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

Traffic Safety Facts 1998

Overview

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"In 1998, there were an estimated 6,334,000 police-reported traffic crashes, in which 41,471 people were killed and 3,192,000 people were injured; 4,269,000 crashes involved property damage only."

A Public Information Fact Sheet on Motor Vehicle and Traffic Safety Published by the National Highway Traffic Safety Administration's National Center for Statistics and Analysis

Introduction

Motor vehicle travel is the primary means of transportation in the United States, providing an unprecedented degree of mobility. Yet for all its advantages, deaths and injuries resulting from motor vehicle crashes are the leading cause of death for persons of every age from 5 to 29 years old (based on 1996 data). Traffic fatalities account for more than 90 percent of transportation-related fatalities. 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 1998, the fatality rate per 100 million vehicle miles of travel remained at its historic low of 1.6, the same as in 1997 and down from 1.7, the rate from 1992 to 1996. The 1988 rate was 2.3 per 100 million vehicle miles traveled. A 69 percent safety belt use rate nationwide and a reduction in the rate of alcohol involvement in fatal crashes to 38 percent were significant contributions to maintaining this consistently low fatality rate. However, much remains to be done. The economic cost alone of motor vehicle crashes in 1994 was more than $150.5 billion.

In 1998, 41,471 people were killed in the estimated 6,335,000 police-reported motor vehicle traffic crashes, 3,192,000 people were injured, and 4,269,000 crashes involved property damage only.

This overview fact sheet contains statistics on motor vehicle fatalities based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes within the 50 states, the District of Columbia, and Puerto Rico (although Puerto Rico is not included in U.S. totals). Crash and injury statistics are based on data from the General Estimates System (GES). GES is a probability-based sample of police-reported crashes, from 60 locations across the country, from which estimates of national totals for injury and property-damage-only crashes are derived.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol*, *Occupant Protection*, *Speeding*, *Children*, *Young Drivers*, *Older Population*, *Pedestrians*, *Pedalcyclists*, *Motorcycles*, *Large Trucks*, *School Buses*, *State Traffic Data*, and *State Alcohol Estimates*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*.

Summary

In 1998, 41,471 people lost their lives in motor vehicle crashes — a decrease of 1.3 percent from 1997.

The fatality rate per 100 million vehicle miles of travel in 1998 was 1.6. The injury rate per 100 million vehicle miles of travel in 1998 was 122. The fatality rate per 100,000 population was 15.34 in 1998, a decrease of 2 percent from the 1997 rate of 15.69.

An average of 114 persons died each day in motor vehicle crashes in 1998 — one every 13 minutes.

Motor vehicle crashes are the leading cause of death for every age from 5 through 29 years old.

Vehicle occupants accounted for 85.3 percent of traffic fatalities in 1998. The remaining 14.7 percent were pedestrians, pedalcyclists, and other nonoccupants.

"An average of 114 persons died each day in motor vehicle crashes in 1998 — one every 13 minutes."

Table 1. Motor Vehicle Occupants and Nonoccupants Killed and Injured, 1988-1998

Year	Occupants							Nonoccupants				Total
	Passenger Cars	Light Trucks	Large Trucks	Motor-cycles	Buses	Other/ Unknown	Total	Pedestrian	Pedalcyclist	Other	Total	
Killed												
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	21,164	10,647	728	2,284	36	500	*35,359*	5,220	761	131	*6,112*	**41,471**
Injured												
1988	2,585,000	478,000	37,000	105,000	15,000	4,000	*3,224,000*	110,000	75,000	8,000	*192,000*	**3,416,000**
1989	2,431,000	511,000	43,000	83,000	15,000	5,000	*3,088,000*	112,000	73,000	11,000	*196,000*	**3,284,000**
1990	2,376,000	505,000	42,000	84,000	33,000	4,000	*3,044,000*	105,000	75,000	7,000	*187,000*	**3,231,000**
1991	2,235,000	563,000	28,000	80,000	21,000	4,000	*2,931,000*	88,000	67,000	11,000	*166,000*	**3,097,000**
1992	2,232,000	545,000	34,000	65,000	20,000	12,000	*2,908,000*	89,000	63,000	10,000	*162,000*	**3,070,000**
1993	2,265,000	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**

Table 2. Persons Killed and Injured and Fatality and Injury Rates, 1988-1998

Killed									
Year	Killed	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
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	249,440	17.88	167,015	26.70	184,275	24.20	2,144	2.1
1991	41,508	252,124	16.46	168,995	24.56	186,370	22.27	2,172	1.9
1992	39,250	255,002	15.39	173,125	22.67	184,938	21.22	2,247	1.7
1993	40,150	257,753	15.58	173,149	23.19	188,350	21.32	2,296	1.7
1994	40,716	260,292	15.64	175,403	23.21	192,497	21.15	2,358	1.7
1995	41,817	262,761	15.91	176,628	23.68	197,065	21.22	2,423	1.7
1996	42,065	265,179	15.86	179,539	23.43	201,626	20.86	2,486	1.7
1997	42,013	267,744	15.69	182,709	23.00	203,568	20.64	2,560	1.6
1998	41,471	270,299	15.34	*	*	*	*	2,619	1.6

