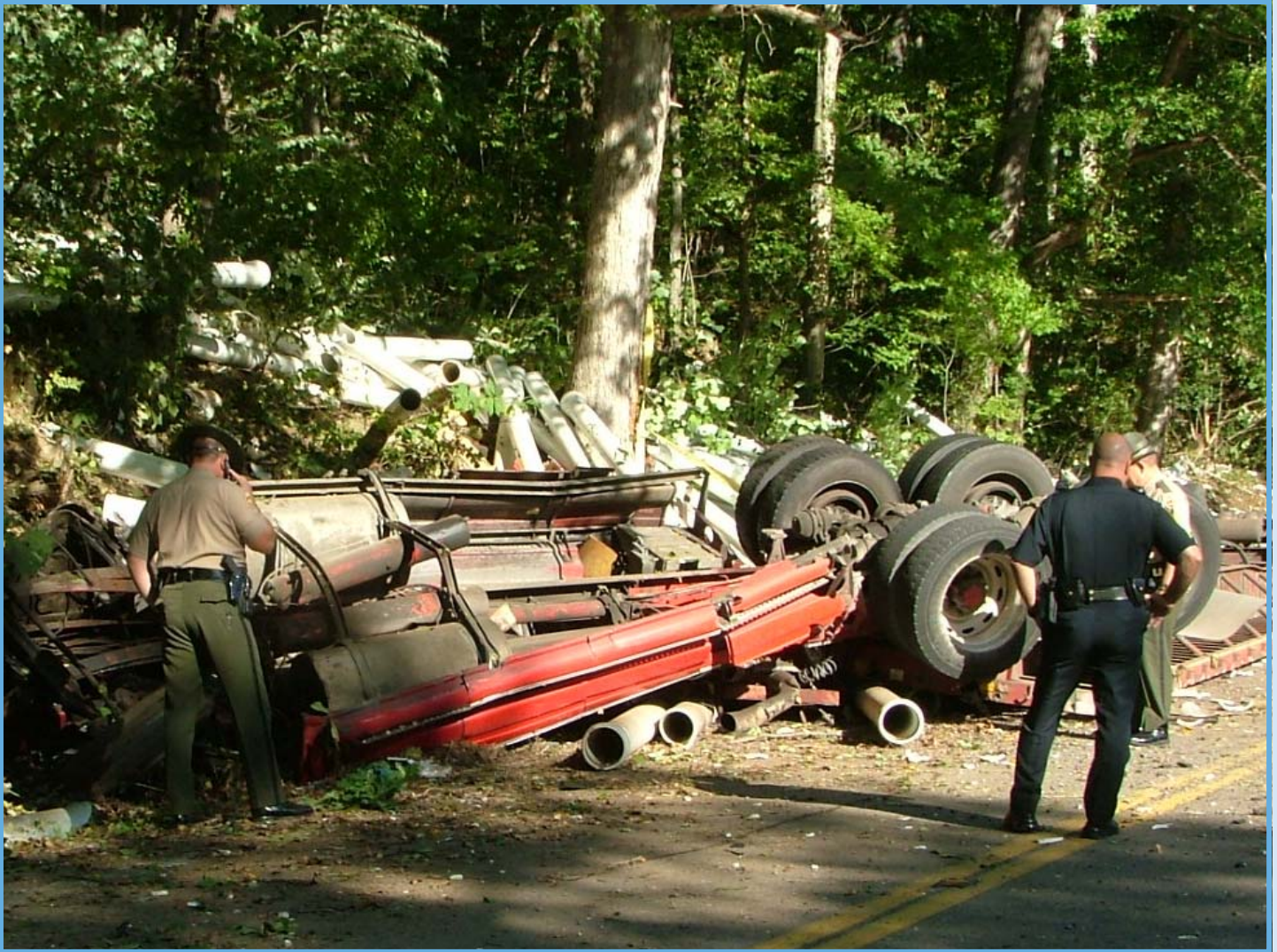


TRAFFIC SAFETY FACTS 2006



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

2006 NATIONAL STATISTICS

POLICE-REPORTED MOTOR VEHICLE TRAFFIC CRASHES

| | |
|----------------------------|------------------|
| Fatal | 38,588 |
| Injury | 1,746,000 |
| Property Damage Only | 4,189,000 |
| Total | 5,973,000 |

TRAFFIC CRASH VICTIMS

| | Killed | Injured |
|--------------------------------|---------------|------------------|
| Occupants | 32,092 | 2,375,000 |
| Drivers | 22,830 | 1,666,000 |
| Passengers | 9,156 | 709,000 |
| Unknown | 106 | — |
| Motorcycle Riders | 4,810 | 88,000 |
| Nonoccupants | 5,740 | 112,000 |
| Pedestrians | 4,784 | 61,000 |
| Pedalcyclists | 773 | 44,000 |
| Other/Unknown | 183 | 7,000 |
| Total | 42,642 | 2,575,000 |

OTHER NATIONAL STATISTICS

| | |
|---|-------------------|
| Vehicle Miles Traveled | 3,014,116,000,000 |
| Resident Population | 299,398,484 |
| Registered Vehicles | 251,422,509 |
| Licensed Drivers | 202,810,438 |
| Economic Cost of Traffic Crashes (2000) (estimate for reported and unreported crashes) | \$230.6 billion |

NATIONAL RATES: FATALITIES

| | |
|---|-------|
| Fatalities per 100 Million Vehicle Miles Traveled | 1.41 |
| Fatalities per 100,000 Population | 14.24 |
| Fatalities per 100,000 Registered Vehicles | 16.96 |
| Fatalities per 100,000 Licensed Drivers | 21.03 |

NATIONAL RATES: INJURED PERSONS

| | |
|--|-------|
| Injured Persons per 100 Million Vehicle Miles Traveled | 85 |
| Injured Persons per 100,000 Population | 860 |
| Injured Persons per 100,000 Registered Vehicles | 1,024 |
| Injured Persons per 100,000 Licensed Drivers | 1,269 |

Sources: Crashes, Fatalities, Injuries, and Costs—National Highway Traffic Safety Administration.

Population—U.S. Bureau of the Census.

Vehicle Miles Traveled—Federal Highway Administration.

Registered Vehicles—R.L. Polk & Co. and Federal Highway Administration.

Cover Photo—This single-vehicle crash occurred in Chattanooga, Tennessee, when the driver of an 18-wheeler carrying a load of PVC piping lost control and overturned the cab and trailer. Photographer, Amy Maxwell, Hamilton County Emergency Services.



DOT HS 810 818

Traffic Safety Facts 2006

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

National Highway Traffic Safety Administration

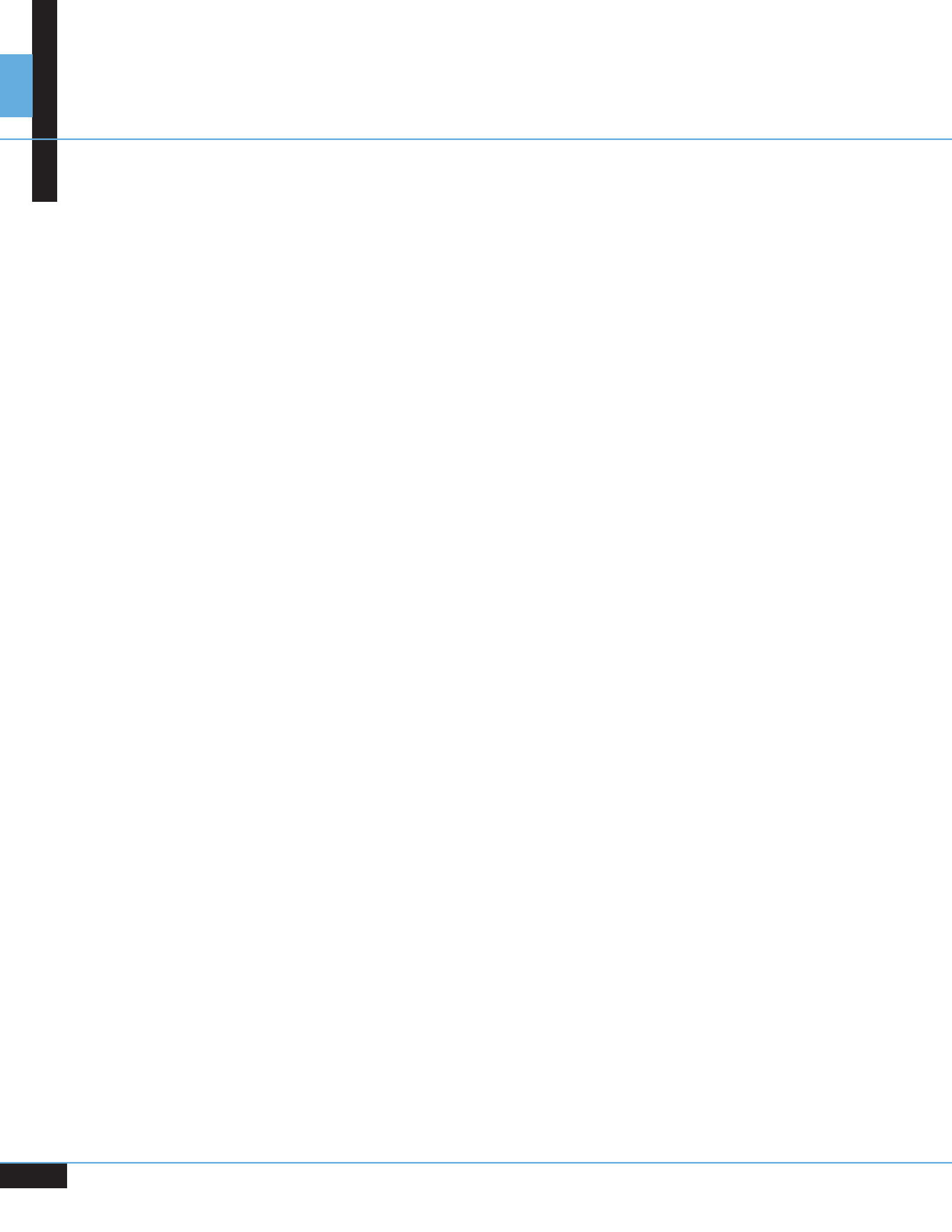
National Center for Statistics and Analysis

U.S. Department of Transportation

Washington, DC 20590

FOR MORE INFORMATION

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NVS-421, 1200 New Jersey Avenue, SE, Washington, DC 20590. NCSA can be contacted by telephone at 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/portal/site/nhtsa/ncsa>. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236. Fact sheets available from the National Center for Statistics and Analysis are *Overview*, *Alcohol*, *African American*, *Bicyclists and Other Cyclists* (formerly titled, *Pedalcyclists*), *Children*, *Hispanic*, *Large Trucks*, *Motorcycles*, *Occupant Protection*, *Older Population*, *Pedestrians*, *Race and Ethnicity*, *Rural/Urban Comparisons*, *School Transportation-Related Crashes*, *Speeding*, *State Alcohol Estimates*, *State Traffic Data*, and *Young Drivers*. The fact sheets and annual *Traffic Safety Facts* reports can be accessed online at <http://www-nrd.nhtsa.dot.gov/CMSWeb/index.aspx>.



ADMINISTRATOR'S MESSAGE

The National Highway Traffic Safety Administration (NHTSA) is pleased to present its *Traffic Safety Facts 2006: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. This report combines data from two of our key crash databases, providing statistics on traffic crashes of all severities.

NHTSA's mission is to reduce deaths, injuries, and economic losses from motor vehicle crashes. This past year we made major strides toward reaching these goals. In 2006, the Nation's crash fatality rate of 1.41 per 100 million vehicle miles of travel was the lowest since record keeping began more than 30 years ago, and it remained below 1.50 for the fourth consecutive year. The number of police-reported motor vehicle crashes occurring on our highways dropped to less than 6 million, also for the first time since record keeping began. Persons injured dropped significantly to an estimated 2,575,000 from 2,699,000 in 2005. Although motorcycle rider fatalities increased for the ninth year in a row to 4,810, passenger vehicle occupant fatalities continue to decline.

Unfortunately, among this good information we found that there was essentially no improvement in last year's alcohol-related fatality numbers. In 2006, 15,121 fatalities involved a driver, motorcycle operator, or nonoccupant who had a BAC (blood alcohol concentration) of .08 or above. There are personal stories behind these statistics, and for every alcohol-related fatality there is a family left behind that is shattered forever. Drunk driving enforcement will continue to be a top priority for the Department. It is unacceptable for us to allow known drunk drivers back on the road without some protections for the innocent.

Every day we work to increase highway safety, reduce impaired driving, increase seat belt usage, expand the use of new technologies, gather data, test new programs, test new safety messages, and improve the safety of new vehicles. Quality information is critical to NHTSA's mission of saving lives, and our data providers are essential to NHTSA in accomplishing its mission. Thus, I would like to thank the States and localities throughout the country who collect, code, and report much of the information in this document for all of their efforts.

The data you share with us are so important as they feed every part of NHTSA's three-tiered safety strategy. The first line of defense is the family. Each of us must take responsibility for ourselves and our loved ones, including putting our children in car seats, buckling up ourselves, and taking the keys away from a loved one who has had too much to drink. The information that you collect provides all of us with the motivation and know-how to do this. The second perspective is technology. Technological advances will be critical to saving lives on our Nation's highways in the future. The data you collect is the backbone for the research necessary to develop, refine, and evaluate these technologies. In some States the technology of alcohol ignition interlocks already prevents offenders from drinking and driving home. The third area is enforcement. Law enforcement has been tremendously effective in deterring people from unsafe driving behaviors. The data you collect provides law enforcement with the information they need to direct their efforts and to evaluate their effectiveness.

I hope users of this publication find the information helpful.



Nicole R. Nason
Administrator
National Highway Traffic Safety Administration

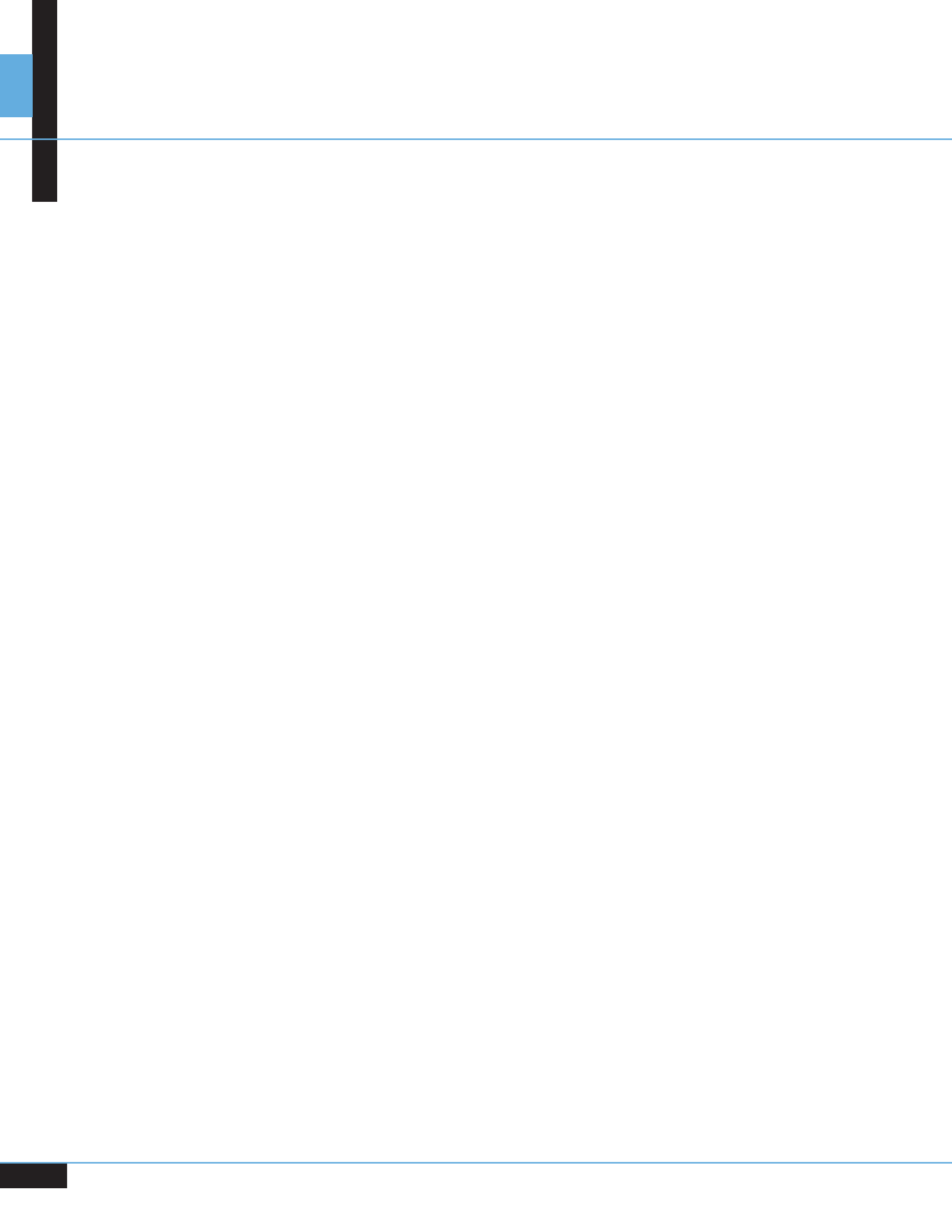


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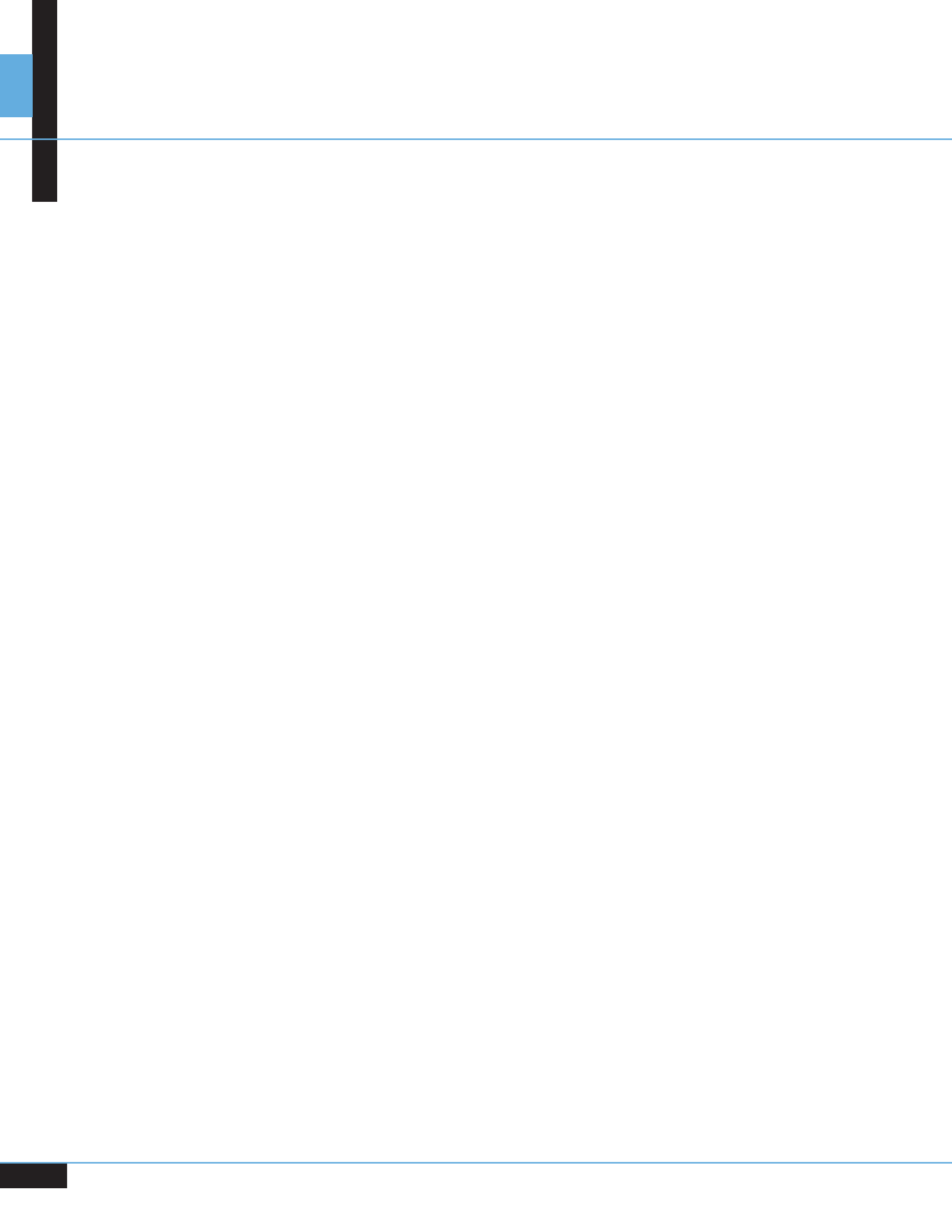
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INTRODUCTION

In this annual report, *Traffic Safety Facts 2006: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*, the National Highway Traffic Safety Administration (NHTSA) presents descriptive statistics about traffic crashes of all severities, from those that result in property damage to those that result in the loss of human life.

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

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

FARS OPERATIONS

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

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

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

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

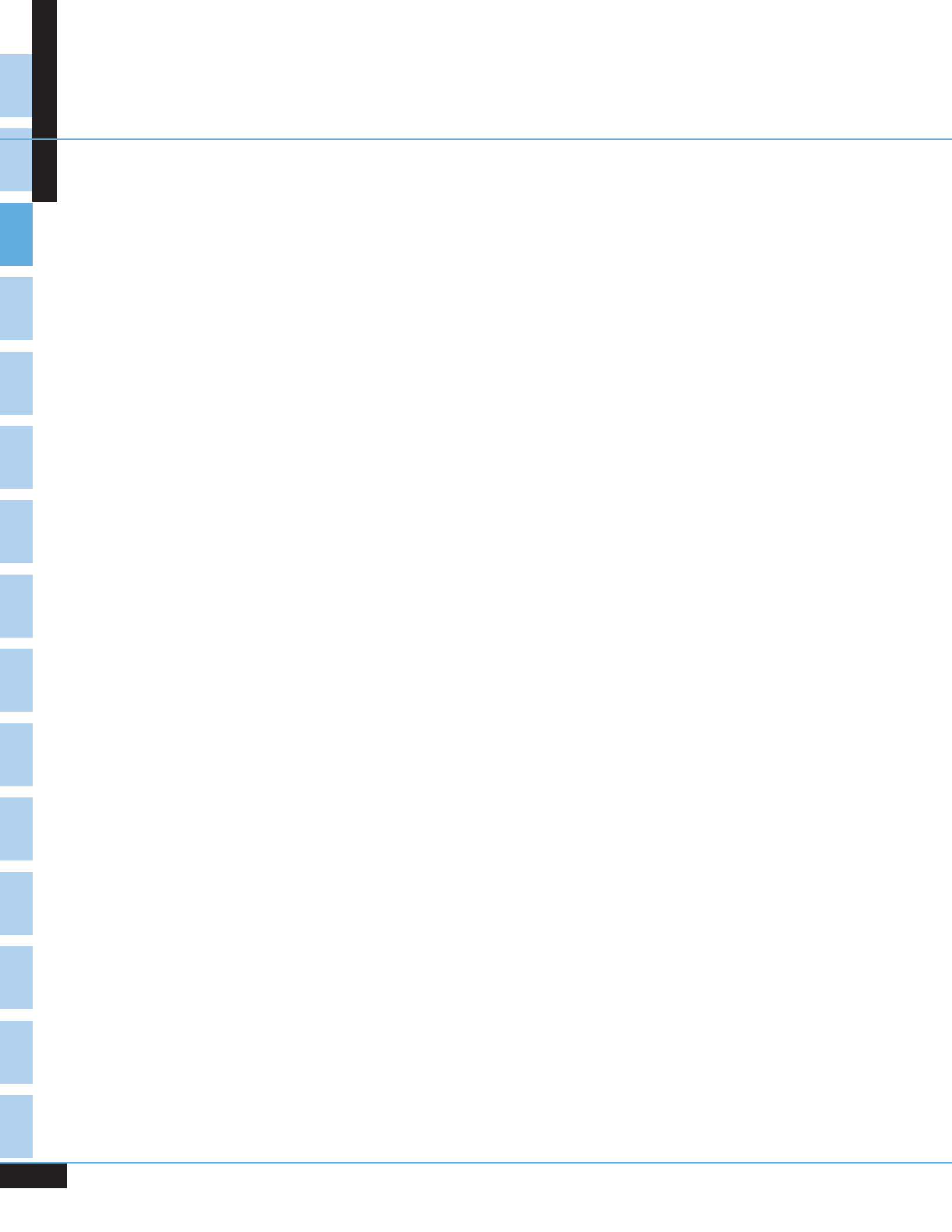
From these documents, the analysts code more than 100 FARS data elements. (See Appendix A for a list of the FARS data elements.) The specific data elements may be modified slightly each year to conform to changing user needs, vehicle characteristics, and highway safety emphasis areas. The data collected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

Each analyst enters data into a local microcomputer data file, and daily updates are sent to NHTSA's central computer database. Data are automatically checked when entered for acceptable range values and for consistency, enabling the analyst to make corrections immediately. Several programs continually monitor and improve the completeness and accuracy of the data. The 2006 FARS data file used for the statistics in this report was created in June 2007; however, the 2006 FARS file will *officially* close in February 2008. This additional time provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. The updated final counts for 2005 are reflected in this report. The updated final counts for 2006 will be reflected in the 2007 annual report.

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

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

Trained data entry personnel interpret and code data directly from the PARs into an electronic data file. Approximately 90 data elements are coded into a common format. (See Appendix B for a list of the GES data elements.) Some elements are modified every other year to meet the changing needs of the highway safety community. To protect individual privacy, no personal information (names, addresses, specific crash locations) is coded. During data coding, the data are checked electronically for validity and consistency. After the data file is created, further quality checks are performed on the data through computer processing and by the data coding supervisors. The 2006 file used for the statistics in this report was completed in June 2007.



ABOUT THIS REPORT

Fatal crash data from FARS and nonfatal crash data from GES are presented in this report in five chapters. Chapter 1, “Trends,” presents data from all years of FARS (1975 through 2006) and GES (1988 through 2006). The remaining chapters present data only from 2006. Chapter 2, “Crashes,” describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crash. Chapter 3, “Vehicles,” concentrates on the types of vehicles involved in crashes and the damage to the vehicles. Chapter 4, “People,” is the largest chapter of this report, with statistics about drivers, passengers, pedestrians, and pedalcyclists. The last chapter of the report, “States,” contains information about crashes for each State, the District of Columbia, and Puerto Rico. Terms used throughout the report are defined in the Glossary.

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

The reader may also notice that many tables have rows or footnotes for “unknowns” for FARS data, but not for GES data. The reason for this difference is that almost all the GES unknown data have been assigned values through complex statistical procedures. FARS unknown data, on the other hand, are not assigned values, with the exception of blood alcohol concentration (BAC) test results. When the alcohol test results are unknown, BAC values have been assigned to drivers and nonoccupants involved in fatal crashes, using a method of *multiple imputation* that was revised in 2001. More information on the new multiple imputation method, including detailed tabulations of alcohol involvement in various categories (age, sex, time of day, etc.), is available in NHTSA Technical Report DOT HS 809 403, *Transitioning to Multiple Imputation: A New Method to Estimate Missing Blood Alcohol Concentration (BAC) Values in FARS*.

DATA AVAILABILITY

While this report presents a wide spectrum of information in more than 100 tables and figures, it contains only a fraction of the data available from FARS and GES. Additional data from FARS (1975 through 2006) or from GES (1988 through 2006) are available in four ways:

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

Attn: Rita Da Silva
USDOT Volpe National Transportation Systems Center (RTV-5E)
55 Broadway
Cambridge, MA 02142
617-494-3088
dasilva@volpe.dot.gov

- FARS and GES data can be obtained by downloading any of the published files from the Internet, at <ftp://ftp.nhtsa.dot.gov/FARS> or <ftp://ftp.nhtsa.dot.gov/GES>. The files are available in SAS, sequential ASCII, and (for FARS only, not GES) DBF file formats. This will enable you to process the data using your own computer system.
- FARS data can also be accessed on the Web at www-fars.nhtsa.dot.gov. This Web site provides instant access to the 1994 through 2006 FARS data via the Create-a-Query, Create-a-Map, and Reports features. The Create-a-Query feature will enable you to process the data using our interactive user interface. The Create-a-Map feature will enable you to create State-by-State and county-by-county map displays from an inventory of report selections. The Reports feature is an inventory of the fatality statistical reports found in this publication. These are national reports for current and past years that may be customized by selection of State; and for State reports, county tabulation may be selected.

VEHICLE SAFETY HOTLINE

To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Data Availability

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

National Highway Traffic Safety Administration
National Center for Statistics and Analysis
NVS-421
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4198 or 800-934-8517
202-366-7078 (Fax)

Requests for more information may also be submitted online via NCSA's Customer Automated Tracking System (CATS):



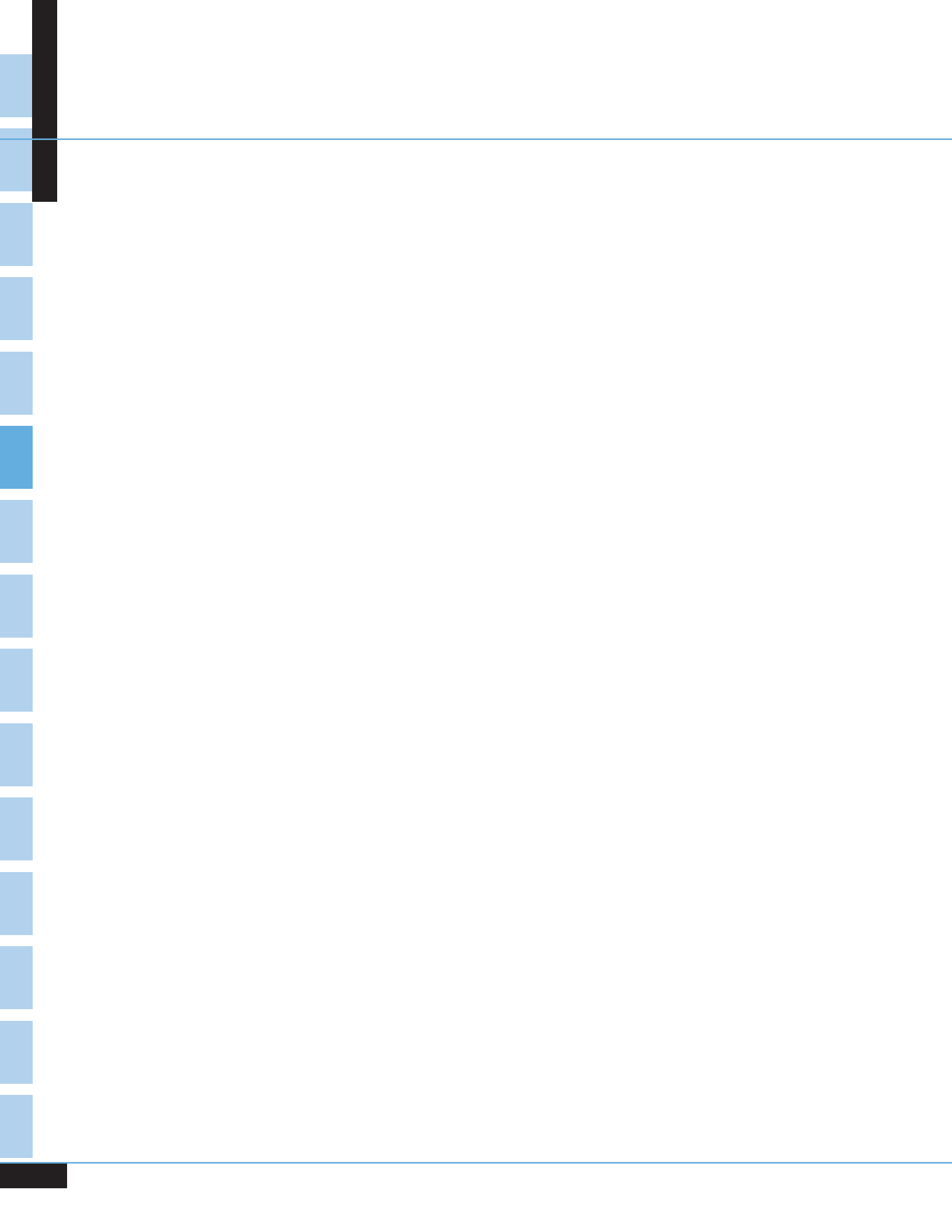
<http://www-nrd.nhtsa.dot.gov/CATS>

Additional information on all NHTSA's data files, including FARS and GES, can be found on the NCSA Web site: www.nhtsa.gov/portal/site/nhtsa/ncsa. Fact sheets, recent NCSA research notes, and abstracts of technical reports can be downloaded in portable document format (PDF). Comments and suggestions about the NCSA Web site can be e-mailed to the following address: ncsaweb@dot.gov.

Chapter 1

TRENDS





The tables in this chapter present statistics about police-reported motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 2006; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2006. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 2006. Care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from GES data are estimates, year-to-year differences may be the result of the sampling process, not the result of an actual trend. The variability or sampling errors associated with the estimates must be considered when making any year-to-year comparisons using GES data. (For more information on sampling error, see Appendix C.) Below are some of the statistics you will find in this chapter:

- Fatal crashes decreased by 1.7 percent from 2005 to 2006, and the fatality rate dropped to 1.41 fatalities per 100 million vehicle miles of travel in 2006.
- The injury rate per 100 million vehicle miles of travel decreased by 5.6 percent from 2005 to 2006.
- The occupant fatality rate (including motorcycle riders) per 100,000 population, which declined by 22.7 percent from 1975 to 1992, decreased by 4.3 percent from 1992 to 2006.
- The occupant injury rate (including motorcycle riders) per 100,000 population, which declined by 13.6 percent from 1988 to 1992, decreased by 27.8 percent from 1992 to 2006.
- The nonoccupant fatality rate per 100,000 population has declined by 51.9 percent from 1975 to 2006.
- The nonoccupant injury rate per 100,000 population has declined by 53.2 percent from 1988 to 2006.
- The percent of alcohol-related fatalities has declined from 60 percent in 1982 to 41 percent in 2006.

Chapter 1 ■ Trends

Figure 1
Fatal Crashes, 1975-2006

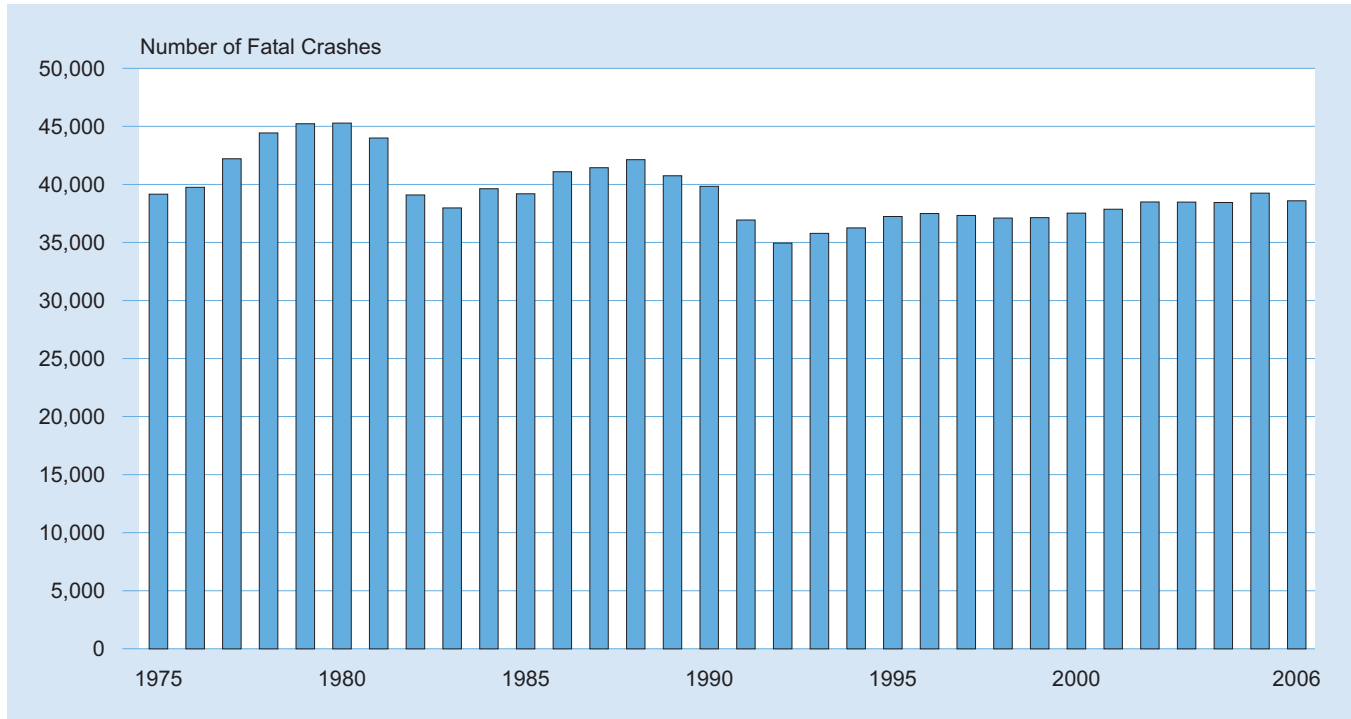


Table 1
Crashes by Crash Severity, 1988-2006

| Year | Crash Severity | | | | | | Total Crashes | |
|------|----------------|---------|-----------|---------|----------------------|---------|---------------|---------|
| | Fatal | | Injury | | Property Damage Only | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| 1988 | 42,130 | 0.6 | 2,233,000 | 32.4 | 4,611,000 | 67.0 | 6,887,000 | 100.0 |
| 1989 | 40,741 | 0.6 | 2,153,000 | 32.4 | 4,459,000 | 67.0 | 6,653,000 | 100.0 |
| 1990 | 39,836 | 0.6 | 2,122,000 | 32.8 | 4,309,000 | 66.6 | 6,471,000 | 100.0 |
| 1991 | 36,937 | 0.6 | 2,008,000 | 32.8 | 4,073,000 | 66.6 | 6,117,000 | 100.0 |
| 1992 | 34,942 | 0.6 | 1,991,000 | 33.2 | 3,974,000 | 66.2 | 6,000,000 | 100.0 |
| 1993 | 35,780 | 0.6 | 2,022,000 | 33.1 | 4,048,000 | 66.3 | 6,106,000 | 100.0 |
| 1994 | 36,254 | 0.6 | 2,123,000 | 32.7 | 4,336,000 | 66.8 | 6,496,000 | 100.0 |
| 1995 | 37,241 | 0.6 | 2,217,000 | 33.1 | 4,446,000 | 66.4 | 6,699,000 | 100.0 |
| 1996 | 37,494 | 0.6 | 2,238,000 | 33.1 | 4,494,000 | 66.4 | 6,770,000 | 100.0 |
| 1997 | 37,324 | 0.6 | 2,149,000 | 32.4 | 4,438,000 | 67.0 | 6,624,000 | 100.0 |
| 1998 | 37,107 | 0.6 | 2,029,000 | 32.0 | 4,269,000 | 67.4 | 6,335,000 | 100.0 |
| 1999 | 37,140 | 0.6 | 2,054,000 | 32.7 | 4,188,000 | 66.7 | 6,279,000 | 100.0 |
| 2000 | 37,526 | 0.6 | 2,070,000 | 32.4 | 4,286,000 | 67.0 | 6,394,000 | 100.0 |
| 2001 | 37,862 | 0.6 | 2,003,000 | 31.7 | 4,282,000 | 67.7 | 6,323,000 | 100.0 |
| 2002 | 38,491 | 0.6 | 1,929,000 | 30.5 | 4,348,000 | 68.8 | 6,316,000 | 100.0 |
| 2003 | 38,477 | 0.6 | 1,925,000 | 30.4 | 4,365,000 | 69.0 | 6,328,000 | 100.0 |
| 2004 | 38,444 | 0.6 | 1,862,000 | 30.1 | 4,281,000 | 69.3 | 6,181,000 | 100.0 |
| 2005 | 39,252 | 0.6 | 1,816,000 | 29.5 | 4,304,000 | 69.9 | 6,159,000 | 100.0 |
| 2006 | 38,588 | 0.6 | 1,746,000 | 29.2 | 4,189,000 | 70.1 | 5,973,000 | 100.0 |

Table 2

Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2006

| 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 Vehicle Miles Traveled |
| 1966 | 50,894 | 196,560 | 25.89 | 100,998 | 50.39 | 95,703 | 53.18 | 926 | 5.50 |
| 1975 | 44,525 | 215,973 | 20.62 | 129,791 | 34.31 | 126,153 | 35.29 | 1,328 | 3.35 |
| 1980 | 51,091 | 227,225 | 22.48 | 145,295 | 35.16 | 146,845 | 34.79 | 1,527 | 3.35 |
| 1981 | 49,301 | 229,466 | 21.49 | 147,075 | 33.52 | 149,330 | 33.01 | 1,555 | 3.17 |
| 1982 | 43,945 | 231,664 | 18.97 | 150,234 | 29.25 | 151,148 | 29.07 | 1,595 | 2.76 |
| 1983 | 42,589 | 233,792 | 18.22 | 154,389 | 27.59 | 153,830 | 27.69 | 1,653 | 2.58 |
| 1984 | 44,257 | 235,825 | 18.77 | 155,424 | 28.48 | 158,900 | 27.85 | 1,720 | 2.57 |
| 1985 | 43,825 | 237,924 | 18.42 | 156,868 | 27.94 | 166,047 | 26.39 | 1,775 | 2.47 |
| 1986 | 46,087 | 240,133 | 19.19 | 159,486 | 28.90 | 168,545 | 27.34 | 1,835 | 2.51 |
| 1987 | 46,390 | 242,289 | 19.15 | 161,816 | 28.67 | 172,750 | 26.85 | 1,921 | 2.41 |
| 1988 | 47,087 | 244,499 | 19.26 | 162,854 | 28.91 | 177,455 | 26.53 | 2,026 | 2.32 |
| 1989 | 45,582 | 246,819 | 18.47 | 165,554 | 27.53 | 181,165 | 25.16 | 2,096 | 2.17 |
| 1990 | 44,599 | 249,464 | 17.88 | 167,015 | 26.70 | 184,275 | 24.20 | 2,144 | 2.08 |
| 1991 | 41,508 | 252,153 | 16.46 | 168,995 | 24.56 | 186,370 | 22.27 | 2,172 | 1.91 |
| 1992 | 39,250 | 255,030 | 15.39 | 173,125 | 22.67 | 184,938 | 21.22 | 2,247 | 1.75 |
| 1993 | 40,150 | 257,783 | 15.58 | 173,149 | 23.19 | 188,350 | 21.32 | 2,296 | 1.75 |
| 1994 | 40,716 | 260,327 | 15.64 | 175,403 | 23.21 | 192,497 | 21.15 | 2,358 | 1.73 |
| 1995 | 41,817 | 262,803 | 15.91 | 176,628 | 23.68 | 197,065 | 21.22 | 2,423 | 1.73 |
| 1996 | 42,065 | 265,229 | 15.86 | 179,539 | 23.43 | 201,631 | 20.86 | 2,486 | 1.69 |
| 1997 | 42,013 | 267,784 | 15.69 | 182,709 | 22.99 | 203,568 | 20.64 | 2,562 | 1.64 |
| 1998 | 41,501 | 270,248 | 15.36 | 184,861 | 22.45 | 208,076 | 19.95 | 2,632 | 1.58 |
| 1999 | 41,717 | 272,691 | 15.30 | 187,170 | 22.29 | 212,685 | 19.61 | 2,691 | 1.55 |
| 2000 | 41,945 | 282,217 | 14.86 | 190,625 | 22.00 | 217,028 | 19.33 | 2,747 | 1.53 |
| 2001 | 42,196 | 285,226 | 14.79 | 191,276 | 22.06 | 221,230 | 19.07 | 2,797 | 1.51 |
| 2002 | 43,005 | 288,126 | 14.93 | 194,602 | 22.10 | 225,685 | 19.06 | 2,856 | 1.51 |
| 2003 | 42,884 | 290,796 | 14.75 | 196,166 | 21.86 | 230,633 | 18.59 | 2,890 | 1.48 |
| 2004 | 42,836 | 293,638 | 14.59 | 198,889 | 21.54 | 237,949 | 18.00 | 2,965 | 1.44 |
| 2005 | 43,510 | 296,507 | 14.67 | 200,549 | 21.70 | 245,628 | 17.71 | 2,989 | 1.46 |
| 2006 | 42,642 | 299,398 | 14.24 | 202,810 | 21.03 | 251,423 | 16.96 | 3,014 | 1.41 |

| Injured | | | | | | | | | |
|---------|-----------|---------------------------------|------------------------------------|------------------------------|--|---------------------------------------|---|-----------------------------------|--|
| Year | Injured | Resident Population (Thousands) | Injury Rate per 100,000 Population | Licensed Drivers (Thousands) | Injury Rate per 100,000 Licensed Drivers | Registered Motor Vehicles (Thousands) | Injury Rate per 100,000 Registered Vehicles | Vehicle Miles Traveled (Billions) | Injury Rate per 100 Million Vehicle Miles Traveled |
| 1988 | 3,416,000 | 244,499 | 1,397 | 162,854 | 2,098 | 177,455 | 1,925 | 2,026 | 169 |
| 1989 | 3,284,000 | 246,819 | 1,330 | 165,554 | 1,984 | 181,165 | 1,813 | 2,096 | 157 |
| 1990 | 3,231,000 | 249,464 | 1,295 | 167,015 | 1,934 | 184,275 | 1,753 | 2,144 | 151 |
| 1991 | 3,097,000 | 252,153 | 1,228 | 168,995 | 1,833 | 186,370 | 1,662 | 2,172 | 143 |
| 1992 | 3,070,000 | 255,030 | 1,204 | 173,125 | 1,773 | 184,938 | 1,660 | 2,247 | 137 |
| 1993 | 3,149,000 | 257,783 | 1,222 | 173,149 | 1,819 | 188,350 | 1,672 | 2,296 | 137 |
| 1994 | 3,266,000 | 260,327 | 1,255 | 175,403 | 1,862 | 192,497 | 1,697 | 2,358 | 139 |
| 1995 | 3,465,000 | 262,803 | 1,319 | 176,628 | 1,962 | 197,065 | 1,758 | 2,423 | 143 |
| 1996 | 3,483,000 | 265,229 | 1,313 | 179,539 | 1,940 | 201,631 | 1,728 | 2,486 | 140 |
| 1997 | 3,348,000 | 267,784 | 1,250 | 182,709 | 1,832 | 203,568 | 1,644 | 2,562 | 131 |
| 1998 | 3,192,000 | 270,248 | 1,181 | 184,861 | 1,727 | 208,076 | 1,534 | 2,632 | 121 |
| 1999 | 3,236,000 | 272,691 | 1,187 | 187,170 | 1,729 | 212,685 | 1,522 | 2,691 | 120 |
| 2000 | 3,189,000 | 282,217 | 1,130 | 190,625 | 1,673 | 217,028 | 1,469 | 2,747 | 116 |
| 2001 | 3,033,000 | 285,226 | 1,063 | 191,276 | 1,585 | 221,230 | 1,371 | 2,797 | 108 |
| 2002 | 2,926,000 | 288,126 | 1,015 | 194,602 | 1,503 | 225,685 | 1,296 | 2,856 | 102 |
| 2003 | 2,889,000 | 290,796 | 993 | 196,166 | 1,473 | 230,633 | 1,252 | 2,890 | 100 |
| 2004 | 2,788,000 | 293,638 | 950 | 198,889 | 1,402 | 237,949 | 1,172 | 2,965 | 94 |
| 2005 | 2,699,000 | 296,507 | 910 | 200,549 | 1,346 | 245,628 | 1,099 | 2,989 | 90 |
| 2006 | 2,575,000 | 299,398 | 860 | 202,810 | 1,269 | 251,423 | 1,024 | 3,014 | 85 |

Note: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-2006—R.L. Polk & Co. and Federal Highway Administration; Population—U.S. Bureau of the Census; Traffic Deaths, 1966-1974—National Center for Health Statistics, D.H.H.S., State Accident Summaries (adjusted to 30-day traffic deaths by NHTSA); Traffic Deaths, 1975-2006—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Injured, 1988-2006—General Estimates System (GES), NHTSA. Injury data not available for years before 1988.

Chapter 1 ■ Trends

Figure 2
Motor Vehicle Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1966-2006

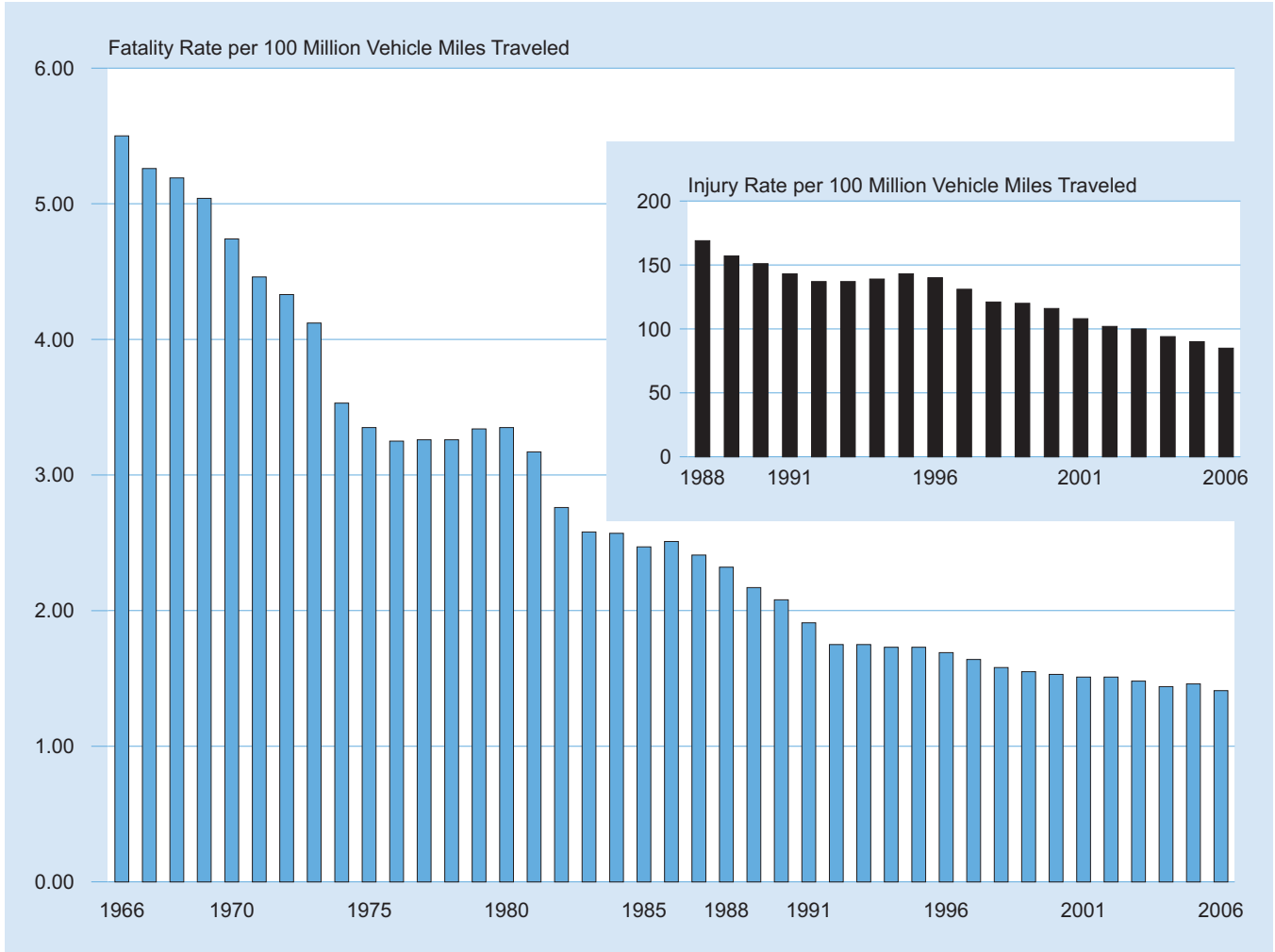


Table 3
Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2006

| Year | Vehicle Type | | | | | | | | | | | |
|-------------------------------------|----------------|--------------------------------------|--|--------------|--------------------------------------|--|--------------|--------------------------------------|--|-------------|--------------------------------------|--|
| | Passenger Cars | | | Light Trucks | | | Large Trucks | | | Motorcycles | | |
| | Number | Involvement Rate per 100 Million VMT | Involvement Rate per 100,000 Registered Vehicles | Number | Involvement Rate per 100 Million VMT | Involvement Rate per 100,000 Registered Vehicles | Number | Involvement Rate per 100 Million VMT | Involvement Rate per 100,000 Registered Vehicles | Number | Involvement Rate per 100 Million VMT | Involvement Rate per 100,000 Registered Vehicles |
| Fatal Crashes | | | | | | | | | | | | |
| 1975 | 37,897 | 3.68 | 40.11 | 8,636 | 4.23 | 41.35 | 3,977 | 4.89 | 74.16 | 3,265 | 58.00 | 65.77 |
| 1980 | 39,059 | 3.53 | 37.28 | 12,680 | 4.29 | 42.18 | 5,379 | 4.96 | 92.89 | 5,194 | 50.85 | 91.22 |
| 1988 | 36,977 | 2.67 | 30.43 | 15,286 | 3.13 | 34.27 | 5,241 | 3.80 | 85.40 | 3,715 | 37.06 | 81.04 |
| 1989 | 35,410 | 2.50 | 28.85 | 15,700 | 3.00 | 33.31 | 4,984 | 3.49 | 80.05 | 3,192 | 30.78 | 72.21 |
| 1990 | 34,085 | 2.39 | 27.65 | 15,620 | 2.81 | 31.29 | 4,776 | 3.27 | 77.08 | 3,276 | 34.28 | 76.91 |
| 1991 | 31,291 | 2.22 | 25.37 | 14,832 | 2.49 | 28.49 | 4,347 | 2.91 | 70.43 | 2,829 | 30.82 | 67.72 |
| 1992 | 29,817 | 2.08 | 24.78 | 14,648 | 2.28 | 27.21 | 4,035 | 2.63 | 66.75 | 2,439 | 25.52 | 60.00 |
| 1993 | 30,233 | 2.09 | 24.97 | 15,332 | 2.27 | 27.10 | 4,328 | 2.71 | 71.09 | 2,477 | 25.01 | 62.27 |
| 1994 | 30,273 | 2.07 | 24.81 | 16,353 | 2.30 | 27.49 | 4,644 | 2.73 | 70.49 | 2,339 | 22.84 | 62.26 |
| 1995 | 30,940 | 2.09 | 25.11 | 17,587 | 2.35 | 28.13 | 4,472 | 2.51 | 66.55 | 2,268 | 23.15 | 58.20 |
| 1996 | 30,727 | 2.05 | 24.66 | 18,246 | 2.32 | 27.88 | 4,755 | 2.60 | 67.81 | 2,176 | 21.94 | 56.20 |
| 1997 | 30,059 | 1.97 | 24.11 | 18,628 | 2.26 | 27.68 | 4,917 | 2.57 | 69.42 | 2,160 | 21.43 | 56.45 |
| 1998 | 29,040 | 1.87 | 23.05 | 19,363 | 2.25 | 27.75 | 4,955 | 2.52 | 64.08 | 2,334 | 22.70 | 60.16 |
| 1999 | 28,027 | 1.79 | 22.09 | 19,959 | 2.21 | 27.29 | 4,920 | 2.43 | 63.15 | 2,532 | 23.92 | 60.98 |
| 2000 | 27,802 | 1.76 | 21.76 | 20,498 | 2.17 | 26.91 | 4,995 | 2.43 | 62.26 | 2,975 | 28.42 | 68.45 |
| 2001 | 27,586 | 1.73 | 21.41 | 20,831 | 2.13 | 26.42 | 4,823 | 2.31 | 61.38 | 3,265 | 33.87 | 66.59 |
| 2002 | 27,374 | 1.70 | 21.03 | 21,668 | 2.14 | 26.49 | 4,587 | 2.14 | 57.86 | 3,365 | 35.23 | 67.24 |
| 2003 | 26,562 | 1.65 | 20.19 | 22,299 | 2.14 | 26.18 | 4,721 | 2.17 | 60.86 | 3,802 | 39.70 | 70.80 |
| 2004 | 25,682 | 1.58 | 19.27 | 22,486 | 2.05 | 25.00 | 4,902 | 2.22 | 59.99 | 4,121 | 40.71 | 71.45 |
| 2005 | 25,169 | 1.56 | 18.62 | 22,964 | 2.02 | 24.19 | 4,951 | 2.22 | 58.37 | 4,682 | 44.79 | 75.19 |
| 2006 | 24,087 | 1.49 | 17.60 | 22,290 | 1.92 | 22.69 | 4,732 | 2.12 | 53.66 | 4,935 | 39.80 | 73.81 |
| Injury Crashes | | | | | | | | | | | | |
| 1988 | 3,073,000 | 222 | 2,529 | 683,000 | 140 | 1,530 | 96,000 | 69 | 1,562 | 98,000 | 974 | 2,129 |
| 1989 | 2,892,000 | 204 | 2,355 | 727,000 | 139 | 1,543 | 110,000 | 77 | 1,770 | 76,000 | 732 | 1,717 |
| 1990 | 2,838,000 | 199 | 2,302 | 729,000 | 131 | 1,460 | 107,000 | 73 | 1,730 | 82,000 | 854 | 1,916 |
| 1991 | 2,615,000 | 185 | 2,120 | 789,000 | 132 | 1,515 | 78,000 | 52 | 1,264 | 79,000 | 856 | 1,882 |
| 1992 | 2,640,000 | 184 | 2,194 | 758,000 | 118 | 1,409 | 95,000 | 62 | 1,567 | 61,000 | 642 | 1,509 |
| 1993 | 2,631,000 | 182 | 2,174 | 843,000 | 125 | 1,490 | 97,000 | 60 | 1,585 | 56,000 | 565 | 1,407 |
| 1994 | 2,785,000 | 191 | 2,283 | 912,000 | 128 | 1,533 | 96,000 | 56 | 1,452 | 54,000 | 526 | 1,433 |
| 1995 | 2,914,000 | 197 | 2,365 | 1,024,000 | 137 | 1,638 | 84,000 | 47 | 1,244 | 52,000 | 530 | 1,331 |
| 1996 | 2,884,000 | 192 | 2,314 | 1,071,000 | 136 | 1,636 | 94,000 | 51 | 1,339 | 51,000 | 512 | 1,312 |
| 1997 | 2,736,000 | 179 | 2,195 | 1,064,000 | 129 | 1,582 | 96,000 | 50 | 1,349 | 51,000 | 501 | 1,321 |
| 1998 | 2,545,000 | 164 | 2,020 | 1,059,000 | 123 | 1,517 | 89,000 | 45 | 1,146 | 45,000 | 433 | 1,148 |
| 1999 | 2,438,000 | 156 | 1,921 | 1,165,000 | 129 | 1,593 | 101,000 | 50 | 1,292 | 46,000 | 436 | 1,111 |
| 2000 | 2,396,000 | 152 | 1,876 | 1,209,000 | 128 | 1,587 | 101,000 | 49 | 1,253 | 53,000 | 509 | 1,226 |
| 2001 | 2,279,000 | 143 | 1,768 | 1,218,000 | 125 | 1,545 | 90,000 | 43 | 1,143 | 57,000 | 587 | 1,155 |
| 2002 | 2,136,000 | 133 | 1,641 | 1,210,000 | 119 | 1,479 | 94,000 | 44 | 1,189 | 58,000 | 612 | 1,167 |
| 2003 | 2,129,000 | 132 | 1,619 | 1,233,000 | 118 | 1,447 | 89,000 | 41 | 1,145 | 64,000 | 665 | 1,185 |
| 2004 | 1,990,000 | 122 | 1,493 | 1,246,000 | 113 | 1,385 | 87,000 | 39 | 1,062 | 70,000 | 694 | 1,217 |
| 2005 | 1,893,000 | 117 | 1,401 | 1,209,000 | 107 | 1,273 | 82,000 | 37 | 971 | 80,000 | 769 | 1,291 |
| 2006 | 1,794,000 | 111 | 1,310 | 1,202,000 | 104 | 1,223 | 80,000 | 36 | 911 | 84,000 | 674 | 1,250 |
| Property-Damage-Only Crashes | | | | | | | | | | | | |
| 1988 | 6,050,000 | 437 | 4,979 | 1,542,000 | 316 | 3,458 | 297,000 | 215 | 4,839 | 21,000 | 207 | 453 |
| 1989 | 5,678,000 | 401 | 4,625 | 1,613,000 | 309 | 3,421 | 300,000 | 210 | 4,825 | 20,000 | 188 | 441 |
| 1990 | 5,485,000 | 384 | 4,450 | 1,654,000 | 298 | 3,314 | 273,000 | 187 | 4,411 | 20,000 | 208 | 467 |
| 1991 | 5,084,000 | 360 | 4,122 | 1,675,000 | 281 | 3,217 | 248,000 | 166 | 4,022 | 25,000 | 268 | 589 |
| 1992 | 4,852,000 | 338 | 4,031 | 1,704,000 | 265 | 3,165 | 277,000 | 181 | 4,586 | 10,000 | 100 | 236 |
| 1993 | 4,789,000 | 331 | 3,956 | 1,884,000 | 279 | 3,331 | 296,000 | 185 | 4,861 | 17,000 | 169 | 420 |
| 1994 | 5,126,000 | 351 | 4,202 | 2,023,000 | 284 | 3,401 | 360,000 | 212 | 5,467 | 13,000 | 128 | 349 |
| 1995 | 5,335,000 | 361 | 4,329 | 2,149,000 | 287 | 3,437 | 289,000 | 162 | 4,307 | 13,000 | 131 | 329 |
| 1996 | 5,281,000 | 352 | 4,238 | 2,274,000 | 289 | 3,475 | 295,000 | 161 | 4,209 | 14,000 | 138 | 355 |
| 1997 | 5,116,000 | 335 | 4,104 | 2,314,000 | 281 | 3,439 | 337,000 | 176 | 4,761 | 10,000 | 102 | 268 |
| 1998 | 4,896,000 | 315 | 3,887 | 2,315,000 | 269 | 3,317 | 318,000 | 162 | 4,114 | 9,000 | 84 | 222 |
| 1999 | 4,469,000 | 285 | 3,523 | 2,491,000 | 276 | 3,406 | 369,000 | 182 | 4,739 | 10,000 | 96 | 246 |
| 2000 | 4,467,000 | 283 | 3,497 | 2,621,000 | 278 | 3,441 | 351,000 | 171 | 4,377 | 14,000 | 133 | 321 |
| 2001 | 4,399,000 | 276 | 3,413 | 2,679,000 | 275 | 3,398 | 335,000 | 160 | 4,261 | 14,000 | 150 | 295 |
| 2002 | 4,443,000 | 276 | 3,412 | 2,757,000 | 272 | 3,370 | 336,000 | 156 | 4,232 | 17,000 | 173 | 330 |
| 2003 | 4,356,000 | 270 | 3,311 | 2,804,000 | 269 | 3,292 | 363,000 | 167 | 4,681 | 14,000 | 142 | 253 |
| 2004 | 4,216,000 | 259 | 3,164 | 2,886,000 | 263 | 3,208 | 324,000 | 147 | 3,970 | 13,000 | 132 | 231 |
| 2005 | 4,169,000 | 258 | 3,084 | 2,919,000 | 257 | 3,075 | 354,000 | 159 | 4,176 | 18,000 | 174 | 291 |
| 2006 | 4,046,000 | 251 | 2,957 | 2,932,000 | 253 | 2,985 | 300,000 | 134 | 3,398 | 15,000 | 124 | 230 |

