



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

# Traffic Safety Facts 2000



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

# 2000 National Statistics

## Police-Reported Motor Vehicle Traffic Crashes

Fatal .....	37,409
Injury .....	2,070,000
Property Damage Only .....	4,286,000
<b>Total .....</b>	<b>6,394,000</b>

## Traffic Crash Victims

	Killed	Injured
<b>Occupants</b>		
Drivers .....	25,492	2,063,000
Passengers .....	10,669	992,000
Unknown .....	88	—
<b>Nonmotorists</b>		
Pedestrians .....	4,739	78,000
Pedalcyclists .....	690	51,000
Other/Unknown .....	143	5,000
<b>Total .....</b>	<b>41,821</b>	<b>3,189,000</b>

## Other National Statistics

Vehicle Miles Traveled .....	2,749,803,000,000
Resident Population .....	274,633,905
Registered Vehicles .....	217,028,324
Licensed Drivers .....	190,625,023
Economic Cost of Traffic Crashes (1994) (estimate for reported and unreported crashes) .....	\$150.5 billion

## National Rates: Fatalities

Fatalities per 100 Million Vehicle Miles Traveled .....	1.5
Fatalities per 100,000 Population .....	15.23
Fatalities per 100,000 Registered Vehicles .....	19.27
Fatalities per 100,000 Licensed Drivers .....	21.94

## National Rates: Injured Persons

Injured Persons per 100 Million Vehicle Miles Traveled .....	116
Injured Persons per 100,000 Population .....	1,161
Injured Persons per 100,000 Registered Vehicles .....	1,469
Injured Persons per 100,000 Licensed Drivers .....	1,673

Sources: Crashes, Fatalities, Injuries, and Costs—National Highway Traffic Safety Administration.  
 Population—U.S. Bureau of the Census. Note: The population shown here is a projection based on the 1990 Census,  
 in order to remain consistent with the population data used for other tables in this report.  
 Vehicle Miles Traveled—Federal Highway Administration.  
 Registered Vehicles—R.L. Polk & Co. and Federal Highway Administration.

*Cover Photo—This single-vehicle crash occurred in Fairfax County, Virginia. The juvenile driver, traveling at a high rate of speed, ran off the road and overturned. There were no fatalities in the crash. Photographer: Detective James D. Bean, Fairfax County Police Department, Accident Reconstruction Section.*



DOT HS 809 337

# **Traffic Safety Facts 2000: 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

**December 2001**



# ADMINISTRATOR'S MESSAGE

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**Dear Reader,**

The National Highway Traffic Safety Administration is pleased to present its *Traffic Safety Facts 2000: 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.

The mission of the National Highway Traffic Safety Administration is to reduce deaths, injuries, and economic losses from motor vehicle crashes. Fortunately, much progress has been made in reducing the number of deaths and serious injuries on our nation's highways. In 2000, the fatality rate per 100 million vehicle miles of travel fell to a new historic low of 1.5. However, nearly 6.4 million police-reported motor vehicle crashes still occurred on our highways in 2000—one every 5 seconds. On average, a person was injured in these crashes every 10 seconds, and someone was killed every 13 minutes.

Information about these crashes, such as the tables in this report, helps us better understand the highway safety problem and develop effective solutions. Reducing highway fatalities and injuries requires the continued and combined efforts of state, local, and federal organizations, and our partners working towards this common goal.

For this reason, we continue to rely on the collection and coding of both accurate and complete information that will assist NHTSA in its continuing commitment to keeping our nation's highways among the safest in the world.

I would like to express my sincere appreciation for the hard work and dedication of those people responsible for helping to make NHTSA's crash data files the best source of crash data in existence. Special recognition is extended to the police officers who, in addition to handling the immediate needs of crash victims on the scene, also collect the vital crash data that NHTSA needs to successfully achieve its mission.

I hope you find this publication useful.

Sincerely,



**Jeffrey W. Runge, MD**

*Administrator*

**National Highway Traffic Safety Administration**



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# INTRODUCTION

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In this annual report, *Traffic Safety Facts 2000: 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

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

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

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

Police Accident Reports	Death Certificates
State Vehicle Registration Files	Coroner/Medical Examiner Reports
State Driver Licensing Files	Hospital Medical Reports
State Highway Department Data	Emergency Medical Service Reports
Vital Statistics	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 2000 FARS data file used for the statistics in this report was created in July 2001; however, the 2000 FARS file will *officially* close in February 2002. 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 1999 are reflected in this report. The updated final counts for 2000 will be reflected in the 2001 annual report.



# GES OPERATIONS

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

GES data collectors make weekly visits to approximately 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 2000 file used for the statistics in this report was completed in July 2001.



# ABOUT THIS REPORT

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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 2000) and GES (1988 through 2000). The remaining chapters present data only from 2000. Chapter 2, “Crashes,” describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crash. Chapter 3, “Vehicles,” concentrates on the types of vehicles involved in crashes and the damage to the vehicles. Chapter 4, “People,” is the largest chapter of this report, with statistics about drivers, passengers, pedestrians, and pedalcyclists. The last chapter of the report, “States,” contains information about crashes for each state, the District of Columbia, and Puerto Rico. Terms used throughout the report are defined in the Glossary.

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

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





# 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 2000) or from GES (1988 through 2000) are available in four ways:

- Modest requests for specific data will be answered by NCSA at no charge. Response usually requires about 2 weeks, depending on the nature and complexity of the data requested.
- Computer tapes or compact disks can be purchased in one of several formats amenable to analysis. This will enable you to process the data using your own computer system. Information on acquiring the tapes is available by contacting the NCSA at the address below.
- FARS and GES data can be obtained by downloading any of the published files from the Internet, at <ftp://www.nhtsa.dot.gov>. The files are available in SAS, sequential ASCII, and SQL file formats. This will enable you to process the data using your own computer system.
- FARS data can also be accessed on the world wide web at [www-fars.nhtsa.dot.gov](http://www-fars.nhtsa.dot.gov). This web site provides instant access to the 1994 through 2000 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.

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

National Highway Traffic Safety Administration  
National Center for Statistics and Analysis  
NRD-31  
400 Seventh Street, S.W.  
Washington, D.C. 20590  
(202) 366-4198 or 1-800-934-8517  
(202) 366-7078 (FAX)

### **Auto Safety Hotline**

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

Additional information on all NHTSA's data files, including FARS and GES, can be found on the NCSA world wide web site: [www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa). Current fact sheets, as well as recent NCSA research notes and abstracts of technical reports, can be downloaded in portable document format (.pdf). A traffic safety overview is also provided, with information from several fact sheets and data on lives saved by different types of passenger restraints. Comments and suggestions about the NCSA web site can be e-mailed to the following address: [ncsaweb@nhtsa.dot.gov](mailto:ncsaweb@nhtsa.dot.gov).



# **Chapter 1 ♦ Trends**



# 1. TRENDS

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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 2000; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2000. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 2000. 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 increased slightly (0.7 percent) from 1999 to 2000, and the fatality rate dropped to a new historic low of 1.5 fatalities per 100 million vehicle miles of travel in 2000.
- The injury rate per 100 million vehicle miles of travel decreased by 3 percent from 1999 to 2000.
- The occupant fatality rate per 100,000 population, which declined by 23 percent from 1975 to 1992, increased by 2.4 percent from 1992 to 2000.
- The occupant injury rate per 100,000 population, which declined by 14 percent from 1988 to 1992, decreased by 2.5 percent from 1992 to 2000.
- The nonmotorist fatality rate per 100,000 population has declined by 49 percent from 1975 to 2000.
- The nonmotorist injury rate per 100,000 population has declined by 38 percent from 1988 to 2000.
- The percent of alcohol-related fatalities has declined from 57 percent in 1982 to 40 percent in 2000.

Figure 1  
Fatal Crashes, 1975-2000

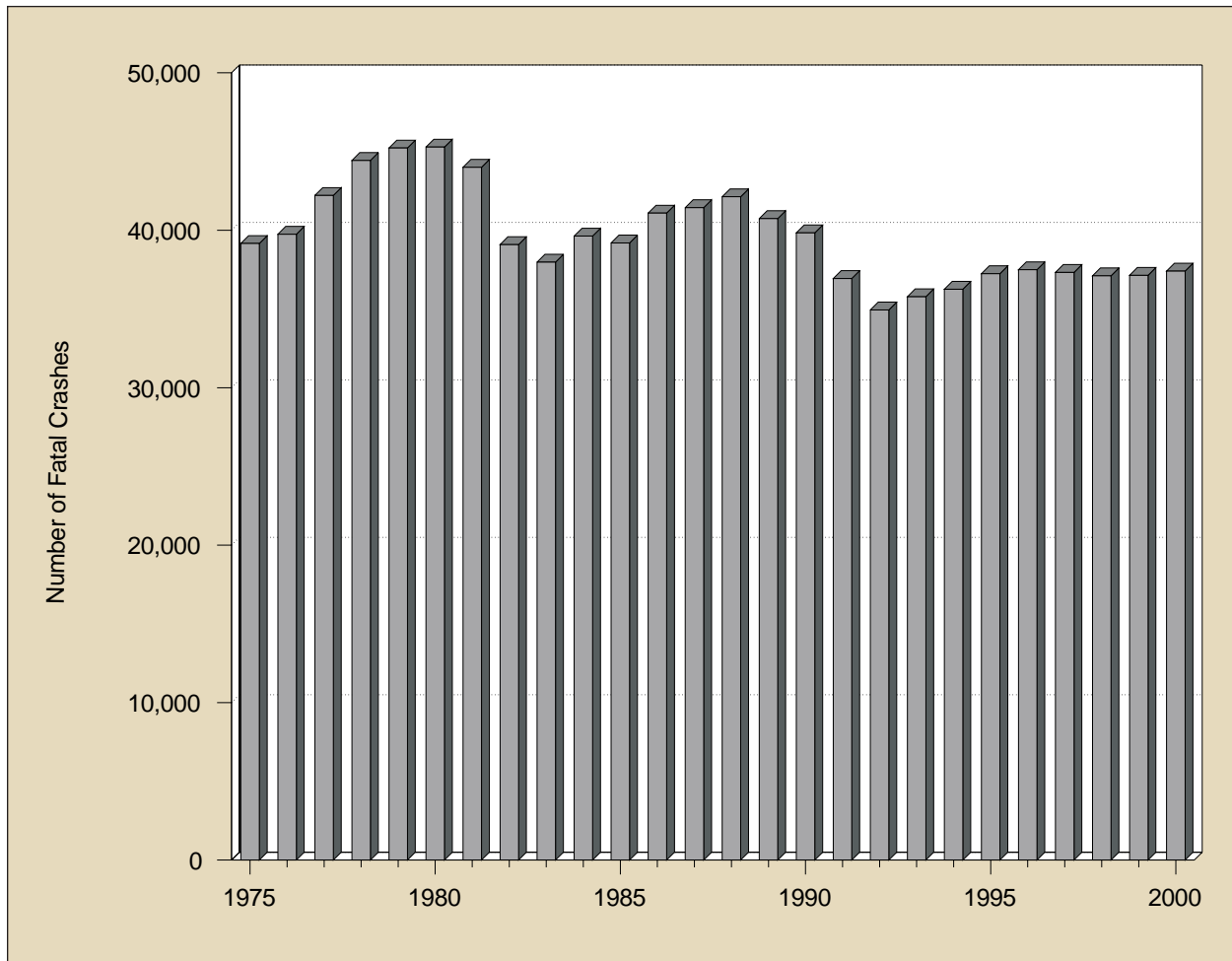


Table 1  
Crashes by Crash Severity, 1988-2000

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	37,409	0.6	2,070,000	32.4	4,286,000	67.0	6,394,000	100.0

**Table 2**  
**Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2000**

Killed									
Year	Fatalities	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
1966	50,894	196,560	25.89	100,998	50.39	95,703	53.18	926	5.5
1967	50,724	198,712	25.53	103,172	49.16	98,859	51.31	964	5.3
1968	52,725	200,706	26.27	105,410	50.02	102,987	51.20	1,016	5.2
1969	53,543	202,677	26.42	108,306	49.44	107,412	49.85	1,062	5.0
1970	52,627	205,052	25.67	111,543	47.18	111,242	47.31	1,110	4.7
1971	52,542	207,661	25.30	114,426	45.92	116,330	45.17	1,179	4.5
1972	54,589	209,896	26.01	118,414	46.10	122,557	44.54	1,260	4.3
1973	54,052	211,909	25.51	121,546	44.47	130,025	41.57	1,313	4.1
1974	45,196	213,854	21.13	125,427	36.03	134,900	33.50	1,281	3.5
1975	44,525	215,973	20.62	129,791	34.31	126,153	35.29	1,328	3.4
1976	45,523	218,035	20.88	134,036	33.96	130,793	34.81	1,402	3.2
1977	47,878	220,239	21.74	138,121	34.66	134,514	35.59	1,467	3.3
1978	50,331	222,585	22.61	140,844	35.74	140,374	35.85	1,545	3.3
1979	51,093	225,055	22.70	143,284	35.66	144,317	35.40	1,529	3.3
1980	51,091	227,225	22.48	145,295	35.16	146,845	34.79	1,527	3.3
1981	49,301	229,466	21.49	147,075	33.52	149,330	33.01	1,555	3.2
1982	43,945	231,664	18.97	150,234	29.25	151,148	29.07	1,595	2.8
1983	42,589	233,792	18.22	154,389	27.59	153,830	27.69	1,653	2.6
1984	44,257	235,825	18.77	155,424	28.48	158,900	27.85	1,720	2.6
1985	43,825	237,924	18.42	156,868	27.94	166,047	26.39	1,775	2.5
1986	46,087	240,133	19.19	159,486	28.90	168,545	27.34	1,835	2.5
1987	46,390	242,289	19.15	161,816	28.67	172,750	26.85	1,921	2.4
1988	47,087	244,499	19.26	162,854	28.91	177,455	26.53	2,026	2.3
1989	45,582	246,819	18.47	165,554	27.53	181,165	25.16	2,096	2.2
1990	44,599	249,464	17.88	167,015	26.70	184,275	24.20	2,144	2.1
1991	41,508	252,153	16.46	168,995	24.56	186,370	22.27	2,172	1.9
1992	39,250	255,030	15.39	173,125	22.67	184,938	21.22	2,247	1.7
1993	40,150	257,783	15.58	173,149	23.19	188,350	21.32	2,296	1.7
1994	40,716	260,327	15.64	175,403	23.21	192,497	21.15	2,358	1.7
1995	41,817	262,803	15.91	176,628	23.68	197,065	21.22	2,423	1.7
1996	42,065	265,229	15.86	179,539	23.43	201,631	20.86	2,486	1.7
1997	42,013	267,784	15.69	182,709	22.99	203,568	20.64	2,562	1.6
1998	41,501	270,248	15.36	184,980	22.44	208,076	19.95	2,632	1.6
1999	41,717	272,691	15.30	187,170	22.29	212,685	19.61	2,691	1.6
2000	41,821	274,634	15.23	190,625	21.94	217,028	19.27	2,750	1.5

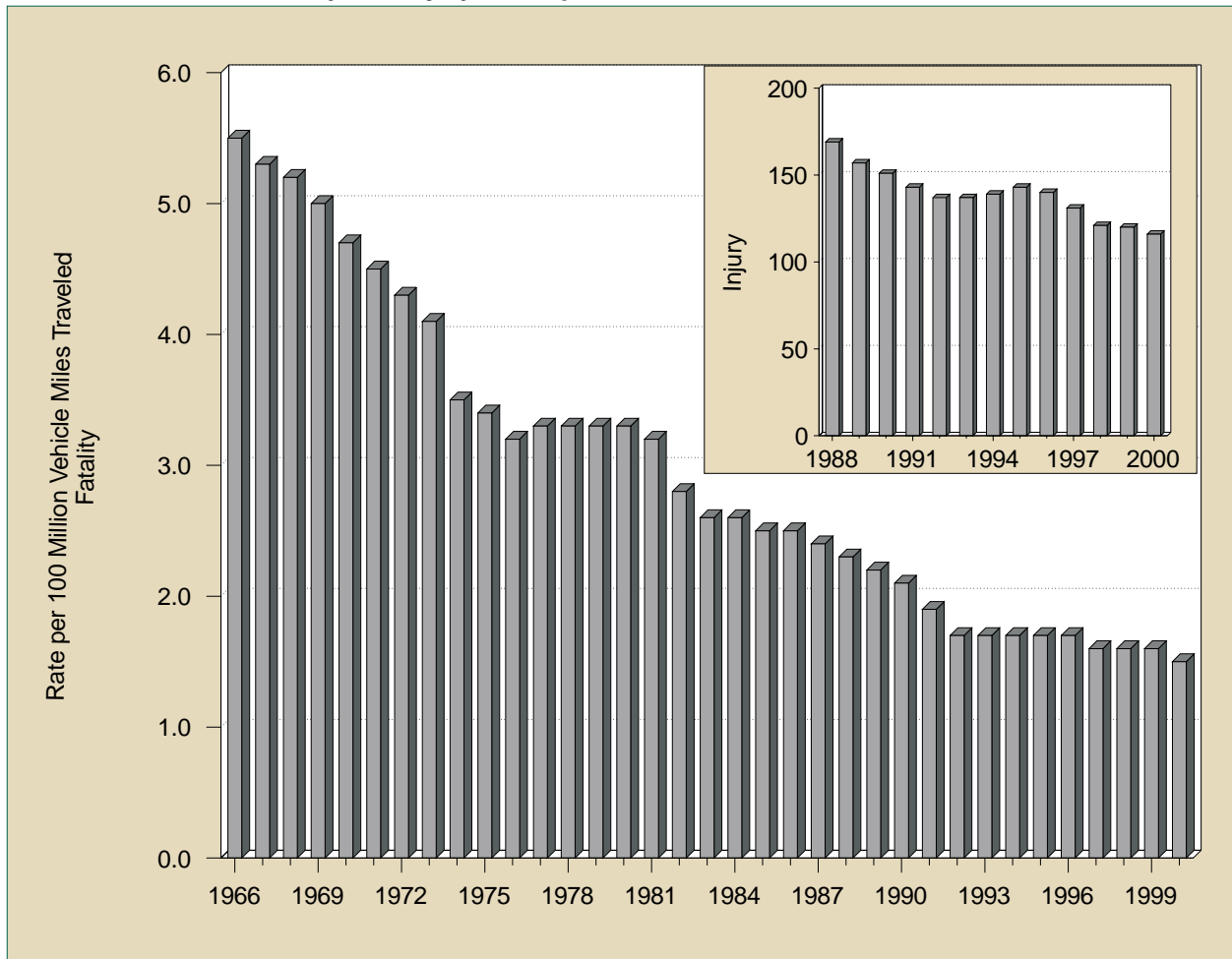
  

Injured									
Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 Population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million VMT
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	184,980	1,726	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	274,634	1,161	190,625	1,673	217,028	1,469	2,750	116

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-2000—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, 1975-2000—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Injured, 1988-2000—General Estimates System (GES), NHTSA. Injury data not available for years before 1988.

Note: The 2000 population data shown here are projections based on the 1990 Census, in order to remain consistent with the population data used for other tables in this report.

Figure 2  
 Motor Vehicle Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1966-2000





**Table 3**  
**Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel**  
**and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2000**

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
<b>Fatal Crashes</b>												
1975	37,897	3.7	40.11	8,636	4.2	41.35	3,977	4.9	74.16	3,265	58.0	65.77
1976	37,206	3.5	38.35	9,300	4.0	40.80	4,435	5.2	79.55	3,343	55.7	67.76
1977	39,038	3.5	39.45	10,400	4.0	42.57	5,164	5.4	90.76	4,164	65.6	84.41
1978	40,544	3.6	39.81	11,898	4.1	43.61	5,759	5.4	98.28	4,643	64.9	95.38
1979	39,999	3.6	38.63	12,544	4.3	43.36	6,084	5.6	103.27	4,916	56.9	90.67
1980	39,059	3.5	37.28	12,680	4.3	42.18	5,379	5.0	92.89	5,194	50.9	91.22
1981	38,864	3.5	36.66	12,331	4.0	39.48	5,230	4.8	91.49	4,963	46.4	85.11
1982	34,334	3.0	32.11	11,317	3.5	35.03	4,646	4.2	83.11	4,495	45.4	78.12
1983	33,298	2.8	30.52	11,118	3.3	33.62	4,877	4.2	88.54	4,302	49.1	77.03
1984	34,648	2.8	30.89	11,973	3.3	33.96	5,124	4.2	94.87	4,659	53.0	85.02
1985	34,277	2.7	29.46	12,464	3.2	33.09	5,153	4.2	85.94	4,608	50.7	84.64
1986	36,195	2.8	30.87	13,327	3.2	33.52	5,097	4.0	89.09	4,570	48.6	87.90
1987	36,580	2.8	30.52	14,514	3.3	34.81	5,108	3.8	89.33	4,067	42.8	83.24
1988	36,977	2.7	30.43	15,286	3.1	34.27	5,241	3.8	85.40	3,715	37.1	81.04
1989	35,410	2.5	28.85	15,700	3.0	33.31	4,984	3.5	80.05	3,192	30.8	72.21
1990	34,085	2.4	27.65	15,620	2.8	31.29	4,776	3.3	77.08	3,276	34.3	76.91
1991	31,291	2.2	25.37	14,832	2.5	28.49	4,347	2.9	70.43	2,829	30.8	67.72
1992	29,817	2.1	24.78	14,648	2.3	27.21	4,035	2.6	66.75	2,439	25.5	60.00
1993	30,233	2.1	24.97	15,332	2.3	27.10	4,328	2.7	71.09	2,477	25.0	62.27
1994	30,273	2.1	24.81	16,353	2.3	27.49	4,644	2.7	70.49	2,339	22.8	62.26
1995	30,940	2.1	25.11	17,587	2.3	28.13	4,472	2.5	66.55	2,268	23.1	58.20
1996	30,727	2.0	24.66	18,246	2.3	27.88	4,755	2.6	67.81	2,176	21.9	56.20
1997	30,059	2.0	24.11	18,628	2.3	27.68	4,917	2.6	69.42	2,160	21.4	56.45
1998	29,040	1.9	23.05	19,363	2.2	27.75	4,955	2.5	64.08	2,334	22.7	60.16
1999	28,027	1.8	22.09	19,959	2.2	27.29	4,920	2.4	63.15	2,532	23.9	60.98
2000	27,496	1.7	21.53	20,295	2.2	26.64	4,930	2.4	61.45	2,940	28.1	67.65
<b>Injury Crashes</b>												
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	151	1,876	1,209,000	128	1,587	101,000	49	1,253	53,000	508	1,226
<b>Property-Damage-Only Crashes</b>												
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	282	3,497	2,621,000	278	3,440	351,000	171	4,377	14,000	133	321

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

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, 1975-2000**

Year	Person Type											Total
	Occupants by Vehicle Type						Nonmotorists					
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/Unknown	Total	Pedestrian	Pedalcyclist	Other/Unknown	Total	
<b>Killed</b>												
1975	25,929	4,856	961	3,189	53	937	35,925	7,516	1,003	81	8,600	44,525
1976	26,166	5,438	1,132	3,312	73	981	37,102	7,427	914	80	8,421	45,523
1977	26,782	5,976	1,287	4,104	42	959	39,150	7,732	922	74	8,728	47,878
1978	28,153	6,745	1,395	4,577	41	622	41,533	7,795	892	111	8,798	50,331
1979	27,808	7,178	1,432	4,894	39	579	41,930	8,096	932	135	9,163	51,093
1980	27,449	7,486	1,262	5,144	46	540	41,927	8,070	965	129	9,164	51,091
1981	26,645	7,081	1,133	4,906	56	603	40,424	7,837	936	104	8,877	49,301
1982	23,330	6,359	944	4,453	35	525	35,646	7,331	883	85	8,299	43,945
1983	22,979	6,202	982	4,265	53	362	34,843	6,826	839	81	7,746	42,589
1984	23,620	6,496	1,074	4,608	46	440	36,284	7,025	849	99	7,973	44,257
1985	23,212	6,689	977	4,564	57	544	36,043	6,808	890	84	7,782	43,825
1986	24,944	7,317	926	4,566	39	442	38,234	6,779	941	133	7,853	46,087
1987	25,132	8,058	852	4,036	51	436	38,565	6,745	948	132	7,825	46,390
1988	25,808	8,306	911	3,662	54	429	39,170	6,870	911	136	7,917	47,087
1989	25,063	8,551	858	3,141	50	424	38,087	6,556	832	107	7,495	45,582
1990	24,092	8,601	705	3,244	32	460	37,134	6,482	859	124	7,465	44,599
1991	22,385	8,391	661	2,806	31	466	34,740	5,801	843	124	6,768	41,508
1992	21,387	8,098	585	2,395	28	387	32,880	5,549	723	98	6,370	39,250
1993	21,566	8,511	605	2,449	18	425	33,574	5,649	816	111	6,576	40,150
1994	21,997	8,904	670	2,320	18	409	34,318	5,489	802	107	6,398	40,716
1995	22,423	9,568	648	2,227	33	392	35,291	5,584	833	109	6,526	41,817
1996*	22,505	9,932	621	2,161	21	455	35,695	5,449	765	154	6,368	42,065
1997	22,199	10,249	723	2,116	18	420	35,725	5,321	814	153	6,288	42,013
1998	21,194	10,705	742	2,294	38	409	35,382	5,228	760	131	6,119	41,501
1999	20,862	11,265	759	2,483	59	447	35,875	4,939	754	149	5,842	41,717
2000	20,492	11,418	741	2,862	22	714	36,249	4,739	690	143	5,572	41,821
<b>Injured</b>												
1988	2,585,000	478,000	37,000	105,000	15,000	4,000	3,224,000	110,000	75,000	8,000	192,000	3,416,000
1989	2,431,000	511,000	43,000	83,000	15,000	5,000	3,088,000	112,000	73,000	11,000	196,000	3,284,000
1990	2,376,000	505,000	42,000	84,000	33,000	4,000	3,044,000	105,000	75,000	7,000	187,000	3,231,000
1991	2,235,000	563,000	28,000	80,000	21,000	4,000	2,931,000	88,000	67,000	11,000	166,000	3,097,000
1992	2,232,000	545,000	34,000	65,000	20,000	12,000	2,908,000	89,000	63,000	10,000	162,000	3,070,000
1993	2,265,000	601,000	32,000	59,000	17,000	4,000	2,978,000	94,000	68,000	9,000	171,000	3,149,000
1994	2,364,000	631,000	30,000	57,000	16,000	4,000	3,102,000	92,000	62,000	9,000	164,000	3,266,000
1995	2,469,000	722,000	30,000	57,000	19,000	4,000	3,303,000	86,000	67,000	10,000	162,000	3,465,000
1996	2,458,000	761,000	33,000	55,000	20,000	4,000	3,332,000	82,000	58,000	11,000	151,000	3,483,000
1997	2,341,000	755,000	31,000	53,000	17,000	6,000	3,201,000	77,000	58,000	11,000	146,000	3,348,000
1998	2,201,000	763,000	29,000	49,000	16,000	4,000	3,061,000	69,000	53,000	8,000	131,000	3,192,000
1999	2,138,000	847,000	33,000	50,000	22,000	7,000	3,097,000	85,000	51,000	3,000	140,000	3,236,000
2000	2,052,000	887,000	31,000	58,000	18,000	10,000	3,055,000	78,000	51,000	5,000	134,000	3,189,000

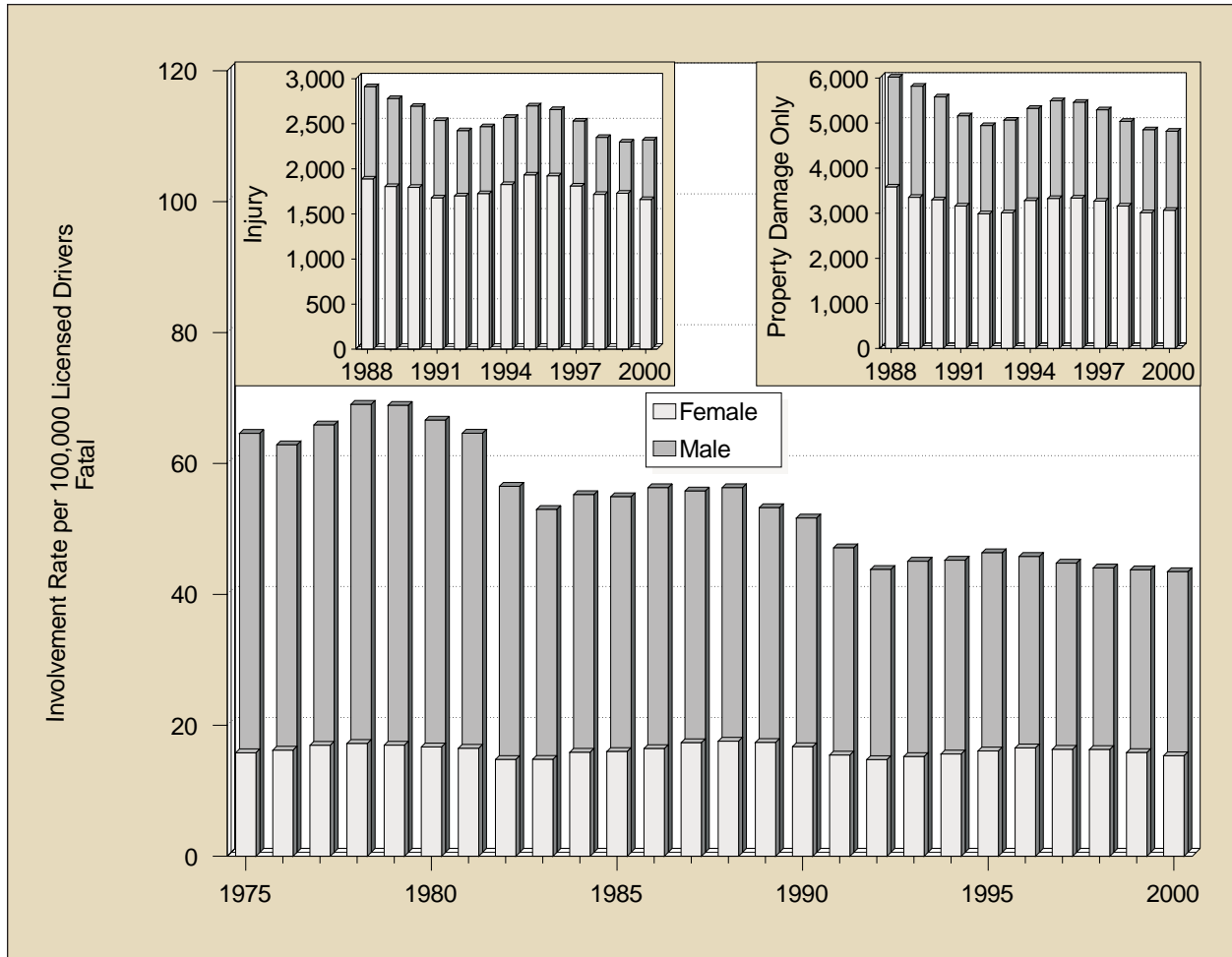
\*Total for 1996 includes 2 fatalities of unknown person type.

**Table 5**  
**Drivers Involved in Crashes and Involvement Rates per Licensed Driver**  
**by Sex and Crash Severity, 1975-2000**

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
<b>Drivers in Fatal Crashes</b>									
1975	45,087	70,435	64.01	9,356	59,233	15.80	54,445	129,668	41.99
1976	45,091	72,452	62.24	9,953	61,458	16.19	55,045	133,910	41.11
1977	48,548	74,385	65.27	10,775	63,591	16.94	59,324	137,976	43.00
1978	51,665	75,504	68.43	11,221	65,177	17.22	62,887	140,681	44.70
1979	52,208	76,458	68.28	11,308	66,695	16.95	63,518	143,152	44.37
1980	50,921	77,135	66.02	11,353	68,067	16.68	62,277	145,202	42.89
1981	49,838	77,831	64.03	11,396	69,142	16.48	61,238	146,972	41.67
1982	43,877	78,484	55.91	10,579	71,627	14.77	54,462	150,111	36.28
1983	42,329	80,823	52.37	10,854	73,440	14.78	53,184	154,263	34.48
1984	44,213	80,916	54.64	11,806	74,398	15.87	56,022	155,315	36.07
1985	44,290	81,537	54.32	12,031	75,231	15.99	56,322	156,769	35.93
1986	46,083	82,740	55.70	12,603	76,651	16.44	58,688	159,390	36.82
1987	46,337	83,939	55.20	13,492	77,789	17.34	59,829	161,728	36.99
1988	46,840	84,099	55.70	13,814	78,661	17.56	60,658	162,760	37.27
1989	44,941	85,356	52.65	13,927	80,160	17.37	58,870	165,516	35.57
1990	43,802	85,769	51.07	13,586	81,203	16.73	57,393	166,972	34.37
1991	40,288	86,630	46.51	12,716	82,300	15.45	53,007	168,930	31.38
1992	38,186	88,363	43.21	12,492	84,716	14.75	50,682	173,079	29.28
1993	39,118	87,974	44.47	12,960	85,138	15.22	52,080	173,112	30.08
1994	39,784	89,165	44.62	13,449	86,183	15.61	53,238	175,347	30.36
1995	40,799	89,184	45.75	14,043	87,386	16.07	54,847	176,570	31.06
1996	40,899	90,503	45.19	14,723	89,007	16.54	55,624	179,510	30.99
1997	40,594	91,888	44.18	14,816	90,789	16.32	55,412	182,677	30.33
1998	40,433	93,023	43.47	14,967	91,805	16.30	55,404	184,828	29.98
1999	40,639	94,149	43.16	14,717	92,988	15.83	55,359	187,137	29.58
2000	41,057	95,782	42.86	14,545	94,816	15.34	55,603	190,598	29.17
<b>Drivers in Injury Crashes</b>									
1988	2,423,000	84,099	2,881	1,485,000	78,661	1,887	3,907,000	162,760	2,401
1989	2,347,000	85,356	2,749	1,446,000	80,160	1,804	3,793,000	165,516	2,291
1990	2,285,000	85,769	2,664	1,458,000	81,203	1,795	3,743,000	166,972	2,242
1991	2,171,000	86,630	2,506	1,380,000	82,300	1,677	3,551,000	168,930	2,102
1992	2,114,000	88,363	2,392	1,439,000	84,716	1,699	3,553,000	173,079	2,053
1993	2,144,000	87,974	2,437	1,468,000	85,138	1,724	3,612,000	173,112	2,086
1994	2,264,000	89,165	2,539	1,574,000	86,183	1,826	3,838,000	175,347	2,189
1995	2,378,000	89,184	2,667	1,687,000	87,386	1,931	4,066,000	176,570	2,303
1996	2,378,000	90,503	2,627	1,711,000	89,007	1,922	4,089,000	179,510	2,278
1997	2,296,000	91,888	2,499	1,643,000	90,789	1,809	3,939,000	182,677	2,156
1998	2,158,000	93,023	2,319	1,576,000	91,805	1,717	3,734,000	184,828	2,020
1999	2,134,000	94,149	2,267	1,609,000	92,988	1,730	3,743,000	187,137	2,000
2000	2,192,000	95,782	2,289	1,573,000	94,816	1,659	3,765,000	190,598	1,975
<b>Drivers in Property-Damage-Only Crashes</b>									
1988	5,013,000	84,099	5,961	2,816,000	78,661	3,580	7,829,000	162,760	4,810
1989	4,915,000	85,356	5,758	2,687,000	80,160	3,352	7,602,000	165,516	4,593
1990	4,733,000	85,769	5,519	2,677,000	81,203	3,296	7,410,000	166,972	4,438
1991	4,419,000	86,630	5,101	2,600,000	82,300	3,159	7,019,000	168,930	4,155
1992	4,316,000	88,363	4,885	2,530,000	84,716	2,987	6,847,000	173,079	3,956
1993	4,402,000	87,974	5,003	2,561,000	85,138	3,008	6,963,000	173,112	4,022
1994	4,695,000	89,165	5,265	2,828,000	86,183	3,282	7,523,000	175,347	4,290
1995	4,847,000	89,184	5,434	2,905,000	87,386	3,325	7,752,000	176,570	4,390
1996	4,888,000	90,503	5,400	2,968,000	89,007	3,335	7,856,000	179,510	4,376
1997	4,808,000	91,888	5,232	2,967,000	90,789	3,268	7,775,000	182,677	4,256
1998	4,634,000	93,023	4,982	2,902,000	91,805	3,162	7,536,000	184,828	4,078
1999	4,509,000	94,149	4,789	2,800,000	92,988	3,011	7,309,000	187,137	3,906
2000	4,559,000	95,782	4,760	2,904,000	94,816	3,062	7,463,000	190,598	3,915

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

**Figure 3**  
**Driver Involvement Rate per 100,000 Licensed Drivers 16 Years and Older**  
**by Sex and Crash Severity, 1975-2000**



**Table 6**  
**Occupant Fatality and Injury Rates per Population by Age Group, 1975-2000**

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	
<b>Fatality Rate per 100,000 Population</b>												
1975	4.50	2.71	5.71	38.77	34.90	21.57	15.67	13.42	13.29	14.72	16.98	<b>16.67</b>
1976	4.50	2.56	6.14	40.95	35.01	21.27	15.27	13.71	13.58	14.92	17.27	<b>17.05</b>
1977	4.68	2.83	6.44	42.86	38.73	22.27	15.61	13.90	13.55	14.03	16.13	<b>17.81</b>
1978	4.61	2.66	6.60	44.45	40.75	24.26	16.72	14.07	13.44	14.79	16.36	<b>18.70</b>
1979	4.35	2.84	6.13	44.36	40.06	24.96	17.11	14.03	13.24	13.59	15.51	<b>18.67</b>
1980	4.24	2.67	6.00	42.94	39.86	24.82	16.85	14.51	12.83	12.96	15.27	<b>18.45</b>
1981	3.75	2.43	5.24	38.56	37.41	24.22	16.63	13.81	12.68	13.16	14.94	<b>17.62</b>
1982	3.67	2.22	4.85	34.51	32.75	20.45	14.30	11.84	11.24	11.85	14.89	<b>15.39</b>
1983	3.55	2.33	4.60	33.18	30.97	19.86	13.87	11.79	10.92	11.92	15.48	<b>14.90</b>
1984	3.13	2.33	5.21	34.94	32.89	20.26	13.91	11.86	11.16	12.98	16.18	<b>15.39</b>
1985	3.18	2.36	5.52	33.72	32.75	19.50	13.87	11.88	11.33	12.63	16.73	<b>15.15</b>
1986	3.42	2.30	6.07	38.16	33.72	21.04	13.82	11.50	11.38	13.46	17.71	<b>15.92</b>
1987	3.78	2.60	6.00	36.65	32.83	21.05	14.15	12.10	11.93	13.58	18.22	<b>15.92</b>
1988	3.82	2.64	5.74	37.95	33.63	20.50	14.20	12.33	12.15	14.12	19.26	<b>16.02</b>
1989	3.93	2.92	5.48	34.71	30.85	20.10	13.89	12.46	12.18	14.24	19.41	<b>15.43</b>
1990	3.30	2.50	5.25	34.14	30.62	19.81	13.34	12.20	11.91	13.36	18.48	<b>14.89</b>
1991	3.13	2.39	4.86	31.76	28.83	17.79	12.29	11.12	10.75	13.22	19.14	<b>13.78</b>
1992	2.99	2.41	4.75	28.37	25.96	16.54	11.71	10.62	10.53	13.27	18.81	<b>12.89</b>
1993	3.14	2.35	4.67	28.99	26.70	16.47	11.86	10.52	10.86	12.73	20.78	<b>13.02</b>
1994	3.46	2.35	5.07	30.46	26.27	16.07	11.79	11.15	10.71	13.99	20.71	<b>13.18</b>
1995	3.17	2.46	5.15	29.58	27.30	17.03	12.49	11.01	11.42	13.67	20.87	<b>13.43</b>
1996	3.40	2.34	5.07	29.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	<b>13.46</b>
1997	3.16	2.42	4.96	28.38	25.53	16.49	12.23	11.57	11.96	14.46	22.09	<b>13.34</b>
1998	3.03	2.60	4.60	27.61	25.06	15.81	12.60	11.44	11.53	14.31	21.28	<b>13.09</b>
1999	2.94	2.54	4.49	28.10	25.56	16.13	12.62	11.48	11.52	14.17	20.70	<b>13.16</b>
2000	2.84	2.43	4.37	28.14	26.45	16.46	12.83	11.69	11.50	12.93	19.46	<b>13.20</b>
<b>Injury Rate per 100,000 Population</b>												
1988	417	444	734	3,283	2,666	1,800	1,308	1,030	876	710	656	<b>1,319</b>
1989	370	469	727	3,210	2,467	1,672	1,280	985	801	713	618	<b>1,251</b>
1990	329	430	674	3,110	2,494	1,672	1,227	989	844	750	514	<b>1,220</b>
1991	384	470	709	2,921	2,317	1,574	1,144	977	801	727	521	<b>1,162</b>
1992	323	438	685	2,988	2,253	1,573	1,101	971	783	722	586	<b>1,140</b>
1993	367	471	657	2,885	2,307	1,606	1,195	956	821	707	592	<b>1,155</b>
1994	411	468	706	2,958	2,369	1,667	1,225	987	857	756	598	<b>1,192</b>
1995	418	483	742	3,193	2,456	1,722	1,291	1,132	926	755	624	<b>1,257</b>
1996	418	533	731	3,132	2,432	1,766	1,295	1,085	904	788	654	<b>1,256</b>
1997	400	461	684	2,981	2,401	1,689	1,257	1,012	815	761	641	<b>1,196</b>
1998	403	440	677	2,780	2,123	1,586	1,158	1,029	873	696	588	<b>1,133</b>
1999	383	477	662	2,828	2,169	1,596	1,135	1,028	801	759	610	<b>1,136</b>
2000	353	416	562	2,748	2,213	1,551	1,173	973	846	732	670	<b>1,112</b>

Note: Population estimates for historical years are periodically revised by the U.S. Census Bureau. The 2000 population data shown here are projections based on the 1990 Census, in order to remain consistent with the population data used for other tables in this report.

**Table 7**  
**Passenger Car Occupants Killed or Injured and Fatality and Injury Rates**  
**per Registered Vehicle and Vehicle Miles of Travel, 1975-2000**

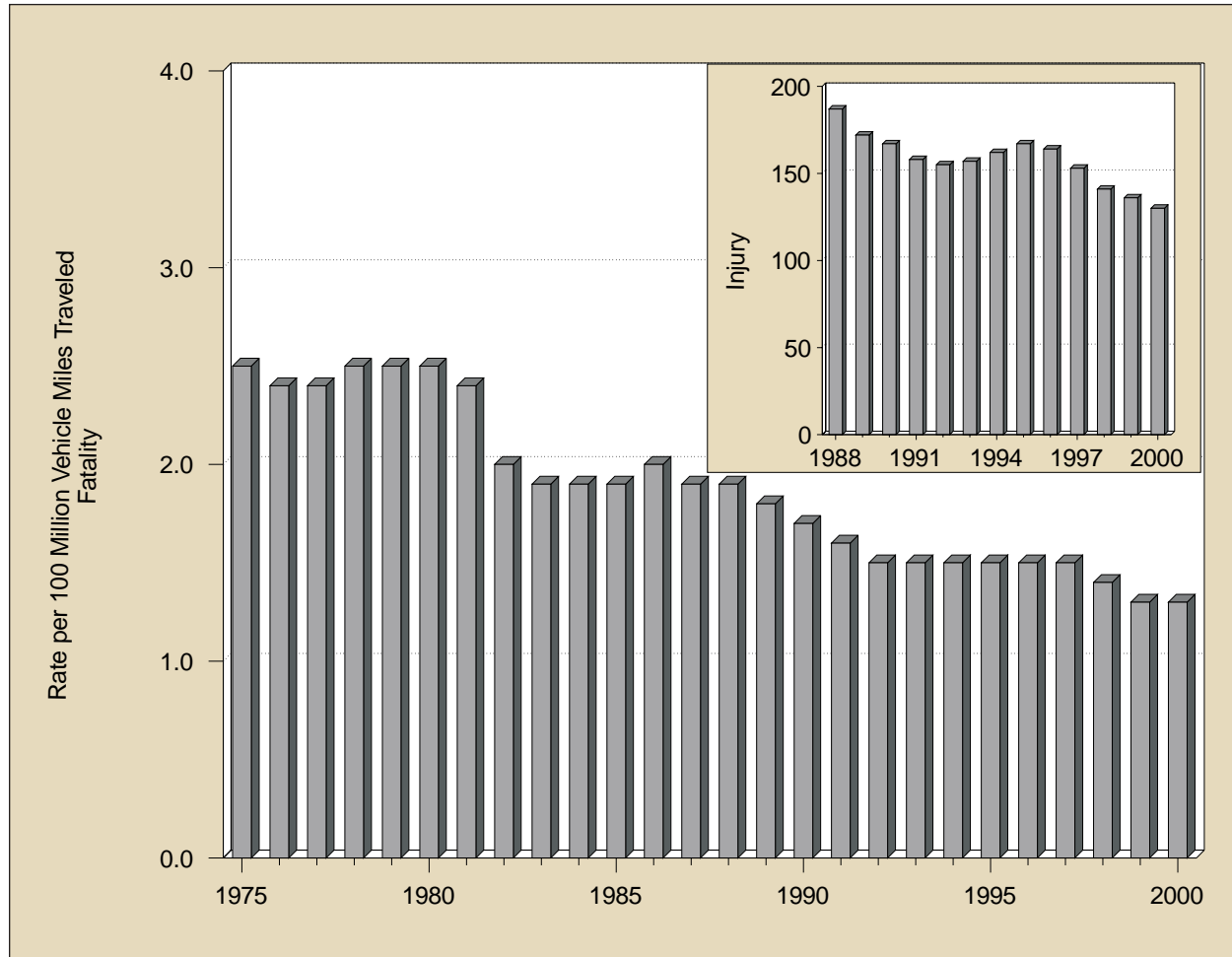
Year	Registered Passenger Cars	Vehicle Miles Traveled (Millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million VMT	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million VMT
1975	94,478,029	1,030,376	25,929	27.44	2.5	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.4	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.4	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.5	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.5	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.5	*	*	*
1981	106,002,720	1,122,092	26,645	25.14	2.4	*	*	*
1982	106,936,590	1,145,828	23,330	21.82	2.0	*	*	*
1983	109,085,444	1,187,760	22,979	21.07	1.9	*	*	*
1984	112,177,361	1,226,461	23,620	21.06	1.9	*	*	*
1985	116,348,085	1,248,981	23,212	19.95	1.9	*	*	*
1986	117,268,114	1,277,550	24,944	21.27	2.0	*	*	*
1987	119,848,784	1,328,460	25,132	20.97	1.9	*	*	*
1988	121,519,139	1,384,047	25,808	21.24	1.9	2,585,000	2,127	187
1989	122,758,478	1,415,213	25,063	20.42	1.8	2,431,000	1,980	172
1990	123,276,600	1,427,178	24,092	19.54	1.7	2,376,000	1,928	167
1991	123,327,336	1,411,655	22,385	18.15	1.6	2,235,000	1,812	158
1992	120,346,747	1,436,035	21,387	17.77	1.5	2,232,000	1,854	155
1993	121,055,398	1,445,106	21,566	17.81	1.5	2,265,000	1,871	157
1994	121,996,580	1,459,208	21,997	18.03	1.5	2,364,000	1,937	162
1995	123,241,881	1,478,352	22,423	18.19	1.5	2,469,000	2,004	167
1996	124,612,787	1,499,139	22,505	18.06	1.5	2,458,000	1,973	164
1997	124,672,920	1,528,399	22,199	17.81	1.5	2,341,000	1,877	153
1998	125,965,709	1,555,901	21,194	16.83	1.4	2,201,000	1,748	141
1999	126,868,744	1,566,808	20,862	16.44	1.3	2,138,000	1,685	136
2000	127,720,809	1,582,113	20,492	16.04	1.3	2,052,000	1,606	130

\*Injury data not available before 1988.

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

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, 1975-2000**



**Table 8**  
**Light Truck Occupants Killed or Injured and Fatality and Injury Rates**  
**per Registered Vehicle and Vehicle Miles of Travel, 1975-2000**

Year	Registered Light Trucks	Vehicle Miles Traveled (Millions)	Light Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million VMT	Light Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million VMT
1975	20,886,680	204,274	4,856	23.25	2.4	*	*	*
1976	22,794,702	233,382	5,438	23.86	2.3	*	*	*
1977	24,432,701	257,108	5,976	24.46	2.3	*	*	*
1978	27,285,497	289,463	6,745	24.72	2.3	*	*	*
1979	28,932,820	293,840	7,178	24.81	2.4	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.5	*	*	*
1981	31,236,287	307,583	7,081	22.67	2.3	*	*	*
1982	32,307,692	322,026	6,359	19.68	2.0	*	*	*
1983	33,068,138	334,937	6,202	18.76	1.9	*	*	*
1984	35,257,788	358,588	6,496	18.42	1.8	*	*	*
1985	37,665,180	388,778	6,689	17.76	1.7	*	*	*
1986	39,763,446	416,532	7,317	18.40	1.8	*	*	*
1987	41,695,017	444,392	8,058	19.33	1.8	*	*	*
1988	44,599,500	488,431	8,306	18.62	1.7	478,000	1,071	98
1989	47,134,148	522,483	8,551	18.14	1.6	511,000	1,084	98
1990	49,916,497	555,659	8,601	17.23	1.5	505,000	1,012	91
1991	52,062,064	595,924	8,391	16.12	1.4	563,000	1,081	94
1992	53,836,046	642,397	8,098	15.04	1.3	545,000	1,012	85
1993	56,573,835	675,353	8,511	15.04	1.3	601,000	1,062	89
1994	59,485,995	711,515	8,904	14.97	1.3	631,000	1,061	89
1995	62,520,872	749,971	9,568	15.30	1.3	722,000	1,156	96
1996	65,438,877	787,255	9,932	15.18	1.3	761,000	1,164	97
1997	67,287,470	824,896	10,249	15.23	1.2	755,000	1,122	92
1998	69,783,500	861,951	10,705	15.34	1.2	763,000	1,093	88
1999	73,143,777	903,314	11,265	15.40	1.2	847,000	1,158	94
2000	76,192,673	943,819	11,418	14.99	1.2	887,000	1,164	94

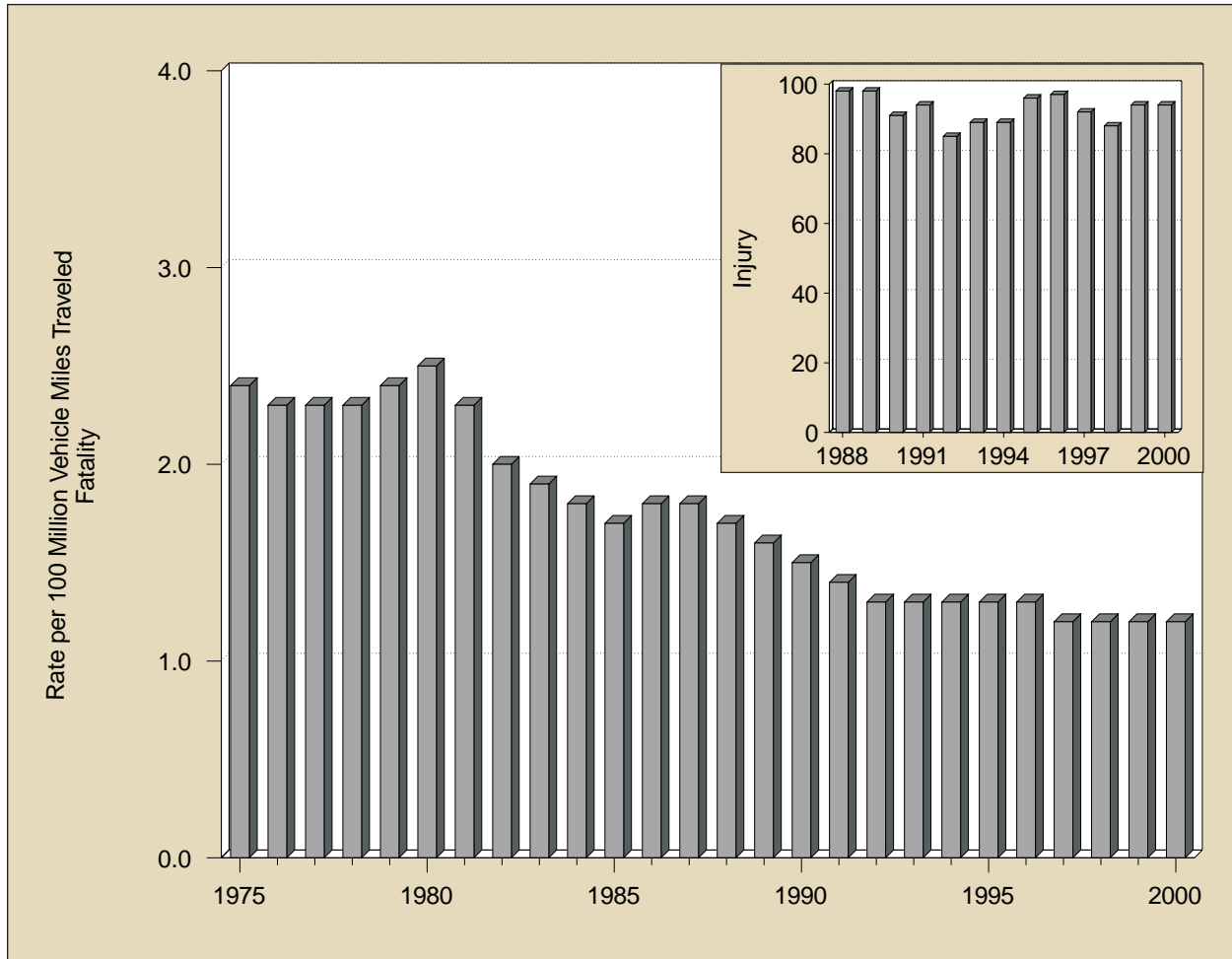
\*Injury data not available before 1988.

