



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

Introduction

Motor vehicle travel is the primary means of transportation in the United States, providing an unprecedented degree of mobility. Yet for all its advantages, deaths and injuries resulting from motor vehicle crashes are the leading cause of death for persons of every age from 2 through 33 years old (based on 2000 data). Traffic fatalities account for more than 90 percent of transportation-related fatalities. The mission of the National Highway Traffic Safety Administration is to reduce deaths, injuries, and economic losses from motor vehicle crashes.

Fortunately, much progress has been made in reducing the number of deaths and serious injuries on our nation's highways. In 2002, the fatality rate per 100 million vehicle miles of travel fell to a new historic low of 1.51. The 1992 rate was 1.75 per 100 million vehicle miles traveled. A 75 percent safety belt use rate nationwide and a reduction in the rate of alcohol involvement in fatal crashes — to 41 percent in 2002 from 47 percent in 1992 — were significant contributions to maintaining this consistently low fatality rate. However, much remains to be done. The economic cost alone of motor vehicle crashes in 2000 was \$230.6 billion.

In 2002, 42,815 people were killed in the estimated 6,316,000 police-reported motor vehicle traffic crashes, 2,926,000 people were injured, and 4,348,000 crashes involved property damage only.

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

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

“In 2002, there were an estimated 6,316,000 police-reported traffic crashes, in which 42,815 people were killed and 2,926,000 people were injured; 4,348,000 crashes involved property damage only.”

Summary

In 2002, 42,815 people lost their lives in motor vehicle crashes — an increase of 1.5 percent from 2001 (42,196).

The fatality rate per 100 million vehicle miles of travel in 2002 was 1.51. The injury rate per 100 million vehicle miles of travel in 2002 was 103. The fatality rate per 100,000 population was 14.85 in 2002, slightly higher than the 2001 rate of 14.79.

An average of 117 persons died each day in motor vehicle crashes in 2002 — one every 12 minutes.

Motor vehicle crashes are the leading cause of death for every age from 2 through 33 years old.

Vehicle occupants accounted for 87 percent of traffic fatalities in 2002. The remaining 13 percent were pedestrians, pedalcyclists, and other nonoccupants.

“An average of 117 persons died each day in motor vehicle crashes in 2002 — one every 12 minutes.”

Table 1. Motor Vehicle Occupants and Nonoccupants Killed and Injured, 1992-2002

Year	Occupants							Nonoccupants				Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/Unknown	Total	Pedestrian	Pedalcyclist	Other	Total	
Killed												
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	20,320	11,723	708	3,197	34	458	36,440	4,901	732	123	5,756	42,196
2002	20,416	12,182	684	3,244	45	661	37,232	4,808	662	113	5,583	42,815
Injured												
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
2002	1,805,000	879,000	26,000	65,000	19,000	6,000	2,800,000	71,000	48,000	7,000	126,000	2,926,000

For more information:

Information on traffic safety 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. General information on highway traffic safety can be accessed by Internet users at <http://www-nrd.nhtsa.dot.gov/people/nca>. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393.

Table 2. Persons Killed and Injured and Fatality and Injury Rates, 1992-2002

Killed									
Year	Killed	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
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	184,980	22.44	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	282,224	14.86	190,625	22.00	217,028	19.33	2,747	1.53
2001	42,196	285,318	14.79	191,276	22.06	221,230	19.07	2,781	1.52
2002	42,815	288,369	14.85	*	*	*		2,830	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
1992	3,070,000	255,030	1,204	173,125	1,773	184,938	1,660	2,247	137
1993	3,149,000	257,783	1,222	173,149	1,819	188,350	1,672	2,296	137
1994	3,266,000	260,327	1,255	175,403	1,862	192,497	1,697	2,358	139
1995	3,465,000	262,803	1,319	176,628	1,962	197,065	1,758	2,423	143
1996	3,483,000	265,229	1,313	179,539	1,940	201,631	1,728	2,486	140
1997	3,348,000	267,784	1,250	182,709	1,832	203,568	1,644	2,562	131
1998	3,192,000	270,248	1,181	184,980	1,726	208,076	1,534	2,632	121
1999	3,236,000	272,691	1,187	187,170	1,729	212,685	1,522	2,691	120
2000	3,189,000	282,224	1,130	190,625	1,673	217,028	1,469	2,747	116
2001	3,033,000	285,318	1,063	191,276	1,585	221,230	1,371	2,781	109
2002	2,926,000	288,369	1,015	*	*	*	*	2,830	103

*Data not available.

