



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 6 to 33 years old (based on 1997 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 1999, the fatality rate per 100 million vehicle miles of travel fell to a new historic low of 1.5, down from 1.6, the rate in 1997 and 1998. The 1989 rate was 2.2 per 100 million vehicle miles traveled. A 67 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 1999, 41,611 people were killed in the estimated 6,279,000 police-reported motor vehicle traffic crashes, 3,236,000 people were injured, and 4,188,000 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*.

Revised

Data for 1998 and 1999 vehicle miles of travel, registered motor vehicles, and licensed drivers have been updated. These updates affect the previously reported fatality and injury rates. The updated 1999 fatality rate per 100 million vehicle miles of travel is 1.5.

“In 1999, there were an estimated 6,279,000 police-reported traffic crashes, in which 41,611 people were killed and 3,236,000 people were injured; 4,188,000 crashes involved property damage only.”

Summary

In 1999, 41,611 people lost their lives in motor vehicle crashes — an increase of 0.3 percent from 1998.

The fatality rate per 100 million vehicle miles of travel in 1999 was 1.5. The injury rate per 100 million vehicle miles of travel in 1999 was 120. The fatality rate per 100,000 population was 15.26 in 1999, a decrease of 1 percent from the 1998 rate of 15.36.

An average of 114 persons died each day in motor vehicle crashes in 1999 — one every 13 minutes.

Motor vehicle crashes are the leading cause of death for every age from 6 through 33 years old.

Vehicle occupants accounted for 86 percent of traffic fatalities in 1999. The remaining 14 percent were pedestrians, pedalcyclists, and other nonoccupants.

“An average of 114 persons died each day in motor vehicle crashes in 1999 — one every 13 minutes.”

Table 1. Motor Vehicle Occupants and Nonoccupants Killed and Injured, 1989-1999

Year	Occupants							Nonoccupants				Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/Unknown	Total	Pedestrian	Pedalcyclist	Other	Total	
Killed												
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	66	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	20,818	11,243	758	2,472	58	457	35,806	4,906	750	149	5,805	41,611
Injured												
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

Table 2. Persons Killed and Injured and Fatality and Injury Rates, 1989-1999

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	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
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	41,611	272,691	15.26	187,170	22.23	212,685	19.56	2,691	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	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million VMT
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

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.

Occupant Protection

In 1999, 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 1999, it is estimated that safety belts saved 123,213 lives, including 11,197 lives saved in 1999. If ALL passenger vehicle occupants over age 4 wore safety belts, 20,750 lives (that is, an additional 9,553) could have been saved in 1999.

In 1999, it is estimated that 307 children under age 5 were saved as a result of child restraint use. An estimated 4,500 lives were saved by child restraints from 1975 through 1999.

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.

“NHTSA estimates that 11,197 lives were saved in 1999 by the use of safety belts.”

In 1999, 43 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 22 percent of the unrestrained occupants.

Table 3. Restraint Use Rates for Passenger Car Occupants in Fatal Crashes, 1989 and 1999

Type of Occupant	Restraint Use Rate (Percent)	
	1989	1999
Drivers	41	61
Passengers		
Front Seat	40	60
Rear Seat	27	44
5 Years Old and Over	33	51
4 Years Old and Under	49	73
All Passengers	34	53
All Occupants	38	57

Alcohol

In 1999 there were 15,786 fatalities in alcohol-related crashes. This is a 1 percent decrease compared to 1998, and it represents an average of one alcohol-related fatality every 33 minutes.

The 15,786 alcohol-related fatalities in 1999 (38 percent of total traffic fatalities for the year) represent a 30 percent reduction from the 22,404 alcohol-related fatalities reported in 1989 (49 percent of the total).

NHTSA estimates that alcohol was involved in 38 percent of fatal crashes and in 7 percent of all crashes in 1999.

In 1999, 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 19,121 lives since 1975. In 1999, an estimated 901 lives were saved by minimum drinking age laws.

