NRD-41

FACT BOOK

STATISTICAL INFORMATION ON HIGHWAY SAFETY

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

Fact Book

Statistical Information on Highway Safety

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FOREWORD

The Congress has charged the Department of Transportation with the task of achieving a reduction in traffic accidents and their resulting deaths and injuries. The National Highway Traffic Safety Administration (NHTSA) is the Departmental agency which formulates and administers safety programs designed to meet these goals.

To evaluate existing and proposed highway safety and motor vehicle safety standards, identify problem areas, establish better safety systems and generate improved standards and remedial measures, a strong analytical foundation is required. The National Center for Statistics and Analysis (NCSA) was established to develop a comprehensive, reliable and timely data collection program and provide the necessary foundation to support NHTSA's highway safety activities. The Center is responsible for all activities related to accident statistics from experimental design through data collection, storage, analysis and dissemination.

This is the third annual issue of the FACT BOOK prepared by NCSA. The FACT BOOK is a compendium of highway traffic safety information presenting statistical data on principal factors related to motor vehicle accidents and recent research and development activity in the field of highway safety.

Over the past year the FACT BOOK was reorganized in an effort to improve its utility. This third annual publication is prepared in a fact sheet format, each issue a complete information piece on a single subject. As new data are acquired on a subject area, that FACT BOOK issue will be updated and reprinted. The FACT BOOK will not be published in its entirety in the coming years.

This FACT BOOK consists of three volumes: Volume 1 contains exposure data pertinent to the precrash environment; and Volume 3 contains fatal accident data obtained from the Fatal Accident Reporting System (FARS). Volume 2 will be published in the next few months and will contain injury and accident data obtained from the National Crash Severity Study (NCSS).

A subject index has been included in this year's book and it will be updated and republished biannually. It is suggested that the reader update the index as needed until reissued.

We welcome any and all comments and suggestions on this year's FACT BOOK.

CONTENTS

TABLES

Volume III, No. 2—FATALITIES—THE MOTOR VEHICLE OCCUPANTS INVOLVED

Volume III, No. 3—FATALITIES—THE PEDESTRIAN AND BICYCLIST INVOLVED

Volume III, No. 4—FATALITIES—THE MOTOR VEHICLES INVOLVED

Volume III, No. 5—FATALITIES—THE TIME AND PLACE

FIGURES

Volume III, No 2—FATALITIES—THE MOTOR VEHICLE OCCUPANTS INVOLVED

Volume III, No. 3—FATALITIES—THE PEDESTRIAN AND BICYCLIST INVOLVED

Volume III, No. 4—FATALITIES—THE MOTOR VEHICLES INVOLVED

Volume III, No. 5—FATALITIES—THE TIME AND PLACE

National Highway Traffic Safety Administration

Highway Safety Facts

National Center for Statistics and Analysis

Volume I, Number 1 December 1978

GENERAL HIGHWAY STATISTICS

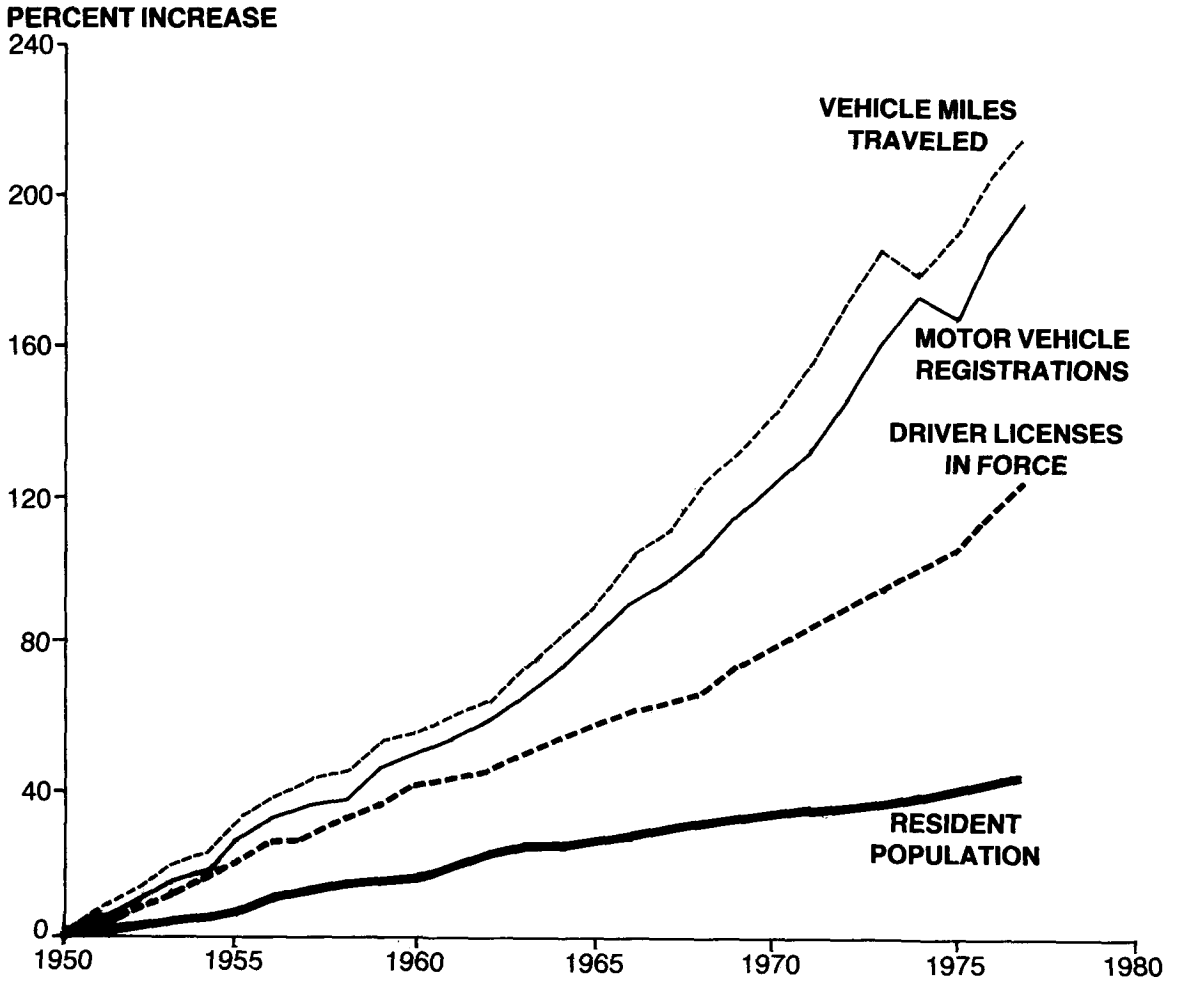
Between World War II and the fuel shortage at the end of 1973, motor vehicle usage increased. There were increases in the number of driver licenses in force, in the number of vehicles registered, and in the total vehicle miles traveled.

From 1950–1977, the number of driver licenses in force increased at an average rate of 3.0 percent per year. The number of motor vehicles registered increased annually at an average rate of 4.2 percent, while the total vehicle miles traveled increased at an average annual rate of 4.4 percent per year.

Since the U.S. resident population has only increased by 1.3 percent per year (as compared to 3.0 percent for licensed drivers), it appears that the proportion of the resident population holding driver licenses has increased. It is noteworthy, however, that a comparison of driver licenses and the U.S. resident population of driving age indicates the possibility of some duplication in the driver license count according to data submitted to the Federal Highway Administration by the states.*

*See page I(1)3.

FIGURE 1
RELATIVE PERCENT INCREASE SINCE 1950 OF MOTOR VEHICLE REGISTRATIONS, DRIVER LICENSES IN FORCE, RESIDENT POPULATION, AND ESTIMATED VEHICLE MILES TRAVELED†



†See page I(1)3.

The following tabulation is supporting data for the display presented.

TABLE 1
EXPOSURE STATISTICS PERTAINING TO HIGHWAY SYSTEMS†

YEAR	RESIDENT POPULATION (THOUSANDS)	DRIVER LICENSES IN FORCE (THOUSANDS)	MOTOR VEHICLES REGISTERED (THOUSANDS)	VEHICLE MILES TRAVELED (BILLIONS)
1936	128053	42000	28,612	252
1937	128825	44000	30,172	270
1938	129825	44000	29,931	271
1939	130880	46000	31,136	285
1940	132457	48000	32,590	302
1941	133669	52000	35,035	334
1942	134617	49000	33,172	268
1943	135107	46000	31,042	208
1944	133915	45000	30,645	213
1945	133434	46000	31,233	250
1946	140686	50000	34,687	341
1947	144083	53000	38,276	371
1948	146730	55000	41,587	398
1949	149304	59322	45,169	424
1950	151868	62193	49,616	458
1951	153982	64444	52,342	491
1952	156393	66826	53,680	514
1953	158955	69870	56,629	544
1954	161884	71897	58,910	562
1955	165069	74686	63,101	606
1956	168088	77659	65,580	631
1957	171187	79631	67,594	647
1958	174149	81537	68,818	665
1959	177135	84498	71,920	700
1960	179979	87253	74,432	719
1961	182992	88744	76,557	738
1962	185771	90588	79,811	767
1963	188483	93573	83,483	805
1964	191141	95468	87,299	847
1965	193526	98502	91,740	888
1966	195576	100998	95,703	928
1967	197457	103172	98,859	966
1968	199399	105410	102,987	1,020
1969	201385	108306	107,412	1,066
1970	203810	111543	111,242	1,114
1971	206219	114426	116,330	1,186
1972	208234	118414	122,557	1,265
1973	209859	121546	130,025	1,317
1974	211381	125427	134,900	1,283
1975	213051	129791	132,962	1,331
1976	214669	134036	143,538	1,409
1977	216332	137901	148,880	1,465

†See page I(1)3.

Data for 1976, and 1977 preliminary estimates are provided by the Highway Statistics Division, Federal Highway Administration (FHWA), U.S. Department of Transportation, Nassif Building, 400 7th Street, SW., Washington, D.C. 20590, (202) 426-0180.

For more information about this and other Highway Safety Facts, write the National Center for Statistics and Analysis, NRD-34, National Highway Traffic Safety Administration, 2100 Second Street, SW., Washington, D.C. 20590.

References

*Mundy, Arlene, *1978 Driver License Administration Requirements and Fees,* Vehicles, Drivers and Fuel Branch, Highway Statistics Division, Federal Highway Administration, U.S. Department of Transportation, February 1978.

†Federal Highway Administration, *Highway Statistics Summary to 1975,* Highway Statistics Division, U.S. Department of Transportation, No. FHWA-HP-HS-S75, 1975.

†U.S. Bureau of Census, *Current Population Reports,* (1930 to 1976), Series P-25, No. 706, Series P-25, No. 726.

National Highway Traffic Safety Administration

Highway Safety Facts

National Center for Statistics and Analysis

Volume I, Number 2 December 1978

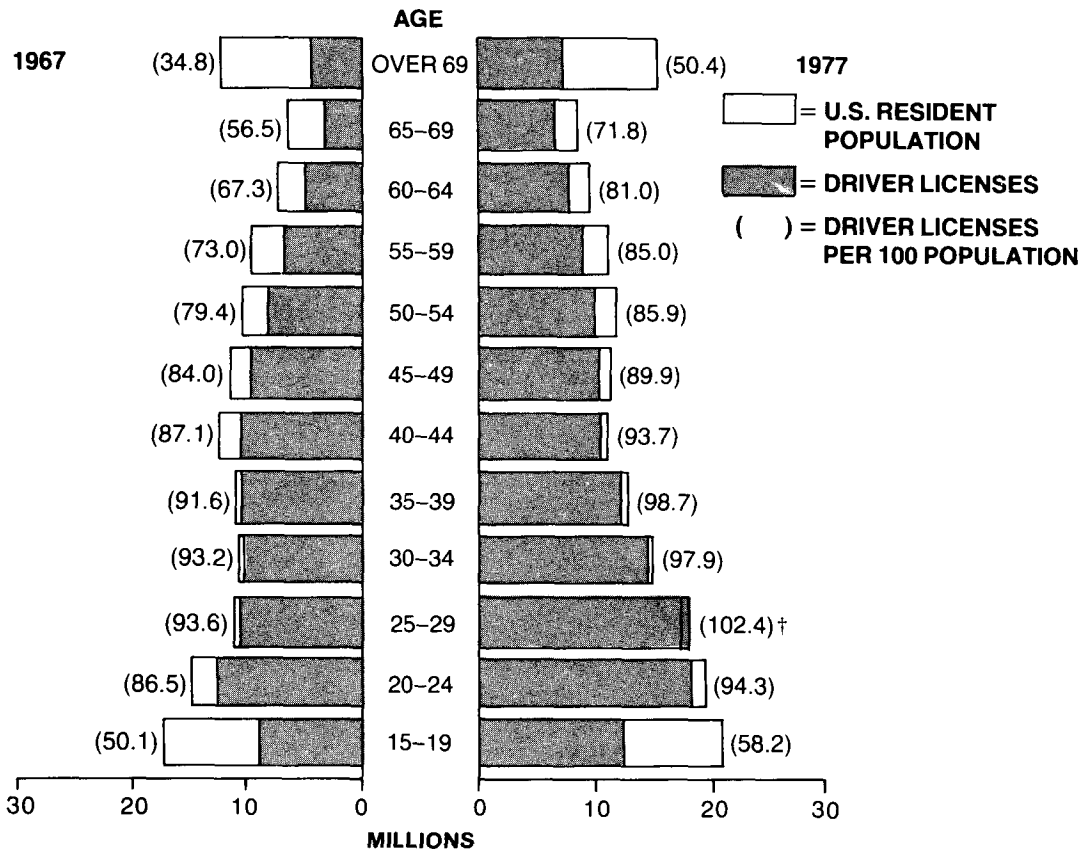
DRIVER LICENSING

Since 1954, all states require that motor vehicle drivers have a valid license to operate a motor vehicle. To obtain a valid license, drivers must pass a written or oral test, a vision test, and a driving performance test. The driver license data are submitted by the State Authorities and other sources to the Federal Highway Administration.

The comparison by age and sex of the estimated U.S. population with the number of driver licenses is shown in Figures 1, 2, and 3. Between 1967 and 1977, the number of driver licenses per 100 population increased within each age group, particularly among females. A distribution by sex shows that there are more females than males in the population but more males are licensed to drive. Within the 20–44 age group, the number of driver licenses issued to males is beyond the saturation level. Because of over-reporting of licensed drivers and multiple licenses (e.g., a person licensed in two states), the categories referenced by a dagger (†) on Figure 1, and 2, are over-saturated. That is, the number of driver licenses in force exceeds the number of people in the population for these categories. *

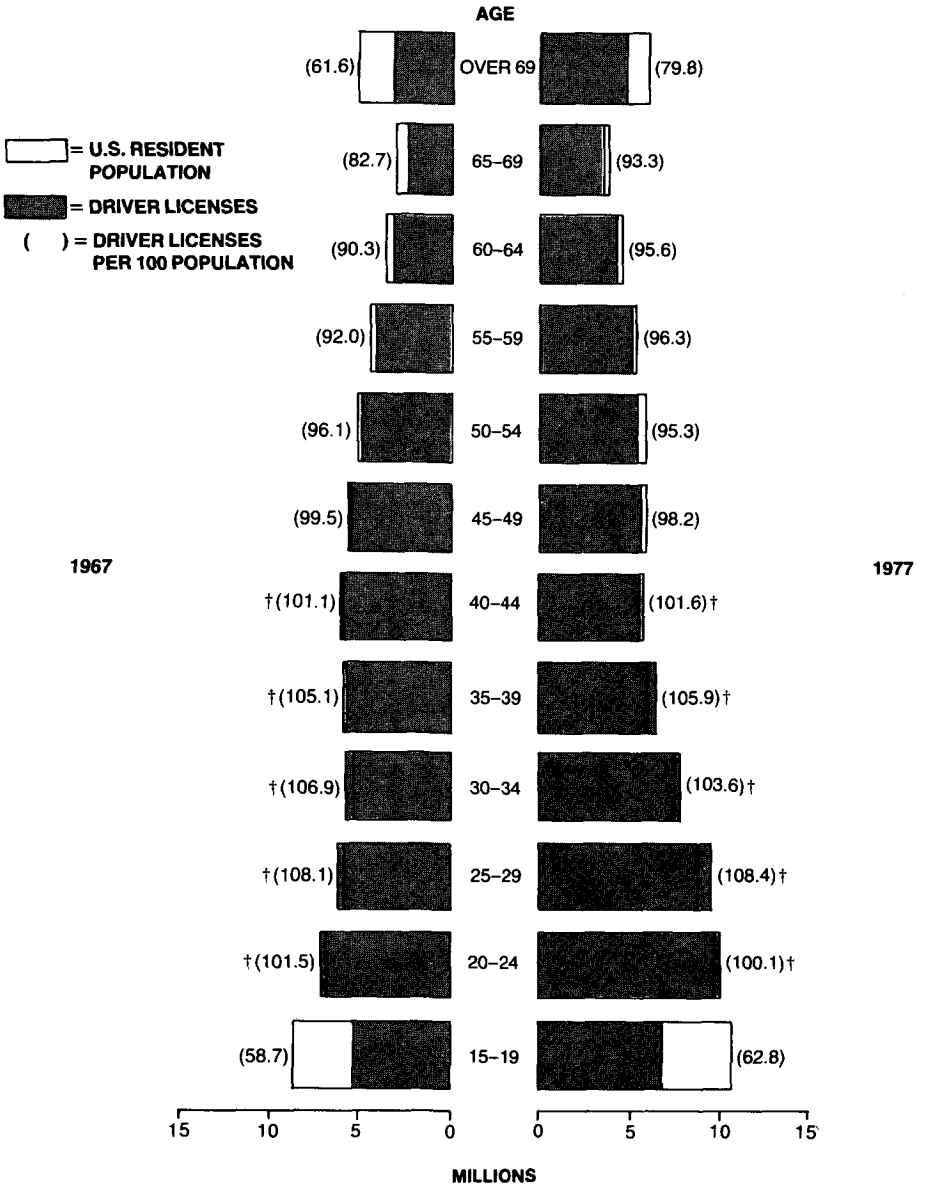
*See page I(2)9.

FIGURE 1
U.S. RESIDENT POPULATION AND NUMBER OF ALL DRIVER LICENSES, 1967 AND 1977. ‡



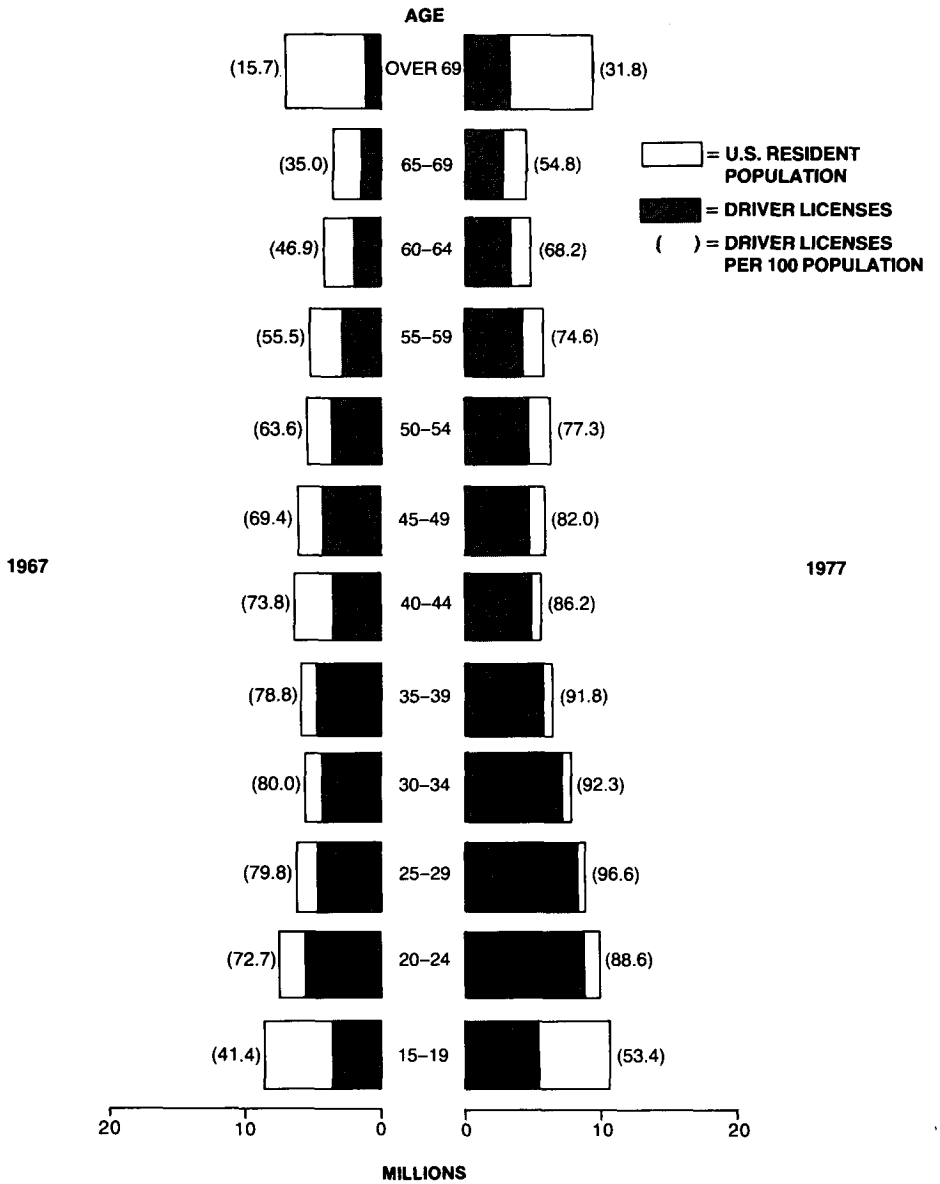
‡See page I(2)9.

FIGURE 2
U.S. RESIDENT POPULATION AND NUMBER OF DRIVER LICENSES, 1967 AND 1977—MALES.‡



‡See page I(2)9.

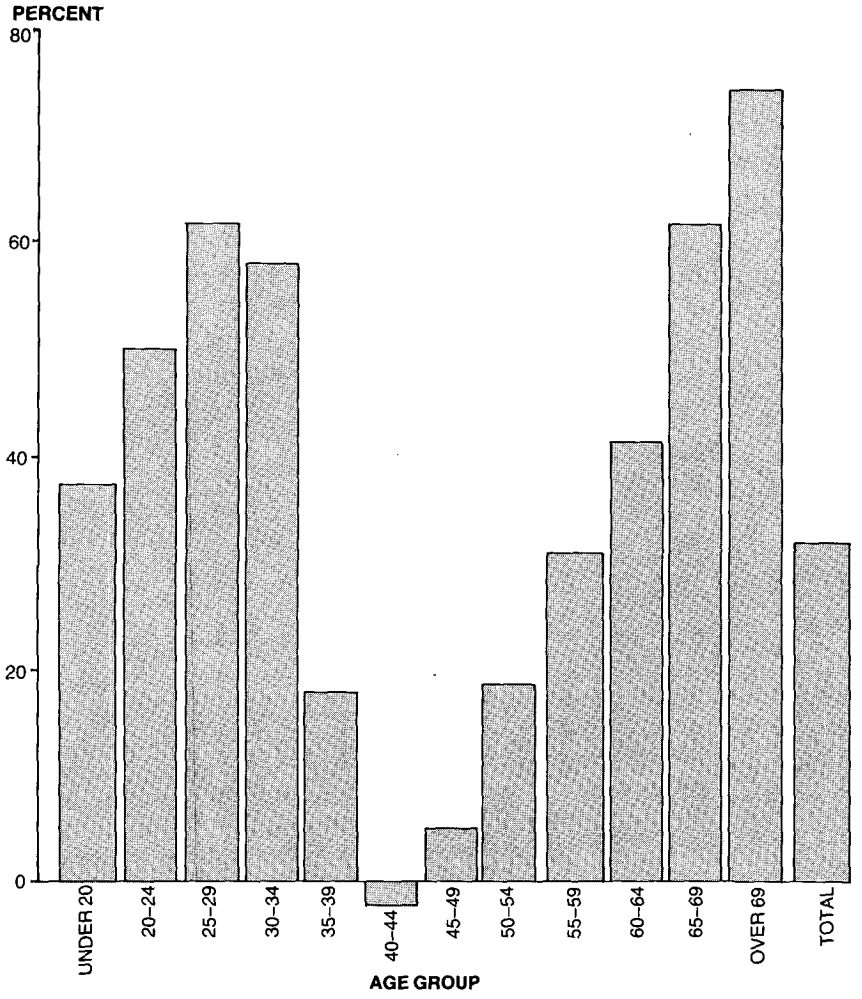
FIGURE 3
U.S. RESIDENT POPULATION AND NUMBER OF DRIVER LICENSES, 1967 AND 1977—FEMALES.‡



‡See page I(2)9.

Changes in the age distribution of licensed drivers are important elements of the highway safety problem, because drivers of different ages appear to have different accident profiles. In recent years, the largest licensing increases have occurred in the under-30 and over-59 age groups where the risk of accident is highest.

FIGURE 4
PERCENT CHANGE IN TOTAL NUMBER OF DRIVER LICENSES IN FORCE BY AGE GROUP, 1967–1977‡

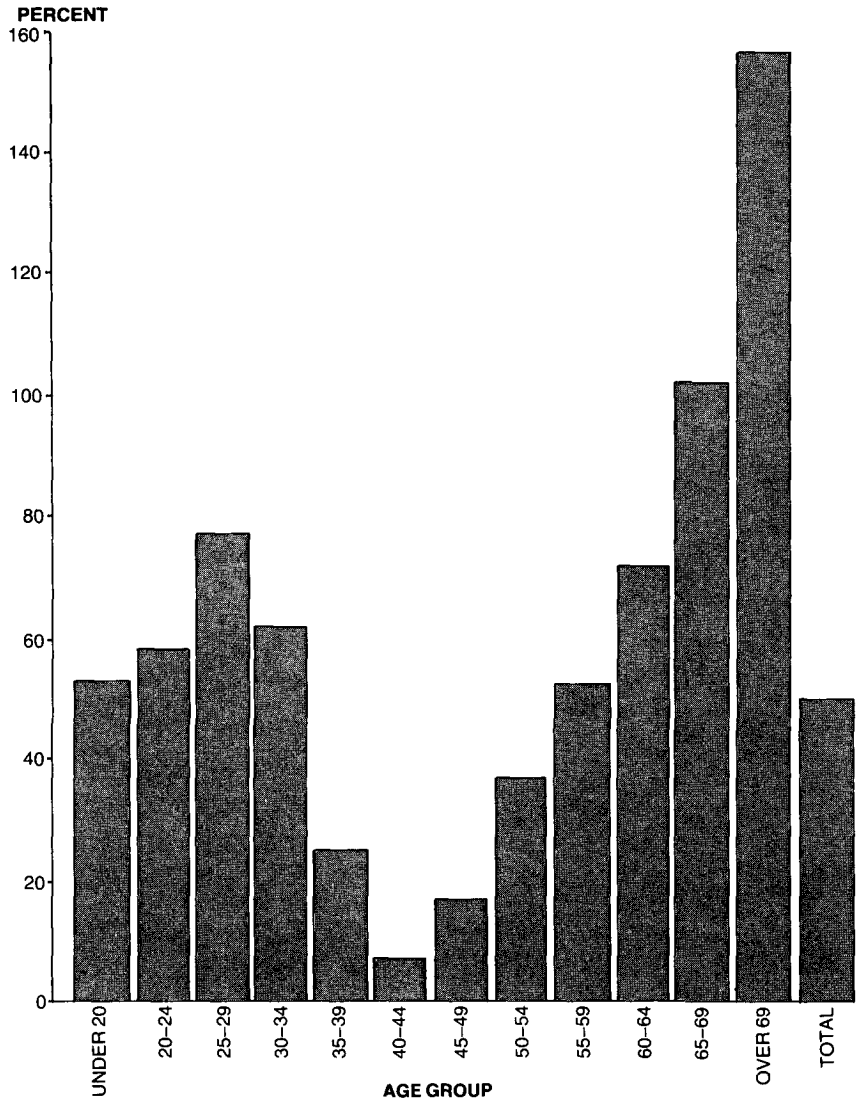


‡See page I(2)9.

