Motor Vehicle Traffic Crash Fatality Counts and Estimates of People Injured for 2005

Based on

The Fatality Analysis Reporting System (FARS)

and

The National Automotive Sampling System
General Estimates System (NASS GES)

DOT HS 810 639 **August 2006**

2005 Annual Assessment

This presentation supersedes the presentation released on August 22nd 2006.

The data and statements relating to fatality rates are updated based on the latest available exposure data from the Federal Highway Administration.

Some edits were made to the following slides: 4, 9-10, 37-42, 65, 108, 117.

This report updates the 2005 Projections released in April 2006, which were based on a statistical procedure using incomplete/partial data.

This report also compares fatality counts and estimates of people injured resulting from motor vehicle traffic crashes occurring in 2005, with counts and estimates from final 2004 files. As usual, the final numbers reported are updated from the previously released annual file data; the 2004 final file shows an increase of 200 more fatalities.

Counts and estimates are based on Fatality Analysis Reporting System and NASS General Estimates System files, as indicated in the sources listed on page 4.

The fatality counts for 2005 will be finalized next year. Data from 2004 and prior years are final and will not be updated again.

2005 Annual Assessment

Since the fatality counts from FARS data are based on a census of fatal traffic crashes, the fatality data contained in the following tables is not subject to sampling error.

However, the estimates of people injured from NASS GES data are based on a nationally representative sample of police-reported crashes and hence are subject to sampling errors.

The changes in people-injured data between 2004 and 2005 that are statistically significant (where applicable) are indicated in the respective tables with a footnote.

Data Sources

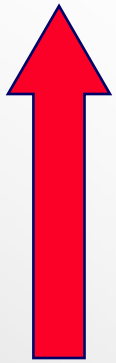
- **Crash Data**
  - Fatality Analysis Reporting System
    - 2004 (and prior years) Final File
    - 2005 Annual Report File
  - NASS General Estimates System
    - 2005 (and prior years) Annual File
- **Exposure Data**
  - Vehicle Miles of Travel (VMT)
    - Federal Highway Administration (FHWA)
      2005 and Prior Years – Annual Highway Statistics Publication
  - Registered Vehicles
    - Based on NHTSA's Projections, R.L.Polk and FHWA
  - Population Estimates (based on 2000 Census)
    - Census Bureau

2005 Annual Assessment - Contents -

2005 Annual Assessment Highlights

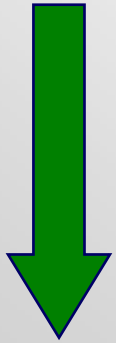
2005 Annual Assessment Highlights

In 2005 …



43,443 people were killed in motor vehicle crashes

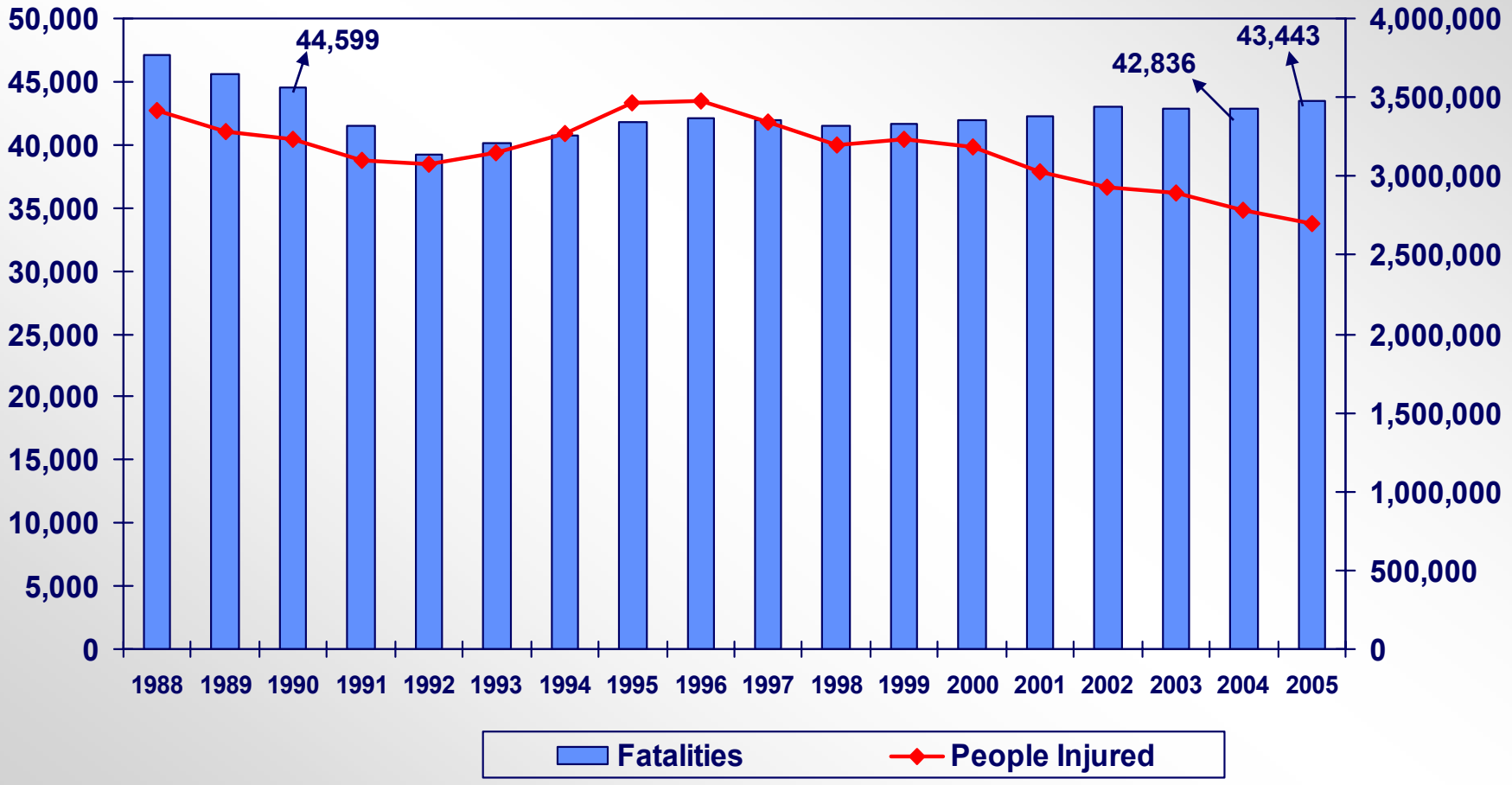
- a 1.4% increase from 2004
- highest level killed since 1990



2,699,000 people were injured

- a 3.2% decline from 2004

People Killed and Injured In Traffic Crashes, by Year



Source: FARS

2005 Annual Assessment Highlights

Exposure (VMT) increased by 0.8%, resulting in

an increase in the motor vehicle crash fatality rate to 1.45 per 100 million VMT

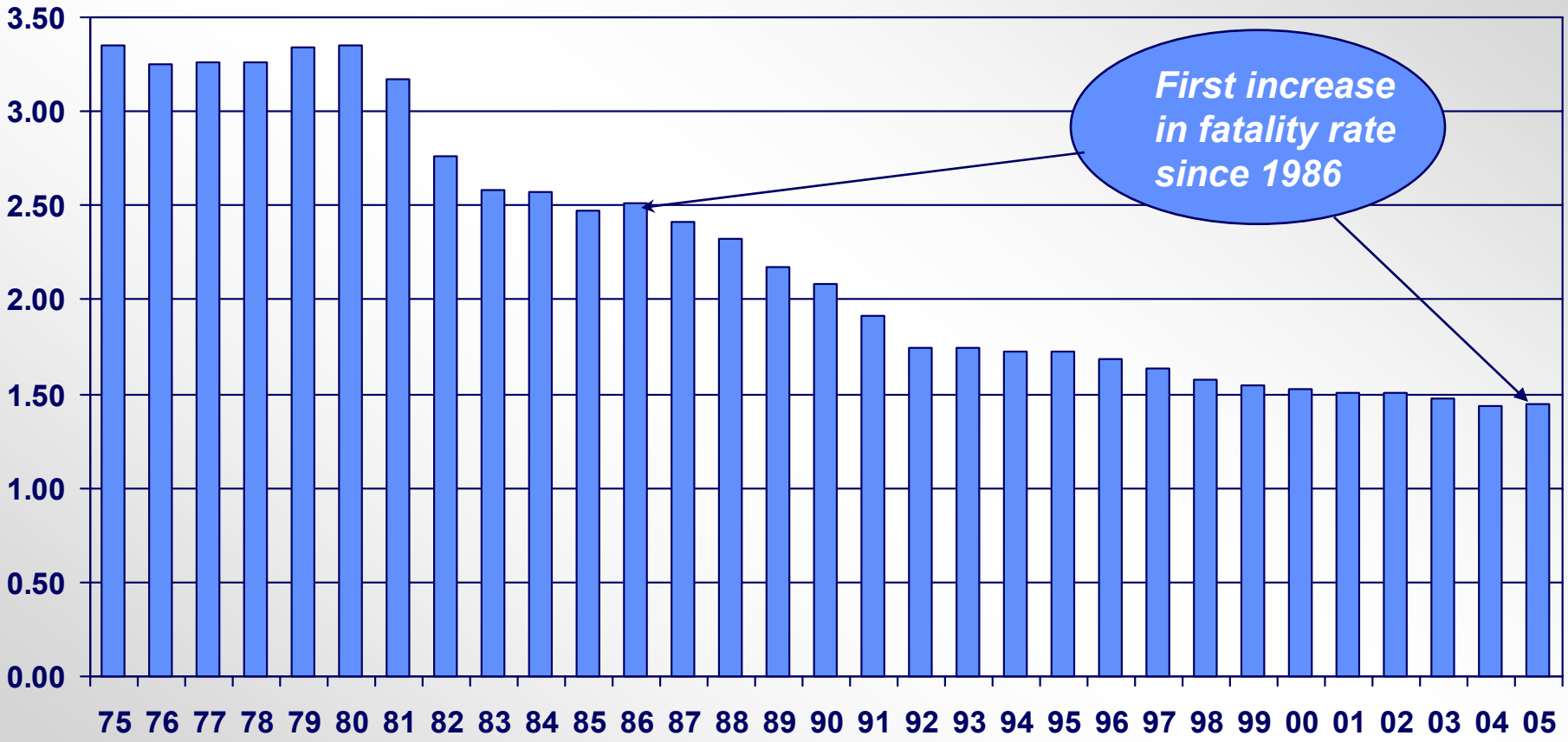
a decline in the motor vehicle crash injury rate to 90 per 100 million VMT

Exposure Measure	Year		% Change
	2004	2005	
Vehicle Miles Traveled*	2,964,788	2,989,807	+0.8%
Fatality Rate/100M VMT	1.44	1.45	+0.7%
Injury Rate/100M VMT	94	90	-4.3%

* FHWA Annual Highway Statistics

Sources: FARS, FHWA

Fatality Rate Per 100 Million VMT, by Year



Sources: FARS, FHWA

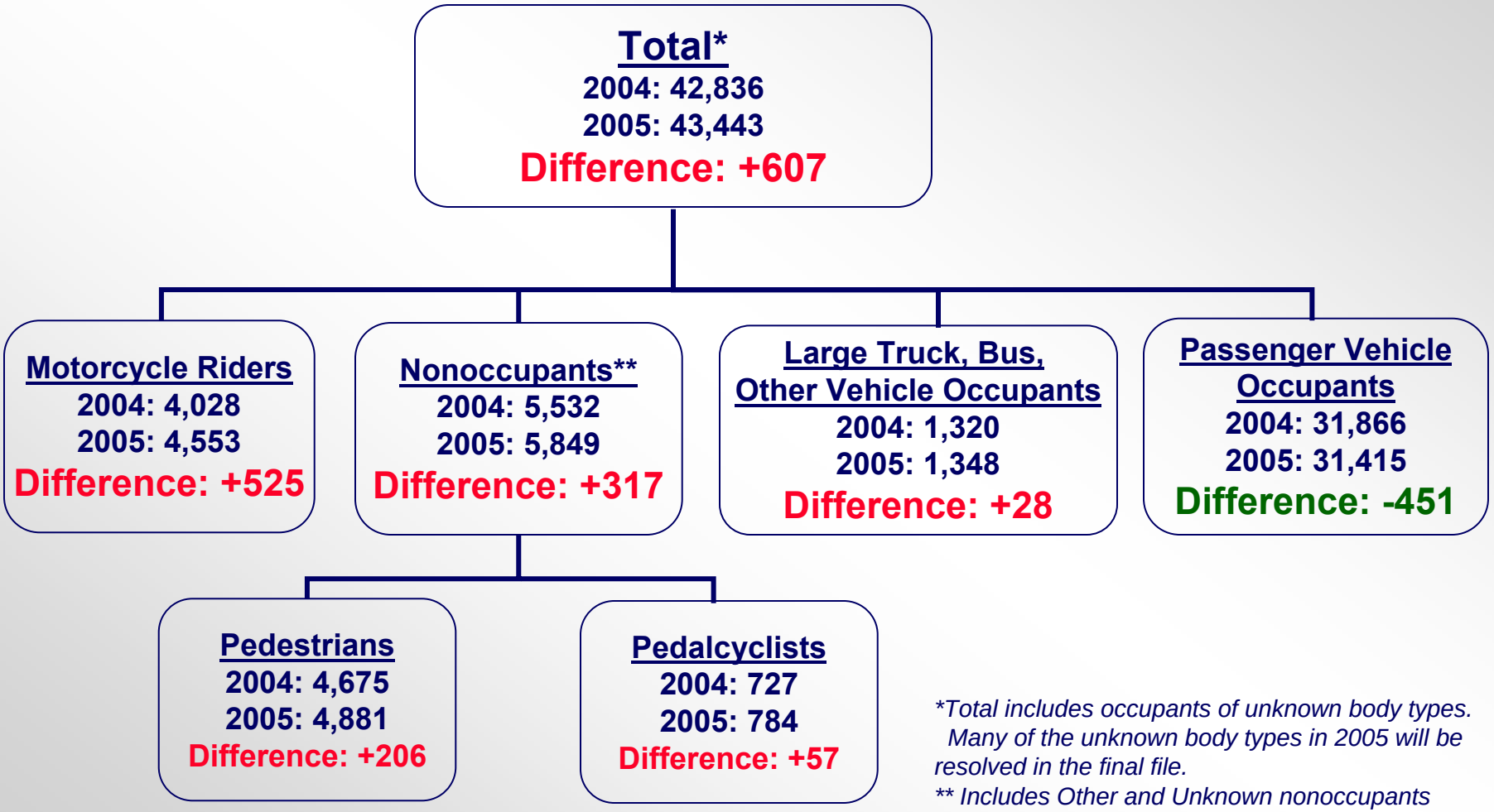
2005 Annual Assessment Highlights

- **Fatalities increased for**
  - **Motorcycle riders**
    - **the 8th year in a row**

  and
  - **Nonoccupants**

- **More than compensating for a decrease in passenger vehicle occupant fatalities**

Changes Between 2004 and 2005 Fatalities by Role



*Total includes occupants of unknown body types. Many of the unknown body types in 2005 will be resolved in the final file.

** Includes Other and Unknown nonoccupants

Changes Between 2004 and 2005 Fatalities, by Month and Quarter

Most of the increase in fatalities occurred in the 2nd half of the year

Month	Year		Change by Month	Change by Quarter
	2004	2005		
January	3,251	3,110	-141	-141
February	2,925	2,923	-2	
March	3,207	3,209	+2	
April	3,398	3,581	+183	+20
May	3,803	3,685	-118	
June	3,774	3,729	-45	
July	3,902	4,214	+312	+393
August	4,003	3,890	-113	
September	3,586	3,780	+194	
October	3,843	4,012	+169	+335
November	3,501	3,756	+255	
December	3,643	3,554	-89	
TOTAL	42,836	43,443	+607	

Source: FARS

2005 Annual Assessment Highlights

Passenger vehicle occupants killed in rollover crashes increased by 2.1%

- ***Increased for vans and pickup trucks***
- ***But declined slightly for SUVs***

Passenger Vehicle Occupants Killed in Rollover Crashes, by Type of Vehicle

Type of Vehicle	Year		% Change
	2004	2005	
Occupants Killed*	10,590	10,816	+2.1%
Passenger Cars	4,353	4,356	+0.1%
Vans	695	790	+14%
SUVs	2,929	2,877	-1.8%
Pickup Trucks	2,597	2,781	+7.1%

*Total Killed includes Occupants of Other Light Trucks

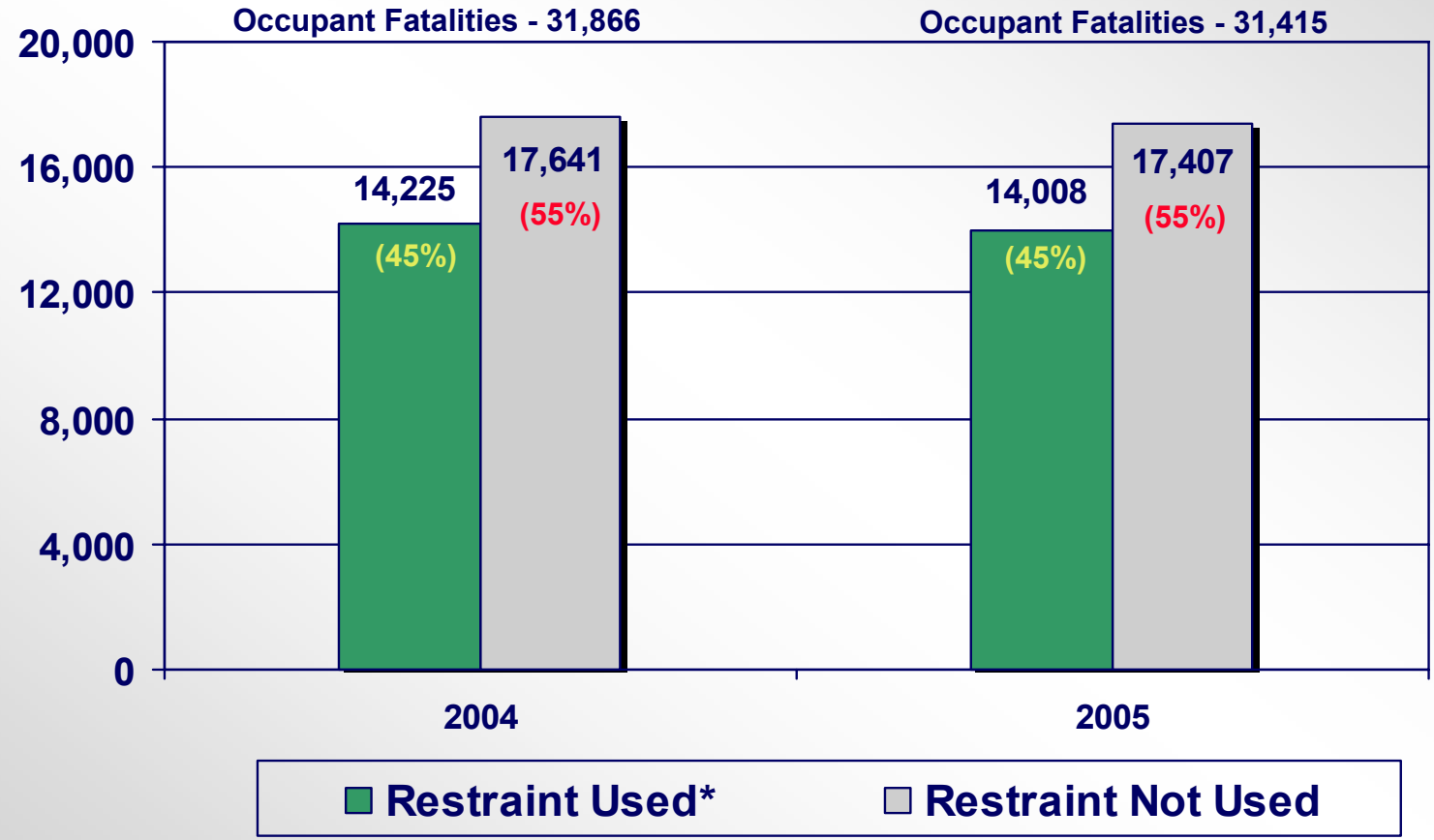
Source: FARS

2005 Annual Assessment Highlights

More than half (55%) of passenger vehicle occupants killed were unrestrained

(Unchanged from 2004)

Passenger Vehicle Occupant Fatalities (All Ages), by Restraint Use



Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories.
Restraint use was unknown for 7% of passenger vehicle occupant fatalities in 2004 and 7% in 2005.
**Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.*

Source: FARS

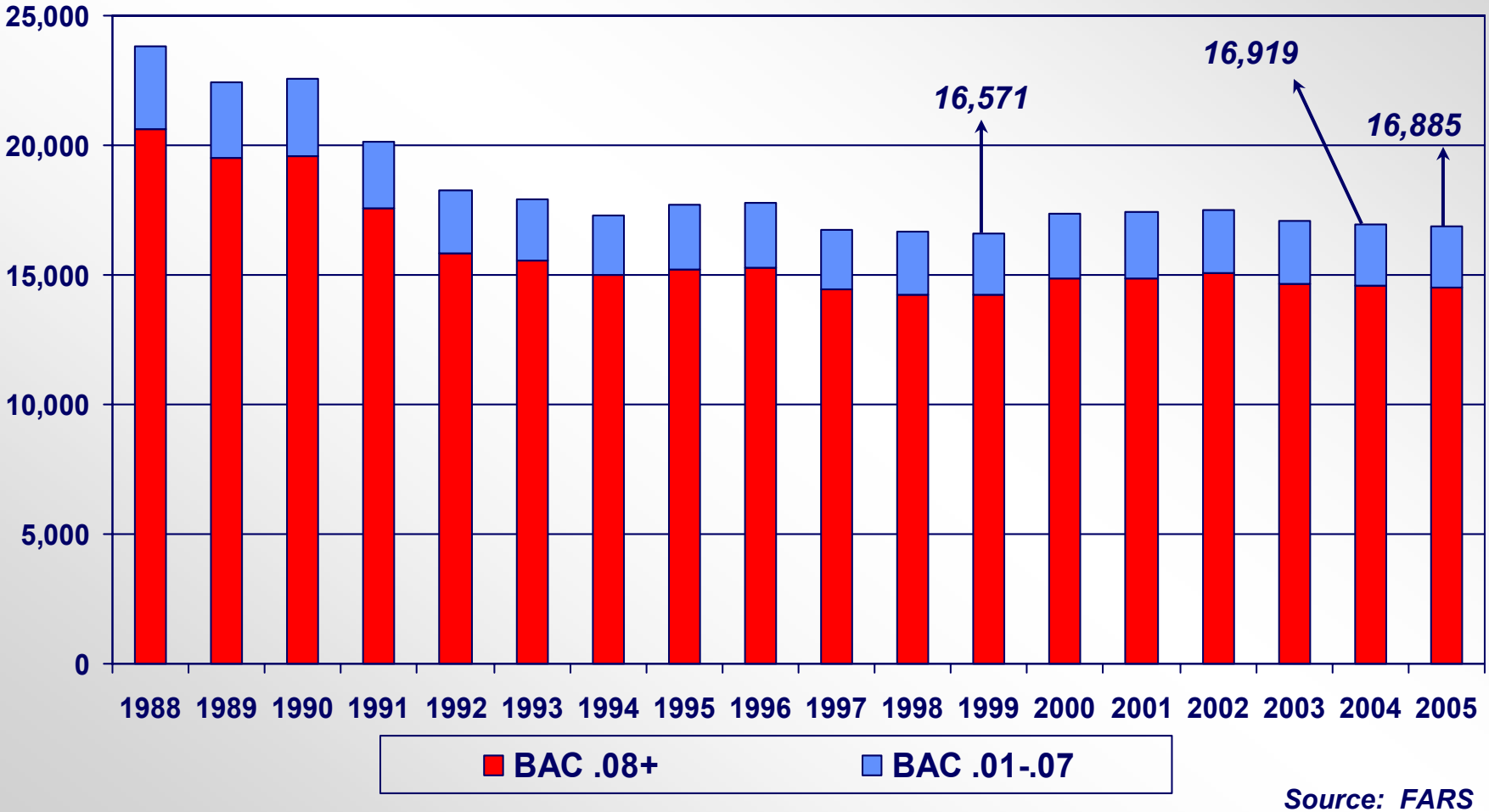
2005 Annual Assessment Highlights

Total alcohol-related fatalities and fatalities at BAC ≥ .08 g/dL

declined (very slightly)