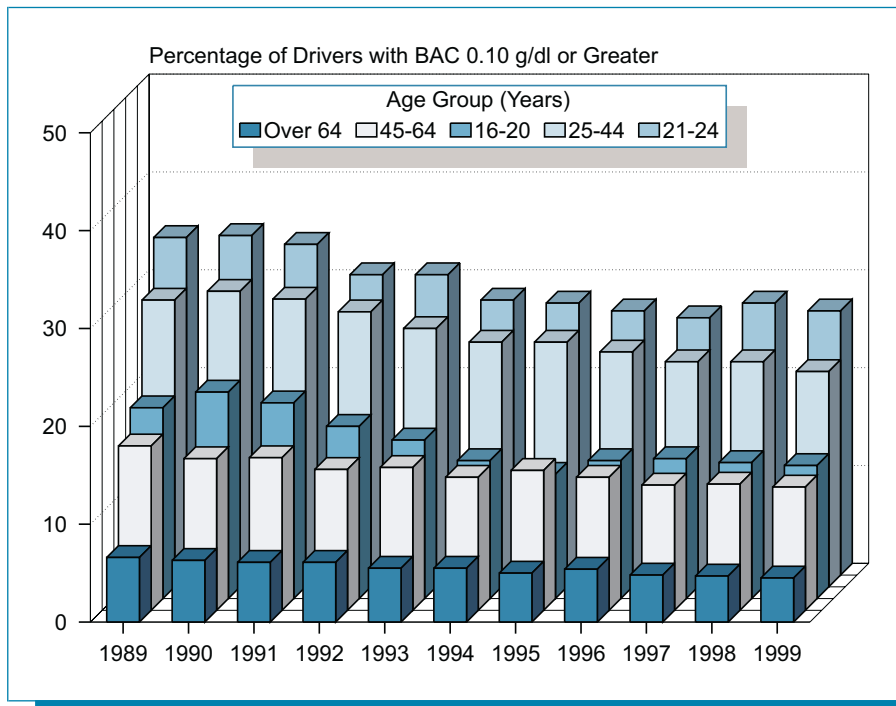
Approximately 1.4 million drivers were arrested in 1998 for driving under the influence of alcohol or narcotics. This is an arrest rate of 1 for every 132 licensed drivers in the United States (1999 data not yet available).

“Alcohol-related traffic fatalities fell to 15,786 in 1999 — 38 percent of all traffic fatalities for the year.”

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

From 1989 to 1999, intoxication rates (BAC of 0.10 g/dl or greater) decreased for drivers of all age groups involved in fatal crashes.

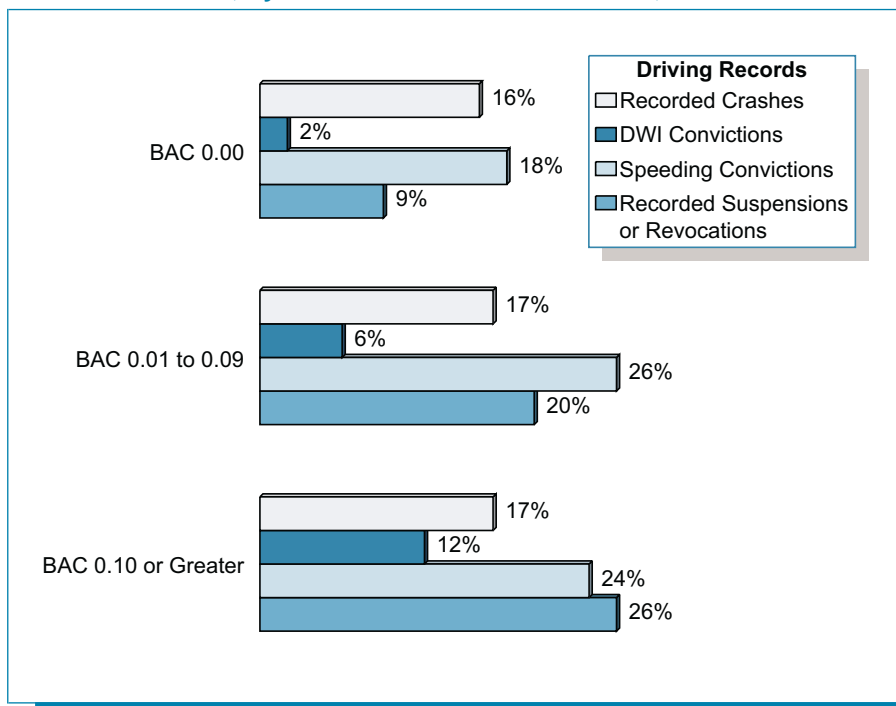
Figure 1. Intoxicated Drivers in Fatal Crashes by Age Group, 1989-1999



“From 1989 to 1999, intoxication rates decreased for drivers of all age groups involved in fatal crashes.”

