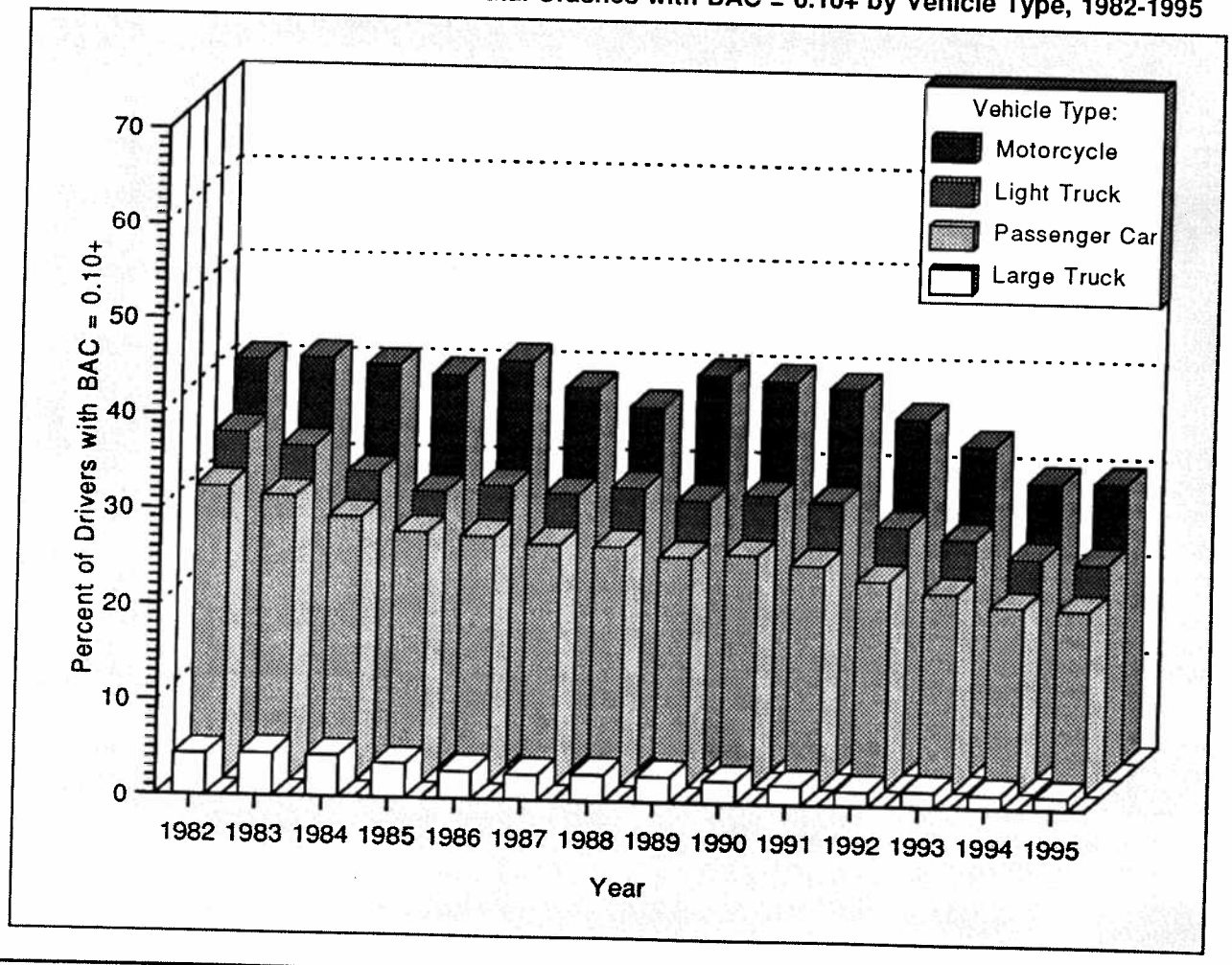


Table 18
Drivers In Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-1995

Year	Age								
	<16 Years			16-20 Years			21-24 Years		
		Percent			Percent			Percent	
	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+
1982	412	13.4	8.2	9,858	44.0	31.1	9,018	51.6	40.0
1983	416	12.2	7.4	9,334	42.2	29.7	8,432	50.7	39.1
1984	446	14.7	7.5	9,804	39.6	26.6	8,963	49.0	37.3
1985	479	15.5	8.8	9,386	35.5	23.9	9,046	45.9	35.3
1986	504	15.3	8.1	10,163	36.5	23.7	9,129	47.3	36.1
1987	469	15.8	7.9	9,910	33.3	21.0	8,808	45.4	34.1
1988	448	13.6	6.0	10,171	32.3	20.7	8,555	46.1	35.2
1989	402	10.8	6.0	9,442	29.9	19.5	7,723	45.0	34.5
1990	409	12.4	5.9	8,821	31.7	21.1	7,195	44.8	34.7
1991	364	14.0	5.4	8,002	29.8	20.0	6,748	44.5	33.8
1992	350	11.9	4.4	7,192	26.8	17.6	6,323	41.0	30.7
1993	383	9.7	3.6	7,256	24.5	16.1	6,406	39.4	30.7
1994	397	10.3	6.5	7,723	22.6	14.1	6,291	37.4	28.2
1995	415	10.0	4.4	7,738	20.6	12.7	6,268	37.2	27.8
	25-34 Years			35-44 Years			45-54 Years		
1982	14,787	43.9	35.1	7,984	34.9	27.9	4,980	29.2	23.3
1983	14,470	43.6	34.8	8,068	34.1	27.6	4,992	26.8	21.4
1984	15,233	41.7	33.0	8,563	32.4	25.9	5,084	24.9	19.7
1985	15,257	41.0	32.4	8,892	30.5	24.3	5,150	24.0	18.9
1986	16,179	41.5	33.0	9,240	30.6	24.5	5,077	23.7	18.2
1987	16,562	41.6	32.9	9,778	31.4	25.4	5,470	22.4	17.5
1988	16,398	41.1	32.7	10,077	31.4	25.4	5,761	23.1	18.2
1989	15,928	40.1	31.9	10,106	31.2	25.2	6,038	23.8	18.9
1990	15,764	41.3	33.0	10,177	32.0	25.8	5,867	22.5	17.6
1991	14,151	40.1	32.3	9,482	31.2	25.2	5,458	23.0	18.1
1992	13,049	38.4	30.9	9,284	30.0	24.2	5,672	21.0	16.3
1993	13,038	36.1	28.6	9,738	29.3	23.5	5,970	20.1	15.8
1994	12,891	33.9	26.8	9,951	27.3	22.3	6,493	19.5	15.5
1995	13,029	34.0	26.8	10,664	28.6	22.8	6,811	19.8	15.5
	55-64 Years			65-74 Years			>74 Years		
1982	3,941	22.8	17.4	2,343	16.8	12.5	1,551	8.9	5.9
1983	3,862	21.8	16.8	2,434	14.0	10.3	1,592	9.0	5.9
1984	4,059	20.1	15.3	2,620	15.3	11.3	1,696	8.0	4.8
1985	4,112	18.5	13.8	2,650	13.9	9.9	1,829	6.8	4.2
1986	4,019	18.5	13.6	2,844	13.6	9.4	2,037	6.2	3.1
1987	4,223	18.1	13.8	2,987	12.6	8.7	2,091	6.4	3.8
1988	4,320	18.5	14.1	3,079	13.8	9.3	2,297	7.1	4.1
1989	4,202	18.0	13.7	3,107	12.4	8.5	2,324	6.5	3.9
1990	4,068	16.7	12.5	3,161	11.9	8.2	2,340	6.7	3.7
1991	3,695	15.6	12.0	3,017	12.1	8.4	2,454	6.5	3.4
1992	3,688	15.6	11.5	3,024	11.9	8.4	2,450	5.4	3.1
1993	3,824	16.0	12.4	3,031	10.2	7.3	2,817	5.8	3.4
1994	3,828	13.5	10.5	3,194	10.7	7.7	2,867	4.7	3.0
1995	4,073	16.1	12.4	3,250	9.7	6.6	2,988	5.3	3.3

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 10
Proportion of Drivers in Fatal Crashes with BAC = 0.10+ by Age, 1982-1995

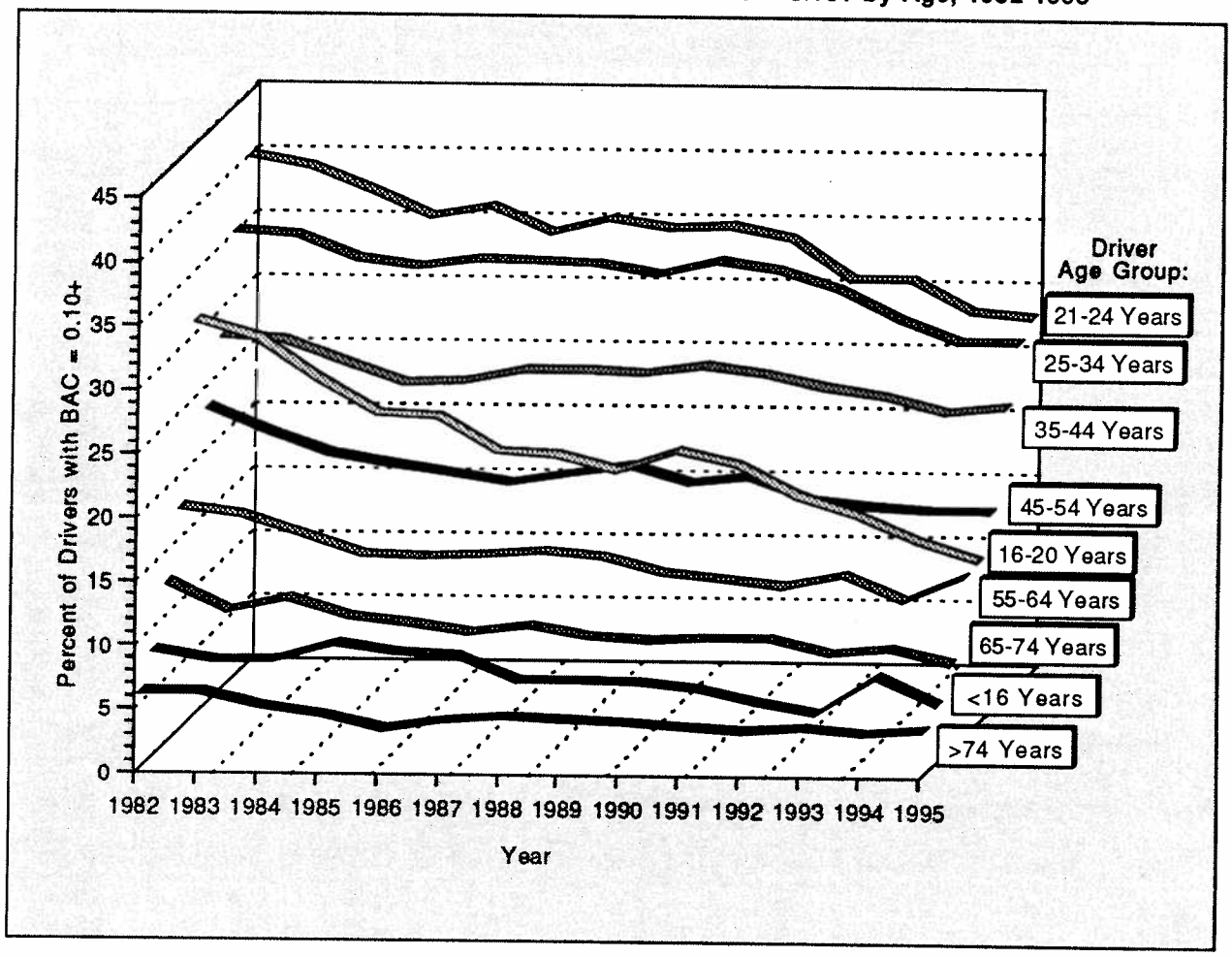


Table 19
Drivers In Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-1995

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total
1982	22,674	2,698	5,968	*31,339*	11,576	2,289	10,825	*24,690*	34,250	4,987	16,793	**56,029**
1983	22,425	2,512	5,581	*30,518*	11,720	2,165	10,253	*24,138*	34,145	4,677	15,834	**54,656**
1984	23,888	2,587	5,448	*31,923*	12,943	2,365	10,281	*25,589*	36,831	4,952	15,729	**57,512**
1985	25,106	2,351	5,089	*32,546*	13,215	2,317	9,805	*25,337*	38,321	4,668	14,894	**57,883**
1986	25,835	2,626	5,243	*33,705*	13,798	2,514	10,317	*26,630*	39,633	5,140	15,560	**60,335**
1987	26,727	2,657	5,224	*34,609*	14,322	2,403	10,108	*26,833*	41,049	5,060	15,332	**61,442**
1988	27,306	2,562	5,132	*35,000*	14,507	2,395	10,351	*27,253*	41,813	4,957	15,483	**62,253**
1989	26,904	2,317	4,826	*34,046*	14,367	2,194	9,828	*26,389*	41,271	4,511	14,654	**60,435**
1990	26,054	2,328	4,761	*33,143*	13,924	2,050	9,776	*25,750*	39,978	4,378	14,537	**58,893**
1991	24,172	2,061	4,229	*30,461*	13,328	1,852	8,749	*23,930*	37,500	3,913	12,978	**54,391**
1992	23,762	1,827	3,728	*29,317*	13,158	1,697	7,729	*22,584*	36,919	3,524	11,457	**51,901**
1993	24,874	1,753	3,632	*30,259*	13,944	1,616	7,582	*23,142*	38,818	3,369	11,214	**53,401**
1994	25,916	1,710	3,233	*30,858*	14,826	1,580	7,285	*23,691*	40,741	3,290	10,518	**54,549**
1995	26,699	1,753	3,305	*31,757*	15,150	1,698	7,550	*24,398*	41,849	3,451	10,855	**56,155**

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 20
Pedestrians Killed, 14 Years and Older, by Blood Alcohol Concentration (BAC), 1982-1995

Year	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,266	53.1	482	7.8	2,405	39.1	**6,153**	**100.0**
1983	3,050	53.4	454	8.0	2,206	38.6	**5,710**	**100.0**
1984	3,234	54.7	431	7.3	2,242	38.0	**5,907**	**100.0**
1985	3,120	54.7	478	8.4	2,104	36.9	**5,702**	**100.0**
1986	3,171	55.6	464	8.1	2,067	36.3	**5,702**	**100.0**
1987	3,225	56.4	462	8.1	2,027	35.5	**5,714**	**100.0**
1988	3,373	57.9	426	7.3	2,026	34.8	**5,825**	**100.0**
1989	3,177	56.2	448	7.9	2,033	35.9	**5,658**	**100.0**
1990	3,204	57.3	385	6.9	2,006	35.9	**5,595**	**100.0**
1991	2,871	57.4	333	6.7	1,799	36.0	**5,003**	**100.0**
1992	2,734	56.8	335	7.0	1,743	36.2	**4,812**	**100.0**
1993	2,819	58.0	309	6.4	1,732	35.6	**4,860**	**100.0**
1994	2,791	58.9	350	7.4	1,595	33.7	**4,737**	**100.0**
1995	2,879	59.0	328	6.7	1,677	34.3	**4,884**	**100.0**

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 21
Drivers of Passenger Cars and Light Trucks in Crashes by Crash Severity and Restraint Use, 1975-1995

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
1975	2,583	5.6	29,710	64.3	13,931	30.1	**46,224**	**100.0**
1976	2,062	4.5	29,905	64.7	14,239	30.8	**46,206**	**100.0**
1977	1,897	3.9	33,011	67.3	14,154	28.8	**49,062**	**100.0**
1978	1,882	3.6	37,606	72.3	12,510	24.1	**51,998**	**100.0**
1979	1,680	3.2	38,326	73.5	12,123	23.2	**52,129**	**100.0**
1980	1,482	2.9	37,889	73.8	11,935	23.3	**51,306**	**100.0**
1981	1,488	2.9	38,353	75.6	10,905	21.5	**50,746**	**100.0**
1982	1,515	3.3	33,793	74.6	10,012	22.1	**45,320**	**100.0**
1983	1,835	4.2	32,332	73.3	9,919	22.5	**44,086**	**100.0**
1984	2,756	6.0	32,979	71.3	10,526	22.8	**46,261**	**100.0**
1985	6,172	13.3	29,705	64.0	10,566	22.8	**46,443**	**100.0**
1986	10,891	22.2	28,778	58.5	9,498	19.3	**49,167**	**100.0**
1987	14,474	28.5	28,154	55.4	8,150	16.1	**50,778**	**100.0**
1988	16,948	32.6	28,146	54.2	6,842	13.2	**51,936**	**100.0**
1989	17,545	34.5	26,764	52.7	6,474	12.7	**50,783**	**100.0**
1990	18,340	37.1	24,706	50.0	6,348	12.9	**49,394**	**100.0**
1991	18,457	40.3	21,843	47.7	5,504	12.0	**45,804**	**100.0**
1992	19,106	43.2	19,836	44.9	5,268	11.9	**44,210**	**100.0**
1993	20,932	46.2	19,139	42.3	5,196	11.5	**45,267**	**100.0**
1994	22,763	49.1	18,946	40.9	4,629	10.0	**46,338**	**100.0**
1995	24,072	50.0	19,366	40.3	4,674	9.7	**48,112**	**100.0**
Drivers in Injury Crashes								
1988	2,313,000	62.1	802,000	21.5	609,000	16.4	**3,724,000**	**100.0**
1989	2,267,000	62.8	749,000	20.8	592,000	16.4	**3,607,000**	**100.0**
1990	2,290,000	64.4	703,000	19.8	563,000	15.8	**3,556,000**	**100.0**
1991	2,309,000	68.0	581,000	17.1	505,000	14.9	**3,395,000**	**100.0**
1992	2,420,000	71.5	476,000	14.0	490,000	14.5	**3,386,000**	**100.0**
1993	2,503,000	72.9	428,000	12.5	501,000	14.6	**3,433,000**	**100.0**
1994	2,781,000	76.7	407,000	11.2	440,000	12.1	**3,628,000**	**100.0**
1995	3,016,000	78.6	376,000	9.8	445,000	11.6	**3,836,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
1988	4,517,000	60.4	1,200,000	16.0	1,763,000	23.6	**7,481,000**	**100.0**
1989	4,531,000	62.6	1,015,000	14.0	1,691,000	23.4	**7,237,000**	**100.0**
1990	4,499,000	63.4	978,000	13.8	1,616,000	22.8	**7,094,000**	**100.0**
1991	4,516,000	67.2	712,000	10.6	1,490,000	22.2	**6,718,000**	**100.0**
1992	4,671,000	71.6	508,000	7.8	1,344,000	20.6	**6,523,000**	**100.0**
1993	4,935,000	74.1	447,000	6.7	1,281,000	19.2	**6,664,000**	**100.0**
1994	5,478,000	76.6	385,000	5.4	1,293,000	18.1	**7,155,000**	**100.0**
1995	5,791,000	78.5	346,000	4.7	1,244,000	16.9	**7,382,000**	**100.0**

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

Table 22
Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-1995

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
1975	986	3.2	21,076	68.5	8,723	28.3	**30,785**	**100.0**
1976	796	2.5	21,979	69.5	8,829	27.9	**31,604**	**100.0**
1977	778	2.4	23,593	72.0	8,387	25.6	**32,758**	**100.0**
1978	784	2.2	26,671	76.4	7,443	21.3	**34,898**	**100.0**
1979	683	2.0	27,130	77.5	7,173	20.5	**34,986**	**100.0**
1980	671	1.9	27,483	78.7	6,781	19.4	**34,935**	**100.0**
1981	649	1.9	26,974	80.0	6,103	18.1	**33,726**	**100.0**
1982	679	2.3	23,558	79.3	5,452	18.3	**29,689**	**100.0**
1983	827	2.8	23,080	79.1	5,274	18.1	**29,181**	**100.0**
1984	1,208	4.0	23,299	77.4	5,609	18.6	**30,116**	**100.0**
1985	2,391	8.0	22,131	74.0	5,379	18.0	**29,901**	**100.0**
1986	4,074	12.6	23,420	72.6	4,767	14.8	**32,261**	**100.0**
1987	5,249	15.8	23,799	71.7	4,142	12.5	**33,190**	**100.0**
1988	6,210	18.2	24,359	71.4	3,545	10.4	**34,114**	**100.0**
1989	6,546	19.5	23,613	70.2	3,455	10.3	**33,614**	**100.0**
1990	6,775	20.7	22,547	69.0	3,371	10.3	**32,693**	**100.0**
1991	7,332	23.8	20,488	66.6	2,956	9.6	**30,776**	**100.0**
1992	7,699	26.1	19,053	64.6	2,733	9.3	**29,485**	**100.0**
1993	8,679	28.9	18,553	61.7	2,845	9.5	**30,077**	**100.0**
1994	9,620	31.1	18,658	60.4	2,623	8.5	**30,901**	**100.0**
1995	10,082	31.6	19,099	59.9	2,716	8.5	**31,897**	**100.0**
Occupants Injured								
1988	1,752,000	57.2	912,000	29.8	399,000	13.0	**3,062,000**	**100.0**
1989	1,720,000	58.5	863,000	29.4	359,000	12.2	**2,942,000**	**100.0**
1990	1,737,000	60.3	820,000	28.4	325,000	11.3	**2,882,000**	**100.0**
1991	1,785,000	63.8	725,000	25.9	287,000	10.3	**2,797,000**	**100.0**
1992	1,854,000	66.8	622,000	22.4	300,000	10.8	**2,776,000**	**100.0**
1993	1,963,000	68.9	580,000	20.4	304,000	10.7	**2,847,000**	**100.0**
1994	2,171,000	73.6	553,000	18.8	227,000	7.7	**2,951,000**	**100.0**
1995	2,357,000	75.7	523,000	16.8	232,000	7.5	**3,112,000**	**100.0**

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

Chapter 3 ♦ Vehicles

3. VEHICLES

Statistics about the vehicles involved in motor vehicle crashes are presented in this chapter, according to six major vehicle types: **Passenger Cars, Light Trucks** (including pickups, vans, and utility vehicles with a gross vehicle weight rating of 10,000 pounds or less), **Large Trucks** (including single-unit trucks and truck tractors with a gross vehicle weight rating of more than 10,000 pounds), **Motorcycles** (including motorcycles, mopeds, and motorscooters), **Buses** (including school buses and transit buses), and **Other Vehicles** (including all-terrain vehicles, farm and construction equipment, and motorhomes). The tables and figures are presented for all vehicle types first, then by individual vehicle type. Below are some of the vehicle statistics you will find in this section:

- Ninety-six percent of the 12 million vehicles involved in motor vehicle crashes in 1995 were passenger cars or light trucks.

- Large trucks accounted for 8 percent of the vehicles in fatal crashes, but only 3 percent of the vehicles involved in injury and property-damage-only crashes. Of the 4,453 large trucks involved in fatal crashes, 74 percent were combination trucks.

- The proportion of vehicles that rolled over in fatal crashes (18.2 percent) was almost 5 times as high as the proportion in injury crashes (3.8 percent) and almost 17 times as high as the proportion in property-damage-only crashes (1.1 percent).

- Compared with other vehicle types, utility vehicles experienced the highest rollover rates: 36.3 percent in fatal crashes, 9.5 percent in injury crashes, and 2.4 percent in property-damage-only crashes.

- Fires occurred in less than 1 percent of the vehicles involved in all traffic crashes in 1995. For fatal crashes, however, fires occurred in 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 for property-damage-only crashes.

- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (27 percent), and buses in fatal crashes had the lowest proportion (2 percent).

Table 35
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 Car	30,840	54.6	2,844,000	71.2	5,289,000	68.1	**8,165,000**	**69.1**
Light Truck	17,512	31.0	999,000	25.0	2,121,000	27.3	**3,138,000**	**26.5**
Large Truck	4,453	7.9	83,000	2.1	290,000	3.7	**377,000**	**3.2**
Motorcycle	2,262	4.0	50,000	1.2	12,000	0.2	**64,000**	**0.5**
Bus	266	0.5	14,000	0.4	44,000	0.6	**58,000**	**0.5**
Other	427	0.8	5,000	0.1	14,000	0.2	**19,000**	**0.2**
Total*	**56,485**	**100.0**	**3,995,000**	**100.0**	**7,771,000**	**100.0**	**11,822,000**	**100.0**

* Includes 725 vehicles of unknown type involved in fatal crashes.

Figure 14
Proportion of Vehicles Involved in Traffic Crashes

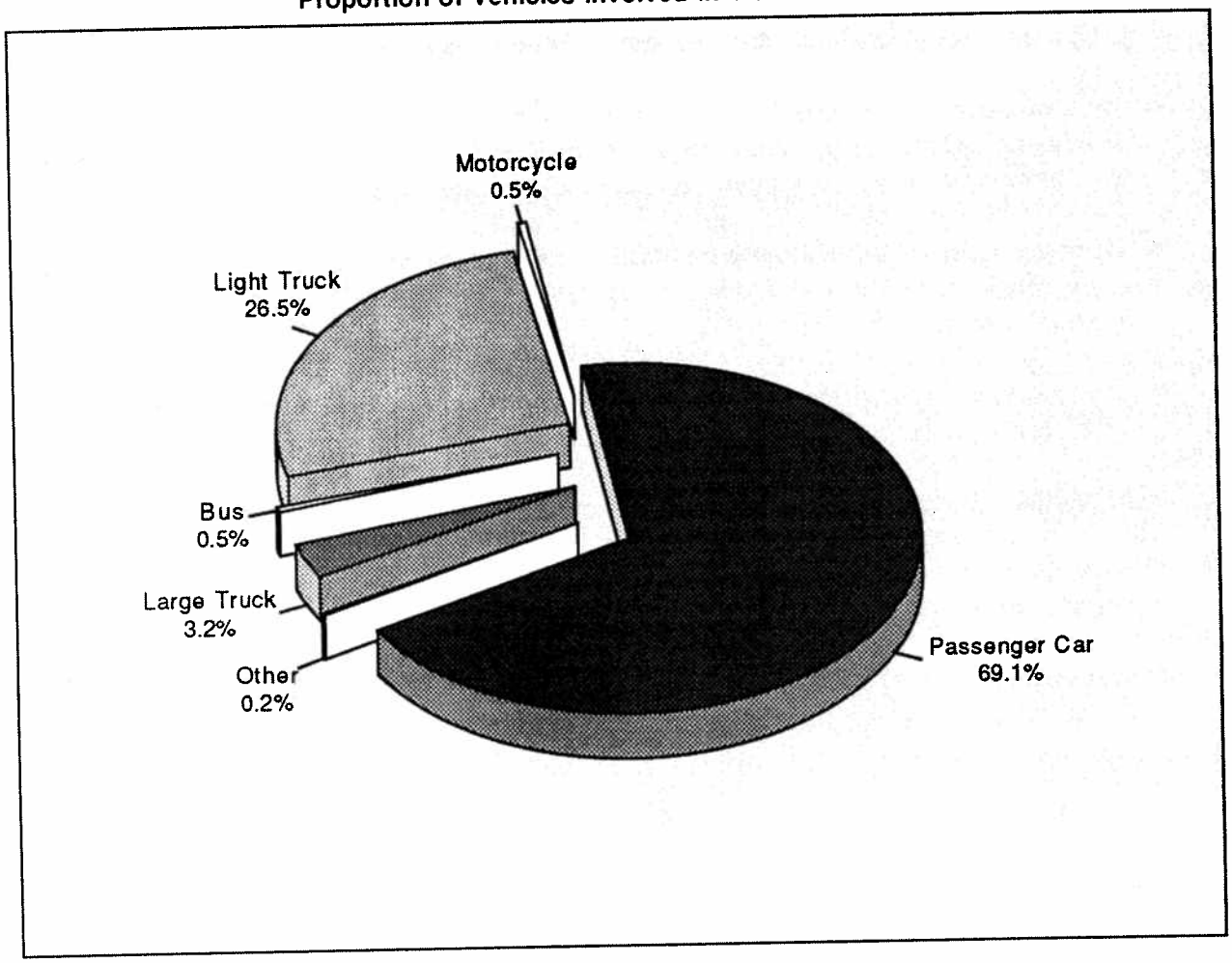


Table 36
Vehicles Involved in Fatal Crashes by Body Type

Body Type	Number	Percent
Passenger Cars	**30,840**	**54.6**
Convertible	260	0.5
2 Door Sedan, Hardtop, Coupe	10,533	18.6
3 Door/2 Door Hatchback	2,114	3.7
4 Door Sedan Hardtop	14,632	25.9
5 Door/4 Door Hatchback	558	1.0
Station Wagon	1,459	2.6
Hatchback, Doors Unknown	56	0.1
Other Auto	239	0.4
Unknown Auto	883	1.6
Auto-Based Pickup	104	0.2
Auto-Based Panel	2	*
Light Trucks	**17,512**	**31.0**
Compact Utility	2,469	4.4
Large Utility	517	0.9
Utility Station Wagon	311	0.6
Utility, Unknown Body Type	8	*
Minivan	1,669	3.0
Large Van	1,414	2.5
Step Van	85	0.2
Van-Based School Bus	14	*
Van-Based Transit Bus	8	*
Other Van Type	45	0.1
Unknown Van Type	62	0.1
Compact Pickup	4,450	7.9
Standard Pickup	6,084	10.8
Pickup with Camper	97	0.2
Unknown Pickup Style Truck	122	0.2
Cab Chassis-Based Light Truck	128	0.2
Unknown Light Truck (not pickup)	4	*
Unknown Light Vehicle Type	21	*
Unknown Truck	4	*
Large Trucks	**4,453**	**7.9**
Step Van	22	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	135	0.2
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	209	0.4
Single Unit Heavy Truck (GVWR > 26,000 lb)	765	1.4
Single Unit Truck, Unknown GVWR	89	0.2
Truck Tractor	3,182	5.6
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	2	*
Unknown Heavy Truck (GVWR > 26,000 lb)	9	*
Unknown Large Truck Type	40	0.1
Motorcycles	**2,262**	**4.0**
Motorcycle	2,146	3.8
Moped	27	*
Three Wheel Motorcycle or Moped	2	*
Off-Road Motorcycle (Two Wheel)	28	*
Other Motorcycle/Minibike	26	*
Unknown Motorcycle	33	0.1
Buses	**266**	**0.5**
School Bus	108	0.2
Cross Country/Intercity Bus	23	*
Transit Bus	96	0.2
Other Bus	23	*
Unknown Bus	16	*
Other Vehicles	**427**	**0.8**
Large Limousine	3	*
Van-Based Motorhome	35	0.1
Light Truck-Based Motorhome	4	*
Large Truck-Based Motorhome	20	*
Unknown Truck Camper/Motorhome	28	*
All Terrain Vehicle	108	0.2
Snowmobile	55	0.1
Farm Equipment Except Trucks	95	0.2
Construction Equipment Except Trucks	23	*
Other Vehicle	56	0.1
Unknown Body Type	**725**	**1.3**
Total	**56,485**	**100.0**

* Less than 0.05 percent.

Table 37
Vehicles Involved in Crashes by Vehicle Type, Rollover Occurrence, and Crash Severity

Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Car	4,679	15.2	26,161	84.8	**30,840**	**100.0**
Light Truck						
Pickup	2,659	24.7	8,094	75.3	**10,753**	**100.0**
Utility	1,199	36.3	2,106	63.7	**3,305**	**100.0**
Van	625	19.0	2,672	81.0	**3,297**	**100.0**
Other	30	19.1	127	80.9	**157**	**100.0**
Large Truck	561	12.6	3,892	87.4	**4,453**	**100.0**
Bus	10	3.8	256	96.2	**266**	**100.0**
Other/Unknown	109	9.5	1,043	90.5	**1,152**	**100.0**
Total*	**9,872**	**18.2**	**44,351**	**81.8**	**54,223**	**100.0**
Injury Crashes						
Passenger Car	80,000	2.8	2,764,000	97.2	**2,844,000**	**100.0**
Light Truck						
Pickup	35,000	6.2	526,000	93.8	**561,000**	**100.0**
Utility	16,000	9.5	149,000	90.5	**164,000**	**100.0**
Van	8,000	3.5	226,000	96.5	**234,000**	**100.0**
Other	2,000	4.7	37,000	95.3	**39,000**	**100.0**
Large Truck	7,000	8.4	76,000	91.6	**83,000**	**100.0**
Bus	**	**	14,000	100.0	**14,000**	**100.0**
Other/Unknown	1,000	13.4	5,000	86.6	**5,000**	**100.0**
Total*	**148,000**	**3.8**	**3,797,000**	**96.2**	**3,946,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	43,000	0.8	5,247,000	99.2	**5,289,000**	**100.0**
Light Truck						
Pickup	25,000	2.1	1,151,000	97.9	**1,176,000**	**100.0**
Utility	8,000	2.4	323,000	97.6	**331,000**	**100.0**
Van	5,000	0.9	518,000	99.1	**523,000**	**100.0**
Other	2,000	1.7	90,000	98.3	**92,000**	**100.0**
Large Truck	5,000	1.8	285,000	98.2	**290,000**	**100.0**
Bus	**	**	44,000	100.0	**44,000**	**100.0**
Other/Unknown	**	1.3	13,000	98.7	**14,000**	**100.0**
Total*	**87,000**	**1.1**	**7,671,000**	**98.9**	**7,758,000**	**100.0**
All Crashes						
Passenger Car	127,000	1.6	8,037,000	98.4	**8,165,000**	**100.0**
Light Truck						
Pickup	63,000	3.6	1,685,000	96.4	**1,748,000**	**100.0**
Utility	25,000	5.0	473,000	95.0	**498,000**	**100.0**
Van	13,000	1.8	747,000	98.2	**761,000**	**100.0**
Other	3,000	2.6	128,000	97.4	**131,000**	**100.0**
Large Truck	13,000	3.4	365,000	96.6	**377,000**	**100.0**
Bus	**	**	58,000	100.0	**58,000**	**100.0**
Other/Unknown	1,000	5.0	19,000	95.0	**20,000**	**100.0**
Total*	**245,000**	**2.1**	**11,513,000**	**97.9**	**11,758,000**	**100.0**

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

Figure 15
Percent Rollover Occurrence by Vehicle Type and Crash Severity

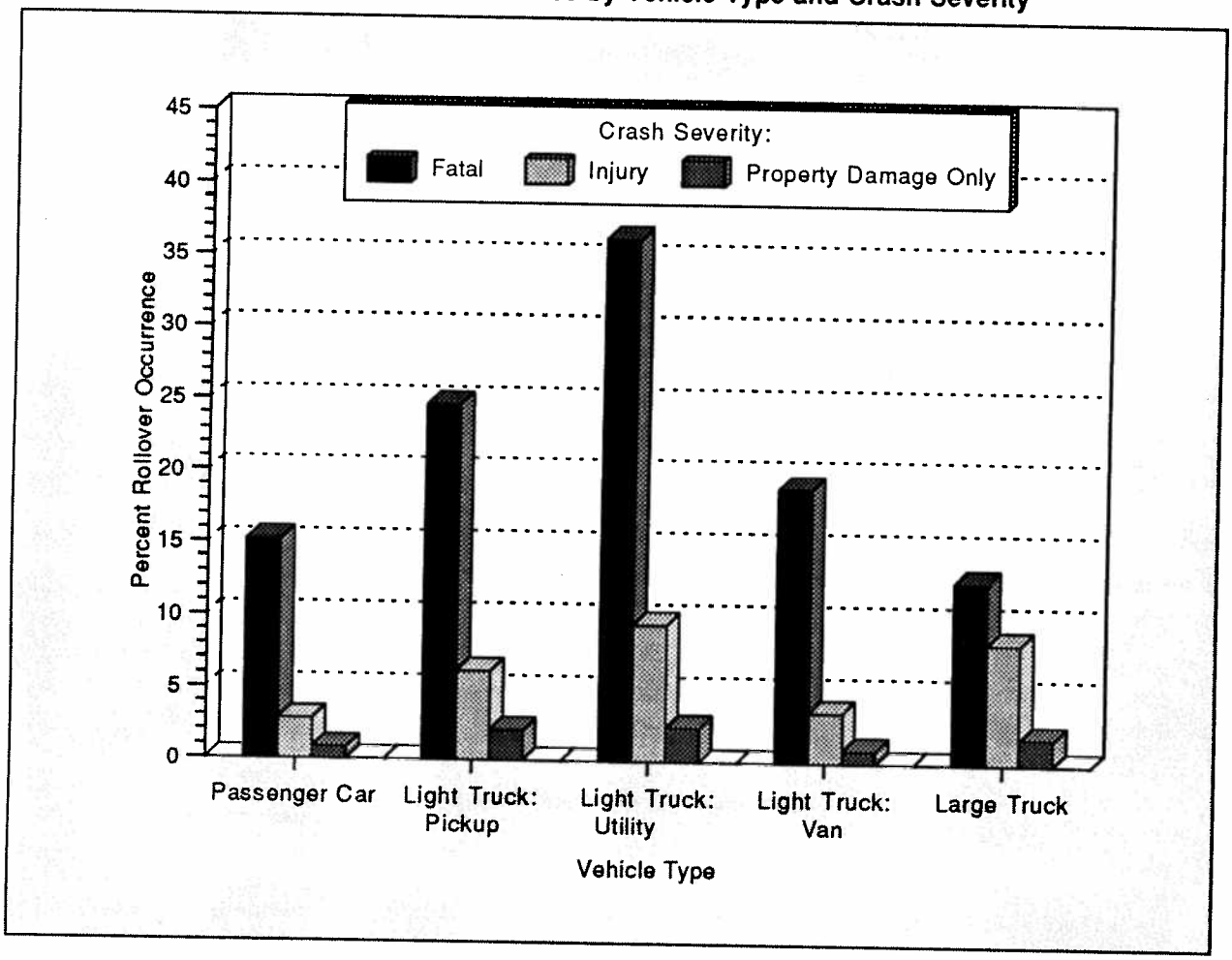


Table 38
Vehicles Involved in Crashes by Vehicle Type, Fire Occurrence, and Crash Severity

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Car	828	2.7	30,012	97.3	**30,840**	**100.0**
Light Truck	447	2.6	17,065	97.4	**17,512**	**100.0**
Large Truck	208	4.7	4,245	95.3	**4,453**	**100.0**
Motorcycle	53	2.3	2,209	97.7	**2,262**	**100.0**
Bus	2	0.8	264	99.2	**266**	**100.0**
Other/Unknown	14	1.2	1,138	98.8	**1,152**	**100.0**
Total	**1,552**	**2.7**	**54,933**	**97.3**	**56,485**	**100.0**
Injury Crashes						
Passenger Car	3,000	0.1	2,841,000	99.9	**2,844,000**	**100.0**
Light Truck	1,000	0.1	998,000	99.9	**999,000**	**100.0**
Large Truck	*	0.1	83,000	99.9	**83,000**	**100.0**
Motorcycle	*	0.1	49,000	99.9	**50,000**	**100.0**
Bus	*	*	14,000	100.0	**14,000**	**100.0**
Other/Unknown	*	*	5,000	100.0	**5,000**	**100.0**
Total	**4,000**	**0.1**	**3,991,000**	**99.9**	**3,995,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	6,000	0.1	5,284,000	99.9	**5,289,000**	**100.0**
Light Truck	4,000	0.2	2,118,000	99.8	**2,121,000**	**100.0**
Large Truck	*	0.1	290,000	99.9	**290,000**	**100.0**
Motorcycle	*	*	12,000	100.0	**12,000**	**100.0**
Bus	*	0.6	44,000	99.4	**44,000**	**100.0**
Other/Unknown	*	*	14,000	100.0	**14,000**	**100.0**
Total	**10,000**	**0.1**	**7,761,000**	**99.9**	**7,771,000**	**100.0**
All Crashes						
Passenger Car	9,000	0.1	8,155,000	99.9	**8,165,000**	**100.0**
Light Truck	5,000	0.2	3,132,000	99.8	**3,138,000**	**100.0**
Large Truck	1,000	0.1	377,000	99.9	**377,000**	**100.0**
Motorcycle	*	0.2	64,000	99.8	**64,000**	**100.0**
Bus	*	0.5	58,000	99.5	**58,000**	**100.0**
Other/Unknown	*	0.1	20,000	99.9	**20,000**	**100.0**
Total	**15,000**	**0.1**	**11,807,000**	**99.9**	**11,822,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Table 39
Vehicles Involved in Single- and Two-Vehicle Crashes by Vehicle Maneuver and Crash Severity

Vehicle Maneuver	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Going Straight	33,614	69.4	2,015,000	61.9	3,943,000	55.0	**5,992,000**	**57.2**
Turning Left	2,713	5.6	374,000	11.5	708,000	9.9	**1,085,000**	**10.4**
Stopped in Traffic Lane	612	1.3	301,000	9.3	722,000	10.1	**1,024,000**	**9.8**
Turning Right	273	0.6	82,000	2.5	294,000	4.1	**376,000**	**3.6**
Slowed in Traffic Lane	297	0.6	130,000	4.0	339,000	4.7	**469,000**	**4.5**
Merging/Changing Lanes	598	1.2	55,000	1.7	262,000	3.7	**318,000**	**3.0**
Negotiating Curve	7,219	14.9	69,000	2.1	109,000	1.5	**184,000**	**1.8**
Backing Up	175	0.4	11,000	0.3	127,000	1.8	**139,000**	**1.3**
Passing Other Vehicle	987	2.0	31,000	1.0	106,000	1.5	**138,000**	**1.3**
Starting in Traffic Lane	426	0.9	39,000	1.2	74,000	1.0	**113,000**	**1.1**
Leaving Parking Space	32	0.1	7,000	0.2	55,000	0.8	**62,000**	**0.6**
Making U-Turn	176	0.4	16,000	0.5	36,000	0.5	**53,000**	**0.5**
Entering Parking Space	9	*	1,000	*	20,000	0.3	**21,000**	**0.2**
Disabled in Traffic Lane	10	*	5,000	0.2	12,000	0.2	**17,000**	**0.2**
Other Maneuver	762	1.6	121,000	3.7	367,000	5.1	**489,000**	**4.7**
Total**	**48,411**	**100.0**	**3,257,000**	**100.0**	**7,173,000**	**100.0**	**10,479,000**	**100.0**

* Less than 0.05 percent.
** Includes 508 vehicles involved in fatal crashes with unknown vehicle maneuver.