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	249,440	1,295	167,015	1,934	184,275	1,753	2,144	151
1991	3,097,000	252,124	1,228	168,995	1,833	186,370	1,662	2,172	143
1992	3,070,000	255,002	1,204	173,125	1,773	184,938	1,660	2,247	137
1993	3,149,000	257,753	1,222	173,149	1,819	188,350	1,672	2,296	137
1994	3,266,000	260,292	1,255	175,403	1,862	192,497	1,697	2,358	139
1995	3,465,000	262,761	1,319	176,628	1,962	197,065	1,758	2,423	143
1996	3,483,000	265,190	1,313	179,539	1,940	201,631	1,727	2,486	140
1997	3,348,000	267,744	1,250	182,709	1,832	203,568	1,645	2,560	131
1998	3,192,000	270,299	1,181	*	*	*	*	2,619	122

*Data not available.

Sources: Vehicle Miles of Travel and Licensed Drivers — Federal Highway Administration; Registered Vehicles — R.L. Polk & Co. and Federal Highway Administration; Population — U.S. Bureau of the Census.

"NHTSA estimates that 11,088 lives were saved in 1998 by the use of safety belts."

Occupant Protection

In 1998, 49 states and the District of Columbia had safety belt use laws in effect. Use rates vary widely from state to state, reflecting factors such as differences in public attitudes, enforcement practices, legal provisions, and public information and education programs.

From 1975 through 1998, it is estimated that safety belts saved 112,086 lives, including 11,088 lives saved in 1998. If *ALL* passenger vehicle occupants over age 4 wore safety belts, 20,355 lives (that is, an additional 9,267) could have been saved in 1998.

In 1998, it is estimated that 299 children under age 5 were saved as a result of child restraint use. An estimated 4,193 lives were saved by child restraints from 1975 through 1998.

Children in rear-facing child seats should not be placed in the front seat of cars equipped with passenger-side air bags. The impact of a deploying air bag striking a rear-facing child seat could result in injury to the child. NHTSA also recommends that children 12 and under sit in the rear seat away from the force of a deploying air bag.

In 1998, 42 percent of passenger car occupants and 48 percent of light truck occupants involved in fatal crashes were unrestrained.

In fatal crashes, 75 percent of passenger car occupants who were totally ejected from the vehicle were killed. Safety belts are effective in preventing total ejections: only 1 percent of the occupants reported to have been using restraints were totally ejected, compared with 21 percent of the unrestrained occupants.

Table 3. Restraint Use Rates for Passenger Car Occupants in Fatal Crashes, 1988 and 1998

Type of Occupant	Restraint Use Rate (Percent)	
	1988	1998
Drivers	40	61
Passengers		
Front Seat	37	60
Rear Seat	25	45
5 Years Old and Over	30	52
4 Years Old and Under	49	71
All Passengers	32	53
All Occupants	**36**	**58**

"Alcohol-related traffic fatalities fell to 15,935 in 1998 — 38 percent of all traffic fatalities for the year."

Alcohol

In 1998 there were 15,935 fatalities in alcohol-related crashes. This is a 2 percent decrease compared to 1997, and it represents an average of one alcohol-related fatality every 33 minutes.

The 15,935 alcohol-related fatalities in 1998 (38 percent of total traffic fatalities for the year) represent a 33 percent reduction from the 23,626 alcohol-related fatalities reported in 1988 (50 percent of the total).

NHTSA estimates that alcohol was involved in 39 percent of fatal crashes and in 7 percent of all crashes in 1998.

In 1998, 30 percent of all traffic fatalities occurred in crashes in which at least one driver or nonoccupant had a blood alcohol concentration (BAC) of 0.10 grams per deciliter (g/dl) or greater.