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

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, 1975-2000**



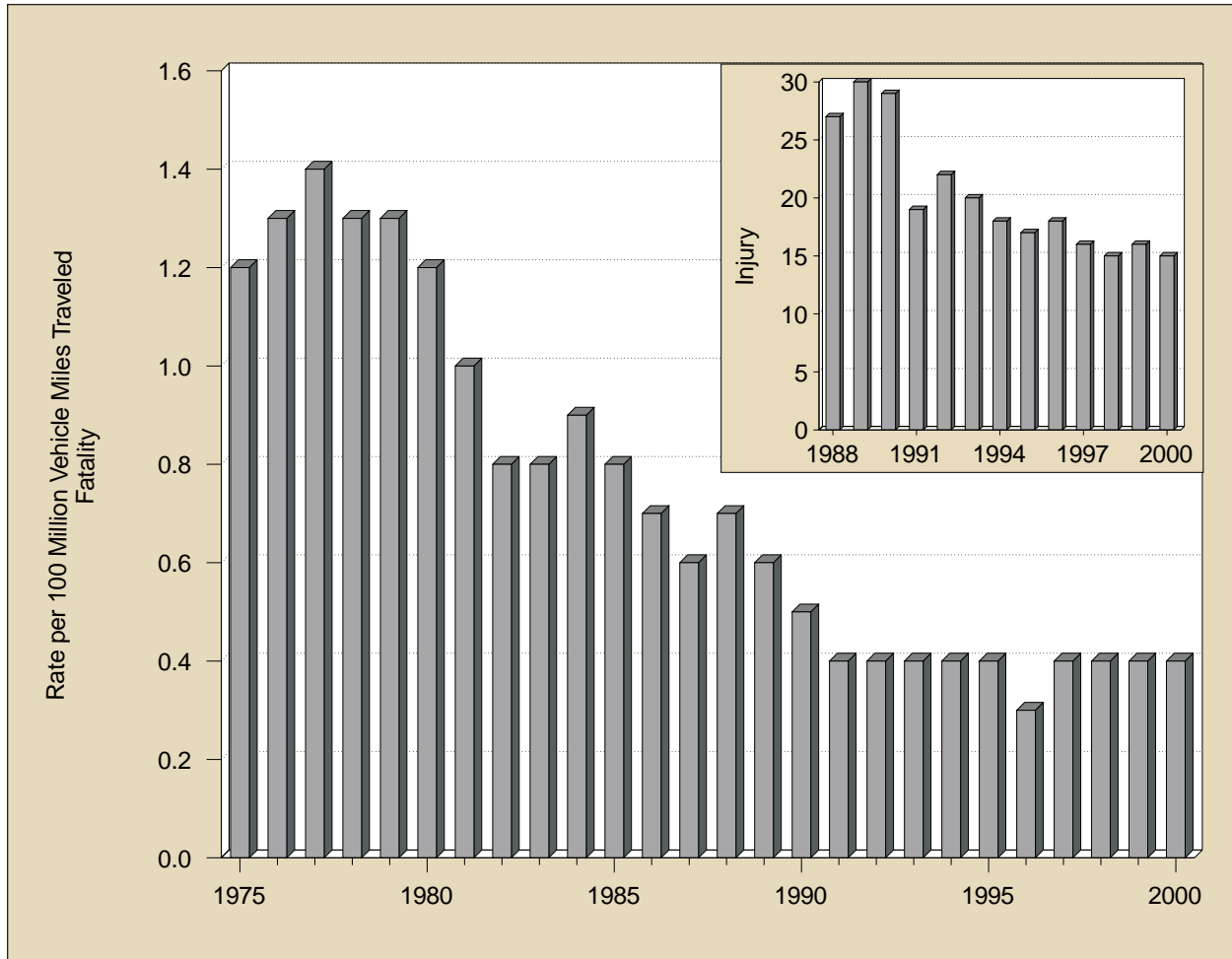
**Table 9**  
**Large Truck Occupants Killed or Injured and Fatality and Injury Rates**  
**per Registered Vehicle and Vehicle Miles of Travel, 1975-2000**

Year	Registered Large Trucks	Vehicle Miles Traveled (Millions)	Large Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million VMT	Large Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million VMT
1975	5,362,369	81,330	961	17.92	1.2	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.3	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.4	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.3	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.3	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.2	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.0	*	*	*
1982	5,590,415	111,423	944	16.89	0.8	*	*	*
1983	5,508,392	116,132	982	17.83	0.8	*	*	*
1984	5,401,075	121,796	1,074	19.88	0.9	*	*	*
1985	5,996,337	123,504	977	16.29	0.8	*	*	*
1986	5,720,880	126,675	926	16.19	0.7	*	*	*
1987	5,718,266	133,517	852	14.90	0.6	*	*	*
1988	6,136,884	137,985	911	14.84	0.7	37,000	611	27
1989	6,226,482	142,749	858	13.78	0.6	43,000	687	30
1990	6,195,876	146,242	705	11.38	0.5	42,000	675	29
1991	6,172,146	149,543	661	10.71	0.4	28,000	454	19
1992	6,045,205	153,384	585	9.68	0.4	34,000	559	22
1993	6,088,155	159,888	605	9.94	0.4	32,000	527	20
1994	6,587,885	170,216	670	10.17	0.4	30,000	459	18
1995	6,719,421	178,156	648	9.64	0.4	30,000	452	17
1996	7,012,615	182,971	621	8.86	0.3	33,000	467	18
1997	7,083,326	191,477	723	10.21	0.4	31,000	436	16
1998	7,732,270	196,380	742	9.60	0.4	29,000	372	15
1999	7,791,426	202,688	759	9.74	0.4	33,000	422	16
2000	8,022,649	205,791	741	9.24	0.4	31,000	384	15

\*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, 1975-2000**



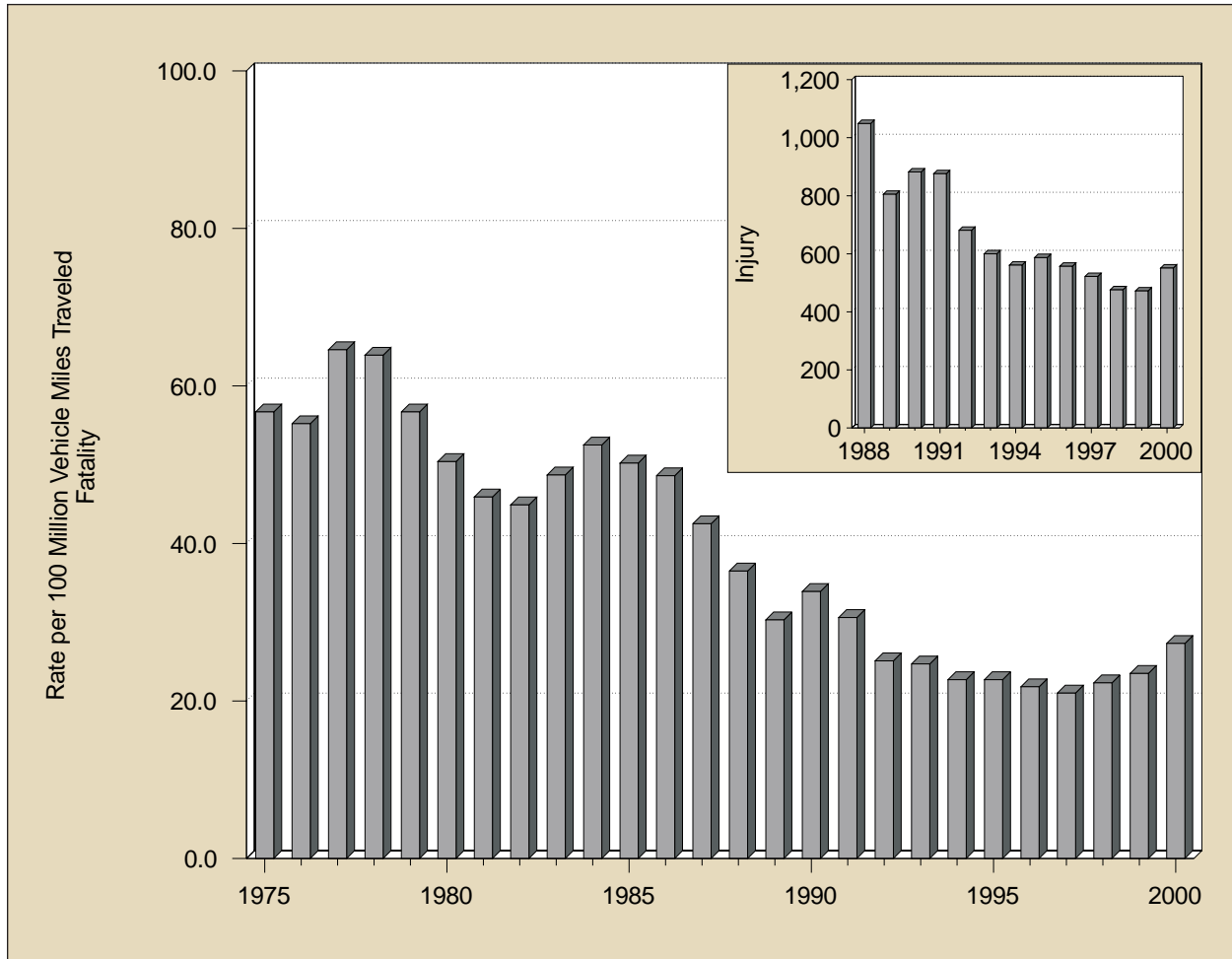
**Table 10**  
**Motorcycle Occupants Killed or Injured and Fatality and Injury Rates**  
**per Registered Vehicle and Vehicle Miles of Travel, 1975-2000**

Year	Registered Motorcycles	Vehicle Miles Traveled (Millions)	Motorcycle Occupants Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million VMT	Motorcycle Occupants Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million VMT
1975	4,964,070	5,629	3,189	64.24	56.7	*	*	*
1976	4,933,332	6,003	3,312	67.14	55.2	*	*	*
1977	4,933,256	6,349	4,104	83.19	64.6	*	*	*
1978	4,867,855	7,158	4,577	94.02	63.9	*	*	*
1979	5,422,132	8,637	4,894	90.26	56.7	*	*	*
1980	5,693,940	10,214	5,144	90.34	50.4	*	*	*
1981	5,831,132	10,690	4,906	84.13	45.9	*	*	*
1982	5,753,858	9,910	4,453	77.39	44.9	*	*	*
1983	5,585,112	8,760	4,265	76.36	48.7	*	*	*
1984	5,479,822	8,784	4,608	84.09	52.5	*	*	*
1985	5,444,404	9,086	4,564	83.83	50.2	*	*	*
1986	5,198,993	9,397	4,566	87.82	48.6	*	*	*
1987	4,885,772	9,506	4,036	82.61	42.5	*	*	*
1988	4,584,284	10,024	3,662	79.88	36.5	105,000	2,294	1,049
1989	4,420,420	10,371	3,141	71.06	30.3	83,000	1,887	805
1990	4,259,462	9,557	3,244	76.16	33.9	84,000	1,979	882
1991	4,177,365	9,178	2,806	67.17	30.6	80,000	1,925	876
1992	4,065,118	9,557	2,395	58.92	25.1	65,000	1,601	681
1993	3,977,856	9,906	2,449	61.57	24.7	59,000	1,494	600
1994	3,756,555	10,240	2,320	61.76	22.7	57,000	1,528	561
1995	3,897,191	9,797	2,227	57.14	22.7	57,000	1,475	587
1996	3,871,599	9,920	2,161	55.82	21.8	55,000	1,428	557
1997	3,826,373	10,081	2,116	55.30	21.0	53,000	1,374	522
1998	3,879,450	10,283	2,294	59.13	22.3	49,000	1,262	476
1999	4,152,433	10,584	2,483	59.80	23.5	50,000	1,204	472
2000	4,346,068	10,479	2,862	65.85	27.3	58,000	1,328	551

\*Injury data not available before 1988.

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

**Figure 7**  
**Motorcycle Occupant Fatality and Injury Rates**  
**per 100 Million Vehicle Miles Traveled, 1975-2000**



**Table 11**  
**Persons Killed or Injured in Crashes Involving a Large Truck**  
**by Person Type and Crash Type, 1975-2000**

Year	Person Type					Total
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonmotorists	
	Single Vehicle	Multiple Vehicle	Total			
<b>Killed</b>						
1975	643	318	961	3,106	416	<b>4,483</b>
1976	774	358	1,132	3,384	492	<b>5,008</b>
1977	884	403	1,287	3,925	511	<b>5,723</b>
1978	929	466	1,395	4,354	607	<b>6,356</b>
1979	967	465	1,432	4,615	655	<b>6,702</b>
1980	861	401	1,262	4,084	625	<b>5,971</b>
1981	785	348	1,133	4,126	547	<b>5,806</b>
1982	639	305	944	3,790	495	<b>5,229</b>
1983	676	306	982	3,941	568	<b>5,491</b>
1984	755	319	1,074	4,036	530	<b>5,640</b>
1985	634	343	977	4,227	530	<b>5,734</b>
1986	603	323	926	4,088	565	<b>5,579</b>
1987	571	281	852	4,194	552	<b>5,598</b>
1988	585	326	911	4,250	518	<b>5,679</b>
1989	550	308	858	4,142	490	<b>5,490</b>
1990	485	220	705	4,071	496	<b>5,272</b>
1991	448	213	661	3,705	455	<b>4,821</b>
1992	396	189	585	3,460	417	<b>4,462</b>
1993	389	216	605	3,855	396	<b>4,856</b>
1994	451	219	670	4,013	461	<b>5,144</b>
1995	425	223	648	3,846	424	<b>4,918</b>
1996	412	209	621	4,087	434	<b>5,142</b>
1997	499	224	723	4,223	452	<b>5,398</b>
1998	486	256	742	4,215	438	<b>5,395</b>
1999	480	279	759	4,180	441	<b>5,380</b>
2000	480	261	741	4,060	410	<b>5,211</b>
<b>Injured</b>						
1988	17,000	20,000	37,000	89,000	4,000	<b>130,000</b>
1989	20,000	23,000	43,000	111,000	2,000	<b>156,000</b>
1990	16,000	26,000	42,000	106,000	2,000	<b>150,000</b>
1991	13,000	15,000	28,000	80,000	2,000	<b>110,000</b>
1992	13,000	20,000	34,000	102,000	3,000	<b>139,000</b>
1993	13,000	19,000	32,000	95,000	6,000	<b>133,000</b>
1994	11,000	19,000	30,000	99,000	3,000	<b>133,000</b>
1995	15,000	15,000	30,000	84,000	2,000	<b>117,000</b>
1996	15,000	18,000	33,000	95,000	3,000	<b>130,000</b>
1997	14,000	17,000	31,000	98,000	2,000	<b>131,000</b>
1998	14,000	14,000	29,000	97,000	2,000	<b>127,000</b>
1999	15,000	18,000	33,000	105,000	4,000	<b>142,000</b>
2000	16,000	14,000	31,000	106,000	3,000	<b>140,000</b>

**Table 12**  
**Nonmotorist Fatality and Injury Rates per Population by Age Group, 1975-2000**

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	
<b>Fatality Rate per 100,000 Population</b>												
1975	3.64	5.99	3.89	3.79	2.98	2.39	2.75	3.17	3.66	6.05	10.76	<b>3.99</b>
1976	3.52	5.63	3.71	3.72	3.04	2.43	2.62	3.30	3.60	5.58	10.12	<b>3.87</b>
1977	2.99	5.35	3.68	3.98	3.18	2.68	2.66	3.20	4.05	5.80	10.57	<b>3.97</b>
1978	3.14	5.45	3.76	4.04	3.51	2.90	2.78	3.33	3.77	5.36	8.93	<b>3.96</b>
1979	2.87	5.16	3.68	4.51	4.01	3.14	2.99	3.34	3.68	5.50	9.17	<b>4.08</b>
1980	2.67	4.68	3.64	4.45	4.34	3.17	2.80	3.39	3.69	5.00	9.89	<b>4.03</b>
1981	2.14	4.44	3.27	4.20	4.18	3.36	2.82	3.22	3.42	4.88	8.74	<b>3.87</b>
1982	2.15	3.89	3.07	4.11	4.27	3.06	3.00	3.05	3.05	4.45	7.41	<b>3.58</b>
1983	2.03	3.69	3.05	3.67	3.83	2.91	2.46	2.80	3.12	3.77	7.37	<b>3.31</b>
1984	1.92	3.61	3.13	3.55	3.63	2.95	2.58	2.93	3.34	4.01	7.64	<b>3.38</b>
1985	2.05	3.67	3.01	3.31	3.38	2.71	2.65	2.69	3.36	3.90	7.35	<b>3.27</b>
1986	1.89	3.58	3.22	3.45	3.54	2.93	2.51	2.98	2.86	3.64	7.34	<b>3.27</b>
1987	1.66	3.63	3.24	3.12	3.39	2.83	2.69	2.88	3.14	3.79	7.20	<b>3.23</b>
1988	1.69	3.65	2.88	2.92	3.37	2.94	2.70	2.77	3.04	3.94	7.70	<b>3.24</b>
1989	1.54	3.06	2.53	2.58	2.90	3.00	2.73	2.61	3.18	3.49	7.10	<b>3.04</b>
1990	1.60	2.65	2.34	2.53	2.84	2.97	2.77	2.63	3.09	3.67	6.97	<b>2.99</b>
1991	1.43	2.40	2.39	2.45	2.86	2.65	2.36	2.44	2.67	3.08	5.93	<b>2.68</b>
1992	1.29	2.25	2.06	2.20	2.21	2.38	2.39	2.41	2.56	3.10	5.42	<b>2.50</b>
1993	1.35	2.19	2.23	2.06	2.25	2.63	2.51	2.25	2.52	2.95	5.47	<b>2.55</b>
1994	1.31	2.20	2.10	2.01	2.22	2.34	2.46	2.35	2.41	2.82	5.50	<b>2.46</b>
1995	1.12	2.02	2.08	2.02	2.38	2.41	2.60	2.38	2.50	2.97	5.21	<b>2.48</b>
1996	1.22	1.87	1.93	1.98	2.38	2.17	2.49	2.40	2.63	2.94	4.76	<b>2.40</b>
1997	0.97	1.73	1.83	2.11	2.15	2.22	2.47	2.39	2.53	2.99	4.57	<b>2.35</b>
1998	0.96	1.42	1.62	1.88	2.12	2.06	2.46	2.41	2.61	2.74	4.68	<b>2.26</b>
1999	0.94	1.45	1.54	1.76	2.01	1.88	2.41	2.26	2.35	2.78	4.14	<b>2.14</b>
2000	0.88	1.19	1.40	1.61	1.84	1.86	2.27	2.32	2.24	2.41	3.83	<b>2.03</b>
<b>Injury Rate per 100,000 Population</b>												
1988	35	178	195	116	117	74	45	38	35	25	45	<b>79</b>
1989	32	179	198	127	96	69	53	43	42	33	39	<b>79</b>
1990	34	139	181	128	109	76	52	37	26	29	38	<b>75</b>
1991	26	138	157	96	91	70	41	37	31	31	29	<b>66</b>
1992	33	120	165	93	98	57	45	35	29	30	27	<b>63</b>
1993	27	116	170	93	95	66	49	45	26	27	38	<b>66</b>
1994	24	112	151	119	88	60	47	36	33	24	29	<b>63</b>
1995	33	104	160	93	87	62	52	27	22	30	26	<b>62</b>
1996	31	91	156	87	80	57	38	36	26	26	22	<b>57</b>
1997	27	93	132	75	67	51	50	34	29	29	22	<b>55</b>
1998	19	77	121	70	68	49	40	33	25	21	17	<b>48</b>
1999	20	85	129	70	58	56	38	38	26	27	22	<b>51</b>
2000	18	101	94	66	75	54	41	31	29	21	20	<b>49</b>

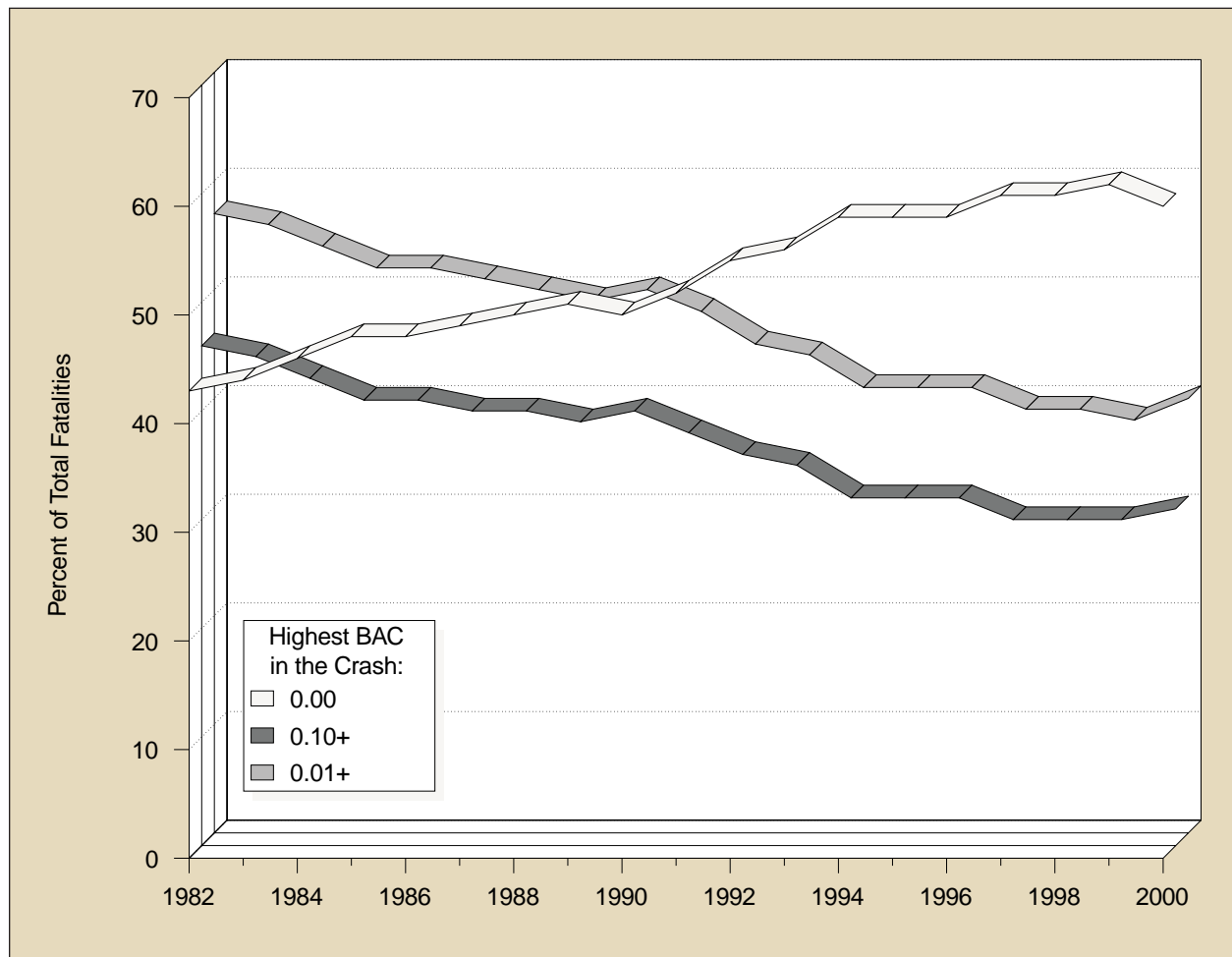
Note: The 2000 population data used here are projections based on the 1990 Census, in order to remain consistent with the population data used for other tables in this report.

**Table 13**  
**Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-2000**

Year	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+		Total Number	Total Fatalities in Alcohol-Related Crashes	
	Number	Percent	Number	Percent	Number	Percent		Number	Percent
1982	18,780	43	4,809	11	20,356	46	43,945	25,165	57
1983	18,943	44	4,472	10	19,174	45	42,589	23,646	56
1984	20,499	46	4,766	11	18,992	43	44,257	23,758	54
1985	21,109	48	4,604	11	18,111	41	43,825	22,716	52
1986	22,042	48	5,109	11	18,936	41	46,087	24,045	52
1987	22,749	49	5,112	11	18,529	40	46,390	23,641	51
1988	23,461	50	4,895	10	18,731	40	47,087	23,626	50
1989	23,178	51	4,541	10	17,863	39	45,582	22,404	49
1990	22,515	50	4,434	10	17,650	40	44,599	22,084	50
1991	21,621	52	3,957	10	15,930	38	41,508	19,887	48
1992	21,392	55	3,625	9	14,234	36	39,250	17,858	45
1993	22,677	56	3,496	9	13,977	35	40,150	17,473	44
1994	24,136	59	3,480	9	13,100	32	40,716	16,580	41
1995	24,570	59	3,746	9	13,501	32	41,817	17,247	41
1996	24,847	59	3,774	9	13,444	32	42,065	17,218	41
1997	25,824	61	3,480	8	12,710	30	42,013	16,189	39
1998	25,481	61	3,526	8	12,494	30	41,501	16,020	39
1999	25,741	62	3,523	8	12,453	30	41,717	15,976	38
2000	25,168	60	3,761	9	12,892	31	41,821	16,653	40

Note: 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 Blood Alcohol Concentration (BAC) in the Crash, 1982-2000**





**Table 14**  
**Persons Killed and Percent Alcohol-Related During Holiday Periods, 1982-2000**

Year	Holiday Period*					
	New Year's Day		Memorial Day		Fourth of July	
	Killed	Percent Alcohol-Related**	Killed	Percent Alcohol-Related**	Killed	Percent Alcohol-Related**
1982	***	***	498 (3)	68	600 (3)	70
1983	375 (3)	69	539 (3)	63	620 (3)	68
1984	346 (3)	69	527 (3)	67	223 (1)	65
1985	496 (4)	60	557 (3)	62	689 (4)	63
1986	223 (1)	66	616 (3)	63	611 (3)	68
1987	535 (4)	61	519 (3)	61	556 (3)	60
1988	407 (3)	63	529 (3)	62	631 (3)	63
1989	443 (3)	55	594 (3)	58	748 (4)	60
1990	421 (3)	57	589 (3)	62	268 (1)	65
1991	441 (4)	60	533 (3)	61	718 (4)	57
1992	164 (1)	74	438 (3)	57	535 (3)	56
1993	370 (3)	58	454 (3)	52	525 (3)	54
1994	372 (3)	55	482 (3)	48	519 (3)	49
1995	392 (3)	48	483 (3)	52	661 (4)	49
1996	420 (3)	52	514 (3)	52	629 (4)	47
1997	192 (1)	67	511 (3)	47	508 (3)	50
1998	545 (4)	51	393 (3)	52	479 (3)	50
1999	354 (3)	54	500 (3)	50	509 (3)	45
2000	469 (2)	57	465 (3)	51	716 (4)	47
	Labor Day		Thanksgiving		Christmas	
1982	628 (3)	68	601 (4)	62	458 (3)	65
1983	636 (3)	70	533 (4)	59	352 (3)	60
1984	609 (3)	66	558 (4)	60	643 (4)	66
1985	605 (3)	64	566 (4)	57	152 (1)	66
1986	663 (3)	64	598 (4)	59	508 (4)	59
1987	630 (3)	63	659 (4)	56	409 (3)	57
1988	592 (3)	64	601 (4)	58	511 (3)	60
1989	588 (3)	60	561 (4)	57	553 (3)	61
1990	599 (3)	66	563 (4)	54	567 (4)	51
1991	577 (3)	56	546 (4)	52	135 (1)	50
1992	460 (3)	55	403 (4)	57	410 (3)	50
1993	522 (3)	58	569 (4)	47	402 (3)	54
1994	494 (3)	55	575 (4)	47	455 (3)	49
1995	511 (3)	49	527 (4)	52	358 (3)	47
1996	525 (3)	52	588 (4)	46	167 (1)	54
1997	507 (3)	50	571 (4)	40	480 (4)	44
1998	464 (3)	51	602 (4)	49	364 (3)	49
1999	485 (3)	47	581 (4)	45	485 (3)	48
2000	529 (3)	52	503 (4)	51	439 (3)	50

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

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

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

\*\*\*No data available.

**Table 15**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-2000**

Year	Day*			Night*			Total Drivers		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = 0.01+	BAC = 0.10+		BAC = 0.01+	BAC = 0.10+		BAC = 0.01+	BAC = 0.10+
1982	23,725	17	12	32,085	55	43	56,029	39	30
1983	24,381	17	12	30,037	54	43	54,656	38	29
1984	26,415	16	11	30,775	53	41	57,512	36	27
1985	27,578	15	10	30,008	51	40	57,883	34	26
1986	28,434	15	10	31,543	51	40	60,335	34	26
1987	29,227	14	10	31,854	50	38	61,442	33	25
1988	30,196	14	10	31,715	50	39	62,253	33	25
1989	29,953	14	9	30,170	49	39	60,435	32	24
1990	28,797	14	9	29,778	50	39	58,893	32	25
1991	26,829	13	9	27,249	49	38	54,391	31	24
1992	26,236	12	8	25,380	46	36	51,901	29	22
1993	27,770	11	7	25,355	45	36	53,401	27	21
1994	29,134	10	7	25,112	42	33	54,549	25	19
1995	30,066	11	7	25,755	42	33	56,164	25	19
1996	30,802	10	7	25,864	42	33	57,001	25	19
1997	30,979	9	6	25,368	40	32	56,688	24	18
1998	31,389	10	6	24,879	40	32	56,604	23	18
1999	31,212	10	6	24,968	40	31	56,502	23	18
2000	31,125	10	7	25,629	41	32	57,090	24	18

\*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, 1982-2000**

Year	Male			Female		
	Total	Percent		Total	Percent	
		BAC = 0.01+	BAC = 0.10+		BAC = 0.01+	BAC = 0.10+
1982	44,370	42	32	10,675	26	19
1983	42,812	40	31	10,958	25	18
1984	44,723	39	30	11,907	24	17
1985	44,846	37	28	12,142	22	15
1986	46,653	38	29	12,744	21	15
1987	46,884	36	28	13,614	21	15
1988	47,402	36	28	13,951	20	15
1989	45,448	35	27	14,054	20	14
1990	44,281	36	28	13,726	19	14
1991	40,731	35	27	12,825	19	14
1992	38,598	32	25	12,596	18	13
1993	39,556	31	24	13,082	17	12
1994	40,233	29	22	13,567	15	11
1995	41,235	28	22	14,184	16	11
1996	41,376	28	21	14,850	16	11
1997	40,954	27	20	14,954	14	10
1998	40,816	27	20	15,089	14	10
1999	41,012	26	20	14,835	14	10
2000	41,407	27	20	14,654	16	11

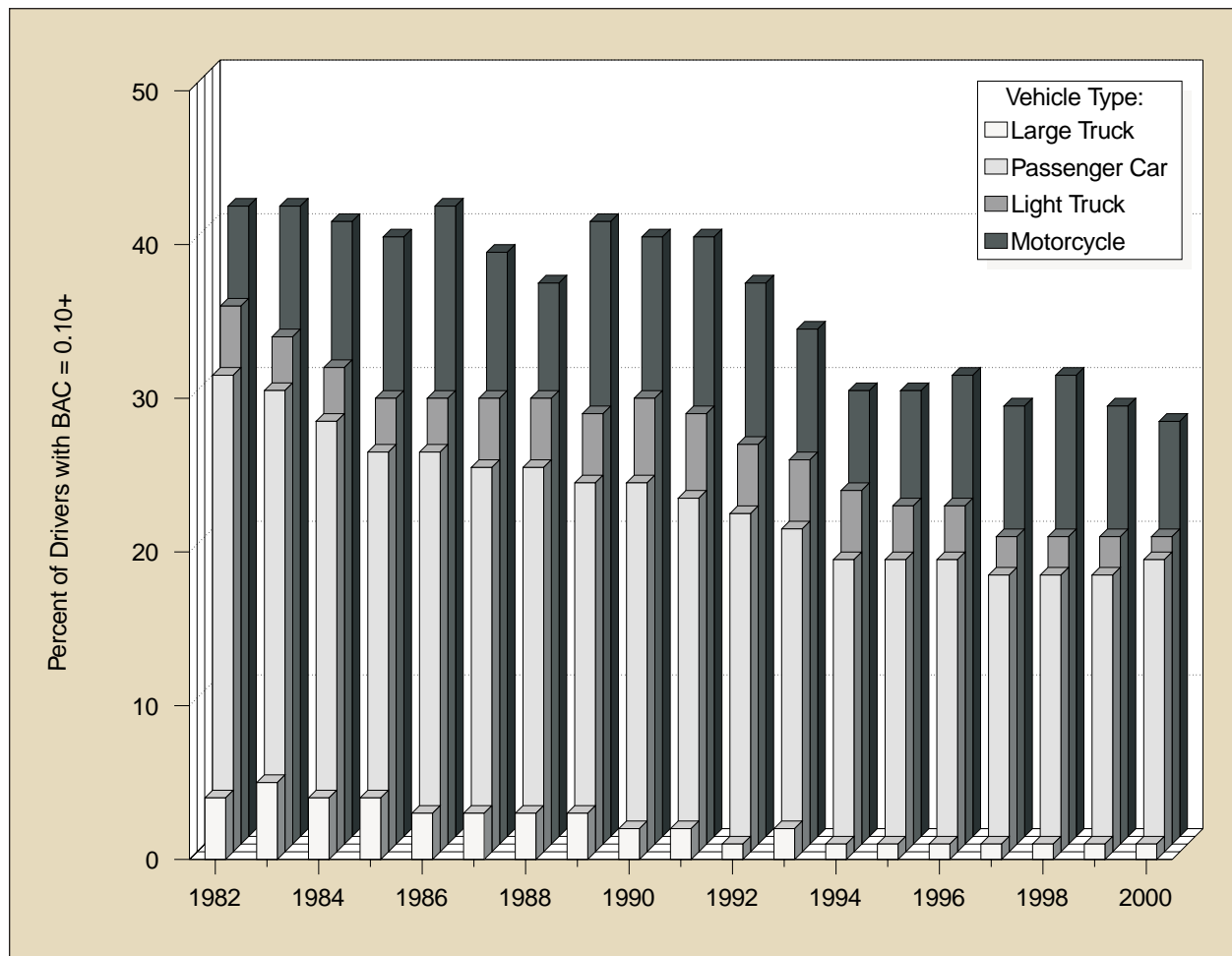
Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 17**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Vehicle Type, 1982-2000**

Year	Passenger Car			Light Truck			Large Truck			Motorcycle		
	Total	Percent		Total	Percent		Total	Percent		Total	Percent	
		BAC = 0.01+	BAC = 0.10+		BAC = 0.01+	BAC = 0.10+		BAC = 0.01+	BAC = 0.10+		BAC = 0.01+	BAC = 0.10+
1982	34,121	40	31	11,199	43	35	4,582	8	4	4,490	53	41
1983	33,069	39	30	11,017	42	33	4,790	8	5	4,288	54	41
1984	34,395	36	28	11,866	39	31	5,056	8	4	4,650	54	40
1985	34,071	35	26	12,372	36	29	5,091	6	4	4,598	53	39
1986	35,959	35	26	13,208	37	29	5,015	5	3	4,558	54	41
1987	36,371	34	25	14,407	37	29	5,046	4	3	4,061	51	38
1988	36,769	33	25	15,167	37	29	5,141	5	3	3,704	50	36
1989	35,204	32	24	15,579	35	28	4,903	5	3	3,182	53	40
1990	33,893	32	24	15,501	36	29	4,709	5	2	3,269	52	39
1991	31,102	31	23	14,702	36	28	4,291	4	2	2,816	51	39
1992	29,670	29	22	14,540	33	26	3,980	3	1	2,435	48	36
1993	30,060	27	21	15,207	31	25	4,271	3	2	2,471	44	33
1994	30,103	26	19	16,235	29	23	4,592	3	1	2,330	40	29
1995	30,773	26	19	17,483	28	22	4,410	3	1	2,262	41	29
1996	30,595	26	19	18,118	28	22	4,703	3	1	2,175	42	30
1997	29,896	24	18	18,502	26	20	4,859	2	1	2,159	39	28
1998	28,907	24	18	19,247	26	20	4,905	2	1	2,333	40	30
1999	27,878	24	18	19,865	26	20	4,868	2	1	2,528	38	28
2000	27,356	26	19	20,192	26	20	4,883	2	1	2,936	38	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 = 0.10+ by Vehicle Type, 1982-2000**

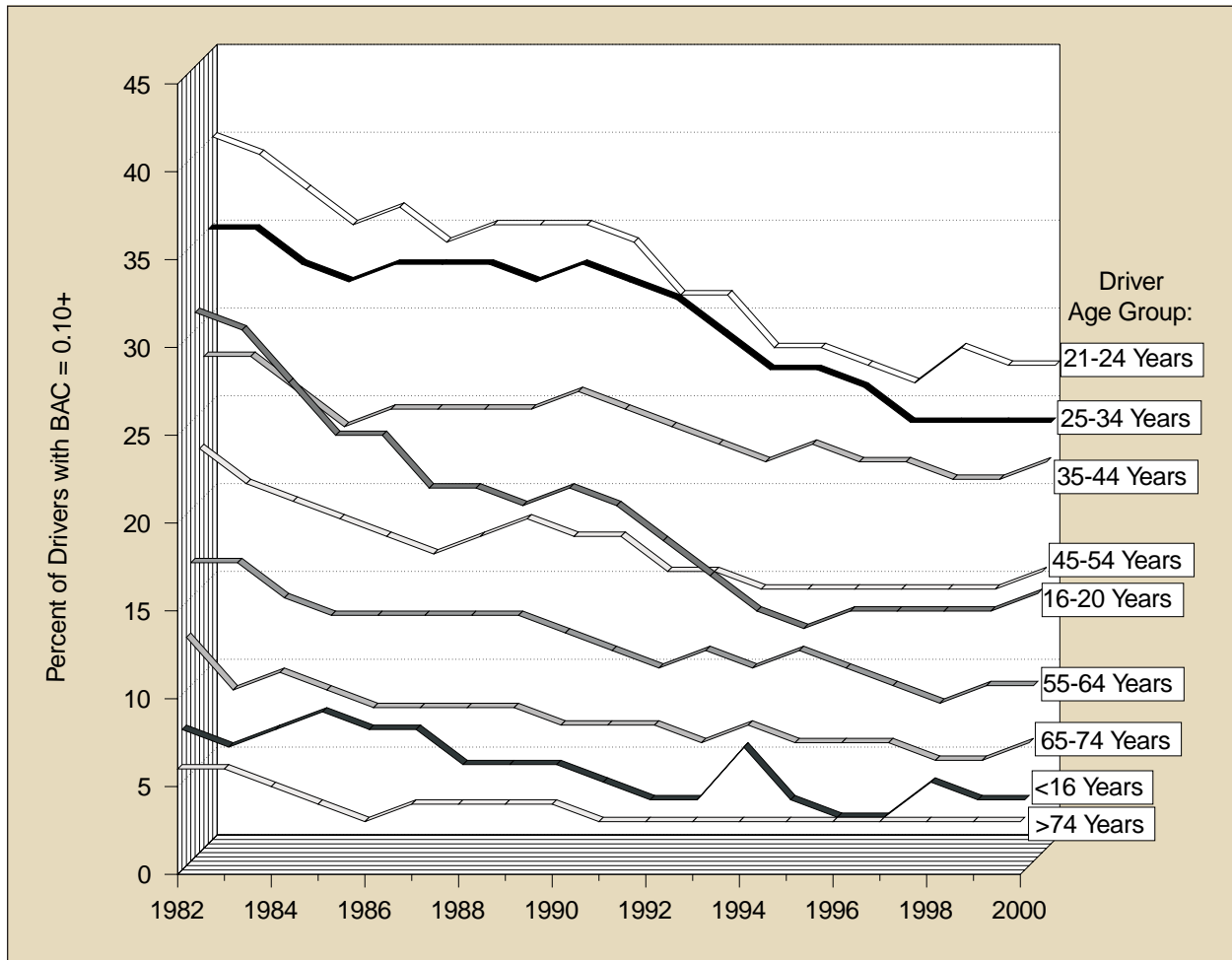


**Table 18**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2000**

Year	Age								
	<16 Years			16-20 Years			21-24 Years		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = 0.01+	BAC = 0.10+		BAC = 0.01+	BAC = 0.10+		BAC = 0.01+	BAC = 0.10+
1982	412	13	8	9,858	44	31	9,018	52	40
1983	416	12	7	9,334	42	30	8,432	51	39
1984	446	15	8	9,804	40	27	8,963	49	37
1985	479	15	9	9,386	35	24	9,046	46	35
1986	504	15	8	10,163	36	24	9,129	47	36
1987	469	16	8	9,910	33	21	8,808	45	34
1988	448	14	6	10,171	32	21	8,555	46	35
1989	402	11	6	9,442	30	20	7,723	45	35
1990	409	12	6	8,821	32	21	7,195	45	35
1991	364	14	5	8,002	30	20	6,748	44	34
1992	350	12	4	7,192	27	18	6,323	41	31
1993	383	10	4	7,256	25	16	6,406	39	31
1994	397	10	7	7,723	23	14	6,291	37	28
1995	410	10	4	7,725	21	13	6,263	37	28
1996	413	9	3	7,824	21	14	6,205	37	27
1997	345	6	3	7,719	22	14	5,705	35	26
1998	361	10	5	7,767	22	14	5,613	36	28
1999	333	9	4	7,985	21	14	5,639	36	27
2000	317	9	4	7,956	23	15	5,895	37	27
	25-34 Years			35-44 Years			45-54 Years		
1982	14,787	44	35	7,984	35	28	4,980	29	23
1983	14,470	44	35	8,068	34	28	4,992	27	21
1984	15,233	42	33	8,563	32	26	5,084	25	20
1985	15,257	41	32	8,892	30	24	5,150	24	19
1986	16,179	41	33	9,240	31	25	5,077	24	18
1987	16,562	42	33	9,778	31	25	5,470	22	17
1988	16,398	41	33	10,077	31	25	5,761	23	18
1989	15,928	40	32	10,106	31	25	6,038	24	19
1990	15,764	41	33	10,177	32	26	5,867	23	18
1991	14,151	40	32	9,482	31	25	5,458	23	18
1992	13,049	38	31	9,284	30	24	5,672	21	16
1993	13,038	36	29	9,738	29	23	5,970	20	16
1994	12,891	34	27	9,951	27	22	6,493	20	15
1995	13,048	34	27	10,677	29	23	6,815	20	15
1996	12,889	33	26	10,955	28	22	7,127	20	15
1997	12,453	31	24	10,904	27	22	7,522	19	15
1998	11,925	31	24	11,241	27	21	7,690	19	15
1999	11,763	30	24	11,059	27	21	7,708	19	15
2000	11,630	31	24	11,039	28	22	8,139	20	16
	55-64 Years			65-74 Years			>74 Years		
1982	3,941	23	17	2,343	17	13	1,551	9	6
1983	3,862	22	17	2,434	14	10	1,592	9	6
1984	4,059	20	15	2,620	15	11	1,696	8	5
1985	4,112	19	14	2,650	14	10	1,829	7	4
1986	4,019	19	14	2,844	14	9	2,037	6	3
1987	4,223	18	14	2,987	13	9	2,091	6	4
1988	4,320	18	14	3,079	14	9	2,297	7	4
1989	4,202	18	14	3,107	12	9	2,324	7	4
1990	4,068	17	13	3,161	12	8	2,340	7	4
1991	3,695	16	12	3,017	12	8	2,454	6	3
1992	3,688	16	11	3,024	12	8	2,450	5	3
1993	3,824	16	12	3,031	10	7	2,817	6	3
1994	3,828	14	11	3,194	11	8	2,867	5	3
1995	4,079	16	12	3,251	10	7	2,989	5	3
1996	4,237	14	11	3,319	11	7	3,068	5	3
1997	4,394	13	10	3,401	10	7	3,314	5	3
1998	4,478	13	9	3,399	9	6	3,291	5	3
1999	4,608	13	10	3,251	10	6	3,346	5	3
2000	4,718	14	10	3,102	10	7	3,124	5	3

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 = 0.10+ by Age, 1982-2000**



**Table 19**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-2000**

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total
1982	22,674	2,698	5,967	31,339	11,576	2,289	10,825	24,690	34,250	4,987	16,793	56,029
1983	22,426	2,512	5,581	30,518	11,720	2,165	10,253	24,138	34,145	4,677	15,834	54,656
1984	23,888	2,587	5,448	31,923	12,943	2,365	10,281	25,589	36,831	4,952	15,729	57,512
1985	25,106	2,350	5,089	32,546	13,215	2,317	9,805	25,337	38,321	4,668	14,894	57,883
1986	25,835	2,626	5,244	33,705	13,798	2,514	10,317	26,630	39,633	5,140	15,560	60,335
1987	26,727	2,657	5,224	34,609	14,322	2,403	10,108	26,833	41,049	5,060	15,332	61,442
1988	27,306	2,562	5,132	35,000	14,507	2,395	10,351	27,253	41,813	4,957	15,483	62,253
1989	26,903	2,317	4,826	34,046	14,367	2,194	9,828	26,389	41,271	4,511	14,654	60,435
1990	26,054	2,329	4,761	33,143	13,924	2,050	9,776	25,750	39,978	4,378	14,537	58,893
1991	24,172	2,060	4,229	30,461	13,328	1,852	8,749	23,930	37,500	3,913	12,978	54,391
1992	23,762	1,827	3,728	29,317	13,158	1,697	7,729	22,584	36,919	3,524	11,457	51,901
1993	24,874	1,753	3,632	30,259	13,944	1,616	7,582	23,142	38,818	3,369	11,214	53,401
1994	25,916	1,710	3,233	30,858	14,826	1,580	7,285	23,691	40,741	3,290	10,518	54,549
1995	26,753	1,745	3,277	31,774	15,143	1,722	7,525	24,390	41,895	3,467	10,802	56,164
1996	27,326	1,829	3,313	32,467	15,443	1,716	7,375	24,534	42,768	3,545	10,688	57,001
1997	27,266	1,693	3,062	32,021	16,042	1,605	7,021	24,667	43,308	3,297	10,083	56,688
1998	27,236	1,684	2,941	31,861	16,128	1,578	7,037	24,743	43,364	3,262	9,978	56,604
1999	26,798	1,590	2,857	31,245	16,506	1,696	7,055	25,257	43,304	3,286	9,912	56,502
2000	26,725	1,791	3,082	31,598	16,406	1,760	7,326	25,492	43,131	3,551	10,408	57,090

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), 1982-2000**

Year	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,266	53	482	8	2,406	39	6,154	100
1983	3,049	53	455	8	2,206	39	5,710	100
1984	3,234	55	430	7	2,242	38	5,907	100
1985	3,120	55	478	8	2,104	37	5,702	100
1986	3,171	56	465	8	2,066	36	5,702	100
1987	3,226	56	462	8	2,027	35	5,715	100
1988	3,372	58	426	7	2,026	35	5,825	100
1989	3,176	56	449	8	2,033	36	5,658	100
1990	3,204	57	385	7	2,006	36	5,595	100
1991	2,872	57	333	7	1,800	36	5,005	100
1992	2,734	57	335	7	1,743	36	4,812	100
1993	2,819	58	309	6	1,732	36	4,860	100
1994	2,791	59	350	7	1,595	34	4,737	100
1995	2,895	59	331	7	1,670	34	4,896	100
1996	2,762	58	324	7	1,691	35	4,777	100
1997	2,935	62	269	6	1,511	32	4,715	100
1998	2,787	60	340	7	1,552	33	4,680	100
1999	2,605	59	310	7	1,504	34	4,419	100
2000	2,547	60	300	7	1,401	33	4,248	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, 1975-2000**

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Fatal Crashes</b>								
1975	2,583	5.6	29,710	64.3	13,931	30.1	46,224	100.0
1976	2,062	4.5	29,905	64.7	14,239	30.8	46,206	100.0
1977	1,897	3.9	33,011	67.3	14,154	28.8	49,062	100.0
1978	1,882	3.6	37,606	72.3	12,510	24.1	51,998	100.0
1979	1,680	3.2	38,326	73.5	12,123	23.3	52,129	100.0
1980	1,482	2.9	37,889	73.8	11,935	23.3	51,306	100.0
1981	1,488	2.9	38,353	75.6	10,905	21.5	50,746	100.0
1982	1,515	3.3	33,793	74.6	10,012	22.1	45,320	100.0
1983	1,835	4.2	32,332	73.3	9,919	22.5	44,086	100.0
1984	2,756	6.0	32,979	71.3	10,526	22.8	46,261	100.0
1985	6,172	13.3	29,705	64.0	10,566	22.8	46,443	100.0
1986	10,891	22.2	28,778	58.5	9,498	19.3	49,167	100.0
1987	14,474	28.5	28,154	55.4	8,150	16.1	50,778	100.0
1988	16,948	32.6	28,146	54.2	6,842	13.2	51,936	100.0
1989	17,545	34.5	26,764	52.7	6,474	12.7	50,783	100.0
1990	18,340	37.1	24,706	50.0	6,348	12.9	49,394	100.0
1991	18,457	40.3	21,843	47.7	5,504	12.0	45,804	100.0
1992	19,106	43.2	19,836	44.9	5,268	11.9	44,210	100.0
1993	20,932	46.2	19,139	42.3	5,196	11.5	45,267	100.0
1994	22,763	49.1	18,946	40.9	4,629	10.0	46,338	100.0
1995	24,165	50.1	19,428	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	26,411	55.5	16,815	35.4	4,322	9.1	47,548	100.0
<b>Drivers in Injury Crashes</b>								
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
<b>Drivers in Property-Damage-Only Crashes</b>								
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

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

**Table 22**  
**Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-2000**

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>								
1975	986	3.2	21,076	68.5	8,723	28.3	<b>30,785</b>	<b>100.0</b>
1976	796	2.5	21,979	69.5	8,829	27.9	<b>31,604</b>	<b>100.0</b>
1977	778	2.4	23,593	72.0	8,387	25.6	<b>32,758</b>	<b>100.0</b>
1978	784	2.2	26,671	76.4	7,443	21.3	<b>34,898</b>	<b>100.0</b>
1979	683	2.0	27,130	77.5	7,173	20.5	<b>34,986</b>	<b>100.0</b>
1980	671	1.9	27,483	78.7	6,781	19.4	<b>34,935</b>	<b>100.0</b>
1981	649	1.9	26,974	80.0	6,103	18.1	<b>33,726</b>	<b>100.0</b>
1982	679	2.3	23,558	79.3	5,452	18.4	<b>29,689</b>	<b>100.0</b>
1983	827	2.8	23,080	79.1	5,274	18.1	<b>29,181</b>	<b>100.0</b>
1984	1,208	4.0	23,299	77.4	5,609	18.6	<b>30,116</b>	<b>100.0</b>
1985	2,391	8.0	22,131	74.0	5,379	18.0	<b>29,901</b>	<b>100.0</b>
1986	4,074	12.6	23,420	72.6	4,767	14.8	<b>32,261</b>	<b>100.0</b>
1987	5,249	15.8	23,799	71.7	4,142	12.5	<b>33,190</b>	<b>100.0</b>
1988	6,210	18.2	24,359	71.4	3,545	10.4	<b>34,114</b>	<b>100.0</b>
1989	6,546	19.5	23,613	70.2	3,455	10.3	<b>33,614</b>	<b>100.0</b>
1990	6,775	20.7	22,547	69.0	3,371	10.3	<b>32,693</b>	<b>100.0</b>
1991	7,332	23.8	20,488	66.6	2,956	9.6	<b>30,776</b>	<b>100.0</b>
1992	7,699	26.1	19,053	64.6	2,733	9.3	<b>29,485</b>	<b>100.0</b>
1993	8,679	28.9	18,553	61.7	2,845	9.5	<b>30,077</b>	<b>100.0</b>
1994	9,620	31.1	18,658	60.4	2,623	8.5	<b>30,901</b>	<b>100.0</b>
1995	10,115	31.6	19,167	59.9	2,709	8.5	<b>31,991</b>	<b>100.0</b>
1996	10,683	32.9	18,881	58.2	2,873	8.9	<b>32,437</b>	<b>100.0</b>
1997	10,961	33.8	18,676	57.6	2,811	8.7	<b>32,448</b>	<b>100.0</b>
1998	11,173	35.0	18,062	56.6	2,664	8.4	<b>31,899</b>	<b>100.0</b>
1999	11,127	34.6	18,363	57.2	2,637	8.2	<b>32,127</b>	<b>100.0</b>
2000	11,622	36.4	17,672	55.4	2,616	8.2	<b>31,910</b>	<b>100.0</b>
<b>Occupants Injured</b>								
1988	1,752,000	57.2	912,000	29.8	399,000	13.0	<b>3,063,000</b>	<b>100.0</b>
1989	1,720,000	58.5	863,000	29.4	359,000	12.2	<b>2,942,000</b>	<b>100.0</b>
1990	1,737,000	60.3	820,000	28.4	325,000	11.3	<b>2,882,000</b>	<b>100.0</b>
1991	1,785,000	63.8	725,000	25.9	287,000	10.3	<b>2,797,000</b>	<b>100.0</b>
1992	1,854,000	66.8	622,000	22.4	300,000	10.8	<b>2,776,000</b>	<b>100.0</b>
1993	1,983,000	69.2	589,000	20.6	294,000	10.2	<b>2,866,000</b>	<b>100.0</b>
1994	2,208,000	73.7	564,000	18.8	223,000	7.4	<b>2,995,000</b>	<b>100.0</b>
1995	2,415,000	75.7	549,000	17.2	227,000	7.1	<b>3,192,000</b>	<b>100.0</b>
1996	2,468,000	76.7	520,000	16.1	231,000	7.2	<b>3,220,000</b>	<b>100.0</b>
1997	2,369,000	76.5	475,000	15.3	251,000	8.1	<b>3,095,000</b>	<b>100.0</b>
1998	2,297,000	77.5	437,000	14.7	230,000	7.8	<b>2,964,000</b>	<b>100.0</b>
1999	2,328,000	78.0	420,000	14.1	237,000	7.9	<b>2,984,000</b>	<b>100.0</b>
2000	2,369,000	80.6	369,000	12.6	200,000	6.8	<b>2,938,000</b>	<b>100.0</b>

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



A grayscale photograph of a car crash scene. The image shows a large amount of debris scattered on the ground, including what appears to be a car's front end, a wheel, and various mechanical parts. The scene is dimly lit, and the overall tone is somber and chaotic.

## **Chapter 2 ♦ Crashes**



## 2. CRASHES

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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:

- Nearly 6.4 million police-reported motor vehicle crashes occurred in the United States in 2000. Almost one-third of these crashes resulted in an injury, with less than 1 percent of total crashes (37,409) resulting in a death.
- Midnight to 3 a.m. on Saturdays and Sundays proved to be the deadliest 3-hour periods throughout 2000, with 1,271 and 1,218 fatal crashes, respectively.
- Fifty-six percent of fatal crashes involved only one vehicle, compared to 30 percent of both injury crashes and property-damage-only crashes.
- More than half of fatal crashes occurred on roads with posted speed limits of 55 mph or more, while only 22 percent of property-damage-only crashes occurred on these roads.
- Collision with another motor vehicle in transport was the most common first harmful event for fatal, injury, and property-damage-only crashes. Collisions with fixed objects and noncollisions accounted for only 18 percent of all crashes, but they accounted for 42 percent of fatal crashes.
- Forty percent of fatal crashes involved alcohol. For fatal crashes occurring from midnight to 3 a.m., 77 percent involved alcohol.

**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	2,886	1.4	170,000	85	388,000	195	<b>561,000</b>	<b>282</b>
February	2,532	1.3	148,000	76	324,000	166	<b>474,000</b>	<b>243</b>
March	2,842	1.2	163,000	72	327,000	144	<b>493,000</b>	<b>216</b>
April	3,026	1.4	174,000	78	321,000	144	<b>498,000</b>	<b>223</b>
May	3,169	1.3	182,000	77	349,000	147	<b>534,000</b>	<b>225</b>
June	3,239	1.4	180,000	75	344,000	145	<b>527,000</b>	<b>221</b>
July	3,504	1.5	171,000	71	324,000	135	<b>499,000</b>	<b>207</b>
August	3,443	1.4	174,000	72	332,000	137	<b>509,000</b>	<b>210</b>
September	3,367	1.5	181,000	81	349,000	156	<b>534,000</b>	<b>238</b>
October	3,322	1.4	180,000	78	369,000	159	<b>552,000</b>	<b>238</b>
November	2,986	1.4	168,000	77	403,000	184	<b>574,000</b>	<b>263</b>
December	3,093	1.4	178,000	83	457,000	213	<b>638,000</b>	<b>298</b>
<b>Total</b>	<b>37,409</b>	<b>1.4</b>	<b>2,070,000</b>	<b>77</b>	<b>4,286,000</b>	<b>159</b>	<b>6,394,000</b>	<b>237</b>

\*Crashes per 100 million vehicle miles traveled.

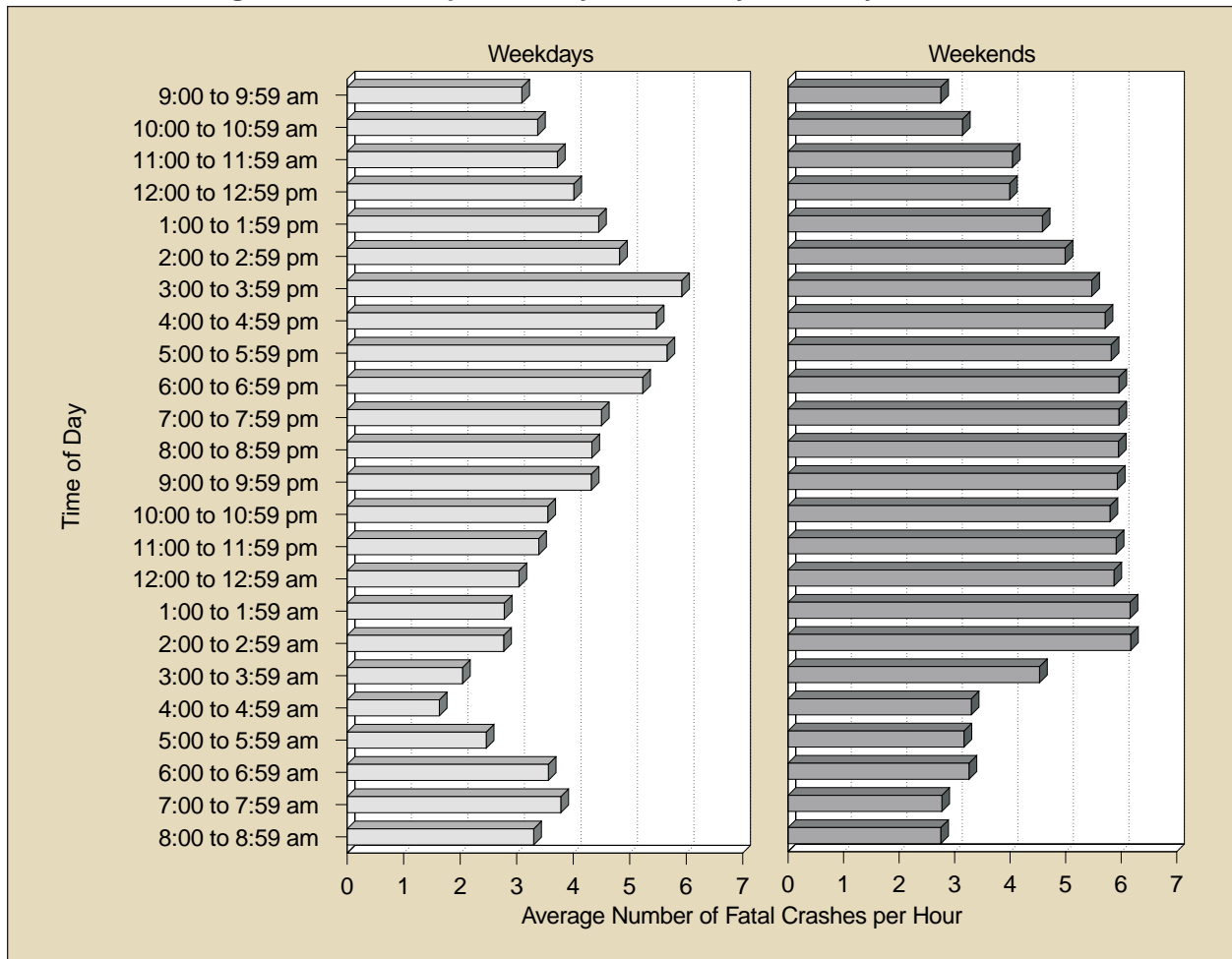
Source: Vehicle miles traveled, Federal Highway Administration, *Traffic Volume Trends* (June 2001).

**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	
<b>Fatal Crashes</b>								
Midnight to 3 am	1,218	388	379	371	444	592	1,271	<b>4,663</b>
3 am to 6 am	727	279	270	297	332	375	731	<b>3,011</b>
6 am to 9 am	449	543	543	547	560	573	483	<b>3,698</b>
9 am to Noon	460	562	496	479	515	594	593	<b>3,699</b>
Noon to 3 pm	710	695	655	661	681	759	727	<b>4,888</b>
3 pm to 6 pm	880	833	849	837	908	1,007	922	<b>6,236</b>
6 pm to 9 pm	837	756	678	740	749	998	988	<b>5,746</b>
9 pm to Midnight	654	531	569	592	650	1,021	1,113	<b>5,130</b>
Unknown	72	41	36	24	28	55	77	<b>338</b>
<b>Total</b>	<b>6,007</b>	<b>4,628</b>	<b>4,475</b>	<b>4,548</b>	<b>4,867</b>	<b>5,974</b>	<b>6,905</b>	<b>*37,409</b>
<b>Injury Crashes</b>								
Midnight to 3 am	27,000	8,000	9,000	10,000	10,000	14,000	29,000	<b>107,000</b>
3 am to 6 am	13,000	7,000	7,000	6,000	9,000	8,000	14,000	<b>62,000</b>
6 am to 9 am	14,000	41,000	46,000	43,000	45,000	38,000	22,000	<b>249,000</b>
9 am to Noon	30,000	40,000	40,000	36,000	39,000	42,000	39,000	<b>266,000</b>
Noon to 3 pm	47,000	53,000	54,000	51,000	53,000	74,000	62,000	<b>395,000</b>
3 pm to 6 pm	51,000	78,000	81,000	81,000	79,000	92,000	58,000	<b>521,000</b>
6 pm to 9 pm	33,000	39,000	41,000	44,000	42,000	49,000	44,000	<b>292,000</b>
9 pm to Midnight	18,000	21,000	24,000	20,000	22,000	39,000	34,000	<b>179,000</b>
<b>Total</b>	<b>233,000</b>	<b>287,000</b>	<b>301,000</b>	<b>292,000</b>	<b>299,000</b>	<b>356,000</b>	<b>302,000</b>	<b>2,070,000</b>
<b>Property-Damage-Only Crashes</b>								
Midnight to 3 am	53,000	16,000	17,000	18,000	15,000	28,000	51,000	<b>197,000</b>
3 am to 6 am	25,000	13,000	17,000	14,000	18,000	17,000	31,000	<b>135,000</b>
6 am to 9 am	28,000	100,000	112,000	99,000	101,000	94,000	32,000	<b>566,000</b>
9 am to Noon	54,000	85,000	86,000	83,000	88,000	92,000	81,000	<b>569,000</b>
Noon to 3 pm	83,000	117,000	122,000	115,000	110,000	140,000	108,000	<b>794,000</b>
3 pm to 6 pm	83,000	165,000	163,000	164,000	172,000	194,000	117,000	<b>1,057,000</b>
6 pm to 9 pm	65,000	84,000	73,000	91,000	89,000	106,000	92,000	<b>600,000</b>
9 pm to Midnight	46,000	40,000	42,000	44,000	50,000	77,000	69,000	<b>368,000</b>
<b>Total</b>	<b>437,000</b>	<b>618,000</b>	<b>632,000</b>	<b>629,000</b>	<b>643,000</b>	<b>748,000</b>	<b>580,000</b>	<b>4,286,000</b>
<b>All Crashes</b>								
Midnight to 3 am	81,000	25,000	26,000	29,000	26,000	42,000	81,000	<b>309,000</b>
3 am to 6 am	38,000	19,000	24,000	20,000	27,000	25,000	46,000	<b>200,000</b>
6 am to 9 am	43,000	141,000	159,000	142,000	147,000	132,000	54,000	<b>818,000</b>
9 am to Noon	85,000	125,000	126,000	120,000	128,000	135,000	120,000	<b>838,000</b>
Noon to 3 pm	130,000	170,000	176,000	167,000	163,000	215,000	171,000	<b>1,194,000</b>
3 pm to 6 pm	135,000	244,000	245,000	246,000	252,000	287,000	176,000	<b>1,585,000</b>
6 pm to 9 pm	99,000	124,000	115,000	135,000	132,000	156,000	137,000	<b>898,000</b>
9 pm to Midnight	64,000	62,000	67,000	65,000	72,000	117,000	105,000	<b>552,000</b>
<b>Total</b>	<b>675,000</b>	<b>910,000</b>	<b>937,000</b>	<b>925,000</b>	<b>947,000</b>	<b>1,109,000</b>	<b>889,000</b>	<b>6,394,000</b>

\*Includes 5 fatal crashes that occurred on unknown days.