- *Total alcohol-related fatalities are at their lowest since 1999*

People Killed in Alcohol-Related Traffic Crashes, by Year



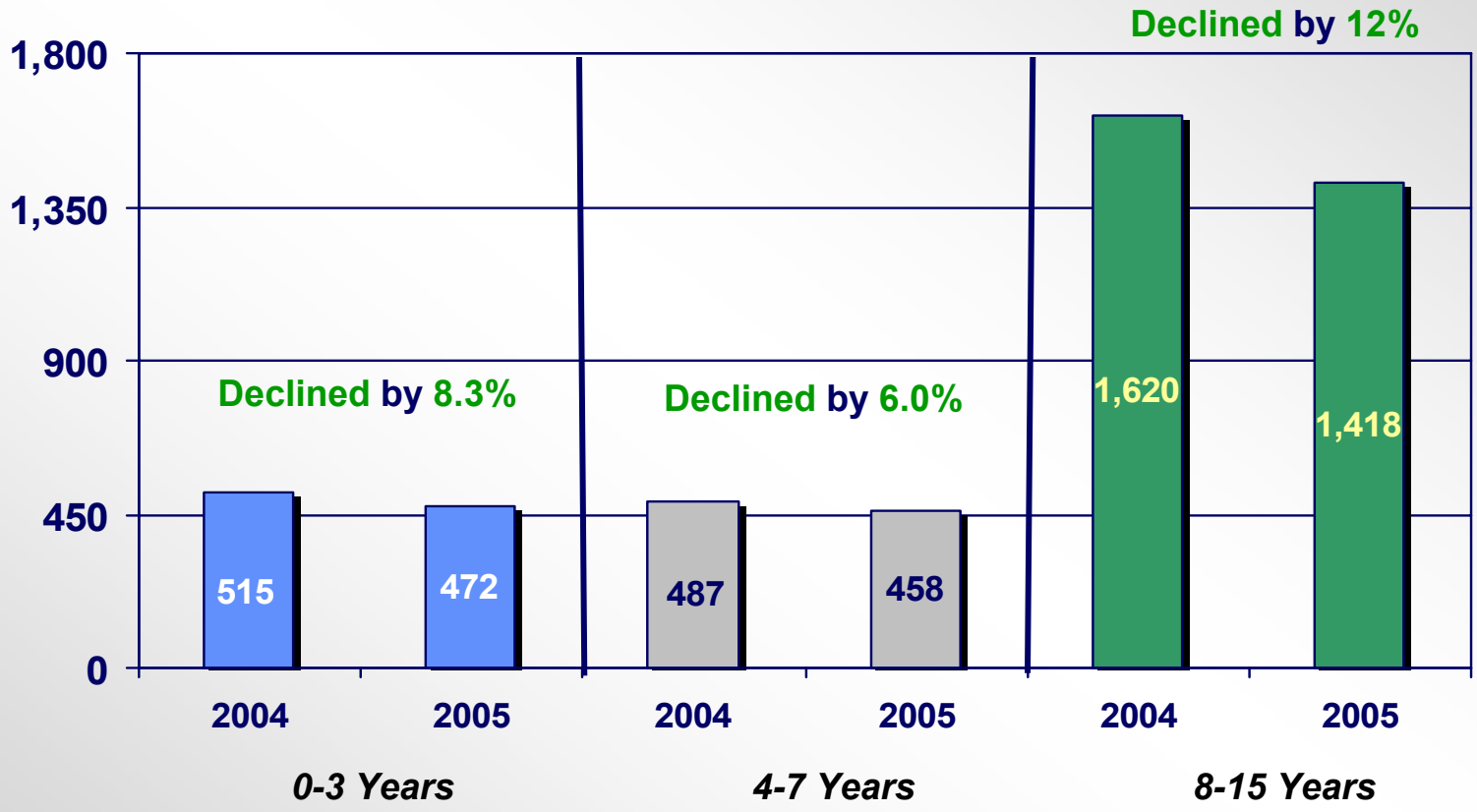
Source: FARS

2005 Annual Assessment Highlights

The number of fatalities declined for children of all ages

- *Largest decline was for 8-to 15-year-olds*

Children, Age 0 – 15, Killed in Motor Vehicle Crashes, by Age Group



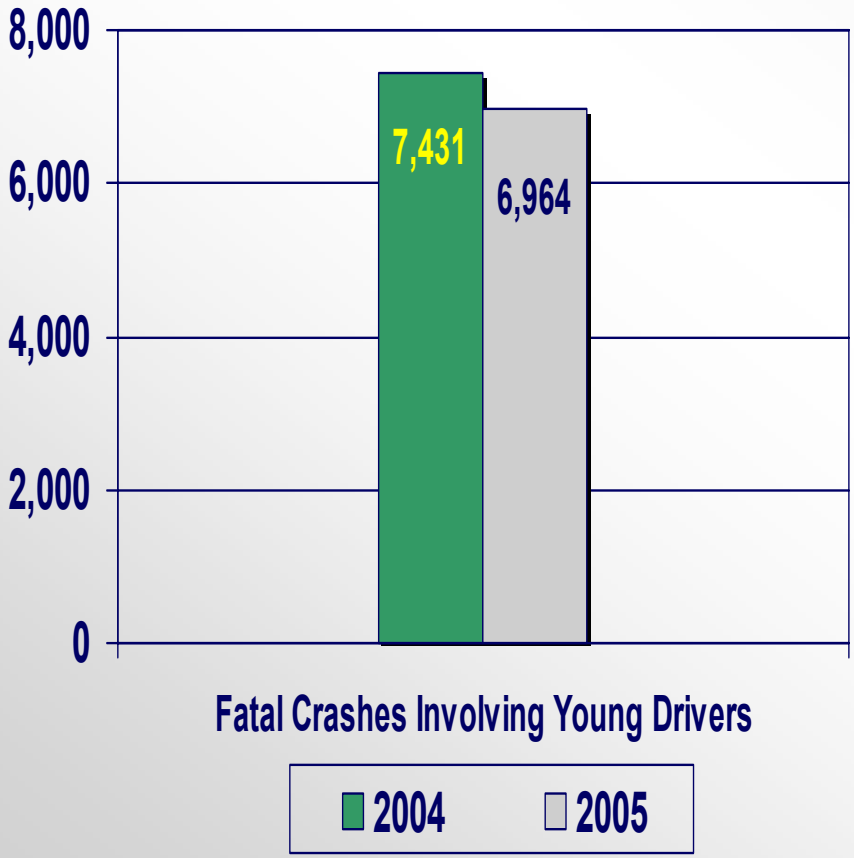
Source: FARS

2005 Annual Assessment Highlights

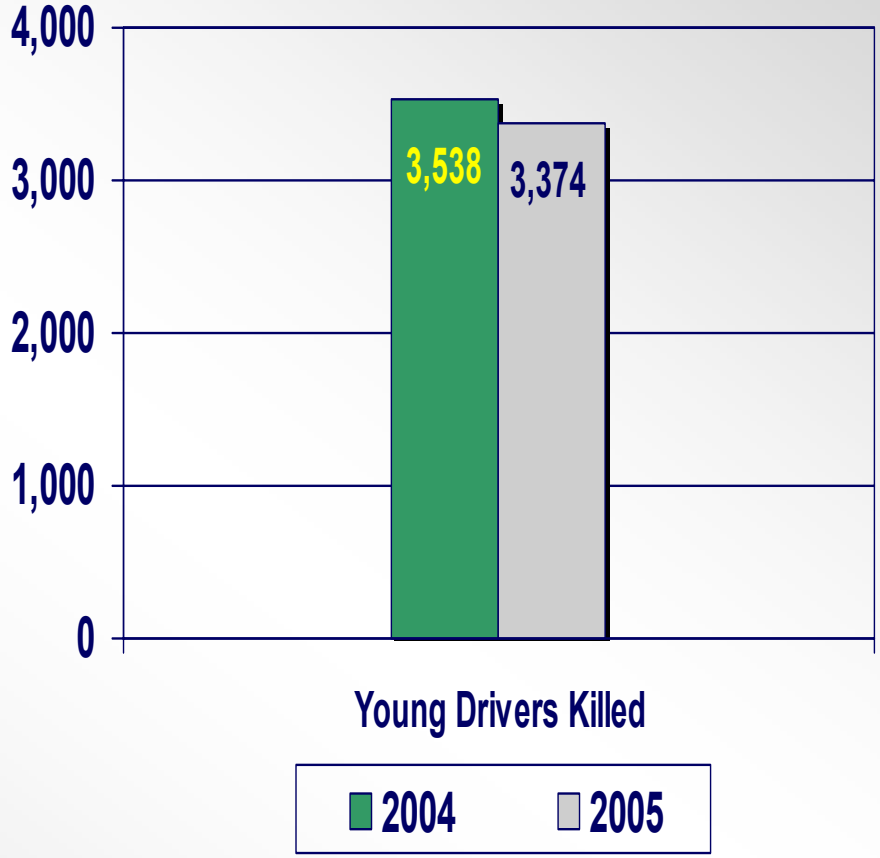
- The number of young drivers (age 16 to 20) killed declined
- Fatal crash involvements of young drivers declined

Number of Crashes Involving Young Drivers (Age 16 to 20) and Young Drivers Killed

Declined by 6.3%



Declined by 4.6%



A macro level look at

where the increases are

Summary of Increase in Fatalities

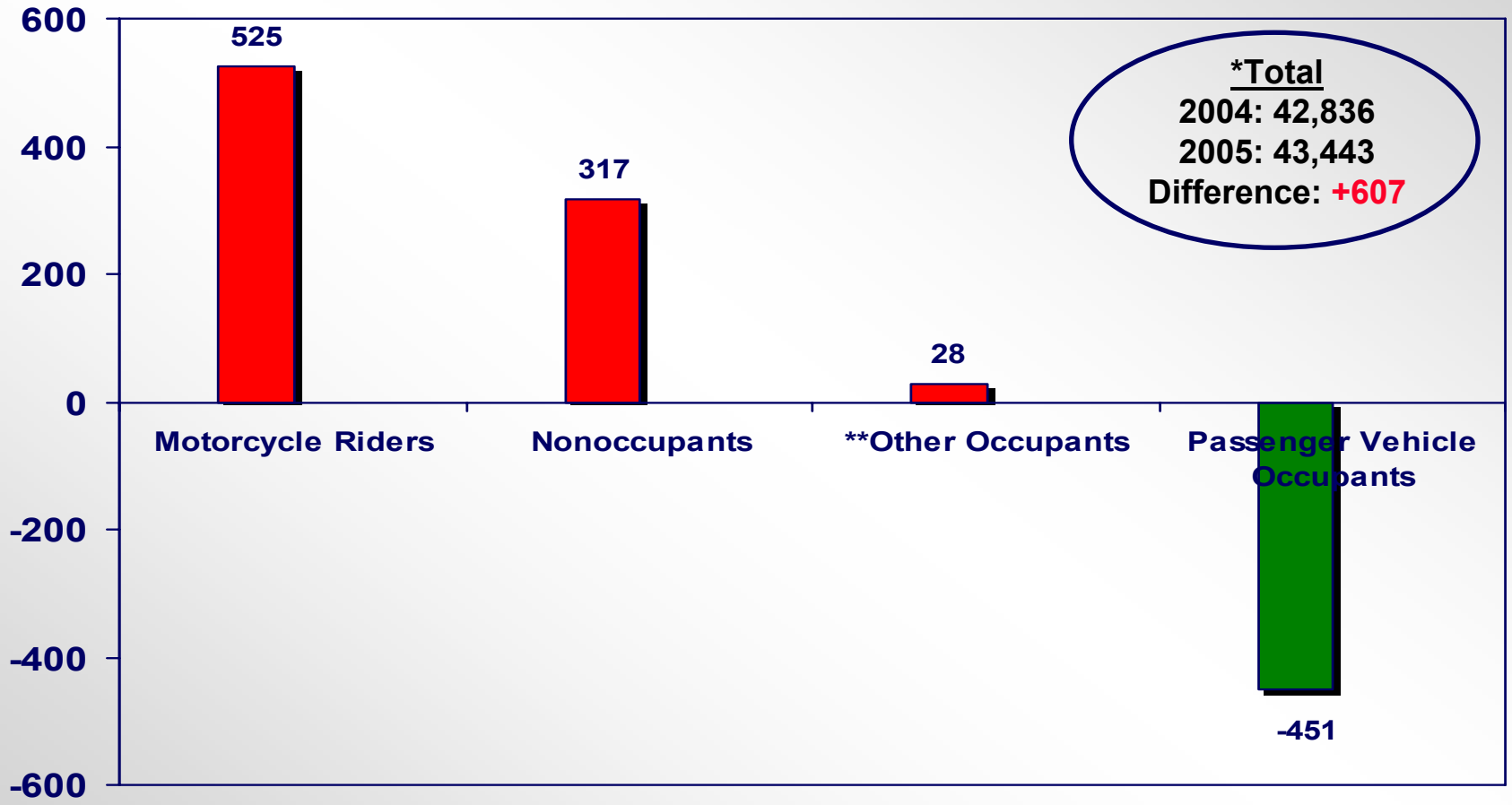
- **607 overall increase**

Contributing to this increase were:

- **525 additional motorcycle rider fatalities**
  - **A 13% increase from 2004**
  - **Largest absolute increase since 1977 for motorcycles**

- **317 additional nonoccupant fatalities, including**
  - **206 pedestrians**
  - **57 pedalcyclists**

Changes Between 2004 and 2005 Fatalities, by Role



** Includes 188 unknown occupants. Many will be resolved in the Final File next summer*
*** Include occupants of Buses, Large Trucks and Other Vehicles*

Source: FARS

Changes Between 2004 and 2005 Fatalities, by Sex

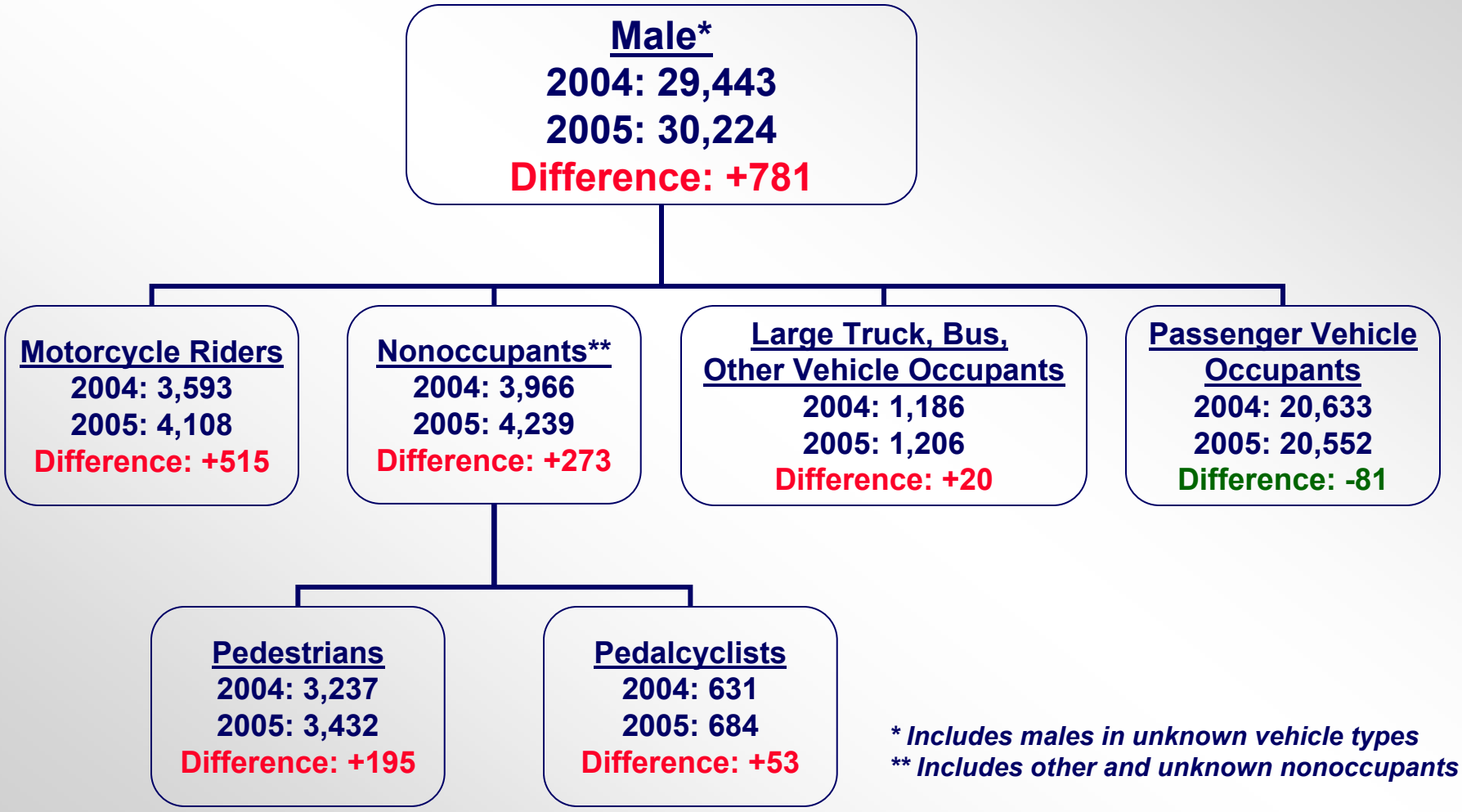
Total*
2004: 42,836
2005: 43,443
Difference: +607

Male
2004: 29,443
2005: 30,224
Difference: +781

Female
2004: 13,387
2005: 13,089
Difference: -298

* Includes Unknown sex type

Changes Between 2004 and 2005 Male Fatalities



** Includes males in unknown vehicle types*
*** Includes other and unknown nonoccupants*

Changes Between 2004 and 2005 Fatalities, by Time of Day

Total*
2004: 42,836
2005: 43,443
Difference: +607

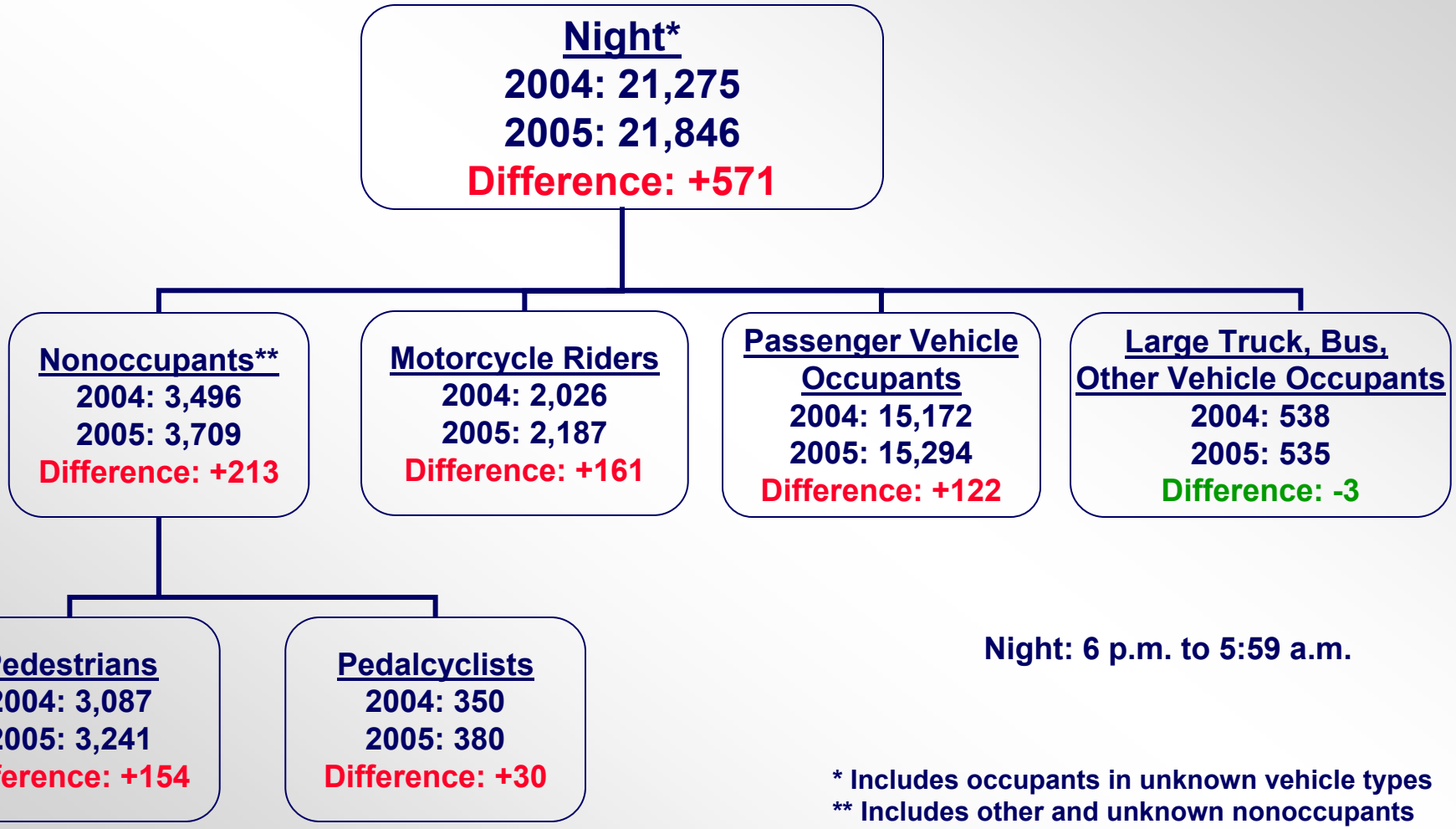
Day: 6 a.m. to 5:59 p.m.
Night: 6 p.m. to 5:59 a.m.

Day
2004: 21,187
2005: 21,264
Difference: +77

Night
2004: 21,275
2005: 21,846
Difference: +571

* Includes Fatalities when Time of Day was Unknown

Changes Between 2004 and 2005 Nighttime Fatalities



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

* Includes occupants in unknown vehicle types
** Includes other and unknown nonoccupants

Motorcycle Rider Fatalities, by Month

- *525 increase in motorcycle rider fatalities in 2005.*
  - *346 were in the months of September, October and November.*

Month	Year		Change by Month	Change by Quarter
	2004	2005		
January	113	143	+30	-20
February	143	130	-13	
March	266	229	-37	
April	358	429	+71	+134
May	459	471	+12	
June	465	516	+51	
July	581	606	+25	+218
August	530	570	+40	
September	452	605	+153	
October	339	445	+106	+193
November	187	274	+87	
December	135	135	0	
TOTAL	4,028	4,553	+525	

Source: FARS

Comparison of 2005 Data to 2004 Data and Long-Term Trends

2005 Data Shows …

- The number of fatal crashes increased by 1.9%
- The number of fatalities increased by 1.4%
- The number of people injured dropped by 3.2%*
- The number of nonfatal crashes declined by 0.4%
  - Number of injury crashes declined by 2.5%

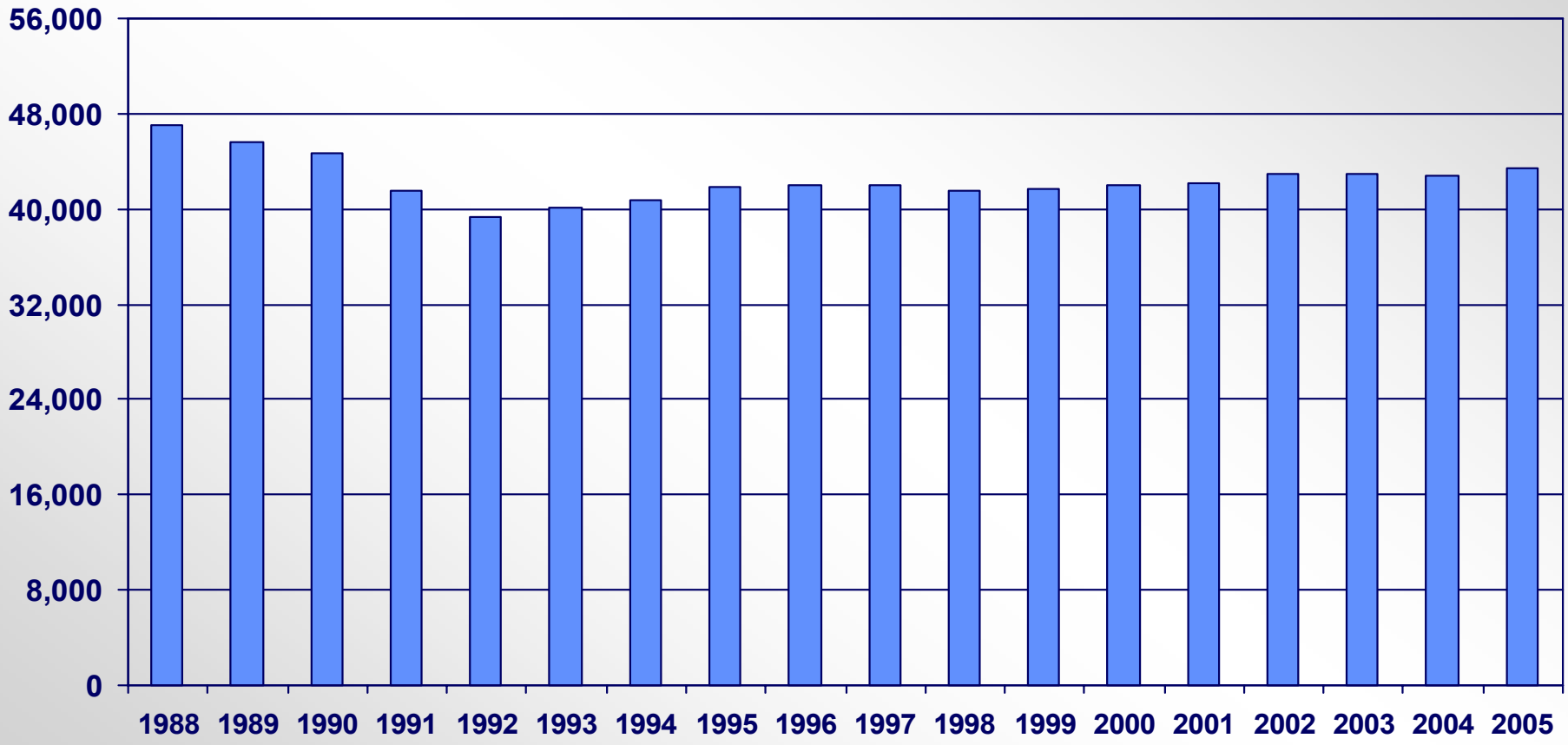
*Statistically significant at the 0.05 level (95% confidence intervals).