Table 40
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	10	1,510	20	1,710	**30**	**3,220**
Other	5	1,606	37	5,464	**42**	**7,070**
Minor Arterial	5	1,665	12	4,264	**17**	**5,929**
Major Collector	7	3,187	17	4,516	**24**	**7,703**
Minor Collector	0	960	2	851	**2**	**1,811**
Local Road or Street	2	3,046	4	1,993	**6**	**5,039**
Unknown Rural	0	31	0	29	**0**	**60**
Total	**29**	**12,005**	**92**	**18,827**	**121**	**30,832**
Urban Fatal Crashes						
Principal Arterial						
Interstate	3	1,097	7	2,106	**10**	**3,203**
Freeway/Expressway	6	882	11	1,748	**17**	**2,630**
Other	0	2,254	17	5,306	**17**	**7,560**
Minor Arterial	2	1,810	10	3,502	**12**	**5,312**
Collector	0	693	2	830	**2**	**1,523**
Local Road or Street	1	2,023	5	1,933	**6**	**3,956**
Unknown Urban	0	20	0	27	**0**	**47**
Total	**12**	**8,779**	**52**	**15,452**	**64**	**24,231**
All Fatal Crashes						
Principal Arterial						
Interstate	13	2,607	27	3,816	**40**	**6,423**
Freeway/Expressway	6	882	11	1,748	**17**	**2,630**
Other	5	3,860	54	10,770	**59**	**14,630**
Minor Arterial	7	3,475	22	7,766	**29**	**11,241**
Collector	7	4,840	21	6,197	**28**	**11,037**
Local Road or Street	3	5,069	9	3,926	**12**	**8,995**
Unknown Rural	0	31	0	29	**0**	**60**
Unknown Urban	0	20	0	27	**0**	**47**
Unknown Rural or Urban	2	461	3	961	**5**	**1,422**
Total	**43**	**21,245**	**147**	**35,240**	**190**	**56,485**

Figure 16
Percent of Vehicles in Crashes by Most Harmful Event and Vehicle Type

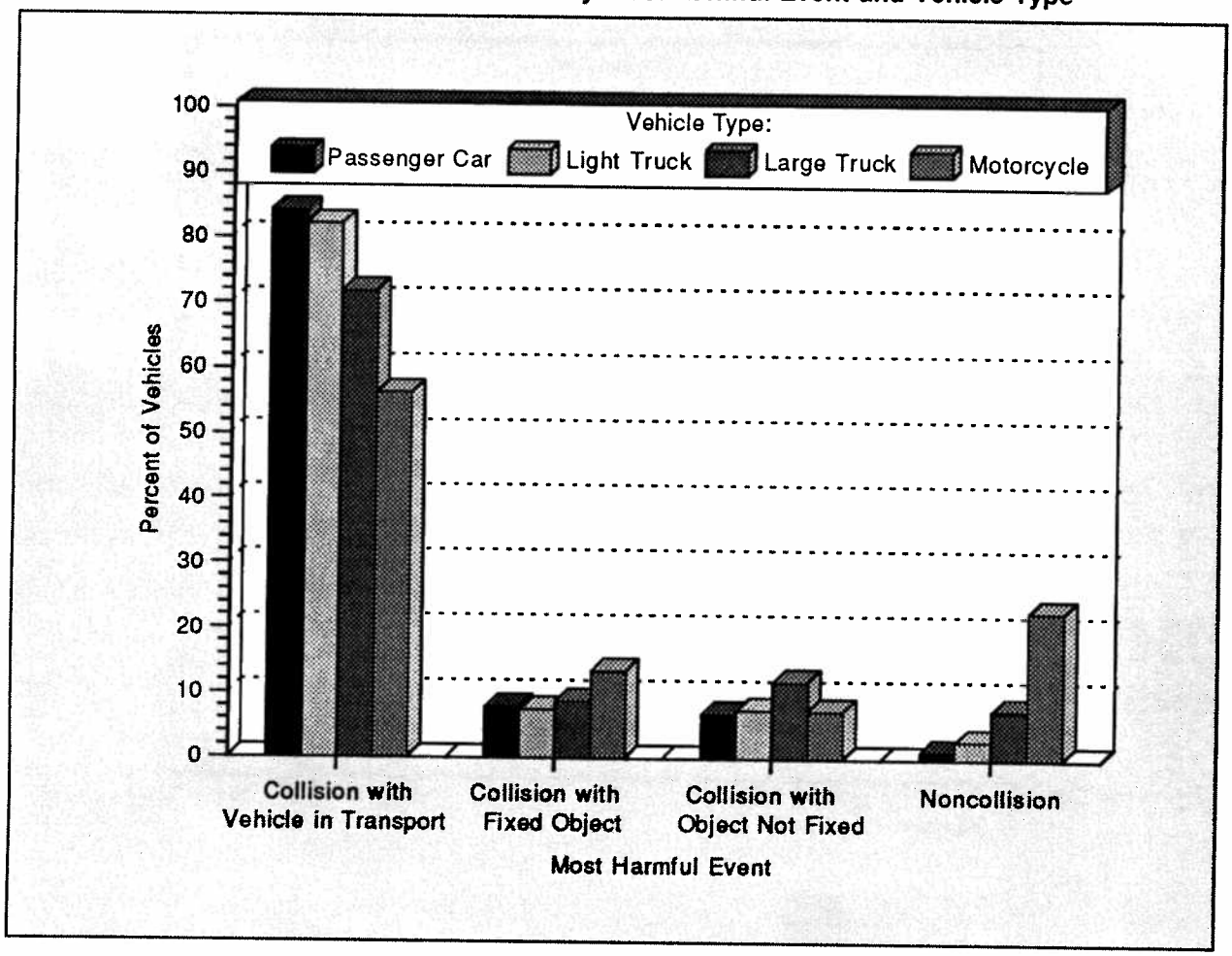
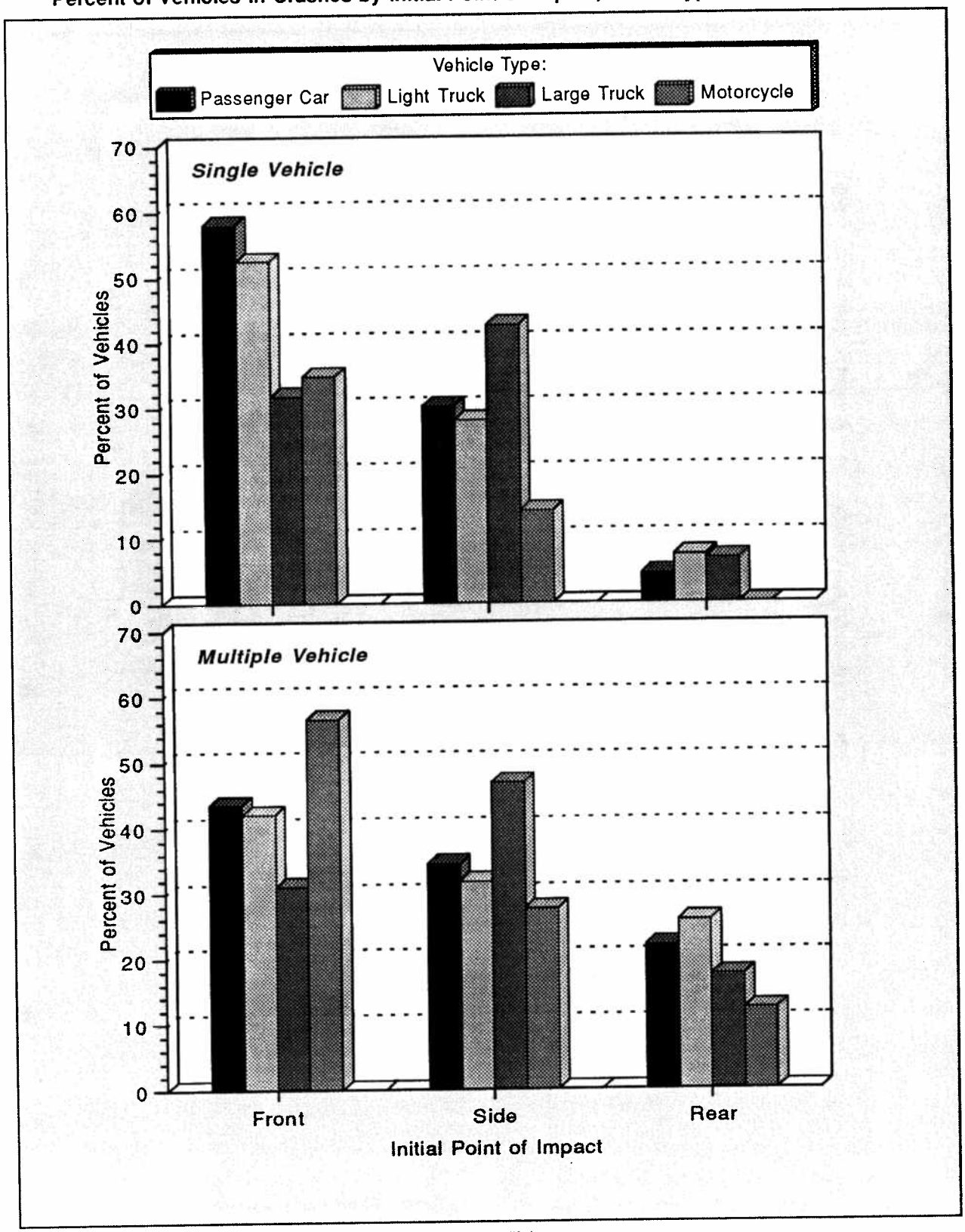


Figure 17
Percent of Vehicles in Crashes by Initial Point of Impact, Crash Type, and Vehicle Type



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

Table 41
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	10,999	35.7	1,133,000	39.8	1,846,000	34.9	**2,989,000**	**36.6**
Left Side	2,995	9.7	379,000	13.3	897,000	17.0	**1,279,000**	**15.7**
Right Side	2,483	8.1	305,000	10.7	781,000	14.8	**1,088,000**	**13.3**
Rear	1,202	3.9	591,000	20.8	921,000	17.4	**1,513,000**	**18.5**
Other/Unknown	207	0.7	1,000	*	2,000	*	**3,000**	*
Subtotal	*17,886*	*58.0*	*2,408,000*	*84.7*	*4,447,000*	*84.1*	***6,873,000***	***84.2***
Collision with Fixed Object	*5,062*	*16.4*	*234,000*	*8.2*	*398,000*	*7.5*	***638,000***	***7.8***
Collision with Object Not Fixed:								
Nonmotorist	3,643	11.8	106,000	3.7	8,000	0.2	**118,000**	**1.4**
Other	557	1.8	52,000	1.8	393,000	7.4	**445,000**	**5.5**
Subtotal	*4,200*	*13.6*	*158,000*	*5.5*	*401,000*	*7.6*	***563,000***	***6.9***
Noncollision	*3,667*	*11.9*	*44,000*	*1.6*	*43,000*	*0.8*	***91,000***	***1.1***
Total**	**30,840**	**100.0**	**2,844,000**	**100.0**	**5,289,000**	**100.0**	**8,165,000**	**100.0**

* Less than 0.05 percent.

** Includes 25 passenger cars involved in fatal crashes with unknown most harmful event.

Table 42
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	7,454	63.5	267,000	63.8	445,000	55.1	**720,000**	**58.1**
Left Side	1,012	8.6	44,000	10.6	109,000	13.5	**155,000**	**12.5**
Right Side	979	8.3	63,000	15.1	153,000	19.0	**218,000**	**17.6**
Rear	248	2.1	9,000	2.1	46,000	5.6	**55,000**	**4.4**
Noncollision	1,152	9.8	29,000	6.9	29,000	3.5	**59,000**	**4.7**
Other/Unknown	891	7.6	6,000	1.5	26,000	3.2	**33,000**	**2.7**
Total	**11,736**	**100.0**	**419,000**	**100.0**	**808,000**	**100.0**	**1,239,000**	**100.0**
Multiple-Vehicle Crashes								
Front	11,659	61.0	1,139,000	47.0	1,862,000	41.6	**3,013,000**	**43.5**
Left Side	3,134	16.4	384,000	15.8	900,000	20.1	**1,287,000**	**18.6**
Right Side	2,609	13.7	307,000	12.7	789,000	17.6	**1,098,000**	**15.9**
Rear	1,345	7.0	593,000	24.5	922,000	20.6	**1,517,000**	**21.9**
Noncollision	10	0.1	1,000	*	5,000	0.1	**6,000**	**0.1**
Other/Unknown	347	1.8	1,000	*	4,000	0.1	**5,000**	**0.1**
Total	**19,104**	**100.0**	**2,425,000**	**100.0**	**4,482,000**	**100.0**	**6,926,000**	**100.0**
All Crashes								
Front	19,113	62.0	1,407,000	49.5	2,307,000	43.6	**3,733,000**	**45.7**
Left Side	4,146	13.4	428,000	15.1	1,009,000	19.1	**1,442,000**	**17.7**
Right Side	3,588	11.6	371,000	13.0	942,000	17.8	**1,316,000**	**16.1**
Rear	1,593	5.2	602,000	21.2	968,000	18.3	**1,571,000**	**19.2**
Noncollision	1,162	3.8	29,000	1.0	34,000	0.6	**64,000**	**0.8**
Other/Unknown	1,238	4.0	8,000	0.3	30,000	0.6	**39,000**	**0.5**
Total	**30,840**	**100.0**	**2,844,000**	**100.0**	**5,289,000**	**100.0**	**8,165,000**	**100.0**

* Less than 0.05 percent.

Table 43
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	7,547	43.1	418,000	41.9	663,000	31.3	**1,089,000**	**34.7**
Left Side	727	4.2	118,000	11.8	306,000	14.4	**425,000**	**13.5**
Right Side	616	3.5	95,000	9.5	300,000	14.1	**395,000**	**12.6**
Rear	652	3.7	204,000	20.4	466,000	22.0	**670,000**	**21.4**
Other/Unknown	114	0.7	*	*	*	*	**1,000**	*
Subtotal	*9,656*	*55.1*	*835,000*	*83.6*	*1,736,000*	*81.8*	***2,580,000***	***82.2***
Collision with Fixed Object	*2,035*	*11.6*	*88,000*	*8.8*	*145,000*	*6.8*	***235,000***	***7.5***
Collision with Object Not Fixed:								
Nonmotorist	2,017	11.5	28,000	2.8	1,000	0.1	**31,000**	**1.0**
Other	265	1.5	13,000	1.3	191,000	9.0	**205,000**	**6.5**
Subtotal	*2,282*	*13.0*	*41,000*	*4.1*	*193,000*	*9.1*	***236,000***	***7.5***
Noncollision	*3,525*	*20.1*	*35,000*	*3.5*	*48,000*	*2.3*	***86,000***	***2.7***
Total**	**17,512**	**100.0**	**999,000**	**100.0**	**2,121,000**	**100.0**	**3,138,000**	**100.0**

* Less than 500 or less than 0.05 percent.
** Includes 14 light trucks involved in fatal crashes with unknown most harmful event.

Table 44
Light Trucks Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	4,115	58.3	91,000	58.8	180,000	49.7	**276,000**	**52.5**
Left Side	366	5.2	14,000	9.0	38,000	10.4	**52,000**	**9.9**
Right Side	379	5.4	21,000	13.5	73,000	20.3	**95,000**	**18.1**
Rear	127	1.8	2,000	1.6	36,000	9.8	**38,000**	**7.3**
Noncollision	1,588	22.5	24,000	15.6	28,000	7.7	**54,000**	**10.3**
Other/Unknown	478	6.8	2,000	1.5	8,000	2.1	**10,000**	**2.0**
Total	**7,053**	**100.0**	**155,000**	**100.0**	**362,000**	**100.0**	**525,000**	**100.0**
Multiple-Vehicle Crashes								
Front	8,013	76.6	421,000	50.0	669,000	38.1	**1,099,000**	**42.1**
Left Side	809	7.7	120,000	14.2	308,000	17.5	**428,000**	**16.4**
Right Side	682	6.5	96,000	11.4	302,000	17.2	**399,000**	**15.3**
Rear	779	7.4	205,000	24.3	467,000	26.5	**672,000**	**25.7**
Noncollision	9	0.1	1,000	0.2	12,000	0.7	**14,000**	**0.5**
Other/Unknown	167	1.6	*	*	1,000	0.1	**2,000**	**0.1**
Total	**10,459**	**100.0**	**844,000**	**100.0**	**1,759,000**	**100.0**	**2,613,000**	**100.0**
All Crashes								
Front	12,128	69.3	513,000	51.3	849,000	40.0	**1,374,000**	**43.8**
Left Side	1,175	6.7	133,000	13.4	345,000	16.3	**480,000**	**15.3**
Right Side	1,061	6.1	117,000	11.7	375,000	17.7	**493,000**	**15.7**
Rear	906	5.2	207,000	20.7	502,000	23.7	**710,000**	**22.6**
Noncollision	1,597	9.1	26,000	2.6	40,000	1.9	**67,000**	**2.1**
Other/Unknown	645	3.7	3,000	0.3	9,000	0.4	**12,000**	**0.4**
Total	**17,512**	**100.0**	**999,000**	**100.0**	**2,121,000**	**100.0**	**3,138,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Table 45
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	2,192	49.2	27,000	32.5	59,000	20.2	**88,000**	**23.3**
Left Side	327	7.3	14,000	17.2	42,000	14.6	**57,000**	**15.1**
Right Side	181	4.1	13,000	15.6	63,000	21.8	**76,000**	**20.2**
Rear	646	14.5	12,000	14.0	38,000	12.9	**50,000**	**13.2**
Other/Unknown	121	2.7	*	0.2	*	*	*	**0.1**
Subtotal	*3,467*	*77.9*	*66,000*	*79.4*	*202,000*	*69.6*	***271,000***	***71.8***
Collision with Fixed Object	*168*	*3.8*	*5,000*	*6.0*	*28,000*	*9.6*	***33,000***	***8.8***
Collision with Object Not Fixed:								
Nonmotorist	386	8.7	2,000	2.1	*	*	**2,000**	**0.6**
Other	47	1.1	3,000	3.7	40,000	13.7	**43,000**	**11.4**
Subtotal	*433*	*9.7*	*5,000*	*5.8*	*40,000*	*13.7*	***45,000***	***11.9***
Noncollision	*383*	*8.6*	*7,000*	*8.8*	*21,000*	*7.1*	***28,000***	***7.5***
Total**	**4,453**	**100.0**	**83,000**	**100.0**	**290,000**	**100.0**	**377,000**	**100.0**

* Less than 500 or less than 0.05 percent.
** Includes 2 large trucks involved in fatal crashes with unknown most harmful event.

Table 46
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	435	56.8	6,000	36.7	22,000	30.3	**28,000**	**31.7**
Left Side	26	3.4	1,000	8.2	7,000	9.1	**8,000**	**8.9**
Right Side	56	7.3	3,000	18.6	27,000	37.1	**30,000**	**33.7**
Rear	40	5.2	*	1.9	6,000	7.7	**6,000**	**6.7**
Noncollision	121	15.8	5,000	33.4	8,000	10.8	**13,000**	**14.7**
Other/Unknown	88	11.5	*	1.1	4,000	5.0	**4,000**	**4.4**
Total	**766**	**100.0**	**15,000**	**100.0**	**74,000**	**100.0**	**90,000**	**100.0**
Multiple-Vehicle Crashes								
Front	2,333	63.3	27,000	40.3	60,000	27.6	**89,000**	**31.0**
Left Side	348	9.4	14,000	21.3	43,000	19.9	**58,000**	**20.1**
Right Side	197	5.3	13,000	19.3	63,000	29.3	**77,000**	**26.7**
Rear	664	18.0	12,000	17.4	38,000	17.4	**50,000**	**17.4**
Noncollision	5	0.1	1,000	1.4	12,000	5.4	**13,000**	**4.4**
Other/Unknown	140	3.8	*	0.3	1,000	0.4	**1,000**	**0.4**
Total	**3,687**	**100.0**	**67,000**	**100.0**	**216,000**	**100.0**	**287,000**	**100.0**
All Crashes								
Front	2,768	62.2	33,000	39.6	82,000	28.3	**118,000**	**31.2**
Left Side	374	8.4	16,000	18.9	50,000	17.1	**66,000**	**17.4**
Right Side	253	5.7	16,000	19.2	91,000	31.3	**107,000**	**28.3**
Rear	704	15.8	12,000	14.5	43,000	14.9	**56,000**	**14.8**
Noncollision	126	2.8	6,000	7.4	20,000	6.8	**26,000**	**6.9**
Other/Unknown	228	5.1	*	0.4	5,000	1.6	**5,000**	**1.4**
Total	**4,453**	**100.0**	**83,000**	**100.0**	**290,000**	**100.0**	**377,000**	**100.0**

* Less than 500.

Table 47
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	167	14.6	976	85.4	**1,143**	**100.0**
Combination Truck	394	11.9	2,916	88.1	**3,310**	**100.0**
Total	**561**	**12.6**	**3,892**	**87.4**	**4,453**	**100.0**
Injury Crashes						
Single-Unit Truck	3,000	7.7	30,000	92.3	**33,000**	**100.0**
Combination Truck	4,000	8.9	46,000	91.1	**50,000**	**100.0**
Total	**7,000**	**8.4**	**76,000**	**91.6**	**83,000**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	2,000	1.5	109,000	98.5	**110,000**	**100.0**
Combination Truck	3,000	1.9	176,000	98.1	**180,000**	**100.0**
Total	**5,000**	**1.8**	**285,000**	**98.2**	**290,000**	**100.0**
All Crashes						
Single-Unit Truck	4,000	3.0	140,000	97.0	**144,000**	**100.0**
Combination Truck	8,000	3.6	225,000	96.4	**233,000**	**100.0**
Total	**13,000**	**3.4**	**365,000**	**96.6**	**377,000**	**100.0**

Table 48
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	254	9.0	2,571	91.0	**2,825**	**100.0**
Two or More	25	15.8	133	84.2	**158**	**100.0**
Unknown Number	1	7.1	13	92.9	**14**	**100.0**
Total	**280**	**9.3**	**2,717**	**90.7**	**2,997**	**100.0**
Injury Crashes						
One	2,000	5.3	40,000	94.7	**42,000**	**100.0**
Two or More	*	10.3	1,000	89.7	**1,000**	**100.0**
Unknown Number	*	*	*	100.0	*	**100.0**
Total	**2,000**	**5.5**	**41,000**	**94.5**	**43,000**	**100.0**
Property-Damage-Only Crashes						
One	3,000	2.3	133,000	97.7	**136,000**	**100.0**
Two or More	*	7.1	4,000	92.9	**5,000**	**100.0**
Unknown Number	*	*	1,000	100.0	**1,000**	**100.0**
Total	**4,000**	**2.5**	**138,000**	**97.5**	**142,000**	**100.0**
All Crashes						
One	6,000	3.1	175,000	96.9	**181,000**	**100.0**
Two or More	1,000	8.1	6,000	91.9	**6,000**	**100.0**
Unknown Number	*	0.1	1,000	99.9	**1,000**	**100.0**
Total	**6,000**	**3.3**	**182,000**	**96.7**	**188,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Table 49
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	926	40.9	14,000	29.0	6,000	47.0	**21,000**	**33.0**
Left Side	97	4.3	4,000	8.6	*	2.1	**5,000**	**7.2**
Right Side	75	3.3	4,000	7.5	2,000	15.1	**6,000**	**8.8**
Rear	63	2.8	2,000	4.5	2,000	18.6	**5,000**	**7.2**
Other/Unknown	65	2.9	*	*	*	*	*	**0.1**
Subtotal	*1,226*	*54.2*	*25,000*	*49.7*	*10,000*	*82.9*	***36,000***	***56.3***
Collision with Fixed Object	*618*	*27.3*	*8,000*	*15.8*	*	*1.7*	***9,000***	***13.5***
Collision with Object Not Fixed:								
Nonmotorist	35	1.5	1,000	2.0	*	*	**1,000**	**1.6**
Other	83	3.7	3,000	5.4	1,000	8.3	**4,000**	**5.9**
Subtotal	*118*	*5.2*	*4,000*	*7.3*	*1,000*	*8.3*	***5,000***	***7.4***
Noncollision	*298*	*13.2*	*13,000*	*27.2*	*1,000*	*7.1*	***15,000***	***22.8***
Total**	**2,262**	**100.0**	**50,000**	**100.0**	**12,000**	**100.0**	**64,000**	**100.0**

* Less than 500 or less than 0.05 percent.
** Includes 2 motorcycles involved in a fatal crash with unknown most harmful event.

Table 50
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	503	52.2	8,000	34.1	1,000	35.6	**9,000**	**34.9**
Left Side	59	6.1	1,000	6.0	*	10.1	**2,000**	**6.3**
Right Side	49	5.1	2,000	7.4	*	12.7	**2,000**	**7.8**
Rear	10	1.0	*	*	*	*	*	*
Noncollision	175	18.2	12,000	50.0	1,000	41.7	**13,000**	**48.1**
Other/Unknown	168	17.4	1,000	2.6	*	*	**1,000**	**2.9**
Total	**964**	**100.0**	**23,000**	**100.0**	**2,000**	**100.0**	**26,000**	**100.0**
Multiple-Vehicle Crashes								
Front	965	74.3	15,000	55.6	6,000	56.8	**21,000**	**56.5**
Left Side	106	8.2	4,000	16.6	*	2.6	**5,000**	**12.5**
Right Side	79	6.1	4,000	14.2	2,000	18.2	**6,000**	**15.0**
Rear	66	5.1	2,000	8.5	2,000	22.4	**5,000**	**12.2**
Noncollision	7	0.5	1,000	5.2	*	*	**1,000**	**3.6**
Other/Unknown	75	5.8	*	*	*	*	*	**0.2**
Total	**1,298**	**100.0**	**26,000**	**100.0**	**10,000**	**100.0**	**38,000**	**100.0**
All Crashes								
Front	1,468	64.9	22,000	45.4	7,000	53.1	**31,000**	**47.6**
Left Side	165	7.3	6,000	11.6	*	3.9	**6,000**	**9.9**
Right Side	128	5.7	5,000	11.0	2,000	17.3	**8,000**	**12.0**
Rear	76	3.4	2,000	4.5	2,000	18.6	**5,000**	**7.2**
Noncollision	182	8.0	13,000	26.3	1,000	7.1	**14,000**	**21.9**
Other/Unknown	243	10.7	1,000	1.2	*	*	**1,000**	**1.3**
Total	**2,262**	**100.0**	**50,000**	**100.0**	**12,000**	**100.0**	**64,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Table 51
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	122	45.9	5,000	38.4	6,000	12.8	**11,000**	**19.1**
Left Side	14	5.3	3,000	19.9	12,000	26.2	**14,000**	**24.5**
Right Side	6	2.3	2,000	11.4	9,000	21.5	**11,000**	**19.0**
Rear	20	7.5	3,000	22.5	9,000	21.6	**13,000**	**21.7**
Other/Unknown	0	0.0	*	*	*	0.6	*	**0.5**
Subtotal	*162*	*60.9*	*13,000*	*92.2*	*36,000*	*82.6*	***50,000***	***84.8***
Collision with Fixed Object	*5*	*1.9*	*	*0.2*	*1,000*	*1.2*	***1,000***	***1.0***
Collision with Object Not Fixed:								
Nonmotorist	87	32.7	1,000	5.6	*	0.7	**1,000**	**2.0**
Other	1	0.4	*	1.6	7,000	14.9	**7,000**	**11.6**
Subtotal	*88*	*33.1*	*1,000*	*7.2*	*7,000*	*15.6*	***8,000***	***13.6***
Noncollision	*11*	*4.1*	*	*0.5*	*	*0.6*	*	***0.6***
Total	**266**	**100.0**	**14,000**	**100.0**	**44,000**	**100.0**	**58,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Table 52
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	45	47.9	*	44.4	1,000	13.0	**1,000**	**17.3**
Left Side	2	2.1	*	23.5	1,000	7.3	**1,000**	**9.3**
Right Side	8	8.5	*	23.9	5,000	68.7	**5,000**	**62.4**
Rear	7	7.4	*	2.4	1,000	7.3	**1,000**	**6.7**
Noncollision	7	7.4	*	3.9	*	3.7	*	**3.7**
Other/Unknown	25	26.6	*	1.9	*	*	*	**0.5**
Total	**94**	**100.0**	**1,000**	**100.0**	**7,000**	**100.0**	**9,000**	**100.0**
Multiple-Vehicle Crashes								
Front	129	75.0	5,000	41.6	6,000	15.4	**11,000**	**22.4**
Left Side	14	8.1	3,000	21.5	12,000	32.2	**15,000**	**29.3**
Right Side	6	3.5	2,000	12.4	9,000	25.8	**11,000**	**22.2**
Rear	21	12.2	3,000	24.3	9,000	25.9	**13,000**	**25.5**
Noncollision	0	0.0	*	0.2	*	*	*	**0.1**
Other/Unknown	2	1.2	*	*	*	0.7	*	**0.5**
Total	**172**	**100.0**	**13,000**	**100.0**	**37,000**	**100.0**	**50,000**	**100.0**
All Crashes								
Front	174	65.4	6,000	41.8	7,000	15.0	**13,000**	**21.7**
Left Side	16	6.0	3,000	21.7	12,000	28.0	**15,000**	**26.4**
Right Side	14	5.3	2,000	13.2	15,000	33.0	**16,000**	**28.1**
Rear	28	10.5	3,000	22.7	10,000	22.8	**13,000**	**22.7**
Noncollision	7	2.6	*	0.5	*	0.6	*	**0.6**
Other/Unknown	27	10.2	*	0.2	*	0.6	*	**0.5**
Total	**266**	**100.0**	**14,000**	**100.0**	**44,000**	**100.0**	**58,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Chapter 4 ♦ People

4. PEOPLE

This chapter presents statistics about the **Drivers, Passengers, Pedestrians,** and **Pedalcyclists** involved in motor vehicle crashes in 1995. The tables and figures are presented in nine groups: all killed or injured persons, crash-involved drivers, occupants (drivers and passengers), alcohol, restraints, motorcycle related, school bus related, pedestrians, and pedalcyclists. Below are some of the statistics you will find in this section:

- A total of 41,798 people lost their lives in motor vehicle crashes in 1995. Another 3.4 million people were injured.

- The majority of persons killed or injured in traffic crashes were drivers (64 percent), followed by passengers (32 percent), pedestrians (3 percent), and pedalcyclists (2 percent).

- Persons 16 to 20 years old had the highest fatality and injury rates per 100,000 population. Children under 5 years old had the lowest fatality and injury rates.

- For every age group, the fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was lower for females than for males in only three age groups: 21 to 24, 25 to 34, and over 74 years old.

- Although male drivers were 51 percent of total licensed drivers, they accounted for 73 percent of the drivers involved in fatal crashes, 59 percent of the drivers in injury crashes, and 63 percent of the drivers in property-damage-only crashes. (According to the Federal Highway Administration's 1990 Nationwide Personal Transportation Survey—the latest data available—male drivers account for 65 percent of annual miles driven.)

- Forty-one percent of the persons who were killed in traffic crashes in 1995 died in alcohol-related crashes. Nine percent of the injured persons received their injuries in alcohol-related crashes.

Table 53
Persons Killed or Injured, by Person Type and Injury Severity

Person Type	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Vehicle Occupants						
Driver	24,398	267,000	539,000	1,356,000	2,161,000	**2,186,000**
Passenger	10,759	131,000	261,000	678,000	1,071,000	**1,081,000**
Unknown Occupant	117	*	*	*	*	*
Subtotal	*35,274*	*398,000*	*800,000*	*2,034,000*	*3,232,000*	***3,267,000***
Nonmotorists						
Pedestrian	5,585	20,000	28,000	36,000	84,000	**90,000**
Pedalcyclist	830	9,000	28,000	24,000	61,000	**62,000**
Other	109	1,000	2,000	6,000	9,000	**9,000**
Subtotal	*6,524*	*30,000*	*58,000*	*66,000*	*154,000*	***161,000***
Total	**41,798**	**428,000**	**858,000**	**2,100,000**	**3,386,000**	**3,428,000**

* Less than 500.

Table 54
Persons Killed or Injured, by Age and Injury Severity

Age (Years)	Persons Killed*	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
<5	834	12,000	25,000	51,000	87,000	**88,000**
5-9	856	11,000	31,000	68,000	109,000	**110,000**
10-15	1,638	27,000	57,000	117,000	200,000	**202,000**
16-20	5,686	82,000	172,000	325,000	579,000	**585,000**
21-24	4,266	49,000	92,000	219,000	361,000	**365,000**
25-34	7,907	85,000	175,000	456,000	716,000	**724,000**
35-44	6,416	68,000	126,000	366,000	559,000	**566,000**
45-54	4,163	39,000	79,000	233,000	351,000	**355,000**
55-64	2,937	22,000	42,000	128,000	192,000	**194,000**
65-74	3,118	19,000	32,000	89,000	140,000	**143,000**
>74	3,873	14,000	27,000	50,000	91,000	**95,000**
Total	**41,798**	**428,000**	**858,000**	**2,100,000**	**3,386,000**	**3,428,000**

* Includes 104 fatalities of unknown age.

Table 55
Persons Killed or Injured, by Sex and Injury Severity

Sex	Persons Killed*	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Male	28,109	231,000	462,000	953,000	1,646,000	**1,674,000**
Female	13,662	198,000	396,000	1,147,000	1,740,000	**1,754,000**
Total	**41,798**	**428,000**	**858,000**	**2,100,000**	**3,386,000**	**3,428,000**

* Includes 27 fatalities of unknown sex.