In the 11 year period, from 1967 to 1977, the increase was 50 percent in the under-30 group and 58 percent in the over-59 group as compared to 19 percent in the 30 to 59 group.

During the period from 1967 to 1977, there was an increase of 102 percent in the number of licenses issued to women over age 59. This reflects the tremendous increase in driving by women in this age group.

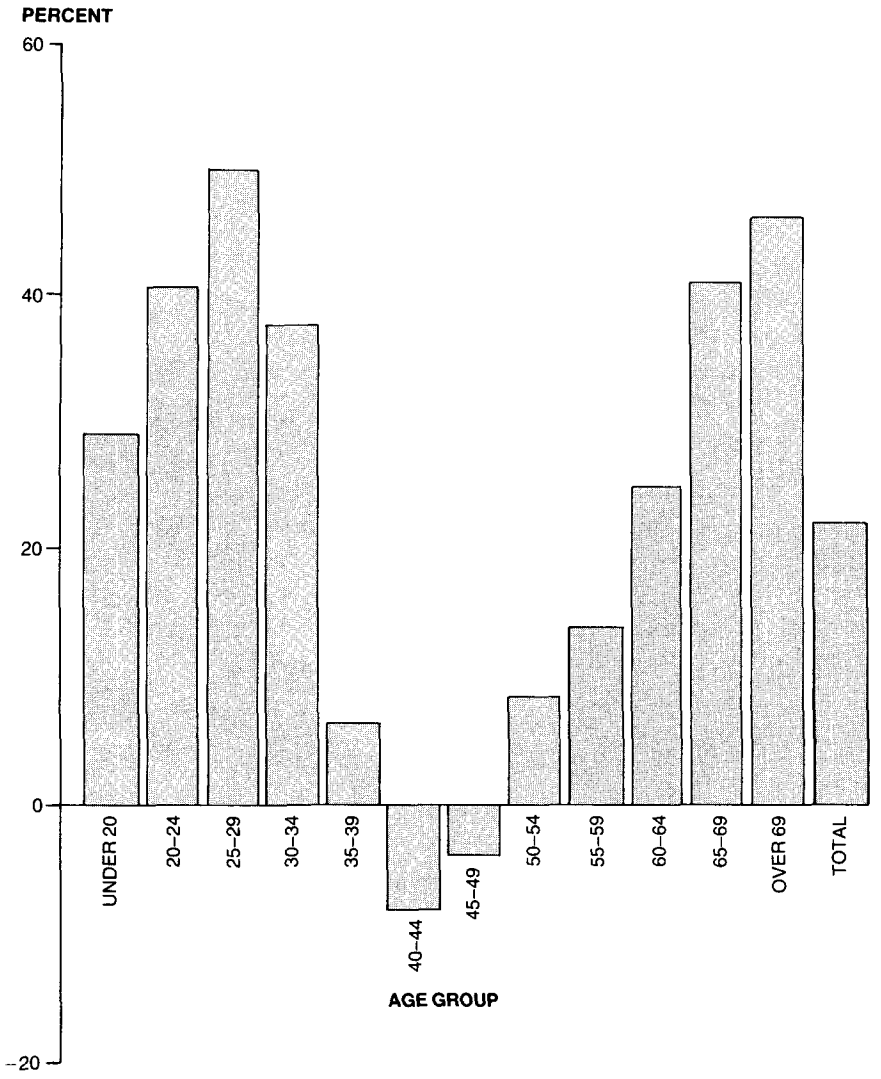
FIGURE 5
PERCENT INCREASE IN NUMBER OF DRIVER LICENSES IN FORCE BY AGE GROUP, FEMALE, 1967–1977‡



‡See page I(2)9.

From 1967 to 1977, there was an overall 49 percent increase in the number of licenses issued to female drivers, but only a 23 percent increase in the number of licenses issued to male drivers. As a result, during this 11 year period, the estimated ratio of male to female drivers declined from 3:2 to 7:6.

FIGURE 6
PERCENT CHANGE IN NUMBER OF DRIVER LICENSES IN FORCE BY AGE GROUP, MALE, 1967–1977‡



‡See page I(2)9.

The following tabulations contain supporting data for the displays presented.

TABLE 1
U.S. RESIDENT POPULATION BY AGE AND SEX (THOUSANDS)‡

AGE GROUP	1967 MALE	1967 FEMALE	1967 ALL	1977 MALE	1977 FEMALE	1977 ALL
15–19	8953	8837	17789	10689	10416	21104
20–24	6985	7581	14567	9929	9954	19882
25–29	5839	6105	11943	8735	8901	17635
30–34	5367	5585	10952	7577	7777	15354
35–39	5635	5934	11569	5986	6312	12297
40–44	5993	6347	12339	5448	5736	11182
45–49	5684	6038	11722	5608	5897	11505
50–54	5188	5505	10694	5711	6166	11877
55–59	4688	5077	9764	5269	5765	11034
60–64	3758	4229	7987	4381	4981	9362
65–69	3013	3670	6683	3739	4708	8446
OVER 69	5146	7243	12388	5830	9217	15047

‡See page I(2)9.

TABLE 2
DRIVER LICENSES IN FORCE BY AGE GROUP (THOUSANDS)‡

YEAR	ALL	<20	20–24	25–29	30–34	35–39	40–44	45–49	50–54	55–59	60–64	65–69	>69
1965	98502	8623	11580	10318	10028	10633	10544	9412	8169	6708	5005	3597	3885
	100.00	8.75	11.76	10.47	10.18	10.79	10.70	9.56	8.29	6.81	5.08	3.65	3.94
1966	100998	8955	12070	10734	10055	10540	10587	9613	8295	6169	5268	3719	4243
	100.00	8.87	11.95	10.63	9.96	10.44	10.48	9.52	8.21	6.11	5.22	3.68	4.20
1967	103172	8913	12604	11183	10206	10598	10743	9843	8489	7129	5377	3777	4310
	100.00	8.64	12.22	10.84	9.89	10.27	10.41	9.54	8.23	6.91	5.21	3.66	4.18
1968	105410	8009	13046	23448	20902	21126	21606	20088	8665	7290	5610	3865	4340
	100.00	7.60	12.38	22.24	19.83	20.04	20.50	19.06	8.22	6.92	5.32	3.67	4.12
1969	108306	9411	13801	11995	10640	10573	10777	10244	8829	7538	5821	4075	4602
	100.00	8.69	12.74	11.08	9.82	9.76	9.95	9.46	8.15	6.96	5.37	3.76	4.25
1970	111543	9864	14757	12769	10789	10424	10636	10431	9066	7756	6091	4226	4734
	100.00	8.84	13.23	11.45	9.67	9.35	9.54	9.35	8.13	6.95	5.46	3.79	4.24
1971	114426	9891	15267	13173	10927	10150	10383	10318	9314	8000	6485	4751	5767
	100.00	8.64	13.34	11.51	9.55	8.87	9.07	9.02	8.14	6.99	5.67	4.15	5.04
1972	118414	10377	15861	14073	11657	10393	10485	10540	9609	8175	6652	4860	5732
	100.00	8.76	13.39	11.88	9.84	8.78	8.85	8.90	8.11	6.90	5.62	4.10	4.84
1973	121546	10901	16131	14796	12285	10555	10397	10476	9804	8310	6870	5065	5956
	100.00	8.97	13.27	12.17	10.11	8.68	8.55	8.62	8.07	6.84	5.65	4.17	4.90
1974	125427	11356	16830	15765	12872	10737	10272	10357	10043	8474	7084	5245	6392
	100.00	9.05	13.42	12.57	10.26	8.56	8.19	8.26	8.01	6.76	5.65	4.18	5.10
1975	129791	11695	17633	16736	13327	11056	10232	10378	10192	8825	7372	5609	6736
	100.00	9.01	13.59	12.89	10.27	8.52	7.88	8.00	7.85	6.80	5.68	4.32	5.19
1976	134036	11852	18155	17467	14333	11618	10379	10370	10169	9138	7536	5840	7179
	100.00	8.84	13.54	13.03	10.69	8.67	7.74	7.74	7.59	6.82	5.62	4.36	5.36
1977	137901	12274	18753	18065	15031	12135	10480	10343	10205	9377	7585	6068	7585
	100.00	8.90	13.60	13.10	10.90	8.80	7.60	7.50	7.40	6.80	5.50	4.40	5.50

‡See page I(2)9.

TABLE 3
DRIVER LICENSES IN FORCE BY AGE GROUP (THOUSANDS)‡

MALE

YEAR	ALL	< 20	20–24	25–29	30–34	35–39	40–44	45–49	50–54	55–59	60–64	65–69	> 69
1965	58308	5123	6585	5882	5665	5962	5984	5457	4870	4149	3228	2448	2954
	100.00	8.79	11.29	10.09	9.72	10.23	10.26	9.36	8.35	7.12	5.54	4.20	5.07
1966	59478	5232	6803	6090	5676	5905	5999	5544	4924	4247	3374	2494	3190
	100.00	8.80	11.44	10.24	9.54	9.93	10.09	9.32	8.28	7.14	5.67	4.19	5.36
1967	60378	5253	7090	6312	5739	5922	6056	5653	4988	4311	3392	2491	3171
	100.00	8.70	11.74	10.45	9.51	9.81	10.03	9.36	8.26	7.14	5.62	4.13	5.25
1968	61203	5286	14564	13138	11658	11692	12028	11430	5053	4381	3513	2538	3177
	100.00	8.64	23.80	21.47	19.05	19.10	19.65	18.68	8.26	7.16	5.74	4.15	5.19
1969	62347	5466	7636	6686	5892	5810	5968	5769	5085	4485	3594	2636	3320
	100.00	8.77	12.25	10.72	9.45	9.32	9.57	9.25	8.16	7.19	5.76	4.23	5.33
1970	63302	5628	8083	7000	5880	5675	5834	5788	5150	4546	3692	2685	3341
	100.00	8.89	12.77	11.06	9.29	8.96	9.22	9.14	8.14	7.18	5.83	4.24	5.28
1971	64292	5579	8335	7180	5924	5493	5663	5674	5219	4605	3832	2931	3857
	100.00	8.68	12.96	11.17	9.21	8.54	8.81	8.83	8.12	7.16	5.96	4.56	6.00
1972	66027	5814	8577	7615	6273	5590	5683	5757	5348	4669	3899	2967	3835
	100.00	8.81	12.99	11.53	9.50	8.47	8.61	8.72	8.10	7.07	5.91	4.49	5.81
1973	67115	6073	8665	7905	6541	5623	5591	5680	5403	4679	3976	3059	3920
	100.00	9.05	12.91	11.78	9.75	8.38	8.33	8.46	8.05	6.97	5.92	4.56	5.84
1974	68574	6260	8981	8341	6789	5669	5490	5570	5471	4717	4047	3105	4134
	100.00	9.13	13.10	12.16	9.90	8.27	8.01	8.12	7.98	6.88	5.90	4.53	6.03
1975	70505	6419	9367	8824	7014	5822	5444	5569	5508	4858	4158	3255	4267
	100.00	9.10	13.29	12.52	9.95	8.26	7.72	7.90	7.81	6.89	5.90	4.62	6.05
1976	72523	6500	9646	9195	7529	6104	5503	5546	5463	4993	4208	3363	4473
	100.00	8.96	13.30	12.68	10.38	8.42	7.59	7.65	7.53	6.88	5.80	4.64	6.17
1977	74195	6715	9935	9471	7850	6338	5536	5505	5441	5075	4189	3490	4650
	100.00	9.05	13.39	12.77	10.58	8.54	7.46	7.42	7.33	6.84	5.65	4.70	6.27

‡See page I(2)9.

TABLE 4
DRIVER LICENSES IN FORCE BY AGE GROUP (THOUSANDS)‡

FEMALE

YEAR	ALL	<20	20–24	25–29	30–34	35–39	40–44	45–49	50–54	55–59	60–64	65–69	> 69
1965	40194	3500	4995	4436	4362	4671	4560	3955	3299	2559	1777	1149	931
	100.00	8.71	12.43	11.04	10.85	11.62	11.34	9.84	8.21	6.37	4.42	2.86	2.32
1966	41520	3723	5267	4644	4379	4635	4588	4069	3371	2672	1894	1225	1053
	100.00	8.97	12.69	11.18	10.55	11.16	11.05	9.80	8.12	6.44	4.56	2.95	2.54
1967	42794	3660	5514	4871	4467	4676	4687	4190	3501	2818	1985	1286	1139
	100.00	8.55	12.88	11.38	10.44	10.93	10.95	9.79	8.18	6.59	4.64	3.01	2.66
1968	44207	3723	5764	10310	9244	9434	9578	8658	3612	2909	2097	1327	1163
	100.00	8.42	13.04	23.32	20.91	21.34	21.67	19.59	8.17	6.58	4.74	3.00	2.63
1969	45959	3945	6165	5309	4748	4763	4889	4475	3744	2053	2227	1439	1282
	100.00	8.58	13.41	11.55	10.33	10.36	10.64	9.74	8.15	4.47	4.85	3.13	2.79
1970	48241	4236	6674	5769	4909	4749	4802	4643	3916	3210	2399	1541	1393
	100.00	8.78	13.83	11.96	10.18	9.84	9.95	9.62	8.12	6.65	4.97	3.19	2.89
1971	50134	4312	6932	5993	5003	4657	4720	4644	4095	3395	2653	1820	1910
	100.00	8.60	13.83	11.95	9.98	9.29	9.41	9.26	8.17	6.77	5.29	3.63	3.81
1972	52387	4563	7284	6458	5384	4803	4802	4783	4261	3506	2753	1893	1897
	100.00	8.71	13.90	12.33	10.28	9.17	9.17	9.13	8.13	6.69	5.26	3.61	3.62
1973	54431	4828	7466	6891	5744	4932	4806	4796	4401	3631	2894	2006	2036
	100.00	8.87	13.72	12.66	10.55	9.06	8.83	8.81	8.09	6.67	5.32	3.69	3.74
1974	56853	5096	7849	7424	6083	5068	4782	4787	4572	3757	3037	2140	2258
	100.00	8.96	13.81	13.06	10.70	8.91	8.41	8.42	8.04	6.61	5.34	3.76	3.97
1975	59286	5276	8266	7912	6313	5234	4788	4809	4684	3967	3214	2354	2469
	100.00	8.90	13.94	13.35	10.65	8.83	8.08	8.11	7.90	6.69	5.42	3.97	4.16
1976	61513	5352	8509	8272	6804	5514	4876	4824	4706	4145	3328	2477	2706
	100.00	8.70	13.83	13.45	11.06	8.96	7.93	7.84	7.65	6.74	5.41	4.03	4.40
1977	63706	5559	8818	8594	7181	5797	4944	4838	4764	4302	3396	2578	2935
	100.00	8.73	13.84	13.49	11.27	9.10	7.76	7.59	7.48	6.75	5.33	4.05	4.61

‡See page I(2)9.

Data for 1977 are preliminary estimates provided by the Highway Statistics Division, Federal Highway Administration, U.S. Department of Transportation, Nassif Building, 400 7th Street, SW., Washington, D.C. 20590, (202) 426-0180.

For more information about this and other Highway Safety Facts, write the National Center for Statistics and Analysis, NRD-34, National Highway Traffic Safety Administration, 2100 Second Street, SW., Washington, D.C. 20590.

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*Mundy, Arlene, *1978 Driver License Administration Requirements and Fees,* Vehicles, Drivers and Fuel Branch, Highway Statistics Division, Federal Highway Administration, U.S. Department of Transportation, February 1978.

‡Federal Highway Administration, *Highway Statistics Summary to 1975,* Highway Statistics Division, U.S. Department of Transportation, No. FHWA-HP-HS-S75, 1975.

‡U.S. Bureau of the Census, *Current Population Reports,* Series P-25, No. 519, April 1974, and Series P-25, No. 721, April 1978.

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National Highway Traffic Safety Administration

Highway Safety Facts

National Center for Statistics and Analysis

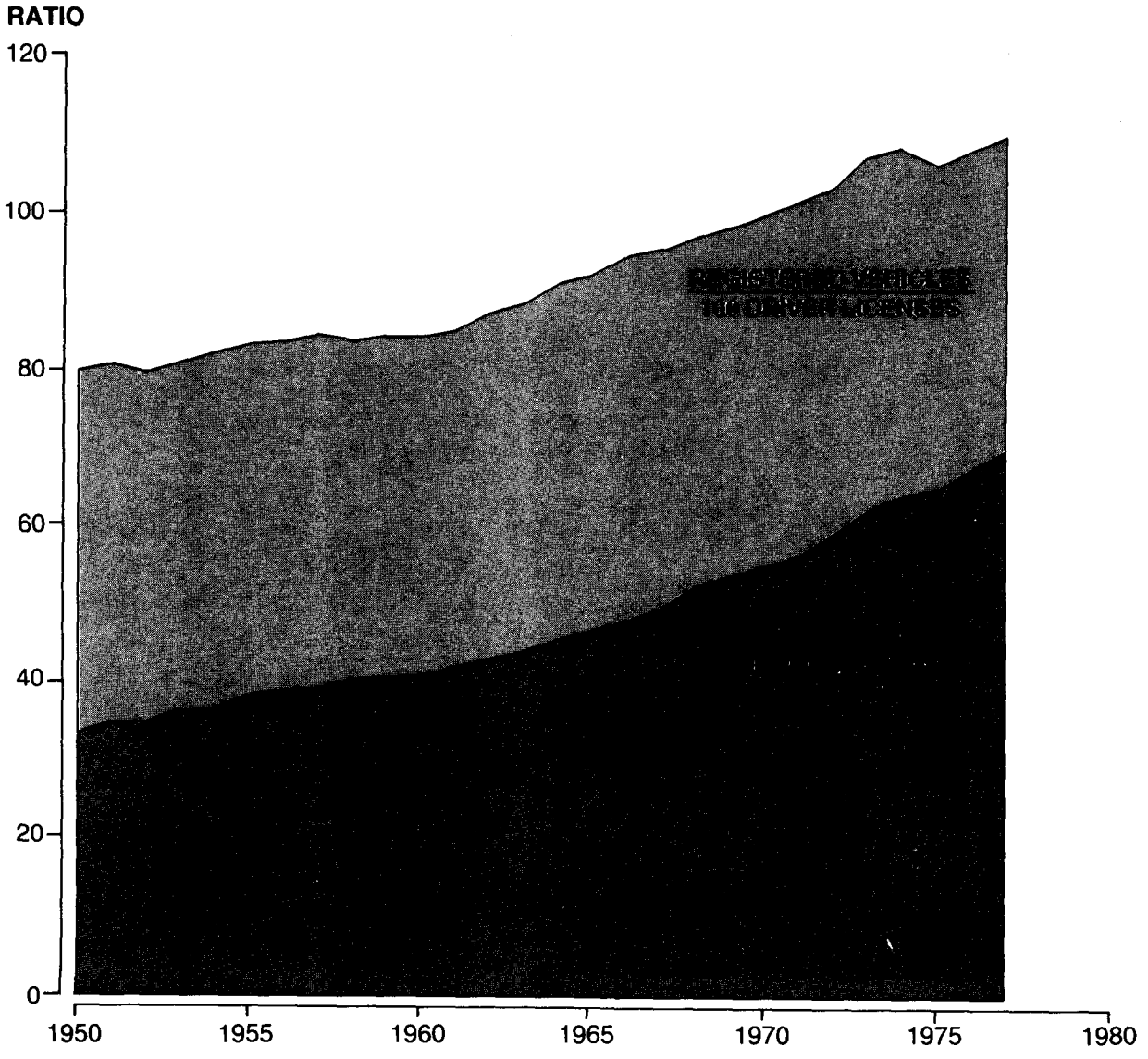
Volume I, Number 3 December 1978

MOTOR VEHICLE REGISTRATION

In 1915, all states had a registration law, but it was not until 1921 that annual registration was required by all states. Accompanying the growth in motor vehicle registrations has been a corresponding diversity in the registration practices among the states. Therefore, the registration data that are submitted by the states are supplemented by the Federal Highway Administration (FHWA) with information obtained from special studies and other sources.

Motor vehicle registrations in the United States have increased since 1950 at a higher average annual rate than the U.S. resident population. Figure 1 illustrates the relative increase in motor vehicles compared to driver licenses in force and the U.S. resident population. In 1950, there was one vehicle for every three persons in the United States. By 1977, there were two vehicles for every three persons.

FIGURE 1
TREND IN RATIOS OF REGISTERED VEHICLES TO DRIVER LICENSES AND POPULATION, 1950–1977.



In 1977, there were nearly 149 million motor vehicles registered, an increase of over 5 million or 3.7 percent from 1976. The vehicle types showing the largest percentage increase were commercial buses, trucks and school buses. Motorcycle registrations have increased at an average annual rate of 11 percent between 1966 and 1976, however, from 1976 to 1977 the increase was only 1.1 percent.

TABLE 1
GROWTH IN POPULATION AND MOTOR VEHICLE REGISTRATION

	1966	1976	AVG. ANNUAL PERCENT INCREASE 1966–1976	PERCENT INCREASE 1966–1976	1977	PERCENT INCREASE 1976–1977
TOTAL REGISTERED MOTOR VEHICLES	95,703,030	143,538,495	4.14	49.98	148,880,000	3.72
AUTOMOBILES	78,124,688	110,351,327	3.51	41.25	114,113,000	3.41
TRUCKS	15,502,994	27,719,597	5.98	78.80	29,218,000	5.41
SCHOOL BUSES	237,714	379,178	4.78	59.51	398,160	5.01
COMMERCIAL BUSES	84,456	99,161	1.62	17.41	105,840	6.74
MOTORCYCLES ETC	1,753,178	4,989,232	11.02	84.58	5,045,000	1.12
U.S. RESIDENT POPULATION JULY 1	195,576,000	214,669,000	.94	9.76	216,332,000	.77
REGISTERED MOTOR VEHICLES PER CAPITA	.49	.67	3.17	36.64	.69	2.92

Table 2 is the supporting data for Figure 1.

TABLE 2
TREND IN RATIOS OF REGISTERED VEHICLES TO DRIVER LICENSES AND POPULATION, 1950–1977

YEAR	REGISTERED VEHICLE/ DRIVER LICENSE	REGISTERED VEHICLE/ POPULATION
1950	.80	.33
1951	.81	.34
1952	.80	.34
1953	.81	.36
1954	.82	.36
1955	.84	.38
1956	.84	.39
1957	.85	.39
1958	.84	.40
1959	.85	.41
1960	.85	.41
1961	.86	.42
1962	.88	.43
1963	.89	.44
1964	.91	.46
1965	.93	.47
1966	.95	.49
1967	.96	.50
1968	.98	.52
1969	.99	.53
1970	1.00	.55
1971	1.02	.56
1972	1.03	.59
1973	1.07	.62
1974	1.08	.64
1975	1.06	.65
1976	1.07	.67
1977	1.08	.69

Data for 1976 and 1977 preliminary estimates are provided by the Highway Statistics Division, Federal Highway Administration, U.S. Department of Transportation, Nassif Building, 400 7th Street, SW., Washington, D.C. 20590, (202) 426-0180.

For more information about this and other Highway Safety Facts, write the National Center for Statistics and Analysis, NRD-34, National Highway Traffic Safety Administration, 2100 Second Street, SW., Washington, D.C. 20590.

References

Federal Highway Administration, *Highway Statistics Summary to 1975,* Highway Statistics Division, U.S. Department of Transportation, No. FHWA-HP-HS-S75, 1975.

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National Highway Traffic Safety Administration

Highway Safety Facts

National Center for Statistics and Analysis

Volume I, Number 4 December 1978

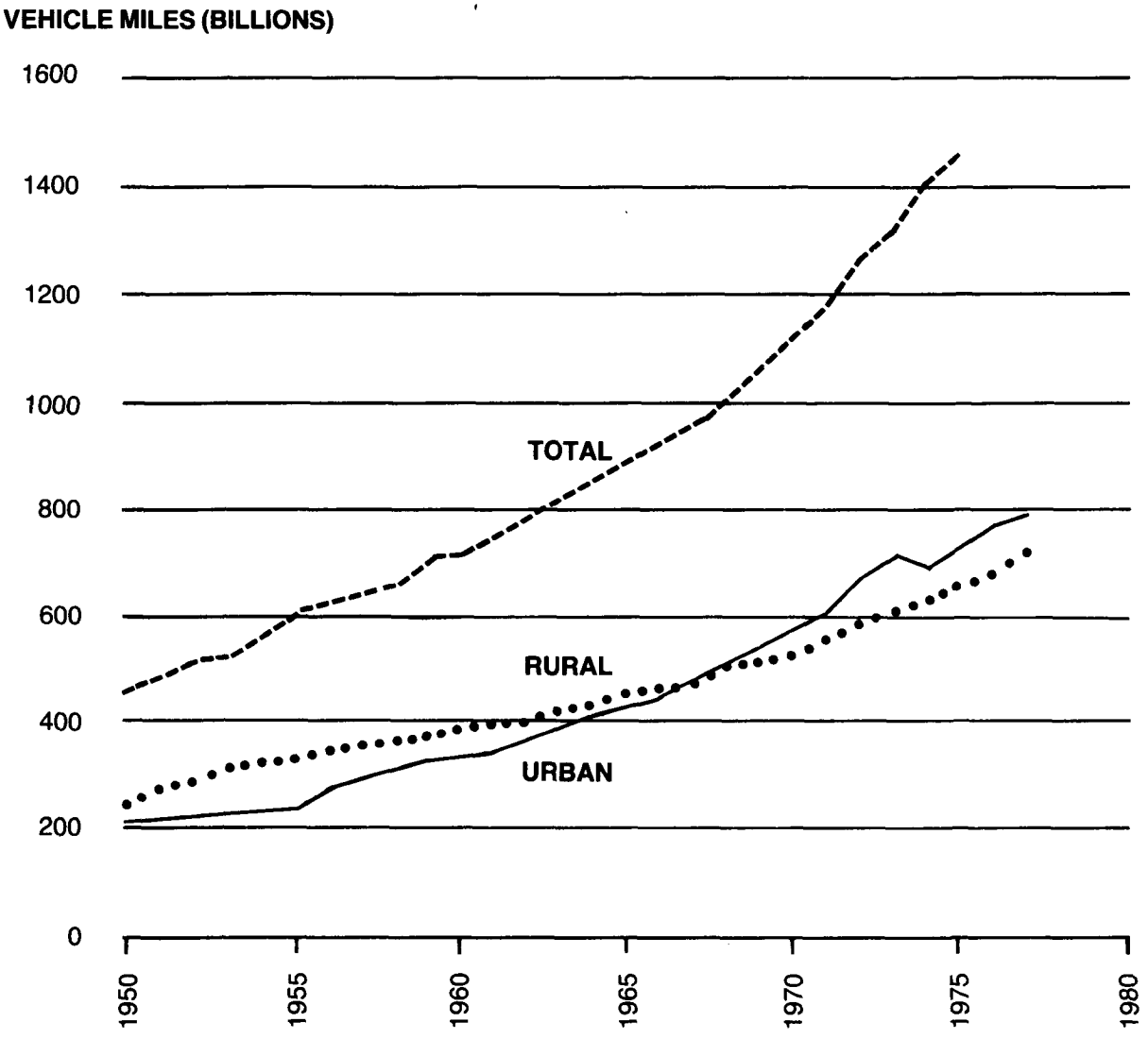
MOTOR VEHICLE MILEAGE

Estimates by the Federal Highway Administration (FHWA) of vehicle miles traveled are based on traffic counts, fuel consumption, vehicle registrations and home interview data.

Total motor vehicle travel in urban areas has increased more rapidly than in rural areas. In 1977, urban travel represented 54 percent of all motor vehicle miles traveled in the United States as compared to 50 percent in 1967.