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

Occupant Protection

In 2002, 49 states and the District of Columbia had safety belt use laws in effect. Use rates vary widely from state to state, reflecting factors such as differences in public attitudes, enforcement practices, legal provisions, and public information and education programs.

From 1975 through 2002, it is estimated that safety belts saved 164,753 lives, including 14,164 lives saved in 2002. If ALL passenger vehicle occupants over age 4 wore safety belts, 21,317 lives (that is, an additional 7,153) could have been saved in 2002.

In 2002, it is estimated that 376 children under age 5 were saved as a result of child restraint use. An estimated 6,567 lives were saved by child restraints from 1975 through 2002.

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

“NHTSA estimates that 14,164 lives were saved in 2002 by the use of safety belts.”

In 2002, 39 percent of passenger car occupants and 41 percent of light truck occupants involved in fatal crashes were unrestrained.

In fatal crashes, 73 percent of passenger vehicle occupants who were totally ejected from the vehicle were killed. Safety belts are effective in preventing total ejections: only 1 percent of the occupants reported to have been using restraints were totally ejected, compared with 30 percent of the unrestrained occupants.

Table 3. Restraint Use Rates for Passenger Vehicle Occupants in Fatal Crashes, 1992 and 2002

Type of Occupant	Restraint Use Rate (Percent)	
	1992	2002
Drivers	49	62
Passengers		
Front Seat	45	62
Rear Seat	34	53
5 Years Old and Over	37	54
4 Years Old and Under	59	78
All Passengers	39	56
All Occupants	45	60

“Alcohol-related traffic fatalities rose to 17,419 in 2002 — 41 percent of all traffic fatalities for the year.”

Alcohol

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 fact sheet are based on the new imputation method. The new method will enable NHTSA to improve the scope of alcohol involvement statistics generated from the Fatality Analysis Reporting System (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.

In 2002 there were 17,419 fatalities in alcohol-related crashes. This is a slight increase (0.1 percent) compared to 2001 (17,400 fatalities), and it represents an average of one alcohol-related fatality every 30 minutes.

The 17,419 alcohol-related fatalities in 2002 (41 percent of total traffic fatalities for the year) represent a 5 percent reduction from the 18,290 alcohol-related fatalities reported in 1992 (47 percent of the total).

NHTSA estimates that alcohol was involved in 41 percent of fatal crashes and in 6 percent of all crashes in 2002.

In 2002, 35 percent of all traffic fatalities occurred in crashes in which at least one driver or nonoccupant had a BAC of 0.08 g/dl or greater.

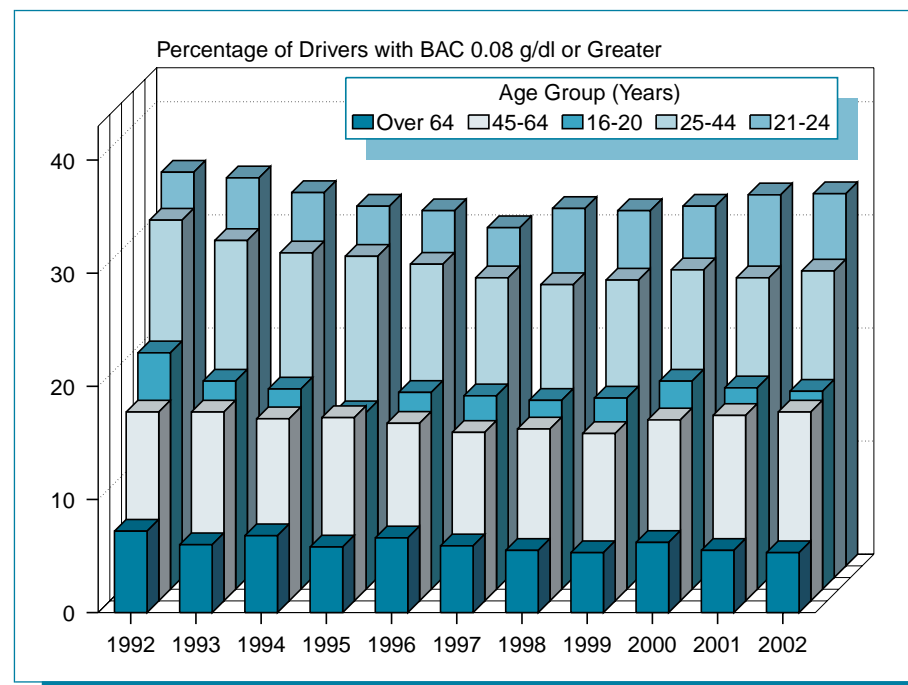
All states and the District of Columbia now have 21-year-old minimum drinking age laws. NHTSA estimates that these laws have reduced traffic fatalities involving drivers 18 to 20 years old by 13 percent and have saved an estimated 21,887 lives since 1975. In 2002, an estimated 917 lives were saved by minimum drinking age laws.

