



Traffic Safety Facts 1996

Overview



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

Introduction

Motor vehicle travel is the primary means of transportation in the United States, providing an unprecedented degree of mobility. Yet for all its advantages, deaths and injuries resulting from motor vehicle crashes are the leading cause of death for persons of every age from 6 to 27 years old (based on 1993 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 1996, the fatality rate per 100 million vehicle miles of travel remained at its historic low of 1.7, the same since 1993, as compared with 2.5 in 1986. A 68 percent safety belt use rate nationwide and a reduction in the rate of alcohol involvement in fatal crashes to 40.9 percent were significant contributions to maintaining this consistently low fatality rate. However, much remains to be done. The economic cost alone of motor vehicle crashes in 1994 was more than \$150.5 billion.

In 1996, 41,907 people were killed in motor vehicle traffic crashes, 3,511,000 people were injured, and 4,548,000 crashes involved property damage only.

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

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol, Occupant Protection, Speeding, Children, Young Drivers, Older Population, Pedestrians, Pedalcyclists, Motorcycles, Large Trucks, School Buses, State Traffic Data, State Alcohol Estimates, and Rural Areas*. 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 1996, there were an estimated 6,842,000 police-reported traffic crashes, in which 41,907 people were killed and 3,511,000 people were injured; 4,548,000 crashes involved property damage only."



Summary

In 1996, 41,907 people lost their lives in motor vehicle crashes — an increase of 0.2 percent from 1995.

The fatality rate per 100 million vehicle miles of travel in 1996 was 1.7. The injury rate per 100 million vehicle miles of travel in 1996 was 142. The fatality rate per 100,000 population was 15.80 in 1996, a decrease of 1 percent from the 1995 rate of 15.91.

An average of 115 persons died each day in motor vehicle crashes in 1996 — one every 13 minutes.

Motor vehicle crashes are the leading cause of death for every age from 6 through 27 years old.

Vehicle occupants accounted for almost 85 percent of traffic fatalities in 1996. The remaining 15 percent were pedestrians, pedalcyclists, and other nonoccupants.

“An average of 115 persons died each day in motor vehicle crashes in 1996 — one every 13 minutes.”

Table 1. Motor Vehicle Occupants and Nonoccupants Killed and Injured, 1986-1996

Year	Occupants							Nonoccupants				Total
	Passenger Cars	Light Trucks	Large Trucks	Motor-cycles	Buses	Other/Unknown	Total	Pedestrian	Pedalcyclist	Other	Total	
Killed												
1986	24,944	7,317	926	4,566	39	442	38,234	6,779	941	133	7,853	46,087
1987	25,132	8,058	852	4,036	51	436	38,565	6,745	948	132	7,825	46,390
1988	25,808	8,306	911	3,662	54	429	39,170	6,870	911	136	7,917	47,087
1989	25,063	8,551	858	3,141	50	424	38,087	6,556	832	107	7,495	45,582
1990	24,092	8,601	705	3,244	32	460	37,134	6,482	859	124	7,465	44,599
1991	22,385	8,391	661	2,806	31	466	34,740	5,801	843	124	6,768	41,508
1992	21,387	8,098	585	2,395	28	387	32,880	5,549	723	98	6,370	39,250
1993	21,566	8,511	605	2,449	18	425	33,574	5,649	816	111	6,576	40,150
1994	21,997	8,904	670	2,320	18	409	34,318	5,489	802	107	6,398	40,716
1995	22,423	9,568	648	2,227	33	392	35,291	5,584	833	109	6,526	41,817
1996	22,416	9,901	621	2,160	21	460	35,579	5,412	761	153	6,326	* 41,907
Injured												
1988	2,585,000	478,000	37,000	105,000	15,000	4,000	3,224,000	110,000	75,000	8,000	192,000	3,416,000
1989	2,431,000	511,000	43,000	83,000	15,000	5,000	3,088,000	112,000	73,000	11,000	196,000	3,284,000
1990	2,376,000	505,000	42,000	84,000	33,000	4,000	3,044,000	105,000	75,000	7,000	187,000	3,231,000
1991	2,235,000	563,000	28,000	80,000	21,000	4,000	2,931,000	88,000	67,000	11,000	166,000	3,097,000
1992	2,232,000	545,000	34,000	65,000	20,000	12,000	2,908,000	89,000	63,000	10,000	162,000	3,070,000
1993	2,265,000	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	163,000	3,265,000
1995	2,469,000	722,000	30,000	57,000	19,000	4,000	3,303,000	86,000	67,000	10,000	163,000	3,465,000
1996	2,478,000	768,000	33,000	56,000	20,000	4,000	3,360,000	82,000	59,000	11,000	151,000	3,511,000

* Includes 2 fatalities of unknown person type.