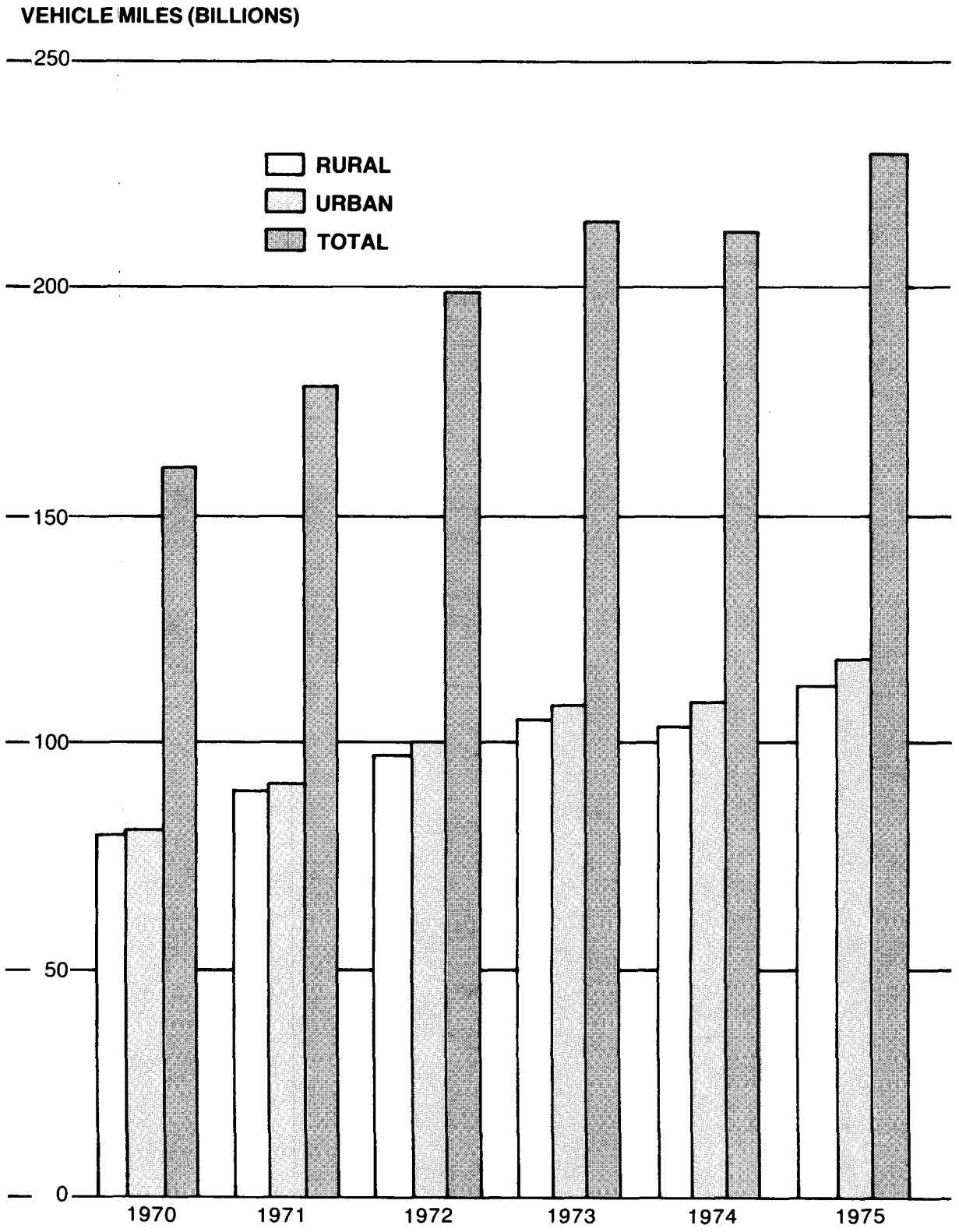
In 1974, due to the gasoline crisis, the number of vehicle miles traveled was less than that of 1973. As shown in Figure 1, this was the first time since before 1950, that annual travel mileage did not exceed the previous year's mileage. However, as gasoline supplies increased, travel resumed its upward trend in 1975. From 1975 to 1977, the number of vehicle miles traveled increased by more than 150 billion miles, an average annual rate of 3.4 percent.

FIGURE 1
TOTAL MOTOR VEHICLE TRAVEL, 1950–1977



On the interstate highway system there is a nearly equal division of rural and urban travel. (See Figure 2.) The "Interstate Highway System" is synonymous with the FHWA category "Interstate (Final)."

FIGURE 2
MOTOR VEHICLE TRAVEL ON THE INTERSTATE HIGHWAY SYSTEM, 1970–1975



As shown in Figures 3 and 4, urban travel on the primary highway system is on the increase while urban travel on the secondary highway system is declining. "Primary Highway System" includes the FHWA categories of "Interstate Traveled Way," "Other Federal Aid Primary Highways," and "Federal Aid Urban Highways." "Secondary Highway Systems" includes the FHWA categories of "State and Local Federal Aid Highways," "Other State Highways," and "Local Roads and Streets."

FIGURE 3
MOTOR VEHICLE TRAVEL ON PRIMARY HIGHWAY SYSTEMS, 1970–1975

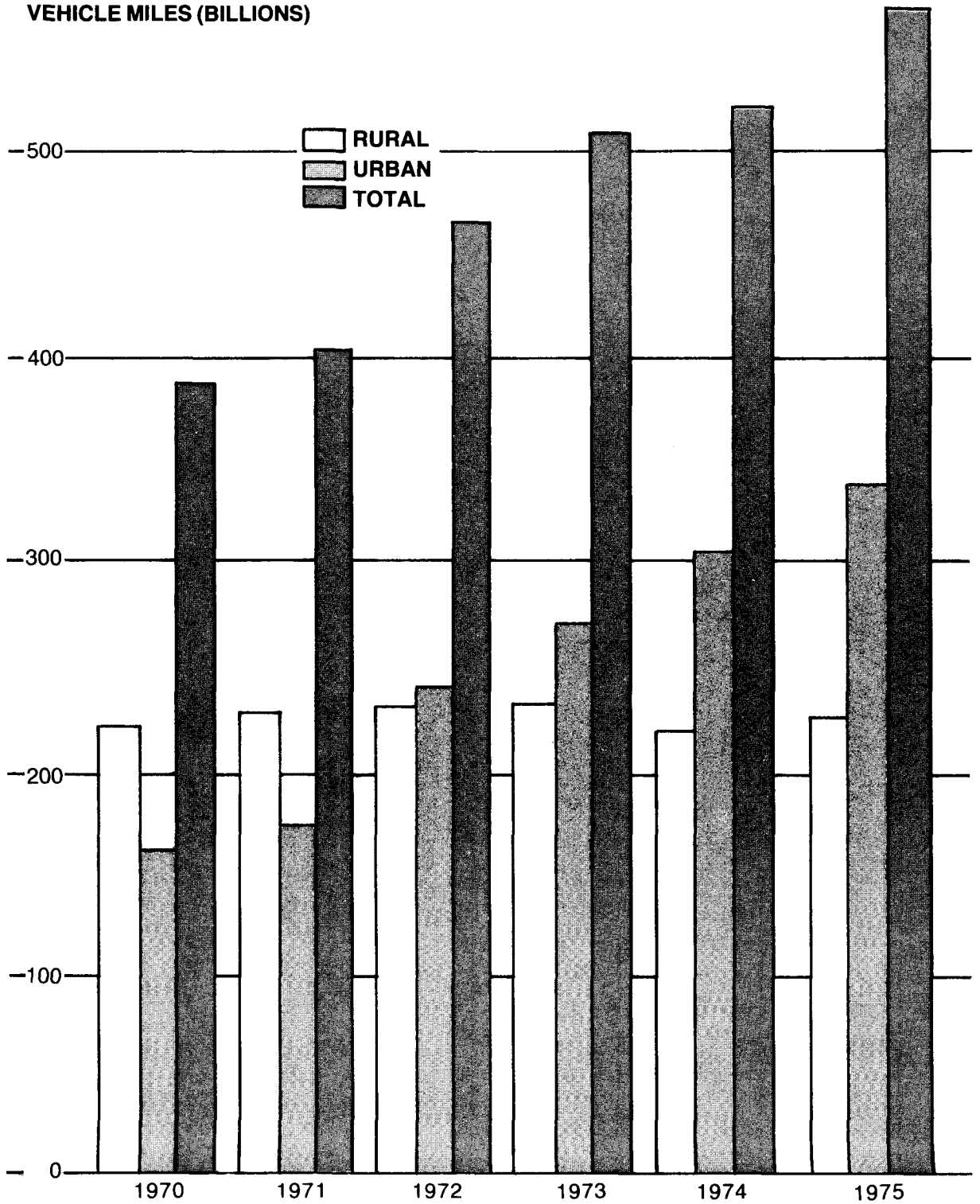
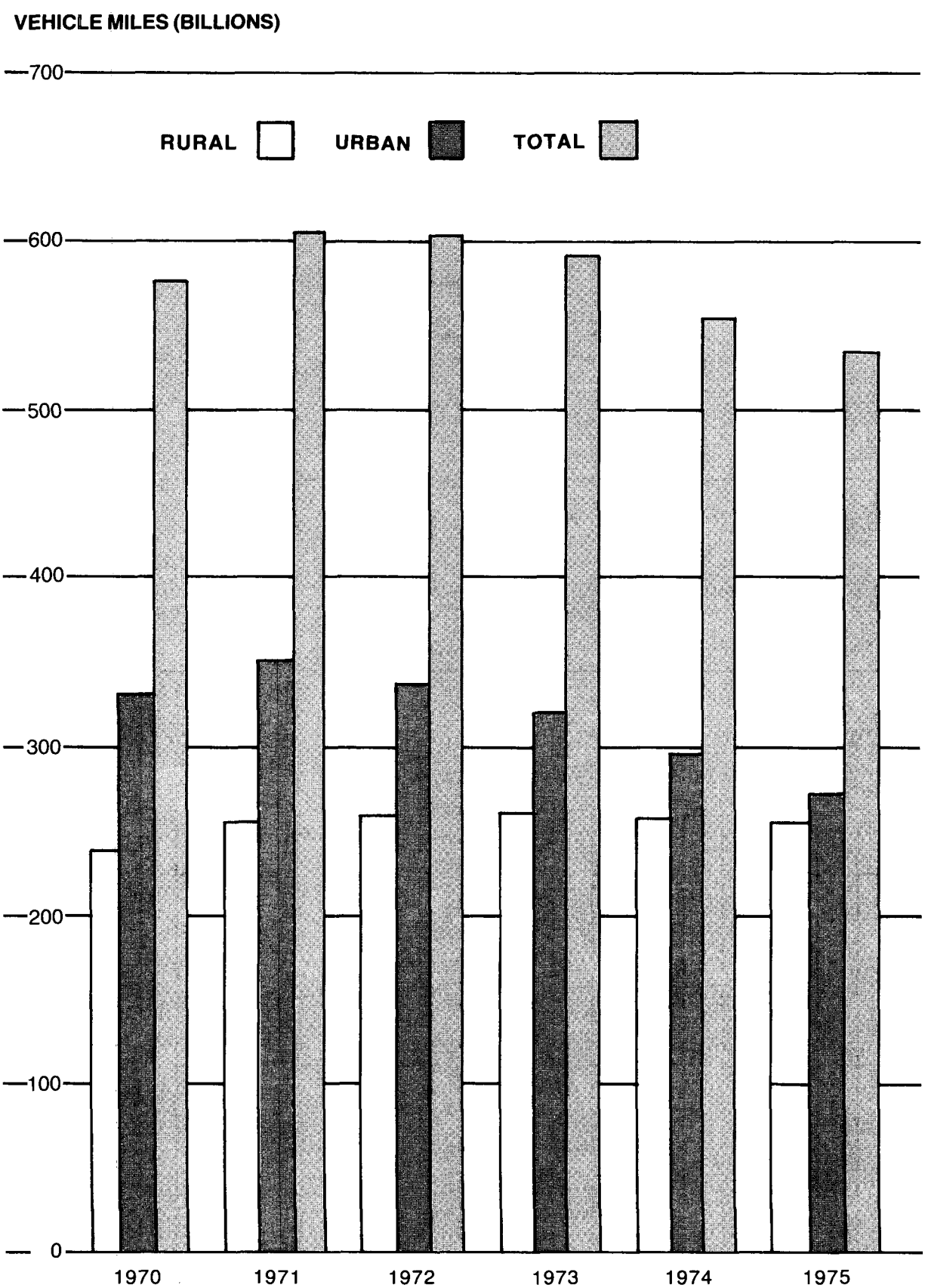


FIGURE 4
MOTOR VEHICLE TRAVEL ON SECONDARY HIGHWAY SYSTEMS, 1970–1975



In 1976, total motor vehicle travel increased 5.89 percent over that of 1975. The vehicle types showing the largest percentage increase were school buses, single-unit trucks and commercial buses. (See Table 1.)

TABLE 1
COMPARISON OF NUMBER OF MILES TRAVELED ANNUALLY BY TYPE OF VEHICLE, 1975–1976

	TOTAL TRAVEL (MILLIONS)			AVERAGE ANNUAL TRAVEL PER VEHICLE		
TYPE OF VEHICLE	1975	1976	% CHANGE	1975	1976	% CHANGE
PASSENGER CARS	1,028,121	1,074,000	4.46	9,634	9,733	1.03
MOTORCYCLES	22,351	22,452	.45	4,500	4,500	.00
COMM. BUSES	2,648	2,899	9.48	28,230	29,948	6.09
SCHOOL BUSES	2,500	2,862	14.48	6,788	7,502	10.52
S-U TRUCKS	218,894	247,895	13.25	8,882	9,355	5.33
M-U TRUCKS	55,560	59,055	6.29	49,125	48,366	−1.55
ALL	1,330,776	1,409,163	5.89	10,009	9,817	−1.92

The following tabulations contain supporting data for the displays presented, along with current and historical information on motor vehicle mileage by month, and motor vehicle type.

TABLE 2
ESTIMATED MONTHLY MOTOR VEHICLE TRAVEL IN THE UNITED STATES

	MONTH											
SYSTEM	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	1976 INDIVIDUAL MONTHLY VEHICLE-MILES OF TRAVEL IN BILLIONS											
MAIN RURAL	34.2	33.3	39.3	41.3	43.8	45.4	49.8	49.9	42.8	42.5	39.4	39.2
LOCAL RURAL	9.4	9.3	10.7	11.7	12.8	12.8	13.6	13.6	12.5	12.4	11.2	10.5
URBAN	58.8	55.9	64.3	64.0	66.7	65.9	67.5	68.5	64.2	66.3	62.4	63.3
ALL SYSTEMS	102.5	98.5	114.3	117.0	123.3	124.1	130.9	131.9	119.4	121.2	113.0	113.0
	1976 CUMULATIVE MONTHLY VEHICLE-MILES OF TRAVEL IN BILLIONS											
MAIN RURAL	34.2	67.6	106.9	148.2	192.0	237.4	287.2	337.1	379.9	422.4	461.8	501.0
LOCAL RURAL	9.4	18.7	29.4	41.1	53.9	66.7	80.3	93.9	106.3	118.8	129.9	140.5
URBAN	58.8	114.7	179.0	243.0	309.7	375.6	443.1	511.5	575.7	642.0	704.4	767.7
ALL SYSTEMS	102.5	201.0	315.3	432.3	555.6	679.7	810.6	942.5	1061.9	1183.1	1296.1	1409.2

TABLE 3
AVERAGE NUMBER OF MILES TRAVELED ANNUALLY BY TYPE OF VEHICLE

Year		PASSENGER CARS	MOTOR-CYCLES	COMMERCIAL BUSES	SCHOOL BUSES	SINGLE-UNIT TRUCKS	MULTI-UNIT TRUCKS	ALL MOTOR VEHICLES
1972	TOTAL MILES TRAVELED (MILLIONS)	986,407	17,091	2,750	2,359	213,122	46,613	1,265,097
	PERCENT OF TOTAL	77.77	1.35	.22	.19	16.80	3.68	100.00
	AVERAGE ANNUAL TRAVEL	10,184	4,500	30,968	7,414	10,525	47,084	10,323
1973	TOTAL MILES TRAVELED (MILLIONS)	1,016,645	19,594	2,548	2,412	219,128	48,019	1,316,728
	PERCENT OF TOTAL	77.70	1.50	.19	.18	16.75	3.67	100.00
	AVERAGE ANNUAL TRAVEL	9,990	4,498	28,469	7,178	9,868	46,716	10,127
1974	TOTAL MILES TRAVELED (MILLIONS)	990,721	22,347	2,610	2,450	211,460	56,059	1,283,325
	PERCENT OF TOTAL	77.06	1.74	.20	.19	16.45	4.36	100.00
	AVERAGE ANNUAL TRAVEL	9,448	4,500	28,968	6,865	8,981	51,667	9,513
1975	TOTAL MILES TRAVELED (MILLIONS)	1,028,121	22,351	2,648	2,500	218,894	55,560	1,330,776
	PERCENT OF TOTAL	77.30	1.68	.20	.19	16.46	4.18	100.00
	AVERAGE ANNUAL TRAVEL	9,634	4,500	28,230	6,788	8,882	49,125	10,009
1976	TOTAL MILES TRAVELED (MILLIONS)	1,074,000	22,452	2,899	2,862	247,895	59,055	1,409,163
	PERCENT OF TOTAL	76.22	1.59	.21	.20	17.59	4.19	100.00
	AVERAGE ANNUAL TRAVEL	9,733	4,500	29,948	7,502	9,355	48,366	9,817

TABLE 4
TOTAL MOTOR VEHICLE TRAVEL BY HIGHWAY SYSTEM, 1968–1975

	ALL TRAVEL	INTERSTATE HIGHWAY SYSTEMS			PRIMARY HIGHWAY SYSTEMS			SECONDARY HIGHWAY SYSTEMS		
YEAR	TOTAL (BILLIONS)	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL
1968	1,019.7	62.3	64.0	126.3	215.2	146.9	362.1	228.4	303.0	531.4
1969	1,066.1	71.8	73.2	145.0	219.0	155.6	374.5	235.9	316.6	552.4
1970	1,114.1	79.5	81.5	161.0	221.0	160.6	381.6	241.3	335.9	577.2
1971	1,186.3	89.5	90.1	180.0	228.2	171.9	400.1	255.2	352.0	607.1
1972	1,265.1	99.0	100.6	199.6	229.3	236.3	465.5	262.6	341.4	604.0
1973	1,316.7	107.1	108.5	215.6	231.4	275.4	506.8	263.8	323.6	587.4
1974	1,283.3	104.6	109.3	213.9	220.4	302.3	522.7	258.7	294.2	552.9
1975	1,330.8	112.0	118.3	230.3	226.6	338.7	565.4	262.0	272.5	534.5

TABLE 5
RURAL, URBAN, AND TOTAL MOTOR VEHICLE TRAVEL, 1950–1977 (VEHICLE MILES, BILLIONS)

YEAR	RURAL	URBAN	TOTAL
1950	240.0	218.2	458.2
1951	268.4	222.7	491.1
1952	289.5	224.1	513.6
1953	308.4	236.1	544.4
1954	314.4	247.6	562.0
1955	330.5	275.1	605.6
1956	344.0	287.2	631.2
1957	350.3	296.7	647.0
1958	357.6	307.1	664.7
1959	376.7	323.8	700.5
1960	387.3	331.6	718.8
1961	397.9	339.6	737.5
1962	398.8	368.1	766.9
1963	420.0	385.4	805.4
1964	441.4	405.1	846.5
1965	463.8	423.9	887.6
1966	477.1	450.8	927.9
1967	481.9	484.1	966.0
1968	505.9	513.8	1,019.7
1969	524.3	541.8	1,066.1
1970	539.5	574.6	1,114.1
1971	572.9	610.6	1,183.5
1972	590.7	674.4	1,265.1
1973	604.7	712.0	1,316.7
1974	583.8	699.5	1,283.3
1975	601.1	729.6	1,330.8
1976	630.8	778.3	1,409.2
1977	669.0	796.5	1,465.5

Data for 1976, and 1977 preliminary estimates are provided by the Highway Statistics Division, Federal Highway Administration, U.S. Department of Transportation, Nassif Building, 400 7th Street, SW., Washington, D.C., 20590, (202) 426-0180.

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National Highway Traffic Safety Administration

Highway Safety Facts

National Center for Statistics and Analysis

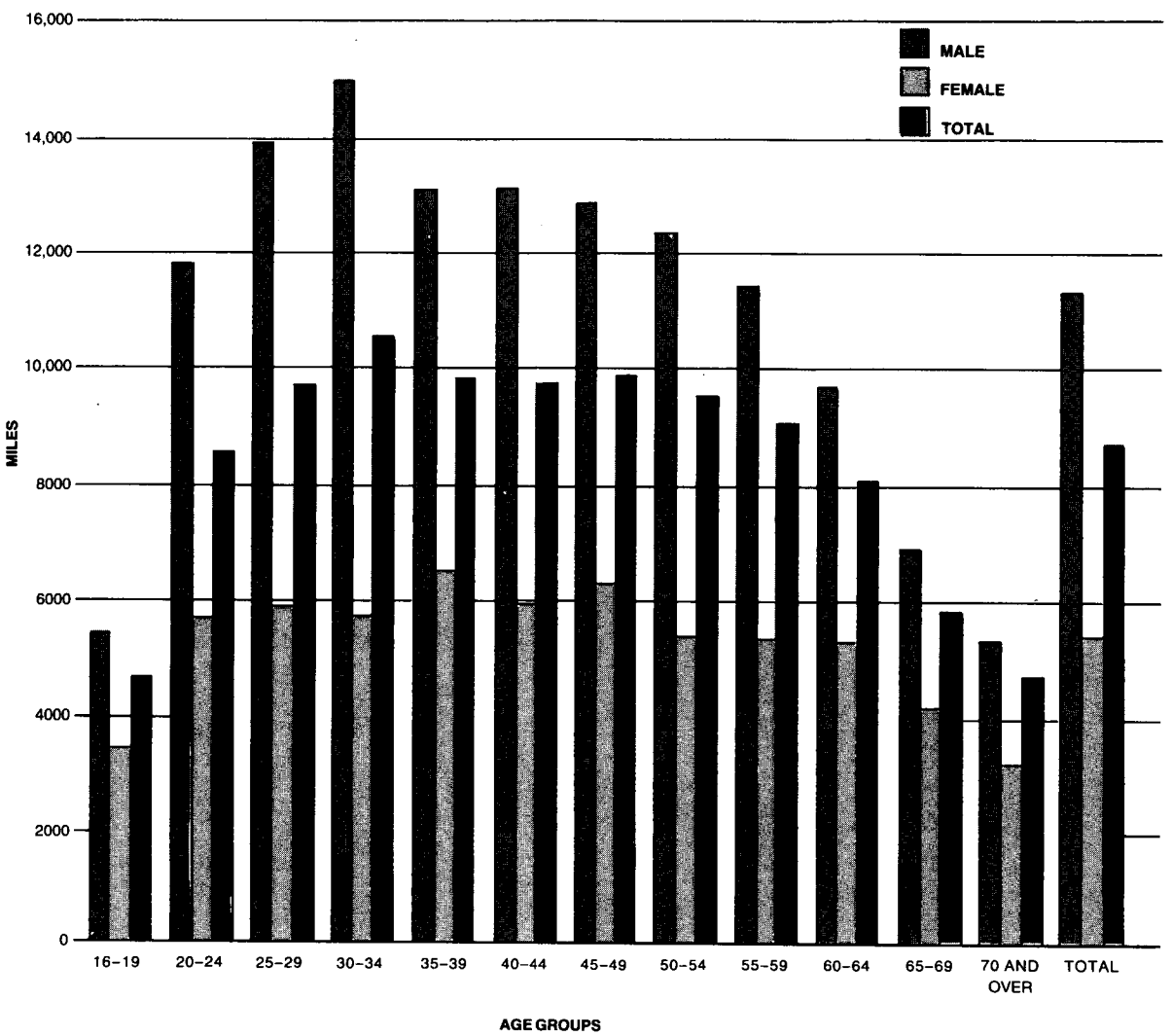
Volume I, Number 5 December 1978

PASSENGER CAR USAGE CHARACTERISTICS

The Nationwide Personal Transportation Survey conducted by the Bureau of the Census during 1969–70 was designed to obtain up-to-date information on national patterns of travel. Selected results of this survey are presented in this section.

The average mileage for all automobile drivers was 8,685 miles per year. Mileage varied from a high of 10,274 miles per year for the 30–34 age group to a low of 4,633 miles per year for the 16–19 age group. The average mileage for males was 11,352 per year, more than double the 5,411 miles per year for the average female driver. (See Figure 1.)

FIGURE 1
ESTIMATED AVERAGE ANNUAL MILES DRIVEN PER LICENSED DRIVER BY AGE AND SEX*



*See page I(5)7.

Person Trips by Age and Sex

A person trip is a one-way trip by private motor vehicle or some form of public transportation, excluding walk trips. In each age group, males made a greater proportion of trips as automobile drivers than did women. The total for all ages showed that males were at the wheel for around 60 percent of their trips. Females were at the wheel about 40 percent of their trips. (See Table 1.)

TABLE 1
PERCENT DISTRIBUTION OF ANNUAL AUTOMOBILE TRIPS BY AGE AND SEX†

AGE GROUP	TOTAL TRIPS BY ALL MODES FOR EACH AGE GROUP = 100%									
	MALES					FEMALES				
	DRIVER	PASSENGER	AUTOMOBILE TOTAL	OTHER MODES	TOTAL PERCENT	DRIVER	PASSENGER	AUTOMOBILE TOTAL	OTHER MODES	TOTAL PERCENT
5–13	0	70	70	30	100	0	74	74	26	100
14–15	5	62	67	33	100	4	65	69	31	100
16–20	60	25	85	15	100	38	49	87	13	100
21–25	76	14	90	10	100	47	45	92	8	100
26–29	78	10	88	12	100	57	36	93	7	100
30–39	77	8	85	15	100	63	32	95	5	100
40–49	75	8	83	17	100	55	37	92	8	100
50–59	76	9	85	15	100	45	46	91	9	100
60–64	74	8	82	18	100	38	50	88	12	100
65–69	74	11	85	15	100	41	47	88	12	100
70 AND OVER	70	19	89	11	100	29	66	95	5	100
TOTAL	61	22	83	17	100	41	47	88	12	100

†See page I(5)7.

Purpose of Trips

Thirty-three percent of automobile mileage was spent in social and recreational travel. Since occupancy was generally higher during such travel, this 33 percent of vehicle miles represents almost 43 percent of the passenger miles of exposure to possible accident. (See Table 2.)

TABLE 2
DISTRIBUTION OF AUTOMOBILE TRIPS. VEHICLE-MILES OF TRAVEL AND PASSENGER MILES BY TRIP PURPOSE‡§

TRIP PURPOSE	PERCENT OF AUTOMOBILE		AVERAGE OCCUPANTS	PERCENT OF PASSENGER MILES
	TRIPS	TRAVEL		
EARNING A LIVING				
HOME-TO-WORK	31.9	33.7	1.4	24.0
RELATED BUSINESS	4.3	7.9	1.6	6.4
SUBTOTAL	36.2	41.6		30.4
FAMILY BUSINESS				
SHOPPING	15.2	7.5	2.0	7.6
MEDICAL AND DENTAL	1.8	1.6	2.1	1.7
OTHER	14.0	10.2	1.9	9.9
SUBTOTAL	31.0	19.3		19.2
CIVIC, EDUCATIONAL AND RELIGIOUS	9.3	4.9	2.5	6.3
SOCIAL AND RECREATIONAL				
VISITING FRIENDS AND RELATIVES	8.9	12.1	2.3	14.1
PLEASURE DRIVING	1.4	3.1	2.7	4.3
VACATIONS	0.1	2.5	3.3	4.2
OTHER	12.0	15.3	2.6	20.3
SUBTOTAL	22.4	33.0		42.9
OTHER AND UNKNOWN	1.1	1.2	1.9	1.2
TOTAL	100.0	100.0	–	100.0

‡§See page I(5)7.

Trip Length

The average trip length for all purposes was shortest for personal services workers (6.7) and longest for the occupational group other proprietors, managers and officials (11.4 miles). (See Table 3.)

