Motor Vehicle Traffic Crash Fatality Counts and Estimates of People Injured for 2006

Based on

The Fatality Analysis Reporting System (FARS)

and

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

DOT HS 810 837 **September 2007**

2006 Annual Assessment

This report updates the 2006 Projections released in May 2007, which were based on a statistical procedure using incomplete or partial data.

This report also compares fatality counts and estimates of people injured resulting from motor vehicle traffic crashes occurring in 2006, with counts and estimates from final 2005 files. As usual, the final numbers reported are updated from the previously released annual file data; the 2005 final file shows an increase of 67 more fatalities.

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

The fatality counts for 2006 will be finalized next year. Data from 2005 and prior years are final and will not be updated again.

2006 Annual Assessment

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

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

The changes in people-injured data between 2005 and 2006 that are statistically significant (where applicable) are indicated in the respective tables with a footnote.

Data Sources

- **Crash Data**
  - **Fatality Analysis Reporting System**
    - **2005 (and prior years) Final File**
    - **2006 Annual Report File**
  - **NASS General Estimates System**
    - **2006 (and prior years) Annual File**
- **Exposure Data**
  - **Vehicle Miles of Travel (VMT)**
    - **Federal Highway Administration (FHWA)**
    - **2005 and Prior Years – Annual Highway Statistics Publication**
    - **2006 – Traffic Volume Trends (June 2007)**
  - **Registered Vehicles**
    - **Based on NHTSA's Projections, R.L.Polk and FHWA**
  - **Population Estimates (based on 2000 Census)**
    - **Census Bureau**

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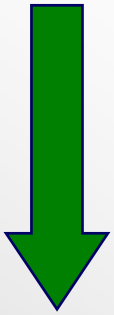
2006 Annual Assessment Highlights

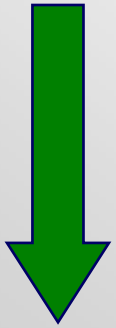
2006 Annual Assessment Highlights

In 2006 …



42,642 people were killed in motor vehicle crashes

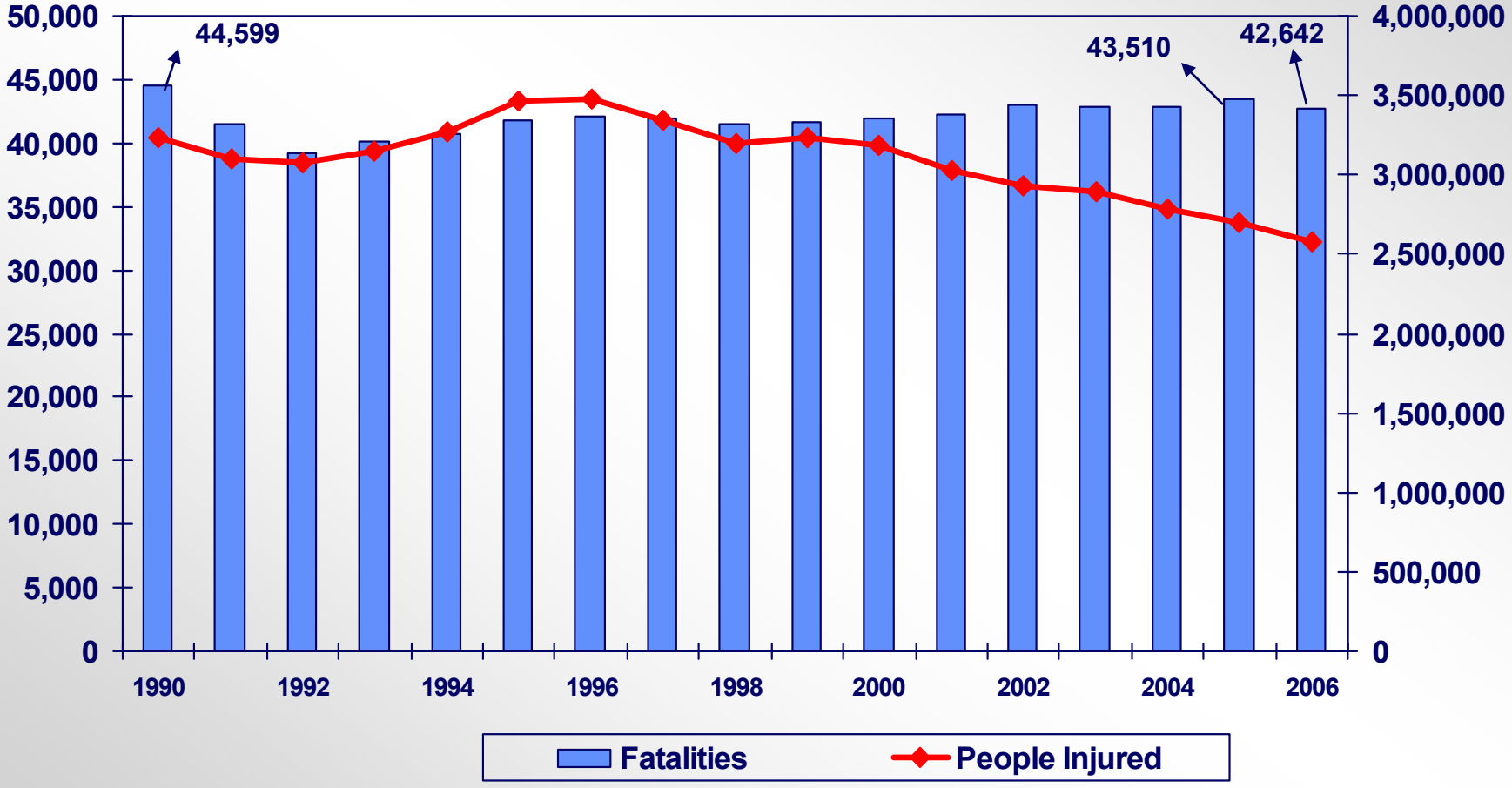
- a 2.0% decline from 2005
- lowest level in five years
- largest decline since 1992 in terms of number and percent



2,575,000 people were injured

- a 4.6% decline from 2005
- statistically significant decline
- decline for the seventh year in a row

People Killed and Injured In Traffic Crashes, by Year



Source: FARS

2006 Annual Assessment Highlights

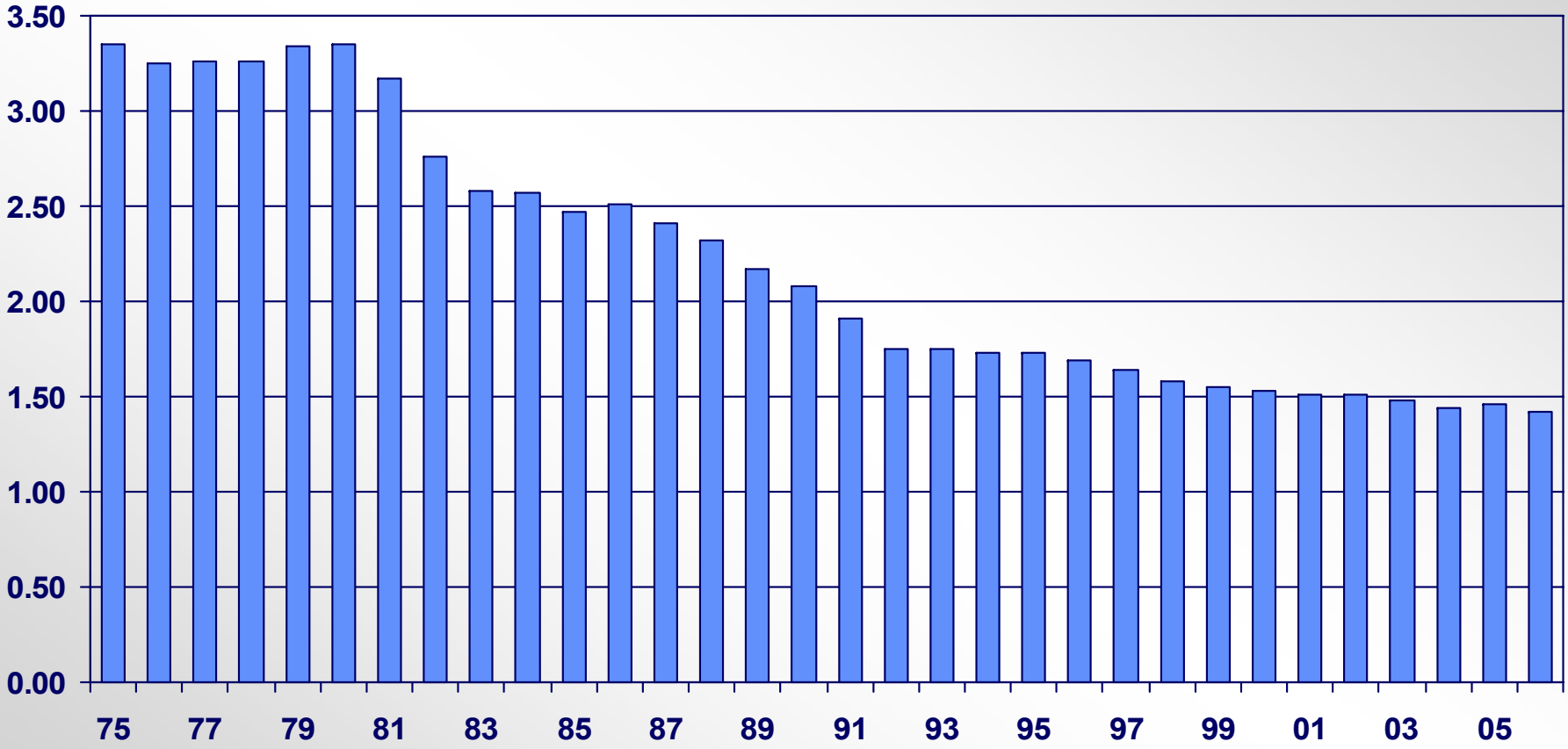
Exposure (VMT) increased by 0.2%

- Motor vehicle crash fatality rate declined to 1.42 per 100 million VMT
- Motor vehicle crash injury rate declined to 86 per 100 million VMT

Exposure Measure	Year		% Change
	2005	2006	
Vehicle Miles Traveled	2,989,807*	2,996,435**	+0.2%
Fatality Rate/100M VMT	1.46	1.42	-2.7%
Injury Rate/100M VMT	90	86	-4.4%

** FHWA Annual Highway Statistics* ***FHWA June 2007 Traffic Volume Trend Estimates* **Sources: FARS, FHWA**

Fatality Rate Per 100 Million VMT, by Year

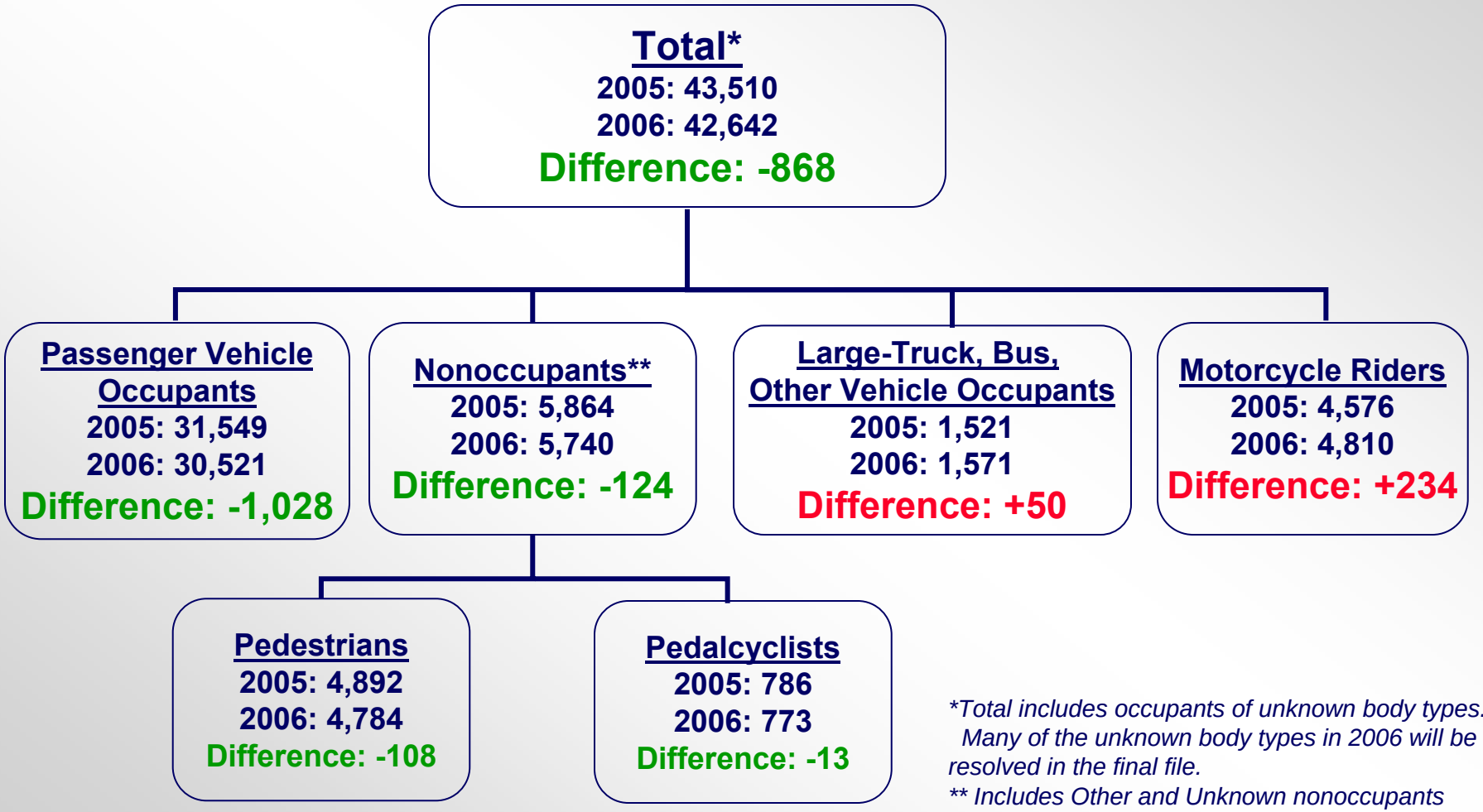


Sources: FARS, FHWA

2006 Annual Assessment Highlights

- **Passenger vehicle occupant fatalities declined**
  - Passenger car occupant fatalities dropped fourth year in a row
  - First drop since 1992 for light-truck occupant fatalities
- **Nonoccupant fatalities declined**
- **Fatalities increased for motorcycle riders**
  - the 9th year in a row

Fatalities by Person Type



*Total includes occupants of unknown body types. Many of the unknown body types in 2006 will be resolved in the final file.
** Includes Other and Unknown nonoccupants

2006 Annual Assessment Highlights

- ***Occupants killed and injured in passenger vehicles declined for all vehicle types except for SUVs***
  - ***Increased for SUVs by 1.6%***
  - ***Among passenger vehicles, SUVs had the largest increase in registrations***

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

Type of Vehicle	Year		% Change
	2005	2006	
Occupants Killed*	31,549	30,521	-3.3%
Passenger Cars	18,512	17,800	-3.8%
LTVs**	13,037	12,721	-2.4%
Vans	2,112	1,802	-15%
SUVs	4,831	4,910	+1.6%
Pickup Trucks	6,067	5,984	-1.4%
Occupants Injured*	2,446,000	2,331,000	-4.7%***
Passenger Cars	1,573,000	1,475,000	-6.2%***
LTVs**	872,000	857,000	-1.7%
Vans	183,000	179,000	-2.2%
SUVs	363,000	387,000	+6.6%
Pickup Trucks	308,000	276,000	-10%***

*Includes occupants of other/unknown LTVs

Sources: FARS, GES

**LTV (Light Trucks & Vans) = Pickup Truck, Van, Sport Utility Vehicle, and other/unknown LTVs

****Changes are statistically significant at the 0.05 level (95% confidence intervals)*

2006 Annual Assessment Highlights

Passenger vehicle occupants killed in rollover crashes declined by 1.6%

- ***declined for vans by 24%***
- ***but increased only for pickup trucks by 1.6%***

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

Type of Vehicle	Year		% Change
	2005	2006	
Occupants Killed*	10,870	10,698	-1.6%
Passenger Cars	4,371	4,352	-0.4%
Vans	794	604	-24%
SUVs	2,895	2,888	-0.2%
Pickup Trucks	2,796	2,840	+1.6%

*Total Killed includes Occupants of Other Light Trucks

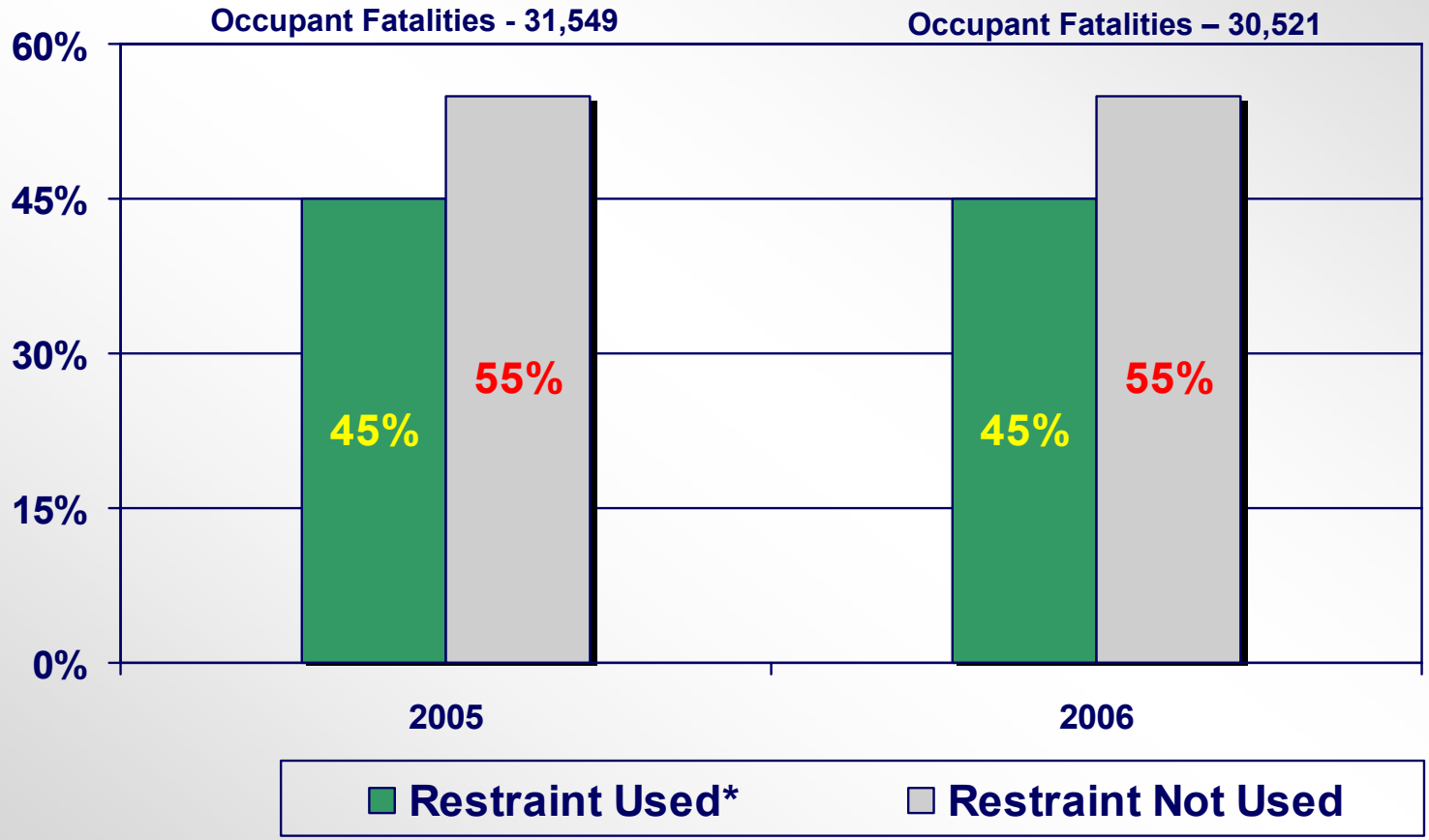
Source: FARS

2006 Annual Assessment Highlights

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

(Unchanged from 2005)

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



Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories.
Restraint use was unknown for 7% of passenger vehicle occupant fatalities in 2005 and 8% in 2006.
**Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.*

Source: FARS

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

essentially remained the same

Persons Killed, by Highest BAC in Crash

Highest BAC in Crash	Year		% Change
	2005	2006	
Total Alcohol-Related*	17,590	17,602	+0.1%
% All Fatalities	40%	41%	
.01 ≤ BAC ≤ .07 g/dL	2,489	2,480	-0.4%
BAC ≥ .08 g/dL	15,102	15,121	+0.1%