Note: Injury data for the years 1993-1995 have been revised by NHTSA.

Table 2. Persons Killed and Injured and Fatality and Injury Rates, 1986-1996

Killed									
Year	Fatalities	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
1986	46,087	240,133	19.19	159,487	28.90	168,137	27.41	1,835	2.5
1987	46,390	242,289	19.15	161,818	28.67	172,366	26.91	1,921	2.4
1988	47,087	244,499	19.26	162,853	28.91	176,752	26.64	2,026	2.3
1989	45,582	246,819	18.47	165,555	27.53	180,792	25.21	2,096	2.2
1990	44,599	249,403	17.88	167,015	26.70	183,934	24.25	2,144	2.1
1991	41,508	252,138	16.46	168,995	24.56	186,052	22.31	2,172	1.9
1992	39,250	255,039	15.39	173,125	22.67	184,864	21.23	2,247	1.8
1993	40,150	257,800	15.57	173,149	23.19	188,453	21.31	2,297	1.7
1994	40,716	260,350	15.64	175,403	23.21	192,213	21.18	2,358	1.7
1995	41,817	262,755	15.91	176,628	23.68	197,096	21.22	2,423	1.7
1996	41,907	265,284	15.80	*	*	*	*	2,469	1.7

Injured									
Year	Injuries	Resident Population (Thousands)	Injury Rate per 100,000 Population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million VMT
1988	3,416,000	244,499	1,397	162,853	2,098	176,752	1,933	2,026	169
1989	3,284,000	246,819	1,331	165,555	1,984	180,792	1,816	2,096	157
1990	3,231,000	249,403	1,295	167,015	1,934	183,934	1,756	2,144	151
1991	3,097,000	252,138	1,228	168,995	1,833	186,052	1,665	2,172	143
1992	3,070,000	255,039	1,204	173,125	1,773	184,864	1,660	2,247	137
1993	3,149,000	257,800	1,221	173,149	1,819	188,453	1,671	2,297	137
1994	3,265,000	260,350	1,254	175,403	1,861	192,213	1,699	2,358	138
1995	3,465,000	262,755	1,319	176,628	1,953	197,096	1,758	2,423	143
1996	3,511,000	265,284	1,323	*	*	*	*	2,469	142

*Data not available.

Note: Injury data for the years 1993-1995 have been revised by NHTSA.

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 1996, 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 1996, it is estimated that safety belts saved 90,248 lives, including 10,414 lives saved in 1996.

In 1996, it is estimated that 365 children under age 5 were saved as a result of child restraint use. An estimated 3,299 lives were saved by child restraints from 1982 through 1996.

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 10,414 lives were saved in 1996 by the use of safety belts.”

In 1996, 45 percent of passenger car occupants and 51 percent of light truck occupants involved in fatal crashes were unrestrained.

In fatal crashes, 73 percent of passenger car occupants who were totally ejected from the vehicle were killed. Safety belts are effective in preventing total ejections: only 1 percent of the occupants reported to have been using restraints were totally ejected, compared with 20 percent of the unrestrained occupants.

Table 3. Restraint Use Rates for Passenger Car Occupants in Fatal Crashes, 1986 and 1996

Type of Occupant	Restraint Use Rate (Percent)	
	1986	1996
Drivers	29	59
Passengers		
Front Seat	27	57
Rear Seat	20	39
5 Years Old and Over	22	47
4 Years Old and Under	43	67
All Passengers	24	49
All Occupants	27	55

“Alcohol-related traffic fatalities fell to 17,126 in 1996 — 40.9 percent of all traffic fatalities for the year.”

Alcohol

In 1996 there were 17,126 fatalities in alcohol-related crashes. This is a 1 percent decrease compared to 1995, and it represents an average of one alcohol-related fatality every 31 minutes.

The 17,126 alcohol-related fatalities in 1996 (40.9 percent of total traffic fatalities for the year) represent a 29 percent reduction from the 24,045 alcohol-related fatalities reported in 1986 (52.2 percent of the total).

NHTSA estimates that alcohol was involved in 40.8 percent of fatal crashes and in 7 percent of all crashes in 1996.

In 1996, 32.0 percent of all traffic fatalities occurred in crashes in which at least one driver or nonoccupant had a blood alcohol concentration (BAC) of 0.10 grams per deciliter (g/dl) or greater.