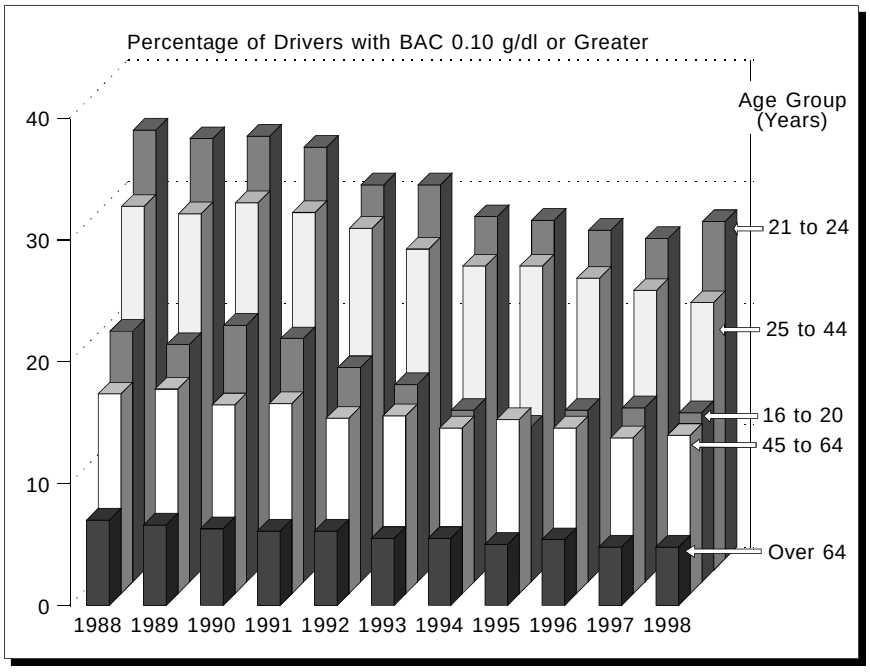
All states and the District of Columbia now have 21-year-old minimum drinking age laws. NHTSA estimates that these laws have reduced traffic fatalities involving drivers 18 to 20 years old by 13 percent and have saved an estimated 18,220 lives since 1975. In 1998, an estimated 861 lives were saved by minimum drinking age laws.

Approximately 1.5 million drivers were arrested in 1997 for driving under the influence of alcohol or narcotics. This is an arrest rate of 1 for every 122 licensed drivers in the United States (1998 data not yet available).

About 3 in every 10 Americans will be involved in an alcohol-related crash at some time in their lives.

From 1988 to 1998, intoxication rates (BAC of 0.10 g/dl or greater) decreased for drivers of all age groups involved in fatal crashes.

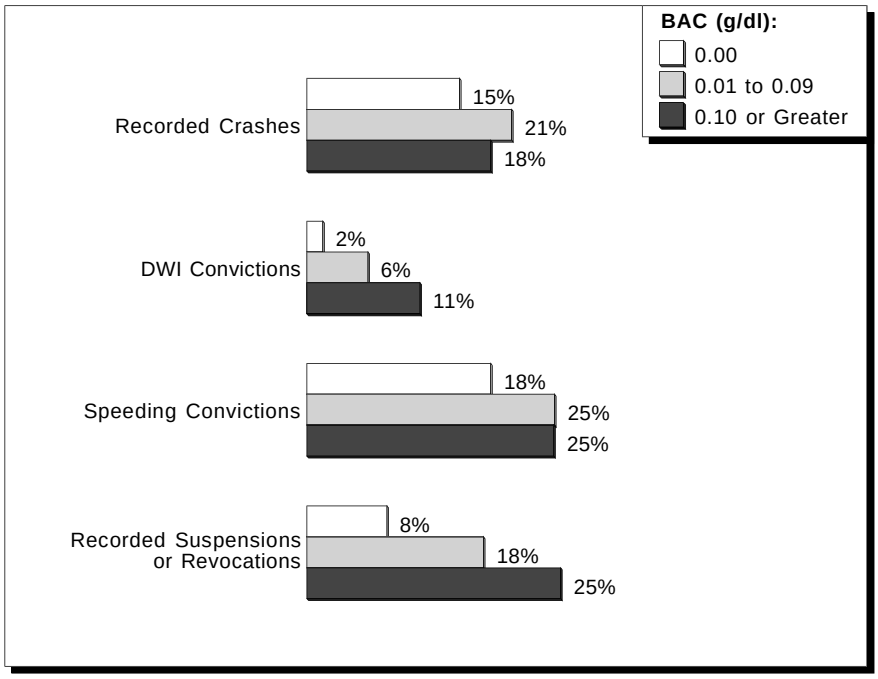
Figure 1. Intoxicated Drivers in Fatal Crashes by Age Group, 1988-1998



"From 1988 to 1998, intoxication rates decreased for drivers of all age groups involved in fatal crashes."

Intoxication rates for drivers in fatal crashes in 1998 were 31 percent for motorcycles, 20 percent for light trucks, 18 percent for passenger cars, and 1 percent for large trucks.