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

Chapter 1 ■ Trends

Table 4
Persons Killed or Injured by Person Type and Vehicle Type, 1975-2006

| Year | Person Type | | | | | | | | | | | Total |
|----------------|---------------------------|--------------|--------------|--------|---------------|-----------|-------------------|--------------|--------------|---------------|---------|-----------|
| | Occupants by Vehicle Type | | | | | | Motorcycle Riders | Nonoccupants | | | | |
| | Passenger Cars | Light Trucks | Large Trucks | Buses | Other/Unknown | Total | | Pedestrian | Pedalcyclist | Other/Unknown | Total | |
| Killed | | | | | | | | | | | | |
| 1975 | 25,929 | 4,856 | 961 | 53 | 937 | 32,736 | 3,189 | 7,516 | 1,003 | 81 | 8,600 | 44,525 |
| 1980 | 27,449 | 7,486 | 1,262 | 46 | 540 | 36,783 | 5,144 | 8,070 | 965 | 129 | 9,164 | 51,091 |
| 1981 | 26,645 | 7,081 | 1,133 | 56 | 603 | 35,518 | 4,906 | 7,837 | 936 | 104 | 8,877 | 49,301 |
| 1982 | 23,330 | 6,359 | 944 | 35 | 525 | 31,193 | 4,453 | 7,331 | 883 | 85 | 8,299 | 43,945 |
| 1983 | 22,979 | 6,202 | 982 | 53 | 362 | 30,578 | 4,265 | 6,826 | 839 | 81 | 7,746 | 42,589 |
| 1984 | 23,620 | 6,496 | 1,074 | 46 | 440 | 31,676 | 4,608 | 7,025 | 849 | 99 | 7,973 | 44,257 |
| 1985 | 23,212 | 6,689 | 977 | 57 | 544 | 31,479 | 4,564 | 6,808 | 890 | 84 | 7,782 | 43,825 |
| 1986 | 24,944 | 7,317 | 926 | 39 | 442 | 33,668 | 4,566 | 6,779 | 941 | 133 | 7,853 | 46,087 |
| 1987 | 25,132 | 8,058 | 852 | 51 | 436 | 34,529 | 4,036 | 6,745 | 948 | 132 | 7,825 | 46,390 |
| 1988 | 25,808 | 8,306 | 911 | 54 | 429 | 35,508 | 3,662 | 6,870 | 911 | 136 | 7,917 | 47,087 |
| 1989 | 25,063 | 8,551 | 858 | 50 | 424 | 34,946 | 3,141 | 6,556 | 832 | 107 | 7,495 | 45,582 |
| 1990 | 24,092 | 8,601 | 705 | 32 | 460 | 33,890 | 3,244 | 6,482 | 859 | 124 | 7,465 | 44,599 |
| 1991 | 22,385 | 8,391 | 661 | 31 | 466 | 31,934 | 2,806 | 5,801 | 843 | 124 | 6,768 | 41,508 |
| 1992 | 21,387 | 8,098 | 585 | 28 | 387 | 30,485 | 2,395 | 5,549 | 723 | 98 | 6,370 | 39,250 |
| 1993 | 21,566 | 8,511 | 605 | 18 | 425 | 31,125 | 2,449 | 5,649 | 816 | 111 | 6,576 | 40,150 |
| 1994 | 21,997 | 8,904 | 670 | 18 | 409 | 31,998 | 2,320 | 5,489 | 802 | 107 | 6,398 | 40,716 |
| 1995 | 22,423 | 9,568 | 648 | 33 | 392 | 33,064 | 2,227 | 5,584 | 833 | 109 | 6,526 | 41,817 |
| 1996* | 22,505 | 9,932 | 621 | 21 | 455 | 33,534 | 2,161 | 5,449 | 765 | 154 | 6,368 | 42,065 |
| 1997 | 22,199 | 10,249 | 723 | 18 | 420 | 33,609 | 2,116 | 5,321 | 814 | 153 | 6,288 | 42,013 |
| 1998 | 21,194 | 10,705 | 742 | 38 | 409 | 33,088 | 2,294 | 5,228 | 760 | 131 | 6,119 | 41,501 |
| 1999 | 20,862 | 11,265 | 759 | 59 | 447 | 33,392 | 2,483 | 4,939 | 754 | 149 | 5,842 | 41,717 |
| 2000 | 20,699 | 11,526 | 754 | 22 | 450 | 33,451 | 2,897 | 4,763 | 693 | 141 | 5,597 | 41,945 |
| 2001 | 20,320 | 11,723 | 708 | 34 | 458 | 33,243 | 3,197 | 4,901 | 732 | 123 | 5,756 | 42,196 |
| 2002 | 20,569 | 12,274 | 689 | 45 | 528 | 34,105 | 3,270 | 4,851 | 665 | 114 | 5,630 | 43,005 |
| 2003 | 19,725 | 12,546 | 726 | 41 | 589 | 33,627 | 3,714 | 4,774 | 629 | 140 | 5,543 | 42,884 |
| 2004 | 19,192 | 12,674 | 766 | 42 | 602 | 33,276 | 4,028 | 4,675 | 727 | 130 | 5,532 | 42,836 |
| 2005 | 18,512 | 13,037 | 804 | 58 | 659 | 33,070 | 4,576 | 4,892 | 786 | 186 | 5,864 | 43,510 |
| 2006 | 17,800 | 12,721 | 805 | 27 | 739 | 32,092 | 4,810 | 4,784 | 773 | 183 | 5,740 | 42,642 |
| Injured | | | | | | | | | | | | |
| 1988 | 2,585,000 | 478,000 | 37,000 | 15,000 | 4,000 | 3,119,000 | 105,000 | 110,000 | 75,000 | 8,000 | 192,000 | 3,416,000 |
| 1989 | 2,431,000 | 511,000 | 43,000 | 15,000 | 5,000 | 3,005,000 | 83,000 | 112,000 | 73,000 | 11,000 | 196,000 | 3,284,000 |
| 1990 | 2,376,000 | 505,000 | 42,000 | 33,000 | 4,000 | 2,960,000 | 84,000 | 105,000 | 75,000 | 7,000 | 187,000 | 3,231,000 |
| 1991 | 2,235,000 | 563,000 | 28,000 | 21,000 | 4,000 | 2,850,000 | 80,000 | 88,000 | 67,000 | 11,000 | 166,000 | 3,097,000 |
| 1992 | 2,232,000 | 545,000 | 34,000 | 20,000 | 12,000 | 2,843,000 | 65,000 | 89,000 | 63,000 | 10,000 | 162,000 | 3,070,000 |
| 1993 | 2,265,000 | 601,000 | 32,000 | 17,000 | 4,000 | 2,919,000 | 59,000 | 94,000 | 68,000 | 9,000 | 171,000 | 3,149,000 |
| 1994 | 2,364,000 | 631,000 | 30,000 | 16,000 | 4,000 | 3,045,000 | 57,000 | 92,000 | 62,000 | 9,000 | 164,000 | 3,266,000 |
| 1995 | 2,469,000 | 722,000 | 30,000 | 19,000 | 4,000 | 3,246,000 | 57,000 | 86,000 | 67,000 | 10,000 | 162,000 | 3,465,000 |
| 1996 | 2,458,000 | 761,000 | 33,000 | 20,000 | 4,000 | 3,277,000 | 55,000 | 82,000 | 58,000 | 11,000 | 151,000 | 3,483,000 |
| 1997 | 2,341,000 | 755,000 | 31,000 | 17,000 | 6,000 | 3,149,000 | 53,000 | 77,000 | 58,000 | 11,000 | 146,000 | 3,348,000 |
| 1998 | 2,201,000 | 763,000 | 29,000 | 16,000 | 4,000 | 3,012,000 | 49,000 | 69,000 | 53,000 | 8,000 | 131,000 | 3,192,000 |
| 1999 | 2,138,000 | 847,000 | 33,000 | 22,000 | 7,000 | 3,047,000 | 50,000 | 85,000 | 51,000 | 3,000 | 140,000 | 3,236,000 |
| 2000 | 2,052,000 | 887,000 | 31,000 | 18,000 | 10,000 | 2,997,000 | 58,000 | 78,000 | 51,000 | 5,000 | 134,000 | 3,189,000 |
| 2001 | 1,927,000 | 861,000 | 29,000 | 15,000 | 9,000 | 2,841,000 | 60,000 | 78,000 | 45,000 | 8,000 | 131,000 | 3,033,000 |
| 2002 | 1,805,000 | 879,000 | 26,000 | 19,000 | 6,000 | 2,735,000 | 65,000 | 71,000 | 48,000 | 7,000 | 126,000 | 2,926,000 |
| 2003 | 1,756,000 | 889,000 | 27,000 | 18,000 | 7,000 | 2,697,000 | 67,000 | 70,000 | 46,000 | 8,000 | 124,000 | 2,889,000 |
| 2004 | 1,643,000 | 900,000 | 27,000 | 16,000 | 7,000 | 2,594,000 | 76,000 | 68,000 | 41,000 | 9,000 | 118,000 | 2,788,000 |
| 2005 | 1,573,000 | 872,000 | 27,000 | 11,000 | 10,000 | 2,494,000 | 87,000 | 64,000 | 45,000 | 8,000 | 118,000 | 2,699,000 |
| 2006 | 1,475,000 | 857,000 | 23,000 | 10,000 | 11,000 | 2,375,000 | 88,000 | 61,000 | 44,000 | 7,000 | 112,000 | 2,575,000 |

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

Table 5
Drivers Involved in Crashes and Involvement Rates per Licensed Driver
by Sex and Crash Severity, 1975-2006

| Year | Sex | | | | | | Total (>15 Years Old)* | | |
|--|----------------------------|------------------------------|---|----------------------------|------------------------------|---|----------------------------|------------------------------|---|
| | Male (>15 Years Old) | | | Female (>15 Years Old) | | | Number Involved in Crashes | Licensed Drivers (Thousands) | Involvement Rate per 100,000 Licensed Drivers |
| | Number Involved in Crashes | Licensed Drivers (Thousands) | Involvement Rate per 100,000 Licensed Drivers | Number Involved in Crashes | Licensed Drivers (Thousands) | Involvement Rate per 100,000 Licensed Drivers | | | |
| Drivers in Fatal Crashes | | | | | | | | | |
| 1975 | 45,087 | 70,435 | 64.01 | 9,356 | 59,233 | 15.80 | 54,445 | 129,668 | 41.99 |
| 1980 | 50,921 | 77,135 | 66.02 | 11,353 | 68,067 | 16.68 | 62,277 | 145,202 | 42.89 |
| 1988 | 46,840 | 84,099 | 55.70 | 13,814 | 78,661 | 17.56 | 60,658 | 162,760 | 37.27 |
| 1989 | 44,941 | 85,356 | 52.65 | 13,927 | 80,160 | 17.37 | 58,870 | 165,516 | 35.57 |
| 1990 | 43,802 | 85,769 | 51.07 | 13,586 | 81,203 | 16.73 | 57,393 | 166,972 | 34.37 |
| 1991 | 40,288 | 86,630 | 46.51 | 12,716 | 82,300 | 15.45 | 53,007 | 168,930 | 31.38 |
| 1992 | 38,186 | 88,363 | 43.21 | 12,492 | 84,716 | 14.75 | 50,682 | 173,079 | 29.28 |
| 1993 | 39,118 | 87,974 | 44.47 | 12,960 | 85,138 | 15.22 | 52,080 | 173,112 | 30.08 |
| 1994 | 39,784 | 89,165 | 44.62 | 13,449 | 86,183 | 15.61 | 53,238 | 175,347 | 30.36 |
| 1995 | 40,799 | 89,184 | 45.75 | 14,043 | 87,386 | 16.07 | 54,847 | 176,570 | 31.06 |
| 1996 | 40,899 | 90,503 | 45.19 | 14,723 | 89,007 | 16.54 | 55,624 | 179,510 | 30.99 |
| 1997 | 40,594 | 91,888 | 44.18 | 14,816 | 90,789 | 16.32 | 55,412 | 182,677 | 30.33 |
| 1998 | 40,433 | 93,023 | 43.47 | 14,967 | 91,805 | 16.30 | 55,404 | 184,828 | 29.98 |
| 1999 | 40,639 | 94,149 | 43.16 | 14,717 | 92,988 | 15.83 | 55,359 | 187,137 | 29.58 |
| 2000 | 41,443 | 95,782 | 43.27 | 14,682 | 94,816 | 15.48 | 56,126 | 190,598 | 29.45 |
| 2001 | 41,548 | 95,779 | 43.38 | 14,829 | 95,471 | 15.53 | 56,380 | 191,250 | 29.48 |
| 2002 | 41,995 | 97,595 | 43.03 | 14,876 | 96,978 | 15.34 | 56,874 | 194,574 | 29.23 |
| 2003 | 42,177 | 98,209 | 42.95 | 15,106 | 97,919 | 15.43 | 57,285 | 196,128 | 29.21 |
| 2004 | 41,876 | 99,559 | 42.06 | 15,272 | 99,305 | 15.38 | 57,152 | 198,864 | 28.74 |
| 2005 | 42,947 | 100,240 | 42.84 | 14,967 | 100,285 | 14.92 | 57,921 | 200,525 | 28.88 |
| 2006 | 41,659 | 101,010 | 41.24 | 14,562 | 101,589 | 14.33 | 56,314 | 202,599 | 27.80 |
| Drivers in Injury Crashes | | | | | | | | | |
| 1988 | 2,423,000 | 84,099 | 2,881 | 1,485,000 | 78,661 | 1,887 | 3,907,000 | 162,760 | 2,401 |
| 1989 | 2,347,000 | 85,356 | 2,749 | 1,446,000 | 80,160 | 1,804 | 3,793,000 | 165,516 | 2,291 |
| 1990 | 2,285,000 | 85,769 | 2,664 | 1,458,000 | 81,203 | 1,795 | 3,743,000 | 166,972 | 2,242 |
| 1991 | 2,171,000 | 86,630 | 2,506 | 1,380,000 | 82,300 | 1,677 | 3,551,000 | 168,930 | 2,102 |
| 1992 | 2,114,000 | 88,363 | 2,392 | 1,439,000 | 84,716 | 1,699 | 3,553,000 | 173,079 | 2,053 |
| 1993 | 2,144,000 | 87,974 | 2,437 | 1,468,000 | 85,138 | 1,724 | 3,612,000 | 173,112 | 2,086 |
| 1994 | 2,264,000 | 89,165 | 2,539 | 1,574,000 | 86,183 | 1,826 | 3,838,000 | 175,347 | 2,189 |
| 1995 | 2,378,000 | 89,184 | 2,667 | 1,687,000 | 87,386 | 1,931 | 4,066,000 | 176,570 | 2,303 |
| 1996 | 2,378,000 | 90,503 | 2,627 | 1,711,000 | 89,007 | 1,922 | 4,089,000 | 179,510 | 2,278 |
| 1997 | 2,296,000 | 91,888 | 2,499 | 1,643,000 | 90,789 | 1,809 | 3,939,000 | 182,677 | 2,156 |
| 1998 | 2,158,000 | 93,023 | 2,319 | 1,576,000 | 91,805 | 1,717 | 3,734,000 | 184,828 | 2,020 |
| 1999 | 2,134,000 | 94,149 | 2,267 | 1,609,000 | 92,988 | 1,730 | 3,743,000 | 187,137 | 2,000 |
| 2000 | 2,192,000 | 95,782 | 2,289 | 1,573,000 | 94,816 | 1,659 | 3,765,000 | 190,598 | 1,975 |
| 2001 | 2,090,000 | 95,779 | 2,182 | 1,547,000 | 95,471 | 1,620 | 3,637,000 | 191,250 | 1,902 |
| 2002 | 2,000,000 | 97,595 | 2,049 | 1,481,000 | 96,978 | 1,528 | 3,482,000 | 194,574 | 1,789 |
| 2003 | 1,990,000 | 98,209 | 2,026 | 1,525,000 | 97,919 | 1,557 | 3,514,000 | 196,128 | 1,792 |
| 2004 | 1,912,000 | 99,559 | 1,920 | 1,482,000 | 99,305 | 1,493 | 3,394,000 | 198,864 | 1,707 |
| 2005 | 1,837,000 | 100,240 | 1,832 | 1,425,000 | 100,285 | 1,421 | 3,262,000 | 200,525 | 1,627 |
| 2006 | 1,763,000 | 101,010 | 1,745 | 1,387,000 | 101,589 | 1,366 | 3,150,000 | 202,599 | 1,555 |
| Drivers in Property-Damage-Only Crashes | | | | | | | | | |
| 1988 | 5,013,000 | 84,099 | 5,961 | 2,816,000 | 78,661 | 3,580 | 7,829,000 | 162,760 | 4,810 |
| 1989 | 4,915,000 | 85,356 | 5,758 | 2,687,000 | 80,160 | 3,352 | 7,602,000 | 165,516 | 4,593 |
| 1990 | 4,733,000 | 85,769 | 5,519 | 2,677,000 | 81,203 | 3,296 | 7,410,000 | 166,972 | 4,438 |
| 1991 | 4,419,000 | 86,630 | 5,101 | 2,600,000 | 82,300 | 3,159 | 7,019,000 | 168,930 | 4,155 |
| 1992 | 4,316,000 | 88,363 | 4,885 | 2,530,000 | 84,716 | 2,987 | 6,847,000 | 173,079 | 3,956 |
| 1993 | 4,402,000 | 87,974 | 5,003 | 2,561,000 | 85,138 | 3,008 | 6,963,000 | 173,112 | 4,022 |
| 1994 | 4,695,000 | 89,165 | 5,265 | 2,828,000 | 86,183 | 3,282 | 7,523,000 | 175,347 | 4,290 |
| 1995 | 4,847,000 | 89,184 | 5,434 | 2,905,000 | 87,386 | 3,325 | 7,752,000 | 176,570 | 4,390 |
| 1996 | 4,888,000 | 90,503 | 5,400 | 2,968,000 | 89,007 | 3,335 | 7,856,000 | 179,510 | 4,376 |
| 1997 | 4,808,000 | 91,888 | 5,232 | 2,967,000 | 90,789 | 3,268 | 7,775,000 | 182,677 | 4,256 |
| 1998 | 4,634,000 | 93,023 | 4,982 | 2,902,000 | 91,805 | 3,162 | 7,536,000 | 184,828 | 4,078 |
| 1999 | 4,509,000 | 94,149 | 4,789 | 2,800,000 | 92,988 | 3,011 | 7,309,000 | 187,137 | 3,906 |
| 2000 | 4,559,000 | 95,782 | 4,760 | 2,904,000 | 94,816 | 3,062 | 7,463,000 | 190,598 | 3,915 |
| 2001 | 4,518,000 | 95,779 | 4,717 | 2,903,000 | 95,471 | 3,041 | 7,421,000 | 191,250 | 3,880 |
| 2002 | 4,436,000 | 97,595 | 4,545 | 2,999,000 | 96,978 | 3,093 | 7,435,000 | 194,574 | 3,821 |
| 2003 | 4,528,000 | 98,209 | 4,610 | 3,020,000 | 97,919 | 3,084 | 7,547,000 | 196,128 | 3,848 |
| 2004 | 4,405,000 | 99,559 | 4,424 | 3,037,000 | 99,305 | 3,058 | 7,442,000 | 198,864 | 3,742 |
| 2005 | 4,357,000 | 100,240 | 4,347 | 3,007,000 | 100,285 | 2,998 | 7,364,000 | 200,525 | 3,672 |
| 2006 | 4,232,000 | 101,010 | 4,190 | 2,968,000 | 101,589 | 2,922 | 7,200,000 | 202,599 | 3,554 |

*Total includes drivers (>15 years old) of unknown sex. Notes: Drivers in this table include motorcycle operators. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Source: Licensed Drivers—Federal Highway Administration.

Chapter 1 ■ Trends

Figure 3
Driver Involvement Rate per 100,000 Licensed Drivers 16 Years and Older
by Sex and Crash Severity, 1975-2006

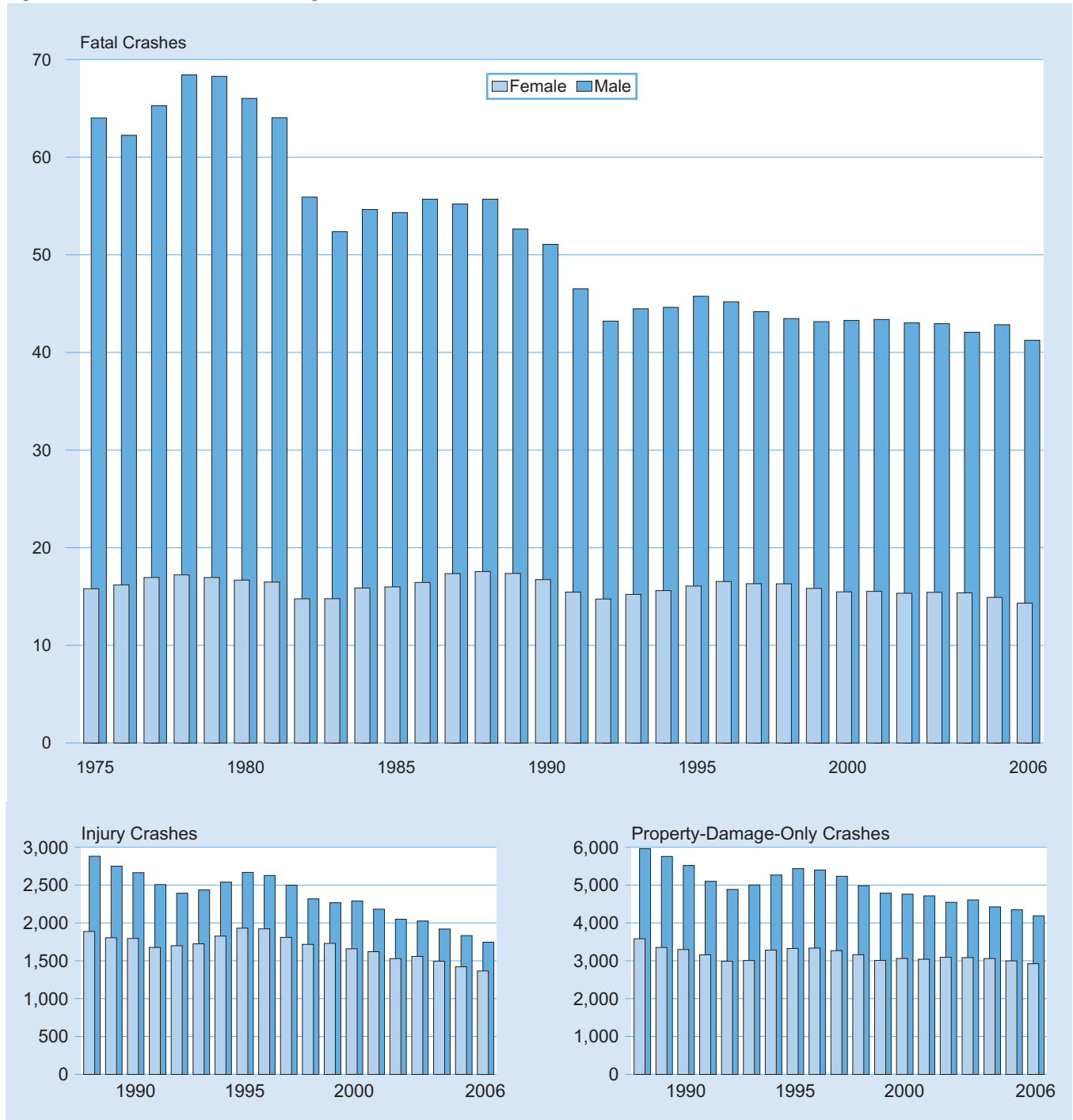


Table 6
Motor Vehicle Occupant and Motorcycle Rider Fatality and Injury Rates
per Population by Age Group, 1975-2006

| Year | Age Group (Years) | | | | | | | | | | | Total |
|---|-------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------|
| | <5 | 5-9 | 10-15 | 16-20 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | >74 | |
| Fatality Rate per 100,000 Population | | | | | | | | | | | | |
| 1975 | 4.50 | 2.71 | 5.71 | 38.77 | 34.90 | 21.57 | 15.67 | 13.42 | 13.29 | 14.72 | 16.98 | 16.67 |
| 1980 | 4.24 | 2.67 | 6.00 | 42.94 | 39.86 | 24.82 | 16.85 | 14.51 | 12.83 | 12.96 | 15.27 | 18.45 |
| 1981 | 3.75 | 2.43 | 5.24 | 38.56 | 37.41 | 24.22 | 16.63 | 13.81 | 12.68 | 13.16 | 14.94 | 17.62 |
| 1982 | 3.67 | 2.22 | 4.85 | 34.51 | 32.75 | 20.45 | 14.30 | 11.84 | 11.24 | 11.85 | 14.89 | 15.39 |
| 1983 | 3.55 | 2.33 | 4.60 | 33.18 | 30.97 | 19.86 | 13.87 | 11.79 | 10.92 | 11.92 | 15.48 | 14.90 |
| 1984 | 3.13 | 2.33 | 5.21 | 34.94 | 32.89 | 20.26 | 13.91 | 11.86 | 11.16 | 12.98 | 16.18 | 15.39 |
| 1985 | 3.18 | 2.36 | 5.52 | 33.72 | 32.75 | 19.50 | 13.87 | 11.88 | 11.33 | 12.63 | 16.73 | 15.15 |
| 1986 | 3.42 | 2.30 | 6.07 | 38.16 | 33.72 | 21.04 | 13.82 | 11.50 | 11.38 | 13.46 | 17.71 | 15.92 |
| 1987 | 3.78 | 2.60 | 6.00 | 36.65 | 32.83 | 21.05 | 14.15 | 12.10 | 11.93 | 13.58 | 18.22 | 15.92 |
| 1988 | 3.82 | 2.64 | 5.74 | 37.95 | 33.63 | 20.50 | 14.20 | 12.33 | 12.15 | 14.12 | 19.26 | 16.02 |
| 1989 | 3.93 | 2.92 | 5.48 | 34.71 | 30.85 | 20.10 | 13.89 | 12.46 | 12.18 | 14.24 | 19.41 | 15.43 |
| 1990 | 3.30 | 2.50 | 5.25 | 34.14 | 30.62 | 19.81 | 13.34 | 12.20 | 11.91 | 13.36 | 18.48 | 14.89 |
| 1991 | 3.13 | 2.39 | 4.86 | 31.76 | 28.83 | 17.79 | 12.29 | 11.12 | 10.75 | 13.22 | 19.14 | 13.78 |
| 1992 | 2.99 | 2.41 | 4.75 | 28.37 | 25.96 | 16.54 | 11.71 | 10.62 | 10.53 | 13.27 | 18.81 | 12.89 |
| 1993 | 3.14 | 2.35 | 4.67 | 28.99 | 26.70 | 16.47 | 11.86 | 10.52 | 10.86 | 12.73 | 20.78 | 13.02 |
| 1994 | 3.46 | 2.35 | 5.07 | 30.46 | 26.27 | 16.07 | 11.79 | 11.15 | 10.71 | 13.99 | 20.71 | 13.18 |
| 1995 | 3.17 | 2.46 | 5.15 | 29.58 | 27.30 | 17.03 | 12.49 | 11.01 | 11.42 | 13.67 | 20.87 | 13.43 |
| 1996 | 3.40 | 2.34 | 5.07 | 29.43 | 27.31 | 16.78 | 12.60 | 11.14 | 11.58 | 14.20 | 20.84 | 13.46 |
| 1997 | 3.16 | 2.42 | 4.96 | 28.38 | 25.53 | 16.49 | 12.23 | 11.57 | 11.96 | 14.46 | 22.09 | 13.34 |
| 1998 | 3.03 | 2.60 | 4.60 | 27.61 | 25.06 | 15.81 | 12.60 | 11.44 | 11.53 | 14.31 | 21.28 | 13.09 |
| 1999 | 2.94 | 2.54 | 4.49 | 28.10 | 25.56 | 16.13 | 12.62 | 11.48 | 11.52 | 14.17 | 20.70 | 13.16 |
| 2000 | 2.82 | 2.38 | 4.27 | 27.79 | 25.27 | 15.53 | 12.81 | 11.51 | 11.39 | 12.89 | 19.48 | 12.88 |
| 2001 | 2.67 | 2.26 | 3.79 | 27.92 | 24.82 | 15.58 | 12.91 | 11.35 | 11.04 | 12.80 | 19.24 | 12.78 |
| 2002 | 2.43 | 2.12 | 4.09 | 29.13 | 25.68 | 15.58 | 12.98 | 11.86 | 11.14 | 12.68 | 18.62 | 12.97 |
| 2003 | 2.45 | 2.12 | 4.17 | 27.64 | 24.65 | 15.31 | 13.01 | 12.02 | 11.31 | 12.55 | 19.00 | 12.84 |
| 2004 | 2.54 | 2.26 | 4.31 | 27.15 | 24.72 | 15.53 | 12.40 | 12.07 | 11.14 | 12.43 | 17.86 | 12.70 |
| 2005 | 2.30 | 2.22 | 3.55 | 25.75 | 25.49 | 15.97 | 12.82 | 12.00 | 11.71 | 12.62 | 16.94 | 12.70 |
| 2006 | 2.26 | 1.83 | 3.37 | 25.11 | 25.82 | 15.94 | 12.49 | 11.79 | 11.05 | 11.47 | 15.32 | 12.33 |
| Injury Rate per 100,000 Population | | | | | | | | | | | | |
| 1988 | 417 | 444 | 734 | 3,283 | 2,666 | 1,800 | 1,308 | 1,030 | 876 | 710 | 656 | 1,319 |
| 1989 | 370 | 469 | 727 | 3,210 | 2,467 | 1,672 | 1,280 | 985 | 801 | 713 | 618 | 1,251 |
| 1990 | 329 | 430 | 674 | 3,110 | 2,494 | 1,672 | 1,227 | 989 | 844 | 750 | 514 | 1,220 |
| 1991 | 384 | 470 | 709 | 2,921 | 2,317 | 1,574 | 1,144 | 977 | 801 | 727 | 521 | 1,162 |
| 1992 | 323 | 438 | 685 | 2,988 | 2,253 | 1,573 | 1,101 | 971 | 783 | 722 | 586 | 1,140 |
| 1993 | 367 | 471 | 657 | 2,885 | 2,307 | 1,606 | 1,195 | 956 | 821 | 707 | 592 | 1,155 |
| 1994 | 411 | 468 | 706 | 2,958 | 2,369 | 1,667 | 1,225 | 987 | 857 | 756 | 598 | 1,192 |
| 1995 | 418 | 483 | 742 | 3,193 | 2,456 | 1,722 | 1,291 | 1,132 | 926 | 755 | 624 | 1,257 |
| 1996 | 418 | 533 | 731 | 3,132 | 2,432 | 1,766 | 1,295 | 1,085 | 904 | 788 | 654 | 1,256 |
| 1997 | 400 | 461 | 684 | 2,981 | 2,401 | 1,689 | 1,257 | 1,012 | 815 | 761 | 641 | 1,196 |
| 1998 | 403 | 440 | 677 | 2,780 | 2,123 | 1,586 | 1,158 | 1,029 | 873 | 696 | 588 | 1,133 |
| 1999 | 383 | 477 | 662 | 2,828 | 2,169 | 1,596 | 1,135 | 1,028 | 801 | 759 | 610 | 1,136 |
| 2000 | 350 | 405 | 547 | 2,694 | 2,094 | 1,449 | 1,159 | 948 | 830 | 723 | 665 | 1,082 |
| 2001 | 310 | 371 | 512 | 2,466 | 2,023 | 1,384 | 1,092 | 931 | 756 | 669 | 573 | 1,017 |
| 2002 | 302 | 378 | 517 | 2,395 | 1,890 | 1,304 | 1,029 | 873 | 765 | 617 | 544 | 972 |
| 2003 | 299 | 372 | 472 | 2,287 | 1,837 | 1,317 | 1,016 | 874 | 733 | 609 | 516 | 951 |
| 2004 | 282 | 349 | 482 | 2,152 | 1,695 | 1,191 | 1,002 | 877 | 729 | 604 | 485 | 909 |
| 2005 | 260 | 319 | 479 | 2,000 | 1,705 | 1,198 | 943 | 830 | 686 | 544 | 457 | 871 |
| 2006 | 263 | 283 | 410 | 1,868 | 1,571 | 1,126 | 913 | 762 | 669 | 561 | 480 | 823 |

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

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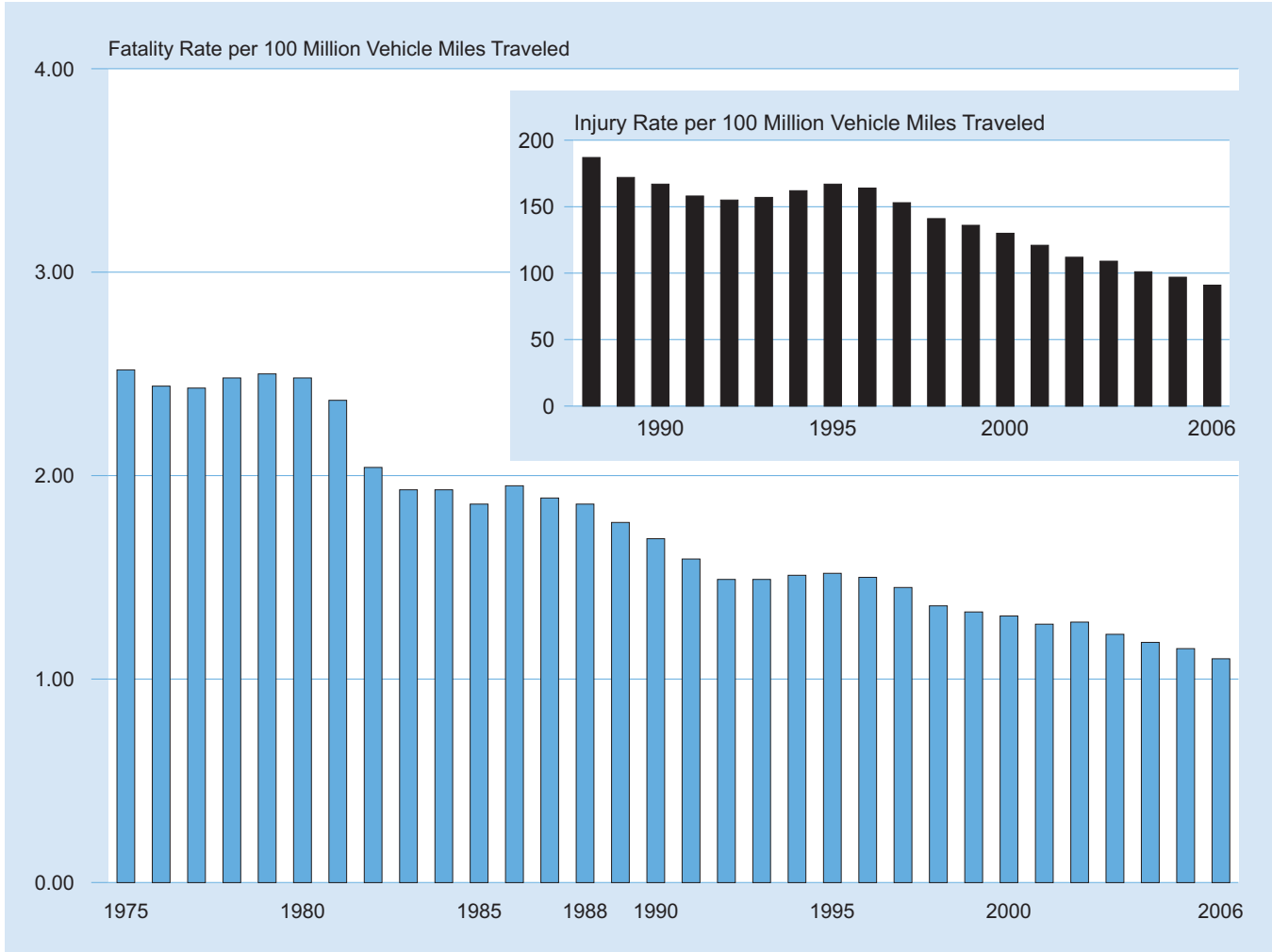
Table 7
Passenger Car Occupants Killed or Injured and Fatality and Injury Rates
per Registered Vehicle and Vehicle Miles of Travel, 1975-2006

| Year | Registered Passenger Cars | Vehicle Miles Traveled (Millions) | Passenger Car Occupants Killed | Fatality Rate per 100,000 Registered Passenger Cars | Fatality Rate per 100 Million Vehicle Miles Traveled | Passenger Car Occupants Injured | Injury Rate per 100,000 Registered Passenger Cars | Injury Rate per 100 Million Vehicle Miles Traveled |
|------|---------------------------|-----------------------------------|--------------------------------|---|--|---------------------------------|---|--|
| 1975 | 94,478,029 | 1,030,376 | 25,929 | 27.44 | 2.52 | * | * | * |
| 1976 | 97,011,684 | 1,070,667 | 26,166 | 26.97 | 2.44 | * | * | * |
| 1977 | 98,967,665 | 1,102,726 | 26,782 | 27.06 | 2.43 | * | * | * |
| 1978 | 101,855,551 | 1,136,459 | 28,153 | 27.64 | 2.48 | * | * | * |
| 1979 | 103,543,788 | 1,111,705 | 27,808 | 26.86 | 2.50 | * | * | * |
| 1980 | 104,770,998 | 1,107,056 | 27,449 | 26.20 | 2.48 | * | * | * |
| 1981 | 106,002,720 | 1,122,092 | 26,645 | 25.14 | 2.37 | * | * | * |
| 1982 | 106,936,590 | 1,145,828 | 23,330 | 21.82 | 2.04 | * | * | * |
| 1983 | 109,085,444 | 1,187,760 | 22,979 | 21.07 | 1.93 | * | * | * |
| 1984 | 112,177,361 | 1,226,461 | 23,620 | 21.06 | 1.93 | * | * | * |
| 1985 | 116,348,085 | 1,248,980 | 23,212 | 19.95 | 1.86 | * | * | * |
| 1986 | 117,268,114 | 1,277,550 | 24,944 | 21.27 | 1.95 | * | * | * |
| 1987 | 119,848,784 | 1,328,460 | 25,132 | 20.97 | 1.89 | * | * | * |
| 1988 | 121,519,139 | 1,384,047 | 25,808 | 21.24 | 1.86 | 2,585,000 | 2,127 | 187 |
| 1989 | 122,758,478 | 1,415,213 | 25,063 | 20.42 | 1.77 | 2,431,000 | 1,980 | 172 |
| 1990 | 123,276,600 | 1,427,178 | 24,092 | 19.54 | 1.69 | 2,376,000 | 1,928 | 167 |
| 1991 | 123,327,336 | 1,411,655 | 22,385 | 18.15 | 1.59 | 2,235,000 | 1,812 | 158 |
| 1992 | 120,346,747 | 1,436,035 | 21,387 | 17.77 | 1.49 | 2,232,000 | 1,854 | 155 |
| 1993 | 121,055,398 | 1,445,106 | 21,566 | 17.81 | 1.49 | 2,265,000 | 1,871 | 157 |
| 1994 | 121,996,580 | 1,459,208 | 21,997 | 18.03 | 1.51 | 2,364,000 | 1,937 | 162 |
| 1995 | 123,241,881 | 1,478,352 | 22,423 | 18.19 | 1.52 | 2,469,000 | 2,004 | 167 |
| 1996 | 124,612,787 | 1,499,139 | 22,505 | 18.06 | 1.50 | 2,458,000 | 1,973 | 164 |
| 1997 | 124,672,920 | 1,528,399 | 22,199 | 17.81 | 1.45 | 2,341,000 | 1,877 | 153 |
| 1998 | 125,965,709 | 1,555,901 | 21,194 | 16.83 | 1.36 | 2,201,000 | 1,748 | 141 |
| 1999 | 126,868,744 | 1,566,808 | 20,862 | 16.44 | 1.33 | 2,138,000 | 1,685 | 136 |
| 2000 | 127,740,420 | 1,580,735 | 20,699 | 16.20 | 1.31 | 2,052,000 | 1,606 | 130 |
| 2001 | 128,874,299 | 1,595,443 | 20,320 | 15.77 | 1.27 | 1,927,000 | 1,495 | 121 |
| 2002 | 130,196,812 | 1,611,860 | 20,569 | 15.80 | 1.28 | 1,805,000 | 1,386 | 112 |
| 2003 | 131,549,941 | 1,612,237 | 19,725 | 14.99 | 1.22 | 1,756,000 | 1,335 | 109 |
| 2004 | 133,275,380 | 1,628,266 | 19,192 | 14.40 | 1.18 | 1,643,000 | 1,232 | 101 |
| 2005 | 135,183,269 | 1,615,225 | 18,512 | 13.69 | 1.15 | 1,573,000 | 1,164 | 97 |
| 2006 | 136,866,137 | 1,613,599 | 17,800 | 13.01 | 1.10 | 1,475,000 | 1,077 | 91 |

*Injury data not available before 1988.

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

Figure 4
Passenger Car Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2006



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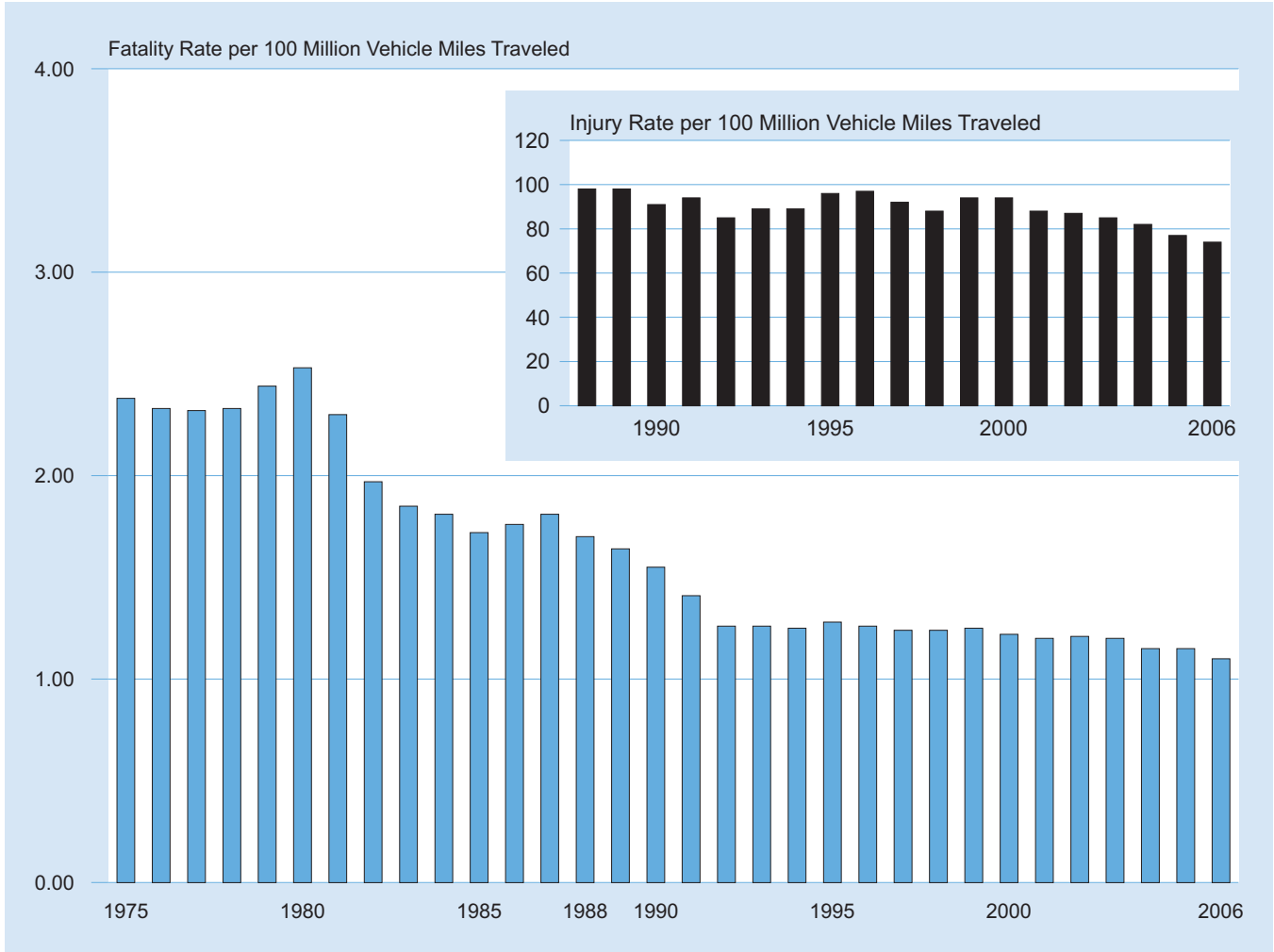
Table 8
Light Truck Occupants Killed or Injured and Fatality and Injury Rates
per Registered Vehicle and Vehicle Miles of Travel, 1975-2006

| Year | Registered Light Trucks | Vehicle Miles Traveled (Millions) | Light Truck Occupants Killed | Fatality Rate per 100,000 Registered Light Trucks | Fatality Rate per 100 Million Vehicle Miles Traveled | Light Truck Occupants Injured | Injury Rate per 100,000 Registered Light Trucks | Injury Rate per 100 Million Vehicle Miles Traveled |
|------|-------------------------|-----------------------------------|------------------------------|---|--|-------------------------------|---|--|
| 1975 | 20,886,680 | 204,274 | 4,856 | 23.25 | 2.38 | * | * | * |
| 1976 | 22,794,702 | 233,382 | 5,438 | 23.86 | 2.33 | * | * | * |
| 1977 | 24,432,701 | 257,108 | 5,976 | 24.46 | 2.32 | * | * | * |
| 1978 | 27,285,497 | 289,463 | 6,745 | 24.72 | 2.33 | * | * | * |
| 1979 | 28,932,820 | 293,840 | 7,178 | 24.81 | 2.44 | * | * | * |
| 1980 | 30,060,754 | 295,475 | 7,486 | 24.90 | 2.53 | * | * | * |
| 1981 | 31,236,287 | 307,583 | 7,081 | 22.67 | 2.30 | * | * | * |
| 1982 | 32,307,692 | 322,026 | 6,359 | 19.68 | 1.97 | * | * | * |
| 1983 | 33,068,138 | 334,937 | 6,202 | 18.76 | 1.85 | * | * | * |
| 1984 | 35,257,788 | 358,588 | 6,496 | 18.42 | 1.81 | * | * | * |
| 1985 | 37,665,180 | 388,779 | 6,689 | 17.76 | 1.72 | * | * | * |
| 1986 | 39,763,446 | 416,532 | 7,317 | 18.40 | 1.76 | * | * | * |
| 1987 | 41,695,017 | 444,392 | 8,058 | 19.33 | 1.81 | * | * | * |
| 1988 | 44,599,500 | 488,431 | 8,306 | 18.62 | 1.70 | 478,000 | 1,071 | 98 |
| 1989 | 47,134,148 | 522,483 | 8,551 | 18.14 | 1.64 | 511,000 | 1,084 | 98 |
| 1990 | 49,916,497 | 555,659 | 8,601 | 17.23 | 1.55 | 505,000 | 1,012 | 91 |
| 1991 | 52,062,064 | 595,924 | 8,391 | 16.12 | 1.41 | 563,000 | 1,081 | 94 |
| 1992 | 53,836,046 | 642,397 | 8,098 | 15.04 | 1.26 | 545,000 | 1,012 | 85 |
| 1993 | 56,573,835 | 675,353 | 8,511 | 15.04 | 1.26 | 601,000 | 1,062 | 89 |
| 1994 | 59,485,995 | 711,515 | 8,904 | 14.97 | 1.25 | 631,000 | 1,061 | 89 |
| 1995 | 62,520,872 | 749,971 | 9,568 | 15.30 | 1.28 | 722,000 | 1,156 | 96 |
| 1996 | 65,438,877 | 787,255 | 9,932 | 15.18 | 1.26 | 761,000 | 1,164 | 97 |
| 1997 | 67,287,470 | 824,896 | 10,249 | 15.23 | 1.24 | 755,000 | 1,122 | 92 |
| 1998 | 69,783,500 | 861,951 | 10,705 | 15.34 | 1.24 | 763,000 | 1,093 | 88 |
| 1999 | 73,143,777 | 903,314 | 11,265 | 15.40 | 1.25 | 847,000 | 1,158 | 94 |
| 2000 | 76,173,062 | 942,611 | 11,526 | 15.13 | 1.22 | 887,000 | 1,164 | 94 |
| 2001 | 78,845,571 | 976,096 | 11,723 | 14.87 | 1.20 | 861,000 | 1,091 | 88 |
| 2002 | 81,795,850 | 1,012,648 | 12,274 | 15.01 | 1.21 | 879,000 | 1,075 | 87 |
| 2003 | 85,179,665 | 1,043,936 | 12,546 | 14.73 | 1.20 | 889,000 | 1,044 | 85 |
| 2004 | 89,938,578 | 1,098,807 | 12,674 | 14.09 | 1.15 | 900,000 | 1,001 | 82 |
| 2005 | 94,928,732 | 1,134,247 | 13,037 | 13.73 | 1.15 | 872,000 | 919 | 77 |
| 2006 | 98,229,259 | 1,158,085 | 12,721 | 12.95 | 1.10 | 857,000 | 872 | 74 |

*Injury data not available before 1988.

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

Figure 5
Light Truck Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2006



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Table 9

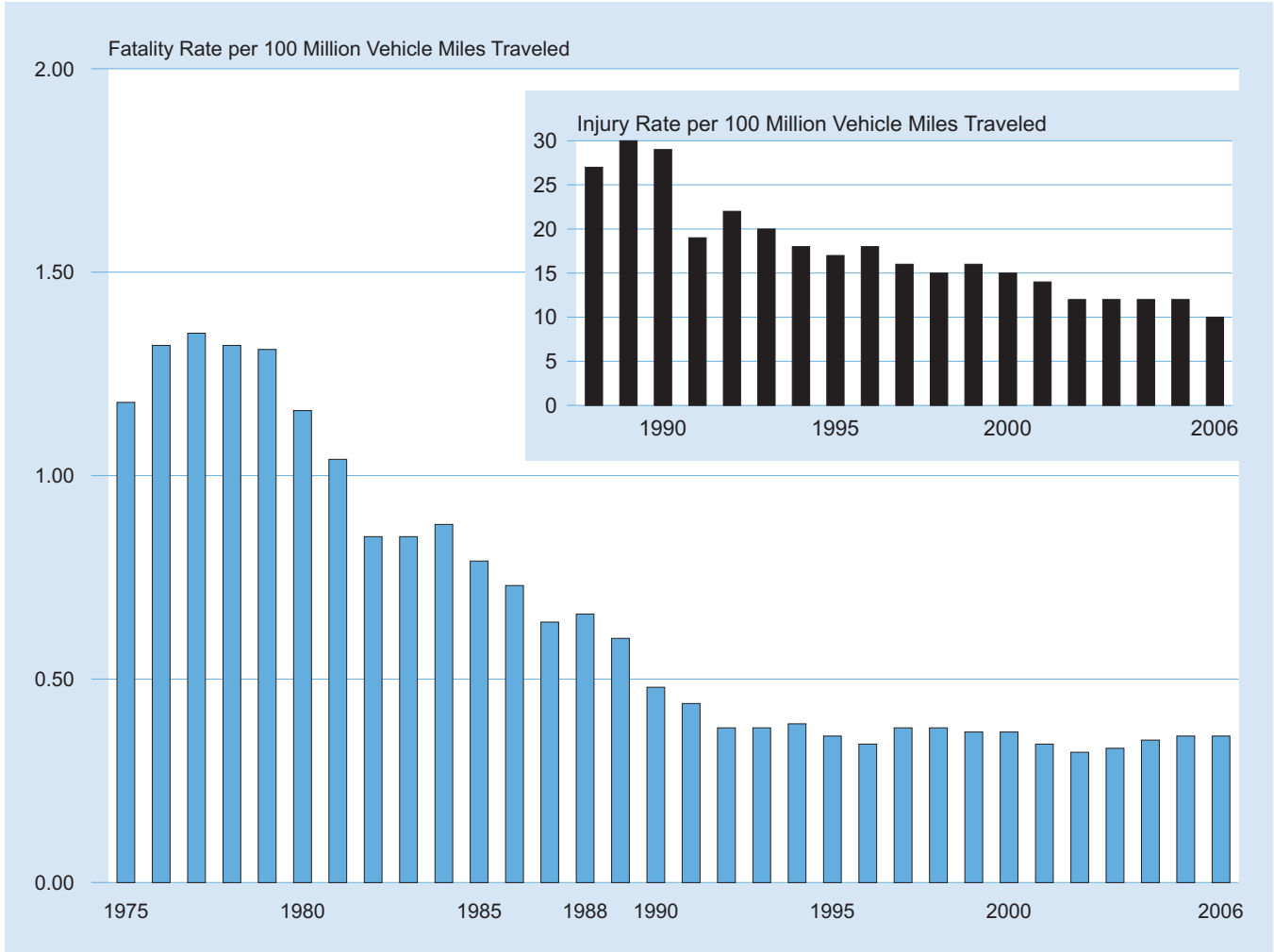
Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2006

| Year | Registered Large Trucks | Vehicle Miles Traveled (Millions) | Large Truck Occupants Killed | Fatality Rate per 100,000 Registered Large Trucks | Fatality Rate per 100 Million Vehicle Miles Traveled | Large Truck Occupants Injured | Injury Rate per 100,000 Registered Large Trucks | Injury Rate per 100 Million Vehicle Miles Traveled |
|------|-------------------------|-----------------------------------|------------------------------|---|--|-------------------------------|---|--|
| 1975 | 5,362,369 | 81,330 | 961 | 17.92 | 1.18 | * | * | * |
| 1976 | 5,575,185 | 86,070 | 1,132 | 20.30 | 1.32 | * | * | * |
| 1977 | 5,689,903 | 95,021 | 1,287 | 22.62 | 1.35 | * | * | * |
| 1978 | 5,859,807 | 105,739 | 1,395 | 23.81 | 1.32 | * | * | * |
| 1979 | 5,891,571 | 109,004 | 1,432 | 24.31 | 1.31 | * | * | * |
| 1980 | 5,790,653 | 108,491 | 1,262 | 21.79 | 1.16 | * | * | * |
| 1981 | 5,716,278 | 108,702 | 1,133 | 19.82 | 1.04 | * | * | * |
| 1982 | 5,590,415 | 111,423 | 944 | 16.89 | 0.85 | * | * | * |
| 1983 | 5,508,392 | 116,132 | 982 | 17.83 | 0.85 | * | * | * |
| 1984 | 5,401,075 | 121,796 | 1,074 | 19.88 | 0.88 | * | * | * |
| 1985 | 5,996,337 | 123,504 | 977 | 16.29 | 0.79 | * | * | * |
| 1986 | 5,720,880 | 126,675 | 926 | 16.19 | 0.73 | * | * | * |
| 1987 | 5,718,266 | 133,517 | 852 | 14.90 | 0.64 | * | * | * |
| 1988 | 6,136,884 | 137,985 | 911 | 14.84 | 0.66 | 37,000 | 611 | 27 |
| 1989 | 6,226,482 | 142,749 | 858 | 13.78 | 0.60 | 43,000 | 687 | 30 |
| 1990 | 6,195,876 | 146,242 | 705 | 11.38 | 0.48 | 42,000 | 675 | 29 |
| 1991 | 6,172,146 | 149,543 | 661 | 10.71 | 0.44 | 28,000 | 454 | 19 |
| 1992 | 6,045,205 | 153,384 | 585 | 9.68 | 0.38 | 34,000 | 559 | 22 |
| 1993 | 6,088,155 | 159,888 | 605 | 9.94 | 0.38 | 32,000 | 527 | 20 |
| 1994 | 6,587,885 | 170,216 | 670 | 10.17 | 0.39 | 30,000 | 459 | 18 |
| 1995 | 6,719,421 | 178,156 | 648 | 9.64 | 0.36 | 30,000 | 452 | 17 |
| 1996 | 7,012,615 | 182,971 | 621 | 8.86 | 0.34 | 33,000 | 467 | 18 |
| 1997 | 7,083,326 | 191,477 | 723 | 10.21 | 0.38 | 31,000 | 436 | 16 |
| 1998 | 7,732,270 | 196,380 | 742 | 9.60 | 0.38 | 29,000 | 372 | 15 |
| 1999 | 7,791,426 | 202,688 | 759 | 9.74 | 0.37 | 33,000 | 422 | 16 |
| 2000 | 8,022,649 | 205,520 | 754 | 9.40 | 0.37 | 31,000 | 384 | 15 |
| 2001 | 7,857,675 | 209,032 | 708 | 9.01 | 0.34 | 29,000 | 374 | 14 |
| 2002 | 7,927,280 | 214,603 | 689 | 8.69 | 0.32 | 26,000 | 331 | 12 |
| 2003 | 7,756,888 | 217,917 | 726 | 9.36 | 0.33 | 27,000 | 347 | 12 |
| 2004 | 8,171,364 | 220,792 | 766 | 9.37 | 0.35 | 27,000 | 334 | 12 |
| 2005 | 8,481,999 | 222,523 | 804 | 9.48 | 0.36 | 27,000 | 322 | 12 |
| 2006 | 8,819,007 | 223,037 | 805 | 9.13 | 0.36 | 23,000 | 259 | 10 |

*Injury data not available before 1988.

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

Figure 6
Large Truck Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2006



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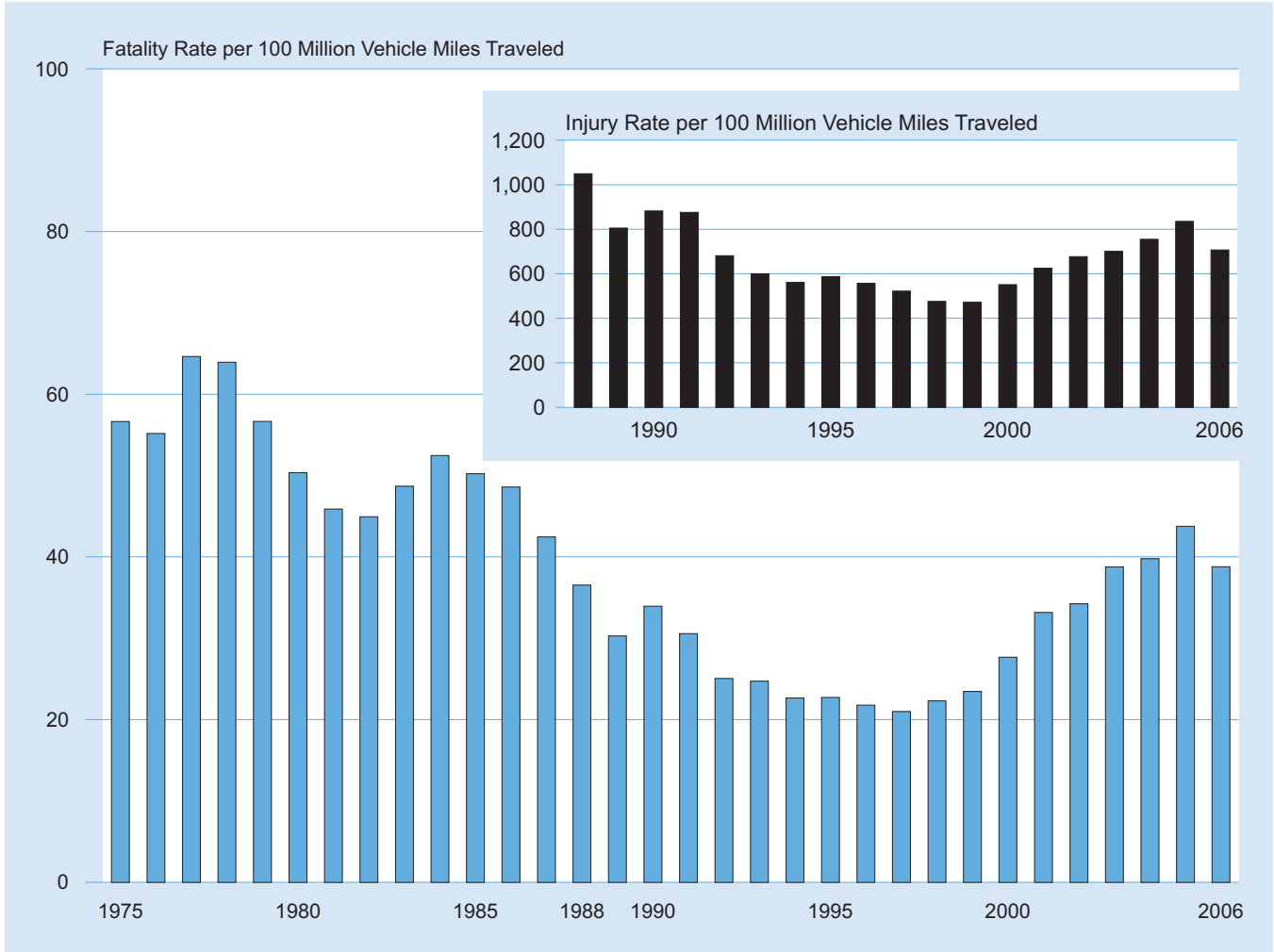
Table 10
Motorcycle Riders Killed or Injured and Fatality and Injury Rates
per Registered Vehicle and Vehicle Miles of Travel, 1975-2006

| Year | Registered Motorcycles | Vehicle Miles Traveled (Millions) | Motorcycle Riders Killed | Fatality Rate per 100,000 Registered Motorcycles | Fatality Rate per 100 Million Vehicle Miles Traveled | Motorcycle Riders Injured | Injury Rate per 100,000 Registered Motorcycles | Injury Rate per 100 Million Vehicle Miles Traveled |
|------|------------------------|-----------------------------------|--------------------------|--|--|---------------------------|--|--|
| 1975 | 4,964,070 | 5,629 | 3,189 | 64.24 | 56.65 | * | * | * |
| 1976 | 4,933,332 | 6,003 | 3,312 | 67.14 | 55.17 | * | * | * |
| 1977 | 4,933,256 | 6,349 | 4,104 | 83.19 | 64.64 | * | * | * |
| 1978 | 4,867,855 | 7,158 | 4,577 | 94.02 | 63.94 | * | * | * |
| 1979 | 5,422,132 | 8,637 | 4,894 | 90.26 | 56.66 | * | * | * |
| 1980 | 5,693,940 | 10,214 | 5,144 | 90.34 | 50.36 | * | * | * |
| 1981 | 5,831,132 | 10,690 | 4,906 | 84.13 | 45.89 | * | * | * |
| 1982 | 5,753,858 | 9,910 | 4,453 | 77.39 | 44.93 | * | * | * |
| 1983 | 5,585,112 | 8,760 | 4,265 | 76.36 | 48.69 | * | * | * |
| 1984 | 5,479,822 | 8,784 | 4,608 | 84.09 | 52.46 | * | * | * |
| 1985 | 5,444,404 | 9,086 | 4,564 | 83.83 | 50.23 | * | * | * |
| 1986 | 5,198,993 | 9,397 | 4,566 | 87.82 | 48.59 | * | * | * |
| 1987 | 4,885,772 | 9,506 | 4,036 | 82.61 | 42.46 | * | * | * |
| 1988 | 4,584,284 | 10,024 | 3,662 | 79.88 | 36.53 | 105,000 | 2,294 | 1,049 |
| 1989 | 4,420,420 | 10,371 | 3,141 | 71.06 | 30.29 | 83,000 | 1,888 | 805 |
| 1990 | 4,259,462 | 9,557 | 3,244 | 76.16 | 33.94 | 84,000 | 1,979 | 882 |
| 1991 | 4,177,365 | 9,178 | 2,806 | 67.17 | 30.57 | 80,000 | 1,925 | 876 |
| 1992 | 4,065,118 | 9,557 | 2,395 | 58.92 | 25.06 | 65,000 | 1,601 | 681 |
| 1993 | 3,977,856 | 9,906 | 2,449 | 61.57 | 24.72 | 59,000 | 1,494 | 600 |
| 1994 | 3,756,555 | 10,240 | 2,320 | 61.76 | 22.66 | 57,000 | 1,528 | 561 |
| 1995 | 3,897,191 | 9,797 | 2,227 | 57.14 | 22.73 | 57,000 | 1,475 | 587 |
| 1996 | 3,871,599 | 9,920 | 2,161 | 55.82 | 21.78 | 55,000 | 1,428 | 557 |
| 1997 | 3,826,373 | 10,081 | 2,116 | 55.30 | 20.99 | 53,000 | 1,374 | 522 |
| 1998 | 3,879,450 | 10,283 | 2,294 | 59.13 | 22.31 | 49,000 | 1,262 | 476 |
| 1999 | 4,152,433 | 10,584 | 2,483 | 59.80 | 23.46 | 50,000 | 1,204 | 472 |
| 2000 | 4,346,068 | 10,469 | 2,897 | 66.66 | 27.67 | 58,000 | 1,328 | 551 |
| 2001 | 4,903,056 | 9,639 | 3,197 | 65.20 | 33.17 | 60,000 | 1,229 | 625 |
| 2002 | 5,004,156 | 9,552 | 3,270 | 65.35 | 34.23 | 65,000 | 1,293 | 677 |
| 2003 | 5,370,035 | 9,577 | 3,714 | 69.16 | 38.78 | 67,000 | 1,250 | 701 |
| 2004 | 5,767,934 | 10,122 | 4,028 | 69.83 | 39.79 | 76,000 | 1,324 | 755 |
| 2005 | 6,227,146 | 10,454 | 4,576 | 73.48 | 43.77 | 87,000 | 1,402 | 835 |
| 2006 | 6,686,147 | 12,401 | 4,810 | 71.94 | 38.79 | 88,000 | 1,311 | 707 |

*Injury data not available before 1988.