People Killed and Injured and Number of Crashes

	Year		% Change
	2004	2005	
People Killed	42,836	43,443	+1.4%
People Injured	2,788,000	2,699,000	-3.2%*
Fatal Crashes	38,444	39,189	+1.9%
Nonfatal Crashes	6,143,000	6,120,000	-0.4%
Injury Crashes	1,862,000	1,816,000	-2.5%
Property-Damage-Only	4,281,000	4,304,000	+0.5%

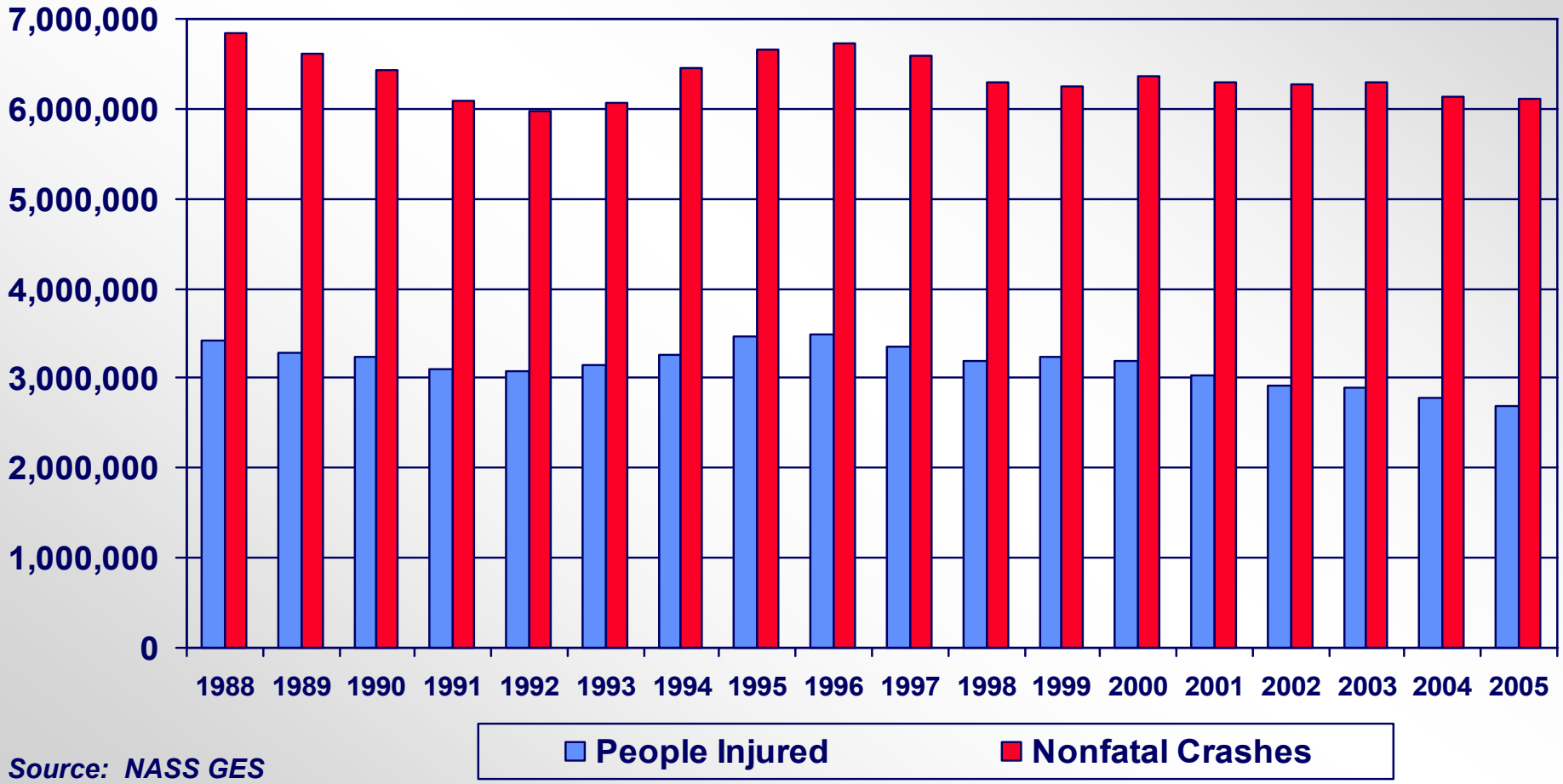
**Changes in People Injured are statistically significant at the 0.05 level (95% confidence intervals).*
Sources: FARS, NASS GES

People Killed in Traffic Crashes, by Year



Source: FARS

Nonfatal Crashes and People Injured, by Year



Source: NASS GES

2005 Data Shows …

- ***Measures of Exposure***

Vehicle Miles of Travel increased by 0.8 %

Registered Vehicles and Total U.S. Population increased

Exposure Data

Exposure Measure	Year		% Change
	2004	2005	
Vehicle Miles Traveled (millions)*	2,964,788	2,989,807	+0.8%
Registered Vehicles**	237,948,530	245,641,663	+3.2%
Population***	293,656,842	296,410,404	+0.9%

**FHWA Annual Highway Statistics*

***FHWA Revised by NHTSA*

****July 1 Census Bureau estimates, release date December 22, 2005*

2005 Data Shows …

- *Fatalities per 100 million VMT increased 0.8% but remained below 1.50 for the third consecutive year*

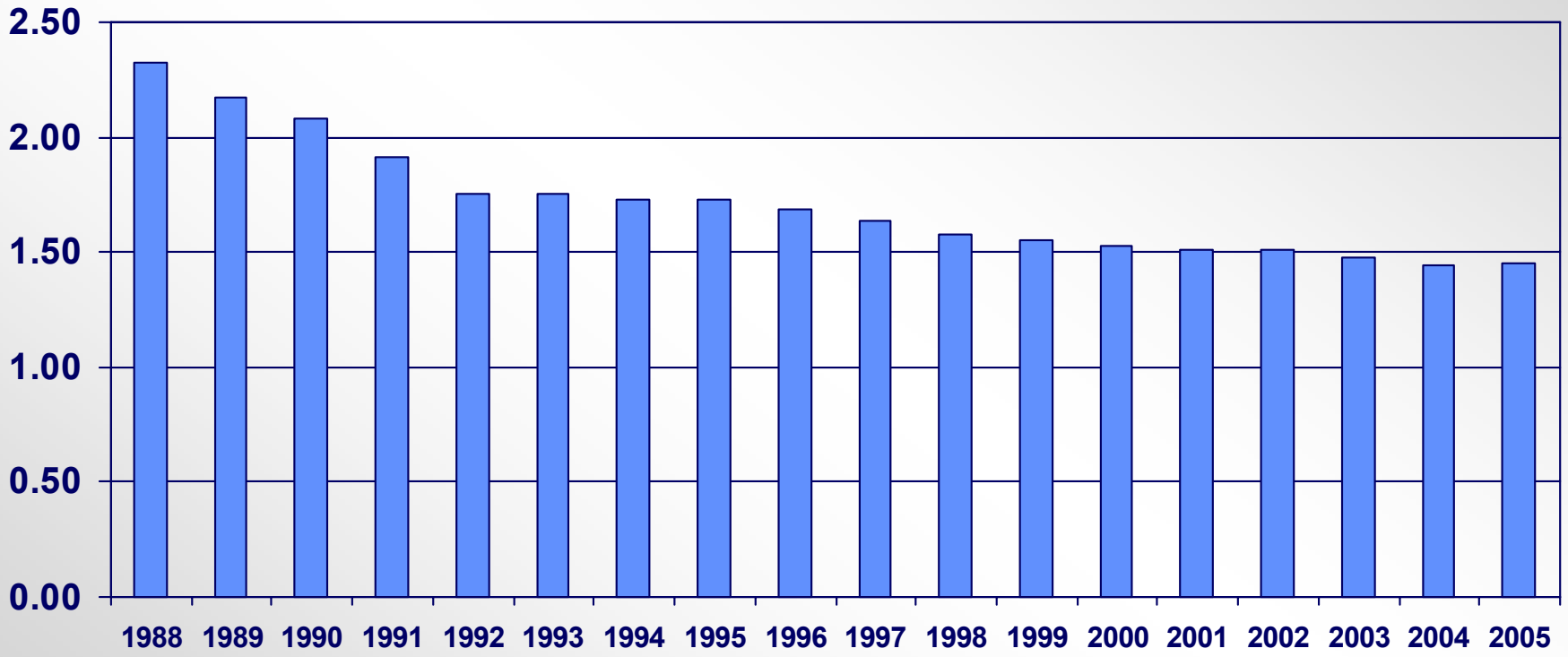
- *Injury rates continued to decline in all categories*

Motor Vehicle Crash Fatality and Injury Rates

Rate	Year		% Change
	2004	2005	
People Killed			
/100M VMT	1.44	1.45	+0.7%
/100K Registered Vehicles	18.00	17.69	-1.7%
/100K Population	14.59	14.66	+0.5%
People Injured			
/100M VMT	94	90	-4.3%
/100K Registered Vehicles	1,172	1,099	-6.2%
/100K Population	950	911	-4.1%

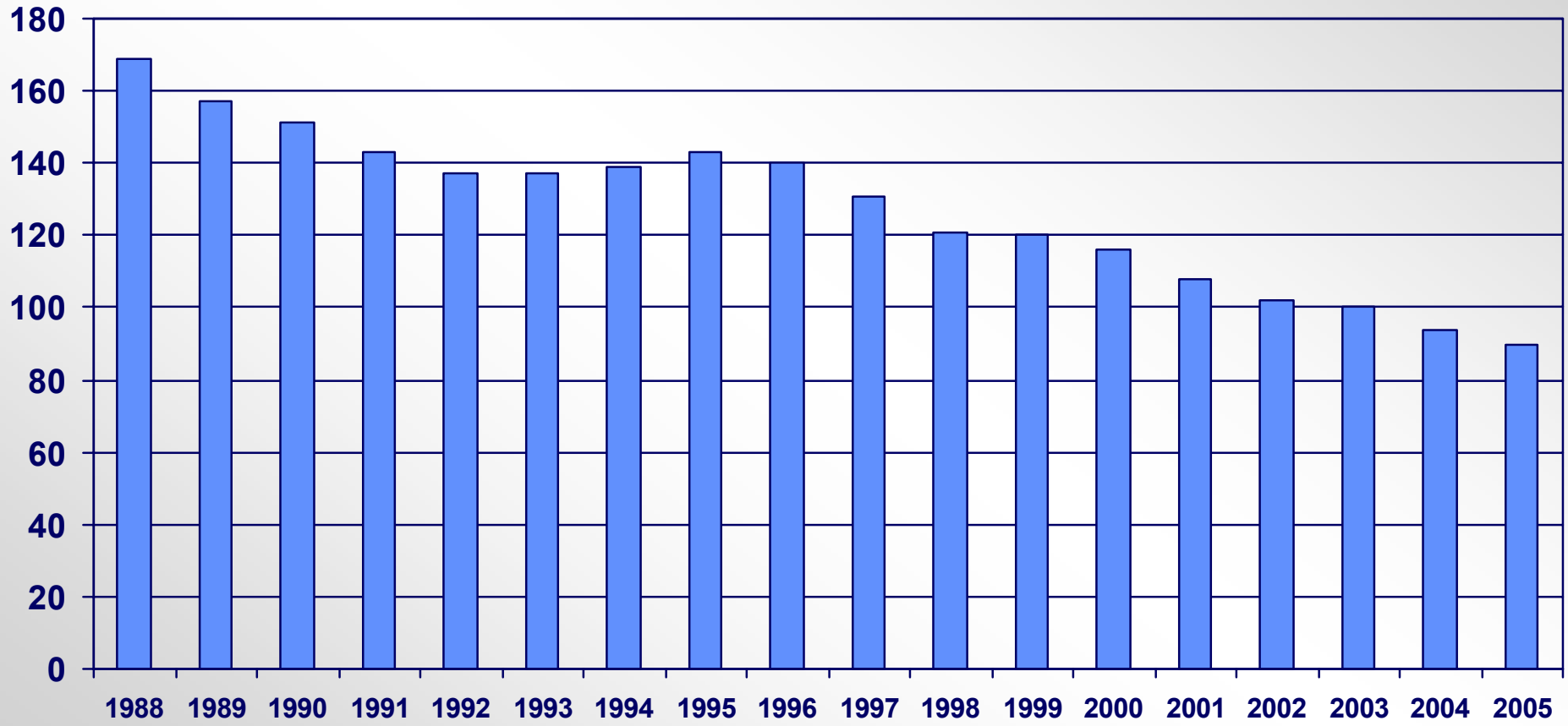
Sources: FARS, NASS GES, FHWA, and Census Bureau

Fatality Rate Per 100 Million VMT, by Year



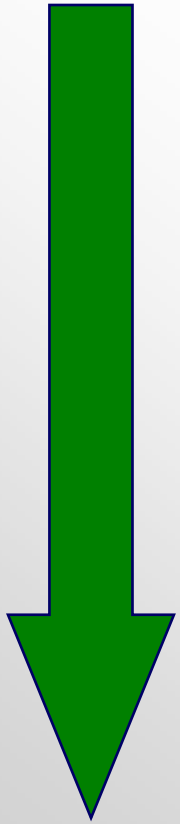
Sources: FARS / FHWA VMT

Injury Rate Per 100 Million VMT, by Year



Sources: NASS GES / FHWA VMT

Fatalities by State



23 States and Puerto Rico had decreases in total number of fatalities

Largest absolute decreases:

Texas: -195

Tennessee: -69

New York: -66

Highest percentage decreases:

Alaska: -29%

Vermont: -26%

Maine: -13%

Fatalities by State

26 States and the District of Columbia had increases in total number of fatalities

Largest absolute increases:

Florida: +299

California: +209

Missouri: +127

Highest percentage increases:

North Dakota: +23%

Iowa: +16%

Washington: +14%

Number of People Killed in Motor Vehicle Traffic Crashes, By State

State	2004	2005	% Change	State	2004	2005	% Change
Alabama	1,154	1,131	-2.0%	Florida	3,244	3,543	+9.2%
Alaska	101	72	-29%	Georgia	1,634	1,729	+5.8%
Arizona	1,151	1,177	+2.3%	Hawaii	142	140	-1.4%
Arkansas	703	648	-7.8%	Idaho	260	275	+5.8%
California	4,120	4,329	+5.1%	Illinois	1,355	1,361	+0.4%
Colorado	667	606	-9.1%	Indiana	947	938	-1.0%
Connecticut	294	274	-6.8%	Iowa	388	450	+16%
Delaware	134	134	0.0%	Kansas	459	428	-6.8%
Dist of Columbia	43	48	+12%	Kentucky	964	985	+2.2%

Source: FARS

Number of People Killed in Motor Vehicle Traffic Crashes, By State

State	2004	2005	% Change	State	2004	2005	% Change
Louisiana	927	955	+3.0%	Nebraska	254	276	+8.7%
Maine	194	169	-13%	Nevada	395	427	+8.1%
Maryland	643	614	-4.5%	New Hampshire	171	166	-2.9%
Massachusetts	476	442	-7.1%	New Jersey	723	748	+3.5%
Michigan	1,159	1,129	-2.6%	New Mexico	521	488	-6.3%
Minnesota	567	559	-1.4%	New York	1,495	1,429	-4.4%
Mississippi	900	931	+3.4%	North Carolina	1,573	1,534	-2.5%
Missouri	1,130	1,257	+11%	North Dakota	100	123	+23%
Montana	229	251	+9.6%	Ohio	1,286	1,323	+2.9%

Source: FARS

Number of People Killed in Motor Vehicle Traffic Crashes, By State

State	2004	2005	% Change	State	2004	2005	% Change
Oklahoma	774	802	+3.6%	Utah	296	282	-4.7%
Oregon	456	488	+7.0%	Vermont	98	73	-26%
Pennsylvania	1,490	1,616	+8.5%	Virginia	922	947	+2.7%
Rhode Island	83	87	+4.8%	Washington	567	647	+14%
South Carolina	1,046	1,093	+4.5%	West Virginia	410	374	-8.8%
South Dakota	197	186	-5.6%	Wisconsin	792	815	+2.9%
Tennessee	1,339	1,270	-5.2%	Wyoming	164	170	+3.7%
Texas	3,699	3,504	-5.3%	National	42,836	43,443	+1.4%
				Puerto Rico	495	453	-8.5%

Source: FARS

Fatalities and People Injured by Person Role and Vehicle Characteristics

2005 Annual Assessment

Motor vehicle occupant fatalities declined by 0.7%

Nonoccupant fatalities increased by 5.7%

Motorcycle rider fatalities increased by 13%

People Killed in Motor Vehicle Crashes, by Role

Role	Year		Change	% Change
	2004	2005		
Occupants*	33,276	33,041	-235	-0.7%
Drivers	23,158	23,240	+82	+0.4%
Passengers	10,042	9,718	-324	-3.2%
Motorcycle Riders	4,028	4,553	+525	+13%
Nonoccupants	5,532	5,849	+317	+5.7%
Pedestrians	4,675	4,881	+206	+4.4%
Pedalcyclists	727	784	+57	+7.8%
Other**	130	184	+54	+42%
TOTAL	42,836	43,443	+607	+1.4%

*Includes unknown occupants of motor vehicles in transport.

Source: FARS

**Includes occupants of motor vehicles not in transport and of nonmotor vehicle transport devices and unknown nonoccupants

People Injured in Motor Vehicle Crashes, by Role

Role	Year		% Change
	2004	2005	
Occupants*	2,594,000	2,494,000	-3.9%**
Drivers	1,782,000	1,743,000	-2.2%
Passengers	811,000	750,000	-7.5%
Motorcycle Riders	76,000	87,000	+14%**
Nonoccupants	118,000	118,000	0.0%
Pedestrians	68,000	64,000	-5.9%
Pedalcyclists	41,000	45,000	+9.8%
Other***	9,000	8,000	-11%
TOTAL	2,788,000	2,699,000	-3.2%

*Includes unknown occupants of motor vehicles in transport.

Source: NASS GES

*Totals may not add due to rounding. Percentages computed after rounding. **Changes in Occupants and Motorcycle Riders injured are statistically significant at the 0.05 level (95% confidence intervals).*

****Includes occupants of motor vehicles not in transport and of nonmotor vehicle transport devices and unknown nonoccupants*

2005 Data Show …

- Occupant fatalities in passenger cars declined by 3.9%
- Occupant fatalities in LTVs increased by 2.4%
  - Increased in all categories
- Occupant fatalities in large trucks increased by 4.8%

Occupants Killed in Motor Vehicle Crashes, by Type of Vehicle

Type of Vehicle	Year		Change	% Change
	2004	2005		
Passenger Vehicles	31,866	31,415	-451	-1.4%
Passenger Cars	19,192	18,440	-752	-3.9%
LTVs*	12,674	12,975	+301	+2.4%
Vans	2,046	2,105	+59	+2.9%
SUVs	4,760	4,807	+47	+1.0%
Pickup Trucks	5,838	6,038	+200	+3.4%
Large Trucks	766	803	+37	+4.8%
Medium Trucks	104	120	+16	+15%
Heavy Trucks	662	683	+21	+3.2%
Other Vehicles**	554	545	-9	-1.6%
Unknown Vehicle Type	90	278	+188	-------

**LTV (Light Trucks & Vans) = Pickup Truck, Van, Sport Utility Vehicle and other/unknown LTVs*
***Includes vehicle occupant fatalities in buses and other, e.g., farm equipment, construction equipment, etc., vehicle types. Excludes motorcycle riders.*

Source: FARS

Occupants Injured in Motor Vehicle Crashes, by Type of Vehicle

Type of Vehicle	Year		% Change
	2004	2005	
Passenger Vehicles	2,543,000	2,446,000	-3.8%
Passenger Cars	1,643,000	1,573,000	-4.3%*
LTVs**	900,000	872,000	-3.1%
Vans	211,000	183,000	-13%*
SUVs	364,000	363,000	-0.3%
Pickup Trucks	309,000	308,000	-0.3%
Large Trucks	27,000	27,000	0.0%
Other Vehicles***	24,000	21,000	-13%

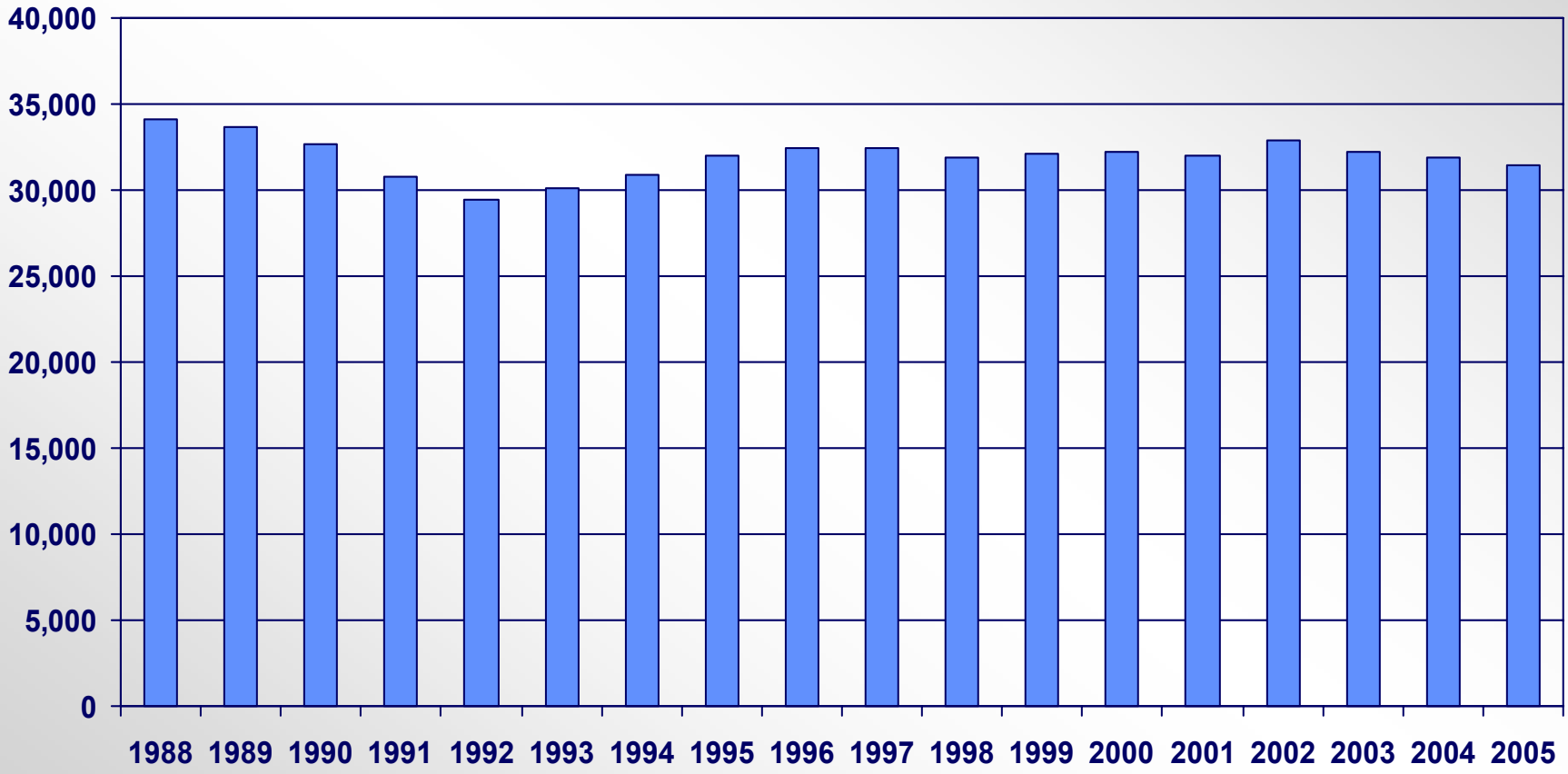
Totals may not add due to rounding. Percentages computed after rounding. **Source: NASS GES**