TABLE 3
AVERAGE TRIP LENGTH (MILES) BY MAJOR TRIP PURPOSE AND DRIVER OCCUPATION‡

OCCUPATIONAL GROUPS	TRIP PURPOSE				
	EARNING A LIVING	FAMILY BUSINESS	CIVIC, EDUCATIONAL, AND RELIGIOUS	SOCIAL AND RECREATIONAL	TOTAL
PROFESSIONALS AND SEMI-PROFESSIONALS	10.1	5.9	5.3	17.3	9.9
FARMERS AND FARM MANAGERS	7.3	11.2	5.7	17.0	10.9
OTHER PROPRIETORS, MANAGERS AND OFFICIALS	12.3	6.8	3.7	18.0	11.4
STORE AND OFFICE CLERKS AND SALESMEN	10.3	5.1	4.9	10.4	8.7
CRAFTSMEN, FOREMEN, SKILLED LABORERS, ETC.	11.3	5.1	3.5	17.7	10.4
OPERATORS, SEMISKILLED AND UNSKILLED WORKERS AND LABORERS	9.0	5.5	4.6	12.2	8.4
PROTECTIVE SERVICES	7.8	6.1	7.7	17.1	8.9
PERSONAL SERVICES	8.3	4.5	4.3	7.1	6.7
ALL DRIVERS	10.2	5.6	4.7	13.1	8.9

‡See page I(5)7.

More than 60 percent of all automobile trips, are 5 miles or less and represent 15.7 percent of all vehicle miles traveled. Trips of 21 miles and over account for 8.3 percent of all trips and 47.4 percent of all vehicle miles of travel. (See Table 4.)

TABLE 4
PERCENT OF AUTOMOBILE TRIPS BY TRIP LENGTH (MILES) AND PLACE OF RESIDENCE‡

PLACE OF RESIDENCE	TRIP LENGTH—MILES										AVERAGE TRIP LENGTH (MILES)	PERCENT OF VEHICLE-MILES OF TRAVEL
	5 & LESS	6-10	11-20	21 & OVER	TOTAL	5 & LESS	6-10	11-20	21 & OVER	TOTAL		
	PERCENT OF AUTOMOBILE TRIPS					PERCENT OF VEHICLE-MILES OF TRAVEL						
UNINCORPORATED AREAS	55.1	21.6	15.1	8.2	100.0	13.8	16.2	23.5	46.5	100.0	9.8	37.8
INCORPORATED PLACES												
UNDER 5,000	61.7	12.5	14.8	11.0	100.0	10.2	9.6	22.1	58.1	100.0	10.4	8.7
5,000–24,999	67.5	14.2	11.0	7.3	100.00	16.8	14.9	21.2	47.1	100.0	7.9	19.8
25,000–49,999	70.9	12.0	10.2	6.9	100.0	19.6	12.3	20.0	48.1	100.0	7.8	6.2
50,000–99,999	70.3	15.1	7.8	6.8	100.0	19.5	15.0	14.7	50.8	100.0	8.1	7.0
100,000–999,999	65.7	18.4	10.8	5.1	100.0	21.2	19.3	21.5	38.0	100.0	7.7	14.1
1,000,000 & OVER	55.3	21.6	13.4	9.7	100.0	10.6	15.3	17.9	56.2	100.0	11.7	6.4
ALL PLACES	66.2	15.4	11.1	7.3	100.0	16.8	15.0	20.2	48.0	100.0	8.4	62.2
ALL AREAS & PLACES	62.4	16.8	12.5	8.3	100.0	15.7	15.4	21.5	47.4	100.0	8.9	100.0

‡See page I(5)7.

Household Trip Characteristics

Passenger car travel for the more densely populated areas is inversely related to population size, indicating decreasing use of the automobile and increasing reliance on public transit and walking as population density increases. (See Table 5.)

TABLE 5
PASSENGER CAR TRIPS AND VEHICLE-MILES OF TRAVEL BY HOUSEHOLDS IN INCORPORATED PLACES†‖

POPULATION SIZE	TRIPS PER HOUSEHOLD		VEHICLE-MILES PER HOUSEHOLD		PERCENT OF VEHICLE-MILES OF TRAVEL
	ANNUAL	DAILY	ANNUAL	DAILY	
UNDER 5,000	1,056	2.9	10,976	30.1	8.7
5,000–24,999	1,870	5.1	14,696	40.2	19.8
25,000–49,999	1,479	4.1	11,601	31.8	6.2
50,000–99,999	1,344	3.7	10,840	29.7	7.0
100,000–999,999	1,226	3.4	9,399	25.8	14.1
1,000,000 AND OVER	700	1.9	8,210	22.5	6.4
ALL INCORPORATED PLACES	1,321	3.6	11,105	30.4	62.2

†‖ See page I(5)7.

Mode of Transportation

More than 70 percent of all workers from 18 to 40 years of age used the automobile for home-to-work transportation. In the 16–17 age group, over 60 percent of the workers rode to work in automobiles, more often as passengers, and more than one out of six walked. Workers 40 years of age and older preferred the automobile for home-to-work commuting, although the use of the automobile decreased with increasing age. The use of public transportation was greatest by workers 70 years of age and older. (See Table 6.)

TABLE 6
PERCENT OF EMPLOYED PERSONS BY MODE OF HOME-TO-WORK TRANSPORTATION**

	MODE OF TRANSPORTATION					
	AUTOMOBILE					
AGE GROUP	DRIVER	PASSENGER	TOTAL	PUBLIC TRANSPORTATION	WALK	OTHER
16–17	30.7	32.9	63.6	9.1	15.2	12.1
18–20	48.9	23.7	72.6	8.6	6.2	12.6
21–25	48.0	23.9	71.9	9.2	4.4	14.5
26–29	51.7	20.9	72.6	6.2	2.3	18.9
30–34	55.9	15.2	71.1	5.4	3.6	19.9
35–39	53.7	17.2	70.9	5.4	4.0	19.7
40–49	52.0	16.0	68.0	6.7	4.5	20.8
50–59	43.9	19.8	63.7	6.9	5.2	24.2
60–69	39.0	18.0	57.0	9.5	7.7	25.8
70 AND OLDER	27.7	12.0	39.7	13.1	7.4	39.8
ALL WORKERS	48.4	19.0	67.4	7.2	5.0	20.4

**See page I(5)7.

In 1969 to 1970 data for the Nationwide Personal Transportation Survey were collected by the Bureau of the Census of the Department of Commerce for the Federal Highway Administration of the Department of Transportation.

Data for 1976 and 1977 preliminary estimates are provided by the Highway Statistics Division, Federal Highway Administration (FHWA), U.S. Department of Transportation, Nassif Building, 400 7th Street, SW., Washington, D.C. 20590, (202) 426-0180.

For more information about this and other Highway Safety Facts, write the National Center for Statistics and Analysis, NRD-34, National Highway Traffic Safety Administration, 2100 Second Street, SW., Washington, D.C. 20590.

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National Highway Traffic Safety Administration

Highway Safety Facts

National Center for Statistics and Analysis

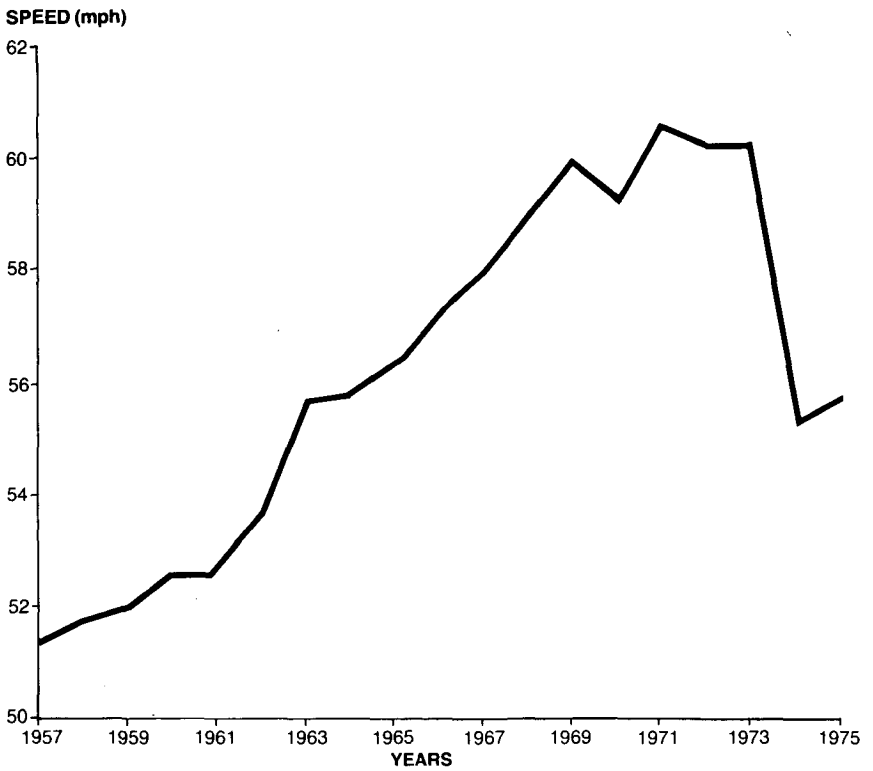
Volume I, Number 6 December 1978

TRAVEL SPEEDS

From 1947 to 1975, annual spot speed study programs* were conducted by state highway departments and data were submitted to the Federal Highway Administration. These annual studies have provided an indicator of free-flowing vehicle speeds on level, straight sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities are low.

*See page I(6)6.

FIGURE 1
AVERAGE FREE-MOVING TRAVEL SPEED OF ALL VEHICLES ON MAIN RURAL ROADS, 1957–1975†



†See page I(6)6.

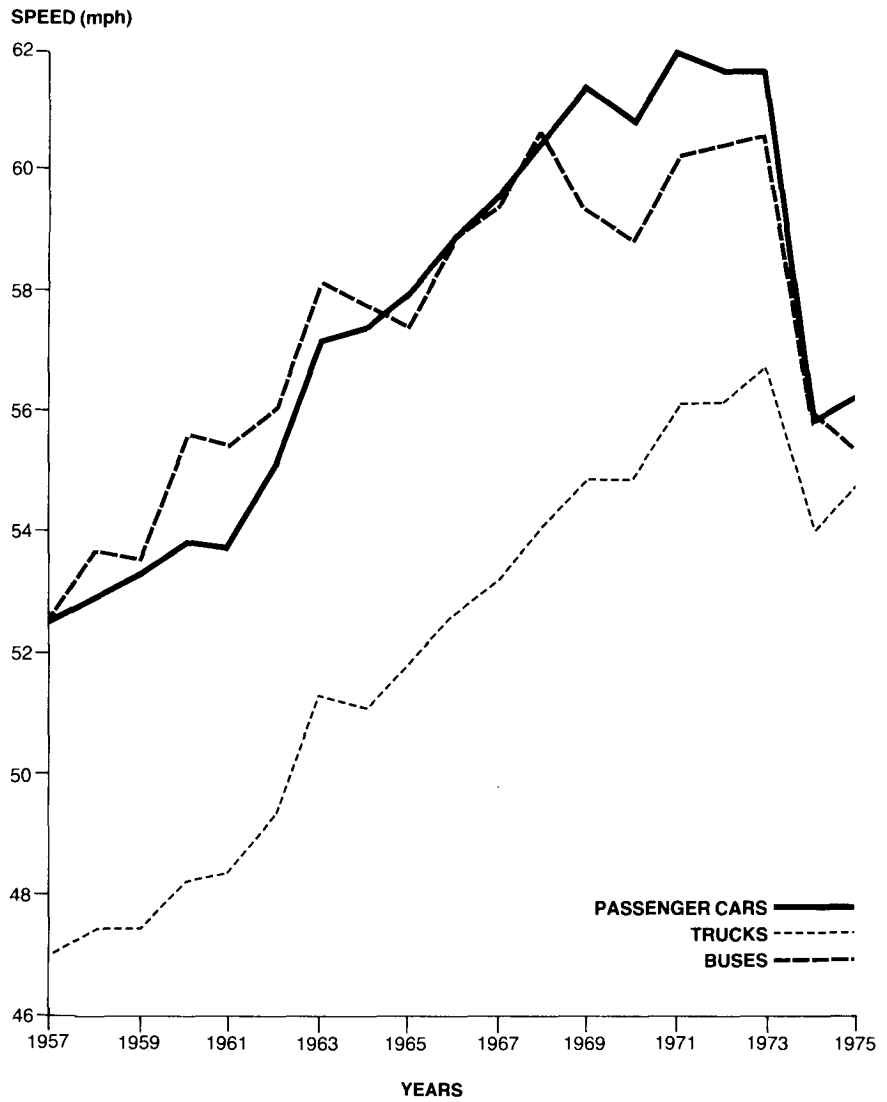
The main rural category includes toll and free sections of completed rural interstate, rural interstate traveled-way, and other rural primary roads. These studies showed that over the 10 years from 1963–73, the average speed of vehicles on main rural roads increased more than 9 percent. During this same period highway fatalities increased 24 percent.‡ In 1974 the average speed dropped 8 percent below that of 1973. During this same period, highway fatalities dropped 19 percent.‡ In 1975, the average speed increased slightly but highway fatalities continued to decrease. (See Figure 1.)

‡See page I(6)6.

Prior to 1974, the average speed of buses tended to be 4 to 6 mph below that of passenger cars and trucks. (See Figure 2.) With the 1974 imposition of 55 mph speed limits the average speed within each vehicle category is within 2 mph of the speed limit.

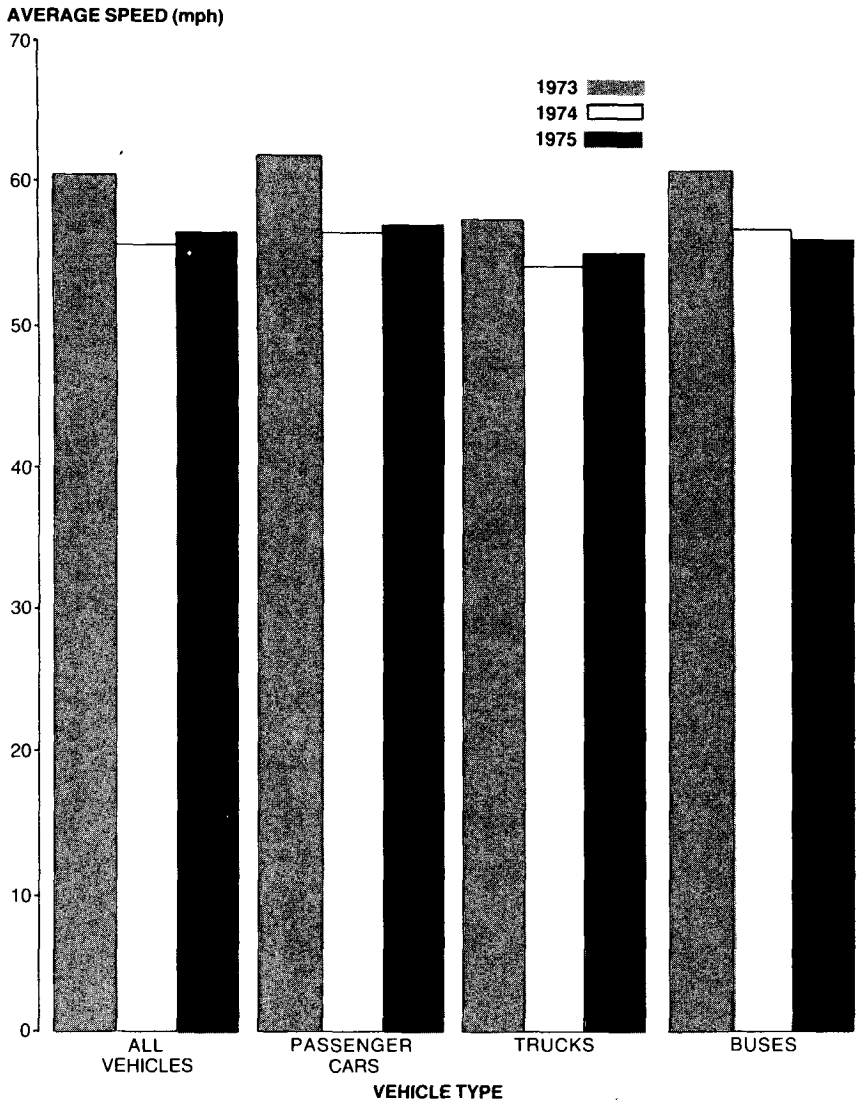
‡See page I(6)6.

FIGURE 2
AVERAGE SPEEDS OF FREE- MOVING VEHICLES BY VEHICLE TYPE ON MAIN RURAL ROADS, 1957–1975†



†See page I(6)6.

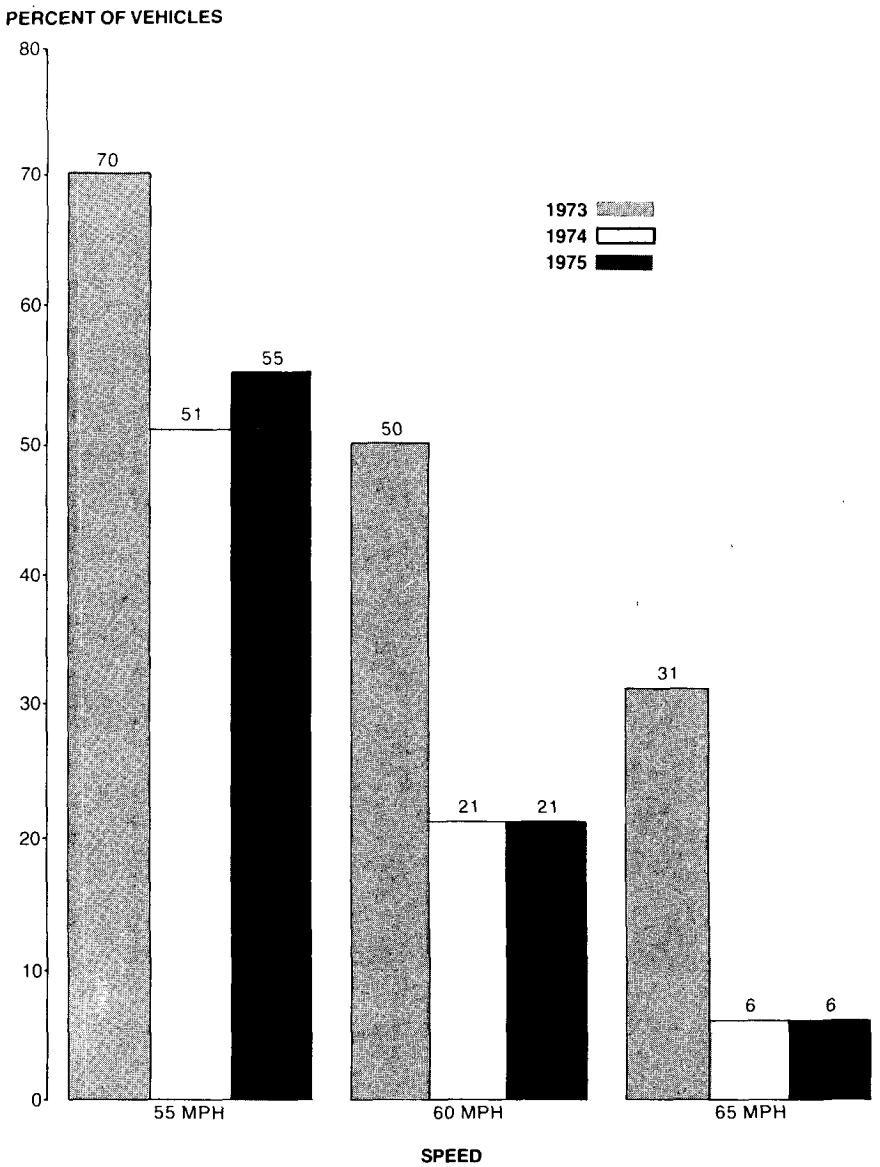
FIGURE 3
COMPARISON OF AVERAGE SPEED BY VEHICLE TYPE ON MAIN RURAL ROADS §



§ See page I(6)6.

As can be noted above, the 1974 and 1975 speeds of each type of vehicle have remained below those of 1973; however, in 1975 there was an increase over 1974 in the percent of all vehicles that exceeded 55 mph. (See Figure 4.) There was no change from 1974 to 1975 in the percent traveling over 60 mph and 65 mph; in both years the percentage exceeding those speeds remained far below the 1973 figures.

FIGURE 4
PERCENT OF VEHICLES EXCEEDING SELECTED SPEEDS ON MAIN RURAL ROADS §



§ See page I(6)6.

The following tabulations are supporting data for displays presented.

TABLE 1
COMPARISON OF AVERAGE SPEEDS AND PERCENTAGE DISTRIBUTIONS OF VEHICLES EXCEEDING VARIOUS SPEEDS-MAIN RURAL ROADS§

SPEED CATEGORY mph	VEHICLE TYPE											
	ALL			PASSENGER CARS			TRUCKS			BUSES		
	1973	1974	1975	1973	1974	1975	1973	1974	1975	1973	1974	1975
AVG. SPEED	60.3	55.3	55.8	61.6	55.8	56.2	56.6	54.0	54.8	60.4	56.0	55.4
PERCENTAGE OF VEHICLES EXCEEDING VARIOUS SPEEDS												
35 mph	100	100	100	100	100	100	99	99	100	100	99	99
40 mph	98	98	98	98	98	99	96	97	98	98	98	98
45 mph	94	93	95	95	94	95	90	90	93	95	92	93
50 mph	84	79	83	86	81	84	76	74	79	83	82	77
55 mph	70	51	55	75	54	58	58	44	49	72	55	50
60 mph	50	21	21	56	23	23	33	15	16	58	24	24
65 mph	31	6	6	37	7	7	15	4	4	36	9	6
70 mph	14	2	1	18	2	1	4	1	1	9	2	1
75 mph	5	0	0	6	0	0	1	0	0	1	0	0

§See page I(6)6.

TABLE 2
AVERAGE FREE-MOVING TRAVEL SPEED ON MAIN RURAL ROADS BY VEHICLE TYPE 1957–1975†

YEAR	ALL VEHICLES	PASSENGER CARS	TRUCKS	BUSES
1957	51.4	52.6	47.0	52.6
1958	51.7	52.8	47.3	53.6
1959	52.0	53.3	47.3	53.5
1960	52.6	53.8	48.2	55.5
1961	52.6	53.7	48.3	55.3
1962	53.8	55.1	49.4	56.0
1963	55.8	57.1	51.3	58.1
1964	55.9	57.3	51.0	57.8
1965	56.4	57.8	51.8	57.4
1966	57.3	58.8	52.6	58.8
1967	58.0	59.5	53.1	59.4
1968	59.0	60.4	54.0	60.5
1969	60.0	61.3	54.9	59.4
1970	59.2	60.6	54.7	58.8
1971	60.6	62.0	56.1	60.2
1972	60.3	61.6	56.2	60.3
1973	60.3	61.6	56.6	60.4
1974	55.3	55.8	54.0	56.0
1975	55.8	56.2	54.8	55.4

†See page I(6)6.

Data for 1976 and 1977 preliminary estimates are provided by the Highway Statistics Division, Federal Highway Administration (FHWA), U.S. Department of Transportation, Nassif Building, 400 7th Street, SW., Washington, D.C. 20590, (202) 426-0180.

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**Quarterly Speed Summary,* Highway Statistics Division, Federal Highway Administration, Department of Transportation, December 1976.

†"Vehicle and Travel Characteristics," *Highway Statistics Summary to 1975,* Highway Statistics Division, Federal Highway Administration, Department of Transportation, 1975, pp. 72, 85–86.

‡*Fact Book—Statistical Information on Highway Safety,* National Center for Statistics and Analysis, National Highway Traffic Safety Administration, Department of Transportation, October 1977.

§*1976 Traffic Speed Trends Report,* Planning Services Branch, Highway Statistics Division, Federal Highway Administration, Department of Transportation, March 1976.

VOLUME II OF THIS FACT BOOK IS IN PREPARATION. COPIES ARE EXPECTED TO BE AVAILABLE IN JULY 1979.

National Highway Traffic Safety Administration

Highway Safety Facts

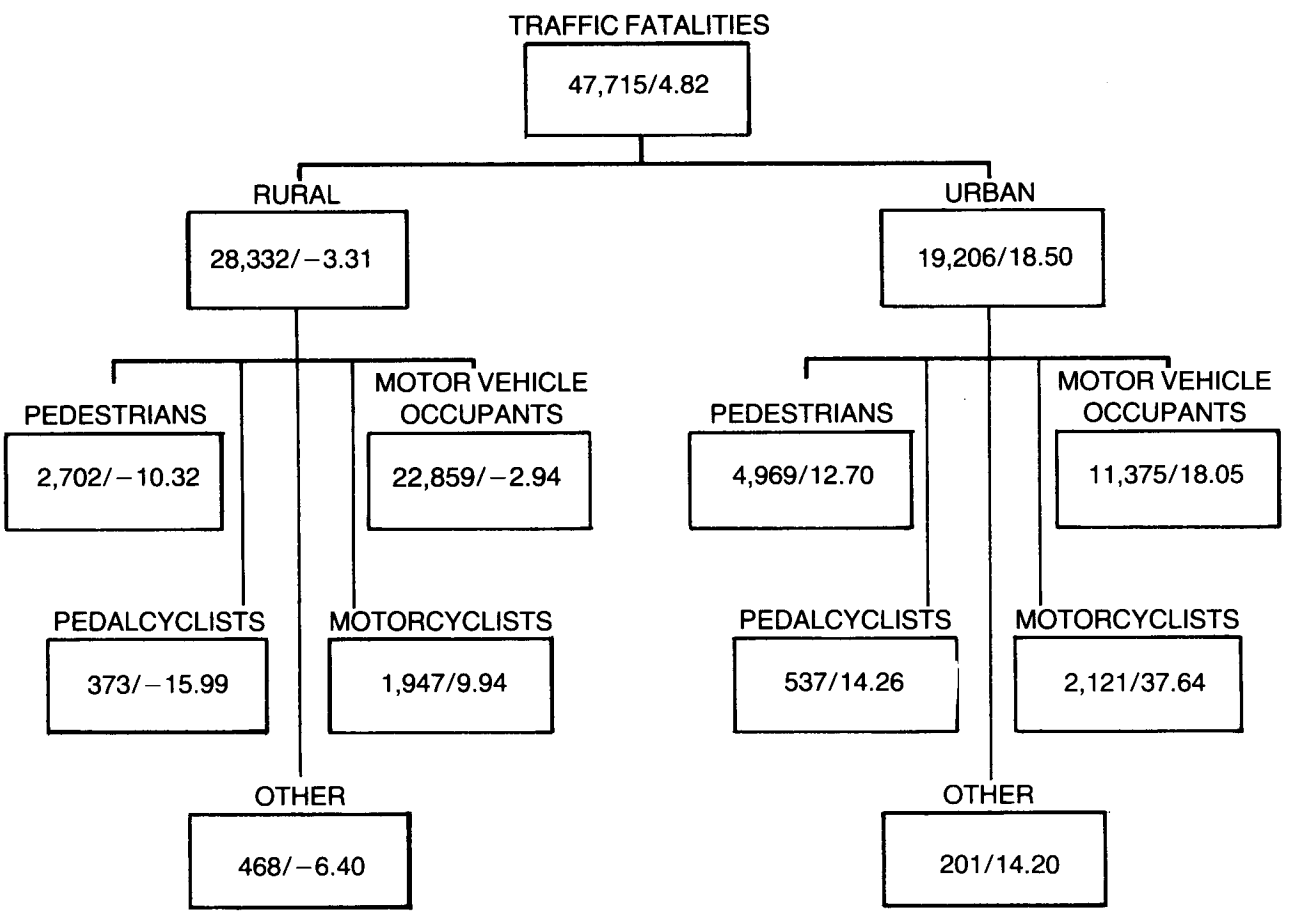
National Center for Statistics and Analysis

Volume III, Number 1 December 1978

FATALITIES—GENERAL STATISTICS

In 1977, 47,715 people were killed in motor vehicle accidents occurring on U.S. public trafficways. The 1977 traffic fatalities by urban/rural area are presented in Figure 1 showing urban areas with the highest percentage increase over 1976. However, there was a change between 1976 and 1977 in the Fatal Accident Reporting System's classification of urban and rural areas. Motorcycle fatalities increased by a larger percentage than pedestrian, pedalcyclist, and motor vehicle occupant fatalities in both urban and rural areas.