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



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

Weather Condition	Light Condition				Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	
<b>Fatal Crashes</b>					
Normal	16,725	5,257	9,418	1,258	<b>32,705</b>
Rain	1,289	489	715	129	<b>2,627</b>
Snow/Sleet	428	90	307	56	<b>881</b>
Other	257	99	344	66	<b>769</b>
Unknown	58	12	51	5	<b>427</b>
<b>Total</b>	<b>18,757</b>	<b>5,947</b>	<b>10,835</b>	<b>1,514</b>	<b>*37,409</b>
<b>Injury Crashes</b>					
Normal	1,267,000	262,000	178,000	62,000	<b>1,769,000</b>
Rain	139,000	45,000	22,000	9,000	<b>215,000</b>
Snow/Sleet	35,000	11,000	12,000	5,000	<b>63,000</b>
Other	11,000	4,000	5,000	2,000	<b>23,000</b>
<b>Total</b>	<b>1,452,000</b>	<b>322,000</b>	<b>218,000</b>	<b>78,000</b>	<b>2,070,000</b>
<b>Property-Damage-Only Crashes</b>					
Normal	2,523,000	487,000	399,000	137,000	<b>3,546,000</b>
Rain	290,000	88,000	54,000	26,000	<b>459,000</b>
Snow/Sleet	131,000	41,000	45,000	12,000	<b>229,000</b>
Other	23,000	9,000	13,000	7,000	<b>52,000</b>
<b>Total</b>	<b>2,967,000</b>	<b>625,000</b>	<b>512,000</b>	<b>182,000</b>	<b>4,286,000</b>
<b>All Crashes</b>					
Normal	3,807,000	754,000	587,000	200,000	<b>5,348,000</b>
Rain	430,000	133,000	77,000	35,000	<b>676,000</b>
Snow/Sleet	166,000	52,000	58,000	17,000	<b>293,000</b>
Other	34,000	14,000	19,000	9,000	<b>76,000</b>
<b>Total</b>	<b>4,437,000</b>	<b>953,000</b>	<b>741,000</b>	<b>261,000</b>	<b>6,394,000</b>

\*Includes 356 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
<b>Rural Fatal Crashes</b>								
0 to 10	10,548	80.5	7,541	55.5	133	2.2	20	0.3
11 to 20	1,779	13.6	4,724	34.8	1,173	19.1	178	3.0
21 to 30	385	2.9	944	6.9	1,532	24.9	616	10.3
31 to 40	129	1.0	243	1.8	1,225	19.9	1,048	17.6
41 to 50	86	0.7	67	0.5	821	13.4	1,283	21.5
51 to 60	52	0.4	30	0.2	485	7.9	1,050	17.6
61 to 120	121	0.9	34	0.3	777	12.6	1,766	29.6
<b>Total*</b>	<b>13,100</b>	<b>100.0</b>	<b>13,583</b>	<b>100.0</b>	<b>6,146</b>	<b>100.0</b>	<b>5,961</b>	<b>100.0</b>
<b>Urban Fatal Crashes</b>								
0 to 10	7,184	93.7	6,661	89.2	210	6.3	50	1.5
11 to 20	345	4.5	696	9.3	1,074	32.3	499	15.1
21 to 30	61	0.8	73	1.0	1,023	30.8	957	28.9
31 to 40	25	0.3	15	0.2	503	15.1	823	24.8
41 to 50	14	0.2	12	0.2	247	7.4	481	14.5
51 to 60	10	0.1	3	**	102	3.1	219	6.6
61 to 120	28	0.4	5	0.1	165	5.0	284	8.6
<b>Total*</b>	<b>7,667</b>	<b>100.0</b>	<b>7,465</b>	<b>100.0</b>	<b>3,324</b>	<b>100.0</b>	<b>3,313</b>	<b>100.0</b>

\*Includes crashes for which both times were known.

\*\*Less than 0.05 percent.



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

Crash Type	Relation to Roadway					Total
	On Roadway	Off Roadway	Shoulder	Median	Other/Unknown	
<b>Fatal Crashes</b>						
Single Vehicle	6,237	11,696	1,830	915	374	<b>21,052</b>
Multiple Vehicle	15,584	283	207	155	128	<b>16,357</b>
<b>Total</b>	<b>21,821</b>	<b>11,979</b>	<b>2,037</b>	<b>1,070</b>	<b>502</b>	<b>37,409</b>
<b>Injury Crashes</b>						
Single Vehicle	169,000	344,000	30,000	32,000	31,000	<b>605,000</b>
Multiple Vehicle	1,447,000	8,000	5,000	4,000	1,000	<b>1,464,000</b>
<b>Total</b>	<b>1,616,000</b>	<b>352,000</b>	<b>35,000</b>	<b>35,000</b>	<b>32,000</b>	<b>2,070,000</b>
<b>Property-Damage-Only Crashes</b>						
Single Vehicle	328,000	543,000	56,000	56,000	302,000	<b>1,284,000</b>
Multiple Vehicle	2,977,000	9,000	8,000	3,000	5,000	<b>3,002,000</b>
<b>Total</b>	<b>3,305,000</b>	<b>552,000</b>	<b>63,000</b>	<b>59,000</b>	<b>307,000</b>	<b>4,286,000</b>
<b>All Crashes</b>						
Single Vehicle	503,000	899,000	87,000	89,000	333,000	<b>1,911,000</b>
Multiple Vehicle	4,439,000	17,000	13,000	7,000	7,000	<b>4,483,000</b>
<b>Total</b>	<b>4,942,000</b>	<b>916,000</b>	<b>100,000</b>	<b>96,000</b>	<b>340,000</b>	<b>6,394,000</b>

**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	
<b>Fatal Crashes</b>					
Nonjunction	25,594	42	209	1,011	<b>26,856</b>
Junction:					
Intersection	1,822	2,254	2,928	174	<b>7,178</b>
Intersection Related	574	449	223	50	<b>1,296</b>
Other/Unknown	1,375	40	64	600	<b>2,079</b>
<b>Total</b>	<b>29,365</b>	<b>2,785</b>	<b>3,424</b>	<b>1,835</b>	<b>37,409</b>
<b>Injury Crashes</b>					
Nonjunction	741,000	1,000	2,000	36,000	<b>781,000</b>
Junction:					
Intersection	105,000	291,000	199,000	17,000	<b>612,000</b>
Intersection Related	131,000	195,000	43,000	14,000	<b>383,000</b>
Other/Unknown	236,000	18,000	14,000	25,000	<b>293,000</b>
<b>Total</b>	<b>1,213,000</b>	<b>505,000</b>	<b>259,000</b>	<b>92,000</b>	<b>2,070,000</b>
<b>Property-Damage-Only Crashes</b>					
Nonjunction	1,714,000	1,000	4,000	72,000	<b>1,792,000</b>
Junction:					
Intersection	179,000	400,000	282,000	39,000	<b>900,000</b>
Intersection Related	305,000	434,000	117,000	48,000	<b>904,000</b>
Other/Unknown	548,000	46,000	33,000	63,000	<b>690,000</b>
<b>Total</b>	<b>2,746,000</b>	<b>882,000</b>	<b>436,000</b>	<b>222,000</b>	<b>4,286,000</b>
<b>All Crashes</b>					
Nonjunction	2,481,000	3,000	7,000	109,000	<b>2,600,000</b>
Junction:					
Intersection	286,000	694,000	484,000	56,000	<b>1,519,000</b>
Intersection Related	436,000	629,000	160,000	62,000	<b>1,288,000</b>
Other/Unknown	786,000	64,000	48,000	88,000	<b>986,000</b>
<b>Total</b>	<b>3,988,000</b>	<b>1,391,000</b>	<b>699,000</b>	<b>316,000</b>	<b>6,394,000</b>

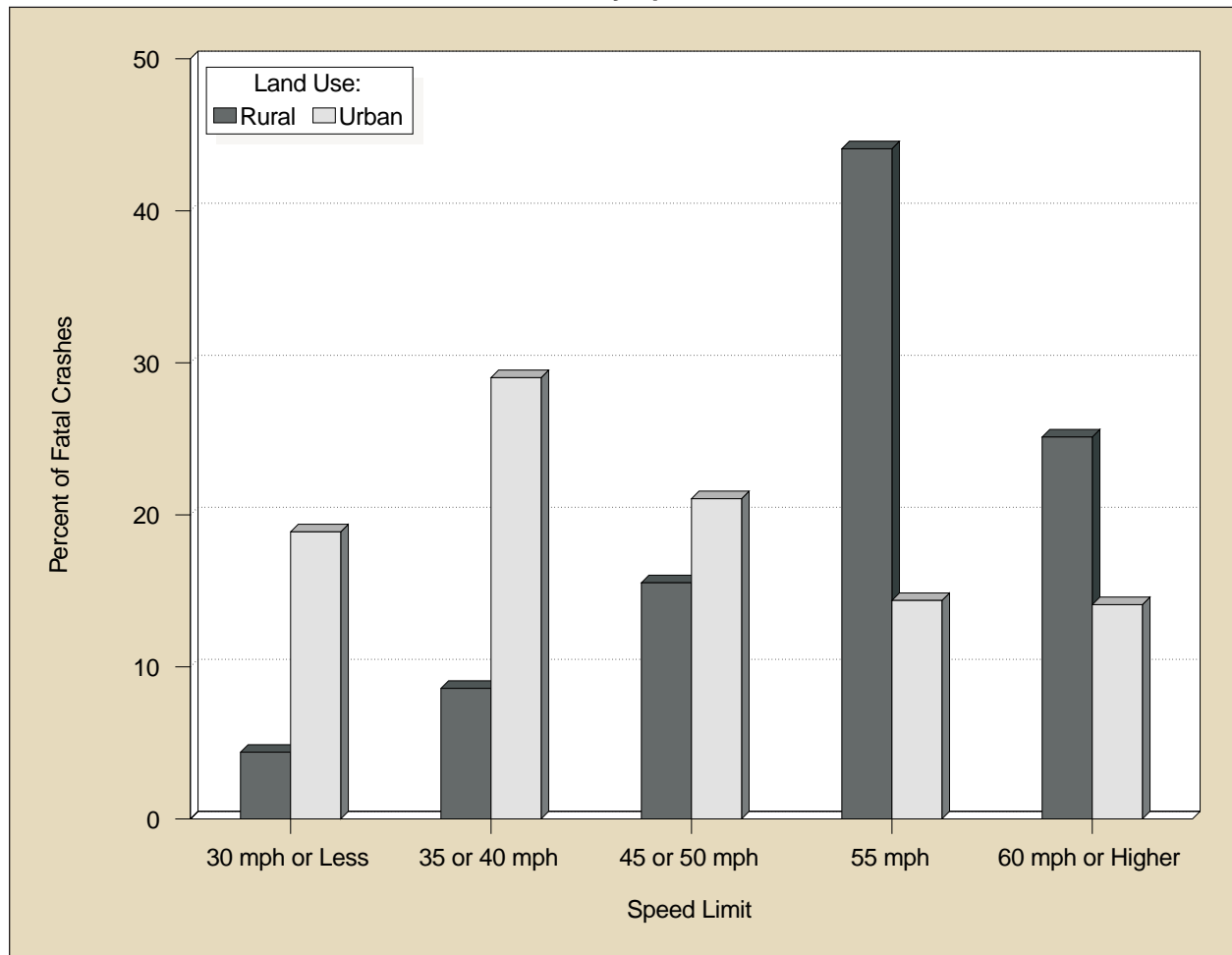
**Table 29**  
**Crashes by Speed Limit, Crash Type, and Crash Severity**

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
30 mph or less	2,787	13.2	1,054	6.4	<b>3,841</b>	<b>10.3</b>
35 or 40 mph	3,655	17.4	2,629	16.1	<b>6,284</b>	<b>16.8</b>
45 or 50 mph	3,300	15.7	3,295	20.1	<b>6,595</b>	<b>17.6</b>
55 mph	6,310	30.0	5,716	34.9	<b>12,026</b>	<b>32.1</b>
60 mph or higher	4,245	20.2	3,297	20.2	<b>7,542</b>	<b>20.2</b>
No Statutory Limit	120	0.6	35	0.2	<b>155</b>	<b>0.4</b>
Unknown	635	3.0	331	2.0	<b>966</b>	<b>2.6</b>
<b>Total</b>	<b>21,052</b>	<b>100.0</b>	<b>16,357</b>	<b>100.0</b>	<b>37,409</b>	<b>100.0</b>
<b>Injury Crashes</b>						
30 mph or less	159,000	26.3	292,000	19.9	<b>451,000</b>	<b>21.8</b>
35 or 40 mph	141,000	23.3	589,000	40.2	<b>730,000</b>	<b>35.3</b>
45 or 50 mph	94,000	15.4	320,000	21.9	<b>414,000</b>	<b>20.0</b>
55 mph	133,000	21.9	160,000	11.0	<b>293,000</b>	<b>14.2</b>
60 mph or higher	77,000	12.7	100,000	6.8	<b>177,000</b>	<b>8.5</b>
No Statutory Limit	3,000	0.5	3,000	0.2	<b>6,000</b>	<b>0.3</b>
<b>Total</b>	<b>605,000</b>	<b>100.0</b>	<b>1,464,000</b>	<b>100.0</b>	<b>2,070,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
30 mph or less	406,000	31.6	790,000	26.3	<b>1,196,000</b>	<b>27.9</b>
35 or 40 mph	222,000	17.3	1,120,000	37.3	<b>1,342,000</b>	<b>31.3</b>
45 or 50 mph	172,000	13.4	617,000	20.6	<b>789,000</b>	<b>18.4</b>
55 mph	324,000	25.2	269,000	9.0	<b>593,000</b>	<b>13.8</b>
60 mph or higher	152,000	11.8	198,000	6.6	<b>350,000</b>	<b>8.2</b>
No Statutory Limit	8,000	0.7	8,000	0.3	<b>16,000</b>	<b>0.4</b>
<b>Total</b>	<b>1,284,000</b>	<b>100.0</b>	<b>3,002,000</b>	<b>100.0</b>	<b>4,286,000</b>	<b>100.0</b>
<b>All Crashes</b>						
30 mph or less	568,000	29.7	1,082,000	24.1	<b>1,650,000</b>	<b>25.8</b>
35 or 40 mph	367,000	19.2	1,712,000	38.2	<b>2,078,000</b>	<b>32.5</b>
45 or 50 mph	268,000	14.0	941,000	21.0	<b>1,209,000</b>	<b>18.9</b>
55 mph	463,000	24.2	435,000	9.7	<b>898,000</b>	<b>14.0</b>
60 mph or higher	233,000	12.2	301,000	6.7	<b>534,000</b>	<b>8.4</b>
No Statutory Limit	11,000	0.6	11,000	0.2	<b>22,000</b>	<b>0.3</b>
<b>Total</b>	<b>1,911,000</b>	<b>100.0</b>	<b>4,483,000</b>	<b>100.0</b>	<b>6,394,000</b>	<b>100.0</b>

**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	944	24.6	2,770	72.1	127	3.3	<b>3,841</b>	<b>100.0</b>
35 or 40 mph	1,848	29.4	4,257	67.7	179	2.8	<b>6,284</b>	<b>100.0</b>
45 or 50 mph	3,343	50.7	3,089	46.8	163	2.5	<b>6,595</b>	<b>100.0</b>
55 mph	9,486	78.9	2,107	17.5	433	3.6	<b>12,026</b>	<b>100.0</b>
60 mph or higher	5,406	71.7	2,067	27.4	69	0.9	<b>7,542</b>	<b>100.0</b>
No Statutory Limit	139	89.7	15	9.7	1	0.6	<b>155</b>	<b>100.0</b>
Unknown	355	36.7	362	37.5	249	25.8	<b>966</b>	<b>100.0</b>
<b>Total</b>	<b>21,521</b>	<b>57.5</b>	<b>14,667</b>	<b>39.2</b>	<b>1,221</b>	<b>3.3</b>	<b>37,409</b>	<b>100.0</b>

**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	
<b>Fatal Crashes</b>					
One Lane	16	119	65	2	<b>202</b>
Two Lanes	21,338	7,056	132	18	<b>28,544</b>
Three Lanes	310	2,154	84	9	<b>2,557</b>
Four Lanes	1,904	2,081	32	4	<b>4,021</b>
More Than Four	229	700	15	1	<b>945</b>
Unknown	224	195	12	709	<b>1,140</b>
<b>Total</b>	<b>24,021</b>	<b>12,305</b>	<b>340</b>	<b>743</b>	<b>37,409</b>
<b>Injury Crashes</b>					
One Lane	5,000	13,000	23,000	*	<b>41,000</b>
Two Lanes	684,000	223,000	17,000	20,000	<b>945,000</b>
Three Lanes	57,000	153,000	14,000	4,000	<b>228,000</b>
Four Lanes	144,000	108,000	6,000	6,000	<b>264,000</b>
More Than Four	138,000	54,000	3,000	12,000	<b>206,000</b>
Unknown	97,000	41,000	17,000	231,000	<b>386,000</b>
<b>Total</b>	<b>1,125,000</b>	<b>592,000</b>	<b>80,000</b>	<b>273,000</b>	<b>2,070,000</b>
<b>Property-Damage-Only Crashes</b>					
One Lane	12,000	26,000	65,000	1,000	<b>104,000</b>
Two Lanes	1,375,000	417,000	42,000	64,000	<b>1,898,000</b>
Three Lanes	118,000	283,000	29,000	16,000	<b>445,000</b>
Four Lanes	282,000	161,000	14,000	19,000	<b>475,000</b>
More Than Four	259,000	72,000	4,000	31,000	<b>367,000</b>
Unknown	168,000	101,000	20,000	708,000	<b>997,000</b>
<b>Total</b>	<b>2,214,000</b>	<b>1,060,000</b>	<b>173,000</b>	<b>839,000</b>	<b>4,286,000</b>
<b>All Crashes</b>					
One Lane	17,000	39,000	88,000	1,000	<b>145,000</b>
Two Lanes	2,081,000	648,000	59,000	83,000	<b>2,871,000</b>
Three Lanes	175,000	438,000	43,000	20,000	<b>676,000</b>
Four Lanes	428,000	271,000	20,000	25,000	<b>743,000</b>
More Than Four	397,000	127,000	7,000	43,000	<b>574,000</b>
Unknown	265,000	142,000	37,000	940,000	<b>1,384,000</b>
<b>Total</b>	<b>3,363,000</b>	<b>1,663,000</b>	<b>253,000</b>	<b>1,113,000</b>	<b>6,394,000</b>

\*Less than 500.

**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
<b>Collision with Motor Vehicle in Transport:</b>								
Angle	7,447	19.9	683,000	33.0	1,241,000	28.9	<b>1,931,000</b>	<b>30.2</b>
Rear End	2,007	5.4	622,000	30.0	1,273,000	29.7	<b>1,897,000</b>	<b>29.7</b>
Sideswipe	598	1.6	70,000	3.4	385,000	9.0	<b>455,000</b>	<b>7.1</b>
Head On	5,233	14.0	71,000	3.4	62,000	1.5	<b>138,000</b>	<b>2.2</b>
Other/Unknown	150	0.4	*	*	2,000	0.1	<b>3,000</b>	<b>*</b>
<i>Subtotal</i>	<i>15,435</i>	<i>41.3</i>	<i>1,446,000</i>	<i>69.8</i>	<i>2,963,000</i>	<i>69.1</i>	<i><b>4,425,000</b></i>	<i><b>69.2</b></i>
<b>Collision with Fixed Object:</b>								
Pole/Post	1,819	4.9	64,000	3.1	134,000	3.1	<b>200,000</b>	<b>3.1</b>
Culvert/Curb/Ditch	2,160	5.8	78,000	3.8	131,000	3.1	<b>211,000</b>	<b>3.3</b>
Shrubbery/Tree	3,053	8.2	64,000	3.1	76,000	1.8	<b>143,000</b>	<b>2.2</b>
Guard Rail	1,078	2.9	36,000	1.8	66,000	1.5	<b>104,000</b>	<b>1.6</b>
Embankment	1,213	3.2	31,000	1.5	34,000	0.8	<b>67,000</b>	<b>1.0</b>
Bridge	349	0.9	6,000	0.3	13,000	0.3	<b>20,000</b>	<b>0.3</b>
Other/Unknown	1,630	4.4	73,000	3.5	158,000	3.7	<b>233,000</b>	<b>3.6</b>
<i>Subtotal</i>	<i>11,302</i>	<i>30.2</i>	<i>353,000</i>	<i>17.1</i>	<i>613,000</i>	<i>14.3</i>	<i><b>978,000</b></i>	<i><b>15.3</b></i>
<b>Collision with Object Not Fixed:</b>								
Parked Motor Vehicle	454	1.2	31,000	1.5	316,000	7.4	<b>347,000</b>	<b>5.4</b>
Animal	143	0.4	14,000	0.7	244,000	5.7	<b>258,000</b>	<b>4.0</b>
Pedestrian	4,441	11.9	70,000	3.4	2,000	*	<b>76,000</b>	<b>1.2</b>
Pedalcyclist	676	1.8	51,000	2.4	5,000	0.1	<b>56,000</b>	<b>0.9</b>
Train	273	0.7	1,000	0.1	1,000	*	<b>3,000</b>	<b>*</b>
Other/Unknown	240	0.6	11,000	0.5	45,000	1.1	<b>56,000</b>	<b>0.9</b>
<i>Subtotal</i>	<i>6,227</i>	<i>16.6</i>	<i>178,000</i>	<i>8.6</i>	<i>613,000</i>	<i>14.3</i>	<i><b>797,000</b></i>	<i><b>12.5</b></i>
<b>Noncollision:</b>								
Rollover	3,967	10.6	81,000	3.9	49,000	1.1	<b>134,000</b>	<b>2.1</b>
Other/Unknown	456	1.2	12,000	0.6	49,000	1.1	<b>61,000</b>	<b>0.9</b>
<i>Subtotal</i>	<i>4,423</i>	<i>11.8</i>	<i>93,000</i>	<i>4.5</i>	<i>97,000</i>	<i>2.3</i>	<i><b>195,000</b></i>	<i><b>3.0</b></i>
<b>Total</b>	<b>**37,409</b>	<b>100.0</b>	<b>2,070,000</b>	<b>100.0</b>	<b>4,286,000</b>	<b>100.0</b>	<b>6,394,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

\*\*Includes 22 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
<b>Fatal Crashes</b> (Total = 13,766)						
Passenger Car . . . . .	2,844	4,826	1,682	603	104	149
Light Truck . . . . .		1,349	1,032	570	49	127
Large Truck . . . . .			105	91	6	34
Motorcycle . . . . .				44	10	26
Bus . . . . .					0	2
Other/Unknown . . . . .						113
<b>Injury Crashes</b> (Total = 1,262,000)						
Passenger Car . . . . .	526,000	498,000	44,000	17,000	7,000	3,000
Light Truck . . . . .		130,000	19,000	7,000	3,000	3,000
Large Truck . . . . .			2,000	*	1,000	*
Motorcycle . . . . .				1,000	*	*
<b>Property-Damage-Only Crashes</b> (Total = 2,809,000)						
Passenger Car . . . . .	1,020,000	1,171,000	137,000	7,000	24,000	4,000
Light Truck . . . . .		351,000	67,000	2,000	9,000	4,000
Large Truck . . . . .			12,000	1,000	1,000	1,000

\*Less than 500.

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

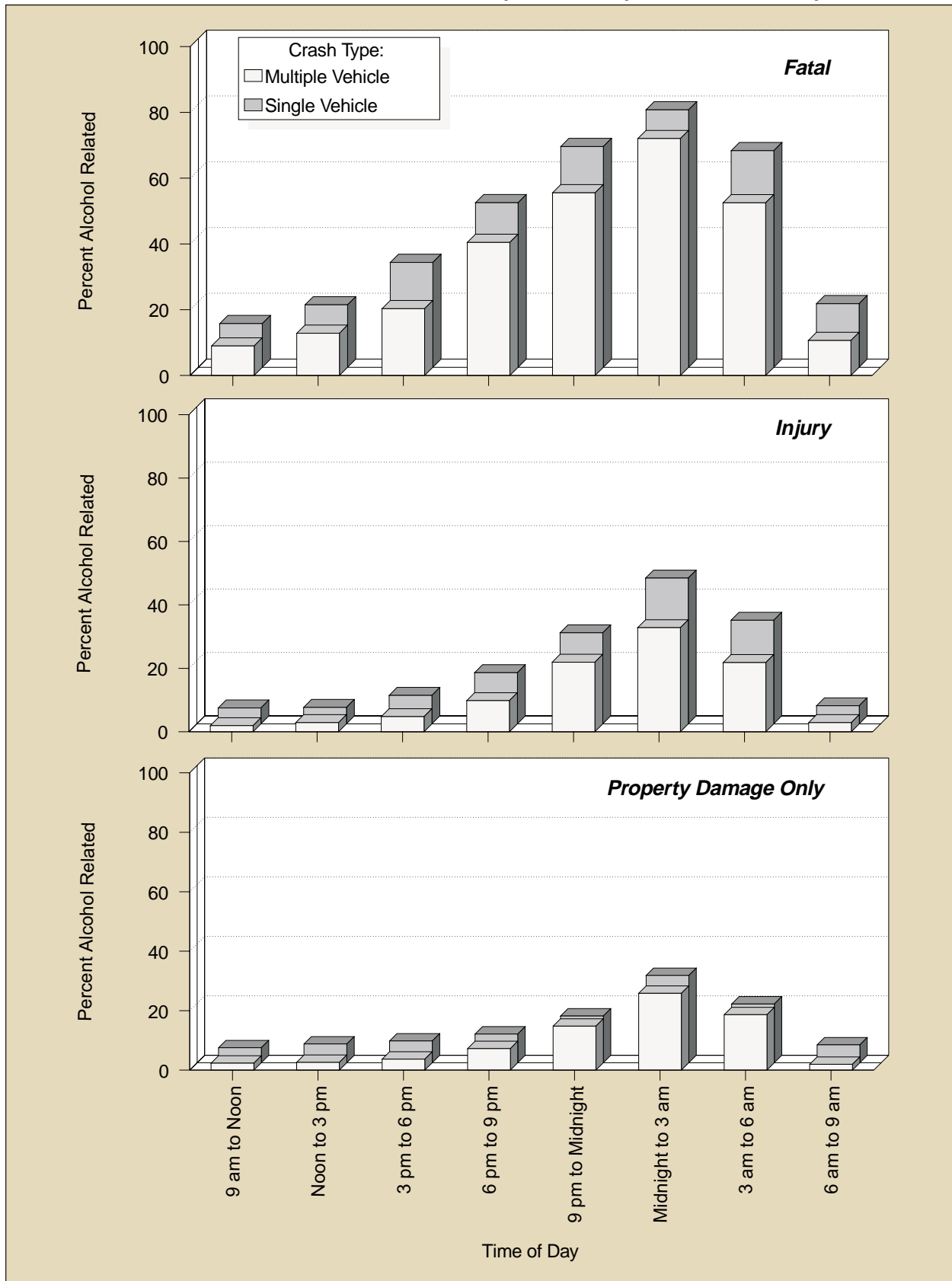
Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related
<b>Fatal Crashes*</b>									
Midnight to 3 am	3,510	2,748	78	1,153	831	72	<b>4,663</b>	<b>3,578</b>	<b>77</b>
3 am to 6 am	2,205	1,452	66	806	423	52	<b>3,011</b>	<b>1,875</b>	<b>62</b>
6 am to 9 am	1,814	351	19	1,884	200	11	<b>3,698</b>	<b>551</b>	<b>15</b>
9 am to Noon	1,582	210	13	2,117	190	9	<b>3,699</b>	<b>400</b>	<b>11</b>
Noon to 3 pm	2,115	401	19	2,773	356	13	<b>4,888</b>	<b>757</b>	<b>15</b>
3 pm to 6 pm	2,749	877	32	3,487	708	20	<b>6,236</b>	<b>1,584</b>	<b>25</b>
6 pm to 9 pm	3,340	1,671	50	2,406	973	40	<b>5,746</b>	<b>2,644</b>	<b>46</b>
9 pm to Midnight	3,406	2,286	67	1,724	958	56	<b>5,130</b>	<b>3,243</b>	<b>63</b>
Unknown	331	211	64	7	2	27	<b>338</b>	<b>213</b>	<b>63</b>
<b>Total</b>	<b>21,052</b>	<b>10,207</b>	<b>48</b>	<b>16,357</b>	<b>4,640</b>	<b>28</b>	<b>37,409</b>	<b>14,847</b>	<b>40</b>
<b>Injury Crashes**</b>									
Midnight to 3 am	63,000	29,000	46	43,000	14,000	33	<b>107,000</b>	<b>43,000</b>	<b>41</b>
3 am to 6 am	42,000	14,000	33	20,000	4,000	22	<b>62,000</b>	<b>18,000</b>	<b>29</b>
6 am to 9 am	71,000	4,000	6	178,000	5,000	3	<b>249,000</b>	<b>9,000</b>	<b>4</b>
9 am to Noon	65,000	3,000	5	201,000	4,000	2	<b>266,000</b>	<b>7,000</b>	<b>3</b>
Noon to 3 pm	83,000	4,000	5	312,000	9,000	3	<b>395,000</b>	<b>13,000</b>	<b>3</b>
3 pm to 6 pm	111,000	10,000	9	410,000	19,000	5	<b>521,000</b>	<b>29,000</b>	<b>6</b>
6 pm to 9 pm	91,000	15,000	16	200,000	20,000	10	<b>292,000</b>	<b>34,000</b>	<b>12</b>
9 pm to Midnight	79,000	23,000	29	100,000	22,000	22	<b>179,000</b>	<b>45,000</b>	<b>25</b>
<b>Total</b>	<b>605,000</b>	<b>102,000</b>	<b>17</b>	<b>1,464,000</b>	<b>98,000</b>	<b>7</b>	<b>2,070,000</b>	<b>199,000</b>	<b>10</b>
<b>Property-Damage-Only Crashes**</b>									
Midnight to 3 am	132,000	39,000	29	65,000	17,000	26	<b>197,000</b>	<b>56,000</b>	<b>28</b>
3 am to 6 am	101,000	20,000	20	34,000	6,000	19	<b>135,000</b>	<b>26,000</b>	<b>19</b>
6 am to 9 am	160,000	10,000	6	406,000	8,000	2	<b>566,000</b>	<b>17,000</b>	<b>3</b>
9 am to Noon	133,000	7,000	5	436,000	10,000	2	<b>569,000</b>	<b>17,000</b>	<b>3</b>
Noon to 3 pm	160,000	10,000	6	635,000	16,000	3	<b>794,000</b>	<b>26,000</b>	<b>3</b>
3 pm to 6 pm	195,000	14,000	7	863,000	32,000	4	<b>1,057,000</b>	<b>46,000</b>	<b>4</b>
6 pm to 9 pm	210,000	20,000	10	390,000	28,000	7	<b>600,000</b>	<b>48,000</b>	<b>8</b>
9 pm to Midnight	195,000	31,000	16	173,000	26,000	15	<b>368,000</b>	<b>56,000</b>	<b>15</b>
<b>Total</b>	<b>1,284,000</b>	<b>150,000</b>	<b>12</b>	<b>3,002,000</b>	<b>143,000</b>	<b>5</b>	<b>4,286,000</b>	<b>293,000</b>	<b>7</b>

\*Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater.

\*\*Police-reported alcohol involvement.



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





A grayscale photograph of a vehicle accident scene. The image shows a large amount of debris scattered on the ground, including what appears to be a car's front end, a wheel, and various mechanical parts. The scene is dimly lit, and the overall tone is somber and chaotic.

## **Chapter 3 ♦ Vehicles**



# 3. VEHICLES

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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:

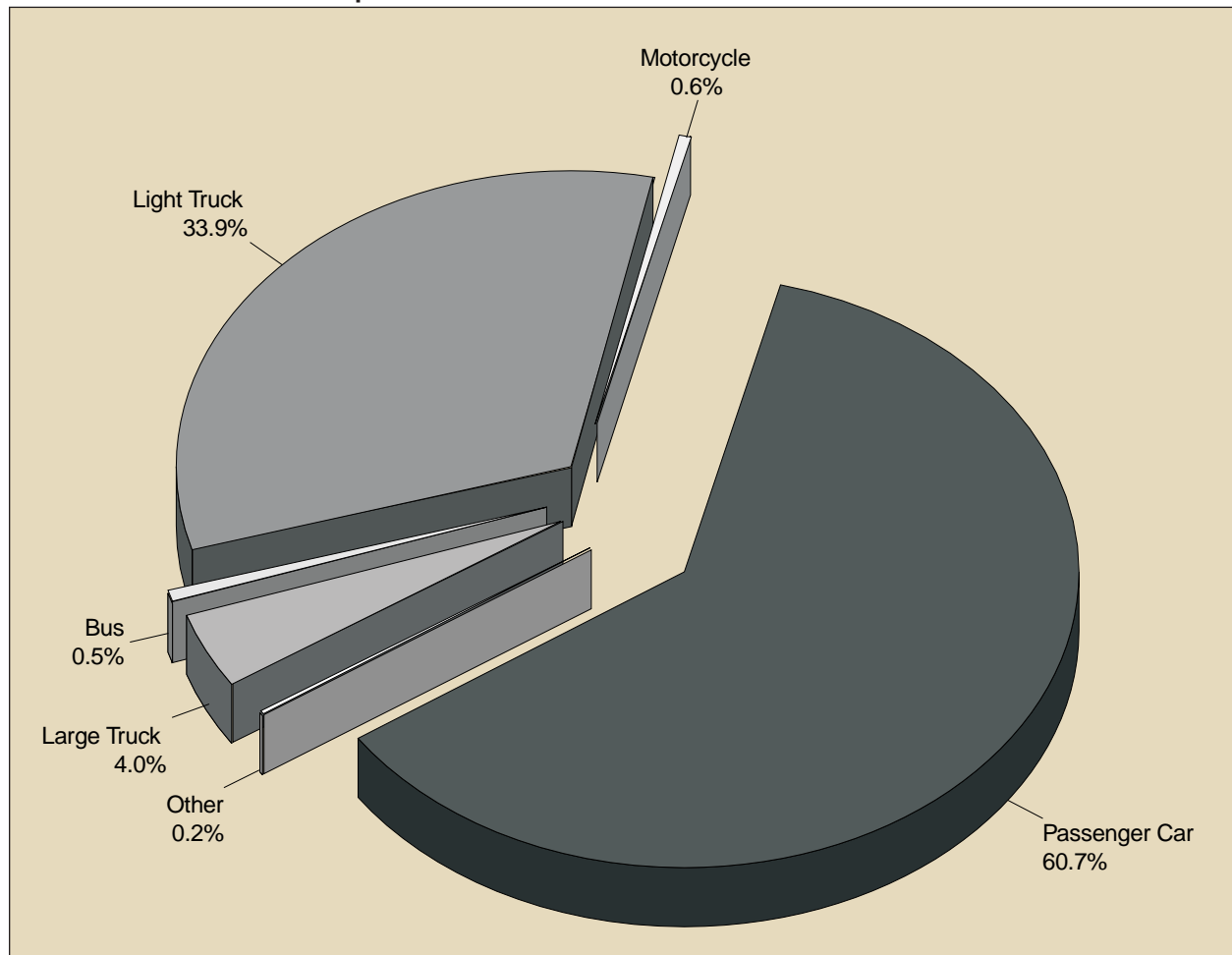
- Ninety-five percent of the 11 million vehicles involved in motor vehicle crashes in 2000 were passenger cars or light trucks.
- Large trucks accounted for 9 percent of the vehicles in fatal crashes, but only 4 percent of the vehicles involved in injury and property-damage-only crashes. Of the 4,930 large trucks involved in fatal crashes, 75 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal crashes (19.1 percent) was nearly 4 times as high as the proportion in injury crashes (4.9 percent) and nearly 14 times as high as the proportion in property-damage-only crashes (1.4 percent).
- Compared with other vehicle types, utility vehicles experienced the highest rollover rates: 36.3 percent in fatal crashes, 12.1 percent in injury crashes, and 2.9 percent in property-damage-only crashes.
- Fires occurred in 0.2 percent of the vehicles involved in all traffic crashes in 2000. For fatal crashes, however, fires occurred in nearly 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 (27.3 percent), and buses in fatal crashes had the lowest proportion (2.9 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	27,496	47.9	2,396,000	63.3	4,467,000	59.5	<b>6,891,000</b>	<b>60.7</b>
Light Truck	20,295	35.4	1,209,000	32.0	2,621,000	34.9	<b>3,851,000</b>	<b>33.9</b>
Large Truck	4,930	8.6	101,000	2.7	351,000	4.7	<b>457,000</b>	<b>4.0</b>
Motorcycle	2,940	5.1	53,000	1.4	14,000	0.2	<b>70,000</b>	<b>0.6</b>
Bus	322	0.6	13,000	0.3	43,000	0.6	<b>56,000</b>	<b>0.5</b>
Other	533	0.9	11,000	0.3	14,000	0.2	<b>26,000</b>	<b>0.2</b>
<b>Total</b>	<b>*57,403</b>	<b>100.0</b>	<b>3,783,000</b>	<b>100.0</b>	<b>7,510,000</b>	<b>100.0</b>	<b>11,351,000</b>	<b>100.0</b>

\*Includes 887 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	Body Type	Number	Percent
<b>Passenger Cars</b>	<b>27,496</b>	<b>47.9</b>	<b>Large Trucks</b>	<b>4,930</b>	<b>8.6</b>
Convertible	413	0.7	Step Van	39	0.1
2 Door Sedan, Hardtop, Coupe	6,920	12.1	Single Unit Truck		
3 Door/2 Door Hatchback	1,880	3.3	(10,000 lb < GVWR ≤ 19,500 lb)	183	0.3
4 Door Sedan Hardtop	16,411	28.6	Single Unit Truck		
5 Door/4 Door Hatchback	381	0.7	(19,500 lb < GVWR ≤ 26,000 lb)	226	0.4
Station Wagon	950	1.7	Single Unit Heavy Truck		
Hatchback, Doors Unknown	43	0.1	(GVWR > 26,000 lb)	913	1.6
Other Auto	38	0.1	Single Unit Truck, Unknown GVWR	48	0.1
Unknown Auto	397	0.7	Truck Tractor	3,484	6.1
Auto-Based Pickup	61	0.1	Unknown Medium Truck		
Auto-Based Panel Truck	2	*	(10,000 lb < GVWR ≤ 26,000 lb)	3	*
			Unknown Heavy Truck		
<b>Light Trucks</b>	<b>20,295</b>	<b>35.4</b>	(GVWR > 26,000 lb)	3	*
Compact Utility	4,400	7.7	Unknown Large Truck Type	31	0.1
Large Utility	741	1.3			
Utility Station Wagon	357	0.6	<b>Motorcycles</b>	<b>2,940</b>	<b>5.1</b>
Utility, Unknown Body Type	10	*	Motorcycle	2,823	4.9
Minivan	2,413	4.2	Moped	27	*
Large Van	1,335	2.3	Three Wheel Motorcycle or Moped	2	*
Step Van	68	0.1	Off-Road Motorcycle (Two Wheel)	50	0.1
Van-Based School Bus	2	*	Other Motorcycle/Minibike	29	0.1
Van-Based Transit Bus	6	*	Unknown Motorcycle	9	*
Other Van Type	11	*			
Unknown Van Type	38	0.1	<b>Buses</b>	<b>322</b>	<b>0.6</b>
Compact Pickup	4,073	7.1	School Bus	120	0.2
Standard Pickup	6,616	11.5	Cross Country/Intercity Bus	40	0.1
Pickup with Camper	46	0.1	Transit Bus	126	0.2
Convertible Pickup	1	*	Other Bus	19	*
Unknown Pickup Style Truck	47	0.1	Unknown Bus	17	*
Cab Chassis-Based Light Truck	118	0.2			
Truck-Based Panel Truck	1	*	<b>Other Vehicles</b>	<b>533</b>	<b>0.9</b>
Unknown Light Truck (not pickup)	3	*	Large Limousine	4	*
Unknown Light Vehicle Type	6	*	Van-Based Motorhome	37	0.1
Unknown Truck	3	*	Light Truck-Based Motorhome	5	*
			Large Truck-Based Motorhome	19	*
			Unknown Truck Camper/Motorhome	29	0.1
			All Terrain Vehicle	215	0.4
			Snowmobile	60	0.1
			Farm Equipment Except Trucks	96	0.2
			Construction Equipment Except Trucks	18	*
			Other Vehicle	50	0.1
			<b>Unknown Body Type</b>	<b>887</b>	<b>1.5</b>
			<b>Total</b>	<b>57,403</b>	<b>100.0</b>

\*Less than 0.05 percent.

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

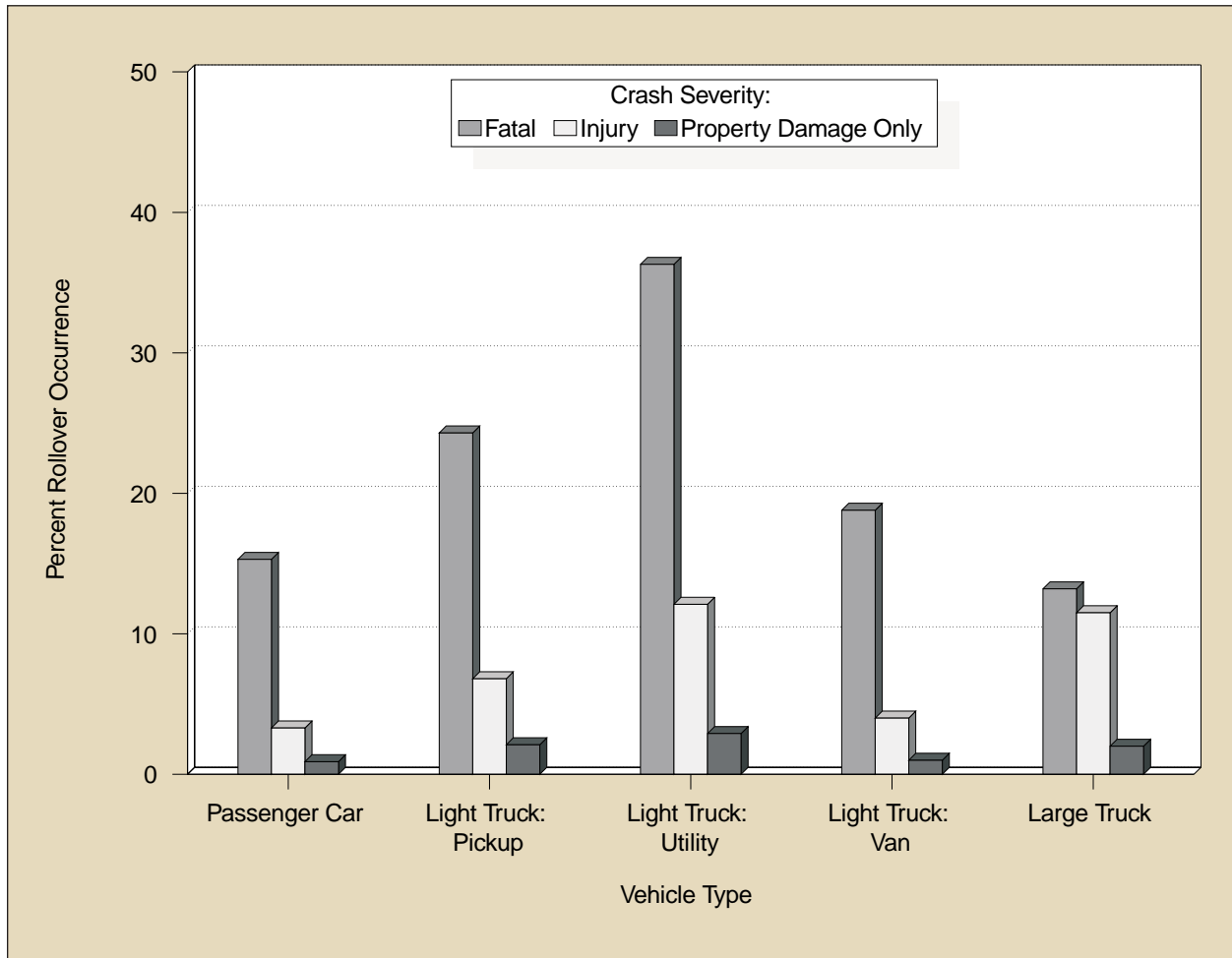
Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
Passenger Car	4,198	15.3	23,298	84.7	27,496	100.0
Light Truck						
Pickup	2,618	24.3	8,165	75.7	10,783	100.0
Utility	1,998	36.3	3,510	63.7	5,508	100.0
Van	729	18.8	3,144	81.2	3,873	100.0
Other	23	17.6	108	82.4	131	100.0
Large Truck	651	13.2	4,279	86.8	4,930	100.0
Bus	5	1.6	317	98.4	322	100.0
Other/Unknown	178	12.5	1,242	87.5	1,420	100.0
<b>Total*</b>	<b>10,400</b>	<b>19.1</b>	<b>44,063</b>	<b>80.9</b>	<b>54,463</b>	<b>100.0</b>
<b>Injury Crashes</b>						
Passenger Car	78,000	3.3	2,318,000	96.7	2,396,000	100.0
Light Truck						
Pickup	37,000	6.8	511,000	93.2	548,000	100.0
Utility	43,000	12.1	315,000	87.9	358,000	100.0
Van	11,000	4.0	271,000	96.0	282,000	100.0
Other	1,000	5.4	20,000	94.6	21,000	100.0
Large Truck	12,000	11.5	89,000	88.5	101,000	100.0
Bus	**	1.1	13,000	98.9	13,000	100.0
Other/Unknown	1,000	11.4	10,000	88.6	11,000	100.0
<b>Total*</b>	<b>185,000</b>	<b>4.9</b>	<b>3,545,000</b>	<b>95.1</b>	<b>3,730,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
Passenger Car	41,000	0.9	4,426,000	99.1	4,467,000	100.0
Light Truck						
Pickup	25,000	2.1	1,196,000	97.9	1,221,000	100.0
Utility	21,000	2.9	727,000	97.1	749,000	100.0
Van	6,000	1.0	585,000	99.0	591,000	100.0
Other	1,000	1.2	60,000	98.8	60,000	100.0
Large Truck	7,000	2.0	344,000	98.0	351,000	100.0
Bus	**	**	43,000	100.0	43,000	100.0
Other/Unknown	**	**	14,000	100.0	14,000	100.0
<b>Total*</b>	<b>101,000</b>	<b>1.4</b>	<b>7,395,000</b>	<b>98.6</b>	<b>7,496,000</b>	<b>100.0</b>
<b>All Crashes</b>						
Passenger Car	124,000	1.8	6,767,000	98.2	6,891,000	100.0
Light Truck						
Pickup	65,000	3.7	1,715,000	96.3	1,780,000	100.0
Utility	67,000	6.0	1,045,000	94.0	1,112,000	100.0
Van	18,000	2.0	859,000	98.0	877,000	100.0
Other	2,000	2.3	80,000	97.7	82,000	100.0
Large Truck	19,000	4.2	437,000	95.8	457,000	100.0
Bus	**	0.3	56,000	99.7	56,000	100.0
Other/Unknown	1,000	5.3	25,000	94.7	27,000	100.0
<b>Total*</b>	<b>296,000</b>	<b>2.6</b>	<b>10,984,000</b>	<b>97.4</b>	<b>11,281,000</b>	<b>100.0</b>

\*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
<b>Fatal Crashes</b>						
Passenger Car	749	2.7	26,747	97.3	<b>27,496</b>	<b>100.0</b>
Light Truck	591	2.9	19,704	97.1	<b>20,295</b>	<b>100.0</b>
Large Truck	262	5.3	4,668	94.7	<b>4,930</b>	<b>100.0</b>
Motorcycle	46	1.6	2,894	98.4	<b>2,940</b>	<b>100.0</b>
Bus	1	0.3	321	99.7	<b>322</b>	<b>100.0</b>
Other/Unknown	10	0.7	1,410	99.3	<b>1,420</b>	<b>100.0</b>
<b>Total</b>	<b>1,659</b>	<b>2.9</b>	<b>55,744</b>	<b>97.1</b>	<b>57,403</b>	<b>100.0</b>
<b>Injury Crashes</b>						
Passenger Car	2,000	0.1	2,394,000	99.9	<b>2,396,000</b>	<b>100.0</b>
Light Truck	1,000	0.1	1,208,000	99.9	<b>1,209,000</b>	<b>100.0</b>
Large Truck	*	0.4	100,000	99.6	<b>101,000</b>	<b>100.0</b>
Motorcycle	*	0.1	53,000	99.9	<b>53,000</b>	<b>100.0</b>
Bus	*	*	13,000	100.0	<b>13,000</b>	<b>100.0</b>
Other/Unknown	*	4.2	10,000	95.8	<b>11,000</b>	<b>100.0</b>
<b>Total</b>	<b>5,000</b>	<b>0.1</b>	<b>3,779,000</b>	<b>99.9</b>	<b>3,783,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
Passenger Car	5,000	0.1	4,462,000	99.9	<b>4,467,000</b>	<b>100.0</b>
Light Truck	4,000	0.1	2,618,000	99.9	<b>2,621,000</b>	<b>100.0</b>
Large Truck	2,000	0.6	349,000	99.4	<b>351,000</b>	<b>100.0</b>
Motorcycle	*	*	14,000	100.0	<b>14,000</b>	<b>100.0</b>
Bus	*	*	43,000	100.0	<b>43,000</b>	<b>100.0</b>
Other/Unknown	2,000	12.4	13,000	87.6	<b>14,000</b>	<b>100.0</b>
<b>Total</b>	<b>12,000</b>	<b>0.2</b>	<b>7,498,000</b>	<b>99.8</b>	<b>7,510,000</b>	<b>100.0</b>
<b>All Crashes</b>						
Passenger Car	8,000	0.1	6,883,000	99.9	<b>6,891,000</b>	<b>100.0</b>
Light Truck	6,000	0.2	3,845,000	99.8	<b>3,851,000</b>	<b>100.0</b>
Large Truck	3,000	0.6	454,000	99.4	<b>457,000</b>	<b>100.0</b>
Motorcycle	*	0.1	70,000	99.9	<b>70,000</b>	<b>100.0</b>
Bus	*	*	56,000	100.0	<b>56,000</b>	<b>100.0</b>
Other/Unknown	2,000	8.4	24,000	91.6	<b>27,000</b>	<b>100.0</b>
<b>Total</b>	<b>19,000</b>	<b>0.2</b>	<b>11,332,000</b>	<b>99.8</b>	<b>11,351,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

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

Vehicle Maneuver	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Going Straight	33,116	68.2	1,760,000	56.3	3,487,000	50.7	<b>5,280,000</b>	<b>52.5</b>
Turning Left	2,919	6.0	379,000	12.1	672,000	9.8	<b>1,054,000</b>	<b>10.5</b>
Stopped in Traffic Lane	647	1.3	306,000	9.8	771,000	11.2	<b>1,078,000</b>	<b>10.7</b>
Turning Right	325	0.7	81,000	2.6	271,000	3.9	<b>353,000</b>	<b>3.5</b>
Slowed in Traffic Lane	355	0.7	121,000	3.9	338,000	4.9	<b>460,000</b>	<b>4.6</b>
Merging/Changing Lanes	732	1.5	65,000	2.1	279,000	4.1	<b>345,000</b>	<b>3.4</b>
Negotiating Curve	7,034	14.5	207,000	6.6	290,000	4.2	<b>504,000</b>	<b>5.0</b>
Backing Up	186	0.4	18,000	0.6	201,000	2.9	<b>219,000</b>	<b>2.2</b>
Passing Other Vehicle	976	2.0	30,000	1.0	107,000	1.6	<b>138,000</b>	<b>1.4</b>
Starting in Traffic Lane	511	1.1	78,000	2.5	175,000	2.5	<b>253,000</b>	<b>2.5</b>
Leaving Parking Space	39	0.1	8,000	0.3	55,000	0.8	<b>64,000</b>	<b>0.6</b>
Making U-Turn	169	0.3	18,000	0.6	42,000	0.6	<b>60,000</b>	<b>0.6</b>
Entering Parking Space	17	*	2,000	0.1	24,000	0.3	<b>26,000</b>	<b>0.3</b>
Disabled in Traffic Lane	22	*	4,000	0.1	9,000	0.1	<b>14,000</b>	<b>0.1</b>
Other Maneuver	991	2.0	47,000	1.5	159,000	2.3	<b>207,000</b>	<b>2.1</b>
<b>Total</b>	<b>**48,584</b>	<b>100.0</b>	<b>3,125,000</b>	<b>100.0</b>	<b>6,881,000</b>	<b>100.0</b>	<b>10,055,000</b>	<b>100.0</b>

\*Less than 0.05 percent.