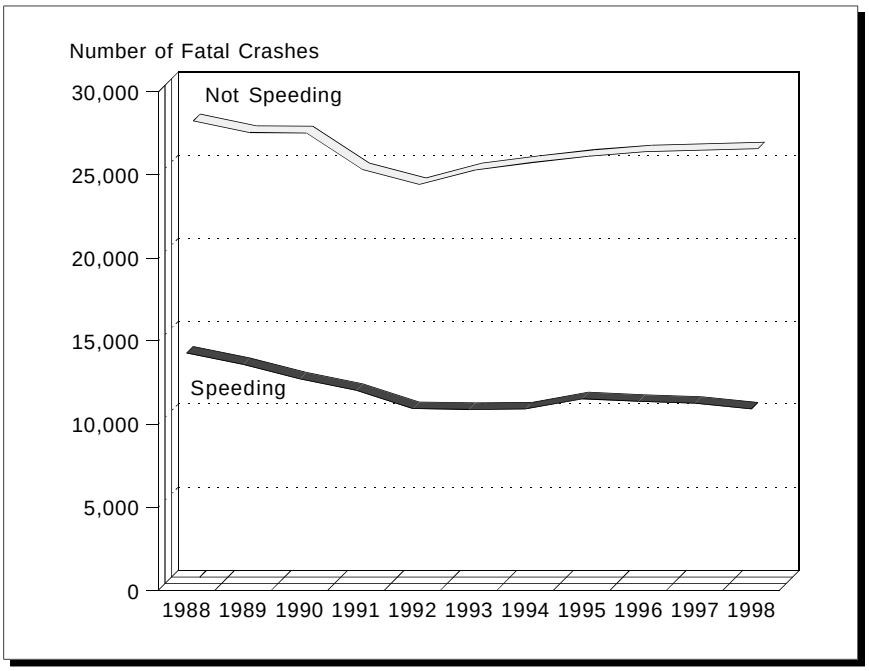
Figure 2. Previous Driving Records of Drivers Killed in Traffic Crashes, by Blood Alcohol Concentration, 1998



Speeding

Speeding — exceeding the posted speed limit, driving too fast for conditions, or racing — is one of the most prevalent factors contributing to traffic crashes. The economic cost to society of speeding-related crashes is estimated by NHTSA to be $27.7 billion per year. In 1998, speeding was a contributing factor in 30 percent of all fatal crashes, and 12,477 lives were lost in speeding-related crashes.

Figure 3. Fatal Crashes by Speeding Status, 1988-1998



"The economic cost of speeding-related crashes is estimated to be $27.7 billion each year."

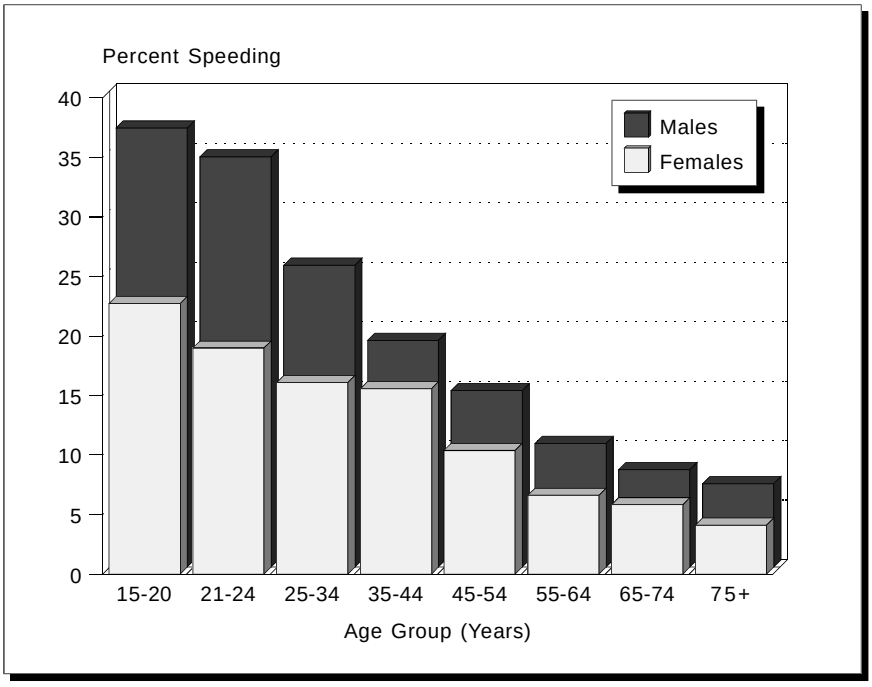
In 1998, 599,000 people received minor injuries in speeding-related crashes. An additional 72,000 people received moderate injuries, and 40,000 received serious to critical injuries in speeding-related crashes (based on methodology from *The Economic Cost of Motor Vehicle Crashes 1994*, NHTSA).

In 1998, 85 percent of speeding-related fatalities occurred on roads that were not Interstate highways.

For drivers involved in fatal crashes, young males are the most likely to be speeding. The proportion of all crashes that are speeding-related decreases with increasing driver age. In 1998, 37 percent of the male drivers 15 to 20 years old who were involved in fatal crashes were speeding at the time of the crash.