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

Figure 7
Motorcycle Rider Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2006



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Table 11
Persons Killed or Injured in Crashes Involving a Large Truck
by Person Type and Crash Type, 1975-2006

| Year | Person Type | | | | | Total |
|----------------|-------------------------------|------------------|--------|-------------------------|--------------|---------|
| | Truck Occupants by Crash Type | | | Other Vehicle Occupants | Nonoccupants | |
| | Single Vehicle | Multiple Vehicle | Total | | | |
| Killed | | | | | | |
| 1975 | 643 | 318 | 961 | 3,106 | 416 | 4,483 |
| 1980 | 861 | 401 | 1,262 | 4,084 | 625 | 5,971 |
| 1985 | 634 | 343 | 977 | 4,227 | 530 | 5,734 |
| 1986 | 603 | 323 | 926 | 4,088 | 565 | 5,579 |
| 1987 | 571 | 281 | 852 | 4,194 | 552 | 5,598 |
| 1988 | 585 | 326 | 911 | 4,250 | 518 | 5,679 |
| 1989 | 550 | 308 | 858 | 4,142 | 490 | 5,490 |
| 1990 | 485 | 220 | 705 | 4,071 | 496 | 5,272 |
| 1991 | 448 | 213 | 661 | 3,705 | 455 | 4,821 |
| 1992 | 396 | 189 | 585 | 3,460 | 417 | 4,462 |
| 1993 | 389 | 216 | 605 | 3,855 | 396 | 4,856 |
| 1994 | 451 | 219 | 670 | 4,013 | 461 | 5,144 |
| 1995 | 425 | 223 | 648 | 3,846 | 424 | 4,918 |
| 1996 | 412 | 209 | 621 | 4,087 | 434 | 5,142 |
| 1997 | 499 | 224 | 723 | 4,223 | 452 | 5,398 |
| 1998 | 486 | 256 | 742 | 4,215 | 438 | 5,395 |
| 1999 | 480 | 279 | 759 | 4,180 | 441 | 5,380 |
| 2000 | 484 | 270 | 754 | 4,114 | 414 | 5,282 |
| 2001 | 474 | 234 | 708 | 3,962 | 441 | 5,111 |
| 2002 | 449 | 240 | 689 | 3,886 | 364 | 4,939 |
| 2003 | 457 | 269 | 726 | 3,919 | 391 | 5,036 |
| 2004 | 469 | 297 | 766 | 4,042 | 427 | 5,235 |
| 2005 | 478 | 326 | 804 | 3,971 | 465 | 5,240 |
| 2006 | 499 | 306 | 805 | 3,766 | 424 | 4,995 |
| Injured | | | | | | |
| 1988 | 17,000 | 20,000 | 37,000 | 89,000 | 4,000 | 130,000 |
| 1989 | 20,000 | 23,000 | 43,000 | 111,000 | 2,000 | 156,000 |
| 1990 | 16,000 | 26,000 | 42,000 | 106,000 | 2,000 | 150,000 |
| 1991 | 13,000 | 15,000 | 28,000 | 80,000 | 2,000 | 110,000 |
| 1992 | 13,000 | 20,000 | 34,000 | 102,000 | 3,000 | 139,000 |
| 1993 | 13,000 | 19,000 | 32,000 | 95,000 | 6,000 | 133,000 |
| 1994 | 11,000 | 19,000 | 30,000 | 99,000 | 3,000 | 133,000 |
| 1995 | 15,000 | 15,000 | 30,000 | 84,000 | 2,000 | 117,000 |
| 1996 | 15,000 | 18,000 | 33,000 | 95,000 | 3,000 | 130,000 |
| 1997 | 14,000 | 17,000 | 31,000 | 98,000 | 2,000 | 131,000 |
| 1998 | 14,000 | 14,000 | 29,000 | 97,000 | 2,000 | 127,000 |
| 1999 | 15,000 | 18,000 | 33,000 | 105,000 | 4,000 | 142,000 |
| 2000 | 16,000 | 14,000 | 31,000 | 106,000 | 3,000 | 140,000 |
| 2001 | 13,000 | 16,000 | 29,000 | 99,000 | 3,000 | 131,000 |
| 2002 | 12,000 | 14,000 | 26,000 | 100,000 | 4,000 | 130,000 |
| 2003 | 11,000 | 16,000 | 27,000 | 92,000 | 3,000 | 122,000 |
| 2004 | 13,000 | 14,000 | 27,000 | 85,000 | 4,000 | 116,000 |
| 2005 | 10,000 | 17,000 | 27,000 | 84,000 | 2,000 | 114,000 |
| 2006 | 11,000 | 12,000 | 23,000 | 81,000 | 2,000 | 106,000 |

Table 12
Nonoccupant Fatality and Injury Rates per Population by Age Group, 1975-2006

| Year | Age Group (Years) | | | | | | | | | | | Total |
|---|-------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|
| | <5 | 5-9 | 10-15 | 16-20 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | >74 | |
| Fatality Rate per 100,000 Population | | | | | | | | | | | | |
| 1975 | 3.64 | 5.99 | 3.89 | 3.79 | 2.98 | 2.39 | 2.75 | 3.17 | 3.66 | 6.05 | 10.76 | 3.99 |
| 1980 | 2.67 | 4.68 | 3.64 | 4.45 | 4.34 | 3.17 | 2.80 | 3.39 | 3.69 | 5.00 | 9.89 | 4.03 |
| 1981 | 2.14 | 4.44 | 3.27 | 4.20 | 4.18 | 3.36 | 2.82 | 3.22 | 3.42 | 4.88 | 8.74 | 3.87 |
| 1982 | 2.15 | 3.89 | 3.07 | 4.11 | 4.27 | 3.06 | 3.00 | 3.05 | 3.05 | 4.45 | 7.41 | 3.58 |
| 1983 | 2.03 | 3.69 | 3.05 | 3.67 | 3.83 | 2.91 | 2.46 | 2.80 | 3.12 | 3.77 | 7.37 | 3.31 |
| 1984 | 1.92 | 3.61 | 3.13 | 3.55 | 3.63 | 2.95 | 2.58 | 2.93 | 3.34 | 4.01 | 7.64 | 3.38 |
| 1985 | 2.05 | 3.67 | 3.01 | 3.31 | 3.38 | 2.71 | 2.65 | 2.69 | 3.36 | 3.90 | 7.35 | 3.27 |
| 1986 | 1.89 | 3.58 | 3.22 | 3.45 | 3.54 | 2.93 | 2.51 | 2.98 | 2.86 | 3.64 | 7.34 | 3.27 |
| 1987 | 1.66 | 3.63 | 3.24 | 3.12 | 3.39 | 2.83 | 2.69 | 2.88 | 3.14 | 3.79 | 7.20 | 3.23 |
| 1988 | 1.69 | 3.65 | 2.88 | 2.92 | 3.37 | 2.94 | 2.70 | 2.77 | 3.04 | 3.94 | 7.70 | 3.24 |
| 1989 | 1.54 | 3.06 | 2.53 | 2.58 | 2.90 | 3.00 | 2.73 | 2.61 | 3.18 | 3.49 | 7.10 | 3.04 |
| 1990 | 1.60 | 2.65 | 2.34 | 2.53 | 2.84 | 2.97 | 2.77 | 2.63 | 3.09 | 3.67 | 6.97 | 2.99 |
| 1991 | 1.43 | 2.40 | 2.39 | 2.45 | 2.86 | 2.65 | 2.36 | 2.44 | 2.67 | 3.08 | 5.93 | 2.68 |
| 1992 | 1.29 | 2.25 | 2.06 | 2.20 | 2.21 | 2.38 | 2.39 | 2.41 | 2.56 | 3.10 | 5.42 | 2.50 |
| 1993 | 1.35 | 2.19 | 2.23 | 2.06 | 2.25 | 2.63 | 2.51 | 2.25 | 2.52 | 2.95 | 5.47 | 2.55 |
| 1994 | 1.31 | 2.20 | 2.10 | 2.01 | 2.22 | 2.34 | 2.46 | 2.35 | 2.41 | 2.82 | 5.50 | 2.46 |
| 1995 | 1.12 | 2.02 | 2.08 | 2.02 | 2.38 | 2.41 | 2.60 | 2.38 | 2.50 | 2.97 | 5.21 | 2.48 |
| 1996 | 1.22 | 1.87 | 1.93 | 1.98 | 2.38 | 2.17 | 2.49 | 2.40 | 2.63 | 2.94 | 4.76 | 2.40 |
| 1997 | 0.97 | 1.73 | 1.83 | 2.11 | 2.15 | 2.22 | 2.47 | 2.39 | 2.53 | 2.99 | 4.57 | 2.35 |
| 1998 | 0.96 | 1.42 | 1.62 | 1.88 | 2.12 | 2.06 | 2.46 | 2.41 | 2.61 | 2.74 | 4.68 | 2.26 |
| 1999 | 0.94 | 1.45 | 1.54 | 1.76 | 2.01 | 1.88 | 2.41 | 2.26 | 2.35 | 2.78 | 4.14 | 2.14 |
| 2000 | 0.88 | 1.17 | 1.38 | 1.59 | 1.75 | 1.75 | 2.27 | 2.28 | 2.22 | 2.40 | 3.81 | 1.98 |
| 2001 | 0.70 | 1.06 | 1.33 | 1.79 | 2.00 | 1.67 | 2.36 | 2.38 | 2.14 | 2.44 | 4.08 | 2.02 |
| 2002 | 0.70 | 0.94 | 1.18 | 1.65 | 1.70 | 1.75 | 2.24 | 2.37 | 2.11 | 2.78 | 3.65 | 1.95 |
| 2003 | 0.61 | 0.88 | 1.27 | 1.78 | 1.76 | 1.61 | 2.24 | 2.23 | 2.28 | 2.36 | 3.50 | 1.91 |
| 2004 | 0.62 | 0.87 | 1.12 | 1.59 | 1.83 | 1.68 | 2.13 | 2.39 | 2.04 | 2.44 | 3.49 | 1.88 |
| 2005 | 0.63 | 0.77 | 1.12 | 1.66 | 2.09 | 1.77 | 2.23 | 2.58 | 2.16 | 2.53 | 3.50 | 1.98 |
| 2006 | 0.57 | 0.79 | 0.96 | 1.60 | 1.97 | 1.80 | 2.07 | 2.61 | 2.18 | 2.33 | 3.25 | 1.92 |
| Injury Rate per 100,000 Population | | | | | | | | | | | | |
| 1988 | 35 | 178 | 195 | 116 | 117 | 74 | 45 | 38 | 35 | 25 | 45 | 79 |
| 1989 | 32 | 179 | 198 | 127 | 96 | 69 | 53 | 43 | 42 | 33 | 39 | 79 |
| 1990 | 34 | 139 | 181 | 128 | 109 | 76 | 52 | 37 | 26 | 29 | 38 | 75 |
| 1991 | 26 | 138 | 157 | 96 | 91 | 70 | 41 | 37 | 31 | 31 | 29 | 66 |
| 1992 | 33 | 120 | 165 | 93 | 98 | 57 | 45 | 35 | 29 | 30 | 27 | 63 |
| 1993 | 27 | 116 | 170 | 93 | 95 | 66 | 49 | 45 | 26 | 27 | 38 | 66 |
| 1994 | 24 | 112 | 151 | 119 | 88 | 60 | 47 | 36 | 33 | 24 | 29 | 63 |
| 1995 | 33 | 104 | 160 | 93 | 87 | 62 | 52 | 27 | 22 | 30 | 26 | 62 |
| 1996 | 31 | 91 | 156 | 87 | 80 | 57 | 38 | 36 | 26 | 26 | 22 | 57 |
| 1997 | 27 | 93 | 132 | 75 | 67 | 51 | 50 | 34 | 29 | 29 | 22 | 55 |
| 1998 | 19 | 77 | 121 | 70 | 68 | 49 | 40 | 33 | 25 | 21 | 17 | 48 |
| 1999 | 20 | 85 | 129 | 70 | 58 | 56 | 38 | 38 | 26 | 27 | 22 | 51 |
| 2000 | 18 | 99 | 91 | 65 | 71 | 50 | 41 | 30 | 29 | 21 | 20 | 48 |
| 2001 | 17 | 64 | 106 | 75 | 52 | 45 | 38 | 35 | 30 | 29 | 18 | 46 |
| 2002 | 16 | 60 | 93 | 62 | 37 | 54 | 40 | 29 | 35 | 26 | 20 | 44 |
| 2003 | 15 | 59 | 93 | 63 | 49 | 46 | 42 | 32 | 26 | 24 | 21 | 43 |
| 2004 | 18 | 55 | 83 | 60 | 52 | 41 | 39 | 35 | 22 | 22 | 18 | 40 |
| 2005 | 16 | 61 | 79 | 69 | 59 | 33 | 28 | 35 | 37 | 22 | 16 | 40 |
| 2006 | 11 | 37 | 73 | 68 | 41 | 36 | 35 | 33 | 35 | 24 | 19 | 37 |

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

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Table 13

Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-2006

| Year | BAC = .00 | | BAC = .01-.07 | | BAC = .08+ | | Total Number | Total Fatalities in Alcohol-Related Crashes | |
|------|-----------|---------|---------------|---------|------------|---------|--------------|---|---------|
| | Number | Percent | Number | Percent | Number | Percent | | Number | Percent |
| 1982 | 17,773 | 40 | 2,927 | 7 | 23,246 | 53 | 43,945 | 26,173 | 60 |
| 1983 | 17,955 | 42 | 2,594 | 6 | 22,041 | 52 | 42,589 | 24,635 | 58 |
| 1984 | 19,496 | 44 | 3,046 | 7 | 21,715 | 49 | 44,257 | 24,762 | 56 |
| 1985 | 20,659 | 47 | 3,081 | 7 | 20,086 | 46 | 43,825 | 23,167 | 53 |
| 1986 | 21,070 | 46 | 3,546 | 8 | 21,471 | 47 | 46,087 | 25,017 | 54 |
| 1987 | 22,297 | 48 | 3,398 | 7 | 20,696 | 45 | 46,390 | 24,094 | 52 |
| 1988 | 23,254 | 49 | 3,234 | 7 | 20,599 | 44 | 47,087 | 23,833 | 51 |
| 1989 | 23,159 | 51 | 2,893 | 6 | 19,531 | 43 | 45,582 | 22,424 | 49 |
| 1990 | 22,012 | 49 | 2,980 | 7 | 19,607 | 44 | 44,599 | 22,587 | 51 |
| 1991 | 21,349 | 51 | 2,560 | 6 | 17,599 | 42 | 41,508 | 20,159 | 49 |
| 1992 | 20,960 | 53 | 2,443 | 6 | 15,847 | 40 | 39,250 | 18,290 | 47 |
| 1993 | 22,242 | 55 | 2,361 | 6 | 15,547 | 39 | 40,150 | 17,908 | 45 |
| 1994 | 23,409 | 57 | 2,322 | 6 | 14,985 | 37 | 40,716 | 17,308 | 43 |
| 1995 | 24,085 | 58 | 2,490 | 6 | 15,242 | 36 | 41,817 | 17,732 | 42 |
| 1996 | 24,316 | 58 | 2,486 | 6 | 15,263 | 36 | 42,065 | 17,749 | 42 |
| 1997 | 25,302 | 60 | 2,290 | 5 | 14,421 | 34 | 42,013 | 16,711 | 40 |
| 1998 | 24,828 | 60 | 2,465 | 6 | 14,207 | 34 | 41,501 | 16,673 | 40 |
| 1999 | 25,145 | 60 | 2,321 | 6 | 14,250 | 34 | 41,717 | 16,572 | 40 |
| 2000 | 24,565 | 59 | 2,511 | 6 | 14,870 | 35 | 41,945 | 17,380 | 41 |
| 2001 | 24,796 | 59 | 2,542 | 6 | 14,858 | 35 | 42,196 | 17,400 | 41 |
| 2002 | 25,481 | 59 | 2,432 | 6 | 15,093 | 35 | 43,005 | 17,524 | 41 |
| 2003 | 25,779 | 60 | 2,427 | 6 | 14,678 | 34 | 42,884 | 17,105 | 40 |
| 2004 | 25,918 | 61 | 2,325 | 5 | 14,593 | 34 | 42,836 | 16,919 | 39 |
| 2005 | 25,920 | 60 | 2,489 | 6 | 15,102 | 35 | 43,510 | 17,590 | 40 |
| 2006 | 25,040 | 59 | 2,480 | 6 | 15,121 | 35 | 42,642 | 17,602 | 41 |

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

Figure 8

Proportion of Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-2006

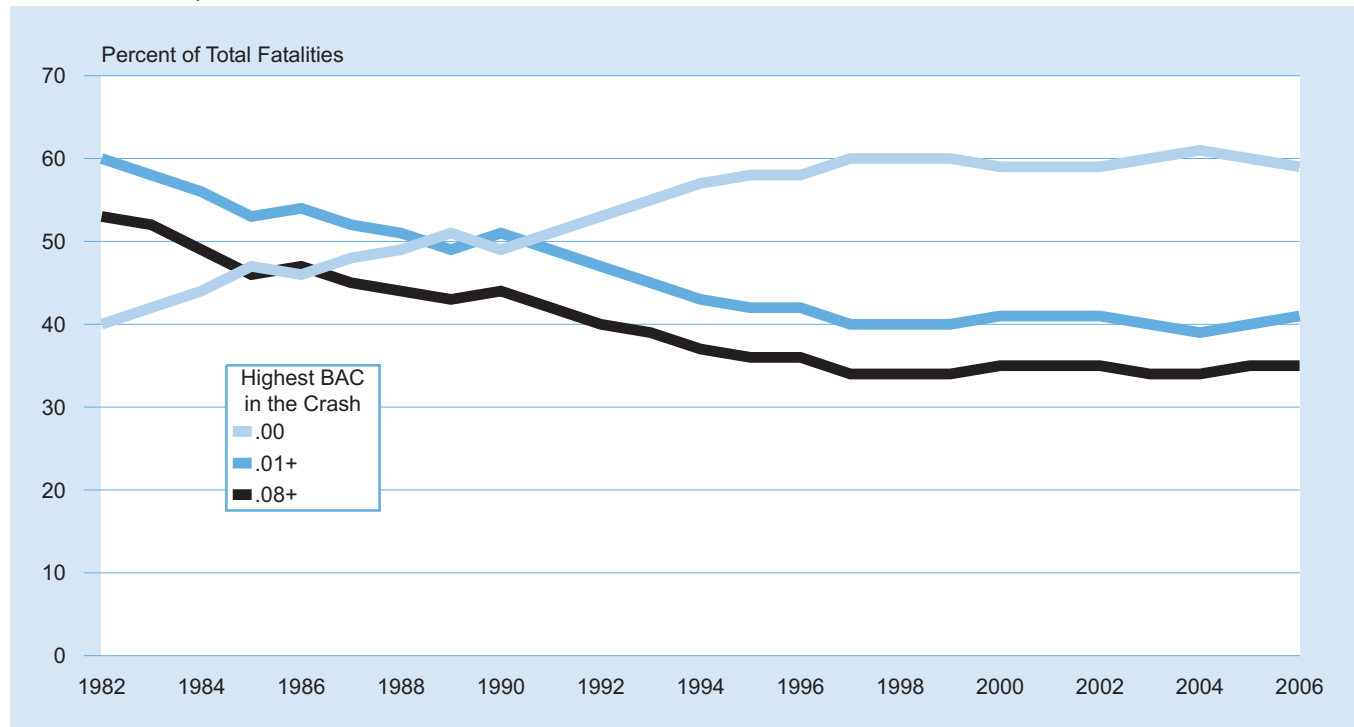


Table 14
Persons Killed and Percent Alcohol Related During Holiday Periods, 1982-2006

| Year | Killed | Percent Alcohol Related* | Killed | Percent Alcohol Related* | Killed | Percent Alcohol Related* |
|------|------------------|--------------------------|--------------|--------------------------|----------------|--------------------------|
| | Holiday Period** | | | | | |
| | New Year's Day | | Memorial Day | | Fourth of July | |
| 1982 | *** | *** | 498 (3) | 70 | 600 (3) | 72 |
| 1983 | 375 (3) | 71 | 539 (3) | 65 | 620 (3) | 70 |
| 1984 | 346 (3) | 71 | 527 (3) | 69 | 223 (1) | 66 |
| 1985 | 496 (4) | 62 | 557 (3) | 63 | 689 (4) | 62 |
| 1986 | 223 (1) | 67 | 616 (3) | 65 | 611 (3) | 70 |
| 1987 | 535 (4) | 63 | 519 (3) | 62 | 556 (3) | 60 |
| 1988 | 407 (3) | 65 | 529 (3) | 62 | 631 (3) | 63 |
| 1989 | 443 (3) | 55 | 594 (3) | 59 | 748 (4) | 60 |
| 1990 | 421 (3) | 57 | 589 (3) | 62 | 268 (1) | 65 |
| 1991 | 441 (4) | 62 | 533 (3) | 63 | 718 (4) | 58 |
| 1992 | 164 (1) | 74 | 438 (3) | 59 | 535 (3) | 58 |
| 1993 | 370 (3) | 59 | 454 (3) | 53 | 525 (3) | 55 |
| 1994 | 372 (3) | 56 | 482 (3) | 50 | 519 (3) | 52 |
| 1995 | 392 (3) | 50 | 483 (3) | 54 | 661 (4) | 50 |
| 1996 | 420 (3) | 54 | 514 (3) | 55 | 629 (4) | 49 |
| 1997 | 192 (1) | 67 | 511 (3) | 49 | 508 (3) | 51 |
| 1998 | 545 (4) | 51 | 393 (3) | 54 | 479 (3) | 52 |
| 1999 | 354 (3) | 55 | 500 (3) | 52 | 509 (3) | 46 |
| 2000 | 469 (3) | 58 | 466 (3) | 55 | 717 (4) | 49 |
| 2001 | 357 (3) | 51 | 515 (3) | 55 | 207 (1) | 62 |
| 2002 | 575 (4) | 52 | 494 (3) | 47 | 685 (4) | 48 |
| 2003 | 220 (1) | 63 | 481 (3) | 48 | 519 (3) | 55 |
| 2004 | 563 (4) | 50 | 514 (3) | 49 | 524 (3) | 49 |
| 2005 | 472 (3) | 52 | 532 (3) | 50 | 591 (3) | 53 |
| 2006 | 456 (3) | 55 | 510 (3) | 52 | 659 (4) | 49 |
| | Labor Day | | Thanksgiving | | Christmas | |
| 1982 | 628 (3) | 70 | 601 (4) | 64 | 458 (3) | 65 |
| 1983 | 636 (3) | 72 | 533 (4) | 62 | 352 (3) | 65 |
| 1984 | 609 (3) | 68 | 558 (4) | 62 | 643 (4) | 68 |
| 1985 | 605 (3) | 64 | 566 (4) | 59 | 152 (1) | 66 |
| 1986 | 663 (3) | 66 | 598 (4) | 61 | 508 (4) | 61 |
| 1987 | 630 (3) | 66 | 659 (4) | 57 | 409 (3) | 59 |
| 1988 | 592 (3) | 64 | 601 (4) | 59 | 511 (3) | 60 |
| 1989 | 588 (3) | 61 | 561 (4) | 58 | 553 (3) | 62 |
| 1990 | 599 (3) | 67 | 563 (4) | 56 | 567 (4) | 53 |
| 1991 | 577 (3) | 56 | 546 (4) | 53 | 135 (1) | 52 |
| 1992 | 460 (3) | 56 | 403 (4) | 60 | 410 (3) | 52 |
| 1993 | 522 (3) | 59 | 569 (4) | 49 | 402 (3) | 56 |
| 1994 | 494 (3) | 58 | 575 (4) | 50 | 455 (3) | 51 |
| 1995 | 511 (3) | 51 | 527 (4) | 53 | 358 (3) | 50 |
| 1996 | 525 (3) | 54 | 588 (4) | 48 | 167 (1) | 53 |
| 1997 | 507 (3) | 52 | 571 (4) | 41 | 480 (4) | 45 |
| 1998 | 464 (3) | 52 | 602 (4) | 50 | 364 (3) | 52 |
| 1999 | 485 (3) | 48 | 581 (4) | 46 | 485 (3) | 50 |
| 2000 | 529 (3) | 54 | 509 (4) | 53 | 442 (3) | 51 |
| 2001 | 481 (3) | 51 | 590 (4) | 48 | 604 (4) | 48 |
| 2002 | 543 (3) | 57 | 551 (4) | 47 | 131 (1) | 54 |
| 2003 | 507 (3) | 51 | 562 (4) | 45 | 520 (4) | 46 |
| 2004 | 502 (3) | 49 | 574 (4) | 42 | 389 (3) | 49 |
| 2005 | 507 (3) | 53 | 629 (4) | 47 | 402 (3) | 50 |
| 2006 | 505 (3) | 48 | 636 (4) | 47 | 393 (3) | 51 |

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Table 15
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-2006

| Year | Day* | | | Night* | | | Total Drivers | | |
|------|--------|------------|------------|--------|------------|------------|---------------|------------|------------|
| | Total | Percent | | Total | Percent | | Total | Percent | |
| | | BAC = .01+ | BAC = .08+ | | BAC = .01+ | BAC = .08+ | | BAC = .01+ | BAC = .08+ |
| 1982 | 23,725 | 19 | 15 | 32,085 | 57 | 49 | 56,029 | 41 | 35 |
| 1985 | 27,578 | 16 | 12 | 30,008 | 52 | 44 | 57,883 | 35 | 29 |
| 1986 | 28,434 | 16 | 13 | 31,543 | 53 | 45 | 60,335 | 36 | 30 |
| 1987 | 29,227 | 15 | 12 | 31,854 | 51 | 43 | 61,442 | 34 | 28 |
| 1988 | 30,196 | 14 | 11 | 31,715 | 50 | 43 | 62,253 | 33 | 28 |
| 1989 | 29,953 | 13 | 11 | 30,170 | 49 | 42 | 60,435 | 31 | 27 |
| 1990 | 28,797 | 14 | 11 | 29,778 | 51 | 44 | 58,893 | 33 | 28 |
| 1991 | 26,829 | 13 | 10 | 27,249 | 49 | 43 | 54,391 | 31 | 27 |
| 1992 | 26,236 | 12 | 10 | 25,380 | 47 | 40 | 51,901 | 30 | 25 |
| 1993 | 27,770 | 11 | 9 | 25,355 | 46 | 39 | 53,401 | 28 | 24 |
| 1994 | 29,134 | 11 | 9 | 25,112 | 44 | 38 | 54,549 | 27 | 23 |
| 1995 | 30,066 | 11 | 9 | 25,755 | 43 | 37 | 56,164 | 26 | 22 |
| 1996 | 30,802 | 11 | 8 | 25,864 | 43 | 37 | 57,001 | 26 | 22 |
| 1997 | 30,979 | 10 | 8 | 25,368 | 41 | 35 | 56,688 | 24 | 20 |
| 1998 | 31,389 | 10 | 8 | 24,879 | 42 | 36 | 56,604 | 24 | 20 |
| 1999 | 31,212 | 10 | 8 | 24,968 | 41 | 35 | 56,502 | 24 | 20 |
| 2000 | 31,236 | 11 | 8 | 25,710 | 43 | 37 | 57,280 | 26 | 21 |
| 2001 | 31,620 | 11 | 8 | 25,661 | 43 | 37 | 57,586 | 25 | 21 |
| 2002 | 31,135 | 11 | 8 | 26,653 | 42 | 36 | 58,113 | 25 | 21 |
| 2003 | 31,863 | 10 | 8 | 26,258 | 41 | 36 | 58,517 | 24 | 21 |
| 2004 | 31,686 | 11 | 8 | 26,360 | 41 | 35 | 58,395 | 24 | 21 |
| 2005 | 31,820 | 11 | 9 | 27,085 | 41 | 36 | 59,220 | 25 | 21 |
| 2006 | 30,501 | 11 | 9 | 26,859 | 42 | 36 | 57,695 | 26 | 22 |

*Day = 6:00 AM - 5:59 PM. Night = 6:00 PM - 5:59 AM. Total includes drivers with time of day unknown.

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

Table 16
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Sex, 1982-2006

| Year | Male | | | Female | | |
|------|--------|------------|------------|--------|------------|------------|
| | Total | Percent | | Total | Percent | |
| | | BAC = .01+ | BAC = .08+ | | BAC = .01+ | BAC = .08+ |
| 1982 | 44,370 | 44 | 38 | 10,675 | 27 | 22 |
| 1985 | 44,846 | 38 | 32 | 12,142 | 22 | 18 |
| 1986 | 46,653 | 40 | 33 | 12,744 | 22 | 17 |
| 1987 | 46,884 | 37 | 32 | 13,614 | 21 | 17 |
| 1988 | 47,402 | 37 | 31 | 13,951 | 20 | 16 |
| 1989 | 45,448 | 35 | 30 | 14,054 | 19 | 16 |
| 1990 | 44,281 | 37 | 32 | 13,726 | 20 | 16 |
| 1991 | 40,731 | 35 | 30 | 12,825 | 19 | 16 |
| 1992 | 38,598 | 33 | 28 | 12,596 | 18 | 15 |
| 1993 | 39,556 | 32 | 27 | 13,082 | 17 | 14 |
| 1994 | 40,233 | 30 | 26 | 13,567 | 17 | 14 |
| 1995 | 41,235 | 30 | 25 | 14,184 | 16 | 13 |
| 1996 | 41,376 | 29 | 25 | 14,850 | 16 | 13 |
| 1997 | 40,954 | 28 | 24 | 14,954 | 15 | 12 |
| 1998 | 40,816 | 28 | 23 | 15,089 | 15 | 12 |
| 1999 | 41,012 | 28 | 23 | 14,835 | 14 | 12 |
| 2000 | 41,795 | 29 | 24 | 14,790 | 16 | 13 |
| 2001 | 41,901 | 29 | 24 | 14,919 | 15 | 13 |
| 2002 | 42,377 | 29 | 25 | 14,999 | 15 | 12 |
| 2003 | 42,586 | 28 | 24 | 15,211 | 14 | 12 |
| 2004 | 42,250 | 28 | 24 | 15,384 | 15 | 12 |
| 2005 | 43,282 | 28 | 24 | 15,059 | 16 | 13 |
| 2006 | 41,975 | 28 | 24 | 14,655 | 18 | 15 |

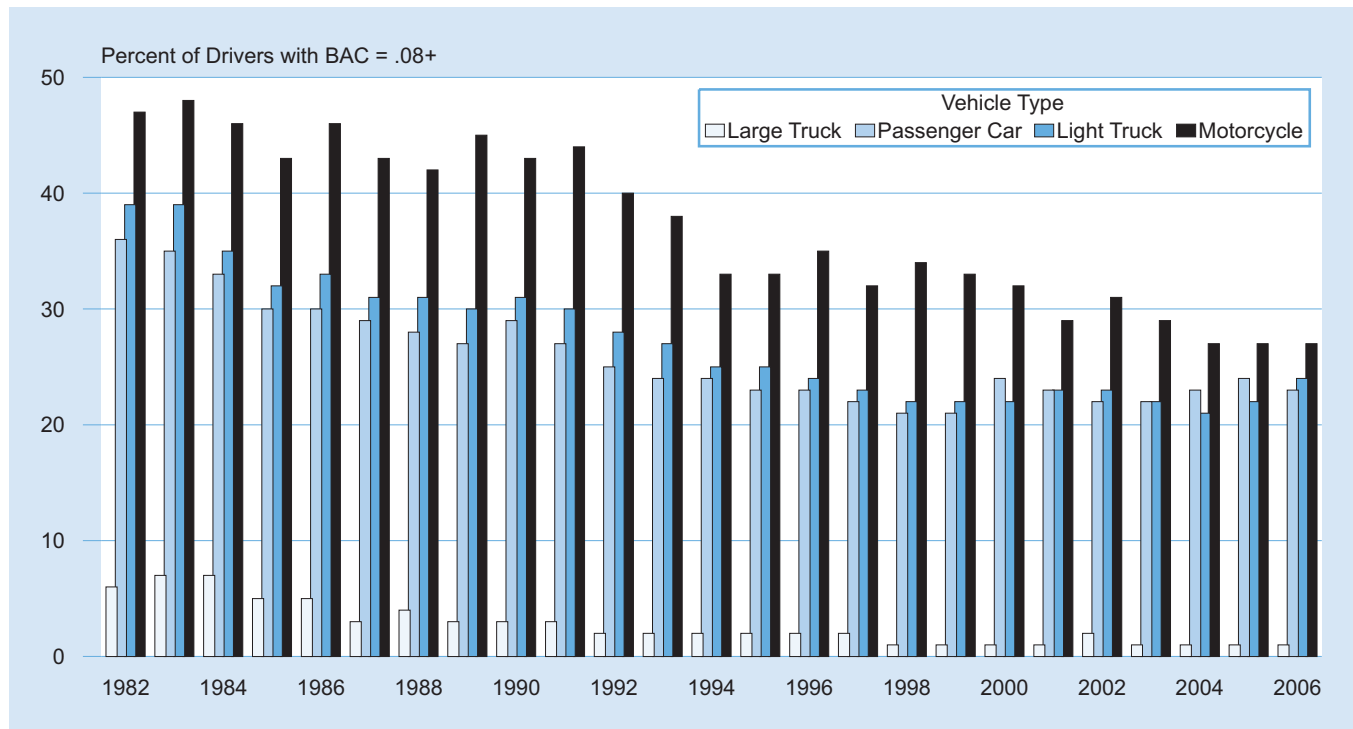
Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Table 17
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Vehicle Type, 1982-2006

| Year | Passenger Car | | | Light Truck | | | Large Truck | | | Motorcycle | | |
|------|---------------|------------|------------|-------------|------------|------------|-------------|------------|------------|------------|------------|------------|
| | Total | Percent | | Total | Percent | | Total | Percent | | Total | Percent | |
| | | BAC = .01+ | BAC = .08+ | | BAC = .01+ | BAC = .08+ | | BAC = .01+ | BAC = .08+ | | BAC = .01+ | BAC = .08+ |
| 1982 | 34,121 | 42 | 36 | 11,199 | 44 | 39 | 4,582 | 10 | 6 | 4,490 | 55 | 47 |
| 1985 | 34,071 | 36 | 30 | 12,372 | 37 | 32 | 5,091 | 7 | 5 | 4,598 | 53 | 43 |
| 1986 | 35,959 | 36 | 30 | 13,208 | 38 | 33 | 5,015 | 7 | 5 | 4,558 | 56 | 46 |
| 1987 | 36,371 | 35 | 29 | 14,407 | 37 | 31 | 5,046 | 5 | 3 | 4,061 | 51 | 43 |
| 1988 | 36,769 | 34 | 28 | 15,167 | 37 | 31 | 5,141 | 6 | 4 | 3,704 | 51 | 42 |
| 1989 | 35,204 | 32 | 27 | 15,579 | 35 | 30 | 4,903 | 4 | 3 | 3,182 | 53 | 45 |
| 1990 | 33,893 | 34 | 29 | 15,501 | 36 | 31 | 4,709 | 5 | 3 | 3,269 | 52 | 43 |
| 1991 | 31,102 | 31 | 27 | 14,702 | 35 | 30 | 4,291 | 4 | 3 | 2,816 | 52 | 44 |
| 1992 | 29,670 | 30 | 25 | 14,540 | 33 | 28 | 3,980 | 3 | 2 | 2,435 | 49 | 40 |
| 1993 | 30,060 | 28 | 24 | 15,207 | 31 | 27 | 4,271 | 4 | 2 | 2,471 | 45 | 38 |
| 1994 | 30,103 | 28 | 24 | 16,235 | 29 | 25 | 4,592 | 3 | 2 | 2,330 | 41 | 33 |
| 1995 | 30,773 | 27 | 23 | 17,483 | 29 | 25 | 4,410 | 4 | 2 | 2,262 | 42 | 33 |
| 1996 | 30,595 | 27 | 23 | 18,118 | 28 | 24 | 4,703 | 3 | 2 | 2,175 | 43 | 35 |
| 1997 | 29,896 | 26 | 22 | 18,502 | 26 | 23 | 4,859 | 3 | 2 | 2,159 | 41 | 32 |
| 1998 | 28,907 | 26 | 21 | 19,247 | 26 | 22 | 4,905 | 2 | 1 | 2,333 | 41 | 34 |
| 1999 | 27,878 | 25 | 21 | 19,865 | 26 | 22 | 4,868 | 3 | 1 | 2,528 | 40 | 33 |
| 2000 | 27,661 | 28 | 24 | 20,393 | 26 | 22 | 4,948 | 3 | 1 | 2,971 | 40 | 32 |
| 2001 | 27,444 | 27 | 23 | 20,704 | 27 | 23 | 4,779 | 2 | 1 | 3,261 | 37 | 29 |
| 2002 | 27,236 | 27 | 22 | 21,562 | 27 | 23 | 4,550 | 3 | 2 | 3,363 | 39 | 31 |
| 2003 | 26,422 | 26 | 22 | 22,172 | 25 | 22 | 4,658 | 2 | 1 | 3,800 | 36 | 29 |
| 2004 | 25,568 | 27 | 23 | 22,367 | 25 | 21 | 4,837 | 2 | 1 | 4,116 | 34 | 27 |
| 2005 | 25,046 | 28 | 24 | 22,879 | 25 | 22 | 4,900 | 3 | 1 | 4,679 | 34 | 27 |
| 2006 | 23,988 | 27 | 23 | 22,185 | 27 | 24 | 4,695 | 3 | 1 | 4,933 | 34 | 27 |

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

Figure 9
Proportion of Drivers Involved in Fatal Crashes with BAC = .08+ by Vehicle Type, 1982-2006



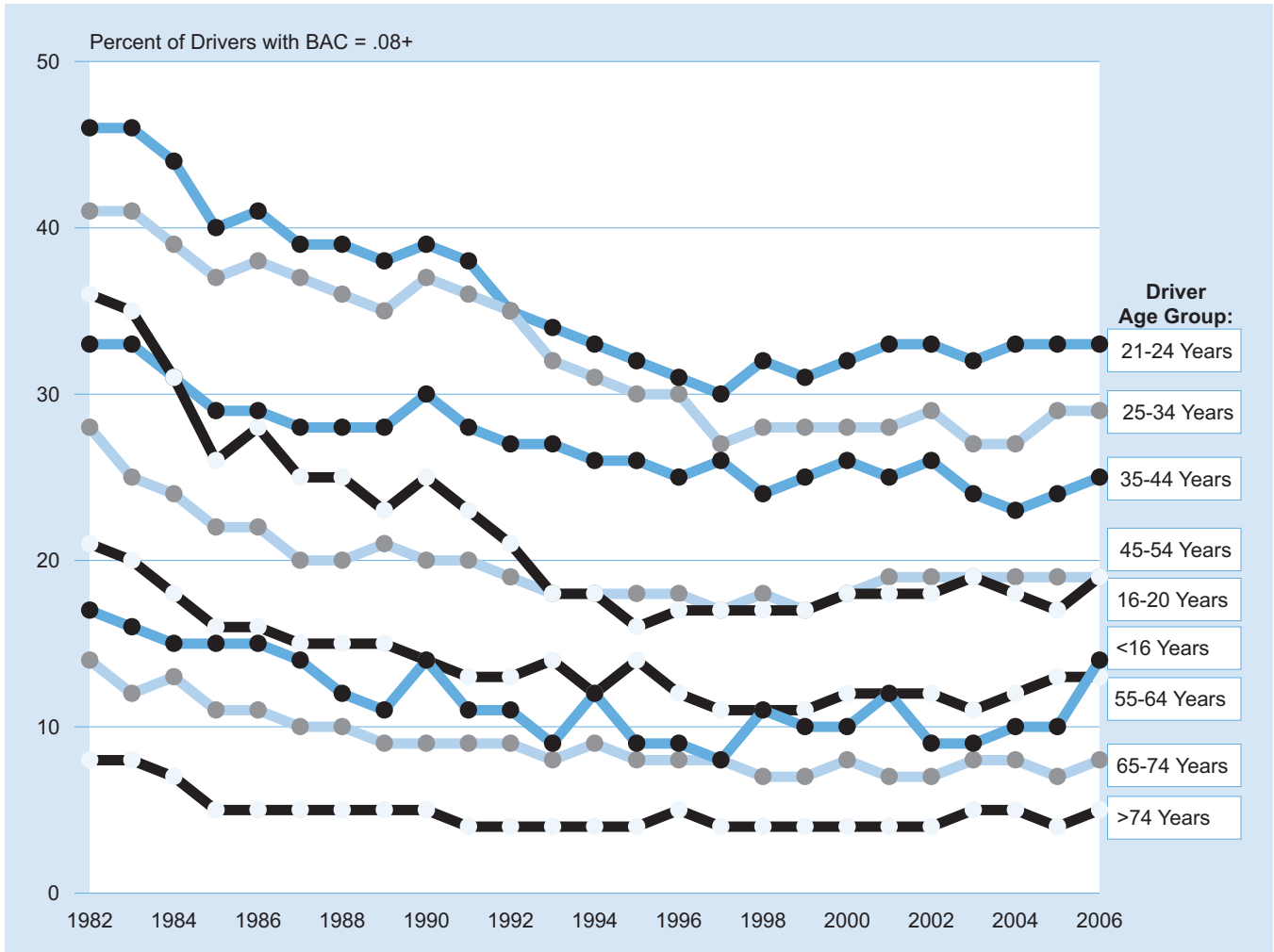
Chapter 1 ■ Trends

Table 18
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2006

| Year | Percent | | | Total | Percent | | Total | Percent | |
|-----------|-------------|------------|-------------|-------------|------------|-------------|-------------|------------|------------|
| | Total | BAC = .01+ | BAC = .08+ | | BAC = .01+ | BAC = .08+ | | BAC = .01+ | BAC = .08+ |
| | Age | | | | | | | | |
| <16 Years | | | 16-20 Years | | | 21-24 Years | | | |
| 1982 | 412 | 20 | 17 | 9,858 | 45 | 36 | 9,018 | 53 | 46 |
| 1985 | 479 | 21 | 15 | 9,386 | 35 | 26 | 9,046 | 47 | 40 |
| 1988 | 448 | 17 | 12 | 10,171 | 33 | 25 | 8,555 | 47 | 39 |
| 1989 | 402 | 15 | 11 | 9,442 | 30 | 23 | 7,723 | 45 | 38 |
| 1990 | 409 | 19 | 14 | 8,821 | 33 | 25 | 7,195 | 46 | 39 |
| 1991 | 364 | 18 | 11 | 8,002 | 30 | 23 | 6,748 | 45 | 38 |
| 1992 | 350 | 18 | 11 | 7,192 | 27 | 21 | 6,323 | 42 | 35 |
| 1993 | 383 | 14 | 9 | 7,256 | 24 | 18 | 6,406 | 40 | 34 |
| 1994 | 397 | 16 | 12 | 7,723 | 24 | 18 | 6,291 | 39 | 33 |
| 1995 | 410 | 14 | 9 | 7,725 | 21 | 16 | 6,263 | 38 | 32 |
| 1996 | 413 | 13 | 9 | 7,824 | 23 | 17 | 6,205 | 38 | 31 |
| 1997 | 345 | 11 | 8 | 7,719 | 22 | 17 | 5,705 | 36 | 30 |
| 1998 | 361 | 15 | 11 | 7,767 | 22 | 17 | 5,613 | 37 | 32 |
| 1999 | 333 | 13 | 10 | 7,985 | 22 | 17 | 5,639 | 38 | 31 |
| 2000 | 320 | 15 | 10 | 8,024 | 24 | 18 | 5,950 | 38 | 32 |
| 2001 | 293 | 16 | 12 | 7,992 | 23 | 18 | 6,037 | 39 | 33 |
| 2002 | 335 | 13 | 9 | 8,128 | 23 | 18 | 6,316 | 39 | 33 |
| 2003 | 345 | 13 | 9 | 7,744 | 24 | 19 | 6,276 | 38 | 32 |
| 2004 | 345 | 14 | 10 | 7,755 | 23 | 18 | 6,413 | 39 | 33 |
| 2005 | 304 | 16 | 10 | 7,334 | 22 | 17 | 6,585 | 39 | 33 |
| 2006 | 275 | 18 | 14 | 7,286 | 23 | 19 | 6,454 | 39 | 33 |
| | 25-34 Years | | | 35-44 Years | | | 45-54 Years | | |
| 1982 | 14,787 | 46 | 41 | 7,984 | 38 | 33 | 4,980 | 32 | 28 |
| 1985 | 15,257 | 42 | 37 | 8,892 | 32 | 29 | 5,150 | 26 | 22 |
| 1988 | 16,398 | 42 | 36 | 10,077 | 32 | 28 | 5,761 | 23 | 20 |
| 1989 | 15,928 | 40 | 35 | 10,106 | 32 | 28 | 6,038 | 24 | 21 |
| 1990 | 15,764 | 43 | 37 | 10,177 | 33 | 30 | 5,867 | 24 | 20 |
| 1991 | 14,151 | 41 | 36 | 9,482 | 32 | 28 | 5,458 | 23 | 20 |
| 1992 | 13,049 | 40 | 35 | 9,284 | 31 | 27 | 5,672 | 22 | 19 |
| 1993 | 13,038 | 37 | 32 | 9,738 | 30 | 27 | 5,970 | 21 | 18 |
| 1994 | 12,891 | 36 | 31 | 9,951 | 29 | 26 | 6,493 | 21 | 18 |
| 1995 | 13,048 | 35 | 30 | 10,677 | 30 | 26 | 6,815 | 21 | 18 |
| 1996 | 12,889 | 34 | 30 | 10,955 | 29 | 25 | 7,127 | 21 | 18 |
| 1997 | 12,453 | 32 | 27 | 10,904 | 29 | 26 | 7,522 | 20 | 17 |
| 1998 | 11,925 | 32 | 28 | 11,241 | 28 | 24 | 7,690 | 21 | 18 |
| 1999 | 11,763 | 32 | 28 | 11,059 | 28 | 25 | 7,708 | 20 | 17 |
| 2000 | 11,739 | 33 | 28 | 11,132 | 30 | 26 | 8,234 | 22 | 18 |
| 2001 | 11,584 | 32 | 28 | 11,261 | 29 | 25 | 8,346 | 22 | 19 |
| 2002 | 11,483 | 33 | 29 | 10,973 | 29 | 26 | 8,558 | 22 | 19 |
| 2003 | 11,288 | 31 | 27 | 11,053 | 28 | 24 | 9,024 | 22 | 19 |
| 2004 | 11,242 | 32 | 27 | 10,743 | 27 | 23 | 9,148 | 22 | 19 |
| 2005 | 11,467 | 33 | 29 | 10,793 | 28 | 24 | 9,434 | 23 | 19 |
| 2006 | 11,223 | 34 | 29 | 10,310 | 29 | 25 | 9,201 | 23 | 19 |
| | 55-64 Years | | | 65-74 Years | | | >74 Years | | |
| 1982 | 3,941 | 25 | 21 | 2,343 | 17 | 14 | 1,551 | 11 | 8 |
| 1985 | 4,112 | 19 | 16 | 2,650 | 14 | 11 | 1,829 | 8 | 5 |
| 1988 | 4,320 | 18 | 15 | 3,079 | 14 | 10 | 2,297 | 8 | 5 |
| 1989 | 4,202 | 17 | 15 | 3,107 | 12 | 9 | 2,324 | 7 | 5 |
| 1990 | 4,068 | 17 | 14 | 3,161 | 12 | 9 | 2,340 | 8 | 5 |
| 1991 | 3,695 | 16 | 13 | 3,017 | 12 | 9 | 2,454 | 7 | 4 |
| 1992 | 3,688 | 16 | 13 | 3,024 | 12 | 9 | 2,450 | 6 | 4 |
| 1993 | 3,824 | 17 | 14 | 3,031 | 10 | 8 | 2,817 | 7 | 4 |
| 1994 | 3,828 | 15 | 12 | 3,194 | 11 | 9 | 2,867 | 6 | 4 |
| 1995 | 4,079 | 16 | 14 | 3,251 | 10 | 8 | 2,989 | 6 | 4 |
| 1996 | 4,237 | 15 | 12 | 3,319 | 11 | 8 | 3,068 | 6 | 5 |
| 1997 | 4,394 | 14 | 11 | 3,401 | 10 | 8 | 3,314 | 6 | 4 |
| 1998 | 4,478 | 14 | 11 | 3,399 | 9 | 7 | 3,291 | 6 | 4 |
| 1999 | 4,608 | 14 | 11 | 3,251 | 10 | 7 | 3,346 | 6 | 4 |
| 2000 | 4,766 | 15 | 12 | 3,134 | 11 | 8 | 3,147 | 6 | 4 |
| 2001 | 4,714 | 14 | 12 | 3,156 | 9 | 7 | 3,290 | 6 | 4 |
| 2002 | 5,093 | 14 | 12 | 3,100 | 9 | 7 | 3,223 | 6 | 4 |
| 2003 | 5,455 | 14 | 11 | 3,116 | 10 | 8 | 3,329 | 6 | 5 |
| 2004 | 5,612 | 15 | 12 | 3,070 | 10 | 8 | 3,169 | 7 | 5 |
| 2005 | 6,075 | 16 | 13 | 3,217 | 10 | 7 | 3,016 | 6 | 4 |
| 2006 | 5,864 | 16 | 13 | 3,022 | 10 | 8 | 2,954 | 7 | 5 |

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

Figure 10
Proportion of Drivers in Fatal Crashes with BAC = .08+ by Age, 1982-2006



Chapter 1 ■ Trends

Table 19

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-2006

| Year | Driver Survival Status | | | | | | | | All Drivers in Fatal Crashes | | | |
|------|------------------------|---------------|------------|--------|----------------|---------------|------------|--------|------------------------------|---------------|------------|--------|
| | Surviving Drivers | | | | Killed Drivers | | | | | | | |
| | BAC = .00 | BAC = .01-.07 | BAC = .08+ | Total | BAC = .00 | BAC = .01-.07 | BAC = .08+ | Total | BAC = .00 | BAC = .01-.07 | BAC = .08+ | Total |
| 1982 | 22,187 | 1,615 | 7,537 | 31,339 | 11,015 | 1,537 | 12,139 | 24,690 | 33,202 | 3,152 | 19,676 | 56,029 |
| 1985 | 24,921 | 1,451 | 6,174 | 32,546 | 12,960 | 1,692 | 10,685 | 25,337 | 37,880 | 3,143 | 16,860 | 57,883 |
| 1988 | 27,270 | 1,565 | 6,165 | 35,000 | 14,418 | 1,732 | 11,103 | 27,253 | 41,688 | 3,297 | 17,268 | 62,253 |
| 1989 | 27,193 | 1,301 | 5,552 | 34,046 | 14,246 | 1,507 | 10,637 | 26,389 | 41,438 | 2,808 | 16,189 | 60,435 |
| 1990 | 25,582 | 1,469 | 6,092 | 33,143 | 13,858 | 1,497 | 10,395 | 25,750 | 39,440 | 2,966 | 16,487 | 58,893 |
| 1991 | 24,157 | 1,245 | 5,059 | 30,461 | 13,138 | 1,307 | 9,485 | 23,930 | 37,295 | 2,552 | 14,544 | 54,391 |
| 1992 | 23,678 | 1,172 | 4,467 | 29,317 | 12,906 | 1,226 | 8,452 | 22,584 | 36,584 | 2,398 | 12,919 | 51,901 |
| 1993 | 24,858 | 1,147 | 4,254 | 30,259 | 13,652 | 1,168 | 8,322 | 23,142 | 38,510 | 2,315 | 12,576 | 53,401 |
| 1994 | 25,331 | 1,078 | 4,449 | 30,858 | 14,612 | 1,166 | 7,913 | 23,691 | 39,943 | 2,244 | 12,362 | 54,549 |
| 1995 | 26,633 | 1,082 | 4,059 | 31,774 | 14,841 | 1,242 | 8,307 | 24,390 | 41,474 | 2,324 | 12,366 | 56,164 |
| 1996 | 27,158 | 1,136 | 4,173 | 32,467 | 15,134 | 1,225 | 8,175 | 24,534 | 42,292 | 2,361 | 12,348 | 57,001 |
| 1997 | 27,258 | 1,027 | 3,736 | 32,021 | 15,670 | 1,154 | 7,843 | 24,667 | 42,929 | 2,180 | 11,579 | 56,688 |
| 1998 | 27,026 | 1,108 | 3,727 | 31,861 | 15,738 | 1,171 | 7,834 | 24,743 | 42,764 | 2,279 | 11,561 | 56,604 |
| 1999 | 26,733 | 983 | 3,529 | 31,245 | 16,126 | 1,213 | 7,918 | 25,257 | 42,858 | 2,196 | 11,447 | 56,502 |
| 2000 | 26,527 | 1,092 | 4,094 | 31,713 | 16,116 | 1,285 | 8,167 | 25,567 | 42,643 | 2,376 | 12,261 | 57,280 |
| 2001 | 26,601 | 1,135 | 3,981 | 31,717 | 16,332 | 1,285 | 8,253 | 25,869 | 42,932 | 2,420 | 12,233 | 57,586 |
| 2002 | 26,524 | 1,040 | 3,889 | 31,454 | 16,863 | 1,281 | 8,515 | 26,659 | 43,388 | 2,321 | 12,405 | 58,113 |
| 2003 | 27,081 | 976 | 3,681 | 31,738 | 17,107 | 1,319 | 8,354 | 26,779 | 44,187 | 2,295 | 12,035 | 58,517 |
| 2004 | 26,661 | 960 | 3,903 | 31,524 | 17,450 | 1,266 | 8,155 | 26,871 | 44,111 | 2,226 | 12,057 | 58,395 |
| 2005 | 26,650 | 998 | 4,082 | 31,729 | 17,628 | 1,374 | 8,489 | 27,491 | 44,278 | 2,371 | 12,571 | 59,220 |
| 2006 | 25,535 | 961 | 3,876 | 30,372 | 17,320 | 1,388 | 8,615 | 27,323 | 42,855 | 2,349 | 12,491 | 57,695 |

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

Table 20

Pedestrians Killed, 14 Years and Older, by Blood Alcohol Concentration (BAC), 1982-2006

| Year | BAC = .00 | | BAC = .01-.07 | | BAC = .08+ | | Total | |
|------|-----------|---------|---------------|---------|------------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| 1982 | 3,132 | 51 | 321 | 5 | 2,701 | 44 | 6,154 | 100 |
| 1985 | 3,072 | 54 | 342 | 6 | 2,288 | 40 | 5,702 | 100 |
| 1988 | 3,364 | 58 | 287 | 5 | 2,173 | 37 | 5,825 | 100 |
| 1989 | 3,164 | 56 | 300 | 5 | 2,193 | 39 | 5,658 | 100 |
| 1990 | 3,185 | 57 | 260 | 5 | 2,150 | 38 | 5,595 | 100 |
| 1991 | 2,862 | 57 | 236 | 5 | 1,907 | 38 | 5,005 | 100 |
| 1992 | 2,712 | 56 | 231 | 5 | 1,868 | 39 | 4,812 | 100 |
| 1993 | 2,792 | 57 | 199 | 4 | 1,869 | 38 | 4,860 | 100 |
| 1994 | 2,782 | 59 | 230 | 5 | 1,725 | 36 | 4,737 | 100 |
| 1995 | 2,871 | 59 | 225 | 5 | 1,801 | 37 | 4,896 | 100 |
| 1996 | 2,749 | 58 | 212 | 4 | 1,816 | 38 | 4,777 | 100 |
| 1997 | 2,889 | 61 | 177 | 4 | 1,649 | 35 | 4,715 | 100 |
| 1998 | 2,743 | 59 | 248 | 5 | 1,689 | 36 | 4,680 | 100 |
| 1999 | 2,568 | 58 | 194 | 4 | 1,657 | 37 | 4,419 | 100 |
| 2000 | 2,535 | 59 | 213 | 5 | 1,541 | 36 | 4,288 | 100 |
| 2001 | 2,666 | 60 | 220 | 5 | 1,567 | 35 | 4,453 | 100 |
| 2002 | 2,670 | 60 | 193 | 4 | 1,589 | 36 | 4,451 | 100 |
| 2003 | 2,621 | 60 | 192 | 4 | 1,570 | 36 | 4,383 | 100 |
| 2004 | 2,563 | 60 | 208 | 5 | 1,535 | 36 | 4,306 | 100 |
| 2005 | 2,778 | 61 | 197 | 4 | 1,566 | 34 | 4,541 | 100 |
| 2006 | 2,601 | 59 | 216 | 5 | 1,617 | 36 | 4,434 | 100 |

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

Table 21

Drivers of Passenger Cars and Light Trucks in Crashes by Crash Severity and Restraint Use, 1975-2006

| Year | Restraint Used | | Restraint Not Used | | Restraint Use Unknown | | Total | |
|--|----------------|---------|--------------------|---------|-----------------------|---------|-----------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Drivers in Fatal Crashes | | | | | | | | |
| 1975 | 2,583 | 5.6 | 29,710 | 64.3 | 13,931 | 30.1 | 46,224 | 100.0 |
| 1980 | 1,482 | 2.9 | 37,889 | 73.8 | 11,935 | 23.3 | 51,306 | 100.0 |
| 1985 | 6,172 | 13.3 | 29,705 | 64.0 | 10,566 | 22.8 | 46,443 | 100.0 |
| 1988 | 16,948 | 32.6 | 28,146 | 54.2 | 6,842 | 13.2 | 51,936 | 100.0 |
| 1989 | 17,545 | 34.5 | 26,764 | 52.7 | 6,474 | 12.7 | 50,783 | 100.0 |
| 1990 | 18,340 | 37.1 | 24,706 | 50.0 | 6,348 | 12.9 | 49,394 | 100.0 |
| 1991 | 18,457 | 40.3 | 21,843 | 47.7 | 5,504 | 12.0 | 45,804 | 100.0 |
| 1992 | 19,106 | 43.2 | 19,836 | 44.9 | 5,268 | 11.9 | 44,210 | 100.0 |
| 1993 | 20,932 | 46.2 | 19,139 | 42.3 | 5,196 | 11.5 | 45,267 | 100.0 |
| 1994 | 22,763 | 49.1 | 18,946 | 40.9 | 4,629 | 10.0 | 46,338 | 100.0 |
| 1995 | 24,166 | 50.1 | 19,427 | 40.3 | 4,663 | 9.7 | 48,256 | 100.0 |
| 1996 | 25,207 | 51.7 | 18,759 | 38.5 | 4,747 | 9.7 | 48,713 | 100.0 |
| 1997 | 25,313 | 52.3 | 18,286 | 37.8 | 4,799 | 9.9 | 48,398 | 100.0 |
| 1998 | 25,854 | 53.7 | 17,601 | 36.6 | 4,699 | 9.8 | 48,154 | 100.0 |
| 1999 | 25,498 | 53.4 | 17,693 | 37.1 | 4,552 | 9.5 | 47,743 | 100.0 |
| 2000 | 26,690 | 55.5 | 16,995 | 35.4 | 4,369 | 9.1 | 48,054 | 100.0 |
| 2001 | 27,222 | 56.5 | 16,528 | 34.3 | 4,398 | 9.1 | 48,148 | 100.0 |
| 2002 | 27,813 | 57.0 | 16,710 | 34.2 | 4,275 | 8.8 | 48,798 | 100.0 |
| 2003 | 28,822 | 59.3 | 15,491 | 31.9 | 4,281 | 8.8 | 48,594 | 100.0 |
| 2004 | 29,072 | 60.6 | 15,120 | 31.5 | 3,743 | 7.8 | 47,935 | 100.0 |
| 2005 | 29,264 | 61.1 | 14,984 | 31.3 | 3,677 | 7.7 | 47,925 | 100.0 |
| 2006 | 28,049 | 60.7 | 14,325 | 31.0 | 3,799 | 8.2 | 46,173 | 100.0 |
| Drivers in Injury Crashes | | | | | | | | |
| 1988 | 2,313,000 | 62.1 | 802,000 | 21.5 | 609,000 | 16.4 | 3,724,000 | 100.0 |
| 1989 | 2,267,000 | 62.8 | 749,000 | 20.8 | 592,000 | 16.4 | 3,607,000 | 100.0 |
| 1990 | 2,290,000 | 64.4 | 703,000 | 19.8 | 563,000 | 15.8 | 3,556,000 | 100.0 |
| 1991 | 2,308,000 | 68.0 | 581,000 | 17.1 | 505,000 | 14.9 | 3,394,000 | 100.0 |
| 1992 | 2,420,000 | 71.5 | 476,000 | 14.0 | 490,000 | 14.5 | 3,386,000 | 100.0 |
| 1993 | 2,557,000 | 73.8 | 435,000 | 12.6 | 475,000 | 13.7 | 3,467,000 | 100.0 |
| 1994 | 2,856,000 | 77.4 | 418,000 | 11.3 | 416,000 | 11.3 | 3,690,000 | 100.0 |
| 1995 | 3,118,000 | 79.3 | 388,000 | 9.9 | 425,000 | 10.8 | 3,931,000 | 100.0 |
| 1996 | 3,136,000 | 79.4 | 366,000 | 9.3 | 445,000 | 11.3 | 3,947,000 | 100.0 |
| 1997 | 3,003,000 | 79.1 | 339,000 | 8.9 | 452,000 | 11.9 | 3,794,000 | 100.0 |
| 1998 | 2,863,000 | 79.5 | 309,000 | 8.6 | 428,000 | 11.9 | 3,600,000 | 100.0 |
| 1999 | 2,897,000 | 80.5 | 293,000 | 8.1 | 409,000 | 11.4 | 3,598,000 | 100.0 |
| 2000 | 2,959,000 | 82.2 | 252,000 | 7.0 | 390,000 | 10.8 | 3,600,000 | 100.0 |
| 2001 | 2,882,000 | 82.5 | 234,000 | 6.7 | 376,000 | 10.8 | 3,491,000 | 100.0 |
| 2002 | 2,787,000 | 83.5 | 208,000 | 6.2 | 343,000 | 10.3 | 3,338,000 | 100.0 |
| 2003 | 2,844,000 | 84.7 | 180,000 | 5.4 | 332,000 | 9.9 | 3,356,000 | 100.0 |
| 2004 | 2,785,000 | 86.2 | 138,000 | 4.3 | 307,000 | 9.5 | 3,230,000 | 100.0 |
| 2005 | 2,666,000 | 86.1 | 141,000 | 4.5 | 290,000 | 9.4 | 3,097,000 | 100.0 |
| 2006 | 2,577,000 | 86.2 | 124,000 | 4.1 | 290,000 | 9.7 | 2,990,000 | 100.0 |
| Drivers in Property-Damage-Only Crashes | | | | | | | | |
| 1988 | 4,517,000 | 60.4 | 1,200,000 | 16.0 | 1,763,000 | 23.6 | 7,481,000 | 100.0 |
| 1989 | 4,531,000 | 62.6 | 1,015,000 | 14.0 | 1,691,000 | 23.4 | 7,237,000 | 100.0 |
| 1990 | 4,499,000 | 63.4 | 978,000 | 13.8 | 1,616,000 | 22.8 | 7,094,000 | 100.0 |
| 1991 | 4,516,000 | 67.2 | 712,000 | 10.6 | 1,490,000 | 22.2 | 6,718,000 | 100.0 |
| 1992 | 4,671,000 | 71.6 | 508,000 | 7.8 | 1,344,000 | 20.6 | 6,523,000 | 100.0 |
| 1993 | 4,986,000 | 75.0 | 451,000 | 6.8 | 1,209,000 | 18.2 | 6,646,000 | 100.0 |
| 1994 | 5,534,000 | 77.7 | 392,000 | 5.5 | 1,198,000 | 16.8 | 7,124,000 | 100.0 |
| 1995 | 5,914,000 | 79.3 | 356,000 | 4.8 | 1,184,000 | 15.9 | 7,454,000 | 100.0 |
| 1996 | 5,960,000 | 79.2 | 328,000 | 4.4 | 1,241,000 | 16.5 | 7,529,000 | 100.0 |
| 1997 | 5,841,000 | 78.9 | 311,000 | 4.2 | 1,255,000 | 16.9 | 7,406,000 | 100.0 |
| 1998 | 5,720,000 | 79.6 | 268,000 | 3.7 | 1,199,000 | 16.7 | 7,187,000 | 100.0 |
| 1999 | 5,637,000 | 81.3 | 236,000 | 3.4 | 1,058,000 | 15.3 | 6,932,000 | 100.0 |
| 2000 | 5,846,000 | 82.7 | 173,000 | 2.4 | 1,050,000 | 14.9 | 7,069,000 | 100.0 |
| 2001 | 5,897,000 | 83.6 | 161,000 | 2.3 | 1,000,000 | 14.2 | 7,058,000 | 100.0 |
| 2002 | 6,093,000 | 84.9 | 157,000 | 2.2 | 923,000 | 12.9 | 7,173,000 | 100.0 |
| 2003 | 6,042,000 | 84.7 | 135,000 | 1.9 | 960,000 | 13.4 | 7,137,000 | 100.0 |
| 2004 | 6,106,000 | 86.2 | 106,000 | 1.5 | 870,000 | 12.3 | 7,083,000 | 100.0 |
| 2005 | 6,087,000 | 86.1 | 104,000 | 1.5 | 880,000 | 12.4 | 7,071,000 | 100.0 |
| 2006 | 5,940,000 | 85.3 | 95,000 | 1.4 | 925,000 | 13.3 | 6,960,000 | 100.0 |

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

Chapter 1 ■ Trends

Table 22
Occupants of Passenger Cars and Light Trucks Killed or Injured, by Restraint Use, 1975-2006

| Year | Restraint Used | | Restraint Not Used | | Restraint Use Unknown | | Total | |
|--------------------------|----------------|---------|--------------------|---------|-----------------------|---------|-----------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Occupants Killed | | | | | | | | |
| 1975 | 986 | 3.2 | 21,076 | 68.5 | 8,723 | 28.3 | 30,785 | 100.0 |
| 1980 | 671 | 1.9 | 27,483 | 78.7 | 6,781 | 19.4 | 34,935 | 100.0 |
| 1981 | 649 | 1.9 | 26,974 | 80.0 | 6,103 | 18.1 | 33,726 | 100.0 |
| 1982 | 679 | 2.3 | 23,558 | 79.3 | 5,452 | 18.4 | 29,689 | 100.0 |
| 1983 | 827 | 2.8 | 23,080 | 79.1 | 5,274 | 18.1 | 29,181 | 100.0 |
| 1984 | 1,208 | 4.0 | 23,299 | 77.4 | 5,609 | 18.6 | 30,116 | 100.0 |
| 1985 | 2,391 | 8.0 | 22,131 | 74.0 | 5,379 | 18.0 | 29,901 | 100.0 |
| 1986 | 4,074 | 12.6 | 23,420 | 72.6 | 4,767 | 14.8 | 32,261 | 100.0 |
| 1987 | 5,249 | 15.8 | 23,799 | 71.7 | 4,142 | 12.5 | 33,190 | 100.0 |
| 1988 | 6,210 | 18.2 | 24,359 | 71.4 | 3,545 | 10.4 | 34,114 | 100.0 |
| 1989 | 6,546 | 19.5 | 23,613 | 70.2 | 3,455 | 10.3 | 33,614 | 100.0 |
| 1990 | 6,775 | 20.7 | 22,547 | 69.0 | 3,371 | 10.3 | 32,693 | 100.0 |
| 1991 | 7,332 | 23.8 | 20,488 | 66.6 | 2,956 | 9.6 | 30,776 | 100.0 |
| 1992 | 7,699 | 26.1 | 19,053 | 64.6 | 2,733 | 9.3 | 29,485 | 100.0 |
| 1993 | 8,679 | 28.9 | 18,553 | 61.7 | 2,845 | 9.5 | 30,077 | 100.0 |
| 1994 | 9,642 | 31.2 | 18,636 | 60.3 | 2,623 | 8.5 | 30,901 | 100.0 |
| 1995 | 10,159 | 31.8 | 19,123 | 59.8 | 2,709 | 8.5 | 31,991 | 100.0 |
| 1996 | 10,716 | 33.0 | 18,848 | 58.1 | 2,873 | 8.9 | 32,437 | 100.0 |
| 1997 | 10,995 | 33.9 | 18,642 | 57.5 | 2,811 | 8.7 | 32,448 | 100.0 |
| 1998 | 11,213 | 35.2 | 18,022 | 56.5 | 2,664 | 8.4 | 31,899 | 100.0 |
| 1999 | 11,174 | 34.8 | 18,316 | 57.0 | 2,637 | 8.2 | 32,127 | 100.0 |
| 2000 | 11,787 | 36.6 | 17,810 | 55.3 | 2,628 | 8.2 | 32,225 | 100.0 |
| 2001 | 11,946 | 37.3 | 17,517 | 54.7 | 2,580 | 8.1 | 32,043 | 100.0 |
| 2002 | 12,533 | 38.2 | 17,797 | 54.2 | 2,513 | 7.7 | 32,843 | 100.0 |
| 2003 | 12,967 | 40.2 | 16,764 | 51.9 | 2,540 | 7.9 | 32,271 | 100.0 |
| 2004 | 13,250 | 41.6 | 16,432 | 51.6 | 2,184 | 6.9 | 31,866 | 100.0 |
| 2005 | 13,064 | 41.4 | 16,247 | 51.5 | 2,238 | 7.1 | 31,549 | 100.0 |
| 2006 | 12,618 | 41.3 | 15,523 | 50.9 | 2,380 | 7.8 | 30,521 | 100.0 |
| Occupants Injured | | | | | | | | |
| 1988 | 1,752,000 | 57.2 | 912,000 | 29.8 | 399,000 | 13.0 | 3,063,000 | 100.0 |
| 1989 | 1,720,000 | 58.5 | 863,000 | 29.4 | 359,000 | 12.2 | 2,942,000 | 100.0 |
| 1990 | 1,737,000 | 60.3 | 820,000 | 28.4 | 325,000 | 11.3 | 2,882,000 | 100.0 |
| 1991 | 1,785,000 | 63.8 | 725,000 | 25.9 | 287,000 | 10.3 | 2,797,000 | 100.0 |
| 1992 | 1,854,000 | 66.8 | 622,000 | 22.4 | 300,000 | 10.8 | 2,776,000 | 100.0 |
| 1993 | 1,983,000 | 69.2 | 589,000 | 20.6 | 294,000 | 10.2 | 2,866,000 | 100.0 |
| 1994 | 2,208,000 | 73.7 | 564,000 | 18.8 | 223,000 | 7.4 | 2,995,000 | 100.0 |
| 1995 | 2,415,000 | 75.7 | 549,000 | 17.2 | 227,000 | 7.1 | 3,192,000 | 100.0 |
| 1996 | 2,468,000 | 76.7 | 520,000 | 16.1 | 231,000 | 7.2 | 3,220,000 | 100.0 |
| 1997 | 2,369,000 | 76.5 | 475,000 | 15.3 | 251,000 | 8.1 | 3,095,000 | 100.0 |
| 1998 | 2,297,000 | 77.5 | 437,000 | 14.7 | 230,000 | 7.8 | 2,964,000 | 100.0 |
| 1999 | 2,328,000 | 78.0 | 420,000 | 14.1 | 237,000 | 7.9 | 2,984,000 | 100.0 |
| 2000 | 2,369,000 | 80.6 | 369,000 | 12.6 | 200,000 | 6.8 | 2,938,000 | 100.0 |
| 2001 | 2,249,000 | 80.7 | 324,000 | 11.6 | 214,000 | 7.7 | 2,787,000 | 100.0 |
| 2002 | 2,195,000 | 81.8 | 284,000 | 10.6 | 205,000 | 7.7 | 2,684,000 | 100.0 |
| 2003 | 2,204,000 | 83.3 | 248,000 | 9.4 | 193,000 | 7.3 | 2,646,000 | 100.0 |
| 2004 | 2,156,000 | 84.8 | 206,000 | 8.1 | 181,000 | 7.1 | 2,543,000 | 100.0 |
| 2005 | 2,077,000 | 84.9 | 207,000 | 8.5 | 161,000 | 6.6 | 2,446,000 | 100.0 |
| 2006 | 1,992,000 | 85.5 | 183,000 | 7.8 | 156,000 | 6.7 | 2,331,000 | 100.0 |

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



Chapter 2

CRASHES





CHAPTER 2 ■ CRASHES

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

- Nearly 6 million police-reported motor vehicle crashes occurred in the United States in 2006. Fewer than one-third of those crashes (1.75 million) resulted in an injury, and fewer than 1 percent (38,588) resulted in a death.
- Midnight to 3 a.m. on Saturdays and Sundays proved to be the deadliest 3-hour periods throughout 2006, with 1,283 and 1,372 fatal crashes, respectively.
- Fifty-nine percent of fatal crashes involved only one vehicle, as compared with 31 percent of injury crashes and 30 percent of property-damage-only crashes.
- Half of all fatal crashes in 2006 occurred on roads with posted speed limits of 55 mph or more, as compared with 23 percent of injury and property-damage-only crashes.
- Collision with another motor vehicle in transport was the most common first harmful event for fatal, injury, and property-damage-only crashes. Collisions with fixed objects and noncollisions accounted for only 19 percent of all crashes, but they accounted for 45 percent of fatal crashes.
- Forty-one percent of fatal crashes involved alcohol. For fatal crashes occurring from midnight to 3 a.m., 77 percent involved alcohol.