\*\*Includes 545 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
<b>Rural Fatal Crashes</b>						
Principal Arterial						
Interstate	9	1,747	26	2,387	35	4,134
Other	10	1,555	33	5,711	43	7,266
Minor Arterial	14	1,575	30	4,136	44	5,711
Major Collector	12	2,869	18	4,060	30	6,929
Minor Collector	1	1,106	1	1,012	2	2,118
Local Road or Street	1	3,083	4	1,917	5	5,000
Unknown Rural	0	466	5	733	5	1,199
<b>Total</b>	<b>47</b>	<b>12,401</b>	<b>117</b>	<b>19,956</b>	<b>164</b>	<b>32,357</b>
<b>Urban Fatal Crashes</b>						
Principal Arterial						
Interstate	5	1,158	18	2,420	23	3,578
Freeway/Expressway	2	630	6	1,408	8	2,038
Other	4	2,159	7	5,254	11	7,413
Minor Arterial	0	1,546	5	3,117	5	4,663
Collector	1	575	1	772	2	1,347
Local Road or Street	1	1,799	2	1,937	3	3,736
Unknown Urban	0	141	1	205	1	346
<b>Total</b>	<b>13</b>	<b>8,008</b>	<b>40</b>	<b>15,113</b>	<b>53</b>	<b>23,121</b>
<b>All Fatal Crashes</b>						
Principal Arterial						
Interstate	14	2,905	44	4,807	58	7,712
Freeway/Expressway	2	630	6	1,408	8	2,038
Other	14	3,714	40	10,965	54	14,679
Minor Arterial	14	3,121	35	7,253	49	10,374
Collector	14	4,550	20	5,844	34	10,394
Local Road or Street	2	4,882	6	3,854	8	8,736
Unknown Rural	0	466	5	733	5	1,199
Unknown Urban	0	141	1	205	1	346
Unknown Rural or Urban	1	643	8	1,282	9	1,925
<b>Total</b>	<b>61</b>	<b>21,052</b>	<b>165</b>	<b>36,351</b>	<b>226</b>	<b>57,403</b>

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

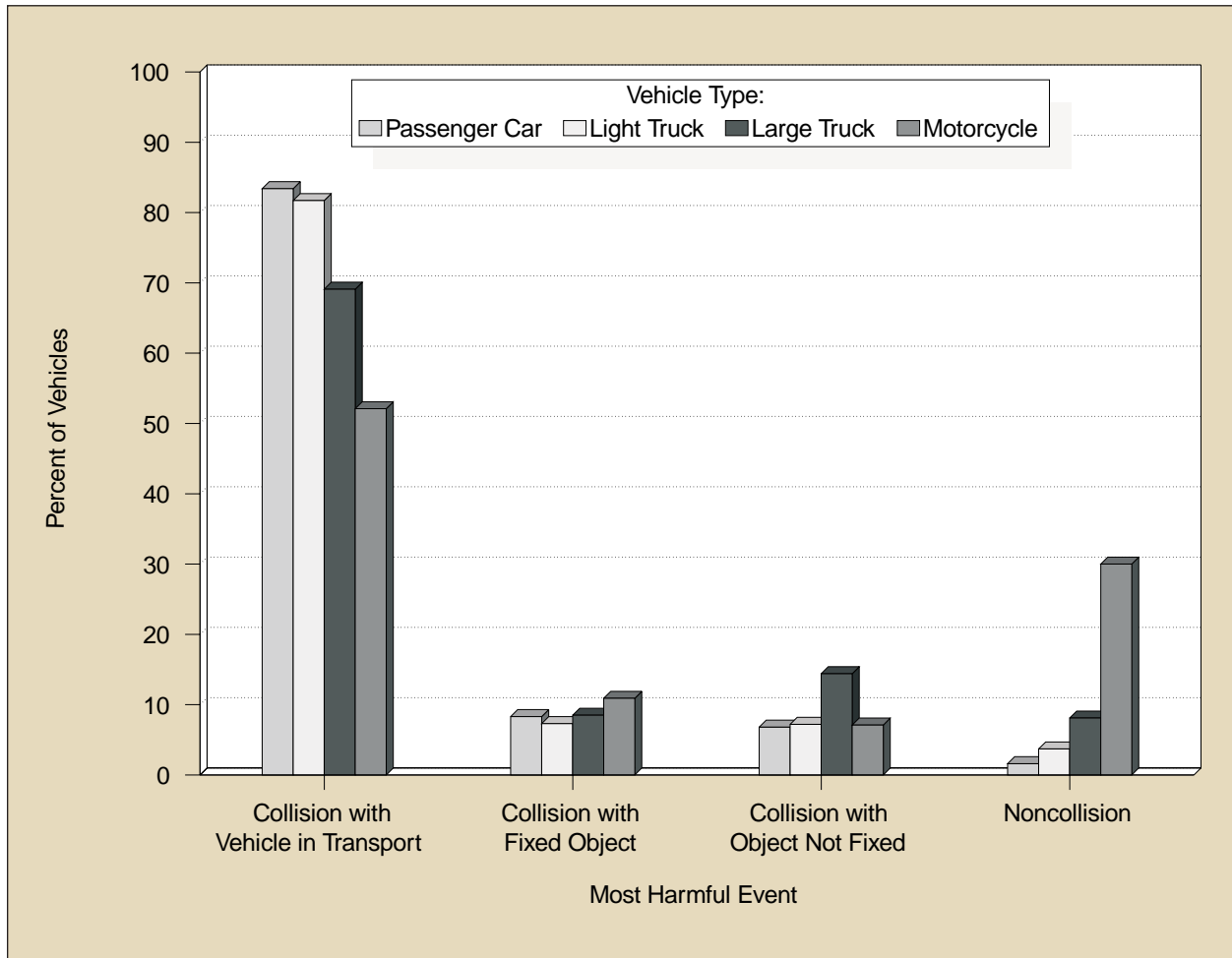
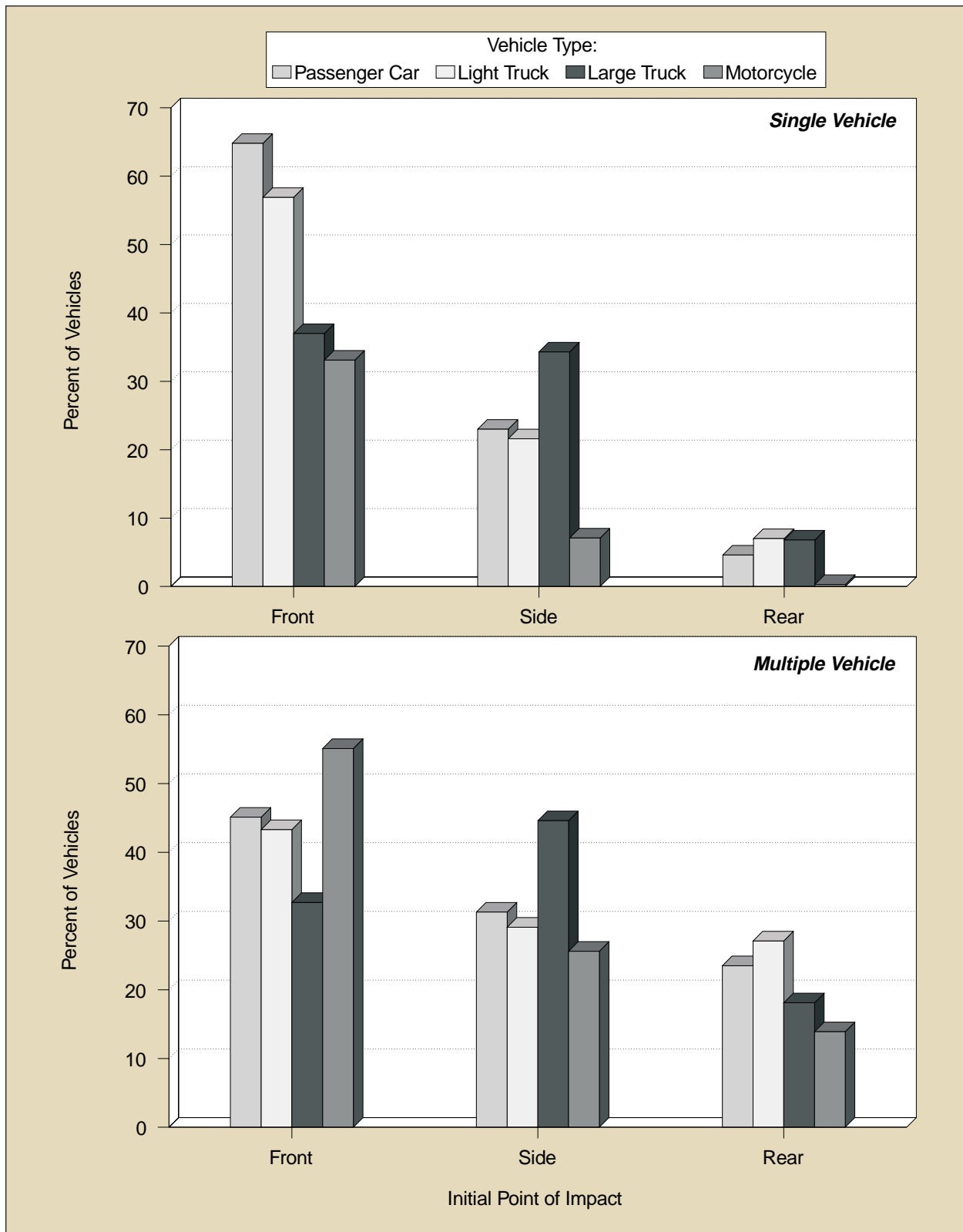


Figure 17  
Percent of Vehicles in Crashes by Initial Point of Impact, Crash Type, and Vehicle Type



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
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	9,600	34.9	955,000	39.9	1,628,000	36.4	<b>2,593,000</b>	<b>37.6</b>
Left Side	2,806	10.2	290,000	12.1	655,000	14.7	<b>948,000</b>	<b>13.8</b>
Right Side	2,321	8.4	253,000	10.6	589,000	13.2	<b>844,000</b>	<b>12.3</b>
Rear	1,297	4.7	510,000	21.3	848,000	19.0	<b>1,360,000</b>	<b>19.7</b>
Other/Unknown	227	0.8	*	*	*	*	<b>1,000</b>	<b>*</b>
<i>Subtotal</i>	<i>16,251</i>	<i>59.1</i>	<i>2,010,000</i>	<i>83.9</i>	<i>3,720,000</i>	<i>83.3</i>	<b><i>5,746,000</i></b>	<b><i>83.4</i></b>
<b>Collision with Fixed Object</b>								
	4,775	17.4	204,000	8.5	361,000	8.1	<b>569,000</b>	<b>8.3</b>
<b>Collision with Object Not Fixed:</b>								
Nonmotorist	2,757	10.0	85,000	3.6	4,000	0.1	<b>93,000</b>	<b>1.3</b>
Other	458	1.7	36,000	1.5	338,000	7.6	<b>375,000</b>	<b>5.4</b>
<i>Subtotal</i>	<i>3,215</i>	<i>11.7</i>	<i>122,000</i>	<i>5.1</i>	<i>343,000</i>	<i>7.7</i>	<b><i>468,000</i></b>	<b><i>6.8</i></b>
<b>Noncollision</b>	3,238	11.8	61,000	2.6	44,000	1.0	<b>108,000</b>	<b>1.6</b>
<b>Total</b>	<b>**27,496</b>	<b>100.0</b>	<b>2,396,000</b>	<b>100.0</b>	<b>4,467,000</b>	<b>100.0</b>	<b>6,891,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

\*\*Includes 17 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
<b>Single-Vehicle Crashes</b>								
Front	6,525	63.9	246,000	67.8	454,000	63.3	<b>706,000</b>	<b>64.8</b>
Left Side	907	8.9	31,000	8.6	67,000	9.3	<b>99,000</b>	<b>9.1</b>
Right Side	793	7.8	44,000	12.2	106,000	14.8	<b>152,000</b>	<b>13.9</b>
Rear	270	2.6	10,000	2.6	40,000	5.6	<b>50,000</b>	<b>4.6</b>
Noncollision	997	9.8	23,000	6.5	24,000	3.4	<b>49,000</b>	<b>4.5</b>
Other/Unknown	716	7.0	8,000	2.3	26,000	3.7	<b>35,000</b>	<b>3.2</b>
<b>Total</b>	<b>10,208</b>	<b>100.0</b>	<b>363,000</b>	<b>100.0</b>	<b>717,000</b>	<b>100.0</b>	<b>1,090,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	10,144	58.7	964,000	47.4	1,643,000	43.8	<b>2,616,000</b>	<b>45.1</b>
Left Side	2,911	16.8	296,000	14.6	660,000	17.6	<b>959,000</b>	<b>16.5</b>
Right Side	2,441	14.1	259,000	12.7	592,000	15.8	<b>854,000</b>	<b>14.7</b>
Rear	1,447	8.4	513,000	25.2	849,000	22.7	<b>1,364,000</b>	<b>23.5</b>
Noncollision	9	0.1	1,000	*	2,000	0.1	<b>3,000</b>	<b>0.1</b>
Other/Unknown	336	1.9	1,000	0.1	3,000	0.1	<b>4,000</b>	<b>0.1</b>
<b>Total</b>	<b>17,288</b>	<b>100.0</b>	<b>2,033,000</b>	<b>100.0</b>	<b>3,750,000</b>	<b>100.0</b>	<b>5,800,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	16,669	60.6	1,210,000	50.5	2,096,000	46.9	<b>3,323,000</b>	<b>48.2</b>
Left Side	3,818	13.9	327,000	13.7	727,000	16.3	<b>1,058,000</b>	<b>15.4</b>
Right Side	3,234	11.8	304,000	12.7	699,000	15.6	<b>1,005,000</b>	<b>14.6</b>
Rear	1,717	6.2	522,000	21.8	889,000	19.9	<b>1,413,000</b>	<b>20.5</b>
Noncollision	1,006	3.7	24,000	1.0	27,000	0.6	<b>52,000</b>	<b>0.8</b>
Other/Unknown	1,052	3.8	9,000	0.4	29,000	0.6	<b>39,000</b>	<b>0.6</b>
<b>Total</b>	<b>27,496</b>	<b>100.0</b>	<b>2,396,000</b>	<b>100.0</b>	<b>4,467,000</b>	<b>100.0</b>	<b>6,891,000</b>	<b>100.0</b>

\*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
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	8,546	42.1	489,000	40.4	871,000	33.2	<b>1,368,000</b>	<b>35.5</b>
Left Side	957	4.7	141,000	11.6	330,000	12.6	<b>471,000</b>	<b>12.2</b>
Right Side	750	3.7	105,000	8.7	337,000	12.9	<b>443,000</b>	<b>11.5</b>
Rear	956	4.7	259,000	21.4	604,000	23.1	<b>864,000</b>	<b>22.4</b>
Other/Unknown	143	0.7	*	*	*	*	<b>1,000</b>	<b>*</b>
<i>Subtotal</i>	<i>11,352</i>	<i>55.9</i>	<i>994,000</i>	<i>82.2</i>	<i>2,142,000</i>	<i>81.7</i>	<b><i>3,147,000</i></b>	<b><i>81.7</i></b>
<b>Collision with Fixed Object</b>								
	2,352	11.6	89,000	7.4	192,000	7.3	<b>283,000</b>	<b>7.3</b>
<b>Collision with Object Not Fixed:</b>								
Nonmotorist	2,034	10.0	33,000	2.8	1,000	0.1	<b>37,000</b>	<b>1.0</b>
Other	281	1.4	17,000	1.4	222,000	8.5	<b>240,000</b>	<b>6.2</b>
<i>Subtotal</i>	<i>2,315</i>	<i>11.4</i>	<i>51,000</i>	<i>4.2</i>	<i>224,000</i>	<i>8.5</i>	<b><i>277,000</i></b>	<b><i>7.2</i></b>
<b>Noncollision</b>	<i>4,267</i>	<i>21.0</i>	<i>76,000</i>	<i>6.3</i>	<i>64,000</i>	<i>2.4</i>	<b><i>144,000</i></b>	<b><i>3.7</i></b>
<b>Total</b>	<b>**20,295</b>	<b>100.0</b>	<b>1,209,000</b>	<b>100.0</b>	<b>2,621,000</b>	<b>100.0</b>	<b>3,851,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

\*\*Includes 9 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
<b>Single-Vehicle Crashes</b>								
Front	4,452	56.1	114,000	58.6	251,000	56.2	<b>370,000</b>	<b>56.9</b>
Left Side	370	4.7	13,000	6.7	34,000	7.7	<b>48,000</b>	<b>7.4</b>
Right Side	493	6.2	23,000	11.7	69,000	15.5	<b>93,000</b>	<b>14.3</b>
Rear	145	1.8	3,000	1.3	43,000	9.6	<b>45,000</b>	<b>7.0</b>
Noncollision	1,947	24.5	38,000	19.6	37,000	8.2	<b>77,000</b>	<b>11.8</b>
Other/Unknown	527	6.6	4,000	2.0	13,000	2.8	<b>17,000</b>	<b>2.6</b>
<b>Total</b>	<b>7,934</b>	<b>100.0</b>	<b>195,000</b>	<b>100.0</b>	<b>447,000</b>	<b>100.0</b>	<b>650,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	9,045	73.2	494,000	48.7	883,000	40.6	<b>1,386,000</b>	<b>43.3</b>
Left Side	1,072	8.7	146,000	14.4	333,000	15.3	<b>480,000</b>	<b>15.0</b>
Right Side	863	7.0	112,000	11.0	340,000	15.6	<b>453,000</b>	<b>14.1</b>
Rear	1,118	9.0	261,000	25.7	605,000	27.8	<b>867,000</b>	<b>27.1</b>
Noncollision	22	0.2	2,000	0.2	10,000	0.5	<b>12,000</b>	<b>0.4</b>
Other/Unknown	241	1.9	*	*	2,000	0.1	<b>2,000</b>	<b>0.1</b>
<b>Total</b>	<b>12,361</b>	<b>100.0</b>	<b>1,015,000</b>	<b>100.0</b>	<b>2,174,000</b>	<b>100.0</b>	<b>3,201,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	13,497	66.5	608,000	50.3	1,135,000	43.3	<b>1,756,000</b>	<b>45.6</b>
Left Side	1,442	7.1	159,000	13.1	368,000	14.0	<b>528,000</b>	<b>13.7</b>
Right Side	1,356	6.7	134,000	11.1	410,000	15.6	<b>545,000</b>	<b>14.2</b>
Rear	1,263	6.2	263,000	21.8	648,000	24.7	<b>913,000</b>	<b>23.7</b>
Noncollision	1,969	9.7	40,000	3.3	47,000	1.8	<b>89,000</b>	<b>2.3</b>
Other/Unknown	768	3.8	4,000	0.3	14,000	0.6	<b>19,000</b>	<b>0.5</b>
<b>Total</b>	<b>20,295</b>	<b>100.0</b>	<b>1,209,000</b>	<b>100.0</b>	<b>2,621,000</b>	<b>100.0</b>	<b>3,851,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

**Table 45**  
**Large Trucks Involved in Crashes by Most Harmful Event and Crash Severity**

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	2,470	50.1	36,000	36.3	68,000	19.3	<b>107,000</b>	<b>23.4</b>
Left Side	417	8.5	16,000	15.7	54,000	15.4	<b>70,000</b>	<b>15.4</b>
Right Side	207	4.2	14,000	13.6	63,000	18.0	<b>77,000</b>	<b>16.9</b>
Rear	730	14.8	14,000	13.8	46,000	13.1	<b>61,000</b>	<b>13.3</b>
Other/Unknown	71	1.4	*	0.3	1,000	0.1	<b>1,000</b>	<b>0.2</b>
<i>Subtotal</i>	<i>3,895</i>	<i>79.0</i>	<i>80,000</i>	<i>79.6</i>	<i>232,000</i>	<i>65.9</i>	<b><i>315,000</i></b>	<b><i>69.1</i></b>
<b>Collision with Fixed Object</b>								
	175	3.5	4,000	4.2	34,000	9.8	<b>39,000</b>	<b>8.5</b>
<b>Collision with Object Not Fixed:</b>								
Nonmotorist	363	7.4	3,000	2.7	*	0.1	<b>3,000</b>	<b>0.7</b>
Other	62	1.3	1,000	1.0	61,000	17.4	<b>62,000</b>	<b>13.6</b>
<i>Subtotal</i>	<i>425</i>	<i>8.6</i>	<i>4,000</i>	<i>3.8</i>	<i>61,000</i>	<i>17.5</i>	<b><i>66,000</i></b>	<b><i>14.4</i></b>
<b>Noncollision</b>	432	8.8	13,000	12.5	24,000	6.8	<b>37,000</b>	<b>8.1</b>
<b>Total</b>	<b>**4,930</b>	<b>100.0</b>	<b>101,000</b>	<b>100.0</b>	<b>351,000</b>	<b>100.0</b>	<b>457,000</b>	<b>100.0</b>

\*Less than 500.

\*\*Includes 3 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
<b>Single-Vehicle Crashes</b>								
Front	450	56.1	5,000	30.4	40,000	38.0	<b>45,000</b>	<b>37.0</b>
Left Side	31	3.9	1,000	3.7	8,000	7.7	<b>9,000</b>	<b>7.1</b>
Right Side	65	8.1	3,000	15.9	30,000	29.1	<b>33,000</b>	<b>27.1</b>
Rear	44	5.5	*	0.8	8,000	7.8	<b>8,000</b>	<b>6.8</b>
Noncollision	138	17.2	8,000	45.8	11,000	10.4	<b>19,000</b>	<b>15.4</b>
Other/Unknown	74	9.2	1,000	3.4	7,000	7.0	<b>8,000</b>	<b>6.5</b>
<b>Total</b>	<b>802</b>	<b>100.0</b>	<b>17,000</b>	<b>100.0</b>	<b>104,000</b>	<b>100.0</b>	<b>122,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	2,627	63.6	38,000	45.2	69,000	28.0	<b>109,000</b>	<b>32.7</b>
Left Side	437	10.6	16,000	19.5	55,000	22.2	<b>71,000</b>	<b>21.4</b>
Right Side	219	5.3	14,000	16.7	64,000	25.8	<b>78,000</b>	<b>23.3</b>
Rear	744	18.0	14,000	16.7	46,000	18.6	<b>61,000</b>	<b>18.1</b>
Noncollision	7	0.2	1,000	1.6	12,000	4.8	<b>13,000</b>	<b>3.9</b>
Other/Unknown	94	2.3	*	0.3	2,000	0.6	<b>2,000</b>	<b>0.6</b>
<b>Total</b>	<b>4,128</b>	<b>100.0</b>	<b>83,000</b>	<b>100.0</b>	<b>247,000</b>	<b>100.0</b>	<b>334,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	3,077	62.4	43,000	42.6	109,000	31.0	<b>155,000</b>	<b>33.9</b>
Left Side	468	9.5	17,000	16.8	63,000	17.9	<b>80,000</b>	<b>17.6</b>
Right Side	284	5.8	17,000	16.6	94,000	26.8	<b>111,000</b>	<b>24.3</b>
Rear	788	16.0	14,000	14.0	54,000	15.4	<b>69,000</b>	<b>15.1</b>
Noncollision	145	2.9	9,000	9.2	23,000	6.5	<b>32,000</b>	<b>7.0</b>
Other/Unknown	168	3.4	1,000	0.9	9,000	2.5	<b>10,000</b>	<b>2.2</b>
<b>Total</b>	<b>4,930</b>	<b>100.0</b>	<b>101,000</b>	<b>100.0</b>	<b>351,000</b>	<b>100.0</b>	<b>457,000</b>	<b>100.0</b>

\*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
<b>Fatal Crashes</b>						
Single-Unit Truck	174	14.2	1,048	85.8	<b>1,222</b>	<b>100.0</b>
Combination Truck	477	12.9	3,231	87.1	<b>3,708</b>	<b>100.0</b>
<b>Total</b>	<b>651</b>	<b>13.2</b>	<b>4,279</b>	<b>86.8</b>	<b>4,930</b>	<b>100.0</b>
<b>Injury Crashes</b>						
Single-Unit Truck	5,000	11.1	43,000	88.9	<b>48,000</b>	<b>100.0</b>
Combination Truck	6,000	11.8	46,000	88.2	<b>52,000</b>	<b>100.0</b>
<b>Total</b>	<b>12,000</b>	<b>11.5</b>	<b>89,000</b>	<b>88.5</b>	<b>101,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
Single-Unit Truck	2,000	0.9	171,000	99.1	<b>173,000</b>	<b>100.0</b>
Combination Truck	5,000	3.0	173,000	97.0	<b>179,000</b>	<b>100.0</b>
<b>Total</b>	<b>7,000</b>	<b>2.0</b>	<b>344,000</b>	<b>98.0</b>	<b>351,000</b>	<b>100.0</b>
<b>All Crashes</b>						
Single-Unit Truck	7,000	3.2	215,000	96.8	<b>222,000</b>	<b>100.0</b>
Combination Truck	12,000	5.2	222,000	94.8	<b>235,000</b>	<b>100.0</b>
<b>Total</b>	<b>19,000</b>	<b>4.2</b>	<b>437,000</b>	<b>95.8</b>	<b>457,000</b>	<b>100.0</b>

**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
<b>Fatal Crashes</b>						
One	260	8.2	2,912	91.8	<b>3,172</b>	<b>100.0</b>
Two or More	29	18.4	129	81.6	<b>158</b>	<b>100.0</b>
Unknown Number	1	6.3	15	93.8	<b>16</b>	<b>100.0</b>
<b>Total</b>	<b>290</b>	<b>8.7</b>	<b>3,056</b>	<b>91.3</b>	<b>3,346</b>	<b>100.0</b>
<b>Injury Crashes</b>						
One	2,000	4.4	42,000	95.6	<b>44,000</b>	<b>100.0</b>
Two or More	*	2.1	1,000	97.9	<b>1,000</b>	<b>100.0</b>
Unknown Number	*	*	*	100.0	<b>*</b>	<b>100.0</b>
<b>Total</b>	<b>2,000</b>	<b>4.3</b>	<b>44,000</b>	<b>95.7</b>	<b>46,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
One	4,000	2.6	141,000	97.4	<b>144,000</b>	<b>100.0</b>
Two or More	*	5.2	4,000	94.8	<b>4,000</b>	<b>100.0</b>
Unknown Number	*	*	2,000	100.0	<b>2,000</b>	<b>100.0</b>
<b>Total</b>	<b>4,000</b>	<b>2.7</b>	<b>146,000</b>	<b>97.3</b>	<b>150,000</b>	<b>100.0</b>
<b>All Crashes</b>						
One	6,000	3.1	186,000	96.9	<b>192,000</b>	<b>100.0</b>
Two or More	*	4.8	5,000	95.2	<b>6,000</b>	<b>100.0</b>
Unknown Number	*	*	2,000	100.0	<b>2,000</b>	<b>100.0</b>
<b>Total</b>	<b>6,000</b>	<b>3.1</b>	<b>193,000</b>	<b>96.9</b>	<b>199,000</b>	<b>100.0</b>

\*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
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	1,139	38.7	15,000	27.6	5,000	38.4	<b>21,000</b>	<b>30.2</b>
Left Side	134	4.6	3,000	6.0	1,000	4.6	<b>4,000</b>	<b>5.7</b>
Right Side	116	3.9	4,000	6.9	2,000	13.3	<b>6,000</b>	<b>8.0</b>
Rear	87	3.0	3,000	5.1	2,000	17.3	<b>5,000</b>	<b>7.4</b>
Other/Unknown	74	2.5	*	0.8	*	*	*	<b>0.7</b>
<i>Subtotal</i>	<i>1,550</i>	<i>52.7</i>	<i>25,000</i>	<i>46.4</i>	<i>10,000</i>	<i>73.6</i>	<b><i>37,000</i></b>	<b><i>52.1</i></b>
<b>Collision with Fixed Object</b>								
	802	27.3	6,000	11.3	1,000	5.8	<b>8,000</b>	<b>10.9</b>
<b>Collision with Object Not Fixed:</b>								
Nonmotorist	33	1.1	1,000	1.3	*	*	<b>1,000</b>	<b>1.0</b>
Other	82	2.8	3,000	5.3	1,000	9.6	<b>4,000</b>	<b>6.1</b>
<i>Subtotal</i>	<i>115</i>	<i>3.9</i>	<i>4,000</i>	<i>6.6</i>	<i>1,000</i>	<i>9.6</i>	<b><i>5,000</i></b>	<b><i>7.1</i></b>
<b>Noncollision</b>	468	15.9	19,000	35.7	2,000	11.0	<b>21,000</b>	<b>30.0</b>
<b>Total</b>	<b>**2,940</b>	<b>100.0</b>	<b>53,000</b>	<b>100.0</b>	<b>14,000</b>	<b>100.0</b>	<b>70,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

\*\*Includes 5 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
<b>Single-Vehicle Crashes</b>								
Front	698	53.6	8,000	29.2	2,000	55.2	<b>10,000</b>	<b>33.1</b>
Left Side	86	6.6	1,000	3.1	*	*	<b>1,000</b>	<b>2.9</b>
Right Side	78	6.0	1,000	4.6	*	*	<b>1,000</b>	<b>4.2</b>
Rear	10	0.8	*	0.3	*	*	*	<b>0.3</b>
Noncollision	280	21.5	16,000	61.7	1,000	37.1	<b>18,000</b>	<b>57.3</b>
Other/Unknown	150	11.5	*	1.0	*	7.7	<b>1,000</b>	<b>2.2</b>
<b>Total</b>	<b>1,302</b>	<b>100.0</b>	<b>26,000</b>	<b>100.0</b>	<b>3,000</b>	<b>100.0</b>	<b>31,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	1,174	71.7	15,000	55.8	5,000	50.9	<b>22,000</b>	<b>55.1</b>
Left Side	143	8.7	3,000	12.5	1,000	6.0	<b>4,000</b>	<b>10.6</b>
Right Side	125	7.6	4,000	14.4	2,000	17.6	<b>6,000</b>	<b>15.0</b>
Rear	90	5.5	3,000	10.0	3,000	25.4	<b>5,000</b>	<b>13.9</b>
Noncollision	21	1.3	2,000	7.4	*	*	<b>2,000</b>	<b>5.2</b>
Other/Unknown	85	5.2	*	*	*	*	*	<b>0.2</b>
<b>Total</b>	<b>1,638</b>	<b>100.0</b>	<b>27,000</b>	<b>100.0</b>	<b>11,000</b>	<b>100.0</b>	<b>39,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	1,872	63.7	23,000	42.8	7,000	51.9	<b>32,000</b>	<b>45.5</b>
Left Side	229	7.8	4,000	7.9	1,000	4.6	<b>5,000</b>	<b>7.3</b>
Right Side	203	6.9	5,000	9.6	2,000	13.3	<b>7,000</b>	<b>10.2</b>
Rear	100	3.4	3,000	5.3	3,000	19.2	<b>6,000</b>	<b>7.9</b>
Noncollision	301	10.2	18,000	33.9	1,000	9.1	<b>20,000</b>	<b>28.0</b>
Other/Unknown	235	8.0	*	0.5	*	1.9	<b>1,000</b>	<b>1.1</b>
<b>Total</b>	<b>2,940</b>	<b>100.0</b>	<b>53,000</b>	<b>100.0</b>	<b>14,000</b>	<b>100.0</b>	<b>70,000</b>	<b>100.0</b>

\*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
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	137	42.5	4,000	30.6	10,000	23.7	<b>14,000</b>	<b>25.4</b>
Left Side	17	5.3	2,000	15.2	12,000	27.1	<b>14,000</b>	<b>24.2</b>
Right Side	13	4.0	2,000	11.7	6,000	13.6	<b>7,000</b>	<b>13.1</b>
Rear	52	16.1	4,000	29.6	8,000	18.1	<b>12,000</b>	<b>20.8</b>
Other/Unknown	2	0.6	*	*	*	*	*	*
<i>Subtotal</i>	<i>221</i>	<i>68.6</i>	<i>11,000</i>	<i>87.2</i>	<i>35,000</i>	<i>82.4</i>	<i><b>47,000</b></i>	<i><b>83.5</b></i>
<b>Collision with Fixed Object</b>								
	3	0.9	*	2.6	1,000	2.5	<b>1,000</b>	<b>2.5</b>
<b>Collision with Object Not Fixed:</b>								
Nonmotorist	91	28.3	1,000	4.9	1,000	1.2	<b>1,000</b>	<b>2.3</b>
Other	1	0.3	1,000	4.1	6,000	13.8	<b>6,000</b>	<b>11.5</b>
<i>Subtotal</i>	<i>92</i>	<i>28.6</i>	<i>1,000</i>	<i>9.0</i>	<i>6,000</i>	<i>15.1</i>	<i><b>8,000</b></i>	<i><b>13.7</b></i>
<b>Noncollision</b>	6	1.9	*	1.2	*	*	*	<b>0.3</b>
<b>Total</b>	<b>322</b>	<b>100.0</b>	<b>13,000</b>	<b>100.0</b>	<b>43,000</b>	<b>100.0</b>	<b>56,000</b>	<b>100.0</b>

\*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
<b>Single-Vehicle Crashes</b>								
Front	50	50.0	*	19.0	1,000	16.7	<b>2,000</b>	<b>17.4</b>
Left Side	7	7.0	*	4.8	*	*	*	<b>0.8</b>
Right Side	17	17.0	*	28.3	5,000	70.8	<b>6,000</b>	<b>63.5</b>
Rear	3	3.0	*	18.1	1,000	12.5	<b>1,000</b>	<b>13.3</b>
Noncollision	6	6.0	*	11.1	*	*	*	<b>1.8</b>
Other/Unknown	17	17.0	*	18.8	*	*	*	<b>3.2</b>
<b>Total</b>	<b>100</b>	<b>100.0</b>	<b>1,000</b>	<b>100.0</b>	<b>7,000</b>	<b>100.0</b>	<b>9,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	138	62.2	4,000	34.3	10,000	28.7	<b>14,000</b>	<b>30.3</b>
Left Side	17	7.7	2,000	17.1	12,000	32.9	<b>14,000</b>	<b>28.8</b>
Right Side	13	5.9	2,000	13.2	6,000	16.5	<b>7,000</b>	<b>15.6</b>
Rear	52	23.4	4,000	33.2	8,000	21.9	<b>12,000</b>	<b>24.8</b>
Noncollision	0	0.0	*	*	*	*	*	*
Other/Unknown	2	0.9	*	2.2	*	*	*	<b>0.5</b>
<b>Total</b>	<b>222</b>	<b>100.0</b>	<b>12,000</b>	<b>100.0</b>	<b>35,000</b>	<b>100.0</b>	<b>47,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	188	58.4	4,000	32.7	11,000	26.6	<b>16,000</b>	<b>28.2</b>
Left Side	24	7.5	2,000	15.8	12,000	27.1	<b>14,000</b>	<b>24.3</b>
Right Side	30	9.3	2,000	14.8	11,000	26.0	<b>13,000</b>	<b>23.3</b>
Rear	55	17.1	4,000	31.6	9,000	20.3	<b>13,000</b>	<b>22.9</b>
Noncollision	6	1.9	*	1.2	*	*	*	<b>0.3</b>
Other/Unknown	19	5.9	1,000	4.0	*	*	<b>1,000</b>	<b>1.0</b>
<b>Total</b>	<b>322</b>	<b>100.0</b>	<b>13,000</b>	<b>100.0</b>	<b>43,000</b>	<b>100.0</b>	<b>56,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.



## Chapter 4 ♦ People



# 4. PEOPLE

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This chapter presents statistics about the Drivers , Passengers , Pedestrians , and Pedalcyclists involved in police-reported motor vehicle crashes in 2000. 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 41,821 people lost their lives in motor vehicle crashes in 2000. Another 3.2 million people were injured.
- The majority of persons killed or injured in traffic crashes were drivers (65 percent), followed by passengers (31 percent), pedestrians (3 percent), and pedalcyclists (2 percent).
- Persons 16 to 20 years old had the highest fatality and injury rates per 100,000 population. Children 5 to 9 years old had the lowest fatality rates, and children under 5 years old had the lowest injury rates.
- For every age group, the fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was lower for females than for males for people under 5 years old, 21 to 24 years old, and over 74 years old.
- Forty percent of the persons who were killed in traffic crashes in 2000 died in alcohol-related crashes. Ten percent of the injured persons received their injuries in alcohol-related crashes.

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

Person Type	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
<b>Vehicle Occupants</b>						
Driver	25,492	253,000	556,000	1,254,000	2,063,000	<b>2,088,000</b>
Passenger	10,669	114,000	249,000	628,000	992,000	<b>1,002,000</b>
Unknown Occupant	88	*	*	*	*	*
<i>Subtotal</i>	<i>36,249</i>	<i>368,000</i>	<i>805,000</i>	<i>1,882,000</i>	<i>3,055,000</i>	<b><i>3,091,000</i></b>
<b>Nonmotorists</b>						
Pedestrian	4,739	18,000	27,000	33,000	78,000	<b>82,000</b>
Pedalcyclist	690	8,000	25,000	18,000	51,000	<b>52,000</b>
Other/Unknown	143	1,000	2,000	3,000	5,000	<b>5,000</b>
<i>Subtotal</i>	<i>5,572</i>	<i>26,000</i>	<i>54,000</i>	<i>54,000</i>	<i>134,000</i>	<b><i>140,000</i></b>
<b>Total</b>	<b>41,821</b>	<b>394,000</b>	<b>859,000</b>	<b>1,936,000</b>	<b>3,189,000</b>	<b>3,231,000</b>

\*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	706	9,000	21,000	41,000	71,000	<b>71,000</b>
5-9	721	13,000	31,000	60,000	103,000	<b>104,000</b>
10-15	1,384	22,000	47,000	89,000	158,000	<b>159,000</b>
16-20	5,922	64,000	170,000	326,000	560,000	<b>566,000</b>
21-24	4,023	39,000	90,000	196,000	325,000	<b>329,000</b>
25-34	6,820	70,000	156,000	371,000	597,000	<b>604,000</b>
35-44	6,747	65,000	131,000	346,000	542,000	<b>549,000</b>
45-54	5,189	46,000	86,000	240,000	372,000	<b>377,000</b>
55-64	3,292	28,000	51,000	131,000	210,000	<b>213,000</b>
65-74	2,782	18,000	39,000	79,000	137,000	<b>139,000</b>
>74	3,861	20,000	37,000	57,000	114,000	<b>118,000</b>
<b>Total</b>	<b>*41,821</b>	<b>394,000</b>	<b>859,000</b>	<b>1,936,000</b>	<b>3,189,000</b>	<b>3,231,000</b>

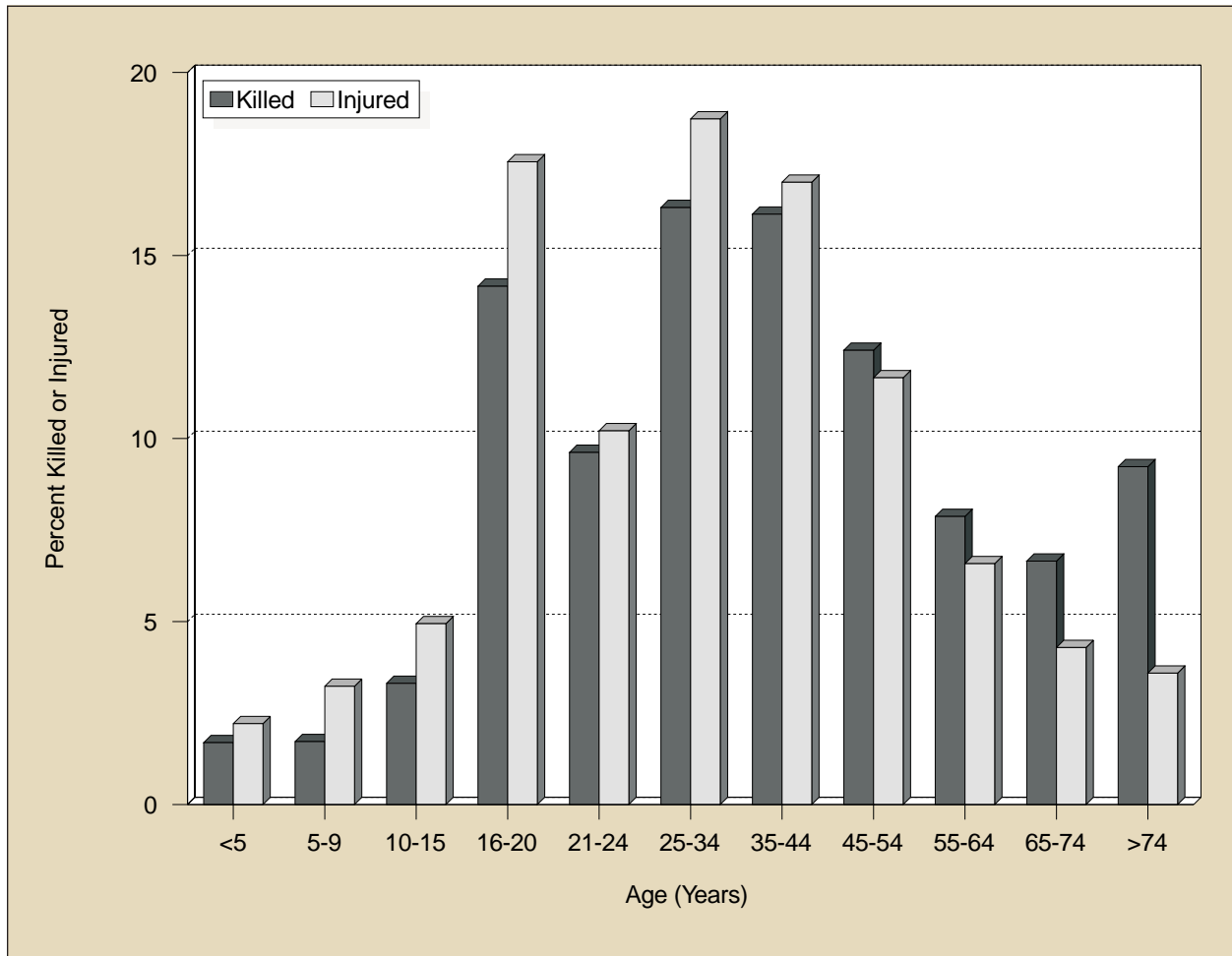
\*Includes 374 fatalities of unknown age.

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

Sex	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Male	28,280	210,000	462,000	859,000	1,531,000	<b>1,560,000</b>
Female	13,285	184,000	397,000	1,077,000	1,657,000	<b>1,671,000</b>
<b>Total</b>	<b>*41,821</b>	<b>394,000</b>	<b>859,000</b>	<b>1,936,000</b>	<b>3,189,000</b>	<b>3,231,000</b>

\*Includes 256 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	379	9,712	3.90	327	9,274	3.53	706	18,986	3.72
5-9	395	10,198	3.87	326	9,722	3.35	721	19,920	3.62
10-15	823	12,299	6.69	561	11,710	4.79	1,384	24,009	5.76
16-20	4,116	10,185	40.41	1,805	9,720	18.57	5,922	19,905	29.75
21-24	3,030	7,200	42.08	993	7,019	14.15	4,023	14,220	28.29
25-34	5,081	18,535	27.41	1,738	18,699	9.29	6,820	37,233	18.32
35-44	4,805	22,181	21.66	1,942	22,478	8.64	6,747	44,659	15.11
45-54	3,639	18,092	20.11	1,550	18,938	8.18	5,189	37,030	14.01
55-64	2,168	11,433	18.96	1,124	12,529	8.97	3,292	23,961	13.74
65-74	1,617	8,180	19.77	1,165	9,956	11.70	2,782	18,136	15.34
>74	2,140	6,166	34.71	1,721	10,408	16.53	3,861	16,574	23.30
Unknown	87	*	*	33	*	*	374	*	*
<b>Total</b>	<b>28,280</b>	<b>134,181</b>	<b>21.08</b>	<b>13,285</b>	<b>140,453</b>	<b>9.46</b>	<b>**41,821</b>	<b>274,634</b>	<b>15.23</b>

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	37,000	9,712	385	33,000	9,274	359	71,000	18,986	372
5-9	51,000	10,198	504	52,000	9,722	531	103,000	19,920	517
10-15	77,000	12,299	625	81,000	11,710	689	158,000	24,009	656
16-20	268,000	10,185	2,626	293,000	9,720	3,010	560,000	19,905	2,814
21-24	172,000	7,200	2,391	153,000	7,019	2,184	325,000	14,220	2,289
25-34	291,000	18,535	1,570	306,000	18,699	1,639	597,000	37,233	1,604
35-44	261,000	22,181	1,175	282,000	22,478	1,253	542,000	44,659	1,214
45-54	170,000	18,092	941	202,000	18,938	1,064	372,000	37,030	1,004
55-64	93,000	11,433	811	117,000	12,529	934	210,000	23,961	875
65-74	62,000	8,180	753	75,000	9,956	755	137,000	18,136	754
>74	50,000	6,166	813	64,000	10,408	617	114,000	16,574	690
<b>Total</b>	<b>1,531,000</b>	<b>134,181</b>	<b>1,141</b>	<b>1,657,000</b>	<b>140,453</b>	<b>1,180</b>	<b>3,189,000</b>	<b>274,634</b>	<b>1,161</b>

\*Not applicable.

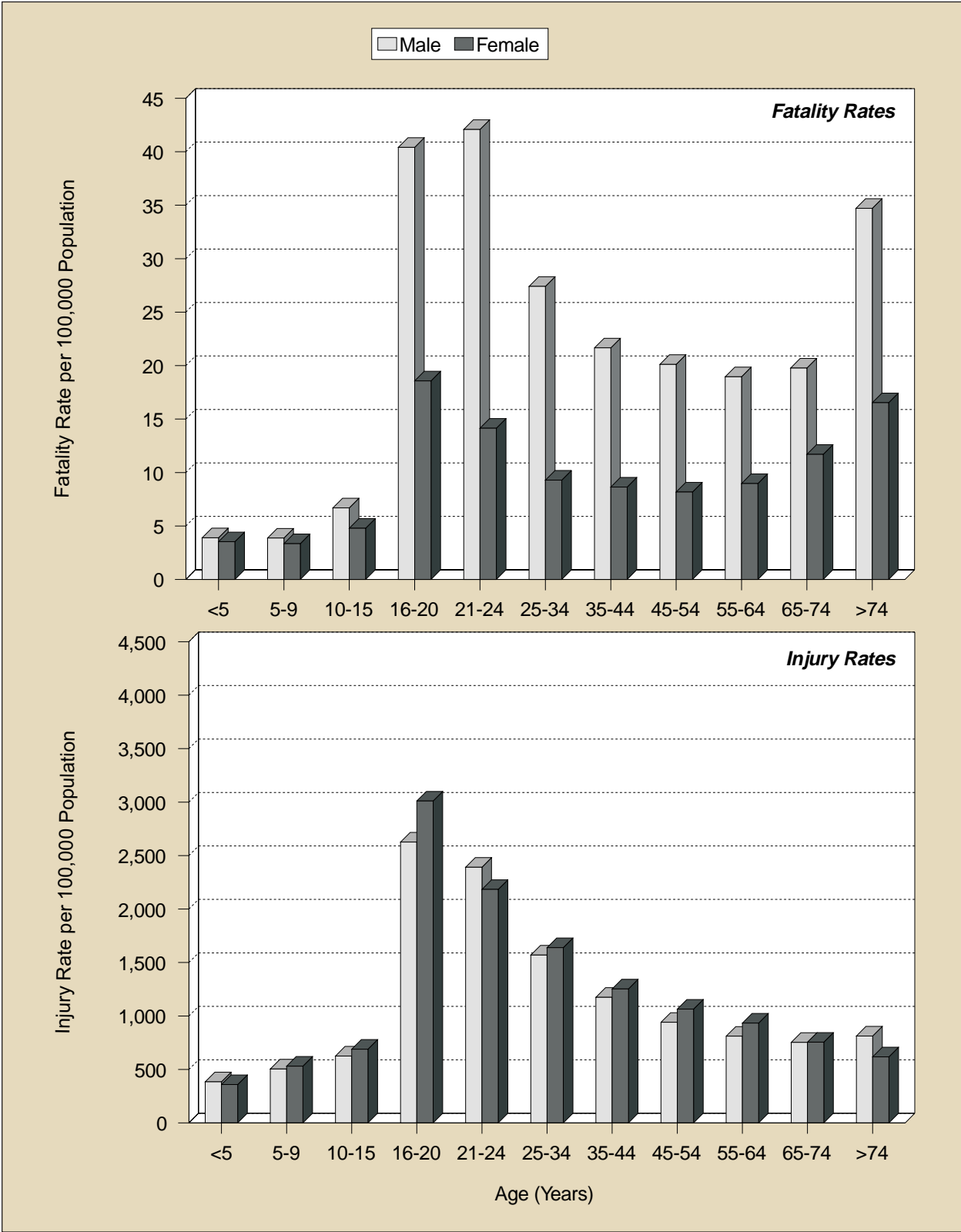
\*\*Includes 256 fatalities of unknown sex.

Source: Population—Bureau of the Census.

Notes: Totals may not equal sum of components due to independent rounding. The population data shown here are projections based on the 1990 Census, in order to remain consistent with the population data used for other tables in this report.



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	
<b>Persons Killed</b>					
Normal	18,669	5,763	10,588	1,404	<b>36,476</b>
Rain	1,495	543	809	141	<b>2,993</b>
Snow/Sleet	488	95	354	63	<b>1,000</b>
Other	292	109	396	72	<b>872</b>
Unknown	63	13	60	5	<b>480</b>
<b>Total</b>	<b>21,007</b>	<b>6,523</b>	<b>12,207</b>	<b>1,685</b>	<b>*41,821</b>
<b>Persons Injured</b>					
Normal	1,967,000	420,000	266,000	92,000	<b>2,745,000</b>
Rain	206,000	66,000	35,000	13,000	<b>319,000</b>
Snow/Sleet	49,000	18,000	18,000	8,000	<b>94,000</b>
Other	15,000	6,000	8,000	3,000	<b>31,000</b>
<b>Total</b>	<b>2,236,000</b>	<b>511,000</b>	<b>326,000</b>	<b>116,000</b>	<b>3,189,000</b>

\*Includes 399 fatalities in crashes that occurred under unknown light conditions.

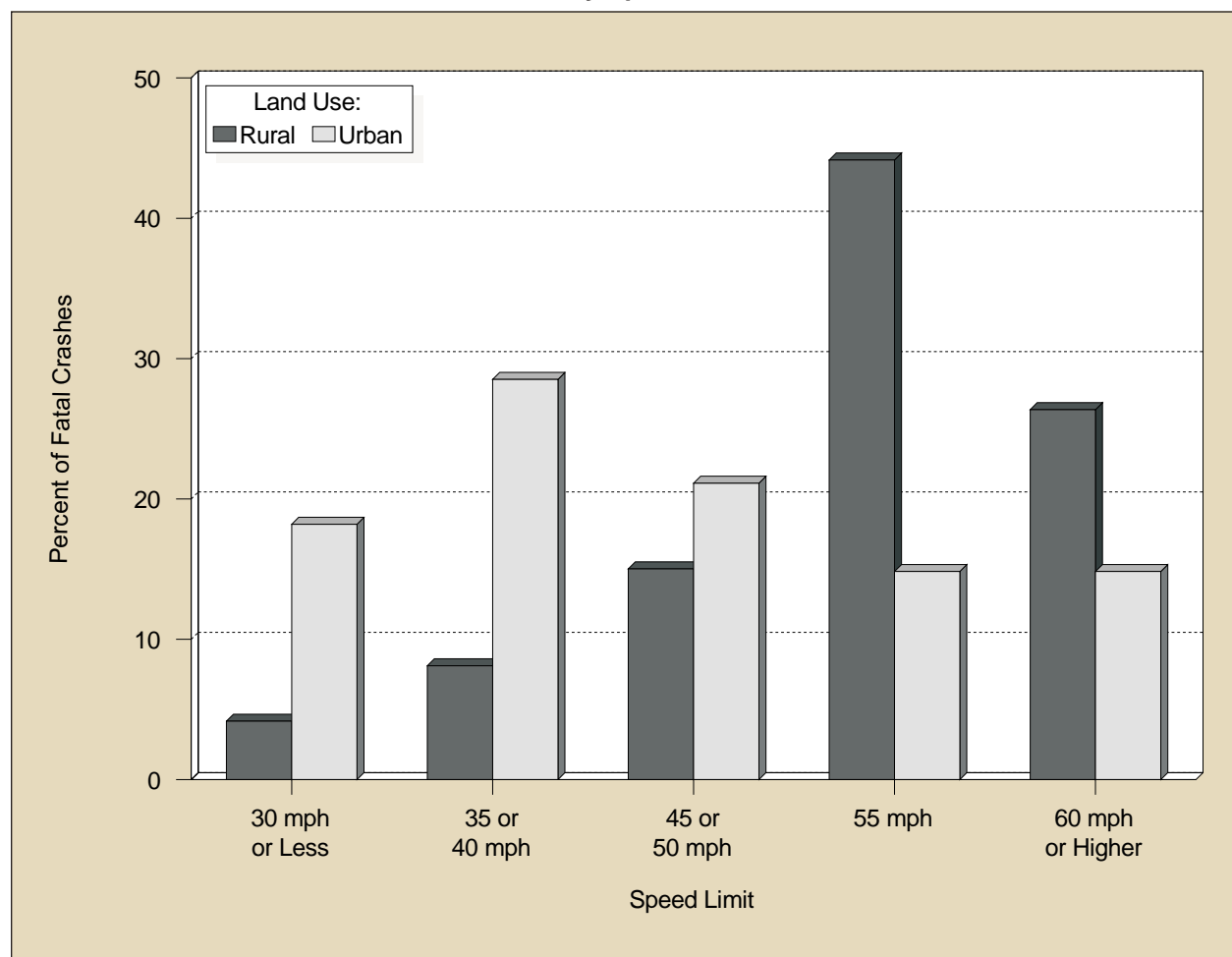
**Table 58**  
**Persons Killed or Injured in Crashes by Speed Limit and Crash Type**

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
<b>Persons Killed</b>						
30 mph or less	2,917	12.9	1,149	6.0	<b>4,066</b>	<b>9.7</b>
35 or 40 mph	3,880	17.2	2,851	14.8	<b>6,731</b>	<b>16.1</b>
45 or 50 mph	3,497	15.5	3,729	19.3	<b>7,226</b>	<b>17.3</b>
55 mph	6,740	29.9	6,936	36.0	<b>13,676</b>	<b>32.7</b>
60 mph or higher	4,711	20.9	4,193	21.7	<b>8,904</b>	<b>21.3</b>
No Statutory Limit	128	0.6	42	0.2	<b>170</b>	<b>0.4</b>
Unknown	666	3.0	382	2.0	<b>1,048</b>	<b>2.5</b>
<b>Total</b>	<b>22,539</b>	<b>100.0</b>	<b>19,282</b>	<b>100.0</b>	<b>41,821</b>	<b>100.0</b>
<b>Persons Injured</b>						
30 mph or less	191,000	25.1	460,000	19.0	<b>651,000</b>	<b>20.4</b>
35 or 40 mph	168,000	22.1	970,000	40.0	<b>1,138,000</b>	<b>35.7</b>
45 or 50 mph	117,000	15.4	534,000	22.0	<b>651,000</b>	<b>20.4</b>
55 mph	170,000	22.4	293,000	12.1	<b>463,000</b>	<b>14.5</b>
60 mph or higher	111,000	14.6	166,000	6.8	<b>276,000</b>	<b>8.7</b>
No Statutory Limit	4,000	0.5	5,000	0.2	<b>9,000</b>	<b>0.3</b>
<b>Total</b>	<b>762,000</b>	<b>100.0</b>	<b>2,427,000</b>	<b>100.0</b>	<b>3,189,000</b>	<b>100.0</b>

**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	1,021	25.1	2,902	71.4	143	3.5	<b>4,066</b>	<b>100.0</b>
35 or 40 mph	1,990	29.6	4,548	67.6	193	2.9	<b>6,731</b>	<b>100.0</b>
45 or 50 mph	3,683	51.0	3,368	46.6	175	2.4	<b>7,226</b>	<b>100.0</b>
55 mph	10,829	79.2	2,365	17.3	482	3.5	<b>13,676</b>	<b>100.0</b>
60 mph or higher	6,465	72.6	2,365	26.6	74	0.8	<b>8,904</b>	<b>100.0</b>
No Statutory Limit	153	90.0	16	9.4	1	0.6	<b>170</b>	<b>100.0</b>
Unknown	383	36.5	383	36.5	282	26.9	<b>1,048</b>	<b>100.0</b>
<b>Total</b>	<b>24,524</b>	<b>58.6</b>	<b>15,947</b>	<b>38.1</b>	<b>1,350</b>	<b>3.2</b>	<b>41,821</b>	<b>100.0</b>

**Figure 20**  
**Percent of Fatalities by Speed Limit and Land Use**



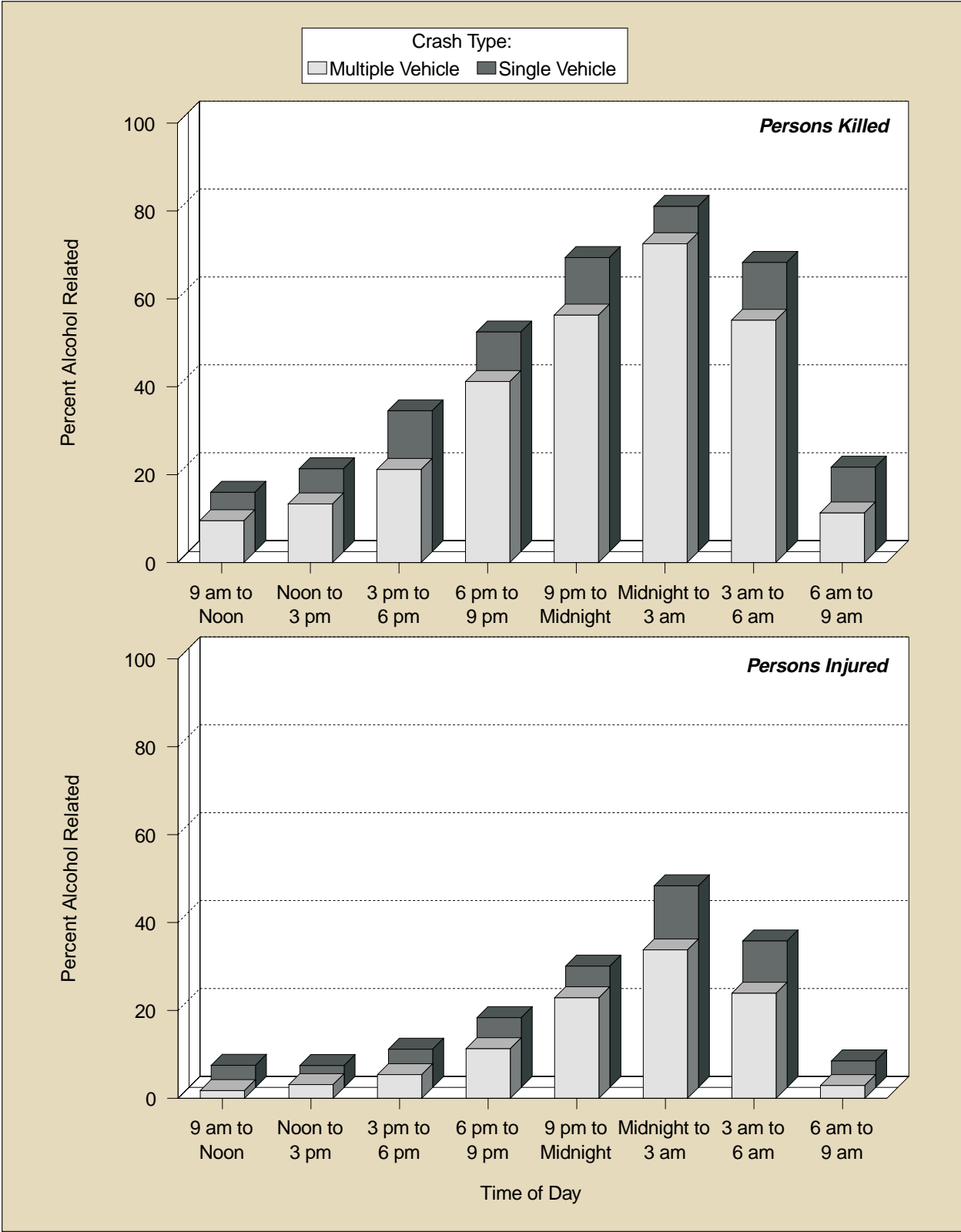
**Table 60**  
**Persons Killed or Injured in Crashes and Percent Alcohol Related by Time of Day and Crash Type**

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related
<b>Persons Killed*</b>									
Midnight to 3 am	3,801	2,986	79	1,387	1,006	73	5,188	3,992	77
3 am to 6 am	2,408	1,585	66	998	550	55	3,406	2,135	63
6 am to 9 am	1,924	370	19	2,115	239	11	4,039	609	15
9 am to Noon	1,667	225	13	2,449	233	10	4,116	458	11
Noon to 3 pm	2,278	429	19	3,280	438	13	5,558	868	16
3 pm to 6 pm	2,930	939	32	4,101	869	21	7,031	1,808	26
6 pm to 9 pm	3,522	1,760	50	2,867	1,181	41	6,389	2,941	46
9 pm to Midnight	3,651	2,442	67	2,076	1,169	56	5,727	3,611	63
Unknown	358	230	64	9	2	21	367	232	63
<b>Total</b>	<b>22,539</b>	<b>10,966</b>	<b>49</b>	<b>19,282</b>	<b>5,687</b>	<b>29</b>	<b>41,821</b>	<b>16,653</b>	<b>40</b>
<b>Persons Injured**</b>									
Midnight to 3 am	81,000	37,000	46	79,000	27,000	34	161,000	64,000	40
3 am to 6 am	55,000	18,000	33	33,000	8,000	24	88,000	26,000	30
6 am to 9 am	83,000	5,000	6	274,000	8,000	3	358,000	13,000	4
9 am to Noon	81,000	4,000	5	323,000	6,000	2	404,000	10,000	2
Noon to 3 pm	102,000	5,000	5	517,000	16,000	3	619,000	21,000	3
3 pm to 6 pm	139,000	12,000	9	670,000	36,000	5	809,000	48,000	6
6 pm to 9 pm	118,000	19,000	16	351,000	40,000	11	469,000	58,000	12
9 pm to Midnight	103,000	28,000	28	179,000	41,000	23	282,000	69,000	25
<b>Total</b>	<b>762,000</b>	<b>129,000</b>	<b>17</b>	<b>2,427,000</b>	<b>181,000</b>	<b>7</b>	<b>3,189,000</b>	<b>310,000</b>	<b>10</b>

\*Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater.

\*\*Police-reported alcohol involvement.

