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PLEASE NOTE

TRAFFIC SAFETY FACTS 2007

The *Traffic Safety Facts* annual report contains exposure data (i.e., vehicle miles traveled, registered vehicles, licensed drivers) and other data points that customarily are not available until later. Instead of withholding the entire report until those data are available, this Early Edition is produced to allow customers access to the statistics that are currently available.

This Early Edition does not include the following 2007 data:

- Vehicle miles traveled and fatality rates per vehicle miles traveled by State
- Registered vehicles and fatality rates per registered vehicle by State
- Vehicle miles traveled for the various vehicle types (passenger cars, light trucks, motorcycles, large trucks, buses)
- Registered vehicles for the following vehicle types: motorcycles, large trucks, buses, and total
- Licensed drivers
- Key provisions of occupant restraint laws.

Tables containing these data will be updated in the final edition of the *Traffic Safety Facts 2007* annual report.

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

EARLY EDITION

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EARLY EDITION

TRAFFIC SAFETY FACTS 2007

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

EARLY EDITION

2007 NATIONAL STATISTICS

POLICE-REPORTED MOTOR VEHICLE TRAFFIC CRASHES

Fatal	37,248
Injury	1,711,000
Property Damage Only	4,275,000
Total	**6,024,000**

TRAFFIC CRASH VICTIMS

	Killed	Injured
Occupants	**30,401**	**2,264,000**
Drivers	21,647	1,571,000
Passengers	8,657	692,000
Unknown	97	1,000
Motorcyclists	**5,154**	**103,000**
Nonoccupants	**5,504**	**124,000**
Pedestrians	4,654	70,000
Pedalcyclists	698	43,000
Other/Unknown	152	10,000
Total	**41,059**	**2,491,000**

OTHER NATIONAL STATISTICS

Vehicle Miles Traveled	2,996,409,000,000
Resident Population	301,621,157
Registered Vehicles	NA
Licensed Drivers	NA
Economic Cost of Traffic Crashes (2000) (estimate for reported and unreported crashes)	$230.6 billion

NATIONAL RATES: FATALITIES

Fatalities per 100 Million Vehicle Miles Traveled	1.37
Fatalities per 100,000 Population	13.61
Fatalities per 100,000 Registered Vehicles	NA
Fatalities per 100,000 Licensed Drivers	NA

NATIONAL RATES: INJURED PERSONS

Injured Persons per 100 Million Vehicle Miles Traveled	83
Injured Persons per 100,000 Population	826
Injured Persons per 100,000 Registered Vehicles	NA
Injured Persons per 100,000 Licensed Drivers	NA

Sources: Crashes, Fatalities, Injuries, and Costs—National Highway Traffic Safety Administration.
Population—U.S. Bureau of the Census.
Vehicle Miles Traveled—Federal Highway Administration.
Registered Vehicles—R.L. Polk & Co. and Federal Highway Administration.
Cover Photo—This two-vehicle crash occurred in Hamilton County, Tennessee, when the driver of a passenger car ran through a red light and was struck by an 18-wheeler. There were no fatalities in the crash. All the occupants of the car were wearing seat belts and walked away from the crash. Photographer, Amy Maxwell, Hamilton County Emergency Services.

EARLY EDITION

DOT HS 811 002

Traffic Safety Facts 2007

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

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

FOR MORE INFORMATION

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NVS-424, 1200 New Jersey Avenue, SE, Washington, DC 20590. NCSA can be contacted by telephone at 800-934-8517. Fax messages should be sent to 202-366-7078. General information on highway traffic safety can be accessed by Internet users at **http://www.nhtsa.dot.gov/portal/site/nhtsa/ncsa**. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236. Fact sheets available from the National Center for Statistics and Analysis are *Overview*, *Alcohol*, *African American*, *Bicyclists and Other Cyclists* (formerly titled, *Pedalcyclists*), *Children*, *Hispanic*, *Large Trucks*, *Motorcycles*, *Occupant Protection*, *Older Population*, *Pedestrians*, *Race and Ethnicity*, *Rural/Urban Comparisons*, *School Transportation-Related Crashes*, *Speeding*, *State Alcohol Estimates*, *State Traffic Data*, and *Young Drivers*. The fact sheets and annual *Traffic Safety Facts* reports can be accessed online at **http://www-nrd.nhtsa.dot.gov/CMSWeb/index.aspx**.

EARLY EDITION

ADMINISTRATOR'S MESSAGE

I am very pleased to present the National Highway Traffic Safety Administration's *Traffic Safety Facts 2007: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis 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.

There is a personal story behind every number in this report. Together, these statistics tell a very important story about traffic safety on our roadways. In 2007, the numbers tell us that we are making progress in many areas. The 41,059 traffic deaths is the lowest number since 1994, and the death rate per 100 million vehicle miles traveled was 1.37, the lowest rate on record. The number of people injured in highway crashes last year was the lowest seen since NHTSA began collecting injury data in 1988.

I am particularly heartened by the decline in alcohol-impaired driving deaths. Compared to 2006, almost 4 percent fewer people were killed in crashes where a driver or motorcycle rider had a blood alcohol concentration of .08 grams per deciliter or higher.

Each one of these numbers is a family member or friend who came home every night. Each one is someone who chose responsibility and wore a seat belt, or designated a driver, or put down the cell phone behind the wheel.

At NHTSA we believe that accidental injuries and deaths on our highways are preventable. We remain committed to keeping highway safety high on every family's priority list, and we remain committed to keeping highway safety high on the list of national priorities.

I hope you find this publication useful.

David Kelly
Acting Administrator
National Highway Traffic Safety Administration

TABLE OF CONTENTS

TABLES

TRENDS: General

TRENDS: Occupants

TRENDS: Large Truck Related

TRENDS: Nonoccupants

TRENDS: Alcohol

TRENDS: Restraints

Tables (Continued)

Tables (Continued)

Tables (Continued)

Tables (Continued)

Tables (Continued)

FIGURES

TRENDS

CRASHES

VEHICLES

Figures (Continued)

PEOPLE

STATES

INTRODUCTION

In this annual report, *Traffic Safety Facts 2007: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*, the National Highway Traffic Safety Administration (NHTSA) presents descriptive statistics about traffic crashes of all severities, from those that result in property damage to those that result in the loss of human life.

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

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

FARS OPERATIONS

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

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

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

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

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

Each analyst enters data into a local microcomputer data file, and daily updates are sent to NHTSA's central computer database. Data are automatically checked when entered for acceptable range values and for consistency, enabling the analyst to make corrections immediately. Several programs continually monitor and improve the completeness and accuracy of the data. The 2007 FARS data file used for the statistics in this report was created in June 2008; however, the 2007 FARS file will *officially* close in December 2008. This additional time provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. The updated final counts for 2006 are reflected in this report. The updated final counts for 2007 will be reflected in the 2008 annual report.

GES OPERATIONS

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

GES data collectors make weekly visits to 410 police jurisdictions in 60 sites across the United States, where they randomly sample about 57,000 PARs per year. The collectors obtain copies of the PARs and send them to the NASS quality control centers for coding. No other data are collected beyond the selected PARs—no driver license, vehicle registration, or medical information is obtained.

Trained data entry personnel interpret and code data directly from the PARs into an electronic data file. Approximately 90 data elements are coded into a common format. (See Appendix B for a list of the GES data elements.) Some elements are modified every other year to meet the changing needs of the highway safety community. To protect individual privacy, no personal information (names, addresses, specific crash locations) is coded. During data coding, the data are checked electronically for validity and consistency. After the data file is created, further quality checks are performed on the data through computer processing and by the data coding supervisors. The 2007 file used for the statistics in this report was completed in June 2008.

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 2007) and GES (1988 through 2007). The remaining chapters present data only from 2007. Chapter 2, "Crashes," describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crash. Chapter 3, "Vehicles," concentrates on the types of vehicles involved in crashes and the damage to the vehicles. Chapter 4, "People," is the largest chapter of this report, with statistics about drivers, passengers, pedestrians, and pedalcyclists. The last chapter of the report, "States," contains information about crashes for each State, the District of Columbia, and Puerto Rico. Terms used throughout the report are defined in the Glossary.

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

The reader may also notice that many tables have rows or footnotes for "unknowns" for FARS data, but not for GES data. The reason for this difference is that almost all the GES unknown data have been assigned values through complex statistical procedures. FARS unknown data, on the other hand, are not assigned values, with the exception of blood alcohol concentration (BAC) test results. When the alcohol test results are unknown, BAC values have been assigned to drivers and nonoccupants involved in fatal crashes, using a method of *multiple imputation* that was revised in 2001. More information on the new multiple imputation method, including detailed tabulations of alcohol involvement in various categories (age, sex, time of day, etc.), is available in NHTSA Technical Report DOT HS 809 403, *Transitioning to Multiple Imputation: A New Method to Estimate Missing Blood Alcohol Concentration (BAC) Values in FARS*.

Changes from Last Year's Report

- Motorcycle occupant terminology has been revised. The term *motorcyclist* replaces *motorcycle rider* and refers to any occupant (operator or passenger) on a motorcycle. The phrase *motorcycle rider* replaces *motorcycle operator* and refers only to the person in control of the motorcycle.

- To comply with the NHTSA's focus on alcohol-impairment (driver BAC = .08+), as opposed to alcohol involvement (driver/nonoccupant BAC = .01+), several tables depicting alcohol have been revised to reflect fatal crashes or fatalities in fatal crashes by the highest driver or motorcycle rider BAC in the crash. Because of the limitations in the GES alcohol data, alcohol statistics for persons injured and for nonfatal crashes are no longer presented. The following tables, which show alcohol statistics, have been revised in this year's report:

  - Table 13. Persons Killed, by Highest Driver Blood Alcohol Concentration (BAC) in the Crash, 1982-2007 (previously titled "Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash")

About This Report

- Figure 8. Proportion of Persons Killed, by Highest Driver Blood Alcohol Concentration (BAC) in the Crash, 1982-2007 (previously titled "Proportion of Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash")
- Table 14. Persons Killed and Percent Alcohol-Impaired Driving Fatalities During Holiday Periods, 1982-2007 (previously titled "Persons Killed and Percent Alcohol Related During Holiday Periods")
- Table 34. Fatal Crashes and Percent Alcohol-Impaired Driving, by Time of Day and Crash Type (previously titled "Crashes and Percent Alcohol Related by Time of Day, Crash Type, and Crash Severity")
- Figure 13. Percent of Fatal Crashes Involving Alcohol-Impaired Driving, by Time of Day and Crash Type (previously titled "Percent of Crashes Alcohol Related by Time of Day and Crash Severity")
- Table 60. Persons Killed in Crashes and Percent Alcohol-Impaired Driving Fatalities, by Time of Day and Crash Type (previously titled "Persons Killed or Injured in Crashes and Percent Alcohol Related, by Time of Day and Crash Type")
- Figure 21. Percent of Persons Killed in Alcohol-Impaired Driving Crashes, by Time of Day (previously titled "Percent of Persons Killed or Injured in Alcohol-Related Crashes, by Time of Day")
- Table 76. Persons Killed and Alcohol-Impaired Driving Fatalities, by Person Type (previously titled "Persons Killed or Injured in Alcohol-Related Crashes, by Person Type and Injury Severity")
- Table 77. Drivers and Motorcycle Riders Involved in Fatal Crashes, by Age and Driver's Blood Alcohol Concentration (BAC) (previously titled "Drivers and Motorcycle Riders Involved in Crashes, by Age, Alcohol Involvement, and Crash Severity")
- Figure 26. Percent Alcohol Impairment (BAC .08 or Higher) for Drivers and Motorcycle Riders Involved in Fatal Crashes, by Age (previously titled "Percent of Driver and Motorcycle Operator Alcohol Involvement for Fatal and Injury Crashes")
- Table 78. Drivers and Motorcycle Riders Killed in Crashes, by Time of Day, Day of Week, Age, Alcohol Impairment, and Crash Type (previously titled "Drivers and Motorcycle Operators Killed or Injured, by Time of Day, Day of Week, Age, Alcohol Involvement, and Crash Type")
- Figure 27. Percent of Drivers and Motorcycle Riders Killed Who Were Alcohol-Impaired (BAC .08 or Higher), by Driver Age, Crash Type, Time of Day, and Day of Week (previously titled "Alcohol Involvement (BAC .01 or Higher) for Drivers and Motorcycle Operators Killed, by Driver Age, Crash Type, Time of Day, and Day of Week")
- Table 80. Drivers and Motorcycle Riders Involved in Fatal Crashes, by Vehicle Type and Driver's Blood Alcohol Concentration (BAC) (previously titled "Drivers and Motorcycle Operators Involved in Crashes, by Vehicle Type, Alcohol Involvement, and Crash Severity")
- Table 81. Persons Killed, by Age and Highest Driver Blood Alcohol Concentration (BAC) in the Crash (previously titled "Persons Killed, by Age and Highest Blood Alcohol Concentration (BAC) in the Crash")
- Table 114. Persons Killed, by State and the Highest Driver Blood Alcohol Concentration (BAC) in the Crash (previously titled "Persons Killed, by State and Highest Blood Alcohol Concentration (BAC) in the Crash").

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 2007) or from GES (1988 through 2007) are available in four ways:

- Modest requests for specific data will be answered by NCSA at no charge. Response usually requires about two weeks, depending on the nature and complexity of the data requested.

- 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 compact disks is available by contacting the Volpe Center at the following address:

  Attn: Rita Da Silva
  USDOT Volpe National Transportation Systems Center (RTV-5E)
  55 Broadway
  Cambridge, MA 02142
  617-494-3088
  dasilva@volpe.dot.gov

- FARS and GES data can be obtained by downloading any of the published files from the Internet, at ftp://ftp.nhtsa.dot.gov/FARS or ftp://ftp.nhtsa.dot.gov/GES. The files are available in SAS, sequential ASCII, and (for FARS only, not GES) DBF file formats. This will enable you to process the data using your own computer system.

- FARS data can also be accessed on the Web at www-fars.nhtsa.dot.gov. This Web site provides instant access to the 1994 through 2007 FARS data via the Create-a-Query, Create-a-Map, and Reports features. The Create-a-Query feature will enable you to process the data using our interactive user interface. The Create-a-Map feature will enable you to create State-by-State and county-by-county map displays from an inventory of report selections. The Reports feature is an inventory of the fatality statistical reports found in this publication. These are national reports for current and past years that may be customized by selection of State; and for State reports, county tabulation may be selected.

VEHICLE SAFETY HOTLINE

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

Data Availability

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

National Highway Traffic Safety Administration
National Center for Statistics and Analysis
NVS-424
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4198 or 800-934-8517
202-366-7078 (Fax)

Requests for more information may also be submitted online via NCSA's Customer Automated Tracking System (CATS):

http://www-nrd.nhtsa.dot.gov/CATS

Additional information on all NHTSA's data files, including FARS and GES, can be found on the NCSA Web site: www.nhtsa.gov/portal/site/nhtsa/ncsa. Fact sheets, recent NCSA research notes, and abstracts of technical reports can be downloaded in portable document format (PDF). Comments and suggestions about the NCSA Web site can be e-mailed to the following address: ncsaweb@dot.gov.

Chapter 1

TRENDS

CHAPTER 1 ■ TRENDS

The tables in this chapter present statistics about police-reported motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 2007; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2007. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 2007. Care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from GES data are estimates, year-to-year differences may be the result of the sampling process, not the result of an actual trend. The variability or sampling errors associated with the estimates must be considered when making any year-to-year comparisons using GES data. (For more information on sampling error, see Appendix C.) Below are some of the statistics you will find in this chapter:

- Fatal crashes decreased by 3.6 percent from 2006 to 2007, and the fatality rate dropped to 1.37 fatalities per 100 million vehicle miles of travel in 2007.
- The injury rate per 100 million vehicle miles of travel decreased by 2.4 percent from 2006 to 2007.
- The occupant fatality rate (including motorcyclists) per 100,000 population, which declined by 22.7 percent from 1975 to 1992, decreased by 8.5 percent from 1992 to 2007.
- The occupant injury rate (including motorcyclists) per 100,000 population, which declined by 13.6 percent from 1988 to 1992, decreased by 31.1 percent from 1992 to 2007.
- The nonoccupant fatality rate per 100,000 population has declined by 54.4 percent from 1975 to 2007.
- The nonoccupant injury rate per 100,000 population has declined by 48.1 percent from 1988 to 2007.
- The percent of alcohol-impaired driving fatalities has declined from 48 percent in 1982 to 32 percent in 2007.

Figure 1

Fatal Crashes, 1975-2007

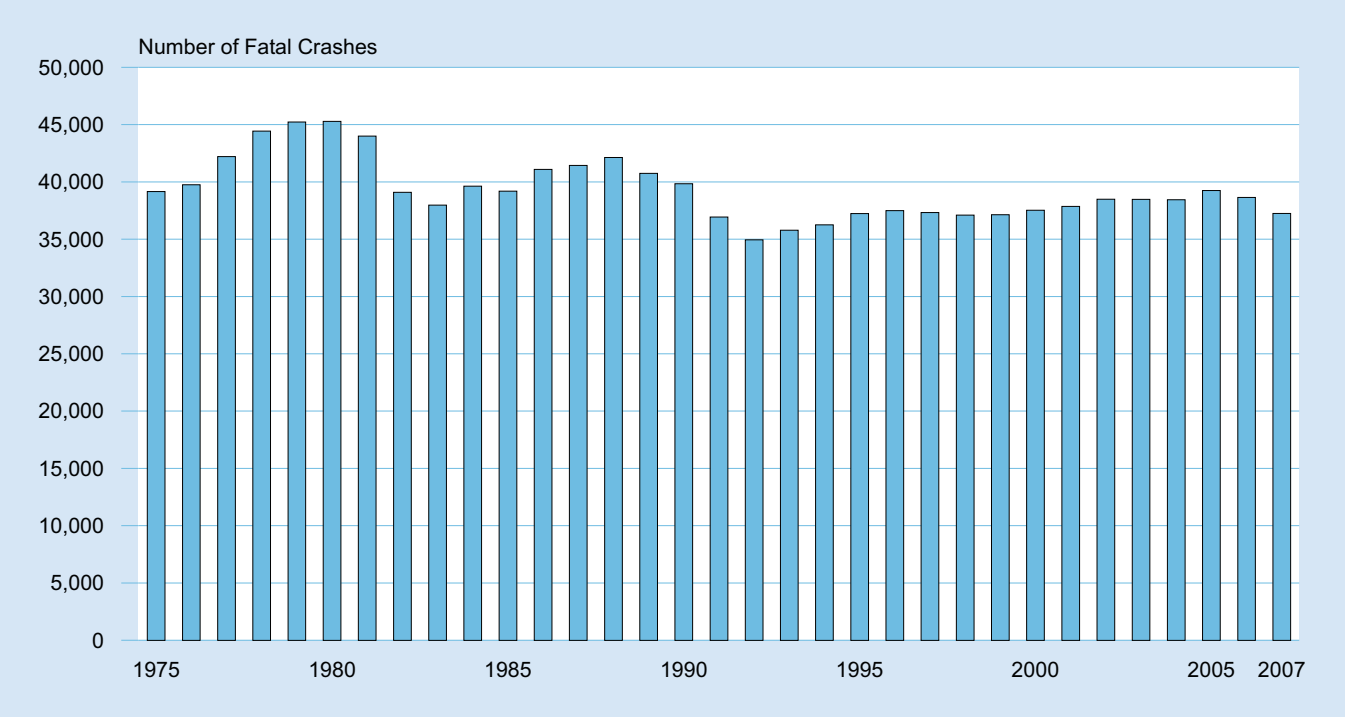


Table 1

Crashes by Crash Severity, 1988-2007

Year	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1988	42,130	0.6	2,233,000	32.4	4,611,000	67.0	**6,887,000**	**100.0**
1989	40,741	0.6	2,153,000	32.4	4,459,000	67.0	**6,653,000**	**100.0**
1990	39,836	0.6	2,122,000	32.8	4,309,000	66.6	**6,471,000**	**100.0**
1991	36,937	0.6	2,008,000	32.8	4,073,000	66.6	**6,117,000**	**100.0**
1992	34,942	0.6	1,991,000	33.2	3,974,000	66.2	**6,000,000**	**100.0**
1993	35,780	0.6	2,022,000	33.1	4,048,000	66.3	**6,106,000**	**100.0**
1994	36,254	0.6	2,123,000	32.7	4,336,000	66.8	**6,496,000**	**100.0**
1995	37,241	0.6	2,217,000	33.1	4,446,000	66.4	**6,699,000**	**100.0**
1996	37,494	0.6	2,238,000	33.1	4,494,000	66.4	**6,770,000**	**100.0**
1997	37,324	0.6	2,149,000	32.4	4,438,000	67.0	**6,624,000**	**100.0**
1998	37,107	0.6	2,029,000	32.0	4,269,000	67.4	**6,335,000**	**100.0**
1999	37,140	0.6	2,054,000	32.7	4,188,000	66.7	**6,279,000**	**100.0**
2000	37,526	0.6	2,070,000	32.4	4,286,000	67.0	**6,394,000**	**100.0**
2001	37,862	0.6	2,003,000	31.7	4,282,000	67.7	**6,323,000**	**100.0**
2002	38,491	0.6	1,929,000	30.5	4,348,000	68.8	**6,316,000**	**100.0**
2003	38,477	0.6	1,925,000	30.4	4,365,000	69.0	**6,328,000**	**100.0**
2004	38,444	0.6	1,862,000	30.1	4,281,000	69.3	**6,181,000**	**100.0**
2005	39,252	0.6	1,816,000	29.5	4,304,000	69.9	**6,159,000**	**100.0**
2006	38,648	0.6	1,746,000	29.2	4,189,000	70.1	**5,973,000**	**100.0**
2007	37,248	0.6	1,711,000	28.4	4,275,000	71.0	**6,024,000**	**100.0**

Table 2

Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2007

Killed									
Year	Fatalities	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million Vehicle Miles Traveled
1966	50,894	196,560	25.89	100,998	50.39	95,703	53.18	926	5.50
1975	44,525	215,973	20.62	129,791	34.31	126,153	35.29	1,328	3.35
1980	51,091	227,225	22.48	145,295	35.16	146,845	34.79	1,527	3.35
1983	42,589	233,792	18.22	154,389	27.59	153,830	27.69	1,653	2.58
1984	44,257	235,825	18.77	155,424	28.48	158,900	27.85	1,720	2.57
1985	43,825	237,924	18.42	156,868	27.94	166,047	26.39	1,775	2.47
1986	46,087	240,133	19.19	159,486	28.90	168,545	27.34	1,835	2.51
1987	46,390	242,289	19.15	161,816	28.67	172,750	26.85	1,921	2.41
1988	47,087	244,499	19.26	162,854	28.91	177,455	26.53	2,026	2.32
1989	45,582	246,819	18.47	165,554	27.53	181,165	25.16	2,096	2.17
1990	44,599	249,464	17.88	167,015	26.70	184,275	24.20	2,144	2.08
1991	41,508	252,153	16.46	168,995	24.56	186,370	22.27	2,172	1.91
1992	39,250	255,030	15.39	173,125	22.67	184,938	21.22	2,247	1.75
1993	40,150	257,783	15.58	173,149	23.19	188,350	21.32	2,296	1.75
1994	40,716	260,327	15.64	175,403	23.21	192,497	21.15	2,358	1.73
1995	41,817	262,803	15.91	176,628	23.68	197,065	21.22	2,423	1.73
1996	42,065	265,229	15.86	179,539	23.43	201,631	20.86	2,486	1.69
1997	42,013	267,784	15.69	182,709	22.99	203,568	20.64	2,562	1.64
1998	41,501	270,248	15.36	184,861	22.45	208,076	19.95	2,632	1.58
1999	41,717	272,691	15.30	187,170	22.29	212,685	19.61	2,691	1.55
2000	41,945	282,194	14.86	190,625	22.00	217,028	19.33	2,747	1.53
2001	42,196	285,112	14.80	191,276	22.06	221,230	19.07	2,797	1.51
2002	43,005	287,888	14.94	194,602	22.10	225,685	19.06	2,856	1.51
2003	42,884	290,448	14.76	196,166	21.86	230,633	18.59	2,890	1.48
2004	42,836	293,192	14.61	198,889	21.54	237,949	18.00	2,965	1.44
2005	43,510	295,896	14.70	200,549	21.70	245,628	17.71	2,990	1.46
2006	42,708	298,755	14.30	202,810	21.06	251,423	16.99	3,014	1.42
2007	41,059	301,621	13.61	—	—	—	—	2,996	1.37

Injured									
Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 Population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million Vehicle Miles Traveled
1988	3,416,000	244,499	1,397	162,854	2,098	177,455	1,925	2,026	169
1989	3,284,000	246,819	1,330	165,554	1,984	181,165	1,813	2,096	157
1990	3,231,000	249,464	1,295	167,015	1,934	184,275	1,753	2,144	151
1991	3,097,000	252,153	1,228	168,995	1,833	186,370	1,662	2,172	143
1992	3,070,000	255,030	1,204	173,125	1,773	184,938	1,660	2,247	137
1993	3,149,000	257,783	1,222	173,149	1,819	188,350	1,672	2,296	137
1994	3,266,000	260,327	1,255	175,403	1,862	192,497	1,697	2,358	139
1995	3,465,000	262,803	1,319	176,628	1,962	197,065	1,758	2,423	143
1996	3,483,000	265,229	1,313	179,539	1,940	201,631	1,728	2,486	140
1997	3,348,000	267,784	1,250	182,709	1,832	203,568	1,644	2,562	131
1998	3,192,000	270,248	1,181	184,861	1,727	208,076	1,534	2,632	121
1999	3,236,000	272,691	1,187	187,170	1,729	212,685	1,522	2,691	120
2000	3,189,000	282,194	1,130	190,625	1,673	217,028	1,469	2,747	116
2001	3,033,000	285,112	1,064	191,276	1,585	221,230	1,371	2,797	108
2002	2,926,000	287,888	1,016	194,602	1,503	225,685	1,296	2,856	102
2003	2,889,000	290,448	995	196,166	1,473	230,633	1,252	2,890	100
2004	2,788,000	293,192	951	198,889	1,402	237,949	1,172	2,965	94
2005	2,699,000	295,896	912	200,549	1,346	245,628	1,099	2,989	90
2006	2,575,000	298,755	862	202,810	1,269	251,423	1,024	3,014	85
2007	2,491,000	301,621	826	—	—	—	—	2,996	83

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

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-2007—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, 1975-2007—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Injured, 1988-2007—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, 1966-2007

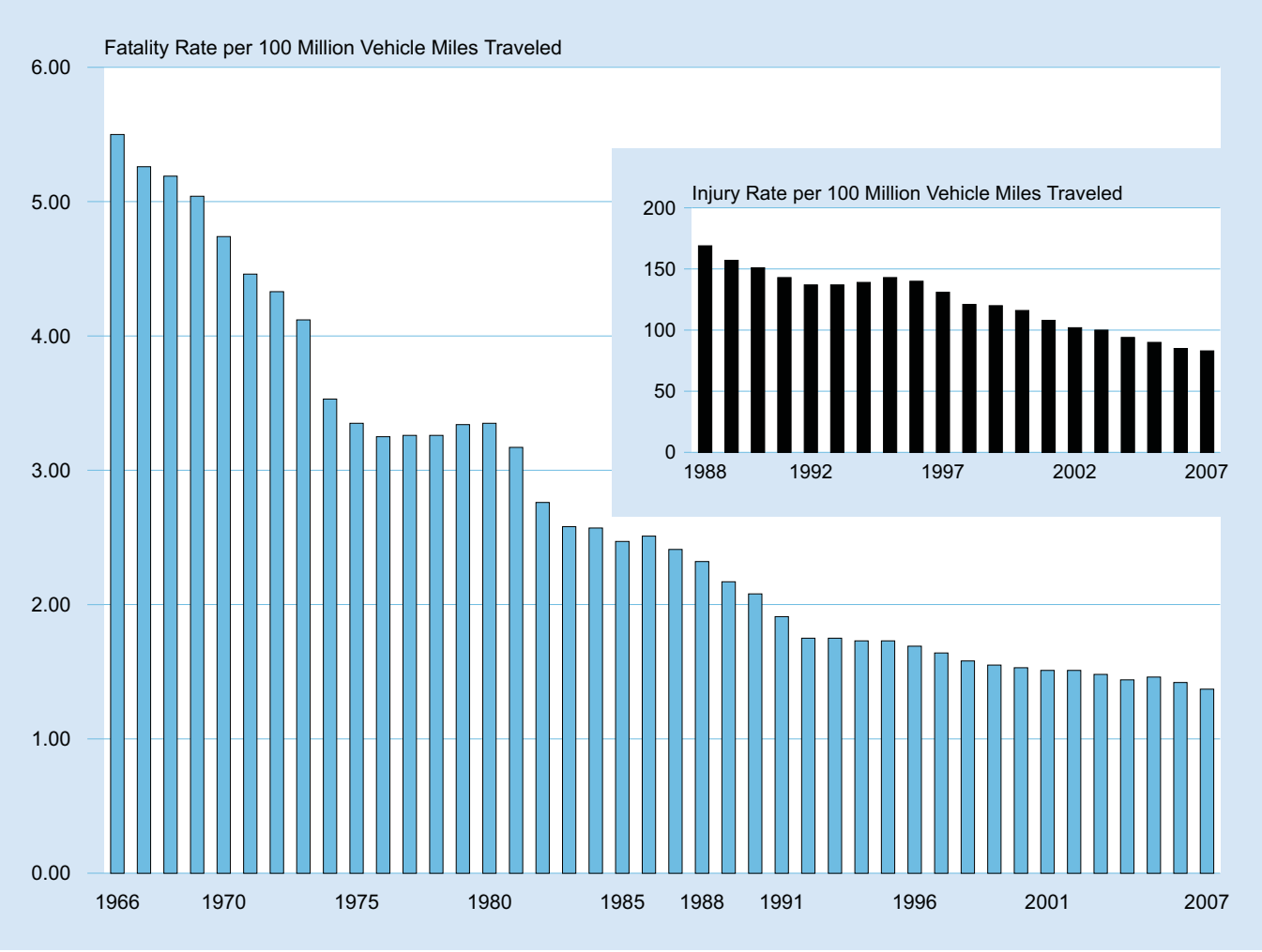


Table 3

Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2007

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	37,897	3.68	40.11	8,636	4.23	41.35	3,977	4.89	74.16	3,265	58.00	65.77
1980	39,059	3.53	37.28	12,680	4.29	42.18	5,379	4.96	92.89	5,194	50.85	91.22
1990	34,085	2.39	27.65	15,620	2.81	31.29	4,776	3.27	77.08	3,276	34.28	76.91
1991	31,291	2.22	25.37	14,832	2.49	28.49	4,347	2.91	70.43	2,829	30.82	67.72
1992	29,817	2.08	24.78	14,648	2.28	27.21	4,035	2.63	66.75	2,439	25.52	60.00
1993	30,233	2.09	24.97	15,332	2.27	27.10	4,328	2.71	71.09	2,477	25.01	62.27
1994	30,273	2.07	24.81	16,353	2.30	27.49	4,644	2.73	70.49	2,339	22.84	62.26
1995	30,940	2.09	25.11	17,587	2.35	28.13	4,472	2.51	66.55	2,268	23.15	58.20
1996	30,727	2.05	24.66	18,246	2.32	27.88	4,755	2.60	67.81	2,176	21.94	56.20
1997	30,059	1.97	24.11	18,628	2.26	27.68	4,917	2.57	69.42	2,160	21.43	56.45
1998	29,040	1.87	23.05	19,363	2.25	27.75	4,955	2.52	64.08	2,334	22.70	60.16
1999	28,027	1.79	22.09	19,959	2.21	27.29	4,920	2.43	63.15	2,532	23.92	60.98
2000	27,802	1.76	21.76	20,498	2.17	26.91	4,995	2.43	62.26	2,975	28.42	68.45
2001	27,586	1.73	21.41	20,831	2.13	26.42	4,823	2.31	61.38	3,265	33.87	66.59
2002	27,374	1.70	21.03	21,668	2.14	26.49	4,587	2.14	57.86	3,365	35.23	67.24
2003	26,562	1.65	20.19	22,299	2.14	26.18	4,721	2.17	60.86	3,802	39.70	70.80
2004	25,682	1.58	19.27	22,486	2.05	25.00	4,902	2.22	59.99	4,121	40.71	71.45
2005	25,169	1.56	18.62	22,964	2.02	24.19	4,951	2.22	58.37	4,682	44.79	75.19
2006	24,260	1.50	17.73	22,411	1.94	22.81	4,766	2.14	54.04	4,963	40.02	74.23
2007	22,716	—	—	21,686	—	—	4,584	—	—	5,286	—	—
Injury Crashes												
1988	3,073,000	222	2,529	683,000	140	1,530	96,000	69	1,562	98,000	974	2,129
1989	2,892,000	204	2,355	727,000	139	1,543	110,000	77	1,770	76,000	732	1,717
1990	2,838,000	199	2,302	729,000	131	1,460	107,000	73	1,730	82,000	854	1,916
1991	2,615,000	185	2,120	789,000	132	1,515	78,000	52	1,264	79,000	856	1,882
1992	2,640,000	184	2,194	758,000	118	1,409	95,000	62	1,567	61,000	642	1,509
1993	2,631,000	182	2,174	843,000	125	1,490	97,000	60	1,585	56,000	565	1,407
1994	2,785,000	191	2,283	912,000	128	1,533	96,000	56	1,452	54,000	526	1,433
1995	2,914,000	197	2,365	1,024,000	137	1,638	84,000	47	1,244	52,000	530	1,331
1996	2,884,000	192	2,314	1,071,000	136	1,636	94,000	51	1,339	51,000	512	1,312
1997	2,736,000	179	2,195	1,064,000	129	1,582	96,000	50	1,349	51,000	501	1,321
1998	2,545,000	164	2,020	1,059,000	123	1,517	89,000	45	1,146	45,000	433	1,148
1999	2,438,000	156	1,921	1,165,000	129	1,593	101,000	50	1,292	46,000	436	1,111
2000	2,396,000	152	1,876	1,209,000	128	1,587	101,000	49	1,253	53,000	509	1,226
2001	2,279,000	143	1,768	1,218,000	125	1,545	90,000	43	1,143	57,000	587	1,155
2002	2,136,000	133	1,641	1,210,000	119	1,479	94,000	44	1,189	58,000	612	1,167
2003	2,129,000	132	1,619	1,233,000	118	1,447	89,000	41	1,145	64,000	665	1,185
2004	1,990,000	122	1,493	1,246,000	113	1,385	87,000	39	1,062	70,000	694	1,217
2005	1,893,000	117	1,401	1,209,000	107	1,273	82,000	37	971	80,000	769	1,291
2006	1,794,000	111	1,310	1,202,000	104	1,223	80,000	36	911	84,000	674	1,250
2007	1,708,000	—	—	1,163,000	—	—	76,000	—	—	98,000	—	—
Property-Damage-Only Crashes												
1988	6,050,000	437	4,979	1,542,000	316	3,458	297,000	215	4,839	21,000	207	453
1989	5,678,000	401	4,625	1,613,000	309	3,421	300,000	210	4,825	20,000	188	441
1990	5,485,000	384	4,450	1,654,000	298	3,314	273,000	187	4,411	20,000	208	467
1991	5,084,000	360	4,122	1,675,000	281	3,217	248,000	166	4,022	25,000	268	589
1992	4,852,000	338	4,031	1,704,000	265	3,165	277,000	181	4,586	10,000	100	236
1993	4,789,000	331	3,956	1,884,000	279	3,331	296,000	185	4,861	17,000	169	420
1994	5,126,000	351	4,202	2,023,000	284	3,401	360,000	212	5,467	13,000	128	349
1995	5,335,000	361	4,329	2,149,000	287	3,437	289,000	162	4,307	13,000	131	329
1996	5,281,000	352	4,238	2,274,000	289	3,475	295,000	161	4,209	14,000	138	355
1997	5,116,000	335	4,104	2,314,000	281	3,439	337,000	176	4,761	10,000	102	268
1998	4,896,000	315	3,887	2,315,000	269	3,317	318,000	162	4,114	9,000	84	222
1999	4,469,000	285	3,523	2,491,000	276	3,406	369,000	182	4,739	10,000	96	246
2000	4,467,000	283	3,497	2,621,000	278	3,441	351,000	171	4,377	14,000	133	321
2001	4,399,000	276	3,413	2,679,000	275	3,398	335,000	160	4,261	14,000	150	295
2002	4,443,000	276	3,412	2,757,000	272	3,370	336,000	156	4,232	17,000	173	330
2003	4,356,000	270	3,311	2,804,000	269	3,292	363,000	167	4,681	14,000	142	253
2004	4,216,000	259	3,164	2,886,000	263	3,208	324,000	147	3,970	13,000	132	231
2005	4,169,000	258	3,084	2,919,000	257	3,075	354,000	159	4,176	18,000	174	291
2006	4,046,000	251	2,957	2,932,000	253	2,985	300,000	134	3,398	15,000	124	230
2007	4,014,000	—	—	3,007,000	—	—	333,000	—	—	20,000	—	—

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, 1975-2007

Year	Person Type											
	Occupants by Vehicle Type						Motor-cyclists	Nonoccupants				Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total		Pedestrian	Pedalcyclist	Other/ Unknown	Total	
Killed												
1975	25,929	4,856	961	53	937	*32,736*	*3,189*	7,516	1,003	81	*8,600*	**44,525**
1980	27,449	7,486	1,262	46	540	*36,783*	*5,144*	8,070	965	129	*9,164*	**51,091**
1983	22,979	6,202	982	53	362	*30,578*	*4,265*	6,826	839	81	*7,746*	**42,589**
1984	23,620	6,496	1,074	46	440	*31,676*	*4,608*	7,025	849	99	*7,973*	**44,257**
1985	23,212	6,689	977	57	544	*31,479*	*4,564*	6,808	890	84	*7,782*	**43,825**
1986	24,944	7,317	926	39	442	*33,668*	*4,566*	6,779	941	133	*7,853*	**46,087**
1987	25,132	8,058	852	51	436	*34,529*	*4,036*	6,745	948	132	*7,825*	**46,390**
1988	25,808	8,306	911	54	429	*35,508*	*3,662*	6,870	911	136	*7,917*	**47,087**
1989	25,063	8,551	858	50	424	*34,946*	*3,141*	6,556	832	107	*7,495*	**45,582**
1990	24,092	8,601	705	32	460	*33,890*	*3,244*	6,482	859	124	*7,465*	**44,599**
1991	22,385	8,391	661	31	466	*31,934*	*2,806*	5,801	843	124	*6,768*	**41,508**
1992	21,387	8,098	585	28	387	*30,485*	*2,395*	5,549	723	98	*6,370*	**39,250**
1993	21,566	8,511	605	18	425	*31,125*	*2,449*	5,649	816	111	*6,576*	**40,150**
1994	21,997	8,904	670	18	409	*31,998*	*2,320*	5,489	802	107	*6,398*	**40,716**
1995	22,423	9,568	648	33	392	*33,064*	*2,227*	5,584	833	109	*6,526*	**41,817**
1996*	22,505	9,932	621	21	455	*33,534*	*2,161*	5,449	765	154	*6,368*	**42,065**
1997	22,199	10,249	723	18	420	*33,609*	*2,116*	5,321	814	153	*6,288*	**42,013**
1998	21,194	10,705	742	38	409	*33,088*	*2,294*	5,228	760	131	*6,119*	**41,501**
1999	20,862	11,265	759	59	447	*33,392*	*2,483*	4,939	754	149	*5,842*	**41,717**
2000	20,699	11,526	754	22	450	*33,451*	*2,897*	4,763	693	141	*5,597*	**41,945**
2001	20,320	11,723	708	34	458	*33,243*	*3,197*	4,901	732	123	*5,756*	**42,196**
2002	20,569	12,274	689	45	528	*34,105*	*3,270*	4,851	665	114	*5,630*	**43,005**
2003	19,725	12,546	726	41	589	*33,627*	*3,714*	4,774	629	140	*5,543*	**42,884**
2004	19,192	12,674	766	42	602	*33,276*	*4,028*	4,675	727	130	*5,532*	**42,836**
2005	18,512	13,037	804	58	659	*33,070*	*4,576*	4,892	786	186	*5,864*	**43,510**
2006	17,925	12,761	805	27	601	*32,119*	*4,837*	4,795	772	185	*5,752*	**42,708**
2007	16,520	12,413	802	37	629	*30,401*	*5,154*	4,654	698	152	*5,504*	**41,059**
Injured												
1988	2,585,000	478,000	37,000	15,000	4,000	*3,119,000*	*105,000*	110,000	75,000	8,000	*192,000*	**3,416,000**
1989	2,431,000	511,000	43,000	15,000	5,000	*3,005,000*	*83,000*	112,000	73,000	11,000	*196,000*	**3,284,000**
1990	2,376,000	505,000	42,000	33,000	4,000	*2,960,000*	*84,000*	105,000	75,000	7,000	*187,000*	**3,231,000**
1991	2,235,000	563,000	28,000	21,000	4,000	*2,850,000*	*80,000*	88,000	67,000	11,000	*166,000*	**3,097,000**
1992	2,232,000	545,000	34,000	20,000	12,000	*2,843,000*	*65,000*	89,000	63,000	10,000	*162,000*	**3,070,000**
1993	2,265,000	601,000	32,000	17,000	4,000	*2,919,000*	*59,000*	94,000	68,000	9,000	*171,000*	**3,149,000**
1994	2,364,000	631,000	30,000	16,000	4,000	*3,045,000*	*57,000*	92,000	62,000	9,000	*164,000*	**3,266,000**
1995	2,469,000	722,000	30,000	19,000	4,000	*3,246,000*	*57,000*	86,000	67,000	10,000	*162,000*	**3,465,000**
1996	2,458,000	761,000	33,000	20,000	4,000	*3,277,000*	*55,000*	82,000	58,000	11,000	*151,000*	**3,483,000**
1997	2,341,000	755,000	31,000	17,000	6,000	*3,149,000*	*53,000*	77,000	58,000	11,000	*146,000*	**3,348,000**
1998	2,201,000	763,000	29,000	16,000	4,000	*3,012,000*	*49,000*	69,000	53,000	8,000	*131,000*	**3,192,000**
1999	2,138,000	847,000	33,000	22,000	7,000	*3,047,000*	*50,000*	85,000	51,000	3,000	*140,000*	**3,236,000**
2000	2,052,000	887,000	31,000	18,000	10,000	*2,997,000*	*58,000*	78,000	51,000	5,000	*134,000*	**3,189,000**
2001	1,927,000	861,000	29,000	15,000	9,000	*2,841,000*	*60,000*	78,000	45,000	8,000	*131,000*	**3,033,000**
2002	1,805,000	879,000	26,000	19,000	6,000	*2,735,000*	*65,000*	71,000	48,000	7,000	*126,000*	**2,926,000**
2003	1,756,000	889,000	27,000	18,000	7,000	*2,697,000*	*67,000*	70,000	46,000	8,000	*124,000*	**2,889,000**
2004	1,643,000	900,000	27,000	16,000	7,000	*2,594,000*	*76,000*	68,000	41,000	9,000	*118,000*	**2,788,000**
2005	1,573,000	872,000	27,000	11,000	10,000	*2,494,000*	*87,000*	64,000	45,000	8,000	*118,000*	**2,699,000**
2006	1,475,000	857,000	23,000	10,000	11,000	*2,375,000*	*88,000*	61,000	44,000	7,000	*112,000*	**2,575,000**
2007	1,379,000	841,000	23,000	12,000	8,000	*2,264,000*	*103,000*	70,000	43,000	10,000	*124,000*	**2,491,000**

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

Table 5

Drivers Involved in Crashes and Involvement Rates per Licensed Driver by Sex and Crash Severity, 1975-2007

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	45,087	70,435	64.01	9,356	59,233	15.80	54,445	129,668	41.99
1980	50,921	77,135	66.02	11,353	68,067	16.68	62,277	145,202	42.89
1990	43,802	85,769	51.07	13,586	81,203	16.73	57,393	166,972	34.37
1991	40,288	86,630	46.51	12,716	82,300	15.45	53,007	168,930	31.38
1992	38,186	88,363	43.21	12,492	84,716	14.75	50,682	173,079	29.28
1993	39,118	87,974	44.47	12,960	85,138	15.22	52,080	173,112	30.08
1994	39,784	89,165	44.62	13,449	86,183	15.61	53,238	175,347	30.36
1995	40,799	89,184	45.75	14,043	87,386	16.07	54,847	176,570	31.06
1996	40,899	90,503	45.19	14,723	89,007	16.54	55,624	179,510	30.99
1997	40,594	91,888	44.18	14,816	90,789	16.32	55,412	182,677	30.33
1998	40,433	93,023	43.47	14,967	91,805	16.30	55,404	184,828	29.98
1999	40,639	94,149	43.16	14,717	92,988	15.83	55,359	187,137	29.58
2000	41,443	95,782	43.27	14,682	94,816	15.48	56,126	190,598	29.45
2001	41,548	95,779	43.38	14,829	95,471	15.53	56,380	191,250	29.48
2002	41,995	97,595	43.03	14,876	96,978	15.34	56,874	194,574	29.23
2003	42,177	98,209	42.95	15,106	97,919	15.43	57,285	196,128	29.21
2004	41,876	99,559	42.06	15,272	99,305	15.38	57,152	198,864	28.74
2005	42,947	100,240	42.84	14,967	100,285	14.92	57,921	200,525	28.88
2006	41,912	101,010	41.49	14,661	101,589	14.43	56,577	202,599	27.93
2007	40,513	—	—	14,014	—	—	54,534	—	—
Drivers in Injury Crashes									
1988	2,423,000	84,099	2,881	1,485,000	78,661	1,887	3,907,000	162,760	2,401
1991	2,171,000	86,630	2,506	1,380,000	82,300	1,677	3,551,000	168,930	2,102
1992	2,114,000	88,363	2,392	1,439,000	84,716	1,699	3,553,000	173,079	2,053
1993	2,144,000	87,974	2,437	1,468,000	85,138	1,724	3,612,000	173,112	2,086
1994	2,264,000	89,165	2,539	1,574,000	86,183	1,826	3,838,000	175,347	2,189
1995	2,378,000	89,184	2,667	1,687,000	87,386	1,931	4,066,000	176,570	2,303
1996	2,378,000	90,503	2,627	1,711,000	89,007	1,922	4,089,000	179,510	2,278
1997	2,296,000	91,888	2,499	1,643,000	90,789	1,809	3,939,000	182,677	2,156
1998	2,158,000	93,023	2,319	1,576,000	91,805	1,717	3,734,000	184,828	2,020
1999	2,134,000	94,149	2,267	1,609,000	92,988	1,730	3,743,000	187,137	2,000
2000	2,192,000	95,782	2,289	1,573,000	94,816	1,659	3,765,000	190,598	1,975
2001	2,090,000	95,779	2,182	1,547,000	95,471	1,620	3,637,000	191,250	1,902
2002	2,000,000	97,595	2,049	1,481,000	96,978	1,528	3,482,000	194,574	1,789
2003	1,990,000	98,209	2,026	1,525,000	97,919	1,557	3,514,000	196,128	1,792
2004	1,912,000	99,559	1,920	1,482,000	99,305	1,493	3,394,000	198,864	1,707
2005	1,837,000	100,240	1,832	1,425,000	100,285	1,421	3,262,000	200,525	1,627
2006	1,763,000	101,010	1,745	1,387,000	101,589	1,366	3,150,000	202,599	1,555
2007	1,708,000	—	—	1,333,000	—	—	3,041,000	—	—
Drivers in Property-Damage-Only Crashes									
1988	5,013,000	84,099	5,961	2,816,000	78,661	3,580	7,829,000	162,760	4,810
1991	4,419,000	86,630	5,101	2,600,000	82,300	3,159	7,019,000	168,930	4,155
1992	4,316,000	88,363	4,885	2,530,000	84,716	2,987	6,847,000	173,079	3,956
1993	4,402,000	87,974	5,003	2,561,000	85,138	3,008	6,963,000	173,112	4,022
1994	4,695,000	89,165	5,265	2,828,000	86,183	3,282	7,523,000	175,347	4,290
1995	4,847,000	89,184	5,434	2,905,000	87,386	3,325	7,752,000	176,570	4,390
1996	4,888,000	90,503	5,400	2,968,000	89,007	3,335	7,856,000	179,510	4,376
1997	4,808,000	91,888	5,232	2,967,000	90,789	3,268	7,775,000	182,677	4,256
1998	4,634,000	93,023	4,982	2,902,000	91,805	3,162	7,536,000	184,828	4,078
1999	4,509,000	94,149	4,789	2,800,000	92,988	3,011	7,309,000	187,137	3,906
2000	4,559,000	95,782	4,760	2,904,000	94,816	3,062	7,463,000	190,598	3,915
2001	4,518,000	95,779	4,717	2,903,000	95,471	3,041	7,421,000	191,250	3,880
2002	4,436,000	97,595	4,545	2,999,000	96,978	3,093	7,435,000	194,574	3,821
2003	4,528,000	98,209	4,610	3,020,000	97,919	3,084	7,547,000	196,128	3,848
2004	4,405,000	99,559	4,424	3,037,000	99,305	3,058	7,442,000	198,864	3,742
2005	4,357,000	100,240	4,347	3,007,000	100,285	2,998	7,364,000	200,525	3,672
2006	4,232,000	101,010	4,190	2,968,000	101,589	2,922	7,200,000	202,599	3,554
2007	4,329,000	—	—	3,058,000	—	—	7,386,000	—	—

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

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

Source: Licensed Drivers—Federal Highway Administration.

Figure 3

Driver Involvement Rate per 100,000 Licensed Drivers 16 Years and Older by Sex and Crash Severity, 1975-2006

Table 6

Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population by Age Group, 1975-2007

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**
1980	4.24	2.67	6.00	42.94	39.86	24.82	16.85	14.51	12.83	12.96	15.27	**18.45**
1983	3.55	2.33	4.60	33.18	30.97	19.86	13.87	11.79	10.92	11.92	15.48	**14.90**
1984	3.13	2.33	5.21	34.94	32.89	20.26	13.91	11.86	11.16	12.98	16.18	**15.39**
1985	3.18	2.36	5.52	33.72	32.75	19.50	13.87	11.88	11.33	12.63	16.73	**15.15**
1986	3.42	2.30	6.07	38.16	33.72	21.04	13.82	11.50	11.38	13.46	17.71	**15.92**
1987	3.78	2.60	6.00	36.65	32.83	21.05	14.15	12.10	11.93	13.58	18.22	**15.92**
1988	3.82	2.64	5.74	37.95	33.63	20.50	14.20	12.33	12.15	14.12	19.26	**16.02**
1989	3.93	2.92	5.48	34.71	30.85	20.10	13.89	12.46	12.18	14.24	19.41	**15.43**
1990	3.30	2.50	5.25	34.14	30.62	19.81	13.34	12.20	11.91	13.36	18.48	**14.89**
1991	3.13	2.39	4.86	31.76	28.83	17.79	12.29	11.12	10.75	13.22	19.14	**13.78**
1992	2.99	2.41	4.75	28.37	25.96	16.54	11.71	10.62	10.53	13.27	18.81	**12.89**
1993	3.14	2.35	4.67	28.99	26.70	16.47	11.86	10.52	10.86	12.73	20.78	**13.02**
1994	3.46	2.35	5.07	30.46	26.27	16.07	11.79	11.15	10.71	13.99	20.71	**13.18**
1995	3.17	2.46	5.15	29.58	27.30	17.03	12.49	11.01	11.42	13.67	20.87	**13.43**
1996	3.40	2.34	5.07	29.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	**13.46**
1997	3.16	2.42	4.96	28.38	25.53	16.49	12.23	11.57	11.96	14.46	22.09	**13.34**
1998	3.03	2.60	4.60	27.61	25.06	15.81	12.60	11.44	11.53	14.31	21.28	**13.09**
1999	2.94	2.54	4.49	28.10	25.56	16.13	12.62	11.48	11.52	14.17	20.70	**13.16**
2000	2.82	2.38	4.27	27.80	25.27	15.54	12.81	11.51	11.39	12.89	19.48	**12.88**
2001	2.67	2.26	3.79	27.95	24.85	15.60	12.91	11.35	11.04	12.80	19.24	**12.78**
2002	2.43	2.12	4.10	29.18	25.75	15.61	12.99	11.86	11.15	12.68	18.62	**12.98**
2003	2.45	2.12	4.17	27.69	24.74	15.35	13.02	12.03	11.32	12.56	19.01	**12.86**
2004	2.54	2.27	4.31	27.21	24.83	15.58	12.42	12.08	11.14	12.44	17.87	**12.72**
2005	2.31	2.22	3.55	25.82	25.63	16.05	12.84	12.01	11.72	12.62	16.97	**12.72**
2006	2.26	1.83	3.38	25.20	26.03	16.05	12.59	11.81	11.08	11.49	15.41	**12.37**
2007	1.90	1.75	3.23	23.34	24.89	15.01	12.05	11.51	10.68	11.13	14.94	**11.79**
Injury Rate per 100,000 Population												
1988	417	444	734	3,283	2,666	1,800	1,308	1,030	876	710	656	**1,319**
1989	370	469	727	3,210	2,467	1,672	1,280	985	801	713	618	**1,251**
1990	329	430	674	3,110	2,494	1,672	1,227	989	844	750	514	**1,220**
1991	384	470	709	2,921	2,317	1,574	1,144	977	801	727	521	**1,162**
1992	323	438	685	2,988	2,253	1,573	1,101	971	783	722	586	**1,140**
1993	367	471	657	2,885	2,307	1,606	1,195	956	821	707	592	**1,155**
1994	411	468	706	2,958	2,369	1,667	1,225	987	857	756	598	**1,192**
1995	418	483	742	3,193	2,456	1,722	1,291	1,132	926	755	624	**1,257**
1996	418	533	731	3,132	2,432	1,766	1,295	1,085	904	788	654	**1,256**
1997	400	461	684	2,981	2,401	1,689	1,257	1,012	815	761	641	**1,196**
1998	403	440	677	2,780	2,123	1,586	1,158	1,029	873	696	588	**1,133**
1999	383	477	662	2,828	2,169	1,596	1,135	1,028	801	759	610	**1,136**
2000	350	405	547	2,694	2,094	1,449	1,159	948	830	723	665	**1,082**
2001	310	371	512	2,468	2,025	1,385	1,093	931	756	669	575	**1,018**
2002	302	378	517	2,399	1,895	1,306	1,030	873	765	617	544	**973**
2003	300	372	473	2,291	1,844	1,320	1,018	874	733	609	516	**952**
2004	282	349	482	2,156	1,702	1,195	1,004	877	730	604	486	**911**
2005	260	320	480	2,005	1,714	1,203	945	831	686	545	458	**872**
2006	263	284	411	1,873	1,580	1,133	915	763	670	561	480	**824**
2007	259	286	363	1,759	1,521	1,110	833	752	633	560	423	**785**

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

Table 7

Passenger Car Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2007

Year	Registered Passenger Cars	Vehicle Miles Traveled (Millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million Vehicle Miles Traveled	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million Vehicle Miles Traveled
1975	94,478,029	1,030,376	25,929	27.44	2.52	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.44	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.43	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.48	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.50	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.48	*	*	*
1981	106,002,720	1,122,092	26,645	25.14	2.37	*	*	*
1982	106,936,590	1,145,828	23,330	21.82	2.04	*	*	*
1983	109,085,444	1,187,760	22,979	21.07	1.93	*	*	*
1984	112,177,361	1,226,461	23,620	21.06	1.93	*	*	*
1985	116,348,085	1,248,980	23,212	19.95	1.86	*	*	*
1986	117,268,114	1,277,550	24,944	21.27	1.95	*	*	*
1987	119,848,784	1,328,460	25,132	20.97	1.89	*	*	*
1988	121,519,139	1,384,047	25,808	21.24	1.86	2,585,000	2,127	187
1989	122,758,478	1,415,213	25,063	20.42	1.77	2,431,000	1,980	172
1990	123,276,600	1,427,178	24,092	19.54	1.69	2,376,000	1,928	167
1991	123,327,336	1,411,655	22,385	18.15	1.59	2,235,000	1,812	158
1992	120,346,747	1,436,035	21,387	17.77	1.49	2,232,000	1,854	155
1993	121,055,398	1,445,106	21,566	17.81	1.49	2,265,000	1,871	157
1994	121,996,580	1,459,208	21,997	18.03	1.51	2,364,000	1,937	162
1995	123,241,881	1,478,352	22,423	18.19	1.52	2,469,000	2,004	167
1996	124,612,787	1,499,139	22,505	18.06	1.50	2,458,000	1,973	164
1997	124,672,920	1,528,399	22,199	17.81	1.45	2,341,000	1,877	153
1998	125,965,709	1,555,901	21,194	16.83	1.36	2,201,000	1,748	141
1999	126,868,744	1,566,808	20,862	16.44	1.33	2,138,000	1,685	136
2000	127,740,420	1,580,735	20,699	16.20	1.31	2,052,000	1,606	130
2001	128,874,299	1,595,443	20,320	15.77	1.27	1,927,000	1,495	121
2002	130,196,812	1,611,860	20,569	15.80	1.28	1,805,000	1,386	112
2003	131,549,941	1,612,237	19,725	14.99	1.22	1,756,000	1,335	109
2004	133,275,380	1,628,266	19,192	14.40	1.18	1,643,000	1,232	101
2005	135,183,269	1,615,225	18,512	13.69	1.15	1,573,000	1,164	97
2006	136,866,137	1,613,599	17,925	13.10	1.11	1,475,000	1,077	91
2007	—	—	16,520	—	—	1,379,000	—	—

*Injury data not available before 1988.
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, 1975-2006

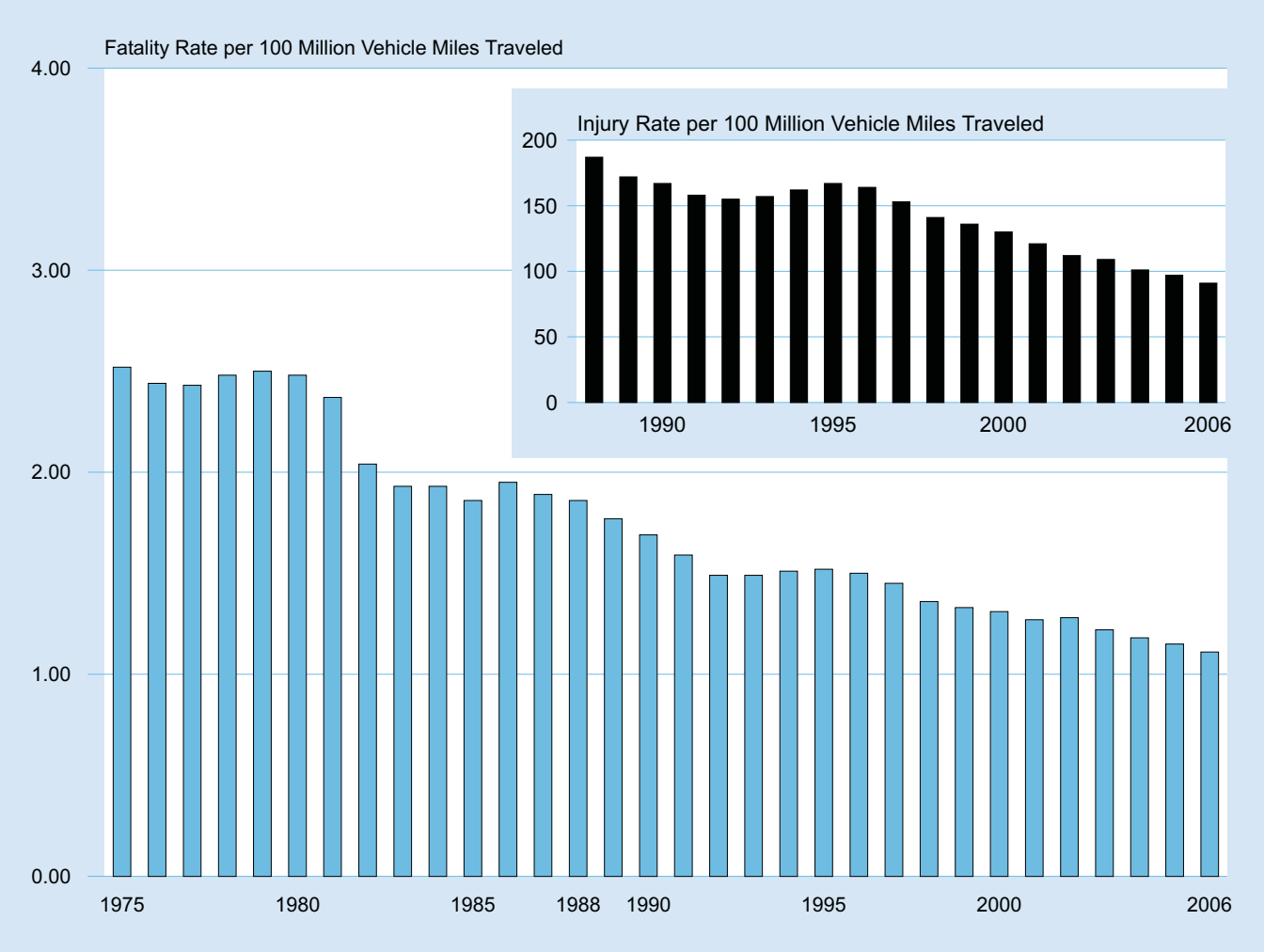


Table 8

Light Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2007

Year	Registered Light Trucks	Vehicle Miles Traveled (Millions)	Light Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million Vehicle Miles Traveled	Light Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million Vehicle Miles Traveled
1975	20,886,680	204,274	4,856	23.25	2.38	*	*	*
1976	22,794,702	233,382	5,438	23.86	2.33	*	*	*
1977	24,432,701	257,108	5,976	24.46	2.32	*	*	*
1978	27,285,497	289,463	6,745	24.72	2.33	*	*	*
1979	28,932,820	293,840	7,178	24.81	2.44	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.53	*	*	*
1981	31,236,287	307,583	7,081	22.67	2.30	*	*	*
1982	32,307,692	322,026	6,359	19.68	1.97	*	*	*
1983	33,068,138	334,937	6,202	18.76	1.85	*	*	*
1984	35,257,788	358,588	6,496	18.42	1.81	*	*	*
1985	37,665,180	388,779	6,689	17.76	1.72	*	*	*
1986	39,763,446	416,532	7,317	18.40	1.76	*	*	*
1987	41,695,017	444,392	8,058	19.33	1.81	*	*	*
1988	44,599,500	488,431	8,306	18.62	1.70	478,000	1,071	98
1989	47,134,148	522,483	8,551	18.14	1.64	511,000	1,084	98
1990	49,916,497	555,659	8,601	17.23	1.55	505,000	1,012	91
1991	52,062,064	595,924	8,391	16.12	1.41	563,000	1,081	94
1992	53,836,046	642,397	8,098	15.04	1.26	545,000	1,012	85
1993	56,573,835	675,353	8,511	15.04	1.26	601,000	1,062	89
1994	59,485,995	711,515	8,904	14.97	1.25	631,000	1,061	89
1995	62,520,872	749,971	9,568	15.30	1.28	722,000	1,156	96
1996	65,438,877	787,255	9,932	15.18	1.26	761,000	1,164	97
1997	67,287,470	824,896	10,249	15.23	1.24	755,000	1,122	92
1998	69,783,500	861,951	10,705	15.34	1.24	763,000	1,093	88
1999	73,143,777	903,314	11,265	15.40	1.25	847,000	1,158	94
2000	76,173,062	942,611	11,526	15.13	1.22	887,000	1,164	94
2001	78,845,571	976,096	11,723	14.87	1.20	861,000	1,091	88
2002	81,795,850	1,012,648	12,274	15.01	1.21	879,000	1,075	87
2003	85,179,665	1,043,936	12,546	14.73	1.20	889,000	1,044	85
2004	89,938,578	1,098,807	12,674	14.09	1.15	900,000	1,001	82
2005	94,928,732	1,134,247	13,037	13.73	1.15	872,000	919	77
2006	98,229,259	1,158,085	12,761	12.99	1.10	857,000	872	74
2007	—	—	12,413	—	—	841,000	—	—

*Injury data not available before 1988.