Chapter 2 ■ Crashes

Table 23
Crashes and Crash Rates by Month and Crash Severity

| Month | Crash Severity | | | | | | Total Crashes | |
|--------------|----------------|-------------|------------------|-----------|----------------------|------------|------------------|------------|
| | Fatal | | Injury | | Property Damage Only | | | |
| | Number | Rate* | Number | Rate* | Number | Rate* | Number | Rate* |
| January | 2,931 | 1.27 | 147,000 | 64 | 356,000 | 154 | 507,000 | 219 |
| February | 2,696 | 1.23 | 134,000 | 61 | 325,000 | 148 | 461,000 | 210 |
| March | 3,032 | 1.19 | 141,000 | 55 | 335,000 | 131 | 479,000 | 188 |
| April | 3,132 | 1.26 | 142,000 | 57 | 321,000 | 129 | 466,000 | 187 |
| May | 3,341 | 1.27 | 148,000 | 56 | 352,000 | 134 | 504,000 | 192 |
| June | 3,377 | 1.29 | 145,000 | 55 | 328,000 | 125 | 476,000 | 182 |
| July | 3,524 | 1.35 | 138,000 | 53 | 314,000 | 120 | 455,000 | 174 |
| August | 3,473 | 1.31 | 142,000 | 54 | 331,000 | 125 | 477,000 | 180 |
| September | 3,342 | 1.36 | 142,000 | 58 | 346,000 | 141 | 492,000 | 201 |
| October | 3,456 | 1.35 | 165,000 | 64 | 394,000 | 153 | 562,000 | 219 |
| November | 3,160 | 1.29 | 150,000 | 61 | 400,000 | 164 | 554,000 | 226 |
| December | 3,124 | 1.28 | 151,000 | 62 | 387,000 | 158 | 541,000 | 221 |
| Total | 38,588 | 1.28 | 1,746,000 | 58 | 4,189,000 | 139 | 5,973,000 | 198 |

*Crashes per 100 million vehicle miles traveled.

Sources: Monthly vehicle miles traveled (VMT), Federal Highway Administration, *Traffic Volume Trends, October 2007*; total VMT, Federal Highway Administration, *Highway Statistics 2006*.

Chapter 2 ■ Crashes

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

| Time of Day | Day of Week | | | | | | | Total |
|-------------------------------------|----------------|----------------|----------------|----------------|----------------|------------------|----------------|------------------|
| | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | |
| Fatal Crashes | | | | | | | | |
| Midnight to 3 am | 1,372 | 445 | 400 | 410 | 498 | 618 | 1,283 | 5,026 |
| 3 am to 6 am | 786 | 306 | 293 | 331 | 353 | 407 | 739 | 3,215 |
| 6 am to 9 am | 461 | 585 | 591 | 588 | 594 | 538 | 506 | 3,863 |
| 9 am to Noon | 470 | 532 | 512 | 485 | 516 | 570 | 602 | 3,687 |
| Noon to 3 pm | 793 | 694 | 655 | 682 | 649 | 726 | 778 | 4,977 |
| 3 pm to 6 pm | 836 | 794 | 856 | 744 | 828 | 979 | 963 | 6,000 |
| 6 pm to 9 pm | 935 | 752 | 788 | 777 | 766 | 988 | 1,010 | 6,016 |
| 9 pm to Midnight | 754 | 562 | 574 | 652 | 721 | 1,121 | 1,107 | 5,491 |
| Unknown | 70 | 47 | 32 | 37 | 27 | 39 | 61 | 313 |
| Total | 6,477 | 4,717 | 4,701 | 4,706 | 4,952 | 5,986 | 7,049 | 38,588 |
| Injury Crashes | | | | | | | | |
| Midnight to 3 am | 24,000 | 9,000 | 7,000 | 8,000 | 9,000 | 10,000 | 23,000 | 90,000 |
| 3 am to 6 am | 13,000 | 7,000 | 5,000 | 7,000 | 6,000 | 8,000 | 13,000 | 59,000 |
| 6 am to 9 am | 11,000 | 29,000 | 39,000 | 39,000 | 36,000 | 35,000 | 18,000 | 207,000 |
| 9 am to Noon | 26,000 | 29,000 | 35,000 | 31,000 | 33,000 | 36,000 | 33,000 | 223,000 |
| Noon to 3 pm | 35,000 | 53,000 | 43,000 | 49,000 | 48,000 | 59,000 | 47,000 | 334,000 |
| 3 pm to 6 pm | 39,000 | 68,000 | 61,000 | 62,000 | 65,000 | 81,000 | 48,000 | 423,000 |
| 6 pm to 9 pm | 32,000 | 35,000 | 38,000 | 35,000 | 41,000 | 42,000 | 36,000 | 258,000 |
| 9 pm to Midnight | 17,000 | 18,000 | 19,000 | 17,000 | 20,000 | 31,000 | 28,000 | 151,000 |
| Total | 196,000 | 248,000 | 247,000 | 249,000 | 258,000 | 303,000 | 246,000 | 1,746,000 |
| Property-Damage-Only Crashes | | | | | | | | |
| Midnight to 3 am | 51,000 | 16,000 | 15,000 | 23,000 | 21,000 | 23,000 | 45,000 | 194,000 |
| 3 am to 6 am | 27,000 | 19,000 | 17,000 | 17,000 | 16,000 | 19,000 | 30,000 | 145,000 |
| 6 am to 9 am | 31,000 | 96,000 | 97,000 | 106,000 | 103,000 | 84,000 | 45,000 | 562,000 |
| 9 am to Noon | 50,000 | 83,000 | 84,000 | 79,000 | 84,000 | 89,000 | 87,000 | 556,000 |
| Noon to 3 pm | 82,000 | 109,000 | 107,000 | 109,000 | 117,000 | 144,000 | 102,000 | 770,000 |
| 3 pm to 6 pm | 84,000 | 156,000 | 177,000 | 154,000 | 165,000 | 193,000 | 102,000 | 1,032,000 |
| 6 pm to 9 pm | 64,000 | 74,000 | 85,000 | 79,000 | 89,000 | 113,000 | 90,000 | 592,000 |
| 9 pm to Midnight | 38,000 | 39,000 | 40,000 | 42,000 | 47,000 | 69,000 | 63,000 | 338,000 |
| Total | 426,000 | 592,000 | 623,000 | 608,000 | 641,000 | 734,000 | 565,000 | 4,189,000 |
| All Crashes | | | | | | | | |
| Midnight to 3 am | 76,000 | 25,000 | 22,000 | 32,000 | 31,000 | 34,000 | 69,000 | 289,000 |
| 3 am to 6 am | 41,000 | 26,000 | 23,000 | 24,000 | 22,000 | 27,000 | 44,000 | 207,000 |
| 6 am to 9 am | 42,000 | 126,000 | 137,000 | 146,000 | 139,000 | 120,000 | 63,000 | 773,000 |
| 9 am to Noon | 76,000 | 112,000 | 120,000 | 111,000 | 118,000 | 126,000 | 121,000 | 783,000 |
| Noon to 3 pm | 117,000 | 163,000 | 151,000 | 158,000 | 166,000 | 204,000 | 150,000 | 1,109,000 |
| 3 pm to 6 pm | 124,000 | 225,000 | 238,000 | 216,000 | 231,000 | 275,000 | 151,000 | 1,461,000 |
| 6 pm to 9 pm | 97,000 | 109,000 | 123,000 | 115,000 | 130,000 | 155,000 | 127,000 | 856,000 |
| 9 pm to Midnight | 56,000 | 58,000 | 60,000 | 60,000 | 67,000 | 101,000 | 93,000 | 495,000 |
| Total | 628,000 | 844,000 | 874,000 | 862,000 | 904,000 | 1,043,000 | 818,000 | 5,973,000 |

Chapter 2 ■ Crashes

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

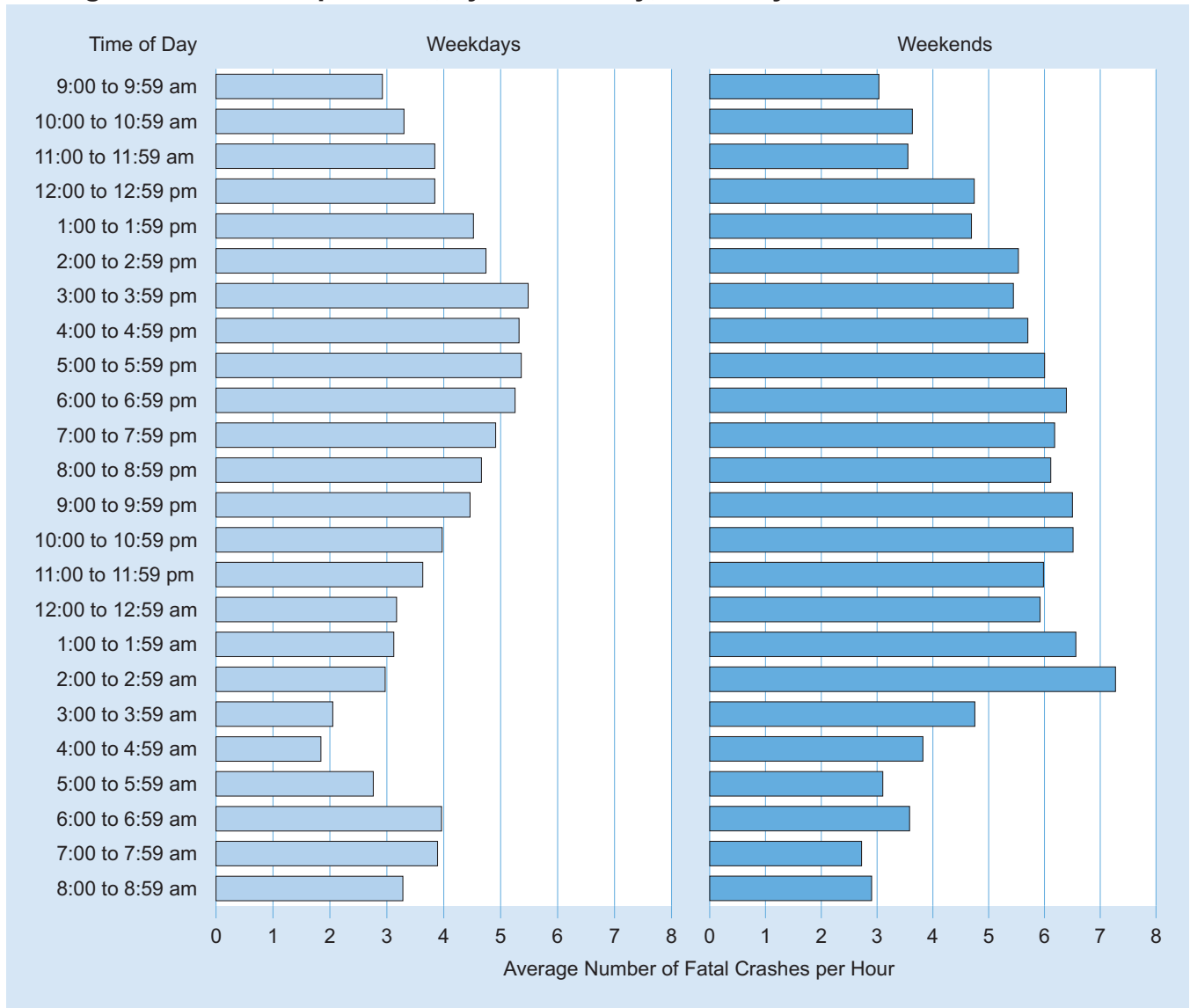


Table 25
Crashes by Weather Condition, Light Condition, and Crash Severity

| Weather Condition | Light Condition | | | | Total |
|-------------------------------------|------------------|-------------------|----------------|----------------|------------------|
| | Daylight | Dark, but Lighted | Dark | Dawn or Dusk | |
| Fatal Crashes | | | | | |
| Normal | 16,937 | 5,660 | 10,296 | 1,433 | 34,402 |
| Rain | 1,278 | 510 | 861 | 123 | 2,779 |
| Snow/Sleet | 227 | 38 | 170 | 25 | 463 |
| Other | 142 | 64 | 280 | 49 | 540 |
| Unknown | 63 | 19 | 63 | 6 | 404 |
| Total | 18,647 | 6,291 | 11,670 | 1,636 | *38,588 |
| Injury Crashes | | | | | |
| Normal | 1,077,000 | 234,000 | 167,000 | 52,000 | 1,529,000 |
| Rain | 108,000 | 38,000 | 20,000 | 9,000 | 175,000 |
| Snow/Sleet | 14,000 | 4,000 | 3,000 | 2,000 | 22,000 |
| Other | 9,000 | 3,000 | 5,000 | 2,000 | 19,000 |
| Total | 1,208,000 | 279,000 | 195,000 | 65,000 | 1,746,000 |
| Property-Damage-Only Crashes | | | | | |
| Normal | 2,532,000 | 490,000 | 404,000 | 134,000 | 3,560,000 |
| Rain | 295,000 | 95,000 | 71,000 | 26,000 | 487,000 |
| Snow/Sleet | 53,000 | 17,000 | 18,000 | 6,000 | 93,000 |
| Other | 25,000 | 6,000 | 12,000 | 5,000 | 48,000 |
| Total | 2,905,000 | 608,000 | 505,000 | 171,000 | 4,189,000 |
| All Crashes | | | | | |
| Normal | 3,626,000 | 730,000 | 581,000 | 187,000 | 5,124,000 |
| Rain | 404,000 | 134,000 | 92,000 | 35,000 | 665,000 |
| Snow/Sleet | 67,000 | 20,000 | 21,000 | 8,000 | 116,000 |
| Other | 34,000 | 9,000 | 17,000 | 7,000 | 67,000 |
| Total | 4,131,000 | 893,000 | 711,000 | 238,000 | 5,973,000 |

*Includes 344 fatal crashes that occurred under unknown light conditions.

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

| Response Time (Minutes) | Time of Crash to EMS Notification | | EMS Notification to EMS Arrival | | EMS Arrival at Scene to Hospital Arrival | | Time of Crash to Hospital Arrival | |
|----------------------------|-----------------------------------|--------------|---------------------------------|--------------|--|--------------|-----------------------------------|--------------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Rural Fatal Crashes | | | | | | | | |
| 0 to 10 | 10,188 | 85.2 | 6,405 | 54.0 | 149 | 2.8 | 22 | 0.4 |
| 11 to 20 | 1,081 | 9.0 | 3,882 | 32.7 | 765 | 14.6 | 176 | 3.5 |
| 21 to 30 | 362 | 3.0 | 1,041 | 8.8 | 1,378 | 26.3 | 517 | 10.1 |
| 31 to 40 | 130 | 1.1 | 329 | 2.8 | 1,144 | 21.8 | 827 | 16.2 |
| 41 to 50 | 58 | 0.5 | 111 | 0.9 | 736 | 14.1 | 892 | 17.5 |
| 51 to 60 | 38 | 0.3 | 39 | 0.3 | 494 | 9.4 | 850 | 16.7 |
| 61 to 120 | 94 | 0.8 | 49 | 0.4 | 572 | 10.9 | 1,810 | 35.5 |
| Total* | 11,951 | 100.0 | 11,856 | 100.0 | 5,238 | 100.0 | 5,094 | 100.0 |
| Urban Fatal Crashes | | | | | | | | |
| 0 to 10 | 8,027 | 94.0 | 6,757 | 85.1 | 234 | 6.5 | 34 | 0.9 |
| 11 to 20 | 331 | 3.9 | 930 | 11.7 | 1,089 | 30.3 | 430 | 12.0 |
| 21 to 30 | 88 | 1.0 | 185 | 2.3 | 1,097 | 30.5 | 1,009 | 28.1 |
| 31 to 40 | 33 | 0.4 | 42 | 0.5 | 624 | 17.3 | 842 | 23.4 |
| 41 to 50 | 22 | 0.3 | 14 | 0.2 | 261 | 7.3 | 595 | 16.6 |
| 51 to 60 | 14 | 0.2 | 6 | 0.1 | 138 | 3.8 | 289 | 8.0 |
| 61 to 120 | 27 | 0.3 | 6 | 0.1 | 154 | 4.3 | 393 | 10.9 |
| Total* | 8,542 | 100.0 | 7,940 | 100.0 | 3,597 | 100.0 | 3,592 | 100.0 |

*Includes crashes for which both times were known.

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

| Crash Type | Relation to Roadway | | | | | Total |
|-------------------------------------|---------------------|----------------|---------------|----------------|----------------|------------------|
| | On Roadway | Off Roadway | Shoulder | Median | Other/Unknown | |
| Fatal Crashes | | | | | | |
| Single Vehicle | 6,451 | 12,327 | 2,490 | 1,018 | 425 | 22,711 |
| Multiple Vehicle | 15,075 | 288 | 251 | 191 | 72 | 15,877 |
| Total | 21,526 | 12,615 | 2,741 | 1,209 | 497 | 38,588 |
| Injury Crashes | | | | | | |
| Single Vehicle | 145,000 | 300,000 | 23,000 | 47,000 | 27,000 | 542,000 |
| Multiple Vehicle | 1,191,000 | 5,000 | 2,000 | 5,000 | 1,000 | 1,204,000 |
| Total | 1,336,000 | 304,000 | 25,000 | 53,000 | 28,000 | 1,746,000 |
| Property-Damage-Only Crashes | | | | | | |
| Single Vehicle | 335,000 | 535,000 | 34,000 | 78,000 | 283,000 | 1,265,000 |
| Multiple Vehicle | 2,898,000 | 7,000 | 4,000 | 11,000 | 4,000 | 2,924,000 |
| Total | 3,233,000 | 542,000 | 38,000 | 89,000 | 287,000 | 4,189,000 |
| All Crashes | | | | | | |
| Single Vehicle | 487,000 | 847,000 | 59,000 | 126,000 | 311,000 | 1,830,000 |
| Multiple Vehicle | 4,104,000 | 12,000 | 6,000 | 17,000 | 4,000 | 4,143,000 |
| Total | 4,591,000 | 859,000 | 65,000 | 143,000 | 315,000 | 5,973,000 |

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

| Relation to Junction | Traffic Control Device | | | | Total |
|-------------------------------------|------------------------|------------------|----------------|----------------|------------------|
| | None | Traffic Signal | Stop Sign | Other/Unknown | |
| Fatal Crashes | | | | | |
| Nonjunction | 25,856 | 109 | 208 | 1,676 | 27,849 |
| Junction: | | | | | |
| Intersection | 1,583 | 2,264 | 2,723 | 284 | 6,854 |
| Intersection Related | 549 | 476 | 334 | 78 | 1,437 |
| Other/Unknown | 1,760 | 66 | 79 | 543 | 2,448 |
| Total | 29,748 | 2,915 | 3,344 | 2,581 | 38,588 |
| Injury Crashes | | | | | |
| Nonjunction | 646,000 | 6,000 | 1,000 | 87,000 | 739,000 |
| Junction: | | | | | |
| Intersection | 81,000 | 233,000 | 160,000 | 21,000 | 495,000 |
| Intersection Related | 75,000 | 178,000 | 31,000 | 21,000 | 305,000 |
| Other/Unknown | 153,000 | 14,000 | 13,000 | 25,000 | 206,000 |
| Total | 955,000 | 432,000 | 205,000 | 153,000 | 1,746,000 |
| Property-Damage-Only Crashes | | | | | |
| Nonjunction | 1,770,000 | 16,000 | 1,000 | 171,000 | 1,957,000 |
| Junction: | | | | | |
| Intersection | 148,000 | 324,000 | 250,000 | 39,000 | 761,000 |
| Intersection Related | 188,000 | 490,000 | 117,000 | 57,000 | 852,000 |
| Other/Unknown | 452,000 | 43,000 | 38,000 | 86,000 | 619,000 |
| Total | 2,558,000 | 873,000 | 406,000 | 352,000 | 4,189,000 |
| All Crashes | | | | | |
| Nonjunction | 2,441,000 | 22,000 | 2,000 | 259,000 | 2,724,000 |
| Junction: | | | | | |
| Intersection | 230,000 | 560,000 | 413,000 | 60,000 | 1,263,000 |
| Intersection Related | 263,000 | 668,000 | 149,000 | 78,000 | 1,159,000 |
| Other/Unknown | 607,000 | 58,000 | 51,000 | 111,000 | 827,000 |
| Total | 3,542,000 | 1,308,000 | 615,000 | 508,000 | 5,973,000 |

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

| Speed Limit | Crash Type | | | | Total | |
|-------------------------------------|------------------|--------------|------------------|--------------|------------------|--------------|
| | Single Vehicle | | Multiple Vehicle | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| Fatal Crashes | | | | | | |
| 30 mph or less | 2,813 | 12.4 | 1,051 | 6.6 | 3,864 | 10.0 |
| 35 or 40 mph | 4,184 | 18.4 | 2,697 | 17.0 | 6,881 | 17.8 |
| 45 or 50 mph | 3,952 | 17.4 | 3,361 | 21.2 | 7,313 | 19.0 |
| 55 mph | 6,329 | 27.9 | 4,992 | 31.4 | 11,321 | 29.3 |
| 60 mph or higher | 4,438 | 19.5 | 3,439 | 21.7 | 7,877 | 20.4 |
| No Statutory Limit | 94 | 0.4 | 8 | 0.1 | 102 | 0.3 |
| Unknown | 901 | 4.0 | 329 | 2.1 | 1,230 | 3.2 |
| Total | 22,711 | 100.0 | 15,877 | 100.0 | 38,588 | 100.0 |
| Injury Crashes | | | | | | |
| 30 mph or less | 136,000 | 25.0 | 211,000 | 17.6 | 347,000 | 19.9 |
| 35 or 40 mph | 127,000 | 23.4 | 469,000 | 39.0 | 596,000 | 34.1 |
| 45 or 50 mph | 90,000 | 16.6 | 301,000 | 25.0 | 391,000 | 22.4 |
| 55 mph | 109,000 | 20.1 | 125,000 | 10.4 | 234,000 | 13.4 |
| 60 mph or higher | 78,000 | 14.3 | 94,000 | 7.8 | 172,000 | 9.8 |
| No Statutory Limit | 3,000 | 0.6 | 3,000 | 0.3 | 6,000 | 0.4 |
| Total | 542,000 | 100.0 | 1,204,000 | 100.0 | 1,746,000 | 100.0 |
| Property-Damage-Only Crashes | | | | | | |
| 30 mph or less | 399,000 | 31.5 | 673,000 | 23.0 | 1,072,000 | 25.6 |
| 35 or 40 mph | 212,000 | 16.8 | 1,039,000 | 35.5 | 1,251,000 | 29.9 |
| 45 or 50 mph | 178,000 | 14.1 | 704,000 | 24.1 | 882,000 | 21.1 |
| 55 mph | 285,000 | 22.5 | 252,000 | 8.6 | 536,000 | 12.8 |
| 60 mph or higher | 171,000 | 13.5 | 244,000 | 8.3 | 415,000 | 9.9 |
| No Statutory Limit | 20,000 | 1.6 | 12,000 | 0.4 | 32,000 | 0.8 |
| Total | 1,265,000 | 100.0 | 2,924,000 | 100.0 | 4,189,000 | 100.0 |
| All Crashes | | | | | | |
| 30 mph or less | 537,000 | 29.4 | 886,000 | 21.4 | 1,423,000 | 23.8 |
| 35 or 40 mph | 343,000 | 18.8 | 1,511,000 | 36.5 | 1,854,000 | 31.0 |
| 45 or 50 mph | 273,000 | 14.9 | 1,008,000 | 24.3 | 1,280,000 | 21.4 |
| 55 mph | 400,000 | 21.9 | 382,000 | 9.2 | 782,000 | 13.1 |
| 60 mph or higher | 253,000 | 13.8 | 342,000 | 8.2 | 594,000 | 9.9 |
| No Statutory Limit | 23,000 | 1.3 | 15,000 | 0.4 | 39,000 | 0.6 |
| Total | 1,830,000 | 100.0 | 4,143,000 | 100.0 | 5,973,000 | 100.0 |

Chapter 2 ■ Crashes

Table 30
Fatal Crashes by Speed Limit and Land Use

| Speed Limit | Land Use | | | | | | Total | |
|--------------------|---------------|-------------|---------------|-------------|------------|------------|---------------|--------------|
| | Rural | | Urban | | Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| 30 mph or less | 938 | 24.3 | 2,852 | 73.8 | 74 | 1.9 | 3,864 | 100.0 |
| 35 or 40 mph | 1,903 | 27.7 | 4,806 | 69.8 | 172 | 2.5 | 6,881 | 100.0 |
| 45 or 50 mph | 3,314 | 45.3 | 3,811 | 52.1 | 188 | 2.6 | 7,313 | 100.0 |
| 55 mph | 8,821 | 77.9 | 2,311 | 20.4 | 189 | 1.7 | 11,321 | 100.0 |
| 60 mph or higher | 5,252 | 66.7 | 2,562 | 32.5 | 63 | 0.8 | 7,877 | 100.0 |
| No Statutory Limit | 75 | 73.5 | 24 | 23.5 | 3 | 2.9 | 102 | 100.0 |
| Unknown | 431 | 35.0 | 635 | 51.6 | 164 | 13.3 | 1,230 | 100.0 |
| Total | 20,734 | 53.7 | 17,001 | 44.1 | 853 | 2.2 | 38,588 | 100.0 |

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

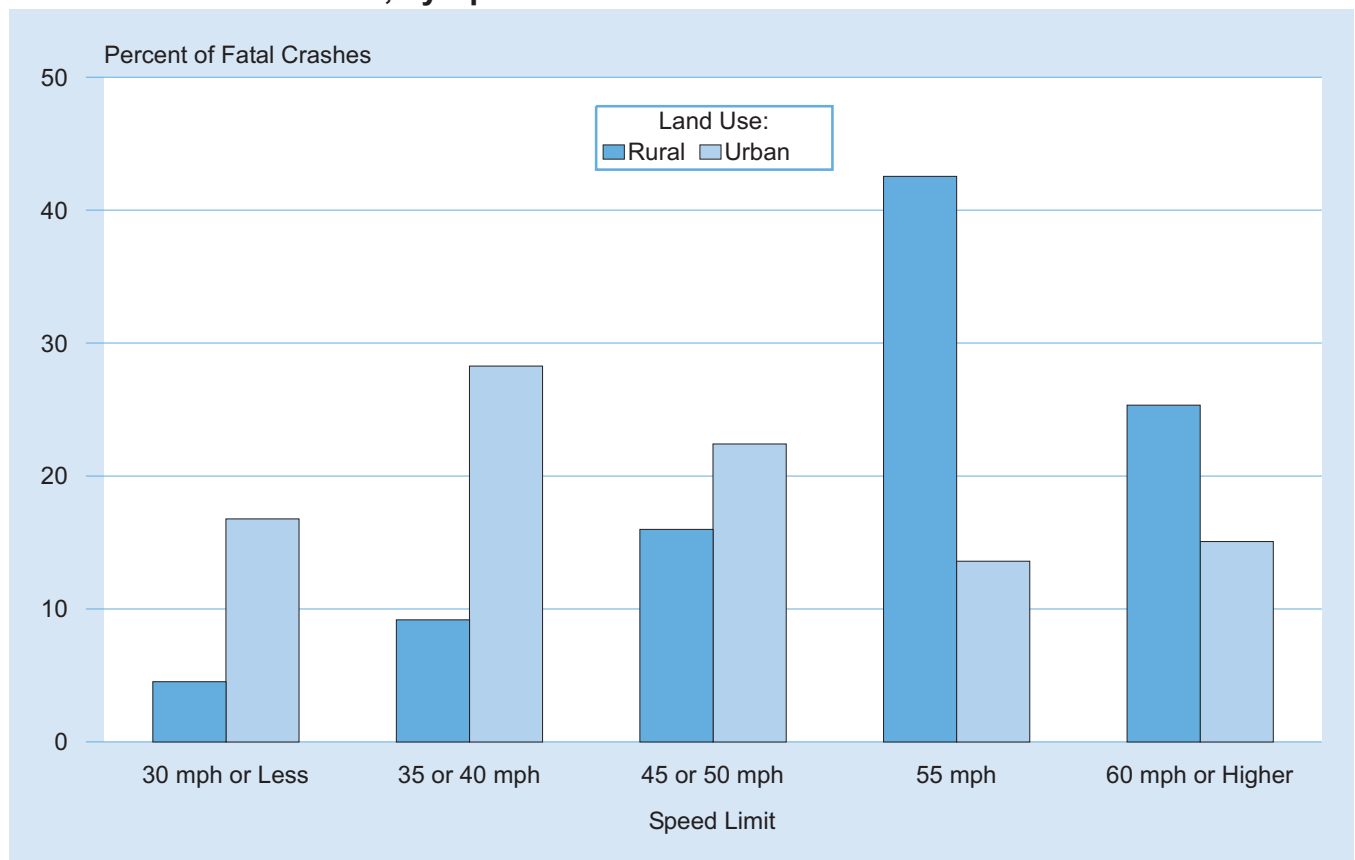


Table 31
Crashes by Number of Lanes, Trafficway Flow, and Crash Severity

| Number of Lanes | Trafficway Flow | | | | Total |
|-------------------------------------|------------------|------------------|----------------|------------------|------------------|
| | Not Divided | Divided | One-Way | Unknown | |
| Fatal Crashes | | | | | |
| One Lane | 19 | 28 | 60 | 425 | 532 |
| Two Lanes | 21,992 | 6,518 | 114 | 144 | 28,768 |
| Three Lanes | 348 | 2,314 | 74 | 20 | 2,756 |
| Four Lanes | 2,520 | 2,158 | 18 | 6 | 4,702 |
| More Than Four | 486 | 731 | 7 | 3 | 1,227 |
| Unknown | 109 | 73 | 6 | 415 | 603 |
| Total | 25,474 | 11,822 | 279 | 1,013 | 38,588 |
| Injury Crashes | | | | | |
| One Lane | 3,000 | 6,000 | 29,000 | 1,000 | 39,000 |
| Two Lanes | 541,000 | 167,000 | 16,000 | 16,000 | 739,000 |
| Three Lanes | 61,000 | 149,000 | 11,000 | 3,000 | 224,000 |
| Four Lanes | 118,000 | 82,000 | 5,000 | 5,000 | 209,000 |
| More Than Four | 165,000 | 39,000 | 2,000 | 3,000 | 209,000 |
| Unknown | 77,000 | 22,000 | 7,000 | 219,000 | 325,000 |
| Total | 964,000 | 466,000 | 69,000 | 247,000 | 1,746,000 |
| Property-Damage-Only Crashes | | | | | |
| One Lane | 17,000 | 17,000 | 86,000 | 4,000 | 125,000 |
| Two Lanes | 1,249,000 | 386,000 | 41,000 | 33,000 | 1,708,000 |
| Three Lanes | 137,000 | 282,000 | 27,000 | 8,000 | 454,000 |
| Four Lanes | 256,000 | 149,000 | 11,000 | 11,000 | 428,000 |
| More Than Four | 329,000 | 67,000 | 4,000 | 9,000 | 409,000 |
| Unknown | 220,000 | 81,000 | 16,000 | 749,000 | 1,065,000 |
| Total | 2,207,000 | 982,000 | 185,000 | 814,000 | 4,189,000 |
| All Crashes | | | | | |
| One Lane | 20,000 | 24,000 | 115,000 | 5,000 | 164,000 |
| Two Lanes | 1,811,000 | 559,000 | 57,000 | 49,000 | 2,476,000 |
| Three Lanes | 198,000 | 434,000 | 38,000 | 11,000 | 681,000 |
| Four Lanes | 376,000 | 233,000 | 17,000 | 15,000 | 642,000 |
| More Than Four | 494,000 | 107,000 | 5,000 | 12,000 | 619,000 |
| Unknown | 297,000 | 102,000 | 23,000 | 969,000 | 1,391,000 |
| Total | 3,197,000 | 1,460,000 | 254,000 | 1,062,000 | 5,973,000 |

Chapter 2 ■ Crashes

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

| First Harmful Event | Crash Severity | | | | | | Total | |
|---|-----------------|--------------|------------------|--------------|----------------------|--------------|-------------------------|--------------------|
| | Fatal | | Injury | | Property Damage Only | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Collision with Motor Vehicle in Transport: | | | | | | | | |
| Angle | 7,778 | 20.2 | 542,000 | 31.0 | 1,080,000 | 25.8 | 1,630,000 | 27.3 |
| Rear End | 2,102 | 5.4 | 503,000 | 28.8 | 1,314,000 | 31.4 | 1,818,000 | 30.4 |
| Sideswipe | 891 | 2.3 | 71,000 | 4.1 | 415,000 | 9.9 | 487,000 | 8.2 |
| Head On | 3,778 | 9.8 | 72,000 | 4.1 | 68,000 | 1.6 | 144,000 | 2.4 |
| Other/Unknown | 169 | 0.4 | * | * | 1,000 | * | 2,000 | * |
| <i>Subtotal</i> | <i>14,718</i> | <i>38.1</i> | <i>1,189,000</i> | <i>68.1</i> | <i>2,878,000</i> | <i>68.7</i> | <i>4,081,000</i> | <i>68.3</i> |
| Collision with Fixed Object: | | | | | | | | |
| Pole/Post | 1,846 | 4.8 | 64,000 | 3.7 | 129,000 | 3.1 | 195,000 | 3.3 |
| Culvert/Curb/Ditch | 2,784 | 7.2 | 65,000 | 3.7 | 125,000 | 3.0 | 193,000 | 3.2 |
| Shrubbery/Tree | 3,196 | 8.3 | 55,000 | 3.1 | 72,000 | 1.7 | 130,000 | 2.2 |
| Guard Rail | 1,142 | 3.0 | 31,000 | 1.8 | 69,000 | 1.6 | 101,000 | 1.7 |
| Embankment | 1,392 | 3.6 | 27,000 | 1.6 | 26,000 | 0.6 | 54,000 | 0.9 |
| Bridge | 301 | 0.8 | 6,000 | 0.3 | 10,000 | 0.2 | 16,000 | 0.3 |
| Other/Unknown | 1,946 | 5.0 | 68,000 | 3.9 | 166,000 | 4.0 | 236,000 | 4.0 |
| <i>Subtotal</i> | <i>12,607</i> | <i>32.7</i> | <i>316,000</i> | <i>18.1</i> | <i>597,000</i> | <i>14.2</i> | <i>925,000</i> | <i>15.5</i> |
| Collision with Object Not Fixed: | | | | | | | | |
| Parked Motor Vehicle | 412 | 1.1 | 29,000 | 1.7 | 301,000 | 7.2 | 330,000 | 5.5 |
| Animal | 204 | 0.5 | 15,000 | 0.8 | 272,000 | 6.5 | 287,000 | 4.8 |
| Pedestrian | 4,424 | 11.5 | 54,000 | 3.1 | 1,000 | * | 59,000 | 1.0 |
| Pedalcyclist | 756 | 2.0 | 43,000 | 2.5 | 3,000 | 0.1 | 47,000 | 0.8 |
| Train | 210 | 0.5 | 1,000 | * | 1,000 | * | 2,000 | * |
| Other/Unknown | 327 | 0.8 | 8,000 | 0.4 | 35,000 | 0.8 | 43,000 | 0.7 |
| <i>Subtotal</i> | <i>6,333</i> | <i>16.4</i> | <i>149,000</i> | <i>8.5</i> | <i>613,000</i> | <i>14.6</i> | <i>768,000</i> | <i>12.9</i> |
| Noncollision: | | | | | | | | |
| Rollover | 4,318 | 11.2 | 84,000 | 4.8 | 47,000 | 1.1 | 135,000 | 2.3 |
| Other/Unknown | 543 | 1.4 | 9,000 | 0.5 | 54,000 | 1.3 | 63,000 | 1.1 |
| <i>Subtotal</i> | <i>4,861</i> | <i>12.6</i> | <i>93,000</i> | <i>5.3</i> | <i>101,000</i> | <i>2.4</i> | <i>198,000</i> | <i>3.3</i> |
| Total | **38,588 | 100.0 | 1,746,000 | 100.0 | 4,189,000 | 100.0 | 5,973,000 | 100.0 |

*Less than 500 or less than 0.05 percent.

**Includes 69 fatal crashes with an unknown first harmful event.

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

| Vehicle Type | Vehicle Type | | | | | |
|--|---------------|-------------|-------------|------------|--------|---------------|
| | Passenger Car | Light Truck | Large Truck | Motorcycle | Bus | Other/Unknown |
| Fatal Crashes (Total = 13,360) | | | | | | |
| Passenger Car | 2,074 | 4,375 | 1,394 | 939 | 87 | 152 |
| Light Truck | | 1,467 | 1,061 | 1,081 | 51 | 157 |
| Large Truck | | | 134 | 154 | 5 | 31 |
| Motorcycle | | | | 72 | 15 | 37 |
| Bus | | | | | 0 | 2 |
| Other/Unknown | | | | | | 72 |
| Injury Crashes (Total = 1,021,000) | | | | | | |
| Passenger Car | 340,000 | 434,000 | 33,000 | 23,000 | 5,000 | 2,000 |
| Light Truck | | 143,000 | 16,000 | 14,000 | 3,000 | 2,000 |
| Large Truck | | | 2,000 | 1,000 | 1,000 | * |
| Motorcycle | | | | 2,000 | * | * |
| Property-Damage-Only Crashes (Total =2,723,000) | | | | | | |
| Passenger Car | 845,000 | 1,199,000 | 113,000 | 5,000 | 17,000 | 4,000 |
| Light Truck | | 437,000 | 70,000 | 3,000 | 13,000 | 3,000 |
| Large Truck | | | 11,000 | * | 3,000 | * |

*Less than 500.

Chapter 2 ■ Crashes

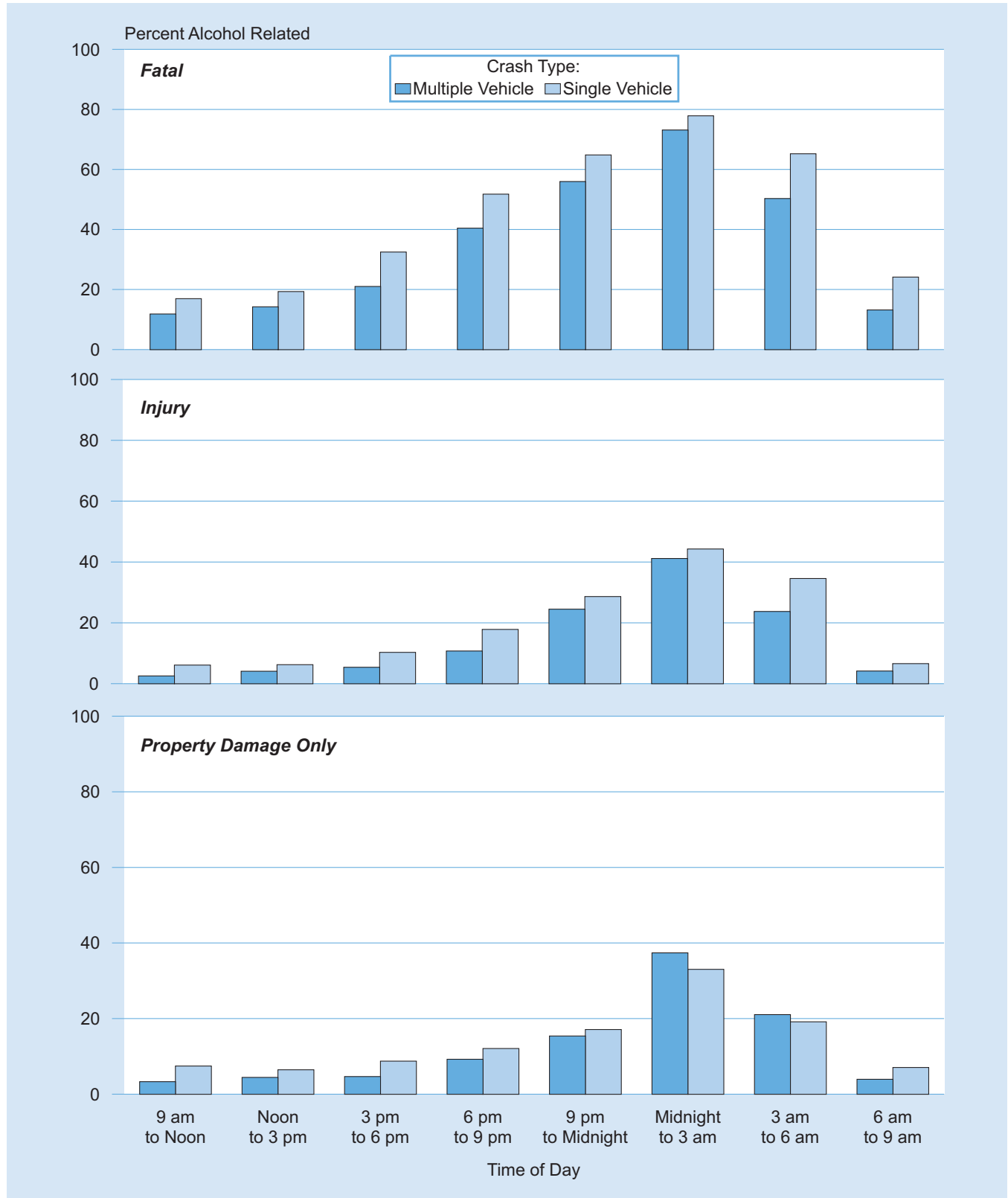
Table 34
Crashes and Percent Alcohol Related by Time of Day, Crash Type, and Crash Severity

| Time of Day | Crash Type | | | | | | Total | | |
|---------------------------------------|------------------|-----------------|-------------------------|------------------|-----------------|-------------------------|------------------|-----------------|-------------------------|
| | Single Vehicle | | | Multiple Vehicle | | | | | |
| | Number | Alcohol Related | Percent Alcohol Related | Number | Alcohol Related | Percent Alcohol Related | Number | Alcohol Related | Percent Alcohol Related |
| Fatal Crashes* | | | | | | | | | |
| Midnight to 3 am | 3,870 | 3,014 | 78 | 1,156 | 845 | 73 | 5,026 | 3,859 | 77 |
| 3 am to 6 am | 2,331 | 1,521 | 65 | 884 | 445 | 50 | 3,215 | 1,965 | 61 |
| 6 am to 9 am | 2,020 | 488 | 24 | 1,843 | 243 | 13 | 3,863 | 731 | 19 |
| 9 am to Noon | 1,720 | 292 | 17 | 1,967 | 233 | 12 | 3,687 | 524 | 14 |
| Noon to 3 pm | 2,235 | 432 | 19 | 2,742 | 391 | 14 | 4,977 | 823 | 17 |
| 3 pm to 6 pm | 2,867 | 931 | 32 | 3,133 | 659 | 21 | 6,000 | 1,590 | 27 |
| 6 pm to 9 pm | 3,619 | 1,874 | 52 | 2,397 | 970 | 40 | 6,016 | 2,844 | 47 |
| 9 pm to Midnight | 3,755 | 2,434 | 65 | 1,736 | 972 | 56 | 5,491 | 3,406 | 62 |
| Unknown | 294 | 195 | 66 | 19 | 9 | 45 | 313 | 203 | 65 |
| Total | 22,711 | 11,180 | 49 | 15,877 | 4,766 | 30 | 38,588 | 15,945 | 41 |
| Injury Crashes** | | | | | | | | | |
| Midnight to 3 am | 58,000 | 26,000 | 44 | 33,000 | 13,000 | 41 | 90,000 | 39,000 | 43 |
| 3 am to 6 am | 40,000 | 14,000 | 35 | 19,000 | 5,000 | 24 | 59,000 | 18,000 | 31 |
| 6 am to 9 am | 63,000 | 4,000 | 7 | 144,000 | 6,000 | 4 | 207,000 | 10,000 | 5 |
| 9 am to Noon | 57,000 | 3,000 | 6 | 166,000 | 4,000 | 3 | 223,000 | 8,000 | 3 |
| Noon to 3 pm | 77,000 | 5,000 | 6 | 257,000 | 10,000 | 4 | 334,000 | 15,000 | 5 |
| 3 pm to 6 pm | 97,000 | 10,000 | 10 | 326,000 | 17,000 | 5 | 423,000 | 27,000 | 6 |
| 6 pm to 9 pm | 83,000 | 15,000 | 18 | 175,000 | 19,000 | 11 | 258,000 | 34,000 | 13 |
| 9 pm to Midnight | 68,000 | 19,000 | 29 | 84,000 | 21,000 | 24 | 151,000 | 40,000 | 26 |
| Total | 542,000 | 96,000 | 18 | 1,204,000 | 95,000 | 8 | 1,746,000 | 191,000 | 11 |
| Property-Damage-Only Crashes** | | | | | | | | | |
| Midnight to 3 am | 136,000 | 45,000 | 33 | 58,000 | 22,000 | 37 | 194,000 | 67,000 | 34 |
| 3 am to 6 am | 109,000 | 21,000 | 19 | 36,000 | 7,000 | 21 | 145,000 | 28,000 | 20 |
| 6 am to 9 am | 176,000 | 12,000 | 7 | 386,000 | 15,000 | 4 | 562,000 | 28,000 | 5 |
| 9 am to Noon | 126,000 | 9,000 | 7 | 430,000 | 14,000 | 3 | 556,000 | 24,000 | 4 |
| Noon to 3 pm | 152,000 | 10,000 | 6 | 618,000 | 28,000 | 4 | 770,000 | 37,000 | 5 |
| 3 pm to 6 pm | 188,000 | 16,000 | 9 | 845,000 | 39,000 | 5 | 1,032,000 | 56,000 | 5 |
| 6 pm to 9 pm | 199,000 | 24,000 | 12 | 393,000 | 36,000 | 9 | 592,000 | 60,000 | 10 |
| 9 pm to Midnight | 180,000 | 31,000 | 17 | 158,000 | 24,000 | 15 | 338,000 | 55,000 | 16 |
| Total | 1,265,000 | 169,000 | 13 | 2,924,000 | 187,000 | 6 | 4,189,000 | 355,000 | 8 |

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or higher.

**Police-reported alcohol involvement.

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



Chapter 3

VEHICLES



CHAPTER 3 ■ VEHICLES

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

- Nearly 95 percent of the 10.6 million vehicles involved in motor vehicle crashes in 2006 were passenger cars or light trucks.
- Large trucks accounted for 8 percent of the vehicles in fatal crashes, but only 3 percent of the vehicles involved in injury crashes and 4 percent of the vehicles involved in property-damage-only crashes. Of the 4,732 large trucks involved in fatal crashes, 74 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal crashes (21.6 percent) was 4 times as high as the proportion in injury crashes (5.3 percent) and 15 times as high as the proportion in property-damage-only crashes (1.4 percent).
- Compared with other vehicle types, utility vehicles experienced the highest rollover rates in fatal crashes (35.1 percent) and in injury crashes (9.8 percent). Large trucks experienced the highest rollover rate in property-damage-only crashes (2.6 percent).
- Fires occurred in 0.1 percent of the vehicles involved in all traffic crashes in 2006. For fatal crashes, however, fires occurred in 3 percent of the vehicles involved.
- Regardless of crash severity, the majority of vehicles in single- and two-vehicle crashes were going straight prior to the crash. The next most common vehicle maneuver differed by crash severity: negotiating a curve for fatal crashes, turning left for injury crashes, and stopped in traffic lane for property-damage-only crashes.
- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (24.9 percent), and buses in fatal crashes had the lowest proportion (2.3 percent).

Chapter 3 ■ Vehicles

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

| Vehicle Type | Crash Severity | | | | | | Total | |
|---------------|----------------|--------------|------------------|--------------|----------------------|--------------|-------------------|--------------|
| | Fatal | | Injury | | Property Damage Only | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Passenger Car | 24,087 | 41.6 | 1,794,000 | 56.4 | 4,046,000 | 55.1 | 5,864,000 | 55.4 |
| Light Truck | 22,290 | 38.5 | 1,202,000 | 37.8 | 2,932,000 | 39.9 | 4,156,000 | 39.3 |
| Large Truck | 4,732 | 8.2 | 80,000 | 2.5 | 300,000 | 4.1 | 385,000 | 3.6 |
| Motorcycle | 4,935 | 8.5 | 84,000 | 2.6 | 15,000 | 0.2 | 104,000 | 1.0 |
| Bus | 299 | 0.5 | 11,000 | 0.3 | 41,000 | 0.6 | 52,000 | 0.5 |
| Other | 622 | 1.1 | 11,000 | 0.4 | 11,000 | 0.1 | 23,000 | 0.2 |
| Total | *57,943 | 100.0 | 3,181,000 | 100.0 | 7,345,000 | 100.0 | 10,584,000 | 100.0 |

*Includes 978 vehicles of unknown type involved in fatal crashes.

Figure 14
Proportion of Vehicles Involved in Traffic Crashes

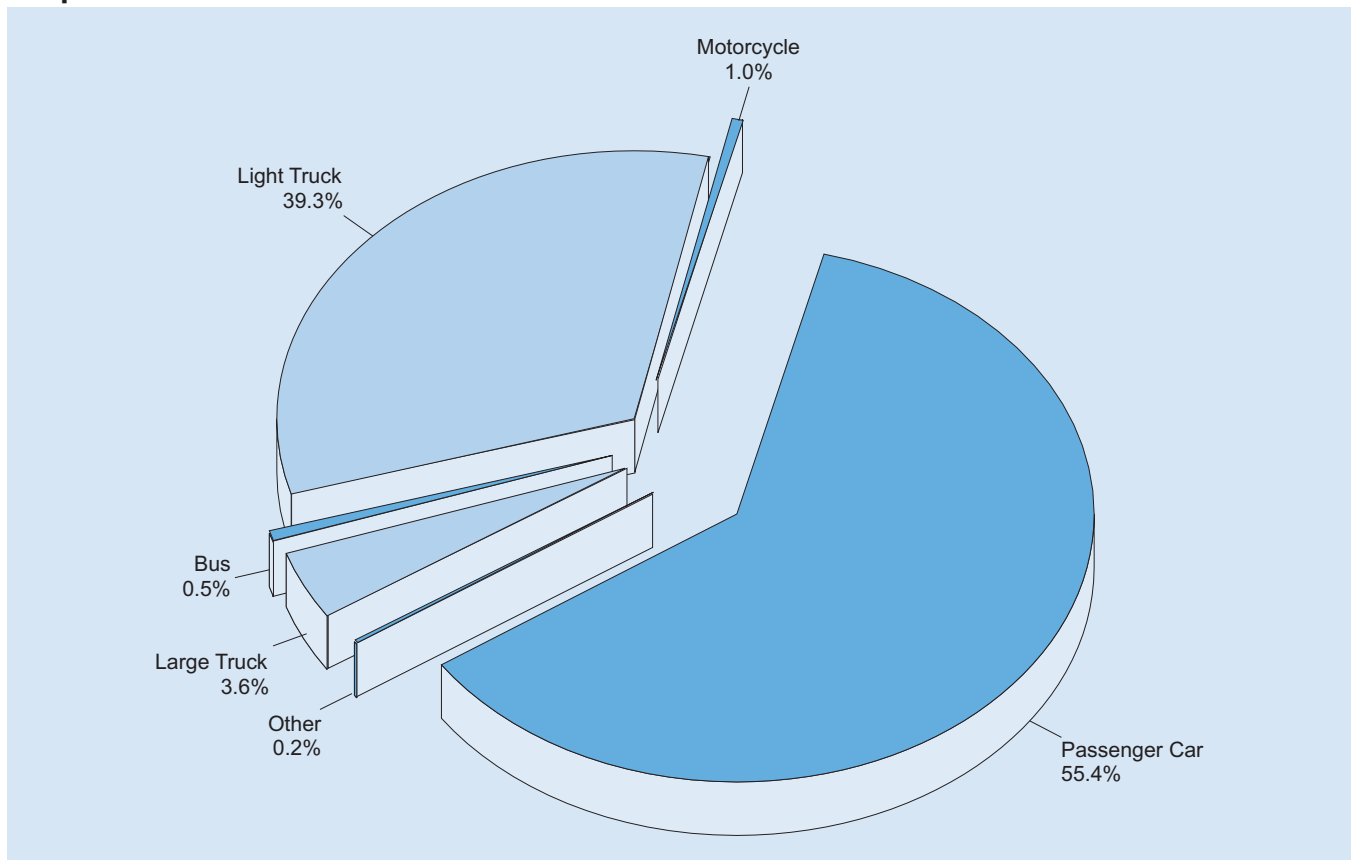


Table 36
Vehicles Involved in Fatal Crashes by Body Type

| Body Type | Number | Percent | Body Type | Number | Percent |
|-------------------------------|---------------|-------------|---|---------------|--------------|
| Passenger Cars | 24,087 | 41.6 | Large Trucks | 4,732 | 8.2 |
| Convertible | 409 | 0.7 | Step Van | 17 | * |
| 2 Door Sedan, Hardtop, Coupe | 4,495 | 7.8 | Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb) | 166 | 0.3 |
| 3 Door/2 Door Hatchback | 1,072 | 1.9 | Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb) | 248 | 0.4 |
| 4 Door Sedan Hardtop | 16,741 | 28.9 | Single Unit Heavy Truck (GVWR > 26,000 lb) | 945 | 1.6 |
| 5 Door/4 Door Hatchback | 222 | 0.4 | Single Unit Truck, Unknown GVWR | 11 | * |
| Station Wagon | 853 | 1.5 | Truck Tractor | 3,272 | 5.6 |
| Hatchback, Doors Unknown | 8 | * | Medium/Heavy Pickup (Ford Super Duty 450/550) | 48 | 0.1 |
| Other Auto | 39 | 0.1 | Unknown Heavy Truck (GVWR > 26,000 lb) | 3 | * |
| Unknown Auto | 225 | 0.4 | Unknown Large Truck Type | 22 | * |
| Auto-Based Pickup | 23 | * | Motorcycles | 4,935 | 8.5 |
| Light Trucks | 22,290 | 38.5 | Motorcycle | 4,778 | 8.2 |
| Compact Utility | 6,283 | 10.8 | Moped | 49 | 0.1 |
| Large Utility | 1,556 | 2.7 | Three Wheel Motorcycle or Moped | 11 | * |
| Utility Station Wagon | 411 | 0.7 | Off-Road Motorcycle (Two Wheel) | 45 | 0.1 |
| Utility, Unknown Body Type | 11 | * | Other Motorcycle/Minibike | 41 | 0.1 |
| Minivan | 2,432 | 4.2 | Unknown Motorcycle | 11 | * |
| Large Van | 879 | 1.5 | Buses | 299 | 0.5 |
| Step Van | 59 | 0.1 | School Bus | 116 | 0.2 |
| Other Van Type | 3 | * | Cross Country/Intercity Bus | 32 | 0.1 |
| Unknown Van Type | 22 | * | Transit Bus | 103 | 0.2 |
| Compact Pickup | 3,114 | 5.4 | Other Bus | 21 | * |
| Standard Pickup | 7,330 | 12.7 | Unknown Bus | 27 | * |
| Pickup with Camper | 56 | 0.1 | Other Vehicles | 622 | 1.1 |
| Unknown Pickup Style Truck | 47 | 0.1 | Large Limousine | 3 | * |
| Cab Chassis-Based Light Truck | 74 | 0.1 | Light Truck-Based Motorhome | 9 | * |
| Unknown Light Vehicle Type | 12 | * | Medium/Heavy Truck-Based Motorhome | 26 | * |
| Unknown Truck | 1 | * | Unknown Truck Camper/Motorhome | 19 | * |
| | | | All Terrain Vehicle | 383 | 0.7 |
| | | | Snowmobile | 36 | 0.1 |
| | | | Farm Equipment Except Trucks | 87 | 0.2 |
| | | | Construction Equipment Except Trucks | 19 | * |
| | | | Other Vehicle | 40 | 0.1 |
| | | | Unknown Body Type | 978 | 1.7 |
| | | | Total | 57,943 | 100.0 |

*Less than 0.05 percent.

Chapter 3 ■ Vehicles

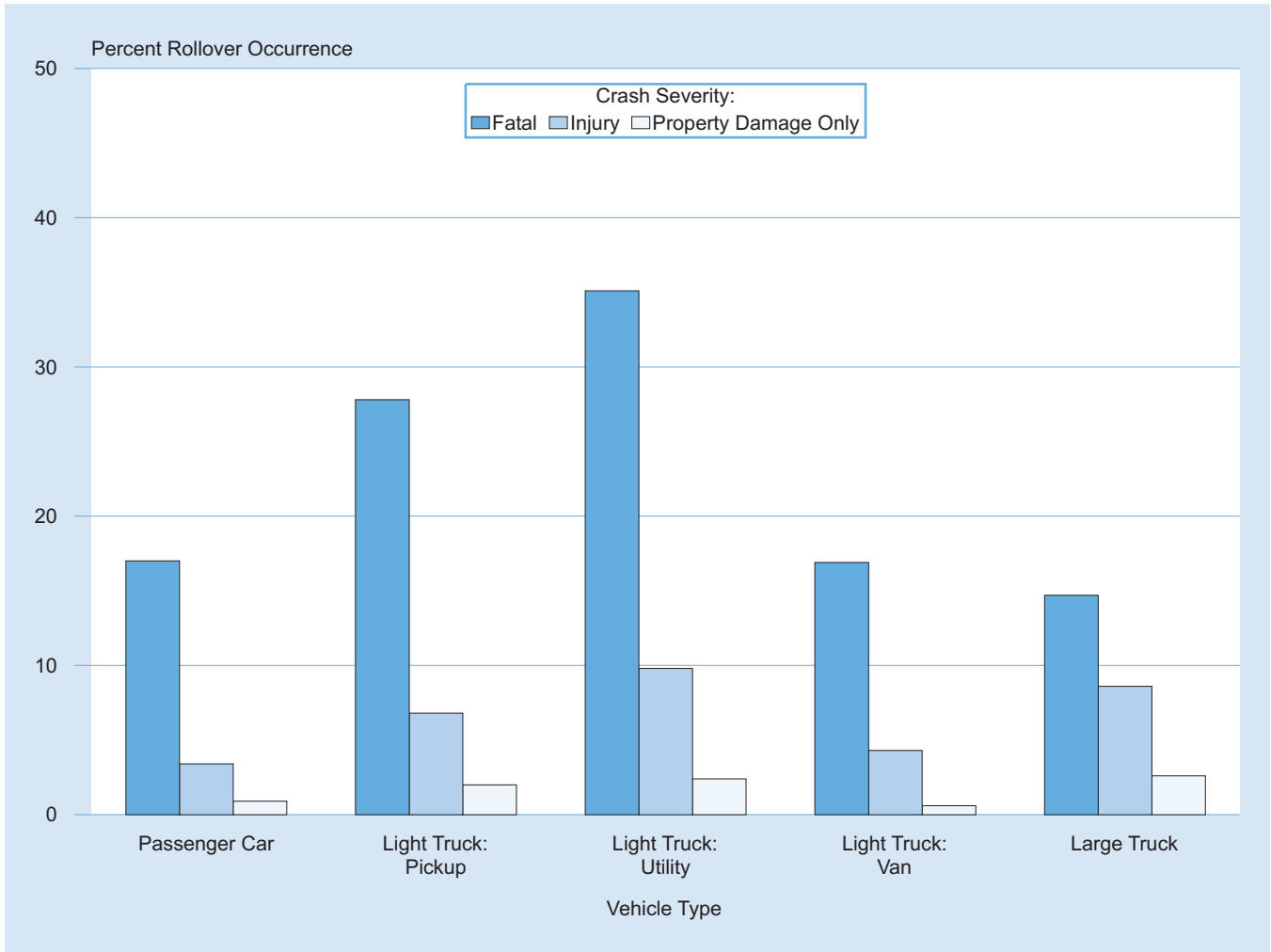
Table 37
Vehicles Involved in Crashes by Vehicle Type, Rollover Occurrence, and Crash Severity

| Vehicle Type | Rollover Occurrence | | | | Total | |
|-------------------------------------|---------------------|-------------|-------------------|-------------|-------------------|--------------|
| | Yes | | No | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| Fatal Crashes | | | | | | |
| Passenger Car | 4,100 | 17.0 | 19,987 | 83.0 | 24,087 | 100.0 |
| Light Truck | | | | | | |
| Pickup | 2,934 | 27.8 | 7,613 | 72.2 | 10,547 | 100.0 |
| Utility | 2,898 | 35.1 | 5,363 | 64.9 | 8,261 | 100.0 |
| Van | 574 | 16.9 | 2,821 | 83.1 | 3,395 | 100.0 |
| Other | 14 | 16.1 | 73 | 83.9 | 87 | 100.0 |
| Large Truck | 695 | 14.7 | 4,037 | 85.3 | 4,732 | 100.0 |
| Bus | 9 | 3.0 | 290 | 97.0 | 299 | 100.0 |
| Other/Unknown | 249 | 15.6 | 1,351 | 84.4 | 1,600 | 100.0 |
| Total* | 11,473 | 21.6 | 41,535 | 78.4 | 53,008 | 100.0 |
| Injury Crashes | | | | | | |
| Passenger Car | 62,000 | 3.4 | 1,732,000 | 96.6 | 1,794,000 | 100.0 |
| Light Truck | | | | | | |
| Pickup | 31,000 | 6.8 | 415,000 | 93.2 | 446,000 | 100.0 |
| Utility | 49,000 | 9.8 | 450,000 | 90.2 | 499,000 | 100.0 |
| Van | 10,000 | 4.3 | 219,000 | 95.7 | 229,000 | 100.0 |
| Other | 2,000 | 5.5 | 26,000 | 94.5 | 28,000 | 100.0 |
| Large Truck | 7,000 | 8.6 | 73,000 | 91.4 | 80,000 | 100.0 |
| Bus | ** | 0.5 | 11,000 | 99.5 | 11,000 | 100.0 |
| Other/Unknown | 4,000 | 33.6 | 8,000 | 66.4 | 11,000 | 100.0 |
| Total* | 163,000 | 5.3 | 2,934,000 | 94.7 | 3,097,000 | 100.0 |
| Property-Damage-Only Crashes | | | | | | |
| Passenger Car | 36,000 | 0.9 | 4,011,000 | 99.1 | 4,046,000 | 100.0 |
| Light Truck | | | | | | |
| Pickup | 23,000 | 2.0 | 1,108,000 | 98.0 | 1,131,000 | 100.0 |
| Utility | 28,000 | 2.4 | 1,160,000 | 97.6 | 1,188,000 | 100.0 |
| Van | 3,000 | 0.6 | 529,000 | 99.4 | 532,000 | 100.0 |
| Other | 1,000 | 1.0 | 80,000 | 99.0 | 81,000 | 100.0 |
| Large Truck | 8,000 | 2.6 | 292,000 | 97.4 | 300,000 | 100.0 |
| Bus | ** | ** | 41,000 | 100.0 | 41,000 | 100.0 |
| Other/Unknown | 1,000 | 4.8 | 10,000 | 95.2 | 11,000 | 100.0 |
| Total* | 99,000 | 1.4 | 7,231,000 | 98.6 | 7,330,000 | 100.0 |
| All Crashes | | | | | | |
| Passenger Car | 102,000 | 1.7 | 5,762,000 | 98.3 | 5,864,000 | 100.0 |
| Light Truck | | | | | | |
| Pickup | 56,000 | 3.6 | 1,531,000 | 96.4 | 1,588,000 | 100.0 |
| Utility | 80,000 | 4.7 | 1,615,000 | 95.3 | 1,696,000 | 100.0 |
| Van | 14,000 | 1.8 | 751,000 | 98.2 | 764,000 | 100.0 |
| Other | 2,000 | 2.2 | 106,000 | 97.8 | 109,000 | 100.0 |
| Large Truck | 15,000 | 4.0 | 369,000 | 96.0 | 385,000 | 100.0 |
| Bus | ** | 0.1 | 52,000 | 99.9 | 52,000 | 100.0 |
| Other/Unknown | 5,000 | 19.3 | 19,000 | 80.7 | 24,000 | 100.0 |
| Total* | 274,000 | 2.6 | 10,206,000 | 97.4 | 10,481,000 | 100.0 |

*Excludes motorcycles.