**Total may not add due to rounding.*

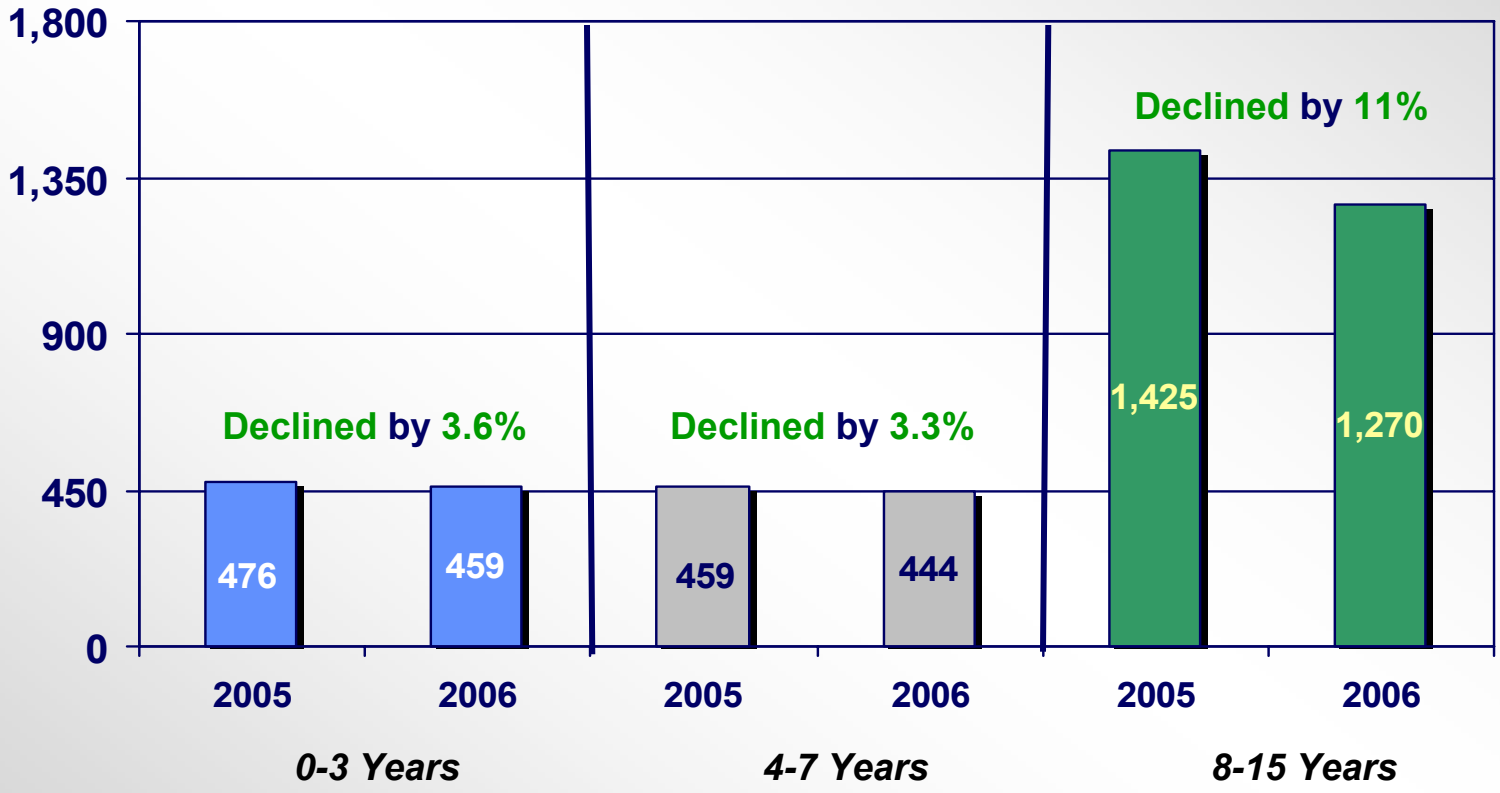
Source: FARS

2006 Annual Assessment Highlights

The number of fatalities declined for children of all ages

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

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



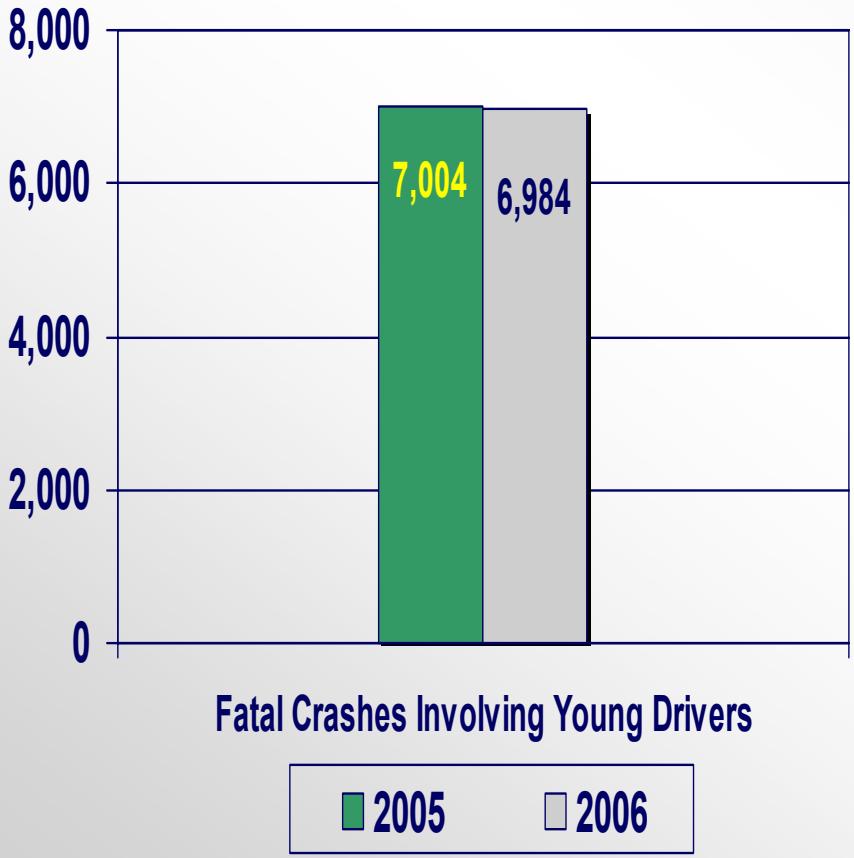
Source: FARS

2006 Annual Assessment Highlights

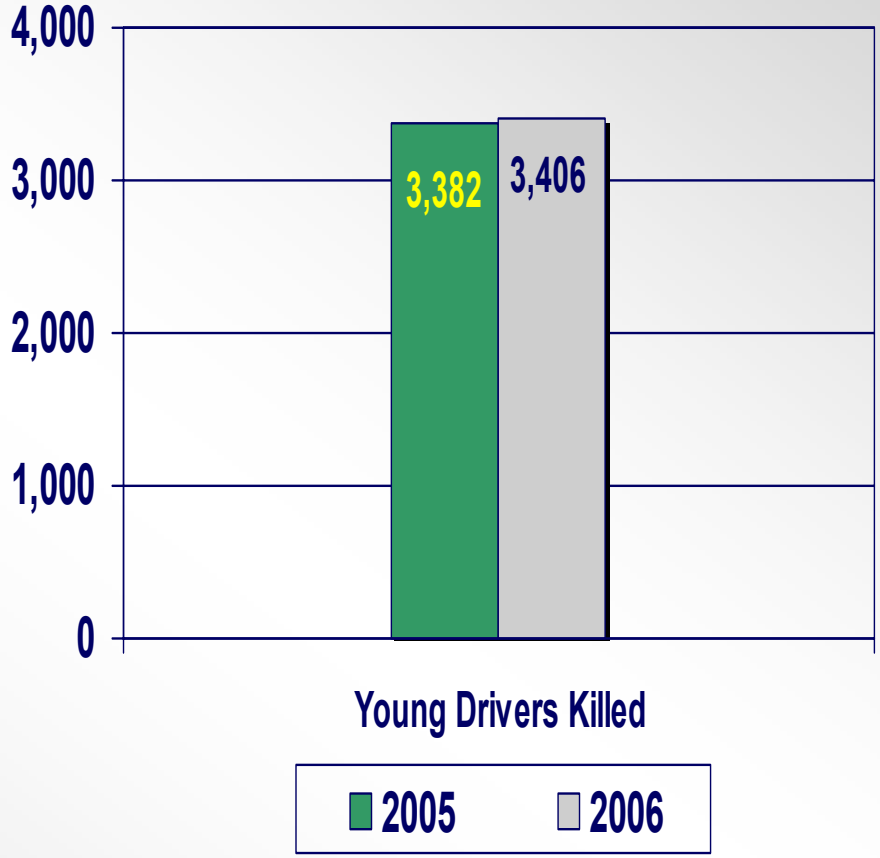
- The number of young drivers (age 16 to 20) killed increased slightly – 0.7 percent
- Fatal crash involvements of young drivers declined slightly – 0.3 percent

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

Declined by 0.3%



Increased by 0.7%



Where are the declines?

A Macro Level Look at the Declines

- Person type (by role)
- Month
- Time of day (day/night)
- Weekend/Weekday
- Crash type (single/multi)
- Age group

Summary of Decrease in Fatalities

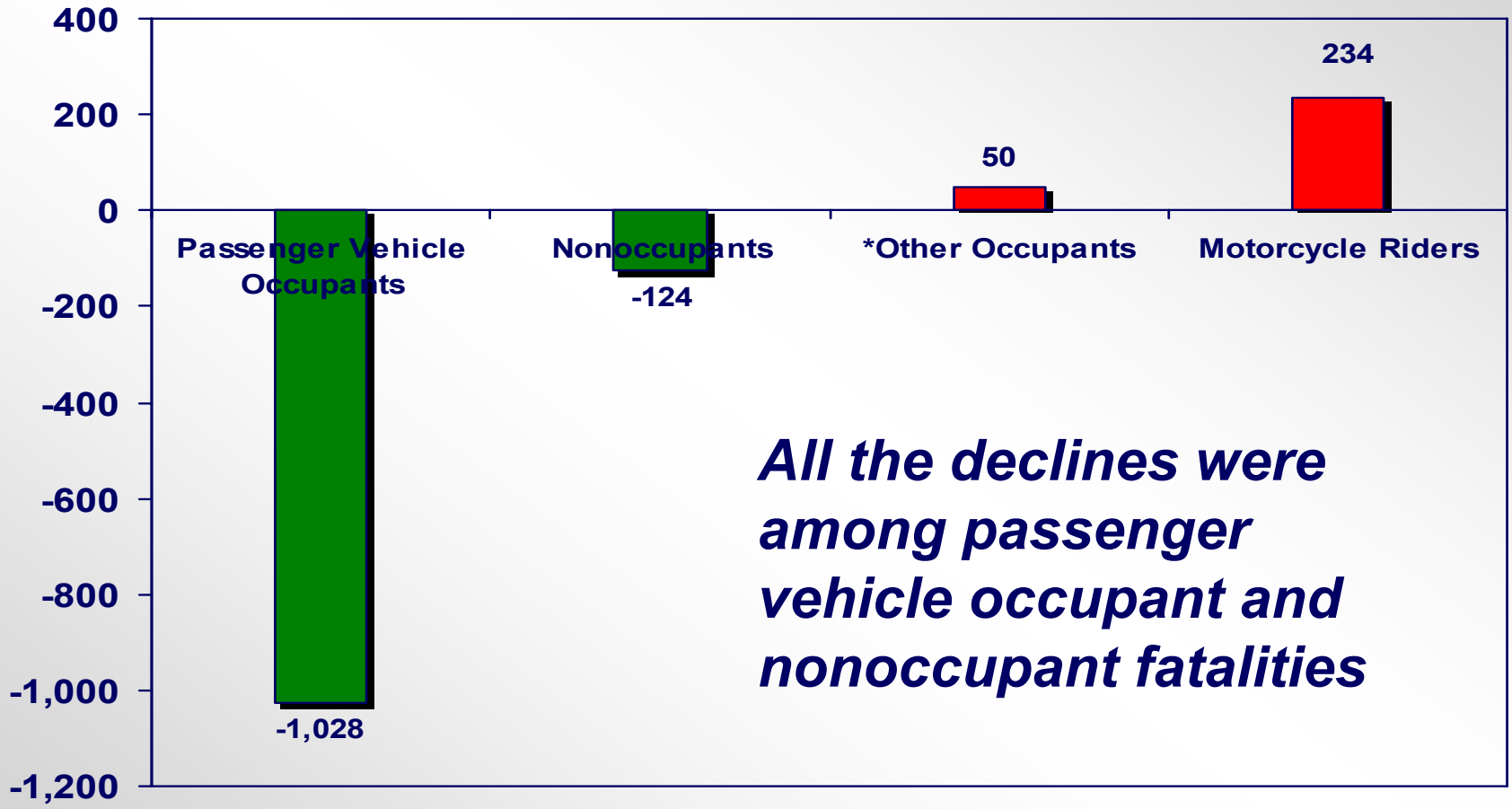
- **868 overall decrease**

Contributing to this decrease were:

- **1,028 decline in passenger vehicle occupant fatalities**
  - **712 decline in passenger cars**
  - **316 in light trucks**

- **124 decline in nonoccupant fatalities, including**
  - **108 pedestrians**
  - **13 pedalcyclists**

Changes by Person type (by role)



All the declines were among passenger vehicle occupant and nonoccupant fatalities

** Include occupants of buses, large trucks and other vehicles*

Source: FARS

Changes by Month

The vast majority of the decline in fatalities occurred in the 2nd half of the year

Month	Year		Change by Month	Change by Quarter
	2005	2006		
January	3,109	3,216	+107	+309
February	2,923	2,966	+43	
March	3,207	3,366	+159	
April	3,584	3,490	-94	-82
May	3,692	3,714	+22	
June	3,729	3,719	-10	
July	4,225	3,867	-358	-511
August	3,890	3,835	-55	
September	3,782	3,684	-98	
October	4,010	3,831	-179	-584
November	3,781	3,497	-284	
December	3,578	3,457	-121	
TOTAL	43,510	42,642	-868	-868

Source: FARS

Changes by Time of Day

Total*
2005: 43,510
2006: 42,642
Difference: -868

Daytime
2005: 21,282
2006: 20,510
Difference: -772

Nighttime
2005: 21,895
2006: 21,793
Difference: -102

Nearly 90% of the decline in fatalities occurred during daytime

Daytime: 6 a.m. to 5:59 p.m.
Nighttime: 6 p.m. to 5:59 a.m.

* Includes Fatalities when Time of Day was Unknown

Changes by Weekend/Weekday

90% of the decline in fatalities occurred during weekdays

Total*
2005: 43,510
2006: 42,642
Difference: -868

Weekday
2005: 25,036
2006: 24,253
Difference: -783

Weekend
2005: 18,382
2006: 18,293
Difference: -89

Weekday = 6 a.m. Monday thru 5:59 p.m. Friday
Weekend = 6 p.m. Friday thru 5:59 a.m. Monday

*** Includes Fatalities when Time of Day was Unknown**

Changes by Crash Type

Total
2005: 43,510
2006: 42,642
Difference: -868

93% of the decline in fatalities was from multivehicle crashes

Single-vehicle Crashes
2005: 24,198
2006: 24,139
Difference: -59

Multivehicle Crashes
2005: 19,312
2006: 18,503
Difference: -809

Changes by Age Group

Large declines in fatalities were seen in the 65+ age group followed by the 35-44 age group

Age Group	Year		Change	% Change
	2005	2006		
<5	596	578	-18	-3.0%
5-9	585	516	-69	-12%
10-15	1,179	1,079	-100	-8.5%
16-20	5,719	5,658	-61	-1.1%
21-24	4,651	4,701	+50	+1.1%
25-34	7,122	7,169	+47	+0.7%
35-44	6,603	6,361	-242	-3.7%
45-54	6,193	6,232	+39	+0.6%
55-64	4,211	4,178	-33	-0.8%
65+	6,531	6,017	-514	-7.9%
Unknown	120	153	+33	+28%
Total	43,510	42,642	-868	-2.0%

Source: FARS

Comparison of 2006 Data to 2005 Data and Long-Term Trends

2006 Data Shows …

- The number of fatal crashes declined by 1.7%
- The number of fatalities declined by 2.0%
- The number of people injured dropped by 4.6%*
- The number of nonfatal crashes declined by 3.0%*
  - Number of injury crashes declined by 3.9%*

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

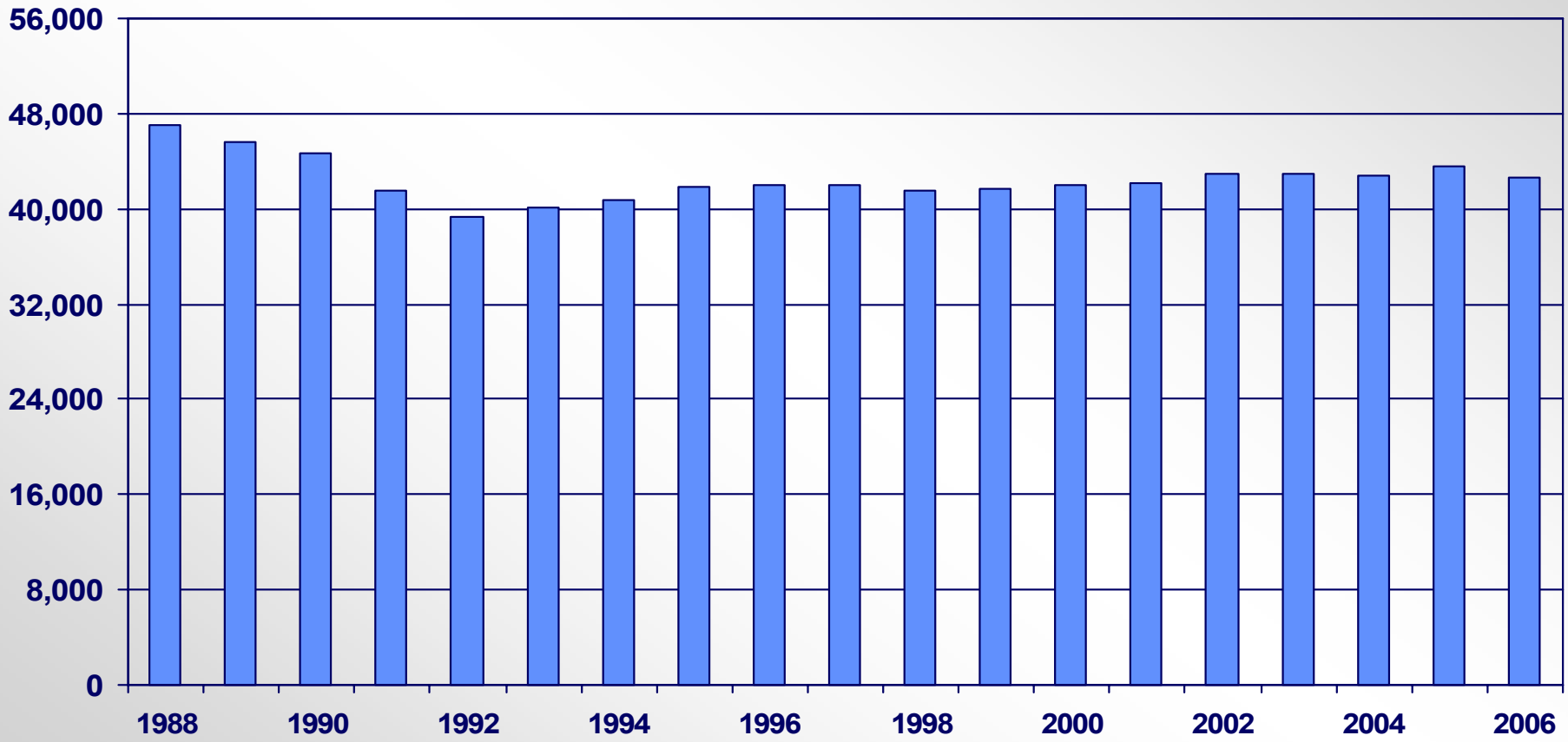
People Killed and Injured and Number of Crashes

	Year		% Change
	2005	2006	
People Killed	43,510	42,642	-2.0%
People Injured	2,699,000	2,575,000	-4.6%*
Fatal Crashes	39,252	38,588	-1.7%
Nonfatal Crashes	6,120,000	5,935,000	-3.0%*
Injury Crashes	1,816,000	1,746,000	-3.9%*
Property-Damage-Only	4,304,000	4,189,000	-2.7%*

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

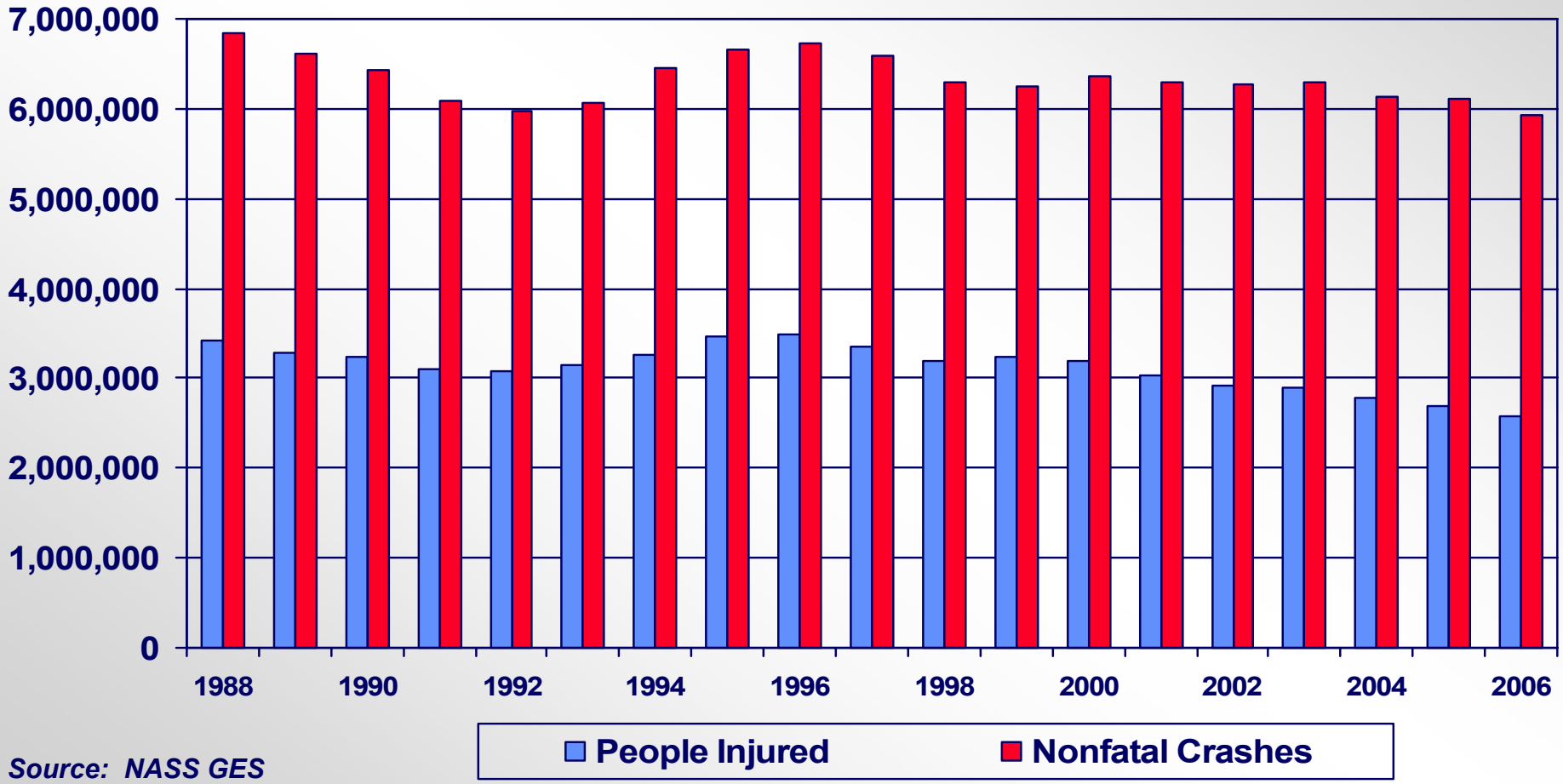
Sources: FARS, NASS GES

People Killed in Traffic Crashes, by Year



Source: FARS

Nonfatal Crashes and People Injured, by Year



Source: NASS GES

2006 Data Shows …

- ***Measures of Exposure***

Vehicle Miles Traveled
increased by 0.2 %

Registered Vehicles and
Total U.S. Population increased

Exposure Data

Exposure Measure	Year		% Change
	2005	2006	
Vehicle Miles Traveled (millions)	2,989,807*	2,996,435**	+0.2%
Registered Vehicles	245,628,199[1]	251,806,000[2]	+2.5%
Population***	296,507,061	299,398,484	+1.0%

** FHWA Annual Highway Statistics*

***FHWA Traffic Volume Trends (June 2007)*

[1] FHWA Revised by NHTSA

[2] Based on NHTSA's Projections

****July 1 Census Bureau estimates, release date December 22, 2006*

2006 Data Shows …

- *Fatalities per 100 million VMT declined by 2.7% and remained below 1.50 for the fourth consecutive year*

- *Injury rates continued to decline in all categories*

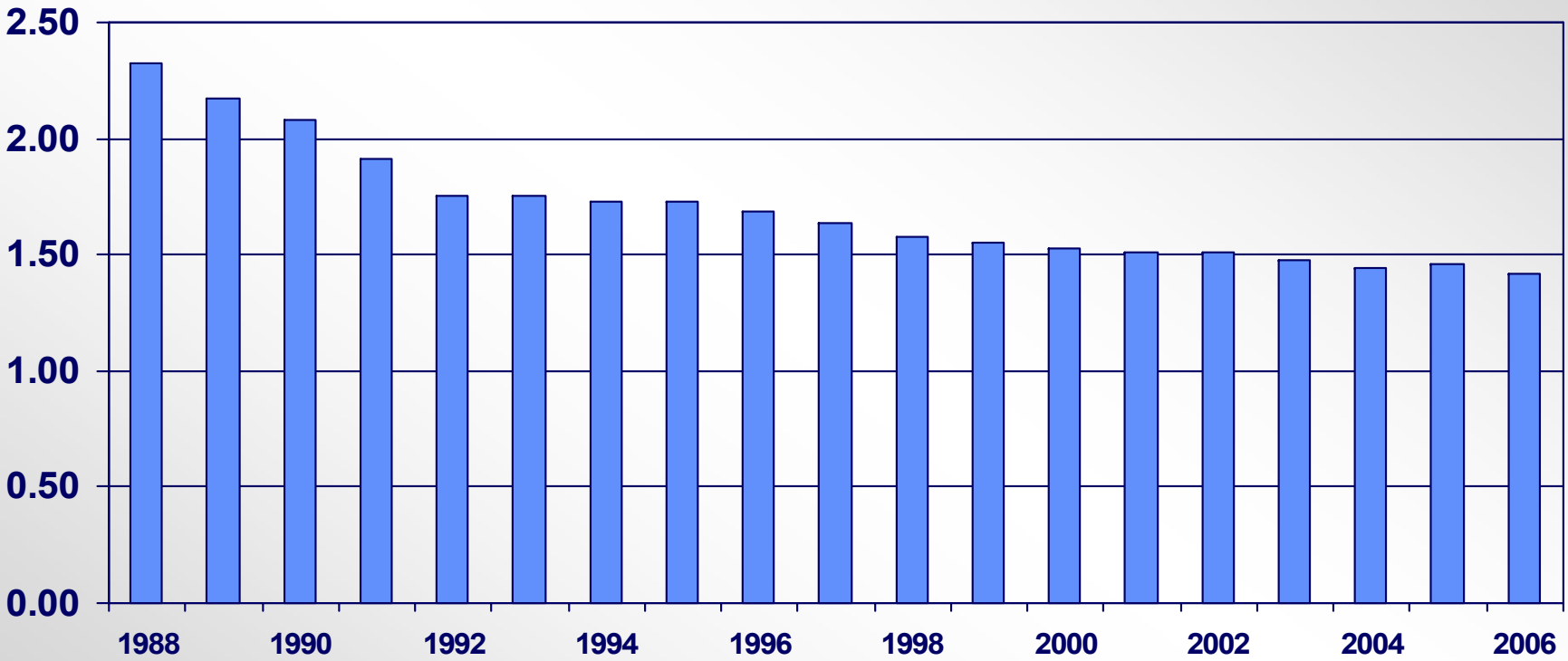
Motor Vehicle Crash Fatality and Injury Rates