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, 1975-2006

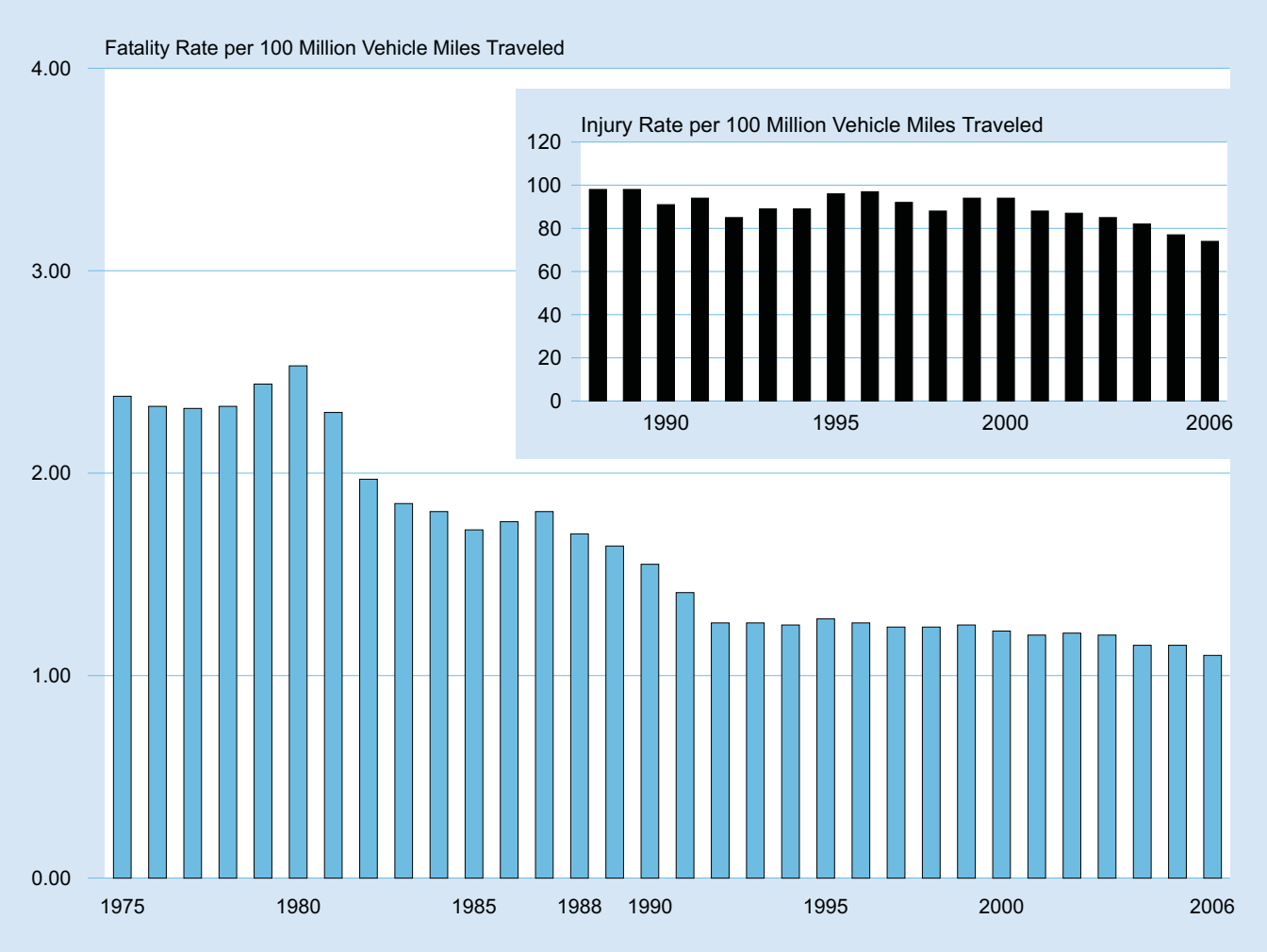


Table 9

Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2007

Year	Registered Large Trucks	Vehicle Miles Traveled (Millions)	Large Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million Vehicle Miles Traveled	Large Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million Vehicle Miles Traveled
1975	5,362,369	81,330	961	17.92	1.18	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.32	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.35	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.32	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.31	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.16	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.04	*	*	*
1982	5,590,415	111,423	944	16.89	0.85	*	*	*
1983	5,508,392	116,132	982	17.83	0.85	*	*	*
1984	5,401,075	121,796	1,074	19.88	0.88	*	*	*
1985	5,996,337	123,504	977	16.29	0.79	*	*	*
1986	5,720,880	126,675	926	16.19	0.73	*	*	*
1987	5,718,266	133,517	852	14.90	0.64	*	*	*
1988	6,136,884	137,985	911	14.84	0.66	37,000	611	27
1989	6,226,482	142,749	858	13.78	0.60	43,000	687	30
1990	6,195,876	146,242	705	11.38	0.48	42,000	675	29
1991	6,172,146	149,543	661	10.71	0.44	28,000	454	19
1992	6,045,205	153,384	585	9.68	0.38	34,000	559	22
1993	6,088,155	159,888	605	9.94	0.38	32,000	527	20
1994	6,587,885	170,216	670	10.17	0.39	30,000	459	18
1995	6,719,421	178,156	648	9.64	0.36	30,000	452	17
1996	7,012,615	182,971	621	8.86	0.34	33,000	467	18
1997	7,083,326	191,477	723	10.21	0.38	31,000	436	16
1998	7,732,270	196,380	742	9.60	0.38	29,000	372	15
1999	7,791,426	202,688	759	9.74	0.37	33,000	422	16
2000	8,022,649	205,520	754	9.40	0.37	31,000	384	15
2001	7,857,675	209,032	708	9.01	0.34	29,000	374	14
2002	7,927,280	214,603	689	8.69	0.32	26,000	331	12
2003	7,756,888	217,917	726	9.36	0.33	27,000	347	12
2004	8,171,364	220,792	766	9.37	0.35	27,000	334	12
2005	8,481,999	222,523	804	9.48	0.36	27,000	322	12
2006	8,819,007	223,037	805	9.13	0.36	23,000	259	10
2007	—	—	802	—	—	23,000	—	—

*Injury data not available before 1988.
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, 1975-2006

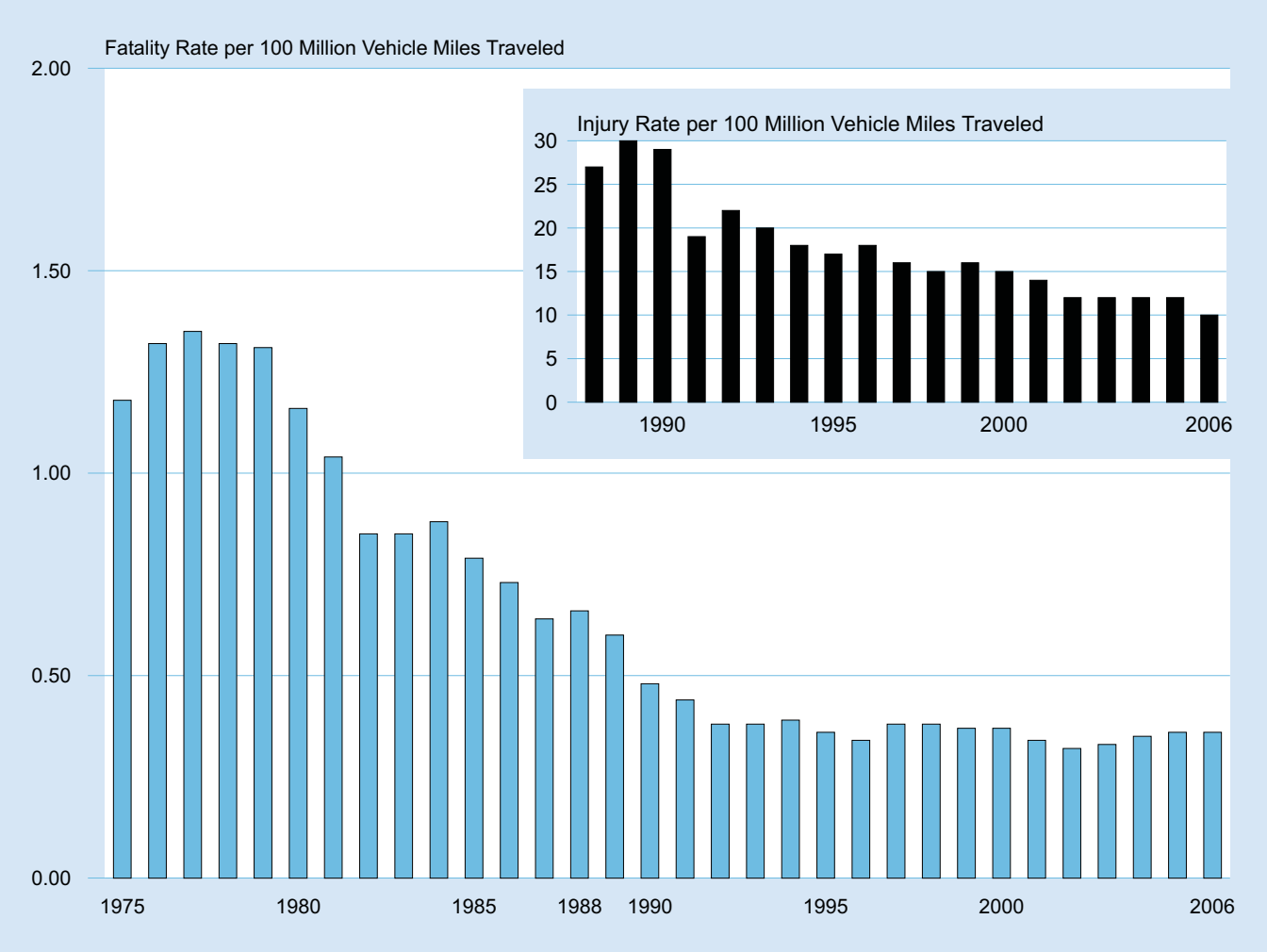


Table 10

Motorcyclists Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2007

Year	Registered Motorcycles	Vehicle Miles Traveled (Millions)	Motorcyclists Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million Vehicle Miles Traveled	Motorcyclists Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million Vehicle Miles Traveled
1975	4,964,070	5,629	3,189	64.24	56.65	*	*	*
1976	4,933,332	6,003	3,312	67.14	55.17	*	*	*
1977	4,933,256	6,349	4,104	83.19	64.64	*	*	*
1978	4,867,855	7,158	4,577	94.02	63.94	*	*	*
1979	5,422,132	8,637	4,894	90.26	56.66	*	*	*
1980	5,693,940	10,214	5,144	90.34	50.36	*	*	*
1981	5,831,132	10,690	4,906	84.13	45.89	*	*	*
1982	5,753,858	9,910	4,453	77.39	44.93	*	*	*
1983	5,585,112	8,760	4,265	76.36	48.69	*	*	*
1984	5,479,822	8,784	4,608	84.09	52.46	*	*	*
1985	5,444,404	9,086	4,564	83.83	50.23	*	*	*
1986	5,198,993	9,397	4,566	87.82	48.59	*	*	*
1987	4,885,772	9,506	4,036	82.61	42.46	*	*	*
1988	4,584,284	10,024	3,662	79.88	36.53	105,000	2,294	1,049
1989	4,420,420	10,371	3,141	71.06	30.29	83,000	1,888	805
1990	4,259,462	9,557	3,244	76.16	33.94	84,000	1,979	882
1991	4,177,365	9,178	2,806	67.17	30.57	80,000	1,925	876
1992	4,065,118	9,557	2,395	58.92	25.06	65,000	1,601	681
1993	3,977,856	9,906	2,449	61.57	24.72	59,000	1,494	600
1994	3,756,555	10,240	2,320	61.76	22.66	57,000	1,528	561
1995	3,897,191	9,797	2,227	57.14	22.73	57,000	1,475	587
1996	3,871,599	9,920	2,161	55.82	21.78	55,000	1,428	557
1997	3,826,373	10,081	2,116	55.30	20.99	53,000	1,374	522
1998	3,879,450	10,283	2,294	59.13	22.31	49,000	1,262	476
1999	4,152,433	10,584	2,483	59.80	23.46	50,000	1,204	472
2000	4,346,068	10,469	2,897	66.66	27.67	58,000	1,328	551
2001	4,903,056	9,639	3,197	65.20	33.17	60,000	1,229	625
2002	5,004,156	9,552	3,270	65.35	34.23	65,000	1,293	677
2003	5,370,035	9,577	3,714	69.16	38.78	67,000	1,250	701
2004	5,767,934	10,122	4,028	69.83	39.79	76,000	1,324	755
2005	6,227,146	10,454	4,576	73.48	43.77	87,000	1,402	835
2006	6,686,147	12,401	4,837	72.34	39.00	88,000	1,311	707
2007	—	—	5,154	—	—	103,000	—	—

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

Figure 7

Motorcyclist Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2006

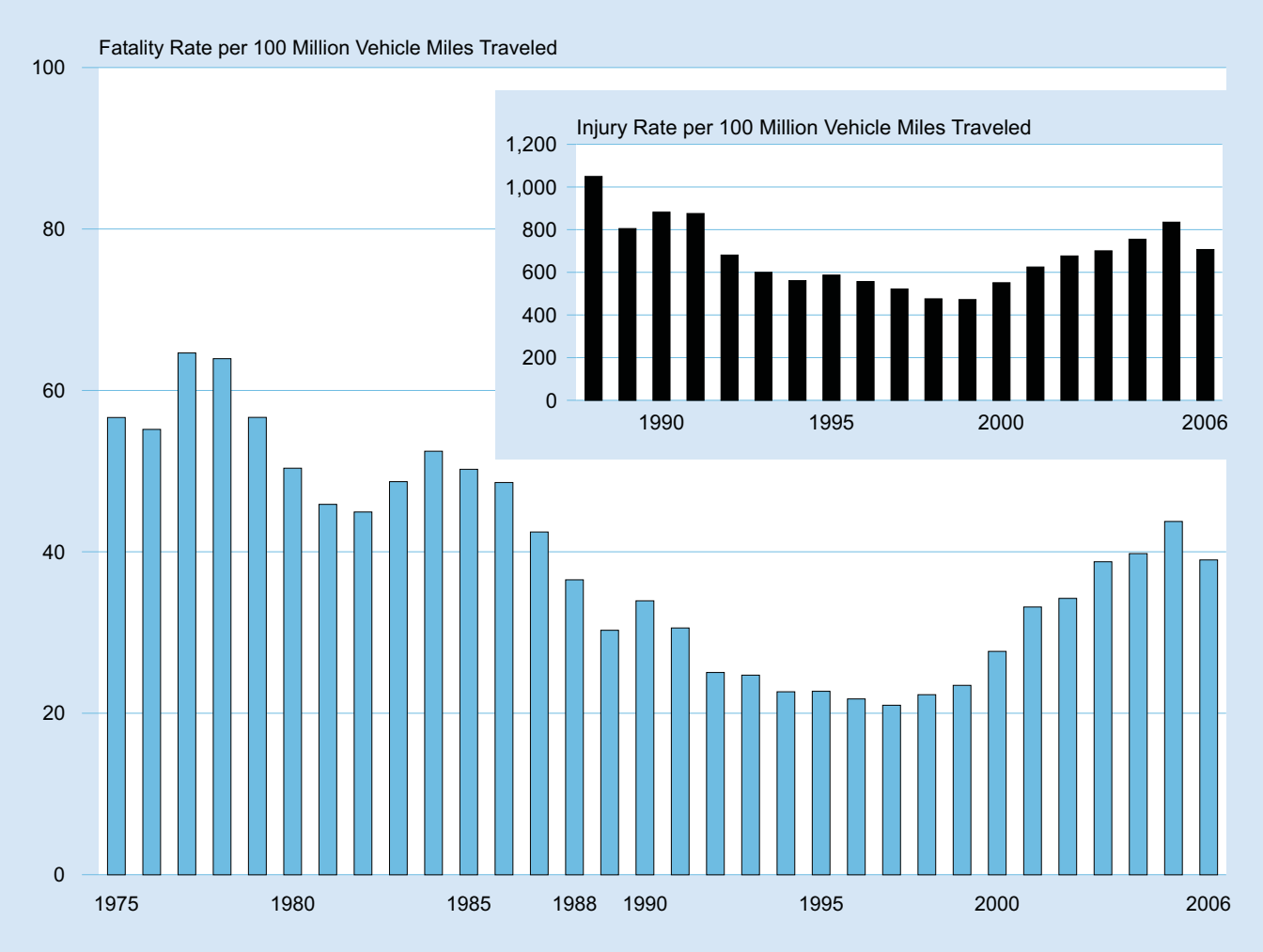


Table 11

Persons Killed or Injured in Crashes Involving a Large Truck by Person Type and Crash Type, 1975-2007

Year	Person Type					Total
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonoccupants	
	Single Vehicle	Multiple Vehicle	Total			
			Killed			
1975	643	318	*961*	3,106	416	**4,483**
1980	861	401	*1,262*	4,084	625	**5,971**
1985	634	343	*977*	4,227	530	**5,734**
1986	603	323	*926*	4,088	565	**5,579**
1987	571	281	*852*	4,194	552	**5,598**
1988	585	326	*911*	4,250	518	**5,679**
1989	550	308	*858*	4,142	490	**5,490**
1990	485	220	*705*	4,071	496	**5,272**
1991	448	213	*661*	3,705	455	**4,821**
1992	396	189	*585*	3,460	417	**4,462**
1993	389	216	*605*	3,855	396	**4,856**
1994	451	219	*670*	4,013	461	**5,144**
1995	425	223	*648*	3,846	424	**4,918**
1996	412	209	*621*	4,087	434	**5,142**
1997	499	224	*723*	4,223	452	**5,398**
1998	486	256	*742*	4,215	438	**5,395**
1999	480	279	*759*	4,180	441	**5,380**
2000	484	270	*754*	4,114	414	**5,282**
2001	474	234	*708*	3,962	441	**5,111**
2002	449	240	*689*	3,886	364	**4,939**
2003	457	269	*726*	3,919	391	**5,036**
2004	469	297	*766*	4,042	427	**5,235**
2005	478	326	*804*	3,971	465	**5,240**
2006	500	305	*805*	3,797	425	**5,027**
2007	502	300	*802*	3,601	405	**4,808**
			Injured			
1988	17,000	20,000	*37,000*	89,000	4,000	**130,000**
1989	20,000	23,000	*43,000*	111,000	2,000	**156,000**
1990	16,000	26,000	*42,000*	106,000	2,000	**150,000**
1991	13,000	15,000	*28,000*	80,000	2,000	**110,000**
1992	13,000	20,000	*34,000*	102,000	3,000	**139,000**
1993	13,000	19,000	*32,000*	95,000	6,000	**133,000**
1994	11,000	19,000	*30,000*	99,000	3,000	**133,000**
1995	15,000	15,000	*30,000*	84,000	2,000	**117,000**
1996	15,000	18,000	*33,000*	95,000	3,000	**130,000**
1997	14,000	17,000	*31,000*	98,000	2,000	**131,000**
1998	14,000	14,000	*29,000*	97,000	2,000	**127,000**
1999	15,000	18,000	*33,000*	105,000	4,000	**142,000**
2000	16,000	14,000	*31,000*	106,000	3,000	**140,000**
2001	13,000	16,000	*29,000*	99,000	3,000	**131,000**
2002	12,000	14,000	*26,000*	100,000	4,000	**130,000**
2003	11,000	16,000	*27,000*	92,000	3,000	**122,000**
2004	13,000	14,000	*27,000*	85,000	4,000	**116,000**
2005	10,000	17,000	*27,000*	84,000	2,000	**114,000**
2006	11,000	12,000	*23,000*	81,000	2,000	**106,000**
2007	10,000	13,000	*23,000*	75,000	2,000	**101,000**

Table 12
Nonoccupant Fatality and Injury Rates per Population by Age Group, 1975-2007

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**
1980	2.67	4.68	3.64	4.45	4.34	3.17	2.80	3.39	3.69	5.00	9.89	**4.03**
1983	2.03	3.69	3.05	3.67	3.83	2.91	2.46	2.80	3.12	3.77	7.37	**3.31**
1984	1.92	3.61	3.13	3.55	3.63	2.95	2.58	2.93	3.34	4.01	7.64	**3.38**
1985	2.05	3.67	3.01	3.31	3.38	2.71	2.65	2.69	3.36	3.90	7.35	**3.27**
1986	1.89	3.58	3.22	3.45	3.54	2.93	2.51	2.98	2.86	3.64	7.34	**3.27**
1987	1.66	3.63	3.24	3.12	3.39	2.83	2.69	2.88	3.14	3.79	7.20	**3.23**
1988	1.69	3.65	2.88	2.92	3.37	2.94	2.70	2.77	3.04	3.94	7.70	**3.24**
1989	1.54	3.06	2.53	2.58	2.90	3.00	2.73	2.61	3.18	3.49	7.10	**3.04**
1990	1.60	2.65	2.34	2.53	2.84	2.97	2.77	2.63	3.09	3.67	6.97	**2.99**
1991	1.43	2.40	2.39	2.45	2.86	2.65	2.36	2.44	2.67	3.08	5.93	**2.68**
1992	1.29	2.25	2.06	2.20	2.21	2.38	2.39	2.41	2.56	3.10	5.42	**2.50**
1993	1.35	2.19	2.23	2.06	2.25	2.63	2.51	2.25	2.52	2.95	5.47	**2.55**
1994	1.31	2.20	2.10	2.01	2.22	2.34	2.46	2.35	2.41	2.82	5.50	**2.46**
1995	1.12	2.02	2.08	2.02	2.38	2.41	2.60	2.38	2.50	2.97	5.21	**2.48**
1996	1.22	1.87	1.93	1.98	2.38	2.17	2.49	2.40	2.63	2.94	4.76	**2.40**
1997	0.97	1.73	1.83	2.11	2.15	2.22	2.47	2.39	2.53	2.99	4.57	**2.35**
1998	0.96	1.42	1.62	1.88	2.12	2.06	2.46	2.41	2.61	2.74	4.68	**2.26**
1999	0.94	1.45	1.54	1.76	2.01	1.88	2.41	2.26	2.35	2.78	4.14	**2.14**
2000	0.88	1.17	1.38	1.59	1.75	1.75	2.28	2.28	2.22	2.40	3.81	**1.98**
2001	0.70	1.06	1.33	1.79	2.01	1.67	2.36	2.38	2.14	2.45	4.08	**2.02**
2002	0.70	0.94	1.18	1.65	1.70	1.75	2.24	2.37	2.11	2.78	3.65	**1.96**
2003	0.61	0.89	1.27	1.78	1.77	1.61	2.24	2.24	2.28	2.36	3.50	**1.91**
2004	0.62	0.87	1.12	1.59	1.83	1.69	2.14	2.39	2.04	2.44	3.50	**1.89**
2005	0.63	0.77	1.12	1.66	2.10	1.78	2.24	2.58	2.17	2.53	3.50	**1.98**
2006	0.57	0.80	0.95	1.59	1.97	1.83	2.10	2.61	2.21	2.35	3.28	**1.93**
2007	0.55	0.62	1.02	1.63	1.97	1.73	2.05	2.46	1.86	2.32	3.03	**1.82**
Injury Rate per 100,000 Population												
1988	35	178	195	116	117	74	45	38	35	25	45	**79**
1989	32	179	198	127	96	69	53	43	42	33	39	**79**
1990	34	139	181	128	109	76	52	37	26	29	38	**75**
1991	26	138	157	96	91	70	41	37	31	31	29	**66**
1992	33	120	165	93	98	57	45	35	29	30	27	**63**
1993	27	116	170	93	95	66	49	45	26	27	38	**66**
1994	24	112	151	119	88	60	47	36	33	24	29	**63**
1995	33	104	160	93	87	62	52	27	22	30	26	**62**
1996	31	91	156	87	80	57	38	36	26	26	22	**57**
1997	27	93	132	75	67	51	50	34	29	29	22	**55**
1998	19	77	121	70	68	49	40	33	25	21	17	**48**
1999	20	85	129	70	58	56	38	38	26	27	22	**51**
2000	18	99	91	65	71	50	41	30	29	21	20	**48**
2001	17	64	106	75	52	46	38	35	30	29	18	**46**
2002	16	60	93	62	37	54	40	29	35	26	20	**44**
2003	15	59	93	63	50	46	42	32	26	24	21	**43**
2004	18	55	83	60	53	41	39	35	22	22	18	**40**
2005	16	61	79	69	59	33	28	35	37	22	16	**40**
2006	11	37	73	68	42	36	35	33	35	24	19	**38**
2007	11	44	78	68	62	47	37	38	24	24	22	**41**

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

Table 13

Persons Killed, by Highest Driver Blood Alcohol Concentration (BAC) in the Crash, 1982-2007

	BAC = .00		BAC = .01-.07		Alcohol-Impaired Driving Fatalities (BAC = .08+)		BAC = .01+		Total Fatalities	
Year	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	19,771	45	2,912	7	21,113	48	24,025	55	43,945	100
1983	19,787	46	2,588	6	20,051	47	22,639	53	42,589	100
1984	21,429	48	3,007	7	19,638	44	22,645	51	44,257	100
1985	22,589	52	2,974	7	18,125	41	21,098	48	43,825	100
1986	22,896	50	3,487	8	19,554	42	23,041	50	46,087	100
1987	24,186	52	3,238	7	18,813	41	22,051	48	46,390	100
1988	25,164	53	3,156	7	18,611	40	21,767	46	47,087	100
1989	25,152	55	2,793	6	17,521	38	20,314	45	45,582	100
1990	23,823	53	2,901	7	17,705	40	20,607	46	44,599	100
1991	23,025	55	2,480	6	15,827	38	18,307	44	41,508	100
1992	22,726	58	2,352	6	14,049	36	16,401	42	39,250	100
1993	23,979	60	2,300	6	13,739	34	16,039	40	40,150	100
1994	24,948	61	2,236	5	13,390	33	15,626	38	40,716	100
1995	25,768	62	2,416	6	13,478	32	15,893	38	41,817	100
1996	26,052	62	2,415	6	13,451	32	15,866	38	42,065	100
1997	26,902	64	2,216	5	12,757	30	14,973	36	42,013	100
1998	26,477	64	2,353	6	12,546	30	14,899	36	41,501	100
1999	26,798	64	2,235	5	12,555	30	14,790	35	41,717	100
2000	26,082	62	2,422	6	13,324	32	15,746	38	41,945	100
2001	26,334	62	2,441	6	13,290	31	15,731	37	42,196	100
2002	27,080	63	2,321	5	13,472	31	15,793	37	43,005	100
2003	27,328	64	2,327	5	13,096	31	15,423	36	42,884	100
2004	27,413	64	2,212	5	13,099	31	15,311	36	42,836	100
2005	27,423	63	2,404	6	13,582	31	15,985	37	43,510	100
2006	26,633	62	2,479	6	13,491	32	15,970	37	42,708	100
2007	25,555	62	2,388	6	12,998	32	15,387	37	41,059	100

Notes: Total fatalities include those in which there was no driver or motorcycle rider present. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 8

Proportion of Persons Killed, by Highest Driver Blood Alcohol Concentration (BAC) in the Crash, 1982-2007

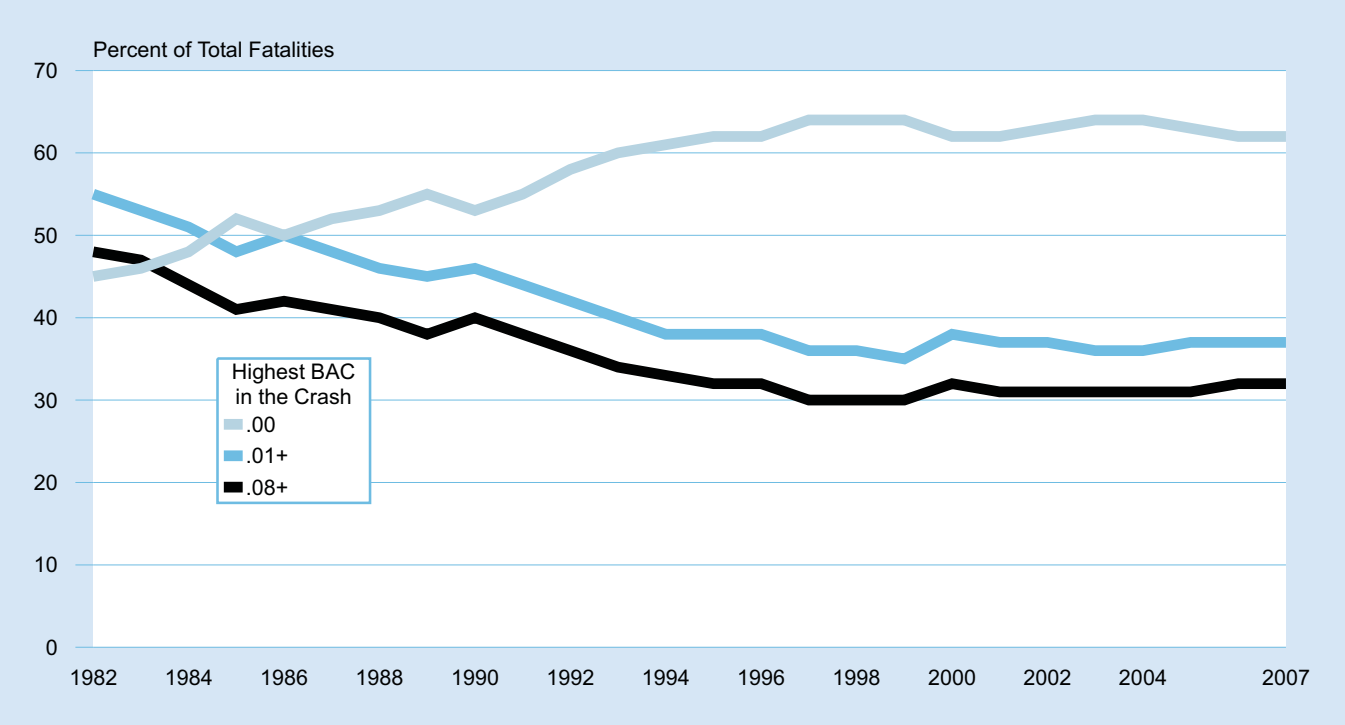


Table 14

Persons Killed and Percent Alcohol-Impaired Driving During Holiday Periods, 1982-2007

Year	Killed	Percent Alcohol-Impaired Driving*	Killed	Percent Alcohol-Impaired Driving*	Killed	Percent Alcohol-Impaired Driving*
	Holiday Period**					
	New Year's Day		Memorial Day		Fourth of July	
1982	***	***	498 (3)	58	600 (3)	59
1985	496 (4)	50	557 (3)	51	689 (4)	49
1986	223 (1)	53	616 (3)	52	611 (3)	55
1987	535 (4)	48	519 (3)	51	556 (3)	48
1988	407 (3)	49	529 (3)	51	631 (3)	51
1989	443 (3)	41	594 (3)	47	748 (4)	47
1990	421 (3)	44	589 (3)	50	268 (1)	55
1991	441 (4)	47	533 (3)	50	718 (4)	45
1992	164 (1)	55	438 (3)	46	535 (3)	45
1993	370 (3)	46	454 (3)	40	525 (3)	42
1994	372 (3)	47	482 (3)	41	519 (3)	44
1995	392 (3)	38	483 (3)	40	661 (4)	37
1996	420 (3)	40	514 (3)	43	629 (4)	36
1997	192 (1)	53	511 (3)	40	508 (3)	40
1998	545 (4)	39	393 (3)	40	479 (3)	43
1999	354 (3)	43	500 (3)	42	509 (3)	35
2000	469 (3)	47	466 (3)	46	717 (4)	39
2001	357 (3)	40	515 (3)	44	207 (1)	44
2002	575 (4)	41	494 (3)	37	685 (4)	36
2003	220 (1)	49	481 (3)	37	519 (3)	43
2004	563 (4)	40	514 (3)	38	524 (3)	40
2005	472 (3)	38	532 (3)	39	591 (3)	44
2006	456 (3)	42	511 (3)	40	659 (4)	37
2007	391 (3)	40	491 (3)	38	200 (1)	44
	Labor Day		Thanksgiving		Christmas	
1982	628 (3)	55	601 (4)	51	458 (3)	50
1985	605 (3)	51	566 (4)	47	152 (1)	47
1986	663 (3)	52	598 (4)	48	508 (4)	48
1987	630 (3)	53	659 (4)	45	409 (3)	47
1988	592 (3)	52	601 (4)	47	511 (3)	48
1989	588 (3)	48	561 (4)	47	553 (3)	49
1990	599 (3)	52	563 (4)	44	567 (4)	42
1991	577 (3)	46	546 (4)	42	135 (1)	36
1992	460 (3)	42	403 (4)	47	410 (3)	39
1993	522 (3)	47	569 (4)	38	402 (3)	43
1994	494 (3)	46	575 (4)	40	455 (3)	40
1995	511 (3)	40	527 (4)	41	358 (3)	40
1996	525 (3)	43	588 (4)	38	167 (1)	37
1997	507 (3)	42	571 (4)	31	480 (4)	33
1998	464 (3)	40	602 (4)	38	364 (3)	41
1999	485 (3)	38	581 (4)	36	485 (3)	41
2000	529 (3)	43	509 (4)	41	442 (3)	40
2001	481 (3)	40	590 (4)	39	604 (4)	39
2002	543 (3)	45	551 (4)	36	131 (1)	40
2003	507 (3)	38	562 (4)	36	520 (4)	37
2004	502 (3)	38	574 (4)	30	389 (3)	38
2005	507 (3)	40	629 (4)	37	402 (3)	40
2006	508 (3)	37	635 (4)	34	395 (3)	42
2007	519 (3)	40	548 (4)	35	468 (4)	36

*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

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

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

***No data available.

Table 15

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-2007

	Day*			Night*			Total Drivers		
		Percent			Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	23,725	19	15	32,085	57	49	56,029	41	35
1985	27,578	16	12	30,008	52	44	57,883	35	29
1988	30,196	14	11	31,715	50	43	62,253	33	28
1989	29,953	13	11	30,170	49	42	60,435	31	27
1990	28,797	14	11	29,778	51	44	58,893	33	28
1991	26,829	13	10	27,249	49	43	54,391	31	27
1992	26,236	12	10	25,380	47	40	51,901	30	25
1993	27,770	11	9	25,355	46	39	53,401	28	24
1994	29,134	11	9	25,112	44	38	54,549	27	23
1995	30,066	11	9	25,755	43	37	56,164	26	22
1996	30,802	11	8	25,864	43	37	57,001	26	22
1997	30,979	10	8	25,368	41	35	56,688	24	20
1998	31,389	10	8	24,879	42	36	56,604	24	20
1999	31,212	10	8	24,968	41	35	56,502	24	20
2000	31,236	11	8	25,710	43	37	57,280	26	21
2001	31,620	11	8	25,661	43	37	57,586	25	21
2002	31,135	11	8	26,653	42	36	58,113	25	21
2003	31,863	10	8	26,258	41	36	58,517	24	21
2004	31,686	11	8	26,360	41	35	58,395	24	21
2005	31,820	11	9	27,085	41	36	59,220	25	21
2006	30,566	12	9	26,949	42	36	57,846	26	22
2007	29,144	11	9	26,188	42	36	55,681	26	22

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

Table 16

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Sex, 1982-2007

	Male			Female		
		Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	44,370	44	38	10,675	27	22
1985	44,846	38	32	12,142	22	18
1988	47,402	37	31	13,951	20	16
1989	45,448	35	30	14,054	19	16
1990	44,281	37	32	13,726	20	16
1991	40,731	35	30	12,825	19	16
1992	38,598	33	28	12,596	18	15
1993	39,556	32	27	13,082	17	14
1994	40,233	30	26	13,567	17	14
1995	41,235	30	25	14,184	16	13
1996	41,376	29	25	14,850	16	13
1997	40,954	28	24	14,954	15	12
1998	40,816	28	23	15,089	15	12
1999	41,012	28	23	14,835	14	12
2000	41,795	29	24	14,790	16	13
2001	41,901	29	24	14,919	15	13
2002	42,377	29	25	14,999	15	12
2003	42,586	28	24	15,211	14	12
2004	42,250	28	24	15,384	15	12
2005	43,282	28	24	15,059	16	13
2006	42,223	29	24	14,753	18	15
2007	40,804	29	25	14,099	16	13

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

Table 17

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Vehicle Type, 1982-2007

	Passenger Car			Light Truck			Large Truck			Motorcycle		
		Percent			Percent			Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	34,121	42	36	11,199	44	39	4,582	10	6	4,490	55	47
1985	34,071	36	30	12,372	37	32	5,091	7	5	4,598	53	43
1988	36,769	34	28	15,167	37	31	5,141	6	4	3,704	51	42
1989	35,204	32	27	15,579	35	30	4,903	4	3	3,182	53	45
1990	33,893	34	29	15,501	36	31	4,709	5	3	3,269	52	43
1991	31,102	31	27	14,702	35	30	4,291	4	3	2,816	52	44
1992	29,670	30	25	14,540	33	28	3,980	3	2	2,435	49	40
1993	30,060	28	24	15,207	31	27	4,271	4	2	2,471	45	38
1994	30,103	28	24	16,235	29	25	4,592	3	2	2,330	41	33
1995	30,773	27	23	17,483	29	25	4,410	4	2	2,262	42	33
1996	30,595	27	23	18,118	28	24	4,703	3	2	2,175	43	35
1997	29,896	26	22	18,502	26	23	4,859	3	2	2,159	41	32
1998	28,907	26	21	19,247	26	22	4,905	2	1	2,333	41	34
1999	27,878	25	21	19,865	26	22	4,868	3	1	2,528	40	33
2000	27,661	28	24	20,393	26	22	4,948	3	1	2,971	40	32
2001	27,444	27	23	20,704	27	23	4,779	2	1	3,261	37	29
2002	27,236	27	22	21,562	27	23	4,550	3	2	3,363	39	31
2003	26,422	26	22	22,172	25	22	4,658	2	1	3,800	36	29
2004	25,568	27	23	22,367	25	21	4,837	2	1	4,116	34	27
2005	25,046	28	24	22,879	25	22	4,900	3	1	4,679	34	27
2006	24,162	27	23	22,307	28	24	4,729	2	1	4,961	34	26
2007	22,621	27	23	21,591	27	23	4,551	2	1	5,286	35	27

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

Figure 9

Proportion of Drivers Involved in Fatal Crashes with BAC = .08+ by Vehicle Type, 1982-2007

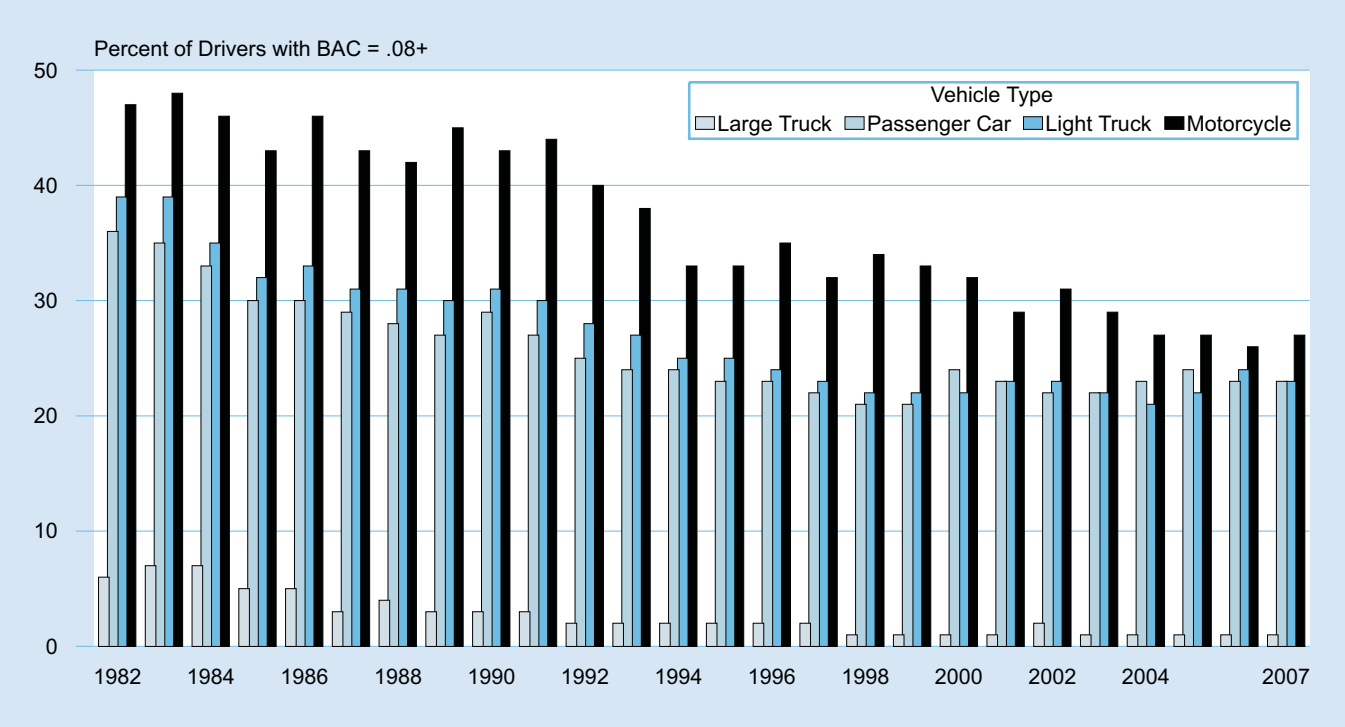


Table 18

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2007

Year	Total	Percent BAC = .01+	Percent BAC = .08+	Total	Percent BAC = .01+	Percent BAC = .08+	Total	Percent BAC = .01+	Percent BAC = .08+
	Age								
	<16 Years			16-20 Years			21-24 Years		
1982	412	20	17	9,858	45	36	9,018	53	46
1985	479	21	15	9,386	35	26	9,046	47	40
1988	448	17	12	10,171	33	25	8,555	47	39
1989	402	15	11	9,442	30	23	7,723	45	38
1990	409	19	14	8,821	33	25	7,195	46	39
1991	364	18	11	8,002	30	23	6,748	45	38
1992	350	18	11	7,192	27	21	6,323	42	35
1993	383	14	9	7,256	24	18	6,406	40	34
1994	397	16	12	7,723	24	18	6,291	39	33
1995	410	14	9	7,725	21	16	6,263	38	32
1996	413	13	9	7,824	23	17	6,205	38	31
1997	345	11	8	7,719	22	17	5,705	36	30
1998	361	15	11	7,767	22	17	5,613	37	32
1999	333	13	10	7,985	22	17	5,639	38	31
2000	320	15	10	8,024	24	18	5,950	38	32
2001	293	16	12	7,992	23	18	6,037	39	33
2002	335	13	9	8,128	23	18	6,316	39	33
2003	345	13	9	7,744	24	19	6,276	38	32
2004	345	14	10	7,755	23	18	6,413	39	33
2005	304	16	10	7,334	22	17	6,585	39	33
2006	277	16	12	7,315	24	19	6,480	39	33
2007	239	17	12	6,851	23	18	6,256	41	35
	25-34 Years			35-44 Years			45-54 Years		
1982	14,787	46	41	7,984	38	33	4,980	32	28
1985	15,257	42	37	8,892	32	29	5,150	26	22
1988	16,398	42	36	10,077	32	28	5,761	23	20
1989	15,928	40	35	10,106	32	28	6,038	24	21
1990	15,764	43	37	10,177	33	30	5,867	24	20
1991	14,151	41	36	9,482	32	28	5,458	23	20
1992	13,049	40	35	9,284	31	27	5,672	22	19
1993	13,038	37	32	9,738	30	27	5,970	21	18
1994	12,891	36	31	9,951	29	26	6,493	21	18
1995	13,048	35	30	10,677	30	26	6,815	21	18
1996	12,889	34	30	10,955	29	25	7,127	21	18
1997	12,453	32	27	10,904	29	26	7,522	20	17
1998	11,925	32	28	11,241	28	24	7,690	21	18
1999	11,763	32	28	11,059	28	25	7,708	20	17
2000	11,739	33	28	11,132	30	26	8,234	22	18
2001	11,584	32	28	11,261	29	25	8,346	22	19
2002	11,483	33	29	10,973	29	26	8,558	22	19
2003	11,288	31	27	11,053	28	24	9,024	22	19
2004	11,242	32	27	10,743	27	23	9,148	22	19
2005	11,467	33	29	10,793	28	24	9,434	23	19
2006	11,279	34	29	10,379	29	25	9,234	23	19
2007	10,692	34	29	9,862	28	25	8,982	24	20
	55-64 Years			65-74 Years			>74 Years		
1982	3,941	25	21	2,343	17	14	1,551	11	8
1985	4,112	19	16	2,650	14	11	1,829	8	5
1988	4,320	18	15	3,079	14	10	2,297	8	5
1989	4,202	17	15	3,107	12	9	2,324	7	5
1990	4,068	17	14	3,161	12	9	2,340	8	5
1991	3,695	16	13	3,017	12	9	2,454	7	4
1992	3,688	16	13	3,024	12	9	2,450	6	4
1993	3,824	17	14	3,031	10	8	2,817	7	4
1994	3,828	15	12	3,194	11	9	2,867	6	4
1995	4,079	16	14	3,251	10	8	2,989	6	4
1996	4,237	15	12	3,319	11	8	3,068	6	5
1997	4,394	14	11	3,401	10	8	3,314	6	4
1998	4,478	14	11	3,399	9	7	3,291	6	4
1999	4,608	14	11	3,251	10	7	3,346	6	4
2000	4,766	15	12	3,134	11	8	3,147	6	4
2001	4,714	14	12	3,156	9	7	3,290	6	4
2002	5,093	14	12	3,100	9	7	3,223	6	4
2003	5,455	14	11	3,116	10	8	3,329	6	5
2004	5,612	15	12	3,070	10	8	3,169	7	5
2005	6,075	16	13	3,217	10	7	3,016	6	4
2006	5,894	17	13	3,029	11	8	2,967	7	5
2007	6,011	15	12	3,025	10	8	2,855	7	4

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

Figure 10

Proportion of Drivers in Fatal Crashes with BAC = .08+ by Age, 1982-2007

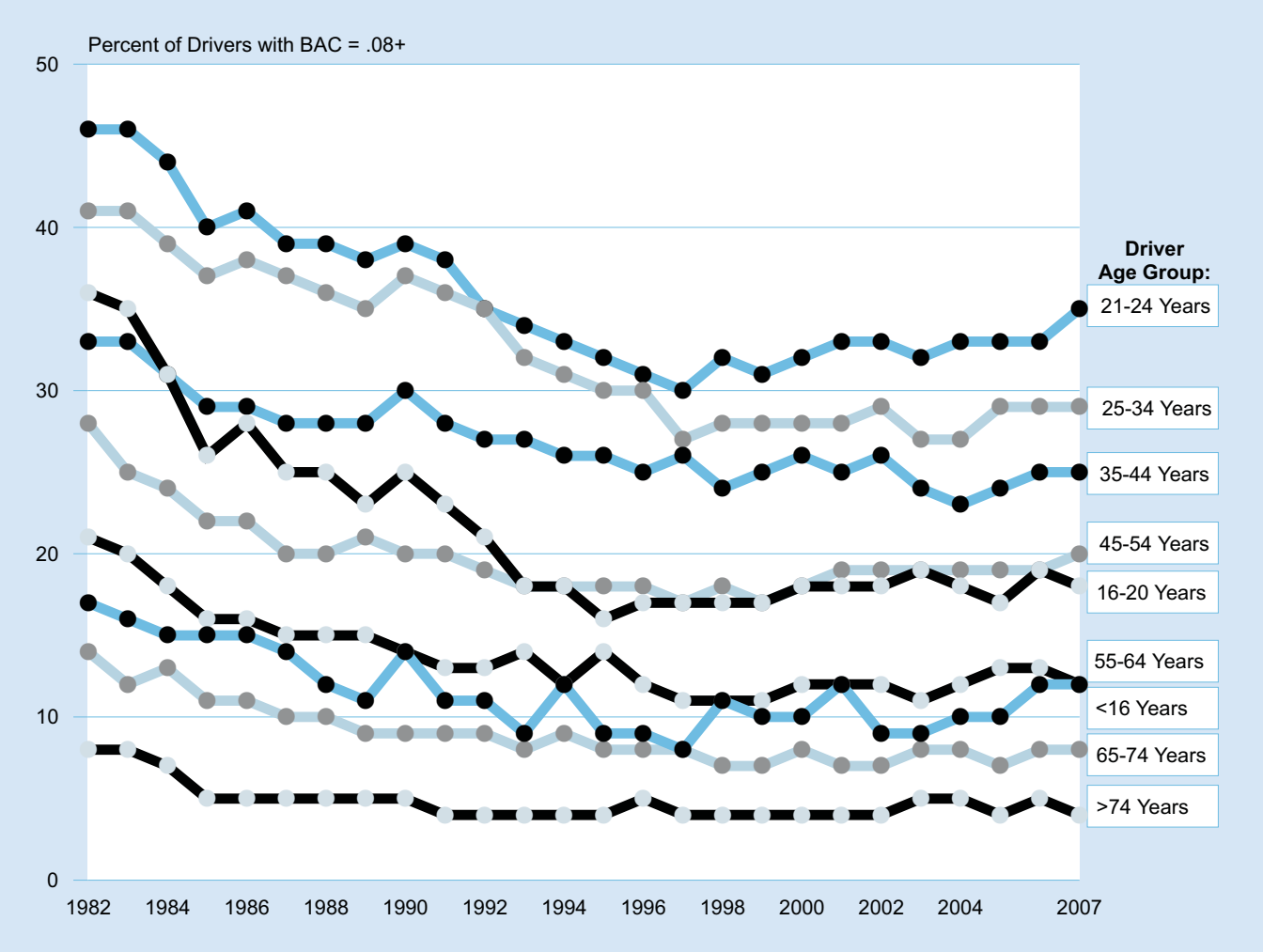


Table 19

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-2007

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total
1982	22,187	1,615	7,537	31,339	11,015	1,537	12,139	24,690	33,202	3,152	19,676	**56,029**
1985	24,921	1,451	6,174	32,546	12,960	1,692	10,685	25,337	37,880	3,143	16,860	**57,883**
1988	27,270	1,565	6,165	35,000	14,418	1,732	11,103	27,253	41,688	3,297	17,268	**62,253**
1989	27,193	1,301	5,552	34,046	14,246	1,507	10,637	26,389	41,438	2,808	16,189	**60,435**
1990	25,582	1,469	6,092	33,143	13,858	1,497	10,395	25,750	39,440	2,966	16,487	**58,893**
1991	24,157	1,245	5,059	30,461	13,138	1,307	9,485	23,930	37,295	2,552	14,544	**54,391**
1992	23,678	1,172	4,467	29,317	12,906	1,226	8,452	22,584	36,584	2,398	12,919	**51,901**
1993	24,858	1,147	4,254	30,259	13,652	1,168	8,322	23,142	38,510	2,315	12,576	**53,401**
1994	25,331	1,078	4,449	30,858	14,612	1,166	7,913	23,691	39,943	2,244	12,362	**54,549**
1995	26,633	1,082	4,059	31,774	14,841	1,242	8,307	24,390	41,474	2,324	12,366	**56,164**
1996	27,158	1,136	4,173	32,467	15,134	1,225	8,175	24,534	42,292	2,361	12,348	**57,001**
1997	27,258	1,027	3,736	32,021	15,670	1,154	7,843	24,667	42,929	2,180	11,579	**56,688**
1998	27,026	1,108	3,727	31,861	15,738	1,171	7,834	24,743	42,764	2,279	11,561	**56,604**
1999	26,733	983	3,529	31,245	16,126	1,213	7,918	25,257	42,858	2,196	11,447	**56,502**
2000	26,527	1,092	4,094	31,713	16,116	1,285	8,167	25,567	42,643	2,376	12,261	**57,280**
2001	26,601	1,135	3,981	31,717	16,332	1,285	8,253	25,869	42,932	2,420	12,233	**57,586**
2002	26,524	1,040	3,889	31,454	16,863	1,281	8,515	26,659	43,388	2,321	12,405	**58,113**
2003	27,081	976	3,681	31,738	17,107	1,319	8,354	26,779	44,187	2,295	12,035	**58,517**
2004	26,661	960	3,903	31,524	17,450	1,266	8,155	26,871	44,111	2,226	12,057	**58,395**
2005	26,650	998	4,082	31,729	17,628	1,374	8,489	27,491	44,278	2,371	12,571	**59,220**
2006	25,509	1,016	3,973	30,498	17,315	1,455	8,578	27,348	42,823	2,472	12,551	**57,846**
2007	24,695	1,083	3,424	29,201	16,539	1,297	8,644	26,480	41,234	2,380	12,068	**55,681**