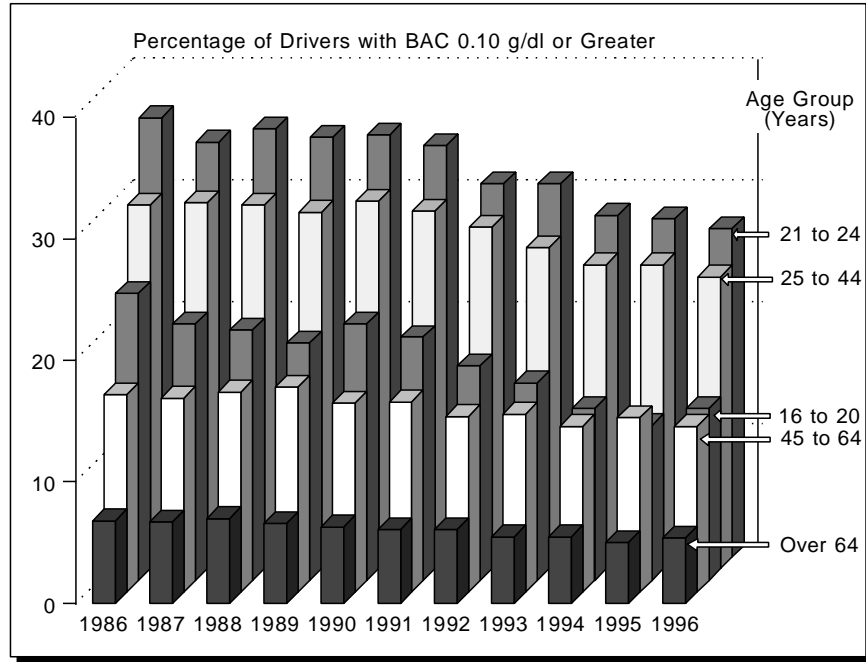
All states and the District of Columbia now have 21-year-old minimum drinking age laws. NHTSA estimates that these laws have reduced traffic fatalities involving drivers 18 to 20 years old by 13 percent and have saved an estimated 16,513 lives since 1975.

Approximately 1.4 million drivers were arrested in 1995 for driving under the influence of alcohol or narcotics. This is an arrest rate of 1 for every 123 licensed drivers in the United States (1996 data not yet available).

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

From 1986 to 1996, intoxication rates (BAC of 0.10 g/dl or greater) decreased for drivers of all age groups involved in fatal crashes.

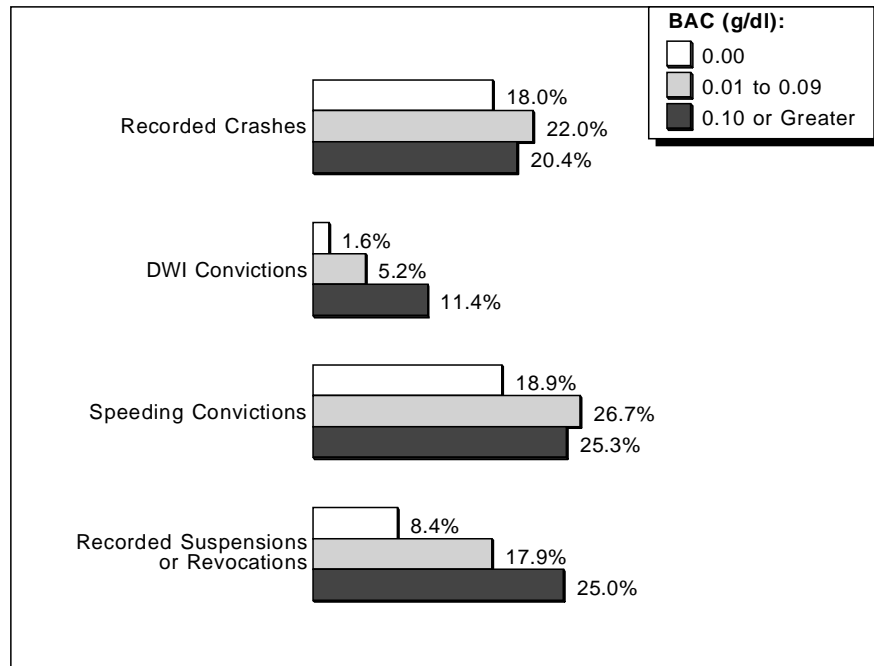
Figure 1. Intoxicated Drivers in Fatal Crashes by Age Group, 1986-1996



“From 1986 to 1996, intoxication rates decreased for drivers of all age groups involved in fatal crashes.”

Intoxication rates for drivers in fatal crashes in 1996 were 30.3 percent for motorcycles, 21.9 percent for light trucks, 18.8 percent for passenger cars, and 1.4 percent for large trucks.