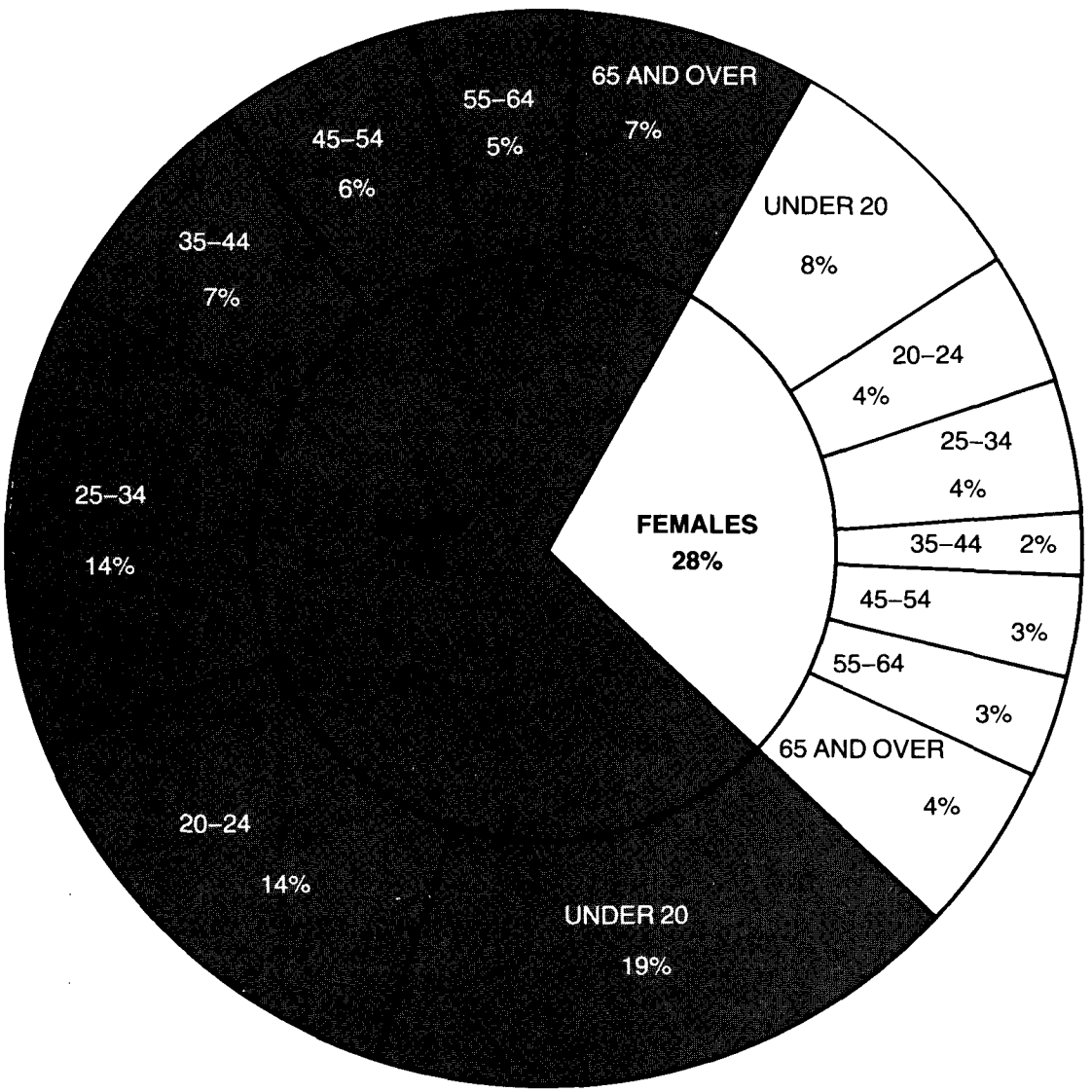
FIGURE 1
TRAFFIC FATALITIES IN 1977 AND PERCENT CHANGE FROM 1976



Age and Sex of Fatalities

As shown in Figure 2, 72 percent of all 1977 traffic fatalities were male. Over one-fourth of the traffic fatalities were under 20 years of age.

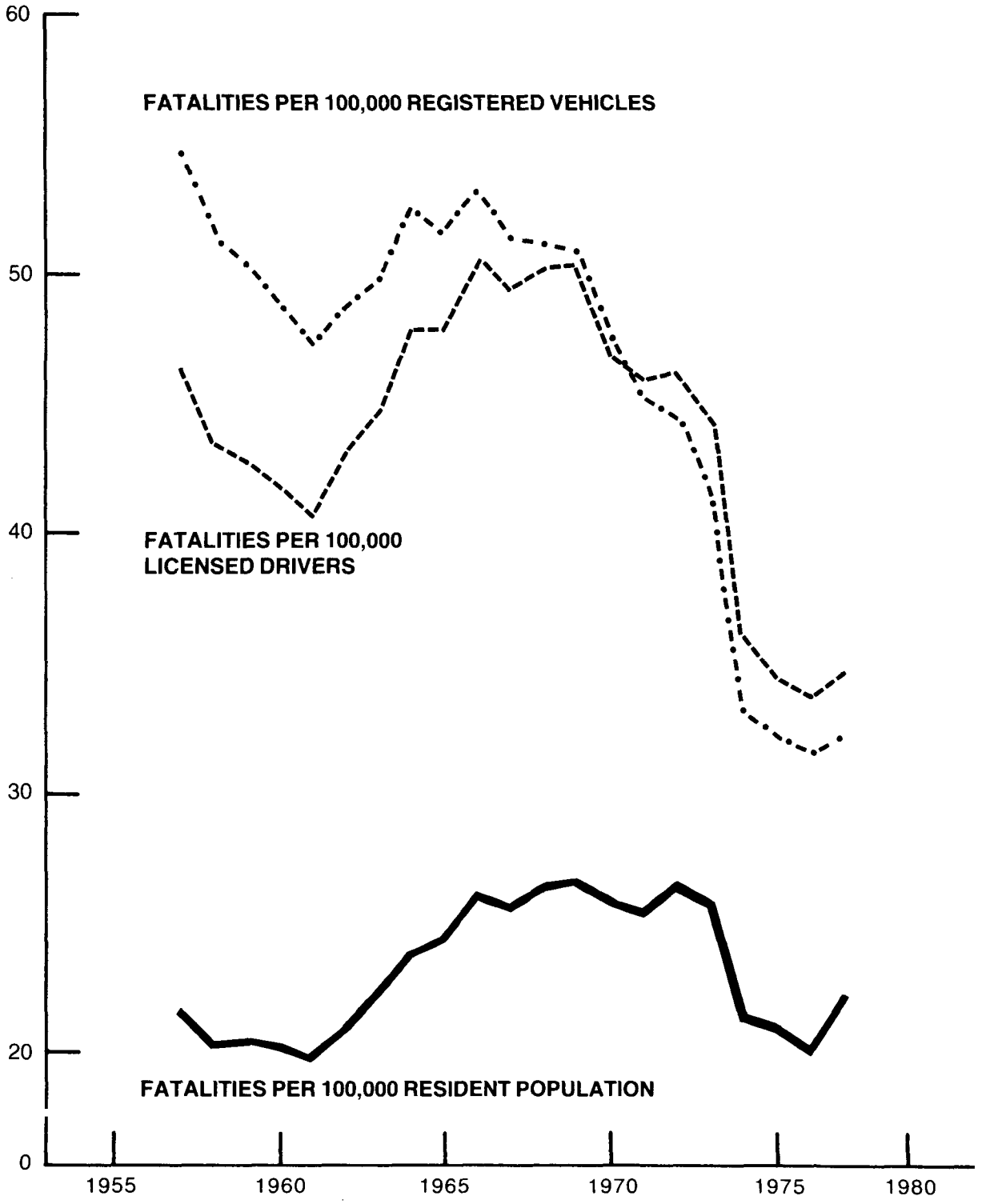
FIGURE 2
MOTOR VEHICLE TRAFFIC ACCIDENT FATALITIES BY AGE AND SEX IN THE UNITED STATES, 1977



Fatality Rates

From 1966 to 1973, the traffic fatalities per registered vehicle and per licensed driver constantly decreased, while the traffic fatalities per population remained fairly constant. The effects of the gasoline shortage at the end of 1973, the corresponding lower speed limits and fewer vehicle miles of travel can be seen in Figure 3.

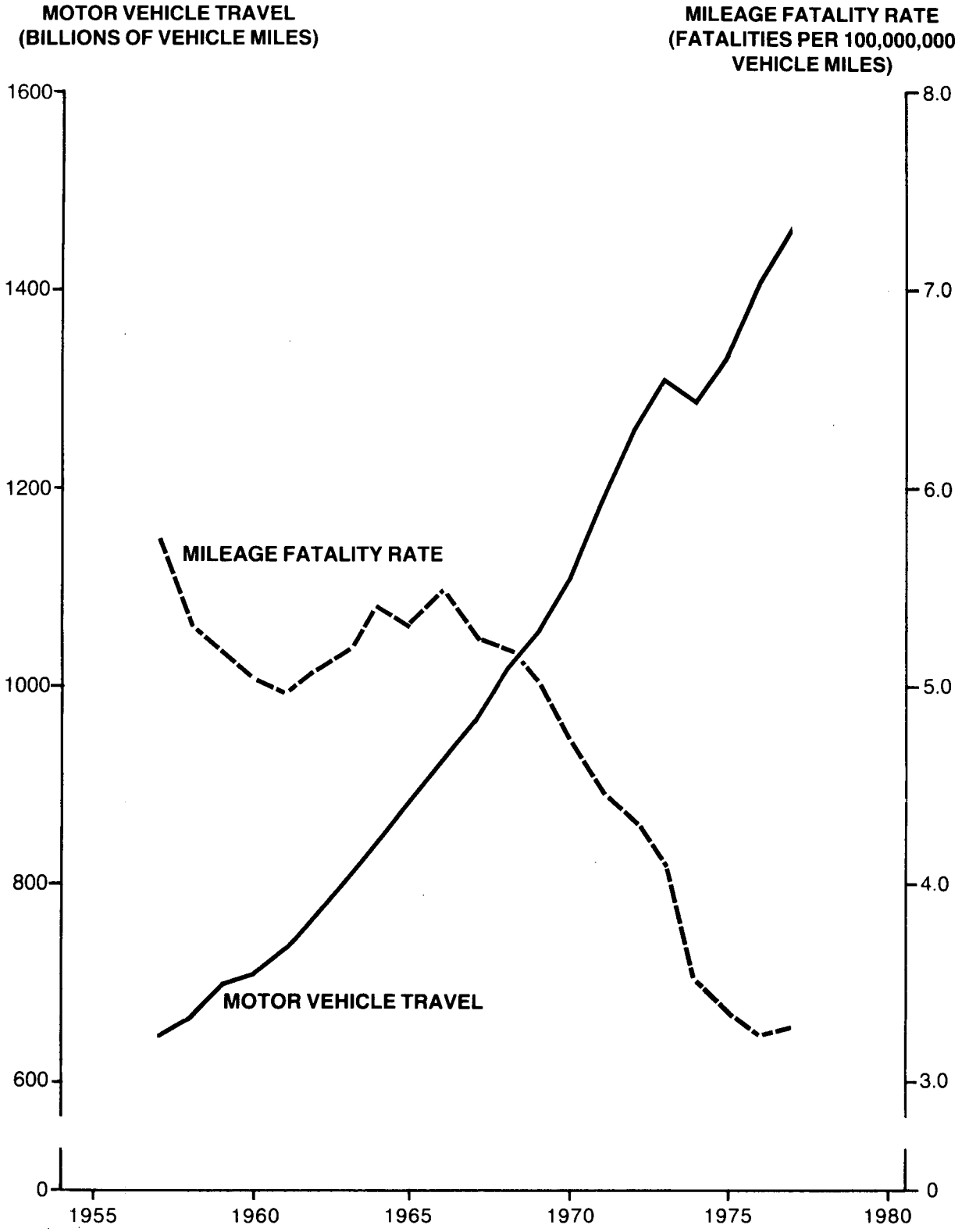
FIGURE 3
TREND IN MOTOR VEHICLE TRAFFIC FATALITY RATES, 1957–1977*



*See page III(1)16.

Improvements in vehicles, roads, and safety of operation have reduced the fatality rate per mile of travel by more than 42 percent since 1957. In 1977, a person traveling 18,000 miles by motor vehicle experienced the same risk of being killed in a traffic accident as a person traveling 10,000 miles in 1957.

FIGURE 4
TRENDS IN VEHICLE MILEAGE AND MILEAGE FATALITY RATE, 1957–1977*

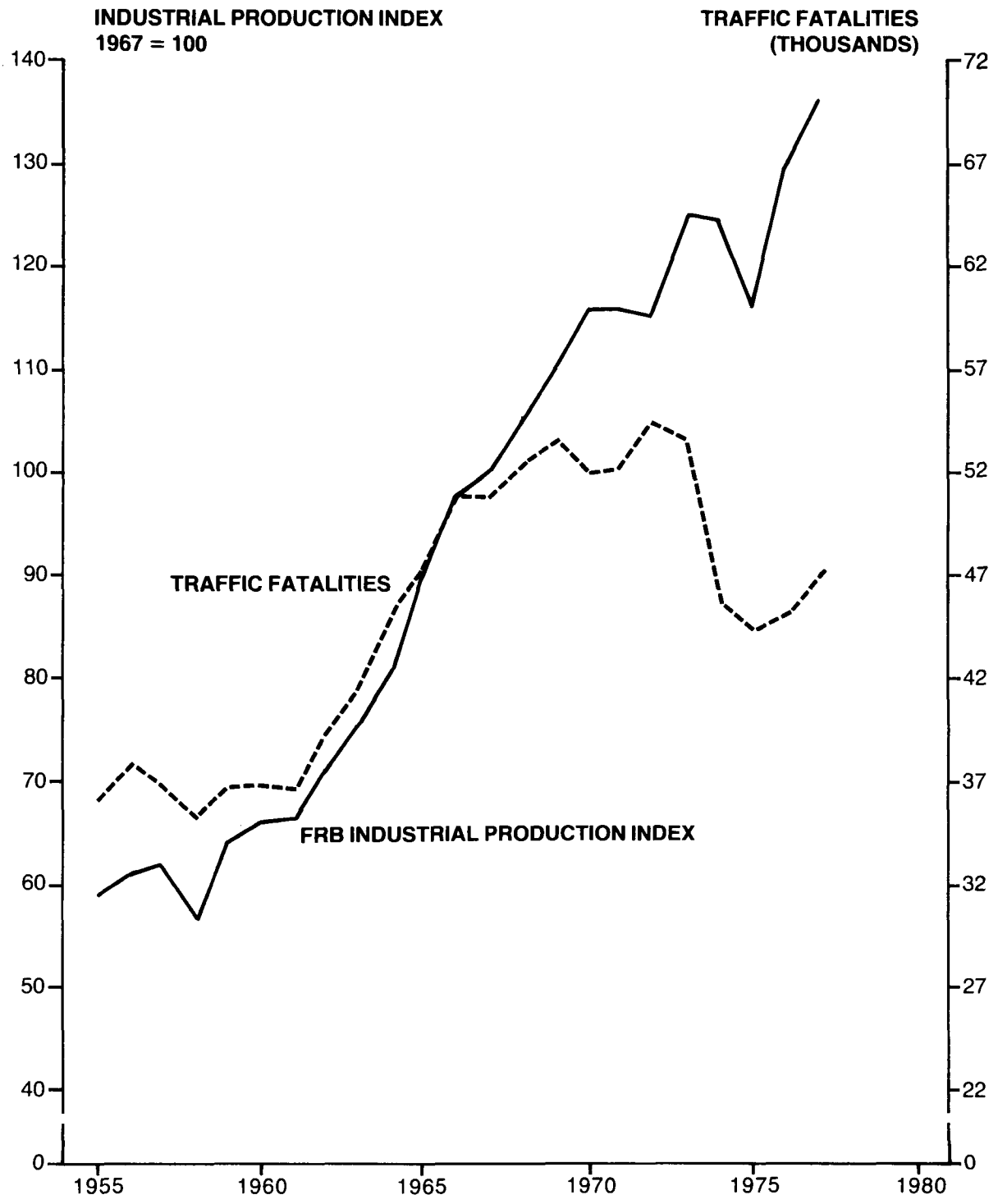


*See page III(1)16.

Industrial Production Index

Production of automobiles, automotive accessories and replacement parts are major components of the U.S. economy. Prior to 1965, the yearly trend in traffic fatalities was correlated with the Federal Reserve Board (FRB) Industrial Production Index. However, since 1965, traffic fatalities have increased at a less rapid rate than the FRB Industrial Production Index. This could be due in part to the addition of safety features in automobiles manufactured since that time.

FIGURE 5
COMPARISON OF TRAFFIC FATALITIES AND INDUSTRIAL PRODUCTION INDEX, U.S., 1957–1977†



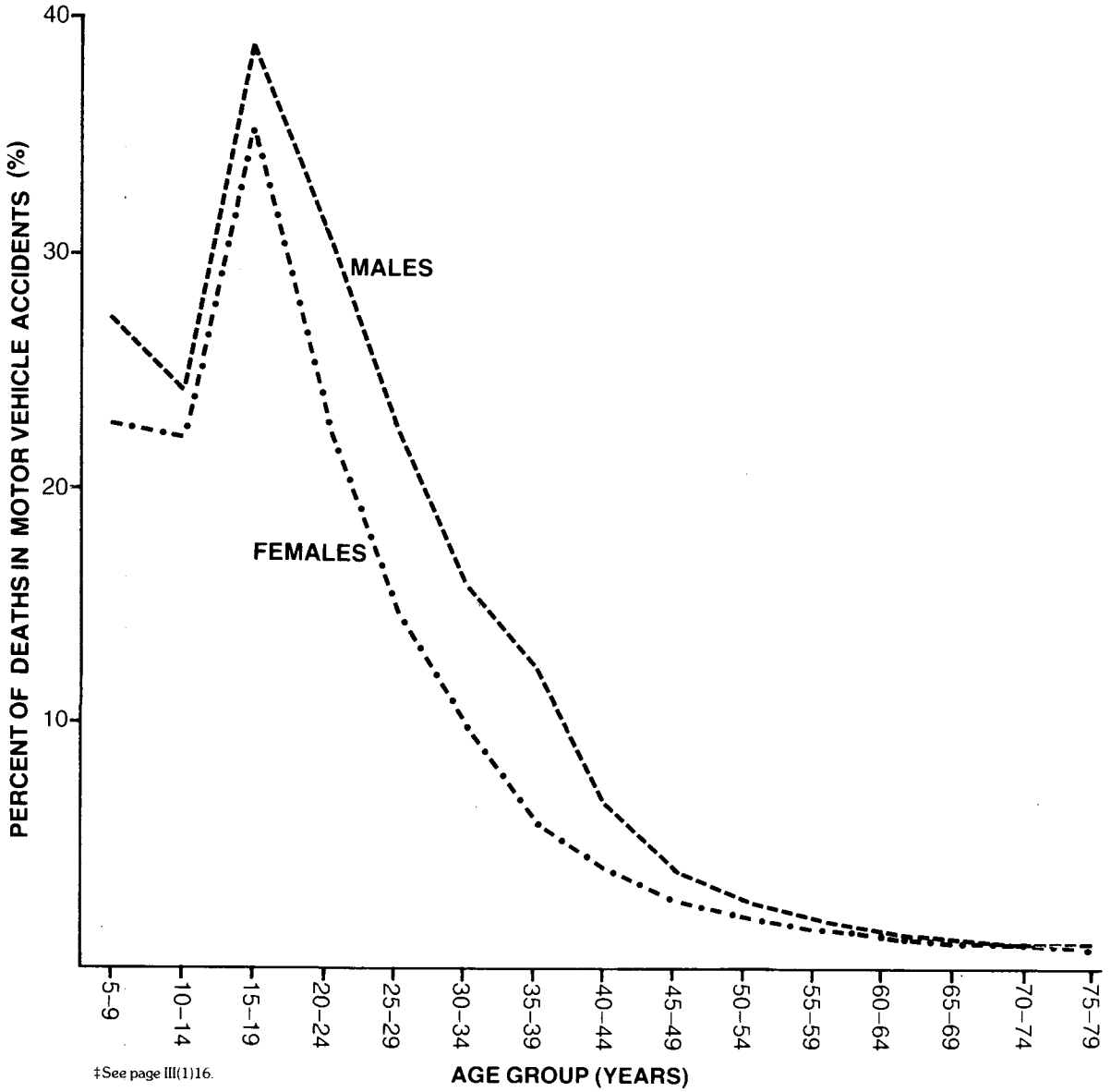
†See page III(1)16.

Causes of Death

Detailed statistics on deaths by specific cause and age of the person are released by the Public Health Service (PHS) in the yearly publication, "Vital Statistics of the United States." These statistics are based on information recorded on death certificates as reported to PHS. The definition of a motor vehicle death, as used by PHS, differs slightly from the NHTSA definition of a traffic fatality. A *traffic fatality* is a death attributable to and occurring within 30 days of a motor vehicle accident on a U.S. public trafficway. Data used in Figures 1 through 5 are traffic fatalities as reported in the 1977 Fatal Accident Reporting System (FARS), maintained by the National Highway Traffic Safety Administration (NHTSA), National Center for Statistics and Analysis (NCSA). A *motor vehicle death* is any death where the cause listed on the death certificate includes "motor vehicle accident." Figures 6 and 7 use this PHS definition.

According to the most recent PHS report, motor vehicle accidents were among the five leading causes of death for both males and females between the ages of 5 and 39, and among the ten leading causes of death until age 55 (see Table 7 for supporting data). As shown in Figure 6, the percentage of all deaths attributed to motor vehicle accidents is higher for males than for females in each age group. Within the 15–19 year old age group, almost 40 percent of the deaths among males were due to motor vehicle accidents.

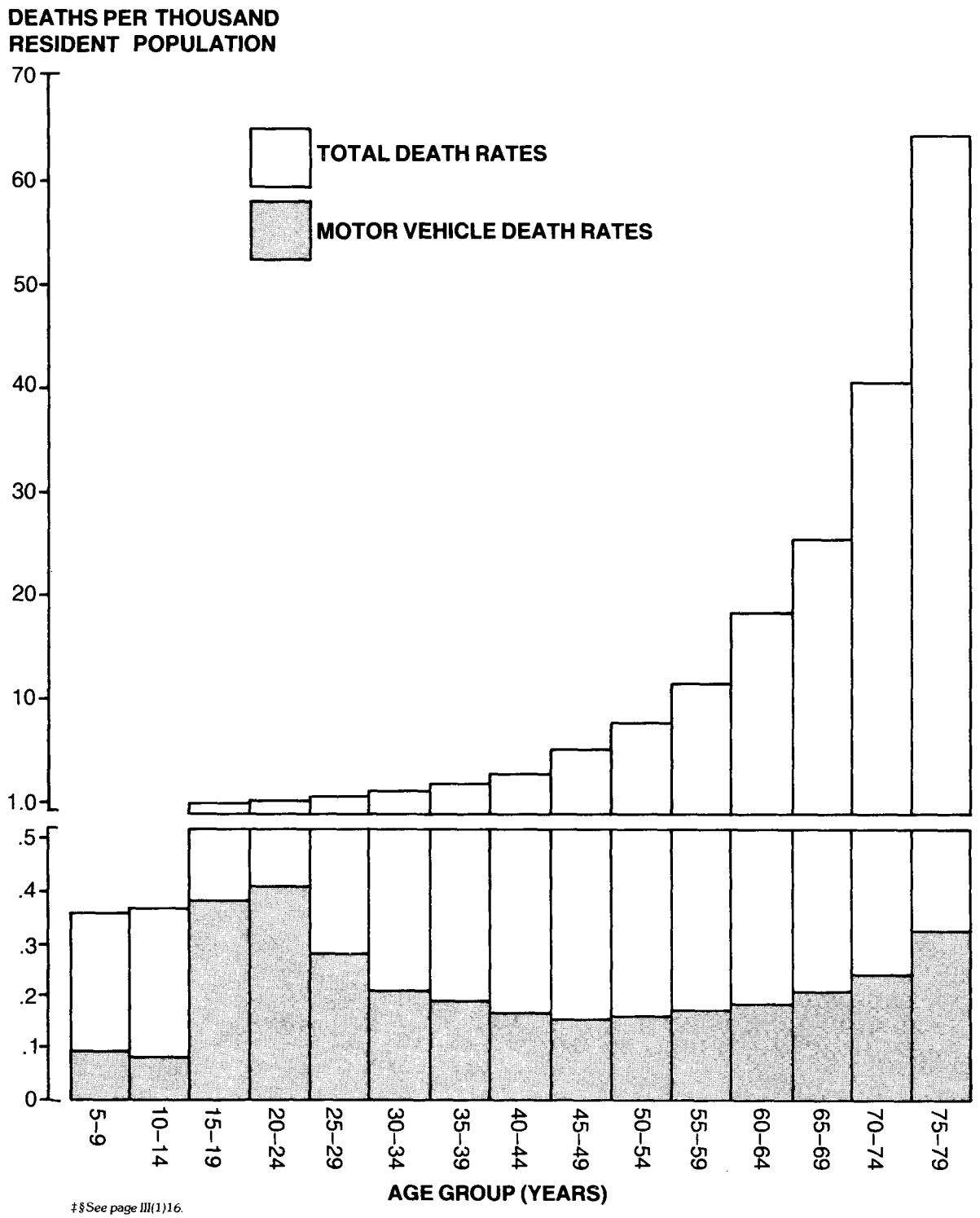
FIGURE 6
PERCENTAGE OF TOTAL DEATHS ATTRIBUTED TO MOTOR VEHICLE ACCIDENTS FOR EACH SEX AND AGE GROUP, 1975‡



‡See page III(1)16.

The total U.S. death rates (per thousand resident population) and the rates for motor vehicle death only are displayed in Figure 7. The motor vehicle death rates increase sharply at age 15 and remain relatively constant between the ages of 30 and 65. The motor vehicle death rates increase again after age 65.

FIGURE 7
TOTAL U.S. DEATH RATE AND MOTOR VEHICLE DEATH RATE BY AGE GROUP FOR 1975‡§



‡§See page III(1)16.

The supporting data for Figures 1–7 and the above discussion are given in Tables 1–7 which follow.

TABLE 1
MOTOR VEHICLE TRAFFIC ACCIDENT FATALITIES BY AGE AND SEX, UNITED STATES, 1977

AGE	MALE	FEMALE	TOTAL
0–4	645	540	1,186
5–9	888	542	1,431
10–14	1,007	565	1,572
15–19	6,404	2,334	8,741
20–24	6,957	1,848	8,806
25–29	4,058	1,040	5,099
30–34	2,561	770	3,331
35–39	1,685	584	2,270
40–44	1,476	529	2,006
45–49	1,443	528	1,971
50–54	1,409	602	2,011
55–59	1,301	547	1,849
60–64	1,193	601	1,795
65–69	965	547	1,513
70–74	841	544	1,385
75–79	681	493	1,175
80–84	486	314	800
85–89	247	138	385
90–94	54	31	85
95 AND OVER	10	4	14
NOT STATED	190	98	290
TOTAL	34,501	13,199	47,715

TABLE 2
BASIC FACTS ABOUT HIGHWAY FATALITIES IN THE UNITED STATES*

	1967	1973	1975	1976	AVERAGE ANNUAL %CHANGE 1967–1973	AVERAGE ANNUAL %CHANGE 1973–1975	AVERAGE ANNUAL %CHANGE 1975–1976	AVERAGE ANNUAL %CHANGE 1967–1976
TOTAL REG. M/V (THOUSANDS)	98,859	130,025	137,926	143,538	4.67	2.99	4.07	4.23
AUTOMOBILES	80,399	101,985	106,719	110,351	4.04	2.29	3.40	3.58
TRUCKS	16,169	23,244	25,781	27,720	6.24	5.32	7.52	6.17
BUSES	338	425	462	478	3.89	4.28	3.50	3.93
MOTORCYCLES ETC.	1,953	4,371	4,964	4,989	14.37	6.57	.51	10.98
LICENSED DRIVERS (THOUSANDS)	103,172	121,546	129,791	134,036	2.77	3.34	3.27	2.95
% UNDER 25	20.9	22.2	22.6	22.4	1.08	.80	−.93	.79
% OVER 64	7.8	9.1	9.5	9.7	2.46	2.42	2.12	2.41
VEHICLE MILEAGE (BILLIONS)	966	1,317	1,331	1,409	5.30	.53	5.89	4.28
TRAFFIC FATALITIES	50,724	54,052	44,525	45,523	1.06	−9.24	2.24	−1.19
TRAFFIC FATALITIES PER 100 MILLION VEHICLE MILES	5.25	4.11	3.35	3.23	−4.02	−9.72	−3.45	−5.25

*See page III(1)16.