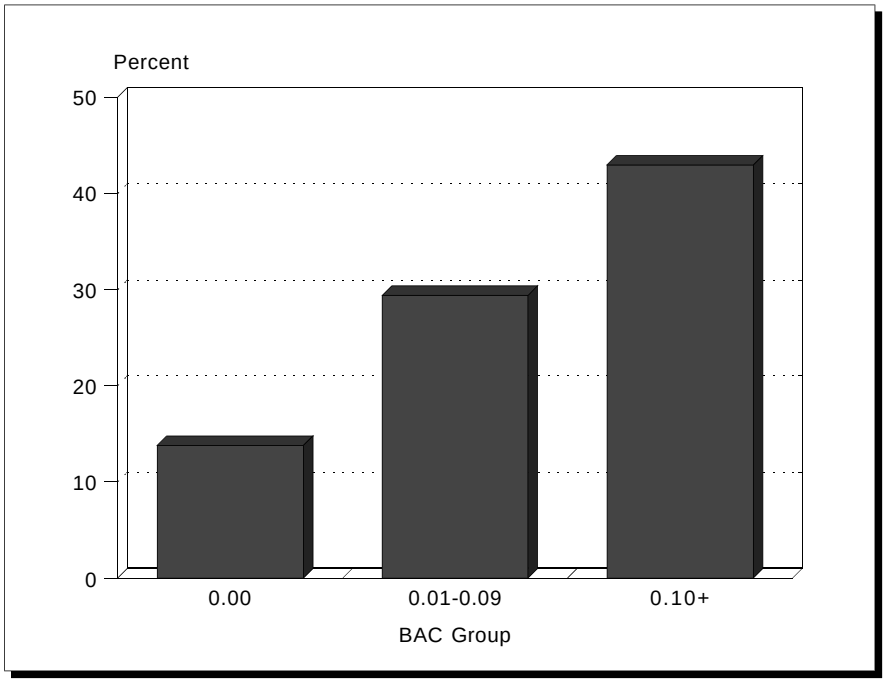
Alcohol and speeding are clearly a deadly combination. Speeding involvement is prevalent for drivers involved in alcohol-related crashes. In 1998, 43 percent of the **intoxicated** drivers (BAC = 0.10 or higher) involved in fatal crashes were speeding, compared with only 14 percent of the **sober** drivers (BAC = 0.00) involved in fatal crashes.

Figure 4. Speeding Drivers in Fatal Crashes by Age and Sex, 1998



"In 1998, 37 percent of male drivers 15 to 20 years old involved in fatal crashes were speeding."

Figure 5. Percentage of All Drivers Involved in Fatal Crashes That Were Speeding, by BAC Level, 1998



Motorcycles

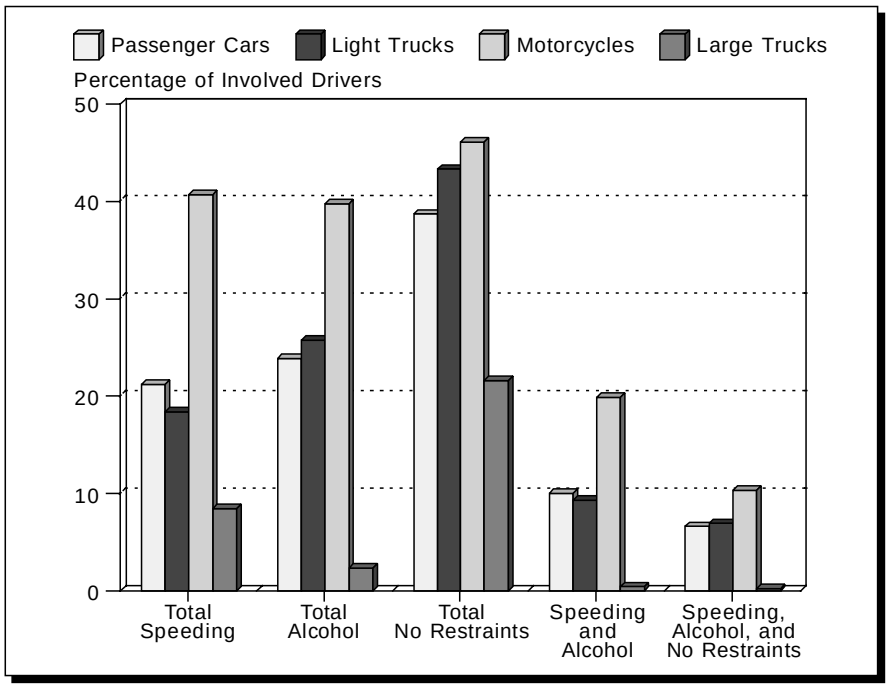
The 2,284 motorcyclist fatalities in 1998 accounted for 6 percent of all traffic fatalities for the year. An additional 49,000 motorcycle occupants were injured.

Per vehicle mile traveled, motorcyclists were about 16 times as likely as passenger car occupants to die in a motor vehicle traffic crash and about 3 times as likely to be injured.