Approximately 1.4 million drivers were arrested in 2001 for driving under the influence of alcohol or narcotics. This is an arrest rate of 1 for every 137 licensed drivers in the United States (2002 data not yet available).

Intoxication rates for drivers in fatal crashes in 2002 were 31 percent for motorcycles, 23 percent for light trucks, 22 percent for passenger cars, and 2 percent for large trucks.

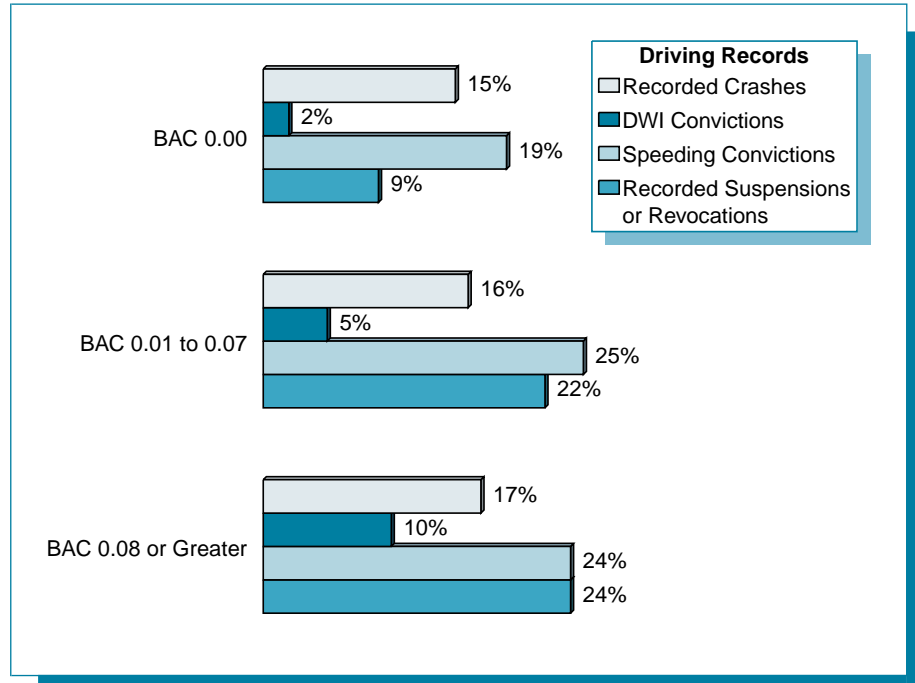
From 1992 to 2002, intoxication rates (BAC of 0.08 g/dl or greater) decreased for drivers of all age groups involved in fatal crashes, except for the group of drivers 45 to 64 years old, which had the same rates in 1992 and 2002.

Figure 1. Intoxicated Drivers in Fatal Crashes by Age Group, 1992-2002



“From 1992 to 2002, intoxication rates decreased for drivers of all age groups involved in fatal crashes, except for drivers 45 to 64 years old.”