**Changes in Passenger Cars and Vans are statistically significant at the 0.05 level (95% confidence intervals)*

***LTV = Pickup Truck, Van, Sport Utility Vehicle and other/unknown LTVs*

****Includes vehicle occupants injured in buses and other vehicle types. Excludes motorcycle riders.*

Passenger Vehicle Occupant Fatalities, by Year



Source: FARS

2005 Annual Assessment Shows

- *The number of registered vehicles increased for all types of passenger vehicles*
- *Among all types of passenger vehicles, SUVs had the largest increase (11%) in registrations*

Registered Passenger Vehicles, by Vehicle Type

Type of Vehicle	2004	2005	% Change
Passenger Vehicles*	223,213,958	230,125,465	+3.1%
Passenger Cars	133,275,377	135,152,104	+1.4%
Light Trucks and Vans*	89,938,581	94,973,361	+5.6%
Vans	18,931,753	19,400,990	+2.5%
SUVs	31,415,143	34,732,377	+11%
Pickup Trucks	38,557,291	39,902,784	+3.5%

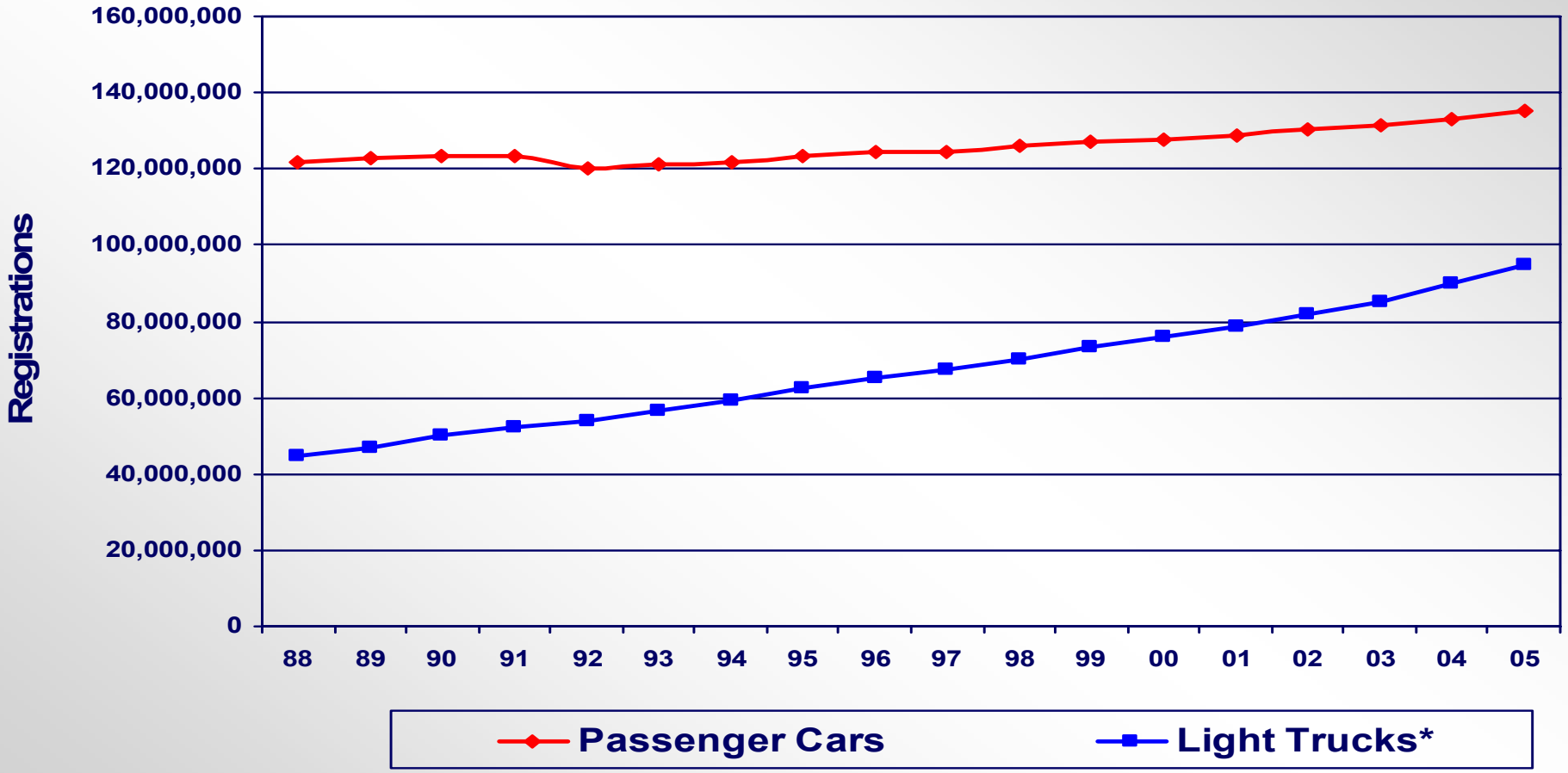
*Includes Other Light Trucks

Source: R.L.Polk

2005 Data Shows …

- *LTV registrations continue to increase at a faster rate than registrations of passengers cars*

Passenger Vehicle Registrations by Year



**Light Trucks include SUVs, Vans, Pickup Trucks and Other/Unknown Light Trucks*

Source: R.L. Polk

2005 Data Show …

- *The passenger vehicle occupant fatality rate per 100,000 registered vehicles declined*
- *The rate for pickup trucks and vans essentially remained the same*

Passenger Vehicle Occupant Fatality Rate,* by Type of Vehicle

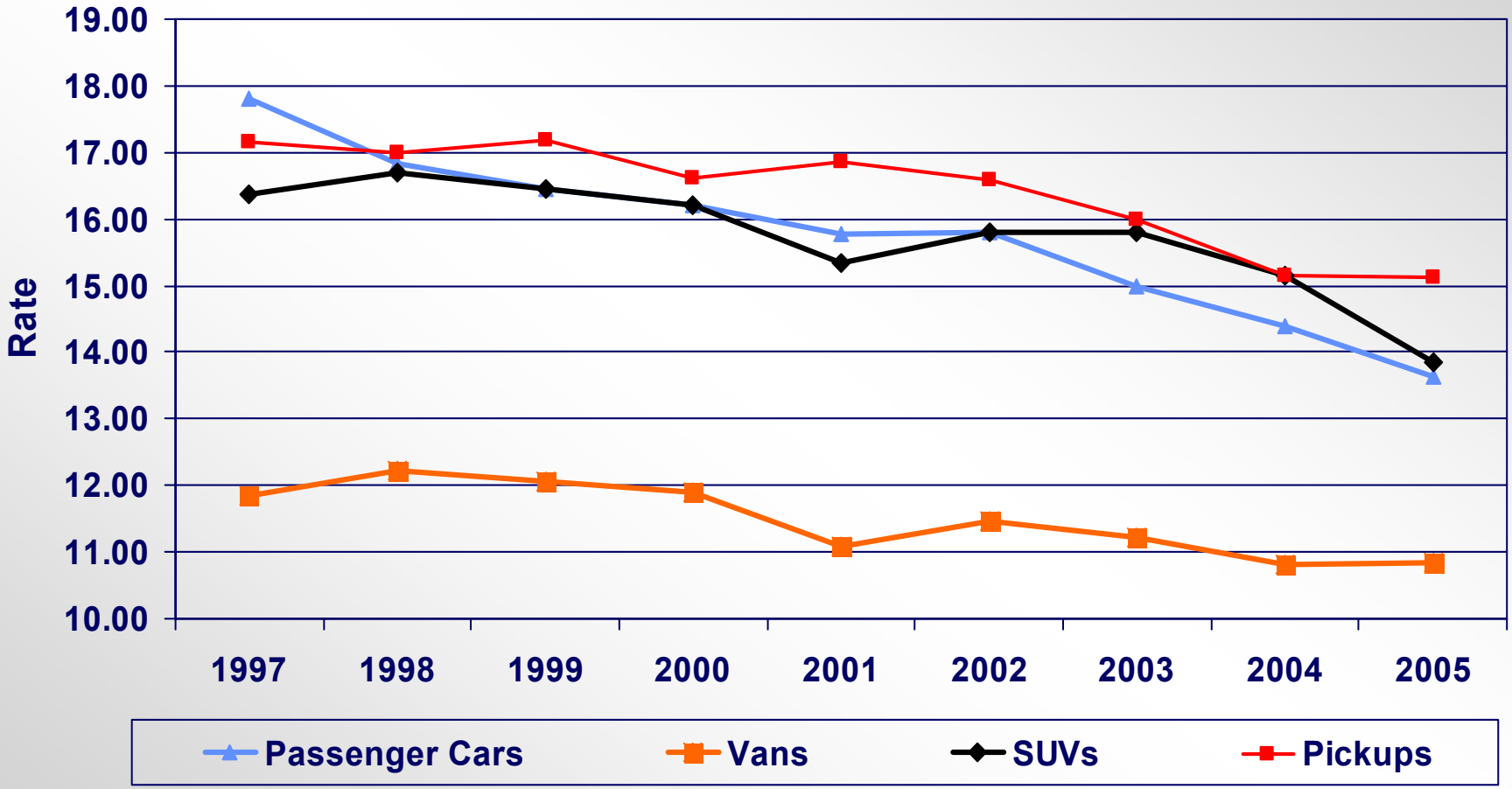
Type of Vehicle	2004	2005	% Change
All Passenger Vehicles**	14.28	13.65	-4.4%
Passenger Cars	14.40	13.64	-5.3%
Light Trucks and Vans	14.09	13.66	-3.1%
Vans	10.81	10.85	+0.4%
SUVs	15.15	13.84	-8.7%
Pickup Trucks	15.14	15.13	-0.1%

*Rate per 100,000 Registered Vehicles

**Includes Other Light Trucks

Sources: FARS, R.L Polk

Passenger Vehicle Occupant Fatality Rate,* by Type of Vehicle and Year



*Rate per 100,000 Registered Vehicles

Sources: FARS, R.L. Polk

AGENCY PRIORITIES

Alcohol
Safety Belts
Rollovers
Vehicle Compatibility

Agency Priority
Alcohol

Fatalities at BAC ≥ .08 g/dL

declined by 0.4%

Fatalities at .01 ≤ BAC ≤ .07 g/dL

increased by 0.9%

Persons Killed, by Highest BAC in Crash

Highest BAC in Crash	Year		% Change
	2004	2005	
Total Alcohol-Related*	16,919	16,885	-0.2%
Alcohol Fatalities/100M VMT	0.57	0.56	
% All Fatalities	39%	39%	
.01 ≤ BAC ≤ .07 g/dL	2,325	2,346	+0.9%
.01 ≤ BAC ≤ .04 g/dL	1,193	1,195	+0.2%
.05 ≤ BAC ≤ .07 g/dL	1,133	1,151	+1.6%
BAC ≥ .08 g/dL	14,593	14,539	-0.4%
BAC ≥ .08 Fatalities/100M VMT	0.49	0.49	
BAC ≥ .15 g/dL	10,060	10,081	+0.2%

*Total may not add due to rounding.

Sources: FARS / FHWA VMT

Alcohol-Related Fatalities, by State

- *23 States and Puerto Rico had decreases in the number of alcohol-related fatalities*

- *24 States and Puerto Rico had decreases in the number of fatalities in crashes where the BAC was greater than or equal to .08 g/dL*

Alcohol-Related Fatalities, by State

State	2004 by BAC Level			2005 by BAC Level			% Change from 2004-2005 by BAC Level		
	.01+	.08+	.15+	.01+	.08+	.15+	.01+	.08+	.15+
Alabama	432	387	261	423	382	255	-2.1%	-1.3%	-2.3%
Alaska	31	29	20	35	31	23	+13%	+6.9%	+15%
Arizona	446	385	264	492	434	309	+10%	+13%	+17%
Arkansas	264	218	155	233	208	137	-12%	-4.6%	-12%
California	1,667	1,390	936	1,719	1,466	1,009	+3.1%	+5.5%	+7.8%
Colorado	265	228	155	244	213	143	-7.9%	-6.6%	-7.7%
Connecticut	131	119	76	120	101	69	-8.4%	-15%	-9.2%
Delaware	51	47	33	66	59	44	+29%	+26%	+33%
District of Columbia	19	15	10	26	21	15	+37%	+40%	+50%
Florida	1,244	1,065	751	1,471	1,271	889	+18%	+19%	+18%
Georgia	536	461	321	545	463	309	+1.7%	+0.4%	-3.7%

Source: FARS

Alcohol-Related Fatalities, by State

State	2004 by BAC Level			2005 by BAC Level			% Change from 2004-2005 by BAC Level		
	.01+	.08+	.15+	.01+	.08+	.15+	.01+	.08+	.15+
Hawaii	64	51	30	71	58	43	+11%	+14%	+43%
Idaho	93	81	56	89	85	47	-4.3%	+4.9%	-16%
Illinois	613	524	344	580	477	319	-5.4%	-9.0%	-7.3%
Indiana	304	257	174	320	273	180	+5.3%	+6.2%	+3.4%
Iowa	111	92	57	118	102	64	+6.3%	+11%	+12%
Kansas	139	115	76	151	122	82	+8.6%	+6.1%	+7.9%
Kentucky	307	269	194	313	267	194	+2.0%	-0.7%	0.0%
Louisiana	424	349	238	394	347	243	-7.1%	-0.6%	+2.1%
Maine	70	58	37	59	50	25	-16%	-14%	-32%
Maryland	286	234	137	235	191	119	-18%	-18%	-13%
Massachusetts	207	186	126	171	150	104	-17%	-19%	-17%

Source: FARS

Alcohol-Related Fatalities, by State

State	2004 by BAC Level			2005 by BAC Level			% Change from 2004-2005 by BAC Level		
	.01+	.08+	.15+	.01+	.08+	.15+	.01+	.08+	.15+
Michigan	431	368	253	421	363	242	-2.3%	-1.4%	-4.3%
Minnesota	191	170	127	201	176	132	+5.2%	+3.5%	+3.9%
Mississippi	352	327	230	371	331	229	+5.4%	+1.2%	-0.4%
Missouri	460	398	266	515	434	299	+12%	+9.0%	+12%
Montana	105	99	76	124	112	72	+18%	+13%	-5.3%
Nebraska	92	79	54	91	78	55	-1.1%	-1.3%	+1.9%
Nevada	154	135	99	159	143	91	+3.2%	+5.9%	-8.1%
New Hampshire	59	52	36	60	55	36	+1.7%	+5.8%	0.0%
New Jersey	270	217	150	263	217	146	-2.6%	0.0%	-2.7%
New Mexico	213	189	145	189	172	125	-11%	-9.0%	-14%
New York	594	507	327	524	434	288	-12%	-14%	-12%

Source: FARS

Alcohol-Related Fatalities, by State

State	2004 by BAC Level			2005 by BAC Level			% Change from 2004-2005 by BAC Level		
	.01+	.08+	.15+	.01+	.08+	.15+	.01+	.08+	.15+
North Carolina	549	488	330	549	484	348	0.0%	-0.8%	+5.5%
North Dakota	39	35	29	58	46	37	+49%	+31%	+28%
Ohio	492	417	316	505	409	318	+2.6%	-1.9%	+0.6%
Oklahoma	282	247	168	283	249	184	+0.4%	+0.8%	+9.5%
Oregon	204	164	111	177	139	97	-13%	-15%	-13%
Pennsylvania	616	546	377	636	559	399	+3.2%	+2.4%	+5.8%
Rhode Island	43	41	29	43	34	25	0.0%	-17%	-14%
South Carolina	463	410	301	464	396	296	0.2%	-3.4%	-1.7%
South Dakota	83	74	54	80	76	53	-3.6%	2.7%	-1.9%
Tennessee	542	469	292	464	397	267	-14%	-15%	-8.6%
Texas	1,704	1,481	1,067	1,569	1,371	933	-7.9%	-7.4%	-13%

Source: FARS

Alcohol-Related Fatalities, by State

State	2004 by BAC Level			2005 by BAC Level			% Change from 2004-2005 by BAC Level		
	.01+	.08+	.15+	.01+	.08+	.15+	.01+	.08+	.15+
Utah	75	72	41	37	35	27	-51%	-51%	-34%
Vermont	32	21	13	29	28	16	-9.4%	+33%	+23%
Virginia	363	314	211	347	284	193	-4.4%	-9.6%	-8.5%
Washington	247	223	157	294	253	184	+19%	+13%	+17%
West Virginia	142	119	91	126	116	79	-11%	-2.5%	-13%
Wisconsin	358	318	224	369	328	252	+3.1%	+3.1%	+13%
Wyoming	59	53	39	65	56	40	+10%	+5.7%	+2.6%
National	16,919	14,593	10,060	16,885	14,539	10,081	-0.2%	-0.4%	+0.2%
Puerto Rico	250	224	158	217	184	115	-13%	-18%	-27%

Source: FARS

2005 Data Shows …

- The number of occupants and nonoccupants killed in alcohol-related crashes declined
  - Occupants by 1.3%
  - Nonoccupants by 1.1%
- The largest decline was for passengers killed in such crashes (8.4%)
- The number of motorcycle riders killed in alcohol-related crashes increased by 10%

People Killed in Alcohol-Related Crashes, by Role

Role	Year		Change	% Change
	2004	2005		
Occupants*	12,786	12,620	-166	-1.3%
Drivers	9,187	9,312	+125	+1.4%
Passengers	3,568	3,270	-298	-8.4%
Motorcycle Riders	1,590	1,751	+161	+10%
Nonoccupants	2,543	2,515	-28	-1.1%
Pedestrians	2,246	2,180	-66	-2.9%
Pedalcyclists	255	281	+26	+10%
Other/Unknown**	41	54	+13	+32%
TOTAL	16,919	16,885	-34	-0.2%

** Totals include occupants whose person type was unknown.* *Source: FARS*

***Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices.*

People Injured in Alcohol-Related Crashes, by Role

Role	Year		% Change
	2004	2005	
Total Occupants	226,000	233,000	+3.1%
Drivers	158,000	162,000	+2.5%
Passengers	68,000	71,000	+4.4%
Motorcycle Riders	9,000	7,000	-22%
Nonoccupants	13,000	13,000	0.0%
Pedestrians	9,000	9,000	0.0%
Pedalcyclists	3,000	3,000	0.0%
Other/Unknown**	1,000	1,000	0.0%
TOTAL*	248,000	254,000	+2.4%

*Totals may not add due to rounding. Percentages computed after rounding. **Source: NASS GES**

**Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices.

2005 Data Shows …

- ***Occupants of passenger cars and SUVs killed in alcohol-related crashes declined***

However, the number of pickup truck and van occupants killed in alcohol-related crashes increased

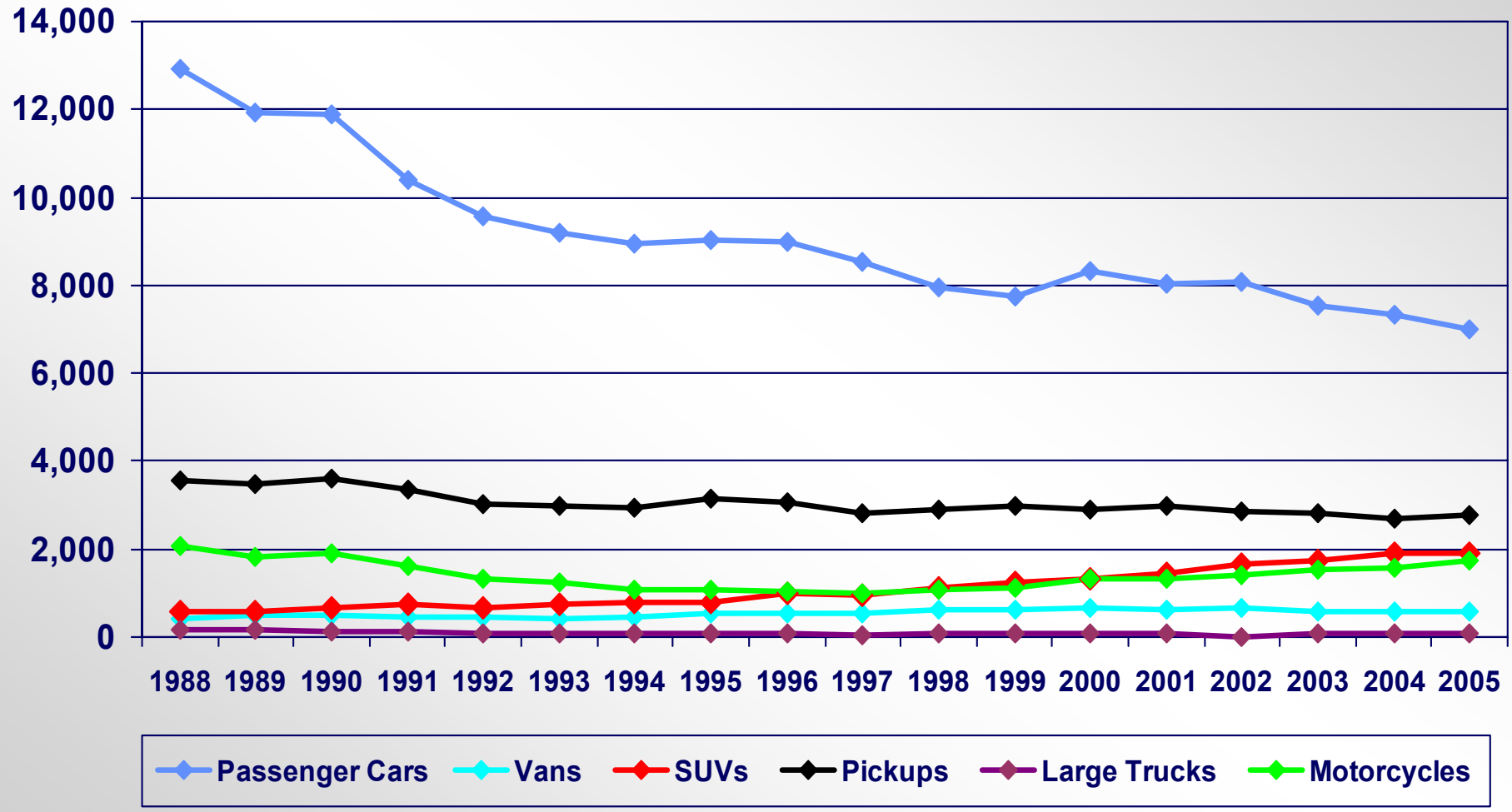
Occupants and Motorcycle Riders Killed in Alcohol-Related Crashes, by Vehicle Type

Type of Vehicle	Year		% Change
	2004	2005	
Motor Vehicle Occupants Killed*	12,786	12,620	-1.3%
Passenger Cars	7,348	7,000	-4.7%
Vans	563	582	+3.4%
SUVs	1,899	1,886	-0.7%
Pickup Trucks	2,676	2,771	+3.6%
Large Trucks	76	69	-9.2%
Motorcycles	1,590	1,751	+10%

**Includes Buses, Other Vehicles, and Vehicles with Unknown Body Type*

Source: FARS

Occupants and Motorcycle Riders Killed in Alcohol-Related Crashes, by Vehicle Type



