



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

# Traffic Safety Facts 2001



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

# 2001 National Statistics

## Police-Reported Motor Vehicle Traffic Crashes

Fatal .....	37,795
Injury .....	2,003,000
Property Damage Only .....	4,282,000
<b>Total .....</b>	<b>6,323,000</b>

## Traffic Crash Victims

	Killed	Injured
<b>Occupants</b>		
Drivers .....	25,840	1,989,000
Passengers .....	10,441	913,000
Unknown .....	105	—
<b>Nonmotorists</b>		
Pedestrians .....	4,882	78,000
Pedalcyclists .....	728	45,000
Other/Unknown .....	120	8,000
<b>Total .....</b>	<b>42,116</b>	<b>3,033,000</b>

## Other National Statistics

Vehicle Miles Traveled .....	2,781,462,000,000
Resident Population .....	284,796,887
Registered Vehicles .....	221,230,148
Licensed Drivers .....	191,275,719
Economic Cost of Traffic Crashes (2000) (estimate for reported and unreported crashes) .....	\$230.6 billion

## National Rates: Fatalities

Fatalities per 100 Million Vehicle Miles Traveled .....	1.51
Fatalities per 100,000 Population .....	14.79
Fatalities per 100,000 Registered Vehicles .....	19.04
Fatalities per 100,000 Licensed Drivers .....	22.02

## National Rates: Injured Persons

Injured Persons per 100 Million Vehicle Miles Traveled .....	109
Injured Persons per 100,000 Population .....	1,065
Injured Persons per 100,000 Registered Vehicles .....	1,371
Injured Persons per 100,000 Licensed Drivers .....	1,585

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

*Cover Photo—Photographer: Detective James D. Bean, Fairfax County Police Department, Accident Reconstruction Section.*



# Traffic Safety Facts 2001: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System

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

**December 2002**

**For more information:**

Information on motor vehicle crashes is available from the National Center for Statistics and Analysis, NPO-121, 400 Seventh Street, S.W., Washington, D.C. 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 1-800-934-8517. FAX messages should be sent to (202) 366-7078. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393. General information on highway traffic safety, which can be accessed by Internet users at web site <http://www-nrd.nhtsa.dot.gov/people/ncsa>, includes the following annual NCSA fact sheets: *Overview, Alcohol, Occupant Protection, Older Population, Speeding, Children, Young Drivers, Pedestrians, Pedalcyclists, Motorcycles, Large Trucks, School Transportation-Related Crashes, State Traffic Data, and State Alcohol Estimates.*



# ADMINISTRATOR'S MESSAGE

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**Dear Reader,**

The National Highway Traffic Safety Administration is pleased to present its *Traffic Safety Facts 2001: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. This report combines data from two of our key crash databases, providing statistics on traffic crashes of all severities.

The mission of the National Highway Traffic Safety Administration is to reduce deaths, injuries, and economic losses from motor vehicle crashes. Fortunately, much progress has been made in reducing the number of deaths and serious injuries on our nation's highways. In 2001, the fatality rate per 100 million vehicle miles of travel reached a new historic low of 1.51. However, over 6.3 million police-reported motor vehicle crashes still occurred on our highways in 2001 — one every 5 seconds. On average, a person was injured in one of these crashes every 10 seconds, and someone was killed every 12 minutes.

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

During 2003, NHTSA will work to keep our nation's highways among the safest in the world. We will focus our efforts on increasing seat belt use, reducing impaired driving, improving inter-vehicle compatibility, reducing fatalities and injuries from rollover collisions, and working with our partners to improve the data systems that are the foundation for all of these efforts.

As we strive to heighten safety on the nation's roads we continue to rely on the fine work done by states and localities throughout the country for the collection, coding, and reporting of information contained in this report. All of us at NHTSA want to express our sincere appreciation for the hard work and dedication of those people who are responsible for helping to make our national crash data files the best source of crash information in the world. I want to extend special thanks to the police officers who provide the lifesaving services of clearing crash scenes and aiding the victims of crashes. I want you to know that the work you do in carefully collecting and recording the crash information that is embodied in this report also provides a lifesaving service.

I hope you find this publication useful.

Sincerely,



**Jeffrey W. Runge, MD**

*Administrator*

**National Highway Traffic Safety Administration**



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# INTRODUCTION

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In this annual report, *Traffic Safety Facts 2001: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*, the National Highway Traffic Safety Administration (NHTSA) presents descriptive statistics about traffic crashes of all severities, from those that result in property damage to those that result in the loss of human life.

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

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



# FARS OPERATIONS

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

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

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

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

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

Each analyst enters data into a local microcomputer data file, and daily updates are sent to NHTSA's central computer database. Data are automatically checked when entered for acceptable range values and for consistency, enabling the analyst to make corrections immediately. Several programs continually monitor and improve the completeness and accuracy of the data. The 2001 FARS data file used for the statistics in this report was created in June 2002; however, the 2001 FARS file will *officially* close in February 2003. This additional time provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. The updated final counts for 2000 are reflected in this report. The updated final counts for 2001 will be reflected in the 2002 annual report.



# GES OPERATIONS

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

GES data collectors make weekly visits to approximately 410 police jurisdictions in 60 sites across the United States, where they randomly sample about 57,000 PARs per year. The collectors obtain copies of the PARs and send them to the NASS quality control centers for coding. No other data are collected beyond the selected PARs—no driver license, vehicle registration, or medical information is obtained.

Trained data entry personnel interpret and code data directly from the PARs into an electronic data file. Approximately 90 data elements are coded into a common format. (See Appendix B for a list of the GES data elements.) Some elements are modified every other year to meet the changing needs of the highway safety community. To protect individual privacy, no personal information (names, addresses, specific crash locations) is coded. During data coding, the data are checked electronically for validity and consistency. After the data file is created, further quality checks are performed on the data through computer processing and by the data coding supervisors. The 2001 file used for the statistics in this report was completed in July 2002.



# ABOUT THIS REPORT

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Fatal crash data from FARS and nonfatal crash data from GES are presented in this report in five chapters. Chapter 1, “Trends,” presents data from all years of FARS (1975 through 2001) and GES (1988 through 2001). The remaining chapters present data only from 2001. Chapter 2, “Crashes,” describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crash. Chapter 3, “Vehicles,” concentrates on the types of vehicles involved in crashes and the damage to the vehicles. Chapter 4, “People,” is the largest chapter of this report, with statistics about drivers, passengers, pedestrians, and pedalcyclists. The last chapter of the report, “States,” contains information about crashes for each state, the District of Columbia, and Puerto Rico. Terms used throughout the report are defined in the Glossary.

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

The reader may also notice that many tables have rows or footnotes for unknowns for FARS data, but not for GES data. The reason for this difference is that almost all the GES unknown data have been assigned values through complex statistical procedures. FARS unknown data, on the other hand, are not assigned values, with the exception of blood alcohol concentration (BAC) test results. BAC values have been assigned to drivers and nonoccupants involved in fatal crashes when the alcohol test results are unknown (see “Changes from Last Year’s Report” on the following page).

## Changes from Last Year's Report

In 2001, NHTSA began using a revised method — *multiple imputation* — to estimate missing information about blood alcohol concentration (BAC) levels for persons involved in fatal crashes. The alcohol estimates in this report are based on the new imputation method. The new method will enable NHTSA to improve the scope of alcohol involvement statistics generated from FARS. NHTSA has also calculated historical estimates of alcohol involvement from 1982 through 2000 using the new method.

Instead of estimating alcohol involvement in the three categories used in the past (0.00, 0.01 to 0.09, and 0.10+ grams per deciliter [g/dl]), the new method estimates BAC levels over the entire range of plausible values from 0.00 to 0.94 g/dl. As a result, NHTSA will have the ability to report alcohol involvement at any BAC level. Because many states have adopted 0.08 g/dl as the legal threshold for alcohol intoxication, NHTSA now estimates alcohol involvement in the following three categories: 0.00 g/dl, no alcohol; 0.01 to 0.07 g/dl, impaired; and 0.08+, intoxicated.

More information on the new multiple imputation method, including detailed tabulations of alcohol involvement in various categories (age, sex, time of day, etc.), is available in NHTSA Technical Report DOT HS 809 403, *Transitioning to Multiple Imputation: A New Method to Estimate Missing Blood Alcohol Concentration (BAC) Values in FARS*. The report is available from the National Center for Statistics and Analysis (NCSA) at the address given in the following section.



# DATA AVAILABILITY

While this report presents a wide spectrum of information in more than 100 tables and figures, it contains only a fraction of the data available from FARS and GES. Additional data from FARS (1975 through 2001) or from GES (1988 through 2001) are available in four ways:

- Modest requests for specific data will be answered by NCSA at no charge. Response usually requires about 2 weeks, depending on the nature and complexity of the data requested.
- 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 compact disks is available by contacting the Volpe Center at the following address:

Attn: Marjorie Saccoccio  
USDOT Volpe National Transportation Systems Center  
DTS-23  
55 Broadway  
Cambridge, MA 02142  
(617) 494-2640  
(617) 494-3770 (FAX)

- FARS and GES data can be obtained by downloading any of the published files from the Internet, at <ftp://ftp.nhtsa.dot.gov/FARS> or <ftp://ftp.nhtsa.dot.gov/GES>. The files are available in SAS, sequential ASCII, and (for FARS only, not GES) SQL file formats. This will enable you to process the data using your own computer system.
- FARS data can also be accessed on the world wide web at [www-fars.nhtsa.dot.gov](http://www-fars.nhtsa.dot.gov). This web site provides instant access to the 1994 through 2001 FARS data via the Create-a-Query, Create-a-Map, and Reports features. The Create-a-Query feature will enable you to process the data using our interactive user interface. The Create-a-Map feature will enable you to create state-by-state and county-by-county map displays from an inventory of report selections. The Reports feature is an inventory of the fatality statistical reports found in this publication. These are national reports for current and past years that may be customized by selection of state; and for state reports, county tabulation may be selected.

## 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.

Requests for more information from FARS or GES should be directed to:

National Highway Traffic Safety Administration  
National Center for Statistics and Analysis  
NPO-121  
400 Seventh Street, S.W.  
Washington, D.C. 20590  
(202) 366-4198 or 1-800-934-8517  
(202) 366-7078 (FAX)

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



## Chapter 1 ♦ Trends

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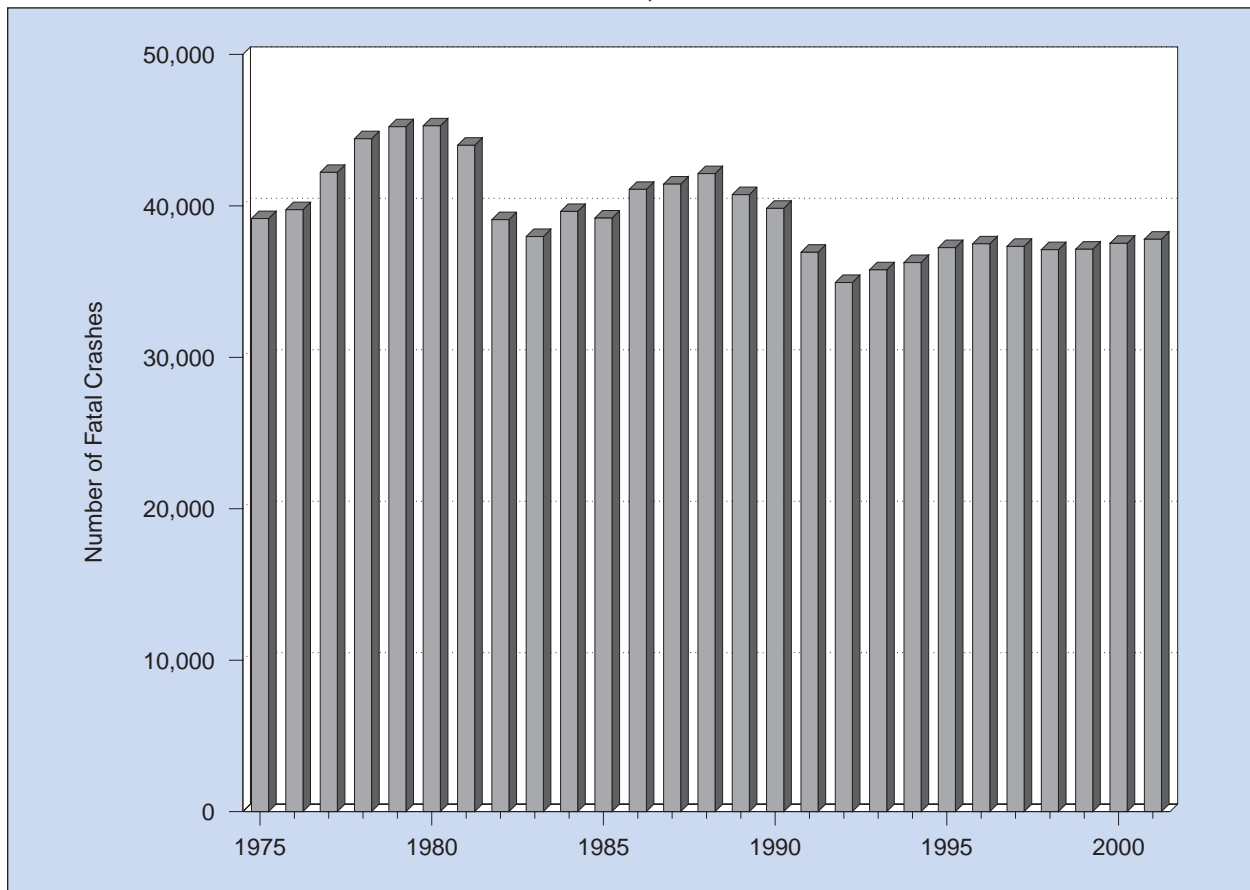
# 1. TRENDS

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The tables in this chapter present statistics about police-reported motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 2001; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2001. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 2001. Care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from GES data are estimates, year-to-year differences may be the result of the sampling process, not the result of an actual trend. The variability or sampling errors associated with the estimates must be considered when making any year-to-year comparisons using GES data. (For more information on sampling error, see Appendix C.) Below are some of the statistics you will find in this chapter:

- Fatal crashes increased slightly (0.7 percent) from 2000 to 2001, and the fatality rate dropped to a new historic low of 1.51 fatalities per 100 million vehicle miles of travel in 2001.
- The injury rate per 100 million vehicle miles of travel decreased by 6 percent from 2000 to 2001.
- The occupant fatality rate per 100,000 population, which declined by 23 percent from 1975 to 1992, decreased by 1 percent from 1992 to 2001.
- The occupant injury rate per 100,000 population, which declined by 14 percent from 1988 to 1992, decreased by 11 percent from 1992 to 2001.
- The nonmotorist fatality rate per 100,000 population has declined by 50 percent from 1975 to 2001.
- The nonmotorist injury rate per 100,000 population has declined by 42 percent from 1988 to 2001.
- The percent of alcohol-related fatalities has declined from 60 percent in 1982 to 41 percent in 2001.

**Figure 1**  
**Fatal Crashes, 1975-2001**



**Table 1**  
**Crashes by Crash Severity, 1988-2001**

Year	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1988	42,130	0.6	2,233,000	32.4	4,611,000	67.0	<b>6,887,000</b>	<b>100.0</b>
1989	40,741	0.6	2,153,000	32.4	4,459,000	67.0	<b>6,653,000</b>	<b>100.0</b>
1990	39,836	0.6	2,122,000	32.8	4,309,000	66.6	<b>6,471,000</b>	<b>100.0</b>
1991	36,937	0.6	2,008,000	32.8	4,073,000	66.6	<b>6,117,000</b>	<b>100.0</b>
1992	34,942	0.6	1,991,000	33.2	3,974,000	66.2	<b>6,000,000</b>	<b>100.0</b>
1993	35,780	0.6	2,022,000	33.1	4,048,000	66.3	<b>6,106,000</b>	<b>100.0</b>
1994	36,254	0.6	2,123,000	32.7	4,336,000	66.8	<b>6,496,000</b>	<b>100.0</b>
1995	37,241	0.6	2,217,000	33.1	4,446,000	66.4	<b>6,699,000</b>	<b>100.0</b>
1996	37,494	0.6	2,238,000	33.1	4,494,000	66.4	<b>6,770,000</b>	<b>100.0</b>
1997	37,324	0.6	2,149,000	32.4	4,438,000	67.0	<b>6,624,000</b>	<b>100.0</b>
1998	37,107	0.6	2,029,000	32.0	4,269,000	67.4	<b>6,335,000</b>	<b>100.0</b>
1999	37,140	0.6	2,054,000	32.7	4,188,000	66.7	<b>6,279,000</b>	<b>100.0</b>
2000	37,526	0.6	2,070,000	32.4	4,286,000	67.0	<b>6,394,000</b>	<b>100.0</b>
2001	37,795	0.6	2,003,000	31.7	4,282,000	67.7	<b>6,323,000</b>	<b>100.0</b>

**Table 2**  
**Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2001**

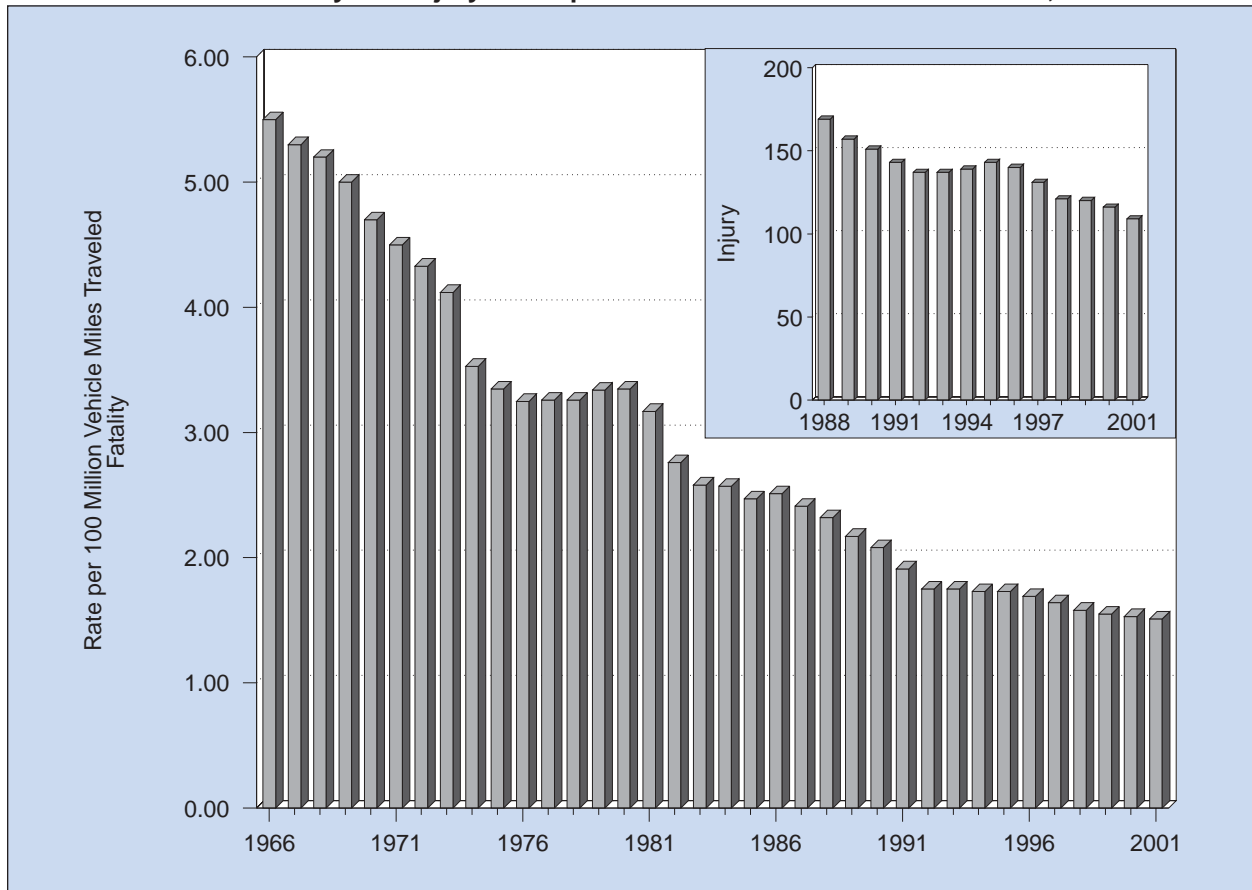
Killed									
Year	Fatalities	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
1966	50,894	196,560	25.89	100,998	50.39	95,703	53.18	926	5.50
1967	50,724	198,712	25.53	103,172	49.16	98,859	51.31	964	5.26
1968	52,725	200,706	26.27	105,410	50.02	102,987	51.20	1,016	5.19
1969	53,543	202,677	26.42	108,306	49.44	107,412	49.85	1,062	5.04
1970	52,627	205,052	25.67	111,543	47.18	111,242	47.31	1,110	4.74
1971	52,542	207,661	25.30	114,426	45.92	116,330	45.17	1,179	4.46
1972	54,589	209,896	26.01	118,414	46.10	122,557	44.54	1,260	4.33
1973	54,052	211,909	25.51	121,546	44.47	130,025	41.57	1,313	4.12
1974	45,196	213,854	21.13	125,427	36.03	134,900	33.50	1,281	3.53
1975	44,525	215,973	20.62	129,791	34.31	126,153	35.29	1,328	3.35
1976	45,523	218,035	20.88	134,036	33.96	130,793	34.81	1,402	3.25
1977	47,878	220,239	21.74	138,121	34.66	134,514	35.59	1,467	3.26
1978	50,331	222,585	22.61	140,844	35.74	140,374	35.85	1,545	3.26
1979	51,093	225,055	22.70	143,284	35.66	144,317	35.40	1,529	3.34
1980	51,091	227,225	22.48	145,295	35.16	146,845	34.79	1,527	3.35
1981	49,301	229,466	21.49	147,075	33.52	149,330	33.01	1,555	3.17
1982	43,945	231,664	18.97	150,234	29.25	151,148	29.07	1,595	2.76
1983	42,589	233,792	18.22	154,389	27.59	153,830	27.69	1,653	2.58
1984	44,257	235,825	18.77	155,424	28.48	158,900	27.85	1,720	2.57
1985	43,825	237,924	18.42	156,868	27.94	166,047	26.39	1,775	2.47
1986	46,087	240,133	19.19	159,486	28.90	168,545	27.34	1,835	2.51
1987	46,390	242,289	19.15	161,816	28.67	172,750	26.85	1,921	2.41
1988	47,087	244,499	19.26	162,854	28.91	177,455	26.53	2,026	2.32
1989	45,582	246,819	18.47	165,554	27.53	181,165	25.16	2,096	2.17
1990	44,599	249,464	17.88	167,015	26.70	184,275	24.20	2,144	2.08
1991	41,508	252,153	16.46	168,995	24.56	186,370	22.27	2,172	1.91
1992	39,250	255,030	15.39	173,125	22.67	184,938	21.22	2,247	1.75
1993	40,150	257,783	15.58	173,149	23.19	188,350	21.32	2,296	1.75
1994	40,716	260,327	15.64	175,403	23.21	192,497	21.15	2,358	1.73
1995	41,817	262,803	15.91	176,628	23.68	197,065	21.22	2,423	1.73
1996	42,065	265,229	15.86	179,539	23.43	201,631	20.86	2,486	1.69
1997	42,013	267,784	15.69	182,709	22.99	203,568	20.64	2,562	1.64
1998	41,501	270,248	15.36	184,861	22.45	208,076	19.95	2,632	1.58
1999	41,717	272,691	15.30	187,170	22.29	212,685	19.61	2,691	1.55
2000	41,945	282,125	14.87	190,625	22.00	217,028	19.33	2,747	1.53
2001	42,116	284,797	14.79	191,276	22.02	221,230	19.04	2,781	1.51

Injured									
Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 Population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million VMT
1988	3,416,000	244,499	1,397	162,854	2,098	177,455	1,925	2,026	169
1989	3,284,000	246,819	1,330	165,554	1,984	181,165	1,813	2,096	157
1990	3,231,000	249,464	1,295	167,015	1,934	184,275	1,753	2,144	151
1991	3,097,000	252,153	1,228	168,995	1,833	186,370	1,662	2,172	143
1992	3,070,000	255,030	1,204	173,125	1,773	184,938	1,660	2,247	137
1993	3,149,000	257,783	1,222	173,149	1,819	188,350	1,672	2,296	137
1994	3,266,000	260,327	1,255	175,403	1,862	192,497	1,697	2,358	139
1995	3,465,000	262,803	1,319	176,628	1,962	197,065	1,758	2,423	143
1996	3,483,000	265,229	1,313	179,539	1,940	201,631	1,728	2,486	140
1997	3,348,000	267,784	1,250	182,709	1,832	203,568	1,644	2,562	131
1998	3,192,000	270,248	1,181	184,861	1,727	208,076	1,534	2,632	121
1999	3,236,000	272,691	1,187	187,170	1,729	212,685	1,522	2,691	120
2000	3,189,000	282,125	1,130	190,625	1,673	217,028	1,469	2,747	116
2001	3,033,000	284,797	1,065	191,276	1,585	221,230	1,371	2,781	109

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-2001—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, 1975-2001—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Injured, 1988-2001—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, 1966-2001**





**Table 3**  
**Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel**  
**and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2001**

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
<b>Fatal Crashes</b>												
1975	37,897	3.68	40.11	8,636	4.23	41.35	3,977	4.89	74.16	3,265	58.00	65.77
1976	37,206	3.48	38.35	9,300	3.98	40.80	4,435	5.15	79.55	3,343	55.69	67.76
1977	39,038	3.54	39.45	10,400	4.04	42.57	5,164	5.43	90.76	4,164	65.59	84.41
1978	40,544	3.57	39.81	11,898	4.11	43.61	5,759	5.45	98.28	4,643	64.86	95.38
1979	39,999	3.60	38.63	12,544	4.27	43.36	6,084	5.58	103.27	4,916	56.92	90.67
1980	39,059	3.53	37.28	12,680	4.29	42.18	5,379	4.96	92.89	5,194	50.85	91.22
1981	38,864	3.46	36.66	12,331	4.01	39.48	5,230	4.81	91.49	4,963	46.43	85.11
1982	34,334	3.00	32.11	11,317	3.51	35.03	4,646	4.17	83.11	4,495	45.36	78.12
1983	33,298	2.80	30.52	11,118	3.32	33.62	4,877	4.20	88.54	4,302	49.11	77.03
1984	34,648	2.83	30.89	11,973	3.34	33.96	5,124	4.21	94.87	4,659	53.04	85.02
1985	34,277	2.74	29.46	12,464	3.21	33.09	5,153	4.17	85.94	4,608	50.72	84.64
1986	36,195	2.83	30.87	13,327	3.20	33.52	5,097	4.02	89.09	4,570	48.63	87.90
1987	36,580	2.75	30.52	14,514	3.27	34.81	5,108	3.83	89.33	4,067	42.78	83.24
1988	36,977	2.67	30.43	15,286	3.13	34.27	5,241	3.80	85.40	3,715	37.06	81.04
1989	35,410	2.50	28.85	15,700	3.00	33.31	4,984	3.49	80.05	3,192	30.78	72.21
1990	34,085	2.39	27.65	15,620	2.81	31.29	4,776	3.27	77.08	3,276	34.28	76.91
1991	31,291	2.22	25.37	14,832	2.49	28.49	4,347	2.91	70.43	2,829	30.82	67.72
1992	29,817	2.08	24.78	14,648	2.28	27.21	4,035	2.63	66.75	2,439	25.52	60.00
1993	30,233	2.09	24.97	15,332	2.27	27.10	4,328	2.71	71.09	2,477	25.01	62.27
1994	30,273	2.07	24.81	16,353	2.30	27.49	4,644	2.73	70.49	2,339	22.84	62.26
1995	30,940	2.09	25.11	17,587	2.35	28.13	4,472	2.51	66.55	2,268	23.15	58.20
1996	30,727	2.05	24.66	18,246	2.32	27.88	4,755	2.60	67.81	2,176	21.94	56.20
1997	30,059	1.97	24.11	18,628	2.26	27.68	4,917	2.57	69.42	2,160	21.43	56.45
1998	29,040	1.87	23.05	19,363	2.25	27.75	4,955	2.52	64.08	2,334	22.70	60.16
1999	28,027	1.79	22.09	19,959	2.21	27.29	4,920	2.43	63.15	2,532	23.92	60.98
2000	27,802	1.76	21.77	20,498	2.17	26.90	4,995	2.43	62.26	2,975	28.42	68.45
2001	27,429	1.73	21.31	20,722	2.13	26.23	4,793	2.31	61.00	3,249	34.10	66.26
<b>Injury Crashes</b>												
1988	3,073,000	222	2,529	683,000	140	1,530	96,000	69	1,562	98,000	974	2,129
1989	2,892,000	204	2,355	727,000	139	1,543	110,000	77	1,770	76,000	732	1,717
1990	2,838,000	199	2,302	729,000	131	1,460	107,000	73	1,730	82,000	854	1,916
1991	2,615,000	185	2,120	789,000	132	1,515	78,000	52	1,264	79,000	856	1,882
1992	2,640,000	184	2,194	758,000	118	1,409	95,000	62	1,567	61,000	642	1,509
1993	2,631,000	182	2,174	843,000	125	1,490	97,000	60	1,585	56,000	565	1,407
1994	2,785,000	191	2,283	912,000	128	1,533	96,000	56	1,452	54,000	526	1,433
1995	2,914,000	197	2,365	1,024,000	137	1,638	84,000	47	1,244	52,000	530	1,331
1996	2,884,000	192	2,314	1,071,000	136	1,636	94,000	51	1,339	51,000	512	1,312
1997	2,736,000	179	2,195	1,064,000	129	1,582	96,000	50	1,349	51,000	501	1,321
1998	2,545,000	164	2,020	1,059,000	123	1,517	89,000	45	1,146	45,000	433	1,148
1999	2,438,000	156	1,921	1,165,000	129	1,593	101,000	50	1,292	46,000	436	1,111
2000	2,396,000	152	1,876	1,209,000	128	1,587	101,000	49	1,253	53,000	509	1,226
2001	2,279,000	144	1,770	1,218,000	125	1,541	90,000	43	1,143	57,000	594	1,155
<b>Property-Damage-Only Crashes</b>												
1988	6,050,000	437	4,979	1,542,000	316	3,458	297,000	215	4,839	21,000	207	453
1989	5,678,000	401	4,625	1,613,000	309	3,421	300,000	210	4,825	20,000	188	441
1990	5,485,000	384	4,450	1,654,000	298	3,314	273,000	187	4,411	20,000	208	467
1991	5,084,000	360	4,122	1,675,000	281	3,217	248,000	166	4,022	25,000	268	589
1992	4,852,000	338	4,031	1,704,000	265	3,165	277,000	181	4,586	10,000	100	236
1993	4,789,000	331	3,956	1,884,000	279	3,331	296,000	185	4,861	17,000	169	420
1994	5,126,000	351	4,202	2,023,000	284	3,401	360,000	212	5,467	13,000	128	349
1995	5,335,000	361	4,329	2,149,000	287	3,437	289,000	162	4,307	13,000	131	329
1996	5,281,000	352	4,238	2,274,000	289	3,475	295,000	161	4,209	14,000	138	355
1997	5,116,000	335	4,104	2,314,000	281	3,439	337,000	176	4,761	10,000	102	268
1998	4,896,000	315	3,887	2,315,000	269	3,317	318,000	162	4,114	9,000	84	222
1999	4,469,000	285	3,523	2,491,000	276	3,406	369,000	182	4,739	10,000	96	246
2000	4,467,000	283	3,497	2,621,000	278	3,440	351,000	171	4,377	14,000	133	321
2001	4,399,000	278	3,418	2,679,000	275	3,392	335,000	161	4,261	14,000	152	295

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, 1975-2001**

Year	Person Type											Total
	Occupants by Vehicle Type							Nonmotorists				
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/Unknown	Total	Pedestrian	Pedalcyclist	Other/Unknown	Total	
<b>Killed</b>												
1975	25,929	4,856	961	3,189	53	937	35,925	7,516	1,003	81	8,600	44,525
1976	26,166	5,438	1,132	3,312	73	981	37,102	7,427	914	80	8,421	45,523
1977	26,782	5,976	1,287	4,104	42	959	39,150	7,732	922	74	8,728	47,878
1978	28,153	6,745	1,395	4,577	41	622	41,533	7,795	892	111	8,798	50,331
1979	27,808	7,178	1,432	4,894	39	579	41,930	8,096	932	135	9,163	51,093
1980	27,449	7,486	1,262	5,144	46	540	41,927	8,070	965	129	9,164	51,091
1981	26,645	7,081	1,133	4,906	56	603	40,424	7,837	936	104	8,877	49,301
1982	23,330	6,359	944	4,453	35	525	35,646	7,331	883	85	8,299	43,945
1983	22,979	6,202	982	4,265	53	362	34,843	6,826	839	81	7,746	42,589
1984	23,620	6,496	1,074	4,608	46	440	36,284	7,025	849	99	7,973	44,257
1985	23,212	6,689	977	4,564	57	544	36,043	6,808	890	84	7,782	43,825
1986	24,944	7,317	926	4,566	39	442	38,234	6,779	941	133	7,853	46,087
1987	25,132	8,058	852	4,036	51	436	38,565	6,745	948	132	7,825	46,390
1988	25,808	8,306	911	3,662	54	429	39,170	6,870	911	136	7,917	47,087
1989	25,063	8,551	858	3,141	50	424	38,087	6,556	832	107	7,495	45,582
1990	24,092	8,601	705	3,244	32	460	37,134	6,482	859	124	7,465	44,599
1991	22,385	8,391	661	2,806	31	466	34,740	5,801	843	124	6,768	41,508
1992	21,387	8,098	585	2,395	28	387	32,880	5,549	723	98	6,370	39,250
1993	21,566	8,511	605	2,449	18	425	33,574	5,649	816	111	6,576	40,150
1994	21,997	8,904	670	2,320	18	409	34,318	5,489	802	107	6,398	40,716
1995	22,423	9,568	648	2,227	33	392	35,291	5,584	833	109	6,526	41,817
1996*	22,505	9,932	621	2,161	21	455	35,695	5,449	765	154	6,368	42,065
1997	22,199	10,249	723	2,116	18	420	35,725	5,321	814	153	6,288	42,013
1998	21,194	10,705	742	2,294	38	409	35,382	5,228	760	131	6,119	41,501
1999	20,862	11,265	759	2,483	59	447	35,875	4,939	754	149	5,842	41,717
2000	20,699	11,526	754	2,897	22	450	36,348	4,763	693	141	5,597	41,945
2001	20,233	11,677	704	3,181	34	557	36,386	4,882	728	120	5,730	42,116
<b>Injured</b>												
1988	2,585,000	478,000	37,000	105,000	15,000	4,000	3,224,000	110,000	75,000	8,000	192,000	3,416,000
1989	2,431,000	511,000	43,000	83,000	15,000	5,000	3,088,000	112,000	73,000	11,000	196,000	3,284,000
1990	2,376,000	505,000	42,000	84,000	33,000	4,000	3,044,000	105,000	75,000	7,000	187,000	3,231,000
1991	2,235,000	563,000	28,000	80,000	21,000	4,000	2,931,000	88,000	67,000	11,000	166,000	3,097,000
1992	2,232,000	545,000	34,000	65,000	20,000	12,000	2,908,000	89,000	63,000	10,000	162,000	3,070,000
1993	2,265,000	601,000	32,000	59,000	17,000	4,000	2,978,000	94,000	68,000	9,000	171,000	3,149,000
1994	2,364,000	631,000	30,000	57,000	16,000	4,000	3,102,000	92,000	62,000	9,000	164,000	3,266,000
1995	2,469,000	722,000	30,000	57,000	19,000	4,000	3,303,000	86,000	67,000	10,000	162,000	3,465,000
1996	2,458,000	761,000	33,000	55,000	20,000	4,000	3,332,000	82,000	58,000	11,000	151,000	3,483,000
1997	2,341,000	755,000	31,000	53,000	17,000	6,000	3,201,000	77,000	58,000	11,000	146,000	3,348,000
1998	2,201,000	763,000	29,000	49,000	16,000	4,000	3,061,000	69,000	53,000	8,000	131,000	3,192,000
1999	2,138,000	847,000	33,000	50,000	22,000	7,000	3,097,000	85,000	51,000	3,000	140,000	3,236,000
2000	2,052,000	887,000	31,000	58,000	18,000	10,000	3,055,000	78,000	51,000	5,000	134,000	3,189,000
2001	1,927,000	861,000	29,000	60,000	15,000	9,000	2,901,000	78,000	45,000	8,000	131,000	3,033,000

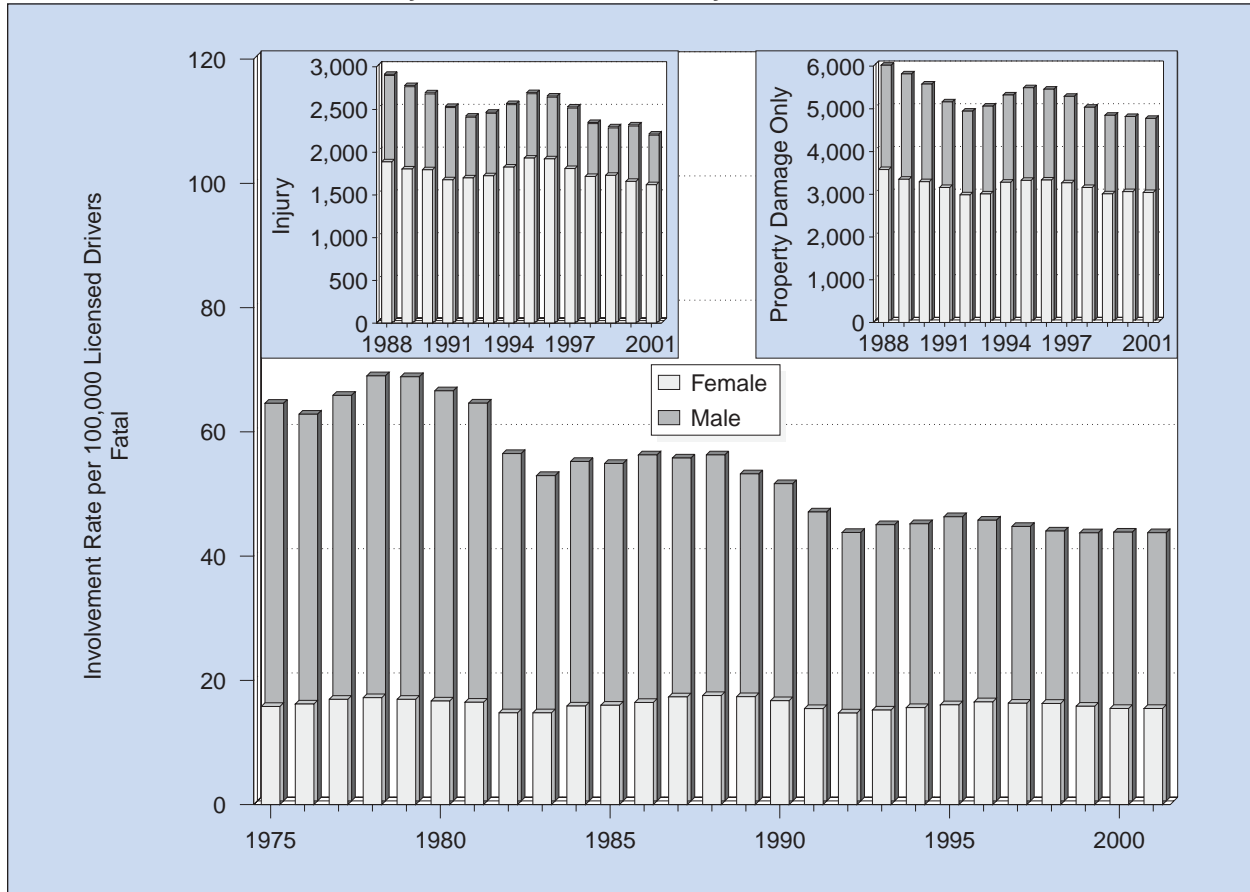
\*Total for 1996 includes 2 fatalities of unknown person type.

**Table 5**  
**Drivers Involved in Crashes and Involvement Rates per Licensed Driver**  
**by Sex and Crash Severity, 1975-2001**

Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers
<b>Drivers in Fatal Crashes</b>									
1975	45,087	70,435	64.01	9,356	59,233	15.80	54,445	129,668	41.99
1976	45,091	72,452	62.24	9,953	61,458	16.19	55,045	133,910	41.11
1977	48,548	74,385	65.27	10,775	63,591	16.94	59,324	137,976	43.00
1978	51,665	75,504	68.43	11,221	65,177	17.22	62,887	140,681	44.70
1979	52,208	76,458	68.28	11,308	66,695	16.95	63,518	143,152	44.37
1980	50,921	77,135	66.02	11,353	68,067	16.68	62,277	145,202	42.89
1981	49,838	77,831	64.03	11,396	69,142	16.48	61,238	146,972	41.67
1982	43,877	78,484	55.91	10,579	71,627	14.77	54,462	150,111	36.28
1983	42,329	80,823	52.37	10,854	73,440	14.78	53,184	154,263	34.48
1984	44,213	80,916	54.64	11,806	74,398	15.87	56,022	155,315	36.07
1985	44,290	81,537	54.32	12,031	75,231	15.99	56,322	156,769	35.93
1986	46,083	82,740	55.70	12,603	76,651	16.44	58,688	159,390	36.82
1987	46,337	83,939	55.20	13,492	77,789	17.34	59,829	161,728	36.99
1988	46,840	84,099	55.70	13,814	78,661	17.56	60,658	162,760	37.27
1989	44,941	85,356	52.65	13,927	80,160	17.37	58,870	165,516	35.57
1990	43,802	85,769	51.07	13,586	81,203	16.73	57,393	166,972	34.37
1991	40,288	86,630	46.51	12,716	82,300	15.45	53,007	168,930	31.38
1992	38,186	88,363	43.21	12,492	84,716	14.75	50,682	173,079	29.28
1993	39,118	87,974	44.47	12,960	85,138	15.22	52,080	173,112	30.08
1994	39,784	89,165	44.62	13,449	86,183	15.61	53,238	175,347	30.36
1995	40,799	89,184	45.75	14,043	87,386	16.07	54,847	176,570	31.06
1996	40,899	90,503	45.19	14,723	89,007	16.54	55,624	179,510	30.99
1997	40,594	91,888	44.18	14,816	90,789	16.32	55,412	182,677	30.33
1998	40,433	93,023	43.47	14,967	91,805	16.30	55,404	184,828	29.98
1999	40,639	94,149	43.16	14,717	92,988	15.83	55,359	187,137	29.58
2000	41,443	95,782	43.27	14,682	94,816	15.48	56,126	190,598	29.45
2001	41,361	95,779	43.18	14,776	95,471	15.48	56,140	191,250	29.35
<b>Drivers in Injury Crashes</b>									
1988	2,423,000	84,099	2,881	1,485,000	78,661	1,887	3,907,000	162,760	2,401
1989	2,347,000	85,356	2,749	1,446,000	80,160	1,804	3,793,000	165,516	2,291
1990	2,285,000	85,769	2,664	1,458,000	81,203	1,795	3,743,000	166,972	2,242
1991	2,171,000	86,630	2,506	1,380,000	82,300	1,677	3,551,000	168,930	2,102
1992	2,114,000	88,363	2,392	1,439,000	84,716	1,699	3,553,000	173,079	2,053
1993	2,144,000	87,974	2,437	1,468,000	85,138	1,724	3,612,000	173,112	2,086
1994	2,264,000	89,165	2,539	1,574,000	86,183	1,826	3,838,000	175,347	2,189
1995	2,378,000	89,184	2,667	1,687,000	87,386	1,931	4,066,000	176,570	2,303
1996	2,378,000	90,503	2,627	1,711,000	89,007	1,922	4,089,000	179,510	2,278
1997	2,296,000	91,888	2,499	1,643,000	90,789	1,809	3,939,000	182,677	2,156
1998	2,158,000	93,023	2,319	1,576,000	91,805	1,717	3,734,000	184,828	2,020
1999	2,134,000	94,149	2,267	1,609,000	92,988	1,730	3,743,000	187,137	2,000
2000	2,192,000	95,782	2,289	1,573,000	94,816	1,659	3,765,000	190,598	1,975
2001	2,090,000	95,779	2,182	1,547,000	95,471	1,620	3,637,000	191,250	1,902
<b>Drivers in Property-Damage-Only Crashes</b>									
1988	5,013,000	84,099	5,961	2,816,000	78,661	3,580	7,829,000	162,760	4,810
1989	4,915,000	85,356	5,758	2,687,000	80,160	3,352	7,602,000	165,516	4,593
1990	4,733,000	85,769	5,519	2,677,000	81,203	3,296	7,410,000	166,972	4,438
1991	4,419,000	86,630	5,101	2,600,000	82,300	3,159	7,019,000	168,930	4,155
1992	4,316,000	88,363	4,885	2,530,000	84,716	2,987	6,847,000	173,079	3,956
1993	4,402,000	87,974	5,003	2,561,000	85,138	3,008	6,963,000	173,112	4,022
1994	4,695,000	89,165	5,265	2,828,000	86,183	3,282	7,523,000	175,347	4,290
1995	4,847,000	89,184	5,434	2,905,000	87,386	3,325	7,752,000	176,570	4,390
1996	4,888,000	90,503	5,400	2,968,000	89,007	3,335	7,856,000	179,510	4,376
1997	4,808,000	91,888	5,232	2,967,000	90,789	3,268	7,775,000	182,677	4,256
1998	4,634,000	93,023	4,982	2,902,000	91,805	3,162	7,536,000	184,828	4,078
1999	4,509,000	94,149	4,789	2,800,000	92,988	3,011	7,309,000	187,137	3,906
2000	4,559,000	95,782	4,760	2,904,000	94,816	3,062	7,463,000	190,598	3,915
2001	4,518,000	95,779	4,717	2,903,000	95,471	3,041	7,421,000	191,250	3,880

\*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, 1975-2001**



**Table 6**  
**Occupant Fatality and Injury Rates per Population by Age Group, 1975-2001**

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
<b>Fatality Rate per 100,000 Population</b>												
1975	4.50	2.71	5.71	38.77	34.90	21.57	15.67	13.42	13.29	14.72	16.98	<b>16.67</b>
1976	4.50	2.56	6.14	40.95	35.01	21.27	15.27	13.71	13.58	14.92	17.27	<b>17.05</b>
1977	4.68	2.83	6.44	42.86	38.73	22.27	15.61	13.90	13.55	14.03	16.13	<b>17.81</b>
1978	4.61	2.66	6.60	44.45	40.75	24.26	16.72	14.07	13.44	14.79	16.36	<b>18.70</b>
1979	4.35	2.84	6.13	44.36	40.06	24.96	17.11	14.03	13.24	13.59	15.51	<b>18.67</b>
1980	4.24	2.67	6.00	42.94	39.86	24.82	16.85	14.51	12.83	12.96	15.27	<b>18.45</b>
1981	3.75	2.43	5.24	38.56	37.41	24.22	16.63	13.81	12.68	13.16	14.94	<b>17.62</b>
1982	3.67	2.22	4.85	34.51	32.75	20.45	14.30	11.84	11.24	11.85	14.89	<b>15.39</b>
1983	3.55	2.33	4.60	33.18	30.97	19.86	13.87	11.79	10.92	11.92	15.48	<b>14.90</b>
1984	3.13	2.33	5.21	34.94	32.89	20.26	13.91	11.86	11.16	12.98	16.18	<b>15.39</b>
1985	3.18	2.36	5.52	33.72	32.75	19.50	13.87	11.88	11.33	12.63	16.73	<b>15.15</b>
1986	3.42	2.30	6.07	38.16	33.72	21.04	13.82	11.50	11.38	13.46	17.71	<b>15.92</b>
1987	3.78	2.60	6.00	36.65	32.83	21.05	14.15	12.10	11.93	13.58	18.22	<b>15.92</b>
1988	3.82	2.64	5.74	37.95	33.63	20.50	14.20	12.33	12.15	14.12	19.26	<b>16.02</b>
1989	3.93	2.92	5.48	34.71	30.85	20.10	13.89	12.46	12.18	14.24	19.41	<b>15.43</b>
1990	3.30	2.50	5.25	34.14	30.62	19.81	13.34	12.20	11.91	13.36	18.48	<b>14.89</b>
1991	3.13	2.39	4.86	31.76	28.83	17.79	12.29	11.12	10.75	13.22	19.14	<b>13.78</b>
1992	2.99	2.41	4.75	28.37	25.96	16.54	11.71	10.62	10.53	13.27	18.81	<b>12.89</b>
1993	3.14	2.35	4.67	28.99	26.70	16.47	11.86	10.52	10.86	12.73	20.78	<b>13.02</b>
1994	3.46	2.35	5.07	30.46	26.27	16.07	11.79	11.15	10.71	13.99	20.71	<b>13.18</b>
1995	3.17	2.46	5.15	29.58	27.30	17.03	12.49	11.01	11.42	13.67	20.87	<b>13.43</b>
1996	3.40	2.34	5.07	29.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	<b>13.46</b>
1997	3.16	2.42	4.96	28.38	25.53	16.49	12.23	11.57	11.96	14.46	22.09	<b>13.34</b>
1998	3.03	2.60	4.60	27.61	25.06	15.81	12.60	11.44	11.53	14.31	21.28	<b>13.09</b>
1999	2.94	2.54	4.49	28.10	25.56	16.13	12.62	11.48	11.52	14.17	20.70	<b>13.16</b>
2000	2.82	2.37	4.29	27.87	25.47	15.52	12.82	11.61	11.45	12.88	19.61	<b>12.92</b>
2001	*	*	*	*	*	*	*	*	*	*	*	<b>12.78</b>
<b>Injury Rate per 100,000 Population</b>												
1988	417	444	734	3,283	2,666	1,800	1,308	1,030	876	710	656	<b>1,319</b>
1989	370	469	727	3,210	2,467	1,672	1,280	985	801	713	618	<b>1,251</b>
1990	329	430	674	3,110	2,494	1,672	1,227	989	844	750	514	<b>1,220</b>
1991	384	470	709	2,921	2,317	1,574	1,144	977	801	727	521	<b>1,162</b>
1992	323	438	685	2,988	2,253	1,573	1,101	971	783	722	586	<b>1,140</b>
1993	367	471	657	2,885	2,307	1,606	1,195	956	821	707	592	<b>1,155</b>
1994	411	468	706	2,958	2,369	1,667	1,225	987	857	756	598	<b>1,192</b>
1995	418	483	742	3,193	2,456	1,722	1,291	1,132	926	755	624	<b>1,257</b>
1996	418	533	731	3,132	2,432	1,766	1,295	1,085	904	788	654	<b>1,256</b>
1997	400	461	684	2,981	2,401	1,689	1,257	1,012	815	761	641	<b>1,196</b>
1998	403	440	677	2,780	2,123	1,586	1,158	1,029	873	696	588	<b>1,133</b>
1999	383	477	662	2,828	2,169	1,596	1,135	1,028	801	759	610	<b>1,136</b>
2000	353	416	562	2,748	2,213	1,551	1,173	973	846	732	670	<b>1,085</b>
2001	*	*	*	*	*	*	*	*	*	*	*	<b>1,019</b>

\*Population data by age not available for 2001.

Note: Population estimates for historical years are periodically revised by the U.S. Census Bureau.

**Table 7**  
**Passenger Car Occupants Killed or Injured and Fatality and Injury Rates**  
**per Registered Vehicle and Vehicle Miles of Travel, 1975-2001**

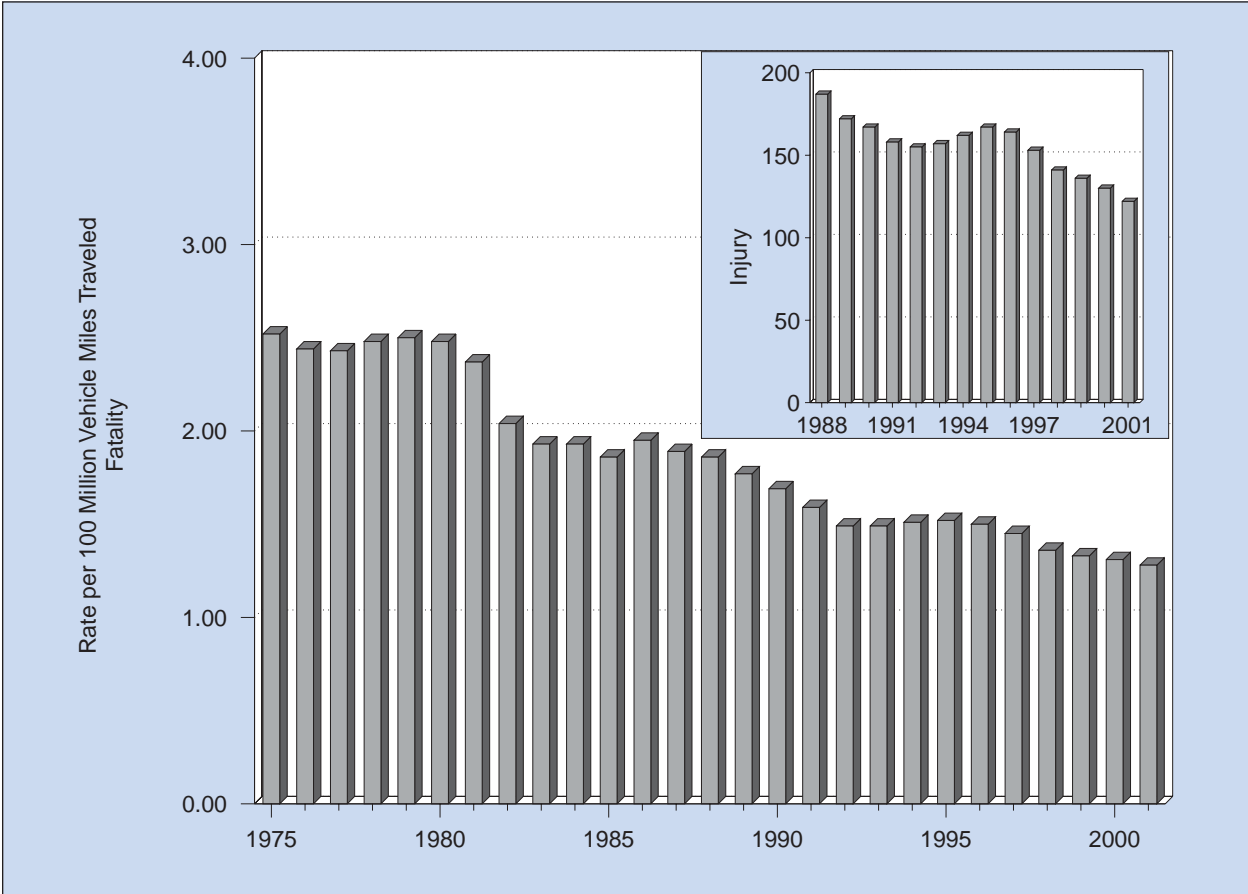
Year	Registered Passenger Cars	Vehicle Miles Traveled (Millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million VMT	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million VMT
1975	94,478,029	1,030,376	25,929	27.44	2.52	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.44	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.43	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.48	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.50	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.48	*	*	*
1981	106,002,720	1,122,092	26,645	25.14	2.37	*	*	*
1982	106,936,590	1,145,828	23,330	21.82	2.04	*	*	*
1983	109,085,444	1,187,760	22,979	21.07	1.93	*	*	*
1984	112,177,361	1,226,461	23,620	21.06	1.93	*	*	*
1985	116,348,085	1,248,981	23,212	19.95	1.86	*	*	*
1986	117,268,114	1,277,550	24,944	21.27	1.95	*	*	*
1987	119,848,784	1,328,460	25,132	20.97	1.89	*	*	*
1988	121,519,139	1,384,047	25,808	21.24	1.86	2,585,000	2,127	187
1989	122,758,478	1,415,213	25,063	20.42	1.77	2,431,000	1,980	172
1990	123,276,600	1,427,178	24,092	19.54	1.69	2,376,000	1,928	167
1991	123,327,336	1,411,655	22,385	18.15	1.59	2,235,000	1,812	158
1992	120,346,747	1,436,035	21,387	17.77	1.49	2,232,000	1,854	155
1993	121,055,398	1,445,106	21,566	17.81	1.49	2,265,000	1,871	157
1994	121,996,580	1,459,208	21,997	18.03	1.51	2,364,000	1,937	162
1995	123,241,881	1,478,352	22,423	18.19	1.52	2,469,000	2,004	167
1996	124,612,787	1,499,139	22,505	18.06	1.50	2,458,000	1,973	164
1997	124,672,920	1,528,399	22,199	17.81	1.45	2,341,000	1,877	153
1998	125,965,709	1,555,901	21,194	16.83	1.36	2,201,000	1,748	141
1999	126,868,744	1,566,808	20,862	16.44	1.33	2,138,000	1,685	136
2000	127,720,809	1,580,493	20,699	16.21	1.31	2,052,000	1,606	130
2001	128,714,022	1,584,612	20,233	15.72	1.28	1,927,000	1,497	122

\*Injury data not available before 1988.

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

Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Vehicles—R.L. Polk & Co.