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

Table 20

Pedestrians Killed, 14 Years and Older, by Blood Alcohol Concentration (BAC), 1982-2007

Year	BAC = .00		BAC = .01-.07		BAC = .08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,132	51	321	5	2,701	44	**6,154**	**100**
1985	3,072	54	342	6	2,288	40	**5,702**	**100**
1988	3,364	58	287	5	2,173	37	**5,825**	**100**
1989	3,164	56	300	5	2,193	39	**5,658**	**100**
1990	3,185	57	260	5	2,150	38	**5,595**	**100**
1991	2,862	57	236	5	1,907	38	**5,005**	**100**
1992	2,712	56	231	5	1,868	39	**4,812**	**100**
1993	2,792	57	199	4	1,869	38	**4,860**	**100**
1994	2,782	59	230	5	1,725	36	**4,737**	**100**
1995	2,871	59	225	5	1,801	37	**4,896**	**100**
1996	2,749	58	212	4	1,816	38	**4,777**	**100**
1997	2,889	61	177	4	1,649	35	**4,715**	**100**
1998	2,743	59	248	5	1,689	36	**4,680**	**100**
1999	2,568	58	194	4	1,657	37	**4,419**	**100**
2000	2,535	59	213	5	1,541	36	**4,288**	**100**
2001	2,666	60	220	5	1,567	35	**4,453**	**100**
2002	2,670	60	193	4	1,589	36	**4,451**	**100**
2003	2,621	60	192	4	1,570	36	**4,383**	**100**
2004	2,563	60	208	5	1,535	36	**4,306**	**100**
2005	2,778	61	197	4	1,566	34	**4,541**	**100**
2006	2,580	58	222	5	1,661	37	**4,463**	**100**
2007	2,548	59	197	5	1,594	37	**4,338**	**100**

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

Table 21

Drivers of Passenger Cars and Light Trucks in Crashes by Crash Severity and Restraint Use, 1975-2007

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**
1980	1,482	2.9	37,889	73.8	11,935	23.3	**51,306**	**100.0**
1985	6,172	13.3	29,705	64.0	10,566	22.8	**46,443**	**100.0**
1990	18,340	37.1	24,706	50.0	6,348	12.9	**49,394**	**100.0**
1991	18,457	40.3	21,843	47.7	5,504	12.0	**45,804**	**100.0**
1992	19,106	43.2	19,836	44.9	5,268	11.9	**44,210**	**100.0**
1993	20,932	46.2	19,139	42.3	5,196	11.5	**45,267**	**100.0**
1994	22,763	49.1	18,946	40.9	4,629	10.0	**46,338**	**100.0**
1995	24,166	50.1	19,427	40.3	4,663	9.7	**48,256**	**100.0**
1996	25,207	51.7	18,759	38.5	4,747	9.7	**48,713**	**100.0**
1997	25,313	52.3	18,286	37.8	4,799	9.9	**48,398**	**100.0**
1998	25,854	53.7	17,601	36.6	4,699	9.8	**48,154**	**100.0**
1999	25,498	53.4	17,693	37.1	4,552	9.5	**47,743**	**100.0**
2000	26,690	55.5	16,995	35.4	4,369	9.1	**48,054**	**100.0**
2001	27,222	56.5	16,528	34.3	4,398	9.1	**48,148**	**100.0**
2002	27,813	57.0	16,710	34.2	4,275	8.8	**48,798**	**100.0**
2003	28,822	59.3	15,491	31.9	4,281	8.8	**48,594**	**100.0**
2004	29,072	60.6	15,120	31.5	3,743	7.8	**47,935**	**100.0**
2005	29,264	61.1	14,984	31.3	3,677	7.7	**47,925**	**100.0**
2006	28,285	60.9	14,434	31.1	3,750	8.1	**46,469**	**100.0**
2007	27,434	62.1	13,169	29.8	3,609	8.2	**44,212**	**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	2,308,000	68.0	581,000	17.1	505,000	14.9	**3,394,000**	**100.0**
1992	2,420,000	71.5	476,000	14.0	490,000	14.5	**3,386,000**	**100.0**
1993	2,557,000	73.8	435,000	12.6	475,000	13.7	**3,467,000**	**100.0**
1994	2,856,000	77.4	418,000	11.3	416,000	11.3	**3,690,000**	**100.0**
1995	3,118,000	79.3	388,000	9.9	425,000	10.8	**3,931,000**	**100.0**
1996	3,136,000	79.4	366,000	9.3	445,000	11.3	**3,947,000**	**100.0**
1997	3,003,000	79.1	339,000	8.9	452,000	11.9	**3,794,000**	**100.0**
1998	2,863,000	79.5	309,000	8.6	428,000	11.9	**3,600,000**	**100.0**
1999	2,897,000	80.5	293,000	8.1	409,000	11.4	**3,598,000**	**100.0**
2000	2,959,000	82.2	252,000	7.0	390,000	10.8	**3,600,000**	**100.0**
2001	2,882,000	82.5	234,000	6.7	376,000	10.8	**3,491,000**	**100.0**
2002	2,787,000	83.5	208,000	6.2	343,000	10.3	**3,338,000**	**100.0**
2003	2,844,000	84.7	180,000	5.4	332,000	9.9	**3,356,000**	**100.0**
2004	2,785,000	86.2	138,000	4.3	307,000	9.5	**3,230,000**	**100.0**
2005	2,666,000	86.1	141,000	4.5	290,000	9.4	**3,097,000**	**100.0**
2006	2,577,000	86.2	124,000	4.1	290,000	9.7	**2,990,000**	**100.0**
2007	2,475,000	86.4	116,000	4.0	274,000	9.6	**2,865,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
1988	4,517,000	60.4	1,200,000	16.0	1,763,000	23.6	**7,481,000**	**100.0**
1989	4,531,000	62.6	1,015,000	14.0	1,691,000	23.4	**7,237,000**	**100.0**
1990	4,499,000	63.4	978,000	13.8	1,616,000	22.8	**7,094,000**	**100.0**
1991	4,516,000	67.2	712,000	10.6	1,490,000	22.2	**6,718,000**	**100.0**
1992	4,671,000	71.6	508,000	7.8	1,344,000	20.6	**6,523,000**	**100.0**
1993	4,986,000	75.0	451,000	6.8	1,209,000	18.2	**6,646,000**	**100.0**
1994	5,534,000	77.7	392,000	5.5	1,198,000	16.8	**7,124,000**	**100.0**
1995	5,914,000	79.3	356,000	4.8	1,184,000	15.9	**7,454,000**	**100.0**
1996	5,960,000	79.2	328,000	4.4	1,241,000	16.5	**7,529,000**	**100.0**
1997	5,841,000	78.9	311,000	4.2	1,255,000	16.9	**7,406,000**	**100.0**
1998	5,720,000	79.6	268,000	3.7	1,199,000	16.7	**7,187,000**	**100.0**
1999	5,637,000	81.3	236,000	3.4	1,058,000	15.3	**6,932,000**	**100.0**
2000	5,846,000	82.7	173,000	2.4	1,050,000	14.9	**7,069,000**	**100.0**
2001	5,897,000	83.6	161,000	2.3	1,000,000	14.2	**7,058,000**	**100.0**
2002	6,093,000	84.9	157,000	2.2	923,000	12.9	**7,173,000**	**100.0**
2003	6,042,000	84.7	135,000	1.9	960,000	13.4	**7,137,000**	**100.0**
2004	6,106,000	86.2	106,000	1.5	870,000	12.3	**7,083,000**	**100.0**
2005	6,087,000	86.1	104,000	1.5	880,000	12.4	**7,071,000**	**100.0**
2006	5,940,000	85.3	95,000	1.4	925,000	13.3	**6,960,000**	**100.0**
2007	6,011,000	85.8	91,000	1.3	900,000	12.9	**7,003,000**	**100.0**

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

Table 22

Occupants of Passenger Cars and Light Trucks Killed or Injured, by Restraint Use, 1975-2007

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**
1980	671	1.9	27,483	78.7	6,781	19.4	**34,935**	**100.0**
1983	827	2.8	23,080	79.1	5,274	18.1	**29,181**	**100.0**
1984	1,208	4.0	23,299	77.4	5,609	18.6	**30,116**	**100.0**
1985	2,391	8.0	22,131	74.0	5,379	18.0	**29,901**	**100.0**
1986	4,074	12.6	23,420	72.6	4,767	14.8	**32,261**	**100.0**
1987	5,249	15.8	23,799	71.7	4,142	12.5	**33,190**	**100.0**
1988	6,210	18.2	24,359	71.4	3,545	10.4	**34,114**	**100.0**
1989	6,546	19.5	23,613	70.2	3,455	10.3	**33,614**	**100.0**
1990	6,775	20.7	22,547	69.0	3,371	10.3	**32,693**	**100.0**
1991	7,332	23.8	20,488	66.6	2,956	9.6	**30,776**	**100.0**
1992	7,699	26.1	19,053	64.6	2,733	9.3	**29,485**	**100.0**
1993	8,679	28.9	18,553	61.7	2,845	9.5	**30,077**	**100.0**
1994	9,642	31.2	18,636	60.3	2,623	8.5	**30,901**	**100.0**
1995	10,159	31.8	19,123	59.8	2,709	8.5	**31,991**	**100.0**
1996	10,716	33.0	18,848	58.1	2,873	8.9	**32,437**	**100.0**
1997	10,995	33.9	18,642	57.5	2,811	8.7	**32,448**	**100.0**
1998	11,213	35.2	18,022	56.5	2,664	8.4	**31,899**	**100.0**
1999	11,174	34.8	18,316	57.0	2,637	8.2	**32,127**	**100.0**
2000	11,787	36.6	17,810	55.3	2,628	8.2	**32,225**	**100.0**
2001	11,946	37.3	17,517	54.7	2,580	8.1	**32,043**	**100.0**
2002	12,533	38.2	17,797	54.2	2,513	7.7	**32,843**	**100.0**
2003	12,967	40.2	16,764	51.9	2,540	7.9	**32,271**	**100.0**
2004	13,250	41.6	16,432	51.6	2,184	6.9	**31,866**	**100.0**
2005	13,064	41.4	16,247	51.5	2,238	7.1	**31,549**	**100.0**
2006	12,710	41.4	15,635	51.0	2,341	7.6	**30,686**	**100.0**
2007	12,252	42.3	14,390	49.7	2,291	7.9	**28,933**	**100.0**
Occupants Injured								
1988	1,752,000	57.2	912,000	29.8	399,000	13.0	**3,063,000**	**100.0**
1989	1,720,000	58.5	863,000	29.4	359,000	12.2	**2,942,000**	**100.0**
1990	1,737,000	60.3	820,000	28.4	325,000	11.3	**2,882,000**	**100.0**
1991	1,785,000	63.8	725,000	25.9	287,000	10.3	**2,797,000**	**100.0**
1992	1,854,000	66.8	622,000	22.4	300,000	10.8	**2,776,000**	**100.0**
1993	1,983,000	69.2	589,000	20.6	294,000	10.2	**2,866,000**	**100.0**
1994	2,208,000	73.7	564,000	18.8	223,000	7.4	**2,995,000**	**100.0**
1995	2,415,000	75.7	549,000	17.2	227,000	7.1	**3,192,000**	**100.0**
1996	2,468,000	76.7	520,000	16.1	231,000	7.2	**3,220,000**	**100.0**
1997	2,369,000	76.5	475,000	15.3	251,000	8.1	**3,095,000**	**100.0**
1998	2,297,000	77.5	437,000	14.7	230,000	7.8	**2,964,000**	**100.0**
1999	2,328,000	78.0	420,000	14.1	237,000	7.9	**2,984,000**	**100.0**
2000	2,369,000	80.6	369,000	12.6	200,000	6.8	**2,938,000**	**100.0**
2001	2,249,000	80.7	324,000	11.6	214,000	7.7	**2,787,000**	**100.0**
2002	2,195,000	81.8	284,000	10.6	205,000	7.7	**2,684,000**	**100.0**
2003	2,204,000	83.3	248,000	9.4	193,000	7.3	**2,646,000**	**100.0**
2004	2,156,000	84.8	206,000	8.1	181,000	7.1	**2,543,000**	**100.0**
2005	2,077,000	84.9	207,000	8.5	161,000	6.6	**2,446,000**	**100.0**
2006	1,992,000	85.5	183,000	7.8	156,000	6.7	**2,331,000**	**100.0**
2007	1,894,000	85.3	170,000	7.6	157,000	7.1	**2,221,000**	**100.0**

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

Chapter 2

CRASHES

CHAPTER 2 ■ CRASHES

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

- More than 6 million police-reported motor vehicle crashes occurred in the United States in 2007. Nearly 30 percent of those crashes (1.71 million) resulted in an injury, and fewer than 1 percent (37,248) resulted in a death.
- Midnight to 3 a.m. on Saturdays and Sundays proved to be the deadliest 3-hour periods throughout 2007, with 1,251 and 1,383 fatal crashes, respectively.
- Fifty-nine percent of fatal crashes involved only one vehicle, as compared with 33 percent of injury crashes and 31 percent of property-damage-only crashes.
- Half of all fatal crashes in 2007 occurred on roads with posted speed limits of 55 mph or more, as compared with 23 percent of injury and property-damage-only crashes.
- Collision with another motor vehicle in transport was the most common first harmful event for fatal, injury, and property-damage-only crashes. Collisions with fixed objects and noncollisions accounted for only 19 percent of all crashes, but they accounted for 46 percent of fatal crashes.
- Thirty-two percent of all fatal crashes involved alcohol-impaired driving, where the highest blood alcohol concentration (BAC) among drivers involved in the crash was .08 grams per deciliter (g/dL) or higher. For fatal crashes occurring from midnight to 3 a.m., 65 percent involved alcohol-impaired driving.

Table 23

Crashes and Crash Rates by Month and Crash Severity

Month	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Rate*	Number	Rate*	Number	Rate*	Number	Rate*
January	2,724	1.18	136,000	59	385,000	166	**524,000**	**227**
February	2,606	1.20	135,000	62	361,000	167	**498,000**	**230**
March	3,086	1.20	142,000	55	358,000	139	**503,000**	**196**
April	3,033	1.21	138,000	55	330,000	132	**470,000**	**188**
May	3,307	1.25	149,000	56	331,000	125	**483,000**	**183**
June	3,276	1.25	148,000	56	336,000	128	**487,000**	**186**
July	3,449	1.31	142,000	54	317,000	120	**462,000**	**175**
August	3,310	1.23	141,000	52	341,000	127	**486,000**	**181**
September	3,225	1.33	138,000	57	319,000	131	**460,000**	**189**
October	3,291	1.27	154,000	59	385,000	149	**542,000**	**210**
November	3,028	1.25	145,000	59	384,000	158	**531,000**	**219**
December	2,913	1.22	144,000	61	429,000	180	**577,000**	**242**
Total	**37,248**	**1.24**	**1,711,000**	**57**	**4,275,000**	**143**	**6,024,000**	**201**

*Crashes per 100 million vehicle miles traveled.

Source: Vehicle miles traveled (VMT), Federal Highway Administration, *Traffic Volume Trends, June 2008.*

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	1,383	448	346	426	476	607	1,251	**4,937**
3 am to 6 am	775	353	260	323	326	409	712	**3,158**
6 am to 9 am	361	530	525	553	528	566	497	**3,560**
9 am to Noon	456	503	462	500	487	529	551	**3,488**
Noon to 3 pm	693	686	657	640	590	708	799	**4,773**
3 pm to 6 pm	869	869	814	775	807	908	905	**5,947**
6 pm to 9 pm	912	752	680	765	730	912	1,044	**5,795**
9 pm to Midnight	666	603	567	631	655	1,092	1,046	**5,260**
Unknown	54	38	28	40	38	49	83	**330**
Total	**6,169**	**4,782**	**4,339**	**4,653**	**4,637**	**5,780**	**6,888**	**37,248**
Injury Crashes								
Midnight to 3 am	23,000	10,000	8,000	9,000	9,000	12,000	24,000	**94,000**
3 am to 6 am	11,000	6,000	6,000	5,000	6,000	8,000	14,000	**55,000**
6 am to 9 am	12,000	30,000	35,000	40,000	36,000	34,000	16,000	**202,000**
9 am to Noon	25,000	31,000	31,000	33,000	36,000	34,000	32,000	**221,000**
Noon to 3 pm	36,000	44,000	43,000	45,000	51,000	55,000	51,000	**325,000**
3 pm to 6 pm	42,000	65,000	62,000	62,000	62,000	77,000	47,000	**417,000**
6 pm to 9 pm	33,000	36,000	36,000	35,000	32,000	44,000	34,000	**250,000**
9 pm to Midnight	19,000	17,000	15,000	19,000	20,000	28,000	30,000	**148,000**
Total	**201,000**	**238,000**	**236,000**	**247,000**	**251,000**	**292,000**	**247,000**	**1,711,000**
Property-Damage-Only Crashes								
Midnight to 3 am	51,000	22,000	17,000	19,000	22,000	24,000	53,000	**209,000**
3 am to 6 am	26,000	18,000	13,000	12,000	19,000	16,000	30,000	**135,000**
6 am to 9 am	27,000	98,000	104,000	106,000	101,000	87,000	36,000	**558,000**
9 am to Noon	50,000	87,000	77,000	85,000	88,000	96,000	89,000	**571,000**
Noon to 3 pm	75,000	120,000	115,000	109,000	113,000	141,000	107,000	**781,000**
3 pm to 6 pm	92,000	158,000	167,000	160,000	173,000	197,000	101,000	**1,049,000**
6 pm to 9 pm	70,000	89,000	89,000	78,000	86,000	106,000	93,000	**611,000**
9 pm to Midnight	43,000	34,000	44,000	47,000	53,000	64,000	76,000	**362,000**
Total	**433,000**	**625,000**	**626,000**	**618,000**	**654,000**	**731,000**	**586,000**	**4,275,000**
All Crashes								
Midnight to 3 am	76,000	32,000	26,000	28,000	32,000	37,000	79,000	**308,000**
3 am to 6 am	39,000	24,000	19,000	18,000	25,000	24,000	45,000	**193,000**
6 am to 9 am	38,000	128,000	140,000	146,000	137,000	122,000	52,000	**763,000**
9 am to Noon	75,000	118,000	108,000	119,000	124,000	130,000	122,000	**795,000**
Noon to 3 pm	112,000	164,000	159,000	155,000	164,000	197,000	159,000	**1,111,000**
3 pm to 6 pm	134,000	224,000	230,000	223,000	236,000	275,000	150,000	**1,471,000**
6 pm to 9 pm	104,000	126,000	126,000	114,000	118,000	151,000	127,000	**867,000**
9 pm to Midnight	62,000	52,000	60,000	66,000	74,000	93,000	107,000	**515,000**
Total	**640,000**	**868,000**	**867,000**	**869,000**	**910,000**	**1,029,000**	**841,000**	**6,024,000**

Figure 11

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

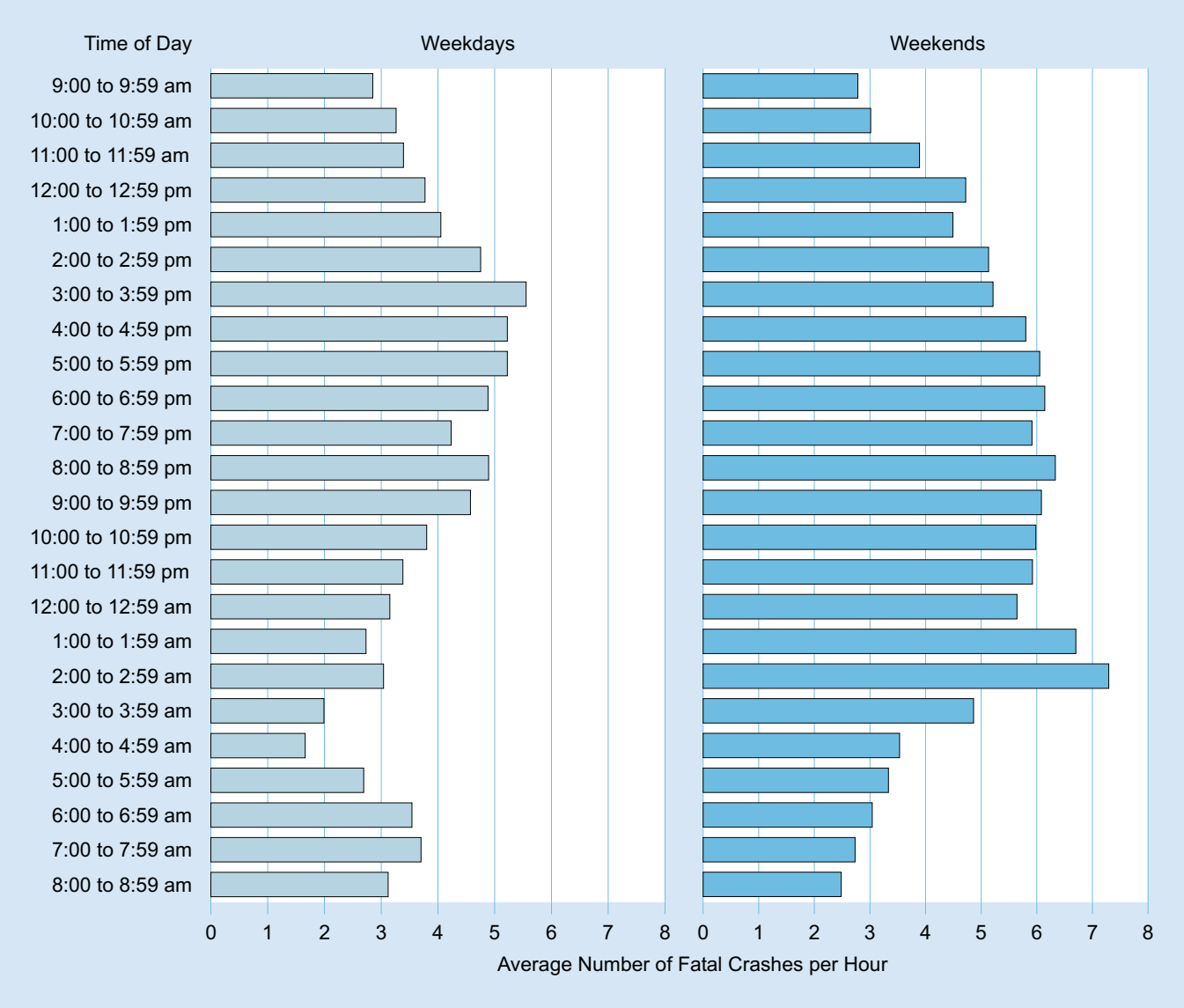


Table 25

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	16,383	5,618	9,915	1,272	**33,265**
Rain	1,052	457	782	89	**2,390**
Snow/Sleet	418	74	272	38	**806**
Other	144	68	262	52	**528**
Unknown	66	26	60	4	**259**
Total	**18,063**	**6,243**	**11,291**	**1,455**	***37,248**
Injury Crashes					
Normal	1,063,000	239,000	148,000	51,000	**1,502,000**
Rain	84,000	34,000	19,000	7,000	**144,000**
Snow/Sleet	28,000	7,000	7,000	2,000	**45,000**
Other	11,000	2,000	6,000	1,000	**20,000**
Total	**1,186,000**	**283,000**	**181,000**	**61,000**	**1,711,000**
Property-Damage-Only Crashes					
Normal	2,592,000	532,000	416,000	129,000	**3,669,000**
Rain	229,000	77,000	50,000	18,000	**375,000**
Snow/Sleet	97,000	32,000	33,000	9,000	**171,000**
Other	31,000	9,000	17,000	2,000	**60,000**
Total	**2,949,000**	**651,000**	**517,000**	**158,000**	**4,275,000**
All Crashes					
Normal	3,672,000	776,000	575,000	181,000	**5,204,000**
Rain	314,000	112,000	70,000	25,000	**521,000**
Snow/Sleet	125,000	40,000	41,000	12,000	**217,000**
Other	42,000	12,000	24,000	3,000	**81,000**
Total	**4,153,000**	**940,000**	**709,000**	**221,000**	**6,024,000**

*Includes 196 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	9,525	85.3	6,240	55.8	144	3.0	19	0.4
11 to 20	1,004	9.0	3,543	31.7	703	14.6	186	4.0
21 to 30	297	2.7	960	8.6	1,186	24.6	463	9.9
31 to 40	133	1.2	289	2.6	1,019	21.2	737	15.8
41 to 50	53	0.5	85	0.8	691	14.3	841	18.0
51 to 60	53	0.5	24	0.2	450	9.3	781	16.7
61 to 120	106	0.9	34	0.3	624	13.0	1,649	35.3
Total*	**11,171**	**100.0**	**11,175**	**100.0**	**4,817**	**100.0**	**4,676**	**100.0**
Urban Fatal Crashes								
0 to 10	7,278	93.3	6,223	85.3	211	6.5	45	1.4
11 to 20	346	4.4	861	11.8	939	28.8	370	11.4
21 to 30	82	1.1	153	2.1	1,034	31.8	889	27.4
31 to 40	31	0.4	32	0.4	540	16.6	785	24.2
41 to 50	16	0.2	10	0.1	278	8.5	494	15.2
51 to 60	14	0.2	5	0.1	137	4.2	317	9.8
61 to 120	36	0.5	9	0.1	116	3.6	346	10.7
Total*	**7,803**	**100.0**	**7,293**	**100.0**	**3,255**	**100.0**	**3,246**	**100.0**

*Includes crashes for which both times were known.

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	6,246	12,090	2,470	946	302	**22,054**
Multiple Vehicle	14,461	286	240	178	29	**15,194**
Total	**20,707**	**12,376**	**2,710**	**1,124**	**331**	**37,248**
Injury Crashes						
Single Vehicle	160,000	307,000	14,000	50,000	32,000	**562,000**
Multiple Vehicle	1,134,000	6,000	1,000	6,000	1,000	**1,149,000**
Total	**1,294,000**	**312,000**	**15,000**	**56,000**	**33,000**	**1,711,000**
Property-Damage-Only Crashes						
Single Vehicle	329,000	579,000	36,000	86,000	307,000	**1,337,000**
Multiple Vehicle	2,906,000	8,000	4,000	11,000	9,000	**2,938,000**
Total	**3,234,000**	**588,000**	**40,000**	**97,000**	**316,000**	**4,275,000**
All Crashes						
Single Vehicle	495,000	898,000	53,000	137,000	339,000	**1,921,000**
Multiple Vehicle	4,054,000	15,000	6,000	18,000	10,000	**4,102,000**
Total	**4,549,000**	**913,000**	**59,000**	**154,000**	**349,000**	**6,024,000**

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	25,040	86	213	1,533	**26,872**
Junction:					
Intersection	1,708	2,257	2,533	253	**6,751**
Intersection Related	562	524	285	80	**1,451**
Other/Unknown	1,731	55	71	317	**2,174**
Total	**29,041**	**2,922**	**3,102**	**2,183**	**37,248**
Injury Crashes					
Nonjunction	651,000	3,000	*	78,000	**732,000**
Junction:					
Intersection	79,000	225,000	147,000	19,000	**469,000**
Intersection Related	75,000	170,000	36,000	17,000	**298,000**
Other/Unknown	164,000	12,000	11,000	25,000	**212,000**
Total	**969,000**	**409,000**	**194,000**	**139,000**	**1,711,000**
Property-Damage-Only Crashes					
Nonjunction	1,805,000	6,000	*	190,000	**2,002,000**
Junction:					
Intersection	135,000	322,000	263,000	40,000	**759,000**
Intersection Related	195,000	485,000	113,000	65,000	**858,000**
Other/Unknown	492,000	47,000	36,000	82,000	**657,000**
Total	**2,628,000**	**859,000**	**412,000**	**377,000**	**4,275,000**
All Crashes					
Nonjunction	2,481,000	9,000	1,000	270,000	**2,760,000**
Junction:					
Intersection	215,000	549,000	412,000	59,000	**1,235,000**
Intersection Related	272,000	655,000	149,000	82,000	**1,158,000**
Other/Unknown	658,000	59,000	47,000	108,000	**871,000**
Total	**3,626,000**	**1,271,000**	**609,000**	**518,000**	**6,024,000**

*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	2,829	12.8	1,013	6.7	**3,842**	**10.3**
35 or 40 mph	3,992	18.1	2,439	16.1	**6,431**	**17.3**
45 or 50 mph	3,941	17.9	3,279	21.6	**7,220**	**19.4**
55 mph	6,050	27.4	4,912	32.3	**10,962**	**29.4**
60 mph or higher	4,356	19.8	3,281	21.6	**7,637**	**20.5**
No Statutory Limit	98	0.4	18	0.1	**116**	**0.3**
Unknown	788	3.6	252	1.7	**1,040**	**2.8**
Total	**22,054**	**100.0**	**15,194**	**100.0**	**37,248**	**100.0**
Injury Crashes						
30 mph or less	151,000	26.9	208,000	18.1	**359,000**	**21.0**
35 or 40 mph	126,000	22.4	434,000	37.8	**560,000**	**32.7**
45 or 50 mph	94,000	16.8	288,000	25.0	**382,000**	**22.3**
55 mph	101,000	18.0	117,000	10.2	**219,000**	**12.8**
60 mph or higher	83,000	14.8	96,000	8.3	**179,000**	**10.4**
No Statutory Limit	6,000	1.1	6,000	0.5	**13,000**	**0.7**
Total	**562,000**	**100.0**	**1,149,000**	**100.0**	**1,711,000**	**100.0**
Property-Damage-Only Crashes						
30 mph or less	431,000	32.2	711,000	24.2	**1,142,000**	**26.7**
35 or 40 mph	240,000	17.9	1,006,000	34.2	**1,246,000**	**29.1**
45 or 50 mph	171,000	12.8	689,000	23.4	**859,000**	**20.1**
55 mph	275,000	20.6	239,000	8.1	**513,000**	**12.0**
60 mph or higher	188,000	14.1	257,000	8.8	**445,000**	**10.4**
No Statutory Limit	32,000	2.4	36,000	1.2	**69,000**	**1.6**
Total	**1,337,000**	**100.0**	**2,938,000**	**100.0**	**4,275,000**	**100.0**
All Crashes						
30 mph or less	585,000	30.4	921,000	22.4	**1,505,000**	**25.0**
35 or 40 mph	370,000	19.2	1,442,000	35.2	**1,812,000**	**30.1**
45 or 50 mph	269,000	14.0	980,000	23.9	**1,249,000**	**20.7**
55 mph	382,000	19.9	361,000	8.8	**743,000**	**12.3**
60 mph or higher	276,000	14.4	356,000	8.7	**632,000**	**10.5**
No Statutory Limit	39,000	2.0	43,000	1.0	**82,000**	**1.4**
Total	**1,921,000**	**100.0**	**4,102,000**	**100.0**	**6,024,000**	**100.0**

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	920	23.9	2,832	73.7	90	2.3	**3,842**	**100.0**
35 or 40 mph	1,903	29.6	4,440	69.0	88	1.4	**6,431**	**100.0**
45 or 50 mph	3,365	46.6	3,737	51.8	118	1.6	**7,220**	**100.0**
55 mph	8,600	78.5	2,112	19.3	250	2.3	**10,962**	**100.0**
60 mph or higher	5,075	66.5	2,478	32.4	84	1.1	**7,637**	**100.0**
No Statutory Limit	89	76.7	26	22.4	1	0.9	**116**	**100.0**
Unknown	395	38.0	626	60.2	19	1.8	**1,040**	**100.0**
Total	**20,347**	**54.6**	**16,251**	**43.6**	**650**	**1.7**	**37,248**	**100.0**

Figure 12

Percent of Fatal Crashes, by Speed Limit and Land Use

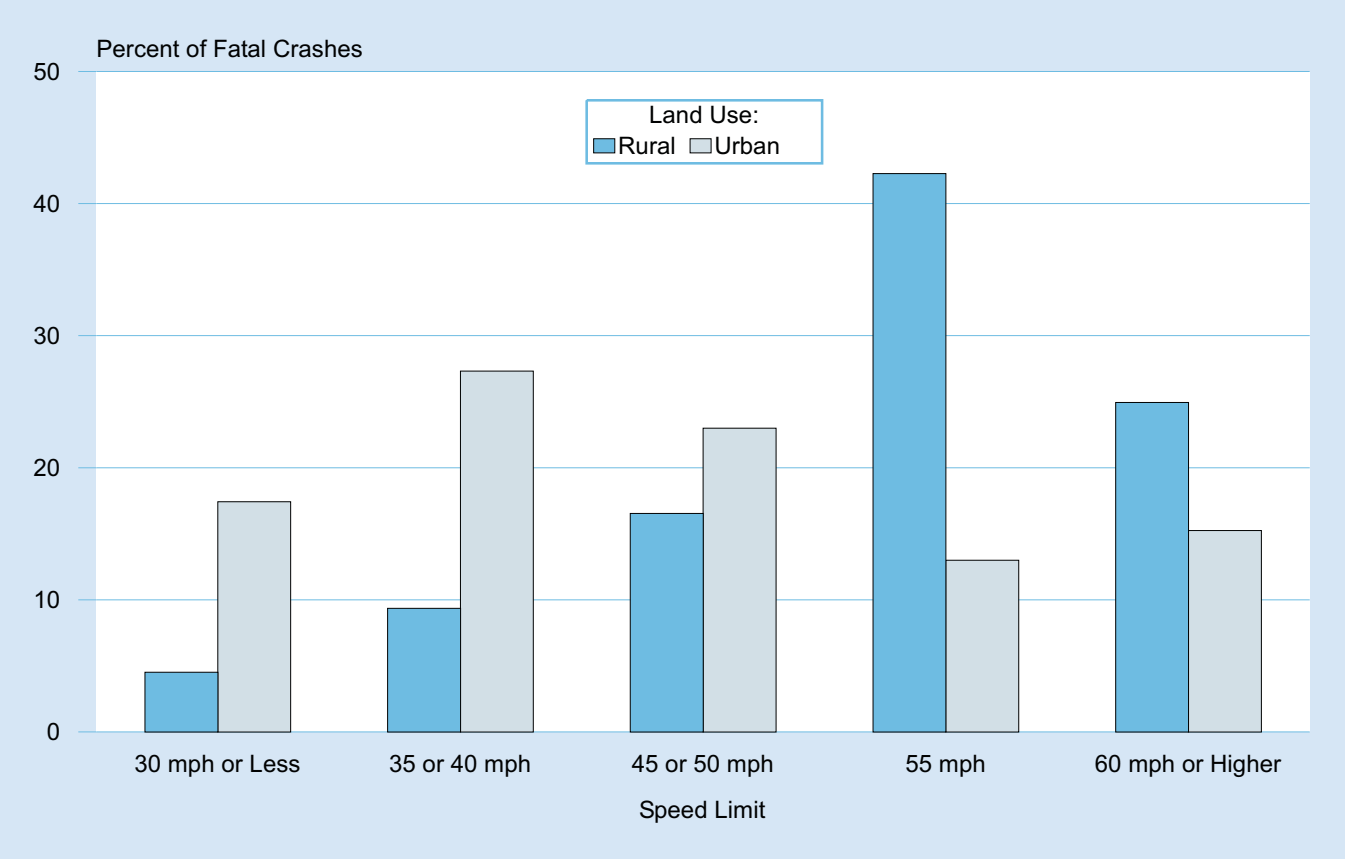


Table 31

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	11	41	66	410	**528**
Two Lanes	21,433	6,095	145	135	**27,808**
Three Lanes	344	2,207	78	33	**2,662**
Four Lanes	2,362	2,074	14	15	**4,465**
More Than Four	478	761	13	5	**1,257**
Unknown	122	72	12	322	**528**
Total	**24,750**	**11,250**	**328**	**920**	**37,248**
Injury Crashes					
One Lane	1,000	7,000	28,000	3,000	**40,000**
Two Lanes	536,000	168,000	16,000	21,000	**741,000**
Three Lanes	61,000	144,000	12,000	4,000	**222,000**
Four Lanes	98,000	82,000	4,000	8,000	**192,000**
More Than Four	169,000	33,000	2,000	4,000	**208,000**
Unknown	80,000	24,000	5,000	201,000	**310,000**
Total	**944,000**	**459,000**	**67,000**	**241,000**	**1,711,000**
Property-Damage-Only Crashes					
One Lane	6,000	15,000	101,000	2,000	**124,000**
Two Lanes	1,255,000	390,000	45,000	46,000	**1,736,000**
Three Lanes	139,000	298,000	30,000	16,000	**483,000**
Four Lanes	235,000	149,000	14,000	12,000	**411,000**
More Than Four	368,000	86,000	4,000	9,000	**467,000**
Unknown	240,000	88,000	18,000	708,000	**1,054,000**
Total	**2,244,000**	**1,026,000**	**212,000**	**793,000**	**4,275,000**
All Crashes					
One Lane	8,000	22,000	130,000	5,000	**164,000**
Two Lanes	1,813,000	564,000	61,000	67,000	**2,505,000**
Three Lanes	201,000	445,000	42,000	20,000	**708,000**
Four Lanes	335,000	234,000	19,000	20,000	**607,000**
More Than Four	537,000	120,000	6,000	13,000	**676,000**
Unknown	320,000	113,000	23,000	909,000	**1,364,000**
Total	**3,213,000**	**1,497,000**	**280,000**	**1,035,000**	**6,024,000**

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	7,185	19.3	512,000	29.9	1,079,000	25.2	**1,598,000**	**26.5**
Rear End	2,093	5.6	485,000	28.4	1,332,000	31.1	**1,819,000**	**30.2**
Sideswipe	870	2.3	64,000	3.8	411,000	9.6	**477,000**	**7.9**
Head On	3,786	10.2	69,000	4.0	72,000	1.7	**145,000**	**2.4**
Other/Unknown	135	0.4	2,000	0.1	21,000	0.5	**23,000**	**0.4**
Subtotal	*14,069*	*37.8*	*1,133,000*	*66.2*	*2,915,000*	*68.2*	***4,062,000***	***67.4***
Collision with Fixed Object:								
Pole/Post	1,814	4.9	66,000	3.8	151,000	3.5	**218,000**	**3.6**
Culvert/Curb/Ditch	2,803	7.5	59,000	3.5	129,000	3.0	**191,000**	**3.2**
Shrubbery/Tree	3,029	8.1	59,000	3.4	72,000	1.7	**134,000**	**2.2**
Guard Rail	1,154	3.1	34,000	2.0	79,000	1.8	**114,000**	**1.9**
Embankment	1,392	3.7	25,000	1.5	31,000	0.7	**57,000**	**0.9**
Bridge	267	0.7	6,000	0.4	10,000	0.2	**16,000**	**0.3**
Other/Unknown	1,896	5.1	69,000	4.0	172,000	4.0	**243,000**	**4.0**
Subtotal	*12,355*	*33.2*	*318,000*	*18.6*	*642,000*	*15.0*	***973,000***	***16.1***
Collision with Object Not Fixed:								
Parked Motor Vehicle	396	1.1	34,000	2.0	336,000	7.9	**370,000**	**6.1**
Animal	215	0.6	13,000	0.8	256,000	6.0	**270,000**	**4.5**
Pedestrian	4,313	11.6	64,000	3.7	3,000	0.1	**71,000**	**1.2**
Pedalcyclist	694	1.9	43,000	2.5	6,000	0.1	**50,000**	**0.8**
Train	169	0.5	*	*	1,000	*	**2,000**	*
Other/Unknown	306	0.8	10,000	0.6	39,000	0.9	**50,000**	**0.8**
Subtotal	*6,093*	*16.4*	*164,000*	*9.6*	*641,000*	*15.0*	***811,000***	***13.5***
Noncollision:								
Rollover	4,170	11.2	89,000	5.2	50,000	1.2	**143,000**	**2.4**
Other/Unknown	522	1.4	7,000	0.4	28,000	0.6	**35,000**	**0.6**
Subtotal	*4,692*	*12.6*	*96,000*	*5.6*	*77,000*	*1.8*	***178,000***	***3.0***
Total	****37,248**	**100.0**	**1,711,000**	**100.0**	**4,275,000**	**100.0**	**6,024,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 39 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 = 12,791)						
Passenger Car	1,882	4,016	1,297	983	83	126
Light Truck		1,525	1,062	1,099	43	141
Large Truck			116	180	6	33
Motorcycle				89	18	52
Bus					1	4
Other/Unknown						35
Injury Crashes (Total = 984,000)						
Passenger Car	321,000	412,000	31,000	23,000	5,000	3,000
Light Truck		144,000	17,000	17,000	2,000	2,000
Large Truck			2,000	1,000	*	*
Motorcycle				2,000	*	*
Property-Damage-Only Crashes (Total =2,748,000)						
Passenger Car	816,000	1,217,000	114,000	7,000	21,000	3,000
Light Truck		456,000	74,000	5,000	11,000	3,000
Large Truck			14,000	*	3,000	*

*Less than 500.

Table 34

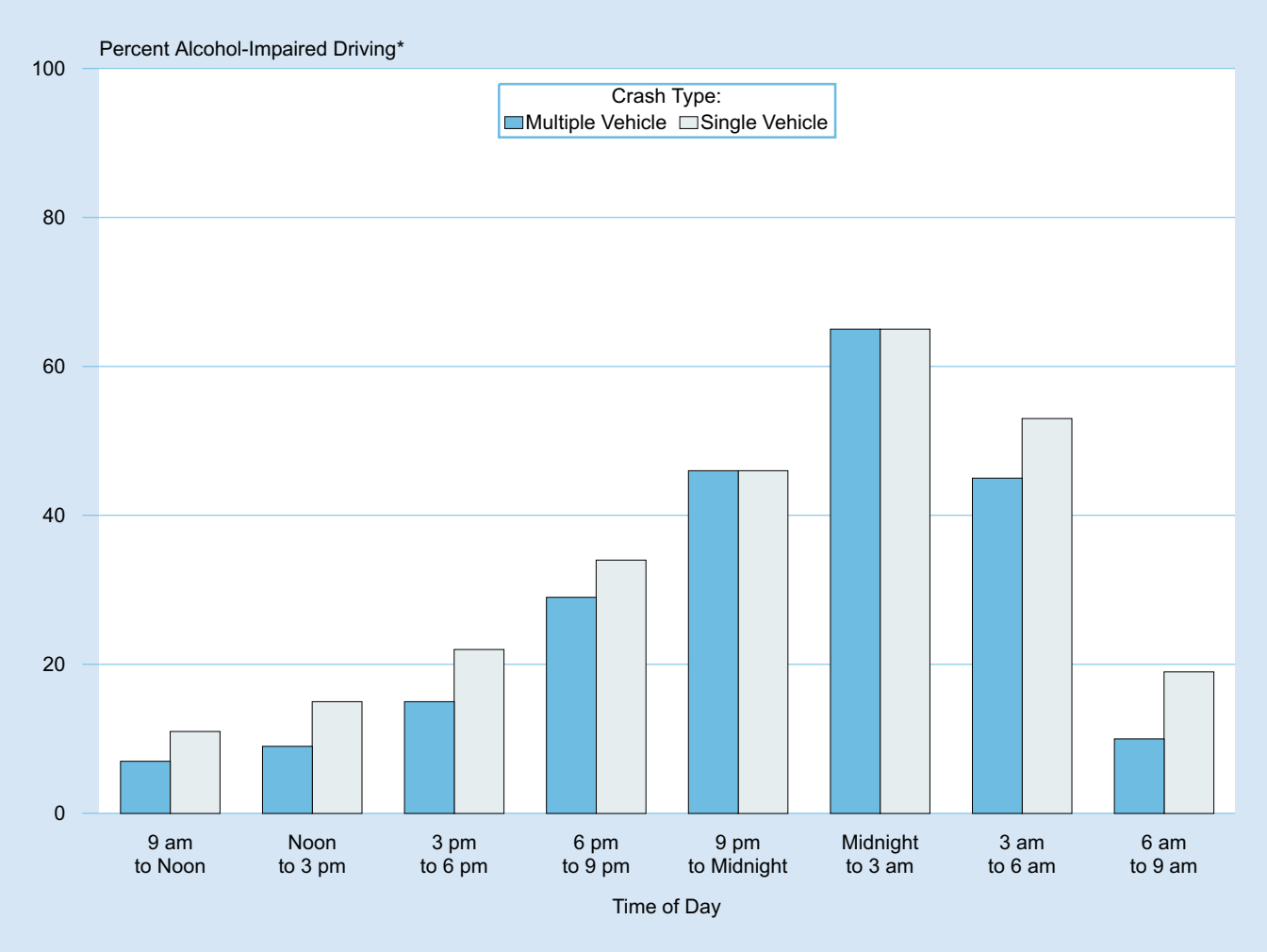
Fatal Crashes and Percent Alcohol-Impaired Driving, by Time of Day and Crash Type

	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
Time of Day	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*
Midnight to 3 am	3,833	2,496	65	1,104	717	65	**4,937**	**3,213**	**65**
3 am to 6 am	2,321	1,221	53	837	379	45	**3,158**	**1,600**	**51**
6 am to 9 am	1,850	343	19	1,710	177	10	**3,560**	**520**	**15**
9 am to Noon	1,603	182	11	1,885	132	7	**3,488**	**314**	**9**
Noon to 3 pm	2,238	332	15	2,535	235	9	**4,773**	**567**	**12**
3 pm to 6 pm	2,838	635	22	3,109	459	15	**5,947**	**1,094**	**18**
6 pm to 9 pm	3,526	1,189	34	2,269	668	29	**5,795**	**1,858**	**32**
9 pm to Midnight	3,540	1,616	46	1,720	796	46	**5,260**	**2,412**	**46**
Unknown	305	168	55	25	8	33	**330**	**176**	**53**
Total	**22,054**	**8,182**	**37**	**15,194**	**3,572**	**24**	37,248	11,754	32

*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater.

Figure 13

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



*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater.

Chapter 3

VEHICLES

CHAPTER 3 ■ VEHICLES

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

- More than 94 percent of the 10.6 million vehicles involved in motor vehicle crashes in 2007 were passenger cars or light trucks.
- Large trucks accounted for 8 percent of the vehicles in fatal crashes, but only 3 percent of the vehicles involved in injury crashes and 5 percent of the vehicles involved in property-damage-only crashes. Of the 4,584 large trucks involved in fatal crashes, 74 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal crashes (21.5 percent) was nearly 4 times as high as the proportion in injury crashes (5.8 percent) and nearly 17 times as high as the proportion in property-damage-only crashes (1.3 percent).
- Compared with other vehicle types, utility vehicles experienced the highest rollover rates in fatal crashes (33.7 percent) and in injury crashes (10.2 percent). Large trucks, pickups, and utility vehicles experienced the highest rollover rates in property-damage-only crashes (2.2 percent).
- Fires occurred in 0.1 percent of the vehicles involved in all traffic crashes in 2007. 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 lane for property-damage-only crashes.
- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (25.2 percent), and large trucks in fatal crashes had the lowest proportion (3.5 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	22,716	40.6	1,708,000	55.8	4,014,000	54.0	**5,745,000**	**54.5**
Light Truck	21,686	38.8	1,163,000	37.9	3,007,000	40.5	**4,192,000**	**39.7**
Large Truck	4,584	8.2	76,000	2.5	333,000	4.5	**413,000**	**3.9**
Motorcycle	5,286	9.5	98,000	3.2	20,000	0.3	**123,000**	**1.2**
Bus	278	0.5	11,000	0.3	46,000	0.6	**57,000**	**0.5**
Other	661	1.2	9,000	0.3	11,000	0.1	**20,000**	**0.2**
Total	***55,926**	**100.0**	**3,064,000**	**100.0**	**7,431,000**	**100.0**	**10,551,000**	**100.0**

*Includes 715 vehicles of unknown type involved in fatal crashes.

Figure 14

Proportion of Vehicles Involved in Traffic Crashes

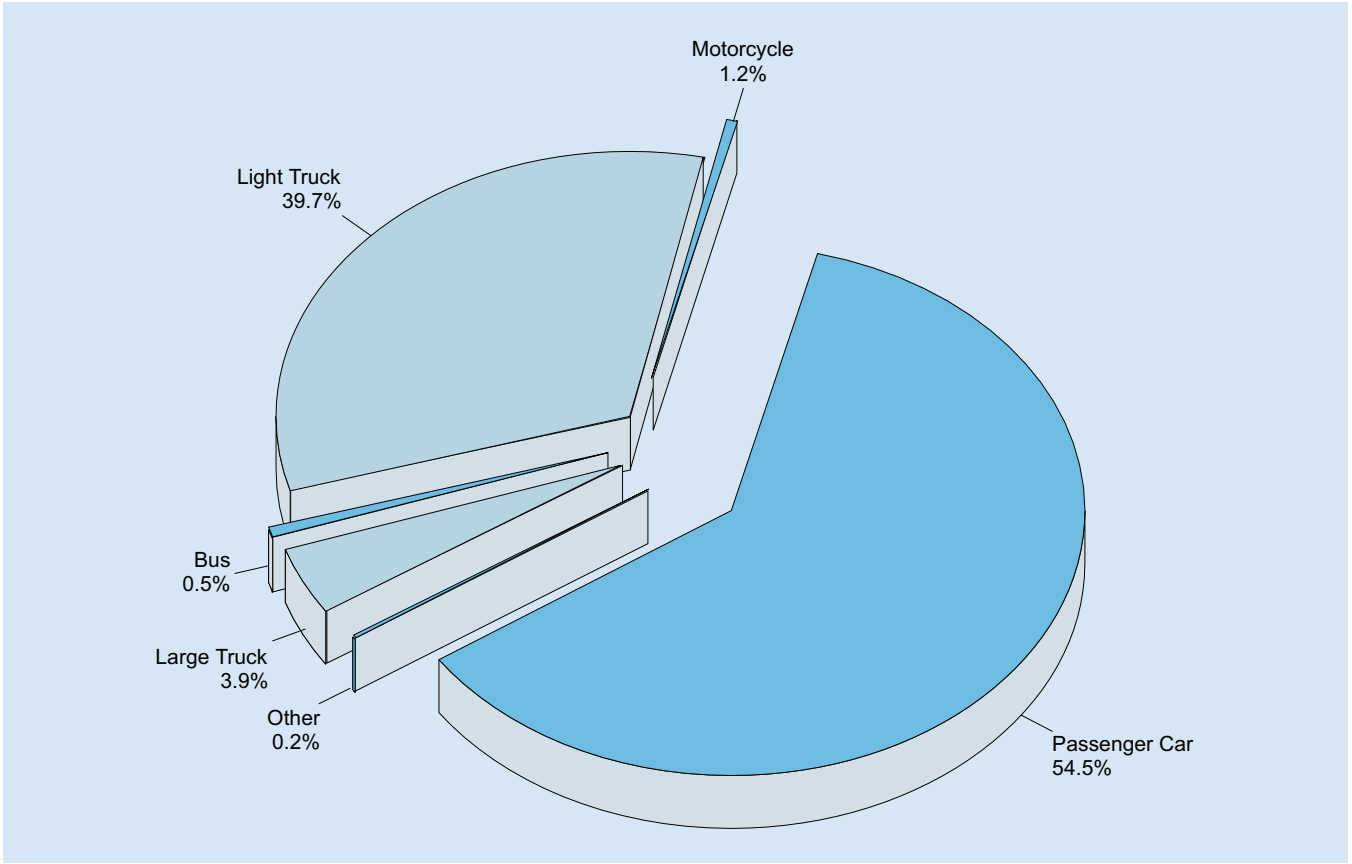


Table 36
Vehicles Involved in Fatal Crashes by Body Type

Body Type	Number	Percent
Passenger Cars	**22,716**	**40.6**
Convertible	463	0.8
2 Door Sedan, Hardtop, Coupe	3,977	7.1
3 Door/2 Door Hatchback	924	1.7
4 Door Sedan Hardtop	15,893	28.4
5 Door/4 Door Hatchback	253	0.5
Station Wagon	909	1.6
Hatchback, Doors Unknown	17	*
Other Auto	50	0.1
Unknown Auto	203	0.4
Auto-Based Pickup	26	*
Auto-Based Panel Truck	1	*
Light Trucks	**21,686**	**38.8**
Compact Utility	6,059	10.8
Large Utility	1,716	3.1
Utility Station Wagon	370	0.7
Utility, Unknown Body Type	7	*
Minivan	2,308	4.1
Large Van	856	1.5
Step Van	43	0.1
Unknown Van Type	12	*
Compact Pickup	3,001	5.4
Standard Pickup	7,196	12.9
Pickup with Camper	35	0.1
Unknown Pickup Style Truck	30	0.1
Cab Chassis-Based Light Truck	46	0.1
Truck-Based Panel Truck	1	*
Unknown Light Vehicle Type	6	*
Large Trucks	**4,584**	**8.2**
Step Van	26	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	206	0.4
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	256	0.5
Single Unit Heavy Truck (GVWR > 26,000 lb)	812	1.5
Single Unit Truck, Unknown GVWR	9	*
Truck Tractor	3,167	5.7
Medium/Heavy Pickup (Ford Super Duty 450/550)	80	0.1
Unknown Heavy Truck (GVWR > 26,000 lb)	2	*
Unknown Large Truck Type	26	*
Motorcycles	**5,286**	**9.5**
Motorcycle	5,104	9.1
Moped	45	0.1
Three Wheel Motorcycle or Moped	4	*
Off-Road Motorcycle (Two Wheel)	66	0.1
Other Motorcycle/Minibike	55	0.1
Unknown Motorcycle	12	*
Buses	**278**	**0.5**
School Bus	107	0.2
Cross Country/Intercity Bus	35	0.1
Transit Bus	113	0.2
Other Bus	15	*
Unknown Bus	8	*
Other Vehicles	**661**	**1.2**
Large Limousine	6	*
Light Truck-Based Motorhome	6	*
Medium/Heavy Truck-Based Motorhome	22	*
Unknown Truck Camper/Motorhome	26	*
All Terrain Vehicle	386	0.7
Snowmobile	41	0.1
Farm Equipment Except Trucks	102	0.2
Construction Equipment Except Trucks	20	*
Other Vehicle	52	0.1
Unknown Body Type	**715**	**1.3**
Total	**55,926**	**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	3,809	16.8	18,907	83.2	**22,716**	**100.0**
Light Truck						
Pickup	2,831	27.6	7,431	72.4	**10,262**	**100.0**
Utility	2,750	33.7	5,402	66.3	**8,152**	**100.0**
Van	552	17.1	2,667	82.9	**3,219**	**100.0**
Other	8	15.1	45	84.9	**53**	**100.0**
Large Truck	638	13.9	3,946	86.1	**4,584**	**100.0**
Bus	15	5.4	263	94.6	**278**	**100.0**
Other/Unknown	264	19.2	1,112	80.8	**1,376**	**100.0**
Total*	**10,867**	**21.5**	**39,773**	**78.5**	**50,640**	**100.0**
Injury Crashes						
Passenger Car	66,000	3.8	1,643,000	96.2	**1,708,000**	**100.0**
Light Truck						
Pickup	36,000	8.6	382,000	91.4	**418,000**	**100.0**
Utility	51,000	10.2	452,000	89.8	**503,000**	**100.0**
Van	8,000	3.9	209,000	96.1	**217,000**	**100.0**
Other	1,000	4.2	23,000	95.8	**24,000**	**100.0**
Large Truck	7,000	8.9	69,000	91.1	**76,000**	**100.0**
Bus	**	1.0	11,000	99.0	**11,000**	**100.0**
Other/Unknown	3,000	29.4	6,000	70.6	**9,000**	**100.0**
Total*	**172,000**	**5.8**	**2,794,000**	**94.2**	**2,966,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	35,000	0.9	3,979,000	99.1	**4,014,000**	**100.0**
Light Truck						
Pickup	25,000	2.2	1,107,000	97.8	**1,132,000**	**100.0**
Utility	28,000	2.2	1,234,000	97.8	**1,262,000**	**100.0**
Van	4,000	0.7	535,000	99.3	**539,000**	**100.0**
Other	**	0.1	74,000	99.9	**74,000**	**100.0**
Large Truck	7,000	2.2	326,000	97.8	**333,000**	**100.0**
Bus	**	**	46,000	100.0	**46,000**	**100.0**
Other/Unknown	**	3.2	10,000	96.8	**11,000**	**100.0**
Total*	**99,000**	**1.3**	**7,312,000**	**98.7**	**7,411,000**	**100.0**
All Crashes						
Passenger Car	105,000	1.8	5,641,000	98.2	**5,745,000**	**100.0**
Light Truck						
Pickup	64,000	4.1	1,497,000	95.9	**1,560,000**	**100.0**
Utility	82,000	4.6	1,691,000	95.4	**1,774,000**	**100.0**
Van	13,000	1.7	747,000	98.3	**760,000**	**100.0**
Other	1,000	1.2	97,000	98.8	**98,000**	**100.0**
Large Truck	15,000	3.5	399,000	96.5	**413,000**	**100.0**
Bus	**	0.2	57,000	99.8	**57,000**	**100.0**
Other/Unknown	3,000	15.1	17,000	84.9	**21,000**	**100.0**
Total*	**282,000**	**2.7**	**10,146,000**	**97.3**	**10,428,000**	**100.0**

*Excludes motorcycles.