**Figure 21**  
**Percent of Persons Killed or Injured in Alcohol-Related Crashes by Time of Day**



**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 Nonmotorist	
Principal Arterial						
Interstate	157	80	38	0	5	280
Freeway/Expressway	30	11	13	0	0	54
Other	181	70	49	4	3	307
Minor Arterial	104	35	21	4	0	164
Collector	89	33	17	2	0	141
Local Road or Street	57	23	13	1	1	95
Unknown	34	12	6	0	0	52
<b>Total</b>	<b>652</b>	<b>264</b>	<b>157</b>	<b>11</b>	<b>9</b>	<b>1,093</b>

**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*
<b>Ambulance</b>						
Ambulance Driver	0	0	1	0	1	0
Ambulance Passenger	2	0	3	1	5	1
Occupant of Other Vehicle	0	0	23	16	23	16
Pedestrian	2	1	2	1	4	2
Pedalcyclist	0	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>1</b>	<b>29</b>	<b>18</b>	<b>33</b>	<b>19</b>
<b>Fire Truck</b>						
Fire Truck Driver	4	2	0	0	4	2
Fire Truck Passenger	0	0	2	2	2	2
Occupant of Other Vehicle	0	0	12	11	12	11
Pedestrian	3	1	0	0	3	1
Pedalcyclist	0	0	0	0	0	0
<b>Total</b>	<b>7</b>	<b>3</b>	<b>14</b>	<b>13</b>	<b>21</b>	<b>16</b>
<b>Police Vehicle</b>						
Police Vehicle Driver	10	3	18	5	28	8
Police Vehicle Passenger	0	0	5	1	5	1
Occupant of Other Vehicle	0	0	81	39	81	39
Pedestrian	19	7	5	1	24	8
Pedalcyclist	4	0	0	0	4	0
<b>Total</b>	<b>33</b>	<b>10</b>	<b>109</b>	<b>46</b>	<b>142</b>	<b>56</b>

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

Figure 22  
Fatality and Injury Rates per 1,000 Crashes by First Harmful Event and Manner of Collision

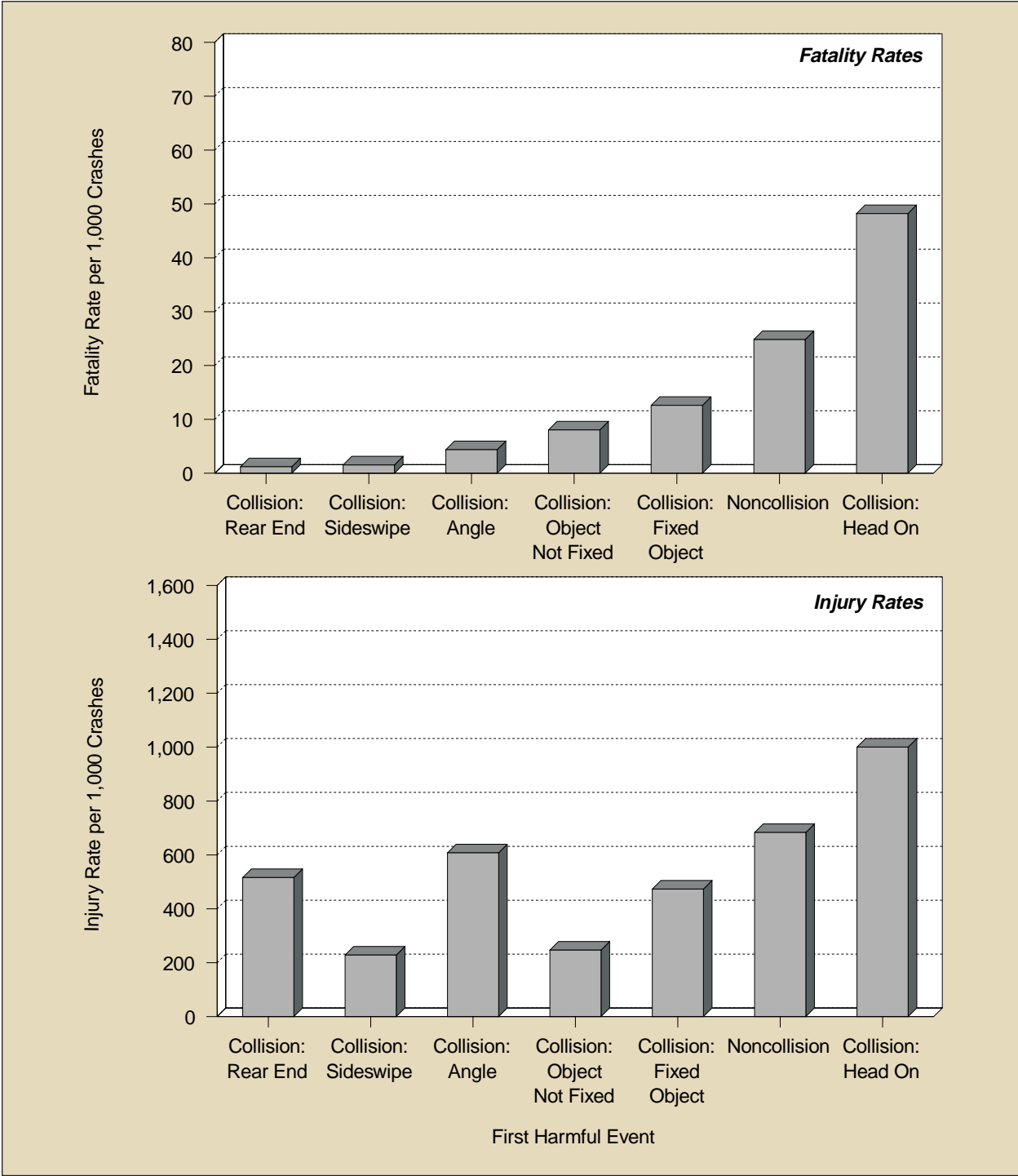
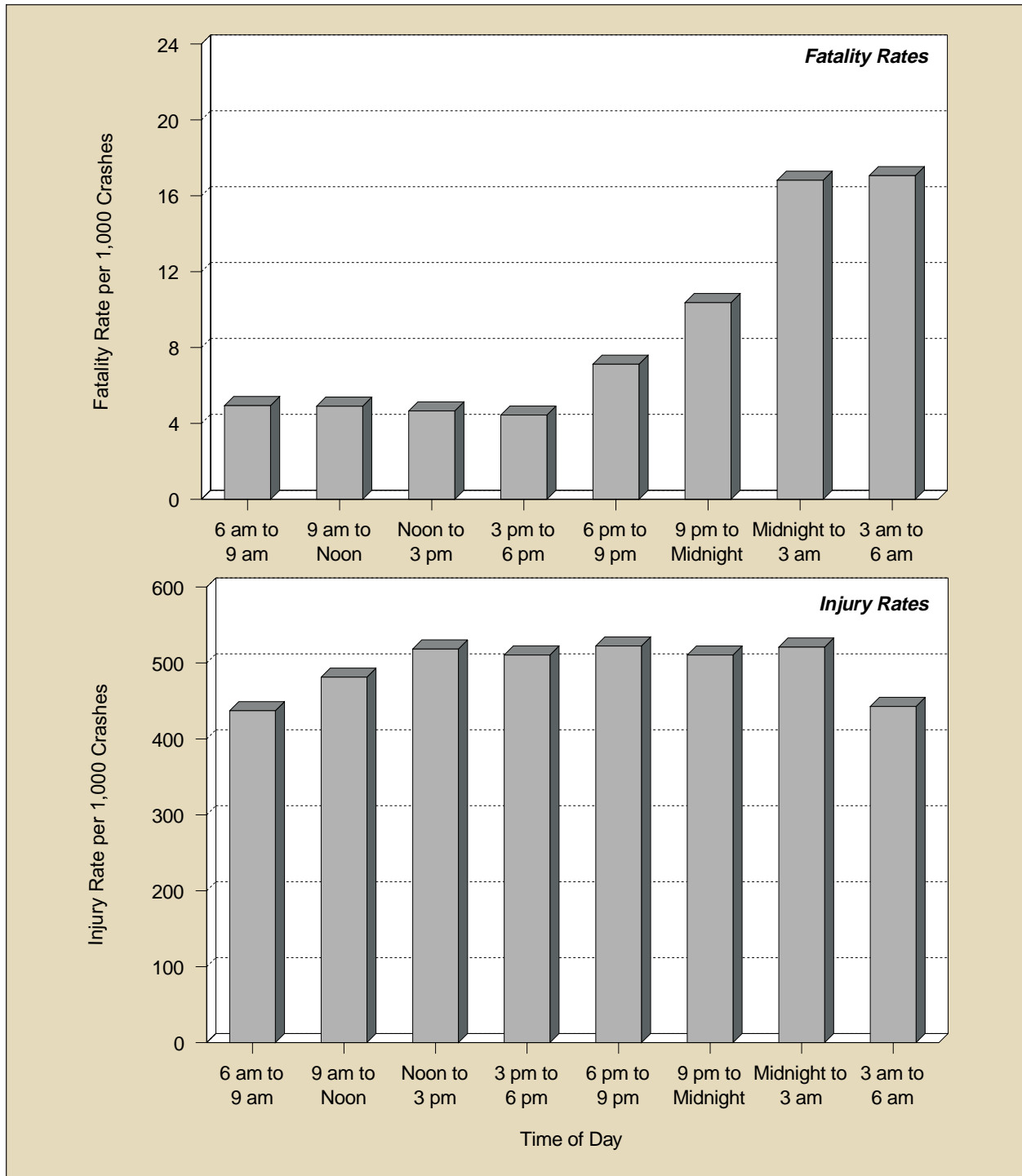
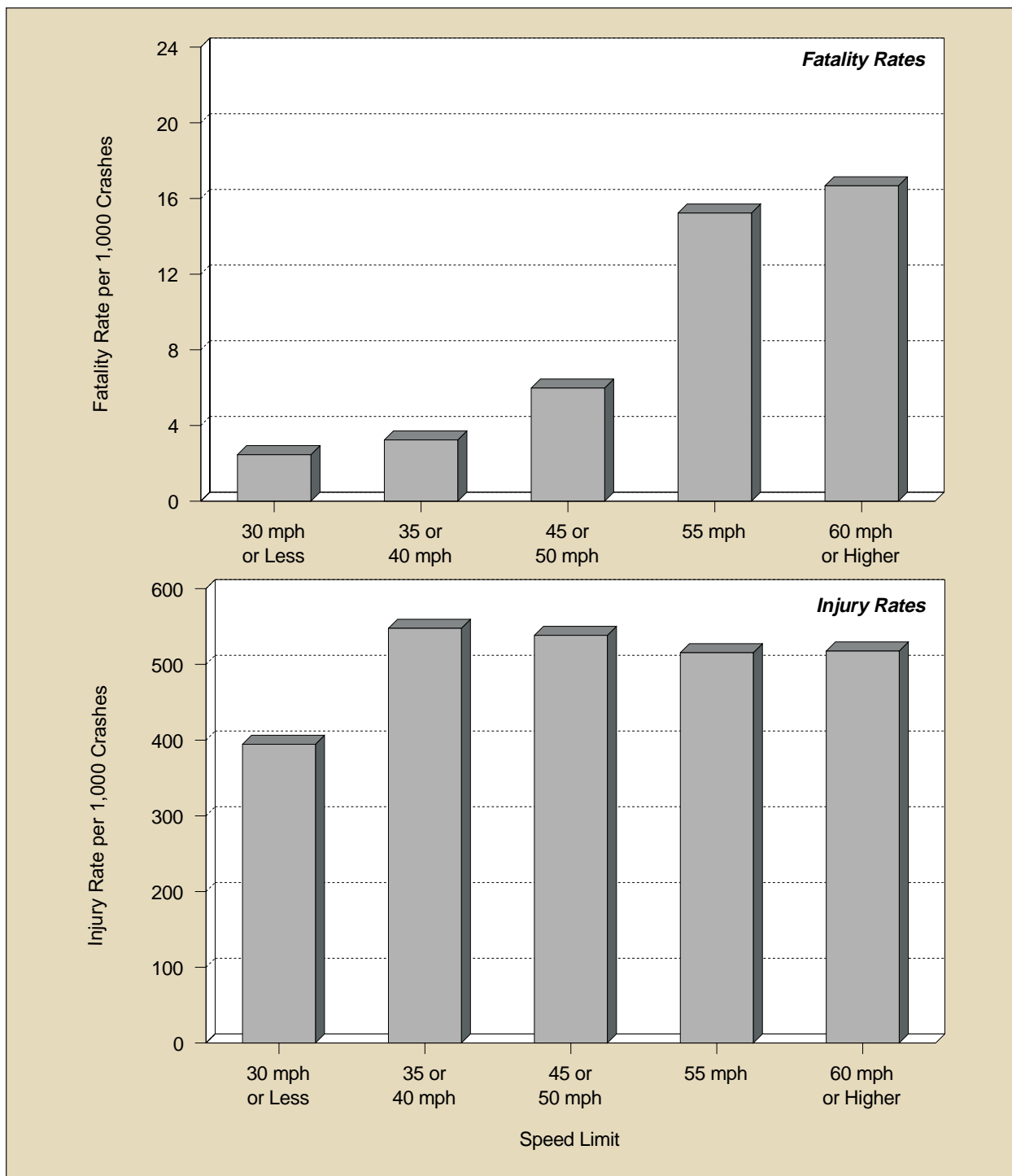


Figure 23  
 Fatality and Injury Rates per 1,000 Crashes by Time of Day





**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
<b>Drivers in Fatal Crashes</b>						
<16	220	*	97	*	317	*
16-20	5,684	85.78	2,272	36.46	7,956	61.88
21-24	4,516	68.97	1,379	21.97	5,895	45.96
25-34	8,775	46.79	2,855	15.87	11,630	31.65
35-44	8,214	38.75	2,824	13.48	11,039	26.19
45-54	6,102	33.85	2,037	11.32	8,139	22.59
55-64	3,527	31.04	1,191	10.53	4,718	20.81
65-69	1,078	25.77	457	10.87	1,535	18.30
>69	3,161	34.82	1,530	15.52	4,691	24.77
Unknown	130	*	12	*	1,170	*
<b>Total</b>	<b>41,407</b>	<b>43.22</b>	<b>14,654</b>	<b>15.45</b>	<b>**57,090</b>	<b>29.95</b>
<b>Drivers in Injury Crashes</b>						
<16	8,000	*	4,000	*	12,000	*
16-20	356,000	5,376	270,000	4,330	626,000	4,869
21-24	246,000	3,750	165,000	2,630	411,000	3,202
25-34	491,000	2,616	345,000	1,920	836,000	2,275
35-44	455,000	2,149	331,000	1,580	787,000	1,866
45-54	303,000	1,681	225,000	1,253	528,000	1,467
55-64	161,000	1,418	111,000	982	272,000	1,201
65-69	54,000	1,296	33,000	789	87,000	1,042
>69	126,000	1,390	92,000	931	218,000	1,151
<b>Total</b>	<b>2,200,000</b>	<b>2,297</b>	<b>1,577,000</b>	<b>1,663</b>	<b>3,777,000</b>	<b>1,981</b>
<b>Drivers in Property-Damage-Only Crashes</b>						
<16	15,000	*	11,000	*	25,000	*
16-20	747,000	11,269	478,000	7,677	1,225,000	9,528
21-24	462,000	7,052	328,000	5,233	790,000	6,162
25-34	1,035,000	5,517	657,000	3,655	1,692,000	4,606
35-44	1,011,000	4,767	604,000	2,881	1,614,000	3,830
45-54	637,000	3,532	425,000	2,361	1,062,000	2,947
55-64	357,000	3,140	200,000	1,766	557,000	2,454
65-69	99,000	2,376	66,000	1,560	165,000	1,967
>69	212,000	2,337	146,000	1,476	358,000	1,889
<b>Total</b>	<b>4,573,000</b>	<b>4,774</b>	<b>2,914,000</b>	<b>3,073</b>	<b>7,488,000</b>	<b>3,928</b>
<b>Drivers in All Crashes</b>						
<16	23,000	*	15,000	*	38,000	*
16-20	1,109,000	16,731	750,000	12,044	1,859,000	14,460
21-24	712,000	10,871	495,000	7,885	1,207,000	9,409
25-34	1,534,000	8,179	1,005,000	5,591	2,540,000	6,912
35-44	1,474,000	6,955	938,000	4,475	2,412,000	5,722
45-54	946,000	5,247	652,000	3,625	1,598,000	4,437
55-64	521,000	4,589	312,000	2,759	834,000	3,676
65-69	155,000	3,697	99,000	2,360	254,000	3,027
>69	342,000	3,762	239,000	2,422	580,000	3,065
Unknown	***	*	***	*	1,000	*
<b>Total</b>	<b>6,815,000</b>	<b>7,114</b>	<b>4,506,000</b>	<b>4,752</b>	<b>11,322,000</b>	<b>5,939</b>

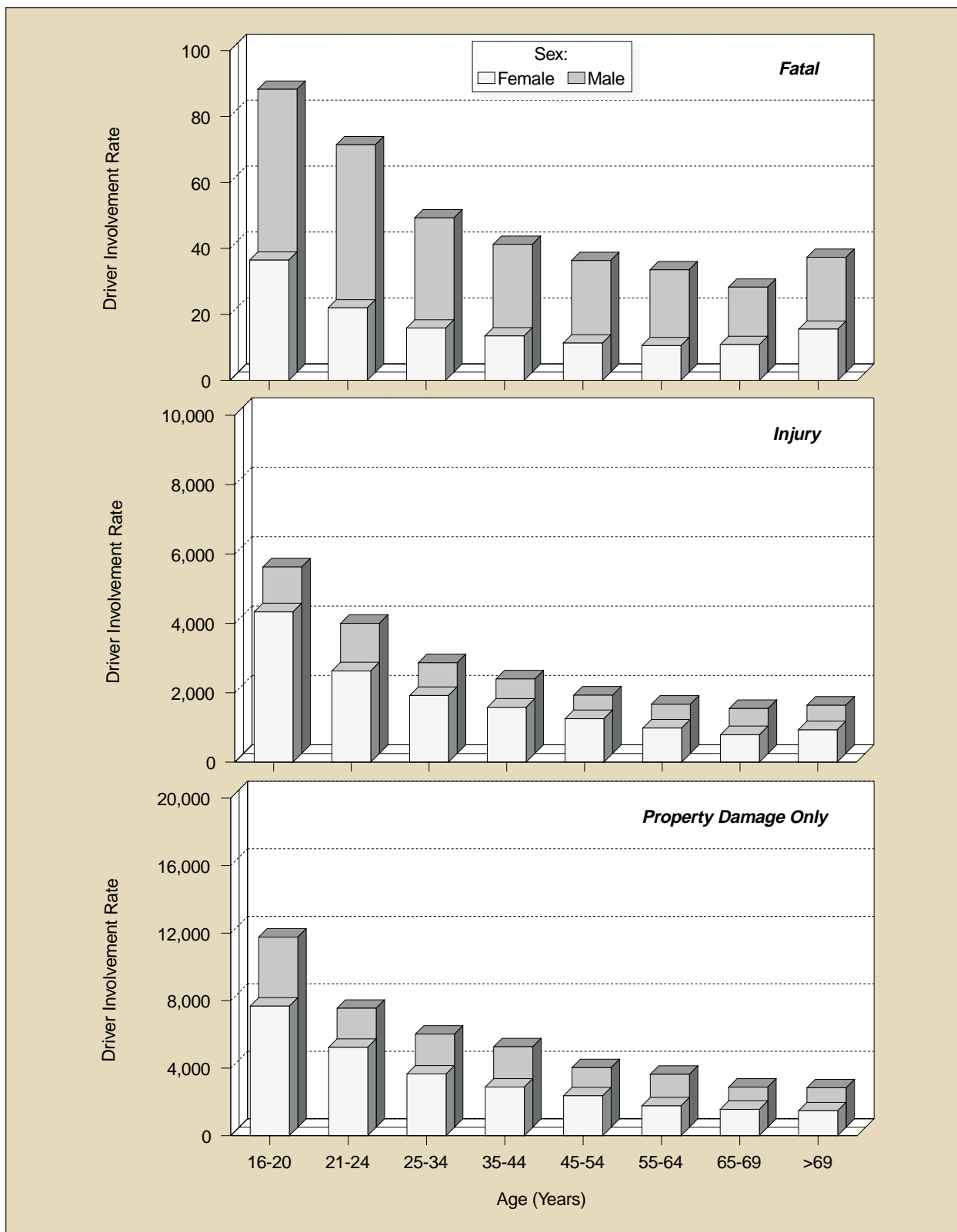
\*Not applicable.

\*\*Includes 1,029 drivers of unknown sex.

\*\*\*Less than 500.

Source: Licensed Drivers—Federal Highway Administration.

**Figure 25**  
**Driver Involvement Rates per 100,000 Licensed Drivers by Crash Severity, Age, and Sex**



**Table 64**  
**Drivers Involved in Fatal Crashes by Previous Driving Record and License Status**

Previous Convictions	Valid License (48,936)		Invalid License (6,220)		Total (55,156)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	7,121	14.6	858	13.8	<b>7,979</b>	<b>14.5</b>
Previous Recorded Suspensions or Revocations	4,087	8.4	3,046	49.0	<b>7,133</b>	<b>12.9</b>
Previous DWI Convictions	965	2.0	909	14.6	<b>1,874</b>	<b>3.4</b>
Previous Speeding Convictions	10,636	21.7	1,132	18.2	<b>11,768</b>	<b>21.3</b>
Previous Other Harmful Moving Convictions	8,167	16.7	1,435	23.1	<b>9,602</b>	<b>17.4</b>
Drivers with No Previous Convictions	28,683	58.6	2,690	43.2	<b>31,373</b>	<b>56.9</b>

Notes: Table does not include 1,934 drivers with unknown license status. FARS records prior driving records (convictions only, not violations) for events occurring within 3 years of the date of the crash. The same driver can have one or more of these convictions.

**Table 65**  
**Related Factors for Drivers Involved in Fatal Crashes**

Factors	Number	Percent
Failure to keep in proper lane or running off road . . . . .	17,771	31.1
Driving too fast for conditions or in excess of posted speed limit or racing . . . . .	11,012	19.3
Failure to yield right of way . . . . .	4,877	8.5
Inattentive (talking, eating, etc.) . . . . .	3,946	6.9
Operating vehicle in erratic, reckless, careless, or negligent manner . . . . .	3,265	5.7
Failure to obey traffic signs, signals, or officer . . . . .	2,896	5.1
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc. . . . .	2,100	3.7
Overcorrecting/oversteering . . . . .	1,958	3.4
Drowsy, asleep, fatigued, ill, or blackout . . . . .	1,773	3.1
Making improper turn . . . . .	1,359	2.4
Vision obscured (rain, snow, glare, lights, building, trees, etc.) . . . . .	1,199	2.1
Driving wrong way on one-way trafficway or on wrong side of road . . . . .	1,106	1.9
Other factors . . . . .	8,833	15.5
None reported . . . . .	20,960	36.7
Unknown . . . . .	1,019	1.8
<b>Total Drivers . . . . .</b>	<b>57,090</b>	<b>100.0</b>

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		
<b>Passenger Car</b>						
Drivers	13,895	161,000	359,000	872,000	1,392,000	<b>1,405,000</b>
Passengers	6,548	72,000	160,000	428,000	660,000	<b>667,000</b>
Unknown	49	*	*	*	*	*
<i>Subtotal</i>	<i>20,492</i>	<i>232,000</i>	<i>519,000</i>	<i>1,301,000</i>	<i>2,052,000</i>	<b><i>2,072,000</i></b>
<b>Light Truck</b>						
Drivers	7,773	70,000	162,000	354,000	586,000	<b>594,000</b>
Passengers	3,617	37,000	82,000	181,000	300,000	<b>304,000</b>
Unknown	28	*	*	*	*	*
<i>Subtotal</i>	<i>11,418</i>	<i>108,000</i>	<i>244,000</i>	<i>535,000</i>	<i>887,000</i>	<b><i>898,000</i></b>
<b>Large Truck</b>						
Drivers	647	4,000	9,000	12,000	25,000	<b>26,000</b>
Passengers	90	1,000	2,000	3,000	6,000	<b>6,000</b>
Unknown	4	*	*	*	*	*
<i>Subtotal</i>	<i>741</i>	<i>5,000</i>	<i>11,000</i>	<i>15,000</i>	<i>31,000</i>	<b><i>32,000</i></b>
<b>Motorcycle</b>						
Operators	2,622	17,000	24,000	11,000	51,000	<b>54,000</b>
Passengers	240	2,000	2,000	2,000	7,000	<b>7,000</b>
Unknown	0	*	*	*	*	*
<i>Subtotal</i>	<i>2,862</i>	<i>19,000</i>	<i>26,000</i>	<i>13,000</i>	<i>58,000</i>	<b><i>61,000</i></b>
<b>Bus</b>	<b>22</b>	<b>2,000</b>	<b>2,000</b>	<b>14,000</b>	<b>18,000</b>	<b>18,000</b>
<b>Other/Unknown</b>	<b>714</b>	<b>2,000</b>	<b>3,000</b>	<b>5,000</b>	<b>10,000</b>	<b>11,000</b>
<b>Total</b>	<b>36,249</b>	<b>368,000</b>	<b>805,000</b>	<b>1,882,000</b>	<b>3,055,000</b>	<b>3,091,000</b>

\*Less than 500.

**Table 67**  
**Vehicle Occupants Killed or Injured, by Sex and Vehicle Type**

Sex	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/Unknown	
<b>Occupants Killed</b>							
Male	12,299	8,346	690	2,589	12	407	<b>24,343</b>
Female	8,188	3,070	51	273	10	83	<b>11,675</b>
Unknown	5	2	0	0	0	224	<b>231</b>
<b>Total</b>	<b>20,492</b>	<b>11,418</b>	<b>741</b>	<b>2,862</b>	<b>22</b>	<b>714</b>	<b>36,249</b>
<b>Occupants Injured</b>							
Male	850,000	500,000	29,000	48,000	9,000	7,000	<b>1,444,000</b>
Female	1,202,000	387,000	2,000	9,000	8,000	3,000	<b>1,611,000</b>
<b>Total</b>	<b>2,052,000</b>	<b>887,000</b>	<b>31,000</b>	<b>58,000</b>	<b>18,000</b>	<b>10,000</b>	<b>3,055,000</b>

**Table 68**  
**Vehicle Occupants Killed or Injured, by Age and Vehicle Type**

Age (Years)	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/Unknown	
<b>Occupants Killed</b>							
<5	350	179	3	0	0	7	<b>539</b>
5-9	264	200	2	1	5	12	<b>484</b>
10-15	608	345	7	34	2	53	<b>1,049</b>
16-20	3,823	1,439	16	239	2	83	<b>5,602</b>
21-24	2,282	1,096	27	312	0	44	<b>3,761</b>
25-34	3,136	2,014	132	759	3	85	<b>6,129</b>
35-44	2,594	2,130	222	718	3	65	<b>5,732</b>
45-54	1,967	1,625	181	513	3	40	<b>4,329</b>
55-64	1,415	993	103	199	1	44	<b>2,755</b>
65-74	1,496	706	42	72	0	29	<b>2,345</b>
>74	2,513	666	5	11	3	28	<b>3,226</b>
Unknown	44	25	1	4	0	224	<b>298</b>
<b>Total</b>	<b>20,492</b>	<b>11,418</b>	<b>741</b>	<b>2,862</b>	<b>22</b>	<b>714</b>	<b>36,249</b>
<b>Occupants Injured</b>							
<5	45,000	22,000	*	*	*	*	<b>67,000</b>
5-9	52,000	29,000	*	*	1,000	*	<b>83,000</b>
10-15	84,000	43,000	1,000	1,000	5,000	2,000	<b>135,000</b>
16-20	400,000	134,000	1,000	6,000	4,000	2,000	<b>547,000</b>
21-24	227,000	75,000	3,000	8,000	1,000	1,000	<b>315,000</b>
25-34	382,000	170,000	8,000	15,000	1,000	1,000	<b>577,000</b>
35-44	312,000	186,000	9,000	13,000	2,000	1,000	<b>524,000</b>
45-54	226,000	115,000	6,000	10,000	2,000	1,000	<b>360,000</b>
55-64	135,000	59,000	2,000	4,000	1,000	2,000	<b>203,000</b>
65-74	94,000	36,000	1,000	1,000	*	*	<b>133,000</b>
>74	93,000	18,000	*	*	*	*	<b>111,000</b>
<b>Total</b>	<b>2,052,000</b>	<b>887,000</b>	<b>31,000</b>	<b>58,000</b>	<b>18,000</b>	<b>10,000</b>	<b>3,055,000</b>

\*Less than 500.

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

Age (Years)	Person Type											
	Drivers						Passengers					
	Sex				Total		Sex				Total	
	Male		Female				Male		Female			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>												
<5	0	0.0	0	0.0	<b>0</b>	<b>0.0</b>	273	50.6	266	49.4	<b>539</b>	<b>100.0</b>
5-9	6	75.0	2	25.0	<b>8</b>	<b>100.0</b>	237	49.8	239	50.2	<b>476</b>	<b>100.0</b>
10-15	111	69.8	48	30.2	<b>159</b>	<b>100.0</b>	484	54.4	406	45.6	<b>890</b>	<b>100.0</b>
16-20	2,557	73.0	945	27.0	<b>3,502</b>	<b>100.0</b>	1,322	63.0	777	37.0	<b>2,100</b>	<b>100.0</b>
21-24	2,038	78.4	561	21.6	<b>2,599</b>	<b>100.0</b>	790	68.0	372	32.0	<b>1,162</b>	<b>100.0</b>
25-34	3,686	77.8	1,052	22.2	<b>4,738</b>	<b>100.0</b>	863	62.0	527	37.9	<b>1,391</b>	<b>100.0</b>
35-44	3,469	75.2	1,145	24.8	<b>4,614</b>	<b>100.0</b>	569	50.9	549	49.1	<b>1,118</b>	<b>100.0</b>
45-54	2,636	74.6	898	25.4	<b>3,534</b>	<b>100.0</b>	357	44.9	438	55.1	<b>795</b>	<b>100.0</b>
55-64	1,587	72.2	610	27.8	<b>2,197</b>	<b>100.0</b>	196	35.1	362	64.9	<b>558</b>	<b>100.0</b>
65-74	1,163	67.0	574	33.0	<b>1,737</b>	<b>100.0</b>	174	28.6	434	71.4	<b>608</b>	<b>100.0</b>
>74	1,493	67.3	727	32.7	<b>2,220</b>	<b>100.0</b>	289	28.7	717	71.3	<b>1,006</b>	<b>100.0</b>
Unknown	16	8.7	4	2.2	<b>184</b>	<b>100.0</b>	27	23.7	22	19.3	<b>114</b>	<b>100.0</b>
<b>Total</b>	<b>18,762</b>	<b>73.6</b>	<b>6,566</b>	<b>25.8</b>	<b>*25,492</b>	<b>100.0</b>	<b>5,581</b>	<b>51.9</b>	<b>5,109</b>	<b>47.5</b>	<b>*10,757</b>	<b>100.0</b>
<b>Occupants Injured</b>												
<5	**	**	**	**	**	**	36,000	53.5	31,000	46.5	<b>67,000</b>	<b>100.0</b>
5-9	**	80.8	**	19.2	**	<b>100.0</b>	38,000	46.4	44,000	53.6	<b>83,000</b>	<b>100.0</b>
10-15	4,000	61.1	3,000	38.9	<b>7,000</b>	<b>100.0</b>	58,000	44.9	71,000	55.1	<b>128,000</b>	<b>100.0</b>
16-20	173,000	50.5	170,000	49.5	<b>343,000</b>	<b>100.0</b>	86,000	42.1	118,000	57.9	<b>204,000</b>	<b>100.0</b>
21-24	122,000	53.7	105,000	46.3	<b>227,000</b>	<b>100.0</b>	43,000	49.8	44,000	50.2	<b>87,000</b>	<b>100.0</b>
25-34	225,000	50.3	223,000	49.7	<b>449,000</b>	<b>100.0</b>	53,000	40.8	76,000	59.2	<b>129,000</b>	<b>100.0</b>
35-44	211,000	50.5	206,000	49.5	<b>417,000</b>	<b>100.0</b>	37,000	34.3	70,000	65.7	<b>107,000</b>	<b>100.0</b>
45-54	143,000	49.4	147,000	50.6	<b>290,000</b>	<b>100.0</b>	19,000	27.2	51,000	72.8	<b>70,000</b>	<b>100.0</b>
55-64	78,000	50.8	75,000	49.2	<b>153,000</b>	<b>100.0</b>	10,000	20.4	40,000	79.6	<b>50,000</b>	<b>100.0</b>
65-74	52,000	54.2	44,000	45.8	<b>95,000</b>	<b>100.0</b>	8,000	20.3	30,000	79.7	<b>37,000</b>	<b>100.0</b>
>74	42,000	51.6	40,000	48.4	<b>82,000</b>	<b>100.0</b>	6,000	21.1	23,000	78.9	<b>29,000</b>	<b>100.0</b>
<b>Total</b>	<b>1,050,000</b>	<b>50.9</b>	<b>1,013,000</b>	<b>49.1</b>	<b>2,063,000</b>	<b>100.0</b>	<b>393,000</b>	<b>39.7</b>	<b>598,000</b>	<b>60.3</b>	<b>992,000</b>	<b>100.0</b>

\*Includes 164 drivers and 67 passengers of unknown sex.

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



**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		
<b>Occupants Killed</b>										
Passenger Car	11,249	54.9	488	2.4	5,250	25.6	3,497	17.1	<b>20,492</b>	<b>100.0</b>
Light Truck	4,099	35.9	280	2.5	2,464	21.6	4,571	40.0	<b>11,418</b>	<b>100.0</b>
Large Truck	187	25.2	39	5.3	161	21.7	354	47.8	<b>741</b>	<b>100.0</b>
Motorcycle	1,502	52.5	84	2.9	813	28.4	458	16.0	<b>2,862</b>	<b>100.0</b>
Bus	10	45.5	3	13.6	3	13.6	6	27.3	<b>22</b>	<b>100.0</b>
Other/Unknown	189	26.5	20	2.8	113	15.8	165	23.1	<b>714</b>	<b>100.0</b>
<b>Total</b>	<b>17,236</b>	<b>47.5</b>	<b>914</b>	<b>2.5</b>	<b>8,804</b>	<b>24.3</b>	<b>9,051</b>	<b>25.0</b>	<b>*36,249</b>	<b>100.0</b>
<b>Occupants Injured</b>										
Passenger Car	1,667,000	81.3	42,000	2.0	260,000	12.7	83,000	4.1	<b>2,052,000</b>	<b>100.0</b>
Light Truck	641,000	72.3	20,000	2.3	112,000	12.7	113,000	12.7	<b>887,000</b>	<b>100.0</b>
Large Truck	13,000	40.8	1,000	2.2	5,000	14.7	13,000	42.2	<b>31,000</b>	<b>100.0</b>
Motorcycle	27,000	47.5	3,000	5.3	6,000	11.1	21,000	36.1	<b>58,000</b>	<b>100.0</b>
Bus	16,000	92.8	**	1.8	1,000	2.9	**	2.5	<b>18,000</b>	<b>100.0</b>
Other/Unknown	5,000	52.4	**	1.8	1,000	9.1	4,000	36.7	<b>10,000</b>	<b>100.0</b>
<b>Total</b>	<b>2,370,000</b>	<b>77.6</b>	<b>66,000</b>	<b>2.2</b>	<b>384,000</b>	<b>12.6</b>	<b>234,000</b>	<b>7.7</b>	<b>3,055,000</b>	<b>100.0</b>

\*Includes 244 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	Motorcycles	Buses	Other/Unknown	
<b>Occupants Killed</b>							
Front	10,600	5,951	455	1,838	12	246	<b>19,102</b>
Left Side	3,654	1,071	33	226	0	36	<b>5,020</b>
Right Side	3,256	1,103	46	197	3	30	<b>4,635</b>
Rear	1,069	533	18	82	1	30	<b>1,733</b>
Other*	493	334	23	83	0	16	<b>949</b>
Noncollision	1,092	2,173	142	293	6	88	<b>3,794</b>
Unknown	328	253	24	143	0	268	<b>1,016</b>
<b>Total</b>	<b>20,492</b>	<b>11,418</b>	<b>741</b>	<b>2,862</b>	<b>22</b>	<b>714</b>	<b>36,249</b>
<b>Occupants Injured</b>							
Front	913,000	373,000	11,000	25,000	4,000	3,000	<b>1,329,000</b>
Left Side	310,000	129,000	4,000	4,000	3,000	2,000	<b>452,000</b>
Right Side	276,000	97,000	3,000	5,000	1,000	2,000	<b>385,000</b>
Rear	509,000	218,000	2,000	3,000	9,000	1,000	<b>743,000</b>
Other*	10,000	6,000	1,000	**	**	**	<b>17,000</b>
Noncollision	34,000	63,000	9,000	20,000	**	2,000	<b>129,000</b>
<b>Total</b>	<b>2,052,000</b>	<b>887,000</b>	<b>31,000</b>	<b>58,000</b>	<b>18,000</b>	<b>10,000</b>	<b>3,055,000</b>

\*Includes top, undercarriage, override, and underride.

\*\*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
<b>Occupants Killed</b>								
Passenger Car	4,255	20.8	16,169	78.9	68	0.3	<b>20,492</b>	<b>100.0</b>
Light Truck	4,592	40.2	6,786	59.4	40	0.4	<b>11,418</b>	<b>100.0</b>
Large Truck	254	34.3	480	64.8	7	0.9	<b>741</b>	<b>100.0</b>
Bus	7	31.8	15	68.2	0	0.0	<b>22</b>	<b>100.0</b>
Other/Unknown	195	27.3	272	38.1	247	34.6	<b>714</b>	<b>100.0</b>
<b>Total**</b>	<b>9,303</b>	<b>27.9</b>	<b>23,722</b>	<b>71.1</b>	<b>362</b>	<b>1.1</b>	<b>33,387</b>	<b>100.0</b>
<b>Occupants Injured</b>								
Passenger Car	11,000	0.5	2,041,000	99.5	****	****	<b>2,052,000</b>	<b>100.0</b>
Light Truck	16,000	1.8	871,000	98.2	****	****	<b>887,000</b>	<b>100.0</b>
Large Truck	***	1.1	31,000	98.9	****	****	<b>31,000</b>	<b>100.0</b>
Bus	***	0.1	18,000	99.9	****	****	<b>18,000</b>	<b>100.0</b>
Other/Unknown	1,000	6.9	9,000	93.1	****	****	<b>10,000</b>	<b>100.0</b>
<b>Total**</b>	<b>27,000</b>	<b>0.9</b>	<b>2,969,000</b>	<b>99.1</b>	****	****	<b>2,997,000</b>	<b>100.0</b>

\*Includes total and partial ejection.

\*\*Excludes motorcycle occupants.

\*\*\*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	—	3,311
Passenger Car	4,486	Light Truck	1,085	5,571
Passenger Car	1,905	Large Truck	33	1,938
Passenger Car	16	Motorcycle	611	627
Passenger Car	118	Bus	0	118
Passenger Car	86	Other/Unknown	59	145
Light Truck	—	Light Truck	—	1,592
Light Truck	1,142	Large Truck	31	1,173
Light Truck	3	Motorcycle	592	595
Light Truck	48	Bus	1	49
Light Truck	60	Other/Unknown	68	128
Large Truck	—	Large Truck	—	112
Large Truck	0	Motorcycle	94	94
Large Truck	0	Bus	7	7
Large Truck	4	Other/Unknown	36	40
Motorcycle	—	Motorcycle	—	50
Motorcycle	11	Bus	0	11
Motorcycle	23	Other/Unknown	4	27
Bus	0	Other/Unknown	2	2
Other/Unknown	—	Other/Unknown	—	124
<b>Total Occupants Killed</b> .....				<b>15,714</b>

Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	859,000
Passenger Car	479,000	Light Truck	311,000	790,000
Passenger Car	55,000	Large Truck	5,000	60,000
Passenger Car	3,000	Motorcycle	19,000	21,000
Passenger Car	6,000	Bus	9,000	15,000
Passenger Car	3,000	Other/Unknown	2,000	5,000
Light Truck	—	Light Truck	—	209,000
Light Truck	26,000	Large Truck	3,000	29,000
Light Truck	1,000	Motorcycle	8,000	8,000
Light Truck	2,000	Bus	3,000	5,000
Light Truck	2,000	Other/Unknown	3,000	5,000
Large Truck	—	Large Truck	—	4,000
<b>Total Occupants Injured</b> .....				<b>2,014,000</b>

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

Body Type	Occupants Involved		Occupants Killed		Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%		No.	%	No.	%
<b>Passenger Cars</b>	<b>46,211</b>	<b>49.1</b>	<b>20,492</b>	<b>56.5</b>	<b>Large Trucks</b>	<b>5,721</b>	<b>6.1</b>	<b>741</b>	<b>2.0</b>
Convertible	685	0.7	321	0.9	Step Van	41	*	6	*
2 Door Sedan, Hardtop, Coupe	11,419	12.1	5,325	14.7	Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	250	0.3	43	0.1
3 Door/2 Door Hatchback	3,134	3.3	1,555	4.3	Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	295	0.3	45	0.1
4 Door Sedan Hardtop	27,941	29.7	11,946	33.0	Single Unit Heavy Truck (GVWR > 26,000 lb)	1,063	1.1	128	0.4
5 Door/4 Door Hatchback	646	0.7	312	0.9	Single Unit Truck, Unknown GVWR	65	0.1	7	*
Station Wagon	1,569	1.7	741	2.0	Truck Tractor	3,950	4.2	508	1.4
Hatchback, Doors Unknown	77	0.1	36	0.1	Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	3	*	0	0.0
Other Auto	58	0.1	26	0.1	Unknown Heavy Truck (GVWR > 26,000 lb)	4	*	0	0.0
Unknown Auto	598	0.6	194	0.5	Unknown Large Truck Type	50	0.1	4	*
Auto-Based Pickup	81	0.1	36	0.1	<b>Motorcycles</b>	<b>3,374</b>	<b>3.6</b>	<b>2,862</b>	<b>7.9</b>
Auto-Based Panel Truck	3	*	0	0.0	Motorcycle	3,243	3.4	2,747	7.6
<b>Light Trucks</b>	<b>35,754</b>	<b>38.0</b>	<b>11,418</b>	<b>31.5</b>	Moped	30	*	27	0.1
Compact Utility	8,034	8.5	2,708	7.5	Three Wheel Motorcycle or Moped	3	*	1	*
Large Utility	1,499	1.6	423	1.2	Off-Road Motorcycle (Two Wheel)	57	0.1	48	0.1
Utility Station Wagon	872	0.9	191	0.5	Other Motorcycle/Minibike	32	*	30	0.1
Utility, Unknown Body Type	13	*	2	*	Unknown Motorcycle	9	*	9	*
Minivan	5,584	5.9	1,435	4.0	<b>Buses**</b>	<b>1,055</b>	<b>1.1</b>	<b>22</b>	<b>0.1</b>
Large Van	2,924	3.1	638	1.8	School Bus	472	0.5	16	*
Step Van	98	0.1	16	*	Cross Country/Intercity Bus	216	0.2	3	*
Van-Based School Bus	9	*	1	*	Transit Bus	286	0.3	1	*
Van-Based Transit Bus	7	*	3	*	Other Bus	53	0.1	1	*
Other Van Type	16	*	3	*	Unknown Bus	28	*	1	*
Unknown Van Type	60	0.1	8	*	<b>Other Vehicles</b>	<b>736</b>	<b>0.8</b>	<b>398</b>	<b>1.1</b>
Compact Pickup	5,907	6.3	2,610	7.2	Large Limousine	9	*	2	*
Standard Pickup	10,363	11.0	3,289	9.1	Van-Based Motorhome	71	0.1	13	*
Pickup with Camper	98	0.1	36	0.1	Light Truck-Based Motorhome	14	*	4	*
Convertible Pickup	2	*	0	0.0	Large Truck-Based Motorhome	32	*	5	*
Unknown Pickup Style Truck	63	0.1	18	*	Unknown Truck Camper/Motorhome	72	0.1	14	*
Cab Chassis-Based Light Truck	180	0.2	33	0.1	All Terrain Vehicle	272	0.3	210	0.6
Truck-Based Panel Truck	1	*	0	0.0	Snowmobile	71	0.1	55	0.2
Unknown Light Truck (not pickup)	5	*	0	0.0	Farm Equipment Except Trucks	107	0.1	47	0.1
Unknown Light Vehicle Type	14	*	4	*	Construction Equipment Except Trucks	21	*	3	*
Unknown Truck	5	*	0	0.0	Other Vehicle	67	0.1	45	0.1
					<b>Unknown Body Type</b>	<b>1,179</b>	<b>1.3</b>	<b>316</b>	<b>0.9</b>
					<b>Total</b>	<b>94,030</b>	<b>100.0</b>	<b>36,249</b>	<b>100.0</b>

\*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)	2,067	4.5	1,096	5.3	53.0
Subcompact (95 to 99 inches)	7,523	16.3	3,622	17.7	48.1
Compact (100 to 104 inches)	15,152	32.8	6,933	33.8	45.8
Intermediate (105 to 109 inches)	12,069	26.1	5,131	25.0	42.5
Full Size (110 to 114 inches)	5,479	11.9	2,259	11.0	41.2
Largest Size (115 inches and over)	2,349	5.1	884	4.3	37.6
Unknown	1,572	3.4	567	2.8	36.1
<b>Total</b>	<b>46,211</b>	<b>100.0</b>	<b>20,492</b>	<b>100.0</b>	<b>44.3</b>

**Table 76**  
**Persons Killed or Injured in Alcohol-Related Crashes, by Person Type and Injury Severity**

Person Type	Persons Killed*	Persons Injured by Injury Severity**			Total Injured
		Incapacitating	Nonincapacitating	Other	
<b>Vehicle Occupants</b>					
Driver	10,216	39,000	74,000	88,000	<b>201,000</b>
Passenger	3,859	17,000	31,000	50,000	<b>98,000</b>
Unknown Occupant	34	***	***	***	***
<i>Subtotal</i>	<i>14,108</i>	<i>56,000</i>	<i>105,000</i>	<i>138,000</i>	<b><i>298,000</i></b>
<b>Nonmotorists</b>					
Pedestrian	2,241	3,000	3,000	3,000	<b>8,000</b>
Pedalcyclist	257	1,000	1,000	1,000	<b>3,000</b>
Other/Unknown	46	***	***	***	***
<i>Subtotal</i>	<i>2,545</i>	<i>4,000</i>	<i>4,000</i>	<i>4,000</i>	<b><i>12,000</i></b>
<b>Total</b>	<b>16,653</b>	<b>60,000</b>	<b>109,000</b>	<b>142,000</b>	<b>310,000</b>

\*Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater in the crash. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

\*\*Police-reported alcohol involvement in the crash.

\*\*\*Less than 500.

**Table 77**  
**Drivers Involved in Crashes by Age, Alcohol Involvement, and Crash Severity**

Age (Years)	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Fatal Crashes*</b>						
<16	29	9	288	91	317	100
16-20	1,795	23	6,161	77	7,956	100
21-24	2,186	37	3,709	63	5,895	100
25-34	3,616	31	8,014	69	11,630	100
35-44	3,108	28	7,931	72	11,039	100
45-54	1,633	20	6,506	80	8,139	100
55-64	674	14	4,044	86	4,718	100
65-74	324	10	2,778	90	3,102	100
>74	161	5	2,963	95	3,124	100
Unknown	435	37	735	63	1,170	100
<b>Total</b>	<b>13,959</b>	<b>24</b>	<b>43,131</b>	<b>76</b>	<b>57,090</b>	<b>100</b>
<b>Drivers in Injury Crashes**</b>						
<16	1,000	6	11,000	94	12,000	100
16-20	31,000	5	596,000	95	626,000	100
21-24	36,000	9	375,000	91	411,000	100
25-34	50,000	6	786,000	94	836,000	100
35-44	44,000	6	742,000	94	787,000	100
45-54	20,000	4	509,000	96	528,000	100
55-64	10,000	4	263,000	96	272,000	100
65-74	3,000	2	165,000	98	168,000	100
>74	2,000	2	135,000	98	137,000	100
<b>Total</b>	<b>196,000</b>	<b>5</b>	<b>3,582,000</b>	<b>95</b>	<b>3,777,000</b>	<b>100</b>
<b>Drivers in Property-Damage-Only Crashes**</b>						
<16	***	1	25,000	99	25,000	100
16-20	31,000	3	1,194,000	97	1,225,000	100
21-24	45,000	6	745,000	94	790,000	100
25-34	92,000	5	1,601,000	95	1,692,000	100
35-44	82,000	5	1,532,000	95	1,614,000	100
45-54	28,000	3	1,033,000	97	1,062,000	100
55-64	12,000	2	545,000	98	557,000	100
65-74	3,000	1	303,000	99	306,000	100
>74	2,000	1	215,000	99	217,000	100
<b>Total</b>	<b>296,000</b>	<b>4</b>	<b>7,192,000</b>	<b>96</b>	<b>7,488,000</b>	<b>100</b>

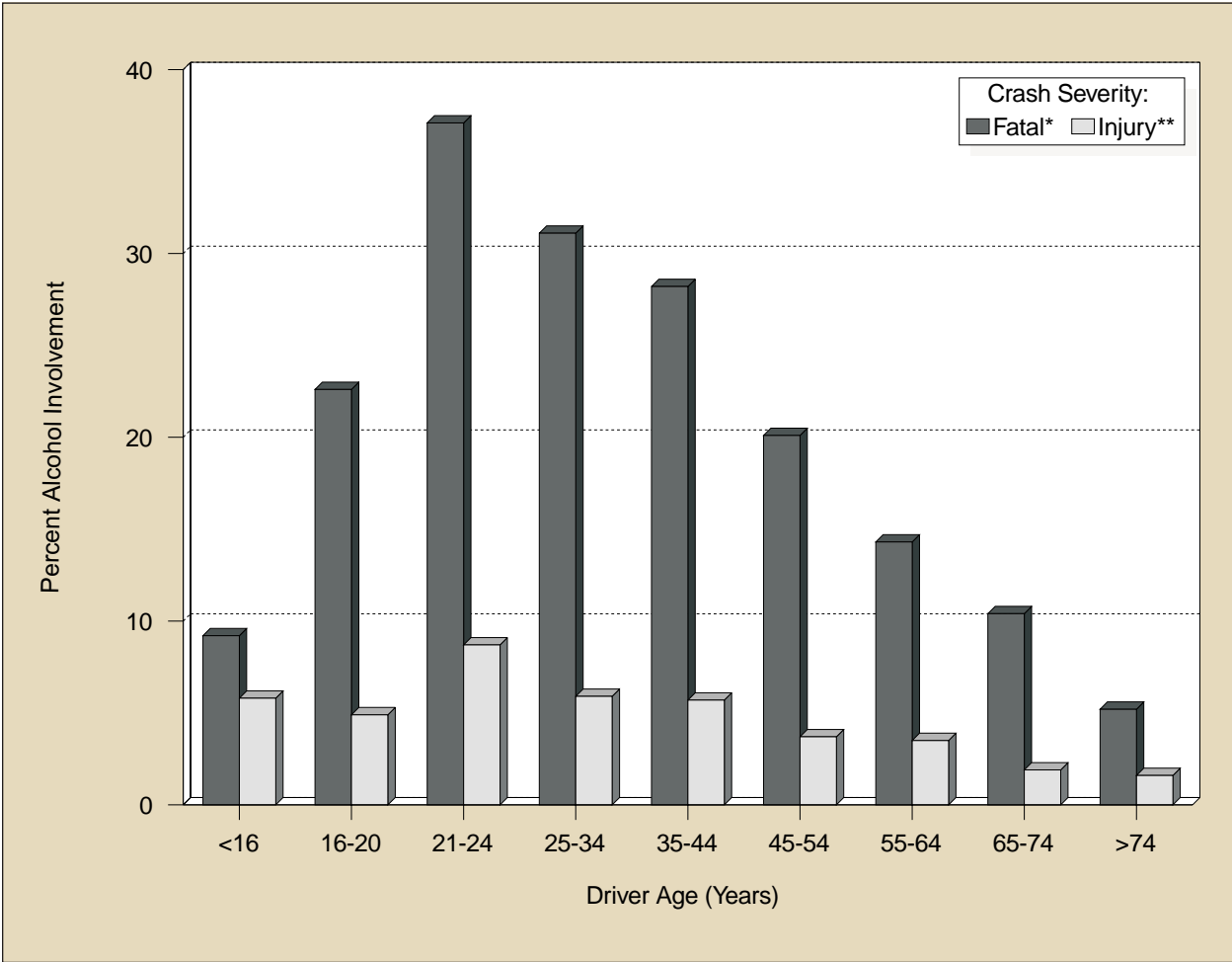
\*Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

\*\*Police-reported alcohol involvement.

\*\*\*Less than 500.



Figure 26  
Percent of Driver Alcohol Involvement for Fatal and Injury Crashes



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

\*\*For injury crashes, alcohol involvement is police-reported alcohol involvement.

**Table 78**  
**Drivers Killed or Injured, by Time of Day, Day of Week, Age, Alcohol Involvement, and Crash Type**

Time of Day and Day of Week	Killed*				Injured**			
	Under 21		21 and Older		Under 21		21 and Older	
	Number Killed	Percent with Alcohol Involvement	Number Killed	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement
<b>Single-Vehicle Crashes</b>								
<b>Daytime</b>	<b>720</b>	<b>16</b>	<b>4,141</b>	<b>27</b>	<b>53,000</b>	<b>3</b>	<b>170,000</b>	<b>9</b>
Weekday	454	11	2,705	21	37,000	2	120,000	7
Weekend	266	23	1,436	37	16,000	6	50,000	13
<b>Nighttime</b>	<b>1,314</b>	<b>53</b>	<b>5,832</b>	<b>73</b>	<b>60,000</b>	<b>22</b>	<b>151,000</b>	<b>37</b>
Weekday	569	45	2,556	67	26,000	21	74,000	30
Weekend	745	59	3,276	77	34,000	23	78,000	43
<b>Multiple-Vehicle Crashes</b>								
<b>Daytime</b>	<b>905</b>	<b>6</b>	<b>7,360</b>	<b>11</b>	<b>162,000</b>	<b>***</b>	<b>1,071,000</b>	<b>1</b>
Weekday	676	5	5,704	10	127,000	***	861,000	1
Weekend	229	11	1,656	14	35,000	***	209,000	2
<b>Nighttime</b>	<b>689</b>	<b>27</b>	<b>4,070</b>	<b>41</b>	<b>75,000</b>	<b>5</b>	<b>320,000</b>	<b>8</b>
Weekday	314	21	1,963	34	37,000	3	176,000	6
Weekend	375	32	2,107	47	38,000	6	144,000	11

\*Blood alcohol concentration (BAC) of 0.01 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.

\*\*Police-reported alcohol involvement.

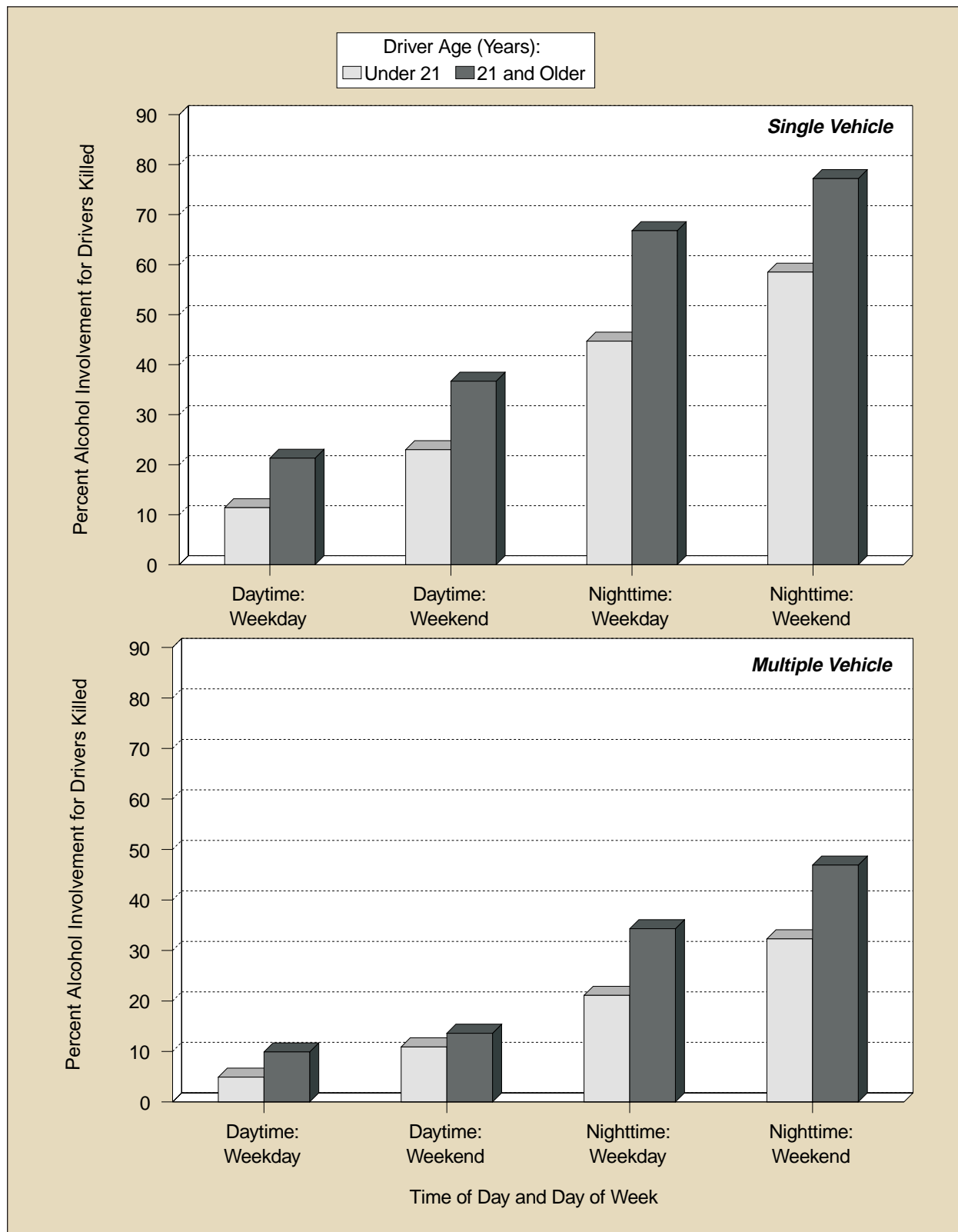
\*\*\*Less than 0.5 percent.