**Less than 500 or less than 0.05 percent.

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



Chapter 3 ■ Vehicles

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

| Vehicle Type | Fire Occurrence | | | | Total | |
|-------------------------------------|-----------------|------------|-------------------|-------------|-------------------|--------------|
| | Yes | | No | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| Fatal Crashes | | | | | | |
| Passenger Car | 699 | 2.9 | 23,388 | 97.1 | 24,087 | 100.0 |
| Light Truck | 638 | 2.9 | 21,652 | 97.1 | 22,290 | 100.0 |
| Large Truck | 291 | 6.1 | 4,441 | 93.9 | 4,732 | 100.0 |
| Motorcycle | 97 | 2.0 | 4,838 | 98.0 | 4,935 | 100.0 |
| Bus | 4 | 1.3 | 295 | 98.7 | 299 | 100.0 |
| Other/Unknown | 16 | 1.0 | 1,584 | 99.0 | 1,600 | 100.0 |
| Total | 1,745 | 3.0 | 56,198 | 97.0 | 57,943 | 100.0 |
| Injury Crashes | | | | | | |
| Passenger Car | 3,000 | 0.2 | 1,790,000 | 99.8 | 1,794,000 | 100.0 |
| Light Truck | 2,000 | 0.1 | 1,200,000 | 99.9 | 1,202,000 | 100.0 |
| Large Truck | * | 0.3 | 80,000 | 99.7 | 80,000 | 100.0 |
| Motorcycle | * | 0.3 | 83,000 | 99.7 | 84,000 | 100.0 |
| Bus | * | * | 11,000 | 100.0 | 11,000 | 100.0 |
| Other/Unknown | * | 2.8 | 11,000 | 97.2 | 11,000 | 100.0 |
| Total | 6,000 | 0.2 | 3,175,000 | 99.8 | 3,181,000 | 100.0 |
| Property-Damage-Only Crashes | | | | | | |
| Passenger Car | 2,000 | 0.1 | 4,044,000 | 99.9 | 4,046,000 | 100.0 |
| Light Truck | 4,000 | 0.1 | 2,928,000 | 99.9 | 2,932,000 | 100.0 |
| Large Truck | 2,000 | 0.6 | 298,000 | 99.4 | 300,000 | 100.0 |
| Motorcycle | * | * | 15,000 | 100.0 | 15,000 | 100.0 |
| Bus | * | * | 41,000 | 100.0 | 41,000 | 100.0 |
| Other/Unknown | * | * | 11,000 | 100.0 | 11,000 | 100.0 |
| Total | 8,000 | 0.1 | 7,337,000 | 99.9 | 7,345,000 | 100.0 |
| All Crashes | | | | | | |
| Passenger Car | 6,000 | 0.1 | 5,858,000 | 99.9 | 5,864,000 | 100.0 |
| Light Truck | 7,000 | 0.2 | 4,150,000 | 99.8 | 4,156,000 | 100.0 |
| Large Truck | 2,000 | 0.6 | 382,000 | 99.4 | 385,000 | 100.0 |
| Motorcycle | * | 0.3 | 104,000 | 99.7 | 104,000 | 100.0 |
| Bus | * | * | 52,000 | 100.0 | 52,000 | 100.0 |
| Other/Unknown | * | 1.4 | 23,000 | 98.6 | 24,000 | 100.0 |
| Total | 16,000 | 0.1 | 10,569,000 | 99.9 | 10,584,000 | 100.0 |

*Less than 500 or less than 0.05 percent.

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

| Vehicle Maneuver | Crash Severity | | | | | | Total | |
|--------------------------|-----------------|--------------|------------------|--------------|----------------------|--------------|------------------|--------------|
| | Fatal | | Injury | | Property Damage Only | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Going Straight | 33,985 | 68.8 | 1,457,000 | 56.4 | 3,275,000 | 48.9 | 4,765,000 | 51.1 |
| Turning Left | 2,848 | 5.8 | 330,000 | 12.8 | 665,000 | 9.9 | 998,000 | 10.7 |
| Stopped in Traffic Lane | 662 | 1.3 | 234,000 | 9.1 | 785,000 | 11.7 | 1,019,000 | 10.9 |
| Turning Right | 395 | 0.8 | 75,000 | 2.9 | 299,000 | 4.5 | 375,000 | 4.0 |
| Slowed in Traffic Lane | 326 | 0.7 | 112,000 | 4.3 | 401,000 | 6.0 | 513,000 | 5.5 |
| Merging/Changing Lanes | 956 | 1.9 | 55,000 | 2.1 | 290,000 | 4.3 | 346,000 | 3.7 |
| Negotiating Curve | 7,413 | 15.0 | 171,000 | 6.6 | 279,000 | 4.2 | 457,000 | 4.9 |
| Backing Up | 126 | 0.3 | 12,000 | 0.5 | 177,000 | 2.6 | 190,000 | 2.0 |
| Passing Other Vehicle | 1,030 | 2.1 | 19,000 | 0.8 | 78,000 | 1.2 | 98,000 | 1.1 |
| Starting in Traffic Lane | 432 | 0.9 | 51,000 | 2.0 | 148,000 | 2.2 | 199,000 | 2.1 |
| Leaving Parking Space | 27 | 0.1 | 8,000 | 0.3 | 69,000 | 1.0 | 77,000 | 0.8 |
| Making U-Turn | 211 | 0.4 | 14,000 | 0.6 | 38,000 | 0.6 | 52,000 | 0.6 |
| Entering Parking Space | 15 | * | 2,000 | 0.1 | 19,000 | 0.3 | 20,000 | 0.2 |
| Disabled in Traffic Lane | 15 | * | 2,000 | 0.1 | 5,000 | 0.1 | 8,000 | 0.1 |
| Other Maneuver | 513 | 1.0 | 40,000 | 1.5 | 163,000 | 2.4 | 203,000 | 2.2 |
| Total | **49,431 | 100.0 | 2,581,000 | 100.0 | 6,691,000 | 100.0 | 9,321,000 | 100.0 |

*Less than 0.05 percent.

**Includes 477 vehicles involved in fatal crashes with unknown vehicle maneuver.

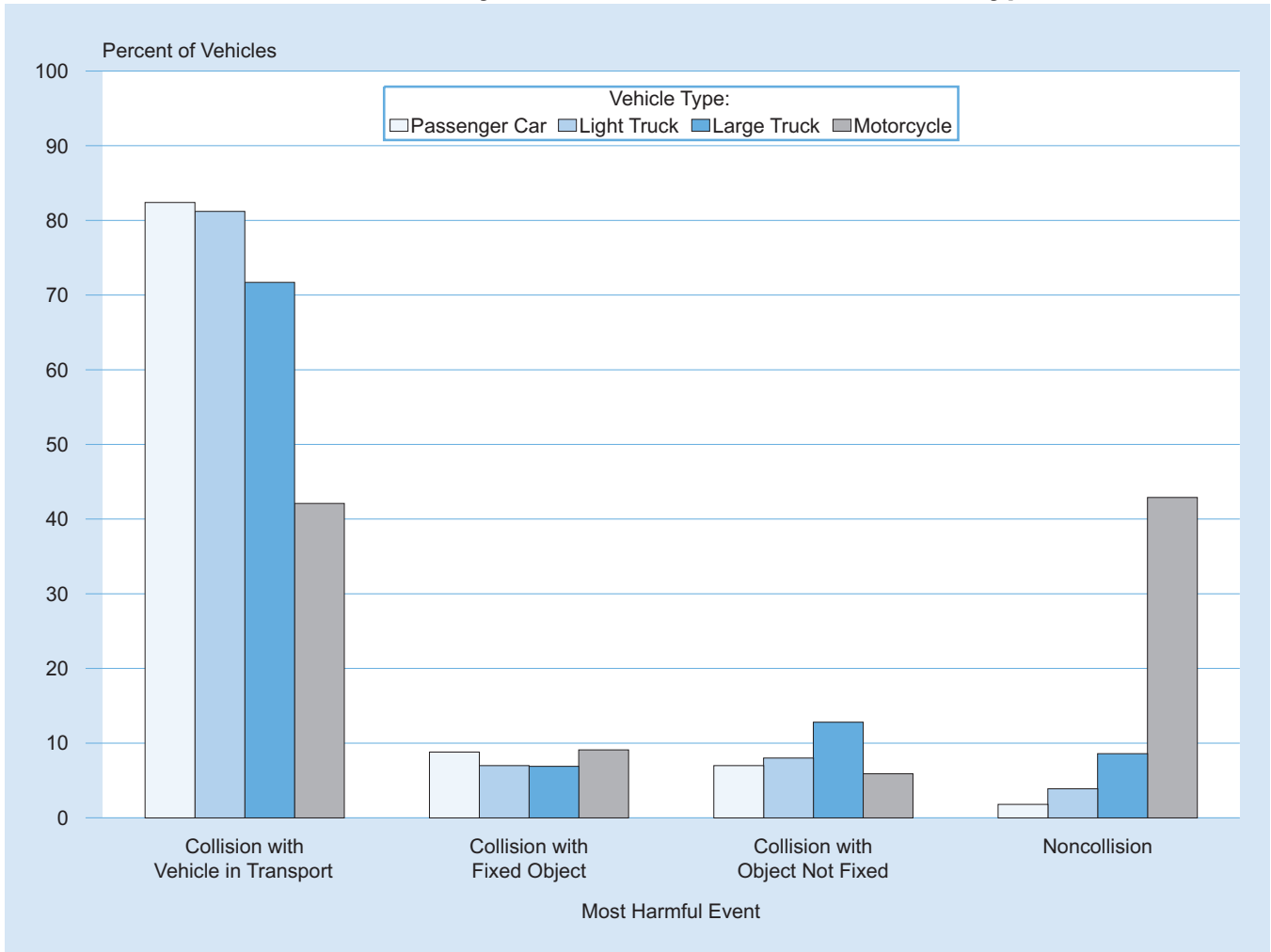
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Table 40

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

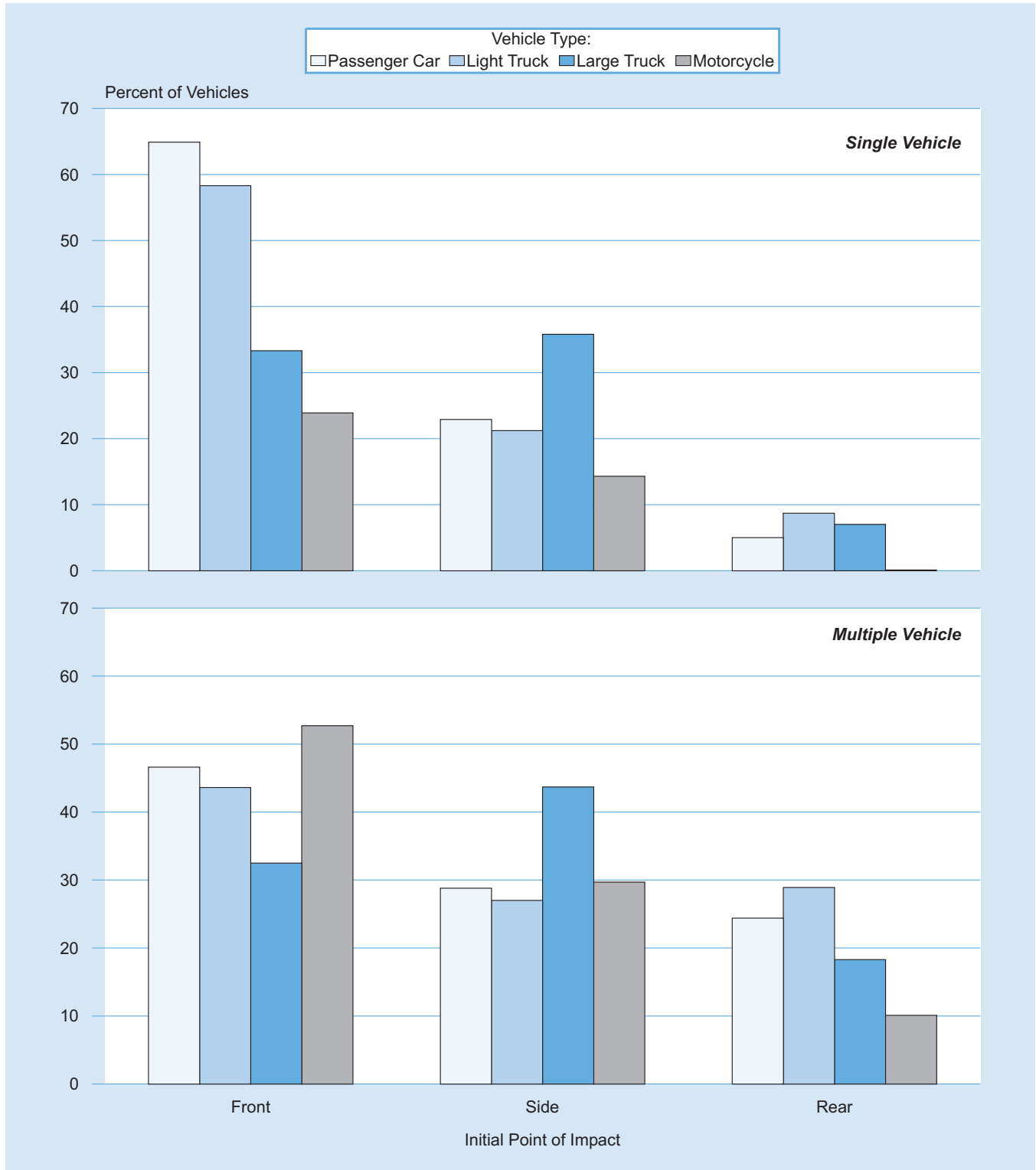
| Roadway Function Class | Crash Type | | | | Total | |
|----------------------------|-----------------|---------------|------------------|---------------|-----------------|---------------|
| | Single Vehicle | | Multiple Vehicle | | | |
| | Hazardous Cargo | Total | Hazardous Cargo | Total | Hazardous Cargo | Total |
| Rural Fatal Crashes | | | | | | |
| Principal Arterial | | | | | | |
| Interstate | 5 | 1,557 | 17 | 2,053 | 22 | 3,610 |
| Other | 6 | 1,607 | 29 | 5,018 | 35 | 6,625 |
| Minor Arterial | 7 | 1,794 | 19 | 4,181 | 26 | 5,975 |
| Major Collector | 6 | 3,243 | 12 | 3,897 | 18 | 7,140 |
| Minor Collector | 2 | 1,082 | 4 | 793 | 6 | 1,875 |
| Local Road or Street | 4 | 3,083 | 1 | 1,783 | 5 | 4,866 |
| Unknown Rural | 0 | 188 | 1 | 74 | 1 | 262 |
| Total | 30 | 12,554 | 83 | 17,799 | 113 | 30,353 |
| Urban Fatal Crashes | | | | | | |
| Principal Arterial | | | | | | |
| Interstate | 6 | 1,340 | 12 | 2,694 | 18 | 4,034 |
| Freeway/Expressway | 2 | 848 | 6 | 1,580 | 8 | 2,428 |
| Other | 3 | 2,374 | 15 | 5,606 | 18 | 7,980 |
| Minor Arterial | 3 | 1,868 | 9 | 3,475 | 12 | 5,343 |
| Collector | 0 | 869 | 5 | 1,091 | 5 | 1,960 |
| Local Road or Street | 3 | 2,310 | 1 | 2,195 | 4 | 4,505 |
| Unknown Urban | 0 | 29 | 0 | 33 | 0 | 62 |
| Total | 17 | 9,638 | 48 | 16,674 | 65 | 26,312 |
| All Fatal Crashes | | | | | | |
| Principal Arterial | | | | | | |
| Interstate | 11 | 2,897 | 29 | 4,747 | 40 | 7,644 |
| Freeway/Expressway | 2 | 848 | 6 | 1,580 | 8 | 2,428 |
| Other | 9 | 3,981 | 44 | 10,624 | 53 | 14,605 |
| Minor Arterial | 10 | 3,662 | 28 | 7,656 | 38 | 11,318 |
| Collector | 8 | 5,194 | 21 | 5,781 | 29 | 10,975 |
| Local Road or Street | 7 | 5,393 | 2 | 3,978 | 9 | 9,371 |
| Unknown Rural | 0 | 188 | 1 | 74 | 1 | 262 |
| Unknown Urban | 0 | 29 | 0 | 33 | 0 | 62 |
| Unknown Rural or Urban | 0 | 519 | 2 | 759 | 2 | 1,278 |
| Total | 47 | 22,711 | 133 | 35,232 | 180 | 57,943 |

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



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



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

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

| Most Harmful Event | Crash Severity | | | | | | Total | |
|--|-----------------|--------------|------------------|--------------|----------------------|--------------|-------------------------|--------------------|
| | Fatal | | Injury | | Property Damage Only | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Collision with Motor Vehicle in Transport by Initial Point of Impact: | | | | | | | | |
| Front | 7,751 | 32.2 | 740,000 | 41.2 | 1,506,000 | 37.2 | 2,254,000 | 38.4 |
| Left Side | 2,343 | 9.7 | 198,000 | 11.1 | 527,000 | 13.0 | 728,000 | 12.4 |
| Right Side | 1,990 | 8.3 | 172,000 | 9.6 | 482,000 | 11.9 | 657,000 | 11.2 |
| Rear | 1,216 | 5.0 | 368,000 | 20.5 | 823,000 | 20.3 | 1,192,000 | 20.3 |
| Other/Unknown | 134 | 0.6 | * | * | * | * | * | * |
| <i>Subtotal</i> | <i>13,434</i> | <i>55.8</i> | <i>1,479,000</i> | <i>82.4</i> | <i>3,338,000</i> | <i>82.5</i> | <i>4,830,000</i> | <i>82.4</i> |
| Collision with Fixed Object | 4,434 | 18.4 | 171,000 | 9.5 | 343,000 | 8.5 | 518,000 | 8.8 |
| Collision with Object Not Fixed: | | | | | | | | |
| Nonoccupant | 2,409 | 10.0 | 61,000 | 3.4 | 4,000 | 0.1 | 67,000 | 1.1 |
| Other | 593 | 2.5 | 27,000 | 1.5 | 317,000 | 7.8 | 345,000 | 5.9 |
| <i>Subtotal</i> | <i>3,002</i> | <i>12.5</i> | <i>88,000</i> | <i>4.9</i> | <i>320,000</i> | <i>7.9</i> | <i>411,000</i> | <i>7.0</i> |
| Noncollision | 3,200 | 13.3 | 56,000 | 3.1 | 45,000 | 1.1 | 104,000 | 1.8 |
| Total | **24,087 | 100.0 | 1,794,000 | 100.0 | 4,046,000 | 100.0 | 5,864,000 | 100.0 |

*Less than 500 or less than 0.05 percent.

**Includes 17 passenger cars involved in fatal crashes with unknown most harmful event.

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

| Initial Point of Impact | Crash Severity | | | | | | Total | |
|---------------------------------|----------------|--------------|------------------|--------------|----------------------|--------------|------------------|--------------|
| | Fatal | | Injury | | Property Damage Only | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Single-Vehicle Crashes | | | | | | | | |
| Front | 6,089 | 64.7 | 201,000 | 68.9 | 423,000 | 63.1 | 630,000 | 64.9 |
| Left Side | 887 | 9.4 | 23,000 | 8.0 | 68,000 | 10.2 | 93,000 | 9.5 |
| Right Side | 839 | 8.9 | 35,000 | 12.1 | 94,000 | 14.0 | 130,000 | 13.4 |
| Rear | 238 | 2.5 | 6,000 | 2.1 | 42,000 | 6.3 | 49,000 | 5.0 |
| Noncollision | 642 | 6.8 | 22,000 | 7.6 | 22,000 | 3.3 | 45,000 | 4.6 |
| Other/Unknown | 723 | 7.7 | 4,000 | 1.3 | 21,000 | 3.1 | 25,000 | 2.6 |
| Total | 9,418 | 100.0 | 292,000 | 100.0 | 670,000 | 100.0 | 971,000 | 100.0 |
| Multiple-Vehicle Crashes | | | | | | | | |
| Front | 8,397 | 57.2 | 749,000 | 49.9 | 1,524,000 | 45.1 | 2,281,000 | 46.6 |
| Left Side | 2,471 | 16.8 | 204,000 | 13.6 | 534,000 | 15.8 | 740,000 | 15.1 |
| Right Side | 2,105 | 14.3 | 177,000 | 11.8 | 488,000 | 14.5 | 668,000 | 13.6 |
| Rear | 1,344 | 9.2 | 371,000 | 24.7 | 824,000 | 24.4 | 1,196,000 | 24.4 |
| Noncollision | 20 | 0.1 | 1,000 | * | 4,000 | 0.1 | 4,000 | 0.1 |
| Other/Unknown | 332 | 2.3 | * | * | 2,000 | 0.1 | 3,000 | 0.1 |
| Total | 14,669 | 100.0 | 1,501,000 | 100.0 | 3,377,000 | 100.0 | 4,893,000 | 100.0 |
| All Crashes | | | | | | | | |
| Front | 14,486 | 60.1 | 950,000 | 53.0 | 1,947,000 | 48.1 | 2,911,000 | 49.6 |
| Left Side | 3,358 | 13.9 | 227,000 | 12.7 | 602,000 | 14.9 | 833,000 | 14.2 |
| Right Side | 2,944 | 12.2 | 213,000 | 11.9 | 582,000 | 14.4 | 797,000 | 13.6 |
| Rear | 1,582 | 6.6 | 377,000 | 21.0 | 866,000 | 21.4 | 1,245,000 | 21.2 |
| Noncollision | 662 | 2.7 | 23,000 | 1.3 | 26,000 | 0.6 | 49,000 | 0.8 |
| Other/Unknown | 1,055 | 4.4 | 4,000 | 0.2 | 23,000 | 0.6 | 29,000 | 0.5 |
| Total | 24,087 | 100.0 | 1,794,000 | 100.0 | 4,046,000 | 100.0 | 5,864,000 | 100.0 |

*Less than 500 or less than 0.05 percent.

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

| Most Harmful Event | Crash Severity | | | | | | Total | |
|--|-----------------|--------------|------------------|--------------|----------------------|--------------|-------------------------|--------------------|
| | Fatal | | Injury | | Property Damage Only | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Collision with Motor Vehicle in Transport by Initial Point of Impact: | | | | | | | | |
| Front | 8,322 | 37.3 | 480,000 | 39.9 | 990,000 | 33.8 | 1,478,000 | 35.6 |
| Left Side | 1,157 | 5.2 | 119,000 | 9.9 | 344,000 | 11.7 | 465,000 | 11.2 |
| Right Side | 933 | 4.2 | 107,000 | 8.9 | 330,000 | 11.3 | 438,000 | 10.5 |
| Rear | 1,050 | 4.7 | 273,000 | 22.7 | 718,000 | 24.5 | 991,000 | 23.9 |
| Other/Unknown | 93 | 0.4 | * | * | 1,000 | * | 1,000 | * |
| <i>Subtotal</i> | <i>11,555</i> | <i>51.8</i> | <i>978,000</i> | <i>81.4</i> | <i>2,383,000</i> | <i>81.3</i> | <i>3,373,000</i> | <i>81.2</i> |
| Collision with Fixed Object | 2,759 | 12.4 | 85,000 | 7.0 | 204,000 | 7.0 | 291,000 | 7.0 |
| Collision with Object Not Fixed: | | | | | | | | |
| Nonoccupant | 2,320 | 10.4 | 36,000 | 3.0 | 2,000 | 0.1 | 40,000 | 1.0 |
| Other | 483 | 2.2 | 19,000 | 1.6 | 270,000 | 9.2 | 290,000 | 7.0 |
| <i>Subtotal</i> | <i>2,803</i> | <i>12.6</i> | <i>56,000</i> | <i>4.6</i> | <i>272,000</i> | <i>9.3</i> | <i>331,000</i> | <i>8.0</i> |
| Noncollision | 5,161 | 23.2 | 83,000 | 6.9 | 73,000 | 2.5 | 161,000 | 3.9 |
| Total | **22,290 | 100.0 | 1,202,000 | 100.0 | 2,932,000 | 100.0 | 4,156,000 | 100.0 |

*Less than 500 or less than 0.05 percent.

**Includes 12 light trucks involved in fatal crashes with unknown most harmful event.

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

| Initial Point of Impact | Crash Severity | | | | | | Total | |
|---------------------------------|----------------|--------------|------------------|--------------|----------------------|--------------|------------------|--------------|
| | Fatal | | Injury | | Property Damage Only | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Single-Vehicle Crashes | | | | | | | | |
| Front | 5,553 | 59.7 | 116,000 | 60.6 | 290,000 | 57.4 | 412,000 | 58.3 |
| Left Side | 534 | 5.7 | 16,000 | 8.4 | 43,000 | 8.5 | 59,000 | 8.4 |
| Right Side | 557 | 6.0 | 20,000 | 10.6 | 69,000 | 13.7 | 90,000 | 12.8 |
| Rear | 170 | 1.8 | 4,000 | 2.0 | 58,000 | 11.4 | 62,000 | 8.7 |
| Noncollision | 1,723 | 18.5 | 32,000 | 16.7 | 37,000 | 7.3 | 70,000 | 10.0 |
| Other/Unknown | 769 | 8.3 | 3,000 | 1.6 | 9,000 | 1.7 | 13,000 | 1.8 |
| Total | 9,306 | 100.0 | 192,000 | 100.0 | 505,000 | 100.0 | 706,000 | 100.0 |
| Multiple-Vehicle Crashes | | | | | | | | |
| Front | 9,000 | 69.3 | 488,000 | 48.4 | 1,007,000 | 41.5 | 1,504,000 | 43.6 |
| Left Side | 1,334 | 10.3 | 127,000 | 12.6 | 350,000 | 14.4 | 479,000 | 13.9 |
| Right Side | 1,093 | 8.4 | 117,000 | 11.5 | 336,000 | 13.9 | 454,000 | 13.2 |
| Rear | 1,270 | 9.8 | 275,000 | 27.3 | 719,000 | 29.6 | 996,000 | 28.9 |
| Noncollision | 15 | 0.1 | 2,000 | 0.2 | 13,000 | 0.6 | 15,000 | 0.4 |
| Other/Unknown | 272 | 2.1 | 1,000 | 0.1 | 2,000 | 0.1 | 3,000 | 0.1 |
| Total | 12,984 | 100.0 | 1,010,000 | 100.0 | 2,427,000 | 100.0 | 3,450,000 | 100.0 |
| All Crashes | | | | | | | | |
| Front | 14,553 | 65.3 | 605,000 | 50.3 | 1,296,000 | 44.2 | 1,916,000 | 46.1 |
| Left Side | 1,868 | 8.4 | 143,000 | 11.9 | 393,000 | 13.4 | 538,000 | 12.9 |
| Right Side | 1,650 | 7.4 | 137,000 | 11.4 | 406,000 | 13.8 | 544,000 | 13.1 |
| Rear | 1,440 | 6.5 | 279,000 | 23.2 | 777,000 | 26.5 | 1,057,000 | 25.4 |
| Noncollision | 1,738 | 7.8 | 34,000 | 2.8 | 50,000 | 1.7 | 86,000 | 2.1 |
| Other/Unknown | 1,041 | 4.7 | 4,000 | 0.3 | 11,000 | 0.4 | 15,000 | 0.4 |
| Total | 22,290 | 100.0 | 1,202,000 | 100.0 | 2,932,000 | 100.0 | 4,156,000 | 100.0 |

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

| Most Harmful Event | Crash Severity | | | | | | Total | |
|--|----------------|--------------|---------------|--------------|----------------------|--------------|-----------------------|--------------------|
| | Fatal | | Injury | | Property Damage Only | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Collision with Motor Vehicle in Transport by Initial Point of Impact: | | | | | | | | |
| Front | 2,192 | 46.3 | 28,000 | 35.2 | 62,000 | 20.6 | 92,000 | 23.9 |
| Left Side | 358 | 7.6 | 12,000 | 15.0 | 51,000 | 17.1 | 64,000 | 16.5 |
| Right Side | 228 | 4.8 | 11,000 | 13.4 | 53,000 | 17.7 | 64,000 | 16.7 |
| Rear | 721 | 15.2 | 13,000 | 16.4 | 40,000 | 13.3 | 54,000 | 14.0 |
| Other/Unknown | 45 | 1.0 | 2,000 | 2.6 | * | * | 2,000 | 0.6 |
| <i>Subtotal</i> | <i>3,544</i> | <i>74.9</i> | <i>66,000</i> | <i>82.6</i> | <i>206,000</i> | <i>68.7</i> | <i>276,000</i> | <i>71.7</i> |
| Collision with Fixed Object | 167 | 3.5 | 3,000 | 3.8 | 23,000 | 7.8 | 27,000 | 6.9 |
| Collision with Object Not Fixed: | | | | | | | | |
| Nonoccupant | 365 | 7.7 | 1,000 | 1.9 | * | * | 2,000 | 0.5 |
| Other | 123 | 2.6 | 2,000 | 1.9 | 46,000 | 15.2 | 47,000 | 12.3 |
| <i>Subtotal</i> | <i>488</i> | <i>10.3</i> | <i>3,000</i> | <i>3.7</i> | <i>46,000</i> | <i>15.2</i> | <i>49,000</i> | <i>12.8</i> |
| Noncollision | 529 | 11.2 | 8,000 | 9.8 | 25,000 | 8.2 | 33,000 | 8.6 |
| Total | **4,732 | 100.0 | 80,000 | 100.0 | 300,000 | 100.0 | 385,000 | 100.0 |

*Less than 500 or less than 0.05 percent.

**Includes 4 large trucks involved in fatal crashes with unknown most harmful event.

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

| Initial Point of Impact | Crash Severity | | | | | | Total | |
|---------------------------------|----------------|--------------|---------------|--------------|----------------------|--------------|----------------|--------------|
| | Fatal | | Injury | | Property Damage Only | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Single-Vehicle Crashes | | | | | | | | |
| Front | 483 | 57.8 | 4,000 | 34.9 | 25,000 | 32.8 | 30,000 | 33.3 |
| Left Side | 37 | 4.4 | 1,000 | 6.1 | 7,000 | 8.5 | 7,000 | 8.2 |
| Right Side | 84 | 10.0 | 2,000 | 13.9 | 23,000 | 30.0 | 25,000 | 27.7 |
| Rear | 39 | 4.7 | * | 3.7 | 6,000 | 7.5 | 6,000 | 7.0 |
| Noncollision | 108 | 12.9 | 4,000 | 38.0 | 10,000 | 13.2 | 15,000 | 16.4 |
| Other/Unknown | 85 | 10.2 | * | 3.4 | 6,000 | 8.0 | 7,000 | 7.4 |
| Total | 836 | 100.0 | 12,000 | 100.0 | 77,000 | 100.0 | 90,000 | 100.0 |
| Multiple-Vehicle Crashes | | | | | | | | |
| Front | 2,396 | 61.5 | 29,000 | 42.6 | 64,000 | 28.9 | 96,000 | 32.5 |
| Left Side | 398 | 10.2 | 12,000 | 17.9 | 51,000 | 23.1 | 64,000 | 21.7 |
| Right Side | 249 | 6.4 | 11,000 | 16.1 | 54,000 | 24.1 | 65,000 | 22.0 |
| Rear | 756 | 19.4 | 13,000 | 19.3 | 40,000 | 18.0 | 54,000 | 18.3 |
| Noncollision | 6 | 0.2 | 1,000 | 1.1 | 12,000 | 5.4 | 13,000 | 4.4 |
| Other/Unknown | 91 | 2.3 | 2,000 | 3.0 | 1,000 | 0.4 | 3,000 | 1.1 |
| Total | 3,896 | 100.0 | 69,000 | 100.0 | 222,000 | 100.0 | 295,000 | 100.0 |
| All Crashes | | | | | | | | |
| Front | 2,879 | 60.8 | 33,000 | 41.4 | 90,000 | 29.9 | 126,000 | 32.7 |
| Left Side | 435 | 9.2 | 13,000 | 16.2 | 58,000 | 19.3 | 71,000 | 18.5 |
| Right Side | 333 | 7.0 | 13,000 | 15.8 | 77,000 | 25.6 | 90,000 | 23.3 |
| Rear | 795 | 16.8 | 14,000 | 17.0 | 46,000 | 15.3 | 60,000 | 15.7 |
| Noncollision | 114 | 2.4 | 5,000 | 6.5 | 22,000 | 7.4 | 28,000 | 7.2 |
| Other/Unknown | 176 | 3.7 | 2,000 | 3.1 | 7,000 | 2.4 | 10,000 | 2.5 |
| Total | 4,732 | 100.0 | 80,000 | 100.0 | 300,000 | 100.0 | 385,000 | 100.0 |

*Less than 500.

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

| Truck Type | Rollover Occurrence | | | | Total | |
|-------------------------------------|---------------------|-------------|----------------|-------------|----------------|--------------|
| | Yes | | No | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| Fatal Crashes | | | | | | |
| Single-Unit Truck | 202 | 16.3 | 1,037 | 83.7 | 1,239 | 100.0 |
| Combination Truck | 493 | 14.1 | 3,000 | 85.9 | 3,493 | 100.0 |
| Total | 695 | 14.7 | 4,037 | 85.3 | 4,732 | 100.0 |
| Injury Crashes | | | | | | |
| Single-Unit Truck | 3,000 | 7.1 | 36,000 | 92.9 | 39,000 | 100.0 |
| Combination Truck | 4,000 | 10.0 | 37,000 | 90.0 | 41,000 | 100.0 |
| Total | 7,000 | 8.6 | 73,000 | 91.4 | 80,000 | 100.0 |
| Property-Damage-Only Crashes | | | | | | |
| Single-Unit Truck | 3,000 | 1.7 | 147,000 | 98.3 | 149,000 | 100.0 |
| Combination Truck | 5,000 | 3.5 | 145,000 | 96.5 | 150,000 | 100.0 |
| Total | 8,000 | 2.6 | 292,000 | 97.4 | 300,000 | 100.0 |
| All Crashes | | | | | | |
| Single-Unit Truck | 6,000 | 2.9 | 184,000 | 97.1 | 190,000 | 100.0 |
| Combination Truck | 10,000 | 5.1 | 185,000 | 94.9 | 195,000 | 100.0 |
| Total | 15,000 | 4.0 | 369,000 | 96.0 | 385,000 | 100.0 |

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

| Number of Trailers | Jackknife Occurrence | | | | Total | |
|-------------------------------------|----------------------|------------|----------------|-------------|----------------|--------------|
| | Yes | | No | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| Fatal Crashes | | | | | | |
| One | 175 | 5.8 | 2,863 | 94.2 | 3,038 | 100.0 |
| Two or More | 8 | 5.9 | 128 | 94.1 | 136 | 100.0 |
| Unknown Number | 0 | 0.0 | 1 | 100.0 | 1 | 100.0 |
| Total | 183 | 5.8 | 2,992 | 94.2 | 3,175 | 100.0 |
| Injury Crashes | | | | | | |
| One | 1,000 | 2.6 | 35,000 | 97.4 | 36,000 | 100.0 |
| Two or More | * | 4.4 | 1,000 | 95.6 | 1,000 | 100.0 |
| Unknown Number | * | * | * | 100.0 | * | 100.0 |
| Total | 1,000 | 2.6 | 36,000 | 97.4 | 37,000 | 100.0 |
| Property-Damage-Only Crashes | | | | | | |
| One | 3,000 | 2.2 | 123,000 | 97.8 | 126,000 | 100.0 |
| Two or More | * | 1.5 | 3,000 | 98.5 | 3,000 | 100.0 |
| Unknown Number | * | * | 1,000 | 100.0 | 1,000 | 100.0 |
| Total | 3,000 | 2.2 | 126,000 | 97.8 | 129,000 | 100.0 |
| All Crashes | | | | | | |
| One | 4,000 | 2.4 | 161,000 | 97.6 | 165,000 | 100.0 |
| Two or More | * | 2.5 | 4,000 | 97.5 | 4,000 | 100.0 |
| Unknown Number | * | * | 1,000 | 100.0 | 1,000 | 100.0 |
| Total | 4,000 | 2.4 | 165,000 | 97.6 | 169,000 | 100.0 |

*Less than 500 or less than 0.05 percent.

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

| Most Harmful Event | Crash Severity | | | | | | Total | |
|--|----------------|--------------|---------------|--------------|----------------------|--------------|----------------------|--------------------|
| | Fatal | | Injury | | Property Damage Only | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Collision with Motor Vehicle in Transport by Initial Point of Impact: | | | | | | | | |
| Front | 1,979 | 40.1 | 20,000 | 23.5 | 4,000 | 23.4 | 25,000 | 24.3 |
| Left Side | 192 | 3.9 | 5,000 | 5.8 | 3,000 | 17.8 | 8,000 | 7.5 |
| Right Side | 144 | 2.9 | 5,000 | 6.1 | 1,000 | 5.5 | 6,000 | 5.9 |
| Rear | 152 | 3.1 | 3,000 | 3.4 | 2,000 | 9.9 | 5,000 | 4.4 |
| Other/Unknown | 70 | 1.4 | * | 0.1 | * | * | * | 0.2 |
| <i>Subtotal</i> | <i>2,537</i> | <i>51.4</i> | <i>32,000</i> | <i>38.9</i> | <i>9,000</i> | <i>56.6</i> | <i>44,000</i> | <i>42.1</i> |
| Collision with Fixed Object | | | | | | | | |
| | 1,227 | 24.9 | 8,000 | 9.1 | 1,000 | 4.4 | 9,000 | 9.1 |
| Collision with Object Not Fixed: | | | | | | | | |
| Nonoccupant | 35 | 0.7 | 1,000 | 0.9 | * | * | 1,000 | 0.7 |
| Other | 218 | 4.4 | 3,000 | 3.6 | 2,000 | 14.3 | 5,000 | 5.2 |
| <i>Subtotal</i> | <i>253</i> | <i>5.1</i> | <i>4,000</i> | <i>4.4</i> | <i>2,000</i> | <i>14.3</i> | <i>6,000</i> | <i>5.9</i> |
| Noncollision | | | | | | | | |
| | 904 | 18.3 | 40,000 | 47.7 | 4,000 | 24.7 | 45,000 | 42.9 |
| Total | **4,935 | 100.0 | 84,000 | 100.0 | 15,000 | 100.0 | 104,000 | 100.0 |

*Less than 500 or less than 0.05 percent.

**Includes 14 motorcycles involved in fatal crashes with unknown most harmful event.

Chapter 3 ■ Vehicles

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

| Initial Point of Impact | Crash Severity | | | | | | Total | |
|---------------------------------|----------------|--------------|---------------|--------------|----------------------|--------------|----------------|--------------|
| | Fatal | | Injury | | Property Damage Only | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Single-Vehicle Crashes | | | | | | | | |
| Front | 1,207 | 56.8 | 9,000 | 22.7 | 1,000 | 20.4 | 12,000 | 23.9 |
| Left Side | 110 | 5.2 | 2,000 | 5.9 | 1,000 | 14.4 | 3,000 | 6.8 |
| Right Side | 139 | 6.5 | 3,000 | 6.5 | 1,000 | 14.6 | 4,000 | 7.5 |
| Rear | 12 | 0.6 | * | 0.1 | * | * | * | 0.1 |
| Noncollision | 408 | 19.2 | 25,000 | 62.7 | 3,000 | 50.6 | 29,000 | 59.4 |
| Other/Unknown | 249 | 11.7 | 1,000 | 2.0 | * | * | 1,000 | 2.2 |
| Total | 2,125 | 100.0 | 41,000 | 100.0 | 6,000 | 100.0 | 48,000 | 100.0 |
| Multiple-Vehicle Crashes | | | | | | | | |
| Front | 2,101 | 74.8 | 23,000 | 54.1 | 4,000 | 39.9 | 29,000 | 52.7 |
| Left Side | 229 | 8.1 | 7,000 | 15.6 | 3,000 | 28.3 | 10,000 | 17.4 |
| Right Side | 161 | 5.7 | 6,000 | 13.2 | 1,000 | 10.1 | 7,000 | 12.3 |
| Rear | 160 | 5.7 | 4,000 | 8.5 | 2,000 | 18.5 | 6,000 | 10.1 |
| Noncollision | 34 | 1.2 | 4,000 | 8.6 | * | 3.3 | 4,000 | 7.3 |
| Other/Unknown | 125 | 4.4 | * | * | * | * | * | 0.2 |
| Total | 2,810 | 100.0 | 43,000 | 100.0 | 10,000 | 100.0 | 55,000 | 100.0 |
| All Crashes | | | | | | | | |
| Front | 3,308 | 67.0 | 32,000 | 38.9 | 5,000 | 32.7 | 41,000 | 39.3 |
| Left Side | 339 | 6.9 | 9,000 | 10.9 | 4,000 | 23.2 | 13,000 | 12.5 |
| Right Side | 300 | 6.1 | 8,000 | 10.0 | 2,000 | 11.7 | 10,000 | 10.0 |
| Rear | 172 | 3.5 | 4,000 | 4.5 | 2,000 | 11.7 | 6,000 | 5.5 |
| Noncollision | 442 | 9.0 | 29,000 | 34.9 | 3,000 | 20.7 | 33,000 | 31.6 |
| Other/Unknown | 374 | 7.6 | 1,000 | 1.0 | * | * | 1,000 | 1.2 |
| Total | 4,935 | 100.0 | 84,000 | 100.0 | 15,000 | 100.0 | 104,000 | 100.0 |

*Less than 500 or less than 0.05 percent.

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

| Most Harmful Event | Crash Severity | | | | | | Total | |
|--|----------------|--------------|---------------|--------------|----------------------|--------------|----------------------|--------------------|
| | Fatal | | Injury | | Property Damage Only | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Collision with Motor Vehicle in Transport by Initial Point of Impact: | | | | | | | | |
| Front | 116 | 38.8 | 3,000 | 30.9 | 10,000 | 24.1 | 13,000 | 25.6 |
| Left Side | 14 | 4.7 | 2,000 | 19.0 | 10,000 | 25.8 | 13,000 | 24.3 |
| Right Side | 9 | 3.0 | 2,000 | 18.3 | 9,000 | 22.0 | 11,000 | 21.1 |
| Rear | 47 | 15.7 | 2,000 | 20.7 | 6,000 | 14.2 | 8,000 | 15.5 |
| Other/Unknown | 1 | 0.3 | * | * | * | * | * | * |
| <i>Subtotal</i> | <i>187</i> | <i>62.5</i> | <i>10,000</i> | <i>88.9</i> | <i>35,000</i> | <i>86.1</i> | <i>45,000</i> | <i>86.5</i> |
| Collision with Fixed Object | 7 | 2.3 | * | 4.4 | 1,000 | 3.3 | 2,000 | 3.5 |
| Collision with Object Not Fixed: | | | | | | | | |
| Nonoccupant | 92 | 30.8 | 1,000 | 5.1 | * | * | 1,000 | 1.2 |
| Other | 1 | 0.3 | * | 0.6 | 4,000 | 9.9 | 4,000 | 7.9 |
| <i>Subtotal</i> | <i>93</i> | <i>31.1</i> | <i>1,000</i> | <i>5.7</i> | <i>4,000</i> | <i>9.9</i> | <i>5,000</i> | <i>9.2</i> |
| Noncollision | 11 | 3.7 | * | 1.0 | * | 0.7 | * | 0.8 |
| Total | **299 | 100.0 | 11,000 | 100.0 | 41,000 | 100.0 | 52,000 | 100.0 |

*Less than 500 or less than 0.05 percent.

**Includes 1 bus involved in a fatal crash with unknown most harmful event.

Chapter 3 ■ Vehicles

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

| Initial Point of Impact | Crash Severity | | | | | | Total | |
|---------------------------------|----------------|--------------|---------------|--------------|----------------------|--------------|---------------|--------------|
| | Fatal | | Injury | | Property Damage Only | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Single-Vehicle Crashes | | | | | | | | |
| Front | 71 | 71.0 | * | 42.9 | * | 5.1 | 1,000 | 12.1 |
| Left Side | 3 | 3.0 | * | 1.6 | 1,000 | 10.6 | 1,000 | 9.1 |
| Right Side | 6 | 6.0 | * | 44.4 | 3,000 | 53.8 | 3,000 | 51.5 |
| Rear | 7 | 7.0 | * | 1.2 | 2,000 | 30.5 | 2,000 | 25.5 |
| Noncollision | 2 | 2.0 | * | 10.0 | * | * | * | 1.6 |
| Other/Unknown | 11 | 11.0 | * | * | * | * | * | 0.2 |
| Total | 100 | 100.0 | 1,000 | 100.0 | 5,000 | 100.0 | 7,000 | 100.0 |
| Multiple-Vehicle Crashes | | | | | | | | |
| Front | 123 | 61.8 | 3,000 | 34.7 | 10,000 | 27.8 | 13,000 | 29.4 |
| Left Side | 14 | 7.0 | 2,000 | 21.6 | 10,000 | 29.8 | 13,000 | 27.9 |
| Right Side | 9 | 4.5 | 2,000 | 20.8 | 9,000 | 25.3 | 11,000 | 24.3 |
| Rear | 48 | 24.1 | 2,000 | 22.9 | 6,000 | 16.3 | 8,000 | 17.8 |
| Noncollision | 2 | 1.0 | * | * | * | 0.8 | * | 0.6 |
| Other/Unknown | 3 | 1.5 | * | * | * | * | * | * |
| Total | 199 | 100.0 | 10,000 | 100.0 | 35,000 | 100.0 | 45,000 | 100.0 |
| All Crashes | | | | | | | | |
| Front | 194 | 64.9 | 4,000 | 35.5 | 10,000 | 24.8 | 14,000 | 27.2 |
| Left Side | 17 | 5.7 | 2,000 | 19.7 | 11,000 | 27.2 | 13,000 | 25.6 |
| Right Side | 15 | 5.0 | 2,000 | 23.0 | 12,000 | 29.1 | 14,000 | 27.7 |
| Rear | 55 | 18.4 | 2,000 | 20.8 | 7,000 | 18.2 | 10,000 | 18.8 |
| Noncollision | 4 | 1.3 | * | 1.0 | * | 0.7 | * | 0.7 |
| Other/Unknown | 14 | 4.7 | * | * | * | * | * | * |
| Total | 299 | 100.0 | 11,000 | 100.0 | 41,000 | 100.0 | 52,000 | 100.0 |

*Less than 500 or less than 0.05 percent.



Chapter 4

PEOPLE





This chapter presents statistics about the Drivers, Passengers, Pedestrians, and Pedalcyclists involved in police-reported motor vehicle crashes in 2006. The tables and figures are presented in nine groups: all killed or injured persons, crash-involved drivers, occupants (drivers and passengers), alcohol, restraints, motorcycle related, school bus related, pedestrians, and pedalcyclists. Below are some of the statistics you will find in this section:

- A total of 42,642 people lost their lives in motor vehicle crashes in 2006. Another 2.6 million people were injured.
- The majority of persons killed or injured in traffic crashes were drivers (65 percent), followed by passengers (27 percent), motorcycle riders (4 percent), pedestrians (3 percent), and pedalcyclists (2 percent).
- Per 100,000 population, persons 21 to 24 years old had the highest fatality rate, and persons 16 to 20 years old had the highest injury rate. Children 5 to 9 years old had the lowest fatality rate and children under 5 had the lowest injury rate per 100,000 population.
- For every age group except people under 5 years old, the fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was higher for females than for males in every age group, except for people under 5 years old and people over 74 years old.
- Of the persons who were killed in traffic crashes in 2006, 41 percent died in alcohol-related crashes. Eleven percent of the injured persons received their injuries in alcohol-related crashes.

Chapter 4 ■ People

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

| Person Type | Persons Killed | Persons Injured by Injury Severity | | | Total Injured | Total Killed or Injured |
|--------------------------|----------------|------------------------------------|-------------------|------------------|------------------|-------------------------|
| | | Incapacitating | Nonincapacitating | Other | | |
| Vehicle Occupants | | | | | | |
| Driver | 22,830 | 170,000 | 426,000 | 1,070,000 | 1,666,000 | 1,689,000 |
| Passenger | 9,156 | 71,000 | 177,000 | 461,000 | 709,000 | 718,000 |
| Unknown Occupant | 106 | * | * | * | * | * |
| <i>Subtotal</i> | <i>32,092</i> | <i>241,000</i> | <i>603,000</i> | <i>1,531,000</i> | <i>2,375,000</i> | <i>2,407,000</i> |
| Motorcycle Riders | <i>4,810</i> | <i>26,000</i> | <i>40,000</i> | <i>21,000</i> | <i>88,000</i> | <i>92,000</i> |
| Nonoccupants | | | | | | |
| Pedestrian | 4,784 | 15,000 | 23,000 | 22,000 | 61,000 | 66,000 |
| Pedalcyclist | 773 | 6,000 | 19,000 | 19,000 | 44,000 | 45,000 |
| Other/Unknown | 183 | 1,000 | 2,000 | 4,000 | 7,000 | 7,000 |
| <i>Subtotal</i> | <i>5,740</i> | <i>22,000</i> | <i>44,000</i> | <i>45,000</i> | <i>112,000</i> | <i>118,000</i> |
| Total | 42,642 | 290,000 | 687,000 | 1,597,000 | 2,575,000 | 2,617,000 |

*Less than 500.

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

| Age (Years) | Persons Killed | Persons Injured by Injury Severity | | | Total Injured | Total Killed or Injured |
|--------------|----------------|------------------------------------|-------------------|------------------|------------------|-------------------------|
| | | Incapacitating | Nonincapacitating | Other | | |
| <5 | 578 | 5,000 | 13,000 | 39,000 | 56,000 | 57,000 |
| 5-9 | 516 | 6,000 | 17,000 | 40,000 | 63,000 | 64,000 |
| 10-15 | 1,079 | 13,000 | 34,000 | 74,000 | 121,000 | 122,000 |
| 16-20 | 5,658 | 49,000 | 130,000 | 231,000 | 410,000 | 416,000 |
| 21-24 | 4,701 | 34,000 | 78,000 | 161,000 | 273,000 | 277,000 |
| 25-34 | 7,169 | 55,000 | 124,000 | 291,000 | 470,000 | 477,000 |
| 35-44 | 6,361 | 42,000 | 95,000 | 277,000 | 414,000 | 420,000 |
| 45-54 | 6,232 | 40,000 | 88,000 | 217,000 | 344,000 | 350,000 |
| 55-64 | 4,178 | 24,000 | 56,000 | 142,000 | 222,000 | 226,000 |
| 65-74 | 2,611 | 12,000 | 27,000 | 71,000 | 111,000 | 113,000 |
| >74 | 3,406 | 10,000 | 27,000 | 54,000 | 92,000 | 95,000 |
| Total | *42,642 | 290,000 | 687,000 | 1,597,000 | 2,575,000 | 2,617,000 |

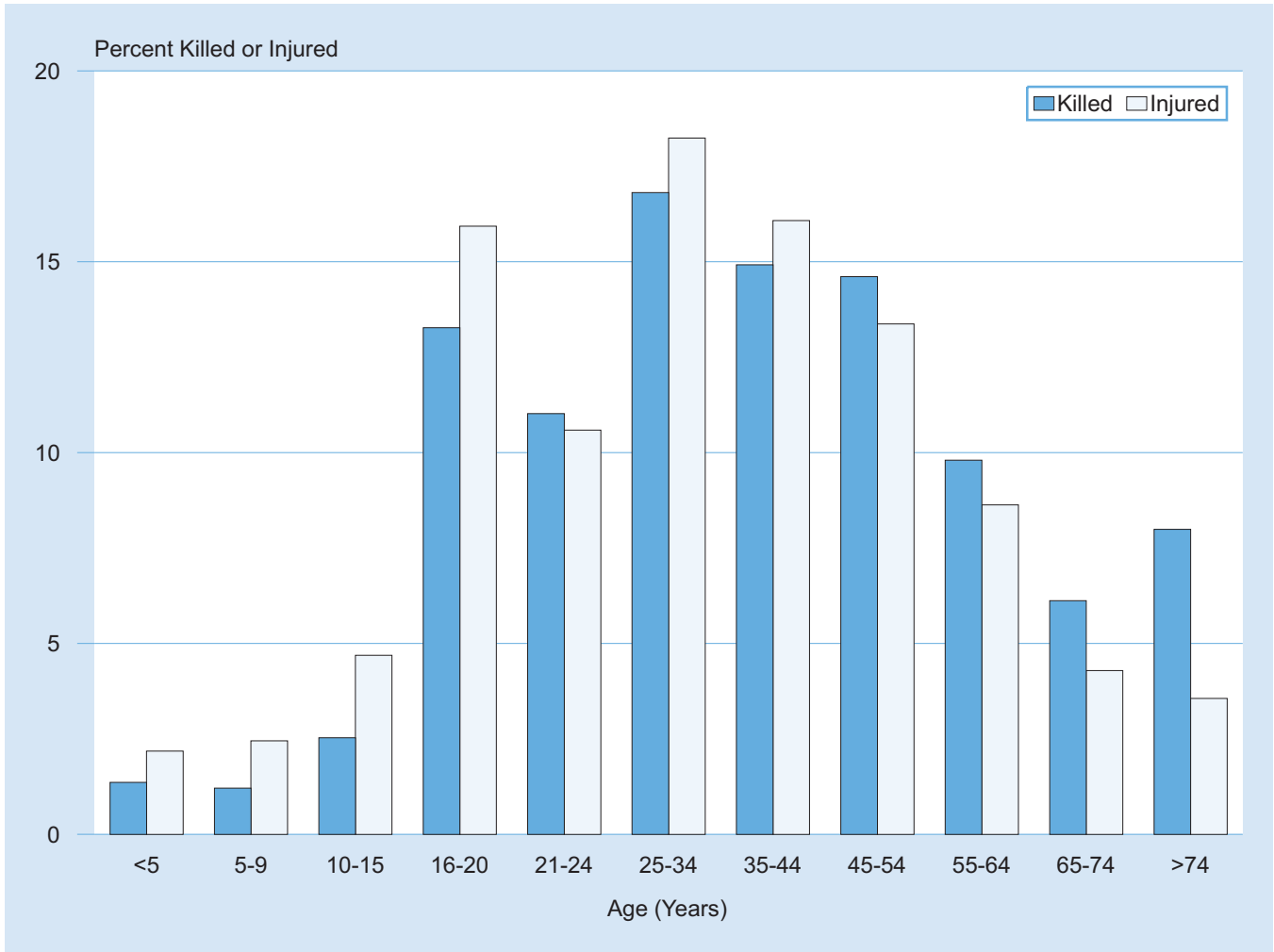
*Includes 153 fatalities of unknown age.

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

| Sex | Persons Killed | Persons Injured by Injury Severity | | | Total Injured | Total Killed or Injured |
|--------------|----------------|------------------------------------|-------------------|------------------|------------------|-------------------------|
| | | Incapacitating | Nonincapacitating | Other | | |
| Male | 29,722 | 163,000 | 370,000 | 688,000 | 1,221,000 | 1,250,000 |
| Female | 12,747 | 127,000 | 317,000 | 909,000 | 1,354,000 | 1,367,000 |
| Total | *42,642 | 290,000 | 687,000 | 1,597,000 | 2,575,000 | 2,617,000 |

*Includes 173 fatalities of unknown sex.

Figure 18
Percent of Persons Killed or Injured, by Age



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

| Age (Years) | Male | | | Female | | | Total | | |
|--------------|---------------|------------------------|--------------|---------------|------------------------|-------------|-----------------|------------------------|--------------|
| | Killed | Population (Thousands) | Rate | Killed | Population (Thousands) | Rate | Killed | Population (Thousands) | Rate |
| <5 | 293 | 10,442 | 2.81 | 284 | 9,976 | 2.85 | 578 | 20,418 | 2.83 |
| 5-9 | 291 | 10,077 | 2.89 | 225 | 9,633 | 2.34 | 516 | 19,710 | 2.62 |
| 10-15 | 622 | 12,779 | 4.87 | 455 | 12,176 | 3.74 | 1,079 | 24,955 | 4.32 |
| 16-20 | 3,883 | 10,878 | 35.70 | 1,755 | 10,312 | 17.02 | 5,638 | 21,189 | 26.70 |
| 21-24 | 3,624 | 8,751 | 41.41 | 1,059 | 8,167 | 12.97 | 4,701 | 16,918 | 27.79 |
| 25-34 | 5,460 | 20,565 | 26.55 | 1,687 | 19,851 | 8.50 | 7,169 | 40,416 | 17.74 |
| 35-44 | 4,536 | 21,850 | 20.76 | 1,808 | 21,817 | 8.29 | 6,361 | 43,667 | 14.57 |
| 45-54 | 4,533 | 21,290 | 21.29 | 1,673 | 21,989 | 7.61 | 6,232 | 43,278 | 14.40 |
| 55-64 | 2,856 | 15,224 | 18.76 | 1,305 | 16,363 | 7.98 | 4,178 | 31,587 | 13.23 |
| 65-74 | 1,626 | 8,670 | 18.75 | 976 | 10,247 | 9.53 | 2,611 | 18,917 | 13.80 |
| >74 | 1,892 | 6,987 | 27.08 | 1,496 | 11,357 | 13.17 | 3,406 | 18,344 | 18.57 |
| Unknown | 106 | * | * | 24 | * | * | 153 | * | * |
| Total | 29,722 | 147,512 | 20.15 | 12,747 | 151,886 | 8.39 | **42,642 | 299,398 | 14.24 |

| Age (Years) | Male | | | Female | | | Total | | |
|--------------|------------------|------------------------|------------|------------------|------------------------|------------|------------------|------------------------|------------|
| | Injured | Population (Thousands) | Rate | Injured | Population (Thousands) | Rate | Injured | Population (Thousands) | Rate |
| <5 | 30,000 | 10,442 | 289 | 26,000 | 9,976 | 258 | 56,000 | 20,418 | 274 |
| 5-9 | 31,000 | 10,077 | 308 | 32,000 | 9,633 | 333 | 63,000 | 19,710 | 320 |
| 10-15 | 55,000 | 12,779 | 433 | 65,000 | 12,176 | 536 | 121,000 | 24,955 | 484 |
| 16-20 | 197,000 | 10,878 | 1,810 | 213,000 | 10,312 | 2,067 | 410,000 | 21,189 | 1,935 |
| 21-24 | 132,000 | 8,751 | 1,503 | 141,000 | 8,167 | 1,729 | 273,000 | 16,918 | 1,612 |
| 25-34 | 234,000 | 20,565 | 1,137 | 236,000 | 19,851 | 1,188 | 470,000 | 40,416 | 1,162 |
| 35-44 | 196,000 | 21,850 | 897 | 218,000 | 21,817 | 999 | 414,000 | 43,667 | 948 |
| 45-54 | 156,000 | 21,290 | 734 | 188,000 | 21,989 | 855 | 344,000 | 43,278 | 795 |
| 55-64 | 102,000 | 15,224 | 670 | 120,000 | 16,363 | 735 | 222,000 | 31,587 | 704 |
| 65-74 | 50,000 | 8,670 | 576 | 61,000 | 10,247 | 591 | 111,000 | 18,917 | 585 |
| >74 | 38,000 | 6,987 | 540 | 54,000 | 11,357 | 474 | 92,000 | 18,344 | 499 |
| Total | 1,221,000 | 147,512 | 828 | 1,354,000 | 151,886 | 891 | 2,575,000 | 299,398 | 860 |

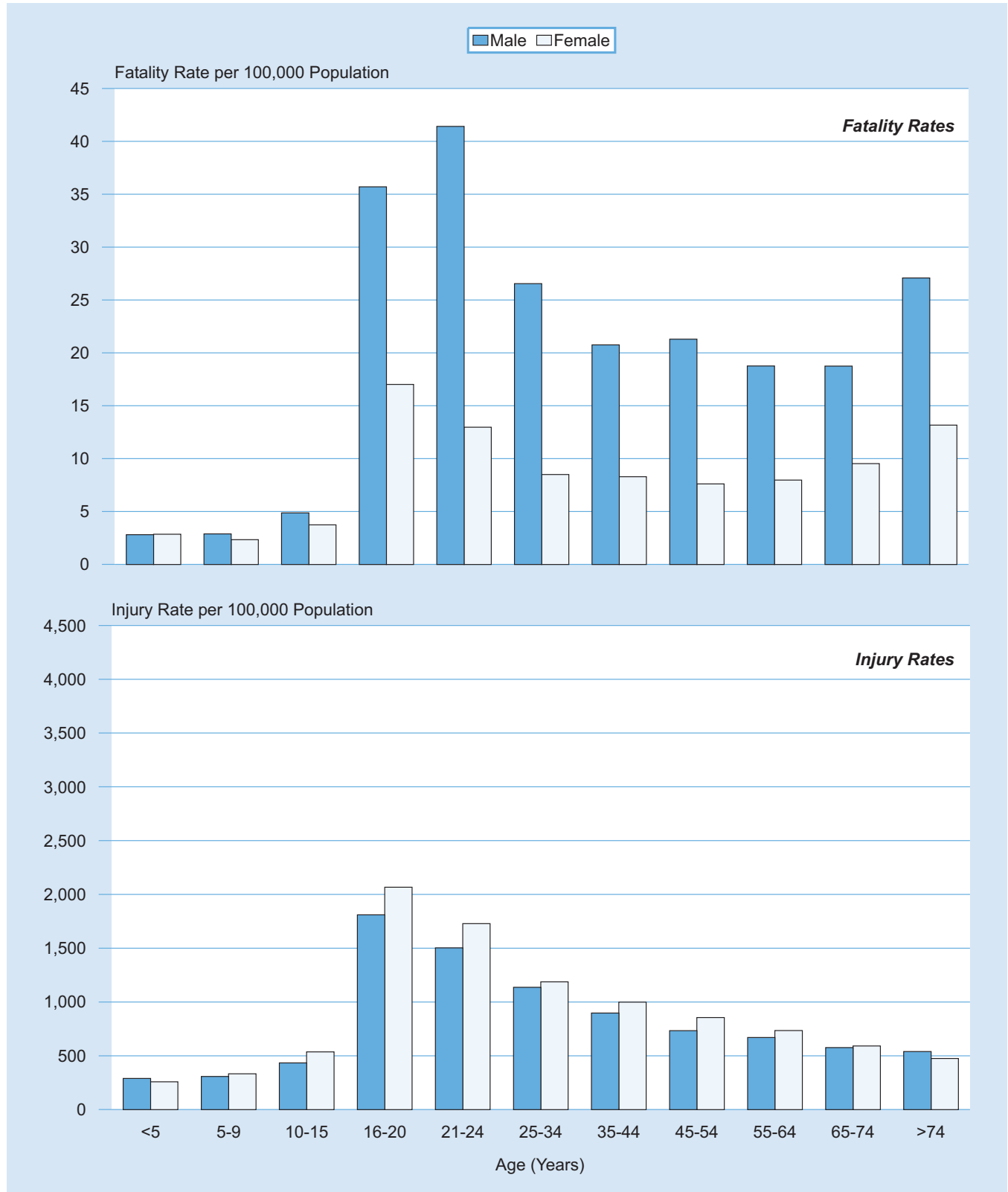
*Not applicable.

**Includes 173 fatalities of unknown sex.

Source: Population—Bureau of the Census.

Note: Totals may not equal sum of components due to independent rounding.

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



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

| Weather Condition | Light Condition | | | | Total |
|------------------------|------------------|-------------------|----------------|---------------|------------------|
| | Daylight | Dark, But Lighted | Dark | Dawn or Dusk | |
| Persons Killed | | | | | |
| Normal | 18,750 | 6,139 | 11,451 | 1,580 | 38,004 |
| Rain | 1,431 | 540 | 935 | 133 | 3,047 |
| Snow/Sleet | 271 | 40 | 195 | 31 | 540 |
| Other | 163 | 68 | 313 | 54 | 604 |
| Unknown | 65 | 21 | 66 | 6 | 447 |
| Total | 20,680 | 6,808 | 12,960 | 1,804 | *42,642 |
| Persons Injured | | | | | |
| Normal | 1,593,000 | 353,000 | 237,000 | 76,000 | 2,260,000 |
| Rain | 155,000 | 60,000 | 28,000 | 13,000 | 256,000 |
| Snow/Sleet | 21,000 | 5,000 | 4,000 | 4,000 | 34,000 |
| Other | 12,000 | 4,000 | 6,000 | 2,000 | 25,000 |
| Total | 1,781,000 | 423,000 | 275,000 | 95,000 | 2,575,000 |

*Includes 390 fatalities in crashes that occurred under unknown light conditions.