In 1998, 41 percent of all motorcycle drivers involved in fatal crashes were speeding. The percentage of speeding involvement in fatal crashes was approximately twice as high for motorcyclists as for drivers of passenger cars or light trucks, and the percentage of alcohol involvement was more than 50 percent higher for motorcyclists.

"Speeding involvement for motorcyclists in fatal crashes was twice as high as for car and light truck drivers."

Figure 6. Speeding, Alcohol Involvement, and Failure To Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 1998



In 1998, 46 percent of fatally injured motorcycle operators and 55 percent of fatally injured passengers were not wearing helmets at the time of the crash.

Nearly one out of five motorcycle operators (18 percent) involved in fatal crashes in 1998 was operating the vehicle with an invalid license at the time of the collision.

Motorcycle operators involved in fatal crashes in 1998 had higher intoxication rates (BAC of 0.10 g/dl or greater) than any other type of motor vehicle driver. The intoxication rate for motorcycle operators involved in fatal crashes was 31 percent.

NHTSA estimates that helmets saved the lives of 500 motorcyclists in 1998. If all motorcyclists had worn helmets, an additional 307 lives could have been saved.

"Per vehicle mile, motorcyclists were about 16 times as likely as passenger car occupants to die in a traffic crash."

Large Trucks

In 1998, 12 percent (4,882) of all the motor vehicle traffic fatalities reported involved heavy trucks (gross vehicle weight rating greater than 26,000 pounds), and 1 percent (539) involved medium trucks (gross vehicle weight rating 10,000 to 26,000 pounds).

Of the fatalities that resulted from crashes involving large trucks (gross vehicle weight rating greater than 10,000 pounds), 78 percent were occupants of another vehicle, 8 percent were nonoccupants, and 14 percent were occupants of a large truck.

Large trucks accounted for 9 percent of all vehicles involved in fatal crashes and 4 percent of all vehicles involved in injury and property-damage-only crashes in 1998.

More than three-quarters (77 percent) of the large trucks involved in fatal crashes in 1998 collided with another motor vehicle in transport.

Only 1 percent of the drivers of large trucks involved in fatal crashes in 1998 were intoxicated, compared with 18 percent for passenger cars, 20 percent for light trucks, and 31 percent for motorcycles.

"One out of eight traffic fatalities in 1998 resulted from a collision involving a large truck."

Table 4. Fatalities and Injuries in Crashes Involving Large Trucks, 1998

Type of Fatality	Number	Percentage of Total
Occupants of Large Trucks	728	14
Single-Vehicle Crashes	*481*	*9*
Multiple-Vehicle Crashes	*247*	*5*
Occupants of Other Vehicles in Crashes Involving Large Trucks	4,212	78
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	434	8
Total	**5,374**	**100**
Type of Injury	**Number**	**Percentage of Total**
Occupants of Large Trucks	29,000	23
Single-Vehicle Crashes	*14,000*	*11*
Multiple-Vehicle Crashes	*14,000*	*11*
Occupants of Other Vehicles in Crashes Involving Large Trucks	97,000	76
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	2,000	2
Total	**127,000**	**100**

Cars, Light Trucks, and Vans

In 1998, 31,811 occupants of passenger vehicles were killed in traffic crashes and an additional 2,964,000 were injured, accounting for 90 percent of all occupant fatalities (passenger cars 60 percent, light trucks and vans 30 percent) and 97 percent of all occupants injured (passenger cars 72 percent, light trucks and vans 25 percent).

Occupant fatalities in single-vehicle crashes accounted for 40 percent of all motor vehicle fatalities in 1998. Occupant fatalities in multiple-vehicle crashes accounted for 45 percent of all fatalities, and the remaining 15 percent were nonoccupant fatalities (pedestrians, pedalcyclists, etc.).

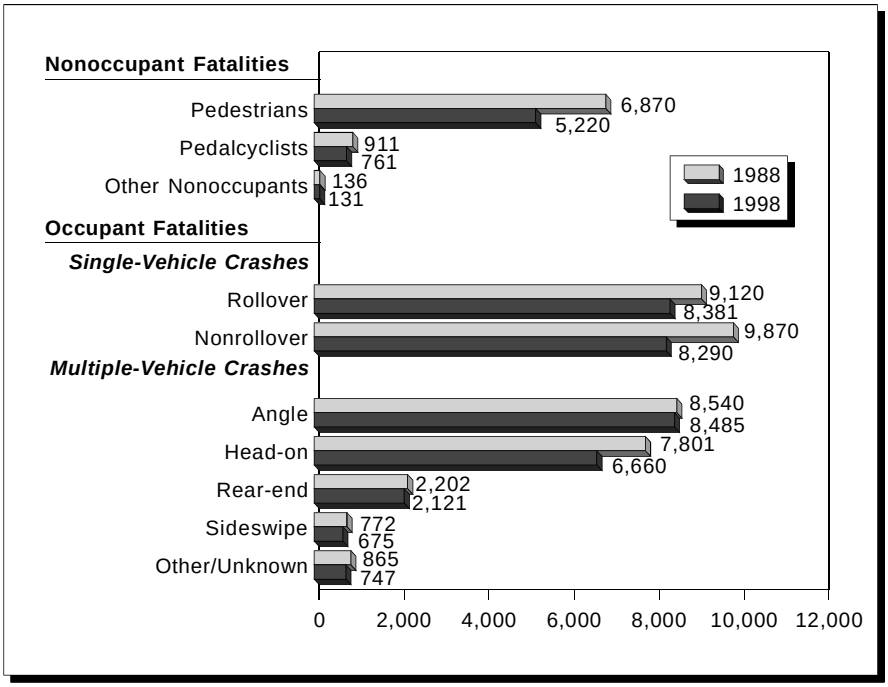
In 1998, 60 percent of passenger vehicle occupant fatalities occurred in vehicles that sustained frontal damage.