**Table 79**  
**Drivers Killed in Crashes, by Age and Driver's Blood Alcohol Concentration (BAC)**

Age (Years)	Driver's BAC								Total	
	0.00		0.01-0.09		0.10 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	154	92	6	4	7	4	13	8	<b>167</b>	<b>100</b>
16-20	2,448	70	286	8	768	22	1,054	30	<b>3,502</b>	<b>100</b>
21-24	1,267	49	269	10	1,063	41	1,332	51	<b>2,599</b>	<b>100</b>
25-34	2,419	51	378	8	1,941	41	2,319	49	<b>4,738</b>	<b>100</b>
35-44	2,423	53	353	8	1,837	40	2,191	47	<b>4,614</b>	<b>100</b>
45-54	2,306	65	212	6	1,017	29	1,228	35	<b>3,534</b>	<b>100</b>
55-64	1,697	77	114	5	386	18	500	23	<b>2,197</b>	<b>100</b>
65-74	1,488	86	76	4	173	10	249	14	<b>1,737</b>	<b>100</b>
>74	2,086	94	47	2	87	4	134	6	<b>2,220</b>	<b>100</b>
Unknown	118	64	19	10	47	25	66	36	<b>184</b>	<b>100</b>
<b>Total</b>	<b>16,406</b>	<b>64</b>	<b>1,760</b>	<b>7</b>	<b>7,326</b>	<b>29</b>	<b>9,086</b>	<b>36</b>	<b>25,492</b>	<b>100</b>

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

**Figure 27**  
**Alcohol Involvement (BAC ≥ 0.01) for Drivers Killed, by Driver Age, Crash Type, Time of Day, and Day of Week**



**Table 80**  
**Drivers Involved in Crashes by Vehicle Type, Alcohol Involvement, and Crash Severity**

Vehicle Type	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Fatal Crashes*</b>						
Passenger Car	6,980	26	20,376	74	<b>27,356</b>	<b>100</b>
Light Truck	5,275	26	14,917	74	<b>20,192</b>	<b>100</b>
Large Truck	106	2	4,777	98	<b>4,883</b>	<b>100</b>
Motorcycle	1,120	38	1,816	62	<b>2,936</b>	<b>100</b>
Bus	5	1	315	99	<b>320</b>	<b>100</b>
Other/Unknown	474	34	929	66	<b>1,403</b>	<b>100</b>
<b>Total</b>	<b>13,959</b>	<b>24</b>	<b>43,131</b>	<b>76</b>	<b>57,090</b>	<b>100</b>
<b>Drivers in Injury Crashes**</b>						
Passenger Car	122,000	5	2,271,000	95	<b>2,393,000</b>	<b>100</b>
Light Truck	67,000	6	1,140,000	94	<b>1,207,000</b>	<b>100</b>
Large Truck	2,000	2	98,000	98	<b>100,000</b>	<b>100</b>
Motorcycle	5,000	9	48,000	91	<b>53,000</b>	<b>100</b>
Bus	***	***	13,000	100	<b>13,000</b>	<b>100</b>
Other/Unknown	***	5	10,000	95	<b>11,000</b>	<b>100</b>
<b>Total</b>	<b>196,000</b>	<b>5</b>	<b>3,582,000</b>	<b>95</b>	<b>3,777,000</b>	<b>100</b>
<b>Drivers in Property-Damage-Only Crashes**</b>						
Passenger Car	199,000	4	4,256,000	96	<b>4,455,000</b>	<b>100</b>
Light Truck	95,000	4	2,519,000	96	<b>2,614,000</b>	<b>100</b>
Large Truck	2,000	***	347,000	100	<b>348,000</b>	<b>100</b>
Motorcycle	***	***	14,000	100	<b>14,000</b>	<b>100</b>
Bus	***	***	43,000	100	<b>43,000</b>	<b>100</b>
Other/Unknown	1,000	5	14,000	95	<b>14,000</b>	<b>100</b>
<b>Total</b>	<b>296,000</b>	<b>4</b>	<b>7,192,000</b>	<b>96</b>	<b>7,488,000</b>	<b>100</b>

\*Blood alcohol concentration (BAC) of 0.01 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.

\*\*Police-reported alcohol involvement.

\*\*\*Less than 500 or less than 0.5 percent.

**Table 81**  
**Persons Killed, by Age and Highest Blood Alcohol Concentration (BAC) in the Crash**

Age (Years)	Highest BAC in Crash								Total	
	0.00		0.01-0.09		0.10 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	550	78	62	9	94	13	156	22	706	100
5-9	580	80	44	6	97	13	141	20	721	100
10-15	1,105	80	93	7	186	13	279	20	1,384	100
16-20	3,685	62	671	11	1,566	26	2,237	38	5,922	100
21-24	1,780	44	512	13	1,731	43	2,243	56	4,023	100
25-34	3,109	46	661	10	3,051	45	3,711	54	6,820	100
35-44	3,205	48	652	10	2,890	43	3,542	52	6,747	100
45-54	3,019	58	425	8	1,744	34	2,170	42	5,189	100
55-64	2,297	70	246	7	749	23	995	30	3,292	100
65-74	2,232	80	177	6	373	13	550	20	2,782	100
>74	3,416	88	175	5	269	7	445	12	3,861	100
Unknown	190	51	44	12	140	37	184	49	374	100
<b>Total</b>	<b>25,168</b>	<b>60</b>	<b>3,761</b>	<b>9</b>	<b>12,892</b>	<b>31</b>	<b>16,653</b>	<b>40</b>	<b>41,821</b>	<b>100</b>

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	
	0.00		0.01-0.09		0.10 or Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0.00	2,521	54	150	3	281	6	2,952	63
0.01-0.09	224	5	31	1	47	1	302	6
0.10 or Higher	1,041	22	138	3	250	5	1,428	31
<b>Total*</b>	<b>3,786</b>	<b>81</b>	<b>318</b>	<b>7</b>	<b>578</b>	<b>12</b>	<b>4,682</b>	<b>100</b>

\*Does not include pedestrians 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
<b>Drivers in Fatal Crashes</b>								
Passenger Car	15,397	56.3	9,287	33.9	2,672	9.8	<b>27,356</b>	<b>100.0</b>
Light Truck	11,014	54.5	7,528	37.3	1,650	8.2	<b>20,192</b>	<b>100.0</b>
Large Truck	3,486	71.4	897	18.4	500	10.2	<b>4,883</b>	<b>100.0</b>
Bus	256	80.0	35	10.9	29	9.1	<b>320</b>	<b>100.0</b>
Other/Unknown	201	14.3	378	26.9	824	58.7	<b>1,403</b>	<b>100.0</b>
<b>Total*</b>	<b>30,354</b>	<b>56.1</b>	<b>18,125</b>	<b>33.5</b>	<b>5,675</b>	<b>10.5</b>	<b>54,154</b>	<b>100.0</b>
<b>Drivers in Injury Crashes</b>								
Passenger Car	1,960,000	81.9	162,000	6.8	271,000	11.3	<b>2,393,000</b>	<b>100.0</b>
Light Truck	999,000	82.8	90,000	7.4	118,000	9.8	<b>1,207,000</b>	<b>100.0</b>
Large Truck	77,000	77.5	7,000	7.4	15,000	15.1	<b>100,000</b>	<b>100.0</b>
Bus	9,000	66.2	2,000	12.6	3,000	21.2	<b>13,000</b>	<b>100.0</b>
Other/Unknown	4,000	35.9	6,000	52.8	1,000	11.3	<b>11,000</b>	<b>100.0</b>
<b>Total*</b>	<b>3,049,000</b>	<b>81.9</b>	<b>266,000</b>	<b>7.2</b>	<b>409,000</b>	<b>11.0</b>	<b>3,724,000</b>	<b>100.0</b>
<b>Drivers in Property-Damage-Only Crashes</b>								
Passenger Car	3,659,000	82.1	103,000	2.3	694,000	15.6	<b>4,455,000</b>	<b>100.0</b>
Light Truck	2,187,000	83.7	70,000	2.7	357,000	13.6	<b>2,614,000</b>	<b>100.0</b>
Large Truck	227,000	65.1	15,000	4.2	107,000	30.6	<b>348,000</b>	<b>100.0</b>
Bus	35,000	80.9	3,000	7.0	5,000	12.1	<b>43,000</b>	<b>100.0</b>
Other/Unknown	8,000	53.6	4,000	25.5	3,000	20.9	<b>14,000</b>	<b>100.0</b>
<b>Total*</b>	<b>6,115,000</b>	<b>81.8</b>	<b>194,000</b>	<b>2.6</b>	<b>1,165,000</b>	<b>15.6</b>	<b>7,474,000</b>	<b>100.0</b>
<b>Drivers in All Crashes</b>								
Passenger Car	5,635,000	81.9	274,000	4.0	967,000	14.1	<b>6,876,000</b>	<b>100.0</b>
Light Truck	3,197,000	83.2	167,000	4.4	477,000	12.4	<b>3,841,000</b>	<b>100.0</b>
Large Truck	308,000	67.9	23,000	5.1	122,000	27.0	<b>453,000</b>	<b>100.0</b>
Bus	43,000	77.4	5,000	8.3	8,000	14.2	<b>56,000</b>	<b>100.0</b>
Other/Unknown	12,000	44.4	10,000	36.5	5,000	19.1	<b>26,000</b>	<b>100.0</b>
<b>Total*</b>	<b>9,194,000</b>	<b>81.7</b>	<b>479,000</b>	<b>4.3</b>	<b>1,579,000</b>	<b>14.0</b>	<b>11,252,000</b>	<b>100.0</b>

\*Excludes motorcycle drivers.

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

**Table 84**  
**Passenger Car, Light Truck, and Large Truck Occupants Killed or Injured,**  
**by Age and Restraint Use**

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>								
<5	266	50.0	242	45.5	24	4.5	<b>532</b>	<b>100.0</b>
5-9	189	40.6	234	50.2	43	9.2	<b>466</b>	<b>100.0</b>
10-15	287	29.9	603	62.8	70	7.3	<b>960</b>	<b>100.0</b>
16-20	1,598	30.3	3,194	60.5	486	9.2	<b>5,278</b>	<b>100.0</b>
21-24	938	27.5	2,166	63.6	301	8.8	<b>3,405</b>	<b>100.0</b>
25-34	1,460	27.6	3,341	63.3	481	9.1	<b>5,282</b>	<b>100.0</b>
35-44	1,511	30.5	3,024	61.1	411	8.3	<b>4,946</b>	<b>100.0</b>
45-54	1,433	38.0	2,027	53.7	313	8.3	<b>3,773</b>	<b>100.0</b>
55-64	1,112	44.3	1,208	48.1	191	7.6	<b>2,511</b>	<b>100.0</b>
65-74	1,131	50.4	926	41.3	187	8.3	<b>2,244</b>	<b>100.0</b>
>74	1,851	58.1	1,097	34.5	236	7.4	<b>3,184</b>	<b>100.0</b>
Unknown	14	20.0	45	64.3	11	15.7	<b>70</b>	<b>100.0</b>
<b>Total</b>	<b>11,790</b>	<b>36.1</b>	<b>18,107</b>	<b>55.5</b>	<b>2,754</b>	<b>8.4</b>	<b>32,651</b>	<b>100.0</b>
<b>Occupants Injured</b>								
<5	58,000	86.2	7,000	10.3	2,000	3.5	<b>67,000</b>	<b>100.0</b>
5-9	67,000	82.8	11,000	13.5	3,000	3.7	<b>81,000</b>	<b>100.0</b>
10-15	93,000	73.0	28,000	22.1	6,000	4.9	<b>128,000</b>	<b>100.0</b>
16-20	403,000	75.3	91,000	17.1	41,000	7.6	<b>535,000</b>	<b>100.0</b>
21-24	228,000	74.7	50,000	16.5	27,000	8.8	<b>305,000</b>	<b>100.0</b>
25-34	449,000	80.2	69,000	12.3	42,000	7.5	<b>560,000</b>	<b>100.0</b>
35-44	419,000	82.5	54,000	10.6	35,000	6.9	<b>508,000</b>	<b>100.0</b>
45-54	298,000	85.6	30,000	8.5	20,000	5.9	<b>348,000</b>	<b>100.0</b>
55-64	169,000	86.1	15,000	7.8	12,000	6.1	<b>197,000</b>	<b>100.0</b>
65-74	113,000	86.7	10,000	8.0	7,000	5.3	<b>131,000</b>	<b>100.0</b>
>74	94,000	85.2	10,000	8.7	7,000	6.1	<b>111,000</b>	<b>100.0</b>
<b>Total</b>	<b>2,391,000</b>	<b>80.5</b>	<b>376,000</b>	<b>12.7</b>	<b>202,000</b>	<b>6.8</b>	<b>2,969,000</b>	<b>100.0</b>

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

**Table 85**  
**Passenger Car, Light Truck, or Large Truck Occupant Survivors of Fatal Crashes**  
**by Age and Restraint Use**

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,559	73.8	458	21.7	95	4.5	<b>2,112</b>	<b>100.0</b>
5-9	1,355	63.0	649	30.2	147	6.8	<b>2,151</b>	<b>100.0</b>
10-15	1,793	54.6	1,244	37.9	248	7.5	<b>3,285</b>	<b>100.0</b>
16-20	4,856	52.1	3,611	38.8	847	9.1	<b>9,314</b>	<b>100.0</b>
21-24	3,140	55.7	1,949	34.6	550	9.8	<b>5,639</b>	<b>100.0</b>
25-34	6,318	63.6	2,750	27.7	870	8.8	<b>9,938</b>	<b>100.0</b>
35-44	5,919	70.0	1,847	21.8	694	8.2	<b>8,460</b>	<b>100.0</b>
45-54	4,439	75.3	1,025	17.4	428	7.3	<b>5,892</b>	<b>100.0</b>
55-64	2,565	77.7	495	15.0	242	7.3	<b>3,302</b>	<b>100.0</b>
65-74	1,544	78.9	272	13.9	141	7.2	<b>1,957</b>	<b>100.0</b>
>74	1,167	78.0	232	15.5	97	6.5	<b>1,496</b>	<b>100.0</b>
Unknown	346	23.2	313	21.0	830	55.7	<b>1,489</b>	<b>100.0</b>
<b>Total</b>	<b>35,001</b>	<b>63.6</b>	<b>14,845</b>	<b>27.0</b>	<b>5,189</b>	<b>9.4</b>	<b>55,035</b>	<b>100.0</b>

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
<b>Passenger Car Occupants Killed</b>								
<b>Front Seat</b>	<b>7,935</b>	<b>43.3</b>	<b>8,825</b>	<b>48.2</b>	<b>1,559</b>	<b>8.5</b>	<b>18,319</b>	<b>100.0</b>
Left	5,906	42.5	6,784	48.8	1,205	8.7	<b>13,895</b>	<b>100.0</b>
Middle	4	8.0	41	82.0	5	10.0	<b>50</b>	<b>100.0</b>
Right	2,024	46.5	1,990	45.7	343	7.9	<b>4,357</b>	<b>100.0</b>
Other/Unknown	1	5.9	10	58.8	6	35.3	<b>17</b>	<b>100.0</b>
<b>Second Seat</b>	<b>529</b>	<b>27.3</b>	<b>1,239</b>	<b>63.9</b>	<b>172</b>	<b>8.9</b>	<b>1,940</b>	<b>100.0</b>
Left	206	28.9	440	61.8	66	9.3	<b>712</b>	<b>100.0</b>
Middle	39	14.9	196	74.8	27	10.3	<b>262</b>	<b>100.0</b>
Right	275	30.3	557	61.4	75	8.3	<b>907</b>	<b>100.0</b>
Other/Unknown	9	15.3	46	78.0	4	6.8	<b>59</b>	<b>100.0</b>
<b>Other</b>	<b>2</b>	<b>3.8</b>	<b>48</b>	<b>90.6</b>	<b>3</b>	<b>5.7</b>	<b>53</b>	<b>100.0</b>
<b>Unknown</b>	<b>6</b>	<b>3.3</b>	<b>117</b>	<b>65.0</b>	<b>57</b>	<b>31.7</b>	<b>180</b>	<b>100.0</b>
<b>Total</b>	<b>8,472</b>	<b>41.3</b>	<b>10,229</b>	<b>49.9</b>	<b>1,791</b>	<b>8.7</b>	<b>20,492</b>	<b>100.0</b>
<b>Passenger Car Occupants Injured</b>								
<b>Front Seat</b>	<b>1,515,000</b>	<b>82.7</b>	<b>184,000</b>	<b>10.1</b>	<b>133,000</b>	<b>7.3</b>	<b>1,832,000</b>	<b>100.0</b>
Left	1,167,000	83.5	127,000	9.1	104,000	7.5	<b>1,398,000</b>	<b>100.0</b>
Middle	6,000	73.3	2,000	19.6	1,000	7.1	<b>8,000</b>	<b>100.0</b>
Right	342,000	80.2	56,000	13.2	28,000	6.6	<b>426,000</b>	<b>100.0</b>
<b>Second Seat</b>	<b>150,000</b>	<b>68.8</b>	<b>52,000</b>	<b>23.9</b>	<b>16,000</b>	<b>7.3</b>	<b>218,000</b>	<b>100.0</b>
Left	56,000	68.4	19,000	23.8	6,000	7.8	<b>81,000</b>	<b>100.0</b>
Middle	20,000	69.5	6,000	22.4	2,000	8.1	<b>29,000</b>	<b>100.0</b>
Right	74,000	69.0	26,000	24.3	7,000	6.7	<b>107,000</b>	<b>100.0</b>
<b>Other</b>	<b>1,000</b>	<b>50.1</b>	<b>1,000</b>	<b>45.1</b>	*	<b>4.7</b>	<b>2,000</b>	<b>100.0</b>
<b>Total</b>	<b>1,665,000</b>	<b>81.2</b>	<b>237,000</b>	<b>11.6</b>	<b>149,000</b>	<b>7.3</b>	<b>2,052,000</b>	<b>100.0</b>

\*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
<b>Light Truck Occupants Killed</b>								
<b>Front Seat</b>	<b>2,919</b>	<b>29.1</b>	<b>6,417</b>	<b>64.0</b>	<b>696</b>	<b>6.9</b>	<b>10,032</b>	<b>100.0</b>
Left	2,221	28.6	5,007	64.4	548	7.0	7,776	100.0
Middle	16	12.5	106	82.8	6	4.7	128	100.0
Right	679	32.2	1,291	61.2	138	6.5	2,108	100.0
Other/Unknown	3	15.0	13	65.0	4	20.0	20	100.0
<b>Second Seat</b>	<b>189</b>	<b>23.7</b>	<b>550</b>	<b>69.1</b>	<b>57</b>	<b>7.2</b>	<b>796</b>	<b>100.0</b>
Left	74	26.9	176	64.0	25	9.1	275	100.0
Middle	38	21.1	131	72.8	11	6.1	180	100.0
Right	76	25.5	202	67.8	20	6.7	298	100.0
Other/Unknown	1	2.3	41	95.3	1	2.3	43	100.0
<b>Other</b>	<b>37</b>	<b>9.0</b>	<b>344</b>	<b>83.7</b>	<b>30</b>	<b>7.3</b>	<b>411</b>	<b>100.0</b>
<b>Unknown</b>	<b>5</b>	<b>2.8</b>	<b>132</b>	<b>73.7</b>	<b>42</b>	<b>23.5</b>	<b>179</b>	<b>100.0</b>
<b>Total</b>	<b>3,150</b>	<b>27.6</b>	<b>7,443</b>	<b>65.2</b>	<b>825</b>	<b>7.2</b>	<b>11,418</b>	<b>100.0</b>
<b>Light Truck Occupants Injured</b>								
<b>Front Seat</b>	<b>634,000</b>	<b>80.7</b>	<b>104,000</b>	<b>13.2</b>	<b>48,000</b>	<b>6.1</b>	<b>786,000</b>	<b>100.0</b>
Left	485,000	82.3	67,000	11.3	38,000	6.4	590,000	100.0
Middle	6,000	45.6	6,000	45.6	1,000	8.8	13,000	100.0
Right	143,000	78.0	32,000	17.3	9,000	4.7	183,000	100.0
<b>Second Seat</b>	<b>61,000</b>	<b>73.7</b>	<b>18,000</b>	<b>22.3</b>	<b>3,000</b>	<b>4.0</b>	<b>82,000</b>	<b>100.0</b>
Left	23,000	74.3	7,000	23.2	1,000	2.5	30,000	100.0
Middle	10,000	65.4	4,000	29.7	1,000	5.0	15,000	100.0
Right	28,000	76.5	7,000	18.5	2,000	4.9	37,000	100.0
<b>Other</b>	<b>9,000</b>	<b>46.6</b>	<b>10,000</b>	<b>51.5</b>	<b>*</b>	<b>1.9</b>	<b>19,000</b>	<b>100.0</b>
<b>Total</b>	<b>703,000</b>	<b>79.3</b>	<b>132,000</b>	<b>14.9</b>	<b>51,000</b>	<b>5.8</b>	<b>887,000</b>	<b>100.0</b>

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

**Table 88**  
**Passenger Car and Light Truck Occupants Killed and Injured,**  
**by Restraint Use and Type of Restraint**

Restraint Use and Type of Restraint	Vehicle Type			
	Passenger Car		Light Truck	
	Number	Percent	Number	Percent
<b>Occupants Killed</b>				
Restraint Used				
Lap/Shoulder Belt	5,256	25.6	2,092	18.3
Lap Belt	212	1.0	147	1.3
Shoulder Belt	251	1.2	13	0.1
Child Safety Seat	160	0.8	45	0.4
Type Unknown	389	1.9	130	1.1
Restraint Used, Airbag Deployed	2,166	10.6	701	6.1
Safety Belt Used Improperly	38	0.2	22	0.2
<i>Subtotal</i>	<i>8,472</i>	<i>41.3</i>	<i>3,150</i>	<i>27.6</i>
No Restraint Used				
No Restraint Used, Airbag Deployed	1,863	9.1	905	7.9
Child Safety Seat Used Improperly	38	0.2	16	0.1
Restraint Use Unknown	1,791	8.7	825	7.2
<b>Total</b>	<b>20,492</b>	<b>100.0</b>	<b>11,418</b>	<b>100.0</b>
<b>Occupants Injured</b>				
Restraint Used				
Lap/Shoulder Belt	1,177,000	57.4	534,000	60.2
Lap Belt	55,000	2.7	26,000	2.9
Shoulder Belt	23,000	1.1	4,000	0.5
Child Safety Seat	25,000	1.2	12,000	1.3
Type Unknown	128,000	6.2	54,000	6.1
Restraint Used, Airbag Deployed	257,000	12.5	74,000	8.3
<i>Subtotal</i>	<i>1,665,000</i>	<i>81.2</i>	<i>703,000</i>	<i>79.3</i>
No Restraint Used				
No Restraint Used, Airbag Deployed	214,000	10.4	124,000	14.0
Restraint Use Unknown	149,000	7.3	51,000	5.8
<b>Total</b>	<b>2,052,000</b>	<b>100.0</b>	<b>887,000</b>	<b>100.0</b>

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

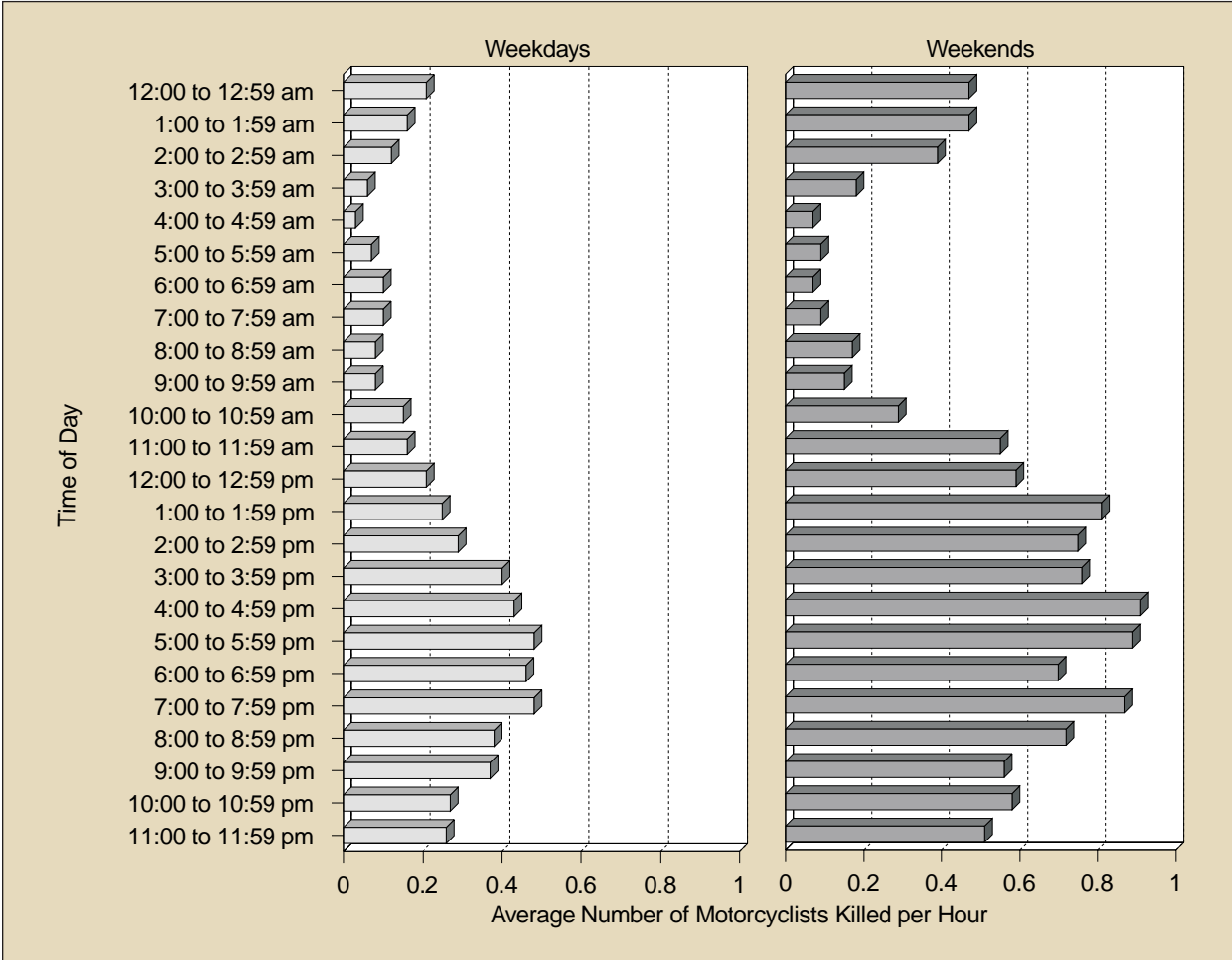
**Table 89**  
**Motorcycle Occupants Killed or Injured, by Time of Day and Day of Week**

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
<b>Motorcycle Occupants Killed</b>						
Midnight to 3 am	101	7.7	212	13.8	<b>313</b>	<b>10.9</b>
3 am to 6 am	35	2.7	54	3.5	<b>89</b>	<b>3.1</b>
6 am to 9 am	75	5.7	35	2.3	<b>110</b>	<b>3.8</b>
9 am to Noon	101	7.7	105	6.8	<b>206</b>	<b>7.2</b>
Noon to 3 pm	194	14.8	229	14.9	<b>423</b>	<b>14.8</b>
3 pm to 6 pm	341	26.0	271	17.6	<b>612</b>	<b>21.4</b>
6 pm to 9 pm	274	20.9	362	23.5	<b>636</b>	<b>22.2</b>
9 pm to Midnight	189	14.4	260	16.9	<b>449</b>	<b>15.7</b>
Unknown	1	0.1	12	0.8	<b>24</b>	<b>0.8</b>
<b>Total</b>	<b>1,311</b>	<b>100.0</b>	<b>1,540</b>	<b>100.0</b>	<b>*2,862</b>	<b>100.0</b>
<b>Motorcycle Occupants Injured</b>						
Midnight to 3 am	1,000	3.6	2,000	6.8	<b>3,000</b>	<b>5.1</b>
3 am to 6 am	**	0.8	1,000	2.1	<b>1,000</b>	<b>1.4</b>
6 am to 9 am	3,000	11.2	1,000	2.8	<b>4,000</b>	<b>7.3</b>
9 am to Noon	3,000	9.2	3,000	12.2	<b>6,000</b>	<b>10.6</b>
Noon to 3 pm	6,000	19.0	6,000	22.0	<b>12,000</b>	<b>20.4</b>
3 pm to 6 pm	9,000	30.6	6,000	23.1	<b>16,000</b>	<b>27.1</b>
6 pm to 9 pm	5,000	15.0	5,000	19.1	<b>10,000</b>	<b>16.9</b>
9 pm to Midnight	3,000	10.7	3,000	11.9	<b>6,000</b>	<b>11.2</b>
<b>Total</b>	<b>31,000</b>	<b>100.0</b>	<b>27,000</b>	<b>100.0</b>	<b>58,000</b>	<b>100.0</b>

\*Includes 11 motorcycle operators killed on unknown day of week.

\*\*Less than 500.

Figure 28  
Average Number of Motorcyclists Killed per Hour by Time of Day and Day of Week



**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	1,371	52.3	1,142	43.6	109	4.2	<b>2,622</b>	<b>100.0</b>
Passengers	110	45.8	119	49.6	11	4.6	<b>240</b>	<b>100.0</b>
<b>Total</b>	<b>1,481</b>	<b>51.7</b>	<b>1,261</b>	<b>44.1</b>	<b>120</b>	<b>4.2</b>	<b>2,862</b>	<b>100.0</b>

**Table 91**  
**Motorcycle Operators Involved in Fatal Crashes by Age and License Compliance**

Age (Years)	License Compliance					Total
	Not Licensed	No Motorcycle License Required	No Valid Motorcycle License	Valid Motorcycle License	Unknown	
<16	15	2	0	6	1	<b>24</b>
16-20	25	2	85	119	1	<b>232</b>
21-24	11	0	115	182	3	<b>311</b>
25-34	29	7	258	499	10	<b>803</b>
35-44	11	0	150	560	9	<b>730</b>
45-54	4	1	62	469	6	<b>542</b>
55-64	1	4	19	174	6	<b>204</b>
65-74	1	0	8	64	0	<b>73</b>
>74	1	0	0	11	0	<b>12</b>
Unknown	0	0	1	0	4	<b>5</b>
<b>Total</b>	<b>98</b>	<b>16</b>	<b>698</b>	<b>2,084</b>	<b>40</b>	<b>2,936</b>

**Table 92**  
**Pedestrians Killed in School Bus Related Crashes, by Age and Striking Vehicle**

Age (Years)	Vehicle Type		Total
	Bus	Other Vehicle	
<5	2	3	5
5-9	8	2	10
10-15	0	2	2
>15	6	2	8
<b>Total</b>	<b>16</b>	<b>9</b>	<b>25</b>

**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	8	5.6	2,000	8.1
School Bus Passenger	12	8.3	8,000	39.7
Pedestrian	25	17.4	1,000	2.9
Pedalcyclist	1	0.7	*	0.3
Occupant of Other Vehicle	98	68.1	9,000	47.7
Other Non-Motorists	0	0.0	*	1.3
<b>Total</b>	<b>144</b>	<b>100.0</b>	<b>20,000</b>	<b>100.0</b>

\*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
<b>Pedestrians Killed</b>						
<5	16	10.5	135	88.8	<b>152</b>	<b>100.0</b>
5-9	35	21.3	128	78.0	<b>164</b>	<b>100.0</b>
10-15	45	22.4	155	77.1	<b>201</b>	<b>100.0</b>
16-20	37	14.2	221	85.0	<b>260</b>	<b>100.0</b>
21-24	35	15.5	191	84.5	<b>226</b>	<b>100.0</b>
25-34	83	13.6	524	86.0	<b>609</b>	<b>100.0</b>
35-44	176	20.2	690	79.1	<b>872</b>	<b>100.0</b>
45-54	141	19.3	586	80.1	<b>732</b>	<b>100.0</b>
55-64	135	29.0	328	70.5	<b>465</b>	<b>100.0</b>
65-74	132	33.5	262	66.5	<b>394</b>	<b>100.0</b>
>74	206	34.6	388	65.2	<b>595</b>	<b>100.0</b>
Unknown	12	17.4	38	55.1	<b>69</b>	<b>100.0</b>
<b>Total</b>	<b>1,053</b>	<b>22.2</b>	<b>3,646</b>	<b>76.9</b>	<b>*4,739</b>	<b>100.0</b>
<b>Pedestrians Injured</b>						
<5	***	10.3	2,000	84.8	<b>3,000</b>	<b>100.0</b>
5-9	4,000	35.6	7,000	62.7	<b>12,000</b>	<b>100.0</b>
10-15	4,000	47.8	4,000	44.4	<b>9,000</b>	<b>100.0</b>
16-20	3,000	37.3	4,000	52.5	<b>7,000</b>	<b>100.0</b>
21-24	3,000	53.3	3,000	39.2	<b>6,000</b>	<b>100.0</b>
25-34	5,000	45.5	5,000	47.4	<b>12,000</b>	<b>100.0</b>
35-44	5,000	46.2	5,000	45.9	<b>10,000</b>	<b>100.0</b>
45-54	4,000	51.2	4,000	47.6	<b>7,000</b>	<b>100.0</b>
55-64	3,000	68.4	1,000	29.3	<b>5,000</b>	<b>100.0</b>
65-74	2,000	59.6	1,000	35.5	<b>3,000</b>	<b>100.0</b>
>74	2,000	56.5	1,000	33.4	<b>3,000</b>	<b>100.0</b>
<b>Total</b>	<b>36,000</b>	<b>45.8</b>	<b>38,000</b>	<b>48.3</b>	<b>**78,000</b>	<b>100.0</b>

\*Includes 40 pedestrians killed at other or unknown locations.  
 \*\*Includes 5,000 pedestrians injured at other or unknown locations.  
 \*\*\*Less than 500.



**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	95	9,712	0.98	57	9,274	0.61	152	18,986	0.80
5-9	93	10,198	0.91	71	9,722	0.73	164	19,920	0.82
10-15	114	12,299	0.93	87	11,710	0.74	201	24,009	0.84
16-20	184	10,185	1.81	76	9,720	0.78	260	19,905	1.31
21-24	173	7,200	2.40	53	7,019	0.76	226	14,220	1.59
25-34	467	18,535	2.52	142	18,699	0.76	609	37,233	1.64
35-44	635	22,181	2.86	237	22,478	1.05	872	44,659	1.95
45-54	533	18,092	2.95	199	18,938	1.05	732	37,030	1.98
55-64	319	11,433	2.79	146	12,529	1.17	465	23,961	1.94
65-74	241	8,180	2.95	153	9,956	1.54	394	18,136	2.17
>74	323	6,166	5.24	272	10,408	2.61	595	16,574	3.59
Unknown	43	*	*	7	*	*	69	*	*
<b>Total</b>	<b>3,220</b>	<b>134,181</b>	<b>2.40</b>	<b>1,500</b>	<b>140,453</b>	<b>1.07</b>	<b>**4,739</b>	<b>274,634</b>	<b>1.73</b>

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	1,000	9,712	13	2,000	9,274	17	3,000	18,986	15
5-9	7,000	10,198	70	5,000	9,722	48	12,000	19,920	59
10-15	5,000	12,299	38	5,000	11,710	39	9,000	24,009	39
16-20	5,000	10,185	45	3,000	9,720	28	7,000	19,905	37
21-24	3,000	7,200	44	3,000	7,019	47	6,000	14,220	45
25-34	7,000	18,535	37	5,000	18,699	24	12,000	37,233	31
35-44	7,000	22,181	31	4,000	22,478	16	10,000	44,659	23
45-54	5,000	18,092	25	3,000	18,938	15	7,000	37,030	20
55-64	3,000	11,433	22	2,000	12,529	15	5,000	23,961	19
65-74	2,000	8,180	19	2,000	9,956	15	3,000	18,136	17
>74	1,000	6,166	23	2,000	10,408	15	3,000	16,574	18
<b>Total</b>	<b>45,000</b>	<b>134,181</b>	<b>33</b>	<b>33,000</b>	<b>140,453</b>	<b>23</b>	<b>78,000</b>	<b>274,634</b>	<b>28</b>

\*Not applicable.

\*\*Includes 19 pedestrian fatalities of unknown sex.

Source: Population—Bureau of the Census.

Notes: Totals may not equal sum of components due to independent rounding. The population data shown are projections based on the 1990 Census, in order to remain consistent with the population data used for other tables in this report.

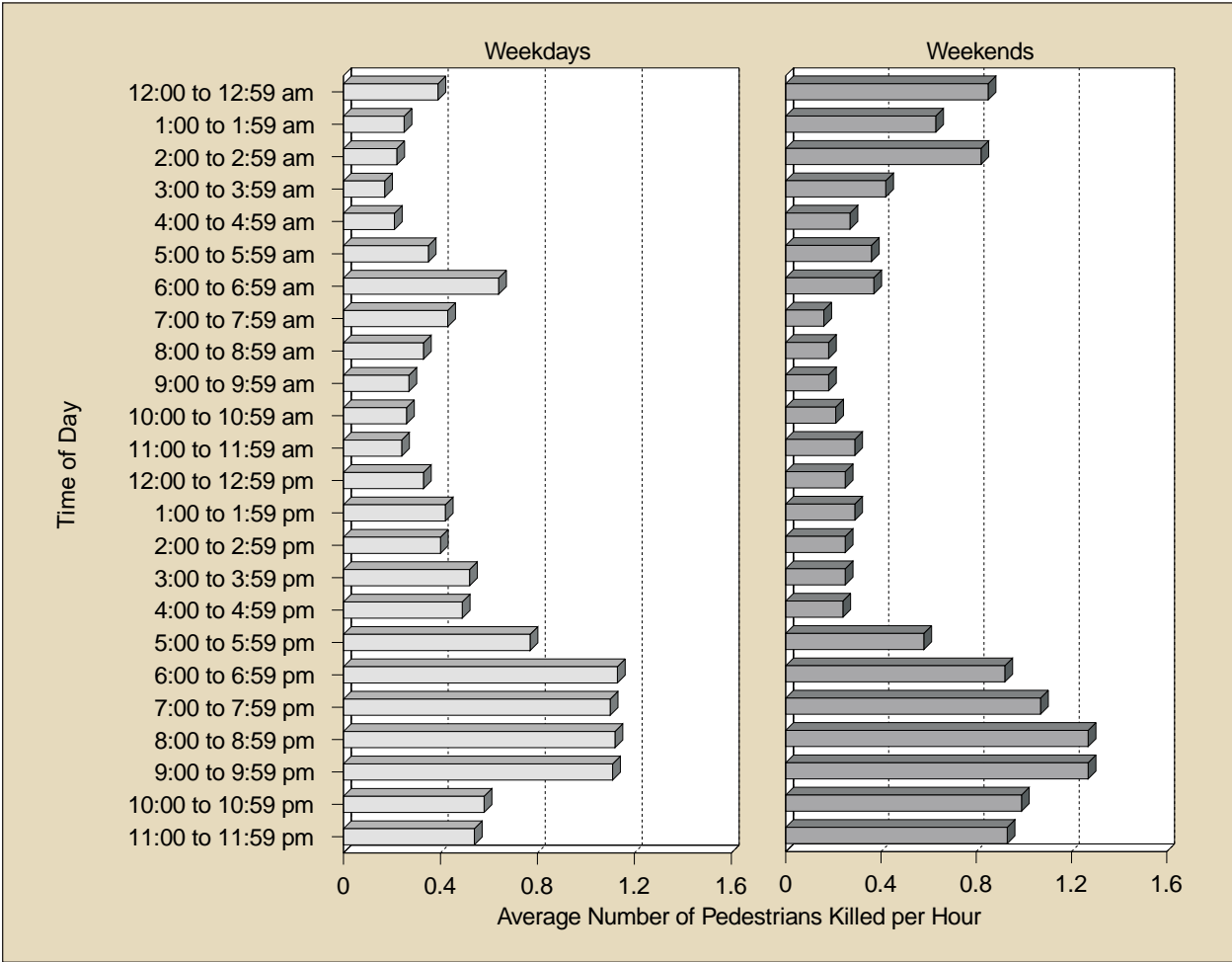
**Table 96**  
**Pedestrians Killed or Injured, by Time of Day and Day of Week**

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedestrians Killed</b>						
Midnight to 3 am	179	6.3	363	19.0	<b>542</b>	<b>11.4</b>
3 am to 6 am	152	5.4	165	8.7	<b>317</b>	<b>6.7</b>
6 am to 9 am	365	12.9	75	3.9	<b>440</b>	<b>9.3</b>
9 am to Noon	201	7.1	72	3.8	<b>273</b>	<b>5.8</b>
Noon to 3 pm	297	10.5	83	4.4	<b>380</b>	<b>8.0</b>
3 pm to 6 pm	461	16.3	112	5.9	<b>573</b>	<b>12.1</b>
6 pm to 9 pm	697	24.7	515	27.0	<b>1,212</b>	<b>25.6</b>
9 pm to Midnight	463	16.4	505	26.5	<b>968</b>	<b>20.4</b>
Unknown	8	0.3	17	0.9	<b>34</b>	<b>0.7</b>
<b>Total</b>	<b>2,823</b>	<b>100.0</b>	<b>1,907</b>	<b>100.0</b>	<b>*4,739</b>	<b>100.0</b>
<b>Pedestrians Injured</b>						
Midnight to 3 am	1,000	2.0	1,000	6.8	<b>3,000</b>	<b>3.3</b>
3 am to 6 am	1,000	1.5	1,000	3.2	<b>2,000</b>	<b>2.0</b>
6 am to 9 am	9,000	15.4	**	1.5	<b>9,000</b>	<b>11.5</b>
9 am to Noon	7,000	11.8	2,000	8.5	<b>8,000</b>	<b>10.9</b>
Noon to 3 pm	8,000	15.0	3,000	11.8	<b>11,000</b>	<b>14.1</b>
3 pm to 6 pm	16,000	27.8	5,000	20.8	<b>20,000</b>	<b>25.8</b>
6 pm to 9 pm	11,000	19.2	6,000	27.7	<b>17,000</b>	<b>21.6</b>
9 pm to Midnight	4,000	7.3	4,000	19.7	<b>8,000</b>	<b>10.8</b>
<b>Total</b>	<b>56,000</b>	<b>100.0</b>	<b>22,000</b>	<b>100.0</b>	<b>78,000</b>	<b>100.0</b>

\*Includes 9 pedestrians killed at unknown time of day and day of week.

\*\*Less than 500.

**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
<b>Pedestrians Killed</b>												
Passenger Car	1,894	90.2	43	2.0	28	1.3	30	1.4	105	5.0	<b>2,100</b>	<b>100.0</b>
Light Truck	1,365	88.4	45	2.9	29	1.9	39	2.5	66	4.3	<b>1,544</b>	<b>100.0</b>
Large Truck	179	68.1	24	9.1	5	1.9	28	10.6	27	10.3	<b>263</b>	<b>100.0</b>
Bus	23	95.8	0	0.0	0	0.0	0	0.0	1	4.2	<b>24</b>	<b>100.0</b>
Other/Unknown	203	53.1	13	3.4	10	2.6	3	0.8	153	40.1	<b>382</b>	<b>100.0</b>
<b>Total</b>	<b>3,664</b>	<b>85.0</b>	<b>125</b>	<b>2.9</b>	<b>72</b>	<b>1.7</b>	<b>100</b>	<b>2.3</b>	<b>352</b>	<b>8.2</b>	<b>4,313</b>	<b>100.0</b>
<b>Pedestrians Injured</b>												
Passenger Car	38,000	71.9	9,000	16.3	4,000	7.1	2,000	4.2	*	0.4	<b>53,000</b>	<b>100.0</b>
Light Truck	12,000	69.3	3,000	18.6	1,000	7.9	1,000	4.0	*	0.2	<b>18,000</b>	<b>100.0</b>
Other	2,000	67.5	1,000	19.8	*	5.7	*	3.7	*	3.3	<b>3,000</b>	<b>100.0</b>
<b>Total</b>	<b>53,000</b>	<b>71.1</b>	<b>13,000</b>	<b>17.0</b>	<b>5,000</b>	<b>7.3</b>	<b>3,000</b>	<b>4.1</b>	*	<b>0.5</b>	<b>74,000</b>	<b>100.0</b>

\*Less than 500.

**Table 98**  
**Pedestrians Killed, by Related Factors**

Factors	Number	Percent
Improper crossing of roadway or intersection . . . . .	1,413	29.8
Walking, playing, working, etc., in roadway . . . . .	1,209	25.5
Failure to yield right of way . . . . .	671	14.2
Darting or running into road . . . . .	604	12.7
Not visible. . . . .	455	9.6
Inattentive (talking, eating, etc.) . . . . .	123	2.6
Failure to obey traffic signs, signals, or officer . . . . .	86	1.8
Physical impairment . . . . .	83	1.8
Ill, blackout . . . . .	22	0.5
Emotional (e.g., depression, angry, disturbed) . . . . .	21	0.4
Getting on/off/in/out of transport vehicle . . . . .	21	0.4
Nonmotorist pushing vehicle . . . . .	11	0.2
Other factors . . . . .	84	1.8
None Reported. . . . .	1,294	27.3
Unknown . . . . .	107	2.3
<b>Total Pedestrians . . . . .</b>	<b>4,739</b>	<b>100.0</b>

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
<b>Pedalcyclists Killed</b>						
<5	1	11.1	8	88.9	<b>9</b>	<b>100.0</b>
5-9	22	35.5	40	64.5	<b>62</b>	<b>100.0</b>
10-15	46	38.7	73	61.3	<b>119</b>	<b>100.0</b>
16-20	16	34.0	31	66.0	<b>47</b>	<b>100.0</b>
21-24	9	32.1	19	67.9	<b>28</b>	<b>100.0</b>
25-34	24	36.9	39	60.0	<b>65</b>	<b>100.0</b>
35-44	32	25.8	91	73.4	<b>124</b>	<b>100.0</b>
45-54	34	32.7	70	67.3	<b>104</b>	<b>100.0</b>
55-64	16	27.1	42	71.2	<b>59</b>	<b>100.0</b>
65-74	11	31.4	24	68.6	<b>35</b>	<b>100.0</b>
>74	14	45.2	17	54.8	<b>31</b>	<b>100.0</b>
Unknown	0	0.0	1	14.3	<b>7</b>	<b>100.0</b>
<b>Total</b>	<b>225</b>	<b>32.6</b>	<b>455</b>	<b>65.9</b>	<b>*690</b>	<b>100.0</b>
<b>Pedalcyclists Injured</b>						
<5	***	23.9	***	48.1	***	<b>100.0</b>
5-9	4,000	56.4	3,000	39.9	<b>8,000</b>	<b>100.0</b>
10-15	6,000	51.5	5,000	43.6	<b>12,000</b>	<b>100.0</b>
16-20	3,000	57.6	2,000	38.9	<b>6,000</b>	<b>100.0</b>
21-24	2,000	56.8	2,000	42.5	<b>4,000</b>	<b>100.0</b>
25-34	4,000	59.7	3,000	35.2	<b>8,000</b>	<b>100.0</b>
35-44	4,000	60.9	3,000	36.7	<b>7,000</b>	<b>100.0</b>
45-54	2,000	50.3	1,000	33.2	<b>4,000</b>	<b>100.0</b>
55-64	1,000	63.3	1,000	35.6	<b>2,000</b>	<b>100.0</b>
65-74	1,000	85.2	***	14.8	<b>1,000</b>	<b>100.0</b>
>74	***	59.6	***	40.4	***	<b>100.0</b>
<b>Total</b>	<b>29,000</b>	<b>56.6</b>	<b>20,000</b>	<b>38.8</b>	<b>**51,000</b>	<b>100.0</b>

\*Includes 10 pedalcyclists killed at other or unknown location.

\*\*Includes 2,000 pedalcyclists injured at other or unknown locations.

\*\*\*Less than 500.

**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	7	9,712	0.07	2	9,274	0.02	9	18,986	0.05
5-9	50	10,198	0.49	12	9,722	0.12	62	19,920	0.31
10-15	105	12,299	0.85	14	11,710	0.12	119	24,009	0.50
16-20	42	10,185	0.41	5	9,720	0.05	47	19,905	0.24
21-24	25	7,200	0.35	3	7,019	0.04	28	14,220	0.20
25-34	53	18,535	0.29	12	18,699	0.06	65	37,233	0.17
35-44	117	22,181	0.53	7	22,478	0.03	124	44,659	0.28
45-54	94	18,092	0.52	10	18,938	0.05	104	37,030	0.28
55-64	54	11,433	0.47	5	12,529	0.04	59	23,961	0.25
65-74	33	8,180	0.40	2	9,956	0.02	35	18,136	0.19
>74	27	6,166	0.44	4	10,408	0.04	31	16,574	0.19
Unknown	1	*	*	0	*	*	7	*	*
<b>Total</b>	<b>608</b>	<b>134,181</b>	<b>0.45</b>	<b>76</b>	<b>140,453</b>	<b>0.05</b>	<b>690</b>	<b>274,634</b>	<b>0.25</b>

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	**	9,712	2	**	9,274	***	**	18,986	1
5-9	5,000	10,198	52	3,000	9,722	26	8,000	19,920	40
10-15	10,000	12,299	79	3,000	11,710	24	12,000	24,009	52
16-20	4,000	10,185	38	2,000	9,720	18	6,000	19,905	28
21-24	3,000	7,200	45	**	7,019	4	4,000	14,220	25
25-34	6,000	18,535	31	2,000	18,699	9	8,000	37,233	20
35-44	6,000	22,181	28	1,000	22,478	5	7,000	44,659	16
45-54	3,000	18,092	16	1,000	18,938	3	4,000	37,030	10
55-64	2,000	11,433	17	**	12,529	1	2,000	23,961	9
65-74	1,000	8,180	8	**	9,956	***	1,000	18,136	4
>74	**	6,166	4	**	10,408	***	**	16,574	2
<b>Total</b>	<b>40,000</b>	<b>134,181</b>	<b>30</b>	<b>11,000</b>	<b>140,453</b>	<b>8</b>	<b>51,000</b>	<b>274,634</b>	<b>19</b>

\*Not applicable.

\*\*Less than 500.

\*\*\*Less than 0.5.

Source: Population—Bureau of the Census.

Notes: Totals may not equal sum of components due to independent rounding. The population data shown here are projections based on the 1990 Census, in order to remain consistent with the population data used for other tables in this report.

**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
<b>Pedalcyclists Killed</b>						
Midnight to 3 am	13	3.0	21	8.2	<b>34</b>	<b>4.9</b>
3 am to 6 am	23	5.3	18	7.0	<b>41</b>	<b>5.9</b>
6 am to 9 am	40	9.2	14	5.5	<b>54</b>	<b>7.8</b>
9 am to Noon	43	9.9	15	5.9	<b>58</b>	<b>8.4</b>
Noon to 3 pm	75	17.3	30	11.7	<b>105</b>	<b>15.2</b>
3 pm to 6 pm	110	25.3	36	14.1	<b>146</b>	<b>21.2</b>
6 pm to 9 pm	90	20.7	72	28.1	<b>162</b>	<b>23.5</b>
9 pm to Midnight	39	9.0	48	18.8	<b>87</b>	<b>12.6</b>
Unknown	1	0.2	2	0.8	<b>3</b>	<b>0.4</b>
<b>Total</b>	<b>434</b>	<b>100.0</b>	<b>256</b>	<b>100.0</b>	<b>690</b>	<b>100.0</b>
<b>Pedalcyclists Injured</b>						
Midnight to 3 am	*	0.3	*	1.6	*	<b>0.7</b>
3 am to 6 am	*	1.1	*	0.7	<b>1,000</b>	<b>1.0</b>
6 am to 9 am	5,000	12.7	*	3.4	<b>5,000</b>	<b>10.2</b>
9 am to Noon	4,000	11.2	2,000	13.5	<b>6,000</b>	<b>11.8</b>
Noon to 3 pm	6,000	15.7	3,000	22.2	<b>9,000</b>	<b>17.4</b>
3 pm to 6 pm	13,000	34.4	3,000	19.5	<b>16,000</b>	<b>30.4</b>
6 pm to 9 pm	7,000	18.0	4,000	30.1	<b>11,000</b>	<b>21.2</b>
9 pm to Midnight	2,000	6.6	1,000	9.0	<b>4,000</b>	<b>7.2</b>
<b>Total</b>	<b>37,000</b>	<b>100.0</b>	<b>14,000</b>	<b>100.0</b>	<b>51,000</b>	<b>100.0</b>

\*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
<b>Pedalcyclists Killed</b>												
Passenger Car	264	91.3	12	4.2	5	1.7	0	0.0	8	2.8	<b>289</b>	<b>100.0</b>
Light Truck	238	88.5	21	7.8	3	1.1	3	1.1	4	1.5	<b>269</b>	<b>100.0</b>
Large Truck	34	54.8	10	16.1	2	3.2	8	12.9	8	12.9	<b>62</b>	<b>100.0</b>
Bus	3	100.0	0	0.0	0	0.0	0	0.0	0	0.0	<b>3</b>	<b>100.0</b>
Other/Unknown	20	48.8	5	12.2	0	0.0	1	2.4	15	36.6	<b>41</b>	<b>100.0</b>
<b>Total</b>	<b>559</b>	<b>84.2</b>	<b>48</b>	<b>7.2</b>	<b>10</b>	<b>1.5</b>	<b>12</b>	<b>1.8</b>	<b>35</b>	<b>5.3</b>	<b>664</b>	<b>100.0</b>
<b>Pedalcyclists Injured</b>												
Passenger Car	19,000	55.4	10,000	30.2	4,000	12.0	1,000	2.4	*	*	<b>34,000</b>	<b>100.0</b>
Light Truck	10,000	60.3	5,000	30.0	1,000	8.2	*	1.3	*	0.2	<b>16,000</b>	<b>100.0</b>
Other	*	30.2	1,000	59.0	*	9.2	*	*	*	1.6	<b>2,000</b>	<b>100.0</b>
<b>Total</b>	<b>29,000</b>	<b>56.1</b>	<b>16,000</b>	<b>31.1</b>	<b>5,000</b>	<b>10.7</b>	<b>1,000</b>	<b>2.0</b>	<b>*</b>	<b>0.1</b>	<b>51,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

**Table 103**  
**Pedalcyclists Killed, by Related Factors**

Factors	Number	Percent
Walking, playing, working, etc., in roadway . . . . .	147	21.3
Failure to yield right of way . . . . .	140	20.3
Improper crossing of roadway or intersection . . . . .	102	14.8
Failure to obey (e.g., signs, control devices, officers) . . . . .	55	8.0
Darting into road. . . . .	36	5.2
Not visible. . . . .	35	5.1
Operating without required equipment . . . . .	35	5.1
Failure to keep in proper lane or running off road . . . . .	28	4.1
Inattentive (talking, eating, etc.) . . . . .	26	3.8
Making improper turn . . . . .	15	2.2
Riding on wrong side of road . . . . .	13	1.9
Improper lane changing . . . . .	9	1.3
Improper entry to or exit from trafficway. . . . .	8	1.2
Erratic, reckless, careless, or negligent operation . . . . .	5	0.7
Failing to have lights on when required . . . . .	4	0.6
Other . . . . .	32	4.6
None Reported. . . . .	203	29.4
Unknown . . . . .	19	2.8
<b>Total Pedalcyclists. . . . .</b>	<b>690</b>	<b>100.0</b>

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**



## 5. STATES

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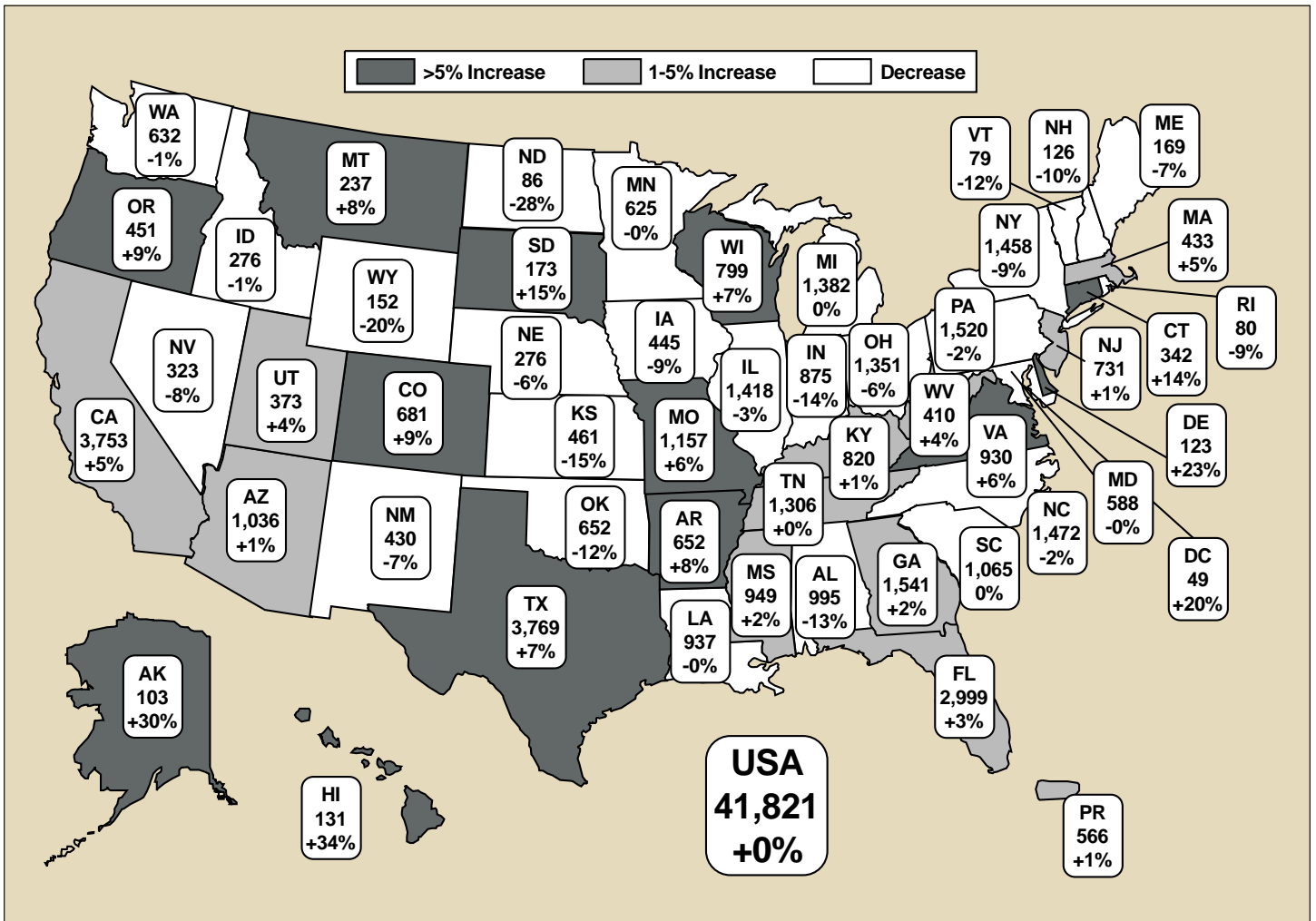
Fatal crash and fatality statistics for each of the 50 states, the District of Columbia, and Puerto Rico are presented in this chapter. Several tables display state fatality rates based on population, licensed drivers, and registered vehicles. The last four tables describe each state's safety belt use laws, child passenger protection laws, motorcycle helmet use requirements, and impaired driving legislation. Below are some of the state statistics you will find in this chapter:

- Traffic fatalities increased slightly (by 0.2 percent) from 1999 to 2000 for the nation as a whole. Twenty-five states showed increases, ranging from less than 1 percent to as much as 30 percent.
- The pedestrian fatality rate per 100,000 population was 1.73 for the nation. The District of Columbia had the highest rate (3.44) and Idaho had the lowest (0.45).
- Nearly 2 percent of all traffic crash fatalities in 2000 were pedalcyclists. Vermont was the only state that reported no pedalcyclists killed.
- Forty-nine states, plus the District of Columbia and Puerto Rico, have safety belt use laws.
- All states, the District of Columbia, and Puerto Rico have laws requiring children of certain ages to be restrained in child safety seats.
- Motorcycle helmets are required for all riders in 20 states, the District of Columbia, and Puerto Rico. Twenty-seven states have helmet requirements with exceptions (age, rider type, roadway type), and three states do not require helmets at all.
- State laws in 30 states make it a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of 0.10 g/dl. Nineteen states and the District of Columbia have adopted 0.08 g/dl. One state and Puerto Rico do not have illegal per se BAC levels.