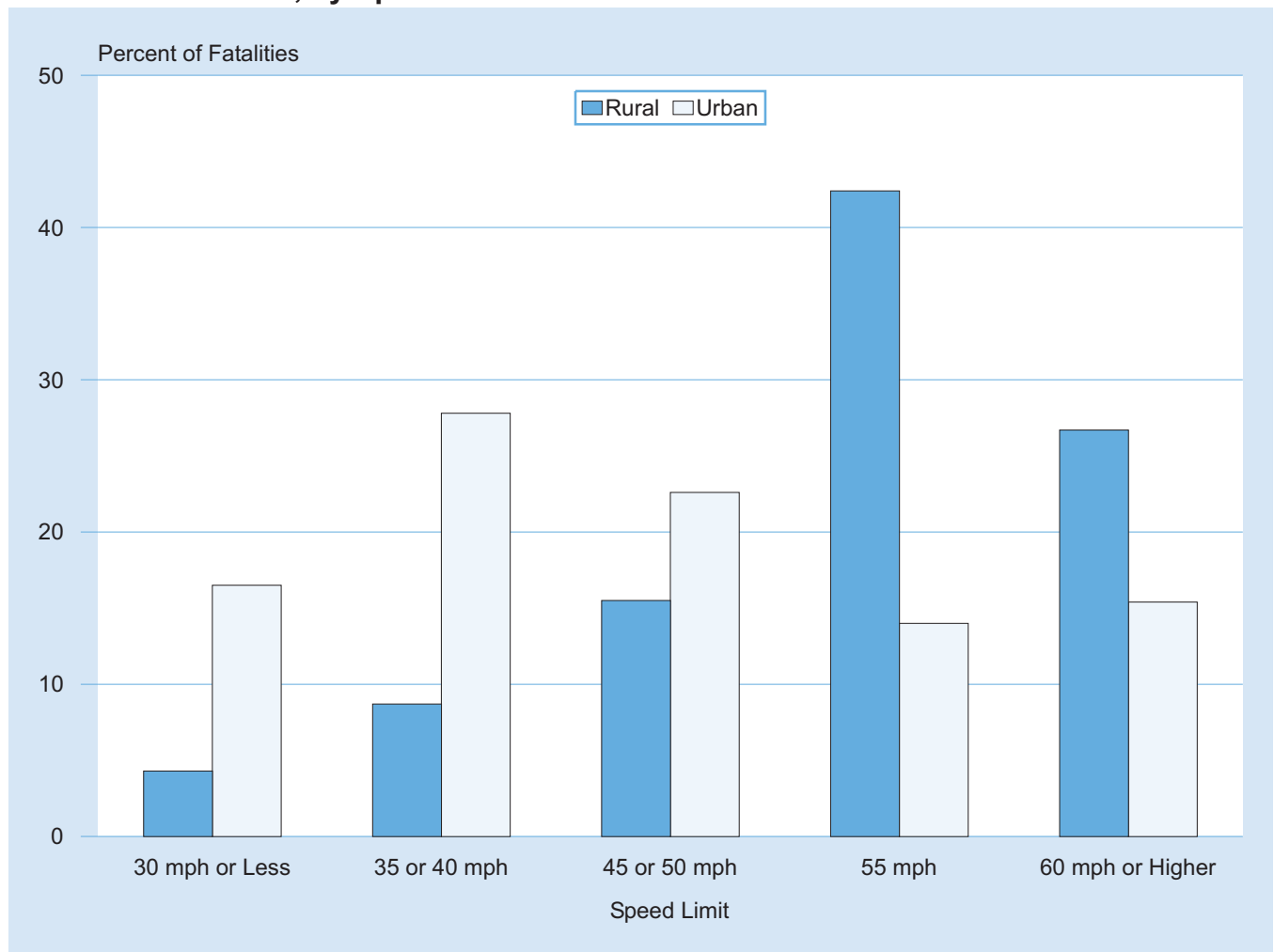
Table 58
Persons Killed or Injured in Crashes, by Speed Limit and Crash Type

| Speed Limit | Crash Type | | | | Total | |
|------------------------|----------------|--------------|------------------|--------------|------------------|--------------|
| | Single Vehicle | | Multiple Vehicle | | Number | Percent |
| | Number | Percent | Number | Percent | | |
| Persons Killed | | | | | | |
| 30 mph or less | 2,977 | 12.3 | 1,123 | 6.1 | 4,100 | 9.6 |
| 35 or 40 mph | 4,383 | 18.2 | 2,947 | 15.9 | 7,330 | 17.2 |
| 45 or 50 mph | 4,173 | 17.3 | 3,798 | 20.5 | 7,971 | 18.7 |
| 55 mph | 6,734 | 27.9 | 5,939 | 32.1 | 12,673 | 29.7 |
| 60 mph or higher | 4,825 | 20.0 | 4,314 | 23.3 | 9,139 | 21.4 |
| No Statutory Limit | 99 | 0.4 | 10 | 0.1 | 109 | 0.3 |
| Unknown | 948 | 3.9 | 372 | 2.0 | 1,320 | 3.1 |
| Total | 24,139 | 100.0 | 18,503 | 100.0 | 42,642 | 100.0 |
| Persons Injured | | | | | | |
| 30 mph or less | 157,000 | 23.9 | 316,000 | 16.5 | 473,000 | 18.4 |
| 35 or 40 mph | 148,000 | 22.6 | 748,000 | 39.0 | 896,000 | 34.8 |
| 45 or 50 mph | 108,000 | 16.5 | 486,000 | 25.3 | 594,000 | 23.1 |
| 55 mph | 136,000 | 20.7 | 213,000 | 11.1 | 349,000 | 13.6 |
| 60 mph or higher | 103,000 | 15.7 | 150,000 | 7.8 | 254,000 | 9.8 |
| No Statutory Limit | 4,000 | 0.6 | 5,000 | 0.3 | 9,000 | 0.3 |
| Total | 656,000 | 100.0 | 1,919,000 | 100.0 | 2,575,000 | 100.0 |

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

| Speed Limit | Land Use | | | | | | Total | |
|--------------------|---------------|-------------|---------------|-------------|------------|------------|---------------|--------------|
| | Rural | | Urban | | Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| 30 mph or less | 998 | 24.3 | 3,023 | 73.7 | 79 | 1.9 | 4,100 | 100.0 |
| 35 or 40 mph | 2,032 | 27.7 | 5,111 | 69.7 | 187 | 2.6 | 7,330 | 100.0 |
| 45 or 50 mph | 3,629 | 45.5 | 4,140 | 51.9 | 202 | 2.5 | 7,971 | 100.0 |
| 55 mph | 9,898 | 78.1 | 2,562 | 20.2 | 213 | 1.7 | 12,673 | 100.0 |
| 60 mph or higher | 6,238 | 68.3 | 2,830 | 31.0 | 71 | 0.8 | 9,139 | 100.0 |
| No Statutory Limit | 80 | 73.4 | 26 | 23.9 | 3 | 2.8 | 109 | 100.0 |
| Unknown | 464 | 35.2 | 667 | 50.5 | 189 | 14.3 | 1,320 | 100.0 |
| Total | 23,339 | 54.7 | 18,359 | 43.1 | 944 | 2.2 | 42,642 | 100.0 |

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



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Table 60

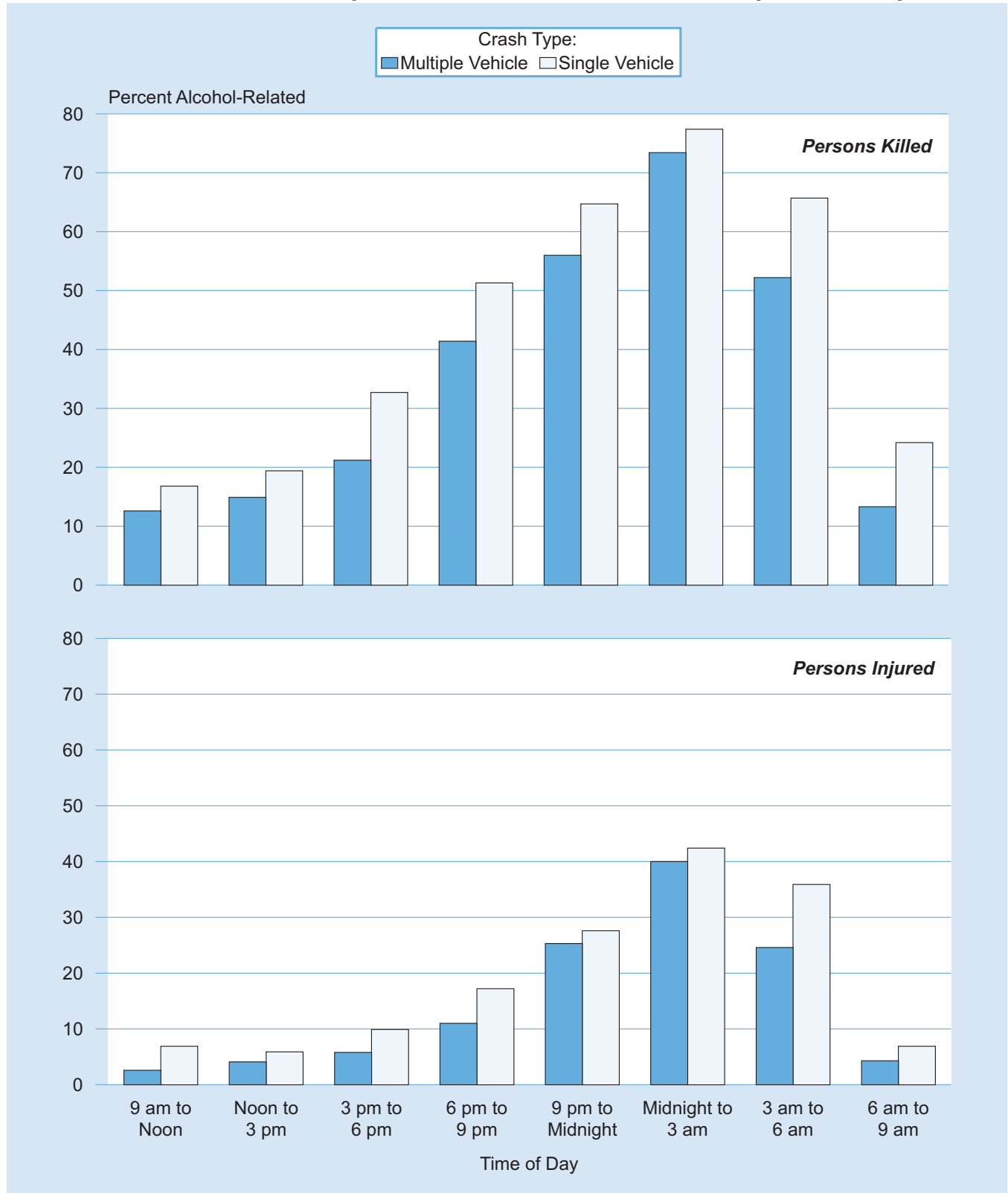
Persons Killed or Injured in Crashes and Percent Alcohol Related, by Time of Day and Crash Type

| Time of Day | Crash Type | | | | | | Total | | |
|--------------------------|----------------|-----------------|-------------------------|------------------|-----------------|-------------------------|------------------|-----------------|-------------------------|
| | Single Vehicle | | | Multiple Vehicle | | | | | |
| | Number | Alcohol Related | Percent Alcohol Related | Number | Alcohol Related | Percent Alcohol Related | Number | Alcohol Related | Percent Alcohol Related |
| Persons Killed* | | | | | | | | | |
| Midnight to 3 am | 4,165 | 3,223 | 77 | 1,401 | 1,029 | 73 | 5,566 | 4,252 | 76 |
| 3 am to 6 am | 2,512 | 1,651 | 66 | 1,068 | 558 | 52 | 3,580 | 2,208 | 62 |
| 6 am to 9 am | 2,133 | 515 | 24 | 2,084 | 277 | 13 | 4,217 | 792 | 19 |
| 9 am to Noon | 1,818 | 306 | 17 | 2,222 | 280 | 13 | 4,040 | 586 | 15 |
| Noon to 3 pm | 2,367 | 460 | 19 | 3,209 | 478 | 15 | 5,576 | 938 | 17 |
| 3 pm to 6 pm | 3,030 | 991 | 33 | 3,647 | 775 | 21 | 6,677 | 1,766 | 26 |
| 6 pm to 9 pm | 3,802 | 1,950 | 51 | 2,797 | 1,157 | 41 | 6,599 | 3,107 | 47 |
| 9 pm to Midnight | 3,997 | 2,585 | 65 | 2,051 | 1,148 | 56 | 6,048 | 3,734 | 62 |
| Unknown | 315 | 208 | 66 | 24 | 11 | 45 | 339 | 219 | 64 |
| Total | 24,139 | 11,890 | 49 | 18,503 | 5,712 | 31 | 42,642 | 17,602 | 41 |
| Persons Injured** | | | | | | | | | |
| Midnight to 3 am | 74,000 | 31,000 | 42 | 58,000 | 23,000 | 40 | 132,000 | 55,000 | 41 |
| 3 am to 6 am | 48,000 | 17,000 | 36 | 31,000 | 8,000 | 25 | 78,000 | 25,000 | 31 |
| 6 am to 9 am | 74,000 | 5,000 | 7 | 216,000 | 9,000 | 4 | 289,000 | 14,000 | 5 |
| 9 am to Noon | 67,000 | 5,000 | 7 | 262,000 | 7,000 | 3 | 330,000 | 11,000 | 3 |
| Noon to 3 pm | 92,000 | 5,000 | 6 | 404,000 | 17,000 | 4 | 495,000 | 22,000 | 4 |
| 3 pm to 6 pm | 116,000 | 12,000 | 10 | 512,000 | 30,000 | 6 | 628,000 | 41,000 | 7 |
| 6 pm to 9 pm | 103,000 | 18,000 | 17 | 292,000 | 32,000 | 11 | 394,000 | 50,000 | 13 |
| 9 pm to Midnight | 83,000 | 23,000 | 28 | 144,000 | 37,000 | 25 | 228,000 | 59,000 | 26 |
| Total | 656,000 | 116,000 | 18 | 1,919,000 | 162,000 | 8 | 2,575,000 | 278,000 | 11 |

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater.

**Police-reported alcohol involvement.

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



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Table 61

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

| Roadway Function Class | Person Type | | | | | Total |
|------------------------|-------------|-------------|------------|--------------|-------------------|--------------|
| | Driver* | Passenger** | Pedestrian | Pedalcyclist | Other Nonoccupant | |
| Principal Arterial | | | | | | |
| Interstate | 198 | 68 | 26 | 0 | 3 | 295 |
| Freeway/Expressway | 41 | 11 | 13 | 1 | 0 | 66 |
| Other | 141 | 68 | 33 | 3 | 2 | 247 |
| Minor Arterial | 103 | 41 | 17 | 2 | 1 | 164 |
| Collector | 77 | 19 | 18 | 2 | 0 | 116 |
| Local Road or Street | 60 | 20 | 14 | 3 | 0 | 97 |
| Unknown | 10 | 9 | 5 | 1 | 0 | 25 |
| Total | 630 | 236 | 126 | 12 | 6 | 1,010 |

*Includes motorcycle operators.

**Includes motorcycle riders.

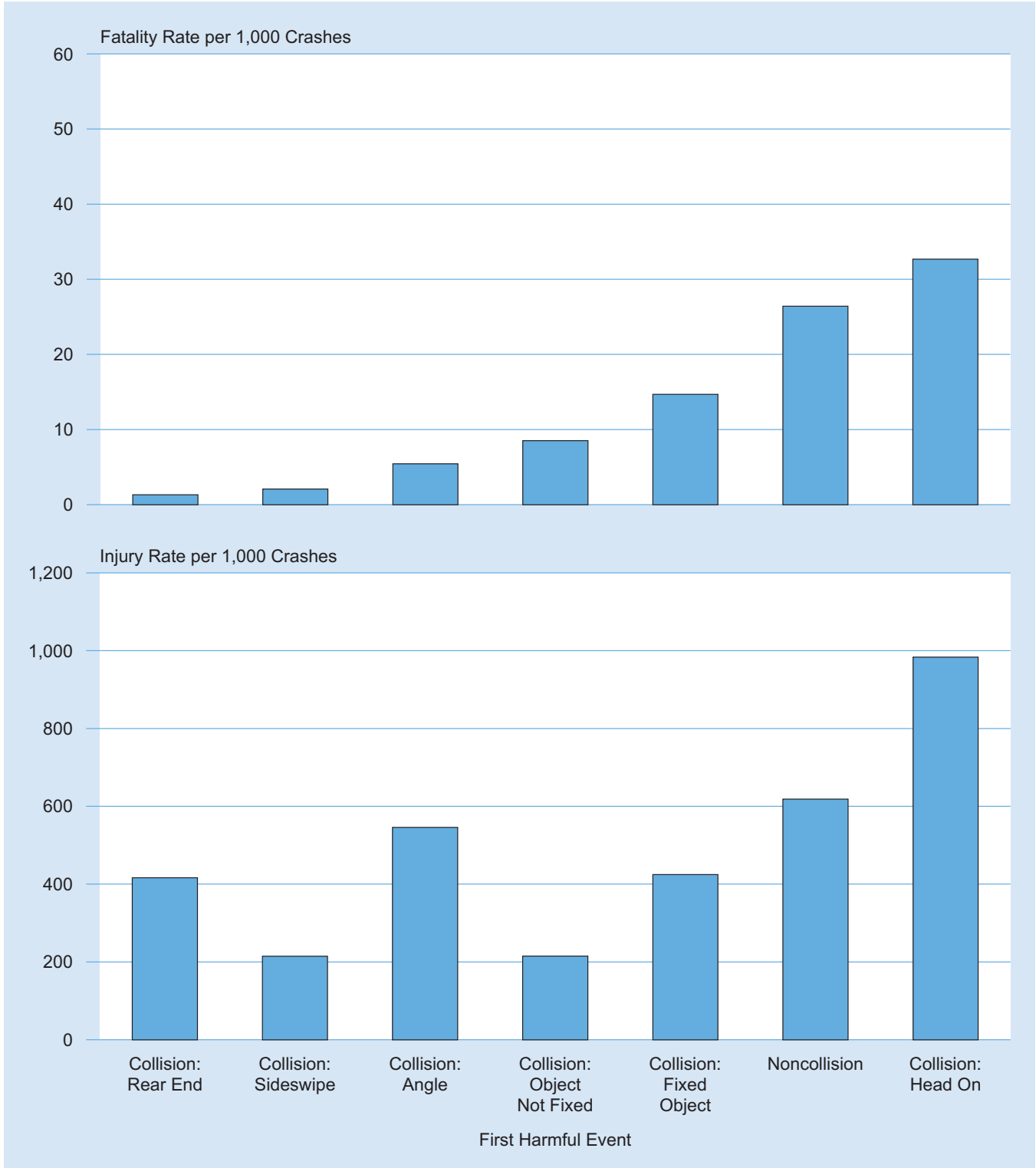
Table 62

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

| Person Type | Crash Type | | | | Total | |
|---------------------------|----------------|-------------------|------------------|-------------------|------------|-------------------|
| | Single Vehicle | | Multiple Vehicle | | Total | |
| | Total | In Emergency Use* | Total | In Emergency Use* | Total | In Emergency Use* |
| Ambulance | | | | | | |
| Ambulance Driver | 1 | 1 | 1 | 0 | 2 | 1 |
| Ambulance Passenger | 2 | 1 | 4 | 2 | 6 | 3 |
| Occupant of Other Vehicle | 0 | 0 | 14 | 7 | 14 | 7 |
| Pedestrian | 1 | 0 | 2 | 1 | 3 | 1 |
| Pedalcyclist | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 4 | 2 | 21 | 10 | 25 | 12 |
| Fire Truck | | | | | | |
| Fire Truck Driver | 3 | 2 | 0 | 0 | 3 | 2 |
| Fire Truck Passenger | 1 | 1 | 0 | 0 | 1 | 1 |
| Occupant of Other Vehicle | 0 | 0 | 13 | 11 | 13 | 11 |
| Pedestrian | 2 | 2 | 0 | 0 | 2 | 2 |
| Pedalcyclist | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 6 | 5 | 13 | 11 | 19 | 16 |
| Police Vehicle | | | | | | |
| Police Vehicle Driver | 13 | 6 | 20 | 7 | 33 | 13 |
| Police Vehicle Passenger | 2 | 1 | 1 | 1 | 3 | 2 |
| Occupant of Other Vehicle | 0 | 0 | 61 | 19 | 61 | 19 |
| Pedestrian | 15 | 2 | 2 | 1 | 17 | 3 |
| Pedalcyclist | 2 | 1 | 1 | 1 | 3 | 2 |
| Total | 32 | 10 | 85 | 29 | 117 | 39 |

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

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



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

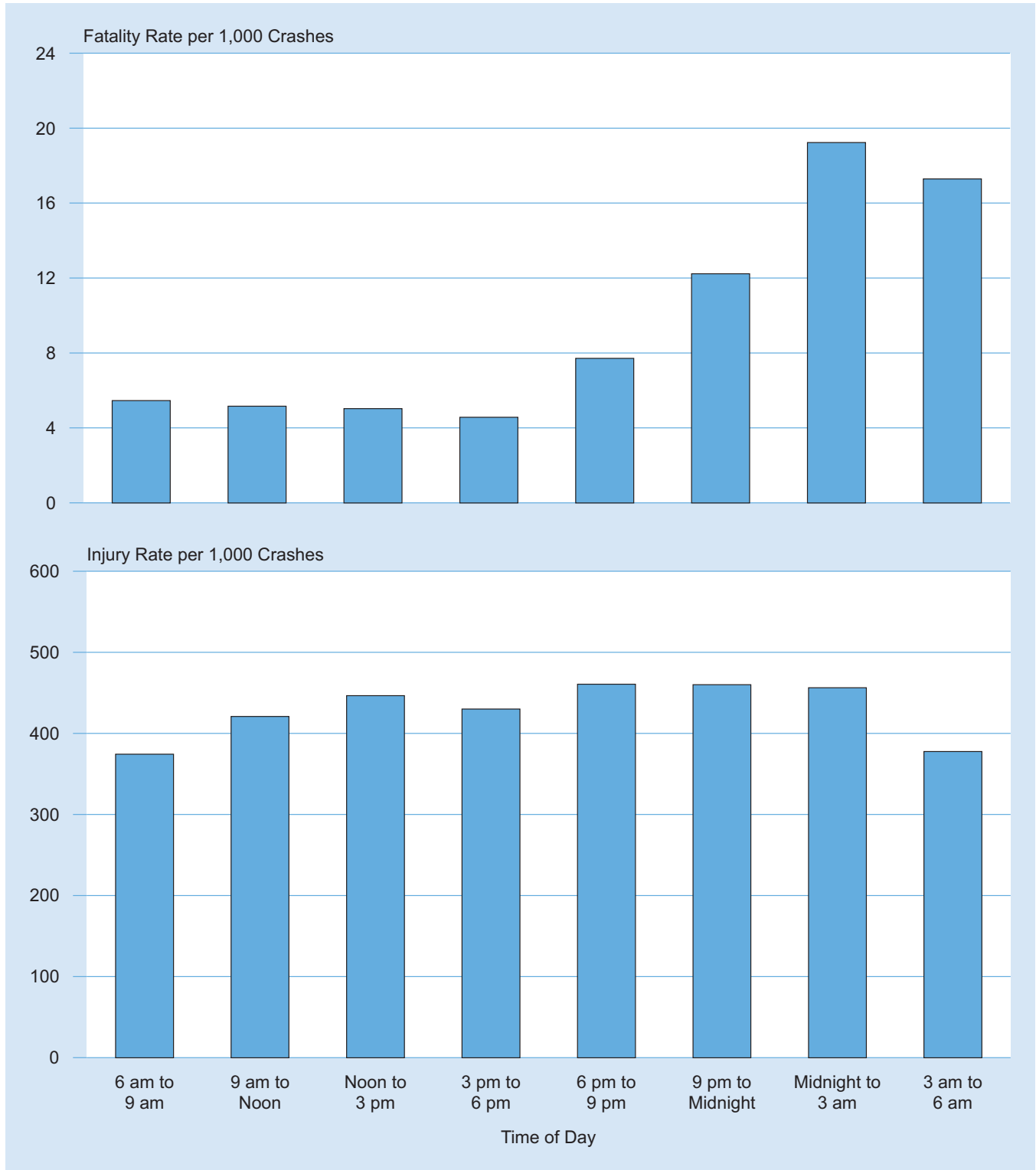
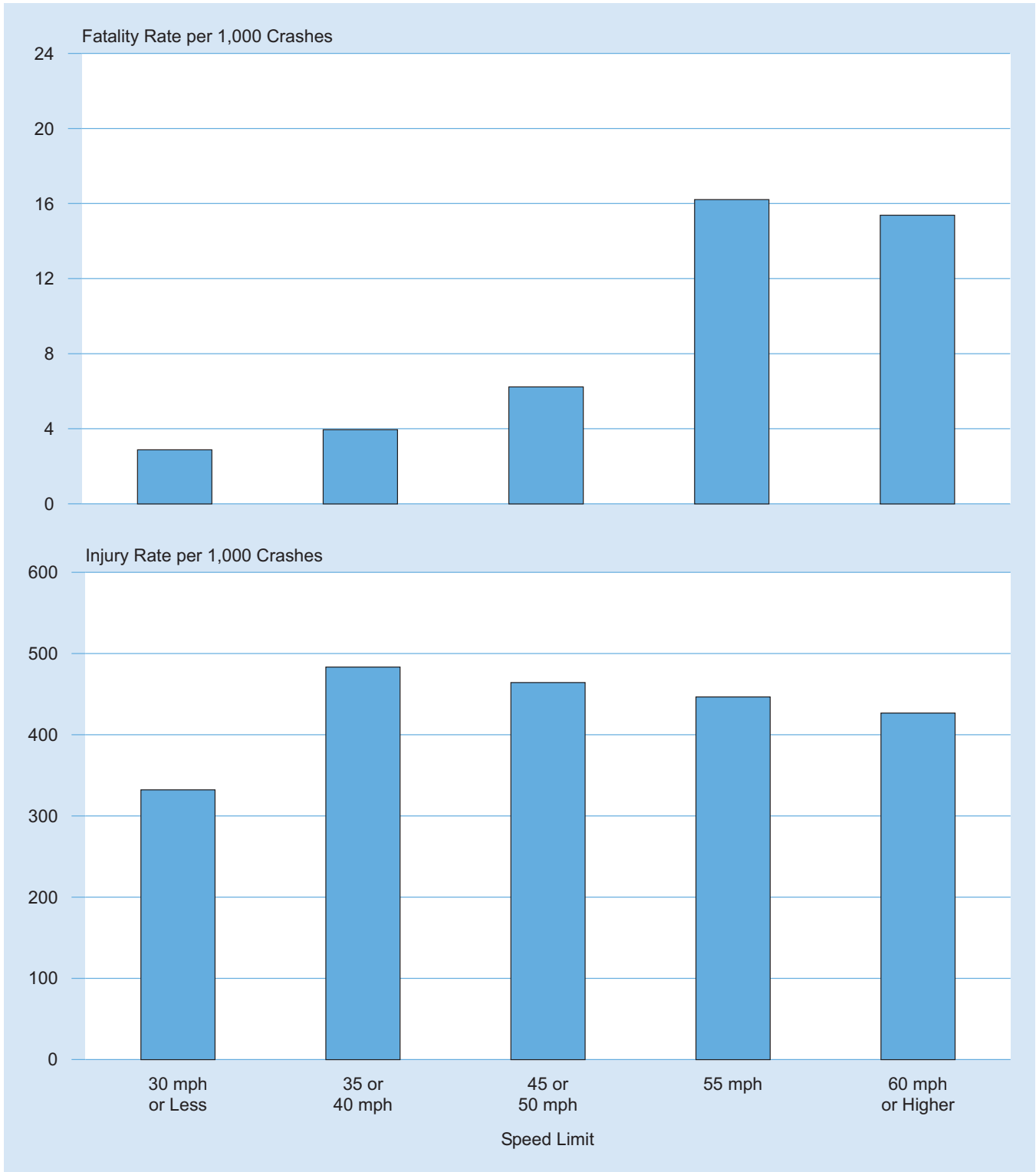


Figure 24
Fatality and Injury Rates per 1,000 Crashes, by Speed Limit



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Table 63

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

| Age (Years) | Sex | | | | Total | |
|--|------------------|------------------|------------------|------------------|-------------------|------------------|
| | Male | | Female | | | |
| | Drivers | Involvement Rate | Drivers | Involvement Rate | Drivers | Involvement Rate |
| Drivers in Fatal Crashes | | | | | | |
| <16 | 205 | * | 70 | * | 275 | * |
| 16-20 | 5,228 | 80.10 | 2,049 | 32.78 | 7,286 | 57.02 |
| 21-24 | 4,931 | 71.02 | 1,506 | 21.96 | 6,454 | 46.77 |
| 25-34 | 8,475 | 47.49 | 2,731 | 15.47 | 11,223 | 31.62 |
| 35-44 | 7,649 | 38.02 | 2,650 | 13.33 | 10,310 | 25.78 |
| 45-54 | 6,915 | 34.32 | 2,274 | 11.20 | 9,201 | 22.74 |
| 55-64 | 4,330 | 29.10 | 1,523 | 10.12 | 5,864 | 19.59 |
| 65-74 | 2,164 | 25.80 | 853 | 9.89 | 3,022 | 17.77 |
| >74 | 1,967 | 31.94 | 976 | 14.01 | 2,954 | 22.50 |
| Unknown | 111 | * | 23 | * | 1,106 | * |
| Total | 41,975 | 41.51 | 14,655 | 14.41 | **57,695 | 28.45 |
| Drivers in Injury Crashes | | | | | | |
| <16 | 18,000 | * | 8,000 | * | 26,000 | * |
| 16-20 | 275,000 | 4,208 | 223,000 | 3,570 | 498,000 | 3,895 |
| 21-24 | 188,000 | 2,712 | 159,000 | 2,320 | 347,000 | 2,517 |
| 25-34 | 363,000 | 2,034 | 285,000 | 1,617 | 648,000 | 1,827 |
| 35-44 | 336,000 | 1,669 | 264,000 | 1,330 | 600,000 | 1,501 |
| 45-54 | 281,000 | 1,397 | 223,000 | 1,096 | 504,000 | 1,246 |
| 55-64 | 168,000 | 1,126 | 125,000 | 833 | 293,000 | 979 |
| 65-74 | 89,000 | 1,064 | 60,000 | 694 | 149,000 | 876 |
| >74 | 63,000 | 1,015 | 47,000 | 681 | 110,000 | 838 |
| Total | 1,780,000 | 1,761 | 1,396,000 | 1,372 | 3,176,000 | 1,566 |
| Drivers in Property-Damage-Only Crashes | | | | | | |
| <16 | 89,000 | * | 35,000 | * | 124,000 | * |
| 16-20 | 627,000 | 9,605 | 468,000 | 7,488 | 1,095,000 | 8,569 |
| 21-24 | 434,000 | 6,258 | 339,000 | 4,941 | 773,000 | 5,604 |
| 25-34 | 871,000 | 4,879 | 600,000 | 3,399 | 1,471,000 | 4,143 |
| 35-44 | 781,000 | 3,881 | 577,000 | 2,900 | 1,357,000 | 3,394 |
| 45-54 | 797,000 | 3,956 | 494,000 | 2,434 | 1,291,000 | 3,192 |
| 55-64 | 413,000 | 2,774 | 271,000 | 1,801 | 684,000 | 2,285 |
| 65-74 | 188,000 | 2,244 | 128,000 | 1,481 | 316,000 | 1,858 |
| >74 | 121,000 | 1,968 | 91,000 | 1,313 | 213,000 | 1,621 |
| Total | 4,321,000 | 4,274 | 3,003,000 | 2,953 | 7,325,000 | 3,612 |
| Drivers in All Crashes | | | | | | |
| <16 | 107,000 | * | 44,000 | * | 151,000 | * |
| 16-20 | 907,000 | 13,894 | 693,000 | 11,091 | 1,600,000 | 12,522 |
| 21-24 | 628,000 | 9,041 | 499,000 | 7,283 | 1,127,000 | 8,168 |
| 25-34 | 1,242,000 | 6,961 | 888,000 | 5,031 | 2,130,000 | 6,001 |
| 35-44 | 1,124,000 | 5,588 | 844,000 | 4,244 | 1,968,000 | 4,920 |
| 45-54 | 1,085,000 | 5,387 | 719,000 | 3,541 | 1,805,000 | 4,460 |
| 55-64 | 585,000 | 3,929 | 398,000 | 2,644 | 983,000 | 3,283 |
| 65-74 | 280,000 | 3,334 | 188,000 | 2,185 | 468,000 | 2,752 |
| >74 | 186,000 | 3,016 | 140,000 | 2,008 | 326,000 | 2,481 |
| Unknown | *** | * | *** | * | 1,000 | * |
| Total | 6,144,000 | 6,076 | 4,414,000 | 4,340 | 10,558,000 | 5,206 |

*Not applicable.

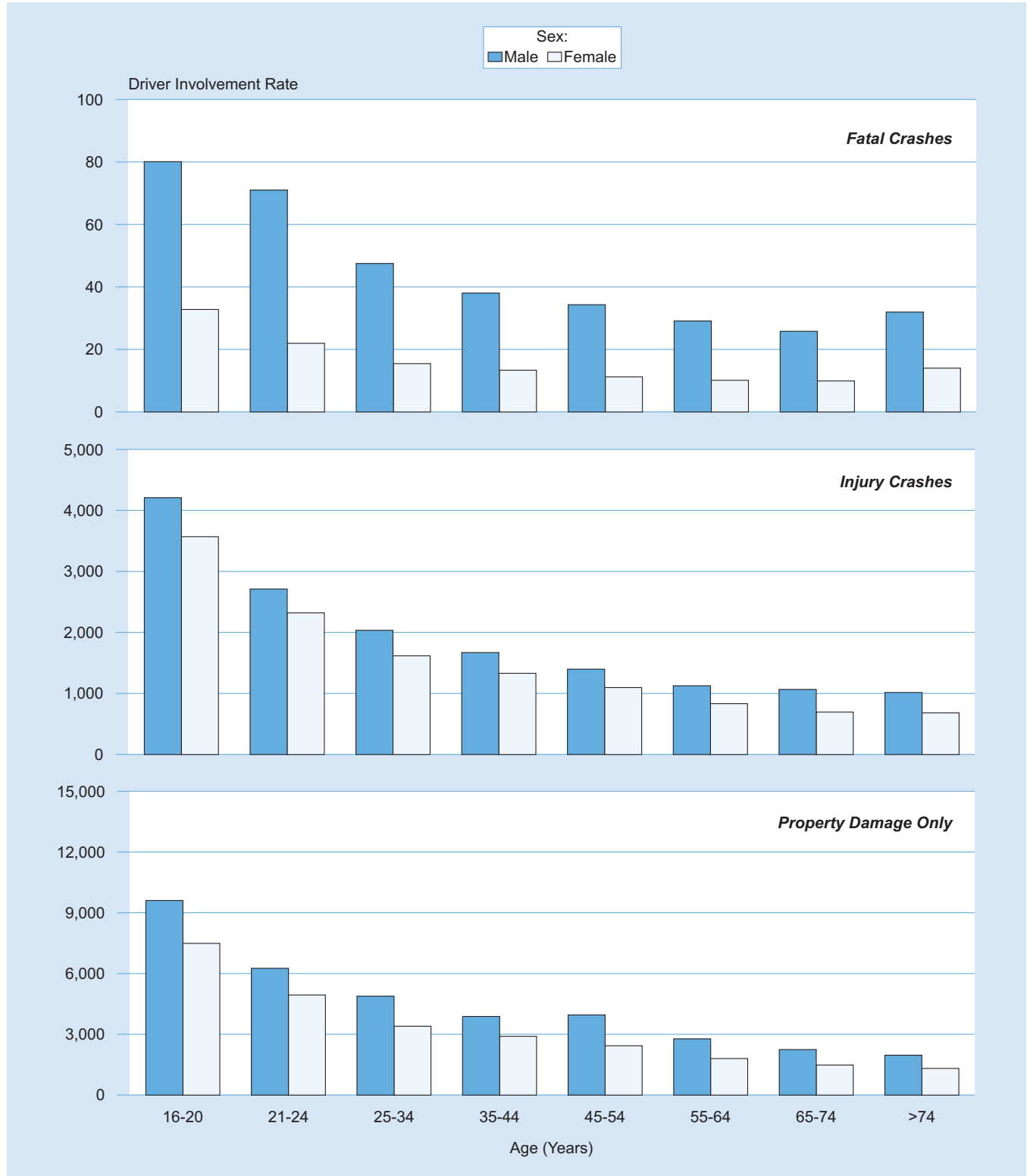
**Includes 1,065 drivers of unknown sex.

***Less than 500.

Notes: Drivers include motorcycle operators. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.

Source: Licensed Drivers—Federal Highway Administration.

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



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Table 64
Drivers and Motorcycle Operators Involved in Fatal Crashes,
by Previous Driving Record and License Type Compliance

| Previous Convictions | Valid License (47,757) | | Invalid License (7,739) | | Total (55,496) | |
|--|------------------------|---------|-------------------------|---------|----------------|-------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Previous Recorded Crashes | 5,949 | 12.5 | 958 | 12.4 | 6,907 | 12.4 |
| Previous Recorded Suspensions or Revocations | 3,823 | 8.0 | 3,262 | 42.2 | 7,085 | 12.8 |
| Previous DWI Convictions | 764 | 1.6 | 764 | 9.9 | 1,528 | 2.8 |
| Previous Speeding Convictions | 9,366 | 19.6 | 1,476 | 19.1 | 10,842 | 19.5 |
| Previous Other Harmful Moving Convictions | 7,440 | 15.6 | 1,796 | 23.2 | 9,236 | 16.6 |
| Drivers with No Previous Convictions | 29,510 | 61.8 | 3,628 | 46.9 | 33,138 | 59.7 |

Notes: Table does not include 2,199 drivers with unknown license status. FARS records prior driving records (convictions only, not violations) for events occurring within 3 years of the date of the crash. The same driver can have one or more of these convictions. License type compliance refers to the type of drivers license possessed or not possessed by the driver for the class of vehicle being driven at the time of the crash.

Table 65
Related Factors for Drivers and Motorcycle Operators Involved in Fatal Crashes

| Factors | Number | Percent |
|--|---------------|--------------|
| Failure to keep in proper lane or running off road | 16,470 | 28.5 |
| Driving too fast for conditions or in excess of posted speed limit or racing | 12,262 | 21.3 |
| Under the influence of alcohol, drugs, or medication | 7,349 | 12.7 |
| Inattentive (talking, eating, etc.) | 4,560 | 7.9 |
| Failure to yield right of way | 4,238 | 7.3 |
| Overcorrecting/oversteering | 2,450 | 4.2 |
| Failure to obey traffic signs, signals, or officer | 2,408 | 4.2 |
| Swerving or avoiding due to wind, slippery surface, vehicle, object, nonoccupant in roadway, etc.. | 2,162 | 3.7 |
| Operating vehicle in erratic, reckless, careless, or negligent manner | 2,086 | 3.6 |
| Vision obscured (rain, snow, glare, lights, building, trees, etc.) | 1,545 | 2.7 |
| Making improper turn | 1,526 | 2.6 |
| Drowsy, asleep, fatigued, ill, or blackout | 1,480 | 2.6 |
| Driving wrong way on one-way trafficway or on wrong side of road | 762 | 1.3 |
| Other factors | 9,426 | 16.3 |
| None reported | 19,990 | 34.6 |
| Unknown | 1,011 | 1.8 |
| Total Drivers | 57,695 | 100.0 |

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

Table 66

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

| Vehicle and Person Type | Occupants Killed | Occupants Injured by Injury Severity | | | Total Injured | Total Killed or Injured |
|-------------------------|------------------|--------------------------------------|-------------------|------------------|------------------|-------------------------|
| | | Incapacitating | Nonincapacitating | Other | | |
| Passenger Car | | | | | | |
| Drivers | 12,549 | 100,000 | 264,000 | 690,000 | 1,054,000 | 1,067,000 |
| Passengers | 5,206 | 38,000 | 103,000 | 280,000 | 420,000 | 426,000 |
| Unknown | 45 | * | * | * | * | * |
| <i>Subtotal</i> | <i>17,800</i> | <i>138,000</i> | <i>366,000</i> | <i>970,000</i> | <i>1,475,000</i> | 1,492,000 |
| Light Truck | | | | | | |
| Drivers | 8,978 | 63,000 | 151,000 | 367,000 | 581,000 | 590,000 |
| Passengers | 3,684 | 32,000 | 71,000 | 173,000 | 275,000 | 279,000 |
| Unknown | 59 | * | * | * | * | * |
| <i>Subtotal</i> | <i>12,721</i> | <i>95,000</i> | <i>222,000</i> | <i>540,000</i> | <i>857,000</i> | 870,000 |
| Large Truck | | | | | | |
| Drivers | 703 | 4,000 | 7,000 | 8,000 | 19,000 | 20,000 |
| Passengers | 100 | * | 1,000 | 2,000 | 3,000 | 4,000 |
| Unknown | 2 | * | * | * | * | * |
| <i>Subtotal</i> | <i>805</i> | <i>4,000</i> | <i>9,000</i> | <i>10,000</i> | <i>23,000</i> | 24,000 |
| Bus | 27 | 1,000 | 1,000 | 8,000 | 10,000 | 10,000 |
| Other/Unknown | 739 | 3,000 | 4,000 | 4,000 | 11,000 | 12,000 |
| Subtotal** | 32,092 | 241,000 | 603,000 | 1,531,000 | 2,375,000 | 2,407,000 |
| Motorcycle | | | | | | |
| Operators | 4,493 | 24,000 | 37,000 | 20,000 | 81,000 | 85,000 |
| Passengers | 317 | 2,000 | 4,000 | 1,000 | 7,000 | 7,000 |
| <i>Subtotal</i> | <i>4,810</i> | <i>26,000</i> | <i>40,000</i> | <i>21,000</i> | <i>88,000</i> | 92,000 |
| Total | 36,902 | 268,000 | 643,000 | 1,552,000 | 2,463,000 | 2,499,000 |

*Less than 500.

**Excluding motorcycles.

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

| Sex | Vehicle Type | | | | | | | Total |
|--------------------------|------------------|----------------|---------------|---------------|----------------|------------------|---------------|------------------|
| | Passenger Cars | Light Trucks | Large Trucks | Buses | Other/ Unknown | Subtotal | Motorcycles | |
| Occupants Killed | | | | | | | | |
| Male | 10,848 | 9,088 | 756 | 15 | 512 | 21,219 | 4,388 | 25,607 |
| Female | 6,943 | 3,619 | 44 | 12 | 115 | 10,733 | 422 | 11,155 |
| Unknown | 9 | 14 | 5 | 0 | 112 | 140 | 0 | 140 |
| Total | 17,800 | 12,721 | 805 | 27 | 739 | 32,092 | 4,810 | 36,902 |
| Occupants Injured | | | | | | | | |
| Male | 594,000 | 440,000 | 22,000 | 4,000 | 9,000 | 1,069,000 | 77,000 | 1,145,000 |
| Female | 880,000 | 417,000 | 1,000 | 6,000 | 2,000 | 1,306,000 | 11,000 | 1,317,000 |
| Total | 1,475,000 | 857,000 | 23,000 | 10,000 | 11,000 | 2,375,000 | 88,000 | 2,463,000 |

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

| Age (Years) | Vehicle Type | | | | | | | Total |
|--------------------------|------------------|----------------|---------------|---------------|---------------|------------------|---------------|------------------|
| | Passenger Cars | Light Trucks | Large Trucks | Buses | Other/Unknown | Subtotal | Motorcycles | |
| Occupants Killed | | | | | | | | |
| <5 | 237 | 215 | 4 | 0 | 6 | 462 | 0 | 462 |
| 5-9 | 163 | 187 | 0 | 1 | 8 | 359 | 1 | 360 |
| 10-15 | 406 | 329 | 5 | 1 | 65 | 806 | 34 | 840 |
| 16-20 | 3,303 | 1,539 | 12 | 7 | 115 | 4,976 | 344 | 5,320 |
| 21-24 | 2,373 | 1,298 | 29 | 1 | 72 | 3,773 | 595 | 4,368 |
| 25-34 | 2,972 | 2,158 | 137 | 4 | 138 | 5,409 | 1,032 | 6,441 |
| 35-44 | 1,993 | 2,102 | 198 | 0 | 108 | 4,401 | 1,055 | 5,456 |
| 45-54 | 1,851 | 1,926 | 212 | 5 | 66 | 4,060 | 1,043 | 5,103 |
| 55-64 | 1,418 | 1,319 | 147 | 4 | 67 | 2,955 | 534 | 3,489 |
| 65-74 | 1,089 | 841 | 55 | 1 | 46 | 2,032 | 138 | 2,170 |
| >74 | 1,955 | 774 | 4 | 3 | 42 | 2,778 | 32 | 2,810 |
| Unknown | 40 | 33 | 2 | 0 | 6 | 81 | 2 | 83 |
| Total | 17,800 | 12,721 | 805 | 27 | 739 | 32,092 | 4,810 | 36,902 |
| Occupants Injured | | | | | | | | |
| <5 | 31,000 | 23,000 | * | * | * | 54,000 | * | 54,000 |
| 5-9 | 30,000 | 24,000 | * | 1,000 | * | 55,000 | 1,000 | 56,000 |
| 10-15 | 56,000 | 41,000 | * | 3,000 | 1,000 | 101,000 | 1,000 | 102,000 |
| 16-20 | 276,000 | 109,000 | * | * | 1,000 | 388,000 | 8,000 | 396,000 |
| 21-24 | 178,000 | 73,000 | 2,000 | * | 2,000 | 254,000 | 11,000 | 266,000 |
| 25-34 | 267,000 | 160,000 | 6,000 | 1,000 | 2,000 | 436,000 | 19,000 | 455,000 |
| 35-44 | 205,000 | 167,000 | 6,000 | 1,000 | 1,000 | 381,000 | 18,000 | 399,000 |
| 45-54 | 177,000 | 126,000 | 5,000 | 1,000 | 2,000 | 311,000 | 19,000 | 330,000 |
| 55-64 | 125,000 | 74,000 | 3,000 | 1,000 | 1,000 | 203,000 | 8,000 | 211,000 |
| 65-74 | 66,000 | 37,000 | 1,000 | * | 1,000 | 104,000 | 2,000 | 106,000 |
| >74 | 64,000 | 23,000 | * | * | * | 87,000 | 1,000 | 88,000 |
| Total | 1,475,000 | 857,000 | 23,000 | 10,000 | 11,000 | 2,375,000 | 88,000 | 2,463,000 |

*Less than 500.

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

| Age (Years) | Person Type | | | | | | | | | | | |
|--------------------------|----------------|-------------|----------------|-------------|------------------|--------------|----------------|-------------|----------------|-------------|----------------|--------------|
| | Drivers | | | | | | Passengers | | | | | |
| | Sex | | | | Total | | Sex | | | | Total | |
| | Male | | Female | | | | Male | | Female | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Occupants Killed | | | | | | | | | | | | |
| <5 | 0 | 0.0 | 0 | 0.0 | 0 | 100.0 | 224 | 48.5 | 237 | 51.3 | 462 | 100.0 |
| 5-9 | 2 | 66.7 | 1 | 33.3 | 3 | 100.0 | 169 | 47.3 | 188 | 52.7 | 357 | 100.0 |
| 10-15 | 111 | 77.1 | 33 | 22.9 | 144 | 100.0 | 341 | 49.0 | 355 | 51.0 | 696 | 100.0 |
| 16-20 | 2,505 | 73.5 | 892 | 26.2 | 3,406 | 100.0 | 1,141 | 59.6 | 763 | 39.9 | 1,914 | 100.0 |
| 21-24 | 2,585 | 80.4 | 615 | 19.1 | 3,215 | 100.0 | 787 | 68.3 | 364 | 31.6 | 1,153 | 100.0 |
| 25-34 | 4,051 | 79.2 | 1,045 | 20.4 | 5,113 | 100.0 | 832 | 62.7 | 493 | 37.1 | 1,328 | 100.0 |
| 35-44 | 3,395 | 75.6 | 1,084 | 24.1 | 4,490 | 100.0 | 476 | 49.3 | 486 | 50.3 | 966 | 100.0 |
| 45-54 | 3,290 | 77.0 | 971 | 22.7 | 4,273 | 100.0 | 378 | 45.5 | 447 | 53.9 | 830 | 100.0 |
| 55-64 | 2,157 | 74.2 | 739 | 25.4 | 2,907 | 100.0 | 208 | 35.7 | 369 | 63.4 | 582 | 100.0 |
| 65-74 | 1,197 | 70.5 | 495 | 29.2 | 1,697 | 100.0 | 144 | 30.4 | 327 | 69.1 | 473 | 100.0 |
| >74 | 1,336 | 65.6 | 692 | 34.0 | 2,038 | 100.0 | 224 | 29.0 | 545 | 70.6 | 772 | 100.0 |
| Unknown | 27 | 73.0 | 2 | 5.4 | 37 | 100.0 | 27 | 58.7 | 12 | 26.1 | 46 | 100.0 |
| Total | 20,656 | 75.6 | 6,569 | 24.0 | *27,323 | 100.0 | 4,951 | 51.7 | 4,586 | 47.9 | **9,579 | 100.0 |
| Occupants Injured | | | | | | | | | | | | |
| <5 | *** | *** | *** | 100.0 | *** | 100.0 | 29,000 | 53.4 | 25,000 | 46.6 | 54,000 | 100.0 |
| 5-9 | 1,000 | 66.0 | 1,000 | 34.0 | 2,000 | 100.0 | 24,000 | 45.1 | 30,000 | 54.9 | 54,000 | 100.0 |
| 10-15 | 5,000 | 64.2 | 3,000 | 35.8 | 7,000 | 100.0 | 39,000 | 41.1 | 56,000 | 58.9 | 95,000 | 100.0 |
| 16-20 | 132,000 | 49.5 | 135,000 | 50.5 | 267,000 | 100.0 | 54,000 | 42.4 | 74,000 | 57.6 | 128,000 | 100.0 |
| 21-24 | 99,000 | 48.9 | 104,000 | 51.1 | 203,000 | 100.0 | 28,000 | 44.2 | 35,000 | 55.8 | 63,000 | 100.0 |
| 25-34 | 180,000 | 50.1 | 179,000 | 49.9 | 360,000 | 100.0 | 43,000 | 45.6 | 52,000 | 54.4 | 95,000 | 100.0 |
| 35-44 | 158,000 | 48.3 | 169,000 | 51.7 | 327,000 | 100.0 | 27,000 | 37.9 | 44,000 | 62.1 | 71,000 | 100.0 |
| 45-54 | 129,000 | 47.8 | 140,000 | 52.2 | 269,000 | 100.0 | 18,000 | 29.1 | 43,000 | 70.9 | 61,000 | 100.0 |
| 55-64 | 85,000 | 49.5 | 86,000 | 50.5 | 171,000 | 100.0 | 10,000 | 25.2 | 30,000 | 74.8 | 40,000 | 100.0 |
| 65-74 | 42,000 | 52.3 | 38,000 | 47.7 | 80,000 | 100.0 | 6,000 | 22.0 | 21,000 | 78.0 | 27,000 | 100.0 |
| >74 | 31,000 | 50.8 | 30,000 | 49.2 | 61,000 | 100.0 | 5,000 | 19.6 | 22,000 | 80.4 | 27,000 | 100.0 |
| Total | 862,000 | 49.3 | 885,000 | 50.7 | 1,747,000 | 100.0 | 284,000 | 39.7 | 432,000 | 60.3 | 716,000 | 100.0 |

*Includes 98 drivers of unknown sex.

**Includes 42 passenger of unknown sex.

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

Note: Drivers include motorcycle operators; passengers include motorcycle riders.

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

| Vehicle Type | Most Harmful Event | | | | | | | | Total | |
|--------------------------|----------------------------|-------------|------------------|------------|----------------|-------------|----------------|-------------|------------------|--------------|
| | Collision with | | | | | | Noncollision | | | |
| | Motor Vehicle in Transport | | Object Not Fixed | | Fixed Object | | | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Occupants Killed | | | | | | | | | | |
| Passenger Car | 9,172 | 51.5 | 427 | 2.4 | 4,803 | 27.0 | 3,387 | 19.0 | 17,800 | 100.0 |
| Light Truck | 4,062 | 31.9 | 325 | 2.6 | 2,887 | 22.7 | 5,433 | 42.7 | 12,721 | 100.0 |
| Large Truck | 208 | 25.8 | 39 | 4.8 | 153 | 19.0 | 399 | 49.6 | 805 | 100.0 |
| Bus | 4 | 14.8 | 0 | 0.0 | 10 | 37.0 | 13 | 48.1 | 27 | 100.0 |
| Other/Unknown | 192 | 26.0 | 26 | 3.5 | 170 | 23.0 | 202 | 27.3 | 739 | 100.0 |
| <i>Subtotal</i> | <i>13,638</i> | <i>42.5</i> | <i>817</i> | <i>2.5</i> | <i>8,023</i> | <i>25.0</i> | <i>9,434</i> | <i>29.4</i> | 32,092 | 100.0 |
| Motorcycle | 2,450 | 50.9 | 209 | 4.3 | 1,245 | 25.9 | 894 | 18.6 | 4,810 | 100.0 |
| Total | 16,088 | 43.6 | 1,026 | 2.8 | 9,268 | 25.1 | 10,328 | 28.0 | *36,902 | 100.0 |
| Occupants Injured | | | | | | | | | | |
| Passenger Car | 1,165,000 | 79.0 | 30,000 | 2.0 | 206,000 | 14.0 | 73,000 | 5.0 | 1,475,000 | 100.0 |
| Light Truck | 619,000 | 72.3 | 21,000 | 2.4 | 102,000 | 11.9 | 114,000 | 13.3 | 857,000 | 100.0 |
| Large Truck | 11,000 | 47.8 | 1,000 | 4.4 | 3,000 | 14.1 | 8,000 | 33.7 | 23,000 | 100.0 |
| Bus | 9,000 | 90.2 | ** | 0.3 | 1,000 | 5.2 | ** | 4.3 | 10,000 | 100.0 |
| Other/Unknown | 4,000 | 33.9 | 1,000 | 4.9 | 2,000 | 18.2 | 5,000 | 43.0 | 11,000 | 100.0 |
| <i>Subtotal</i> | <i>1,808,000</i> | <i>76.1</i> | <i>53,000</i> | <i>2.2</i> | <i>314,000</i> | <i>13.2</i> | <i>201,000</i> | <i>8.4</i> | 2,375,000 | 100.0 |
| Motorcycle | 33,000 | 37.8 | 3,000 | 3.8 | 8,000 | 9.1 | 43,000 | 49.2 | 88,000 | 100.0 |
| Total | 1,841,000 | 74.7 | 56,000 | 2.3 | 322,000 | 13.1 | 244,000 | 9.9 | 2,463,000 | 100.0 |

*Includes 192 fatalities with unknown most harmful event.

**Less than 500.

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

| Initial Point of Impact | Vehicle Type | | | | | | Subtotal | Motorcycles | Total |
|--------------------------|------------------|----------------|---------------|---------------|---------------|------------------|---------------|------------------|-------|
| | Passenger Cars | Light Trucks | Large Trucks | Buses | Other/Unknown | | | | |
| Occupants Killed | | | | | | | | | |
| Front | 9,333 | 6,799 | 518 | 21 | 311 | 16,982 | 3,256 | 20,238 | |
| Left Side | 3,167 | 1,315 | 39 | 1 | 51 | 4,573 | 322 | 4,895 | |
| Right Side | 2,808 | 1,241 | 57 | 0 | 34 | 4,140 | 294 | 4,434 | |
| Rear | 960 | 590 | 19 | 1 | 44 | 1,614 | 145 | 1,759 | |
| Other | 522 | 513 | 29 | 0 | 16 | 1,080 | 151 | 1,231 | |
| Noncollision | 680 | 1,917 | 109 | 4 | 93 | 2,803 | 428 | 3,231 | |
| Unknown | 330 | 346 | 34 | 0 | 190 | 900 | 214 | 1,114 | |
| Total | 17,800 | 12,721 | 805 | 27 | 739 | 32,092 | 4,810 | 36,902 | |
| Occupants Injured | | | | | | | | | |
| Front | 717,000 | 367,000 | 10,000 | 2,000 | 5,000 | 1,101,000 | 33,000 | 1,134,000 | |
| Left Side | 206,000 | 113,000 | 3,000 | 1,000 | 1,000 | 324,000 | 9,000 | 333,000 | |
| Right Side | 185,000 | 101,000 | 2,000 | 2,000 | 1,000 | 292,000 | 9,000 | 300,000 | |
| Rear | 332,000 | 223,000 | 3,000 | 4,000 | 1,000 | 562,000 | 4,000 | 566,000 | |
| Other | 5,000 | 3,000 | * | * | * | 9,000 | 1,000 | 9,000 | |
| Noncollision | 29,000 | 50,000 | 5,000 | * | 3,000 | 88,000 | 31,000 | 119,000 | |
| Total | 1,475,000 | 857,000 | 23,000 | 10,000 | 11,000 | 2,375,000 | 88,000 | 2,463,000 | |

*Less than 500.

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

| Vehicle Type | Ejected* | | Not Ejected | | Unknown | | Total | |
|--------------------------|---------------|-------------|------------------|-------------|------------|------------|------------------|--------------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Occupants Killed | | | | | | | | |
| Passenger Car | 3,582 | 20.1 | 14,142 | 79.4 | 76 | 0.4 | 17,800 | 100.0 |
| Light Truck | 4,895 | 38.5 | 7,765 | 61.0 | 61 | 0.5 | 12,721 | 100.0 |
| Large Truck | 217 | 27.0 | 577 | 71.7 | 11 | 1.4 | 805 | 100.0 |
| Bus | 14 | 51.9 | 13 | 48.1 | 0 | 0.0 | 27 | 100.0 |
| Other/Unknown | 241 | 32.6 | 339 | 45.9 | 159 | 21.5 | 739 | 100.0 |
| Total** | 8,949 | 27.9 | 22,836 | 71.2 | 307 | 1.0 | 32,092 | 100.0 |
| Occupants Injured | | | | | | | | |
| Passenger Car | 5,000 | 0.3 | 1,470,000 | 99.7 | **** | **** | 1,475,000 | 100.0 |
| Light Truck | 9,000 | 1.0 | 848,000 | 99.0 | **** | **** | 857,000 | 100.0 |
| Large Truck | *** | 0.3 | 23,000 | 99.7 | **** | **** | 23,000 | 100.0 |
| Bus | *** | 0.1 | 10,000 | 99.9 | **** | **** | 10,000 | 100.0 |
| Other/Unknown | 3,000 | 23.6 | 8,000 | 76.4 | **** | **** | 11,000 | 100.0 |
| Total** | 16,000 | 0.7 | 2,359,000 | 99.3 | **** | **** | 2,375,000 | 100.0 |

*Includes total and partial ejection.

**Excludes motorcycle riders.

***Less than 500.

****Not applicable.

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

| Vehicle Type | Occupants Killed | Vehicle Type | Occupants Killed | Total Occupants Killed |
|--------------------------------------|-------------------|---------------|-------------------|-------------------------|
| Passenger Car | — | Passenger Car | — | 2,407 |
| Passenger Car | 3,942 | Light Truck | 1,020 | 4,962 |
| Passenger Car | 1,583 | Large Truck | 35 | 1,618 |
| Passenger Car | 21 | Motorcycle | 956 | 977 |
| Passenger Car | 95 | Bus | 4 | 99 |
| Passenger Car | 80 | Other/Unknown | 52 | 132 |
| Light Truck | — | Light Truck | — | 1,709 |
| Light Truck | 1,201 | Large Truck | 31 | 1,232 |
| Light Truck | 10 | Motorcycle | 1,119 | 1,129 |
| Light Truck | 50 | Bus | 2 | 52 |
| Light Truck | 64 | Other/Unknown | 83 | 147 |
| Large Truck | — | Large Truck | — | 148 |
| Large Truck | 0 | Motorcycle | 160 | 160 |
| Large Truck | 2 | Bus | 3 | 5 |
| Large Truck | 2 | Other/Unknown | 25 | 27 |
| Motorcycle | — | Motorcycle | — | 79 |
| Motorcycle | 16 | Bus | 0 | 16 |
| Motorcycle | 34 | Other/Unknown | 4 | 38 |
| Bus | 1 | Other/Unknown | 0 | 1 |
| Other/Unknown | — | Other/Unknown | — | 75 |
| Total Occupants Killed | | | | 15,013 |
| Vehicle Type | Occupants Injured | Vehicle Type | Occupants Injured | Total Occupants Injured |
| Passenger Car | — | Passenger Car | — | 532,000 |
| Passenger Car | 397,000 | Light Truck | 275,000 | 672,000 |
| Passenger Car | 41,000 | Large Truck | 3,000 | 44,000 |
| Passenger Car | 3,000 | Motorcycle | 23,000 | 26,000 |
| Passenger Car | 5,000 | Bus | 2,000 | 8,000 |
| Passenger Car | 1,000 | Other/Unknown | 1,000 | 3,000 |
| Light Truck | — | Light Truck | — | 225,000 |
| Light Truck | 19,000 | Large Truck | 4,000 | 23,000 |
| Light Truck | 1,000 | Motorcycle | 14,000 | 16,000 |
| Light Truck | 3,000 | Bus | 4,000 | 7,000 |
| Light Truck | 1,000 | Other/Unknown | 2,000 | 2,000 |
| Large Truck | — | Large Truck | — | 3,000 |
| Total Occupants Injured | | | | 1,562,000 |

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

| Body Type | Occupants Involved | | Occupants Killed | | Body Type | Occupants Involved | | Occupants Killed | |
|-------------------------------|--------------------|-------------|------------------|-------------|---|--------------------|--------------|------------------|--------------|
| | No. | % | No. | % | | No. | % | No. | % |
| Passenger Cars | 38,908 | 42.5 | 17,800 | 48.2 | Large Trucks | 5,519 | 6.0 | 805 | 2.2 |
| Convertible | 613 | 0.7 | 300 | 0.8 | Step Van | 25 | * | 3 | * |
| 2 Door Sedan, Hardtop, Coupe | 7,203 | 7.9 | 3,534 | 9.6 | Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb) | 260 | 0.3 | 43 | 0.1 |
| 3 Door/2 Door Hatchback | 1,743 | 1.9 | 903 | 2.4 | Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb) | 340 | 0.4 | 57 | 0.2 |
| 4 Door Sedan Hardtop | 27,202 | 29.7 | 12,144 | 32.9 | Single Unit Heavy Truck (GVWR > 26,000 lb) | 1,080 | 1.2 | 157 | 0.4 |
| 5 Door/4 Door Hatchback | 334 | 0.4 | 156 | 0.4 | Single Unit Truck, Unknown GVWR | 13 | * | 4 | * |
| Station Wagon | 1,374 | 1.5 | 594 | 1.6 | Truck Tractor | 3,691 | 4.0 | 530 | 1.4 |
| Hatchback, Doors Unknown | 13 | * | 9 | * | Medium/Heavy Pickup (Ford Super Duty 450/550) | 78 | 0.1 | 7 | * |
| Other Auto | 63 | 0.1 | 23 | 0.1 | Unknown Heavy Truck (GVWR > 26,000 lb) | 4 | * | 1 | * |
| Unknown Auto | 327 | 0.4 | 119 | 0.3 | Unknown Large Truck Type | 28 | * | 3 | * |
| Auto-Based Pickup | 36 | * | 18 | * | Motorcycles | 5,548 | 6.1 | 4,810 | 13.0 |
| Light Trucks | 38,776 | 42.4 | 12,721 | 34.5 | Motorcycle | 5,372 | 5.9 | 4,654 | 12.6 |
| Compact Utility | 11,058 | 12.1 | 3,863 | 10.5 | Moped | 51 | 0.1 | 48 | 0.1 |
| Large Utility | 3,177 | 3.5 | 794 | 2.2 | Three Wheel Motorcycle or Moped | 14 | * | 11 | * |
| Utility Station Wagon | 1,043 | 1.1 | 245 | 0.7 | Off-Road Motorcycle (Two Wheel) | 51 | 0.1 | 44 | 0.1 |
| Utility, Unknown Body Type | 17 | * | 8 | * | Other Motorcycle/Minibike | 46 | 0.1 | 41 | 0.1 |
| Minivan | 5,210 | 5.7 | 1,405 | 3.8 | Unknown Motorcycle | 14 | * | 12 | * |
| Large Van | 1,789 | 2.0 | 369 | 1.0 | Buses** | 846 | 0.9 | 27 | 0.1 |
| Step Van | 125 | 0.1 | 16 | * | School Bus | 324 | 0.4 | 6 | * |
| Other Van Type | 3 | * | 0 | 0.0 | Cross Country/Intercity Bus | 259 | 0.3 | 8 | * |
| Unknown Van Type | 62 | 0.1 | 12 | * | Transit Bus | 139 | 0.2 | 1 | * |
| Compact Pickup | 4,372 | 4.8 | 2,102 | 5.7 | Other Bus | 80 | 0.1 | 8 | * |
| Standard Pickup | 11,599 | 12.7 | 3,820 | 10.4 | Unknown Bus | 44 | * | 4 | * |
| Pickup with Camper | 113 | 0.1 | 39 | 0.1 | Other Vehicles | 828 | 0.9 | 499 | 1.4 |
| Unknown Pickup Style Truck | 69 | 0.1 | 23 | 0.1 | Large Limousine | 4 | * | 1 | * |
| Cab Chassis-Based Light Truck | 120 | 0.1 | 18 | * | Light Truck-Based Motorhome | 12 | * | 2 | * |
| Unknown Light Vehicle Type | 18 | * | 7 | * | Medium/Heavy Truck-Based Motorhome | 69 | 0.1 | 10 | * |
| Unknown Truck | 1 | * | 0 | 0.0 | Unknown Truck Camper/Motorhome | 35 | * | 7 | * |
| | | | | | All Terrain Vehicle | 497 | 0.5 | 361 | 1.0 |
| | | | | | Snowmobile | 41 | * | 34 | 0.1 |
| | | | | | Farm Equipment Except Trucks | 99 | 0.1 | 46 | 0.1 |
| | | | | | Construction Equipment Except Trucks | 20 | * | 5 | * |
| | | | | | Other Vehicle | 51 | 0.1 | 33 | 0.1 |
| | | | | | Unknown Body Type | 1,132 | 1.2 | 240 | 0.7 |
| | | | | | Total | 91,557 | 100.0 | 36,902 | 100.0 |

*Less than 0.05 percent.

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

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

| Passenger Car Wheelbase Size | Occupants Involved in Fatal Crashes | | Occupants Killed | | Percent of Occupants Killed by Car Wheelbase Size |
|---------------------------------------|-------------------------------------|------------------|------------------|------------------|---|
| | Number | Percent of Total | Number | Percent of Total | |
| Minicompact (under 95 inches) | 711 | 1.8 | 414 | 2.3 | 58.2 |
| Subcompact (95 to 99 inches) | 4,450 | 11.4 | 2,216 | 12.4 | 49.8 |
| Compact (100 to 104 inches) | 12,580 | 32.3 | 6,044 | 34.0 | 48.0 |
| Intermediate (105 to 109 inches) | 12,384 | 31.8 | 5,420 | 30.4 | 43.8 |
| Full Size (110 to 114 inches) | 5,708 | 14.7 | 2,508 | 14.1 | 43.9 |
| Largest Size (115 inches and over) | 2,027 | 5.2 | 769 | 4.3 | 37.9 |
| Unknown | 1,048 | 2.7 | 429 | 2.4 | 40.9 |
| Total | 38,908 | 100.0 | 17,800 | 100.0 | 45.7 |

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

| Person Type | Persons Killed* | Persons Injured by Injury Severity** | | | Total Injured |
|--------------------------|-----------------|--------------------------------------|-------------------|----------------|----------------|
| | | Incapacitating | Nonincapacitating | Other | |
| Vehicle Occupants | | | | | |
| Driver | 9,472 | 27,000 | 61,000 | 94,000 | 182,000 |
| Passenger | 3,433 | 12,000 | 23,000 | 39,000 | 74,000 |
| Unknown Occupant | 55 | *** | *** | *** | *** |
| <i>Subtotal</i> | <i>12,960</i> | <i>39,000</i> | <i>84,000</i> | <i>134,000</i> | <i>256,000</i> |
| Motorcycle Riders | <i>1,901</i> | <i>3,000</i> | <i>3,000</i> | <i>1,000</i> | 6,000 |
| Nonoccupants | | | | | |
| Pedestrian | 2,367 | 4,000 | 4,000 | 2,000 | 10,000 |
| Pedalcyclist | 302 | 1,000 | 2,000 | 1,000 | 4,000 |
| Other/Unknown | 72 | *** | 1,000 | 1,000 | 2,000 |
| <i>Subtotal</i> | <i>2,741</i> | <i>5,000</i> | <i>6,000</i> | <i>4,000</i> | <i>15,000</i> |
| Total | 17,602 | 46,000 | 93,000 | 139,000 | 278,000 |

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater in the crash. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Police-reported alcohol involvement in the crash.