Rate	Year		% Change
	2005	2006	
People Killed			
/100M VMT	1.46	1.42*	-2.7%
/100K Registered Vehicles	17.71	16.93	-4.4%
/100K Population	14.67	14.24	-2.9%
People Injured			
/100M VMT	90	86*	-4.4%
/100K Registered Vehicles	1,099	1,022	-7.0%
/100K Population	910	860	-5.5%

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

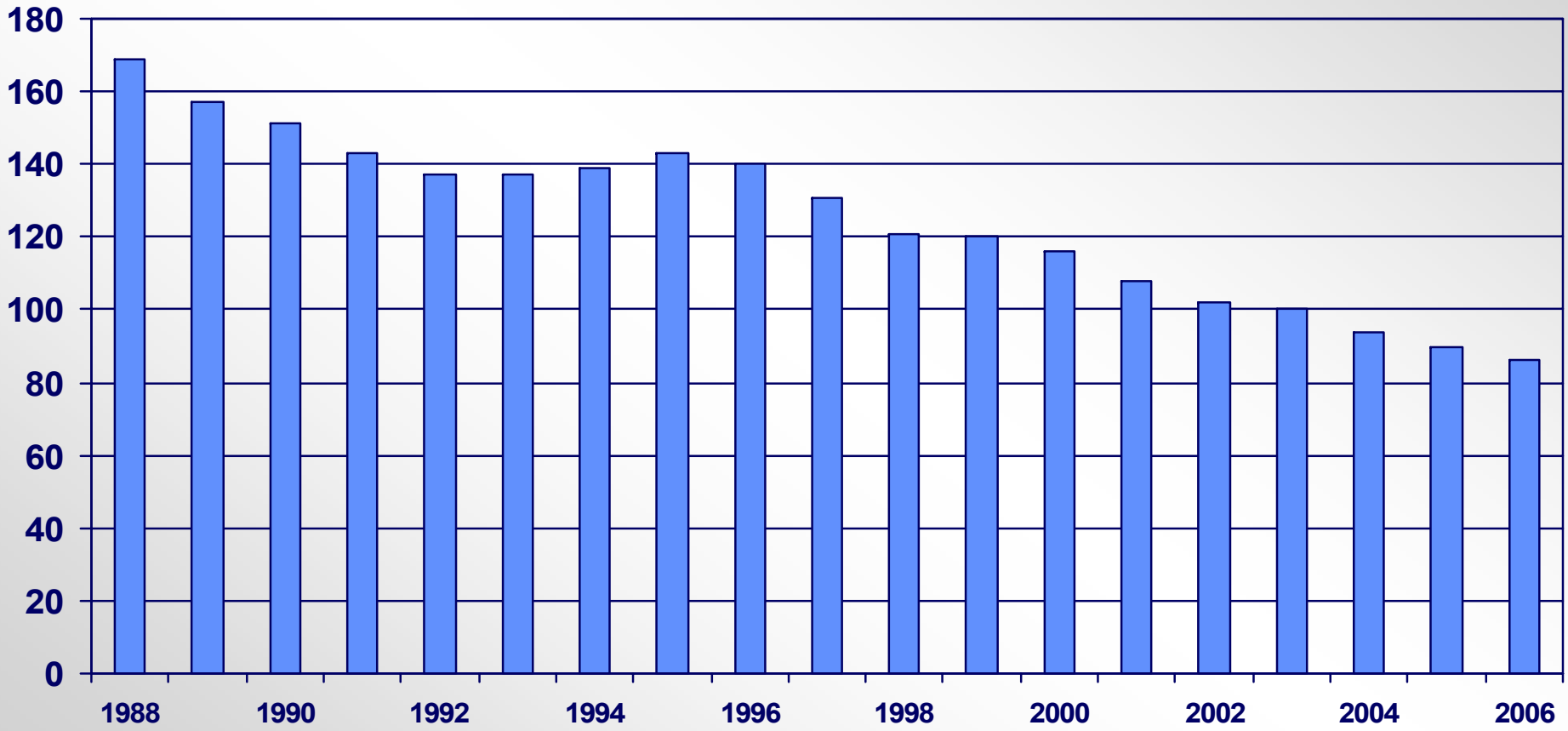
** Based on preliminary VMT from FHWA's traffic volume trends (June 2007) and is subject to change*

Fatality Rate Per 100 Million VMT, by Year



Sources: FARS / FHWA VMT

Injury Rate Per 100 Million VMT, by Year



Sources: NASS GES / FHWA VMT

Fatalities by State

27 States and the District of Columbia had decreases in total number of fatalities

Largest absolute decreases:

Missouri: -161

Florida: -144

Illinois: -109

Highest percentage decreases:

New Hampshire: -23%

Missouri: -13%

Minnesota, Colorado: -12%

Fatalities by State

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

Largest absolute increases:

Arizona: +109

Alabama: +60

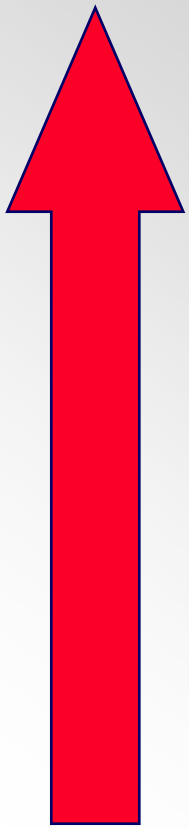
Kansas: +40

Highest percentage increases:

Vermont: +19%

Hawaii, Wyoming: +15%

Delaware, Maine, Puerto Rico: +11%



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

State	2005	2006	% Change	State	2005	2006	% Change
Alabama	1,148	1,208	+5.2%	Florida	3,518	3,374	-4.1%
Alaska	73	74	+1.4%	Georgia	1,729	1,693	-2.1%
Arizona	1,179	1,288	+9.2%	Hawaii	140	161	+15%
Arkansas	654	665	+1.7%	Idaho	275	267	-2.9%
California	4,333	4,236	-2.2%	Illinois	1,363	1,254	-8.0%
Colorado	606	535	-12%	Indiana	938	899	-4.2%
Connecticut	278	301	+8.3%	Iowa	450	439	-2.4%
Delaware	133	148	+11%	Kansas	428	468	+9.3%
Dist of Columbia	48	37	-23%	Kentucky	985	913	-7.3%

Source: FARS

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

State	2005	2006	% Change	State	2005	2006	% Change
Louisiana	963	982	+2.0%	Nebraska	276	269	-2.5%
Maine	169	188	+11%	Nevada	427	432	+1.2%
Maryland	614	651	+6.0%	New Hampshire	166	127	-23%
Massachusetts	441	430	-2.5%	New Jersey	747	772	+3.3%
Michigan	1,129	1,085	-3.9%	New Mexico	488	484	-0.8%
Minnesota	559	494	-12%	New York	1,434	1,456	+1.5%
Mississippi	931	911	-2.1%	North Carolina	1,547	1,559	+0.8%
Missouri	1,257	1,096	-13%	North Dakota	123	111	-9.8%
Montana	251	263	+4.8%	Ohio	1,321	1,238	-6.3%

Source: FARS

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

State	2005	2006	% Change	State	2005	2006	% Change
Oklahoma	803	765	-4.7%	Utah	282	287	+1.8%
Oregon	487	477	-2.1%	Vermont	73	87	+19%
Pennsylvania	1,616	1,525	-5.6%	Virginia	947	963	+1.7%
Rhode Island	87	81	-6.9%	Washington	649	630	-2.9%
South Carolina	1,094	1,037	-5.2%	West Virginia	374	410	+9.6%
South Dakota	186	191	+2.7%	Wisconsin	815	724	-11%
Tennessee	1,270	1,287	+1.3%	Wyoming	170	195	+15%
Texas	3,536	3,475	-1.7%	National	43,510	42,642	-2.0%
				Puerto Rico	457	507	+11%

Source: FARS

Fatalities and People Injured by Person Role and Vehicle Characteristics

2006 Annual Assessment

Motor vehicle occupant fatalities declined by 3.0%

Nonoccupant fatalities declined by 2.1%

Motorcycle rider fatalities increased by 5.1%

People Killed in Motor Vehicle Crashes, by Role

Role	Year		Change	% Change
	2005	2006		
Occupants*	33,070	32,092	-978	-3.0%
Drivers	23,237	22,830	-407	-1.8%
Passengers	9,750	9,156	-594	-6.1%
Motorcycle Riders	4,576	4,810	+234	+5.1%
Nonoccupants	5,864	5,740	-124	-2.1%
Pedestrians	4,892	4,784	-108	-2.2%
Pedalcyclists	786	773	-13	-1.7%
Other**	186	183	-3	-1.6%
TOTAL	43,510	42,642	-868	-2.0%

*Includes unknown occupants of motor vehicles in transport.

Source: FARS

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

People Injured in Motor Vehicle Crashes, by Role

Role	Year		% Change
	2005	2006	
Occupants*	2,494,000	2,375,000	-4.8%**
Drivers	1,743,000	1,666,000	-4.4%**
Passengers	750,000	709,000	-5.5%
Motorcycle Riders	87,000	88,000	+1.1%
Nonoccupants	118,000	112,000	-5.1%
Pedestrians	64,000	61,000	-4.7%
Pedalcyclists	45,000	44,000	-2.2%
Other***	8,000	7,000	-13%
TOTAL	2,699,000	2,575,000	-4.6%

*Includes unknown occupants of motor vehicles in transport.

Source: NASS GES

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

**Changes in Occupants and Drivers injured are statistically significant at the 0.05 level (95% confidence intervals).

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

2006 Data Show …

- Occupant fatalities in passenger cars declined by 3.8%
- Occupant fatalities in LTVs declined by 2.4%
  - Increased for SUVs by 1.6%
- Occupant fatalities in large trucks remained almost the same

Occupants Killed in Motor Vehicle Crashes, by Type of Vehicle

Type of Vehicle	Year		Change	% Change
	2005	2006		
Passenger Vehicles	31,549	30,521	-1,028	-3.3%
Passenger Cars	18,512	17,800	-712	-3.8%
LTVs*	13,037	12,721	-316	-2.4%
Vans	2,112	1,802	-310	-15%
SUVs	4,831	4,910	+79	+1.6%
Pickup Trucks	6,067	5,984	-83	-1.4%
Large Trucks	804	805	+1	+0.1%
Medium Trucks	122	114	-8	-6.6%
Heavy Trucks	682	691	+9	+1.3%
Other Vehicles**	550	526	-24	-4.4%
Unknown Vehicle Type	167	240	+73	--------

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

Source: FARS

Occupants Injured in Motor Vehicle Crashes, by Type of Vehicle

Type of Vehicle	Year		% Change
	2005	2006	
Passenger Vehicles	2,446,000	2,331,000	-4.7%*
Passenger Cars	1,573,000	1,475,000	-6.2%*
LTVs**	872,000	857,000	-1.7%
Vans	183,000	179,000	-2.2%
SUVs	363,000	387,000	+6.6%
Pickup Trucks	308,000	276,000	-10%*
Large Trucks	27,000	23,000	-15%*
Other Vehicles***	21,000	21,000	0.0%

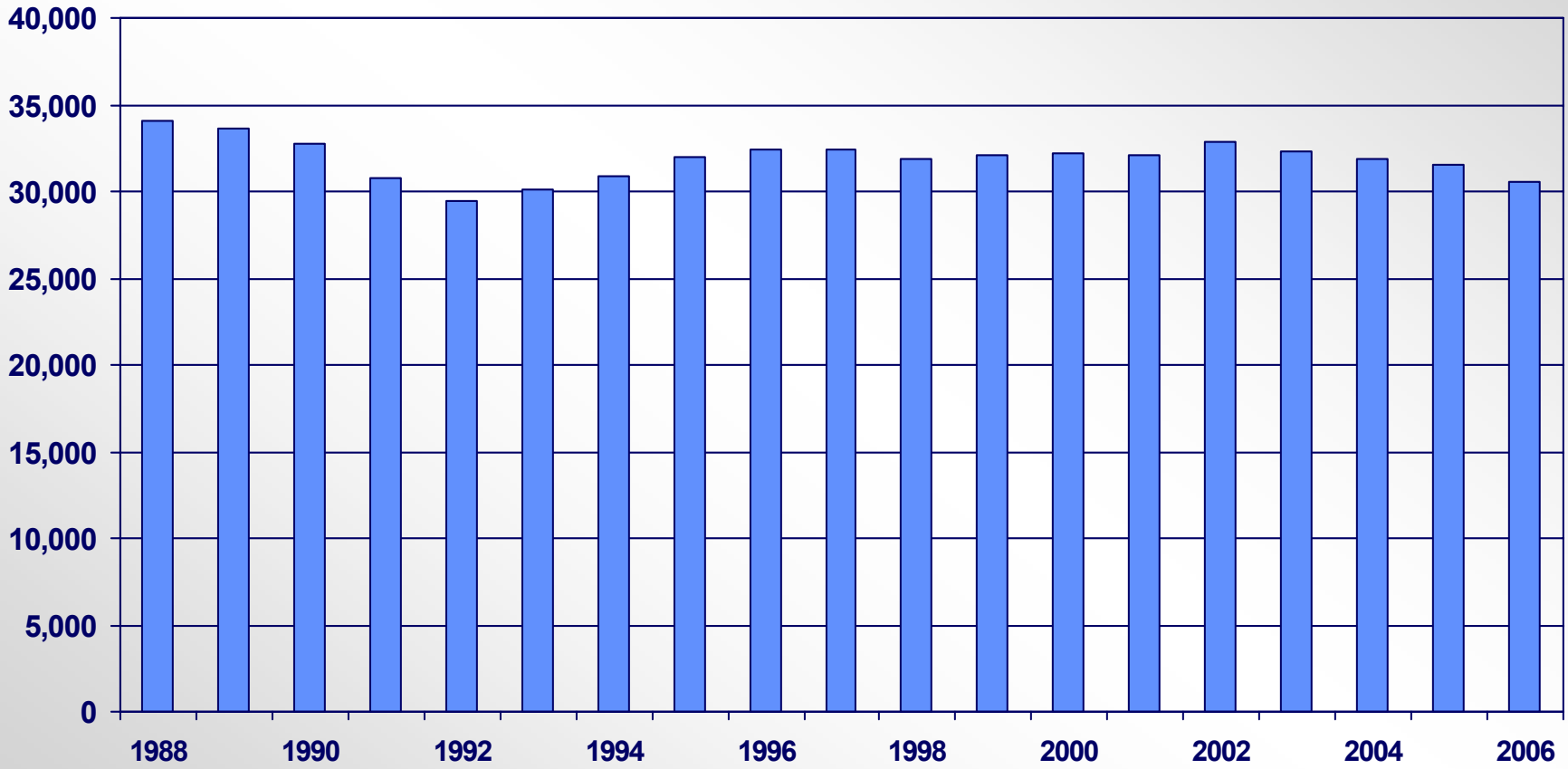
Totals may not add due to rounding. Percentages computed after rounding. **Source: NASS GES**

**Changes are statistically significant at the 0.05 level (95% confidence intervals)*

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

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

Passenger Vehicle Occupant Fatalities, by Year



Source: FARS

2006 Annual Assessment Shows

- *The number of registered vehicles increased for all types of passenger vehicles*
- *Among all types of passenger vehicles, SUVs had the largest increase (7.1%) in registrations*

Registered Passenger Vehicles, by Vehicle Type

Type of Vehicle	2005	2006	% Change
Passenger Vehicles*	230,112,001	235,095,396	+2.2%
Passenger Cars	135,183,269	136,866,137	+1.2%
Light Trucks and Vans*	94,928,732	98,229,259	+3.5%
Vans	19,400,990	19,491,830	+0.5%
SUVs	34,701,212	37,168,577	+7.1%
Pickup Trucks	39,889,320	40,678,320	+2.0%

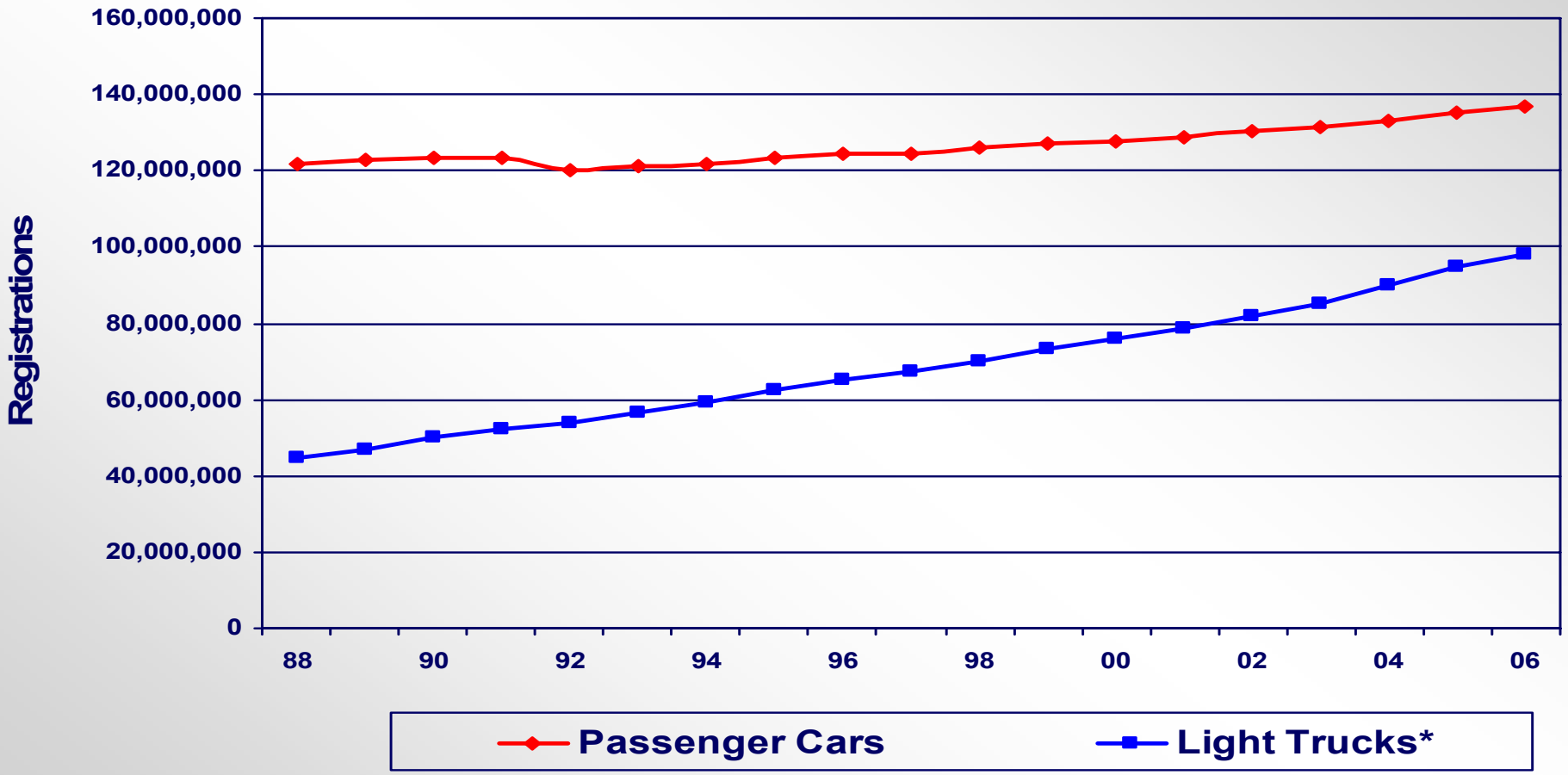
**Includes Other Light Trucks*

Source: R.L.Polk

2006 Data Shows …

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

Passenger Vehicle Registrations by Year



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

Source: R.L. Polk

2006 Data Show …

- ***The passenger vehicle occupant fatality rate per 100,000 registered vehicles declined***
  - ***Declined for all passenger vehicle types***

Passenger Vehicle Occupant Fatality Rate,* by Type of Vehicle

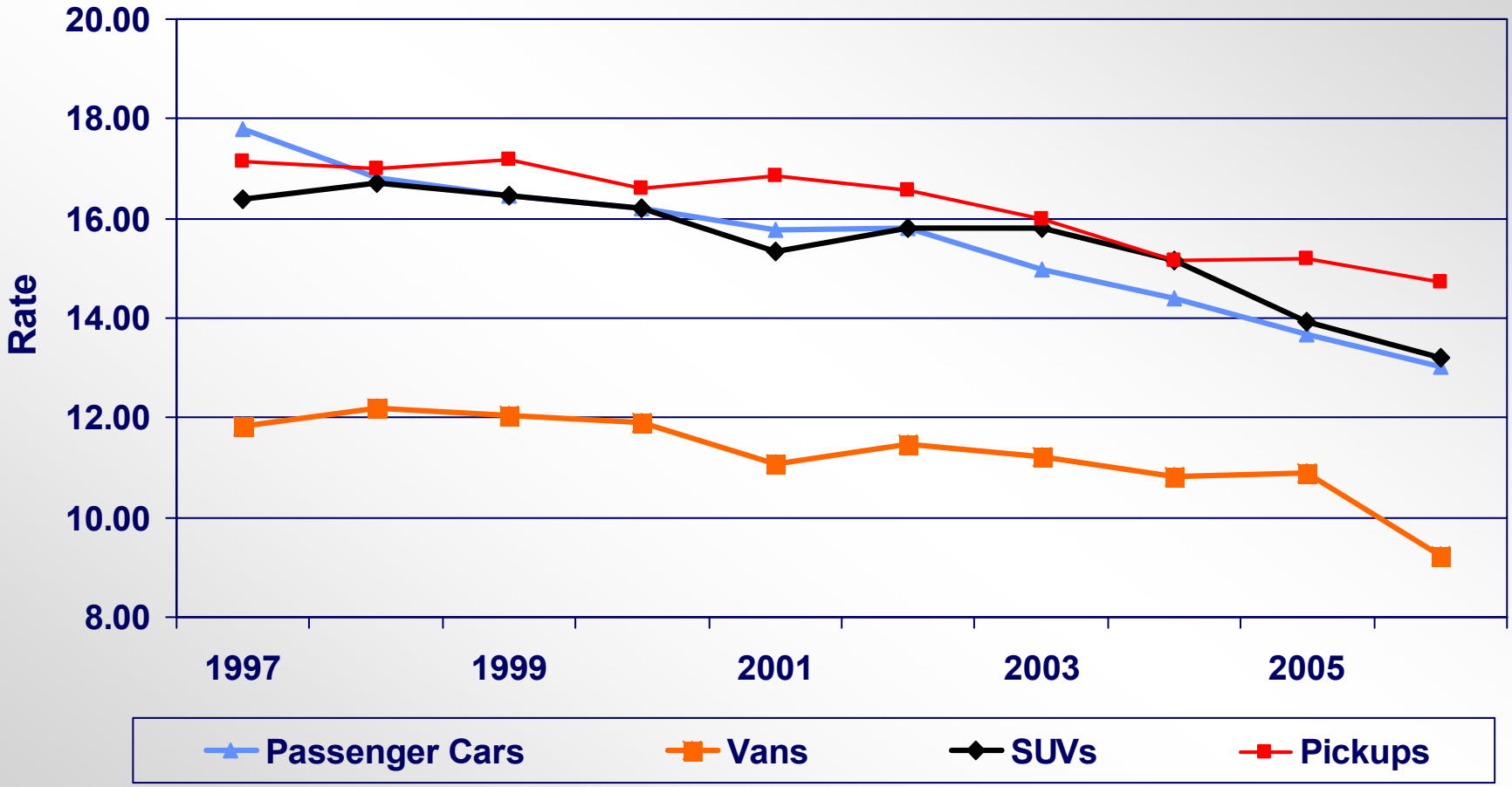
Type of Vehicle	2005	2006	% Change
All Passenger Vehicles**	13.71	12.98	-5.3%
Passenger Cars	13.69	13.01	-5.0%
Light Trucks and Vans	13.73	12.95	-5.7%
Vans	10.89	9.24	-15%
SUVs	13.92	13.21	-5.1%
Pickup Trucks	15.21	14.71	-3.3%

