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

Traffic Safety Facts 1994

A Compilation of Motor Vehicle Crash Data from the Fatal Accident Reporting System and the General Estimates System

1994 National Statistics

Motor Vehicle Traffic Crashes		
Fatal		36,223
Injury		2,092,000
Property Damage Only		4,364,000
Total		**6,492,000**
Traffic Crash Victims	**Killed**	**Injured**
Occupants		
Drivers	23,695	2,032,000
Passengers	10,502	1,024,000
Unknown	96	0
Nonmotorists		
Pedestrians	5,472	90,000
Pedalcyclists	802	60,000
Other	109	9,000
Total	**40,676**	**3,215,000**
Other National Statistics		
Vehicle Miles Traveled		2,347,295,000,000
Resident Population		260,341,000
Registered Vehicles		192,337,000
Licensed Drivers		175,128,000
Economic Cost of Traffic Crashes (1990) (estimate for reported and unreported crashes)		$137.5 billion
National Rates: Fatalities		
Fatalities per 100 Million Vehicle Miles Traveled		1.7
Fatalities per 100,000 Population		15.62
Fatalities per 100,000 Registered Vehicles		21.15
Fatalities per 100,000 Licensed Drivers		23.23
National Rates: Injured Persons		
Injured Persons per 100 Million Vehicle Miles Traveled		137
Injured Persons per 100,000 Population		1,235
Injured Persons per 100,000 Registered Vehicles		1,672
Injured Persons per 100,000 Licensed Drivers		1,836

Sources: Crashes, Fatalities, Injuries, and Costs—National Highway Traffic Safety Administration.
Population—U.S. Bureau of the Census.
Licensed Drivers (estimated) and Vehicle Miles Traveled (preliminary)—Federal Highway Administration.
Registered Vehicles (preliminary)—R.L. Polk & Co. and Federal Highway Administration.

Cover Photo—In Fairfax County, Virginia, the driver of this passenger car lost control of the vehicle and collided with a large truck. The car's driver, who was treated for minor injuries at a hospital, was charged with reckless driving. Photographer: Ray K. Saunders. Courtesy of Journal Newspapers.

DOT HS 808 292

Traffic Safety Facts 1994:
A Compilation of Motor Vehicle Crash Data from the Fatal Accident Reporting System and the General Estimates System

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

August 1995

ADMINISTRATOR'S MESSAGE

Dear Reader,

The National Highway Traffic Safety Administration is pleased to present its *Traffic Safety Facts 1994: A Compilation of Motor Vehicle Crash Data from the Fatal Accident Reporting System and the General Estimates System*. This report combines data from two of our key crash databases, providing statistics on traffic crashes of all severities.

The numbers in this publication tell a very important story. Although fatalities increased slightly from 1993 to 1994, the fatality rate remains the lowest in history. The number of alcohol-related fatalities dropped sharply from 43.5 percent of all traffic fatalities in 1993 to 40.8 percent in 1994. This reduction in alcohol-related deaths is welcome news. It is the result of determined efforts by a partnership of state, local, and federal organizations with a common goal.

Motor vehicle deaths and injuries are largely a preventable, unnecessary epidemic. There are too many drivers who behave as if they had a license to kill. They drive too fast, drive drunk, and endanger themselves and others. The National Highway Traffic Safety Administration is committed to keeping highway safety high on the list of national priorities.

I hope you find this publication useful.

Sincerely,

Ricardo Martinez, M.D.
Administrator
National Highway Traffic Safety Administration

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INTRODUCTION

In this annual report, *Traffic Safety Facts 1994: A Compilation of Motor Vehicle Crash Data from the Fatal Accident Reporting System and the General Estimates System*, the National Highway Traffic Safety Administration (NHTSA) presents descriptive statistics about traffic crashes of all severities, from those that result in property damage to those that result in the loss of human life.

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

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

Your suggestions and comments about this report are valuable. Please fill out the stamped, self-addressed card at the back of the report and return it to us. We will review each response, and we promise to give each suggestion thoughtful consideration.

FARS OPERATIONS

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

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

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

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

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

Each analyst enters data into a local microcomputer data file, and daily updates are sent to NHTSA's central computer database. Data are automatically checked when entered for acceptable range values and for consistency, enabling the analyst to make corrections immediately. Several programs continually monitor and improve the completeness and accuracy of the data. Periodically, sample cases are recoded and analyzed to ensure accuracy and consistency. The 1994 FARS data file used for the statistics in this report was created in June 1995.

GES OPERATIONS

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

GES data collectors make weekly visits to approximately 400 police jurisdictions in 60 sites across the United States, where they randomly sample about 48,000 PARs per year. The collectors obtain copies of the PARs and send them to a central contractor for coding. No other data are collected beyond the selected PARs—no driver license, vehicle registration, or medical information is obtained.

Trained data entry personnel interpret and code data directly from the PARs into an electronic data file. Approximately 90 data elements are coded into a common format. (See Appendix B for a list of the GES data elements.) Some elements are modified every other year to meet the changing needs of the highway safety community. To protect individual privacy, no personal information (names, addresses, specific crash locations) is coded. During data coding, the data are checked electronically for validity and consistency. After the data file is created, further quality checks are performed on the data through computer processing and by the data coding supervisors. The 1994 file used for the statistics in this report was completed in May 1995.

ABOUT THIS REPORT

Fatal crash data from FARS and nonfatal crash data from GES are presented in this report in five chapters. Chapter 1, "Trends," presents data from all years of FARS (1975 through 1994) and GES (1988 through 1994). The remaining chapters present data only from 1994. Chapter 2, "Crashes," describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crash. Chapter 3, "Vehicles," concentrates on the types of vehicles involved in crashes and the damage to the vehicles. Chapter 4, "People," is the largest chapter of this report, with statistics about drivers, passengers, pedestrians, and pedalcyclists. The last chapter of the report, "States," contains information about crashes for each state, the District of Columbia, and Puerto Rico. Terms used throughout the report are defined in the Glossary.

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

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

Changes from Last Year's Report

The most significant changes to the content of this year's report are in **Chapter 1: Trends**. Vehicle miles of travel (VMT) for passenger cars and light trucks have been revised to better reflect NHTSA's definitions of these vehicles. VMT data for all motor vehicles are collected by states and compiled by the Federal Highway Administration (FHWA). However, FHWA classifies certain vehicles as passenger cars, whereas NHTSA classifies the same vehicles as light trucks. Total VMT for cars and light trucks from FHWA were redistributed, using data from R.L. Polk for registered vehicles and average miles of travel from the Residential Transportation Energy Consumption Survey. Revisions were made back to 1975 for rates based on FARS data and back to 1988 for rates based on GES data. Tables 3, 7, and 8 and Figures 4 and 5 in Chapter 1 reflect the changes in VMT. For more detailed information, readers should contact the NCSA at the address provided on the next page.

No other changes have been made in this report, so that readers should be able to make comparisons easily with the tables in last year's report, *Traffic Safety Facts 1993*.

DATA AVAILABILITY

While this report presents a wide spectrum of information in more than 100 tables and figures, it contains only a fraction of the data available from FARS and GES. Additional data from FARS (1975 through 1994) or from GES (1988 through 1994) are available in two ways:

- Modest requests for specific data will be answered by NCSA at no charge. Response usually requires about 2 weeks, depending on the nature and complexity of the data requested.
- Computer tapes or compact disks can be purchased in one of several formats amenable to analysis. This will enable you to process the data using your own computer system. Information on acquiring the tapes is available by contacting the NCSA at the address below.

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

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

Additional information can be found in the following NCSA publications:

A Collection of Recent Analyses of Vehicle Weight and Safety, DOT-HS-807-677 (May 1991)

National Accident Sampling System General Estimates System Technical Note, DOT-HS-807-796 (December 1991)

Evaluation of the Effectiveness of Occupant Protection - FMVSS 208, Interim Report, DOT-HS-807-843 (June 1992)

Crash Data and Rates for Age-Sex Groups of Drivers - 1990, Research Note (May 1992)

Auto Safety Hotline

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

Heavy Duty Trucks in Crashes - NASS 1979-1986, DOT-HS-807-863 (February 1992)

Report to Congress - Effectiveness of Occupant Protection Systems and Their Use, DOT-HS-808-019 (January 1993)

Imputation in the NASS General Estimates System, DOT-HS-807-985 (June 1993)

Female Drivers in Fatal Crashes, Recent Trends, DOT-HS-808-106 (January 1994)

Alcohol Involvement in Fatal Crashes - 1992, DOT-HS-808-094 (March 1994)

Statistical Analysis of Vehicle Rollover Propensity and Vehicle Stability, DOT-HS-808-114 (May 1994)

Traffic Safety Facts 1993: A Compilation of Motor Vehicle Crash Data From the Fatal Accident Reporting System and the General Estimates System, DOT-HS-808-169 (October 1994)

Rail-Highway Crossing Safety: Fatal Crash and Demographic Descriptors, DOT-HS-808-196 (November 1994)

An Analysis of Fires in Passenger Cars, Light Trucks, and Vans, DOT-HS-808-208 (December 1994)

National Accident Sampling System/Crashworthiness Data System 1988-1990, DOT-HS-808-197 (December 1994)

Crash, Injury, and Fatality Rates by Time of Day and Day of Week, DOT-HS-808-194 (January 1995)

Preliminary Assessment of the Impact of Lowering the Illegal BAC Per Se Limit to 0.08, DOT-HS-808-207 (December 1994)

Registered Passenger Cars and Light Trucks, DOT-HS-808-235 (February 1995)

National Occupant Protection Use Survey (Research Notes): *Observed Safety Belt Use in 1994 in the Moving Traffic Study* (February 1995), *Controlled Intersection Study* (May 1995), *Shopping Center Study* (May 1995)

1994 Traffic Crashes, Injuries, and Fatalities: Preliminary Report, DOT-HS-808-222 (March 1995)

Traffic Safety Facts 1993, Fact Sheets: “Alcohol,” “Large Trucks,” “Motorcycles,” “Occupant Protection,” “Older Population,” “Pedalcyclists,” “Pedestrians,” “School Buses,” “State Alcohol Estimates,” “State Traffic Data” (1994)

Traffic Safety Facts 1994, Fact Sheets: “Alcohol,” “Large Trucks,” “Motorcycles,” “Occupant Protection,” “Older Population,” “Pedalcyclists,” “Pedestrians,” “School Buses,” “State Alcohol Estimates,” “State Traffic Data” (1995)

Chapter 1 ♦ Trends

1. TRENDS

The tables in this chapter present statistics about motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 1994; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 1994. Trends for nonfatal crashes and injuries are presented from 1988 (when GES began operation) to 1994. Care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from GES data are estimates, year-to-year differences may be the result of the sampling process, not the result of an actual trend. The variability or sampling errors associated with the estimates must be considered when making any year-to-year comparisons using GES data. (For more information on sampling error, see Appendix C.) Below are some of the statistics you will find in this chapter:

- Although fatal crashes increased by 1 percent from 1993 to 1994, the fatality rate of 1.7 fatalities per 100 million vehicle miles of travel did not change.

- The injury rate per 100 million vehicle miles of travel decreased from 169 in 1988 to 137 in 1992, and remained virtually unchanged in 1993 and 1994.

- The driver involvement rates per 100,000 licensed drivers for fatal crashes increased by 1 percent from 1993 to 1994, and the rates for injury crashes increased by 4 percent.

- The occupant fatality rate per 100,000 population, which declined by 23 percent from 1975 to 1992, increased by 2 percent from 1992 to 1994.

- The occupant injury rate per 100,000 population, which declined by 13 percent from 1988 to 1992, increased by 3 percent from 1992 to 1994.

- The nonmotorist fatality rate per 100,000 population, which declined by 37 percent from 1975 to 1992, increased by 2 percent from 1992 to 1993 and decreased by 4 percent from 1993 to 1994.

- The nonmotorist injury rate per 100,000 population, which declined by 13 percent from 1988 to 1992, increased by 2 percent from 1992 to 1993 and decreased by 5 percent from 1993 to 1994.

- The percent of alcohol-related fatalities declined from 57 percent in 1982 to 41 percent in 1994.

Figure 1
Fatal Crashes, 1975-1994

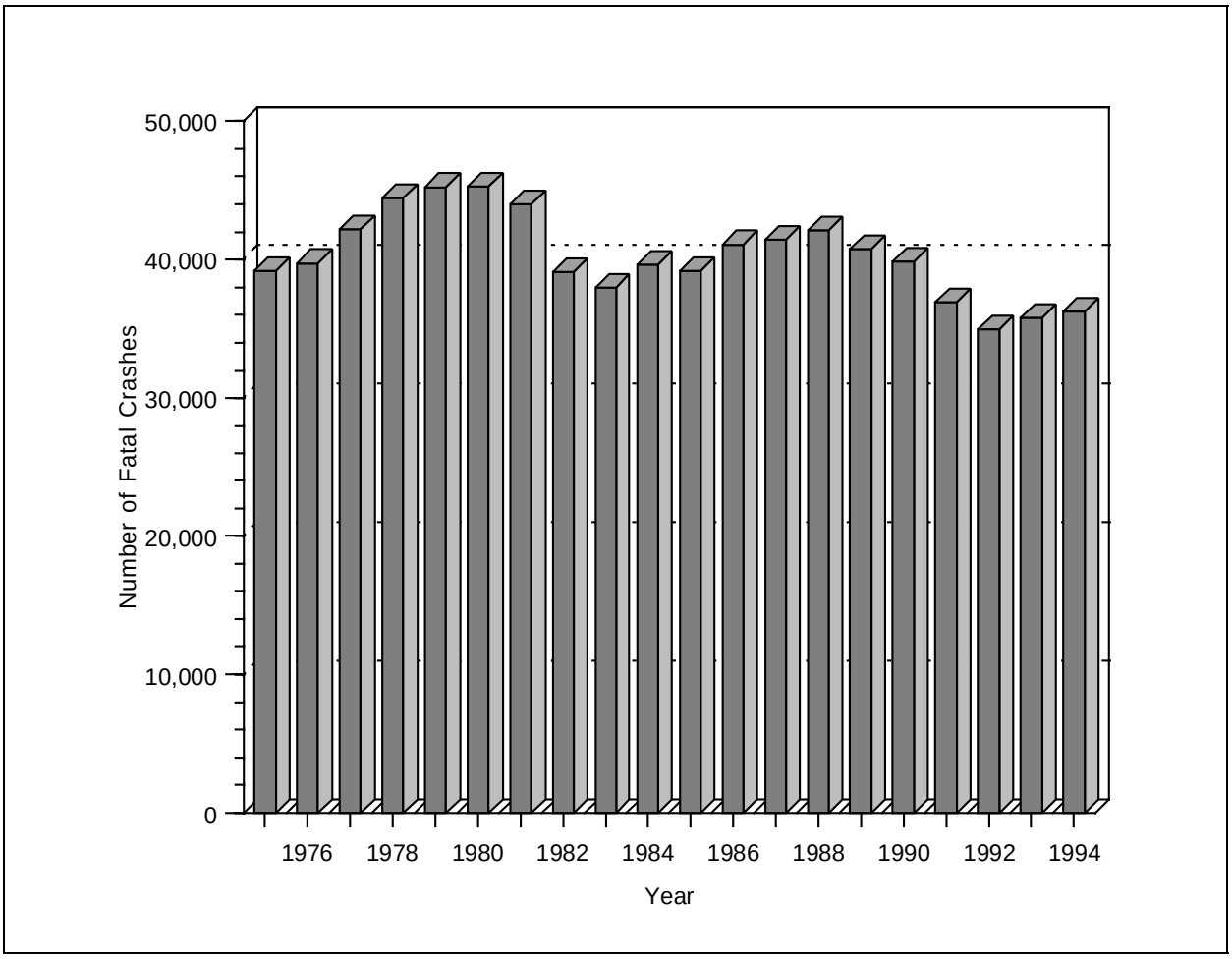


Table 1
Crashes by Crash Severity, 1988-1994

Year	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1988	42,130	0.6	2,233,000	32.4	4,611,000	67.0	**6,887,000**	**100.0**
1989	40,741	0.6	2,153,000	32.4	4,459,000	67.0	**6,653,000**	**100.0**
1990	39,836	0.6	2,122,000	32.8	4,309,000	66.6	**6,471,000**	**100.0**
1991	36,937	0.6	2,008,000	32.8	4,073,000	66.6	**6,117,000**	**100.0**
1992	34,942	0.5	1,991,000	33.2	3,974,000	66.2	**6,000,000**	**100.0**
1993	35,780	0.6	2,005,000	32.8	4,064,000	66.6	**6,105,000**	**100.0**
1994	36,223	0.6	2,092,000	32.2	4,364,000	67.2	**6,492,000**	**100.0**

Table 2
Persons Killed or Injured and Fatality and Injury Rates by Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-1994

Killed

Year	Fatalities	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
1966	50,894	195,576	26.02	100,998	50.39	95,703	53.18	926	5.5
1967	50,724	197,457	25.69	103,172	49.16	98,859	51.31	964	5.3
1968	52,725	199,399	26.44	105,410	50.02	102,987	51.20	1,016	5.2
1969	53,543	201,385	26.59	108,306	49.44	107,412	49.85	1,062	5.0
1970	52,627	203,984	25.80	111,543	47.18	111,242	47.31	1,110	4.7
1971	52,542	206,827	25.40	114,426	45.92	116,330	45.17	1,179	4.5
1972	54,589	209,284	26.08	118,414	46.10	122,557	44.54	1,260	4.3
1973	54,052	211,357	25.57	121,546	44.47	130,025	41.57	1,313	4.1
1974	45,196	213,342	21.18	125,427	36.03	134,900	33.50	1,281	3.5
1975	44,525	215,465	20.66	129,791	34.31	125,402	35.51	1,328	3.4
1976	45,523	217,563	20.92	134,036	33.96	130,731	34.82	1,402	3.2
1977	47,878	219,760	21.79	138,121	34.66	134,887	35.49	1,467	3.3
1978	50,331	222,095	22.66	140,844	35.74	140,978	35.70	1,545	3.3
1979	51,093	224,567	22.75	143,284	35.66	144,805	35.28	1,529	3.3
1980	51,091	227,255	22.48	145,295	35.16	146,845	34.79	1,527	3.3
1981	49,301	229,637	21.47	147,075	33.52	149,330	33.01	1,553	3.2
1982	43,945	231,996	18.94	150,234	29.25	151,148	29.07	1,595	2.8
1983	42,589	234,284	18.18	154,389	27.59	153,830	27.69	1,653	2.6
1984	44,257	236,477	18.72	155,424	28.48	158,900	27.85	1,720	2.6
1985	43,825	238,736	18.36	156,868	27.94	165,382	26.50	1,774	2.5
1986	46,087	241,107	19.11	159,487	28.90	168,137	27.41	1,835	2.5
1987	46,390	243,427	19.06	161,818	28.67	172,366	26.91	1,921	2.4
1988	47,087	245,785	19.16	162,853	28.91	176,752	26.64	2,026	2.3
1989	45,582	248,239	18.36	165,555	27.53	180,792	25.21	2,096	2.2
1990	44,599	249,399	17.88	167,015	26.70	183,934	24.25	2,144	2.1
1991	41,508	252,137	16.46	168,995	24.56	186,052	22.31	2,172	1.9
1992	39,250	255,078	15.39	173,125	22.67	184,864	21.23	2,240	1.8
1993	40,150	257,908	15.57	173,149	23.19	188,453	21.31	2,297	1.7
1994	40,676	260,341	15.62	175,128	23.23	192,337	21.15	2,347	1.7

Injured

Year	Injuries	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	245,785	1,390	162,853	2,098	176,752	1,933	2,026	169
1989	3,284,000	248,239	1,323	165,555	1,984	180,792	1,816	2,096	157
1990	3,231,000	249,399	1,295	167,015	1,934	183,934	1,756	2,144	151
1991	3,097,000	252,137	1,228	168,995	1,833	186,052	1,665	2,172	143
1992	3,070,000	255,078	1,203	173,125	1,773	184,864	1,660	2,240	137
1993	3,125,000	257,908	1,212	173,149	1,805	188,453	1,658	2,297	136
1994	3,215,000	260,341	1,235	175,128	1,836	192,337	1,671	2,347	137

Source: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-1994—R.L. Polk & Co. and Federal Highway Administration; Population—U.S. Bureau of the Census; Traffic Deaths, 1966-1974—National Center for Health Statistics, D.H.H.S., State Accident Summaries (adjusted to 30-day traffic deaths by NHTSA); Traffic Deaths, 1975-1994—Fatal Accident Reporting System (FARS), NHTSA, 30-day traffic deaths; Traffic Injuries, 1988-1994—General Estimates System (GES), NHTSA. Injury data not available for years before 1988.

Figure 2
Motor Vehicle Fatality and Injury Rates
per 100 Million Vehicle Miles Traveled, 1966-1994

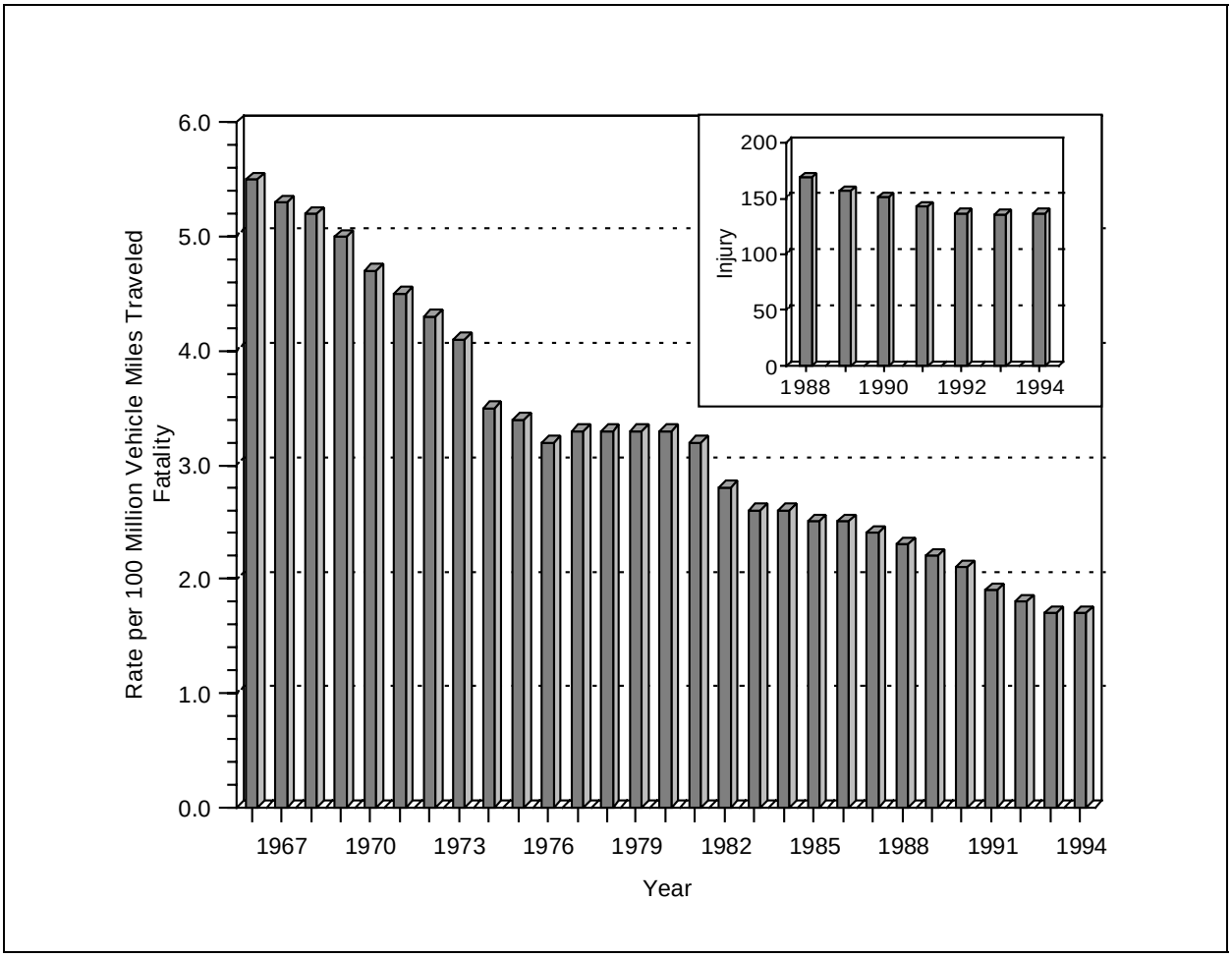


Table 3
Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-1994

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Fatal Crashes												
1975	37,896	3.7	40.11	8,636	4.2	42.89	3,977	4.9	74.16	3,264	58.0	65.75
1976	37,206	3.5	38.35	9,300	4.0	40.91	4,435	5.2	79.55	3,343	55.7	67.76
1977	39,038	3.5	39.45	10,400	4.0	41.93	5,164	5.4	90.76	4,163	65.6	84.39
1978	40,544	3.6	39.81	11,898	4.1	42.66	5,759	5.4	98.28	4,643	64.9	95.38
1979	39,999	3.6	38.63	12,544	4.3	42.64	6,084	5.6	103.27	4,916	56.9	90.67
1980	39,059	3.5	37.28	12,680	4.3	42.18	5,379	5.0	92.89	5,194	50.9	91.22
1981	38,864	3.5	36.66	12,331	4.0	39.48	5,230	4.8	91.49	4,963	46.4	85.11
1982	34,334	3.0	32.11	11,317	3.5	35.03	4,646	4.3	83.11	4,495	45.4	78.12
1983	33,298	2.8	30.52	11,118	3.3	33.62	4,877	4.3	88.54	4,302	49.1	77.03
1984	34,648	2.8	30.89	11,973	3.3	33.96	5,124	4.1	94.87	4,659	53.0	85.02
1985	34,277	2.8	29.46	12,464	3.2	33.09	5,153	4.1	96.67	4,608	50.7	84.64
1986	36,195	2.8	30.87	13,327	3.2	33.52	5,097	3.9	97.10	4,570	48.6	86.84
1987	36,580	2.8	30.75	14,514	3.3	34.81	5,108	3.8	96.32	4,067	42.8	82.71
1988	36,977	2.7	30.43	15,286	3.1	34.27	5,241	3.7	96.46	3,715	37.1	81.04
1989	35,410	2.5	28.85	15,700	3.0	33.31	4,984	3.4	85.34	3,192	30.8	71.99
1990	34,085	2.4	25.38	15,620	2.8	31.29	4,776	3.2	81.58	3,276	34.3	76.91
1991	31,291	2.2	25.37	14,832	2.5	28.49	4,347	2.9	74.25	2,829	30.8	67.73
1992	29,817	2.1	24.78	14,648	2.3	27.21	4,035	2.6	67.58	2,439	25.6	60.00
1993	30,233	1.9	24.97	15,332	2.3	27.10	4,328	2.7	69.90	2,477	25.0	62.27
1994	30,149	*	24.71	16,289	*	27.38	4,615	*	*	2,325	*	59.13
Injury Crashes												
1988	3,073,000	222	2,529	683,000	140	1,530	96,000	68	1,764	98,000	974	2,129
1989	2,892,000	205	2,355	727,000	140	1,543	110,000	74	1,887	76,000	732	1,712
1990	2,838,000	199	2,302	729,000	131	1,460	107,000	72	1,830	82,000	854	1,916
1991	2,615,000	184	2,121	789,000	118	1,515	78,000	52	1,332	79,000	856	1,882
1992	2,640,000	185	2,194	758,000	132	1,409	95,000	62	1,586	61,000	644	1,509
1993	2,610,000	161	2,156	829,000	123	1,466	97,000	61	1,564	54,000	548	1,363
1994	2,742,000	*	2,248	893,000	*	1,502	95,000	*	*	53,000	*	1,342
Property-Damage-Only Crashes												
1988	6,050,000	438	4,979	1,542,000	316	3,458	297,000	210	5,465	21,000	207	453
1989	5,678,000	402	4,625	1,613,000	310	3,421	300,000	203	5,144	20,000	188	440
1990	5,486,000	385	4,450	1,654,000	298	3,314	273,000	182	4,668	20,000	208	467
1991	5,084,000	360	4,122	1,675,000	281	3,217	248,000	165	4,241	25,000	268	589
1992	4,852,000	338	4,031	1,704,000	265	3,165	277,000	182	4,643	10,000	101	236
1993	4,812,000	296	3,975	1,879,000	278	3,321	294,000	184	4,747	16,000	166	413
1994	5,155,000	*	4,226	2,025,000	*	3,405	361,000	*	*	13,000	*	330

* Data not available at time of publication.

Note: Vehicle miles traveled (VMT) data in this table have been revised and are not based exclusively on Federal Highway Administration (FHWA) data as they have been in earlier reports. The change was made to reflect the different vehicle classification schemes used by FHWA and the National Highway Traffic Safety Administration (NHTSA). For more information, see page 8 of this report.

Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Passenger Cars and Light Trucks—R.L. Polk & Co; Registered Large Trucks and Motorcycles—Federal Highway Administration.

Table 4
Persons Killed or Injured, by Person Type and Vehicle Type, 1975-1994

Year	Person Type											Total
	Occupants by Vehicle Type							Nonmotorists				
	Passenger Cars	Light Trucks	Large Trucks	Motor-cycles	Buses	Other/ Unknown	Total	Pedestrian	Pedalcyclist	Other	Total	
Killed												
1975	25,928	4,856	961	3,189	53	938	*35,925*	7,516	1,003	81	*8,600*	**44,525**
1976	26,166	5,438	1,132	3,312	73	981	*37,102*	7,427	914	80	*8,421*	**45,523**
1977	26,782	5,976	1,287	4,104	42	959	*39,150*	7,732	922	74	*8,728*	**47,878**
1978	28,153	6,745	1,395	4,577	41	622	*41,533*	7,795	892	111	*8,798*	**50,331**
1979	27,808	7,178	1,432	4,894	39	579	*41,930*	8,096	932	135	*9,163*	**51,093**
1980	27,449	7,486	1,262	5,144	46	540	*41,927*	8,070	965	129	*9,164*	**51,091**
1981	26,645	7,081	1,133	4,906	56	603	*40,424*	7,837	936	104	*8,877*	**49,301**
1982	23,330	6,359	944	4,453	35	525	*35,646*	7,331	883	85	*8,299*	**43,945**
1983	22,979	6,202	982	4,265	53	362	*34,843*	6,826	839	81	*7,746*	**42,589**
1984	23,620	6,496	1,074	4,608	46	440	*36,284*	7,025	849	99	*7,973*	**44,257**
1985	23,212	6,689	977	4,564	57	544	*36,043*	6,808	890	84	*7,782*	**43,825**
1986	24,944	7,317	926	4,566	39	442	*38,234*	6,779	941	133	*7,853*	**46,087**
1987	25,132	8,058	852	4,036	51	436	*38,565*	6,745	948	132	*7,825*	**46,390**
1988	25,808	8,306	911	3,662	54	429	*39,170*	6,870	911	136	*7,917*	**47,087**
1989	25,063	8,551	858	3,141	50	424	*38,087*	6,556	832	107	*7,495*	**45,582**
1990	24,092	8,601	705	3,244	32	460	*37,134*	6,482	859	124	*7,465*	**44,599**
1991	22,385	8,391	661	2,806	31	466	*34,740*	5,801	843	124	*6,768*	**41,508**
1992	21,387	8,098	585	2,395	28	387	*32,880*	5,549	723	98	*6,370*	**39,250**
1993	21,566	8,511	605	2,449	18	425	*33,574*	5,649	816	111	*6,576*	**40,150**
1994	21,903	8,876	663	2,304	21	526	*34,293*	5,472	802	109	*6,383*	**40,676**
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	2,257,000	590,000	32,000	58,000	17,000	4,000	*2,958,000*	93,000	65,000	9,000	*166,000*	**3,125,000**
1994	2,332,000	619,000	30,000	56,000	15,000	3,000	*3,056,000*	90,000	60,000	9,000	*159,000*	**3,215,000**

Table 5
Drivers Involved in Crashes and Involvement Rates per Licensed Driver by Sex and Crash Severity, 1975-1994

Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers
Drivers in Fatal Crashes									
1975	45,084	70,435	64.01	9,356	59,233	15.80	54,442	129,668	41.99
1976	45,091	72,452	62.24	9,953	61,458	16.19	55,045	133,910	41.11
1977	48,547	74,385	65.26	10,775	63,591	16.94	59,323	137,976	43.00
1978	51,665	75,504	68.43	11,221	65,176	17.22	62,887	140,680	44.70
1979	52,208	76,457	68.28	11,308	66,695	16.95	63,518	143,152	44.37
1980	50,921	77,135	66.02	11,353	68,067	16.68	62,277	145,202	42.89
1981	49,838	77,831	64.03	11,396	69,143	16.48	61,238	146,974	41.67
1982	43,877	78,484	55.91	10,579	71,627	14.77	54,462	150,111	36.28
1983	42,329	80,823	52.37	10,854	73,440	14.78	53,184	154,263	34.48
1984	44,213	80,916	54.64	11,806	74,398	15.87	56,022	155,314	36.07
1985	44,290	81,537	54.32	12,031	75,231	15.99	56,322	156,768	35.93
1986	46,075	82,740	55.69	12,604	76,652	16.44	58,681	159,392	36.82
1987	46,337	83,940	55.20	13,492	77,790	17.34	59,829	161,730	36.99
1988	46,840	84,098	55.70	13,814	78,661	17.56	60,658	162,759	37.27
1989	44,941	85,358	52.65	13,927	80,160	17.37	58,870	165,518	35.57
1990	43,802	85,769	51.07	13,586	81,203	16.73	57,393	166,972	34.37
1991	40,288	86,631	46.51	12,716	82,299	15.45	53,007	168,930	31.38
1992	38,186	88,363	43.21	12,492	84,716	14.75	50,682	173,079	29.28
1993	39,118	87,974	44.47	12,960	85,138	15.22	52,080	173,112	30.08
1994	39,739	88,981	44.66	13,430	86,109	15.60	53,174	175,092	30.37
Drivers in Injury Crashes									
1988	2,423,000	84,098	2,881	1,485,000	78,661	1,887	3,907,000	162,759	2,401
1989	2,347,000	85,358	2,749	1,446,000	80,160	1,804	3,793,000	165,518	2,292
1990	2,285,000	85,769	2,664	1,458,000	81,203	1,795	3,743,000	166,972	2,242
1991	2,171,000	86,631	2,506	1,380,000	82,299	1,677	3,551,000	168,930	2,102
1992	2,114,000	88,363	2,392	1,439,000	84,716	1,699	3,553,000	173,079	2,053
1993	2,127,000	87,974	2,417	1,450,000	85,138	1,703	3,577,000	173,112	2,066
1994	2,228,000	88,981	2,503	1,549,000	86,109	1,799	3,777,000	175,092	2,157
Drivers in Property-Damage-Only Crashes									
1988	5,013,000	84,098	5,961	2,816,000	78,661	3,580	7,829,000	162,759	4,810
1989	4,915,000	85,358	5,758	2,687,000	80,160	3,352	7,602,000	165,518	4,593
1990	4,733,000	85,769	5,519	2,677,000	81,203	3,296	7,410,000	166,972	4,438
1991	4,419,000	86,631	5,101	2,600,000	82,299	3,159	7,019,000	168,930	4,155
1992	4,316,000	88,363	4,885	2,530,000	84,716	2,987	6,847,000	173,079	3,956
1993	4,411,000	87,974	5,015	2,569,000	85,138	3,017	6,980,000	173,112	4,032
1994	4,723,000	88,981	5,307	2,833,000	86,109	3,290	7,556,000	175,092	4,315

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

Figure 3
Driver Involvement Rate per 100,000 Licensed Drivers 16 Years and Older, by Sex and Crash Severity, 1975-1994

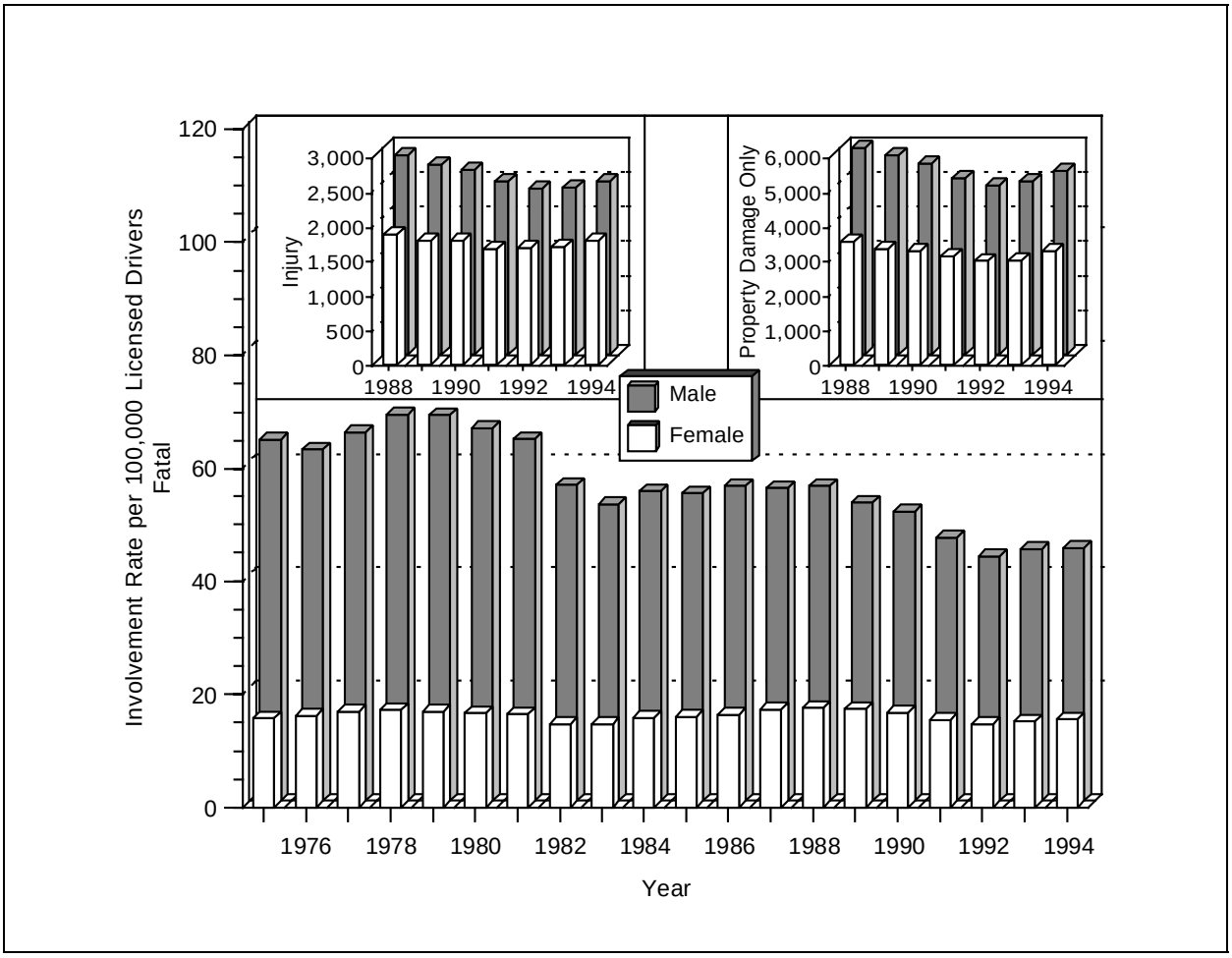


Table 6
Occupant Fatality and Injury Rates per Population by Age Group, 1975-1994

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	4.50	2.71	5.71	38.77	34.90	21.57	15.67	13.42	13.29	14.72	16.98	**16.67**
1976	4.50	2.56	6.14	40.95	35.01	21.27	15.27	13.71	13.58	14.92	17.27	**17.05**
1977	4.68	2.83	6.44	42.86	38.73	22.27	15.61	13.90	13.55	14.03	16.13	**17.81**
1978	4.61	2.66	6.60	44.45	40.75	24.26	16.72	14.07	13.44	14.79	16.36	**18.70**
1979	4.35	2.84	6.13	44.36	40.06	24.96	17.11	14.03	13.24	13.59	15.51	**18.67**
1980	4.24	2.67	6.00	42.96	39.87	24.80	16.85	14.51	12.83	12.96	15.28	**18.45**
1981	3.74	2.43	5.24	38.67	37.47	24.16	16.63	13.80	12.66	13.14	14.95	**17.60**
1982	3.66	2.22	4.85	34.70	32.87	20.38	14.29	11.81	11.20	11.82	14.91	**15.36**
1983	3.53	2.32	4.59	33.46	31.14	19.76	13.85	11.75	10.86	11.86	15.51	**14.87**
1984	3.11	2.31	5.19	35.35	33.14	20.13	13.89	11.81	11.08	12.89	16.21	**15.34**
1985	3.15	2.34	5.50	34.22	33.09	19.34	13.83	11.82	11.22	12.52	16.77	**15.10**
1986	3.39	2.27	6.04	38.82	34.19	20.84	13.80	11.42	11.26	13.30	17.75	**15.86**
1987	3.74	2.56	5.96	37.39	33.40	20.83	14.11	12.01	11.78	13.39	18.27	**15.84**
1988	3.77	2.60	5.70	38.85	34.35	20.25	14.17	12.22	11.97	13.89	19.30	**15.94**
1989	3.88	2.87	5.43	35.67	31.66	19.82	13.86	12.33	11.98	13.99	19.43	**15.34**
1990	3.31	2.50	5.26	34.17	30.63	19.81	13.34	12.20	11.91	13.36	18.49	**14.89**
1991	3.13	2.39	4.87	31.85	28.80	17.78	12.29	11.12	10.75	13.21	19.18	**13.78**
1992	2.98	2.40	4.75	28.51	25.93	16.51	11.71	10.62	10.53	13.26	18.86	**12.89**
1993	3.14	2.34	4.66	29.18	26.70	16.42	11.85	10.52	10.85	12.71	20.85	**13.02**
1994	3.46	2.34	5.06	30.67	26.26	16.01	11.79	11.14	10.69	13.97	20.79	**13.17**
Injury Rate per 100,000 Population												
1988	412	437	728	3,361	2,724	1,778	1,305	1,021	863	699	657	**1,312**
1989	365	461	721	3,298	2,531	1,649	1,277	975	787	701	618	**1,244**
1990	338	429	736	2,864	2,507	1,671	1,233	988	842	749	515	**1,224**
1991	383	469	710	2,922	2,314	1,574	1,144	978	801	727	522	**1,162**
1992	323	436	686	3,005	2,248	1,573	1,102	971	783	721	588	**1,141**
1993	369	469	652	2,901	2,305	1,598	1,173	949	819	691	570	**1,147**
1994	415	464	683	2,942	2,375	1,638	1,204	970	841	736	577	**1,174**

Table 7
Passenger Car Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1994

Year	Registered Passenger Cars	Vehicle Miles Traveled (Millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million VMT	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million VMT
1975	94,478,029	1,030,376	25,928	27.44	2.5	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.4	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.4	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.5	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.5	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.5	*	*	*
1981	106,002,720	1,120,126	26,645	25.14	2.4	*	*	*
1982	106,936,590	1,149,375	23,330	21.82	2.0	*	*	*
1983	109,085,444	1,190,076	22,979	21.07	1.9	*	*	*
1984	112,177,361	1,224,812	23,620	21.06	1.9	*	*	*
1985	116,348,085	1,245,837	23,212	19.95	1.9	*	*	*
1986	117,268,114	1,274,668	24,944	21.27	2.0	*	*	*
1987	119,848,784	1,326,907	25,132	20.97	1.9	*	*	*
1988	121,519,139	1,381,270	25,808	21.24	1.9	2,585,000	2,127	187
1989	122,758,478	1,411,131	25,063	20.42	1.8	2,431,000	1,980	172
1990	123,276,600	1,424,615	24,092	19.54	1.7	2,376,000	1,928	167
1991	123,327,336	1,410,934	22,385	18.15	1.6	2,235,000	1,812	158
1992	120,346,747	1,436,449	21,387	17.77	1.5	2,232,000	1,854	155
1993	121,055,398	1,445,592	21,566	17.81	1.5	2,257,000	1,865	156
1994	121,996,580	**	21,903	17.95	**	2,332,000	1,912	**

* Injury data not available before 1988.
** Data not available at time of publication.
Note: Vehicle miles traveled (VMT) data in this table have been revised and are not based exclusively on Federal Highway Administration (FHWA) data as they have been in earlier reports. The change was made to reflect the different vehicle classification schemes used by FHWA and the National Highway Traffic Safety Administration (NHTSA). For more information, see page 8 of this report.
Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Vehicles—R.L. Polk & Co.

Figure 4
Passenger Car Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-1993

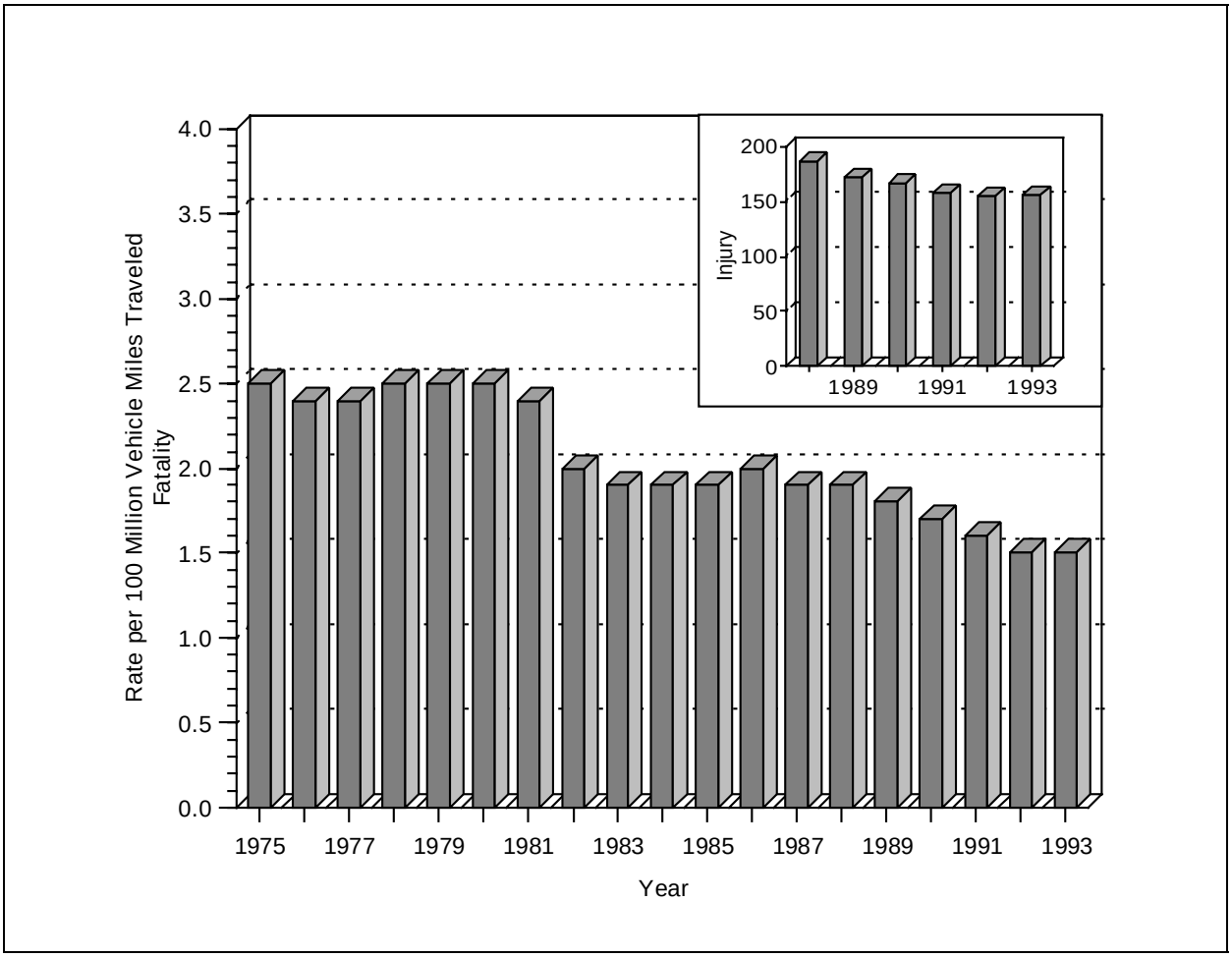


Table 8
Light Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1994

Year	Registered Light Trucks	Vehicle Miles Traveled (Millions)	Light Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million VMT	Light Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million VMT
1975	20,135,198	204,274	4,856	24.12	2.4	*	*	*
1976	22,732,418	233,382	5,438	23.92	2.3	*	*	*
1977	24,805,646	257,108	5,976	24.09	2.3	*	*	*
1978	27,889,014	289,463	6,745	24.19	2.3	*	*	*
1979	29,420,752	293,840	7,178	24.40	2.4	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.5	*	*	*
1981	31,236,287	307,044	7,081	22.67	2.3	*	*	*
1982	32,307,692	323,022	6,359	19.68	2.0	*	*	*
1983	33,068,138	335,590	6,202	18.76	1.8	*	*	*
1984	35,257,788	358,106	6,496	18.42	1.8	*	*	*
1985	37,665,085	387,800	6,689	17.76	1.7	*	*	*
1986	39,763,446	415,593	7,317	18.40	1.8	*	*	*
1987	41,695,017	443,872	8,058	19.33	1.8	*	*	*
1988	44,599,500	487,450	8,306	18.62	1.7	478,000	1,071	98
1989	47,134,148	520,977	8,551	18.14	1.6	511,000	1,084	98
1990	49,916,497	554,661	8,601	17.23	1.6	505,000	1,012	91
1991	52,062,064	595,619	8,391	16.12	1.4	563,000	1,081	95
1992	53,836,046	642,583	8,096	15.04	1.3	545,000	1,012	85
1993	56,573,835	675,581	8,511	15.04	1.3	590,000	1,043	87
1994	59,485,995	**	8,876	14.92	**	619,000	1,041	**

* Injury data not available before 1988.
** Data not available at time of publication.
Note: Vehicle miles traveled (VMT) data in this table have been revised and are not based exclusively on Federal Highway Administration (FHWA) data as they have been in earlier reports. The change was made to reflect the different vehicle classification schemes used by FHWA and the National Highway Traffic Safety Administration (NHTSA). For more information, see page 8 of this report.
Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Vehicles—R.L. Polk & Co.