**Table 104**  
**2000 Traffic Fatalities by State and Percent Change from 1999**

State	Fatalities			State	Fatalities		
	1999	2000	Percent Change		1999	2000	Percent Change
AL	1,138	995	-13	NE	295	276	-6
AK	79	103	+30	NV	350	323	-8
AZ	1,024	1,036	+1	NH	140	126	-10
AR	604	652	+8	NJ	726	731	+1
CA	3,559	3,753	+5	NM	460	430	-7
CO	626	681	+9	NY	1,599	1,458	-9
CT	301	342	+14	NC	1,505	1,472	-2
DE	100	123	+23	ND	119	86	-28
DC	41	49	+20	OH	1,430	1,351	-6
FL	2,920	2,999	+3	OK	741	652	-12
GA	1,508	1,541	+2	OR	414	451	+9
HI	98	131	+34	PA	1,549	1,520	-2
ID	278	276	-1	RI	88	80	-9
IL	1,456	1,418	-3	SC	1,065	1,065	0
IN	1,020	875	-14	SD	150	173	+15
IA	490	445	-9	TN	1,302	1,306	+0
KS	540	461	-15	TX	3,522	3,769	+7
KY	814	820	+1	UT	360	373	+4
LA	938	937	-0	VT	90	79	-12
ME	181	169	-7	VA	878	930	+6
MD	590	588	-0	WA	637	632	-1
MA	414	433	+5	WV	395	410	+4
MI	1,382	1,382	0	WI	745	799	+7
MN	626	625	-0	WY	189	152	-20
MS	927	949	+2	<b>USA</b>	<b>41,717</b>	<b>41,821</b>	<b>+0</b>
MO	1,094	1,157	+6	PR	558	566	+1
MT	220	237	+8				

Figure 30  
2000 Traffic Fatalities by State and Percent Change from 1999



**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		Non-Motorist		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
AL	367	40.4	67	7.4	368	40.5	23	2.5	79	8.7	5	0.6	909	100.0
AK	27	30.0	11	12.2	28	31.1	4	4.4	19	21.1	1	1.1	90	100.0
AZ	361	40.5	153	17.2	146	16.4	19	2.1	183	20.5	14	1.6	891	100.0
AR	216	37.4	39	6.7	209	36.2	27	4.7	76	13.1	11	1.9	578	100.0
CA	1,204	36.0	753	22.5	942	28.1	95	2.8	326	9.7	27	0.8	3,348	100.0
CO	238	38.8	83	13.5	153	25.0	18	2.9	114	18.6	7	1.1	613	100.0
CT	109	34.3	50	15.7	132	41.5	7	2.2	16	5.0	4	1.3	318	100.0
DE	48	41.4	25	21.6	33	28.4	2	1.7	7	6.0	1	0.9	116	100.0
DC	15	32.6	17	37.0	13	28.3	1	2.2	0	0.0	0	0.0	46	100.0
FL	1,197	43.8	570	20.9	600	22.0	45	1.6	283	10.4	38	1.4	2,733	100.0
GA	591	42.8	146	10.6	468	33.9	39	2.8	114	8.3	21	1.5	1,380	100.0
HI	43	37.4	30	26.1	30	26.1	5	4.3	7	6.1	0	0.0	115	100.0
ID	86	35.7	9	3.7	59	24.5	11	4.6	71	29.5	5	2.1	241	100.0
IL	529	41.5	202	15.9	347	27.2	46	3.6	126	9.9	24	1.9	1,274	100.0
IN	394	50.4	58	7.4	255	32.6	34	4.3	39	5.0	2	0.3	782	100.0
IA	212	53.8	25	6.3	79	20.1	9	2.3	64	16.2	5	1.3	394	100.0
KS	203	50.1	20	4.9	104	25.7	17	4.2	58	14.3	3	0.7	405	100.0
KY	290	40.2	58	8.0	307	42.6	14	1.9	44	6.1	8	1.1	721	100.0
LA	304	36.0	118	14.0	312	36.9	22	2.6	79	9.3	10	1.2	845	100.0
ME	69	43.9	18	11.5	49	31.2	5	3.2	14	8.9	2	1.3	157	100.0
MD	244	44.8	89	16.3	179	32.8	21	3.9	10	1.8	2	0.4	545	100.0
MA	141	34.4	91	22.2	153	37.3	10	2.4	12	2.9	3	0.7	410	100.0
MI	617	49.9	190	15.4	300	24.3	41	3.3	80	6.5	9	0.7	1,237	100.0
MN	273	49.0	52	9.3	136	24.4	11	2.0	78	14.0	7	1.3	557	100.0
MS	316	37.4	68	8.0	319	37.7	24	2.8	117	13.8	2	0.2	846	100.0
MO	417	42.1	88	8.9	325	32.8	42	4.2	110	11.1	8	0.8	991	100.0
MT	67	33.0	18	8.9	44	21.7	4	2.0	67	33.0	2	1.0	203	100.0
NE	111	45.9	20	8.3	48	19.8	10	4.1	50	20.7	3	1.2	242	100.0
NV	91	34.2	45	16.9	63	23.7	7	2.6	59	22.2	1	0.4	266	100.0
NH	41	35.0	8	6.8	47	40.2	3	2.6	17	14.5	1	0.9	117	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		Non-Motorist		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
NJ	281	42.6	145	22.0	188	28.5	27	4.1	15	2.3	3	0.5	659	100.0
NM	139	36.2	50	13.0	55	14.3	10	2.6	122	31.8	8	2.1	384	100.0
NY	527	38.5	348	25.4	395	28.9	35	2.6	48	3.5	15	1.1	1,369	100.0
NC	590	44.4	160	12.0	485	36.5	20	1.5	72	5.4	2	0.2	1,329	100.0
ND	24	30.0	6	7.5	9	11.3	9	11.3	29	36.3	3	3.8	80	100.0
OH	551	44.8	116	9.4	472	38.3	33	2.7	43	3.5	16	1.3	1,231	100.0
OK	255	44.3	43	7.5	205	35.6	23	4.0	38	6.6	12	2.1	576	100.0
OR	180	44.2	57	14.0	93	22.9	3	0.7	67	16.5	7	1.7	407	100.0
PA	568	40.7	177	12.7	550	39.4	24	1.7	54	3.9	22	1.6	1,396	100.0
RI	22	30.1	9	12.3	39	53.4	0	0.0	3	4.1	0	0.0	73	100.0
SC	369	39.0	100	10.6	345	36.5	33	3.5	85	9.0	14	1.5	946	100.0
SD	54	36.0	14	9.3	31	20.7	5	3.3	42	28.0	4	2.7	150	100.0
TN	454	38.6	96	8.2	458	38.9	26	2.2	132	11.2	11	0.9	1,177	100.0
TX	1,385	42.7	419	12.9	809	24.9	102	3.1	480	14.8	48	1.5	3,244	100.0
UT	127	39.9	39	12.3	32	10.1	12	3.8	100	31.4	8	2.5	318	100.0
VT	18	24.0	7	9.3	40	53.3	2	2.7	8	10.7	0	0.0	75	100.0
VA	332	39.0	107	12.6	312	36.7	14	1.6	57	6.7	29	3.4	851	100.0
WA	233	40.7	76	13.3	172	30.0	10	1.7	76	13.3	6	1.0	573	100.0
WV	135	38.2	21	5.9	147	41.6	8	2.3	32	9.1	10	2.8	353	100.0
WI	336	46.9	61	8.5	193	27.0	28	3.9	93	13.0	5	0.7	716	100.0
WY	34	25.8	12	9.1	24	18.2	3	2.3	52	39.4	7	5.3	132	100.0
<b>USA</b>	<b>15,435</b>	<b>41.3</b>	<b>5,184</b>	<b>13.9</b>	<b>11,302</b>	<b>30.2</b>	<b>1,043</b>	<b>2.8</b>	<b>3,967</b>	<b>10.6</b>	<b>456</b>	<b>1.2</b>	<b>*37,409</b>	<b>100.0</b>
PR	179	34.5	189	36.4	108	20.8	10	1.9	13	2.5	20	3.9	519	100.0

\*Total includes 22 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	82	43	1	211	149	259	157	7	<b>909</b>
AK	17	8	1	15	13	20	13	3	<b>90</b>
AZ	146	31	21	247	192	169	78	7	<b>891</b>
AR	56	35	10	141	122	117	97	0	<b>578</b>
CA	194	307	319	980	762	480	303	3	<b>3,348</b>
CO	80	33	28	177	126	91	78	0	<b>613</b>
CT	7	41	16	76	77	43	57	1	<b>318</b>
DE	2	5	2	42	19	25	20	1	<b>116</b>
DC	0	1	1	0	0	0	44	0	<b>46</b>
FL	165	151	69	960	339	82	677	290	<b>2,733</b>
GA	102	108	21	295	313	288	234	19	<b>1,380</b>
HI	0	1	2	31	33	18	4	26	<b>115</b>
ID	41	6	1	69	24	49	47	4	<b>241</b>
IL	80	98	6	296	248	162	384	0	<b>1,274</b>
IN	76	1	3	87	96	177	111	231	<b>782</b>
IA	35	11	0	105	71	104	62	6	<b>394</b>
KS	26	15	11	126	66	91	70	0	<b>405</b>
KY	43	23	7	150	96	298	104	0	<b>721</b>
LA	82	41	8	143	135	316	119	1	<b>845</b>
ME	8	0	6	28	27	50	35	3	<b>157</b>
MD	19	48	27	160	91	83	46	71	<b>545</b>
MA	6	62	10	129	96	38	69	0	<b>410</b>
MI	33	85	23	278	280	293	187	58	<b>1,237</b>
MN	21	26	5	130	134	159	82	0	<b>557</b>
MS	101	1	0	64	3	383	291	3	<b>846</b>
MO	76	98	49	204	111	236	187	30	<b>991</b>
MT	35	1	2	56	44	26	39	0	<b>203</b>
NE	37	0	16	46	46	43	54	0	<b>242</b>
NV	26	24	34	51	71	36	24	0	<b>266</b>
NH	10	5	2	22	26	24	18	10	<b>117</b>



**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	12	41	45	200	170	70	120	1	<b>659</b>
NM	76	15	3	97	52	65	73	3	<b>384</b>
NY	61	46	73	343	211	278	356	1	<b>1,369</b>
NC	60	57	24	217	167	392	412	0	<b>1,329</b>
ND	5	1	6	12	14	10	32	0	<b>80</b>
OH	18	24	0	0	0	0	5	1,184	<b>1,231</b>
OK	55	44	10	117	109	148	93	0	<b>576</b>
OR	29	5	3	162	72	83	53	0	<b>407</b>
PA	59	49	29	358	312	302	286	1	<b>1,396</b>
RI	3	8	8	22	16	10	6	0	<b>73</b>
SC	78	17	18	179	140	221	42	251	<b>946</b>
SD	19	0	1	37	28	30	35	0	<b>150</b>
TN	106	54	11	244	272	279	173	38	<b>1,177</b>
TX	205	316	228	717	398	604	776	0	<b>3,244</b>
UT	74	12	1	0	114	3	114	0	<b>318</b>
VT	8	1	0	4	19	19	24	0	<b>75</b>
VA	63	60	15	182	203	199	124	5	<b>851</b>
WA	47	33	32	143	96	113	109	0	<b>573</b>
WV	40	14	0	44	89	126	40	0	<b>353</b>
WI	30	9	9	191	163	187	126	1	<b>716</b>
WY	45	0	0	52	3	13	19	0	<b>132</b>
<b>USA</b>	<b>2,699</b>	<b>2,115</b>	<b>1,217</b>	<b>8,640</b>	<b>6,458</b>	<b>7,312</b>	<b>6,709</b>	<b>2,259</b>	<b>37,409</b>
PR	36	69	3	99	108	137	67	0	<b>519</b>

**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	92	44	2	233	164	282	170	8	995
AK	18	8	1	19	15	25	14	3	103
AZ	184	33	23	285	214	205	85	7	1,036
AR	64	45	12	165	132	125	109	0	652
CA	224	346	349	1,104	843	549	335	3	3,753
CO	95	34	30	200	144	96	82	0	681
CT	8	48	16	83	84	45	57	1	342
DE	2	5	2	44	19	28	22	1	123
DC	0	1	1	0	0	0	47	0	49
FL	189	163	75	1,064	377	84	727	320	2,999
GA	125	123	22	334	346	317	252	22	1,541
HI	0	1	2	36	37	19	5	31	131
ID	47	6	1	87	24	59	48	4	276
IL	93	115	6	334	275	179	416	0	1,418
IN	87	1	3	93	118	198	117	258	875
IA	39	16	0	124	81	111	68	6	445
KS	28	17	13	154	72	102	75	0	461
KY	53	26	8	183	110	328	112	0	820
LA	95	47	11	159	149	349	126	1	937
ME	8	0	6	32	28	56	36	3	169
MD	22	50	29	167	104	92	47	77	588
MA	6	70	11	134	100	39	73	0	433
MI	36	91	25	309	311	335	214	61	1,382
MN	22	28	5	152	153	175	90	0	625
MS	124	1	0	71	3	425	322	3	949
MO	100	118	60	232	135	275	205	32	1,157
MT	41	1	2	72	53	26	42	0	237
NE	41	0	20	55	53	45	62	0	276
NV	37	35	37	63	84	42	25	0	323
NH	10	6	2	24	28	26	20	10	126

**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	46	52	225	184	83	127	1	<b>731</b>
NM	91	19	3	109	59	70	76	3	<b>430</b>
NY	70	50	79	364	222	295	377	1	<b>1,458</b>
NC	76	65	31	240	193	432	435	0	<b>1,472</b>
ND	5	1	7	13	15	10	35	0	<b>86</b>
OH	22	24	0	0	0	0	5	1,300	<b>1,351</b>
OK	69	53	12	136	122	159	101	0	<b>652</b>
OR	33	5	3	189	79	85	57	0	<b>451</b>
PA	68	56	30	392	332	333	308	1	<b>1,520</b>
RI	3	11	8	23	18	11	6	0	<b>80</b>
SC	107	19	21	198	155	239	44	282	<b>1,065</b>
SD	21	0	1	46	30	38	37	0	<b>173</b>
TN	127	60	11	282	298	299	188	41	<b>1,306</b>
TX	253	358	256	868	463	720	851	0	<b>3,769</b>
UT	88	13	4	0	138	3	127	0	<b>373</b>
VT	8	1	0	5	21	19	25	0	<b>79</b>
VA	66	71	15	199	223	220	131	5	<b>930</b>
WA	52	34	37	163	105	126	115	0	<b>632</b>
WV	53	14	0	52	107	138	46	0	<b>410</b>
WI	33	9	10	220	181	203	142	1	<b>799</b>
WY	51	0	0	60	4	14	23	0	<b>152</b>
<b>USA</b>	<b>3,199</b>	<b>2,388</b>	<b>1,354</b>	<b>9,796</b>	<b>7,205</b>	<b>8,134</b>	<b>7,259</b>	<b>2,486</b>	<b>41,821</b>
PR	39	77	4	111	119	147	69	0	<b>566</b>

**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	3,521	28.26	4,015	24.78	4,451	22.35	995
AK	465	22.15	611	16.86	653	15.77	103
AZ	3,434	30.17	3,960	26.16	4,798	21.59	1,036
AR	1,948	33.47	1,865	34.96	2,631	24.78	652
CA	21,244	17.67	28,146	13.33	32,521	11.54	3,753
CO	3,107	21.92	3,724	18.29	4,168	16.34	681
CT	2,653	12.89	2,907	11.76	3,284	10.41	342
DE	557	22.08	641	19.19	768	16.02	123
DC	348	14.08	244	20.08	523	9.37	49
FL	12,853	23.33	12,036	24.92	15,233	19.69	2,999
GA	5,550	27.77	7,243	21.28	7,875	19.57	1,541
HI	769	17.04	758	17.28	1,257	10.42	131
ID	884	31.22	1,220	22.62	1,347	20.49	276
IL	7,961	17.81	9,168	15.47	12,051	11.77	1,418
IN	3,976	22.01	5,689	15.38	6,045	14.47	875
IA	1,953	22.79	3,233	13.76	2,900	15.34	445
KS	1,908	24.16	2,346	19.65	2,668	17.28	461
KY	2,694	30.44	2,870	28.57	3,995	20.53	820
LA	2,759	33.96	3,605	25.99	4,425	21.18	937
ME	920	18.37	1,053	16.05	1,259	13.42	169
MD	3,382	17.39	3,897	15.09	5,275	11.15	588
MA	4,490	9.64	5,372	8.06	6,199	6.98	433
MI	6,925	19.96	8,619	16.03	9,679	14.28	1,382
MN	2,941	21.25	4,773	13.09	4,830	12.94	625
MS	2,008	47.26	2,321	40.89	2,816	33.70	949
MO	3,856	30.01	4,641	24.93	5,540	20.88	1,157
MT	679	34.90	1,053	22.51	950	24.95	237
NE	1,195	23.10	1,640	16.83	1,705	16.19	276
NV	1,371	23.56	1,245	25.94	1,871	17.26	323
NH	930	13.55	1,100	11.45	1,224	10.29	126

**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	5,655	12.93	6,502	11.24	8,178	8.94	731
NM	1,239	34.71	1,557	27.62	1,860	23.12	430
NY	10,871	13.41	10,342	14.10	18,146	8.03	1,458
NC	5,690	25.87	6,305	23.35	7,777	18.93	1,472
ND	459	18.74	711	12.10	662	12.99	86
OH	8,206	16.46	10,722	12.60	11,319	11.94	1,351
OK	2,295	28.41	3,072	21.22	3,373	19.33	652
OR	2,495	18.08	3,091	14.59	3,397	13.28	451
PA	8,229	18.47	9,476	16.04	12,202	12.46	1,520
RI	654	12.23	779	10.27	998	8.02	80
SC	2,843	37.46	3,146	33.85	3,858	27.60	1,065
SD	544	31.80	822	21.05	777	22.27	173
TN	4,251	30.72	4,891	26.70	5,657	23.09	1,306
TX	13,462	28.00	14,257	26.44	20,119	18.73	3,769
UT	1,463	25.50	1,656	22.52	2,207	16.90	373
VT	506	15.61	537	14.71	617	12.80	79
VA	4,837	19.23	6,107	15.23	6,997	13.29	930
WA	4,155	15.21	5,235	12.07	5,858	10.79	632
WV	1,347	30.44	1,468	27.93	1,841	22.27	410
WI	3,770	21.19	4,545	17.58	5,326	15.00	799
WY	371	40.97	605	25.12	525	28.95	152
<b>USA</b>	<b>190,625</b>	<b>21.94</b>	<b>217,028</b>	<b>19.27</b>	<b>274,634</b>	<b>15.23</b>	<b>41,821</b>
PR	1,415	40.00	2,104	26.90	3,809	14.86	566

Note: The number shown for registered vehicles for the USA is approximately 4 percent lower than the sum of the registered vehicle numbers shown for the individual states, due to differing data sources.

Note: The population data shown here for the states and the USA total are projections based on the 1990 Census, in order to remain consistent with the population data used for other tables in this report.

Sources: Fatalities—Fatality Analysis Reporting System (FARS); Licensed Drivers (estimated)—Federal Highway Administration; Registered Vehicles by State (estimated)—Federal Highway Administration; Registered Vehicles for USA—R.L. Polk & Co. 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		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	697	70.1	228	22.9	61	6.1	8	0.8	1	0.1	995	100.0
AK	67	65.0	23	22.3	8	7.8	4	3.9	1	1.0	103	100.0
AZ	512	49.4	350	33.8	130	12.5	26	2.5	18	1.7	1,036	100.0
AR	439	67.3	170	26.1	38	5.8	5	0.8	0	0.0	652	100.0
CA	1,959	52.2	987	26.3	670	17.9	110	2.9	27	0.7	3,753	100.0
CO	411	60.4	180	26.4	80	11.7	8	1.2	2	0.3	681	100.0
CT	223	65.2	67	19.6	49	14.3	3	0.9	0	0.0	342	100.0
DE	65	52.8	33	26.8	22	17.9	3	2.4	0	0.0	123	100.0
DC	23	46.9	7	14.3	18	36.7	1	2.0	0	0.0	49	100.0
FL	1,723	57.5	685	22.8	492	16.4	90	3.0	9	0.3	2,999	100.0
GA	973	63.1	401	26.0	137	8.9	15	1.0	15	1.0	1,541	100.0
HI	72	55.0	27	20.6	29	22.1	1	0.8	2	1.5	131	100.0
ID	176	63.8	91	33.0	6	2.2	3	1.1	0	0.0	276	100.0
IL	850	59.9	358	25.2	187	13.2	18	1.3	5	0.4	1,418	100.0
IN	576	65.8	224	25.6	51	5.8	11	1.3	13	1.5	875	100.0
IA	299	67.2	117	26.3	25	5.6	3	0.7	1	0.2	445	100.0
KS	327	70.9	111	24.1	19	4.1	3	0.7	1	0.2	461	100.0
KY	547	66.7	211	25.7	53	6.5	4	0.5	5	0.6	820	100.0
LA	592	63.2	213	22.7	100	10.7	23	2.5	9	1.0	937	100.0
ME	105	62.1	44	26.0	15	8.9	2	1.2	3	1.8	169	100.0
MD	359	61.1	130	22.1	91	15.5	6	1.0	2	0.3	588	100.0
MA	256	59.1	82	18.9	82	18.9	13	3.0	0	0.0	433	100.0
MI	833	60.3	347	25.1	170	12.3	29	2.1	3	0.2	1,382	100.0
MN	405	64.8	164	26.2	38	6.1	14	2.2	4	0.6	625	100.0
MS	616	64.9	260	27.4	64	6.7	7	0.7	2	0.2	949	100.0
MO	723	62.5	333	28.8	88	7.6	9	0.8	4	0.3	1,157	100.0
MT	148	62.4	66	27.8	11	4.6	8	3.4	4	1.7	237	100.0
NE	177	64.1	76	27.5	20	7.2	2	0.7	1	0.4	276	100.0
NV	170	52.6	100	31.0	43	13.3	5	1.5	5	1.5	323	100.0
NH	91	72.2	27	21.4	7	5.6	1	0.8	0	0.0	126	100.0

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

State	Person Type										Total Killed	
	Driver		Passenger		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	419	57.3	150	20.5	145	19.8	13	1.8	4	0.5	731	100.0
NM	243	56.5	127	29.5	47	10.9	5	1.2	8	1.9	430	100.0
NY	770	52.8	311	21.3	335	23.0	37	2.5	5	0.3	1,458	100.0
NC	912	62.0	391	26.6	144	9.8	25	1.7	0	0.0	1,472	100.0
ND	53	61.6	26	30.2	5	5.8	2	2.3	0	0.0	86	100.0
OH	928	68.7	297	22.0	96	7.1	23	1.7	7	0.5	1,351	100.0
OK	426	65.3	177	27.1	43	6.6	5	0.8	1	0.2	652	100.0
OR	286	63.4	106	23.5	50	11.1	7	1.6	2	0.4	451	100.0
PA	993	65.3	324	21.3	170	11.2	15	1.0	18	1.2	1,520	100.0
RI	50	62.5	20	25.0	6	7.5	4	5.0	0	0.0	80	100.0
SC	682	64.0	275	25.8	84	7.9	23	2.2	1	0.1	1,065	100.0
SD	97	56.1	59	34.1	13	7.5	1	0.6	3	1.7	173	100.0
TN	868	66.5	320	24.5	99	7.6	7	0.5	12	0.9	1,306	100.0
TX	2,225	59.0	1,075	28.5	412	10.9	37	1.0	20	0.5	3,769	100.0
UT	202	54.2	129	34.6	33	8.8	9	2.4	0	0.0	373	100.0
VT	56	70.9	16	20.3	7	8.9	0	0.0	0	0.0	79	100.0
VA	597	64.2	223	24.0	92	9.9	16	1.7	2	0.2	930	100.0
WA	377	59.7	174	27.5	66	10.4	12	1.9	3	0.5	632	100.0
WV	272	66.3	108	26.3	25	6.1	2	0.5	3	0.7	410	100.0
WI	538	67.3	196	24.5	51	6.4	10	1.3	4	0.5	799	100.0
WY	84	55.3	53	34.9	12	7.9	2	1.3	1	0.7	152	100.0
<b>USA</b>	<b>25,492</b>	<b>61.0</b>	<b>10,669</b>	<b>25.5</b>	<b>4,739</b>	<b>11.3</b>	<b>690</b>	<b>1.6</b>	<b>231</b>	<b>0.6</b>	<b>41,821</b>	<b>100.0</b>
PR	240	42.4	132	23.3	181	32.0	11	1.9	2	0.4	566	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	18	16	28	155	92	170	189	116	75	71	65	0	995
AK	3	1	5	25	6	15	10	21	2	5	10	0	103
AZ	30	17	49	124	106	155	162	128	96	76	88	5	1,036
AR	12	8	30	80	49	110	109	98	60	41	54	1	652
CA	77	90	105	470	352	605	611	511	275	273	372	12	3,753
CO	13	9	24	78	72	105	131	99	54	45	50	1	681
CT	3	3	6	37	33	57	67	37	31	18	50	0	342
DE	3	1	11	23	12	19	24	8	4	8	10	0	123
DC	4	1	0	5	3	14	7	2	3	3	5	2	49
FL	31	39	92	351	257	470	513	417	250	209	356	14	2,999
GA	33	27	44	218	143	283	254	182	109	120	124	4	1,541
HI	2	0	2	18	14	16	15	20	14	13	17	0	131
ID	3	5	15	36	25	41	39	43	28	16	25	0	276
IL	23	19	43	182	161	250	219	177	115	88	140	1	1,418
IN	14	16	30	145	92	135	139	108	66	60	69	1	875
IA	8	8	11	88	41	67	44	51	37	33	57	0	445
KS	5	7	32	78	40	57	76	48	36	28	53	1	461
KY	19	14	33	131	84	133	130	98	60	44	73	1	820
LA	21	14	24	142	109	172	153	138	58	55	49	2	937
ME	3	5	4	28	14	24	16	17	20	14	24	0	169
MD	4	5	17	96	57	96	103	71	47	35	55	2	588
MA	3	4	10	63	46	67	62	45	41	31	61	0	433
MI	17	22	66	202	110	226	202	160	130	104	143	0	1,382
MN	6	10	19	99	64	108	87	78	47	35	72	0	625
MS	27	16	29	126	89	155	142	134	82	77	65	7	949
MO	17	28	41	218	105	158	199	127	109	55	100	0	1,157
MT	4	8	12	35	24	44	33	26	22	12	17	0	237
NE	4	6	3	54	24	37	39	34	23	20	31	1	276
NV	6	13	20	36	28	52	49	52	30	17	18	2	323
NH	0	3	6	17	12	19	19	14	14	9	13	0	126



**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	7	6	12	85	66	123	115	86	71	58	97	5	731
NM	8	6	16	58	50	77	75	47	34	29	30	0	430
NY	19	25	44	181	116	226	226	180	123	115	192	11	1,458
NC	29	23	49	187	138	254	271	184	105	104	125	3	1,472
ND	0	2	5	12	8	12	14	14	7	5	7	0	86
OH	19	28	56	209	126	221	223	161	104	92	112	0	1,351
OK	10	5	23	106	65	94	129	64	52	55	48	1	652
OR	10	6	18	72	47	55	64	57	46	36	40	0	451
PA	24	21	30	228	152	244	249	170	120	98	182	2	1,520
RI	0	0	5	11	9	9	15	15	4	2	10	0	80
SC	16	15	32	83	88	152	126	111	73	65	46	258	1,065
SD	1	3	14	20	20	29	25	22	13	14	12	0	173
TN	19	24	30	187	137	244	252	147	93	66	106	1	1,306
TX	85	75	125	586	409	682	575	464	257	218	258	35	3,769
UT	11	11	13	53	48	56	55	51	26	17	31	1	373
VT	2	1	2	17	7	7	18	8	5	6	6	0	79
VA	9	10	32	159	84	169	149	105	69	59	85	0	930
WA	10	10	19	107	62	106	108	66	51	29	64	0	632
WV	5	13	13	54	47	68	64	56	28	23	39	0	410
WI	4	17	26	127	73	108	131	97	59	63	94	0	799
WY	5	5	9	20	7	24	20	24	14	13	11	0	152
<b>USA</b>	<b>706</b>	<b>721</b>	<b>1,384</b>	<b>5,922</b>	<b>4,023</b>	<b>6,820</b>	<b>6,747</b>	<b>5,189</b>	<b>3,292</b>	<b>2,782</b>	<b>3,861</b>	<b>374</b>	<b>41,821</b>
PR	10	4	15	77	61	87	75	77	52	44	44	20	566

**Table 111  
Occupants Killed, by State and Vehicle Type**

State	Vehicle Type												Unknown		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Motorcycles		Buses		Other Vehicles					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	534	57.7	316	34.2	24	2.6	43	4.6	1	0.1	7	0.8	0	0.0	925	100.0
AK	28	31.1	47	52.2	1	1.1	6	6.7	0	0.0	8	8.9	0	0.0	90	100.0
AZ	364	41.7	369	42.3	14	1.6	90	10.3	1	0.1	17	1.9	18	2.1	873	100.0
AR	294	48.3	246	40.4	28	4.6	27	4.4	0	0.0	14	2.3	0	0.0	609	100.0
CA	1,714	58.2	859	29.2	71	2.4	276	9.4	0	0.0	26	0.9	0	0.0	2,946	100.0
CO	274	46.4	231	39.1	11	1.9	73	12.4	0	0.0	2	0.3	0	0.0	591	100.0
CT	181	62.4	54	18.6	4	1.4	50	17.2	0	0.0	1	0.3	0	0.0	290	100.0
DE	69	70.4	22	22.4	1	1.0	5	5.1	0	0.0	0	0.0	1	1.0	98	100.0
DC	18	60.0	4	13.3	0	0.0	8	26.7	0	0.0	0	0.0	0	0.0	30	100.0
FL	1,386	57.6	705	29.3	25	1.0	259	10.8	2	0.1	29	1.2	2	0.1	2,408	100.0
GA	786	57.1	477	34.7	37	2.7	61	4.4	0	0.0	14	1.0	1	0.1	1,376	100.0
HI	61	61.6	20	20.2	0	0.0	18	18.2	0	0.0	0	0.0	0	0.0	99	100.0
ID	117	43.8	122	45.7	4	1.5	18	6.7	0	0.0	6	2.2	0	0.0	267	100.0
IL	682	56.5	371	30.7	19	1.6	126	10.4	0	0.0	9	0.7	1	0.1	1,208	100.0
IN	472	58.4	237	29.3	24	3.0	70	8.7	1	0.1	4	0.5	0	0.0	808	100.0
IA	257	61.6	112	26.9	9	2.2	32	7.7	0	0.0	7	1.7	0	0.0	417	100.0
KS	232	53.0	167	38.1	11	2.5	21	4.8	1	0.2	4	0.9	2	0.5	438	100.0
KY	430	56.4	245	32.2	25	3.3	38	5.0	2	0.3	22	2.9	0	0.0	762	100.0
LA	422	52.2	303	37.5	17	2.1	57	7.0	0	0.0	10	1.2	0	0.0	809	100.0
ME	101	67.3	27	18.0	2	1.3	18	12.0	0	0.0	2	1.3	0	0.0	150	100.0
MD	302	61.8	119	24.3	9	1.8	50	10.2	1	0.2	2	0.4	6	1.2	489	100.0
MA	243	71.9	56	16.6	4	1.2	33	9.8	0	0.0	2	0.6	0	0.0	338	100.0
MI	710	60.2	341	28.9	13	1.1	86	7.3	2	0.2	28	2.4	0	0.0	1,180	100.0
MN	344	60.4	169	29.6	7	1.2	37	6.5	0	0.0	13	2.3	0	0.0	570	100.0
MS	509	58.0	318	36.2	27	3.1	22	2.5	0	0.0	2	0.2	0	0.0	878	100.0
MO	593	56.1	386	36.5	26	2.5	44	4.2	1	0.1	7	0.7	0	0.0	1,057	100.0
MT	102	47.0	92	42.4	5	2.3	13	6.0	0	0.0	4	1.8	1	0.5	217	100.0
NE	129	51.0	108	42.7	9	3.6	3	1.2	0	0.0	4	1.6	0	0.0	253	100.0
NV	136	50.0	103	37.9	11	4.0	21	7.7	0	0.0	1	0.4	0	0.0	272	100.0
NH	62	52.5	29	24.6	0	0.0	27	22.9	0	0.0	0	0.0	0	0.0	118	100.0

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

State	Vehicle Type												Unknown		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Motorcycles		Buses		Other Vehicles					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NJ	380	66.8	119	20.9	9	1.6	56	9.8	0	0.0	4	0.7	1	0.2	569	100.0
NM	172	46.0	157	42.0	4	1.1	26	7.0	1	0.3	8	2.1	6	1.6	374	100.0
NY	709	65.4	216	19.9	24	2.2	119	11.0	0	0.0	16	1.5	0	0.0	1,084	100.0
NC	820	62.9	363	27.9	21	1.6	91	7.0	2	0.2	5	0.4	1	0.1	1,303	100.0
ND	42	53.2	29	36.7	2	2.5	4	5.1	0	0.0	2	2.5	0	0.0	79	100.0
OH	768	62.7	300	24.5	22	1.8	126	10.3	0	0.0	9	0.7	0	0.0	1,225	100.0
OK	317	52.6	230	38.1	20	3.3	25	4.1	0	0.0	10	1.7	1	0.2	603	100.0
OR	219	55.9	119	30.4	8	2.0	37	9.4	0	0.0	5	1.3	4	1.0	392	100.0
PA	835	62.8	305	22.9	20	1.5	149	11.2	0	0.0	21	1.6	0	0.0	1,330	100.0
RI	43	61.4	15	21.4	0	0.0	12	17.1	0	0.0	0	0.0	0	0.0	70	100.0
SC	412	43.0	240	25.1	19	2.0	57	5.9	0	0.0	4	0.4	226	23.6	958	100.0
SD	72	45.3	60	37.7	5	3.1	20	12.6	0	0.0	2	1.3	0	0.0	159	100.0
TN	725	60.6	354	29.6	26	2.2	70	5.8	3	0.3	19	1.6	0	0.0	1,197	100.0
TX	1,672	50.5	1,316	39.8	66	2.0	227	6.9	2	0.1	24	0.7	1	0.0	3,308	100.0
UT	168	50.8	127	38.4	11	3.3	24	7.3	0	0.0	0	0.0	1	0.3	331	100.0
VT	40	55.6	23	31.9	1	1.4	6	8.3	0	0.0	2	2.8	0	0.0	72	100.0
VA	492	59.9	225	27.4	13	1.6	43	5.2	0	0.0	7	0.9	42	5.1	822	100.0
WA	344	62.4	158	28.7	9	1.6	37	6.7	0	0.0	3	0.5	0	0.0	551	100.0
WV	228	59.7	125	32.7	8	2.1	17	4.5	0	0.0	4	1.0	0	0.0	382	100.0
WI	432	58.6	206	28.0	12	1.6	78	10.6	0	0.0	8	1.1	1	0.1	737	100.0
WY	50	36.5	76	55.5	3	2.2	6	4.4	2	1.5	0	0.0	0	0.0	137	100.0
<b>USA</b>	<b>20,492</b>	<b>56.5</b>	<b>11,418</b>	<b>31.5</b>	<b>741</b>	<b>2.0</b>	<b>2,862</b>	<b>7.9</b>	<b>22</b>	<b>0.1</b>	<b>398</b>	<b>1.1</b>	<b>316</b>	<b>0.9</b>	<b>36,249</b>	<b>100.0</b>
PR	265	71.2	51	13.7	3	0.8	51	13.7	1	0.3	0	0.0	1	0.3	372	100.0

**Table 112**  
**Passenger Car Occupants Killed, by State and Restraint Use**

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	204	38.2	308	57.7	22	4.1	<b>534</b>	<b>100.0</b>
AK	11	39.3	17	60.7	0	0.0	<b>28</b>	<b>100.0</b>
AZ	131	36.0	183	50.3	50	13.7	<b>364</b>	<b>100.0</b>
AR	95	32.3	160	54.4	39	13.3	<b>294</b>	<b>100.0</b>
CA	917	53.5	499	29.1	298	17.4	<b>1,714</b>	<b>100.0</b>
CO	129	47.1	142	51.8	3	1.1	<b>274</b>	<b>100.0</b>
CT	69	38.1	90	49.7	22	12.2	<b>181</b>	<b>100.0</b>
DE	20	29.0	47	68.1	2	2.9	<b>69</b>	<b>100.0</b>
DC	4	22.2	7	38.9	7	38.9	<b>18</b>	<b>100.0</b>
FL	523	37.7	836	60.3	27	1.9	<b>1,386</b>	<b>100.0</b>
GA	337	42.9	351	44.7	98	12.5	<b>786</b>	<b>100.0</b>
HI	23	37.7	29	47.5	9	14.8	<b>61</b>	<b>100.0</b>
ID	42	35.9	69	59.0	6	5.1	<b>117</b>	<b>100.0</b>
IL	234	34.3	311	45.6	137	20.1	<b>682</b>	<b>100.0</b>
IN	203	43.0	222	47.0	47	10.0	<b>472</b>	<b>100.0</b>
IA	107	41.6	98	38.1	52	20.2	<b>257</b>	<b>100.0</b>
KS	77	33.2	127	54.7	28	12.1	<b>232</b>	<b>100.0</b>
KY	156	36.3	269	62.6	5	1.2	<b>430</b>	<b>100.0</b>
LA	127	30.1	232	55.0	63	14.9	<b>422</b>	<b>100.0</b>
ME	37	36.6	58	57.4	6	5.9	<b>101</b>	<b>100.0</b>
MD	167	55.3	117	38.7	18	6.0	<b>302</b>	<b>100.0</b>
MA	63	25.9	128	52.7	52	21.4	<b>243</b>	<b>100.0</b>
MI	364	51.3	260	36.6	86	12.1	<b>710</b>	<b>100.0</b>
MN	129	37.5	174	50.6	41	11.9	<b>344</b>	<b>100.0</b>
MS	144	28.3	354	69.5	11	2.2	<b>509</b>	<b>100.0</b>
MO	198	33.4	326	55.0	69	11.6	<b>593</b>	<b>100.0</b>
MT	38	37.3	56	54.9	8	7.8	<b>102</b>	<b>100.0</b>
NE	35	27.1	76	58.9	18	14.0	<b>129</b>	<b>100.0</b>
NV	52	38.2	81	59.6	3	2.2	<b>136</b>	<b>100.0</b>
NH	13	21.0	43	69.4	6	9.7	<b>62</b>	<b>100.0</b>

**Table 112**  
**Passenger Car Occupants Killed, by State and Restraint Use (Continued)**

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	161	42.4	197	51.8	22	5.8	<b>380</b>	<b>100.0</b>
NM	72	41.9	90	52.3	10	5.8	<b>172</b>	<b>100.0</b>
NY	360	50.8	290	40.9	59	8.3	<b>709</b>	<b>100.0</b>
NC	369	45.0	354	43.2	97	11.8	<b>820</b>	<b>100.0</b>
ND	8	19.0	33	78.6	1	2.4	<b>42</b>	<b>100.0</b>
OH	319	41.5	396	51.6	53	6.9	<b>768</b>	<b>100.0</b>
OK	128	40.4	187	59.0	2	0.6	<b>317</b>	<b>100.0</b>
OR	147	67.1	60	27.4	12	5.5	<b>219</b>	<b>100.0</b>
PA	265	31.7	443	53.1	127	15.2	<b>835</b>	<b>100.0</b>
RI	8	18.6	33	76.7	2	4.7	<b>43</b>	<b>100.0</b>
SC	158	38.3	246	59.7	8	1.9	<b>412</b>	<b>100.0</b>
SD	11	15.3	58	80.6	3	4.2	<b>72</b>	<b>100.0</b>
TN	207	28.6	479	66.1	39	5.4	<b>725</b>	<b>100.0</b>
TX	914	54.7	723	43.2	35	2.1	<b>1,672</b>	<b>100.0</b>
UT	66	39.3	97	57.7	5	3.0	<b>168</b>	<b>100.0</b>
VT	23	57.5	15	37.5	2	5.0	<b>40</b>	<b>100.0</b>
VA	199	40.4	264	53.7	29	5.9	<b>492</b>	<b>100.0</b>
WA	153	44.5	185	53.8	6	1.7	<b>344</b>	<b>100.0</b>
WV	71	31.1	151	66.2	6	2.6	<b>228</b>	<b>100.0</b>
WI	161	37.3	231	53.5	40	9.3	<b>432</b>	<b>100.0</b>
WY	23	46.0	27	54.0	0	0.0	<b>50</b>	<b>100.0</b>
USA	8,472	41.3	10,229	49.9	1,791	8.7	<b>20,492</b>	<b>100.0</b>
PR	79	29.8	186	70.2	0	0.0	<b>265</b>	<b>100.0</b>

**Table 113**  
**2000 Ranking of State Pedestrian Fatality Rates**

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	District of Columbia	18	523	3.44
2	Florida	492	15,233	3.23
3	Delaware	22	768	2.86
4	Arizona	130	4,798	2.71
5	New Mexico	47	1,860	2.53
6	Hawaii	29	1,257	2.31
7	Nevada	43	1,871	2.30
8	Wyoming	12	525	2.29
9	Mississippi	64	2,816	2.27
10	Louisiana	100	4,425	2.26
11	South Carolina	84	3,858	2.18
12	California	670	32,521	2.06
13	Texas	412	20,119	2.05
14	Colorado	80	4,168	1.92
15	North Carolina	144	7,777	1.85
16	New York	335	18,146	1.85
17	New Jersey	145	8,178	1.77
18	Michigan	170	9,679	1.76
19	Tennessee	99	5,657	1.75
20	Georgia	137	7,875	1.74
21	Maryland	91	5,275	1.73
22	South Dakota	13	777	1.67
23	Missouri	88	5,540	1.59
24	Illinois	187	12,051	1.55
25	Utah	33	2,207	1.50
26	Connecticut	49	3,284	1.49
27	Oregon	50	3,397	1.47
28	Arkansas	38	2,631	1.44

**Table 113**  
**2000 Ranking of State Pedestrian Fatality Rates (Continued)**

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
29	Pennsylvania	170	12,202	1.39
30	Alabama	61	4,451	1.37
31	West Virginia	25	1,841	1.36
32	Kentucky	53	3,995	1.33
33	Massachusetts	82	6,199	1.32
34	Virginia	92	6,997	1.31
35	Oklahoma	43	3,373	1.27
36	Alaska	8	653	1.23
37	Maine	15	1,259	1.19
38	Nebraska	20	1,705	1.17
39	Montana	11	950	1.16
40	Vermont	7	617	1.13
41	Washington	66	5,858	1.13
42	Wisconsin	51	5,326	0.96
43	Iowa	25	2,900	0.86
44	Ohio	96	11,319	0.85
45	Indiana	51	6,045	0.84
46	Minnesota	38	4,830	0.79
47	North Dakota	5	662	0.76
48	Kansas	19	2,668	0.71
49	Rhode Island	6	998	0.60
50	New Hampshire	7	1,224	0.57
51	Idaho	6	1,347	0.45
	<b>USA</b>	<b>4,739</b>	<b>274,634</b>	<b>1.73</b>
	Puerto Rico	181	3,809	4.75

Note: The population data shown here for the states and the USA total are projections based on the 1990 Census, in order to remain consistent with the population data used for other tables in this report.

**Table 114**  
**Persons Killed, by State and Highest Blood Alcohol Concentration in the Crash**

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+		Number	Percent	Number	Percent
	Number	Percent	Number	Percent	Number	Percent				
AL	596	60	74	7	326	33	399	40	995	100
AK	50	48	9	9	44	43	53	52	103	100
AZ	580	56	102	10	354	34	456	44	1,036	100
AR	452	69	61	9	139	21	200	31	652	100
CA	2,352	63	340	9	1,061	28	1,401	37	3,753	100
CO	425	62	58	8	198	29	256	38	681	100
CT	184	54	40	12	119	35	158	46	342	100
DE	63	51	11	9	49	40	60	49	123	100
DC	30	61	5	10	14	29	19	39	49	100
FL	1,808	60	261	9	930	31	1,191	40	2,999	100
GA	971	63	132	9	438	28	570	37	1,541	100
HI	77	59	17	13	37	28	54	41	131	100
ID	162	59	33	12	81	29	114	41	276	100
IL	804	57	126	9	489	34	614	43	1,418	100
IN	605	69	56	6	214	24	270	31	875	100
IA	321	72	24	6	100	22	124	28	445	100
KS	307	67	36	8	118	26	154	33	461	100
KY	564	69	53	6	203	25	256	31	820	100
LA	490	52	95	10	352	38	447	48	937	100
ME	118	70	13	7	38	22	51	30	169	100
MD	363	62	64	11	161	27	225	38	588	100
MA	215	50	65	15	153	35	218	50	433	100
MI	876	63	109	8	397	29	506	37	1,382	100
MN	370	59	48	8	207	33	255	41	625	100
MS	570	60	89	9	289	30	379	40	949	100
MO	646	56	124	11	387	33	511	44	1,157	100
MT	127	54	18	8	92	39	110	46	237	100
NE	173	63	33	12	70	25	103	37	276	100
NV	178	55	32	10	112	35	145	45	323	100
NH	77	61	9	7	40	31	49	39	126	100



**Table 114**  
**Persons Killed, by State and Highest Blood Alcohol Concentration in the Crash (Continued)**

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+		Number	Percent	Number	Percent
	Number	Percent	Number	Percent	Number	Percent				
NJ	412	56	88	12	231	32	319	44	731	100
NM	225	52	46	11	159	37	205	48	430	100
NY	1,039	71	126	9	293	20	419	29	1,458	100
NC	949	64	103	7	419	28	523	36	1,472	100
ND	45	52	5	6	36	42	41	48	86	100
OH	835	62	105	8	411	30	516	38	1,351	100
OK	431	66	53	8	169	26	221	34	652	100
OR	263	58	56	12	132	29	188	42	451	100
PA	902	59	107	7	511	34	618	41	1,520	100
RI	39	49	10	12	31	38	41	51	80	100
SC	643	60	94	9	329	31	422	40	1,065	100
SD	92	53	15	9	66	38	81	47	173	100
TN	795	61	112	9	399	31	511	39	1,306	100
TX	1,871	50	448	12	1,450	38	1,898	50	3,769	100
UT	284	76	21	6	68	18	89	24	373	100
VT	48	61	4	5	27	34	31	39	79	100
VA	589	63	85	9	257	28	341	37	930	100
WA	357	56	59	9	217	34	275	44	632	100
WV	235	57	26	6	149	36	175	43	410	100
WI	454	57	57	7	288	36	345	43	799	100
WY	107	70	6	4	40	26	45	30	152	100
<b>USA</b>	<b>25,168</b>	<b>60</b>	<b>3,761</b>	<b>9</b>	<b>12,892</b>	<b>31</b>	<b>16,653</b>	<b>40</b>	<b>41,821</b>	<b>100</b>
PR	289	51	73	13	203	36	277	49	566	100

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 of the Driver**

State	Blood Alcohol Concentration of Driver								Total Drivers Involved in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	1,001	74	72	5	289	21	361	26	1,362	100
AK	75	62	10	8	36	30	46	38	121	100
AZ	1,008	75	83	6	257	19	340	25	1,348	100
AR	677	79	56	7	120	14	175	21	852	100
CA	4,019	79	292	6	769	15	1,060	21	5,079	100
CO	726	78	60	6	146	16	206	22	932	100
CT	325	70	40	9	101	22	141	30	466	100
DE	127	71	15	8	38	21	52	29	179	100
DC	49	76	5	7	11	17	16	24	65	100
FL	3,341	78	246	6	679	16	925	22	4,266	100
GA	1,682	78	120	6	347	16	467	22	2,149	100
HI	128	75	12	7	31	18	43	25	171	100
ID	242	72	25	7	71	21	96	28	338	100
IL	1,453	74	124	6	397	20	521	26	1,974	100
IN	1,025	81	56	4	189	15	244	19	1,269	100
IA	523	83	25	4	85	13	110	17	633	100
KS	496	78	35	6	106	17	141	22	637	100
KY	862	80	44	4	176	16	220	20	1,082	100
LA	839	68	100	8	290	24	389	32	1,228	100
ME	185	81	12	5	31	14	44	19	229	100
MD	692	79	59	7	121	14	181	21	873	100
MA	412	68	64	11	129	21	193	32	605	100
MI	1,587	79	107	5	314	16	421	21	2,008	100
MN	655	74	47	5	181	20	228	26	883	100
MS	897	73	86	7	253	20	339	27	1,236	100
MO	1,140	72	122	8	312	20	434	28	1,574	100
MT	194	68	18	6	72	25	90	32	284	100
NE	285	77	26	7	58	16	84	23	369	100
NV	276	69	34	8	90	22	123	31	399	100
NH	117	70	13	8	37	22	51	30	168	100

**Table 115**  
**Drivers Involved in Fatal Crashes, by State**  
**and Blood Alcohol Concentration of the Driver (Continued)**

State	Blood Alcohol Concentration of Driver								Total Drivers Involved in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	790	75	84	8	174	17	258	25	1,048	100
NM	396	72	40	7	117	21	157	28	553	100
NY	1,684	84	90	5	231	12	321	16	2,005	100
NC	1,603	79	93	5	341	17	434	21	2,037	100
ND	66	62	6	6	34	32	40	38	106	100
OH	1,449	76	100	5	356	19	456	24	1,905	100
OK	701	79	45	5	144	16	189	21	890	100
OR	478	76	44	7	109	17	154	24	632	100
PA	1,579	75	97	5	434	21	531	25	2,110	100
RI	60	63	10	10	26	27	36	37	96	100
SC	1,047	74	89	6	277	20	366	26	1,413	100
SD	155	71	15	7	47	22	62	29	217	100
TN	1,312	75	100	6	330	19	429	25	1,741	100
TX	3,389	67	473	9	1,184	23	1,657	33	5,046	100
UT	392	84	23	5	53	11	75	16	467	100
VT	65	70	3	4	25	26	28	30	93	100
VA	996	78	75	6	212	17	288	22	1,284	100
WA	621	72	58	7	186	21	244	28	865	100
WV	367	71	30	6	123	24	153	29	520	100
WI	806	73	62	6	240	22	302	27	1,108	100
WY	136	78	5	3	33	19	39	22	175	100
<b>USA</b>	<b>43,131</b>	<b>76</b>	<b>3,551</b>	<b>6</b>	<b>10,408</b>	<b>18</b>	<b>13,959</b>	<b>24</b>	<b>57,090</b>	<b>100</b>
PR	493	69	77	11	149	21	226	31	719	100

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 of the Driver**

State	Blood Alcohol Concentration of Driver								Total Drivers Killed	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	436	63	41	6	220	32	261	37	697	100
AK	34	50	8	12	25	38	33	50	67	100
AZ	320	62	37	7	156	30	192	38	512	100
AR	305	69	33	8	101	23	134	31	439	100
CA	1,316	67	148	8	495	25	643	33	1,959	100
CO	272	66	27	6	112	27	139	34	411	100
CT	127	57	19	9	76	34	96	43	223	100
DE	37	57	2	3	26	40	28	43	65	100
DC	13	56	2	10	8	34	10	44	23	100
FL	1,127	65	133	8	463	27	596	35	1,723	100
GA	656	67	66	7	252	26	317	33	973	100
HI	40	56	6	9	26	36	32	44	72	100
ID	109	62	15	8	53	30	67	38	176	100
IL	513	60	63	7	274	32	337	40	850	100
IN	410	71	32	6	134	23	166	29	576	100
IA	223	74	11	4	66	22	76	26	299	100
KS	222	68	22	7	83	25	105	32	327	100
KY	387	71	26	5	134	25	160	29	547	100
LA	323	55	52	9	217	37	269	45	592	100
ME	75	72	5	5	24	23	30	28	105	100
MD	248	69	33	9	78	22	111	31	359	100
MA	145	57	28	11	82	32	111	43	256	100
MI	572	69	50	6	211	25	261	31	833	100
MN	252	62	23	6	130	32	153	38	405	100
MS	382	62	52	9	182	30	234	38	616	100
MO	461	64	44	6	218	30	262	36	723	100
MT	81	55	11	7	56	38	67	45	148	100
NE	114	64	16	9	48	27	63	36	177	100
NV	100	59	10	6	60	35	70	41	170	100
NH	58	64	6	7	26	29	33	36	91	100

**Table 116**  
**Drivers Killed in Fatal Crashes, by State**  
**and Blood Alcohol Concentration of the Driver (Continued)**

State	Blood Alcohol Concentration of Driver								Total Drivers Killed	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	270	65	32	8	117	28	149	35	419	100
NM	141	58	18	7	84	35	102	42	243	100
NY	568	74	54	7	148	19	202	26	770	100
NC	630	69	46	5	236	26	282	31	912	100
ND	26	49	3	5	24	46	27	51	53	100
OH	596	64	52	6	280	30	332	36	928	100
OK	292	68	26	6	108	25	134	32	426	100
OR	182	64	25	9	79	28	104	36	286	100
PA	605	61	59	6	329	33	388	39	993	100
RI	26	52	5	10	19	38	24	48	50	100
SC	453	66	43	6	186	27	229	34	682	100
SD	56	57	7	7	34	35	41	43	97	100
TN	552	64	60	7	256	29	316	36	868	100
TX	1,265	57	179	8	781	35	960	43	2,225	100
UT	159	79	11	5	32	16	43	21	202	100
VT	32	57	2	4	22	39	24	43	56	100
VA	419	70	38	6	140	23	178	30	597	100
WA	226	60	30	8	121	32	151	40	377	100
WV	162	60	19	7	91	33	110	40	272	100
WI	327	61	28	5	183	34	211	39	538	100
WY	61	72	1	2	22	26	23	28	84	100
<b>USA</b>	<b>16,406</b>	<b>64</b>	<b>1,760</b>	<b>7</b>	<b>7,326</b>	<b>29</b>	<b>9,086</b>	<b>36</b>	<b>25,492</b>	<b>100</b>
PR	139	58	26	11	75	31	101	42	240	100

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 of the Driver**

State	Blood Alcohol Concentration of Driver								Total Surviving Drivers in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	565	85	31	5	69	10	100	15	665	100
AK	41	77	2	4	11	20	13	23	54	100
AZ	688	82	47	6	101	12	148	18	836	100
AR	372	90	22	5	19	5	41	10	413	100
CA	2,702	87	144	5	274	9	418	13	3,120	100
CO	454	87	33	6	34	7	67	13	521	100
CT	198	81	20	8	25	10	45	19	243	100
DE	90	79	13	11	12	10	24	21	114	100
DC	36	86	2	6	3	8	6	14	42	100
FL	2,214	87	112	4	216	9	329	13	2,543	100
GA	1,026	87	55	5	95	8	150	13	1,176	100
HI	88	89	6	6	6	6	11	11	99	100
ID	134	82	10	6	18	11	28	18	162	100
IL	940	84	61	5	123	11	184	16	1,124	100
IN	615	89	23	3	55	8	78	11	693	100
IA	300	90	14	4	20	6	34	10	334	100
KS	274	88	13	4	23	7	36	12	310	100
KY	474	89	18	3	42	8	61	11	535	100
LA	516	81	48	7	72	11	120	19	636	100
ME	110	89	7	6	7	6	14	11	124	100
MD	444	86	27	5	43	8	70	14	514	100
MA	266	76	36	10	47	13	83	24	349	100
MI	1,015	86	57	5	103	9	160	14	1,175	100
MN	403	84	24	5	50	11	75	16	478	100
MS	515	83	33	5	72	12	105	17	620	100
MO	679	80	78	9	94	11	172	20	851	100
MT	113	83	7	5	16	12	23	17	136	100
NE	171	89	11	6	10	5	21	11	192	100
NV	176	77	23	10	30	13	53	23	229	100
NH	59	77	7	9	11	14	18	23	77	100

**Table 117**  
**Surviving Drivers Involved in Fatal Crashes, by State**  
**and Blood Alcohol Concentration of the Driver (Continued)**

State	Blood Alcohol Concentration of Driver								Total Surviving Drivers in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	520	83	52	8	57	9	109	17	629	100
NM	255	82	22	7	33	11	55	18	310	100
NY	1,115	90	37	3	83	7	120	10	1,235	100
NC	973	87	47	4	105	9	152	13	1,125	100
ND	40	75	3	7	10	18	13	25	53	100
OH	853	87	49	5	75	8	124	13	977	100
OK	409	88	19	4	35	8	55	12	464	100
OR	296	86	19	6	30	9	50	14	346	100
PA	974	87	38	3	105	9	143	13	1,117	100
RI	34	75	5	10	7	15	12	25	46	100
SC	595	81	46	6	91	12	136	19	731	100
SD	99	83	8	7	13	11	21	17	120	100
TN	759	87	39	5	74	8	114	13	873	100
TX	2,124	75	294	10	403	14	697	25	2,821	100
UT	233	88	12	5	20	8	32	12	265	100
VT	33	89	1	3	3	8	4	11	37	100
VA	578	84	37	5	72	11	109	16	687	100
WA	395	81	28	6	65	13	93	19	488	100
WV	205	82	11	5	32	13	43	18	248	100
WI	479	84	34	6	57	10	91	16	570	100
WY	76	83	4	4	11	12	15	17	91	100
<b>USA</b>	<b>26,725</b>	<b>85</b>	<b>1,791</b>	<b>6</b>	<b>3,082</b>	<b>10</b>	<b>4,873</b>	<b>15</b>	<b>31,598</b>	<b>100</b>
PR	354	74	51	11	74	15	125	26	479	100

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 and Costs by Road Type and Speed Limit**

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit									Estimated Costs of Speeding-Related Crashes by Road Type (Million 1994 Dollars)		
		Total	Interstate		Non-Interstate						Total	Interstate	Non-Interstate
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph			
AL	995	369	38	3	88	7	133	28	35	20	433	58	374
AK	103	49	6	5	11	4	6	1	5	5	80	17	64
AZ	1,036	354	43	10	63	34	66	35	18	33	535	87	448
AR	652	144	19	2	75	4	10	4	11	11	241	38	203
CA	3,753	1,331	219	29	327	55	92	105	186	106	2,922	508	2,415
CO	681	281	32	14	40	13	29	27	42	57	436	72	364
CT	342	121	7	16	7	1	10	10	17	45	399	69	329
DE	123	27	1	2	3	14	1	1	4	1	66	10	56
DC	49	15	0	0	0	0	0	0	1	14	81	11	70
FL	2,999	525	60	7	60	11	106	43	57	73	1,424	229	1,194
GA	1,541	342	33	16	123	6	52	23	45	27	745	119	626
HI	131	54	0	0	4	1	3	0	15	10	127	13	114
ID	276	86	16	0	11	14	5	0	12	10	111	20	91
IL	1,418	492	27	46	180	6	54	27	77	73	1,191	190	1,001
IN	875	226	22	12	44	11	29	14	8	20	501	91	411
IA	445	51	5	0	26	3	4	0	2	5	193	30	163
KS	461	123	11	0	21	0	2	6	6	14	230	31	199
KY	820	169	16	3	114	1	6	1	18	6	347	52	295
LA	937	111	3	2	44	5	19	8	14	12	400	58	343
ME	169	71	4	2	3	5	27	8	6	13	132	18	114
MD	588	195	9	13	18	27	14	28	24	29	594	94	500
MA	433	151	19	4	9	4	10	18	25	60	687	112	575
MI	1,382	276	25	4	126	9	31	5	20	36	883	134	749
MN	625	171	14	8	86	7	5	5	2	31	357	54	303
MS	949	221	21	0	77	16	40	9	23	17	258	34	225
MO	1,157	456	70	16	170	5	20	19	34	37	678	123	555
MT	237	96	14	0	2	1	5	0	8	4	105	16	89
NE	276	64	20	0	4	21	0	2	3	4	151	32	119
NV	323	122	10	4	12	4	22	2	23	11	219	31	188
NH	126	35	1	2	4	2	1	6	7	5	81	12	69



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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit									Estimated Costs of Speeding-Related Crashes by Road Type (Million 1994 Dollars)		
		Total	Interstate		Non-Interstate						Total	Interstate	Non-Interstate
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph			
NJ	731	57	6	4	3	6	5	6	10	12	936	156	780
NM	430	164	19	3	46	6	17	9	17	14	224	34	189
NY	1,458	434	7	29	164	17	25	25	19	88	2,163	331	1,831
NC	1,472	519	27	7	296	11	106	5	54	4	930	116	814
ND	86	34	1	0	19	0	0	3	0	5	46	4	42
OH	1,351	318	10	1	0	0	0	0	0	1	1,158	376	782
OK	652	245	55	2	44	8	42	16	7	5	348	69	280
OR	451	146	7	6	79	0	9	12	14	13	267	36	231
PA	1,520	582	35	23	157	10	117	75	112	47	1,114	153	961
RI	80	39	0	5	3	2	3	5	8	13	92	14	78
SC	1,065	312	40	2	103	7	62	12	42	14	420	66	354
SD	173	59	10	2	16	0	5	4	2	3	78	15	64
TN	1,306	320	23	15	92	14	66	35	25	34	546	81	465
TX	3,769	1,446	168	59	230	44	100	87	134	116	2,385	391	1,994
UT	373	109	22	2	17	8	4	11	9	8	171	32	139
VT	79	31	5	0	0	18	0	0	3	3	46	7	38
VA	930	166	17	11	79	0	22	1	18	16	518	87	432
WA	632	242	37	0	30	32	9	24	50	28	605	98	508
WV	410	117	16	2	51	4	10	13	14	5	188	30	157
WI	799	220	16	1	121	1	27	7	19	22	455	60	394
WY	152	62	23	1	4	1	0	0	0	5	72	22	49
<b>USA</b>	<b>41,821</b>	<b>*12,350</b>	<b>1,309</b>	<b>395</b>	<b>3,306</b>	<b>480</b>	<b>1,431</b>	<b>785</b>	<b>1,305</b>	<b>1,245</b>	<b>27,369</b>	<b>4,538</b>	<b>22,831</b>
PR	566	283	0	60	13	6	67	31	72	34	627	133	494

\*Of the total number of speeding-related fatalities in 2000, 5,535 occurred on roads with posted speed limits between 55 and 65 mph, and 921 occurred on roads with speed limits above 65 mph.