**Figure 4**  
**Passenger Car Occupant Fatality and Injury Rates**  
**per 100 Million Vehicle Miles Traveled, 1975-2001**



**Table 8**  
**Light Truck Occupants Killed or Injured and Fatality and Injury Rates**  
**per Registered Vehicle and Vehicle Miles of Travel, 1975-2001**

Year	Registered Light Trucks	Vehicle Miles Traveled (Millions)	Light Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million VMT	Light Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million VMT
1975	20,886,680	204,274	4,856	23.25	2.38	*	*	*
1976	22,794,702	233,382	5,438	23.86	2.33	*	*	*
1977	24,432,701	257,108	5,976	24.46	2.32	*	*	*
1978	27,285,497	289,463	6,745	24.72	2.33	*	*	*
1979	28,932,820	293,840	7,178	24.81	2.44	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.53	*	*	*
1981	31,236,287	307,583	7,081	22.67	2.30	*	*	*
1982	32,307,692	322,026	6,359	19.68	1.97	*	*	*
1983	33,068,138	334,937	6,202	18.76	1.85	*	*	*
1984	35,257,788	358,588	6,496	18.42	1.81	*	*	*
1985	37,665,180	388,778	6,689	17.76	1.72	*	*	*
1986	39,763,446	416,532	7,317	18.40	1.76	*	*	*
1987	41,695,017	444,392	8,058	19.33	1.81	*	*	*
1988	44,599,500	488,431	8,306	18.62	1.70	478,000	1,071	98
1989	47,134,148	522,483	8,551	18.14	1.64	511,000	1,084	98
1990	49,916,497	555,659	8,601	17.23	1.55	505,000	1,012	91
1991	52,062,064	595,924	8,391	16.12	1.41	563,000	1,081	94
1992	53,836,046	642,397	8,098	15.04	1.26	545,000	1,012	85
1993	56,573,835	675,353	8,511	15.04	1.26	601,000	1,062	89
1994	59,485,995	711,515	8,904	14.97	1.25	631,000	1,061	89
1995	62,520,872	749,971	9,568	15.30	1.28	722,000	1,156	96
1996	65,438,877	787,255	9,932	15.18	1.26	761,000	1,164	97
1997	67,287,470	824,896	10,249	15.23	1.24	755,000	1,122	92
1998	69,783,500	861,951	10,705	15.34	1.24	763,000	1,093	88
1999	73,143,777	903,314	11,265	15.40	1.25	847,000	1,158	94
2000	76,192,673	942,853	11,526	15.13	1.22	887,000	1,164	94
2001	79,005,848	972,649	11,677	14.78	1.20	861,000	1,089	88

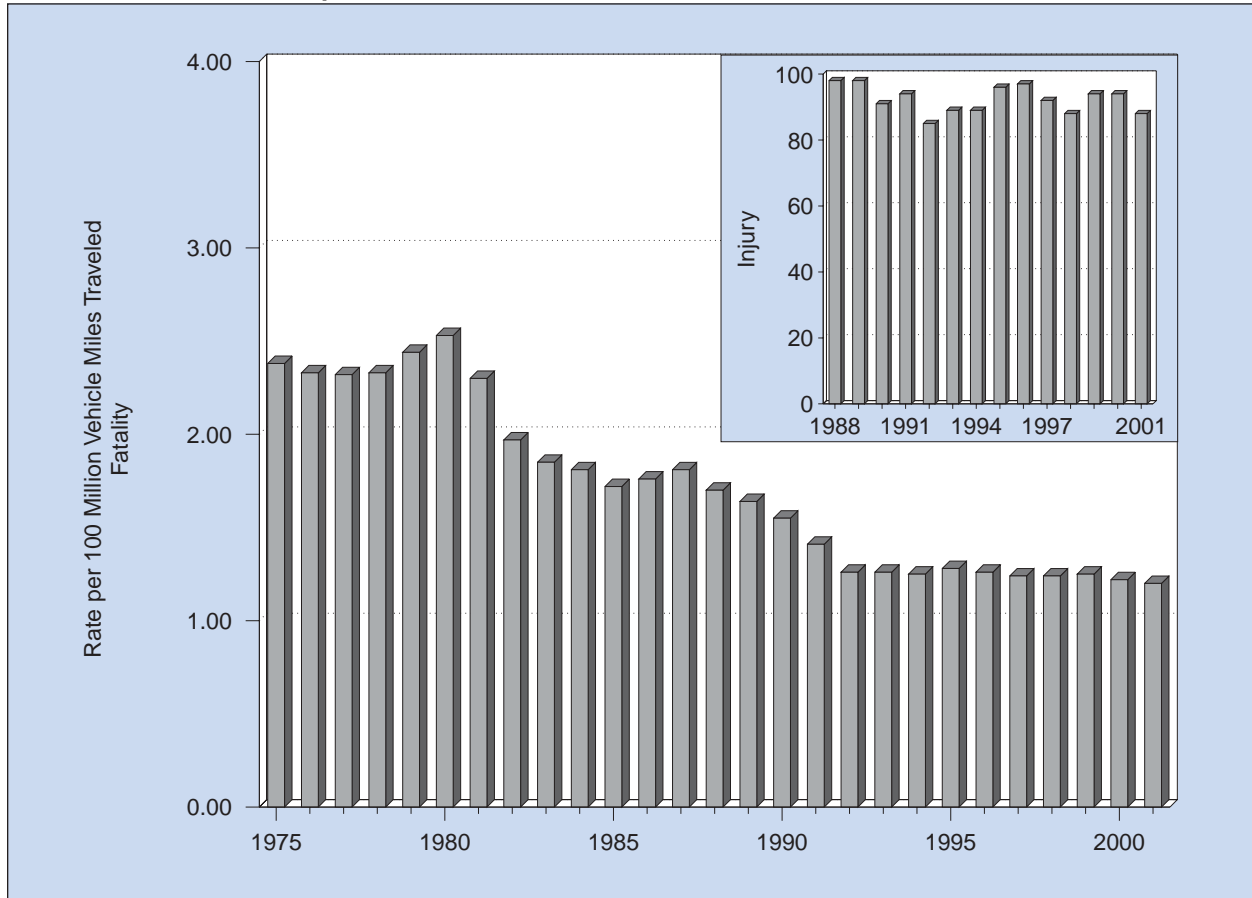
\*Injury data not available before 1988.

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

Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Vehicles—R.L. Polk & Co.



**Figure 5**  
**Light Truck Occupant Fatality and Injury Rates**  
**per 100 Million Vehicle Miles Traveled, 1975-2001**



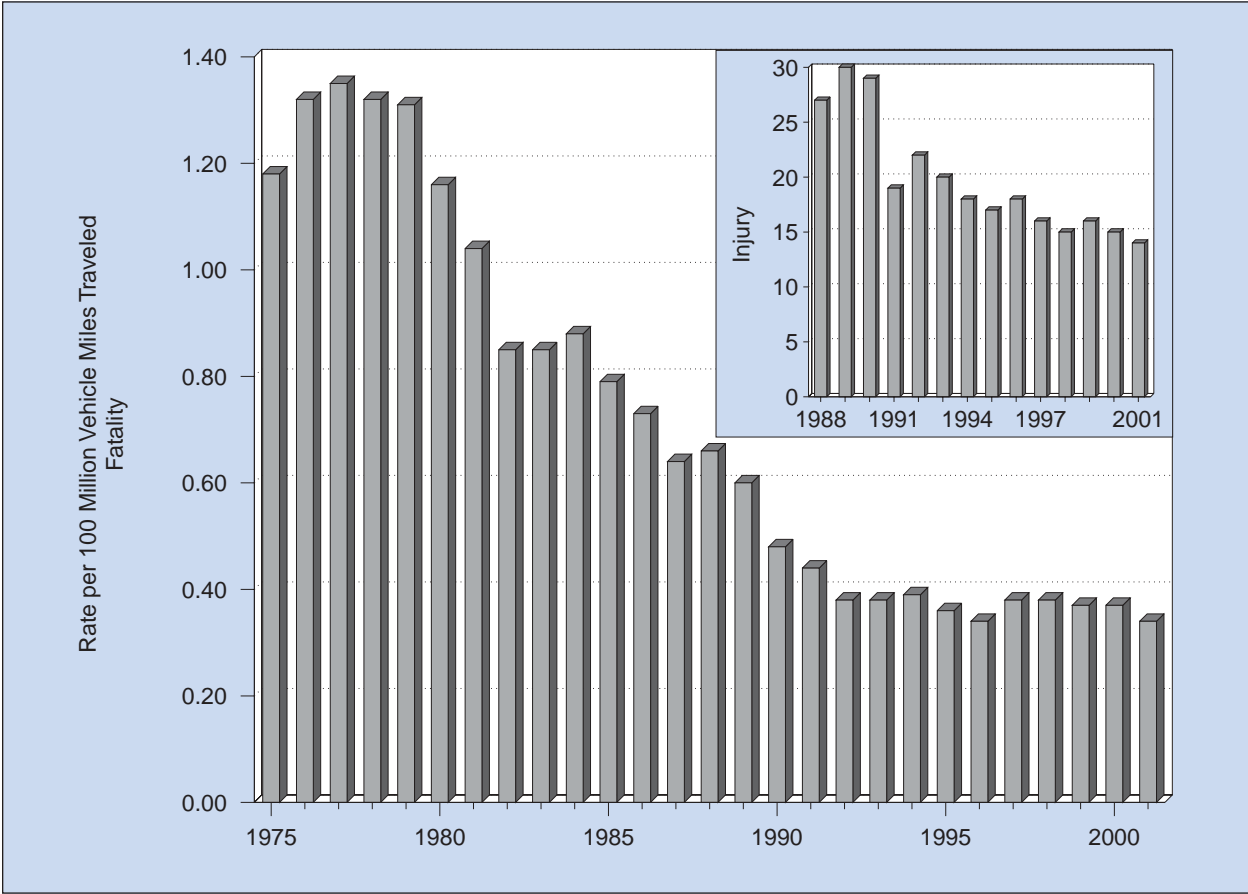
**Table 9**  
**Large Truck Occupants Killed or Injured and Fatality and Injury Rates**  
**per Registered Vehicle and Vehicle Miles of Travel, 1975-2001**

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	1.18	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.32	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.35	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.32	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.31	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.16	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.04	*	*	*
1982	5,590,415	111,423	944	16.89	0.85	*	*	*
1983	5,508,392	116,132	982	17.83	0.85	*	*	*
1984	5,401,075	121,796	1,074	19.88	0.88	*	*	*
1985	5,996,337	123,504	977	16.29	0.79	*	*	*
1986	5,720,880	126,675	926	16.19	0.73	*	*	*
1987	5,718,266	133,517	852	14.90	0.64	*	*	*
1988	6,136,884	137,985	911	14.84	0.66	37,000	611	27
1989	6,226,482	142,749	858	13.78	0.60	43,000	687	30
1990	6,195,876	146,242	705	11.38	0.48	42,000	675	29
1991	6,172,146	149,543	661	10.71	0.44	28,000	454	19
1992	6,045,205	153,384	585	9.68	0.38	34,000	559	22
1993	6,088,155	159,888	605	9.94	0.38	32,000	527	20
1994	6,587,885	170,216	670	10.17	0.39	30,000	459	18
1995	6,719,421	178,156	648	9.64	0.36	30,000	452	17
1996	7,012,615	182,971	621	8.86	0.34	33,000	467	18
1997	7,083,326	191,477	723	10.21	0.38	31,000	436	16
1998	7,732,270	196,380	742	9.60	0.38	29,000	372	15
1999	7,791,426	202,688	759	9.74	0.37	33,000	422	16
2000	8,022,649	205,520	754	9.40	0.37	31,000	384	15
2001	7,857,674	207,686	704	8.96	0.34	29,000	374	14

\*Injury data not available before 1988.

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

**Figure 6**  
**Large Truck Occupant Fatality and Injury Rates**  
**per 100 Million Vehicle Miles Traveled, 1975-2001**



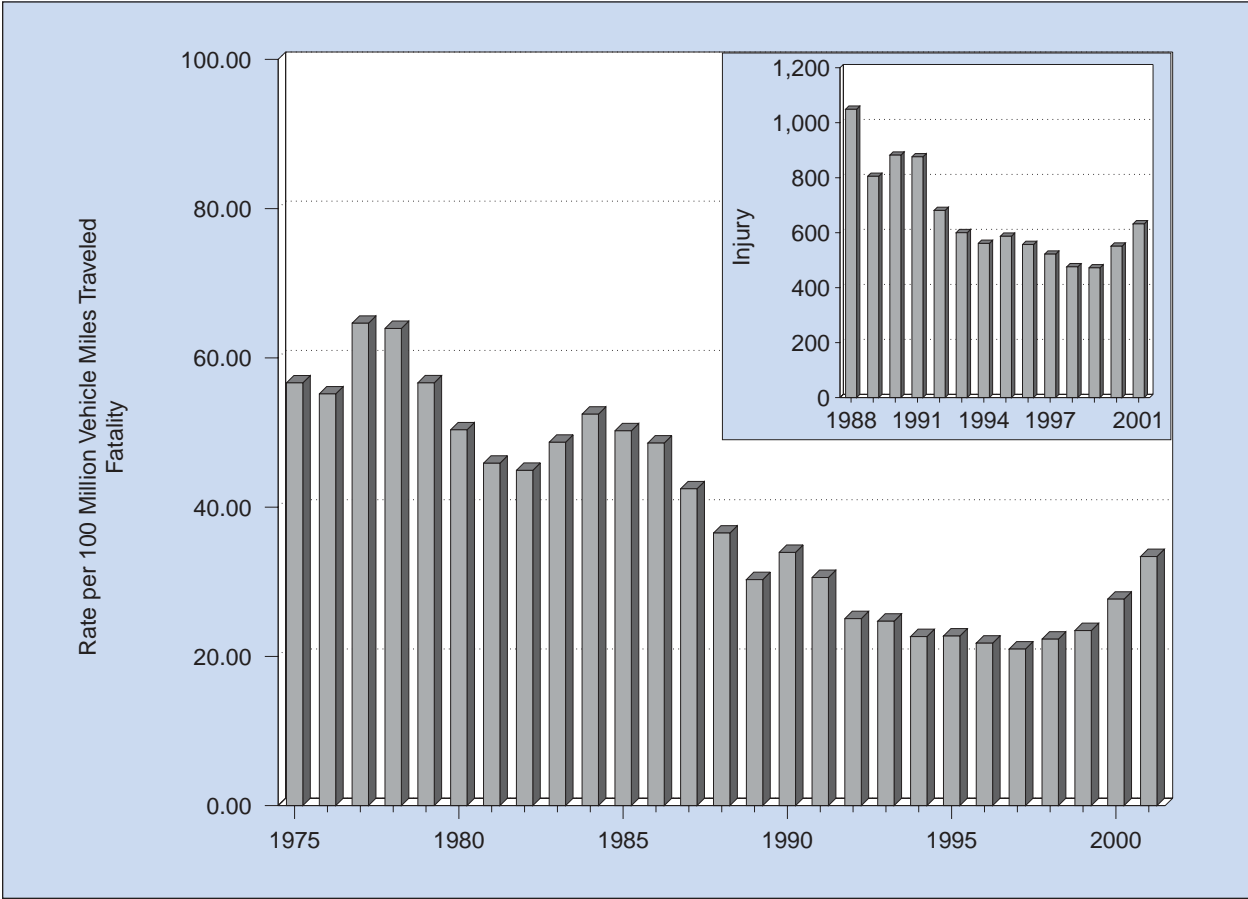
**Table 10**  
**Motorcycle Occupants Killed or Injured and Fatality and Injury Rates**  
**per Registered Vehicle and Vehicle Miles of Travel, 1975-2001**

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	56.65	*	*	*
1976	4,933,332	6,003	3,312	67.14	55.17	*	*	*
1977	4,933,256	6,349	4,104	83.19	64.64	*	*	*
1978	4,867,855	7,158	4,577	94.02	63.94	*	*	*
1979	5,422,132	8,637	4,894	90.26	56.66	*	*	*
1980	5,693,940	10,214	5,144	90.34	50.36	*	*	*
1981	5,831,132	10,690	4,906	84.13	45.89	*	*	*
1982	5,753,858	9,910	4,453	77.39	44.93	*	*	*
1983	5,585,112	8,760	4,265	76.36	48.69	*	*	*
1984	5,479,822	8,784	4,608	84.09	52.46	*	*	*
1985	5,444,404	9,086	4,564	83.83	50.23	*	*	*
1986	5,198,993	9,397	4,566	87.82	48.59	*	*	*
1987	4,885,772	9,506	4,036	82.61	42.46	*	*	*
1988	4,584,284	10,024	3,662	79.88	36.53	105,000	2,294	1,049
1989	4,420,420	10,371	3,141	71.06	30.29	83,000	1,887	805
1990	4,259,462	9,557	3,244	76.16	33.94	84,000	1,979	882
1991	4,177,365	9,178	2,806	67.17	30.57	80,000	1,925	876
1992	4,065,118	9,557	2,395	58.92	25.06	65,000	1,601	681
1993	3,977,856	9,906	2,449	61.57	24.72	59,000	1,494	600
1994	3,756,555	10,240	2,320	61.76	22.66	57,000	1,528	561
1995	3,897,191	9,797	2,227	57.14	22.73	57,000	1,475	587
1996	3,871,599	9,920	2,161	55.82	21.78	55,000	1,428	557
1997	3,826,373	10,081	2,116	55.30	20.99	53,000	1,374	522
1998	3,879,450	10,283	2,294	59.13	22.31	49,000	1,262	476
1999	4,152,433	10,584	2,483	59.80	23.46	50,000	1,204	472
2000	4,346,068	10,469	2,897	66.66	27.67	58,000	1,328	551
2001	4,903,056	9,529	3,181	64.88	33.38	60,000	1,229	632

\*Injury data not available before 1988.

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

**Figure 7**  
**Motorcycle Occupant Fatality and Injury Rates**  
**per 100 Million Vehicle Miles Traveled, 1975-2001**



**Table 11**  
**Persons Killed or Injured in Crashes Involving a Large Truck**  
**by Person Type and Crash Type, 1975-2001**

Year	Person Type					Total
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonmotorists	
	Single Vehicle	Multiple Vehicle	Total			
<b>Killed</b>						
1975	643	318	961	3,106	416	4,483
1976	774	358	1,132	3,384	492	5,008
1977	884	403	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	451	219	670	4,013	461	5,144
1995	425	223	648	3,846	424	4,918
1996	412	209	621	4,087	434	5,142
1997	499	224	723	4,223	452	5,398
1998	486	256	742	4,215	438	5,395
1999	480	279	759	4,180	441	5,380
2000	484	270	754	4,114	414	5,282
2001	471	233	704	3,940	438	5,082
<b>Injured</b>						
1988	17,000	20,000	37,000	89,000	4,000	130,000
1989	20,000	23,000	43,000	111,000	2,000	156,000
1990	16,000	26,000	42,000	106,000	2,000	150,000
1991	13,000	15,000	28,000	80,000	2,000	110,000
1992	13,000	20,000	34,000	102,000	3,000	139,000
1993	13,000	19,000	32,000	95,000	6,000	133,000
1994	11,000	19,000	30,000	99,000	3,000	133,000
1995	15,000	15,000	30,000	84,000	2,000	117,000
1996	15,000	18,000	33,000	95,000	3,000	130,000
1997	14,000	17,000	31,000	98,000	2,000	131,000
1998	14,000	14,000	29,000	97,000	2,000	127,000
1999	15,000	18,000	33,000	105,000	4,000	142,000
2000	16,000	14,000	31,000	106,000	3,000	140,000
2001	13,000	16,000	29,000	99,000	3,000	131,000

**Table 12**  
**Nonmotorist Fatality and Injury Rates per Population by Age Group, 1975-2001**

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
<b>Fatality Rate per 100,000 Population</b>												
1975	3.64	5.99	3.89	3.79	2.98	2.39	2.75	3.17	3.66	6.05	10.76	<b>3.99</b>
1976	3.52	5.63	3.71	3.72	3.04	2.43	2.62	3.30	3.60	5.58	10.12	<b>3.87</b>
1977	2.99	5.35	3.68	3.98	3.18	2.68	2.66	3.20	4.05	5.80	10.57	<b>3.97</b>
1978	3.14	5.45	3.76	4.04	3.51	2.90	2.78	3.33	3.77	5.36	8.93	<b>3.96</b>
1979	2.87	5.16	3.68	4.51	4.01	3.14	2.99	3.34	3.68	5.50	9.17	<b>4.08</b>
1980	2.67	4.68	3.64	4.45	4.34	3.17	2.80	3.39	3.69	5.00	9.89	<b>4.03</b>
1981	2.14	4.44	3.27	4.20	4.18	3.36	2.82	3.22	3.42	4.88	8.74	<b>3.87</b>
1982	2.15	3.89	3.07	4.11	4.27	3.06	3.00	3.05	3.05	4.45	7.41	<b>3.58</b>
1983	2.03	3.69	3.05	3.67	3.83	2.91	2.46	2.80	3.12	3.77	7.37	<b>3.31</b>
1984	1.92	3.61	3.13	3.55	3.63	2.95	2.58	2.93	3.34	4.01	7.64	<b>3.38</b>
1985	2.05	3.67	3.01	3.31	3.38	2.71	2.65	2.69	3.36	3.90	7.35	<b>3.27</b>
1986	1.89	3.58	3.22	3.45	3.54	2.93	2.51	2.98	2.86	3.64	7.34	<b>3.27</b>
1987	1.66	3.63	3.24	3.12	3.39	2.83	2.69	2.88	3.14	3.79	7.20	<b>3.23</b>
1988	1.69	3.65	2.88	2.92	3.37	2.94	2.70	2.77	3.04	3.94	7.70	<b>3.24</b>
1989	1.54	3.06	2.53	2.58	2.90	3.00	2.73	2.61	3.18	3.49	7.10	<b>3.04</b>
1990	1.60	2.65	2.34	2.53	2.84	2.97	2.77	2.63	3.09	3.67	6.97	<b>2.99</b>
1991	1.43	2.40	2.39	2.45	2.86	2.65	2.36	2.44	2.67	3.08	5.93	<b>2.68</b>
1992	1.29	2.25	2.06	2.20	2.21	2.38	2.39	2.41	2.56	3.10	5.42	<b>2.50</b>
1993	1.35	2.19	2.23	2.06	2.25	2.63	2.51	2.25	2.52	2.95	5.47	<b>2.55</b>
1994	1.31	2.20	2.10	2.01	2.22	2.34	2.46	2.35	2.41	2.82	5.50	<b>2.46</b>
1995	1.12	2.02	2.08	2.02	2.38	2.41	2.60	2.38	2.50	2.97	5.21	<b>2.48</b>
1996	1.22	1.87	1.93	1.98	2.38	2.17	2.49	2.40	2.63	2.94	4.76	<b>2.40</b>
1997	0.97	1.73	1.83	2.11	2.15	2.22	2.47	2.39	2.53	2.99	4.57	<b>2.35</b>
1998	0.96	1.42	1.62	1.88	2.12	2.06	2.46	2.41	2.61	2.74	4.68	<b>2.26</b>
1999	0.94	1.45	1.54	1.76	2.01	1.88	2.41	2.26	2.35	2.78	4.14	<b>2.14</b>
2000	0.88	1.17	1.39	1.59	1.76	1.75	2.28	2.30	2.23	2.40	3.84	<b>1.99</b>
2001	*	*	*	*	*	*	*	*	*	*	*	<b>2.01</b>
<b>Injury Rate per 100,000 Population</b>												
1988	35	178	195	116	117	74	45	38	35	25	45	<b>79</b>
1989	32	179	198	127	96	69	53	43	42	33	39	<b>79</b>
1990	34	139	181	128	109	76	52	37	26	29	38	<b>75</b>
1991	26	138	157	96	91	70	41	37	31	31	29	<b>66</b>
1992	33	120	165	93	98	57	45	35	29	30	27	<b>63</b>
1993	27	116	170	93	95	66	49	45	26	27	38	<b>66</b>
1994	24	112	151	119	88	60	47	36	33	24	29	<b>63</b>
1995	33	104	160	93	87	62	52	27	22	30	26	<b>62</b>
1996	31	91	156	87	80	57	38	36	26	26	22	<b>57</b>
1997	27	93	132	75	67	51	50	34	29	29	22	<b>55</b>
1998	19	77	121	70	68	49	40	33	25	21	17	<b>48</b>
1999	20	85	129	70	58	56	38	38	26	27	22	<b>51</b>
2000	18	101	94	66	75	54	41	31	29	21	20	<b>48</b>
2001	*	*	*	*	*	*	*	*	*	*	*	<b>46</b>

\*Population data by age not available for 2001.

Note: Population estimates for historical years are periodically revised by the U.S. Census Bureau.

**Table 13**  
**Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-2001**

Year	BAC = 0.00		BAC = 0.01-0.07		BAC = 0.08+		Total Number	Total Fatalities in Alcohol-Related Crashes	
	Number	Percent	Number	Percent	Number	Percent		Number	Percent
1982	17,773	40	2,927	7	23,246	53	43,945	26,172	60
1983	17,954	42	2,594	6	22,041	52	42,589	24,635	58
1984	19,495	44	3,046	7	21,715	49	44,257	24,762	56
1985	20,658	47	3,081	7	20,086	46	43,825	23,167	53
1986	21,070	46	3,546	8	21,471	47	46,087	25,017	54
1987	22,297	48	3,398	7	20,696	45	46,390	24,093	52
1988	23,254	49	3,234	7	20,599	44	47,087	23,833	51
1989	23,159	51	2,893	6	19,531	43	45,582	22,424	49
1990	22,012	49	2,980	7	19,607	44	44,599	22,587	51
1991	21,349	51	2,560	6	17,599	42	41,508	20,159	49
1992	20,960	53	2,443	6	15,847	40	39,250	18,290	47
1993	22,242	55	2,361	6	15,547	39	40,150	17,908	45
1994	23,409	57	2,322	6	14,985	37	40,716	17,308	43
1995	24,085	58	2,490	6	15,242	36	41,817	17,732	42
1996	24,316	58	2,486	6	15,263	36	42,065	17,749	42
1997	25,302	60	2,289	5	14,421	34	42,013	16,711	40
1998	24,828	60	2,465	6	14,207	34	41,501	16,673	40
1999	25,145	60	2,321	6	14,250	34	41,717	16,572	40
2000	24,565	59	2,511	6	14,870	35	41,945	17,380	41
2001	24,668	59	2,515	6	14,933	35	42,116	17,448	41

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

**Figure 8**  
**Proportion of Persons Killed, by Highest Blood Alcohol Concentration (BAC)**  
**in the Crash, 1982-2001**





**Table 14**  
**Persons Killed and Percent Alcohol-Related During Holiday Periods, 1982-2001**

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)	70	600 (3)	72
1983	375 (3)	71	539 (3)	65	620 (3)	70
1984	346 (3)	71	527 (3)	69	223 (1)	66
1985	496 (4)	62	557 (3)	63	689 (4)	62
1986	223 (1)	67	616 (3)	65	611 (3)	70
1987	535 (4)	63	519 (3)	62	556 (3)	60
1988	407 (3)	65	529 (3)	62	631 (3)	63
1989	443 (3)	55	594 (3)	59	748 (4)	60
1990	421 (3)	57	589 (3)	62	268 (1)	65
1991	441 (4)	62	533 (3)	63	718 (4)	58
1992	164 (1)	74	438 (3)	59	535 (3)	58
1993	370 (3)	59	454 (3)	53	525 (3)	55
1994	372 (3)	56	482 (3)	50	519 (3)	52
1995	392 (3)	50	483 (3)	54	661 (4)	50
1996	420 (3)	54	514 (3)	55	627 (4)	49
1997	190 (1)	67	511 (3)	49	508 (3)	51
1998	545 (4)	51	393 (3)	54	479 (3)	52
1999	354 (3)	55	500 (3)	52	509 (3)	46
2000	469 (3)	58	466 (3)	55	717 (4)	49
2001	357 (3)	51	515 (3)	55	206 (1)	62
	Labor Day		Thanksgiving		Christmas	
1982	628 (3)	70	601 (4)	64	458 (3)	65
1983	636 (3)	72	533 (4)	62	352 (3)	65
1984	609 (3)	68	558 (4)	62	643 (4)	68
1985	605 (3)	64	566 (4)	59	152 (1)	66
1986	663 (3)	66	598 (4)	61	508 (4)	61
1987	630 (3)	66	659 (4)	57	409 (3)	59
1988	592 (3)	64	601 (4)	59	511 (3)	60
1989	588 (3)	61	561 (4)	58	553 (3)	62
1990	599 (3)	67	563 (4)	56	567 (4)	53
1991	577 (3)	56	546 (4)	53	135 (1)	52
1992	460 (3)	56	403 (4)	60	410 (3)	52
1993	522 (3)	59	569 (4)	49	402 (3)	56
1994	494 (3)	58	575 (4)	50	455 (3)	51
1995	511 (3)	51	527 (4)	53	358 (3)	50
1996	525 (3)	54	579 (4)	48	166 (1)	53
1997	507 (3)	52	571 (4)	41	480 (4)	45
1998	464 (3)	52	602 (4)	50	364 (3)	52
1999	485 (3)	48	581 (4)	46	485 (3)	50
2000	529 (3)	54	509 (4)	53	442 (3)	51
2001	482 (3)	52	585 (4)	48	601 (4)	47

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

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

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

\*\*\*No data available.

**Table 15**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-2001**

Year	Day*			Night*			Total Drivers		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = 0.01+	BAC = 0.08+		BAC = 0.01+	BAC = 0.08+		BAC = 0.01+	BAC = 0.08+
1982	23,725	19	15	32,085	57	49	56,029	41	35
1983	24,381	18	15	30,037	57	50	54,656	39	34
1984	26,415	17	14	30,775	55	47	57,512	38	32
1985	27,578	16	12	30,008	52	44	57,883	35	29
1986	28,434	16	13	31,543	53	45	60,335	36	30
1987	29,227	15	12	31,854	51	43	61,442	34	28
1988	30,196	14	11	31,715	50	43	62,253	33	28
1989	29,953	13	11	30,170	49	42	60,435	31	27
1990	28,797	14	11	29,778	51	44	58,893	33	28
1991	26,829	13	10	27,249	49	43	54,391	31	27
1992	26,236	12	10	25,380	47	40	51,901	30	25
1993	27,770	11	9	25,355	46	39	53,401	28	24
1994	29,134	11	9	25,112	44	38	54,549	27	23
1995	30,066	11	9	25,755	43	37	56,164	26	22
1996	30,672	11	8	25,758	43	37	56,762	26	22
1997	30,979	10	8	25,368	41	35	56,688	24	20
1998	31,389	10	8	24,879	42	36	56,604	24	20
1999	31,212	10	8	24,968	41	35	56,502	24	20
2000	31,236	11	8	25,710	43	37	57,280	26	21
2001	31,564	11	8	25,611	43	37	57,480	26	21

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

**Table 16**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Sex, 1982-2001**

Year	Male			Female		
	Total	Percent		Total	Percent	
		BAC = 0.01+	BAC = 0.08+		BAC = 0.01+	BAC = 0.08+
1982	44,370	44	38	10,675	27	22
1983	42,812	43	37	10,958	25	22
1984	44,723	41	35	11,907	25	20
1985	44,846	38	32	12,142	22	18
1986	46,653	40	33	12,744	22	17
1987	46,884	37	32	13,614	21	17
1988	47,402	37	31	13,951	20	16
1989	45,448	35	30	14,054	19	16
1990	44,281	37	32	13,726	20	16
1991	40,731	35	30	12,825	19	16
1992	38,598	33	28	12,596	18	15
1993	39,556	32	27	13,082	17	14
1994	40,233	30	26	13,567	17	14
1995	41,235	30	25	14,184	16	13
1996	41,199	29	25	14,792	16	13
1997	40,954	28	24	14,954	15	12
1998	40,816	28	23	15,089	15	12
1999	41,012	28	23	14,835	14	12
2000	41,795	29	24	14,790	16	13
2001	41,711	29	24	14,867	16	13

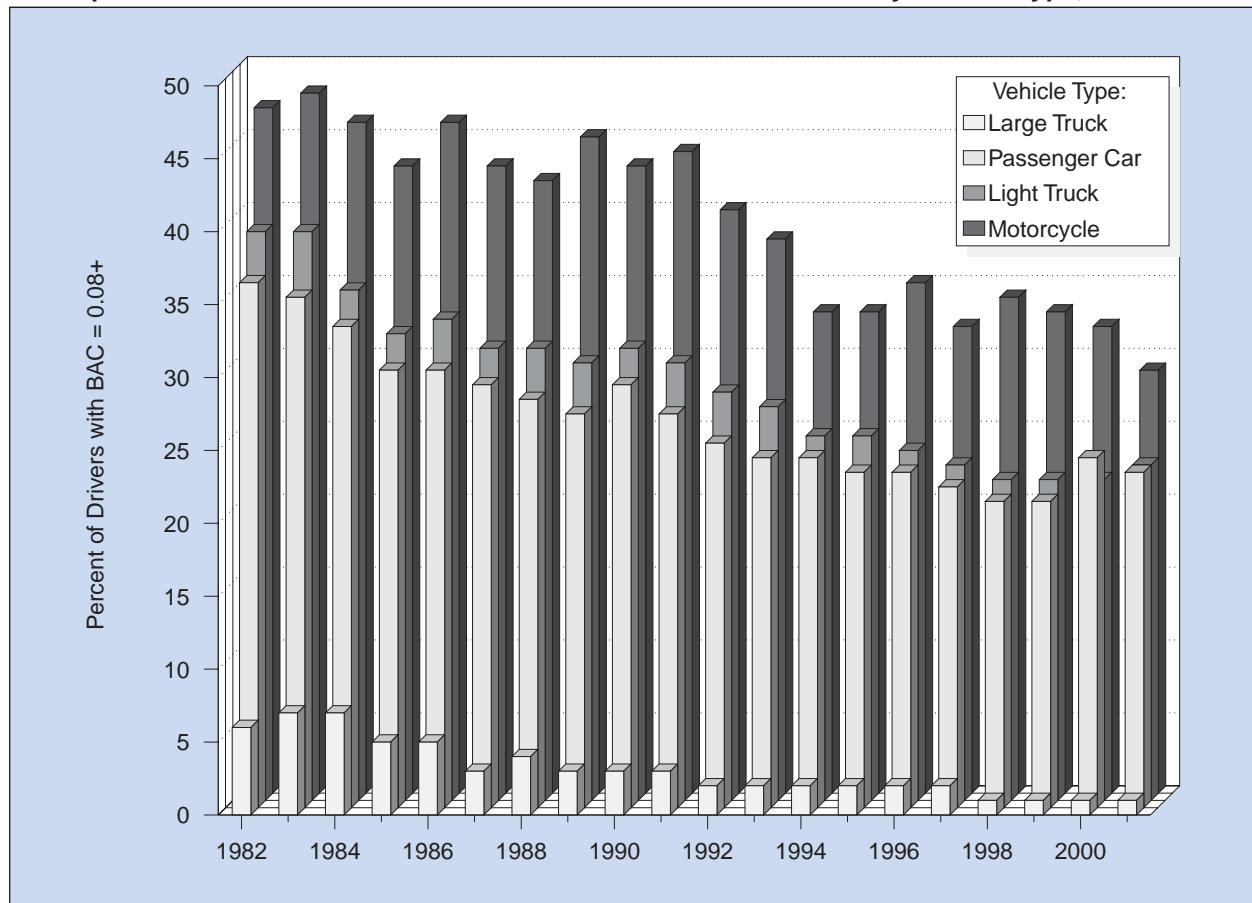
Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 17**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Vehicle Type, 1982-2001**

Year	Passenger Car			Light Truck			Large Truck			Motorcycle		
	Total	Percent		Total	Percent		Total	Percent		Total	Percent	
		BAC = 0.01+	BAC = 0.08+		BAC = 0.01+	BAC = 0.08+		BAC = 0.01+	BAC = 0.08+		BAC = 0.01+	BAC = 0.08+
1982	34,121	42	36	11,199	44	39	4,582	10	6	4,490	55	47
1983	33,069	40	35	11,017	43	39	4,790	10	7	4,288	57	48
1984	34,395	39	33	11,866	41	35	5,056	9	7	4,650	55	46
1985	34,071	36	30	12,372	37	32	5,091	7	5	4,598	53	43
1986	35,959	36	30	13,208	38	33	5,015	7	5	4,558	56	46
1987	36,371	35	29	14,407	37	31	5,046	5	3	4,061	51	43
1988	36,769	34	28	15,167	37	31	5,141	6	4	3,704	51	42
1989	35,204	32	27	15,579	35	30	4,903	4	3	3,182	53	45
1990	33,893	34	29	15,501	36	31	4,709	5	3	3,269	52	43
1991	31,102	31	27	14,702	35	30	4,291	4	3	2,816	52	44
1992	29,670	30	25	14,540	33	28	3,980	3	2	2,435	49	40
1993	30,060	28	24	15,207	31	27	4,271	4	2	2,471	45	38
1994	30,103	28	24	16,235	29	25	4,592	3	2	2,330	41	33
1995	30,773	27	23	17,483	29	25	4,410	4	2	2,262	42	33
1996	30,449	27	23	18,049	28	24	4,683	3	2	2,173	44	35
1997	29,896	26	22	18,502	26	23	4,859	3	2	2,159	41	32
1998	28,907	26	21	19,247	26	22	4,905	2	1	2,333	41	34
1999	27,878	25	21	19,865	26	22	4,868	3	1	2,528	40	33
2000	27,661	28	24	20,393	26	22	4,948	3	1	2,971	40	32
2001	27,287	27	23	20,595	27	23	4,749	2	1	3,245	37	29

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

**Figure 9**  
**Proportion of Drivers Involved in Fatal Crashes with BAC = 0.08+ by Vehicle Type, 1982-2001**

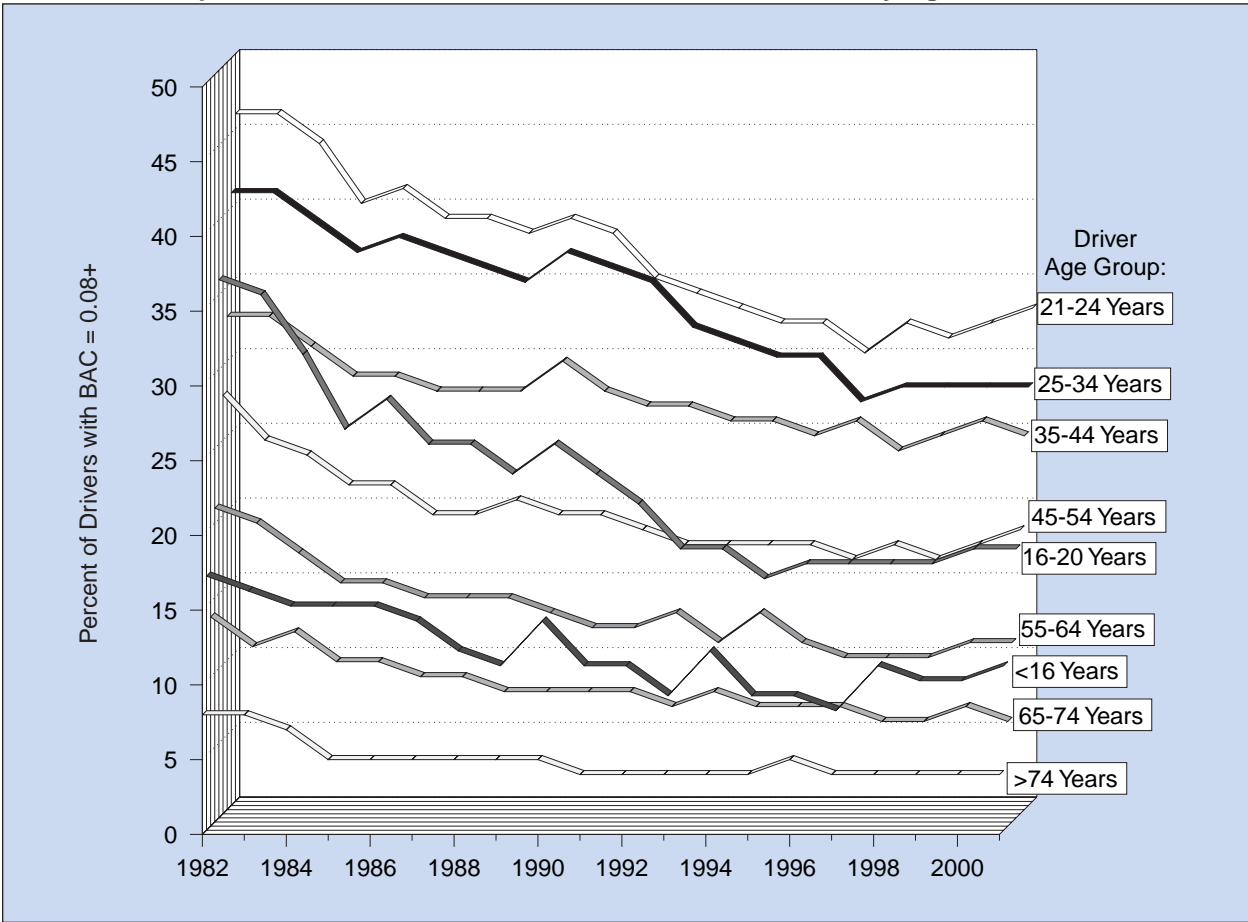


**Table 18**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2001**

Year	Age									
	<16 Years			16-20 Years			21-24 Years			
	Total	Percent		Total	Percent		Total	Percent		
		BAC = 0.01+	BAC = 0.08+		BAC = 0.01+	BAC = 0.08+		BAC = 0.01+	BAC = 0.08+	
1982	412	20	17	9,858	45	36	9,018	53	46	
1983	416	19	16	9,334	43	35	8,432	53	46	
1984	446	20	15	9,804	40	31	8,963	52	44	
1985	479	21	15	9,386	35	26	9,046	47	40	
1986	504	22	15	10,163	37	28	9,129	49	41	
1987	469	20	14	9,910	33	25	8,808	47	39	
1988	448	17	12	10,171	33	25	8,555	47	39	
1989	402	15	11	9,442	30	23	7,723	45	38	
1990	409	19	14	8,821	33	25	7,195	46	39	
1991	364	18	11	8,002	30	23	6,748	45	38	
1992	350	18	11	7,192	27	21	6,323	42	35	
1993	383	14	9	7,256	24	18	6,406	40	34	
1994	397	16	12	7,723	24	18	6,291	39	33	
1995	410	14	9	7,725	21	16	6,263	38	32	
1996	413	13	9	7,803	23	17	6,170	38	32	
1997	345	11	8	7,719	22	17	5,705	36	30	
1998	361	15	11	7,767	22	17	5,613	37	32	
1999	333	13	10	7,985	22	17	5,639	38	31	
2000	320	15	10	8,024	24	18	5,950	38	32	
2001	290	15	11	7,963	23	18	6,016	39	33	
		<b>25-34 Years</b>		<b>35-44 Years</b>			<b>45-54 Years</b>			
1982	14,787	46	41	7,984	38	33	4,980	32	28	
1983	14,470	46	41	8,068	37	33	4,992	29	25	
1984	15,233	44	39	8,563	35	31	5,084	28	24	
1985	15,257	42	37	8,892	32	29	5,150	26	22	
1986	16,179	43	38	9,240	33	29	5,077	26	22	
1987	16,562	43	37	9,778	32	28	5,470	23	20	
1988	16,398	42	36	10,077	32	28	5,761	23	20	
1989	15,928	40	35	10,106	32	28	6,038	24	21	
1990	15,764	43	37	10,177	33	30	5,867	24	20	
1991	14,151	41	36	9,482	32	28	5,458	23	20	
1992	13,049	40	35	9,284	31	27	5,672	22	19	
1993	13,038	37	32	9,738	30	27	5,970	21	18	
1994	12,891	36	31	9,951	29	26	6,493	21	18	
1995	13,048	35	30	10,677	30	26	6,815	21	18	
1996	12,842	34	30	10,914	29	25	7,091	21	18	
1997	12,453	32	27	10,904	29	26	7,522	20	17	
1998	11,925	32	28	11,241	28	24	7,690	21	18	
1999	11,763	32	28	11,059	28	25	7,708	20	17	
2000	11,739	33	28	11,132	30	26	8,234	22	18	
2001	11,534	33	28	11,201	30	25	8,307	22	19	
		<b>55-64 Years</b>			<b>65-74 Years</b>			<b>&gt;74 Years</b>		
1982	3,941	25	21	2,343	17	14	1,551	11	8	
1983	3,862	23	20	2,434	14	12	1,592	10	8	
1984	4,059	22	18	2,620	16	13	1,696	10	7	
1985	4,112	19	16	2,650	14	11	1,829	8	5	
1986	4,019	20	16	2,844	14	11	2,037	8	5	
1987	4,223	18	15	2,987	13	10	2,091	7	5	
1988	4,320	18	15	3,079	14	10	2,297	8	5	
1989	4,202	17	15	3,107	12	9	2,324	7	5	
1990	4,068	17	14	3,161	12	9	2,340	8	5	
1991	3,695	16	13	3,017	12	9	2,454	7	4	
1992	3,688	16	13	3,024	12	9	2,450	6	4	
1993	3,824	17	14	3,031	10	8	2,817	7	4	
1994	3,828	15	12	3,194	11	9	2,867	6	4	
1995	4,079	16	14	3,251	10	8	2,989	6	4	
1996	4,215	15	12	3,306	11	8	3,051	6	5	
1997	4,394	14	11	3,401	10	8	3,314	6	4	
1998	4,478	14	11	3,399	9	7	3,291	6	4	
1999	4,608	14	11	3,251	10	7	3,346	6	4	
2000	4,766	15	12	3,134	11	8	3,147	6	4	
2001	4,698	14	12	3,140	10	7	3,281	6	4	

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

Figure 10  
Proportion of Drivers in Fatal Crashes with BAC = 0.08+ by Age, 1982-2001



**Table 19**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-2001**

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	BAC = 0.00	BAC = 0.01-0.07	BAC = 0.08+	Total	BAC = 0.00	BAC = 0.01-0.07	BAC = 0.08+	Total	BAC = 0.00	BAC = 0.01-0.07	BAC = 0.08+	Total
1982	22,187	1,615	7,537	31,339	11,015	1,537	12,139	24,690	33,202	3,152	19,676	56,029
1983	21,885	1,410	7,223	30,518	11,189	1,406	11,543	24,138	33,074	2,816	18,765	54,656
1984	23,367	1,620	6,936	31,923	12,476	1,614	11,499	25,589	35,843	3,234	18,435	57,512
1985	24,921	1,451	6,174	32,546	12,960	1,692	10,685	25,337	37,880	3,143	16,860	57,883
1986	25,265	1,758	6,681	33,705	13,343	1,878	11,409	26,630	38,608	3,636	18,091	60,335
1987	26,570	1,612	6,426	34,609	14,053	1,722	11,058	26,833	40,624	3,334	17,484	61,442
1988	27,270	1,565	6,165	35,000	14,418	1,732	11,103	27,253	41,688	3,297	17,268	62,253
1989	27,193	1,301	5,552	34,046	14,246	1,507	10,637	26,389	41,438	2,808	16,189	60,435
1990	25,582	1,469	6,092	33,143	13,858	1,497	10,395	25,750	39,440	2,966	16,487	58,893
1991	24,157	1,245	5,059	30,461	13,138	1,307	9,485	23,930	37,295	2,552	14,544	54,391
1992	23,678	1,172	4,467	29,317	12,906	1,226	8,452	22,584	36,584	2,398	12,919	51,901
1993	24,858	1,147	4,254	30,259	13,652	1,168	8,322	23,142	38,510	2,315	12,576	53,401
1994	25,331	1,078	4,449	30,858	14,612	1,166	7,913	23,691	39,943	2,244	12,362	54,549
1995	26,633	1,082	4,059	31,774	14,841	1,242	8,307	24,390	41,474	2,324	12,366	56,164
1996	27,035	1,130	4,155	32,320	15,076	1,224	8,142	24,442	42,111	2,354	12,297	56,762
1997	27,258	1,027	3,736	32,021	15,670	1,154	7,843	24,667	42,929	2,180	11,579	56,688
1998	27,026	1,108	3,727	31,861	15,738	1,171	7,834	24,743	42,764	2,279	11,561	56,604
1999	26,733	983	3,529	31,245	16,126	1,213	7,918	25,257	42,858	2,196	11,447	56,502
2000	26,527	1,092	4,094	31,713	16,116	1,285	8,167	25,567	42,643	2,376	12,261	57,280
2001	26,507	1,149	3,985	31,640	16,267	1,265	8,308	25,840	42,774	2,414	12,293	57,480

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

**Table 20**  
**Pedestrians Killed, 14 Years and Older, by Blood Alcohol Concentration (BAC), 1982-2001**

Year	BAC = 0.00		BAC = 0.01-0.07		BAC = 0.08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,132	51	321	5	2,701	44	6,154	100
1983	2,905	51	297	5	2,508	44	5,710	100
1984	3,159	53	283	5	2,465	42	5,907	100
1985	3,072	54	342	6	2,288	40	5,702	100
1986	3,104	54	334	6	2,264	40	5,702	100
1987	3,188	56	344	6	2,183	38	5,715	100
1988	3,364	58	287	5	2,173	37	5,825	100
1989	3,164	56	300	5	2,193	39	5,658	100
1990	3,185	57	260	5	2,150	38	5,595	100
1991	2,862	57	236	5	1,907	38	5,005	100
1992	2,712	56	231	5	1,868	39	4,812	100
1993	2,792	57	199	4	1,869	38	4,860	100
1994	2,782	59	230	5	1,725	36	4,737	100
1995	2,871	59	225	5	1,801	37	4,896	100
1996	2,725	58	209	4	1,800	38	4,734	100
1997	2,889	61	177	4	1,649	35	4,715	100
1998	2,743	59	248	5	1,688	36	4,680	100
1999	2,568	58	194	4	1,657	37	4,419	100
2000	2,535	59	213	5	1,541	36	4,288	100
2001	2,648	60	215	5	1,557	35	4,420	100

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

**Table 21**  
**Drivers of Passenger Cars and Light Trucks in Crashes**  
**by Crash Severity and Restraint Use, 1975-2001**

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Fatal Crashes</b>								
1975	2,583	5.6	29,710	64.3	13,931	30.1	46,224	100.0
1976	2,062	4.5	29,905	64.7	14,239	30.8	46,206	100.0
1977	1,897	3.9	33,011	67.3	14,154	28.8	49,062	100.0
1978	1,882	3.6	37,606	72.3	12,510	24.1	51,998	100.0
1979	1,680	3.2	38,326	73.5	12,123	23.3	52,129	100.0
1980	1,482	2.9	37,889	73.8	11,935	23.3	51,306	100.0
1981	1,488	2.9	38,353	75.6	10,905	21.5	50,746	100.0
1982	1,515	3.3	33,793	74.6	10,012	22.1	45,320	100.0
1983	1,835	4.2	32,332	73.3	9,919	22.5	44,086	100.0
1984	2,756	6.0	32,979	71.3	10,526	22.8	46,261	100.0
1985	6,172	13.3	29,705	64.0	10,566	22.8	46,443	100.0
1986	10,891	22.2	28,778	58.5	9,498	19.3	49,167	100.0
1987	14,474	28.5	28,154	55.4	8,150	16.1	50,778	100.0
1988	16,948	32.6	28,146	54.2	6,842	13.2	51,936	100.0
1989	17,545	34.5	26,764	52.7	6,474	12.7	50,783	100.0
1990	18,340	37.1	24,706	50.0	6,348	12.9	49,394	100.0
1991	18,457	40.3	21,843	47.7	5,504	12.0	45,804	100.0
1992	19,106	43.2	19,836	44.9	5,268	11.9	44,210	100.0
1993	20,932	46.2	19,139	42.3	5,196	11.5	45,267	100.0
1994	22,763	49.1	18,946	40.9	4,629	10.0	46,338	100.0
1995	24,165	50.1	19,428	40.3	4,663	9.7	48,256	100.0
1996	25,207	51.7	18,759	38.5	4,747	9.7	48,713	100.0
1997	25,313	52.3	18,286	37.8	4,799	9.9	48,398	100.0
1998	25,854	53.7	17,601	36.6	4,699	9.8	48,154	100.0
1999	25,498	53.4	17,693	37.1	4,552	9.5	47,743	100.0
2000	26,690	55.5	16,995	35.4	4,369	9.1	48,054	100.0
2001	27,068	56.5	16,455	34.4	4,359	9.1	47,882	100.0
<b>Drivers in Injury Crashes</b>								
1988	2,313,000	62.1	802,000	21.5	609,000	16.4	3,724,000	100.0
1989	2,267,000	62.8	749,000	20.8	592,000	16.4	3,607,000	100.0
1990	2,290,000	64.4	703,000	19.8	563,000	15.8	3,556,000	100.0
1991	2,308,000	68.0	581,000	17.1	505,000	14.9	3,394,000	100.0
1992	2,420,000	71.5	476,000	14.0	490,000	14.5	3,386,000	100.0
1993	2,557,000	73.8	435,000	12.6	475,000	13.7	3,467,000	100.0
1994	2,856,000	77.4	418,000	11.3	416,000	11.3	3,690,000	100.0
1995	3,118,000	79.3	388,000	9.9	425,000	10.8	3,931,000	100.0
1996	3,136,000	79.4	366,000	9.3	445,000	11.3	3,947,000	100.0
1997	3,003,000	79.1	339,000	8.9	452,000	11.9	3,794,000	100.0
1998	2,863,000	79.5	309,000	8.6	428,000	11.9	3,600,000	100.0
1999	2,897,000	80.5	293,000	8.1	409,000	11.4	3,598,000	100.0
2000	2,959,000	82.2	252,000	7.0	390,000	10.8	3,600,000	100.0
2001	2,882,000	82.5	234,000	6.7	376,000	10.8	3,491,000	100.0
<b>Drivers in Property-Damage-Only Crashes</b>								
1988	4,517,000	60.4	1,200,000	16.0	1,763,000	23.6	7,481,000	100.0
1989	4,531,000	62.6	1,015,000	14.0	1,691,000	23.4	7,237,000	100.0
1990	4,499,000	63.4	978,000	13.8	1,616,000	22.8	7,094,000	100.0
1991	4,516,000	67.2	712,000	10.6	1,490,000	22.2	6,718,000	100.0
1992	4,671,000	71.6	508,000	7.8	1,344,000	20.6	6,523,000	100.0
1993	4,986,000	75.0	451,000	6.8	1,209,000	18.2	6,646,000	100.0
1994	5,534,000	77.7	392,000	5.5	1,198,000	16.8	7,124,000	100.0
1995	5,914,000	79.3	356,000	4.8	1,184,000	15.9	7,454,000	100.0
1996	5,960,000	79.2	328,000	4.4	1,241,000	16.5	7,529,000	100.0
1997	5,841,000	78.9	311,000	4.2	1,255,000	16.9	7,406,000	100.0
1998	5,720,000	79.6	268,000	3.7	1,199,000	16.7	7,187,000	100.0
1999	5,637,000	81.3	236,000	3.4	1,058,000	15.3	6,932,000	100.0
2000	5,846,000	82.7	173,000	2.4	1,050,000	14.9	7,069,000	100.0
2001	5,897,000	83.6	161,000	2.3	1,000,000	14.2	7,058,000	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, 1975-2001**

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>								
1975	986	3.2	21,076	68.5	8,723	28.3	<b>30,785</b>	<b>100.0</b>
1976	796	2.5	21,979	69.5	8,829	27.9	<b>31,604</b>	<b>100.0</b>
1977	778	2.4	23,593	72.0	8,387	25.6	<b>32,758</b>	<b>100.0</b>
1978	784	2.2	26,671	76.4	7,443	21.3	<b>34,898</b>	<b>100.0</b>
1979	683	2.0	27,130	77.5	7,173	20.5	<b>34,986</b>	<b>100.0</b>
1980	671	1.9	27,483	78.7	6,781	19.4	<b>34,935</b>	<b>100.0</b>
1981	649	1.9	26,974	80.0	6,103	18.1	<b>33,726</b>	<b>100.0</b>
1982	679	2.3	23,558	79.3	5,452	18.4	<b>29,689</b>	<b>100.0</b>
1983	827	2.8	23,080	79.1	5,274	18.1	<b>29,181</b>	<b>100.0</b>
1984	1,208	4.0	23,299	77.4	5,609	18.6	<b>30,116</b>	<b>100.0</b>
1985	2,391	8.0	22,131	74.0	5,379	18.0	<b>29,901</b>	<b>100.0</b>
1986	4,074	12.6	23,420	72.6	4,767	14.8	<b>32,261</b>	<b>100.0</b>
1987	5,249	15.8	23,799	71.7	4,142	12.5	<b>33,190</b>	<b>100.0</b>
1988	6,210	18.2	24,359	71.4	3,545	10.4	<b>34,114</b>	<b>100.0</b>
1989	6,546	19.5	23,613	70.2	3,455	10.3	<b>33,614</b>	<b>100.0</b>
1990	6,775	20.7	22,547	69.0	3,371	10.3	<b>32,693</b>	<b>100.0</b>
1991	7,332	23.8	20,488	66.6	2,956	9.6	<b>30,776</b>	<b>100.0</b>
1992	7,699	26.1	19,053	64.6	2,733	9.3	<b>29,485</b>	<b>100.0</b>
1993	8,679	28.9	18,553	61.7	2,845	9.5	<b>30,077</b>	<b>100.0</b>
1994	9,620	31.1	18,658	60.4	2,623	8.5	<b>30,901</b>	<b>100.0</b>
1995	10,115	31.6	19,167	59.9	2,709	8.5	<b>31,991</b>	<b>100.0</b>
1996	10,683	32.9	18,881	58.2	2,873	8.9	<b>32,437</b>	<b>100.0</b>
1997	10,961	33.8	18,676	57.6	2,811	8.7	<b>32,448</b>	<b>100.0</b>
1998	11,173	35.0	18,062	56.6	2,664	8.4	<b>31,899</b>	<b>100.0</b>
1999	11,127	34.6	18,363	57.2	2,637	8.2	<b>32,127</b>	<b>100.0</b>
2000	11,733	36.4	17,864	55.4	2,628	8.2	<b>32,225</b>	<b>100.0</b>
2001	11,868	37.2	17,471	54.8	2,571	8.1	<b>31,910</b>	<b>100.0</b>
<b>Occupants Injured</b>								
1988	1,752,000	57.2	912,000	29.8	399,000	13.0	<b>3,063,000</b>	<b>100.0</b>
1989	1,720,000	58.5	863,000	29.4	359,000	12.2	<b>2,942,000</b>	<b>100.0</b>
1990	1,737,000	60.3	820,000	28.4	325,000	11.3	<b>2,882,000</b>	<b>100.0</b>
1991	1,785,000	63.8	725,000	25.9	287,000	10.3	<b>2,797,000</b>	<b>100.0</b>
1992	1,854,000	66.8	622,000	22.4	300,000	10.8	<b>2,776,000</b>	<b>100.0</b>
1993	1,983,000	69.2	589,000	20.6	294,000	10.2	<b>2,866,000</b>	<b>100.0</b>
1994	2,208,000	73.7	564,000	18.8	223,000	7.4	<b>2,995,000</b>	<b>100.0</b>
1995	2,415,000	75.7	549,000	17.2	227,000	7.1	<b>3,192,000</b>	<b>100.0</b>
1996	2,468,000	76.7	520,000	16.1	231,000	7.2	<b>3,220,000</b>	<b>100.0</b>
1997	2,369,000	76.5	475,000	15.3	251,000	8.1	<b>3,095,000</b>	<b>100.0</b>
1998	2,297,000	77.5	437,000	14.7	230,000	7.8	<b>2,964,000</b>	<b>100.0</b>
1999	2,328,000	78.0	420,000	14.1	237,000	7.9	<b>2,984,000</b>	<b>100.0</b>
2000	2,369,000	80.6	369,000	12.6	200,000	6.8	<b>2,938,000</b>	<b>100.0</b>
2001	2,249,000	80.7	324,000	11.6	214,000	7.7	<b>2,787,000</b>	<b>100.0</b>

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





## Chapter 2 ♦ Crashes



## 2. CRASHES

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

- More than 6.3 million police-reported motor vehicle crashes occurred in the United States in 2001. Almost one-third of these crashes resulted in an injury, with less than 1 percent of total crashes (37,795) resulting in a death.
- Midnight to 3 a.m. on Saturdays and Sundays proved to be the deadliest 3-hour periods throughout 2001, with 1,247 and 1,236 fatal crashes, respectively.
- Fifty-seven percent of fatal crashes involved only one vehicle, compared to 29 percent of injury crashes and 30 percent of property-damage-only crashes.
- More than half of fatal crashes occurred on roads with posted speed limits of 55 mph or more, while only 23 percent of property-damage-only crashes occurred on these roads.
- Collision with another motor vehicle in transport was the most common first harmful event for fatal, injury, and property-damage-only crashes. Collisions with fixed objects and noncollisions accounted for only 18 percent of all crashes, but they accounted for 43 percent of fatal crashes.
- Forty-one percent of fatal crashes involved alcohol. For fatal crashes occurring from midnight to 3 a.m., 79 percent involved alcohol.