Figure 5
Light Truck Occupant Fatality and Injury Rates
per 100 Million Vehicle Miles Traveled, 1975-1993

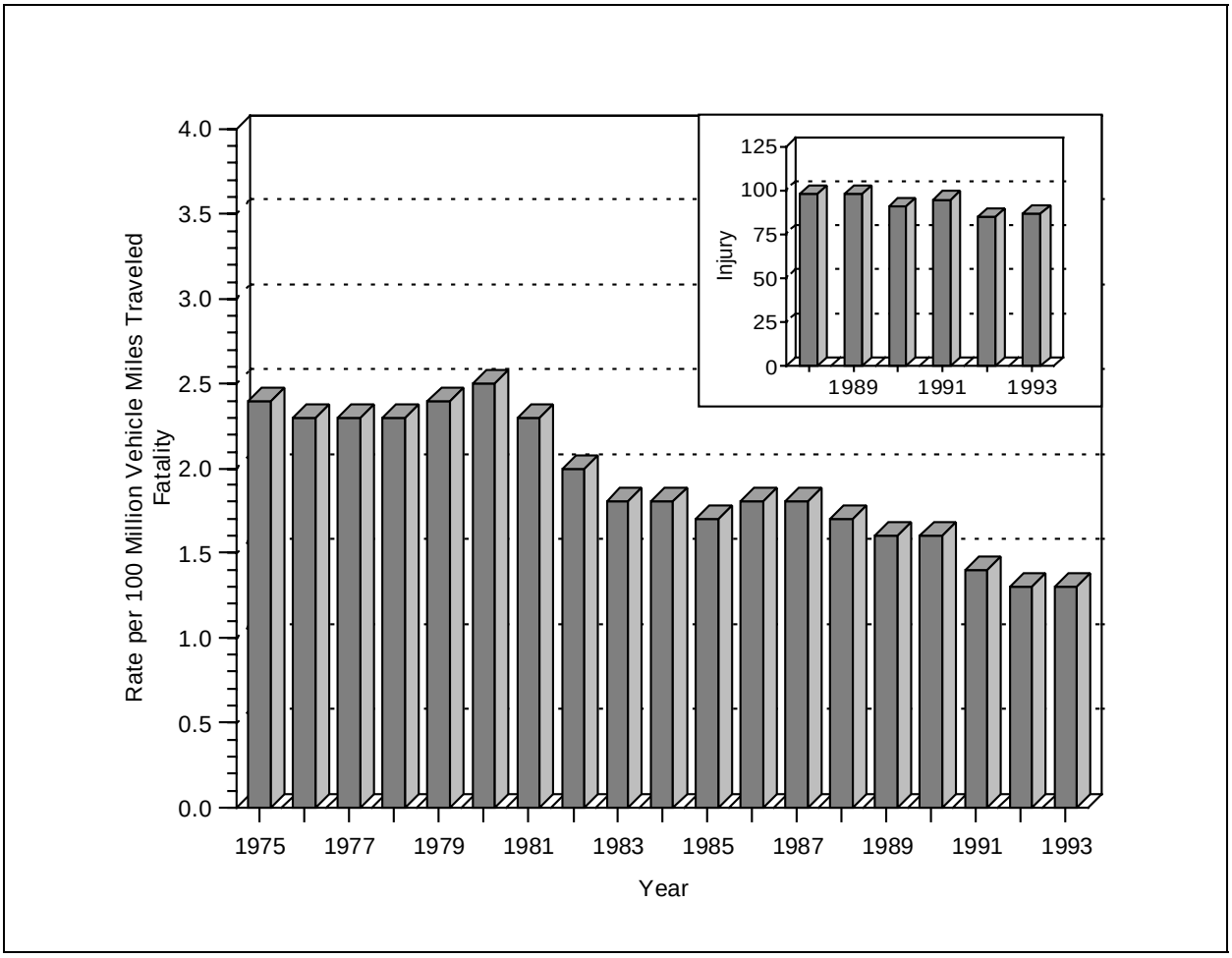


Table 9
Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1994

Year	Registered Large Trucks	Vehicle Miles Traveled (Millions)	Large Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million VMT	Large Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million VMT
1975	5,362,369	81,330	961	17.92	1.2	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.3	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.4	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.3	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.3	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.2	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.0	*	*	*
1982	5,590,415	106,880	944	16.89	0.9	*	*	*
1983	5,508,392	113,163	982	17.83	0.9	*	*	*
1984	5,401,075	123,927	1,074	19.88	0.9	*	*	*
1985	5,330,678	126,580	977	18.33	0.8	*	*	*
1986	5,249,102	130,141	926	17.64	0.7	*	*	*
1987	5,303,094	135,601	852	16.07	0.6	*	*	*
1988	5,433,560	141,397	911	16.77	0.6	37,000	690	26
1989	5,840,466	148,318	858	14.69	0.6	43,000	733	29
1990	5,854,337	149,810	705	12.04	0.5	42,000	714	28
1991	5,854,673	150,729	661	11.29	0.4	28,000	479	19
1992	5,970,925	152,803	585	9.80	0.4	34,000	569	22
1993	6,191,889	159,402	605	9.77	0.4	32,000	524	20
1994	**	**	663	**	**	30,000	**	**

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

Figure 6
Large Truck Occupant Fatality and Injury Rates
per 100 Million Vehicle Miles Traveled, 1975-1993

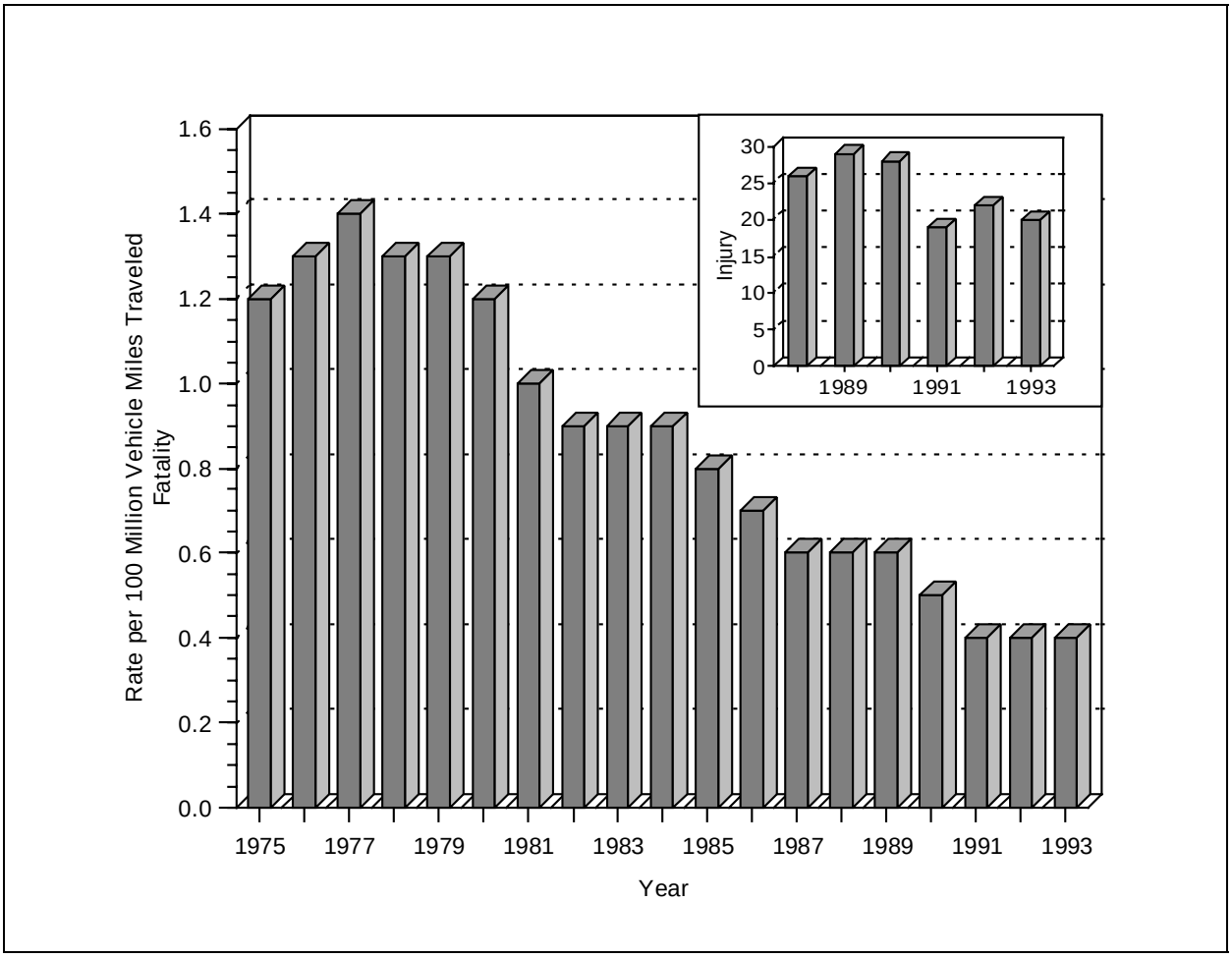


Table 10
Motorcycle Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1994

Year	Registered Motorcycles	Vehicle Miles Traveled (Millions)	Motorcycle Occupants Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million VMT	Motorcycle Occupants Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million VMT
1975	4,964,070	5,629	3,189	64.24	56.7	*	*	*
1976	4,933,332	6,003	3,312	67.14	55.2	*	*	*
1977	4,933,256	6,349	4,104	83.19	64.6	*	*	*
1978	4,867,864	7,158	4,577	94.02	63.9	*	*	*
1979	5,422,132	8,637	4,894	90.26	56.7	*	*	*
1980	5,693,940	10,214	5,144	90.34	50.4	*	*	*
1981	5,831,132	10,690	4,906	84.13	45.9	*	*	*
1982	5,753,858	9,910	4,453	77.39	44.9	*	*	*
1983	5,585,112	8,760	4,265	76.36	48.7	*	*	*
1984	5,479,822	8,784	4,608	84.09	52.5	*	*	*
1985	5,444,404	9,086	4,564	83.83	50.2	*	*	*
1986	5,262,322	9,397	4,566	86.77	48.6	*	*	*
1987	4,917,131	9,506	4,036	82.08	42.5	*	*	*
1988	4,584,284	10,024	3,662	79.88	36.5	105,000	2,294	1,049
1989	4,433,915	10,371	3,141	70.84	30.3	83,000	1,882	805
1990	4,259,462	9,557	3,244	76.16	33.9	84,000	1,979	882
1991	4,177,037	9,178	2,806	67.18	30.6	80,000	1,926	876
1992	4,065,118	9,557	2,395	58.92	25.1	65,000	1,601	681
1993	3,977,856	9,889	2,449	61.57	24.8	58,000	1,447	582
1994	3,932,000	**	2,304	58.60	**	56,000	1,432	**

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

Figure 7
Motorcycle Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-1993

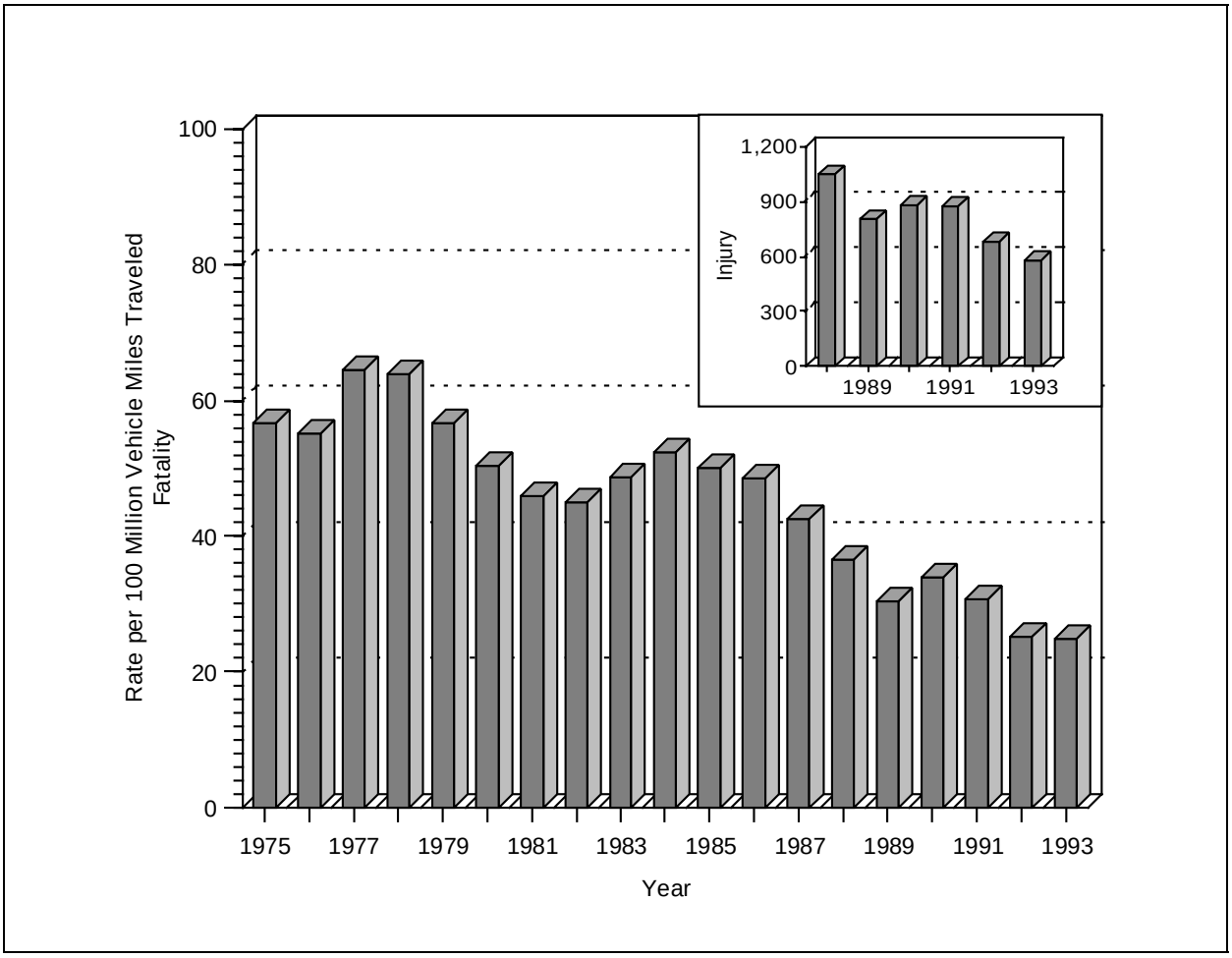


Table 11
Persons Killed or Injured in Crashes Involving a Large Truck, by Person Type and Crash Type, 1975-1994

Year	Person Type					Total
	Truck Occupants by Crash Type					
	Single Vehicle	Multiple Vehicle	Total	Other Vehicle Occupants	Nonmotorists	
			Killed			
1975	643	318	*961*	3,106	416	**4,483**
1976	774	358	*1,132*	3,384	492	**5,008**
1977	883	404	*1,287*	3,925	511	**5,723**
1978	929	466	*1,395*	4,354	607	**6,356**
1979	967	465	*1,432*	4,615	655	**6,702**
1980	861	401	*1,262*	4,084	625	**5,971**
1981	785	348	*1,133*	4,126	547	**5,806**
1982	639	305	*944*	3,790	495	**5,229**
1983	676	306	*982*	3,941	568	**5,491**
1984	755	319	*1,074*	4,036	530	**5,640**
1985	634	343	*977*	4,227	530	**5,734**
1986	603	323	*926*	4,088	565	**5,579**
1987	571	281	*852*	4,194	552	**5,598**
1988	585	326	*911*	4,250	518	**5,679**
1989	550	308	*858*	4,142	490	**5,490**
1990	485	220	*705*	4,071	496	**5,272**
1991	448	213	*661*	3,705	455	**4,821**
1992	396	189	*585*	3,460	417	**4,462**
1993	389	216	*605*	3,855	396	**4,856**
1994	447	216	*663*	3,988	461	**5,112**
			Injured			
1988	17,000	20,000	*37,000*	89,000	8,000	**134,000**
1989	20,000	23,000	*43,000*	111,000	4,000	**157,000**
1990	16,000	26,000	*42,000*	106,000	3,000	**151,000**
1991	13,000	15,000	*28,000*	80,000	2,000	**110,000**
1992	13,000	20,000	*34,000*	102,000	4,000	**140,000**
1993	13,000	19,000	*32,000*	96,000	8,000	**136,000**
1994	11,000	19,000	*30,000*	99,000	5,000	**134,000**

Table 12
Nonmotorist Fatality and Injury Rates per Population by Age Group, 1975-1994

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	3.64	5.99	3.89	3.79	2.98	2.39	2.75	3.17	3.66	6.05	10.76	**3.99**
1976	3.52	5.63	3.71	3.72	3.04	2.43	2.62	3.30	3.60	5.58	10.12	**3.87**
1977	2.99	5.35	3.68	3.98	3.18	2.68	2.66	3.20	4.05	5.80	10.57	**3.97**
1978	3.14	5.45	3.76	4.04	3.51	2.90	2.78	3.33	3.77	5.36	8.93	**3.96**
1979	2.87	5.16	3.68	4.51	4.01	3.14	2.99	3.34	3.68	5.50	9.17	**4.08**
1980	2.67	4.68	3.64	4.45	4.34	3.17	2.80	3.39	3.69	5.00	9.90	**4.03**
1981	2.14	4.43	3.27	4.21	4.19	3.35	2.82	3.22	3.42	4.87	8.75	**3.87**
1982	2.14	3.87	3.07	4.14	4.29	3.05	3.00	3.04	3.03	4.44	7.42	**3.58**
1983	2.02	3.67	3.04	3.70	3.85	2.90	2.45	2.79	3.10	3.75	7.38	**3.31**
1984	1.91	3.58	3.12	3.59	3.65	2.93	2.58	2.91	3.31	3.98	7.66	**3.37**
1985	2.03	3.64	3.00	3.36	3.42	2.69	2.65	2.68	3.33	3.87	7.37	**3.26**
1986	1.87	3.54	3.20	3.51	3.59	2.90	2.51	2.96	2.83	3.60	7.36	**3.26**
1987	1.64	3.58	3.22	3.18	3.45	2.80	2.68	2.86	3.11	3.73	7.22	**3.21**
1988	1.67	3.59	2.86	2.99	3.44	2.91	2.70	2.75	3.00	3.88	7.72	**3.22**
1989	1.52	3.01	2.51	2.66	2.97	2.95	2.73	2.59	3.13	3.43	7.11	**3.02**
1990	1.60	2.65	2.34	2.53	2.84	2.97	2.77	2.63	3.09	3.67	6.97	**2.99**
1991	1.43	2.40	2.39	2.46	2.85	2.64	2.36	2.44	2.67	3.07	5.94	**2.68**
1992	1.29	2.24	2.06	2.22	2.21	2.38	2.39	2.41	2.56	3.09	5.44	**2.50**
1993	1.35	2.18	2.23	2.07	2.25	2.62	2.51	2.25	2.52	2.95	5.49	**2.55**
1994	1.31	2.18	2.10	2.01	2.22	2.33	2.45	2.34	2.40	2.77	5.48	**2.45**
Injury Rate per 100,000 Population												
1988	33	173	190	117	116	69	42	36	32	23	43	**75**
1989	32	176	195	122	88	63	48	36	38	29	38	**75**
1990	35	136	195	113	105	72	50	35	24	29	37	**72**
1991	24	132	153	91	86	63	36	36	30	30	28	**62**
1992	32	117	159	86	90	52	41	31	26	27	27	**60**
1993	26	111	164	86	85	58	46	39	23	24	35	**61**
1994	22	109	144	103	77	54	41	35	28	19	27	**58**

Table 13
Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-1994

Year	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+		Total Number	Total Fatalities in Alcohol-Related Crashes	
	Number	Percent	Number	Percent	Number	Percent		Number	Percent
1982	18,780	42.7	4,809	10.9	20,356	46.3	43,945	25,165	57.3
1983	18,943	44.5	4,472	10.5	19,174	45.0	42,589	23,646	55.5
1984	20,499	46.3	4,766	10.8	18,992	42.9	44,257	23,758	53.7
1985	21,109	48.2	4,604	10.5	18,111	41.3	43,825	22,715	51.8
1986	22,042	47.8	5,109	11.1	18,936	41.1	46,087	24,045	52.2
1987	22,749	49.0	5,112	11.0	18,529	39.9	46,390	23,641	51.0
1988	23,461	49.8	4,895	10.4	18,731	39.8	47,087	23,626	50.2
1989	23,178	50.8	4,541	10.0	17,863	39.2	45,582	22,404	49.2
1990	22,515	50.5	4,434	9.9	17,650	39.6	44,599	22,084	49.5
1991	21,621	52.1	3,957	9.5	15,930	38.4	41,508	19,887	47.9
1992	21,392	54.5	3,625	9.2	14,234	36.3	39,250	17,859	45.5
1993	22,677	56.5	3,496	8.7	13,977	34.8	40,150	17,473	43.5
1994	24,087	59.2	3,495	8.6	13,094	32.2	40,676	16,589	40.8

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 8
Proportion of Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-1994

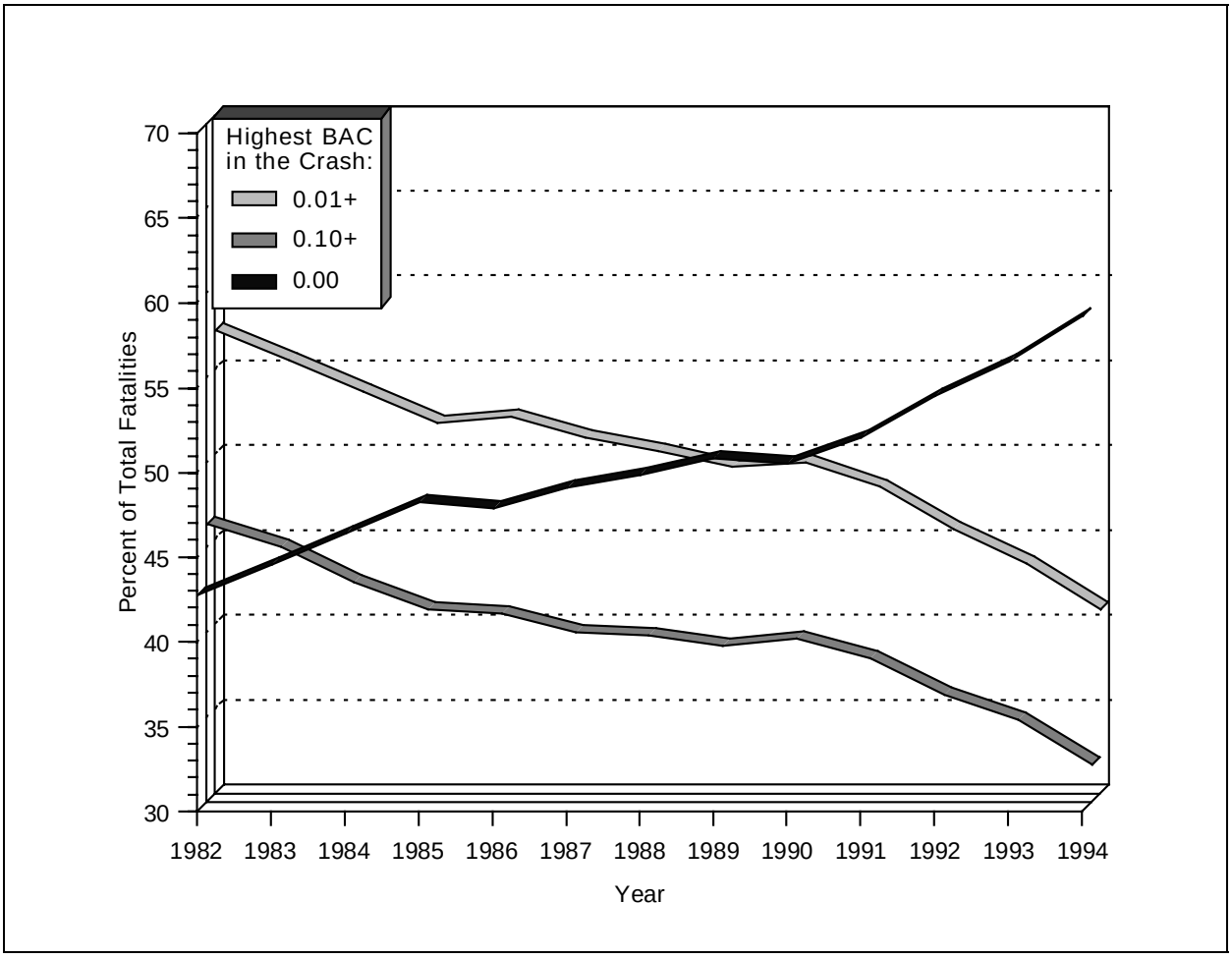


Table 14
Persons Killed During Holiday Periods, by Alcohol Involvement, 1982-1994

Year	Holiday Period*					
	New Year's Day		Memorial Day		Fourth of July	
	Killed	Percent Alcohol-Related**	Killed	Percent Alcohol-Related**	Killed	Percent Alcohol-Related**
1982	***	***	498 (3)	68.0	600 (3)	70.0
1983	375 (3)	69.0	539 (3)	63.1	620 (3)	67.5
1984	346 (3)	69.1	527 (3)	67.0	223 (1)	64.8
1985	496 (4)	59.5	557 (3)	62.2	689 (4)	63.2
1986	223 (1)	65.5	616 (3)	62.6	611 (3)	67.5
1987	535 (4)	60.7	519 (3)	60.7	556 (3)	60.2
1988	407 (3)	63.1	529 (3)	61.5	631 (3)	62.8
1989	443 (3)	54.6	594 (3)	58.2	748 (4)	59.9
1990	421 (3)	56.7	589 (3)	61.7	268 (1)	64.8
1991	441 (4)	60.1	533 (3)	61.2	718 (4)	57.0
1992	164 (1)	73.6	438 (3)	57.3	535 (3)	55.8
1993	370 (3)	57.5	454 (3)	51.7	525 (3)	54.3
1994	372 (3)	53.8	481 (3)	48.2	520 (3)	49.3
	Labor Day		Thanksgiving		Christmas	
1982	628 (3)	68.1	601 (4)	62.0	458 (3)	64.8
1983	636 (3)	69.6	533 (4)	58.6	352 (3)	59.7
1984	609 (3)	65.9	558 (4)	59.6	643 (4)	66.5
1985	605 (3)	63.6	566 (4)	56.6	152 (1)	65.9
1986	663 (3)	64.0	598 (4)	58.6	508 (4)	59.0
1987	630 (3)	63.5	659 (4)	55.6	409 (3)	57.2
1988	592 (3)	63.6	601 (4)	58.1	511 (3)	60.1
1989	588 (3)	59.9	561 (4)	56.8	553 (3)	61.1
1990	599 (3)	66.0	563 (4)	54.4	567 (4)	51.2
1991	577 (3)	55.6	546 (4)	52.2	135 (1)	50.2
1992	460 (3)	54.5	403 (4)	57.1	410 (3)	50.3
1993	522 (3)	57.8	569 (4)	47.1	402 (3)	54.4
1994	494 (3)	55.2	575 (4)	47.2	455 (3)	49.2

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

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

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

*** No data available.

Table 15
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-1994

	Day*			Night*			Total Drivers		
		Percent			Percent			Percent	
Year	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+
1982	23,725	17.4	12.1	32,085	54.6	43.0	56,029	38.9	30.0
1983	24,381	16.7	11.7	30,037	54.2	42.8	54,656	37.6	29.0
1984	26,415	15.7	10.7	30,775	53.0	41.3	57,512	35.9	27.3
1985	27,578	14.8	10.1	30,008	51.1	39.9	57,883	33.8	25.7
1986	28,434	14.9	10.1	31,543	51.4	39.6	60,335	34.3	25.8
1987	29,227	14.4	9.9	31,854	50.1	38.5	61,442	33.2	25.0
1988	30,196	14.1	9.6	31,715	50.3	39.1	62,253	32.9	24.9
1989	29,953	13.6	9.3	30,170	49.4	38.8	60,435	31.7	24.2
1990	28,797	13.6	9.3	29,778	49.7	39.2	58,893	32.1	24.7
1991	26,829	12.6	8.7	27,249	48.8	38.4	54,391	31.1	23.9
1992	26,236	11.5	7.8	25,380	46.2	36.4	51,901	28.9	22.1
1993	27,770	10.8	7.4	25,355	45.0	35.5	53,401	27.3	21.0
1994	29,120	10.3	7.0	25,085	42.5	33.2	54,514	25.3	19.3

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

Table 16
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Sex, 1982-1994

	Male			Female		
		Percent			Percent	
Year	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+
1982	44,370	41.8	32.4	10,675	25.7	18.9
1983	42,812	40.5	31.4	10,958	24.8	18.5
1984	44,723	38.8	29.6	11,907	23.6	17.1
1985	44,846	36.7	28.2	12,142	21.8	15.5
1986	46,653	37.6	28.5	12,744	20.9	14.8
1987	46,884	36.4	27.6	13,614	21.0	15.0
1988	47,402	36.2	27.7	13,951	20.3	14.6
1989	45,448	35.0	27.0	14,054	19.8	14.4
1990	44,281	35.7	27.7	13,726	19.2	13.8
1991	40,731	34.5	26.8	12,825	19.0	13.6
1992	38,598	32.2	24.9	12,596	17.8	12.8
1993	39,556	30.5	23.7	13,082	16.5	12.0
1994	40,195	28.5	21.9	13,550	15.2	11.1

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 17
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Vehicle Type, 1982-1994

	Passenger Car			Light Truck			Large Truck			Motorcycle		
		Percent			Percent			Percent			Percent	
Year	Total	BAC= 0.01+	BAC= 0.10+	Total	BAC= 0.01+	BAC= 0.10+	Total	BAC= 0.01+	BAC= 0.10+	Total	BAC= 0.01+	BAC= 0.10+
1982	34,121	39.9	30.6	11,199	43.4	34.7	4,582	8.1	4.3	4,490	53.4	40.5
1983	33,069	38.6	29.7	11,017	41.5	33.3	4,790	7.7	4.5	4,288	54.3	40.8
1984	34,395	36.5	27.6	11,866	39.3	30.6	5,056	7.6	4.3	4,650	53.6	40.2
1985	34,071	34.5	26.1	12,372	36.3	28.7	5,091	6.1	3.6	4,598	52.8	39.3
1986	35,959	34.7	25.8	13,208	37.1	29.4	5,015	5.4	2.9	4,558	54.4	40.9
1987	36,371	33.7	25.1	14,407	36.8	28.7	5,046	4.5	2.7	4,061	51.3	38.2
1988	36,769	33.3	25.0	15,167	37.0	29.4	5,141	4.8	2.8	3,704	49.9	36.3
1989	35,204	31.8	24.0	15,579	35.4	28.2	4,903	5.3	2.7	3,182	52.5	39.7
1990	33,893	32.0	24.3	15,501	36.0	28.8	4,709	5.0	2.3	3,269	52.1	39.3
1991	31,102	30.6	23.4	14,702	35.6	28.2	4,291	4.3	2.0	2,816	50.9	38.6
1992	29,670	29.0	21.9	14,540	32.6	25.8	3,980	3.1	1.5	2,435	47.8	35.6
1993	30,060	27.3	20.7	15,207	31.1	24.7	4,271	3.3	1.6	2,471	44.0	32.8
1994	29,977	25.6	19.4	16,173	29.1	22.9	4,563	2.8	1.4	2,317	40.3	28.9

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 9
Proportion of Drivers Involved in Fatal Crashes with BAC = 0.10+ by Vehicle Type, 1982-1994

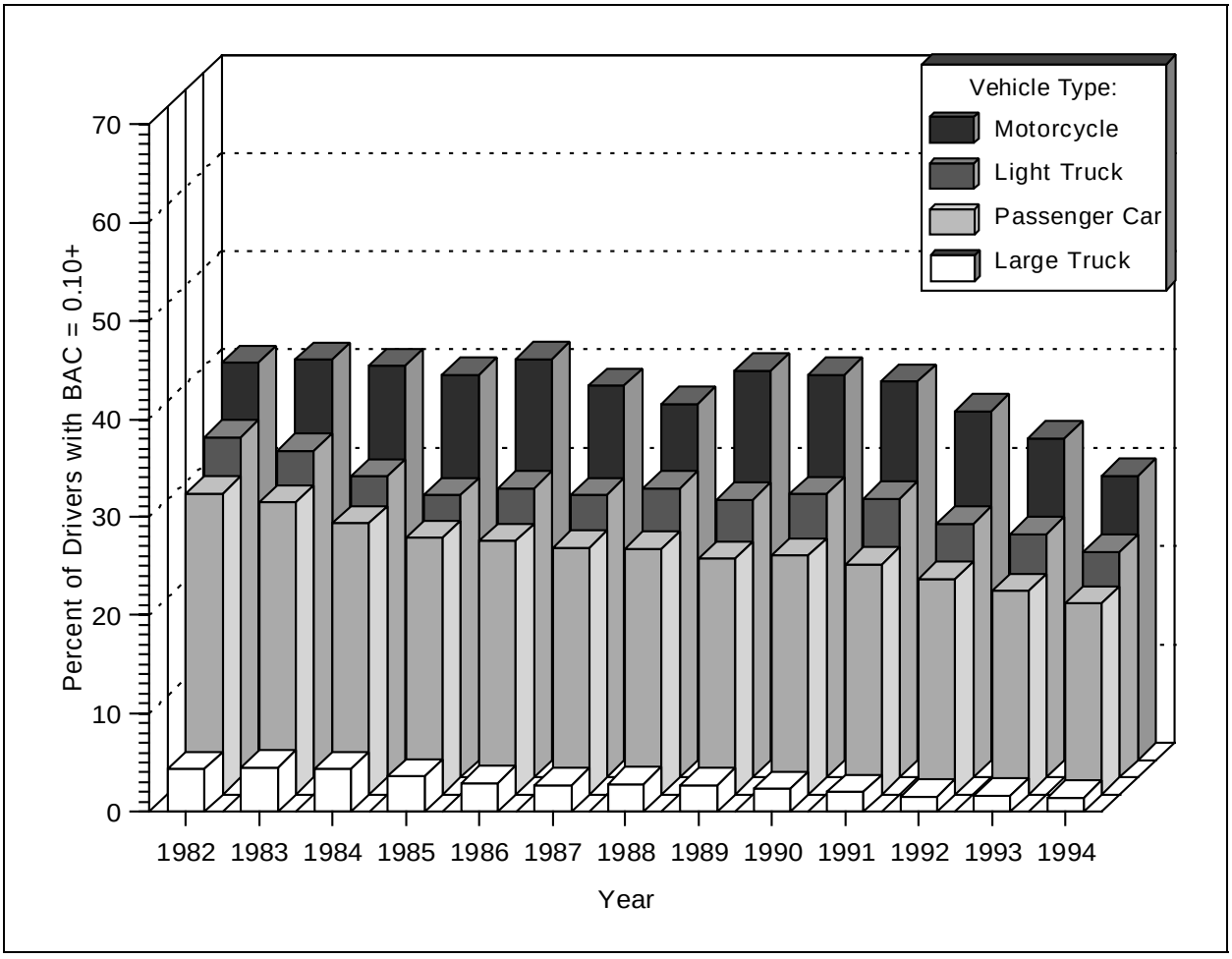


Table 18
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-1994

	Age								
	<16 Years			16-20 Years			21-24 Years		
		Percent			Percent			Percent	
Year	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+
1982	412	13.4	8.2	9,858	44.0	31.1	9,018	51.6	40.0
1983	416	12.2	7.4	9,334	42.2	29.7	8,432	50.7	39.1
1984	446	14.7	7.5	9,804	39.6	26.6	8,963	49.0	37.3
1985	479	15.5	8.8	9,386	35.5	23.9	9,046	45.9	35.3
1986	504	15.3	8.1	10,163	36.5	23.7	9,129	47.3	36.1
1987	469	15.8	7.9	9,910	33.3	21.0	8,808	45.4	34.1
1988	448	13.6	6.0	10,171	32.3	20.7	8,555	46.1	35.2
1989	402	10.8	6.0	9,442	29.9	19.5	7,723	45.0	34.5
1990	409	12.4	5.9	8,821	31.7	21.1	7,195	44.8	34.7
1991	364	14.0	5.4	8,002	29.8	20.0	6,748	44.5	33.8
1992	350	11.9	4.4	7,192	26.8	17.6	6,323	41.0	30.7
1993	383	9.7	3.6	7,256	24.5	16.1	6,406	39.4	30.7
1994	399	10.0	6.3	7,711	22.6	14.1	6,280	37.4	28.1
	25-34 Years			35-44 Years			45-54 Years		
1982	14,787	43.9	35.1	7,984	34.9	27.9	4,980	29.2	23.3
1983	14,470	43.6	34.8	8,068	34.1	27.6	4,992	26.8	21.4
1984	15,233	41.7	33.0	8,563	32.4	25.9	5,084	24.9	19.7
1985	15,257	41.0	32.4	8,892	30.5	24.3	5,150	24.0	18.9
1986	16,179	41.5	33.0	9,240	30.6	24.5	5,077	23.7	18.2
1987	16,562	41.6	32.9	9,778	31.4	25.4	5,470	22.4	17.5
1988	16,398	41.1	32.7	10,077	31.4	25.4	5,761	23.1	18.2
1989	15,928	40.1	31.9	10,106	31.2	25.2	6,038	23.8	18.9
1990	15,764	41.3	33.0	10,177	32.0	25.8	5,867	22.5	17.6
1991	14,151	40.1	32.3	9,482	31.2	25.2	5,458	23.0	18.1
1992	13,049	38.4	30.9	9,284	30.0	24.2	5,672	21.0	16.3
1993	13,038	36.1	28.6	9,738	29.3	23.5	5,970	20.1	15.8
1994	12,882	33.9	26.8	9,935	27.3	22.3	6,486	19.5	15.5
	55-64 Years			65-74 Years			>74 Years		
1982	3,941	22.8	17.4	2,343	16.8	12.5	1,551	8.9	5.9
1983	3,862	21.8	16.8	2,434	14.0	10.3	1,592	9.0	5.9
1984	4,059	20.1	15.3	2,620	15.3	11.3	1,696	8.0	4.8
1985	4,112	18.5	13.8	2,650	13.9	9.9	1,829	6.8	4.2
1986	4,019	18.5	13.6	2,844	13.6	9.4	2,037	6.2	3.1
1987	4,223	18.1	13.8	2,987	12.6	8.7	2,091	6.4	3.8
1988	4,320	18.5	14.1	3,079	13.8	9.3	2,297	7.1	4.1
1989	4,202	18.0	13.7	3,107	12.4	8.5	2,324	6.5	3.9
1990	4,068	16.7	12.5	3,161	11.9	8.2	2,340	6.7	3.7
1991	3,695	15.6	12.0	3,017	12.1	8.4	2,454	6.5	3.4
1992	3,688	15.6	11.5	3,024	11.9	8.4	2,450	5.4	3.1
1993	3,824	16.0	12.4	3,031	10.2	7.3	2,817	5.8	3.4
1994	3,826	13.6	10.5	3,189	10.8	7.7	2,866	4.7	3.0

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 10
Proportion of Drivers in Fatal Crashes with BAC = 0.10+ by Age, 1982-1994

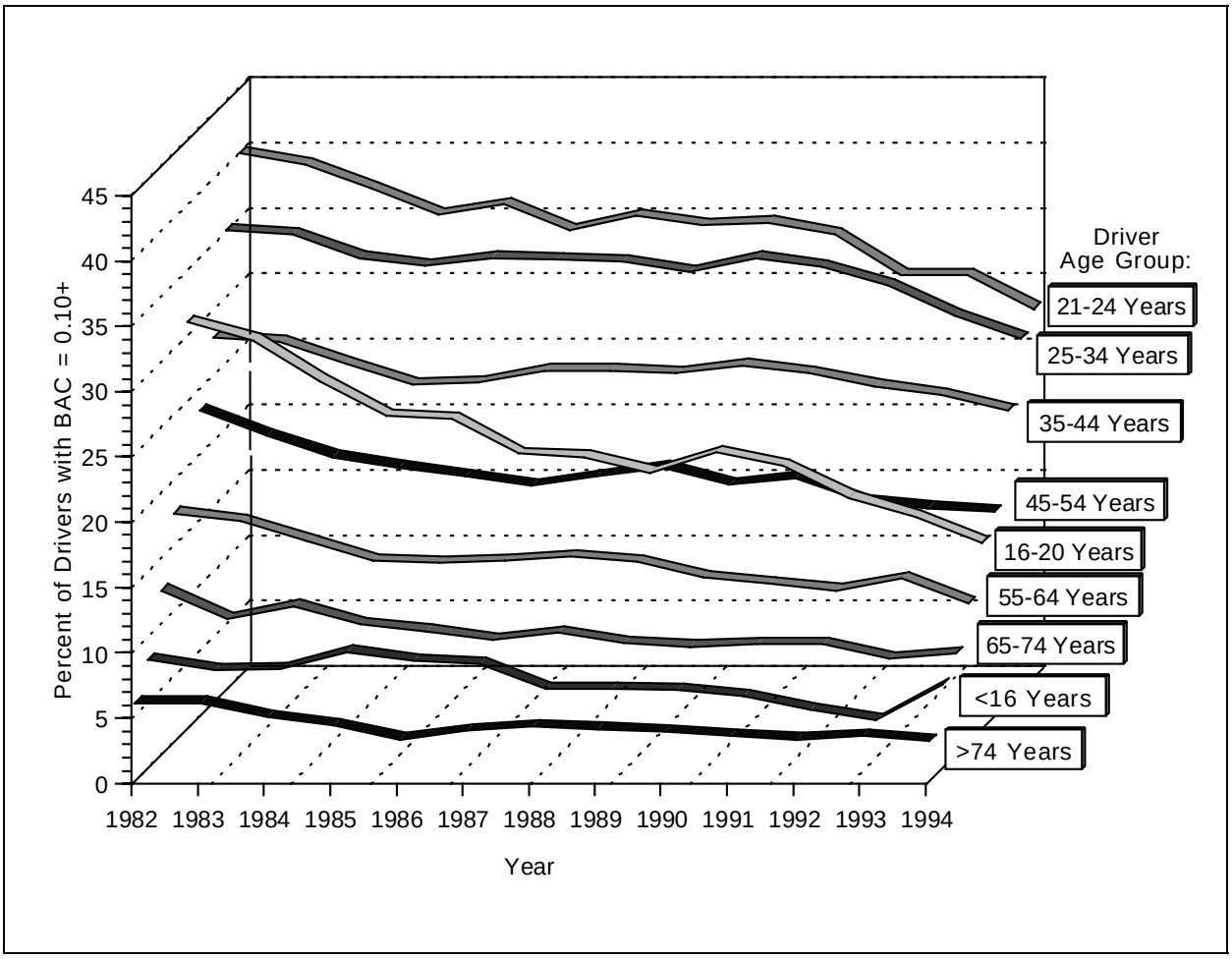


Table 19
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-1994

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total
1982	22,674	2,698	5,968	*31,339*	11,576	2,289	10,825	*24,690*	34,250	4,987	16,793	**56,029**
1983	22,425	2,512	5,581	*30,518*	11,720	2,165	10,253	*24,138*	34,145	4,677	15,834	**54,656**
1984	23,888	2,587	5,448	*31,923*	12,943	2,365	10,281	*25,589*	36,831	4,952	15,729	**57,512**
1985	25,106	2,351	5,089	*32,546*	13,215	2,317	9,805	*25,337*	38,321	4,668	14,894	**57,883**
1986	25,835	2,626	5,243	*33,705*	13,798	2,514	10,317	*26,630*	39,633	5,140	15,560	**60,335**
1987	26,727	2,657	5,224	*34,609*	14,322	2,403	10,108	*26,833*	41,049	5,060	15,332	**61,442**
1988	27,306	2,562	5,132	*35,000*	14,507	2,395	10,351	*27,253*	41,813	4,957	15,483	**62,253**
1989	26,904	2,317	4,826	*34,046*	14,367	2,194	9,828	*26,389*	41,271	4,511	14,654	**60,435**
1990	26,054	2,328	4,761	*33,143*	13,924	2,050	9,776	*25,750*	39,978	4,378	14,537	**58,893**
1991	24,172	2,061	4,229	*30,461*	13,328	1,852	8,749	*23,930*	37,500	3,913	12,978	**54,391**
1992	23,762	1,827	3,728	*29,317*	13,158	1,697	7,729	*22,584*	36,919	3,524	11,457	**51,901**
1993	24,874	1,753	3,632	*30,259*	13,944	1,616	7,582	*23,142*	38,818	3,369	11,214	**53,401**
1994	25,881	1,710	3,228	*30,819*	14,824	1,590	7,281	*23,695*	40,705	3,300	10,509	**54,514**

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 20
Pedestrians Killed, 14 Years and Older, by Blood Alcohol Concentration (BAC), 1982-1994

Year	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,266	53.1	482	7.8	2,405	39.1	**6,153**	**100.0**
1983	3,050	53.4	454	8.0	2,206	38.6	**5,710**	**100.0**
1984	3,234	54.7	431	7.3	2,242	38.0	**5,907**	**100.0**
1985	3,120	54.7	478	8.4	2,104	36.9	**5,702**	**100.0**
1986	3,171	55.6	464	8.1	2,067	36.3	**5,702**	**100.0**
1987	3,225	56.4	462	8.1	2,027	35.5	**5,714**	**100.0**
1988	3,373	57.9	426	7.3	2,026	34.8	**5,825**	**100.0**
1989	3,177	56.2	448	7.9	2,033	35.9	**5,658**	**100.0**
1990	3,204	57.3	385	6.9	2,006	35.9	**5,595**	**100.0**
1991	2,871	57.4	333	6.7	1,799	36.0	**5,003**	**100.0**
1992	2,734	56.8	335	7.0	1,743	36.2	**4,812**	**100.0**
1993	2,819	58.0	309	6.4	1,732	35.6	**4,860**	**100.0**
1994	2,770	58.8	347	7.4	1,593	33.8	**4,710**	**100.0**

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 21
Drivers of Passenger Cars and Light Trucks in Crashes by Crash Severity and Restraint Use, 1975-1994

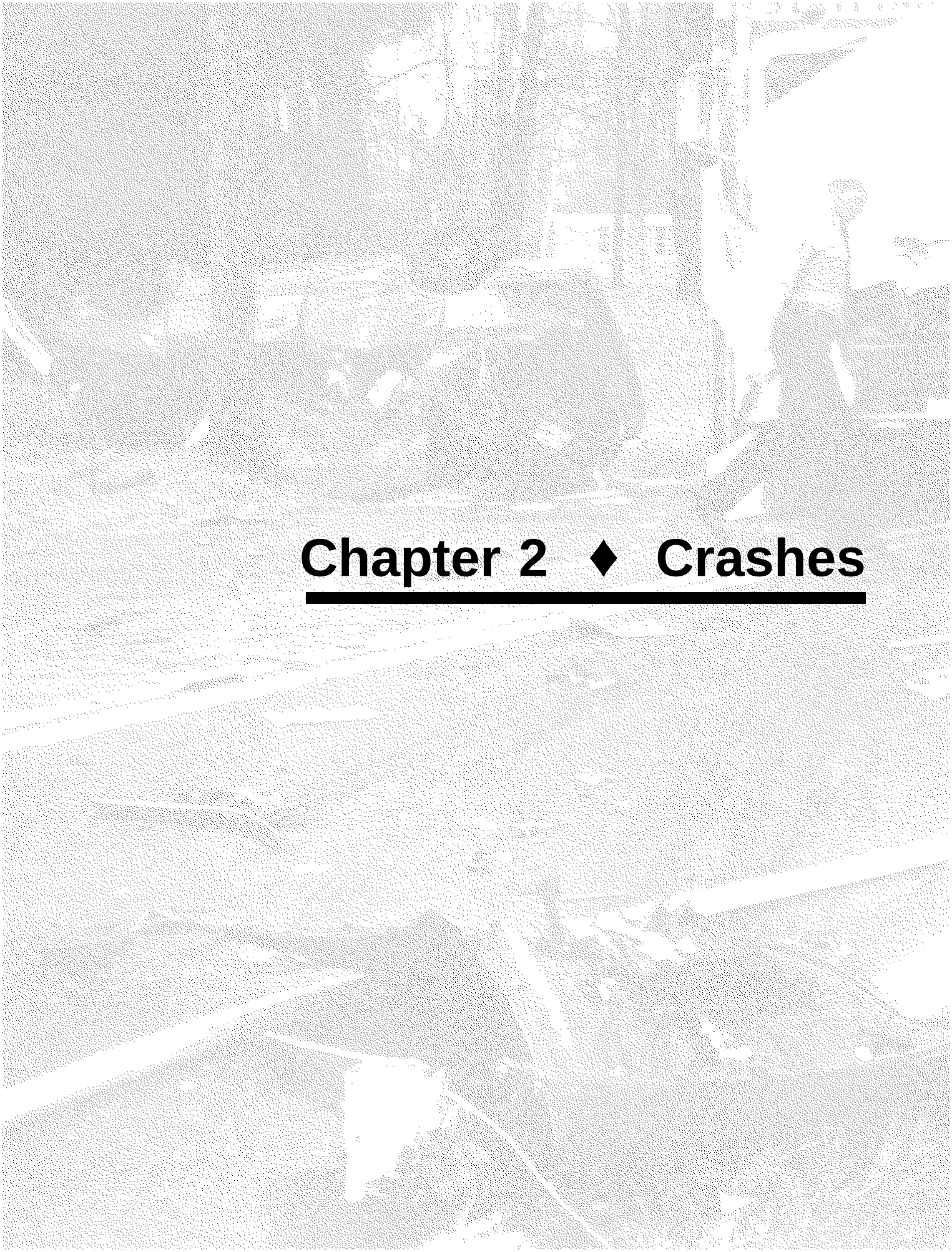
Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
1975	2,583	5.6	29,710	64.3	13,931	30.1	**46,224**	**100.0**
1976	2,062	4.5	29,905	64.7	14,239	30.8	**46,206**	**100.0**
1977	1,897	3.9	33,011	67.3	14,154	28.8	**49,062**	**100.0**
1978	1,882	3.6	37,606	72.3	12,510	24.1	**51,998**	**100.0**
1979	1,680	3.2	38,326	73.5	12,123	23.2	**52,129**	**100.0**
1980	1,482	2.9	37,889	73.8	11,935	23.3	**51,306**	**100.0**
1981	1,488	2.9	38,353	75.6	10,905	21.5	**50,746**	**100.0**
1982	1,515	3.3	33,793	74.6	10,012	22.1	**45,320**	**100.0**
1983	1,835	4.2	32,332	73.3	9,919	22.5	**44,086**	**100.0**
1984	2,756	6.0	32,979	71.3	10,526	22.8	**46,261**	**100.0**
1985	6,172	13.3	29,705	64.0	10,566	22.8	**46,443**	**100.0**
1986	10,891	22.2	28,778	58.5	9,498	19.3	**49,167**	**100.0**
1987	14,474	28.5	28,154	55.4	8,150	16.1	**50,778**	**100.0**
1988	16,948	32.6	28,146	54.2	6,842	13.2	**51,936**	**100.0**
1989	17,545	34.5	26,764	52.7	6,474	12.7	**50,783**	**100.0**
1990	18,340	37.1	24,706	50.0	6,348	12.9	**49,394**	**100.0**
1991	18,457	40.3	21,843	47.7	5,504	12.0	**45,804**	**100.0**
1992	19,106	43.2	19,836	44.9	5,268	11.9	**44,210**	**100.0**
1993	20,932	46.2	19,139	42.3	5,196	11.5	**45,267**	**100.0**
1994	22,659	49.1	18,887	40.9	4,604	10.0	**46,150**	**100.0**
Drivers in Injury Crashes								
1988	2,313,000	62.1	802,000	21.5	609,000	16.4	**3,724,000**	**100.0**
1989	2,267,000	62.8	749,000	20.8	592,000	16.4	**3,607,000**	**100.0**
1990	2,290,000	64.4	703,000	19.8	563,000	15.8	**3,556,000**	**100.0**
1991	2,309,000	68.0	581,000	17.1	505,000	14.9	**3,395,000**	**100.0**
1992	2,420,000	71.5	476,000	14.0	490,000	14.5	**3,386,000**	**100.0**
1993	2,503,000	72.9	428,000	12.5	501,000	14.6	**3,433,000**	**100.0**
1994	2,781,000	76.7	407,000	11.2	440,000	12.1	**3,628,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
1988	4,517,000	60.4	1,200,000	16.0	1,763,000	23.6	**7,481,000**	**100.0**
1989	4,531,000	62.6	1,015,000	14.0	1,691,000	23.4	**7,237,000**	**100.0**
1990	4,499,000	63.4	978,000	13.8	1,616,000	22.8	**7,094,000**	**100.0**
1991	4,516,000	67.2	712,000	10.6	1,490,000	22.2	**6,718,000**	**100.0**
1992	4,671,000	71.6	508,000	7.8	1,344,000	20.6	**6,523,000**	**100.0**
1993	4,935,000	74.1	447,000	6.7	1,281,000	19.2	**6,664,000**	**100.0**
1994	5,478,000	76.6	385,000	5.4	1,293,000	18.1	**7,155,000**	**100.0**

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

Table 22
Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-1994

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
1975	986	3.2	21,076	68.5	8,723	28.3	**30,785**	**100.0**
1976	796	2.5	21,979	69.5	8,829	27.9	**31,604**	**100.0**
1977	778	2.4	23,593	72.0	8,387	25.6	**32,758**	**100.0**
1978	784	2.2	26,671	76.4	7,443	21.3	**34,898**	**100.0**
1979	683	2.0	27,130	77.5	7,173	20.5	**34,986**	**100.0**
1980	671	1.9	27,483	78.7	6,781	19.4	**34,935**	**100.0**
1981	649	1.9	26,974	80.0	6,103	18.1	**33,726**	**100.0**
1982	679	2.3	23,558	79.3	5,452	18.3	**29,689**	**100.0**
1983	827	2.8	23,080	79.1	5,274	18.1	**29,181**	**100.0**
1984	1,208	4.0	23,299	77.4	5,609	18.6	**30,116**	**100.0**
1985	2,391	8.0	22,131	74.0	5,379	18.0	**29,901**	**100.0**
1986	4,074	12.6	23,420	72.6	4,767	14.8	**32,261**	**100.0**
1987	5,249	15.8	23,799	71.7	4,142	12.5	**33,190**	**100.0**
1988	6,210	18.2	24,359	71.4	3,545	10.4	**34,114**	**100.0**
1989	6,546	19.5	23,613	70.2	3,455	10.3	**33,614**	**100.0**
1990	6,775	20.7	22,547	69.0	3,371	10.3	**32,693**	**100.0**
1991	7,332	23.8	20,488	66.6	2,956	9.6	**30,776**	**100.0**
1992	7,699	26.1	19,053	64.6	2,733	9.3	**29,485**	**100.0**
1993	8,679	28.9	18,553	61.7	2,845	9.5	**30,077**	**100.0**
1994	9,572	31.1	18,600	60.4	2,607	8.5	**30,779**	**100.0**
Occupants Injured								
1988	1,752,000	57.2	912,000	29.8	399,000	13.0	**3,062,000**	**100.0**
1989	1,720,000	58.5	863,000	29.4	359,000	12.2	**2,942,000**	**100.0**
1990	1,737,000	60.3	820,000	28.4	325,000	11.3	**2,882,000**	**100.0**
1991	1,785,000	63.8	725,000	25.9	287,000	10.3	**2,797,000**	**100.0**
1992	1,854,000	66.8	622,000	22.4	300,000	10.8	**2,776,000**	**100.0**
1993	1,963,000	68.9	580,000	20.4	304,000	10.7	**2,847,000**	**100.0**
1994	2,171,000	73.6	553,000	18.8	227,000	7.7	**2,951,000**	**100.0**

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



Chapter 2 ♦ Crashes

2. CRASHES

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

- Almost 6.5 million police-reported motor vehicle crashes occurred in the United States in 1994. One-third of these crashes resulted in an injury, with less than 1 percent of total crashes (36,223) resulting in a death.