Intoxication rates for drivers in fatal crashes in 1999 were 28 percent for motorcycles, 20 percent for light trucks, 17 percent for passenger cars, and 1 percent for large trucks.

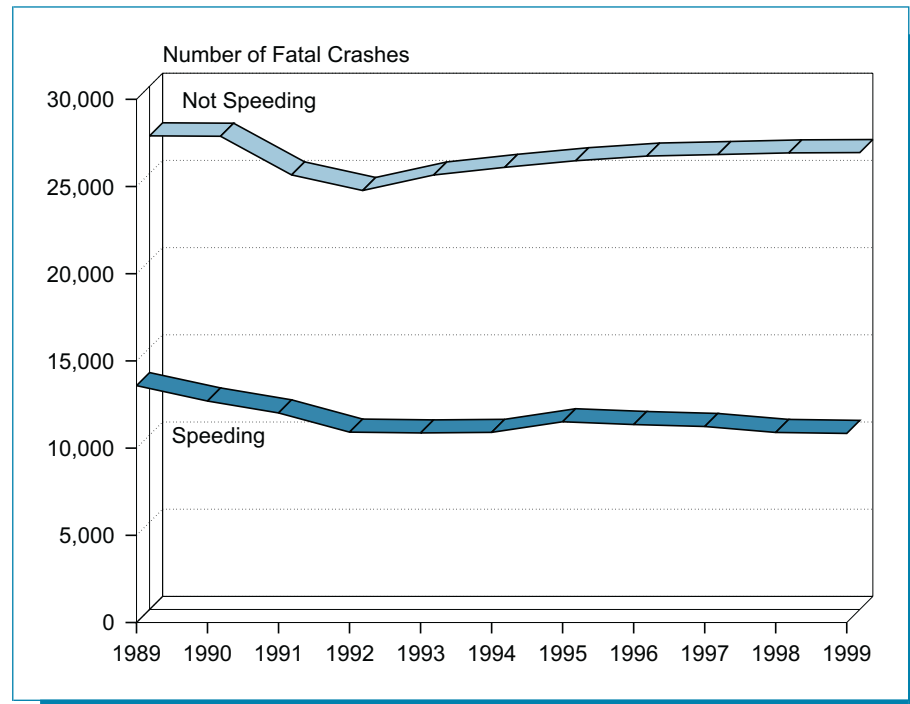
Figure 2. Previous Driving Records of Drivers Killed in Traffic Crashes, by Blood Alcohol Concentration, 1999



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 \$28.0 billion per year. In 1999, speeding was a contributing factor in 30 percent of all fatal crashes, and 12,628 lives were lost in speeding-related crashes.

Figure 3. Fatal Crashes by Speeding Status, 1989-1999



“The economic cost of speeding-related crashes is estimated to be \$28.0 billion each year.”

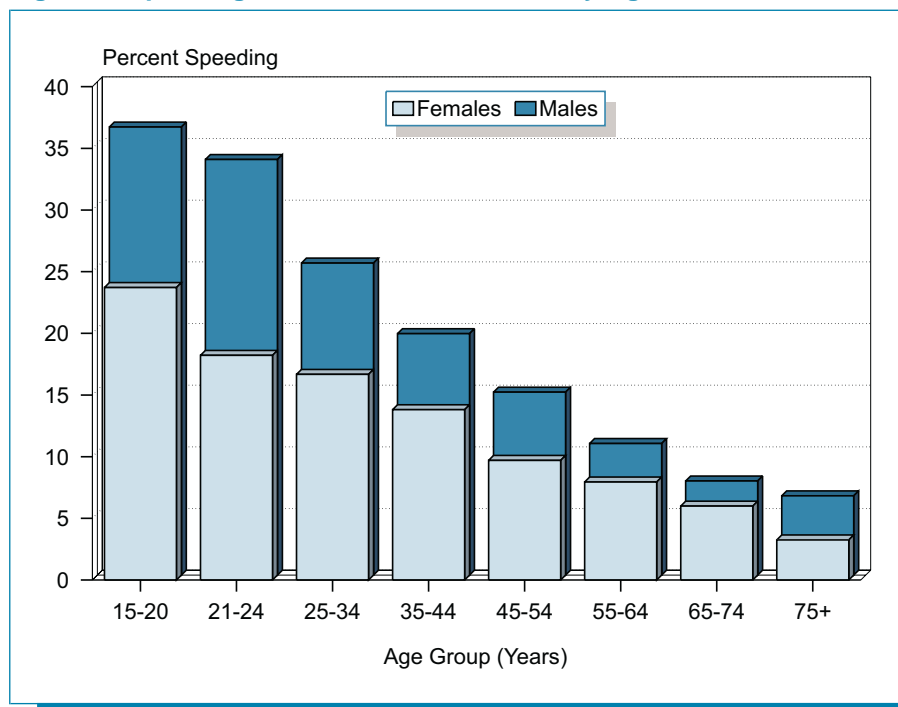
In 1999, 606,000 people received minor injuries in speeding-related crashes. An additional 73,000 people received moderate injuries, and 40,000 received serious to critical injuries in speeding-related crashes (based on methodology from *The Economic Cost of Motor Vehicle Crashes 1994*, NHTSA).