**Table 23**  
**Crashes and Crash Rates by Month and Crash Severity**

Month	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Rate*	Number	Rate*	Number	Rate*	Number	Rate*
January	2,655	1.27	166,000	79	384,000	184	<b>553,000</b>	<b>265</b>
February	2,471	1.24	144,000	72	336,000	169	<b>482,000</b>	<b>242</b>
March	2,795	1.21	177,000	77	353,000	153	<b>533,000</b>	<b>230</b>
April	2,930	1.27	167,000	72	331,000	143	<b>501,000</b>	<b>217</b>
May	3,272	1.34	183,000	75	345,000	141	<b>531,000</b>	<b>218</b>
June	3,215	1.33	170,000	70	333,000	137	<b>506,000</b>	<b>209</b>
July	3,476	1.40	164,000	66	331,000	133	<b>499,000</b>	<b>200</b>
August	3,523	1.40	173,000	69	347,000	138	<b>524,000</b>	<b>208</b>
September	3,301	1.47	150,000	67	332,000	148	<b>486,000</b>	<b>217</b>
October	3,479	1.45	172,000	72	384,000	160	<b>559,000</b>	<b>233</b>
November	3,349	1.46	164,000	72	403,000	176	<b>571,000</b>	<b>249</b>
December	3,329	1.46	173,000	76	401,000	176	<b>578,000</b>	<b>254</b>
<b>Total</b>	<b>37,795</b>	<b>1.36</b>	<b>2,003,000</b>	<b>72</b>	<b>4,282,000</b>	<b>154</b>	<b>6,323,000</b>	<b>228</b>

\*Crashes per 100 million vehicle miles traveled.

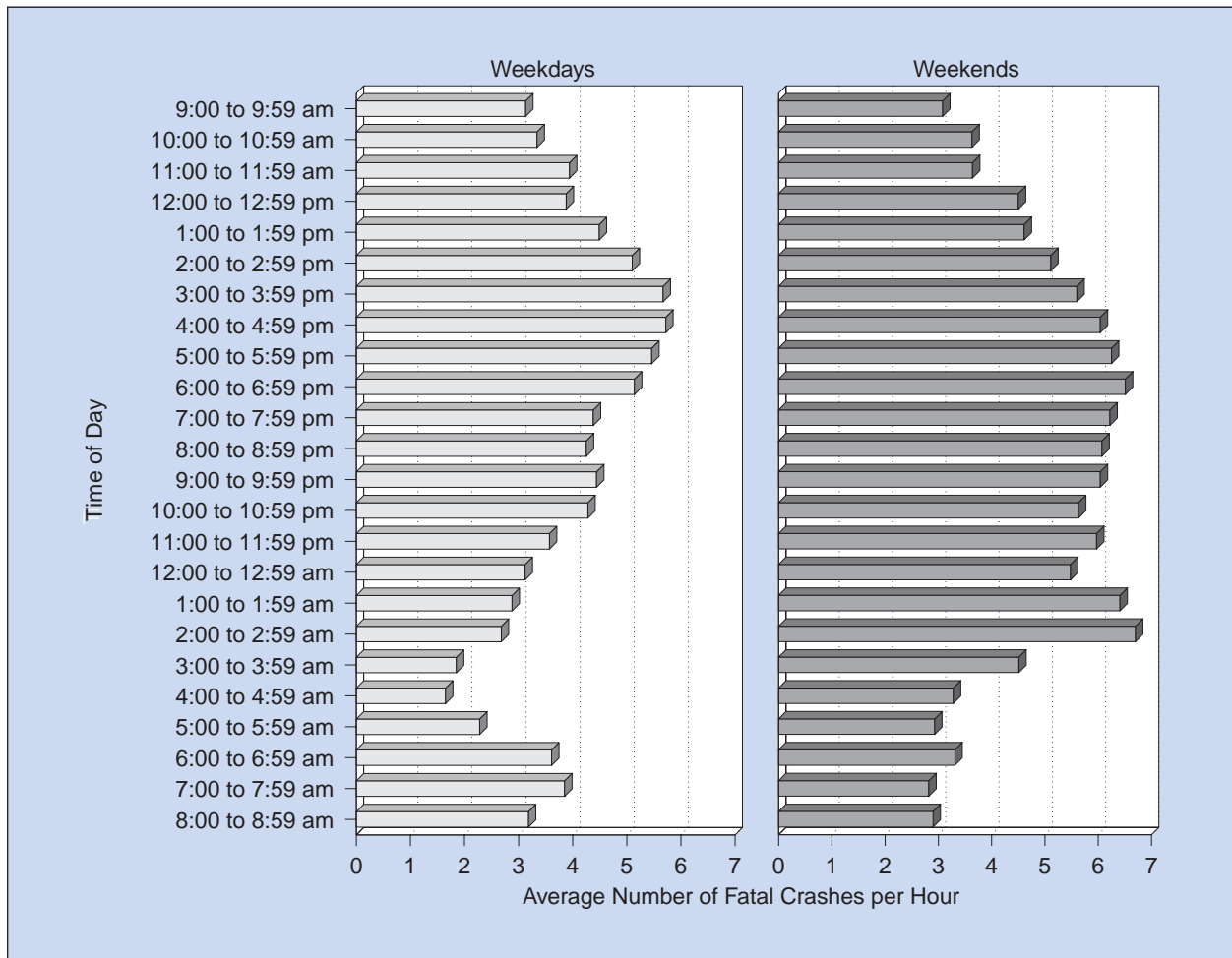
Source: Vehicle miles traveled, Federal Highway Administration, *Traffic Volume Trends* (April 2002).

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

Time of Day	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
<b>Fatal Crashes</b>								
Midnight to 3 am	1,236	436	357	412	446	588	1,247	<b>4,722</b>
3 am to 6 am	703	286	266	273	315	349	694	<b>2,886</b>
6 am to 9 am	409	562	531	524	556	604	530	<b>3,716</b>
9 am to Noon	478	561	535	522	530	568	599	<b>3,793</b>
Noon to 3 pm	713	682	681	676	651	825	765	<b>4,993</b>
3 pm to 6 pm	935	884	868	841	782	1,022	925	<b>6,257</b>
6 pm to 9 pm	901	715	703	693	768	995	1,037	<b>5,812</b>
9 pm to Midnight	591	609	607	628	724	1,111	1,051	<b>5,321</b>
Unknown	68	42	26	28	27	38	49	<b>295</b>
<b>Total</b>	<b>6,034</b>	<b>4,777</b>	<b>4,574</b>	<b>4,597</b>	<b>4,799</b>	<b>6,100</b>	<b>6,897</b>	<b>*37,795</b>
<b>Injury Crashes</b>								
Midnight to 3 am	24,000	10,000	7,000	7,000	10,000	12,000	26,000	<b>97,000</b>
3 am to 6 am	13,000	8,000	7,000	8,000	5,000	9,000	17,000	<b>67,000</b>
6 am to 9 am	15,000	41,000	42,000	40,000	45,000	44,000	20,000	<b>247,000</b>
9 am to Noon	25,000	35,000	39,000	36,000	36,000	45,000	43,000	<b>260,000</b>
Noon to 3 pm	42,000	59,000	56,000	54,000	52,000	61,000	54,000	<b>378,000</b>
3 pm to 6 pm	47,000	75,000	77,000	73,000	80,000	92,000	48,000	<b>492,000</b>
6 pm to 9 pm	36,000	34,000	44,000	43,000	39,000	52,000	43,000	<b>289,000</b>
9 pm to Midnight	21,000	18,000	20,000	22,000	26,000	33,000	31,000	<b>172,000</b>
<b>Total</b>	<b>225,000</b>	<b>280,000</b>	<b>292,000</b>	<b>283,000</b>	<b>293,000</b>	<b>348,000</b>	<b>282,000</b>	<b>2,003,000</b>
<b>Property-Damage-Only Crashes</b>								
Midnight to 3 am	53,000	23,000	19,000	16,000	20,000	24,000	46,000	<b>200,000</b>
3 am to 6 am	26,000	17,000	17,000	15,000	15,000	17,000	25,000	<b>133,000</b>
6 am to 9 am	23,000	101,000	107,000	93,000	92,000	87,000	40,000	<b>543,000</b>
9 am to Noon	45,000	90,000	92,000	82,000	84,000	106,000	88,000	<b>587,000</b>
Noon to 3 pm	84,000	126,000	108,000	125,000	110,000	141,000	109,000	<b>803,000</b>
3 pm to 6 pm	84,000	176,000	167,000	162,000	164,000	198,000	104,000	<b>1,055,000</b>
6 pm to 9 pm	74,000	75,000	89,000	93,000	85,000	108,000	86,000	<b>610,000</b>
9 pm to Midnight	41,000	40,000	38,000	45,000	53,000	71,000	63,000	<b>351,000</b>
<b>Total</b>	<b>430,000</b>	<b>648,000</b>	<b>638,000</b>	<b>632,000</b>	<b>623,000</b>	<b>751,000</b>	<b>561,000</b>	<b>4,282,000</b>
<b>All Crashes</b>								
Midnight to 3 am	78,000	33,000	26,000	24,000	30,000	37,000	74,000	<b>302,000</b>
3 am to 6 am	40,000	26,000	24,000	23,000	21,000	27,000	43,000	<b>204,000</b>
6 am to 9 am	39,000	142,000	149,000	134,000	137,000	131,000	61,000	<b>793,000</b>
9 am to Noon	71,000	126,000	132,000	119,000	120,000	151,000	132,000	<b>851,000</b>
Noon to 3 pm	126,000	186,000	165,000	180,000	163,000	203,000	163,000	<b>1,187,000</b>
3 pm to 6 pm	132,000	252,000	244,000	236,000	245,000	291,000	153,000	<b>1,553,000</b>
6 pm to 9 pm	111,000	110,000	134,000	137,000	124,000	160,000	129,000	<b>906,000</b>
9 pm to Midnight	63,000	59,000	59,000	67,000	80,000	105,000	95,000	<b>528,000</b>
<b>Total</b>	<b>660,000</b>	<b>933,000</b>	<b>934,000</b>	<b>919,000</b>	<b>921,000</b>	<b>1,106,000</b>	<b>850,000</b>	<b>6,323,000</b>

\*Includes 17 fatal crashes that occurred on unknown days.

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



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

Weather Condition	Light Condition				Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	
<b>Fatal Crashes</b>					
Normal	17,192	5,243	9,518	1,306	<b>33,311</b>
Rain	1,381	495	823	121	<b>2,826</b>
Snow/Sleet	347	72	228	42	<b>690</b>
Other	186	89	332	66	<b>677</b>
Unknown	50	12	46	0	<b>291</b>
<b>Total</b>	<b>19,156</b>	<b>5,911</b>	<b>10,947</b>	<b>1,535</b>	<b>*37,795</b>
<b>Injury Crashes</b>					
Normal	1,229,000	261,000	172,000	66,000	<b>1,729,000</b>
Rain	133,000	43,000	24,000	11,000	<b>211,000</b>
Snow/Sleet	24,000	8,000	10,000	2,000	<b>45,000</b>
Other	7,000	3,000	5,000	3,000	<b>18,000</b>
<b>Total</b>	<b>1,394,000</b>	<b>316,000</b>	<b>211,000</b>	<b>82,000</b>	<b>2,003,000</b>
<b>Property-Damage-Only Crashes</b>					
Normal	2,587,000	496,000	406,000	140,000	<b>3,629,000</b>
Rain	302,000	84,000	59,000	28,000	<b>473,000</b>
Snow/Sleet	70,000	28,000	31,000	9,000	<b>138,000</b>
Other	20,000	6,000	12,000	4,000	<b>42,000</b>
<b>Total</b>	<b>2,980,000</b>	<b>615,000</b>	<b>507,000</b>	<b>181,000</b>	<b>4,282,000</b>
<b>All Crashes</b>					
Normal	3,834,000	763,000	587,000	208,000	<b>5,392,000</b>
Rain	436,000	128,000	83,000	39,000	<b>686,000</b>
Snow/Sleet	95,000	36,000	41,000	11,000	<b>184,000</b>
Other	28,000	10,000	17,000	7,000	<b>61,000</b>
<b>Total</b>	<b>4,393,000</b>	<b>937,000</b>	<b>728,000</b>	<b>265,000</b>	<b>6,323,000</b>

\*Includes 246 fatal crashes that occurred under unknown light conditions.

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

Response Time (Minutes)	Time of Crash to EMS Notification		EMS Notification to EMS Arrival		EMS Arrival at Scene to Hospital Arrival		Time of Crash to Hospital Arrival	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Rural Fatal Crashes</b>								
0 to 10	10,460	81.7	7,039	53.6	156	2.7	27	0.5
11 to 20	1,599	12.5	4,611	35.1	1,136	19.8	188	3.4
21 to 30	352	2.7	1,004	7.7	1,375	23.9	650	11.7
31 to 40	131	1.0	300	2.3	1,132	19.7	1,118	20.1
41 to 50	84	0.7	100	0.8	788	13.7	1,187	21.4
51 to 60	57	0.4	26	0.2	448	7.8	878	15.8
61 to 120	123	1.0	43	0.3	709	12.3	1,509	27.2
<b>Total*</b>	<b>12,806</b>	<b>100.0</b>	<b>13,123</b>	<b>100.0</b>	<b>5,744</b>	<b>100.0</b>	<b>5,557</b>	<b>100.0</b>
<b>Urban Fatal Crashes</b>								
0 to 10	6,346	93.8	5,638	87.2	182	6.1	33	1.1
11 to 20	266	3.9	679	10.5	996	33.2	435	14.7
21 to 30	73	1.1	105	1.6	910	30.3	908	30.6
31 to 40	25	0.4	21	0.3	491	16.4	738	24.9
41 to 50	20	0.3	12	0.2	211	7.0	414	13.9
51 to 60	14	0.2	6	0.1	97	3.2	213	7.2
61 to 120	19	0.3	8	0.1	115	3.8	227	7.6
<b>Total*</b>	<b>6,763</b>	<b>100.0</b>	<b>6,469</b>	<b>100.0</b>	<b>3,002</b>	<b>100.0</b>	<b>2,968</b>	<b>100.0</b>

\*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	
<b>Fatal Crashes</b>						
Single Vehicle	6,426	11,711	1,963	1,027	350	<b>21,477</b>
Multiple Vehicle	15,520	285	244	206	63	<b>16,318</b>
<b>Total</b>	<b>21,946</b>	<b>11,996</b>	<b>2,207</b>	<b>1,233</b>	<b>413</b>	<b>37,795</b>
<b>Injury Crashes</b>						
Single Vehicle	165,000	329,000	28,000	37,000	30,000	<b>589,000</b>
Multiple Vehicle	1,397,000	7,000	5,000	3,000	1,000	<b>1,414,000</b>
<b>Total</b>	<b>1,562,000</b>	<b>336,000</b>	<b>33,000</b>	<b>40,000</b>	<b>32,000</b>	<b>2,003,000</b>
<b>Property-Damage-Only Crashes</b>						
Single Vehicle	342,000	543,000	52,000	58,000	302,000	<b>1,297,000</b>
Multiple Vehicle	2,963,000	7,000	5,000	5,000	5,000	<b>2,985,000</b>
<b>Total</b>	<b>3,306,000</b>	<b>550,000</b>	<b>58,000</b>	<b>62,000</b>	<b>307,000</b>	<b>4,282,000</b>
<b>All Crashes</b>						
Single Vehicle	513,000	883,000	83,000	95,000	333,000	<b>1,907,000</b>
Multiple Vehicle	4,376,000	14,000	10,000	8,000	6,000	<b>4,416,000</b>
<b>Total</b>	<b>4,890,000</b>	<b>898,000</b>	<b>93,000</b>	<b>104,000</b>	<b>339,000</b>	<b>6,323,000</b>

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

Relation to Junction	Traffic Control Device				Total
	None	Traffic Signal	Stop Sign	Other/Unknown	
<b>Fatal Crashes</b>					
Nonjunction	25,974	76	238	1,052	<b>27,340</b>
Junction:					
Intersection	1,684	2,282	2,832	195	<b>6,993</b>
Intersection Related	639	522	286	50	<b>1,497</b>
Other/Unknown	1,369	45	52	499	<b>1,965</b>
<b>Total</b>	<b>29,666</b>	<b>2,925</b>	<b>3,408</b>	<b>1,796</b>	<b>37,795</b>
<b>Injury Crashes</b>					
Nonjunction	728,000	2,000	1,000	45,000	<b>776,000</b>
Junction:					
Intersection	100,000	279,000	196,000	17,000	<b>592,000</b>
Intersection Related	124,000	198,000	35,000	22,000	<b>378,000</b>
Other/Unknown	201,000	14,000	14,000	26,000	<b>256,000</b>
<b>Total</b>	<b>1,153,000</b>	<b>493,000</b>	<b>247,000</b>	<b>110,000</b>	<b>2,003,000</b>
<b>Property-Damage-Only Crashes</b>					
Nonjunction	1,749,000	5,000	1,000	113,000	<b>1,868,000</b>
Junction:					
Intersection	165,000	361,000	281,000	40,000	<b>847,000</b>
Intersection Related	266,000	447,000	124,000	58,000	<b>895,000</b>
Other/Unknown	513,000	44,000	35,000	80,000	<b>672,000</b>
<b>Total</b>	<b>2,694,000</b>	<b>857,000</b>	<b>441,000</b>	<b>291,000</b>	<b>4,282,000</b>
<b>All Crashes</b>					
Nonjunction	2,504,000	7,000	2,000	160,000	<b>2,672,000</b>
Junction:					
Intersection	267,000	642,000	480,000	57,000	<b>1,446,000</b>
Intersection Related	391,000	646,000	159,000	79,000	<b>1,275,000</b>
Other/Unknown	715,000	58,000	50,000	107,000	<b>930,000</b>
<b>Total</b>	<b>3,877,000</b>	<b>1,353,000</b>	<b>691,000</b>	<b>402,000</b>	<b>6,323,000</b>

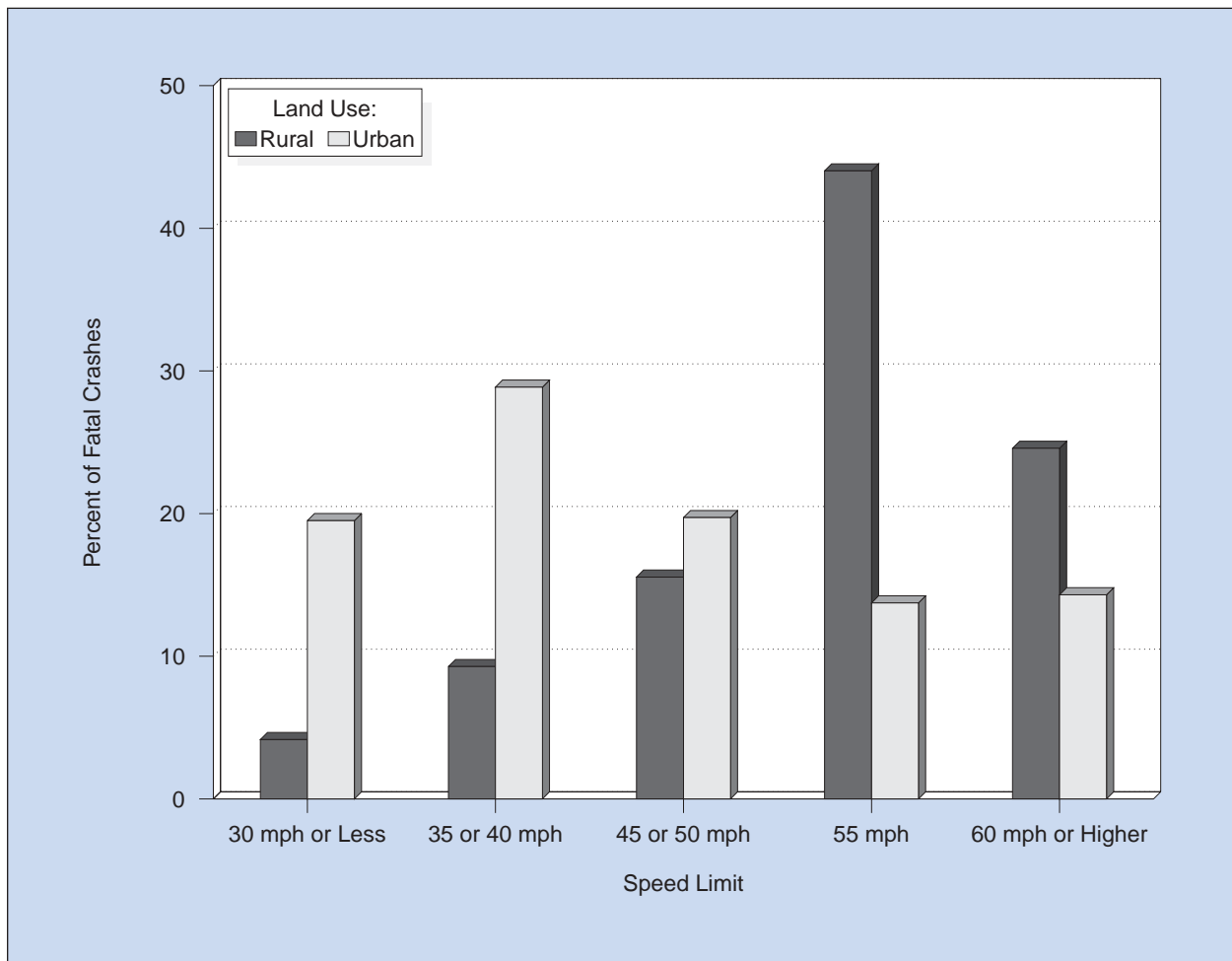
**Table 29**  
**Crashes by Speed Limit, Crash Type, and Crash Severity**

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
30 mph or less	2,792	13.0	1,138	7.0	<b>3,930</b>	<b>10.4</b>
35 or 40 mph	3,871	18.0	2,708	16.6	<b>6,579</b>	<b>17.4</b>
45 or 50 mph	3,479	16.2	3,281	20.1	<b>6,760</b>	<b>17.9</b>
55 mph	6,236	29.0	5,562	34.1	<b>11,798</b>	<b>31.2</b>
60 mph or higher	4,253	19.8	3,292	20.2	<b>7,545</b>	<b>20.0</b>
No Statutory Limit	107	0.5	13	0.1	<b>120</b>	<b>0.3</b>
Unknown	739	3.4	324	2.0	<b>1,063</b>	<b>2.8</b>
<b>Total</b>	<b>21,477</b>	<b>100.0</b>	<b>16,318</b>	<b>100.0</b>	<b>37,795</b>	<b>100.0</b>
<b>Injury Crashes</b>						
30 mph or less	161,000	27.3	281,000	19.9	<b>442,000</b>	<b>22.1</b>
35 or 40 mph	131,000	22.2	577,000	40.8	<b>708,000</b>	<b>35.3</b>
45 or 50 mph	84,000	14.3	305,000	21.6	<b>389,000</b>	<b>19.4</b>
55 mph	130,000	22.0	153,000	10.8	<b>283,000</b>	<b>14.1</b>
60 mph or higher	81,000	13.7	96,000	6.8	<b>177,000</b>	<b>8.8</b>
No Statutory Limit	3,000	0.4	2,000	0.1	<b>4,000</b>	<b>0.2</b>
<b>Total</b>	<b>589,000</b>	<b>100.0</b>	<b>1,414,000</b>	<b>100.0</b>	<b>2,003,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
30 mph or less	415,000	32.0	758,000	25.4	<b>1,173,000</b>	<b>27.4</b>
35 or 40 mph	221,000	17.0	1,074,000	36.0	<b>1,295,000</b>	<b>30.2</b>
45 or 50 mph	169,000	13.0	654,000	21.9	<b>823,000</b>	<b>19.2</b>
55 mph	334,000	25.7	282,000	9.4	<b>615,000</b>	<b>14.4</b>
60 mph or higher	153,000	11.8	213,000	7.1	<b>366,000</b>	<b>8.5</b>
No Statutory Limit	6,000	0.4	5,000	0.2	<b>10,000</b>	<b>0.2</b>
<b>Total</b>	<b>1,297,000</b>	<b>100.0</b>	<b>2,985,000</b>	<b>100.0</b>	<b>4,282,000</b>	<b>100.0</b>
<b>All Crashes</b>						
30 mph or less	579,000	30.3	1,040,000	23.6	<b>1,619,000</b>	<b>25.6</b>
35 or 40 mph	356,000	18.6	1,654,000	37.5	<b>2,009,000</b>	<b>31.8</b>
45 or 50 mph	257,000	13.5	963,000	21.8	<b>1,219,000</b>	<b>19.3</b>
55 mph	469,000	24.6	440,000	10.0	<b>910,000</b>	<b>14.4</b>
60 mph or higher	238,000	12.5	312,000	7.1	<b>550,000</b>	<b>8.7</b>
No Statutory Limit	8,000	0.4	6,000	0.1	<b>15,000</b>	<b>0.2</b>
<b>Total</b>	<b>1,907,000</b>	<b>100.0</b>	<b>4,416,000</b>	<b>100.0</b>	<b>6,323,000</b>	<b>100.0</b>

**Table 30**  
**Fatal Crashes by Speed Limit and Land Use**

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	894	22.7	2,776	70.6	260	6.6	<b>3,930</b>	<b>100.0</b>
35 or 40 mph	1,993	30.3	4,107	62.4	479	7.3	<b>6,579</b>	<b>100.0</b>
45 or 50 mph	3,340	49.4	2,806	41.5	614	9.1	<b>6,760</b>	<b>100.0</b>
55 mph	9,457	80.2	1,955	16.6	386	3.3	<b>11,798</b>	<b>100.0</b>
60 mph or higher	5,280	70.0	2,036	27.0	229	3.0	<b>7,545</b>	<b>100.0</b>
No Statutory Limit	105	87.5	12	10.0	3	2.5	<b>120</b>	<b>100.0</b>
Unknown	414	38.9	539	50.7	110	10.3	<b>1,063</b>	<b>100.0</b>
<b>Total</b>	<b>21,483</b>	<b>56.8</b>	<b>14,231</b>	<b>37.7</b>	<b>2,081</b>	<b>5.5</b>	<b>37,795</b>	<b>100.0</b>

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



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

Number of Lanes	Trafficway Flow				Total
	Not Divided	Divided	One-Way	Unknown	
<b>Fatal Crashes</b>					
One Lane	14	110	76	4	<b>204</b>
Two Lanes	21,441	7,017	169	17	<b>28,644</b>
Three Lanes	348	2,251	89	14	<b>2,702</b>
Four Lanes	1,840	2,298	29	4	<b>4,171</b>
More Than Four	268	780	11	4	<b>1,063</b>
Unknown	226	219	18	548	<b>1,011</b>
<b>Total</b>	<b>24,137</b>	<b>12,675</b>	<b>392</b>	<b>591</b>	<b>37,795</b>
<b>Injury Crashes</b>					
One Lane	2,000	9,000	23,000	1,000	<b>35,000</b>
Two Lanes	633,000	213,000	16,000	19,000	<b>881,000</b>
Three Lanes	54,000	151,000	11,000	5,000	<b>221,000</b>
Four Lanes	139,000	89,000	8,000	3,000	<b>239,000</b>
More Than Four	145,000	43,000	3,000	2,000	<b>192,000</b>
Unknown	96,000	45,000	9,000	285,000	<b>436,000</b>
<b>Total</b>	<b>1,069,000</b>	<b>549,000</b>	<b>69,000</b>	<b>314,000</b>	<b>2,003,000</b>
<b>Property-Damage-Only Crashes</b>					
One Lane	5,000	26,000	70,000	1,000	<b>102,000</b>
Two Lanes	1,289,000	403,000	47,000	67,000	<b>1,807,000</b>
Three Lanes	127,000	243,000	24,000	15,000	<b>409,000</b>
Four Lanes	251,000	144,000	14,000	12,000	<b>421,000</b>
More Than Four	275,000	68,000	4,000	4,000	<b>350,000</b>
Unknown	195,000	118,000	21,000	859,000	<b>1,193,000</b>
<b>Total</b>	<b>2,143,000</b>	<b>1,003,000</b>	<b>179,000</b>	<b>958,000</b>	<b>4,282,000</b>
<b>All Crashes</b>					
One Lane	8,000	35,000	93,000	1,000	<b>137,000</b>
Two Lanes	1,943,000	624,000	62,000	86,000	<b>2,716,000</b>
Three Lanes	182,000	396,000	35,000	20,000	<b>633,000</b>
Four Lanes	392,000	235,000	22,000	16,000	<b>665,000</b>
More Than Four	420,000	111,000	6,000	6,000	<b>543,000</b>
Unknown	292,000	164,000	30,000	1,144,000	<b>1,629,000</b>
<b>Total</b>	<b>3,236,000</b>	<b>1,565,000</b>	<b>249,000</b>	<b>1,273,000</b>	<b>6,323,000</b>

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

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport:</b>								
Angle	7,434	19.7	669,000	33.4	1,257,000	29.3	<b>1,933,000</b>	<b>30.6</b>
Rear End	1,963	5.2	600,000	30.0	1,278,000	29.8	<b>1,880,000</b>	<b>29.7</b>
Sideswipe	662	1.8	65,000	3.2	357,000	8.3	<b>423,000</b>	<b>6.7</b>
Head On	5,174	13.7	62,000	3.1	47,000	1.1	<b>113,000</b>	<b>1.8</b>
Other/Unknown	57	0.2	*	*	2,000	0.1	<b>3,000</b>	<b>*</b>
<i>Subtotal</i>	<i>15,290</i>	<i>40.5</i>	<i>1,395,000</i>	<i>69.7</i>	<i>2,941,000</i>	<i>68.7</i>	<i><b>4,352,000</b></i>	<i><b>68.8</b></i>
<b>Collision with Fixed Object:</b>								
Pole/Post	1,918	5.1	65,000	3.3	129,000	3.0	<b>197,000</b>	<b>3.1</b>
Culvert/Curb/Ditch	2,254	6.0	73,000	3.6	133,000	3.1	<b>208,000</b>	<b>3.3</b>
Shrubbery/Tree	3,088	8.2	58,000	2.9	75,000	1.8	<b>136,000</b>	<b>2.2</b>
Guard Rail	1,143	3.0	34,000	1.7	64,000	1.5	<b>99,000</b>	<b>1.6</b>
Embankment	1,229	3.3	34,000	1.7	30,000	0.7	<b>66,000</b>	<b>1.0</b>
Bridge	365	1.0	7,000	0.3	8,000	0.2	<b>15,000</b>	<b>0.2</b>
Other/Unknown	1,671	4.4	66,000	3.3	147,000	3.4	<b>215,000</b>	<b>3.4</b>
<i>Subtotal</i>	<i>11,668</i>	<i>30.9</i>	<i>337,000</i>	<i>16.8</i>	<i>587,000</i>	<i>13.7</i>	<i><b>936,000</b></i>	<i><b>14.8</b></i>
<b>Collision with Object Not Fixed:</b>								
Parked Motor Vehicle	433	1.1	33,000	1.6	323,000	7.5	<b>356,000</b>	<b>5.6</b>
Animal	165	0.4	19,000	0.9	273,000	6.4	<b>292,000</b>	<b>4.6</b>
Pedestrian	4,528	12.0	70,000	3.5	1,000	*	<b>76,000</b>	<b>1.2</b>
Pedalcyclist	729	1.9	44,000	2.2	5,000	0.1	<b>50,000</b>	<b>0.8</b>
Train	261	0.7	1,000	*	*	*	<b>1,000</b>	<b>*</b>
Other/Unknown	254	0.7	10,000	0.5	46,000	1.1	<b>56,000</b>	<b>0.9</b>
<i>Subtotal</i>	<i>6,370</i>	<i>16.9</i>	<i>177,000</i>	<i>8.8</i>	<i>648,000</i>	<i>15.1</i>	<i><b>831,000</b></i>	<i><b>13.1</b></i>
<b>Noncollision:</b>								
Rollover	3,964	10.5	82,000	4.1	52,000	1.2	<b>138,000</b>	<b>2.2</b>
Other/Unknown	478	1.3	12,000	0.6	54,000	1.3	<b>66,000</b>	<b>1.0</b>
<i>Subtotal</i>	<i>4,442</i>	<i>11.8</i>	<i>94,000</i>	<i>4.7</i>	<i>105,000</i>	<i>2.5</i>	<i><b>204,000</b></i>	<i><b>3.2</b></i>
<b>Total</b>	<b>**37,795</b>	<b>100.0</b>	<b>2,003,000</b>	<b>100.0</b>	<b>4,282,000</b>	<b>100.0</b>	<b>6,323,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

\*\*Includes 25 fatal crashes with an unknown first harmful event.

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

Vehicle Type	Vehicle Type					
	Passenger Car	Light Truck	Large Truck	Motorcycle	Bus	Other/Unknown
<b>Fatal Crashes (Total = 13,689)</b>						
Passenger Car . . . . .	2,775	4,838	1,572	667	74	158
Light Truck . . . . .		1,381	1,036	634	52	140
Large Truck . . . . .			99	85	7	29
Motorcycle . . . . .				41	5	37
Bus . . . . .					1	4
Other/Unknown . . . . .						54
<b>Injury Crashes (Total = 1,209,000)</b>						
Passenger Car . . . . .	476,000	501,000	39,000	17,000	6,000	3,000
Light Truck . . . . .		131,000	17,000	10,000	3,000	2,000
Large Truck . . . . .			2,000	1,000	1,000	*
Motorcycle . . . . .				1,000	*	*
<b>Property-Damage-Only Crashes (Total = 2,799,000)</b>						
Passenger Car . . . . .	995,000	1,171,000	141,000	4,000	21,000	4,000
Light Truck . . . . .		364,000	68,000	3,000	11,000	2,000
Large Truck . . . . .			14,000	*	2,000	*

\*Less than 500.

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

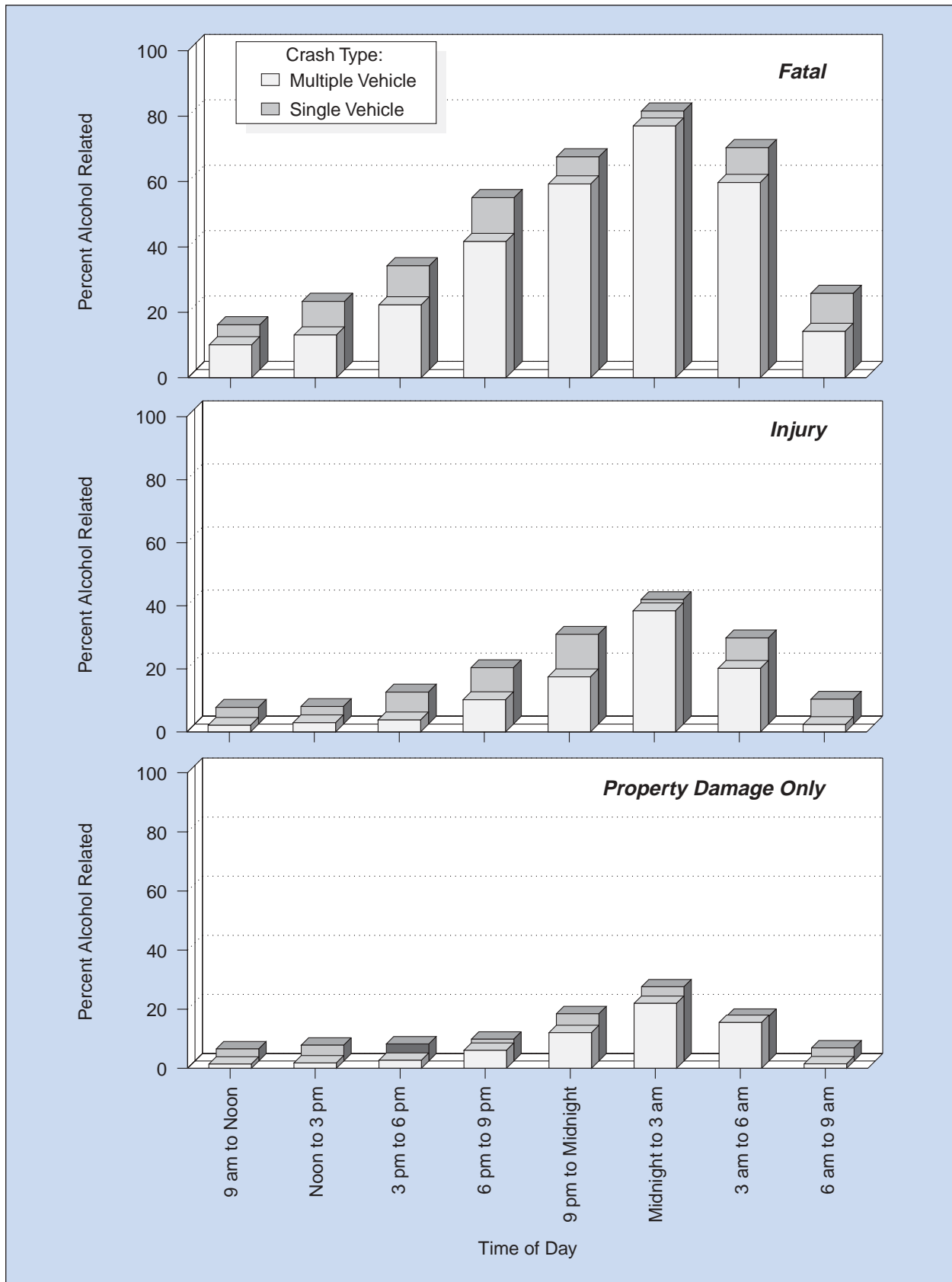
Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related
<b>Fatal Crashes*</b>									
Midnight to 3 am	3,570	2,823	79	1,152	887	77	<b>4,722</b>	<b>3,710</b>	<b>79</b>
3 am to 6 am	2,138	1,451	68	748	447	60	<b>2,886</b>	<b>1,897</b>	<b>66</b>
6 am to 9 am	1,864	434	23	1,852	262	14	<b>3,716</b>	<b>696</b>	<b>19</b>
9 am to Noon	1,599	219	14	2,194	221	10	<b>3,793</b>	<b>440</b>	<b>12</b>
Noon to 3 pm	2,085	435	21	2,908	380	13	<b>4,993</b>	<b>815</b>	<b>16</b>
3 pm to 6 pm	2,861	908	32	3,396	756	22	<b>6,257</b>	<b>1,664</b>	<b>27</b>
6 pm to 9 pm	3,500	1,840	53	2,312	963	42	<b>5,812</b>	<b>2,803</b>	<b>48</b>
9 pm to Midnight	3,576	2,326	65	1,745	1,034	59	<b>5,321</b>	<b>3,360</b>	<b>63</b>
Unknown	284	198	70	11	2	22	<b>295</b>	<b>201</b>	<b>68</b>
<b>Total</b>	<b>21,477</b>	<b>10,634</b>	<b>50</b>	<b>16,318</b>	<b>4,952</b>	<b>30</b>	<b>37,795</b>	<b>15,585</b>	<b>41</b>
<b>Injury Crashes**</b>									
Midnight to 3 am	63,000	25,000	39	34,000	13,000	38	<b>97,000</b>	<b>38,000</b>	<b>39</b>
3 am to 6 am	45,000	12,000	27	23,000	5,000	20	<b>67,000</b>	<b>17,000</b>	<b>25</b>
6 am to 9 am	71,000	6,000	8	175,000	4,000	2	<b>247,000</b>	<b>10,000</b>	<b>4</b>
9 am to Noon	61,000	3,000	5	198,000	4,000	2	<b>260,000</b>	<b>7,000</b>	<b>3</b>
Noon to 3 pm	79,000	4,000	6	300,000	9,000	3	<b>378,000</b>	<b>13,000</b>	<b>3</b>
3 pm to 6 pm	105,000	11,000	10	387,000	15,000	4	<b>492,000</b>	<b>25,000</b>	<b>5</b>
6 pm to 9 pm	89,000	16,000	18	200,000	20,000	10	<b>289,000</b>	<b>36,000</b>	<b>13</b>
9 pm to Midnight	75,000	21,000	28	97,000	17,000	17	<b>172,000</b>	<b>38,000</b>	<b>22</b>
<b>Total</b>	<b>589,000</b>	<b>98,000</b>	<b>17</b>	<b>1,414,000</b>	<b>87,000</b>	<b>6</b>	<b>2,003,000</b>	<b>185,000</b>	<b>9</b>
<b>Property-Damage-Only Crashes**</b>									
Midnight to 3 am	144,000	36,000	25	56,000	12,000	22	<b>200,000</b>	<b>48,000</b>	<b>24</b>
3 am to 6 am	99,000	15,000	15	35,000	5,000	16	<b>133,000</b>	<b>20,000</b>	<b>15</b>
6 am to 9 am	154,000	7,000	4	389,000	6,000	2	<b>543,000</b>	<b>13,000</b>	<b>2</b>
9 am to Noon	144,000	6,000	4	443,000	6,000	1	<b>587,000</b>	<b>12,000</b>	<b>2</b>
Noon to 3 pm	152,000	8,000	5	651,000	12,000	2	<b>803,000</b>	<b>20,000</b>	<b>2</b>
3 pm to 6 pm	196,000	11,000	6	859,000	23,000	3	<b>1,055,000</b>	<b>34,000</b>	<b>3</b>
6 pm to 9 pm	218,000	16,000	7	393,000	24,000	6	<b>610,000</b>	<b>40,000</b>	<b>7</b>
9 pm to Midnight	191,000	30,000	16	160,000	19,000	12	<b>351,000</b>	<b>50,000</b>	<b>14</b>
<b>Total</b>	<b>1,297,000</b>	<b>129,000</b>	<b>10</b>	<b>2,985,000</b>	<b>108,000</b>	<b>4</b>	<b>4,282,000</b>	<b>238,000</b>	<b>6</b>

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

\*\*Police-reported alcohol involvement.



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







## Chapter 3 ♦ Vehicles



## 3. VEHICLES

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

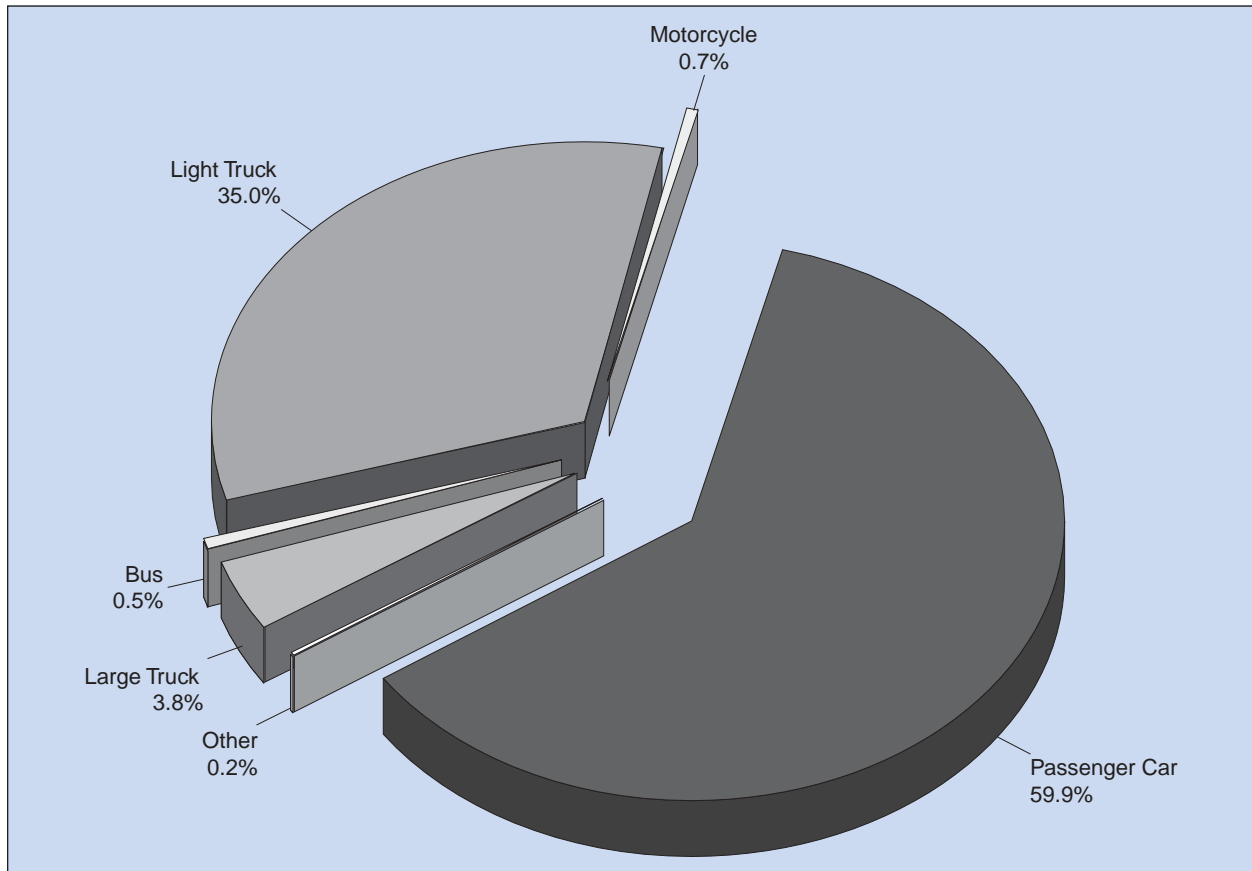
- Ninety-five percent of the 11 million vehicles involved in motor vehicle crashes in 2001 were passenger cars or light trucks.
- Large trucks accounted for 8 percent of the vehicles in fatal crashes, but only 4 percent of the vehicles involved in injury and property-damage-only crashes. Of the 4,793 large trucks involved in fatal crashes, 74 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal crashes (19.5 percent) was nearly 4 times as high as the proportion in injury crashes (5.1 percent) and nearly 14 times as high as the proportion in property-damage-only crashes (1.4 percent).
- Compared with other vehicle types, utility vehicles experienced the highest rollover rates: 35.2 percent in fatal crashes, 10.8 percent in injury crashes, and 2.9 percent in property-damage-only crashes.
- Fires occurred in 0.1 percent of the vehicles involved in all traffic crashes in 2001. For fatal crashes, however, fires occurred in nearly 3 percent of the vehicles involved.
- Regardless of crash severity, the majority of vehicles in single- and two-vehicle crashes were going straight prior to the crash. The next most common vehicle maneuver differed by crash severity: negotiating a curve for fatal crashes, turning left for injury crashes, and stopped in traffic lane for property-damage-only crashes.
- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (28.2 percent), and buses in fatal crashes had the lowest proportion (2.1 percent).

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

Vehicle Type	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	27,429	47.4	2,279,000	62.2	4,399,000	58.8	<b>6,705,000</b>	<b>59.9</b>
Light Truck	20,722	35.8	1,218,000	33.2	2,679,000	35.8	<b>3,918,000</b>	<b>35.0</b>
Large Truck	4,793	8.3	90,000	2.5	335,000	4.5	<b>429,000</b>	<b>3.8</b>
Motorcycle	3,249	5.6	57,000	1.5	14,000	0.2	<b>74,000</b>	<b>0.7</b>
Bus	292	0.5	12,000	0.3	42,000	0.6	<b>54,000</b>	<b>0.5</b>
Other	551	1.0	9,000	0.2	10,000	0.1	<b>19,000</b>	<b>0.2</b>
<b>Total</b>	<b>*57,813</b>	<b>100.0</b>	<b>3,663,000</b>	<b>100.0</b>	<b>7,480,000</b>	<b>100.0</b>	<b>11,201,000</b>	<b>100.0</b>

\*Includes 777 vehicles of unknown type involved in fatal crashes.

**Figure 14**  
**Proportion of Vehicles Involved in Traffic Crashes**



**Table 36**  
**Vehicles Involved in Fatal Crashes by Body Type**

Body Type	Number	Percent	Body Type	Number	Percent
<b>Passenger Cars</b>	<b>27,429</b>	<b>47.4</b>	<b>Large Trucks</b>	<b>4,793</b>	<b>8.3</b>
Convertible	399	0.7	Step Van	39	0.1
2 Door Sedan, Hardtop, Coupe	6,622	11.5	Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	186	0.3
3 Door/2 Door Hatchback	1,678	2.9	Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	283	0.5
4 Door Sedan Hardtop	16,941	29.3	Single Unit Heavy Truck (GVWR > 26,000 lb)	852	1.5
5 Door/4 Door Hatchback	286	0.5	Single Unit Truck, Unknown GVWR	9	*
Station Wagon	917	1.6	Truck Tractor	3,355	5.8
Hatchback, Doors Unknown	50	0.1	Medium/Heavy Pickup (Ford Super Duty 450/550)	23	*
Other Auto	39	0.1	Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	3	*
Unknown Auto	449	0.8	Unknown Heavy Truck (GVWR > 26,000 lb)	7	*
Auto-Based Pickup	42	0.1	Unknown Large Truck Type	36	0.1
Auto-Based Panel Truck	6	*	<b>Motorcycles</b>	<b>3,249</b>	<b>5.6</b>
<b>Light Trucks</b>	<b>20,722</b>	<b>35.8</b>	Motorcycle	3,128	5.4
Compact Utility	4,679	8.1	Moped	32	0.1
Large Utility	876	1.5	Three Wheel Motorcycle or Moped	6	*
Utility Station Wagon	363	0.6	Off-Road Motorcycle (Two Wheel)	52	0.1
Utility, Unknown Body Type	4	*	Other Motorcycle/Minibike	24	*
Minivan	2,427	4.2	Unknown Motorcycle	7	*
Large Van	1,167	2.0	<b>Buses</b>	<b>292</b>	<b>0.5</b>
Step Van	60	0.1	School Bus	118	0.2
Van-Based School Bus	8	*	Cross Country/Intercity Bus	38	0.1
Van-Based Transit Bus	5	*	Transit Bus	104	0.2
Other Van Type	18	*	Other Bus	16	*
Unknown Van Type	45	0.1	Unknown Bus	16	*
Compact Pickup	3,976	6.9	<b>Other Vehicles</b>	<b>551</b>	<b>1.0</b>
Standard Pickup	6,884	11.9	Large Limousine	5	*
Pickup with Camper	42	0.1	Van-Based Motorhome	34	0.1
Convertible Pickup	59	0.1	Light Truck-Based Motorhome	2	*
Unknown Pickup Style Truck	88	0.2	Large Truck-Based Motorhome	35	0.1
Cab Chassis-Based Light Truck	2	*	Unknown Truck Camper/Motorhome	30	0.1
Truck-Based Panel Truck	1	*	All Terrain Vehicle	235	0.4
Unknown Light Truck (not pickup)	5	*	Snowmobile	42	0.1
Unknown Light Vehicle Type	8	*	Farm Equipment Except Trucks	91	0.2
Unknown Truck	5	*	Construction Equipment Except Trucks	15	*
			Other Vehicle	62	0.1
			<b>Unknown Body Type</b>	<b>777</b>	<b>1.3</b>
			<b>Total</b>	<b>57,813</b>	<b>100.0</b>

\*Less than 0.05 percent.

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

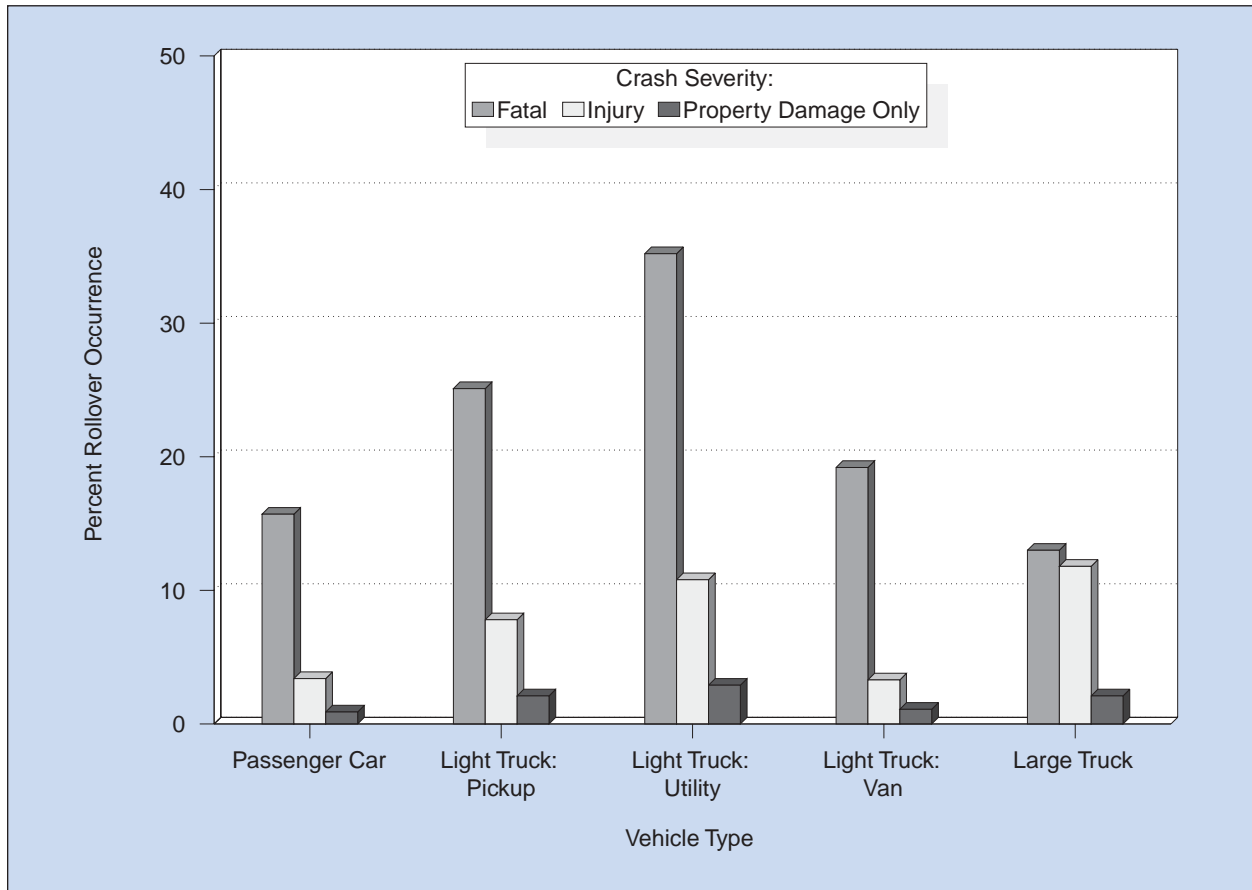
Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
Passenger Car	4,294	15.7	23,135	84.3	27,429	100.0
Light Truck						
Pickup	2,755	25.1	8,206	74.9	10,961	100.0
Utility	2,086	35.2	3,836	64.8	5,922	100.0
Van	716	19.2	3,014	80.8	3,730	100.0
Other	15	13.8	94	86.2	109	100.0
Large Truck	622	13.0	4,171	87.0	4,793	100.0
Bus	9	3.1	283	96.9	292	100.0
Other/Unknown	150	11.3	1,178	88.7	1,328	100.0
<b>Total*</b>	<b>10,647</b>	<b>19.5</b>	<b>43,917</b>	<b>80.5</b>	<b>54,564</b>	<b>100.0</b>
<b>Injury Crashes</b>						
Passenger Car	77,000	3.4	2,201,000	96.6	2,279,000	100.0
Light Truck						
Pickup	43,000	7.8	507,000	92.2	550,000	100.0
Utility	41,000	10.8	344,000	89.2	385,000	100.0
Van	9,000	3.3	259,000	96.7	268,000	100.0
Other	1,000	3.5	15,000	96.5	15,000	100.0
Large Truck	11,000	11.8	79,000	88.2	90,000	100.0
Bus	**	0.7	11,000	99.3	12,000	100.0
Other/Unknown	2,000	21.3	7,000	78.7	9,000	100.0
<b>Total*</b>	<b>183,000</b>	<b>5.1</b>	<b>3,424,000</b>	<b>94.9</b>	<b>3,607,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
Passenger Car	39,000	0.9	4,360,000	99.1	4,399,000	100.0
Light Truck						
Pickup	26,000	2.1	1,205,000	97.9	1,231,000	100.0
Utility	23,000	2.9	794,000	97.1	817,000	100.0
Van	6,000	1.1	579,000	98.9	585,000	100.0
Other	**	0.5	46,000	99.5	46,000	100.0
Large Truck	7,000	2.1	328,000	97.9	335,000	100.0
Bus	**	**	42,000	100.0	42,000	100.0
Other/Unknown	**	2.9	10,000	97.1	10,000	100.0
<b>Total*</b>	<b>102,000</b>	<b>1.4</b>	<b>7,364,000</b>	<b>98.6</b>	<b>7,466,000</b>	<b>100.0</b>
<b>All Crashes</b>						
Passenger Car	120,000	1.8	6,585,000	98.2	6,705,000	100.0
Light Truck						
Pickup	72,000	4.0	1,720,000	96.0	1,792,000	100.0
Utility	67,000	5.5	1,141,000	94.5	1,208,000	100.0
Van	16,000	1.8	841,000	98.2	857,000	100.0
Other	1,000	1.3	61,000	98.7	61,000	100.0
Large Truck	18,000	4.2	411,000	95.8	429,000	100.0
Bus	**	0.2	54,000	99.8	54,000	100.0
Other/Unknown	2,000	11.7	18,000	88.3	20,000	100.0
<b>Total*</b>	<b>296,000</b>	<b>2.7</b>	<b>10,831,000</b>	<b>97.3</b>	<b>11,127,000</b>	<b>100.0</b>

\*Excludes motorcycles

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



**Figure 15**  
**Percent Rollover Occurrence by Vehicle Type and Crash Severity**



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

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
Passenger Car	736	2.7	26,693	97.3	<b>27,429</b>	<b>100.0</b>
Light Truck	612	3.0	20,110	97.0	<b>20,722</b>	<b>100.0</b>
Large Truck	249	5.2	4,544	94.8	<b>4,793</b>	<b>100.0</b>
Motorcycle	42	1.3	3,207	98.7	<b>3,249</b>	<b>100.0</b>
Bus	7	2.4	285	97.6	<b>292</b>	<b>100.0</b>
Other/Unknown	11	0.8	1,317	99.2	<b>1,328</b>	<b>100.0</b>
<b>Total</b>	<b>1,657</b>	<b>2.9</b>	<b>56,156</b>	<b>97.1</b>	<b>57,813</b>	<b>100.0</b>
<b>Injury Crashes</b>						
Passenger Car	3,000	0.1	2,276,000	99.9	<b>2,279,000</b>	<b>100.0</b>
Light Truck	2,000	0.1	1,216,000	99.9	<b>1,218,000</b>	<b>100.0</b>
Large Truck	*	0.5	89,000	99.5	<b>90,000</b>	<b>100.0</b>
Motorcycle	*	0.3	56,000	99.7	<b>57,000</b>	<b>100.0</b>
Bus	*	*	12,000	100.0	<b>12,000</b>	<b>100.0</b>
Other/Unknown	*	3.5	9,000	96.5	<b>9,000</b>	<b>100.0</b>
<b>Total</b>	<b>5,000</b>	<b>0.1</b>	<b>3,658,000</b>	<b>99.9</b>	<b>3,663,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
Passenger Car	2,000	*	4,397,000	100.0	<b>4,399,000</b>	<b>100.0</b>
Light Truck	4,000	0.1	2,676,000	99.9	<b>2,679,000</b>	<b>100.0</b>
Large Truck	2,000	0.5	333,000	99.5	<b>335,000</b>	<b>100.0</b>
Motorcycle	*	*	14,000	100.0	<b>14,000</b>	<b>100.0</b>
Bus	*	*	42,000	100.0	<b>42,000</b>	<b>100.0</b>
Other/Unknown	*	3.2	10,000	96.8	<b>10,000</b>	<b>100.0</b>
<b>Total</b>	<b>8,000</b>	<b>0.1</b>	<b>7,473,000</b>	<b>99.9</b>	<b>7,480,000</b>	<b>100.0</b>
<b>All Crashes</b>						
Passenger Car	5,000	0.1	6,700,000	99.9	<b>6,705,000</b>	<b>100.0</b>
Light Truck	6,000	0.2	3,912,000	99.8	<b>3,918,000</b>	<b>100.0</b>
Large Truck	2,000	0.5	427,000	99.5	<b>429,000</b>	<b>100.0</b>
Motorcycle	*	0.3	74,000	99.7	<b>74,000</b>	<b>100.0</b>
Bus	*	*	54,000	100.0	<b>54,000</b>	<b>100.0</b>
Other/Unknown	1,000	3.2	20,000	96.8	<b>20,000</b>	<b>100.0</b>
<b>Total</b>	<b>14,000</b>	<b>0.1</b>	<b>11,187,000</b>	<b>99.9</b>	<b>11,201,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

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

Vehicle Maneuver	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Going Straight	33,612	68.8	1,691,000	56.3	3,431,000	49.9	<b>5,156,000</b>	<b>52.0</b>
Turning Left	2,865	5.9	375,000	12.5	696,000	10.1	<b>1,075,000</b>	<b>10.8</b>
Stopped in Traffic Lane	673	1.4	289,000	9.6	777,000	11.3	<b>1,067,000</b>	<b>10.8</b>
Turning Right	313	0.6	77,000	2.5	271,000	3.9	<b>348,000</b>	<b>3.5</b>
Slowed in Traffic Lane	303	0.6	124,000	4.1	368,000	5.3	<b>492,000</b>	<b>5.0</b>
Merging/Changing Lanes	726	1.5	70,000	2.3	273,000	4.0	<b>343,000</b>	<b>3.5</b>
Negotiating Curve	6,977	14.3	180,000	6.0	275,000	4.0	<b>462,000</b>	<b>4.7</b>
Backing Up	140	0.3	18,000	0.6	198,000	2.9	<b>216,000</b>	<b>2.2</b>
Passing Other Vehicle	1,015	2.1	29,000	1.0	108,000	1.6	<b>137,000</b>	<b>1.4</b>
Starting in Traffic Lane	514	1.1	78,000	2.6	169,000	2.5	<b>247,000</b>	<b>2.5</b>
Leaving Parking Space	35	0.1	4,000	0.1	50,000	0.7	<b>54,000</b>	<b>0.5</b>
Making U-Turn	215	0.4	17,000	0.6	38,000	0.6	<b>55,000</b>	<b>0.6</b>
Entering Parking Space	11	*	2,000	0.1	23,000	0.3	<b>24,000</b>	<b>0.2</b>
Disabled in Traffic Lane	18	*	4,000	0.1	8,000	0.1	<b>12,000</b>	<b>0.1</b>
Other Maneuver	998	2.0	46,000	1.5	187,000	2.7	<b>234,000</b>	<b>2.4</b>
<b>Total</b>	<b>**48,855</b>	<b>100.0</b>	<b>3,002,000</b>	<b>100.0</b>	<b>6,872,000</b>	<b>100.0</b>	<b>9,923,000</b>	<b>100.0</b>

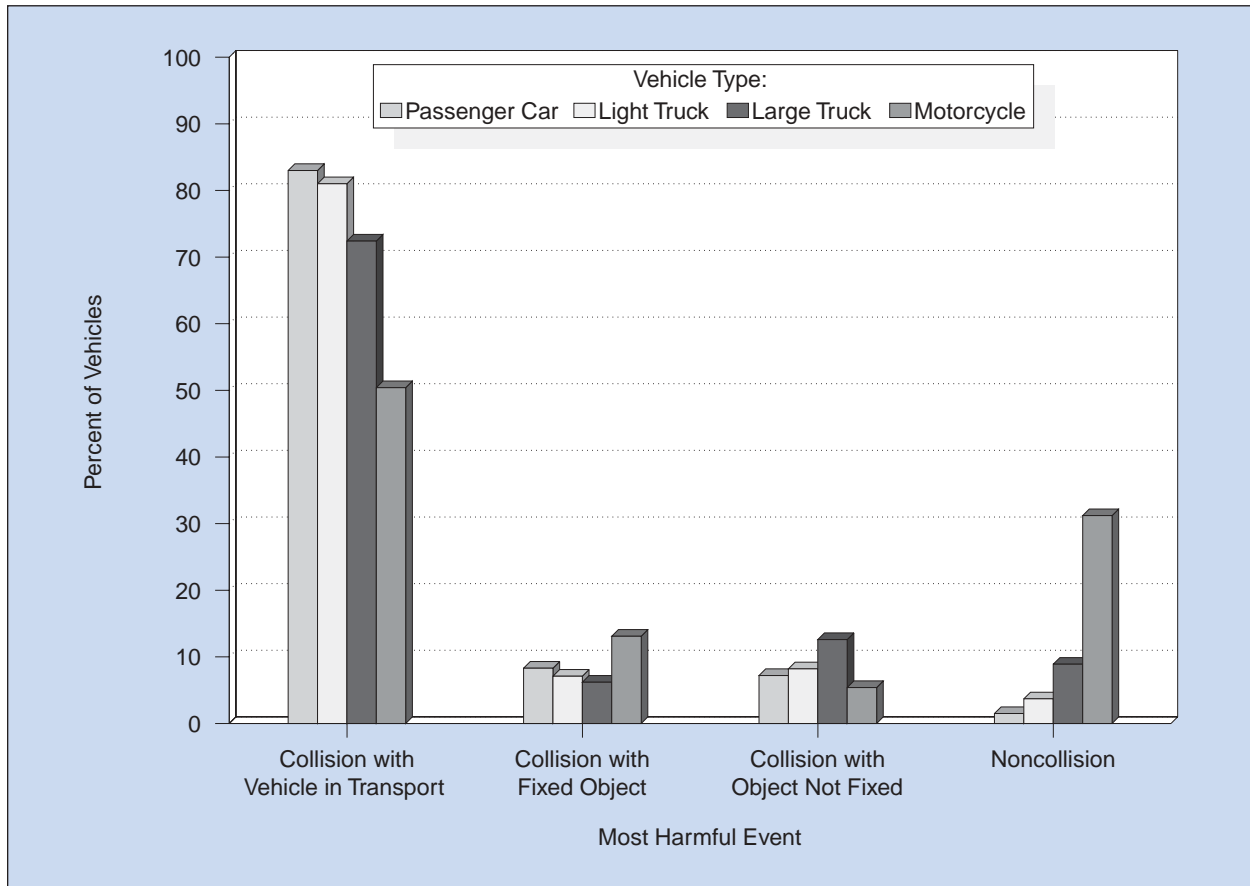
\*Less than 0.05 percent.