- Midnight to 3 a.m. on Saturdays proved to be the deadliest 3-hour period throughout 1994, with 1,290 fatal crashes.

- Fifty-seven percent of fatal crashes involved only one vehicle, compared to 30 percent of both injury crashes and property-damage-only crashes.

- Slightly more than half of fatal crashes occurred on roads with posted speed limits of 55 mph or more, while only 22 percent of property-damage-only crashes occurred on these roads.

- Collision with another motor vehicle in transport was the most common first harmful event for fatal, injury, and property-damage-only crashes. Collisions with fixed objects and noncollisions accounted for only 17 percent of all crashes, but they accounted for 39 percent of fatal crashes.

- Forty-one percent of fatal crashes involved alcohol. For fatal crashes occurring from midnight to 3 a.m., 78 percent involved alcohol.

Table 23
Crashes and Crash Rates by Month and Crash Severity

Month	Vehicle Miles Traveled (Millions)	Crash Severity						Total Crashes	
		Fatal		Injury		Property Damage Only			
		Number	Rate*	Number	Rate*	Number	Rate*	Number	Rate*
January	167,430	2,505	1.5	171,000	102	414,000	247	**587,000**	**351**
February	163,028	2,293	1.4	153,000	94	382,000	234	**536,000**	**329**
March	195,919	2,690	1.4	169,000	86	351,000	179	**523,000**	**267**
April	193,284	2,924	1.5	172,000	89	324,000	168	**499,000**	**258**
May	212,091	3,071	1.4	173,000	81	341,000	161	**517,000**	**244**
June	205,219	3,093	1.5	177,000	86	339,000	165	**519,000**	**253**
July	213,521	3,342	1.6	170,000	80	338,000	158	**511,000**	**240**
August	213,977	3,387	1.6	180,000	84	341,000	159	**524,000**	**245**
September	198,260	3,171	1.6	177,000	89	344,000	173	**524,000**	**264**
October	202,210	3,409	1.7	204,000	101	379,000	187	**586,000**	**290**
November	188,025	3,107	1.7	172,000	92	396,000	211	**572,000**	**304**
December	194,331	3,231	1.7	174,000	90	415,000	214	**593,000**	**305**
Total	**2,347,295**	**36,223**	**1.5**	**2,092,000**	**89**	**4,364,000**	**186**	**6,492,000**	**277**

* Crashes per 100 million vehicle miles traveled.

Source: Vehicle miles traveled, Federal Highway Administration.

Table 24
Crashes by Time of Day, Day of Week, and Crash Severity

Time of Day	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
Fatal Crashes								
Midnight to 3 am	1,281	430	353	390	445	562	1,290	**4,751**
3 am to 6 am	593	279	230	223	269	362	686	**2,642**
6 am to 9 am	370	470	504	521	503	561	458	**3,387**
9 am to Noon	400	543	485	522	480	520	527	**3,477**
Noon to 3 pm	658	654	633	675	630	751	762	**4,763**
3 pm to 6 pm	822	845	805	841	866	974	875	**6,029**
6 pm to 9 pm	883	653	682	675	735	1,008	1,048	**5,684**
9 pm to Midnight	685	597	516	598	640	1,138	1,014	**5,188**
Unknown	62	35	31	27	30	46	60	**302**
Total*	**5,754**	**4,506**	**4,239**	**4,472**	**4,598**	**5,922**	**6,720**	**36,223**
Injury Crashes								
Midnight to 3 am	30,000	12,000	9,000	9,000	12,000	15,000	35,000	**121,000**
3 am to 6 am	13,000	6,000	6,000	5,000	6,000	7,000	14,000	**58,000**
6 am to 9 am	12,000	36,000	43,000	42,000	41,000	40,000	18,000	**231,000**
9 am to Noon	24,000	37,000	36,000	37,000	36,000	43,000	41,000	**254,000**
Noon to 3 pm	42,000	61,000	57,000	60,000	57,000	71,000	57,000	**405,000**
3 pm to 6 pm	47,000	81,000	82,000	81,000	81,000	94,000	60,000	**525,000**
6 pm to 9 pm	37,000	43,000	44,000	40,000	45,000	50,000	49,000	**309,000**
9 pm to Midnight	21,000	22,000	21,000	24,000	25,000	37,000	37,000	**188,000**
Total	**227,000**	**297,000**	**297,000**	**299,000**	**303,000**	**357,000**	**311,000**	**2,092,000**
Property-Damage-Only Crashes								
Midnight to 3 am	51,000	18,000	15,000	20,000	21,000	28,000	52,000	**204,000**
3 am to 6 am	27,000	12,000	14,000	16,000	14,000	15,000	27,000	**124,000**
6 am to 9 am	21,000	93,000	94,000	108,000	99,000	93,000	39,000	**547,000**
9 am to Noon	45,000	85,000	97,000	90,000	86,000	93,000	91,000	**589,000**
Noon to 3 pm	85,000	128,000	118,000	121,000	118,000	149,000	119,000	**838,000**
3 pm to 6 pm	86,000	170,000	170,000	168,000	173,000	204,000	104,000	**1,075,000**
6 pm to 9 pm	69,000	82,000	90,000	88,000	87,000	107,000	87,000	**610,000**
9 pm to Midnight	40,000	41,000	46,000	49,000	52,000	76,000	73,000	**377,000**
Total	**424,000**	**628,000**	**644,000**	**659,000**	**650,000**	**765,000**	**593,000**	**4,364,000**
All Crashes								
Midnight to 3 am	83,000	30,000	24,000	29,000	33,000	44,000	88,000	**330,000**
3 am to 6 am	40,000	18,000	20,000	21,000	21,000	22,000	42,000	**184,000**
6 am to 9 am	33,000	130,000	137,000	151,000	140,000	133,000	58,000	**782,000**
9 am to Noon	70,000	123,000	134,000	128,000	123,000	137,000	133,000	**846,000**
Noon to 3 pm	128,000	190,000	176,000	182,000	175,000	220,000	177,000	**1,248,000**
3 pm to 6 pm	134,000	251,000	252,000	249,000	255,000	299,000	165,000	**1,606,000**
6 pm to 9 pm	107,000	125,000	134,000	128,000	133,000	159,000	137,000	**924,000**
9 pm to Midnight	62,000	63,000	67,000	74,000	78,000	114,000	111,000	**570,000**
Total	**658,000**	**930,000**	**945,000**	**962,000**	**958,000**	**1,129,000**	**911,000**	**6,492,000**

* Includes 12 fatal crashes that occurred on unknown days.

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

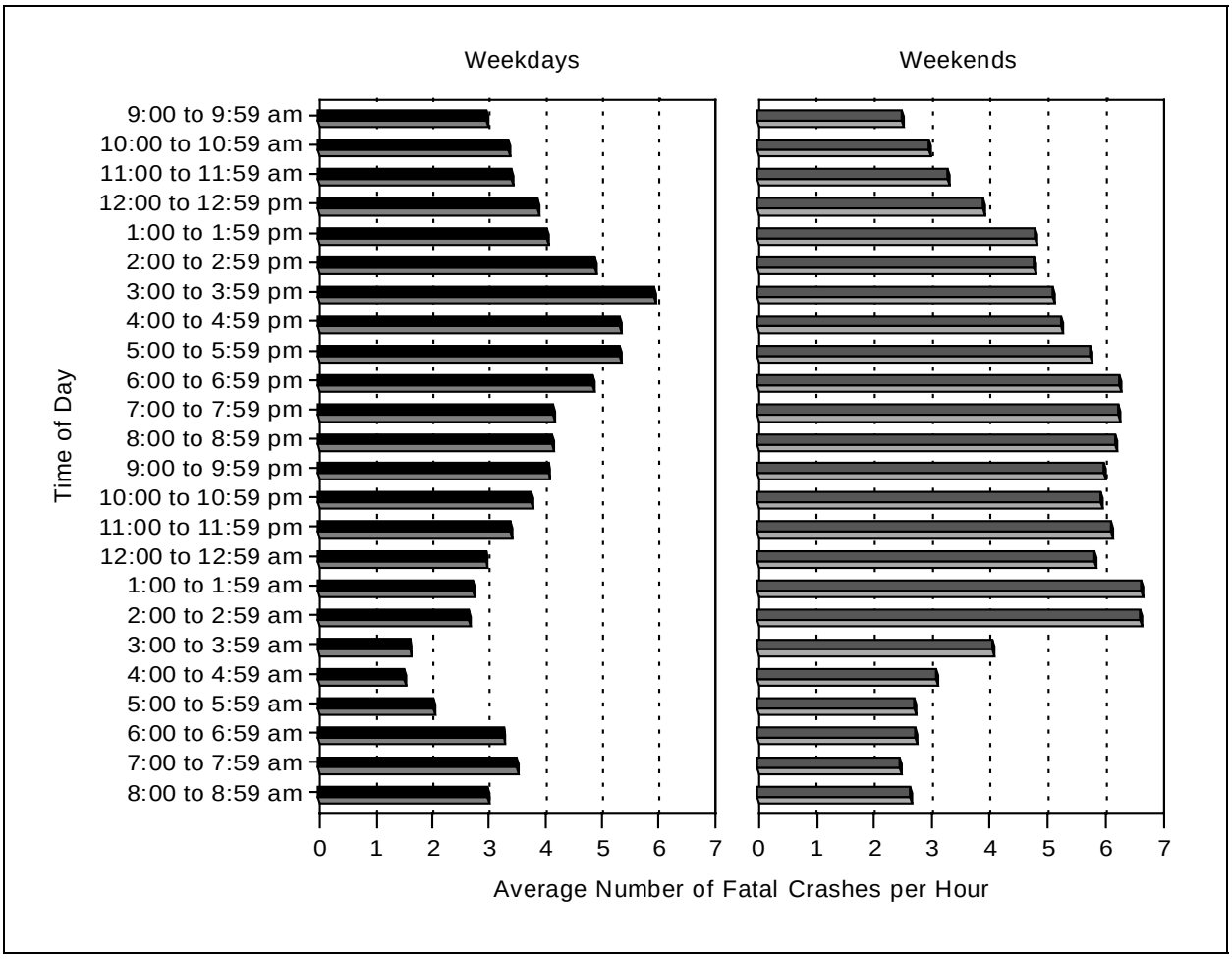


Table 25
Crashes by Atmospheric Condition, Light Condition, and Crash Severity

Atmospheric Condition	Light Condition				Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	
Fatal Crashes					
Normal	15,833	4,969	9,484	1,255	**31,584**
Rain	1,484	528	832	165	**3,016**
Snow/Sleet	356	64	200	44	**664**
Other	199	68	383	61	**711**
Unknown	37	11	48	7	**248**
Total*	**17,909**	**5,640**	**10,947**	**1,532**	**36,223**
Injury Crashes					
Normal	1,218,000	180,000	277,000	61,000	**1,736,000**
Rain	176,000	31,000	56,000	14,000	**277,000**
Snow/Sleet	30,000	11,000	13,000	2,000	**57,000**
Other	11,000	6,000	3,000	2,000	**22,000**
Total	**1,436,000**	**227,000**	**350,000**	**79,000**	**2,092,000**
Property-Damage-Only Crashes					
Normal	2,541,000	386,000	516,000	122,000	**3,564,000**
Rain	363,000	69,000	106,000	29,000	**567,000**
Snow/Sleet	106,000	33,000	34,000	9,000	**182,000**
Other	23,000	15,000	10,000	2,000	**50,000**
Total	**3,033,000**	**502,000**	**666,000**	**162,000**	**4,364,000**
All Crashes					
Normal	3,775,000	570,000	803,000	183,000	**5,331,000**
Rain	541,000	100,000	163,000	43,000	**847,000**
Snow/Sleet	137,000	44,000	47,000	12,000	**240,000**
Other	35,000	21,000	13,000	4,000	**73,000**
Total	**4,487,000**	**735,000**	**1,027,000**	**243,000**	**6,492,000**

* Includes 195 fatal crashes that occurred under unknown light conditions.

Table 26
Fatal Crashes by Emergency Medical Services (EMS) Response Times Within Designated Minutes and by Land Use

Response Time (Minutes)	Time of Crash to EMS Notification		EMS Notification to EMS Arrival		EMS Arrival at Scene to Hospital Arrival		Time of Crash to Hospital Arrival	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Rural Fatal Crashes								
0 to 10	10,032	76.9	7,362	56.5	215	3.3	36	0.6
11 to 20	2,012	15.4	4,339	33.3	1,307	20.1	227	3.6
21 to 30	524	4.0	960	7.4	1,598	24.6	663	10.6
31 to 40	179	1.4	229	1.8	1,230	18.9	1,189	19.0
41 to 50	88	0.7	79	0.6	877	13.5	1,234	19.7
51 to 60	66	0.5	33	0.3	508	7.8	974	15.6
61 to 120	153	1.2	24	0.2	757	11.7	1,934	30.9
Total*	**13,054**	**100.0**	**13,026**	**100.0**	**6,492**	**100.0**	**6,257**	**100.0**
Urban Fatal Crashes								
0 to 10	7,572	92.4	7,119	88.8	360	8.1	76	1.7
11 to 20	445	5.4	773	9.6	1,587	35.8	678	15.2
21 to 30	82	1.0	85	1.1	1,305	29.5	1,337	29.9
31 to 40	38	0.5	20	0.2	626	14.1	1,098	24.6
41 to 50	16	0.2	10	0.1	277	6.3	641	14.3
51 to 60	12	0.1	7	0.1	128	2.9	292	6.5
61 to 120	31	0.4	7	0.1	144	3.3	346	7.7
Total*	**8,196**	**100.0**	**8,021**	**100.0**	**4,427**	**100.0**	**4,468**	**100.0**

* Includes crashes for which both times were known.

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

Crash Type	Relation to Roadway					Total
	On Roadway	Off Roadway	Shoulder	Median	Other/Unknown	
Fatal Crashes						
Single Vehicle	6,989	11,025	1,420	800	271	**20,505**
Multiple Vehicle	15,082	250	214	130	42	**15,718**
Total	**22,071**	**11,275**	**1,634**	**930**	**313**	**36,223**
Injury Crashes						
Single Vehicle	179,000	349,000	42,000	37,000	1,000	**609,000**
Multiple Vehicle	1,470,000	5,000	4,000	4,000	1,000	**1,483,000**
Total	**1,649,000**	**354,000**	**46,000**	**40,000**	**2,000**	**2,092,000**
Property-Damage-Only Crashes						
Single Vehicle	329,000	541,000	364,000	58,000	4,000	**1,295,000**
Multiple Vehicle	3,041,000	11,000	12,000	3,000	2,000	**3,068,000**
Total	**3,370,000**	**552,000**	**376,000**	**60,000**	**6,000**	**4,364,000**
All Crashes						
Single Vehicle	515,000	901,000	408,000	95,000	5,000	**1,924,000**
Multiple Vehicle	4,526,000	16,000	16,000	7,000	3,000	**4,567,000**
Total	**5,041,000**	**917,000**	**424,000**	**102,000**	**8,000**	**6,492,000**

Table 28
Crashes by Relation to Junction, Traffic Control Device, and Crash Severity

Relation to Junction	Traffic Control Device				Total
	None	Traffic Signal	Stop Sign	Other/Unknown	
Fatal Crashes					
Nonjunction	24,334	80	165	1,360	**25,939**
Junction:					
Intersection	1,688	2,127	2,657	239	**6,711**
Intersection Related	670	544	245	59	**1,518**
Other/Unknown	1,360	40	50	605	**2,055**
Total	**28,052**	**2,791**	**3,117**	**2,263**	**36,223**
Injury Crashes					
Nonjunction	859,000	4,000	1,000	26,000	**890,000**
Junction:					
Intersection	169,000	323,000	223,000	22,000	**738,000**
Intersection Related	68,000	128,000	33,000	8,000	**238,000**
Other/Unknown	191,000	9,000	10,000	15,000	**226,000**
Total	**1,288,000**	**464,000**	**267,000**	**72,000**	**2,092,000**
Property-Damage-Only Crashes					
Nonjunction	2,001,000	13,000	2,000	43,000	**2,059,000**
Junction:					
Intersection	313,000	506,000	345,000	43,000	**1,207,000**
Intersection Related	162,000	255,000	82,000	19,000	**517,000**
Other/Unknown	495,000	27,000	27,000	32,000	**581,000**
Total	**2,970,000**	**801,000**	**455,000**	**137,000**	**4,364,000**
All Crashes					
Nonjunction	2,885,000	17,000	3,000	71,000	**2,975,000**
Junction:					
Intersection	484,000	832,000	570,000	65,000	**1,951,000**
Intersection Related	230,000	384,000	116,000	27,000	**757,000**
Other/Unknown	687,000	36,000	37,000	48,000	**809,000**
Total	**4,286,000**	**1,268,000**	**725,000**	**211,000**	**6,492,000**

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

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
20 mph or less	141	0.7	16	0.1	**157**	**0.4**
25 or 30 mph	3,134	15.3	1,242	7.9	**4,376**	**12.1**
35 or 40 mph	3,565	17.4	2,566	16.3	**6,131**	**16.9**
45 or 50 mph	3,018	14.7	3,108	19.8	**6,126**	**16.9**
55 mph	8,598	41.9	7,888	50.2	**16,486**	**45.5**
60 or 65 mph	1,470	7.2	715	4.5	**2,185**	**6.0**
Other/Unknown	579	2.8	183	1.2	**762**	**2.1**
Total	**20,505**	**100.0**	**15,718**	**100.0**	**36,223**	**100.0**
Injury Crashes						
20 mph or less	10,000	1.7	11,000	0.8	**21,000**	**1.0**
25 or 30 mph	171,000	28.2	349,000	23.6	**521,000**	**24.9**
35 or 40 mph	139,000	22.9	567,000	38.2	**706,000**	**33.8**
45 or 50 mph	80,000	13.1	311,000	21.0	**391,000**	**18.7**
55 mph	183,000	30.1	227,000	15.3	**410,000**	**19.6**
60 or 65 mph	24,000	4.0	17,000	1.1	**41,000**	**2.0**
Other/Unknown	1,000	0.1	*	*	**1,000**	**
Total	**609,000**	**100.0**	**1,483,000**	**100.0**	**2,092,000**	**100.0**
Property-Damage-Only Crashes						
20 mph or less	36,000	2.8	56,000	1.8	**92,000**	**2.1**
25 or 30 mph	401,000	31.0	904,000	29.5	**1,306,000**	**29.9**
35 or 40 mph	205,000	15.8	1,065,000	34.7	**1,270,000**	**29.1**
45 or 50 mph	146,000	11.3	582,000	19.0	**728,000**	**16.7**
55 mph	439,000	33.9	430,000	14.0	**868,000**	**19.9**
60 or 65 mph	66,000	5.1	32,000	1.0	**98,000**	**2.2**
Other/Unknown	1,000	0.1	*	*	**1,000**	**
Total	**1,295,000**	**100.0**	**3,068,000**	**100.0**	**4,364,000**	**100.0**
All Crashes						
20 mph or less	46,000	2.4	67,000	1.5	**114,000**	**1.8**
25 or 30 mph	576,000	29.9	1,255,000	27.5	**1,831,000**	**28.2**
35 or 40 mph	348,000	18.1	1,634,000	35.8	**1,982,000**	**30.5**
45 or 50 mph	229,000	11.9	896,000	19.6	**1,126,000**	**17.3**
55 mph	630,000	32.8	665,000	14.6	**1,295,000**	**19.9**
60 or 65 mph	92,000	4.8	49,000	1.1	**141,000**	**2.2**
Other/Unknown	2,000	0.1	*	*	**3,000**	**
Total	**1,924,000**	**100.0**	**4,567,000**	**100.0**	**6,492,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Table 30
Fatal Crashes by Speed Limit and Land Use

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
20 mph or less	64	40.8	91	58.0	2	1.3	**157**	**100.0**
25 or 30 mph	758	17.3	3,586	81.9	32	0.7	**4,376**	**100.0**
35 or 40 mph	1,635	26.7	4,456	72.7	40	0.7	**6,131**	**100.0**
45 or 50 mph	2,984	48.7	3,093	50.5	49	0.8	**6,126**	**100.0**
55 mph	12,870	78.1	3,565	21.6	51	0.3	**16,486**	**100.0**
60 or 65 mph	1,910	87.4	271	12.4	4	0.2	**2,185**	**100.0**
Other/Unknown	383	50.3	337	44.2	42	5.5	**762**	**100.0**
Total	**20,604**	**56.9**	**15,399**	**42.5**	**220**	**0.6**	**36,223**	**100.0**

Figure 12
Percent of Fatal Crashes by Speed Limit and Land Use

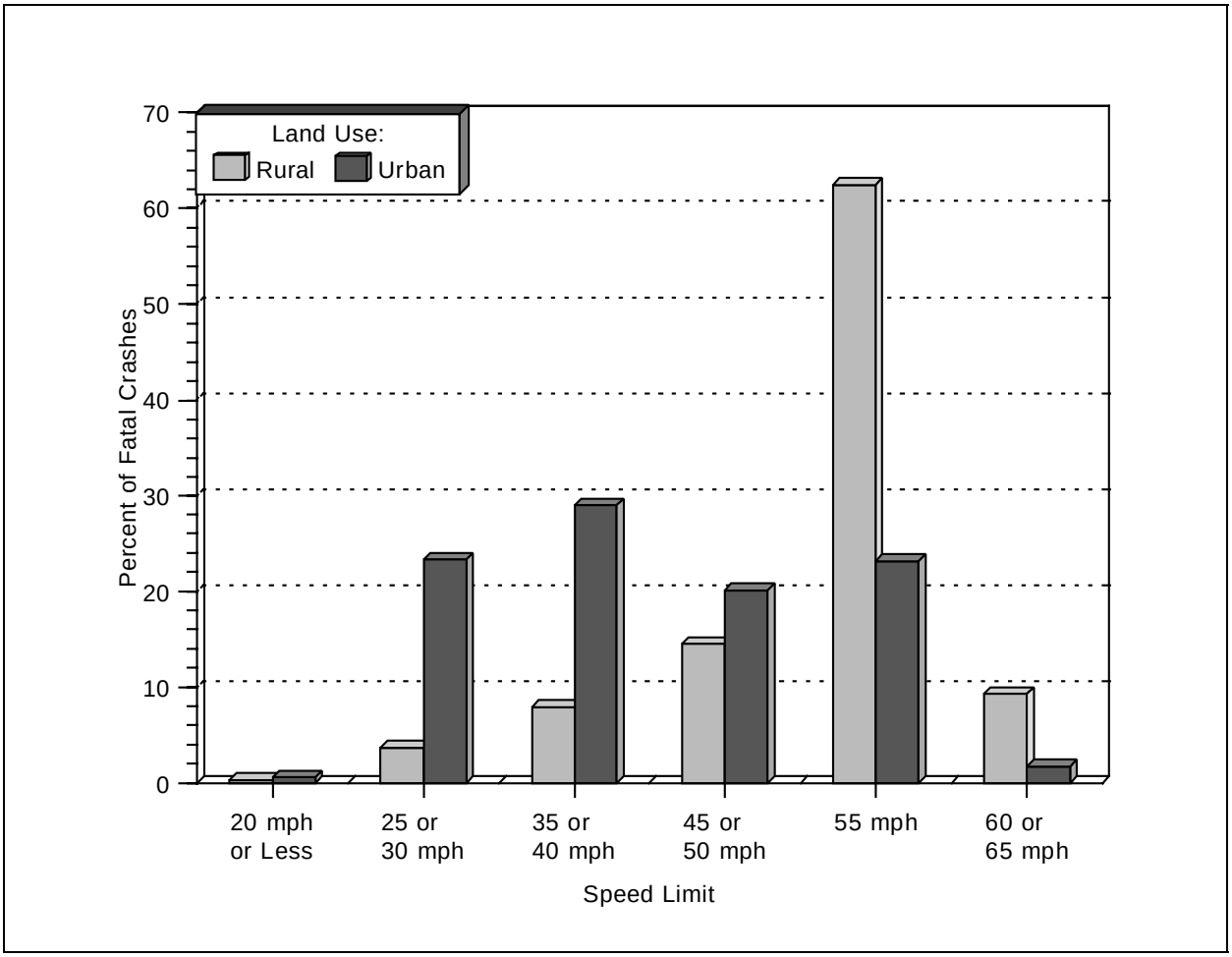


Table 31
Crashes by Number of Lanes, Trafficway Flow, and Crash Severity

Number of Lanes	Trafficway Flow				Total
	Not Divided	Divided	One-Way	Unknown	
Fatal Crashes					
One Lane	42	163	68	4	**277**
Two Lanes	21,276	6,218	359	21	**27,874**
Three Lanes	315	1,745	96	21	**2,177**
Four Lanes	2,261	1,753	58	11	**4,083**
More Than Four	253	655	19	0	**927**
Unknown	133	81	21	650	**885**
Total	**24,280**	**10,615**	**621**	**707**	**36,223**
Injury Crashes					
One Lane	2,000	2,000	21,000	2,000	**28,000**
Two Lanes	634,000	179,000	14,000	71,000	**897,000**
Three Lanes	68,000	147,000	12,000	9,000	**236,000**
Four Lanes	193,000	85,000	6,000	11,000	**296,000**
More Than Four	165,000	24,000	3,000	8,000	**199,000**
Unknown	162,000	33,000	11,000	230,000	**435,000**
Total	**1,224,000**	**470,000**	**67,000**	**331,000**	**2,092,000**
Property-Damage-Only Crashes					
One Lane	8,000	5,000	57,000	7,000	**76,000**
Two Lanes	1,267,000	304,000	33,000	227,000	**1,831,000**
Three Lanes	125,000	226,000	26,000	24,000	**401,000**
Four Lanes	345,000	134,000	15,000	37,000	**531,000**
More Than Four	286,000	47,000	4,000	17,000	**353,000**
Unknown	312,000	92,000	27,000	741,000	**1,172,000**
Total	**2,343,000**	**809,000**	**160,000**	**1,052,000**	**4,364,000**
All Crashes					
One Lane	10,000	8,000	78,000	9,000	**105,000**
Two Lanes	1,922,000	490,000	47,000	297,000	**2,756,000**
Three Lanes	193,000	375,000	38,000	32,000	**639,000**
Four Lanes	541,000	221,000	21,000	48,000	**831,000**
More Than Four	451,000	72,000	6,000	25,000	**553,000**
Unknown	473,000	125,000	38,000	972,000	**1,608,000**
Total	**3,591,000**	**1,290,000**	**228,000**	**1,383,000**	**6,492,000**

Table 32
Crashes by First Harmful Event, Manner of Collision, and Crash Severity

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport:								
Angle	7,040	19.4	765,000	36.6	1,572,000	36.0	**2,344,000**	**36.1**
Rear End	1,765	4.9	603,000	28.8	1,145,000	26.2	**1,750,000**	**27.0**
Sideswipe	503	1.4	37,000	1.8	260,000	6.0	**298,000**	**4.6**
Head On	5,419	15.0	62,000	3.0	52,000	1.2	**119,000**	**1.8**
Other/Unknown	69	0.2	*	*	*	*	*****	*****
Subtotal	*14,796*	*40.8*	*1,468,000*	*70.2*	*3,029,000*	*69.4*	***4,512,000***	***69.5***
Collision with Fixed Object:								
Pole/Post	1,779	4.9	74,000	3.5	124,000	2.8	**200,000**	**3.1**
Culvert/Curb/Ditch	1,888	5.2	79,000	3.8	123,000	2.8	**204,000**	**3.1**
Shrubbery/Tree	2,721	7.5	61,000	2.9	64,000	1.5	**128,000**	**2.0**
Guard Rail	1,003	2.8	31,000	1.5	62,000	1.4	**94,000**	**1.4**
Embankment	1,045	2.9	25,000	1.2	31,000	0.7	**57,000**	**0.9**
Bridge	383	1.1	8,000	0.4	10,000	0.2	**18,000**	**0.3**
Other/Unknown	1,476	4.1	67,000	3.2	171,000	3.9	**239,000**	**3.7**
Subtotal	*10,295*	*28.4*	*345,000*	*16.5*	*585,000*	*13.4*	***940,000***	***14.5***
Collision with Object Not Fixed:								
Parked Motor Vehicle	479	1.3	40,000	1.9	369,000	8.5	**409,000**	**6.3**
Animal	122	0.3	11,000	0.5	249,000	5.7	**260,000**	**4.0**
Pedestrian	5,123	14.1	83,000	4.0	7,000	0.2	**95,000**	**1.5**
Pedalcyclist	794	2.2	58,000	2.8	7,000	0.2	**67,000**	**1.0**
Train	410	1.1	1,000	0.1	2,000	*	**4,000**	**0.1**
Other/Unknown	222	0.6	5,000	0.2	18,000	0.4	**23,000**	**0.4**
Subtotal	*7,150*	*19.7*	*199,000*	*9.5*	*652,000*	*14.9*	***858,000***	***13.2***
Noncollision:								
Rollover	3,517	9.7	66,000	3.2	45,000	1.0	**114,000**	**1.8**
Other/Unknown	450	1.2	14,000	0.7	53,000	1.2	**68,000**	**1.0**
Subtotal	*3,967*	*11.0*	*80,000*	*3.8*	*98,000*	*2.2*	***182,000***	***2.8***
Total**	**36,223**	**100.0**	**2,092,000**	**100.0**	**4,364,000**	**100.0**	**6,492,000**	**100.0**

* Less than 500 or less than 0.05 percent.
** Includes 15 fatal crashes with an unknown first harmful event.

Table 33
Two-Vehicle Crashes by Vehicle Type and Crash Severity

Vehicle Type	Vehicle Type					
	Passenger Car	Light Truck	Large Truck	Motorcycle	Bus	Other/ Unknown
Fatal Crashes (Total = 13,462)						
Passenger Car	3,680	4,411	1,843	591	83	203
Light Truck	932	838	371	21	121	
Large Truck	102	106	3	48		
Motorcycle	24	6	28			
Bus	2	2				
Other/Unknown	47					
Injury Crashes (Total = 1,295,000)						
Passenger Car	695,000	418,000	48,000	21,000	6,000	2,000
Light Truck	75,000	14,000	7,000	3,000	*	
Large Truck	2,000	1,000	1,000	*		
Motorcycle	*	*	*			
Property-Damage-Only Crashes (Total = 2,916,000)						
Passenger Car	1,384,000	1,035,000	167,000	8,000	25,000	5,000
Light Truck	215,000	53,000	2,000	7,000	3,000	
Large Truck	10,000	*	1,000	1,000		
Bus	*	1,000	*			

* Less than 500.

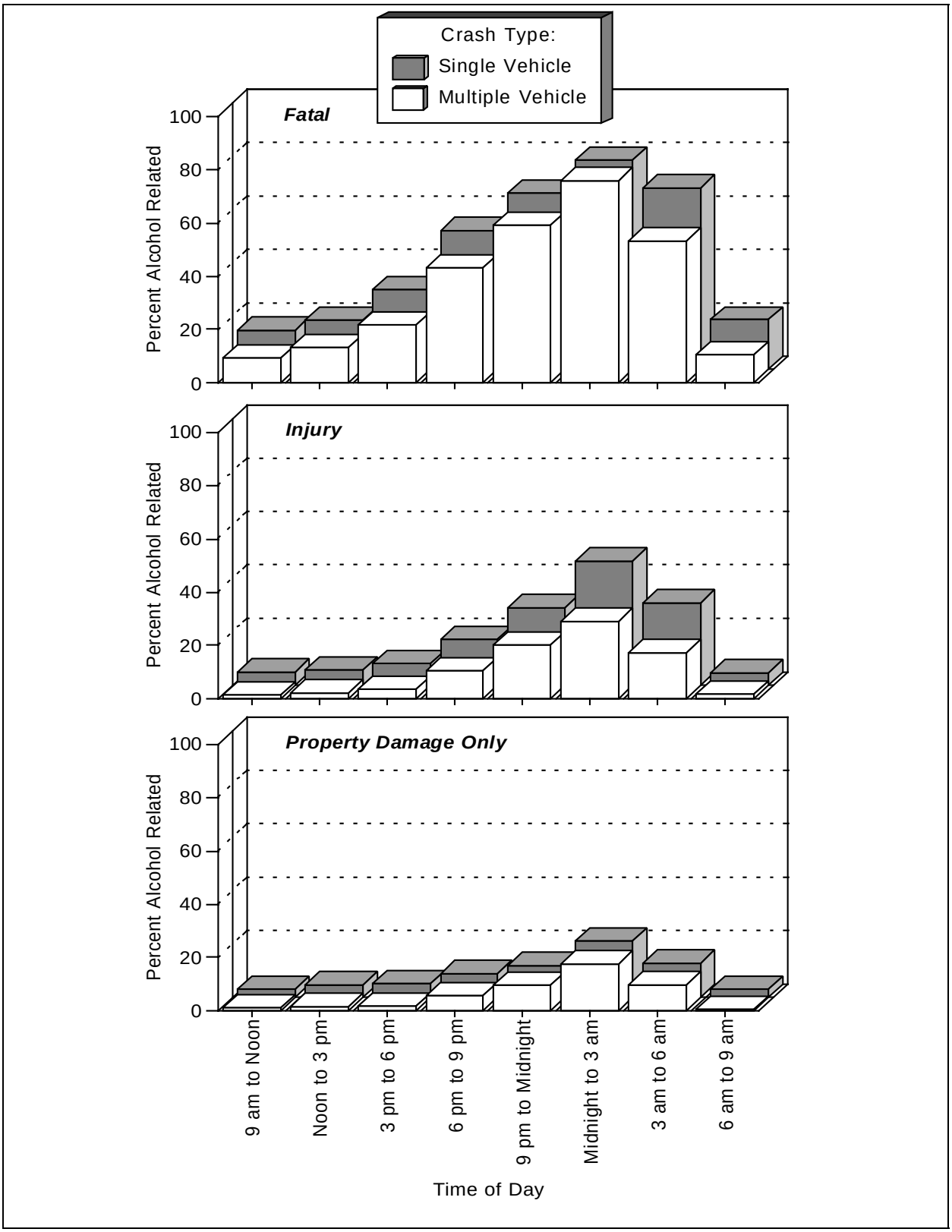
Table 34
Crashes and Percent Alcohol Related by Time of Day, Crash Type, and Crash Severity

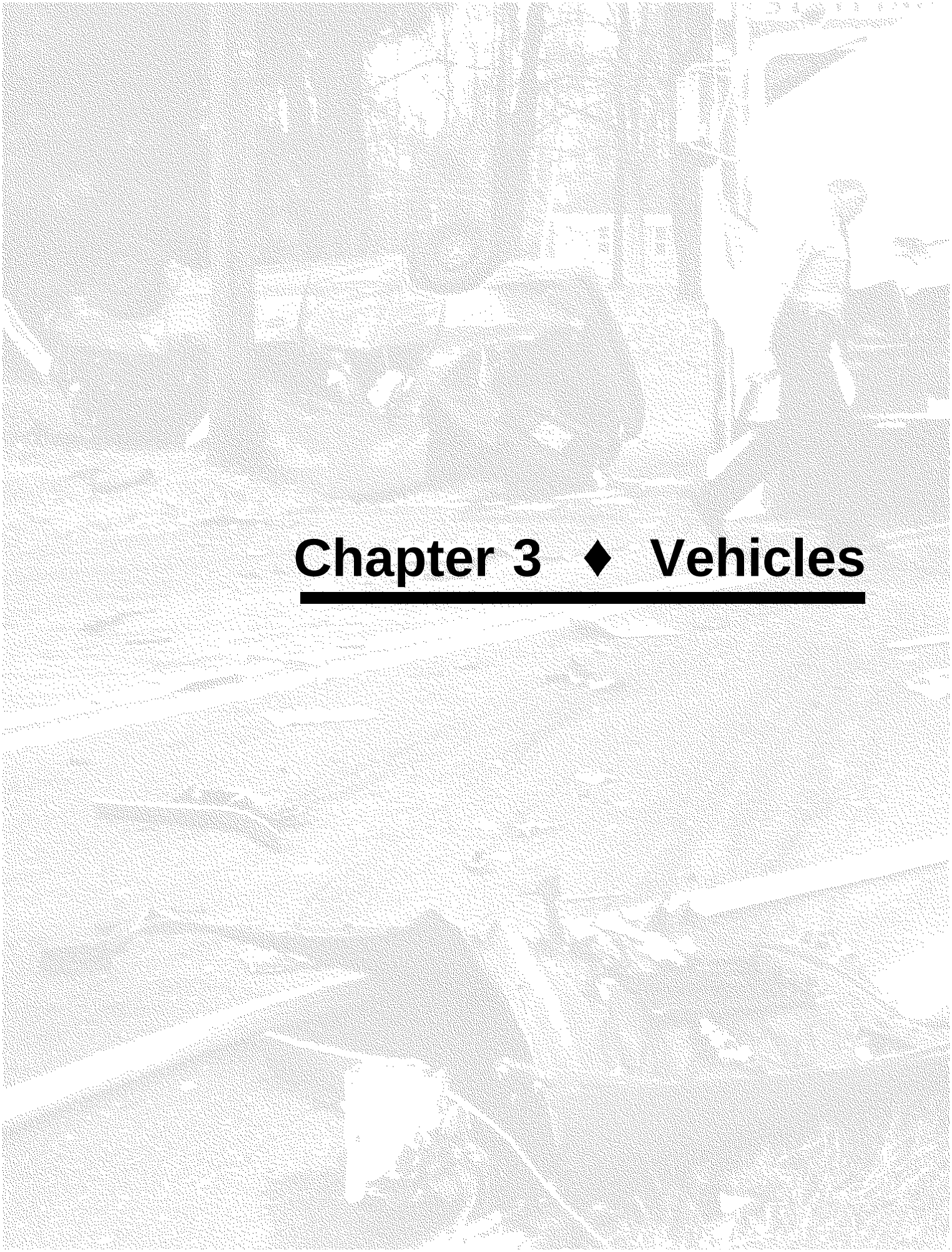
Time of Day	Crash Type: Single Vehicle Number	Single Vehicle Alcohol Related	Single Vehicle Percent Alcohol Related	Crash Type: Multiple Vehicle Number	Multiple Vehicle Alcohol Related	Multiple Vehicle Percent Alcohol Related	Total Number	Total Alcohol Related	Total Percent Alcohol Related
Fatal Crashes*									
Midnight to 3 am	3,575	2,808	78.5	1,176	893	75.9	**4,751**	**3,701**	**77.9**
3 am to 6 am	1,903	1,297	68.2	739	394	53.3	**2,642**	**1,691**	**64.0**
6 am to 9 am	1,652	308	18.7	1,735	180	10.4	**3,387**	**488**	**14.4**
9 am to Noon	1,520	222	14.6	1,957	181	9.2	**3,477**	**403**	**11.6**
Noon to 3 pm	2,096	388	18.5	2,667	352	13.2	**4,763**	**740**	**15.5**
3 pm to 6 pm	2,749	829	30.1	3,280	713	21.7	**6,029**	**1,541**	**25.6**
6 pm to 9 pm	3,341	1,745	52.2	2,343	1,014	43.3	**5,684**	**2,759**	**48.5**
9 pm to Midnight	3,377	2,236	66.2	1,811	1,072	59.2	**5,188**	**3,308**	**63.8**
Unknown	292	178	61.0	10	2	21.6	**302**	**180**	**59.7**
Total	**20,505**	**10,012**	**48.8**	**15,718**	**4,801**	**30.5**	**36,223**	**14,812**	**40.9**
Injury Crashes**									
Midnight to 3 am	74,000	35,000	46.8	47,000	14,000	29.3	**121,000**	**48,000**	**40.0**
3 am to 6 am	41,000	13,000	31.1	17,000	3,000	17.3	**58,000**	**16,000**	**27.0**
6 am to 9 am	62,000	3,000	4.7	170,000	3,000	1.7	**231,000**	**6,000**	**2.5**
9 am to Noon	59,000	3,000	4.9	196,000	3,000	1.4	**254,000**	**6,000**	**2.2**
Noon to 3 pm	85,000	5,000	5.8	320,000	7,000	2.1	**405,000**	**12,000**	**2.9**
3 pm to 6 pm	112,000	9,000	8.2	413,000	14,000	3.5	**525,000**	**24,000**	**4.5**
6 pm to 9 pm	96,000	17,000	17.3	213,000	22,000	10.4	**309,000**	**39,000**	**12.5**
9 pm to Midnight	80,000	24,000	29.3	108,000	22,000	20.0	**188,000**	**45,000**	**24.0**
Total	**609,000**	**107,000**	**17.6**	**1,483,000**	**87,000**	**5.9**	**2,092,000**	**195,000**	**9.3**
Property-Damage-Only Crashes**									
Midnight to 3 am	141,000	30,000	21.4	64,000	11,000	17.5	**204,000**	**41,000**	**20.2**
3 am to 6 am	93,000	12,000	12.8	31,000	3,000	9.7	**124,000**	**15,000**	**12.0**
6 am to 9 am	156,000	5,000	3.1	391,000	2,000	0.5	**547,000**	**7,000**	**1.3**
9 am to Noon	143,000	4,000	3.0	445,000	5,000	1.1	**589,000**	**9,000**	**1.6**
Noon to 3 pm	155,000	7,000	4.6	684,000	10,000	1.5	**838,000**	**17,000**	**2.1**
3 pm to 6 pm	199,000	10,000	5.2	875,000	15,000	1.8	**1,075,000**	**26,000**	**2.4**
6 pm to 9 pm	215,000	19,000	8.9	396,000	22,000	5.6	**610,000**	**41,000**	**6.8**
9 pm to Midnight	194,000	23,000	11.9	183,000	17,000	9.5	**377,000**	**41,000**	**10.7**
Total	**1,295,000**	**111,000**	**8.6**	**3,068,000**	**86,000**	**2.8**	**4,364,000**	**197,000**	**4.5**

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

** Police-reported alcohol involvement.

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





Chapter 3 ♦ Vehicles

3. VEHICLES

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

- Ninety-five percent of the 11 million vehicles involved in motor vehicle crashes in 1994 were passenger cars or light trucks.

- Large trucks accounted for 8 percent of the vehicles in fatal crashes, but only 4 percent of the vehicles involved in injury and property-damage-only crashes. Of the 4,615 large trucks involved in fatal crashes, 70 percent were truck tractors.

- The proportion of vehicles that rolled over in fatal crashes (18.0 percent) was almost 5 times as high as the proportion in injury crashes (3.7 percent) and 15 times as high as the proportion in property-damage-only crashes (1.2 percent).

- Compared with other vehicle types, utility vehicles experienced the highest rollover rates: 36.9 percent in fatal crashes, 8.3 percent in injury crashes, and 2.6 percent in property-damage-only crashes.

- Fires occurred in less than 1 percent of the vehicles involved in all traffic crashes in 1994. For fatal crashes, however, fires occurred in 3 percent of the vehicles involved.

- Regardless of crash severity, the majority of vehicles in single- and two-vehicle crashes were going straight prior to the crash. The next most common vehicle maneuver differed by crash severity: negotiating a curve for fatal crashes, turning left for injury crashes, and stopped in traffic for property-damage-only crashes.

- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (27 percent), and buses in fatal crashes had the lowest proportion (2 percent).

Table 35
Vehicles Involved in Crashes by Vehicle Type and Crash Severity

Vehicle Type	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	30,149	54.9	2,742,000	72.1	5,155,000	67.8	**7,928,000**	**69.1**
Light Truck	16,289	29.7	893,000	23.5	2,025,000	26.6	**2,935,000**	**25.6**
Large Truck	4,615	8.4	95,000	2.5	361,000	4.7	**461,000**	**4.0**
Motorcycle	2,325	4.2	53,000	1.4	13,000	0.2	**68,000**	**0.6**
Bus	258	0.5	14,000	0.4	42,000	0.6	**57,000**	**0.5**
Other	480	0.9	5,000	0.1	11,000	0.2	**17,000**	**0.1**
Total*	**54,867**	**100.0**	**3,803,000**	**100.0**	**7,609,000**	**100.0**	**11,466,000**	**100.0**

* Includes 751 vehicles of unknown type involved in fatal crashes.

Figure 14
Proportion of Vehicles Involved in Traffic Crashes

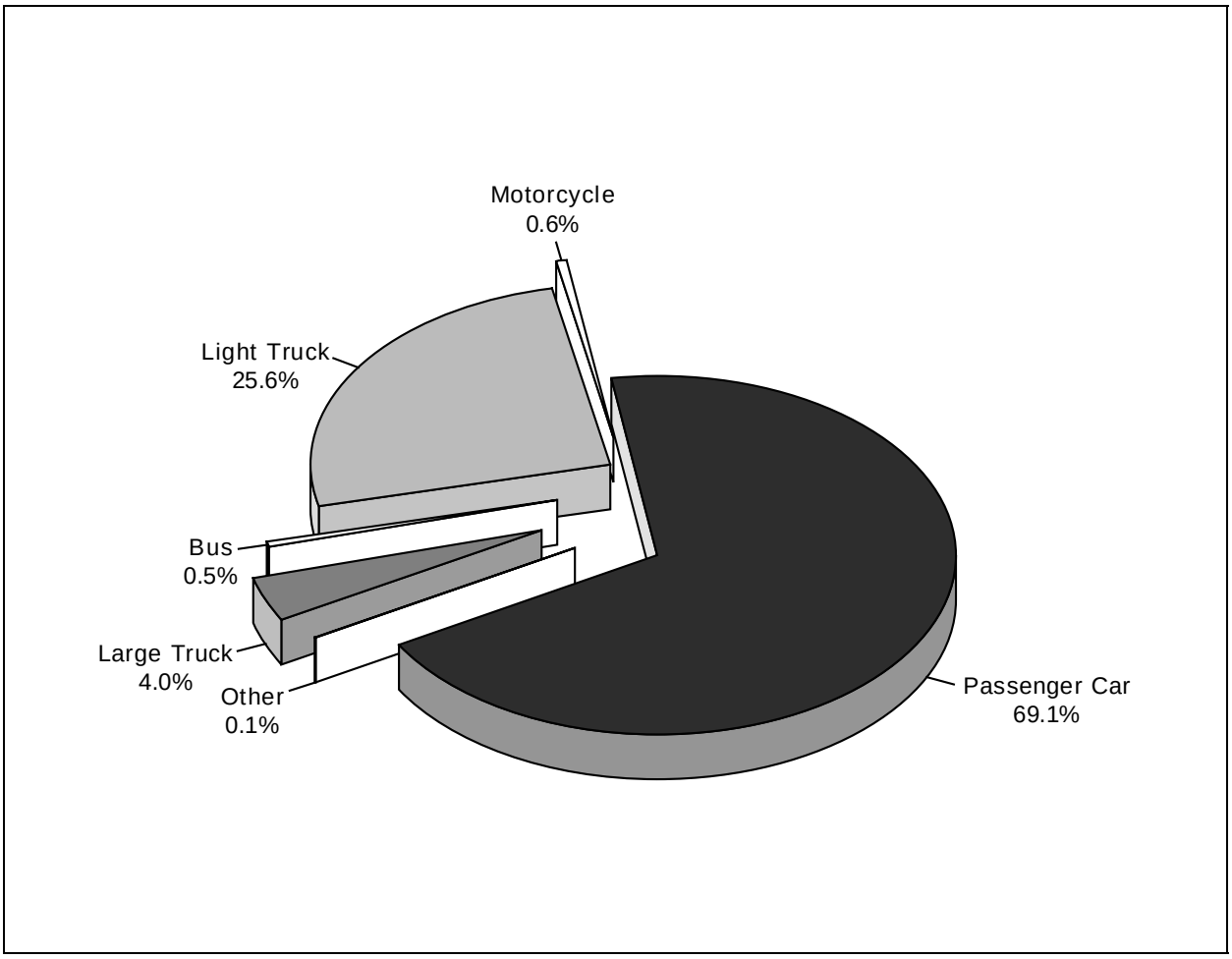


Table 36
Vehicles Involved in Fatal Crashes by Body Type

Body Type	Number	Percent
Passenger Cars	**30,149**	**54.9**
Convertible	268	0.5
2 Door Sedan, Hardtop, Coupe	10,949	20.0
3 Door/2 Door Hatchback	1,838	3.3
4 Door Sedan Hardtop	13,994	25.5
5 Door/4 Door Hatchback	459	0.8
Station Wagon	1,455	2.7
Hatchback, Doors Unknown	57	0.1
Other Auto	244	0.4
Unknown Auto	759	1.4
Auto-Based Pickup	123	0.2
Auto-Based Panel	3	0.0
Light Trucks	**16,289**	**29.7**
Compact Utility	2,158	3.9
Large Utility	521	0.9
Utility Station Wagon	263	0.5
Utility, Unknown Body Type	14	0.0
Minivan	1,483	2.7
Large Van	1,416	2.6
Step Van	56	0.1
Van-Based School Bus	5	0.0
Van-Based Transit Bus	3	0.0
Other Van Type	58	0.1
Unknown Van Type	74	0.1
Compact Pickup	4,060	7.4
Standard Pickup	5,767	10.5
Pickup with Camper	111	0.2
Convertible Pickup	4	0.0
Unknown Pickup Style Truck	78	0.1
Cab Chassis-Based Light Truck	162	0.3
Truck-Based Panel	1	0.0
Other Conventional Light Truck	1	0.0
Unknown Light Truck (not pickup)	19	0.0
Unknown Light Vehicle Type	26	0.0
Unknown Truck	9	0.0
Large Trucks	**4,615**	**8.4**
Step Van	38	0.1
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	207	0.4
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	191	0.3
Single Unit Heavy Truck (GVWR > 26,000 lb)	756	1.4
Single Unit Truck, Unknown GVWR	108	0.2
Truck Tractor	3,240	5.9
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	4	0.0
Unknown Heavy Truck (GVWR > 26,000 lb)	9	0.0
Unknown Large Truck Type	62	0.1
Motorcycles	**2,325**	**4.2**
Motorcycle	2,191	4.0
Moped	29	0.1
Three Wheel Motorcycle or Moped	3	0.0
Off-Road Motorcycle (Two Wheel)	28	0.1
Other Motorcycle/Minibike	23	0.0
Unknown Motorcycle	51	0.1
Buses	**258**	**0.5**
School Bus	105	0.2
Cross Country/Intercity Bus	23	0.0
Transit Bus	102	0.2
Other Bus	16	0.0
Unknown Bus	12	0.0
Other Vehicles	**480**	**0.9**
Large Limousine	5	0.0
Van-Based Motorhome	18	0.0
Light Truck-Based Motorhome	8	0.0
Large Truck-Based Motorhome	32	0.1
Unknown Truck Camper/Motorhome	38	0.1
All Terrain Vehicle	118	0.2
Snowmobile	44	0.1
Farm Equipment Except Trucks	128	0.2
Construction Equipment Except Trucks	32	0.1
Other Vehicle	57	0.1
Unknown Body Type	**751**	**1.4**
Total	**54,867**	**100.0**

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

Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Car	4,502	14.9	25,647	85.1	**30,149**	**100.0**
Light Truck						
Pickup	2,498	24.9	7,522	75.1	**10,020**	**100.0**
Utility	1,090	36.9	1,866	63.1	**2,956**	**100.0**
Van	567	18.3	2,528	81.7	**3,095**	**100.0**
Other	33	15.1	185	84.9	**218**	**100.0**
Large Truck	635	13.8	3,980	86.2	**4,615**	**100.0**
Bus	3	1.2	255	98.8	**258**	**100.0**
Other/Unknown	133	10.8	1,098	89.2	**1,231**	**100.0**
Total*	**9,461**	**18.0**	**43,081**	**82.0**	**52,542**	**100.0**
Injury Crashes						
Passenger Car	78,000	2.8	2,664,000	97.2	**2,742,000**	**100.0**
Light Truck						
Pickup	32,000	6.5	464,000	93.5	**496,000**	**100.0**
Utility	13,000	8.3	144,000	91.7	**157,000**	**100.0**
Van	7,000	3.6	194,000	96.4	**202,000**	**100.0**
Other	2,000	5.0	36,000	95.0	**38,000**	**100.0**
Large Truck	8,000	8.1	88,000	91.9	**95,000**	**100.0**
Bus	**	0.3	14,000	99.7	**14,000**	**100.0**
Other/Unknown	1,000	11.1	4,000	88.9	**5,000**	**100.0**
Total*	**140,000**	**3.7**	**3,610,000**	**96.3**	**3,750,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	43,000	0.8	5,112,000	99.2	**5,155,000**	**100.0**
Light Truck						
Pickup	23,000	2.1	1,098,000	97.9	**1,121,000**	**100.0**
Utility	8,000	2.6	310,000	97.4	**318,000**	**100.0**
Van	6,000	1.2	495,000	98.8	**501,000**	**100.0**
Other	1,000	1.4	84,000	98.6	**86,000**	**100.0**
Large Truck	7,000	1.9	354,000	98.1	**361,000**	**100.0**
Bus	**	**	42,000	100.0	**42,000**	**100.0**
Other/Unknown	**	0.8	11,000	99.2	**11,000**	**100.0**
Total*	**89,000**	**1.2**	**7,507,000**	**98.8**	**7,596,000**	**100.0**
All Crashes						
Passenger Car	125,000	1.6	7,802,000	98.4	**7,928,000**	**100.0**
Light Truck						
Pickup	58,000	3.5	1,569,000	96.5	**1,627,000**	**100.0**
Utility	23,000	4.7	456,000	95.3	**479,000**	**100.0**
Van	14,000	2.0	692,000	98.0	**705,000**	**100.0**
Other	3,000	2.5	121,000	97.5	**124,000**	**100.0**
Large Truck	15,000	3.3	446,000	96.7	**461,000**	**100.0**
Bus	**	0.1	57,000	99.9	**57,000**	**100.0**
Other/Unknown	1,000	4.4	17,000	95.6	**18,000**	**100.0**
Total*	**238,000**	**2.1**	**11,160,000**	**97.9**	**11,398,000**	**100.0**

* Excludes motorcycles.