Figure 18
Percent of Persons Killed or Injured, by Age

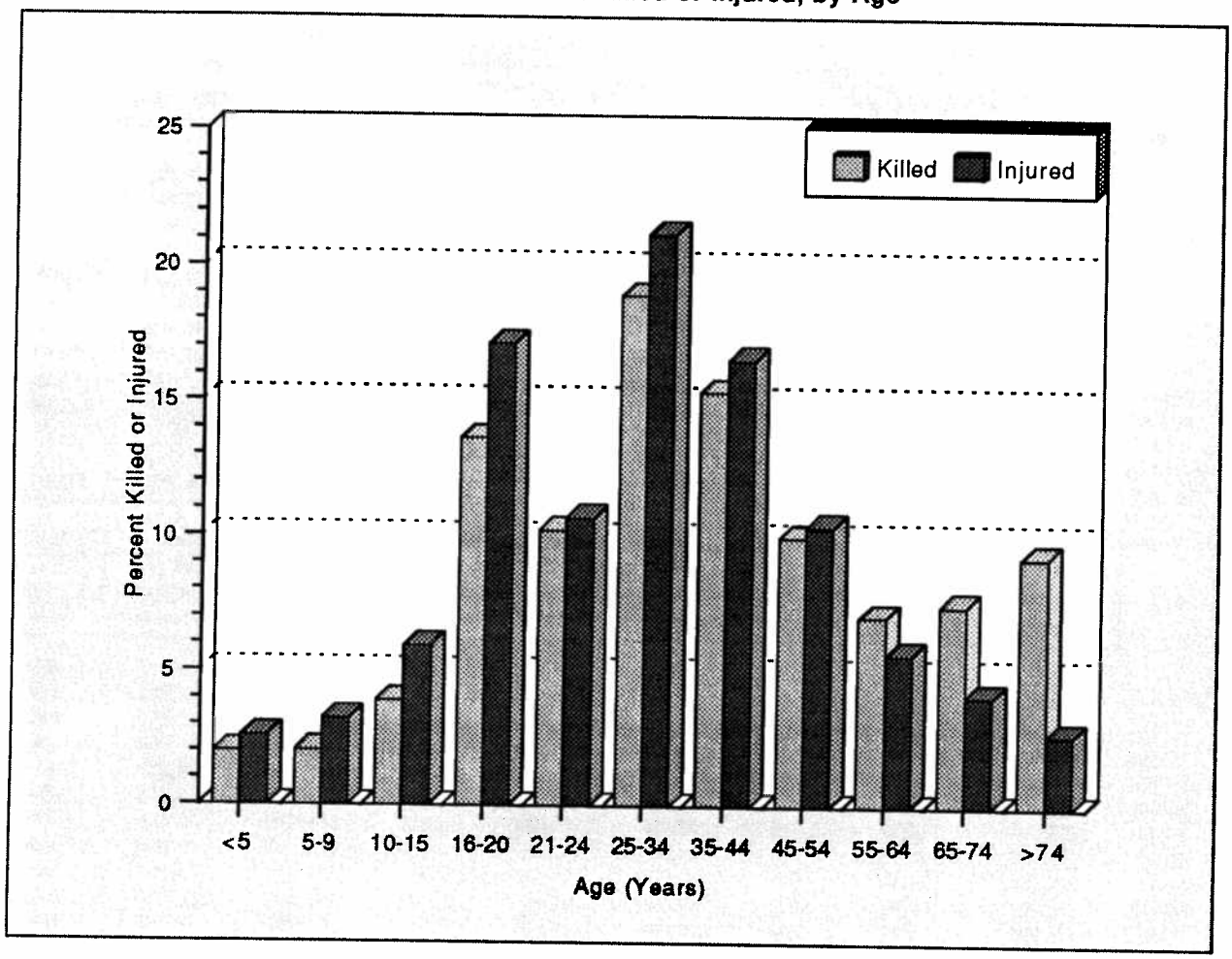


Table 56
Persons Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	447	10,025	4.46	384	9,566	4.01	834	19,591	4.26
5-9	523	9,843	5.31	330	9,377	3.52	856	19,220	4.45
10-15	961	11,629	8.26	675	11,076	6.09	1,638	22,704	7.21
16-20	3,874	9,142	42.37	1,810	8,696	20.81	5,686	17,839	31.87
21-24	3,306	7,266	45.50	958	7,052	13.58	4,266	14,318	29.79
25-34	5,797	20,432	28.37	2,108	20,441	10.31	7,907	40,873	19.35
35-44	4,505	21,062	21.39	1,910	21,406	8.92	6,416	42,468	15.11
45-54	2,880	15,182	18.97	1,280	15,897	8.05	4,163	31,079	13.40
55-64	1,881	10,044	18.73	1,055	11,087	9.52	2,937	21,131	13.90
65-74	1,761	8,342	21.11	1,357	10,417	13.03	3,118	18,759	16.62
>74	2,095	5,347	39.18	1,777	9,427	18.85	3,873	14,773	26.22
Unknown	79	*	*	18	*	*	104	*	*
Total**	**28,109**	**128,314**	**21.91**	**13,662**	**134,441**	**10.16**	**41,798**	**262,755**	**15.91**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	43,000	10,025	430	44,000	9,566	461	87,000	19,591	445
5-9	56,000	9,843	566	53,000	9,377	569	109,000	19,220	567
10-15	100,000	11,629	862	100,000	11,076	903	200,000	22,704	882
16-20	281,000	9,142	3,072	298,000	8,696	3,430	579,000	17,839	3,247
21-24	188,000	7,266	2,581	173,000	7,052	2,459	361,000	14,318	2,521
25-34	363,000	20,432	1,777	353,000	20,441	1,728	716,000	40,873	1,753
35-44	266,000	21,062	1,265	293,000	21,406	1,368	559,000	42,468	1,317
45-54	163,000	15,182	1,070	188,000	15,897	1,183	351,000	31,079	1,128
55-64	88,000	10,044	874	104,000	11,087	936	192,000	21,131	907
65-74	59,000	8,342	702	82,000	10,417	782	140,000	18,759	747
>74	40,000	5,347	749	51,000	9,427	543	91,000	14,773	618
Total	**1,646,000**	**128,314**	**1,283**	**1,740,000**	**134,441**	**1,294**	**3,386,000**	**262,755**	**1,289**

* Not applicable.
** Includes 27 fatalities of unknown sex.
Source: Population—Bureau of the Census. Totals may not equal sum of components due to independent rounding.

Figure 19
Fatality and Injury Rates per 100,000 Population, by Age and Sex

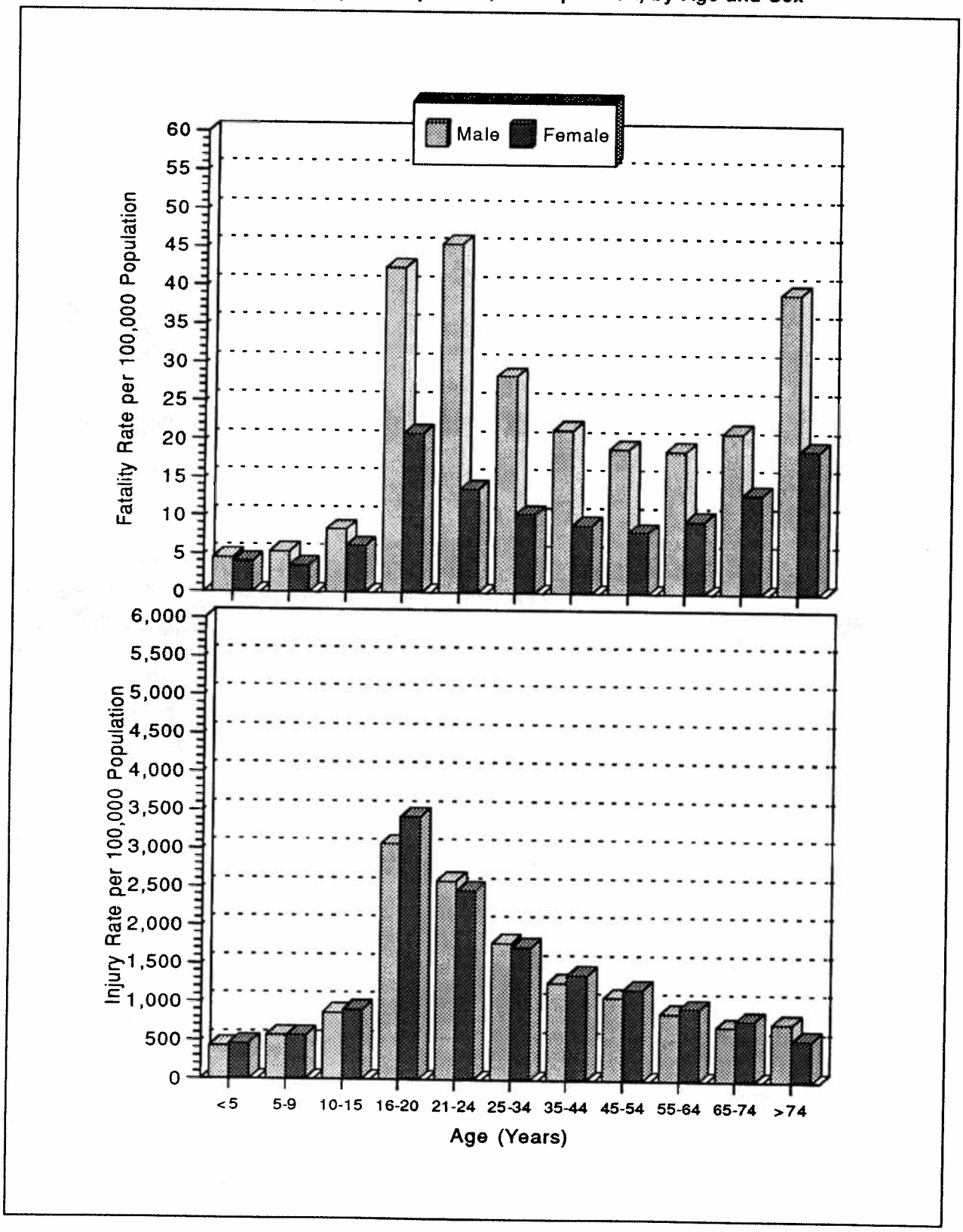


Table 57
Persons Killed in Construction/Maintenance Zones, by Roadway Function Class and Person Type

Roadway Function Class	Person Type					Total
	Driver	Passenger	Pedestrian	Pedalcyclist	Other Nonmotorist	
Principal Arterial						
Interstate	113	71	35	1	3	223
Freeway or Expressway	29	20	15	1	0	65
Other	128	68	27	4	1	228
Minor Arterial	68	15	21	3	0	107
Collector	50	18	8	0	0	76
Local Road or Street	23	17	10	1	0	51
Unknown	11	6	4	0	0	21
Total	**422**	**215**	**120**	**10**	**4**	**771**

Table 58
Persons Killed in Crashes Involving Emergency Vehicles, by Person Type, Crash Type, and Vehicle Type

Person Type	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Total	In Emergency Use*	Total	In Emergency Use*	Total	In Emergency Use*
Ambulance						
Ambulance Driver	2	0	1	1	**3**	**1**
Ambulance Passenger	7	2	2	1	**9**	**3**
Occupant of Other Vehicle	0	0	27	15	**27**	**15**
Pedestrian	6	3	0	0	**6**	**3**
Total	**15**	**5**	**30**	**17**	**45**	**22**
Fire Truck						
Fire Truck Driver	2	2	0	0	**2**	**2**
Fire Truck Passenger	5	4	1	1	**6**	**5**
Occupant of Other Vehicle	0	0	11	6	**11**	**6**
Pedestrian	1	0	0	0	**1**	**0**
Total	**8**	**6**	**12**	**7**	**20**	**13**
Police Vehicle						
Police Vehicle Driver	8	3	13	7	**21**	**10**
Police Vehicle Passenger	2	1	6	4	**8**	**5**
Occupant of Other Vehicle	0	0	79	28	**79**	**28**
Pedestrian	18	3	2	0	**20**	**3**
Other Nonmotorist	3	0	1	0	**4**	**0**
Total	**31**	**7**	**101**	**39**	**132**	**46**

* 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

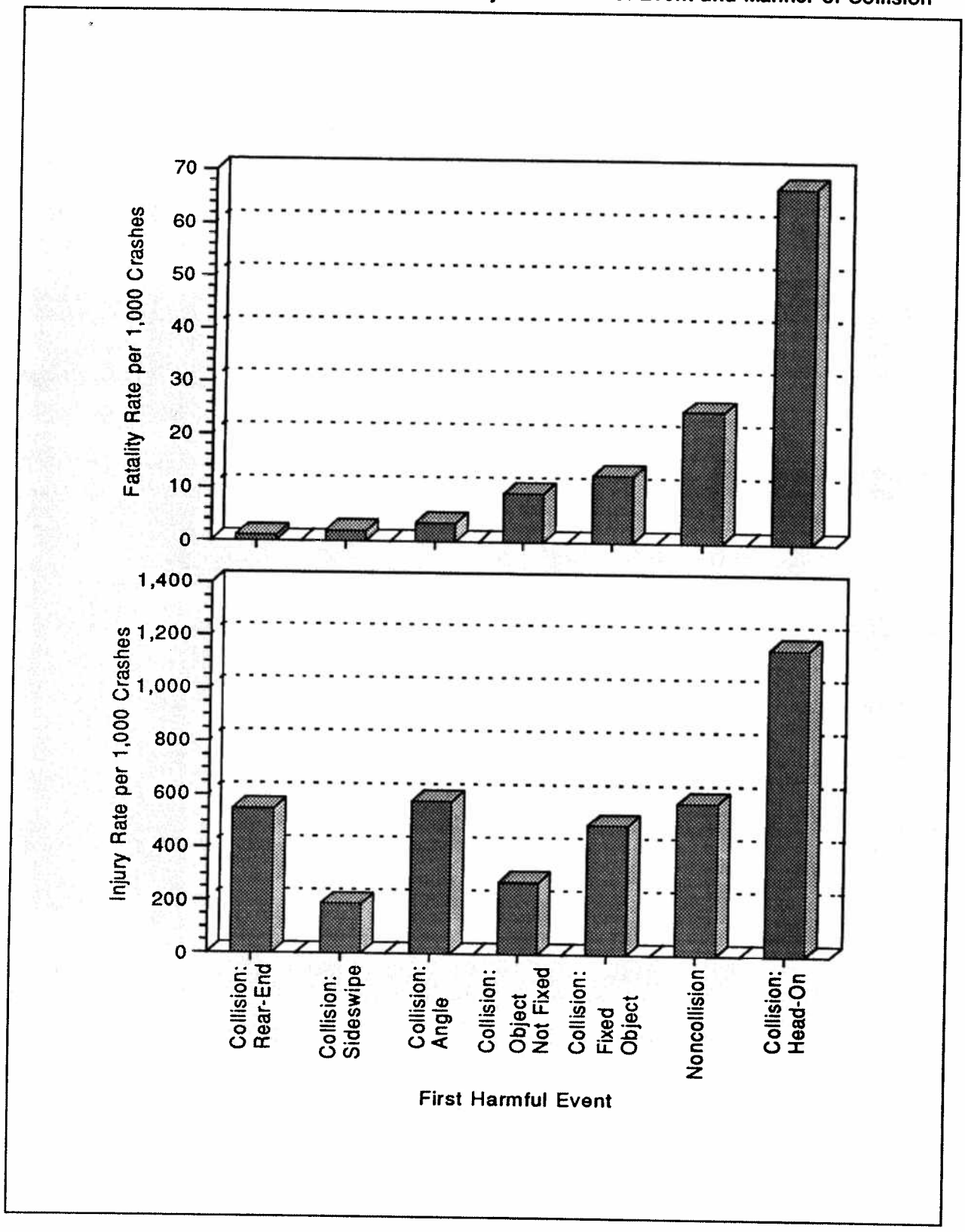


Figure 21
Fatality and Injury Rates per 1,000 Crashes by Time of Day

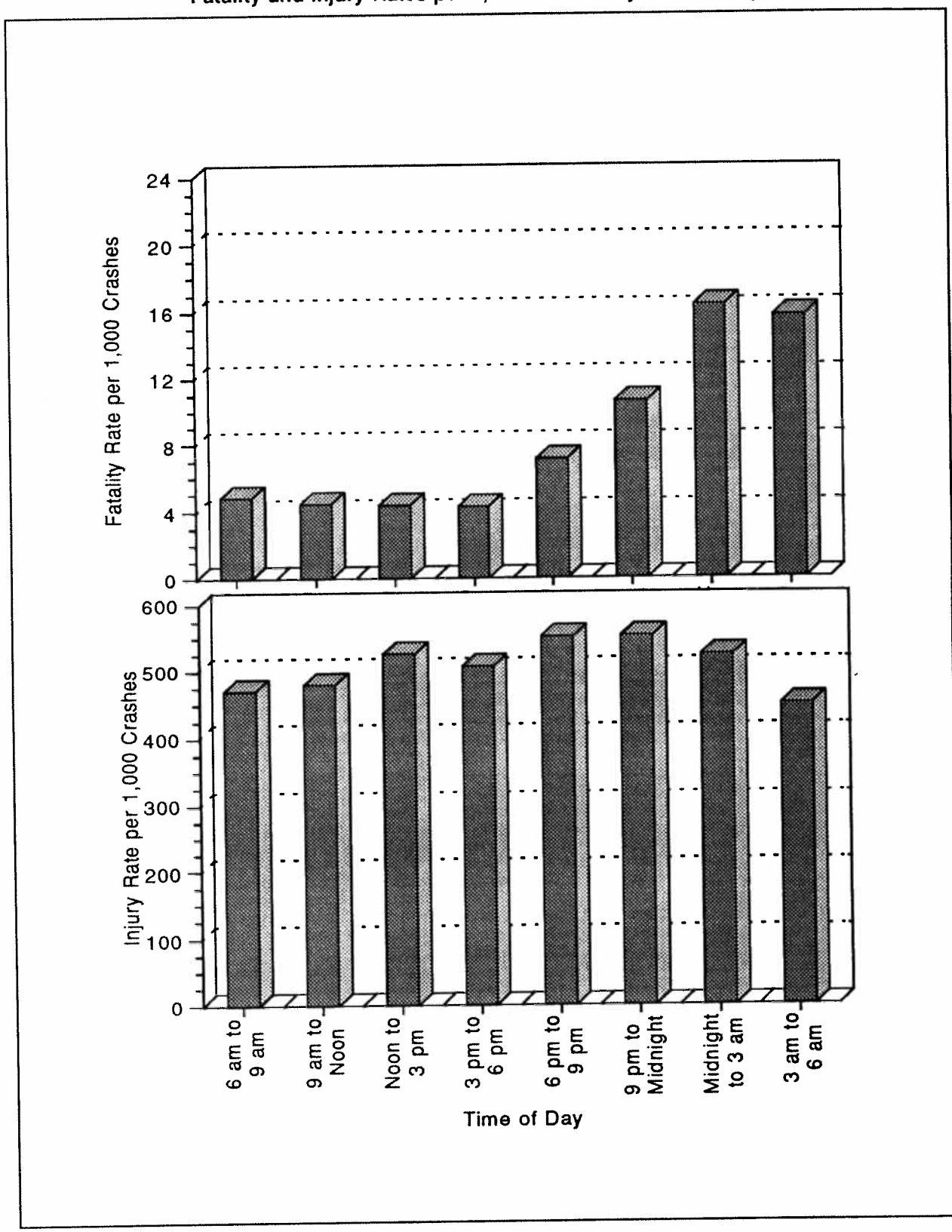


Figure 22
Fatality and Injury Rates per 1,000 Crashes by Speed Limit

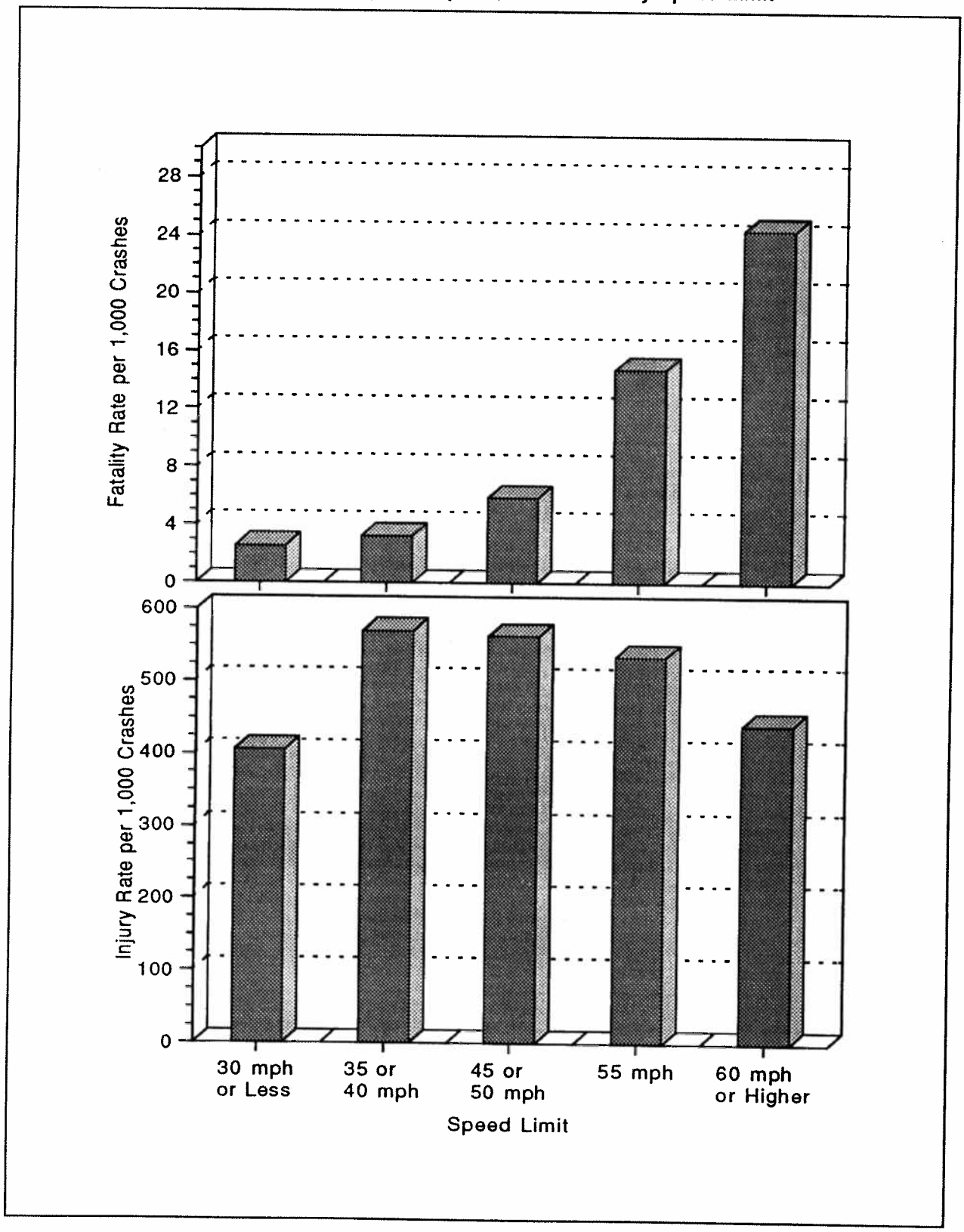


Table 59
Driver Involvement Rates per 100,000 Licensed Drivers by Age, Sex, and Crash Severity

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	294	*	121	*	**415**	*
16-20	5,633	90.64	2,105	37.27	**7,738**	**65.23**
21-24	4,881	71.04	1,384	21.54	**6,268**	**47.14**
25-34	9,907	48.88	3,119	16.27	**13,029**	**33.03**
35-44	7,977	40.11	2,683	13.75	**10,664**	**27.06**
45-54	5,099	34.74	1,709	11.89	**6,811**	**23.45**
55-64	3,053	31.24	1,020	10.77	**4,073**	**21.17**
65-69	1,154	26.65	491	11.43	**1,645**	**19.07**
>69	3,068	37.55	1,525	18.41	**4,593**	**27.92**
Unknown	150	*	22	*	**919**	*
Total**	**41,216**	**45.68**	**14,179**	**16.26**	**56,155**	**31.65**
Drivers in Injury Crashes						
<16	12,000	*	8,000	*	**19,000**	*
16-20	377,000	6,072	281,000	4,972	**658,000**	**5,548**
21-24	267,000	3,886	186,000	2,898	**453,000**	**3,408**
25-34	598,000	2,948	405,000	2,111	**1,002,000**	**2,541**
35-44	456,000	2,291	344,000	1,760	**799,000**	**2,028**
45-54	287,000	1,957	208,000	1,448	**495,000**	**1,705**
55-64	157,000	1,610	98,000	1,033	**255,000**	**1,326**
65-69	63,000	1,455	40,000	933	**103,000**	**1,195**
>69	117,000	1,430	84,000	1,020	**201,000**	**1,224**
Total	**2,334,000**	**2,587**	**1,653,000**	**1,896**	**3,987,000**	**2,247**
Drivers in Property-Damage-Only Crashes						
<16	39,000	*	16,000	*	**55,000**	*
16-20	848,000	13,651	486,000	8,604	**1,334,000**	**11,248**
21-24	510,000	7,416	327,000	5,086	**836,000**	**6,290**
25-34	1,187,000	5,854	718,000	3,743	**1,904,000**	**4,828**
35-44	928,000	4,666	590,000	3,021	**1,518,000**	**3,851**
45-54	660,000	4,495	384,000	2,673	**1,044,000**	**3,593**
55-64	332,000	3,395	171,000	1,803	**502,000**	**2,611**
65-69	116,000	2,690	64,000	1,479	**180,000**	**2,087**
>69	225,000	2,757	139,000	1,679	**364,000**	**2,214**
Total	**4,845,000**	**5,370**	**2,894,000**	**3,318**	**7,738,000**	**4,361**
Drivers in All Crashes						
<16	51,000	*	24,000	*	**75,000**	*
16-20	1,231,000	19,813	769,000	13,613	**2,000,000**	**16,861**
21-24	781,000	11,372	514,000	8,005	**1,296,000**	**9,745**
25-34	1,794,000	8,852	1,126,000	5,870	**2,920,000**	**7,402**
35-44	1,392,000	6,997	936,000	4,795	**2,328,000**	**5,906**
45-54	952,000	6,487	594,000	4,132	**1,546,000**	**5,322**
55-64	492,000	5,036	270,000	2,847	**762,000**	**3,959**
65-69	181,000	4,172	104,000	2,423	**285,000**	**3,301**
>69	345,000	4,225	225,000	2,717	**570,000**	**3,466**
Unknown	***	*	***	*	**1,000**	*
Total	**7,220,000**	**8,002**	**4,561,000**	**5,230**	**11,782,000**	**6,640**

* Not applicable.
** Includes 760 drivers of unknown sex.
*** Less than 500.
Source: 1995 Licensed Drivers (estimated)—Federal Highway Administration.

Figure 23
Driver Involvement Rates per 100,000 Licensed Drivers by Crash Severity, Age, and Sex

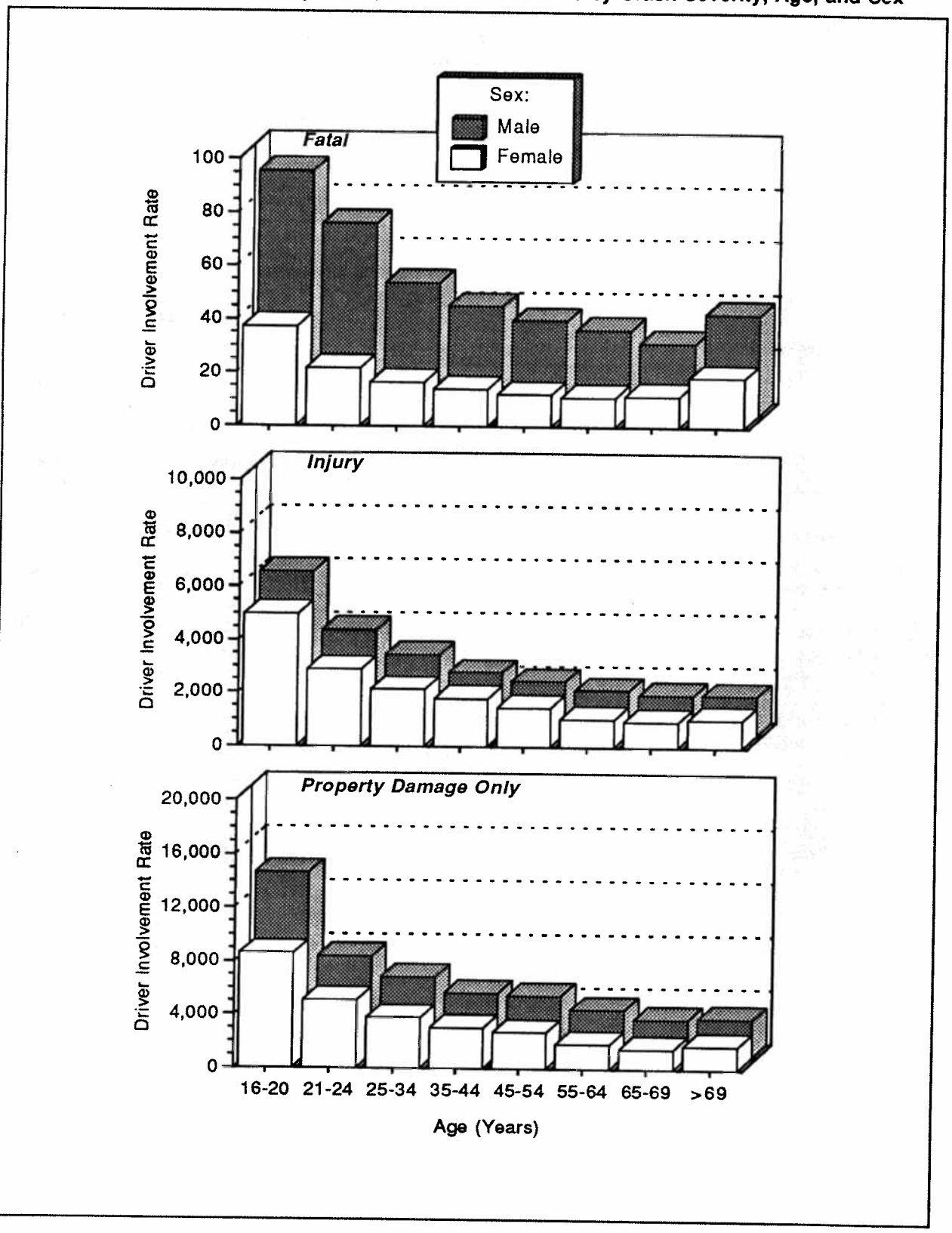


Table 60
Drivers Involved in Fatal Crashes by Previous Driving Record and License Status

Previous Convictions	Valid License (47,607)		Invalid License (6,409)		Total (54,016)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	8,162	17.1	1,097	17.1	9,259	17.1
Previous Recorded Suspensions or Revocations	3,545	7.4	3,264	50.9	6,809	12.6
Previous DWI Convictions	1,025	2.2	1,056	16.5	2,081	3.9
Previous Speeding Convictions	10,495	22.0	1,279	20.0	11,774	21.8
Previous Other Harmful Moving Convictions	7,388	15.5	1,653	25.8	9,041	16.7
Drivers with No Previous Conviction	27,558	57.9	2,598	40.5	30,156	55.8

Notes: Table does not include 2,139 drivers with unknown license status. FARS records prior driving records (convictions only, not violations) for events occurring within 3 years of the date of the crash. The same driver can have one or more of these convictions.

Table 61
Related Factors for Drivers Involved in Fatal Crashes

Factors	Number	Percent
Failure to keep in proper lane or running off road	15,873	28.3
Driving too fast for conditions or in excess of posted speed limit	11,656	20.8
Failure to yield right of way	4,868	8.7
Inattentive (talking, eating, etc.)	3,323	5.9
Failure to obey traffic signs, signals, or officer	3,189	5.7
Operating vehicle in erratic, reckless, careless, or negligent manner	2,850	5.1
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	1,926	3.4
Drowsy, asleep, fatigued, ill, or blackout	1,816	3.2
Driving wrong way on one-way trafficway or on wrong side of road	1,387	2.5
Overcorrecting/oversteering	1,328	2.4
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,309	2.3
Making improper turn	1,253	2.2
Other factors	9,096	16.2
None reported	20,443	36.4
Unknown	990	1.8
Total Drivers	**56,155**	**100.0**

Note: 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 62
Vehicle Occupants Killed or Injured, by Vehicle Type, Person Type, and Injury Severity

Vehicle and Person Type	Occupants Killed	Occupants Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Passenger Car						
Drivers	14,998	187,000	391,000	1,038,000	1,615,000	**1,630,000**
Passengers	7,304	94,000	188,000	518,000	801,000	**808,000**
Unknown	56	*	*	*	*	*
Total	*22,358*	*281,000*	*578,000*	*1,556,000*	*2,416,000*	***2,439,000***
Light Truck						
Drivers	6,467	61,000	117,000	288,000	467,000	**473,000**
Passengers	3,033	33,000	67,000	142,000	242,000	**245,000**
Unknown	39	*	*	*	*	*
Total	*9,539*	*94,000*	*184,000*	*431,000*	*709,000*	***719,000***
Large Truck						
Drivers	554	3,000	8,000	14,000	25,000	**26,000**
Passengers	87	2,000	1,000	2,000	5,000	**5,000**
Unknown	3	*	*	*	*	*
Total	*644*	*5,000*	*9,000*	*16,000*	*30,000*	***31,000***
Motorcycle						
Operators	2,013	14,000	22,000	11,000	47,000	**49,000**
Passengers	206	2,000	3,000	2,000	8,000	**8,000**
Unknown	2	*	*	*	*	*
Total	*2,221*	*16,000*	*25,000*	*13,000*	*55,000*	***57,000***
Bus	*32*	*	*2,000*	*16,000*	*18,000*	***18,000***
Other/Unknown	*480*	*1,000*	*1,000*	*2,000*	*4,000*	***4,000***
Total	**35,274**	**398,000**	**800,000**	**2,034,000**	**3,232,000**	**3,267,000**

* Less than 500.

Table 63
Vehicle Occupants Killed or Injured, by Sex and Vehicle Type

Sex	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/ Unknown	
Occupants Killed							
Male	13,239	7,196	612	2,018	18	394	**23,477**
Female	9,104	2,338	32	203	14	81	**11,772**
Unknown	15	5	0	0	0	5	**25**
Total	**22,358**	**9,539**	**644**	**2,221**	**32**	**480**	**35,274**
Occupants Injured							
Male	1,020,000	438,000	27,000	46,000	7,000	3,000	**1,543,000**
Female	1,396,000	271,000	3,000	8,000	10,000	1,000	**1,689,000**
Total	**2,416,000**	**709,000**	**30,000**	**55,000**	**18,000**	**4,000**	**3,232,000**

Table 64
Vehicle Occupants Killed or Injured, by Age and Vehicle Type

Age (Years)	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/ Unknown	
Occupants Killed							
<5	420	187	2	0	0	7	**616**
5-9	294	161	3	0	4	8	**470**
10-15	718	355	2	40	6	46	**1,167**
16-20	3,754	1,254	10	247	4	56	**5,325**
21-24	2,452	951	42	438	0	40	**3,923**
25-34	3,983	2,002	151	700	1	95	**6,932**
35-44	2,873	1,743	165	461	1	65	**5,308**
45-54	1,907	1,085	147	239	2	45	**3,425**
55-64	1,482	729	97	63	3	37	**2,411**
65-74	1,871	600	22	27	2	39	**2,561**
>74	2,584	460	3	6	9	39	**3,101**
Unknown	20	12	0	0	0	3	**35**
Total	**22,358**	**9,539**	**644**	**2,221**	**32**	**480**	**35,274**
Occupants Injured							
<5	62,000	18,000	*	*	*	*	**81,000**
5-9	65,000	22,000	*	*	2,000	*	**90,000**
10-15	121,000	38,000	*	2,000	3,000	1,000	**165,000**
16-20	442,000	108,000	1,000	8,000	3,000	1,000	**563,000**
21-24	275,000	63,000	2,000	8,000	1,000	*	**350,000**
25-34	500,000	163,000	10,000	14,000	3,000	*	**692,000**
35-44	375,000	143,000	7,000	11,000	3,000	*	**539,000**
45-54	245,000	81,000	7,000	7,000	1,000	*	**343,000**
55-64	138,000	44,000	2,000	2,000	1,000	*	**187,000**
65-74	112,000	21,000	*	1,000	*	*	**135,000**
>74	80,000	7,000	*	1,000	*	*	**88,000**
Total	**2,416,000**	**709,000**	**30,000**	**55,000**	**18,000**	**4,000**	**3,232,000**

* Less than 500.