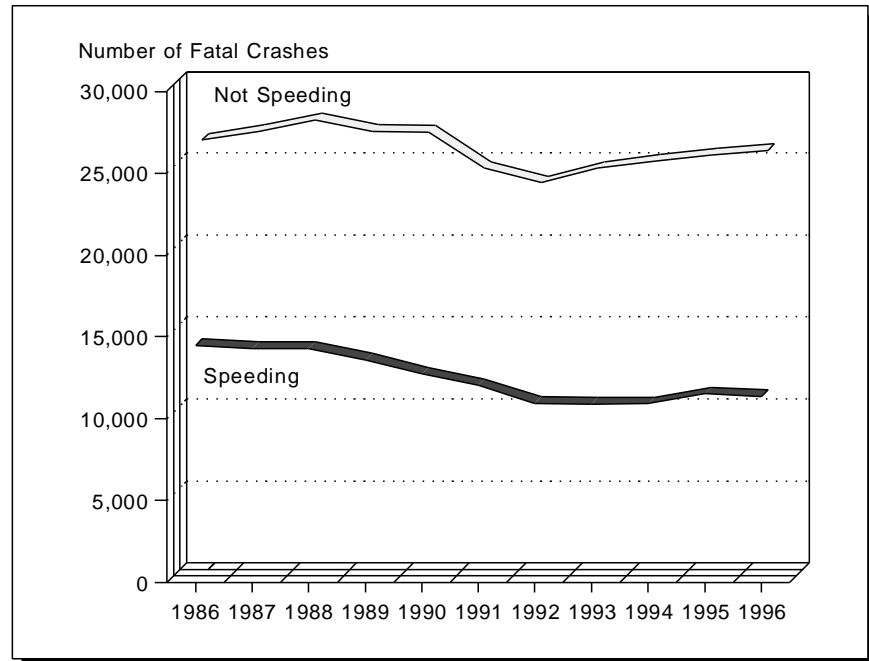
Figure 2. Previous Driving Records of Drivers Killed in Traffic Crashes, by Blood Alcohol Concentration, 1996



Speeding

Speeding — exceeding the posted speed limit or driving too fast for conditions — is one of the most prevalent factors contributing to traffic crashes. The human and economic sacrifice is unacceptable. The economic cost to society of speeding-related crashes is estimated by NHTSA to be \$28.8 billion per year. In 1996, speeding was a contributing factor in 30 percent of all fatal crashes, and 12,998 lives were lost in speeding-related crashes.

Figure 3. Fatal Crashes by Speeding Status, 1986-1996



“The economic cost of speeding-related crashes is estimated to be \$28.8 billion each year.”

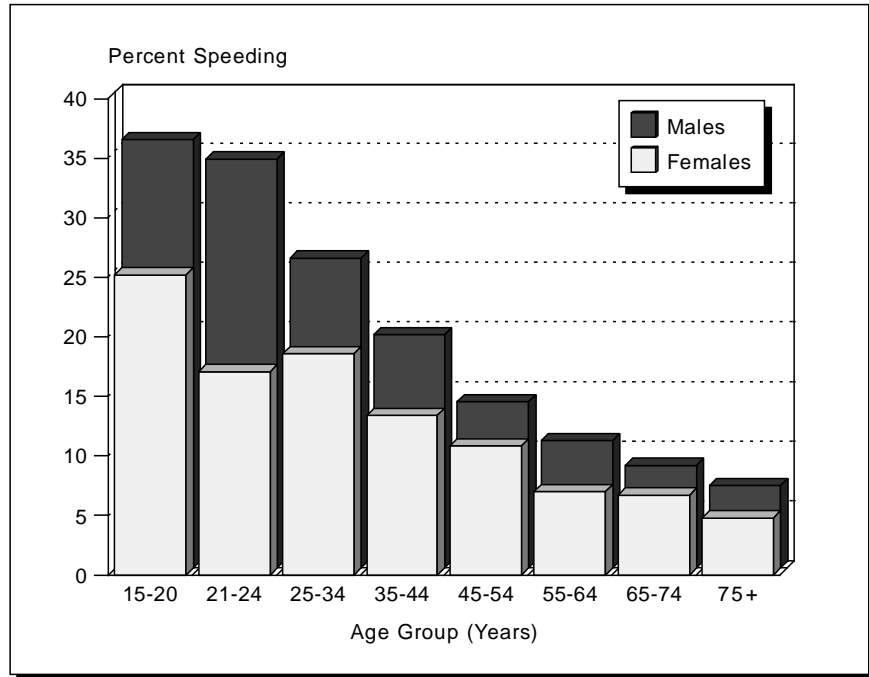
In 1996, 624,000 people received minor injuries in speeding-related crashes. An additional 75,000 people received moderate injuries, and 41,000 received critical injuries in speeding-related crashes.

In 1996, 87 percent of speeding-related fatalities occurred on roads that were not Interstate highways.

For drivers involved in fatal crashes, young males are the most likely to be speeding. The proportion of all crashes that are speeding-related decreases with increasing driver age. In 1996, 36 percent of the male drivers 15 to 20 years old who were involved in fatal crashes were speeding at the time of the crash.