** Less than 500 or less than 0.05 percent.

Figure 15
Percent Rollover Occurrence by Vehicle Type and Crash Severity

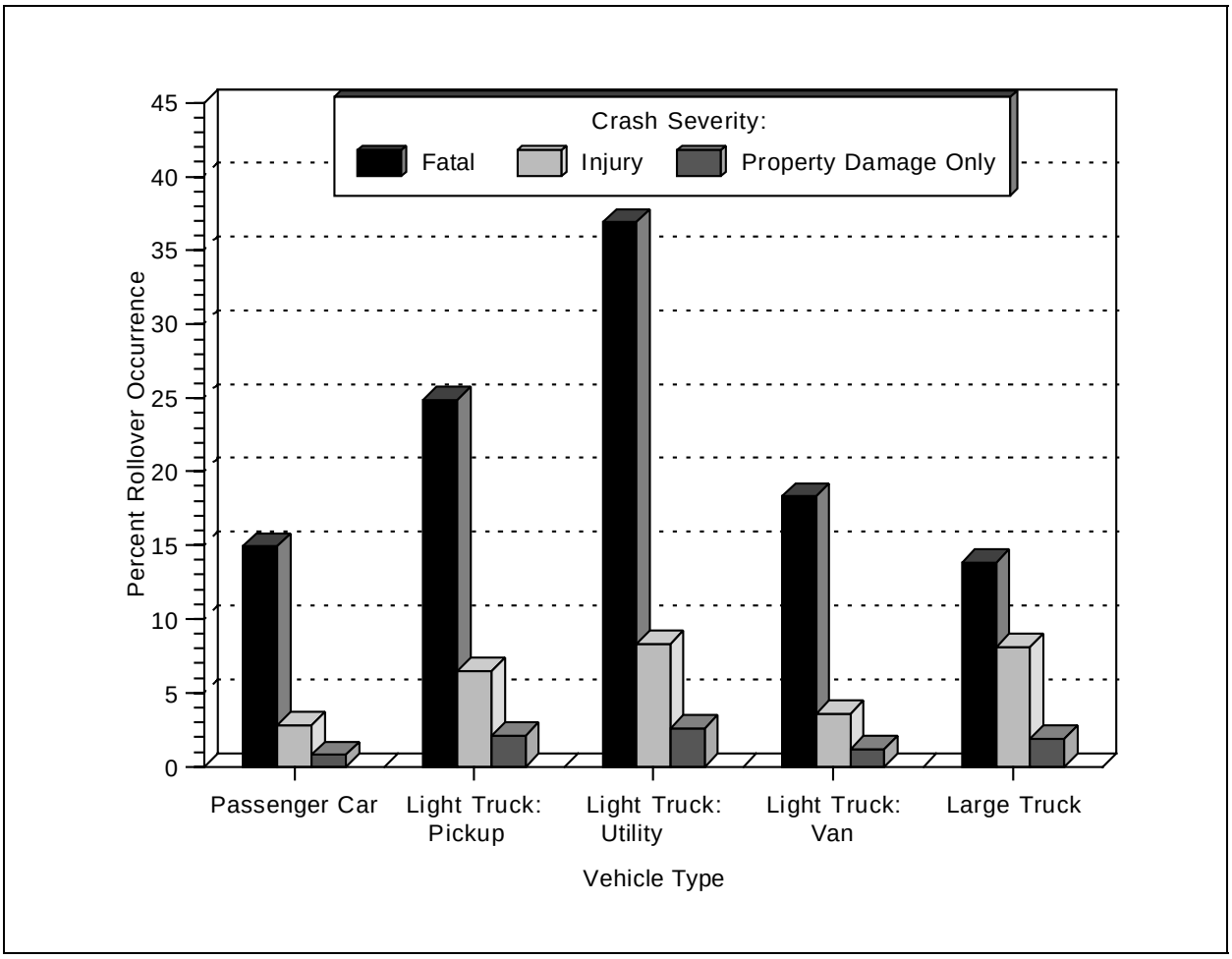


Table 38
Vehicles Involved in Crashes by Vehicle Type, Fire Occurrence, and Crash Severity

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Car	821	2.7	29,328	97.3	**30,149**	**100.0**
Light Truck	447	2.7	15,842	97.3	**16,289**	**100.0**
Large Truck	192	4.2	4,423	95.8	**4,615**	**100.0**
Motorcycle	44	1.9	2,281	98.1	**2,325**	**100.0**
Bus	0	--	258	100.0	**258**	**100.0**
Other/Unknown	21	1.7	1,210	98.3	**1,231**	**100.0**
Total	**1,525**	**2.8**	**53,342**	**97.2**	**54,867**	**100.0**
Injury Crashes						
Passenger Car	3,000	0.1	2,739,000	99.9	**2,742,000**	**100.0**
Light Truck	2,000	0.2	892,000	99.8	**893,000**	**100.0**
Large Truck	*	0.3	95,000	99.7	**95,000**	**100.0**
Motorcycle	*	0.3	53,000	99.7	**53,000**	**100.0**
Bus	*	*	14,000	100.0	**14,000**	**100.0**
Other/Unknown	*	1.2	5,000	98.8	**5,000**	**100.0**
Total	**5,000**	**0.1**	**3,798,000**	**99.9**	**3,803,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	7,000	0.1	5,149,000	99.9	**5,155,000**	**100.0**
Light Truck	2,000	0.1	2,023,000	99.9	**2,025,000**	**100.0**
Large Truck	2,000	0.4	360,000	99.6	**361,000**	**100.0**
Motorcycle	*	*	13,000	100.0	**13,000**	**100.0**
Bus	*	*	42,000	100.0	**42,000**	**100.0**
Other/Unknown	*	*	11,000	100.0	**11,000**	**100.0**
Total	**11,000**	**0.1**	**7,598,000**	**99.9**	**7,609,000**	**100.0**
All Crashes						
Passenger Car	10,000	0.1	7,917,000	99.9	**7,928,000**	**100.0**
Light Truck	4,000	0.1	2,931,000	99.9	**2,935,000**	**100.0**
Large Truck	2,000	0.4	459,000	99.6	**461,000**	**100.0**
Motorcycle	*	0.3	68,000	99.7	**68,000**	**100.0**
Bus	*	*	57,000	100.0	**57,000**	**100.0**
Other/Unknown	*	0.4	18,000	99.6	**18,000**	**100.0**
Total	**17,000**	**0.1**	**11,449,000**	**99.9**	**11,466,000**	**100.0**

* Less than 500 or less than 0.05 percent.

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

Vehicle Maneuver	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Going Straight	32,821	69.2	1,968,000	61.5	3,961,000	55.6	**5,962,000**	**57.5**
Turning Left	2,746	5.8	359,000	11.2	691,000	9.7	**1,052,000**	**10.1**
Stopped in Traffic Lane	626	1.3	317,000	9.9	704,000	9.9	**1,022,000**	**9.8**
Turning Right	331	0.7	73,000	2.3	280,000	3.9	**353,000**	**3.4**
Slowed in Traffic Lane	306	0.6	113,000	3.5	290,000	4.1	**404,000**	**3.9**
Merging/Changing Lanes	649	1.4	53,000	1.7	262,000	3.7	**315,000**	**3.0**
Negotiating Curve	6,991	14.7	66,000	2.1	94,000	1.3	**167,000**	**1.6**
Backing Up	168	0.4	12,000	0.4	142,000	2.0	**154,000**	**1.5**
Passing Other Vehicle	940	2.0	27,000	0.8	94,000	1.3	**122,000**	**1.2**
Starting in Traffic Lane	438	0.9	51,000	1.6	85,000	1.2	**137,000**	**1.3**
Leaving Parking Space	43	0.1	5,000	0.1	51,000	0.7	**55,000**	**0.5**
Making U-Turn	181	0.4	16,000	0.5	43,000	0.6	**59,000**	**0.6**
Entering Parking Space	15	*	1,000	*	20,000	0.3	**22,000**	**0.2**
Disabled in Traffic Lane	7	*	5,000	0.2	18,000	0.3	**23,000**	**0.2**
Other Maneuver	773	1.6	134,000	4.2	393,000	5.5	**528,000**	**5.1**
Total**	**47,429**	**100.0**	**3,199,000**	**100.0**	**7,128,000**	**100.0**	**10,374,000**	**100.0**

* Less than 0.05 percent.
** Includes 394 vehicles involved in fatal crashes with unknown vehicle maneuver.

Table 40
Vehicles Involved in Fatal Crashes by Roadway Function Class, Crash Type, and Hazardous Cargo

Roadway Function Class	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Hazardous Cargo	Total	Hazardous Cargo	Total	Hazardous Cargo	Total
Rural Fatal Crashes						
Principal Arterial						
Interstate	5	1,468	18	1,569	**23**	**3,037**
Other	8	1,612	52	5,741	**60**	**7,353**
Minor Arterial	9	1,588	22	4,188	**31**	**5,776**
Major Collector	10	3,140	13	4,570	**23**	**7,710**
Minor Collector	1	986	5	949	**6**	**1,935**
Local Road or Street	4	2,908	4	1,742	**8**	**4,650**
Unknown Rural	0	82	1	110	**1**	**192**
Total	**37**	**11,784**	**115**	**18,869**	**152**	**30,653**
Urban Fatal Crashes						
Principal Arterial						
Interstate	8	1,060	11	2,132	**19**	**3,192**
Freeway/Expressway	2	881	9	1,896	**11**	**2,777**
Other	6	2,148	19	5,333	**25**	**7,481**
Minor Arterial	3	1,795	8	3,275	**11**	**5,070**
Collector	0	694	4	832	**4**	**1,526**
Local Road or Street	1	1,939	2	1,728	**3**	**3,667**
Unknown Urban	0	74	0	98	**0**	**172**
Total	**20**	**8,591**	**53**	**15,294**	**73**	**23,885**
All Fatal Crashes						
Principal Arterial						
Interstate	13	2,528	29	3,701	**42**	**6,229**
Freeway/Expressway	2	881	9	1,896	**11**	**2,777**
Other	14	3,760	71	11,074	**85**	**14,834**
Minor Arterial	12	3,383	30	7,463	**42**	**10,846**
Collector	11	4,820	22	6,351	**33**	**11,171**
Local Road or Street	5	4,847	6	3,470	**11**	**8,317**
Unknown Rural	0	82	1	110	**1**	**192**
Unknown Urban	0	74	0	98	**0**	**172**
Unknown Rural or Urban	0	130	1	199	**1**	**329**
Total	**57**	**20,505**	**169**	**34,362**	**226**	**54,867**

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

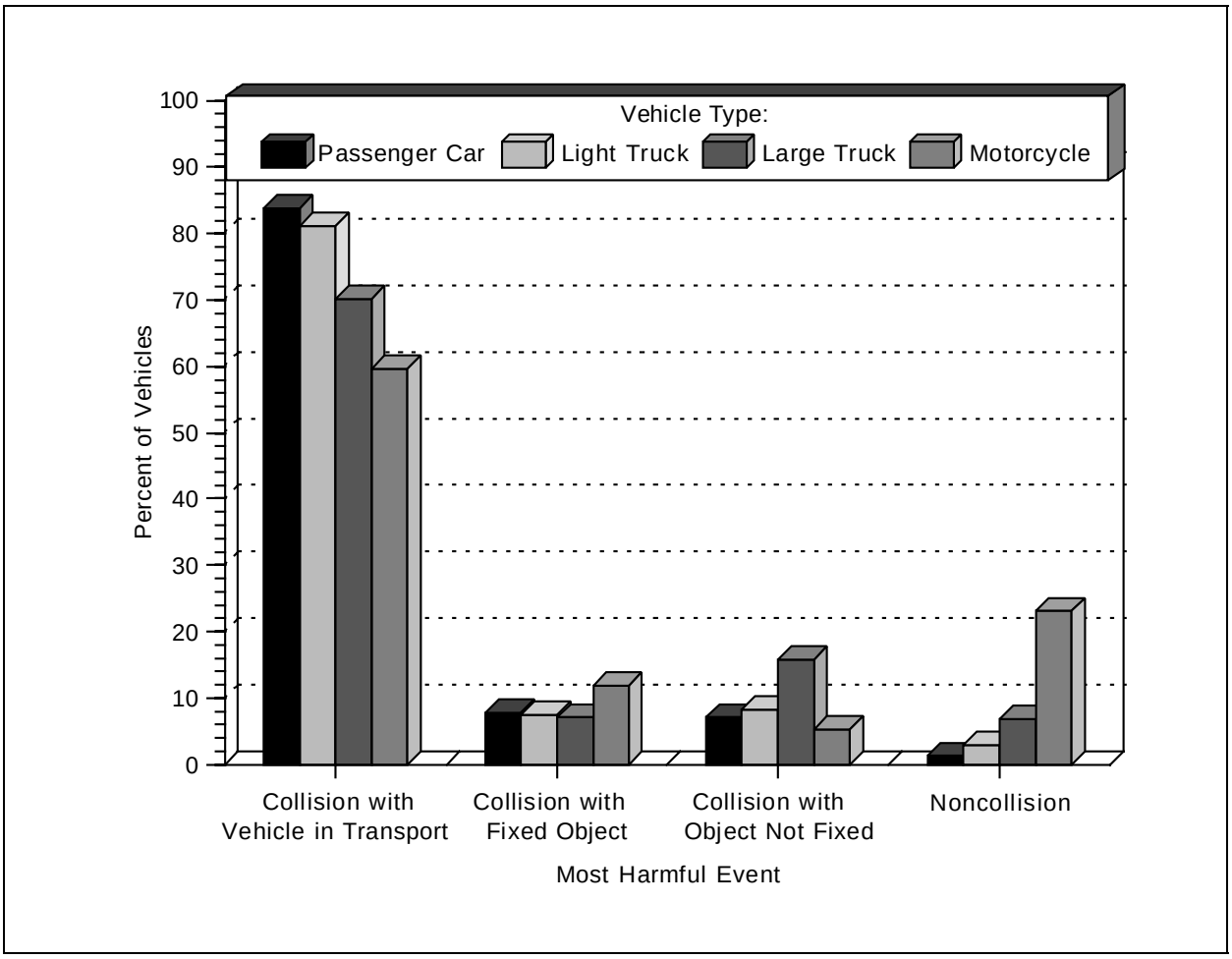
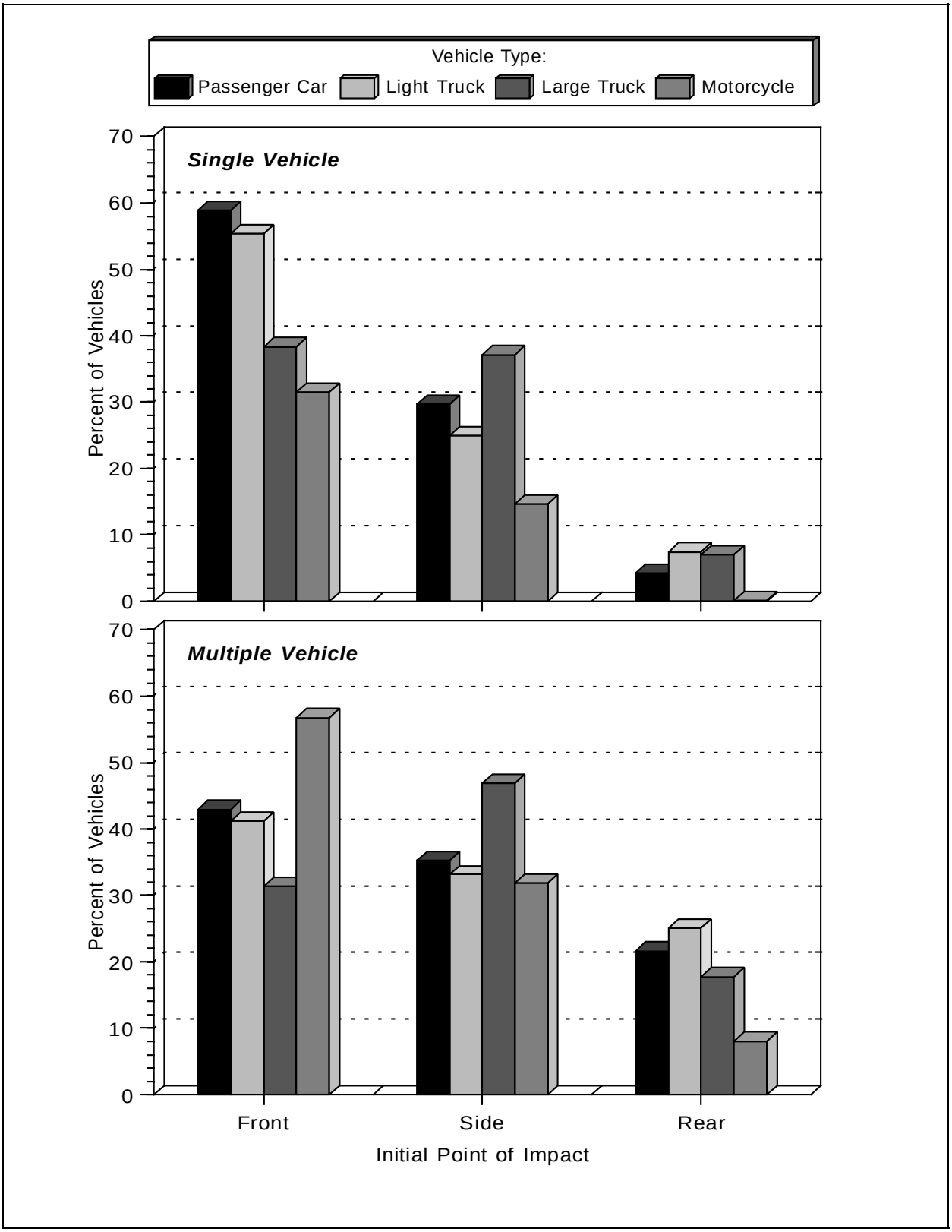


Figure 17
Percent of Vehicles in Crashes by Initial Point of Impact, Crash Type, and Vehicle Type



Note: Excludes other or unknown point of impact and noncollisions.

Table 41
Passenger Cars Involved in Crashes by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	11,004	36.5	1,076,000	39.2	1,767,000	34.3	**2,853,000**	**36.0**
Left Side	2,819	9.4	362,000	13.2	869,000	16.9	**1,234,000**	**15.6**
Right Side	2,437	8.1	313,000	11.4	795,000	15.4	**1,111,000**	**14.0**
Rear	1,213	4.0	556,000	20.3	885,000	17.2	**1,443,000**	**18.2**
Other/Unknown	212	0.7	*	*	1,000	*	**1,000**	*****
Subtotal	*17,685*	*58.7*	*2,308,000*	*84.2*	*4,317,000*	*83.7*	***6,642,000***	***83.8***
Collision with Fixed Object	*4,833*	*16.0*	*226,000*	*8.2*	*388,000*	*7.5*	***619,000***	***7.8***
Collision with Object Not Fixed:								
Nonmotorist	3,564	11.8	108,000	4.0	10,000	0.2	**122,000**	**1.5**
Other	577	1.9	47,000	1.7	393,000	7.6	**441,000**	**5.6**
Subtotal	*4,141*	*13.7*	*156,000*	*5.7*	*403,000*	*7.8*	***563,000***	***7.1***
Noncollision	*3,468*	*11.5*	*53,000*	*1.9*	*48,000*	*0.9*	***104,000***	***1.3***
Total**	**30,149**	**100.0**	**2,742,000**	**100.0**	**5,155,000**	**100.0**	**7,928,000**	**100.0**

* Less than 500 or less than 0.05 percent.
** Includes 22 passenger cars involved in fatal crashes with unknown most harmful event.

Table 42
Passenger Cars Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	7,341	64.2	266,000	63.4	458,000	56.5	**731,000**	**58.9**
Left Side	976	8.5	48,000	11.5	109,000	13.4	**158,000**	**12.7**
Right Side	938	8.2	61,000	14.6	147,000	18.2	**210,000**	**16.9**
Rear	242	2.1	6,000	1.5	45,000	5.6	**52,000**	**4.2**
Noncollision	1,138	10.0	32,000	7.6	28,000	3.4	**61,000**	**4.9**
Other/Unknown	800	7.0	5,000	1.3	24,000	2.9	**30,000**	**2.4**
Total	**11,435**	**100.0**	**419,000**	**100.0**	**811,000**	**100.0**	**1,241,000**	**100.0**
Multiple-Vehicle Crashes								
Front	11,538	61.7	1,082,000	46.6	1,779,000	40.9	**2,873,000**	**43.0**
Left Side	2,933	15.7	366,000	15.7	873,000	20.1	**1,242,000**	**18.6**
Right Side	2,558	13.7	315,000	13.6	797,000	18.3	**1,114,000**	**16.7**
Rear	1,337	7.1	558,000	24.0	888,000	20.4	**1,447,000**	**21.6**
Noncollision	10	0.1	1,000	*	4,000	0.1	**6,000**	**0.1**
Other/Unknown	338	1.8	1,000	*	4,000	0.1	**5,000**	**0.1**
Total	**18,714**	**100.0**	**2,323,000**	**100.0**	**4,345,000**	**100.0**	**6,686,000**	**100.0**
All Crashes								
Front	18,879	62.6	1,348,000	49.2	2,237,000	43.4	**3,604,000**	**45.5**
Left Side	3,909	13.0	414,000	15.1	982,000	19.0	**1,400,000**	**17.7**
Right Side	3,496	11.6	376,000	13.7	944,000	18.3	**1,324,000**	**16.7**
Rear	1,579	5.2	564,000	20.6	933,000	18.1	**1,498,000**	**18.9**
Noncollision	1,148	3.8	33,000	1.2	32,000	0.6	**66,000**	**0.8**
Other/Unknown	1,138	3.8	6,000	0.2	28,000	0.5	**35,000**	**0.4**
Total	**30,149**	**100.0**	**2,742,000**	**100.0**	**5,155,000**	**100.0**	**7,928,000**	**100.0**

* Less than 0.05 percent.

Table 43
Light Trucks Involved in Crashes by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	6,995	42.9	369,000	41.3	608,000	30.0	**985,000**	**33.6**
Left Side	715	4.4	103,000	11.5	312,000	15.4	**415,000**	**14.1**
Right Side	590	3.6	91,000	10.2	289,000	14.3	**381,000**	**13.0**
Rear	606	3.7	175,000	19.5	428,000	21.1	**603,000**	**20.5**
Other/Unknown	126	0.8	*	*	*	*	**1,000**	*****
Subtotal	*9,032*	*55.4*	*738,000*	*82.5*	*1,637,000*	*80.8*	***2,384,000***	***81.2***
Collision with Fixed Object	*1,778*	*10.9*	*74,000*	*8.3*	*144,000*	*7.1*	***220,000***	***7.5***
Collision with Object Not Fixed:								
Nonmotorist	1,898	11.7	30,000	3.3	3,000	0.1	**34,000**	**1.2**
Other	267	1.6	12,000	1.4	197,000	9.7	**209,000**	**7.1**
Subtotal	*2,165*	*13.3*	*42,000*	*4.7*	*199,000*	*9.8*	***244,000***	***8.3***
Noncollision	*3,290*	*20.2*	*40,000*	*4.5*	*45,000*	*2.2*	***88,000***	***3.0***
Total**	**16,289**	**100.0**	**893,000**	**100.0**	**2,025,000**	**100.0**	**2,935,000**	**100.0**

* Less than 500 or less than 0.05 percent.
** Includes 24 light trucks involved in fatal crashes with unknown most harmful event.

Table 44
Light Trucks Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	3,755	57.8	87,000	57.4	200,000	54.5	**290,000**	**55.4**
Left Side	321	4.9	15,000	10.1	32,000	8.9	**48,000**	**9.2**
Right Side	402	6.2	19,000	12.5	63,000	17.2	**82,000**	**15.7**
Rear	83	1.3	2,000	1.4	36,000	9.9	**38,000**	**7.4**
Noncollision	1,477	22.7	26,000	17.2	27,000	7.4	**54,000**	**10.4**
Other/Unknown	461	7.1	2,000	1.4	8,000	2.1	**10,000**	**2.0**
Total	**6,499**	**100.0**	**151,000**	**100.0**	**366,000**	**100.0**	**523,000**	**100.0**
Multiple-Vehicle Crashes								
Front	7,367	75.3	370,000	49.9	616,000	37.1	**993,000**	**41.2**
Left Side	809	8.3	103,000	13.9	313,000	18.9	**417,000**	**17.3**
Right Side	660	6.7	91,000	12.3	290,000	17.5	**382,000**	**15.8**
Rear	749	7.7	175,000	23.6	428,000	25.8	**604,000**	**25.0**
Noncollision	15	0.2	2,000	0.3	11,000	0.6	**13,000**	**0.5**
Other/Unknown	190	1.9	*	*	2,000	0.1	**2,000**	**0.1**
Total	**9,790**	**100.0**	**743,000**	**100.0**	**1,659,000**	**100.0**	**2,412,000**	**100.0**
All Crashes								
Front	11,122	68.3	457,000	51.2	815,000	40.2	**1,283,000**	**43.7**
Left Side	1,130	6.9	118,000	13.3	346,000	17.1	**465,000**	**15.9**
Right Side	1,062	6.5	110,000	12.3	353,000	17.4	**464,000**	**15.8**
Rear	832	5.1	177,000	19.8	464,000	22.9	**642,000**	**21.9**
Noncollision	1,492	9.2	28,000	3.2	38,000	1.9	**67,000**	**2.3**
Other/Unknown	651	4.0	2,000	0.3	9,000	0.5	**12,000**	**0.4**
Total	**16,289**	**100.0**	**893,000**	**100.0**	**2,025,000**	**100.0**	**2,935,000**	**100.0**

* Less than 500 or less than 0.05 percent.

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	2,317	50.2	32,000	33.7	70,000	19.3	**104,000**	**22.6**
Left Side	313	6.8	16,000	16.3	55,000	15.3	**71,000**	**15.4**
Right Side	201	4.4	17,000	17.8	70,000	19.5	**88,000**	**19.0**
Rear	659	14.3	15,000	15.7	44,000	12.3	**60,000**	**13.0**
Other/Unknown	98	2.1	*	0.4	1,000	0.2	**1,000**	**0.3**
Subtotal	*3,588*	*77.7*	*80,000*	*83.9*	*240,000*	*66.5*	***324,000***	***70.2***
Collision with Fixed Object	*161*	*3.5*	*4,000*	*4.6*	*28,000*	*7.8*	***33,000***	***7.1***
Collision with Object Not Fixed:								
Nonmotorist	426	9.2	3,000	3.0	*	0.1	**4,000**	**0.8**
Other	48	1.0	1,000	1.2	68,000	18.8	**69,000**	**15.0**
Subtotal	*474*	*10.3*	*4,000*	*4.1*	*68,000*	*18.9*	***73,000***	***15.8***
Noncollision	*389*	*8.4*	*7,000*	*7.4*	*24,000*	*6.7*	***32,000***	***6.9***
Total**	**4,615**	**100.0**	**95,000**	**100.0**	**361,000**	**100.0**	**461,000**	**100.0**

* Less than 500 or less than 0.05 percent.
** Includes 3 large trucks involved in fatal crashes with unknown most harmful event.

Table 46
Large Trucks Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	449	55.8	5,000	39.8	40,000	38.1	**46,000**	**38.4**
Left Side	37	4.6	1,000	7.8	10,000	9.5	**11,000**	**9.3**
Right Side	40	5.0	2,000	16.2	31,000	29.5	**33,000**	**27.9**
Rear	47	5.8	*	0.8	8,000	7.7	**8,000**	**7.0**
Noncollision	122	15.2	4,000	32.1	12,000	11.5	**17,000**	**13.8**
Other/Unknown	110	13.7	*	3.3	4,000	3.7	**4,000**	**3.7**
Total	**805**	**100.0**	**13,000**	**100.0**	**106,000**	**100.0**	**120,000**	**100.0**
Multiple-Vehicle Crashes								
Front	2,457	64.5	33,000	39.9	72,000	28.0	**107,000**	**31.3**
Left Side	334	8.8	16,000	19.2	56,000	21.8	**72,000**	**21.0**
Right Side	214	5.6	17,000	20.6	71,000	27.9	**88,000**	**25.9**
Rear	677	17.8	15,000	18.3	45,000	17.5	**60,000**	**17.7**
Noncollision	3	0.1	1,000	1.4	11,000	4.4	**12,000**	**3.6**
Other/Unknown	125	3.3	*	0.6	1,000	0.4	**2,000**	**0.5**
Total	**3,810**	**100.0**	**82,000**	**100.0**	**255,000**	**100.0**	**341,000**	**100.0**
All Crashes								
Front	2,906	63.0	38,000	39.9	112,000	31.0	**153,000**	**33.1**
Left Side	371	8.0	17,000	17.6	66,000	18.2	**83,000**	**18.0**
Right Side	254	5.5	19,000	20.0	102,000	28.3	**122,000**	**26.4**
Rear	724	15.7	15,000	15.8	53,000	14.6	**69,000**	**14.9**
Noncollision	125	2.7	5,000	5.7	24,000	6.5	**29,000**	**6.3**
Other/Unknown	235	5.1	1,000	0.9	5,000	1.4	**6,000**	**1.3**
Total	**4,615**	**100.0**	**95,000**	**100.0**	**361,000**	**100.0**	**461,000**	**100.0**

* Less than 500.

Table 47
Large Trucks Involved in Crashes by Truck Type, Rollover Occurrence, and Crash Severity

Truck Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Single-Unit Truck	213	15.5	1,162	84.5	**1,375**	**100.0**
Combination Truck	422	13.0	2,818	87.0	**3,240**	**100.0**
Total	**635**	**13.8**	**3,980**	**86.2**	**4,615**	**100.0**
Injury Crashes						
Single-Unit Truck	3,000	9.0	31,000	91.0	**35,000**	**100.0**
Combination Truck	5,000	7.6	56,000	92.4	**61,000**	**100.0**
Total	**8,000**	**8.1**	**88,000**	**91.9**	**95,000**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	3,000	2.2	134,000	97.8	**137,000**	**100.0**
Combination Truck	4,000	1.7	220,000	98.3	**224,000**	**100.0**
Total	**7,000**	**1.9**	**354,000**	**98.1**	**361,000**	**100.0**
All Crashes						
Single-Unit Truck	6,000	3.6	167,000	96.4	**173,000**	**100.0**
Combination Truck	9,000	3.1	279,000	96.9	**288,000**	**100.0**
Total	**15,000**	**3.3**	**446,000**	**96.7**	**461,000**	**100.0**

Table 48
Truck Tractors with Trailers Involved in Crashes by Number of Trailers, Jackknife Occurrence, and Crash Severity

Number of Trailers	Jackknife Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
One	244	8.6	2,594	91.4	**2,838**	**100.0**
Two or More	21	13.0	141	87.0	**162**	**100.0**
Unknown Number	0	--	11	100.0	**11**	**100.0**
Total	**265**	**8.8**	**2,746**	**91.2**	**3,011**	**100.0**
Injury Crashes						
One	2,000	3.8	47,000	96.2	**49,000**	**100.0**
Two or More	*	3.9	1,000	96.1	**1,000**	**100.0**
Unknown Number	*	*	*	100.0	*****	**100.0**
Total	**2,000**	**3.8**	**48,000**	**96.2**	**50,000**	**100.0**
Property-Damage-Only Crashes						
One	5,000	3.2	151,000	96.8	**156,000**	**100.0**
Two or More	1,000	14.8	3,000	85.2	**4,000**	**100.0**
Unknown Number	*	16.5	1,000	83.5	**2,000**	**100.0**
Total	**6,000**	**3.6**	**156,000**	**96.4**	**161,000**	**100.0**
All Crashes						
One	7,000	3.4	200,000	96.6	**208,000**	**100.0**
Two or More	1,000	12.4	4,000	87.6	**5,000**	**100.0**
Unknown Number	*	15.9	1,000	84.1	**2,000**	**100.0**
Total	**8,000**	**3.7**	**206,000**	**96.3**	**214,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Table 49
Motorcycles Involved in Crashes by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	970	41.7	18,000	33.8	5,000	38.6	**24,000**	**35.0**
Left Side	109	4.7	6,000	11.0	2,000	12.8	**8,000**	**11.1**
Right Side	63	2.7	5,000	8.8	1,000	8.2	**6,000**	**8.5**
Rear	80	3.4	1,000	2.5	2,000	15.2	**3,000**	**4.9**
Other/Unknown	50	2.2	*	0.2	*	*	*****	**0.2**
Subtotal	*1,272*	*54.7*	*30,000*	*56.3*	*10,000*	*74.8*	***41,000***	***59.7***
Collision with Fixed Object	*626*	*26.9*	*7,000*	*13.0*	*1,000*	*4.6*	***8,000***	***11.9***
Collision with Object Not Fixed:								
Nonmotorist	32	1.4	1,000	1.3	*	0.1	**1,000**	**1.0**
Other	66	2.8	2,000	3.8	1,000	6.2	**3,000**	**4.2**
Subtotal	*98*	*4.2*	*3,000*	*5.1*	*1,000*	*6.3*	***4,000***	***5.3***
Noncollision	*318*	*13.7*	*14,000*	*25.7*	*2,000*	*14.3*	***16,000***	***23.1***
Total**	**2,325**	**100.0**	**53,000**	**100.0**	**13,000**	**100.0**	**68,000**	**100.0**

* Less than 500 or less than 0.05 percent.
** Includes 11 motorcycle involved in a fatal crash with unknown most harmful event.

Table 50
Motorcycles Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	548	54.5	7,000	33.3	*	9.7	**8,000**	**31.4**
Left Side	58	5.8	1,000	3.6	*	10.5	**1,000**	**4.5**
Right Side	55	5.5	2,000	8.1	1,000	26.5	**3,000**	**10.1**
Rear	8	0.8	*	0.1	*	0.3	*****	**0.1**
Noncollision	203	20.2	12,000	54.2	2,000	52.9	**14,000**	**52.8**
Other/Unknown	133	13.2	*	0.6	*	*	*****	**1.1**
Total	**1,005**	**100.0**	**22,000**	**100.0**	**3,000**	**100.0**	**26,000**	**100.0**
Multiple-Vehicle Crashes								
Front	992	75.2	18,000	58.1	5,000	50.2	**24,000**	**56.8**
Left Side	112	8.5	6,000	18.9	2,000	16.6	**8,000**	**18.0**
Right Side	66	5.0	5,000	15.2	1,000	10.7	**6,000**	**13.8**
Rear	82	6.2	1,000	4.2	2,000	19.7	**3,000**	**8.0**
Noncollision	7	0.5	1,000	3.3	*	2.8	**1,000**	**3.1**
Other/Unknown	61	4.6	*	0.3	*	*	*****	**0.4**
Total	**1,320**	**100.0**	**31,000**	**100.0**	**10,000**	**100.0**	**42,000**	**100.0**
All Crashes								
Front	1,540	66.2	25,000	47.8	5,000	40.9	**32,000**	**47.1**
Left Side	170	7.3	7,000	12.5	2,000	15.2	**9,000**	**12.9**
Right Side	121	5.2	6,000	12.2	2,000	14.3	**8,000**	**12.4**
Rear	90	3.9	1,000	2.5	2,000	15.3	**3,000**	**5.0**
Noncollision	210	9.0	13,000	24.5	2,000	14.3	**15,000**	**22.0**
Other/Unknown	194	8.3	*	0.4	*	*	*****	**0.6**
Total	**2,325**	**100.0**	**53,000**	**100.0**	**13,000**	**100.0**	**68,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Table 51
Buses Involved in Crashes by Most Harmful Event and Crash Severity

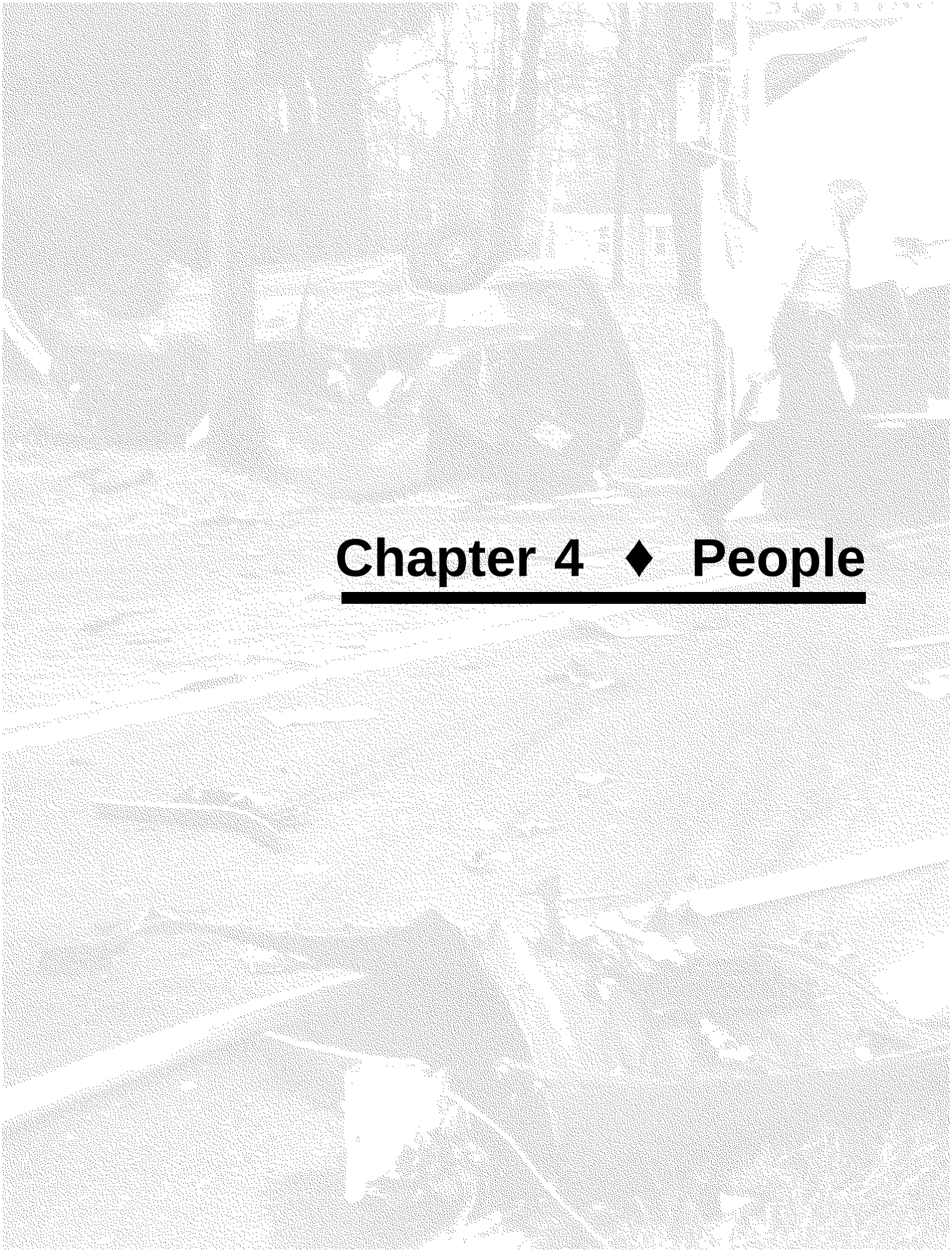
Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	92	35.7	3,000	25.1	7,000	15.6	**10,000**	**18.0**
Left Side	11	4.3	3,000	20.5	11,000	24.9	**13,000**	**23.7**
Right Side	8	3.1	1,000	10.4	10,000	22.8	**11,000**	**19.7**
Rear	32	12.4	4,000	31.7	8,000	18.8	**12,000**	**22.0**
Other/Unknown	0	--	*	*	*	*	*****	*****
Subtotal	*143*	*55.4*	*12,000*	*87.7*	*35,000*	*82.1*	***47,000***	***83.3***
Collision with Fixed Object	*6*	*2.3*	*	*1.7*	*2,000*	*4.5*	***2,000***	***3.8***
Collision with Object Not Fixed:								
Nonmotorist	101	39.1	1,000	6.5	*	*	**1,000**	**1.8**
Other	0	--	*	0.9	5,000	12.8	**6,000**	**9.8**
Subtotal	*101*	*39.1*	*1,000*	*7.4*	*5,000*	*12.8*	***7,000***	***11.6***
Noncollision	*8*	*3.1*	*	*3.2*	*	*0.6*	***1,000***	***1.3***
Total	**258**	**100.0**	**14,000**	**100.0**	**42,000**	**100.0**	**57,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Table 52
Buses Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	59	54.1	1,000	46.7	1,000	9.7	**2,000**	**16.8**
Left Side	2	1.8	*	7.3	1,000	10.7	**1,000**	**10.0**
Right Side	9	8.3	*	18.8	5,000	65.6	**5,000**	**56.6**
Rear	6	5.5	*	0.8	1,000	10.4	**1,000**	**8.6**
Noncollision	6	5.5	*	25.5	*	3.5	**1,000**	**7.5**
Other/Unknown	27	24.8	*	1.0	*	*	*****	**0.5**
Total	**109**	**100.0**	**2,000**	**100.0**	**8,000**	**100.0**	**9,000**	**100.0**
Multiple-Vehicle Crashes								
Front	94	63.1	3,000	28.5	7,000	19.0	**10,000**	**21.6**
Left Side	12	8.1	3,000	23.6	11,000	30.3	**13,000**	**28.5**
Right Side	8	5.4	1,000	11.8	10,000	27.8	**11,000**	**23.6**
Rear	32	21.5	4,000	36.1	8,000	22.9	**12,000**	**26.3**
Noncollision	2	1.3	*	*	*	*	*****	*****
Other/Unknown	1	0.7	*	*	*	*	*****	*****
Total	**149**	**100.0**	**12,000**	**100.0**	**35,000**	**100.0**	**47,000**	**100.0**
All Crashes								
Front	153	59.3	4,000	30.7	7,000	17.4	**12,000**	**20.8**
Left Side	14	5.4	3,000	21.7	11,000	26.8	**14,000**	**25.4**
Right Side	17	6.6	2,000	12.7	15,000	34.5	**16,000**	**29.0**
Rear	38	14.7	4,000	31.8	9,000	20.7	**13,000**	**23.4**
Noncollision	8	3.1	*	3.1	*	0.6	**1,000**	**1.2**
Other/Unknown	28	10.9	*	0.1	*	*	*****	**0.1**
Total	**258**	**100.0**	**14,000**	**100.0**	**42,000**	**100.0**	**57,000**	**100.0**

* Less than 500 or less than 0.05 percent.



Chapter 4 ♦ People

4. PEOPLE

This chapter presents statistics about the **Drivers**, **Passengers**, **Pedestrians**, and **Pedalcyclists** involved in motor vehicle crashes in 1994. The tables and figures are presented in nine groups: all killed or injured persons, crash-involved drivers, occupants (drivers and passengers), alcohol, restraints, motorcycle related, school bus related, pedestrians, and pedalcyclists. Below are some of the statistics you will find in this section:

- A total of 40,676 people lost their lives in motor vehicle crashes in 1994. Another 3.2 million people were injured.

- The majority of persons killed or injured in traffic crashes were drivers (63 percent), followed by passengers (32 percent), pedestrians (3 percent), and pedalcyclists (2 percent).

- Persons 16 to 20 years old had the highest fatality and injury rates per 100,000 population. Children 5 to 9 years old had the lowest fatality rate, and children under 5 had the lowest injury rate.

- For every age group, the fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was lower for females than for males in four age groups: 5 to 9, 25 to 34, 55 to 64, and over 74 years old.

- Although male drivers were 51 percent of total licensed drivers, they accounted for 74 percent of the drivers involved in fatal crashes, 59 percent of the drivers in injury crashes, and 63 percent of the drivers in property-damage-only crashes. (According to the Federal Highway Administration's 1990 Nationwide Personal Transportation Survey—the latest data available—male drivers account for 65 percent of annual miles driven.)

- Forty-one percent of the persons who were killed in traffic crashes in 1994 died in alcohol-related crashes. Nine percent of the injured persons received their injuries in alcohol-related crashes.

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

Person Type	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Vehicle Occupants						
Driver	23,695	270,000	515,000	1,247,000	2,032,000	**2,056,000**
Passenger	10,502	131,000	251,000	642,000	1,024,000	**1,034,000**
Unknown Occupant	96	*	*	*	*	*****
Subtotal	*34,293*	*401,000*	*766,000*	*1,889,000*	*3,056,000*	***3,090,000***
Nonmotorists						
Pedestrian	5,472	22,000	30,000	38,000	90,000	**95,000**
Pedalcyclist	802	10,000	28,000	21,000	60,000	**61,000**
Other	109	1,000	2,000	6,000	9,000	**9,000**
Subtotal	*6,383*	*33,000*	*60,000*	*66,000*	*159,000*	***165,000***
Total	**40,676**	**434,000**	**826,000**	**1,954,000**	**3,215,000**	**3,255,000**

* Less than 500.

Table 54
Persons Killed or Injured, by Age and Injury Severity

Age (Years)	Persons Killed*	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
<5	940	11,000	23,000	52,000	87,000	**87,000**
5-9	853	15,000	32,000	61,000	108,000	**109,000**
10-15	1,599	28,000	55,000	103,000	186,000	**187,000**
16-20	5,717	75,000	161,000	299,000	535,000	**540,000**
21-24	4,229	52,000	95,000	218,000	365,000	**369,000**
25-34	7,585	91,000	174,000	437,000	702,000	**709,000**
35-44	5,933	67,000	111,000	342,000	520,000	**526,000**
45-54	4,026	35,000	71,000	194,000	300,000	**304,000**
55-64	2,751	25,000	42,000	116,000	183,000	**186,000**
65-74	3,134	21,000	37,000	84,000	142,000	**145,000**
>74	3,795	14,000	24,000	50,000	87,000	**91,000**
Total	**40,676**	**434,000**	**826,000**	**1,954,000**	**3,215,000**	**3,255,000**

* Includes 114 fatalities of unknown age.

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

Sex	Persons Killed*	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Male	27,383	234,000	449,000	881,000	1,564,000	**1,591,000**
Female	13,269	200,000	377,000	1,074,000	1,651,000	**1,664,000**
Total	**40,676**	**434,000**	**826,000**	**1,954,000**	**3,215,000**	**3,255,000**

* Includes 24 fatalities of unknown sex.

Figure 18
Percent of Persons Killed or Injured, by Age

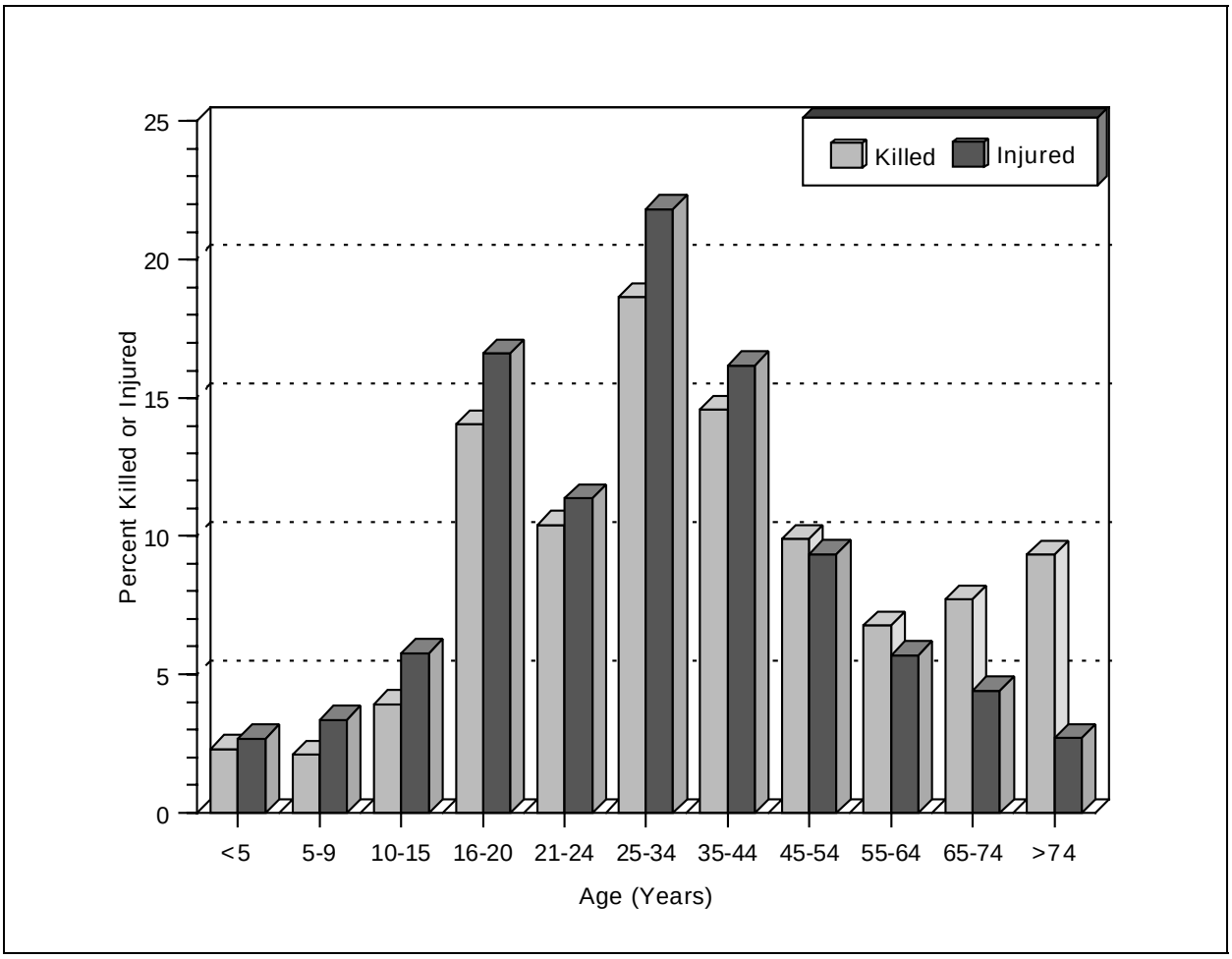


Table 56
Persons Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	501	10,094	4.96	437	9,633	4.54	940	19,727	4.77
5-9	534	9,657	5.53	319	9,201	3.47	853	18,858	4.52
10-15	989	11,450	8.64	608	10,904	5.58	1,599	22,354	7.15
16-20	3,972	8,964	44.31	1,743	8,530	20.43	5,717	17,494	32.68
21-24	3,204	7,535	42.52	1,025	7,311	14.02	4,229	14,846	28.49
25-34	5,554	20,677	26.86	2,028	20,677	9.81	7,585	41,354	18.34
35-44	4,202	20,648	20.35	1,730	21,010	8.23	5,933	41,658	14.24
45-54	2,732	14,591	18.72	1,292	15,279	8.46	4,026	29,870	13.48
55-64	1,756	9,984	17.59	995	11,034	9.02	2,751	21,018	13.09
65-74	1,767	8,290	21.31	1,366	10,422	13.11	3,134	18,712	16.75
>74	2,086	5,185	40.23	1,707	9,261	18.43	3,795	14,446	26.27
Unknown	86	*	*	19	*	*	114	*	*
Total**	**27,383**	**127,075**	**21.55**	**13,269**	**133,262**	**9.96**	**40,676**	**260,337**	**15.62**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	42,000	10,094	419	44,000	9,633	459	87,000	19,727	439
5-9	56,000	9,657	577	53,000	9,201	571	108,000	18,858	574
10-15	88,000	11,450	767	98,000	10,904	897	186,000	22,354	830
16-20	268,000	8,964	2,990	267,000	8,530	3,125	535,000	17,494	3056
21-24	181,000	7,535	2,399	184,000	7,311	2,517	365,000	14,846	2457
25-34	357,000	20,677	1,728	344,000	20,677	1,666	702,000	41,354	1697
35-44	249,000	20,648	1,208	271,000	21,010	1,290	520,000	41,658	1249
45-54	135,000	14,591	925	165,000	15,279	1,082	300,000	29,870	1006
55-64	88,000	9,984	885	95,000	11,034	860	183,000	21,018	872
65-74	61,000	8,290	739	81,000	10,422	774	142,000	18,712	758
>74	38,000	5,185	729	50,000	9,261	536	87,000	14,446	605
Total	**1,564,000**	**127,075**	**1,230**	**1,651,000**	**133,262**	**1,239**	**3,215,000**	**260,337**	**1235**

* Not applicable.

** Includes 24 fatalities of unknown sex.

Source: Population—Bureau of the Census.