Table 65
Vehicle Occupants Killed or Injured, by Age, Person Type, and Sex

Age (Years)	Person Type											
	Drivers						Passengers					
	Sex				Total		Sex				Total	
	Male		Female				Male		Female			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	0	0.0	0	0.0	**0**	**0.0**	302	49.1	310	50.4	**615**	**100.0**
5-9	0	0.0	0	0.0	**0**	**0.0**	252	54.1	211	45.3	**466**	**100.0**
10-15	157	75.5	51	24.5	**208**	**100.0**	496	51.7	461	48.1	**959**	**100.0**
16-20	2,368	73.2	869	26.8	**3,237**	**100.0**	1,249	59.8	837	40.1	**2,088**	**100.0**
21-24	2,245	80.4	548	19.6	**2,794**	**100.0**	797	70.6	331	29.3	**1,129**	**100.0**
25-34	4,112	76.8	1,244	23.2	**5,357**	**100.0**	945	60.0	629	39.9	**1,575**	**100.0**
35-44	3,180	74.5	1,089	25.5	**4,269**	**100.0**	498	47.9	540	52.0	**1,039**	**100.0**
45-54	2,028	73.3	738	26.7	**2,766**	**100.0**	282	42.8	374	56.8	**659**	**100.0**
55-64	1,321	71.4	530	28.6	**1,851**	**100.0**	174	31.1	385	68.8	**560**	**100.0**
65-74	1,212	65.9	626	34.1	**1,838**	**100.0**	190	26.3	533	73.7	**723**	**100.0**
>74	1,357	66.0	699	34.0	**2,056**	**100.0**	283	27.1	761	72.8	**1,045**	**100.0**
Unknown	16	72.7	3	13.6	**22**	**100.0**	13	72.2	3	16.7	**18**	**100.0**
Total*	**17,996**	**73.8**	**6,397**	**26.2**	**24,398**	**100.0**	**5,481**	**50.4**	**5,375**	**49.4**	**10,876**	**100.0**
Occupants Injured												
<5	**	**	**	**	**	**	40,000	49.2	41,000	50.8	**80,000**	**100.0**
5-9	**	**	**	**	**	**	42,000	47.2	48,000	52.8	**90,000**	**100.0**
10-15	7,000	63.7	4,000	36.3	**11,000**	**100.0**	68,000	43.8	87,000	56.2	**155,000**	**100.0**
16-20	183,000	51.7	172,000	48.3	**355,000**	**100.0**	87,000	41.9	121,000	58.1	**208,000**	**100.0**
21-24	135,000	52.9	120,000	47.1	**255,000**	**100.0**	45,000	47.9	49,000	52.1	**94,000**	**100.0**
25-34	284,000	52.4	258,000	47.6	**542,000**	**100.0**	63,000	42.0	87,000	58.0	**150,000**	**100.0**
35-44	217,000	50.1	217,000	49.9	**434,000**	**100.0**	35,000	33.7	69,000	66.3	**105,000**	**100.0**
45-54	137,000	50.0	137,000	50.0	**274,000**	**100.0**	20,000	29.8	48,000	70.2	**69,000**	**100.0**
55-64	73,000	54.3	62,000	45.7	**134,000**	**100.0**	12,000	22.4	41,000	77.6	**53,000**	**100.0**
65-74	49,000	50.9	47,000	49.1	**96,000**	**100.0**	7,000	16.7	32,000	83.3	**39,000**	**100.0**
>74	32,000	53.5	28,000	46.5	**59,000**	**100.0**	7,000	23.2	22,000	76.8	**28,000**	**100.0**
Total	**1,117,000**	**51.7**	**1,044,000**	**48.3**	**2,161,000**	**100.0**	**426,000**	**39.8**	**645,000**	**60.2**	**1,071,000**	**100.0**

* Includes 5 killed drivers and 20 killed passengers of unknown sex.
** Less than 500 or less than 0.05 percent.

Table 66
Vehicle Occupants Killed or Injured, by Vehicle Type and Most Harmful Event

Vehicle Type	Most Harmful Event: Collision with Motor Vehicle in Transport		Collision with Object Not Fixed		Collision with Fixed Object		Noncollision		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed										
Passenger Car	12,196	54.5	612	2.7	5,466	24.4	3,998	17.9	**22,358**	**100.0**
Light Truck	3,329	34.9	270	2.8	2,122	22.2	3,793	39.8	**9,539**	**100.0**
Large Truck	143	22.2	36	5.6	141	21.9	324	50.3	**644**	**100.0**
Motorcycle	1,198	53.9	84	3.8	630	28.4	306	13.8	**2,221**	**100.0**
Bus	9	28.1	7	21.9	2	6.3	14	43.8	**32**	**100.0**
Other/Unknown	168	35.0	19	4.0	91	19.0	145	30.2	**480**	**100.0**
Total*	**17,043**	**48.3**	**1,028**	**2.9**	**8,452**	**24.0**	**8,580**	**24.3**	**35,274**	**100.0**
Occupants Injured										
Passenger Car	1,988,000	82.3	58,000	2.4	308,000	12.8	61,000	2.5	**2,416,000**	**100.0**
Light Truck	533,000	75.2	13,000	1.8	113,000	16.0	50,000	7.0	**709,000**	**100.0**
Large Truck	15,000	48.4	3,000	9.4	6,000	18.4	7,000	23.8	**30,000**	**100.0**
Motorcycle	28,000	50.7	3,000	5.1	9,000	16.3	15,000	27.9	**55,000**	**100.0**
Bus	17,000	98.0	**	1.4	**	**	**	0.6	**18,000**	**100.0**
Other/Unknown	3,000	63.0	**	3.5	**	11.6	1,000	21.8	**4,000**	**100.0**
Total	**2,584,000**	**80.0**	**77,000**	**2.4**	**436,000**	**13.5**	**134,000**	**4.2**	**3,232,000**	**100.0**

* Includes 171 fatalities with unknown most harmful event.
** Less than 500 or less than 0.05 percent.

Table 67
Vehicle Occupants Killed or Injured, by Initial Point of Impact and Vehicle Type

Initial Point of Impact	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/ Unknown	
Occupants Killed							
Front	11,722	5,218	393	1,438	14	159	**18,944**
Left Side	3,899	883	38	160	1	44	**5,025**
Right Side	3,592	845	38	125	0	16	**4,616**
Rear	915	358	17	66	7	31	**1,394**
Other*	650	264	25	95	0	11	**1,045**
Noncollision	1,239	1,734	123	186	10	85	**3,377**
Unknown	341	237	10	151	0	134	**873**
Total	**22,358**	**9,539**	**644**	**2,221**	**32**	**480**	**35,274**
Occupants Injured							
Front	1,053,000	312,000	11,000	25,000	6,000	2,000	**1,410,000**
Left Side	406,000	103,000	4,000	6,000	5,000	1,000	**525,000**
Right Side	328,000	88,000	5,000	6,000	1,000	1,000	**429,000**
Rear	579,000	166,000	4,000	2,000	6,000	**	**757,000**
Other*	9,000	3,000	**	1,000	**	**	**14,000**
Noncollision	40,000	36,000	6,000	15,000	**	1,000	**98,000**
Total	**2,416,000**	**709,000**	**30,000**	**55,000**	**18,000**	**4,000**	**3,232,000**

* Includes top, undercarriage, override, and underride.
** Less than 500.

Table 68
Vehicle Occupants Killed or Injured, by Vehicle Type and Ejection

Vehicle Type	Ejected		Not Ejected		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
Passenger Car	4,837	21.6	17,426	77.9	95	0.4	**22,358**	**100.0**
Light Truck	4,069	42.7	5,414	56.8	56	0.6	**9,539**	**100.0**
Large Truck	222	34.5	416	64.6	6	0.9	**644**	**100.0**
Bus	10	31.3	22	68.8	0	0.0	**32**	**100.0**
Other/Unknown	119	24.8	239	49.8	122	25.4	**480**	**100.0**
Total*	**9,257**	**28.0**	**23,517**	**71.1**	**279**	**0.8**	**33,053**	**100.0**
Occupants Injured								
Passenger Car	9,000	0.4	2,407,000	99.6	**	**	**2,416,000**	**100.0**
Light Truck	7,000	1.0	702,000	99.0	**	**	**709,000**	**100.0**
Large Truck	**	0.9	30,000	99.1	**	**	**30,000**	**100.0**
Bus	**	**	18,000	100.0	**	**	**18,000**	**100.0**
Other/Unknown	**	0.5	4,000	99.5	**	**	**4,000**	**100.0**
Total*	**16,000**	**0.5**	**3,161,000**	**99.5**	**	**	**3,177,000**	**100.0**

* Excludes motorcycle occupants.
** Less than 500 or less than 0.05 percent.

Table 69
Occupants Killed or Injured in Two-Vehicle Crashes, by Vehicle Types Involved

Vehicles Involved				Total Occupants Killed
Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	
Passenger Car	--	Passenger Car	--	4,271
Passenger Car	4,329	Light Truck	1,097	5,426
Passenger Car	2,066	Large Truck	34	2,100
Passenger Car	21	Motorcycle	569	590
Passenger Car	113	Bus	0	113
Passenger Car	98	Other/Unknown	55	153
Light Truck	--	Light Truck	--	1,234
Light Truck	945	Large Truck	19	964
Light Truck	5	Motorcycle	426	431
Light Truck	39	Bus	0	39
Light Truck	29	Other/Unknown	52	81
Large Truck	--	Large Truck	--	95
Large Truck	0	Motorcycle	89	89
Large Truck	0	Bus	8	8
Large Truck	6	Other/Unknown	25	31
Motorcycle	--	Motorcycle	--	26
Motorcycle	7	Bus	0	7
Motorcycle	23	Other/Unknown	1	24
Bus	0	Other/Unknown	1	1
Other/Unknown	--	Other/Unknown	--	52
Total Occupants Killed				15,735

Vehicles Involved				Total Occupants Injured
Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	
Passenger Car	--	Passenger Car	--	1,147,000
Passenger Car	437,000	Light Truck	310,000	747,000
Passenger Car	43,000	Large Truck	10,000	52,000
Passenger Car	5,000	Motorcycle	20,000	24,000
Passenger Car	9,000	Bus	10,000	18,000
Passenger Car	2,000	Other/Unknown	1,000	3,000
Light Truck	--	Light Truck	--	130,000
Light Truck	14,000	Large Truck	5,000	18,000
Light Truck	1,000	Motorcycle	6,000	7,000
Light Truck	3,000	Bus	3,000	5,000
Light Truck	1,000	Other/Unknown	1,000	2,000
Large Truck	--	Large Truck	--	4,000
Total Occupants Injured				2,161,000

Table 70
Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Type

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Passenger Cars	**53,011**	**56.1**	**22,358**	**63.4**
Convertible	458	0.5	222	0.6
2 Door Sedan, Hardtop, Coupe	17,987	19.0	7,920	22.5
3 Door/2 Door Hatchback	3,643	3.9	1,735	4.9
4 Door Sedan Hardtop	25,239	26.7	10,211	28.9
5 Door/4 Door Hatchback	969	1.0	485	1.4
Station Wagon	2,652	2.8	1,008	2.9
Hatchback, Doors Unknown	84	0.1	46	0.1
Other Auto	399	0.4	152	0.4
Unknown Auto	1,426	1.5	522	1.5
Auto-Based Pickup	150	0.2	56	0.2
Auto-Based Panel	4	*	1	*
Light Trucks	**31,203**	**33.0**	**9,539**	**27.0**
Compact Utility	4,613	4.9	1,520	4.3
Large Utility	1,021	1.1	266	0.8
Utility Station Wagon	733	0.8	140	0.4
Utility, Unknown Body Type	19	*	5	*
Minivan	4,093	4.3	932	2.6
Large Van	3,365	3.6	624	1.8
Step Van	118	0.1	16	*
Van-Based School Bus	52	0.1	6	*
Van-Based Transit Bus	15	*	3	*
Other Van Type	91	0.1	22	0.1
Unknown Van Type	150	0.2	22	0.1
Compact Pickup	6,772	7.2	2,759	7.8
Standard Pickup	9,571	10.1	3,041	8.6
Pickup with Camper	164	0.2	66	0.2
Unknown Pickup Style Truck	181	0.2	62	0.2
Cab Chassis-Based Light Truck	204	0.2	42	0.1
Unknown Light Truck (not pickup)	6	*	2	*
Unknown Light Vehicle Type	31	*	11	*
Unknown Truck	4	*	0	0.0

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Large Trucks	**5,127**	**5.4**	**644**	**1.8**
Step Van	32	*	4	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	190	0.2	37	0.1
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	277	0.3	40	0.1
Single Unit Heavy Truck (GVWR > 26,000 lb)	890	0.9	98	0.3
Single Unit Truck, Unknown GVWR	120	0.1	16	*
Truck Tractor	3,560	3.8	444	1.3
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	2	*	0	0.0
Unknown Heavy Truck (GVWR > 26,000 lb)	9	*	0	0.0
Unknown Large Truck Type	47	*	5	*
Motorcycles	**2,651**	**2.8**	**2,221**	**6.3**
Motorcycle	2,522	2.7	2,108	6.0
Moped	30	*	27	0.1
Three Wheel Motorcycle or Moped	3	*	1	*
Off-Road Motorcycle (Two Wheel)	30	*	25	0.1
Other Motorcycle/Minibike	29	*	26	0.1
Unknown Motorcycle	37	*	34	0.1
Buses**	**973**	**1.0**	**32**	**0.1**
School Bus	397	0.4	12	*
Cross Country/Intercity Bus	182	0.2	6	*
Transit Bus	186	0.2	0	0.0
Other Bus	149	0.2	9	*
Unknown Bus	59	0.1	5	*
Other Vehicles	**663**	**0.7**	**305**	**0.9**
Large Limousine	15	*	1	*
Van-Based Motorhome	94	0.1	18	0.1
Light Truck-Based Motorhome	6	*	1	*
Large Truck-Based Motorhome	42	*	5	*
Unknown Truck Camper/Motorhome	82	0.1	20	0.1
All Terrain Vehicle	144	0.2	102	0.3
Snowmobile	61	0.1	52	0.1
Farm Equipment Except Trucks	112	0.1	44	0.1
Construction Equipment Except Trucks	24	*	13	*
Other Vehicle	83	0.1	49	0.1
Unknown Body Type	**834**	**0.9**	**175**	**0.5**
Total	**94,462**	**100.0**	**35,274**	**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 71
Passenger Car Occupants Involved In Fatal Crashes and Occupants Killed, by Car Wheelbase Size

Passenger Car Wheelbase Size	Occupants Involved in Fatal Crashes		Occupants Killed		Percent of Occupants Killed by Car Wheelbase Size
	Number	Percent of Total	Number	Percent of Total	
Minicompact (under 95 inches)	4,447	8.4	2,163	9.7	48.6
Subcompact (95 to 99 inches)	9,628	18.2	4,488	20.1	46.6
Compact (100 to 104 inches)	15,562	29.4	6,767	30.3	43.5
Intermediate (105 to 109 inches)	11,151	21.0	4,583	20.5	41.1
Full Size (110 to 114 inches)	5,639	10.6	2,074	9.3	36.8
Largest Size (115 inches and over)	3,944	7.4	1,270	5.7	32.2
Unknown	2,640	5.0	1,013	4.5	38.4
Total	**53,011**	**100.0**	**22,358**	**100.0**	**42.2**

Table 72
Persons Killed or Injured in Alcohol-Related Crashes, by Person Type and Injury Severity

Person Type	Persons Killed*	Persons Injured by Injury Severity**			Total Injured
		Incapacitating	Nonincapacitating	Other	
Vehicle Occupants					
Driver	10,399	45,000	70,000	82,000	197,000
Passenger	3,833	20,000	30,000	45,000	95,000
Unknown Occupant	52	***	***	***	***
Subtotal	*14,284*	*65,000*	*100,000*	*126,000*	*292,000*
Nonmotorists					
Pedestrian	2,647	3,000	3,000	4,000	10,000
Pedalcyclist	307	1,000	1,000	1,000	3,000
Other	37	***	***	1,000	2,000
Subtotal	*2,990*	*3,000*	*5,000*	*6,000*	*15,000*
Total	**17,274**	**68,000**	**105,000**	**133,000**	**306,000**

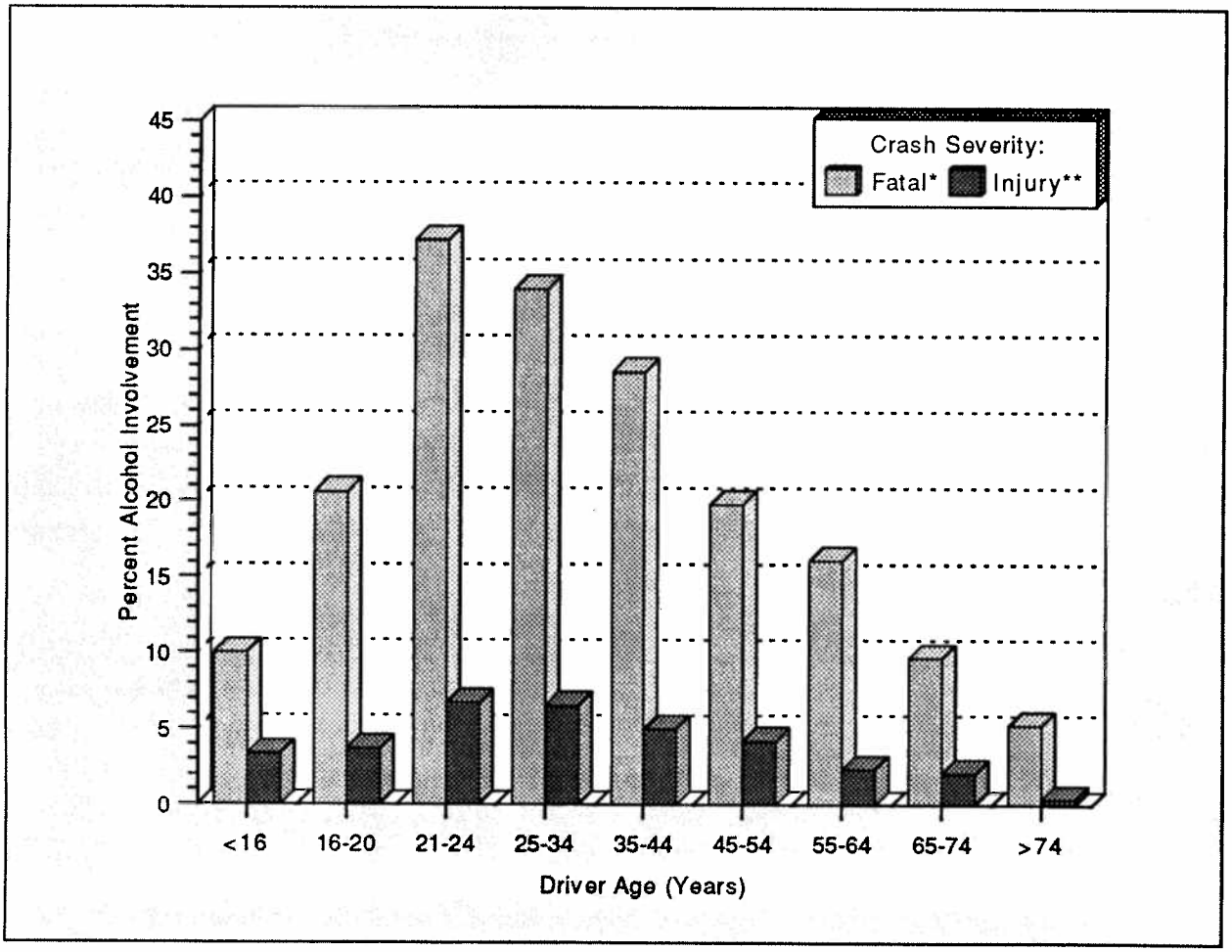
* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater in the crash. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.
** Police-reported alcohol involvement in the crash.
*** Less than 500.

Table 73
Drivers Involved in Crashes by Age, Alcohol Involvement, and Crash Severity

Age (Years)	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes*						
<16	42	10.0	373	90.0	**415**	**100.0**
16-20	1,591	20.6	6,147	79.4	**7,738**	**100.0**
21-24	2,334	37.2	3,934	62.8	**6,268**	**100.0**
25-34	4,429	34.0	8,600	66.0	**13,029**	**100.0**
35-44	3,050	28.6	7,614	71.4	**10,664**	**100.0**
45-54	1,345	19.8	5,466	80.2	**6,811**	**100.0**
55-64	655	16.1	3,418	83.9	**4,073**	**100.0**
65-74	315	9.7	2,935	90.3	**3,250**	**100.0**
>74	159	5.3	2,829	94.7	**2,988**	**100.0**
Unknown	386	42.0	533	58.0	**919**	**100.0**
Total	**14,306**	**25.5**	**41,849**	**74.5**	**56,155**	**100.0**
Drivers in Injury Crashes**						
<16	1,000	3.4	19,000	96.6	**19,000**	**100.0**
16-20	25,000	3.7	634,000	96.3	**658,000**	**100.0**
21-24	30,000	6.7	423,000	93.3	**453,000**	**100.0**
25-34	66,000	6.5	937,000	93.5	**1,002,000**	**100.0**
35-44	40,000	5.0	759,000	95.0	**799,000**	**100.0**
45-54	21,000	4.2	474,000	95.8	**495,000**	**100.0**
55-64	6,000	2.4	249,000	97.6	**255,000**	**100.0**
65-74	4,000	2.1	187,000	97.9	**191,000**	**100.0**
>74	***	0.4	113,000	99.6	**113,000**	**100.0**
Total	**192,000**	**4.8**	**3,795,000**	**95.2**	**3,987,000**	**100.0**
Drivers in Property-Damage-Only Crashes**						
<16	3,000	5.6	52,000	94.4	**55,000**	**100.0**
16-20	51,000	3.8	1,284,000	96.2	**1,334,000**	**100.0**
21-24	27,000	3.2	810,000	96.8	**836,000**	**100.0**
25-34	72,000	3.8	1,832,000	96.2	**1,904,000**	**100.0**
35-44	40,000	2.6	1,478,000	97.4	**1,518,000**	**100.0**
45-54	36,000	3.5	1,008,000	96.5	**1,044,000**	**100.0**
55-64	6,000	1.2	496,000	98.8	**502,000**	**100.0**
65-74	4,000	1.3	331,000	98.7	**335,000**	**100.0**
>74	2,000	1.0	207,000	99.0	**209,000**	**100.0**
Total	**241,000**	**3.1**	**7,497,000**	**96.9**	**7,738,000**	**100.0**

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.
** Police-reported alcohol involvement.
*** Less than 500.

Figure 24
Percent of Driver Alcohol Involvement for Fatal and Injury Crashes



* For fatal crashes, alcohol involvement is a blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater.
** For injury crashes, alcohol involvement is police-reported alcohol involvement.

Table 74
Drivers Killed or Injured, by Time of Day, Day of Week, Age, Alcohol Involvement, and Crash Type

Time of Day and Day of Week	Killed*				Injured**			
	Under 21		21 and Older		Under 21		21 and Older	
	Number Killed	Percent with Alcohol Involvement	Number Killed	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement
Single-Vehicle Crashes								
Daytime	**646**	**11.7**	**3,707**	**29.9**	**54,000**	**2.7**	**158,000**	**9.3**
Weekday	422	8.0	2,498	24.7	37,000	1.8	108,000	7.0
Weekend	224	18.6	1,209	40.5	16,000	4.7	50,000	14.4
Nighttime	**1,241**	**52.7**	**5,831**	**75.0**	**61,000**	**18.4**	**162,000**	**37.2**
Weekday	500	42.4	2,524	70.4	28,000	14.9	82,000	33.5
Weekend	741	59.6	3,307	78.6	33,000	21.4	81,000	40.9
Multiple-Vehicle Crashes								
Daytime	**874**	**5.7**	**7,098**	**11.9**	**176,000**	**0.4**	**1,121,000**	**1.1**
Weekday	665	4.8	5,430	10.3	141,000	0.3	905,000	1.0
Weekend	209	8.8	1,668	17.5	35,000	0.8	216,000	1.8
Nighttime	**644**	**24.7**	**4,046**	**43.7**	**76,000**	**3.4**	**353,000**	**8.0**
Weekday	309	21.8	1,936	39.4	35,000	2.3	181,000	5.5
Weekend	335	27.4	2,110	47.6	41,000	4.4	172,000	10.7

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.
** Police-reported alcohol involvement.

Table 75
Drivers Killed in Crashes, by Age and Driver's Blood Alcohol Concentration (BAC)

Age (Years)	Driver's BAC								Total	
	0.00		0.01-0.09		0.10 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	190	89.4	13	6.0	10	4.7	23	10.7	**213**	**100.0**
16-20	2,294	70.9	287	8.9	656	20.3	943	29.2	**3,237**	**100.0**
21-24	1,343	48.1	286	10.2	1,166	41.7	1,452	51.9	**2,794**	**100.0**
25-34	2,463	46.0	433	8.1	2,461	45.9	2,894	54.0	**5,357**	**100.0**
35-44	2,186	51.2	319	7.5	1,764	41.3	2,083	48.8	**4,269**	**100.0**
45-54	1,795	64.9	156	5.6	815	29.5	971	35.1	**2,766**	**100.0**
55-64	1,361	73.5	89	4.8	401	21.7	490	26.5	**1,851**	**100.0**
65-74	1,587	86.4	68	3.7	183	10.0	251	13.7	**1,838**	**100.0**
>74	1,922	93.5	47	2.3	86	4.2	133	6.5	**2,056**	**100.0**
Unknown	9	52.2	1	4.3	7	43.5	8	47.8	**17**	**100.0**
Total	**15,150**	**62.1**	**1,699**	**7.0**	**7,549**	**30.9**	**9,248**	**37.9**	**24,398**	**100.0**

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 25
Alcohol Involvement (BAC ≥ 0.01) for Drivers Killed, by Driver Age, Crash Type, Time of Day, and Day of Week

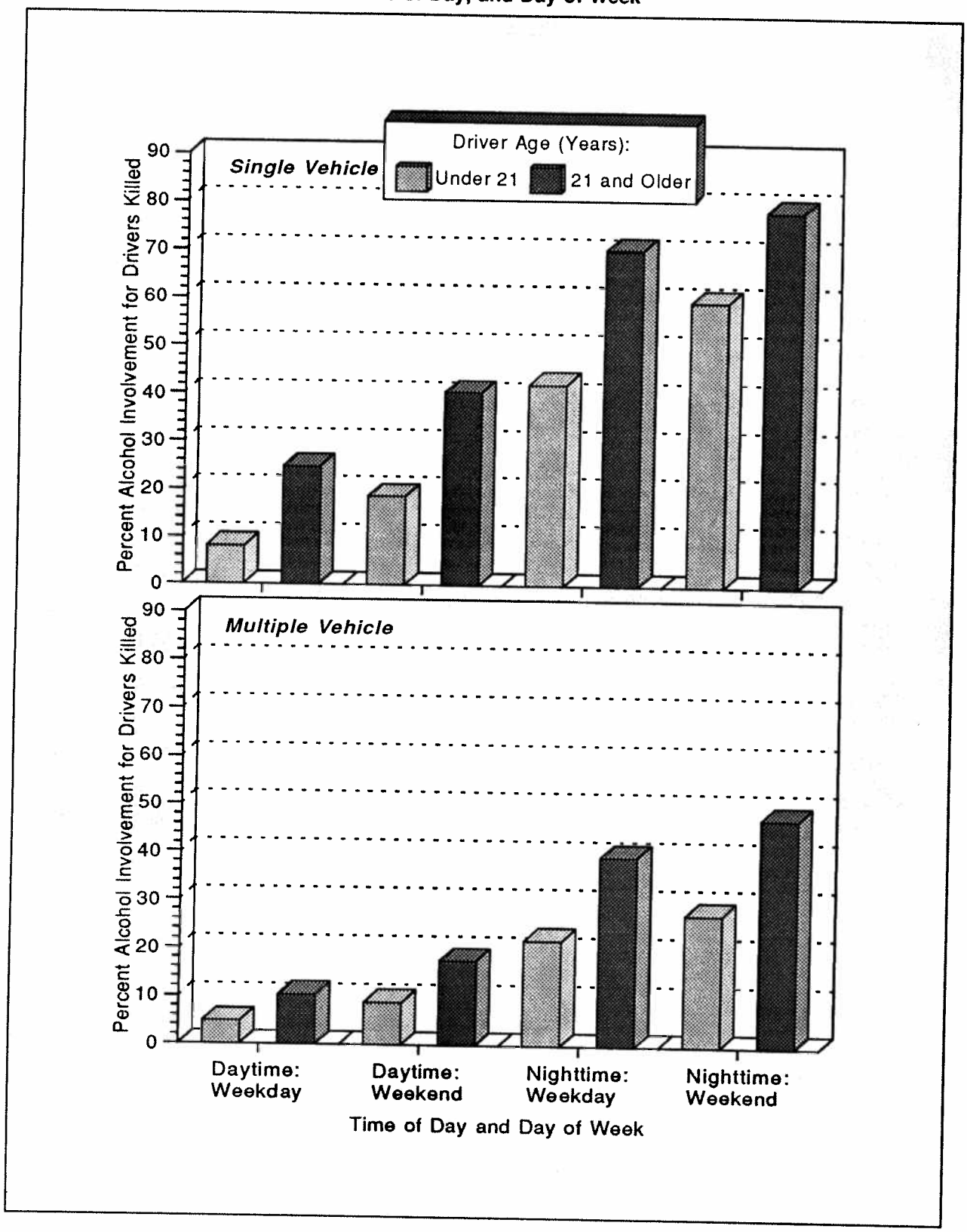


Table 76
Drivers Involved in Crashes by Vehicle Type, Alcohol Involvement, and Crash Severity

Vehicle Type	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes*						
Passenger Car	7,888	25.7	22,804	74.3	**30,692**	**100.0**
Light Truck	4,937	28.3	12,483	71.7	**17,420**	**100.0**
Large Truck	138	3.1	4,253	96.9	**4,391**	**100.0**
Motorcycle	913	40.5	1,344	59.5	**2,257**	**100.0**
Bus	1	0.3	263	99.7	**264**	**100.0**
Other/Unknown	429	37.9	702	62.1	**1,131**	**100.0**
Total	**14,306**	**25.5**	**41,849**	**74.5**	**56,155**	**100.0**
Drivers in Injury Crashes**						
Passenger Car	129,000	4.5	2,711,000	95.5	**2,840,000**	**100.0**
Light Truck	58,000	5.8	939,000	94.2	**997,000**	**100.0**
Large Truck	1,000	1.6	81,000	98.4	**82,000**	**100.0**
Motorcycle	4,000	7.5	46,000	92.5	**50,000**	**100.0**
Bus	***	0.7	14,000	99.3	**14,000**	**100.0**
Other/Unknown	1,000	11.6	5,000	88.4	**5,000**	**100.0**
Total	**192,000**	**4.8**	**3,795,000**	**95.2**	**3,987,000**	**100.0**
Drivers in Property-Damage-Only Crashes**						
Passenger Car	153,000	2.9	5,119,000	97.1	**5,272,000**	**100.0**
Light Truck	77,000	3.6	2,033,000	96.4	**2,110,000**	**100.0**
Large Truck	10,000	3.5	277,000	96.5	**287,000**	**100.0**
Motorcycle	1,000	6.5	12,000	93.5	**12,000**	**100.0**
Bus	***	***	44,000	100.0	**44,000**	**100.0**
Other/Unknown	***	3.6	13,000	96.4	**13,000**	**100.0**
Total	**241,000**	**3.1**	**7,497,000**	**96.9**	**7,738,000**	**100.0**

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

** Police-reported alcohol involvement.

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

Table 77
Persons Killed, by Age and Highest Blood Alcohol Concentration (BAC) in the Crash

Age (Years)	Highest BAC in Crash								Total	
	0.00		0.01-0.09		0.10 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	658	78.9	61	7.3	115	13.8	176	21.1	**834**	**100.0**
5-9	688	80.4	61	7.1	107	12.5	168	19.6	**856**	**100.0**
10-15	1,251	76.4	144	8.8	243	14.8	387	23.6	**1,638**	**100.0**
16-20	3,608	63.4	673	11.8	1,406	24.7	2,078	36.5	**5,686**	**100.0**
21-24	1,843	43.2	516	12.1	1,907	44.7	2,423	56.8	**4,266**	**100.0**
25-34	3,253	41.1	792	10.0	3,862	48.8	4,654	58.8	**7,907**	**100.0**
35-44	2,953	46.0	589	9.2	2,874	44.8	3,463	54.0	**6,416**	**100.0**
45-54	2,370	56.9	293	7.0	1,500	36.0	1,793	43.0	**4,163**	**100.0**
55-64	1,956	66.6	209	7.1	772	26.3	981	33.4	**2,937**	**100.0**
65-74	2,473	79.3	187	6.0	458	14.7	645	20.7	**3,118**	**100.0**
>74	3,423	88.4	177	4.6	273	7.0	450	11.6	**3,873**	**100.0**
Unknown	48	45.8	9	8.4	48	45.8	56	54.2	**104**	**100.0**
Total	**24,524**	**58.7**	**3,710**	**8.9**	**13,564**	**32.5**	**17,274**	**41.3**	**41,798**	**100.0**

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 78
Pedestrians Killed, by Pedestrian's and Driver's Blood Alcohol Concentration (BAC)

Pedestrian's BAC	Driver's BAC						Total	
	0.00		0.01-0.09		0.10 or Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0.00	2,951	53.4	165	3.0	368	6.7	**3,484**	**63.1**
0.01-0.09	231	4.2	33	0.6	70	1.3	**335**	**6.1**
0.10 or Higher	1,237	22.4	149	2.7	317	5.7	**1,703**	**30.8**
Total*	**4,419**	**80.0**	**347**	**6.3**	**756**	**13.7**	**5,522**	**100.0**

* Does not include pedestrians in hit and run crashes.
Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 79
Drivers Involved in Crashes by Vehicle Type, Restraint Use, and Crash Severity

Vehicle Type	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
Passenger Car	15,887	51.8	11,682	38.1	3,123	10.2	**30,692**	**100.0**
Light Truck	8,185	47.0	7,684	44.1	1,551	8.9	**17,420**	**100.0**
Large Truck	2,852	65.0	1,000	22.8	539	12.3	**4,391**	**100.0**
Bus	184	69.7	26	9.8	54	20.5	**264**	**100.0**
Other/Unknown	165	14.6	300	26.5	666	58.9	**1,131**	**100.0**
Total*	**27,273**	**50.6**	**20,692**	**38.4**	**5,933**	**11.0**	**53,898**	**100.0**
Drivers in Injury Crashes								
Passenger Car	2,246,000	79.1	261,000	9.2	333,000	11.7	**2,840,000**	**100.0**
Light Truck	770,000	77.3	115,000	11.5	112,000	11.2	**997,000**	**100.0**
Large Truck	57,000	69.6	12,000	14.3	13,000	16.1	**82,000**	**100.0**
Bus	10,000	69.0	2,000	11.5	3,000	19.5	**14,000**	**100.0**
Other/Unknown	**	8.9	3,000	56.6	2,000	34.5	**5,000**	**100.0**
Total*	**3,083,000**	**78.3**	**392,000**	**10.0**	**463,000**	**11.7**	**3,938,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	4,141,000	78.6	226,000	4.3	904,000	17.1	**5,272,000**	**100.0**
Light Truck	1,650,000	78.2	120,000	5.7	340,000	16.1	**2,110,000**	**100.0**
Large Truck	191,000	66.4	24,000	8.3	73,000	25.3	**287,000**	**100.0**
Bus	30,000	68.0	2,000	4.5	12,000	27.5	**44,000**	**100.0**
Other/Unknown	4,000	32.7	4,000	31.3	5,000	36.0	**13,000**	**100.0**
Total*	**6,016,000**	**77.9**	**376,000**	**4.9**	**1,333,000**	**17.3**	**7,726,000**	**100.0**
Drivers in All Crashes								
Passenger Car	6,403,000	78.6	499,000	6.1	1,240,000	15.2	**8,142,000**	**100.0**
Light Truck	2,428,000	77.7	242,000	7.7	454,000	14.5	**3,124,000**	**100.0**
Large Truck	251,000	67.1	37,000	9.8	86,000	23.1	**374,000**	**100.0**
Bus	40,000	68.2	4,000	6.2	15,000	25.5	**58,000**	**100.0**
Other/Unknown	5,000	25.2	7,000	37.8	7,000	36.9	**19,000**	**100.0**
Total*	**9,127,000**	**77.9**	**789,000**	**6.7**	**1,802,000**	**15.4**	**11,717,000**	**100.0**

* Excludes motorcycle drivers.