"Ejection from the vehicle accounted for 27 percent of all passenger vehicle occupant fatalities."

Ejection from the vehicle accounted for 27 percent of all passenger vehicle occupant fatalities. The ejection rate for occupants of light trucks in fatal crashes was more than twice the rate for passenger car occupants.

Utility vehicles had the highest rollover involvement rate of any vehicle type in fatal crashes — 36 percent, as compared with 25 percent for pickups, 20 percent for vans, and 15 percent for passenger cars.

Figure 7. Fatalities in Traffic Crashes, 1988 and 1998



"Nearly two-thirds of the passenger vehicle occupants killed in traffic crashes in 1998 were unrestrained."

Utility vehicles also had the highest rollover rate for passenger vehicles in injury crashes — 11 percent, compared with 6 percent for pickups, 4 percent for vans, and 3 percent for passenger cars.

Nearly two-thirds (62 percent) of the passenger vehicle occupants killed in traffic crashes in 1998 were unrestrained.

The intoxication rate for drivers of light trucks involved in fatal crashes (20 percent) is higher than that for passenger car drivers (18 percent).

Driver Age

There are nearly 25 million people age 70 years and older in the United States. In 1998, this age group made up 9 percent of the total U.S. resident population, compared with 8 percent in 1988. From 1988 to 1998, this older segment of the population grew 2.1 times as fast as the total population.

In 1998, 161,000 older individuals were injured in traffic crashes, accounting for 5 percent of all the people injured in traffic crashes during the year. These older individuals made up 14 percent of all traffic fatalities, 13 percent of all vehicle occupant fatalities, and 18 percent of all pedestrian fatalities.

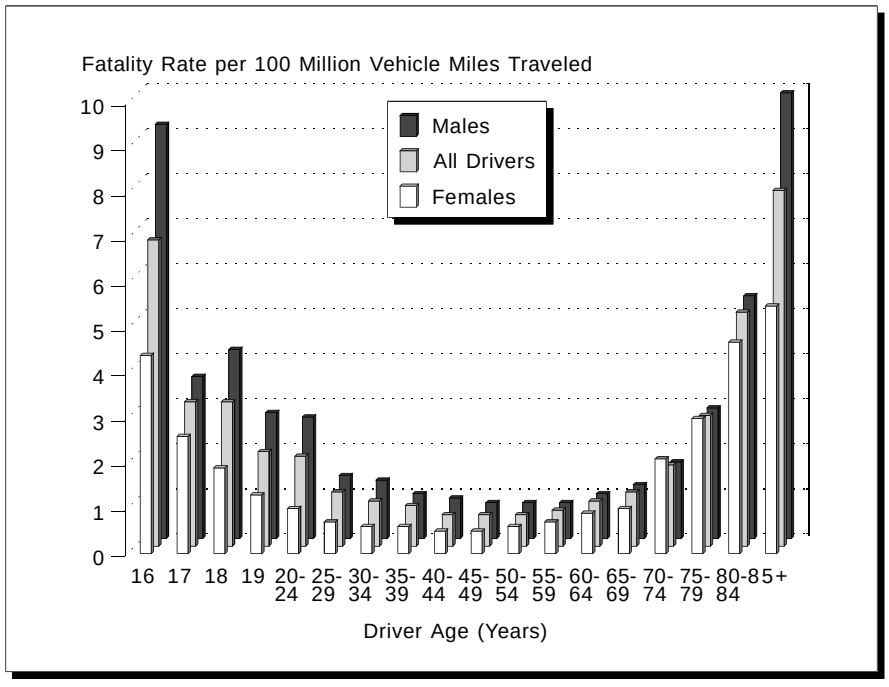
Older drivers involved in fatal crashes in 1998 had the lowest intoxication rate (4 percent) of all adult drivers.

In two-vehicle fatal crashes involving an older driver and a younger driver, the vehicle driven by the older person was more than 3 times as likely to be the one that was struck (59 percent and 17 percent, respectively). In 45 percent of these crashes, both vehicles were proceeding straight at the time of the collision. In 28 percent, the older driver was turning left — 8 times as often as the younger driver.