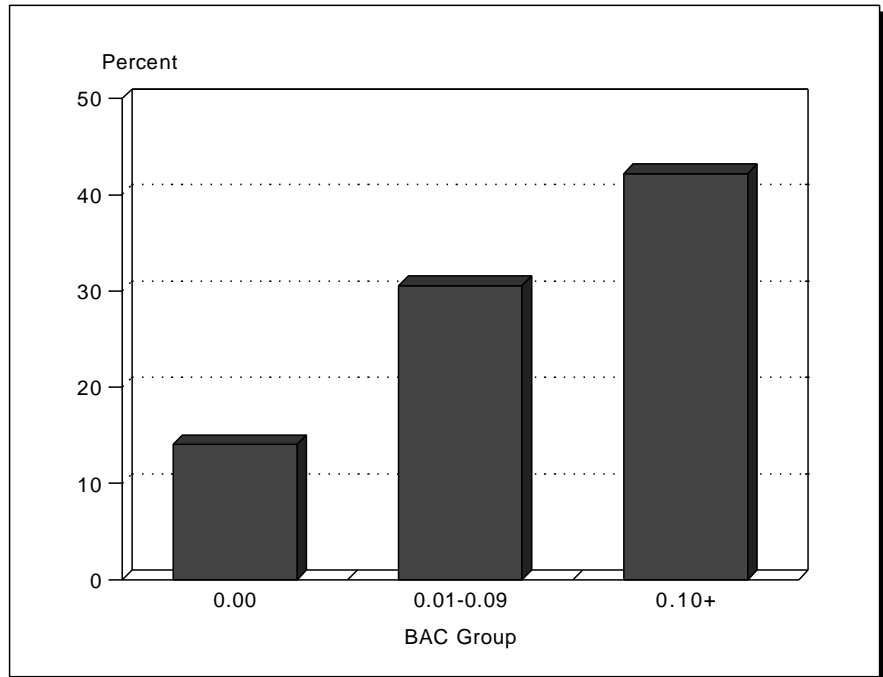
Alcohol and speeding are clearly a deadly combination. Alcohol involvement is prevalent for drivers involved in speeding-related crashes. In 1996, 42 percent of the **intoxicated** drivers (BAC = 0.10 or higher) involved in fatal crashes were speeding, compared with only 14 percent of the **sober** drivers (BAC = 0.00) involved in fatal crashes.

Figure 4. Speeding Drivers in Fatal Crashes by Age and Sex, 1996



“In 1996, 36 percent of male drivers 15 to 20 years old involved in fatal crashes were speeding.”

Figure 5. Percentage of All Drivers Involved in Fatal Crashes That Were Speeding, by BAC Level, 1996



Motorcycles

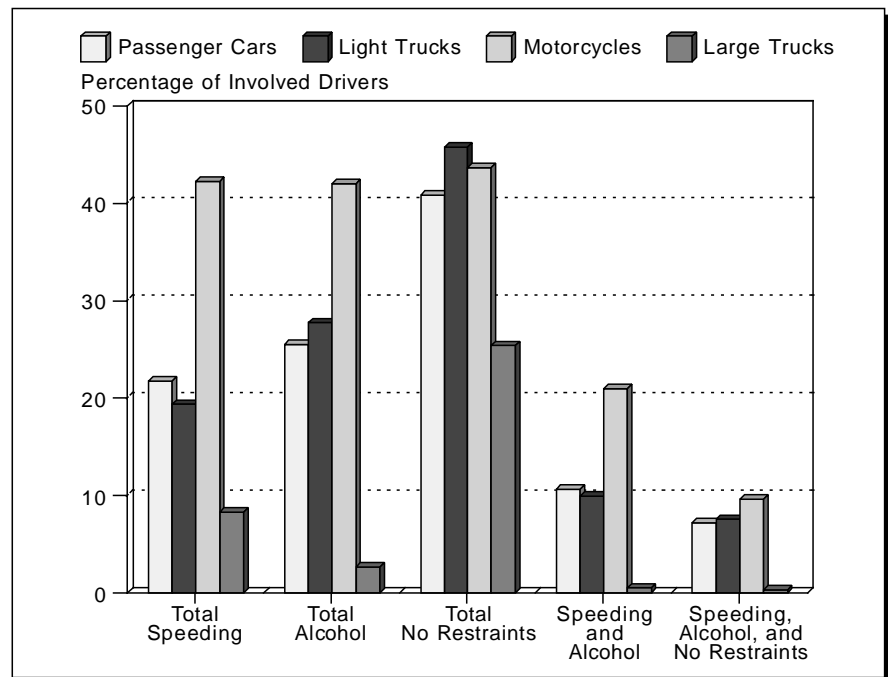
The 2,160 motorcyclist fatalities in 1996 accounted for 5 percent of all traffic fatalities for the year. An additional 56,000 motorcycle occupants were injured.