Figure 2. Previous Driving Records of Drivers Killed in Traffic Crashes, by Blood Alcohol Concentration, 2002

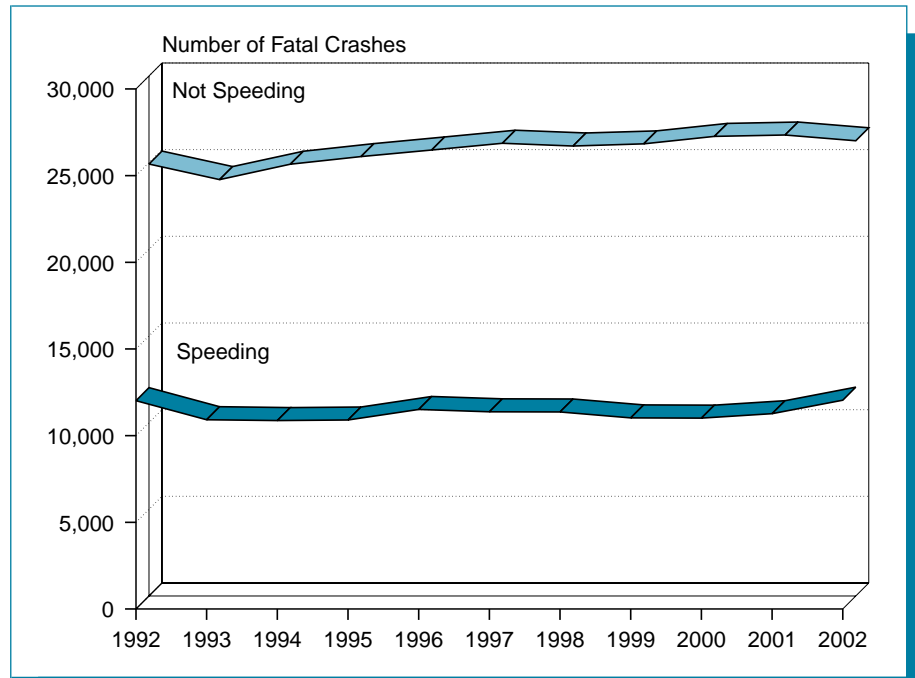


Speeding

NHTSA has revised the definition of a speeding-related crash. A crash is considered speeding-related if the driver was charged with a speeding-related offense or if an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash.

“The economic cost of speeding-related crashes is estimated to be \$40.4 billion each year.”

Figure 3. Fatal Crashes by Speeding Status, 1992-2002



Speeding is one of the most prevalent factors contributing to traffic crashes. The economic cost to society of speeding-related crashes is estimated by NHTSA to be \$40.4 billion per year. In 2002, speeding was a contributing factor in 31 percent of all fatal crashes, and 13,713 lives were lost in speeding-related crashes.

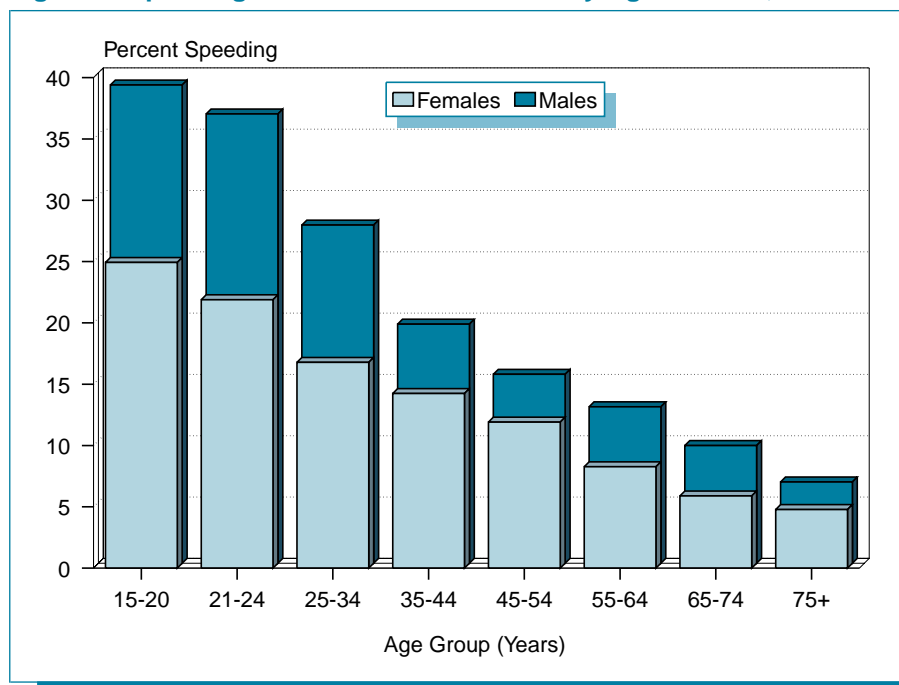
For drivers involved in fatal crashes, young males are the most likely to be speeding. The proportion of all crashes that are speeding-related decreases with increasing driver age. In 2002, 39 percent of the male drivers 15 to 20 years old who were involved in fatal crashes were speeding at the time of the crash.