**Less than 500 or less than 0.05 percent.

Figure 15

Percent Rollover Occurrence, by Vehicle Type and Crash Severity

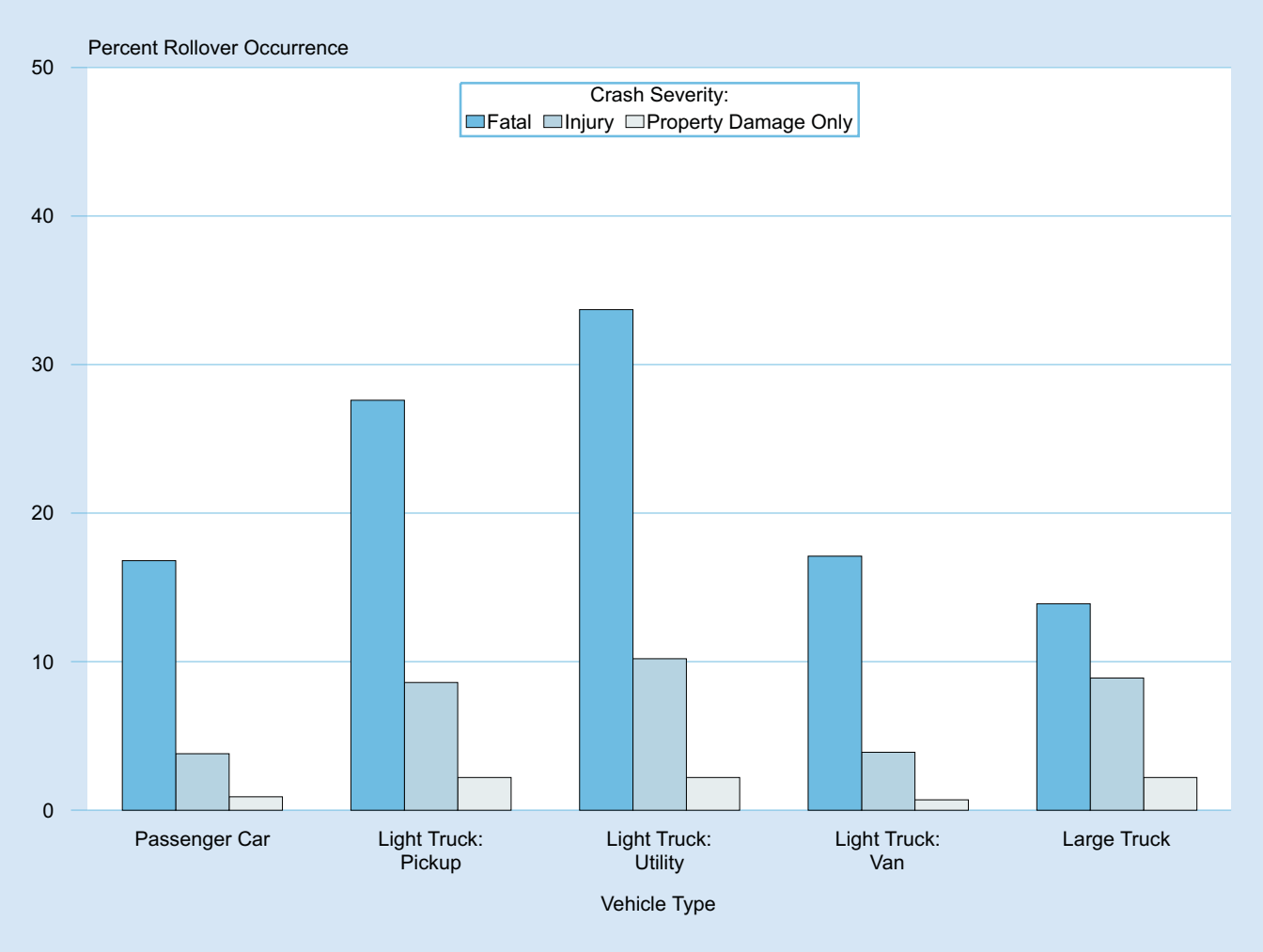


Table 38

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	662	2.9	22,054	97.1	**22,716**	**100.0**
Light Truck	606	2.8	21,080	97.2	**21,686**	**100.0**
Large Truck	293	6.4	4,291	93.6	**4,584**	**100.0**
Motorcycle	77	1.5	5,209	98.5	**5,286**	**100.0**
Bus	4	1.4	274	98.6	**278**	**100.0**
Other/Unknown	14	1.0	1,362	99.0	**1,376**	**100.0**
Total	**1,656**	**3.0**	**54,270**	**97.0**	**55,926**	**100.0**
Injury Crashes						
Passenger Car	2,000	0.1	1,706,000	99.9	**1,708,000**	**100.0**
Light Truck	2,000	0.2	1,160,000	99.8	**1,163,000**	**100.0**
Large Truck	*	0.3	76,000	99.7	**76,000**	**100.0**
Motorcycle	*	0.3	98,000	99.7	**98,000**	**100.0**
Bus	*	*	11,000	100.0	**11,000**	**100.0**
Other/Unknown	*	*	9,000	100.0	**9,000**	**100.0**
Total	**5,000**	**0.2**	**3,059,000**	**99.8**	**3,064,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	3,000	0.1	4,011,000	99.9	**4,014,000**	**100.0**
Light Truck	2,000	0.1	3,005,000	99.9	**3,007,000**	**100.0**
Large Truck	1,000	0.2	332,000	99.8	**333,000**	**100.0**
Motorcycle	*	1.2	20,000	98.8	**20,000**	**100.0**
Bus	*	*	46,000	100.0	**46,000**	**100.0**
Other/Unknown	*	2.0	10,000	98.0	**11,000**	**100.0**
Total	**7,000**	**0.1**	**7,424,000**	**99.9**	**7,431,000**	**100.0**
All Crashes						
Passenger Car	6,000	0.1	5,739,000	99.9	**5,745,000**	**100.0**
Light Truck	5,000	0.1	4,187,000	99.9	**4,192,000**	**100.0**
Large Truck	1,000	0.3	412,000	99.7	**413,000**	**100.0**
Motorcycle	1,000	0.5	123,000	99.5	**123,000**	**100.0**
Bus	*	*	57,000	100.0	**57,000**	**100.0**
Other/Unknown	*	1.1	20,000	98.9	**21,000**	**100.0**
Total	**13,000**	**0.1**	**10,538,000**	**99.9**	**10,551,000**	**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	32,790	68.8	1,514,000	60.0	3,576,000	52.5	**5,122,000**	**54.6**
Turning Left	2,819	5.9	234,000	9.3	498,000	7.3	**736,000**	**7.8**
Stopped in Traffic Lane	596	1.3	227,000	9.0	795,000	11.7	**1,023,000**	**10.9**
Turning Right	372	0.8	64,000	2.5	236,000	3.5	**300,000**	**3.2**
Slowed in Traffic Lane	332	0.7	105,000	4.1	366,000	5.4	**471,000**	**5.0**
Merging/Changing Lanes	827	1.7	58,000	2.3	293,000	4.3	**353,000**	**3.8**
Negotiating Curve	7,271	15.3	162,000	6.4	304,000	4.5	**473,000**	**5.0**
Backing Up	134	0.3	12,000	0.5	172,000	2.5	**185,000**	**2.0**
Passing Other Vehicle	953	2.0	24,000	0.9	88,000	1.3	**113,000**	**1.2**
Starting in Traffic Lane	390	0.8	59,000	2.3	161,000	2.4	**220,000**	**2.3**
Leaving Parking Space	22	*	9,000	0.3	75,000	1.1	**84,000**	**0.9**
Making U-Turn	213	0.4	15,000	0.6	39,000	0.6	**54,000**	**0.6**
Entering Parking Space	22	*	2,000	0.1	19,000	0.3	**21,000**	**0.2**
Disabled in Traffic Lane	20	*	2,000	0.1	6,000	0.1	**8,000**	**0.1**
Other Maneuver	594	1.2	37,000	1.5	187,000	2.7	**225,000**	**2.4**
Total	**47,636	**100.0**	**2,525,000**	**100.0**	**6,815,000**	**100.0**	**9,388,000**	**100.0**

*Less than 0.05 percent.

**Includes 281 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	11	1,460	14	2,026	**25**	**3,486**
Other	6	1,740	19	5,173	**25**	**6,913**
Minor Arterial	8	1,728	24	4,099	**32**	**5,827**
Major Collector	10	3,183	13	3,868	**23**	**7,051**
Minor Collector	5	1,010	2	725	**7**	**1,735**
Local Road or Street	1	3,058	2	1,848	**3**	**4,906**
Unknown Rural	0	119	0	41	**0**	**160**
Total	**41**	**12,298**	**74**	**17,780**	**115**	**30,078**
Urban Fatal Crashes						
Principal Arterial						
Interstate	8	1,352	18	2,381	**26**	**3,733**
Freeway/Expressway	2	753	8	1,433	**10**	**2,186**
Other	0	2,275	11	5,189	**11**	**7,464**
Minor Arterial	0	1,771	5	3,304	**5**	**5,075**
Collector	0	865	2	1,064	**2**	**1,929**
Local Road or Street	3	2,351	5	2,101	**8**	**4,452**
Unknown Urban	0	21	0	14	**0**	**35**
Total	**13**	**9,388**	**49**	**15,486**	**62**	**24,874**
All Fatal Crashes						
Principal Arterial						
Interstate	19	2,812	32	4,407	**51**	**7,219**
Freeway/Expressway	2	753	8	1,433	**10**	**2,186**
Other	6	4,015	30	10,362	**36**	**14,377**
Minor Arterial	8	3,499	29	7,403	**37**	**10,902**
Collector	15	5,058	17	5,657	**32**	**10,715**
Local Road or Street	4	5,409	7	3,949	**11**	**9,358**
Unknown Rural	0	119	0	41	**0**	**160**
Unknown Urban	0	21	0	14	**0**	**35**
Unknown Rural or Urban	0	368	1	606	**1**	**974**
Total	**54**	**22,054**	**124**	**33,872**	**178**	**55,926**

Figure 16

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

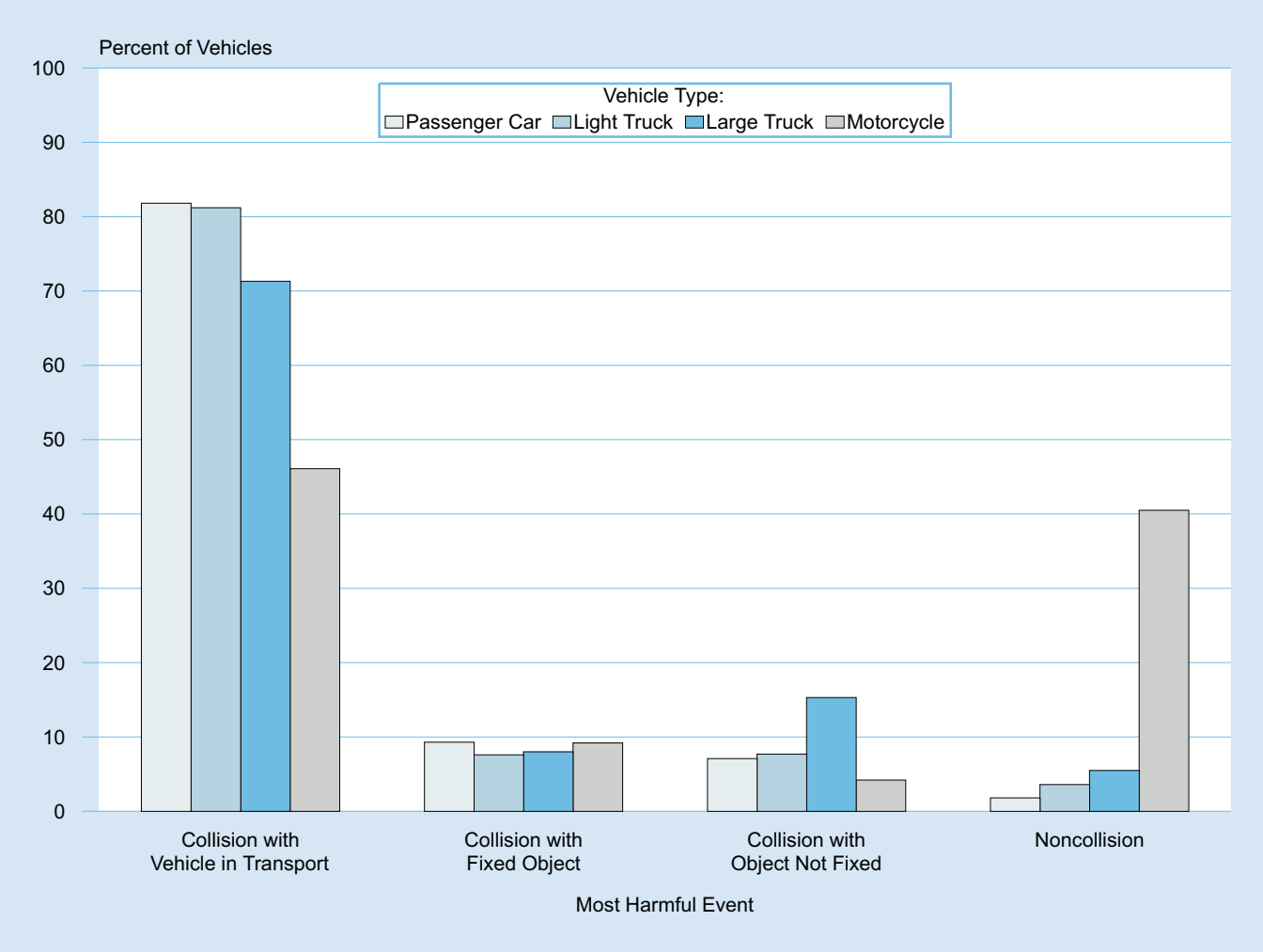
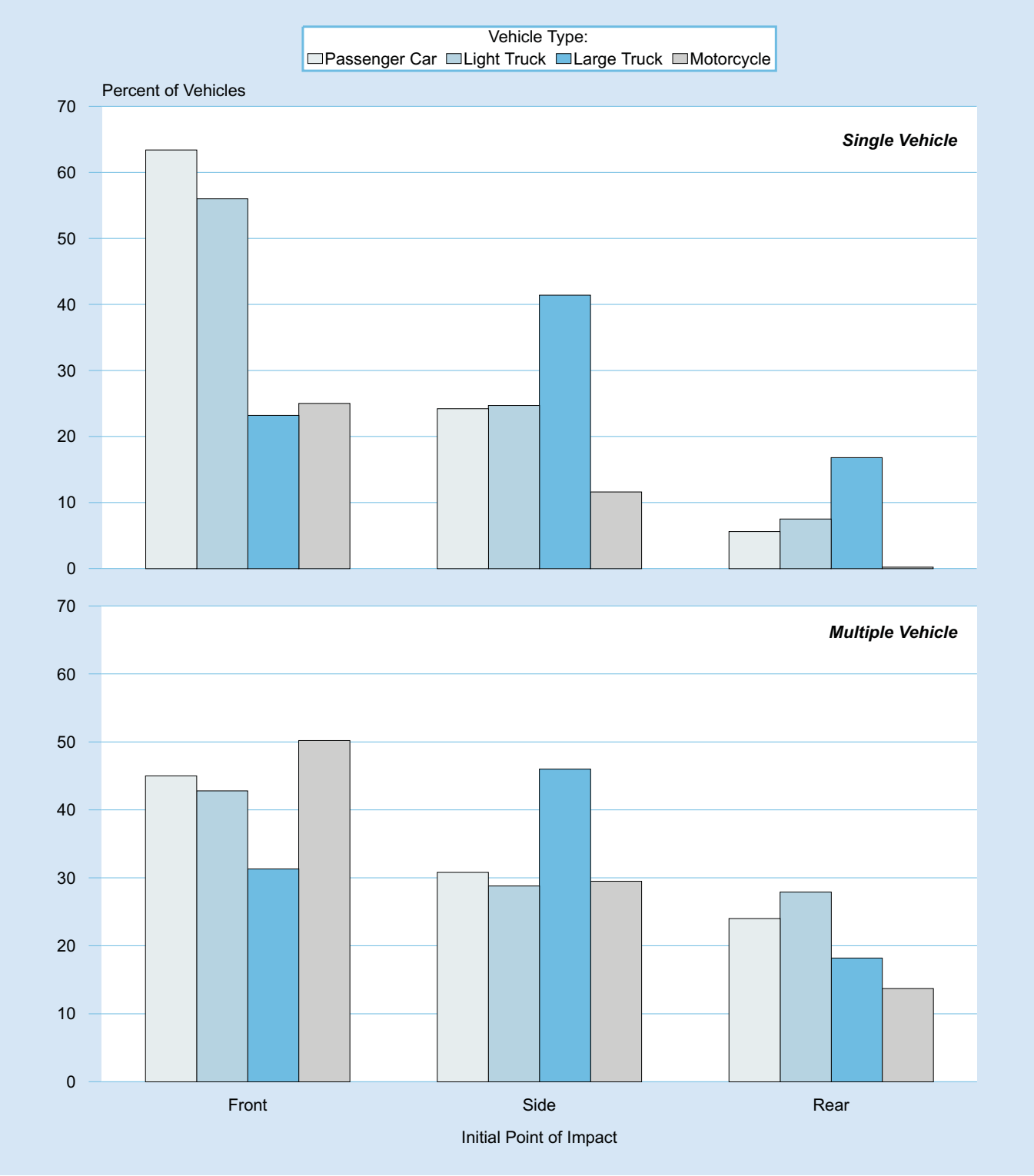


Figure 17

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	7,314	32.2	670,000	39.2	1,444,000	36.0	**2,121,000**	**36.9**
Left Side	2,192	9.6	197,000	11.6	549,000	13.7	**749,000**	**13.0**
Right Side	1,773	7.8	174,000	10.2	515,000	12.8	**691,000**	**12.0**
Rear	1,253	5.5	345,000	20.2	788,000	19.6	**1,134,000**	**19.7**
Other/Unknown	140	0.6	1,000	*	4,000	0.1	**5,000**	**0.1**
Subtotal	*12,672*	*55.8*	*1,388,000*	*81.2*	*3,300,000*	*82.2*	***4,700,000***	***81.8***
Collision with Fixed Object	**4,251**	**18.7**	**160,000**	**9.4**	**370,000**	**9.2**	**534,000**	**9.3**
Collision with Object Not Fixed:								
Nonoccupant	2,304	10.1	70,000	4.1	4,000	0.1	**77,000**	**1.3**
Other	484	2.1	32,000	1.9	301,000	7.5	**333,000**	**5.8**
Subtotal	*2,788*	*12.3*	*102,000*	*5.9*	*305,000*	*7.6*	***409,000***	***7.1***
Noncollision	**2,992**	**13.2**	**59,000**	**3.5**	**40,000**	**1.0**	**102,000**	**1.8**
Total	****22,716**	**100.0**	**1,708,000**	**100.0**	**4,014,000**	**100.0**	**5,745,000**	**100.0**

*Less than 0.05 percent.

**Includes 13 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	5,801	64.9	195,000	65.8	431,000	62.4	**633,000**	**63.4**
Left Side	856	9.6	31,000	10.5	64,000	9.3	**97,000**	**9.7**
Right Side	762	8.5	39,000	13.2	105,000	15.2	**145,000**	**14.6**
Rear	232	2.6	6,000	2.1	49,000	7.1	**56,000**	**5.6**
Noncollision	562	6.3	20,000	6.8	22,000	3.1	**42,000**	**4.2**
Other/Unknown	719	8.0	5,000	1.6	20,000	2.9	**25,000**	**2.5**
Total	**8,932**	**100.0**	**297,000**	**100.0**	**692,000**	**100.0**	**998,000**	**100.0**
Multiple-Vehicle Crashes								
Front	7,914	57.4	678,000	48.1	1,452,000	43.7	**2,138,000**	**45.1**
Left Side	2,305	16.7	204,000	14.4	555,000	16.7	**760,000**	**16.0**
Right Side	1,869	13.6	181,000	12.8	520,000	15.7	**703,000**	**14.8**
Rear	1,376	10.0	348,000	24.7	790,000	23.8	**1,140,000**	**24.0**
Noncollision	49	0.4	*	*	*	*	**1,000**	*
Other/Unknown	271	2.0	1,000	*	5,000	0.1	**6,000**	**0.1**
Total	**13,784**	**100.0**	**1,412,000**	**100.0**	**3,323,000**	**100.0**	**4,748,000**	**100.0**
All Crashes								
Front	13,715	60.4	874,000	51.1	1,884,000	46.9	**2,771,000**	**48.3**
Left Side	3,161	13.9	235,000	13.7	619,000	15.4	**857,000**	**14.9**
Right Side	2,631	11.6	220,000	12.9	626,000	15.6	**848,000**	**14.8**
Rear	1,608	7.1	354,000	20.7	840,000	20.9	**1,196,000**	**20.8**
Noncollision	611	2.7	20,000	1.2	22,000	0.5	**43,000**	**0.7**
Other/Unknown	990	4.4	5,000	0.3	24,000	0.6	**31,000**	**0.5**
Total	**22,716**	**100.0**	**1,708,000**	**100.0**	**4,014,000**	**100.0**	**5,745,000**	**100.0**

*Less than 500 or 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	8,044	37.1	452,000	38.9	1,003,000	33.4	**1,464,000**	**34.9**
Left Side	1,103	5.1	123,000	10.6	390,000	13.0	**514,000**	**12.3**
Right Side	897	4.1	106,000	9.1	351,000	11.7	**458,000**	**10.9**
Rear	1,071	4.9	249,000	21.4	707,000	23.5	**956,000**	**22.8**
Other/Unknown	98	0.5	1,000	0.1	10,000	0.3	**12,000**	**0.3**
Subtotal	*11,213*	*51.7*	*931,000*	*80.1*	*2,461,000*	*81.8*	***3,403,000***	***81.2***
Collision with Fixed Object	**2,801**	**12.9**	**93,000**	**8.0**	**222,000**	**7.4**	**317,000**	**7.6**
Collision with Object Not Fixed:								
Nonoccupant	2,296	10.6	37,000	3.2	4,000	0.1	**43,000**	**1.0**
Other	436	2.0	17,000	1.4	262,000	8.7	**279,000**	**6.7**
Subtotal	*2,732*	*12.6*	*53,000*	*4.6*	*266,000*	*8.8*	***322,000***	***7.7***
Noncollision	**4,929**	**22.7**	**86,000**	**7.4**	**59,000**	**2.0**	**149,000**	**3.6**
Total	***21,686**	**100.0**	**1,163,000**	**100.0**	**3,007,000**	**100.0**	**4,192,000**	**100.0**

*Includes 11 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	5,490	60.6	118,000	58.2	291,000	55.0	**415,000**	**56.0**
Left Side	522	5.8	16,000	7.7	48,000	9.1	**65,000**	**8.7**
Right Side	594	6.6	27,000	13.5	91,000	17.2	**119,000**	**16.0**
Rear	177	2.0	4,000	1.8	52,000	9.8	**56,000**	**7.5**
Noncollision	1,560	17.2	35,000	17.2	36,000	6.8	**72,000**	**9.7**
Other/Unknown	719	7.9	3,000	1.6	11,000	2.1	**15,000**	**2.0**
Total	**9,062**	**100.0**	**203,000**	**100.0**	**529,000**	**100.0**	**741,000**	**100.0**
Multiple-Vehicle Crashes								
Front	8,711	69.0	460,000	48.0	1,009,000	40.7	**1,478,000**	**42.8**
Left Side	1,285	10.2	131,000	13.6	394,000	15.9	**526,000**	**15.2**
Right Side	1,043	8.3	113,000	11.8	355,000	14.3	**469,000**	**13.6**
Rear	1,279	10.1	253,000	26.3	708,000	28.6	**962,000**	**27.9**
Noncollision	50	0.4	1,000	0.1	3,000	0.1	**4,000**	**0.1**
Other/Unknown	256	2.0	2,000	0.2	10,000	0.4	**12,000**	**0.4**
Total	**12,624**	**100.0**	**960,000**	**100.0**	**2,478,000**	**100.0**	**3,450,000**	**100.0**
All Crashes								
Front	14,201	65.5	579,000	49.8	1,300,000	43.2	**1,893,000**	**45.2**
Left Side	1,807	8.3	146,000	12.6	442,000	14.7	**590,000**	**14.1**
Right Side	1,637	7.5	141,000	12.1	445,000	14.8	**588,000**	**14.0**
Rear	1,456	6.7	256,000	22.0	760,000	25.3	**1,017,000**	**24.3**
Noncollision	1,610	7.4	36,000	3.1	39,000	1.3	**76,000**	**1.8**
Other/Unknown	975	4.5	5,000	0.4	21,000	0.7	**27,000**	**0.7**
Total	**21,686**	**100.0**	**1,163,000**	**100.0**	**3,007,000**	**100.0**	**4,192,000**	**100.0**

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	2,097	45.7	28,000	37.3	62,000	18.6	**92,000**	**22.3**
Left Side	386	8.4	12,000	16.2	57,000	17.0	**69,000**	**16.8**
Right Side	221	4.8	10,000	13.4	57,000	17.2	**68,000**	**16.4**
Rear	686	15.0	10,000	13.7	44,000	13.2	**55,000**	**13.3**
Other/Unknown	36	0.8	2,000	2.4	8,000	2.5	**10,000**	**2.4**
Subtotal	*3,426*	*74.7*	*63,000*	*83.0*	*228,000*	*68.6*	***295,000***	***71.3***
Collision with Fixed Object	**159**	**3.5**	**3,000**	**3.7**	**30,000**	**9.0**	**33,000**	**8.0**
Collision with Object Not Fixed:								
Nonoccupant	373	8.1	1,000	1.8	*	*	**2,000**	**0.4**
Other	109	2.4	1,000	1.9	60,000	18.0	**62,000**	**14.9**
Subtotal	*482*	*10.5*	*3,000*	*3.8*	*60,000*	*18.0*	***63,000***	***15.3***
Noncollision	**515**	**11.2**	**7,000**	**9.5**	**15,000**	**4.5**	**23,000**	**5.5**
Total	****4,584**	**100.0**	**76,000**	**100.0**	**333,000**	**100.0**	**413,000**	**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	492	59.5	3,000	29.6	22,000	22.2	**26,000**	**23.2**
Left Side	44	5.3	1,000	11.1	10,000	9.8	**11,000**	**9.9**
Right Side	71	8.6	2,000	17.2	33,000	33.3	**35,000**	**31.5**
Rear	44	5.3	*	1.3	18,000	18.6	**19,000**	**16.8**
Noncollision	88	10.6	4,000	37.0	9,000	9.3	**13,000**	**12.0**
Other/Unknown	88	10.6	*	3.8	7,000	6.8	**7,000**	**6.5**
Total	**827**	**100.0**	**11,000**	**100.0**	**99,000**	**100.0**	110,000	100.0
Multiple-Vehicle Crashes								
Front	2,292	61.0	29,000	44.7	63,000	27.0	**95,000**	**31.3**
Left Side	420	11.2	13,000	19.7	58,000	24.6	**71,000**	**23.4**
Right Side	241	6.4	10,000	15.9	58,000	24.8	**69,000**	**22.6**
Rear	715	19.0	10,000	16.0	44,000	18.7	**55,000**	**18.2**
Noncollision	7	0.2	1,000	1.1	3,000	1.3	**4,000**	**1.2**
Other/Unknown	82	2.2	2,000	2.6	8,000	3.6	**10,000**	**3.4**
Total	**3,757**	**100.0**	**65,000**	**100.0**	**234,000**	**100.0**	303,000	100.0
All Crashes								
Front	2,784	60.7	32,000	42.6	85,000	25.6	**120,000**	**29.1**
Left Side	464	10.1	14,000	18.5	67,000	20.2	**82,000**	**19.8**
Right Side	312	6.8	12,000	16.1	91,000	27.3	**103,000**	**25.0**
Rear	759	16.6	11,000	13.9	62,000	18.7	**74,000**	**17.8**
Noncollision	95	2.1	5,000	6.2	12,000	3.7	**17,000**	**4.1**
Other/Unknown	170	3.7	2,000	2.7	15,000	4.5	**17,000**	**4.2**
Total	**4,584**	**100.0**	**76,000**	**100.0**	**333,000**	**100.0**	413,000	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	197	16.5	994	83.5	**1,191**	**100.0**
Combination Truck	441	13.0	2,952	87.0	**3,393**	**100.0**
Total	**638**	**13.9**	**3,946**	**86.1**	**4,584**	**100.0**
Injury Crashes						
Single-Unit Truck	3,000	7.7	32,000	92.3	**35,000**	**100.0**
Combination Truck	4,000	9.9	37,000	90.1	**41,000**	**100.0**
Total	**7,000**	**8.9**	**69,000**	**91.1**	**76,000**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	2,000	1.4	168,000	98.6	**170,000**	**100.0**
Combination Truck	5,000	3.1	158,000	96.9	**163,000**	**100.0**
Total	**7,000**	**2.2**	**326,000**	**97.8**	**333,000**	**100.0**
All Crashes						
Single-Unit Truck	5,000	2.5	201,000	97.5	**206,000**	**100.0**
Combination Truck	9,000	4.6	198,000	95.4	**207,000**	**100.0**
Total	**15,000**	**3.5**	**399,000**	**96.5**	**413,000**	**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	185	6.3	2,741	93.7	**2,926**	**100.0**
Two or More	10	7.1	131	92.9	**141**	**100.0**
Unknown Number	0	0.0	3	100.0	**3**	**100.0**
Total	**195**	**6.4**	**2,875**	**93.6**	**3,070**	**100.0**
Injury Crashes						
One	1,000	3.7	33,000	96.3	**34,000**	**100.0**
Two or More	*	6.8	1,000	93.2	**1,000**	**100.0**
Unknown Number	*	*	*	100.0	*	**100.0**
Total	**1,000**	**3.8**	**34,000**	**96.2**	**35,000**	**100.0**
Property-Damage-Only Crashes						
One	2,000	1.8	133,000	98.2	**135,000**	**100.0**
Two or More	1,000	17.8	2,000	82.2	**3,000**	**100.0**
Unknown Number	*	*	1,000	100.0	**1,000**	**100.0**
Total	**3,000**	**2.1**	**136,000**	**97.9**	**139,000**	**100.0**
All Crashes						
One	4,000	2.3	168,000	97.7	**172,000**	**100.0**
Two or More	1,000	14.0	4,000	86.0	**4,000**	**100.0**
Unknown Number	*	*	1,000	100.0	**1,000**	**100.0**
Total	**5,000**	**2.5**	**173,000**	**97.5**	**177,000**	**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	2,021	38.2	23,000	24.0	5,000	25.2	**31,000**	**24.8**
Left Side	205	3.9	7,000	7.3	3,000	13.6	**10,000**	**8.2**
Right Side	160	3.0	6,000	6.4	1,000	3.9	**7,000**	**5.9**
Rear	164	3.1	5,000	4.6	4,000	19.1	**8,000**	**6.9**
Other/Unknown	91	1.7	*	0.1	*	1.2	*	**0.4**
Subtotal	*2,641*	*50.0*	*42,000*	*42.5*	*13,000*	*63.0*	***57,000***	***46.1***
Collision with Fixed Object	**1,333**	**25.2**	**9,000**	**8.8**	**1,000**	**7.1**	**11,000**	**9.2**
Collision with Object Not Fixed:								
Nonoccupant	57	1.1	1,000	1.5	*	*	**2,000**	**1.2**
Other	222	4.2	2,000	2.4	1,000	4.9	**4,000**	**2.9**
Subtotal	*279*	*5.3*	*4,000*	*3.9*	*1,000*	*4.9*	***5,000***	***4.2***
Noncollision	**1,027**	**19.4**	**44,000**	**44.8**	**5,000**	**24.9**	**50,000**	**40.5**
Total	****5,286**	**100.0**	**98,000**	**100.0**	**20,000**	**100.0**	**123,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 6 motorcycles involved in fatal crashes 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	1,306	56.5	11,000	22.2	2,000	35.9	**14,000**	**25.0**
Left Side	146	6.3	2,000	4.0	*	0.4	**2,000**	**3.7**
Right Side	179	7.7	4,000	7.8	*	8.6	**4,000**	**7.9**
Rear	19	0.8	*	0.2	*	*	*	**0.2**
Noncollision	376	16.3	31,000	65.0	3,000	55.1	**34,000**	**62.0**
Other/Unknown	287	12.4	*	0.8	*	*	**1,000**	**1.2**
Total	**2,313**	**100.0**	**47,000**	**100.0**	**5,000**	**100.0**	**55,000**	**100.0**
Multiple-Vehicle Crashes								
Front	2,180	73.3	27,000	52.5	6,000	37.8	**34,000**	**50.2**
Left Side	237	8.0	8,000	16.4	3,000	22.5	**12,000**	**17.3**
Right Side	187	6.3	7,000	14.4	1,000	5.3	**8,000**	**12.1**
Rear	182	6.1	5,000	10.6	4,000	26.0	**9,000**	**13.7**
Noncollision	38	1.3	3,000	6.1	1,000	6.7	**4,000**	**6.0**
Other/Unknown	149	5.0	*	*	*	1.7	*	**0.6**
Total	**2,973**	**100.0**	**51,000**	**100.0**	**15,000**	**100.0**	**68,000**	**100.0**
All Crashes								
Front	3,486	65.9	37,000	37.8	7,000	37.3	**48,000**	**39.0**
Left Side	383	7.2	10,000	10.4	3,000	16.6	**14,000**	**11.3**
Right Side	366	6.9	11,000	11.2	1,000	6.2	**13,000**	**10.2**
Rear	201	3.8	5,000	5.5	4,000	19.1	**9,000**	**7.6**
Noncollision	414	7.8	34,000	34.6	4,000	19.6	**38,000**	**31.0**
Other/Unknown	436	8.2	*	0.4	*	1.2	**1,000**	**0.9**
Total	**5,286**	**100.0**	**98,000**	**100.0**	**20,000**	**100.0**	**123,000**	**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	118	42.4	3,000	29.2	8,000	18.3	**12,000**	**20.5**
Left Side	11	4.0	2,000	16.4	12,000	25.9	**14,000**	**24.0**
Right Side	14	5.0	1,000	7.9	8,000	17.8	**9,000**	**15.9**
Rear	36	12.9	3,000	31.3	9,000	20.0	**13,000**	**22.1**
Other/Unknown	0	0.0	*	*	*	*	*	*
Subtotal	*179*	*64.4*	*9,000*	*84.9*	*38,000*	*82.0*	***47,000***	***82.4***
Collision with Fixed Object	**10**	**3.6**	*	**1.3**	**1,000**	**1.1**	**1,000**	**1.2**
Collision with Object Not Fixed:								
Nonoccupant	75	27.0	1,000	11.4	*	*	**1,000**	**2.3**
Other	3	1.1	*	0.7	8,000	16.9	**8,000**	**13.8**
Subtotal	*78*	*28.1*	*1,000*	*12.1*	*8,000*	*16.9*	***9,000***	***16.1***
Noncollision	**11**	**4.0**	*	**1.7**	*	*	*	**0.3**
Total	**278**	**100.0**	**11,000**	**100.0**	**46,000**	**100.0**	**57,000**	**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	64	71.9	1,000	39.0	1,000	18.0	**2,000**	**21.7**
Left Side	0	0.0	*	4.9	1,000	10.2	**1,000**	**9.3**
Right Side	8	9.0	1,000	45.2	5,000	56.9	**5,000**	**54.7**
Rear	6	6.7	*	1.2	1,000	14.9	**1,000**	**12.7**
Noncollision	2	2.2	*	8.6	*	*	*	**1.3**
Other/Unknown	9	10.1	*	1.1	*	*	*	**0.3**
Total	**89**	**100.0**	**2,000**	**100.0**	**8,000**	**100.0**	10,000	100.0
Multiple-Vehicle Crashes								
Front	123	65.1	3,000	34.0	8,000	22.3	**12,000**	**24.8**
Left Side	12	6.3	2,000	20.2	12,000	31.6	**14,000**	**29.3**
Right Side	14	7.4	1,000	9.3	8,000	21.7	**9,000**	**19.2**
Rear	37	19.6	3,000	36.5	9,000	24.4	**13,000**	**26.7**
Noncollision	0	0.0	*	*	*	*	*	*
Other/Unknown	3	1.6	*	*	*	*	*	*
Total	**189**	**100.0**	**9,000**	**100.0**	**38,000**	**100.0**	47,000	100.0
All Crashes								
Front	187	67.3	4,000	34.7	10,000	21.5	**14,000**	**24.2**
Left Side	12	4.3	2,000	18.1	13,000	27.8	**15,000**	**25.8**
Right Side	22	7.9	2,000	14.4	13,000	28.1	**14,000**	**25.4**
Rear	43	15.5	3,000	31.5	10,000	22.7	**14,000**	**24.3**
Noncollision	2	0.7	*	1.2	*	*	*	**0.2**
Other/Unknown	12	4.3	*	0.2	*	*	*	**0.1**
Total	**278**	**100.0**	**11,000**	**100.0**	**46,000**	**100.0**	57,000	100.0

*Less than 500 or less than 0.05 percent.

Chapter 4

PEOPLE

CHAPTER 4 ■ PEOPLE

This chapter presents statistics about the Drivers, Passengers, Pedestrians, and Pedalcyclists involved in police-reported motor vehicle crashes in 2007. 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 41,059 people lost their lives in motor vehicle crashes in 2007. Another 2.5 million people were injured.
- The majority of persons killed or injured in traffic crashes were drivers (63 percent), followed by passengers (28 percent), motorcyclists (4 percent), pedestrians (3 percent), and pedalcyclists (2 percent).
- Per 100,000 population, persons 21 to 24 years old had the highest fatality rate, and persons 16 to 20 years old had the highest injury rate. Children 5 to 9 years old had the lowest fatality rate and children under 5 had the lowest injury rate per 100,000 population.
- For every age group, the fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was higher for females than for males in every age group, except for people 5 to 9 years old and people over 74 years old.
- Of the persons who were killed in traffic crashes in 2007, 32 percent died in alcohol-impaired driving 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	21,647	168,000	423,000	981,000	1,571,000	**1,593,000**
Passenger	8,657	73,000	171,000	448,000	692,000	**700,000**
Unknown Occupant	97	*	*	*	1,000	**1,000**
Subtotal	*30,401*	*241,000*	*594,000*	*1,429,000*	*2,264,000*	***2,294,000***
Motorcyclists	**5,154**	**29,000**	**48,000**	**26,000**	**103,000**	**108,000**
Nonoccupants						
Pedestrian	4,654	17,000	26,000	28,000	70,000	**75,000**
Pedalcyclist	698	6,000	21,000	16,000	43,000	**44,000**
Other/Unknown	152	1,000	3,000	6,000	10,000	**10,000**
Subtotal	*5,504*	*24,000*	*50,000*	*49,000*	*124,000*	***129,000***
Total	**41,059**	**294,000**	**692,000**	**1,504,000**	**2,491,000**	**2,532,000**

*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	508	5,000	13,000	38,000	56,000	**56,000**
5-9	470	7,000	19,000	40,000	65,000	**66,000**
10-15	1,044	12,000	36,000	61,000	108,000	**109,000**
16-20	5,338	46,000	121,000	224,000	391,000	**396,000**
21-24	4,530	33,000	81,000	154,000	267,000	**272,000**
25-34	6,796	59,000	125,000	286,000	470,000	**477,000**
35-44	6,082	43,000	98,000	235,000	376,000	**382,000**
45-54	6,130	40,000	93,000	214,000	347,000	**353,000**
55-64	4,101	26,000	52,000	137,000	215,000	**219,000**
65-74	2,602	13,000	29,000	71,000	113,000	**116,000**
>74	3,330	11,000	27,000	45,000	83,000	**86,000**
Total	***41,059**	**294,000**	**692,000**	**1,504,000**	**2,491,000**	**2,532,000**

*Includes 128 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	29,039	163,000	382,000	659,000	1,204,000	**1,233,000**
Female	12,011	131,000	310,000	845,000	1,287,000	**1,299,000**
Total	***41,059**	**294,000**	**692,000**	**1,504,000**	**2,491,000**	**2,532,000**

*Includes 9 fatalities of unknown sex.

Figure 18

Percent of Persons Killed or Injured, by Age

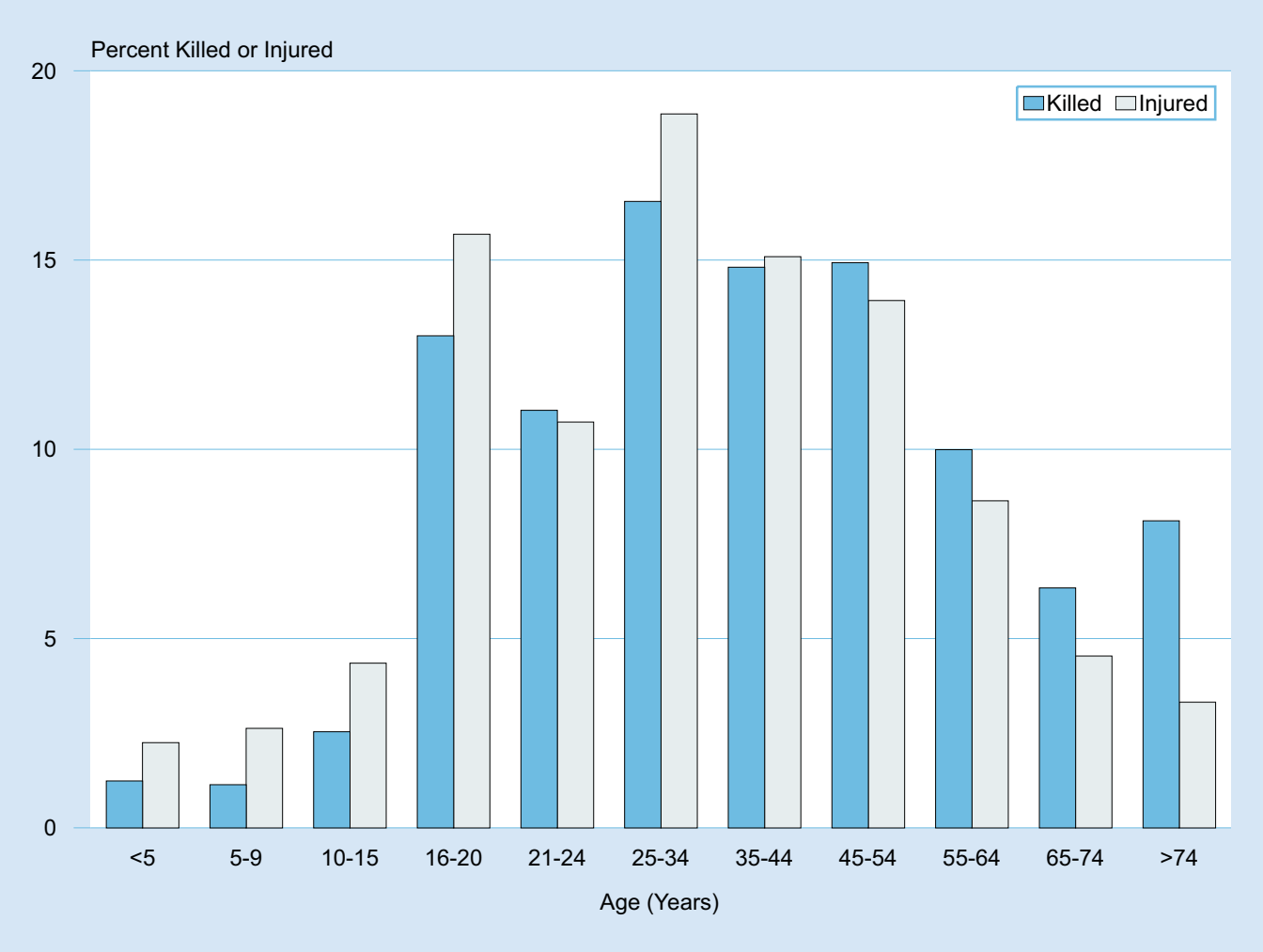


Table 56

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	268	10,603	2.53	240	10,121	2.37	**508**	**20,724**	**2.45**
5-9	259	10,149	2.55	211	9,701	2.18	**470**	**19,850**	**2.37**
10-15	612	12,582	4.86	432	11,997	3.60	**1,044**	**24,579**	**4.25**
16-20	3,651	10,966	33.29	1,686	10,411	16.19	**5,338**	**21,378**	**24.97**
21-24	3,532	8,711	40.54	997	8,152	12.23	**4,530**	**16,863**	**26.86**
25-34	5,178	20,683	25.04	1,617	19,908	8.12	**6,796**	**40,591**	**16.74**
35-44	4,486	21,619	20.75	1,596	21,543	7.41	**6,082**	**43,161**	**14.09**
45-54	4,474	21,595	20.72	1,656	22,280	7.43	**6,130**	**43,875**	**13.97**
55-64	2,899	15,775	18.38	1,202	16,937	7.10	**4,101**	**32,712**	**12.54**
65-74	1,673	8,887	18.83	929	10,465	8.88	**2,602**	**19,352**	**13.45**
>74	1,912	7,089	26.97	1,418	11,446	12.39	**3,330**	**18,536**	**17.97**
Unknown	95	*	*	27	*	*	**128**	*	*
Total	**29,039**	**148,659**	**19.53**	**12,011**	**152,962**	**7.85**	****41,059**	**301,621**	**13.61**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	26,000	10,603	246	30,000	10,121	295	**56,000**	**20,724**	**270**
5-9	35,000	10,149	341	31,000	9,701	318	**65,000**	**19,850**	**330**
10-15	50,000	12,582	396	59,000	11,997	489	**108,000**	**24,579**	**441**
16-20	193,000	10,966	1,757	198,000	10,411	1,900	**391,000**	**21,378**	**1,827**
21-24	137,000	8,711	1,568	130,000	8,152	1,599	**267,000**	**16,863**	**1,583**
25-34	237,000	20,683	1,146	233,000	19,908	1,169	**470,000**	**40,591**	**1,157**
35-44	179,000	21,619	828	197,000	21,543	913	**376,000**	**43,161**	**871**
45-54	168,000	21,595	779	179,000	22,280	802	**347,000**	**43,875**	**791**
55-64	96,000	15,775	608	119,000	16,937	705	**215,000**	**32,712**	**658**
65-74	48,000	8,887	540	65,000	10,465	621	**113,000**	**19,352**	**584**
>74	36,000	7,089	504	47,000	11,446	409	**83,000**	**18,536**	**445**
Total	**1,204,000**	**148,659**	**810**	**1,287,000**	**152,962**	**841**	**2,491,000**	**301,621**	**826**

*Not applicable.

**Includes 9 fatalities of unknown sex.

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

Source: Population—Bureau of the Census.

Figure 19

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

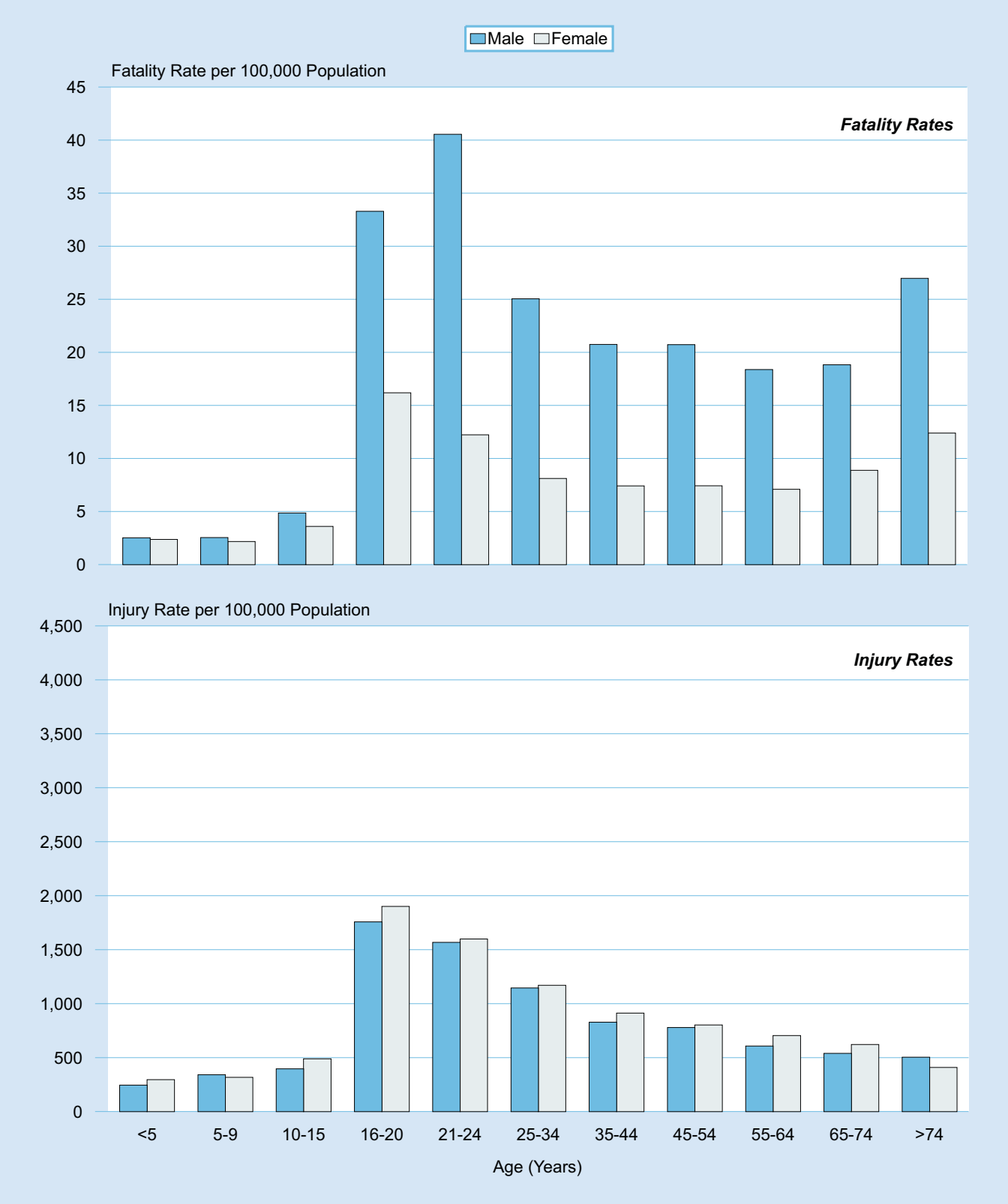


Table 57
Persons Killed or Injured in Crashes, by Weather Condition and Light Condition

Weather Condition	Light Condition				Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	
Persons Killed					
Normal	18,049	6,120	10,984	1,415	**36,652**
Rain	1,179	487	862	97	**2,635**
Snow/Sleet	470	85	307	49	**915**
Other	166	73	286	53	**580**
Unknown	72	27	64	4	**277**
Total	**19,936**	**6,792**	**12,503**	**1,618**	***41,059**
Persons Injured					
Normal	1,555,000	360,000	205,000	72,000	**2,192,000**
Rain	122,000	52,000	25,000	9,000	**209,000**
Snow/Sleet	39,000	11,000	9,000	2,000	**61,000**
Other	14,000	4,000	9,000	2,000	**28,000**
Total	**1,730,000**	**427,000**	**248,000**	**86,000**	**2,491,000**

*Includes 210 fatalities in crashes that occurred under unknown light conditions.

Table 58
Persons Killed or Injured in Crashes, by Speed Limit and Crash Type

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Persons Killed						
30 mph or less	2,976	12.7	1,092	6.2	**4,068**	**9.9**
35 or 40 mph	4,189	17.8	2,672	15.2	**6,861**	**16.7**
45 or 50 mph	4,138	17.6	3,657	20.8	**7,795**	**19.0**
55 mph	6,440	27.4	5,786	32.9	**12,226**	**29.8**
60 mph or higher	4,801	20.4	4,082	23.2	**8,883**	**21.6**
No Statutory Limit	108	0.5	19	0.1	**127**	**0.3**
Unknown	830	3.5	269	1.5	**1,099**	**2.7**
Total	**23,482**	**100.0**	**17,577**	**100.0**	**41,059**	**100.0**
Persons Injured						
30 mph or less	173,000	25.4	313,000	17.3	**486,000**	**19.5**
35 or 40 mph	149,000	21.9	677,000	37.4	**826,000**	**33.2**
45 or 50 mph	113,000	16.7	456,000	25.2	**569,000**	**22.9**
55 mph	124,000	18.2	204,000	11.2	**327,000**	**13.1**
60 mph or higher	113,000	16.7	152,000	8.4	**265,000**	**10.6**
No Statutory Limit	7,000	1.1	10,000	0.6	**18,000**	**0.7**
Total	**679,000**	**100.0**	**1,812,000**	**100.0**	**2,491,000**	**100.0**

Table 59

Persons Killed in Crashes, by Speed Limit and Land Use

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	986	24.2	2,990	73.5	92	2.3	**4,068**	**100.0**
35 or 40 mph	2,056	30.0	4,711	68.7	94	1.4	**6,861**	**100.0**
45 or 50 mph	3,647	46.8	4,025	51.6	123	1.6	**7,795**	**100.0**
55 mph	9,649	78.9	2,302	18.8	275	2.2	**12,226**	**100.0**
60 mph or higher	5,991	67.4	2,801	31.5	91	1.0	**8,883**	**100.0**
No Statutory Limit	99	78.0	27	21.3	1	0.8	**127**	**100.0**
Unknown	438	39.9	641	58.3	20	1.8	**1,099**	**100.0**
Total	**22,866**	**55.7**	**17,497**	**42.6**	**696**	**1.7**	**41,059**	**100.0**

Figure 20

Percent of Fatalities, by Speed Limit and Land Use

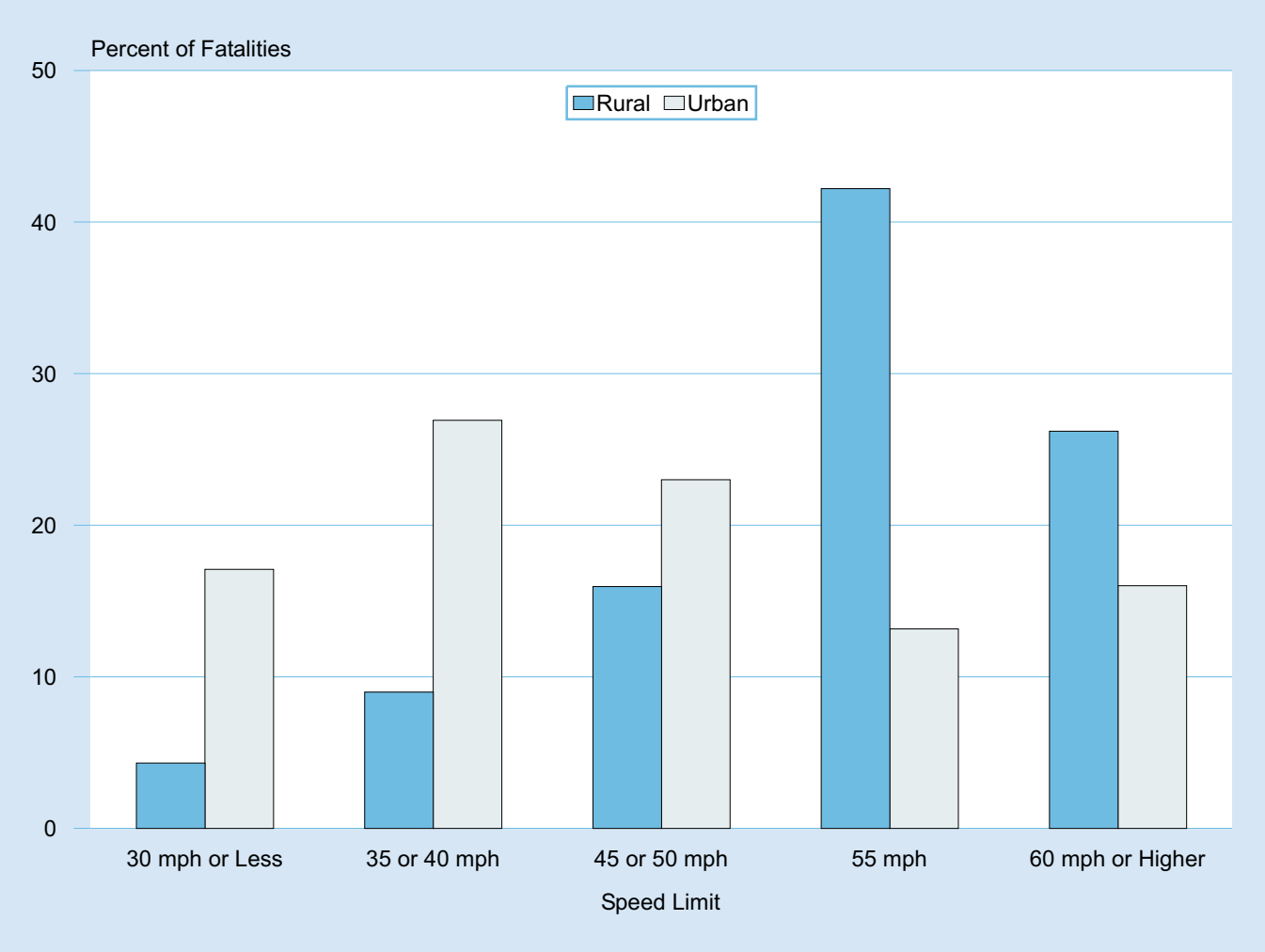


Table 60

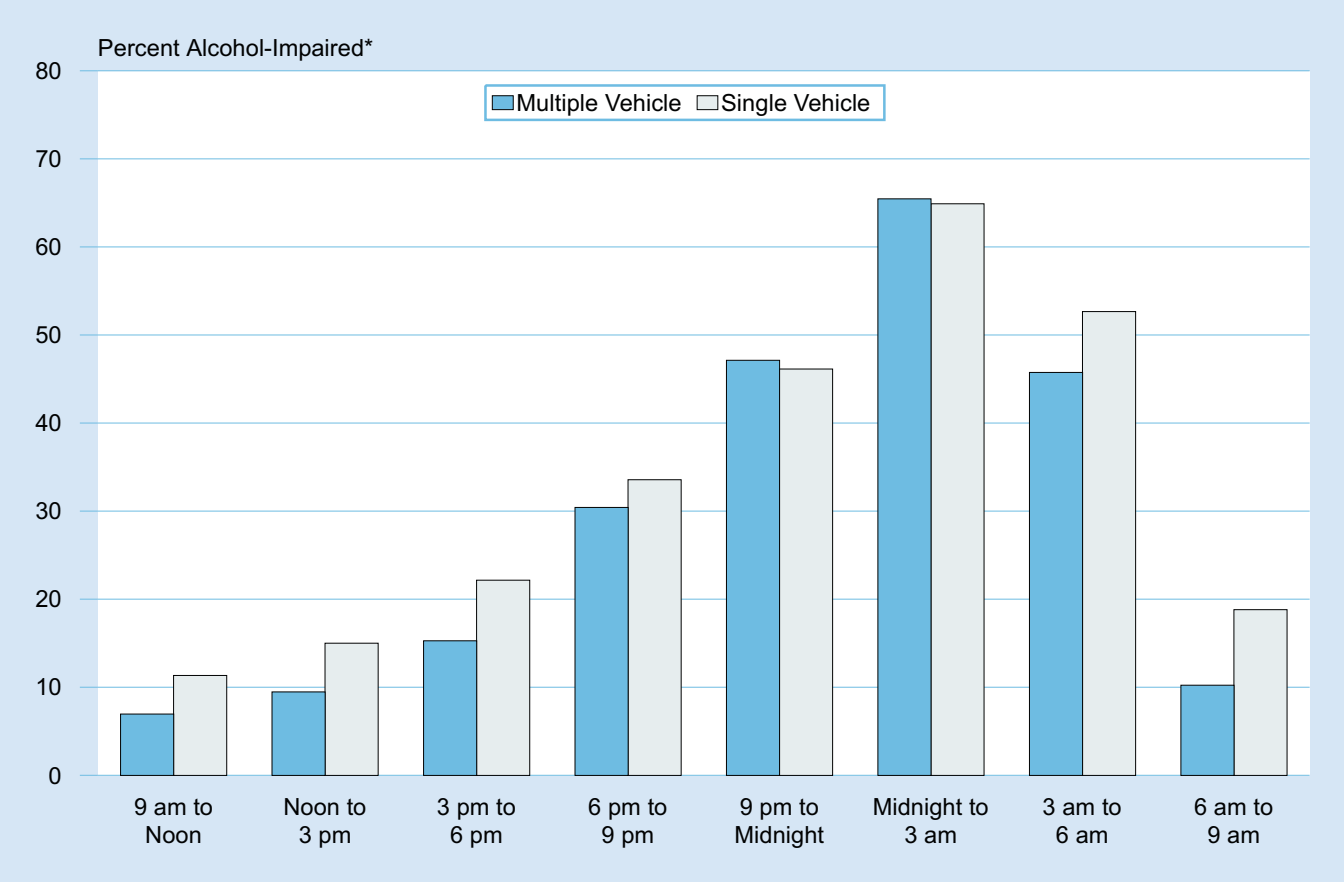
Persons Killed in Crashes and Percent Alcohol-Impaired Driving Fatalities, by Time of Day and Crash Type

	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
		Alcohol-Impaired Driving*			Alcohol-Impaired Driving*			Alcohol-Impaired Driving*	
Time of Day	Number	Number	Percent	Number	Number	Percent	Number	Number	Percent
Midnight to 3 am	4,125	2,677	65	1,310	858	65	**5,435**	**3,534**	**65**
3 am to 6 am	2,508	1,321	53	978	447	46	**3,486**	**1,768**	**51**
6 am to 9 am	1,954	368	19	1,928	197	10	**3,882**	**565**	**15**
9 am to Noon	1,696	192	11	2,143	149	7	**3,839**	**341**	**9**
Noon to 3 pm	2,366	355	15	2,925	277	9	**5,291**	**632**	**12**
3 pm to 6 pm	3,006	666	22	3,584	548	15	**6,590**	**1,214**	**18**
6 pm to 9 pm	3,705	1,244	34	2,624	798	30	**6,329**	**2,042**	**32**
9 pm to Midnight	3,796	1,751	46	2,054	968	47	**5,850**	**2,719**	**46**
Unknown	326	174	53	31	9	30	**357**	**183**	**51**
Total	**23,482**	**8,747**	**37**	**17,577**	**4,252**	**24**	**41,059**	**12,998**	**32**

*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 21

Percent of Persons Killed in Alcohol-Impaired Driving Crashes, by Time of Day



*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Table 61

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

Roadway Function Class	Person Type					Total
	Driver*	Passenger**	Pedestrian	Pedalcyclist	Other Nonoccupant	
Principal Arterial						
Interstate	154	66	40	0	4	**264**
Freeway/Expressway	34	8	14	1	0	**57**
Other	142	68	26	3	1	**240**
Minor Arterial	70	18	9	1	0	**98**
Collector	66	19	5	1	0	**91**
Local Road or Street	44	12	12	2	0	**70**
Unknown	8	3	4	0	0	**15**
Total	**518**	**194**	**110**	**8**	**5**	**835**

*Includes motorcycle riders.
**Includes motorcycle passengers.