** Less than 500.

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

Table 80
Passenger Car, Light Truck, and Large Truck Occupants Killed or Injured, by Age and Restraint Use

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
<5	250	41.1	324	53.2	35	5.7	**609**	**100.0**
5-9	150	32.8	273	59.6	35	7.6	**458**	**100.0**
10-15	243	22.6	734	68.3	98	9.1	**1,075**	**100.0**
16-20	1,314	26.2	3,281	65.4	423	8.4	**5,018**	**100.0**
21-24	801	23.3	2,312	67.1	332	9.6	**3,445**	**100.0**
25-34	1,446	23.6	4,180	68.1	510	8.3	**6,136**	**100.0**
35-44	1,313	27.5	3,053	63.9	415	8.7	**4,781**	**100.0**
45-54	1,091	34.8	1,779	56.7	269	8.6	**3,139**	**100.0**
55-64	906	39.3	1,201	52.0	201	8.7	**2,308**	**100.0**
65-74	1,123	45.0	1,146	46.0	224	9.0	**2,493**	**100.0**
>74	1,564	51.3	1,200	39.4	283	9.3	**3,047**	**100.0**
Unknown	6	18.8	18	56.3	8	25.0	**32**	**100.0**
Total	**10,207**	**31.4**	**19,501**	**59.9**	**2,833**	**8.7**	**32,541**	**100.0**
Occupants Injured								
<5	60,000	74.2	14,000	17.7	6,000	8.1	**80,000**	**100.0**
5-9	61,000	69.6	21,000	23.5	6,000	6.9	**88,000**	**100.0**
10-15	98,000	61.8	50,000	31.2	11,000	7.0	**159,000**	**100.0**
16-20	366,000	66.4	146,000	26.5	39,000	7.1	**551,000**	**100.0**
21-24	248,000	72.8	67,000	19.6	26,000	7.6	**340,000**	**100.0**
25-34	514,000	76.4	107,000	15.8	52,000	7.8	**673,000**	**100.0**
35-44	420,000	80.0	67,000	12.8	38,000	7.2	**525,000**	**100.0**
45-54	268,000	80.3	35,000	10.4	31,000	9.3	**334,000**	**100.0**
55-64	154,000	83.7	18,000	9.7	12,000	6.5	**184,000**	**100.0**
65-74	113,000	84.4	13,000	9.6	8,000	5.9	**134,000**	**100.0**
>74	71,000	82.3	9,000	10.5	6,000	7.2	**87,000**	**100.0**
Total	**2,374,000**	**75.2**	**546,000**	**17.3**	**236,000**	**7.5**	**3,155,000**	**100.0**

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

Table 81
Passenger Car, Light Truck, or Large Truck Occupant Survivors of Fatal Crashes by Age and Restraint Use

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,493	65.3	668	29.2	127	5.6	**2,288**	**100.0**
5-9	1,185	52.7	893	39.7	172	7.6	**2,250**	**100.0**
10-15	1,553	43.3	1,767	49.2	270	7.5	**3,590**	**100.0**
16-20	4,272	44.8	4,422	46.4	833	8.7	**9,527**	**100.0**
21-24	2,903	48.6	2,486	41.6	583	9.8	**5,972**	**100.0**
25-34	6,273	56.6	3,739	33.7	1,078	9.7	**11,090**	**100.0**
35-44	5,426	64.3	2,202	26.1	810	9.6	**8,438**	**100.0**
45-54	3,685	70.6	1,096	21.0	439	8.4	**5,220**	**100.0**
55-64	2,172	71.8	613	20.3	239	7.9	**3,024**	**100.0**
65-74	1,615	73.5	414	18.9	167	7.6	**2,196**	**100.0**
>74	1,103	72.8	297	19.6	116	7.7	**1,516**	**100.0**
Unknown	318	18.8	320	18.9	1,051	62.2	**1,689**	**100.0**
Total	**31,998**	**56.3**	**18,917**	**33.3**	**5,885**	**10.4**	**56,800**	**100.0**

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

Table 82
Passenger Car Occupants Killed or Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car Occupants Killed								
Front Seat	**7,633**	**38.0**	**10,729**	**53.4**	**1,744**	**8.7**	**20,106**	**100.0**
Left	5,553	37.0	8,136	54.3	1,307	8.7	**14,996**	**100.0**
Middle	11	12.5	65	73.9	12	13.6	**88**	**100.0**
Right	2,069	41.4	2,510	50.3	416	8.3	**4,995**	**100.0**
Other/Unknown	0	0.0	18	66.7	9	33.3	**27**	**100.0**
Second Seat	**448**	**22.7**	**1,342**	**68.1**	**181**	**9.2**	**1,971**	**100.0**
Left	177	25.0	479	67.6	53	7.5	**709**	**100.0**
Middle	40	14.6	205	74.8	29	10.6	**274**	**100.0**
Right	226	25.2	590	65.8	80	8.9	**896**	**100.0**
Other/Unknown	5	5.4	68	73.9	19	20.7	**92**	**100.0**
Other	**1**	**1.4**	**62**	**83.8**	**11**	**14.9**	**74**	**100.0**
Unknown	**13**	**6.3**	**125**	**60.4**	**69**	**33.3**	**207**	**100.0**
Total	**8,095**	**36.2**	**12,258**	**54.8**	**2,005**	**9.0**	**22,358**	**100.0**
Passenger Car Occupants Injured								
Front Seat	**1,703,000**	**79.0**	**295,000**	**13.7**	**158,000**	**7.3**	**2,156,000**	**100.0**
Left	1,294,000	79.9	197,000	12.1	129,000	8.0	**1,619,000**	**100.0**
Middle	9,000	57.4	6,000	36.2	1,000	6.4	**16,000**	**100.0**
Right	400,000	76.9	93,000	17.8	28,000	5.3	**521,000**	**100.0**
Second Seat	**147,000**	**58.0**	**86,000**	**34.0**	**20,000**	**7.9**	**253,000**	**100.0**
Left	53,000	59.9	28,000	31.3	8,000	8.8	**89,000**	**100.0**
Middle	17,000	46.5	16,000	45.1	3,000	8.4	**36,000**	**100.0**
Right	77,000	60.0	42,000	32.8	9,000	7.2	**128,000**	**100.0**
Other	**3,000**	**38.8**	**3,000**	**48.0**	**1,000**	**13.2**	**7,000**	**100.0**
Total	**1,853,000**	**76.7**	**385,000**	**15.9**	**179,000**	**7.4**	**2,416,000**	**100.0**

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

Table 83
Light Truck Occupants Killed or Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Light Truck Occupants Killed								
Front Seat	**1,854**	**22.0**	**5,962**	**70.7**	**618**	**7.3**	**8,434**	**100.0**
Left	1,408	21.8	4,576	70.8	482	7.5	6,466	100.0
Middle	20	10.0	163	81.5	17	8.5	200	100.0
Right	423	24.6	1,184	68.7	116	6.7	1,723	100.0
Other/Unknown	3	6.7	39	86.7	3	6.7	45	100.0
Second Seat	**99**	**19.7**	**369**	**73.5**	**34**	**6.8**	**502**	**100.0**
Left	41	23.0	131	73.6	6	3.4	178	100.0
Middle	10	9.4	91	85.8	5	4.7	106	100.0
Right	46	24.6	121	64.7	20	10.7	187	100.0
Other/Unknown	2	6.5	26	83.9	3	9.7	31	100.0
Other	**31**	**6.6**	**402**	**86.1**	**34**	**7.3**	**467**	**100.0**
Unknown	**3**	**2.2**	**108**	**79.4**	**25**	**18.4**	**136**	**100.0**
Total	**1,987**	**20.8**	**6,841**	**71.7**	**711**	**7.5**	**9,539**	**100.0**
Light Truck Occupants Injured								
Front Seat	**470,000**	**73.0**	**126,000**	**19.5**	**48,000**	**7.5**	**644,000**	**100.0**
Left	352,000	74.7	81,000	17.3	38,000	8.0	472,000	100.0
Middle	9,000	47.7	8,000	41.8	2,000	10.6	19,000	100.0
Right	108,000	70.7	36,000	23.7	9,000	5.6	153,000	100.0
Second Seat	**32,000**	**57.6**	**19,000**	**34.4**	**4,000**	**8.0**	**55,000**	**100.0**
Left	12,000	57.4	7,000	34.8	2,000	7.8	20,000	100.0
Middle	5,000	43.1	5,000	47.6	1,000	9.3	11,000	100.0
Right	15,000	64.6	7,000	27.8	2,000	7.6	24,000	100.0
Other	**3,000**	**26.0**	**7,000**	**69.6**	*	**4.5**	**10,000**	**100.0**
Total	**504,000**	**71.1**	**152,000**	**21.4**	**53,000**	**7.5**	**709,000**	**100.0**

* Less than 500.
Note: Restraint use is determined by police and may be overreported for survivors.

Table 84
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 Car		Light Truck	
	Number	Percent	Number	Percent
Occupants Killed				
Restraint Used				
Lap/Shoulder Belt	5,638	25.2	1,489	15.6
Lap Belt	328	1.5	137	1.4
Shoulder Belt	313	1.4	12	0.1
Child Safety Seat	120	0.5	42	0.4
Type Unknown	988	4.4	220	2.3
Restraint Used, Airbag Deployed	679	3.0	75	0.8
Safety Belt Used Improperly	29	0.1	12	0.1
Subtotal	*8,095*	*36.2*	*1,987*	*20.8*
No Restraint Used	11,578	51.8	6,725	70.5
No Restraint Used, Airbag Deployed	652	2.9	101	1.1
Child Safety Seat Used Improperly	28	0.1	15	0.2
Restraint Use Unknown	2,005	9.0	711	7.5
Total	**22,358**	**100.0**	**9,539**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	1,424,000	59.0	387,000	54.6
Lap Belt	98,000	4.0	40,000	5.6
Shoulder Belt	24,000	1.0	6,000	0.9
Child Safety Seat	23,000	1.0	6,000	0.9
Type Unknown	203,000	8.4	55,000	7.8
Restraint Used, Airbag Deployed	80,000	3.3	9,000	1.2
Subtotal	*1,853,000*	*76.7*	*504,000*	*71.1*
No Restraint Used	378,000	15.6	150,000	21.2
No Restraint Used, Airbag Deployed	7,000	0.3	1,000	0.2
Restraint Use Unknown	179,000	7.4	53,000	7.5
Total	**2,416,000**	**100.0**	**709,000**	**100.0**

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

Table 85
Motorcycle Occupants Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcycle Occupants Killed						
Midnight to 3 am	107	9.6	162	14.7	**269**	**12.1**
3 am to 6 am	43	3.9	58	5.3	**101**	**4.5**
6 am to 9 am	87	7.8	21	1.9	**108**	**4.9**
9 am to Noon	60	5.4	69	6.3	**129**	**5.8**
Noon to 3 pm	154	13.9	126	11.5	**280**	**12.6**
3 pm to 6 pm	250	22.5	191	17.4	**441**	**19.9**
6 pm to 9 pm	213	19.2	257	23.4	**470**	**21.2**
9 pm to Midnight	186	16.8	200	18.2	**386**	**17.4**
Unknown	9	0.8	15	1.4	**37**	**1.7**
Total*	**1,109**	**100.0**	**1,099**	**100.0**	**2,221**	**100.0**
Motorcycle Occupants Injured						
Midnight to 3 am	1,000	2.5	1,000	6.3	**2,000**	**4.1**
3 am to 6 am	**	1.5	**	1.9	**1,000**	**1.6**
6 am to 9 am	3,000	8.1	1,000	2.5	**3,000**	**5.8**
9 am to Noon	5,000	14.9	2,000	8.9	**7,000**	**12.5**
Noon to 3 pm	5,000	16.2	5,000	20.8	**10,000**	**18.1**
3 pm to 6 pm	8,000	26.1	5,000	20.0	**13,000**	**23.5**
6 pm to 9 pm	6,000	19.5	6,000	27.7	**13,000**	**22.9**
9 pm to Midnight	4,000	11.3	3,000	11.9	**6,000**	**11.5**
Total	**32,000**	**100.0**	**23,000**	**100.0**	**55,000**	**100.0**

* Includes 13 motorcycle operators killed on unknown day of week.
** Less than 500.

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

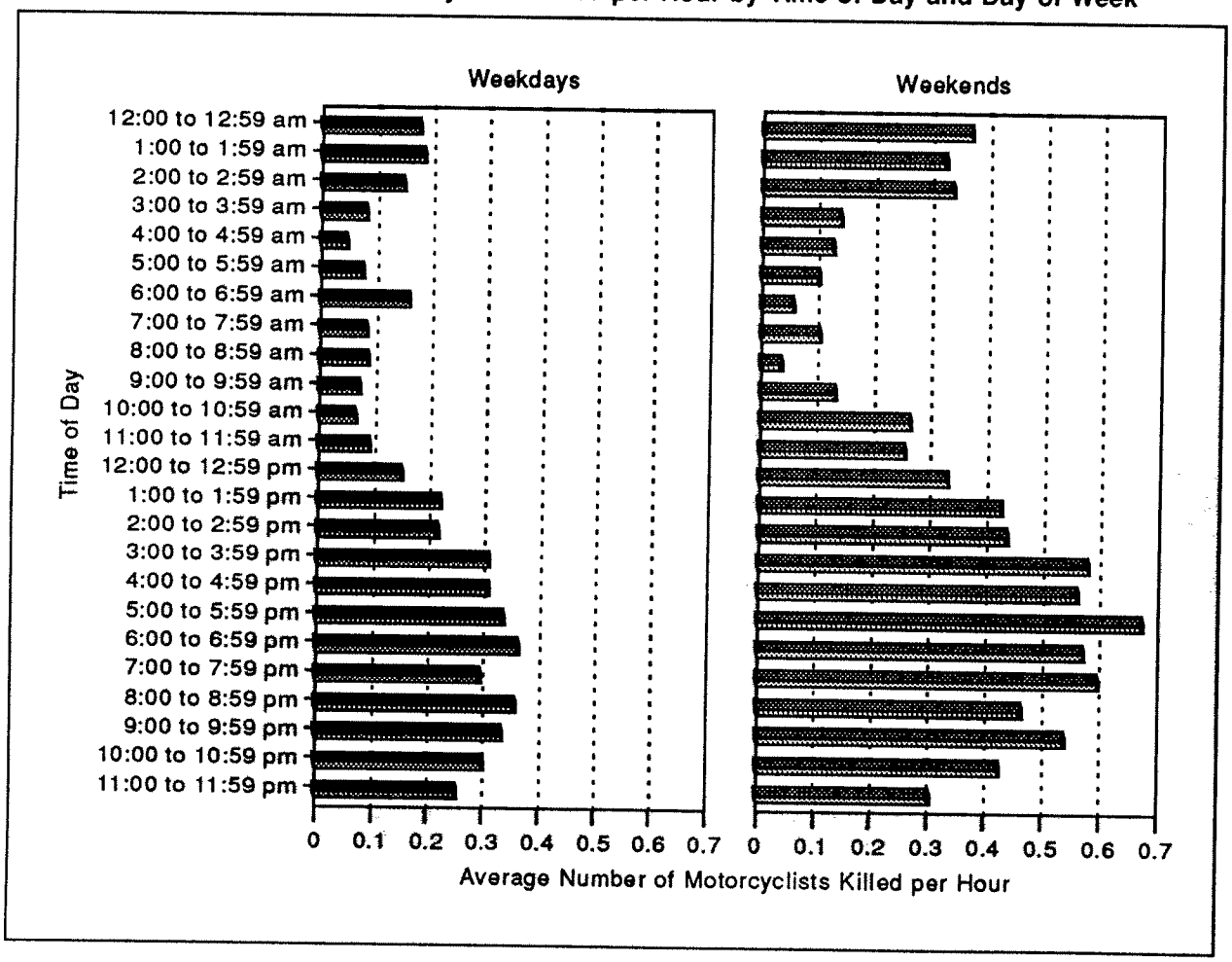


Table 86
Motorcyclists Killed, by Person Type and Helmet Use

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Operators	1,102	54.7	829	41.2	82	4.1	**2,013**	**100.0**
Passengers	88	42.3	110	52.9	10	4.8	**208**	**100.0**
Total	**1,190**	**53.6**	**939**	**42.3**	**92**	**4.1**	**2,221**	**100.0**

Table 87
Motorcycle Operators Involved in Fatal Crashes by Age and License Compliance

Age (Years)	License Compliance					Total
	Not Licensed	No Motorcycle License Required	No Valid Motorcycle License	Valid Motorcycle License	Unknown	
<16	25	5	3	5	1	**39**
16-20	0	0	0	4	0	**4**
21-24	24	1	86	127	6	**244**
25-34	26	0	169	237	4	**436**
35-44	29	1	251	412	18	**711**
45-54	7	0	130	325	11	**473**
55-64	4	0	45	205	2	**256**
65-74	2	1	13	48	1	**65**
>74	2	1	0	24	0	**27**
Unknown	0	0	0	0	2	**2**
Total	**119**	**9**	**697**	**1,387**	**45**	**2,257**

Table 88
Pedestrians Killed in School Bus Related Crashes, by Age and Striking Vehicle

Age (Years)	Striking Vehicle		Total
	Bus	Other Vehicle	
<5	3	0	3
5-9	7	5	12
10-15	2	5	7
>15	11	0	11
Total	**23**	**10**	**33**

Table 89
Persons Killed or Injured in School Bus Related Crashes by Person Type

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	0	0.0	2,000	11.7
School Bus Passenger	13	10.7	7,000	40.4
Pedestrian	33	27.3	*	0.8
Pedalcyclist	3	2.5	*	0.5
Occupant of Other Vehicle	71	58.7	8,000	46.6
Other/Unknown	1	0.8	*	*
Total	**121**	**100.0**	**18,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Table 90
Pedestrians Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
<5	27	13.8	165	84.6	**195**	**100.0**
5-9	50	18.4	221	81.3	**272**	**100.0**
10-15	52	18.1	231	80.5	**287**	**100.0**
16-20	40	13.6	250	85.0	**294**	**100.0**
21-24	20	6.8	273	93.2	**293**	**100.0**
25-34	100	12.0	723	87.0	**831**	**100.0**
35-44	149	15.6	794	83.2	**954**	**100.0**
45-54	137	20.7	521	78.7	**662**	**100.0**
55-64	126	26.4	350	73.2	**478**	**100.0**
65-74	157	29.7	365	69.1	**528**	**100.0**
>74	251	34.3	476	65.0	**732**	**100.0**
Unknown	11	18.6	47	79.7	**59**	**100.0**
Total*	**1,120**	**20.1**	**4,416**	**79.1**	**5,585**	**100.0**
Pedestrians Injured						
<5	1,000	13.1	4,000	81.7	**5,000**	**100.0**
5-9	2,000	19.3	9,000	80.4	**12,000**	**100.0**
10-15	5,000	38.7	8,000	60.6	**12,000**	**100.0**
16-20	2,000	26.5	4,000	64.2	**7,000**	**100.0**
21-24	2,000	39.5	3,000	58.6	**5,000**	**100.0**
25-34	7,000	45.4	8,000	52.0	**15,000**	**100.0**
35-44	6,000	49.6	5,000	44.5	**12,000**	**100.0**
45-54	1,000	28.3	3,000	66.0	**5,000**	**100.0**
55-64	1,000	37.9	2,000	60.5	**3,000**	**100.0**
65-74	3,000	61.4	1,000	29.1	**4,000**	**100.0**
>74	1,000	43.0	2,000	55.7	**3,000**	**100.0**
Total**	**31,000**	**36.9**	**50,000**	**59.5**	**84,000**	**100.0**

* Includes 49 pedestrians killed at other or unknown locations.
** Includes 3,000 pedestrians injured at other or unknown locations.

Table 91
Pedestrians Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex

Age (Years)	Male			Female			Total		
	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate
Pedestrians Killed									
<5	128	10,025	1.28	67	9,566	0.70	**195**	**19,591**	**1.00**
5-9	183	9,843	1.86	89	9,377	0.95	**272**	**19,220**	**1.42**
10-15	161	11,629	1.38	126	11,076	1.14	**287**	**22,704**	**1.26**
16-20	199	9,142	2.18	95	8,696	1.09	**294**	**17,839**	**1.65**
21-24	224	7,266	3.08	69	7,052	0.98	**293**	**14,318**	**2.05**
25-34	612	20,432	3.00	219	20,441	1.07	**831**	**40,873**	**2.03**
35-44	696	21,062	3.30	258	21,406	1.21	**954**	**42,468**	**2.25**
45-54	507	15,182	3.34	155	15,897	0.98	**662**	**31,079**	**2.13**
55-64	341	10,044	3.40	137	11,087	1.24	**478**	**21,131**	**2.26**
65-74	335	8,342	4.02	193	10,417	1.85	**528**	**18,759**	**2.81**
>74	422	5,347	7.89	310	9,427	3.29	**732**	**14,773**	**4.95**
Unknown	46	*	*	12	*	*	**59**	*	*
Total**	**3,854**	**128,314**	**3.00**	**1,730**	**134,441**	**1.29**	**5,585**	**262,755**	**2.13**
Pedestrians Injured									
<5	3,000	10,025	31	2,000	9,566	21	**5,000**	**19,591**	**26**
5-9	8,000	9,843	84	4,000	9,377	38	**12,000**	**19,220**	**61**
10-15	8,000	11,629	67	5,000	11,076	42	**12,000**	**22,704**	**55**
16-20	4,000	9,142	42	3,000	8,696	34	**7,000**	**17,839**	**38**
21-24	2,000	7,266	34	3,000	7,052	38	**5,000**	**14,318**	**36**
25-34	9,000	20,432	44	6,000	20,441	30	**15,000**	**40,873**	**37**
35-44	7,000	21,062	33	5,000	21,406	24	**12,000**	**42,468**	**29**
45-54	3,000	15,182	18	2,000	15,897	12	**5,000**	**31,079**	**15**
55-64	2,000	10,044	22	1,000	11,087	11	**3,000**	**21,131**	**16**
65-74	2,000	8,342	26	2,000	10,417	19	**4,000**	**18,759**	**22**
>74	1,000	5,347	22	2,000	9,427	19	**3,000**	**14,773**	**20**
Total	**50,000**	**128,314**	**39**	**34,000**	**134,441**	**25**	**84,000**	**262,755**	**32**

* Not applicable.
** Includes 1 pedestrian fatality of unknown sex.
Source: Population—Bureau of the Census. Totals may not equal sum of components due to independent rounding.

Table 92
Pedestrians Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
Midnight to 3 am	210	6.5	395	16.9	**605**	**10.8**
3 am to 6 am	180	5.6	215	9.2	**395**	**7.1**
6 am to 9 am	391	12.1	53	2.3	**444**	**7.9**
9 am to Noon	248	7.7	87	3.7	**335**	**6.0**
Noon to 3 pm	346	10.7	117	5.0	**463**	**8.3**
3 pm to 6 pm	579	17.9	180	7.7	**759**	**13.6**
6 pm to 9 pm	750	23.2	656	28.0	**1,406**	**25.2**
9 pm to Midnight	524	16.2	630	26.9	**1,154**	**20.7**
Unknown	8	0.2	8	0.3	**24**	**0.4**
Total*	**3,236**	**100.0**	**2,341**	**100.0**	**5,585**	**100.0**
Pedestrians Injured						
Midnight to 3 am	1,000	2.5	4,000	13.1	**5,000**	**6.0**
3 am to 6 am	**	0.6	1,000	2.3	**1,000**	**1.1**
6 am to 9 am	7,000	12.7	1,000	5.0	**9,000**	**10.2**
9 am to Noon	5,000	8.4	2,000	5.6	**6,000**	**7.5**
Noon to 3 pm	11,000	18.8	3,000	11.6	**14,000**	**16.5**
3 pm to 6 pm	18,000	32.1	4,000	15.4	**22,000**	**26.7**
6 pm to 9 pm	10,000	17.3	10,000	35.4	**19,000**	**23.1**
9 pm to Midnight	4,000	7.6	3,000	11.6	**7,000**	**8.9**
Total	**57,000**	**100.0**	**27,000**	**100.0**	**84,000**	**100.0**

* Includes 8 pedestrians killed at unknown time of day and day of week.
** Less than 500.

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

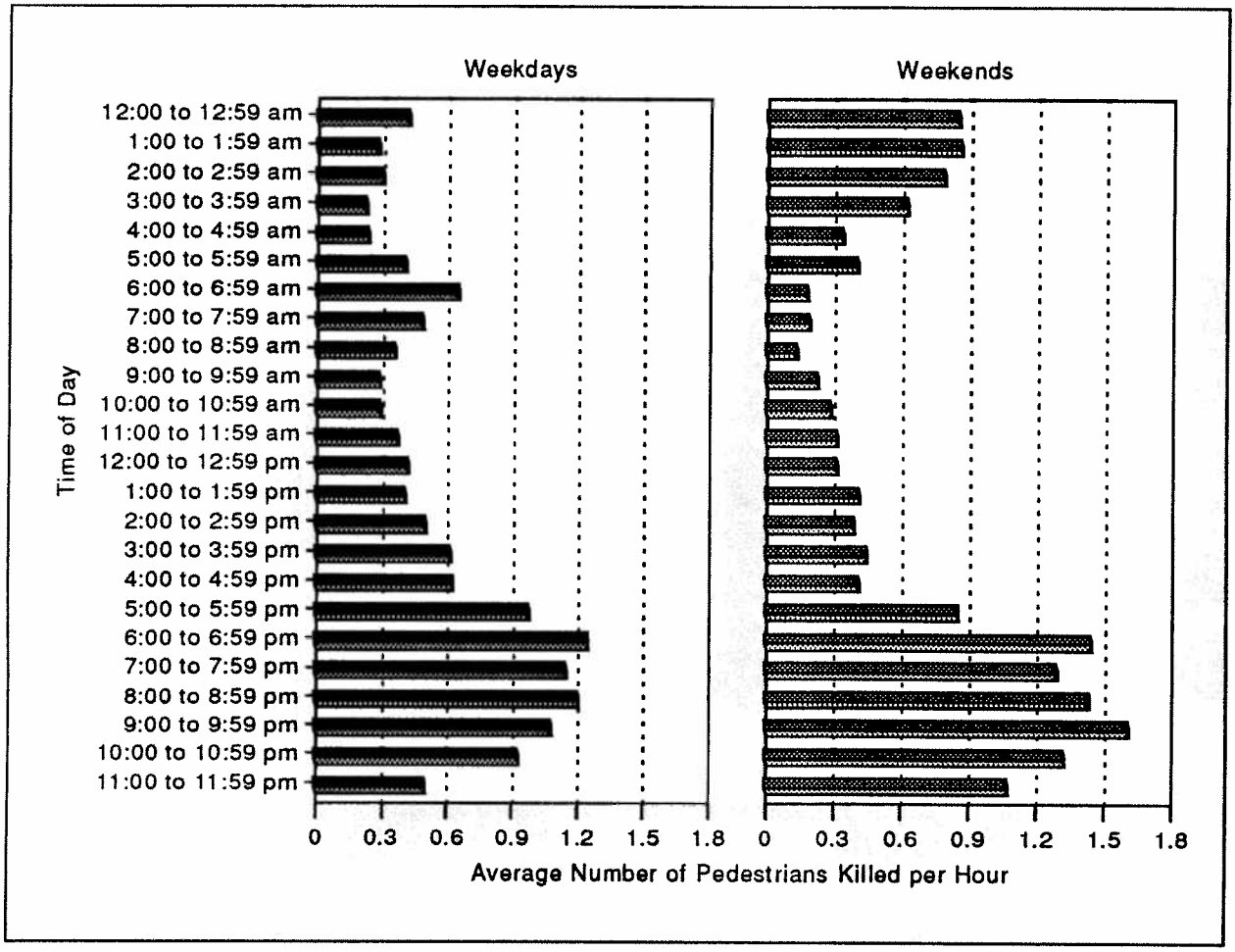


Table 93
Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed												
Passenger Car	2,531	89.0	69	2.4	65	2.3	34	1.2	143	5.0	**2,842**	**100.0**
Light Truck	1,367	88.5	40	2.6	30	1.9	34	2.2	74	4.8	**1,545**	**100.0**
Large Truck	185	66.1	18	6.4	6	2.1	21	7.5	50	17.9	**280**	**100.0**
Motorcycle	21	80.8	2	7.7	0	0.0	0	0.0	3	11.5	**26**	**100.0**
Other/Unknown	176	41.9	12	2.9	10	2.4	5	1.2	217	51.7	**420**	**100.0**
Total	**4,280**	**83.7**	**141**	**2.8**	**111**	**2.2**	**94**	**1.8**	**487**	**9.5**	**5,113**	**100.0**
Pedestrians Injured												
Passenger Car	42,000	68.0	11,000	18.5	6,000	9.3	2,000	3.7	*	0.4	**61,000**	**100.0**
Light Truck	12,000	68.1	3,000	18.5	1,000	7.1	1,000	6.3	*	*	**17,000**	**100.0**
Other	2,000	77.7	*	11.7	*	7.1	*	2.7	*	0.8	**2,000**	**100.0**
Total	**55,000**	**68.3**	**15,000**	**18.3**	**7,000**	**8.8**	**3,000**	**4.2**	*	**0.4**	**81,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Table 94
Pedestrians Killed, by Related Factors

Factors	Number	Percent
Improper crossing of roadway or intersection	1,900	34.0
Walking, playing, working, etc., in roadway	1,732	31.0
Darting or running into road	847	15.2
Failure to yield right of way	759	13.6
Not visible	302	5.4
Inattentive (talking, eating, etc.)	193	3.5
Physical impairment	83	1.5
Failure to obey traffic signs, signals, or officer	82	1.5
Emotional (e.g., depression, angry, disturbed)	30	0.5
Ill, blackout	19	0.3
Nonmotorist pushing vehicle	18	0.3
Getting on/off/in/out of transport vehicle	13	0.2
Other factors	152	2.7
None reported	1,134	20.3
Unknown	123	2.2
Total	**5,585**	**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 95
Pedalcyclists Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
<5	3	1.1	11	2.0	**14**	**1.7**
5-9	31	11.8	70	12.4	**101**	**12.2**
10-15	51	19.4	114	20.2	**165**	**19.9**
16-20	24	9.1	35	6.2	**59**	**7.1**
21-24	12	4.6	31	5.5	**44**	**5.3**
25-34	42	16.0	85	15.1	**128**	**15.4**
35-44	42	16.0	98	17.4	**142**	**17.1**
45-54	26	9.9	43	7.6	**69**	**8.3**
55-64	11	4.2	33	5.9	**44**	**5.3**
65-74	4	1.5	20	3.6	**24**	**2.9**
>74	15	5.7	15	2.7	**30**	**3.6**
Unknown	2	0.8	8	1.4	**10**	**1.2**
Total*	**263**	**100.0**	**563**	**100.0**	**830**	**100.0**
Pedalcyclists Injured						
<5	1,000	1.6	**	1.2	**1,000**	**1.5**
5-9	3,000	9.0	4,000	14.4	**7,000**	**11.1**
10-15	11,000	31.5	10,000	39.0	**21,000**	**34.5**
16-20	5,000	13.5	3,000	10.1	**8,000**	**12.3**
21-24	3,000	10.1	2,000	8.3	**6,000**	**9.2**
25-34	4,000	12.8	3,000	10.9	**7,000**	**11.9**
35-44	5,000	13.1	3,000	10.0	**7,000**	**11.6**
45-54	2,000	5.3	1,000	2.7	**3,000**	**4.6**
55-64	**	1.0	**	1.1	**1,000**	**1.0**
65-74	1,000	1.7	**	0.9	**1,000**	**1.3**
>74	**	0.7	**	1.5	**1,000**	**1.0**
Total	**35,000**	**100.0**	**26,000**	**100.0**	**61,000**	**100.0**

* Includes 4 pedalcyclists killed at other or unknown locations.
** Less than 500.

Table 96
Pedalcyclists Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex

Age (Years)	Male			Female			Total		
	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate
Pedalcyclists Killed									
<5	12	10,025	0.12	2	9,566	0.02	**14**	**19,591**	**0.07**
5-9	76	9,843	0.77	25	9,377	0.27	**101**	**19,220**	**0.53**
10-15	136	11,629	1.17	29	11,076	0.26	**165**	**22,704**	**0.73**
16-20	52	9,142	0.57	7	8,696	0.08	**59**	**17,839**	**0.33**
21-24	37	7,266	0.51	7	7,052	0.10	**44**	**14,318**	**0.31**
25-34	113	20,432	0.55	15	20,441	0.07	**128**	**40,873**	**0.31**
35-44	123	21,062	0.58	19	21,406	0.09	**142**	**42,468**	**0.33**
45-54	58	15,182	0.38	11	15,897	0.07	**69**	**31,079**	**0.22**
55-64	42	10,044	0.42	2	11,087	0.02	**44**	**21,131**	**0.21**
65-74	19	8,342	0.23	5	10,417	0.05	**24**	**18,759**	**0.13**
>74	27	5,347	0.50	3	9,427	0.03	**30**	**14,773**	**0.20**
Unknown	8	*	*	1	*	*	**10**	*	*
Total **	**703**	**128,314**	**0.55**	**126**	**134,441**	**0.09**	**830**	**262,755**	**0.32**
Pedalcyclists Injured									
<5	***	10,025	3	1,000	9,566	7	**1,000**	**19,591**	**5**
5-9	5,000	9,843	48	2,000	9,377	22	**7,000**	**19,220**	**35**
10-15	17,000	11,629	147	4,000	11,076	36	**21,000**	**22,704**	**93**
16-20	6,000	9,142	65	2,000	8,696	18	**8,000**	**17,839**	**42**
21-24	4,000	7,266	62	1,000	7,052	16	**6,000**	**14,318**	**39**
25-34	6,000	20,432	29	1,000	20,441	6	**7,000**	**40,873**	**18**
35-44	6,000	21,062	29	1,000	21,406	4	**7,000**	**42,468**	**17**
45-54	2,000	15,182	16	***	15,897	2	**3,000**	**31,079**	**9**
55-64	1,000	10,044	6	***	11,087	***	**1,000**	**21,131**	**3**
65-74	1,000	8,342	9	***	10,417	***	**1,000**	**18,759**	**4**
>74	1,000	5,347	11	***	9,427	1	**1,000**	**14,773**	**4**
Total	**49,000**	**128,314**	**38**	**12,000**	**134,441**	**9**	**61,000**	**262,755**	**23**

* Not applicable.
** Includes 1 pedalcyclist fatality of unknown sex.
*** Less than 500 or less than 0.5.
Source: Population—Bureau of the Census. Totals may not equal sum of components due to independent rounding.

Table 97
Pedalcyclists Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
Midnight to 3 am	11	2.0	31	10.6	**42**	**5.1**
3 am to 6 am	16	3.0	13	4.5	**29**	**3.5**
6 am to 9 am	65	12.1	11	3.8	**76**	**9.2**
9 am to Noon	57	10.6	20	6.8	**77**	**9.3**
Noon to 3 pm	74	13.8	35	12.0	**109**	**13.1**
3 pm to 6 pm	148	27.5	49	16.8	**197**	**23.7**
6 pm to 9 pm	100	18.6	77	26.4	**177**	**21.3**
9 pm to Midnight	65	12.1	56	19.2	**121**	**14.6**
Unknown	2	0.4	0	0.0	**2**	**0.2**
Total	**538**	**100.0**	**292**	**100.0**	**830**	**100.0**
Pedalcyclists Injured						
Midnight to 3 am	*	1.0	*	0.6	**1,000**	**0.9**
3 am to 6 am	1,000	1.2	*	0.7	**1,000**	**1.1**
6 am to 9 am	5,000	12.1	*	2.9	**6,000**	**9.7**
9 am to Noon	4,000	7.9	2,000	9.8	**5,000**	**8.4**
Noon to 3 pm	9,000	19.0	4,000	26.1	**13,000**	**20.9**
3 pm to 6 pm	16,000	36.1	3,000	19.8	**19,000**	**31.9**
6 pm to 9 pm	8,000	17.1	5,000	32.0	**13,000**	**21.0**
9 pm to Midnight	3,000	5.6	1,000	8.0	**4,000**	**6.2**
Total	**45,000**	**100.0**	**16,000**	**100.0**	**61,000**	**100.0**

* Less than 500.

Table 98
Pedalcyclists Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed												
Passenger Car	357	90.6	17	4.3	11	2.8	5	1.3	4	1.0	**394**	**100.0**
Light Truck	266	90.8	13	4.4	5	1.7	4	1.4	5	1.7	**293**	**100.0**
Large Truck	38	52.8	9	12.5	2	2.8	14	19.4	9	12.5	**72**	**100.0**
Motorcycle	3	50.0	1	16.7	0	0.0	0	0.0	2	33.3	**6**	**100.0**
Other/Unknown	19	48.7	0	0.0	1	2.6	1	2.6	18	46.1	**39**	**100.0**
Total	**683**	**84.9**	**40**	**5.0**	**19**	**2.4**	**24**	**3.0**	**38**	**4.7**	**804**	**100.0**
Pedalcyclists Injured												
Passenger Car	29,000	62.2	12,000	26.5	5,000	10.1	*	1.0	*	0.1	**47,000**	**100.0**
Light Truck	8,000	63.8	4,000	29.2	1,000	6.8	*	0.2	*	*	**13,000**	**100.0**
Other	1,000	46.9	1,000	47.4	*	1.8	*	3.8	*	*	**1,000**	**100.0**
Total	**38,000**	**62.3**	**17,000**	**27.5**	**6,000**	**9.2**	**1,000**	**0.9**	*	**0.1**	**61,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Table 99
Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	192	23.1
Riding, playing, working, etc., in roadway	134	16.1
Improper crossing of roadway or intersection	115	13.9
Failure to obey (e.g., signs, control devices, officers)	64	7.7
Operating without required equipment	54	6.5
Inattentive (talking, eating, etc.)	52	6.3
Erratic, reckless, careless, or negligent operation	39	4.7
Failure to keep in proper lane or running off road	37	4.5
Making improper turn	32	3.9
Driving on wrong side of road	27	3.3
Improper entry to or exit from trafficway	18	2.2
Not visible	17	2.0
Improper lane changing	14	1.7
Failing to have lights on when required	6	0.7
Other factors	62	7.5
None reported	223	26.9
Unknown	23	2.8
Total	**830**	**100.0**

Note: The sum of the numbers and percentages is greater than total pedalcyclists killed as more than one factor may be present for the same pedalcyclist.

APPENDIX A ♦ FARS DATA ELEMENTS

1995 Fatal Accident Reporting System Data Elements

Crash Level

Accident Date
Atmospheric Condition
City
Construction/Maintenance Zone
County
Day of Week
Emergency Medical Services (EMS) Notification Time
EMS Arrival Time at Hospital
EMS Arrival Time at Scene
First Harmful Event
Hit and Run
Light Condition
Manner of Collision
Milepoint
National Highway System
Number of Drinking Drivers in Crash
Number of Fatalities in Crash
Number of Nonmotorist Forms Submitted
Number of Person Forms Submitted
Number of Travel Lanes
Number of Vehicle Forms Submitted
Rail Grade Crossing Identifier
Related Factors—Crash Level
Relation to Junction
Relation to Roadway
Roadway Alignment
Roadway Function Class
Roadway Profile
Roadway Surface Condition
Roadway Surface Type
Route Signing
School Bus Related
Special Jurisdiction
Speed Limit
State
Time
Traffic Control Device
Traffic Control Device Functioning
Trafficway Flow
Trafficway Identifier

Vehicle Level

Body Type
Cargo Body Type
Crash Avoidance Maneuver
Emergency Use
Extent of Deformation
Fire Occurrence
Truck Gross Vehicle Weight Rating
Hazardous Cargo
Impact Point—Initial
Impact Point—Principal
Jackknife
Manner of Leaving Scene
Most Harmful Event
Motorcycle Displacement
Number of Axles
Number of Deaths in Vehicle
Number of Occupants in Vehicle
Number of Vehicle Forms Submitted
Passenger Car Weight
Passenger Car Wheelbase
Registered Vehicle Owner
Registration State
Related Factors—Vehicle Level
Rollover

Vehicle Level (Continued)

Special Use
State Information
Travel Speed
Truck Fuel Type
Underride/Override
Vehicle Configuration
Vehicle Identification Number
Vehicle Make
Vehicle Maneuver
Vehicle Model
Vehicle Model Year
Vehicle Number
Vehicle Role
Vehicle Trailering

Driver Level

Commercial Motor Vehicle License Status
Compliance with License Endorsements
Compliance with License Restrictions
Date of First and Last Accident, Suspension, Conviction
Driver Drinking
Driver Level Counters
Driver License Status
Driver License Type Compliance
Driver Presence
Driver Zip Code
License State
Non-CDL License Status
Related Factors—Driver Level
Violations Charged

Person Level

Age
Air Bag Availability/Function
Alcohol Test Results
Death Certificate Number
Death Date
Death Time
Drug Test Results
Drug Test Type
Ejection
Ejection Path
Extrication
Fatal Injury at Work
Injury Severity
Method of Alcohol Determination
Method of Other Drug Determination by Police
Nonmotorist Location
Nonmotorist Striking Vehicle Number
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Other Drug Involvement
Related Factors—Person Level
Restraint System Use
Seating Position
Sex
Taken to Hospital or Treatment Facility
Time of Crash to Time of Death
Vehicle Number

APPENDIX B ♦ GES DATA ELEMENTS

1995 General Estimates System Data Elements

Crash Level

Alcohol Involved in Crash
Atmospheric Condition
Day of Week
First Harmful Event
Hour of Crash
Interstate Highway
Land Use
Light Condition
Manner of Collision
Maximum Injury Severity
Minute of Crash
Month of Crash
National Highway System Roadway
Number Injured in Crash
Number of Nonmotorists
Number of Travel Lanes
Number of Vehicles
Pedestrian/Pedalcyclist Accident Type
Percent Rural
Region of Country
Relation to Junction
Relation to Roadway
Roadway Alignment
Roadway Profile
Roadway Surface Condition
School Bus Related
Speed Limit
Traffic Control Device
Trafficway Flow
Work Zone
Year of Crash

Vehicle/Driver Level

Accident Type
Body Type
Cargo Body Type
Carrier's Identification Number
Corrective Action Attempted
Critical Event
Damage Areas
Damage Severity
Driver Distracted By
Driver Drinking in Vehicle
Driver Maneuvered To Avoid
Driver Presence
Driver's Vision Obscured By
Driver's Zip Code
Emergency Use
Fire Occurrence
Hazardous Materials Placard Number
Hazardous Materials Placarded
Hazardous Materials Release
Hit and Run
Initial Point of Impact
Jackknife
Manner of Leaving Scene
Maximum Injury Severity in Vehicle
Model Year
Most Harmful Event
Movement Prior to Critical Event
Number Injured in Vehicle
Number of Axles, Including Trailer
Number of Occupants
Precrash Location
Precrash Vehicle Control
Rollover Type
Special Use

Vehicle/Driver Level (Continued)

Travel Speed
Vehicle Contributing Factors
Vehicle Identification Number
Vehicle Make
Vehicle Model
Vehicle Number
Vehicle Role
Vehicle Trailing
Violations Charged

Person Level

Age
Air Bag Availability/Function
Ejection
Injury Severity
Nonmotorist Action
Nonmotorist Location
Nonmotorist Safety Equipment Use
Nonmotorist Striking Vehicle Number
Person Number
Person Type
Person's Physical Impairment
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Restraint System Use
Restraint Type
Seating Position
Sex
Taken to Hospital or Treatment Facility
Vehicle Number

APPENDIX C ♦ TECHNICAL NOTE

GES Technical Note

Standard Errors

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

In a report of this size, it is impractical to provide standard errors for each estimate. Instead, generalized standard errors for estimates of totals are provided in the following table. Generalized errors were calculated separately for the crash, vehicle, and people characteristics. The values for the GES estimates and an estimate of one standard error are given in the following table. By adding and subtracting two standard errors, a 95 percent confidence interval can be created for the GES estimates in this report. For example, the estimated number of injury crashes that occurred in the month of February is given in Table 23 as 160,000. To calculate one standard error for this crash estimate, use the table on the following page. Since 160,000 does not appear in the Crash Estimate column, use linear interpolation from the standard error values for 100,000 (8,800) and 200,000 (15,800). One approximate standard error would be 13,000. The 95 percent confidence interval for this estimate would be $160{,}000 \pm 2 \times 13{,}000$ or 134,000 to 186,000.