***Less than 500.

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Table 77

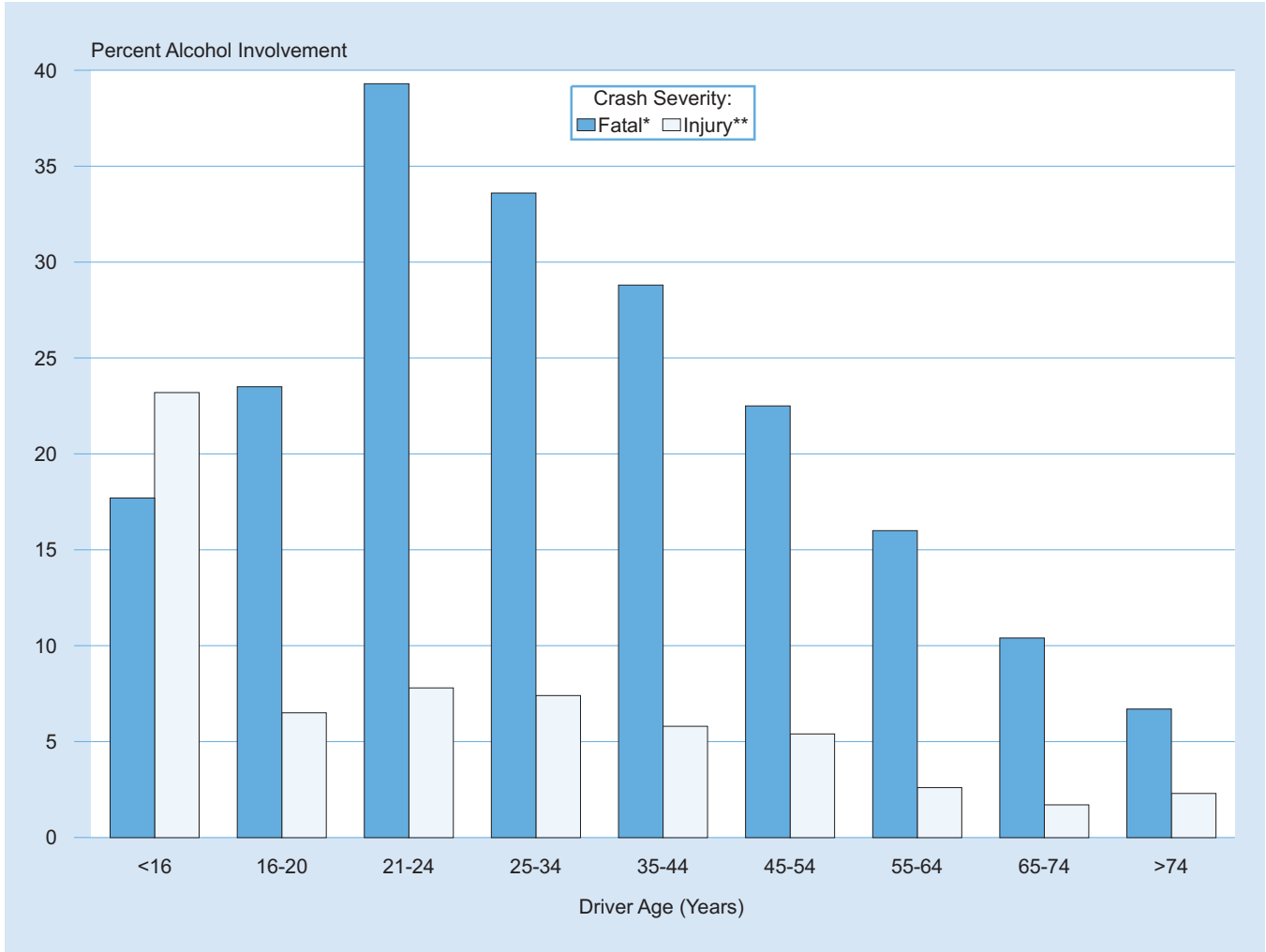
Drivers and Motorcycle Operators Involved in Crashes, by Age, Alcohol Involvement, and Crash Severity

| Age (Years) | Alcohol Involvement | | | | Total | |
|--|---------------------|-----------|------------------|-----------|------------------|------------|
| | Yes | | No | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| Drivers in Fatal Crashes* | | | | | | |
| <16 | 49 | 18 | 226 | 82 | 275 | 100 |
| 16-20 | 1,710 | 23 | 5,576 | 77 | 7,286 | 100 |
| 21-24 | 2,534 | 39 | 3,920 | 61 | 6,454 | 100 |
| 25-34 | 3,768 | 34 | 7,455 | 66 | 11,223 | 100 |
| 35-44 | 2,972 | 29 | 7,338 | 71 | 10,310 | 100 |
| 45-54 | 2,074 | 23 | 7,127 | 77 | 9,201 | 100 |
| 55-64 | 940 | 16 | 4,924 | 84 | 5,864 | 100 |
| 65-74 | 315 | 10 | 2,707 | 90 | 3,022 | 100 |
| >74 | 199 | 7 | 2,755 | 93 | 2,954 | 100 |
| Unknown | 279 | 25 | 827 | 75 | 1,106 | 100 |
| Total | 14,840 | 26 | 42,855 | 74 | 57,695 | 100 |
| Drivers in Injury Crashes** | | | | | | |
| <16 | 6,000 | 23 | 20,000 | 77 | 26,000 | 100 |
| 16-20 | 32,000 | 6 | 466,000 | 94 | 498,000 | 100 |
| 21-24 | 27,000 | 8 | 320,000 | 92 | 347,000 | 100 |
| 25-34 | 48,000 | 7 | 600,000 | 93 | 648,000 | 100 |
| 35-44 | 35,000 | 6 | 565,000 | 94 | 600,000 | 100 |
| 45-54 | 27,000 | 5 | 477,000 | 95 | 504,000 | 100 |
| 55-64 | 8,000 | 3 | 285,000 | 97 | 293,000 | 100 |
| 65-74 | 3,000 | 2 | 147,000 | 98 | 149,000 | 100 |
| >74 | 3,000 | 2 | 107,000 | 98 | 110,000 | 100 |
| Total | 188,000 | 6 | 2,988,000 | 94 | 3,176,000 | 100 |
| Drivers in Property-Damage-Only Crashes** | | | | | | |
| <16 | 43,000 | 35 | 81,000 | 65 | 124,000 | 100 |
| 16-20 | 57,000 | 5 | 1,038,000 | 95 | 1,095,000 | 100 |
| 21-24 | 32,000 | 4 | 741,000 | 96 | 773,000 | 100 |
| 25-34 | 71,000 | 5 | 1,399,000 | 95 | 1,471,000 | 100 |
| 35-44 | 42,000 | 3 | 1,315,000 | 97 | 1,357,000 | 100 |
| 45-54 | 92,000 | 7 | 1,200,000 | 93 | 1,291,000 | 100 |
| 55-64 | 15,000 | 2 | 669,000 | 98 | 684,000 | 100 |
| 65-74 | 5,000 | 2 | 311,000 | 98 | 316,000 | 100 |
| >74 | 2,000 | 1 | 211,000 | 99 | 213,000 | 100 |
| Total | 358,000 | 5 | 6,966,000 | 95 | 7,325,000 | 100 |

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Police-reported alcohol involvement.

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



*For fatal crashes, alcohol involvement is a blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater.

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

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Table 78

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

| Time of Day and Day of Week | Killed* | | | | Injured** | | | |
|---------------------------------|---------------|----------------------------------|---------------|----------------------------------|----------------|----------------------------------|----------------|----------------------------------|
| | Under 21 | | 21 and Older | | Under 21 | | 21 and Older | |
| | Number Killed | Percent with Alcohol Involvement | Number Killed | Percent with Alcohol Involvement | Number Injured | Percent with Alcohol Involvement | Number Injured | Percent with Alcohol Involvement |
| Single-Vehicle Crashes | | | | | | | | |
| Daytime | 744 | 19 | 4,954 | 28 | 48,000 | 6 | 166,000 | 8 |
| Weekday | 447 | 15 | 3,240 | 23 | 32,000 | 5 | 117,000 | 6 |
| Weekend | 297 | 26 | 1,714 | 37 | 16,000 | 7 | 49,000 | 13 |
| Nighttime | 1,375 | 52 | 6,846 | 71 | 52,000 | 24 | 145,000 | 34 |
| Weekday | 594 | 46 | 3,046 | 64 | 26,000 | 19 | 69,000 | 28 |
| Weekend | 781 | 57 | 3,800 | 76 | 26,000 | 29 | 75,000 | 39 |
| Multiple-Vehicle Crashes | | | | | | | | |
| Daytime | 781 | 7 | 7,381 | 11 | 121,000 | 1 | 878,000 | 1 |
| Weekday | 596 | 5 | 5,538 | 9 | 98,000 | 1 | 714,000 | 1 |
| Weekend | 185 | 13 | 1,843 | 15 | 23,000 | 3 | 163,000 | 3 |
| Nighttime | 624 | 26 | 4,331 | 39 | 56,000 | 7 | 282,000 | 7 |
| Weekday | 286 | 19 | 2,100 | 34 | 28,000 | 5 | 153,000 | 5 |
| Weekend | 338 | 32 | 2,231 | 45 | 27,000 | 9 | 129,000 | 10 |

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Police-reported alcohol involvement.

Table 79

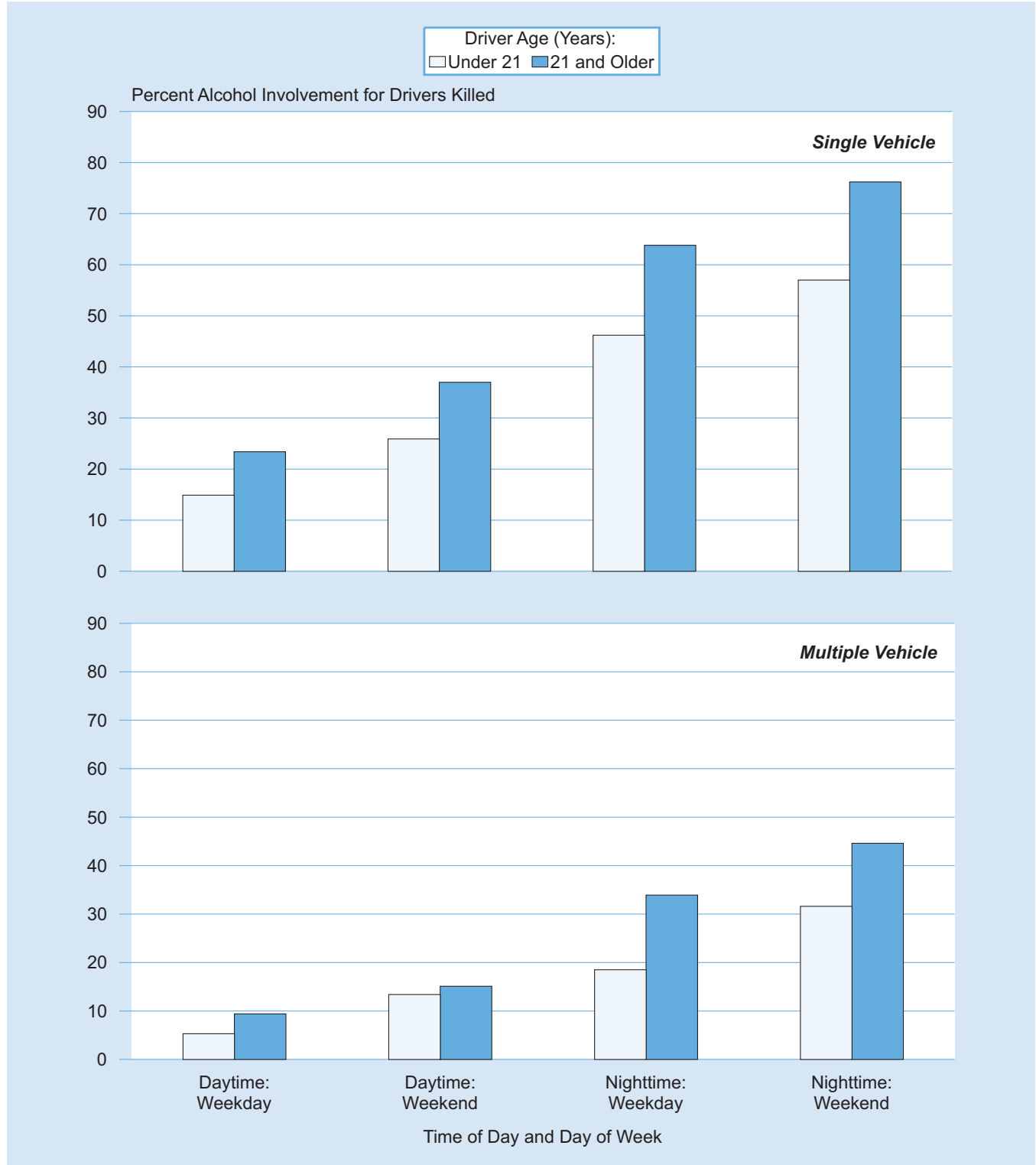
Drivers and Motorcycle Operators Killed in Crashes, by Age and Driver's Blood Alcohol Concentration (BAC)

| Age (Years) | Driver's BAC | | | | | | | | Total | |
|--------------|---------------|-----------|--------------|----------|---------------|-----------|----------------|-----------|---------------|------------|
| | .00 | | .01-.07 | | .08 or Higher | | .01 and Higher | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| <16 | 119 | 81 | 8 | 5 | 20 | 14 | 28 | 19 | 147 | 100 |
| 16-20 | 2,336 | 69 | 202 | 6 | 868 | 25 | 1,070 | 31 | 3,406 | 100 |
| 21-24 | 1,602 | 50 | 196 | 6 | 1,417 | 44 | 1,613 | 50 | 3,215 | 100 |
| 25-34 | 2,609 | 51 | 282 | 6 | 2,222 | 43 | 2,504 | 49 | 5,113 | 100 |
| 35-44 | 2,384 | 53 | 225 | 5 | 1,881 | 42 | 2,106 | 47 | 4,490 | 100 |
| 45-54 | 2,730 | 64 | 215 | 5 | 1,329 | 31 | 1,544 | 36 | 4,273 | 100 |
| 55-64 | 2,195 | 76 | 137 | 5 | 575 | 20 | 712 | 24 | 2,907 | 100 |
| 65-74 | 1,455 | 86 | 69 | 4 | 172 | 10 | 242 | 14 | 1,697 | 100 |
| >74 | 1,871 | 92 | 51 | 2 | 117 | 6 | 167 | 8 | 2,038 | 100 |
| Unknown | 20 | 54 | 3 | 8 | 14 | 38 | 17 | 46 | 37 | 100 |
| Total | 17,320 | 63 | 1,388 | 5 | 8,615 | 32 | 10,003 | 37 | 27,323 | 100 |

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

Figure 27

Alcohol Involvement (BAC .01 or Higher) for Drivers and Motorcycle Operators Killed, by Driver Age, Crash Type, Time of Day, and Day of Week



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Table 80

Drivers and Motorcycle Operators Involved in Crashes, by Vehicle Type, Alcohol Involvement, and Crash Severity

| Vehicle Type | Alcohol Involvement | | | | Total | |
|--|---------------------|-----------|------------------|-----------|------------------|------------|
| | Yes | | No | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| Drivers in Fatal Crashes* | | | | | | |
| Passenger Car | 6,416 | 27 | 17,572 | 73 | 23,988 | 100 |
| Light Truck | 6,100 | 27 | 16,085 | 73 | 22,185 | 100 |
| Large Truck | 126 | 3 | 4,570 | 97 | 4,695 | 100 |
| Bus | 11 | 4 | 286 | 96 | 297 | 100 |
| Other/Unknown | 506 | 32 | 1,091 | 68 | 1,597 | 100 |
| Subtotal | 13,158 | 25 | 39,604 | 75 | 52,762 | 100 |
| Motorcycle | 1,683 | 34 | 3,250 | 66 | 4,933 | 100 |
| Total | 14,840 | 26 | 42,855 | 74 | 57,695 | 100 |
| Drivers in Injury Crashes** | | | | | | |
| Passenger Car | 110,000 | 6 | 1,681,000 | 94 | 1,791,000 | 100 |
| Light Truck | 72,000 | 6 | 1,128,000 | 94 | 1,199,000 | 100 |
| Large Truck | *** | 1 | 80,000 | 99 | 80,000 | 100 |
| Bus | *** | *** | 11,000 | 100 | 11,000 | 100 |
| Other/Unknown | 2,000 | 14 | 10,000 | 86 | 11,000 | 100 |
| Subtotal | 184,000 | 6 | 2,909,000 | 94 | 3,093,000 | 100 |
| Motorcycle | 5,000 | 5 | 79,000 | 95 | 84,000 | 100 |
| Total | 188,000 | 6 | 2,988,000 | 94 | 3,176,000 | 100 |
| Drivers in Property-Damage-Only Crashes** | | | | | | |
| Passenger Car | 210,000 | 5 | 3,827,000 | 95 | 4,037,000 | 100 |
| Light Truck | 139,000 | 5 | 2,784,000 | 95 | 2,923,000 | 100 |
| Large Truck | 8,000 | 3 | 291,000 | 97 | 298,000 | 100 |
| Bus | *** | *** | 40,000 | 100 | 40,000 | 100 |
| Other/Unknown | *** | *** | 11,000 | 100 | 11,000 | 100 |
| Subtotal | 357,000 | 5 | 6,953,000 | 95 | 7,310,000 | 100 |
| Motorcycle | 1,000 | 9 | 14,000 | 91 | 15,000 | 100 |
| Total | 358,000 | 5 | 6,966,000 | 95 | 7,325,000 | 100 |

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Police-reported alcohol involvement.

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

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

| Age (Years) | Highest BAC in Crash | | | | | | | | Total | |
|--------------|----------------------|-----------|--------------|----------|---------------|-----------|----------------|-----------|---------------|------------|
| | .00 | | .01-.07 | | .08 or Higher | | .01 and Higher | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| <5 | 445 | 77 | 21 | 4 | 112 | 19 | 133 | 23 | 578 | 100 |
| 5-9 | 399 | 77 | 27 | 5 | 91 | 18 | 117 | 23 | 516 | 100 |
| 10-15 | 809 | 75 | 61 | 6 | 209 | 19 | 270 | 25 | 1,079 | 100 |
| 16-20 | 3,537 | 63 | 391 | 7 | 1,730 | 31 | 2,121 | 37 | 5,658 | 100 |
| 21-24 | 2,090 | 44 | 310 | 7 | 2,302 | 49 | 2,612 | 56 | 4,701 | 100 |
| 25-34 | 3,256 | 45 | 450 | 6 | 3,463 | 48 | 3,913 | 55 | 7,169 | 100 |
| 35-44 | 3,048 | 48 | 369 | 6 | 2,944 | 46 | 3,313 | 52 | 6,361 | 100 |
| 45-54 | 3,507 | 56 | 366 | 6 | 2,359 | 38 | 2,725 | 44 | 6,232 | 100 |
| 55-64 | 2,848 | 68 | 236 | 6 | 1,094 | 26 | 1,330 | 32 | 4,178 | 100 |
| 65-74 | 2,082 | 80 | 123 | 5 | 406 | 16 | 529 | 20 | 2,611 | 100 |
| >74 | 2,952 | 87 | 119 | 4 | 334 | 10 | 454 | 13 | 3,406 | 100 |
| Unknown | 68 | 45 | 8 | 5 | 77 | 50 | 85 | 55 | 153 | 100 |
| Total | 25,040 | 59 | 2,480 | 6 | 15,121 | 35 | 17,602 | 41 | 42,642 | 100 |

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

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

| Pedestrian's BAC | Driver's BAC | | | | | | Total | |
|------------------|--------------|-----------|------------|----------|---------------|-----------|--------------|------------|
| | .00 | | .01-.07 | | .08 or Higher | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| .00 | 2,449 | 52 | 89 | 2 | 328 | 7 | 2,867 | 61 |
| .01-.07 | 177 | 4 | 7 | 0 | 33 | 1 | 218 | 5 |
| .08 or Higher | 1,274 | 27 | 76 | 2 | 288 | 6 | 1,639 | 35 |
| Total* | 3,901 | 83 | 173 | 4 | 650 | 14 | 4,723 | 100 |

*Includes pedestrians struck by motorcycles. Does not include pedestrians killed in hit and run crashes.

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

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

| Vehicle Type | Restraint Use | | | | | | Total | |
|--|------------------|-------------|----------------|-------------|------------------|-------------|-------------------|--------------|
| | Used | | Not Used | | Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Drivers in Fatal Crashes | | | | | | | | |
| Passenger Car | 14,701 | 61.3 | 7,161 | 29.9 | 2,126 | 8.9 | 23,988 | 100.0 |
| Light Truck | 13,348 | 60.2 | 7,164 | 32.3 | 1,673 | 7.5 | 22,185 | 100.0 |
| Large Truck | 3,663 | 78.0 | 641 | 13.7 | 391 | 8.3 | 4,695 | 100.0 |
| Bus | 239 | 80.5 | 26 | 8.8 | 32 | 10.8 | 297 | 100.0 |
| Other/Unknown | 184 | 11.5 | 509 | 31.9 | 904 | 56.6 | 1,597 | 100.0 |
| Total* | 32,135 | 60.9 | 15,501 | 29.4 | 5,126 | 9.7 | 52,762 | 100.0 |
| Drivers in Injury Crashes | | | | | | | | |
| Passenger Car | 1,538,000 | 85.8 | 75,000 | 4.2 | 179,000 | 10.0 | 1,791,000 | 100.0 |
| Light Truck | 1,040,000 | 86.7 | 49,000 | 4.1 | 111,000 | 9.3 | 1,199,000 | 100.0 |
| Large Truck | 66,000 | 83.0 | 3,000 | 3.5 | 11,000 | 13.6 | 80,000 | 100.0 |
| Bus | 8,000 | 72.0 | ** | 2.8 | 3,000 | 25.2 | 11,000 | 100.0 |
| Other/Unknown | 3,000 | 30.8 | 6,000 | 55.9 | 2,000 | 13.4 | 11,000 | 100.0 |
| Total* | 2,655,000 | 85.8 | 133,000 | 4.3 | 305,000 | 9.9 | 3,093,000 | 100.0 |
| Drivers in Property-Damage-Only Crashes | | | | | | | | |
| Passenger Car | 3,430,000 | 85.0 | 54,000 | 1.3 | 552,000 | 13.7 | 4,037,000 | 100.0 |
| Light Truck | 2,509,000 | 85.8 | 41,000 | 1.4 | 373,000 | 12.8 | 2,923,000 | 100.0 |
| Large Truck | 217,000 | 72.8 | 5,000 | 1.7 | 76,000 | 25.4 | 298,000 | 100.0 |
| Bus | 33,000 | 81.9 | 1,000 | 3.4 | 6,000 | 14.8 | 40,000 | 100.0 |
| Other/Unknown | 5,000 | 49.9 | 3,000 | 25.1 | 3,000 | 25.1 | 11,000 | 100.0 |
| Total* | 6,196,000 | 84.8 | 104,000 | 1.4 | 1,010,000 | 13.8 | 7,310,000 | 100.0 |
| Drivers in All Crashes | | | | | | | | |
| Passenger Car | 4,983,000 | 85.1 | 136,000 | 2.3 | 733,000 | 12.5 | 5,852,000 | 100.0 |
| Light Truck | 3,562,000 | 85.9 | 97,000 | 2.3 | 486,000 | 11.7 | 4,145,000 | 100.0 |
| Large Truck | 287,000 | 75.0 | 9,000 | 2.3 | 87,000 | 22.7 | 383,000 | 100.0 |
| Bus | 41,000 | 79.8 | 2,000 | 3.3 | 9,000 | 16.9 | 51,000 | 100.0 |
| Other/Unknown | 9,000 | 38.1 | 9,000 | 40.3 | 5,000 | 21.6 | 23,000 | 100.0 |
| Total* | 8,882,000 | 85.0 | 253,000 | 2.4 | 1,320,000 | 12.6 | 10,455,000 | 100.0 |

*Excludes motorcycle operators.

**Less than 500.

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

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

| Age (Years) | Restraint Use | | | | | | Total | |
|--------------------------|------------------|-------------|----------------|-------------|----------------|------------|------------------|--------------|
| | Used | | Not Used | | Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Occupants Killed | | | | | | | | |
| <5 | 283 | 62.6 | 145 | 32.1 | 24 | 5.3 | 452 | 100.0 |
| 5-9 | 173 | 49.4 | 144 | 41.1 | 33 | 9.4 | 350 | 100.0 |
| 10-15 | 264 | 35.9 | 407 | 55.4 | 64 | 8.7 | 735 | 100.0 |
| 16-20 | 1,618 | 33.4 | 2,813 | 58.1 | 411 | 8.5 | 4,842 | 100.0 |
| 21-24 | 1,175 | 32.0 | 2,174 | 59.2 | 322 | 8.8 | 3,671 | 100.0 |
| 25-34 | 1,647 | 32.1 | 3,027 | 59.0 | 456 | 8.9 | 5,130 | 100.0 |
| 35-44 | 1,510 | 36.9 | 2,298 | 56.1 | 287 | 7.0 | 4,095 | 100.0 |
| 45-54 | 1,691 | 44.8 | 1,853 | 49.1 | 233 | 6.2 | 3,777 | 100.0 |
| 55-64 | 1,375 | 50.2 | 1,159 | 42.3 | 203 | 7.4 | 2,737 | 100.0 |
| 65-74 | 1,143 | 59.2 | 655 | 33.9 | 132 | 6.8 | 1,930 | 100.0 |
| >74 | 1,721 | 63.1 | 819 | 30.0 | 189 | 6.9 | 2,729 | 100.0 |
| Unknown | 18 | 24.7 | 29 | 39.7 | 26 | 35.6 | 73 | 100.0 |
| Total | 12,618 | 41.3 | 15,523 | 50.9 | 2,380 | 7.8 | 30,521 | 100.0 |
| Occupants Injured | | | | | | | | |
| <5 | 46,000 | 86.9 | 4,000 | 7.3 | 3,000 | 5.8 | 53,000 | 100.0 |
| 5-9 | 46,000 | 85.2 | 3,000 | 5.8 | 5,000 | 9.0 | 54,000 | 100.0 |
| 10-15 | 80,000 | 82.7 | 12,000 | 12.3 | 5,000 | 5.0 | 97,000 | 100.0 |
| 16-20 | 311,000 | 80.7 | 45,000 | 11.7 | 30,000 | 7.7 | 386,000 | 100.0 |
| 21-24 | 207,000 | 82.3 | 27,000 | 10.9 | 17,000 | 6.8 | 251,000 | 100.0 |
| 25-34 | 358,000 | 83.9 | 38,000 | 8.9 | 31,000 | 7.2 | 427,000 | 100.0 |
| 35-44 | 324,000 | 86.9 | 25,000 | 6.8 | 23,000 | 6.3 | 372,000 | 100.0 |
| 45-54 | 266,000 | 87.7 | 14,000 | 4.6 | 23,000 | 7.7 | 303,000 | 100.0 |
| 55-64 | 183,000 | 91.9 | 6,000 | 3.2 | 10,000 | 4.9 | 199,000 | 100.0 |
| 65-74 | 93,000 | 91.2 | 4,000 | 3.7 | 5,000 | 5.1 | 103,000 | 100.0 |
| >74 | 78,000 | 89.8 | 4,000 | 5.0 | 5,000 | 5.2 | 87,000 | 100.0 |
| Total | 1,992,000 | 85.5 | 183,000 | 7.8 | 156,000 | 6.7 | 2,331,000 | 100.0 |

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

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

| Age (Years) | Restraint Use | | | | | | Total | |
|----------------|---------------|-------------|--------------|-------------|--------------|------------|---------------|--------------|
| | Used | | Not Used | | Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| <5 | 1,610 | 83.0 | 247 | 12.7 | 82 | 4.2 | 1,939 | 100.0 |
| 5-9 | 1,280 | 73.1 | 350 | 20.0 | 121 | 6.9 | 1,751 | 100.0 |
| 10-15 | 1,830 | 63.1 | 834 | 28.8 | 235 | 8.1 | 2,899 | 100.0 |
| 16-20 | 4,903 | 59.2 | 2,614 | 31.6 | 759 | 9.2 | 8,276 | 100.0 |
| 21-24 | 3,288 | 61.2 | 1,534 | 28.6 | 549 | 10.2 | 5,371 | 100.0 |
| 25-34 | 5,449 | 67.1 | 1,928 | 23.7 | 742 | 9.1 | 8,119 | 100.0 |
| 35-44 | 4,802 | 75.3 | 1,115 | 17.5 | 458 | 7.2 | 6,375 | 100.0 |
| 45-54 | 4,031 | 80.9 | 618 | 12.4 | 331 | 6.6 | 4,980 | 100.0 |
| 55-64 | 2,596 | 84.7 | 290 | 9.5 | 180 | 5.9 | 3,066 | 100.0 |
| 65-74 | 1,534 | 86.8 | 142 | 8.0 | 91 | 5.1 | 1,767 | 100.0 |
| >74 | 1,196 | 84.6 | 137 | 9.7 | 80 | 5.7 | 1,413 | 100.0 |
| Unknown | 341 | 28.3 | 184 | 15.2 | 682 | 56.5 | 1,207 | 100.0 |
| Total | 32,860 | 69.7 | 9,993 | 21.2 | 4,310 | 9.1 | 47,163 | 100.0 |

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

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

| Seating Position | Restraint Use | | | | | | Total | |
|--|------------------|-------------|----------------|-------------|----------------|-------------|------------------|--------------|
| | Used | | Not Used | | Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Passenger Car Occupants Killed | | | | | | | | |
| Front Seat | 7,811 | 48.6 | 6,958 | 43.3 | 1,297 | 8.1 | 16,066 | 100.0 |
| Left | 6,027 | 48.0 | 5,534 | 44.1 | 987 | 7.9 | 12,548 | 100.0 |
| Middle | 5 | 20.8 | 18 | 75.0 | 1 | 4.2 | 24 | 100.0 |
| Right | 1,778 | 50.9 | 1,404 | 40.2 | 308 | 8.8 | 3,490 | 100.0 |
| Other/Unknown | 1 | 25.0 | 2 | 50.0 | 1 | 25.0 | 4 | 100.0 |
| Second Seat | 507 | 32.7 | 904 | 58.2 | 141 | 9.1 | 1,552 | 100.0 |
| Left | 197 | 33.7 | 333 | 56.9 | 55 | 9.4 | 585 | 100.0 |
| Middle | 48 | 22.2 | 149 | 69.0 | 19 | 8.8 | 216 | 100.0 |
| Right | 262 | 35.9 | 405 | 55.6 | 62 | 8.5 | 729 | 100.0 |
| Other/Unknown | 0 | 0.0 | 17 | 77.3 | 5 | 22.7 | 22 | 100.0 |
| Other | 0 | 0.0 | 31 | 93.9 | 2 | 6.1 | 33 | 100.0 |
| Unknown | 7 | 4.7 | 76 | 51.0 | 66 | 44.3 | 149 | 100.0 |
| Total | 8,325 | 46.8 | 7,969 | 44.8 | 1,506 | 8.5 | 17,800 | 100.0 |
| Passenger Car Occupants Injured | | | | | | | | |
| Front Seat | 1,166,000 | 86.9 | 86,000 | 6.4 | 90,000 | 6.7 | 1,343,000 | 100.0 |
| Left | 924,000 | 86.7 | 64,000 | 6.0 | 77,000 | 7.3 | 1,066,000 | 100.0 |
| Middle | 2,000 | 80.4 | * | 15.8 | * | 3.8 | 2,000 | 100.0 |
| Right | 240,000 | 87.5 | 22,000 | 7.8 | 13,000 | 4.7 | 275,000 | 100.0 |
| Second Seat | 100,000 | 76.8 | 20,000 | 15.4 | 10,000 | 7.8 | 131,000 | 100.0 |
| Left | 38,000 | 78.0 | 7,000 | 15.2 | 3,000 | 6.8 | 48,000 | 100.0 |
| Middle | 13,000 | 74.7 | 3,000 | 17.4 | 1,000 | 7.9 | 18,000 | 100.0 |
| Right | 50,000 | 76.5 | 10,000 | 15.0 | 6,000 | 8.5 | 65,000 | 100.0 |
| Other | 1,000 | 47.2 | * | 34.9 | * | 18.0 | 1,000 | 100.0 |
| Total | 1,267,000 | 85.9 | 107,000 | 7.2 | 101,000 | 6.8 | 1,475,000 | 100.0 |

*Less than 500.

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

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

| Seating Position | Restraint Use | | | | | | Total | |
|--------------------------------------|----------------|-------------|---------------|-------------|---------------|-------------|----------------|--------------|
| | Used | | Not Used | | Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Light Truck Occupants Killed | | | | | | | | |
| Front Seat | 3,917 | 35.3 | 6,485 | 58.4 | 709 | 6.4 | 11,111 | 100.0 |
| Left | 3,094 | 34.5 | 5,296 | 59.0 | 585 | 6.5 | 8,975 | 100.0 |
| Middle | 18 | 21.2 | 60 | 70.6 | 7 | 8.2 | 85 | 100.0 |
| Right | 805 | 39.4 | 1,121 | 54.9 | 117 | 5.7 | 2,043 | 100.0 |
| Other/Unknown | 0 | 0.0 | 8 | 100.0 | 0 | 0.0 | 8 | 100.0 |
| Second Seat | 318 | 31.7 | 616 | 61.4 | 70 | 7.0 | 1,004 | 100.0 |
| Left | 147 | 37.0 | 227 | 57.2 | 23 | 5.8 | 397 | 100.0 |
| Middle | 46 | 24.7 | 126 | 67.7 | 14 | 7.5 | 186 | 100.0 |
| Right | 124 | 30.9 | 250 | 62.3 | 27 | 6.7 | 401 | 100.0 |
| Other/Unknown | 1 | 5.0 | 13 | 65.0 | 6 | 30.0 | 20 | 100.0 |
| Other | 48 | 13.4 | 284 | 79.1 | 27 | 7.5 | 359 | 100.0 |
| Unknown | 10 | 4.0 | 169 | 68.4 | 68 | 27.5 | 247 | 100.0 |
| Total | 4,293 | 33.7 | 7,554 | 59.4 | 874 | 6.9 | 12,721 | 100.0 |
| Light Truck Occupants Injured | | | | | | | | |
| Front Seat | 651,000 | 85.7 | 58,000 | 7.7 | 51,000 | 6.7 | 760,000 | 100.0 |
| Left | 507,000 | 86.0 | 40,000 | 6.8 | 42,000 | 7.2 | 590,000 | 100.0 |
| Middle | 3,000 | 51.6 | 2,000 | 32.6 | 1,000 | 15.8 | 7,000 | 100.0 |
| Right | 141,000 | 86.0 | 16,000 | 9.7 | 7,000 | 4.3 | 164,000 | 100.0 |
| Second Seat | 65,000 | 81.0 | 12,000 | 14.5 | 4,000 | 4.5 | 80,000 | 100.0 |
| Left | 25,000 | 81.8 | 4,000 | 13.3 | 2,000 | 4.9 | 31,000 | 100.0 |
| Middle | 9,000 | 71.0 | 3,000 | 24.7 | 1,000 | 4.3 | 13,000 | 100.0 |
| Right | 30,000 | 83.8 | 4,000 | 11.9 | 2,000 | 4.3 | 36,000 | 100.0 |
| Other | 10,000 | 56.0 | 6,000 | 37.2 | 1,000 | 6.8 | 17,000 | 100.0 |
| Total | 725,000 | 84.6 | 76,000 | 8.9 | 55,000 | 6.5 | 857,000 | 100.0 |

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

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

| Restraint Use and Type of Restraint | Vehicle Type | | | |
|-------------------------------------|------------------|--------------|----------------|--------------|
| | Passenger Car | | Light Truck | |
| | Number | Percent | Number | Percent |
| Occupants Killed | | | | |
| Restraint Used | | | | |
| Lap/Shoulder Belt | 3,933 | 22.1 | 2,310 | 18.2 |
| Lap Belt | 108 | 0.6 | 96 | 0.8 |
| Shoulder Belt | 155 | 0.9 | 20 | 0.2 |
| Child Safety Seat | 135 | 0.8 | 98 | 0.8 |
| Type Unknown | 11 | 0.1 | 11 | 0.1 |
| Restraint Used, Airbag Deployed | 3,937 | 22.1 | 1,706 | 13.4 |
| Safety Belt Used Improperly | 26 | 0.1 | 26 | 0.2 |
| Child Safety Seat Used Improperly | 20 | 0.1 | 26 | 0.2 |
| <i>Subtotal</i> | 8,325 | 46.8 | 4,293 | 33.7 |
| No Restraint Used | 4,772 | 26.8 | 5,716 | 44.9 |
| No Restraint Used, Airbag Deployed | 3,197 | 18.0 | 1,838 | 14.4 |
| Restraint Use Unknown | 1,506 | 8.5 | 874 | 6.9 |
| Total | 17,800 | 100.0 | 12,721 | 100.0 |
| Occupants Injured | | | | |
| Restraint Used | | | | |
| Lap/Shoulder Belt | 848,000 | 57.5 | 534,000 | 62.3 |
| Lap Belt | 15,000 | 1.0 | 14,000 | 1.7 |
| Shoulder Belt | 6,000 | 0.4 | 2,000 | 0.3 |
| Child Safety Seat | 23,000 | 1.6 | 18,000 | 2.2 |
| Type Unknown | 40,000 | 2.7 | 20,000 | 2.3 |
| Restraint Used, Airbag Deployed | 335,000 | 22.7 | 137,000 | 16.0 |
| <i>Subtotal</i> | 1,267,000 | 85.9 | 725,000 | 84.6 |
| No Restraint Used | 81,000 | 5.5 | 65,000 | 7.6 |
| No Restraint Used, Airbag Deployed | 25,000 | 1.7 | 11,000 | 1.3 |
| Restraint Use Unknown | 101,000 | 6.8 | 55,000 | 6.5 |
| Total | 1,475,000 | 100.0 | 857,000 | 100.0 |

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

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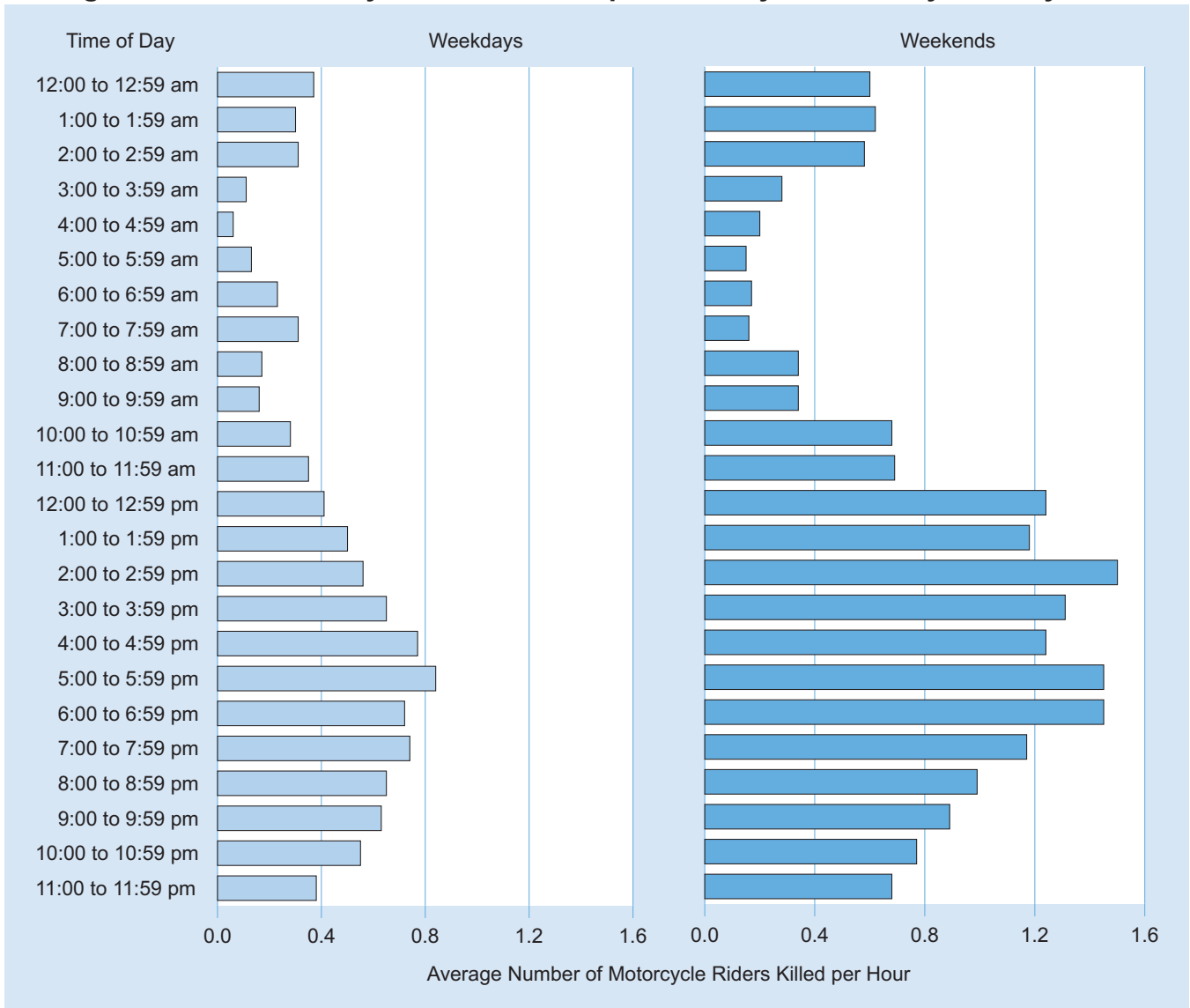
Table 89
Motorcycle Riders Killed or Injured, by Time of Day and Day of Week

| Time of Day | Day of Week | | | | Total | |
|----------------------------------|---------------|--------------|---------------|--------------|---------------|--------------|
| | Weekday | | Weekend | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| Motorcycle Riders Killed | | | | | | |
| Midnight to 3 am | 205 | 8.5 | 282 | 11.7 | 487 | 10.1 |
| 3 am to 6 am | 62 | 2.6 | 98 | 4.1 | 160 | 3.3 |
| 6 am to 9 am | 185 | 7.7 | 71 | 3.0 | 256 | 5.3 |
| 9 am to Noon | 208 | 8.7 | 179 | 7.4 | 387 | 8.0 |
| Noon to 3 pm | 382 | 15.9 | 411 | 17.1 | 793 | 16.5 |
| 3 pm to 6 pm | 587 | 24.4 | 420 | 17.5 | 1,007 | 20.9 |
| 6 pm to 9 pm | 438 | 18.2 | 567 | 23.6 | 1,005 | 20.9 |
| 9 pm to Midnight | 323 | 13.5 | 366 | 15.2 | 689 | 14.3 |
| Unknown | 11 | 0.5 | 11 | 0.5 | 26 | 0.5 |
| Total | 2,401 | 100.0 | 2,405 | 100.0 | *4,810 | 100.0 |
| Motorcycle Riders Injured | | | | | | |
| Midnight to 3 am | 2,000 | 3.3 | 2,000 | 5.5 | 4,000 | 4.3 |
| 3 am to 6 am | 1,000 | 2.9 | 1,000 | 2.0 | 2,000 | 2.5 |
| 6 am to 9 am | 5,000 | 10.3 | 1,000 | 3.1 | 6,000 | 7.1 |
| 9 am to Noon | 6,000 | 11.4 | 5,000 | 12.2 | 10,000 | 11.8 |
| Noon to 3 pm | 9,000 | 17.9 | 8,000 | 20.0 | 16,000 | 18.8 |
| 3 pm to 6 pm | 14,000 | 29.2 | 9,000 | 24.5 | 24,000 | 27.1 |
| 6 pm to 9 pm | 8,000 | 15.9 | 8,000 | 20.1 | 16,000 | 17.7 |
| 9 pm to Midnight | 5,000 | 9.2 | 5,000 | 12.8 | 9,000 | 10.7 |
| Total | 49,000 | 100.0 | 38,000 | 100.0 | 88,000 | 100.0 |

*Includes 4 motorcycle riders killed on unknown day of week.

Figure 28

Average Number of Motorcycle Riders Killed per Hour, by Time of Day and Day of Week



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Table 90
Motorcycle Riders Killed, by Person Type and Helmet Use

| Person Type | Helmet Use | | | | | | Total | |
|--------------|--------------|-------------|--------------|-------------|------------|------------|--------------|--------------|
| | Used | | Not Used | | Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Operators | 2,580 | 57.4 | 1,789 | 39.8 | 124 | 2.8 | 4,493 | 100.0 |
| Passengers | 140 | 44.2 | 168 | 53.0 | 9 | 2.8 | 317 | 100.0 |
| Total | 2,720 | 56.5 | 1,957 | 40.7 | 133 | 2.8 | 4,810 | 100.0 |

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

| Age (Years) | License Compliance | | | | | Total |
|--------------|--------------------|--------------------------------|-----------------------------|--------------------------|-----------|--------------|
| | Not Licensed | No Motorcycle License Required | No Valid Motorcycle License | Valid Motorcycle License | Unknown | |
| <16 | 24 | 1 | 0 | 2 | 0 | 27 |
| 16-20 | 35 | 4 | 98 | 189 | 7 | 333 |
| 21-24 | 21 | 1 | 187 | 392 | 7 | 608 |
| 25-34 | 28 | 1 | 308 | 701 | 19 | 1,057 |
| 35-44 | 21 | 1 | 266 | 773 | 17 | 1,078 |
| 45-54 | 12 | 5 | 174 | 888 | 11 | 1,090 |
| 55-64 | 7 | 0 | 40 | 502 | 11 | 560 |
| 65-74 | 3 | 2 | 15 | 117 | 2 | 139 |
| >74 | 2 | 1 | 2 | 28 | 0 | 33 |
| Unknown | 0 | 0 | 0 | 2 | 6 | 8 |
| Total | 153 | 16 | 1,090 | 3,594 | 80 | 4,933 |

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

| Age (Years) | Vehicle Type | | Total |
|--------------|--------------|---------------|-----------|
| | Bus | Other Vehicle | |
| <5 | 2 | 0 | 2 |
| 5-9 | 4 | 1 | 5 |
| 10-15 | 3 | 2 | 5 |
| >15 | 9 | 0 | 9 |
| Total | 18 | 3 | 21 |

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

| Person Type | Killed | | Injured | |
|---------------------------|------------|--------------|---------------|--------------|
| | Number | Percent | Number | Percent |
| School Bus Driver | 3 | 2.0 | 2,000 | 14.4 |
| School Bus Passenger | 5 | 3.3 | 5,000 | 42.2 |
| Pedestrian | 21 | 14.0 | * | 1.2 |
| Pedalcyclist | 2 | 1.3 | * | 1.3 |
| Occupant of Other Vehicle | 119 | 79.3 | 5,000 | 39.5 |
| Other Nonoccupants | 0 | 0.0 | * | 1.4 |
| Total | 150 | 100.0 | 13,000 | 100.0 |

*Less than 500.

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Table 94
Pedestrians Killed or Injured, by Age and Location

| Age (Years) | Location | | | | Total | |
|----------------------------|---------------|-------------|-----------------|-------------|-----------------|--------------|
| | Intersection | | Nonintersection | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| Pedestrians Killed | | | | | | |
| <5 | 19 | 17.6 | 89 | 82.4 | 108 | 100.0 |
| 5-9 | 23 | 22.1 | 80 | 76.9 | 104 | 100.0 |
| 10-15 | 45 | 28.7 | 109 | 69.4 | 157 | 100.0 |
| 16-20 | 36 | 13.1 | 234 | 85.4 | 274 | 100.0 |
| 21-24 | 44 | 15.2 | 239 | 82.4 | 290 | 100.0 |
| 25-34 | 97 | 15.8 | 510 | 82.9 | 615 | 100.0 |
| 35-44 | 126 | 16.4 | 637 | 82.7 | 770 | 100.0 |
| 45-54 | 189 | 20.3 | 728 | 78.0 | 933 | 100.0 |
| 55-64 | 130 | 22.9 | 429 | 75.7 | 567 | 100.0 |
| 65-74 | 119 | 31.8 | 253 | 67.6 | 374 | 100.0 |
| >74 | 173 | 32.6 | 347 | 65.5 | 530 | 100.0 |
| Unknown | 7 | 11.3 | 49 | 79.0 | 62 | 100.0 |
| Total | 1,008 | 21.1 | 3,704 | 77.4 | *4,784 | 100.0 |
| Pedestrians Injured | | | | | | |
| <5 | *** | 26.0 | 1,000 | 74.0 | 2,000 | 100.0 |
| 5-9 | 2,000 | 45.4 | 2,000 | 54.6 | 4,000 | 100.0 |
| 10-15 | 5,000 | 52.4 | 4,000 | 46.8 | 9,000 | 100.0 |
| 16-20 | 3,000 | 40.6 | 3,000 | 46.4 | 7,000 | 100.0 |
| 21-24 | 2,000 | 48.0 | 2,000 | 50.5 | 3,000 | 100.0 |
| 25-34 | 4,000 | 49.2 | 4,000 | 47.8 | 8,000 | 100.0 |
| 35-44 | 4,000 | 44.6 | 4,000 | 50.5 | 9,000 | 100.0 |
| 45-54 | 3,000 | 43.6 | 4,000 | 50.4 | 7,000 | 100.0 |
| 55-64 | 4,000 | 64.5 | 2,000 | 34.1 | 6,000 | 100.0 |
| 65-74 | 2,000 | 64.5 | 1,000 | 29.6 | 3,000 | 100.0 |
| >74 | 2,000 | 59.6 | 1,000 | 40.4 | 3,000 | 100.0 |
| Total | 30,000 | 49.2 | 29,000 | 46.9 | **61,000 | 100.0 |

*Includes 72 pedestrians killed at other or unknown locations.

**Includes 2,000 pedestrians injured at other or unknown locations.

***Less than 500.

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

| Age (Years) | Male | | | Female | | | Total | | |
|--------------|--------------|------------------------|-------------|--------------|------------------------|-------------|----------------|------------------------|-------------|
| | Killed | Population (Thousands) | Rate | Killed | Population (Thousands) | Rate | Killed | Population (Thousands) | Rate |
| <5 | 64 | 10,442 | 0.61 | 44 | 9,976 | 0.44 | 108 | 20,418 | 0.53 |
| 5-9 | 78 | 10,077 | 0.77 | 26 | 9,633 | 0.27 | 104 | 19,710 | 0.53 |
| 10-15 | 100 | 12,779 | 0.78 | 56 | 12,176 | 0.46 | 157 | 24,955 | 0.63 |
| 16-20 | 179 | 10,878 | 1.65 | 94 | 10,312 | 0.91 | 274 | 21,189 | 1.29 |
| 21-24 | 217 | 8,751 | 2.48 | 72 | 8,167 | 0.88 | 290 | 16,918 | 1.71 |
| 25-34 | 484 | 20,565 | 2.35 | 129 | 19,851 | 0.65 | 615 | 40,416 | 1.52 |
| 35-44 | 558 | 21,850 | 2.55 | 210 | 21,817 | 0.96 | 770 | 43,667 | 1.76 |
| 45-54 | 693 | 21,290 | 3.26 | 232 | 21,989 | 1.06 | 933 | 43,278 | 2.16 |
| 55-64 | 383 | 15,224 | 2.52 | 183 | 16,363 | 1.12 | 567 | 31,587 | 1.80 |
| 65-74 | 229 | 8,670 | 2.64 | 143 | 10,247 | 1.40 | 374 | 18,917 | 1.98 |
| >74 | 280 | 6,987 | 4.01 | 245 | 11,357 | 2.16 | 530 | 18,344 | 2.89 |
| Unknown | 44 | * | * | 10 | * | * | 62 | * | * |
| Total | 3,309 | 147,512 | 2.24 | 1,444 | 151,886 | 0.95 | **4,784 | 299,398 | 1.60 |

| Age (Years) | Male | | | Female | | | Total | | |
|--------------|---------------|------------------------|-----------|---------------|------------------------|-----------|---------------|------------------------|-----------|
| | Injured | Population (Thousands) | Rate | Injured | Population (Thousands) | Rate | Injured | Population (Thousands) | Rate |
| <5 | 1,000 | 10,442 | 12 | 1,000 | 9,976 | 6 | 2,000 | 20,418 | 9 |
| 5-9 | 3,000 | 10,077 | 28 | 1,000 | 9,633 | 10 | 4,000 | 19,710 | 20 |
| 10-15 | 4,000 | 12,779 | 29 | 5,000 | 12,176 | 41 | 9,000 | 24,955 | 35 |
| 16-20 | 4,000 | 10,878 | 38 | 3,000 | 10,312 | 32 | 7,000 | 21,189 | 35 |
| 21-24 | 2,000 | 8,751 | 22 | 1,000 | 8,167 | 15 | 3,000 | 16,918 | 19 |
| 25-34 | 5,000 | 20,565 | 25 | 3,000 | 19,851 | 14 | 8,000 | 40,416 | 20 |
| 35-44 | 5,000 | 21,850 | 24 | 3,000 | 21,817 | 15 | 9,000 | 43,667 | 20 |
| 45-54 | 4,000 | 21,290 | 19 | 3,000 | 21,989 | 14 | 7,000 | 43,278 | 17 |
| 55-64 | 3,000 | 15,224 | 22 | 3,000 | 16,363 | 16 | 6,000 | 31,587 | 19 |
| 65-74 | 2,000 | 8,670 | 18 | 2,000 | 10,247 | 15 | 3,000 | 18,917 | 16 |
| >74 | 1,000 | 6,987 | 16 | 2,000 | 11,357 | 18 | 3,000 | 18,344 | 17 |
| Total | 35,000 | 147,512 | 23 | 26,000 | 151,886 | 17 | 61,000 | 299,398 | 20 |

*Not applicable.

**Includes 31 pedestrian fatalities of unknown sex.

Note: Totals may not equal sum of components due to independent rounding.

Source: Population—Bureau of the Census.

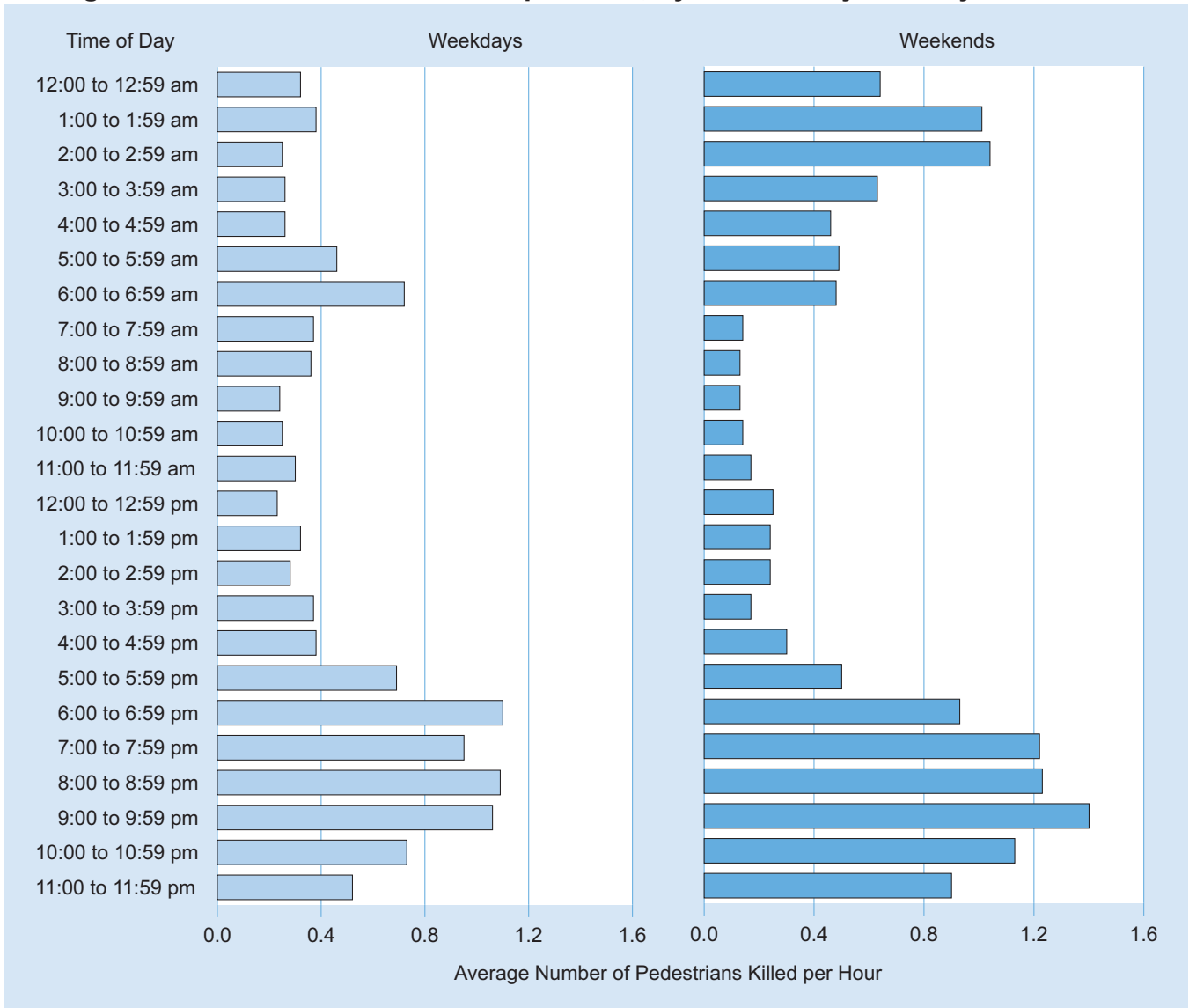
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Table 96
Pedestrians Killed or Injured, by Time of Day and Day of Week

| Time of Day | Day of Week | | | | Total | |
|----------------------------|---------------|--------------|---------------|--------------|---------------|--------------|
| | Weekday | | Weekend | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| Pedestrians Killed | | | | | | |
| Midnight to 3 am | 197 | 7.2 | 421 | 20.5 | 618 | 12.9 |
| 3 am to 6 am | 205 | 7.5 | 248 | 12.1 | 453 | 9.5 |
| 6 am to 9 am | 374 | 13.8 | 79 | 3.8 | 453 | 9.5 |
| 9 am to Noon | 207 | 7.6 | 47 | 2.3 | 254 | 5.3 |
| Noon to 3 pm | 217 | 8.0 | 76 | 3.7 | 293 | 6.1 |
| 3 pm to 6 pm | 376 | 13.8 | 102 | 5.0 | 478 | 10.0 |
| 6 pm to 9 pm | 652 | 24.0 | 531 | 25.8 | 1,183 | 24.7 |
| 9 pm to Midnight | 480 | 17.7 | 539 | 26.2 | 1,019 | 21.3 |
| Unknown | 11 | 0.4 | 15 | 0.7 | 33 | 0.7 |
| Total | 2,719 | 100.0 | 2,058 | 100.0 | *4,784 | 100.0 |
| Pedestrians Injured | | | | | | |
| Midnight to 3 am | 1,000 | 3.2 | 3,000 | 14.8 | 4,000 | 6.9 |
| 3 am to 6 am | 1,000 | 1.6 | 1,000 | 5.5 | 2,000 | 2.8 |
| 6 am to 9 am | 6,000 | 14.4 | 1,000 | 3.2 | 7,000 | 10.8 |
| 9 am to Noon | 5,000 | 12.3 | 2,000 | 8.7 | 7,000 | 11.2 |
| Noon to 3 pm | 5,000 | 12.0 | 2,000 | 12.0 | 7,000 | 12.0 |
| 3 pm to 6 pm | 13,000 | 31.7 | 2,000 | 11.2 | 15,000 | 25.2 |
| 6 pm to 9 pm | 7,000 | 17.5 | 6,000 | 32.1 | 13,000 | 22.1 |
| 9 pm to Midnight | 3,000 | 7.3 | 2,000 | 12.6 | 5,000 | 9.0 |
| Total | 42,000 | 100.0 | 19,000 | 100.0 | 61,000 | 100.0 |

*Includes 7 pedestrians killed at unknown time of day and day of week.

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



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Table 97

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

| Vehicle Type | Initial Point of Impact | | | | | | | | | | Total | |
|----------------------------|-------------------------|-------------|--------------|-------------|--------------|------------|--------------|------------|---------------|------------|---------------|--------------|
| | Front | | Right Side | | Left Side | | Rear | | Other/Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Pedestrians Killed | | | | | | | | | | | | |
| Passenger Car | 1,661 | 93.0 | 40 | 2.2 | 25 | 1.4 | 12 | 0.7 | 48 | 2.7 | 1,786 | 100.0 |
| Light Truck | 1,594 | 91.3 | 41 | 2.3 | 24 | 1.4 | 27 | 1.5 | 59 | 3.4 | 1,745 | 100.0 |
| Large Truck | 176 | 70.4 | 21 | 8.4 | 11 | 4.4 | 23 | 9.2 | 19 | 7.6 | 250 | 100.0 |
| Bus | 54 | 69.2 | 3 | 3.8 | 3 | 3.8 | 7 | 9.0 | 11 | 14.1 | 78 | 100.0 |
| Other/Unknown | 280 | 61.8 | 5 | 1.1 | 2 | 0.4 | 3 | 0.7 | 163 | 36.0 | 453 | 100.0 |
| Total | 3,765 | 87.3 | 110 | 2.6 | 65 | 1.5 | 72 | 1.7 | 300 | 7.0 | 4,312 | 100.0 |
| Pedestrians Injured | | | | | | | | | | | | |
| Passenger Car | 27,000 | 74.5 | 5,000 | 14.6 | 2,000 | 6.1 | 2,000 | 4.6 | * | 0.2 | 36,000 | 100.0 |
| Light Truck | 14,000 | 69.4 | 3,000 | 16.4 | 2,000 | 8.1 | 1,000 | 3.9 | * | 2.1 | 21,000 | 100.0 |
| Other | 1,000 | 55.4 | * | 19.3 | * | 8.0 | * | 3.0 | * | 14.3 | 3,000 | 100.0 |
| Total | 42,000 | 71.9 | 9,000 | 15.5 | 4,000 | 6.9 | 3,000 | 4.3 | 1,000 | 1.5 | 59,000 | 100.0 |

*Less than 500.

Table 98

Pedestrians Killed, by Related Factors

| Factors | Number | Percent |
|--|--------------|--------------|
| Improper crossing of roadway or intersection | 1,062 | 22.2 |
| Walking, playing, working, etc., in roadway | 924 | 19.3 |
| Failure to yield right of way | 680 | 14.2 |
| Darting or running into road | 605 | 12.6 |
| Not visible. | 582 | 12.2 |
| Inattentive (talking, eating, etc.) | 123 | 2.6 |
| Failure to obey traffic signs, signals, or officer | 72 | 1.5 |
| Physical impairment | 32 | 0.7 |
| Emotional (e.g., depression, angry, disturbed) | 27 | 0.6 |
| Ill, blackout | 14 | 0.3 |
| Getting on/off/in/out of transport vehicle | 6 | 0.1 |
| Nonoccupant pushing vehicle | 6 | 0.1 |
| Other factors | 184 | 3.8 |
| None reported | 1,615 | 33.8 |
| Unknown | 181 | 3.8 |
| Total Pedestrians | 4,784 | 100.0 |

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

Table 99
Pedalcyclists Killed or Injured, by Age and Location

| Age (Years) | Location | | | | Total | |
|------------------------------|---------------|-------------|-----------------|-------------|-----------------|--------------|
| | Intersection | | Nonintersection | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| Pedalcyclists Killed | | | | | | |
| <5 | 1 | 33.3 | 2 | 66.7 | 3 | 100.0 |
| 5-9 | 15 | 35.7 | 27 | 64.3 | 42 | 100.0 |
| 10-15 | 23 | 35.4 | 41 | 63.1 | 65 | 100.0 |
| 16-20 | 23 | 41.1 | 33 | 58.9 | 56 | 100.0 |
| 21-24 | 12 | 36.4 | 21 | 63.6 | 33 | 100.0 |
| 25-34 | 28 | 30.1 | 63 | 67.7 | 93 | 100.0 |
| 35-44 | 30 | 25.2 | 88 | 73.9 | 119 | 100.0 |
| 45-54 | 47 | 29.0 | 112 | 69.1 | 162 | 100.0 |
| 55-64 | 30 | 29.4 | 72 | 70.6 | 102 | 100.0 |
| 65-74 | 20 | 39.2 | 31 | 60.8 | 51 | 100.0 |
| >74 | 18 | 45.0 | 21 | 52.5 | 40 | 100.0 |
| Unknown | 1 | 14.3 | 5 | 71.4 | 7 | 100.0 |
| Total | 248 | 32.1 | 516 | 66.8 | *773 | 100.0 |
| Pedalcyclists Injured | | | | | | |
| <5 | *** | 42.2 | *** | 39.4 | *** | 100.0 |
| 5-9 | 2,000 | 58.1 | 1,000 | 41.4 | 3,000 | 100.0 |
| 10-15 | 6,000 | 60.9 | 3,000 | 32.9 | 9,000 | 100.0 |
| 16-20 | 4,000 | 62.1 | 2,000 | 37.4 | 6,000 | 100.0 |
| 21-24 | 3,000 | 78.5 | 1,000 | 21.2 | 3,000 | 100.0 |
| 25-34 | 3,000 | 62.9 | 2,000 | 36.2 | 5,000 | 100.0 |
| 35-44 | 4,000 | 62.6 | 2,000 | 36.9 | 6,000 | 100.0 |
| 45-54 | 4,000 | 66.1 | 2,000 | 33.6 | 6,000 | 100.0 |
| 55-64 | 2,000 | 55.7 | 2,000 | 43.5 | 4,000 | 100.0 |
| 65-74 | 1,000 | 90.2 | *** | 9.8 | 1,000 | 100.0 |
| >74 | *** | 73.0 | *** | 27.0 | *** | 100.0 |
| Total | 28,000 | 63.6 | 15,000 | 34.6 | **44,000 | 100.0 |

*Includes 9 pedalcyclists killed at other or unknown location.