Table 62

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

Person Type	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Total	In Emergency Use*	Total	In Emergency Use*	Total	In Emergency Use*
Ambulance						
Ambulance Driver	0	0	1	1	**1**	**1**
Ambulance Passenger	3	2	11	10	**14**	**12**
Occupant of Other Vehicle	0	0	20	11	**20**	**11**
Pedestrian	1	0	1	1	**2**	**1**
Pedalcyclist	0	0	0	0	**0**	**0**
Total	**4**	**2**	**33**	**23**	**37**	**25**
Fire Truck						
Fire Truck Driver	3	3	1	1	**4**	**4**
Fire Truck Passenger	1	1	2	2	**3**	**3**
Occupant of Other Vehicle	0	0	14	13	**14**	**13**
Pedestrian	1	1	0	0	**1**	**1**
Pedalcyclist	0	0	0	0	**0**	**0**
Total	**5**	**5**	**17**	**16**	**22**	**21**
Police Vehicle						
Police Vehicle Driver	19	13	18	7	**37**	**20**
Police Vehicle Passenger	2	1	3	0	**5**	**1**
Occupant of Other Vehicle	0	0	64	33	**64**	**33**
Pedestrian	19	5	6	3	**25**	**8**
Pedalcyclist	0	0	0	0	**0**	**0**
Total	**41**	**19**	**91**	**43**	**132**	**62**

*Refers to a vehicle traveling with physical emergency signals in use (red lights blinking, sirens sounding, etc.).
**Includes 1 other/unknown nonoccupant.

Figure 22

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

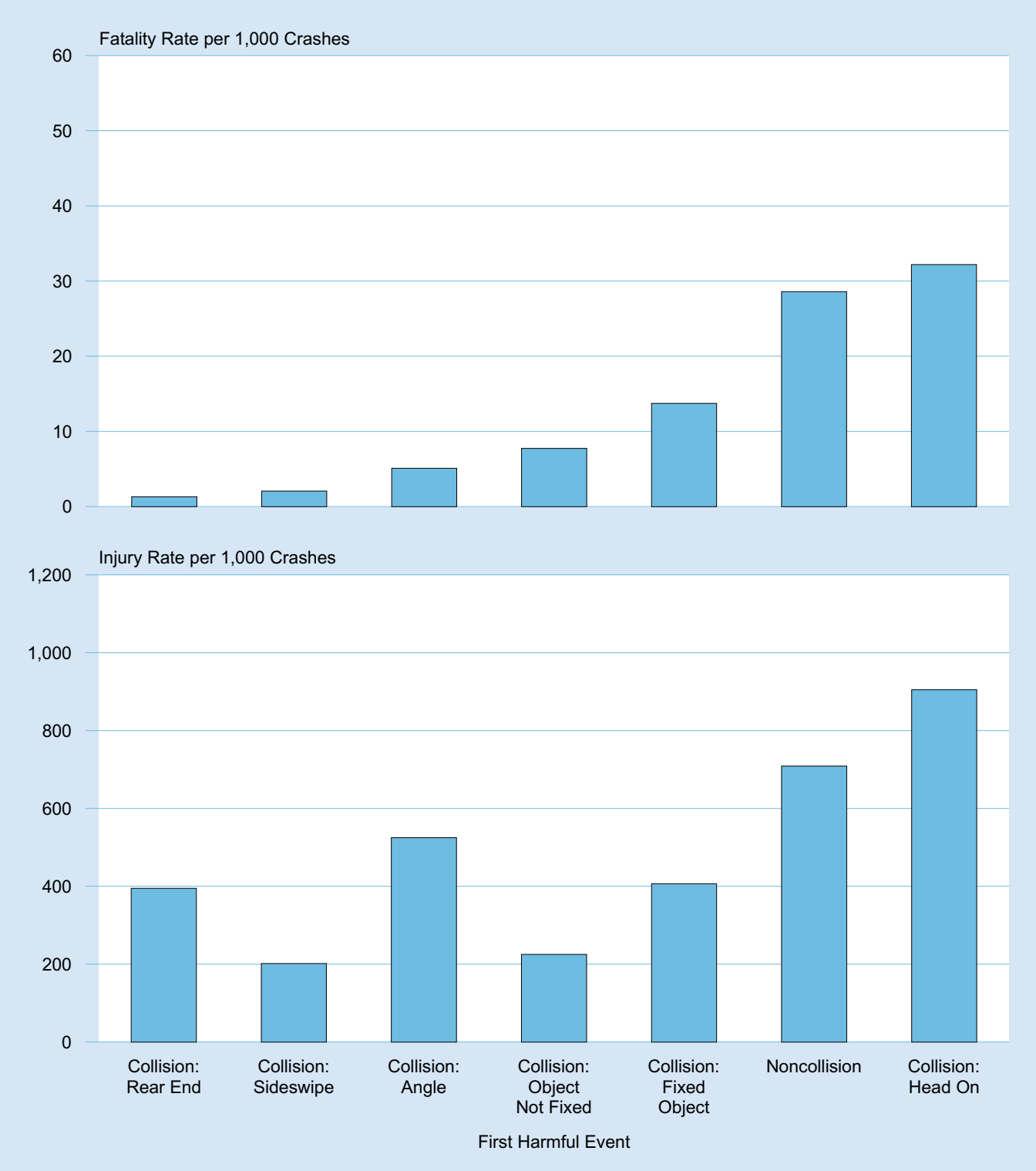


Figure 23

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

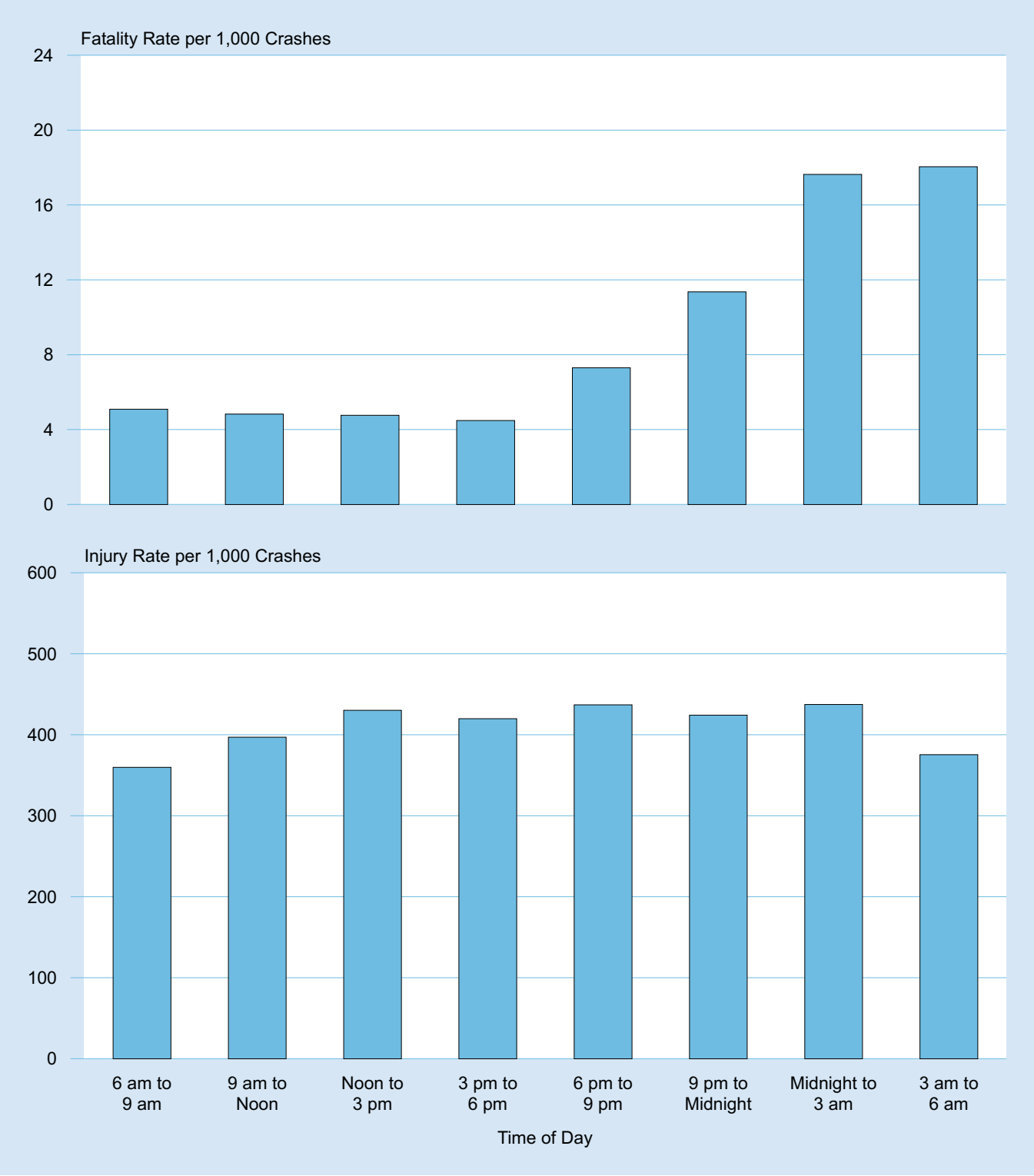


Figure 24

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

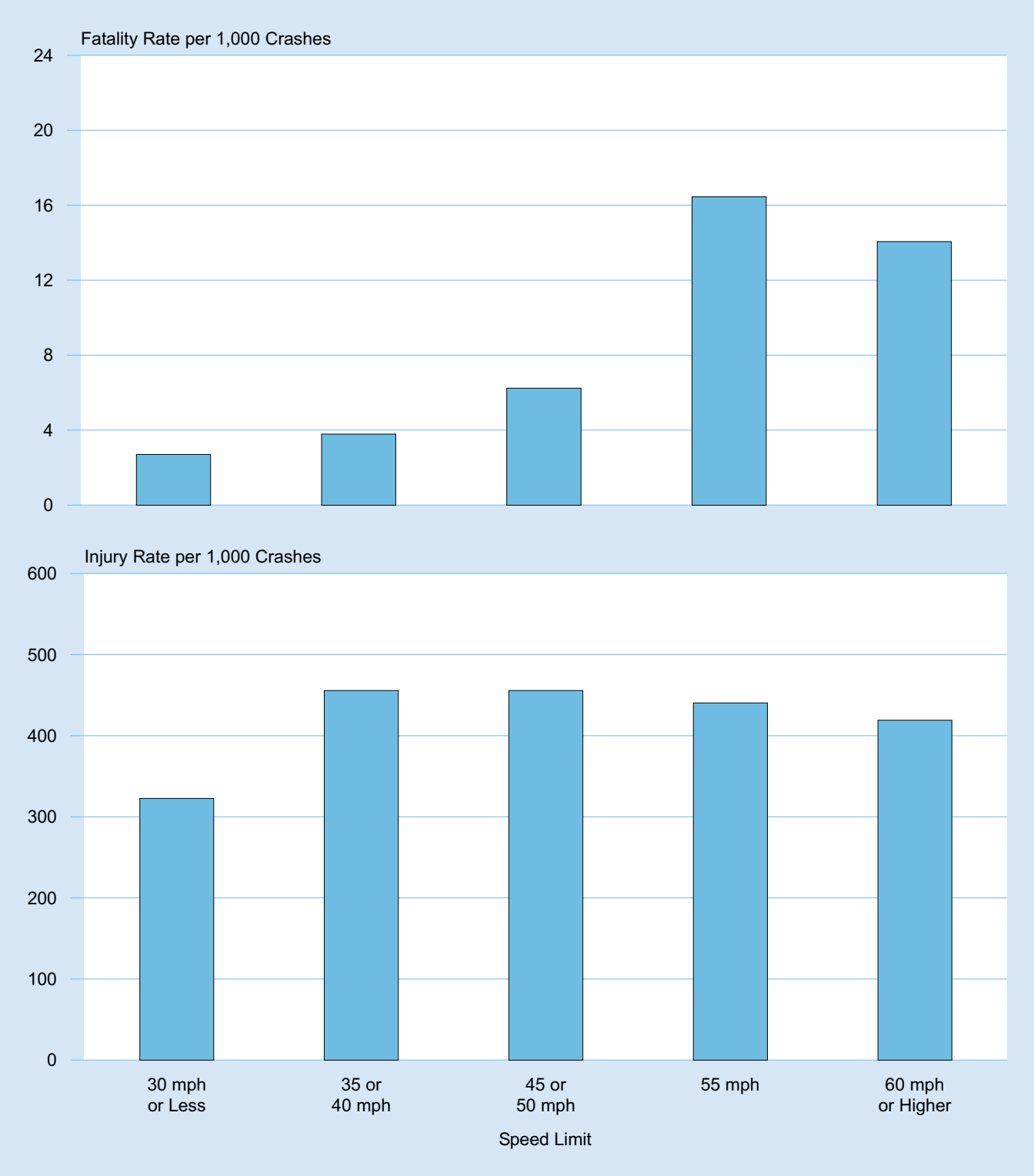


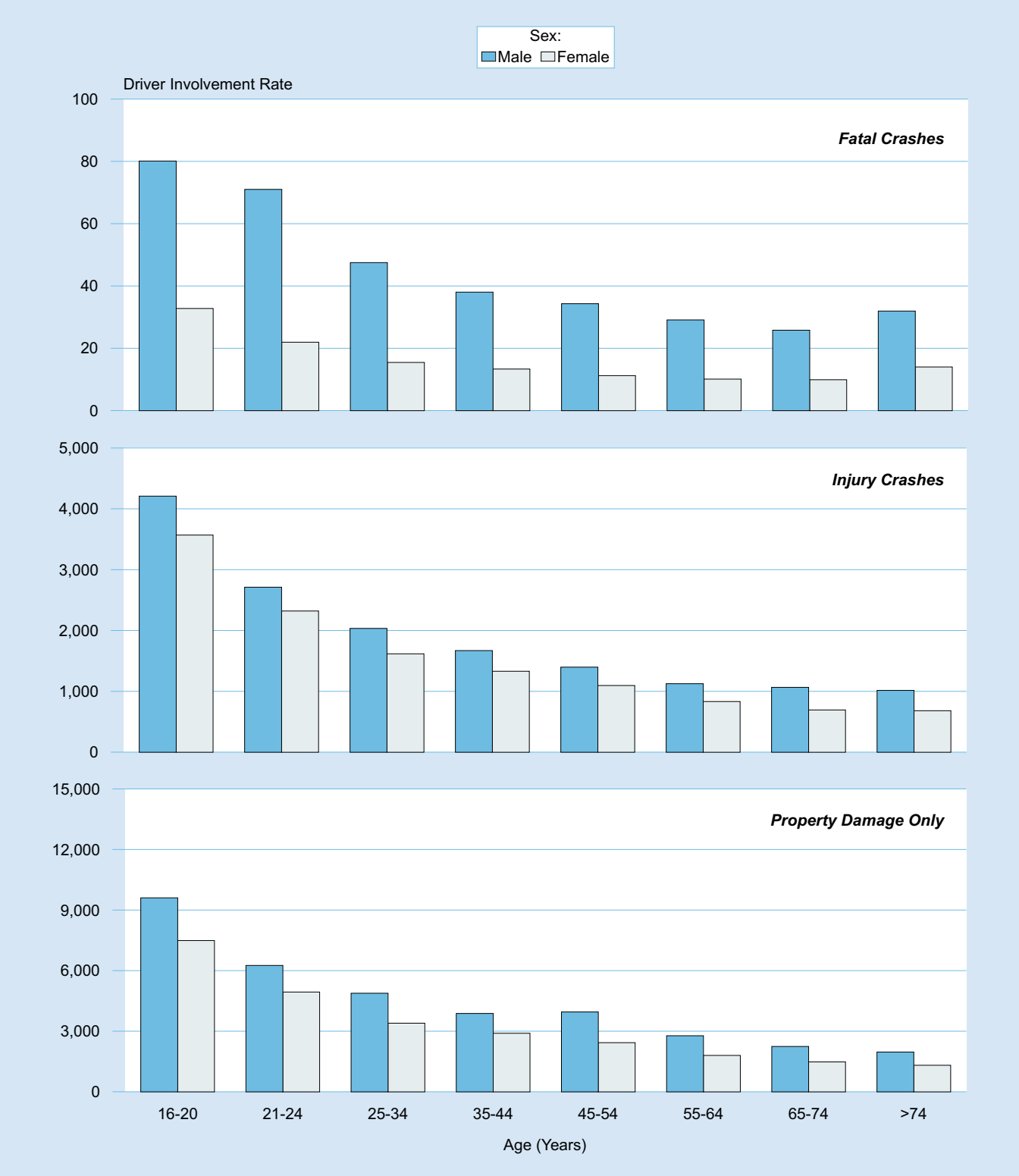
Table 63
Driver Involvement Rates per 100,000 Licensed Drivers, by Age, Sex, and Crash Severity

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	179	*	60	*	**239**	*
16-20	4,853	—	1,996	—	**6,851**	—
21-24	4,808	—	1,446	—	**6,256**	—
25-34	7,990	—	2,699	—	**10,692**	—
35-44	7,391	—	2,471	—	**9,862**	—
45-54	6,800	—	2,182	—	**8,982**	—
55-64	4,552	—	1,459	—	**6,011**	—
65-74	2,182	—	843	—	**3,025**	—
>74	1,937	—	918	—	**2,855**	—
Unknown	112	*	25	*	**908**	*
Total	**40,804**	—	**14,099**	—	****55,681**	—
Drivers in Injury Crashes						
<16	11,000	*	6,000	*	**16,000**	*
16-20	266,000	—	199,000	—	**465,000**	—
21-24	194,000	—	152,000	—	**346,000**	—
25-34	359,000	—	285,000	—	**645,000**	—
35-44	298,000	—	249,000	—	**547,000**	—
45-54	279,000	—	211,000	—	**490,000**	—
55-64	173,000	—	131,000	—	**304,000**	—
65-74	82,000	—	63,000	—	**145,000**	—
>74	56,000	—	43,000	—	**99,000**	—
Total	**1,719,000**	—	**1,339,000**	—	**3,057,000**	—
Drivers in Property-Damage-Only Crashes						
<16	17,000	*	8,000	*	**25,000**	*
16-20	641,000	—	499,000	—	**1,140,000**	—
21-24	433,000	—	337,000	—	**770,000**	—
25-34	912,000	—	608,000	—	**1,521,000**	—
35-44	767,000	—	545,000	—	**1,312,000**	—
45-54	743,000	—	519,000	—	**1,262,000**	—
55-64	520,000	—	329,000	—	**849,000**	—
65-74	189,000	—	122,000	—	**311,000**	—
>74	123,000	—	99,000	—	**222,000**	—
Total	**4,345,000**	—	**3,066,000**	—	**7,411,000**	—
Drivers in All Crashes						
<16	27,000	*	14,000	*	**41,000**	*
16-20	912,000	—	699,000	—	**1,611,000**	—
21-24	632,000	—	490,000	—	**1,122,000**	—
25-34	1,279,000	—	897,000	—	**2,176,000**	—
35-44	1,073,000	—	796,000	—	**1,869,000**	—
45-54	1,029,000	—	732,000	—	**1,761,000**	—
55-64	698,000	—	461,000	—	**1,159,000**	—
65-74	274,000	—	186,000	—	**460,000**	—
>74	181,000	—	143,000	—	**324,000**	—
Unknown	***	*	***	*	**1,000**	*
Total	**6,105,000**	—	**4,418,000**	—	**10,524,000**	—

*Not applicable.
**Includes 778 drivers of unknown sex.
***Less than 500.
Notes: Drivers include motorcycle riders. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. 2007 data not yet available for licensed drivers.
Source: Licensed Drivers—Federal Highway Administration.

Figure 25

Driver Involvement Rates per 100,000 Licensed Drivers, by Age, Sex, and Crash Severity, 2006



Note: Drivers include motorcycle riders. 2007 data not available for licensed drivers by age and sex.

Table 64
Drivers and Motorcycle Riders Involved in Fatal Crashes, by Previous Driving Record and License Type Compliance

Previous Convictions	Valid License (46,505)		Invalid License (7,607)		Total (54,112)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	5,523	11.9	909	11.9	**6,432**	**11.9**
Previous Recorded Suspensions or Revocations	4,048	8.7	3,389	44.6	**7,437**	**13.7**
Previous DWI Convictions	737	1.6	795	10.5	**1,532**	**2.8**
Previous Speeding Convictions	9,088	19.5	1,464	19.2	**10,552**	**19.5**
Previous Other Harmful Moving Convictions	7,304	15.7	1,817	23.9	**9,121**	**16.9**
Drivers with No Previous Convictions	28,864	62.1	3,383	44.5	**32,247**	**59.6**

Notes: Table does not include 1,551 drivers with unknown license status. FARS records prior driving records (convictions only, not violations) for events occurring within 3 years of the date of the crash. The same driver can have one or more of these convictions. License type compliance refers to the type of drivers license possessed or not possessed by the driver for the class of vehicle being driven at the time of the crash.

Table 65
Related Factors for Drivers and Motorcycle Riders Involved in Fatal Crashes

Factors	Number	Percent
Failure to keep in proper lane or running off road	15,571	28.0
Driving too fast for conditions or in excess of posted speed limit or racing	11,948	21.5
Under the influence of alcohol, drugs, or medication	7,551	13.6
Inattentive (talking, eating, etc.)	4,704	8.4
Failure to yield right of way	4,004	7.2
Overcorrecting/oversteering	2,465	4.4
Failure to obey traffic signs, signals, or officer	2,423	4.4
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonoccupant in roadway, etc.	2,106	3.8
Operating vehicle in erratic, reckless, careless, or negligent manner	1,857	3.3
Making improper turn	1,621	2.9
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,481	2.7
Drowsy, asleep, fatigued, ill, or blackout	1,404	2.5
Driving wrong way on one-way trafficway or on wrong side of road	693	1.2
Other factors	9,303	16.7
None reported	19,030	34.2
Unknown	738	1.3
Total Drivers	**55,681**	**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 66

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	11,676	98,000	254,000	628,000	980,000	**992,000**
Passengers	4,806	39,000	94,000	266,000	399,000	**404,000**
Unknown	38	*	*	*	*	*
Subtotal	*16,520*	*138,000*	*348,000*	*894,000*	*1,379,000*	***1,396,000***
Light Truck						
Drivers	8,737	65,000	159,000	338,000	563,000	**571,000**
Passengers	3,638	32,000	74,000	172,000	278,000	**282,000**
Unknown	38	*	*	*	*	*
Subtotal	*12,413*	*97,000*	*233,000*	*511,000*	*841,000*	***854,000***
Large Truck						
Drivers	701	3,000	7,000	11,000	20,000	**21,000**
Passengers	97	*	1,000	1,000	3,000	**3,000**
Unknown	4	*	*	*	*	*
Subtotal	*802*	*3,000*	*8,000*	*12,000*	*23,000*	***24,000***
Bus	*37*	*	*2,000*	*10,000*	*12,000*	***12,000***
Other/Unknown	*629*	*2,000*	*2,000*	*3,000*	*8,000*	***8,000***
Subtotal*	***30,401***	***241,000***	***594,000***	***1,429,000***	***2,264,000***	***2,294,000***
Motorcycle						
Riders	4,833	27,000	44,000	23,000	94,000	**99,000**
Passengers	320	2,000	4,000	2,000	9,000	**9,000**
Subtotal	***5,154***	***29,000***	***48,000***	***26,000***	***103,000***	***108,000***
Total	**35,555**	**270,000**	**642,000**	**1,455,000**	**2,367,000**	**2,402,000**

*Less than 500.
**Excluding motorcycles.

Table 67

Vehicle Occupants Killed or Injured, by Sex and Vehicle Type

Sex	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
Male	10,172	8,873	765	26	540	*20,376*	*4,691*	**25,067**
Female	6,346	3,534	37	11	88	*10,016*	*463*	**10,479**
Unknown	2	6	0	0	1	*9*	*0*	**9**
Total	**16,520**	**12,413**	**802**	**37**	**629**	***30,401***	***5,154***	**35,555**
Occupants Injured								
Male	571,000	427,000	22,000	7,000	6,000	*1,032,000*	*89,000*	**1,121,000**
Female	808,000	414,000	2,000	6,000	2,000	*1,232,000*	*14,000*	**1,245,000**
Total	**1,379,000**	**841,000**	**23,000**	**12,000**	**8,000**	***2,264,000***	***103,000***	**2,367,000**

Table 68

Vehicle Occupants Killed or Injured, by Age and Vehicle Type

Age (Years)	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
<5	201	184	3	0	4	*392*	*1*	**393**
5-9	152	176	2	0	16	*346*	*1*	**347**
10-15	393	328	2	0	40	*763*	*31*	**794**
16-20	3,010	1,530	9	4	77	*4,630*	*360*	**4,990**
21-24	2,199	1,294	31	1	81	*3,606*	*591*	**4,197**
25-34	2,655	2,129	116	5	112	*5,017*	*1,075*	**6,092**
35-44	1,865	1,908	200	4	94	*4,071*	*1,128*	**5,199**
45-54	1,705	1,918	216	5	88	*3,932*	*1,119*	**5,051**
55-64	1,316	1,333	154	10	42	*2,855*	*639*	**3,494**
65-74	1,083	812	54	6	35	*1,990*	*163*	**2,153**
>74	1,914	758	15	1	40	*2,728*	*41*	**2,769**
Unknown	27	43	0	1	0	*71*	*5*	**76**
Total	**16,520**	**12,413**	**802**	**37**	**629**	***30,401***	***5,154***	**35,555**
Occupants Injured								
<5	28,000	25,000	*	*	*	*54,000*	*	**54,000**
5-9	28,000	27,000	*	1,000	*	*57,000*	*	**57,000**
10-15	48,000	38,000	*	1,000	1,000	*87,000*	*2,000*	**89,000**
16-20	257,000	103,000	1,000	2,000	2,000	*365,000*	*11,000*	**376,000**
21-24	170,000	69,000	2,000	1,000	1,000	*242,000*	*14,000*	**256,000**
25-34	259,000	162,000	4,000	2,000	*	*428,000*	*23,000*	**451,000**
35-44	181,000	150,000	7,000	1,000	1,000	*341,000*	*19,000*	**360,000**
45-54	166,000	134,000	7,000	2,000	1,000	*311,000*	*20,000*	**330,000**
55-64	115,000	77,000	3,000	2,000	*	*197,000*	*10,000*	**207,000**
65-74	66,000	37,000	1,000	1,000	*	*105,000*	*4,000*	**108,000**
>74	60,000	18,000	*	*	*	*78,000*	*	**78,000**
Total	**1,379,000**	**841,000**	**23,000**	**12,000**	**8,000**	***2,264,000***	***103,000***	**2,367,000**

*Less than 500.

Table 69
Vehicle Occupants Killed or Injured, by Age, Person Type, and Sex

Age (Years)	Person Type											
	Drivers						Passengers					
	Sex						Sex					
	Male		Female		Total		Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	2	100.0	0	0.0	**2**	**100.0**	202	51.7	189	48.3	**391**	**100.0**
5-9	2	50.0	2	50.0	**4**	**100.0**	176	51.3	167	48.7	**343**	**100.0**
10-15	101	78.9	27	21.1	**128**	**100.0**	334	50.2	332	49.8	**666**	**100.0**
16-20	2,284	73.5	824	26.5	**3,108**	**100.0**	1,111	59.0	770	40.9	**1,882**	**100.0**
21-24	2,604	82.0	569	17.9	**3,174**	**100.0**	669	65.4	354	34.6	**1,023**	**100.0**
25-34	3,871	80.0	970	20.0	**4,841**	**100.0**	775	62.0	475	38.0	**1,251**	**100.0**
35-44	3,392	78.2	946	21.8	**4,338**	**100.0**	434	50.4	427	49.6	**861**	**100.0**
45-54	3,292	77.4	962	22.6	**4,254**	**100.0**	371	46.5	426	53.5	**797**	**100.0**
55-64	2,269	76.8	685	23.2	**2,954**	**100.0**	189	35.0	351	65.0	**540**	**100.0**
65-74	1,233	72.6	466	27.4	**1,699**	**100.0**	131	28.9	323	71.1	**454**	**100.0**
>74	1,320	67.5	637	32.5	**1,957**	**100.0**	258	31.8	554	68.2	**812**	**100.0**
Unknown	14	66.7	4	19.0	**21**	**100.0**	33	60.0	19	34.5	**55**	**100.0**
Total	**20,384**	**77.0**	**6,092**	**23.0**	***26,480**	**100.0**	**4,683**	**51.6**	**4,387**	**48.3**	****9,075**	**100.0**
Occupants Injured												
<5	***	***	***	***	***	***	25,000	46.0	29,000	54.0	**54,000**	**100.0**
5-9	***	50.2	***	49.8	**1,000**	**100.0**	28,000	49.3	28,000	50.7	**56,000**	**100.0**
10-15	4,000	72.5	2,000	27.5	**6,000**	**100.0**	33,000	39.5	50,000	60.5	**83,000**	**100.0**
16-20	130,000	52.4	118,000	47.6	**248,000**	**100.0**	54,000	42.4	74,000	57.6	**128,000**	**100.0**
21-24	101,000	51.9	93,000	48.1	**194,000**	**100.0**	30,000	47.4	33,000	52.6	**63,000**	**100.0**
25-34	182,000	51.2	173,000	48.8	**355,000**	**100.0**	42,000	43.8	54,000	56.2	**96,000**	**100.0**
35-44	143,000	48.8	150,000	51.2	**293,000**	**100.0**	25,000	36.7	42,000	63.3	**67,000**	**100.0**
45-54	137,000	51.0	132,000	49.0	**269,000**	**100.0**	19,000	31.5	42,000	68.5	**61,000**	**100.0**
55-64	82,000	49.6	83,000	50.4	**164,000**	**100.0**	10,000	22.5	33,000	77.5	**43,000**	**100.0**
65-74	40,000	49.0	41,000	51.0	**81,000**	**100.0**	5,000	19.5	22,000	80.5	**28,000**	**100.0**
>74	27,000	49.0	28,000	51.0	**55,000**	**100.0**	6,000	26.2	17,000	73.8	**24,000**	**100.0**
Total	**845,000**	**50.8**	**820,000**	**49.2**	**1,666,000**	**100.0**	**276,000**	**39.4**	**425,000**	**60.6**	**701,000**	**100.0**

*Includes 4 drivers of unknown sex.
**Includes 5 passengers of unknown sex.
***Less than 500 or less than 0.05 percent.
Note: Drivers include motorcycle riders; passengers include motorcycle passengers.

Table 70
Vehicle Occupants Killed or Injured, by Vehicle Type and Most Harmful Event

Vehicle Type	Most Harmful Event								Total	
	Collision with						Noncollision			
	Motor Vehicle in Transport		Object Not Fixed		Fixed Object					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed										
Passenger Car	8,360	50.6	368	2.2	4,620	28.0	3,164	19.2	**16,520**	**100.0**
Light Truck	3,925	31.6	297	2.4	2,952	23.8	5,233	42.2	**12,413**	**100.0**
Large Truck	181	22.6	34	4.2	148	18.5	439	54.7	**802**	**100.0**
Bus	11	29.7	0	0.0	11	29.7	15	40.5	**37**	**100.0**
Other/Unknown	166	26.4	25	4.0	183	29.1	231	36.7	**629**	**100.0**
Subtotal	*12,643*	*41.6*	*724*	*2.4*	*7,914*	*26.0*	*9,082*	*29.9*	***30,401***	***100.0***
Motorcycle	*2,561*	*49.7*	*221*	*4.3*	*1,357*	*26.3*	*1,009*	*19.6*	***5,154***	***100.0***
Total	**15,204**	**42.8**	**945**	**2.7**	**9,271**	**26.1**	**10,091**	**28.4**	*35,555	100.0
Occupants Injured										
Passenger Car	1,076,000	78.0	35,000	2.5	190,000	13.8	79,000	5.7	**1,379,000**	**100.0**
Light Truck	592,000	70.3	18,000	2.2	111,000	13.2	120,000	14.3	**841,000**	**100.0**
Large Truck	11,000	48.9	1,000	4.3	3,000	12.7	8,000	34.1	**23,000**	**100.0**
Bus	10,000	82.1	**	0.1	**	1.2	2,000	16.5	**12,000**	**100.0**
Other/Unknown	4,000	49.8	**	1.5	1,000	13.6	3,000	35.1	**8,000**	**100.0**
Subtotal	*1,693,000*	*74.8*	*54,000*	*2.4*	*305,000*	*13.5*	*212,000*	*9.4*	***2,264,000***	***100.0***
Motorcycle	*43,000*	*42.0*	*3,000*	*3.4*	*9,000*	*8.9*	*47,000*	*45.8*	***103,000***	***100.0***
Total	**1,736,000**	**73.3**	**58,000**	**2.4**	**314,000**	**13.3**	**259,000**	**10.9**	2,367,000	100.0

*Includes 44 fatalities with unknown most harmful event.
**Less than 500.

Table 71

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	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
Front	8,735	6,788	494	32	305	*16,354*	*3,431*	**19,785**
Left Side	2,837	1,274	63	0	47	*4,221*	*376*	**4,597**
Right Side	2,553	1,243	58	2	43	*3,899*	*351*	**4,250**
Rear	934	549	30	1	49	*1,563*	*166*	**1,729**
Other	577	448	36	0	18	*1,079*	*165*	**1,244**
Noncollision	614	1,765	92	2	122	*2,595*	*401*	**2,996**
Unknown	270	346	29	0	45	*690*	*264*	**954**
Total	**16,520**	**12,413**	**802**	**37**	**629**	***30,401***	***5,154***	35,555
Occupants Injured								
Front	637,000	352,000	9,000	3,000	3,000	*1,005,000*	*39,000*	**1,043,000**
Left Side	213,000	115,000	4,000	3,000	1,000	*336,000*	*11,000*	**347,000**
Right Side	188,000	109,000	3,000	1,000	1,000	*301,000*	*11,000*	**312,000**
Rear	309,000	207,000	3,000	4,000	1,000	*523,000*	*6,000*	**529,000**
Other	6,000	4,000	1,000	*	*	*11,000*	*	**11,000**
Noncollision	27,000	54,000	5,000	1,000	2,000	*89,000*	*36,000*	**125,000**
Total	**1,379,000**	**841,000**	**23,000**	**12,000**	**8,000**	***2,264,000***	***103,000***	2,367,000

*Less than 500.

Table 72

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	3,313	20.1	13,155	79.6	52	0.3	**16,520**	**100.0**
Light Truck	4,756	38.3	7,604	61.3	53	0.4	**12,413**	**100.0**
Large Truck	237	29.6	558	69.6	7	0.9	**802**	**100.0**
Bus	18	48.6	19	51.4	0	0.0	**37**	**100.0**
Other/Unknown	281	44.7	319	50.7	29	4.6	**629**	**100.0**
Total**	**8,605**	**28.3**	**21,655**	**71.2**	**141**	**0.5**	**30,401**	**100.0**
Occupants Injured								
Passenger Car	6,000	0.4	1,373,000	99.6	****	****	**1,379,000**	**100.0**
Light Truck	12,000	1.4	830,000	98.6	****	****	**841,000**	**100.0**
Large Truck	***	1.0	23,000	99.0	****	****	**23,000**	**100.0**
Bus	***	***	12,000	100.0	****	****	**12,000**	**100.0**
Other/Unknown	2,000	31.1	5,000	68.9	****	****	**8,000**	**100.0**
Total**	**20,000**	**0.9**	**2,244,000**	**99.1**	****	****	**2,264,000**	**100.0**

*Includes total and partial ejection.
**Excludes motorcyclists.
***Less than 500.
****Not applicable.

Table 73

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

Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	Total Occupants Killed
Passenger Car	—	Passenger Car	—	**2,154**
Passenger Car	3,623	Light Truck	954	**4,577**
Passenger Car	1,436	Large Truck	43	**1,479**
Passenger Car	20	Motorcycle	1,002	**1,022**
Passenger Car	91	Bus	1	**92**
Passenger Car	68	Other/Unknown	53	**121**
Light Truck	—	Light Truck	—	**1,765**
Light Truck	1,177	Large Truck	48	**1,225**
Light Truck	3	Motorcycle	1,123	**1,126**
Light Truck	47	Bus	1	**48**
Light Truck	44	Other/Unknown	76	**120**
Large Truck	—	Large Truck	—	**129**
Large Truck	0	Motorcycle	184	**184**
Large Truck	3	Bus	4	**7**
Large Truck	2	Other/Unknown	28	**30**
Motorcycle	—	Motorcycle	—	**106**
Motorcycle	18	Bus	0	**18**
Motorcycle	53	Other/Unknown	2	**55**
Bus	—	Bus	—	**2**
Bus	0	Other/Unknown	3	**3**
Other/Unknown	—	Other/Unknown	—	**30**
Total Occupants Killed				**14,293**

Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	**496,000**
Passenger Car	376,000	Light Truck	258,000	**634,000**
Passenger Car	37,000	Large Truck	4,000	**41,000**
Passenger Car	3,000	Motorcycle	25,000	**28,000**
Passenger Car	5,000	Bus	6,000	**10,000**
Passenger Car	2,000	Other/Unknown	2,000	**5,000**
Light Truck	—	Light Truck	—	**233,000**
Light Truck	20,000	Large Truck	4,000	**24,000**
Light Truck	2,000	Motorcycle	18,000	**20,000**
Light Truck	2,000	Bus	2,000	**4,000**
Light Truck	1,000	Other/Unknown	1,000	**3,000**
Large Truck	—	Large Truck	—	**2,000**
Total Occupants Injured				**1,502,000**

Table 74
Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Type

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Passenger Cars	**36,454**	**41.6**	**16,520**	**46.5**
Convertible	702	0.8	328	0.9
2 Door Sedan, Hardtop, Coupe	6,250	7.1	3,090	8.7
3 Door/2 Door Hatchback	1,465	1.7	771	2.2
4 Door Sedan Hardtop	25,717	29.4	11,403	32.1
5 Door/4 Door Hatchback	395	0.5	172	0.5
Station Wagon	1,472	1.7	574	1.6
Hatchback, Doors Unknown	23	*	11	*
Other Auto	75	0.1	28	0.1
Unknown Auto	314	0.4	117	0.3
Auto-Based Pickup	35	*	21	0.1
Auto-Based Panel Truck	6	*	5	*
Light Trucks	**37,417**	**42.7**	**12,413**	**34.9**
Compact Utility	10,624	12.1	3,729	10.5
Large Utility	3,472	4.0	863	2.4
Utility Station Wagon	923	1.1	215	0.6
Utility, Unknown Body Type	13	*	2	*
Minivan	4,888	5.6	1,369	3.9
Large Van	1,904	2.2	374	1.1
Step Van	88	0.1	14	*
Unknown Van Type	19	*	3	*
Compact Pickup	4,183	4.8	1,959	5.5
Standard Pickup	11,116	12.7	3,830	10.8
Pickup with Camper	70	0.1	27	0.1
Unknown Pickup Style Truck	50	0.1	14	*
Cab Chassis-Based Light Truck	59	0.1	10	*
Truck-Based Panel Truck	1	*	0	0.0
Unknown Light Vehicle Type	7	*	4	*

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Large Trucks	**5,199**	**5.9**	**802**	**2.3**
Step Van	31	*	5	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	267	0.3	49	0.1
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	346	0.4	56	0.2
Single Unit Heavy Truck (GVWR > 26,000 lb)	905	1.0	146	0.4
Single Unit Truck, Unknown GVWR	14	*	1	*
Truck Tractor	3,478	4.0	511	1.4
Medium/Heavy Pickup (Ford Super Duty 450/550)	129	0.1	28	0.1
Unknown Heavy Truck (GVWR > 26,000 lb)	2	*	0	0.0
Unknown Large Truck Type	27	*	6	*
Motorcycles	**5,885**	**6.7**	**5,154**	**14.5**
Motorcycle	5,684	6.5	4,973	14.0
Moped	51	0.1	46	0.1
Three Wheel Motorcycle or Moped	7	*	6	*
Off-Road Motorcycle (Two Wheel)	71	0.1	64	0.2
Other Motorcycle/Minibike	59	0.1	53	0.1
Unknown Motorcycle	13	*	12	*
Buses**	**978**	**1.1**	**37**	**0.1**
School Bus	253	0.3	3	*
Cross Country/Intercity Bus	338	0.4	19	0.1
Transit Bus	292	0.3	6	*
Other Bus	81	0.1	9	*
Unknown Bus	14	*	0	0.0
Other Vehicles	**864**	**1.0**	**539**	**1.5**
Large Limousine	18	*	7	*
Light Truck-Based Motorhome	8	*	4	*
Medium/Heavy Truck-Based Motorhome	42	*	7	*
Unknown Truck Camper/Motorhome	65	0.1	7	*
All Terrain Vehicle	478	0.5	367	1.0
Snowmobile	46	0.1	38	0.1
Farm Equipment Except Trucks	113	0.1	55	0.2
Construction Equipment Except Trucks	20	*	6	*
Other Vehicle	74	0.1	48	0.1
Unknown Body Type	**784**	**0.9**	**90**	**0.3**
Total	**87,581**	**100.0**	**35,555**	**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 75

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)	593	1.6	346	2.1	58.3
Subcompact (95 to 99 inches)	3,762	10.3	1,915	11.6	50.9
Compact (100 to 104 inches)	11,612	31.9	5,501	33.3	47.4
Intermediate (105 to 109 inches)	11,851	32.5	5,195	31.4	43.8
Full Size (110 to 114 inches)	5,642	15.5	2,396	14.5	42.5
Largest Size (115 inches and over)	2,037	5.6	774	4.7	38.0
Unknown	957	2.6	393	2.4	41.1
Total	**36,454**	**100.0**	**16,520**	**100.0**	**45.3**

Table 76

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

Person Type	Total Killed	Alcohol-Impaired Driving Fatalities*	
		Number	Percent
Vehicle Occupants			
Driver	21,647	8,073	32
Passenger	8,657	2,529	29
Unknown Occupant	97	5	5
Subtotal	*30,401*	*10,606*	*35*
Motorcyclists	*5,154*	*1,620*	*31*
Nonoccupants			
Pedestrian	4,654	660	14
Pedalcyclist	698	87	12
Other/Unknown	152	27	17
Subtotal	*5,504*	*773*	*14*
Total	**41,059**	**12,998**	**32**

*Fatalities in crashes involving a driver or motorcycle rider with a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dL) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Table 77

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

Age (Years)	Driver's BAC								Total	
	.00		.01-.07		.08 or Higher*		.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	198	83	14	6	28	12	41	17	**239**	**100**
16-20	5,300	77	347	5	1,205	18	1,551	23	**6,851**	**100**
21-24	3,718	59	378	6	2,160	35	2,538	41	**6,256**	**100**
25-34	7,028	66	546	5	3,118	29	3,664	34	**10,692**	**100**
35-44	7,082	72	362	4	2,418	25	2,780	28	**9,862**	**100**
45-54	6,838	76	315	4	1,829	20	2,144	24	**8,982**	**100**
55-64	5,100	85	177	3	734	12	911	15	**6,011**	**100**
65-74	2,719	90	79	3	227	8	306	10	**3,025**	**100**
>74	2,669	93	68	2	117	4	186	7	**2,855**	**100**
Unknown	582	64	94	10	232	26	326	36	**908**	**100**
Total	**41,234**	**74**	**2,380**	**4**	**12,068**	**22**	**14,447**	**26**	**55,681**	**100**

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

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

Figure 26

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

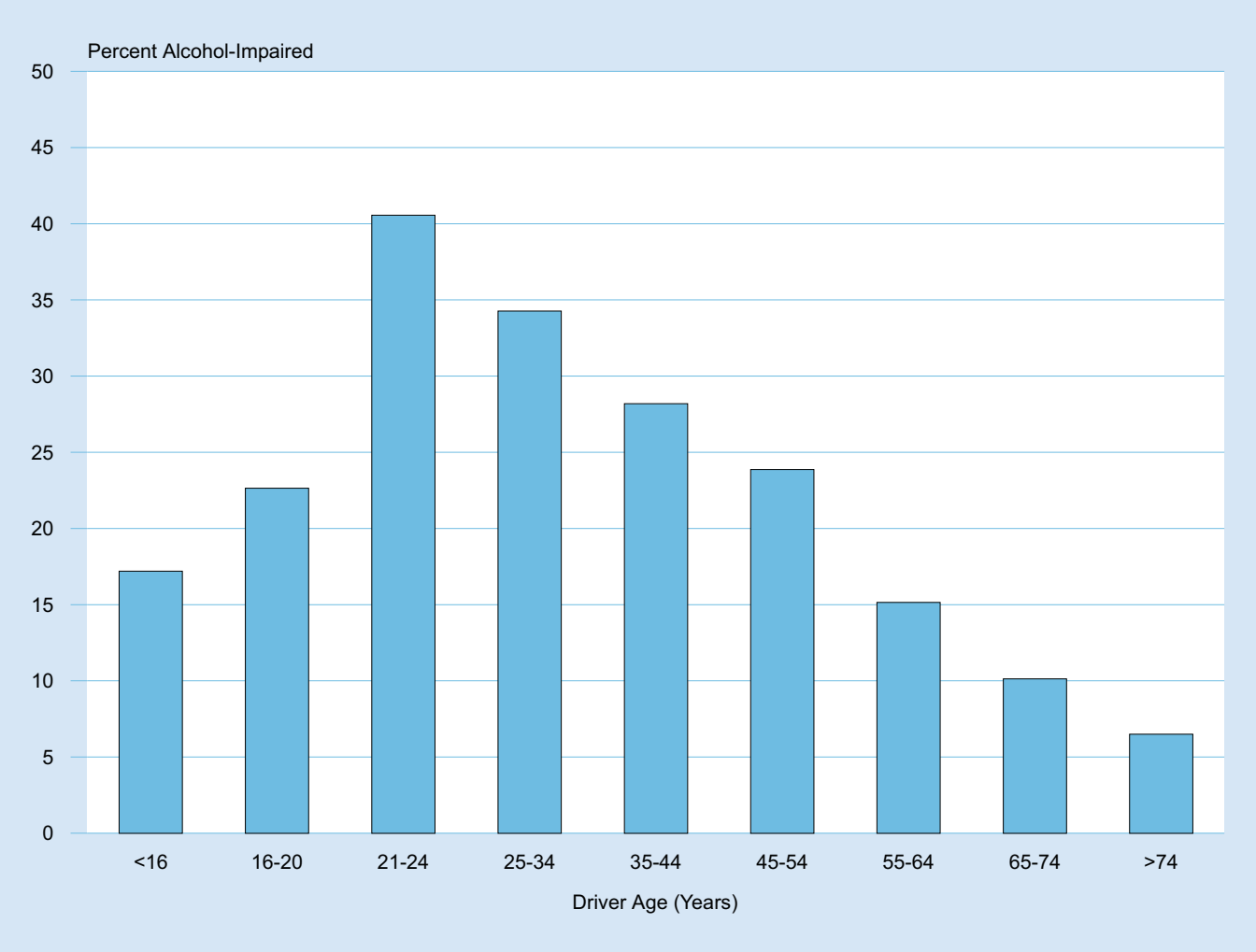


Table 78

Drivers and Motorcycle Riders Killed in Crashes, by Time of Day, Day of Week, Age, Alcohol Impairment, and Crash Type

Time of Day and Day of Week	Under 21		21 and Older	
	Number Killed	Percent Alcohol-Impaired*	Number Killed	Percent Alcohol-Impaired*
Single-Vehicle Crashes				
Daytime	**631**	**13**	**4,859**	**23**
Weekday	395	10	3,227	20
Weekend	236	18	1,632	31
Nighttime	**1,239**	**47**	**6,821**	**66**
Weekday	496	41	2,989	60
Weekend	743	51	3,832	71
Multiple-Vehicle Crashes				
Daytime	**772**	**4**	**7,063**	**8**
Weekday	575	3	5,296	7
Weekend	197	6	1,767	11
Nighttime	**568**	**19**	**4,236**	**35**
Weekday	259	16	2,028	29
Weekend	309	21	2,208	40

**Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Table 79

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

Age (Years)	Driver's BAC								Total	
	.00		.01-.07		.08 or Higher*		.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	106	79	9	7	19	14	28	21	**134**	**100**
16-20	2,151	69	159	5	799	26	957	31	**3,108**	**100**
21-24	1,514	48	187	6	1,473	46	1,661	52	**3,174**	**100**
25-34	2,362	49	290	6	2,190	45	2,480	51	**4,841**	**100**
35-44	2,335	54	208	5	1,796	41	2,003	46	**4,338**	**100**
45-54	2,582	61	212	5	1,461	34	1,672	39	**4,254**	**100**
55-64	2,230	75	125	4	599	20	724	25	**2,954**	**100**
65-74	1,448	85	56	3	195	11	251	15	**1,699**	**100**
>74	1,804	92	51	3	103	5	153	8	**1,957**	**100**
Unknown	9	44	1	5	11	51	12	56	**21**	**100**
Total	**16,539**	**62**	**1,297**	**5**	**8,644**	**33**	**9,941**	**38**	**26,480**	**100**

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

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

Figure 27

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

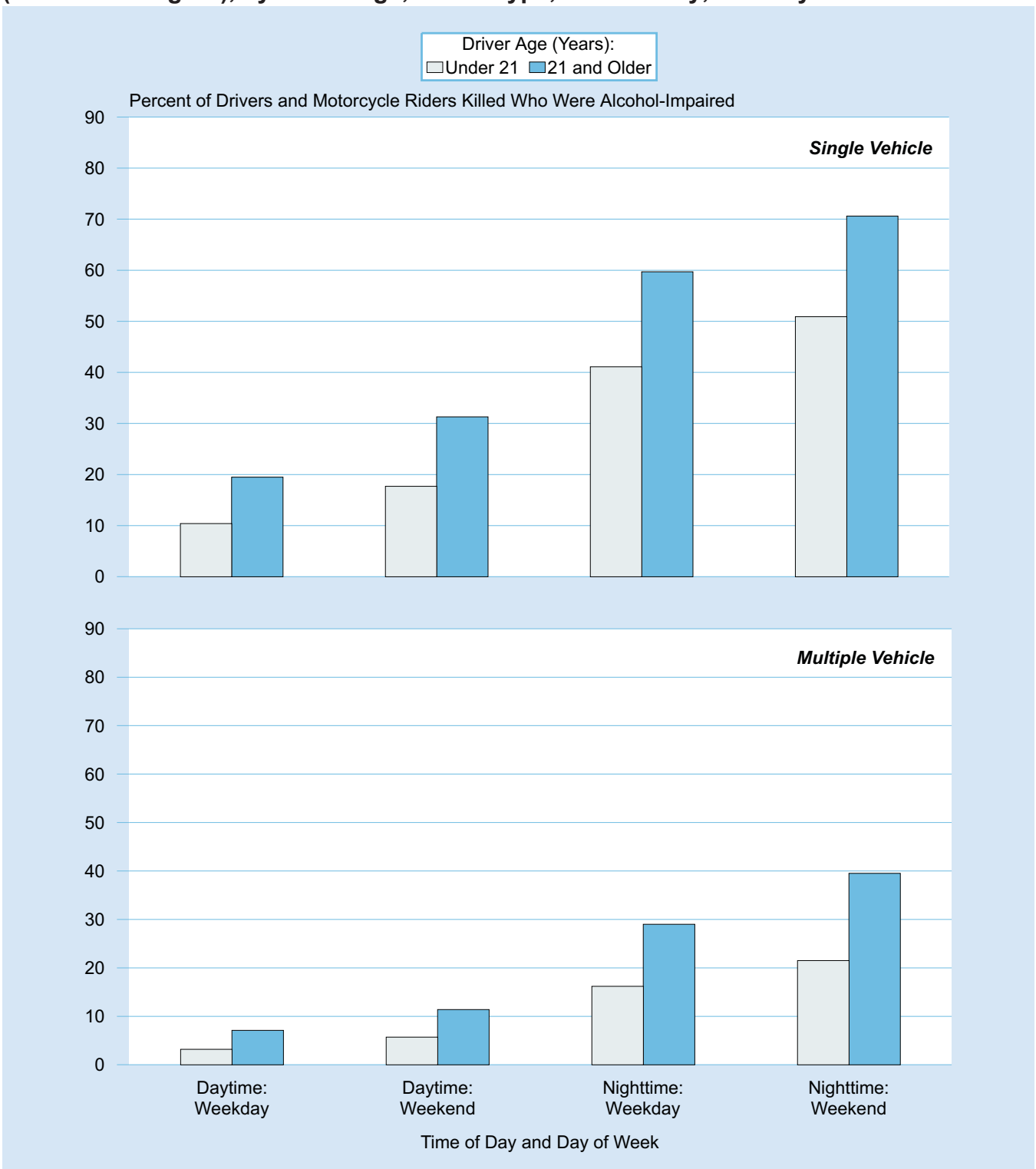


Table 80

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

	Driver's BAC								Total	
	.00		.01-.07		.08 or Higher*		.01 and Higher			
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	16,502	73	966	4	5,154	23	6,119	27	**22,621**	**100**
Light Truck	15,740	73	819	4	5,033	23	5,851	27	**21,591**	**100**
Large Truck	4,482	98	30	1	40	1	69	2	**4,551**	**100**
Bus	271	99	0	0	4	1	4	1	**275**	**100**
Other/Unknown	812	60	138	10	407	30	545	40	**1,357**	**100**
Subtotal	*37,806*	*75*	*1,952*	*4*	*10,637*	*21*	*12,589*	*25*	***50,395***	***100***
Motorcycle	*3,427*	*65*	*427*	*8*	*1,431*	*27*	*1,859*	*35*	***5,286***	***100***
Total	**41,234**	**74**	**2,380**	**4**	**12,068**	**22**	**14,447**	**26**	55,681	100

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

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

Table 81

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

Age (Years)	Highest Driver BAC in Crash								Total	
	.00		.01-.07		.08 or Higher*		.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	400	79	23	5	84	16	107	21	**508**	**100**
5-9	385	82	18	4	67	14	85	18	**470**	**100**
10-15	824	79	59	6	160	15	219	21	**1,044**	**100**
16-20	3,416	64	371	7	1,529	29	1,900	36	**5,338**	**100**
21-24	2,072	46	333	7	2,112	47	2,445	54	**4,530**	**100**
25-34	3,256	48	466	7	3,049	45	3,515	52	**6,796**	**100**
35-44	3,306	54	350	6	2,406	40	2,757	45	**6,082**	**100**
45-54	3,755	61	343	6	2,022	33	2,365	39	**6,130**	**100**
55-64	2,977	73	200	5	912	22	1,112	27	**4,101**	**100**
65-74	2,130	82	108	4	359	14	468	18	**2,602**	**100**
>74	2,949	89	110	3	262	8	372	11	**3,330**	**100**
Unknown	84	66	8	6	36	28	44	34	**128**	**100**
Total	**25,555**	**62**	**2,388**	**6**	**12,998**	**32**	**15,387**	**37**	**41,059**	**100**

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

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

Table 82

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

Pedestrian's BAC	Driver's BAC						Total	
	.00		.01-.07		.08 or Higher*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
.00	2,354	51	118	3	312	7	**2,784**	**61**
.01-.07	145	3	17	0	36	1	**198**	**4**
.08 or Higher	1,230	27	99	2	275	6	**1,604**	**35**
Total**	**3,728**	**81**	**234**	**5**	**623**	**14**	**4,586**	**100**

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

**Includes pedestrians struck by motorcycles. Does not include pedestrians killed in hit and run crashes.

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

Table 83

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	14,299	63.2	6,345	28.0	1,977	8.7	**22,621**	**100.0**
Light Truck	13,135	60.8	6,824	31.6	1,632	7.6	**21,591**	**100.0**
Large Truck	3,614	79.4	555	12.2	382	8.4	**4,551**	**100.0**
Bus	219	79.6	24	8.7	32	11.6	**275**	**100.0**
Other/Unknown	163	12.0	543	40.0	651	48.0	**1,357**	**100.0**
Total*	**31,430**	**62.4**	**14,291**	**28.4**	**4,674**	**9.3**	**50,395**	**100.0**
Drivers in Injury Crashes								
Passenger Car	1,472,000	86.4	63,000	3.7	169,000	9.9	**1,704,000**	**100.0**
Light Truck	1,003,000	86.4	52,000	4.5	105,000	9.1	**1,161,000**	**100.0**
Large Truck	60,000	79.9	2,000	3.3	13,000	16.8	**75,000**	**100.0**
Bus	8,000	77.1	**	1.9	2,000	21.0	**11,000**	**100.0**
Other/Unknown	3,000	36.1	5,000	53.6	1,000	10.4	**8,000**	**100.0**
Total*	**2,546,000**	**86.0**	**123,000**	**4.2**	**290,000**	**9.8**	**2,959,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	3,433,000	85.7	50,000	1.3	521,000	13.0	**4,004,000**	**100.0**
Light Truck	2,578,000	86.0	41,000	1.4	379,000	12.6	**2,998,000**	**100.0**
Large Truck	232,000	69.9	5,000	1.6	95,000	28.5	**332,000**	**100.0**
Bus	39,000	85.1	2,000	3.8	5,000	11.1	**46,000**	**100.0**
Other/Unknown	6,000	52.2	3,000	29.3	2,000	18.5	**11,000**	**100.0**
Total*	**6,287,000**	**85.1**	**102,000**	**1.4**	**1,002,000**	**13.6**	**7,391,000**	**100.0**
Drivers in All Crashes								
Passenger Car	4,919,000	85.8	120,000	2.1	692,000	12.1	**5,731,000**	**100.0**
Light Truck	3,595,000	86.0	100,000	2.4	486,000	11.6	**4,181,000**	**100.0**
Large Truck	295,000	71.8	8,000	2.0	108,000	26.2	**412,000**	**100.0**
Bus	47,000	83.5	2,000	3.5	7,000	13.0	**57,000**	**100.0**
Other/Unknown	9,000	42.9	8,000	40.0	4,000	17.1	**20,000**	**100.0**
Total*	**8,865,000**	**85.2**	**239,000**	**2.3**	**1,297,000**	**12.5**	**10,401,000**	**100.0**

*Excludes motorcycle riders.