When driver fatality rates are calculated on the basis of estimated annual travel, the highest rates are found among the youngest and oldest drivers. Compared with the fatality rate for drivers 25 through 69 years old, the rate for teenage drivers is about 4 times as high, and the rate for drivers in the oldest group is 9 times as high.

"In 1998, older people made up 9 percent of the resident population but accounted for 14 percent of all traffic fatalities and 18 percent of all pedestrian fatalities."

Figure 8. Driver Fatality Rates by Age and Sex, 1996



Young female drivers, under age 50, have a lower fatality rate than their male counterparts, on a per mile driven basis, while the rate is essentially the same for both male and female drivers over 50 years of age, with the exception of the oldest group (Figure 8).

Youth

In 1998, 16- to 24-year-olds represented 23 percent of all traffic fatalities, compared with 7 percent for ages 1 to 15, 45 percent for ages 25 to 54, and 25 percent for ages 55 and over.

On a per population basis, drivers under the age of 25 had the highest rate of involvement in fatal crashes of any age group.

The intoxication rate for 16- to 20-year-old drivers involved in fatal crashes in 1998 was 14 percent. The highest intoxication rates were for drivers 21 to 24 and 25 to 34 years old (28 percent and 24 percent, respectively).

One-quarter of all children between the ages of 5 and 9 years who were killed in motor vehicle traffic crashes were pedestrians. Nearly one-fifth of the traffic fatalities under age 16 were pedestrians.

Passenger vehicle occupants 10 to 24 years old involved in fatal crashes had the lowest restraint use rate (46 percent), and those over age 65 had the highest rate (67 percent).

"Males accounted for 67 percent of all traffic fatalities, 68 percent of all pedestrian fatalities, and 87 percent of all pedalcyclist fatalities in 1998."

Male/Female Fatal Crash Involvement

In 1998, the fatal crash involvement rate per 100,000 population was almost 3 times as high for male drivers as for females. However, the population-based rates do not account for the actual on-road exposure, which is greater for males, or the percentage of the population that has driver licenses, also greater for males (see Figure 8).

Males accounted for 67 percent of all traffic fatalities, 68 percent of all pedestrian fatalities, and 87 percent of all pedalcyclist fatalities in 1998.

The intoxication rate for male drivers involved in fatal crashes was 20 percent, compared with 10 percent for female drivers.

Among female drivers of passenger vehicles involved in fatal crashes in 1998, 31 percent were unrestrained at the time of the collision, compared with 42 percent of male drivers in fatal crashes.

"Pedestrian fatalities in 1998 were 24 percent lower than in 1988."

Pedestrians

In 1998, 69,000 pedestrians were injured and 5,220 were killed in traffic crashes in the United States, representing 2 percent of all the people injured in traffic crashes and 13 percent of all traffic fatalities.

On average, a pedestrian is killed in a motor vehicle crash every 101 minutes, and one is injured every 8 minutes.

Alcohol involvement — either for the driver or the pedestrian — was reported in 46 percent of the traffic crashes that resulted in pedestrian fatalities. Of the pedestrians involved, 31 percent were intoxicated. The intoxication rate for the drivers involved was only 12 percent. In 5 percent of the crashes, both the driver and the pedestrian were intoxicated.

Pedalcyclists

In 1998, 761 pedalcyclists were killed and an additional 53,000 were injured in traffic crashes. Pedalcyclists made up 2 percent of all traffic fatalities and 2 percent of all the people injured in traffic crashes during the year.

Most of the pedalcyclists injured or killed in 1998 were males (87 percent and 82 percent, respectively), and most were between the ages of 5 and 44 years (89 percent and 73 percent, respectively).

Almost one-third (30 percent) of the pedalcyclists killed in traffic crashes in 1998 were between 5 and 15 years old.

"Almost one-third of the pedalcyclists killed in traffic crashes in 1998 were between 5 and 15 years old."

Table 5. Nonoccupant Traffic Fatalities, 1988-1998

Year	Pedestrian	Pedalcyclist	Other	Total
1988	6,870	911	136	7,917
1989	6,556	832	107	7,495
1990	6,482	859	124	7,465
1991	5,801	843	124	6,768
1992	5,549	723	98	6,370
1993	5,649	816	111	6,576
1994	5,489	802	107	6,398
1995	5,584	833	109	6,526
1996	5,449	765	154	6,368
1997	5,321	814	153	6,288
1998	5,220	761	131	6,112

For more information:

Information on traffic safety is available from the National Center for Statistics and Analysis, NRD-31, 400 Seventh Street, S.W., Washington, D.C. 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 1-800-934-8517. FAX messages should be sent to (202) 366-7078. General information on highway traffic safety can be accessed by Internet users at http://www.nhtsa.dot.gov/people/ncsa. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393.