*Rate per 100,000 Registered Vehicles

**Includes Other Light Trucks

Sources: FARS, R.L Polk

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



*Rate per 100,000 Registered Vehicles

Sources: FARS, R.L. Polk

AGENCY PRIORITIES

Alcohol
Seat Belts
Rollovers
Vehicle Compatibility

Agency Priority
Alcohol

Fatalities at BAC ≥ .08 g/dL

Increased slightly (0.1%)

Fatalities at .01 ≤ BAC ≤ .07 g/dL

declined slightly (0.4%)

Persons Killed, by Highest BAC in Crash

Highest BAC in Crash	Year		% Change
	2005	2006	
Total Alcohol-Related*	17,590	17,602	+0.1%
Alcohol Fatalities/100M VMT	0.59	0.59	
% All Fatalities	40%	41%	
.01 ≤ BAC ≤ .07 g/dL	2,489	2,480	-0.4%
.01 ≤ BAC ≤ .04 g/dL	1,255	1,286	+2.5%
.05 ≤ BAC ≤ .07 g/dL	1,234	1,194	-3.2%
BAC ≥ .08 g/dL	15,102	15,121	+0.1%
BAC ≥ .08 Fatalities/100M VMT	0.51	0.50	
BAC ≥ .15 g/dL	10,464	10,389	-0.7%

**Total may not add due to rounding.*

Sources: FARS / FHWA VMT

2006 Data Shows …

- ***Fatalities in crashes involving at least one driver/motorcycle operator with a BAC of .08+ declined marginally***

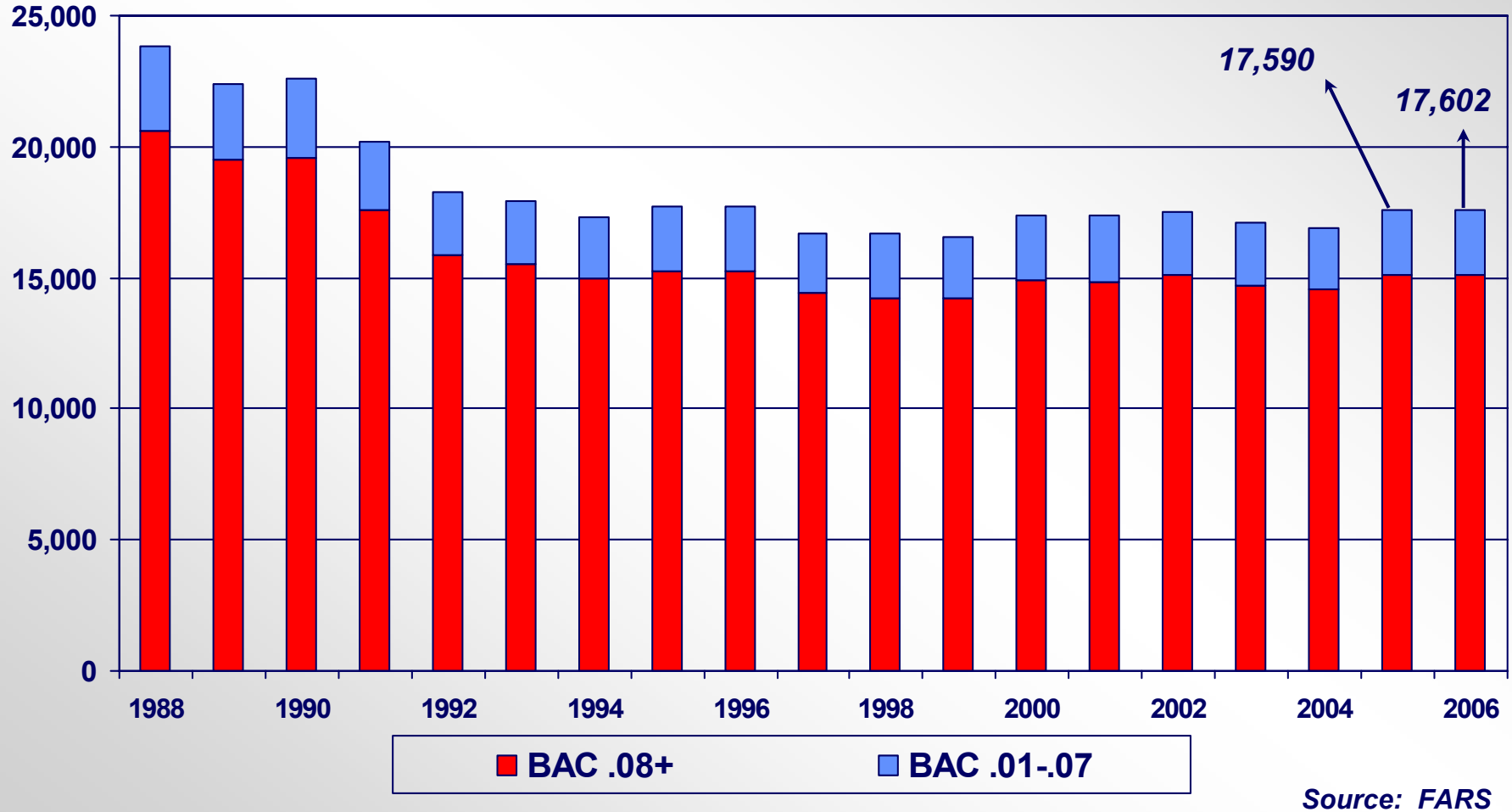
- ***Fatalities in crashes that involved only a nonoccupant with a BAC=.08+ increased by about 9%***

Fatalities in Crashes where the Highest BAC was .08+

BAC Level	Year		Change	% Change
	2005	2006		
Total	15,102	15,121	+19	+0.1%
Highest Driver/Motorcycle Operator BAC was .08+	13,582	13,470	-112	-0.8%
Other (Pedestrian, Other nonoccupant and others' BAC was .08+)	1,520	1,651	+131	+8.6%

Source: FARS

People Killed in Alcohol-Related Traffic Crashes, by Year



Source: FARS

Alcohol-Related Fatalities, by State

- 27 States, the District of Columbia, and Puerto Rico had decreases in the number of alcohol-related fatalities

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

Alcohol-Related Fatalities, by State

State	2005 by BAC Level			2006 by BAC Level			% Change from 2005-2006 by BAC Level		
	.01+	.08+	.15+	.01+	.08+	.15+	.01+	.08+	.15+
Alabama	445	394	275	475	416	280	+6.7%	+5.6%	+1.8%
Alaska	37	33	25	23	20	16	-38%	-39%	-36%
Arizona	508	446	317	585	484	333	+15%	+8.5%	+5.0%
Arkansas	218	190	127	254	203	139	+17%	+6.8%	+9.4%
California	1,769	1,505	1,035	1,779	1,506	995	+0.6%	+0.1%	-3.9%
Colorado	252	222	165	226	192	142	-10%	-14%	-14%
Connecticut	130	109	74	129	117	90	-0.8%	+7.3%	+22%
Delaware	64	58	43	57	51	40	-11%	-12%	-7.0%
District of Columbia	28	23	16	18	16	12	-36%	-30%	-25%
Florida	1,553	1,336	936	1,376	1,215	835	-11%	-9.1%	-11%
Georgia	562	477	313	604	524	361	+7.5%	+9.9%	+15%

Source: FARS

Alcohol-Related Fatalities, by State

State	2005 by BAC Level			2006 by BAC Level			% Change from 2005-2006 by BAC Level		
	.01+	.08+	.15+	.01+	.08+	.15+	.01+	.08+	.15+
Hawaii	72	60	44	84	71	46	+17%	+18%	+4.5%
Idaho	89	85	47	106	88	62	+19%	+3.5%	+32%
Illinois	595	494	327	594	492	342	-0.2%	-0.4%	+4.6%
Indiana	325	275	179	319	275	193	-1.8%	0.0%	+7.8%
Iowa	117	100	60	148	128	81	+26%	+28%	+35%
Kansas	142	107	72	170	143	100	+20%	+34%	+39%
Kentucky	311	268	191	272	236	144	-13%	-12%	-25%
Louisiana	439	373	251	475	415	271	+8.2%	+11%	+8.0%
Maine	60	51	25	74	55	29	+23%	+7.8%	+16%
Maryland	239	194	121	268	223	142	+12%	+15%	+17%
Massachusetts	186	162	109	174	153	100	-6.5%	-5.6%	-8.3%

Source: FARS

Alcohol-Related Fatalities, by State

State	2005 by BAC Level			2006 by BAC Level			% Change from 2005-2006 by BAC Level		
	.01+	.08+	.15+	.01+	.08+	.15+	.01+	.08+	.15+
Michigan	438	377	253	440	382	270	+0.5%	+ 1.3%	+ 6.7%
Minnesota	208	178	141	183	159	113	-12%	-11%	-20%
Mississippi	390	346	233	375	337	224	-3.8%	-2.6%	-3.9%
Missouri	535	453	311	500	409	268	-6.5%	-9.7%	-14%
Montana	125	114	73	126	114	81	+0.8%	0.0%	+11%
Nebraska	93	78	56	89	74	61	-4.3%	-5.1%	+8.9%
Nevada	169	151	96	186	160	120	+10%	+6.0%	+25%
New Hampshire	61	55	36	52	48	33	-15%	-13%	-8.3%
New Jersey	284	238	161	341	270	182	+20%	+13%	+13%
New Mexico	193	177	129	186	165	127	-3.6%	-6.8%	-1.6%
New York	580	486	317	558	463	312	-3.8%	-4.7%	-1.6%

Source: FARS

Alcohol-Related Fatalities, by State

State	2005 by BAC Level			2006 by BAC Level			% Change from 2005-2006 by BAC Level		
	.01+	.08+	.15+	.01+	.08+	.15+	.01+	.08+	.15+
North Carolina	562	495	355	554	482	340	-1.4%	-2.6%	-4.2%
North Dakota	59	46	37	50	44	32	-15%	-4.3%	-14%
Ohio	519	419	322	488	409	279	-6.0%	-2.4%	-13%
Oklahoma	286	250	189	263	221	163	-8.0%	-12%	-14%
Oregon	177	141	99	196	163	118	+11%	+16%	+19%
Pennsylvania	639	560	397	600	530	387	-6.1%	-5.4%	-2.5%
Rhode Island	48	37	26	42	33	24	-13%	-11%	-7.7%
South Carolina	555	476	355	523	463	336	-5.8%	-2.7%	-5.4%
South Dakota	81	77	53	80	70	53	-1.2%	-9.1%	0.0%
Tennessee	473	400	261	509	439	291	+7.6%	+9.8%	+11%
Texas	1,672	1,462	1,003	1,677	1,487	1,001	+0.3%	+1.7%	-0.2%

Source: FARS

Alcohol-Related Fatalities, by State

State	2005 by BAC Level			2006 by BAC Level			% Change from 2005-2006 by BAC Level		
	.01+	.08+	.15+	.01+	.08+	.15+	.01+	.08+	.15+
Utah	40	35	26	69	59	39	+73%	+69%	+50%
Vermont	30	29	16	29	26	21	-3.3%	-10%	+31%
Virginia	362	298	207	379	327	220	+4.7%	+9.7%	+6.3%
Washington	302	254	184	294	247	170	-2.6%	-2.8%	-7.6%
West Virginia	129	117	81	161	133	85	+25%	+14%	+4.9%
Wisconsin	380	337	257	364	319	237	-4.2%	-5.3%	-7.8%
Wyoming	66	56	40	80	69	53	+21%	+23%	+33%
National	17,590	15,102	10,464	17,602	15,121	10,389	+0.1%	+0.1%	-0.7%
Puerto Rico	234	197	123	215	179	124	-8.1%	-9.1%	+0.8%

Source: FARS

2006 Data Shows …

- The number of occupants and nonoccupants killed in alcohol-related crashes essentially remained the same
- The number of motorcycle riders killed in alcohol-related crashes increased by 4.7%
- The number of people injured in alcohol-related crashes increased.
  - Total occupants and drivers injured increased
  - Increases are statistically significant

People Killed in Alcohol-Related Crashes, by Role

Role	Year		Change	% Change
	2005	2006		
Occupants*	13,046	12,960	-86	-0.7%
Drivers	9,450	9,472	+22	+0.2%
Passengers	3,553	3,433	-120	-3.4%
Motorcycle Riders	1,815	1,901	+86	+4.7%
Nonoccupants	2,729	2,741	+12	+0.4%
Pedestrians	2,360	2,367	+7	+0.3%
Pedalcyclists	308	302	-6	-1.9%
Other/Unknown**	62	72	+10	+16%
TOTAL	17,590	17,602	+12	+0.1%

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

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

People Injured in Alcohol-Related Crashes, by Role

Role	Year		% Change
	2005	2006	
Total Occupants	233,000	256,000	+9.9%*
Drivers	162,000	182,000	+12%*
Passengers	71,000	74,000	+4.2%
Motorcycle Riders	7,000	6,000	-14%
Nonoccupants	13,000	15,000	+15%
Pedestrians	9,000	10,000	+11%
Pedalcyclists	3,000	4,000	+33%
Other/Unknown**	1,000	2,000	+100%
TOTAL***	254,000	278,000	+9.4%*

*Changes are statistically significant at the 0.05 level (95% confidence intervals)
**Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices.
***Totals may not add due to rounding. Percentages computed after rounding. **Source: NASS GES**

2006 Data Shows …

- Occupants of passenger cars and vans killed in alcohol-related crashes declined
- However, the number of SUV and pickup truck occupants killed in alcohol-related crashes increased
- Motorcycle riders killed in alcohol-related crashes also increased

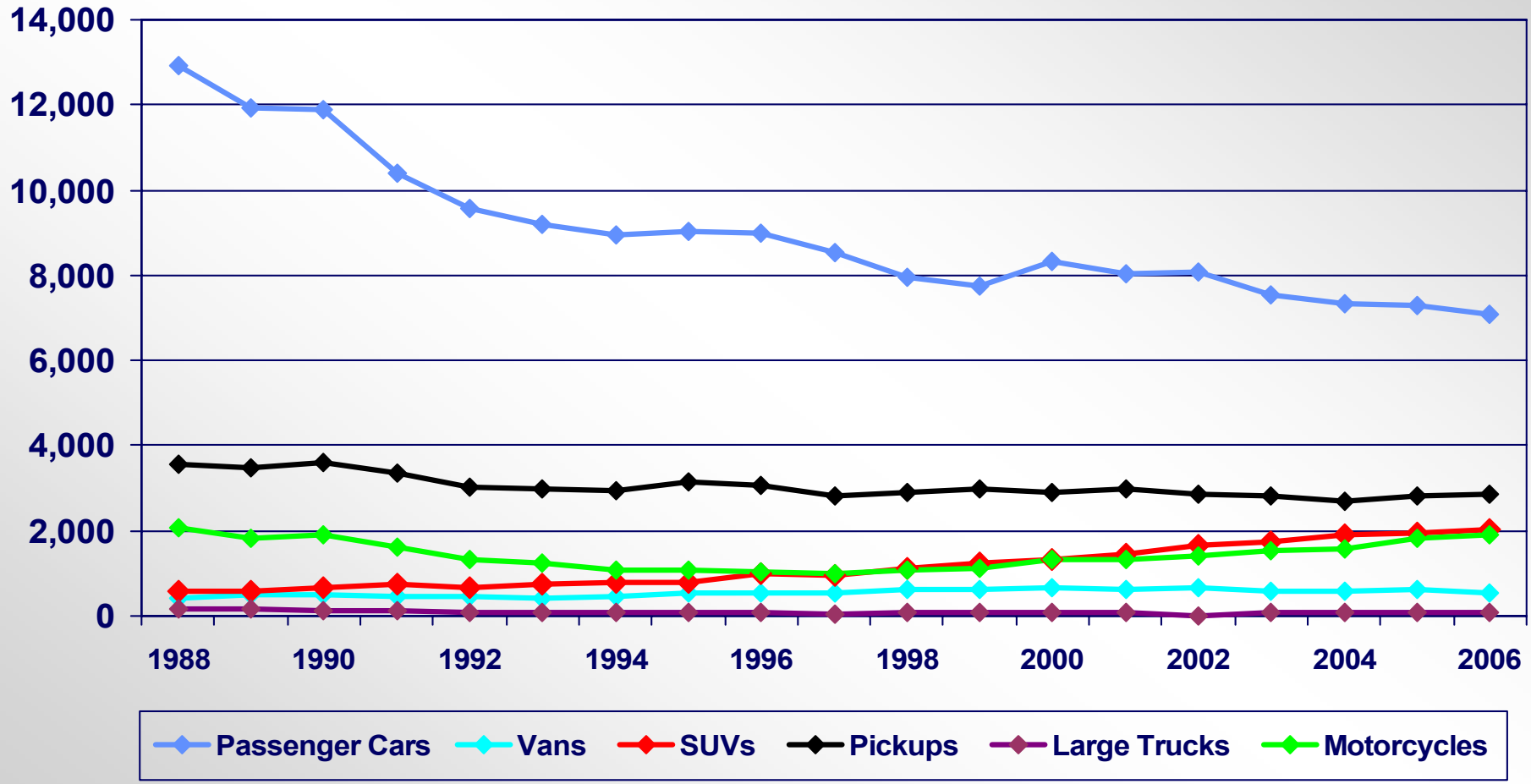
Occupants and Motorcycle Riders Killed in Alcohol-Related Crashes, by Vehicle Type

Type of Vehicle	Year		% Change
	2005	2006	
Motor Vehicle Occupants Killed*	13,046	12,960	-0.7%
Passenger Cars	7,298	7,076	-3.0%
Vans	612	534	-13%
SUVs	1,935	2,032	+5.0%
Pickup Trucks	2,819	2,861	+1.5%
Large Trucks	74	89	+20%
Motorcycles	1,815	1,901	+4.7%

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

Source: FARS

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



Source: FARS

2006 Data Shows …

- The number of alcohol-involved (BAC ≥ .01 g/dL) passenger car and van drivers in fatal crashes declined
  - Passenger car and van drivers with BAC ≥.08 declined
- However, the number of drivers of SUVs and pickups with BAC ≥ .01 increased
  - SUV and pickup drivers with BAC ≥.08 increased
- The number of alcohol-involved motorcycle operators increased by 4.3%
  - Motorcycle operators with BAC ≥.08 increased by 4.0%

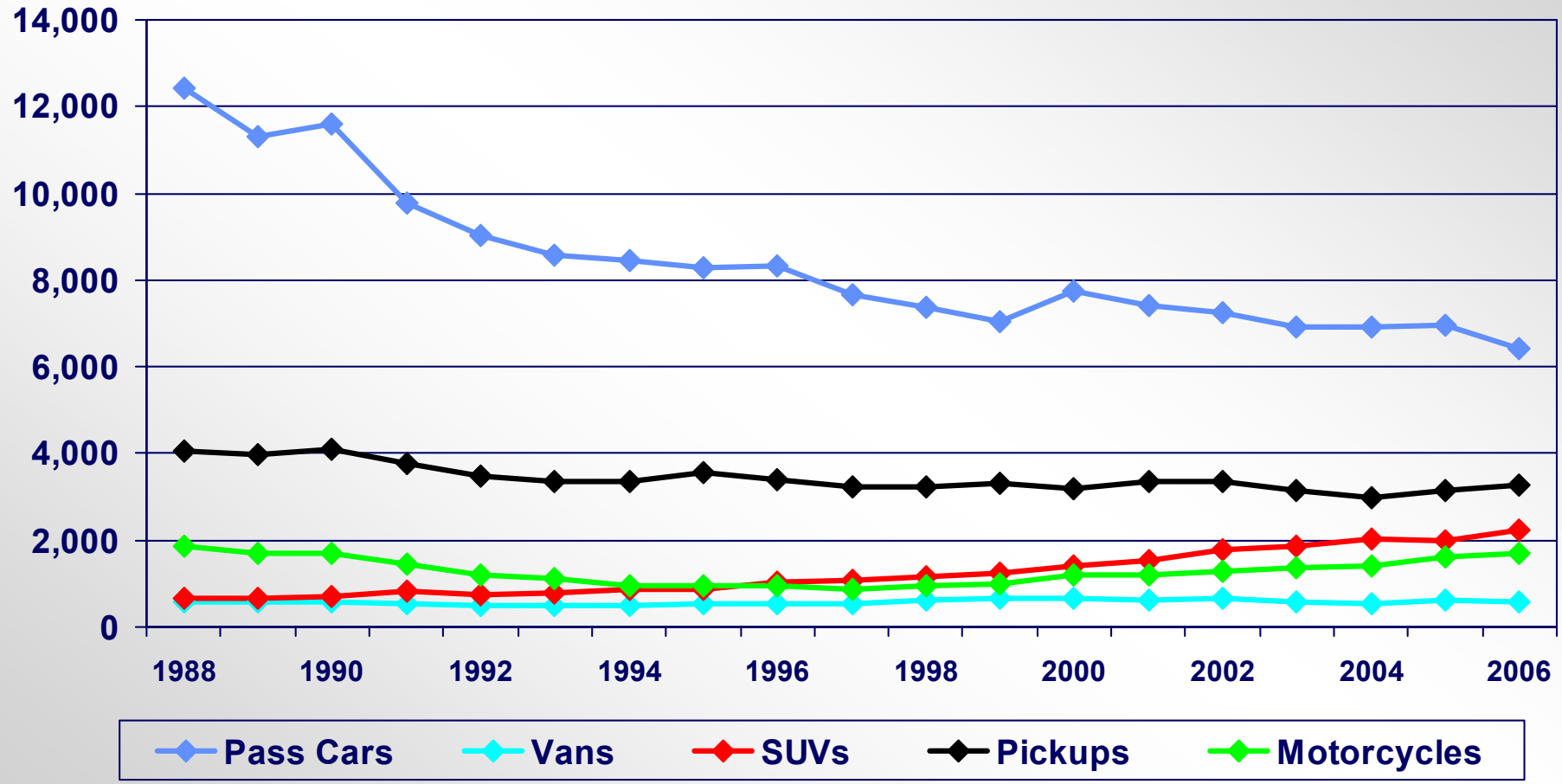
Drivers and Motorcycle Operators Involved in Fatal Crashes, by their BAC and Vehicle Type

Type of Vehicle	BAC ≥ .01			BAC ≥ .08		
	2005	2006	% Change	2005	2006	% Change
Passenger Cars	6,964	6,416	-7.9%	5,898	5,430	-7.9%
Vans	619	591	-4.5%	530	481	-9.2%
SUVs	1,991	2,223	+12%	1,695	1,925	+14%
Pickup Trucks	3,140	3,272	+4.2%	2,706	2,838	+4.9%
Large Trucks	128	126	-1.6%	67	69	+3.0%
Buses/Other/Unknown	488	530	+8.6%	413	437	+5.8%
TOTAL*	13,329	13,158	-1.3%	11,309	11,179	-1.1%
Motorcycles	1,614	1,683	+4.3%	1,262	1,313	+4.0%