TABLE 3

BASIC STATISTICS ABOUT MOTOR VEHICLE DEATHS IN THE UNITED STATES, 1950–1977*

	1950	1960	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977
DEATHS	33,186	36,399	52,725	53,543	52,627	52,542	54,589	54,052	45,196	44,525	45,523	47,715
MOTOR VEHICLE TRAVEL (BILLIONS OF MILES)	458	719	1,020	1,066	1,114	1,186	1,265	1,317	1,283	1,331	1,409	1,465
REGISTERED VEHICLES (100,000)	496	744	1,030	1,074	1,112	1,163	1,226	1,300	1,349	1,379	1,435	1,489
RESIDENT POPULATION (100,000)	1,519	1,800	1,994	2,014	2,038	2,062	2,082	2,099	2,114	2,131	2,147	2,163
LICENSES IN FORCE (100,000)	621	873	1,054	1,083	1,115	1,144	1,184	1,215	1,254	1,298	1,340	1,379
DEATH RATES												
PER HUNDRED MILLION VEHICLE MILES	7.24	5.06	5.17	5.02	4.72	4.43	4.32	4.11	3.52	3.35	3.23	3.26
PER 100,000 REGISTERED VEHICLES	66.89	48.90	51.20	49.85	47.31	45.17	44.54	41.57	33.50	32.28	31.71	32.05
PER 100,000 RESIDENT POPULATION	21.85	20.22	26.44	26.59	25.82	25.48	26.22	25.76	21.38	20.90	21.21	22.06
PER 100,000 LICENSES IN FORCE	53.41	41.72	50.02	49.44	47.18	45.92	46.10	44.47	36.03	34.31	33.96	34.60
VEHICLE RELATIONSHIPS												
RATIO REGISTERED MOTOR VEHICLES TO DRIVER LICENSES	.80	.85	.98	.99	1.00	1.02	1.03	1.07	1.08	1.06	1.07	1.08
RATIO REGISTERED MOTOR VEHICLES TO RESIDENT POPULATION	.33	.41	.52	.53	.55	.56	.59	.62	.64	.65	.67	.69

*See page III(1)16.

TABLE 4
VEHICLE MILEAGE VERSUS MILEAGE DEATH RATE 1950–1977*

YEAR	MOTOR VEHICLE TRAVEL (BILLIONS OF MILES)	MILEAGE DEATH RATE (PER HUNDRED MILLION MILES)
1950	458	7.24
1951	491	7.19
1952	514	7.03
1953	544	6.65
1954	562	6.03
1955	606	6.06
1956	631	6.02
1957	647	5.71
1958	665	5.32
1959	700	5.17
1960	719	5.06
1961	738	4.92
1962	767	5.08
1963	805	5.18
1964	847	5.39
1965	888	5.30
1966	928	5.48
1967	966	5.25
1968	1,020	5.17
1969	1,066	5.02
1970	1,114	4.72
1971	1,186	4.43
1972	1,265	4.32
1973	1,317	4.11
1974	1,283	3.52
1975	1,331	3.35
1976	1,409	3.23
1977	1,465	3.26

*See page III(1)16.

TABLE 5
COMPARISON OF MOTOR VEHICLE DEATHS AND INDUSTRIAL PRODUCTION INDEX, UNITED STATES 1950–1977†

YEAR	INDUSTRIAL PRODUCTION INDEX 1967=100	MOTOR VEHICLE FATALITIES (THOUSANDS)
1950	44.9	33.2
1951	48.7	35.3
1952	50.6	36.1
1953	54.8	36.2
1954	51.9	33.9
1955	58.5	36.7
1956	61.1	38.0
1957	61.9	36.9
1958	57.9	35.3
1959	64.8	36.2
1960	66.2	36.4
1961	66.7	36.3
1962	72.2	39.0
1963	76.5	41.7
1964	81.7	45.6
1965	89.2	47.1
1966	97.9	50.9
1967	100.0	50.7
1968	105.7	52.7
1969	110.7	53.5
1970	106.6	52.6
1971	106.8	52.5
1972	115.2	54.6
1973	125.6	54.1
1974	124.7	45.2
1975	117.8	44.5
1976	129.8	45.5
1977	137.0	47.7

†See page III(1)16.

TABLE 6
1975 MOTOR VEHICLE COMPONENT AGE-SPECIFIC DEATH RATE‡§

AGE GROUP	U.S. RESIDENT POPULATION (THOUSANDS)	MOTOR VEHICLE DEATHS	PERCENT OF ALL DEATHS	TOTAL DEATHS (COMPUTED)
5–9	17,325	1,576	25.5	6,180
10–14	20,409	1,710	23.4	7,308
15–19	20,953	8,052	37.9	21,245
20–24	19,019	7,620	29.0	26,276
25–29	16,835	4,749	20.6	23,053
30–34	13,926	2,931	13.9	21,086
35–39	11,577	2,272	9.3	24,430
40–44	11,169	2,017	5.5	36,673
45–49	11,781	2,001	3.3	60,636
50–54	11,978	2,088	2.2	94,909
55–59	10,535	1,863	1.5	124,200
60–64	9,239	1,711	1.0	171,100
65–69	8,098	1,648	.8	206,000
70–74	5,777	1,399	.6	233,167
75–79	4,002	1,297	.5	259,400

‡§See page III(1)16.

TABLE 7
LEADING CAUSES OF DEATH BY AGE AND SEX, UNITED STATES, 1975‡

AGE GROUP	MALE CAUSE OF DEATH	RANK	DEATHS	%	FEMALE CAUSE OF DEATH	RANK	DEATHS	%
0–4	CERTAIN CAUSES OF DEATH IN EARLY INFANCY	1	15,319	45.2	CERTAIN CAUSES OF DEATH IN EARLY INFANCY	1	11,276	43.9
	CONGENITAL ANOMALIES	2	5,258	15.5	CONGENITAL ANOMALIES	2	4,465	17.4
	SYMPTOMS AND ILL-DEFINED CONDITIONS	3	3,231	9.5	SYMPTOMS AND ILL-DEFINED CONDITIONS	3	2,238	8.7
	OTHER ACCIDENTS	4	2,859	8.4	OTHER ACCIDENTS	4	2,089	8.1
	PNEUMONIA	5	1,468	4.3	PNEUMONIA	5	1,212	4.7
	(MOTOR VEHICLE ACCIDENTS)	**(6)**	**(905)**	**(2.7)**	**(MOTOR VEHICLE ACCIDENTS)**	**(6)**	**(671)**	**(2.6)**
5–9	**MOTOR VEHICLE ACCIDENTS**	**1**	**1,013**	**27.3**	**MOTOR VEHICLE ACCIDENTS**	**1**	**560**	**22.7**
	OTHER ACCIDENTS	2	1,016	27.3	OTHER ACCIDENTS	2	444	18.0
	MALIGNANT NEOPLASMS (CANCER)	3	518	13.9	MALIGNANT NEOPLASMS (CANCER)	3	411	16.7
	CONGENITAL ANOMALIES	4	216	5.8	CONGENITAL ANOMALIES	4	208	8.4
	PNEUMONIA	5	80	2.2	PNEUMONIA	5	80	3.2
10–14	OTHER ACCIDENTS	1	1,625	34.3	**MOTOR VEHICLE ACCIDENTS**	**1**	**565**	**22.1**
	MOTOR VEHICLE ACCIDENTS	**2**	**1,145**	**24.2**	OTHER ACCIDENTS	2	450	17.6
	MALIGNANT NEOPLASMS (CANCER)	3	502	10.6	MALIGNANT NEOPLASMS (CANCER)	3	376	14.7
	CONGENITAL ANOMALIES	4	174	3.7	CONGENITAL ANOMALIES	4	144	5.6
	HOMICIDE	5	150	3.2	HOMICIDE	5	99	3.9
15–19	**MOTOR VEHICLE ACCIDENTS**	**1**	**6,089**	**38.9**	**MOTOR VEHICLE ACCIDENTS**	**1**	**1,963**	**34.9**
	OTHER ACCIDENTS	2	3,374	21.6	OTHER ACCIDENTS	2	609	10.8
	HOMICIDE	3	1,495	9.6	HOMICIDE	3	513	9.1
	SUICIDE	4	1,289	8.2	MALIGNANT NEOPLASMS (CANCER)	4	512	9.1
	MALIGNANT NEOPLASMS (CANCER)	5	747	4.8	SUICIDE	5	305	5.4
20–24	**MOTOR VEHICLE ACCIDENTS**	**1**	**6,155**	**31.0**	**MOTOR VEHICLE ACCIDENTS**	**1**	**1,465**	**22.9**
	OTHER ACCIDENTS	2	3,798	19.1	HOMICIDE	2	722	11.3
	HOMICIDE	3	2,763	13.9	OTHER ACCIDENTS	3	668	10.4
	SUICIDE	4	2,498	12.6	SUICIDE	4	644	10.1
	MALIGNANT NEOPLASMS (CANCER)	5	879	4.4	MALIGNANT NEOPLASMS (CANCER)	5	563	8.8
25–29	**MOTOR VEHICLE ACCIDENTS**	**1**	**3,803**	**22.8**	**MOTOR VEHICLE ACCIDENTS**	**1**	**946**	**14.9**
	OTHER ACCIDENTS	2	2,984	17.9	MALIGNANT NEOPLASMS (CANCER)	2	878	13.9
	HOMICIDE	3	2,623	15.7	SUICIDE	3	667	10.5
	SUICIDE	4	2,117	12.7	HOMICIDE	4	598	9.4
	MALIGNANT NEOPLASMS (CANCER)	5	1,035	6.2	OTHER ACCIDENTS	5	586	9.3
30–34	**MOTOR VEHICLE ACCIDENTS**	**1**	**2,247**	**15.9**	MALIGNANT NEOPLASMS (CANCER)	1	1,419	20.5
	OTHER ACCIDENTS	2	2,105	14.9	**MOTOR VEHICLE ACCIDENTS**	**2**	**682**	**9.9**
	HOMICIDE	3	1,971	14.0	SUICIDE	3	667	9.6
	SUICIDE	4	1,590	11.3	DISEASES OF HEART	4	515	7.5
	MALIGNANT NEOPLASMS (CANCER)	5	1,251	8.9	HOMICIDE	5	474	6.9
35–39	DISEASES OF HEART	1	2,785	17.9	MALIGNANT NEOPLASMS (CANCER)	1	2,353	27.1
	OTHER ACCIDENTS	2	1,854	11.9	DISEASES OF HEART	2	984	11.3
	MOTOR VEHICLE ACCIDENTS	**3**	**1,768**	**11.4**	SUICIDE	3	628	7.2
	MALIGNANT NEOPLASMS (CANCER)	4	1,760	11.3	CEREBROVASCULAR DISEASE (STROKE)	4	511	5.9
	HOMICIDE	5	1,529	9.8	**MOTOR VEHICLE ACCIDENTS**	**5**	**504**	**5.8**
40–44	DISEASES OF HEART	1	6,507	28.5	MALIGNANT NEOPLASMS (CANCER)	1	4,442	32.8
	MALIGNANT NEOPLASMS (CANCER)	2	3,507	15.3	DISEASES OF HEART	2	1,487	14.7
	OTHER ACCIDENTS	3	1,852	8.1	CEREBROVASCULAR DISEASE (STROKE)	3	868	6.4
	CIRRHOSIS OF LIVER	4	1,588	6.9	CIRRHOSIS OF LIVER	4	830	6.1
	MOTOR VEHICLE ACCIDENTS	**5**	**1,489**	**6.5**	SUICIDE	5	721	5.3
					(MOTOR VEHICLE ACCIDENTS)	**(7)**	**(528)**	**(3.9)**
45–49	DISEASES OF HEART	1	13,527	35.4	MALIGNANT NEOPLASMS (CANCER)	1	8,457	38.1
	MALIGNANT NEOPLASMS (CANCER)	2	7,639	20.0	DISEASES OF HEART	2	3,825	17.2
	CIRRHOSIS OF LIVER	3	2,491	6.5	CEREBROVASCULAR DISEASE (STROKE)	3	1,419	6.4
	OTHER ACCIDENTS	4	2,141	5.6	CIRRHOSIS OF LIVER	4	1,310	5.9
	SUICIDE	5	1,569	4.1	SUICIDE	5	776	3.5
	(MOTOR VEHICLE ACCIDENTS)	**(6)**	**(1,454)**	**(3.8)**	**(MOTOR VEHICLE ACCIDENTS)**	**(7)**	**(547)**	**(2.5)**
50–54	DISEASES OF HEART	1	23,982	39.9	MALIGNANT NEOPLASMS (CANCER)	1	13,224	39.1
	MALIGNANT NEOPLASMS (CANCER)	2	13,876	23.1	DISEASES OF HEART	2	7,390	21.8
	CIRRHOSIS OF LIVER	3	3,139	5.2	CEREBROVASCULAR DISEASE (STROKE)	3	2,355	7.0
	CEREBROVASCULAR DISEASE (STROKE)	4	2,453	4.1	CIRRHOSIS OF LIVER	4	1,607	4.8
	OTHER ACCIDENTS	5	2,296	3.8	SUICIDE	5	788	2.3
	(MOTOR VEHICLE ACCIDENTS)	**(7)**	**(1,501)**	**(2.5)**	**(MOTOR VEHICLE ACCIDENTS)**	**(9)**	**(587)**	**(1.7)**
55–59	DISEASES OF HEART	1	34,029	41.9	MALIGNANT NEOPLASMS (CANCER)	1	17,049	37.7
	MALIGNANT NEOPLASMS (CANCER)	2	20,107	24.8	DISEASES OF HEART	2	12,009	26.5
	CEREBROVASCULAR DISEASE (STROKE)	3	3,920	4.8	CEREBROVASCULAR DISEASE (STROKE)	3	3,248	7.2
	CIRRHOSIS OF LIVER	4	3,209	4.0	CIRRHOSIS OF LIVER	4	1,677	3.7
	OTHER ACCIDENTS	5	2,129	2.6	DIABETES MELLITUS	5	1,184	2.6
	(MOTOR VEHICLE ACCIDENTS)	**(10)**	**(1,313)**	**(1.6)**	**(MOTOR VEHICLE ACCIDENTS)**	**(12)**	**(550)**	**(1.2)**
60–64	DISEASES OF HEART	1	46,335	42.5	MALIGNANT NEOPLASMS (CANCER)	1	20,260	33.6
	MALIGNANT NEOPLASMS (CANCER)	2	27,759	25.5	DISEASES OF HEART	2	19,287	32.0
	CEREBROVASCULAR DISEASE (STROKE)	3	6,167	5.7	CEREBROVASCULAR DISEASE (STROKE)	3	4,793	7.9
	CIRRHOSIS OF LIVER	4	3,227	3.0	DIABETES MELLITUS	4	1,821	3.0
	OTHER RESPIRATORY DISEASES	5	2,307	2.1	CIRRHOSIS OF LIVER	5	1,575	2.6
	(MOTOR VEHICLE ACCIDENTS)	**(13)**	**(1,144)**	**(1.0)**	**(MOTOR VEHICLE ACCIDENTS)**	**(12)**	**(567)**	**(.9)**

	DISEASES OF HEART	1	55,765	42.8	DISEASES OF HEART	1	29,220	37.4
	MALIGNANT NEOPLASMS (CANCER)	2	32,349	24.8	MALIGNANT NEOPLASMS (CANCER)	2	21,930	28.1
65–69	CEREBROVASCULAR DISEASE (STROKE)	3	9,359	7.2	CEREBROVASCULAR DISEASE (STROKE)	3	7,768	9.9
	OTHER RESPIRATORY DISEASES	4	3,246	2.5	DIABETES MELLITUS	4	2,638	3.4
	EMPHYSEMA	5	2,721	2.1	OTHER DISEASES OF CIRCULATORY SYSTEM	5	1,576	2.0
	(MOTOR VEHICLE ACCIDENTS)	**(14)**	**(1,084)**	**(.8)**	**(MOTOR VEHICLE ACCIDENTS)**	**(12)**	**(564)**	**(.7)**
	DISEASES OF HEART	1	58,009	42.7	DISEASES OF HEART	1	40,673	41.4
	MALIGNANT NEOPLASMS (CANCER)	2	31,075	22.9	MALIGNANT NEOPLASMS (CANCER)	2	22,250	22.7
70–74	CEREBROVASCULAR DISEASE (STROKE)	3	12,537	9.2	CEREBROVASCULAR DISEASE (STROKE)	3	12,392	12.6
	OTHER RESPIRATORY DISEASES	4	3,605	2.7	DIABETES MELLITUS	4	3,436	3.5
	PNEUMONIA	5	3,221	2.4	OTHER DISEASES OF CIRCULATORY SYSTEM	5	1,952	2.0
	(MOTOR VEHICLE ACCIDENTS)	**(14)**	**(852)**	**(.6)**	**(MOTOR VEHICLE ACCIDENTS)**	**(14)**	**(547)**	**(.6)**

The Motor Vehicle Travel data, the Vehicle Registration data and the Driver License data for 1976, and 1977 preliminary estimates were provided by the Highway Statistics Division, Federal Highway Administration, U.S. Department of Transportation, Nassif Building, 400 7th Street, SW., Washington, D.C. 20590, (202) 426-0180.

For more information about this and other Highway Safety Facts, write the National Center for Statistics and Analysis, NRD-34, National Highway Traffic Safety Administration, 2100 Second Street, SW., Washington, D.C. 20590.

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†The Federal Reserve System, *Federal Reserve Statistical Release,* Board of Governors, August 1978.

‡National Highway Traffic Safety Administration, *Motor Vehicle Safety 1977,* A Report on Activity Under the National Traffic and Motor Vehicle Safety Act of 1966 and the Motor Vehicle Information and Cost Savings Act of 1972, January 1, 1977–December 31, 1977, U.S. Department of Transportation, No. DOT-HS-803-371, June 1978.

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National Highway Traffic Safety Administration

Highway Safety Facts

National Center for Statistics and Analysis

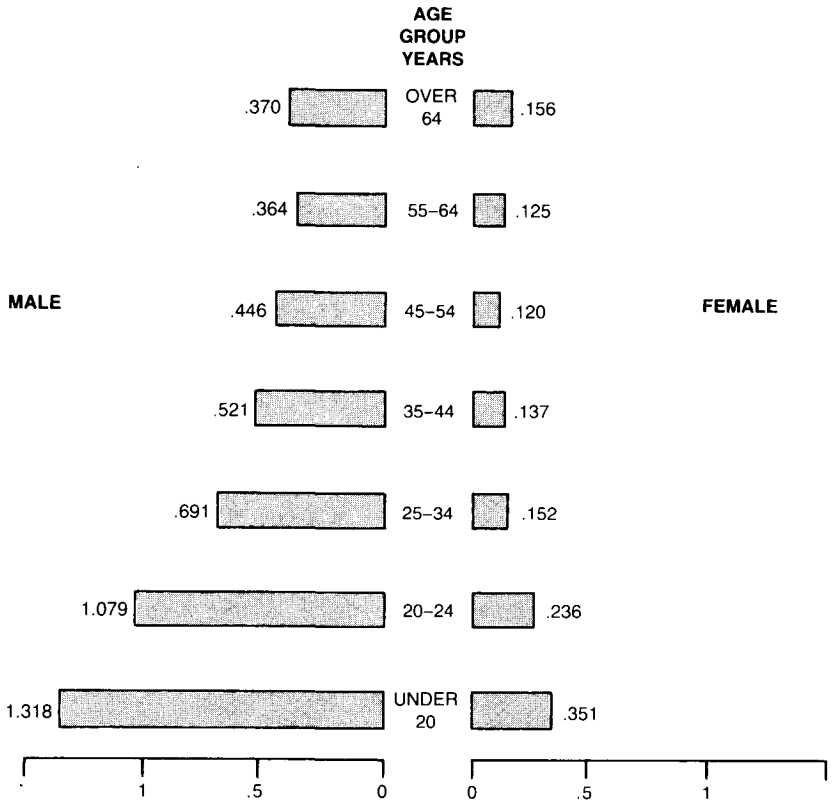
Volume III, Number 2

December 1978

FATALITIES—THE MOTOR VEHICLE OCCUPANTS INVOLVED

Of the nearly 60,000 drivers involved in fatal traffic accidents in 1977, 82 percent were male. (See Table 4.) As shown in Figure 1, younger drivers and particularly males, had higher fatal accident involvement rates. Males in all age categories had higher fatal accident involvement rates than females in the same age categories.

FIGURE 1
FATAL TRAFFIC ACCIDENT INVOLVEMENT RATE PER 1000 LICENSED DRIVERS BY SEX AND AGE GROUP, 1977



The over-involvement of young drivers (under 25), particularly in single vehicle fatal accidents, is shown in Table 1. Drivers over 34 were generally in fewer fatal accidents than would be expected, based on the number of licenses in force. It should be noted that this measure of exposure, driver licenses in force, does not take into account differences in average miles traveled per year by different age groups.

TABLE 1
PERCENT DISTRIBUTION, BY AGE, OF DRIVERS INVOLVED IN FATAL TRAFFIC ACCIDENTS, 1977, BY COLLISION TYPE

		AGE OF DRIVER						
	TOTAL	UNDER 25	25–34	35–44	45–54	55–64	OVER 64	UNKNOWN
DRIVER LICENSES IN FORCE	100.00	22.50	24.00	16.40	14.90	12.30	9.90	--
TYPE OF ACCIDENT								
ALL FATAL ACCIDENTS	100.00	39.32	23.98	12.76	10.04	7.21	6.46	.23
SINGLE VEHICLE	100.00	44.92	24.11	11.52	8.72	6.02	4.42	.28
MULTI-VEHICLE:								
REAR END	100.00	30.73	25.85	16.15	12.90	8.48	5.57	.31
HEAD ON	100.00	36.14	25.02	14.04	10.85	7.87	5.96	.11
REAR TO REAR	100.00	25.00	28.85	11.54	15.38	5.77	11.54	1.92
ANGLE	100.00	35.36	22.05	12.83	10.62	8.30	10.67	.17
SIDESWIPE	100.00	36.54	26.26	12.94	10.95	7.54	5.50	.28

There are more drivers between the ages of 25 and 34, and they showed a mixed pattern of fatal accident involvement. Female drivers in this age group were especially involved in accidents with pedalcyclists. Both males and females in this age group had a high involvement in fatal pedestrian accidents. Drivers from 20 to 34 showed a high involvement in fatal single vehicle motorcycle accidents. (See Tables 2 and 3.)

TABLE 2
PERCENT DISTRIBUTION, BY AGE, OF MALE DRIVERS INVOLVED IN FATAL TRAFFIC ACCIDENTS, 1977, BY ACCIDENT TYPE

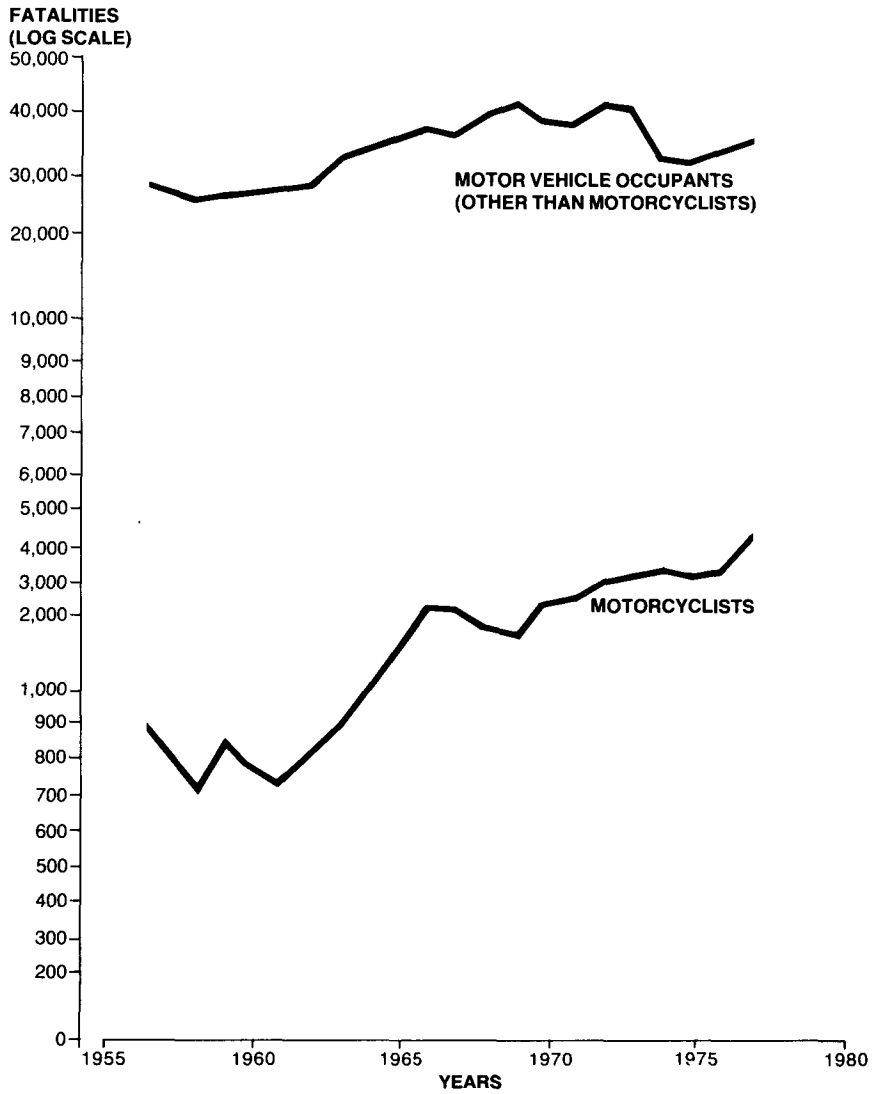
		AGE OF DRIVER							
	TOTAL	UNDER 20	20–24	25–34	35–44	45–54	55–64	OVER 64	UNKNOWN
DRIVER LICENSES IN FORCE	100.00	9.05	13.39	23.35	16.00	14.75	12.49	10.97	--
TYPE OF ACCIDENT									
ALL FATAL ACCIDENTS	100.00	18.03	21.83	24.39	12.60	9.94	6.86	6.13	.21
COLLISION WITH:									
PEDESTRIAN	100.00	16.69	20.74	26.11	13.85	10.31	7.32	4.81	.18
PEDALCYCLE	100.00	20.42	20.56	24.37	13.38	9.72	7.61	3.80	.14
SINGLE-VEHICLE:									
MOTORCYCLE	100.00	21.70	36.42	30.06	6.92	2.96	1.13	.63	.19
OTHER VEHICLES	100.00	22.96	24.68	22.71	10.66	8.41	5.85	4.42	.32
MULTI-VEHICLE	100.00	15.69	19.90	24.53	13.58	11.00	7.56	7.57	.17

TABLE 3
PERCENT DISTRIBUTION, BY AGE, OF FEMALE DRIVERS INVOLVED IN FATAL TRAFFIC ACCIDENTS, 1977, BY ACCIDENT TYPE

		AGE OF DRIVER							
	TOTAL	UNDER 20	20–24	25–34	35–44	45–54	55–64	OVER 64	UNKNOWN
DRIVER LICENSES IN FORCE	100.00	8.73	13.84	24.76	16.86	15.07	12.08	8.66	--
TYPE OF ACCIDENT									
ALL FATAL ACCIDENTS	100.00	17.91	19.10	22.09	13.49	10.56	8.81	7.91	.13
COLLISION WITH:									
PEDESTIRAN	100.00	17.55	22.48	25.33	13.39	9.55	6.31	5.23	.15
PEDALCYCLE	100.00	16.94	16.39	27.32	14.75	10.38	8.74	5.46	--
SINGLE-VEHICLE									
MOTORCYCLE	100.00	16.00	28.00	28.00	12.00	16.00	--	--	--
OTHER VEHICLES	100.00	23.36	21.63	22.17	11.03	9.25	6.55	5.78	.23
MULTI-VEHICLE	100.00	15.92	17.53	21.29	14.42	11.25	10.19	9.33	.09

Figure 2 presents the motor vehicle occupant fatalities from 1957 to 1977. Motorcycle fatalities have been increasing at a faster rate than other motor vehicle occupant fatalities. From 1976 to 1977, the number of vehicle occupant fatalities increased for motorcycle occupants 23 percent and for other motor vehicle occupants 3 percent. These relative increases may reflect increased driving as well as other changes.