**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 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	256	66.5	107	27.8	22	5.7	**385**	**100.0**
5-9	162	49.4	142	43.3	24	7.3	**328**	**100.0**
10-15	261	36.2	401	55.6	59	8.2	**721**	**100.0**
16-20	1,615	35.6	2,502	55.1	423	9.3	**4,540**	**100.0**
21-24	1,103	31.6	2,090	59.8	300	8.6	**3,493**	**100.0**
25-34	1,540	32.2	2,810	58.7	434	9.1	**4,784**	**100.0**
35-44	1,406	37.3	2,092	55.4	275	7.3	**3,773**	**100.0**
45-54	1,614	44.5	1,732	47.8	277	7.6	**3,623**	**100.0**
55-64	1,399	52.8	1,057	39.9	193	7.3	**2,649**	**100.0**
65-74	1,107	58.4	671	35.4	117	6.2	**1,895**	**100.0**
>74	1,775	66.4	748	28.0	149	5.6	**2,672**	**100.0**
Unknown	14	20.0	38	54.3	18	25.7	**70**	**100.0**
Total	**12,252**	**42.3**	**14,390**	**49.7**	**2,291**	**7.9**	**28,933**	**100.0**
Occupants Injured								
<5	48,000	89.3	3,000	6.1	2,000	4.6	**53,000**	**100.0**
5-9	48,000	86.1	4,000	6.4	4,000	7.5	**55,000**	**100.0**
10-15	73,000	85.2	8,000	9.9	4,000	4.9	**86,000**	**100.0**
16-20	292,000	81.2	41,000	11.3	27,000	7.5	**360,000**	**100.0**
21-24	195,000	81.4	24,000	10.1	20,000	8.5	**240,000**	**100.0**
25-34	350,000	83.0	38,000	8.9	34,000	8.1	**422,000**	**100.0**
35-44	286,000	86.2	22,000	6.7	23,000	7.0	**332,000**	**100.0**
45-54	264,000	88.1	15,000	4.9	21,000	6.9	**300,000**	**100.0**
55-64	173,000	89.8	8,000	4.2	12,000	6.1	**193,000**	**100.0**
65-74	94,000	91.4	4,000	3.9	5,000	4.6	**103,000**	**100.0**
>74	71,000	91.0	3,000	3.3	4,000	5.7	**78,000**	**100.0**
Total	**1,894,000**	**85.3**	**170,000**	**7.6**	**157,000**	**7.1**	**2,221,000**	**100.0**

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

Table 85

Passenger Car and Light Truck Occupant Survivors of Fatal Crashes, by Age and Restraint Use

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,420	82.6	217	12.6	83	4.8	**1,720**	**100.0**
5-9	1,267	74.7	331	19.5	99	5.8	**1,697**	**100.0**
10-15	1,695	63.9	757	28.6	199	7.5	**2,651**	**100.0**
16-20	4,810	60.9	2,362	29.9	728	9.2	**7,900**	**100.0**
21-24	3,237	63.3	1,394	27.3	484	9.5	**5,115**	**100.0**
25-34	5,373	69.2	1,663	21.4	729	9.4	**7,765**	**100.0**
35-44	4,528	76.2	970	16.3	442	7.4	**5,940**	**100.0**
45-54	3,836	80.5	598	12.5	331	6.9	**4,765**	**100.0**
55-64	2,724	86.2	267	8.4	169	5.3	**3,160**	**100.0**
65-74	1,483	86.8	142	8.3	84	4.9	**1,709**	**100.0**
>74	1,173	84.9	114	8.2	95	6.9	**1,382**	**100.0**
Unknown	380	33.5	148	13.1	606	53.4	**1,134**	**100.0**
Total	**31,926**	**71.0**	**8,963**	**19.9**	**4,049**	**9.0**	**44,938**	**100.0**

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

Table 86

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	***7,504***	***50.5***	***6,190***	***41.6***	***1,178***	***7.9***	***14,872***	***100.0***
Left	5,810	49.8	4,953	42.4	913	7.8	**11,676**	**100.0**
Middle	6	30.0	12	60.0	2	10.0	**20**	**100.0**
Right	1,688	53.2	1,225	38.6	262	8.3	**3,175**	**100.0**
Other/Unknown	0	0.0	0	0.0	1	100.0	**1**	**100.0**
Second Seat	***523***	***35.2***	***823***	***55.4***	***140***	***9.4***	***1,486***	***100.0***
Left	207	37.4	293	53.0	53	9.6	**553**	**100.0**
Middle	63	31.0	119	58.6	21	10.3	**203**	**100.0**
Right	252	35.3	399	55.9	63	8.8	**714**	**100.0**
Other/Unknown	1	6.3	12	75.0	3	18.8	**16**	**100.0**
Other	***0***	***0.0***	***19***	***82.6***	***4***	***17.4***	***23***	***100.0***
Unknown	***5***	***3.6***	***73***	***52.5***	***61***	***43.9***	***139***	***100.0***
Total	**8,032**	**48.6**	**7,105**	**43.0**	**1,383**	**8.4**	**16,520**	**100.0**
Passenger Car Occupants Injured								
Front Seat	***1,089,000***	***86.9***	***74,000***	***5.9***	***90,000***	***7.2***	***1,253,000***	***100.0***
Left	860,000	87.1	53,000	5.4	74,000	7.5	**987,000**	**100.0**
Middle	2,000	78.5	*	5.7	*	15.8	**2,000**	**100.0**
Right	228,000	86.4	21,000	7.9	15,000	5.8	**264,000**	**100.0**
Second Seat	***98,000***	***77.9***	***18,000***	***14.5***	***9,000***	***7.6***	***125,000***	***100.0***
Left	38,000	77.9	8,000	15.7	3,000	6.4	**48,000**	**100.0**
Middle	11,000	72.2	3,000	18.7	1,000	9.0	**15,000**	**100.0**
Right	49,000	79.3	8,000	12.6	5,000	8.1	**62,000**	**100.0**
Other	*	***58.0***	*	***23.9***	*	***18.1***	***1,000***	***100.0***
Total	**1,187,000**	**86.1**	**92,000**	**6.7**	**99,000**	**7.2**	**1,379,000**	**100.0**

*Less than 500.

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

Table 87

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

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Light Truck Occupants Killed								
Front Seat	***3,853***	***35.4***	***6,270***	***57.6***	***762***	***7.0***	***10,885***	***100.0***
Left	3,053	34.9	5,071	58.0	615	7.0	**8,739**	**100.0**
Middle	12	16.2	56	75.7	6	8.1	**74**	**100.0**
Right	788	38.1	1,140	55.2	138	6.7	**2,066**	**100.0**
Other/Unknown	0	0.0	3	50.0	3	50.0	**6**	**100.0**
Second Seat	***316***	***29.5***	***675***	***63.0***	***80***	***7.5***	***1,071***	***100.0***
Left	139	33.0	257	61.0	25	5.9	**421**	**100.0**
Middle	35	18.5	133	70.4	21	11.1	**189**	**100.0**
Right	141	32.3	265	60.8	30	6.9	**436**	**100.0**
Other/Unknown	1	4.0	20	80.0	4	16.0	**25**	**100.0**
Other	***45***	***16.0***	***216***	***76.9***	***20***	***7.1***	***281***	***100.0***
Unknown	***6***	***3.4***	***124***	***70.5***	***46***	***26.1***	**176**	**100.0**
Total	**4,220**	**34.0**	**7,285**	**58.7**	**908**	**7.3**	**12,413**	**100.0**
Light Truck Occupants Injured								
Front Seat	***623,000***	***84.7***	***61,000***	***8.2***	***52,000***	***7.1***	***736,000***	***100.0***
Left	483,000	84.4	45,000	7.9	44,000	7.7	**572,000**	**100.0**
Middle	4,000	67.9	1,000	25.4	*	6.7	**5,000**	**100.0**
Right	137,000	86.2	14,000	8.9	8,000	4.9	**159,000**	**100.0**
Second Seat	***74,000***	***81.9***	***12,000***	***13.1***	***5,000***	***5.0***	***91,000***	***100.0***
Left	29,000	83.1	5,000	13.1	1,000	3.8	**35,000**	**100.0**
Middle	10,000	76.8	2,000	16.2	1,000	7.0	**13,000**	**100.0**
Right	36,000	82.4	5,000	12.3	2,000	5.4	**43,000**	**100.0**
Other	***9,000***	***60.0***	***5,000***	***33.2***	***1,000***	***6.7***	***14,000***	***100.0***
Total	**706,000**	**83.9**	**77,000**	**9.2**	**58,000**	**6.9**	**841,000**	**100.0**

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

Table 88

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

Restraint Use and Type of Restraint	Vehicle Type			
	Passenger Car		Light Truck	
	Number	Percent	Number	Percent
Occupants Killed				
Restraint Used				
Lap/Shoulder Belt	3,525	21.3	2,170	17.5
Lap Belt	97	0.6	81	0.7
Shoulder Belt	119	0.7	13	0.1
Child Safety Seat	127	0.8	90	0.7
Type Unknown	17	0.1	5	*
Restraint Used, Airbag Deployed	4,074	24.7	1,806	14.5
Safety Belt Used Improperly	47	0.3	25	0.2
Child Safety Seat Used Improperly	26	0.2	30	0.2
Subtotal	*8,032*	*48.6*	*4,220*	*34.0*
No Restraint Used	4,076	24.7	5,400	43.5
No Restraint Used, Airbag Deployed	3,029	18.3	1,885	15.2
Restraint Use Unknown	1,383	8.4	908	7.3
Total	**16,520**	**100.0**	**12,413**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	787,000	57.1	520,000	61.8
Lap Belt	18,000	1.3	14,000	1.6
Shoulder Belt	11,000	0.8	3,000	0.4
Child Safety Seat	22,000	1.6	22,000	2.6
Type Unknown	19,000	1.4	11,000	1.3
Restraint Used, Airbag Deployed	331,000	24.0	137,000	16.3
Subtotal	*1,187,000*	*86.1*	*706,000*	*83.9*
No Restraint Used	69,000	5.0	65,000	7.8
No Restraint Used, Airbag Deployed	23,000	1.7	12,000	1.4
Restraint Use Unknown	99,000	7.2	58,000	6.9
Total	**1,379,000**	**100.0**	**841,000**	**100.0**

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

Table 89

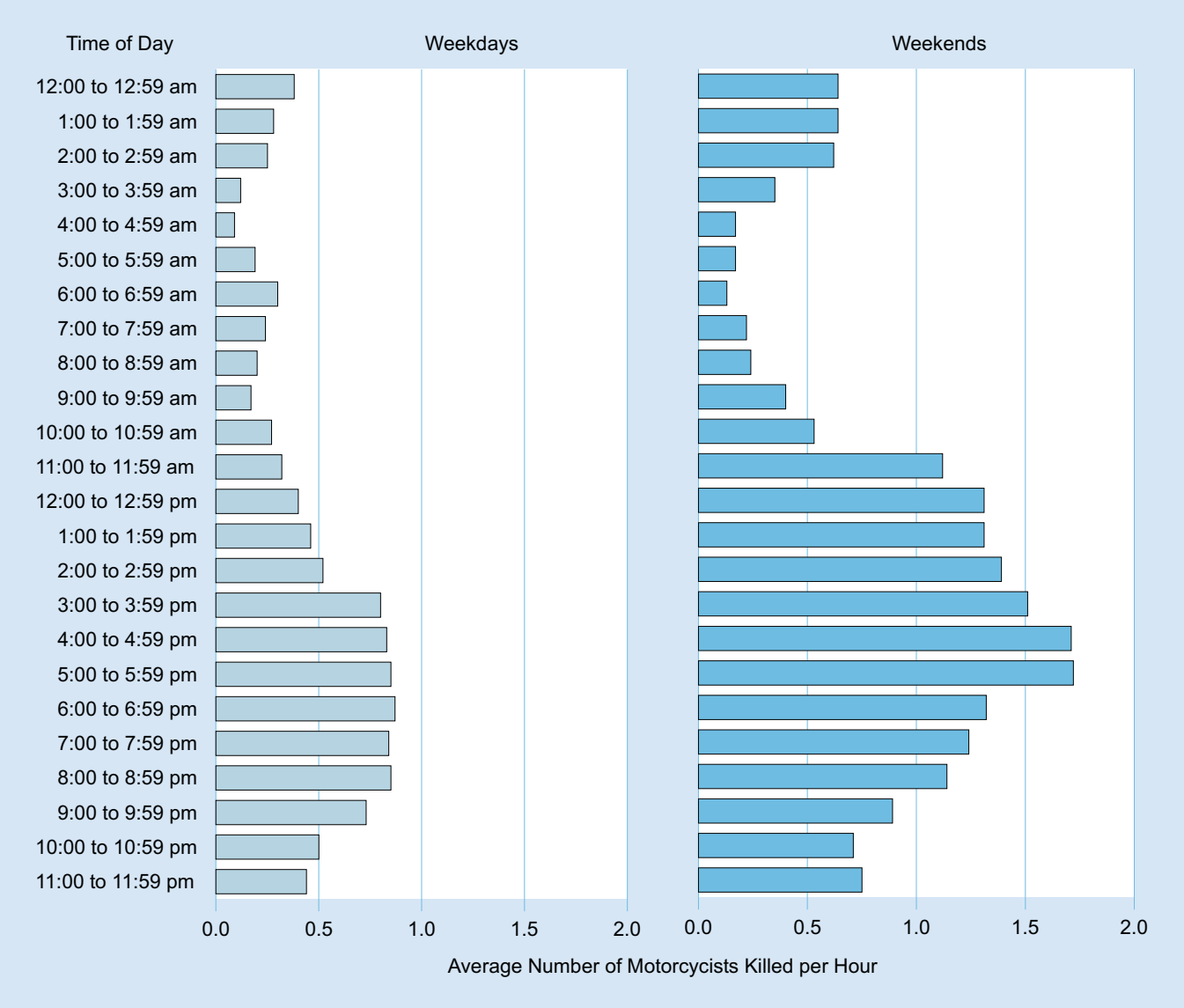
Motorcyclists Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcyclists Killed						
Midnight to 3 am	188	7.3	297	11.5	**485**	**9.4**
3 am to 6 am	82	3.2	108	4.2	**190**	**3.7**
6 am to 9 am	191	7.4	61	2.4	**252**	**4.9**
9 am to Noon	199	7.8	213	8.3	**412**	**8.0**
Noon to 3 pm	361	14.1	417	16.2	**778**	**15.1**
3 pm to 6 pm	645	25.2	514	20.0	**1,159**	**22.5**
6 pm to 9 pm	534	20.8	578	22.4	**1,112**	**21.6**
9 pm to Midnight	350	13.7	366	14.2	**716**	**13.9**
Unknown	14	0.5	22	0.9	**50**	**1.0**
Total	**2,564**	**100.0**	**2,576**	**100.0**	***5,154**	**100.0**
Motorcyclists Injured						
Midnight to 3 am	2,000	2.8	3,000	6.5	**5,000**	**4.4**
3 am to 6 am	1,000	1.7	**	1.1	**1,000**	**1.4**
6 am to 9 am	5,000	8.7	1,000	3.0	**6,000**	**6.1**
9 am to Noon	6,000	10.0	7,000	14.3	**12,000**	**11.9**
Noon to 3 pm	10,000	17.6	9,000	19.5	**19,000**	**18.4**
3 pm to 6 pm	18,000	31.2	11,000	24.8	**29,000**	**28.4**
6 pm to 9 pm	10,000	18.0	9,000	19.6	**19,000**	**18.8**
9 pm to Midnight	6,000	10.0	5,000	11.2	**11,000**	**10.5**
Total	**57,000**	**100.0**	**46,000**	**100.0**	**103,000**	**100.0**

*Includes 14 motorcyclists killed on unknown day of week.

Figure 28

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



Note: Motorcyclists include motorcycle riders (operators) and passengers.

Table 90

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	2,786	57.6	1,922	39.8	125	2.6	**4,833**	**100.0**
Passengers	150	46.7	169	52.6	2	0.6	**321**	**100.0**
Total	**2,936**	**57.0**	**2,091**	**40.6**	**127**	**2.5**	**5,154**	**100.0**

Table 91

Motorcycle Riders Involved in Fatal Crashes, by Age and License Compliance

Age (Years)	License Compliance					Total
	Not Licensed	No Motorcycle License Required	No Valid Motorcycle License	Valid Motorcycle License	Unknown	
<16	19	2	2	2	0	**25**
16-20	31	5	121	206	5	**368**
21-24	20	1	190	402	6	**619**
25-34	39	4	357	680	14	**1,094**
35-44	25	5	275	837	9	**1,151**
45-54	11	5	186	953	12	**1,167**
55-64	1	5	64	575	12	**657**
65-74	2	0	10	148	1	**161**
>74	0	0	2	39	0	**41**
Unknown	1	0	0	0	2	**3**
Total	**149**	**27**	**1,207**	**3,842**	**61**	**5,286**

Table 92

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

Age (Years)	Vehicle Type		Total
	Bus	Other Vehicle	
<5	0	0	**0**
5-9	5	0	**5**
10-15	3	0	**3**
>15	7	2	**9**
Total	**15**	**2**	**17**

Table 93

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

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	4	2.9	1,000	8.8
School Bus Passenger	1	0.7	2,000	28.4
Pedestrian	18	12.8	*	2.9
Pedalcyclist	6	4.3	*	3.0
Occupant of Other Vehicle	112	80.6	5,000	56.4
Other Nonoccupants	0	0.0	*	0.5
Total	**141**	**100.0**	**9,000**	**100.0**

*Less than 500.

Table 94

Pedestrians Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
<5	13	12.3	91	85.8	**106**	**100.0**
5-9	20	21.5	73	78.5	**93**	**100.0**
10-15	36	23.2	117	75.5	**155**	**100.0**
16-20	46	16.0	237	82.6	**287**	**100.0**
21-24	44	14.9	247	83.4	**296**	**100.0**
25-34	84	13.9	519	85.6	**606**	**100.0**
35-44	128	17.0	619	82.1	**754**	**100.0**
45-54	185	20.2	722	78.8	**916**	**100.0**
55-64	141	28.5	349	70.6	**494**	**100.0**
65-74	151	39.5	229	59.9	**382**	**100.0**
>74	205	39.3	314	60.3	**521**	**100.0**
Unknown	9	20.5	34	77.3	**44**	**100.0**
Total	**1,062**	**22.8**	**3,551**	**76.3**	***4,654**	**100.0**
Pedestrians Injured						
<5	1,000	31.2	1,000	57.5	**2,000**	**100.0**
5-9	1,000	23.9	4,000	76.1	**5,000**	**100.0**
10-15	4,000	42.9	5,000	56.6	**9,000**	**100.0**
16-20	4,000	51.9	3,000	42.8	**8,000**	**100.0**
21-24	3,000	55.1	2,000	38.1	**6,000**	**100.0**
25-34	4,000	41.4	5,000	51.7	**10,000**	**100.0**
35-44	4,000	50.0	4,000	44.9	**8,000**	**100.0**
45-54	4,000	43.0	5,000	52.4	**10,000**	**100.0**
55-64	2,000	48.3	2,000	47.1	**5,000**	**100.0**
65-74	1,000	49.9	1,000	40.1	**3,000**	**100.0**
>74	2,000	50.2	2,000	47.1	**3,000**	**100.0**
Total	**32,000**	**45.0**	**35,000**	**50.2**	****70,000**	**100.0**

*Includes 41 pedestrians killed at other or unknown locations.
**Includes 3,000 pedestrians injured at other or unknown locations.

Table 95

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

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	62	10,603	0.58	44	10,121	0.43	**106**	**20,724**	**0.51**
5-9	59	10,149	0.58	34	9,701	0.35	**93**	**19,850**	**0.47**
10-15	99	12,582	0.79	56	11,997	0.47	**155**	**24,579**	**0.63**
16-20	204	10,966	1.86	83	10,411	0.80	**287**	**21,378**	**1.34**
21-24	229	8,711	2.63	67	8,152	0.82	**296**	**16,863**	**1.76**
25-34	449	20,683	2.17	157	19,908	0.79	**606**	**40,591**	**1.49**
35-44	552	21,619	2.55	202	21,543	0.94	**754**	**43,161**	**1.75**
45-54	667	21,595	3.09	249	22,280	1.12	**916**	**43,875**	**2.09**
55-64	344	15,775	2.18	150	16,937	0.89	**494**	**32,712**	**1.51**
65-74	253	8,887	2.85	129	10,465	1.23	**382**	**19,352**	**1.97**
>74	301	7,089	4.25	220	11,446	1.92	**521**	**18,536**	**2.81**
Unknown	40	*	*	4	*	*	**44**	*	*
Total	**3,259**	**148,659**	**2.19**	**1,395**	**152,962**	**0.91**	**4,654**	**301,621**	**1.54**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	1,000	10,603	12	1,000	10,121	9	**2,000**	**20,724**	**10**
5-9	3,000	10,149	32	2,000	9,701	17	**5,000**	**19,850**	**25**
10-15	4,000	12,582	33	5,000	11,997	40	**9,000**	**24,579**	**37**
16-20	3,000	10,966	27	5,000	10,411	50	**8,000**	**21,378**	**38**
21-24	3,000	8,711	39	3,000	8,152	34	**6,000**	**16,863**	**37**
25-34	7,000	20,683	33	3,000	19,908	17	**10,000**	**40,591**	**25**
35-44	5,000	21,619	21	4,000	21,543	17	**8,000**	**43,161**	**19**
45-54	7,000	21,595	30	3,000	22,280	15	**10,000**	**43,875**	**23**
55-64	3,000	15,775	18	2,000	16,937	14	**5,000**	**32,712**	**16**
65-74	2,000	8,887	17	1,000	10,465	12	**3,000**	**19,352**	**14**
>74	2,000	7,089	29	1,000	11,446	13	**3,000**	**18,536**	**19**
Total	**39,000**	**148,659**	**26**	**31,000**	**152,962**	**20**	**70,000**	**301,621**	**23**

*Not applicable.

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

Source: Population—Bureau of the Census.

Table 96

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	206	7.8	387	19.4	**593**	**12.7**
3 am to 6 am	197	7.4	243	12.2	**440**	**9.5**
6 am to 9 am	338	12.7	84	4.2	**422**	**9.1**
9 am to Noon	188	7.1	68	3.4	**256**	**5.5**
Noon to 3 pm	261	9.8	86	4.3	**347**	**7.5**
3 pm to 6 pm	394	14.9	121	6.1	**515**	**11.1**
6 pm to 9 pm	605	22.8	491	24.6	**1,096**	**23.5**
9 pm to Midnight	457	17.2	501	25.1	**958**	**20.6**
Unknown	7	0.3	18	0.9	**27**	**0.6**
Total	**2,653**	**100.0**	**1,999**	**100.0**	***4,654**	**100.0**
Pedestrians Injured						
Midnight to 3 am	1,000	1.3	3,000	12.5	**4,000**	**5.0**
3 am to 6 am	**	0.7	1,000	5.3	**2,000**	**2.3**
6 am to 9 am	7,000	14.5	1,000	3.6	**8,000**	**10.9**
9 am to Noon	7,000	15.0	1,000	4.4	**8,000**	**11.5**
Noon to 3 pm	9,000	18.7	2,000	8.9	**11,000**	**15.5**
3 pm to 6 pm	12,000	24.7	3,000	13.8	**15,000**	**21.1**
6 pm to 9 pm	8,000	16.8	7,000	28.7	**15,000**	**20.7**
9 pm to Midnight	4,000	8.2	5,000	22.8	**9,000**	**13.1**
Total	**47,000**	**100.0**	**23,000**	**100.0**	**70,000**	**100.0**

*Includes 2 pedestrians killed at unknown time of day and day of week.

Figure 29

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

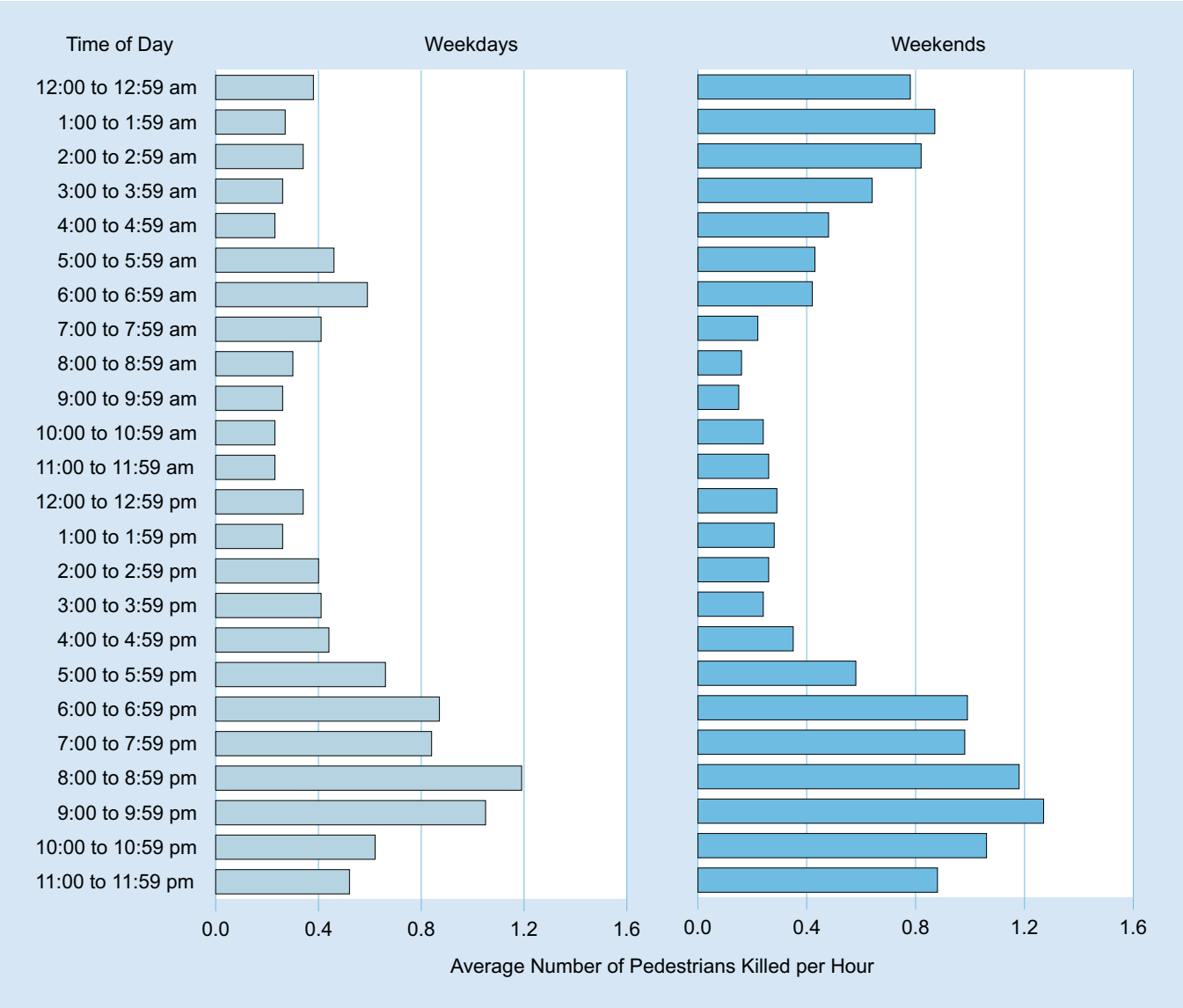


Table 97
Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed												
Passenger Car	1,640	92.8	26	1.5	30	1.7	24	1.4	47	2.7	**1,767**	**100.0**
Light Truck	1,585	90.8	34	1.9	23	1.3	43	2.5	60	3.4	**1,745**	**100.0**
Large Truck	194	73.8	17	6.5	3	1.1	24	9.1	25	9.5	**263**	**100.0**
Bus	42	73.7	4	7.0	0	0.0	2	3.5	9	15.8	**57**	**100.0**
Other/Unknown	283	68.0	2	0.5	1	0.2	2	0.5	128	30.8	**416**	**100.0**
Total	**3,744**	**88.1**	**83**	**2.0**	**57**	**1.3**	**95**	**2.2**	**269**	**6.3**	**4,248**	**100.0**
Pedestrians Injured												
Passenger Car	31,000	70.7	7,000	14.9	4,000	8.9	2,000	4.4	*	1.1	**44,000**	**100.0**
Light Truck	15,000	71.7	4,000	18.0	2,000	7.8	*	2.0	*	0.4	**20,000**	**100.0**
Other	1,000	38.1	1,000	41.9	*	14.2	*	2.3	*	3.5	**3,000**	**100.0**
Total	**47,000**	**69.5**	**12,000**	**17.1**	**6,000**	**8.8**	**2,000**	**3.6**	**1,000**	**1.0**	**67,000**	**100.0**

*Less than 500.

Table 98
Pedestrians Killed, by Related Factors

Factors	Number	Percent
Improper crossing of roadway or intersection	964	20.7
Walking, playing, working, etc., in roadway	852	18.3
Failure to yield right of way	759	16.3
Not visible	491	10.6
Darting or running into road	450	9.7
Inattentive (talking, eating, etc.)	87	1.9
Failure to obey traffic signs, signals, or officer	61	1.3
Physical impairment	49	1.1
Emotional (e.g., depression, angry, disturbed)	29	0.6
Getting on/off/in/out of transport vehicle	16	0.3
Ill, blackout	13	0.3
Nonoccupant pushing vehicle	8	0.2
Other factors	127	2.7
None reported	1,651	35.5
Unknown	143	3.1
Total Pedestrians	**4,654**	**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 99

Pedalcyclists Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
<5	0	0.0	0	0.0	**0**	**100.0**
5-9	10	41.7	14	58.3	**24**	**100.0**
10-15	41	49.4	42	50.6	**83**	**100.0**
16-20	22	47.8	24	52.2	**46**	**100.0**
21-24	7	24.1	22	75.9	**29**	**100.0**
25-34	36	40.9	52	59.1	**88**	**100.0**
35-44	35	29.9	81	69.2	**117**	**100.0**
45-54	43	29.7	100	69.0	**145**	**100.0**
55-64	29	30.9	64	68.1	**94**	**100.0**
65-74	18	39.1	28	60.9	**46**	**100.0**
>74	7	36.8	12	63.2	**19**	**100.0**
Unknown	2	28.6	5	71.4	**7**	**100.0**
Total	**250**	**35.8**	**444**	**63.6**	***698**	**100.0**
Pedalcyclists Injured						
<5	**	**	**	100.0	**	**100.0**
5-9	1,000	43.6	2,000	56.4	**3,000**	**100.0**
10-15	5,000	59.0	4,000	40.8	**9,000**	**100.0**
16-20	3,000	58.4	2,000	41.1	**5,000**	**100.0**
21-24	2,000	64.7	1,000	34.9	**4,000**	**100.0**
25-34	5,000	68.2	2,000	30.4	**7,000**	**100.0**
35-44	3,000	55.9	2,000	38.9	**5,000**	**100.0**
45-54	3,000	65.1	2,000	34.3	**5,000**	**100.0**
55-64	1,000	59.3	1,000	39.8	**2,000**	**100.0**
65-74	**	29.4	1,000	70.6	**1,000**	**100.0**
>74	**	82.9	**	17.1	**1,000**	**100.0**
Total	**26,000**	**59.5**	**17,000**	**39.3**	**43,000**	**100.0**

*Includes 4 pedalcyclists killed at other or unknown location.
**Less than 500 or less than 0.05 percent.

Table 100

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

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	0	10,603	0.00	0	10,121	0.00	**0**	**20,724**	**0.00**
5-9	18	10,149	0.18	6	9,701	0.06	**24**	**19,850**	**0.12**
10-15	69	12,582	0.55	14	11,997	0.12	**83**	**24,579**	**0.34**
16-20	41	10,966	0.37	5	10,411	0.05	**46**	**21,378**	**0.22**
21-24	24	8,711	0.28	5	8,152	0.06	**29**	**16,863**	**0.17**
25-34	79	20,683	0.38	9	19,908	0.05	**88**	**40,591**	**0.22**
35-44	99	21,619	0.46	18	21,543	0.08	**117**	**43,161**	**0.27**
45-54	132	21,595	0.61	13	22,280	0.06	**145**	**43,875**	**0.33**
55-64	86	15,775	0.55	8	16,937	0.05	**94**	**32,712**	**0.29**
65-74	42	8,887	0.47	4	10,465	0.04	**46**	**19,352**	**0.24**
>74	19	7,089	0.27	0	11,446	0.00	**19**	**18,536**	**0.10**
Unknown	7	*	*	0	*	*	**7**	*	*
Total	**616**	**148,659**	**0.41**	**82**	**152,962**	**0.05**	**698**	**301,621**	**0.23**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	**	10,603	***	**	10,121	***	**	**20,724**	***
5-9	3,000	10,149	27	**	9,701	4	**3,000**	**19,850**	**16**
10-15	8,000	12,582	61	2,000	11,997	13	**9,000**	**24,579**	**38**
16-20	5,000	10,966	42	1,000	10,411	7	**5,000**	**21,378**	**25**
21-24	3,000	8,711	30	1,000	8,152	14	**4,000**	**16,863**	**22**
25-34	6,000	20,683	28	2,000	19,908	8	**7,000**	**40,591**	**18**
35-44	5,000	21,619	22	1,000	21,543	3	**5,000**	**43,161**	**13**
45-54	4,000	21,595	21	**	22,280	2	**5,000**	**43,875**	**11**
55-64	2,000	15,775	10	1,000	16,937	3	**2,000**	**32,712**	**7**
65-74	1,000	8,887	14	**	10,465	1	**1,000**	**19,352**	**7**
>74	1,000	7,089	8	**	11,446	***	**1,000**	**18,536**	**3**
Total	**36,000**	**148,659**	**24**	**7,000**	**152,962**	**5**	**43,000**	**301,621**	**14**

*Not applicable.
**Less than 500.
***Less than 0.5.
Note: Totals may not equal sum of components due to independent rounding.
Source: Population—Bureau of the Census.

Table 101

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	17	3.7	33	13.8	**50**	**7.2**
3 am to 6 am	29	6.3	19	7.9	**48**	**6.9**
6 am to 9 am	60	13.1	21	8.8	**81**	**11.6**
9 am to Noon	60	13.1	23	9.6	**83**	**11.9**
Noon to 3 pm	60	13.1	31	12.9	**91**	**13.0**
3 pm to 6 pm	87	19.0	26	10.8	**113**	**16.2**
6 pm to 9 pm	95	20.8	43	17.9	**138**	**19.8**
9 pm to Midnight	49	10.7	44	18.3	**93**	**13.3**
Unknown	0	0.0	0	0.0	**1**	**0.1**
Total	**457**	**100.0**	**240**	**100.0**	***698**	**100.0**
Pedalcyclists Injured						
Midnight to 3 am	**	0.6	1,000	4.8	**1,000**	**1.7**
3 am to 6 am	**	1.5	**	0.9	**1,000**	**1.4**
6 am to 9 am	5,000	15.8	**	3.9	**6,000**	**12.7**
9 am to Noon	3,000	9.9	2,000	15.9	**5,000**	**11.4**
Noon to 3 pm	6,000	19.3	3,000	23.8	**9,000**	**20.5**
3 pm to 6 pm	9,000	28.2	2,000	16.4	**11,000**	**25.2**
6 pm to 9 pm	6,000	17.7	3,000	24.7	**8,000**	**19.5**
9 pm to Midnight	2,000	7.0	1,000	9.7	**3,000**	**7.7**
Total	**32,000**	**100.0**	**11,000**	**100.0**	**43,000**	**100.0**

*Includes 1 pedalcyclist killed on unknown day of week.
*Less than 500.

Table 102

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	228	94.2	7	2.9	4	1.7	2	0.8	1	0.4	**242**	**100.0**
Light Truck	253	85.2	18	6.1	9	3.0	11	3.7	6	2.0	**297**	**100.0**
Large Truck	34	51.5	10	15.2	6	9.1	11	16.7	5	7.6	**66**	**100.0**
Bus	10	58.8	3	17.6	0	0.0	4	23.5	0	0.0	**17**	**100.0**
Other/Unknown	35	76.1	1	2.2	0	0.0	1	2.2	9	19.6	**46**	**100.0**
Total	**560**	**83.8**	**39**	**5.8**	**19**	**2.8**	**29**	**4.3**	**21**	**3.1**	**668**	**100.0**
Pedalcyclists Injured												
Passenger Car	17,000	62.1	7,000	27.4	2,000	8.4	1,000	2.1	*	0.1	**27,000**	**100.0**
Light Truck	10,000	64.4	4,000	26.2	1,000	7.8	*	1.5	*	0.1	**15,000**	**100.0**
Other	1,000	51.0	*	27.8	*	13.2	*	2.3	*	5.7	**1,000**	**100.0**
Total	**27,000**	**62.6**	**12,000**	**27.0**	**4,000**	**8.3**	**1,000**	**1.9**	*	**0.2**	**43,000**	**100.0**

*Less than 500.

Table 103

Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	146	20.9
Improper crossing of roadway or intersection	69	9.9
Walking, playing, working, etc., in roadway	66	9.5
Failure to obey (e.g., signs, control devices, officers)	49	7.0
Not visible	36	5.2
Darting into road	33	4.7
Operating without required equipment	32	4.6
Riding on wrong side of road	27	3.9
Failure to keep in proper lane or running off road	25	3.6
Inattentive (talking, eating, etc.)	18	2.6
Improper lane changing	11	1.6
Making improper turn	10	1.4
Improper entry to or exit from trafficway	4	0.6
Failing to have lights on when required	2	0.3
Erratic, reckless, careless, or negligent operation	1	0.1
Other factors	46	6.6
None reported	262	37.5
Unknown	31	4.4
Total Pedalcyclists	**698**	**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.

Chapter 5

STATES

CHAPTER 5 ■ STATES

Fatal crash and fatality statistics for each of the 50 States, the District of Columbia, and Puerto Rico are presented in this chapter. Several tables display State fatality rates based on population, licensed drivers, and registered vehicles. The last three tables describe each State's occupant restraint laws, motorcycle helmet laws, and driver's blood alcohol concentration laws. Below are some of the State statistics you will find in this chapter:

- Traffic fatalities dropped by 3.9 percent from 2006 to 2007 for the Nation as a whole. Thirty-five States and Puerto Rico showed decreases, ranging from less than 1 percent to as much as 24 percent.
- The pedestrian fatality rate per 100,000 population was 1.54 for the Nation. The District of Columbia had the highest rate (3.23), and Wyoming, with two pedestrian fatalities, had the lowest rate (0.38).
- About 1.7 percent of all traffic crash fatalities in 2007 were pedalcyclists. Delaware, North Dakota, South Dakota, Vermont, and Wyoming reported no pedalcyclists killed.
- In 2007, all 50 States, the District of Columbia, and Puerto Rico had safety belt use laws. All 50 States, the District of Columbia, and Puerto Rico also had laws requiring children of certain ages to be restrained in child safety seats.
- Motorcycle helmets were required for all riders in 20 States, the District of Columbia, and Puerto Rico in 2007. Twenty-seven States had helmet requirements with exceptions (age, rider type, roadway type), and three States (Illinois, Iowa, and New Hampshire) did not require helmets at all.
- In 2007, it was a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of .08 g/dL or above in all 50 States, the District of Columbia, and Puerto Rico.

Table 104

2007 Traffic Fatalities by State and Percent Change from 2006

State	Fatalities			State	Fatalities		
	2006	2007	Percent Change		2006	2007	Percent Change
AL	1,207	1,110	-8	NE	269	256	-5
AK	74	84	+14	NV	431	373	-13
AZ	1,293	1,066	-18	NH	127	129	+2
AR	665	650	-2	NJ	771	724	-6
CA	4,240	3,974	-6	NM	484	413	-15
CO	535	554	+4	NY	1,454	1,333	-8
CT	311	277	-11	NC	1,554	1,675	+8
DE	148	117	-21	ND	111	111	0
DC	37	44	+19	OH	1,238	1,257	+2
FL	3,357	3,214	-4	OK	765	754	-1
GA	1,693	1,641	-3	OR	478	455	-5
HI	161	138	-14	PA	1,525	1,491	-2
ID	267	252	-6	RI	81	69	-15
IL	1,254	1,249	-0	SC	1,045	1,066	+2
IN	902	898	-0	SD	191	146	-24
IA	439	445	+1	TN	1,284	1,210	-6
KS	468	416	-11	TX	3,531	3,363	-5
KY	913	864	-5	UT	287	299	+4
LA	987	985	-0	VT	87	66	-24
ME	188	183	-3	VA	962	1,027	+7
MD	652	614	-6	WA	633	568	-10
MA	429	417	-3	WV	410	431	+5
MI	1,086	1,088	+0	WI	724	756	+4
MN	494	504	+2	WY	195	150	-23
MS	911	884	-3	**USA**	**42,708**	**41,059**	**-4**
MO	1,096	992	-9				
MT	264	277	+5	PR	509	452	-11

Figure 30

2007 Traffic Fatalities by State and Percent Change from 2006

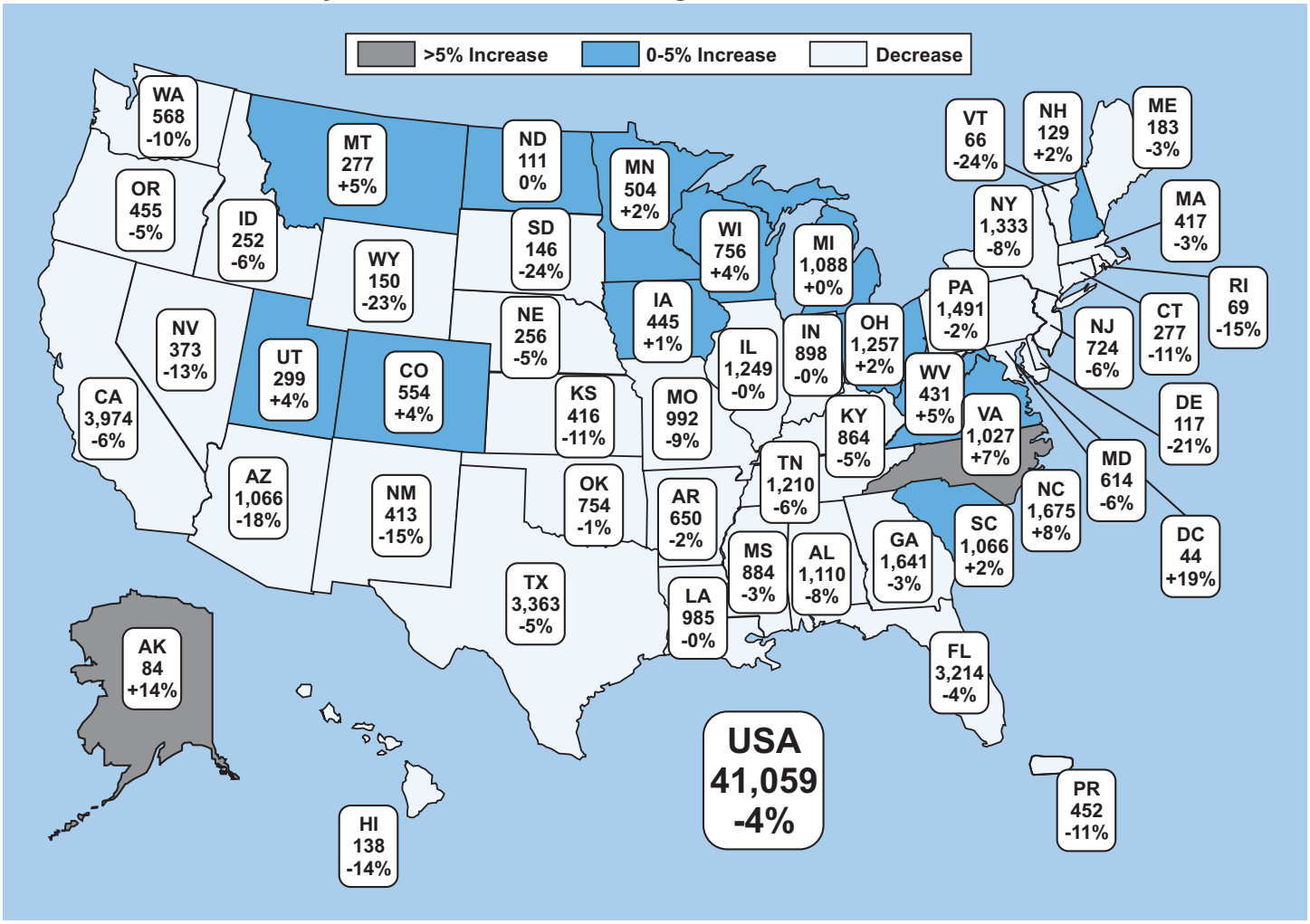


Table 105
Fatal Crashes, by State and First Harmful Event

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Nonoccupant		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	380	37.6	75	7.4	405	40.1	21	2.1	128	12.7	1	0.1	**1,010**	**100.0**
AK	35	45.5	15	19.5	13	16.9	6	7.8	8	10.4	0	0.0	**77**	**100.0**
AZ	349	36.8	162	17.1	188	19.8	14	1.5	197	20.8	13	1.4	**948**	**100.0**
AR	223	38.2	46	7.9	211	36.1	15	2.6	70	12.0	19	3.3	**584**	**100.0**
CA	1,216	34.0	708	19.8	1,106	31.0	111	3.1	397	11.1	32	0.9	**3,572**	**100.0**
CO	195	38.4	68	13.4	135	26.6	14	2.8	95	18.7	1	0.2	**508**	**100.0**
CT	92	36.5	31	12.3	113	44.8	4	1.6	9	3.6	3	1.2	**252**	**100.0**
DE	42	40.0	17	16.2	35	33.3	0	0.0	10	9.5	1	1.0	**105**	**100.0**
DC	8	22.2	21	58.3	7	19.4	0	0.0	0	0.0	0	0.0	**36**	**100.0**
FL	1,166	39.6	630	21.4	717	24.4	55	1.9	332	11.3	42	1.4	**2,943**	**100.0**
GA	633	42.4	168	11.3	516	34.6	40	2.7	125	8.4	10	0.7	**1,492**	**100.0**
HI	40	32.0	29	23.2	37	29.6	2	1.6	12	9.6	5	4.0	**125**	**100.0**
ID	55	25.2	19	8.7	76	34.9	6	2.8	60	27.5	2	0.9	**218**	**100.0**
IL	432	38.3	177	15.7	370	32.8	42	3.7	100	8.9	6	0.5	**1,127**	**100.0**
IN	346	43.0	70	8.7	292	36.3	30	3.7	53	6.6	13	1.6	**804**	**100.0**
IA	158	40.3	29	7.4	94	24.0	18	4.6	89	22.7	4	1.0	**392**	**100.0**
KS	170	44.9	20	5.3	101	26.6	20	5.3	60	15.8	8	2.1	**379**	**100.0**
KY	309	38.5	45	5.6	355	44.2	22	2.7	67	8.3	5	0.6	**803**	**100.0**
LA	327	36.6	121	13.5	338	37.8	17	1.9	81	9.1	9	1.0	**893**	**100.0**
ME	52	30.6	10	5.9	80	47.1	9	5.3	18	10.6	1	0.6	**170**	**100.0**
MD	213	38.2	117	21.0	183	32.8	15	2.7	24	4.3	6	1.1	**558**	**100.0**
MA	109	27.9	66	16.9	185	47.4	10	2.6	14	3.6	3	0.8	**390**	**100.0**
MI	451	45.5	144	14.5	282	28.5	25	2.5	77	7.8	11	1.1	**991**	**100.0**
MN	222	48.5	36	7.9	111	24.2	16	3.5	69	15.1	4	0.9	**458**	**100.0**
MS	285	35.4	66	8.2	321	39.9	19	2.4	112	13.9	1	0.1	**804**	**100.0**
MO	336	37.3	81	9.0	328	36.4	22	2.4	119	13.2	14	1.6	**900**	**100.0**
MT	68	27.2	16	6.4	69	27.6	9	3.6	84	33.6	4	1.6	**250**	**100.0**
NE	105	45.7	9	3.9	58	25.2	6	2.6	51	22.2	1	0.4	**230**	**100.0**
NV	120	35.2	63	18.5	78	22.9	6	1.8	71	20.8	3	0.9	**341**	**100.0**
NH	48	39.3	16	13.1	51	41.8	2	1.6	2	1.6	3	2.5	**122**	**100.0**

Table 105
Fatal Crashes, by State and First Harmful Event (Continued)

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Nonoccupant		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	240	35.6	155	23.0	239	35.5	21	3.1	13	1.9	6	0.9	**674**	**100.0**
NM	106	28.6	57	15.4	79	21.3	7	1.9	113	30.5	7	1.9	**371**	**100.0**
NY	458	37.0	305	24.6	408	33.0	33	2.7	25	2.0	9	0.7	**1,238**	**100.0**
NC	578	38.2	174	11.5	589	38.9	40	2.6	120	7.9	12	0.8	**1,513**	**100.0**
ND	27	28.4	5	5.3	21	22.1	4	4.2	37	38.9	1	1.1	**95**	**100.0**
OH	466	40.1	114	9.8	485	41.7	39	3.4	47	4.0	11	0.9	**1,163**	**100.0**
OK	261	41.0	57	8.9	215	33.8	16	2.5	76	11.9	12	1.9	**637**	**100.0**
OR	139	33.8	64	15.6	117	28.5	8	1.9	69	16.8	14	3.4	**411**	**100.0**
PA	538	38.6	165	11.8	560	40.2	45	3.2	73	5.2	10	0.7	**1,393**	**100.0**
RI	13	20.3	14	21.9	30	46.9	1	1.6	5	7.8	1	1.6	**64**	**100.0**
SC	321	33.0	124	12.7	408	41.9	14	1.4	104	10.7	3	0.3	**974**	**100.0**
SD	38	29.2	7	5.4	26	20.0	7	5.4	49	37.7	3	2.3	**130**	**100.0**
TN	418	37.7	75	6.8	477	43.0	26	2.3	107	9.6	7	0.6	**1,110**	**100.0**
TX	1,201	40.0	407	13.5	868	28.9	78	2.6	413	13.7	39	1.3	**3,006**	**100.0**
UT	95	36.8	36	14.0	44	17.1	5	1.9	69	26.7	9	3.5	**258**	**100.0**
VT	23	37.1	4	6.5	21	33.9	2	3.2	11	17.7	1	1.6	**62**	**100.0**
VA	330	35.1	88	9.4	358	38.1	15	1.6	27	2.9	122	13.0	**940**	**100.0**
WA	200	37.8	74	14.0	150	28.4	19	3.6	77	14.6	8	1.5	**529**	**100.0**
WV	123	31.9	25	6.5	167	43.3	12	3.1	49	12.7	9	2.3	**386**	**100.0**
WI	277	41.0	62	9.2	195	28.9	30	4.4	105	15.6	6	0.9	**675**	**100.0**
WY	32	23.4	2	1.5	43	31.4	6	4.4	47	34.3	7	5.1	**137**	**100.0**
USA	**14,069**	**37.8**	**5,089**	**13.7**	**12,355**	**33.2**	**1,004**	**2.7**	**4,170**	**11.2**	**522**	**1.4**	***37,248**	**100.0**
PR	147	34.2	141	32.8	115	26.7	11	2.6	4	0.9	12	2.8	**430**	**100.0**

*Total includes 39 crashes with unknown first harmful event.

Table 106
Fatal Crashes, by State and Roadway Function Class

State	Roadway Function Class								Total Fatal Crashes
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
AL	62	59	79	119	213	308	125	45	**1,010**
AK	1	0	7	8	17	19	24	1	**77**
AZ	112	46	30	249	166	184	156	5	**948**
AR	48	28	6	160	98	115	128	1	**584**
CA	158	339	307	897	923	611	335	2	**3,572**
CO	45	29	10	184	100	92	48	0	**508**
CT	1	41	25	51	64	28	41	1	**252**
DE	0	4	1	38	12	25	25	0	**105**
DC	0	2	1	0	0	0	33	0	**36**
FL	125	216	80	965	363	58	1,029	107	**2,943**
GA	83	99	5	313	356	305	210	121	**1,492**
HI	0	9	2	33	41	19	20	1	**125**
ID	36	8	1	55	35	56	17	10	**218**
IL	51	99	4	301	279	211	182	0	**1,127**
IN	70	20	0	1	129	213	371	0	**804**
IA	24	21	1	103	70	82	91	0	**392**
KS	40	0	4	116	84	77	58	0	**379**
KY	55	33	3	166	126	283	137	0	**803**
LA	59	71	7	185	143	227	197	4	**893**
ME	13	0	3	36	34	50	34	0	**170**
MD	5	69	33	161	123	88	78	1	**558**
MA	3	63	85	17	36	7	179	0	**390**
MI	46	51	17	253	237	225	162	0	**991**
MN	26	10	2	24	19	23	19	335	**458**
MS	39	60	19	123	76	371	112	4	**804**
MO	44	72	69	215	174	212	113	1	**900**
MT	34	2	0	81	42	44	47	0	**250**
NE	15	5	1	61	49	47	52	0	**230**
NV	25	13	18	87	93	56	38	11	**341**
NH	15	0	0	0	26	30	50	1	**122**

Table 106

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

State	Roadway Function Class								Total Fatal Crashes
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	10	56	62	228	140	67	111	0	**674**
NM	82	2	1	80	58	88	35	25	**371**
NY	81	10	35	498	155	132	324	3	**1,238**
NC	61	56	33	248	159	472	477	7	**1,513**
ND	5	0	0	30	15	13	32	0	**95**
OH	62	58	52	165	202	392	227	5	**1,163**
OK	68	42	18	144	113	156	88	8	**637**
OR	32	3	0	135	76	111	54	0	**411**
PA	67	78	44	305	311	293	295	0	**1,393**
RI	1	3	2	5	6	2	3	42	**64**
SC	94	12	3	219	217	370	0	59	**974**
SD	20	1	1	28	26	36	18	0	**130**
TN	81	71	17	241	268	266	166	0	**1,110**
TX	140	301	207	602	400	598	756	2	**3,006**
UT	45	18	0	19	71	0	105	0	**258**
VT	6	1	1	6	13	14	20	1	**62**
VA	48	66	25	194	235	208	161	3	**940**
WA	24	24	7	155	78	133	101	7	**529**
WV	41	14	4	90	84	92	61	0	**386**
WI	16	23	20	173	144	181	118	0	**675**
WY	28	7	0	38	16	29	15	4	**137**
USA	**2,247**	**2,315**	**1,352**	**8,605**	**6,915**	**7,719**	**7,278**	**817**	**37,248**
PR	39	35	9	100	116	68	63	0	**430**

Table 107
Fatalities, by State and Roadway Function Class

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
AL	69	70	82	142	231	336	133	47	**1,110**
AK	1	0	8	9	17	23	25	1	**84**
AZ	132	51	35	285	183	206	168	6	**1,066**
AR	61	30	6	185	109	126	132	1	**650**
CA	191	380	333	998	1,022	681	367	2	**3,974**
CO	52	31	12	200	107	99	53	0	**554**
CT	1	49	28	56	69	31	42	1	**277**
DE	0	4	1	42	15	27	28	0	**117**
DC	0	3	1	0	0	0	40	0	**44**
FL	144	245	92	1,073	386	60	1,103	111	**3,214**
GA	103	119	5	335	388	330	226	135	**1,641**
HI	0	10	2	37	44	20	24	1	**138**
ID	46	8	1	63	41	61	21	11	**252**
IL	56	116	5	334	304	232	202	0	**1,249**
IN	87	22	0	2	143	243	401	0	**898**
IA	31	26	1	125	77	88	97	0	**445**
KS	44	0	4	133	93	81	61	0	**416**
KY	65	34	3	181	131	303	147	0	**864**
LA	65	82	7	208	156	252	211	4	**985**
ME	15	0	3	39	37	53	36	0	**183**
MD	6	75	39	177	133	94	89	1	**614**
MA	3	71	89	18	37	7	192	0	**417**
MI	50	54	18	274	259	256	177	0	**1,088**
MN	41	12	2	25	20	23	20	361	**504**
MS	46	67	19	140	81	405	121	5	**884**
MO	46	80	74	246	192	231	122	1	**992**
MT	35	2	0	94	48	47	51	0	**277**
NE	19	5	1	68	53	51	59	0	**256**
NV	27	13	18	98	100	62	43	12	**373**
NH	15	0	0	0	32	31	50	1	**129**

Table 107

Fatalities, by State and Roadway Function Class (Continued)

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	13	61	65	247	148	74	116	0	**724**
NM	93	2	1	87	66	92	37	35	**413**
NY	90	13	40	541	162	145	339	3	**1,333**
NC	73	66	35	274	183	535	502	7	**1,675**
ND	5	0	0	37	17	14	38	0	**111**
OH	70	66	58	174	219	424	241	5	**1,257**
OK	102	47	20	180	123	178	96	8	**754**
OR	34	4	0	153	81	125	58	0	**455**
PA	76	85	51	326	331	317	305	0	**1,491**
RI	1	4	2	5	6	2	5	44	**69**
SC	119	13	4	235	237	395	0	63	**1,066**
SD	22	1	1	30	32	41	19	0	**146**
TN	97	76	18	267	291	279	182	0	**1,210**
TX	169	332	226	682	471	669	812	2	**3,363**
UT	58	19	0	24	85	0	113	0	**299**
VT	6	1	1	7	14	14	22	1	**66**
VA	54	77	34	205	257	226	171	3	**1,027**
WA	26	24	7	176	86	138	102	9	**568**
WV	48	20	5	99	90	105	64	0	**431**
WI	17	30	20	197	160	201	131	0	**756**
WY	34	8	0	41	16	31	16	4	**150**
USA	**2,658**	**2,608**	**1,477**	**9,574**	**7,583**	**8,464**	**7,810**	**885**	**41,059**
PR	40	38	10	105	121	72	66	0	**452**

Table 108

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	—	—	—	—	4,628	23.99	**1,110**
AK	—	—	—	—	683	12.29	**84**
AZ	—	—	—	—	6,339	16.82	**1,066**
AR	—	—	—	—	2,835	22.93	**650**
CA	—	—	—	—	36,553	10.87	**3,974**
CO	—	—	—	—	4,862	11.40	**554**
CT	—	—	—	—	3,502	7.91	**277**
DE	—	—	—	—	865	13.53	**117**
DC	—	—	—	—	588	7.48	**44**
FL	—	—	—	—	18,251	17.61	**3,214**
GA	—	—	—	—	9,545	17.19	**1,641**
HI	—	—	—	—	1,283	10.75	**138**
ID	—	—	—	—	1,499	16.81	**252**
IL	—	—	—	—	12,853	9.72	**1,249**
IN	—	—	—	—	6,345	14.15	**898**
IA	—	—	—	—	2,988	14.89	**445**
KS	—	—	—	—	2,776	14.99	**416**
KY	—	—	—	—	4,241	20.37	**864**
LA	—	—	—	—	4,293	22.94	**985**
ME	—	—	—	—	1,317	13.89	**183**
MD	—	—	—	—	5,618	10.93	**614**
MA	—	—	—	—	6,450	6.47	**417**
MI	—	—	—	—	10,072	10.80	**1,088**
MN	—	—	—	—	5,198	9.70	**504**
MS	—	—	—	—	2,919	30.29	**884**
MO	—	—	—	—	5,878	16.88	**992**
MT	—	—	—	—	958	28.92	**277**
NE	—	—	—	—	1,775	14.43	**256**
NV	—	—	—	—	2,565	14.54	**373**
NH	—	—	—	—	1,316	9.80	**129**

Note: 2007 data not yet available by State for licensed drivers and registered vehicles.