Notes: Totals may not equal sum of components due to independent rounding. The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown. The total column for costs of speeding-related crashes includes costs for crashes that occurred on unknown road types. Costs are based on preliminary estimates.

**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	10.24	88.2	12.06	86.4	39.20	89.7	57.69	90.2	633
AK	10.71	29.3	17.57	12.1	46.34	44.8	53.30	53.5	58
AZ	5.63	30.2	15.85	28.0	33.00	99.3	42.33	99.3	454
AR	7.88	16.1	12.00	6.8	46.17	98.7	53.71	98.5	453
CA	3.58	99.0	7.38	99.4	20.00	99.9	38.00	99.9	1,226
CO	7.48	13.2	12.42	8.4	39.13	44.4	55.08	46.0	333
CT	1.90	42.4	6.74	27.1	40.97	60.0	48.09	58.8	85
DE	6.06	4.5	8.27	0.0	29.02	29.9	43.38	29.9	67
DC	1.67	0.0	6.33	0.0	18.33	0.0	26.33	0.0	3
FL	5.59	18.7	8.81	13.2	36.00	99.9	43.00	99.9	1,278
GA	2.36	9.0	9.54	8.6	40.56	35.3	51.03	35.9	766
HI	3.03	10.8	10.47	8.1	39.50	56.8	50.50	56.8	37
ID	8.08	12.7	14.24	7.3	NA	NA	NA	NA	205
IL	4.75	11.4	10.75	99.2	10.00	99.8	45.50	99.6	484
IN	9.00	99.8	NA	NA	26.00	99.8	31.00	99.8	462
IA	6.71	14.9	10.35	10.6	37.71	38.9	53.30	41.6	303
KS	10.08	18.7	11.68	12.4	35.49	31.8	52.55	37.5	315
KY	6.59	13.2	10.99	9.4	38.42	39.1	51.62	41.8	545
LA	8.08	16.1	12.53	9.2	39.34	33.3	56.75	36.1	598
ME	6.23	7.0	9.39	3.1	35.16	30.2	48.86	33.3	129
MD	NA	NA	NA	NA	NA	NA	NA	NA	218
MA	8.10	15.9	5.73	1.2	37.03	25.6	48.32	28.1	82
MI	3.89	23.1	8.93	21.1	50.00	99.9	56.00	99.9	649
MN	4.08	18.4	12.10	17.4	32.50	44.2	47.52	44.4	396
MS	14.98	29.6	16.91	29.5	19.70	27.2	51.14	27.4	841
MO	8.76	25.4	11.20	12.9	38.66	71.4	54.48	71.7	688
MT	10.78	10.6	15.35	7.4	42.27	38.6	59.98	41.8	189
NE	5.98	19.2	10.00	11.8	27.68	37.4	42.99	41.9	203
NV	11.72	21.7	17.33	15.1	43.46	44.3	66.94	49.1	106
NH	2.82	8.1	11.25	8.1	33.80	93.2	49.80	93.2	74

**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	6.00	99.4	6.00	99.4	30.00	99.4	42.00	99.4	158
NM	23.00	99.6	NA	NA	NA	NA	NA	NA	280
NY	3.04	27.1	8.27	24.3	39.45	50.5	49.29	51.1	765
NC	6.29	34.5	10.91	34.0	39.68	50.2	53.71	51.5	866
ND	16.61	9.2	13.42	1.5	36.54	29.2	56.69	35.4	65
OH	7.87	89.7	11.68	91.9	34.44	98.0	45.27	97.6	456
OK	10.28	37.8	10.64	21.1	39.41	41.8	55.04	43.9	421
OR	3.84	12.9	10.90	5.7	44.02	38.1	54.21	41.2	318
PA	5.68	40.1	9.69	25.0	37.42	52.4	47.95	55.0	845
RI	3.88	27.3	5.27	0.0	43.89	18.2	48.56	18.2	11
SC	8.17	82.2	9.79	82.4	NA	NA	38.50	99.7	625
SD	8.78	31.2	13.81	27.5	37.06	49.3	51.30	53.6	138
TN	9.81	51.1	10.88	33.2	35.91	82.5	47.71	83.2	749
TX	8.54	34.0	13.73	32.9	NA	NA	NA	NA	1,782
UT	3.88	26.3	12.20	28.2	44.63	97.3	60.11	97.0	301
VT	7.47	50.7	11.28	43.5	40.24	58.0	59.86	59.4	69
VA	NA	NA	NA	NA	NA	NA	NA	NA	507
WA	7.04	22.4	10.89	9.0	48.09	44.9	62.28	45.8	321
WV	5.51	7.0	12.20	0.0	43.69	30.4	58.55	31.1	299
WI	4.66	12.2	10.58	9.8	37.03	45.6	51.45	47.3	539
WY	6.76	10.3	14.78	9.5	NA	NA	NA	NA	126
<b>USA</b>	<b>6.81</b>	<b>39.1</b>	<b>11.41</b>	<b>36.9</b>	<b>36.93</b>	<b>71.4</b>	<b>52.49</b>	<b>72.3</b>	<b>21,521</b>
PR	7.35	76.3	11.52	75.8	NA	NA	NA	NA	215

\*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	20.36	87.7	9.19	86.6	23.96	89.6	33.64	89.6	269
AK	2.67	15.6	6.15	15.6	13.90	34.4	22.09	31.3	32
AZ	2.03	38.3	6.52	36.5	38.42	97.3	45.17	97.3	436
AR	3.70	18.4	5.82	5.6	NA	NA	NA	NA	125
CA	3.33	97.7	5.82	98.2	23.09	99.5	32.19	99.0	2,122
CO	3.34	13.6	5.48	7.5	23.25	33.9	30.29	34.3	280
CT	2.13	35.6	5.61	24.9	26.22	47.2	33.84	45.1	233
DE	2.24	4.2	6.09	2.1	16.16	47.9	24.00	47.9	48
DC	2.20	41.9	4.07	37.2	11.44	41.9	18.17	46.5	43
FL	3.23	26.0	5.13	22.6	NA	NA	NA	NA	1,455
GA	1.72	8.6	6.79	9.2	30.87	25.7	39.33	25.7	595
HI	3.76	21.2	6.92	3.9	30.70	42.3	39.10	42.3	52
ID	3.43	2.8	4.39	0.0	NA	NA	NA	NA	36
IL	2.96	7.5	20.00	99.4	NA	NA	71.00	99.8	790
IN	NA	NA	NA	NA	NA	NA	NA	NA	89
IA	4.99	5.5	6.13	3.3	26.60	14.3	34.05	16.5	91
KS	3.38	23.3	5.42	14.4	24.89	22.2	32.91	23.3	90
KY	4.55	9.7	6.69	6.8	27.17	25.0	36.58	26.1	176
LA	3.92	19.0	6.61	7.3	25.75	30.0	34.60	30.4	247
ME	3.56	0.0	4.81	0.0	20.70	14.8	28.96	14.8	27
MD	NA	NA	NA	NA	NA	NA	NA	NA	261
MA	5.45	32.3	4.85	11.0	28.27	27.4	35.08	28.4	328
MI	2.87	37.5	5.88	35.2	NA	NA	NA	NA	582
MN	1.87	25.5	6.73	27.3	24.23	46.6	33.26	47.2	161
MS	NA	NA	NA	NA	NA	NA	NA	NA	2
MO	4.27	26.8	6.70	11.7	26.89	46.8	36.24	48.2	299
MT	3.00	14.3	6.45	21.4	18.50	42.9	29.75	42.9	14
NE	2.11	10.3	4.47	7.7	25.12	33.3	30.37	30.8	39
NV	3.43	12.5	6.74	5.0	23.88	40.6	33.68	40.6	160
NH	0.88	5.9	7.13	5.9	9.00	97.1	14.00	97.1	34

**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	3.50	99.2	8.50	99.6	70.00	99.8	51.00	99.6	501
NM	NA	NA	NA	NA	NA	NA	NA	NA	103
NY	2.83	69.2	5.81	68.2	26.37	80.9	33.17	80.8	603
NC	4.28	32.4	7.26	31.5	30.35	46.2	40.86	47.1	463
ND	4.50	20.0	4.67	0.0	19.00	6.7	28.15	13.3	15
OH	4.50	96.9	7.57	96.4	34.83	96.9	42.50	96.9	192
OK	4.56	45.8	6.45	18.7	26.62	34.8	34.85	36.1	155
OR	1.07	6.7	4.66	2.3	29.33	31.5	34.82	31.5	89
PA	3.33	36.8	5.77	19.4	26.82	36.5	33.68	37.8	551
RI	2.78	35.5	4.03	0.0	27.19	14.5	30.69	16.1	62
SC	4.58	76.2	6.63	76.2	NA	NA	8.00	99.0	101
SD	7.60	16.7	3.90	16.7	17.22	25.0	29.56	25.0	12
TN	7.31	87.7	7.07	81.8	29.46	93.4	35.92	93.4	391
TX	4.34	32.4	7.30	32.3	NA	NA	NA	NA	1,462
UT	1.14	17.7	9.36	17.7	NA	NA	NA	NA	17
VT	4.20	16.7	4.80	16.7	21.00	50.0	27.33	50.0	6
VA	NA	NA	NA	NA	NA	NA	NA	NA	339
WA	3.54	11.1	5.66	3.2	36.22	32.9	43.61	33.3	252
WV	2.79	1.9	6.32	1.9	25.05	25.9	33.28	25.9	54
WI	2.21	7.3	5.34	5.1	31.55	23.2	38.82	23.2	177
WY	2.33	0.0	4.83	0.0	NA	NA	NA	NA	6
<b>USA</b>	<b>3.41</b>	<b>47.7</b>	<b>6.13</b>	<b>49.1</b>	<b>27.62</b>	<b>77.3</b>	<b>35.62</b>	<b>77.4</b>	<b>14,667</b>
PR	7.35	76.6	9.15	76.3	12.00	99.7	12.00	99.7	304

\*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	361	178	49.3	8,008,278	4.51
Los Angeles	CA	310	96	31.0	3,694,820	8.39
Chicago	IL	266	73	27.4	2,896,016	9.19
Houston	TX	248	51	20.6	1,953,631	12.69
Philadelphia	PA	119	39	32.8	1,517,550	7.84
Phoenix	AZ	184	54	29.3	1,321,045	13.93
San Diego	CA	102	36	35.3	1,223,400	8.34
Dallas	TX	171	36	21.1	1,188,580	14.39
San Antonio	TX	134	31	23.1	1,144,646	11.71
Detroit	MI	149	45	30.2	951,270	15.66
San Jose	CA	50	19	38.0	894,943	5.59
Indianapolis	IN	32	9	28.1	791,926	4.04
San Francisco	CA	49	30	61.2	776,733	6.31
Jacksonville	FL	102	20	19.6	735,617	13.87
Columbus	OH	42	8	19.0	711,470	5.90
Austin	TX	72	12	16.7	656,562	10.97
Baltimore	MD	5	1	20.0	651,154	0.77
Memphis	TN	86	16	18.6	650,100	13.23
Milwaukee	WI	41	10	24.4	596,974	6.87
Boston	MA	25	17	68.0	589,141	4.24
Washington	DC	49	18	36.7	572,059	8.57
Nashville-Davidson	TN	99	14	14.1	569,891	17.37
El Paso	TX	56	13	23.2	563,662	9.94
Seattle	WA	31	5	16.1	563,374	5.50
Denver	CO	83	35	42.2	554,636	14.96
Charlotte	NC	65	14	21.5	540,828	12.02
Fort Worth	TX	72	12	16.7	534,694	13.47
Portland	OR	27	10	37.0	529,121	5.10
Oklahoma City	OK	56	10	17.9	506,132	11.06
Tucson	AZ	61	15	24.6	486,699	12.53
New Orleans	LA	49	12	24.5	484,674	10.11
Las Vegas	NV	44	9	20.5	478,434	9.20
Cleveland	OH	31	5	16.1	478,403	6.48

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		
Long Beach	CA	34	7	20.6	461,522	7.37
Albuquerque	NM	54	15	27.8	448,607	12.04
Kansas City	MO	69	9	13.0	441,545	15.63
Fresno	CA	25	6	24.0	427,652	5.85
Virginia Beach	VA	25	0	0.0	425,257	5.88
Atlanta	GA	68	15	22.1	416,474	16.33
Sacramento	CA	32	5	15.6	407,018	7.86
Oakland	CA	33	7	21.2	399,484	8.26
Mesa	AZ	32	3	9.4	396,375	8.07
Tulsa	OK	43	7	16.3	393,049	10.94
Omaha	NE	20	6	30.0	390,007	5.13
Minneapolis	MN	20	2	10.0	382,618	5.23
Honolulu	HI	29	12	41.4	371,657	7.80
Miami	FL	56	27	48.2	362,470	15.45
Colorado Springs	CO	31	6	19.4	360,890	8.59
St. Louis	MO	42	17	40.5	348,189	12.06
Wichita	KS	10	1	10.0	344,284	2.90
Santa Ana	CA	22	7	31.8	337,977	6.51
Pittsburgh	PA	29	5	17.2	334,563	8.67
Arlington	TX	31	6	19.4	332,969	9.31
Cincinnati	OH	24	7	29.2	331,285	7.24
Anaheim	CA	20	6	30.0	328,014	6.10
Toledo	OH	22	4	18.2	313,619	7.01
Tampa	FL	69	20	29.0	303,447	22.74
Buffalo	NY	13	5	38.5	292,648	4.44
St. Paul	MN	21	5	23.8	287,151	7.31
Corpus Christi	TX	26	7	26.9	277,454	9.37
Aurora	CO	16	4	25.0	276,393	5.79
Raleigh	NC	28	3	10.7	276,093	10.14
Newark	NJ	37	13	35.1	273,546	13.53
Lexington-Fayette	KY	23	2	8.7	260,512	8.83
Anchorage	AK	23	3	13.0	260,283	8.84
Louisville	KY	83	18	21.7	256,231	32.39

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		
Riverside	CA	19	4	21.1	255,166	7.45
St. Petersburg	FL	31	6	19.4	248,232	12.49
Bakersfield	CA	18	3	16.7	247,057	7.29
Stockton	CA	22	6	27.3	243,771	9.02
Birmingham	AL	31	5	16.1	242,820	12.77
Jersey City	NJ	15	6	40.0	240,055	6.25
Norfolk	VA	23	4	17.4	234,403	9.81
Baton Rouge	LA	44	9	20.5	227,818	19.31
Hialeah	FL	20	5	25.0	226,419	8.83
Lincoln	NE	14	1	7.1	225,581	6.21
Greensboro	NC	26	6	23.1	223,891	11.61
Plano	TX	13	2	15.4	222,030	5.86
Rochester	NY	7	2	28.6	219,773	3.19
Glendale	AZ	27	3	11.1	218,812	12.34
Akron	OH	18	1	5.6	217,074	8.29
Garland	TX	13	0	0.0	215,768	6.02
Madison	WI	12	2	16.7	208,054	5.77
Fort Wayne	IN	9	1	11.1	205,727	4.37
Fremont	CA	9	0	0.0	203,413	4.42
Scottsdale	AZ	21	0	0.0	202,705	10.36
Montgomery	AL	19	2	10.5	201,568	9.43
Shreveport	LA	20	2	10.0	200,145	9.99
Augusta-Richmond Co.	GA	20	1	5.0	199,775	10.01
Lubbock	TX	14	0	0.0	199,564	7.02
Chesapeake	VA	12	2	16.7	199,184	6.02
Mobile	AL	25	5	20.0	198,915	12.57
Des Moines	IA	11	2	18.2	198,682	5.54
Grand Rapids	MI	7	2	28.6	197,800	3.54
Richmond	VA	21	5	23.8	197,790	10.62
Yonkers	NY	12	4	33.3	196,086	6.12
Spokane	WA	11	2	18.2	195,629	5.62
Glendale	CA	13	4	30.8	194,973	6.67
Tacoma	WA	21	6	28.6	193,556	10.85
Irving	TX	12	3	25.0	191,615	6.26
Huntington Beach	CA	8	3	37.5	189,594	4.22

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		
Modesto	CA	13	3	23.1	188,856	6.88
Durham	NC	12	4	33.3	187,035	6.42
Columbus	GA	18	3	16.7	186,291	9.66
Orlando	FL	34	6	17.6	185,951	18.28
Boise City	ID	6	1	16.7	185,787	3.23
Winston-Salem	NC	17	3	17.6	185,776	9.15
San Bernardino	CA	28	6	21.4	185,401	15.10
Jackson	MS	39	6	15.4	184,256	21.17
Little Rock	AR	28	6	21.4	183,133	15.29
Salt Lake City	UT	32	9	28.1	181,743	17.61
Reno	NV	14	5	35.7	180,480	7.76
Newport News	VA	10	3	30.0	180,150	5.55
Chandler	AZ	4	0	0.0	176,581	2.27
Laredo	TX	9	2	22.2	176,576	5.10
Henderson	NV	9	1	11.1	175,381	5.13
Knoxville	TN	35	2	5.7	173,890	20.13
Amarillo	TX	18	5	27.8	173,627	10.37
Providence	RI	14	0	0.0	173,618	8.06
Chula Vista	CA	12	4	33.3	173,556	6.91
Worcester	MA	15	7	46.7	172,648	8.69
Oxnard	CA	13	3	23.1	170,358	7.63
Dayton	OH	27	4	14.8	166,179	16.25
Garden Grove	CA	8	3	37.5	165,196	4.84
Oceanside	CA	11	3	27.3	161,029	6.83
Tempe	AZ	19	5	26.3	158,625	11.98
Huntsville	AL	22	4	18.2	158,216	13.91
Ontario	CA	16	3	18.8	158,007	10.13
Chattanooga	TN	36	6	16.7	155,554	23.14
Fort Lauderdale	FL	24	8	33.3	152,397	15.75
Springfield	MA	14	6	42.9	152,082	9.21
Springfield	MO	12	3	25.0	151,580	7.92
Santa Clarita	CA	12	3	25.0	151,088	7.94
Salinas	CA	1	0	0.0	151,060	0.66
Tallahassee	FL	15	2	13.3	150,624	9.96
Rockford	IL	13	1	7.7	150,115	8.66

Source: Population—Bureau of the Census.

**Table 122**  
**Fatalities and Fatality Rates by State, 1975-2000**

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1985	1990	1995	2000	Difference, 1975-2000	1975	1985	1990	1995	2000	Difference, 1975-2000
AL	902	882	1,121	1,114	995	+10%	3.6	2.5	2.6	2.2	1.8	-50%
AK	112	127	98	87	103	-8%	4.4	3.2	2.5	2.1	2.2	-50%
AZ	670	893	869	1,035	1,036	+55%	4.2	4.1	2.5	2.6	2.1	-50%
AR	559	534	604	631	652	+17%	4.0	3.1	2.9	2.4	2.2	-45%
CA	4,092	4,960	5,192	4,192	3,753	-8%	3.1	2.4	2.0	1.5	1.2	-61%
CO	581	579	544	645	681	+17%	3.5	2.2	2.0	1.8	1.6	-54%
CT	389	448	385	317	342	-12%	2.1	2.0	1.5	1.1	1.1	-48%
DE	122	104	138	121	123	+1%	3.4	1.9	2.1	1.6	1.5	-56%
DC	70	60	48	58	49	-30%	2.3	1.9	1.4	1.7	1.4	-39%
FL	1,998	2,832	2,891	2,805	2,999	+50%	3.2	3.2	2.6	2.2	2.0	-38%
GA	1,360	1,361	1,562	1,488	1,541	+13%	3.5	2.5	2.2	1.7	1.5	-57%
HI	144	126	177	130	131	-9%	3.5	1.9	2.2	1.6	1.5	-57%
ID	281	255	244	262	276	-2%	4.8	3.3	2.5	2.1	2.0	-58%
IL	2,041	1,534	1,589	1,586	1,418	-31%	3.6	2.2	1.9	1.7	1.4	-61%
IN	1,128	974	1,049	960	875	-22%	3.0	2.4	2.0	1.5	1.2	-60%
IA	670	474	465	527	445	-34%	3.8	2.3	2.0	2.0	1.5	-61%
KS	509	486	444	442	461	-9%	3.3	2.5	1.9	1.8	1.6	-52%
KY	863	712	849	849	820	-5%	3.5	2.5	2.5	2.1	1.8	-49%
LA	934	931	959	894	937	+0%	4.6	2.8	2.5	2.3	2.3	-50%
ME	223	206	213	187	169	-24%	3.1	2.2	1.8	1.5	1.2	-61%
MD	670	729	707	671	588	-12%	2.7	2.2	1.7	1.5	1.2	-56%
MA	864	742	605	444	433	-50%	2.7	1.9	1.3	0.9	0.8	-70%
MI	1,779	1,545	1,571	1,530	1,382	-22%	3.1	2.3	1.9	1.8	1.4	-55%
MN	754	608	566	597	625	-17%	2.9	1.9	1.5	1.4	1.2	-59%
MS	546	662	750	868	949	+74%	3.8	3.5	3.1	2.9	2.7	-29%
MO	1,045	931	1,097	1,109	1,157	+11%	3.4	2.4	2.2	1.9	1.7	-50%
MT	291	223	212	215	237	-19%	5.1	3.0	2.5	2.3	2.4	-53%
NE	369	237	262	254	276	-25%	3.3	2.0	1.9	1.6	1.5	-55%
NV	218	259	343	313	323	+48%	4.7	3.4	3.4	2.2	1.8	-62%
NH	151	191	158	118	126	-17%	2.9	2.5	1.6	1.1	1.0	-66%

**Table 122**  
**Fatalities and Fatality Rates by State, 1975-2000 (Continued)**

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1985	1990	1995	2000	Difference, 1975-2000	1975	1985	1990	1995	2000	Difference, 1975-2000
NJ	1,043	964	886	774	731	-30%	2.2	1.8	1.5	1.3	1.1	-50%
NM	555	535	499	485	430	-23%	5.6	4.0	3.1	2.3	1.9	-66%
NY	2,366	2,006	2,217	1,679	1,458	-38%	3.6	2.2	2.1	1.5	1.1	-69%
NC	1,506	1,482	1,385	1,448	1,472	-2%	4.1	3.0	2.2	1.9	1.6	-61%
ND	167	90	112	74	86	-49%	3.7	1.6	1.9	1.1	1.2	-68%
OH	1,766	1,646	1,638	1,360	1,351	-23%	2.8	2.2	1.8	1.3	1.3	-54%
OK	757	744	641	669	652	-14%	3.3	2.4	1.9	1.7	1.5	-55%
OR	562	559	579	574	451	-20%	3.5	2.6	2.2	1.9	1.3	-63%
PA	2,078	1,771	1,646	1,480	1,520	-27%	3.3	2.3	1.9	1.6	1.5	-55%
RI	110	109	84	69	80	-27%	1.9	1.9	1.1	1.0	1.0	-47%
SC	820	951	979	881	1,065	+30%	4.0	3.6	2.8	2.3	2.3	-43%
SD	195	130	153	158	173	-11%	3.8	2.1	2.2	2.1	2.1	-45%
TN	1,126	1,101	1,177	1,259	1,306	+16%	3.4	3.0	2.5	2.2	2.0	-41%
TX	3,372	3,678	3,250	3,183	3,769	+12%	4.0	2.6	2.1	1.8	1.7	-58%
UT	272	303	272	325	373	+37%	3.4	2.5	1.9	1.7	1.7	-50%
VT	143	115	90	106	79	-45%	4.3	2.5	1.5	1.7	1.2	-72%
VA	993	976	1,079	900	930	-6%	2.9	2.0	1.8	1.3	1.2	-59%
WA	758	744	825	653	632	-17%	3.2	2.2	1.8	1.3	1.2	-63%
WV	461	420	481	376	410	-11%	4.4	3.3	3.1	2.2	2.1	-52%
WI	930	744	769	745	799	-14%	3.3	2.0	1.7	1.4	1.4	-58%
WY	210	152	125	170	152	-28%	5.4	2.8	2.1	2.4	1.9	-65%
<b>USA</b>	<b>44,525</b>	<b>43,825</b>	<b>44,599</b>	<b>41,817</b>	<b>41,821</b>	<b>-6%</b>	<b>3.4</b>	<b>2.5</b>	<b>2.1</b>	<b>1.7</b>	<b>1.5</b>	<b>-56%</b>
PR	496	600	473	595	566	+14%	7.3	5.7	3.7	3.8	3.2	-56%

Sources: Fatalities—Fatality Analysis Reporting System (FARS). Vehicle Miles Traveled—Federal Highway Administration.

**Table 123**  
**Child Passenger Protection Laws**

State	Effective Date	Restraint Requirement Age <sup>(1,2)</sup>	Safety Seat Required	Must Use Safety Seat or Seat Belt	Penalty
AL	7/83	Under 6	Under 6	Age 4 or 5	\$10
AK	6/85	Under 16	Under 4	No	\$50, 2 points
AZ	8/83	Under 5	Under 5	No	\$50
AR	8/83	Under 5	Under 5	No	\$25-\$100
CA	1/83	Under 16	Under 4 <sup>(3)</sup>	No	\$100, 1 Point <sup>(4)</sup>
CO	1/84	Under 16	Under 4 <sup>(5)</sup>	No	\$50 + \$6 surcharge
CT	5/82	Under 16	Under 4 <sup>(5)</sup>	Over 40 pounds	\$60-\$2,000 <sup>(6)</sup>
DE	6/82	Under 16 <sup>(7)</sup>	Under 4	No	\$28.75
DC	7/83	Under 16	Under 4	Age 3 through 16	\$55, 2 points
FL	7/83	Under 18	Under 6	Age 4 or 5	\$60 + \$10 court cost
GA	7/84	Under 16	Under 5	Age 3 or 4	\$50-\$100, 1-2 points
HI	7/83	Under 15	Under 4	No	\$100-\$500
ID	1/85	Under 4	Under 4 <sup>(5)</sup>	No	\$100
IL	7/83	Under 16	Under 4	Age 4 or 5	\$25-\$50
IN	1/84	Under 12	Under 4	Age 4 through 11	\$25, 4 points
IA	1/85	Under 6	Under 3	Age 3 through 5	\$10
KS	1/82	Under 14	Under 4	No	\$20
KY	7/82	Under 16	40" and under	No	\$50
LA	9/84	Under 13	Under 3	Age 3 through 12	\$50-\$100
ME	9/83	Under 18	Under 4	Age 4 through 18	\$25-\$500
MD	1/84	Under 16	Under 4 <sup>(3)</sup>	Over 40 pounds	\$25
MA	1/82	Under 12	Under 5	Age 5 through 11	\$25
MI	4/82	Under 16	Under 4	No	\$10
MN	8/83	Under 11	Under 4	No	\$50
MS	7/83	Under 8	Under 4	No	\$25
MO	1/84	Under 16	Under 4	No	\$25 + court costs
MT	1/84	Under 16	Under 2	Age 2 through 4	\$100
NE	8/83	Under 16	Under 4 <sup>(3)</sup>	Over 40 pounds	\$25-\$500
NV	7/83	Under 16	Under 5 <sup>(3)</sup>	No	\$35-\$100
NH	7/83	Under 16	Under 4	No	\$25-\$50
NJ	4/83	Under 16	Under 5	Age 1-1/2 through 4	\$10-\$25
NM	6/83	Under 11	Under 5	Age 1 through 5 in rear	\$25
NY	4/82	Under 16	Under 4	No	\$25-\$100, 3 points
NC	7/82	Under 16	Under 5	Age 4 through 15	\$25
ND	1/84	Under 18	Under 4	Age 4 through 17	No fine, 1 point
OH	3/83	Under 4 <sup>(3)</sup>	Under 4 <sup>(3)</sup>	No	\$100-\$250 <sup>(8)</sup>
OK	11/83	Under 13	Under 4 <sup>(9)</sup>	Age 4 through 12	\$10 + \$15 court costs
OR	1/84	Under 16	Under 4 <sup>(5)</sup>	Age 4 or Over	\$75
PA	1/84	Under 16	Under 4	No	\$25
RI	7/80	Under 16	Under 6 <sup>(10)</sup>	Age 4 or 5	\$50
SC	7/83	Under 16	Under 4	Age 4 or 5	\$25
SD	7/84	Under 16	Under 5	Over 40 pounds	\$20
TN	1/78	Under 16	Under 4	Age 4 through 15	\$50 maximum <sup>(11)</sup>
TX	10/84	Under 15	Under 2	Age 3 or 4	\$25-\$50
UT	7/84	Under 16	Under 5	No	\$45
VT	7/84	Under 16	Under 5	No	\$25
VA	1/83	Under 16	Under 4	Age 3 <sup>(12)</sup>	\$50, 3 points
WA	1/84	Under 16	Under 3	Age 3 through 10	\$250 maximum
WV	7/81	Under 16	Under 3	Age 3 through 8	\$10-\$20
WI	11/82	Under 8	Under 4	Age 4 through 8	\$30-\$75
WY	4/85	Under 12	Under 5 <sup>(5)</sup>	No	\$50-\$100
PR	1/89	Under 16	Under 4	No	\$10

<sup>(1)</sup>Table covers laws applicable to children under 16 years old. <sup>(2)</sup>All States have laws requiring front seat occupants under 16 years of age to be restrained by seat belts or child safety seats. <sup>(3)</sup>Or less than 40 pounds. <sup>(4)</sup>Second or subsequent offense. <sup>(5)</sup>And less than 40 pounds. <sup>(6)</sup>Third offense can result in 1 year imprisonment. <sup>(7)</sup>Children under 12 years old and less than 66 inches tall may not occupy front seat if equipped with passenger-side airbag. <sup>(8)</sup>Subsequent offenses can result in 30 days imprisonment. <sup>(9)</sup>And less than or equal to 60 pounds. <sup>(10)</sup>Children under age 6 must be transported in the back seat. <sup>(11)</sup>Can result in 30 days imprisonment. <sup>(12)</sup>Seat belts can be substituted only if the size and weight of the child make the use of a seat belt practical and the use of a child restraint device impractical.

**Table 124**  
**Status of State Motorcycle Helmet Use Requirements**

State	Original Law	Subsequent Action, Date(s) and Current Status
AL	11/06/67	Helmet use required for all riders.
AK	01/01/71	Repealed effective 7-1-76 except for persons under 18 years of age, and all passengers.
AZ	01/01/69	Repealed effective 5-27-76 except for persons under 18 years of age.
AR	07/10/67	Helmet use required for all riders. Repealed effective 8-1-97 except for riders under 21 years of age.
CA	01/01/85	Helmet use required by riders under 15 1/2 years of age. Effective 1-1-92 helmet use required for all riders.
CO	07/01/69	Repealed effective 5-20-77. No helmet use requirement.
CT	10/01/67	Not enforced until 2-1-74. Repealed effective 6-1-76. Effective 1-1-90 adopted requirement for helmet use by persons under 18.
DE	10/01/68	Repealed effective 6-10-78 except for persons under 19 years of age. Also requires that a helmet be carried on the motorcycle for persons 19 and older.
DC	10/12/70	Helmet use required for all riders.
FL	09/05/67	Repealed effective 7-1-2000 except for riders under 21 years old and those without \$10,000 medical insurance covering injuries resulting from a motorcycle crash.
GA	08/31/66	Helmet use required for all riders.
HI	05/01/68	Repealed effective 6-7-77 except for persons under 18 years of age.
ID	01/01/68	Repealed effective 3-29-78 except for persons under 18 years of age.
IL	01/01/68	Repealed effective 6-17-69 after being declared unconstitutional by the State Supreme Court on 5-28-69. No helmet use requirement.
IN	07/01/67	Repealed effective 9-1-77. Effective 6-1-85 adopted requirement for helmet use by persons under 18.
IA	09/01/75	Repealed effective 7-1-76. No helmet use requirement.
KS	07/01/67	7-1-67 to 3-17-70 for all cyclists. 3-17-70 to 7-1-72 only for cyclists under 21 years of age. 7-1-72 to 7-1-76 for all cyclists. 7-1-76 to 7-1-82 applied only to persons under 16 years of age. After 7-1-82 applies only to persons under 18 years of age.
KY	07/01/68	Repealed effective 7-15-98 except for riders under 21 years old, riders operating with instruction permit, riders with less than 1 year experience and/or riders not providing proof of health insurance. Insurance provision repealed effective 7-15-2000.
LA	07/31/68	Repealed effective 10-1-76 except for persons under 18 years of age. Readopted for all cyclists effective 1-1-82. Repealed effective 8-15-99 except for riders under age 18 and those without \$10,000 medical insurance; proof of insurance policy must be shown to law enforcement officer upon request.
ME	10/07/67	Repealed effective 10-24-77. Amended effective 7-3-80 to require use by riders under 15 years old, novices, and holders of learner's permits.
MD	09/01/68	Repealed effective 5-29-79 except for persons under 18 years of age. Effective 10-1-92 helmet use required for all riders.
MA	02/27/67	Helmet use required for all riders.
MI	03/10/67	Repealed effective 6-12-68. New law adopted effective 9-1-69. Helmet use required for all riders.
MN	05/01/68	Repealed effective 4-6-77 except for persons under 18 years of age.
MS	03/28/74	Helmet use required for all riders.
MO	10/13/67	Helmet use required for all riders.
MT	07/01/73	Repealed effective 7-1-77 except for persons under 18 years of age.
NE	05/29/67	Never enforced. Declared unconstitutional by State Supreme Court and repealed effective 9-1-77. Effective 1-1-89 helmet use required for all riders.
NV	01/01/72	Helmet use required for all riders.
NH	09/03/67	Repealed effective 8-7-77 except for persons under 18 years of age.
NJ	01/01/68	Helmet use required for all riders.
NM	05/01/67	Initial law applied only to cyclists under 18 years of age and to all passengers. Law requiring helmet use by all cyclists adopted effective 7-1-73. Repealed effective 6-17-77 except for persons under 18 years of age.
NY	01/01/67	Helmet use required for all riders.
NC	01/01/68	Helmet use required for all riders.
ND	07/01/67	Repealed effective 7-1-77 except for persons under 18 years of age.
OH	04/02/68	Repealed effective 7-1-78 except for persons under 18 years and first year novices.
OK	04/27/67	4-27-67 to 4-7-69 helmet use required for all motorcyclists. From 4-7-69 to 5-3-76 for cyclists under 21 years of age. 5-3-76 for cyclists under 18 years of age.
OR	01/01/68	Repealed effective 10-4-77, except for persons under 18 years of age. Effective 6-16-89 helmet use required for all riders.
PA	09/13/68	Helmet use required for all riders.
RI	06/30/67	Repealed effective 5-21-76 except for passengers on motorcycles. Effective 7-01-92 helmet use required for operators under 21 years of age, all passengers, and first year novices.
SC	07/01/67	Repealed for ages 21 and over effective 6-16-80. Required for riders under 18 years old.
SD	07/01/67	Repealed effective 7-1-77 except for persons under 18 years of age.
TN	06/05/67	Helmet use required for all riders.
TX	01/01/68	Repealed effective 9-1-77 except for persons under 18 years of age. Effective 9-1-89 helmet use required for all riders. Effective 9-1-97 helmets required for riders under 21, those who have not completed a rider training course, and those without \$10,000 medical insurance.
UT	05/13/69	Helmets required only on roads with speed limits of 35 mph or higher. Effective 5-8-77 law changed to require helmet use only by persons under 18 years of age.
VT	07/01/68	Helmet use required for all riders.
VA	01/01/71	Helmet use required for all riders.
WA	07/01/67	Repealed effective 7-1-77. 7-1-87 helmet use required for riders under 18. Effective 6-8-90 helmet use required for all riders.
WV	05/21/68	Helmet use required for all riders.
WI	07/01/68	Repealed effective 3-19-78 except for persons under 18 years of age, and for all holders of learner's permits.
WY	05/25/73	Repealed effective 5-27-83 except for persons under 18 years of age.
PR	07/20/60	Helmet use required for all riders.

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

**Table 125**  
**Impaired Driving High-Priority Legislation**

State	Administrative Per Se (BAC Level)	Illegal Per Se (BAC Level)	Lower BAC for Youthful DWI Offenders (BAC Level and Age)	License Sanction (Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
AL	Y-0.08	0.08	Y-0.02 (<21)	S-90 days	R-1 yr	R-3 yrs
AK	Y-0.10	0.10	Y-0.00 (<21)	R-30 days	R-1 yr	R-10 yrs
AZ	Y-0.10	0.10	Y-0.00 (<21)	S-90 days	R-1 yr	R-3 yrs
AR	Y-0.10	0.10	Y-0.02 (<21)	—	—	—
CA	Y-0.08	0.08	Y-0.01 (<21)	—	—	R-18 mos
CO	Y-0.10	0.10	Y-0.02 (<21)	—	R-1 yr	R-1 yr
CT	Y-0.10	0.10	Y-0.02 (<21)	—	—	—
DE	Y-0.10	0.10	Y-0.02 (<21)	—	R-6 mos	R-6 mos
DC	Y-0.05	0.08	Y-0.00 (<21)	R-6 mos	R-1 yr	R-2 yrs
FL	Y-0.08	0.08	Y-0.02 (<21)	—	R-12 mos	R-24 mos
GA	Y-0.10	0.10	Y-0.02 (<21)	—	S-120 days	R-5 yrs
HI	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	S-1 yr	R-1 yr
ID	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
IL	Y-0.08	0.08	Y-0.02 (<21)	—	—	—
IN	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
IA	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-1 yr	R-1 yr
KS	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
KY	A	0.08	Y-0.02 (<21)	S-30 days	R-12 mos	R-24 mos
LA	Y-0.10	0.10	Y-0.02 (<21)	—	—	—
ME	Y-0.08	0.08	Y-0.00 (<21)	S-60 days	S-18 mos	S-4 yrs
MD	Y-0.10	0.10	Y-0.02 (<21)	—	—	—
MA	Y-0.08	No	Y-0.02 (<21)	S-45 days	R-6 mos	R-2 yrs
MI	N	0.10	Y-0.02 (<21)	—	R-1 yr	S-5 yrs
MN	Y-0.10	0.10	Y-0.00 (<21)	R-15 days	R-90 days	R-90 days
MS	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-1 yr	S-3 yrs
MO	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	R-2 yrs	R-3 yrs
MT	N	0.10	Y-0.02 (<21)	—	R-3 mos	R-3 mos
NE	Y-0.10	0.10	Y-0.02 (<21)	R-60 days	R-1 yr	R-1 yr
NV	Y-0.10	0.10	Y-0.02 (<21)	R-45 days	R-1 yr	R-1.5 yrs
NH	Y-0.08	0.08	Y-0.02 (<21)	R-90 days	R-3 yrs	R-3 yrs

**Table 125**  
**Impaired Driving High-Priority Legislation (Continued)**

State	Administrative Per Se (BAC Level)	Illegal Per Se (BAC Level)	Lower BAC for Youthful DWI Offenders (BAC Level and Age)	License Sanction (Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
NJ	N	0.10	Y-0.01 (<21)	R-6 mos	R-2 yrs	R-10 yrs
NM	Y-0.08	0.08	Y-0.02 (<21)	—	R-30 days	R-30 days
NY	A	0.10	Y-0.02 (<21)	—	R-1 yr	R-1 yr
NC	Y-0.08	0.08	Y-0.00 (<21)	—	R-2 yrs	R-3 yrs
ND	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-365 days	S-2 yrs
OH	Y-0.10	0.10	Y-0.02 (<21)	S-15 days	S-30 days	S-180 days
OK	Y-0.10	0.10	Y-0.00 (<21)	—	R-1 yr	R-1 yr
OR	Y-0.08	0.08	Y-0.00 (<21)	—	S-90 days	S-1 yr
PA	N	0.10	Y-0.02 (<21)	S-1 mo	S-12 mos	S-12 mos
RI	N	0.08	Y-0.02 (<21)	S-3 mos	S-1 yr	S-2 yrs
SC	Y-0.15	0.10	Y-0.02 (<21)	—	S-1 yr	S-4 yrs
SD	N	0.10	Y-0.02 (<21)	—	R-1 yr	R-1 yr
TN	N	0.10	Y-0.02 (<21)	—	R-2 yrs	R-3 yrs
TX	Y-0.08	0.08	Y-0.00 (<21)	—	—	—
UT	Y-0.08	0.08	Y-0.00 (<21)	S-90 days	R-1 yr	R-1 yr
VT	Y-0.08	0.08	Y-0.02 (<21)	S-90 days	S-18 mos	R-2 yrs
VA	Y-0.08	0.08	Y-0.02 (<21)	—	R-1 yr	R-3 yrs
WA	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	R-1 yr	R-2 yrs
WV	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-1 yr	R-1 yr
WI	Y-0.10	0.10	Y-0.02 (<21)	—	R-60 days	R-90 days
WY	Y-0.10	0.10	Y-0.02 (<21)	—	S-1 yr	R-3 yrs
<b>USA</b>	<b>Y - 42</b>	<b>0.08 - 20</b> <b>0.10 - 30</b> <b>No - 1</b>	<b>Y - 51</b>	<b>S - 18</b> <b>R - 9</b>	<b>S - 15</b> <b>R - 29</b>	<b>S - 12</b> <b>R - 33</b>
	Y = Yes N = No A = Alternative		Y = Yes		S = Suspension R = Revocation	
PR	N	No	—	—	—	—

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

Source: "Digest of State Alcohol-Highway Safety Related Legislation," U.S. Department of Transportation/ National Highway Traffic Administration, DOT HS 808 652.

**Table 126**  
**Key Provisions of Safety Belt Use Laws**

State	Effective <sup>(1)</sup>	Enforcement	Fine	Seats	Vehicles Exempted <sup>(2)</sup>
AL	07/18/92	Primary	\$25	Front	Designed for more than 10 passengers.
AK	09/12/90	Secondary	\$15	All	School bus.
AZ	01/01/91	Secondary	\$10	Front	Designed for more than 10 passengers; model year before 1972.
AR	07/15/91	Secondary	\$25 <sup>(3)</sup>	Front	School bus, church bus, public bus.
CA	01/01/86	Primary	\$20 <sup>(4)</sup>	All	None.
CO	07/01/87	Secondary	\$15	Front	Passenger bus, school bus.
CT	01/01/86	Primary	\$15	Front	Truck or bus over 15,000 lbs.
DE	01/01/92	Secondary	\$20	Front	None.
DC	12/12/85	Primary	\$50 <sup>(5)</sup>	All	Seating more than 8 people.
FL	07/01/86	Secondary	\$30	Front	School bus, public bus, truck over 5,000 lbs.
GA	09/01/88	Primary	\$15	Front	Designed for more than 10 passengers, pickup.
HI	02/16/85	Primary	\$45	Front	Bus or school bus over 10,000 lbs.
ID	07/01/86	Secondary	\$ 5	Front	Over 8,000 lbs.
IL	07/01/85	Secondary	\$25	Front	None.
IN	07/01/87	Primary	\$25	Front	Truck, tractor, RV.
IA	07/01/86	Primary	\$10	Front	None.
KS	07/01/86	Secondary	\$10	Front	Designed for more than 10 people, truck over 12,000 lbs.
KY	07/13/94	Secondary	\$25	All	Designed for more than 10 people.
LA	07/01/86	Primary	\$25 <sup>(4)</sup>	Front	Manufactured before 1/1/81.
ME	12/27/95	Secondary	\$50	All	None.
MD	07/01/86	Primary	\$25	Front	Historic vehicle.
MA	02/01/94	Secondary	\$25	All	Truck over 18,000 lbs., bus, taxi.
MI	07/01/85	Primary	\$25	Front	Bus.
MN	08/01/86	Secondary	\$25	Front	Farm pickup truck.
MS	03/20/90	Secondary	\$25	Front	Farm vehicle, bus.
MO	09/28/85	Secondary	\$10	Front	Designed for more than 10 people, truck over 12,000 lbs.
MT	10/01/87	Secondary	\$20	All	None.
NE	01/01/93	Secondary	\$25	Front	Manufactured before 1973, bus.
NV	07/01/87	Secondary	\$25	All	Taxi, bus, school bus.
NH	—				
NJ	03/01/85	Secondary	\$20	Front	None.
NM	01/01/86	Primary	\$25	Front	Vehicle over 10,000 lbs.
NY	12/01/84	Primary	\$50	Front	Bus, school bus, taxi.
NC	10/01/85	Primary	\$25	Front	Designed for more than 10 people.
ND	07/14/94	Secondary	\$20	Front	Designed for more than 10 people.
OH	05/06/86	Secondary	\$25	Front	None.
OK	02/01/87	Primary	\$20	Front	Farm vehicle, truck, truck tractor, RV.
OR	12/07/90	Primary	\$75	All	None.
PA	11/23/87	Secondary	\$10	Front	Truck over 7,000 lbs.
RI	06/18/91	Secondary	\$50	All	None.
SC	07/01/89	Secondary	\$10	All	School bus, public bus.
SD	01/01/95	Secondary	\$20	Front	Bus, school bus.
TN	04/21/86	Secondary	\$50 <sup>(6)</sup>	Front	Vehicle over 8,500 lbs.
TX	09/01/85	Primary	\$50	Front	Designed for more than 10 people, truck over 15,000 lbs.
UT	04/28/86	Secondary	\$45	Front	Vehicle over 10,000 lbs., school/public bus, taxi.
VT	01/01/94	Secondary	\$10	All	Bus, taxi.
VA	01/01/88	Secondary	\$25	Front	Designed for more than 10 people, taxi.
WA	06/11/86	Secondary	\$35	All	Designed for more than 10 people.
WV	09/01/93	Secondary	\$25	Front	Designed for more than 10 people.
WI	12/01/87	Secondary	\$10	All	Taxi, farm truck.
WY	06/08/89	Secondary	\$25 <sup>(7)</sup>	Front	Designed for more than 10 people, bus.
PR	01/19/75	Primary	\$10	Front	None.

<sup>(1)</sup>Effective date of first belt law in the state. <sup>(2)</sup>Most states exempt vehicles not manufactured with seat belts. <sup>(3)</sup>Plus 3 points on license.  
<sup>(4)</sup>Fine for first offense. <sup>(5)</sup>Plus 2 points on license. <sup>(6)</sup>Penalty could include 30 days in jail. <sup>(7)</sup>Maximum for driver; maximum fine for a passenger is \$10.  
 Total states with safety belt use laws: 49 plus DC and Puerto Rico.



# APPENDIX A ♦ FARS DATA ELEMENTS

## 2000 Fatality Analysis Reporting System Data Elements

### Crash Level

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

### Vehicle Level

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Body Type	Motor Carrier Identification Number
Bus Use	Motorcycle Displacement
Cargo Body Type	Number of Axles
Crash Avoidance Maneuver	Number of Deaths in Vehicle
Emergency Use	Number of Occupants in Vehicle
Extent of Deformation	Passenger Car Weight
Fire Occurrence	Passenger Car Wheelbase (Short and Long)
Gross Vehicle Weight Rating	Registered Vehicle Owner
Hazardous Cargo	Registration State
Impact Point—Initial	Related Factors—Vehicle Level
Impact Point—Principal	Rollover
Jackknife	Special Use
Manner of Leaving Scene	Travel Speed
Most Harmful Event	Truck Fuel Type

**Vehicle Level (Continued)**

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Truck Gross Vehicle Weight Rating	Vehicle Model Year
Truck Series	Vehicle Number
Underride/Override	Vehicle Role
Vehicle Configuration	Vehicle Trailing
Vehicle Identification Number	VIN Body Type
Vehicle Make	VIN Length
Vehicle Maneuver	VIN Model
Vehicle Model	

**Driver Level**

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

**Person Level**

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

# APPENDIX B ♦ GES DATA ELEMENTS

## 2000 General Estimates System Data Elements

### Crash Level

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

### Vehicle/Driver Level

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

**Vehicle/Driver Level (Continued)**

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Vehicle Make	Vehicle Role
Vehicle Model	Vehicle Trailing
Vehicle Number	Violations Charged

**Person Level**

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

## APPENDIX C ♦ GES TECHNICAL NOTES

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### Standard Errors

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

In a report of this size, it is impractical to provide standard errors for each estimate. Instead, generalized standard errors for estimates of totals are provided in the following table. Generalized errors were calculated separately for the crash, vehicle, and people characteristics. The values for the GES estimates and an estimate of one standard error are given in the following table. By adding and subtracting two standard errors, a 95 percent confidence interval can be created for the GES estimates in this report. For example, the estimated number of injury crashes that occurred in the month of February is given in Table 23 as 148,000. To calculate one standard error for this crash estimate, use the table on the following page. Since 148,000 does not appear in the Crash Estimate column, use linear interpolation from the standard error values for 100,000 (8,200) and 200,000 (14,600). One standard error would be approximately 11,300. The 95 percent confidence interval for this estimate would be  $148,000 \pm 2 \times 11,300$  or 125,400 to 170,600.

2000 GES Estimates and Standard Errors

Crash Estimate (x)	Crash Standard Error (SE)*	Vehicle Estimate (x)	Vehicle Standard Error (SE)**	Person Estimate (x)	Person Standard Error (SE)***
1,000	400	1,000	400	1,000	400
5,000	1,000	5,000	1,000	5,000	1,000
6,000	1,100	10,000	1,500	10,000	1,500
7,000	1,200	20,000	2,400	20,000	2,400
8,000	1,300	30,000	3,100	30,000	3,100
9,000	1,400	40,000	3,900	40,000	3,800
10,000	1,500	50,000	4,600	50,000	4,500
20,000	2,400	60,000	5,300	60,000	5,100
30,000	3,200	70,000	5,900	70,000	5,700
40,000	4,000	80,000	6,600	80,000	6,300
50,000	4,700	90,000	7,200	90,000	6,900
60,000	5,400	100,000	7,900	100,000	7,500
70,000	6,100	200,000	14,000	200,000	13,000
80,000	6,800	300,000	19,900	300,000	18,200
90,000	7,500	400,000	25,700	400,000	23,200
100,000	8,200	500,000	31,500	500,000	28,200
200,000	14,600	600,000	37,300	600,000	33,200
300,000	20,800	700,000	43,100	700,000	38,100
400,000	26,900	800,000	48,900	800,000	43,000
500,000	33,000	900,000	54,700	900,000	47,900
600,000	39,100	1,000,000	60,600	1,000,000	52,800
700,000	45,300	2,000,000	120,400	2,000,000	101,800
800,000	51,400	3,000,000	182,800	3,000,000	151,900
900,000	57,600	4,000,000	247,400	4,000,000	203,000
1,000,000	63,800	5,000,000	314,300	5,000,000	255,200
2,000,000	127,300	6,000,000	383,100	6,000,000	308,400
3,000,000	193,900	7,000,000	453,600	7,000,000	362,700
4,000,000	263,100	8,000,000	525,900	8,000,000	417,800
5,000,000	334,800	9,000,000	599,800	9,000,000	473,800
6,000,000	408,700	10,000,000	675,200	10,000,000	530,700
6,500,000	446,400	11,000,000	752,100	11,000,000	588,400
7,000,000	484,600	12,000,000	830,300	12,000,000	646,900
*SE = $e^{a+b(\ln x)^2}$ , where a = 4.336620 b = 0.035240		** SE = $e^{a+b(\ln x)^2}$ , where a = 4.335260 b = 0.034980		***SE = $e^{a+b(\ln x)^2}$ , where a = 4.481530 b = 0.033490	

## Unknowns

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

**Percent of Unknowns for 2000 GES Data Elements**

Crash Level			
Alcohol Involved in Crash . . . . .	5.5%	Manner of Collision . . . . .	0.2%
Atmospheric Condition . . . . .	1.3%	Minute of Crash . . . . .	0.6%
Crash Severity . . . . .	6.9%	Relation to Junction . . . . .	0.1%
Day of Week . . . . .	0.0%	Relation to Roadway . . . . .	0.2%
First Harmful Event . . . . .	<0.1%	Roadway Surface Condition . . . . .	1.3%
Hour of Crash . . . . .	0.6%	Speed Limit . . . . .	17.2%
Light Condition . . . . .	1.3%	Traffic Control Device . . . . .	1.8%
Vehicle/Driver Level			
Driver Drinking in Vehicle . . . . .	8.8%	Most Harmful Event . . . . .	<0.1%
Initial Point of Impact . . . . .	1.8%	Vehicle Type . . . . .	1.6%
Person Level			
Age . . . . .	8.2%	Seating Position . . . . .	0.9%
Injury Severity . . . . .	3.7%	Sex . . . . .	5.4%
Police-Reported Alcohol Involvement . . . . .	3.8%		





# GLOSSARY

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## **Alcohol Involvement**

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

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

## **Blood Alcohol Concentration**

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

## **Body Type**

Detailed type of motor vehicle within a vehicle type.

## **Bus**

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

## **Combination Truck**

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

## **Construction/Maintenance Zone**

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

## **Crash**

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

## **Crash Severity**

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

### **Crash Type**

Single-vehicle or multiple-vehicle crash.

### **Day**

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

### **Driver**

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

### **Ejection**

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

### **First Harmful Event**

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

### **Fixed Object**

Stationary structures or substantial vegetation attached to the terrain.

### **Gross Vehicle Weight Rating (GVWR)**

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

### **Initial Impact Point**

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

### **Injury Severity**

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

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

### **Jackknife**

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

### **Junction**

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

### **Land Use**

The crash location (urban or rural).

**Large Trucks**

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

**Light Trucks**

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

**Manner of Collision**

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

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

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

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

**Sideswipe.** A collision in which the sides of both vehicles sustain minimal engagements.

**Most Harmful Event**

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

**Motorcycle**

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

**Motor Vehicle in Transport**

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

**Night**

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

**Noncollision**

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

**Nonmotorist**

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

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

### **Nonmotorist Location**

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

### **Objects Not Fixed**

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

### **Occupant**

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

### **Other Vehicle**

Consists of the following types of vehicles:

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

### **Passenger**

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

### **Passenger Car**

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

### **Pedalcyclist**

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

### **Pedestrian**

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

### **Restraint Use**

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

**Roadway**

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

**Roadway Function Class**

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

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

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

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

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

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

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

**Rollover**

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

**Seating Position**

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

**School Bus-Related Crash**

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

**Single-Unit Truck**

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

**Trafficway**

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

**Vehicle**

See *Motor Vehicle in Transport*.

### **Vehicle Type**

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

### **Weekday**

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

### **Weekend**

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

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