FIGURE 2
MOTOR VEHICLE OCCUPANT AND MOTORCYCLE TRAFFIC FATALITIES, 1957–1977



III(2)4

The supporting data for Figures 1 and 2 are presented in Tables 4 and 5.

TABLE 4
DISTRIBUTION OF DRIVERS INVOLVED IN FATAL TRAFFIC ACCIDENTS BY AGE AND SEX 1977

	TOTAL			MALE			FEMALE		
AGE GROUP YEARS	DRIVERS LICENSES IN FORCE (THOUSANDS)	FATAL ACCIDENT INVOLVED DRIVERS	FATAL ACCIDENT INVOLVEMENT RATE (PER 1000 DRIVERS)	DRIVERS LICENSES IN FORCE (THOUSANDS)	FATAL ACCIDENT INVOLVED DRIVERS	FATAL ACCIDENT INVOLVEMENT RATE (PER 1000 DRIVERS)	DRIVERS LICENSES IN FORCE (THOUSANDS)	FATAL ACCIDENT INVOLVED DRIVERS	FATAL ACCIDENT INVOLVEMENT RATE (PER 1000 DRIVERS)
UNDER 20	12,274	10,801	.880	6,715	8,852	1.318	5,559	1,949	.351
20–24	18,753	12,797	.682	9,935	10,718	1.079	8,818	2,079	.236
25–34	33,096	14,377	.434	17,321	11,972	.691	15,775	2,405	.152
35–44	22,615	7,654	.338	11,874	6,186	.521	10,741	1,468	.137
45–54	20,548	6,032	.294	10,946	4,882	.446	9,602	1,150	.120
55–64	17,962	4,328	.241	9,264	3,369	.364	7,698	959	.125
OVER 64	14,653	3,872	.264	8,140	3,011	.370	5,513	861	.156
UN-KNOWN	--	119	--	--	105	--	--	14	--
TOTAL	137,901	59,980	.435	74,195	49,095	.662	63,706	10,885	.171

TABLE 5
MOTOR VEHICLE OCCUPANT AND MOTORCYCLE TRAFFIC FATALITIES, 1957–1977

YEAR	MOTOR VEHICLE OCCUPANTS	MOTORCYCLISTS
1957	27,807	850
1958	26,591	720
1959	27,093	850
1960	27,354	790
1961	27,458	740
1962	29,697	810
1963	32,121	940
1964	34,906	1,240
1965	36,027	1,650
1966	38,620	2,230
1967	38,561	2,170
1968	40,463	1,940
1969	41,412	1,870
1970	39,828	2,280
1971	39,137	2,650
1972	40,546	3,030
1973	40,010	3,230
1974	32,584	3,370
1975	32,151	3,189
1976	33,194	3,312
1977	34,342	4,083

The 1977 driver license in force data are preliminary estimates provided by the Highway Statistics Division, Federal Highway Administration, U.S. Department of Transportation, Nassif Building, 400 7th Street, SW., Washington, D.C. 20590, (202) 426-0180.

The 1957 to 1974 traffic fatality data were estimated by the National Highway Traffic Safety Administration (NHTSA) from data supplied by the National Center for Health Statistics, HEW, and State Accident Summaries (adjusted to 30 day deaths). The traffic fatality data for 1975 to 1977 are taken from the 1977 Fatal Accident Reporting System (FARS). The FARS file is maintained by NHTSA's National Center for Statistics and Analysis (NCSA).

For more information about this and other Highway Safety Facts, write the National Center for Statistics and Analysis, NRD-34, National Highway Traffic Safety Administration, 2100 Second Street, SW., Washington, D.C. 20590.

National Highway Traffic Safety Administration

Highway Safety Facts

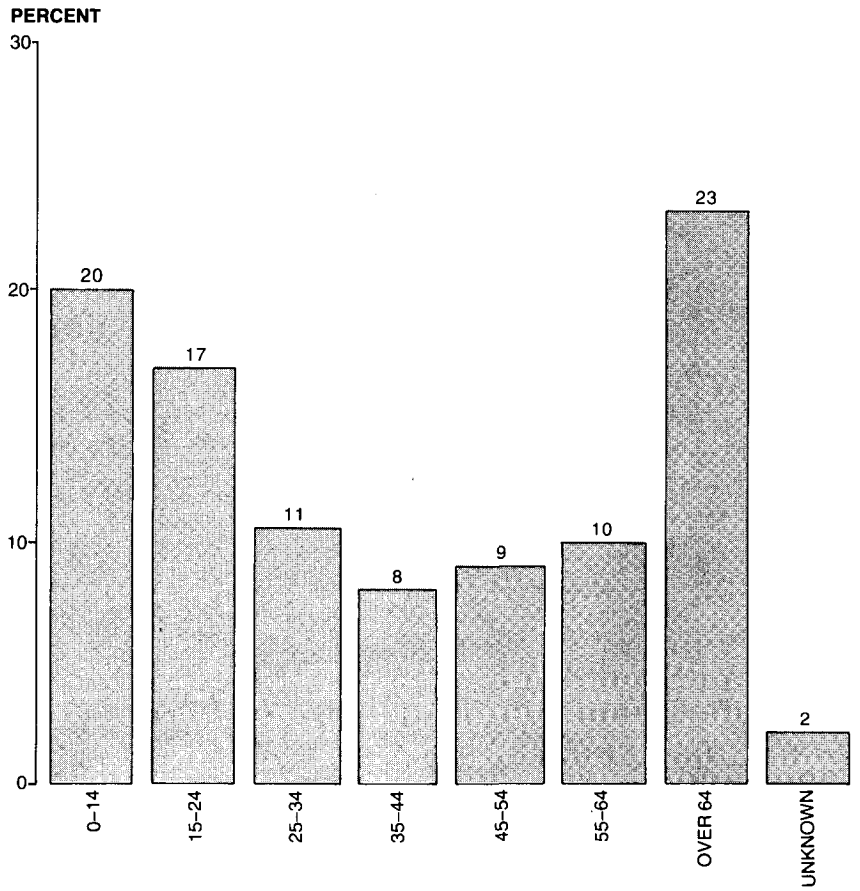
National Center for Statistics and Analysis

Volume III, Number 3 December 1978

FATALITIES—THE PEDESTRIAN AND BICYCLIST INVOLVED

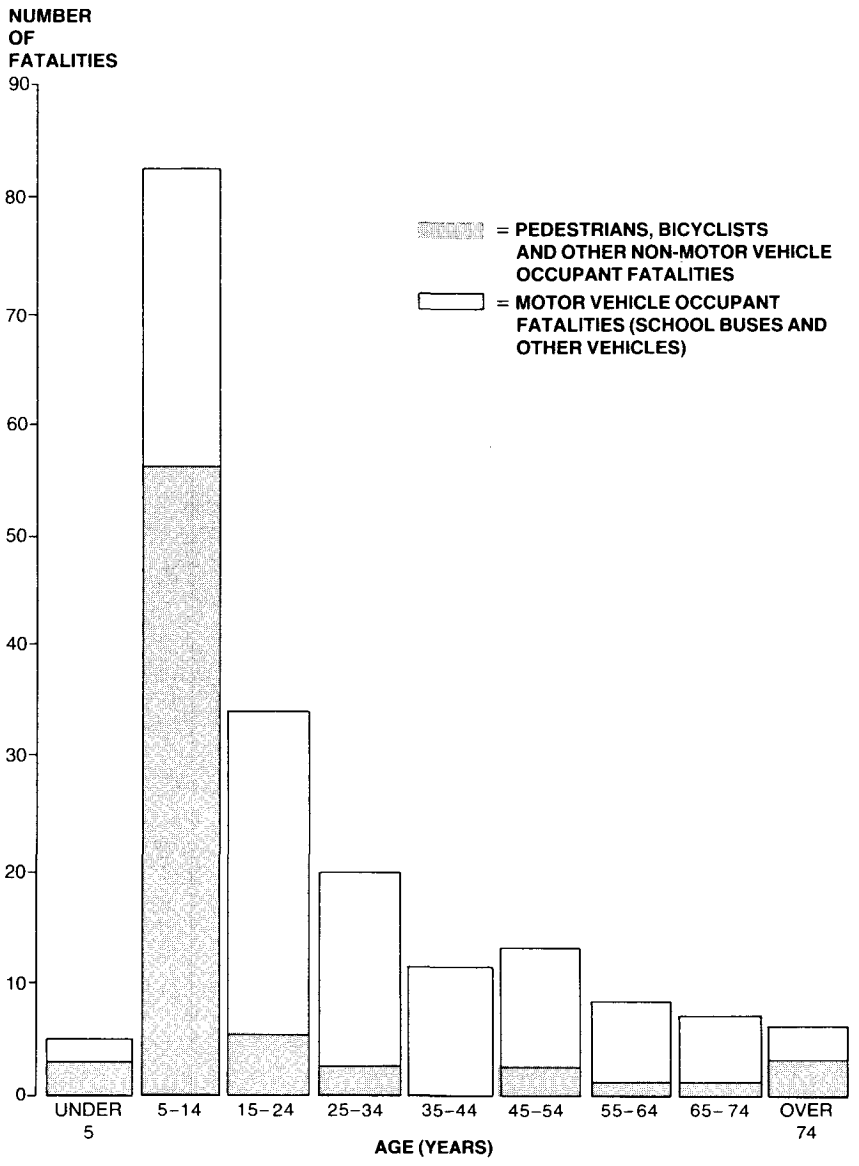
In 1977, 7,705 pedestrians were killed in traffic accidents, representing 16 percent of all traffic fatalities. Over 40 percent of the fatal accidents involving pedestrians occurred during the nighttime hours (3,125 between 8 p.m. and 4 a.m.) and most of the fatalities occurred on the roadway away from intersections (5,392). As shown in Figure 1, the young, and especially the old, are the primary victims of pedestrian accidents.

FIGURE 1
AGE DISTRIBUTION OF PEDESTRIAN FATALITIES, 1977



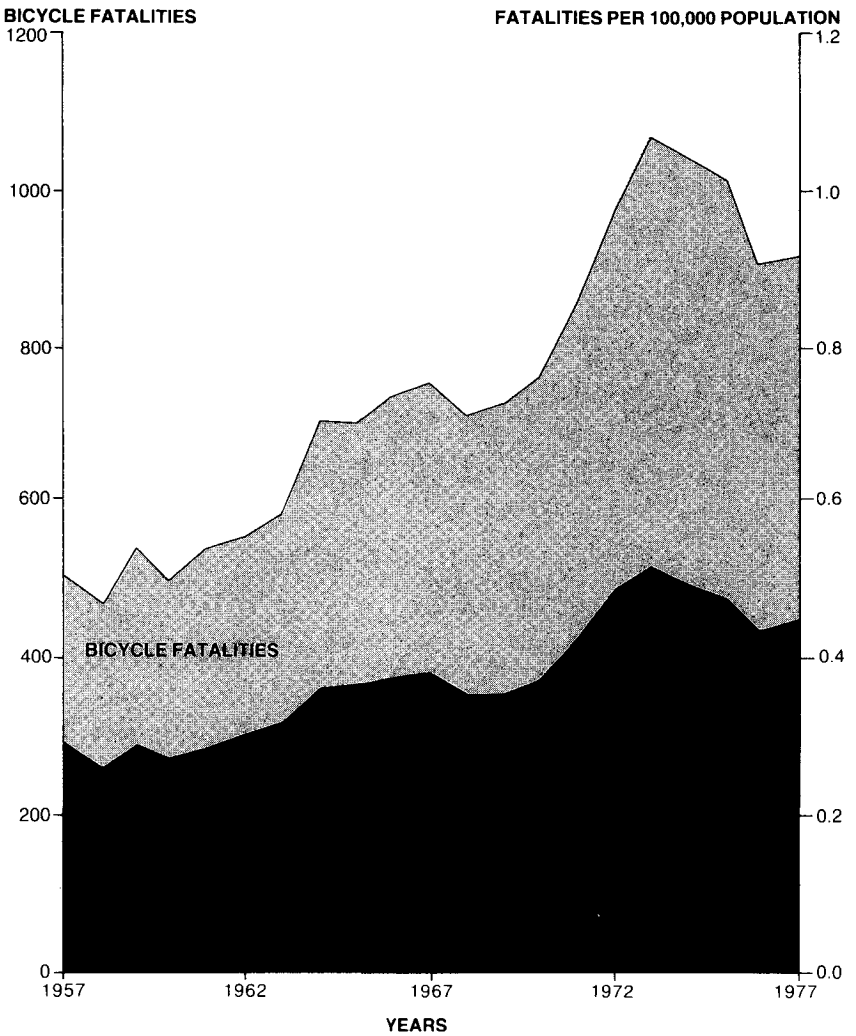
Pedestrians, bicyclists and other individuals not riding in motor vehicles constitute a relatively high proportion (37 percent) of the deaths in school bus-related accidents. Fatalities in these accidents in 1977 are presented in Figure 2. It is clearly seen that the fatalities tended to be very young.

FIGURE 2
FATALITIES IN SCHOOL BUS-RELATED ACCIDENTS, 1977



As shown in Figure 3, increasing use of bicycles has led to greater numbers of bicycle fatalities (916 in 1977). Over one-third (330) of these fatal traffic accidents involving bicycles occurred on local streets. Over half (583) were between noon and 8 p.m. Most of the 1977 bicycle fatalities were young—77 percent (709) were under 21 and 66 percent (607) were under 16. Almost 80 percent (724) were male.

FIGURE 3
BICYCLE FATALITIES INVOLVING MOTOR VEHICLES, 1950–1977



The following displays present a comparison of trends between motorcycle and bicycle fatalities, and pedestrian and motor vehicle occupant fatalities. Over the last 3 years, neither bicycle nor pedestrian fatalities have increased at the rate of other motor vehicle fatalities.

FIGURE 4
MOTORCYCLE AND BICYCLE FATALITIES, 1957–1977

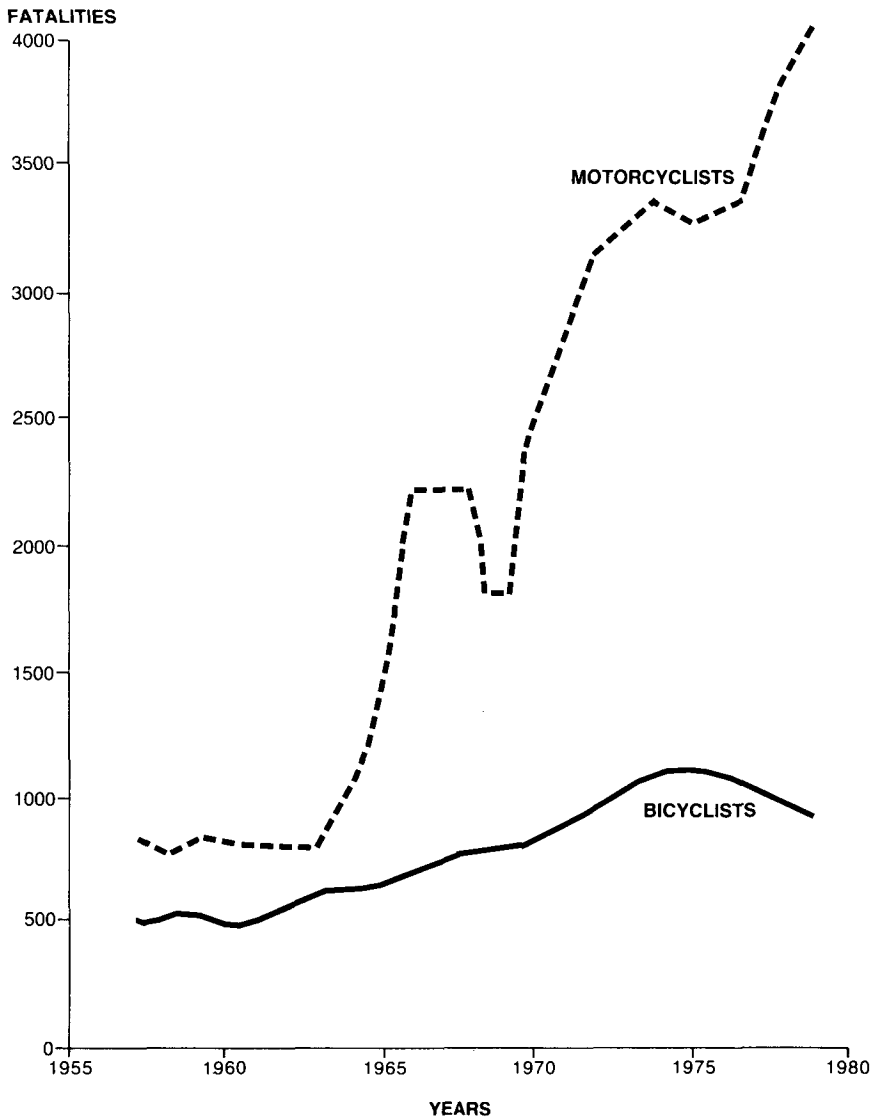
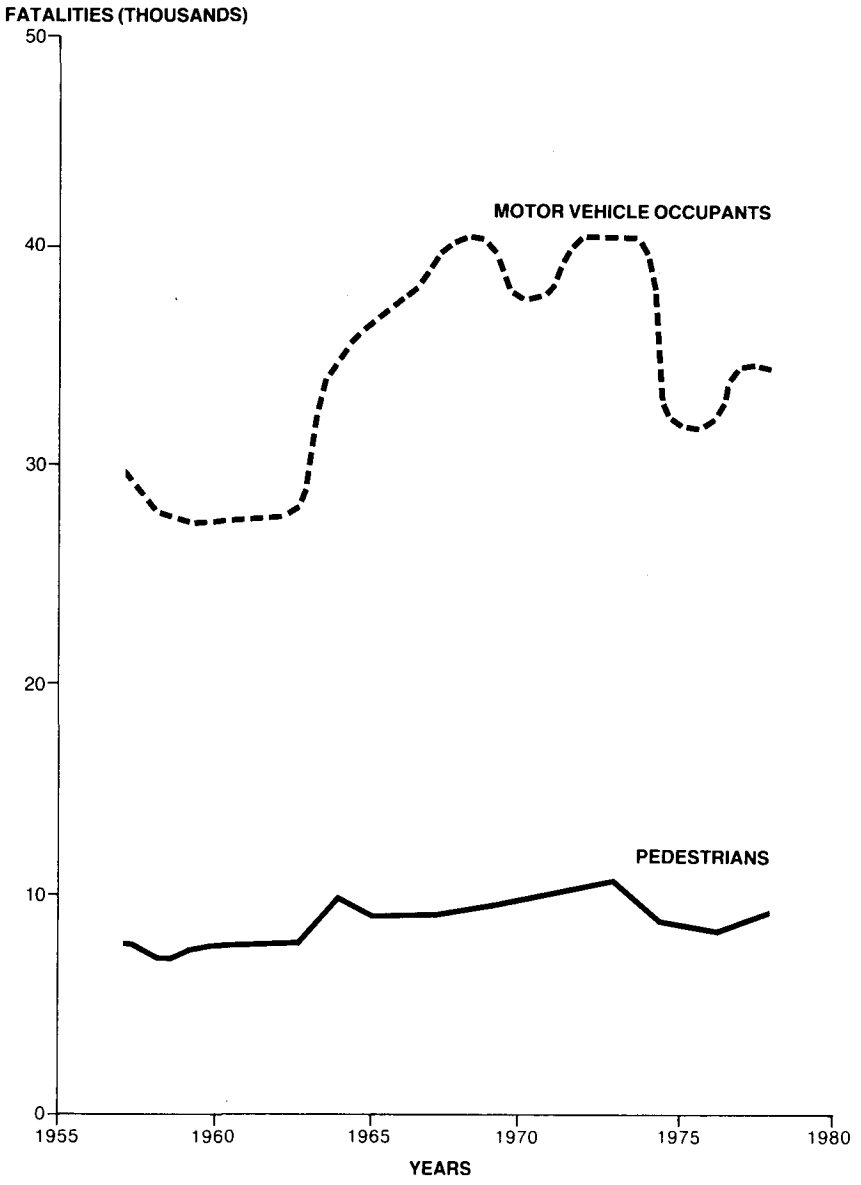


FIGURE 5
PEDESTRIAN AND MOTOR VEHICLE OCCUPANT FATALITIES, 1957–1977



Supporting data for Figures 1 through 5 and the above discussion follow.

TABLE 1
AGE DISTRIBUTION OF PEDESTRIAN FATALITIES, 1977

AGE	NUMBER OF FATALITIES
0–14	1543
15–24	1313
25–34	845
35–44	587
45–54	709
55–64	803
OVER 64	1772
NOT STATED	133
TOTAL	7705

TABLE 2
SCHOOL BUS FATALITIES, 1977

		AGE								
OCCUPANCY	**TOTAL**	**UNDER 5**	**5–14**	**15–24**	**25–34**	**35–44**	**45–54**	**55–64**	**65–74**	**OVER 74**
NON-OCCUPANT										
PEDESTRIAN	64	2	51	2	2	0	2	1	1	3
PEDALCYCLIST	7	0	4	3	0	0	0	0	0	0
RIDER OF ANIMAL	1	0	1	0	0	0	0	0	0	0
OCCUPANT BY BODY TYPE										
CONVERTIBLE	1	0	0	1	0	0	0	0	0	0
2-DOOR SEDAN, HARDTOP, COUPE	41	1	1	16	10	5	1	5	2	0
4-DOOR SEDAN, HARDTOP, COUPE	15	2	2	2	2	1	2	1	2	1
STATIONWAGON	5	0	2	1	0	1	0	0	0	1
UNKNOWN TYPE AUTOMOBILE	6	0	0	5	0	0	0	1	0	0
MOTORCYCLE	7	0	2	2	1	1	1	0	0	0
SCHOOL BUS	13	0	12	1	0	0	0	0	0	0
TRANSIT BUS	2	0	2	0	0	0	0	0	0	0
CONSTRUCTION EQUIPMENT	1	0	0	1	0	0	0	0	0	0
CAMPER/MOTOR HOME	2	0	0	0	0	0	0	0	2	0
PICKUP	12	0	2	2	2	2	3	0	0	1
VAN	4	0	1	1	0	1	1	0	0	0
SINGLE UNIT TRUCK	1	0	0	0	1	0	0	0	0	0
TWO UNIT TRUCK	1	0	0	0	0	0	1	0	0	0
MULTI UNIT TRUCK	4	0	0	0	2	0	2	0	0	0
UNKNOWN TYPE	5	0	3	2	0	0	0	0	0	0
TOTAL	192	5	83	39	20	11	13	8	7	6

TABLE 3
BICYCLE DEATHS INVOLVING MOTOR VEHICLES, 1957–1977

YEAR	BICYCLE DEATHS	BICYCLE POPULATION DEATH RATE
1957	500	.29
1958	460	.26
1959	520	.29
1960	490	.27
1961	520	.28
1962	550	.30
1963	580	.31
1964	690	.36
1965	690	.36
1966	730	.37
1967	750	.38
1968	700	.35
1969	710	.35
1970	760	.37
1971	860	.42
1972	990	.48
1973	1,070	.51
1974	1,040	.49
1975	1,003	.47
1976	914	.43
1977	916	.43

TABLE 4
MOTOR VEHICLE FATALITIES, 1957–1977

YEAR	PEDESTRIANS	MOTORCYCLISTS	BICYCLISTS	MOTOR VEHICLE OCCUPANTS	OTHER	TOTAL
1957	7,210	850	500	27,807	565	36,932
1958	7,020	720	460	26,591	540	35,331
1959	7,210	850	520	27,093	550	36,223
1960	7,210	790	490	27,354	555	36,399
1961	7,010	740	520	27,458	557	36,285
1962	7,320	810	550	29,697	603	38,980
1963	7,430	940	580	32,121	652	41,723
1964	8,100	1,240	690	34,906	709	45,645
1965	7,990	1,650	690	36,027	732	47,089
1966	8,530	2,230	730	38,620	784	50,894
1967	8,460	2,170	750	38,561	783	50,724
1968	8,800	1,940	700	40,463	822	52,725
1969	8,710	1,870	710	41,412	841	53,543
1970	8,950	2,280	760	39,828	809	52,627
1971	9,100	2,650	860	39,137	795	52,542
1972	9,200	3,030	990	40,546	823	54,589
1973	8,930	3,230	1,070	40,010	812	54,052
1974	7,540	3,370	1,040	32,584	662	45,196
1975	7,516	3,189	1,003	32,151	666	44,525
1976	7,427	3,312	914	33,194	676	45,523
1977	7,705	4,083	916	34,342	669	47,715

The 1957 through 1974 traffic fatality data were estimated by the National Highway Traffic Safety Administration (NHTSA) from data supplied by the National Center for Health Statistics, HEW, and State Accident Summaries (adjusted to 30 day deaths). The traffic fatality data for 1975 to 1977 are taken from the 1977 Fatal Accident Reporting System (FARS). The FARS file is maintained by NHTSA's National Center for Statistics and Analysis (NCSA).