Figure 19
Fatality and Injury Rates per 100,000 Population, by Age and Sex

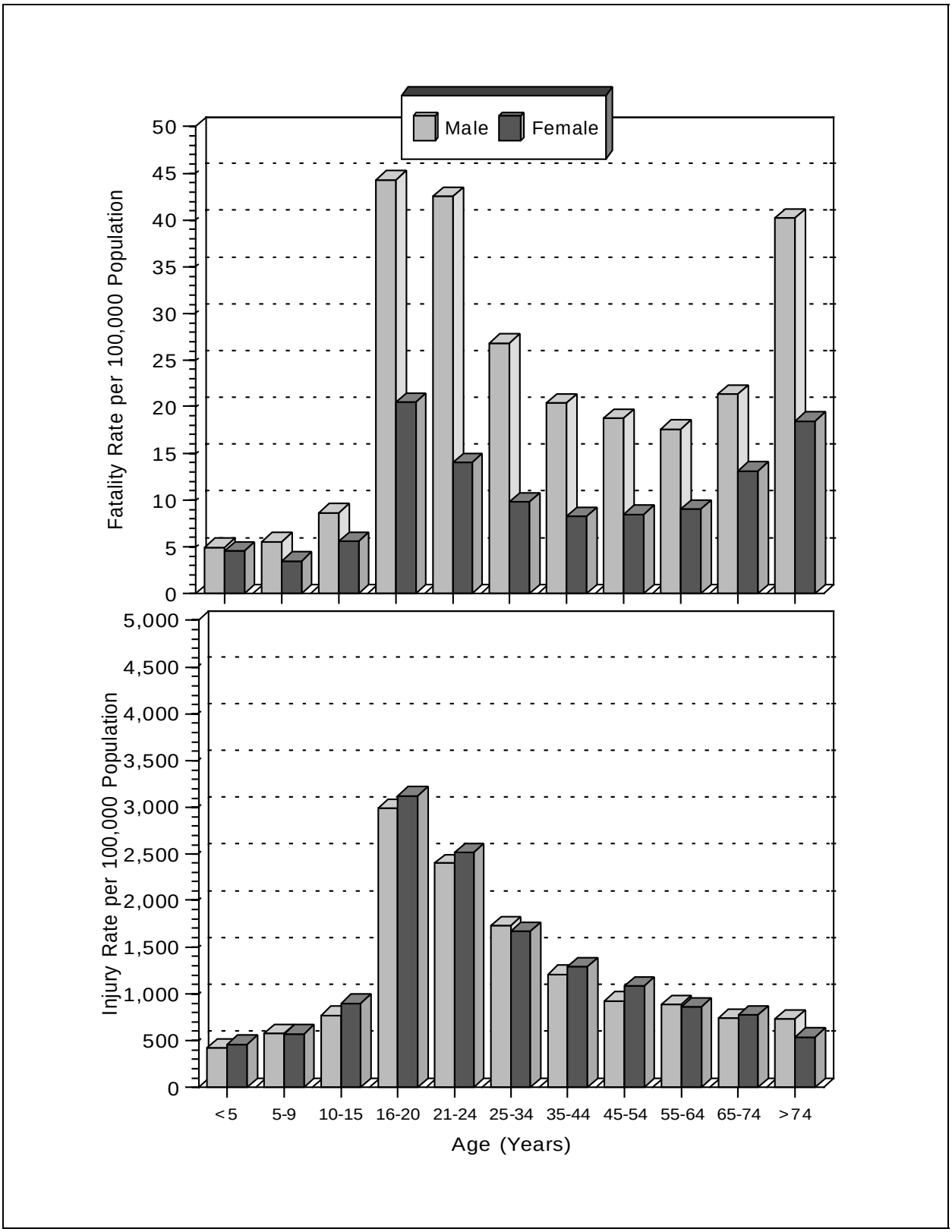


Table 57
Persons Killed in Construction/Maintenance Zones, by Roadway Function Class and Person Type

Roadway Function Class	Person Type					Total
	Driver	Passenger	Pedestrian	Pedalcyclist	Other Nonmotorist	
Principal Arterial						
Interstate	116	67	36	0	1	**220**
Freeway or Expressway	47	19	12	2	0	**80**
Other	139	63	28	3	0	**233**
Minor Arterial	61	29	27	1	0	**118**
Collector	72	24	7	0	0	**103**
Local Road or Street	48	13	10	0	0	**71**
Unknown	4	2	2	0	0	**8**
Total	**487**	**217**	**122**	**6**	**1**	**833**

Table 58
Persons Killed in Crashes Involving Emergency Vehicles, by Person Type, Crash Type, and Vehicle Type

Person Type	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Total	In Emergency Use*	Total	In Emergency Use*	Total	In Emergency Use*
Ambulance						
Ambulance Driver	0	0	1	1	**1**	**1**
Ambulance Passenger	4	1	2	2	**6**	**3**
Occupant of Other Vehicle	0	0	27	21	**27**	**21**
Pedestrian	4	0	2	1	**6**	**1**
Total	**8**	**1**	**32**	**25**	**40**	**26**
Fire Truck						
Fire Truck Driver	3	2	0	0	**3**	**2**
Fire Truck Passenger	0	0	1	0	**1**	**0**
Occupant of Other Vehicle	0	0	7	7	**7**	**7**
Pedestrian	0	0	0	0	**0**	**0**
Total	**3**	**2**	**8**	**7**	**11**	**9**
Police Vehicle						
Police Vehicle Driver	5	2	19	8	**24**	**10**
Police Vehicle Passenger	0	0	3	1	**3**	**1**
Occupant of Other Vehicle	0	0	67	35	**67**	**35**
Pedestrian	14	9	1	1	**15**	**10**
Other Nonmotorist	1	0	0	0	**1**	**0**
Total	**20**	**11**	**90**	**45**	**110**	**56**

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

Figure 20
Fatality and Injury Rates per 1,000 Crashes by First Harmful Event and Manner of Collision

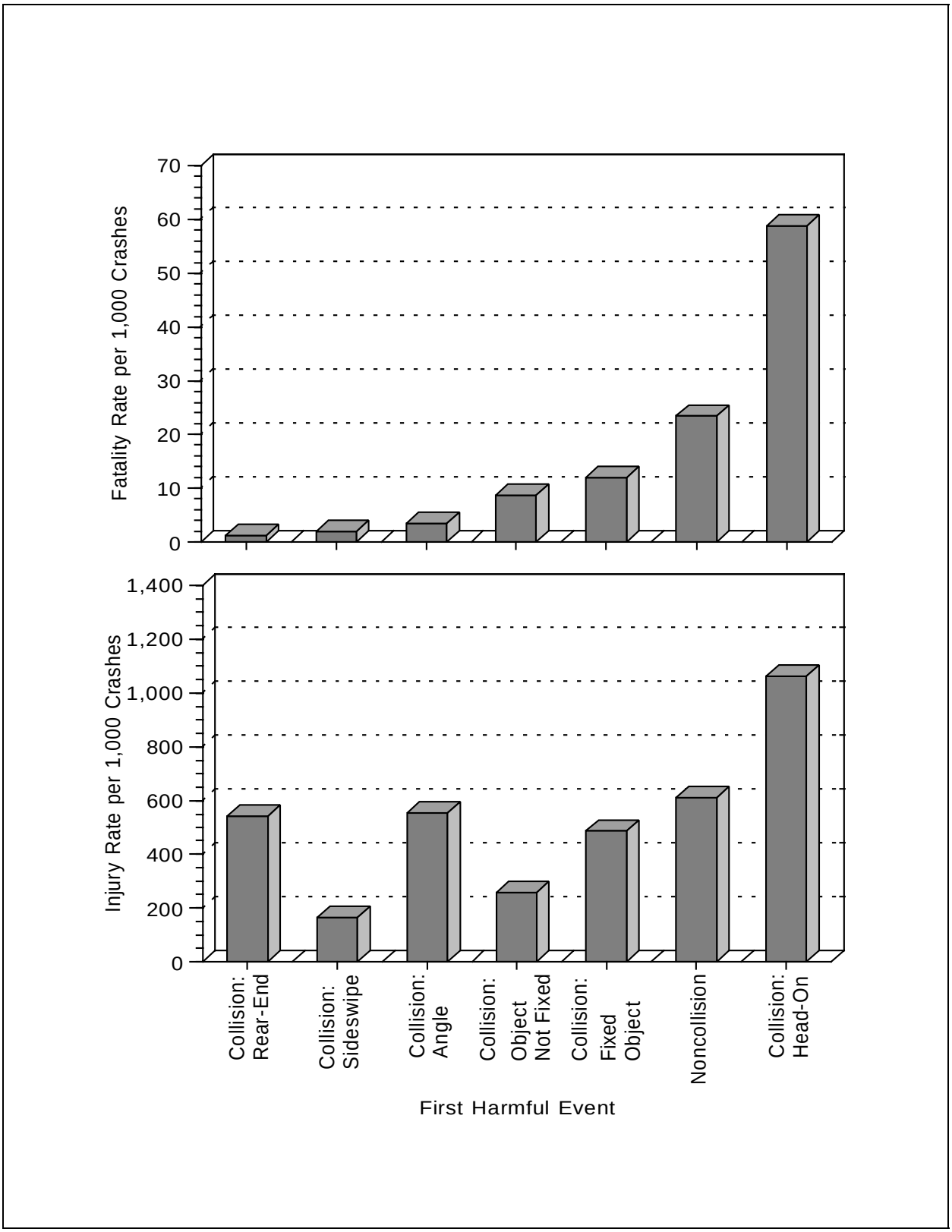


Figure 21
Fatality and Injury Rates per 1,000 Crashes by Time of Day

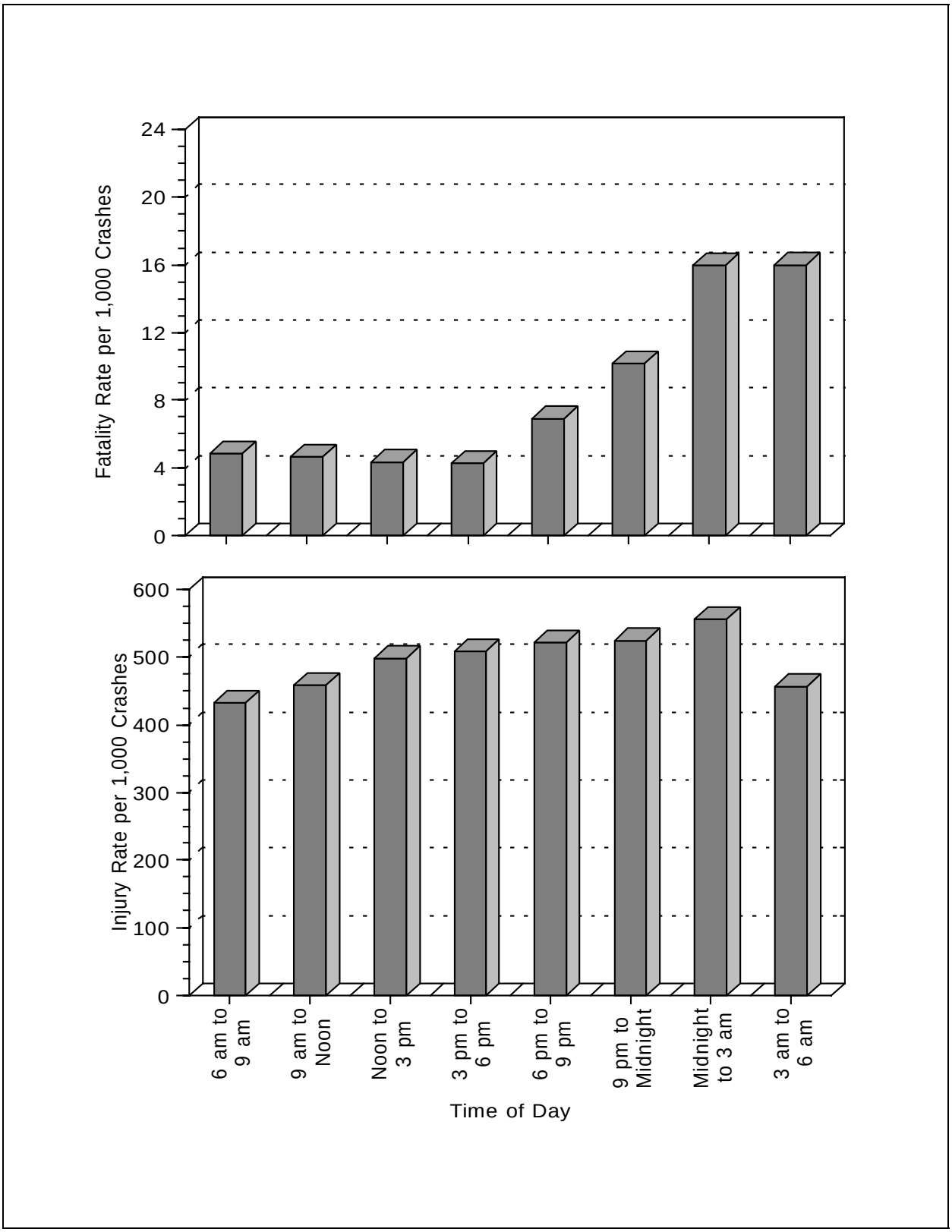


Figure 22
Fatality and Injury Rates per 1,000 Crashes by Speed Limit

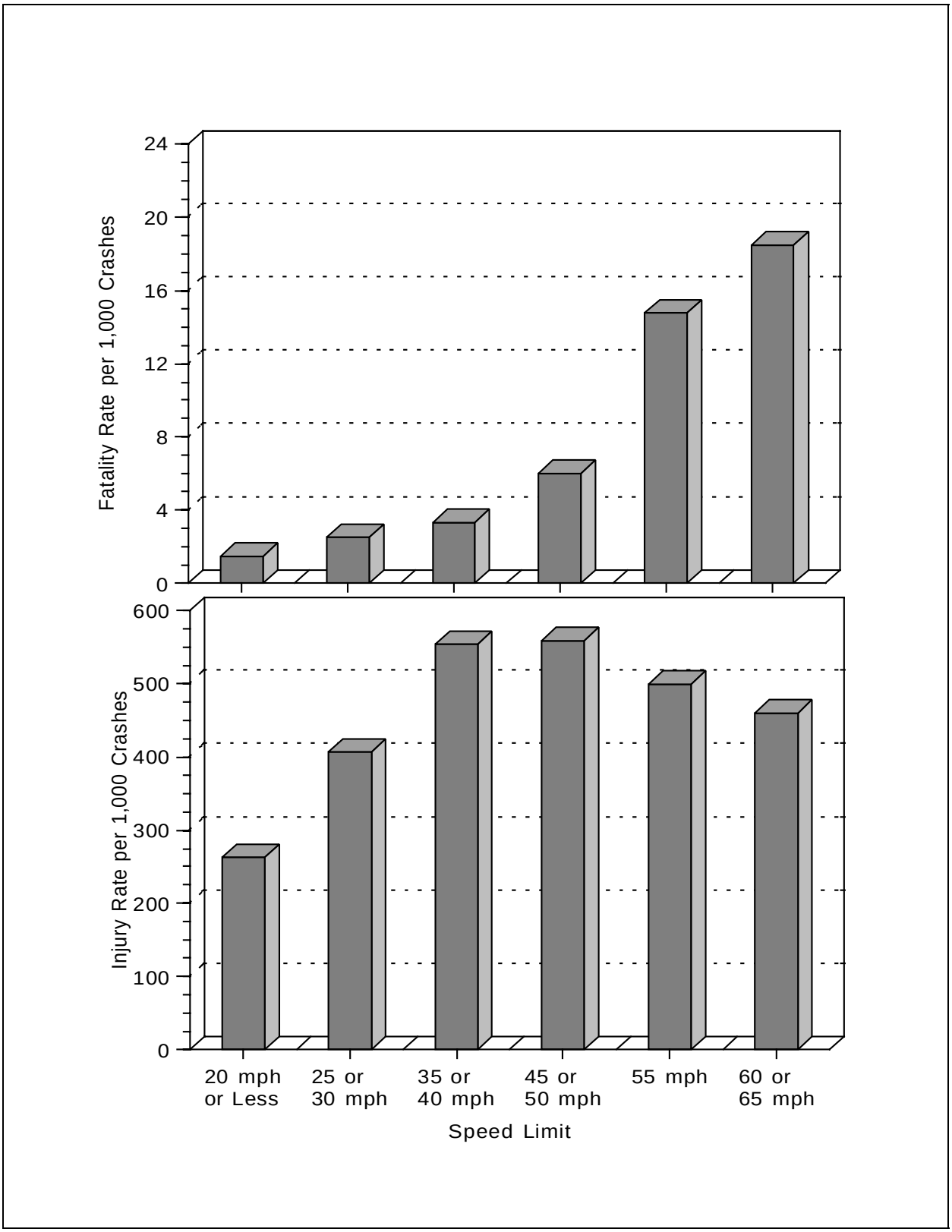


Table 59
Driver Involvement Rates per 100,000 Licensed Drivers by Age, Sex, and Crash Severity

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	290	*	108	*	**399**	*****
16-20	5,627	91.60	2,082	37.47	**7,711**	**65.91**
21-24	4,878	68.18	1,401	20.86	**6,280**	**45.27**
25-34	9,869	48.78	3,013	15.49	**12,882**	**32.46**
35-44	7,422	38.06	2,512	13.06	**9,935**	**25.65**
45-54	4,886	35.07	1,600	11.75	**6,486**	**23.54**
55-64	2,850	29.28	976	10.38	**3,826**	**19.99**
65-69	1,150	26.37	474	10.99	**1,624**	**18.72**
>69	3,057	38.59	1,372	17.56	**4,431**	**28.16**
Unknown	166	0.00	12	0.00	**940**	**0.00**
Total**	**40,195**	**45.17**	**13,550**	**15.74**	**54,514**	**31.13**
Drivers in Injury Crashes						
<16	11,000	*	7,000	*	**18,000**	*****
16-20	356,000	5,791	249,000	4,476	**604,000**	**5,167**
21-24	261,000	3,654	186,000	2,776	**448,000**	**3,229**
25-34	571,000	2,822	396,000	2,034	**967,000**	**2,436**
35-44	452,000	2,316	326,000	1,694	**778,000**	**2,007**
45-54	259,000	1,857	180,000	1,325	**439,000**	**1,594**
55-64	152,000	1,566	92,000	980	**245,000**	**1,278**
65-69	59,000	1,354	40,000	922	**99,000**	**1,139**
>69	117,000	1,483	80,000	1,022	**197,000**	**1,254**
Total	**2,239,000**	**2,516**	**1,556,000**	**1,807**	**3,795,000**	**2,167**
Drivers in Property-Damage-Only Crashes						
<16	16,000	*	9,000	*	**25,000**	*****
16-20	743,000	12,103	475,000	8,553	**1,219,000**	**10,418**
21-24	509,000	7,113	341,000	5,076	**850,000**	**6,126**
25-34	1,206,000	5,961	695,000	3,575	**1,901,000**	**4,791**
35-44	1,043,000	5,349	619,000	3,219	**1,662,000**	**4,292**
45-54	597,000	4,288	335,000	2,462	**933,000**	**3,386**
55-64	306,000	3,141	165,000	1,752	**470,000**	**2,458**
65-69	120,000	2,744	66,000	1,519	**185,000**	**2,135**
>69	198,000	2,502	137,000	1,752	**335,000**	**2,130**
Total	**4,739,000**	**5,325**	**2,842,000**	**3,300**	**7,580,000**	**4,329**
Drivers in All Crashes						
<16	28,000	*	16,000	*	**43,000**	*****
16-20	1,105,000	17,985	726,000	13,066	**1,831,000**	**15,650**
21-24	775,000	10,835	529,000	7,873	**1,304,000**	**9,401**
25-34	1,787,000	8,831	1,094,000	5,625	**2,881,000**	**7,259**
35-44	1,502,000	7,703	948,000	4,927	**2,450,000**	**6,325**
45-54	861,000	6,180	517,000	3,799	**1,378,000**	**5,003**
55-64	461,000	4,736	258,000	2,742	**719,000**	**3,756**
65-69	180,000	4,124	106,000	2,452	**286,000**	**3,293**
>69	319,000	4,023	218,000	2,792	**537,000**	**3,412**
Unknown	***	*	***	*	**1,000**	*****
Total	**7,018,000**	**7,887**	**4,411,000**	**5,123**	**11,430,000**	**6,528**

* Not applicable.
** Includes 769 drivers of unknown sex.
*** Less than 500.
Source: 1994 Licensed Drivers (estimated)—Federal Highway Administration.

Figure 23
Driver Involvement Rates per 100,000 Licensed Drivers by Crash Severity, Age, and Sex

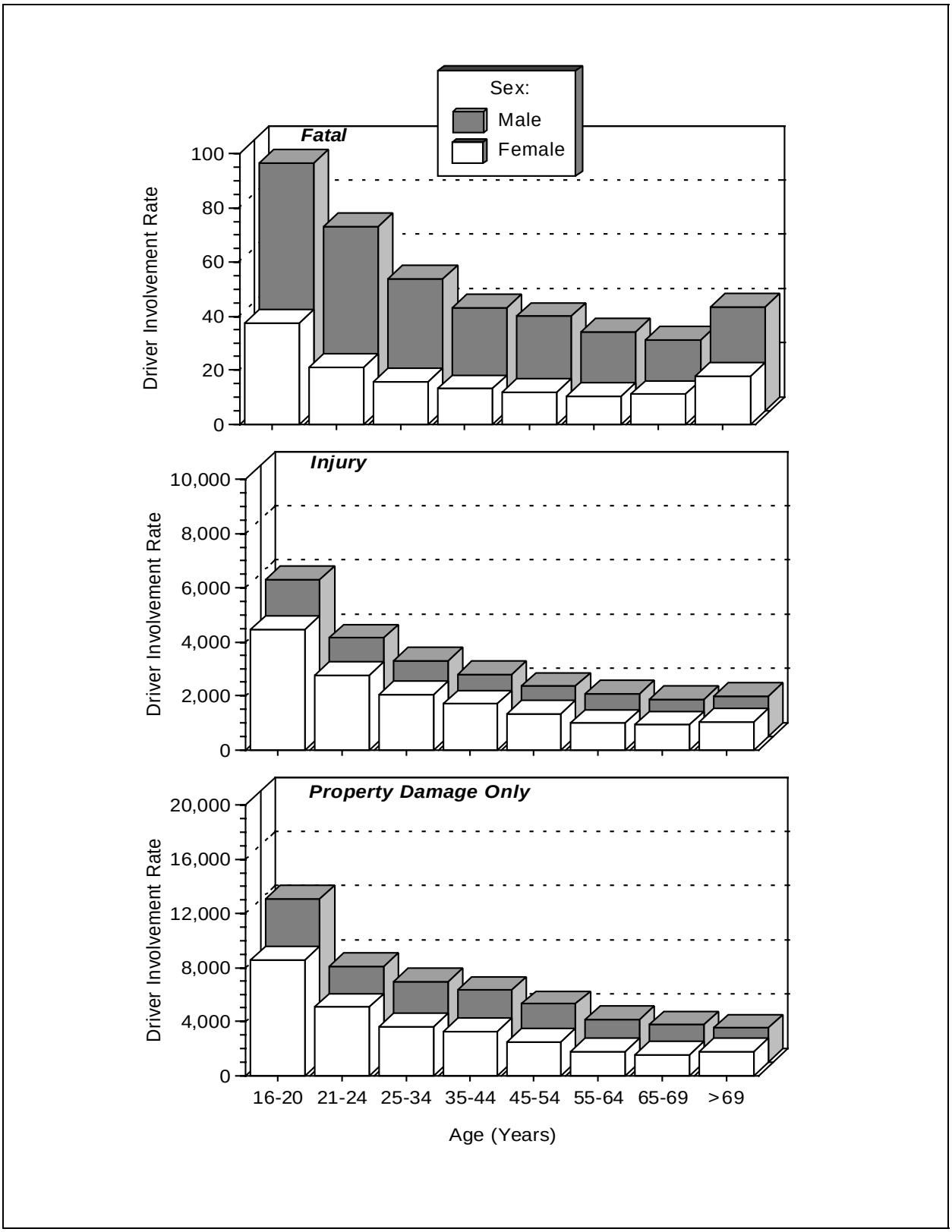


Table 60
Drivers Involved in Fatal Crashes by Previous Driving Record and License Status

Previous Convictions	Valid License (46,642)		Invalid License (5,994)		Total (52,636)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	8,193	17.6	1,002	16.7	9,195	17.5
Previous Recorded Suspensions or Revocations	3,403	7.3	2,968	49.5	6,371	12.1
Previous DWI Convictions	1,038	2.2	1,011	16.9	2,049	3.9
Previous Speeding Convictions	10,429	22.4	1,178	19.7	11,607	22.1
Previous Other Harmful Moving Convictions	7,134	15.3	1,432	23.9	8,566	16.3
Drivers with No Previous Conviction	27,000	57.9	2,474	41.3	29,474	56.0

Notes: Table does not include 1,878 drivers with unknown license status. FARS records prior driving records (convictions only, not violations) for events occurring within 3 years of the date of the crash. The same driver can have one or more of these convictions.

Table 61
Related Factors for Drivers Involved in Fatal Crashes

Factors	Number	Percent
Failure to keep in proper lane or running off road	15,276	28.0
Driving too fast for conditions or in excess of posted speed limit	10,984	20.1
Failure to yield right of way	5,026	9.2
Inattentive (talking, eating, etc.)	3,323	6.1
Operating vehicle in erratic, reckless, careless, or negligent manner	3,135	5.8
Failure to obey traffic signs, signals, or officer	2,973	5.5
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	1,918	3.5
Drowsy, asleep, fatigued, ill, or blackout	1,829	3.4
Making improper turn	1,335	2.4
Driving wrong way on one-way trafficway or on wrong side of road	1,277	2.3
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,209	2.2
Overcorrecting/oversteering	1,094	2.0
Other factors	9,848	18.1
None reported	19,742	36.2
Unknown	859	1.6
Total Drivers	**54,514**	**100.0**

Note: The sum of the numbers and percentages is greater than total drivers as more than one factor may be present for the same driver.

Table 62
Vehicle Occupants Killed or Injured, by Vehicle Type, Person Type, and Injury Severity

Vehicle and Person Type	Occupants Killed	Occupants Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Passenger Car						
Drivers	14,612	191,000	374,000	980,000	1,545,000	**1,559,000**
Passengers	7,244	96,000	187,000	504,000	787,000	**794,000**
Unknown	47	*	*	*	*	*****
Total	*21,903*	*287,000*	*561,000*	*1,484,000*	*2,332,000*	***2,354,000***
Light Truck						
Drivers	6,036	57,000	110,000	238,000	405,000	**411,000**
Passengers	2,792	32,000	58,000	125,000	214,000	**217,000**
Unknown	48	*	*	*	*	*****
Total	*8,876*	*89,000*	*167,000*	*363,000*	*619,000*	***628,000***
Large Truck						
Drivers	548	5,000	7,000	13,000	26,000	**27,000**
Passengers	115	1,000	1,000	2,000	4,000	**4,000**
Total	*663*	*6,000*	*8,000*	*16,000*	*30,000*	***31,000***
Motorcycle						
Operators	2,082	16,000	23,000	12,000	50,000	**53,000**
Passengers	222	2,000	3,000	1,000	6,000	**6,000**
Total	*2,304*	*18,000*	*26,000*	*13,000*	*56,000*	***59,000***
Bus	*21*	*1,000*	*2,000*	*11,000*	*15,000*	***15,000***
Other/Unknown	*526*	*1,000*	*1,000*	*1,000*	*3,000*	***4,000***
Total	**34,293**	**401,000**	**766,000**	**1,889,000**	**3,056,000**	**3,090,000**

* Less than 500.

Table 63
Vehicle Occupants Killed or Injured, by Sex and Vehicle Type

Sex	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/ Unknown	
Occupants Killed							
Male	12,904	6,821	621	2,096	13	418	**22,873**
Female	8,983	2,055	42	208	8	103	**11,399**
Unknown	16	0	0	0	0	5	**21**
Total	**21,903**	**8,876**	**663**	**2,304**	**21**	**526**	**34,293**
Occupants Injured							
Male	986,000	384,000	28,000	50,000	7,000	3,000	**1,458,000**
Female	1,346,000	235,000	2,000	7,000	8,000	0	**1,598,000**
Total	**2,332,000**	**619,000**	**30,000**	**56,000**	**15,000**	**3,000**	**3,056,000**

Table 64
Vehicle Occupants Killed or Injured, by Age and Vehicle Type

Age (Years)	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/ Unknown	
Occupants Killed							
<5	512	156	5	1	0	8	**682**
5-9	277	143	4	3	2	12	**441**
10-15	701	318	8	41	1	61	**1,130**
16-20	3,759	1,204	14	319	1	68	**5,365**
21-24	2,457	954	31	411	0	46	**3,899**
25-34	3,836	1,835	158	719	1	71	**6,620**
35-44	2,657	1,550	168	469	3	66	**4,913**
45-54	1,818	1,059	156	227	4	63	**3,327**
55-64	1,385	660	97	64	3	38	**2,247**
65-74	1,921	588	18	40	0	48	**2,615**
>74	2,549	400	2	9	6	38	**3,004**
Unknown	31	9	2	1	0	7	**50**
Total	**21,903**	**8,876**	**663**	**2,304**	**21**	**526**	**34,293**
Occupants Injured							
<5	64,000	17,000	*	*	1,000	*	**82,000**
5-9	68,000	18,000	*	*	1,000	*	**88,000**
10-15	113,000	31,000	*	3,000	5,000	1,000	**153,000**
16-20	412,000	91,000	2,000	7,000	2,000	1,000	**515,000**
21-24	282,000	57,000	2,000	10,000	1,000	*	**353,000**
25-34	500,000	150,000	10,000	17,000	1,000	*	**678,000**
35-44	356,000	125,000	6,000	11,000	2,000	1,000	**502,000**
45-54	213,000	65,000	5,000	5,000	1,000	*	**290,000**
55-64	136,000	36,000	3,000	1,000	1,000	*	**177,000**
65-74	116,000	19,000	1,000	1,000	*	*	**138,000**
>74	73,000	10,000	*	*	*	*	**83,000**
Total	**2,332,000**	**619,000**	**30,000**	**56,000**	**15,000**	**3,000**	**3,056,000**

* Less than 500.

Table 65
Vehicle Occupants Killed or Injured, by Age, Person Type, and Sex

Age (Years)	Person Type											
	Drivers						Passengers					
	Sex				Total		Sex				Total	
	Male		Female				Male		Female			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	0	--	0	--	**0**	**--**	338	49.6	341	50.1	**681**	**100.0**
5-9	0	--	0	--	**0**	**--**	240	54.9	197	45.1	**437**	**100.0**
10-15	180	79.6	45	19.9	**226**	**100.0**	465	51.4	438	48.5	**904**	**100.0**
16-20	2,457	74.0	863	26.0	**3,320**	**100.0**	1,260	61.6	783	38.3	**2,045**	**100.0**
21-24	2,227	79.6	571	20.4	**2,798**	**100.0**	718	65.2	383	34.8	**1,101**	**100.0**
25-34	3,953	76.6	1,208	23.4	**5,161**	**100.0**	864	59.2	592	40.6	**1,459**	**100.0**
35-44	2,939	74.5	1,004	25.5	**3,943**	**100.0**	484	49.9	485	50.0	**970**	**100.0**
45-54	1,951	73.1	718	26.9	**2,669**	**100.0**	266	40.4	390	59.3	**658**	**100.0**
55-64	1,241	71.7	491	28.3	**1,732**	**100.0**	169	32.8	346	67.2	**515**	**100.0**
65-74	1,233	67.7	587	32.3	**1,820**	**100.0**	220	27.7	574	72.2	**795**	**100.0**
>74	1,352	67.4	652	32.5	**2,005**	**100.0**	277	27.7	721	72.2	**999**	**100.0**
Unknown	18	85.7	0	--	**21**	**100.0**	21	61.8	10	29.4	**34**	**100.0**
Total*	**17,551**	**74.1**	**6,139**	**25.9**	**23,695**	**100.0**	**5,322**	**50.2**	**5,260**	**49.6**	**10,598**	**100.0**
Occupants Injured												
<5	**	**	**	**	******	******	40,000	48.5	42,000	51.5	**82,000**	**100.0**
5-9	**	**	**	**	******	******	42,000	48.0	45,000	52.0	**87,000**	**100.0**
10-15	7,000	60.2	4,000	39.8	**11,000**	**100.0**	59,000	41.7	83,000	58.3	**142,000**	**100.0**
16-20	166,000	51.3	158,000	48.7	**324,000**	**100.0**	89,000	46.5	102,000	53.5	**191,000**	**100.0**
21-24	128,000	50.4	126,000	49.6	**254,000**	**100.0**	46,000	46.9	52,000	53.1	**99,000**	**100.0**
25-34	275,000	52.5	249,000	47.5	**524,000**	**100.0**	63,000	41.4	90,000	58.6	**153,000**	**100.0**
35-44	205,000	50.5	201,000	49.5	**406,000**	**100.0**	32,000	33.6	64,000	66.4	**96,000**	**100.0**
45-54	113,000	49.2	117,000	50.8	**230,000**	**100.0**	15,000	24.2	45,000	75.8	**60,000**	**100.0**
55-64	71,000	54.9	59,000	45.1	**130,000**	**100.0**	12,000	25.8	35,000	74.2	**47,000**	**100.0**
65-74	50,000	52.0	47,000	48.0	**97,000**	**100.0**	9,000	21.5	32,000	78.5	**41,000**	**100.0**
>74	30,000	53.8	26,000	46.2	**56,000**	**100.0**	5,000	19.2	22,000	80.8	**27,000**	**100.0**
Total	**1,046,000**	**51.5**	**986,000**	**48.5**	**2,032,000**	**100.0**	**412,000**	**40.2**	**612,000**	**59.8**	**1,024,000**	**100.0**

* Includes 5 killed drivers and 16 killed passengers of unknown sex.
** Less than 500 or less than 0.05 percent.

Table 66
Vehicle Occupants Killed or Injured, by Vehicle Type and Most Harmful Event

Vehicle Type	Most Harmful Event: Collision with: Motor Vehicle in Transport		Collision with: Object Not Fixed		Collision with: Fixed Object		Noncollision		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed										
Passenger Car	12,215	55.8	607	2.8	5,264	24.0	3,739	17.1	**21,903**	**100.0**
Light Truck	3,221	36.3	259	2.9	1,864	21.0	3,497	39.4	**8,876**	**100.0**
Large Truck	148	22.3	31	4.7	145	21.9	337	50.8	**663**	**100.0**
Motorcycle	1,254	54.4	73	3.2	640	27.8	322	14.0	**2,304**	**100.0**
Bus	8	38.1	0	--	6	28.6	7	33.3	**21**	**100.0**
Other/Unknown	209	39.7	20	3.8	87	16.5	146	27.8	**526**	**100.0**
Total*	**17,055**	**49.7**	**990**	**2.9**	**8,006**	**23.3**	**8,048**	**23.5**	**34,293**	**100.0**
Occupants Injured										
Passenger Car	1,906,000	81.7	48,000	2.1	295,000	12.7	82,000	3.5	**2,332,000**	**100.0**
Light Truck	457,000	73.8	14,000	2.2	93,000	15.0	55,000	8.9	**619,000**	**100.0**
Large Truck	18,000	59.8	1,000	2.4	4,000	14.6	7,000	23.2	**30,000**	**100.0**
Motorcycle	31,000	55.8	2,000	4.1	8,000	13.4	15,000	26.6	**56,000**	**100.0**
Bus	13,000	85.9	**	**	1,000	5.7	1,000	8.4	**15,000**	**100.0**
Other/Unknown	2,000	50.4	**	2.2	1,000	27.9	1,000	19.6	**3,000**	**100.0**
Total	**2,428,000**	**79.4**	**65,000**	**2.1**	**402,000**	**13.2**	**162,000**	**5.3**	**3,056,000**	**100.0**

* Includes 194 fatalities with unknown most harmful event.
** Less than 500 or less than 0.5 percent.

Table 67
Vehicle Occupants Killed or Injured, by Initial Point of Impact and Vehicle Type

Initial Point of Impact	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/ Unknown	
Occupants Killed							
Front	11,640	4,741	388	1,540	11	219	**18,539**
Left Side	3,492	857	28	113	2	34	**4,526**
Right Side	3,718	810	40	168	1	45	**4,782**
Rear	960	355	23	76	0	47	**1,461**
Other*	501	253	36	70	0	13	**873**
Noncollision	1,248	1,621	125	214	7	83	**3,298**
Unknown	344	239	23	123	0	85	**814**
Total	**21,903**	**8,876**	**663**	**2,304**	**21**	**526**	**34,293**
Occupants Injured							
Front	1,034,000	263,000	12,000	27,000	2,000	1,000	**1,340,000**
Left Side	323,000	79,000	5,000	6,000	2,000	**	**415,000**
Right Side	377,000	89,000	4,000	7,000	4,000	1,000	**481,000**
Rear	543,000	148,000	4,000	1,000	5,000	1,000	**703,000**
Other*	6,000	3,000	**	**	**	**	**10,000**
Noncollision	48,000	39,000	5,000	14,000	1,000	1,000	**108,000**
Total	**2,332,000**	**619,000**	**30,000**	**56,000**	**15,000**	**3,000**	**3,056,000**

* Includes top, undercarriage, override, and underride.
** Less than 500.

Table 68
Vehicle Occupants Killed or Injured, by Vehicle Type and Ejection

Vehicle Type	Ejected		Not Ejected		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
Passenger Car	4,605	21.0	17,209	78.6	89	0.4	**21,903**	**100.0**
Light Truck	3,799	42.8	5,029	56.7	48	0.5	**8,876**	**100.0**
Large Truck	228	34.4	430	64.9	5	0.8	**663**	**100.0**
Bus	8	38.1	13	61.9	0	--	**21**	**100.0**
Other/Unknown	128	24.3	347	66.0	51	9.7	**526**	**100.0**
Total*	**8,768**	**27.4**	**23,028**	**72.0**	**193**	**0.6**	**31,989**	**100.0**
Occupants Injured								
Passenger Car	6,000	0.3	2,326,000	99.7	**	**	**2,332,000**	**100.0**
Light Truck	8,000	1.2	612,000	98.8	**	**	**619,000**	**100.0**
Large Truck	**	0.3	30,000	99.7	**	**	**30,000**	**100.0**
Bus	**	**	15,000	100.0	**	**	**15,000**	**100.0**
Other/Unknown	**	0.5	3,000	99.5	**	**	**3,000**	**100.0**
Total*	**14,000**	**0.5**	**2,986,000**	**99.5**	****	****	**3,000,000**	**100.0**

* Excludes motorcycle occupants.
** Less than 500 or less than 0.05 percent.

Table 69
Occupants Killed or Injured in Two-Vehicle Crashes, by Vehicle Types Involved

Vehicles Involved				Total Occupants Killed
Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	
Passenger Car	--	Passenger Car	--	**4,372**
Passenger Car	4,120	Light Truck	999	**5,119**
Passenger Car	2,174	Large Truck	29	**2,203**
Passenger Car	17	Motorcycle	596	**613**
Passenger Car	92	Bus	0	**92**
Passenger Car	143	Other/Unknown	77	**220**
Light Truck	--	Light Truck	--	**1,115**
Light Truck	963	Large Truck	24	**987**
Light Truck	0	Motorcycle	386	**386**
Light Truck	26	Bus	1	**27**
Light Truck	63	Other/Unknown	66	**129**
Large Truck	--	Large Truck	--	**108**
Large Truck	0	Motorcycle	114	**114**
Large Truck	0	Bus	5	**5**
Large Truck	6	Other/Unknown	44	**50**
Motorcycle	--	Motorcycle	--	**28**
Motorcycle	7	Bus	0	**7**
Motorcycle	26	Other/Unknown	3	**29**
Bus	0	Bus	0	**1**
Bus	0	Other/Unknown	2	**2**
Other/Unknown	--	Other/Unknown	--	**46**
Total Occupants Killed				**15,653**

Vehicles Involved				Total Occupants Injured
Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	
Passenger Car	--	Passenger Car	--	**1,139,000**
Passenger Car	396,000	Light Truck	260,000	**656,000**
Passenger Car	56,000	Large Truck	13,000	**69,000**
Passenger Car	4,000	Motorcycle	21,000	**25,000**
Passenger Car	7,000	Bus	4,000	**12,000**
Passenger Car	2,000	Other/Unknown	1,000	**3,000**
Light Truck	--	Light Truck	--	**126,000**
Light Truck	15,000	Large Truck	5,000	**20,000**
Light Truck	1,000	Motorcycle	7,000	**8,000**
Light Truck	2,000	Bus	4,000	**7,000**
Light Truck	*	Other/Unknown	*	**1,000**
Large Truck	--	Large Truck	--	**4,000**
Large Truck	*	Motorcycle	1,000	**1,000**
Large Truck	*	Bus	1,000	**1,000**
Large Truck	*	Other/Unknown	*	**1,000**
Motorcycle	--	Motorcycle	--	**1,000**
Bus	--	Bus	--	**1,000**
Total Occupants Injured				**2,073,000**

* Less than 500.

Table 70
Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Type

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Passenger Cars	**52,301**	**57.1**	**21,903**	**63.9**
Convertible	481	0.5	201	0.6
2 Door Sedan, Hardtop, Coupe	18,809	20.5	8,144	23.7
3 Door/2 Door Hatchback	3,187	3.5	1,481	4.3
4 Door Sedan Hardtop	24,295	26.5	9,973	29.1
5 Door/4 Door Hatchback	840	0.9	392	1.1
Station Wagon	2,729	3.0	1,002	2.9
Hatchback, Doors Unknown	86	0.1	45	0.1
Other Auto	438	0.5	157	0.5
Unknown Auto	1,256	1.4	425	1.2
Auto-Based Pickup	174	0.2	83	0.2
Auto-Based Panel	6	0.0	0	0.0
Light Trucks	**28,676**	**31.3**	**8,876**	**25.9**
Compact Utility	3,982	4.3	1,321	3.9
Large Utility	975	1.1	287	0.8
Utility Station Wagon	615	0.7	132	0.4
Utility, Unknown Body Type	25	0.0	11	0.0
Minivan	3,614	3.9	826	2.4
Large Van	3,348	3.7	621	1.8
Step Van	73	0.1	9	0.0
Van-Based School Bus	14	0.0	1	0.0
Van-Based Transit Bus	7	0.0	0	0.0
Other Van Type	117	0.1	21	0.1
Unknown Van Type	117	0.1	19	0.1
Compact Pickup	6,153	6.7	2,564	7.5
Standard Pickup	8,999	9.8	2,893	8.4
Pickup with Camper	195	0.2	74	0.2
Convertible Pickup	5	0.0	2	0.0
Unknown Pickup Style Truck	119	0.1	28	0.1
Cab Chassis-Based Light Truck	224	0.2	46	0.1
Truck-Based Panel	1	0.0	0	0.0
Other Conventional Light Truck	2	0.0	0	0.0
Unknown Light Truck (not pickup)	33	0.0	8	0.0
Unknown Light Vehicle Type	45	0.0	12	0.0
Unknown Truck	13	0.0	1	0.0

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Large Trucks	**5,354**	**5.8**	**663**	**1.9**
Step Van	46	0.1	6	0.0
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	264	0.3	36	0.1
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	256	0.3	41	0.1
Single Unit Heavy Truck (GVWR > 26,000 lb)	899	1.0	89	0.3
Single Unit Truck, Unknown GVWR	153	0.2	27	0.1
Truck Tractor	3,644	4.0	449	1.3
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	4	0.0	0	0.0
Unknown Heavy Truck (GVWR > 26,000 lb)	12	0.0	0	0.0
Unknown Large Truck Type	76	0.1	15	0.0
Motorcycles	**2,685**	**2.9**	**2,304**	**6.7**
Motorcycle	2,538	2.8	2,176	6.3
Moped	30	0.0	29	0.1
Three Wheel Motorcycle or Moped	4	0.0	3	0.0
Off-Road Motorcycle (Two Wheel)	30	0.0	28	0.1
Other Motorcycle/Minibike	25	0.0	20	0.1
Unknown Motorcycle	58	0.1	48	0.1
Buses*	**915**	**1.0**	**21**	**0.1**
School Bus	431	0.5	2	0.0
Cross Country/Intercity Bus	106	0.1	7	0.0
Transit Bus	236	0.3	6	0.0
Other Bus	61	0.1	4	0.0
Unknown Bus	81	0.1	2	0.0
Other Vehicles	**703**	**0.8**	**316**	**0.9**
Large Limousine	6	0.0	1	0.0
Van-Based Motorhome	40	0.0	6	0.0
Light Truck-Based Motorhome	16	0.0	4	0.0
Large Truck-Based Motorhome	83	0.1	10	0.0
Unknown Truck Camper/Motorhome	93	0.1	11	0.0
All Terrain Vehicle	163	0.2	113	0.3
Snowmobile	55	0.1	39	0.1
Farm Equipment Except Trucks	137	0.1	68	0.2
Construction Equipment Except Trucks	33	0.0	13	0.0
Other Vehicle	77	0.1	51	0.1
Unknown Body type	**939**	**1.0**	**210**	**0.6**
Total	**91,573**	**100.0**	**34,293**	**100.0**

* Noninjured passengers are not included in this bus occupant count. All bus drivers are included, regardless of injury severity.

Table 71
Passenger Car Occupants Involved in Fatal Crashes and Occupants Killed, by Car Wheelbase Size

Passenger Car Wheelbase Size	Occupants Involved in Fatal Crashes		Occupants Killed		Percent of Occupants Killed by Car Wheelbase Size
	Number	Percent of Total	Number	Percent of Total	
Minicompact (under 95 inches)	4,759	9.1	2,294	10.5	48.2
Subcompact (95 to 99 inches)	10,016	19.2	4,642	21.2	46.3
Compact (100 to 104 inches)	14,465	27.7	6,245	28.5	43.2
Intermediate (105 to 109 inches)	10,771	20.6	4,334	19.8	40.2
Full Size (110 to 114 inches)	5,510	10.5	2,064	9.4	37.5
Largest Size (115 inches and over)	4,390	8.4	1,463	6.7	33.3
Unknown	2,390	4.6	861	3.9	36.0
Total	**52,301**	**100.0**	**21,903**	**100.0**	**41.9**

Table 72
Persons Killed or Injured in Alcohol-Related Crashes, by Person Type and Injury Severity

Person Type	Persons Killed*	Persons Injured by Injury Severity**			Total Injured
		Incapacitating	Nonincapacitating	Other	
Vehicle Occupants					
Driver	10,007	47,000	69,000	79,000	195,000
Passenger	3,700	21,000	27,000	41,000	88,000
*Subtotal****	*13,748*	*68,000*	*96,000*	*120,000*	*284,000*
Nonmotorists					
Pedestrian	2,542	3,000	3,000	3,000	9,000
Pedalcyclist	270	1,000	1,000	1,000	3,000
Other	29	****	****	1,000	1,000
Subtotal	*2,841*	*4,000*	*4,000*	*5,000*	*13,000*
Total***	**16,589**	**72,000**	**100,000**	**124,000**	**297,000**

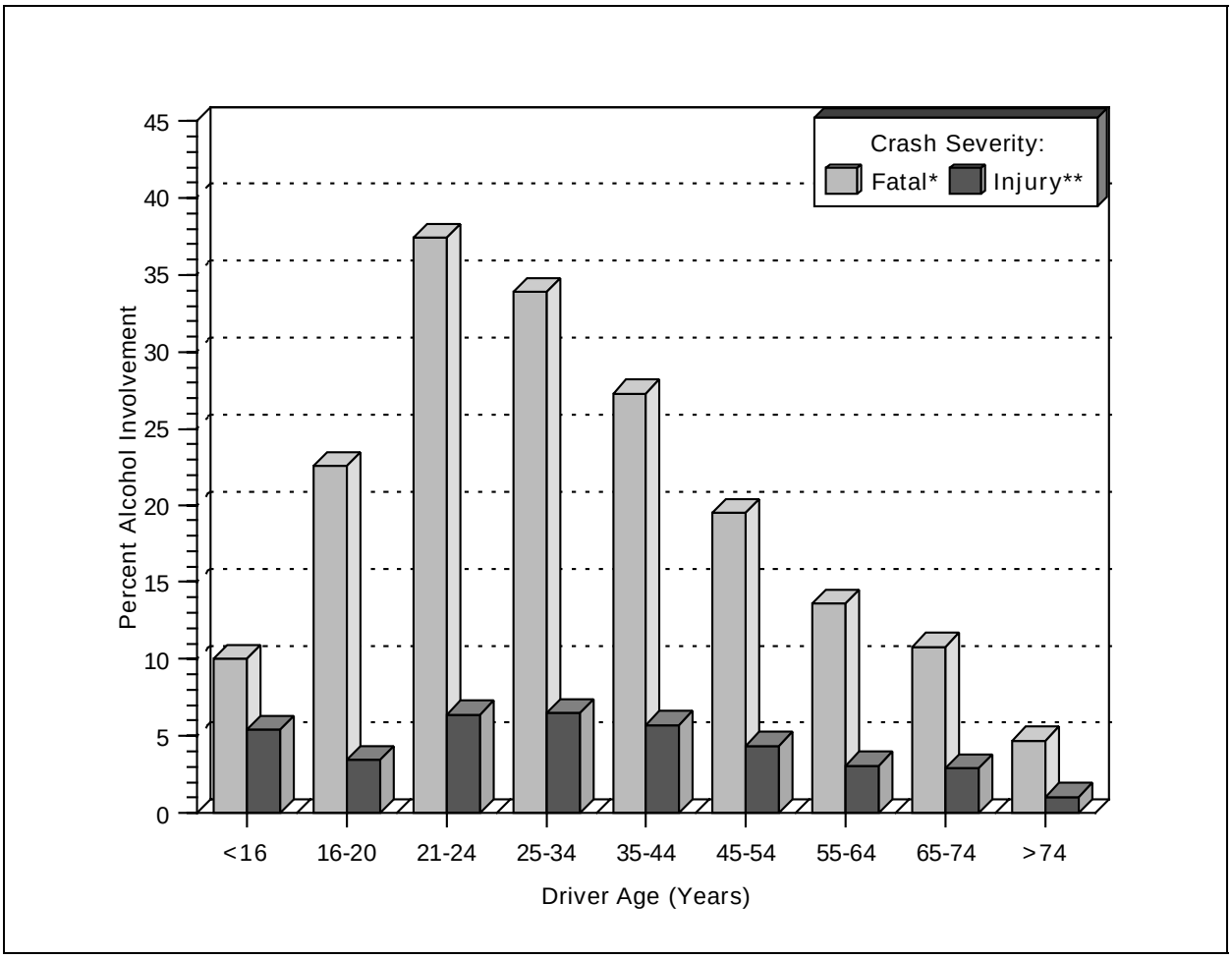
* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater in the crash. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.
** Police-reported alcohol involvement in the crash.
*** Includes 40 unknown occupants that were killed.
**** Less than 500.

Table 73
Drivers Involved in Crashes by Age, Alcohol Involvement, and Crash Severity

Age (Years)	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes*						
<16	40	10.0	359	90.0	**399**	**100.0**
16-20	1,743	22.6	5,968	77.4	**7,711**	**100.0**
21-24	2,346	37.4	3,934	62.6	**6,280**	**100.0**
25-34	4,366	33.9	8,516	66.1	**12,882**	**100.0**
35-44	2,713	27.3	7,222	72.7	**9,935**	**100.0**
45-54	1,266	19.5	5,220	80.5	**6,486**	**100.0**
55-64	521	13.6	3,305	86.4	**3,826**	**100.0**
65-74	345	10.8	2,844	89.2	**3,189**	**100.0**
>74	135	4.7	2,731	95.3	**2,866**	**100.0**
Unknown	335	35.6	605	64.4	**940**	**100.0**
Total	**13,809**	**25.3**	**40,705**	**74.7**	**54,514**	**100.0**
Drivers in Injury Crashes**						
<16	1,000	5.4	17,000	94.6	**18,000**	**100.0**
16-20	21,000	3.5	584,000	96.5	**604,000**	**100.0**
21-24	29,000	6.4	419,000	93.6	**448,000**	**100.0**
25-34	63,000	6.5	904,000	93.5	**967,000**	**100.0**
35-44	44,000	5.7	733,000	94.3	**778,000**	**100.0**
45-54	19,000	4.4	420,000	95.6	**439,000**	**100.0**
55-64	8,000	3.1	237,000	96.9	**245,000**	**100.0**
65-74	5,000	2.9	181,000	97.1	**187,000**	**100.0**
>74	1,000	1.0	108,000	99.0	**110,000**	**100.0**
Total	**191,000**	**5.0**	**3,604,000**	**95.0**	**3,795,000**	**100.0**
Drivers in Property-Damage-Only Crashes**						
<16	1,000	2.8	24,000	97.2	**25,000**	**100.0**
16-20	22,000	1.8	1,196,000	98.2	**1,219,000**	**100.0**
21-24	25,000	2.9	825,000	97.1	**850,000**	**100.0**
25-34	65,000	3.4	1,837,000	96.6	**1,901,000**	**100.0**
35-44	52,000	3.1	1,610,000	96.9	**1,662,000**	**100.0**
45-54	24,000	2.6	909,000	97.4	**933,000**	**100.0**
55-64	8,000	1.6	463,000	98.4	**470,000**	**100.0**
65-74	4,000	1.1	336,000	98.9	**340,000**	**100.0**
>74	1,000	0.7	179,000	99.3	**180,000**	**100.0**
Total	**201,000**	**2.7**	**7,379,000**	**97.3**	**7,580,000**	**100.0**

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.
** Police-reported alcohol involvement.