Per vehicle mile traveled, motorcyclists were about 16 times as likely as passenger car occupants to die in a motor vehicle traffic crash and about 4 times as likely to be injured.

In 1996, 42 percent of all motorcyclists involved in fatal crashes were speeding. The percentage of speeding involvement in fatal crashes was twice as high for motorcyclists as for drivers of passenger cars or light trucks, and the percentage of alcohol involvement was 50 percent higher for motorcyclists.

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

Figure 6. Speeding, Alcohol Involvement, and Failure To Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 1996



In 1996, 43 percent of fatally injured motorcycle operators and 55 percent of fatally injured passengers were not wearing helmets at the time of the crash.

One out of five motorcycle operators (20 percent) involved in fatal crashes in 1996 were operating the vehicle with an invalid license at the time of the collision.

Motorcycle operators involved in fatal crashes in 1996 had higher intoxication rates (BAC of 0.10 g/dl or greater) than any other type of motor vehicle driver. The intoxication rate for motorcycle operators involved in fatal crashes was 30.3 percent.

NHTSA estimates that helmets saved the lives of 490 motorcyclists in 1996. If all motorcyclists had worn helmets, an additional 279 lives could have been saved.

Large Trucks

In 1996, 11 percent (4,619) of all the motor vehicle traffic fatalities reported involved heavy trucks (gross vehicle weight rating greater than 26,000 pounds), and 1 percent (552) involved medium trucks (gross vehicle weight rating 10,000 to 26,000 pounds).

Of the fatalities that resulted from crashes involving large trucks (gross vehicle weight rating greater than 10,000 pounds), 79 percent were occupants of another vehicle, 8 percent were nonoccupants, and 12 percent were occupants of a large truck.

Large trucks accounted for 8 percent of all vehicles involved in fatal crashes and 3 percent of all vehicles involved in injury and property-damage-only crashes in 1996.

More than three-quarters (79 percent) of the large trucks involved in fatal crashes in 1996 collided with another motor vehicle in transport.

Only 1.4 percent of the drivers of large trucks involved in fatal crashes in 1996 were intoxicated, compared with 18.8 percent for passenger cars, 21.9 percent for light trucks, and 30.3 percent for motorcycles.

Table 4. Fatalities and Injuries in Crashes Involving Large Trucks, 1996

Type of Fatality	Number	Percentage of Total
Occupants of Large Trucks	621	12
<i>Single-Vehicle Crashes</i>	410	8
<i>Multiple-Vehicle Crashes</i>	211	4
Occupants of Other Vehicles in Crashes Involving Large Trucks	4,072	79
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	433	8
Total	5,126	100
Type of Injury	Number	Percentage of Total
Occupants of Large Trucks	33,000	25
<i>Single-Vehicle Crashes</i>	15,000	12
<i>Multiple-Vehicle Crashes</i>	18,000	13
Occupants of Other Vehicles in Crashes Involving Large Trucks	95,000	73
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	3,000	2
Total	130,000	100

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

“One out of eight traffic fatalities in 1996 resulted from a collision involving a large truck.”

Cars, Light Trucks, and Vans

In 1996, 32,317 occupants of passenger vehicles were killed in traffic crashes and an additional 3,247,000 were injured, accounting for 91 percent of all occupant fatalities (passenger cars 63 percent, light trucks and vans 28 percent) and 97 percent of all occupants injured (passenger cars 74 percent, light trucks and vans 23 percent).

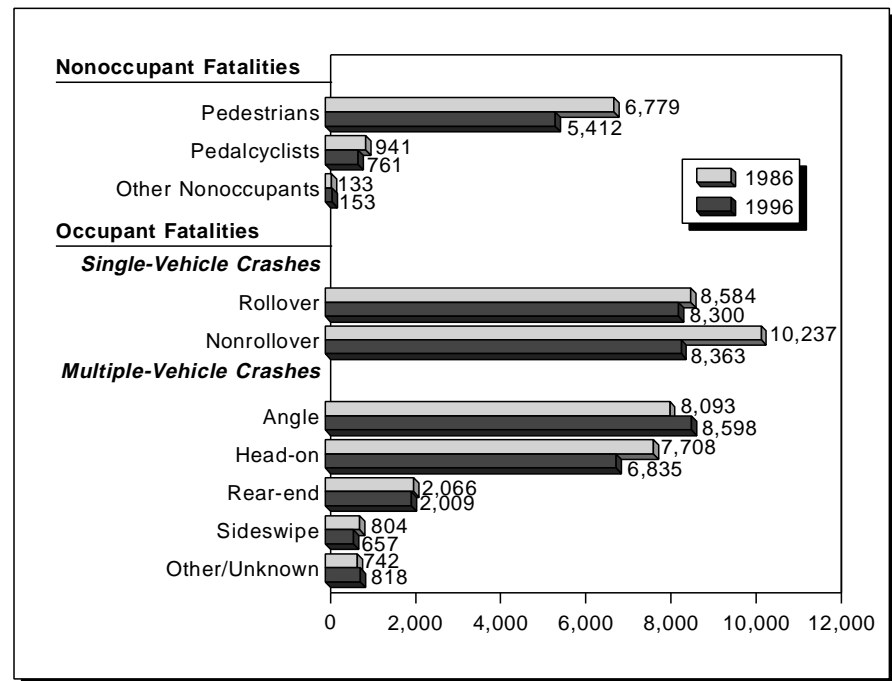
Occupant fatalities in single-vehicle crashes accounted for 40 percent of all motor vehicle fatalities in 1996. Occupant fatalities in multiple-vehicle crashes accounted for 45 percent of all fatalities, and the remaining 15 percent were nonoccupant fatalities (pedestrians, pedalcyclists, etc.).