Source: FARS

** Excludes motorcycle operators*

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

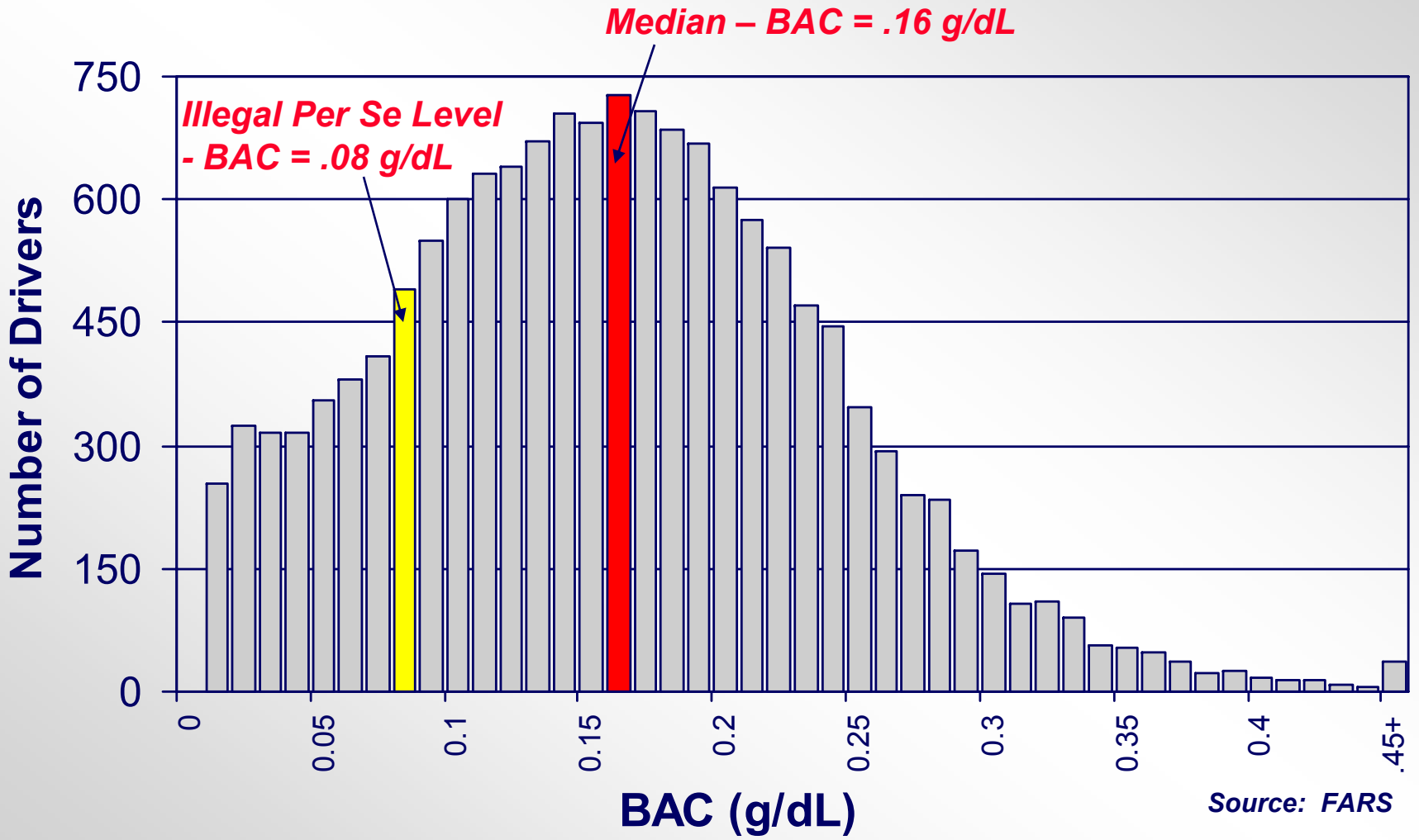


Source: FARS

2006 Data Shows …

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

Alcohol-Involved Drivers and Motorcycle Operators in Fatal Crashes with Positive BACs (BAC>0), 2006



Source: FARS

2006 Data Shows …

- ***Pedestrians killed with BAC ≥ .08 in crashes increased by 3.6%***
- ***Of all the pedestrians killed nearly 34% had a BAC of .08 or higher***
- ***Pedalcyclists killed with BAC ≥ .01 in crashes increased by 2.3%***
  - ***Pedalcyclists with BAC ≥ .08 declined***

Pedestrians and Pedalcyclists Killed, by Their BAC

	Year		Change	% Change
	2005	2006		
Pedestrians				
No Alcohol	3,101	2,916	-185	-6.0%
.01 ≤ BAC ≤.07 g/dL	200	219	+19	+9.5%
BAC ≥ .08 g/dL	1,591	1,649	+58	+3.6%
Alcohol-Related (BAC ≥.01)	1,791	1,868	+77	+4.3%
Pedalcyclists				
No Alcohol	572	554	-18	-3.1%
.01 ≤ BAC ≤.07 g/dL	29	37	+8	+28%
BAC ≥ .08 g/dL	185	182	-3	-1.6%
Alcohol-Related (BAC ≥.01)	214	219	+5	+2.3%

Source: FARS

Agency Priority
Seat Belts

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

- Almost two-thirds (64%) of the passenger vehicle occupants killed during the night were unrestrained compared to 46% during the day

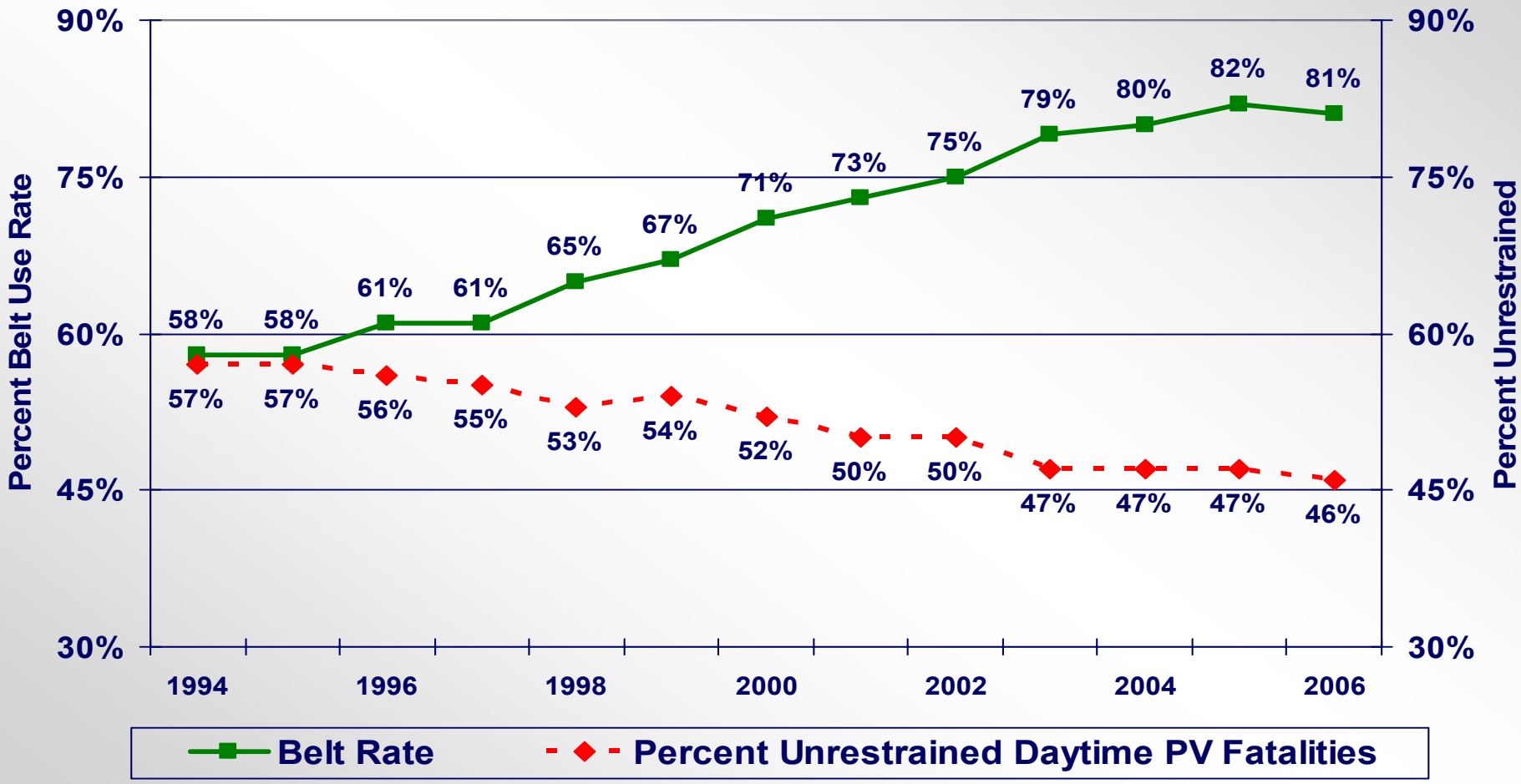
Passenger Vehicle Occupant Fatalities (All Ages), by Restraint Use*

Restraint Use	Year			
	2005		2006	
People Killed	**31,549**		**30,521**	
Restraint Used**	**14,061**	**45%**	**13,685**	**45%**
Restraint Not Used	**17,488**	**55%**	**16,836**	**55%**
Day (6 a.m. – 5:59 p.m.)				
Restraint Used**	**8,432**	**53%**	**8,160**	**54%**
Restraint Not Used	**7,517**	**47%**	**7,064**	**46%**
Night (6 p.m. – 5:59 a.m.)				
Restraint Used**	**5,522**	**36%**	**5,431**	**36%**
Restraint Not Used	**9,836**	**64%**	**9,615**	**64%**

**Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories. Restraint use was unknown for 7% of passenger vehicle occupant fatalities in 2005 and 8% in 2006.*

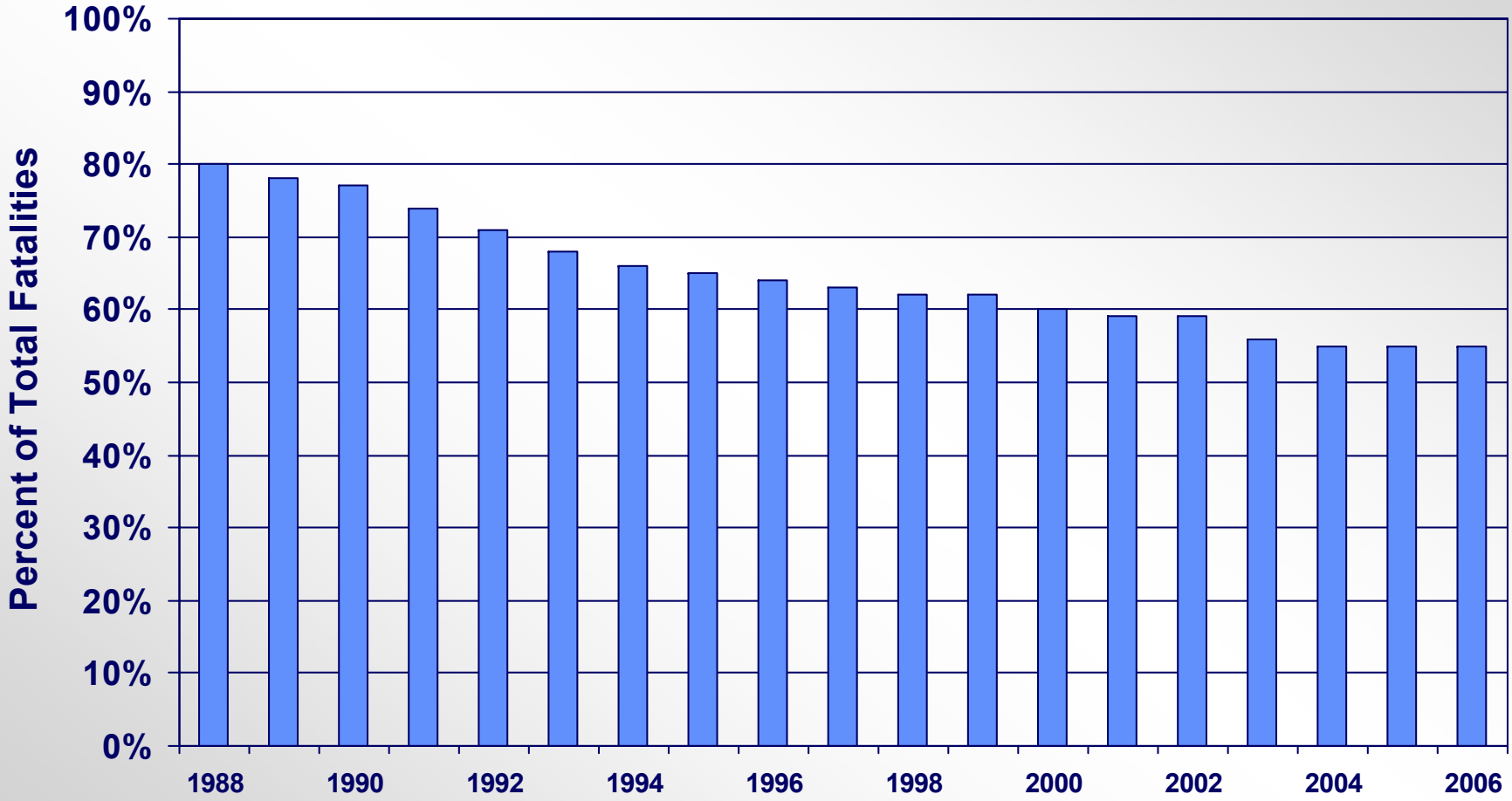
*** Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.* **Source: FARS**

Comparison of Percent Unrestrained Passenger Vehicle (PV) Occupant Fatalities During Daytime and Daytime Seat Belt Use Rate



Source: NOPUS, FARS

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



Source: FARS

Agency Priority Rollovers

- ***The total number of passenger vehicle occupants killed and injured in rollover crashes declined***
  - ***Pickup truck occupants killed in rollover crashes increased by 1.6 %***
  - ***SUV occupants injured in rollover crashes increased***

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

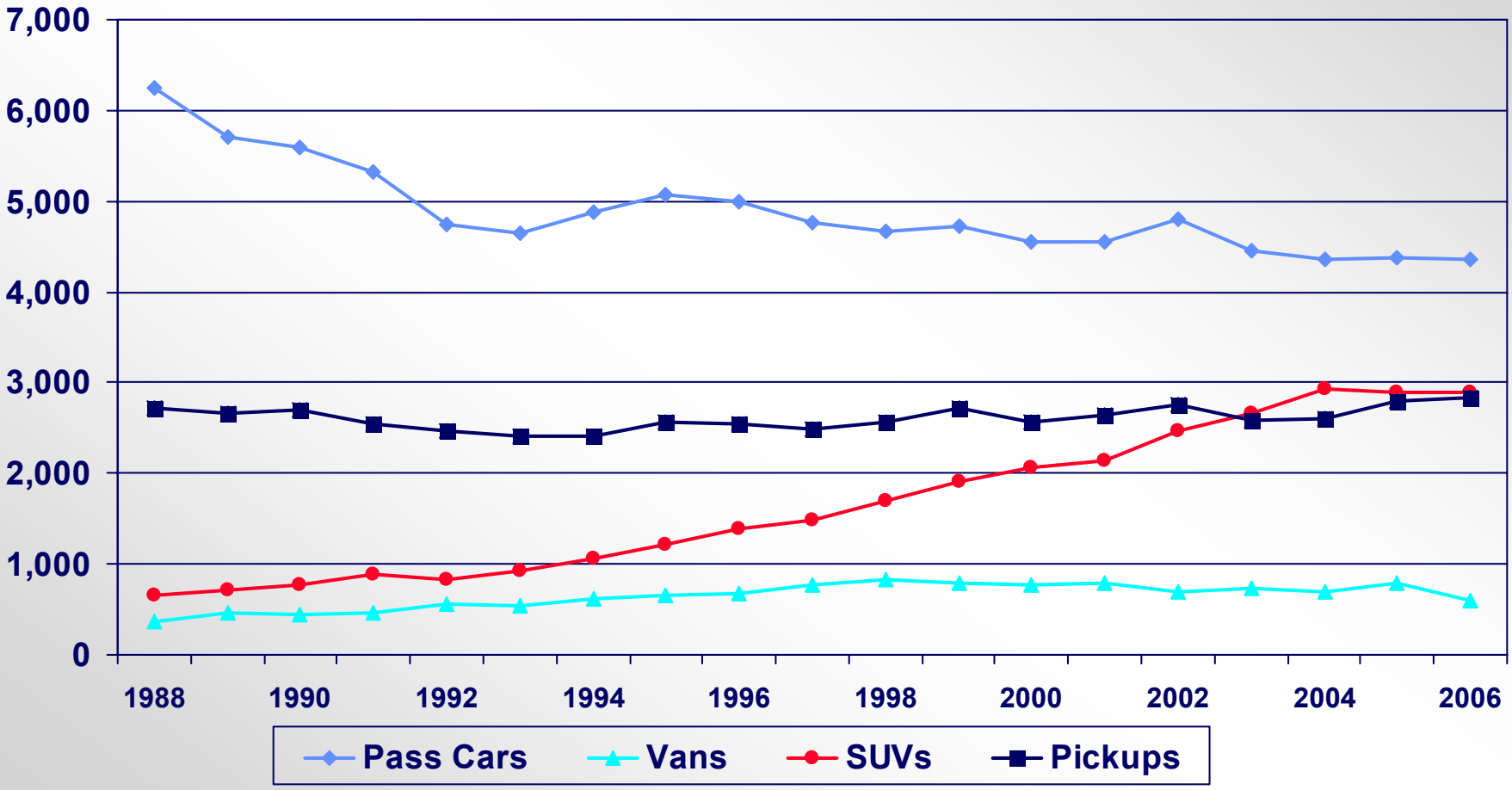
Type of Vehicle	Year		% Change
	2005	2006	
Occupants Killed*	10,870	10,698	-1.6%
Passenger Cars	4,371	4,352	-0.4%
Vans	794	604	-24%
SUVs	2,895	2,888	-0.2%
Pickup Trucks	2,796	2,840	+1.6%
Occupants Injured*	222,000	207,000	-6.8%
Passenger Cars	89,000	81,000	-9.0%
Vans	17,000	15,000	-12%
SUVs	68,000	70,000	+2.9%
Pickup Trucks	47,000	40,000	-15%

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

**Sources: FARS, NASS GES*

**Total Killed and injured includes Occupants of Other Light Trucks*

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



Source: FARS

2006 Data Shows …

- ***Passenger vehicle occupant fatality rates* in rollover crashes declined for all vehicle types***

- ***Among passenger vehicles, fatality rates* in rollover crashes for SUVs declined the most in the last 10 years***

** Per 100,000 registered vehicles*

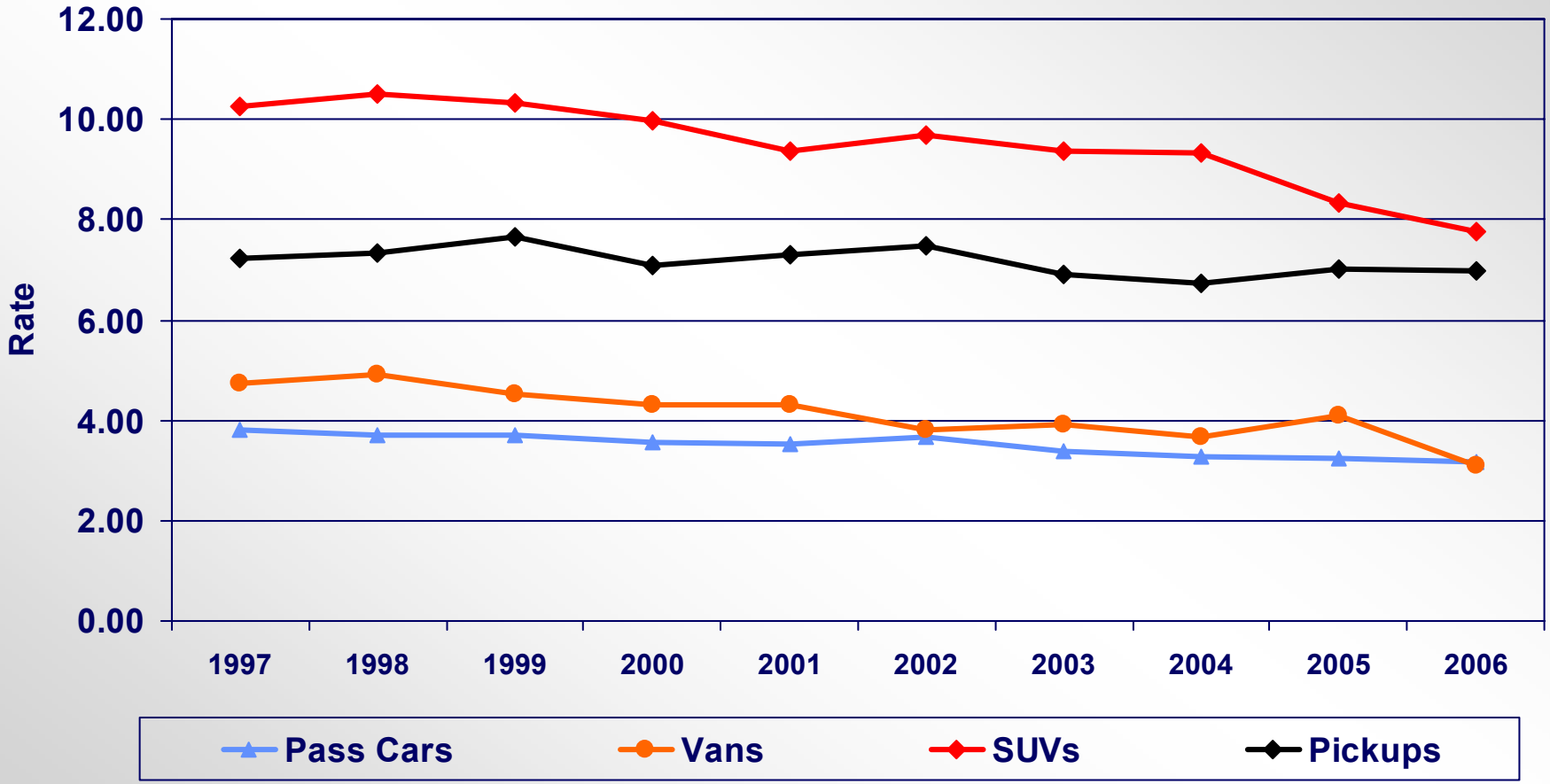
Passenger Vehicle Occupant Fatality Rate* in Rollover Crashes, by Type of Vehicle

Type of Vehicle	*Rate per 100,000 Registered Vehicles		
	2005	2006	% Change
Passenger Vehicles**	4.72	4.55	-3.6%
Passenger Cars	3.23	3.18	-1.5%
Light Trucks and Vans	6.85	6.46	-5.7%
Vans	4.09	3.10	-24%
SUVs	8.34	7.77	-6.8%
Pickup Trucks	7.01	6.98	-0.4%

**Includes Other Light Trucks

Sources: FARS, R.L. Polk

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



*Rate per 100,000 Registered Vehicles

Sources: FARS, R.L. Polk

Two-Vehicle Crashes Between Passenger Cars and LTVs

2006 Data Shows …

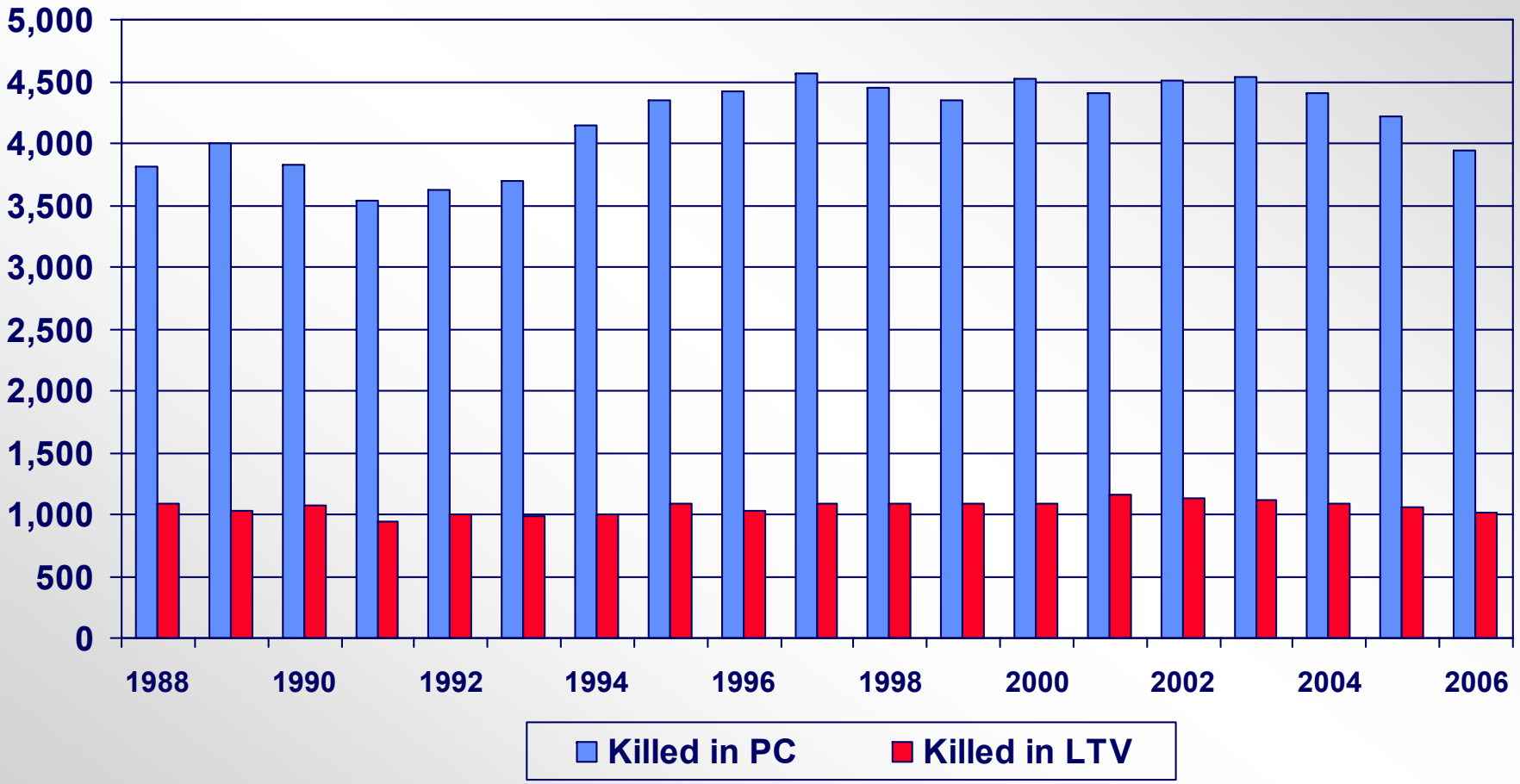
- ***The number of occupants killed in two-vehicle crashes between a passenger car and an LTV (pickup truck, van, or SUV) declined***

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

	Year		% Change
	2005	2006	
Fatal Crashes			
Killed in PC	4,216	3,942	-6.5%
Killed in LTV*	1,053	1,020	-3.1%
Injury Crashes			
Injured in PC	420,000	397,000	-5.5%**
Injured in LTV*	277,000	275,000	-0.7%

PC = Passenger Car
**LTV = Pickup Truck, Van, and Sport Utility Vehicle*
Sources: FARS, NASS GES
***Change in people injured in passenger cars is statistically significant at the 0.05 level (95% confidence intervals)*

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



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

Source: FARS

Two-Vehicle Crashes Involving a Passenger Car and an LTV* continued...