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National Highway Traffic Safety Administration

Highway Safety Facts

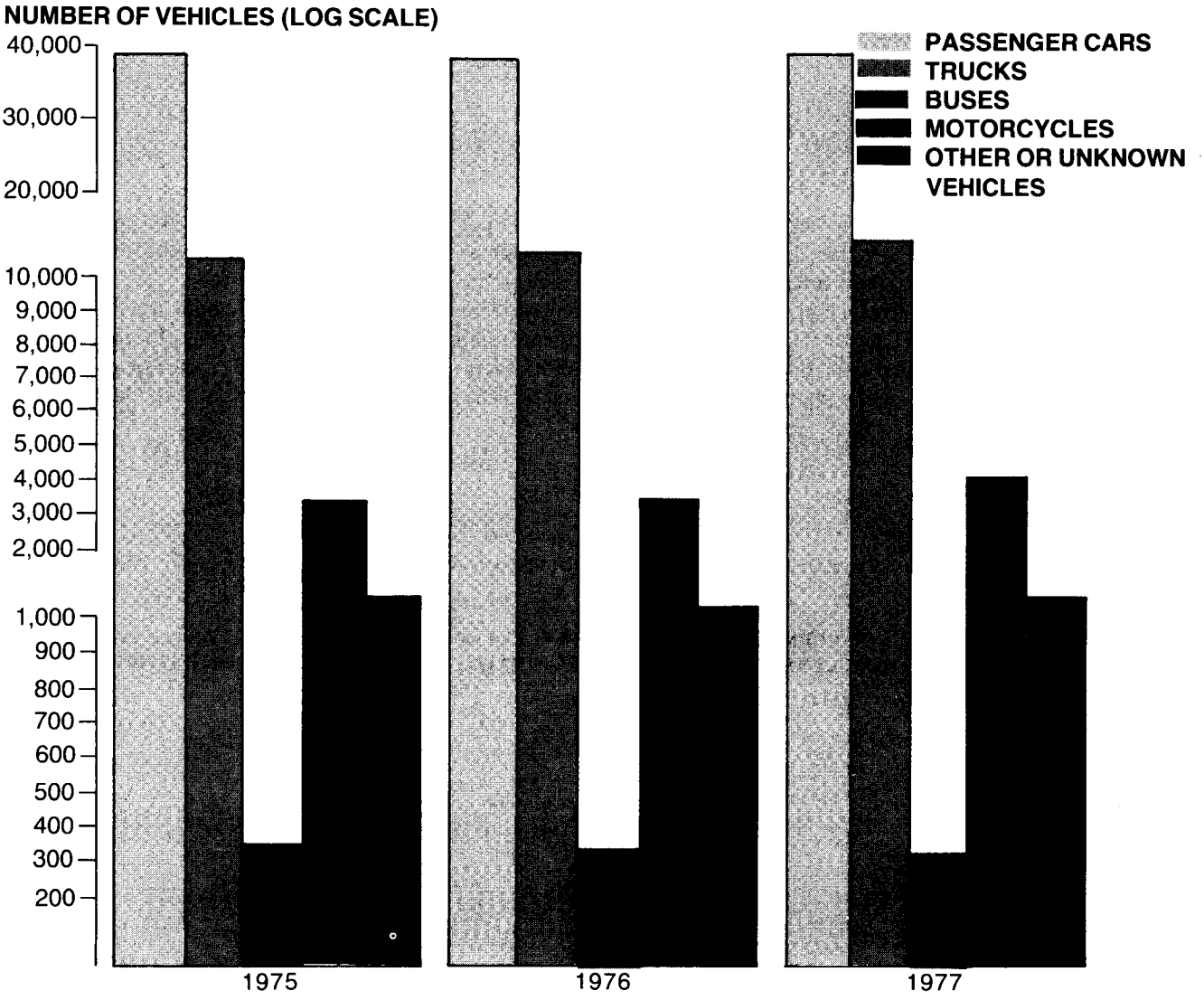
National Center for Statistics and Analysis

Volume III, Number 4 December 1978

FATALITIES—THE MOTOR VEHICLES INVOLVED

The distribution of vehicle types involved in fatal traffic accidents for the years 1975 through 1977, is presented in Figure 1. The largest percentage increase in fatal accident involvement from 1976 to 1977, was for medium and heavy trucks (63.8 percent and 11.7 percent, respectively) and for motorcycles (23.6 percent). (See Table 1.)

FIGURE 1
DISTRIBUTION OF VEHICLES INVOLVED IN FATAL TRAFFIC ACCIDENTS, 1975–1977



In those accidents involving heavy trucks, the fatalities are usually not truck occupants. This indicates that the size and weight of trucks make them especially dangerous to other vehicle occupants when involved in collisions with other vehicles. In contrast, when a motorcycle is involved in a fatal accident, at least one fatality is usually a motorcycle occupant. Motorcycle occupants suffer in any such collision from a lack of crash protection.

TABLE 1
DISTRIBUTION OF VEHICLES INVOLVED IN FATAL ACCIDENTS, 1975–1977

TYPE OF VEHICLE	NUMBER OF VEHICLES INVOLVED			NUMBER OF FATAL ACCIDENTS			FATAL ACCIDENT INVOLVEMENT	
	1975	1976	1977	1975	1976	1977	%CHANGE 1975–1976	%CHANGE 1976–1977
PASSENGER CARS	38,330	37,795	39,781	30,122	29,967	31,285	−.5	4.4
LIGHT TRUCKS	7,692	8,370	9,125	7,335	7,966	8,658	8.6	8.7
MEDIUM TRUCKS	475	424	705	463	423	693	−8.6	63.8
HEAVY TRUCKS	3,042	3,566	3,998	2,858	3,380	3,774	18.3	11.7
OTHER OR UNKNOWN TRUCKS	972	849	782	944	832	772	−11.9	−7.2
SCHOOL BUSES	130	123	123	130	122	123	−6.2	.8
COMMERCIAL BUSES	160	160	156	157	160	156	1.9	−2.5
OTHER OR UNKNOWN BUSES	37	36	39	37	36	39	−2.7	8.3
MOTORCYCLES	3,265	3,343	4,143	3,148	3,245	4,011	3.1	23.6
OTHER OR UNKNOWN VEHICLES	1,432	1,418	1,450	1,366	1,337	1,372	−2.1	2.6
TOTAL	55,535	56,084	60,302	46,560	47,468	50,883	2.0	7.2

The three categories of trucks presented in Table 1 are light trucks (pick-up trucks and vans) with a gross vehicle weight (GVW) less than 10,000 lbs.; medium trucks with a GVW from 10,000 lbs. to 26,000 lbs.; and heavy trucks (single-unit and articulated trucks) with a GVW greater than 26,000 lbs.

The motor vehicle involvement in fatal accidents is compared to registrations and vehicle miles traveled in Table 2, for years 1975 and 1976. As shown, motorcycles are overrepresented in fatal accidents. While motorcycles represented only 3.5 percent of all motor vehicles registered in 1976, and 1.6 percent of all motor vehicle miles traveled, they accounted for 6 percent of all motor vehicles involved in fatal accidents.

TABLE 2
TYPE OF MOTOR VEHICLES INVOLVED IN FATAL ACCIDENTS

TYPE OF VEHICLE	PERCENT OF ALL VEHICLES REGISTERED		PERCENT OF ALL VEHICLES IN FATAL ACCIDENTS		PERCENT OF ALL MOTOR VEHICLE MILES TRAVELED	
	1975	1976	1975	1976	1975	1976
PASSENGER CARS	77.4	76.9	69.0	67.4	77.3	76.2
TRUCKS	18.7	19.3	21.9	23.6	20.6	21.8
BUSES	.3	.3	.6	.6	.4	.4
MOTORCYCLES	3.6	3.5	5.9	6.0	1.7	1.6
OTHER OR UNKNOWN VEHICLE	--	--	2.6	2.5	--	--
TOTAL PERCENT	100	100	100	100	100	100

The traffic fatality data are taken from the 1977 Fatal Accident Reporting System (FARS). The FARS file is maintained by the National Highway Traffic Safety Administration's (NHTSA) National Center for Statistics and Analysis (NCSA).

The registration data for 1975, 1976, and 1977 preliminary estimates are provided by the Highway Statistics Division, Federal Highway Administration, U.S. Department of Transportation, Nassif Building, 400 7th Street, SW., Washington, D.C. 20590, (202) 426-0180.

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National Highway Traffic Safety Administration

Highway Safety Facts

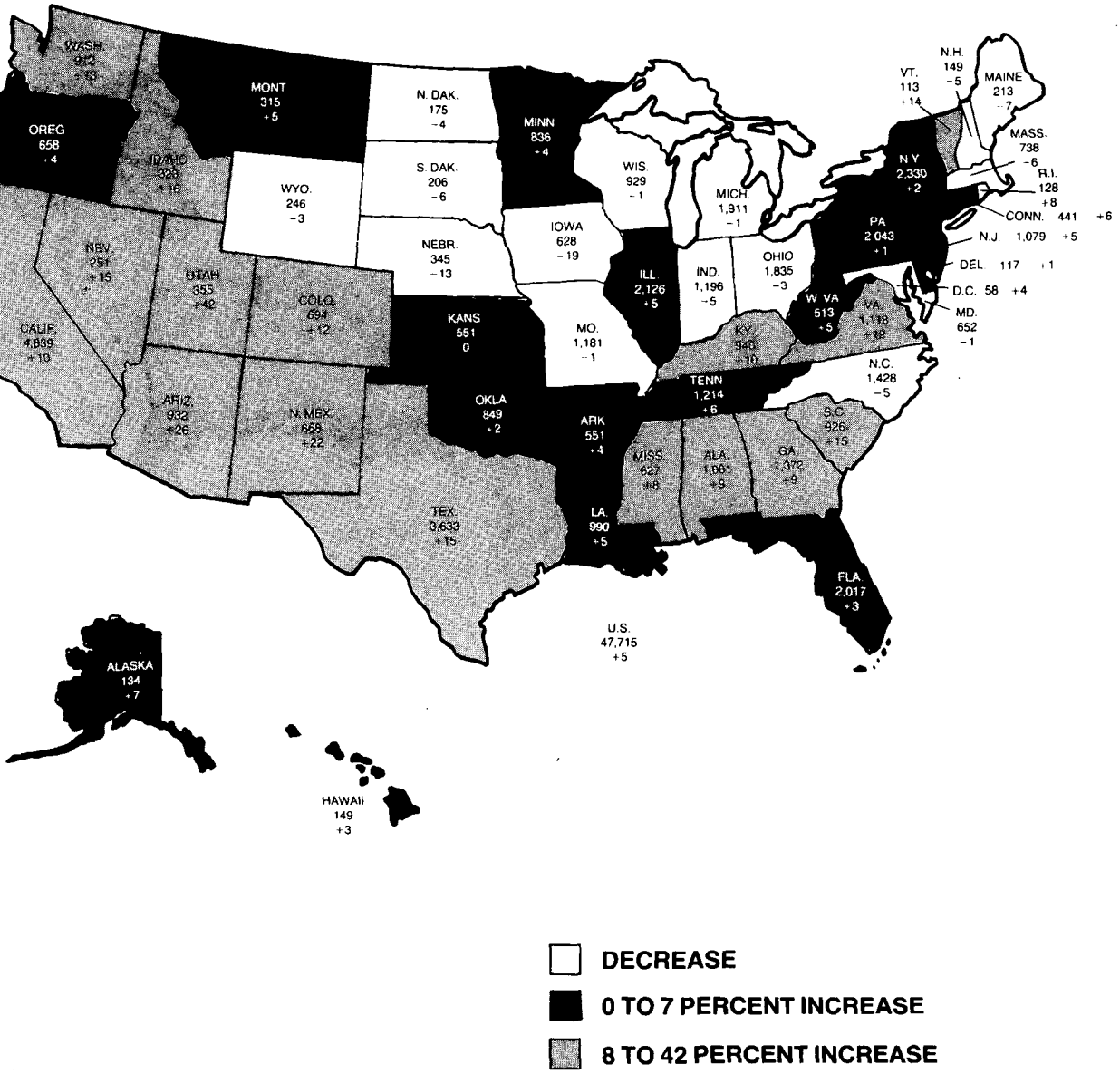
National Center for Statistics and Analysis

Volume III, Number 5 December 1978

FATALITIES—THE PLACE AND TIME

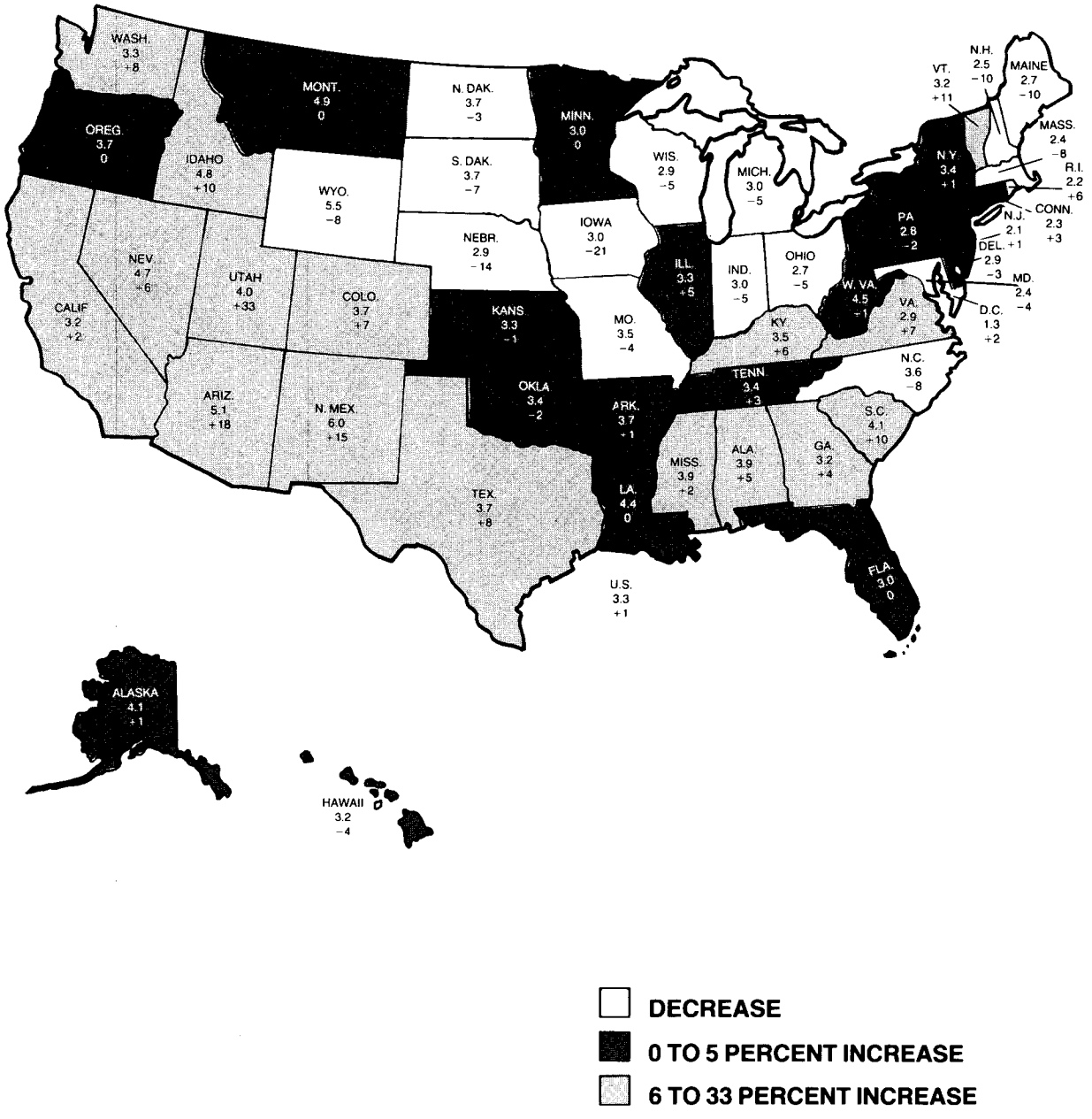
State motor vehicle traffic fatalities are presented in Figure 1. In 1977, 15 of the states showed a decrease in traffic fatalities compared to 1976, and 17 states had an increase of greater than 7 percent. States having the largest percent increase tended to be in the West, South or Southwest.

FIGURE 1
MOTOR VEHICLE TRAFFIC FATALITIES BY STATE OF OCCURRENCE, 1977, AND PERCENT CHANGE FROM 1976



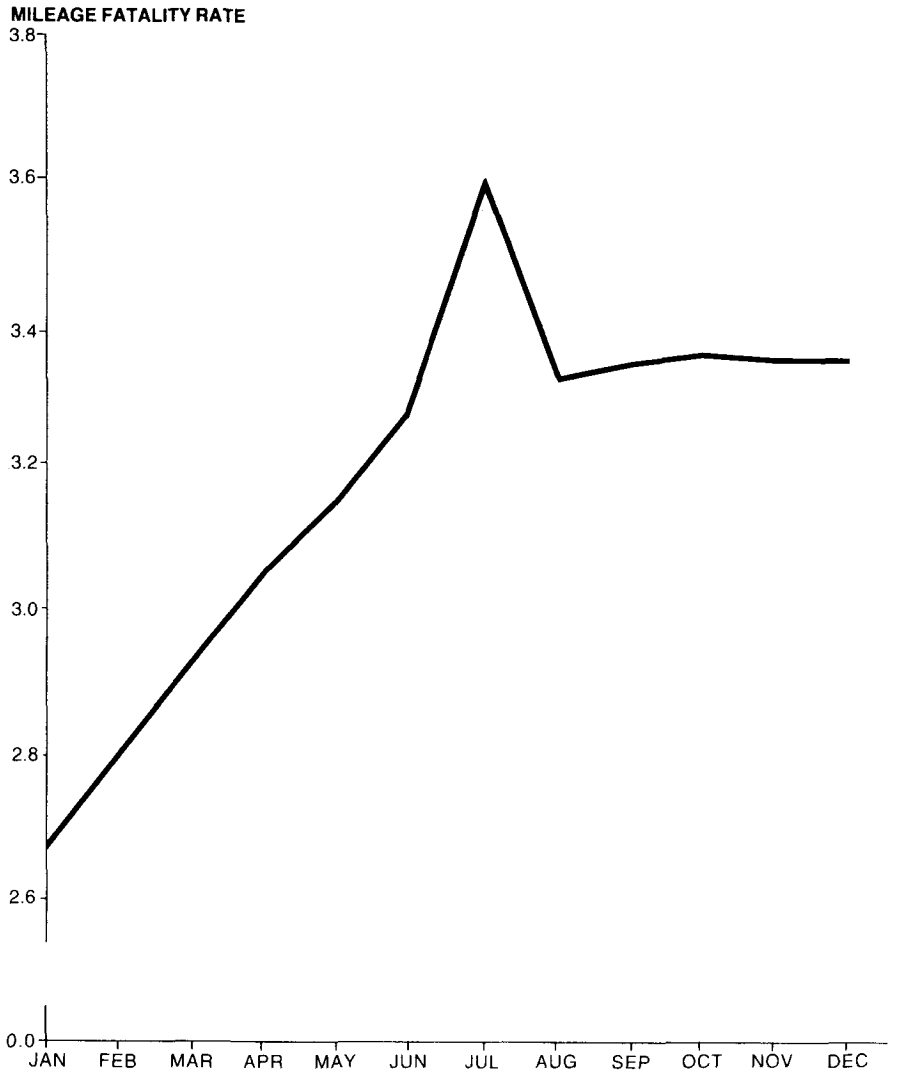
The motor vehicle mileage fatality rate is the number of fatalities per 100,000,000 vehicle miles traveled. Twenty states showed a decrease in their vehicle mileage fatality rate; 26 states showed an increase greater than the national increase of 1 percent.

FIGURE 2
MOTOR VEHICLE MILEAGE FATALITY RATE BY STATE OF OCCURRENCE, 1977, AND PERCENT CHANGE FROM 1976 (FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED)



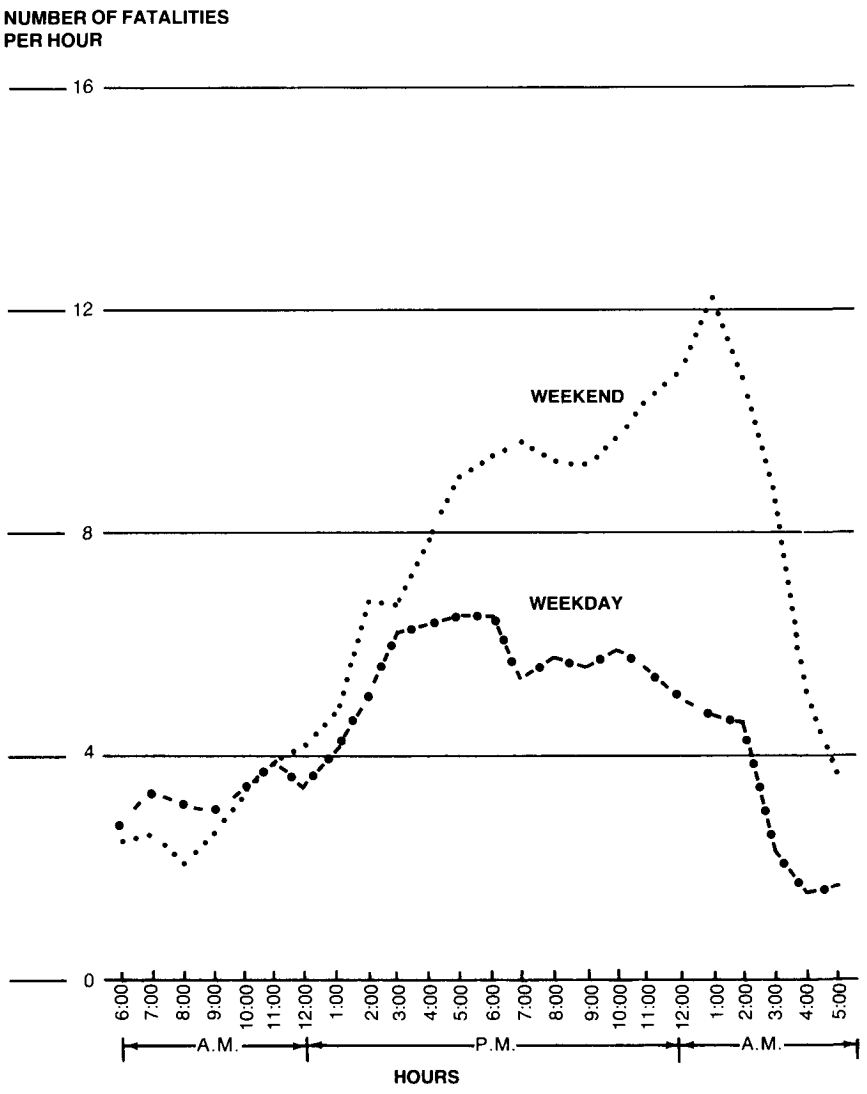
Fatality rates by month for 1977 are presented in Figure 3. The rates generally increased throughout the year. July had the highest rate followed by a decrease in August.

FIGURE 3
MONTHLY FATALITY RATES FOR 1977



Weekend crashes (6 p.m. Friday to 12 p.m. Sunday) result in many more fatalities in the evening and early morning hours than do weekday crashes. This is considered to show effects of increased recreational driving and increased use of alcohol during these periods.

FIGURE 4
WEEKEND-WEEKDAY CONTRAST IN FATALITY RATES, 1977



The 1977 traffic fatalities by urban/rural area and accident type are presented in Table 1, showing urban areas with the highest percentage increase over 1976. However, there was a change between 1976 and 1977 in the Fatal Accident Reporting System's classification of urban and rural areas. Single vehicle-motorcycle accidents represented the highest percentage increase over 1976, for both urban and rural areas.

TABLE 1
FATAL TRAFFIC ACCIDENTS BY ACCIDENT TYPE AND AREA, 1977, AND PERCENT CHANGE FROM 1976

	1976			1977			% CHANGE 1976–1977		
ACCIDENT TYPE	**URBAN**	**RURAL**	**TOTAL**	**URBAN**	**RURAL**	**TOTAL**	**URBAN**	**RURAL**	**TOTAL**
ALL FATAL ACCIDENTS	14,755	24,981	39,747	17,665	24,387	42,183	19.72	−2.38	6.13
COLLISION WITH PEDESTRIAN	4,175	2,883	7,013	4,713	2,507	7,250	12.89	−13.04	3.38
COLLISION WITH PEDALCYCLIST	459	433	892	532	372	910	15.90	−14.09	2.02
SINGLE VEHICLE—MOTORCYCLE	595	683	1,278	782	830	1,617	31.43	21.52	26.53
SINGLE VEHICLE—OTHER TYPE	4,291	11,415	15,709	5,090	10,836	15,981	18.62	−5.07	1.73
MULTI-VEHICLE COLLISION	5,232	9,617	14,852	6,548	9,840	16,423	25.15	2.32	10.58

The supporting data for Figures 1 through 4 are given in Tables 2 through 4.

TABLE 2
VEHICLE TRAFFIC FATALITIES BY STATE OF OCCURRENCE, 1977 AND PERCENT CHANGE FROM 1976

STATE	TRAFFIC FATALITIES 1976	1977	PERCENT CHANGE 1976–1977	1977 FATALITY RATE	PERCENT CHANGE FROM 1976
ALABAMA	988	1,081	9	3.9	5
ALASKA	125	134	7	4.1	1
ARIZONA	739	932	26	5.1	18
ARKANSAS	531	551	4	3.7	1
CALIFORNIA	4,395	4,839	10	3.2	2
COLORADO	620	694	12	3.7	7
CONNECTICUT	417	441	6	2.3	3
DELAWARE	116	117	1	2.9	−3
DIST. OF COL.	56	58	4	1.8	2
FLORIDA	1,956	2,017	3	3.0	0
GEORGIA	1,264	1,372	9	3.2	4
HAWAII	145	149	3	3.2	−4
IDAHO	279	323	16	4.8	10
ILLINOIS	2,031	2,126	5	3.3	5
INDIANA	1,258	1,196	−5	3.0	−5
IOWA	779	628	−19	3.0	−21
KANSAS	549	551	0	3.3	−1
KENTUCKY	854	940	10	3.5	6
LOUISIANA	941	990	5	4.4	0
MAINE	228	213	−7	2.7	−10
MARYLAND	660	652	−1	2.4	−4
MASSACHUSETTS	789	738	−6	2.4	−8
MICHIGAN	1,924	1,911	−1	3.0	−5
MINNESOTA	802	836	4	3.0	0
MISSISSIPPI	581	627	8	3.9	2
MISSOURI	1,187	1,181	−1	3.5	−4
MONTANA	299	315	5	4.9	0
NEBRASKA	397	345	−13	2.9	−14
NEVADA	218	251	15	4.7	6
NEW HAMPSHIRE	157	149	−5	2.5	−10
NEW JERSEY	1,029	1,079	5	2.1	1
NEW MEXICO	549	668	22	6.0	15
NEW YORK	2,291	2,330	2	3.4	1
NORTH CAROLINA	1,502	1,428	−5	3.6	−8
NORTH DAKOTA	182	175	−4	3.7	−3
OHIO	1,893	1,835	−3	2.7	−5
OKLAHOMA	832	849	2	3.4	−2
OREGON	630	658	4	3.7	0
PENNSYLVANIA	2,021	2,043	1	2.8	−2
RHODE ISLAND	119	128	8	2.2	6
SOUTH CAROLINA	806	926	15	4.1	10
SOUTH DAKOTA	219	206	−6	3.7	−7
TENNESSEE	1,149	1,214	6	3.4	3
TEXAS	3,172	3,633	15	3.7	8
UTAH	250	355	42	4.0	33
VERMONT	99	113	14	3.2	11
VIRGINIA	1,000	1,118	12	2.9	7
WASHINGTON	804	912	13	3.3	8
WEST VIRGINIA	489	513	5	4.5	1
WISCONSIN	935	929	−1	2.9	−5
WYOMING	253	246	−3	5.5	−8
TOTAL U.S.	45,509	47,715	5	3.3	1

TABLE 3
MONTHLY TRAFFIC FATALITY RATES

MONTH	1970-72	1973	1977
JANUARY	4.62	3.98	2.68
FEBRUARY	4.29	3.76	2.80
MARCH	4.18	4.03	2.92
APRIL	4.38	4.07	3.07
MAY	4.47	4.23	3.15
JUNE	4.37	4.35	3.29
JULY	4.64	4.21	3.60
AUGUST	4.53	4.14	3.34
SEPTEMBER	4.67	4.40	3.43
OCTOBER	5.02	4.47	3.56
NOVEMBER	4.73	4.18	3.51
DECEMBER	4.81	3.88	3.51

TABLE 4
WEEKEND-WEEKDAY CONTRAST IN TRAFFIC FATALITY RATES

HOUR	WEEKEND	WEEKDAY	TOTAL
6 AM	2.49	2.80	2.85
7 AM	2.61	3.37	3.15
8 AM	2.05	3.16	2.84
9 AM	2.71	3.02	2.93
10 AM	3.38	3.15	3.21
11 AM	3.90	3.92	3.91
12 PM	4.21	3.62	3.79
1 PM	4.80	4.20	4.38
2 PM	6.77	5.08	5.57
3 PM	6.73	6.28	6.41
4 PM	7.81	6.43	7.02
5 PM	9.05	6.53	7.62
6 PM	9.43	6.51	7.77
7 PM	9.65	5.95	7.54
8 PM	9.35	5.77	7.31
9 PM	9.27	5.56	7.16
10 PM	9.70	5.90	7.54
11 PM	10.48	5.57	7.68
12 AM	10.88	5.04	7.55
1 AM	12.25	4.77	7.99
2 AM	10.83	4.58	7.27
3 AM	8.83	2.37	4.23
4 AM	5.11	1.57	2.59
5 AM	3.65	1.71	2.27
TOTAL	7.51	4.34	5.46

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SUBJECT INDEX

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