In 1999, 86 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 1999, 36 percent of the male drivers 15 to 20 years old who were involved in fatal crashes were speeding at the time of the crash.

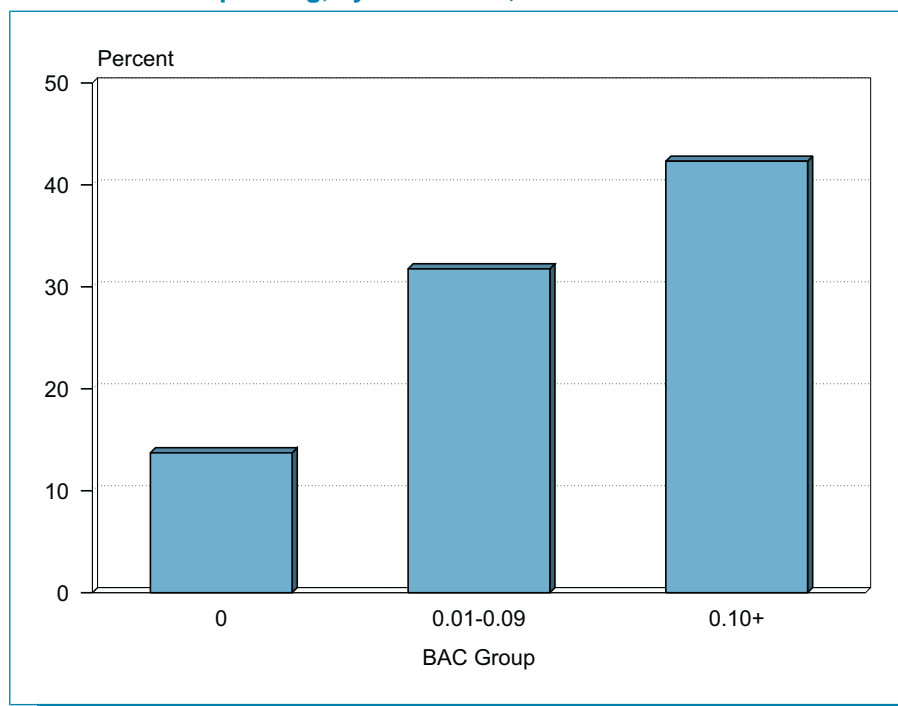
Alcohol and speeding are clearly a deadly combination. Speeding involvement is prevalent for drivers involved in alcohol-related crashes. In 1999, 42 percent of the *intoxicated* drivers (BAC = 0.10 or higher) involved in fatal crashes were speeding, compared with only 14 percent of the *sober* drivers (BAC = 0.00) involved in fatal crashes.