- In a head-on collision, 3.6 times as many passenger car occupants were killed as LTV occupants.
- When an LTV was struck in the side by a passenger car, 1.6 times as many LTV occupants were killed as passenger car occupants.
- When a passenger car was struck in the side by an LTV, 24.8 times as many passenger car occupants were killed as LTV occupants.

*Include Pickup Trucks, SUVs and Vans

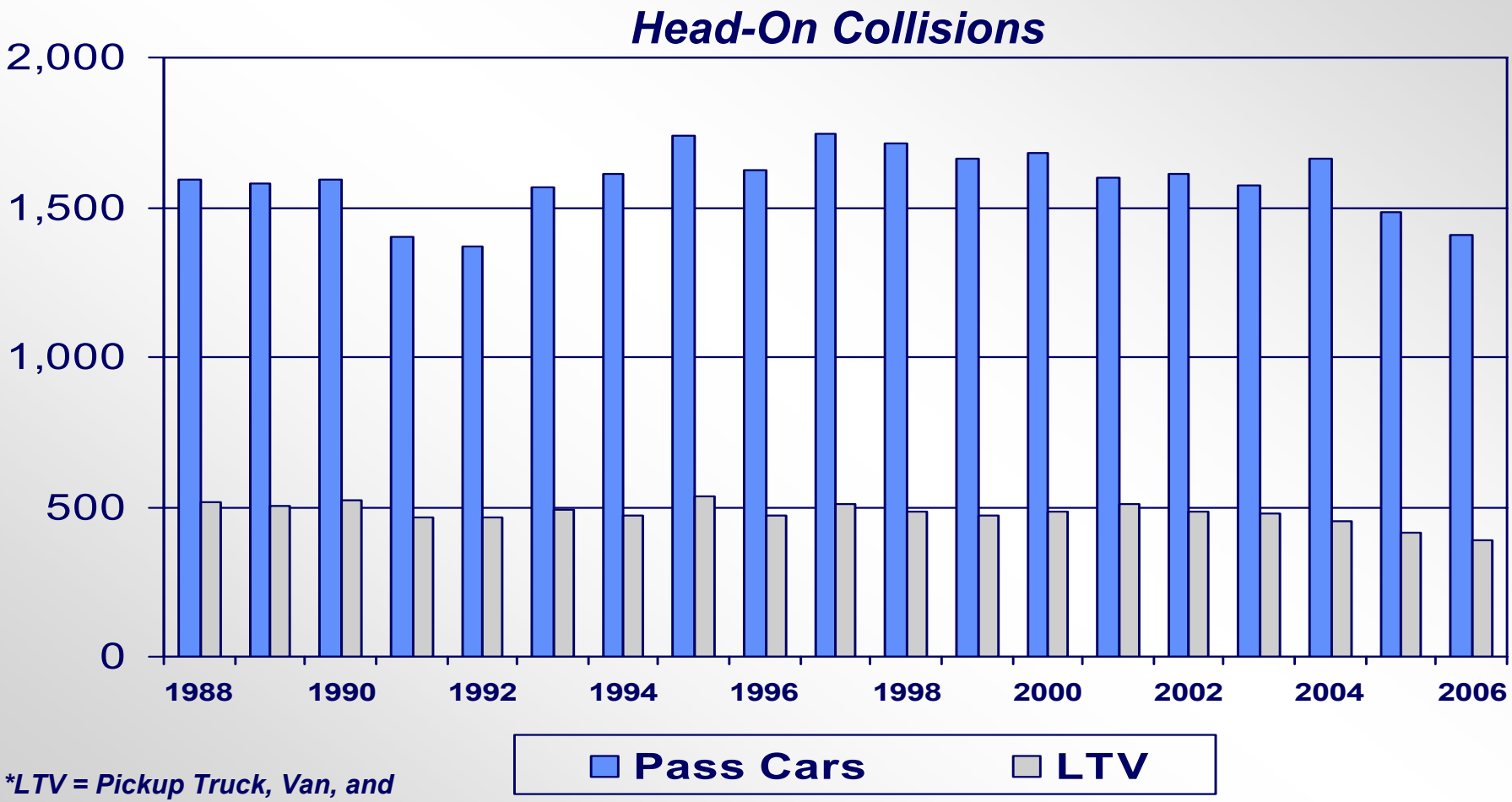
Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV,* by Collision Type

	Year		% Change
	2005	2006	
Head-On Collisions			
Killed in PC	1,482	1,406	-5.1%
Killed in LTV	415	390	-6.0%
Passenger Car Front Strikes LTV Side			
Killed in PC	191	194	+1.6%
Killed in LTV	261	305	+17%
LTV Front Strikes Passenger Car Side			
Killed in PC	2,171	1,938	-11%
Killed in LTV	118	78	-34%

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

Source: FARS

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

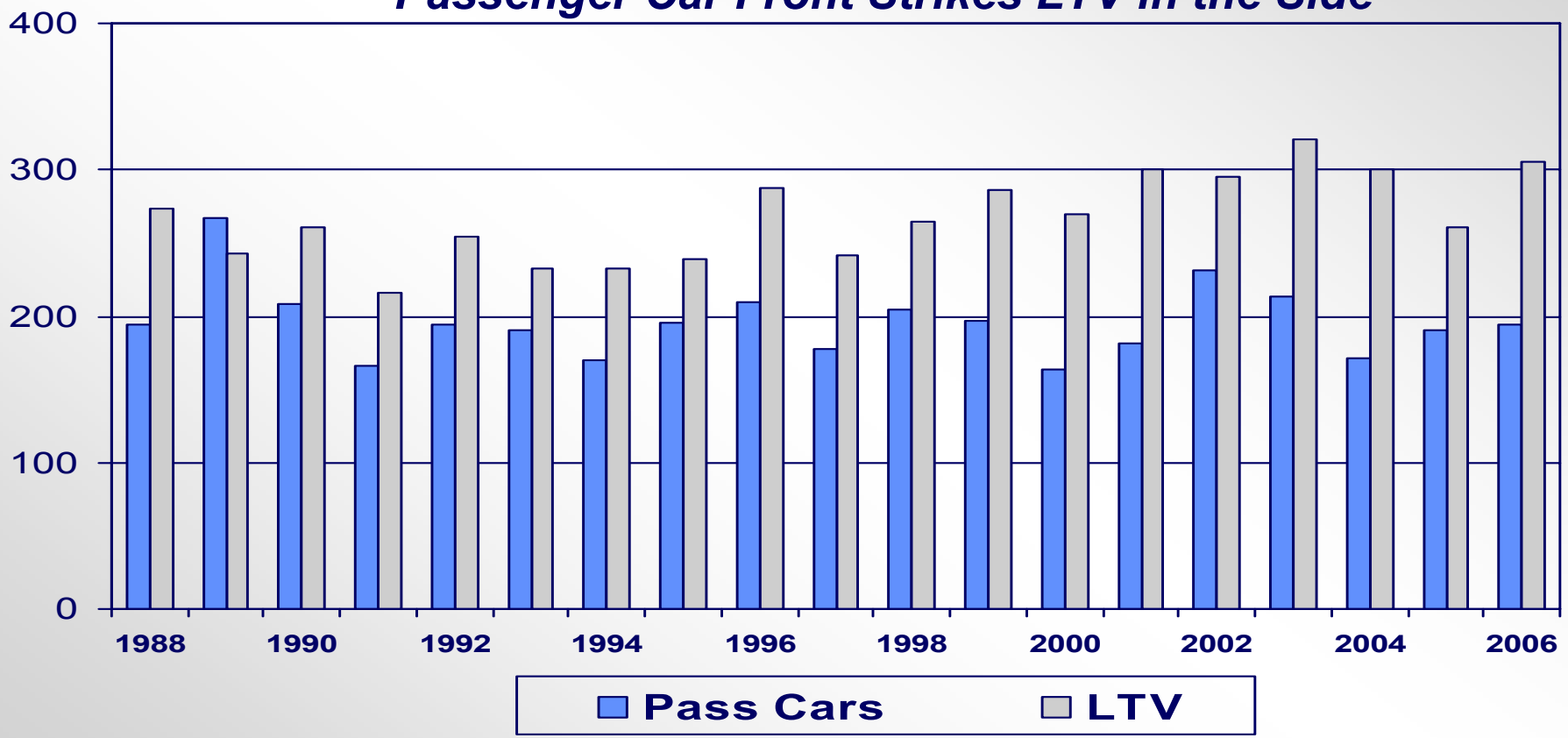


*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

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

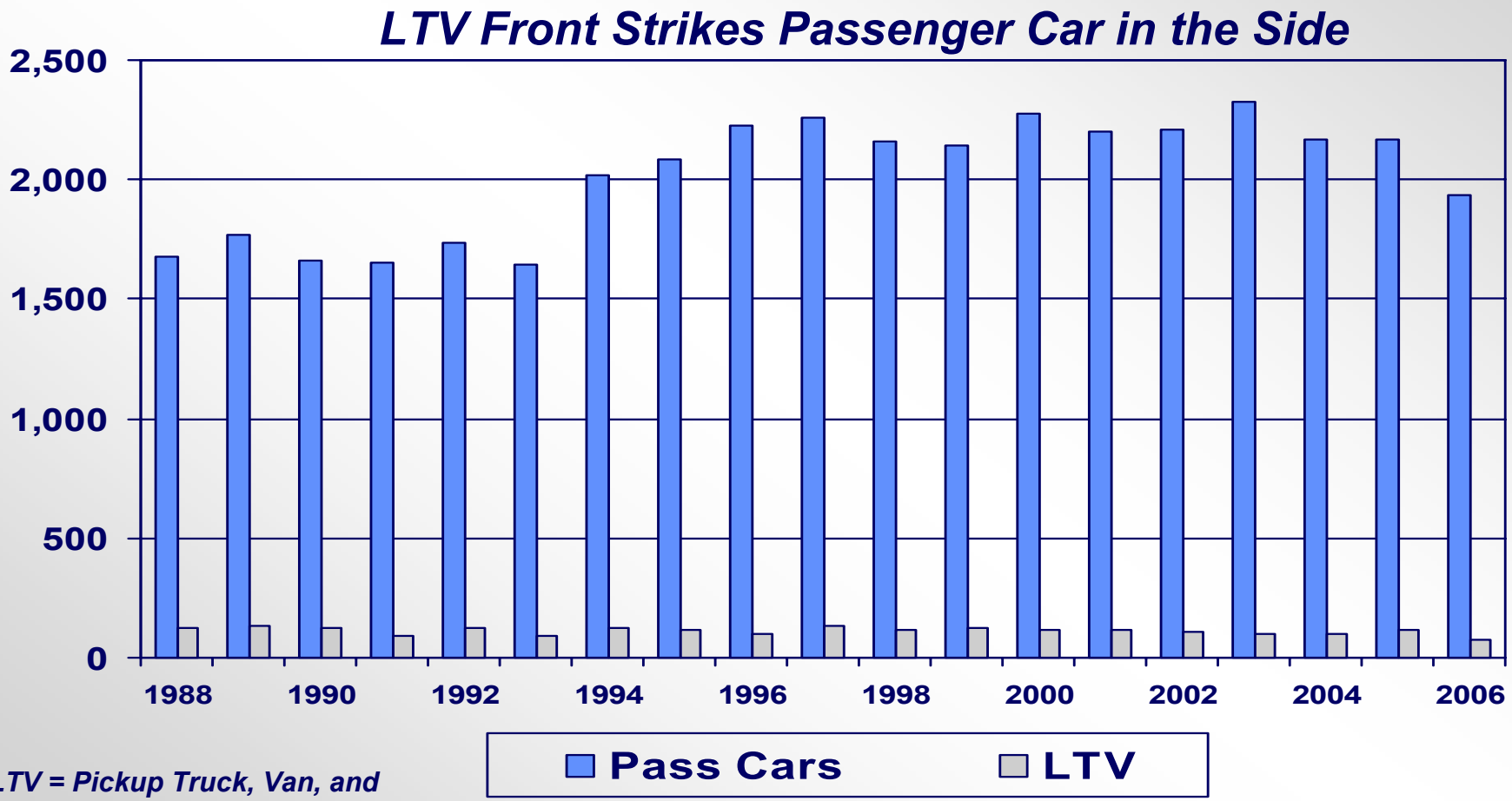
Passenger Car Front Strikes LTV in the Side



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

Source: FARS

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



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

Source: FARS

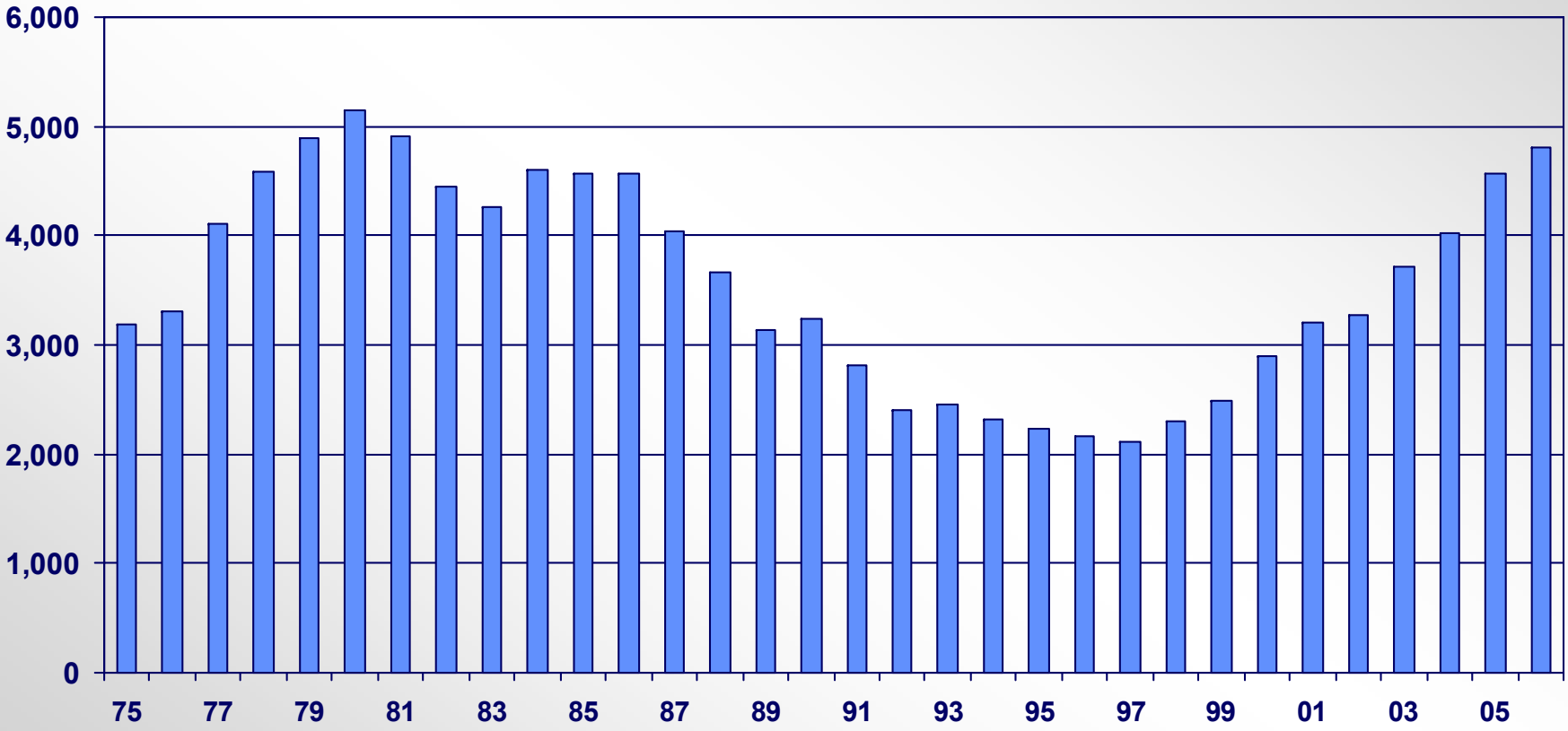
Other Focus Areas

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

Other Focus Areas
Motorcycles

- ***Motorcycle rider fatalities increased 9th year in a row***
  - *compared to 1997, an increase of 127%*
  - *accounted for 11% of total fatalities*
  - *surpassed pedestrian fatalities for the first time since 1975*

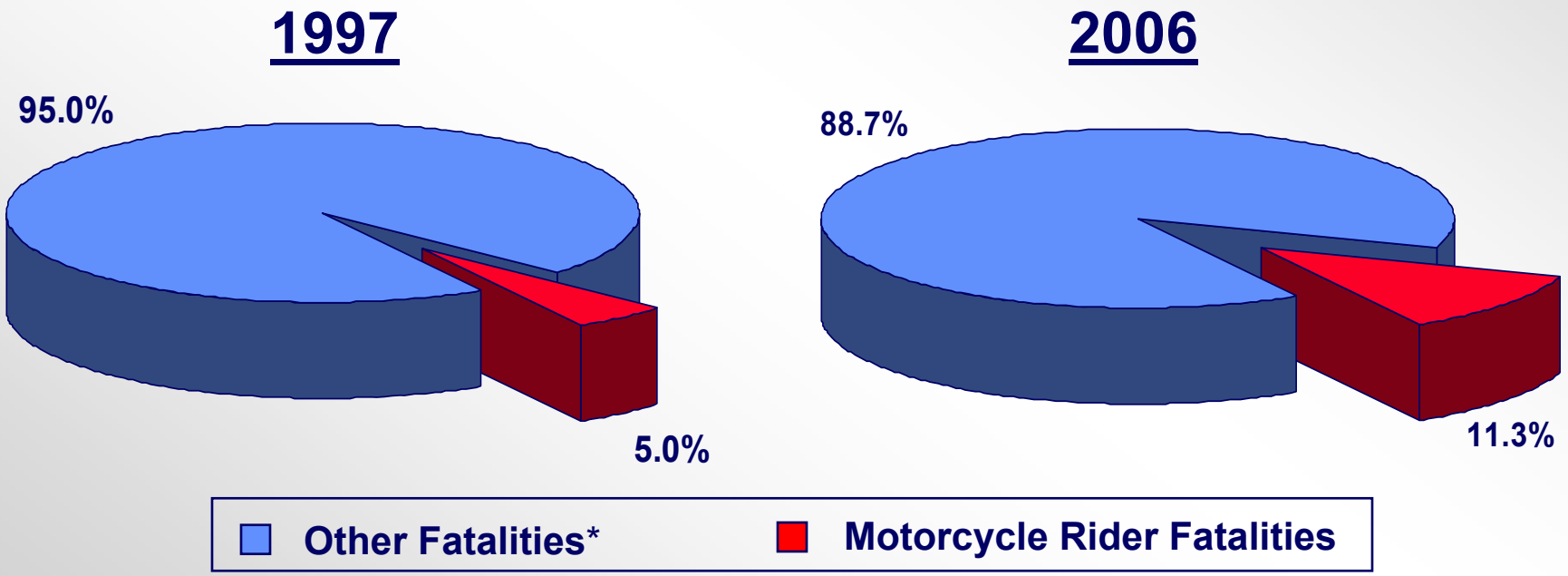
Motorcycle Riders Killed, by Year



Source: FARS

Proportion of Total Fatalities, by Role and Year

Motorcycle rider fatalities increased to 11.3% of all motor vehicle traffic crash fatalities compared to 5.0% in 1997



* Passenger Vehicle Occupants, Other occupants and Nonoccupants

Source: FARS

Total vs. Motorcycle Rider Fatalities by Year, 1997-2006

Year	Overall Fatalities		Motorcycle Riders			
	Total	Change in Total	Fatalities	Change in Fatalities	Percent Change	Percent of Total Fatalities
1997	42,013	---	2,116	---	---	5.0%
1998	41,501	-512	2,294	+178	+8.4%	5.5%
1999	41,717	+216	2,483	+189	+8.2%	6.0%
2000	41,945	+228	2,897	+414	+7.0%	6.9%
2001	42,196	+251	3,197	+300	+10%	7.6%
2002	43,005	+809	3,270	+73	+2.3%	7.6%
2003	42,884	-121	3,714	+444	+14%	8.7%
2004	42,836	-48	4,028	+314	+8.5%	9.4%
2005	43,510	+674	4,576	+548	+14%	10.5%
2006	42,642	-868	4,810	+234	+5.1%	11.3%

Source: FARS

2006 Data Shows …

- ***Motorcycle rider fatalities and motorcycle registrations have both been on the rise since 1997***

- ***However, in most of these years the rate of increase in motorcycle rider fatalities has been higher than the rate of increase in motorcycle registrations (as reflected in the rate increase)***

2006 rate not yet available since VMT and registration are not yet released.