\*\*Includes 440 vehicles involved in fatal crashes with unknown vehicle maneuver.

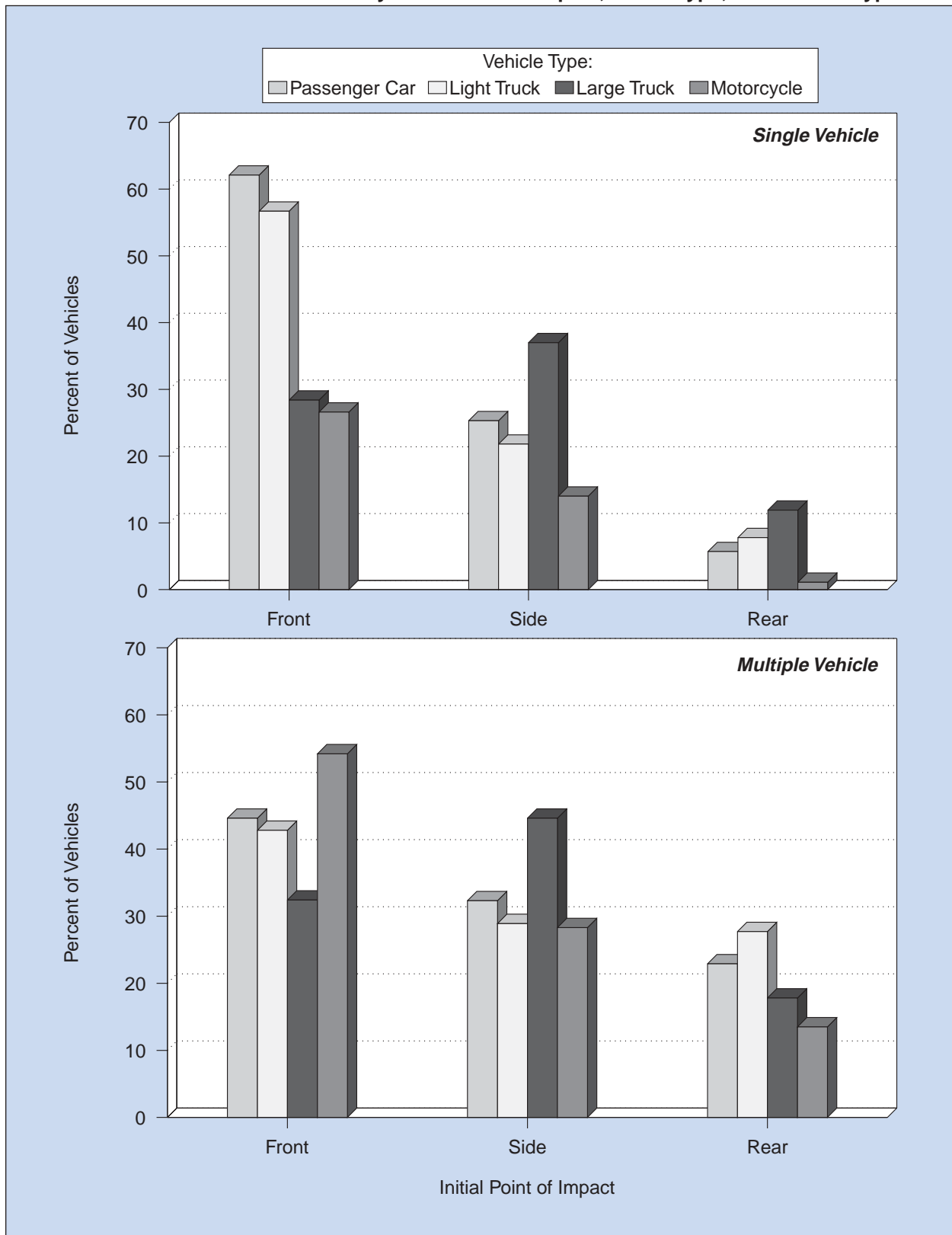
**Table 40**  
**Vehicles Involved in Fatal Crashes by Roadway Function Class, Crash Type,**  
**and Hazardous Cargo**

Roadway Function Class	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Hazardous Cargo	Total	Hazardous Cargo	Total	Hazardous Cargo	Total
<b>Rural Fatal Crashes</b>						
Principal Arterial						
Interstate	7	1,683	19	2,394	26	<b>4,077</b>
Other	5	1,598	40	5,349	45	<b>6,947</b>
Minor Arterial	11	1,606	22	4,069	33	<b>5,675</b>
Major Collector	7	3,031	10	4,127	17	<b>7,158</b>
Minor Collector	1	1,056	5	1,061	6	<b>2,117</b>
Local Road or Street	2	2,992	6	1,945	8	<b>4,937</b>
Unknown Rural	1	491	2	800	3	<b>1,291</b>
<b>Total</b>	<b>34</b>	<b>12,457</b>	<b>104</b>	<b>19,745</b>	<b>138</b>	<b>32,202</b>
<b>Urban Fatal Crashes</b>						
Principal Arterial						
Interstate	0	1,202	14	2,289	14	<b>3,491</b>
Freeway/Expressway	0	667	4	1,299	4	<b>1,966</b>
Other	3	2,010	22	5,046	25	<b>7,056</b>
Minor Arterial	1	1,430	3	2,829	4	<b>4,259</b>
Collector	1	560	1	773	2	<b>1,333</b>
Local Road or Street	2	1,880	2	1,935	4	<b>3,815</b>
Unknown Urban	1	160	1	210	2	<b>370</b>
<b>Total</b>	<b>8</b>	<b>7,909</b>	<b>47</b>	<b>14,381</b>	<b>55</b>	<b>22,290</b>
<b>All Fatal Crashes</b>						
Principal Arterial						
Interstate	7	2,885	33	4,683	40	<b>7,568</b>
Freeway/Expressway	0	667	4	1,299	4	<b>1,966</b>
Other	8	3,608	62	10,395	70	<b>14,003</b>
Minor Arterial	12	3,036	25	6,898	37	<b>9,934</b>
Collector	9	4,647	16	5,961	25	<b>10,608</b>
Local Road or Street	4	4,872	8	3,880	12	<b>8,752</b>
Unknown Rural	1	491	2	800	3	<b>1,291</b>
Unknown Urban	1	160	1	210	2	<b>370</b>
Unknown Rural or Urban	2	1,111	11	2,210	13	<b>3,321</b>
<b>Total</b>	<b>44</b>	<b>21,477</b>	<b>162</b>	<b>36,336</b>	<b>206</b>	<b>57,813</b>

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



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



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

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	9,575	34.9	905,000	39.7	1,569,000	35.7	<b>2,484,000</b>	<b>37.0</b>
Left Side	2,730	10.0	277,000	12.1	666,000	15.1	<b>945,000</b>	<b>14.1</b>
Right Side	2,214	8.1	253,000	11.1	599,000	13.6	<b>855,000</b>	<b>12.7</b>
Rear	1,360	5.0	476,000	20.9	807,000	18.3	<b>1,284,000</b>	<b>19.1</b>
Other/Unknown	207	0.8	*	*	*	*	<b>1,000</b>	<b>*</b>
<i>Subtotal</i>	<i>16,086</i>	<i>58.6</i>	<i>1,912,000</i>	<i>83.9</i>	<i>3,640,000</i>	<i>82.8</i>	<b><i>5,568,000</i></b>	<b><i>83.0</i></b>
<b>Collision with Fixed Object</b>	<b>4,796</b>	<b>17.5</b>	<b>192,000</b>	<b>8.4</b>	<b>357,000</b>	<b>8.1</b>	<b>554,000</b>	<b>8.3</b>
<b>Collision with Object Not Fixed:</b>								
Nonmotorist	2,756	10.0	74,000	3.3	5,000	0.1	<b>82,000</b>	<b>1.2</b>
Other	444	1.6	40,000	1.8	361,000	8.2	<b>401,000</b>	<b>6.0</b>
<i>Subtotal</i>	<i>3,200</i>	<i>11.7</i>	<i>114,000</i>	<i>5.0</i>	<i>366,000</i>	<i>8.3</i>	<b><i>483,000</i></b>	<b><i>7.2</i></b>
<b>Noncollision</b>	<b>3,338</b>	<b>12.2</b>	<b>61,000</b>	<b>2.7</b>	<b>36,000</b>	<b>0.8</b>	<b>100,000</b>	<b>1.5</b>
<b>Total</b>	<b>**27,429</b>	<b>100.0</b>	<b>2,279,000</b>	<b>100.0</b>	<b>4,399,000</b>	<b>100.0</b>	<b>6,705,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

\*\*Includes 9 passenger cars involved in fatal crashes with unknown most harmful event.

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	6,631	64.3	231,000	67.1	432,000	59.6	<b>670,000</b>	<b>62.1</b>
Left Side	863	8.4	32,000	9.2	78,000	10.7	<b>110,000</b>	<b>10.2</b>
Right Side	867	8.4	40,000	11.6	122,000	16.9	<b>163,000</b>	<b>15.1</b>
Rear	267	2.6	10,000	2.8	52,000	7.1	<b>62,000</b>	<b>5.7</b>
Noncollision	995	9.6	26,000	7.5	20,000	2.8	<b>47,000</b>	<b>4.4</b>
Other/Unknown	691	6.7	6,000	1.8	21,000	2.9	<b>28,000</b>	<b>2.6</b>
<b>Total</b>	<b>10,314</b>	<b>100.0</b>	<b>344,000</b>	<b>100.0</b>	<b>725,000</b>	<b>100.0</b>	<b>1,080,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	10,141	59.3	914,000	47.2	1,585,000	43.2	<b>2,509,000</b>	<b>44.6</b>
Left Side	2,860	16.7	282,000	14.6	671,000	18.3	<b>956,000</b>	<b>17.0</b>
Right Side	2,301	13.4	258,000	13.3	602,000	16.4	<b>863,000</b>	<b>15.3</b>
Rear	1,480	8.6	478,000	24.7	808,000	22.0	<b>1,288,000</b>	<b>22.9</b>
Noncollision	18	0.1	1,000	0.1	4,000	0.1	<b>5,000</b>	<b>0.1</b>
Other/Unknown	315	1.8	1,000	0.1	3,000	0.1	<b>4,000</b>	<b>0.1</b>
<b>Total</b>	<b>17,115</b>	<b>100.0</b>	<b>1,935,000</b>	<b>100.0</b>	<b>3,674,000</b>	<b>100.0</b>	<b>5,626,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	16,772	61.1	1,145,000	50.2	2,018,000	45.9	<b>3,179,000</b>	<b>47.4</b>
Left Side	3,723	13.6	313,000	13.7	749,000	17.0	<b>1,066,000</b>	<b>15.9</b>
Right Side	3,168	11.5	298,000	13.1	725,000	16.5	<b>1,026,000</b>	<b>15.3</b>
Rear	1,747	6.4	488,000	21.4	860,000	19.5	<b>1,350,000</b>	<b>20.1</b>
Noncollision	1,013	3.7	27,000	1.2	24,000	0.5	<b>52,000</b>	<b>0.8</b>
Other/Unknown	1,006	3.7	7,000	0.3	24,000	0.5	<b>32,000</b>	<b>0.5</b>
<b>Total</b>	<b>27,429</b>	<b>100.0</b>	<b>2,279,000</b>	<b>100.0</b>	<b>4,399,000</b>	<b>100.0</b>	<b>6,705,000</b>	<b>100.0</b>



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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	8,587	41.4	489,000	40.1	867,000	32.4	<b>1,365,000</b>	<b>34.8</b>
Left Side	1,059	5.1	132,000	10.9	336,000	12.5	<b>469,000</b>	<b>12.0</b>
Right Side	834	4.0	110,000	9.0	334,000	12.5	<b>444,000</b>	<b>11.3</b>
Rear	963	4.6	262,000	21.5	631,000	23.6	<b>895,000</b>	<b>22.8</b>
Other/Unknown	133	0.6	*	*	*	*	*	*
<i>Subtotal</i>	<i>11,576</i>	<i>55.9</i>	<i>993,000</i>	<i>81.5</i>	<i>2,168,000</i>	<i>80.9</i>	<b><i>3,173,000</i></b>	<b><i>81.0</i></b>
<b>Collision with Fixed Object</b>	<b>2,409</b>	<b>11.6</b>	<b>92,000</b>	<b>7.6</b>	<b>185,000</b>	<b>6.9</b>	<b>279,000</b>	<b>7.1</b>
<b>Collision with Object Not Fixed:</b>								
Nonmotorist	2,087	10.1	40,000	3.3	2,000	0.1	<b>44,000</b>	<b>1.1</b>
Other	297	1.4	20,000	1.6	257,000	9.6	<b>277,000</b>	<b>7.1</b>
<i>Subtotal</i>	<i>2,384</i>	<i>11.5</i>	<i>60,000</i>	<i>4.9</i>	<i>258,000</i>	<i>9.6</i>	<b><i>320,000</i></b>	<b><i>8.2</i></b>
<b>Noncollision</b>	<b>4,346</b>	<b>21.0</b>	<b>73,000</b>	<b>6.0</b>	<b>69,000</b>	<b>2.6</b>	<b>146,000</b>	<b>3.7</b>
<b>Total</b>	<b>**20,722</b>	<b>100.0</b>	<b>1,218,000</b>	<b>100.0</b>	<b>2,679,000</b>	<b>100.0</b>	<b>3,918,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

\*\*Includes 7 light trucks involved in fatal crashes with unknown most harmful event.

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	4,652	57.3	115,000	57.2	267,000	56.5	<b>387,000</b>	<b>56.7</b>
Left Side	366	4.5	17,000	8.4	43,000	9.2	<b>61,000</b>	<b>8.9</b>
Right Side	505	6.2	24,000	11.7	64,000	13.6	<b>88,000</b>	<b>13.0</b>
Rear	143	1.8	4,000	1.8	50,000	10.5	<b>53,000</b>	<b>7.8</b>
Noncollision	1,937	23.9	38,000	18.9	39,000	8.2	<b>79,000</b>	<b>11.5</b>
Other/Unknown	511	6.3	4,000	2.1	10,000	2.0	<b>14,000</b>	<b>2.1</b>
<b>Total</b>	<b>8,114</b>	<b>100.0</b>	<b>201,000</b>	<b>100.0</b>	<b>473,000</b>	<b>100.0</b>	<b>682,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	9,101	72.2	496,000	48.7	880,000	39.9	<b>1,385,000</b>	<b>42.8</b>
Left Side	1,168	9.3	138,000	13.5	340,000	15.4	<b>479,000</b>	<b>14.8</b>
Right Side	942	7.5	117,000	11.5	339,000	15.3	<b>456,000</b>	<b>14.1</b>
Rear	1,144	9.1	264,000	26.0	632,000	28.6	<b>898,000</b>	<b>27.7</b>
Noncollision	35	0.3	2,000	0.2	16,000	0.7	<b>18,000</b>	<b>0.5</b>
Other/Unknown	218	1.7	1,000	0.1	*	*	<b>1,000</b>	<b>*</b>
<b>Total</b>	<b>12,608</b>	<b>100.0</b>	<b>1,017,000</b>	<b>100.0</b>	<b>2,206,000</b>	<b>100.0</b>	<b>3,236,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	13,753	66.4	610,000	50.1	1,147,000	42.8	<b>1,771,000</b>	<b>45.2</b>
Left Side	1,534	7.4	155,000	12.7	383,000	14.3	<b>539,000</b>	<b>13.8</b>
Right Side	1,447	7.0	140,000	11.5	403,000	15.0	<b>545,000</b>	<b>13.9</b>
Rear	1,287	6.2	268,000	22.0	682,000	25.4	<b>951,000</b>	<b>24.3</b>
Noncollision	1,972	9.5	40,000	3.3	54,000	2.0	<b>96,000</b>	<b>2.5</b>
Other/Unknown	729	3.5	5,000	0.4	10,000	0.4	<b>16,000</b>	<b>0.4</b>
<b>Total</b>	<b>20,722</b>	<b>100.0</b>	<b>1,218,000</b>	<b>100.0</b>	<b>2,679,000</b>	<b>100.0</b>	<b>3,918,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	2,457	51.3	30,000	33.5	72,000	21.5	<b>105,000</b>	<b>24.4</b>
Left Side	365	7.6	15,000	16.4	57,000	16.9	<b>72,000</b>	<b>16.7</b>
Right Side	217	4.5	15,000	17.2	60,000	17.8	<b>75,000</b>	<b>17.5</b>
Rear	643	13.4	11,000	12.6	47,000	14.1	<b>59,000</b>	<b>13.8</b>
Other/Unknown	81	1.7	*	0.3	*	*	*	<b>0.1</b>
<i>Subtotal</i>	<i>3,763</i>	<i>78.5</i>	<i>72,000</i>	<i>79.9</i>	<i>235,000</i>	<i>70.3</i>	<b><i>311,000</i></b>	<b><i>72.4</i></b>
<b>Collision with Fixed Object</b>	<b>170</b>	<b>3.5</b>	<b>3,000</b>	<b>3.5</b>	<b>23,000</b>	<b>6.9</b>	<b>27,000</b>	<b>6.2</b>
<b>Collision with Object Not Fixed:</b>								
Nonmotorist	403	8.4	2,000	2.3	*	*	<b>2,000</b>	<b>0.6</b>
Other	47	1.0	1,000	0.7	51,000	15.2	<b>51,000</b>	<b>12.0</b>
<i>Subtotal</i>	<i>450</i>	<i>9.4</i>	<i>3,000</i>	<i>3.0</i>	<i>51,000</i>	<i>15.2</i>	<b><i>54,000</i></b>	<b><i>12.5</i></b>
<b>Noncollision</b>	<b>409</b>	<b>8.5</b>	<b>12,000</b>	<b>13.5</b>	<b>26,000</b>	<b>7.6</b>	<b>38,000</b>	<b>8.9</b>
<b>Total</b>	<b>**4,793</b>	<b>100.0</b>	<b>90,000</b>	<b>100.0</b>	<b>335,000</b>	<b>100.0</b>	<b>429,000</b>	<b>100.0</b>

\*Less than 500.

\*\*Includes 1 large truck involved in a fatal crash with unknown most harmful event.

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	418	51.6	3,000	23.9	24,000	28.9	<b>27,000</b>	<b>28.4</b>
Left Side	33	4.1	1,000	4.2	6,000	7.7	<b>7,000</b>	<b>7.2</b>
Right Side	83	10.2	3,000	19.4	26,000	31.8	<b>29,000</b>	<b>29.8</b>
Rear	40	4.9	*	0.7	11,000	14.0	<b>12,000</b>	<b>11.9</b>
Noncollision	141	17.4	7,000	49.3	10,000	12.7	<b>18,000</b>	<b>18.2</b>
Other/Unknown	95	11.7	*	2.4	4,000	4.8	<b>4,000</b>	<b>4.5</b>
<b>Total</b>	<b>810</b>	<b>100.0</b>	<b>14,000</b>	<b>100.0</b>	<b>81,000</b>	<b>100.0</b>	<b>96,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	2,594	65.1	31,000	40.7	75,000	29.4	<b>108,000</b>	<b>32.4</b>
Left Side	391	9.8	15,000	20.3	57,000	22.5	<b>73,000</b>	<b>21.9</b>
Right Side	229	5.7	16,000	20.8	60,000	23.6	<b>76,000</b>	<b>22.7</b>
Rear	661	16.6	11,000	15.0	47,000	18.6	<b>59,000</b>	<b>17.8</b>
Noncollision	7	0.2	2,000	2.7	14,000	5.6	<b>16,000</b>	<b>4.9</b>
Other/Unknown	101	2.5	*	0.4	1,000	0.3	<b>1,000</b>	<b>0.3</b>
<b>Total</b>	<b>3,983</b>	<b>100.0</b>	<b>76,000</b>	<b>100.0</b>	<b>253,000</b>	<b>100.0</b>	<b>333,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	3,012	62.8	34,000	38.1	98,000	29.3	<b>135,000</b>	<b>31.5</b>
Left Side	424	8.8	16,000	17.8	63,000	18.9	<b>80,000</b>	<b>18.6</b>
Right Side	312	6.5	19,000	20.6	86,000	25.6	<b>104,000</b>	<b>24.3</b>
Rear	701	14.6	11,000	12.8	59,000	17.5	<b>71,000</b>	<b>16.5</b>
Noncollision	148	3.1	9,000	10.1	25,000	7.3	<b>34,000</b>	<b>7.9</b>
Other/Unknown	196	4.1	1,000	0.7	5,000	1.4	<b>5,000</b>	<b>1.3</b>
<b>Total</b>	<b>4,793</b>	<b>100.0</b>	<b>90,000</b>	<b>100.0</b>	<b>335,000</b>	<b>100.0</b>	<b>429,000</b>	<b>100.0</b>

\*Less than 500.

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

Truck Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
Single-Unit Truck	186	14.8	1,075	85.2	<b>1,261</b>	<b>100.0</b>
Combination Truck	436	12.3	3,096	87.7	<b>3,532</b>	<b>100.0</b>
<b>Total</b>	<b>622</b>	<b>13.0</b>	<b>4,171</b>	<b>87.0</b>	<b>4,793</b>	<b>100.0</b>
<b>Injury Crashes</b>						
Single-Unit Truck	5,000	11.8	36,000	88.2	<b>41,000</b>	<b>100.0</b>
Combination Truck	6,000	11.7	43,000	88.3	<b>49,000</b>	<b>100.0</b>
<b>Total</b>	<b>11,000</b>	<b>11.8</b>	<b>79,000</b>	<b>88.2</b>	<b>90,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
Single-Unit Truck	2,000	1.4	166,000	98.6	<b>169,000</b>	<b>100.0</b>
Combination Truck	5,000	2.8	161,000	97.2	<b>166,000</b>	<b>100.0</b>
<b>Total</b>	<b>7,000</b>	<b>2.1</b>	<b>328,000</b>	<b>97.9</b>	<b>335,000</b>	<b>100.0</b>
<b>All Crashes</b>						
Single-Unit Truck	7,000	3.5	204,000	96.5	<b>211,000</b>	<b>100.0</b>
Combination Truck	11,000	4.9	207,000	95.1	<b>218,000</b>	<b>100.0</b>
<b>Total</b>	<b>18,000</b>	<b>4.2</b>	<b>411,000</b>	<b>95.8</b>	<b>429,000</b>	<b>100.0</b>

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

Number of Trailers	Jackknife Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
One	243	8.0	2,798	92.0	<b>3,041</b>	<b>100.0</b>
Two or More	19	10.7	158	89.3	<b>177</b>	<b>100.0</b>
<b>Total</b>	<b>262</b>	<b>8.1</b>	<b>2,956</b>	<b>91.9</b>	<b>3,218</b>	<b>100.0</b>
<b>Injury Crashes</b>						
One	1,000	3.5	40,000	96.5	<b>42,000</b>	<b>100.0</b>
Two or More	*	7.5	2,000	92.5	<b>2,000</b>	<b>100.0</b>
<b>Total</b>	<b>2,000</b>	<b>3.7</b>	<b>42,000</b>	<b>96.3</b>	<b>44,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
One	3,000	2.0	135,000	98.0	<b>138,000</b>	<b>100.0</b>
Two or More	*	3.8	3,000	96.2	<b>3,000</b>	<b>100.0</b>
Unknown Number	*	*	*	100.0	*	<b>100.0</b>
<b>Total</b>	<b>3,000</b>	<b>2.0</b>	<b>138,000</b>	<b>98.0</b>	<b>141,000</b>	<b>100.0</b>
<b>All Crashes</b>						
One	4,000	2.4	178,000	97.6	<b>183,000</b>	<b>100.0</b>
Two or More	*	5.4	5,000	94.6	<b>5,000</b>	<b>100.0</b>
Unknown Number	*	*	*	100.0	*	<b>100.0</b>
<b>Total</b>	<b>5,000</b>	<b>2.5</b>	<b>183,000</b>	<b>97.5</b>	<b>188,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	1,227	37.8	16,000	28.8	4,000	27.2	<b>21,000</b>	<b>28.9</b>
Left Side	161	5.0	4,000	7.6	*	1.1	<b>5,000</b>	<b>6.2</b>
Right Side	132	4.1	4,000	6.5	2,000	14.9	<b>6,000</b>	<b>8.0</b>
Rear	100	3.1	4,000	6.9	1,000	8.3	<b>5,000</b>	<b>7.0</b>
Other/Unknown	65	2.0	*	0.3	*	*	*	<b>0.3</b>
<i>Subtotal</i>	<i>1,685</i>	<i>51.9</i>	<i>28,000</i>	<i>50.1</i>	<i>7,000</i>	<i>51.4</i>	<b><i>37,000</i></b>	<b><i>50.4</i></b>
<b>Collision with Fixed Object</b>								
	<b>916</b>	<b>28.2</b>	<b>7,000</b>	<b>12.1</b>	<b>2,000</b>	<b>13.4</b>	<b>10,000</b>	<b>13.1</b>
<b>Collision with Object Not Fixed:</b>								
Nonmotorist	24	0.7	1,000	1.1	*	*	<b>1,000</b>	<b>0.9</b>
Other	106	3.3	2,000	2.8	2,000	11.4	<b>3,000</b>	<b>4.5</b>
<i>Subtotal</i>	<i>130</i>	<i>4.0</i>	<i>2,000</i>	<i>3.9</i>	<i>2,000</i>	<i>11.4</i>	<b><i>4,000</i></b>	<b><i>5.4</i></b>
<b>Noncollision</b>	<b>513</b>	<b>15.8</b>	<b>19,000</b>	<b>33.9</b>	<b>3,000</b>	<b>23.8</b>	<b>23,000</b>	<b>31.2</b>
<b>Total</b>	<b>**3,249</b>	<b>100.0</b>	<b>57,000</b>	<b>100.0</b>	<b>14,000</b>	<b>100.0</b>	<b>74,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

\*\*Includes 5 motorcycles involved in fatal crashes with unknown most harmful event.

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	821	56.5	6,000	24.6	2,000	27.5	<b>9,000</b>	<b>26.6</b>
Left Side	78	5.4	1,000	3.9	*	3.8	<b>1,000</b>	<b>4.0</b>
Right Side	103	7.1	2,000	8.5	1,000	16.5	<b>3,000</b>	<b>10.0</b>
Rear	9	0.6	*	0.4	*	3.9	*	<b>1.1</b>
Noncollision	295	20.3	16,000	60.8	3,000	48.3	<b>19,000</b>	<b>56.5</b>
Other/Unknown	148	10.2	*	1.8	*	*	<b>1,000</b>	<b>1.8</b>
<b>Total</b>	<b>1,454</b>	<b>100.0</b>	<b>26,000</b>	<b>100.0</b>	<b>7,000</b>	<b>100.0</b>	<b>34,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	1,271	70.8	17,000	53.7	4,000	52.3	<b>22,000</b>	<b>54.2</b>
Left Side	168	9.4	5,000	14.8	*	3.2	<b>5,000</b>	<b>12.4</b>
Right Side	145	8.1	4,000	13.2	2,000	28.6	<b>6,000</b>	<b>15.9</b>
Rear	105	5.8	4,000	13.3	1,000	16.0	<b>5,000</b>	<b>13.5</b>
Noncollision	27	1.5	2,000	4.9	*	*	<b>2,000</b>	<b>3.8</b>
Other/Unknown	79	4.4	*	*	*	*	*	<b>0.2</b>
<b>Total</b>	<b>1,795</b>	<b>100.0</b>	<b>31,000</b>	<b>100.0</b>	<b>8,000</b>	<b>100.0</b>	<b>40,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	2,092	64.4	23,000	40.5	6,000	40.4	<b>31,000</b>	<b>41.5</b>
Left Side	246	7.6	6,000	9.9	1,000	3.5	<b>6,000</b>	<b>8.5</b>
Right Side	248	7.6	6,000	11.1	3,000	22.8	<b>10,000</b>	<b>13.2</b>
Rear	114	3.5	4,000	7.4	1,000	10.2	<b>6,000</b>	<b>7.8</b>
Noncollision	322	9.9	17,000	30.3	3,000	23.2	<b>21,000</b>	<b>28.0</b>
Other/Unknown	227	7.0	*	0.8	*	*	<b>1,000</b>	<b>0.9</b>
<b>Total</b>	<b>3,249</b>	<b>100.0</b>	<b>57,000</b>	<b>100.0</b>	<b>14,000</b>	<b>100.0</b>	<b>74,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.



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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	125	42.8	5,000	39.5	7,000	16.1	<b>12,000</b>	<b>21.2</b>
Left Side	10	3.4	2,000	17.2	10,000	22.8	<b>12,000</b>	<b>21.5</b>
Right Side	10	3.4	1,000	7.9	8,000	19.8	<b>9,000</b>	<b>17.2</b>
Rear	35	12.0	3,000	26.2	10,000	22.8	<b>13,000</b>	<b>23.5</b>
Other/Unknown	3	1.0	*	*	*	*	*	*
<i>Subtotal</i>	<i>183</i>	<i>62.7</i>	<i>10,000</i>	<i>90.8</i>	<i>35,000</i>	<i>81.6</i>	<b><i>45,000</i></b>	<b><i>83.4</i></b>
<b>Collision with Fixed Object</b>	<b>6</b>	<b>2.1</b>	<b>*</b>	<b>2.7</b>	<b>2,000</b>	<b>3.8</b>	<b>2,000</b>	<b>3.5</b>
<b>Collision with Object Not Fixed:</b>								
Nonmotorist	93	31.8	1,000	4.7	*	*	<b>1,000</b>	<b>1.2</b>
Other	1	0.3	*	0.7	6,000	14.7	<b>6,000</b>	<b>11.7</b>
<i>Subtotal</i>	<i>94</i>	<i>32.2</i>	<i>1,000</i>	<i>5.4</i>	<i>6,000</i>	<i>14.7</i>	<b><i>7,000</i></b>	<b><i>12.8</i></b>
<b>Noncollision</b>	<b>9</b>	<b>3.1</b>	<b>*</b>	<b>1.2</b>	<b>*</b>	<b>*</b>	<b>*</b>	<b>0.3</b>
<b>Total</b>	<b>292</b>	<b>100.0</b>	<b>12,000</b>	<b>100.0</b>	<b>42,000</b>	<b>100.0</b>	<b>54,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	69	69.0	*	29.7	1,000	13.8	<b>1,000</b>	<b>16.0</b>
Left Side	7	7.0	*	6.0	*	5.9	<b>1,000</b>	<b>5.9</b>
Right Side	7	7.0	*	55.1	5,000	63.0	<b>5,000</b>	<b>61.5</b>
Rear	1	1.0	*	*	1,000	17.4	<b>1,000</b>	<b>15.4</b>
Noncollision	2	2.0	*	6.3	*	*	*	<b>0.7</b>
Other/Unknown	14	14.0	*	2.9	*	*	*	<b>0.5</b>
<b>Total</b>	<b>100</b>	<b>100.0</b>	<b>1,000</b>	<b>100.0</b>	<b>8,000</b>	<b>100.0</b>	<b>9,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	130	67.7	5,000	43.8	7,000	19.6	<b>12,000</b>	<b>25.5</b>
Left Side	13	6.8	2,000	18.6	10,000	28.5	<b>12,000</b>	<b>26.1</b>
Right Side	11	5.7	1,000	8.6	8,000	24.1	<b>9,000</b>	<b>20.4</b>
Rear	35	18.2	3,000	28.3	10,000	27.8	<b>13,000</b>	<b>27.9</b>
Noncollision	0	0.0	*	0.8	*	*	*	<b>0.2</b>
Other/Unknown	3	1.6	*	*	*	*	*	*
<b>Total</b>	<b>192</b>	<b>100.0</b>	<b>11,000</b>	<b>100.0</b>	<b>35,000</b>	<b>100.0</b>	<b>46,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	199	68.2	5,000	42.7	8,000	18.6	<b>13,000</b>	<b>24.0</b>
Left Side	20	6.8	2,000	17.6	10,000	24.5	<b>12,000</b>	<b>22.9</b>
Right Side	18	6.2	1,000	12.1	13,000	31.0	<b>15,000</b>	<b>26.9</b>
Rear	36	12.3	3,000	26.2	11,000	25.9	<b>14,000</b>	<b>25.9</b>
Noncollision	2	0.7	*	1.2	*	*	*	<b>0.3</b>
Other/Unknown	17	5.8	*	0.2	*	*	*	<b>0.1</b>
<b>Total</b>	<b>292</b>	<b>100.0</b>	<b>12,000</b>	<b>100.0</b>	<b>42,000</b>	<b>100.0</b>	<b>54,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.



## Chapter 4 ♦ People



## 4. PEOPLE

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This chapter presents statistics about the Drivers, Passengers, Pedestrians, and Pedalcyclists involved in police-reported motor vehicle crashes in 2001. 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 42,116 people lost their lives in motor vehicle crashes in 2001. Another 3.0 million people were injured.
- The majority of persons killed or injured in traffic crashes were drivers (66 percent), followed by passengers (30 percent), pedestrians (3 percent), and pedalcyclists (1 percent).
- Persons 16 to 20 years old had the highest fatality and injury rates per 100,000 population. Children 5 to 9 years old had the lowest fatality rates, and children under 5 years old had the lowest injury rates.\*
- For every age group, the fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was lower for females than for males for people under 5 years old, 21 to 24 years old, and over 74 years old.\*
- Forty-one percent of the persons who were killed in traffic crashes in 2001 died in alcohol-related crashes. Nine percent of the injured persons received their injuries in alcohol-related crashes.

\*Based on 2000 data. Population data by age and sex not available for 2001.

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

Person Type	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
<b>Vehicle Occupants</b>						
Driver	25,840	238,000	514,000	1,236,000	1,989,000	<b>2,014,000</b>
Passenger	10,441	100,000	226,000	587,000	913,000	<b>923,000</b>
Unknown Occupant	105	*	*	*	*	*
<i>Subtotal</i>	<i>36,386</i>	<i>338,000</i>	<i>740,000</i>	<i>1,823,000</i>	<i>2,901,000</i>	<i><b>2,938,000</b></i>
<b>Nonmotorists</b>						
Pedestrian	4,882	18,000	27,000	33,000	78,000	<b>83,000</b>
Pedalcyclist	728	6,000	25,000	14,000	45,000	<b>46,000</b>
Other/Unknown	120	1,000	3,000	4,000	8,000	<b>8,000</b>
<i>Subtotal</i>	<i>5,730</i>	<i>25,000</i>	<i>55,000</i>	<i>51,000</i>	<i>131,000</i>	<i><b>137,000</b></i>
<b>Total</b>	<b>42,116</b>	<b>363,000</b>	<b>795,000</b>	<b>1,874,000</b>	<b>3,033,000</b>	<b>3,075,000</b>

\*Less than 500.

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

Age (Years)	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
<5	649	6,000	14,000	43,000	63,000	<b>64,000</b>
5-9	664	11,000	28,000	49,000	88,000	<b>89,000</b>
10-15	1,275	19,000	50,000	85,000	154,000	<b>156,000</b>
16-20	6,051	64,000	155,000	299,000	518,000	<b>525,000</b>
21-24	4,200	40,000	89,000	196,000	325,000	<b>329,000</b>
25-34	6,832	66,000	141,000	360,000	567,000	<b>574,000</b>
35-44	6,864	57,000	122,000	331,000	510,000	<b>517,000</b>
45-54	5,378	46,000	84,000	250,000	381,000	<b>386,000</b>
55-64	3,282	24,000	47,000	126,000	197,000	<b>200,000</b>
65-74	2,778	16,000	32,000	80,000	128,000	<b>131,000</b>
>74	3,941	14,000	31,000	56,000	101,000	<b>105,000</b>
<b>Total</b>	<b>*42,116</b>	<b>363,000</b>	<b>795,000</b>	<b>1,874,000</b>	<b>3,033,000</b>	<b>3,075,000</b>

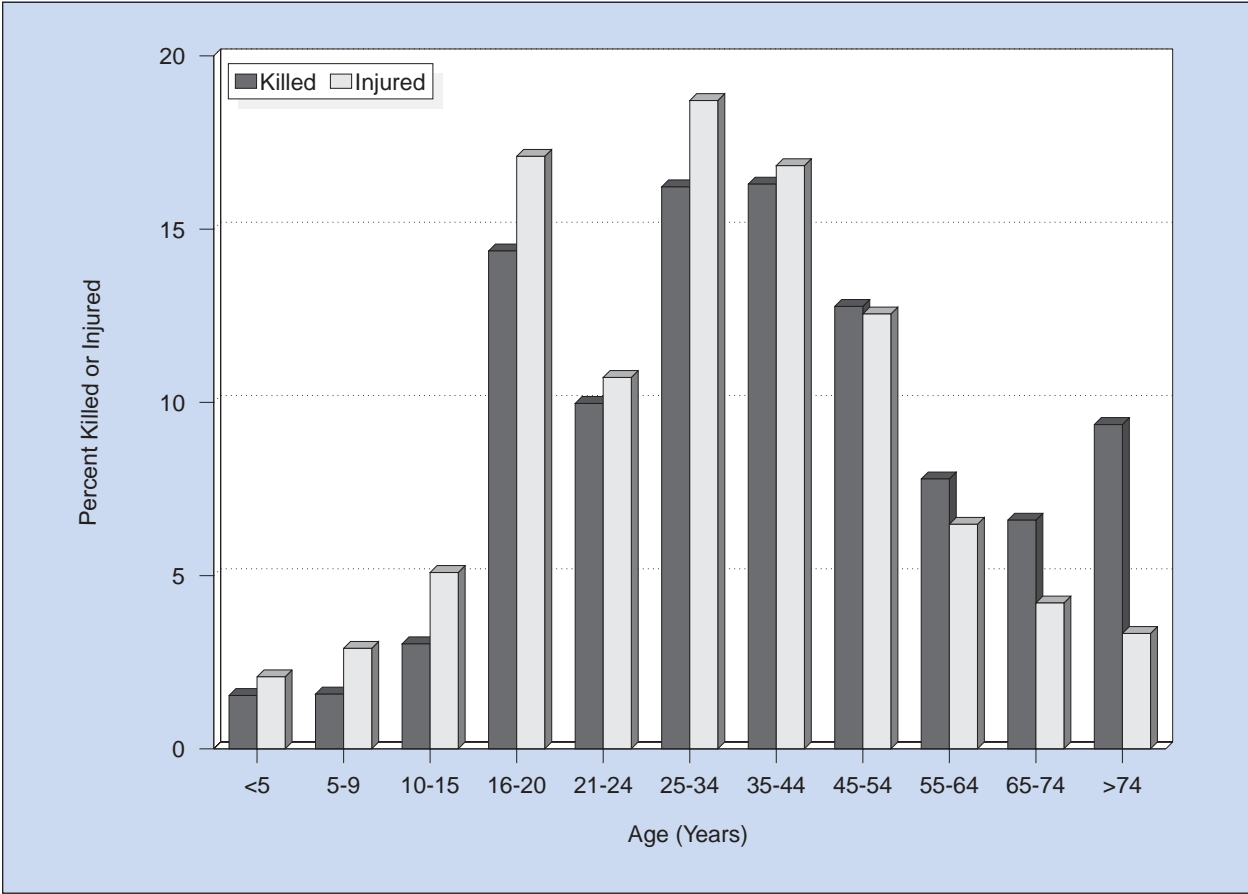
\*Includes 202 fatalities of unknown age.

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

Sex	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Male	28,878	188,000	435,000	835,000	1,458,000	<b>1,487,000</b>
Female	13,168	175,000	360,000	1,039,000	1,574,000	<b>1,587,000</b>
<b>Total</b>	<b>*42,116</b>	<b>363,000</b>	<b>795,000</b>	<b>1,874,000</b>	<b>3,033,000</b>	<b>3,075,000</b>

\*Includes 70 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, 2000**

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	383	9,811	3.90	327	9,365	3.49	710	19,176	3.70
5-9	397	10,523	3.77	330	10,026	3.29	727	20,550	3.54
10-15	828	12,585	6.58	566	11,962	4.73	1,394	24,547	5.68
16-20	4,149	10,397	39.91	1,816	9,853	18.43	5,966	20,250	29.46
21-24	3,060	7,617	40.18	1,001	7,298	13.72	4,061	14,915	27.23
25-34	5,135	20,121	25.52	1,753	19,771	8.87	6,889	39,892	17.27
35-44	4,855	22,448	21.63	1,960	22,701	8.63	6,815	45,149	15.09
45-54	3,676	18,497	19.87	1,565	19,181	8.16	5,241	37,678	13.91
55-64	2,187	11,645	18.78	1,135	12,629	8.99	3,322	24,275	13.69
65-74	1,636	8,303	19.70	1,173	10,088	11.63	2,809	18,391	15.27
>74	2,155	6,106	35.29	1,737	10,494	16.55	3,892	16,601	23.44
Unknown	84	*	*	33	*	*	119	*	*
<b>Total</b>	<b>28,545</b>	<b>138,054</b>	<b>20.68</b>	<b>13,396</b>	<b>143,368</b>	<b>9.34</b>	<b>**41,945</b>	<b>281,422</b>	<b>14.90</b>

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	37,000	9,811	381	33,000	9,365	355	71,000	19,176	368
5-9	51,000	10,523	488	52,000	10,026	515	103,000	20,550	501
10-15	77,000	12,585	611	81,000	11,962	675	158,000	24,547	642
16-20	268,000	10,397	2,573	293,000	9,853	2,970	560,000	20,250	2,766
21-24	172,000	7,617	2,260	153,000	7,298	2,100	325,000	14,915	2,182
25-34	291,000	20,121	1,446	306,000	19,771	1,550	597,000	39,892	1,498
35-44	261,000	22,448	1,161	282,000	22,701	1,240	542,000	45,149	1,201
45-54	170,000	18,497	920	202,000	19,181	1,051	372,000	37,678	987
55-64	93,000	11,645	796	117,000	12,629	926	210,000	24,275	864
65-74	62,000	8,303	742	75,000	10,088	745	137,000	18,391	743
>74	50,000	6,106	820	64,000	10,494	612	114,000	16,601	689
<b>Total</b>	<b>1,531,000</b>	<b>138,054</b>	<b>1,109</b>	<b>1,657,000</b>	<b>143,368</b>	<b>1,156</b>	<b>3,189,000</b>	<b>281,422</b>	<b>1,133</b>

\*Not applicable.

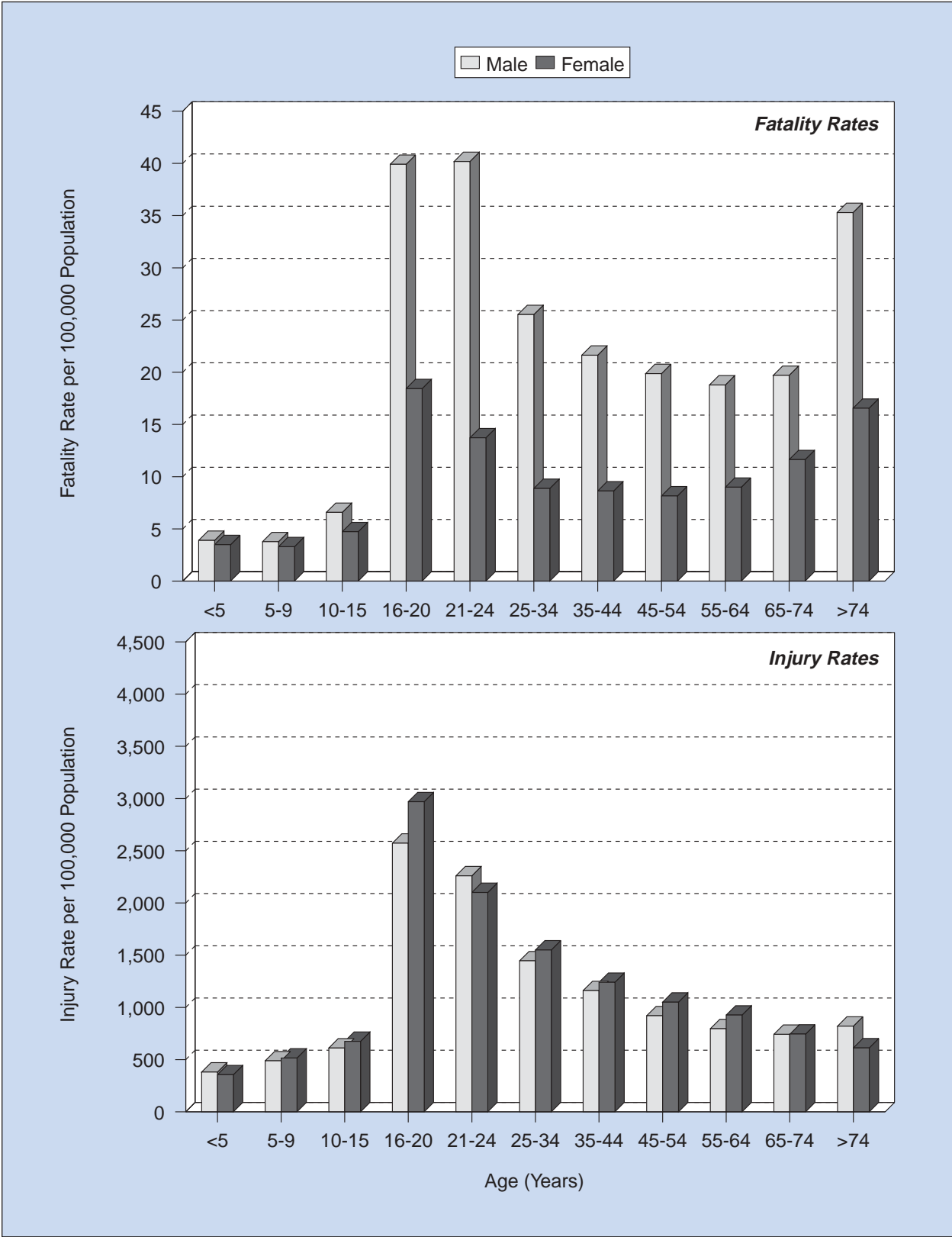
\*\*Includes 4 fatalities of unknown sex.

Source: Population—Bureau of the Census.

Notes: Totals may not equal sum of components due to independent rounding. Population data by age and sex not available for 2001.



Figure 19  
Fatality and Injury Rates per 100,000 Population by Age and Sex, 2000



**Table 57**  
**Persons Killed or Injured in Crashes by Weather Condition and Light Condition**

Weather Condition	Light Condition				Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	
<b>Persons Killed</b>					
Normal	19,036	5,733	10,735	1,456	<b>37,014</b>
Rain	1,578	542	944	138	<b>3,214</b>
Snow/Sleet	408	75	248	49	<b>781</b>
Other	219	100	383	72	<b>779</b>
Unknown	52	13	56	0	<b>328</b>
<b>Total</b>	<b>21,293</b>	<b>6,463</b>	<b>12,366</b>	<b>1,715</b>	<b>*42,116</b>
<b>Persons Injured</b>					
Normal	1,874,000	407,000	256,000	99,000	<b>2,635,000</b>
Rain	193,000	66,000	34,000	16,000	<b>309,000</b>
Snow/Sleet	34,000	12,000	14,000	2,000	<b>61,000</b>
Other	12,000	5,000	6,000	4,000	<b>28,000</b>
<b>Total</b>	<b>2,113,000</b>	<b>490,000</b>	<b>309,000</b>	<b>121,000</b>	<b>3,033,000</b>

\*Includes 207 fatalities in crashes that occurred under unknown light conditions.