Source: FARS

2005 Data Shows …

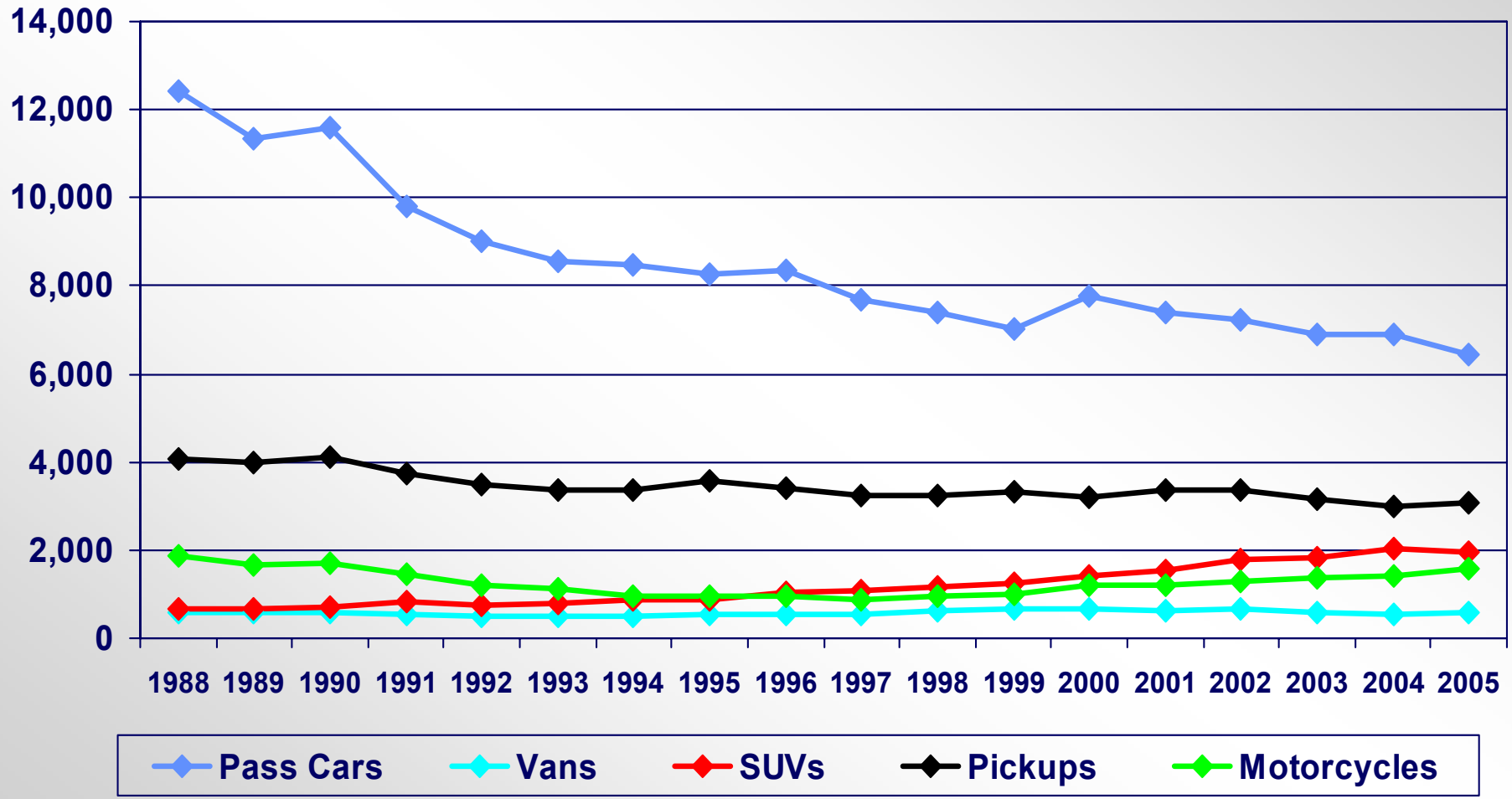
- The number of alcohol-involved (BAC ≥ .01 g/dL) passenger car and SUV drivers in fatal crashes declined
- However, the number of such drivers of vans, pickups, and large trucks increased
- The number of alcohol-involved motorcycle operators increased by 14%

Alcohol-Involved Drivers and Motorcycle Operators Involved in Fatal Crashes, by Vehicle Type

Type of Vehicle	Year		% Change
	2004	2005	
Passenger Cars	6,910	6,424	-7.0%
Vans	548	585	+6.8%
SUVs	2,017	1,932	-4.2%
Pickup Trucks	3,000	3,067	+2.2%
Large Trucks	104	117	+13%
Buses/Other/Unknown	307	355	+16%
TOTAL (Excludes Motorcycle Operators)	12,887	12,481	-3.2%
Motorcycles	1,397	1,587	+14%

Source: FARS

Alcohol-Involved Drivers and Motorcycle Operators in Fatal Crashes, by Vehicle Type

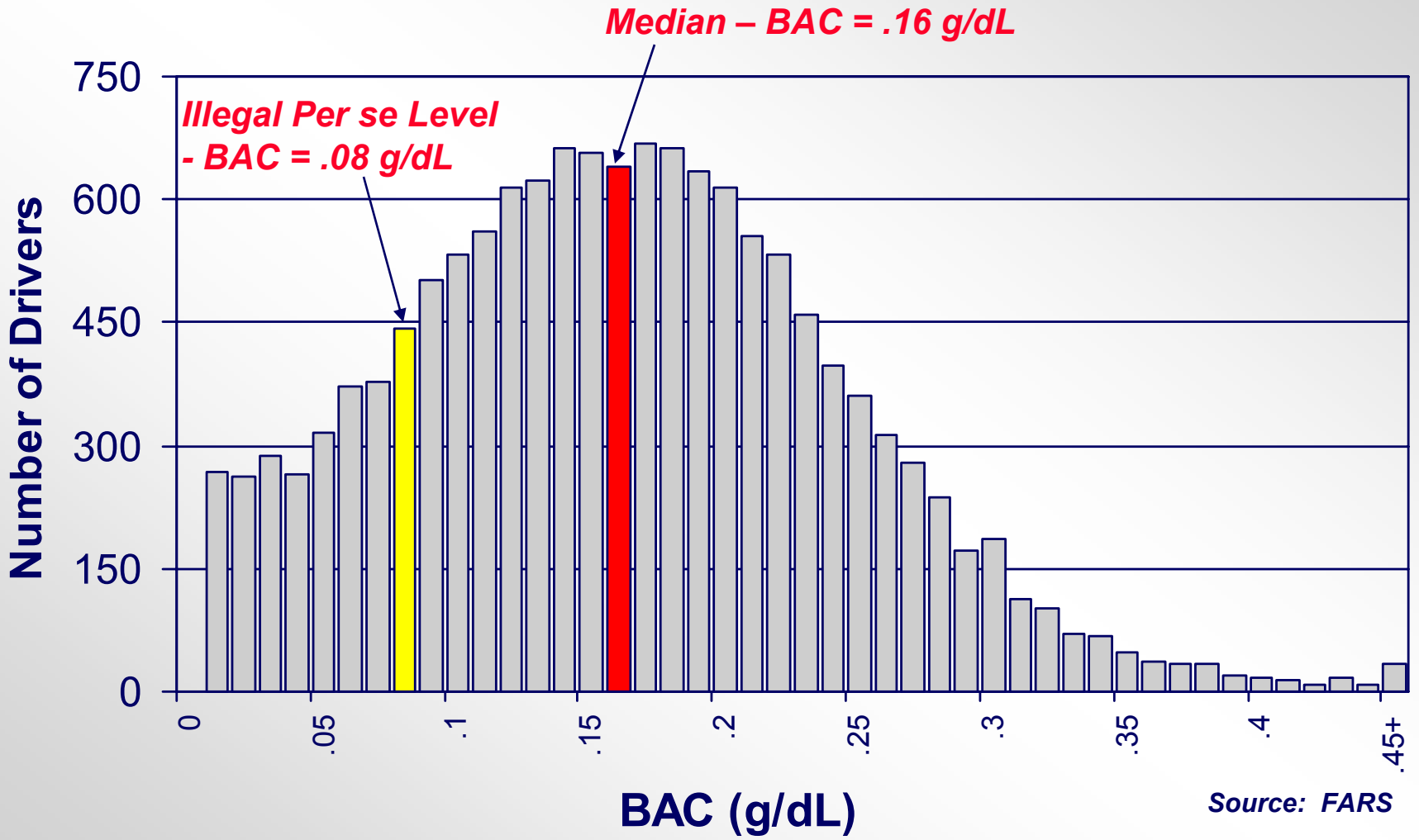


Source: FARS

2005 Data Shows …

- *The median BAC value for alcohol-involved drivers and motorcycle operators continued to be .16 g/dL*
  - *Which means more than half of all alcohol-involved drivers and motorcycle operators had BACs equal to or higher than twice the illegal per se level in all states and the District of Columbia*

Alcohol-Involved Drivers and Motorcycle Operators in Fatal Crashes with Positive BACs (BAC>0), 2005



Source: FARS

Pedestrians and Pedalcyclists Killed, by Their BAC

	Year		Change	% Change
	2004	2005		
Pedestrians				
No Alcohol	2,899	3,125	226	+7.8%
.01 ≤ BAC ≤.07 g/dL	211	196	-15	-7.1%
BAC ≥ .08 g/dL	1,565	1,560	-5	-0.3%
Alcohol-Related (BAC ≥.01)	1,776	1,756	-20	-1.1%
Pedalcyclists				
No Alcohol	553	576	23	+4.2%
.01 ≤ BAC ≤.07 g/dL	27	28	1	+3.7%
BAC ≥ .08 g/dL	148	181	33	+22%
Alcohol-Related (BAC ≥.01)	175	208	33	+19%

Source: FARS

Agency Priority Safety Belts

- More than half (55%) of the passenger vehicle occupants killed were unrestrained

- Almost two-thirds (64%) of the passenger vehicle occupants killed during the night were unrestrained compared to 47 percent during the day

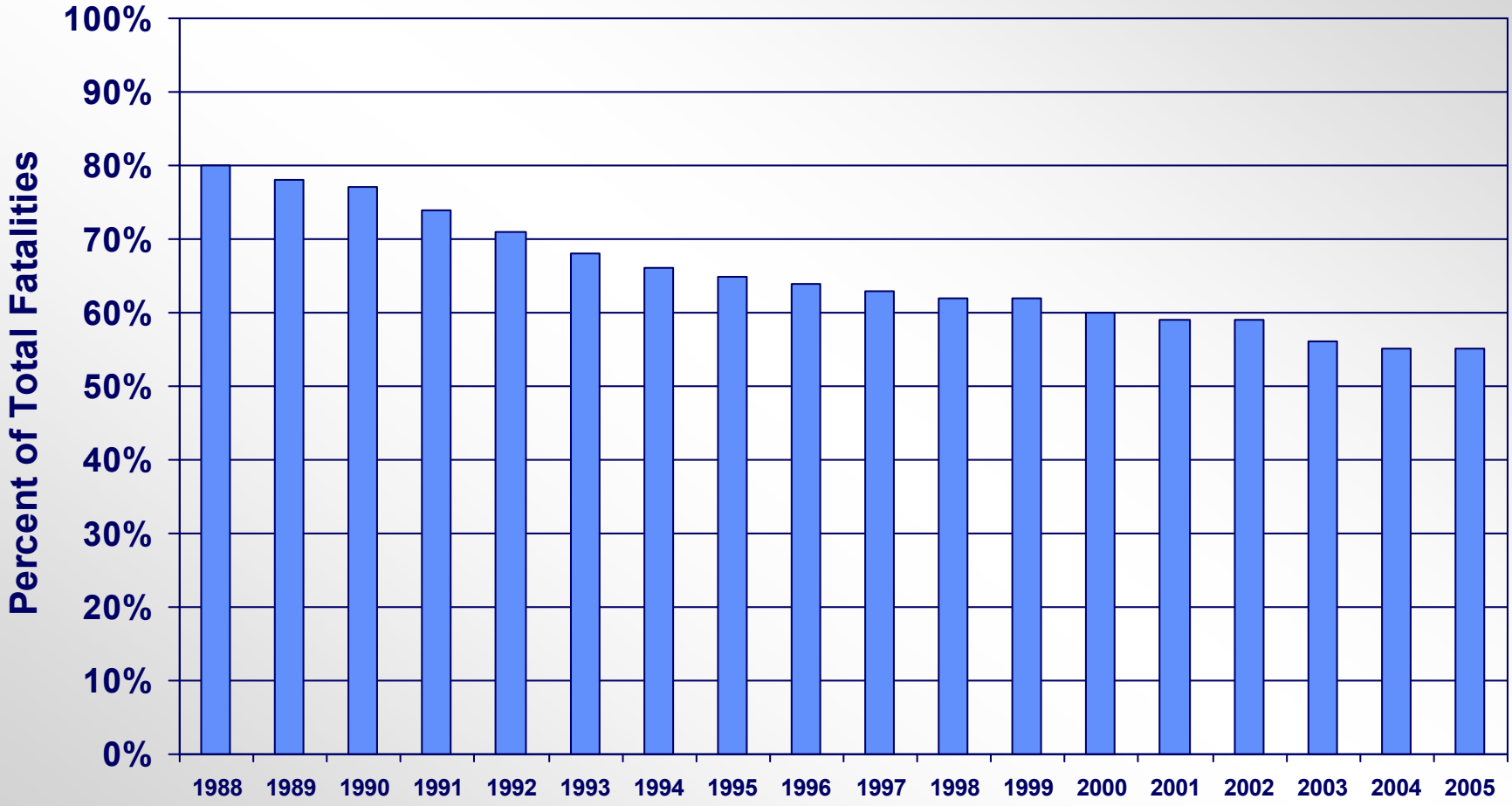
Passenger Vehicle Occupant Fatalities (All Ages), by Restraint Use*

Restraint Use	Year			
	2004		2005	
People Killed	**31,866**		**31,415**	
Restraint Used**	**14,225**	**45%**	**14,008**	**45%**
Restraint Not Used	**17,641**	**55%**	**17,407**	**55%**
Day (6 a.m. – 5:59 p.m.)				
Restraint Used**	**8,753**	**53%**	**8,390**	**53%**
Restraint Not Used	**7,659**	**47%**	**7,488**	**47%**
Night (6 p.m. – 5:59 a.m.)				
Restraint Used**	**5,364**	**35%**	**5,509**	**36%**
Restraint Not Used	**9,808**	**65%**	**9,785**	**64%**

**Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories. Restraint use was unknown for 7% of passenger vehicle occupant fatalities in 2004 and 7% in 2005.*

*** Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.* **Source: FARS**

Percent of Total Passenger Vehicle Occupant Fatalities That Were Unrestrained, by Year



Source: FARS

Agency Priority Rollovers

- *The total number of passenger vehicle occupants killed in rollover crashes increased while the number injured declined*
- *Pickups and vans accounted for a majority of the increases in fatalities*

Passenger Vehicle Occupants Killed and Injured in Rollover Crashes, by Type of Vehicle

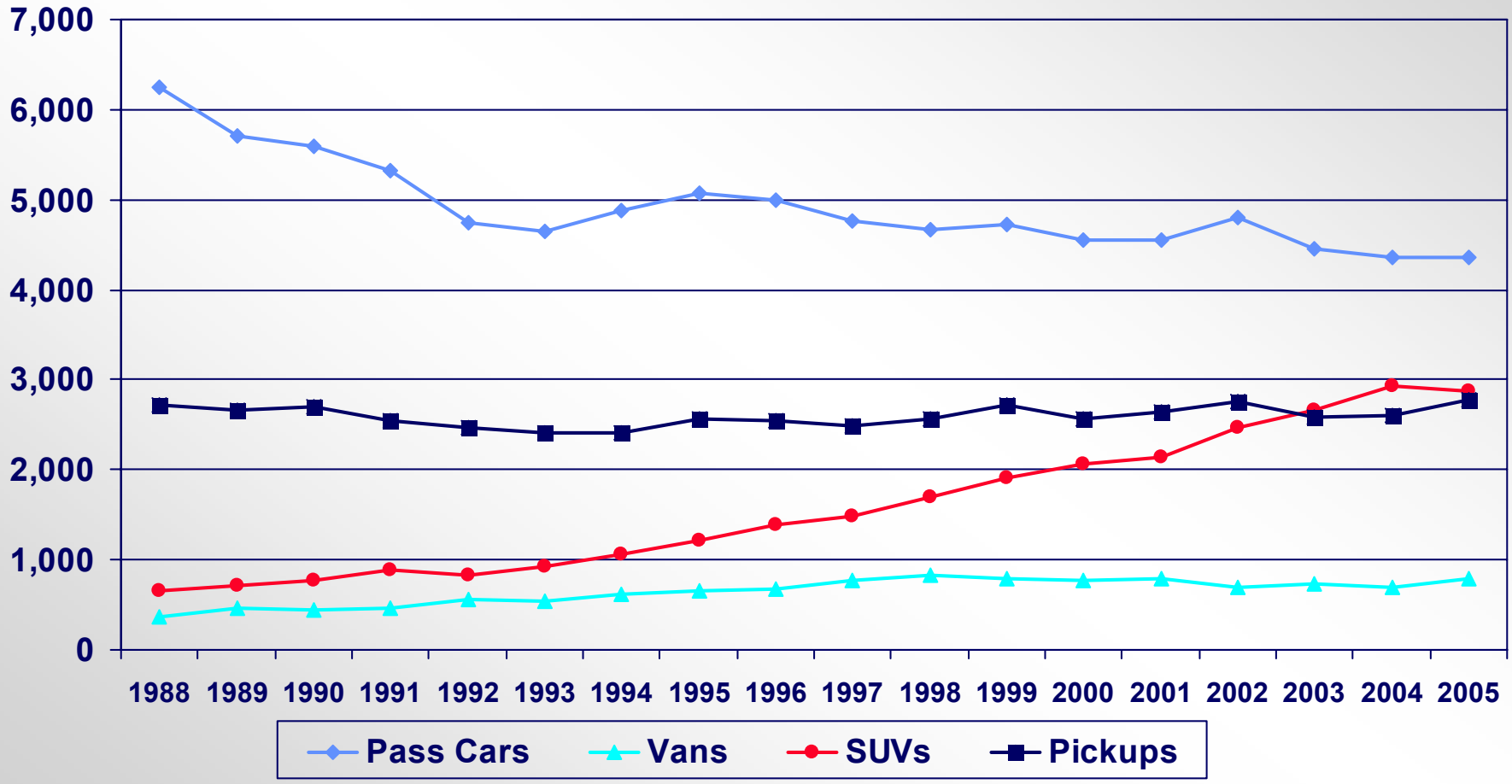
Type of Vehicle	Year		% Change
	2004	2005	
Occupants Killed*	10,590	10,816	+2.1%
Passenger Cars	4,353	4,356	+0.1%
Vans	695	790	+14%
SUVs	2,929	2,877	-1.8%
Pickup Trucks	2,597	2,781	+7.1%
Occupants Injured*	226,000	222,000	-1.8%
Passenger Cars	92,000	89,000	-3.3%
Vans	19,000	17,000	-11%
SUVs	68,000	68,000	0.0%
Pickup Trucks	45,000	47,000	+4.4%

Totals for injured may not add due to rounding. Percentages computed after rounding.

**Sources: FARS, NASS GES*

*Total Killed and injured includes Occupants of Other Light Trucks

Passenger Vehicle Occupants Killed in Rollover Crashes, by Type of Vehicle and Year



Source: FARS

2005 Data Shows …

- ***Passenger vehicle occupant fatality rates* overall in rollover crashes declined***
  - ***But increased for vans and pickup trucks***

** Per 100,000 registered vehicles*

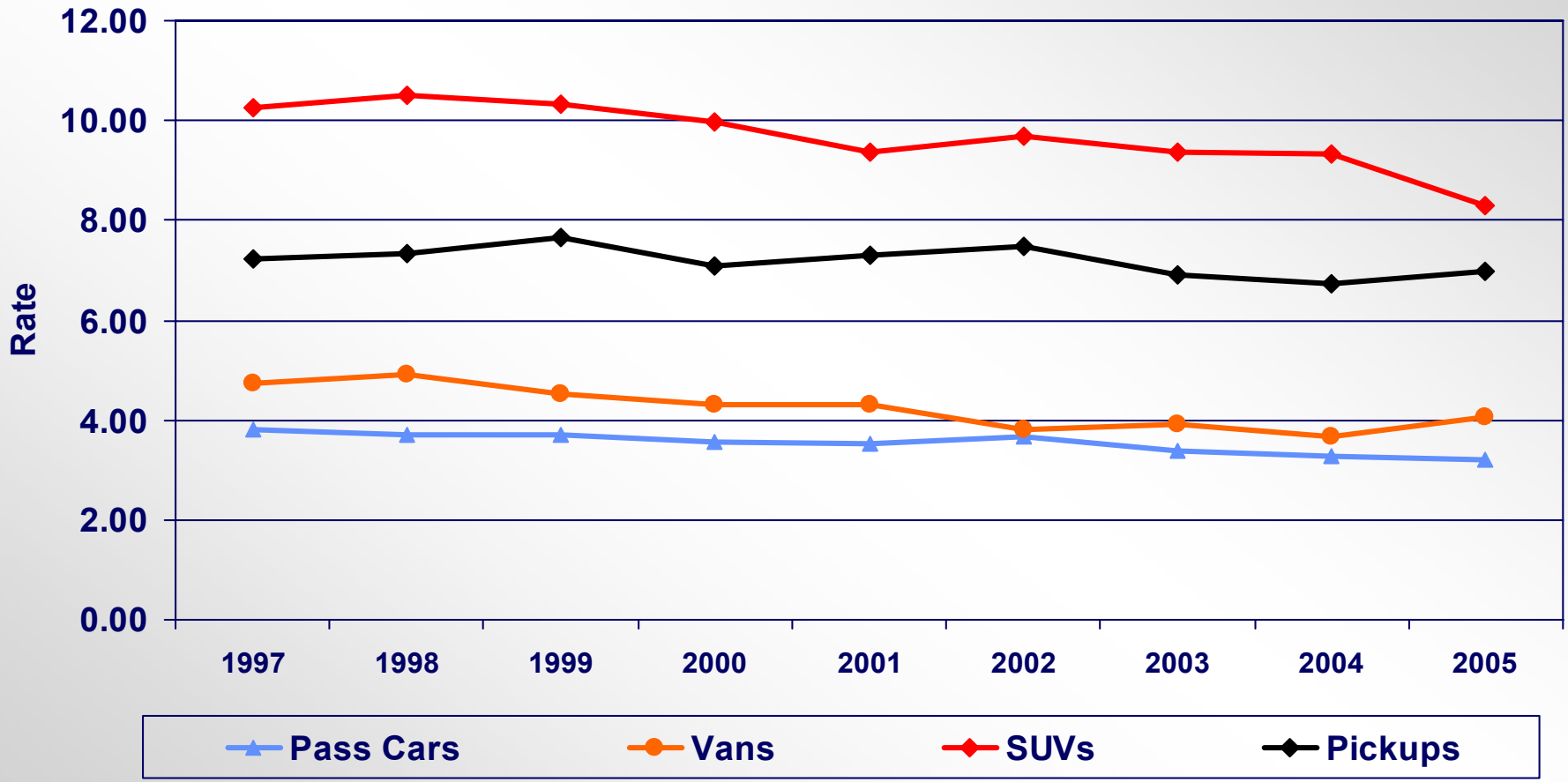
Passenger Vehicle Occupant Fatality Rate* in Rollover Crashes, by Type of Vehicle

Type of Vehicle	*Rate per 100,000 Registered Vehicles		
	2004	2005	% Change
Passenger Vehicles**	4.74	4.70	-0.8%
Passenger Cars	3.27	3.22	-1.5%
Light Trucks and Vans	6.93	6.80	-1.9%
Vans	3.67	4.07	+11%
SUVs	9.32	8.28	-11%
Pickup Trucks	6.74	6.97	+3.4%

**Includes Other Light Trucks

Sources: FARS, R.L. Polk

Passenger Vehicle Occupant Fatality Rate* in Rollover Crashes, by Type of Vehicle and Year



*Rate per 100,000 Registered Vehicles

Sources: FARS, R.L. Polk

Agency Priority
Vehicle Compatibility

Two-Vehicle Crashes Between Passenger Cars and LTVs

2005 Data Shows …

- ***The number of occupants killed in two-vehicle crashes between a passenger car and an LTV (pickup truck, van, or SUV) declined***

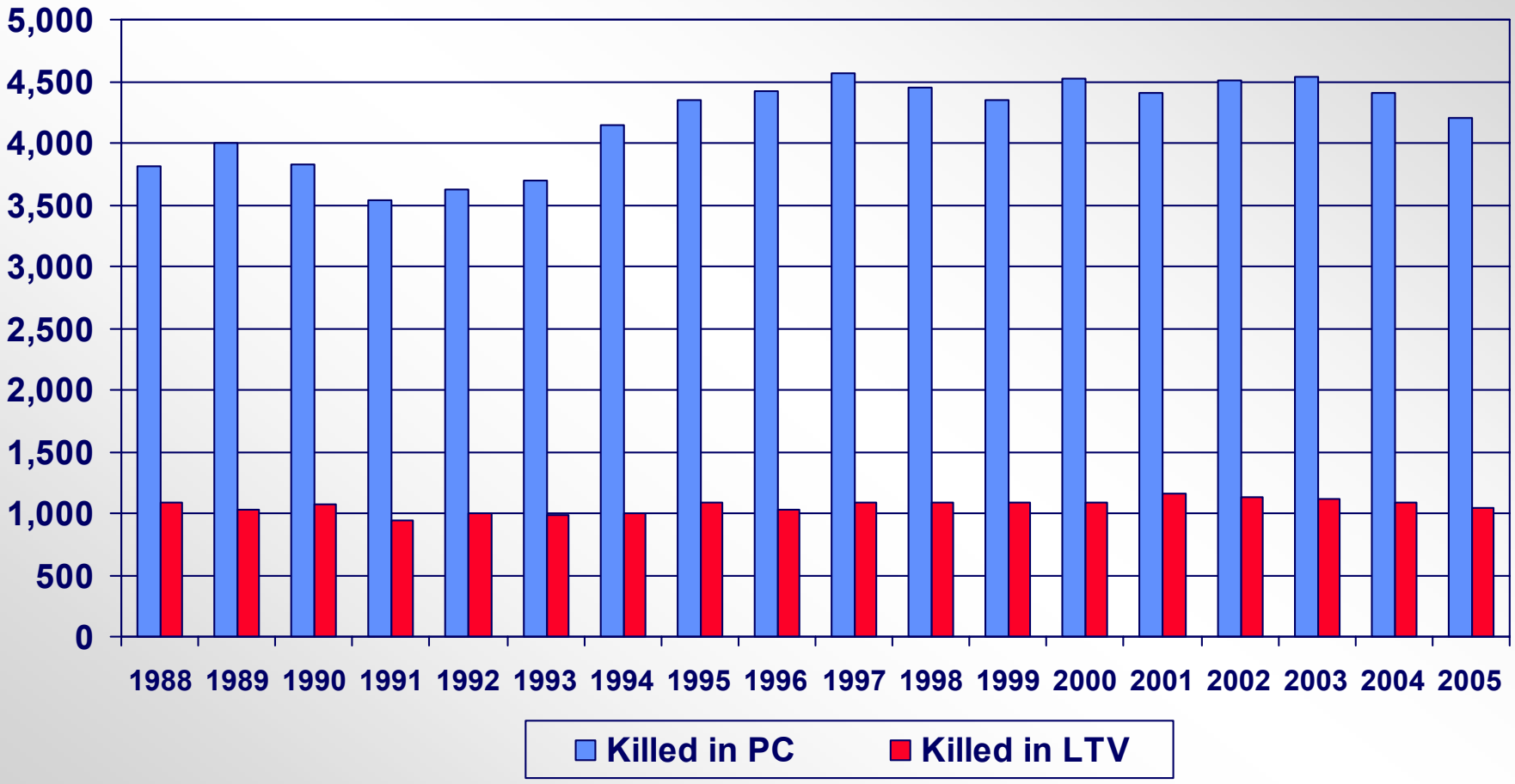
Occupants Killed and Injured in Two-Vehicle Crashes Involving a Passenger Car and an LTV**

	Year		% Change
	2004	2005	
Fatal Crashes			
Killed in PC	4,411	4,197	-4.9%
Killed in LTV*	1,081	1,049	-3.0%
Injury Crashes			
Injured in PC	415,000	420,000	+1.2%
Injured in LTV*	278,000	277,000	-0.4%

PC = Passenger Car
**LTV = Pickup Truck, Van, and Sport Utility Vehicle*

Sources: FARS, NASS GES

Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV,* by Year



*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

Two-vehicle crashes involving a passenger car and an LTV* continued...