Figure 24
Percent of Driver Alcohol Involvement for Fatal and Injury Crashes



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

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

Table 74
Drivers Killed or Injured, by Time of Day, Day of Week, Age, Alcohol Involvement, and Crash Type

Time of Day and Day of Week	Killed*				Injured**			
	Under 21		21 and Older		Under 21		21 and Older	
	Number Killed	Percent with Alcohol Involvement	Number Killed	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement
Single-Vehicle Crashes								
Daytime	**639**	**15.7**	**3,637**	**27.8**	**52,000**	**3.5**	**147,000**	**9.2**
Weekday	401	12.5	2,471	22.5	37,000	3.2	110,000	7.4
Weekend	238	20.9	1,166	38.8	15,000	4.4	37,000	14.4
Nighttime	**1,316**	**53.9**	**5,376**	**75.4**	**56,000**	**18.8**	**162,000**	**39.7**
Weekday	549	46.7	2,278	69.0	25,000	15.3	79,000	32.4
Weekend	767	59.1	3,098	80.1	31,000	21.5	83,000	46.7
Multiple-Vehicle Crashes								
Daytime	**869**	**6.4**	**6,918**	**11.2**	**156,000**	**0.3**	**1,048,000**	**0.9**
Weekday	653	4.9	5,321	9.7	123,000	0.4	855,000	0.8
Weekend	216	11.1	1,597	15.9	33,000	0.0	193,000	1.6
Nighttime	**692**	**28.8**	**3,992**	**45.3**	**71,000**	**4.5**	**340,000**	**8.0**
Weekday	303	20.2	1,893	38.5	33,000	4.3	183,000	5.6
Weekend	389	35.6	2,099	51.5	39,000	4.7	157,000	10.9

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.
** Police-reported alcohol involvement.

Table 75
Drivers Killed in Crashes, by Age and Driver's Blood Alcohol Concentration (BAC)

Age (Years)	Driver's BAC								Total	
	0.00		0.01-0.09		0.10 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	206	89.0	7	3.1	18	8.0	25	11.1	**231**	**100.0**
16-20	2,266	68.3	320	9.7	733	22.1	1,053	31.8	**3,320**	**100.0**
21-24	1,375	49.2	262	9.4	1,160	41.5	1,422	50.9	**2,798**	**100.0**
25-34	2,351	45.6	429	8.3	2,380	46.1	2,809	54.4	**5,161**	**100.0**
35-44	2,065	52.4	245	6.2	1,632	41.4	1,877	47.6	**3,943**	**100.0**
45-54	1,744	65.4	153	5.7	772	28.9	925	34.6	**2,669**	**100.0**
55-64	1,357	78.3	62	3.6	313	18.1	375	21.7	**1,732**	**100.0**
65-74	1,558	85.6	69	3.8	193	10.6	262	14.4	**1,820**	**100.0**
>74	1,891	94.3	40	2.0	74	3.7	114	5.7	**2,005**	**100.0**
Unknown	11	68.1	1	9.2	4	22.7	5	31.9	**16**	**100.0**
Total	**14,824**	**62.6**	**1,588**	**6.7**	**7,279**	**30.7**	**8,867**	**37.4**	**23,695**	**100.0**

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 25
Alcohol Involvement (BAC ≥ 0.01) for Drivers Killed, by Driver Age, Crash Type, Time of Day, and Day of Week

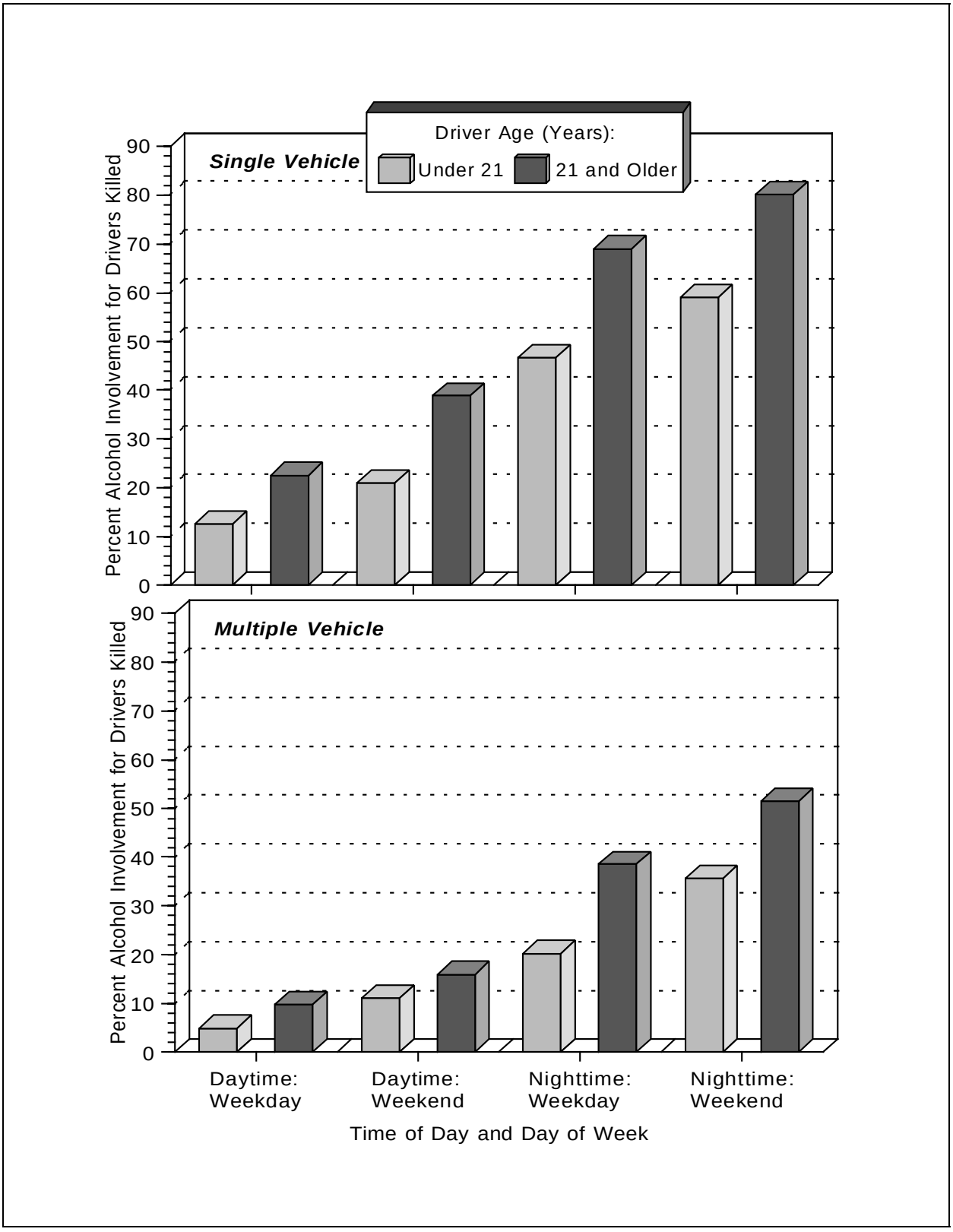


Table 76
Drivers Involved in Crashes by Vehicle Type, Alcohol Involvement, and Crash Severity

Vehicle Type	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes*						
Passenger Car	7,685	25.6	22,292	74.4	**29,977**	**100.0**
Light Truck	4,704	29.1	11,469	70.9	**16,173**	**100.0**
Large Truck	126	2.8	4,437	97.2	**4,563**	**100.0**
Motorcycle	934	40.3	1,383	59.7	**2,317**	**100.0**
Bus	12	4.8	243	95.2	**255**	**100.0**
Other/Unknown	348	28.3	881	71.7	**1,229**	**100.0**
Total	**13,809**	**25.3**	**40,705**	**74.7**	**54,514**	**100.0**
Drivers in Injury Crashes**						
Passenger Car	126,000	4.6	2,611,000	95.4	**2,737,000**	**100.0**
Light Truck	59,000	6.6	832,000	93.4	**891,000**	**100.0**
Large Truck	***	0.5	94,000	99.5	**95,000**	**100.0**
Motorcycle	5,000	9.2	48,000	90.8	**53,000**	**100.0**
Bus	***	***	14,000	100.0	**14,000**	**100.0**
Other/Unknown	***	4.0	5,000	96.0	**5,000**	**100.0**
Total	**191,000**	**5.0**	**3,604,000**	**95.0**	**3,795,000**	**100.0**
Drivers in Property-Damage-Only Crashes**						
Passenger Car	139,000	2.7	5,000,000	97.3	**5,139,000**	**100.0**
Light Truck	61,000	3.0	1,955,000	97.0	**2,016,000**	**100.0**
Large Truck	1,000	0.3	358,000	99.7	**359,000**	**100.0**
Motorcycle	***	0.2	12,000	99.8	**12,000**	**100.0**
Bus	***	***	42,000	100.0	**42,000**	**100.0**
Other/Unknown	***	1.9	11,000	98.1	**11,000**	**100.0**
Total	**201,000**	**2.7**	**7,379,000**	**97.3**	**7,580,000**	**100.0**

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

** Police-reported alcohol involvement.

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

Table 77
Persons Killed, by Age and Highest Blood Alcohol Concentration (BAC) in the Crash

Age (Years)	Highest BAC in Crash								Total	
	0.00		0.01-0.09		0.10 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	721	76.7	71	7.6	148	15.7	219	23.3	**940**	**100.0**
5-9	689	80.7	47	5.5	117	13.7	164	19.2	**853**	**100.0**
10-15	1,242	77.7	119	7.4	238	14.9	357	22.3	**1,599**	**100.0**
16-20	3,495	61.1	713	12.5	1,509	26.4	2,222	38.9	**5,717**	**100.0**
21-24	1,878	44.4	486	11.5	1,865	44.1	2,351	55.6	**4,229**	**100.0**
25-34	3,086	40.7	769	10.1	3,730	49.2	4,499	59.3	**7,585**	**100.0**
35-44	2,768	46.6	474	8.0	2,691	45.4	3,165	53.4	**5,933**	**100.0**
45-54	2,341	58.1	302	7.5	1,383	34.4	1,685	41.9	**4,026**	**100.0**
55-64	1,908	69.3	176	6.4	667	24.3	843	30.7	**2,751**	**100.0**
65-74	2,512	80.1	174	5.6	448	14.3	622	19.9	**3,134**	**100.0**
>74	3,385	89.2	154	4.1	256	6.7	410	10.8	**3,795**	**100.0**
Unknown	64	56.5	9	7.5	41	36.0	50	43.5	**114**	**100.0**
Total	**24,087**	**59.2**	**3,495**	**8.6**	**13,094**	**32.2**	**16,589**	**40.8**	**40,676**	**100.0**

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 78
Pedestrians Killed, by Pedestrian's and Driver's Blood Alcohol Concentration (BAC)

Pedestrian's BAC	Driver's BAC						Total	
	0.00		0.01-0.09		0.10 or Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0.00	2,857	54.4	155	3.0	315	6.0	**3,328**	**63.3**
0.01-0.09	246	4.7	35	0.7	58	1.1	**339**	**6.5**
0.10 or Higher	1,164	22.1	138	2.6	285	5.4	**1,587**	**30.2**
Total*	**4,267**	**81.2**	**329**	**6.3**	**659**	**12.5**	**5,254**	**100.0**

* Does not include pedestrians in hit and run crashes.
Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 79
Drivers Involved in Crashes by Vehicle Type, Restraint Use, and Crash Severity

Vehicle Type	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
Passenger Car	15,140	50.5	11,675	38.9	3,162	10.5	**29,977**	**100.0**
Light Truck	7,519	46.5	7,212	44.6	1,442	8.9	**16,173**	**100.0**
Large Truck	2,835	62.1	1,159	25.4	569	12.5	**4,563**	**100.0**
Bus	185	72.5	23	9.0	47	18.4	**255**	**100.0**
Other/Unknown	224	18.2	412	33.5	593	48.3	**1,229**	**100.0**
Total*	**25,903**	**49.6**	**20,481**	**39.2**	**5,813**	**11.1**	**52,197**	**100.0**
Drivers in Injury Crashes								
Passenger Car	2,118,000	77.4	293,000	10.7	326,000	11.9	**2,737,000**	**100.0**
Light Truck	664,000	74.4	114,000	12.8	114,000	12.8	**891,000**	**100.0**
Large Truck	62,000	65.1	12,000	13.2	21,000	21.7	**95,000**	**100.0**
Bus	10,000	69.8	2,000	10.8	3,000	19.4	**14,000**	**100.0**
Other/Unknown	1,000	14.6	3,000	56.1	1,000	29.2	**5,000**	**100.0**
Total*	**2,853,000**	**76.3**	**424,000**	**11.3**	**464,000**	**12.4**	**3,742,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	3,962,000	77.1	248,000	4.8	928,000	18.1	**5,139,000**	**100.0**
Light Truck	1,515,000	75.1	137,000	6.8	364,000	18.1	**2,016,000**	**100.0**
Large Truck	208,000	57.8	26,000	7.2	126,000	35.0	**359,000**	**100.0**
Bus	29,000	67.3	4,000	8.3	10,000	24.4	**42,000**	**100.0**
Other/Unknown	3,000	28.3	4,000	37.8	4,000	33.9	**11,000**	**100.0**
Total*	**5,717,000**	**75.5**	**418,000**	**5.5**	**1,433,000**	**18.9**	**7,568,000**	**100.0**
Drivers in All Crashes								
Passenger Car	6,095,000	77.1	553,000	7.0	1,257,000	15.9	**7,906,000**	**100.0**
Light Truck	2,186,000	74.8	258,000	8.8	480,000	16.4	**2,924,000**	**100.0**
Large Truck	272,000	59.4	39,000	8.6	147,000	32.0	**459,000**	**100.0**
Bus	38,000	67.9	5,000	8.9	13,000	23.2	**57,000**	**100.0**
Other/Unknown	4,000	23.8	7,000	42.6	6,000	33.6	**17,000**	**100.0**
Total*	**8,596,000**	**75.7**	**863,000**	**7.6**	**1,903,000**	**16.7**	**11,362,000**	**100.0**

* Excludes motorcycle drivers.
Note: Restraint use is determined by police and may be overreported for survivors.

Table 80
Passenger Car, Light Truck, and Large Truck Occupants Killed or Injured, by Age and Restraint Use

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
<5	271	40.3	362	53.8	40	5.9	**673**	**100.0**
5-9	149	35.1	238	56.1	37	8.7	**424**	**100.0**
10-15	225	21.9	736	71.7	66	6.4	**1,027**	**100.0**
16-20	1,204	24.2	3,303	66.4	470	9.4	**4,977**	**100.0**
21-24	819	23.8	2,295	66.7	328	9.5	**3,442**	**100.0**
25-34	1,378	23.6	3,955	67.9	496	8.5	**5,829**	**100.0**
35-44	1,205	27.5	2,809	64.2	361	8.3	**4,375**	**100.0**
45-54	1,005	33.1	1,766	58.2	262	8.6	**3,033**	**100.0**
55-64	843	39.4	1,113	52.0	186	8.7	**2,142**	**100.0**
65-74	1,148	45.4	1,160	45.9	219	8.7	**2,527**	**100.0**
>74	1,424	48.3	1,260	42.7	267	9.0	**2,951**	**100.0**
Unknown	9	21.4	22	52.4	11	26.2	**42**	**100.0**
Total	**9,680**	**30.8**	**19,019**	**60.5**	**2,743**	**8.7**	**31,442**	**100.0**
Occupants Injured								
<5	61,000	75.6	15,000	18.3	5,000	6.1	**81,000**	**100.0**
5-9	59,000	68.3	21,000	25.0	6,000	6.7	**86,000**	**100.0**
10-15	85,000	58.8	49,000	33.6	11,000	7.5	**144,000**	**100.0**
16-20	334,000	66.2	131,000	25.9	40,000	7.9	**505,000**	**100.0**
21-24	242,000	70.8	75,000	21.9	25,000	7.3	**342,000**	**100.0**
25-34	488,000	73.9	119,000	18.0	53,000	8.1	**659,000**	**100.0**
35-44	375,000	77.0	70,000	14.4	42,000	8.6	**488,000**	**100.0**
45-54	227,000	80.3	35,000	12.5	20,000	7.2	**283,000**	**100.0**
55-64	142,000	81.5	19,000	10.7	14,000	7.8	**174,000**	**100.0**
65-74	111,000	81.3	15,000	11.2	10,000	7.5	**136,000**	**100.0**
>74	65,000	78.3	12,000	14.4	6,000	7.3	**83,000**	**100.0**
Total	**2,189,000**	**73.4**	**561,000**	**18.8**	**232,000**	**7.8**	**2,982,000**	**100.0**

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

Table 81
Passenger Car, Light Truck, or Large Truck Occupant Survivors of Fatal Crashes by Age and Restraint Use

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,422	62.6	729	32.1	119	5.2	**2,270**	**100.0**
5-9	1,045	52.8	795	40.2	138	7.0	**1,978**	**100.0**
10-15	1,397	40.3	1,815	52.4	255	7.4	**3,467**	**100.0**
16-20	4,126	43.2	4,658	48.8	770	8.1	**9,554**	**100.0**
21-24	2,860	48.9	2,397	41.0	594	10.2	**5,851**	**100.0**
25-34	6,170	55.7	3,770	34.0	1,144	10.3	**11,084**	**100.0**
35-44	5,043	63.9	2,155	27.3	695	8.8	**7,893**	**100.0**
45-54	3,371	68.7	1,113	22.7	424	8.6	**4,908**	**100.0**
55-64	1,975	70.9	564	20.3	245	8.8	**2,784**	**100.0**
65-74	1,511	72.3	395	18.9	183	8.8	**2,089**	**100.0**
>74	978	70.5	298	21.5	112	8.1	**1,388**	**100.0**
Unknown	306	18.9	329	20.3	988	60.9	**1,623**	**100.0**
Total	**30,204**	**55.0**	**19,018**	**34.6**	**5,667**	**10.3**	**54,889**	**100.0**

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

Table 82
Passenger Car Occupants Killed or Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car Occupants Killed								
Front Seat	**7,365**	**37.5**	**10,569**	**53.9**	**1,682**	**8.6**	**19,616**	**100.0**
Left	5,298	36.3	8,009	54.8	1,303	8.9	**14,610**	**100.0**
Middle	13	13.1	79	79.8	7	7.1	**99**	**100.0**
Right	2,048	41.9	2,466	50.5	369	7.6	**4,883**	**100.0**
Other/Unknown	6	25.0	15	62.5	3	12.5	**24**	**100.0**
Second Seat	**419**	**20.8**	**1,391**	**68.9**	**209**	**10.4**	**2,019**	**100.0**
Left	169	22.7	494	66.4	81	10.9	**744**	**100.0**
Middle	39	14.7	205	77.1	22	8.3	**266**	**100.0**
Right	209	22.4	627	67.1	98	10.5	**934**	**100.0**
Other/Unknown	2	2.7	65	86.7	8	10.7	**75**	**100.0**
Other	**3**	**4.8**	**55**	**87.3**	**5**	**7.9**	**63**	**100.0**
Unknown	**6**	**2.9**	**129**	**62.9**	**70**	**34.1**	**205**	**100.0**
Total	**7,793**	**35.6**	**12,144**	**55.4**	**1,966**	**9.0**	**21,903**	**100.0**
Passenger Car Occupants Injured								
Front Seat	**1,599,000**	**76.9**	**321,000**	**15.5**	**159,000**	**7.7**	**2,079,000**	**100.0**
Left	1,210,000	78.0	216,000	14.0	124,000	8.0	**1,551,000**	**100.0**
Middle	10,000	52.8	8,000	40.6	1,000	6.6	**19,000**	**100.0**
Right	378,000	74.3	97,000	19.1	34,000	6.6	**509,000**	**100.0**
Second Seat	**143,000**	**58.1**	**85,000**	**34.3**	**19,000**	**7.6**	**247,000**	**100.0**
Left	55,000	58.1	33,000	34.8	7,000	7.1	**94,000**	**100.0**
Middle	16,000	48.5	15,000	44.1	2,000	7.4	**34,000**	**100.0**
Right	72,000	60.7	37,000	31.2	10,000	8.1	**119,000**	**100.0**
Other	**3,000**	**41.9**	**3,000**	**49.3**	**1,000**	**8.9**	**6,000**	**100.0**
Total	**1,745,000**	**74.8**	**409,000**	**17.5**	**178,000**	**7.6**	**2,332,000**	**100.0**

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

Table 83
Light Truck Occupants Killed or Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Light Truck Occupants Killed								
Front Seat	**1,640**	**20.9**	**5,637**	**71.8**	**572**	**7.3**	**7,849**	**100.0**
Left	1,224	20.3	4,356	72.2	455	7.5	**6,035**	**100.0**
Middle	15	9.7	125	81.2	14	9.1	**154**	**100.0**
Right	398	24.8	1,111	69.2	97	6.0	**1,606**	**100.0**
Other/Unknown	3	5.6	45	83.3	6	11.1	**54**	**100.0**
Second Seat	**106**	**21.2**	**361**	**72.1**	**34**	**6.8**	**501**	**100.0**
Left	43	24.4	120	68.2	13	7.4	**176**	**100.0**
Middle	13	13.8	79	84.0	2	2.1	**94**	**100.0**
Right	48	23.2	143	69.1	16	7.7	**207**	**100.0**
Other/Unknown	2	8.3	19	79.2	3	12.5	**24**	**100.0**
Other	**22**	**5.2**	**388**	**91.3**	**15**	**3.5**	**425**	**100.0**
Unknown	**11**	**10.9**	**70**	**69.3**	**20**	**19.8**	**101**	**100.0**
Total	**1,779**	**20.0**	**6,456**	**72.7**	**641**	**7.2**	**8,876**	**100.0**
Light Truck Occupants Injured								
Front Seat	**395,000**	**70.4**	**122,000**	**21.7**	**44,000**	**7.8**	**561,000**	**100.0**
Left	295,000	72.2	78,000	19.2	35,000	8.6	**408,000**	**100.0**
Middle	8,000	49.5	7,000	45.6	1,000	4.8	**15,000**	**100.0**
Right	93,000	67.5	36,000	26.5	8,000	6.0	**138,000**	**100.0**
Second Seat	**29,000**	**59.7**	**15,000**	**31.6**	**4,000**	**8.7**	**49,000**	**100.0**
Left	10,000	57.4	5,000	29.1	2,000	13.5	**18,000**	**100.0**
Middle	7,000	58.5	4,000	38.9	0	2.6	**11,000**	**100.0**
Right	12,000	62.4	6,000	29.7	2,000	7.9	**20,000**	**100.0**
Other	**2,000**	**24.9**	**7,000**	**74.2**	**0**	**0.9**	**10,000**	**100.0**
Total	**427,000**	**68.9**	**144,000**	**23.3**	**48,000**	**7.8**	**619,000**	**100.0**

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

Table 84
Passenger Car and Light Truck Occupants Killed and Injured, by Restraint Use and Type of Restraint

Restraint Use and Type of Restraint	Vehicle Type			
	Passenger Car		Light Truck	
	Number	Percent	Number	Percent
Occupants Killed				
Restraint Used				
Lap/Shoulder Belt	5,420	24.7	1,286	14.5
Lap Belt	366	1.7	141	1.6
Shoulder Belt	341	1.6	26	0.3
Child Safety Seat	129	0.6	37	0.4
Type Unknown	1,060	4.8	245	2.8
Restraint Used, Airbag Deployed	448	2.0	41	0.5
Subtotal	*7,764*	*35.4*	*1,776*	*20.0*
No Restraint Used	12,127	55.4	6,450	72.7
No Restraint Used, Airbag Deployed	0	0.0	0	0.0
Safety Belt Used Improperly	29	0.1	3	0.0
Child Safety Seat Used Improperly	17	0.1	6	0.1
Restraint Use Unknown	1,966	9.0	641	7.2
Total	**21,903**	**100.0**	**8,876**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	1,332,000	57.1	335,000	54.1
Lap Belt	104,000	4.5	37,000	6.0
Shoulder Belt	31,000	1.3	5,000	0.8
Child Safety Seat	26,000	1.1	6,000	1.0
Type Unknown	200,000	8.6	39,000	6.4
Restraint Used, Airbag Deployed	51,000	2.2	4,000	0.6
Subtotal	*1,745,000*	*74.8*	*427,000*	*68.9*
No Restraint Used	403,000	17.3	144,000	23.3
No Restraint Used, Airbag Deployed	6,000	0.2	*	0.1
Restraint Use Unknown	178,000	7.6	48,000	7.8
Total	**2,332,000**	**100.0**	**619,000**	**100.0**

* Less than 500 or less than 0.05 percent.
Note: Restraint use is determined by police and may be overreported for survivors.

Table 85
Motorcycle Occupants Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcycle Occupants Killed						
Midnight to 3 am	114	10.1	175	15.0	**289**	**12.5**
3 am to 6 am	36	3.2	54	4.6	**90**	**3.9**
6 am to 9 am	79	7.0	34	2.9	**113**	**4.9**
9 am to Noon	83	7.3	64	5.5	**147**	**6.4**
Noon to 3 pm	167	14.7	122	10.5	**289**	**12.5**
3 pm to 6 pm	265	23.4	211	18.1	**476**	**20.7**
6 pm to 9 pm	204	18.0	244	20.9	**448**	**19.4**
9 pm to Midnight	180	15.9	251	21.5	**431**	**18.7**
Unknown	5	0.4	10	0.9	**21**	**0.9**
Total*	**1,133**	**100.0**	**1,165**	**100.0**	**2,304**	**100.0**
Motorcycle Occupants Injured						
Midnight to 3 am	1,000	4.4	2,000	9.8	**4,000**	**6.6**
3 am to 6 am	**	1.1	**	2.1	**1,000**	**1.5**
6 am to 9 am	2,000	7.0	1,000	4.1	**3,000**	**5.8**
9 am to Noon	4,000	11.6	3,000	11.9	**7,000**	**11.8**
Noon to 3 pm	7,000	20.4	4,000	18.9	**11,000**	**19.8**
3 pm to 6 pm	10,000	29.0	4,000	18.8	**14,000**	**24.8**
6 pm to 9 pm	6,000	19.4	4,000	19.0	**11,000**	**19.2**
9 pm to Midnight	2,000	7.1	4,000	15.4	**6,000**	**10.5**
Total	**33,000**	**100.0**	**23,000**	**100.0**	**56,000**	**100.0**

* Includes 6 motorcycle operators killed on unknown day of week.
** Less than 500.

Figure 26
Average Number of Motorcyclists Killed per Hour by Time of Day and Day of Week

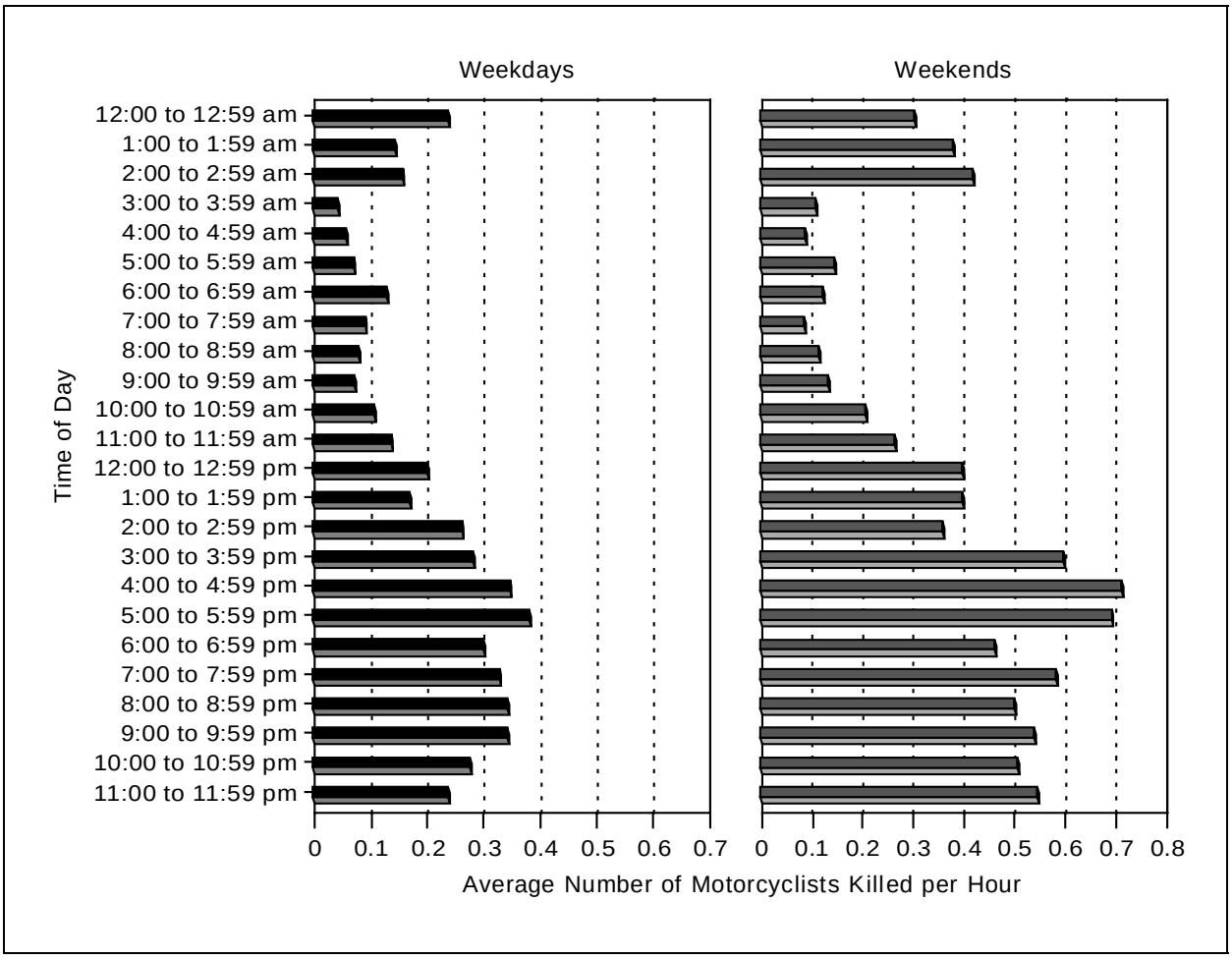


Table 86
Motorcyclists Killed, by Person Type and Helmet Use

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Operators	1,113	53.5	889	42.7	80	3.8	**2,082**	**100.0**
Passengers	109	49.1	105	47.3	8	3.6	**222**	**100.0**
Total	**1,222**	**53.0**	**994**	**43.1**	**88**	**3.8**	**2,304**	**100.0**

Table 87
Motorcycle Operators Involved in Fatal Crashes by Age and License Compliance

Age (Years)	License Compliance					Total
	Not Licensed	No Motorcycle License Required	No Valid Motorcycle License	Valid Motorcycle License	Unknown	
<16	24	1	1	6	5	**37**
16-20	37	4	116	153	3	**313**
21-24	23	2	169	211	6	**411**
25-34	26	1	275	435	8	**745**
35-44	7	2	125	324	7	**465**
45-54	5	3	33	179	3	**223**
55-64	1	0	11	57	2	**71**
65-74	2	2	5	29	2	**40**
>74	0	0	0	9	0	**9**
Unknown	0	0	0	1	2	**3**
Total	**125**	**15**	**735**	**1,404**	**38**	**2,317**

Table 88
Pedestrians Killed in School Bus Related Crashes, by Age and Striking Vehicle

Age (Years)	Striking Vehicle		Total
	Bus	Other Vehicle	
<5	2	0	**2**
5-9	9	6	**15**
10-15	7	1	**8**
>15	9	1	**10**
Total	**27**	**8**	**35**

Table 89
Persons Killed or Injured in School Bus Related Crashes by Person Type

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	1	1.0	1,000	6.7
School Bus Passenger	2	1.9	8,000	46.8
Pedestrian	35	33.7	1,000	4.7
Pedalcyclist	2	1.9	*	0.1
Occupant of Other Vehicle	64	61.5	7,000	41.2
Other/Unknown	0	0.0	*	0.6
Total	**104**	**100.0**	**18,000**	**100.0**

* Less than 500.

Table 90
Pedestrians Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
<5	30	12.8	202	86.3	**234**	**100.0**
5-9	50	17.1	241	82.5	**292**	**100.0**
10-15	50	17.9	228	81.4	**280**	**100.0**
16-20	22	8.1	246	91.1	**270**	**100.0**
21-24	18	6.4	263	93.3	**282**	**100.0**
25-34	116	13.7	715	84.7	**844**	**100.0**
35-44	140	15.6	752	83.8	**897**	**100.0**
45-54	125	20.5	480	78.6	**611**	**100.0**
55-64	95	20.8	359	78.6	**457**	**100.0**
65-74	141	28.9	343	70.3	**488**	**100.0**
>74	239	31.4	518	68.1	**761**	**100.0**
Unknown	7	12.5	46	82.1	**56**	**100.0**
Total*	**1,033**	**18.9**	**4,393**	**80.3**	**5,472**	**100.0**
Pedestrians Injured						
<5	1,000	15.0	3,000	82.4	**4,000**	**100.0**
5-9	3,000	22.8	9,000	74.0	**12,000**	**100.0**
10-15	5,000	31.5	10,000	68.0	**15,000**	**100.0**
16-20	4,000	37.1	6,000	59.9	**10,000**	**100.0**
21-24	1,000	23.5	4,000	71.7	**6,000**	**100.0**
25-34	4,000	36.2	7,000	58.9	**11,000**	**100.0**
35-44	5,000	42.0	6,000	52.5	**12,000**	**100.0**
45-54	3,000	44.7	4,000	52.3	**7,000**	**100.0**
55-64	2,000	36.5	3,000	54.6	**5,000**	**100.0**
65-74	2,000	54.7	1,000	42.1	**3,000**	**100.0**
>74	1,000	35.9	2,000	58.5	**4,000**	**100.0**
Total**	**30,000**	**34.0**	**56,000**	**62.2**	**90,000**	**100.0**

* Includes 46 pedestrians killed at other or unknown locations.
** Includes 3,378 pedestrians injured at other or unknown locations.

Table 91
Pedestrians Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex

Age (Years)	Male			Female			Total		
	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate
Pedestrians Killed									
<5	148	10,094	1.47	86	9,633	0.89	**234**	**19,727**	**1.19**
5-9	196	9,657	2.03	96	9,201	1.04	**292**	**18,858**	**1.55**
10-15	179	11,450	1.56	101	10,904	0.93	**280**	**22,354**	**1.25**
16-20	188	8,964	2.10	82	8,530	0.96	**270**	**17,494**	**1.54**
21-24	221	7,535	2.93	61	7,311	0.83	**282**	**14,846**	**1.90**
25-34	637	20,677	3.08	207	20,677	1.00	**844**	**41,354**	**2.04**
35-44	670	20,648	3.24	227	21,010	1.08	**897**	**41,658**	**2.15**
45-54	439	14,591	3.01	172	15,279	1.13	**611**	**29,870**	**2.05**
55-64	305	9,984	3.05	152	11,034	1.38	**457**	**21,018**	**2.17**
65-74	288	8,290	3.47	200	10,422	1.92	**488**	**18,712**	**2.61**
>74	427	5,185	8.24	334	9,261	3.61	**761**	**14,446**	**5.27**
Unknown	44	*	*	9	*	*	**56**	*****	*****
Total**	**3,742**	**127,076**	**2.94**	**1,727**	**133,265**	**1.30**	**5,472**	**260,341**	**2.10**
Pedestrians Injured									
<5	2,229	10,094	22	1,810	9,633	19	**4,039**	**19,727**	**20**
5-9	7,523	9,657	78	4,629	9,201	50	**12,152**	**18,858**	**64**
10-15	8,007	11,450	70	6,637	10,904	61	**14,642**	**22,354**	**66**
16-20	5,030	8,964	56	5,038	8,530	59	**10,068**	**17,494**	**58**
21-24	2,357	7,535	31	3,778	7,311	52	**6,135**	**14,846**	**41**
25-34	7,456	20,677	36	3,733	20,677	18	**11,188**	**41,354**	**27**
35-44	7,307	20,648	35	4,818	21,010	23	**12,124**	**41,658**	**29**
45-54	4,355	14,591	30	3,024	15,279	20	**7,379**	**29,870**	**25**
55-64	3,764	9,984	38	1,266	11,034	11	**5,030**	**21,018**	**24**
65-74	1,374	8,290	17	1,719	10,422	16	**3,093**	**18,712**	**17**
>74	2,121	5,185	41	1,636	9,261	18	**3,757**	**14,446**	**26**
Total	**51,520**	**127,076**	**41**	**38,088**	**133,265**	**29**	**89,600**	**260,341**	**34**

* Not applicable.

** Includes 3 pedestrians killed of unknown sex.

Source: Population—Bureau of the Census. Totals may not equal sum of components due to independent rounding.

Table 92
Pedestrians Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
Midnight to 3 am	188	6.0	450	19.1	**638**	**11.7**
3 am to 6 am	142	4.6	211	9.0	**353**	**6.5**
6 am to 9 am	346	11.1	63	2.7	**409**	**7.5**
9 am to Noon	281	9.0	96	4.1	**377**	**6.9**
Noon to 3 pm	382	12.3	98	4.2	**480**	**8.8**
3 pm to 6 pm	601	19.3	159	6.8	**760**	**13.9**
6 pm to 9 pm	694	22.3	665	28.3	**1,359**	**24.8**
9 pm to Midnight	470	15.1	592	25.2	**1,062**	**19.4**
Total*	**3,111**	**100.0**	**2,350**	**100.0**	**5,472**	**100.0**
Pedestrians Injured						
Midnight to 3 am	1,000	1.6	3,000	10.3	**4,000**	**4.3**
3 am to 6 am	1,000	0.9	**	1.5	**1,000**	**1.1**
6 am to 9 am	8,000	13.4	**	0.9	**9,000**	**9.5**
9 am to Noon	6,000	10.2	2,000	7.2	**8,000**	**9.3**
Noon to 3 pm	13,000	20.8	4,000	13.0	**16,000**	**18.4**
3 pm to 6 pm	17,000	27.6	6,000	20.9	**23,000**	**25.5**
6 pm to 9 pm	11,000	18.1	8,000	28.1	**19,000**	**21.2**
9 pm to Midnight	5,000	7.3	5,000	18.2	**10,000**	**10.7**
Total	**62,000**	**100.0**	**28,000**	**100.0**	**90,000**	**100.0**

* Includes 34 pedestrians killed at unknown time of day and day of week.
** Less than 500.

Figure 27
Average Number of Pedestrians Killed per Hour by Time of Day and Day of Week

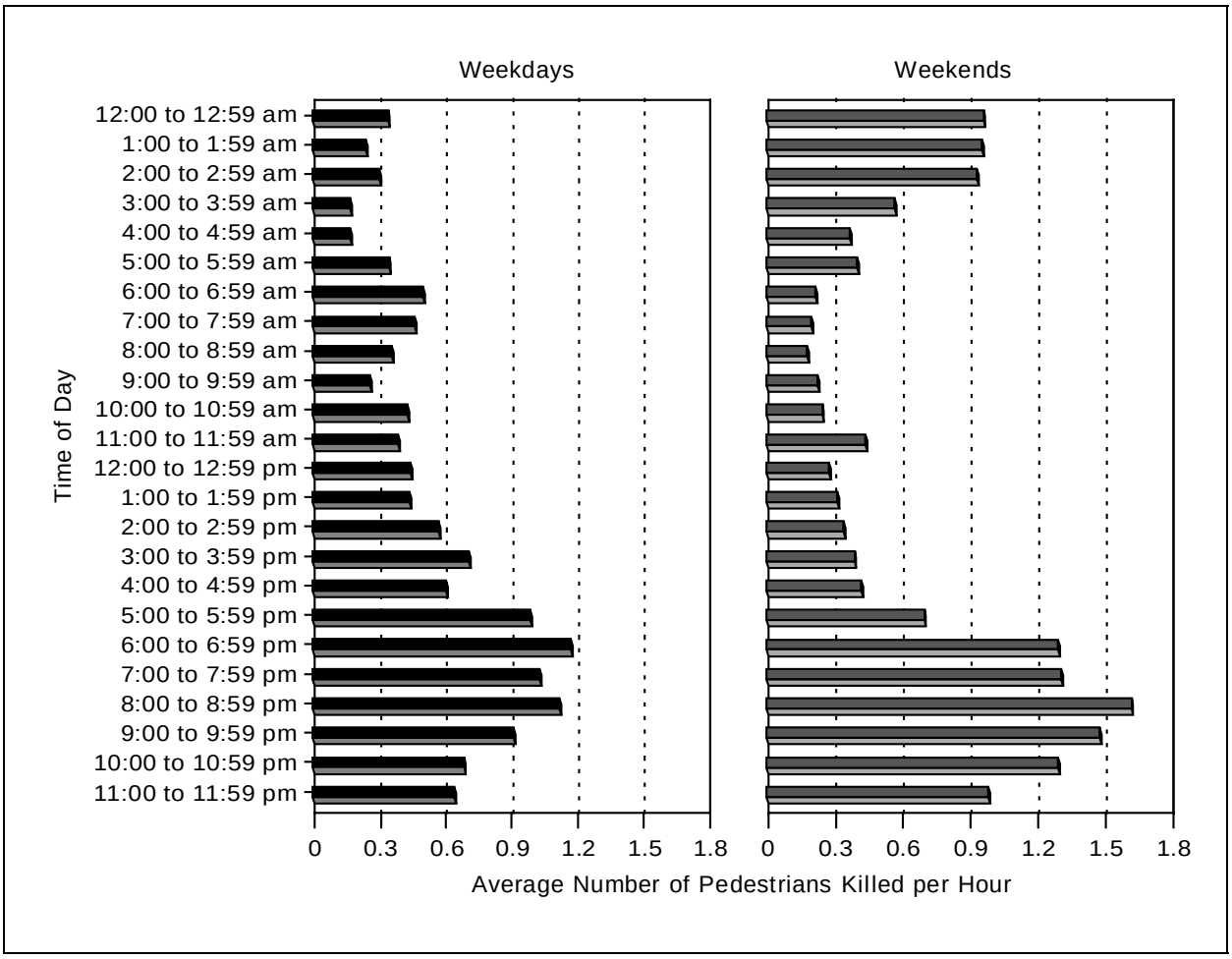


Table 93
Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed												
Passenger Car	2,400	88.2	65	2.4	89	3.3	31	1.1	136	5.0	**2,721**	**100.0**
Light Truck	1,246	87.5	41	2.9	38	2.7	27	1.9	71	5.0	**1,423**	**100.0**
Large Truck	183	66.1	9	3.2	12	4.3	26	9.4	47	17.0	**277**	**100.0**
Motorcycle	15	78.9	1	5.3	1	5.3	0	0.0	2	10.5	**19**	**100.0**
Other/Unknown	169	38.8	8	1.8	14	3.2	7	1.6	237	54.5	**435**	**100.0**
Total	**4,013**	**82.3**	**124**	**2.5**	**154**	**3.2**	**91**	**1.9**	**493**	**10.1**	**4,875**	**100.0**
Pedestrians Injured												
Passenger Car	44,000	68.0	11,000	16.4	8,000	12.2	2,000	2.4	1,000	1.0	**65,000**	**100.0**
Light Truck	12,000	69.8	3,000	15.9	2,000	9.9	1,000	3.8	*	0.6	**17,000**	**100.0**
Other	2,000	63.3	1,000	22.4	*	11.4	*	3.0	*	*	**3,000**	**100.0**
Total	**58,000**	**68.2**	**14,000**	**16.5**	**10,000**	**11.7**	**2,000**	**2.7**	**1,000**	**0.9**	**84,992**	**100.0**

* Less than 500.

Table 94
Pedestrians Killed, by Related Factors

Factors	Number	Percent
Improper crossing of roadway or intersection	1,844	33.7
Walking, playing, working, etc., in roadway	1,645	30.1
Darting or running into road	743	13.6
Failure to yield right of way	458	8.4
Not visible	255	4.7
Inattentive (talking, eating, etc.)	221	4.0
Physical impairment	80	1.5
Failure to obey traffic signs, signals, or officer	50	0.9
Jaywalking	42	0.8
Emotional (e.g., depression, angry, disturbed)	31	0.6
Getting on/off/in/out of transport vehicle	25	0.5
Nonmotorist pushing vehicle	25	0.5
Ill, blackout	18	0.3
Other factors	39	0.7
None reported	1,291	23.6
Unknown	96	1.8
Total	**5,472**	**100.0**

Note: The sum of the numbers and percentages is greater than total pedestrians killed as more than one factor may be present for the same pedestrian.

Table 95
Pedalcyclists Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
<5	1	0.4	16	2.8	**17**	**2.1**
5-9	26	11.1	81	14.3	**107**	**13.3**
10-15	58	24.8	116	20.5	**175**	**21.8**
16-20	22	9.4	47	8.3	**69**	**8.6**
21-24	10	4.3	30	5.3	**41**	**5.1**
25-34	34	14.5	68	12.0	**102**	**12.7**
35-44	29	12.4	84	14.9	**114**	**14.2**
45-54	16	6.8	58	10.3	**74**	**9.2**
55-64	15	6.4	25	4.4	**40**	**5.0**
65-74	6	2.6	20	3.5	**26**	**3.2**
>74	13	5.6	16	2.8	**29**	**3.6**
Unknown	4	1.7	4	0.7	**8**	**1.0**
Total*	**234**	**100.0**	**565**	**100.0**	**802**	**100.0**
Pedalcyclists Injured						
<5	**	0.2	**	1.0	****	**0.6**
5-9	4,000	12.0	4,000	15.8	**8,000**	**14.1**
10-15	9,000	27.9	8,000	31.6	**18,000**	**29.4**
16-20	5,000	15.6	3,000	10.6	**8,000**	**13.4**
21-24	3,000	9.2	2,000	7.5	**5,000**	**8.4**
25-34	6,000	19.4	5,000	18.5	**11,000**	**18.8**
35-44	3,000	9.2	2,000	5.7	**5,000**	**7.6**
45-54	1,000	3.6	2,000	6.9	**3,000**	**5.2**
55-64	1,000	1.8	**	1.1	**1,000**	**1.4**
65-74	**	0.9	**	0.7	****	**0.8**
>74	**	0.2	**	0.5	****	**0.3**
Total***	**33,000**	**100.0**	**26,000**	**100.0**	**60,000**	**100.0**

* Includes 3 pedalcyclists killed at other or unknown locations.
** Less than 500.
*** Includes 1,000 pedalcyclists injured at other or unknown locations.

Table 96
Pedalcyclists Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex

Age (Years)	Male			Female			Total		
	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate
Pedalcyclists Killed									
<5	10	10,094	0.10	7	9,633	0.07	**17**	**19,727**	**0.09**
5-9	85	9,657	0.88	22	9,201	0.24	**107**	**18,858**	**0.57**
10-15	153	11,450	1.34	22	10,904	0.20	**175**	**22,354**	**0.78**
16-20	57	8,964	0.64	12	8,530	0.14	**69**	**17,494**	**0.39**
21-24	34	7,535	0.45	7	7,311	0.10	**41**	**14,846**	**0.28**
25-34	86	20,677	0.42	16	20,677	0.08	**102**	**41,354**	**0.25**
35-44	105	20,648	0.51	9	21,010	0.04	**114**	**41,658**	**0.27**
45-54	67	14,591	0.46	7	15,279	0.05	**74**	**29,870**	**0.25**
55-64	36	9,984	0.36	4	11,034	0.04	**40**	**21,018**	**0.19**
65-74	22	8,290	0.27	4	10,422	0.04	**26**	**18,712**	**0.14**
>74	29	5,185	0.56	0	9,261	0.00	**29**	**14,446**	**0.20**
Unknown	8	*	*	0	*	*	**8**	*****	*****
Total	**692**	**127,076**	**0.54**	**110**	**133,265**	**0.08**	**802**	**260,341**	**0.31**
Pedalcyclists Injured									
<5	265	10,094	3	92	9,633	1	**357**	**19,727**	**2**
5-9	5,869	9,657	61	2,556	9,201	28	**8,424**	**18,858**	**45**
10-15	13,552	11,450	118	4,009	10,904	37	**17,560**	**22,354**	**79**
16-20	6,751	8,964	75	1,239	8,530	15	**7,991**	**17,494**	**46**
21-24	3,632	7,535	48	1,366	7,311	19	**4,998**	**14,846**	**34**
25-34	9,780	20,677	47	1,488	20,677	7	**11,268**	**41,354**	**27**
35-44	3,812	20,648	18	736	21,010	4	**4,548**	**41,658**	**11**
45-54	2,852	14,591	20	245	15,279	2	**3,097**	**29,870**	**10**
55-64	791	9,984	8	75	11,034	1	**866**	**21,018**	**4**
65-74	449	8,290	5	46	10,422	0	**495**	**18,712**	**3**
>74	147	5,185	3	58	9,261	1	**205**	**14,446**	**1**
Total	**47,896**	**127,076**	**38**	**11,910**	**133,265**	**9**	**59,808**	**260,341**	**23**

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

Table 97
Pedalcyclists Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
Midnight to 3 am	16	3.1	30	10.2	**46**	**5.7**
3 am to 6 am	14	2.8	9	3.1	**23**	**2.9**
6 am to 9 am	40	7.9	17	5.8	**57**	**7.1**
9 am to Noon	50	9.8	24	8.2	**74**	**9.2**
Noon to 3 pm	77	15.1	39	13.3	**116**	**14.5**
3 pm to 6 pm	146	28.7	46	15.7	**192**	**24.0**
6 pm to 9 pm	114	22.4	74	25.3	**188**	**23.5**
9 pm to Midnight	52	10.2	53	18.1	**105**	**13.1**
Total*	**509**	**100.0**	**293**	**100.0**	**802**	**100.0**
Pedalcyclists Injured						
Midnight to 3 am	**	1.1	1,000	3.7	**1,000**	**1.8**
3 am to 6 am	**	1.0	**	0.6	**1,000**	**0.9**
6 am to 9 am	3,000	7.0	**	1.1	**3,000**	**5.4**
9 am to Noon	4,000	8.5	2,000	12.3	**6,000**	**9.5**
Noon to 3 pm	7,000	16.9	3,000	21.0	**11,000**	**18.0**
3 pm to 6 pm	19,000	43.1	4,000	26.3	**23,000**	**38.5**
6 pm to 9 pm	7,000	16.7	4,000	27.3	**12,000**	**19.5**
9 pm to Midnight	3,000	5.8	1,000	7.7	**4,000**	**6.3**
Total	**44,000**	**100.0**	**16,000**	**100.0**	**60,000**	**100.0**

* Includes 1 pedalcyclist killed at unknown time of day.
** Less than 500.