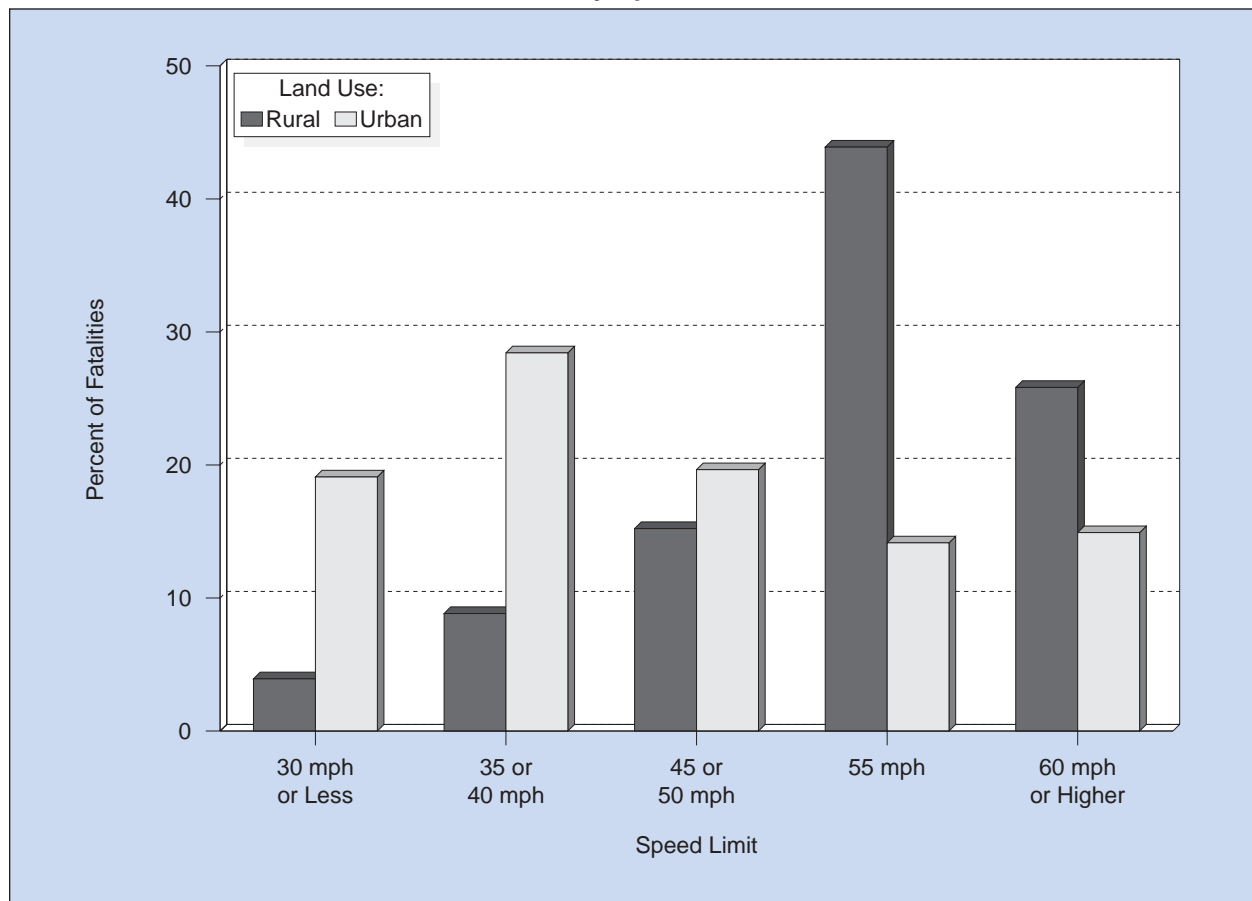
**Table 58**  
**Persons Killed or Injured in Crashes by Speed Limit and Crash Type**

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
<b>Persons Killed</b>						
30 mph or less	2,951	12.8	1,240	6.5	<b>4,191</b>	<b>10.0</b>
35 or 40 mph	4,097	17.8	2,965	15.5	<b>7,062</b>	<b>16.8</b>
45 or 50 mph	3,685	16.0	3,731	19.5	<b>7,416</b>	<b>17.6</b>
55 mph	6,671	29.0	6,647	34.8	<b>13,318</b>	<b>31.6</b>
60 mph or higher	4,727	20.5	4,136	21.7	<b>8,863</b>	<b>21.0</b>
No Statutory Limit	115	0.5	13	0.1	<b>128</b>	<b>0.3</b>
Unknown	773	3.4	365	1.9	<b>1,138</b>	<b>2.7</b>
<b>Total</b>	<b>23,019</b>	<b>100.0</b>	<b>19,097</b>	<b>100.0</b>	<b>42,116</b>	<b>100.0</b>
<b>Persons Injured</b>						
30 mph or less	189,000	26.0	424,000	18.4	<b>614,000</b>	<b>20.2</b>
35 or 40 mph	155,000	21.2	933,000	40.5	<b>1,088,000</b>	<b>35.9</b>
45 or 50 mph	103,000	14.1	503,000	21.8	<b>606,000</b>	<b>20.0</b>
55 mph	166,000	22.8	278,000	12.1	<b>444,000</b>	<b>14.7</b>
60 mph or higher	112,000	15.3	163,000	7.1	<b>275,000</b>	<b>9.1</b>
No Statutory Limit	4,000	0.6	2,000	0.1	<b>6,000</b>	<b>0.2</b>
<b>Total</b>	<b>728,000</b>	<b>100.0</b>	<b>2,304,000</b>	<b>100.0</b>	<b>3,033,000</b>	<b>100.0</b>

**Table 59**  
**Persons Killed in Crashes by Speed Limit and Land Use**

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	956	22.8	2,959	70.6	276	6.6	<b>4,191</b>	<b>100.0</b>
35 or 40 mph	2,151	30.5	4,405	62.4	506	7.2	<b>7,062</b>	<b>100.0</b>
45 or 50 mph	3,706	50.0	3,044	41.0	666	9.0	<b>7,416</b>	<b>100.0</b>
55 mph	10,687	80.2	2,192	16.5	439	3.3	<b>13,318</b>	<b>100.0</b>
60 mph or higher	6,289	71.0	2,311	26.1	263	3.0	<b>8,863</b>	<b>100.0</b>
No Statutory Limit	111	86.7	14	10.9	3	2.3	<b>128</b>	<b>100.0</b>
Unknown	447	39.3	569	50.0	122	10.7	<b>1,138</b>	<b>100.0</b>
<b>Total</b>	<b>24,347</b>	<b>57.8</b>	<b>15,494</b>	<b>36.8</b>	<b>2,275</b>	<b>5.4</b>	<b>42,116</b>	<b>100.0</b>

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



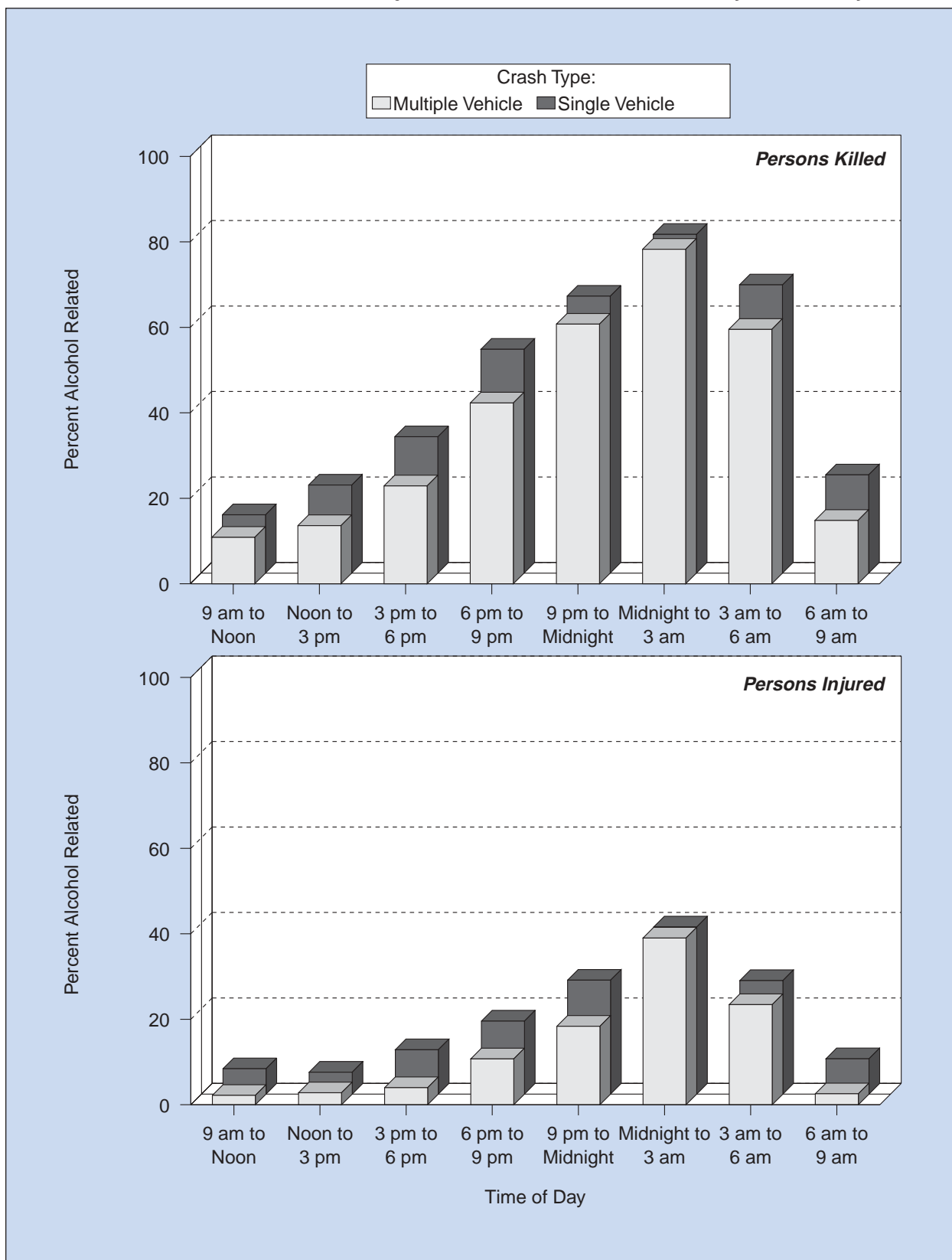
**Table 60**  
**Persons Killed or Injured in Crashes and Percent Alcohol Related by Time of Day and Crash Type**

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related
<b>Persons Killed*</b>									
Midnight to 3 am	3,904	3,094	79	1,428	1,118	78	<b>5,332</b>	<b>4,212</b>	<b>79</b>
3 am to 6 am	2,348	1,584	67	917	546	60	<b>3,265</b>	<b>2,130</b>	<b>65</b>
6 am to 9 am	1,981	455	23	2,101	311	15	<b>4,082</b>	<b>767</b>	<b>19</b>
9 am to Noon	1,695	231	14	2,515	273	11	<b>4,210</b>	<b>505</b>	<b>12</b>
Noon to 3 pm	2,209	455	21	3,387	461	14	<b>5,596</b>	<b>917</b>	<b>16</b>
3 pm to 6 pm	3,049	973	32	3,946	904	23	<b>6,995</b>	<b>1,877</b>	<b>27</b>
6 pm to 9 pm	3,698	1,938	52	2,727	1,154	42	<b>6,425</b>	<b>3,091</b>	<b>48</b>
9 pm to Midnight	3,824	2,478	65	2,065	1,255	61	<b>5,889</b>	<b>3,733</b>	<b>63</b>
Unknown	311	215	69	11	2	22	<b>322</b>	<b>217</b>	<b>68</b>
<b>Total</b>	<b>23,019</b>	<b>11,423</b>	<b>50</b>	<b>19,097</b>	<b>6,024</b>	<b>32</b>	<b>42,116</b>	<b>17,448</b>	<b>41</b>
<b>Persons Injured**</b>									
Midnight to 3 am	81,000	32,000	39	63,000	25,000	39	<b>144,000</b>	<b>56,000</b>	<b>39</b>
3 am to 6 am	56,000	15,000	27	39,000	9,000	23	<b>95,000</b>	<b>24,000</b>	<b>25</b>
6 am to 9 am	82,000	7,000	8	271,000	7,000	3	<b>354,000</b>	<b>14,000</b>	<b>4</b>
9 am to Noon	74,000	4,000	6	315,000	7,000	2	<b>389,000</b>	<b>11,000</b>	<b>3</b>
Noon to 3 pm	98,000	5,000	5	484,000	14,000	3	<b>583,000</b>	<b>19,000</b>	<b>3</b>
3 pm to 6 pm	127,000	13,000	10	616,000	25,000	4	<b>744,000</b>	<b>38,000</b>	<b>5</b>
6 pm to 9 pm	115,000	20,000	17	340,000	37,000	11	<b>455,000</b>	<b>56,000</b>	<b>12</b>
9 pm to Midnight	94,000	25,000	27	174,000	32,000	18	<b>268,000</b>	<b>57,000</b>	<b>21</b>
<b>Total</b>	<b>728,000</b>	<b>121,000</b>	<b>17</b>	<b>2,304,000</b>	<b>155,000</b>	<b>7</b>	<b>3,033,000</b>	<b>275,000</b>	<b>9</b>

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

\*\*Police-reported alcohol involvement.

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



**Table 61**  
**Persons Killed in Construction/Maintenance Zones, by Roadway Function Class and Person Type**

Roadway Function Class	Person Type					Total
	Driver	Passenger	Pedestrian	Pedalcyclist	Other Nonmotorist	
Principal Arterial						
Interstate	182	104	34	2	2	324
Freeway/Expressway	43	14	14	0	1	72
Other	152	62	36	5	1	256
Minor Arterial	94	28	32	2	1	157
Collector	77	28	11	1	0	117
Local Road or Street	58	32	6	2	0	98
Unknown	35	13	6	1	0	55
<b>Total</b>	<b>641</b>	<b>281</b>	<b>139</b>	<b>13</b>	<b>5</b>	<b>1,079</b>

**Table 62**  
**Persons Killed in Crashes Involving Emergency Vehicles, by Person Type, Crash Type, and Vehicle Type**

Person Type	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Total	In Emergency Use*	Total	In Emergency Use*	Total	In Emergency Use*
<b>Ambulance</b>						
Ambulance Driver	0	0	1	1	1	1
Ambulance Passenger	5	3	4	3	9	6
Occupant of Other Vehicle	0	0	16	8	16	8
Pedestrian	1	0	1	0	2	0
Pedalcyclist	1	1	0	0	1	1
<b>Total</b>	<b>7</b>	<b>4</b>	<b>22</b>	<b>12</b>	<b>29</b>	<b>16</b>
<b>Fire Truck</b>						
Fire Truck Driver	2	2	0	0	2	2
Fire Truck Passenger	2	2	0	0	2	2
Occupant of Other Vehicle	0	0	13	6	13	6
Pedestrian	3	0	1	1	4	1
Pedalcyclist	0	0	0	0	0	0
<b>Total</b>	<b>7</b>	<b>4</b>	<b>14</b>	<b>7</b>	<b>21</b>	<b>11</b>
<b>Police Vehicle</b>						
Police Vehicle Driver	13	4	15	3	28	7
Police Vehicle Passenger	3	1	4	3	7	4
Occupant of Other Vehicle	0	0	67	21	67	21
Pedestrian	21	5	2	1	23	6
Pedalcyclist	1	0	0	0	1	0
<b>Total</b>	<b>38</b>	<b>10</b>	<b>88</b>	<b>28</b>	<b>126</b>	<b>38</b>

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

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

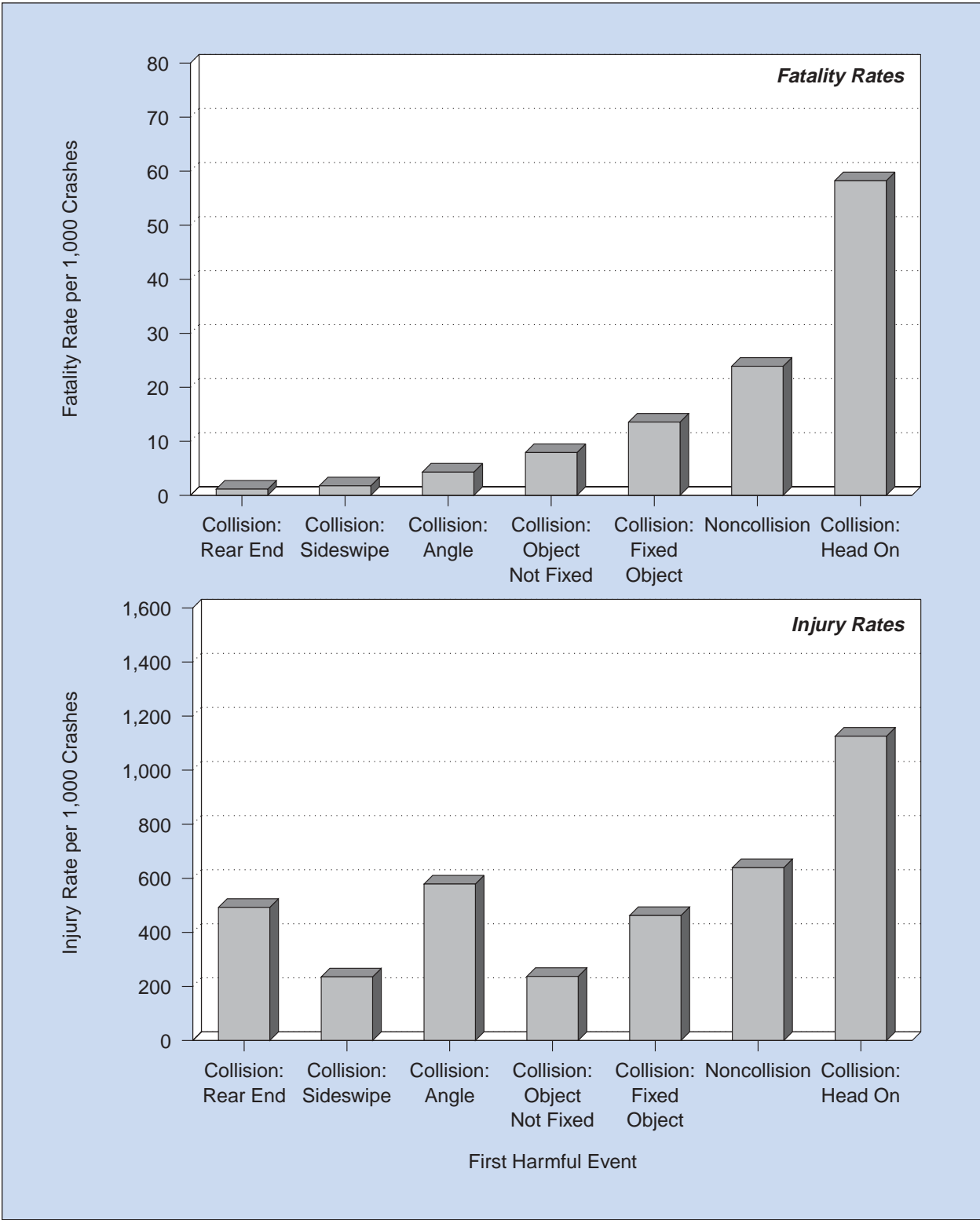
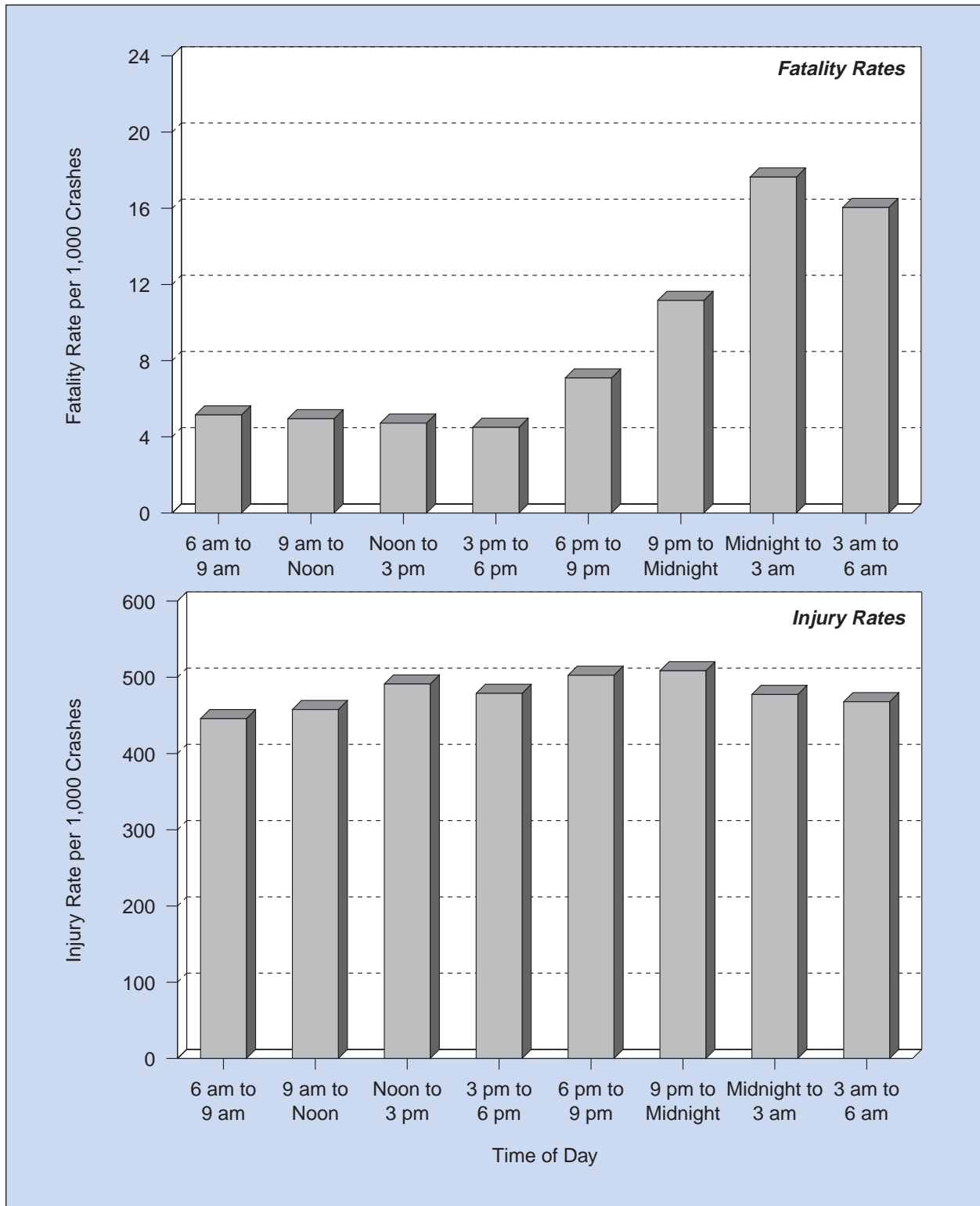
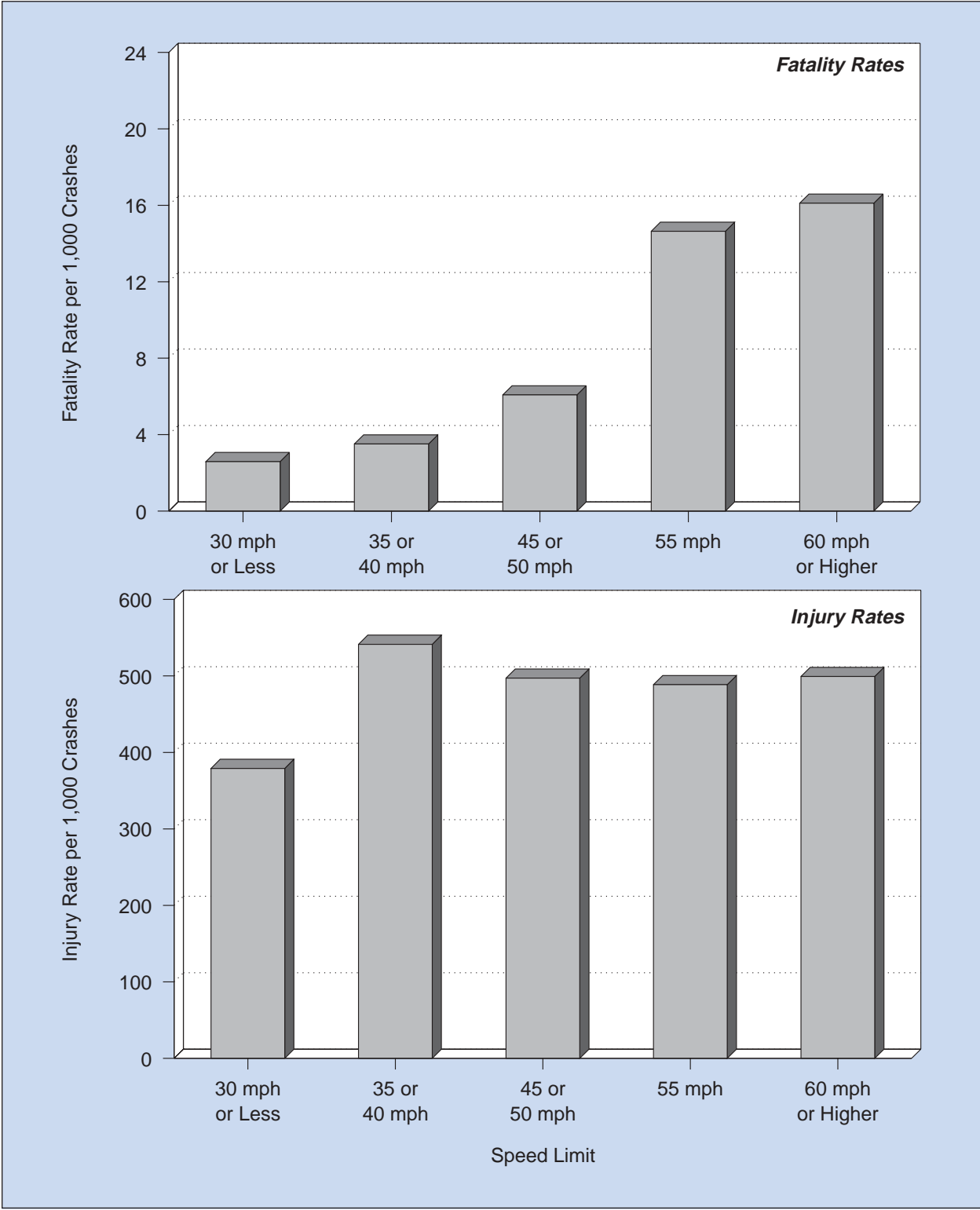


Figure 23  
 Fatality and Injury Rates per 1,000 Crashes by Time of Day





**Figure 24**  
**Fatality and Injury Rates per 1,000 Crashes by Speed Limit**



**Table 63**  
**Driver Involvement Rates per 100,000 Licensed Drivers by Age, Sex, and Crash Severity**

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
<b>Drivers in Fatal Crashes</b>						
<16	216	*	74	*	290	*
16-20	5,640	87.24	2,323	38.06	7,963	63.36
21-24	4,682	70.48	1,334	20.79	6,016	46.06
25-34	8,717	47.42	2,816	15.89	11,534	31.95
35-44	8,257	39.70	2,943	14.21	11,201	26.99
45-54	6,164	33.63	2,142	11.56	8,307	22.54
55-64	3,503	29.72	1,195	10.12	4,698	19.92
65-69	1,141	27.21	472	11.13	1,613	19.12
>69	3,257	35.48	1,551	15.58	4,808	25.12
Unknown	134	*	17	*	1,050	*
<b>Total</b>	<b>41,711</b>	<b>43.54</b>	<b>14,867</b>	<b>15.57</b>	<b>**57,480</b>	<b>30.05</b>
<b>Drivers in Injury Crashes</b>						
<16	14,000	*	7,000	*	21,000	*
16-20	348,000	5,388	270,000	4,421	618,000	4,919
21-24	244,000	3,666	171,000	2,664	414,000	3,173
25-34	449,000	2,441	326,000	1,839	775,000	2,146
35-44	407,000	1,956	315,000	1,519	721,000	1,738
45-54	303,000	1,653	229,000	1,239	532,000	1,444
55-64	170,000	1,439	115,000	974	285,000	1,207
65-69	53,000	1,267	36,000	856	89,000	1,061
>69	117,000	1,272	85,000	853	202,000	1,054
<b>Total</b>	<b>2,104,000</b>	<b>2,196</b>	<b>1,554,000</b>	<b>1,628</b>	<b>3,658,000</b>	<b>1,912</b>
<b>Drivers in Property-Damage-Only Crashes</b>						
<16	22,000	*	15,000	*	36,000	*
16-20	706,000	10,925	506,000	8,286	1,212,000	9,644
21-24	552,000	8,303	328,000	5,105	879,000	6,731
25-34	937,000	5,098	614,000	3,465	1,551,000	4,296
35-44	877,000	4,219	616,000	2,974	1,493,000	3,598
45-54	757,000	4,132	414,000	2,237	1,172,000	3,180
55-64	361,000	3,060	205,000	1,735	566,000	2,397
65-69	112,000	2,667	72,000	1,703	184,000	2,182
>69	215,000	2,346	149,000	1,494	364,000	1,903
<b>Total</b>	<b>4,539,000</b>	<b>4,739</b>	<b>2,918,000</b>	<b>3,056</b>	<b>7,457,000</b>	<b>3,899</b>
<b>Drivers in All Crashes</b>						
<16	36,000	*	22,000	*	58,000	*
16-20	1,060,000	16,400	778,000	12,746	1,838,000	14,626
21-24	800,000	12,039	500,000	7,790	1,300,000	9,951
25-34	1,394,000	7,586	943,000	5,320	2,337,000	6,474
35-44	1,292,000	6,215	933,000	4,507	2,226,000	5,363
45-54	1,067,000	5,818	646,000	3,488	1,713,000	4,647
55-64	534,000	4,529	321,000	2,719	855,000	3,624
65-69	166,000	3,962	109,000	2,570	275,000	3,262
>69	335,000	3,654	235,000	2,363	571,000	2,982
Unknown	***	*	***	*	1,000	*
<b>Total</b>	<b>6,685,000</b>	<b>6,979</b>	<b>4,487,000</b>	<b>4,699</b>	<b>11,173,000</b>	<b>5,841</b>

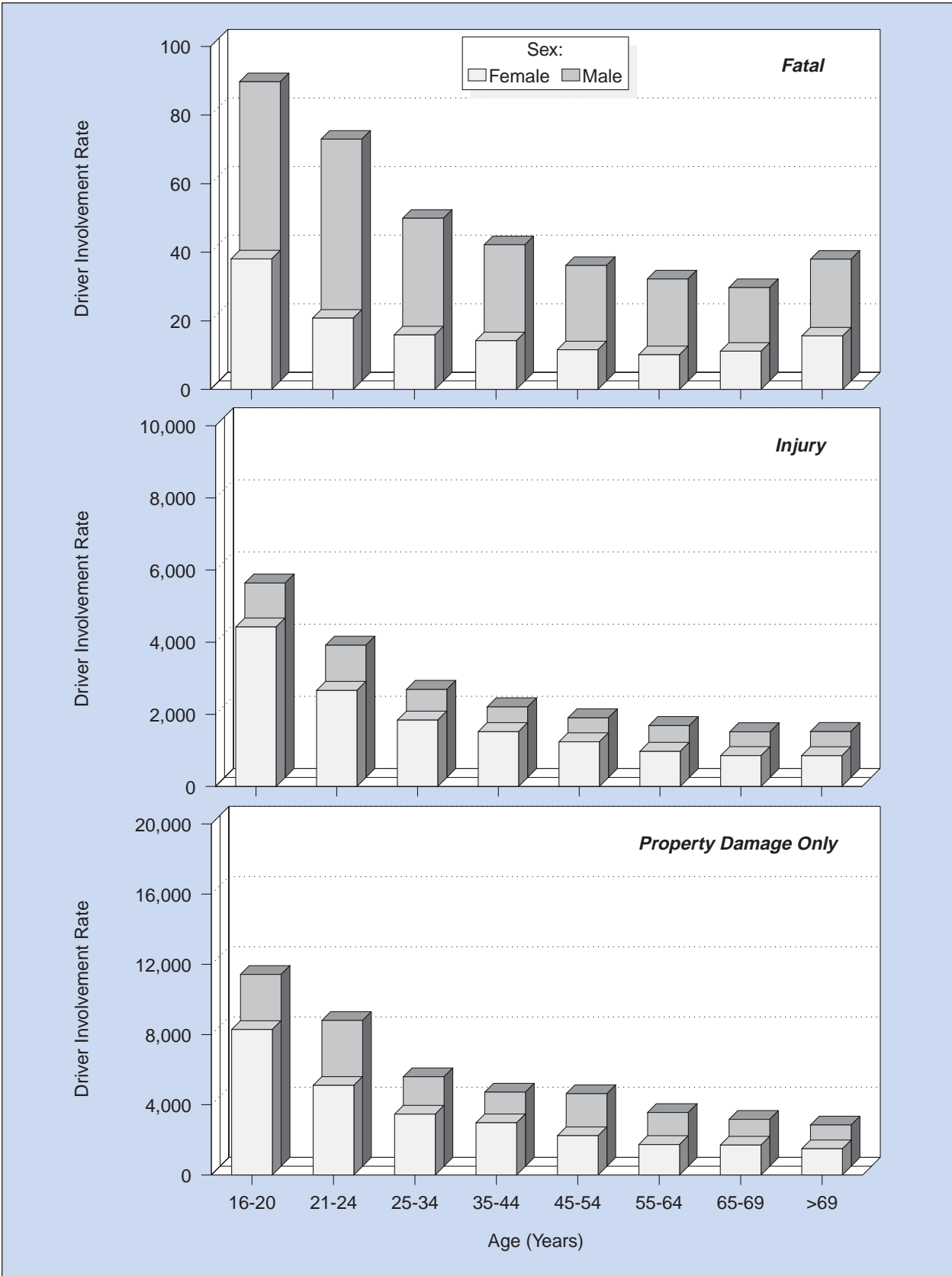
\*Not applicable.

\*\*Includes 902 drivers of unknown sex.

\*\*\*Less than 500.

Source: Licensed Drivers—Federal Highway Administration.

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



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

Previous Convictions	Valid License (49,636)		Invalid License (6,107)		Total (55,743)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	7,321	14.7	827	13.5	<b>8,148</b>	<b>14.6</b>
Previous Recorded Suspensions or Revocations	4,037	8.1	2,895	47.4	<b>6,932</b>	<b>12.4</b>
Previous DWI Convictions	1,050	2.1	838	13.7	<b>1,888</b>	<b>3.4</b>
Previous Speeding Convictions	10,926	22.0	1,134	18.6	<b>12,060</b>	<b>21.6</b>
Previous Other Harmful Moving Convictions	8,421	17.0	1,398	22.9	<b>9,819</b>	<b>17.6</b>
Drivers with No Previous Convictions	28,967	58.4	2,695	44.1	<b>31,662</b>	<b>56.8</b>

Notes: Table does not include 1,737 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. Data do not include commercial driver's licenses (CDLs).

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

Factors	Number	Percent
Failure to keep in proper lane or running off road . . . . .	18,274	31.8
Driving too fast for conditions or in excess of posted speed limit or racing . . . . .	11,371	19.8
Failure to yield right of way . . . . .	4,802	8.4
Inattentive (talking, eating, etc.) . . . . .	4,014	7.0
Operating vehicle in erratic, reckless, careless, or negligent manner . . . . .	3,385	5.9
Failure to obey traffic signs, signals, or officer . . . . .	3,016	5.2
Overcorrecting/oversteering . . . . .	2,000	3.5
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc. . . . .	1,852	3.2
Drowsy, asleep, fatigued, ill, or blackout . . . . .	1,677	2.9
Making improper turn . . . . .	1,434	2.5
Driving wrong way on one-way trafficway or on wrong side of road . . . . .	1,152	2.0
Vision obscured (rain, snow, glare, lights, building, trees, etc.) . . . . .	1,050	1.8
Other factors . . . . .	8,604	15.0
None reported . . . . .	21,070	36.7
Unknown . . . . .	912	1.6
<b>Total Drivers . . . . .</b>	<b>57,480</b>	<b>100.0</b>

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

**Table 66**  
**Vehicle Occupants Killed or Injured, by Vehicle Type, Person Type, and Injury Severity**

Vehicle and Person Type	Occupants Killed	Occupants Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
<b>Passenger Car</b>						
Drivers	13,812	143,000	329,000	854,000	1,326,000	<b>1,340,000</b>
Passengers	6,368	61,000	144,000	395,000	601,000	<b>607,000</b>
Unknown	53	*	*	*	*	*
<i>Subtotal</i>	<i>20,233</i>	<i>204,000</i>	<i>473,000</i>	<i>1,249,000</i>	<i>1,927,000</i>	<b><i>1,947,000</i></b>
<b>Light Truck</b>						
Drivers	8,048	74,000	149,000	351,000	575,000	<b>583,000</b>
Passengers	3,587	35,000	75,000	175,000	286,000	<b>290,000</b>
Unknown	42	*	*	*	*	*
<i>Subtotal</i>	<i>11,677</i>	<i>109,000</i>	<i>225,000</i>	<i>527,000</i>	<i>861,000</i>	<b><i>872,000</i></b>
<b>Large Truck</b>						
Drivers	599	4,000	8,000	12,000	24,000	<b>25,000</b>
Passengers	105	1,000	2,000	3,000	5,000	<b>5,000</b>
<i>Subtotal</i>	<i>704</i>	<i>5,000</i>	<i>10,000</i>	<i>15,000</i>	<i>29,000</i>	<b><i>30,000</i></b>
<b>Motorcycle</b>						
Operators	2,942	15,000	24,000	15,000	54,000	<b>57,000</b>
Passengers	239	2,000	3,000	2,000	6,000	<b>6,000</b>
<i>Subtotal</i>	<i>3,181</i>	<i>17,000</i>	<i>27,000</i>	<i>17,000</i>	<i>60,000</i>	<b><i>63,000</i></b>
<b>Bus</b>	34	1,000	2,000	12,000	15,000	<b>15,000</b>
<b>Other/Unknown</b>	557	2,000	4,000	4,000	9,000	<b>10,000</b>
<b>Total</b>	<b>36,386</b>	<b>338,000</b>	<b>740,000</b>	<b>1,823,000</b>	<b>2,901,000</b>	<b>2,938,000</b>

\*Less than 500.

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

Sex	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/Unknown	
<b>Occupants Killed</b>							
Male	12,167	8,570	665	2,891	23	419	<b>24,735</b>
Female	8,061	3,107	39	290	11	82	<b>11,590</b>
Unknown	5	0	0	0	0	56	<b>61</b>
<b>Total</b>	<b>20,233</b>	<b>11,677</b>	<b>704</b>	<b>3,181</b>	<b>34</b>	<b>557</b>	<b>36,386</b>
<b>Occupants Injured</b>							
Male	796,000	483,000	27,000	52,000	6,000	7,000	<b>1,370,000</b>
Female	1,130,000	378,000	3,000	9,000	9,000	2,000	<b>1,531,000</b>
<b>Total</b>	<b>1,927,000</b>	<b>861,000</b>	<b>29,000</b>	<b>60,000</b>	<b>15,000</b>	<b>9,000</b>	<b>2,901,000</b>

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

Age (Years)	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/Unknown	
<b>Occupants Killed</b>							
<5	317	180	4	1	1	10	<b>513</b>
5-9	251	177	4	7	1	13	<b>453</b>
10-15	501	339	7	35	5	57	<b>944</b>
16-20	3,852	1,489	12	256	4	70	<b>5,683</b>
21-24	2,318	1,105	39	390	0	34	<b>3,886</b>
25-34	3,115	1,959	144	857	7	86	<b>6,168</b>
35-44	2,620	2,143	181	789	4	71	<b>5,808</b>
45-54	1,962	1,699	171	573	3	46	<b>4,454</b>
55-64	1,337	1,080	99	189	6	43	<b>2,754</b>
65-74	1,426	776	37	61	3	28	<b>2,331</b>
>74	2,490	704	4	21	0	38	<b>3,257</b>
Unknown	44	26	2	2	0	61	<b>135</b>
<b>Total</b>	<b>20,233</b>	<b>11,677</b>	<b>704</b>	<b>3,181</b>	<b>34</b>	<b>557</b>	<b>36,386</b>
<b>Occupants Injured</b>							
<5	39,000	21,000	*	*	*	*	<b>60,000</b>
5-9	46,000	27,000	*	*	1,000	*	<b>75,000</b>
10-15	81,000	39,000	*	1,000	4,000	3,000	<b>128,000</b>
16-20	373,000	120,000	1,000	6,000	1,000	1,000	<b>503,000</b>
21-24	225,000	82,000	2,000	7,000	*	1,000	<b>317,000</b>
25-34	363,000	162,000	7,000	14,000	2,000	1,000	<b>549,000</b>
35-44	293,000	175,000	8,000	14,000	3,000	1,000	<b>493,000</b>
45-54	212,000	132,000	8,000	13,000	2,000	1,000	<b>367,000</b>
55-64	126,000	55,000	3,000	4,000	1,000	1,000	<b>189,000</b>
65-74	88,000	32,000	1,000	1,000	*	*	<b>123,000</b>
>74	82,000	16,000	*	*	*	*	<b>98,000</b>
<b>Total</b>	<b>1,927,000</b>	<b>861,000</b>	<b>29,000</b>	<b>60,000</b>	<b>15,000</b>	<b>9,000</b>	<b>2,901,000</b>

\*Less than 500.

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

Age (Years)	Person Type											
	Drivers						Passengers					
	Sex				Total		Sex				Total	
	Male		Female				Male		Female			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>												
<5	1	100.0	0	0.0	1	100.0	247	48.2	265	51.8	<b>512</b>	<b>100.0</b>
5-9	3	75.0	1	25.0	4	100.0	234	52.1	215	47.9	<b>449</b>	<b>100.0</b>
10-15	116	77.9	33	22.1	149	100.0	425	53.5	370	46.5	<b>795</b>	<b>100.0</b>
16-20	2,550	72.3	979	27.7	3,529	100.0	1,371	63.6	783	36.4	<b>2,154</b>	<b>100.0</b>
21-24	2,200	80.4	536	19.6	2,736	100.0	802	69.7	348	30.3	<b>1,150</b>	<b>100.0</b>
25-34	3,775	78.8	1,013	21.2	4,788	100.0	862	62.5	518	37.5	<b>1,380</b>	<b>100.0</b>
35-44	3,485	73.9	1,229	26.1	4,714	100.0	571	52.2	523	47.8	<b>1,094</b>	<b>100.0</b>
45-54	2,744	75.2	905	24.8	3,649	100.0	366	45.5	439	54.5	<b>805</b>	<b>100.0</b>
55-64	1,617	72.8	603	27.2	2,220	100.0	188	35.2	346	64.8	<b>534</b>	<b>100.0</b>
65-74	1,150	67.6	550	32.4	1,700	100.0	190	30.1	441	69.9	<b>631</b>	<b>100.0</b>
>74	1,535	66.7	766	33.3	2,301	100.0	255	26.7	701	73.3	<b>956</b>	<b>100.0</b>
Unknown	8	16.3	2	4.1	49	100.0	40	46.5	24	27.9	<b>86</b>	<b>100.0</b>
<b>Total</b>	<b>19,184</b>	<b>74.2</b>	<b>6,617</b>	<b>25.6</b>	<b>*25,840</b>	<b>100.0</b>	<b>5,551</b>	<b>52.6</b>	<b>4,973</b>	<b>47.2</b>	<b>*10,546</b>	<b>100.0</b>
<b>Occupants Injured</b>												
<5	**	89.0	**	11.0	**	100.0	31,000	51.2	29,000	48.8	<b>60,000</b>	<b>100.0</b>
5-9	1,000	100.0	**	**	1,000	100.0	37,000	49.5	38,000	50.5	<b>74,000</b>	<b>100.0</b>
10-15	4,000	58.5	3,000	41.5	7,000	100.0	50,000	41.3	71,000	58.7	<b>120,000</b>	<b>100.0</b>
16-20	167,000	50.0	167,000	50.0	333,000	100.0	71,000	41.8	99,000	58.2	<b>170,000</b>	<b>100.0</b>
21-24	121,000	52.4	110,000	47.6	232,000	100.0	41,000	48.0	44,000	52.0	<b>85,000</b>	<b>100.0</b>
25-34	218,000	51.6	204,000	48.4	423,000	100.0	53,000	42.2	73,000	57.8	<b>127,000</b>	<b>100.0</b>
35-44	197,000	50.0	197,000	50.0	394,000	100.0	33,000	33.2	66,000	66.8	<b>99,000</b>	<b>100.0</b>
45-54	146,000	50.0	146,000	50.0	291,000	100.0	22,000	29.4	53,000	70.6	<b>75,000</b>	<b>100.0</b>
55-64	74,000	49.3	77,000	50.7	151,000	100.0	9,000	23.2	29,000	76.8	<b>38,000</b>	<b>100.0</b>
65-74	48,000	53.4	42,000	46.6	90,000	100.0	8,000	24.2	25,000	75.8	<b>33,000</b>	<b>100.0</b>
>74	33,000	48.8	34,000	51.2	67,000	100.0	6,000	21.1	24,000	78.9	<b>30,000</b>	<b>100.0</b>
<b>Total</b>	<b>1,009,000</b>	<b>50.7</b>	<b>979,000</b>	<b>49.3</b>	<b>1,989,000</b>	<b>100.0</b>	<b>361,000</b>	<b>39.5</b>	<b>552,000</b>	<b>60.5</b>	<b>913,000</b>	<b>100.0</b>

\*Includes 39 drivers and 22 passengers of unknown sex.  
 \*\*Less than 500 or less than 0.05 percent.



**Table 70**  
**Vehicle Occupants Killed or Injured, by Vehicle Type and Most Harmful Event**

Vehicle Type	Most Harmful Event								Total	
	Collision with						Noncollision			
	Motor Vehicle in Transport		Object Not Fixed		Fixed Object					
	Number	Percent	Number	Percent	Number	Percent				
<b>Occupants Killed</b>										
Passenger Car	10,952	54.1	470	2.3	5,242	25.9	3,561	17.6	<b>20,233</b>	<b>100.0</b>
Light Truck	4,210	36.1	305	2.6	2,530	21.7	4,628	39.6	<b>11,677</b>	<b>100.0</b>
Large Truck	175	24.9	31	4.4	163	23.2	335	47.6	<b>704</b>	<b>100.0</b>
Motorcycle	1,631	51.3	112	3.5	934	29.4	499	15.7	<b>3,181</b>	<b>100.0</b>
Bus	14	41.2	1	2.9	6	17.6	13	38.2	<b>34</b>	<b>100.0</b>
Other/Unknown	196	35.2	16	2.9	117	21.0	158	28.4	<b>557</b>	<b>100.0</b>
<b>Total</b>	<b>17,178</b>	<b>47.2</b>	<b>935</b>	<b>2.6</b>	<b>8,992</b>	<b>24.7</b>	<b>9,194</b>	<b>25.3</b>	<b>*36,386</b>	<b>100.0</b>
<b>Occupants Injured</b>										
Passenger Car	1,555,000	80.7	46,000	2.4	242,000	12.6	84,000	4.3	<b>1,927,000</b>	<b>100.0</b>
Light Truck	625,000	72.6	20,000	2.3	112,000	13.0	104,000	12.1	<b>861,000</b>	<b>100.0</b>
Large Truck	14,000	49.2	**	1.3	3,000	11.0	11,000	38.5	<b>29,000</b>	<b>100.0</b>
Motorcycle	29,000	48.7	2,000	3.1	7,000	12.0	22,000	36.2	<b>60,000</b>	<b>100.0</b>
Bus	14,000	91.7	**	1.0	**	2.5	1,000	4.7	<b>15,000</b>	<b>100.0</b>
Other/Unknown	5,000	49.6	**	4.8	1,000	9.2	3,000	36.3	<b>9,000</b>	<b>100.0</b>
<b>Total</b>	<b>2,242,000</b>	<b>77.3</b>	<b>69,000</b>	<b>2.4</b>	<b>366,000</b>	<b>12.6</b>	<b>225,000</b>	<b>7.7</b>	<b>2,901,000</b>	<b>100.0</b>

\*Includes 87 fatalities with unknown most harmful event.

\*\*Less than 500.

**Table 71**  
**Vehicle Occupants Killed or Injured, by Initial Point of Impact and Vehicle Type**

Initial Point of Impact	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/Unknown	
<b>Occupants Killed</b>							
Front	10,552	6,107	399	2,068	26	211	<b>19,363</b>
Left Side	3,591	1,151	41	236	1	51	<b>5,071</b>
Right Side	3,156	1,150	57	245	4	30	<b>4,642</b>
Rear	1,064	555	13	98	0	36	<b>1,766</b>
Other*	509	288	31	79	0	6	<b>913</b>
Noncollision	1,098	2,185	143	316	2	111	<b>3,855</b>
Unknown	263	241	20	139	1	112	<b>776</b>
<b>Total</b>	<b>20,233</b>	<b>11,677</b>	<b>704</b>	<b>3,181</b>	<b>34</b>	<b>557</b>	<b>36,386</b>
<b>Occupants Injured</b>							
Front	877,000	355,000	10,000	24,000	4,000	3,000	<b>1,273,000</b>
Left Side	290,000	120,000	4,000	6,000	3,000	1,000	<b>424,000</b>
Right Side	262,000	101,000	3,000	6,000	1,000	1,000	<b>376,000</b>
Rear	452,000	221,000	3,000	4,000	6,000	1,000	<b>687,000</b>
Other*	9,000	6,000	1,000	**	**	1,000	<b>16,000</b>
Noncollision	36,000	59,000	8,000	19,000	**	2,000	<b>125,000</b>
<b>Total</b>	<b>1,927,000</b>	<b>861,000</b>	<b>29,000</b>	<b>60,000</b>	<b>15,000</b>	<b>9,000</b>	<b>2,901,000</b>

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

\*\*Less than 500.

**Table 72**  
**Vehicle Occupants Killed or Injured, by Vehicle Type and Ejection**

Vehicle Type	Ejected*		Not Ejected		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>								
Passenger Car	4,316	21.3	15,831	78.2	86	0.4	<b>20,233</b>	<b>100.0</b>
Light Truck	4,746	40.6	6,885	59.0	46	0.4	<b>11,677</b>	<b>100.0</b>
Large Truck	210	29.8	488	69.3	6	0.9	<b>704</b>	<b>100.0</b>
Bus	7	20.6	23	67.6	4	11.8	<b>34</b>	<b>100.0</b>
Other/Unknown	189	33.9	262	47.0	106	19.0	<b>557</b>	<b>100.0</b>
<b>Total**</b>	<b>9,468</b>	<b>28.5</b>	<b>23,489</b>	<b>70.7</b>	<b>248</b>	<b>0.7</b>	<b>33,205</b>	<b>100.0</b>
<b>Occupants Injured</b>								
Passenger Car	9,000	0.5	1,918,000	99.5	****	****	<b>1,927,000</b>	<b>100.0</b>
Light Truck	12,000	1.4	848,000	98.6	****	****	<b>861,000</b>	<b>100.0</b>
Large Truck	***	0.9	29,000	99.1	****	****	<b>29,000</b>	<b>100.0</b>
Bus	***	0.7	15,000	99.3	****	****	<b>15,000</b>	<b>100.0</b>
Other/Unknown	3,000	28.6	7,000	71.4	****	****	<b>9,000</b>	<b>100.0</b>
<b>Total**</b>	<b>24,000</b>	<b>0.9</b>	<b>2,817,000</b>	<b>99.1</b>	<b>****</b>	<b>****</b>	<b>2,841,000</b>	<b>100.0</b>

\*Includes total and partial ejection.

\*\*Excludes motorcycle occupants.

\*\*\*Less than 500.

\*\*\*\*Not applicable.

**Table 73**  
**Occupants Killed or Injured in Two-Vehicle Crashes, by Vehicle Types Involved**

Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	Total Occupants Killed
Passenger Car	—	Passenger Car	—	3,289
Passenger Car	4,375	Light Truck	1,150	5,525
Passenger Car	1,739	Large Truck	25	1,764
Passenger Car	21	Motorcycle	686	707
Passenger Car	81	Bus	0	81
Passenger Car	103	Other/Unknown	43	146
Light Truck	—	Light Truck	—	1,608
Light Truck	1,183	Large Truck	36	1,219
Light Truck	5	Motorcycle	645	650
Light Truck	58	Bus	3	61
Light Truck	54	Other/Unknown	92	146
Large Truck	—	Large Truck	—	102
Large Truck	0	Motorcycle	89	89
Large Truck	2	Bus	7	9
Large Truck	5	Other/Unknown	23	28
Motorcycle	—	Motorcycle	—	45
Motorcycle	5	Bus	0	5
Motorcycle	36	Other/Unknown	3	39
Bus	—	Bus	—	1
Bus	0	Other/Unknown	3	3
Other/Unknown	—	Other/Unknown	—	61
<b>Total Occupants Killed . . . . .</b>				<b>15,578</b>
Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	767,000
Passenger Car	472,000	Light Truck	306,000	779,000
Passenger Car	50,000	Large Truck	6,000	56,000
Passenger Car	2,000	Motorcycle	18,000	21,000
Passenger Car	6,000	Bus	5,000	11,000
Passenger Car	1,000	Other/Unknown	2,000	3,000
Light Truck	—	Light Truck	—	207,000
Light Truck	21,000	Large Truck	5,000	26,000
Light Truck	1,000	Motorcycle	11,000	11,000
Light Truck	2,000	Bus	5,000	6,000
Light Truck	1,000	Other/Unknown	2,000	2,000
Large Truck	—	Large Truck	—	2,000
<b>Total Occupants Injured . . . . .</b>				<b>1,895,000</b>

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

Body Type	Occupants Involved		Occupants Killed		Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%		No.	%	No.	%
<b>Passenger Cars</b>	<b>46,003</b>	<b>48.7</b>	<b>20,233</b>	<b>55.6</b>	<b>Large Trucks</b>	<b>5,548</b>	<b>5.9</b>	<b>704</b>	<b>1.9</b>
Convertible	626	0.7	275	0.8	Step Van	48	0.1	5	*
2 Door Sedan, Hardtop, Coupe	11,025	11.7	5,111	14.0	Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	240	0.3	38	0.1
3 Door/2 Door Hatchback	2,824	3.0	1,376	3.8	Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	361	0.4	36	0.1
4 Door Sedan Hardtop	28,653	30.3	12,252	33.7	Single Unit Heavy Truck (GVWR > 26,000 lb)	997	1.1	138	0.4
5 Door/4 Door Hatchback	478	0.5	233	0.6	Single Unit Truck, Unknown GVWR	10	*	1	*
Station Wagon	1,536	1.6	659	1.8	Truck Tractor	3,789	4.0	472	1.3
Hatchback, Doors Unknown	70	0.1	42	0.1	Medium/Heavy Pickup (Ford Super Duty 450/550)	37	*	7	*
Other Auto	61	0.1	26	0.1	Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	3	*	1	*
Unknown Auto	664	0.7	230	0.6	Unknown Heavy Truck (GVWR > 26,000 lb)	9	*	1	*
Auto-Based Pickup	53	0.1	27	0.1	Unknown Large Truck Type	54	0.1	5	*
Auto-Based Panel Truck	13	*	2	*	<b>Motorcycles</b>	<b>3,706</b>	<b>3.9</b>	<b>3,181</b>	<b>8.7</b>
<b>Light Trucks</b>	<b>36,461</b>	<b>38.6</b>	<b>11,677</b>	<b>32.1</b>	Motorcycle	3,563	3.8	3,064	8.4
Compact Utility	8,483	9.0	2,869	7.9	Moped	35	*	31	0.1
Large Utility	1,751	1.9	457	1.3	Three Wheel Motorcycle or Moped	9	*	6	*
Utility Station Wagon	887	0.9	189	0.5	Off-Road Motorcycle (Two Wheel)	63	0.1	48	0.1
Utility, Unknown Body Type	4	*	0	0.0	Other Motorcycle/Minibike	29	*	25	0.1
Minivan	5,453	5.8	1,409	3.9	Unknown Motorcycle	7	*	7	*
Large Van	2,795	3.0	562	1.5	<b>Buses**</b>	<b>1,020</b>	<b>1.1</b>	<b>34</b>	<b>0.1</b>
Step Van	97	0.1	22	0.1	School Bus	424	0.4	16	*
Van-Based School Bus	17	*	2	*	Cross Country/Intercity Bus	263	0.3	3	*
Van-Based Transit Bus	19	*	0	0.0	Transit Bus	225	0.2	4	*
Other Van Type	30	*	7	*	Other Bus	58	0.1	7	*
Unknown Van Type	72	0.1	9	*	Unknown Bus	50	0.1	4	*
Compact Pickup	5,694	6.0	2,551	7.0	<b>Other Vehicles</b>	<b>816</b>	<b>0.9</b>	<b>396</b>	<b>1.1</b>
Standard Pickup	10,857	11.5	3,512	9.7	Large Limousine	7	*	2	*
Pickup with Camper	70	0.1	30	0.1	Van-Based Motorhome	69	0.1	15	*
Unknown Pickup	72	0.1	23	0.1	Light Truck-Based Motorhome	3	*	0	0.0
Cab Chassis-Based Light Truck	132	0.1	23	0.1	Large Truck-Based Motorhome	84	0.1	7	*
Truck-Based Panel Truck	5	*	2	*	Unknown Truck Camper/Motorhome	50	0.1	13	*
Other Conventional Light Truck	1	*	1	*	All Terrain Vehicle	321	0.3	225	0.6
Unknown Light Truck (not pickup)	7	*	4	*	Snowmobile	46	*	35	0.1
Unknown Light Vehicle Type	9	*	3	*	Farm Equipment Except Trucks	128	0.1	48	0.1
Unknown Truck	6	*	2	*	Construction Equipment Except Trucks	20	*	3	*
					Other Vehicle	88	0.1	48	0.1
					<b>Unknown Body Type</b>	<b>972</b>	<b>1.0</b>	<b>161</b>	<b>0.4</b>
					<b>Total</b>	<b>94,526</b>	<b>100.0</b>	<b>36,386</b>	<b>100.0</b>

\*Less than 0.05 percent.

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

**Table 75**  
**Passenger Car Occupants Involved in Fatal Crashes and Occupants Killed, by Car Wheelbase Size**

Passenger Car Wheelbase Size	Occupants Involved in Fatal Crashes		Occupants Killed		Percent of Occupants Killed by Car Wheelbase Size
	Number	Percent of Total	Number	Percent of Total	
Minicompact (under 95 inches)	1,655	3.6	881	4.4	53.2
Subcompact (95 to 99 inches)	7,271	15.8	3,536	17.5	48.6
Compact (100 to 104 inches)	15,045	32.7	6,718	33.2	44.7
Intermediate (105 to 109 inches)	12,816	27.9	5,401	26.7	42.1
Full Size (110 to 114 inches)	5,660	12.3	2,304	11.4	40.7
Largest Size (115 inches and over)	2,200	4.8	864	4.3	39.3
Unknown	1,356	2.9	529	2.6	39.0
<b>Total</b>	<b>46,003</b>	<b>100.0</b>	<b>20,233</b>	<b>100.0</b>	<b>44.0</b>

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

Person Type	Persons Killed*	Persons Injured by Injury Severity**			Total Injured
		Incapacitating	Nonincapacitating	Other	
<b>Vehicle Occupants</b>					
Driver	10,781	38,000	63,000	77,000	<b>179,000</b>
Passenger	3,928	16,000	25,000	41,000	<b>83,000</b>
Unknown Occupant	50	***	***	***	<b>***</b>
<i>Subtotal</i>	<i>14,759</i>	<i>54,000</i>	<i>89,000</i>	<i>119,000</i>	<b><i>262,000</i></b>
<b>Nonmotorists</b>					
Pedestrian	2,369	3,000	4,000	4,000	<b>11,000</b>
Pedalcyclist	281	***	2,000	***	<b>2,000</b>
Other/Unknown	39	***	***	***	<b>1,000</b>
<i>Subtotal</i>	<i>2,689</i>	<i>4,000</i>	<i>6,000</i>	<i>4,000</i>	<b><i>14,000</i></b>
<b>Total</b>	<b>17,448</b>	<b>58,000</b>	<b>94,000</b>	<b>123,000</b>	<b>275,000</b>

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

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

\*\*\*Less than 500.