In 2002, 87 percent of speeding-related fatalities occurred on roads that were not Interstate highways.

Alcohol and speeding are clearly a deadly combination. Speeding involvement is prevalent for drivers involved in alcohol-related crashes. In 2002, 42 percent of the *intoxicated* drivers (BAC = 0.08 or higher) involved in fatal crashes were speeding, compared with only 15 percent of the *sober* drivers (BAC = 0.00) involved in fatal crashes.

“In 2002, 39 percent of male drivers 15 to 20 years old involved in fatal crashes were speeding.”

Figure 4. Speeding Drivers in Fatal Crashes by Age and Sex, 2002



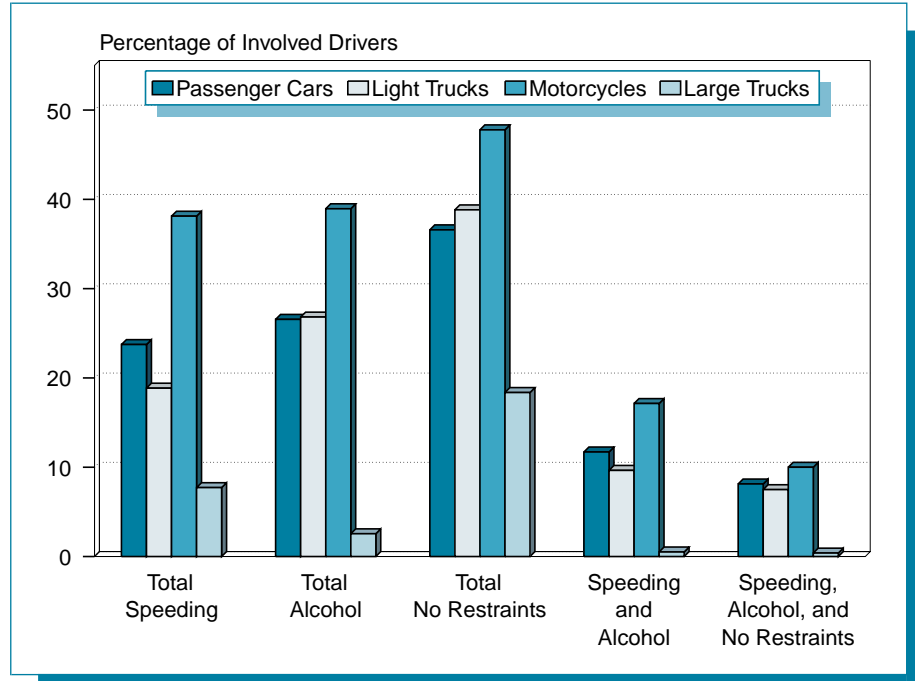
Motorcycles

The 3,244 motorcyclist fatalities in 2002 accounted for 8 percent of all traffic fatalities for the year. An additional 65,000 motorcycle occupants were injured.

Per vehicle mile traveled in 2001, motorcyclists were 26 times as likely as passenger car occupants to die in a motor vehicle traffic crash and 5 times as likely to be injured.

“Per vehicle mile, motorcyclists were 26 times as likely as passenger car occupants to die in a traffic crash.”