1995 GES Estimates and Standard Errors

Crash Estimate (x)	Crash Standard Error (SE)*	Vehicle Estimate (x)	Vehicle Standard Error (SE)**	Person Estimate (x)	Person Standard Error (SE)***
1,000	400	1,000	400	1,000	400
5,000	1,000	5,000	1,000	5,000	900
6,000	1,200	10,000	1,600	10,000	1,400
7,000	1,300	20,000	2,500	20,000	2,300
8,000	1,400	30,000	3,300	30,000	3,100
9,000	1,500	40,000	4,200	40,000	3,800
10,000	1,600	50,000	4,900	50,000	4,500
20,000	2,600	60,000	5,700	60,000	5,100
30,000	3,500	70,000	6,400	70,000	5,800
40,000	4,300	80,000	7,100	80,000	6,400
50,000	5,100	90,000	7,800	90,000	7,100
60,000	5,900	100,000	8,500	100,000	7,700
70,000	6,600	200,000	15,300	200,000	13,700
80,000	7,400	300,000	22,000	300,000	19,600
90,000	8,100	400,000	28,500	400,000	25,300
100,000	8,800	500,000	35,100	500,000	31,000
200,000	15,800	600,000	41,700	600,000	36,800
300,000	22,700	700,000	48,200	700,000	42,500
400,000	29,400	800,000	54,900	800,000	48,300
500,000	36,200	900,000	61,500	900,000	54,000
600,000	43,000	1,000,000	68,200	1,000,000	59,800
700,000	49,800	2,000,000	137,300	2,000,000	119,300
800,000	56,600	3,000,000	210,100	3,000,000	181,500
900,000	63,500	4,000,000	286,100	4,000,000	246,100
1,000,000	70,400	5,000,000	365,000	5,000,000	313,000
2,000,000	141,700	6,000,000	446,500	6,000,000	381,900
3,000,000	216,800	7,000,000	530,400	7,000,000	452,600
4,000,000	295,200	8,000,000	616,700	8,000,000	525,100
5,000,000	376,500	9,000,000	705,000	9,000,000	599,300
6,000,000	460,600	10,000,000	795,400	10,000,000	675,100
6,500,000	503,600	11,000,000	887,700	11,000,000	752,300
7,000,000	547,200	12,000,000	981,900	12,000,000	831,000

$*SE = e^{a+b(\ln x)^2}$, where $a = 4.362086$ $b = 0.035627$	$**SE = e^{a+b(\ln x)^2}$, where $a = 4.329914$ $b = 0.035631$	$***SE = e^{a+b(\ln x)^2}$, where $a = 4.289002$ $b = 0.035157$

Unknowns

GES data are obtained either directly from an item on the PAR or by interpreting the information provided in the report through reviewing the crash diagram, the Officer's written summary of the crash, or combinations of variables on the PAR. Because of this interpretation, and because the police officer may not have entered some item of information or provide complete information, data can be missing. Two different statistical procedures are used on GES data to complete values for unknown data. These procedures, univariate and hotdeck imputation, are described in a technical report available from NCSA, *Imputation in the General Estimates System* (DOT HS 807 985). The table below gives the reader the proportion of unknown values prior to imputation for variables with imputed values that were used in this report.

Percent of Unknowns for 1995 GES Data Elements

Crash Level			
Alcohol Involved in Crash	3.4 %	Manner of Collision	0.3 %
Atmospheric Condition	1.6 %	Minute of Crash	0.8 %
Crash Severity	5.5 %	Relation to Junction	0.1 %
Day of Week	0.0 %	Relation to Roadway	0.1 %
First Harmful Event	0.1 %	Roadway Surface Condition	1.9 %
Hour of Crash	0.8 %	Speed Limit	20.3 %
Light Condition	1.7 %	Traffic Control Device	0.8 %
Vehicle/Driver Level			
Driver Drinking in Vehicle	5.7 %	Rollover Type	0.0 %
Initial Point of Impact	3.6 %	Vehicle Type	2.1 %
Most Harmful Event	3.4 %		
Person Level			
Age	12.5 %	Seating Position	4.7 %
Injury Severity	4.0 %	Sex	10.0 %
Police-Reported Alcohol Involvement	3.9 %		

GLOSSARY

Alcohol Involvement

NHTSA defines a fatal crash as alcohol-related or alcohol-involved if either a driver or a nonmotorist (usually a pedestrian) had a measurable or estimated blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or above.

NHTSA defines a nonfatal crash as alcohol-related or alcohol-involved if police indicate on the police accident report that there is evidence of alcohol present. The code does *not* necessarily mean that a driver, passenger, or nonoccupant was tested for alcohol.

Blood Alcohol Concentration

The BAC is measured as a percentage by weight of alcohol in the blood (grams/deciliter). A positive BAC level (0.01 g/dl and higher) indicates that alcohol was consumed by the person tested. A BAC level of 0.10 g/dl or more indicates that the person was intoxicated.

Body Type

Detailed type of motor vehicle within a vehicle type.

Bus

Large motor vehicles used to carry more than ten passengers, including school buses, inter-city buses, and transit buses.

Combination Truck

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

Construction/Maintenance Zone

An area, usually marked by signs, barricades, or other devices indicating that highway construction or highway maintenance activities are ongoing.

Crash

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

Crash Severity

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

Crash Type
Single-vehicle or multiple-vehicle crash.

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

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

Ejection
Refers to occupants being totally or partially thrown from the vehicle as a result of an impact or rollover.

First Harmful Event
The first event during a crash that caused injury or property damage.

Fixed Object
Stationary structures or substantial vegetation attached to the terrain.

Gross Vehicle Weight Rating (GVWR)
The maximum rated capacity of a vehicle, including the weight of the base vehicle, all added equipment, driver and passengers, and all cargo loaded into or on the vehicle. Actual weight may be less than or greater than GVWR.

Initial Impact Point
The first impact point that produced personal injury or property damage, regardless of First or Most Harmful Event.

Injury Severity
The police-reported injury severity of the person (i.e., occupant, pedestrian, or pedalcyclist).

1. Killed (Fatal)
2. Injured (Incapacitating injury, evident injury but not incapacitating, complaint of injury, or injured, severity unknown).
3. No injury.

Jackknife
Jackknife can occur at any time during the crash sequence. In this report, jackknifing is restricted to truck tractors pulling a trailing unit in which the trailing unit and the pulling vehicle rotate with respect to each other.

Junction
Area formed by the connection of two roadways, including intersections, interchange areas, and entrance/exit ramps.

Land Use
The crash location (urban or rural).

Large Trucks
Trucks over 10,000 pounds gross vehicle weight rating, including single unit trucks and truck tractors.

Light Trucks
Trucks of 10,000 pounds gross vehicle weight rating or less, including pickups, vans, truck-based station wagons, and utility vehicles.

Manner of Collision
A classification for crashes in which the first harmful event was a collision between two motor vehicles in transport and is described as one of the following:

Angle. Collisions which are not head-on, rear-end, rear-to-rear, or sideswipe.

Head-on. Refers to a collision where the front end of one vehicle collides with the front-end of another vehicle while the two vehicles are traveling in opposite directions.

Rear-end. A collision in which one vehicle collides with the rear of another vehicle.

Sideswipe. A collision in which the sides of both vehicles 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.

Motorcycle
A two- or three-wheeled motor vehicle designed to transport one or two people, including motorscooters, minibikes, and mopeds.

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.

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.

Nonmotorist

Any person who is not an occupant of a motor vehicle in transport and includes the following:

1. Pedestrians
2. Pedalcyclists
3. Occupants of parked motor vehicles
4. Others such as joggers, skateboard riders, people riding on animals, and persons riding in animal-drawn conveyances.

Nonmotorist Location

The location of nonmotorists at time of impact. Intersection locations are coded only if nonmotorists were struck in the area formed by a junction of two or more trafficways. Non-intersection location may include nonmotorists struck on a junction of a driveway/alley access and a named trafficway. Nonmotorists who are occupants of motor vehicles not in transport are coded with respect to the location of the vehicle.

Objects Not Fixed

Objects that are movable or moving but are not motor vehicles. Includes pedestrians, pedalcyclists, animals, or trains (e.g., spilled cargo in roadway).

Occupant

Any person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle (e.g., a skateboard rider who is set in motion by holding onto a vehicle).

Other Vehicle

Consists of the following types of vehicles:

1. Large limousine (more than four side doors or stretched chassis)
2. Three-wheel automobile or automobile derivative
3. Van-based motorhome
4. Light-truck-based motorhome (chassis mounted)
5. Large-truck-based motorhome
6. ATV (all terrain vehicle, including dune/swamp buggy) and ATC (all terrain cycle)
7. Snowmobile
8. Farm equipment other than trucks
9. Construction equipment other than trucks (includes graders)
10. Other type vehicle (includes go-cart, fork lift, city streetsweeper).

Passenger

Any occupant of a motor vehicle who is not a driver.

Passenger Car

Motor vehicles used primarily for carrying passengers, including convertibles, sedans, and station wagons.

Pedalcyclist
A person on a vehicle that is powered solely by pedals.

Pedestrian
Any person not in or upon a motor vehicle or other vehicle.

Restraint Use
The occupant's use of available vehicle restraints including lap belt, shoulder belt, or automatic belt.

Roadway
That part of a trafficway designed, improved, and ordinarily used for motor vehicle travel.

Roadway Function Class
The classification describing the character of service the street or highway is intended to provide. Includes the following:

Interstates. Limited access divided facilities of at least four lanes designated by the Federal Highway Administration as part of the Interstate System.

Other Freeways and Expressways. All urban principal arterial with limited control of access not on the Interstate system.

Other Principal Arterials. Major streets or highways, many with multi-lane or freeway design, serving high-volume traffic corridor movements that connect major generators of travel.

Minor Arterials. Streets and highways linking cities and larger towns in rural areas in distributing trips to small geographic areas in urban areas (not penetrating identifiable neighborhoods).

Collectors. In rural areas, routes serving intra-county, rather than statewide 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
Rollover is defined as any vehicle rotation of 90 degrees or more about any true longitudinal or lateral axis. Includes rollovers occurring as a first harmful event or subsequent event.

Seating Position
The location of the occupants in the vehicle. More than one can be assigned the same seat position; however, this is allowed only when a person is sitting on someone's lap.

School Bus-Related Crash
Any crash in which a vehicle, regardless of body design, used as a school bus is directly or indirectly involved, such as a crash involving school children alighting from a vehicle.

Single-Unit Truck
A medium or heavy truck in which the engine, cab, drive train, and cargo area are all on one chassis.

Trafficway
Any road, street, or highway open to the public as a matter of right or custom for moving persons or property from one place to another.

Vehicle
See *Motor Vehicle in Transport.*

Vehicle Type
A series of motor vehicle body types that have been grouped together because of their design similarities. The principal vehicle types used in this report are passenger car, light truck, large truck, motorcycle, bus, and other vehicle. See the definition of each of the vehicle types elsewhere in this glossary.

Weekday
From 6 a.m. Monday to 5:59 p.m. Friday.

Weekend
From 6 p.m. Friday to 5:59 a.m. Monday.

INDEX

How to Use This Index

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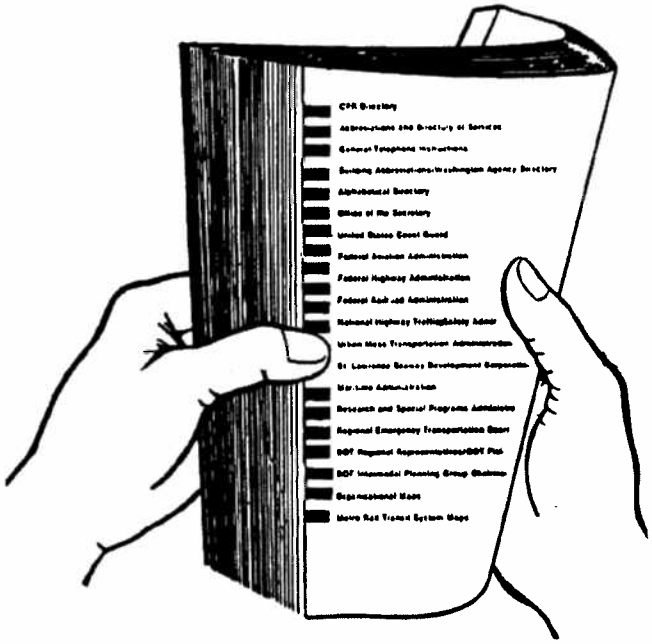

DOT HS 808 471
September 1996

Chapter 5 ♦ States

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. Fatality rates based on vehicle miles of travel (VMT) could not be calculated because the state VMT data were not available in time to appear in this publication. State VMT rates will appear in a state fact sheet available from NCSA later this year. The last four tables describe each state's safety belt use laws, child passenger protection laws, motorcycle helmet use requirements, and impaired driving legislation. Below are some of the state statistics you will find in this chapter:

- Traffic fatalities increased by 3 percent from 1994 to 1995 for the nation as a whole. Thirty-six states showed increases, ranging from 1 percent to as much as 38 percent.
- The pedestrian fatality rate per 100,000 population was 2.13 for the nation. New Mexico had the highest rate (5.16) and North Dakota had the lowest (0.31).
- Two percent of all traffic crash fatalities in 1995 were pedalcyclists. New Hampshire, Rhode Island, and Vermont reported no pedalcyclists killed.
- Forty-nine states, plus the District of Columbia and Puerto Rico, have safety belt use laws.
- All states, the District of Columbia, and Puerto Rico have laws requiring children of certain ages to be restrained in child safety seats.
- Motorcycle helmets are required for all riders in 25 states, the District of Columbia, and Puerto Rico. Twenty-two states have helmet requirements with exceptions (age, rider type, roadway type), and three states do not require helmets at all.
- State laws in 36 states and the District of Columbia make it a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of 0.10 g/dl. Eleven states have adopted 0.08 g/dl. Four states and Puerto Rico do not have illegal per se BAC levels.

Table 100
1995 Traffic Fatalities by State and Percent Change from 1994

State	Fatalities			State	Fatalities		
	1994	1995	Percent Change		1994	1995	Percent Change
AL	1,083	1,113	+3	NE	271	254	-6
AK	85	87	+2	NV	294	313	+6
AZ	904	1,031	+14	NH	119	118	-1
AR	609	631	+4	NJ	761	773	+2
CA	4,232	4,192	-1	NM	447	485	+9
CO	586	645	+10	NY	1,678	1,674	-0
CT	310	317	+2	NC	1,431	1,448	+1
DE	112	121	+8	ND	88	74	-16
DC	69	58	-16	OH	1,370	1,366	-0
FL	2,687	2,805	+4	OK	687	669	-3
GA	1,425	1,488	+4	OR	494	572	+16
HI	122	130	+7	PA	1,441	1,480	+3
ID	250	262	+5	RI	63	69	+10
IL	1,554	1,586	+2	SC	847	881	+4
IN	971	960	-1	SD	154	158	+3
IA	478	527	+10	TN	1,214	1,259	+4
KS	442	442	0	TX	3,187	3,181	-0
KY	778	849	+9	UT	343	326	-5
LA	843	883	+5	VT	77	106	+38
ME	188	187	-1	VA	930	900	-3
MD	651	671	+3	WA	640	653	+2
MA	440	444	+1	WV	356	376	+6
MI	1,421	1,530	+8	WI	712	745	+5
MN	646	597	-8	WY	144	170	+18
MS	791	868	+10	**USA**	**40,716**	**41,798**	**+3**
MO	1,089	1,109	+2				
MT	202	215	+6	PR	598	595	-1

Figure 28
1995 Traffic Fatalities by State and Percent Change from 1994

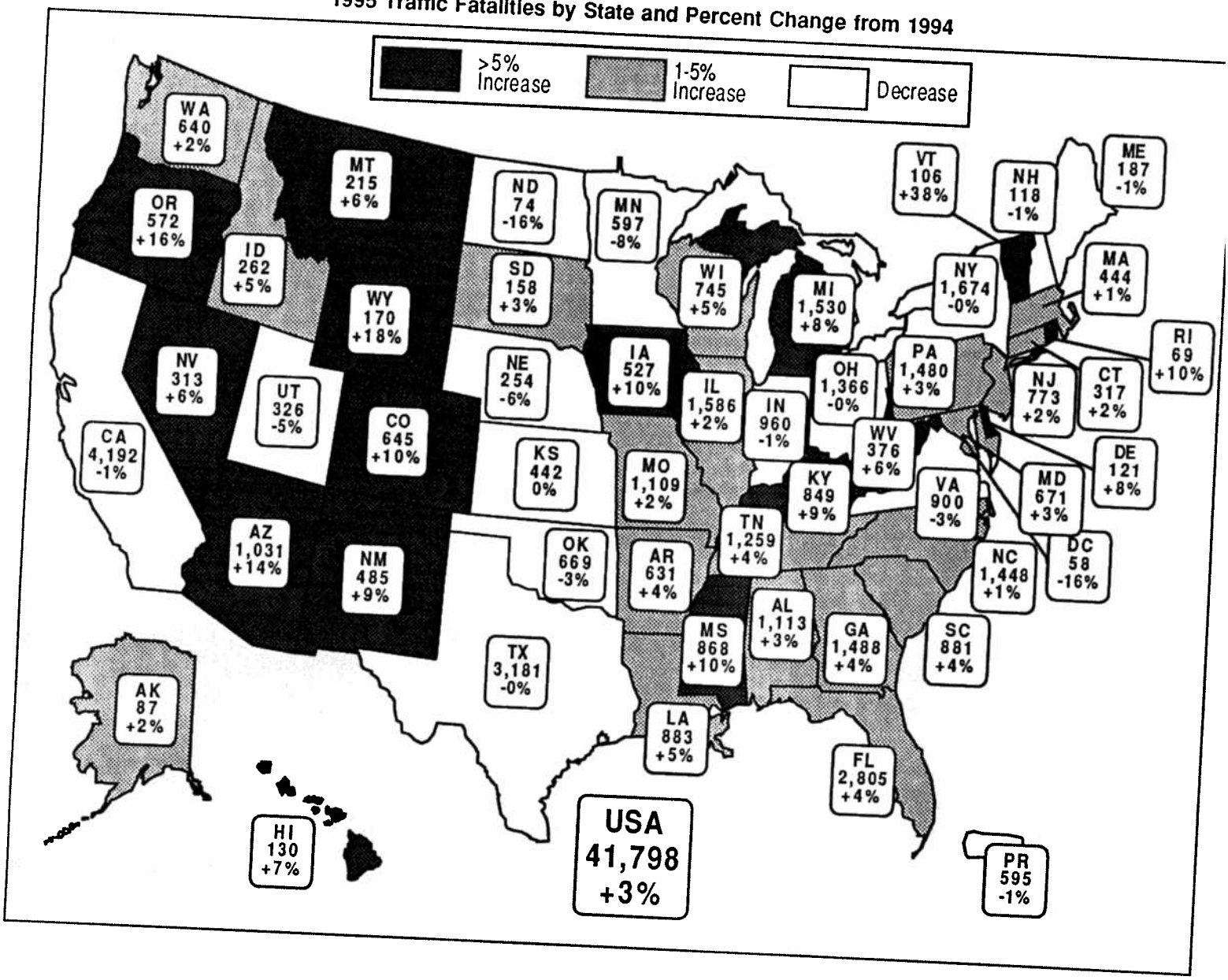

Table 101
Percent of Fatal Crashes by State and First Harmful Event

State	First Harmful Event						Total Crashes
	Collision with				Non-Collision		
	Motor Vehicle in Transport	Non-Motorist	Fixed Object	Object Not Fixed	Overturn	Other	
AL	44.2	7.7	35.7	2.4	9.2	0.8	990
AK	33.3	9.3	21.3	4.0	26.7	5.3	75
AZ	38.0	22.0	17.1	1.8	16.5	4.6	913
AR	40.7	8.9	32.9	3.5	13.0	0.9	538
CA	35.2	24.5	26.7	2.7	9.8	1.1	3,669
CO	36.9	10.8	29.7	3.8	17.5	1.2	572
CT	31.0	16.7	44.6	3.8	3.1	0.7	287
DE	41.1	26.8	23.2	0.9	7.1	0.9	112
DC	35.2	25.9	37.0	0.0	0.0	1.9	54
FL	43.7	26.9	20.3	1.8	5.9	1.4	2,546
GA	44.6	13.1	31.4	2.6	7.5	0.8	1,333
HI	26.4	27.3	36.4	0.8	8.3	0.8	121
ID	35.2	8.6	19.7	2.6	30.0	3.9	233
IL	41.6	16.6	29.5	3.6	7.3	1.3	1,402
IN	48.5	10.3	29.9	4.1	6.5	0.7	860
IA	50.9	7.0	21.1	2.5	17.9	0.7	446
KS	40.6	9.9	27.2	4.6	16.8	1.0	394
KY	44.4	7.5	38.5	2.3	6.3	1.0	732
LA	35.0	18.8	34.4	4.4	6.2	1.2	771
ME	43.5	8.2	38.2	3.5	5.3	1.2	170
MD	43.9	19.6	31.8	2.3	1.3	1.0	601
MA	36.1	22.0	34.9	3.3	3.6	0.0	418
MI	50.2	14.9	26.1	2.2	6.1	0.5	1,379
MN	49.7	9.9	21.0	4.5	14.0	1.0	515
MS	45.5	8.5	32.0	5.1	8.7	0.1	738
MO	36.3	9.9	38.7	3.5	10.1	1.5	985
MT	29.0	5.9	21.5	6.5	34.9	2.2	186
NE	49.6	7.5	16.8	5.3	20.4	0.4	226
NV	31.4	22.0	19.5	1.8	24.9	0.4	277
NH	40.2	10.3	38.3	0.9	10.3	0.0	107

Table 101
Percent of Fatal Crashes by State and First Harmful Event (Continued)

State	First Harmful Event						Total Crashes
	Collision with				Non-Collision		
	Motor Vehicle in Transport	Non-Motorist	Fixed Object	Object Not Fixed	Overturn	Other	
NJ	36.2	24.5	32.4	2.8	3.1	1.1	**719**
NM	27.5	20.2	19.1	2.6	28.9	1.6	**425**
NY	36.0	27.8	28.9	2.7	3.5	1.1	**1,562**
NC	41.8	16.9	33.8	2.1	4.2	1.1	**1,305**
ND	43.1	4.6	10.8	9.2	30.8	1.5	**65**
OH	45.7	10.4	36.6	4.2	1.8	1.2	**1,220**
OK	43.9	8.5	33.7	4.0	8.5	1.3	**597**
OR	37.3	16.3	26.5	3.6	14.1	2.2	**498**
PA	40.0	15.3	37.2	2.8	3.2	1.6	**1,337**
RI	26.6	23.4	42.2	1.6	6.3	0.0	**64**
SC	40.5	14.3	34.8	2.2	6.9	1.3	**782**
SD	32.1	9.3	24.3	5.0	23.6	5.7	**140**
TN	39.8	9.5	37.4	2.9	10.2	0.2	**1,130**
TX	39.8	17.0	24.7	3.4	13.5	1.5	**2,797**
UT	39.2	18.2	15.4	2.4	23.8	1.0	**286**
VT	34.7	4.2	45.3	3.2	10.5	2.1	**95**
VA	36.4	12.3	39.1	2.5	7.7	1.8	**826**
WA	36.6	14.2	31.1	2.6	14.2	1.2	**576**
WV	34.1	9.0	38.4	2.0	14.7	1.7	**346**
WI	46.9	11.2	24.9	3.2	12.8	1.1	**663**
WY	21.7	6.5	23.2	4.3	43.5	0.7	**138**
USA	**40.4**	**16.4**	**29.5**	**3.0**	**9.5**	**1.2**	**37,221**
PR	31.6	35.6	22.6	3.1	2.9	4.2	**548**

Table 102
Percent of Fatal Crashes by State and Roadway Function Class

State	Roadway Function Class							Total Crashes
	Principal Arterial			Minor Arterial	Collector	Local	Unknown	
	Interstate	Freeway and Expressway	Other					
AL	8.2	0.3	25.5	22.0	30.3	13.0	0.7	**990**
AK	33.3	0.0	9.3	17.3	24.0	13.3	2.7	**75**
AZ	15.0	1.5	31.2	18.1	18.0	14.0	2.2	**913**
AR	7.4	1.7	24.3	22.1	23.4	21.0	0.0	**538**
CA	12.2	7.4	30.8	22.0	15.6	11.9	0.0	**3,669**
CO	20.6	4.0	29.4	14.7	22.4	8.9	0.0	**572**
CT	13.2	6.6	20.2	29.6	17.8	12.2	0.3	**287**
DE	8.9	0.9	38.4	13.4	19.6	18.8	0.0	**112**
DC	9.3	0.0	5.6	3.7	0.0	81.5	0.0	**54**
FL	8.9	23.6	12.9	13.2	10.1	31.2	0.1	**2,546**
GA	10.2	4.7	19.2	23.0	22.2	20.3	0.4	**1,333**
HI	6.6	5.8	36.4	23.1	20.7	7.4	0.0	**121**
ID	15.0	1.3	23.6	12.9	28.3	17.6	1.3	**233**
IL	10.7	0.3	34.8	10.6	17.3	26.3	0.0	**1,402**
IN	10.0	0.0	0.8	0.7	2.4	2.4	83.6	**860**
IA	4.9	0.0	27.1	22.2	28.9	16.1	0.7	**446**
KS	10.2	1.3	22.6	19.3	27.7	19.0	0.0	**394**
KY	9.0	0.5	14.3	19.0	40.2	16.9	0.0	**732**
LA	10.1	0.5	17.5	13.5	33.2	25.2	0.0	**771**
ME	6.5	0.0	15.9	21.2	24.7	14.1	17.6	**170**
MD	8.5	4.7	24.0	25.8	15.6	18.3	3.2	**601**
MA	11.2	4.5	31.1	29.2	12.2	11.7	0.0	**418**
MI	9.1	1.7	25.9	24.4	24.3	14.1	0.5	**1,379**
MN	6.2	1.7	21.7	26.2	28.3	15.7	0.0	**515**
MS	9.3	0.1	24.5	23.6	24.0	18.3	0.1	**738**
MO	12.4	3.6	26.4	16.0	28.6	12.8	0.2	**985**
MT	17.7	2.2	29.0	18.8	13.4	18.8	0.0	**186**
NE	8.4	0.4	27.0	21.2	20.4	22.6	0.0	**226**
NV	20.9	0.4	28.2	24.5	17.3	8.7	0.0	**277**
NH	14.0	1.9	21.5	17.8	23.4	15.9	5.6	**107**

Table 102
Percent of Fatal Crashes by State and Roadway Function Class (Continued)

State	Roadway Function Class							Total Crashes
	Principal Arterial			Minor Arterial	Collector	Local	Unknown	
	Interstate	Freeway and Expressway	Other					
NJ	7.5	5.8	32.1	24.8	13.4	12.7	3.8	719
NM	23.3	0.0	21.9	13.6	21.2	20.0	0.0	425
NY	6.8	6.9	28.3	26.6	15.9	15.2	0.3	1,562
NC	7.1	0.8	12.6	14.4	29.4	35.6	0.0	1,305
ND	6.2	1.5	20.0	12.3	27.7	32.3	0.0	65
OH	8.6	2.0	16.2	20.7	30.8	21.6	0.1	1,220
OK	13.2	2.0	17.3	22.4	28.6	16.1	0.3	597
OR	10.8	1.8	30.9	20.5	25.5	10.2	0.2	498
PA	8.3	2.4	27.0	23.4	19.1	19.8	0.0	1,337
RI	15.6	9.4	29.7	26.6	15.6	3.1	0.0	64
SC	8.8	0.1	34.5	11.0	23.1	22.4	0.0	782
SD	11.4	0.7	22.1	17.1	25.0	23.6	0.0	140
TN	11.2	0.9	23.5	26.0	25.9	12.6	0.0	1,130
TX	16.8	6.0	21.3	11.9	17.5	26.4	0.1	2,797
UT	27.3	0.0	0.3	0.0	0.0	37.1	35.3	286
VT	13.7	3.2	15.8	23.2	23.2	21.1	0.0	95
VA	15.0	0.8	24.0	22.4	25.2	12.5	0.1	826
WA	10.2	6.4	25.7	17.9	26.7	13.0	0.0	576
WV	14.5	0.0	15.6	24.6	34.4	11.0	0.0	346
WI	3.8	0.0	27.9	24.4	23.1	19.6	1.2	663
WY	32.6	0.7	18.8	19.6	20.3	6.5	1.4	138
USA	**11.1**	**4.4**	**23.4**	**19.0**	**21.0**	**18.6**	**2.6**	**37,221**
PR	23.5	3.1	17.7	20.8	19.3	15.5	0.0	548

Table 103
Persons Killed, Licensed Drivers, Registered Vehicles, Population, and Fatality Rates by State

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
AL	2,894	38.46	3,160	35.22	4,253	26.17	1,113
AK	441	19.73	569	15.29	604	14.40	87
AZ	2,882	35.77	2,827	36.47	4,218	24.44	1,031
AR	1,778	35.49	1,631	38.69	2,484	25.40	631
CA	20,390	20.56	22,916	18.29	31,589	13.27	4,192
CO	2,764	23.34	2,776	23.23	3,747	17.21	645
CT	2,345	13.52	2,631	12.05	3,275	9.68	317
DE	520	23.27	601	20.13	717	16.88	121
DC	366	15.85	243	23.87	554	10.47	58
FL	11,133	25.20	10,734	26.13	14,166	19.80	2,805
GA	4,872	30.54	6,237	23.86	7,201	20.66	1,488
HI	754	17.24	799	16.27	1,187	10.95	130
ID	810	32.35	1,080	24.26	1,163	22.53	262
IL	7,589	20.90	9,112	17.41	11,830	13.41	1,586
IN	3,905	24.58	5,126	18.73	5,803	16.54	960
IA	1,919	27.46	2,943	17.91	2,842	18.54	527
KS	1,792	24.67	2,187	20.21	2,565	17.23	442
KY	2,546	33.35	2,709	31.34	3,860	21.99	849
LA	2,624	33.65	3,512	25.14	4,342	20.34	883
ME	924	20.24	961	19.46	1,241	15.07	187
MD	3,347	20.05	3,664	18.31	5,042	13.31	671
MA	4,523	9.82	4,160	10.67	6,074	7.31	444
MI	6,679	22.91	7,777	19.67	9,549	16.02	1,530
MN	2,737	21.81	4,247	14.06	4,610	12.95	597
MS	1,691	51.33	2,129	40.77	2,697	32.18	868
MO	3,421	32.42	4,359	25.44	5,324	20.83	1,109
MT	532	40.41	978	21.98	870	24.71	215
NE	1,160	21.90	1,492	17.02	1,637	15.52	254
NV	1,019	30.72	1,034	30.27	1,530	20.46	313
NH	887	13.30	1,031	11.45	1,148	10.28	118

Table 103
Persons Killed, Licensed Drivers, Registered Vehicles, Population, and Fatality Rates by State (Continued)

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
NJ	5,496	14.06	5,967	12.95	7,945	9.73	**773**
NM	1,181	41.07	1,486	32.64	1,685	28.78	**485**
NY	10,496	15.95	10,371	16.14	18,136	9.23	**1,674**
NC	4,896	29.58	5,491	26.37	7,195	20.13	**1,448**
ND	444	16.67	708	10.45	641	11.54	**74**
OH	7,225	18.91	10,032	13.62	11,151	12.25	**1,366**
OK	2,371	28.22	2,871	23.30	3,278	20.41	**669**
OR	2,572	22.24	2,943	19.44	3,141	18.21	**572**
PA	8,209	18.03	8,792	16.83	12,072	12.26	**1,480**
RI	696	9.91	719	9.60	990	6.97	**69**
SC	2,521	34.95	2,773	31.77	3,673	23.99	**881**
SD	514	30.74	789	20.03	729	21.67	**158**
TN	3,870	32.53	5,168	24.36	5,256	23.95	**1,259**
TX	12,250	25.97	13,911	22.87	18,724	16.99	**3,181**
UT	1,259	25.89	1,477	22.07	1,951	16.71	**326**
VT	451	23.50	509	20.83	585	18.12	**106**
VA	4,654	19.34	5,660	15.90	6,618	13.60	**900**
WA	3,819	17.10	4,710	13.86	5,431	12.02	**653**
WV	1,313	28.64	1,511	24.88	1,828	20.57	**376**
WI	3,596	20.72	4,121	18.08	5,123	14.54	**745**
WY	346	49.13	512	33.20	480	35.42	**170**
USA	**177,432**	**23.56**	**204,146**	**20.47**	**262,755**	**15.91**	**41,798**
PR	1,651	36.04	2,014	29.54	3,755	15.85	**595**

Note: The number shown for registered vehicles for the USA is approximately 4 percent lower than the sum of the registered vehicle numbers shown for the individual states, due to differing data sources.
Sources: Fatalities—Fatal Accident Reporting System (FARS); Licensed Drivers (estimated)—Federal Highway Administration; Registered Vehicles by State (estimated)—Federal Highway Administration; Registered Vehicles for USA—R.L. Polk & Co.; Population—Bureau of the Census.