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

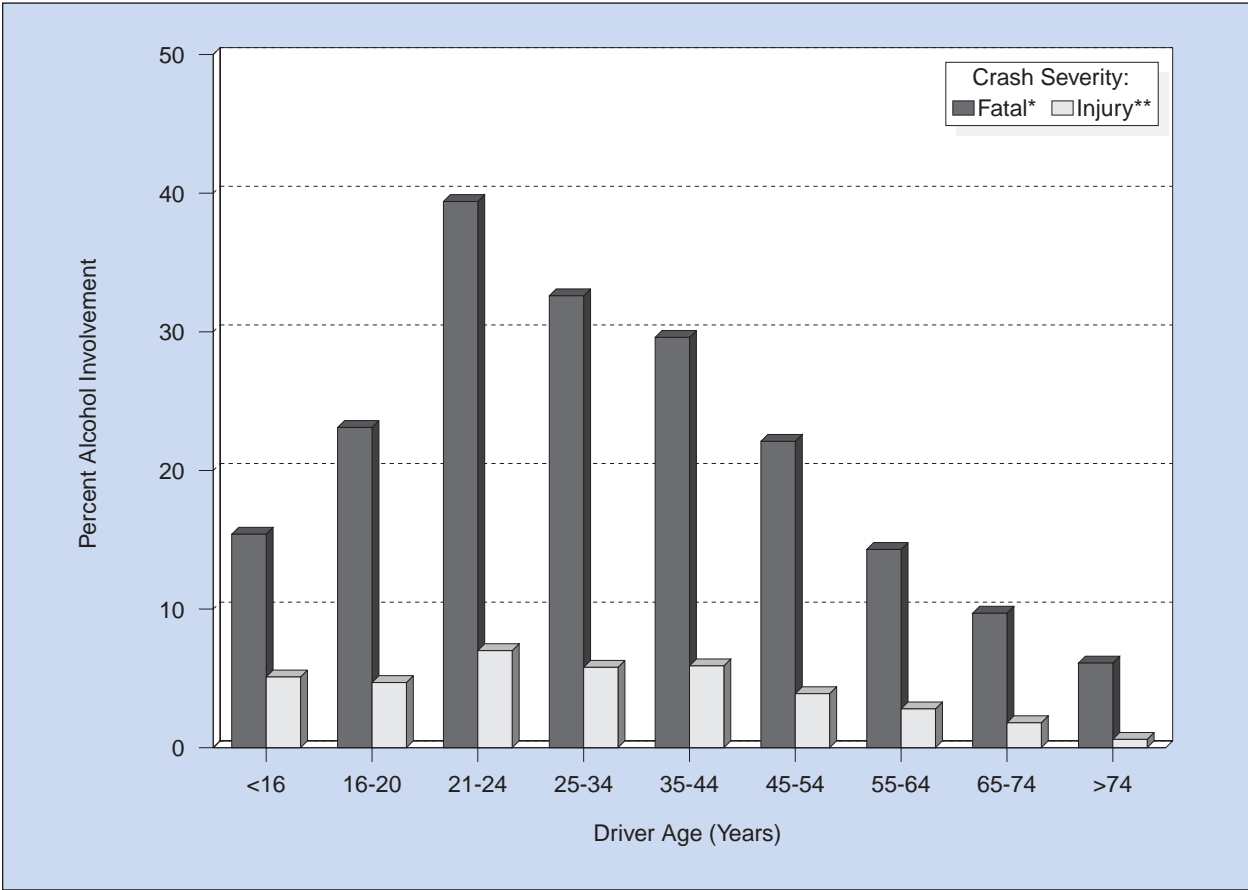
Age (Years)	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Fatal Crashes*</b>						
<16	45	15	245	85	<b>290</b>	<b>100</b>
16-20	1,839	23	6,124	77	<b>7,963</b>	<b>100</b>
21-24	2,371	39	3,645	61	<b>6,016</b>	<b>100</b>
25-34	3,759	33	7,775	67	<b>11,534</b>	<b>100</b>
35-44	3,320	30	7,881	70	<b>11,201</b>	<b>100</b>
45-54	1,837	22	6,470	78	<b>8,307</b>	<b>100</b>
55-64	671	14	4,027	86	<b>4,698</b>	<b>100</b>
65-74	303	10	2,837	90	<b>3,140</b>	<b>100</b>
>74	199	6	3,082	94	<b>3,281</b>	<b>100</b>
Unknown	362	34	688	66	<b>1,050</b>	<b>100</b>
<b>Total</b>	<b>14,706</b>	<b>26</b>	<b>42,774</b>	<b>74</b>	<b>57,480</b>	<b>100</b>
<b>Drivers in Injury Crashes**</b>						
<16	1,000	5	20,000	95	<b>21,000</b>	<b>100</b>
16-20	29,000	5	589,000	95	<b>618,000</b>	<b>100</b>
21-24	29,000	7	385,000	93	<b>414,000</b>	<b>100</b>
25-34	45,000	6	729,000	94	<b>775,000</b>	<b>100</b>
35-44	42,000	6	679,000	94	<b>721,000</b>	<b>100</b>
45-54	21,000	4	512,000	96	<b>532,000</b>	<b>100</b>
55-64	8,000	3	277,000	97	<b>285,000</b>	<b>100</b>
65-74	3,000	2	165,000	98	<b>168,000</b>	<b>100</b>
>74	1,000	1	122,000	99	<b>123,000</b>	<b>100</b>
<b>Total</b>	<b>179,000</b>	<b>5</b>	<b>3,479,000</b>	<b>95</b>	<b>3,658,000</b>	<b>100</b>
<b>Drivers in Property-Damage-Only Crashes**</b>						
<16	2,000	7	34,000	93	<b>36,000</b>	<b>100</b>
16-20	32,000	3	1,180,000	97	<b>1,212,000</b>	<b>100</b>
21-24	49,000	6	830,000	94	<b>879,000</b>	<b>100</b>
25-34	51,000	3	1,500,000	97	<b>1,551,000</b>	<b>100</b>
35-44	51,000	3	1,442,000	97	<b>1,493,000</b>	<b>100</b>
45-54	38,000	3	1,134,000	97	<b>1,172,000</b>	<b>100</b>
55-64	11,000	2	554,000	98	<b>566,000</b>	<b>100</b>
65-74	4,000	1	329,000	99	<b>333,000</b>	<b>100</b>
>74	1,000	1	214,000	99	<b>215,000</b>	<b>100</b>
<b>Total</b>	<b>239,000</b>	<b>3</b>	<b>7,218,000</b>	<b>97</b>	<b>7,457,000</b>	<b>100</b>

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

\*\*Police-reported alcohol involvement.



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



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

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

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

Time of Day and Day of Week	Killed*				Injured**			
	Under 21		21 and Older		Under 21		21 and Older	
	Number Killed	Percent with Alcohol Involvement	Number Killed	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement
<b>Single-Vehicle Crashes</b>								
<b>Daytime</b>	<b>665</b>	<b>17</b>	<b>4,360</b>	<b>29</b>	<b>47,000</b>	<b>6</b>	<b>170,000</b>	<b>9</b>
Weekday	429	12	2,829	24	33,000	4	121,000	8
Weekend	236	26	1,531	38	13,000	13	49,000	13
<b>Nighttime</b>	<b>1,363</b>	<b>52</b>	<b>6,003</b>	<b>74</b>	<b>58,000</b>	<b>18</b>	<b>151,000</b>	<b>34</b>
Weekday	572	48	2,720	69	27,000	14	72,000	29
Weekend	791	55	3,283	78	31,000	20	79,000	39
<b>Multiple-Vehicle Crashes</b>								
<b>Daytime</b>	<b>930</b>	<b>9</b>	<b>7,552</b>	<b>11</b>	<b>162,000</b>	<b>1</b>	<b>1,016,000</b>	<b>1</b>
Weekday	692	8	5,761	11	132,000	1	822,000	1
Weekend	238	13	1,791	15	30,000	1	195,000	1
<b>Nighttime</b>	<b>697</b>	<b>27</b>	<b>3,982</b>	<b>44</b>	<b>75,000</b>	<b>5</b>	<b>310,000</b>	<b>7</b>
Weekday	310	23	1,921	39	38,000	4	164,000	6
Weekend	387	30	2,061	49	37,000	6	145,000	9

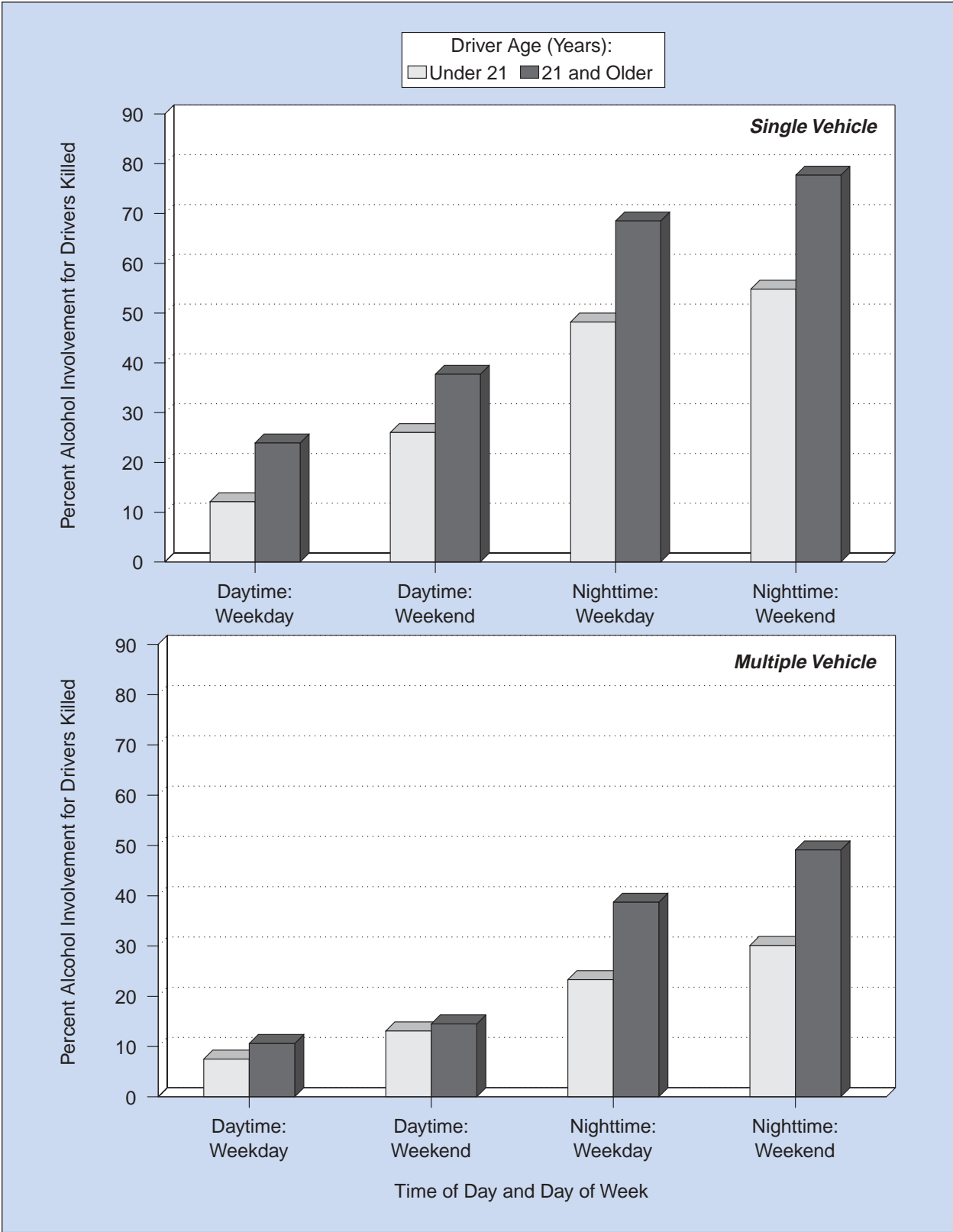
\*Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.  
 \*\*Police-reported alcohol involvement.

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

Age (Years)	Driver's BAC								Total	
	0.00		0.01-0.07		0.08 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	128	83	7	5	19	12	26	17	154	100
16-20	2,446	69	211	6	873	25	1,083	31	3,529	100
21-24	1,289	47	183	7	1,265	46	1,447	53	2,736	100
25-34	2,390	50	263	6	2,135	45	2,399	50	4,788	100
35-44	2,408	51	263	6	2,043	43	2,306	49	4,714	100
45-54	2,286	63	144	4	1,219	33	1,364	37	3,649	100
55-64	1,702	77	85	4	433	20	518	23	2,220	100
65-74	1,457	86	58	3	185	11	243	14	1,700	100
>74	2,136	93	48	2	117	5	165	7	2,301	100
Unknown	27	54	2	5	20	41	22	46	49	100
<b>Total</b>	<b>16,267</b>	<b>63</b>	<b>1,265</b>	<b>5</b>	<b>8,308</b>	<b>32</b>	<b>9,573</b>	<b>37</b>	<b>25,840</b>	<b>100</b>

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

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



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

Vehicle Type	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Fatal Crashes*</b>						
Passenger Car	7,413	27	19,874	73	<b>27,287</b>	<b>100</b>
Light Truck	5,545	27	15,050	73	<b>20,595</b>	<b>100</b>
Large Truck	117	2	4,632	98	<b>4,749</b>	<b>100</b>
Motorcycle	1,191	37	2,054	63	<b>3,245</b>	<b>100</b>
Bus	3	1	288	99	<b>291</b>	<b>100</b>
Other/Unknown	436	33	877	67	<b>1,313</b>	<b>100</b>
<b>Total</b>	<b>14,706</b>	<b>26</b>	<b>42,774</b>	<b>74</b>	<b>57,480</b>	<b>100</b>
<b>Drivers in Injury Crashes**</b>						
Passenger Car	108,000	5	2,168,000	95	<b>2,276,000</b>	<b>100</b>
Light Truck	65,000	5	1,150,000	95	<b>1,215,000</b>	<b>100</b>
Large Truck	1,000	1	88,000	99	<b>89,000</b>	<b>100</b>
Motorcycle	5,000	8	52,000	92	<b>57,000</b>	<b>100</b>
Bus	***	***	12,000	100	<b>12,000</b>	<b>100</b>
Other/Unknown	1,000	6	8,000	94	<b>9,000</b>	<b>100</b>
<b>Total</b>	<b>179,000</b>	<b>5</b>	<b>3,479,000</b>	<b>95</b>	<b>3,658,000</b>	<b>100</b>
<b>Drivers in Property-Damage-Only Crashes**</b>						
Passenger Car	149,000	3	4,238,000	97	<b>4,387,000</b>	<b>100</b>
Light Truck	88,000	3	2,583,000	97	<b>2,671,000</b>	<b>100</b>
Large Truck	1,000	***	333,000	100	<b>333,000</b>	<b>100</b>
Motorcycle	1,000	10	13,000	90	<b>14,000</b>	<b>100</b>
Bus	***	***	42,000	100	<b>42,000</b>	<b>100</b>
Other/Unknown	***	3	9,000	97	<b>10,000</b>	<b>100</b>
<b>Total</b>	<b>239,000</b>	<b>3</b>	<b>7,218,000</b>	<b>97</b>	<b>7,457,000</b>	<b>100</b>

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

\*\*Police-reported alcohol involvement.

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

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

Age (Years)	Highest BAC in Crash								Total	
	0.00		0.01-0.07		0.08 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	503	78	33	5	113	17	146	22	649	100
5-9	521	78	34	5	109	16	143	22	664	100
10-15	980	77	65	5	230	18	295	23	1,275	100
16-20	3,685	61	467	8	1,899	31	2,366	39	6,051	100
21-24	1,779	42	327	8	2,094	50	2,421	58	4,200	100
25-34	3,032	44	434	6	3,366	49	3,800	56	6,832	100
35-44	3,156	46	435	6	3,274	48	3,709	54	6,864	100
45-54	2,996	56	296	6	2,086	39	2,382	44	5,378	100
55-64	2,243	68	161	5	878	27	1,039	32	3,282	100
65-74	2,220	80	124	4	434	16	558	20	2,778	100
>74	3,460	88	123	3	357	9	481	12	3,941	100
Unknown	92	46	14	7	96	47	110	54	202	100
<b>Total</b>	<b>24,668</b>	<b>59</b>	<b>2,515</b>	<b>6</b>	<b>14,933</b>	<b>35</b>	<b>17,448</b>	<b>41</b>	<b>42,116</b>	<b>100</b>

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

**Table 82**  
**Pedestrians Killed, by Pedestrian's and Driver's Blood Alcohol Concentration (BAC)**

Pedestrian's BAC	Driver's BAC						Total	
	0.00		0.01-0.07		0.08 or Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0.00	2,553	53	112	2	357	7	3,022	63
0.01-0.07	171	4	11	0	37	1	219	5
0.08 or Higher	1,195	25	95	2	288	6	1,578	33
<b>Total*</b>	<b>3,918</b>	<b>81</b>	<b>218</b>	<b>5</b>	<b>682</b>	<b>14</b>	<b>4,819</b>	<b>100</b>

\*Does not include pedestrians in hit and run crashes.

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

**Table 83**  
**Drivers Involved in Crashes by Vehicle Type, Restraint Use, and Crash Severity**

Vehicle Type	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Fatal Crashes</b>								
Passenger Car	15,753	57.7	8,897	32.6	2,637	9.7	<b>27,287</b>	<b>100.0</b>
Light Truck	11,315	54.9	7,558	36.7	1,722	8.4	<b>20,595</b>	<b>100.0</b>
Large Truck	3,503	73.8	797	16.8	449	9.5	<b>4,749</b>	<b>100.0</b>
Bus	219	75.3	29	10.0	43	14.8	<b>291</b>	<b>100.0</b>
Other/Unknown	200	15.2	398	30.3	715	54.5	<b>1,313</b>	<b>100.0</b>
<b>Total*</b>	<b>30,990</b>	<b>57.1</b>	<b>17,679</b>	<b>32.6</b>	<b>5,566</b>	<b>10.3</b>	<b>54,235</b>	<b>100.0</b>
<b>Drivers in Injury Crashes</b>								
Passenger Car	1,874,000	82.3	142,000	6.3	260,000	11.4	<b>2,276,000</b>	<b>100.0</b>
Light Truck	1,007,000	82.9	92,000	7.6	116,000	9.5	<b>1,215,000</b>	<b>100.0</b>
Large Truck	69,000	77.1	6,000	6.9	14,000	16.1	<b>89,000</b>	<b>100.0</b>
Bus	9,000	78.8	1,000	10.4	1,000	10.8	<b>12,000</b>	<b>100.0</b>
Other/Unknown	2,000	24.2	6,000	66.5	1,000	9.3	<b>9,000</b>	<b>100.0</b>
<b>Total*</b>	<b>2,962,000</b>	<b>82.2</b>	<b>248,000</b>	<b>6.9</b>	<b>392,000</b>	<b>10.9</b>	<b>3,601,000</b>	<b>100.0</b>
<b>Drivers in Property-Damage-Only Crashes</b>								
Passenger Car	3,619,000	82.5	96,000	2.2	672,000	15.3	<b>4,387,000</b>	<b>100.0</b>
Light Truck	2,279,000	85.3	65,000	2.4	327,000	12.3	<b>2,671,000</b>	<b>100.0</b>
Large Truck	224,000	67.4	16,000	4.7	93,000	28.0	<b>333,000</b>	<b>100.0</b>
Bus	34,000	78.9	3,000	5.9	6,000	15.2	<b>42,000</b>	<b>100.0</b>
Other/Unknown	5,000	53.2	2,000	20.6	3,000	26.2	<b>10,000</b>	<b>100.0</b>
<b>Total*</b>	<b>6,161,000</b>	<b>82.8</b>	<b>181,000</b>	<b>2.4</b>	<b>1,102,000</b>	<b>14.8</b>	<b>7,443,000</b>	<b>100.0</b>
<b>Drivers in All Crashes</b>								
Passenger Car	5,508,000	82.3	247,000	3.7	935,000	14.0	<b>6,690,000</b>	<b>100.0</b>
Light Truck	3,297,000	84.4	164,000	4.2	445,000	11.4	<b>3,907,000</b>	<b>100.0</b>
Large Truck	297,000	69.5	22,000	5.3	108,000	25.3	<b>427,000</b>	<b>100.0</b>
Bus	43,000	78.9	4,000	6.9	8,000	14.2	<b>54,000</b>	<b>100.0</b>
Other/Unknown	8,000	37.7	8,000	41.9	4,000	20.4	<b>20,000</b>	<b>100.0</b>
<b>Total*</b>	<b>9,153,000</b>	<b>82.5</b>	<b>446,000</b>	<b>4.0</b>	<b>1,499,000</b>	<b>13.5</b>	<b>11,099,000</b>	<b>100.0</b>

\*Excludes motorcycle drivers.

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

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

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>								
<5	237	47.3	228	45.5	36	7.2	<b>501</b>	<b>100.0</b>
5-9	197	45.6	206	47.7	29	6.7	<b>432</b>	<b>100.0</b>
10-15	259	30.6	515	60.8	73	8.6	<b>847</b>	<b>100.0</b>
16-20	1,687	31.5	3,212	60.0	454	8.5	<b>5,353</b>	<b>100.0</b>
21-24	948	27.4	2,202	63.6	312	9.0	<b>3,462</b>	<b>100.0</b>
25-34	1,527	29.3	3,240	62.1	451	8.6	<b>5,218</b>	<b>100.0</b>
35-44	1,519	30.7	3,042	61.5	383	7.7	<b>4,944</b>	<b>100.0</b>
45-54	1,438	37.5	2,054	53.6	340	8.9	<b>3,832</b>	<b>100.0</b>
55-64	1,165	46.3	1,147	45.6	204	8.1	<b>2,516</b>	<b>100.0</b>
65-74	1,173	52.4	903	40.3	163	7.3	<b>2,239</b>	<b>100.0</b>
>74	1,859	58.1	1,084	33.9	255	8.0	<b>3,198</b>	<b>100.0</b>
Unknown	21	29.2	35	48.6	16	22.2	<b>72</b>	<b>100.0</b>
<b>Total</b>	<b>12,030</b>	<b>36.9</b>	<b>17,868</b>	<b>54.8</b>	<b>2,716</b>	<b>8.3</b>	<b>32,614</b>	<b>100.0</b>
<b>Occupants Injured</b>								
<5	49,000	82.6	6,000	10.6	4,000	6.8	<b>59,000</b>	<b>100.0</b>
5-9	60,000	81.9	9,000	12.2	4,000	5.8	<b>74,000</b>	<b>100.0</b>
10-15	87,000	72.7	25,000	20.8	8,000	6.5	<b>120,000</b>	<b>100.0</b>
16-20	373,000	75.5	83,000	16.9	38,000	7.6	<b>494,000</b>	<b>100.0</b>
21-24	235,000	75.9	46,000	14.9	29,000	9.2	<b>309,000</b>	<b>100.0</b>
25-34	426,000	80.0	63,000	11.7	44,000	8.2	<b>532,000</b>	<b>100.0</b>
35-44	392,000	82.5	47,000	10.0	36,000	7.5	<b>476,000</b>	<b>100.0</b>
45-54	298,000	84.9	25,000	7.1	28,000	8.0	<b>351,000</b>	<b>100.0</b>
55-64	160,000	87.0	13,000	6.9	11,000	6.1	<b>184,000</b>	<b>100.0</b>
65-74	106,000	87.8	6,000	5.2	8,000	7.0	<b>121,000</b>	<b>100.0</b>
>74	86,000	88.2	6,000	5.7	6,000	6.1	<b>97,000</b>	<b>100.0</b>
<b>Total</b>	<b>2,272,000</b>	<b>80.7</b>	<b>329,000</b>	<b>11.7</b>	<b>216,000</b>	<b>7.7</b>	<b>2,817,000</b>	<b>100.0</b>

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

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

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,707	77.3	427	19.3	73	3.3	<b>2,207</b>	<b>100.0</b>
5-9	1,346	65.9	572	28.0	126	6.2	<b>2,044</b>	<b>100.0</b>
10-15	1,830	54.6	1,276	38.1	244	7.3	<b>3,350</b>	<b>100.0</b>
16-20	5,070	54.0	3,482	37.1	834	8.9	<b>9,386</b>	<b>100.0</b>
21-24	3,232	55.5	2,036	35.0	555	9.5	<b>5,823</b>	<b>100.0</b>
25-34	6,262	64.4	2,615	26.9	854	8.8	<b>9,731</b>	<b>100.0</b>
35-44	6,041	70.9	1,755	20.6	727	8.5	<b>8,523</b>	<b>100.0</b>
45-54	4,506	75.9	978	16.5	455	7.7	<b>5,939</b>	<b>100.0</b>
55-64	2,602	79.1	465	14.1	223	6.8	<b>3,290</b>	<b>100.0</b>
65-74	1,660	80.7	278	13.5	120	5.8	<b>2,058</b>	<b>100.0</b>
>74	1,253	80.2	199	12.7	110	7.0	<b>1,562</b>	<b>100.0</b>
Unknown	392	26.4	257	17.3	836	56.3	<b>1,485</b>	<b>100.0</b>
<b>Total</b>	<b>35,901</b>	<b>64.8</b>	<b>14,340</b>	<b>25.9</b>	<b>5,157</b>	<b>9.3</b>	<b>55,398</b>	<b>100.0</b>

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



**Table 86**  
**Passenger Car Occupants Killed or Injured, by Seating Position and Restraint Use**

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Passenger Car Occupants Killed</b>								
<b>Front Seat</b>	<b>8,142</b>	<b>44.8</b>	<b>8,540</b>	<b>47.0</b>	<b>1,485</b>	<b>8.2</b>	<b>18,167</b>	<b>100.0</b>
Left	6,170	44.7	6,496	47.0	1,146	8.3	13,812	100.0
Middle	9	19.1	31	66.0	7	14.9	47	100.0
Right	1,962	45.7	2,001	46.6	329	7.7	4,292	100.0
Other/Unknown	1	6.3	12	75.0	3	18.8	16	100.0
<b>Second Seat</b>	<b>508</b>	<b>27.7</b>	<b>1,142</b>	<b>62.3</b>	<b>182</b>	<b>9.9</b>	<b>1,832</b>	<b>100.0</b>
Left	201	30.3	392	59.1	70	10.6	663	100.0
Middle	53	20.7	184	71.9	19	7.4	256	100.0
Right	249	28.7	529	61.0	89	10.3	867	100.0
Other/Unknown	5	10.9	37	80.4	4	8.7	46	100.0
<b>Other</b>	<b>1</b>	<b>3.0</b>	<b>26</b>	<b>78.8</b>	<b>6</b>	<b>18.2</b>	<b>33</b>	<b>100.0</b>
<b>Unknown</b>	<b>6</b>	<b>3.0</b>	<b>128</b>	<b>63.7</b>	<b>67</b>	<b>33.3</b>	<b>201</b>	<b>100.0</b>
<b>Total</b>	<b>8,657</b>	<b>42.8</b>	<b>9,836</b>	<b>48.6</b>	<b>1,740</b>	<b>8.6</b>	<b>20,233</b>	<b>100.0</b>
<b>Passenger Car Occupants Injured</b>								
<b>Front Seat</b>	<b>1,445,000</b>	<b>82.9</b>	<b>160,000</b>	<b>9.2</b>	<b>137,000</b>	<b>7.9</b>	<b>1,742,000</b>	<b>100.0</b>
Left	1,113,000	83.5	112,000	8.4	109,000	8.2	1,334,000	100.0
Middle	4,000	61.1	1,000	21.4	1,000	17.5	6,000	100.0
Right	328,000	81.5	47,000	11.7	27,000	6.8	402,000	100.0
<b>Second Seat</b>	<b>125,000</b>	<b>68.1</b>	<b>41,000</b>	<b>22.3</b>	<b>18,000</b>	<b>9.6</b>	<b>183,000</b>	<b>100.0</b>
Left	50,000	68.3	16,000	21.8	7,000	10.0	74,000	100.0
Middle	14,000	64.0	6,000	26.3	2,000	9.7	22,000	100.0
Right	60,000	69.1	19,000	21.7	8,000	9.3	87,000	100.0
<b>Other</b>	<b>1,000</b>	<b>50.3</b>	<b>*</b>	<b>24.5</b>	<b>*</b>	<b>25.1</b>	<b>2,000</b>	<b>100.0</b>
<b>Total</b>	<b>1,570,000</b>	<b>81.5</b>	<b>201,000</b>	<b>10.4</b>	<b>155,000</b>	<b>8.1</b>	<b>1,927,000</b>	<b>100.0</b>

\*Less than 500.

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

**Table 87**  
**Light Truck Occupants Killed or Injured, by Seating Position and Restraint Use**

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Light Truck Occupants Killed</b>								
<b>Front Seat</b>	<b>2,967</b>	<b>29.0</b>	<b>6,548</b>	<b>64.1</b>	<b>699</b>	<b>6.8</b>	<b>10,214</b>	<b>100.0</b>
Left	2,340	29.1	5,147	64.0	560	7.0	8,047	100.0
Middle	14	10.4	115	85.8	5	3.7	134	100.0
Right	612	30.4	1,273	63.1	131	6.5	2,016	100.0
Other/Unknown	1	5.9	13	76.5	3	17.6	17	100.0
<b>Second Seat</b>	<b>196</b>	<b>22.5</b>	<b>617</b>	<b>70.7</b>	<b>60</b>	<b>6.9</b>	<b>873</b>	<b>100.0</b>
Left	89	27.1	220	66.9	20	6.1	329	100.0
Middle	20	13.5	115	77.7	13	8.8	148	100.0
Right	87	23.8	252	68.9	27	7.4	366	100.0
Other/Unknown	0	0.0	30	100.0	0	0.0	30	100.0
<b>Other</b>	<b>43</b>	<b>10.8</b>	<b>339</b>	<b>84.8</b>	<b>18</b>	<b>4.5</b>	<b>400</b>	<b>100.0</b>
<b>Unknown</b>	<b>5</b>	<b>2.6</b>	<b>131</b>	<b>68.9</b>	<b>54</b>	<b>28.4</b>	<b>190</b>	<b>100.0</b>
<b>Total</b>	<b>3,211</b>	<b>27.5</b>	<b>7,635</b>	<b>65.4</b>	<b>831</b>	<b>7.1</b>	<b>11,677</b>	<b>100.0</b>
<b>Light Truck Occupants Injured</b>								
<b>Front Seat</b>	<b>616,000</b>	<b>79.5</b>	<b>105,000</b>	<b>13.5</b>	<b>54,000</b>	<b>7.0</b>	<b>774,000</b>	<b>100.0</b>
Left	468,000	80.7	69,000	11.9	43,000	7.4	579,000	100.0
Middle	6,000	56.9	5,000	41.1	*	2.0	11,000	100.0
Right	142,000	77.0	31,000	17.0	11,000	6.0	184,000	100.0
<b>Second Seat</b>	<b>57,000</b>	<b>76.4</b>	<b>14,000</b>	<b>18.5</b>	<b>4,000</b>	<b>5.1</b>	<b>74,000</b>	<b>100.0</b>
Left	22,000	78.2	5,000	16.4	2,000	5.5	28,000	100.0
Middle	9,000	72.7	3,000	25.3	*	2.0	13,000	100.0
Right	25,000	76.4	6,000	17.7	2,000	6.0	33,000	100.0
<b>Other</b>	<b>7,000</b>	<b>56.5</b>	<b>5,000</b>	<b>38.7</b>	<b>1,000</b>	<b>4.8</b>	<b>12,000</b>	<b>100.0</b>
<b>Total</b>	<b>679,000</b>	<b>78.9</b>	<b>123,000</b>	<b>14.3</b>	<b>58,000</b>	<b>6.8</b>	<b>861,000</b>	<b>100.0</b>

\*Less than 500.

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

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

Restraint Use and Type of Restraint	Vehicle Type			
	Passenger Car		Light Truck	
	Number	Percent	Number	Percent
<b>Occupants Killed</b>				
Restraint Used				
Lap/Shoulder Belt	5,291	26.2	2,116	18.1
Lap Belt	206	1.0	120	1.0
Shoulder Belt	235	1.2	8	0.1
Child Safety Seat	128	0.6	50	0.4
Type Unknown	353	1.7	116	1.0
Restraint Used, Airbag Deployed	2,403	11.9	783	6.7
Safety Belt Used Improperly	41	0.2	18	0.2
<i>Subtotal</i>	8,657	42.8	3,211	27.5
No Restraint Used				
No Restraint Used, Airbag Deployed	7,725	38.2	6,553	56.1
Child Safety Seat Used Improperly	20	0.1	10	0.1
Restraint Use Unknown	1,740	8.6	831	7.1
<b>Total</b>	<b>20,233</b>	<b>100.0</b>	<b>11,677</b>	<b>100.0</b>
<b>Occupants Injured</b>				
Restraint Used				
Lap/Shoulder Belt	1,091,000	56.6	499,000	57.9
Lap Belt	44,000	2.3	26,000	3.0
Shoulder Belt	14,000	0.7	3,000	0.4
Child Safety Seat	23,000	1.2	13,000	1.5
Type Unknown	115,000	6.0	54,000	6.3
Restraint Used, Airbag Deployed	283,000	14.7	84,000	9.8
<i>Subtotal</i>	1,570,000	81.5	679,000	78.9
No Restraint Used				
No Restraint Used, Airbag Deployed	175,000	9.1	114,000	13.2
Restraint Use Unknown	26,000	1.4	9,000	1.1
Restraint Use Unknown	155,000	8.1	58,000	6.8
<b>Total</b>	<b>1,927,000</b>	<b>100.0</b>	<b>861,000</b>	<b>100.0</b>

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

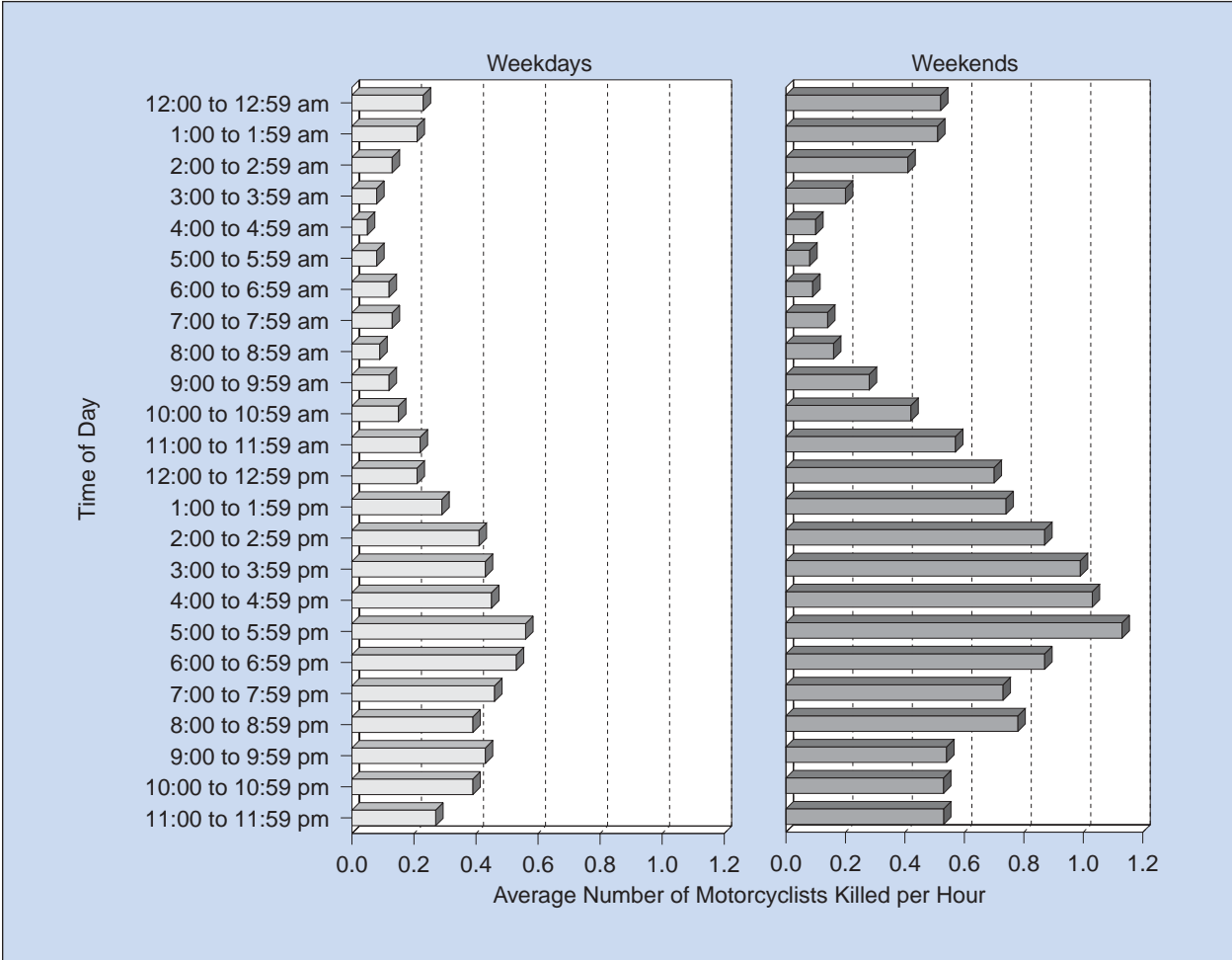
**Table 89**  
**Motorcycle Occupants Killed or Injured, by Time of Day and Day of Week**

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
<b>Motorcycle Occupants Killed</b>						
Midnight to 3 am	117	7.7	227	13.7	<b>344</b>	<b>10.8</b>
3 am to 6 am	44	2.9	61	3.7	<b>105</b>	<b>3.3</b>
6 am to 9 am	89	5.9	41	2.5	<b>130</b>	<b>4.1</b>
9 am to Noon	128	8.5	132	8.0	<b>260</b>	<b>8.2</b>
Noon to 3 pm	240	15.9	240	14.5	<b>480</b>	<b>15.1</b>
3 pm to 6 pm	375	24.8	328	19.8	<b>703</b>	<b>22.1</b>
6 pm to 9 pm	289	19.1	370	22.3	<b>659</b>	<b>20.7</b>
9 pm to Midnight	227	15.0	249	15.0	<b>476</b>	<b>15.0</b>
Unknown	4	0.3	8	0.5	<b>24</b>	<b>0.8</b>
<b>Total</b>	<b>1,513</b>	<b>100.0</b>	<b>1,656</b>	<b>100.0</b>	<b>*3,181</b>	<b>100.0</b>
<b>Motorcycle Occupants Injured</b>						
Midnight to 3 am	1,000	2.4	2,000	9.0	<b>3,000</b>	<b>5.3</b>
3 am to 6 am	1,000	2.0	**	1.8	<b>1,000</b>	<b>1.9</b>
6 am to 9 am	3,000	9.2	1,000	3.4	<b>4,000</b>	<b>6.7</b>
9 am to Noon	4,000	10.5	3,000	10.1	<b>6,000</b>	<b>10.4</b>
Noon to 3 pm	8,000	23.7	5,000	20.1	<b>13,000</b>	<b>22.1</b>
3 pm to 6 pm	9,000	27.0	5,000	20.3	<b>15,000</b>	<b>24.1</b>
6 pm to 9 pm	6,000	16.9	6,000	21.5	<b>11,000</b>	<b>18.9</b>
9 pm to Midnight	3,000	8.2	4,000	13.7	<b>6,000</b>	<b>10.6</b>
<b>Total</b>	<b>34,000</b>	<b>100.0</b>	<b>26,000</b>	<b>100.0</b>	<b>60,000</b>	<b>100.0</b>

\*Includes 12 motorcycle operators killed on unknown day of week.

\*\*Less than 500.

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



**Table 90**  
**Motorcyclists Killed, by Person Type and Helmet Use**

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Operators	1,497	50.9	1,338	45.5	107	3.6	<b>2,942</b>	<b>100.0</b>
Passengers	97	40.6	139	58.2	3	1.3	<b>239</b>	<b>100.0</b>
<b>Total</b>	<b>1,594</b>	<b>50.1</b>	<b>1,477</b>	<b>46.4</b>	<b>110</b>	<b>3.5</b>	<b>3,181</b>	<b>100.0</b>

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

Age (Years)	License Compliance					Total
	Not Licensed	No Motorcycle License Required	No Valid Motorcycle License	Valid Motorcycle License	Unknown	
<16	25	2	0	2	0	<b>29</b>
16-20	20	5	86	138	6	<b>255</b>
21-24	18	1	138	234	4	<b>395</b>
25-34	30	4	254	595	9	<b>892</b>
35-44	16	3	184	605	5	<b>813</b>
45-54	7	2	73	486	7	<b>575</b>
55-64	1	1	14	182	2	<b>200</b>
65-74	1	1	7	51	1	<b>61</b>
>74	1	0	0	20	0	<b>21</b>
Unknown	0	0	1	1	2	<b>4</b>
<b>Total</b>	<b>119</b>	<b>19</b>	<b>757</b>	<b>2,314</b>	<b>36</b>	<b>3,245</b>

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

Age (Years)	Vehicle Type		Total
	Bus	Other Vehicle	
<5	3	0	3
5-9	5	1	6
10-15	1	3	4
>15	9	0	9
<b>Total</b>	<b>18</b>	<b>4</b>	<b>22</b>

**Table 93**  
**Persons Killed or Injured in School Bus Related Crashes by Person Type**

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	6	4.3	1,000	9.2
School Bus Passenger	12	8.5	6,000	46.1
Pedestrian	22	15.6	*	1.4
Pedalcyclist	4	2.8	*	0.3
Occupant of Other Vehicle	95	67.4	5,000	43.1
Other Non-Motorists	2	1.4	*	*
<b>Total</b>	<b>141</b>	<b>100.0</b>	<b>13,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

**Table 94  
Pedestrians Killed or Injured, by Age and Location**

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedestrians Killed</b>						
<5	16	13.0	105	85.4	<b>123</b>	<b>100.0</b>
5-9	28	19.0	119	81.0	<b>147</b>	<b>100.0</b>
10-15	47	22.0	166	77.6	<b>214</b>	<b>100.0</b>
16-20	51	17.2	245	82.5	<b>297</b>	<b>100.0</b>
21-24	36	13.1	236	86.1	<b>274</b>	<b>100.0</b>
25-34	55	9.8	501	89.0	<b>563</b>	<b>100.0</b>
35-44	128	14.1	766	84.6	<b>905</b>	<b>100.0</b>
45-54	163	20.7	618	78.3	<b>789</b>	<b>100.0</b>
55-64	93	20.3	362	78.9	<b>459</b>	<b>100.0</b>
65-74	123	30.7	273	68.1	<b>401</b>	<b>100.0</b>
>74	249	38.4	399	61.6	<b>648</b>	<b>100.0</b>
Unknown	14	22.6	41	66.1	<b>62</b>	<b>100.0</b>
<b>Total</b>	<b>1,003</b>	<b>20.5</b>	<b>3,831</b>	<b>78.5</b>	<b>*4,882</b>	<b>100.0</b>
<b>Pedestrians Injured</b>						
<5	***	12.3	2,000	72.5	<b>3,000</b>	<b>100.0</b>
5-9	2,000	21.9	6,000	76.7	<b>7,000</b>	<b>100.0</b>
10-15	5,000	38.0	8,000	58.7	<b>13,000</b>	<b>100.0</b>
16-20	3,000	50.3	3,000	46.9	<b>7,000</b>	<b>100.0</b>
21-24	3,000	52.4	2,000	40.4	<b>5,000</b>	<b>100.0</b>
25-34	5,000	41.6	6,000	52.7	<b>11,000</b>	<b>100.0</b>
35-44	5,000	44.7	6,000	50.5	<b>11,000</b>	<b>100.0</b>
45-54	3,000	37.8	6,000	60.9	<b>9,000</b>	<b>100.0</b>
55-64	2,000	41.1	3,000	53.6	<b>5,000</b>	<b>100.0</b>
65-74	2,000	64.7	1,000	29.2	<b>3,000</b>	<b>100.0</b>
>74	2,000	75.6	1,000	22.4	<b>2,000</b>	<b>100.0</b>
<b>Total</b>	<b>32,000</b>	<b>41.7</b>	<b>42,000</b>	<b>54.0</b>	<b>**78,000</b>	<b>100.0</b>

\*Includes 48 pedestrians killed at other or unknown locations.  
 \*\*Includes 3,000 pedestrians injured at other or unknown locations.  
 \*\*\*Less than 500.



**Table 95**  
**Pedestrians Killed or Injured and Fatality and Injury Rates per 100,000 Population**  
**by Age and Sex, 2000**

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	97	9,811	0.99	57	9,365	0.61	154	19,176	0.80
5-9	93	10,523	0.88	73	10,026	0.73	166	20,550	0.81
10-15	115	12,585	0.91	89	11,962	0.74	204	24,547	0.83
16-20	186	10,397	1.79	77	9,853	0.78	263	20,250	1.30
21-24	174	7,617	2.28	53	7,298	0.73	227	14,915	1.52
25-34	475	20,121	2.36	141	19,771	0.71	616	39,892	1.54
35-44	642	22,448	2.86	239	22,701	1.05	881	45,149	1.95
45-54	538	18,497	2.91	201	19,181	1.05	739	37,678	1.96
55-64	323	11,645	2.77	147	12,629	1.16	470	24,275	1.94
65-74	246	8,303	2.96	153	10,088	1.52	399	18,391	2.17
>74	322	6,106	5.27	275	10,494	2.62	597	16,601	3.60
Unknown	40	*	*	7	*	*	47	*	*
<b>Total</b>	<b>3,251</b>	<b>138,054</b>	<b>2.35</b>	<b>1,512</b>	<b>143,368</b>	<b>1.05</b>	<b>4,763</b>	<b>281,422</b>	<b>1.69</b>

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	1,000	9,811	13	2,000	9,365	17	3,000	19,176	15
5-9	7,000	10,523	68	5,000	10,026	47	12,000	20,550	57
10-15	5,000	12,585	37	5,000	11,962	38	9,000	24,547	38
16-20	5,000	10,397	44	3,000	9,853	28	7,000	20,250	36
21-24	3,000	7,617	41	3,000	7,298	45	6,000	14,915	43
25-34	7,000	20,121	35	5,000	19,771	23	12,000	39,892	29
35-44	7,000	22,448	30	4,000	22,701	16	10,000	45,149	23
45-54	5,000	18,497	25	3,000	19,181	15	7,000	37,678	20
55-64	3,000	11,645	22	2,000	12,629	15	5,000	24,275	19
65-74	2,000	8,303	19	2,000	10,088	15	3,000	18,391	17
>74	1,000	6,106	23	2,000	10,494	15	3,000	16,601	18
<b>Total</b>	<b>45,000</b>	<b>138,054</b>	<b>32</b>	<b>33,000</b>	<b>143,368</b>	<b>23</b>	<b>78,000</b>	<b>281,422</b>	<b>28</b>

\*Not applicable.

Source: Population—Bureau of the Census.

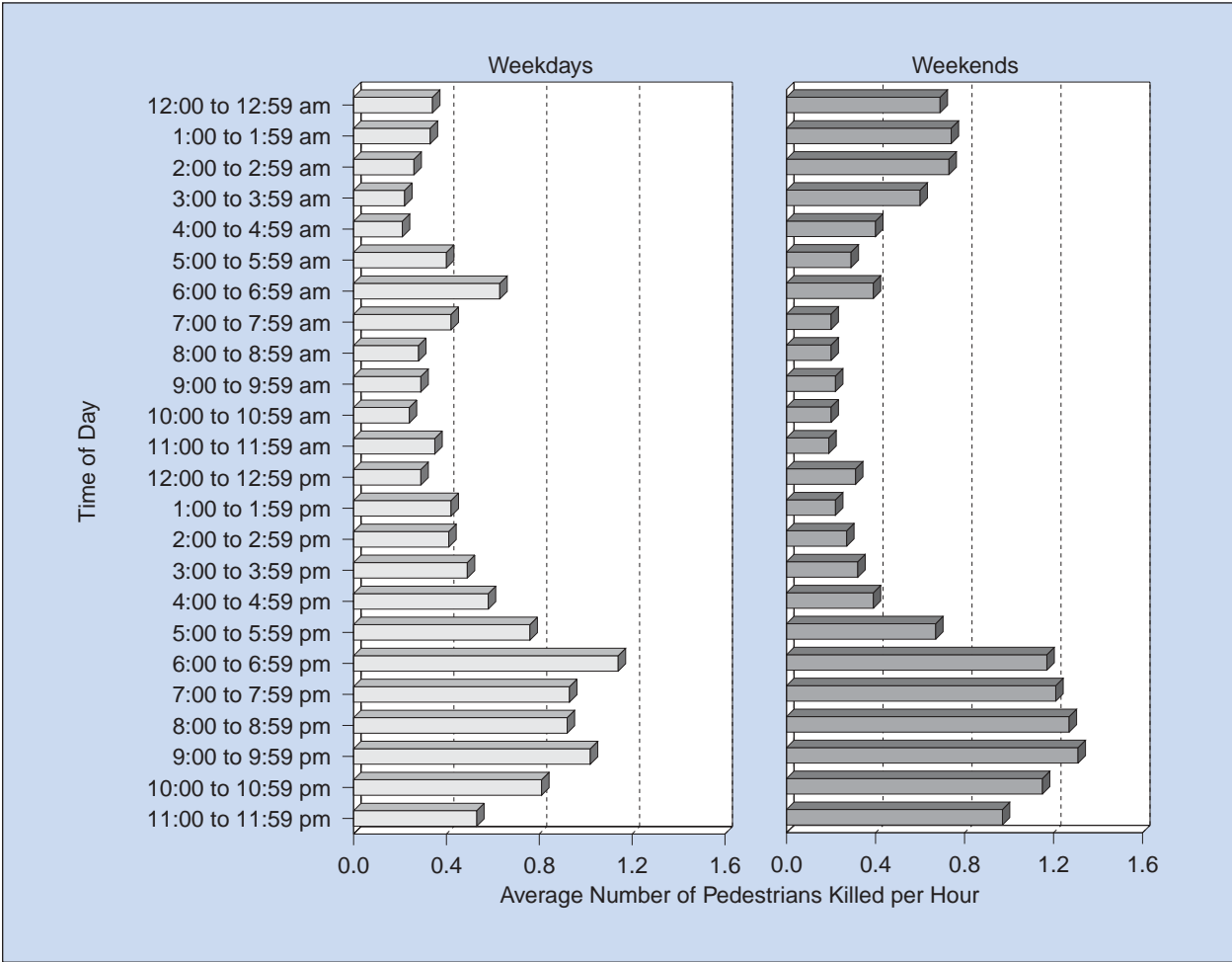
Notes: Totals may not equal sum of components due to independent rounding. Population data by age and sex not available for 2001.

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

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedestrians Killed</b>						
Midnight to 3 am	192	6.8	339	16.7	<b>531</b>	<b>10.9</b>
3 am to 6 am	173	6.1	203	10.0	<b>376</b>	<b>7.7</b>
6 am to 9 am	347	12.2	83	4.1	<b>430</b>	<b>8.8</b>
9 am to Noon	230	8.1	64	3.2	<b>294</b>	<b>6.0</b>
Noon to 3 pm	292	10.3	83	4.1	<b>375</b>	<b>7.7</b>
3 pm to 6 pm	478	16.8	144	7.1	<b>622</b>	<b>12.7</b>
6 pm to 9 pm	625	22.0	569	28.1	<b>1,194</b>	<b>24.5</b>
9 pm to Midnight	495	17.4	535	26.4	<b>1,030</b>	<b>21.1</b>
Unknown	10	0.4	8	0.4	<b>30</b>	<b>0.6</b>
<b>Total</b>	<b>2,842</b>	<b>100.0</b>	<b>2,028</b>	<b>100.0</b>	<b>*4,882</b>	<b>100.0</b>
<b>Pedestrians Injured</b>						
Midnight to 3 am	1,000	2.0	3,000	11.2	<b>4,000</b>	<b>4.8</b>
3 am to 6 am	1,000	1.4	1,000	3.3	<b>2,000</b>	<b>2.0</b>
6 am to 9 am	10,000	19.0	1,000	2.8	<b>11,000</b>	<b>14.0</b>
9 am to Noon	7,000	12.9	1,000	5.4	<b>8,000</b>	<b>10.5</b>
Noon to 3 pm	9,000	15.9	2,000	9.5	<b>11,000</b>	<b>14.0</b>
3 pm to 6 pm	15,000	27.2	5,000	20.0	<b>19,000</b>	<b>25.0</b>
6 pm to 9 pm	8,000	14.6	7,000	31.0	<b>15,000</b>	<b>19.7</b>
9 pm to Midnight	4,000	7.0	4,000	16.8	<b>8,000</b>	<b>10.0</b>
<b>Total</b>	<b>54,000</b>	<b>100.0</b>	<b>24,000</b>	<b>100.0</b>	<b>78,000</b>	<b>100.0</b>

\*Includes 12 pedestrians killed at unknown time of day and day of week.

**Figure 29**  
**Average Number of Pedestrians Killed per Hour by Time of Day and Day of Week**



**Table 97**  
**Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact**

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Pedestrians Killed</b>												
Passenger Car	1,917	90.6	48	2.3	25	1.2	23	1.1	104	4.9	<b>2,117</b>	<b>100.0</b>
Light Truck	1,448	89.9	39	2.4	15	0.9	43	2.7	66	4.1	<b>1,611</b>	<b>100.0</b>
Large Truck	182	62.1	34	11.6	12	4.1	26	8.9	39	13.3	<b>293</b>	<b>100.0</b>
Bus	54	75.0	2	2.8	6	8.3	0	0.0	10	13.9	<b>72</b>	<b>100.0</b>
Other/Unknown	202	54.9	2	0.5	1	0.3	2	0.5	161	43.8	<b>368</b>	<b>100.0</b>
<b>Total</b>	<b>3,803</b>	<b>85.2</b>	<b>125</b>	<b>2.8</b>	<b>59</b>	<b>1.3</b>	<b>94</b>	<b>2.1</b>	<b>380</b>	<b>8.5</b>	<b>4,461</b>	<b>100.0</b>
<b>Pedestrians Injured</b>												
Passenger Car	36,000	76.2	6,000	13.0	4,000	8.2	1,000	2.5	*	0.1	<b>47,000</b>	<b>100.0</b>
Light Truck	17,000	67.7	4,000	17.3	2,000	8.4	1,000	5.5	*	1.2	<b>26,000</b>	<b>100.0</b>
Other	1,000	46.4	1,000	45.8	*	3.0	*	2.9	*	1.9	<b>2,000</b>	<b>100.0</b>
<b>Total</b>	<b>54,000</b>	<b>72.5</b>	<b>11,000</b>	<b>15.4</b>	<b>6,000</b>	<b>8.1</b>	<b>3,000</b>	<b>3.5</b>	<b>*</b>	<b>0.5</b>	<b>75,000</b>	<b>100.0</b>

\*Less than 500.

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

Factors	Number	Percent
Improper crossing of roadway or intersection . . . . .	1,367	28.0
Walking, playing, working, etc., in roadway . . . . .	1,271	26.0
Failure to yield right of way . . . . .	691	14.2
Darting or running into road . . . . .	552	11.3
Not visible. . . . .	460	9.4
Inattentive (talking, eating, etc.) . . . . .	146	3.0
Failure to obey traffic signs, signals, or officer . . . . .	93	1.9
Physical impairment . . . . .	65	1.3
Ill, blackout . . . . .	35	0.7
Emotional (e.g., depression, angry, disturbed) . . . . .	18	0.4
Getting on/off/in/out of transport vehicle . . . . .	17	0.3
Nonmotorist pushing vehicle . . . . .	15	0.3
Other factors . . . . .	102	2.1
None Reported . . . . .	1,422	29.1
Unknown . . . . .	105	2.2
<b>Total Pedestrians . . . . .</b>	<b>4,882</b>	<b>100.0</b>

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

**Table 99**  
**Pedalcyclists Killed or Injured, by Age and Location**

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedalcyclists Killed</b>						
<5	0	0.0	3	100.0	3	100.0
5-9	12	21.8	43	78.2	55	100.0
10-15	31	31.6	67	68.4	98	100.0
16-20	17	28.3	42	70.0	60	100.0
21-24	10	27.8	26	72.2	36	100.0
25-34	26	30.6	55	64.7	85	100.0
35-44	43	32.1	90	67.2	134	100.0
45-54	28	23.1	92	76.0	121	100.0
55-64	18	28.6	45	71.4	63	100.0
65-74	16	40.0	24	60.0	40	100.0
>74	8	28.6	20	71.4	28	100.0
Unknown	1	20.0	3	60.0	5	100.0
<b>Total</b>	<b>210</b>	<b>28.8</b>	<b>510</b>	<b>70.1</b>	<b>*728</b>	<b>100.0</b>
<b>Pedalcyclists Injured</b>						
<5	***	42.4	***	57.6	***	100.0
5-9	2,000	44.8	3,000	54.7	5,000	100.0
10-15	8,000	67.0	4,000	30.1	12,000	100.0
16-20	5,000	73.8	2,000	25.0	7,000	100.0
21-24	2,000	63.6	1,000	33.7	3,000	100.0
25-34	3,000	62.1	2,000	31.2	5,000	100.0
35-44	3,000	52.1	2,000	40.4	5,000	100.0
45-54	3,000	63.5	1,000	35.1	4,000	100.0
55-64	1,000	62.0	1,000	35.2	2,000	100.0
65-74	1,000	57.9	1,000	40.1	1,000	100.0
>74	1,000	77.8	***	22.2	1,000	100.0
<b>Total</b>	<b>28,000</b>	<b>62.3</b>	<b>16,000</b>	<b>34.6</b>	<b>**45,000</b>	<b>100.0</b>

\*Includes 8 pedalcyclists killed at other or unknown location.

\*\*Includes 1,000 pedalcyclists injured at other or unknown locations.

\*\*\*Less than 500.

**Table 100**  
**Pedalcyclists Killed or Injured and Fatality and Injury Rates per 100,000 Population**  
**by Age and Sex, 2000**

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	7	9,811	0.07	2	9,365	0.02	9	19,176	0.05
5-9	50	10,523	0.48	13	10,026	0.13	63	20,550	0.31
10-15	107	12,585	0.85	14	11,962	0.12	121	24,547	0.49
16-20	42	10,397	0.40	5	9,853	0.05	47	20,250	0.23
21-24	25	7,617	0.33	3	7,298	0.04	28	14,915	0.19
25-34	53	20,121	0.26	12	19,771	0.06	65	39,892	0.16
35-44	121	22,448	0.54	7	22,701	0.03	128	45,149	0.28
45-54	95	18,497	0.51	10	19,181	0.05	105	37,678	0.28
55-64	54	11,645	0.46	5	12,629	0.04	59	24,275	0.24
65-74	33	8,303	0.40	2	10,088	0.02	35	18,391	0.19
>74	27	6,106	0.44	4	10,494	0.04	31	16,601	0.19
Unknown	2	*	*	0	*	*	2	*	*
<b>Total</b>	<b>616</b>	<b>138,054</b>	<b>0.45</b>	<b>77</b>	<b>143,368</b>	<b>0.05</b>	<b>693</b>	<b>281,422</b>	<b>0.25</b>

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	**	9,811	2	**	9,365	***	**	19,176	1
5-9	5,000	10,523	51	3,000	10,026	26	8,000	20,550	38
10-15	10,000	12,585	77	3,000	11,962	23	12,000	24,547	51
16-20	4,000	10,397	37	2,000	9,853	17	6,000	20,250	27
21-24	3,000	7,617	43	**	7,298	4	4,000	14,915	24
25-34	6,000	20,121	29	2,000	19,771	9	8,000	39,892	19
35-44	6,000	22,448	27	1,000	22,701	5	7,000	45,149	16
45-54	3,000	18,497	16	1,000	19,181	3	4,000	37,678	9
55-64	2,000	11,645	17	**	12,629	1	2,000	24,275	9
65-74	1,000	8,303	8	**	10,088	***	1,000	18,391	4
>74	**	6,106	4	**	10,494	***	**	16,601	2
<b>Total</b>	<b>40,000</b>	<b>138,054</b>	<b>29</b>	<b>11,000</b>	<b>143,368</b>	<b>8</b>	<b>51,000</b>	<b>281,422</b>	<b>18</b>

\*Not applicable.

\*\*Less than 500.

\*\*\*Less than 0.5.

Source: Population—Bureau of the Census.

Notes: Totals may not equal sum of components due to independent rounding. Population data by age and sex not available for 2001.

**Table 101**  
**Pedalcyclists Killed or Injured, by Time of Day and Day of Week**

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedalcyclists Killed</b>						
Midnight to 3 am	23	5.0	23	8.6	<b>46</b>	<b>6.3</b>
3 am to 6 am	15	3.3	19	7.1	<b>34</b>	<b>4.7</b>
6 am to 9 am	67	14.7	18	6.7	<b>85</b>	<b>11.7</b>
9 am to Noon	43	9.4	17	6.3	<b>60</b>	<b>8.2</b>
Noon to 3 pm	60	13.1	24	8.9	<b>84</b>	<b>11.5</b>
3 pm to 6 pm	100	21.9	32	11.9	<b>132</b>	<b>18.1</b>
6 pm to 9 pm	94	20.6	67	24.9	<b>161</b>	<b>22.1</b>
9 pm to Midnight	55	12.0	69	25.7	<b>124</b>	<b>17.0</b>
Unknown	0	0.0	0	0.0	<b>2</b>	<b>0.3</b>
<b>Total</b>	<b>457</b>	<b>100.0</b>	<b>269</b>	<b>100.0</b>	<b>*728</b>	<b>100.0</b>
<b>Pedalcyclists Injured</b>						
Midnight to 3 am	**	0.2	1,000	4.8	<b>1,000</b>	<b>1.3</b>
3 am to 6 am	**	0.5	**	0.6	<b>**</b>	<b>0.5</b>
6 am to 9 am	5,000	13.3	**	2.4	<b>5,000</b>	<b>10.6</b>
9 am to Noon	3,000	9.4	2,000	15.3	<b>5,000</b>	<b>10.9</b>
Noon to 3 pm	7,000	19.5	2,000	21.5	<b>9,000</b>	<b>20.0</b>
3 pm to 6 pm	13,000	37.2	2,000	18.3	<b>15,000</b>	<b>32.5</b>
6 pm to 9 pm	5,000	15.2	3,000	26.4	<b>8,000</b>	<b>18.0</b>
9 pm to Midnight	2,000	4.6	1,000	10.7	<b>3,000</b>	<b>6.1</b>
<b>Total</b>	<b>34,000</b>	<b>100.0</b>	<b>11,000</b>	<b>100.0</b>	<b>45,000</b>	<b>100.0</b>

\*Includes 2 pedalcyclists killed on unknown day of week.