Table 98
Pedalcyclists Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

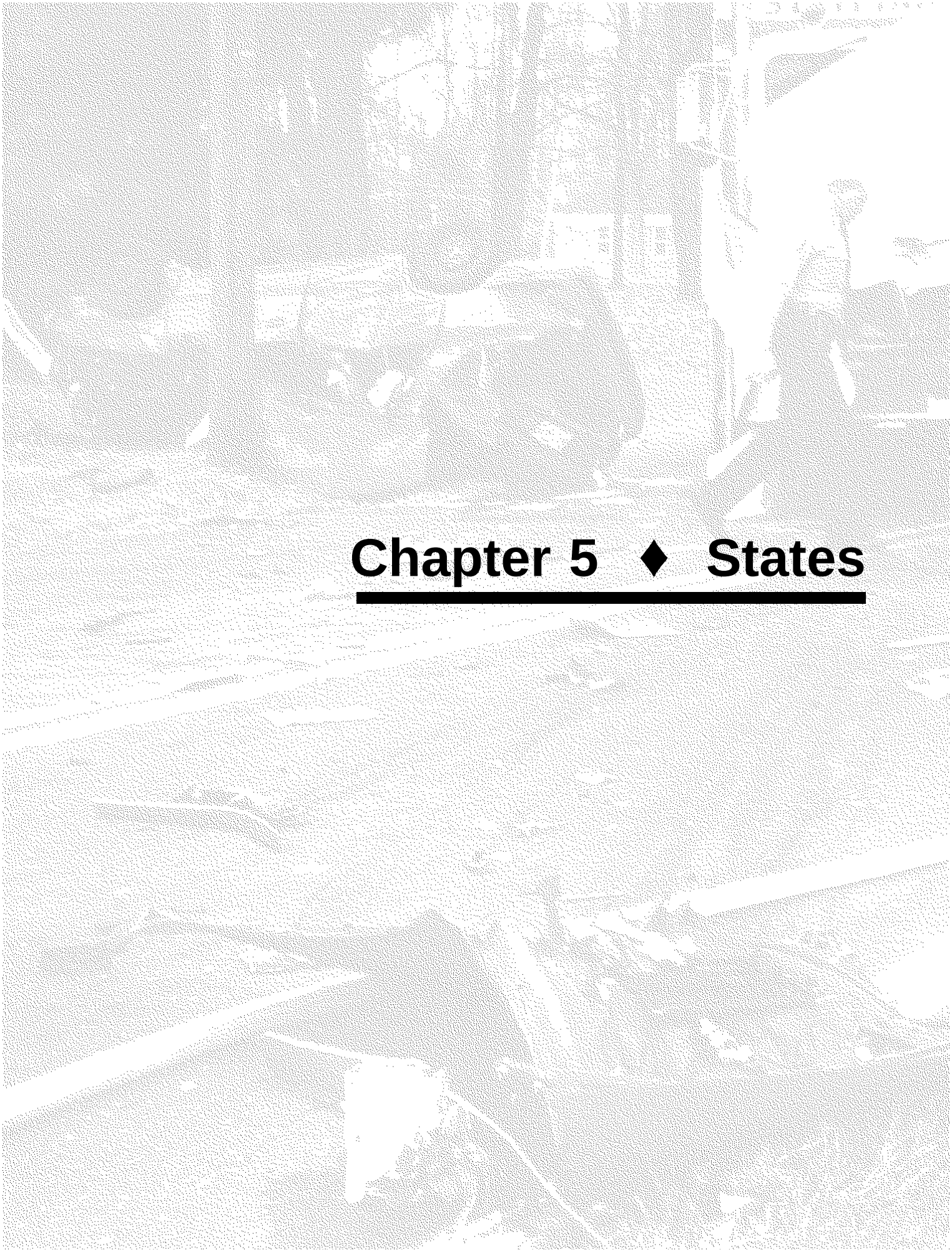
Vehicle Type	Initial Point of Impact: Front		Right Side		Left Side		Rear		Other/Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed												
Passenger Car	352	90.7	13	3.4	15	3.9	2	0.5	6	1.5	**388**	**100.0**
Light Truck	220	86.3	12	4.7	7	2.7	7	2.7	9	3.5	**255**	**100.0**
Large Truck	41	49.4	11	13.3	7	8.4	13	15.7	11	13.3	**83**	**100.0**
Motorcycle	5	83.3	0	--	0	--	0	0.0	1	16.7	**6**	**100.0**
Other/Unknown	18	40.9	5	11.4	1	2.3	1	2.3	19	43.2	**44**	**100.0**
Total	**636**	**82.0**	**41**	**5.3**	**30**	**3.9**	**23**	**3.0**	**46**	**5.9**	**776**	**100.0**
Pedalcyclists Injured												
Passenger Car	25,000	56.3	14,000	30.7	5,000	11.5	1,000	1.4	*	*	**45,000**	**100.0**
Light Truck	8,000	61.8	3,000	25.0	2,000	12.2	*	0.9	*	*	**12,000**	**100.0**
Other	1,000	60.0	1,000	35.3	*	3.6	*	1.0	*	*	**2,000**	**100.0**
Total	**34,000**	**57.6**	**18,000**	**29.6**	**7,000**	**11.4**	**1,000**	**1.3**	*****	*****	**59,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Table 99
Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	203	25.3
Riding, playing, working, etc., in roadway	123	15.3
Improper crossing of roadway or intersection	101	12.6
Failure to obey (e.g., signs, control devices, officers)	75	9.4
Inattentive (talking, eating, etc.)	48	6.0
Failure to keep in proper lane or running off road	46	5.7
Erratic, reckless, careless, or negligent operation	32	4.0
Operating without required equipment	30	3.7
Making improper turn	26	3.2
Driving on wrong side of road	22	2.7
Improper lane changing	21	2.6
Not visible	20	2.5
Improper entry to or exit from trafficway	16	2.0
Failing to have lights on when required	12	1.5
Other factors	75	9.4
None reported	220	27.4
Unknown	24	3.0
Total	**802**	**100.0**

Note: The sum of the numbers and percentages is greater than total pedalcyclists killed as more than one factor may be present for the same pedalcyclist.



Chapter 5 ♦ States

5. STATES

Fatal crash and fatality statistics for each of the 50 states, the District of Columbia, and Puerto Rico are presented in this chapter. Several tables display state fatality rates based on population, licensed drivers, and registered vehicles. Fatality rates based on vehicle miles of travel (VMT) could not be calculated because the state VMT data were not available in time to appear in this publication. State VMT rates will appear in a state fact sheet available from NCSA later this year. The last four tables describe each state's safety belt use laws, child passenger protection laws, motorcycle helmet use requirements, and impaired driving legislation. Below are some of the state statistics you will find in this chapter:

- Traffic fatalities increased by 1 percent from 1993 to 1994 for the nation as a whole. Twenty-eight states and the District of Columbia showed increases, ranging from 1 percent to as much as 21 percent.

- The pedestrian fatality rate per 100,000 population was 2.10 for the nation. New Mexico had the highest rate (4.35) and Vermont had the lowest (0.34).

- Two percent of all traffic crash fatalities in 1994 were pedalcyclists. North Dakota and South Dakota reported no pedalcyclists killed.

- Forty-eight states, plus the District of Columbia and Puerto Rico, have safety belt use laws.

- All states, the District of Columbia, and Puerto Rico have laws requiring children of certain ages to be restrained in child safety seats.

- Motorcycle helmets are required for all riders in 25 states, the District of Columbia, and Puerto Rico. Twenty-two states have helmet requirements with exceptions (age, rider type, roadway type), and three states do not require helmets at all.

- State laws in 36 states and the District of Columbia make it a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of 0.10 g/dl. Eleven states have adopted 0.08 g/dl. Four states and Puerto Rico do not have illegal per se BAC levels.

Table 100
1994 Traffic Fatalities by State and Percent Change from 1993

State	Fatalities			State	Fatalities		
	1993	1994	Percent Change		1993	1994	Percent Change
AL	1,044	1,083	+4	NE	254	271	+7
AK	118	85	-28	NV	263	294	+12
AZ	801	903	+13	NH	121	119	-2
AR	583	610	+5	NJ	789	761	-4
CA	4,164	4,226	+1	NM	431	447	+4
CO	559	585	+5	NY	1,790	1,658	-7
CT	342	310	-9	NC	1,389	1,431	+3
DE	110	112	+2	ND	89	88	-1
DC	57	69	+21	OH	1,478	1,371	-7
FL	2,636	2,687	+2	OK	671	687	+2
GA	1,394	1,426	+2	OR	523	490	-6
HI	134	122	-9	PA	1,529	1,441	-6
ID	230	249	+8	RI	74	63	-15
IL	1,392	1,554	+12	SC	846	847	+0
IN	901	974	+8	SD	140	154	+10
IA	459	478	+4	TN	1,170	1,214	+4
KS	428	442	+3	TX	3,043	3,186	+5
KY	871	778	-11	UT	303	342	+13
LA	878	838	-5	VT	110	77	-30
ME	185	188	+2	VA	879	930	+6
MD	666	651	-2	WA	661	638	-3
MA	475	440	-7	WV	429	356	-17
MI	1,414	1,419	+0	WI	714	712	-0
MN	538	644	+20	WY	120	144	+20
MS	813	791	-3	**USA**	**40,150**	**40,676**	**+1**
MO	947	1,089	+15				
MT	195	202	+4	PR	600	598	-0

Figure 28
1994 Traffic Fatalities by State and Percent Change from 1993

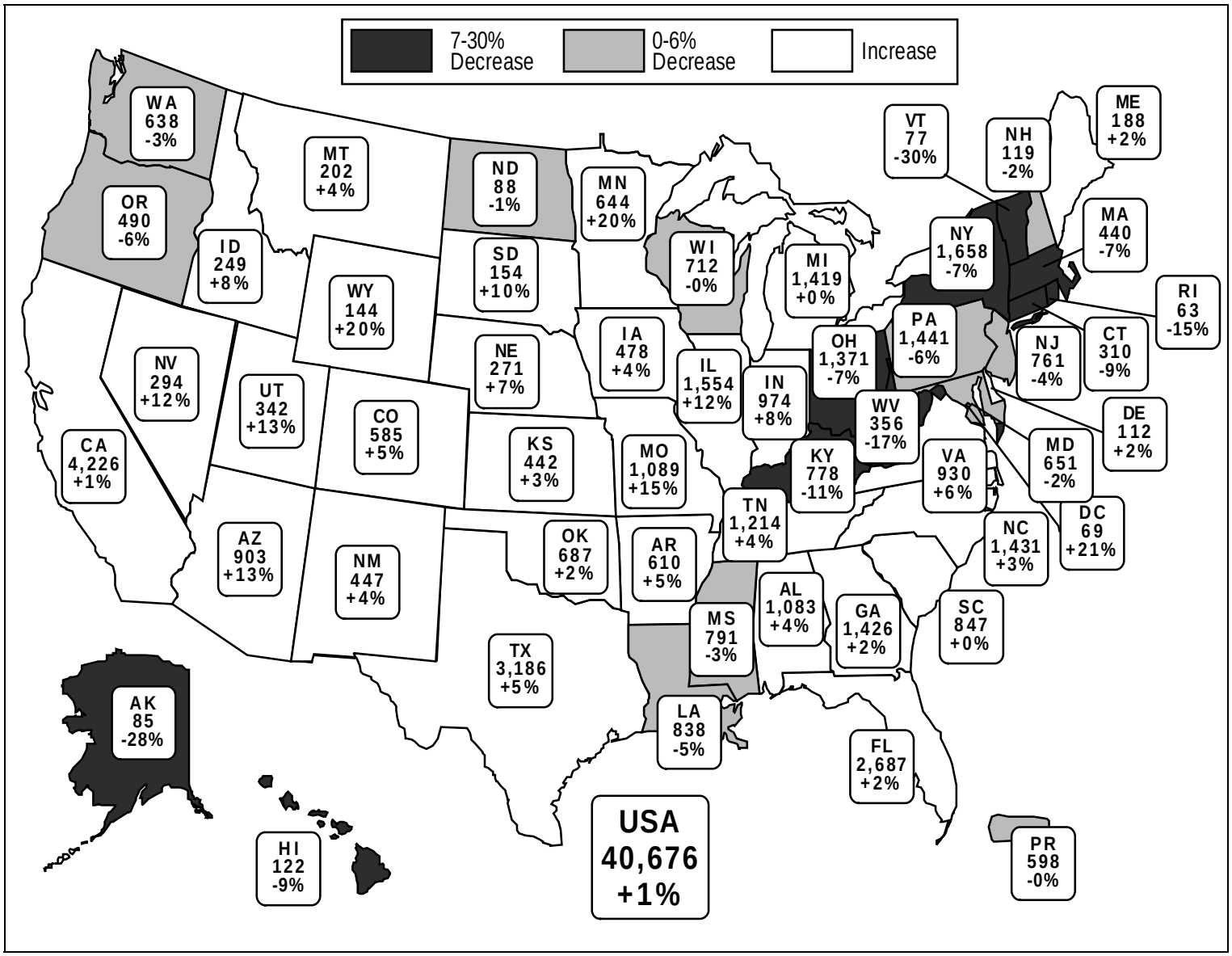


Table 101
Percent of Fatal Crashes by State and First Harmful Event

State	First Harmful Event						Total Crashes
	Collision with				Non-Collision		
	Motor Vehicle in Transport	Non-Motorist	Fixed Object	Object Not Fixed	Overturn	Other	
AL	42.8	8.9	36.7	2.7	8.2	0.6	**953**
AK	31.4	21.4	20.0	4.3	18.6	4.3	**70**
AZ	40.4	20.9	16.6	1.1	18.5	2.4	**794**
AR	46.5	10.1	28.6	3.4	10.5	0.9	**535**
CA	35.7	23.6	24.8	3.4	11.7	0.8	**3,785**
CO	37.5	11.1	26.4	3.3	20.7	1.0	**522**
CT	33.5	22.5	38.7	2.8	1.4	1.1	**284**
DE	42.9	21.9	28.6	1.0	4.8	1.0	**105**
DC	24.6	36.9	29.2	6.2	1.5	1.5	**65**
FL	43.8	25.9	20.3	2.3	5.9	1.9	**2,419**
GA	46.0	13.6	28.9	3.4	7.3	0.9	**1,282**
HI	26.4	27.3	30.0	0.9	10.9	4.5	**110**
ID	40.8	6.0	16.5	2.8	30.3	3.7	**218**
IL	40.6	17.3	29.4	4.5	6.7	1.4	**1,395**
IN	45.9	10.6	32.2	3.6	7.3	0.5	**872**
IA	50.8	8.0	19.8	3.9	17.3	0.2	**415**
KS	41.5	4.5	29.9	5.2	17.6	1.3	**381**
KY	44.3	8.1	38.8	1.9	5.3	1.6	**693**
LA	37.6	17.2	34.4	3.5	5.6	1.6	**744**
ME	39.2	14.5	33.7	1.8	8.4	2.4	**166**
MD	41.5	22.9	28.2	4.0	2.2	1.2	**602**
MA	35.6	22.0	33.8	3.0	4.9	0.7	**405**
MI	50.4	16.0	23.1	3.3	6.3	0.9	**1,262**
MN	48.9	12.2	19.5	3.8	14.5	1.1	**550**
MS	43.3	9.4	33.2	4.2	9.7	0.1	**689**
MO	42.6	9.3	33.8	3.1	9.7	1.6	**947**
MT	30.8	7.1	17.6	2.2	41.2	1.1	**182**
NE	48.5	6.6	19.7	6.6	16.6	2.2	**229**
NV	29.4	22.8	15.8	1.8	29.4	0.7	**272**
NH	37.1	11.4	31.4	3.8	13.3	2.9	**105**

Table 101
Percent of Fatal Crashes by State and First Harmful Event (Continued)

State	First Harmful Event						Total Crashes
	Collision with				Non-Collision		
	Motor Vehicle in Transport	Non-Motorist	Fixed Object	Object Not Fixed	Overturn	Other	
NJ	34.5	25.6	33.2	2.9	2.7	1.0	**692**
NM	28.6	19.3	18.6	3.1	28.9	1.5	**388**
NY	38.6	27.6	25.8	4.1	2.8	1.1	**1,518**
NC	43.5	16.1	34.0	2.3	3.0	1.0	**1,254**
ND	42.1	10.5	18.4	3.9	23.7	1.3	**76**
OH	48.2	10.8	32.6	4.2	3.2	0.9	**1,209**
OK	40.9	9.6	36.1	4.1	6.9	2.3	**606**
OR	33.9	17.7	31.1	3.2	12.5	1.6	**440**
PA	43.3	13.8	34.6	2.9	3.4	2.0	**1,320**
RI	30.6	25.8	30.6	3.2	6.5	3.2	**62**
SC	40.5	15.5	32.5	3.6	6.6	1.2	**753**
SD	29.8	15.6	22.7	2.8	23.4	5.7	**141**
TN	40.6	9.3	37.4	2.4	9.6	0.7	**1,109**
TX	40.0	16.4	25.4	3.7	13.3	1.2	**2,751**
UT	32.6	14.6	19.6	4.3	27.2	1.7	**301**
VT	40.6	5.8	36.2	5.8	11.6	0.0	**69**
VA	34.3	14.0	37.6	3.0	9.7	1.4	**828**
WA	37.9	16.6	26.0	3.1	14.7	1.7	**573**
WV	38.2	10.3	32.4	0.9	17.0	1.2	**330**
WI	46.3	9.2	27.5	4.3	11.1	1.6	**622**
WY	23.8	3.8	25.4	3.1	40.0	3.8	**130**
USA	**40.8**	**16.5**	**28.4**	**3.3**	**9.7**	**1.3**	**36,223**
PR	31.0	38.0	23.9	2.8	1.7	2.8	**545**

Table 102
Percent of Fatal Crashes by State and Roadway Function Class

State	Roadway Function Class							Total Crashes
	Principal Arterial			Minor Arterial	Collector	Local	Unknown	
	Interstate	Freeway and Expressway	Other					
AL	9.3	0.3	27.2	20.6	28.8	13.3	0.5	**953**
AK	25.7	0.0	12.9	22.9	20.0	17.1	1.4	**70**
AZ	13.9	1.5	33.6	16.8	11.3	7.4	15.5	**794**
AR	7.3	1.1	26.9	17.4	26.2	21.1	0.0	**535**
CA	12.3	7.8	31.1	21.0	15.9	11.9	0.0	**3,785**
CO	20.9	4.6	27.2	13.8	23.4	10.2	0.0	**522**
CT	14.8	4.9	22.2	26.4	21.1	10.6	0.0	**284**
DE	2.9	0.0	39.0	20.0	20.0	18.1	0.0	**105**
DC	9.2	0.0	6.2	0.0	0.0	84.6	0.0	**65**
FL	8.6	27.0	11.4	12.1	9.3	30.1	1.7	**2,419**
GA	9.8	11.8	13.0	21.1	21.8	14.7	7.8	**1,282**
HI	7.3	4.5	34.5	19.1	19.1	15.5	0.0	**110**
ID	15.6	2.8	28.4	11.0	22.9	19.3	0.0	**218**
IL	13.6	0.4	33.0	9.0	16.6	27.3	0.0	**1,395**
IN	9.4	1.1	19.5	18.3	29.0	15.3	7.3	**872**
IA	9.6	0.2	26.5	19.0	27.5	16.9	0.2	**415**
KS	9.4	1.6	25.5	17.1	28.1	18.4	0.0	**381**
KY	8.4	0.1	17.7	16.5	42.9	14.4	0.0	**693**
LA	11.0	0.8	17.2	12.8	33.6	24.6	0.0	**744**
ME	9.0	0.6	20.5	22.3	31.9	12.7	3.0	**166**
MD	12.8	3.3	30.7	21.1	19.3	5.8	7.0	**602**
MA	12.1	3.5	26.7	34.3	15.6	7.9	0.0	**405**
MI	8.0	2.5	26.9	23.7	25.5	11.8	1.7	**1,262**
MN	7.8	1.5	25.8	25.3	27.6	11.3	0.7	**550**
MS	9.3	0.1	22.9	23.1	21.5	23.1	0.0	**689**
MO	13.8	2.0	28.2	15.4	26.8	13.6	0.1	**947**
MT	22.5	0.0	30.2	14.3	9.3	23.6	0.0	**182**
NE	9.2	0.4	28.8	21.8	19.2	20.1	0.4	**229**
NV	21.0	0.7	27.9	22.1	18.4	9.9	0.0	**272**
NH	10.5	3.8	14.3	23.8	29.5	15.2	2.9	**105**

Table 102
Percent of Fatal Crashes by State and Roadway Function Class (Continued)

State	Roadway Function Class							Total Crashes
	Principal Arterial			Minor Arterial	Collector	Local	Unknown	
	Interstate	Freeway and Expressway	Other					
NJ	7.8	6.6	25.3	27.7	17.3	12.6	2.6	**692**
NM	21.9	0.0	25.5	14.4	19.1	18.8	0.3	**388**
NY	7.7	5.1	28.4	26.0	19.2	13.3	0.3	**1,518**
NC	7.2	1.5	16.9	16.4	28.5	29.1	0.3	**1,254**
ND	6.6	0.0	22.4	17.1	19.7	34.2	0.0	**76**
OH	10.2	1.2	17.0	21.8	31.1	17.9	0.9	**1,209**
OK	13.5	1.5	18.6	17.8	27.7	20.0	0.8	**606**
OR	9.5	1.6	32.0	20.5	24.1	11.4	0.9	**440**
PA	7.4	1.7	27.7	25.2	18.9	19.1	0.0	**1,320**
RI	21.0	6.5	29.0	21.0	19.4	3.2	0.0	**62**
SC	9.2	0.0	32.8	13.4	25.6	19.0	0.0	**753**
SD	9.2	0.0	24.8	22.0	27.0	17.0	0.0	**141**
TN	11.2	1.5	24.0	25.6	22.5	15.2	0.0	**1,109**
TX	15.4	5.3	21.8	10.5	18.9	27.9	0.1	**2,751**
UT	23.6	1.0	22.3	14.3	8.0	29.9	1.0	**301**
VT	11.6	1.4	20.3	23.2	20.3	21.7	1.4	**69**
VA	15.1	1.3	23.4	24.0	25.2	10.3	0.6	**828**
WA	10.1	4.0	25.0	18.7	25.1	16.9	0.2	**573**
WV	11.8	0.0	19.1	20.3	39.4	9.4	0.0	**330**
WI	5.0	1.4	26.7	23.0	24.8	18.6	0.5	**622**
WY	29.2	0.8	17.7	16.9	22.3	11.5	1.5	**130**
USA	**11.2**	**4.7**	**24.2**	**18.8**	**21.7**	**17.9**	**1.3**	**36,223**
PR	22.2	6.1	18.3	19.1	20.7	13.6	0.0	**545**

Table 103
Persons Killed, Licensed Drivers, Registered Vehicles, Population, and Fatality Rates by State

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
AL	3,043	35.59	3,422	31.65	4,219	25.67	**1,083**
AK	443	19.19	508	16.73	606	14.03	**85**
AZ	2,654	34.02	2,980	30.30	4,075	22.16	**903**
AR	1,770	34.46	1,560	39.10	2,453	24.87	**610**
CA	20,359	20.76	23,518	17.97	31,431	13.45	**4,226**
CO	2,620	22.33	3,144	18.61	3,656	16.00	**585**
CT	2,205	14.06	2,638	11.75	3,275	9.47	**310**
DE	512	21.88	568	19.72	706	15.86	**112**
DC	366	18.85	270	25.56	570	12.11	**69**
FL	10,885	24.69	10,132	26.52	13,953	19.26	**2,687**
GA	4,666	30.56	5,638	25.29	7,055	20.21	**1,426**
HI	742	16.44	781	15.62	1,179	10.35	**122**
ID	779	31.96	1,062	23.45	1,133	21.98	**249**
IL	7,548	20.59	8,331	18.65	11,752	13.22	**1,554**
IN	3,834	25.40	4,850	20.08	5,752	16.93	**974**
IA	1,921	24.88	2,929	16.32	2,829	16.90	**478**
KS	1,794	24.64	1,965	22.49	2,554	17.31	**442**
KY	2,498	31.14	2,615	29.75	3,827	20.33	**778**
LA	2,606	32.16	3,242	25.85	4,315	19.42	**838**
ME	916	20.52	1,071	17.55	1,240	15.16	**188**
MD	3,311	19.66	3,543	18.37	5,006	13.00	**651**
MA	4,209	10.45	3,956	11.12	6,041	7.28	**440**
MI	6,602	21.49	7,599	18.67	9,496	14.94	**1,419**
MN	2,668	24.14	3,869	16.65	4,567	14.10	**644**
MS	1,659	47.68	2,056	38.47	2,669	29.64	**791**
MO	3,512	31.01	4,179	26.06	5,278	20.63	**1,089**
MT	536	37.69	967	20.89	856	23.60	**202**
NE	1,154	23.48	1,490	18.19	1,623	16.70	**271**
NV	987	29.79	983	29.91	1,457	20.18	**294**
NH	878	13.55	1,013	11.75	1,137	10.47	**119**

Table 103
Persons Killed, Licensed Drivers, Registered Vehicles, Population, and Fatality Rates by State (Continued)

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
NJ	5,521	13.78	5,752	13.23	7,904	9.63	**761**
NM	1,162	38.47	1,472	30.37	1,654	27.03	**447**
NY	10,444	15.88	10,428	15.90	18,169	9.13	**1,658**
NC	4,779	29.94	5,462	26.20	7,070	20.24	**1,431**
ND	443	19.86	687	12.81	638	13.79	**88**
OH	7,722	17.75	9,647	14.21	11,102	12.35	**1,371**
OK	2,363	29.07	2,863	24.00	3,258	21.09	**687**
OR	2,401	20.41	2,748	17.83	3,086	15.88	**490**
PA	8,146	17.69	8,557	16.84	12,052	11.96	**1,441**
RI	682	9.24	728	8.65	997	6.32	**63**
SC	2,458	34.46	2,764	30.64	3,664	23.12	**847**
SD	512	30.08	845	18.22	721	21.36	**154**
TN	3,583	33.88	5,150	23.57	5,175	23.46	**1,214**
TX	12,012	26.52	13,287	23.98	18,378	17.34	**3,186**
UT	1,203	28.43	1,381	24.76	1,908	17.92	**342**
VT	435	17.70	502	15.34	580	13.28	**77**
VA	4,631	20.08	5,593	16.63	6,552	14.19	**930**
WA	3,741	17.05	4,654	13.71	5,343	11.94	**638**
WV	1,317	27.03	1,375	25.89	1,822	19.54	**356**
WI	3,542	20.10	4,044	17.61	5,082	14.01	**712**
WY	354	40.68	583	24.70	476	30.25	**144**
USA	**175,128**	**23.23**	**192,337**	**21.15**	**260,341**	**15.62**	**40,676**
PR	1,600	37.38	1,800	33.22	3,700	16.16	**598**

Note: The number shown for registered vehicles for the USA is approximately 4 percent lower than the sum of the registered vehicle numbers shown for the individual states, due to differing data sources.
Sources: Fatalities—Fatal Accident Reporting System (FARS); Licensed Drivers (estimated)—Federal Highway Administration; Registered Vehicles by State (estimated)—Federal Highway Administration; Registered Vehicles for USA—R.L. Polk & Co.; Population—Bureau of the Census.

Table 104
Persons Killed, by State and Person Type

State	Person Type										Total Killed	
	Driver		Passenger		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	692	63.9	295	27.2	81	7.5	8	0.7	7	0.6	**1,083**	**100.0**
AK	40	47.1	27	31.8	12	14.1	3	3.5	3	3.5	**85**	**100.0**
AZ	456	50.5	265	29.3	148	16.4	22	2.4	12	1.3	**903**	**100.0**
AR	388	63.6	157	25.7	55	9.0	8	1.3	2	0.3	**610**	**100.0**
CA	2,132	50.4	1,114	26.4	843	19.9	114	2.7	23	0.5	**4,226**	**100.0**
CO	364	62.2	160	27.4	51	8.7	8	1.4	2	0.3	**585**	**100.0**
CT	162	52.3	78	25.2	63	20.3	6	1.9	1	0.3	**310**	**100.0**
DE	67	59.8	22	19.6	18	16.1	5	4.5	0	0.0	**112**	**100.0**
DC	25	36.2	19	27.5	23	33.3	2	2.9	0	0.0	**69**	**100.0**
FL	1,370	51.0	661	24.6	531	19.8	120	4.5	5	0.2	**2,687**	**100.0**
GA	899	63.0	340	23.8	163	11.4	19	1.3	5	0.4	**1,426**	**100.0**
HI	63	51.6	28	23.0	26	21.3	4	3.3	1	0.8	**122**	**100.0**
ID	149	59.8	84	33.7	8	3.2	5	2.0	3	1.2	**249**	**100.0**
IL	945	60.8	346	22.3	232	14.9	25	1.6	6	0.4	**1,554**	**100.0**
IN	631	64.8	242	24.8	80	8.2	12	1.2	9	0.9	**974**	**100.0**
IA	307	64.2	135	28.2	24	5.0	11	2.3	1	0.2	**478**	**100.0**
KS	291	65.8	126	28.5	22	5.0	1	0.2	2	0.5	**442**	**100.0**
KY	517	66.5	195	25.1	54	6.9	5	0.6	7	0.9	**778**	**100.0**
LA	495	59.1	209	24.9	103	12.3	27	3.2	4	0.5	**838**	**100.0**
ME	123	65.4	40	21.3	20	10.6	4	2.1	1	0.5	**188**	**100.0**
MD	352	54.1	157	24.1	129	19.8	13	2.0	0	0.0	**651**	**100.0**
MA	261	59.3	83	18.9	85	19.3	8	1.8	3	0.7	**440**	**100.0**
MI	852	60.0	348	24.5	182	12.8	30	2.1	7	0.5	**1,419**	**100.0**
MN	378	58.7	195	30.3	53	8.2	16	2.5	2	0.3	**644**	**100.0**
MS	501	63.3	225	28.4	54	6.8	11	1.4	0	0.0	**791**	**100.0**
MO	700	64.3	292	26.8	85	7.8	8	0.7	4	0.4	**1,089**	**100.0**
MT	131	64.9	58	28.7	11	5.4	2	1.0	0	0.0	**202**	**100.0**
NE	167	61.6	84	31.0	17	6.3	2	0.7	1	0.4	**271**	**100.0**
NV	162	55.1	67	22.8	54	18.4	10	3.4	1	0.3	**294**	**100.0**
NH	77	64.7	28	23.5	11	9.2	1	0.8	2	1.7	**119**	**100.0**

Table 104
Persons Killed, by State and Person Type (Continued)

State	Person Type										Total Killed	
	Driver		Passenger		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	382	50.2	191	25.1	165	21.7	19	2.5	4	0.5	**761**	**100.0**
NM	229	51.2	133	29.8	72	16.1	8	1.8	5	1.1	**447**	**100.0**
NY	826	49.8	382	23.0	397	23.9	46	2.8	7	0.4	**1,658**	**100.0**
NC	835	58.4	384	26.8	184	12.9	28	2.0	0	0.0	**1,431**	**100.0**
ND	51	58.0	27	30.7	8	9.1	0	0.0	2	2.3	**88**	**100.0**
OH	853	62.2	373	27.2	127	9.3	14	1.0	4	0.3	**1,371**	**100.0**
OK	454	66.1	174	25.3	52	7.6	6	0.9	1	0.1	**687**	**100.0**
OR	276	56.3	132	26.9	69	14.1	13	2.7	0	0.0	**490**	**100.0**
PA	881	61.1	361	25.1	171	11.9	20	1.4	8	0.6	**1,441**	**100.0**
RI	29	46.0	14	22.2	16	25.4	1	1.6	3	4.8	**63**	**100.0**
SC	519	61.3	205	24.2	108	12.8	14	1.7	1	0.1	**847**	**100.0**
SD	92	59.7	37	24.0	23	14.9	0	0.0	2	1.3	**154**	**100.0**
TN	809	66.6	289	23.8	97	8.0	7	0.6	12	1.0	**1,214**	**100.0**
TX	1,827	57.3	853	26.8	436	13.7	58	1.8	12	0.4	**3,186**	**100.0**
UT	176	51.5	116	33.9	40	11.7	7	2.0	3	0.9	**342**	**100.0**
VT	45	58.4	28	36.4	2	2.6	2	2.6	0	0.0	**77**	**100.0**
VA	535	57.5	261	28.1	102	11.0	19	2.0	13	1.4	**930**	**100.0**
WA	378	59.2	160	25.1	83	13.0	14	2.2	3	0.5	**638**	**100.0**
WV	239	67.1	82	23.0	29	8.1	6	1.7	0	0.0	**356**	**100.0**
WI	474	66.6	174	24.4	49	6.9	9	1.3	6	0.8	**712**	**100.0**
WY	88	61.1	46	31.9	4	2.8	1	0.7	5	3.5	**144**	**100.0**
USA	**23,695**	**58.3**	**10,502**	**25.8**	**5,472**	**13.5**	**802**	**2.0**	**205**	**0.5**	**40,676**	**100.0**
PR	231	38.6	142	23.7	205	34.3	19	3.2	1	0.2	**598**	**100.0**

Table 105
Percent of Persons Killed, by State and Age Group

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
AL	2.6	1.8	3.3	14.4	9.6	20.2	14.1	11.6	6.4	7.4	8.5	0.0	**1,083**
AK	2.4	2.4	2.4	15.3	8.2	23.5	14.1	12.9	5.9	7.1	5.9	0.0	**85**
AZ	2.3	2.1	4.5	11.4	10.7	20.3	13.4	11.3	6.6	6.6	10.0	0.7	**903**
AR	3.0	2.1	4.6	14.8	10.2	17.0	14.3	10.2	7.5	8.2	8.0	0.2	**610**
CA	2.9	2.6	3.6	11.9	9.6	20.6	14.5	10.0	7.1	7.9	8.8	0.7	**4,226**
CO	1.7	1.9	3.6	15.6	9.1	18.5	18.6	11.5	6.2	8.4	5.1	0.0	**585**
CT	0.6	1.0	4.8	12.6	11.6	21.6	12.9	8.7	6.8	7.1	12.3	0.0	**310**
DE	0.9	0.9	0.9	8.9	9.8	24.1	16.1	13.4	9.8	6.3	8.9	0.0	**112**
DC	2.9	2.9	1.4	15.9	13.0	18.8	17.4	10.1	4.3	7.2	4.3	1.4	**69**
FL	2.1	1.8	3.6	11.9	9.4	17.1	15.8	8.5	6.6	8.7	13.7	0.7	**2,687**
GA	2.7	1.6	3.5	11.9	10.6	18.7	15.5	10.6	7.5	8.6	8.6	0.2	**1,426**
HI	0.8	2.5	1.6	13.9	23.0	13.1	16.4	9.8	3.3	4.9	10.7	0.0	**122**
ID	2.0	2.0	9.2	12.4	7.6	12.9	12.9	11.6	8.8	11.6	8.8	0.0	**249**
IL	1.6	1.7	4.3	15.4	11.5	21.0	13.9	9.0	6.0	6.3	9.1	0.1	**1,554**
IN	2.0	2.0	4.4	16.1	10.7	16.8	12.5	10.6	6.7	8.5	9.7	0.1	**974**
IA	2.5	1.9	5.4	15.1	11.1	18.6	14.6	9.6	5.9	6.5	8.6	0.2	**478**
KS	2.3	2.5	3.8	19.5	9.0	17.4	10.6	10.4	5.7	7.0	11.8	0.0	**442**
KY	1.5	1.4	4.4	14.5	11.1	18.0	15.0	8.0	8.0	8.6	9.4	0.1	**778**
LA	2.4	2.9	4.3	14.2	12.4	22.0	14.0	10.1	6.9	4.4	6.3	0.1	**838**
ME	0.0	3.2	4.3	17.0	6.4	18.1	12.8	12.8	3.7	11.2	10.6	0.0	**188**
MD	2.2	2.9	2.8	12.1	9.4	20.7	14.1	12.1	6.9	7.8	7.7	1.2	**651**
MA	0.7	1.1	3.0	13.9	10.9	19.8	14.8	8.2	6.6	9.1	11.8	0.2	**440**
MI	3.0	2.0	5.0	15.7	10.7	15.5	14.9	8.9	6.1	8.0	10.0	0.1	**1,419**
MN	3.1	2.0	4.0	14.8	9.9	17.5	13.0	8.7	4.8	8.9	13.2	0.0	**644**
MS	3.7	1.6	3.4	14.9	11.3	18.7	15.8	8.6	6.8	8.0	7.0	0.3	**791**
MO	1.3	1.9	3.4	20.3	9.3	16.2	14.9	9.6	6.6	7.1	9.5	0.0	**1,089**
MT	4.5	0.5	5.0	15.8	7.4	19.8	14.9	12.9	4.5	6.4	8.4	0.0	**202**
NE	2.6	1.1	4.1	21.4	8.9	18.8	12.5	7.4	8.1	6.3	8.9	0.0	**271**
NV	2.0	2.0	3.4	8.5	12.2	17.3	17.3	12.6	7.5	10.2	6.8	0.0	**294**
NH	1.7	2.5	5.9	13.4	14.3	18.5	11.8	5.9	5.0	5.9	15.1	0.0	**119**

Table 105
Percent of Persons Killed, by State and Age Group (Continued)

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
NJ	1.2	1.8	2.6	10.9	10.5	19.3	12.5	10.9	5.9	9.7	13.8	0.8	**761**
NM	3.4	1.3	4.3	12.8	12.3	21.5	15.4	11.0	5.6	4.9	7.4	0.2	**447**
NY	1.3	1.6	3.3	13.3	10.6	18.1	11.9	10.8	6.6	9.2	13.3	0.0	**1,658**
NC	2.4	3.0	3.1	15.0	10.6	17.4	14.8	10.1	6.8	8.2	8.2	0.3	**1,431**
ND	1.1	0.0	11.4	17.0	8.0	10.2	13.6	4.5	12.5	10.2	11.4	0.0	**88**
OH	1.7	2.1	4.2	14.3	9.3	16.6	14.6	10.1	7.7	8.0	11.5	0.0	**1,371**
OK	1.3	2.5	4.4	15.3	10.6	17.9	15.1	10.2	7.1	7.7	7.7	0.1	**687**
OR	2.2	2.2	4.1	13.3	8.0	18.2	15.7	9.4	8.0	7.1	11.8	0.0	**490**
PA	2.2	1.8	3.9	11.0	9.7	18.9	14.0	10.2	6.8	9.9	11.1	0.3	**1,441**
RI	7.9	3.2	4.8	4.8	17.5	12.7	11.1	12.7	3.2	9.5	12.7	0.0	**63**
SC	2.8	2.8	4.7	15.0	11.7	18.8	14.6	11.8	5.3	6.8	5.2	0.4	**847**
SD	0.6	3.9	5.8	20.8	11.7	14.9	13.0	8.4	8.4	5.8	6.5	0.0	**154**
TN	2.5	2.4	3.5	15.6	10.3	18.2	15.5	9.1	7.4	7.7	7.9	0.0	**1,214**
TX	3.1	2.6	3.8	13.7	11.5	19.6	16.4	9.3	7.0	6.1	6.7	0.3	**3,186**
UT	4.1	2.0	8.8	20.8	11.7	17.3	13.2	4.4	5.3	6.1	5.8	0.6	**342**
VT	1.3	2.6	2.6	19.5	13.0	14.3	11.7	9.1	5.2	6.5	14.3	0.0	**77**
VA	2.5	1.2	4.2	16.0	9.7	19.1	14.8	10.2	7.2	7.4	7.4	0.2	**930**
WA	2.5	2.4	3.8	13.9	11.1	19.0	14.1	12.2	6.1	6.3	8.3	0.3	**638**
WV	1.1	1.4	3.9	11.5	11.8	19.9	12.4	12.9	8.1	8.4	8.4	0.0	**356**
WI	1.5	2.1	3.9	16.0	10.8	18.1	14.9	7.7	8.4	6.7	9.7	0.0	**712**
WY	2.8	1.4	2.8	25.0	9.7	16.7	20.1	10.4	4.9	3.5	2.8	0.0	**144**
USA	**2.3**	**2.1**	**3.9**	**14.1**	**10.4**	**18.6**	**14.6**	**9.9**	**6.8**	**7.7**	**9.3**	**0.3**	**40,676**
PR	1.7	1.0	4.2	11.5	10.2	18.2	12.2	14.4	9.9	6.9	8.4	1.5	**598**

Table 106
Percent of Occupants Killed, by State and Vehicle Type

State	Vehicle Type						Unknown	Total Occupants Killed
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other Vehicles		
AL	67.0	25.8	2.4	3.1	0.5	1.0	0.1	**992**
AK	49.3	34.8	0.0	2.9	0.0	8.7	4.3	**69**
AZ	54.6	29.0	1.2	9.1	0.0	0.6	5.5	**727**
AR	59.8	32.7	1.8	4.6	0.0	1.1	0.0	**547**
CA	62.5	25.5	2.1	9.1	0.1	0.7	0.0	**3,253**
CO	57.7	30.9	1.7	9.0	0.2	0.6	0.0	**525**
CT	68.3	16.7	1.7	13.3	0.0	0.0	0.0	**240**
DE	71.9	20.2	1.1	6.7	0.0	0.0	0.0	**89**
DC	72.7	20.5	2.3	4.5	0.0	0.0	0.0	**44**
FL	66.4	22.3	1.6	8.5	0.1	0.7	0.3	**2,034**
GA	64.2	28.4	1.9	4.4	0.0	0.6	0.4	**1,239**
HI	45.1	23.1	0.0	31.9	0.0	0.0	0.0	**91**
ID	47.9	43.6	3.4	2.5	0.0	2.5	0.0	**236**
IL	67.2	19.4	1.1	11.5	0.2	0.6	0.0	**1,291**
IN	62.6	20.4	2.7	6.7	0.1	0.9	6.5	**878**
IA	64.6	25.5	0.7	6.8	0.0	2.5	0.0	**443**
KS	59.9	29.8	3.1	4.8	0.0	2.1	0.2	**419**
KY	66.9	25.5	1.1	4.6	0.0	1.4	0.6	**719**
LA	63.8	29.6	1.8	4.0	0.0	0.7	0.0	**705**
ME	65.6	22.1	0.0	10.4	0.0	1.8	0.0	**163**
MD	71.1	19.4	2.0	5.3	0.0	0.0	2.2	**509**
MA	69.3	19.1	2.6	8.7	0.0	0.3	0.0	**345**
MI	70.5	20.2	1.5	5.9	0.0	1.8	0.0	**1,202**
MN	64.2	25.7	0.9	8.2	0.0	1.0	0.0	**575**
MS	66.7	24.5	2.6	2.2	0.0	0.6	3.4	**726**
MO	64.7	28.2	1.9	4.1	0.0	1.1	0.0	**996**
MT	49.7	37.0	2.6	6.9	0.0	3.7	0.0	**189**
ME	63.9	27.8	2.8	3.6	0.0	1.6	0.4	**252**
NV	45.4	44.5	0.4	8.7	0.0	0.9	0.0	**229**
NH	72.6	13.2	1.9	11.3	0.0	0.9	0.0	**106**

Table 106
Percent of Occupants Killed, by State and Vehicle Type (Continued)

State	Vehicle Type						Unknown	Total Occupants Killed
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other Vehicles		
NJ	74.3	14.1	1.2	5.6	0.2	0.2	4.4	**573**
NM	47.3	43.2	1.9	5.7	0.0	1.9	0.0	**366**
NY	73.0	16.9	1.5	7.1	0.1	1.4	0.0	**1,209**
NC	67.3	25.1	1.6	5.6	0.1	0.3	0.1	**1,219**
ND	67.5	26.3	1.3	2.5	0.0	2.5	0.0	**80**
OH	70.6	17.5	2.3	8.6	0.0	1.0	0.1	**1,226**
OK	54.4	37.5	2.7	4.9	0.0	0.5	0.0	**629**
OR	54.9	36.0	3.7	5.4	0.0	0.0	0.0	**408**
PA	68.7	19.1	2.1	9.0	0.0	1.1	0.0	**1,242**
RI	61.4	20.5	2.3	15.9	0.0	0.0	0.0	**44**
SC	67.7	20.7	1.7	6.9	0.0	0.6	2.5	**724**
SD	50.4	30.5	2.3	14.5	0.0	2.3	0.0	**131**
TN	64.6	27.4	1.6	5.3	0.0	0.9	0.1	**1,105**
TX	55.5	36.8	2.5	4.6	0.0	0.4	0.1	**2,682**
UT	57.6	31.9	2.0	6.4	0.0	2.0	0.0	**295**
VT	63.0	27.4	1.4	4.1	0.0	4.1	0.0	**73**
VA	65.3	26.5	2.6	4.0	0.1	1.2	0.2	**804**
WA	63.0	27.9	1.9	6.5	0.0	0.6	0.2	**538**
WV	64.5	25.2	2.5	6.5	0.0	1.2	0.0	**321**
WI	66.9	20.7	1.7	8.9	0.3	1.4	0.2	**652**
WY	42.4	46.8	4.3	5.8	0.0	0.7	0.0	**139**
USA	**63.9**	**25.9**	**1.9**	**6.7**	**0.1**	**0.9**	**0.6**	**34,293**
PR	79.6	9.7	1.1	8.6	0.0	0.0	1.1	**373**

Table 107
Passenger Car Occupants Killed, by State and Restraint Use

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	188	28.3	438	65.9	39	5.9	**665**	**100.0**
AK	14	41.2	17	50.0	3	8.8	**34**	**100.0**
AZ	143	36.0	214	53.9	40	10.1	**397**	**100.0**
AR	102	31.2	177	54.1	48	14.7	**327**	**100.0**
CA	913	44.9	830	40.8	291	14.3	**2,034**	**100.0**
CO	103	34.0	198	65.3	2	0.7	**303**	**100.0**
CT	54	32.9	102	62.2	8	4.9	**164**	**100.0**
DE	22	34.4	40	62.5	2	3.1	**64**	**100.0**
DC	1	3.1	24	75.0	7	21.9	**32**	**100.0**
FL	528	39.1	782	57.9	41	3.0	**1,351**	**100.0**
GA	214	26.9	439	55.2	143	18.0	**796**	**100.0**
HI	18	43.9	21	51.2	2	4.9	**41**	**100.0**
ID	42	37.2	69	61.1	2	1.8	**113**	**100.0**
IL	272	31.4	441	50.9	154	17.8	**867**	**100.0**
IN	180	32.7	332	60.4	38	6.9	**550**	**100.0**
IA	111	38.8	123	43.0	52	18.2	**286**	**100.0**
KS	50	19.9	167	66.5	34	13.5	**251**	**100.0**
KY	138	28.7	331	68.8	12	2.5	**481**	**100.0**
LA	109	24.2	270	60.0	71	15.8	**450**	**100.0**
ME	32	29.9	73	68.2	2	1.9	**107**	**100.0**
MD	164	45.3	161	44.5	37	10.2	**362**	**100.0**
MA	57	23.8	137	57.3	45	18.8	**239**	**100.0**
MI	339	40.0	426	50.2	83	9.8	**848**	**100.0**
MN	128	34.7	194	52.6	47	12.7	**369**	**100.0**
MS	99	20.5	380	78.5	5	1.0	**484**	**100.0**
MO	181	28.1	379	58.9	84	13.0	**644**	**100.0**
MT	31	33.0	61	64.9	2	2.1	**94**	**100.0**
NE	44	27.3	93	57.8	24	14.9	**161**	**100.0**
NV	46	44.2	56	53.8	2	1.9	**104**	**100.0**
NH	15	19.5	60	77.9	2	2.6	**77**	**100.0**

Table 107
Passenger Car Occupants Killed, by State and Restraint Use (Continued)

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	165	38.7	226	53.1	35	8.2	**426**	**100.0**
NM	66	38.2	106	61.3	1	0.6	**173**	**100.0**
NY	361	40.9	417	47.2	105	11.9	**883**	**100.0**
NC	380	46.3	340	41.5	100	12.2	**820**	**100.0**
ND	12	22.2	37	68.5	5	9.3	**54**	**100.0**
OH	300	34.7	528	61.0	37	4.3	**865**	**100.0**
OK	104	30.4	236	69.0	2	0.6	**342**	**100.0**
OR	129	57.6	82	36.6	13	5.8	**224**	**100.0**
PA	260	30.5	440	51.6	153	17.9	**853**	**100.0**
RI	8	29.6	19	70.4	0	0.0	**27**	**100.0**
SC	204	41.6	284	58.0	2	0.4	**490**	**100.0**
SD	7	10.6	56	84.8	3	4.5	**66**	**100.0**
TN	186	26.1	514	72.0	14	2.0	**714**	**100.0**
TX	663	44.5	791	53.1	35	2.4	**1,489**	**100.0**
UT	38	22.4	117	68.8	15	8.8	**170**	**100.0**
VT	23	50.0	21	45.7	2	4.3	**46**	**100.0**
VA	192	36.6	303	57.7	30	5.7	**525**	**100.0**
WA	134	39.5	183	54.0	22	6.5	**339**	**100.0**
WV	75	36.2	116	56.0	16	7.7	**207**	**100.0**
WI	134	30.7	251	57.6	51	11.7	**436**	**100.0**
WY	14	23.7	42	71.2	3	5.1	**59**	**100.0**
USA	**7,793**	**35.6**	**12,144**	**55.4**	**1,966**	**9.0**	**21,903**	**100.0**
PR	87	29.3	210	70.7	0	0.0	**297**	**100.0**

Table 108
1994 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	New Mexico	72	1,654	4.35
2	District of Columbia	23	570	4.04
3	Florida	531	13,953	3.81
4	Nevada	54	1,457	3.71
5	Arizona	148	4,075	3.63
6	South Dakota	23	721	3.19
7	South Carolina	108	3,664	2.95
8	California	843	31,431	2.68
9	North Carolina	184	7,070	2.60
10	Maryland	129	5,006	2.58
11	Delaware	18	706	2.55
12	Louisiana	103	4,315	2.39
13	Texas	436	18,378	2.37
14	Georgia	163	7,055	2.31
15	Arkansas	55	2,453	2.24
16	Oregon	69	3,086	2.24
17	Hawaii	26	1,179	2.21
18	New York	397	18,169	2.19
19	Utah	40	1,908	2.10
20	New Jersey	165	7,904	2.09
21	Mississippi	54	2,669	2.02
22	Alaska	12	606	1.98
23	Illinois	232	11,752	1.97
24	Alabama	81	4,219	1.92
25	Connecticut	63	3,275	1.92
26	Michigan	182	9,496	1.92
27	Tennessee	97	5,175	1.87
28	Maine	20	1,240	1.61

Table 108
1994 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
29	Missouri	85	5,278	1.61
30	Oklahoma	52	3,258	1.60
31	Rhode Island	16	997	1.60
32	West Virginia	29	1,822	1.59
33	Virginia	102	6,552	1.56
34	Washington	83	5,343	1.55
35	Pennsylvania	171	12,052	1.42
36	Kentucky	54	3,827	1.41
37	Massachusetts	85	6,041	1.41
38	Colorado	51	3,656	1.39
39	Indiana	80	5,752	1.39
40	Montana	11	856	1.29
41	North Dakota	8	638	1.25
42	Minnesota	53	4,567	1.16
43	Ohio	127	11,102	1.14
44	Nebraska	17	1,623	1.05
45	New Hampshire	11	1,137	0.97
46	Wisconsin	49	5,082	0.96
47	Kansas	22	2,554	0.86
48	Iowa	24	2,829	0.85
49	Wyoming	4	476	0.84
50	Idaho	8	1,133	0.71
51	Vermont	2	580	0.34
	USA	**5,472**	**260,341**	**2.10**
	Puerto Rico	205	3,700	5.54

Table 109
Persons Killed, by State and Highest Blood Alcohol Concentration in the Crash

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	647	59.7	80	7.4	356	32.9	436	40.3	**1,083**	**100.0**
AK	37	43.5	9	10.8	39	45.7	48	56.5	**85**	**100.0**
AZ	502	55.6	82	9.1	319	35.3	401	44.4	**903**	**100.0**
AR	411	67.3	51	8.3	149	24.4	200	32.7	**610**	**100.0**
CA	2,551	60.4	379	9.0	1,295	30.7	1,674	39.6	**4,226**	**100.0**
CO	309	52.8	55	9.3	221	37.8	276	47.2	**585**	**100.0**
CT	165	53.1	33	10.7	112	36.1	145	46.9	**310**	**100.0**
DE	49	44.0	16	14.0	47	42.0	63	56.0	**112**	**100.0**
DC	36	52.6	7	10.6	25	36.8	32	47.4	**69**	**100.0**
FL	1,637	60.9	201	7.5	848	31.6	1,049	39.1	**2,687**	**100.0**
GA	897	62.9	132	9.3	397	27.8	529	37.1	**1,426**	**100.0**
HI	63	51.6	10	8.5	49	39.9	59	48.4	**122**	**100.0**
ID	161	64.8	16	6.5	71	28.7	87	35.2	**249**	**100.0**
IL	898	57.8	129	8.3	527	33.9	656	42.2	**1,554**	**100.0**
IN	635	65.2	67	6.8	273	28.0	340	34.8	**974**	**100.0**
IA	266	55.6	66	13.7	146	30.6	212	44.4	**478**	**100.0**
KS	274	62.0	31	7.1	137	30.9	168	38.0	**442**	**100.0**
KY	493	63.4	76	9.8	208	26.8	284	36.6	**778**	**100.0**
LA	413	49.3	84	10.1	341	40.7	425	50.7	**838**	**100.0**
ME	124	65.8	18	9.3	47	24.9	65	34.2	**188**	**100.0**
MD	442	67.9	59	9.0	151	23.2	210	32.1	**651**	**100.0**
MA	226	51.5	56	12.6	158	35.9	214	48.5	**440**	**100.0**
MI	839	59.2	122	8.6	457	32.2	579	40.8	**1,419**	**100.0**
MN	400	62.1	56	8.7	188	29.2	244	37.9	**644**	**100.0**
MS	447	56.6	78	9.8	266	33.6	344	43.4	**791**	**100.0**
MO	546	50.1	122	11.2	421	38.7	543	49.9	**1,089**	**100.0**
MT	100	49.5	14	7.0	88	43.5	102	50.5	**202**	**100.0**
NE	155	57.2	36	13.2	80	29.6	116	42.8	**271**	**100.0**
NV	146	49.8	28	9.6	119	40.6	147	50.2	**294**	**100.0**
NH	72	60.2	10	8.4	37	31.5	47	39.8	**119**	**100.0**

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 109
Persons Killed, by State and Highest Blood Alcohol Concentration in the Crash (Continued)

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	483	63.4	65	8.6	213	28.0	278	36.6	**761**	**100.0**
NM	211	47.2	45	10.0	192	42.9	237	52.8	**447**	**100.0**
NY	1,155	69.7	123	7.4	380	22.9	503	30.3	**1,658**	**100.0**
NC	920	64.3	93	6.5	418	29.2	511	35.7	**1,431**	**100.0**
ND	44	50.1	6	7.3	38	42.6	44	49.9	**88**	**100.0**
OH	975	71.1	82	6.0	314	22.9	396	28.9	**1,371**	**100.0**
OK	418	60.8	61	8.9	208	30.3	269	39.2	**687**	**100.0**
OR	294	59.9	39	8.0	157	32.1	196	40.1	**490**	**100.0**
PA	856	59.4	109	7.6	476	33.1	585	40.6	**1,441**	**100.0**
RI	35	55.3	9	14.5	19	30.2	28	44.7	**63**	**100.0**
SC	639	75.4	28	3.3	180	21.3	208	24.6	**847**	**100.0**
SD	82	53.3	11	7.1	61	39.6	72	46.7	**154**	**100.0**
TN	727	59.9	97	8.0	389	32.0	486	40.1	**1,214**	**100.0**
TX	1,433	45.0	345	10.8	1,409	44.2	1,754	55.0	**3,186**	**100.0**
UT	251	73.4	23	6.7	68	20.0	91	26.6	**342**	**100.0**
VT	41	53.8	10	13.6	25	32.6	35	46.2	**77**	**100.0**
VA	566	60.9	78	8.4	285	30.7	363	39.1	**930**	**100.0**
WA	331	51.8	57	9.0	250	39.2	307	48.2	**638**	**100.0**
WV	204	57.3	23	6.5	129	36.2	152	42.7	**356**	**100.0**
WI	408	57.3	58	8.1	246	34.6	304	42.7	**712**	**100.0**
WY	73	51.0	9	5.9	62	43.1	71	49.0	**144**	**100.0**
USA	**24,087**	**59.2**	**3,495**	**8.6**	**13,094**	**32.2**	**16,589**	**40.8**	**40,676**	**100.0**
PR	295	49.3	84	14.1	219	36.7	303	50.7	**598**	**100.0**