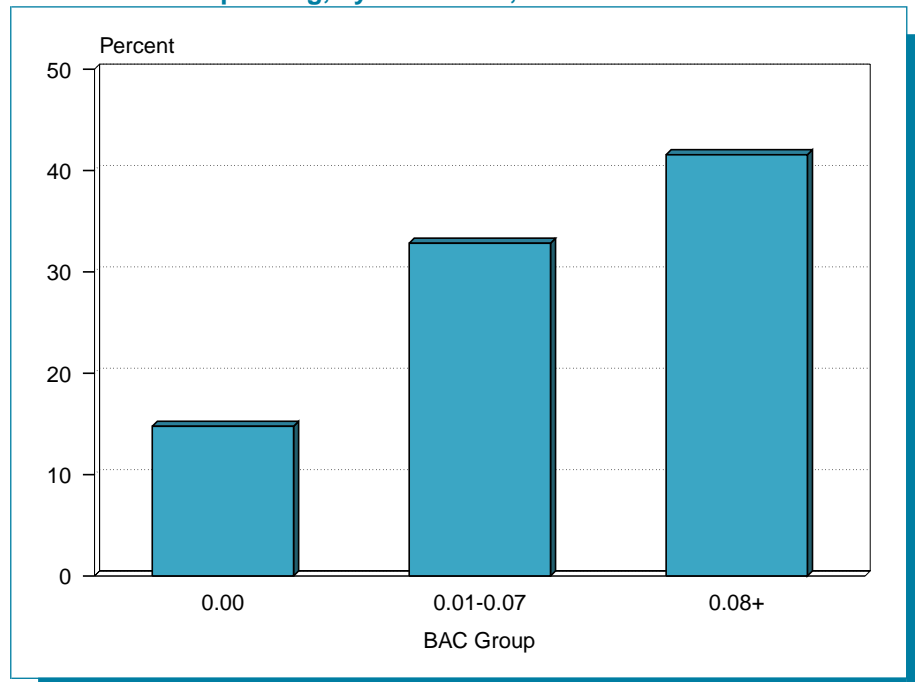
Figure 5. Speeding, Alcohol Involvement, and Failure To Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 2002



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

In 2002, 38 percent of all motorcycle drivers involved in fatal crashes were speeding. The percentage of speeding involvement in fatal crashes was approximately twice as high for motorcyclists as for drivers of passenger cars or light trucks, and the percentage of alcohol involvement was 45 percent higher for motorcyclists.

Figure 6. Percentage of All Drivers Involved in Fatal Crashes That Were Speeding, by BAC Level, 2002



In 2002, 47 percent of fatally injured motorcycle operators and 59 percent of fatally injured passengers were not wearing helmets at the time of the crash.

One out of four motorcycle operators (25 percent) involved in fatal crashes in 2002 was operating the vehicle with an invalid license at the time of the collision.

Motorcycle operators involved in fatal crashes in 2002 had higher intoxication rates (BAC of 0.08 g/dl or greater) than any other type of motor vehicle driver. The intoxication rate for motorcycle operators involved in fatal crashes was 31 percent.

NHTSA estimates that helmets saved the lives of 692 motorcyclists in 2002. If all motorcyclists had worn helmets, an additional 449 lives could have been saved.

Large Trucks

In 2002, 11 percent (4,897) of all the motor vehicle traffic fatalities reported involved large trucks (gross vehicle weight rating greater than 10,000 pounds).

Of the fatalities that resulted from crashes involving large trucks, 79 percent were occupants of another vehicle, 7 percent were nonoccupants, and 14 percent were occupants of a large truck.

Table 4. Fatalities and Injuries in Crashes Involving Large Trucks, 2002

Type of Fatality	Number	Percentage of Total
Occupants of Large Trucks	684	14
<i>Single-Vehicle Crashes</i>	447	9
<i>Multiple-Vehicle Crashes</i>	237	5
Occupants of Other Vehicles in Crashes Involving Large Trucks	3,853	79
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	360	7
Total	4,897	100
Type of Injury	Number	Percentage of Total
Occupants of Large Trucks	26,000	20
<i>Single-Vehicle Crashes</i>	12,000	9
<i>Multiple-Vehicle Crashes</i>	14,000	11
Occupants of Other Vehicles in Crashes Involving Large Trucks	100,000	77
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	4,000	3
Total	130,000	100

Large trucks accounted for 8 percent of all vehicles involved in fatal crashes and 4 percent of all vehicles involved in injury and property-damage-only crashes in 2002.

More than three-quarters (79 percent) of the large trucks involved in fatal crashes in 2002 collided with another motor vehicle in transport.

“One out of nine traffic fatalities in 2002 resulted from a collision involving a large truck.”