Among passenger vehicles involved in fatal crashes, 59 percent of the occupant fatalities in 1996 occurred in frontal impacts.

Ejection from the vehicle accounted for 27 percent of all passenger vehicle occupant fatalities. The ejection rate for occupants of light trucks in fatal crashes was twice the rate for passenger car occupants.

Utility vehicles had the highest rollover involvement rate of any vehicle type in fatal crashes — 37 percent, as compared with 25 percent for pickups, 19 percent for vans, and 15 percent for passenger cars.

Figure 7. Fatalities in Traffic Crashes, 1986 and 1996



Utility vehicles also had the highest rollover rate in injury crashes — 9 percent, compared with 7 percent for pickups, 4 percent for vans, and 3 percent for passenger cars.

Nearly two-thirds (64 percent) of the passenger vehicle occupants killed in traffic crashes in 1996 were unrestrained.

The intoxication rate for drivers of light trucks (21.9 percent) is higher than that for passenger car drivers (18.8 percent).

“Ejection from the vehicle accounted for 27 percent of all passenger vehicle occupant fatalities.”

“Nearly two-thirds of the passenger vehicle occupants killed in traffic crashes in 1996 were unrestrained.”

Driver Age

There are approximately 24 million people age 70 years and older in the United States. In 1996, this age group made up 9 percent of the total U.S. resident population, compared with 8 percent in 1986. From 1986 to 1996, this older segment of the population grew 2.2 times as fast as the total population.

In 1996, 178,000 older individuals were injured in traffic crashes, accounting for 5 percent of all the people injured in traffic crashes during the year. These older individuals made up 13 percent of all traffic fatalities, 13 percent of all vehicle occupant fatalities, and 17 percent of all pedestrian fatalities.

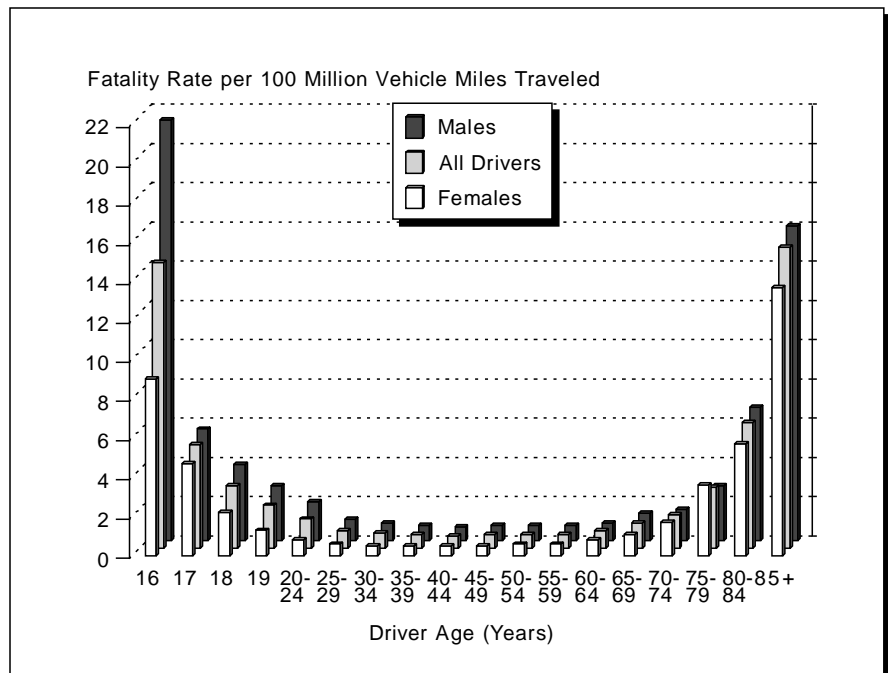
Older drivers involved in fatal crashes in 1996 had the lowest intoxication rate (4.2 percent) of all adult drivers.