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 110
Drivers in Fatal Crashes by State, Blood Alcohol Concentration, and Survival Status

State	Surviving Drivers				Killed Drivers				All Drivers			
	BAC				BAC				BAC			
	0.00	0.01-0.09	0.10+	Total	0.00	0.01-0.09	0.10+	Total	0.00	0.01-0.09	0.10+	Total
AL	85.4	3.8	10.8	752	62.0	6.1	31.9	692	74.2	4.9	20.9	1,444
AK	66.9	10.2	22.9	53	49.9	5.2	45.0	40	59.6	8.0	32.4	93
AZ	81.3	5.8	12.9	735	63.0	7.4	29.6	456	74.3	6.4	19.3	1,191
AR	88.7	5.2	6.1	427	68.3	5.9	25.8	388	79.0	5.5	15.5	815
CA	85.2	4.5	10.3	3,542	63.2	7.8	28.9	2,132	77.0	5.8	17.3	5,674
CO	80.2	8.7	11.2	423	57.1	7.3	35.6	364	69.5	8.0	22.5	787
CT	79.4	9.3	11.3	242	54.6	7.7	37.7	162	69.5	8.7	21.9	404
DE	83.0	5.4	11.6	98	47.6	13.9	38.5	67	68.6	8.9	22.5	165
DC	73.6	10.7	15.7	58	53.9	7.3	38.8	25	67.6	9.7	22.7	83
FL	86.1	3.9	10.0	2,386	67.1	5.9	27.0	1,370	79.1	4.7	16.2	3,756
GA	87.6	5.1	7.3	1,114	66.9	7.1	26.0	899	78.4	6.0	15.6	2,013
HI	82.1	5.1	12.9	84	49.1	8.0	42.9	63	68.0	6.3	25.7	147
ID	86.2	5.3	8.5	160	64.5	4.6	30.9	149	75.7	5.0	19.3	309
IL	85.4	5.4	9.2	1,175	59.1	6.3	34.6	945	73.7	5.8	20.5	2,120
IN	88.4	3.5	8.1	709	66.2	5.8	28.0	631	78.0	4.6	17.5	1,340
IA	82.5	7.7	9.7	361	60.2	10.7	29.1	307	72.3	9.1	18.6	668
KS	82.4	4.9	12.7	267	65.5	5.9	28.6	291	73.6	5.4	21.0	558
KY	86.6	5.7	7.6	540	64.5	7.6	27.9	517	75.8	6.6	17.6	1,057
LA	81.3	8.4	10.2	586	50.5	8.3	41.2	495	67.2	8.4	24.4	1,081
ME	89.0	3.5	7.5	123	69.0	9.2	21.8	123	79.0	6.3	14.7	246
MD	89.9	3.9	6.2	575	71.5	7.7	20.8	352	82.9	5.3	11.7	927
MA	74.5	10.2	15.3	329	59.2	8.3	32.5	261	67.7	9.4	22.9	590
MI	84.2	6.0	9.8	1,175	62.2	6.9	30.9	852	74.9	6.4	18.7	2,027
MN	83.2	5.8	11.0	475	63.9	7.0	29.1	378	74.7	6.3	19.0	853
MS	77.8	7.7	14.6	534	62.7	6.2	31.1	501	70.4	7.0	22.6	1,035
MO	75.1	10.2	14.7	737	57.8	6.8	35.4	700	66.7	8.5	24.8	1,437
MT	79.0	8.2	12.8	116	48.9	4.4	46.8	131	63.0	6.2	30.8	247
NE	82.0	7.3	10.7	184	59.1	12.5	28.4	167	71.1	9.8	19.1	351
NV	74.5	7.9	17.6	208	56.2	9.6	34.1	162	66.5	8.7	24.8	370
NH	90.1	2.5	7.4	70	56.6	8.4	35.0	77	72.6	5.6	21.8	147

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 110
Drivers in Fatal Crashes by State, Blood Alcohol Concentration, and Survival Status (Continued)

State	Surviving Drivers				Killed Drivers				All Drivers			
	BAC				BAC				BAC			
	0.00	0.01-0.09	0.10+	Total	0.00	0.01-0.09	0.10+	Total	0.00	0.01-0.09	0.10+	Total
NJ	84.3	5.5	10.2	622	66.2	6.5	27.3	382	77.4	5.9	16.7	1,004
NM	78.5	6.1	15.4	301	50.9	8.0	41.0	229	66.6	7.0	26.5	530
NY	89.5	3.4	7.1	1,430	72.2	6.5	21.3	826	83.2	4.5	12.3	2,256
NC	87.7	3.6	8.7	1,065	69.9	5.3	24.9	835	79.9	4.3	15.8	1,900
ND	78.3	5.9	15.8	57	53.3	9.6	37.2	51	66.5	7.7	25.9	108
OH	90.6	3.1	6.3	1,053	71.1	5.4	23.4	853	81.9	4.1	14.0	1,906
OK	86.0	4.9	9.1	434	64.1	5.9	30.0	454	74.8	5.4	19.7	888
OR	82.5	8.0	9.5	341	59.6	6.2	34.2	276	72.3	7.2	20.5	617
PA	83.2	5.1	11.7	1,154	62.7	5.9	31.3	881	74.3	5.5	20.2	2,035
RI	82.2	6.1	11.7	59	58.6	13.8	27.6	29	74.4	8.6	16.9	88
SC	92.5	1.7	5.9	598	78.0	2.6	19.4	519	85.7	2.1	12.1	1,117
SD	78.3	5.5	16.2	93	58.2	7.5	34.3	92	68.3	6.5	25.2	185
TN	84.5	6.2	9.4	828	62.7	5.3	32.0	809	73.7	5.7	20.6	1,637
TX	73.0	9.7	17.3	2,272	51.2	8.0	40.8	1,827	63.3	9.0	27.7	4,099
UT	89.4	3.5	7.1	252	75.4	4.6	20.0	176	83.6	4.0	12.4	428
VT	83.3	7.4	9.3	60	50.9	7.6	41.5	45	69.4	7.5	23.1	105
VA	84.4	5.1	10.5	647	62.9	6.6	30.5	535	74.7	5.8	19.5	1,182
WA	81.0	6.5	12.5	477	56.3	5.3	38.4	378	70.1	5.9	24.0	855
WV	87.1	4.1	8.8	254	57.5	4.8	37.7	239	72.8	4.5	22.8	493
WI	85.8	4.7	9.4	510	57.8	7.0	35.2	474	72.3	5.8	21.8	984
WY	70.5	9.0	20.6	74	51.8	3.0	45.2	88	60.3	5.7	33.9	162
USA	**84.0**	**5.5**	**10.5**	**30,819**	**62.6**	**6.7**	**30.7**	**23,695**	**74.7**	**6.1**	**19.3**	**54,514**
PR	76.4	11.0	12.6	546	56.0	9.2	34.8	231	70.3	10.5	19.2	777

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 111
Rural Fatal Crashes by State and Average Emergency Medical Services (EMS) Response Times

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	15.90	75.0	14.16	73.1	33.77	76.9	57.17	77.8	**657**
AK	6.74	46.0	12.86	30.0	37.00	50.0	49.96	50.0	**50**
AZ	8.11	29.7	16.12	28.0	32.00	99.8	89.00	99.8	**418**
AR	7.06	8.8	11.37	7.9	NA	NA	NA	NA	**432**
CA	13.58	99.2	7.75	99.5	NA	NA	54.75	99.5	**1,505**
CO	9.02	19.8	12.55	14.2	42.68	51.2	59.17	54.1	**303**
CT	0.87	16.5	7.27	7.1	32.82	40.0	39.98	38.8	**85**
DE	4.77	6.3	9.31	3.1	32.16	21.9	45.39	20.3	**64**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**NA**
FL	6.86	13.2	8.55	11.2	NA	NA	NA	NA	**1,059**
GA	5.09	8.7	9.79	6.8	34.78	33.9	48.24	34.9	**679**
HI	7.22	20.0	9.26	12.5	45.77	35.0	57.96	37.5	**40**
ID	6.48	21.3	13.62	20.8	NA	NA	NA	NA	**183**
IL	7.81	4.6	14.95	90.1	33.36	90.7	50.91	89.9	**656**
IN	8.18	78.1	10.83	75.4	35.34	83.2	51.23	83.8	**512**
IA	10.76	10.7	11.68	7.4	38.35	21.9	56.29	28.4	**310**
KS	13.07	12.6	12.70	5.6	39.32	28.0	56.82	36.4	**286**
KY	7.75	12.6	10.37	8.4	35.64	27.1	50.31	29.6	**572**
LA	7.66	8.1	11.70	8.6	28.89	89.1	46.41	88.7	**567**
ME	7.19	14.3	9.66	2.4	38.47	29.4	51.22	31.0	**126**
MD	4.14	50.8	8.50	36.1	40.45	70.2	49.88	71.4	**238**
MA	4.25	52.9	7.15	43.5	28.16	56.5	39.84	56.5	**85**
MI	4.22	15.9	9.64	14.2	13.00	99.8	18.00	99.8	**636**
MN	5.75	32.1	12.32	40.0	29.63	61.7	44.54	62.2	**368**
MS	12.14	39.2	14.74	39.2	17.72	36.3	44.39	36.3	**549**
MO	10.25	7.5	11.67	5.2	36.89	62.4	55.15	63.3	**656**
MT	12.08	11.5	15.38	6.3	38.48	37.4	56.09	43.1	**174**
NE	10.31	22.2	9.68	21.0	30.62	34.7	48.14	34.1	**176**
NV	13.53	29.3	20.77	23.6	42.84	42.1	68.70	49.3	**140**
NH	3.39	9.0	9.97	6.0	30.83	56.7	45.21	58.2	**67**

Table 111
Rural Fatal Crashes by State and Average Emergency Medical Services (EMS) Response Times (Continued)

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	7.25	98.1	5.33	98.6	62.00	99.5	75.00	99.5	**215**
NM	14.75	98.5	16.50	97.8	46.80	98.2	70.40	98.2	**274**
NY	4.58	19.2	9.71	11.8	38.79	44.7	50.96	44.7	**542**
NC	9.67	99.7	14.50	99.8	30.00	99.9	55.00	99.9	**882**
ND	14.69	32.3	17.39	21.0	39.43	43.6	58.13	51.6	**62**
OH	8.16	38.6	9.41	36.5	36.75	55.3	51.46	56.9	**723**
OK	12.47	29.0	11.69	18.7	34.52	42.1	53.01	44.4	**428**
OR	5.62	8.1	12.22	2.9	42.82	38.7	55.05	43.2	**310**
PA	6.50	30.6	10.73	29.0	38.71	54.0	53.63	56.0	**728**
RI	4.00	30.8	7.15	0.0	29.44	30.8	36.11	30.8	**13**
SC	8.80	3.8	11.15	2.5	19.38	98.0	31.36	98.3	**633**
SD	11.73	18.3	13.53	13.5	31.58	37.3	47.74	42.1	**126**
TN	12.13	42.0	12.64	29.7	33.35	69.5	51.09	70.9	**636**
TX	9.86	33.2	12.78	32.5	39.47	52.8	57.96	54.9	**1,471**
UT	9.25	18.6	13.59	20.7	45.68	81.9	58.87	83.5	**188**
VT	6.86	21.0	9.88	16.1	38.63	43.6	56.11	43.6	**62**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**521**
WA	8.61	21.0	9.43	13.7	42.49	44.0	55.45	46.4	**343**
WV	6.96	4.8	10.97	2.6	40.84	31.3	55.11	33.8	**272**
WI	5.94	10.6	10.56	6.6	34.64	35.2	48.24	37.1	**472**
WY	10.42	17.3	19.87	9.1	40.51	40.9	63.05	46.4	**110**
USA	**8.16**	**36.6**	**11.41**	**36.8**	**36.08**	**68.5**	**52.41**	**69.6**	**20,604**
PR	8.94	84.0	14.03	85.4	NA	NA	NA	NA	**206**

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

Table 112
Urban Fatal Crashes by State and Average Emergency Medical Services (EMS) Response Times

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	10.42	73.5	7.47	72.2	23.20	74.6	38.34	74.9	**291**
AK	1.44	55.0	5.31	20.0	22.36	30.0	27.50	30.0	**20**
AZ	3.07	52.2	6.48	50.6	24.00	97.8	33.88	97.8	**366**
AR	3.37	4.9	5.62	4.9	NA	NA	NA	NA	**103**
CA	5.23	97.4	5.77	97.5	22.52	98.6	34.72	97.0	**2,280**
CO	4.69	16.4	5.58	11.0	21.36	39.7	31.56	39.3	**219**
CT	1.46	10.1	5.01	3.0	25.18	32.2	31.05	32.2	**199**
DE	5.71	7.3	4.83	2.4	22.35	17.1	30.41	22.0	**41**
DC	2.66	0.0	6.42	0.0	19.43	0.0	28.51	0.0	**65**
FL	3.20	23.7	5.29	22.8	NA	NA	NA	NA	**1,320**
GA	2.14	9.3	6.17	9.3	26.62	31.8	34.80	32.0	**503**
HI	3.30	18.6	7.21	5.7	26.91	22.9	36.74	22.9	**70**
ID	3.69	17.1	7.80	14.3	23.00	97.1	28.00	97.1	**35**
IL	4.05	6.2	8.26	80.5	25.14	81.3	34.81	77.1	**739**
IN	4.66	74.1	6.34	71.8	25.32	78.7	34.87	78.5	**348**
IA	5.77	7.6	5.48	3.8	22.50	14.3	29.67	18.1	**105**
KS	8.24	7.4	6.71	5.3	24.36	14.7	37.28	16.8	**95**
KY	4.06	21.5	6.15	13.2	23.14	28.1	31.36	29.8	**121**
LA	3.41	16.4	6.12	19.2	23.12	76.3	35.55	76.3	**177**
ME	2.94	13.2	5.65	2.6	24.40	21.1	32.50	21.1	**38**
MD	4.21	61.8	6.73	55.1	34.11	82.0	42.34	83.1	**361**
MA	5.18	54.4	5.68	37.2	27.61	42.2	35.77	42.2	**320**
MI	3.18	28.3	5.00	24.1	26.67	99.5	33.67	99.5	**614**
MN	2.75	37.6	6.41	43.7	21.48	63.5	28.10	65.8	**181**
MS	10.16	22.1	12.72	22.1	15.36	21.4	38.20	21.4	**140**
MO	5.15	6.9	6.74	4.8	21.38	46.1	31.78	45.7	**291**
MT	1.75	0.0	4.88	0.0	20.57	12.5	26.71	12.5	**8**
NE	2.83	11.3	4.61	7.6	19.73	17.0	26.44	18.9	**53**
NV	3.93	26.5	7.63	11.4	22.32	29.6	33.37	29.6	**132**
NH	2.73	2.6	6.22	2.6	26.29	55.3	34.76	55.3	**38**

Table 112
Urban Fatal Crashes by State and Average Emergency Medical Services (EMS) Response Times (Continued)

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	3.50	98.3	7.83	98.7	19.00	99.4	58.33	99.4	**460**
NM	4.33	97.4	3.75	96.5	13.67	97.4	17.33	97.4	**114**
NY	4.00	64.9	6.76	60.3	28.89	73.3	36.81	73.6	**974**
NC	NA	NA	NA	NA	NA	NA	NA	NA	**368**
ND	3.57	0.0	4.79	0.0	16.60	28.6	23.90	28.6	**14**
OH	4.13	38.5	5.95	34.9	26.84	47.6	36.25	47.6	**481**
OK	4.37	66.9	6.00	60.1	23.80	65.7	32.39	65.7	**178**
OR	2.56	5.4	5.34	0.0	24.84	33.1	31.33	34.6	**130**
PA	3.27	17.4	6.45	16.4	25.36	38.9	33.98	39.0	**592**
RI	1.69	34.7	4.47	0.0	22.83	18.4	26.55	18.4	**49**
SC	5.55	0.8	7.53	4.2	18.00	97.5	25.00	97.5	**120**
SD	1.27	0.0	4.00	0.0	13.86	6.7	18.93	6.7	**15**
TN	7.27	71.9	7.98	64.7	24.06	81.2	34.06	82.0	**473**
TX	4.24	22.4	6.65	22.8	28.18	44.1	38.92	43.9	**1,280**
UT	3.24	28.6	5.05	28.6	31.84	83.0	36.22	83.9	**112**
VT	7.67	0.0	11.00	0.0	23.00	16.7	43.00	16.7	**6**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**302**
WA	3.90	17.8	5.33	4.8	31.94	36.5	39.53	36.5	**230**
WV	3.74	0.0	5.24	0.0	25.96	12.1	34.84	12.1	**58**
WI	3.21	6.7	5.44	3.3	25.58	22.7	33.02	23.3	**150**
WY	2.86	30.0	7.63	20.0	19.00	45.0	28.10	50.0	**20**
USA	**3.93**	**46.8**	**6.20**	**47.9**	**25.50**	**71.3**	**34.94**	**71.0**	**15,399**
PR	10.57	79.4	11.96	79.9	NA	NA	NA	NA	**339**

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

Table 113
Persons Killed, Population, and Fatality Rates by City

City	State	1994 Fatalities			1992 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
New York	NY	437	212	48.5	7,311,966	5.98
Los Angeles	CA	391	136	34.8	3,489,779	11.20
Chicago	IL	247	91	36.8	2,768,483	8.92
Houston	TX	177	40	22.6	1,690,180	10.47
Philadelphia	PA	138	33	23.9	1,552,572	8.89
San Diego	CA	118	50	42.4	1,148,851	10.27
Dallas	TX	136	45	33.1	1,022,497	13.30
Phoenix	AZ	149	42	28.2	1,012,230	14.72
Detroit	MI	124	29	23.4	1,012,110	12.25
San Antonio	TX	115	27	23.5	966,437	11.90
San Jose	CA	34	10	29.4	801,331	4.24
Indianapolis	IN	40	12	30.0	746,538	5.36
San Francisco	CA	63	28	44.4	728,921	8.64
Baltimore	MD	67	25	37.3	726,096	9.23
Jacksonville	FL	108	19	17.6	661,177	16.33
Columbus	OH	33	8	24.2	642,987	5.13
Milwaukee	WI	38	8	21.1	617,043	6.16
Memphis	TN	133	26	19.5	610,275	21.79
Washington	DC	69	23	33.3	585,221	11.79
Boston	MA	25	14	56.0	551,675	4.53
El Paso	TX	68	21	30.9	543,813	12.50
Seattle	WA	25	12	48.0	519,598	4.81
Cleveland	OH	35	11	31.4	502,539	6.96
Nashville-Davidson	TN	87	17	19.5	495,012	17.58
Austin	TX	49	10	20.4	492,329	9.95
New Orleans	LA	50	11	22.0	489,595	10.21
Denver	CO	57	12	21.1	483,852	11.78
Fort Worth	TX	68	18	26.5	454,430	14.96
Oklahoma City	OK	67	6	9.0	453,995	14.76
Portland	OR	44	15	34.1	445,458	9.88

Source: Population—Bureau of the Census.

Table 113
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	1994 Fatalities			1992 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Long Beach	CA	35	11	31.4	438,771	7.98
Kansas City	MO	48	10	20.8	431,553	11.12
Virginia Beach	VA	25	6	24.0	417,061	5.99
Charlotte	NC	50	13	26.0	416,294	12.01
Tuscon	AZ	53	11	20.8	415,079	12.77
Albuquerque	NM	62	20	32.3	398,492	15.56
Atlanta	GA	90	30	33.3	394,848	22.79
St Louis	MO	59	20	33.9	383,733	15.38
Sacramento	CA	39	12	30.8	382,816	10.19
Fresno	CA	52	12	23.1	376,130	13.83
Tulsa	OK	43	7	16.3	375,307	11.46
Oakland	CA	44	22	50.0	373,219	11.79
Honolulu CDP	HI	33	13	39.4	371,320	8.89
Miami	FL	67	26	38.8	367,016	18.26
Pittsburgh	PA	25	6	24.0	366,852	6.81
Cincinnati	OH	31	6	19.4	364,278	8.51
Minneapolis	MN	26	7	26.9	362,696	7.17
Omaha	NE	26	4	15.4	339,671	7.65
Toledo	OH	26	8	30.8	339,325	7.66
Buffalo	NY	20	9	45.0	323,284	6.19
Wichita	KS	18	1	5.6	311,746	5.77
Mesa	AZ	33	4	12.1	296,645	11.12
Colorado Springs	CO	18	4	22.2	295,815	6.08
Las Vegas	NV	18	8	44.4	295,516	6.09
Santa Ana	CA	21	7	33.3	288,024	7.29
Tampa	FL	73	23	31.5	284,737	25.64
Arlington	TX	34	4	11.8	275,907	12.32
Anaheim	CA	30	13	43.3	274,162	10.94
Louisville	KY	21	6	28.6	271,038	7.75
St. Paul	MN	12	3	25.0	268,266	4.47

Source: Population—Bureau of the Census.

Table 113
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	1994 Fatalities			1992 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Newark	NJ	28	10	35.7	267,849	10.45
Corpus Christi	TX	21	5	23.8	266,412	7.88
Birmingham	AL	41	8	19.5	264,984	15.47
Norfolk	VA	19	4	21.1	253,768	7.49
Anchorage	AK	21	4	19.0	245,866	8.54
Aurora	CO	16	3	18.8	239,626	6.68
Riverside	CA	43	5	11.6	238,601	18.02
St. Petersburg	FL	37	9	24.3	235,306	15.72
Rochester	NY	5	2	40.0	234,163	2.14
Lexington-Fayette	KY	20	2	10.0	232,562	8.60
Jersey City	NJ	11	7	63.6	228,575	4.81
Baton Rouge	LA	18	7	38.9	224,704	8.01
Akron	OH	11	3	27.3	223,621	4.92
Raleigh	NC	15	5	33.3	220,524	6.80
Stockton	CA	32	12	37.5	219,621	14.57
Richmond	VA	11	4	36.4	202,263	5.44
Mobile	AL	11	4	36.4	201,896	5.45
Lincoln	NE	9	1	11.1	197,488	4.56
Shreveport	LA	26	7	26.9	196,645	13.22
Jackson	MS	14	3	21.4	196,231	7.13
Madison	WI	14	4	28.6	195,161	7.17
Des Moines	IA	24	4	16.7	194,540	12.34
Montgomery	AL	36	3	8.3	192,125	18.74
Hialeah	FL	17	5	29.4	191,702	8.87
Grand Rapids	MI	11	2	18.2	191,230	5.75
Garland	TX	11	3	27.3	191,186	5.75
Greensboro	NC	24	8	33.3	189,924	12.64
Bakersfield	CA	18	5	27.8	187,985	9.58
Lubbock	TX	32	6	18.8	187,941	17.03
Spokane	WA	11	3	27.3	187,429	5.87

Source: Population—Bureau of the Census.

Table 113
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	1994 Fatalities			1992 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Yonkers	NY	11	7	63.6	186,063	5.91
Columbus	GA	19	3	15.8	185,744	10.23
Huntington Beach	CA	9	4	44.4	185,055	4.86
Tacoma	WA	14	5	35.7	183,890	7.61
Dayton	OH	18	4	22.2	183,189	9.83
Freemont	CA	9	0	0.0	179,300	5.02
Glendale	CA	8	5	62.5	177,671	4.50
Newport News	VA	11	3	27.3	177,286	6.20
Little Rock	AR	25	4	16.0	176,870	14.13
Orlando	FL	32	10	31.3	174,215	18.37
Fort Wayne	IN	13	3	23.1	173,717	7.48
San Bernardino	CA	30	7	23.3	172,451	17.40
Modesto	CA	4	1	25.0	172,292	2.32
Knoxville	TN	39	5	12.8	167,287	23.31
Chesapeake	VA	19	1	5.3	166,005	11.45
Salt Lake City	UT	32	7	21.9	165,835	19.30
Worcester	MA	5	2	40.0	163,414	3.06
Huntsville	AL	21	2	9.5	163,319	12.86
Syracuse	NY	6	2	33.3	162,835	3.68
Irving	TX	14	4	28.6	161,261	8.68
Amarillo	TX	16	3	18.8	161,065	9.93
Glendale	AZ	27	4	14.8	156,165	17.29
Providence	RI	15	3	20.0	155,418	9.65
Springfield	MA	12	3	25.0	153,466	7.82
Chattanooga	TN	34	6	17.6	152,888	22.24

Source: Population—Bureau of the Census.

Table 114
Child Passenger Protection Laws

State	Effective Date	Restraint Requirement Age	Safety Seat Required	May Substitute Safety Belts	Penalty[3]
AL	7/82	Under 6	Under 6	Either 4 or 5	$10
AK	6/85	Under 16	Under 4	4 through 15	$50, 2 points
AZ	8/83	Through 4[2]	Through 4[2]	No	$50
AR	8/83	Under 14	Under 4[2]	Between 4 and 14	$25
CA	1/83	Under 4[2]	Under 4[2]	No	$100
CO	1/84	Under 4[2]	Under 4[2]	No	$25
CT	5/82	Under 4	Under 4	Between 1 and 4 in rear seat	$60
DE	6/82	Under 16	Under 4	No	$25
DC	7/83	Up to 16	Under 3	Between 3 and 6	$55, 2 points
FL	7/83	Under 16	Under 4[2]	Over 4 up to age 16	$150, 3 points
GA	7/84	Under 16	Under 4	Over 4	$25
HI	7/83	Under 4	Under 3	Between 3 and 4	$100 maximum
ID	1/85	Under 4[2]	Under 4[2]	No	$100 maximum
IL	7/83	Under 6	Under 4	Between 4 and 6	$25-$50
IN	1/84	Under 5	Under 3	Between 3 and 5	$50-$500
IA	1/85	Under 6	Under 3	Between 3 and 6	$10
KS	1/82	Under 14	Under 4	Between 4 and 13 in all positions	$20
KY	7/82	Under 41"	Under 41"	No	$50
LA	9/84	Under 5	Under 5	Between 3 and 5 in rear seat	$25-$50
ME	9/83	Under 19	Through 4	Between 1 & 4 if not in parent's vehicle	$25-$50
MD	1/84	Under 10	Under 4[2]	Between 4 and 10	$25-$50
MA	1/82	Through 12	Under 5	Under 5	$25
MI	4/82	Through 15	Through 4	1 through 4 in rear seat	$10
MN	8/83	Under 11	Under 4	4 through 10 in rear seat	$50
MS	7/83	Under 4	Under 4	No	$25
MO	1/84	Under 4	Under 4	No	$25
MT[1]	1/84	Under 4[2]	Under 2	Between 2 and 4	$10-$25
NE	8/83	Under 5[2]	Under 4[2]	Between 4 and 5	$25
NV	7/83	Under 5	Under 5	Under 5 in rear seat	$35-$100
NH	7/83	Under 12	Under 5	Under 5 through 12 in all seats	$500 maximum

[1]Law applies only to parents and legal guardians.
[2]Or less than 40 pounds.
[3]Most states waive fines upon proof of safety seat acquisition.

Table 114
Child Passenger Protection Laws (Continued)

State	Effective Date	Restraint Requirement Age	Safety Seat Required	May Substitute Safety Belts	Penalty[3]
NJ	4/83	Under 5	Under 5	Between 1½ and 5 in rear seat	$10-$25
NM	6/83	Under 11	Under 5	Between 1 and 5 in rear seat	$25
NY	4/82	Under 10	Under 4	Over 4 up to age 10	$100 maximum
NC	7/82	Under 12	Under 4	Between 4 and 12	$25
ND	1/84	Through 10	Under 3	3 through 10	$20
OH	3/83	Under 4[2]	Under 4[2]	Over 4 and/or over 40 pounds	$100
OK	11/83	Under 5	Under 4	Under 4 in rear, 4-5 in front or rear	$25 maximum
OR	1/84	Under 16	Under 4[2]	Over 4 and/or over 40 pounds	$95 maximum
PA	1/84	Under 4	Under 4	Over 4	$25
RI	7/80	Through 12	Through 3	No	$100 maximum
SC	7/83	Under 6	Under 4	Between 1 and 6 in rear seat	$25
SD	7/84	Under 5	Under 2	Between 2 and 5	$20
TN	1/78	Under 12	Under 4	No	$25-$50
TX	10/84	Under 4	Under 2	Between 2 and 4	$25-$50
UT	7/84	Under 8	Under 2	Between 2 and 8	$20
VT	7/84	Through 12	Through 5	No	$25
VA	1/83	Over 4	Under 4	Over 4 in front seat	$50, 3 points
WA	1/84	Under 6	Under 2	Between 2 and 6	$30
WV	7/81	Under 9	Under 3	Between 3 and 5	$10-$20
WI	11/82	Under 8	Under 4	Between 5 and 8	$10-$200
WY	4/85	Under 3[2]	Under 3[2]	No	$25
PR	1/89	Under 4	Under 4	Over 40 pounds	$10

[1]Law applies only to parents and legal guardians.
[2]Or less than 40 pounds.
[3]Most states waive fines upon proof of safety seat acquisition.

Table 115
Status of State Motorcycle Helmet Use Requirements

State	Original Law	Subsequent Action, Date(s) and Current Status
AL	11/06/67	Helmet use required for all riders.
AK	01/01/71	Repealed effective 7-1-76 except for persons under 18 years of age, and all passengers.
AZ	01/01/69	Repealed effective 5-27-76 except for persons under 18 years of age.
AR	07/10/67	Helmet use required for all riders.
CA	01/01/85	Helmet use required by riders under 15 1/2 years of age. Effective 1-1-92 helmet use required for all riders.
CO	07/01/69	Repealed effective 5-20-77.
CT	10/01/67	Not enforced until 2-1-74. Repealed effective 6-1-76. Effective 1-1-90 adopted requirement for helmet use by persons under 18.
DE	10/01/68	Repealed effective 6-10-78 except for persons under 19 years of age. Also requires that a helmet be carried on the motorcycle for persons 19 and older.
DC	10/12/70	Helmet use required for all riders.
FL	09/05/67	Helmet use required for all riders.
GA	08/31/66	Helmet use required for all riders.
HI	05/01/68	Repealed effective 6-7-77 except for persons under 18 years of age.
ID	01/01/68	Repealed effective 3-29-78 except for persons under 18 years of age.
IL	01/01/68	Repealed effective 6-17-69 after being declared unconstitutional by the State Supreme Court on 5-28-69.
IN	07/01/67	Repealed effective 9-1-77. Effective 6-1-85 adopted requirement for helmet use by persons under 18.
IA	09/01/75	Repealed effective 7-1-76.
KS	07/01/67	7-1-67 to 3-17-70 for all cyclists. 3-17-70 to 7-1-72 only for cyclists under 21 years of age. 7-1-72 to 7-1-76 for all cyclists. 7-1-76 to 7-1-82 applied only to persons under 16 years of age. After 7-1-82 applies only to persons under 18 years of age.
KY	07/01/68	Helmet use required for all riders.
LA	07/31/68	Repealed effective 10-1-76 except for persons under 18 years of age. Readopted for all cyclists effective 1-1-82.
ME	10/07/67	Repealed effective 10-24-77. Amended effective 7-3-80 to require use by cyclists under 15 years of age.
MD	09/01/68	Repealed effective 5-29-79 except for persons under 18 years of age. Effective 10/01/92 helmet use required for all riders.
MA	02/27/67	Helmet use required for all riders.
MI	03/10/67	Repealed effective 6-12-68. New law adopted effective 9-1-69. Helmet use required for all riders.
MN	05/01/68	Repealed effective 4-6-77 except for persons under 18 years of age.
MS	03/28/74	Helmet use required for all riders.
MO	10/13/67	Helmet use required for all riders.
MT	07/01/73	Repealed effective 7-1-77 except for persons under 18 years of age.
NE	05/29/67	Never enforced. Declared unconstitutional by State Supreme Court and repealed effective 9-1-77. Effective 1/01/89 helmet use required for all riders.
NV	01/01/72	Helmet use required for all riders.
NH	09/03/67	Repealed effective 8-7-77 except for persons under 18 years of age.

Table 115
Status of State Motorcycle Helmet Use Requirements (Continued)

State	Original Law	Subsequent Action, Date(s) and Current Status
NJ	01/01/68	Helmet use required for all riders.
NM	05/01/67	Initial law applied only to cyclists under 18 years of age and to all passengers. Law requiring helmet use by all cyclists adopted effective 7-1-73. Repealed effective 6-17-77 except for persons under 18 years of age.
NY	01/01/67	Helmet use required for all riders.
NC	01/01/68	Helmet use required for all riders.
ND	07/01/67	Repealed effective 7-1-77 except for persons under 18 years of age.
OH	04/02/68	Repealed effective 7-10-78 except for persons under 18 years, and first year novice.
OK	04/27/67	4-27-67 to 4-7-69 helmet use required for all motorcyclists. From 4-7-69 to 5-3-76 for cyclists under 21 years of age. 5-3-76 for cyclists under 18 years of age.
OR	01/01/68	Repealed effective 10-40-77, except for persons under 18 years of age. Effective 6-16-88 helmet use required for all riders.
PA	09/13/68	Helmet use required for all riders.
RI	06/30/67	Repealed effective 5-21-76 except for passengers on motorcycles. Effective 7-01-92 helmet use required for persons under 21 years of age and first year operators.
SC	07/01/67	Repealed for ages 21 and over effective 6-16-80.
SD	07/01/67	Repealed effective 7-1-77 except for persons under 18 years of age.
TN	06/05/67	Helmet use required for all riders.
TX	01/01/68	Repealed effective 9-1-77 except for persons under 18 years of age. Effective 9-1-89 helmet use required for all riders.
UT	05/13/69	Helmets required only on roads with speed limits of 35 mph or higher. Effective 5-8-77 law changed to require helmet use only by persons under 18 years of age.
VT	07/01/68	Helmet use required for all riders.
VA	01/01/71	Helmet use required for all riders.
WA	07/01/67	Repealed effective 7-1-77. 7-1-87 helmet use required for riders under 18. Effective 6-8-90 helmet use required for all riders.
WV	05/21/71	Helmet use required for all riders.
WI	07/01/68	Repealed effective 3-19-78 except for persons under 18 years of age, and for all holders of learner's permits.
WY	05/25/73	Repealed effective 5-27-83 except for persons under 18 years of age.
PR	07/20/60	Helmet use required for all riders.

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

Table 116
Impaired Driving High-Priority Legislation

State	Administrative Per Se (BAC Level)	Illegal Per Se (BAC Level)	Lower BAC for Youthful DWI Offenders (BAC Level and Age)	License Sanction (Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
AL	N	0.10		S-90 days	R-1 yr	R-3 yrs
AK	Y-0.10	0.10		R-30 days	R-1 yr	R-10 yrs
AZ	Y-0.10	0.10	Y-0.00 (<21)	S-90 days	R-1 yr	R-3 yrs
AR	N	0.10	Y-0.02 (<21)	--	S-1 yr	S-2 yrs
CA	Y-0.08	0.08	Y-0.01 (<21)	--	S-30 days	R-3 yrs
CO	Y-0.10	0.10		--	R-1 yr	R-2 yrs
CT	Y-0.10	0.10	Y-0.02 (<21)	--	--	--
DE	Y-0.10	0.10	Y-0.02 (<21)	--	--	--
DC	Y-0.10	0.10	Y-0.00 (<21)	R-6 mos	R-1 yr	R-2 yrs
FL	Y-0.08	0.08		--	R-12 mos	R-24 mos
GA	Y-0.10	0.10	Y-0.04 (<18)	--	S-120 days	R-5 yrs
HI	Y-0.10	0.10		S-30 days	S-1 yr	R-1 yr
ID	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
IL	Y-0.10	0.10	Y-0.00 (<21)	--	--	--
IN	Y-0.10	0.10		S-30 days	S-1 yr	S-1 yr
IA	Y-0.10	0.10	Y-0.02 (<21)	--	R-1 yr	R-2 yrs
KS	Y-0.08	0.08		S-30 days	S-1 yr	S-1 yr
KY	A	0.10		S-30 days	R-12 mos	R-24 mos
LA	Y-0.10	0.10	Y-0.04 (<18)	--	S-12 mos	S-24 mos
ME	Y-0.08	0.08	Y-0.00 (<21)	S-60 days	S-1 yr	S-2 yrs
MD	Y-0.10	No	Y-0.02 (<21)	--	--	--
MA	Y-0.08	No	Y-0.02 (<21)	S-45 days	R-6 mos	R-2 yrs
MI	N	0.10	Y-0.00 (<21)	--	R-1 yr	S-5 yrs
MN	Y-0.10	0.10	Y-0.00 (<21)	R-15 days	R-15 days	R-15 days
MS	Y-0.10	0.10	Y-0.08 (<21)	S-30 days	S-1 yr	S-3 yrs
MO	Y-0.10	0.10		S-30 days	R-2 yrs	R-3 yrs
MT	N	0.10	Y-0.02 (<21)	--	R-3 mos	R-3 mos
NE	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-6 mos	R-1 yr
NV	Y-0.10	0.10		R-45 days	R-1 yr	R-1.5 yrs
NH	Y-0.08	0.08	Y-0.02 (<21)	R-90 days	R-3 yrs	R-3 yrs

Table 116
Impaired Driving High-Priority Legislation (Continued)

State	Administrative Per Se (BAC Level)	Illegal Per Se (BAC Level)	Lower BAC for Youthful DWI Offenders (BAC Level and Age)	License Sanction (Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
NJ	N	0.10	Y-0.01 (<21)	R-6 mos	R-2 yrs	R-10 yrs
NM	Y-0.08	0.08	Y-0.02 (<21)	--	R-1 yr	R-5 yrs
NY	A	0.10		--	R-1 yr	R-1 yr
NC	Y-0.08	0.08	Y-0.00 (<18)	--	R-2 yrs	R-3 yrs
ND	Y-0.10	0.10		S-30 days	S-365 days	S-2 yrs
OH	Y-0.10	0.10	Y-0.02 (<21)	S-15 days	S-30 days	S-180 days
OK	Y-0.10	0.10		--	--	--
OR	Y-0.08	0.08	Y-0.00 (<21)	--	S-90 days	S-1 yr
PA	N	0.10		S-12 mos	S-12 mos	S-12 mos
RI	N	0.10	Y-0.02 (<21)	S-3 mos	S-1 yr	S-2 yrs
SC	N	No		--	S-1 yr	S-2 yrs
SD	N	0.10		--	R-1 yr	R-1 yr
TN	N	No	Y-0.02 (<21)	--	R-2 yrs	R-3 yrs
TX	Y-0.10	0.10	Y-0.07 (<21)	--	--	--
UT	Y-0.08	0.08	Y-0.00 (<21)	S-90 days	R-1 yr	R-1 yr
VT	Y-0.08	0.08	Y-0.02 (<18)	S-90 days	S-18 mos	R-2 yrs
VA	Y-0.08	0.08	Y-0.02 (<21)	--	R-2 yrs	R-3 yrs
WA	Y-0.10	0.10	Y-0.02 (<21)	--	R-2 yrs	R-2 yrs
WV	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-1 yr	R-1 yr
WI	Y-0.10	0.10	Y-0.00 (<19)	--	R-60 days	R-90 days
WY	Y-0.10	0.10		--	S-1 yr	R-3 yrs
USA	**Y - 39**	**0.08 - 11** **0.10 - 36** **No - 4**	**Y - 34**	**S - 17** **R - 8**	**S - 18** **R - 27**	**S - 14** **R - 31**
	Y = Yes N = No A = Alternative		Y = Yes	S = Suspension R = Revocation		
PR	N	No		--	--	--

Notes: An “administrative per se law” refers to a statute that allows a state’s driver licensing agency to either suspend or revoke a driver’s license based either on a specific alcohol (or drug) concentration or on some other criterion related to alcohol or drug use and driving. Such action is completely independent of any licensing action related to a DWI criminal offense. The term “illegal per se” refers to state laws that make it a criminal offense to operate a motor vehicle at or above a specified alcohol (or drug) concentration in the blood, breath, or urine. In those columns showing mandatory sanctions, a “blank” space does not mean that a state does not have a sanction. It only means that the state does not have a mandatory sanction for that offense or violation.
Source: “Digest of State Alcohol-Highway Safety Related Legislation,” U.S. Department of Transportation/ National Highway Traffic Administration, DOT HS 808 204.

Table 117
Key Provisions of Safety Belt Use Laws

State	Effective	Enforcement	Fine	Seats	Vehicle and Coverage by Law
AL	07/18/92	Secondary	$25	Front	Passenger car, MY>'65.
AK	09/12/90	Secondary	$15	All	Motor vehicle. Over age 16.
AZ	01/01/91	Secondary	$10	Front	Passenger car, van, MY>'72.
AR	07/15/91	Secondary	$30	Front	Passenger car, truck, van.
CA	01/01/86	Primary	$20	All	Passenger car, van, small truck.
CO	07/01/87	Secondary	$15	Front	Passenger car, van, taxi, ambulance, RV, small truck.
CT	01/01/86	Primary	$37	Front	Passenger car, van, truck.
DE	01/01/92	Secondary	$20	Front	Passenger car.
DC	12/12/85	Secondary	$15	Front	Vehicle seating 8 or less people.
FL	07/01/86	Secondary	$20	Front	Motor vehicle, pick up truck.
GA	09/01/88	Secondary	$15	Front	Passenger car to carry under 10 people.
HI	12/16/85	Primary	$20	Front	Vehicle registered in State.
ID	07/01/86	Secondary	$ 5	Front	Motor vehicle under 8,000 lbs.
IL	07/01/85	Secondary	$25	Front	Motor vehicle to carry under 10 people, RV.
IN	07/01/87	Secondary	$25	Front	Passenger car, bus, school bus.
IA	07/01/86	Primary	$10	Front	Passenger car, van, truck 10,000 lbs. or less.
KS	07/01/86	Secondary	$10	Front	Passenger car, van.
KY	07/13/94	Secondary	$25	All	Motor vehicles from model year 1965.
LA	07/01/86	Secondary	$25	Front	Passenger car, van, truck under 6,000 lbs.
MD	07/01/86	Secondary	$25	Front	Passenger and multi-purpose vehicle, truck, tractor, bus.
MI	07/01/85	Secondary	$25	Front	Motor vehicle.
MA	02/01/94	Secondary	$25	All	Passenger car, van, truck.
MN	08/01/86	Secondary	$25	Front	Passenger car, pick up truck, van, RV.
MS	03/20/90	Secondary	$25	Front	Passenger car, van.
MO	09/28/85	Secondary	$10	Front	Passenger car to carry under 10 people.
MT	10/01/87	Secondary	$20	All	Motor vehicle.
NE	01/01/93	Secondary	$25	Front	Motor vehicle
NV	07/01/87	Secondary	$25	All	Passenger car under 6,000 lbs.
NJ	03/01/85	Secondary	$20	Front	Passenger car.
NM	01/01/86	Primary	$25	Front	Motor vehicle under 10,000 lbs. Over age 16.
NY	12/01/84	Primary	$50	Front	Passenger car.
NC	10/01/85	Primary	$25	Front	Passenger motor vehicle to carry under 10 people.
ND	07/14/94	Secondary	$20	Front	Motor vehicle.
OH	05/06/86	Secondary	$25	Front	Passenger and commercial car, van, tractor, truck.
OK	02/01/87	Secondary	$10	Front	Passenger car, van, pickup truck.
OR	12/07/90	Primary	$95	All	Motor vehicle.
PA	11/23/87	Secondary	$10	Front	Passenger car, truck, motor home.
RI	06/18/91	Secondary	No	All	Passenger car. Over age 12.
SC	07/01/89	Secondary	$10	Front	Passenger car, truck, van, RV, taxi.
SD	01/01/95	Secondary	$20	Front	Passenger car, truck, van, RV, taxi.
TN	04/21/86	Secondary	$25	Front	Vehicle under 8,500 lbs.
TX	09/01/85	Primary	$25	Front	Passenger car, van, and certain trucks.
UT	04/28/86	Secondary	$10	Front	Motor vehicle.
VT	01/01/94	Secondary	$10	All	Passenger cars.
VA	01/01/88	Secondary	$25	Front	Motor vehicle.
WA	06/11/86	Secondary	$25	All	Passenger and multi-purpose vehicle, bus, truck.
WV	09/01/93	Secondary	$25	Front	Passenger car. Age 18 and under in rear seat.
WI	12/01/87	Secondary	$10	All	Motor vehicle.
WY	06/08/89	Secondary	No	Front	Passenger car, van, pickup truck.
PR	01/19/75	Primary	$10	Front	Passenger car. Over age 4.

Total states with safety belt use laws: 48 plus DC and Puerto Rico.

APPENDIX A ♦ FARS DATA ELEMENTS

1994 Fatal Accident Reporting System Data Elements

Crash Level

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

Vehicle Level

Body Type
Cargo Body Type
Crash Avoidance Maneuver
Emergency Use
Extent of Deformation
Fire Occurrence
Truck Gross Vehicle Weight Rating
Hazardous Cargo
Impact Point—Initial
Impact Point—Principal
Jackknife
Manner of Leaving Scene
Most Harmful Event
Motorcycle Displacement
Number of Axles
Number of Deaths in Vehicle
Number of Occupants in Vehicle
Number of Vehicle Forms Submitted
Passenger Car Weight
Passenger Car Wheelbase
Registered Vehicle Owner
Registration State
Related Factors—Vehicle Level
Rollover

Vehicle Level (Continued)

Special Use
State Information
Travel Speed
Truck Fuel Type
Underride/Override
Vehicle Configuration
Vehicle Identification Number
Vehicle Make
Vehicle Maneuver
Vehicle Model
Vehicle Model Year
Vehicle Number
Vehicle Role
Vehicle Trailering

Driver Level

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

Person Level

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

APPENDIX B ♦ GES DATA ELEMENTS

1994 General Estimates System Data Elements

Crash Level

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

Vehicle/Driver Level

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

Vehicle/Driver Level (Continued)

Vehicle Make
Vehicle Model
Vehicle Number
Vehicle Path after Corrective Action
Vehicle Role
Vehicle Trailing
Violations Charged

Person Level

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

APPENDIX C ♦ TECHNICAL NOTE

GES Technical Note

Standard Errors

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

In a report of this size, it is impractical to provide standard errors for each estimate. Instead, generalized standard errors for estimates of totals are provided in the following table. Generalized errors were calculated separately for the crash, vehicle, and people characteristics. The values for the GES estimates and an estimate of one standard error are given in the following table. By adding and subtracting two standard errors, a 95 percent confidence interval can be created for the GES estimates in this report. For example, the estimated number of injury crashes that occurred in the month of July is given in Table 23 as 170,000. To calculate one standard error for this crash estimate, use the table on the following page. Since 170,000 does not appear in the Crash Estimate column, use linear interpolation from the standard error values for 100,000 (9,000) and 200,000 (16,300). One approximate standard error would be 14,110. The 95 percent confidence interval for this estimate would be $170{,}000 \pm 2 \times 14{,}110$ or 142,000 to 198,000.

1994 GES Estimates and Standard Errors

Crash Estimate (x)	Crash Standard Error (SE)*	Vehicle Estimate (x)	Vehicle Standard Error (SE)**	Person Estimate (x)	Person Standard Error (SE)***
1,000	400	1,000	400	1,000	400
5,000	1,000	5,000	1,000	5,000	900
6,000	1,200	10,000	1,500	10,000	1,400
7,000	1,300	20,000	2,500	20,000	2,300
8,000	1,400	30,000	3,300	30,000	3,100
9,000	1,500	40,000	4,200	40,000	3,800
10,000	1,600	50,000	4,900	50,000	4,500
20,000	2,600	60,000	5,700	60,000	5,200
30,000	3,500	70,000	6,500	70,000	5,900
40,000	4,400	80,000	7,200	80,000	6,500
50,000	5,200	90,000	7,900	90,000	7,200
60,000	6,000	100,000	8,600	100,000	7,800
70,000	6,700	200,000	15,600	200,000	14,100
80,000	7,500	300,000	22,500	300,000	20,300
90,000	8,300	400,000	29,300	400,000	26,400
100,000	9,000	500,000	36,100	500,000	32,600
200,000	16,300	600,000	42,900	600,000	38,700
300,000	23,300	700,000	49,800	700,000	44,900
400,000	30,400	800,000	56,800	800,000	51,100
500,000	37,400	900,000	63,700	900,000	57,400
600,000	44,500	1,000,000	70,800	1,000,000	63,700
700,000	51,500	2,000,000	143,700	2,000,000	128,900
800,000	58,700	3,000,000	220,900	3,000,000	197,800
900,000	65,900	4,000,000	301,900	4,000,000	270,000
1,000,000	73,100	5,000,000	386,300	5,000,000	345,200
2,000,000	147,900	6,000,000	473,700	6,000,000	422,900
3,000,000	227,000	7,000,000	564,000	7,000,000	503,100
4,000,000	309,800	8,000,000	656,800	8,000,000	585,600
5,000,000	395,900	9,000,000	752,200	9,000,000	670,300
6,000,000	485,000	10,000,000	849,800	10,000,000	756,900
6,500,000	530,700	11,000,000	949,700	11,000,000	845,500
7,000,000	577,000	12,000,000	1,051,700	12,000,000	935,900

$^{*}SE = e^{a+b(\ln x)^2}$, *where* $a = 4.347699$ $b = 0.035898$	$^{**}SE = e^{a+b(\ln x)^2}$, *where* $a = 4.283883$ $b = 0.036063$	$^{***}SE = e^{a+b(\ln x)^2}$, *where* $a = 4.206542$ $b = 0.035915$

Unknowns

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

Percent of Unknowns for 1994 GES Data Elements

Crash Level			
Alcohol Involved in Crash	3.4 %	Manner of Collision	0.3 %
Atmospheric Condition	1.6 %	Minute of Crash	0.8 %
Crash Severity	5.5 %	Relation to Junction	0.1 %
Day of Week	0.0 %	Relation to Roadway	0.1 %
First Harmful Event	0.1 %	Roadway Surface Condition	1.9 %
Hour of Crash	0.8 %	Speed Limit	20.3 %
Light Condition	1.7 %	Traffic Control Device	0.8 %
Vehicle/Driver Level			
Driver Drinking in Vehicle	5.7 %	Rollover Type	0.0 %
Initial Point of Impact	3.6 %	Vehicle Type	2.1 %
Most Harmful Event	3.4 %		
Person Level			
Age	12.5 %	Seating Position	4.7 %
Injury Severity	4.0 %	Sex	10.0 %
Police-Reported Alcohol Involvement	3.9 %		

GLOSSARY

Alcohol Involvement

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

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

Blood Alcohol Concentration

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

Body Type

Detailed type of motor vehicle within a vehicle type.

Bus

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

Combination Truck

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

Construction/Maintenance Zone

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

Crash

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

Crash Severity

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

Crash Type
Single-vehicle or multiple-vehicle crash.

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

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

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

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

Fixed Object
Stationary structures or substantial vegetation attached to the terrain.

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

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

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

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

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

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

Land Use
The crash location (urban or rural).

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

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

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

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

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

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

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

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

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

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

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

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

Nonmotorist

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

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

Nonmotorist Location

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

Objects Not Fixed

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

Occupant

Any person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle (e.g., a skateboard rider who is set in motion by holding onto a vehicle).

Other Vehicle

Consists of the following types of vehicles:

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

Passenger

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

Passenger Car

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Vehicle
See *Motor Vehicle in Transport*.

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

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

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

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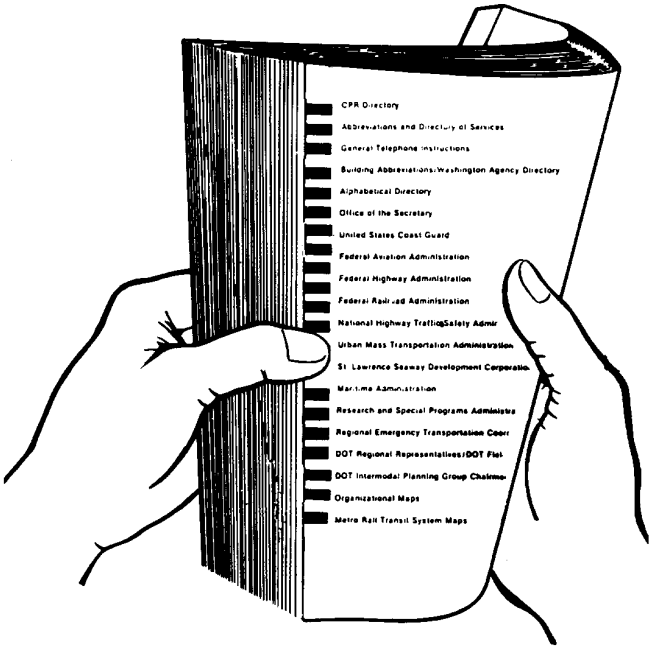
How to Use This Index

Place left thumb on the outer edge of this page. To locate the desired entry, fold back the remaining page edges and align the index edge mark with the appropriate page edge mark.



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