- *In a head-on collision, 3.6 times as many passenger car occupants were killed as LTV occupants.*
- *When an LTV was struck in the side by a passenger car, 1.4 times as many LTV occupants were killed as passenger car occupants.*
- *When a passenger car was struck in the side by an LTV, 18.5 times as many passenger car occupants were killed as LTV occupants.*

**Include Pickup Trucks, SUVs and Vans*

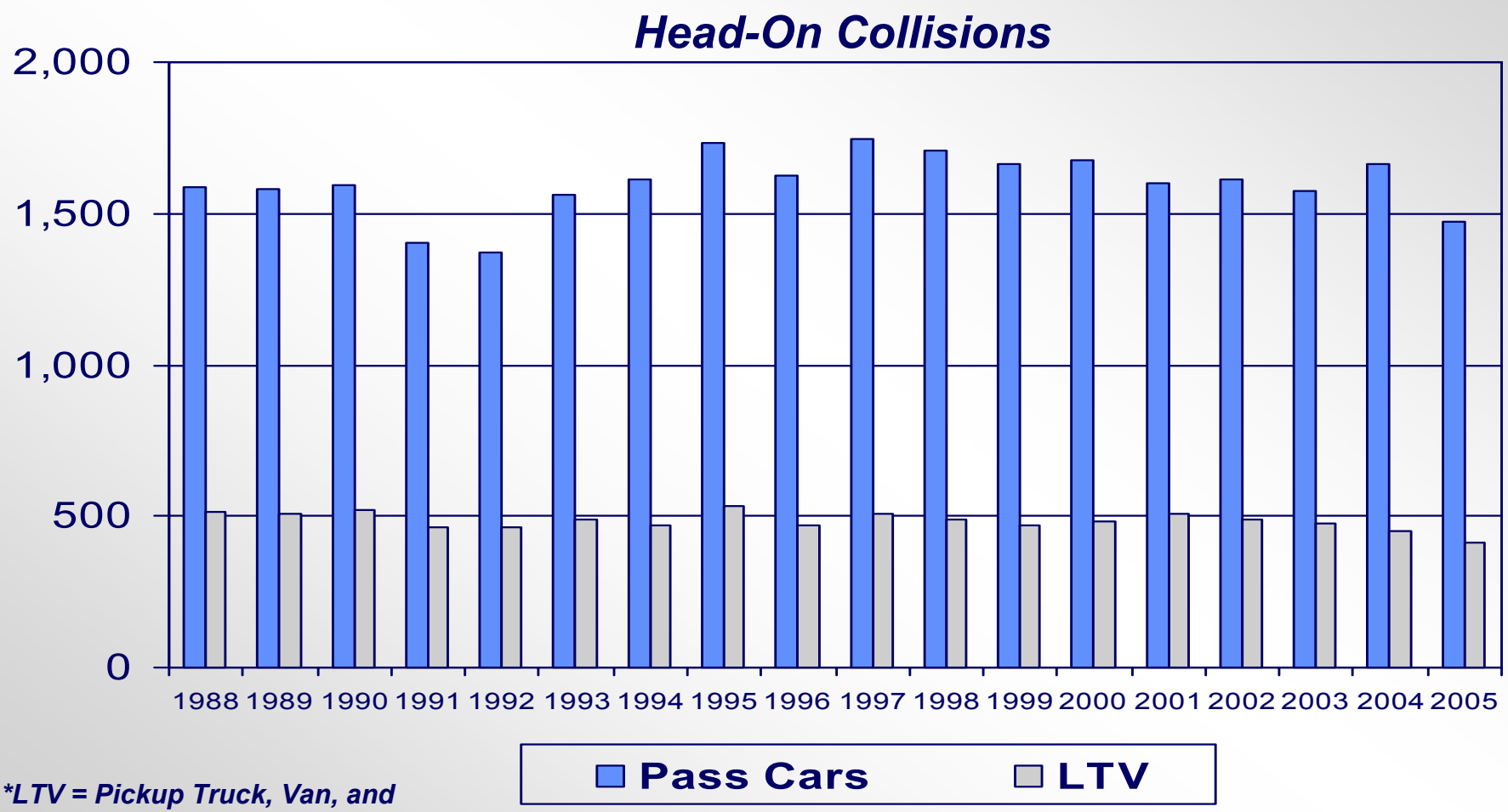
Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV,* by Collision Type

	Year		% Change
	2004	2005	
Head-On Collisions			
Killed in PC	1,662	1,475	-11%
Killed in LTV	453	411	-9.3%
Passenger Car Front Strikes LTV Side			
Killed in PC	171	189	+11%
Killed in LTV	300	261	-13%
LTV Front Strikes Passenger Car Side			
Killed in PC	2,165	2,160	-0.2%
Killed in LTV	102	117	+15%

PC = Passenger Car
**LTV = Light Trucks which include Pickup Trucks, Vans, and Sport Utility Vehicles*

Source: FARS

Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV,* by Year

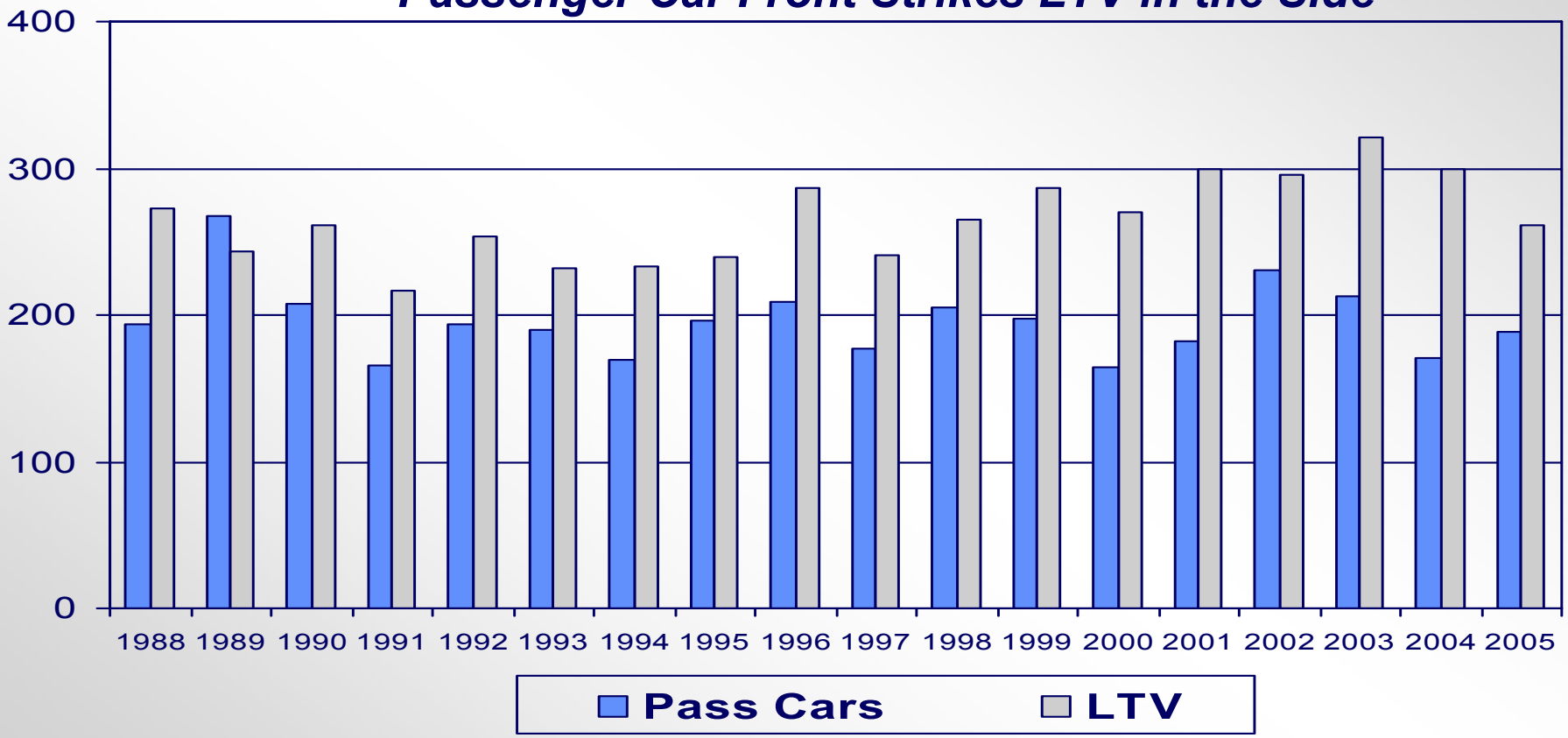


*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV,* by Year

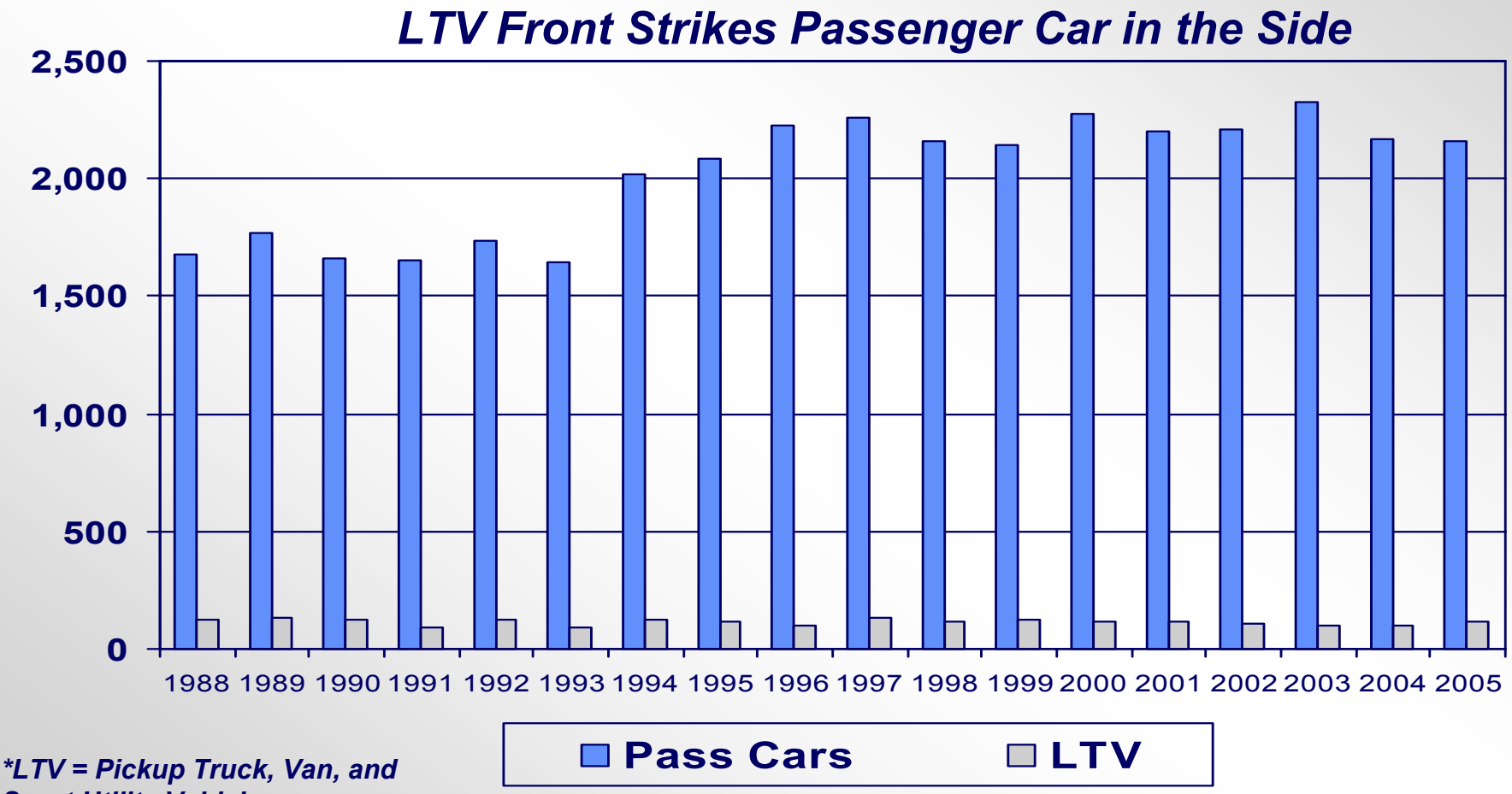
Passenger Car Front Strikes LTV in the Side



*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV,* by Year



*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

Other Focus Areas

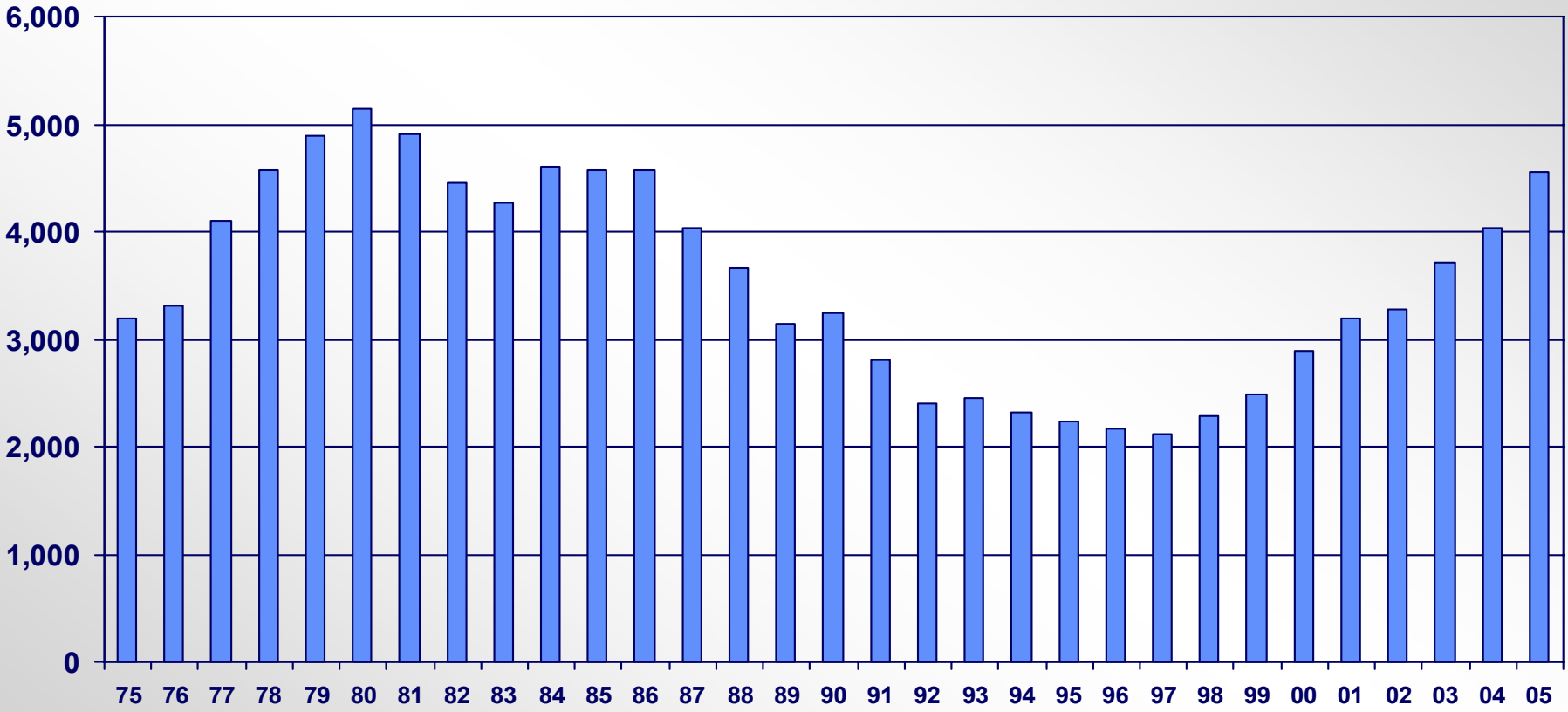
Motorcycles
Large Trucks
Speeding
Intersection-Related and Roadway Departure
Nonoccupants
Children and Youth
Young Drivers

Other Focus Areas
Motorcycles

- ***Motorcycle rider fatalities increased 8th year in a row***
  - ***compared to 1997, an increase of 115%***
  - ***-- 2,437 more fatalities***

  - ***Reaching the level last seen in 1986***

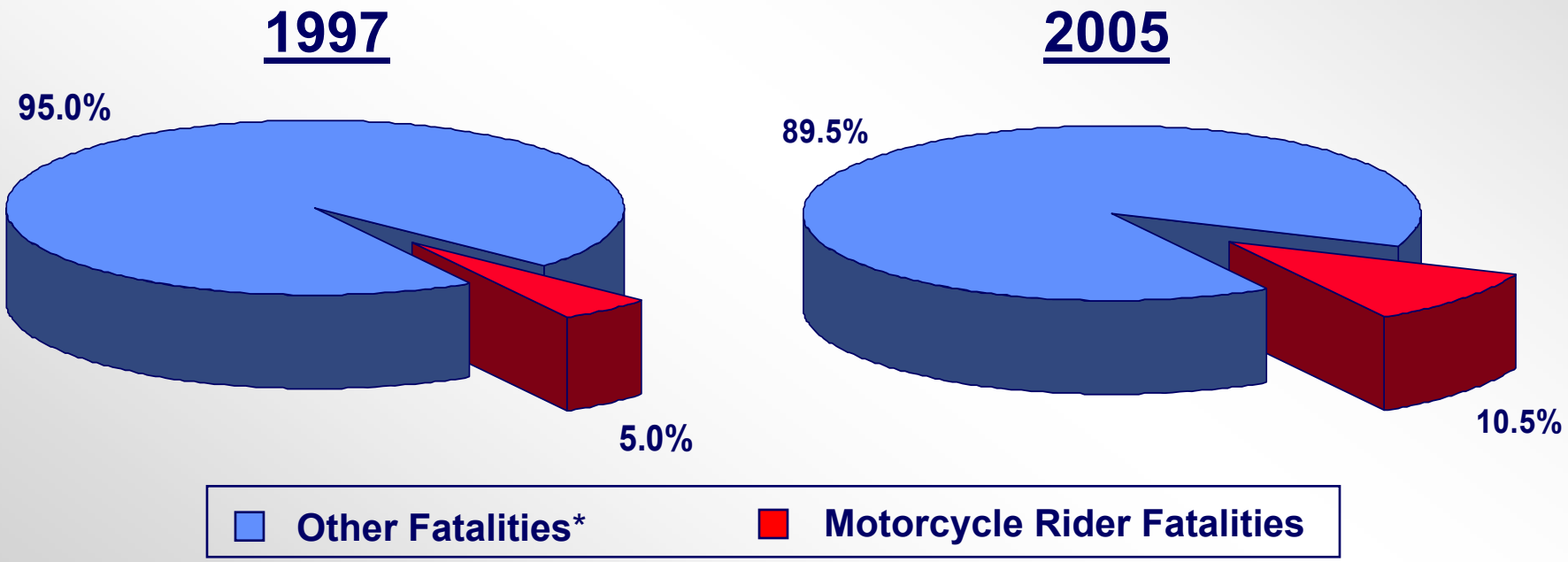
Motorcycle Riders Killed, by Year



Source: FARS

Proportion of Total Fatalities, by Role and Year

Motorcycle rider fatalities increased to 10.5% of all motor vehicle traffic crash fatalities compared to 5.0% in 1997



* Passenger Vehicle Occupants, Other occupants and Nonoccupants

Source: FARS

Total vs. Motorcycle Rider Fatalities by Year, 1997-2005

Fatalities	Year								
	1997	1998	1999	2000	2001	2002	2003	2004	2005
Total	42,013	41,501	41,717	41,945	42,196	43,005	42,884	42,836	43,443
Change	---	-512	+216	+228	+251	+809	-121	-48	+607
Motorcycle Riders	2,116	2,294	2,483	2,897	3,197	3,270	3,714	4,028	4,553
Change	---	+178	+189	+414	+300	+73	+444	+314	+525
Percent Change	---	+8.4%	+8.2%	+17%	+10%	+2.3%	+14%	+8.5%	+13%
Percent of all Fatalities	5.0%	5.5%	6.0%	6.9%	7.6%	7.6%	8.7%	9.4%	10.5%

Source: FARS

2005 Data Shows …

- *Motorcycle rider fatalities and motorcycle registrations have both been on the rise since 1997*
- *However, in most of these years the rate of increase in motorcycle rider fatalities has been higher than the rate of increase in motorcycle registrations (as reflected in the rate increase)*

Motorcycle Rider Fatality Rates, by Year

Rate	Year								
	1997	1998	1999	2000	2001	2002	2003	2004	2005
Motorcycle Riders Killed	2,116	2,294	2,483	2,897	3,197	3,270	3,714	4,028	4,553
/100M Motorcycle Miles Traveled	20.99	22.31	23.46	27.67	33.17	34.23	38.78	39.79	42.27
/100K Registered Motorcycles	55.30	59.13	59.80	66.66	65.20	65.35	69.16	69.83	73.12
Sources: FARS, FHWA									