In two-vehicle fatal crashes involving an older driver and a younger driver, the vehicle driven by the older person was 3.2 times as likely to be the one that was struck (58 percent and 18 percent, respectively). In 45 percent of these crashes, both vehicles were proceeding straight at the time of the collision. In 28 percent, the older driver was turning left — 9 times as often as the younger driver.

When driver fatality rates are calculated on the basis of estimated annual travel, the highest rates are found among the youngest and oldest drivers. Compared with the fatality rate for drivers 25 to 65 years old, the rate for teenage drivers is about 4 times as high, and the rate for drivers in the oldest group is 17 times as high.

“In 1996, older people made up 9 percent of the resident population but accounted for 13 percent of all traffic fatalities and 17 percent of all pedestrian fatalities.”

Figure 8. Driver Fatality Rates by Age and Sex, 1994



Young female drivers, under age 50, have a lower fatality rate than their male counterparts, on a per mile driven basis, while the rate is essentially the same for both male and female drivers over 50 years of age.

Youth

In 1996, 16- to 24-year-olds represented 24 percent of all traffic fatalities, compared with 8 percent for ages 1 to 15, 44 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 1996 was 14.1 percent. The highest intoxication rates were for drivers 21 to 24 and 25 to 34 years old (27.0 percent and 26.2 percent, respectively).

Nearly one-third of all children between the ages of 5 and 9 years who were killed in motor vehicle traffic crashes were pedestrians. More than one-fifth of the traffic fatalities under age 16 were pedestrians.

Motor vehicle occupants 10 to 24 years old involved in fatal crashes had the lowest restraint use rate (43 percent), and those over age 65 had the highest rate (64 percent).

Male/Female Fatal Crash Involvement

In 1996, the fatal crash involvement rate per 100,000 population was almost 3 times as high for male drivers as for females. However, the population-based rates do not account for the actual on-road exposure, which is greater for males, or the percentage of the population that has driver licenses, also greater for males (see Figure 8).

Males accounted for 67 percent of all traffic fatalities, 69 percent of all pedestrian fatalities, and 86 percent of all pedalcyclist fatalities in 1996.

The intoxication rate for male drivers involved in fatal crashes was 21.4 percent, compared with 11.1 percent for female drivers.

Among female drivers of passenger vehicles involved in fatal crashes in 1996, 33 percent were unrestrained at the time of the collision, compared with 47 percent of male drivers in fatal crashes.

Pedestrians

In 1996, 82,000 pedestrians were injured and 5,412 were killed in traffic crashes in the United States, representing 2 percent of all the people injured in traffic crashes and 13 percent of all traffic fatalities.

On average, a pedestrian is killed in a motor vehicle crash every 97 minutes, and one is injured every 6 minutes.

Alcohol involvement — either for the driver or the pedestrian — was reported in 47 percent of the traffic crashes that resulted in pedestrian fatalities. Of the pedestrians involved, 32.3 percent were intoxicated. The intoxication rate for the drivers involved was only 12.0 percent. In 5.3 percent of the crashes, both the driver and the pedestrian were intoxicated.

“Males accounted for 67 percent of all traffic fatalities, 69 percent of all pedestrian fatalities, and 86 percent of all pedalcyclist fatalities in 1996.”

“Pedestrian fatalities in 1996 were 20 percent lower than in 1986.”

Pedalcyclists

In 1996, 761 pedalcyclists were killed and an additional 59,000 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 killed or injured in 1996 were males (86 percent and 80 percent, respectively), and most were between the ages of 5 and 44 years (74 percent and 88 percent, respectively).

Almost one-third (31 percent) of the pedalcyclists killed in traffic crashes in 1996 were between 5 and 15 years old.

“Almost one-third of the pedalcyclists killed in traffic crashes in 1996 were between 5 and 15 years old.”

Table 5. Nonoccupant Traffic Fatalities, 1986-1996

Year	Pedestrian	Pedalcyclist	Other	Total
1986	6,779	941	133	7,853
1987	6,745	948	132	7,825
1988	6,870	911	136	7,917
1989	6,556	832	107	7,495
1990	6,482	859	124	7,465
1991	5,801	843	124	6,768
1992	5,549	723	98	6,370
1993	5,649	816	111	6,576
1994	5,489	802	107	6,398
1995	5,584	833	109	6,526
1996	5,412	761	153	6,326

For more information:

Information on traffic safety is available from the National Center for Statistics and Analysis, NRD-31, 400 Seventh Street, S.W., Washington, D.C. 20590. Telephone inquiries should be addressed to Ms. Louann Hall at 1-800-934-8517. FAX messages should be sent to (202) 366-7078. General information on highway traffic safety can be accessed by Internet users at <http://www.nhtsa.dot.gov/people/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.