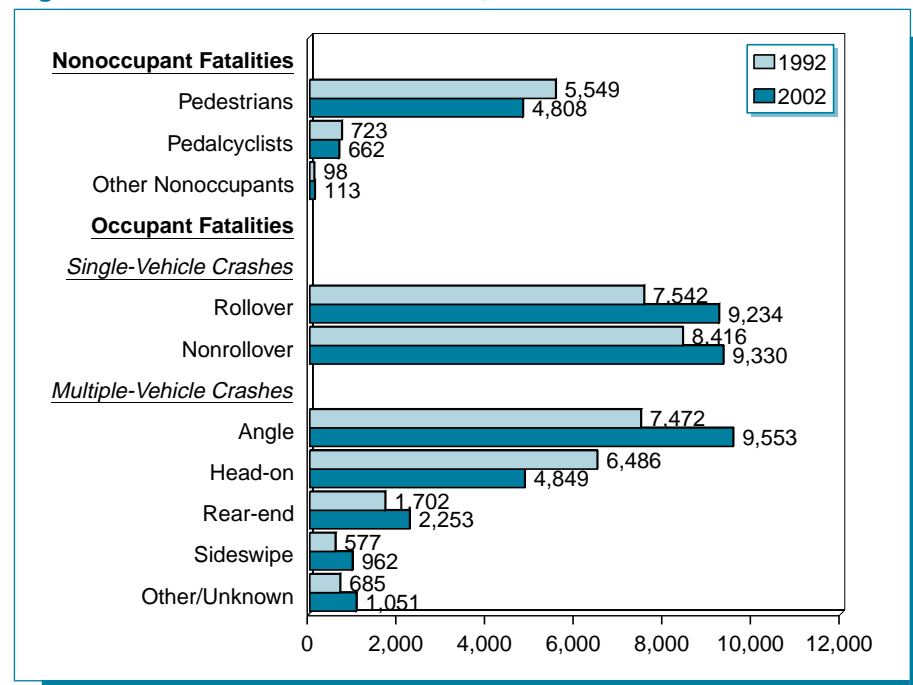
Only 2 percent of the drivers of large trucks involved in fatal crashes in 2002 were intoxicated, compared with 22 percent for passenger cars, 23 percent for light trucks, and 31 percent for motorcycles.

Cars, Light Trucks, and Vans

In 2002, 32,598 occupants of passenger vehicles were killed in traffic crashes and an additional 2,684,000 were injured, accounting for 88 percent of all occupant fatalities (passenger cars 55 percent, light trucks and vans 33 percent) and 96 percent of all occupants injured (passenger cars 64 percent, light trucks and vans 31 percent).

Occupant fatalities in single-vehicle crashes accounted for 43 percent of all motor vehicle fatalities in 2002. Occupant fatalities in multiple-vehicle crashes accounted for 44 percent of all fatalities, and the remaining 13 percent were nonoccupant fatalities (pedestrians, pedalcyclists, etc.).

Figure 7. Fatalities in Traffic Crashes, 1992 and 2002



In 2002, 59 percent of passenger vehicle occupant fatalities occurred in vehicles that sustained frontal damage.

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

Nearly two-thirds (59 percent) of the passenger vehicle occupants killed in traffic crashes in 2002 were unrestrained.

The intoxication rate for drivers of light trucks involved in fatal crashes in 2002 (23 percent) was slightly higher than that for passenger car drivers (22 percent).

Utility vehicles had the highest rollover involvement rate of any vehicle type in fatal crashes — 36 percent, as compared with 26 percent for pickups, 18 percent for vans, and 16 percent for passenger cars.

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

“Nearly two-thirds of the passenger vehicle occupants killed in traffic crashes in 2002 were unrestrained.”

Utility vehicles also had the highest rollover rate for passenger vehicles in injury crashes — 10 percent, compared with 7 percent for pickups, 4 percent for vans, and 3 percent for passenger cars.

Driver Age

There are 26 million people age 70 years and older in the United States. In 2002, this age group made up 9.0 percent of the total U.S. resident population, compared with 8.8 percent in 1992. From 1992 to 2002, the growth rate for this older segment of the population was 27 percent higher than the growth rate of the total population.