Table 104
Persons Killed, by State and Person Type

State	Person Type										Total Killed	
	Driver		Passenger		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	747	67.1	282	25.3	75	6.7	6	0.5	3	0.3	1,113	100.0
AK	50	57.5	30	34.5	5	5.7	2	2.3	0	0.0	87	100.0
AZ	479	46.5	312	30.3	176	17.1	30	2.9	34	3.3	1,031	100.0
AR	398	63.1	180	28.5	45	7.1	5	0.8	3	0.5	631	100.0
CA	2,084	49.7	1,114	26.6	825	19.7	136	3.2	33	0.8	4,192	100.0
CO	389	60.3	187	29.0	56	8.7	10	1.6	3	0.5	645	100.0
CT	192	60.6	69	21.8	48	15.1	7	2.2	1	0.3	317	100.0
DE	59	48.8	32	26.4	29	24.0	1	0.8	0	0.0	121	100.0
DC	35	60.3	9	15.5	13	22.4	1	1.7	0	0.0	58	100.0
FL	1,446	51.6	648	23.1	560	20.0	148	5.3	3	0.1	2,805	100.0
GA	914	61.4	380	25.5	166	11.2	19	1.3	9	0.6	1,488	100.0
HI	71	54.6	25	19.2	28	21.5	5	3.8	1	0.8	130	100.0
ID	158	60.3	81	30.9	18	6.9	2	0.8	3	1.1	262	100.0
IL	930	58.6	411	25.9	213	13.4	27	1.7	5	0.3	1,586	100.0
IN	609	63.4	251	26.1	78	8.1	14	1.5	8	0.8	960	100.0
IA	349	66.2	142	26.9	28	5.3	7	1.3	1	0.2	527	100.0
KS	295	66.7	101	22.9	38	8.6	6	1.4	2	0.5	442	100.0
KY	540	63.6	243	28.6	57	6.7	4	0.5	5	0.6	849	100.0
LA	503	57.0	226	25.6	121	13.7	27	3.1	6	0.7	883	100.0
ME	125	66.8	48	25.7	9	4.8	1	0.5	4	2.1	187	100.0
MD	384	57.2	153	22.8	124	18.5	8	1.2	2	0.3	671	100.0
MA	237	53.4	114	25.7	83	18.7	8	1.8	2	0.5	444	100.0
MI	919	60.1	387	25.3	187	12.2	30	2.0	7	0.5	1,530	100.0
MN	384	64.3	156	26.1	49	8.2	5	0.8	3	0.5	597	100.0
MS	582	67.1	223	25.7	57	6.6	6	0.7	0	0.0	868	100.0
MO	699	63.0	299	27.0	94	8.5	10	0.9	7	0.6	1,109	100.0
MT	126	58.6	78	36.3	9	4.2	1	0.5	1	0.5	215	100.0
NE	163	64.2	67	26.4	17	6.7	4	1.6	3	1.2	254	100.0
NV	174	55.6	71	22.7	60	19.2	3	1.0	5	1.6	313	100.0
NH	76	64.4	31	26.3	11	9.3	0	0.0	0	0.0	118	100.0

Table 104
Persons Killed, by State and Person Type (Continued)

State	Person Type										Total Killed	
	Driver		Passenger		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	433	56.0	152	19.7	165	21.3	19	2.5	4	0.5	773	100.0
NM	245	50.5	146	30.1	87	17.9	6	1.2	1	0.2	485	100.0
NY	840	50.2	355	21.2	412	24.6	50	3.0	17	1.0	1,674	100.0
NC	844	58.3	379	26.2	188	13.0	35	2.4	2	0.1	1,448	100.0
ND	50	67.6	21	28.4	2	2.7	1	1.4	0	0.0	74	100.0
OH	882	64.6	345	25.3	117	8.6	20	1.5	2	0.1	1,366	100.0
OK	444	66.4	167	25.0	52	7.8	3	0.4	3	0.4	669	100.0
OR	327	57.2	156	27.3	77	13.5	9	1.6	3	0.5	572	100.0
PA	904	61.1	358	24.2	195	13.2	19	1.3	4	0.3	1,480	100.0
RI	37	53.6	15	21.7	16	23.2	0	0.0	1	1.4	69	100.0
SC	553	62.8	213	24.2	104	11.8	11	1.2	0	0.0	881	100.0
SD	98	62.0	43	27.2	14	8.9	1	0.6	2	1.3	158	100.0
TN	820	65.1	314	24.9	103	8.2	14	1.1	8	0.6	1,259	100.0
TX	1,788	56.2	870	27.3	461	14.5	52	1.6	10	0.3	3,181	100.0
UT	172	52.8	101	31.0	44	13.5	9	2.8	0	0.0	326	100.0
VT	73	68.9	28	26.4	5	4.7	0	0.0	0	0.0	106	100.0
VA	562	62.4	226	25.1	93	10.3	16	1.8	3	0.3	900	100.0
WA	386	59.1	179	27.4	72	11.0	13	2.0	3	0.5	653	100.0
WV	248	66.0	92	24.5	31	8.2	1	0.3	4	1.1	376	100.0
WI	478	64.2	185	24.8	60	8.1	17	2.3	5	0.7	745	100.0
WY	97	57.1	64	37.6	8	4.7	1	0.6	0	0.0	170	100.0
USA	**24,398**	**58.4**	**10,759**	**25.7**	**5,585**	**13.4**	**830**	**2.0**	**226**	**0.5**	**41,798**	**100.0**
PR	261	43.9	128	21.5	193	32.4	12	2.0	1	0.2	595	100.0

Table 105
Percent of Persons Killed, by State and Age Group

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
AL	2.0	2.2	3.1	14.5	11.1	21.3	16.7	8.3	7.3	6.4	7.0	0.1	1,113
AK	4.6	2.3	4.6	9.2	4.6	27.6	11.5	13.8	10.3	9.2	2.3	0.0	87
AZ	2.7	1.7	4.6	11.3	10.0	18.8	16.1	11.2	7.3	7.3	8.2	0.8	1,031
AR	2.2	1.6	5.2	17.1	8.6	18.5	13.6	9.5	7.8	8.9	6.8	0.2	631
CA	2.7	2.6	3.4	12.0	10.4	19.6	15.6	11.1	6.8	6.8	8.4	0.6	4,192
CO	2.5	1.2	6.0	15.2	9.9	20.0	16.0	9.6	6.5	5.7	7.3	0.0	645
CT	1.3	0.6	3.2	12.9	11.7	23.3	13.9	10.4	7.6	6.6	8.5	0.0	317
DE	1.7	3.3	4.1	9.1	9.9	18.2	20.7	10.7	4.1	8.3	9.9	0.0	121
DC	0.0	3.4	0.0	8.6	19.0	17.2	17.2	5.2	6.9	6.9	12.1	3.4	58
FL	1.2	1.9	3.3	11.0	8.5	18.0	16.7	9.4	7.4	8.9	13.0	0.6	2,805
GA	2.8	2.2	4.4	13.0	10.8	18.2	14.7	11.0	7.7	6.2	9.1	0.1	1,488
HI	3.8	3.1	3.8	13.1	15.4	19.2	16.9	6.2	4.6	3.8	10.0	0.0	130
ID	1.9	3.1	5.3	20.6	11.1	12.2	13.0	10.7	5.7	6.1	10.3	0.0	262
IL	2.6	1.9	4.7	14.9	10.8	18.9	15.5	8.3	5.1	7.3	9.9	0.0	1,586
IN	2.4	2.7	3.2	14.1	12.6	16.7	14.2	10.9	9.0	6.5	7.8	0.0	960
IA	2.1	2.8	4.9	15.0	12.0	13.9	13.9	8.9	6.5	8.0	12.1	0.0	527
KS	1.8	2.5	3.6	12.4	10.6	19.5	10.9	10.9	8.1	8.8	10.9	0.0	442
KY	1.9	1.5	2.6	17.0	9.8	18.8	14.1	9.5	7.9	8.4	8.4	0.1	849
LA	1.6	2.5	5.7	15.4	10.5	20.8	16.1	7.5	6.8	5.1	7.9	0.1	883
ME	1.6	1.1	3.7	11.8	12.3	15.5	11.2	8.6	5.9	13.4	15.0	0.0	187
MD	2.1	2.5	3.7	12.4	8.5	20.4	14.9	9.4	7.6	9.2	8.5	0.7	671
MA	0.7	0.9	4.3	10.8	9.7	17.8	12.8	10.1	6.1	9.0	17.8	0.0	444
MI	2.0	2.6	3.7	14.1	9.9	17.1	16.4	9.7	6.5	7.7	10.3	0.0	1,530
MN	0.8	0.8	3.5	12.4	12.4	18.8	15.1	8.4	6.2	9.0	12.6	0.0	597
MS	2.6	2.1	4.8	11.9	10.4	20.5	15.2	10.6	7.8	5.6	8.1	0.3	868
MO	1.2	1.9	3.7	15.8	9.7	20.2	15.6	9.4	6.8	7.3	8.5	0.0	1,109
MT	1.9	3.3	3.7	13.5	6.5	16.7	16.3	10.7	10.2	6.5	10.7	0.0	215
NE	1.6	2.4	4.7	16.9	10.6	14.6	15.0	11.0	5.1	9.8	8.3	0.0	254
NV	1.3	1.9	4.5	11.5	7.0	22.7	16.0	11.2	10.2	7.7	6.1	0.0	313
NH	0.0	1.7	9.3	10.2	9.3	13.6	19.5	11.0	5.1	8.5	11.9	0.0	118

Table 105
Percent of Persons Killed, by State and Age Group (Continued)

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
NJ	1.4	1.4	2.8	11.5	8.8	12.8	15.7	10.9	7.6	10.3	15.3	1.4	773
NM	2.7	2.5	4.5	17.1	9.1	19.8	14.8	11.8	5.6	8.2	3.7	0.2	485
NY	1.0	1.9	3.9	12.1	9.4	19.2	13.4	9.6	7.5	10.6	11.5	0.0	1,674
NC	2.4	1.5	3.7	14.2	10.2	19.4	14.8	10.6	7.3	7.2	8.5	0.2	1,448
ND	1.4	1.4	4.1	20.3	17.6	27.0	10.8	1.4	4.1	5.4	6.8	0.0	74
OH	1.6	2.3	3.7	16.8	10.2	17.4	14.4	9.4	7.8	7.4	8.9	0.1	1,366
OK	1.8	1.6	4.5	15.1	9.4	19.4	15.2	9.3	7.6	7.0	9.0	0.0	669
OR	2.6	2.1	3.8	14.9	8.2	19.1	16.8	11.0	6.6	5.4	9.4	0.0	572
PA	1.9	1.4	3.3	13.3	10.1	18.4	13.0	10.3	7.3	9.5	11.3	0.1	1,480
RI	1.4	1.4	2.9	14.5	5.8	29.0	8.7	5.8	4.3	14.5	11.6	0.0	69
SC	2.2	1.7	3.5	11.4	12.4	20.2	18.0	12.8	4.8	5.9	7.0	0.1	881
SD	1.3	1.3	6.3	7.0	11.4	27.8	12.0	10.1	6.3	9.5	7.0	0.0	158
TN	2.0	1.6	3.2	15.4	10.7	19.1	15.5	9.4	7.9	7.2	8.1	0.0	1,259
TX	2.3	2.3	4.1	13.2	10.3	20.7	16.5	9.8	7.0	6.6	6.9	0.3	3,181
UT	4.0	4.3	5.5	17.8	9.5	13.8	16.3	9.5	4.9	7.1	7.1	0.3	326
VT	0.9	4.7	2.8	17.0	14.2	16.0	12.3	7.5	7.5	6.6	10.4	0.0	106
VA	1.0	1.6	3.8	15.7	10.8	17.8	17.0	11.0	6.7	7.7	6.8	0.3	900
WA	1.8	1.5	4.3	13.8	8.7	20.5	17.8	10.3	6.0	4.7	10.4	0.2	653
WV	0.8	1.6	1.9	13.8	13.6	21.3	16.5	10.1	6.6	4.5	9.3	0.0	376
WI	1.9	2.1	5.1	14.1	10.2	17.3	13.6	9.4	7.7	6.4	12.2	0.0	745
WY	1.2	1.8	7.1	18.2	12.4	17.6	17.1	5.9	7.1	6.5	5.3	0.0	170
USA	**2.0**	**2.0**	**3.9**	**13.6**	**10.2**	**18.9**	**15.4**	**10.0**	**7.0**	**7.5**	**9.3**	**0.2**	**41,798**
PR	1.2	1.5	3.4	12.3	11.6	18.3	13.1	11.1	8.4	9.4	6.7	3.0	595

Table 106
Percent of Occupants Killed, by State and Vehicle Type

State	Vehicle Type						Unknown	Total Occupants Killed
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other Vehicles		
AL	66.4	28.4	1.4	3.2	0.0	0.5	0.1	1,030
AK	41.3	47.5	3.8	3.8	0.0	2.5	1.3	80
AZ	51.3	34.6	1.0	7.9	0.1	0.7	4.4	821
AR	54.5	38.1	3.8	2.9	0.0	0.5	0.2	580
CA	62.0	26.3	2.6	8.1	0.2	0.9	0.0	3,213
CO	55.4	33.7	1.4	7.8	0.5	1.2	0.0	576
CT	68.6	16.9	1.5	12.6	0.0	0.4	0.0	261
DE	71.4	19.8	0.0	6.6	0.0	2.2	0.0	91
DC	72.7	13.6	0.0	13.6	0.0	0.0	0.0	44
FL	67.4	20.8	2.1	8.6	0.0	1.0	0.1	2,095
GA	64.7	29.2	2.1	3.4	0.1	0.5	0.0	1,296
HI	53.1	25.0	0.0	21.9	0.0	0.0	0.0	96
ID	48.8	40.5	2.9	7.4	0.0	0.4	0.0	242
IL	68.2	22.1	1.2	7.5	0.5	0.4	0.0	1,341
IN	66.4	23.1	2.3	7.5	0.2	0.5	0.0	867
IA	61.7	24.4	1.2	8.8	0.0	3.5	0.4	491
KS	63.6	29.8	2.3	3.5	0.0	0.5	0.3	396
KY	66.3	28.3	1.7	2.9	0.0	0.8	0.0	787
LA	63.4	31.0	1.1	3.8	0.0	0.7	0.0	733
ME	64.2	21.4	1.7	7.5	0.0	0.6	4.6	173
MD	72.2	22.1	0.6	4.8	0.0	0.4	0.0	539
MA	75.5	16.2	0.3	8.0	0.0	0.0	0.0	351
MI	68.6	22.6	0.5	6.3	0.4	1.6	0.0	1,310
MN	65.6	22.8	2.0	6.6	0.0	2.6	0.4	543
MS	67.6	27.2	1.9	1.9	0.0	0.7	0.7	805
MO	59.8	34.3	1.6	4.0	0.0	0.3	0.1	1,004
MT	42.6	44.1	2.0	7.8	1.5	2.0	0.0	204
NE	59.9	34.5	2.2	2.6	0.0	0.9	0.0	232
NV	51.6	37.0	1.2	9.3	0.0	0.8	0.0	246
NH	67.3	15.0	0.9	15.0	0.0	0.9	0.9	107

Table 106
Percent of Occupants Killed, by State and Vehicle Type (Continued)

State	Vehicle Type						Unknown	Total Occupants Killed
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other Vehicles		
NJ	63.4	12.8	1.7	5.8	0.0	0.2	16.1	585
NM	46.3	42.5	1.8	8.4	0.0	0.8	0.3	391
NY	71.3	17.7	1.2	7.7	0.2	2.0	0.1	1,201
NC	64.1	27.1	2.3	6.2	0.0	0.2	0.1	1,223
ND	56.3	29.6	1.4	8.5	0.0	1.4	2.8	71
OH	67.9	20.0	2.3	8.8	0.0	1.0	0.0	1,227
OK	55.6	35.6	1.8	6.5	0.0	0.3	0.2	612
OR	59.5	30.9	3.3	4.5	0.2	1.2	0.4	486
PA	72.9	17.5	1.9	6.7	0.0	1.0	0.0	1,262
RI	69.2	17.3	1.9	11.5	0.0	0.0	0.0	52
SC	65.4	24.7	1.8	6.5	0.0	0.4	1.2	766
SD	54.5	30.1	3.5	9.8	0.0	2.1	0.0	143
TN	65.1	28.1	1.6	4.2	0.1	0.9	0.0	1,141
TX	56.2	36.7	1.8	4.8	0.0	0.5	0.0	2,660
UT	53.8	38.8	2.6	4.0	0.0	0.7	0.0	273
VT	64.4	23.8	2.0	7.9	0.0	1.0	1.0	101
VA	65.4	27.8	1.9	4.4	0.0	0.4	0.1	791
WA	64.8	26.7	1.4	6.5	0.0	0.5	0.0	566
WV	58.4	28.2	3.5	7.6	0.0	2.3	0.0	344
WI	65.7	23.5	1.2	7.2	0.0	2.4	0.0	664
WY	48.4	43.5	3.1	4.3	0.0	0.6	0.0	161
USA	**63.4**	**27.0**	**1.8**	**6.3**	**0.1**	**0.9**	**0.5**	35,274
PR	76.6	13.6	1.0	8.2	0.0	0.0	0.5	389

Table 107
Passenger Car Occupants Killed, by State and Restraint Use

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	204	29.8	444	64.9	36	5.3	684	100.0
AK	14	42.4	16	48.5	3	9.1	33	100.0
AZ	153	36.3	221	52.5	47	11.2	421	100.0
AR	84	26.6	197	62.3	35	11.1	316	100.0
CA	953	47.9	737	37.0	301	15.1	1,991	100.0
CO	119	37.3	193	60.5	7	2.2	319	100.0
CT	55	30.7	106	59.2	18	10.1	179	100.0
DE	25	38.5	40	61.5	0	0.0	65	100.0
DC	9	28.1	18	56.3	5	15.6	32	100.0
FL	538	38.1	837	59.3	37	2.6	1,412	100.0
GA	233	27.8	497	59.2	109	13.0	839	100.0
HI	22	43.1	18	35.3	11	21.6	51	100.0
ID	42	35.6	72	61.0	4	3.4	118	100.0
IL	292	31.9	483	52.8	139	15.2	914	100.0
IN	186	32.3	335	58.2	55	9.5	576	100.0
IA	121	39.9	150	49.5	32	10.6	303	100.0
KS	72	28.6	147	58.3	33	13.1	252	100.0
KY	157	30.1	348	66.7	17	3.3	522	100.0
LA	127	27.3	259	55.7	79	17.0	465	100.0
ME	27	24.3	76	68.5	8	7.2	111	100.0
MD	197	50.6	156	40.1	36	9.3	389	100.0
MA	59	22.3	143	54.0	63	23.8	265	100.0
MI	374	41.6	436	48.5	89	9.9	899	100.0
MN	136	38.2	161	45.2	59	16.6	356	100.0
MS	125	23.0	411	75.6	8	1.5	544	100.0
MO	161	26.8	380	63.3	59	9.8	600	100.0
MT	32	36.8	53	60.9	2	2.3	87	100.0
NE	43	30.9	75	54.0	21	15.1	139	100.0
NV	53	41.7	65	51.2	9	7.1	127	100.0
NH	18	25.0	47	65.3	7	9.7	72	100.0

Table 107
Passenger Car Occupants Killed, by State and Restraint Use (Continued)

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	145	39.1	185	49.9	41	11.1	371	100.0
NM	72	39.8	104	57.5	5	2.8	181	100.0
NY	357	41.7	382	44.6	117	13.7	856	100.0
NC	348	44.4	320	40.8	116	14.8	784	100.0
ND	9	22.5	24	60.0	7	17.5	40	100.0
OH	317	38.1	503	60.4	13	1.6	833	100.0
OK	89	26.2	247	72.6	4	1.2	340	100.0
OR	161	55.7	104	36.0	24	8.3	289	100.0
PA	253	27.5	511	55.5	156	17.0	920	100.0
RI	10	27.8	25	69.4	1	2.8	36	100.0
SC	191	38.1	307	61.3	3	0.6	501	100.0
SD	13	16.7	52	66.7	13	16.7	78	100.0
TN	205	27.6	506	68.1	32	4.3	743	100.0
TX	669	44.8	801	53.6	24	1.6	1,494	100.0
UT	47	32.0	87	59.2	13	8.8	147	100.0
VT	25	38.5	37	56.9	3	4.6	65	100.0
VA	174	33.7	298	57.6	45	8.7	517	100.0
WA	135	36.8	219	59.7	13	3.5	367	100.0
WV	59	29.4	131	65.2	11	5.5	201	100.0
WI	165	37.8	238	54.6	33	7.6	436	100.0
WY	20	25.6	56	71.8	2	2.6	78	100.0
USA	**8,095**	**36.2**	**12,258**	**54.8**	**2,005**	**9.0**	**22,358**	**100.0**
PR	77	25.8	221	74.2	0	0.0	298	100.0

Table 108
1995 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	New Mexico	87	1,685	5.16
2	Arizona	176	4,218	4.17
3	Delaware	29	717	4.04
4	Florida	560	14,166	3.95
5	Nevada	60	1,530	3.92
6	South Carolina	104	3,673	2.83
7	Louisiana	121	4,342	2.79
8	California	825	31,589	2.61
9	North Carolina	188	7,195	2.61
10	Maryland	124	5,042	2.46
11	Texas	461	18,724	2.46
12	Oregon	77	3,141	2.45
13	Hawaii	28	1,187	2.36
14	District of Columbia	13	554	2.35
15	Georgia	166	7,201	2.31
16	New York	412	18,136	2.27
17	Utah	44	1,951	2.26
18	Mississippi	57	2,697	2.11
19	New Jersey	165	7,945	2.08
20	Michigan	187	9,549	1.96
21	Tennessee	103	5,256	1.96
22	South Dakota	14	729	1.92
23	Arkansas	45	2,484	1.81
24	Illinois	213	11,830	1.80
25	Missouri	94	5,324	1.77
26	Alabama	75	4,253	1.76
27	West Virginia	31	1,828	1.70
28	Wyoming	8	480	1.67

Table 108
1995 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
29	Pennsylvania	195	12,072	1.62
30	Rhode Island	16	990	1.62
31	Oklahoma	52	3,278	1.59
32	Idaho	18	1,163	1.55
33	Colorado	56	3,747	1.49
34	Kansas	38	2,565	1.48
35	Kentucky	57	3,860	1.48
36	Connecticut	48	3,275	1.47
37	Virginia	93	6,618	1.41
38	Massachusetts	83	6,074	1.37
39	Indiana	78	5,803	1.34
40	Washington	72	5,431	1.33
41	Wisconsin	60	5,123	1.17
42	Minnesota	49	4,610	1.06
43	Ohio	117	11,151	1.05
44	Nebraska	17	1,637	1.04
45	Montana	9	870	1.03
46	Iowa	28	2,842	0.99
47	New Hampshire	11	1,148	0.96
48	Vermont	5	585	0.85
49	Alaska	5	604	0.83
50	Maine	9	1,241	0.73
51	North Dakota	2	641	0.31
	USA	**5,585**	**262,755**	**2.13**
	Puerto Rico	193	3,755	5.14

Table 109
Persons Killed, by State and Highest Blood Alcohol Concentration in the Crash

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	651	58.4	81	7.3	381	34.3	462	41.6	1,113	100.0
AK	40	45.5	11	12.1	37	42.4	48	54.5	87	100.0
AZ	584	56.6	100	9.7	347	33.7	447	43.4	1,031	100.0
AR	414	65.7	69	10.9	148	23.4	217	34.3	631	100.0
CA	2,472	59.0	412	9.8	1,308	31.2	1,720	41.0	4,192	100.0
CO	351	54.4	68	10.5	226	35.1	294	45.6	645	100.0
CT	162	51.2	25	7.9	130	40.9	155	48.8	317	100.0
DE	71	58.5	13	10.4	38	31.0	51	41.5	121	100.0
DC	26	45.3	6	10.9	25	43.8	31	54.7	58	100.0
FL	1,695	60.4	237	8.5	873	31.1	1,110	39.6	2,805	100.0
GA	966	64.9	122	8.2	400	26.9	522	35.1	1,488	100.0
HI	66	50.7	23	17.8	41	31.5	64	49.3	130	100.0
ID	173	66.0	19	7.4	69	26.5	88	34.0	262	100.0
IL	905	57.1	130	8.2	551	34.7	681	42.9	1,586	100.0
IN	629	65.6	67	7.0	263	27.4	330	34.4	960	100.0
IA	308	58.4	61	11.5	159	30.1	220	41.6	527	100.0
KS	263	59.6	27	6.0	152	34.4	179	40.4	442	100.0
KY	562	66.2	60	7.0	227	26.7	287	33.8	849	100.0
LA	413	46.8	117	13.2	353	39.9	470	53.2	883	100.0
ME	135	72.3	8	4.1	44	23.6	52	27.7	187	100.0
MD	437	65.2	57	8.5	176	26.3	233	34.8	671	100.0
MA	241	54.3	55	12.3	148	33.4	203	45.7	444	100.0
MI	914	59.7	133	8.7	483	31.6	616	40.3	1,530	100.0
MN	332	55.7	50	8.4	215	36.0	265	44.3	597	100.0
MS	507	58.4	55	6.4	306	35.2	361	41.6	868	100.0
MO	537	48.4	122	11.0	450	40.6	572	51.6	1,109	100.0
MT	124	57.5	12	5.7	79	36.8	91	42.5	215	100.0
NE	161	63.3	29	11.5	64	25.2	93	36.7	254	100.0
NV	159	50.6	27	8.7	127	40.7	154	49.4	313	100.0
NH	72	60.9	16	13.8	30	25.4	46	39.1	118	100.0

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 109
Persons Killed, by State and Highest Blood Alcohol Concentration in the Crash (Continued)

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	457	59.1	73	9.4	243	31.5	316	40.9	773	100.0
NM	241	49.8	42	8.6	202	41.7	244	50.2	485	100.0
NY	1,132	67.6	138	8.2	405	24.2	543	32.4	1,674	100.0
NC	959	66.3	89	6.2	399	27.6	488	33.7	1,448	100.0
ND	31	42.1	10	14.1	32	43.9	42	57.9	74	100.0
OH	926	67.8	95	7.0	344	25.2	439	32.2	1,366	100.0
OK	418	62.5	46	6.9	205	30.7	251	37.5	669	100.0
OR	335	58.6	61	10.6	176	30.7	237	41.4	572	100.0
PA	870	58.8	125	8.4	485	32.7	610	41.2	1,480	100.0
RI	40	58.4	7	10.1	22	31.5	29	41.6	69	100.0
SC	600	68.2	51	5.8	229	26.0	280	31.8	881	100.0
SD	87	55.0	8	5.4	63	39.7	71	45.0	158	100.0
TN	747	59.3	92	7.3	420	33.3	512	40.7	1,259	100.0
TX	1,399	44.0	375	11.8	1,407	44.2	1,782	56.0	3,181	100.0
UT	240	73.7	17	5.1	69	21.2	86	26.3	326	100.0
VT	62	58.6	11	10.2	33	31.2	44	41.4	106	100.0
VA	542	60.2	86	9.5	272	30.3	358	39.8	900	100.0
WA	336	51.5	68	10.5	248	38.0	316	48.5	653	100.0
WV	216	57.3	28	7.4	132	35.2	160	42.7	376	100.0
WI	428	57.4	54	7.3	263	35.3	317	42.6	745	100.0
WY	87	51.1	20	11.8	63	37.2	83	48.9	170	100.0
USA	**24,524**	**58.7**	**3,710**	**8.9**	**13,564**	**32.5**	**17,274**	**41.3**	**41,798**	**100.0**
PR	273	45.9	88	14.8	234	39.3	322	54.1	595	100.0

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 110
Drivers in Fatal Crashes by State, Blood Alcohol Concentration, and Survival Status

State	Surviving Drivers				Killed Drivers				All Drivers			
	BAC				BAC				BAC			
	0.00	0.01-0.09	0.10+	Total	0.00	0.01-0.09	0.10+	Total	0.00	0.01-0.09	0.10+	Total
AL	84.1	4.9	11.0	778	61.2	5.9	32.9	747	72.9	5.4	21.7	1,525
AK	71.5	13.5	15.0	57	47.7	6.5	45.9	50	60.4	10.2	29.4	107
AZ	81.1	5.9	13.0	894	62.5	7.6	29.9	479	74.6	6.5	18.9	1,373
AR	87.7	5.7	6.6	401	69.1	8.0	22.9	398	78.4	6.8	14.7	799
CA	84.8	5.2	10.0	3,377	62.0	8.5	29.5	2,084	76.1	6.5	17.4	5,461
CO	82.7	5.8	11.4	454	57.2	8.2	34.5	389	71.0	6.9	22.1	843
CT	77.1	7.0	15.9	214	54.3	6.2	39.5	192	66.3	6.6	27.0	406
DE	82.4	6.5	11.1	112	66.7	5.5	27.8	59	77.0	6.1	16.9	171
DC	69.4	8.7	21.9	40	51.2	9.9	38.9	35	60.9	9.3	29.8	75
FL	87.1	4.1	8.8	2,533	63.9	7.3	28.9	1,446	78.7	5.2	16.1	3,979
GA	88.8	4.5	6.8	1,181	68.2	6.2	25.6	914	79.8	5.2	15.0	2,095
HI	80.2	7.4	12.4	88	49.8	15.6	34.5	71	66.7	11.0	22.3	159
ID	82.1	6.2	11.7	167	68.3	4.5	27.3	158	75.4	5.3	19.3	325
IL	85.7	4.2	10.1	1,235	58.6	6.9	34.5	930	74.1	5.3	20.6	2,165
IN	88.4	3.5	8.2	766	67.5	5.5	26.9	609	79.1	4.4	16.5	1,375
IA	83.3	7.4	9.3	356	60.5	9.1	30.4	349	72.0	8.3	19.7	705
KS	84.2	4.6	11.3	282	62.3	3.9	33.7	295	73.0	4.3	22.7	577
KY	90.4	3.5	6.2	576	66.6	5.6	27.8	540	78.8	4.5	16.7	1,116
LA	77.8	8.3	13.9	591	49.4	11.6	39.1	503	64.7	9.8	25.5	1,094
ME	89.5	3.1	7.4	134	72.1	2.8	25.1	125	81.1	3.0	15.9	259
MD	89.6	4.0	6.4	555	67.5	7.4	25.1	384	80.6	5.4	14.0	939
MA	74.6	10.5	14.9	368	57.9	9.1	33.1	237	68.1	9.9	22.0	605
MI	84.5	5.4	10.1	1,331	65.0	7.0	28.1	919	76.5	6.1	17.4	2,250
MN	83.5	5.2	11.3	430	60.0	8.0	32.0	384	72.4	6.5	21.0	814
MS	84.1	5.1	10.9	573	62.3	4.1	33.5	582	73.1	4.6	22.3	1,155
MO	74.3	10.2	15.5	725	52.9	8.6	38.5	699	63.8	9.4	26.8	1,424
MT	78.7	4.2	17.1	127	56.9	5.5	37.6	126	67.9	4.8	27.3	253
NE	88.5	5.4	6.1	180	63.1	10.2	26.7	163	76.4	7.7	15.9	343
NV	76.0	9.8	14.1	221	56.4	5.9	37.6	174	67.4	8.1	24.5	395
NH	88.3	6.4	5.2	94	61.0	12.9	26.1	76	76.1	9.3	14.6	170

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 110
Drivers in Fatal Crashes by State, Blood Alcohol Concentration, and Survival Status (Continued)

State	Surviving Drivers				Killed Drivers				All Drivers			
	BAC				BAC				BAC			
	0.00	0.01-0.09	0.10+	Total	0.00	0.01-0.09	0.10+	Total	0.00	0.01-0.09	0.10+	Total
NJ	81.6	6.2	12.2	636	65.2	7.0	27.8	433	75.0	6.5	18.5	1,069
NM	78.6	6.8	14.6	332	57.2	6.1	36.7	245	69.5	6.5	23.9	577
NY	88.3	3.9	7.8	1,410	70.5	7.6	21.9	840	81.7	5.3	13.1	2,250
NC	89.4	2.7	7.9	1,132	71.4	4.5	24.1	844	81.7	3.5	14.8	1,976
ND	78.0	9.5	12.5	47	49.0	10.0	41.0	50	63.1	9.7	27.2	97
OH	91.7	3.1	5.3	1,007	67.7	5.5	26.7	882	80.5	4.2	15.3	1,889
OK	85.0	4.5	10.5	457	65.9	5.1	29.0	444	75.6	4.8	19.6	901
OR	86.0	4.6	9.4	405	61.1	8.7	30.2	327	74.9	6.4	18.7	732
PA	82.9	5.9	11.2	1,129	63.1	6.2	30.7	904	74.1	6.1	19.9	2,033
RI	83.9	6.7	9.5	52	59.9	5.7	34.3	37	73.9	6.3	19.8	89
SC	94.3	1.2	4.5	618	67.6	6.2	26.1	553	81.7	3.6	14.7	1,171
SD	81.9	2.4	15.7	94	56.6	6.8	36.6	98	69.0	4.6	26.4	192
TN	84.9	5.0	10.1	873	61.8	5.1	33.1	820	73.7	5.1	21.2	1,693
TX	71.4	11.2	17.4	2,446	51.7	7.8	40.5	1,788	63.1	9.8	27.2	4,234
UT	88.7	4.0	7.2	265	78.5	2.7	18.7	172	84.7	3.5	11.8	437
VT	81.8	8.8	9.5	60	58.7	7.5	33.8	73	69.1	8.1	22.8	133
VA	86.4	4.4	9.2	637	62.3	7.7	30.0	562	75.1	6.0	19.0	1,199
WA	79.7	7.0	13.3	457	56.9	6.4	36.7	386	69.3	6.7	24.0	843
WV	84.8	4.3	10.9	244	57.4	7.6	35.0	248	71.0	6.0	23.0	492
WI	85.1	4.5	10.3	539	58.2	6.3	35.5	478	72.5	5.3	22.2	1,017
WY	77.5	9.3	13.2	77	53.7	7.6	38.7	97	64.2	8.4	27.4	174
USA	**84.1**	**5.5**	**10.4**	**31,757**	**62.1**	**7.0**	**30.9**	**24,398**	**74.5**	**6.1**	**19.3**	**56,155**
PR	69.7	11.8	18.5	502	55.5	12.1	32.3	261	64.9	11.9	23.2	763

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 111
Rural Fatal Crashes by State and Average Emergency Medical Services (EMS) Response Times

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	9.29	94.7	12.73	93.7	28.42	95.0	44.69	95.1	654
AK	3.83	62.5	17.83	52.1	47.80	79.2	39.57	85.4	48
AZ	7.14	32.4	15.65	31.2	92.00	99.8	56.67	99.3	423
AR	7.04	9.2	12.01	9.2	36.80	84.8	55.83	85.0	434
CA	10.07	99.1	7.80	99.3	NA	NA	55.63	99.5	1,498
CO	8.53	18.1	12.80	13.6	40.79	54.7	57.76	56.2	338
CT	0.73	3.9	6.92	3.9	38.64	45.5	46.14	45.5	77
DE	4.06	6.9	7.21	0.0	30.17	20.7	41.50	20.7	58
DC	NA	NA	NA	NA	NA	NA	NA	NA	NA
FL	6.32	14.8	8.84	13.2	NA	NA	NA	NA	1,131
GA	4.20	8.6	9.97	7.2	38.58	22.5	51.22	24.0	764
HI	5.49	14.6	13.39	7.3	39.58	36.6	58.19	36.6	41
ID	7.31	14.4	13.88	13.3	NA	NA	NA	NA	195
IL	6.65	6.7	7.00	98.9	18.00	99.8	25.00	99.8	630
IN	8.51	33.3	11.58	24.5	29.85	52.9	45.57	56.9	102
IA	9.02	15.4	11.68	9.1	36.71	24.2	52.13	32.5	351
KS	11.33	14.3	12.47	10.1	39.31	31.0	57.89	34.5	287
KY	6.63	12.2	10.48	7.5	35.08	27.7	49.71	28.7	589
LA	7.74	7.4	11.75	7.5	36.38	97.1	56.88	97.1	558
ME	7.36	24.6	10.65	15.3	36.83	40.7	52.19	41.5	118
MD	NA	NA	NA	NA	NA	NA	NA	NA	268
MA	5.29	48.8	9.47	38.8	32.17	47.5	45.83	47.5	80
MI	4.16	17.5	9.44	15.2	NA	NA	NA	NA	696
MN	5.33	16.7	11.26	16.4	29.63	44.9	43.51	46.0	359
MS	13.41	33.0	15.57	33.2	18.03	31.6	46.84	31.5	585
MO	9.89	14.9	12.23	4.4	36.19	64.2	53.55	65.5	676
MT	11.56	15.4	15.35	6.5	40.10	37.9	56.33	42.6	169
NE	6.00	21.4	9.76	13.9	33.87	39.6	45.98	42.3	187
NV	13.16	26.8	21.24	17.6	40.12	45.8	62.37	55.6	142
NH	2.92	11.9	10.22	11.9	45.64	83.6	51.80	85.1	67

Table 111
Rural Fatal Crashes by State and Average Emergency Medical Services (EMS) Response Times (Continued)

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	NA	NA	NA	NA	NA	NA	NA	NA	177
NM	NA	NA	6.00	99.7	NA	NA	NA	NA	313
NY	4.48	23.0	8.74	15.1	39.75	50.0	50.24	49.4	522
NC	NA	NA	NA	NA	NA	NA	NA	NA	916
ND	15.38	29.8	16.44	15.8	40.14	36.8	63.00	43.9	57
OH	8.60	43.0	10.04	40.6	37.04	63.1	52.86	64.4	719
OK	12.58	29.7	12.27	16.9	36.02	41.8	56.76	42.9	431
OR	5.06	6.5	11.00	1.1	46.44	36.6	58.36	40.6	355
PA	6.75	20.0	10.64	19.4	35.59	48.2	50.75	49.3	720
RI	2.17	40.0	7.22	10.0	43.20	50.0	47.83	40.0	10
SC	8.85	3.4	11.32	1.3	13.33	99.6	20.67	99.6	683
SD	11.64	22.9	14.46	21.2	32.84	41.5	56.52	44.1	118
TN	9.68	76.4	10.52	72.0	36.55	84.3	51.17	84.8	715
TX	9.13	30.2	13.34	29.9	39.14	48.0	58.68	50.1	1,460
UT	8.02	30.2	11.59	29.3	35.11	83.6	50.42	83.6	116
VT	7.96	16.7	11.89	3.6	33.47	31.0	50.05	34.5	84
VA	NA	NA	NA	NA	NA	NA	NA	NA	542
WA	8.68	27.6	10.20	19.6	45.13	47.8	58.12	49.6	337
WV	7.08	5.3	11.30	1.1	40.82	30.4	56.85	32.9	283
WI	5.38	10.2	10.93	7.6	35.32	40.4	50.60	41.2	512
WY	13.53	13.7	19.98	7.7	46.52	45.3	66.49	54.7	117
USA	**7.59**	**37.7**	**11.50**	**37.8**	**36.48**	**69.3**	**52.95**	**70.3**	**20,712**
PR	14.39	80.9	14.80	81.4	NA	NA	NA	NA	215

* Includes crashes for which both times were known.
NA = not available or not applicable.