Figure 4. Speeding Drivers in Fatal Crashes by Age and Sex, 1999



“In 1999, 36 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, 1999



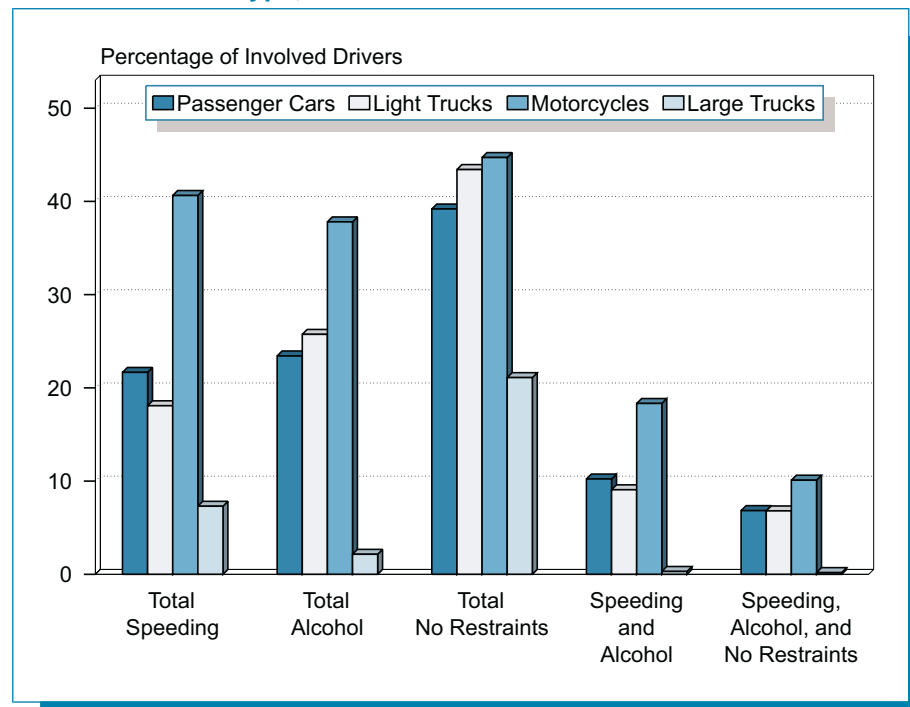
Motorcycles

The 2,472 motorcyclist fatalities in 1999 accounted for 6 percent of all traffic fatalities for the year. An additional 50,000 motorcycle occupants were injured.

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

In 1999, 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.

Figure 6. Speeding, Alcohol Involvement, and Failure To Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 1999



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

In 1999, 45 percent of fatally injured motorcycle operators and 53 percent of fatally injured passengers were not wearing helmets at the time of the crash.

Nearly one out of six motorcycle operators (15 percent) involved in fatal crashes in 1999 was operating the vehicle with an invalid license at the time of the collision.

Motorcycle operators involved in fatal crashes in 1999 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 28 percent.

NHTSA estimates that helmets saved the lives of 551 motorcyclists in 1999. If all motorcyclists had worn helmets, an additional 326 lives could have been saved.

Large Trucks

In 1999, 12 percent (4,874) of all the motor vehicle traffic fatalities reported involved heavy trucks (gross vehicle weight rating greater than 26,000 pounds), and 1 percent (540) 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 1999.

More than three-quarters (80 percent) of the large trucks involved in fatal crashes in 1999 collided with another motor vehicle in transport.

Only 1 percent of the drivers of large trucks involved in fatal crashes in 1999 were intoxicated, compared with 17 percent for passenger cars, 20 percent for light trucks, and 28 percent for motorcycles.

Table 4. Fatalities and Injuries in Crashes Involving Large Trucks, 1999

Type of Fatality	Number	Percentage of Total
Occupants of Large Trucks	758	14
<i>Single-Vehicle Crashes</i>	479	9
<i>Multiple-Vehicle Crashes</i>	279	5
Occupants of Other Vehicles in Crashes Involving Large Trucks	4,170	78
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	434	8
Total	5,362	100
Type of Injury	Number	Percentage of Total
Occupants of Large Trucks	33,000	23
<i>Single-Vehicle Crashes</i>	15,000	11
<i>Multiple-Vehicle Crashes</i>	18,000	13
Occupants of Other Vehicles in Crashes Involving Large Trucks	105,000	74
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	4,000	3
Total	142,000	100

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

“One out of eight traffic fatalities in 1999 resulted from a collision involving a large truck.”

Cars, Light Trucks, and Vans

In 1999, 32,061 occupants of passenger vehicles were killed in traffic crashes and an additional 2,984,000 were injured, accounting for 90 percent of all occupant fatalities (passenger cars 58 percent, light trucks and vans 31 percent) and 96 percent of all occupants injured (passenger cars 69 percent, light trucks and vans 27 percent).