In 2002, 154,000 older individuals were injured in traffic crashes, accounting for 5 percent of all the people injured in traffic crashes during the year. These older individuals made up 12 percent of all traffic fatalities, 12 percent of all vehicle occupant fatalities, and 17 percent of all pedestrian fatalities.

Older drivers involved in fatal crashes in 2002 had the lowest intoxication rate (5 percent) of all adult drivers.

In two-vehicle fatal crashes involving an older driver and a younger driver, the vehicle driven by the older person was more than twice as likely to be the one that was struck (66 percent and 30 percent, respectively). In 44 percent of these crashes, both vehicles were proceeding straight at the time of the collision. In 26 percent, the older driver was turning left — 7 times as often as the younger driver.

Youth

In 2002, 16- to 24-year-olds represented 25 percent of all traffic fatalities, compared with 6 percent for ages 0 to 15, 45 percent for ages 25 to 54, and 24 percent for ages 55 and over.

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

The intoxication rate for 16- to 20-year-old drivers involved in fatal crashes in 2002 was 17 percent. The highest intoxication rates were for drivers 21 to 24 and 25 to 34 years old (33 percent and 28 percent, respectively).

Almost one-fourth (23 percent) of all children between the ages of 5 and 9 years who were killed in motor vehicle traffic crashes were pedestrians. Nearly one-fifth (17 percent) of the traffic fatalities under age 16 were pedestrians.

Passenger vehicle occupants 10 to 24 years old involved in fatal crashes had the lowest restraint use rate (51 percent), and those over age 65 had the highest rate (72 percent).

Male/Female Fatal Crash Involvement

In 2001, the fatal crash involvement rate per 100,000 population was almost 3 times as high for male drivers as for females.

Males accounted for 69 percent of all traffic fatalities, 68 percent of all pedestrian fatalities, and 89 percent of all pedalcyclist fatalities in 2002.

“In 2002, older people made up 12 percent of all traffic fatalities and 17 percent of all pedestrian fatalities.”

“Males accounted for 69 percent of all traffic fatalities, 68 percent of all pedestrian fatalities, and 89 percent of all pedalcyclist fatalities in 2002.”

The intoxication rate for male drivers involved in fatal crashes was 25 percent, compared with 12 percent for female drivers.

Among female drivers of passenger vehicles involved in fatal crashes in 2002, 28 percent were unrestrained at the time of the collision, compared with 42 percent of male drivers in fatal crashes.

Pedestrians

In 2002, 71,000 pedestrians were injured and 4,808 were killed in traffic crashes in the United States, representing 2 percent of all the people injured in traffic crashes and 11 percent of all traffic fatalities.

On average, a pedestrian is killed in a motor vehicle crash every 109 minutes, and one is injured every 7 minutes.

Alcohol involvement — either for the driver or the pedestrian — was reported in 46 percent of the traffic crashes that resulted in pedestrian fatalities. Of the pedestrians involved, 34 percent were intoxicated. The intoxication rate for the drivers involved was only 13 percent. In 5 percent of the crashes, both the driver and the pedestrian were intoxicated.

Pedalcyclists

In 2002, 662 pedalcyclists were killed and an additional 48,000 were injured in traffic crashes. Pedalcyclists made up 2 percent of all traffic fatalities and 2 percent of all the people injured in traffic crashes during the year.

Most of the pedalcyclists injured or killed in 2002 were males (75 percent and 89 percent, respectively), and most were between the ages of 5 and 44 years (82 percent and 64 percent, respectively).

More than one-fifth (22 percent) of the pedalcyclists killed in traffic crashes in 2002 were between 5 and 15 years old.

Table 5. Nonoccupant Traffic Fatalities, 1992-2002

Year	Pedestrian	Pedalcyclist	Other	Total
1992	5,549	723	98	6,370
1993	5,649	816	111	6,576
1994	5,489	802	107	6,398
1995	5,584	833	109	6,526
1996	5,449	765	154	6,368
1997	5,321	814	153	6,288
1998	5,228	760	131	6,119
1999	4,939	754	149	5,842
2000	4,763	693	141	5,597
2001	4,901	732	123	5,756
2002	4,808	662	113	5,583

“Pedestrian fatalities in 2002 were 13 percent lower than in 1992.”

“More than one-fifth of the pedalcyclists killed in traffic crashes in 2002 were between 5 and 15 years old.”