Table 112
Urban Fatal Crashes by State and Average Emergency Medical Services (EMS) Response Times

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	3.69	96.1	6.93	95.4	20.50	95.7	30.21	95.7	329
AK	1.25	84.6	7.80	80.8	33.00	84.6	41.25	84.6	26
AZ	4.65	59.3	6.60	58.9	32.11	98.2	38.10	98.0	487
AR	2.16	11.5	5.06	10.6	22.19	84.6	28.88	84.6	104
CA	3.92	98.9	5.45	99.1	31.75	99.6	37.14	98.3	2,171
CO	4.90	14.5	5.43	14.5	21.71	36.8	31.06	35.5	234
CT	1.58	3.8	5.33	4.8	24.30	34.9	30.97	34.9	209
DE	2.35	5.6	6.75	1.9	22.32	31.5	31.00	33.3	54
DC	1.61	0.0	6.11	0.0	21.50	0.0	29.22	0.0	54
FL	3.48	24.1	5.37	23.2	NA	NA	NA	NA	1,414
GA	1.76	12.4	6.83	11.5	27.58	25.0	35.98	25.4	564
HI	4.31	7.5	7.87	1.3	24.00	23.8	34.95	23.8	80
ID	1.26	18.4	6.16	18.4	NA	NA	NA	NA	38
IL	4.44	5.8	8.89	98.8	31.00	99.7	36.33	99.6	772
IN	6.64	46.8	7.15	44.7	26.30	57.5	37.95	57.5	47
IA	3.70	6.3	5.81	4.2	21.83	7.4	29.88	9.5	95
KS	6.94	10.3	6.50	3.7	24.45	18.7	35.52	21.5	107
KY	3.04	17.5	6.50	9.8	24.95	28.0	33.86	28.0	143
LA	4.81	9.4	6.47	11.3	25.97	81.7	40.35	81.2	213
ME	3.78	18.2	4.90	4.6	19.33	31.8	25.86	36.4	22
MD	NA	NA	NA	NA	NA	NA	NA	NA	327
MA	4.98	59.8	5.63	42.6	25.42	51.8	32.81	51.8	338
MI	3.48	30.7	5.51	27.7	25.00	99.7	34.50	99.7	680
MN	2.02	19.2	5.86	23.7	22.54	49.4	29.81	48.1	156
MS	11.91	25.7	14.25	25.0	16.79	23.7	42.77	24.3	152
MO	4.47	19.4	6.81	2.6	23.62	38.8	32.91	39.5	309
MT	1.93	11.8	4.38	5.9	17.69	5.9	23.81	5.9	17
NE	2.03	12.8	4.86	5.1	17.61	20.5	24.13	20.5	39
NV	3.25	21.5	6.81	8.9	19.74	37.0	29.25	37.0	135
NH	2.69	2.7	6.53	2.7	33.33	75.7	45.56	75.7	37

Table 112
Urban Fatal Crashes by State and Average Emergency Medical Services (EMS) Response Times (Continued)

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	0.67	98.8	8.00	99.4	NA	NA	26.00	99.8	518
NM	3.00	99.1	5.00	99.1	NA	NA	NA	NA	112
NY	3.23	64.7	6.47	61.1	27.31	75.2	34.97	75.2	1,039
NC	NA	NA	NA	NA	NA	NA	NA	NA	389
ND	4.43	12.5	6.13	0.0	17.13	0.0	27.00	0.0	8
OH	6.41	36.7	5.99	32.1	26.73	51.1	36.69	52.1	501
OK	4.92	60.6	5.18	57.0	23.88	65.5	33.11	65.5	165
OR	1.40	1.4	5.12	1.4	28.82	32.9	35.34	33.6	143
PA	2.75	27.7	6.28	26.1	27.86	43.8	36.06	44.3	617
RI	3.03	38.9	4.39	0.0	26.69	27.8	31.68	29.6	54
SC	6.41	3.0	8.52	2.0	NA	NA	NA	NA	99
SD	2.05	9.1	5.86	4.6	20.29	22.7	28.29	22.7	22
TN	4.62	89.2	6.18	86.8	25.86	89.9	33.29	89.9	415
TX	4.34	26.7	6.85	26.9	27.75	41.7	38.65	41.8	1,336
UT	4.42	30.4	5.47	31.9	47.64	79.7	38.27	84.1	69
VT	2.20	9.1	4.27	0.0	22.43	36.4	27.43	36.4	11
VA	NA	NA	NA	NA	NA	NA	NA	NA	283
WA	3.58	19.7	4.90	7.5	35.00	40.2	40.85	41.0	239
WV	3.78	7.9	6.17	4.8	29.80	27.0	39.48	27.0	63
WI	2.61	8.6	5.15	2.7	25.05	25.2	32.15	25.2	151
WY	2.79	9.5	5.00	4.8	14.86	33.3	21.86	33.3	21
USA	**3.83**	**48.4**	**6.20**	**50.9**	**25.97**	**73.2**	**35.21**	**73.2**	**15,608**
PR	13.07	78.4	8.96	79.0	NA	NA	NA	NA	333

* Includes crashes for which both times were known.
NA = not available.

Table 113
Persons Killed, Population, and Fatality Rates by City

City	State	1995 Fatalities			1994 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
New York	NY	457	229	50.1	7,333,253	6.23
Los Angeles	CA	392	117	29.8	3,448,613	11.37
Chicago	IL	240	84	35.0	2,731,743	8.79
Houston	TX	182	59	32.4	1,702,086	10.69
Philadelphia	PA	147	49	33.3	1,524,249	9.64
San Diego	CA	106	35	33.0	1,151,977	9.20
Phoenix	AZ	219	67	30.6	1,048,949	20.88
Dallas	TX	187	47	25.1	1,022,830	18.28
San Antonio	TX	126	27	21.4	998,905	12.61
Detroit	MI	172	46	26.7	992,038	17.34
San Jose	CA	41	15	36.6	816,884	5.02
Indianapolis	IN	39	15	38.5	752,279	5.18
San Francisco	CA	64	30	46.9	734,676	8.71
Baltimore	MD	51	19	37.3	702,979	7.25
Jacksonville	FL	108	14	13.0	665,070	16.24
Columbus	OH	47	8	17.0	635,913	7.39
Milwaukee	WI	50	18	36.0	617,044	8.10
Memphis	TN	105	24	22.9	614,289	17.09
El Paso	TX	56	20	35.7	579,307	9.67
Washington	DC	54	12	22.2	567,094	9.52
Boston	MA	40	20	50.0	547,725	7.30
Seattle	WA	39	10	25.6	520,947	7.49
Austin	TX	67	14	20.9	514,013	13.03
Nashville-Davidson	TN	92	10	10.9	504,505	18.24
Denver	CO	61	14	23.0	493,559	12.36
Cleveland	OH	46	10	21.7	492,901	9.33
New Orleans	LA	49	16	32.7	484,149	10.12
Oklahoma City	OK	65	10	15.4	463,201	14.03
Fort Worth	TX	60	11	18.3	451,814	13.28
Portland	OR	39	8	20.5	450,777	8.65

Source: Population—Bureau of the Census. 1995 population data not available at time of publication.

Table 113
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	1995 Fatalities			1994 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Kansas City	MO	65	10	15.4	443,878	14.64
Charlotte	NC	43	10	23.3	437,797	9.82
Tucson	AZ	57	14	24.6	434,726	13.11
Long Beach	CA	32	13	40.6	433,852	7.38
Virginia Beach	VA	22	3	13.6	430,295	5.11
Albuquerque	NM	68	20	29.4	411,994	16.51
Atlanta	GA	56	19	33.9	396,052	14.14
Fresno	CA	45	11	24.4	386,551	11.64
Honolulu CDP	HI	33	10	30.3	385,881	8.55
Tulsa	OK	37	7	18.9	374,851	9.87
Sacramento	CA	37	11	29.7	373,964	9.89
Miami	FL	62	23	37.1	373,024	16.62
St. Louis	MO	54	19	35.2	368,215	14.67
Oakland	CA	46	16	34.8	366,926	12.54
Pittsburgh	PA	28	3	10.7	358,883	7.80
Cincinnati	OH	29	7	24.1	358,170	8.10
Minneapolis	MN	15	4	26.7	354,590	4.23
Omaha	NE	22	6	27.3	345,033	6.38
Las Vegas	NV	28	13	46.4	327,878	8.54
Toledo	OH	28	9	32.1	322,550	8.68
Colorado Springs	CO	28	3	10.7	316,480	8.85
Mesa	AZ	37	6	16.2	313,649	11.80
Buffalo	NY	15	4	26.7	312,965	4.79
Wichita	KS	23	5	21.7	310,236	7.41
Santa Ana	CA	20	12	60.0	290,827	6.88
Arlington	TX	30	8	26.7	286,922	10.46
Tampa	FL	70	19	27.1	285,523	24.52
Anaheim	CA	21	6	28.6	282,133	7.44
Corpus Christi	TX	23	5	21.7	275,419	8.35
Louisville	KY	33	5	15.2	270,308	12.21

Source: Population—Bureau of the Census. 1995 population data not available at time of publication.

Table 113
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	1995 Fatalities			1994 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Birmingham	AL	29	4	13.8	264,527	10.96
St. Paul	MN	16	4	25.0	262,071	6.11
Newark	NJ	36	13	36.1	258,751	13.91
Anchorage	AK	24	2	8.3	253,649	9.46
Aurora	CO	20	6	30.0	250,717	7.98
Riverside	CA	37	7	18.9	241,644	15.31
Norfolk	VA	23	6	26.1	241,426	9.53
St. Petersburg	FL	35	4	11.4	238,585	14.67
Lexington-Fayette	KY	20	4	20.0	237,612	8.42
Raleigh	NC	17	4	23.5	236,707	7.18
Rochester	NY	20	5	25.0	231,170	8.65
Baton Rouge	LA	23	8	34.8	227,482	10.11
Jersey City	NJ	11	9	81.8	226,022	4.87
Stockton	CA	17	4	23.5	222,633	7.64
Akron	OH	14	2	14.3	221,886	6.31
Mobile	AL	17	3	17.6	204,490	8.31
Lincoln	NE	3	1	33.3	203,076	1.48
Richmond	VA	9	0	0.0	201,108	4.48
Shreveport	LA	27	2	7.4	196,982	13.71
Greensboro	NC	19	5	26.3	196,167	9.69
Montgomery	AL	31	7	22.6	195,471	15.86
Madison	WI	9	4	44.4	194,586	4.63
Lubbock	TX	25	6	24.0	194,467	12.86
Garland	TX	11	3	27.3	194,218	5.66
Hialeah	FL	29	12	41.4	194,120	14.94
Des Moines	IA	16	4	25.0	193,965	8.25
Jackson	MS	34	2	5.9	193,097	17.61
Spokane	WA	8	1	12.5	192,781	4.15
Bakersfield	CA	13	3	23.1	191,060	6.80
Grand Rapids	MI	10	2	20.0	190,395	5.25

Source: Population—Bureau of the Census. 1995 population data not available at time of publication.

Table 113
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	1995 Fatalities			1994 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Huntington Beach	CA	13	3	23.1	189,220	6.87
Columbus	GA	18	1	5.6	186,470	9.65
Fremont	CA	9	2	22.2	183,575	4.90
Yonkers	NY	12	3	25.0	183,490	6.54
Fort Wayne	IN	15	4	26.7	183,359	8.18
Tacoma	WA	14	3	21.4	183,060	7.65
San Bernardino	CA	16	5	31.3	181,718	8.80
Chesapeake	VA	19	1	5.3	180,577	10.52
Newport News	VA	14	5	35.7	179,127	7.82
Dayton	OH	18	2	11.1	178,540	10.08
Glendale	CA	12	5	41.7	178,481	6.72
Little Rock	AR	22	3	13.6	178,136	12.35
Orlando	FL	23	3	13.0	176,948	13.00
Modesto	CA	16	1	6.3	176,357	9.07
Salt Lake City	UT	36	10	27.8	171,849	20.95
Knoxville	TN	22	2	9.1	169,311	12.99
Glendale	AZ	27	4	14.8	168,439	16.03
Worcester	MA	5	2	40.0	165,387	3.02
Amarillo	TX	18	4	22.2	165,036	10.91
Irving	TX	5	1	20.0	164,917	3.03
Fort Lauderdale	FL	41	19	46.3	162,842	25.18
Huntsville	AL	31	5	16.1	160,325	19.34
Syracuse	NY	8	2	25.0	159,895	5.00
Plano	TX	12	1	8.3	157,394	7.62
Winston-Salem	NC	20	2	10.0	155,128	12.89
Scottsdale	AZ	14	2	14.3	152,439	9.18
Chattanooga	TN	26	2	7.7	152,259	17.08
Providence	RI	6	2	33.3	150,639	3.98

Source: Population—Bureau of the Census. 1995 population data not available at time of publication.

Table 114
Fatalities and Fatality Rates by State, 1975-1995

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1980	1985	1990	1995	Difference, 1975-1995	1975	1980	1985	1990	1994*	Difference, 1975-1994*
AL	902	940	882	1,121	1,113	+23%	3.6	3.2	2.5	2.6	2.2	-39%
AK	112	88	127	98	87	-22%	4.4	3.3	3.2	2.5	2.0	-54%
AZ	670	947	893	869	1,031	+54%	4.2	5.3	4.1	2.5	2.3	-45%
AR	559	588	534	604	631	+13%	4.0	3.6	3.1	2.9	2.4	-40%
CA	4,092	5,496	4,960	5,192	4,192	+2%	3.1	3.5	2.4	2.0	1.6	-48%
CO	581	709	579	544	645	+11%	3.5	3.2	2.2	2.0	1.7	-51%
CT	389	575	448	385	317	-19%	2.1	3.0	2.0	1.5	1.1	-48%
DE	122	153	104	138	121	-1%	3.4	3.6	1.9	2.1	1.6	-52%
DC	70	41	60	48	58	-17%	2.3	1.2	1.9	1.4	2.0	-12%
FL	1,998	2,825	2,832	2,891	2,805	+40%	3.2	3.6	3.2	2.6	2.2	-32%
GA	1,360	1,508	1,361	1,562	1,488	+9%	3.5	3.5	2.5	2.2	1.7	-51%
HI	144	186	126	177	130	-10%	3.5	3.3	1.9	2.2	1.5	-57%
ID	281	331	255	244	262	-6%	4.8	4.8	3.3	2.5	2.1	-56%
IL	2,041	1,975	1,534	1,589	1,586	-22%	3.6	3.0	2.2	1.9	1.7	-52%
IN	1,128	1,166	974	1,049	960	-15%	3.0	3.0	2.4	2.0	1.6	-47%
IA	670	626	474	465	527	-21%	3.8	3.3	2.3	2.0	1.9	-49%
KS	509	595	486	444	442	-13%	3.3	3.4	2.5	1.9	1.8	-45%
KY	863	820	712	849	849	-2%	3.5	3.3	2.5	2.5	2.0	-43%
LA	934	1,219	931	959	883	-5%	4.6	5.0	2.8	2.5	2.3	-50%
ME	223	265	206	213	187	-16%	3.1	3.6	2.4	1.8	1.5	-52%
MD	670	756	729	707	671	+0%	2.7	2.6	2.2	1.7	1.5	-44%
MA	864	881	742	605	444	-49%	2.7	2.5	1.9	1.3	0.9	-67%
MI	1,779	1,750	1,545	1,571	1,530	-14%	3.1	2.8	2.3	1.9	1.7	-44%
MN	754	848	608	566	597	-21%	2.9	3.0	1.9	1.5	1.5	-49%
MS	546	695	662	750	868	+59%	3.8	4.2	3.5	3.1	2.8	-26%
MO	1,045	1,175	931	1,097	1,109	+6%	3.4	3.5	2.4	2.2	1.9	-44%
MT	291	325	223	212	215	-26%	5.1	4.9	3.0	2.5	2.2	-57%
NE	369	396	237	262	254	-31%	3.3	3.5	2.0	1.9	1.8	-45%
NV	218	346	259	343	313	+44%	4.7	5.7	3.4	3.4	2.3	-51%
NH	151	194	191	158	118	-22%	2.9	3.0	2.5	1.6	1.1	-61%

Table 114
Fatalities and Fatality Rates by State, 1975-1995 (Continued)

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1980	1985	1990	1995	Difference, 1975-1995	1975	1980	1985	1990	1994*	Difference, 1975-1994*
NJ	1,043	1,120	964	886	773	-26%	2.2	2.2	1.8	1.5	1.3	-40%
NM	555	606	535	499	485	-13%	5.6	5.4	4.0	3.1	2.2	-61%
NY	2,366	2,610	2,006	2,217	1,674	-29%	3.6	3.4	2.2	2.1	1.5	-59%
NC	1,506	1,503	1,482	1,385	1,448	-4%	4.1	3.6	3.0	2.2	2.0	-52%
ND	167	151	90	112	74	-56%	3.7	2.9	1.6	1.9	1.4	-62%
OH	1,766	2,033	1,646	1,638	1,366	-23%	2.8	2.8	2.2	1.8	1.4	-49%
OK	757	959	744	641	669	-12%	3.3	3.5	2.4	1.9	1.9	-43%
OR	562	646	559	579	572	+2%	3.5	3.4	2.6	2.2	1.7	-52%
PA	2,078	2,089	1,771	1,646	1,480	-29%	3.3	2.9	2.3	1.9	1.6	-51%
RI	110	129	109	84	69	-37%	1.9	2.4	1.9	1.1	0.9	-54%
SC	820	852	951	979	881	+7%	4.0	3.8	3.6	2.8	2.3	-42%
SD	195	228	130	153	158	-19%	3.8	3.7	2.1	2.2	2.0	-47%
TN	1,126	1,153	1,101	1,177	1,259	+12%	3.4	3.4	3.0	2.5	2.2	-36%
TX	3,372	4,366	3,678	3,250	3,181	-6%	4.0	3.8	2.6	2.1	1.8	-55%
UT	272	334	303	272	326	+20%	3.4	3.1	2.5	1.9	1.9	-45%
VT	143	137	115	90	106	-26%	4.3	3.7	2.5	1.5	1.3	-70%
VA	993	1,045	976	1,079	900	-9%	2.9	2.7	2.0	1.8	1.4	-51%
WA	758	971	744	825	653	-14%	3.2	3.4	2.2	1.8	1.3	-59%
WV	461	523	420	481	376	-18%	4.4	4.9	3.3	3.1	2.1	-52%
WI	930	972	744	769	745	-20%	3.3	3.1	2.0	1.7	1.4	-57%
WY	210	245	152	125	170	-19%	5.4	4.9	2.8	2.1	2.2	-59%
USA	**44,525**	**51,091**	**43,825**	**44,599**	**41,798**	**-6%**	**3.4**	**3.3**	**2.5**	**2.1**	**1.7**	**-49%**
PR	496	520	593	473	595	+20%	7.3	6.0	5.7	3.7	4.1	-44%

* Vehicle miles traveled data not available for 1995.

Sources: Fatalities—Fatal Accident reporting System (FARS). Vehicle Miles Traveled—Federal Highway Administration.

Table 115
Child Passenger Protection Laws

State	Effective Date	Restraint Requirement Age	Safety Seat Required	May Substitute Safety Belts	Penalty[2]
AL	7/82	Under 6	Under 6	Either 4 or 5	$10
AK	6/85	Under 16	Under 4	4 through 15	$50, 2 points
AZ	8/83	Through 4[2]	Through 4[2]	No	$50
AR	8/83	Under 14	Under 4[2]	Between 4 and 14	$30
CA	1/83	Under 4[2]	Under 4[2]	No	$100
CO	1/84	Under 15[2]	Under 4[2]	No	$25
CT	5/82	Under 4	Under 4	Between 1 and 4 in rear seat	$60
DE	6/82	Under 16	Under 4	No	$25
DC	7/83	Up to 16	Under 3	Between 3 and 6	$55, 2 points
FL	7/83	Under 16	Under 4[2]	Over 4 up to age 16	$150, 3 points
GA	7/84	Under 16	Under 4	Over 4	$25
HI	7/83	Under 4	Under 3	Between 3 and 4	$100 maximum
ID	1/85	Under 4[2]	Under 4[2]	No	$100 maximum
IL	7/83	Under 6	Under 4	Between 4 and 6	$25-$50
IN	1/84	Under 5	Under 3	Between 3 and 5	$50-$500
IA	1/85	Under 6	Under 3	Between 3 and 6	$10
KS	1/82	Under 14	Under 4	Between 4 and 13 in all positions	$20
KY	7/82	Under 41"	Under 41"	No	$50
LA	9/84	Under 5	Under 5	Between 3 and 5 in rear seat	$25-$50
ME	9/83	Under 19	Through 4	Between 1 & 4 if not in parent's vehicle	$25-$50
MD	1/84	Under 10	Under 4[2]	Between 4 and 10	$25-$50
MA	1/82	Through 12	Under 5	Under 5	$25
MI	4/82	Through 15	Through 4	1 through 4 in rear seat	$10
MN	8/83	Under 11	Under 4	4 through 10 in rear seat	$50
MS	7/83	Under 4	Under 4	No	$25
MO	1/84	Under 4	Under 4	No	$25
MT[1]	1/84	Under 4[2]	Under 2	Between 2 and 4	$10-$25
NE	8/83	Under 5[2]	Under 4[2]	Between 4 and 5	$25
NV	7/83	Under 5	Under 5	Under 5 in rear seat	$35-$100
NH	7/83	Under 12	Under 5	Under 5 through 12 in all positions	$500 maximum

[1]Law applies only to parents and legal guardians.
[2]Or less than 40 pounds.
[3]Most states waive fines upon proof of safety seat acquisition.

Table 115
Child Passenger Protection Laws (Continued)

State	Effective Date	Restraint Requirement Age	Safety Seat Required	May Substitute Safety Belts	Penalty[3]
NJ	4/83	Under 5	Under 5	Between 1½ and 5 in rear seat	$10-$25
NM	6/83	Under 11	Under 5	Between 1 and 5 in rear seat	$25
NY	4/82	Under 10	Under 4	Over 4 up to age 10	$100 maximum
NC	7/82	Under 12	Under 4	Between 4 and 12	$25
ND	1/84	Through 10	Under 3	3 through 10	$20
OH	3/83	Under 4[2]	Under 4[2]	Over 4 and/or over 40 pounds	$100 maximum
OK	11/83	Under 5	Under 4	5 and over in rear seat	$25 maximum
OR	1/84	Under 16	Under 4[2]	Over 4 and/or over 40 pounds	$95 maximum
PA	1/84	Under 4	Under 4	Over 4	$25
RI	7/80	Through 12	Through 3	No	$100 maximum
SC	7/83	Under 6	Under 4	Between 1 and 6 in rear seat	$25
SD	7/84	Under 5	Under 2	Between 2 and 5	$20
TN	1/78	Under 12	Under 4	No	$25-$50
TX	10/84	Under 4	Under 2	Between 2 and 4	$25-$50
UT	7/84	Under 8	Under 2	Between 2 and 8	$20
VT	7/84	Through 12	Through 5	No	$25
VA	1/83	Over 4	Under 4	Over 4 in front seat	$50, 3 points
WA	1/84	Under 6	Under 2	Between 2 and 6	$30
WV	7/81	Under 9	Under 3	Between 3 and 5	$10-$20
WI	11/82	Under 8	Under 4	Between 5 and 8	$10-$200
WY	4/85	Under 3[2]	Under 3[2]	No	$25
PR	1/89	Under 4	Under 4	Over 40 pounds	$10

[1]Law applies only to parents and legal guardians.
[2]Or less than 40 pounds.
[3]Most states waive fines upon proof of safety seat acquisition.

Table 116
Status of State Motorcycle Helmet Use Requirements

State	Original Law	Subsequent Action, Date(s) and Current Status
AL	11/06/67	Helmet use required for all riders.
AK	01/01/71	Repealed effective 7-1-76 except for persons under 18 years of age, and all passengers.
AZ	01/01/69	Repealed effective 5-27-76 except for persons under 18 years of age.
AR	07/10/67	Helmet use required for all riders.
CA	01/01/85	Helmet use required by riders under 15 1/2 years of age. Effective 1-1-92 helmet use required for all riders.
CO	07/01/69	Repealed effective 5-20-77.
CT	10/01/67	Not enforced until 2-1-74. Repealed effective 6-1-76. Effective 1-1-90 adopted requirement for helmet use by persons under 18.
DE	10/01/68	Repealed effective 6-10-78 except for persons under 19 years of age. Also requires that a helmet be carried on the motorcycle for persons 19 and older.
DC	10/12/70	Helmet use required for all riders.
FL	09/05/67	Helmet use required for all riders.
GA	08/31/66	Helmet use required for all riders.
HI	05/01/68	Repealed effective 6-7-77 except for persons under 18 years of age.
ID	01/01/68	Repealed effective 3-29-78 except for persons under 18 years of age.
IL	01/01/68	Repealed effective 6-17-69 after being declared unconstitutional by the State Supreme Court on 5-28-69.
IN	07/01/67	Repealed effective 9-1-77. Effective 6-1-85 adopted requirement for helmet use by persons under 18.
IA	09/01/75	Repealed effective 7-1-76.
KS	07/01/67	7-1-67 to 3-17-70 for all cyclists. 3-17-70 to 7-1-72 only for cyclists under 21 years of age. 7-1-72 to 7-1-76 for all cyclists. 7-1-76 to 7-1-82 applied only to persons under 16 years of age. After 7-1-82 applies only to persons under 18 years of age.
KY	07/01/68	Helmet use required for all riders.
LA	07/31/68	Repealed effective 10-1-76 except for persons under 18 years of age. Readopted for all cyclists effective 1-1-82.
ME	10/07/67	Repealed effective 10-24-77. Amended effective 7-3-80 to require use by cyclists under 15 years of age.
MD	09/01/68	Repealed effective 5-29-79 except for persons under 18 years of age. Effective 10/01/92 helmet use required for all riders.
MA	02/27/67	Helmet use required for all riders.
MI	03/10/67	Repealed effective 6-12-68. New law adopted effective 9-1-69. Helmet use required for all riders.
MN	05/01/68	Repealed effective 4-6-77 except for persons under 18 years of age.
MS	03/28/74	Helmet use required for all riders.
MO	10/13/67	Helmet use required for all riders.
MT	07/01/73	Repealed effective 7-1-77 except for persons under 18 years of age.
NE	05/29/67	Never enforced. Declared unconstitutional by State Supreme Court and repealed effective 9-1-77. Effective 1/01/89 helmet use required for all riders.
NV	01/01/72	Helmet use required for all riders.
NH	09/03/67	Repealed effective 8-7-77 except for persons under 18 years of age.

Table 116
Status of State Motorcycle Helmet Use Requirements (Continued)

State	Original Law	Subsequent Action, Date(s) and Current Status
NJ	01/01/68	Helmet use required for all riders.
NM	05/01/67	Initial law applied only to cyclists under 18 years of age and to all passengers. Law requiring helmet use by all cyclists adopted effective 7-1-73. Repealed effective 6-17-77 except for persons under 18 years of age.
NY	01/01/67	Helmet use required for all riders.
NC	01/01/68	Helmet use required for all riders.
ND	07/01/67	Repealed effective 7-1-77 except for persons under 18 years of age.
OH	04/02/68	Repealed effective 7-10-78 except for persons under 18 years, and first year novice.
OK	04/27/67	4-27-67 to 4-7-69 helmet use required for all motorcyclists. From 4-7-69 to 5-3-76 for cyclists under 21 years of age. 5-3-76 for cyclists under 18 years of age.
OR	01/01/68	Repealed effective 10-40-77, except for persons under 18 years of age. Effective 6-16-88 helmet use required for all riders.
PA	09/13/68	Helmet use required for all riders.
RI	06/30/67	Repealed effective 5-21-76 except for passengers on motorcycles. Effective 7-01-92 helmet use required for persons under 21 years of age and first year operators.
SC	07/01/67	Repealed for ages 21 and over effective 6-16-80.
SD	07/01/67	Repealed effective 7-1-77 except for persons under 18 years of age.
TN	06/05/67	Helmet use required for all riders.
TX	01/01/68	Repealed effective 9-1-77 except for persons under 18 years of age. Effective 9-1-89 helmet use required for all riders.
UT	05/13/69	Helmets required only on roads with speed limits of 35 mph or higher. Effective 5-8-77 law changed to require helmet use only by persons under 18 years of age.
VT	07/01/68	Helmet use required for all riders.
VA	01/01/71	Helmet use required for all riders.
WA	07/01/67	Repealed effective 7-1-77. 7-1-87 helmet use required for riders under 18. Effective 6-8-90 helmet use required for all riders.
WV	05/21/71	Helmet use required for all riders.
WI	07/01/68	Repealed effective 3-19-78 except for persons under 18 years of age, and for all holders of learner's permits.
WY	05/25/73	Repealed effective 5-27-83 except for persons under 18 years of age.
PR	07/20/60	Helmet use required for all riders.

- 25 states plus the District of Columbia and Puerto Rico require helmet use for all riders.
- 22 states require helmet use for certain riders.
- 3 states do not require helmet use for riders.

Table 117
Impaired Driving High-Priority Legislation

State	Administrative Per Se (BAC Level)	Illegal Per Se (BAC Level)	Lower BAC for Youthful DWI Offenders (BAC Level and Age)	License Sanction (Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
AL	N	0.10		S-90 days	R-1 yr	R-3 yrs
AK	Y-0.10	0.10		R-30 days	R-1 yr	R-10 yrs
AZ	Y-0.10	0.10	Y-0.00 (<21)	S-90 days	R-1 yr	R-3 yrs
AR	N	0.10	Y-0.02 (<21)	--	S-1 yr	S-2 yrs
CA	Y-0.08	0.08	Y-0.01 (<21)	--	S-30 days	R-3 yrs
CO	Y-0.10	0.10		--	R-1 yr	R-2 yrs
CT	Y-0.10	0.10	Y-0.02 (<21)	--	--	--
DE	Y-0.10	0.10	Y-0.02 (<21)	--	--	--
DC	Y-0.10	0.10	Y-0.00 (<21)	R-6 mos	R-1 yr	R-2 yrs
FL	Y-0.08	0.08		--	R-12 mos	R-24 mos
GA	Y-0.10	0.10	Y-0.04 (<18)	--	S-120 days	R-5 yrs
HI	Y-0.10	0.10		S-30 days	S-1 yr	R-1 yr
ID	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
IL	Y-0.10	0.10	Y-0.00 (<21)	--	--	--
IN	Y-0.10	0.10		S-30 days	S-1 yr	S-1 yr
IA	Y-0.10	0.10	Y-0.02 (<21)	--	R-1 yr	R-2 yrs
KS	Y-0.08	0.08		S-30 days	S-1 yr	S-1 yr
KY	A	0.10		S-30 days	R-12 mos	R-24 mos
LA	Y-0.10	0.10	Y-0.04 (<18)	--	S-12 mos	S-24 mos
ME	Y-0.08	0.08	Y-0.00 (<21)	S-60 days	S-1 yr	S-2 yrs
MD	Y-0.10	No	Y-0.02 (<21)	--	--	--
MA	Y-0.08	No	Y-0.02 (<21)	S-45 days	R-6 mos	R-2 yrs
MI	N	0.10	Y-0.02 (<21)	--	R-1 yr	S-5 yrs
MN	Y-0.10	0.10	Y-0.00 (<21)	R-15 days	R-15 days	R-15 days
MS	Y-0.10	0.10	Y-0.08 (<21)	S-30 days	S-1 yr	S-3 yrs
MO	Y-0.10	0.10		S-30 days	R-2 yrs	R-3 yrs
MT	N	0.10	Y-0.02 (<21)	--	R-3 mos	R-3 mos
NE	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-6 mos	R-1 yr
NV	Y-0.10	0.10		R-45 days	R-1 yr	R-1.5 yrs
NH	Y-0.08	0.08	Y-0.02 (<21)	R-90 days	R-3 yrs	R-3 yrs

Table 117
Impaired Driving High-Priority Legislation (Continued)

State	Administrative Per Se (BAC Level)	Illegal Per Se (BAC Level)	Lower BAC for Youthful DWI Offenders (BAC Level and Age)	License Sanction (Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
NJ	N	0.10	Y-0.01 (<21)	R-6 mos	R-2 yrs	R-10 yrs
NM	Y-0.08	0.08	Y-0.02 (<21)	--	R-1 yr	R-5 yrs
NY	A	0.10		--	R-1 yr	R-1 yr
NC	Y-0.08	0.08	Y-0.00 (<21)	--	R-2 yrs	R-3 yrs
ND	Y-0.10	0.10		S-30 days	S-365 days	S-2 yrs
OH	Y-0.10	0.10	Y-0.02 (<21)	S-15 days	S-30 days	S-180 days
OK	Y-0.10	0.10		--	--	--
OR	Y-0.08	0.08	Y-0.00 (<21)	--	S-90 days	S-1 yr
PA	N	0.10		S-12 mos	S-12 mos	S-12 mos
RI	N	0.10	Y-0.02 (<21)	S-3 mos	S-1 yr	S-2 yrs
SC	N	No		--	S-1 yr	S-2 yrs
SD	N	0.10		--	R-1 yr	R-1 yr
TN	N	No	Y-0.02 (<21)	--	R-2 yrs	R-3 yrs
TX	Y-0.10	0.10	Y-0.07 (<21)	--	--	--
UT	Y-0.08	0.08	Y-0.00 (<21)	S-90 days	R-1 yr	R-1 yr
VT	Y-0.08	0.08	Y-0.02 (<18)	S-90 days	S-18 mos	R-2 yrs
VA	Y-0.08	0.08	Y-0.02 (<21)	--	R-2 yrs	R-3 yrs
WA	Y-0.10	0.10	Y-0.02 (<21)	--	R-2 yrs	R-2 yrs
WV	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-1 yr	R-1 yr
WI	Y-0.10	0.10	Y-0.00 (<18)	--	R-60 days	R-90 days
WY	Y-0.10	0.10		--	S-1 yr	R-3 yrs
USA	**Y - 39**	**0.08 - 11** **0.10 - 36** **No - 4**	**Y - 34**	**S - 17** **R - 8**	**S - 18** **R - 27**	**S - 14** **R - 31**
	Y = Yes N = No A = Alternative		Y = Yes	S = Suspension R = Revocation		
PR	N	No		--	--	--

Notes: An "administrative per se law" refers to a statute that allows a state's driver licensing agency to either suspend or revoke a driver's license based either on a specific alcohol (or drug) concentration or on some other criterion related to alcohol or drug use and driving. Such action is completely independent of any licensing action related to a DWI criminal offense. The term "illegal per se" refers to state laws that make it a criminal offense to operate a motor vehicle at or above a specified alcohol (or drug) concentration in the blood, breath, or urine. In those columns showing mandatory sanctions, a "blank" space does not mean that a state does not have a sanction. It only means that the state does not have a mandatory sanction for that offense or violation.

Source: "Digest of State Alcohol-Highway Safety Related Legislation," U.S. Department of Transportation/ National Highway Traffic Administration, DOT HS 808 204.

Table 118
Key Provisions of Safety Belt Use Laws

State	Effective	Enforcement	Fine	Seats	Vehicle and Coverage by Law
AL	07/18/92	Secondary	$25	Front	Passenger car, MY>'65.
AK	09/12/90	Secondary	$15	All	Motor vehicle. Over age 16.
AZ	01/01/91	Secondary	$10	Front	Passenger car, van, MY>'72.
AR	07/15/91	Secondary	$30	Front	Passenger car, truck, van.
CA	01/01/86	Primary	$20	All	Passenger car, van, small truck.
CO	07/01/87	Secondary	$15	Front	Passenger car, van, taxi, ambulance, RV, small truck.
CT	01/01/86	Primary	$37	Front	Passenger car, van, truck.
DE	01/01/92	Secondary	$20	Front	Passenger car.
DC	12/12/85	Secondary	$15	Front	Vehicle seating 8 or less people.
FL	07/01/86	Secondary	$20	Front	Motor vehicle, pick up truck.
GA	09/01/88	Secondary	$15	Front	Passenger car to carry under 10 people.
HI	12/16/85	Primary	$20	Front	Vehicle registered in State.
ID	07/01/86	Secondary	$ 5	Front	Motor vehicle under 8,000 lbs.
IL	07/01/85	Secondary	$25	Front	Motor vehicle to carry under 10 people, RV.
IN	07/01/87	Secondary	$25	Front	Passenger car, bus, school bus.
IA	07/01/86	Primary	$10	Front	Passenger car, van, truck 10,000 lbs. or less.
KS	07/01/86	Secondary	$10	Front	Passenger car, van.
KY	07/13/94	Secondary	$25	All	Motor vehicles from model year 1965.
LA	07/01/86	Primary	$25	Front	Passenger car, van, truck under 6,000 lbs.
ME	12/27/95	Secondary	$25	All	Passenger vehicles.
MD	07/01/86	Secondary	$25	Front	Passenger and multi-purpose vehicle, truck, tractor, bus.
MA	02/01/94	Secondary	$25	All	Passenger car, van, truck.
MI	07/01/85	Secondary	$25	Front	Motor vehicle.
MN	08/01/86	Secondary	$25	Front	Passenger car, pick up truck, van, RV.
MS	03/20/90	Secondary	$25	Front	Passenger car, van.
MO	09/28/85	Secondary	$10	Front	Passenger car to carry under 10 people.
MT	10/01/87	Secondary	$20	All	Motor vehicle.
NE	01/01/93	Secondary	$25	Front	Motor vehicle
NV	07/01/87	Secondary	$25	All	Passenger car under 6,000 lbs.
NJ	03/01/85	Secondary	$20	Front	Passenger car.
NM	01/01/86	Primary	$25	Front	Motor vehicle under 10,000 lbs.
NY	12/01/84	Primary	$50	Front	Passenger car.
NC	10/01/85	Primary	$25	Front	Passenger motor vehicle to carry under 10 people.
ND	07/14/94	Secondary	$20	Front	Motor vehicle.
OH	05/06/86	Secondary	$25	Front	Passenger and commercial car, van, tractor, truck.
OK	02/01/87	Secondary	$10	Front	Passenger car, van, pickup truck.
OR	12/07/90	Primary	$95	All	Motor vehicle.
PA	11/23/87	Secondary	$10	Front	Passenger car, truck, motor home.
RI	06/18/91	Secondary	No	All	Passenger car. Over age 12.
SC	07/01/89	Secondary	$10	Front	Passenger car, truck, van, RV, taxi.
SD	01/01/95	Secondary	$20	Front	Passenger car, truck, van, RV, taxi.
TN	04/21/86	Secondary	$25	Front	Vehicle under 8,500 lbs.
TX	09/01/85	Primary	$25	Front	Passenger car, van, and certain trucks.
UT	04/28/86	Secondary	$10	Front	Motor vehicle.
VT	01/01/94	Secondary	$10	All	Passenger cars.
VA	01/01/88	Secondary	$25	Front	Motor vehicle.
WA	06/11/86	Secondary	$25	All	Passenger and multi-purpose vehicle, bus, truck.
WV	09/01/93	Secondary	$25	Front	Passenger car. Age 18 and under in rear seat.
WI	12/01/87	Secondary	$10	All	Motor vehicle.
WY	06/08/89	Secondary	No	Front	Passenger car, van, pickup truck.
PR	01/19/75	Primary	$10	Front	Passenger car. Over age 4.

Total states with safety belt use laws: 49 plus DC and Puerto Rico.