Motorcycle Rider Fatality Rates, by Year

Rate	Calendar Year									
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006*
Motorcycle Riders Killed	2,116	2,294	2,483	2,897	3,197	3,270	3,714	4,028	4,576	4,810
/100M Motorcycle Miles Traveled	20.99	22.31	23.46	27.67	33.17	34.23	38.78	39.79	42.49	---
/100K Registered Motorcycles	55.30	59.13	59.80	66.66	65.20	65.35	69.16	69.83	73.48	---

Source: FARS, FHWA

*VMT and Registration data not available for 2006

2006 Data Shows …

- *Motorcycle rider fatalities increased for every age group except the under-20 age group*
  - *Motorcycle rider fatalities declined by 13% in the under-20 age group*

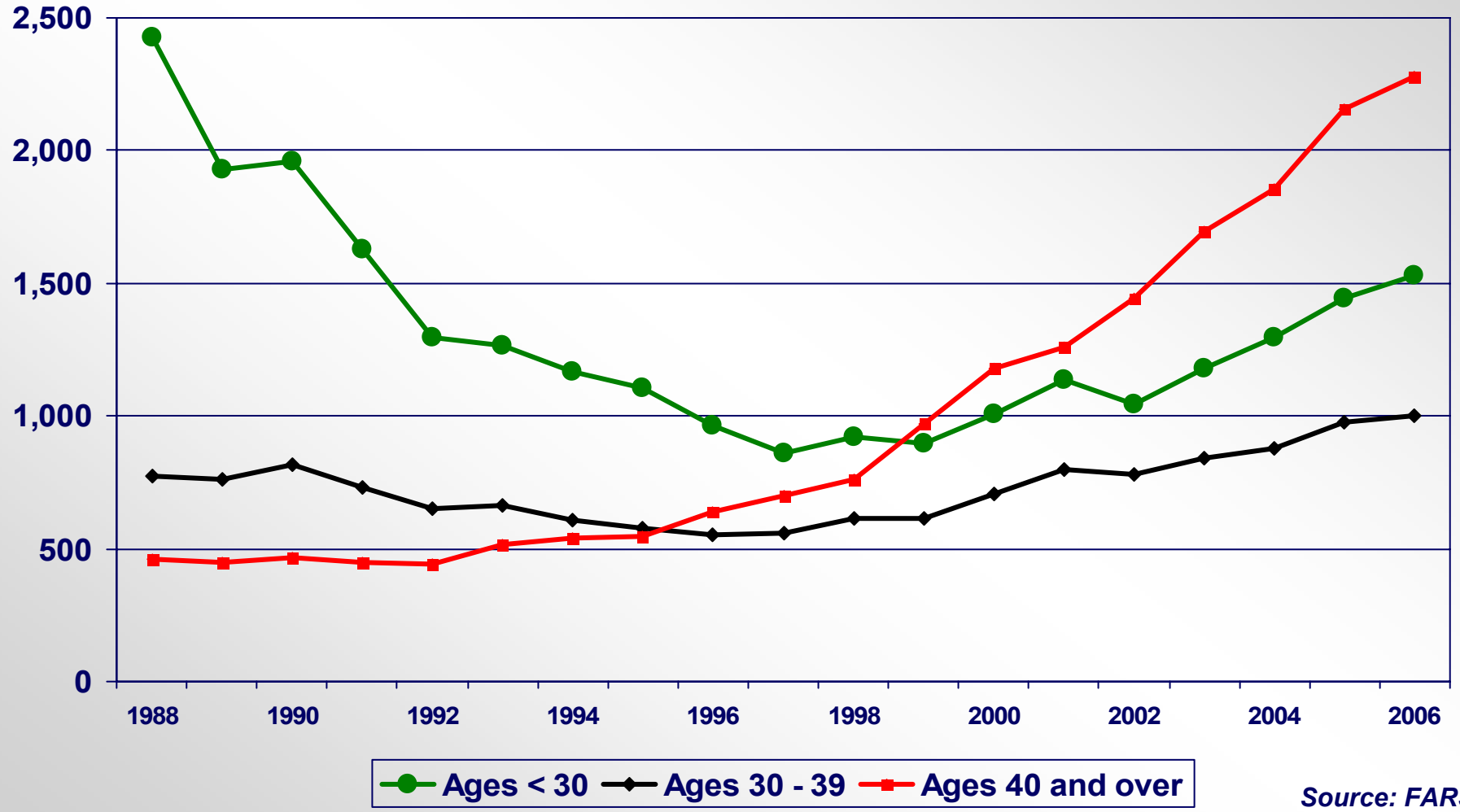
- *The largest percentage increase was in the 20-29 and 50-59 age groups, followed by the 40-49 age group*

Motorcycle Riders Killed, by Age Group

Age Group	Year		Change	% Change
	2005	2006		
Under 20	270	236	-34	-13%
20-29	1,172	1,291	+119	+10%
30-39	975	1,002	+27	+2.8%
40-49	1,027	1,104	+77	+7.5%
50+	1,131	1,175	+44	+3.9%
50-59	766	844	+78	+10%
60-69	286	255	-31	-11%
70 and Over	79	76	-3	-3.8%
Unknown	1	2	+1	-------
Total	4,576	4,810	+234	+5.1%

Source: FARS

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



Source: FARS

2006 Data Shows …

- ***About two-thirds (65%) of the fatally injured motorcycle riders were not wearing helmets in States without universal helmet laws compared to 13% in States with universal helmet laws.***

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

	Year			
	2005		2006	
Total in States With Universal Helmet Laws	1,918	100%	2,135	100%
Helmeted	1,650	86%	1,855	87%
Not Helmeted	268	14%	280	13%
Total in States Without Universal Helmet Laws	2,658	100%	2,675	100%
Helmeted	965	36%	937	35%
Not Helmeted	1,693	64%	1,738	65%

Source: FARS

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

Other Focus Areas
Large Trucks

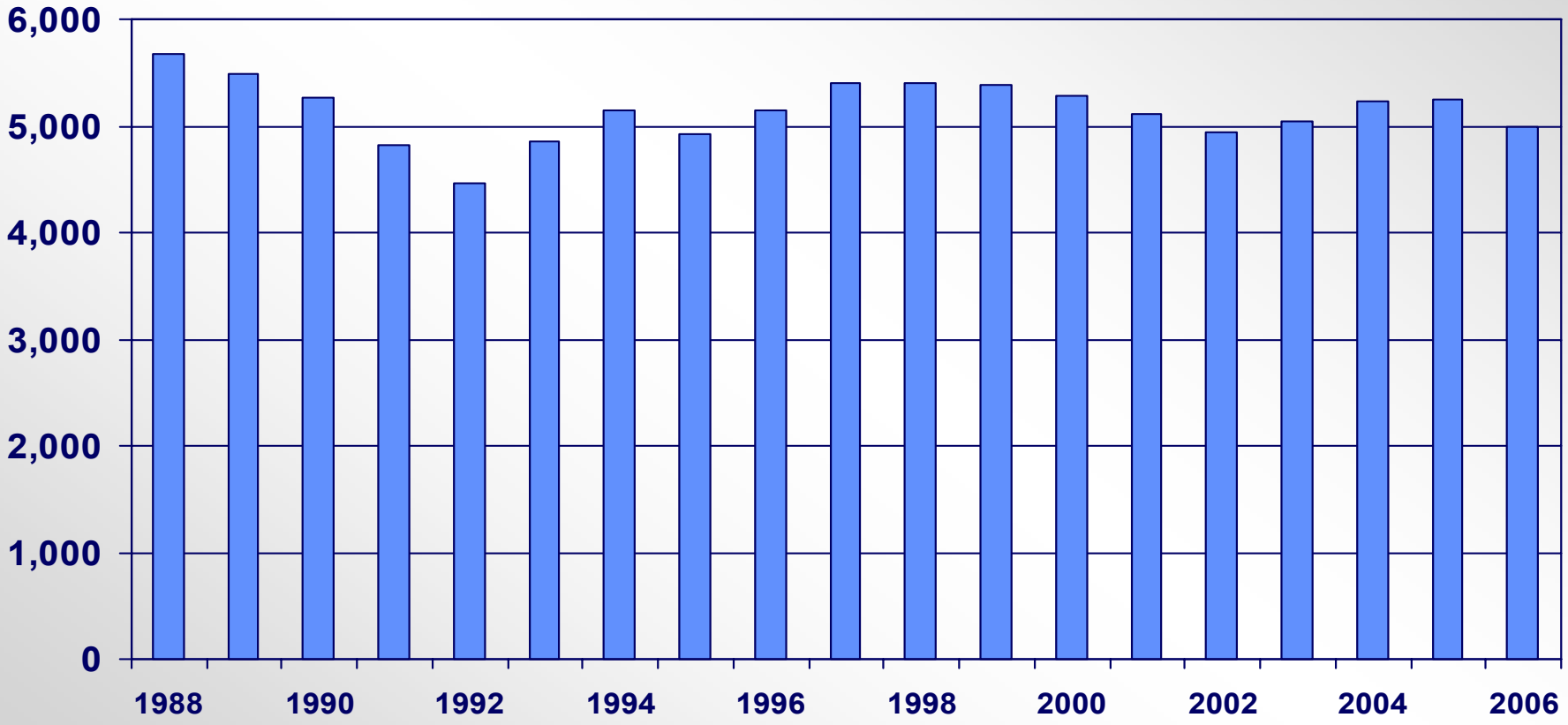
- ***The number of people killed in crashes involving large trucks declined***
  - *Truck occupant fatalities remained almost the same*
- ***Fatalities in large truck crashes declined after increasing three years in a row***
- ***Large truck occupants injured declined***
  - *Large truck occupants injured in multivehicle crashes declined*
  - *Both the declines statistically significant*

Persons Killed in Large-Truck Crashes, by Type

Type	Year		% Change
	2005	2006	
Truck Occupants	804	805	+0.1%
Single-Vehicle	478	499	+4.4%
Multivehicle	326	306	-6.1%
Other Vehicle Occupants	3,971	3,766	-5.2%
Nonoccupants	465	424	-8.8%
Total	5,240	4,995	-4.7%

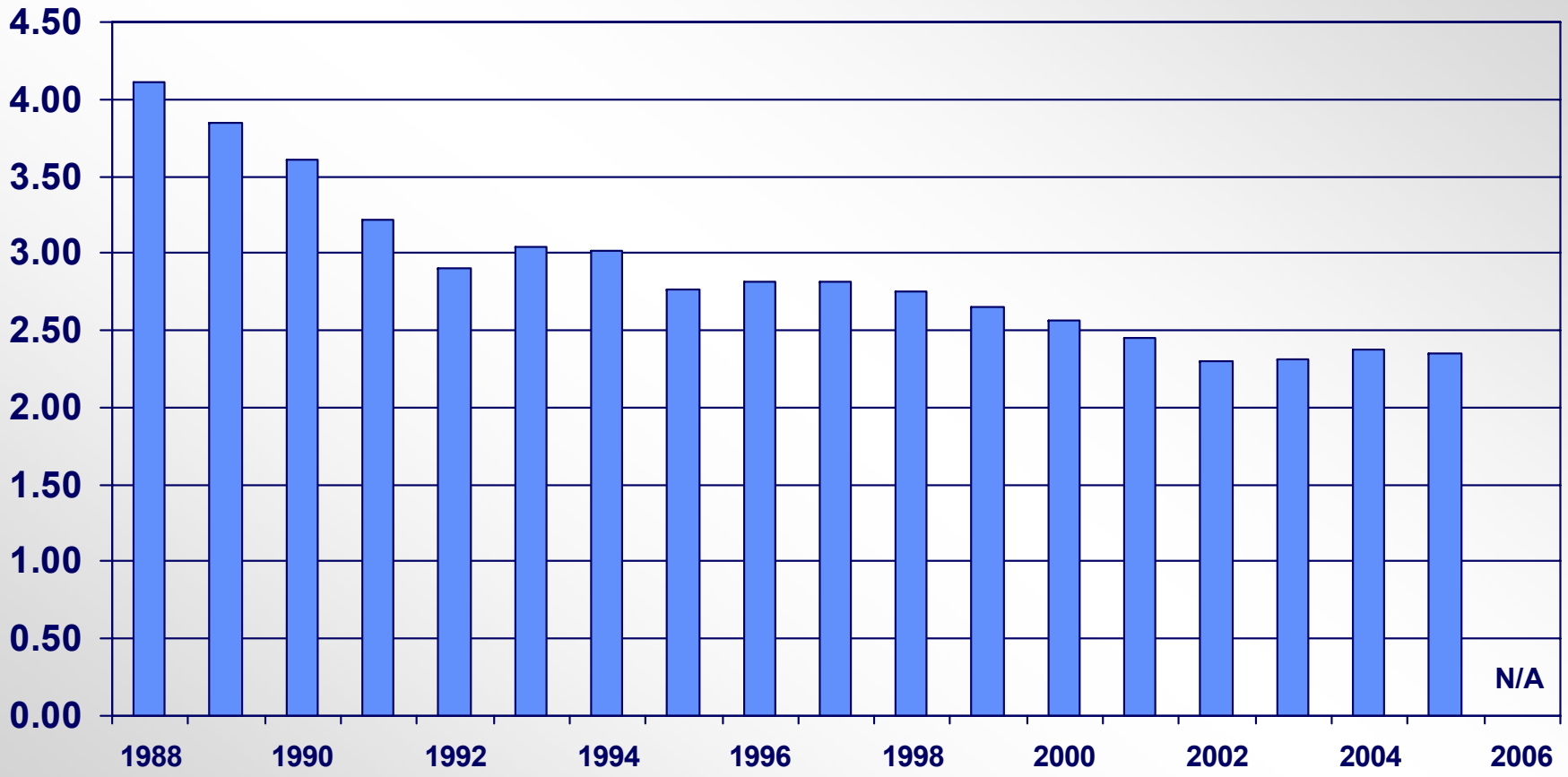
Source: FARS

Persons Killed in Large-Truck Crashes, by Year



Source: FARS

Fatality Rate* in Large-Truck Crashes, by Year



*Per 100M Large Truck VMT. 2006 VMT data not yet available.

Sources: FARS, FHWA

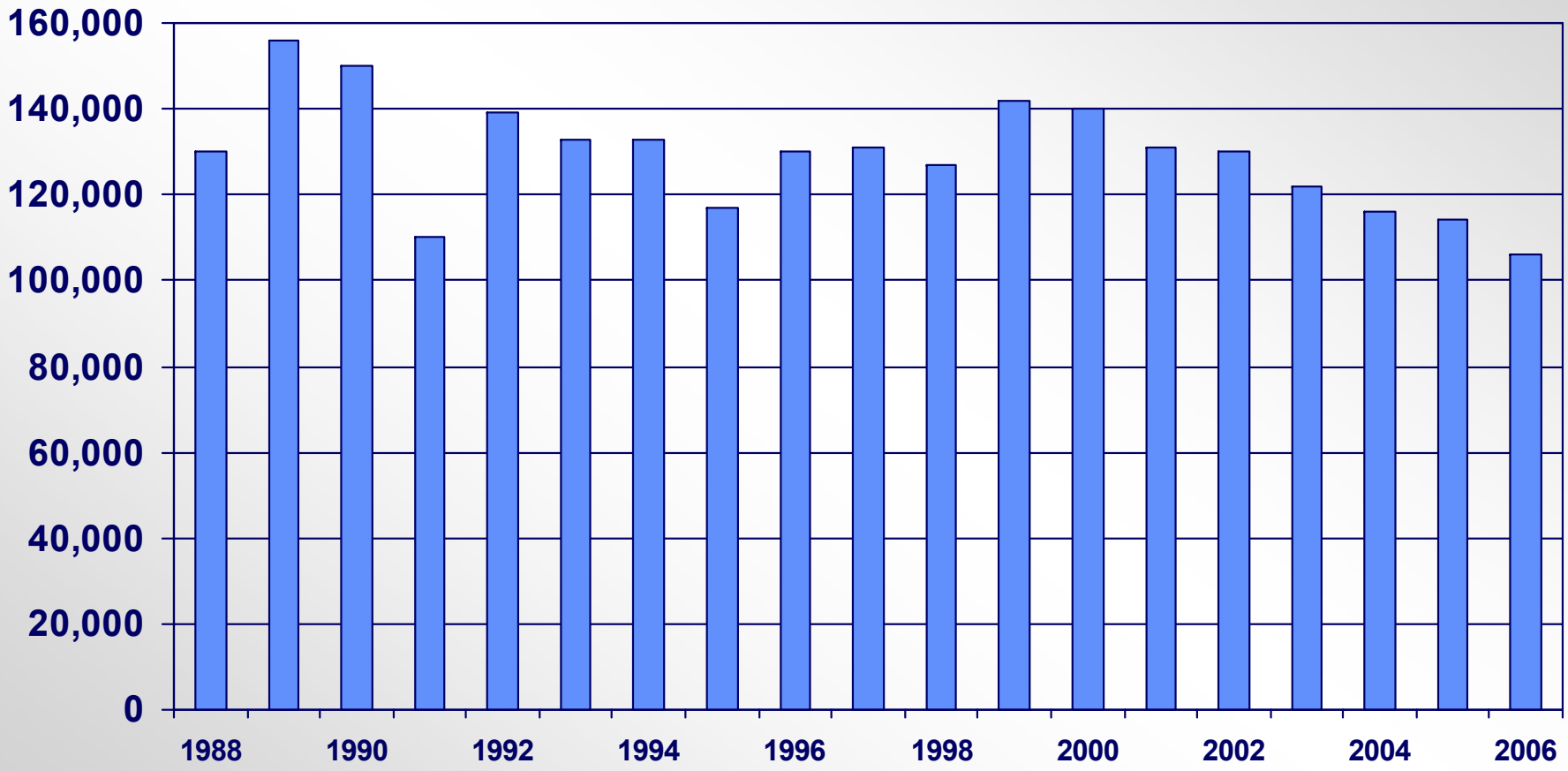
People Injured in Large-Truck Crashes, by Type

Type	Year		% Change
	2005	2006	
Truck Occupants	27,000	23,000	-15%*
Single-Vehicle	10,000	11,000	+10%
Multivehicle	17,000	12,000	-29%*
Other Vehicle Occupants	84,000	81,000	-3.6%
Nonoccupants	2,000	2,000	0.0%
Total**	114,000	106,000	-7.0%

**Change in large truck occupants injured and large truck occupants injured in multivehicle crashes is statistically significant at the 0.05 level (95% confidence intervals)*

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

People Injured in Large-Truck Crashes, by Year



Source: NASS GES

Other Focus Areas
Speeding

- ***Fatalities in speeding-related crashes declined slightly***

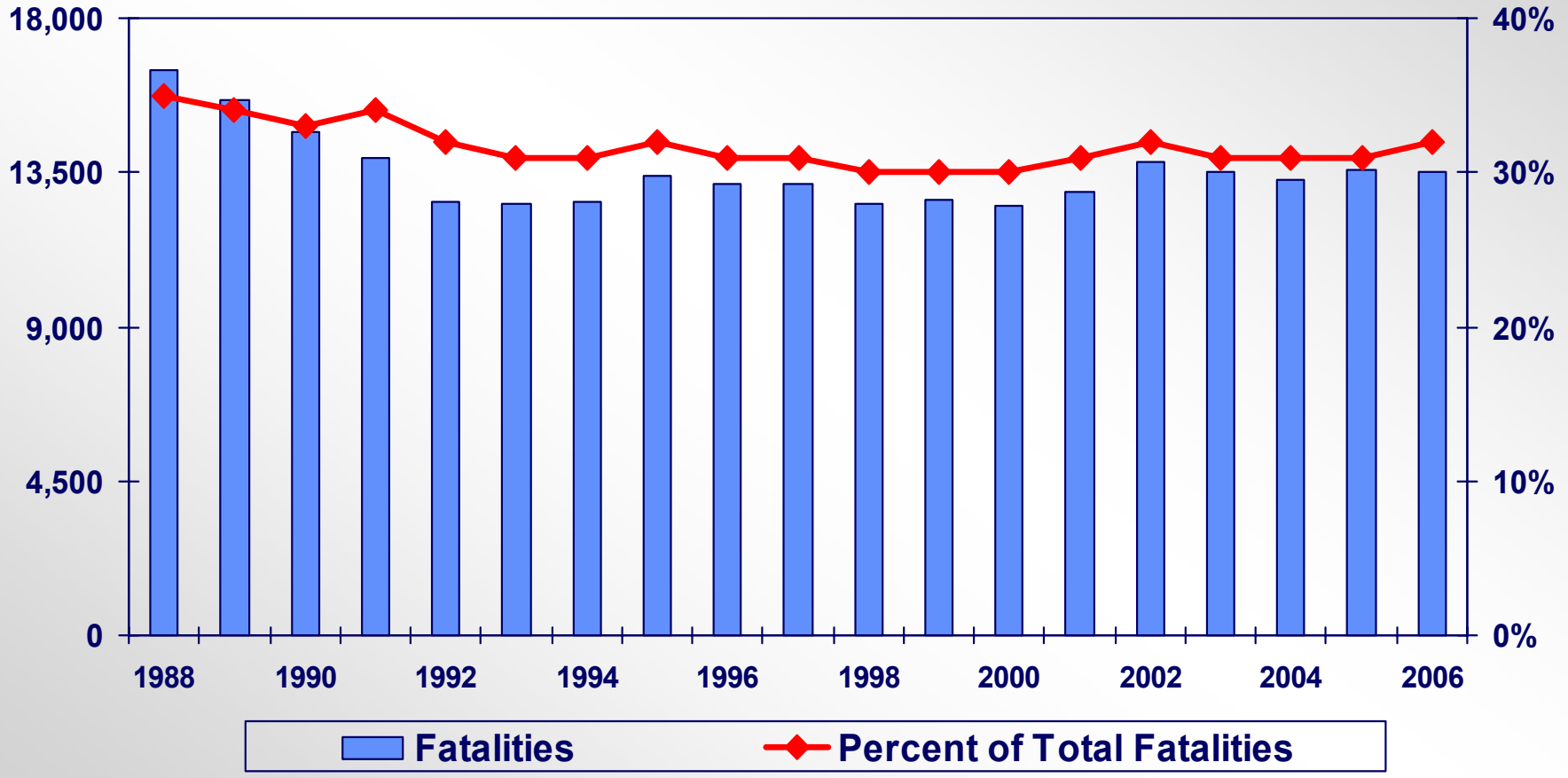
- ***However, the percentage of speeding-related fatalities among overall fatalities increased for the first time after remaining unchanged for three years.***

Speeding-Related Fatal Crashes and Fatalities, by Year

	Year		Change	% Change
	2005	2006		
Fatal Crashes				
Speeding	12,023	12,028	+5	+0.0%
Not Speeding	27,229	26,560	-669	-2.5%
Percent Speeding	31%	31%		
Fatalities				
Speeding	13,583	13,543	-40	-0.3%
Not Speeding	29,927	29,099	-828	-2.8%
Percent Speeding	31%	32%		

Source: FARS

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



Source: FARS

Other Focus Areas
Intersection-Related and Roadway Departure

- ***Intersection and intersection-related* fatalities declined by 4.8%***

- ***Roadway departure** fatalities declined by 2.7%***

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

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

	Year		Change	% Change
	2005	2006		
Intersection and Intersection-Related*	9,238	8,797	-441	-4.8%
Roadway Departure**	25,477	24,801	-676	-2.7%

*FHWA Definition

Source: FARS

*A crash is intersection-related if the first harmful event occurs within the limits of an intersection or at an approach to or exit from an intersection only within a noninterchange area.

** A crash is considered a roadway departure crash if it is:

- a single-vehicle crash occurring off the roadway OR
- a multiple-vehicle crash where the manner of collision was head-on or a sideswipe in opposite direction.