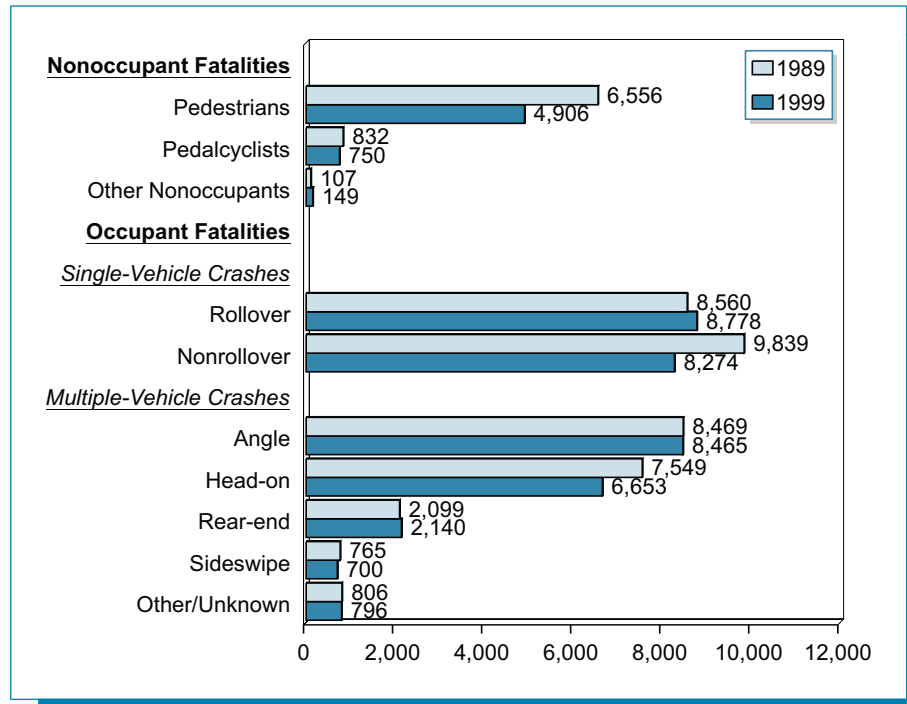
Occupant fatalities in single-vehicle crashes accounted for 41 percent of all motor vehicle fatalities in 1999. Occupant fatalities in multiple-vehicle crashes accounted for 45 percent of all fatalities, and the remaining 14 percent were nonoccupant fatalities (pedestrians, pedalcyclists, etc.).

In 1999, 59 percent of passenger vehicle occupant fatalities occurred in vehicles that sustained frontal damage.

Ejection from the vehicle accounted for 28 percent of all passenger vehicle occupant fatalities. The ejection rate for occupants of light trucks in fatal crashes was nearly twice the rate for passenger car occupants.

Utility vehicles had the highest rollover involvement rate of any vehicle type in fatal crashes — 38 percent, as compared with 26 percent for pickups, 19 percent for vans, and 16 percent for passenger cars.

Figure 7. Fatalities in Traffic Crashes, 1989 and 1999



Utility vehicles also had the highest rollover rate for passenger vehicles in injury crashes — 10 percent, compared with 7 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 1999 were unrestrained.

The intoxication rate for drivers of light trucks involved in fatal crashes (20 percent) is higher than that for passenger car drivers (17 percent).

“Ejection from the vehicle accounted for 28 percent of all passenger vehicle occupant fatalities.”

“Nearly two-thirds of the passenger vehicle occupants killed in traffic crashes in 1999 were unrestrained.”

Driver Age

There are more than 25 million people age 70 years and older in the United States. In 1999, this age group made up 9 percent of the total U.S. resident population, compared with 8 percent in 1989. From 1989 to 1999, this older segment of the population grew twice as fast as the total population.