\*\*Less than 500.

**Table 102**  
**Pedalcyclists Killed or Injured in Single-Vehicle Crashes, by Vehicle Type**  
**and Initial Point of Impact**

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Pedalcyclists Killed</b>												
Passenger Car	294	89.6	15	4.6	8	2.4	0	0.0	11	3.4	<b>328</b>	<b>100.0</b>
Light Truck	238	89.1	15	5.6	3	1.1	3	1.1	8	3.0	<b>267</b>	<b>100.0</b>
Large Truck	31	47.7	13	20.0	3	4.6	8	12.3	10	15.4	<b>65</b>	<b>100.0</b>
Bus	5	38.5	3	23.1	1	7.7	1	7.7	3	23.1	<b>13</b>	<b>100.0</b>
Other/Unknown	16	50.0	2	6.3	0	0.0	1	3.1	13	40.6	<b>32</b>	<b>100.0</b>
<b>Total</b>	<b>584</b>	<b>82.8</b>	<b>48</b>	<b>6.8</b>	<b>15</b>	<b>2.1</b>	<b>13</b>	<b>1.8</b>	<b>45</b>	<b>6.4</b>	<b>705</b>	<b>100.0</b>
<b>Pedalcyclists Injured</b>												
Passenger Car	18,000	63.6	5,000	15.9	5,000	18.8	*	1.7	*	*	<b>29,000</b>	<b>100.0</b>
Light Truck	10,000	65.7	3,000	21.6	2,000	12.2	*	0.5	*	*	<b>15,000</b>	<b>100.0</b>
Other	*	21.8	1,000	69.4	*	8.8	*	*	*	*	<b>1,000</b>	<b>100.0</b>
<b>Total</b>	<b>29,000</b>	<b>63.3</b>	<b>9,000</b>	<b>19.2</b>	<b>7,000</b>	<b>16.3</b>	<b>1,000</b>	<b>1.2</b>	<b>*</b>	<b>*</b>	<b>45,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

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

Factors	Number	Percent
Failure to yield right of way . . . . .	134	18.4
Walking, playing, working, etc., in roadway . . . . .	112	15.4
Improper crossing of roadway or intersection . . . . .	102	14.0
Failure to obey (e.g., signs, control devices, officers) . . . . .	45	6.2
Not visible. . . . .	38	5.2
Operating without required equipment. . . . .	35	4.8
Failure to keep in proper lane or running off road . . . . .	33	4.5
Inattentive (talking, eating, etc.) . . . . .	31	4.3
Darting into road. . . . .	25	3.4
Making improper turn . . . . .	19	2.6
Failing to have lights on when required . . . . .	17	2.3
Riding on wrong side of road . . . . .	12	1.6
Improper lane changing . . . . .	10	1.4
Improper entry to or exit from trafficway. . . . .	4	0.5
Erratic, reckless, careless, or negligent operation . . . . .	4	0.5
Other . . . . .	46	6.3
None Reported. . . . .	241	33.1
Unknown . . . . .	20	2.7
<b>Total Pedalcyclists. . . . .</b>	<b>728</b>	<b>100.0</b>

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





## Chapter 5 ♦ States

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## 5. STATES

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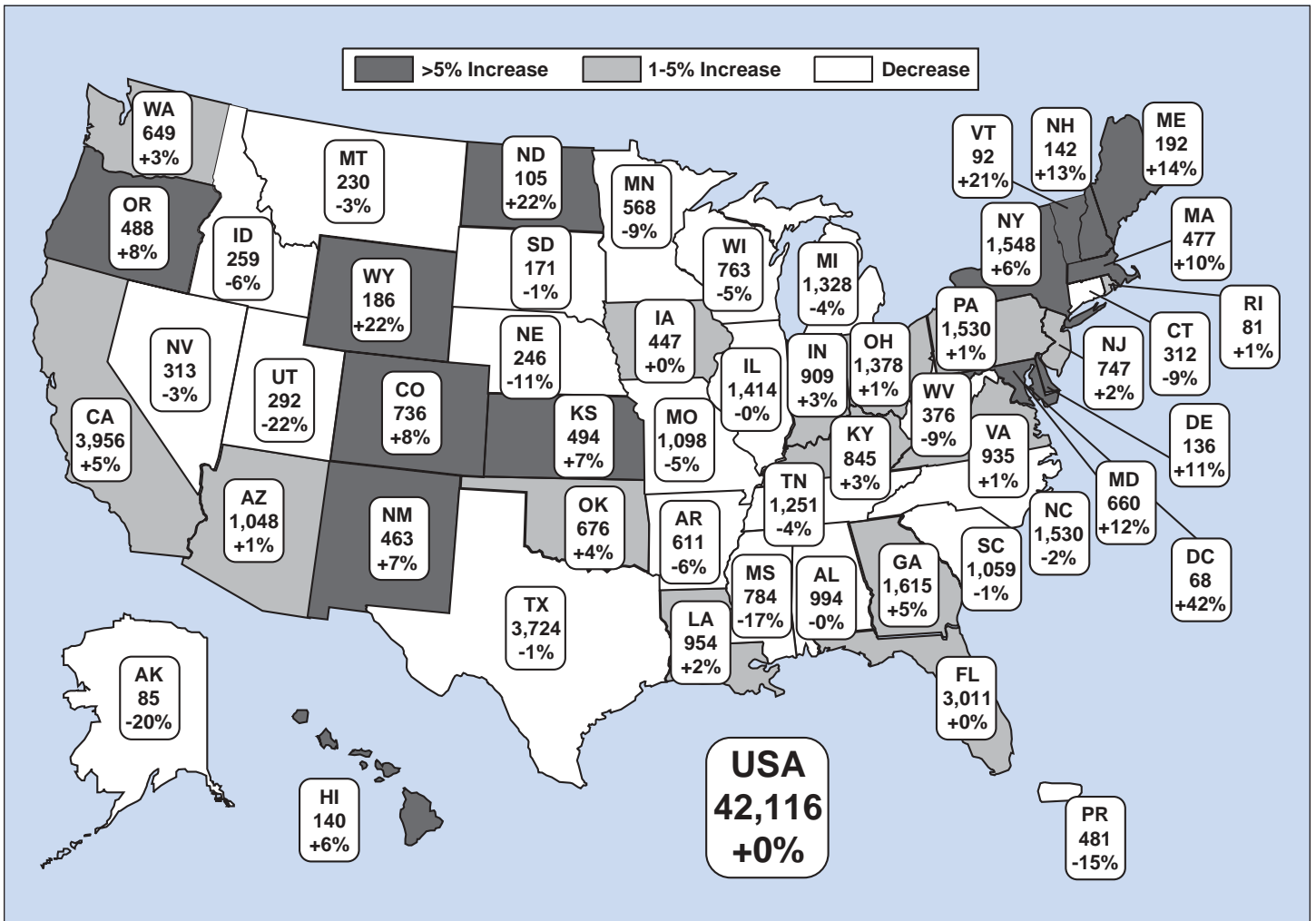
Fatal crash and fatality statistics for each of the 50 states, the District of Columbia, and Puerto Rico are presented in this chapter. Several tables display state fatality rates based on population, licensed drivers, and registered vehicles. The last four tables describe each state's safety belt use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

- Traffic fatalities increased slightly (by 0.4 percent) from 2000 to 2001 for the nation as a whole. Thirty states showed increases, ranging from less than 1 percent to as much as 22 percent.
- The pedestrian fatality rate per 100,000 population was 1.71 for the nation. New Mexico had the highest rate (3.94) and North Dakota had the lowest (0.47).
- Nearly 2 percent of all traffic crash fatalities in 2001 were pedalcyclists. Vermont and North Dakota were the only states that reported no pedalcyclists killed.
- Forty-nine states, plus the District of Columbia and Puerto Rico, have safety belt use laws.
- All states, the District of Columbia, and Puerto Rico have laws requiring children of certain ages to be restrained in child safety seats.
- Motorcycle helmets are required for all riders in 20 states, the District of Columbia, and Puerto Rico. Twenty-seven states have helmet requirements with exceptions (age, rider type, roadway type), and three states do not require helmets at all.
- State laws in 21 states make it a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of 0.10 g/dl. Twenty-nine states and the District of Columbia have adopted 0.08 g/dl. One state and Puerto Rico do not have illegal per se BAC levels.

**Table 104**  
**2001 Traffic Fatalities by State and Percent Change from 2000**

State	Fatalities			State	Fatalities		
	2000	2001	Percent Change		2000	2001	Percent Change
AL	996	994	-0	NE	276	246	-11
AK	106	85	-20	NV	323	313	-3
AZ	1,036	1,048	+1	NH	126	142	+13
AR	652	611	-6	NJ	731	747	+2
CA	3,753	3,956	+5	NM	432	463	+7
CO	681	736	+8	NY	1,460	1,548	+6
CT	341	312	-9	NC	1,557	1,530	-2
DE	123	136	+11	ND	86	105	+22
DC	48	68	+42	OH	1,366	1,378	+1
FL	2,999	3,011	+0	OK	650	676	+4
GA	1,541	1,615	+5	OR	451	488	+8
HI	132	140	+6	PA	1,520	1,530	+1
ID	276	259	-6	RI	80	81	+1
IL	1,418	1,414	-0	SC	1,065	1,059	-1
IN	886	909	+3	SD	173	171	-1
IA	445	447	+0	TN	1,307	1,251	-4
KS	461	494	+7	TX	3,779	3,724	-1
KY	820	845	+3	UT	373	292	-22
LA	938	954	+2	VT	76	92	+21
ME	169	192	+14	VA	929	935	+1
MD	588	660	+12	WA	631	649	+3
MA	433	477	+10	WV	411	376	-9
MI	1,382	1,328	-4	WI	799	763	-5
MN	625	568	-9	WY	152	186	+22
MS	949	784	-17	<b>USA</b>	<b>41,945</b>	<b>42,116</b>	<b>+0</b>
MO	1,157	1,098	-5	PR	568	481	-15
MT	237	230	-3				

Figure 30  
2001 Traffic Fatalities by State and Percent Change from 2000



**Table 105**  
**Fatal Crashes by State and First Harmful Event**

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Non-Motorist		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
AL	371	41.2	66	7.3	352	39.1	16	1.8	87	9.7	9	1.0	901	100.0
AK	38	50.0	7	9.2	14	18.4	6	7.9	11	14.5	0	0.0	76	100.0
AZ	354	37.9	179	19.1	167	17.9	17	1.8	184	19.7	18	1.9	935	100.0
AR	211	39.2	40	7.4	182	33.8	21	3.9	74	13.8	10	1.9	538	100.0
CA	1,182	33.4	765	21.6	1,089	30.7	117	3.3	361	10.2	28	0.8	3,543	100.0
CO	248	38.6	69	10.7	194	30.2	12	1.9	116	18.0	4	0.6	643	100.0
CT	97	34.0	36	12.6	127	44.6	7	2.5	18	6.3	0	0.0	285	100.0
DE	52	44.4	19	16.2	38	32.5	5	4.3	3	2.6	0	0.0	117	100.0
DC	22	37.9	13	22.4	20	34.5	2	3.4	1	1.7	0	0.0	58	100.0
FL	1,195	44.0	599	22.1	613	22.6	50	1.8	231	8.5	26	1.0	2,714	100.0
GA	661	45.9	160	11.1	441	30.6	43	3.0	125	8.7	11	0.8	1,441	100.0
HI	40	30.3	37	28.0	46	34.8	2	1.5	5	3.8	2	1.5	132	100.0
ID	83	36.9	12	5.3	63	28.0	4	1.8	56	24.9	7	3.1	225	100.0
IL	542	42.5	206	16.2	359	28.2	34	2.7	110	8.6	23	1.8	1,274	100.0
IN	381	46.2	66	8.0	302	36.6	37	4.5	37	4.5	2	0.2	825	100.0
IA	203	52.7	19	4.9	74	19.2	18	4.7	63	16.4	8	2.1	385	100.0
KS	183	42.4	25	5.8	141	32.6	15	3.5	62	14.4	6	1.4	432	100.0
KY	333	43.7	60	7.9	280	36.7	14	1.8	67	8.8	8	1.0	762	100.0
LA	340	39.4	116	13.5	296	34.3	30	3.5	70	8.1	10	1.2	862	100.0
ME	72	42.4	13	7.6	57	33.5	6	3.5	19	11.2	3	1.8	170	100.0
MD	254	42.3	103	17.1	217	36.1	13	2.2	8	1.3	6	1.0	601	100.0
MA	137	30.7	85	19.1	190	42.6	17	3.8	12	2.7	5	1.1	446	100.0
MI	567	47.0	170	14.1	336	27.9	39	3.2	82	6.8	12	1.0	1,206	100.0
MN	240	47.2	50	9.8	103	20.3	17	3.3	94	18.5	4	0.8	508	100.0
MS	277	39.3	65	9.2	252	35.8	36	5.1	71	10.1	3	0.4	704	100.0
MO	366	37.6	81	8.3	373	38.3	26	2.7	101	10.4	25	2.6	973	100.0
MT	64	31.8	9	4.5	51	25.4	1	0.5	70	34.8	6	3.0	201	100.0
NE	108	50.2	16	7.4	36	16.7	9	4.2	45	20.9	1	0.5	215	100.0
NV	110	38.7	46	16.2	49	17.3	5	1.8	73	25.7	1	0.4	284	100.0
NH	51	41.1	11	8.9	40	32.3	2	1.6	16	12.9	3	2.4	124	100.0

**Table 105**  
**Fatal Crashes by State and First Harmful Event (Continued)**

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Non-Motorist		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
NJ	279	40.7	152	22.2	213	31.1	18	2.6	11	1.6	12	1.8	<b>685</b>	<b>100.0</b>
NM	127	30.7	77	18.6	76	18.4	7	1.7	117	28.3	8	1.9	<b>414</b>	<b>100.0</b>
NY	541	38.0	357	25.1	441	30.9	29	2.0	41	2.9	16	1.1	<b>1,425</b>	<b>100.0</b>
NC	593	43.6	171	12.6	465	34.2	24	1.8	98	7.2	9	0.7	<b>1,360</b>	<b>100.0</b>
ND	36	37.5	3	3.1	22	22.9	1	1.0	34	35.4	0	0.0	<b>96</b>	<b>100.0</b>
OH	531	42.2	107	8.5	512	40.7	40	3.2	52	4.1	15	1.2	<b>1,257</b>	<b>100.0</b>
OK	254	43.5	45	7.7	204	34.9	13	2.2	51	8.7	17	2.9	<b>584</b>	<b>100.0</b>
OR	160	37.4	69	16.1	121	28.3	10	2.3	61	14.3	7	1.6	<b>428</b>	<b>100.0</b>
PA	568	41.2	192	13.9	511	37.1	35	2.5	54	3.9	16	1.2	<b>1,377</b>	<b>100.0</b>
RI	24	30.8	11	14.1	31	39.7	3	3.8	9	11.5	0	0.0	<b>78</b>	<b>100.0</b>
SC	356	37.0	129	13.4	359	37.3	27	2.8	83	8.6	8	0.8	<b>962</b>	<b>100.0</b>
SD	55	35.7	16	10.4	32	20.8	8	5.2	38	24.7	5	3.2	<b>154</b>	<b>100.0</b>
TN	447	39.7	71	6.3	460	40.9	33	2.9	108	9.6	7	0.6	<b>1,126</b>	<b>100.0</b>
TX	1,406	42.5	454	13.7	804	24.3	111	3.4	494	14.9	39	1.2	<b>3,310</b>	<b>100.0</b>
UT	110	42.5	35	13.5	35	13.5	9	3.5	68	26.3	2	0.8	<b>259</b>	<b>100.0</b>
VT	31	36.9	5	6.0	33	39.3	2	2.4	11	13.1	2	2.4	<b>84</b>	<b>100.0</b>
VA	317	37.1	110	12.9	315	36.8	14	1.6	49	5.7	50	5.8	<b>855</b>	<b>100.0</b>
WA	221	38.9	80	14.1	168	29.6	13	2.3	80	14.1	6	1.1	<b>568</b>	<b>100.0</b>
WV	117	33.0	32	9.0	133	37.5	9	2.5	54	15.2	10	2.8	<b>355</b>	<b>100.0</b>
WI	290	42.5	54	7.9	195	28.6	23	3.4	113	16.5	7	1.0	<b>683</b>	<b>100.0</b>
WY	45	29.0	6	3.9	36	23.2	1	0.6	66	42.6	1	0.6	<b>155</b>	<b>100.0</b>
<b>USA</b>	<b>15,290</b>	<b>40.5</b>	<b>5,319</b>	<b>14.1</b>	<b>11,668</b>	<b>30.9</b>	<b>1,051</b>	<b>2.8</b>	<b>3,964</b>	<b>10.5</b>	<b>478</b>	<b>1.3</b>	<b>*37,795</b>	<b>100.0</b>
PR	128	28.1	171	37.5	120	26.3	17	3.7	8	1.8	12	2.6	<b>456</b>	<b>100.0</b>

\*Total includes 25 crashes with unknown first harmful event.

**Table 106**  
**Fatal Crashes by State and Roadway Function Class**

State	Roadway Function Class								Total Fatal Crashes
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
AL	74	50	0	237	81	270	184	5	<b>901</b>
AK	22	11	1	8	15	11	5	3	<b>76</b>
AZ	135	46	25	258	167	181	112	11	<b>935</b>
AR	46	34	7	135	91	120	105	0	<b>538</b>
CA	208	310	327	1,010	838	505	328	17	<b>3,543</b>
CO	82	31	27	211	111	86	95	0	<b>643</b>
CT	7	44	26	74	64	40	30	0	<b>285</b>
DE	0	10	0	35	16	33	21	2	<b>117</b>
DC	0	4	6	11	7	0	30	0	<b>58</b>
FL	113	104	26	385	112	21	318	1,635	<b>2,714</b>
GA	100	94	12	271	275	230	195	264	<b>1,441</b>
HI	1	7	7	37	34	24	20	2	<b>132</b>
ID	37	7	1	58	35	51	30	6	<b>225</b>
IL	58	102	4	302	254	198	356	0	<b>1,274</b>
IN	93	0	5	83	117	219	307	1	<b>825</b>
IA	31	14	0	111	51	106	71	1	<b>385</b>
KS	26	22	13	128	81	104	58	0	<b>432</b>
KY	43	25	7	170	106	274	136	1	<b>762</b>
LA	94	41	4	193	97	312	111	10	<b>862</b>
ME	13	4	3	34	34	54	26	2	<b>170</b>
MD	20	48	28	167	110	106	70	52	<b>601</b>
MA	7	49	14	133	115	58	70	0	<b>446</b>
MI	46	77	24	275	282	303	195	4	<b>1,206</b>
MN	21	35	13	133	120	113	72	1	<b>508</b>
MS	71	0	0	0	2	360	268	3	<b>704</b>
MO	58	93	57	209	105	214	233	4	<b>973</b>
MT	35	2	3	75	26	32	28	0	<b>201</b>
NE	16	6	7	58	41	29	58	0	<b>215</b>
NV	34	15	28	56	75	38	19	19	<b>284</b>
NH	8	6	7	37	18	26	16	6	<b>124</b>



**Table 106**  
**Fatal Crashes by State and Roadway Function Class (Continued)**

State	Roadway Function Class								Total Fatal Crashes
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	8	63	62	182	119	87	154	10	<b>685</b>
NM	101	13	12	93	42	83	69	1	<b>414</b>
NY	69	52	91	402	249	239	322	1	<b>1,425</b>
NC	55	43	23	248	180	399	412	0	<b>1,360</b>
ND	9	1	2	28	12	23	21	0	<b>96</b>
OH	78	45	0	3	12	3	121	995	<b>1,257</b>
OK	35	42	26	113	87	171	107	3	<b>584</b>
OR	25	5	2	164	79	101	52	0	<b>428</b>
PA	50	59	23	333	324	251	281	56	<b>1,377</b>
RI	0	15	7	28	12	13	3	0	<b>78</b>
SC	98	12	2	187	227	371	7	58	<b>962</b>
SD	18	1	2	41	33	35	23	1	<b>154</b>
TN	79	61	18	233	253	284	179	19	<b>1,126</b>
TX	232	296	220	694	420	581	866	1	<b>3,310</b>
UT	69	11	0	0	82	2	94	1	<b>259</b>
VT	7	0	1	18	20	18	19	1	<b>84</b>
VA	52	49	7	197	213	227	108	2	<b>855</b>
WA	45	37	18	136	90	110	130	2	<b>568</b>
WV	41	10	0	46	80	135	42	1	<b>355</b>
WI	22	13	7	177	144	192	128	0	<b>683</b>
WY	45	4	0	41	18	31	16	0	<b>155</b>
<b>USA</b>	<b>2,637</b>	<b>2,123</b>	<b>1,205</b>	<b>8,258</b>	<b>6,176</b>	<b>7,474</b>	<b>6,721</b>	<b>3,201</b>	<b>37,795</b>
PR	25	63	8	86	81	127	66	0	<b>456</b>

**Table 107**  
**Fatalities by State and Roadway Function Class**

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
AL	85	59	0	264	93	287	201	5	<b>994</b>
AK	27	14	1	8	15	12	5	3	<b>85</b>
AZ	157	48	28	292	183	206	123	11	<b>1,048</b>
AR	61	37	10	150	102	135	116	0	<b>611</b>
CA	258	348	361	1,113	921	575	363	17	<b>3,956</b>
CO	99	33	31	242	131	99	101	0	<b>736</b>
CT	8	49	30	79	73	42	31	0	<b>312</b>
DE	0	15	0	35	16	45	23	2	<b>136</b>
DC	0	4	7	14	7	0	36	0	<b>68</b>
FL	135	121	32	436	133	23	340	1,791	<b>3,011</b>
GA	129	111	13	298	307	261	209	287	<b>1,615</b>
HI	1	7	7	40	37	24	22	2	<b>140</b>
ID	44	8	1	67	38	61	33	7	<b>259</b>
IL	80	125	5	332	273	215	384	0	<b>1,414</b>
IN	103	0	5	91	136	243	330	1	<b>909</b>
IA	39	17	0	135	58	119	78	1	<b>447</b>
KS	30	25	13	145	92	124	65	0	<b>494</b>
KY	52	30	8	200	121	292	141	1	<b>845</b>
LA	109	45	4	215	105	341	125	10	<b>954</b>
ME	15	4	3	40	40	61	27	2	<b>192</b>
MD	23	54	31	182	122	115	77	56	<b>660</b>
MA	8	51	15	142	126	60	75	0	<b>477</b>
MI	50	84	32	302	305	338	213	4	<b>1,328</b>
MN	25	38	14	145	145	123	77	1	<b>568</b>
MS	81	0	0	0	2	410	288	3	<b>784</b>
MO	75	102	61	243	117	239	257	4	<b>1,098</b>
MT	40	2	3	89	30	36	30	0	<b>230</b>
NE	22	7	8	69	49	30	61	0	<b>246</b>
NV	41	15	34	64	79	38	21	21	<b>313</b>
NH	9	6	7	48	20	30	16	6	<b>142</b>

**Table 107**  
**Fatalities by State and Roadway Function Class (Continued)**

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	8	68	69	206	121	102	163	10	<b>747</b>
NM	114	17	13	112	46	83	77	1	<b>463</b>
NY	78	54	95	438	271	266	345	1	<b>1,548</b>
NC	63	49	26	282	209	446	455	0	<b>1,530</b>
ND	10	1	2	32	13	25	22	0	<b>105</b>
OH	83	59	0	3	13	3	127	1,090	<b>1,378</b>
OK	37	46	29	134	107	197	122	4	<b>676</b>
OR	31	5	3	192	86	115	56	0	<b>488</b>
PA	58	65	28	367	360	278	307	67	<b>1,530</b>
RI	0	15	7	29	13	14	3	0	<b>81</b>
SC	111	13	2	206	252	405	7	63	<b>1,059</b>
SD	20	1	2	48	33	39	26	2	<b>171</b>
TN	91	66	21	264	293	302	195	19	<b>1,251</b>
TX	272	317	247	796	492	662	937	1	<b>3,724</b>
UT	73	12	0	0	104	2	100	1	<b>292</b>
VT	7	0	1	19	23	20	21	1	<b>92</b>
VA	68	54	7	210	232	248	114	2	<b>935</b>
WA	49	41	18	164	99	128	148	2	<b>649</b>
WV	43	11	0	49	83	144	44	2	<b>376</b>
WI	24	14	7	208	154	213	143	0	<b>763</b>
WY	59	4	0	49	21	36	17	0	<b>186</b>
<b>USA</b>	<b>3,105</b>	<b>2,371</b>	<b>1,341</b>	<b>9,288</b>	<b>6,901</b>	<b>8,312</b>	<b>7,297</b>	<b>3,501</b>	<b>42,116</b>
PR	25	66	9	92	88	133	68	0	<b>481</b>

**Table 108**  
**Persons Killed, Licensed Drivers, Registered Vehicles, Population,**  
**and Fatality Rates by State**

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
AL	3,560	27.92	4,290	23.17	4,464	22.27	994
AK	472	18.01	615	13.82	635	13.39	85
AZ	3,550	29.52	4,158	25.20	5,307	19.75	1,048
AR	1,962	31.14	1,893	32.28	2,692	22.70	611
CA	21,624	18.29	29,268	13.52	34,501	11.47	3,956
CO	3,288	22.38	4,844	15.19	4,418	16.66	736
CT	2,650	11.77	2,969	10.51	3,425	9.11	312
DE	564	24.11	666	20.42	796	17.08	136
DC	328	20.73	250	27.20	572	11.89	68
FL	12,743	23.63	14,646	20.56	16,397	18.36	3,011
GA	5,834	27.68	7,397	21.83	8,384	19.26	1,615
HI	788	17.77	890	15.73	1,224	11.43	140
ID	897	28.87	1,363	19.00	1,321	19.61	259
IL	7,810	18.10	10,118	13.98	12,482	11.33	1,414
IN	4,117	22.08	5,752	15.80	6,115	14.87	909
IA	1,979	22.59	3,456	12.93	2,923	15.29	447
KS	1,871	26.40	2,383	20.73	2,695	18.33	494
KY	2,757	30.65	3,672	23.01	4,066	20.78	845
LA	2,718	35.10	3,659	26.07	4,465	21.36	954
ME	943	20.36	1,050	18.29	1,287	14.92	192
MD	3,452	19.12	3,994	16.52	5,375	12.28	660
MA	4,611	10.34	5,313	8.98	6,379	7.48	477
MI	6,977	19.03	8,653	15.35	9,991	13.29	1,328
MN	2,961	19.18	4,706	12.07	4,972	11.42	568
MS	1,859	42.17	1,981	39.58	2,858	27.43	784
MO	3,862	28.43	4,272	25.70	5,630	19.50	1,098
MT	683	33.67	1,060	21.70	904	25.43	230
NE	1,267	19.42	1,657	14.85	1,713	14.36	246
NV	1,421	22.03	1,312	23.86	2,106	14.86	313
NH	942	15.07	1,153	12.32	1,259	11.28	142

**Table 108**  
**Persons Killed, Licensed Drivers, Registered Vehicles, Population,**  
**and Fatality Rates by State (Continued)**

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
NJ	5,715	13.07	6,706	11.14	8,484	8.80	747
NM	1,232	37.58	1,457	31.78	1,829	25.31	463
NY	11,015	14.05	10,315	15.01	19,011	8.14	1,548
NC	5,885	26.00	6,267	24.41	8,186	18.69	1,530
ND	456	23.03	726	14.46	634	16.55	105
OH	7,736	17.81	10,824	12.73	11,374	12.12	1,378
OK	2,172	31.12	3,359	20.13	3,460	19.54	676
OR	2,534	19.26	3,112	15.68	3,473	14.05	488
PA	8,226	18.60	9,869	15.50	12,287	12.45	1,530
RI	660	12.27	786	10.31	1,059	7.65	81
SC	2,850	37.16	3,199	33.10	4,063	26.06	1,059
SD	545	31.38	835	20.48	757	22.60	171
TN	4,188	29.87	5,223	23.95	5,740	21.79	1,251
TX	13,046	28.55	14,572	25.56	21,325	17.46	3,724
UT	1,496	19.52	1,791	16.30	2,270	12.86	292
VT	515	17.86	558	16.49	613	15.01	92
VA	4,921	19.00	6,236	14.99	7,188	13.01	935
WA	4,238	15.31	5,303	12.24	5,988	10.84	649
WV	1,317	28.55	1,480	25.41	1,802	20.87	376
WI	3,667	20.81	4,682	16.30	5,402	14.12	763
WY	371	50.13	594	31.31	494	37.62	186
<b>USA</b>	<b>191,276</b>	<b>22.02</b>	<b>221,230</b>	<b>19.04</b>	<b>284,797</b>	<b>14.79</b>	<b>42,116</b>
PR	2,308	20.84	2,134	22.54	3,840	12.53	481

Note: The number shown for registered vehicles for the USA is approximately 6 percent lower than the sum of the registered vehicle numbers shown for the individual states, due to differing data sources.

Sources: Fatalities—Fatality Analysis Reporting System (FARS); Licensed Drivers (estimated)—Federal Highway Administration; Registered Vehicles by State (estimated)—Federal Highway Administration; Registered Vehicles for USA—R.L. Polk & Co. and Federal Highway Administration; Population—Bureau of the Census.

**Table 109**  
**Persons Killed, by State and Person Type**

State	Person Type										Total Killed	
	Driver		Passenger		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	681	68.5	236	23.7	68	6.8	6	0.6	3	0.3	994	100.0
AK	61	71.8	17	20.0	6	7.1	1	1.2	0	0.0	85	100.0
AZ	519	49.5	320	30.5	159	15.2	28	2.7	22	2.1	1,048	100.0
AR	410	67.1	159	26.0	41	6.7	1	0.2	0	0.0	611	100.0
CA	2,075	52.5	1,035	26.2	711	18.0	105	2.7	30	0.8	3,956	100.0
CO	444	60.3	220	29.9	61	8.3	11	1.5	0	0.0	736	100.0
CT	211	67.6	64	20.5	33	10.6	2	0.6	2	0.6	312	100.0
DE	77	56.6	38	27.9	17	12.5	2	1.5	2	1.5	136	100.0
DC	34	50.0	21	30.9	11	16.2	2	2.9	0	0.0	68	100.0
FL	1,698	56.4	691	22.9	489	16.2	127	4.2	6	0.2	3,011	100.0
GA	1,025	63.5	415	25.7	146	9.0	20	1.2	9	0.6	1,615	100.0
HI	81	57.9	22	15.7	30	21.4	7	5.0	0	0.0	140	100.0
ID	158	61.0	82	31.7	12	4.6	2	0.8	5	1.9	259	100.0
IL	847	59.9	352	24.9	186	13.2	27	1.9	2	0.1	1,414	100.0
IN	613	67.4	217	23.9	56	6.2	12	1.3	11	1.2	909	100.0
IA	299	66.9	123	27.5	19	4.3	3	0.7	3	0.7	447	100.0
KS	347	70.2	117	23.7	24	4.9	2	0.4	4	0.8	494	100.0
KY	569	67.3	213	25.2	53	6.3	8	0.9	2	0.2	845	100.0
LA	607	63.6	218	22.9	98	10.3	23	2.4	8	0.8	954	100.0
ME	120	62.5	54	28.1	12	6.3	4	2.1	2	1.0	192	100.0
MD	411	62.3	136	20.6	101	15.3	11	1.7	1	0.2	660	100.0
MA	287	60.2	97	20.3	79	16.6	9	1.9	5	1.0	477	100.0
MI	821	61.8	314	23.6	162	12.2	24	1.8	7	0.5	1,328	100.0
MN	365	64.3	150	26.4	43	7.6	7	1.2	3	0.5	568	100.0
MS	551	70.3	166	21.2	59	7.5	8	1.0	0	0.0	784	100.0
MO	738	67.2	265	24.1	83	7.6	6	0.5	6	0.5	1,098	100.0
MT	156	67.8	60	26.1	9	3.9	1	0.4	4	1.7	230	100.0
NE	160	65.0	66	26.8	12	4.9	5	2.0	3	1.2	246	100.0
NV	181	57.8	82	26.2	45	14.4	4	1.3	1	0.3	313	100.0
NH	98	69.0	33	23.2	9	6.3	1	0.7	1	0.7	142	100.0

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

State	Person Type										Total Killed	
	Driver		Passenger		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	421	56.4	168	22.5	132	17.7	26	3.5	0	0.0	<b>747</b>	<b>100.0</b>
NM	242	52.3	141	30.5	72	15.6	7	1.5	1	0.2	<b>463</b>	<b>100.0</b>
NY	825	53.3	329	21.3	347	22.4	41	2.6	6	0.4	<b>1,548</b>	<b>100.0</b>
NC	955	62.4	399	26.1	149	9.7	24	1.6	3	0.2	<b>1,530</b>	<b>100.0</b>
ND	84	80.0	17	16.2	3	2.9	0	0.0	1	1.0	<b>105</b>	<b>100.0</b>
OH	944	68.5	314	22.8	99	7.2	16	1.2	5	0.4	<b>1,378</b>	<b>100.0</b>
OK	428	63.3	190	28.1	50	7.4	2	0.3	6	0.9	<b>676</b>	<b>100.0</b>
OR	282	57.8	132	27.0	58	11.9	15	3.1	1	0.2	<b>488</b>	<b>100.0</b>
PA	965	63.1	346	22.6	188	12.3	14	0.9	17	1.1	<b>1,530</b>	<b>100.0</b>
RI	54	66.7	15	18.5	10	12.3	1	1.2	1	1.2	<b>81</b>	<b>100.0</b>
SC	685	64.7	236	22.3	108	10.2	24	2.3	6	0.6	<b>1,059</b>	<b>100.0</b>
SD	103	60.2	50	29.2	15	8.8	1	0.6	2	1.2	<b>171</b>	<b>100.0</b>
TN	849	67.9	313	25.0	78	6.2	5	0.4	6	0.5	<b>1,251</b>	<b>100.0</b>
TX	2,248	60.4	965	25.9	449	12.1	46	1.2	16	0.4	<b>3,724</b>	<b>100.0</b>
UT	169	57.9	87	29.8	33	11.3	3	1.0	0	0.0	<b>292</b>	<b>100.0</b>
VT	62	67.4	23	25.0	5	5.4	0	0.0	2	2.2	<b>92</b>	<b>100.0</b>
VA	600	64.2	219	23.4	101	10.8	13	1.4	2	0.2	<b>935</b>	<b>100.0</b>
WA	392	60.4	173	26.7	73	11.2	8	1.2	3	0.5	<b>649</b>	<b>100.0</b>
WV	247	65.7	97	25.8	28	7.4	3	0.8	1	0.3	<b>376</b>	<b>100.0</b>
WI	521	68.3	184	24.1	45	5.9	9	1.2	4	0.5	<b>763</b>	<b>100.0</b>
WY	120	64.5	60	32.3	5	2.7	1	0.5	0	0.0	<b>186</b>	<b>100.0</b>
<b>USA</b>	<b>25,840</b>	<b>61.4</b>	<b>10,441</b>	<b>24.8</b>	<b>4,882</b>	<b>11.6</b>	<b>728</b>	<b>1.7</b>	<b>225</b>	<b>0.5</b>	<b>42,116</b>	<b>100.0</b>
PR	196	40.7	100	20.8	167	34.7	16	3.3	2	0.4	<b>481</b>	<b>100.0</b>

**Table 110**  
**Persons Killed, by State and Age Group**

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
AL	18	18	36	160	97	171	160	117	77	56	83	1	994
AK	2	2	3	12	10	15	6	16	8	7	4	0	85
AZ	24	20	29	143	88	206	181	124	86	59	86	2	1,048
AR	19	12	23	98	59	92	99	80	45	34	48	2	611
CA	60	75	114	536	414	672	628	527	323	248	349	10	3,956
CO	10	11	28	109	65	139	149	99	42	42	42	0	736
CT	5	1	4	58	39	65	48	30	21	13	28	0	312
DE	2	1	4	21	10	33	16	19	8	10	12	0	136
DC	0	0	5	6	6	17	10	9	8	2	3	2	68
FL	25	42	77	356	278	478	498	412	255	211	358	21	3,011
GA	28	27	59	230	169	262	276	212	116	111	122	3	1,615
HI	3	1	2	16	13	22	17	27	14	11	14	0	140
ID	5	1	14	52	23	30	38	31	20	21	24	0	259
IL	23	17	40	214	156	218	228	167	114	87	150	0	1,414
IN	14	18	22	152	95	116	153	106	73	69	84	7	909
IA	8	10	14	58	54	50	92	44	30	33	51	3	447
KS	8	5	21	93	49	64	60	67	39	39	49	0	494
KY	9	14	22	127	88	141	146	86	75	69	68	0	845
LA	22	24	24	141	94	152	185	122	69	52	65	4	954
ME	2	1	4	32	15	25	28	23	15	25	22	0	192
MD	4	9	21	94	83	98	99	76	67	45	63	1	660
MA	3	1	12	81	39	73	81	54	41	27	62	3	477
MI	16	28	46	188	124	203	215	167	96	91	154	0	1,328
MN	8	8	19	82	62	89	85	62	43	43	66	1	568
MS	20	12	28	98	68	133	135	108	63	51	66	2	784
MO	11	18	36	185	106	167	189	134	81	78	91	2	1,098
MT	1	8	7	27	19	39	39	38	25	13	14	0	230
NE	3	5	9	46	24	31	41	34	12	14	25	2	246
NV	3	3	8	32	27	54	45	53	36	24	26	2	313
NH	0	2	5	17	15	14	24	21	13	8	23	0	142



**Table 110**  
**Persons Killed, by State and Age Group (Continued)**

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
NJ	12	8	14	97	80	127	100	81	61	55	107	5	747
NM	6	12	16	47	38	89	82	71	39	26	33	4	463
NY	22	16	41	220	159	240	239	167	103	122	213	6	1,548
NC	21	23	56	203	153	257	247	203	126	102	134	5	1,530
ND	1	1	4	15	11	12	20	21	6	9	5	0	105
OH	17	18	37	201	134	230	223	202	105	86	124	1	1,378
OK	14	10	29	102	68	102	120	78	52	39	56	6	676
OR	10	13	22	55	44	54	74	79	42	44	51	0	488
PA	14	24	35	238	144	227	226	174	92	101	187	68	1,530
RI	2	0	2	15	8	13	9	12	5	4	11	0	81
SC	10	17	34	148	106	196	193	148	79	57	66	5	1,059
SD	2	6	11	21	21	29	23	16	15	10	16	1	171
TN	18	14	33	182	138	221	206	173	108	83	75	0	1,251
TX	87	61	121	581	354	642	622	443	265	225	293	30	3,724
UT	9	7	15	51	33	41	39	39	18	20	19	1	292
VT	0	0	2	8	7	20	16	16	5	6	12	0	92
VA	11	10	17	138	89	138	148	129	77	67	109	2	935
WA	12	10	15	100	77	105	96	78	55	36	65	0	649
WV	11	5	9	51	39	68	62	52	25	30	24	0	376
WI	10	12	20	98	92	117	128	101	66	46	73	0	763
WY	4	3	6	16	16	35	20	30	23	17	16	0	186
<b>USA</b>	<b>649</b>	<b>664</b>	<b>1,275</b>	<b>6,051</b>	<b>4,200</b>	<b>6,832</b>	<b>6,864</b>	<b>5,378</b>	<b>3,282</b>	<b>2,778</b>	<b>3,941</b>	<b>202</b>	<b>42,116</b>
PR	2	4	18	53	60	89	63	57	58	39	28	10	481

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

State	Vehicle Type												Unknown		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Motorcycles		Buses		Other Vehicles					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	514	55.9	321	34.9	28	3.0	43	4.7	0	0.0	13	1.4	0	0.0	919	100.0
AK	32	41.0	32	41.0	3	3.8	7	9.0	0	0.0	4	5.1	0	0.0	78	100.0
AZ	406	47.6	328	38.5	11	1.3	73	8.6	0	0.0	5	0.6	30	3.5	853	100.0
AR	265	46.6	230	40.4	21	3.7	38	6.7	4	0.7	11	1.9	0	0.0	569	100.0
CA	1,793	57.6	938	30.1	56	1.8	299	9.6	3	0.1	26	0.8	0	0.0	3,115	100.0
CO	341	51.4	217	32.7	16	2.4	84	12.7	0	0.0	6	0.9	0	0.0	664	100.0
CT	183	66.5	40	14.5	6	2.2	46	16.7	0	0.0	0	0.0	0	0.0	275	100.0
DE	79	68.1	27	23.3	0	0.0	10	8.6	0	0.0	0	0.0	0	0.0	116	100.0
DC	40	72.7	8	14.5	0	0.0	5	9.1	0	0.0	0	0.0	2	3.6	55	100.0
FL	1,318	55.2	713	29.8	38	1.6	287	12.0	6	0.3	22	0.9	5	0.2	2,389	100.0
GA	779	53.9	511	35.4	43	3.0	94	6.5	0	0.0	16	1.1	2	0.1	1,445	100.0
HI	60	58.3	22	21.4	1	1.0	15	14.6	0	0.0	2	1.9	3	2.9	103	100.0
ID	98	40.0	117	47.8	4	1.6	19	7.8	1	0.4	6	2.4	0	0.0	245	100.0
IL	703	58.6	321	26.8	16	1.3	140	11.7	2	0.2	14	1.2	3	0.3	1,199	100.0
IN	479	57.2	262	31.3	18	2.2	75	9.0	0	0.0	3	0.4	0	0.0	837	100.0
IA	227	53.5	136	32.1	13	3.1	39	9.2	0	0.0	9	2.1	0	0.0	424	100.0
KS	252	54.2	165	35.5	18	3.9	25	5.4	0	0.0	5	1.1	0	0.0	465	100.0
KY	450	57.5	253	32.4	9	1.2	59	7.5	0	0.0	11	1.4	0	0.0	782	100.0
LA	440	52.9	300	36.1	22	2.6	63	7.6	0	0.0	6	0.7	0	0.0	831	100.0
ME	101	58.0	51	29.3	3	1.7	14	8.0	0	0.0	5	2.9	0	0.0	174	100.0
MD	350	64.0	137	25.0	7	1.3	53	9.7	0	0.0	0	0.0	0	0.0	547	100.0
MA	245	63.1	88	22.7	0	0.0	53	13.7	0	0.0	2	0.5	0	0.0	388	100.0
MI	672	59.2	337	29.7	9	0.8	97	8.5	0	0.0	20	1.8	0	0.0	1,135	100.0
MN	275	53.4	180	35.0	7	1.4	42	8.2	0	0.0	11	2.1	0	0.0	515	100.0
MS	396	55.2	267	37.2	14	2.0	30	4.2	0	0.0	9	1.3	1	0.1	717	100.0
MO	572	56.7	349	34.6	19	1.9	53	5.3	3	0.3	12	1.2	1	0.1	1,009	100.0
MT	86	39.1	106	48.2	10	4.5	13	5.9	0	0.0	5	2.3	0	0.0	220	100.0
NE	113	49.8	79	34.8	13	5.7	12	5.3	4	1.8	6	2.6	0	0.0	227	100.0
NV	135	51.3	95	36.1	8	3.0	21	8.0	1	0.4	3	1.1	0	0.0	263	100.0
NH	76	58.0	33	25.2	0	0.0	22	16.8	0	0.0	0	0.0	0	0.0	131	100.0

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

State	Vehicle Type												Unknown		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Motorcycles		Buses		Other Vehicles					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NJ	365	62.0	105	17.8	10	1.7	72	12.2	0	0.0	3	0.5	34	5.8	<b>589</b>	<b>100.0</b>
NM	158	41.3	176	46.0	12	3.1	31	8.1	0	0.0	3	0.8	3	0.8	<b>383</b>	<b>100.0</b>
NY	723	62.5	244	21.1	13	1.1	146	12.6	4	0.3	20	1.7	7	0.6	<b>1,157</b>	<b>100.0</b>
NC	834	61.5	373	27.5	25	1.8	109	8.0	0	0.0	13	1.0	1	0.1	<b>1,355</b>	<b>100.0</b>
ND	50	49.0	42	41.2	1	1.0	4	3.9	0	0.0	5	4.9	0	0.0	<b>102</b>	<b>100.0</b>
OH	778	61.7	329	26.1	17	1.3	124	9.8	0	0.0	13	1.0	0	0.0	<b>1,261</b>	<b>100.0</b>
OK	323	52.0	239	38.5	16	2.6	36	5.8	0	0.0	7	1.1	0	0.0	<b>621</b>	<b>100.0</b>
OR	225	54.3	142	34.3	6	1.4	32	7.7	0	0.0	6	1.4	3	0.7	<b>414</b>	<b>100.0</b>
PA	795	60.1	301	22.8	23	1.7	128	9.7	0	0.0	17	1.3	58	4.4	<b>1,322</b>	<b>100.0</b>
RI	47	68.1	15	21.7	0	0.0	6	8.7	1	1.4	0	0.0	0	0.0	<b>69</b>	<b>100.0</b>
SC	522	56.3	307	33.1	12	1.3	82	8.8	0	0.0	4	0.4	0	0.0	<b>927</b>	<b>100.0</b>
SD	77	50.0	51	33.1	3	1.9	17	11.0	0	0.0	6	3.9	0	0.0	<b>154</b>	<b>100.0</b>
TN	655	56.2	396	34.0	26	2.2	78	6.7	1	0.1	10	0.9	0	0.0	<b>1,166</b>	<b>100.0</b>
TX	1,573	48.9	1,309	40.7	65	2.0	243	7.6	2	0.1	20	0.6	2	0.1	<b>3,214</b>	<b>100.0</b>
UT	113	44.1	102	39.8	8	3.1	28	10.9	2	0.8	3	1.2	0	0.0	<b>256</b>	<b>100.0</b>
VT	50	57.5	18	20.7	3	3.4	11	12.6	0	0.0	5	5.7	0	0.0	<b>87</b>	<b>100.0</b>
VA	497	60.6	252	30.7	15	1.8	45	5.5	0	0.0	5	0.6	6	0.7	<b>820</b>	<b>100.0</b>
WA	343	60.6	160	28.3	6	1.1	55	9.7	0	0.0	2	0.4	0	0.0	<b>566</b>	<b>100.0</b>
WV	181	52.6	116	33.7	13	3.8	21	6.1	0	0.0	13	3.8	0	0.0	<b>344</b>	<b>100.0</b>
WI	386	54.4	231	32.6	12	1.7	72	10.2	0	0.0	8	1.1	0	0.0	<b>709</b>	<b>100.0</b>
WY	58	32.2	106	58.9	5	2.8	10	5.6	0	0.0	1	0.6	0	0.0	<b>180</b>	<b>100.0</b>
<b>USA</b>	<b>20,233</b>	<b>55.6</b>	<b>11,677</b>	<b>32.1</b>	<b>704</b>	<b>1.9</b>	<b>3,181</b>	<b>8.7</b>	<b>34</b>	<b>0.1</b>	<b>396</b>	<b>1.1</b>	<b>161</b>	<b>0.4</b>	<b>36,386</b>	<b>100.0</b>
PR	192	64.9	50	16.9	8	2.7	46	15.5	0	0.0	0	0.0	0	0.0	<b>296</b>	<b>100.0</b>

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

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	262	51.0	232	45.1	20	3.9	514	100.0
AK	15	46.9	17	53.1	0	0.0	32	100.0
AZ	144	35.5	208	51.2	54	13.3	406	100.0
AR	80	30.2	162	61.1	23	8.7	265	100.0
CA	962	53.7	539	30.1	292	16.3	1,793	100.0
CO	146	42.8	195	57.2	0	0.0	341	100.0
CT	71	38.8	87	47.5	25	13.7	183	100.0
DE	34	43.0	43	54.4	2	2.5	79	100.0
DC	13	32.5	13	32.5	14	35.0	40	100.0
FL	559	42.4	738	56.0	21	1.6	1,318	100.0
GA	366	47.0	289	37.1	124	15.9	779	100.0
HI	23	38.3	27	45.0	10	16.7	60	100.0
ID	33	33.7	60	61.2	5	5.1	98	100.0
IL	253	36.0	332	47.2	118	16.8	703	100.0
IN	200	41.8	211	44.1	68	14.2	479	100.0
IA	116	51.1	87	38.3	24	10.6	227	100.0
KS	77	30.6	152	60.3	23	9.1	252	100.0
KY	153	34.0	291	64.7	6	1.3	450	100.0
LA	163	37.0	220	50.0	57	13.0	440	100.0
ME	43	42.6	44	43.6	14	13.9	101	100.0
MD	191	54.6	135	38.6	24	6.9	350	100.0
MA	50	20.4	130	53.1	65	26.5	245	100.0
MI	357	53.1	244	36.3	71	10.6	672	100.0
MN	109	39.6	134	48.7	32	11.6	275	100.0
MS	114	28.8	271	68.4	11	2.8	396	100.0
MO	176	30.8	334	58.4	62	10.8	572	100.0
MT	29	33.7	55	64.0	2	2.3	86	100.0
NE	33	29.2	62	54.9	18	15.9	113	100.0
NV	48	35.6	82	60.7	5	3.7	135	100.0
NH	29	38.2	38	50.0	9	11.8	76	100.0

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

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	149	40.8	199	54.5	17	4.7	<b>365</b>	<b>100.0</b>
NM	65	41.1	85	53.8	8	5.1	<b>158</b>	<b>100.0</b>
NY	369	51.0	281	38.9	73	10.1	<b>723</b>	<b>100.0</b>
NC	408	48.9	350	42.0	76	9.1	<b>834</b>	<b>100.0</b>
ND	19	38.0	30	60.0	1	2.0	<b>50</b>	<b>100.0</b>
OH	297	38.2	418	53.7	63	8.1	<b>778</b>	<b>100.0</b>
OK	129	39.9	193	59.8	1	0.3	<b>323</b>	<b>100.0</b>
OR	147	65.3	73	32.4	5	2.2	<b>225</b>	<b>100.0</b>
PA	238	29.9	432	54.3	125	15.7	<b>795</b>	<b>100.0</b>
RI	13	27.7	34	72.3	0	0.0	<b>47</b>	<b>100.0</b>
SC	188	36.0	322	61.7	12	2.3	<b>522</b>	<b>100.0</b>
SD	24	31.2	47	61.0	6	7.8	<b>77</b>	<b>100.0</b>
TN	201	30.7	420	64.1	34	5.2	<b>655</b>	<b>100.0</b>
TX	891	56.6	640	40.7	42	2.7	<b>1,573</b>	<b>100.0</b>
UT	49	43.4	57	50.4	7	6.2	<b>113</b>	<b>100.0</b>
VT	21	42.0	27	54.0	2	4.0	<b>50</b>	<b>100.0</b>
VA	194	39.0	274	55.1	29	5.8	<b>497</b>	<b>100.0</b>
WA	162	47.2	175	51.0	6	1.7	<b>343</b>	<b>100.0</b>
WV	70	38.7	107	59.1	4	2.2	<b>181</b>	<b>100.0</b>
WI	150	38.9	206	53.4	30	7.8	<b>386</b>	<b>100.0</b>
WY	24	41.4	34	58.6	0	0.0	<b>58</b>	<b>100.0</b>
<b>USA</b>	<b>8,657</b>	<b>42.8</b>	<b>9,836</b>	<b>48.6</b>	<b>1,740</b>	<b>8.6</b>	<b>20,233</b>	<b>100.0</b>
PR	69	35.9	123	64.1	0	0.0	<b>192</b>	<b>100.0</b>

**Table 113**  
**2001 Ranking of State Pedestrian Fatality Rates**

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	New Mexico	72	1,829	3.94
2	Arizona	159	5,307	3.00
3	Florida	489	16,397	2.98
4	South Carolina	108	4,063	2.66
5	Hawaii	30	1,224	2.45
6	Louisiana	98	4,465	2.19
7	Nevada	45	2,106	2.14
8	Delaware	17	796	2.14
9	Texas	449	21,325	2.11
10	Mississippi	59	2,858	2.06
11	California	711	34,501	2.06
12	South Dakota	15	757	1.98
13	District of Columbia	11	572	1.92
14	Maryland	101	5,375	1.88
15	New York	347	19,011	1.83
16	North Carolina	149	8,186	1.82
17	Georgia	146	8,384	1.74
18	Oregon	58	3,473	1.67
19	Michigan	162	9,991	1.62
20	New Jersey	132	8,484	1.56
21	West Virginia	28	1,802	1.55
22	Pennsylvania	188	12,287	1.53
23	Alabama	68	4,464	1.52
24	Arkansas	41	2,692	1.52
25	Illinois	186	12,482	1.49
26	Missouri	83	5,630	1.47
27	Utah	33	2,270	1.45
28	Oklahoma	50	3,460	1.45

**Table 113**  
**2001 Ranking of State Pedestrian Fatality Rates (Continued)**

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
29	Virginia	101	7,188	1.41
30	Colorado	61	4,418	1.38
31	Tennessee	78	5,740	1.36
32	Kentucky	53	4,066	1.30
33	Massachusetts	79	6,379	1.24
34	Washington	73	5,988	1.22
35	Wyoming	5	494	1.01
36	Montana	9	904	1.00
37	Connecticut	33	3,425	0.96
38	Alaska	6	635	0.95
39	Rhode Island	10	1,059	0.94
40	Maine	12	1,287	0.93
41	Indiana	56	6,115	0.92
42	Idaho	12	1,321	0.91
43	Kansas	24	2,695	0.89
44	Ohio	99	11,374	0.87
45	Minnesota	43	4,972	0.86
46	Wisconsin	45	5,402	0.83
47	Vermont	5	613	0.82
48	New Hampshire	9	1,259	0.71
49	Nebraska	12	1,713	0.70
50	Iowa	19	2,923	0.65
51	North Dakota	3	634	0.47
	<b>USA</b>	<b>4,882</b>	<b>284,797</b>	<b>1.71</b>
	Puerto Rico	167	3,840	4.35

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

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = 0.00		BAC = 0.01-0.07		BAC = 0.08+		Number	Percent	Number	Percent
	Number	Percent	Number	Percent	Number	Percent				
AL	618	62	39	4	336	34	376	38	994	100
AK	42	50	4	4	39	46	43	50	85	100
AZ	560	53	64	6	424	40	488	47	1,048	100
AR	418	68	44	7	150	25	193	32	611	100
CA	2,387	60	292	7	1,277	32	1,569	40	3,956	100
CO	408	55	50	7	278	38	328	45	736	100
CT	154	49	19	6	139	45	158	51	312	100
DE	71	52	8	6	58	42	65	48	136	100
DC	30	45	5	8	32	48	38	55	68	100
FL	1,748	58	175	6	1,088	36	1,264	42	3,011	100
GA	1,058	65	91	6	466	29	557	35	1,615	100
HI	80	57	9	7	51	36	60	43	140	100
ID	162	63	11	4	85	33	97	37	259	100
IL	794	56	86	6	535	38	620	44	1,414	100
IN	572	63	54	6	283	31	337	37	909	100
IA	292	65	29	6	126	28	155	35	447	100
KS	300	61	25	5	169	34	194	39	494	100
KY	598	71	35	4	213	25	247	29	845	100
LA	509	53	62	6	383	40	445	47	954	100
ME	127	66	5	3	60	31	65	34	192	100
MD	370	56	51	8	239	36	290	44	660	100
MA	244	51	28	6	206	43	234	49	477	100
MI	810	61	77	6	441	33	518	39	1,328	100
MN	342	60	30	5	196	34	226	40	568	100
MS	502	64	29	4	253	32	282	36	784	100
MO	575	52	82	7	441	40	523	48	1,098	100
MT	126	55	8	4	96	42	104	45	230	100
NE	150	61	17	7	79	32	96	39	246	100
NV	180	58	21	7	112	36	133	42	313	100
NH	73	51	15	10	55	39	70	49	142	100



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

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = 0.00		BAC = 0.01-0.07		BAC = 0.08+		Number	Percent	Number	Percent
	Number	Percent	Number	Percent	Number	Percent				
NJ	450	60	53	7	244	33	297	40	747	100
NM	249	54	35	7	179	39	214	46	463	100
NY	1,050	68	94	6	404	26	498	32	1,548	100
NC	997	65	77	5	456	30	533	35	1,530	100
ND	52	50	8	8	44	42	53	50	105	100
OH	774	56	89	6	515	37	604	44	1,378	100
OK	410	61	33	5	233	34	266	39	676	100
OR	298	61	34	7	157	32	190	39	488	100
PA	867	57	83	5	580	38	663	43	1,530	100
RI	32	40	9	11	40	49	49	60	81	100
SC	467	44	73	7	519	49	592	56	1,059	100
SD	87	51	9	5	75	44	84	49	171	100
TN	714	57	75	6	462	37	537	43	1,251	100
TX	1,935	52	205	5	1,584	43	1,789	48	3,724	100
UT	224	77	12	4	56	19	68	23	292	100
VT	57	62	2	2	33	35	35	38	92	100
VA	595	64	54	6	287	31	340	36	935	100
WA	368	57	42	6	239	37	281	43	649	100
WV	241	64	16	4	119	32	135	36	376	100
WI	399	52	39	5	325	43	364	48	763	100
WY	105	56	11	6	71	38	81	44	186	100
<b>USA</b>	<b>24,668</b>	<b>59</b>	<b>2,515</b>	<b>6</b>	<b>14,933</b>	<b>35</b>	<b>17,448</b>	<b>41</b>	<b>42,116</b>	<b>100</b>
PR	235	49	36	7	210	44	246	51	481	100

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

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

State	Blood Alcohol Concentration of Driver								Total Drivers Involved in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	1,025	75	39	3	298	22	337	25	1,362	100
AK	80	64	8	6	37	30	44	36	124	100
AZ	1,030	73	59	4	316	22	375	27	1,405	100
AR	639	80	35	4	127	16	162	20	801	100
CA	4,045	76	251	5	1,006	19	1,257	24	5,302	100
CO	701	72	51	5	226	23	277	28	978	100
CT	284	67	21	5	117	28	138	33	422	100
DE	132	72	7	4	45	24	51	28	183	100
DC	55	63	6	7	25	29	32	37	86	100
FL	3,350	78	159	4	795	18	954	22	4,304	100
GA	1,858	80	88	4	371	16	459	20	2,317	100
HI	133	71	10	6	45	24	55	29	188	100
ID	238	75	12	4	68	21	79	25	317	100
IL	1,447	74	86	4	435	22	521	26	1,968	100
IN	977	76	55	4	253	20	308	24	1,285	100
IA	471	78	29	5	105	17	135	22	605	100
KS	474	74	24	4	142	22	166	26	640	100
KY	945	81	32	3	183	16	215	19	1,160	100
LA	904	71	60	5	314	25	374	29	1,278	100
ME	207	79	5	2	49	19	55	21	262	100
MD	694	74	57	6	189	20	246	26	940	100
MA	406	66	30	5	182	29	212	34	618	100
MI	1,495	77	70	4	367	19	437	23	1,932	100
MN	600	76	32	4	157	20	189	24	789	100
MS	759	75	29	3	222	22	251	25	1,010	100
MO	982	68	83	6	377	26	460	32	1,442	100
MT	174	65	10	4	83	31	93	35	267	100
NE	258	74	17	5	72	21	88	26	346	100
NV	328	75	19	4	91	21	110	25	438	100
NH	136	70	15	8	44	23	59	30	195	100