Table 108

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	—	—	—	—	8,686	8.34	**724**
NM	—	—	—	—	1,970	20.97	**413**
NY	—	—	—	—	19,298	6.91	**1,333**
NC	—	—	—	—	9,061	18.49	**1,675**
ND	—	—	—	—	640	17.35	**111**
OH	—	—	—	—	11,467	10.96	**1,257**
OK	—	—	—	—	3,617	20.84	**754**
OR	—	—	—	—	3,747	12.14	**455**
PA	—	—	—	—	12,433	11.99	**1,491**
RI	—	—	—	—	1,058	6.52	**69**
SC	—	—	—	—	4,408	24.18	**1,066**
SD	—	—	—	—	796	18.34	**146**
TN	—	—	—	—	6,157	19.65	**1,210**
TX	—	—	—	—	23,904	14.07	**3,363**
UT	—	—	—	—	2,645	11.30	**299**
VT	—	—	—	—	621	10.62	**66**
VA	—	—	—	—	7,712	13.32	**1,027**
WA	—	—	—	—	6,468	8.78	**568**
WV	—	—	—	—	1,812	23.79	**431**
WI	—	—	—	—	5,602	13.50	**756**
WY	—	—	—	—	523	28.69	**150**
USA	**—**	**—**	**—**	**—**	**301,621**	**13.61**	**41,059**
PR	—	—	—	—	3,941	11.47	**452**

Note: 2007 data not yet available by State for licensed drivers and registered vehicles.

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

Sources: Fatalities—Fatality Analysis Reporting System (FARS); Licensed Drivers (estimated)—Federal Highway Administration; Registered Vehicles for USA—R.L. Polk & Co. and Federal Highway Administration; Population—Bureau of the Census.

Table 109
Persons Killed, by State and Person Type

State	Person Type												Total Killed	
	Driver		Passenger		Motorcyclist		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	696	62.7	249	22.4	85	7.7	69	6.2	9	0.8	2	0.2	**1,110**	**100.0**
AK	42	50.0	21	25.0	6	7.1	14	16.7	1	1.2	0	0.0	**84**	**100.0**
AZ	452	42.4	279	26.2	135	12.7	154	14.4	21	2.0	25	2.3	**1,066**	**100.0**
AR	387	59.5	132	20.3	80	12.3	45	6.9	3	0.5	3	0.5	**650**	**100.0**
CA	1,741	43.8	936	23.6	517	13.0	640	16.1	109	2.7	31	0.8	**3,974**	**100.0**
CO	268	48.4	122	22.0	90	16.2	58	10.5	11	2.0	5	0.9	**554**	**100.0**
CT	148	53.4	52	18.8	41	14.8	31	11.2	4	1.4	1	0.4	**277**	**100.0**
DE	61	52.1	23	19.7	16	13.7	16	13.7	0	0.0	1	0.9	**117**	**100.0**
DC	12	27.3	9	20.5	2	4.5	19	43.2	1	2.3	1	2.3	**44**	**100.0**
FL	1,368	42.6	594	18.5	566	17.6	531	16.5	119	3.7	36	1.1	**3,214**	**100.0**
GA	931	56.7	374	22.8	163	9.9	153	9.3	16	1.0	4	0.2	**1,641**	**100.0**
HI	53	38.4	24	17.4	29	21.0	27	19.6	4	2.9	1	0.7	**138**	**100.0**
ID	136	54.0	63	25.0	29	11.5	17	6.7	2	0.8	5	2.0	**252**	**100.0**
IL	627	50.2	270	21.6	157	12.6	171	13.7	18	1.4	6	0.5	**1,249**	**100.0**
IN	512	57.0	187	20.8	122	13.6	59	6.6	15	1.7	3	0.3	**898**	**100.0**
IA	238	53.5	114	25.6	62	13.9	23	5.2	7	1.6	1	0.2	**445**	**100.0**
KS	255	61.3	91	21.9	48	11.5	20	4.8	2	0.5	0	0.0	**416**	**100.0**
KY	527	61.0	176	20.4	112	13.0	44	5.1	3	0.3	2	0.2	**864**	**100.0**
LA	558	56.6	209	21.2	89	9.0	107	10.9	22	2.2	0	0.0	**985**	**100.0**
ME	118	64.5	31	16.9	21	11.5	10	5.5	1	0.5	2	1.1	**183**	**100.0**
MD	282	45.9	112	18.2	95	15.5	116	18.9	7	1.1	2	0.3	**614**	**100.0**
MA	215	51.6	69	16.5	61	14.6	61	14.6	10	2.4	1	0.2	**417**	**100.0**
MI	565	51.9	243	22.3	123	11.3	131	12.0	17	1.6	9	0.8	**1,088**	**100.0**
MN	319	63.3	87	17.3	61	12.1	33	6.5	4	0.8	0	0.0	**504**	**100.0**
MS	594	67.2	173	19.6	51	5.8	58	6.6	8	0.9	0	0.0	**884**	**100.0**
MO	584	58.9	221	22.3	92	9.3	79	8.0	9	0.9	7	0.7	**992**	**100.0**
MT	161	58.1	56	20.2	36	13.0	15	5.4	4	1.4	5	1.8	**277**	**100.0**
NE	161	62.9	69	27.0	15	5.9	8	3.1	1	0.4	2	0.8	**256**	**100.0**
NV	180	48.3	77	20.6	51	13.7	52	13.9	10	2.7	3	0.8	**373**	**100.0**
NH	70	54.3	18	14.0	25	19.4	13	10.1	3	2.3	0	0.0	**129**	**100.0**

Table 109
Persons Killed, by State and Person Type (Continued)

State	Person Type												Total Killed	
	Driver		Passenger		Motorcyclist		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	345	47.7	130	18.0	84	11.6	149	20.6	13	1.8	3	0.4	**724**	**100.0**
NM	187	45.3	115	27.8	50	12.1	52	12.6	7	1.7	2	0.5	**413**	**100.0**
NY	617	46.3	215	16.1	168	12.6	278	20.9	51	3.8	4	0.3	**1,333**	**100.0**
NC	947	56.5	333	19.9	201	12.0	171	10.2	18	1.1	5	0.3	**1,675**	**100.0**
ND	62	55.9	31	27.9	8	7.2	5	4.5	0	0.0	5	4.5	**111**	**100.0**
OH	697	55.4	239	19.0	190	15.1	107	8.5	17	1.4	7	0.6	**1,257**	**100.0**
OK	423	56.1	187	24.8	73	9.7	66	8.8	3	0.4	2	0.3	**754**	**100.0**
OR	250	54.9	87	19.1	51	11.2	48	10.5	15	3.3	4	0.9	**455**	**100.0**
PA	811	54.4	275	18.4	225	15.1	151	10.1	20	1.3	9	0.6	**1,491**	**100.0**
RI	27	39.1	13	18.8	13	18.8	13	18.8	1	1.4	2	2.9	**69**	**100.0**
SC	581	54.5	225	21.1	130	12.2	106	9.9	20	1.9	4	0.4	**1,066**	**100.0**
SD	75	51.4	30	20.5	29	19.9	7	4.8	0	0.0	5	3.4	**146**	**100.0**
TN	757	62.6	221	18.3	149	12.3	69	5.7	6	0.5	8	0.7	**1,210**	**100.0**
TX	1,764	52.5	744	22.1	397	11.8	387	11.5	48	1.4	23	0.7	**3,363**	**100.0**
UT	140	46.8	89	29.8	32	10.7	32	10.7	6	2.0	0	0.0	**299**	**100.0**
VT	41	62.1	13	19.7	7	10.6	4	6.1	0	0.0	1	1.5	**66**	**100.0**
VA	579	56.4	224	21.8	129	12.6	88	8.6	7	0.7	0	0.0	**1,027**	**100.0**
WA	297	52.3	125	22.0	69	12.1	60	10.6	14	2.5	3	0.5	**568**	**100.0**
WV	275	63.8	87	20.2	40	9.3	27	6.3	1	0.2	1	0.2	**431**	**100.0**
WI	419	55.4	157	20.8	109	14.4	58	7.7	10	1.3	3	0.4	**756**	**100.0**
WY	92	61.3	36	24.0	20	13.3	2	1.3	0	0.0	0	0.0	**150**	**100.0**
USA	**21,647**	**52.7**	**8,657**	**21.1**	**5,154**	**12.6**	**4,654**	**11.3**	**698**	**1.7**	**249**	**0.6**	41,059	100.0
PR	154	34.1	52	11.5	94	20.8	144	31.9	6	1.3	2	0.4	**452**	**100.0**

Table 110
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	6	12	24	163	131	178	173	160	112	79	69	3	**1,110**
AK	2	0	4	12	13	7	11	18	9	4	3	1	**84**
AZ	20	11	37	131	116	189	168	139	105	64	83	3	**1,066**
AR	7	7	17	93	68	96	87	101	81	43	48	2	**650**
CA	74	58	103	461	506	691	551	604	363	255	305	3	**3,974**
CO	3	13	21	55	60	96	85	86	62	30	43	0	**554**
CT	2	0	6	42	32	39	39	48	23	16	30	0	**277**
DE	2	1	3	15	15	21	21	17	11	6	5	0	**117**
DC	1	2	0	3	4	12	5	6	4	4	3	0	**44**
FL	33	35	70	390	357	538	489	514	301	187	284	16	**3,214**
GA	19	16	40	226	166	308	256	225	176	99	103	7	**1,641**
HI	1	1	3	8	22	26	17	21	15	11	13	0	**138**
ID	7	5	13	30	28	43	28	32	19	20	27	0	**252**
IL	18	12	36	192	146	197	178	168	124	69	108	1	**1,249**
IN	6	16	26	121	67	147	133	141	96	63	81	1	**898**
IA	6	5	29	52	45	55	57	75	40	23	57	1	**445**
KS	8	3	16	55	39	59	58	65	51	28	34	0	**416**
KY	8	8	17	100	76	152	156	121	94	63	69	0	**864**
LA	16	14	21	125	108	198	170	148	91	56	34	4	**985**
ME	1	0	1	28	15	32	25	28	22	11	20	0	**183**
MD	4	4	20	82	79	108	106	93	59	28	31	0	**614**
MA	0	0	7	68	58	60	64	55	37	29	37	2	**417**
MI	10	10	37	154	96	150	148	154	124	76	129	0	**1,088**
MN	4	4	12	55	56	69	76	63	63	51	51	0	**504**
MS	11	10	33	116	94	146	145	131	86	46	66	0	**884**
MO	15	11	23	148	95	133	145	158	108	67	89	0	**992**
MT	1	2	7	34	32	36	45	56	31	21	12	0	**277**
NE	3	5	8	50	25	30	32	35	17	18	33	0	**256**
NV	6	2	7	47	22	69	55	66	43	26	28	2	**373**
NH	0	4	4	15	14	18	21	16	16	11	10	0	**129**

Table 110
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	11	8	19	85	78	101	101	105	70	58	85	3	**724**
NM	5	9	10	52	49	74	55	67	37	23	27	5	**413**
NY	14	10	23	158	120	194	180	203	148	97	168	18	**1,333**
NC	15	16	32	205	180	318	254	249	164	115	122	5	**1,675**
ND	1	1	4	19	13	28	15	9	11	4	6	0	**111**
OH	16	14	22	156	132	225	195	176	132	69	119	1	**1,257**
OK	8	19	19	97	82	127	112	110	85	45	50	0	**754**
OR	2	4	10	59	52	60	66	70	41	42	49	0	**455**
PA	13	4	33	231	174	214	200	206	156	94	166	0	**1,491**
RI	0	1	3	14	10	12	5	8	6	3	7	0	**69**
SC	12	13	27	137	123	193	182	173	92	68	40	6	**1,066**
SD	1	3	4	17	17	20	23	21	16	7	17	0	**146**
TN	14	10	29	167	117	188	179	196	129	95	85	1	**1,210**
TX	67	46	82	413	392	582	526	521	311	173	220	30	**3,363**
UT	8	7	7	46	37	43	37	43	29	16	18	8	**299**
VT	0	0	2	6	9	12	6	6	5	11	9	0	**66**
VA	8	14	23	136	135	175	132	148	95	71	86	4	**1,027**
WA	6	2	20	83	72	101	76	74	58	29	47	0	**568**
WV	4	4	8	53	40	83	76	63	35	32	32	1	**431**
WI	4	14	18	113	96	117	98	115	74	42	65	0	**756**
WY	5	0	4	20	17	26	20	23	24	4	7	0	**150**
USA	**508**	**470**	**1,044**	**5,338**	**4,530**	**6,796**	**6,082**	**6,130**	**4,101**	**2,602**	**3,330**	**128**	**41,059**
PR	3	1	13	55	58	97	52	46	42	33	30	22	**452**

Table 111
Occupants Killed, by State and Vehicle Type

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		Subtotal					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	495	48.0	411	39.9	16	1.6	2	0.2	20	1.9	2	0.2	*946*	*91.8*	*85*	*8.2*	**1,031**	**100.0**
AK	32	46.4	24	34.8	1	1.4	0	0.0	6	8.7	0	0.0	*63*	*91.3*	*6*	*8.7*	**69**	**100.0**
AZ	348	39.4	339	38.3	20	2.3	0	0.0	17	1.9	25	2.8	*749*	*84.7*	*135*	*15.3*	**884**	**100.0**
AR	245	40.8	237	39.4	27	4.5	3	0.5	9	1.5	0	0.0	*521*	*86.7*	*80*	*13.3*	**601**	**100.0**
CA	1,618	50.7	977	30.6	46	1.4	2	0.1	28	0.9	6	0.2	*2,677*	*83.8*	*517*	*16.2*	**3,194**	**100.0**
CO	189	39.4	178	37.1	22	4.6	0	0.0	1	0.2	0	0.0	*390*	*81.3*	*90*	*18.8*	**480**	**100.0**
CT	143	59.3	50	20.7	5	2.1	0	0.0	2	0.8	0	0.0	*200*	*83.0*	*41*	*17.0*	**241**	**100.0**
DE	54	54.0	29	29.0	0	0.0	0	0.0	1	1.0	0	0.0	*84*	*84.0*	*16*	*16.0*	**100**	**100.0**
DC	15	65.2	6	26.1	0	0.0	0	0.0	0	0.0	0	0.0	*21*	*91.3*	*2*	*8.7*	**23**	**100.0**
FL	1,122	44.1	756	29.7	47	1.8	2	0.1	32	1.3	21	0.8	*1,980*	*77.8*	*566*	*22.2*	**2,546**	**100.0**
GA	680	46.3	564	38.4	36	2.5	10	0.7	10	0.7	6	0.4	*1,306*	*88.9*	*163*	*11.1*	**1,469**	**100.0**
HI	43	40.6	30	28.3	0	0.0	0	0.0	1	0.9	3	2.8	*77*	*72.6*	*29*	*27.4*	**106**	**100.0**
ID	94	40.5	98	42.2	5	2.2	0	0.0	6	2.6	0	0.0	*203*	*87.5*	*29*	*12.5*	**232**	**100.0**
IL	568	53.9	294	27.9	17	1.6	1	0.1	16	1.5	1	0.1	*897*	*85.1*	*157*	*14.9*	**1,054**	**100.0**
IN	357	43.4	310	37.7	24	2.9	1	0.1	6	0.7	2	0.2	*700*	*85.2*	*122*	*14.8*	**822**	**100.0**
IA	177	42.8	156	37.7	12	2.9	0	0.0	7	1.7	0	0.0	*352*	*85.0*	*62*	*15.0*	**414**	**100.0**
KS	162	41.1	168	42.6	14	3.6	0	0.0	2	0.5	0	0.0	*346*	*87.8*	*48*	*12.2*	**394**	**100.0**
KY	383	46.9	264	32.4	21	2.6	3	0.4	33	4.0	0	0.0	*704*	*86.3*	*112*	*13.7*	**816**	**100.0**
LA	354	41.4	379	44.3	26	3.0	1	0.1	7	0.8	0	0.0	*767*	*89.6*	*89*	*10.4*	**856**	**100.0**
ME	83	48.8	58	34.1	5	2.9	0	0.0	3	1.8	0	0.0	*149*	*87.6*	*21*	*12.4*	**170**	**100.0**
MD	254	51.9	127	26.0	9	1.8	0	0.0	4	0.8	0	0.0	*394*	*80.6*	*95*	*19.4*	**489**	**100.0**
MA	188	54.5	89	25.8	4	1.2	0	0.0	2	0.6	1	0.3	*284*	*82.3*	*61*	*17.7*	**345**	**100.0**
MI	486	52.1	296	31.8	6	0.6	1	0.1	20	2.1	0	0.0	*809*	*86.8*	*123*	*13.2*	**932**	**100.0**
MN	217	46.5	168	36.0	8	1.7	1	0.2	11	2.4	1	0.2	*406*	*86.9*	*61*	*13.1*	**467**	**100.0**
MS	386	47.2	351	42.9	11	1.3	0	0.0	19	2.3	0	0.0	*767*	*93.8*	*51*	*6.2*	**818**	**100.0**
MO	423	47.0	335	37.2	33	3.7	0	0.0	17	1.9	0	0.0	*808*	*89.8*	*92*	*10.2*	**900**	**100.0**
MT	90	35.0	115	44.7	11	4.3	1	0.4	4	1.6	0	0.0	*221*	*86.0*	*36*	*14.0*	**257**	**100.0**
NE	122	49.4	97	39.3	7	2.8	0	0.0	6	2.4	0	0.0	*232*	*93.9*	*15*	*6.1*	**247**	**100.0**
NV	139	45.1	115	37.3	3	1.0	0	0.0	0	0.0	0	0.0	*257*	*83.4*	*51*	*16.6*	**308**	**100.0**
NH	53	46.9	33	29.2	1	0.9	0	0.0	0	0.0	1	0.9	*88*	*77.9*	*25*	*22.1*	**113**	**100.0**

Table 111
Occupants Killed, by State and Vehicle Type (Continued)

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		Subtotal					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NJ	323	57.8	134	24.0	14	2.5	0	0.0	4	0.7	0	0.0	*475*	*85.0*	*84*	*15.0*	**559**	**100.0**
NM	115	32.5	162	45.8	19	5.4	1	0.3	4	1.1	3	0.8	*304*	*85.9*	*50*	*14.1*	**354**	**100.0**
NY	531	53.1	257	25.7	22	2.2	1	0.1	18	1.8	3	0.3	*832*	*83.2*	*168*	*16.8*	**1,000**	**100.0**
NC	763	51.4	474	31.9	40	2.7	0	0.0	6	0.4	0	0.0	*1,283*	*86.5*	*201*	*13.5*	**1,484**	**100.0**
ND	34	32.1	58	54.7	3	2.8	0	0.0	3	2.8	0	0.0	*98*	*92.5*	*8*	*7.5*	**106**	**100.0**
OH	607	53.8	302	26.7	14	1.2	0	0.0	16	1.4	0	0.0	*939*	*83.2*	*190*	*16.8*	**1,129**	**100.0**
OK	248	36.2	328	47.9	25	3.6	0	0.0	11	1.6	0	0.0	*612*	*89.3*	*73*	*10.7*	**685**	**100.0**
OR	164	42.1	154	39.5	7	1.8	0	0.0	8	2.1	6	1.5	*339*	*86.9*	*51*	*13.1*	**390**	**100.0**
PA	706	53.8	328	25.0	30	2.3	4	0.3	19	1.4	1	0.1	*1,088*	*82.9*	*225*	*17.1*	**1,313**	**100.0**
RI	33	60.0	8	14.5	0	0.0	0	0.0	1	1.8	0	0.0	*42*	*76.4*	*13*	*23.6*	**55**	**100.0**
SC	408	43.5	385	41.0	11	1.2	0	0.0	5	0.5	0	0.0	*809*	*86.2*	*130*	*13.8*	**939**	**100.0**
SD	46	33.1	60	43.2	2	1.4	0	0.0	2	1.4	0	0.0	*110*	*79.1*	*29*	*20.9*	**139**	**100.0**
TN	519	46.0	408	36.1	34	3.0	2	0.2	16	1.4	1	0.1	*980*	*86.8*	*149*	*13.2*	**1,129**	**100.0**
TX	1,158	39.8	1,240	42.6	78	2.7	0	0.0	36	1.2	2	0.1	*2,514*	*86.4*	*397*	*13.6*	**2,911**	**100.0**
UT	94	36.0	123	47.1	9	3.4	0	0.0	2	0.8	1	0.4	*229*	*87.7*	*32*	*12.3*	**261**	**100.0**
VT	25	40.3	22	35.5	1	1.6	0	0.0	7	11.3	0	0.0	*55*	*88.7*	*7*	*11.3*	**62**	**100.0**
VA	440	47.2	330	35.4	19	2.0	0	0.0	14	1.5	0	0.0	*803*	*86.2*	*129*	*13.8*	**932**	**100.0**
WA	236	48.1	162	33.0	10	2.0	1	0.2	12	2.4	1	0.2	*422*	*85.9*	*69*	*14.1*	**491**	**100.0**
WV	173	42.9	150	37.2	8	2.0	0	0.0	32	7.9	0	0.0	*363*	*90.1*	*40*	*9.9*	**403**	**100.0**
WI	346	50.4	193	28.1	10	1.5	0	0.0	26	3.8	3	0.4	*578*	*84.1*	*109*	*15.9*	**687**	**100.0**
WY	31	20.9	81	54.7	9	6.1	0	0.0	7	4.7	0	0.0	*128*	*86.5*	*20*	*13.5*	**148**	**100.0**
USA	**16,520**	**46.5**	**12,413**	**34.9**	**802**	**2.3**	**37**	**0.1**	**539**	**1.5**	**90**	**0.3**	***30,401***	***85.5***	***5,154***	***14.5***	35,555	**100.0**
PR	164	54.7	40	13.3	2	0.7	0	0.0	0	0.0	0	0.0	*206*	*68.7*	*94*	*31.3*	**300**	**100.0**

Table 112

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

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	335	37.0	538	59.4	33	3.6	**906**	**100.0**
AK	26	46.4	30	53.6	0	0.0	**56**	**100.0**
AZ	233	33.9	374	54.4	80	11.6	**687**	**100.0**
AR	159	33.0	275	57.1	48	10.0	**482**	**100.0**
CA	1,495	57.6	857	33.0	243	9.4	**2,595**	**100.0**
CO	161	43.9	193	52.6	13	3.5	**367**	**100.0**
CT	88	45.6	82	42.5	23	11.9	**193**	**100.0**
DE	43	51.8	35	42.2	5	6.0	**83**	**100.0**
DC	8	38.1	7	33.3	6	28.6	**21**	**100.0**
FL	735	39.1	1,077	57.3	66	3.5	**1,878**	**100.0**
GA	488	39.2	637	51.2	119	9.6	**1,244**	**100.0**
HI	40	54.8	27	37.0	6	8.2	**73**	**100.0**
ID	71	37.0	113	58.9	8	4.2	**192**	**100.0**
IL	364	42.2	395	45.8	103	11.9	**862**	**100.0**
IN	293	43.9	291	43.6	83	12.4	**667**	**100.0**
IA	151	45.3	153	45.9	29	8.7	**333**	**100.0**
KS	131	39.7	178	53.9	21	6.4	**330**	**100.0**
KY	265	41.0	382	59.0	0	0.0	**647**	**100.0**
LA	238	32.5	435	59.3	60	8.2	**733**	**100.0**
ME	57	40.4	76	53.9	8	5.7	**141**	**100.0**
MD	205	53.8	148	38.8	28	7.3	**381**	**100.0**
MA	76	27.4	142	51.3	59	21.3	**277**	**100.0**
MI	426	54.5	255	32.6	101	12.9	**782**	**100.0**
MN	166	43.1	186	48.3	33	8.6	**385**	**100.0**
MS	226	30.7	511	69.3	0	0.0	**737**	**100.0**
MO	244	32.2	461	60.8	53	7.0	**758**	**100.0**
MT	58	28.3	145	70.7	2	1.0	**205**	**100.0**
NE	67	30.6	122	55.7	30	13.7	**219**	**100.0**
NV	114	44.9	124	48.8	16	6.3	**254**	**100.0**
NH	26	30.2	60	69.8	0	0.0	**86**	**100.0**

Table 112

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

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	228	49.9	213	46.6	16	3.5	**457**	**100.0**
NM	107	38.6	163	58.8	7	2.5	**277**	**100.0**
NY	413	52.4	280	35.5	95	12.1	**788**	**100.0**
NC	584	47.2	540	43.7	113	9.1	**1,237**	**100.0**
ND	27	29.3	58	63.0	7	7.6	**92**	**100.0**
OH	364	40.0	525	57.8	20	2.2	**909**	**100.0**
OK	224	38.9	317	55.0	35	6.1	**576**	**100.0**
OR	166	52.2	106	33.3	46	14.5	**318**	**100.0**
PA	333	32.2	547	52.9	154	14.9	**1,034**	**100.0**
RI	14	34.1	19	46.3	8	19.5	**41**	**100.0**
SC	243	30.6	487	61.4	63	7.9	**793**	**100.0**
SD	24	22.6	73	68.9	9	8.5	**106**	**100.0**
TN	337	36.4	534	57.6	56	6.0	**927**	**100.0**
TX	1,234	51.5	986	41.1	178	7.4	**2,398**	**100.0**
UT	103	47.5	78	35.9	36	16.6	**217**	**100.0**
VT	24	51.1	22	46.8	1	2.1	**47**	**100.0**
VA	272	35.3	463	60.1	35	4.5	**770**	**100.0**
WA	211	53.0	149	37.4	38	9.5	**398**	**100.0**
WV	113	35.0	158	48.9	52	16.1	**323**	**100.0**
WI	196	36.4	298	55.3	45	8.3	**539**	**100.0**
WY	46	41.1	65	58.0	1	0.9	**112**	**100.0**
USA	**12,252**	**42.3**	**14,390**	**49.7**	**2,291**	**7.9**	**28,933**	**100.0**
PR	85	41.7	119	58.3	0	0.0	**204**	**100.0**

Table 113
2007 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	District of Columbia	19	588	3.23
2	Florida	531	18,251	2.91
3	New Mexico	52	1,970	2.64
4	Louisiana	107	4,293	2.49
5	Arizona	154	6,339	2.43
6	South Carolina	106	4,408	2.40
7	Hawaii	27	1,283	2.10
8	Maryland	116	5,618	2.06
9	Alaska	14	683	2.05
10	Nevada	52	2,565	2.03
11	Mississippi	58	2,919	1.99
12	North Carolina	171	9,061	1.89
13	Delaware	16	865	1.85
14	Oklahoma	66	3,617	1.82
15	California	640	36,553	1.75
16	New Jersey	149	8,686	1.72
17	Texas	387	23,904	1.62
18	Georgia	153	9,545	1.60
19	Arkansas	45	2,835	1.59
20	Montana	15	958	1.57
21	Alabama	69	4,628	1.49
22	West Virginia	27	1,812	1.49
23	New York	278	19,298	1.44
24	Missouri	79	5,878	1.34
25	Illinois	171	12,853	1.33
26	Michigan	131	10,072	1.30
27	Oregon	48	3,747	1.28

Table 113
2007 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
28	Rhode Island	13	1,058	1.23
29	Pennsylvania	151	12,433	1.21
30	Utah	32	2,645	1.21
31	Colorado	58	4,862	1.19
32	Virginia	88	7,712	1.14
33	Idaho	17	1,499	1.13
34	Tennessee	69	6,157	1.12
35	Kentucky	44	4,241	1.04
36	Wisconsin	58	5,602	1.04
37	New Hampshire	13	1,316	0.99
38	Massachusetts	61	6,450	0.95
39	Ohio	107	11,467	0.93
40	Indiana	59	6,345	0.93
41	Washington	60	6,468	0.93
42	Connecticut	31	3,502	0.89
43	South Dakota	7	796	0.88
44	North Dakota	5	640	0.78
45	Iowa	23	2,988	0.77
46	Maine	10	1,317	0.76
47	Kansas	20	2,776	0.72
48	Vermont	4	621	0.64
49	Minnesota	33	5,198	0.63
50	Nebraska	8	1,775	0.45
51	Wyoming	2	523	0.38
	USA	**4,654**	**301,621**	**1.54**
	Puerto Rico	144	3,941	3.65

Table 114

Persons Killed, by State and Highest Driver Blood Alcohol Concentration (BAC) in the Crash

State	Highest Driver* Blood Alcohol Concentration in Crash								Total Killed**	
	BAC = .00		BAC = .01-.07		Alcohol-Impaired Driving Fatalities (BAC = .08+)		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	653	59	67	6	389	35	456	41	**1,110**	**100**
AK	49	58	5	6	30	36	35	42	**84**	**100**
AZ	649	61	61	6	336	32	396	37	**1,066**	**100**
AR	424	65	44	7	182	28	226	35	**650**	**100**
CA	2,564	65	251	6	1,155	29	1,405	35	**3,974**	**100**
CO	355	64	29	5	170	31	199	36	**554**	**100**
CT	157	57	18	7	101	36	119	43	**277**	**100**
DE	59	50	9	7	50	43	59	50	**117**	**100**
DC	26	59	3	6	15	35	18	41	**44**	**100**
FL	2,119	66	187	6	890	28	1,078	34	**3,214**	**100**
GA	1,122	68	78	5	441	27	519	32	**1,641**	**100**
HI	73	53	21	15	45	32	66	47	**138**	**100**
ID	161	64	17	7	70	28	88	35	**252**	**100**
IL	742	59	73	6	434	35	507	41	**1,249**	**100**
IN	631	70	37	4	230	26	267	30	**898**	**100**
IA	307	69	32	7	106	24	137	31	**445**	**100**
KS	273	66	27	7	114	27	142	34	**416**	**100**
KY	614	71	40	5	210	24	250	29	**864**	**100**
LA	550	56	67	7	368	37	435	44	**985**	**100**
ME	108	59	9	5	66	36	76	41	**183**	**100**
MD	389	63	46	8	179	29	225	37	**614**	**100**
MA	240	58	31	7	146	35	177	42	**417**	**100**
MI	707	65	72	7	305	28	377	35	**1,088**	**100**
MN	324	64	23	4	158	31	180	36	**504**	**100**
MS	546	62	36	4	302	34	338	38	**884**	**100**
MO	595	60	55	5	338	34	392	40	**992**	**100**
MT	149	54	18	6	106	38	124	45	**277**	**100**
NE	156	61	21	8	77	30	97	38	**256**	**100**
NV	230	62	25	7	118	32	143	38	**373**	**100**
NH	85	66	11	8	34	26	45	34	**129**	**100**

Table 114

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

State	Highest Driver* Blood Alcohol Concentration in Crash								Total Killed**	
	BAC = .00		BAC = .01-.07		Alcohol-Impaired Driving Fatalities (BAC = .08+)		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	471	65	54	7	199	27	253	35	**724**	**100**
NM	261	63	19	5	133	32	152	37	**413**	**100**
NY	860	65	89	7	384	29	473	35	**1,333**	**100**
NC	1,102	66	83	5	487	29	570	34	**1,675**	**100**
ND	46	42	5	5	53	48	59	53	**111**	**100**
OH	781	62	82	7	391	31	473	38	**1,257**	**100**
OK	511	68	21	3	219	29	240	32	**754**	**100**
OR	272	60	31	7	150	33	181	40	**455**	**100**
PA	909	61	78	5	500	34	578	39	**1,491**	**100**
RI	35	50	8	11	25	36	32	47	**69**	**100**
SC	541	51	57	5	463	43	520	49	**1,066**	**100**
SD	90	61	9	6	45	31	54	37	**146**	**100**
TN	763	63	54	4	390	32	444	37	**1,210**	**100**
TX	1,873	56	193	6	1,292	38	1,485	44	**3,363**	**100**
UT	237	79	11	4	51	17	63	21	**299**	**100**
VT	39	60	3	5	22	34	26	39	**66**	**100**
VA	629	61	64	6	332	32	397	39	**1,027**	**100**
WA	337	59	34	6	195	34	230	40	**568**	**100**
WV	265	62	24	6	142	33	166	38	**431**	**100**
WI	387	51	52	7	313	41	365	48	**756**	**100**
WY	95	63	6	4	49	33	55	37	**150**	**100**
USA	**25,555**	**62**	**2,388**	**6**	**12,998**	**32**	**15,387**	**37**	**41,059**	**100**
PR	266	59	37	8	148	33	185	41	**452**	**100**

*Includes motorcycle riders.

**Total includes fatalities in crashes in which there was no driver or motorcycle rider present.

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

Table 115

Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver

State	Blood Alcohol Concentration of Driver*								Total Drivers* Involved in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	1,054	72	56	4	361	25	417	28	**1,470**	**100**
AK	85	73	5	4	27	23	32	27	**117**	**100**
AZ	1,050	74	65	5	306	22	371	26	**1,421**	**100**
AR	647	75	44	5	167	20	212	25	**858**	**100**
CA	4,152	76	242	4	1,072	20	1,313	24	**5,465**	**100**
CO	599	76	27	3	163	21	190	24	**789**	**100**
CT	265	70	18	5	95	25	113	30	**378**	**100**
DE	107	68	10	6	42	26	52	32	**159**	**100**
DC	33	70	4	8	11	22	15	30	**48**	**100**
FL	3,551	78	174	4	826	18	1,000	22	**4,551**	**100**
GA	1,811	79	78	3	407	18	485	21	**2,296**	**100**
HI	109	64	20	12	42	25	62	36	**171**	**100**
ID	211	73	16	5	62	22	78	27	**289**	**100**
IL	1,225	72	79	5	406	24	485	28	**1,710**	**100**
IN	989	80	40	3	209	17	249	20	**1,238**	**100**
IA	455	79	24	4	98	17	122	21	**577**	**100**
KS	489	79	26	4	108	17	133	21	**622**	**100**
KY	954	80	34	3	200	17	233	20	**1,187**	**100**
LA	887	68	71	5	338	26	408	32	**1,295**	**100**
ME	163	70	9	4	60	26	69	30	**232**	**100**
MD	642	76	40	5	166	20	206	24	**848**	**100**
MA	377	68	34	6	140	25	174	32	**551**	**100**
MI	1,197	78	60	4	280	18	340	22	**1,536**	**100**
MN	607	78	26	3	149	19	174	22	**781**	**100**
MS	801	72	35	3	282	25	316	28	**1,117**	**100**
MO	953	72	58	4	315	24	373	28	**1,325**	**100**
MT	208	64	16	5	100	31	115	36	**323**	**100**
NE	265	75	20	6	71	20	91	25	**356**	**100**
NV	379	74	26	5	109	21	135	26	**514**	**100**
NH	139	77	11	6	31	17	42	23	**181**	**100**

Table 115

Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver (Continued)

State	Blood Alcohol Concentration of Driver*								Total Drivers* Involved in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	753	76	56	6	187	19	243	24	**996**	**100**
NM	361	73	19	4	114	23	133	27	**494**	**100**
NY	1,390	75	92	5	360	20	452	25	**1,842**	**100**
NC	1,686	76	76	3	452	20	528	24	**2,214**	**100**
ND	68	56	6	5	47	39	52	44	**120**	**100**
OH	1,291	74	85	5	367	21	451	26	**1,742**	**100**
OK	768	78	25	3	185	19	210	22	**978**	**100**
OR	416	71	32	5	136	23	168	29	**584**	**100**
PA	1,604	74	84	4	471	22	555	26	**2,159**	**100**
RI	48	61	8	10	23	29	30	39	**78**	**100**
SC	887	64	67	5	441	32	508	36	**1,395**	**100**
SD	123	71	8	5	42	24	49	29	**172**	**100**
TN	1,221	74	54	3	364	22	418	26	**1,639**	**100**
TX	3,134	69	208	5	1,213	27	1,421	31	**4,555**	**100**
UT	317	85	10	3	46	12	55	15	**372**	**100**
VT	59	70	4	5	21	25	26	30	**85**	**100**
VA	969	72	65	5	311	23	376	28	**1,345**	**100**
WA	566	72	35	5	183	23	218	28	**784**	**100**
WV	391	72	24	4	129	24	153	28	**544**	**100**
WI	655	65	55	6	291	29	346	35	**1,001**	**100**
WY	125	71	6	3	46	26	52	29	**177**	**100**
USA	**41,234**	**74**	**2,380**	**4**	**12,068**	**22**	**14,447**	**26**	55,681	**100**
PR	433	71	40	7	140	23	180	29	**613**	**100**

*Includes motorcycle riders.

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

Table 116

Drivers Killed in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver

State	Blood Alcohol Concentration of Driver*								Total Drivers* Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	474	61	32	4	270	35	302	39	**776**	**100**
AK	30	63	2	4	16	33	18	37	**48**	**100**
AZ	357	62	27	5	194	34	222	38	**579**	**100**
AR	303	65	32	7	129	28	160	35	**463**	**100**
CA	1,439	64	105	5	692	31	797	36	**2,236**	**100**
CO	222	63	17	5	113	32	130	37	**352**	**100**
CT	106	57	12	6	67	36	79	43	**184**	**100**
DE	41	54	4	5	31	40	35	46	**76**	**100**
DC	6	44	2	16	6	41	8	56	**14**	**100**
FL	1,217	64	90	5	591	31	681	36	**1,898**	**100**
GA	734	68	45	4	308	28	353	32	**1,087**	**100**
HI	34	44	14	18	29	38	44	56	**78**	**100**
ID	98	61	11	7	53	33	64	39	**162**	**100**
IL	452	59	41	5	276	36	317	41	**769**	**100**
IN	434	69	23	4	168	27	191	31	**625**	**100**
IA	206	70	14	5	73	25	86	30	**292**	**100**
KS	192	65	18	6	87	29	105	35	**296**	**100**
KY	450	71	21	3	161	25	182	29	**632**	**100**
LA	348	55	35	6	253	40	288	45	**636**	**100**
ME	83	61	3	3	50	36	53	39	**136**	**100**
MD	228	62	25	7	117	32	142	38	**370**	**100**
MA	153	56	20	7	101	37	121	44	**274**	**100**
MI	471	69	34	5	180	26	214	31	**685**	**100**
MN	248	66	18	5	112	30	130	34	**377**	**100**
MS	404	63	22	3	216	34	238	37	**641**	**100**
MO	413	62	32	5	223	33	255	38	**668**	**100**
MT	108	56	8	4	79	41	86	44	**194**	**100**
NE	109	63	13	8	52	30	65	37	**174**	**100**
NV	139	61	13	5	76	33	89	39	**228**	**100**
NH	63	68	8	8	22	24	30	32	**93**	**100**

Table 116

Drivers Killed in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver (Continued)

State	Blood Alcohol Concentration of Driver*								Total Drivers* Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	276	65	28	7	121	28	148	35	**424**	**100**
NM	145	61	8	3	84	35	92	39	**236**	**100**
NY	510	66	48	6	217	28	265	34	**775**	**100**
NC	750	66	45	4	348	30	393	34	**1,142**	**100**
ND	33	48	5	7	31	45	35	52	**68**	**100**
OH	558	64	51	6	266	30	318	36	**875**	**100**
OK	332	68	13	3	146	30	158	32	**490**	**100**
OR	176	59	20	7	101	34	121	41	**297**	**100**
PA	629	62	49	5	343	34	392	38	**1,021**	**100**
RI	17	41	4	11	19	48	24	59	**40**	**100**
SC	344	49	34	5	322	46	356	51	**700**	**100**
SD	62	63	5	5	32	32	37	37	**99**	**100**
TN	592	66	28	3	281	31	309	34	**901**	**100**
TX	1,232	58	93	4	814	38	907	42	**2,139**	**100**
UT	133	79	5	3	31	18	36	21	**169**	**100**
VT	29	60	4	8	15	32	19	40	**48**	**100**
VA	422	60	45	6	238	34	283	40	**705**	**100**
WA	205	57	21	6	136	38	157	43	**362**	**100**
WV	192	61	18	6	103	33	121	39	**313**	**100**
WI	276	53	34	6	213	41	247	47	**523**	**100**
WY	66	60	4	4	41	37	44	40	**110**	**100**
USA	**16,539**	**62**	**1,297**	**5**	**8,644**	**33**	**9,941**	**38**	**26,480**	**100**
PR	137	58	19	8	81	34	100	42	**237**	**100**

*Includes motorcycle riders.

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

Table 117

Surviving Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver

State	Blood Alcohol Concentration of Driver*								Total Surviving Drivers* in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	580	84	24	4	90	13	115	16	**694**	**100**
AK	55	79	3	5	11	16	14	21	**69**	**100**
AZ	693	82	38	4	112	13	149	18	**842**	**100**
AR	344	87	12	3	39	10	51	13	**395**	**100**
CA	2,713	84	137	4	379	12	516	16	**3,229**	**100**
CO	377	86	10	2	50	12	60	14	**437**	**100**
CT	160	82	6	3	28	14	34	18	**194**	**100**
DE	66	80	6	7	11	13	17	20	**83**	**100**
DC	27	80	2	5	5	15	7	20	**34**	**100**
FL	2,334	88	84	3	235	9	319	12	**2,653**	**100**
GA	1,077	89	33	3	100	8	132	11	**1,209**	**100**
HI	75	80	6	6	13	14	19	20	**93**	**100**
ID	113	89	5	4	10	7	14	11	**127**	**100**
IL	773	82	38	4	130	14	168	18	**941**	**100**
IN	555	91	17	3	41	7	58	9	**613**	**100**
IA	249	87	11	4	25	9	36	13	**285**	**100**
KS	297	91	8	2	21	6	29	9	**326**	**100**
KY	503	91	13	2	39	7	52	9	**555**	**100**
LA	539	82	36	5	85	13	120	18	**659**	**100**
ME	80	84	6	6	10	11	16	16	**96**	**100**
MD	414	87	15	3	49	10	64	13	**478**	**100**
MA	224	81	14	5	39	14	53	19	**277**	**100**
MI	725	85	26	3	100	12	126	15	**851**	**100**
MN	359	89	8	2	37	9	45	11	**404**	**100**
MS	397	83	13	3	66	14	79	17	**476**	**100**
MO	539	82	26	4	92	14	118	18	**657**	**100**
MT	100	78	8	6	21	16	29	22	**129**	**100**
NE	157	86	7	4	19	10	25	14	**182**	**100**
NV	240	84	13	5	33	11	46	16	**286**	**100**
NH	76	86	3	4	9	10	12	14	**88**	**100**

Table 117

Surviving Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver (Continued)

State	Blood Alcohol Concentration of Driver*								Total Surviving Drivers* in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	478	83	28	5	67	12	95	17	**572**	**100**
NM	216	84	11	4	31	12	42	16	**258**	**100**
NY	880	83	44	4	143	13	187	17	**1,067**	**100**
NC	937	87	31	3	104	10	135	13	**1,072**	**100**
ND	35	67	1	2	16	31	17	33	**52**	**100**
OH	733	85	34	4	100	12	134	15	**867**	**100**
OK	436	89	13	3	39	8	52	11	**488**	**100**
OR	240	84	12	4	35	12	47	16	**287**	**100**
PA	975	86	35	3	128	11	163	14	**1,138**	**100**
RI	31	82	3	8	4	9	7	18	**38**	**100**
SC	543	78	33	5	118	17	152	22	**695**	**100**
SD	61	83	3	3	10	14	12	17	**73**	**100**
TN	628	85	26	4	84	11	110	15	**738**	**100**
TX	1,901	79	115	5	399	17	515	21	**2,416**	**100**
UT	183	90	5	3	15	7	20	10	**203**	**100**
VT	31	82	0	1	6	17	7	18	**37**	**100**
VA	547	85	20	3	73	11	93	15	**640**	**100**
WA	361	86	15	3	46	11	61	14	**422**	**100**
WV	199	86	6	3	26	11	32	14	**231**	**100**
WI	379	79	22	4	78	16	99	21	**478**	**100**
WY	59	89	2	3	6	9	8	11	**67**	**100**
USA	**24,695**	**85**	**1,083**	**4**	**3,424**	**12**	**4,507**	**15**	29,201	100
PR	297	79	21	6	59	16	79	21	**376**	**100**

*Includes motorcycle riders.

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

Table 118
Speeding-Related Traffic Fatalities, by Road Type and Speed Limit

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
AL	1,110	**497**	38	8	118	9	158	45	47	29
AK	84	**20**	1	0	6	0	3	4	0	4
AZ	1,066	**447**	65	15	41	21	81	53	53	40
AR	650	**64**	5	0	27	1	5	2	10	7
CA	3,974	**1,464**	194	18	340	49	150	126	190	176
CO	554	**224**	16	11	30	16	28	31	34	24
CT	277	**94**	9	6	3	2	10	16	18	26
DE	117	**44**	1	0	3	24	5	5	4	2
DC	44	**8**	0	2	0	0	0	0	0	6
FL	3,214	**611**	52	12	82	16	123	56	78	106
GA	1,641	**384**	24	14	117	7	58	12	68	28
HI	138	**69**	1	5	7	0	8	0	19	23
ID	252	**77**	21	0	14	12	6	1	5	2
IL	1,249	**523**	64	26	176	6	44	38	59	107
IN	898	**199**	26	4	62	9	32	10	26	25
IA	445	**38**	2	2	16	4	4	0	5	4
KS	416	**112**	12	0	33	4	4	7	4	17
KY	864	**132**	6	2	85	0	10	0	22	4
LA	985	**251**	19	5	96	7	38	17	31	25
ME	183	**86**	3	0	6	14	20	8	15	12
MD	614	**216**	5	20	20	36	11	43	38	42
MA	417	**140**	18	5	8	4	8	18	19	55
MI	1,088	**242**	14	8	119	7	29	6	17	31
MN	504	**108**	8	2	15	0	0	0	0	0
MS	884	**349**	38	4	131	14	61	14	28	19
MO	992	**434**	37	15	149	10	28	14	53	43
MT	277	**96**	13	1	6	0	11	1	10	8
NE	256	**44**	8	0	9	11	3	0	4	5
NV	373	**97**	2	0	2	0	25	1	36	12
NH	129	**41**	5	2	2	3	1	6	12	8

Table 118
Speeding-Related Traffic Fatalities, by Road Type and Speed Limit (Continued)

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
NJ	724	**61**	2	1	2	13	10	4	8	13
NM	413	**159**	19	2	25	5	17	7	15	20
NY	1,333	**417**	11	9	157	2	32	28	20	50
NC	1,675	**620**	34	6	331	14	146	2	63	14
ND	111	**45**	4	0	15	0	5	1	2	6
OH	1,257	**277**	30	5	133	6	22	6	38	26
OK	754	**209**	34	3	24	5	45	10	14	13
OR	455	**121**	3	1	55	2	17	12	11	8
PA	1,491	**783**	52	47	189	8	149	98	128	89
RI	69	**14**	0	0	0	0	1	1	0	5
SC	1,066	**454**	48	5	144	14	74	26	46	38
SD	146	**49**	7	0	16	1	6	1	11	1
TN	1,210	**268**	14	9	57	10	59	32	37	41
TX	3,363	**1,343**	127	45	173	40	117	93	110	132
UT	299	**110**	27	1	10	3	10	16	6	11
VT	66	**23**	2	0	2	6	0	7	2	4
VA	1,027	**341**	32	22	156	6	56	7	22	23
WA	568	**224**	16	3	22	39	13	14	54	32
WV	431	**76**	7	0	20	3	9	6	8	14
WI	756	**279**	11	7	130	1	40	8	17	48
WY	150	**56**	17	0	2	0	6	4	0	7
USA	**41,059**	***13,040**	**1,204**	**353**	**3,386**	**464**	**1,798**	**917**	**1,517**	**1,485**
PR	452	**228**	38	0	7	3	21	24	112	20

*Of the total number of speeding-related fatalities in 2007, 5,480 occurred on roads with posted speed limits between 55 and 65 mph, and 776 occurred on roads with speed limits above 65 mph.

Note: The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown.

Table 119

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	9.14	51.7	11.26	51.1	NA	NA	NA	NA	**644**
AK	7.48	11.5	13.92	7.7	35.80	61.5	46.56	65.4	**26**
AZ	3.79	34.1	15.83	31.6	48.24	95.2	62.20	95.4	**437**
AR	5.18	24.2	11.94	24.0	53.00	99.8	65.00	99.8	**438**
CA	7.36	98.3	19.00	99.9	NA	NA	NA	NA	**1,279**
CO	7.13	50.9	11.91	49.5	38.04	82.6	52.83	83.6	**281**
CT	1.65	46.5	7.38	25.6	40.72	58.1	48.33	58.1	**43**
DE	6.95	1.6	10.14	3.3	38.74	44.3	56.80	42.6	**61**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**0**
FL	4.86	21.9	8.90	16.1	NA	NA	NA	NA	**1,089**
GA	1.99	10.0	9.72	9.8	42.09	39.1	52.31	39.9	**722**
HI	3.54	5.3	11.79	7.0	35.56	36.8	47.74	38.6	**57**
ID	6.10	10.6	12.65	8.8	NA	NA	NA	NA	**170**
IL	3.53	5.5	9.33	99.3	NA	NA	NA	NA	**451**
IN	3.04	1.0	8.28	0.4	NA	NA	NA	NA	**495**
IA	5.27	14.5	10.67	14.5	31.58	45.3	46.93	46.0	**311**
KS	5.68	10.3	11.35	4.8	41.48	37.3	56.09	40.1	**292**
KY	4.02	12.8	10.87	12.4	34.04	47.7	47.69	48.1	**619**
LA	7.20	7.6	13.68	6.9	42.89	47.2	63.17	47.4	**462**
ME	5.02	3.3	8.99	3.3	37.96	46.1	50.49	47.4	**152**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**217**
MA	2.11	71.9	6.67	71.9	34.75	87.5	39.50	87.5	**32**
MI	3.06	28.7	9.29	29.3	NA	NA	NA	NA	**574**
MN	1.88	31.8	12.98	43.5	31.73	69.4	47.38	69.4	**85**
MS	17.43	60.0	24.04	60.9	25.92	66.7	65.60	67.0	**570**
MO	9.34	51.5	14.62	41.2	37.97	64.3	59.33	65.2	**617**
MT	9.79	9.3	13.86	7.6	37.74	48.9	52.32	50.6	**237**
NE	8.31	42.6	10.67	38.3	32.38	51.9	48.69	53.6	**183**
NV	11.97	18.5	22.77	13.0	36.84	43.5	64.96	48.1	**108**
NH	1.70	1.0	6.49	0.0	11.23	21.0	19.56	21.0	**100**

Table 119

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	**104**
NM	NA	NA	NA	NA	NA	NA	NA	NA	**266**
NY	4.40	20.6	9.32	20.6	43.43	63.5	51.13	65.7	**603**
NC	5.03	69.7	10.38	69.9	39.65	82.0	53.89	82.1	**1,098**
ND	8.24	14.9	12.83	5.7	39.21	40.2	54.66	46.0	**87**
OH	6.08	21.1	10.14	21.0	35.80	46.7	51.01	48.1	**749**
OK	7.79	59.3	12.09	37.1	41.75	54.9	55.05	56.5	**437**
OR	6.48	12.9	12.02	10.9	47.10	57.8	61.16	60.1	**303**
PA	5.86	81.2	10.87	77.3	38.03	89.1	50.88	89.1	**709**
RI	2.00	50.0	10.00	50.0	27.00	50.0	39.00	50.0	**4**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**872**
SD	9.01	41.7	15.47	39.1	39.95	66.1	62.22	68.7	**115**
TN	7.41	95.9	10.15	94.9	44.20	96.9	56.86	96.8	**652**
TX	8.74	37.1	15.43	36.5	39.21	60.7	60.92	62.1	**1,619**
UT	7.04	14.0	15.67	15.9	43.63	94.9	54.29	95.5	**157**
VT	4.71	23.7	11.17	1.7	44.05	37.3	54.18	42.4	**59**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**559**
WA	7.20	52.5	11.00	33.9	42.25	81.0	52.08	81.3	**316**
WV	4.61	36.2	10.51	29.4	41.47	57.4	54.33	61.7	**326**
WI	3.92	11.9	11.18	9.2	36.20	54.4	48.80	55.9	**447**
WY	13.12	10.6	20.01	6.2	NA	NA	NA	NA	**113**
USA	**5.89**	**45.1**	**11.83**	**45.1**	**38.09**	**76.3**	**54.23**	**77.0**	**20,347**
PR	11.59	79.0	10.63	79.5	NA	NA	NA	NA	**210**

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

Table 120

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	5.06	50.7	7.45	51.3	NA	NA	NA	NA	**337**
AK	1.35	3.9	6.72	2.0	21.33	35.3	28.73	35.3	**51**
AZ	1.44	39.5	6.23	40.7	31.92	89.8	39.52	90.2	**511**
AR	4.82	18.6	5.72	18.6	NA	NA	NA	NA	**145**
CA	3.06	99.2	9.43	99.7	34.00	100.0	29.80	99.8	**2,293**
CO	1.10	31.3	5.51	36.6	21.68	60.4	28.64	59.9	**227**
CT	1.46	25.0	6.10	25.5	27.59	56.3	34.45	55.8	**208**
DE	2.49	2.3	7.56	11.4	23.92	45.5	30.92	43.2	**44**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**36**
FL	3.17	30.6	5.76	25.6	33.00	99.9	41.00	99.9	**1,749**
GA	2.22	14.6	7.19	16.1	33.19	39.5	42.39	39.9	**651**
HI	6.20	4.4	6.82	4.4	25.44	23.5	36.82	25.0	**68**
ID	1.70	4.2	4.76	4.2	NA	NA	NA	NA	**48**
IL	2.62	2.5	41.50	99.4	0.00	99.9	5.00	99.9	**676**
IN	4.29	1.9	8.76	0.3	2.00	99.7	3.00	99.7	**309**
IA	2.89	12.3	7.13	12.3	23.62	34.6	34.00	34.6	**81**
KS	3.55	5.7	5.34	4.6	23.35	24.1	30.91	25.3	**87**
KY	2.43	8.7	7.03	8.7	24.88	28.8	33.92	28.8	**184**
LA	3.91	12.4	7.95	10.5	29.03	37.9	40.50	38.4	**427**
ME	2.28	0.0	3.94	0.0	25.20	16.7	31.20	16.7	**18**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**341**
MA	3.58	77.9	5.30	77.4	28.04	84.4	36.96	84.4	**358**
MI	2.76	51.1	5.97	50.4	25.33	99.3	31.67	99.3	**417**
MN	0.68	33.3	7.17	45.2	29.33	78.6	37.00	78.6	**42**
MS	13.15	50.9	21.99	51.7	24.56	56.8	58.26	57.3	**234**
MO	4.92	63.8	7.98	55.7	25.60	70.6	37.05	70.6	**282**
MT	1.33	7.7	6.33	7.7	20.57	46.2	28.57	46.2	**13**
NE	2.55	6.4	4.16	4.3	19.69	23.4	26.57	25.5	**47**
NV	2.47	8.3	6.99	10.9	24.40	38.7	33.43	38.7	**230**
NH	0.09	0.0	5.23	0.0	9.56	18.2	14.89	18.2	**22**

Table 120

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	NA	NA	NA	NA	NA	NA	NA	NA	**570**
NM	NA	NA	NA	NA	NA	NA	NA	NA	**105**
NY	3.04	57.0	5.76	58.0	29.31	75.4	35.47	75.9	**635**
NC	2.91	68.4	7.11	68.6	27.68	80.1	37.96	80.1	**408**
ND	1.88	0.0	4.63	0.0	17.29	12.5	24.00	12.5	**8**
OH	4.02	19.6	5.66	18.9	26.13	35.4	34.88	35.6	**413**
OK	6.71	58.0	7.52	44.0	28.32	61.5	40.44	61.5	**200**
OR	1.50	6.5	5.21	3.7	28.38	43.5	35.80	44.4	**108**
PA	4.16	84.8	6.47	81.1	26.77	89.0	34.38	89.2	**684**
RI	2.38	27.8	5.60	16.7	22.33	66.7	27.83	66.7	**18**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**102**
SD	1.33	20.0	5.83	20.0	24.14	53.3	30.71	53.3	**15**
TN	2.67	99.3	7.50	99.1	70.00	99.6	52.00	99.8	**458**
TX	4.88	36.7	7.27	37.0	28.87	60.8	40.56	60.6	**1,385**
UT	2.43	26.7	5.73	27.7	19.00	98.0	25.50	98.0	**101**
VT	4.33	0.0	6.33	0.0	14.33	0.0	25.00	0.0	**3**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**378**
WA	2.67	38.2	5.60	27.4	33.34	63.7	39.90	63.7	**212**
WV	4.40	30.0	5.80	31.7	30.10	48.3	39.81	46.7	**60**
WI	2.66	7.9	7.31	8.3	30.04	40.4	37.36	41.2	**228**
WY	5.80	16.7	12.00	12.5	NA	NA	NA	NA	**24**
USA	**3.39**	**52.0**	**6.85**	**55.1**	**27.83**	**80.0**	**37.84**	**80.0**	**16,251**
PR	6.90	77.3	10.39	77.7	NA	NA	NA	NA	**220**

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

Table 121
Persons Killed, Population, and Fatality Rates by City

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
New York	NY	273	136	49.8	8,274,527	3.30
Los Angeles	CA	269	85	31.6	3,834,340	7.02
Chicago	IL	192	50	26.0	2,836,658	6.77
Houston	TX	209	56	26.8	2,208,180	9.46
Phoenix	AZ	194	47	24.2	1,552,259	12.50
Philadelphia	PA	124	34	27.4	1,449,634	8.55
San Antonio	TX	108	18	16.7	1,328,984	8.13
San Diego	CA	94	23	24.5	1,266,731	7.42
Dallas	TX	150	35	23.3	1,240,499	12.09
San Jose	CA	50	14	28.0	939,899	5.32
Detroit	MI	120	30	25.0	916,952	13.09
Jacksonville	FL	156	30	19.2	805,605	19.36
Indianapolis	IN	77	9	11.7	795,458	9.68
San Francisco	CA	53	26	49.1	764,976	6.93
Columbus	OH	52	10	19.2	747,755	6.95
Austin	TX	59	23	39.0	743,074	7.94
Fort Worth	TX	83	23	27.7	681,818	12.17
Memphis	TN	103	9	8.7	674,028	15.28
Charlotte	NC	83	14	16.9	671,588	12.36
Baltimore	MD	47	17	36.2	637,455	7.37
El Paso	TX	38	8	21.1	606,913	6.26
Milwaukee	WI	40	19	47.5	602,191	6.64
Boston	MA	30	8	26.7	599,351	5.01
Seattle	WA	20	7	35.0	594,210	3.37
Nashville-Davidson	TN	71	11	15.5	590,807	12.02
Denver	CO	39	13	33.3	588,349	6.63
Washington	DC	44	19	43.2	588,292	7.48
Las Vegas	NV	50	8	16.0	558,880	8.95
Louisville-Jefferson Co.	KY	77	12	15.6	557,789	13.80
Portland	OR	36	12	33.3	550,396	6.54
Oklahoma City	OK	72	13	18.1	547,274	13.16
Tucson	AZ	59	16	27.1	525,529	11.23
Atlanta	GA	66	14	21.2	519,145	12.71
Albuquerque	NM	53	14	26.4	518,271	10.23
Fresno	CA	37	11	29.7	470,508	7.86
Long Beach	CA	40	15	37.5	466,520	8.57
Sacramento	CA	48	11	22.9	460,242	10.43
Mesa	AZ	37	5	13.5	452,933	8.17
Kansas City	MO	53	14	26.4	450,375	11.77

Source: Population—Bureau of the Census.