2005 Data Shows …

- ***Motorcycle rider fatalities increased for every age group***

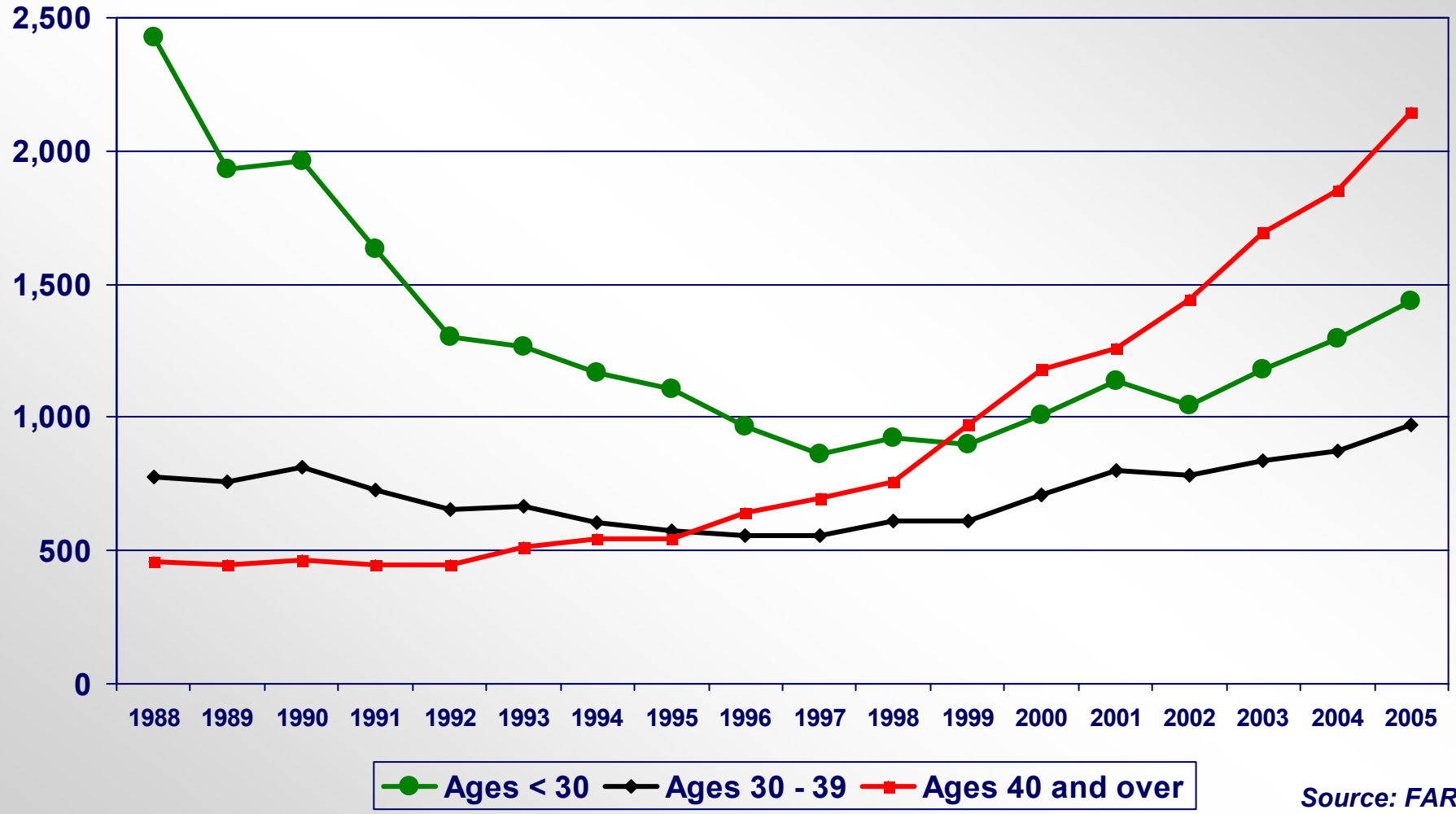
- ***The largest percentage increase was in the 50-and-over age group, followed by the 20-29 and 30-39 age groups***

Motorcycle Riders Killed, by Age Group

Age Group	Year		Change	% Change
	2004	2005		
Under 20	252	272	+20	+7.9%
20-29	1,046	1,166	+120	+11%
30-39	876	971	+95	+11%
40-49	971	1,019	+48	+4.9%
50+	883	1,124	+241	+27%
50-59	649	761	+112	+17%
60-69	186	285	+99	+53%
70 and Over	48	78	+30	+63%
Unknown	0	1	+1	------
Total	4,028	4,553	+525	+13%

Source: FARS

Number of Motorcycle Riders Killed, by Age Group, by Year



Source: FARS

2005 Data Shows …

- ***About two-thirds (65 percent) of the fatally injured motorcycle riders were not wearing a helmet in States without universal helmet laws compared to 14% in States with universal helmet laws.***

Fatally Injured Motorcycle Riders in States With Universal Helmet Laws vs. w/o Universal Helmet Laws

	Year			
	2004		2005	
Total in States With Universal Helmet Laws	1,691	100%	1,963	100%
Helmeted	1,439	85%	1,683	86%
Not Helmeted	252	15%	280	14%
Total in States Without Universal Helmet Laws	2,337	100%	2,590	100%
Helmeted	794	34%	919	35%
Not Helmeted	1,543	66%	1,671	65%

Source: FARS

Motorcycle rider fatalities whose helmet use was unknown were distributed proportionally to the known use categories. Total fatalities may not add due to rounding.

Other Focus Areas
Large Trucks

- *The number of people killed in crashes involving large trucks decreased*
  - *Truck occupant fatalities increased by 4.8%*

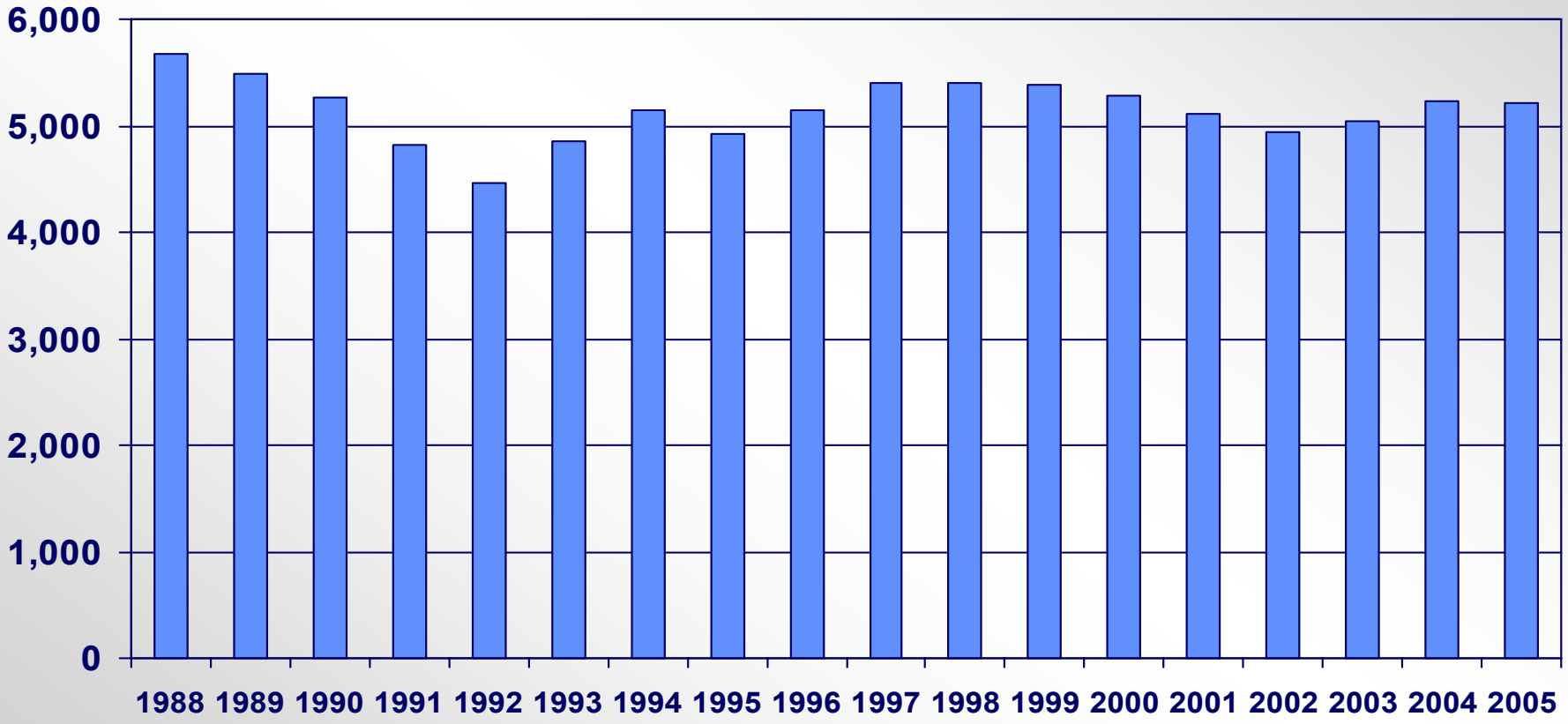
- *Fatalities in large truck crashes decreased after increasing for two consecutive years*

Persons Killed in Large-Truck Crashes, by Type

Type	Year		% Change
	2004	2005	
Truck Occupants	766	803	+4.8%
Single-Vehicle	469	480	+2.3%
Multivehicle	297	323	+8.8%
Other Vehicle Occupants	4,042	3,944	-2.4%
Nonoccupants	427	465	+8.9%
Total	5,235	5,212	-0.4%

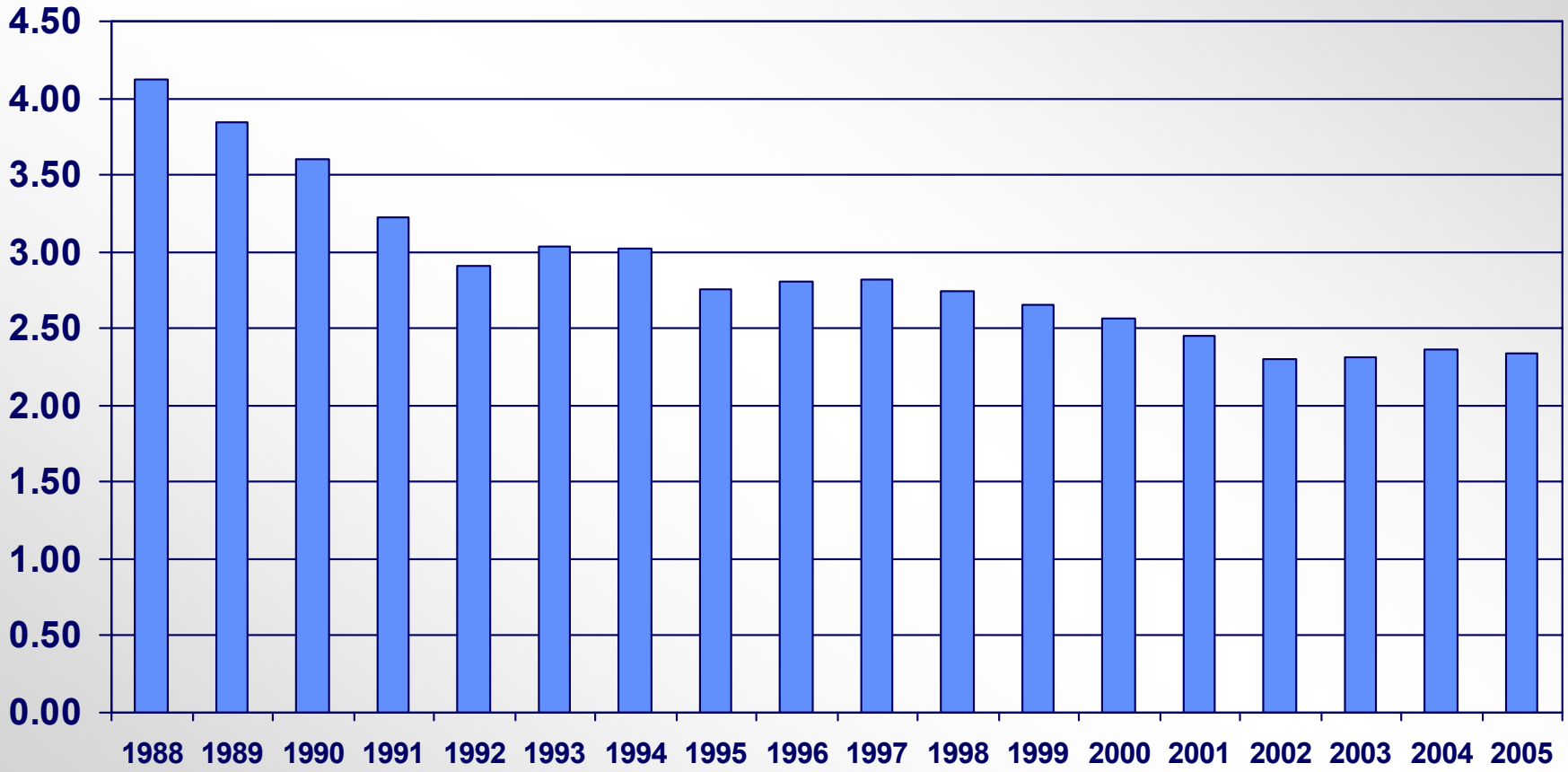
Source: FARS

Persons Killed in Large-Truck Crashes, by Year



Source: FARS

Fatality Rate* in Large-Truck Crashes, by Year



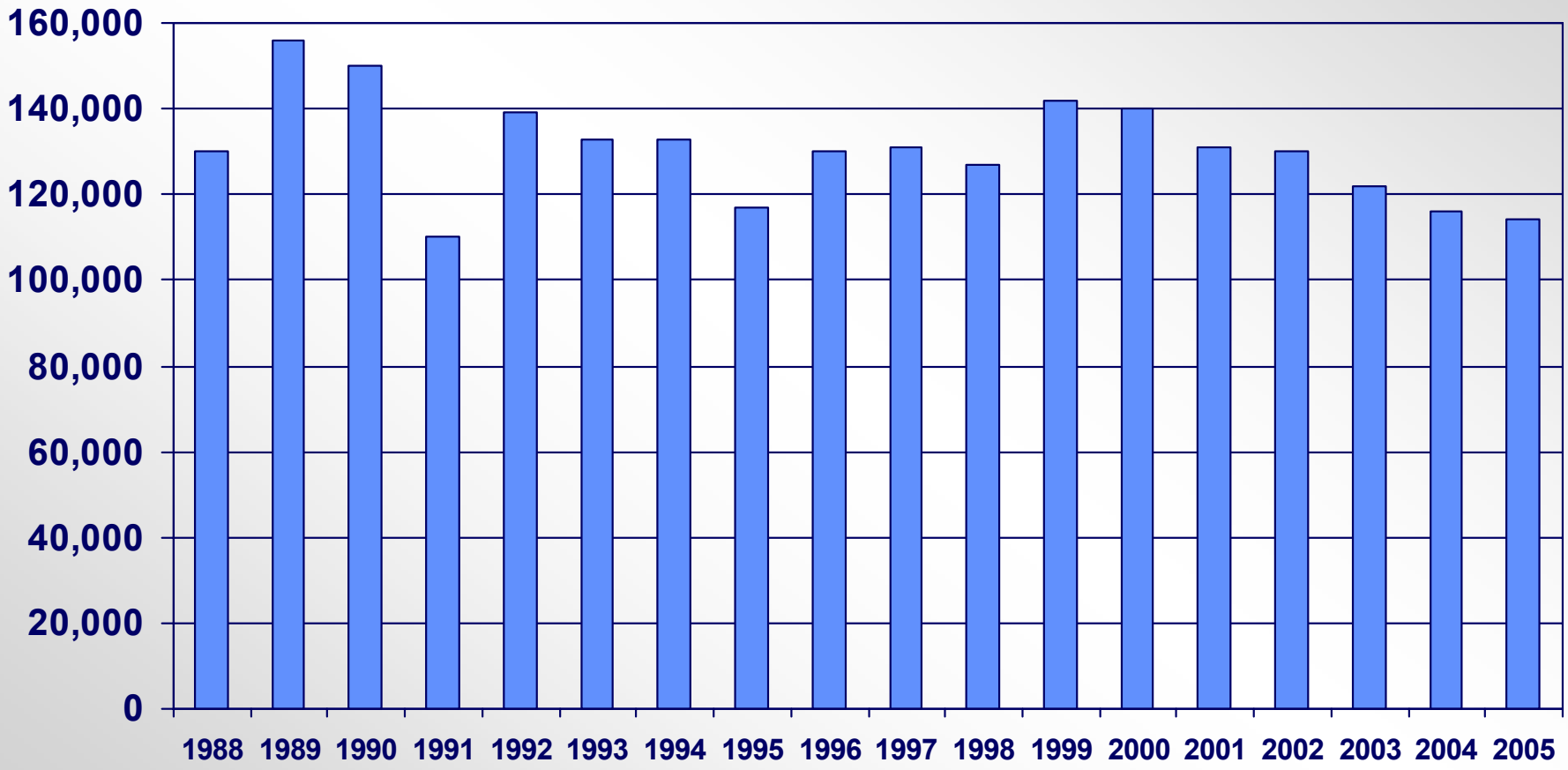
Sources: FARS, FHWA

People Injured in Large-Truck Crashes, by Type

Type	Year		% Change
	2004	2005	
Truck Occupants	27,000	27,000	0%
Single-Vehicle	13,000	10,000	-23%
Multivehicle	14,000	17,000	+21%
Other Vehicle Occupants	85,000	84,000	-1.2%
Nonoccupants	4,000	2,000	-50%*
Total**	116,000	114,000	-1.7%

*Change in Nonoccupants injured is statistically significant at the 0.05 level (95% confidence intervals)
Totals may not add due to rounding. Percentages computed after rounding. **Source: NASS GES

People Injured in Large-Truck Crashes, by Year



Source: NASS GES

Other Focus Areas
Speeding

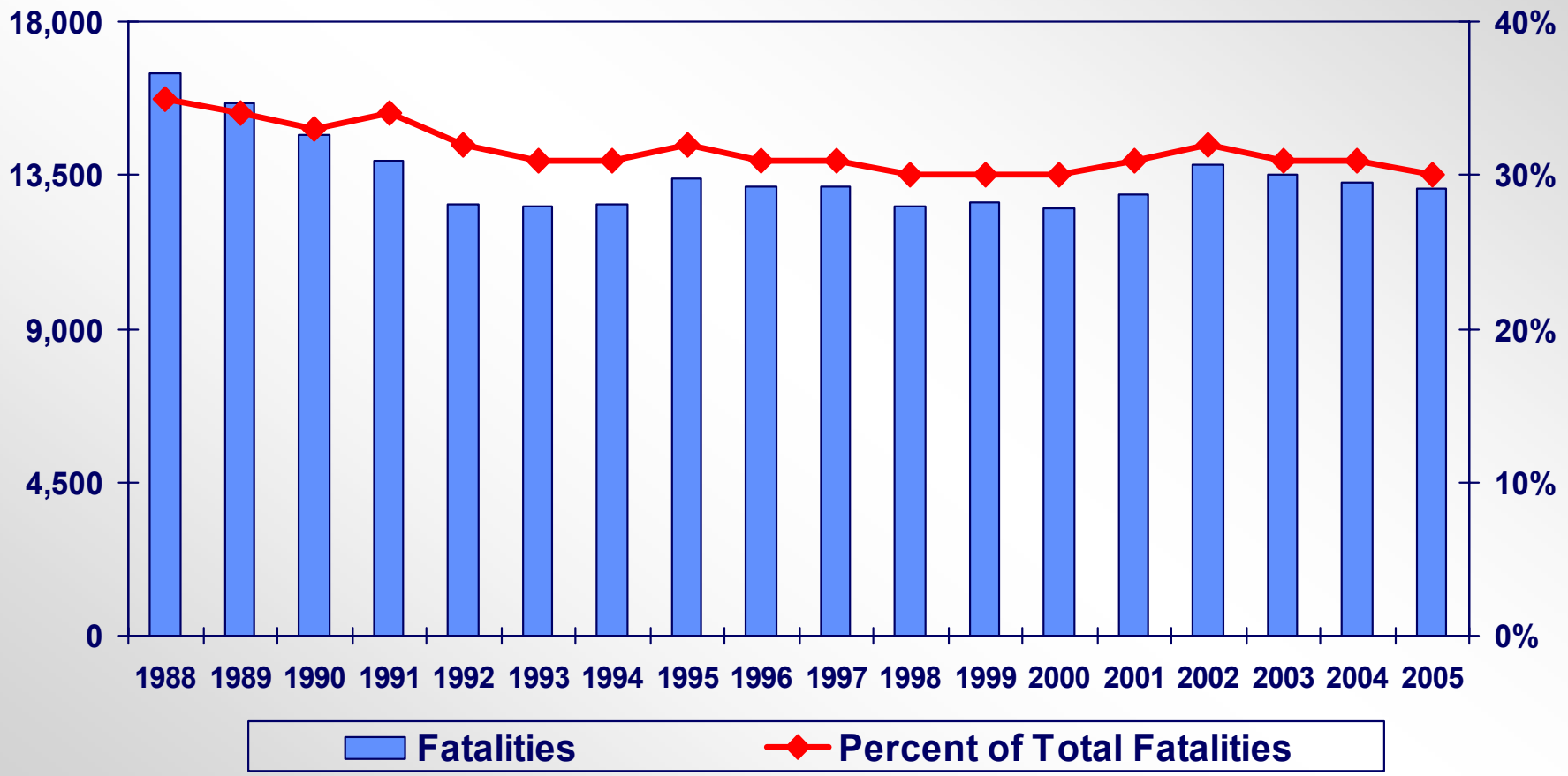
- ***Fatalities in speeding-related crashes declined by 1.3%***

Speeding-Related Fatal Crashes and Fatalities, by Year

	Year		Change	% Change
	2004	2005		
Fatal Crashes				
Speeding	11,674	11,626	-48	-0.4%
Not Speeding	26,770	27,563	+793	+3.0%
Percent Speeding	30%	30%		
Fatalities				
Speeding	13,291	13,113	-178	-1.3%
Not Speeding	29,545	30,330	+785	+2.7%
Percent Speeding	31%	30%		

Source: FARS

Fatalities in Speeding-Related Crashes and Percent of Total Fatalities, by Year



Source: FARS

Other Focus Areas
Intersection-Related and Roadway Departure

- ***Intersection and intersection-related* fatalities remained almost the same***

- ***Roadway departure** fatalities decreased by 1.6%***

**A crash is Intersection related if the first harmful event occurs within the limits of an intersection or at an approach to or exit from an intersection only within a Noninterchange area.*
*** A crash is considered a roadway departure crash if it is:*
• a single-vehicle crash occurring off the roadway OR
• a multiple vehicle crash where the manner of collision was head-on or a sideswipe in opposite direction.

Intersection, Intersection-Related and Roadway Departure Fatalities, by Year

	Year		Change	% Change
	2004	2005		
Intersection and Intersection-Related*	9,176	9,188	+12	+0.1%
Roadway Departure*	25,795	25,388	-407	-1.6%

**FHWA Definition*

Source: FARS

**A crash is intersection-related if the first harmful event occurs within the limits of an intersection or at an approach to or exit from an intersection only within a noninterchange area.*
*** A crash is considered a roadway departure crash if it is:*
• a single-vehicle crash occurring off the roadway OR
• a multiple vehicle crash where the manner of collision was head-on or a sideswipe in opposite direction.

Other Focus Areas
Nonoccupants

The number of nonoccupants killed increased by 5.7%

Nonoccupants Killed or Injured, by Type

Type	Year		% Change
	2004	2005	
Nonoccupants Killed	5,532	5,849	+5.7%
Pedestrians	4,675	4,881	+4.4%
Pedalcyclists	727	784	+7.8%
Others **	130	184	+42%
Nonoccupants Injured*	118,000	118,000	0%
Pedestrians	68,000	64,000	-5.9%
Pedalcyclists	41,000	45,000	+9.8%
Others **	9,000	8,000	-11%

*Totals may not add due to rounding. Percentages computed after rounding.