Other Focus Areas
Nonoccupants

The number of nonoccupants killed declined by 2.1%

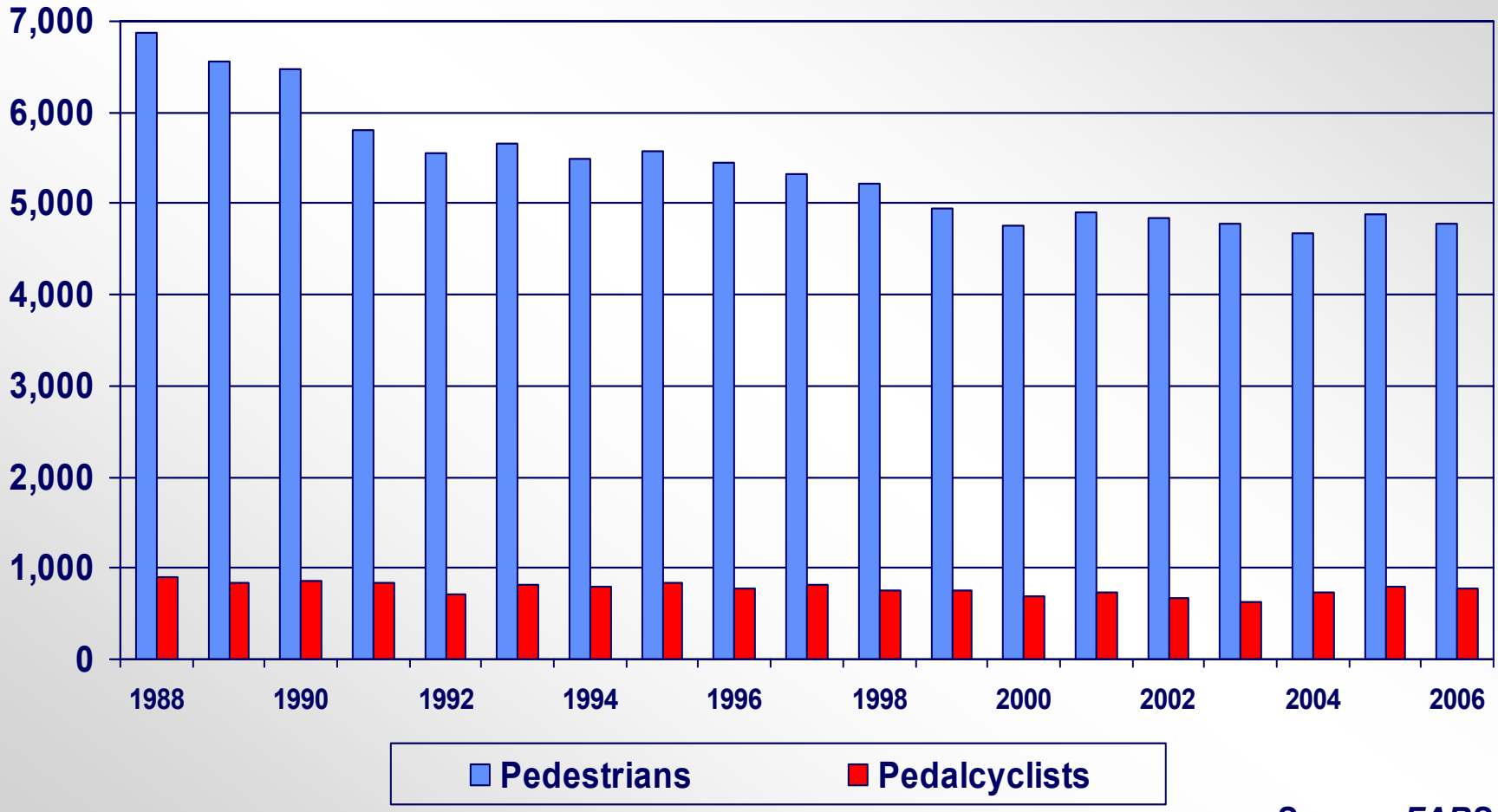
Nonoccupants Killed or Injured, by Type

Type	Year		% Change
	2005	2006	
Nonoccupants Killed	5,864	5,740	-2.1%
Pedestrians	4,892	4,784	-2.2%
Pedalcyclists	786	773	-1.7%
Others **	186	183	-1.6%
Nonoccupants Injured*	118,000	112,000	-5.1%
Pedestrians	64,000	61,000	-4.7%
Pedalcyclists	45,000	44,000	-2.2%
Others **	8,000	7,000	-13%

Totals may not add due to rounding. Percentages computed after rounding. **Sources: FARS, NASS GES**

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

Pedestrians and Pedalcyclists Killed, by Year



Source: FARS

Other Focus Areas
Children and Youth

- ***Fatalities for children age 0–3 declined by 3.6%***

- ***Occupant and nonoccupant fatalities for children age 0–3 declined***

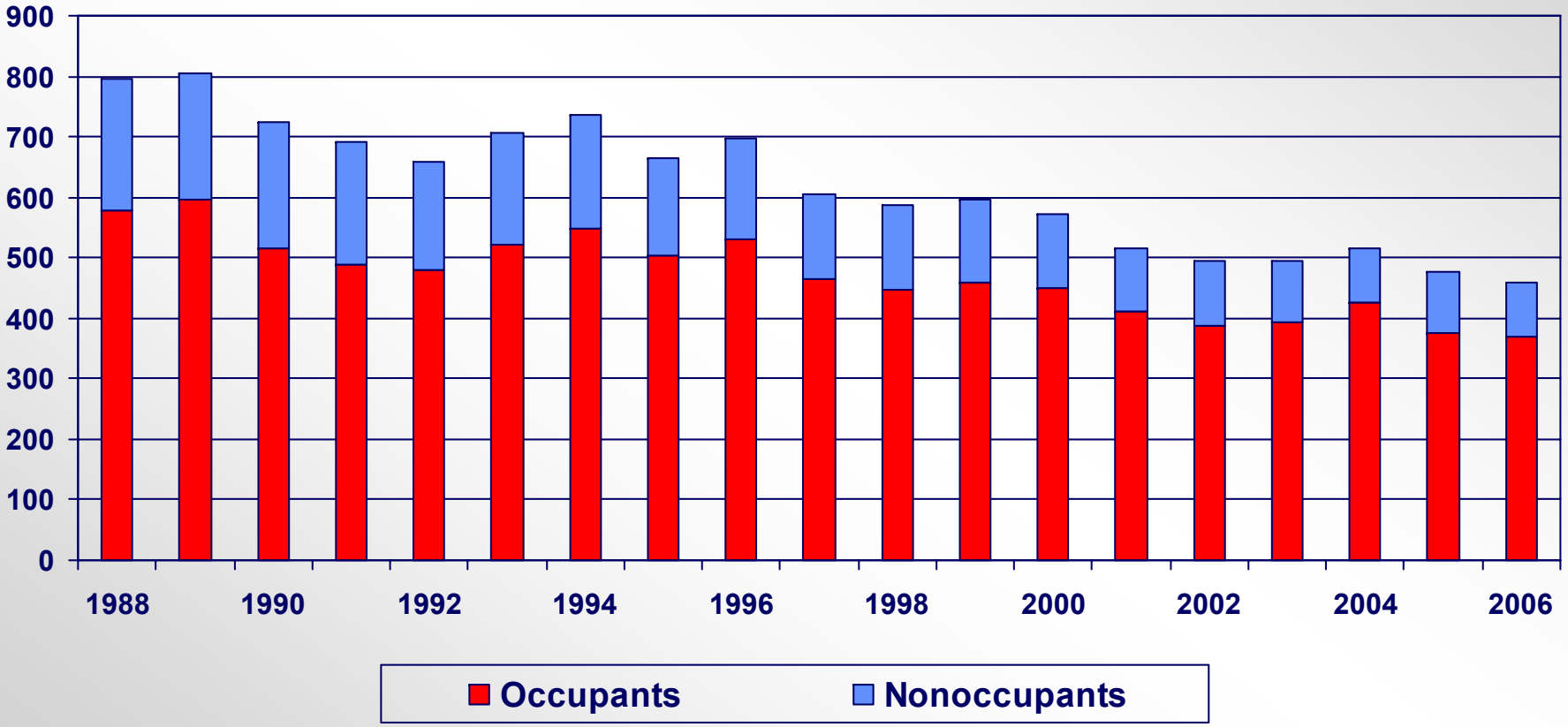
Children Age 0-3 Killed or Injured, by Role

Role	Year		% Change
	2005	2006	
Killed	476	459	-3.6%
Occupants	376	370	-1.6%
Nonoccupants	100	89	-11%
Injured*	43,000	43,000	0.0%
Occupants	40,000	42,000	+5.0%
Nonoccupants	2,000	1,000	-50%**

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

Sources: FARS, NASS GES

Children Age 0-3 Killed, by Year and Role



Source: FARS

Other Focus Areas
Children and Youth

- ***Fatalities for children age 4–7 declined by 3.3%***
- ***However, nonoccupant fatalities for children age 4-7 increased by 17%***
- ***Fatalities for children age 4–7 remained below 500 for the fifth consecutive year***

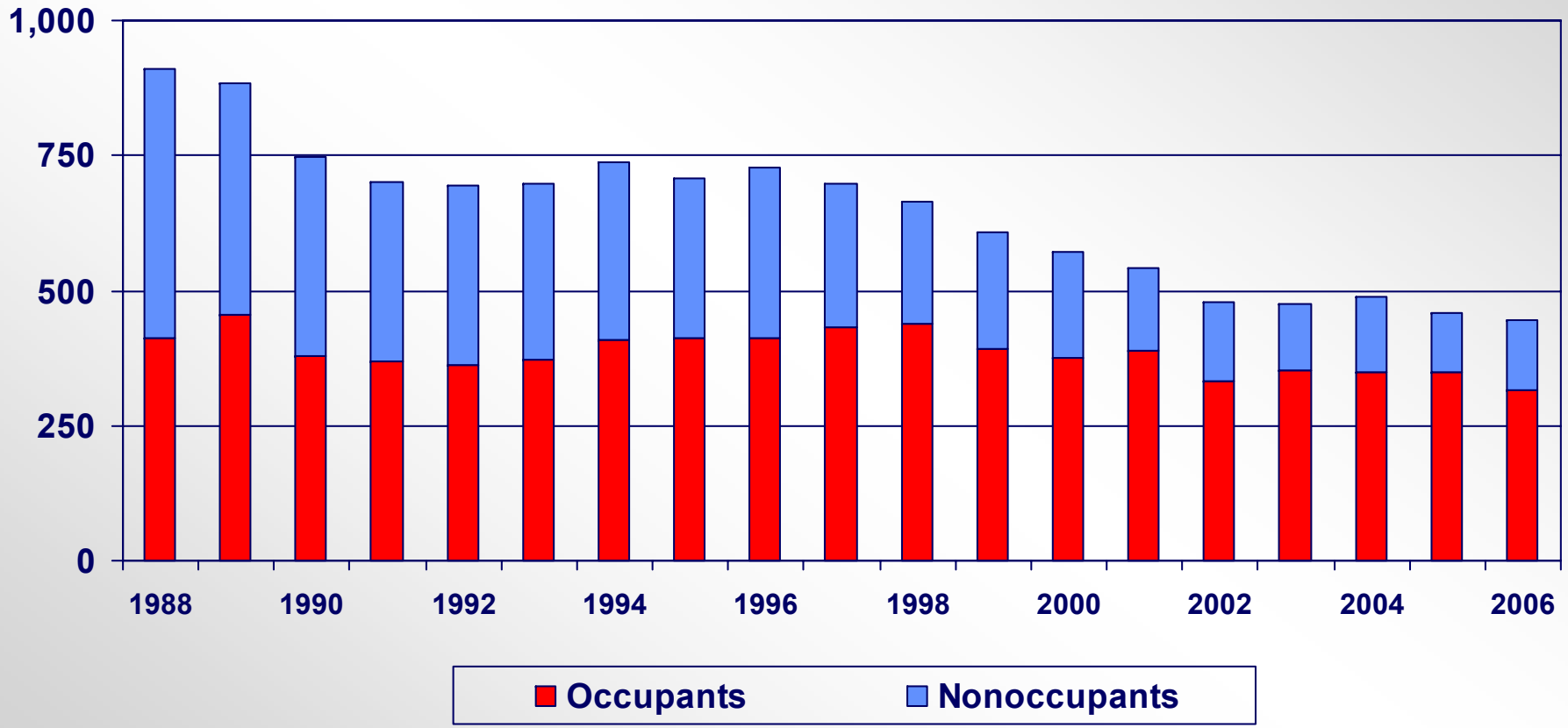
Children Age 4-7 Killed or Injured, by Role

Role	Year		% Change
	2005	2006	
Killed	459	444	-3.3%
Occupants	348	314	-9.8%
Nonoccupants	111	130	+17%
Injured	57,000	49,000	-14%*
Occupants	49,000	44,000	-10%
Nonoccupants	8,000	5,000	-38%*

**Changes in total injured and nonoccupants injured is statistically significant at the 0.05 level (95% confidence intervals)*

Sources: FARS, NASS GES

Children Age 4-7 Killed, by Year and Role



Source: FARS

Other Focus Areas
Children and Youth

- ***Overall fatalities in children and youth, age 8–15, declined by 11%***
- ***Children and youth, age 8–15, injured in crashes declined by 14%***

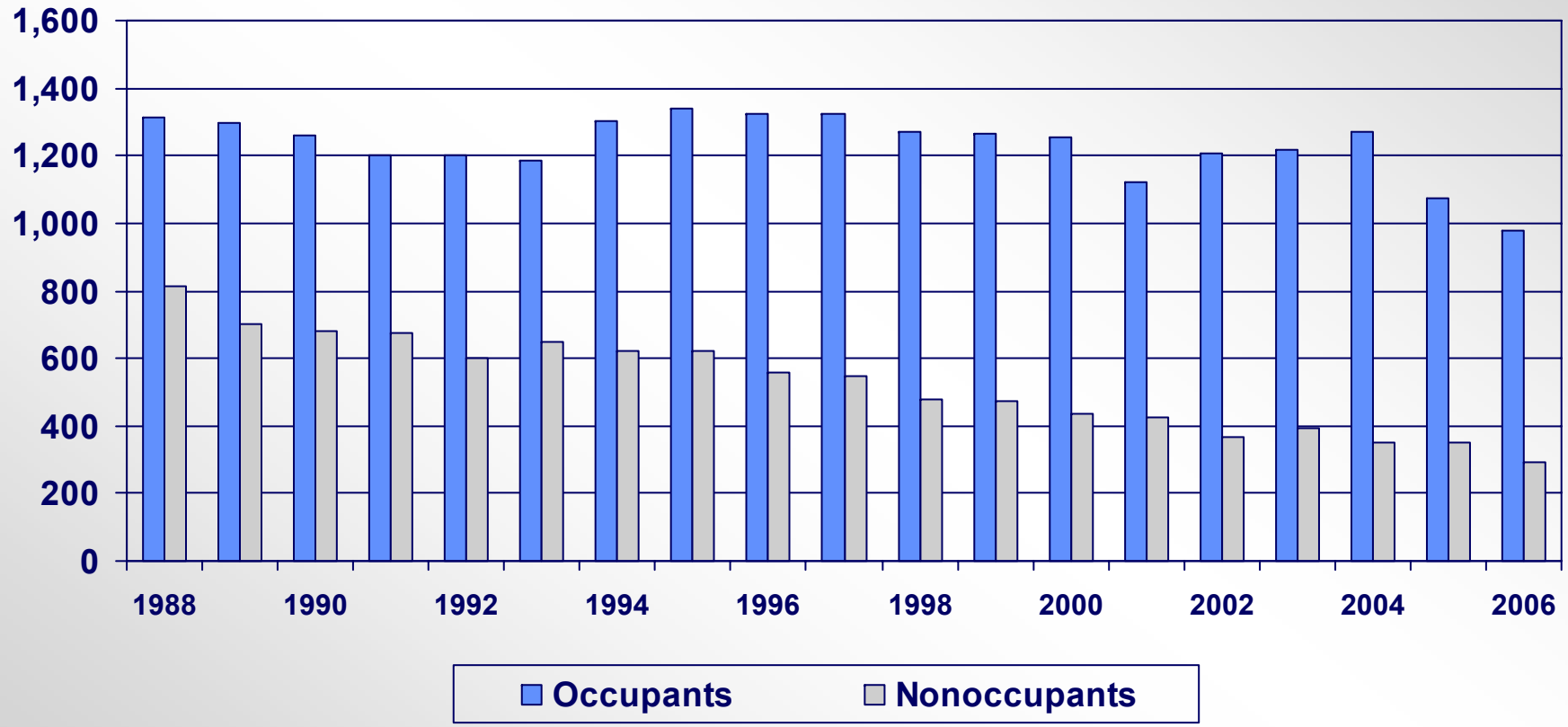
Children and Youth Age 8-15 Killed or Injured, by Role

Role	Year		% Change
	2005	2006	
Killed	1,425	1,270	-11%
Occupants	1,074	978	-8.9%
Nonoccupants	351	292	-17%
Injured*	172,000	148,000	-14%**
Occupants	147,000	126,000	-14%
Nonoccupants	25,000	22,000	-12%

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

Sources: FARS, NASS GES

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



Source: FARS

Other Focus Areas
Young Drivers

- *The number of young drivers (age 16–20) killed increased slightly*
- *Fatal young driver crashes declined slightly*
- *Injury and property damage only crashes also declined*

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

Crashes and Persons Killed	Year		% Change
	2005	2006	
Crashes			
Fatal	7,004	6,984	-0.3%
Injury	468,000	461,000	-1.5%
PDO	1,063,000	993,000	-6.6%*
People Killed			
Young Drivers	3,382	3,406	+0.7%
Male	2,506	2,505	0.0%
Female	876	892	+1.8%
Passengers**	2,133	2,074	-2.8%
All Others	2,538	2,495	-1.7%

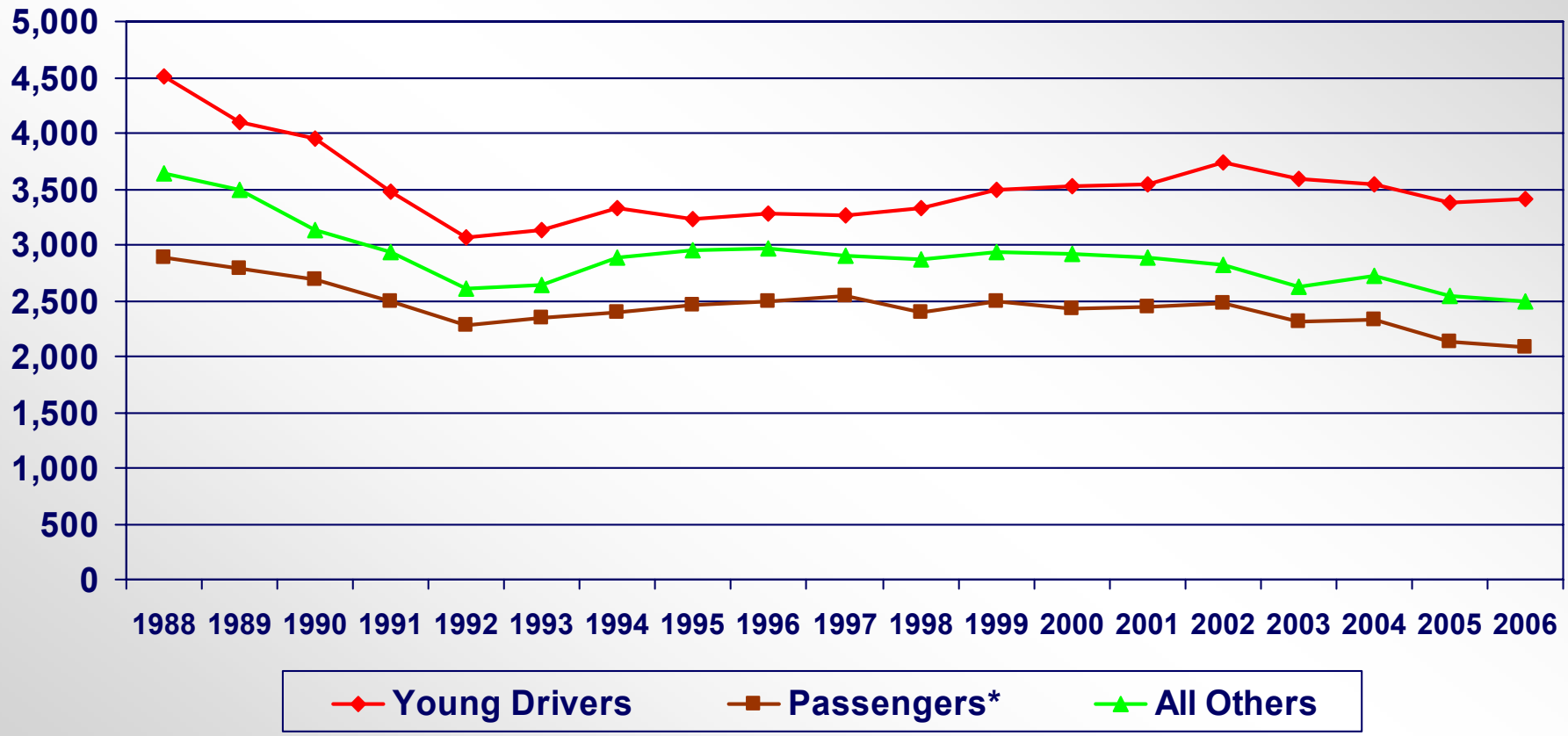
**Change in Property-Damage-Only (PDO) crashes is statistically significant at the 0.05 level (95% confidence intervals)*
***In vehicles with young drivers*

Sources: FARS, NASS GES

Fatalities in Crashes Involving Young Drivers

- ***Passengers and others killed in young-driver (16-20) crashes have declined***
- ***Large declines among 16- to 20-year-old passengers of young drivers***
- ***Fatalities among 16- to 20-year-old passengers of young drivers declined four years in a row***

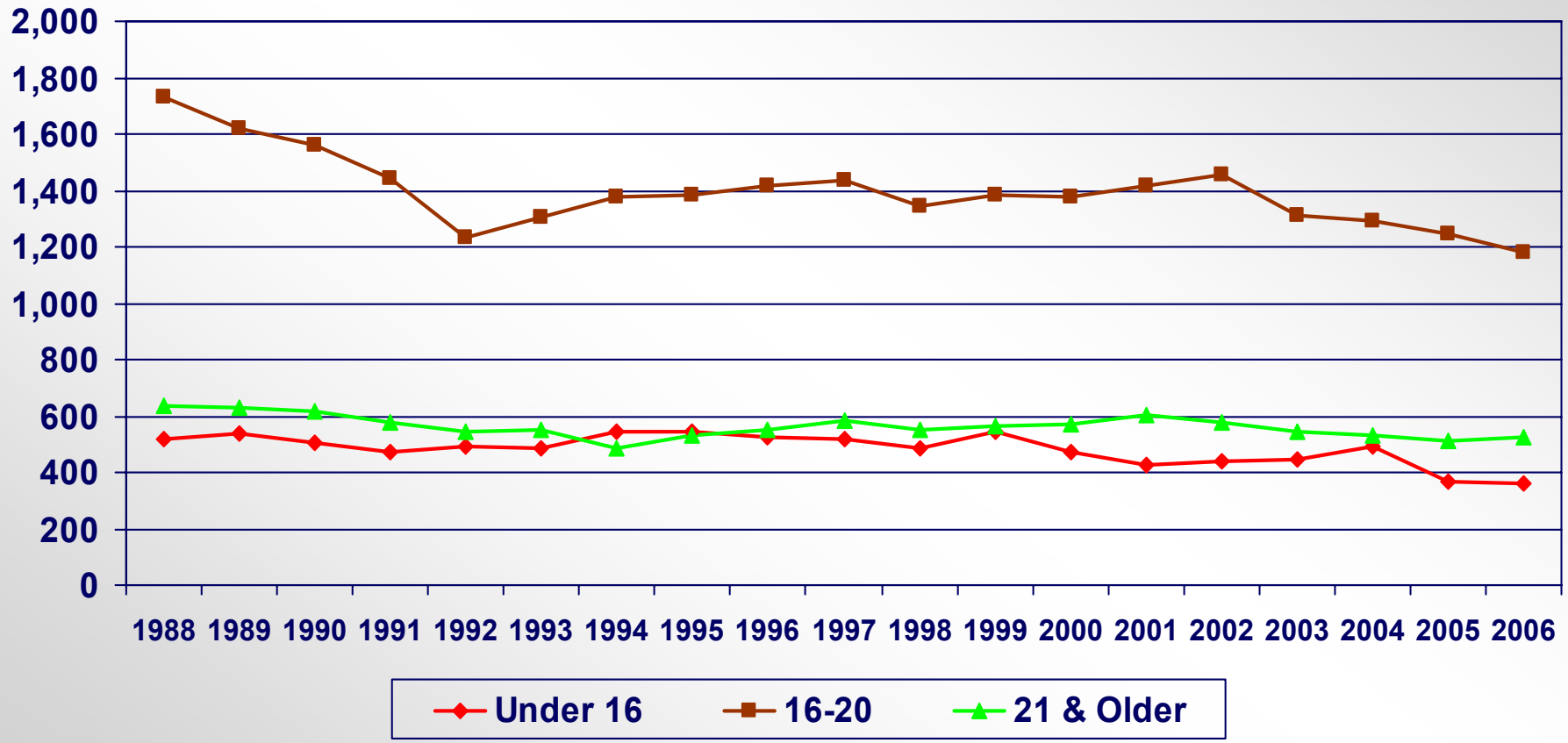
People Killed in Crashes Involving Young Drivers (Age 16-20), by Year and Role



*In vehicles with young drivers

Source: FARS

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



Source: FARS

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

ncsaweb@nhtsa.dot.gov

or

made by phone to:

800-934-8517