Table 121
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Cleveland	OH	33	4	12.1	438,042	7.53
Virginia Beach	VA	24	5	20.8	434,743	5.52
Omaha	NE	31	3	9.7	424,482	7.30
Miami	FL	56	17	30.4	409,719	13.67
Oakland	CA	37	4	10.8	401,489	9.22
Tulsa	OK	46	19	41.3	384,037	11.98
Minneapolis	MN	26	4	15.4	377,392	6.89
Colorado Springs	CO	23	2	8.7	376,427	6.11
Raleigh	NC	28	9	32.1	375,806	7.45
Honolulu CDP	HI	23	14	60.9	375,571	6.12
Arlington	TX	24	4	16.7	371,038	6.47
Wichita	KS	23	6	26.1	361,420	6.36
St. Louis	MO	57	15	26.3	350,759	16.25
Santa Ana	CA	21	9	42.9	339,555	6.18
Tampa	FL	41	13	31.7	336,823	12.17
Anaheim	CA	31	7	22.6	333,249	9.30
Cincinnati	OH	31	5	16.1	332,458	9.32
Bakersfield	CA	25	3	12.0	315,837	7.92
Aurora	CO	22	6	27.3	311,794	7.06
Pittsburgh	PA	22	7	31.8	311,218	7.07
Toledo	OH	36	6	16.7	295,029	12.20
Riverside	CA	31	4	12.9	294,437	10.53
Stockton	CA	26	8	30.8	287,245	9.05
Corpus Christi	TX	13	3	23.1	285,507	4.55
Newark	NJ	34	12	35.3	280,135	12.14
Anchorage	AK	25	9	36.0	279,671	8.94
Lexington-Fayette	KY	26	3	11.5	279,044	9.32
St. Paul	MN	9	3	33.3	277,251	3.25
Buffalo	NY	17	2	11.8	272,632	6.24
Plano	TX	10	1	10.0	260,796	3.83
Glendale	AZ	20	4	20.0	253,152	7.90
Fort Wayne	IN	12	3	25.0	251,247	4.78
Henderson	NV	27	4	14.8	249,386	10.83
Lincoln	NE	12	0	0.0	248,744	4.82
Greensboro	NC	23	2	8.7	247,183	9.30
St. Petersburg	FL	39	10	25.6	246,407	15.83

Source: Population—Bureau of the Census.

Table 121
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Chandler	AZ	11	0	0.0	246,399	4.46
Jersey City	NJ	12	3	25.0	242,389	4.95
New Orleans	LA	33	6	18.2	239,124	13.80
Norfolk	VA	11	3	27.3	235,747	4.67
Scottsdale	AZ	26	3	11.5	235,677	11.03
Birmingham	AL	25	5	20.0	229,800	10.88
Madison	WI	14	2	14.3	228,775	6.12
Orlando	FL	36	9	25.0	227,907	15.80
Baton Rouge	LA	32	3	9.4	227,071	14.09
Chesapeake	VA	25	3	12.0	219,154	11.41
Garland	TX	10	3	30.0	218,792	4.57
Durham	NC	11	2	18.2	217,847	5.05
Laredo	TX	20	5	25.0	217,506	9.20
Chula Vista	CA	7	3	42.9	217,478	3.22
Lubbock	TX	9	2	22.2	217,326	4.14
Winston-Salem	NC	21	6	28.6	215,348	9.75
Reno	NV	13	6	46.2	214,853	6.05
Hialeah	FL	18	7	38.9	212,217	8.48
North Las Vegas	NV	24	4	16.7	212,114	11.31
Akron	OH	14	1	7.1	207,934	6.73
Gilbert	AZ	8	0	0.0	207,550	3.85
Rochester	NY	13	5	38.5	206,759	6.29
Arlington CDP	VA	0	0	0.0	204,568	0.00
Montgomery	AL	31	3	9.7	204,086	15.19
Modesto	CA	16	3	18.8	203,955	7.84
Boise City	ID	9	4	44.4	202,832	4.44
Fremont	CA	8	2	25.0	201,334	3.97
Irvine	CA	7	0	0.0	201,160	3.48
Spokane	WA	11	4	36.4	200,975	5.47
Richmond	VA	29	3	10.3	200,123	14.49
Shreveport	LA	25	6	24.0	199,569	12.53
Irving	TX	16	2	12.5	199,505	8.02
San Bernardino	CA	37	7	18.9	199,285	18.57
Yonkers	NY	6	1	16.7	199,244	3.01
Des Moines	IA	10	2	20.0	196,998	5.08
Glendale	CA	8	6	75.0	196,979	4.06
Tacoma	WA	16	2	12.5	196,520	8.14
Grand Rapids	MI	8	0	0.0	193,627	4.13
Huntington Beach	CA	10	2	20.0	192,885	5.18

Source: Population—Bureau of the Census.

Table 121
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Augusta-Richmond Co.	GA	31	4	12.9	192,142	16.13
Mobile	AL	36	13	36.1	191,411	18.81
Moreno Valley	CA	8	1	12.5	188,936	4.23
Little Rock	AR	26	4	15.4	187,452	13.87
Columbus	GA	23	7	30.4	187,046	12.30
Amarillo	TX	19	2	10.5	186,106	10.21
Oxnard	CA	13	1	7.7	184,725	7.04
Fort Lauderdale	FL	43	12	27.9	183,606	23.42
Knoxville	TN	28	4	14.3	183,546	15.26
Fontana	CA	18	3	16.7	183,502	9.81
Salt Lake City	UT	26	4	15.4	180,651	14.39
Newport News	VA	13	4	30.8	179,153	7.26
Jackson	MS	48	10	20.8	175,710	27.32
Tempe	AZ	13	3	23.1	174,091	7.47
Worcester	MA	7	1	14.3	173,966	4.02
Brownsville	TX	13	3	23.1	172,806	7.52
Providence	RI	14	5	35.7	172,459	8.12
Fayetteville	NC	27	4	14.8	171,853	15.71
Huntsville	AL	19	3	15.8	171,327	11.09
Ontario	CA	33	4	12.1	170,936	19.31
Aurora	IL	7	2	28.6	170,855	4.10
Rancho Cucamonga	CA	12	4	33.3	170,266	7.05
Santa Clarita	CA	5	0	0.0	169,951	2.94
Chattanooga	TN	28	4	14.3	169,884	16.48
Overland Park	KS	6	0	0.0	169,403	3.54
Tallahassee	FL	7	1	14.3	168,979	4.14
Oceanside	CA	5	2	40.0	168,602	2.97
Garden Grove	CA	7	0	0.0	165,610	4.23
Vancouver	WA	10	3	30.0	161,436	6.19
Grand Prairie	TX	16	0	0.0	158,422	10.10
Cape Coral	FL	13	0	0.0	156,981	8.28
Rockford	IL	12	1	8.3	156,596	7.66
Dayton	OH	14	3	21.4	155,461	9.01
Springfield	MO	9	2	22.2	154,777	5.81
Santa Rosa	CA	11	0	0.0	154,241	7.13
Pomona	CA	12	3	25.0	152,631	7.86
Salem	OR	6	2	33.3	151,913	3.95
Sioux Falls	SD	8	0	0.0	151,505	5.28
Port St. Lucie	FL	10	0	0.0	151,391	6.61
Corona	CA	13	0	0.0	150,308	8.65

Source: Population—Bureau of the Census.

Table 122
Fatalities and Fatality Rates by State, 1975-2007

State	Fatalities							Fatality Rate per 100 Million Vehicle Miles Traveled						
	1975	1985	1990	1995	2000	2007	Difference, 1975-2007	1975	1985	1990	1995	2000	2007	Difference, 1975-2007
AL	902	882	1,121	1,114	996	1,110	**+23%**	3.63	2.51	2.65	2.20	1.76	—	—
AK	112	127	98	87	106	84	**-25%**	4.38	3.17	2.51	2.11	2.30	—	—
AZ	670	893	869	1,035	1,036	1,066	**+59%**	4.19	4.14	2.45	2.61	2.11	—	—
AR	559	534	604	631	652	650	**+16%**	4.01	3.12	2.87	2.37	2.24	—	—
CA	4,092	4,960	5,192	4,192	3,753	3,974	**-3%**	3.09	2.39	2.01	1.52	1.22	—	—
CO	581	579	544	645	681	554	**-5%**	3.50	2.21	2.00	1.84	1.63	—	—
CT	389	448	385	317	341	277	**-29%**	2.13	2.00	1.46	1.13	1.11	—	—
DE	122	104	138	121	123	117	**-4%**	3.37	1.94	2.11	1.61	1.49	—	—
DC	70	60	48	58	48	44	**-37%**	2.27	1.86	1.41	1.67	1.37	—	—
FL	1,998	2,832	2,891	2,805	2,999	3,214	**+61%**	3.24	3.22	2.63	2.19	1.99	—	—
GA	1,360	1,361	1,562	1,488	1,541	1,641	**+21%**	3.46	2.53	2.22	1.74	1.47	—	—
HI	144	126	177	130	132	138	**-4%**	3.47	1.86	2.19	1.64	1.55	—	—
ID	281	255	244	262	276	252	**-10%**	4.78	3.31	2.48	2.13	2.04	—	—
IL	2,041	1,534	1,589	1,586	1,418	1,249	**-39%**	3.56	2.17	1.91	1.68	1.38	—	—
IN	1,128	974	1,049	960	886	898	**-20%**	3.02	2.39	1.95	1.49	1.25	—	—
IA	670	474	465	527	445	445	**-34%**	3.75	2.35	2.02	2.03	1.51	—	—
KS	509	486	444	442	461	416	**-18%**	3.29	2.52	1.94	1.76	1.64	—	—
KY	863	712	849	849	820	864	**+0%**	3.50	2.50	2.52	2.07	1.75	—	—
LA	934	931	959	894	938	985	**+5%**	4.60	2.79	2.53	2.31	2.30	—	—
ME	223	206	213	187	169	183	**-18%**	3.14	2.22	1.79	1.49	1.19	—	—
MD	670	729	707	671	588	614	**-8%**	2.66	2.19	1.74	1.50	1.17	—	—
MA	864	742	605	444	433	417	**-52%**	2.75	1.87	1.31	0.92	0.82	—	—
MI	1,779	1,545	1,571	1,530	1,382	1,088	**-39%**	3.06	2.29	1.94	1.79	1.41	—	—
MN	754	608	566	597	625	504	**-33%**	2.94	1.86	1.45	1.35	1.19	—	—
MS	546	662	750	868	949	884	**+62%**	3.80	3.45	3.07	2.94	2.67	—	—
MO	1,045	931	1,097	1,109	1,157	992	**-5%**	3.41	2.37	2.16	1.87	1.72	—	—
MT	291	223	212	215	237	277	**-5%**	5.08	3.03	2.54	2.28	2.40	—	—
NE	369	237	262	254	276	256	**-31%**	3.29	1.97	1.88	1.61	1.53	—	—
NV	218	259	343	313	323	373	**+71%**	4.74	3.42	3.36	2.24	1.83	—	—
NH	151	191	158	118	126	129	**-15%**	2.85	2.53	1.61	1.11	1.05	—	—

Note: 2007 vehicle miles traveled not yet available by State.

Table 122
Fatalities and Fatality Rates by State, 1975-2007 (Continued)

State	Fatalities							Fatality Rate per 100 Million Vehicle Miles Traveled						
	1975	1985	1990	1995	2000	2007	Difference, 1975-2007	1975	1985	1990	1995	2000	2007	Difference, 1975-2007
NJ	1,043	964	886	774	731	724	**-31%**	2.15	1.83	1.50	1.27	1.08	—	—
NM	555	535	499	485	432	413	**-26%**	5.59	4.03	3.09	2.29	1.90	—	—
NY	2,366	2,006	2,217	1,679	1,460	1,333	**-44%**	3.63	2.22	2.07	1.46	1.13	—	—
NC	1,506	1,482	1,385	1,448	1,557	1,675	**+11%**	4.14	2.97	2.21	1.90	1.74	—	—
ND	167	90	112	74	86	111	**-34%**	3.71	1.61	1.90	1.13	1.19	—	—
OH	1,766	1,646	1,638	1,360	1,366	1,257	**-29%**	2.75	2.18	1.79	1.35	1.29	—	—
OK	757	744	641	669	650	754	**-0%**	3.33	2.39	1.93	1.74	1.50	—	—
OR	562	559	579	574	451	455	**-19%**	3.53	2.61	2.17	1.91	1.33	—	—
PA	2,078	1,771	1,646	1,480	1,520	1,491	**-28%**	3.26	2.35	1.92	1.57	1.49	—	—
RI	110	109	84	69	80	69	**-37%**	1.94	1.87	1.14	1.00	0.96	—	—
SC	820	951	979	881	1,065	1,066	**+30%**	3.98	3.56	2.85	2.28	2.34	—	—
SD	195	130	153	158	173	146	**-25%**	3.76	2.07	2.19	2.06	2.05	—	—
TN	1,126	1,101	1,177	1,259	1,307	1,210	**+7%**	3.42	3.03	2.52	2.24	1.99	—	—
TX	3,372	3,678	3,250	3,183	3,779	3,363	**-0%**	3.99	2.57	2.08	1.76	1.72	—	—
UT	272	303	272	325	373	299	**+10%**	3.42	2.52	1.86	1.73	1.65	—	—
VT	143	115	90	106	76	66	**-54%**	4.32	2.45	1.54	1.71	1.12	—	—
VA	993	976	1,079	900	929	1,027	**+3%**	2.87	2.04	1.79	1.29	1.24	—	—
WA	758	744	825	653	631	568	**-25%**	3.16	2.16	1.85	1.33	1.18	—	—
WV	461	420	481	376	411	431	**-7%**	4.36	3.32	3.12	2.16	2.14	—	—
WI	930	744	769	745	799	756	**-19%**	3.25	2.03	1.74	1.45	1.40	—	—
WY	210	152	125	170	152	150	**-29%**	5.36	2.81	2.14	2.41	1.88	—	—
USA	**44,525**	**43,825**	**44,599**	**41,817**	**41,945**	**41,059**	**-8%**	**3.35**	**2.47**	**2.08**	**1.73**	**1.53**	—	—
PR	496	600	473	595	568	452	**-9%**	7.27	5.74	3.68	3.83	3.23	—	—

Note: 2007 vehicle miles traveled not yet available by State.
Sources: Fatalities—Fatality Analysis Reporting System (FARS). Vehicle Miles Traveled—Federal Highway Administration.

Table 123
Key Provisions of Occupant Restraint Laws

State	Enforcement	Belt Fine	Child Restraint Required[1]	Safety Belt Required[2]		Vehicles Exempted and Other Information[4]
				Seats	Ages[3]	
AL	Primary	$25	4 years and under and <40 lb[5]	Front	Under 15, all seats	Designed for >10 passengers, model year <1965, rural mail carriers, newspaper delivery, vehicles normally operating in reverse.
AK	Primary[6]	$15	3 years and under	All	All	School bus, emergency vehicles, mail or newspaper delivery, non-highway vehicles generally.
AZ	Secondary	$10	4 years and under	Front	15 and under, all seats	Designed for >10 passengers, model year <1972, rural mail carriers.
AR	Secondary[7]	$25	5 years and under and <60 lb[8]	Front	14 and under, all seats	School, church, or public bus; model year <1968.
CA	Primary	$20	5 years and under or <60 lb; <60 lb in rear seat if available	All	All	Emergency vehicles, postal service vehicles, newspaper delivery vehicles.
CO	Secondary[9]	$17	5 years and under and <55 inches tall[10]	Front	All	Passenger bus, school bus, ambulance, postal service vehicles, delivery and pickup services.
CT	Primary	$15	1-6 years and <60 lb in child restraint system[11]	Front	Under 16, all seats	Truck or bus >15,000 lb; public, emergency, and delivery vehicles; postal service vehicles; newspaper delivery vehicles.
DE	Primary	$25	6 years and under and <60 lb	All	All	Postal service vehicles, tractors, off-highway vehicles.
DC	Primary	$50[12]	7 years and under	All	All	Seating for >8 people.
FL	Secondary	$30	3 years and under	Front	Under 17, all seats	School bus purchased before 1/1/2001; farm tractors, trash trucks, newspaper delivery, living space of RVs, public bus, truck >5,000 lb. Number of passengers in pickup truck required to wear seat belt shall not exceed number of installed front seat belts (extra passengers exempted).
GA	Primary	$15-$25	5 years and under and 57 inches tall or less[13]	Front	17 and under, all seats[14]	Designed for >10 passengers, pickups, off-road vehicles, vehicles used for frequent stops. Exemption for pickups applies to passengers 18 years and over.
HI	Primary	$55[15]	7 years and under and <57 inches tall[16]	Front	17 and under, all seats	Bus or school bus >10,000 lb, emergency vehicles, taxicabs. Exempts persons unable to use seat belt when all available seat belt assemblies are in use (in this case, unsecured children must sit in the back seat).
ID	Secondary	$10	6 years and under	All	All	>8,000 lb, mail carriers, implements of husbandry.
IL	Primary	$25	7 years and under	Front	15 and under, all seats	Emergency vehicles, vehicles making frequent stops. If driver is under 18, all passengers under 19 must be restrained. Children >40 lb may use lap belt in rear seat if no combination belt is available.

[1]May include rear-facing child restraint seats, forward-facing child restraint seats, and booster seats.
[2]Virtually every State exempts persons who for medical reasons cannot use a safety belt and vehicles not originally required to be equipped with safety belts.
[3]The word "all" used in this category means that everyone in the vehicle must be restrained. For children, that may be in a child restraint.
[4]Exemptions for emergency vehicles and buses generally do not apply to the driver.
[5]Children 1 year of age and under or <20 lb must be in rear-facing child restraint; under 5 years or <40 lb in forward-facing child restraint; booster seat until age 6.
[6]To enforce the safety belt law, the officer must personally observe the violation or have another reason to stop the vehicle.
[7]If a motorist is wearing a safety belt when stopped for another violation, the fine for that violation is reduced by $10.
[8]Children 6 years of age or at least 60 lb may be in a safety belt.
[9]Primary enforcement if the driver is under 17 years of age.
[10]Children under 1 year of age and <20 lb must be in rear-facing infant seat; 1-3 years and 20-40 lb in forward-facing child seat; 4-5 years and <55 inches in booster seat. Secondary enforcement for children 4-5 years required to be in booster seats.
[11]Children under 1 year of age or <20 lb must be in rear-facing restraint system; 4 years and older in "student transportation" (not a school bus) in child seat or safety belt. Booster seats may be used only in seating positions with lap and shoulder belts.
[12]Plus 2 points on license record.
[13]Child restraint requirement is satisfied for children 3 or 4 years old if restrained in a safety belt; 5 years and under must be in rear seat if available.
[14]Drivers may be fined up to $100 and seat passengers $50 for each passenger under 16 years old not wearing a safety belt.
[15]Includes $45 fine and $10 surcharge for neuro-trauma special fund.
[16]Effective January 1, 2007.
Source: NHTSA, Regional Office. Updated as of July 1, 2007.

Table 123
Key Provisions of Occupant Restraint Laws (Continued)

State	Enforcement	Belt Fine	Child Restraint Required[1]	Safety Belt Required[2]		Vehicles Exempted and Other Information[4]
				Seats	Ages[3]	
IN	Primary	$25	7 years and under[17]	Front	15 and under, all seats[18]	Truck, tractor, RV, postal vehicles, delivery vehicles, taxi, bus, emergency vehicles, antique cars.
IA	Primary	$25	5 years and under[19]	Front	10 and under, all seats	Delivery vehicles that do not exceed 25 mph between stops, emergency vehicles, postal vehicles.
KS	Secondary	$10	7 years and under, <80 lb, and <67 inches tall[20]	Front	Under 14, all seats	Designed for >10 people, truck >12,000 lb, off-road vehicles, postal vehicles, newspaper delivery vehicles.
KY	Primary[21]	$25	<40 inches tall	All	All	Designed for >10 people, trucks >12,000 lb, farm trucks 2,000 lb or more, postal vehicles. Safety belt roadblocks prohibited. No points on driving record for belt violations.
LA	Primary	$25	5 years and under[22]	Front	12 and under, all seats	Designed for >10 people, utility vehicles traveling <20 mph, model year <1981, postal vehicles, farm vehicles, persons delivering newspapers.
ME	Primary	$50	<40 lb in child restraint; 7 years and under and <80 lb in booster seat	All	All	Manufactured without safety belts, postal vehicles. Everyone in school bus equipped with safety belts must use them.
MD	Primary	$25	5 years and under or 40 lb or less	Outboard front	15 and under, all seats	"Historical" vehicles, for-hire vehicles, farm vehicles within 10 miles of farm, vanpool vehicles, ambulances, funeral limousines, modified vehicles 25+ years old.
MA	Secondary	$25	4 years and under and 40 lb or less	All	All	Trucks >18,000 lb, buses and taxis, emergency vehicles, postal vehicles.
MI	Primary	$25	3 years and under	Front	15 and under, all seats[23]	Taxi, bus, school bus, postal service vehicles, commercial vehicles making frequent stops.
MN	Secondary	$25	3 years and under	Front	10 and under, all seats[24]	Farm pickup trucks, postal vehicles, commercial vehicles making frequent stops if not exceeding 25 mph between stops.
MS	Primary	$25	3 years and under	Front	Under 16, all seats	Farm vehicles, buses, postal vehicles, utility meter readers' vehicles, all-terrain vehicles, vehicles designed for >15 people.
MO	Secondary[25]	$10	Under 4 years and <40 lb in child restraint; 4-7 years, <80 lb, and <57 inches tall in booster seat	Front	Under 16, all seats	Designed for >10 people, truck >12,000 lb, postal service vehicles, vehicles being used for agriculture.
MT	Secondary[26]	$20	5 years and under and <60 lb	All	All	Vehicles making frequent stops if exemption obtained from State; construction vehicles.
NE	Secondary	$25	5 years and under	Front	15 and under, all seats	Model year <1973, farm tractors and other agricultural equipment, buses, postal vehicles, ambulance or rescue service vehicles.

[17]Children >40 pounds may be restrained by a lap safety belt if: (1) the vehicle is not equipped with lap and shoulder safety belts; or (2) all lap and shoulder safety belts are being used to properly restrain other children <16 years of age (not including the operator's seat and the front passenger seat).

[18]The requirement for drivers to assure that children 15 years and under in all seats are belted does not apply to holders of an Indiana driver's license.

[19]Children <1 year of age and <20 lb must be in rear-facing child seat; 3 years or older but <6 years may be secured in child restraint, safety belt, or safety harness.

[20]If the number of children subject to these requirements exceeds the number of passenger securing locations available for use by children, and all securing locations are in use by children, the requirement is waived for the additional children.

[21]Primary enforcement begins 1/1/07; until then, "courtesy notices" will be given as part of educational phase.

[22]Children <1 year of age or <20 lb must be in rear-facing child seat; 1 to 4 years and 20 to 40 lb in forward-facing child seat; 4 to 6 years and 40 to 60 lb in booster seat.

[23]A driver does not have to comply with this requirement if the number of children to be secured exceeds the number of safety belts available. Unsecured children must be seated in other than the front seat, and all front seat passengers must be secured. For pickup trucks, if all safety belts are being used and the vehicle does not have an extended cab or jump seats, unsecured children may be in front seat without a safety belt.

[24]The safety belt requirement does not apply to persons riding in a vehicle with all available seat belt positions occupied.

[25]Primary for children <16 years of age.

[26]Exemption for persons who cannot use a seat belt because all available seat belts are in use.

Table 123
Key Provisions of Occupant Restraint Laws (Continued)

State	Enforcement	Belt Fine	Child Restraint Required[1]	Safety Belt Required[2]		Vehicles Exempted and Other Information[4]
				Seats	Ages[3]	
NV	Secondary	$25	5 years and under and 60 lb or less	All	All	Taxi, bus, school bus, postal service vehicles, emergency vehicles, delivery vehicles not exceeding 15 mph, any vehicle or seating position if the State determines compliance is impractical.
NH	No adult law	$25	5 years and under if <55 inches tall	All	Under 18 only (primary law)	School bus, vehicle for hire, model year <1968, antique cars, vehicles in parade traveling at 10 mph or less.
NC	Primary	$25[27]	7 years and under and < 80 lb[28]	Front; all seats as of 7/1/07	15 and under, all seats; all ages as of 7/1/07	Designed for >11 people, farm vehicles, postal vehicles, designated commercial vehicles, emergency vehicles. If no lap and shoulder belt, children 40-80 lb may be in lap belt.
ND	Secondary[29]	$20	6 years and under and <57 inches tall or <80 lb[30]	Front	17 and under	Designed for >10 people, farm vehicles, rural mail carriers. When all seats or all front seat safety belts are used by other occupants.
NJ	Primary	$20	7 years and under and <80 lb[31]	Front	17 and under, all seats	Manufactured before 1966, rural letter carriers.
NM	Primary	$25[32]	6 years and under or <60 lb[33]	All	All	Vehicles >10,000 lb, rural letter carriers.
NY	Primary	$50-$100[34]	6 years and under	Front	Under 16, all seats	Bus, school bus,[35] taxi, emergency or delivery vehicle, rural letter carriers.
OH	Secondary	$30[36]	3 years and under or <40 lb	Front	—	Postal service vehicles, vehicles delivering newspapers.
OK	Primary	$20	5 years and under[37]	Front	12 and under, all seats	Farm vehicles, truck, truck tractor, RV, postal service vehicles, school buses, taxicabs, emergency vehicles.
OR	Primary	$75 or less	5 years and under and 60 lb or less[38]	All	All	Newspaper, mail, meter, and transit vehicles; for-hire vehicles; trash trucks, emergency vehicles, taxicab operators.
PA	Secondary	$10[39]	7 years and under[40]	Front	17 and under, all seats	Truck >7,000 lb, rural letter carriers, delivery vehicles traveling at 15 mph or less.
RI	Secondary[41]	$75	6 years and under,[42] <54 inches tall, and <80 lb	All	All	Postal service vehicles.

[1]May include rear-facing child restraint seats, forward-facing child restraint seats, and booster seats.
[2]Virtually every State exempts persons who for medical reasons cannot use a safety belt and vehicles not originally required to be equipped with safety belts.
[3]The word "all" used in this category means that everyone in the vehicle must be restrained. For children, that may be in a child restraint.
[4]Exemptions for emergency vehicles and buses generally do not apply to the driver.
[27]On July 1, 2007, the fine for a rear seat passenger will be $10 and no court costs, with secondary enforcement of violations occurring in the rear seat.
[28]In vehicles with front side passenger air bags, a child <5 years of age and <40 lb shall be properly secured in the rear seat unless the child restraint system is designed for use with air bags.
[29]Primary enforcement for all positions if occupant is <18 years of age.
[30]The requirement to use either a child restraint system or a safety belt does not apply either (1) to a child if all available safety belts in the vehicle are in use by other family members or (2) to a child being transported in an emergency situation.
[31]Seated in rear seat if available.
[32]Plus 2 points on driving record.
[33]Children <1 year in a of age in rear-facing infant seat, in rear seat if available; 1-4 years or <40 lb in child safety seat; 5-6 years or <60 lb in booster seat.
[34]Plus 3 points on license record if the violation involves a child under 16 years of age. Front seat passengers 16 years and older can be fined up to $50 and drivers can be fined up to $100 for each passenger <16 years not wearing a safety belt.
[35]School buses sold in the State must be equipped with seat belts. Board of Education, via regulations, may provide that on school buses under its jurisdiction, safety belts be used when vehicle is in operation.
[36]$30 driver, $20 passenger.
[37]Children >40 lb may be belted in rear seat by a lap belt if vehicle is not equipped with lap and shoulder belts or when the lap and shoulder belts are being used by other children.
[38]Children 3 years of age or younger and <40 lb in child restraint seat; 4-5 years or 40-60 lb in booster seat.
[39]Fine is $10, but with court, EMS, judicial, and computer costs the ticket total is $51.50.
[40]Secondary enforcement for children 4-7 years of age, who must be in booster seats.
[41]Primary enforcement for drivers and occupants <18 years of age.
[42]Children 6 years of age and under must be in rear seat if available.

Table 123
Key Provisions of Occupant Restraint Laws (Continued)

State	Enforcement	Belt Fine	Child Restraint Required[1]	Safety Belt Required[2]		Vehicles Exempted and Other Information[4]
				Seats	Ages[3]	
SC	Primary[43]	$25	1-6 years and 40-80 lb[44]	All	All	Emergency vehicles, buses, postal service vehicles, delivery vehicles, vehicles carrying >10 passengers, parade vehicles; vehicles in which all seating positions with safety belts are already occupied; persons occupying rear seat, unless the vehicle is equipped with a shoulder harness.
SD	Secondary[45]	$20	4 years and under and <40 lb	Front	17 and under, all seats	Passenger bus, school bus, rural mail carriers, newspaper or periodical deliveries.
TN	Primary	$10[46]	8 years and under and <57 inches tall[47]	Front	Under 16, all seats[48]	>8,500 lb, rural letter carriers, utility workers, newspaper delivery; vehicles in parades, hayrides, or crossing a highway from one field to another if operated at <15 mph.
TX	Primary	$25-$50	4 years and under and <36 inches tall	Front	16 and under, all seats[49]	Designed for >10 people, truck >15,000 lb, farm vehicles, postal service vehicles, meter readers.
UT	Secondary[50]	$45 or less[51]	4 years and under	All	All	Passengers exempted if all seats occupied or if riding in seating positions not equipped with safety belts.
VT	Secondary	$25	6 years and under in child seat[52]	All	All	Bus, taxi, rural mail carriers, delivery vehicles traveling at 15 mph or less, emergency vehicles, farm tractors.
VA	Secondary	$25	5 years and under[53]	Front	Under 16, all seats	Designed for >10 people, taxi, police vehicles, rural mail carriers, newspaper delivery, utility meter readers, commercial vehicles making frequent stops.
WA	Primary	$35	7 years and under and <57 inches	All	All	Designed for >10 people; when all designated seating positions are occupied; vehicles exempted by State regulation, including farm, construction, or commercial vehicles making frequent stops.
WV	Secondary	$25[54]	7 years and under and <57 inches[55]	Front	Under 17, all seats	Designed for >10 people, rural mail carriers.
WI	Secondary	$10	7 years and under, 80 lb or less, <57 inches[56]	Front	All[57]	Taxis, farm trucks engaged in farming, emergency vehicles required to make more than 10 stops per mile, rural mail carriers, land surveyors.
WY	Secondary[58]	$25[59]	8 years and under in rear seat, 80 lb or less in rear seat if available[60]	All	All	Postal vehicles, emergency vehicles, buses. Excess passengers exempted if all seats are occupied.

[43] Safety belt law may not be enforced by checkpoints designed for that purpose. Law does not apply to an occupant if all belts in the vehicle are used by other occupants.

[44] Children <1 year of age or <20 lb must be in rear-facing infant seat; 5 years and under in rear seat if available; 1-5 years and up to 80 lb in child safety seat unless the knees bend over the seat edge when sitting up straight against the seat back (in this case, use of safety belt is permitted); up to $150 fine, which may be waived with acquisition of child restraint.

[45] Primary enforcement for all seating positions if occupant is <18 years of age.

[46] Drivers 18 years of age and older pay $10 if they do not contest the citation; drivers 16-17 years pay $20; $50 if unsuccessfully contested in court.

[47] Under 1 year of age and <20 lb in rear-facing child seat; 1-3 years and 20 lb or more in forward-facing child seat.

[48] Drivers 16 or 17 years of age must wear a safety belt. Driver cannot be fined for failure of a passenger >16 years to wear a safety belt.

[49] Safety belt requirement does not apply to passengers occupying seating positions without safety belts.

[50] Primary enforcement for all seating positions if occupant is 18 years of age or under.

[51] Reduced to $15 upon completion of class; standard enforcement for children 18 years of age and under.

[52] Less than 1 year of age or <20 lb in rear-facing child seat; 2-7 years in child passenger restraint system unless all available safety belts are in use and children <5 years are secured in child passenger restraints.

[53] Children at least 4 years of age may be belted if the weight or size of the child makes use of a child restraint device impractical.

[54] The fine for drivers is $25; the fine for passengers >12 years of age is $10.

[55] If all seat belts in a vehicle are being used at the time of examination by a law officer and the vehicle contains more passengers than the total number of seat belts or other safety devices as installed in compliance with federal motor vehicle safety standards, the driver may not be considered in violation.

[56] Less than 1 year of age or <20 lb in rear-facing child seat; 1-3 years and 20 to 40 lb in forward-facing child seat; 4-7 years, <80 lb, and <57 inches tall in booster seat.

[57] Rear seat occupants must wear safety belt at any position where a shoulder harness is installed.

[58] If motorist is wearing safety belt when stopped for another violation, the fine for that violation is reduced by $10.

[59] Passengers violating the safety belt requirements are subject to a fine of $10.

[60] Children exempted from booster seat requirement if lap and shoulder belt fits properly across collarbone, chest, and hips and does not pose a danger to neck, face, or abdominal area in the event of a crash or sudden stop.

Table 124
History of State Motorcycle Helmet Laws

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
AL	11/06/67		
AK	01/01/71	06/23/76	Repealed for operators age 18 and over.
AZ	01/01/69	05/27/76	Repealed for age 18 and over.
AR	06/29/67	07/31/97	Repealed for age 21 and over.
CA	01/01/85**	01/01/92	Reinstated for all.
CO	07/01/69	05/20/77	Repealed.
		07/01/07	Reinstated for under age 18.
CT	10/01/67	06/01/76	Repealed.
		01/01/90	Reinstated for under age 18.
DE	06/21/68	06/10/78	Repealed for age 19 and over. All riders must have helmet in their possession.
		07/17/84	Helmet required for instruction permit holders.
DC	02/11/70		
FL	09/13/67	07/01/00	Repealed for age 21 and over if covered by insurance of at least $10,000 in medical benefits.
GA	07/01/69		
HI	06/04/67	06/07/77	Repealed for age 18 and over.
ID	01/01/68	03/29/78	Repealed for age 18 and over.
IL	07/01/69	07/01/70	Helmet law ruled unconstitutional by State Supreme Court.
IN	07/26/67	09/01/77	Repealed.
		01/01/84	Reinstated for under age 18.
IA	09/01/75	07/01/76	Repealed.
KS	07/01/67	07/01/70	Repealed for age 21 and over.
		07/01/72	Reinstated for all.
		07/01/76	Repealed for age 16 and over.
		07/01/79	Reinstated for ages 16 and 17.
KY	06/13/68	07/15/98	Repealed for age 21 and over provided operator has held motorcycle license for 1 year and has provided proof of health insurance when registering motorcycle.
		07/04/00	Health insurance requirement repealed.
LA	07/31/68	10/01/76	Repealed for age 18 and over.
		01/01/82	Reinstated for all.
		08/15/99	Repealed for age 18 and over with health insurance with $10,000 in medical benefits for bodily injuries.
		08/15/04	Reinstated for all.
ME	10/07/67	10/24/77	Repealed.
		07/03/80	Reinstated for under age 15.
		09/23/83	Required for holders of learners' permits, for licensees holding license for 1 year or less, and for passengers if required for operator.
MD	07/01/68	07/01/79	Repealed for age 18 and over.
		10/01/92	Reinstated for all.
MA	05/22/67		
MI	03/10/67	06/12/68	All riders required to have helmet in their possession.
		07/29/69	Reinstated for all.
MN	05/01/68	04/06/77	Repealed for age 18 and over and for holders of learners' permits.
MS	03/28/74		
MO	09/28/67		
MT	07/01/73	07/01/77	Repealed for age 18 and over.
NE	05/29/67	09/02/77	Repealed (law was never enforced).
		01/01/89	Reinstated for all.
NV	01/01/72		
NH	09/05/67	08/07/77	Repealed for age 18 and over until Federal law ceases to require a motorcycle helmet law as a condition for receipt of Federal funds.
		09/30/95	Repealed for all when Federal law requiring helmet laws for Federal funds was voided.

*Original law applied to all motorcyclists, unless otherwise noted.

**Applied only to riders under age 15½.

Table 124

History of State Motorcycle Helmet Laws (Continued)

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
NJ	01/01/68		
NM	06/16/67	03/31/77	Repealed for age 18 and over.
NY	01/01/67		
NC	01/01/68		
ND	07/01/67	07/01/77	Repealed except for operators under age 18 and passengers, regardless of age, if required for operator.
OH	01/01/68	07/10/78	Repealed except for riders under age 18; operators having motorcycle license less than 1 year; and passengers if required for operator.
OK	04/27/67	04/01/69	Repealed for age 21 and over.
		11/01/75	Reinstated for all.
		05/21/76	Repealed for age 18 and over.
OR	01/01/68	10/04/77	Repealed for age 18 and over.
		06/16/88	Reinstated for all (by voter referendum).
PA	07/15/68	09/04/03	Repealed for operator age 21 and over if operator has held motorcycle license for at least 2 years or has completed rider education. Repealed for passenger age 21 and over if operator is exempt.
RI	04/04/67	05/21/76	Repealed for all operators. Required for all passengers.
		07/01/92	Required for operators under 21, operators licensed for 1 year or less, and all passengers.
SC	07/01/67	06/16/80	Repealed for age 21 and over.
SD	07/01/67	07/01/77	Repealed for age 18 and over.
TN	06/04/67		
TX	01/01/68	08/29/77	Repealed for age 18 and over.
		09/01/89	Reinstated for all.
		09/01/97	Repealed for age 21 and over who have completed rider education or are covered by at least $10,000 in medical insurance.
UT	05/13/69	05/10/77	Repealed for age 18 and over. Required for age 17 and under on roads posted for speeds higher than 35 mph.
VT	03/06/68		
VA	06/26/70		
WA	06/08/67	09/21/77	Repealed.
		07/26/87	Reinstated for under age 18.
		06/07/90	Reinstated for all.
WV	05/25/71		
WI	07/01/68	03/19/78	Repealed except for under age 18 and instruction permit holders.
WY	05/24/73	05/27/83	Repealed for age 19 and over.
		07/01/93	Repealed for age 18 and over.
PR	07/20/60		

Sources: Motorcycle Industry Council, Insurance Institute for Highway Safety, Highway Data Loss Institute.

Table 125

States With .08 Blood Alcohol Concentration Illegal Per Se Laws

State	Enactment Date	Effective Date	State	Enactment Date	Effective Date
AL	July 31, 1995	October 1, 1995	MT	April 15, 2003	April 15, 2003
AK	July 3, 2001	September 1, 2001	NE	March 1, 2001	September 1, 2001
AZ	April 11, 2001	August 31, 2001	NV	June 10, 2003	September 23, 2003
AR	March 6, 2001	August 13, 2001	NH	April 15, 1993	January 1, 1994
CA	1989	January 1, 1990	NJ	January 12, 2004	January 20, 2004
CO	May 21, 2004	July 1, 2004	NM	March 19, 1993	January 1, 1994
CT	July 1, 2002	July 1, 2002	NY	December 30, 2002	July 1, 2003
DE	July 12, 2004	July 12, 2004	NC	July 5, 1993	October 1, 1993
DC	December 1, 1998	April 13, 1999	ND	April 7, 2003	August 27, 2003
FL	April 27, 1993	January 1, 1994	OH	March 31, 2003	July 1, 2003
GA	April 16, 2001	July 1, 2001	OK	June 8, 2001	July 1, 2001
HI	June 30, 1995	June 30, 1995	OR	August 4, 1983	October 15, 1983
ID	March 17, 1997	July 1, 1997	PA	September 30, 2003	September 30, 2003
IL	July 2, 1997	July 2, 1997	RI	July 2, 2003	July 2, 2003
IN	May 9, 2001	July 1, 2001	SC	June 19, 2003	August 19, 2003
IA	April 24, 2003	July 1, 2003	SD	February 27, 2002	July 1, 2002
KS	April 22, 1993	July 1, 1993	TN	June 27, 2002	July 1, 2003
KY	April 21, 2000	October 1, 2000	TX	May 28, 1999	September 1, 1999
LA	June 26, 2001	September 30, 2003	UT	March 19, 1983	August 1, 1983
ME	April 28, 1988	August 4, 1988	VT	June 6, 1991	July 1, 1991
MD	April 10, 2001	September 30, 2001	VA	April 6, 1994	July 1, 1994
MA	June 30, 2003	June 30, 2003	WA	March 30, 1998	January 1, 1999
MI	July 15, 2003	September 30, 2003	WV	February 16, 2004	May 4, 2004
MN	May 27, 2004	August 1, 2005	WI	July 3, 2003	September 30, 2003
MS	March 11, 2002	July 1, 2002	WY	March 11, 2002	July 1, 2002
MO	June 12, 2001	September 29, 2001	PR	January 10, 2000	January 10, 2001

In 2007, all 50 States, the District of Columbia, and Puerto Rico had .08 blood alcohol concentration illegal per se laws.

Note: 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.

Source: NHTSA, Injury Control Operations and Resources.

APPENDIXES

APPENDIX A ■ FARS DATA ELEMENTS

2007 Fatality Analysis Reporting System Data Elements

Crash Level

Crash 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
Global Position
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 Forms Submitted for Persons Not in Motor Vehicles
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
Bus Use
Cargo Body Type
Crash Avoidance Maneuver
Emergency Use
Extent of Deformation
Fire Occurrence
Gross Vehicle Weight Rating
Hazardous Material Involvement/Placard
Impact Point—Initial
Impact Point—Principal
Jackknife
Manner of Leaving Scene
Most Harmful Event
Motor Carrier Identification Number
Motorcycle Displacement
Number of Axles
Number of Deaths in Vehicle
Number of Occupants in Vehicle
Passenger Car Weight
Passenger Car Wheelbase (Short and Long)
Registered Vehicle Owner
Registration State
Related Factors—Vehicle Level
Rollover
Sequence of Events
Special Use
Travel Speed
Truck Fuel Type
Truck Gross Vehicle Weight Rating
Truck Series
Underride/Override
Unit Type
Vehicle Configuration
Vehicle Identification Number
Vehicle Make
Vehicle Maneuver
Vehicle Model
Vehicle Model Year
Vehicle Number
Vehicle Role
Vehicle Trailing
VIN Body Type
VIN Length
VIN Model

Appendix A ■ FARS Data Elements

2007 Fatality Analysis Reporting System Data Elements (Continued)

Driver Level

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

Person Level

Age
Air Bag Availability/Deployment
Alcohol Test Results
Alcohol Test Type
Death Date
Death Time
Died at Scene/En Route
Drug Test Results
Drug Test Type
Ejection
Ejection Path
Extrication
Fatal Injury at Work
Hispanic Origin
Injury Severity
Method of Alcohol Determination
Method of Other Drug Determination by Police
Nonoccupant Location
Nonoccupant Striking Vehicle Number
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Other Drug Involvement
Race
Related Factors—Person Level
Protection System Use
Seating Position
Sex
Time of Crash to Time of Death
Transported for Treatment by
Vehicle Number

APPENDIX B ■ GES DATA ELEMENTS

2007 General Estimates System Data Elements

Crash Level

Alcohol Involved in Crash
Atmospheric Condition
Day of Week
EMS on Scene
First Harmful Event
Hour of Crash
Interstate Highway
Land Use
Light Condition
Manner of Collision
Maximum Injury Severity
Minute of Crash
Month of Crash
Number Injured in Crash
Number of Nonoccupants
Number of Travel Lanes
Number of Vehicles
Pedestrian/Pedalcyclist Crash Type
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

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

Appendix B ■ GES Data Elements

2007 General Estimates System Data Elements (Continued)

Person Level

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

APPENDIX C ■ GES TECHNICAL NOTES

Standard Errors

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

In a report of this size, it is impractical to provide standard errors for each estimate. Instead, generalized standard errors for estimates of totals are provided in the following table. Generalized errors were calculated separately for the crash, vehicle, and people characteristics. The values for the GES estimates and an estimate of one standard error are given in Table C1 on the following page. By adding and subtracting two standard errors, a 95 percent confidence interval can be created for the GES estimates in this report. For example, the estimated number of injury crashes that occurred in the month of February is given in Table 23 as 135,000. To calculate one standard error for this crash estimate, use Table C1. Since 135,000 does not appear in the Crash Estimate column of Table C1, use linear interpolation from the standard error values for 100,000 (8,500) and 200,000 (15,700). One standard error would be approximately 11,000. The 95 percent confidence interval for this estimate would be $135{,}000 \pm 2 \times 11{,}000$ or 113,000 to 157,000.

Appendix C ■ GES Technical Notes

Table C1
2007 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	900	5,000	900	5,000	900
6,000	1,000	10,000	1,400	10,000	1,400
7,000	1,100	20,000	2,300	20,000	2,200
8,000	1,200	30,000	3,200	30,000	3,000
9,000	1,400	40,000	3,900	40,000	3,700
10,000	1,500	50,000	4,700	50,000	4,400
20,000	2,400	60,000	5,500	60,000	5,000
30,000	3,200	70,000	6,200	70,000	5,700
40,000	4,000	80,000	6,900	80,000	6,300
50,000	4,800	90,000	7,600	90,000	7,000
60,000	5,600	100,000	8,300	100,000	7,600
70,000	6,300	200,000	15,300	200,000	13,600
80,000	7,100	300,000	22,200	300,000	19,500
90,000	7,800	400,000	29,100	400,000	25,300
100,000	8,500	500,000	36,100	500,000	31,100
200,000	15,700	600,000	43,200	600,000	36,900
300,000	22,800	700,000	50,300	700,000	42,700
400,000	29,900	800,000	57,500	800,000	48,600
500,000	37,100	900,000	64,700	900,000	54,500
600,000	44,400	1,000,000	72,000	1,000,000	60,400
700,000	51,700	2,000,000	148,800	2,000,000	121,400
800,000	59,200	3,000,000	231,300	3,000,000	185,600
900,000	66,700	4,000,000	318,700	4,000,000	252,700
1,000,000	74,200	5,000,000	410,300	5,000,000	322,200
2,000,000	153,800	6,000,000	505,800	6,000,000	394,000
3,000,000	239,400	7,000,000	604,800	7,000,000	468,000
4,000,000	330,200	8,000,000	707,000	8,000,000	544,000
5,000,000	425,500	9,000,000	812,400	9,000,000	621,800
6,000,000	524,800	10,000,000	920,800	10,000,000	701,400
6,500,000	575,900	11,000,000	1,031,900	11,000,000	782,700
7,000,000	628,000	12,000,000	1,145,600	12,000,000	865,600
* $SE = e^{a + b\,(\ln x)^2}$, *where* $a = 4.133760$, $b = 0.037100$		** $SE = e^{a + b\,(\ln x)^2}$, *where* $a = 4.128400$, $b = 0.036970$		*** $SE = e^{a + b\,(\ln x)^2}$, *where* $a = 4.217410$, $b = 0.035580$	

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). Table C2 below gives the reader the proportion of unknown values prior to imputation for variables with imputed values that were used in this report.

Table C2

Percent of Unknowns for 2007 GES Data Elements

Crash Level			
Alcohol Involved in Crash	8.4%	Manner of Collision	0.2%
Atmospheric Condition	1.6%	Minute of Crash	1.0%
Crash Severity	3.7%	Relation to Junction	0.7%
Day of Week	0.0%	Relation to Roadway	0.2%
First Harmful Event	0.1%	Roadway Surface Condition	1.7%
Hour of Crash	1.0%	Speed Limit	14.4%
Light Condition	0.9%	Traffic Control Device	4.6%
Vehicle/Driver Level			
Driver Drinking in Vehicle	12.6%	Rollover Type	1.2%
Initial Point of Impact	2.0%	Vehicle Type	1.5%
Most Harmful Event	0.1%		
Person Level			
Age	8.3%	Seating Position	0.6%
Injury Severity	4.6%	Sex	5.9%
Police-Reported Alcohol Involvement	5.1%		

GLOSSARY

Alcohol Involvement

NHTSA defines a fatal crash as alcohol-related or alcohol-involved if at least one driver or nonoccupant (such as a pedestrian or pedalcyclist) involved in the crash is determined to have had a Blood Alcohol Concentration (BAC) of .01 gram per deciliter (g/dL) or higher. Thus, any fatality that occurs in an alcohol-related crash is considered an alcohol-related fatality.

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

The term "alcohol-related" or "alcohol-involved" does not indicate that a crash or fatality was caused by the presence of alcohol.

Alcohol-Impaired Driving Crashes

Crashes that involve at least one driver or motorcycle rider (operator) with a BAC of .08 g/dL or higher. Thus, any crash involving a driver or motorcycle rider with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired driving crash.

Alcohol-Impaired Driving Fatalities

Fatalities in crashes that involve at least one driver or motorcycle rider (operator) with a BAC of .08 g/dL or higher. Thus, any fatality occurring in a crash involving a driver or motorcycle rider with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired driving fatality.

Blood Alcohol Concentration

The BAC is measured as a percentage by weight of alcohol in the blood (g/dL). A positive BAC level (.01 g/dL and higher) indicates that alcohol was consumed by the person tested; a BAC level of .08 g/dL or more indicates that the person was alcohol-impaired.

Body Type

Detailed type of motor vehicle within a vehicle type.

Bus

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.

Glossary

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 sustain minimal engagements.

Most Harmful Event

The event during a crash for a particular vehicle that is judged to have produced the greatest personal injury or property damage.

Motor Vehicle in Transport

A motor vehicle in motion on the trafficway or any other motor vehicle on the roadway, including stalled, disabled, or abandoned vehicles.

Motorcycle

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

Motorcycle Rider

The operator (driver) of a motorcycle.

Motorcyclist

Any person riding on a motorcycle, including the motorcycle rider (operator) and any passenger (a person riding on, but not in control of, the motorcycle).

Night

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

Noncollision

A class of crash in which the first harmful event does not involve a collision with a fixed object, nonfixed object, or a motor vehicle. This includes overturn, fire/explosion, falls from a vehicle, and injuries in a vehicle.

Nonoccupant

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

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

Nonoccupant Location

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

Objects Not Fixed

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

Occupant

Any person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle.

Other Vehicle

Consists of the following types of vehicles:

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

Passenger

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

Passenger Car

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

Pedalcyclist

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

Pedestrian

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

Restraint Use

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

Roadway

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

Roadway Function Class

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

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

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

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

Glossary

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

Collectors. In rural areas, routes serving intra-county, rather than State-wide travel. In urban areas, streets providing direct access to neighborhoods as well as direct access to arterials.

Local Streets and Roads. Streets whose primary purpose is feeding higher order systems, providing direct access with little or no through traffic.

Rollover

Rollover is defined as any vehicle rotation of 90 degrees or more about any true longitudinal or lateral axis. Includes rollovers occurring as a first harmful event or subsequent event.

Seating Position

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

School Bus Related Crash

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

Single-Unit Truck

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

Trafficway

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

Vehicle

See *Motor Vehicle in Transport*.

Vehicle Type

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

Weekday

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

Weekend

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

INDEX

Index

P

R

Index

S

T

V

W

Lives Saved by Restraint Use and 21-Year-Old Minimum Legal Drinking Age Laws, and Additional Lives That Would Have Been Saved at 100 Percent Safety Belt and Motorcycle Helmet Use, 1975-2007

Year	Lives Saved					Additional Lives That Would Have Been Saved at 100% Use	
	Passenger Vehicle Restraints						
	Child Restraints	Safety Belts	Air Bags	Motorcycle Helmets	21-Year-Old Drinking Age*	Safety Belts	Motorcycle Helmets
1975	36	978	0	823	412	13,301	1,164
1976	20	796	0	788	436	13,851	1,189
1977	35	682	0	970	474	14,460	1,472
1978	25	679	0	900	509	15,541	1,588
1979	49	594	0	885	575	15,726	1,676
1980	49	575	0	871	595	15,730	1,744
1981	69	548	0	843	633	15,222	1,667
1982	75	678	0	816	578	13,250	1,528
1983	105	809	0	735	609	12,913	1,450
1984	126	1,197	0	813	709	13,227	759
1985	153	2,435	0	788	701	12,508	764
1986	166	4,094	0	807	840	12,728	751
1987	213	5,141	2	667	1,071	12,678	697
1988	248	5,959	5	622	1,148	12,674	644
1989	238	6,333	8	561	1,093	12,256	553
1990	222	6,592	37	655	1,033	11,761	541
1991	253	6,838	71	595	941	10,812	467
1992	292	7,020	108	641	795	10,195	323
1993	313	7,773	190	671	816	10,212	336
1994	420	9,219	309	625	848	9,507	339
1995	408	9,882	536	624	851	9,781	326
1996	480	10,710	783	617	846	9,459	324
1997	444	11,259	973	627	846	9,096	315
1998	438	11,680	1,208	660	861	8,690	369
1999	447	11,941	1,491	745	901	8,809	396
2000	479	12,882	1,716	872	922	8,245	478
2001	388	13,295	1,978	947	927	8,016	558
2002	383	14,264	2,324	992	922	6,837	576
2003	447	15,095	2,519	1,173	918	6,151	651
2004	455	15,548	2,660	1,324	927	5,874	673
2005	424	15,688	2,752	1,554	882	5,667	731
2006	427	15,458	2,824	1,667	888	5,468	756
2007	382	15,147	2,788	1,784	826	5,024	800
Total	**8,709**	**241,789**	**25,282**	**28,662**	**26,333**	**355,669**	**26,605**

*Estimated reductions in deaths that resulted from the presence of laws establishing a minimum legal age of 21 years for the consumption of alcoholic beverages.

The table above presents estimates of the lives saved in 2007 and previous years by various protective devices or laws. The estimates were obtained by combining information from fatal traffic crashes with estimates of the effectiveness of each device or law in saving lives. For safety belts and motorcycle helmets, the table also estimates the numbers of additional lives that could have been saved if the devices had been used by more people.

U.S. Department of Transportation
National Highway Traffic Safety Administration
DOT HS 811 002

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