Sources: FARS, NASS GES

**Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices and unknown nonoccupants

Pedestrian Fatalities, by Age Group

Pedestrian fatalities increased for all age groups in 2005 except for 4-7 and 8-15

Age Group	Year		Change	% Change
	2004	2005		
0-3	78	90	+12	+15%
4-7	107	90	-17	-16%
8-15	212	208	-4	-1.9%
16-20	269	281	+12	+4.5%
21-24	278	296	+18	+6.5%
25-34	599	613	+14	+2.3%
35-44	781	804	+23	+2.9%
45-54	855	901	+46	+5.4%
55-64	504	555	+51	+10%
65-74	385	406	+21	+5.5%
>74	566	575	+9	+1.6%
Unknown	41	62	+21	+51%
Total	4,675	4,881	+206	+4.4%

Source: FARS

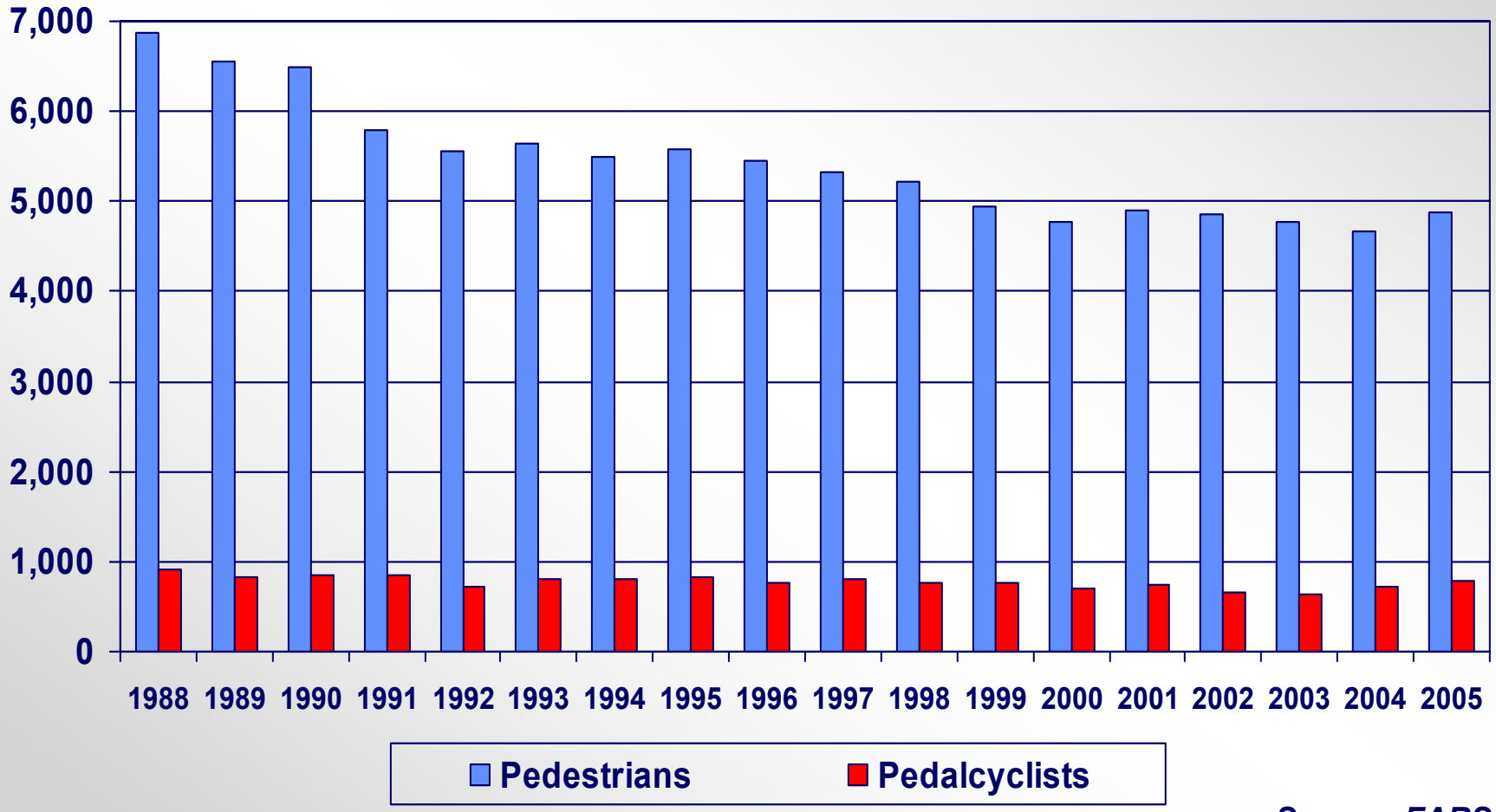
Pedalcyclist Fatalities, by Age Group

The 21-24 age group showed the largest percent increase in pedalcyclist fatalities in 2005

Age Group	Year		Change	% Change
	2004	2005		
0-3	5	8	+3	+60%
4-7	26	17	-9	-35%
8-15	119	119	0	0.0%
16-20	50	47	-3	-6.0%
21-24	23	41	+18	+78%
25-34	61	76	+15	+25%
35-44	145	150	+5	+3.4%
45-54	129	156	+27	+21%
55-64	73	81	+8	+11%
65-74	57	48	-9	-16%
>74	35	33	-2	-5.7%
Unknown	4	8	+4	+100%
Total	727	784	+57	+7.8%

Source: FARS

Pedestrians and Pedalcyclists Killed, by Year



Source: FARS

Other Focus Areas
Children and Youth

- ***Fatalities for children age 0 – 3 declined by 8.3%***

- ***Occupant fatalities decreased but nonoccupant fatalities increased***

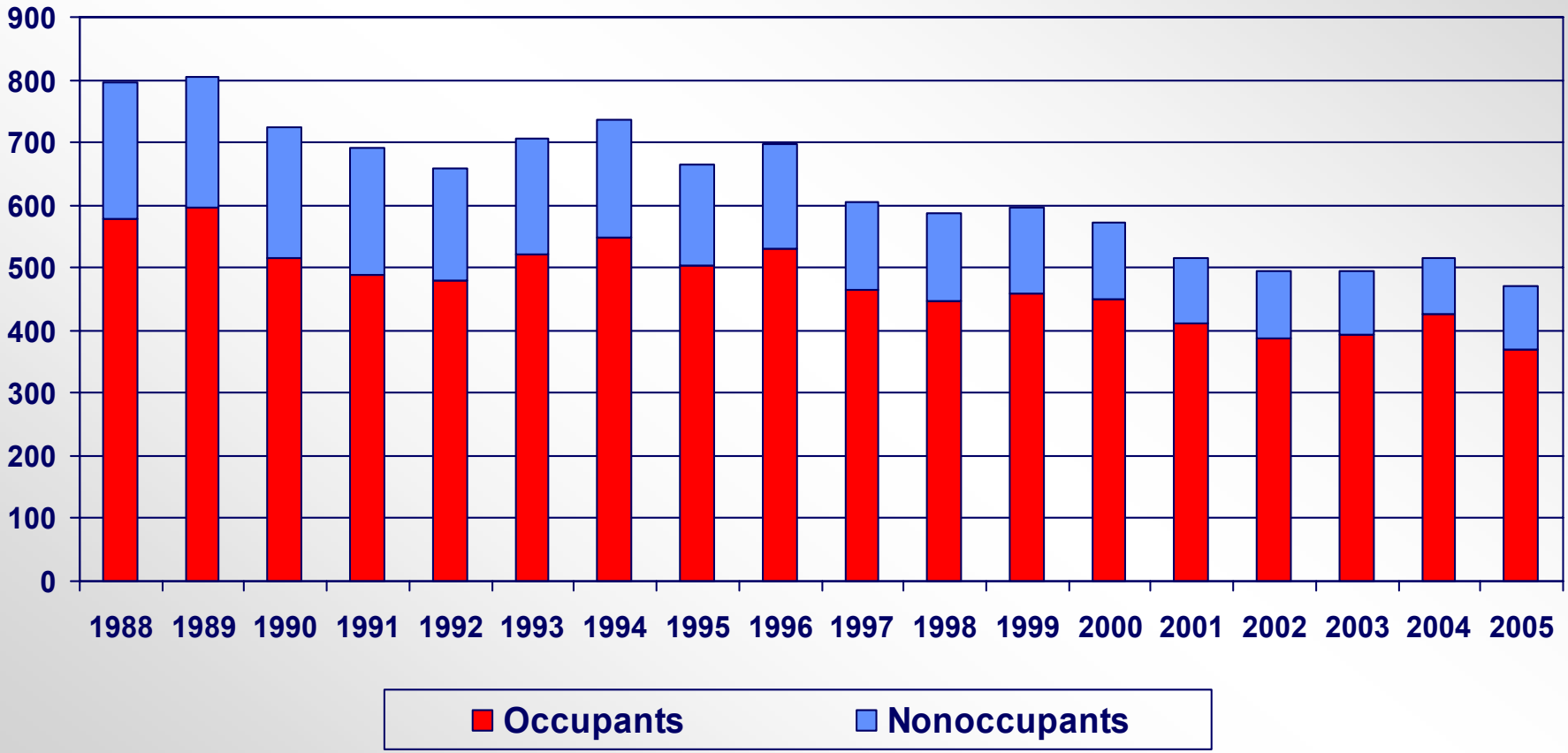
Children, Age 0-3, Killed or Injured, by Role

Role	Year		% Change
	2004	2005	
Killed	515	472	-8.3%
Occupants	427	371	-13%
Nonoccupants	88	101	+15%
Injured*	44,000	43,000	-2.3%
Occupants	41,000	40,000	-2.4%
Nonoccupants	2,000	2,000	0%

**Totals may not add due to rounding. Percentages computed after rounding.*

Sources: FARS, NASS GES

Children, Age 0-3, Killed, by Year and Role



Source: FARS

Other Focus Areas
Children and Youth

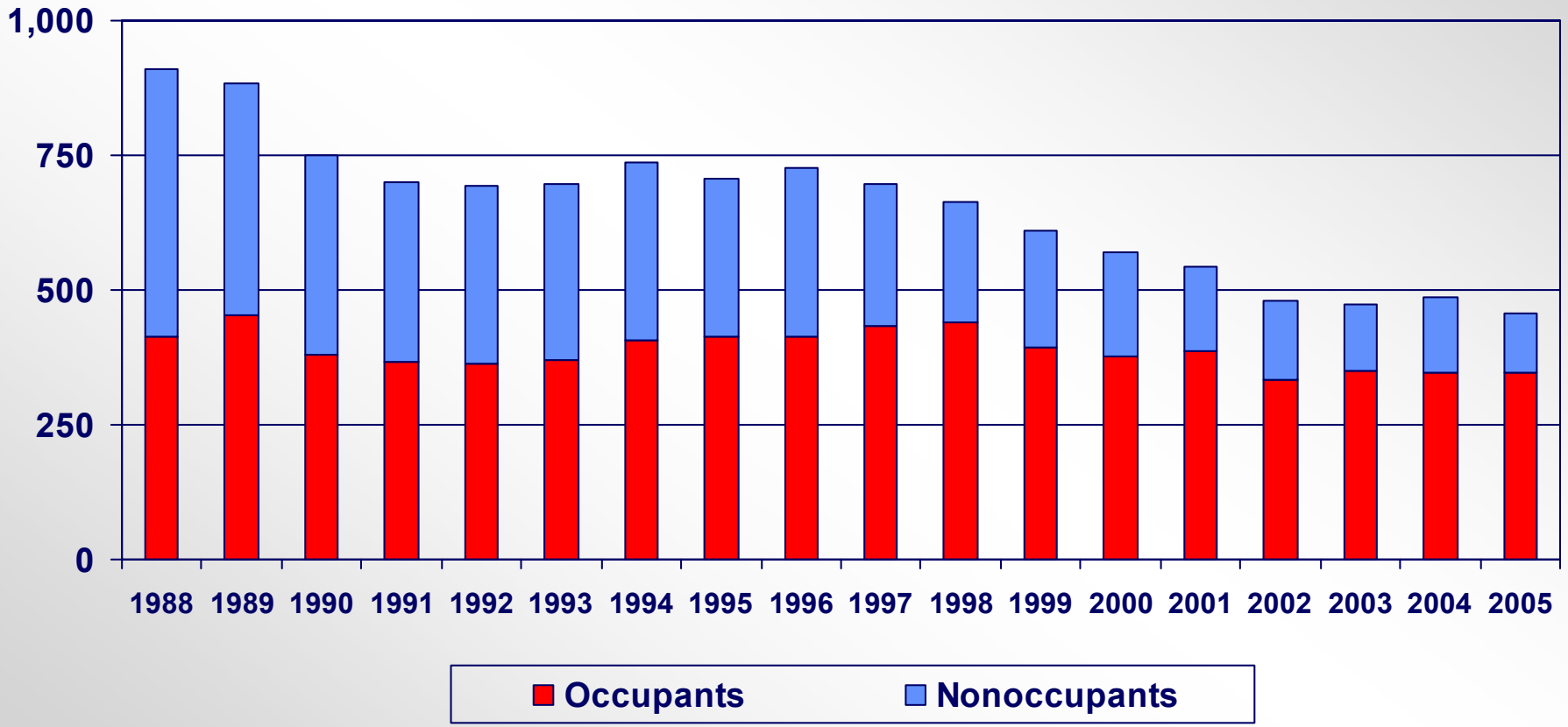
- ***Fatalities for children age 4 – 7 declined by 6.0%***
- ***Fatalities remained below 500 for the fourth consecutive year***

Children, Age 4-7, Killed or Injured, by Role

Role	Year		% Change
	2004	2005	
Killed	487	458	-6.0%
Occupants	348	346	-0.6%
Nonoccupants	139	112	-19%
Injured	60,000	57,000	-5.0%
Occupants	53,000	49,000	-7.5%
Nonoccupants	7,000	8,000	+14%

Sources: FARS, NASS GES

Children, Age 4-7, Killed, by Year and Role



Source: FARS

Other Focus Areas
Children and Youth

- *Overall fatalities in children and youth, age 8 – 15, declined by 12%*
- *People injured declined by 3.4%*

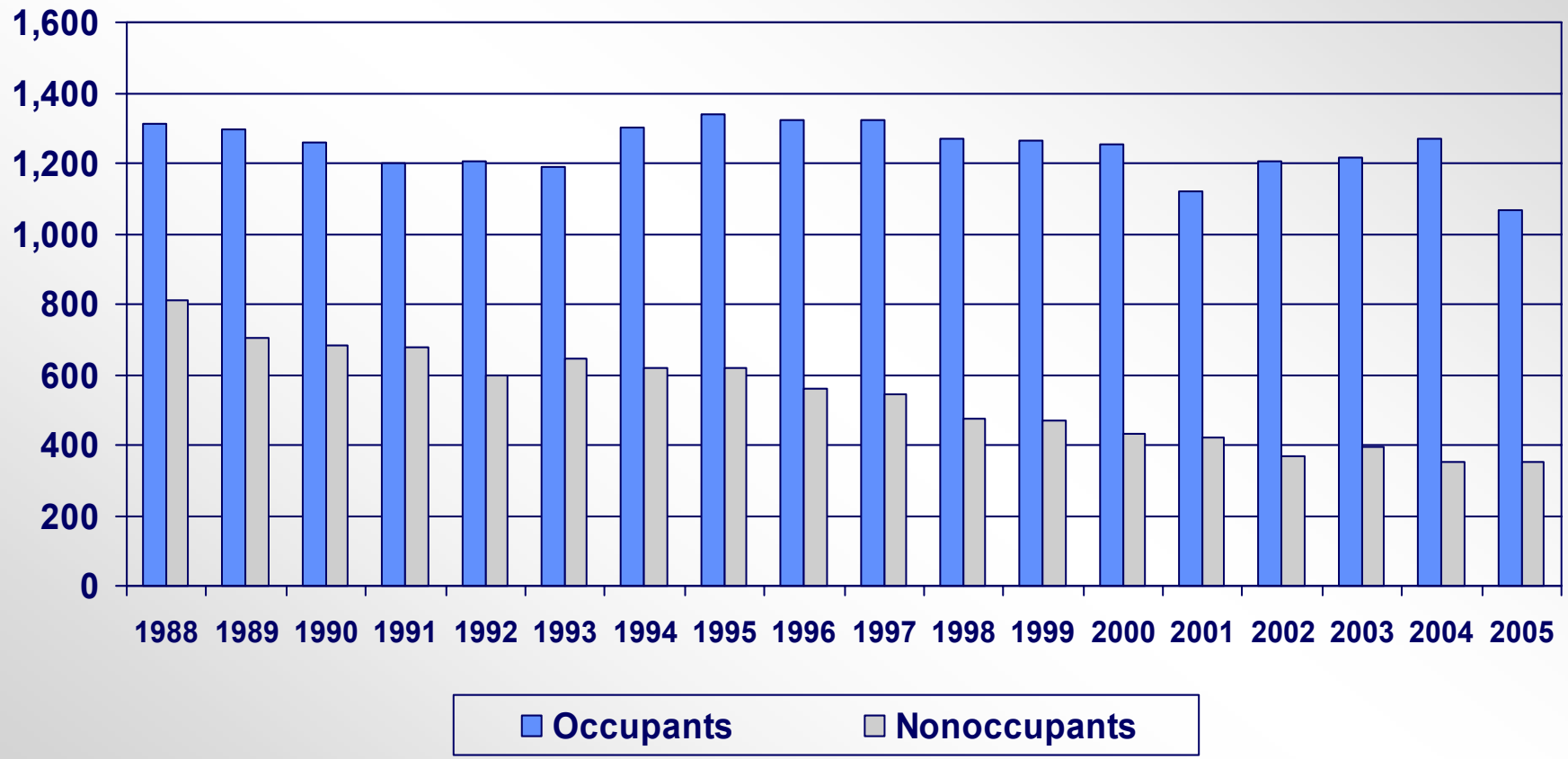
Children and Youth, Age 8-15, Killed or Injured, by Role

Role	Year		% Change
	2004	2005	
Killed	1,620	1,418	-12%
Occupants	1,270	1,067	-16%
Nonoccupants	350	351	+0.3%
Injured*	178,000	172,000	-3.4%
Occupants	152,000	147,000	-3.3%
Nonoccupants	26,000	25,000	-3.8%

**Totals may not add due to rounding. Percentages computed after rounding.*

Sources: FARS, NASS GES

Children and Youth, Age 8-15, Killed, by Year and Role



Source: FARS

Other Focus Areas
Young Drivers

- *The number of young drivers (age 16 – 20) killed declined by 4.6%*
- *And fatal young driver crashes declined by 6.3%*
- *Injury and property damage only crashes also declined*

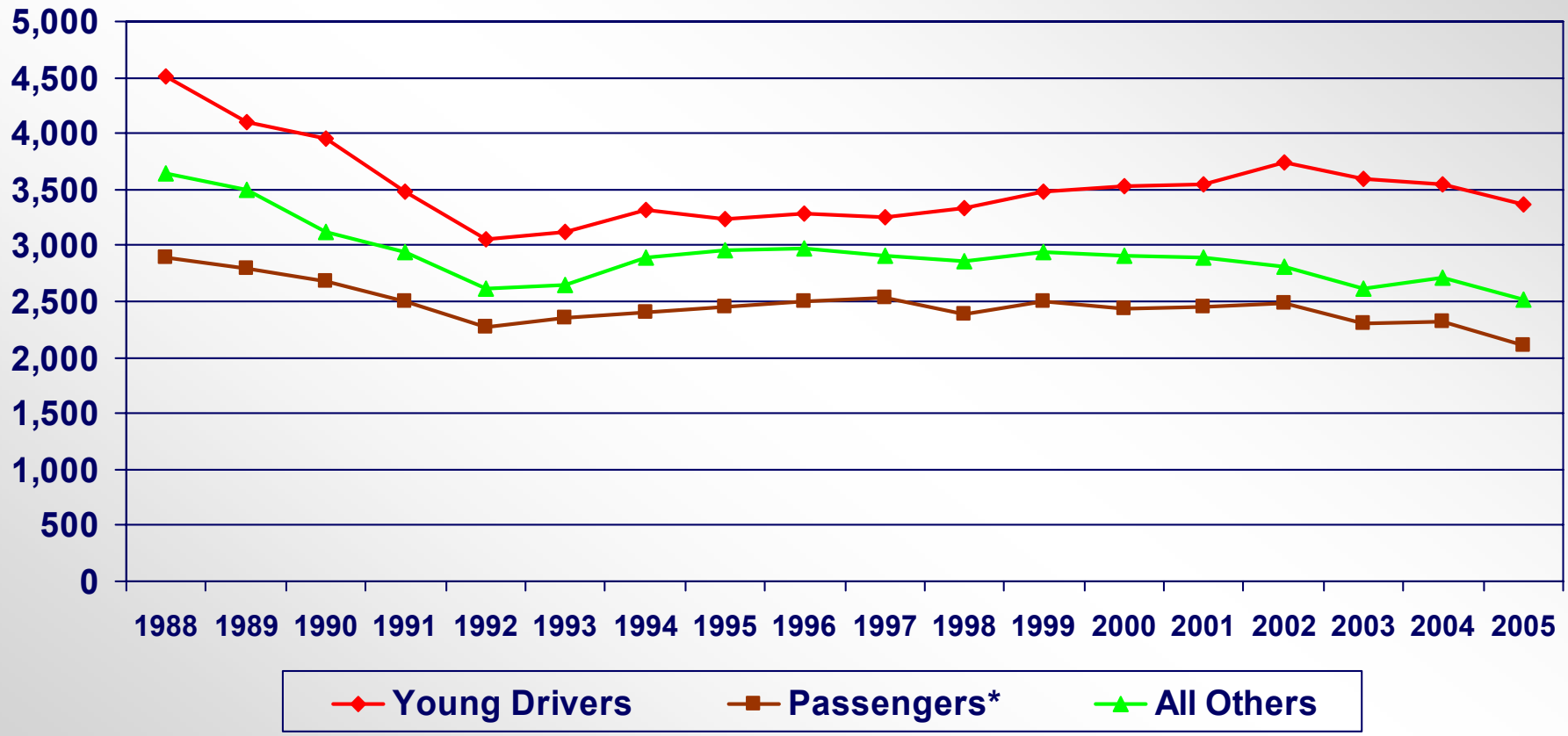
Number of Crashes and People Killed in Crashes Involving Young Drivers (Age 16-20)

Crashes and Persons Killed	Year		% Change
	2004	2005	
Crashes			
Fatal	7,431	6,964	-6.3%
Injury	517,000	468,000	-9.5%*
PDO	1,269,000	1,063,000	-16%*
People Killed			
Young Drivers	3,538	3,374	-4.6%
Male	2,530	2,503	-1.1%
Female	1,008	871	-14%
Passengers**	2,324	2,107	-9.3%
All Others	2,720	2,523	-7.2%

**Changes in Injury and Property-Damage-Only (PDO) are statistically significant at the 0.05 level (95% confidence intervals)*
***In vehicles with young drivers*

Sources: FARS, NASS GES

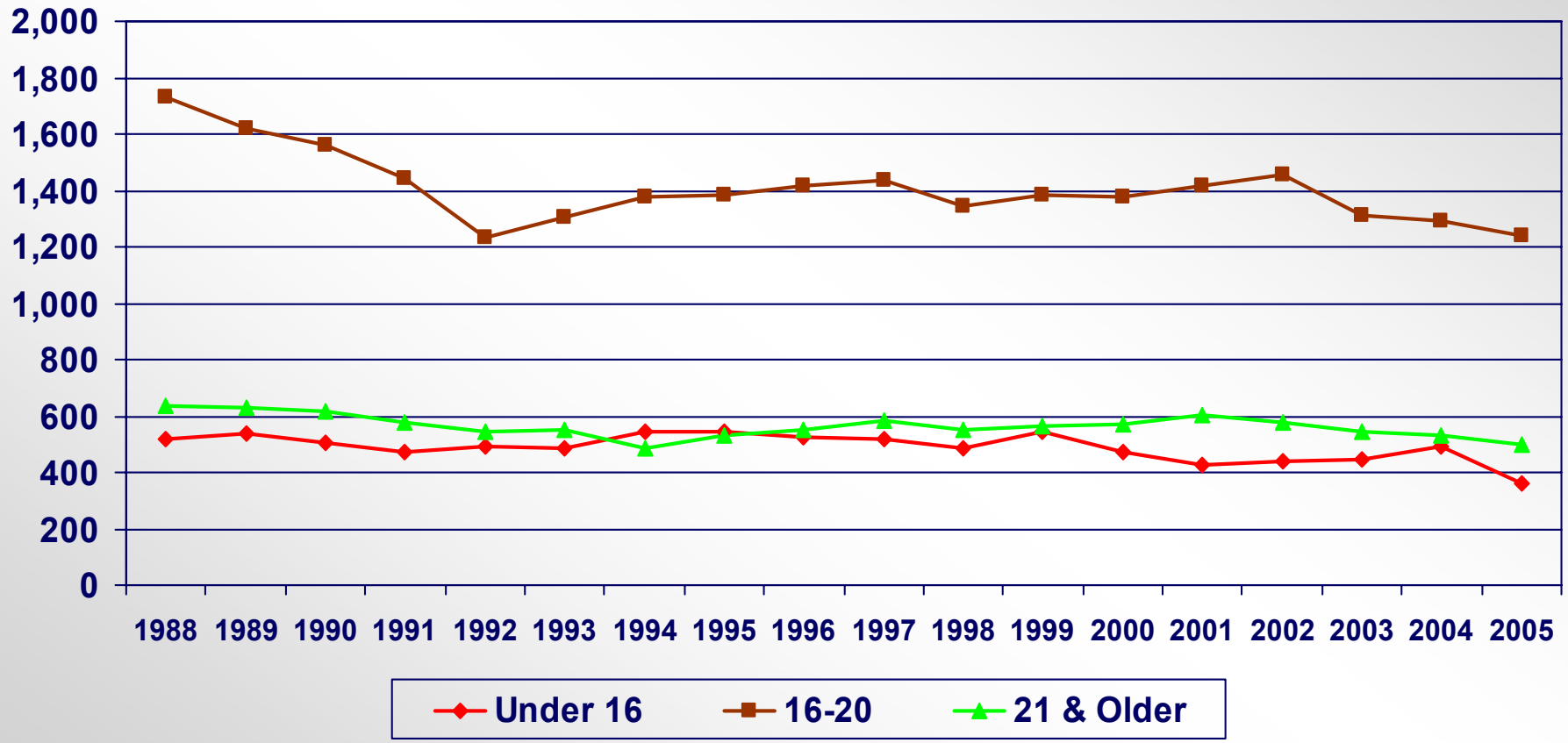
People Killed in Crashes Involving Young Drivers (Age 16-20), by Year and Role



**In vehicles with young drivers*

Source: FARS

Passenger Fatalities in Vehicles Driven by a 16-to 20-Year-Old, by Year and Age of Passenger



Source: FARS

Questions about the data in this report may be sent by e-mail to:

ncsaweb@nhtsa.dot.gov

or

made by phone to:

800-934-8517