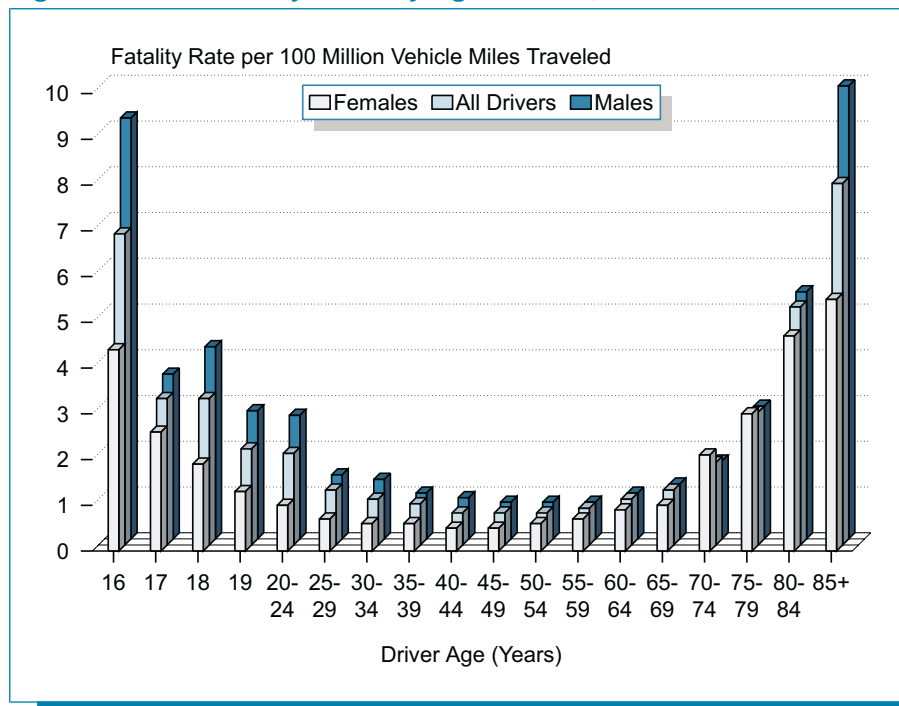
In 1999, 171,000 older individuals were injured in traffic crashes, accounting for 5 percent of all the people injured in traffic crashes during the year. These older individuals made up 13 percent of all traffic fatalities, 13 percent of all vehicle occupant fatalities, and 18 percent of all pedestrian fatalities.

Older drivers involved in fatal crashes in 1999 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 (58 percent and 19 percent, respectively). In 44 percent of these crashes, both vehicles were proceeding straight at the time of the collision. In 27 percent, the older driver was turning left — 7 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.

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).

“In 1999, older people made up 9 percent of the resident population but accounted for 13 percent of all traffic fatalities and 18 percent of all pedestrian fatalities.”

Youth

In 1999, 16- to 24-year-olds represented 24 percent of all traffic fatalities, compared with 7 percent for ages 1 to 15, 44 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 1999 was 14 percent. The highest intoxication rates were for drivers 21 to 24 and 25 to 34 years old (27 percent and 24 percent, respectively).

Almost one-fourth 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 (68 percent).

Male/Female Fatal Crash Involvement

In 1999, 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, 70 percent of all pedestrian fatalities, and 88 percent of all pedalcyclist fatalities in 1999.

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 1999, 31 percent were unrestrained at the time of the collision, compared with 45 percent of male drivers in fatal crashes.

Pedestrians

In 1999, 85,000 pedestrians were injured and 4,906 were killed in traffic crashes in the United States, representing 3 percent of all the people injured in traffic crashes and 12 percent of all traffic fatalities.

On average, a pedestrian is killed in a motor vehicle crash every 107 minutes, and one is injured every 6 minutes.

Alcohol involvement — either for the driver or the pedestrian — was reported in 47 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 6 percent of the crashes, both the driver and the pedestrian were intoxicated.

“Males accounted for 67 percent of all traffic fatalities, 70 percent of all pedestrian fatalities, and 88 percent of all pedalcyclist fatalities in 1999.”

“Pedestrian fatalities in 1999 were 25 percent lower than in 1989.”

Pedalcyclists

In 1999, 750 pedalcyclists were killed and an additional 51,000 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 1999 were males (88 percent and 80 percent, respectively), and most were between the ages of 5 and 44 years (88 percent and 72 percent, respectively).

Almost one-third (28 percent) of the pedalcyclists killed in traffic crashes in 1999 were between 5 and 15 years old.

Table 5. Nonoccupant Traffic Fatalities, 1989-1999

Year	Pedestrian	Pedalcyclist	Other	Total
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	5,228	760	131	6,119
1999	4,906	750	149	5,805

“Almost one-third of the pedalcyclists killed in traffic crashes in 1999 were between 5 and 15 years old.”

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.