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

State	Blood Alcohol Concentration of Driver								Total Drivers Involved in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	816	76	54	5	206	19	260	24	1,076	100
NM	403	71	29	5	137	24	166	29	569	100
NY	1,687	81	77	4	307	15	384	19	2,071	100
NC	1,663	80	68	3	360	17	428	20	2,091	100
ND	83	62	8	6	43	32	50	38	133	100
OH	1,391	72	84	4	453	24	537	28	1,928	100
OK	668	76	31	3	184	21	215	24	883	100
OR	480	76	30	5	123	19	152	24	632	100
PA	1,560	73	80	4	495	23	575	27	2,135	100
RI	69	60	8	7	39	34	46	40	115	100
SC	881	63	77	6	433	31	511	37	1,391	100
SD	149	68	11	5	59	27	70	32	218	100
TN	1,223	72	77	4	404	24	480	28	1,703	100
TX	3,560	69	221	4	1,357	26	1,578	31	5,138	100
UT	336	86	9	2	46	12	55	14	391	100
VT	90	76	2	2	27	23	29	24	119	100
VA	1,034	77	49	4	253	19	302	23	1,336	100
WA	629	74	39	5	187	22	226	26	855	100
WV	382	75	16	3	108	21	125	25	506	100
WI	702	69	39	4	279	27	318	31	1,020	100
WY	143	69	8	4	55	27	63	31	206	100
<b>USA</b>	<b>42,774</b>	<b>74</b>	<b>2,414</b>	<b>4</b>	<b>12,293</b>	<b>21</b>	<b>14,706</b>	<b>26</b>	<b>57,480</b>	<b>100</b>
PR	421	68	37	6	162	26	198	32	619	100

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

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

State	Blood Alcohol Concentration of Driver								Total Drivers Killed	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	439	64	22	3	220	32	242	36	681	100
AK	34	55	5	8	23	37	27	45	61	100
AZ	309	60	27	5	182	35	210	40	519	100
AR	279	68	24	6	108	26	131	32	410	100
CA	1,345	65	117	6	613	30	730	35	2,075	100
CO	270	61	30	7	144	33	174	39	444	100
CT	120	57	11	5	81	38	92	43	211	100
DE	45	59	3	4	29	37	32	41	77	100
DC	17	51	2	5	15	44	17	49	34	100
FL	1,113	66	78	5	507	30	585	34	1,698	100
GA	704	69	48	5	274	27	321	31	1,025	100
HI	48	59	3	3	31	38	33	41	81	100
ID	104	66	4	3	49	31	54	34	158	100
IL	514	61	51	6	283	33	333	39	847	100
IN	399	65	28	5	187	30	215	35	613	100
IA	200	67	20	7	79	27	99	33	299	100
KS	218	63	15	4	113	33	129	37	347	100
KY	412	72	18	3	139	24	157	28	569	100
LA	358	59	32	5	217	36	249	41	607	100
ME	83	69	2	2	35	29	37	31	120	100
MD	258	63	34	8	119	29	154	37	411	100
MA	165	58	13	5	109	38	122	42	287	100
MI	531	65	33	4	257	31	290	35	821	100
MN	229	63	17	5	119	33	137	37	365	100
MS	365	66	20	4	166	30	186	34	551	100
MO	436	59	45	6	257	35	302	41	738	100
MT	85	55	7	4	64	41	71	45	156	100
NE	99	62	11	7	51	32	62	38	160	100
NV	119	66	10	5	52	29	62	34	181	100
NH	54	55	9	9	35	36	44	45	98	100

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

State	Blood Alcohol Concentration of Driver								Total Drivers Killed	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	290	69	24	6	107	25	131	31	421	100
NM	141	58	16	7	85	35	101	42	242	100
NY	591	72	45	5	189	23	234	28	825	100
NC	663	69	41	4	250	26	292	31	955	100
ND	45	54	5	6	33	40	39	46	84	100
OH	553	59	50	5	341	36	391	41	944	100
OK	286	67	17	4	125	29	142	33	428	100
OR	175	62	19	7	88	31	107	38	282	100
PA	573	59	39	4	354	37	393	41	965	100
RI	25	46	5	10	24	45	29	54	54	100
SC	341	50	40	6	305	45	345	50	685	100
SD	56	55	5	5	42	40	47	45	103	100
TN	509	60	36	4	305	36	340	40	849	100
TX	1,322	59	100	4	826	37	926	41	2,248	100
UT	138	81	4	2	28	16	31	19	169	100
VT	41	65	2	3	19	31	22	35	62	100
VA	403	67	29	5	168	28	197	33	600	100
WA	240	61	20	5	132	34	152	39	392	100
WV	155	63	9	4	83	33	92	37	247	100
WI	303	58	16	3	202	39	218	42	521	100
WY	69	58	6	5	45	38	51	43	120	100
<b>USA</b>	<b>16,267</b>	<b>63</b>	<b>1,265</b>	<b>5</b>	<b>8,308</b>	<b>32</b>	<b>9,573</b>	<b>37</b>	<b>25,840</b>	<b>100</b>
PR	107	54	12	6	77	39	89	46	196	100

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

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

State	Blood Alcohol Concentration of Driver								Total Surviving Drivers in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	586	86	17	2	78	11	95	14	681	100
AK	46	73	3	4	14	22	17	27	63	100
AZ	721	81	32	4	133	15	165	19	886	100
AR	360	92	11	3	20	5	31	8	391	100
CA	2,700	84	134	4	393	12	527	16	3,227	100
CO	432	81	21	4	82	15	103	19	534	100
CT	165	78	10	5	36	17	46	22	211	100
DE	87	82	4	4	16	15	20	18	106	100
DC	37	72	5	9	10	19	15	28	52	100
FL	2,238	86	81	3	287	11	368	14	2,606	100
GA	1,154	89	40	3	98	8	138	11	1,292	100
HI	85	80	8	7	14	13	22	20	107	100
ID	133	84	7	5	18	12	26	16	159	100
IL	933	83	36	3	152	14	188	17	1,121	100
IN	579	86	27	4	66	10	94	14	672	100
IA	271	88	10	3	26	8	35	12	306	100
KS	256	87	8	3	29	10	37	13	293	100
KY	533	90	14	2	44	7	58	10	591	100
LA	546	81	28	4	97	14	125	19	671	100
ME	125	88	3	2	14	10	18	12	142	100
MD	436	82	23	4	69	13	93	18	529	100
MA	241	73	17	5	73	22	90	27	331	100
MI	964	87	37	3	110	10	147	13	1,111	100
MN	372	88	15	3	38	9	53	12	424	100
MS	394	86	9	2	57	12	65	14	459	100
MO	546	78	38	5	120	17	158	22	704	100
MT	88	80	4	3	19	17	23	20	111	100
NE	159	86	6	3	21	11	27	14	186	100
NV	209	81	10	4	39	15	48	19	257	100
NH	83	85	5	6	9	9	14	15	97	100

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

State	Blood Alcohol Concentration of Driver								Total Surviving Drivers in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	526	80	30	5	99	15	129	20	655	100
NM	262	80	13	4	52	16	65	20	327	100
NY	1,096	88	32	3	118	9	150	12	1,246	100
NC	1,000	88	26	2	110	10	136	12	1,136	100
ND	37	76	2	5	9	19	12	24	49	100
OH	838	85	34	3	112	11	146	15	984	100
OK	382	84	13	3	60	13	73	16	455	100
OR	305	87	11	3	34	10	45	13	350	100
PA	988	84	41	4	141	12	182	16	1,170	100
RI	44	72	2	4	15	24	17	28	61	100
SC	540	76	38	5	128	18	166	24	706	100
SD	92	80	6	5	17	15	23	20	115	100
TN	714	84	41	5	99	12	140	16	854	100
TX	2,238	77	120	4	532	18	652	23	2,890	100
UT	199	89	5	2	18	8	24	11	222	100
VT	49	87	0	0	8	13	8	13	57	100
VA	631	86	20	3	84	11	105	14	736	100
WA	389	84	19	4	55	12	74	16	463	100
WV	227	87	7	3	25	10	32	13	259	100
WI	399	80	23	5	77	15	100	20	499	100
WY	74	86	3	3	10	11	12	14	86	100
<b>USA</b>	<b>26,507</b>	<b>84</b>	<b>1,149</b>	<b>4</b>	<b>3,985</b>	<b>13</b>	<b>5,133</b>	<b>16</b>	<b>31,640</b>	<b>100</b>
PR	314	74	25	6	84	20	109	26	423	100

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

**Table 118**  
**Speeding-Related Traffic Fatalities by Road Type and Speed Limit**

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
AL	994	351	48	2	97	8	111	22	28	19
AK	85	35	12	6	6	3	6	0	1	0
AZ	1,048	383	58	13	37	25	71	51	30	35
AR	611	143	13	3	76	1	10	3	15	16
CA	3,956	1,443	225	14	357	63	132	99	170	139
CO	736	341	24	22	48	13	51	38	47	44
CT	312	143	8	11	9	9	18	10	17	59
DE	136	37	5	1	5	14	0	3	5	3
DC	68	19	0	1	0	1	4	5	1	6
FL	3,011	529	41	1	38	7	46	22	27	26
GA	1,615	341	33	12	96	5	39	15	39	27
HI	140	38	0	4	3	0	7	0	16	8
ID	259	84	13	1	13	13	10	0	9	6
IL	1,414	537	44	55	194	10	51	55	72	54
IN	909	229	18	14	74	14	21	27	24	31
IA	447	63	5	2	32	2	1	2	4	11
KS	494	150	8	2	57	6	10	9	5	22
KY	845	156	14	7	95	2	10	0	13	7
LA	954	127	14	4	61	5	13	3	15	8
ME	192	73	3	1	5	9	28	5	10	9
MD	660	230	13	10	23	33	16	37	37	32
MA	477	144	14	6	0	8	8	12	11	59
MI	1,328	307	24	7	148	8	18	13	21	48
MN	568	153	13	14	69	9	0	5	5	26
MS	784	149	19	2	38	7	43	4	13	9
MO	1,098	444	46	14	135	10	21	28	40	57
MT	230	99	22	0	3	0	8	0	5	4
NE	246	66	9	1	3	19	6	6	3	11
NV	313	121	23	1	8	2	22	1	20	8
NH	142	29	1	1	6	4	0	5	6	5



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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
NJ	747	75	3	4	4	21	7	10	4	18
NM	463	154	17	4	27	3	17	9	18	23
NY	1,548	486	7	25	183	14	27	29	31	75
NC	1,530	574	25	12	333	14	112	2	53	7
ND	105	59	5	1	35	2	4	1	0	1
OH	1,378	242	21	4	6	0	0	0	7	8
OK	676	286	35	3	42	11	61	19	24	9
OR	488	130	6	3	73	6	5	7	9	16
PA	1,530	551	24	20	145	9	101	73	112	53
RI	81	50	2	4	1	5	0	4	13	21
SC	1,059	490	41	6	153	13	91	25	72	34
SD	171	59	4	0	20	6	5	2	5	3
TN	1,251	288	21	6	84	7	52	33	25	44
TX	3,724	1,416	184	36	178	53	93	114	117	128
UT	292	83	21	2	6	7	5	9	7	7
VT	92	49	3	1	1	23	1	10	5	3
VA	935	224	27	10	106	4	32	6	20	16
WA	649	237	34	2	18	32	12	30	62	25
WV	376	97	7	1	40	0	13	6	18	10
WI	763	258	12	1	151	1	22	5	18	37
WY	186	78	18	0	10	0	1	4	0	2
<b>USA</b>	<b>42,116</b>	<b>*12,850</b>	<b>1,287</b>	<b>377</b>	<b>3,352</b>	<b>541</b>	<b>1,442</b>	<b>878</b>	<b>1,329</b>	<b>1,329</b>
PR	481	230	1	51	4	3	39	25	84	23

\*Of the total number of speeding-related fatalities in 2001, 5,627 occurred on roads with posted speed limits between 55 and 65 mph, and 914 occurred on roads with speed limits above 65 mph.

Notes: Totals may not equal sum of components due to independent rounding. The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown.

**Table 119**  
**Rural Fatal Crashes by State and Average Emergency Medical Services (EMS)**  
**Response Times**

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	NA	NA	NA	NA	NA	NA	NA	NA	631
AK	4.60	18.6	17.03	16.3	42.04	39.5	56.32	41.9	43
AZ	4.98	32.5	16.73	31.6	49.78	98.0	64.00	98.2	453
AR	6.29	16.4	11.62	7.6	36.66	81.9	58.49	82.9	420
CA	2.43	99.5	11.25	99.7	34.00	99.9	59.50	99.9	1,335
CO	7.77	16.5	12.82	7.9	38.85	52.7	55.85	53.7	393
CT	1.22	33.3	6.92	21.3	37.26	49.3	44.21	49.3	75
DE	6.29	5.1	6.86	1.7	31.35	42.4	38.56	45.8	59
DC	NA	NA	NA	NA	NA	NA	NA	NA	2
FL	5.58	12.4	9.57	7.5	NA	NA	NA	NA	563
GA	1.82	10.5	9.00	8.8	39.92	33.2	49.19	34.4	713
HI	3.70	23.0	12.67	19.7	40.06	70.5	53.65	72.1	61
ID	7.81	4.8	12.36	2.1	12.00	99.5	18.00	99.5	187
IL	4.58	14.2	15.00	99.6	NA	NA	NA	NA	521
IN	NA	NA	NA	NA	NA	NA	NA	NA	648
IA	6.63	11.0	10.87	8.3	39.32	32.1	51.93	36.2	290
KS	9.21	24.8	12.61	15.1	39.40	41.5	57.13	45.6	318
KY	5.39	10.5	10.97	8.9	37.60	38.3	49.60	40.8	574
LA	6.97	14.8	12.72	7.1	40.36	37.5	56.46	39.1	581
ME	7.39	8.3	10.02	0.7	40.52	26.9	55.89	27.6	145
MD	NA	NA	NA	NA	NA	NA	NA	NA	247
MA	4.37	47.1	6.98	40.2	32.90	55.2	42.90	55.2	87
MI	4.25	25.9	9.25	22.9	NA	NA	NA	NA	633
MN	3.76	21.2	11.83	19.7	31.63	45.3	44.92	47.4	340
MS	13.35	42.6	14.13	43.0	16.61	41.0	43.50	40.3	702
MO	7.86	17.8	12.20	4.9	36.52	64.9	53.63	66.0	629
MT	8.74	12.5	13.02	7.3	36.95	42.2	55.15	43.2	192
NE	7.41	27.7	9.93	20.6	32.29	50.3	46.69	52.3	155
NV	11.24	33.9	15.55	26.6	41.66	54.8	57.54	56.5	124
NH	1.60	6.0	10.12	2.4	31.80	21.7	42.69	22.9	83

**Table 119**  
**Rural Fatal Crashes by State and Average Emergency Medical Services (EMS)**  
**Response Times (Continued)**

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	3.00	99.4	37.00	99.4	NA	NA	NA	NA	158
NM	9.00	99.7	NA	NA	30.00	99.7	36.00	99.7	293
NY	3.66	28.9	7.83	25.2	34.87	51.0	44.30	52.0	827
NC	5.82	36.2	10.74	35.1	39.10	53.2	52.98	55.1	920
ND	16.51	15.2	12.77	6.5	37.91	40.2	56.55	46.7	92
OH	8.43	66.0	11.78	71.3	39.19	92.2	51.15	91.6	861
OK	9.09	55.0	10.92	35.2	39.26	54.6	52.60	56.7	418
OR	6.31	9.5	11.41	4.8	42.19	42.5	53.62	44.4	315
PA	6.58	61.4	10.01	55.6	36.46	70.2	46.45	71.3	721
RI	2.50	9.1	7.09	0.0	45.60	9.1	54.30	9.1	11
SC	9.97	6.9	16.16	5.3	NA	NA	NA	NA	857
SD	10.20	23.4	13.15	19.7	39.35	39.4	53.71	46.7	137
TN	9.45	54.1	11.32	36.0	34.38	84.4	45.55	85.4	713
TX	9.02	33.3	14.52	32.7	NA	NA	NA	NA	1,783
UT	3.54	26.2	13.06	25.8	40.38	94.8	37.00	95.6	248
VT	5.31	33.8	10.22	16.9	39.35	33.8	51.69	36.4	77
VA	NA	NA	NA	NA	NA	NA	NA	NA	529
WA	5.95	27.7	9.85	20.5	44.58	48.1	56.85	49.0	347
WV	5.48	5.6	11.45	0.3	43.99	30.1	56.59	34.1	302
WI	4.53	10.9	10.98	6.4	35.83	43.8	48.81	46.6	534
WY	5.89	16.2	17.68	12.5	NA	NA	NA	NA	136
<b>USA</b>	<b>6.70</b>	<b>40.4</b>	<b>11.86</b>	<b>38.9</b>	<b>36.74</b>	<b>73.3</b>	<b>50.76</b>	<b>74.1</b>	<b>21,483</b>
PR	9.96	84.8	14.00	84.3	NA	NA	NA	NA	178

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

**Table 120**  
**Urban Fatal Crashes by State and Average Emergency Medical Services (EMS)**  
**Response Times**

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	NA	NA	NA	NA	NA	NA	NA	NA	265
AK	5.23	9.1	4.72	3.0	18.19	21.2	26.50	21.2	33
AZ	1.94	41.0	6.50	38.5	24.11	96.3	33.74	96.0	481
AR	3.16	18.6	6.00	5.1	27.24	75.4	31.25	76.3	118
CA	3.70	98.8	4.60	98.6	30.56	99.6	36.50	99.2	2,207
CO	3.54	14.0	5.95	8.8	24.10	36.8	32.92	37.2	250
CT	1.75	28.6	6.01	22.9	26.61	49.5	33.78	49.0	210
DE	4.19	5.4	6.69	3.6	18.10	30.4	27.23	28.6	56
DC	6.75	78.6	8.00	98.2	NA	NA	23.00	98.2	56
FL	2.95	19.4	4.96	14.0	NA	NA	NA	NA	556
GA	1.72	9.9	6.94	10.3	29.05	24.6	37.09	24.8	464
HI	2.35	26.1	7.96	23.2	24.10	71.0	35.25	71.0	69
ID	2.33	5.3	5.05	2.6	NA	NA	NA	NA	38
IL	2.86	6.9	10.29	99.1	15.50	99.7	17.50	99.7	753
IN	NA	NA	NA	NA	NA	NA	NA	NA	176
IA	4.94	9.5	5.11	6.3	27.63	24.2	35.19	27.4	95
KS	3.08	13.2	5.41	14.9	23.33	34.2	31.88	35.1	114
KY	3.14	9.6	6.95	6.9	26.29	27.7	36.06	27.7	188
LA	4.11	16.2	7.68	8.1	25.34	28.4	36.24	29.2	271
ME	4.00	0.0	5.29	0.0	22.65	29.2	30.82	29.2	24
MD	NA	NA	NA	NA	NA	NA	NA	NA	304
MA	5.22	57.7	5.67	47.4	28.44	55.4	36.15	56.3	359
MI	2.52	41.5	5.34	40.8	15.00	99.8	19.00	99.8	571
MN	2.61	28.6	6.98	25.6	25.34	44.6	33.70	45.2	168
MS	NA	NA	NA	NA	NA	NA	NA	NA	0
MO	4.57	20.4	6.84	9.3	23.92	53.1	33.02	54.8	343
MT	1.50	11.1	5.71	22.2	25.43	22.2	32.43	22.2	9
NE	3.27	1.7	5.00	0.0	19.67	18.3	27.63	20.0	60
NV	3.35	20.6	6.00	11.9	25.88	40.6	35.28	40.0	160
NH	2.15	2.9	7.94	0.0	25.70	22.9	35.37	22.9	35

**Table 120**  
**Urban Fatal Crashes by State and Average Emergency Medical Services (EMS)**  
**Response Times (Continued)**

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	2.00	99.6	NA	NA	NA	NA	NA	NA	524
NM	NA	NA	NA	NA	NA	NA	NA	NA	121
NY	2.19	72.1	5.62	69.9	27.98	78.1	33.80	78.8	598
NC	2.94	30.5	7.90	30.2	28.58	45.5	38.65	46.1	440
ND	5.50	0.0	4.75	0.0	17.67	25.0	27.67	25.0	4
OH	5.33	95.6	7.58	96.5	41.14	97.9	37.17	98.2	340
OK	3.52	58.4	6.79	39.2	29.43	51.2	37.65	53.0	166
OR	1.30	1.8	5.43	1.8	28.10	38.1	33.99	38.9	113
PA	4.49	62.7	6.32	53.6	25.48	62.1	31.65	63.2	601
RI	3.17	38.8	5.76	0.0	27.95	16.4	33.18	16.4	67
SC	7.76	12.4	9.55	11.4	NA	NA	NA	NA	105
SD	3.06	0.0	5.63	5.9	20.21	17.6	31.87	11.8	17
TN	5.07	82.2	7.51	75.6	28.74	92.1	33.24	92.6	394
TX	4.77	33.0	7.63	32.1	NA	NA	NA	NA	1,526
UT	3.50	45.5	5.80	54.6	77.00	90.9	89.00	90.9	11
VT	1.60	28.6	5.83	14.3	17.80	28.6	23.25	42.9	7
VA	NA	NA	NA	NA	NA	NA	NA	NA	324
WA	3.78	22.4	5.96	11.9	36.94	36.5	44.29	37.9	219
WV	3.35	3.8	6.45	0.0	29.77	26.4	39.08	26.4	53
WI	2.49	7.4	5.51	2.0	32.00	24.8	36.58	27.5	149
WY	2.44	5.3	6.33	5.3	16.00	94.7	21.00	94.7	19
<b>USA</b>	<b>3.40</b>	<b>52.5</b>	<b>6.52</b>	<b>54.5</b>	<b>27.15</b>	<b>78.9</b>	<b>35.19</b>	<b>79.1</b>	<b>14,231</b>
PR	11.40	82.7	10.80	82.0	NA	NA	NA	NA	278

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

**Table 121**  
**Persons Killed, Population, and Fatality Rates by City, 2000**

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
New York	NY	361	178	49.3	8,008,278	4.51
Los Angeles	CA	310	96	31.0	3,694,820	8.39
Chicago	IL	265	73	27.5	2,896,016	9.15
Houston	TX	249	51	20.5	1,953,631	12.75
Philadelphia	PA	119	39	32.8	1,517,550	7.84
Phoenix	AZ	184	54	29.3	1,321,045	13.93
San Diego	CA	102	36	35.3	1,223,400	8.34
Dallas	TX	171	36	21.1	1,188,580	14.39
San Antonio	TX	134	31	23.1	1,144,646	11.71
Detroit	MI	149	45	30.2	951,270	15.66
San Jose	CA	50	19	38.0	894,943	5.59
Indianapolis	IN	32	9	28.1	791,926	4.04
San Francisco	CA	49	30	61.2	776,733	6.31
Jacksonville	FL	102	20	19.6	735,617	13.87
Columbus	OH	43	8	18.6	711,470	6.04
Austin	TX	72	12	16.7	656,562	10.97
Baltimore	MD	5	1	20.0	651,154	0.77
Memphis	TN	85	16	18.8	650,100	13.07
Milwaukee	WI	41	10	24.4	596,974	6.87
Boston	MA	25	17	68.0	589,141	4.24
Washington	DC	48	18	37.5	572,059	8.39
Nashville-Davidson	TN	99	14	14.1	569,891	17.37
El Paso	TX	56	13	23.2	563,662	9.94
Seattle	WA	31	5	16.1	563,374	5.50
Denver	CO	83	35	42.2	554,636	14.96
Charlotte	NC	70	15	21.4	540,828	12.94
Fort Worth	TX	76	15	19.7	534,694	14.21
Portland	OR	27	10	37.0	529,121	5.10
Oklahoma City	OK	55	10	18.2	506,132	10.87
Tucson	AZ	61	15	24.6	486,699	12.53
New Orleans	LA	50	12	24.0	484,674	10.32
Las Vegas	NV	44	9	20.5	478,434	9.20
Cleveland	OH	32	5	15.6	478,403	6.69

Source: Population—Bureau of the Census. Population data by city not available for 2001.

**Table 121**  
**Persons Killed, Population, and Fatality Rates by City, 2000 (Continued)**

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Long Beach	CA	34	7	20.6	461,522	7.37
Albuquerque	NM	54	16	29.6	448,607	12.04
Kansas City	MO	69	9	13.0	441,545	15.63
Fresno	CA	25	6	24.0	427,652	5.85
Virginia Beach	VA	24	0	0.0	425,257	5.64
Atlanta	GA	68	15	22.1	416,474	16.33
Sacramento	CA	32	5	15.6	407,018	7.86
Oakland	CA	33	7	21.2	399,484	8.26
Mesa	AZ	32	3	9.4	396,375	8.07
Tulsa	OK	44	7	15.9	393,049	11.19
Omaha	NE	20	6	30.0	390,007	5.13
Minneapolis	MN	20	2	10.0	382,618	5.23
Honolulu	HI	29	12	41.4	371,657	7.80
Miami	FL	56	27	48.2	362,470	15.45
Colorado Springs	CO	31	6	19.4	360,890	8.59
St. Louis	MO	42	17	40.5	348,189	12.06
Wichita	KS	10	1	10.0	344,284	2.90
Santa Ana	CA	22	7	31.8	337,977	6.51
Pittsburgh	PA	29	5	17.2	334,563	8.67
Arlington	TX	31	6	19.4	332,969	9.31
Cincinnati	OH	24	7	29.2	331,285	7.24
Anaheim	CA	20	6	30.0	328,014	6.10
Toledo	OH	22	4	18.2	313,619	7.01
Tampa	FL	69	20	29.0	303,447	22.74
Buffalo	NY	13	5	38.5	292,648	4.44
St. Paul	MN	21	5	23.8	287,151	7.31
Corpus Christi	TX	26	7	26.9	277,454	9.37
Aurora	CO	16	4	25.0	276,393	5.79
Raleigh	NC	35	4	11.4	276,093	12.68
Newark	NJ	37	13	35.1	273,546	13.53
Lexington-Fayette	KY	23	2	8.7	260,512	8.83
Anchorage	AK	26	4	15.4	260,283	9.99
Louisville	KY	83	18	21.7	256,231	32.39

Source: Population—Bureau of the Census. Population data by city not available for 2001.

**Table 121**  
**Persons Killed, Population, and Fatality Rates by City, 2000 (Continued)**

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Riverside	CA	19	4	21.1	255,166	7.45
St. Petersburg	FL	31	6	19.4	248,232	12.49
Bakersfield	CA	18	3	16.7	247,057	7.29
Stockton	CA	22	6	27.3	243,771	9.02
Birmingham	AL	31	5	16.1	242,820	12.77
Jersey City	NJ	15	6	40.0	240,055	6.25
Norfolk	VA	23	4	17.4	234,403	9.81
Baton Rouge	LA	44	9	20.5	227,818	19.31
Hialeah	FL	20	5	25.0	226,419	8.83
Lincoln	NE	14	1	7.1	225,581	6.21
Greensboro	NC	27	6	22.2	223,891	12.06
Plano	TX	13	2	15.4	222,030	5.86
Rochester	NY	7	2	28.6	219,773	3.19
Glendale	AZ	27	3	11.1	218,812	12.34
Akron	OH	18	1	5.6	217,074	8.29
Garland	TX	13	0	0.0	215,768	6.02
Madison	WI	12	2	16.7	208,054	5.77
Fort Wayne	IN	9	1	11.1	205,727	4.37
Fremont	CA	9	0	0.0	203,413	4.42
Scottsdale	AZ	21	0	0.0	202,705	10.36
Montgomery	AL	19	2	10.5	201,568	9.43
Shreveport	LA	20	2	10.0	200,145	9.99
Augusta-Richmond Co.	GA	20	1	5.0	199,775	10.01
Lubbock	TX	14	0	0.0	199,564	7.02
Chesapeake	VA	12	2	16.7	199,184	6.02
Mobile	AL	25	5	20.0	198,915	12.57
Des Moines	IA	11	2	18.2	198,682	5.54
Grand Rapids	MI	7	2	28.6	197,800	3.54
Richmond	VA	21	5	23.8	197,790	10.62
Yonkers	NY	12	4	33.3	196,086	6.12
Spokane	WA	11	2	18.2	195,629	5.62
Glendale	CA	13	4	30.8	194,973	6.67
Tacoma	WA	21	6	28.6	193,556	10.85
Irving	TX	12	3	25.0	191,615	6.26
Huntington Beach	CA	8	3	37.5	189,594	4.22

Source: Population—Bureau of the Census. Population data by city not available for 2001.



**Table 121**  
**Persons Killed, Population, and Fatality Rates by City, 2000 (Continued)**

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Modesto	CA	13	3	23.1	188,856	6.88
Durham	NC	19	6	31.6	187,035	10.16
Columbus	GA	18	3	16.7	186,291	9.66
Orlando	FL	34	6	17.6	185,951	18.28
Boise City	ID	6	1	16.7	185,787	3.23
Winston-Salem	NC	25	6	24.0	185,776	13.46
San Bernardino	CA	28	6	21.4	185,401	15.10
Jackson	MS	39	6	15.4	184,256	21.17
Little Rock	AR	28	6	21.4	183,133	15.29
Salt Lake City	UT	32	9	28.1	181,743	17.61
Reno	NV	14	5	35.7	180,480	7.76
Newport News	VA	10	3	30.0	180,150	5.55
Chandler	AZ	4	0	0.0	176,581	2.27
Laredo	TX	9	2	22.2	176,576	5.10
Henderson	NV	9	1	11.1	175,381	5.13
Knoxville	TN	35	2	5.7	173,890	20.13
Amarillo	TX	18	5	27.8	173,627	10.37
Providence	RI	14	0	0.0	173,618	8.06
Chula Vista	CA	12	4	33.3	173,556	6.91
Worcester	MA	15	7	46.7	172,648	8.69
Oxnard	CA	13	3	23.1	170,358	7.63
Dayton	OH	27	4	14.8	166,179	16.25
Garden Grove	CA	8	3	37.5	165,196	4.84
Oceanside	CA	11	3	27.3	161,029	6.83
Tempe	AZ	19	5	26.3	158,625	11.98
Huntsville	AL	22	4	18.2	158,216	13.91
Ontario	CA	16	3	18.8	158,007	10.13
Chattanooga	TN	36	6	16.7	155,554	23.14
Fort Lauderdale	FL	24	8	33.3	152,397	15.75
Springfield	MA	14	6	42.9	152,082	9.21
Springfield	MO	12	3	25.0	151,580	7.92
Santa Clarita	CA	12	3	25.0	151,088	7.94
Salinas	CA	1	0	0.0	151,060	0.66
Tallahassee	FL	15	2	13.3	150,624	9.96
Rockford	IL	13	1	7.7	150,115	8.66

Source: Population—Bureau of the Census. Population data by city not available for 2001.

**Table 122**  
**Fatalities and Fatality Rates by State, 1975-2001**

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1985	1990	1995	2001	Difference, 1975-2001	1975	1985	1990	1995	2001	Difference, 1975-2001
AL	902	882	1,121	1,114	994	<b>+10%</b>	3.63	2.51	2.65	2.20	1.75	<b>-52%</b>
AK	112	127	98	87	85	<b>-24%</b>	4.38	3.17	2.51	2.11	1.80	<b>-59%</b>
AZ	670	893	869	1,035	1,048	<b>+56%</b>	4.19	4.14	2.45	2.61	2.06	<b>-51%</b>
AR	559	534	604	631	611	<b>+9%</b>	4.01	3.12	2.87	2.37	2.08	<b>-48%</b>
CA	4,092	4,960	5,192	4,192	3,956	<b>-3%</b>	3.09	2.39	2.01	1.52	1.27	<b>-59%</b>
CO	581	579	544	645	736	<b>+27%</b>	3.50	2.21	2.00	1.84	1.71	<b>-51%</b>
CT	389	448	385	317	312	<b>-20%</b>	2.13	2.00	1.46	1.13	1.01	<b>-53%</b>
DE	122	104	138	121	136	<b>+11%</b>	3.37	1.94	2.11	1.61	1.58	<b>-53%</b>
DC	70	60	48	58	68	<b>-3%</b>	2.27	1.86	1.41	1.74	1.81	<b>-20%</b>
FL	1,998	2,832	2,891	2,805	3,011	<b>+51%</b>	3.24	3.22	2.63	2.19	1.93	<b>-40%</b>
GA	1,360	1,361	1,562	1,488	1,615	<b>+19%</b>	3.46	2.53	2.22	1.74	1.50	<b>-57%</b>
HI	144	126	177	130	140	<b>-3%</b>	3.47	1.86	2.19	1.64	1.61	<b>-54%</b>
ID	281	255	244	262	259	<b>-8%</b>	4.78	3.31	2.48	2.13	1.84	<b>-62%</b>
IL	2,041	1,534	1,589	1,586	1,414	<b>-31%</b>	3.56	2.17	1.91	1.68	1.37	<b>-62%</b>
IN	1,128	974	1,049	960	909	<b>-19%</b>	3.02	2.39	1.95	1.49	1.27	<b>-58%</b>
IA	670	474	465	527	447	<b>-33%</b>	3.75	2.35	2.02	2.03	1.49	<b>-60%</b>
KS	509	486	444	442	494	<b>-3%</b>	3.29	2.52	1.94	1.76	1.75	<b>-47%</b>
KY	863	712	849	849	845	<b>-2%</b>	3.50	2.50	2.52	2.07	1.83	<b>-48%</b>
LA	934	931	959	894	954	<b>+2%</b>	4.60	2.79	2.53	2.31	2.32	<b>-50%</b>
ME	223	206	213	187	192	<b>-14%</b>	3.14	2.22	1.79	1.49	1.33	<b>-58%</b>
MD	670	729	707	671	660	<b>-1%</b>	2.66	2.19	1.74	1.50	1.27	<b>-52%</b>
MA	864	742	605	444	477	<b>-45%</b>	2.75	1.87	1.31	0.92	0.90	<b>-67%</b>
MI	1,779	1,545	1,571	1,530	1,328	<b>-25%</b>	3.06	2.29	1.94	1.79	1.34	<b>-56%</b>
MN	754	608	566	597	568	<b>-25%</b>	2.94	1.86	1.45	1.35	1.06	<b>-64%</b>
MS	546	662	750	868	784	<b>+44%</b>	3.80	3.45	3.07	2.94	2.18	<b>-43%</b>
MO	1,045	931	1,097	1,109	1,098	<b>+5%</b>	3.41	2.37	2.16	1.87	1.62	<b>-52%</b>
MT	291	223	212	215	230	<b>-21%</b>	5.08	3.03	2.54	2.28	2.30	<b>-55%</b>
NE	369	237	262	254	246	<b>-33%</b>	3.29	1.97	1.88	1.61	1.36	<b>-59%</b>
NV	218	259	343	313	313	<b>+44%</b>	4.74	3.42	3.36	2.24	1.71	<b>-64%</b>
NH	151	191	158	118	142	<b>-6%</b>	2.85	2.53	1.61	1.11	1.15	<b>-60%</b>

**Table 122**  
**Fatalities and Fatality Rates by State, 1975-2001 (Continued)**

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1985	1990	1995	2001	Difference, 1975-2001	1975	1985	1990	1995	2001	Difference, 1975-2001
NJ	1,043	964	886	774	747	<b>-28%</b>	2.15	1.83	1.50	1.27	1.09	<b>-49%</b>
NM	555	535	499	485	463	<b>-17%</b>	5.59	4.03	3.09	2.29	1.99	<b>-64%</b>
NY	2,366	2,006	2,217	1,679	1,548	<b>-35%</b>	3.63	2.22	2.07	1.46	1.18	<b>-67%</b>
NC	1,506	1,482	1,385	1,448	1,530	<b>+2%</b>	4.14	2.97	2.21	1.90	1.67	<b>-60%</b>
ND	167	90	112	74	105	<b>-37%</b>	3.71	1.61	1.90	1.13	1.45	<b>-61%</b>
OH	1,766	1,646	1,638	1,360	1,378	<b>-22%</b>	2.75	2.18	1.79	1.35	1.29	<b>-53%</b>
OK	757	744	641	669	676	<b>-11%</b>	3.33	2.39	1.93	1.74	1.55	<b>-53%</b>
OR	562	559	579	574	488	<b>-13%</b>	3.53	2.61	2.17	1.91	1.42	<b>-60%</b>
PA	2,078	1,771	1,646	1,480	1,530	<b>-26%</b>	3.26	2.35	1.92	1.57	1.49	<b>-54%</b>
RI	110	109	84	69	81	<b>-26%</b>	1.94	1.87	1.14	1.00	1.01	<b>-48%</b>
SC	820	951	979	881	1,059	<b>+29%</b>	3.98	3.56	2.85	2.28	2.27	<b>-43%</b>
SD	195	130	153	158	171	<b>-12%</b>	3.76	2.07	2.19	2.06	2.00	<b>-47%</b>
TN	1,126	1,101	1,177	1,259	1,251	<b>+11%</b>	3.42	3.03	2.52	2.24	1.85	<b>-46%</b>
TX	3,372	3,678	3,250	3,183	3,724	<b>+10%</b>	3.99	2.57	2.08	1.76	1.72	<b>-57%</b>
UT	272	303	272	325	292	<b>+7%</b>	3.42	2.52	1.86	1.73	1.25	<b>-63%</b>
VT	143	115	90	106	92	<b>-36%</b>	4.32	2.45	1.54	1.71	0.96	<b>-78%</b>
VA	993	976	1,079	900	935	<b>-6%</b>	2.87	2.04	1.79	1.29	1.27	<b>-56%</b>
WA	758	744	825	653	649	<b>-14%</b>	3.16	2.16	1.85	1.33	1.21	<b>-62%</b>
WV	461	420	481	376	376	<b>-18%</b>	4.36	3.32	3.12	2.16	1.91	<b>-56%</b>
WI	930	744	769	745	763	<b>-18%</b>	3.25	2.03	1.74	1.45	1.33	<b>-59%</b>
WY	210	152	125	170	186	<b>-11%</b>	5.36	2.81	2.14	2.41	2.16	<b>-60%</b>
<b>USA</b>	<b>44,525</b>	<b>43,825</b>	<b>44,599</b>	<b>41,817</b>	<b>42,116</b>	<b>-5%</b>	<b>3.35</b>	<b>2.47</b>	<b>2.08</b>	<b>1.73</b>	<b>1.51</b>	<b>-55%</b>
PR	496	600	473	595	481	<b>-3%</b>	7.27	5.74	3.68	3.83	2.70	<b>-63%</b>

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

**Table 123  
Child Passenger Protection Laws**

State	Effective Date	Restraint Requirement Age <sup>(1,2)</sup>	Safety Seat Required	Must Use Safety Seat or Seat Belt	Penalty
AL	7/83	Under 6	Under 6	Age 4 or 5	\$10
AK	6/85	Under 16	Under 4	No	\$50, 2 points
AZ	8/83	Under 5	Under 5	No	\$50
AR	8/83	Under 5	Under 6	No	\$25-\$100
CA	1/83	Under 16	Under 6 <sup>(3)</sup>	No	\$100, 1 point <sup>(4)</sup>
CO	1/84	Under 16	Under 4 <sup>(5)</sup>	No	\$50 + \$6 surcharge
CT	5/82	Under 16	Under 4 <sup>(5)</sup>	Over 40 pounds	\$100-\$2,000 <sup>(6)</sup>
DE	6/82	Under 16 <sup>(7)</sup>	Under 4	No	\$28.75
DC	7/83	Under 16	Under 3	Age 3 through 16	\$55, 2 points
FL	7/83	Under 18	Under 6	Age 4 or 5	\$60 + \$10 court cost, 3 points
GA	7/84	Under 16	Under 5	Age 3 or 4	\$50-\$100, 1-2 points
HI	7/83	Under 15	Under 4	No	\$100-\$500
ID	1/85	Under 4	Under 4 <sup>(5)</sup>	No	\$100
IL	7/83	Under 16	Under 4	Age 4 or 5	\$25-\$50
IN	1/84	Under 12	Under 4	Age 4 through 11	\$25, 4 points
IA	1/85	Under 6	Under 3	Age 3 through 5	\$25
KS	1/82	Under 14	Under 4	No	\$20
KY	7/82	Under 16	40 in. and under	No	\$50
LA	9/84	Under 13	Under 3	Age 3 through 12	\$50-\$100
ME	9/83	Under 18	Under 4	Age 4 through 18	\$25-\$500
MD	1/84	Under 16	Under 4 <sup>(3)</sup>	Over 40 pounds	\$25
MA	1/82	Under 12	Under 5	Age 5 through 11	\$25
MI	4/82	Under 16	Under 4	No	\$10
MN	8/83	Under 11	Under 4	No	\$50
MS	7/83	Under 8	Under 4	No	\$25
MO	1/84	Under 16	Under 4	No	\$25 + court costs
MT	1/84	Under 16	Under 2	Age 2 through 4	\$100
NE	8/83	Under 16	Under 4 <sup>(5)</sup>	Over 40 pounds	\$25-\$500
NV	7/83	Under 16	Under 5 <sup>(5)</sup>	No	\$35-\$100
NH	7/83	Under 16	Under 4	No	\$25-\$50
NJ	4/83	Under 16	Under 5	Age 1-1/2 through 4	\$10-\$25
NM	6/83	Under 11	Under 5	Age 1 through 5 in rear	\$25
NY	4/82	Under 16	Under 4	No	\$25-\$100, 3 points
NC	7/82	Under 16	Under 5	Age 4 through 15	\$25
ND	1/84	Under 18	Under 4	Age 4 through 17	No fine, 1 point
OH	3/83	Under 4 <sup>(3)</sup>	Under 4 <sup>(5)</sup>	No	\$100-\$250 <sup>(8)</sup>
OK	11/83	Under 13	Under 4 <sup>(3)</sup>	Age 4 through 12	\$10 + \$15 court costs
OR	1/84	Under 16	Under 4 <sup>(3)</sup>	Age 4 or Over	\$75
PA	1/84	Under 16	Under 4	No	\$25
RI	7/80	Under 16	Under 7 <sup>(9)</sup>	Age 4 or 5	\$50
SC	7/83	Under 16	Under 6	Age 4 or 5	\$25
SD	7/84	Under 16	Under 5	Over 40 pounds	\$20
TN	1/78	Under 16	Under 4	Age 4 through 15	\$50 maximum <sup>(10)</sup>
TX	10/84	Under 15	Under 4	Age 3 or 4	\$100-\$200
UT	7/84	Under 16	Under 5	No	\$45
VT	7/84	Under 16	Under 5	No	\$25
VA	1/83	Under 16	Under 4	Age 3 <sup>(11)</sup>	\$50, 3 points
WA	1/84	Under 16	Under 3	Age 3 through 10	\$250 maximum
WV	7/81	Under 16	Under 3	Age 3 through 8	\$10-\$20
WI	11/82	Under 8	Under 4	Age 4 through 8	\$30-\$75
WY	4/85	Under 12	Under 5 <sup>(5)</sup>	No	\$50-\$100
PR	1/89	Under 16	Under 4	No	\$10

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

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

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

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

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

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

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

State	Administrative Per Se (BAC Level)	Illegal Per Se (BAC Level)	Lower BAC for Youthful DWI Offenders (BAC Level and Age)	License Sanction (Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
NJ	N	0.10	Y-0.01 (<21)	R-6 mos	R-2 yrs	R-10 yrs
NM	Y-0.08	0.08	Y-0.02 (<21)	—	R-30 days	R-30 days
NY	A	0.10	Y-0.02 (<21)	—	R-1 yr	R-1 yr
NC	Y-0.08	0.08	Y-0.00 (<21)	—	R-2 yrs	R-3 yrs
ND	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-365 days	S-2 yrs
OH	Y-0.10	0.10	Y-0.02 (<21)	S-15 days	S-30 days	S-180 days
OK	Y-0.08	0.08	Y-0.00 (<21)	—	R-1 yr	R-1 yr
OR	Y-0.08	0.08	Y-0.00 (<21)	—	S-90 days	S-1 yr
PA	N	0.10	Y-0.02 (<21)	S-1 mo	S-12 mos	S-12 mos
RI	N	0.08	Y-0.02 (<21)	S-3 mos	S-1 yr	S-2 yrs
SC	Y-0.15	0.10	Y-0.02 (<21)	—	S-1 yr	S-4 yrs
SD	N	0.10	Y-0.02 (<21)	—	R-1 yr	R-1 yr
TN	N	0.10	Y-0.02 (<21)	—	R-2 yrs	R-3 yrs
TX	Y-0.08	0.08	Y-0.00 (<21)	—	S-1 yr	S-1 yr
UT	Y-0.08	0.08	Y-0.00 (<21)	S-90 days	R-1 yr	R-1 yr
VT	Y-0.08	0.08	Y-0.02 (<21)	S-90 days	S-18 mos	R-2 yrs
VA	Y-0.08	0.08	Y-0.02 (<21)	—	R-1 yr	R-3 yrs
WA	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	R-1 yr	R-2 yrs
WV	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-1 yr	R-1 yr
WI	Y-0.10	0.10	Y-0.02 (<21)	—	R-1 yr	R-1 yr
WY	Y-0.10	0.10	Y-0.02 (<21)	—	S-1 yr	R-3 yrs
<b>USA</b>	<b>Y - 42</b>	<b>0.08 - 29</b> <b>0.10 - 21</b> <b>No - 1</b>	<b>Y - 51</b>	<b>S - 19</b> <b>R - 9</b>	<b>S - 16</b> <b>R - 30</b>	<b>S - 14</b> <b>R - 34</b>
	Y = Yes N = No A = Alternative		Y = Yes		S = Suspension R = Revocation	
PR	N	No	—	—	—	—

Notes: An "administrative per se law" refers to a statute that allows a state's driver licensing agency to either suspend or revoke a driver's license based either on a specific alcohol (or drug) concentration or on some other criterion related to alcohol or drug use and driving. Such action is completely independent of any licensing action related to a DWI criminal offense. The term "illegal per se" refers to state laws that make it a criminal offense to operate a motor vehicle at or above a specified alcohol (or drug) concentration in the blood, breath, or urine. In those columns showing mandatory sanctions, a "blank" space does not mean that a state does not have a sanction. It only means that the state does not have a mandatory sanction for that offense or violation. Source: "Digest of State Alcohol-Highway Safety Related Legislation," U.S. Department of Transportation/ National Highway Traffic Administration, DOT HS 809 216.

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

State	Effective <sup>(1)</sup>	Enforcement	Fine	Seats	Vehicles Exempted <sup>(2)</sup>
AL	07/18/92	Primary	\$25	Front	Designed for more than 10 passengers; model year before 1965.
AK	09/12/90	Secondary	\$15	All	School bus.
AZ	01/01/91	Secondary	\$10	Front	Designed for more than 10 passengers; model year before 1972.
AR	07/15/91	Secondary	\$25	Front	School bus, church bus, public bus; model year before 1968.
CA	01/01/86	Primary	\$20	All	None.
CO	07/01/87	Secondary <sup>(3)</sup>	\$15	Front <sup>(3)</sup>	Passenger bus, school bus.
CT	01/01/86	Primary	\$37	Front	Truck or bus over 15,000 lbs.
DE	01/01/92	Secondary	\$20	Front	Postal service vehicles.
DC	12/12/85	Primary	\$50 <sup>(4)</sup>	All	Seating more than 8 people.
FL	07/01/86	Secondary	\$30	Front	School bus, public bus, truck over 5,000 lbs.
GA	09/01/88	Primary	\$15	Front	Designed for more than 10 passengers; pickup.
HI	02/16/85	Primary	\$20	Front	Bus or school bus over 10,000 lbs.
ID	07/01/86	Secondary	\$ 5	Front	Over 8,000 lbs.
IL	07/01/85	Secondary	\$25	Front	None.
IN	07/01/87	Primary	\$25	Front	Truck, tractor, RV.
IA	07/01/86	Primary	\$25	Front	None.
KS	07/01/86	Secondary	\$10	Front	Designed for more than 10 people; truck over 12,000 lbs.
KY	07/13/94	Secondary	\$25	All	Designed for more than 10 people.
LA	07/01/86	Primary	\$25	Front	Designed for more than 10 people; model year before 1981.
ME	12/27/95	Secondary	\$60	All	Manufactured without seat belts.
MD	07/01/86	Primary	\$25	Front	Historic vehicle.
MA	02/01/94	Secondary	\$25	All	Truck over 18,000 lbs.; bus and taxi operators.
MI	07/01/85	Primary	\$25	Front	Taxi, bus, school bus.
MN	08/01/86	Secondary	\$25	Front	Farm pickup truck.
MS	03/20/90	Secondary	\$25	Front	Farm vehicle, bus.
MO	09/28/85	Secondary	\$10	Front	Designed for more than 10 people, truck over 12,000 lbs.
MT	10/01/87	Secondary	\$20	All	None.
NE	01/01/93	Secondary	\$25	Front	Model year before 1973.
NV	07/01/87	Secondary	\$25	All	Taxi, bus, school bus.
NH	—				
NJ	03/01/85	Primary	\$42	Front	None.
NM	01/01/86	Primary	\$25 <sup>(4)</sup>	All	Over 10,000 lbs.
NY	12/01/84	Primary	\$50	Front	Bus, school bus, taxi, emergency vehicle.
NC	10/01/85	Primary	\$25	Front	Designed for more than 10 people.
ND	07/14/94	Secondary <sup>(5)</sup>	\$20	Front	Designed for more than 10 people.
OH	05/06/86	Secondary	\$25	Front	None.
OK	02/01/87	Primary	\$20	Front	Farm vehicle, truck, truck tractor, RV.
OR	12/07/90	Primary	\$75	All	Newspaper, mail, meter, transit vehicle.
PA	11/23/87	Secondary	\$10	Front	Truck over 7,000 lbs.
RI	06/18/91	Secondary	\$50	All	None.
SC	07/01/89	Secondary	\$10	All	School bus, public bus; vehicle with no belts in rear.
SD	01/01/95	Secondary <sup>(5)</sup>	\$20	Front	Bus, school bus.
TN	04/21/86	Secondary	\$10	Front	Over 8,500 lbs.
TX	09/01/85	Primary	\$50	Front	Designed for more than 10 people, truck over 15,000 lbs.
UT	04/28/86	Secondary <sup>(6)</sup>	\$45	All	None.
VT	01/01/94	Secondary	\$10	All	Bus, taxi.
VA	01/01/88	Secondary	\$25	Front	Designed for more than 10 people, taxi.
WA	06/11/86	Secondary	\$71	All	Designed for more than 10 people.
WV	09/01/93	Secondary	\$25	Front	Designed for more than 10 people.
WI	12/01/87	Secondary	\$10	All	Taxi, farm truck.
WY	06/08/89	Secondary	\$25 <sup>(7)</sup>	All	Designed for more than 11 people, bus.
PR	01/19/75	Primary	\$50	All	None.

<sup>(1)</sup> Effective date of first belt law in the state. <sup>(2)</sup> Most states exempt vehicles not manufactured with seat belts. <sup>(3)</sup> Primary enforcement for all positions if driver is under 17 years. <sup>(4)</sup> Plus 2 points on license. <sup>(5)</sup> Primary enforcement for all positions if driver is under 18 years. <sup>(6)</sup> Primary enforcement for all positions if driver is under 19 years. <sup>(7)</sup> Fine for driver is \$25; fine for passengers over 12 years is \$10.  
Total states with safety belt use laws: 49 plus DC and Puerto Rico.



# APPENDIX A ♦ FARS DATA ELEMENTS

## 2001 Fatality Analysis Reporting System Data Elements

### Crash Level

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

### Vehicle Level

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

**Vehicle Level (Continued)**

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

**Driver Level**

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

**Person Level**

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

# APPENDIX B ♦ GES DATA ELEMENTS

## 2001 General Estimates System Data Elements

### Crash Level

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

### Vehicle/Driver Level

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

**Vehicle/Driver Level (Continued)**

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Vehicle Make  
Vehicle Model  
Vehicle Number

Vehicle Role  
Vehicle Trailing  
Violations Charged

**Person Level**

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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  
Seating Position  
Sex  
Taken to Hospital or Treatment Facility  
Vehicle Number

## APPENDIX C ♦ GES TECHNICAL NOTES

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### Standard Errors

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

In a report of this size, it is impractical to provide standard errors for each estimate. Instead, generalized standard errors for estimates of totals are provided in the following table. Generalized errors were calculated separately for the crash, vehicle, and people characteristics. The values for the GES estimates and an estimate of one standard error are given in the following table. By adding and subtracting two standard errors, a 95 percent confidence interval can be created for the GES estimates in this report. For example, the estimated number of injury crashes that occurred in the month of February is given in Table 23 as 144,000. To calculate one standard error for this crash estimate, use the table on the following page. Since 144,000 does not appear in the Crash Estimate column, use linear interpolation from the standard error values for 100,000 (8,100) and 200,000 (14,400). One standard error would be approximately 10,900. The 95 percent confidence interval for this estimate would be  $144,000 \pm 2 \times 10,900$  or 122,200 to 165,800.

2001 GES Estimates and Standard Errors

Crash Estimate (x)	Crash Standard Error (SE)*	Vehicle Estimate (x)	Vehicle Standard Error (SE)**	Person Estimate (x)	Person Standard Error (SE)***
1,000	400	1,000	400	1,000	400
5,000	1,000	5,000	1,000	5,000	1,000
6,000	1,100	10,000	1,500	10,000	1,400
7,000	1,200	20,000	2,300	20,000	2,200
8,000	1,300	30,000	3,100	30,000	2,900
9,000	1,400	40,000	3,800	40,000	3,600
10,000	1,500	50,000	4,500	50,000	4,200
20,000	2,400	60,000	5,200	60,000	4,800
30,000	3,200	70,000	5,900	70,000	5,400
40,000	4,000	80,000	6,500	80,000	6,000
50,000	4,700	90,000	7,100	90,000	6,500
60,000	5,400	100,000	7,800	100,000	7,100
70,000	6,100	200,000	13,800	200,000	12,200
80,000	6,800	300,000	19,600	300,000	17,100
90,000	7,400	400,000	25,300	400,000	21,900
100,000	8,100	500,000	30,900	500,000	26,500
200,000	14,400	600,000	36,600	600,000	31,100
300,000	20,500	700,000	42,200	700,000	35,700
400,000	26,500	800,000	47,900	800,000	40,300
500,000	32,500	900,000	53,600	900,000	44,900
600,000	38,500	1,000,000	59,300	1,000,000	49,400
700,000	44,500	2,000,000	117,500	2,000,000	95,200
800,000	50,500	3,000,000	178,000	3,000,000	141,700
900,000	56,500	4,000,000	240,800	4,000,000	189,100
1,000,000	62,600	5,000,000	305,500	5,000,000	237,500
2,000,000	124,600	6,000,000	372,100	6,000,000	286,800
3,000,000	189,400	7,000,000	440,400	7,000,000	337,000
4,000,000	256,600	8,000,000	510,300	8,000,000	388,100
5,000,000	326,100	9,000,000	581,700	9,000,000	439,900
6,000,000	397,700	10,000,000	654,600	10,000,000	492,400
6,500,000	434,200	11,000,000	728,800	11,000,000	545,700
7,000,000	471,200	12,000,000	804,300	12,000,000	599,700
*SE = e <sup>a+b(ln x)<sup>2</sup></sup> , where a = 4.350780 b = 0.035070		** SE = e <sup>a+b(ln x)<sup>2</sup></sup> , where a = 4.337980 b = 0.034850		***SE = e <sup>a+b(ln x)<sup>2</sup></sup> , where a = 4.443040 b = 0.033350	

## 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 2001 GES Data Elements**

Crash Level			
Alcohol Involved in Crash . . . . .	6.2%	Manner of Collision . . . . .	0.2%
Atmospheric Condition . . . . .	1.7%	Minute of Crash . . . . .	0.6%
Crash Severity . . . . .	3.5%	Relation to Junction . . . . .	0.1%
Day of Week . . . . .	0.0%	Relation to Roadway . . . . .	0.2%
First Harmful Event . . . . .	0.1%	Roadway Surface Condition . . . . .	1.8%
Hour of Crash . . . . .	0.6%	Speed Limit . . . . .	17.1%
Light Condition . . . . .	1.3%	Traffic Control Device . . . . .	2.6%
Vehicle/Driver Level			
Driver Drinking in Vehicle . . . . .	8.6%	Rollover Type . . . . .	1.0%
Initial Point of Impact . . . . .	1.9%	Vehicle Type . . . . .	1.4%
Most Harmful Event . . . . .	0.1%		
Person Level			
Age . . . . .	8.6%	Seating Position . . . . .	0.9%
Injury Severity . . . . .	4.2%	Sex . . . . .	6.0%
Police-Reported Alcohol Involvement . . . . .	4.1%		





# GLOSSARY

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## **Alcohol Involvement**

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

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

## **Blood Alcohol Concentration**

The BAC is measured as a percentage by weight of alcohol in the blood (grams/deciliter). A positive BAC level (0.01 g/dl and higher) indicates that alcohol was consumed by the person tested; a BAC level of 0.01 to 0.07 g/dl indicates that the person was impaired; a BAC level of 0.08 g/dl or more indicates that the person was intoxicated.

## **Body Type**

Detailed type of motor vehicle within a vehicle type.

## **Bus**

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

## **Combination Truck**

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

## **Construction/Maintenance Zone**

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

## **Crash**

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

## **Crash Severity**

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

**Crash Type**

Single-vehicle or multiple-vehicle crash.

**Day**

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

**Driver**

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

**Ejection**

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

**First Harmful Event**

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

**Fixed Object**

Stationary structures or substantial vegetation attached to the terrain.

**Gross Vehicle Weight Rating (GVWR)**

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

**Initial Impact Point**

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

**Injury Severity**

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

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

**Jackknife**

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

**Junction**

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

**Land Use**

The crash location (urban or rural).

**Large Trucks**

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

**Light Trucks**

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

**Manner of Collision**

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

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

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

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

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

**Most Harmful Event**

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

**Motorcycle**

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

**Motor Vehicle in Transport**

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

**Night**

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

**Noncollision**

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

**Nonmotorist**

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

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

### **Nonmotorist Location**

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

### **Objects Not Fixed**

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

### **Occupant**

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

### **Other Vehicle**

Consists of the following types of vehicles:

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

### **Passenger**

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

### **Passenger Car**

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

### **Pedalcyclist**

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

### **Pedestrian**

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

### **Restraint Use**

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

**Roadway**

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

**Roadway Function Class**

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

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

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

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

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

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

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

**Rollover**

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

**Seating Position**

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

**School Bus-Related Crash**

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

**Single-Unit Truck**

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

**Trafficway**

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

**Vehicle**

See *Motor Vehicle in Transport*.

### **Vehicle Type**

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

### **Weekday**

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

### **Weekend**

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

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