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

***Less than 500.

Chapter 4 ■ People

Table 100

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

| Age (Years) | Male | | | Female | | | Total | | |
|--------------|------------|------------------------|-------------|-----------|------------------------|-------------|--------------|------------------------|-------------|
| | Killed | Population (Thousands) | Rate | Killed | Population (Thousands) | Rate | Killed | Population (Thousands) | Rate |
| <5 | 1 | 10,442 | 0.01 | 2 | 9,976 | 0.02 | 3 | 20,418 | 0.01 |
| 5-9 | 35 | 10,077 | 0.35 | 7 | 9,633 | 0.07 | 42 | 19,710 | 0.21 |
| 10-15 | 56 | 12,779 | 0.44 | 8 | 12,176 | 0.07 | 65 | 24,955 | 0.26 |
| 16-20 | 50 | 10,878 | 0.46 | 6 | 10,312 | 0.06 | 56 | 21,189 | 0.26 |
| 21-24 | 28 | 8,751 | 0.32 | 5 | 8,167 | 0.06 | 33 | 16,918 | 0.20 |
| 25-34 | 80 | 20,565 | 0.39 | 13 | 19,851 | 0.07 | 93 | 40,416 | 0.23 |
| 35-44 | 100 | 21,850 | 0.46 | 19 | 21,817 | 0.09 | 119 | 43,667 | 0.27 |
| 45-54 | 147 | 21,290 | 0.69 | 14 | 21,989 | 0.06 | 162 | 43,278 | 0.37 |
| 55-64 | 95 | 15,224 | 0.62 | 7 | 16,363 | 0.04 | 102 | 31,587 | 0.32 |
| 65-74 | 46 | 8,670 | 0.53 | 5 | 10,247 | 0.05 | 51 | 18,917 | 0.27 |
| >74 | 32 | 6,987 | 0.46 | 8 | 11,357 | 0.07 | 40 | 18,344 | 0.22 |
| Unknown | 7 | * | * | 0 | * | * | 7 | * | * |
| Total | 677 | 147,512 | 0.46 | 94 | 151,886 | 0.06 | **773 | 299,398 | 0.26 |

| Age (Years) | Male | | | Female | | | Total | | |
|--------------|---------------|------------------------|-----------|--------------|------------------------|----------|---------------|------------------------|-----------|
| | Injured | Population (Thousands) | Rate | Injured | Population (Thousands) | Rate | Injured | Population (Thousands) | Rate |
| <5 | *** | 10,442 | 1 | *** | 9,976 | **** | *** | 20,418 | **** |
| 5-9 | 2,000 | 10,077 | 25 | *** | 9,633 | 5 | 3,000 | 19,710 | 15 |
| 10-15 | 8,000 | 12,779 | 60 | 2,000 | 12,176 | 13 | 9,000 | 24,955 | 37 |
| 16-20 | 6,000 | 10,878 | 52 | 1,000 | 10,312 | 6 | 6,000 | 21,189 | 30 |
| 21-24 | 2,000 | 8,751 | 28 | 1,000 | 8,167 | 12 | 3,000 | 16,918 | 20 |
| 25-34 | 4,000 | 20,565 | 20 | 1,000 | 19,851 | 7 | 5,000 | 40,416 | 14 |
| 35-44 | 5,000 | 21,850 | 22 | 1,000 | 21,817 | 4 | 6,000 | 43,667 | 13 |
| 45-54 | 5,000 | 21,290 | 24 | 1,000 | 21,989 | 3 | 6,000 | 43,278 | 13 |
| 55-64 | 3,000 | 15,224 | 19 | 1,000 | 16,363 | 6 | 4,000 | 31,587 | 12 |
| 65-74 | 1,000 | 8,670 | 11 | *** | 10,247 | 1 | 1,000 | 18,917 | 5 |
| >74 | *** | 6,987 | 3 | *** | 11,357 | 1 | *** | 18,344 | 1 |
| Total | 36,000 | 147,512 | 25 | 8,000 | 151,886 | 5 | 44,000 | 299,398 | 15 |

*Not applicable.

**Includes 2 pedalcyclists killed at other or unknown locations.

***Less than 500.

****Less than 0.5.

Source: Population—Bureau of the Census.

Notes: Totals may not equal sum of components due to independent rounding.

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

| Time of Day | Day of Week | | | | Total | |
|------------------------------|---------------|--------------|---------------|--------------|---------------|--------------|
| | Weekday | | Weekend | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| Pedalcyclists Killed | | | | | | |
| Midnight to 3 am | 15 | 3.1 | 22 | 7.8 | 37 | 4.8 |
| 3 am to 6 am | 19 | 3.9 | 23 | 8.1 | 42 | 5.4 |
| 6 am to 9 am | 70 | 14.3 | 17 | 6.0 | 87 | 11.3 |
| 9 am to Noon | 57 | 11.6 | 25 | 8.8 | 82 | 10.6 |
| Noon to 3 pm | 74 | 15.1 | 31 | 11.0 | 105 | 13.6 |
| 3 pm to 6 pm | 87 | 17.8 | 28 | 9.9 | 115 | 14.9 |
| 6 pm to 9 pm | 104 | 21.2 | 65 | 23.0 | 169 | 21.9 |
| 9 pm to Midnight | 64 | 13.1 | 72 | 25.4 | 136 | 17.6 |
| Total | 490 | 100.0 | 283 | 100.0 | 773 | 100.0 |
| Pedalcyclists Injured | | | | | | |
| Midnight to 3 am | * | 0.2 | * | 3.0 | * | 0.9 |
| 3 am to 6 am | * | 0.2 | * | 1.0 | * | 0.4 |
| 6 am to 9 am | 5,000 | 15.4 | 1,000 | 4.7 | 6,000 | 12.7 |
| 9 am to Noon | 3,000 | 8.8 | 2,000 | 14.2 | 4,000 | 10.2 |
| Noon to 3 pm | 6,000 | 16.7 | 2,000 | 19.9 | 8,000 | 17.5 |
| 3 pm to 6 pm | 12,000 | 35.8 | 2,000 | 15.4 | 14,000 | 30.7 |
| 6 pm to 9 pm | 5,000 | 16.3 | 3,000 | 25.3 | 8,000 | 18.5 |
| 9 pm to Midnight | 2,000 | 6.6 | 2,000 | 16.4 | 4,000 | 9.0 |
| Total | 33,000 | 100.0 | 11,000 | 100.0 | 44,000 | 100.0 |

*Less than 500.

Chapter 4 ■ People

Table 102

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

| Vehicle Type | Initial Point of Impact | | | | | | | | | | Total | |
|------------------------------|-------------------------|-------------|--------------|-------------|--------------|-------------|--------------|------------|---------------|------------|---------------|--------------|
| | Front | | Right Side | | Left Side | | Rear | | Other/Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Pedalcyclists Killed | | | | | | | | | | | | |
| Passenger Car | 260 | 93.5 | 13 | 4.7 | 3 | 1.1 | 0 | 0.0 | 2 | 0.7 | 278 | 100.0 |
| Light Truck | 282 | 91.9 | 13 | 4.2 | 8 | 2.6 | 2 | 0.7 | 2 | 0.7 | 307 | 100.0 |
| Large Truck | 33 | 44.6 | 19 | 25.7 | 6 | 8.1 | 7 | 9.5 | 9 | 12.2 | 74 | 100.0 |
| Bus | 8 | 72.7 | 3 | 27.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 11 | 100.0 |
| Other/Unknown | 37 | 59.7 | 4 | 6.5 | 0 | 0.0 | 2 | 3.2 | 19 | 30.6 | 62 | 100.0 |
| Total | 620 | 84.7 | 52 | 7.1 | 17 | 2.3 | 11 | 1.5 | 32 | 4.4 | 732 | 100.0 |
| Pedalcyclists Injured | | | | | | | | | | | | |
| Passenger Car | 18,000 | 69.4 | 5,000 | 18.4 | 3,000 | 11.2 | * | 1.0 | * | 0.1 | 26,000 | 100.0 |
| Light Truck | 11,000 | 64.8 | 4,000 | 21.5 | 2,000 | 10.7 | * | 2.6 | * | 0.4 | 17,000 | 100.0 |
| Other | * | 48.2 | * | 39.7 | * | 5.9 | * | 1.7 | * | 4.5 | 1,000 | 100.0 |
| Total | 29,000 | 67.3 | 9,000 | 20.0 | 5,000 | 10.9 | 1,000 | 1.6 | * | 0.3 | 44,000 | 100.0 |

*Less than 500.

Table 103

Pedalcyclists Killed, by Related Factors

| Factors | Number | Percent |
|--|------------|--------------|
| Failure to yield right of way | 130 | 16.8 |
| Walking, playing, working, etc., in roadway | 79 | 10.2 |
| Improper crossing of roadway or intersection | 67 | 8.7 |
| Not visible. | 63 | 8.2 |
| Darting into road. | 53 | 6.9 |
| Failure to obey (e.g., signs, control devices, officers) | 47 | 6.1 |
| Operating without required equipment. | 39 | 5.0 |
| Failure to keep in proper lane or running off road | 32 | 4.1 |
| Inattentive (talking, eating, etc.) | 21 | 2.7 |
| Making improper turn | 16 | 2.1 |
| Riding on wrong side of road | 15 | 1.9 |
| Improper lane changing | 10 | 1.3 |
| Failing to have lights on when required | 6 | 0.8 |
| Improper entry to or exit from trafficway. | 4 | 0.5 |
| Erratic, reckless, careless, or negligent operation | 0 | 0.0 |
| Other factors | 39 | 5.0 |
| None reported | 325 | 42.0 |
| Unknown | 25 | 3.2 |
| Total Pedalcyclists. | 773 | 100.0 |

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



Chapter 5

STATES





Fatal crash and fatality statistics for each of the 50 States, the District of Columbia, and Puerto Rico are presented in this chapter. Several tables display State fatality rates based on population, licensed drivers, and registered vehicles. The last three tables describe each State's occupant restraint laws, motorcycle helmet laws, and driver's blood alcohol concentration laws. Below are some of the State statistics you will find in this chapter:

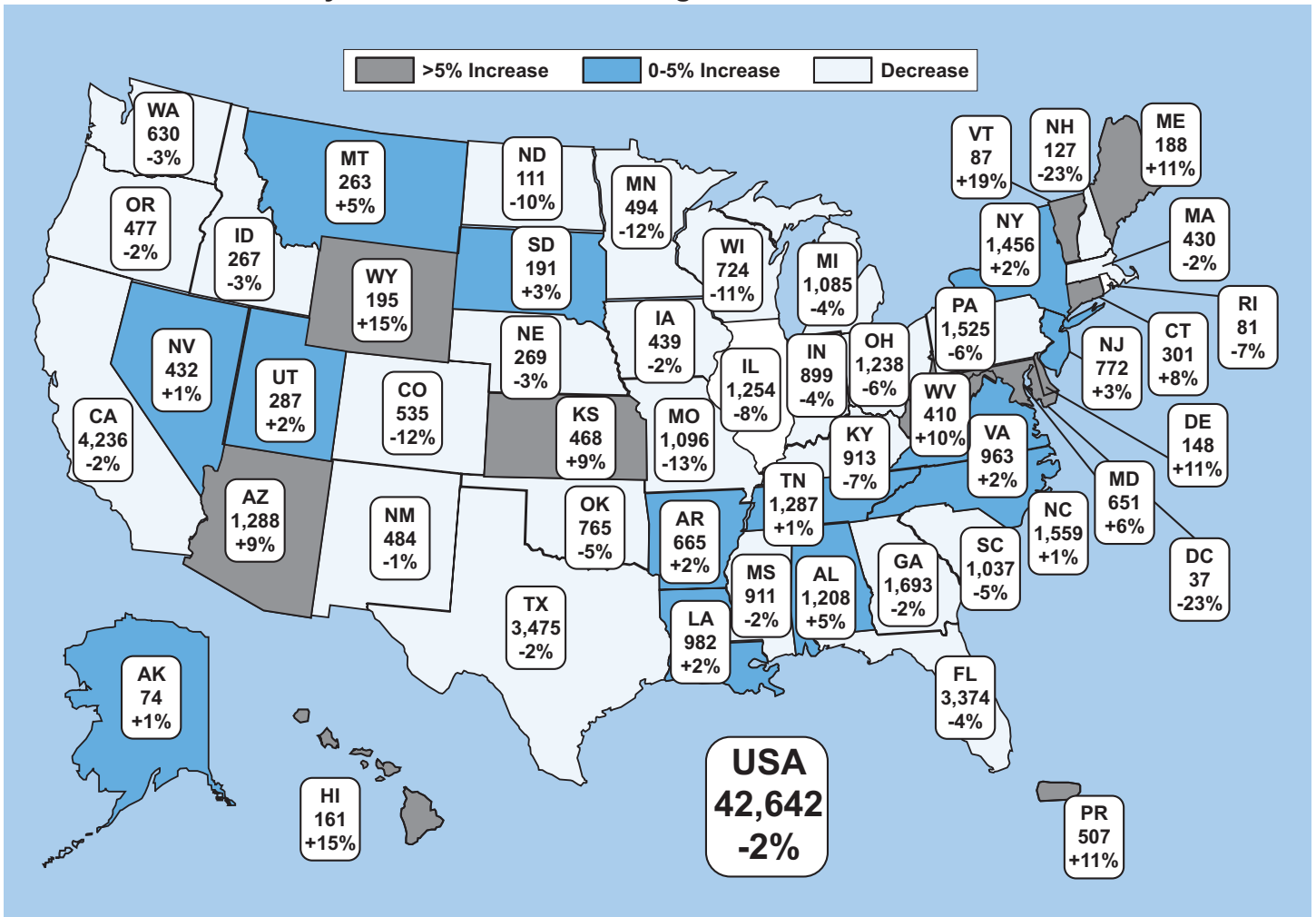
- Traffic fatalities dropped by 2.0 percent from 2005 to 2006 for the Nation as a whole. Twenty-seven States and the District of Columbia showed decreases, ranging from 1 percent to as much as 23 percent.
- The pedestrian fatality rate per 100,000 population was 1.60 for the Nation. New Mexico had the highest rate (3.53), and Vermont had no pedestrian fatalities.
- About 1.8 percent of all traffic crash fatalities in 2006 were pedalcyclists. North Dakota, Wyoming, Vermont, and the District of Columbia reported no pedalcyclists killed.
- In 2006, all 50 States, the District of Columbia, and Puerto Rico had safety belt use laws. All 50 States, the District of Columbia, and Puerto Rico also had laws requiring children of certain ages to be restrained in child safety seats.
- Motorcycle helmets were required for all riders in 20 States, the District of Columbia, and Puerto Rico in 2006. Twenty-six States had helmet requirements with exceptions (age, rider type, roadway type), and four States did not require helmets at all.
- In 2006, it was a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of .08 g/dl or above in all 50 States, the District of Columbia, and Puerto Rico.

Chapter 5 ■ States

Table 104
2006 Traffic Fatalities by State and Percent Change from 2005

| State | Fatalities | | | State | Fatalities | | |
|-------|------------|-------|----------------|------------|---------------|---------------|----------------|
| | 2005 | 2006 | Percent Change | | 2005 | 2006 | Percent Change |
| AL | 1,148 | 1,208 | +5 | NE | 276 | 269 | -3 |
| AK | 73 | 74 | +1 | NV | 427 | 432 | +1 |
| AZ | 1,179 | 1,288 | +9 | NH | 166 | 127 | -23 |
| AR | 654 | 665 | +2 | NJ | 747 | 772 | +3 |
| CA | 4,333 | 4,236 | -2 | NM | 488 | 484 | -1 |
| CO | 606 | 535 | -12 | NY | 1,434 | 1,456 | +2 |
| CT | 278 | 301 | +8 | NC | 1,547 | 1,559 | +1 |
| DE | 133 | 148 | +11 | ND | 123 | 111 | -10 |
| DC | 48 | 37 | -23 | OH | 1,321 | 1,238 | -6 |
| FL | 3,518 | 3,374 | -4 | OK | 803 | 765 | -5 |
| GA | 1,729 | 1,693 | -2 | OR | 487 | 477 | -2 |
| HI | 140 | 161 | +15 | PA | 1,616 | 1,525 | -6 |
| ID | 275 | 267 | -3 | RI | 87 | 81 | -7 |
| IL | 1,363 | 1,254 | -8 | SC | 1,094 | 1,037 | -5 |
| IN | 938 | 899 | -4 | SD | 186 | 191 | +3 |
| IA | 450 | 439 | -2 | TN | 1,270 | 1,287 | +1 |
| KS | 428 | 468 | +9 | TX | 3,536 | 3,475 | -2 |
| KY | 985 | 913 | -7 | UT | 282 | 287 | +2 |
| LA | 963 | 982 | +2 | VT | 73 | 87 | +19 |
| ME | 169 | 188 | +11 | VA | 947 | 963 | +2 |
| MD | 614 | 651 | +6 | WA | 649 | 630 | -3 |
| MA | 441 | 430 | -2 | WV | 374 | 410 | +10 |
| MI | 1,129 | 1,085 | -4 | WI | 815 | 724 | -11 |
| MN | 559 | 494 | -12 | WY | 170 | 195 | +15 |
| MS | 931 | 911 | -2 | USA | 43,510 | 42,642 | -2 |
| MO | 1,257 | 1,096 | -13 | | | | |
| MT | 251 | 263 | +5 | PR | 457 | 507 | +11 |

Figure 30
2006 Traffic Fatalities by State and Percent Change from 2005



Chapter 5 ■ States

Table 105
Fatal Crashes, by State and First Harmful Event

| State | First Harmful Event | | | | | | | | | | | | Total Fatal Crashes | |
|-------|----------------------------|---------|-------------|---------|--------------|---------|------------------|---------|---------------|---------|--------|---------|---------------------|-------|
| | Collision with | | | | | | | | Non-Collision | | | | | |
| | Motor Vehicle in Transport | | Nonoccupant | | Fixed Object | | Object Not Fixed | | Overturn | | Other | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | | |
| AL | 402 | 37.4 | 82 | 7.6 | 450 | 41.9 | 31 | 2.9 | 102 | 9.5 | 7 | 0.7 | 1,074 | 100.0 |
| AK | 25 | 35.2 | 11 | 15.5 | 13 | 18.3 | 5 | 7.0 | 16 | 22.5 | 1 | 1.4 | 71 | 100.0 |
| AZ | 433 | 38.9 | 184 | 16.5 | 199 | 17.9 | 17 | 1.5 | 211 | 19.0 | 12 | 1.1 | 1,113 | 100.0 |
| AR | 209 | 35.1 | 31 | 5.2 | 225 | 37.8 | 17 | 2.9 | 96 | 16.1 | 18 | 3.0 | 596 | 100.0 |
| CA | 1,390 | 36.2 | 799 | 20.8 | 1,117 | 29.1 | 120 | 3.1 | 365 | 9.5 | 44 | 1.1 | 3,835 | 100.0 |
| CO | 171 | 35.3 | 58 | 12.0 | 137 | 28.2 | 15 | 3.1 | 99 | 20.4 | 5 | 1.0 | 485 | 100.0 |
| CT | 103 | 36.4 | 38 | 13.4 | 118 | 41.7 | 8 | 2.8 | 15 | 5.3 | 0 | 0.0 | 283 | 100.0 |
| DE | 57 | 42.9 | 28 | 21.1 | 33 | 24.8 | 2 | 1.5 | 7 | 5.3 | 6 | 4.5 | 133 | 100.0 |
| DC | 12 | 36.4 | 15 | 45.5 | 5 | 15.2 | 0 | 0.0 | 0 | 0.0 | 1 | 3.0 | 33 | 100.0 |
| FL | 1,242 | 40.1 | 669 | 21.6 | 716 | 23.1 | 64 | 2.1 | 369 | 11.9 | 35 | 1.1 | 3,097 | 100.0 |
| GA | 652 | 41.9 | 162 | 10.4 | 551 | 35.4 | 27 | 1.7 | 151 | 9.7 | 14 | 0.9 | 1,557 | 100.0 |
| HI | 53 | 36.8 | 34 | 23.6 | 45 | 31.3 | 3 | 2.1 | 3 | 2.1 | 6 | 4.2 | 144 | 100.0 |
| ID | 81 | 33.9 | 9 | 3.8 | 86 | 36.0 | 11 | 4.6 | 45 | 18.8 | 7 | 2.9 | 239 | 100.0 |
| IL | 452 | 39.8 | 155 | 13.6 | 395 | 34.8 | 37 | 3.3 | 88 | 7.7 | 9 | 0.8 | 1,136 | 100.0 |
| IN | 338 | 41.4 | 83 | 10.2 | 281 | 34.4 | 27 | 3.3 | 67 | 8.2 | 21 | 2.6 | 817 | 100.0 |
| IA | 171 | 44.3 | 30 | 7.8 | 90 | 23.3 | 20 | 5.2 | 74 | 19.2 | 1 | 0.3 | 386 | 100.0 |
| KS | 175 | 41.0 | 29 | 6.8 | 138 | 32.3 | 19 | 4.4 | 52 | 12.2 | 14 | 3.3 | 427 | 100.0 |
| KY | 351 | 41.9 | 54 | 6.5 | 338 | 40.4 | 31 | 3.7 | 59 | 7.0 | 4 | 0.5 | 837 | 100.0 |
| LA | 320 | 36.1 | 117 | 13.2 | 331 | 37.4 | 20 | 2.3 | 86 | 9.7 | 10 | 1.1 | 886 | 100.0 |
| ME | 65 | 38.0 | 15 | 8.8 | 75 | 43.9 | 3 | 1.8 | 12 | 7.0 | 1 | 0.6 | 171 | 100.0 |
| MD | 260 | 43.8 | 99 | 16.7 | 188 | 31.7 | 14 | 2.4 | 26 | 4.4 | 6 | 1.0 | 593 | 100.0 |
| MA | 135 | 33.4 | 65 | 16.1 | 161 | 39.9 | 13 | 3.2 | 19 | 4.7 | 8 | 2.0 | 404 | 100.0 |
| MI | 426 | 42.5 | 158 | 15.8 | 288 | 28.7 | 32 | 3.2 | 87 | 8.7 | 12 | 1.2 | 1,003 | 100.0 |
| MN | 193 | 42.3 | 48 | 10.5 | 119 | 26.1 | 17 | 3.7 | 75 | 16.4 | 4 | 0.9 | 456 | 100.0 |
| MS | 310 | 38.2 | 56 | 6.9 | 288 | 35.5 | 26 | 3.2 | 131 | 16.1 | 1 | 0.1 | 812 | 100.0 |
| MO | 356 | 36.7 | 80 | 8.2 | 363 | 37.4 | 21 | 2.2 | 139 | 14.3 | 12 | 1.2 | 971 | 100.0 |
| MT | 64 | 28.3 | 14 | 6.2 | 60 | 26.5 | 7 | 3.1 | 78 | 34.5 | 3 | 1.3 | 226 | 100.0 |
| NE | 96 | 42.5 | 11 | 4.9 | 56 | 24.8 | 14 | 6.2 | 47 | 20.8 | 2 | 0.9 | 226 | 100.0 |
| NV | 149 | 38.5 | 59 | 15.2 | 86 | 22.2 | 6 | 1.6 | 84 | 21.7 | 3 | 0.8 | 387 | 100.0 |
| NH | 45 | 38.8 | 8 | 6.9 | 51 | 44.0 | 3 | 2.6 | 4 | 3.4 | 5 | 4.3 | 116 | 100.0 |

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

| State | First Harmful Event | | | | | | | | | | | | Total Fatal Crashes | |
|------------|----------------------------|-------------|--------------|-------------|---------------|-------------|------------------|------------|---------------|-------------|------------|------------|---------------------|--------------|
| | Collision with | | | | | | | | Non-Collision | | | | | |
| | Motor Vehicle in Transport | | Nonoccupant | | Fixed Object | | Object Not Fixed | | Overturn | | Other | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | | |
| NJ | 263 | 37.0 | 164 | 23.1 | 226 | 31.8 | 23 | 3.2 | 34 | 4.8 | 1 | 0.1 | 711 | 100.0 |
| NM | 126 | 29.7 | 74 | 17.5 | 95 | 22.4 | 8 | 1.9 | 115 | 27.1 | 4 | 0.9 | 424 | 100.0 |
| NY | 488 | 36.1 | 337 | 24.9 | 437 | 32.3 | 27 | 2.0 | 45 | 3.3 | 16 | 1.2 | 1,351 | 100.0 |
| NC | 548 | 38.3 | 195 | 13.6 | 552 | 38.6 | 22 | 1.5 | 93 | 6.5 | 19 | 1.3 | 1,429 | 100.0 |
| ND | 29 | 28.7 | 4 | 4.0 | 21 | 20.8 | 4 | 4.0 | 42 | 41.6 | 1 | 1.0 | 101 | 100.0 |
| OH | 486 | 42.6 | 102 | 8.9 | 455 | 39.9 | 43 | 3.8 | 38 | 3.3 | 17 | 1.5 | 1,141 | 100.0 |
| OK | 274 | 41.0 | 47 | 7.0 | 261 | 39.0 | 30 | 4.5 | 50 | 7.5 | 7 | 1.0 | 669 | 100.0 |
| OR | 144 | 34.5 | 59 | 14.1 | 132 | 31.7 | 8 | 1.9 | 62 | 14.9 | 12 | 2.9 | 417 | 100.0 |
| PA | 510 | 36.2 | 164 | 11.6 | 615 | 43.6 | 35 | 2.5 | 74 | 5.3 | 11 | 0.8 | 1,409 | 100.0 |
| RI | 23 | 31.9 | 13 | 18.1 | 28 | 38.9 | 3 | 4.2 | 4 | 5.6 | 1 | 1.4 | 72 | 100.0 |
| SC | 345 | 35.7 | 132 | 13.7 | 383 | 39.6 | 23 | 2.4 | 80 | 8.3 | 3 | 0.3 | 966 | 100.0 |
| SD | 53 | 30.8 | 5 | 2.9 | 43 | 25.0 | 2 | 1.2 | 67 | 39.0 | 2 | 1.2 | 172 | 100.0 |
| TN | 440 | 37.8 | 94 | 8.1 | 504 | 43.3 | 20 | 1.7 | 98 | 8.4 | 8 | 0.7 | 1,164 | 100.0 |
| TX | 1,166 | 38.0 | 407 | 13.3 | 830 | 27.0 | 97 | 3.2 | 531 | 17.3 | 38 | 1.2 | 3,070 | 100.0 |
| UT | 95 | 38.2 | 39 | 15.7 | 37 | 14.9 | 2 | 0.8 | 66 | 26.5 | 10 | 4.0 | 249 | 100.0 |
| VT | 25 | 32.5 | 0 | 0.0 | 38 | 49.4 | 2 | 2.6 | 12 | 15.6 | 0 | 0.0 | 77 | 100.0 |
| VA | 295 | 34.1 | 89 | 10.3 | 346 | 40.0 | 11 | 1.3 | 35 | 4.0 | 90 | 10.4 | 866 | 100.0 |
| WA | 216 | 37.6 | 77 | 13.4 | 171 | 29.7 | 15 | 2.6 | 87 | 15.1 | 9 | 1.6 | 575 | 100.0 |
| WV | 147 | 39.5 | 22 | 5.9 | 154 | 41.4 | 13 | 3.5 | 27 | 7.3 | 9 | 2.4 | 372 | 100.0 |
| WI | 256 | 38.2 | 56 | 8.4 | 232 | 34.6 | 22 | 3.3 | 97 | 14.5 | 7 | 1.0 | 670 | 100.0 |
| WY | 53 | 31.4 | 4 | 2.4 | 44 | 26.0 | 8 | 4.7 | 54 | 32.0 | 6 | 3.6 | 169 | 100.0 |
| USA | 14,718 | 38.1 | 5,285 | 13.7 | 12,607 | 32.7 | 1,048 | 2.7 | 4,318 | 11.2 | 543 | 1.4 | *38,588 | 100.0 |
| PR | 152 | 31.5 | 148 | 30.7 | 132 | 27.4 | 11 | 2.3 | 11 | 2.3 | 28 | 5.8 | 482 | 100.0 |

*Total includes 69 crashes with unknown first harmful event.

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Table 106
Fatal Crashes, by State and Roadway Function Class

| State | Roadway Function Class | | | | | | | | Total Fatal Crashes |
|-------|------------------------|-------|------------------------|-------|----------------|-----------|-------|---------|---------------------|
| | Principal Arterial | | | | Minor Arterial | Collector | Local | Unknown | |
| | Interstate | | Freeway and Expressway | Other | | | | | |
| | Rural | Urban | | | | | | | |
| AL | 75 | 66 | 104 | 116 | 204 | 311 | 172 | 26 | 1,074 |
| AK | 11 | 3 | 0 | 7 | 11 | 18 | 18 | 3 | 71 |
| AZ | 143 | 44 | 51 | 305 | 194 | 228 | 111 | 37 | 1,113 |
| AR | 42 | 29 | 12 | 142 | 109 | 123 | 139 | 0 | 596 |
| CA | 222 | 390 | 290 | 1,054 | 947 | 631 | 282 | 19 | 3,835 |
| CO | 52 | 30 | 22 | 158 | 86 | 85 | 52 | 0 | 485 |
| CT | 2 | 42 | 21 | 52 | 76 | 48 | 41 | 1 | 283 |
| DE | 0 | 12 | 0 | 46 | 19 | 28 | 28 | 0 | 133 |
| DC | 0 | 0 | 1 | 0 | 0 | 0 | 32 | 0 | 33 |
| FL | 147 | 229 | 123 | 964 | 379 | 62 | 1,020 | 173 | 3,097 |
| GA | 75 | 108 | 7 | 258 | 354 | 301 | 237 | 217 | 1,557 |
| HI | 0 | 14 | 8 | 38 | 41 | 28 | 13 | 2 | 144 |
| ID | 28 | 10 | 0 | 63 | 38 | 55 | 21 | 24 | 239 |
| IL | 41 | 95 | 13 | 270 | 294 | 228 | 191 | 4 | 1,136 |
| IN | 58 | 23 | 0 | 0 | 122 | 236 | 378 | 0 | 817 |
| IA | 28 | 12 | 4 | 110 | 57 | 82 | 93 | 0 | 386 |
| KS | 46 | 1 | 2 | 138 | 84 | 86 | 70 | 0 | 427 |
| KY | 48 | 28 | 5 | 184 | 99 | 317 | 156 | 0 | 837 |
| LA | 61 | 89 | 10 | 164 | 172 | 200 | 183 | 7 | 886 |
| ME | 8 | 5 | 2 | 25 | 31 | 66 | 32 | 2 | 171 |
| MD | 17 | 49 | 40 | 169 | 130 | 100 | 81 | 7 | 593 |
| MA | 7 | 59 | 68 | 22 | 71 | 56 | 119 | 2 | 404 |
| MI | 33 | 64 | 11 | 268 | 234 | 241 | 151 | 1 | 1,003 |
| MN | 13 | 27 | 7 | 92 | 127 | 112 | 78 | 0 | 456 |
| MS | 58 | 26 | 14 | 130 | 47 | 408 | 128 | 1 | 812 |
| MO | 72 | 68 | 86 | 206 | 163 | 234 | 141 | 1 | 971 |
| MT | 29 | 3 | 1 | 66 | 49 | 31 | 47 | 0 | 226 |
| NE | 18 | 1 | 4 | 62 | 50 | 46 | 45 | 0 | 226 |
| NV | 31 | 22 | 10 | 116 | 105 | 28 | 51 | 24 | 387 |
| NH | 7 | 5 | 3 | 17 | 35 | 24 | 25 | 0 | 116 |

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

| State | Roadway Function Class | | | | | | | | Total Fatal Crashes |
|------------|------------------------|--------------|------------------------|--------------|----------------|--------------|--------------|--------------|---------------------|
| | Principal Arterial | | | | Minor Arterial | Collector | Local | Unknown | |
| | Interstate | | Freeway and Expressway | Other | | | | | |
| | Rural | Urban | | | | | | | |
| NJ | 9 | 62 | 50 | 177 | 135 | 77 | 67 | 134 | 711 |
| NM | 91 | 7 | 14 | 67 | 60 | 104 | 41 | 40 | 424 |
| NY | 76 | 37 | 86 | 421 | 217 | 182 | 325 | 7 | 1,351 |
| NC | 65 | 42 | 22 | 256 | 178 | 404 | 462 | 0 | 1,429 |
| ND | 8 | 0 | 0 | 28 | 16 | 19 | 29 | 1 | 101 |
| OH | 61 | 57 | 77 | 140 | 182 | 394 | 228 | 2 | 1,141 |
| OK | 58 | 32 | 21 | 140 | 132 | 140 | 146 | 0 | 669 |
| OR | 26 | 13 | 1 | 145 | 80 | 104 | 46 | 2 | 417 |
| PA | 51 | 58 | 41 | 333 | 322 | 293 | 305 | 6 | 1,409 |
| RI | 1 | 6 | 11 | 24 | 18 | 11 | 1 | 0 | 72 |
| SC | 91 | 20 | 2 | 213 | 235 | 327 | 0 | 78 | 966 |
| SD | 20 | 6 | 1 | 37 | 33 | 39 | 36 | 0 | 172 |
| TN | 62 | 75 | 16 | 229 | 214 | 215 | 114 | 239 | 1,164 |
| TX | 196 | 284 | 209 | 631 | 395 | 569 | 785 | 1 | 3,070 |
| UT | 38 | 22 | 0 | 20 | 81 | 1 | 87 | 0 | 249 |
| VT | 12 | 1 | 1 | 13 | 18 | 18 | 14 | 0 | 77 |
| VA | 63 | 61 | 15 | 188 | 201 | 198 | 137 | 3 | 866 |
| WA | 27 | 30 | 3 | 155 | 96 | 143 | 121 | 0 | 575 |
| WV | 33 | 10 | 2 | 61 | 79 | 78 | 54 | 55 | 372 |
| WI | 18 | 15 | 18 | 203 | 132 | 165 | 119 | 0 | 670 |
| WY | 43 | 4 | 1 | 43 | 17 | 39 | 18 | 4 | 169 |
| USA | 2,421 | 2,396 | 1,510 | 8,766 | 7,169 | 7,933 | 7,270 | 1,123 | 38,588 |
| PR | 33 | 49 | 14 | 104 | 126 | 81 | 75 | 0 | 482 |

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Table 107
Fatalities, by State and Roadway Function Class

| State | Roadway Function Class | | | | | | | | Total Fatalities |
|-------|------------------------|-------|------------------------|-------|----------------|-----------|-------|---------|------------------|
| | Principal Arterial | | | | Minor Arterial | Collector | Local | Unknown | |
| | Interstate | | Freeway and Expressway | Other | | | | | |
| | Rural | Urban | | | | | | | |
| AL | 94 | 83 | 119 | 136 | 221 | 345 | 179 | 31 | 1,208 |
| AK | 12 | 3 | 0 | 8 | 11 | 19 | 18 | 3 | 74 |
| AZ | 177 | 48 | 55 | 349 | 221 | 268 | 128 | 42 | 1,288 |
| AR | 50 | 32 | 13 | 165 | 123 | 129 | 153 | 0 | 665 |
| CA | 254 | 424 | 325 | 1,149 | 1,064 | 699 | 300 | 21 | 4,236 |
| CO | 59 | 34 | 27 | 172 | 93 | 95 | 55 | 0 | 535 |
| CT | 2 | 45 | 22 | 57 | 78 | 55 | 41 | 1 | 301 |
| DE | 0 | 13 | 0 | 52 | 20 | 31 | 32 | 0 | 148 |
| DC | 0 | 0 | 1 | 0 | 0 | 0 | 36 | 0 | 37 |
| FL | 168 | 250 | 129 | 1,068 | 410 | 66 | 1,092 | 191 | 3,374 |
| GA | 90 | 119 | 7 | 281 | 388 | 320 | 258 | 230 | 1,693 |
| HI | 0 | 15 | 8 | 43 | 48 | 30 | 14 | 3 | 161 |
| ID | 31 | 10 | 0 | 73 | 41 | 61 | 25 | 26 | 267 |
| IL | 51 | 98 | 14 | 295 | 334 | 250 | 208 | 4 | 1,254 |
| IN | 71 | 25 | 0 | 0 | 133 | 262 | 408 | 0 | 899 |
| IA | 34 | 12 | 4 | 125 | 69 | 92 | 103 | 0 | 439 |
| KS | 48 | 1 | 2 | 157 | 92 | 87 | 81 | 0 | 468 |
| KY | 52 | 29 | 5 | 194 | 117 | 356 | 160 | 0 | 913 |
| LA | 80 | 97 | 10 | 186 | 197 | 212 | 193 | 7 | 982 |
| ME | 9 | 6 | 2 | 25 | 33 | 77 | 34 | 2 | 188 |
| MD | 19 | 50 | 48 | 185 | 145 | 110 | 87 | 7 | 651 |
| MA | 10 | 63 | 71 | 24 | 74 | 63 | 123 | 2 | 430 |
| MI | 36 | 72 | 11 | 289 | 263 | 257 | 156 | 1 | 1,085 |
| MN | 14 | 29 | 7 | 103 | 135 | 122 | 84 | 0 | 494 |
| MS | 69 | 29 | 18 | 138 | 50 | 467 | 139 | 1 | 911 |
| MO | 91 | 73 | 93 | 248 | 181 | 257 | 152 | 1 | 1,096 |
| MT | 33 | 3 | 1 | 84 | 55 | 33 | 54 | 0 | 263 |
| NE | 30 | 1 | 6 | 74 | 57 | 54 | 47 | 0 | 269 |
| NV | 36 | 34 | 10 | 131 | 110 | 32 | 52 | 27 | 432 |
| NH | 8 | 6 | 3 | 21 | 36 | 27 | 26 | 0 | 127 |

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

| State | Roadway Function Class | | | | | | | | Total Fatalities |
|------------|------------------------|--------------|------------------------|--------------|----------------|--------------|--------------|--------------|------------------|
| | Principal Arterial | | | | Minor Arterial | Collector | Local | Unknown | |
| | Interstate | | Freeway and Expressway | Other | | | | | |
| | Rural | Urban | | | | | | | |
| NJ | 9 | 69 | 52 | 191 | 141 | 83 | 70 | 157 | 772 |
| NM | 113 | 7 | 17 | 78 | 63 | 119 | 46 | 41 | 484 |
| NY | 93 | 43 | 93 | 448 | 232 | 197 | 343 | 7 | 1,456 |
| NC | 76 | 45 | 23 | 287 | 200 | 435 | 493 | 0 | 1,559 |
| ND | 10 | 0 | 0 | 32 | 17 | 21 | 30 | 1 | 111 |
| OH | 64 | 62 | 82 | 157 | 197 | 436 | 237 | 3 | 1,238 |
| OK | 79 | 35 | 23 | 166 | 155 | 153 | 154 | 0 | 765 |
| OR | 26 | 13 | 4 | 181 | 91 | 112 | 48 | 2 | 477 |
| PA | 60 | 63 | 43 | 371 | 353 | 309 | 320 | 6 | 1,525 |
| RI | 1 | 6 | 12 | 25 | 22 | 14 | 1 | 0 | 81 |
| SC | 104 | 23 | 2 | 227 | 249 | 351 | 0 | 81 | 1,037 |
| SD | 23 | 6 | 1 | 39 | 39 | 46 | 37 | 0 | 191 |
| TN | 73 | 83 | 18 | 257 | 238 | 229 | 125 | 264 | 1,287 |
| TX | 233 | 299 | 225 | 736 | 496 | 650 | 835 | 1 | 3,475 |
| UT | 45 | 25 | 0 | 23 | 99 | 1 | 94 | 0 | 287 |
| VT | 14 | 1 | 1 | 15 | 22 | 18 | 16 | 0 | 87 |
| VA | 79 | 72 | 17 | 207 | 223 | 218 | 144 | 3 | 963 |
| WA | 33 | 30 | 3 | 179 | 105 | 150 | 130 | 0 | 630 |
| WV | 35 | 11 | 2 | 69 | 89 | 84 | 56 | 64 | 410 |
| WI | 18 | 18 | 23 | 221 | 145 | 175 | 124 | 0 | 724 |
| WY | 54 | 4 | 1 | 49 | 22 | 43 | 18 | 4 | 195 |
| USA | 2,870 | 2,619 | 1,653 | 9,790 | 7,997 | 8,720 | 7,759 | 1,234 | 42,642 |
| PR | 36 | 56 | 15 | 110 | 128 | 84 | 78 | 0 | 507 |

Chapter 5 ■ States

Table 108

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

| State | Licensed Drivers (Thousands) | Fatalities per 100,000 Drivers | Registered Vehicles (Thousands) | Fatalities per 100,000 Registered Vehicles | Population (Thousands) | Fatalities per 100,000 Population | Total Killed |
|-------|------------------------------|--------------------------------|---------------------------------|--|------------------------|-----------------------------------|--------------|
| AL | 3,665 | 32.96 | 4,734 | 25.52 | 4,599 | 26.27 | 1,208 |
| AK | 489 | 15.13 | 699 | 10.58 | 670 | 11.04 | 74 |
| AZ | 4,033 | 31.94 | 4,297 | 29.98 | 6,166 | 20.89 | 1,288 |
| AR | 2,035 | 32.68 | 2,053 | 32.39 | 2,811 | 23.66 | 665 |
| CA | 23,021 | 18.40 | 33,908 | 12.49 | 36,458 | 11.62 | 4,236 |
| CO | 3,341 | 16.01 | 1,925 | 27.79 | 4,753 | 11.26 | 535 |
| CT | 2,805 | 10.73 | 3,117 | 9.66 | 3,505 | 8.59 | 301 |
| DE | 620 | 23.88 | 836 | 17.70 | 853 | 17.34 | 148 |
| DC | 358 | 10.35 | 220 | 16.78 | 582 | 6.36 | 37 |
| FL | 13,989 | 24.12 | 16,962 | 19.89 | 18,090 | 18.65 | 3,374 |
| GA | 5,907 | 28.66 | 8,429 | 20.09 | 9,364 | 18.08 | 1,693 |
| HI | 867 | 18.56 | 1,040 | 15.48 | 1,285 | 12.52 | 161 |
| ID | 1,008 | 26.49 | 1,326 | 20.14 | 1,466 | 18.21 | 267 |
| IL | 8,071 | 15.54 | 10,169 | 12.33 | 12,832 | 9.77 | 1,254 |
| IN | 4,246 | 21.17 | 5,103 | 17.62 | 6,314 | 14.24 | 899 |
| IA | 2,041 | 21.51 | 3,507 | 12.52 | 2,982 | 14.72 | 439 |
| KS | 2,003 | 23.36 | 2,461 | 19.01 | 2,764 | 16.93 | 468 |
| KY | 2,896 | 31.52 | 3,617 | 25.24 | 4,206 | 21.71 | 913 |
| LA | 3,014 | 32.58 | 3,934 | 24.96 | 4,288 | 22.90 | 982 |
| ME | 1,005 | 18.70 | 1,117 | 16.83 | 1,322 | 14.23 | 188 |
| MD | 3,694 | 17.62 | 4,561 | 14.27 | 5,616 | 11.59 | 651 |
| MA | 4,712 | 9.13 | 5,529 | 7.78 | 6,437 | 6.68 | 430 |
| MI | 7,113 | 15.25 | 8,402 | 12.91 | 10,096 | 10.75 | 1,085 |
| MN | 3,087 | 16.00 | 4,921 | 10.04 | 5,167 | 9.56 | 494 |
| MS | 1,930 | 47.21 | 2,025 | 44.98 | 2,911 | 31.30 | 911 |
| MO | 4,140 | 26.48 | 5,043 | 21.73 | 5,843 | 18.76 | 1,096 |
| MT | 724 | 36.33 | 1,152 | 22.82 | 945 | 27.84 | 263 |
| NE | 1,328 | 20.26 | 1,770 | 15.20 | 1,768 | 15.21 | 269 |
| NV | 1,626 | 26.57 | 1,424 | 30.35 | 2,496 | 17.31 | 432 |
| NH | 1,028 | 12.36 | 1,131 | 11.23 | 1,315 | 9.66 | 127 |

Table 108

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

| State | Licensed Drivers (Thousands) | Fatalities per 100,000 Drivers | Registered Vehicles (Thousands) | Fatalities per 100,000 Registered Vehicles | Population (Thousands) | Fatalities per 100,000 Population | Total Killed |
|------------|------------------------------|--------------------------------|---------------------------------|--|------------------------|-----------------------------------|---------------|
| NJ | 5,834 | 13.23 | 6,122 | 12.61 | 8,725 | 8.85 | 772 |
| NM | 1,338 | 36.17 | 1,624 | 29.80 | 1,955 | 24.76 | 484 |
| NY | 11,146 | 13.06 | 11,487 | 12.68 | 19,306 | 7.54 | 1,456 |
| NC | 6,316 | 24.68 | 6,412 | 24.31 | 8,857 | 17.60 | 1,559 |
| ND | 469 | 23.68 | 738 | 15.05 | 636 | 17.46 | 111 |
| OH | 7,739 | 16.00 | 11,161 | 11.09 | 11,478 | 10.79 | 1,238 |
| OK | 2,264 | 33.79 | 3,296 | 23.21 | 3,579 | 21.37 | 765 |
| OR | 2,767 | 17.24 | 3,065 | 15.56 | 3,701 | 12.89 | 477 |
| PA | 8,526 | 17.89 | 10,225 | 14.91 | 12,441 | 12.26 | 1,525 |
| RI | 742 | 10.92 | 837 | 9.68 | 1,068 | 7.59 | 81 |
| SC | 3,068 | 33.80 | 3,542 | 29.28 | 4,321 | 24.00 | 1,037 |
| SD | 583 | 32.79 | 897 | 21.28 | 782 | 24.43 | 191 |
| TN | 4,388 | 29.33 | 5,225 | 24.63 | 6,039 | 21.31 | 1,287 |
| TX | 14,907 | 23.31 | 17,894 | 19.42 | 23,508 | 14.78 | 3,475 |
| UT | 1,619 | 17.73 | 2,287 | 12.55 | 2,550 | 11.25 | 287 |
| VT | 532 | 16.35 | 620 | 14.03 | 624 | 13.94 | 87 |
| VA | 5,211 | 18.48 | 6,717 | 14.34 | 7,643 | 12.60 | 963 |
| WA | 4,791 | 13.15 | 5,884 | 10.71 | 6,396 | 9.85 | 630 |
| WV | 1,335 | 30.70 | 1,482 | 27.67 | 1,818 | 22.55 | 410 |
| WI | 4,049 | 17.88 | 5,243 | 13.81 | 5,557 | 13.03 | 724 |
| WY | 391 | 49.93 | 681 | 28.64 | 515 | 37.86 | 195 |
| USA | 202,810 | 21.03 | 251,423 | 16.96 | 299,398 | 14.24 | 42,642 |
| PR | — | — | 2,537 | 19.98 | 3,928 | 12.91 | 507 |

Note: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.

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

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Table 109
Persons Killed, by State and Person Type

| State | Person Type | | | | | | | | | | | | Total Killed | |
|-------|-------------|---------|-----------|---------|------------------|---------|------------|---------|--------------|---------|---------------|---------|--------------|---------|
| | Driver | | Passenger | | Motorcycle Rider | | Pedestrian | | Pedalcyclist | | Other/Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| AL | 744 | 61.6 | 266 | 22.0 | 105 | 8.7 | 78 | 6.5 | 10 | 0.8 | 5 | 0.4 | 1,208 | 100.0 |
| AK | 38 | 51.4 | 16 | 21.6 | 9 | 12.2 | 9 | 12.2 | 1 | 1.4 | 1 | 1.4 | 74 | 100.0 |
| AZ | 570 | 44.3 | 362 | 28.1 | 142 | 11.0 | 167 | 13.0 | 29 | 2.3 | 18 | 1.4 | 1,288 | 100.0 |
| AR | 412 | 62.0 | 137 | 20.6 | 76 | 11.4 | 31 | 4.7 | 3 | 0.5 | 6 | 0.9 | 665 | 100.0 |
| CA | 1,857 | 43.8 | 982 | 23.2 | 506 | 11.9 | 717 | 16.9 | 141 | 3.3 | 33 | 0.8 | 4,236 | 100.0 |
| CO | 270 | 50.5 | 117 | 21.9 | 74 | 13.8 | 59 | 11.0 | 10 | 1.9 | 5 | 0.9 | 535 | 100.0 |
| CT | 163 | 54.2 | 44 | 14.6 | 53 | 17.6 | 36 | 12.0 | 5 | 1.7 | 0 | 0.0 | 301 | 100.0 |
| DE | 70 | 47.3 | 35 | 23.6 | 12 | 8.1 | 27 | 18.2 | 4 | 2.7 | 0 | 0.0 | 148 | 100.0 |
| DC | 11 | 29.7 | 8 | 21.6 | 1 | 2.7 | 17 | 45.9 | 0 | 0.0 | 0 | 0.0 | 37 | 100.0 |
| FL | 1,476 | 43.7 | 621 | 18.4 | 562 | 16.7 | 546 | 16.2 | 132 | 3.9 | 37 | 1.1 | 3,374 | 100.0 |
| GA | 1,006 | 59.4 | 348 | 20.6 | 154 | 9.1 | 148 | 8.7 | 19 | 1.1 | 18 | 1.1 | 1,693 | 100.0 |
| HI | 57 | 35.4 | 41 | 25.5 | 27 | 16.8 | 31 | 19.3 | 4 | 2.5 | 1 | 0.6 | 161 | 100.0 |
| ID | 152 | 56.9 | 66 | 24.7 | 38 | 14.2 | 8 | 3.0 | 2 | 0.7 | 1 | 0.4 | 267 | 100.0 |
| IL | 681 | 54.3 | 271 | 21.6 | 132 | 10.5 | 138 | 11.0 | 25 | 2.0 | 7 | 0.6 | 1,254 | 100.0 |
| IN | 512 | 57.0 | 177 | 19.7 | 110 | 12.2 | 73 | 8.1 | 21 | 2.3 | 6 | 0.7 | 899 | 100.0 |
| IA | 263 | 59.9 | 87 | 19.8 | 57 | 13.0 | 25 | 5.7 | 5 | 1.1 | 2 | 0.5 | 439 | 100.0 |
| KS | 290 | 62.0 | 84 | 17.9 | 64 | 13.7 | 23 | 4.9 | 6 | 1.3 | 1 | 0.2 | 468 | 100.0 |
| KY | 571 | 62.5 | 184 | 20.2 | 98 | 10.7 | 52 | 5.7 | 5 | 0.5 | 3 | 0.3 | 913 | 100.0 |
| LA | 572 | 58.2 | 194 | 19.8 | 95 | 9.7 | 96 | 9.8 | 24 | 2.4 | 1 | 0.1 | 982 | 100.0 |
| ME | 116 | 61.7 | 34 | 18.1 | 23 | 12.2 | 10 | 5.3 | 4 | 2.1 | 1 | 0.5 | 188 | 100.0 |
| MD | 351 | 53.9 | 114 | 17.5 | 84 | 12.9 | 94 | 14.4 | 7 | 1.1 | 1 | 0.2 | 651 | 100.0 |
| MA | 236 | 54.9 | 70 | 16.3 | 50 | 11.6 | 61 | 14.2 | 6 | 1.4 | 7 | 1.6 | 430 | 100.0 |
| MI | 585 | 53.9 | 218 | 20.1 | 114 | 10.5 | 136 | 12.5 | 28 | 2.6 | 4 | 0.4 | 1,085 | 100.0 |
| MN | 280 | 56.7 | 98 | 19.8 | 67 | 13.6 | 38 | 7.7 | 8 | 1.6 | 3 | 0.6 | 494 | 100.0 |
| MS | 600 | 65.9 | 196 | 21.5 | 55 | 6.0 | 56 | 6.1 | 3 | 0.3 | 1 | 0.1 | 911 | 100.0 |
| MO | 653 | 59.6 | 258 | 23.5 | 93 | 8.5 | 76 | 6.9 | 7 | 0.6 | 9 | 0.8 | 1,096 | 100.0 |
| MT | 149 | 56.7 | 64 | 24.3 | 26 | 9.9 | 12 | 4.6 | 2 | 0.8 | 10 | 3.8 | 263 | 100.0 |
| NE | 156 | 58.0 | 82 | 30.5 | 18 | 6.7 | 9 | 3.3 | 2 | 0.7 | 2 | 0.7 | 269 | 100.0 |
| NV | 206 | 47.7 | 112 | 25.9 | 50 | 11.6 | 52 | 12.0 | 10 | 2.3 | 2 | 0.5 | 432 | 100.0 |
| NH | 75 | 59.1 | 23 | 18.1 | 21 | 16.5 | 6 | 4.7 | 2 | 1.6 | 0 | 0.0 | 127 | 100.0 |

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

| State | Person Type | | | | | | | | | | | | Total Killed | |
|------------|---------------|-------------|--------------|-------------|------------------|-------------|--------------|-------------|--------------|------------|---------------|------------|---------------|--------------|
| | Driver | | Passenger | | Motorcycle Rider | | Pedestrian | | Pedalcyclist | | Other/Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| NJ | 350 | 45.3 | 155 | 20.1 | 87 | 11.3 | 165 | 21.4 | 12 | 1.6 | 3 | 0.4 | 772 | 100.0 |
| NM | 225 | 46.5 | 141 | 29.1 | 43 | 8.9 | 69 | 14.3 | 6 | 1.2 | 0 | 0.0 | 484 | 100.0 |
| NY | 644 | 44.2 | 260 | 17.9 | 192 | 13.2 | 312 | 21.4 | 45 | 3.1 | 3 | 0.2 | 1,456 | 100.0 |
| NC | 870 | 55.8 | 338 | 21.7 | 150 | 9.6 | 173 | 11.1 | 21 | 1.3 | 7 | 0.4 | 1,559 | 100.0 |
| ND | 74 | 66.7 | 29 | 26.1 | 4 | 3.6 | 4 | 3.6 | 0 | 0.0 | 0 | 0.0 | 111 | 100.0 |
| OH | 725 | 58.6 | 235 | 19.0 | 158 | 12.8 | 96 | 7.8 | 17 | 1.4 | 7 | 0.6 | 1,238 | 100.0 |
| OK | 469 | 61.3 | 177 | 23.1 | 64 | 8.4 | 46 | 6.0 | 6 | 0.8 | 3 | 0.4 | 765 | 100.0 |
| OR | 249 | 52.2 | 122 | 25.6 | 44 | 9.2 | 47 | 9.9 | 14 | 2.9 | 1 | 0.2 | 477 | 100.0 |
| PA | 864 | 56.7 | 279 | 18.3 | 188 | 12.3 | 166 | 10.9 | 13 | 0.9 | 15 | 1.0 | 1,525 | 100.0 |
| RI | 33 | 40.7 | 16 | 19.8 | 16 | 19.8 | 15 | 18.5 | 1 | 1.2 | 0 | 0.0 | 81 | 100.0 |
| SC | 589 | 56.8 | 196 | 18.9 | 109 | 10.5 | 125 | 12.1 | 16 | 1.5 | 2 | 0.2 | 1,037 | 100.0 |
| SD | 112 | 58.6 | 49 | 25.7 | 22 | 11.5 | 7 | 3.7 | 1 | 0.5 | 0 | 0.0 | 191 | 100.0 |
| TN | 752 | 58.4 | 289 | 22.5 | 140 | 10.9 | 91 | 7.1 | 7 | 0.5 | 8 | 0.6 | 1,287 | 100.0 |
| TX | 1,845 | 53.1 | 821 | 23.6 | 346 | 10.0 | 379 | 10.9 | 51 | 1.5 | 33 | 0.9 | 3,475 | 100.0 |
| UT | 146 | 50.9 | 75 | 26.1 | 24 | 8.4 | 29 | 10.1 | 10 | 3.5 | 3 | 1.0 | 287 | 100.0 |
| VT | 58 | 66.7 | 18 | 20.7 | 10 | 11.5 | 0 | 0.0 | 0 | 0.0 | 1 | 1.1 | 87 | 100.0 |
| VA | 581 | 60.3 | 213 | 22.1 | 69 | 7.2 | 82 | 8.5 | 12 | 1.2 | 6 | 0.6 | 963 | 100.0 |
| WA | 325 | 51.6 | 147 | 23.3 | 80 | 12.7 | 66 | 10.5 | 7 | 1.1 | 5 | 0.8 | 630 | 100.0 |
| WV | 254 | 62.0 | 93 | 22.7 | 38 | 9.3 | 20 | 4.9 | 1 | 0.2 | 4 | 1.0 | 410 | 100.0 |
| WI | 429 | 59.3 | 136 | 18.8 | 93 | 12.8 | 55 | 7.6 | 8 | 1.1 | 3 | 0.4 | 724 | 100.0 |
| WY | 114 | 58.5 | 58 | 29.7 | 17 | 8.7 | 6 | 3.1 | 0 | 0.0 | 0 | 0.0 | 195 | 100.0 |
| USA | 22,830 | 53.5 | 9,156 | 21.5 | 4,810 | 11.3 | 4,784 | 11.2 | 773 | 1.8 | 289 | 0.7 | 42,642 | 100.0 |
| PR | 159 | 31.4 | 72 | 14.2 | 115 | 22.7 | 139 | 27.4 | 20 | 3.9 | 2 | 0.4 | 507 | 100.0 |

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Table 110
Persons Killed, by State and Age Group

| State | Age Group (Years) | | | | | | | | | | | Unknown | Total Killed |
|-------|-------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-----|---------|--------------|
| | <5 | 5-9 | 10-15 | 16-20 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | >74 | | |
| AL | 17 | 20 | 38 | 169 | 128 | 221 | 202 | 182 | 106 | 56 | 69 | 0 | 1,208 |
| AK | 1 | 4 | 4 | 6 | 6 | 11 | 10 | 10 | 14 | 5 | 3 | 0 | 74 |
| AZ | 20 | 20 | 37 | 182 | 111 | 222 | 190 | 196 | 141 | 66 | 93 | 10 | 1,288 |
| AR | 15 | 10 | 14 | 97 | 74 | 120 | 103 | 83 | 78 | 35 | 36 | 0 | 665 |
| CA | 72 | 57 | 100 | 560 | 490 | 709 | 633 | 622 | 422 | 238 | 326 | 7 | 4,236 |
| CO | 10 | 5 | 17 | 78 | 46 | 105 | 86 | 82 | 48 | 33 | 25 | 0 | 535 |
| CT | 3 | 1 | 3 | 52 | 42 | 47 | 46 | 34 | 31 | 12 | 29 | 1 | 301 |
| DE | 3 | 0 | 2 | 21 | 9 | 24 | 33 | 20 | 9 | 12 | 15 | 0 | 148 |
| DC | 3 | 1 | 2 | 5 | 2 | 10 | 3 | 4 | 4 | 1 | 2 | 0 | 37 |
| FL | 30 | 26 | 71 | 391 | 411 | 559 | 507 | 490 | 351 | 224 | 295 | 19 | 3,374 |
| GA | 29 | 22 | 32 | 219 | 189 | 300 | 246 | 243 | 172 | 122 | 113 | 6 | 1,693 |
| HI | 0 | 2 | 5 | 21 | 11 | 35 | 23 | 23 | 15 | 10 | 16 | 0 | 161 |
| ID | 2 | 2 | 10 | 37 | 21 | 35 | 41 | 36 | 40 | 18 | 25 | 0 | 267 |
| IL | 19 | 16 | 36 | 178 | 132 | 200 | 192 | 191 | 118 | 66 | 106 | 0 | 1,254 |
| IN | 15 | 16 | 16 | 132 | 90 | 140 | 152 | 126 | 98 | 48 | 65 | 1 | 899 |
| IA | 7 | 3 | 6 | 60 | 38 | 48 | 62 | 63 | 48 | 35 | 69 | 0 | 439 |
| KS | 4 | 3 | 16 | 59 | 53 | 74 | 59 | 61 | 49 | 35 | 55 | 0 | 468 |
| KY | 14 | 8 | 26 | 111 | 97 | 154 | 148 | 135 | 80 | 68 | 72 | 0 | 913 |
| LA | 11 | 15 | 19 | 121 | 109 | 223 | 165 | 156 | 83 | 33 | 43 | 4 | 982 |
| ME | 1 | 1 | 6 | 32 | 19 | 22 | 28 | 22 | 18 | 13 | 26 | 0 | 188 |
| MD | 7 | 5 | 9 | 83 | 78 | 105 | 113 | 89 | 66 | 38 | 54 | 4 | 651 |
| MA | 0 | 1 | 12 | 57 | 60 | 60 | 48 | 57 | 58 | 28 | 44 | 5 | 430 |
| MI | 10 | 13 | 32 | 115 | 123 | 167 | 161 | 171 | 115 | 68 | 110 | 0 | 1,085 |
| MN | 3 | 3 | 14 | 80 | 49 | 84 | 59 | 73 | 43 | 34 | 52 | 0 | 494 |
| MS | 17 | 10 | 28 | 106 | 96 | 178 | 150 | 143 | 88 | 44 | 50 | 1 | 911 |
| MO | 8 | 14 | 32 | 186 | 119 | 176 | 163 | 143 | 107 | 65 | 83 | 0 | 1,096 |
| MT | 4 | 2 | 6 | 31 | 32 | 34 | 40 | 49 | 24 | 17 | 24 | 0 | 263 |
| NE | 8 | 5 | 15 | 48 | 28 | 38 | 23 | 27 | 25 | 25 | 27 | 0 | 269 |
| NV | 8 | 6 | 16 | 43 | 46 | 81 | 68 | 60 | 46 | 18 | 33 | 7 | 432 |
| NH | 0 | 2 | 0 | 16 | 12 | 16 | 24 | 19 | 16 | 4 | 18 | 0 | 127 |

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

| State | Age Group (Years) | | | | | | | | | | | Unknown | Total Killed |
|------------|-------------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|---------------|
| | <5 | 5-9 | 10-15 | 16-20 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | >74 | | |
| NJ | 8 | 5 | 14 | 88 | 84 | 136 | 107 | 121 | 63 | 44 | 90 | 12 | 772 |
| NM | 9 | 9 | 17 | 51 | 57 | 91 | 75 | 74 | 46 | 30 | 23 | 2 | 484 |
| NY | 11 | 17 | 29 | 182 | 174 | 232 | 190 | 175 | 151 | 115 | 176 | 4 | 1,456 |
| NC | 27 | 21 | 41 | 194 | 161 | 251 | 240 | 227 | 154 | 108 | 133 | 2 | 1,559 |
| ND | 3 | 0 | 10 | 19 | 6 | 14 | 16 | 13 | 14 | 10 | 6 | 0 | 111 |
| OH | 10 | 21 | 23 | 162 | 117 | 197 | 171 | 195 | 137 | 87 | 117 | 1 | 1,238 |
| OK | 17 | 13 | 23 | 101 | 76 | 132 | 105 | 114 | 78 | 49 | 57 | 0 | 765 |
| OR | 9 | 8 | 8 | 61 | 52 | 67 | 63 | 90 | 47 | 39 | 33 | 0 | 477 |
| PA | 17 | 23 | 31 | 197 | 170 | 249 | 245 | 182 | 138 | 106 | 164 | 3 | 1,525 |
| RI | 0 | 0 | 2 | 9 | 13 | 9 | 11 | 15 | 12 | 4 | 6 | 0 | 81 |
| SC | 10 | 8 | 26 | 127 | 98 | 201 | 170 | 175 | 78 | 71 | 63 | 10 | 1,037 |
| SD | 2 | 1 | 5 | 25 | 20 | 28 | 25 | 29 | 27 | 15 | 14 | 0 | 191 |
| TN | 17 | 14 | 37 | 185 | 129 | 217 | 203 | 191 | 105 | 97 | 90 | 2 | 1,287 |
| TX | 53 | 58 | 117 | 457 | 423 | 605 | 530 | 514 | 300 | 174 | 203 | 41 | 3,475 |
| UT | 6 | 4 | 8 | 50 | 32 | 49 | 34 | 46 | 17 | 18 | 20 | 3 | 287 |
| VT | 0 | 0 | 2 | 14 | 7 | 14 | 9 | 14 | 9 | 7 | 10 | 1 | 87 |
| VA | 16 | 7 | 21 | 147 | 124 | 141 | 124 | 146 | 94 | 58 | 84 | 1 | 963 |
| WA | 8 | 4 | 11 | 102 | 83 | 94 | 80 | 109 | 70 | 31 | 36 | 2 | 630 |
| WV | 5 | 6 | 5 | 60 | 39 | 81 | 58 | 56 | 38 | 28 | 30 | 4 | 410 |
| WI | 7 | 4 | 16 | 111 | 90 | 122 | 100 | 104 | 66 | 43 | 61 | 0 | 724 |
| WY | 2 | 0 | 9 | 20 | 25 | 41 | 27 | 32 | 21 | 6 | 12 | 0 | 195 |
| USA | 578 | 516 | 1,079 | 5,658 | 4,701 | 7,169 | 6,361 | 6,232 | 4,178 | 2,611 | 3,406 | 153 | 42,642 |
| PR | 3 | 3 | 7 | 54 | 63 | 86 | 85 | 54 | 65 | 33 | 37 | 17 | 507 |

Chapter 5 ■ States

Table 111
Occupants Killed, by State and Vehicle Type

| State | Vehicle Type | | | | | | | | | | | | | | Motorcycles | | Total Occupants Killed | |
|-------|----------------|------|--------------|------|--------------|-----|-------|-----|----------------|-----|---------|-----|----------|------|-------------|------|------------------------|-------|
| | Passenger Cars | | Light Trucks | | Large Trucks | | Buses | | Other Vehicles | | Unknown | | Subtotal | | | | | |
| | No. | % | No. | % | No. | % | No. | % | No. | % | No. | % | No. | % | No. | % | No. | % |
| AL | 527 | 47.2 | 447 | 40.0 | 20 | 1.8 | 5 | 0.4 | 12 | 1.1 | 1 | 0.1 | 1,012 | 90.6 | 105 | 9.4 | 1,117 | 100.0 |
| AK | 26 | 41.3 | 20 | 31.7 | 1 | 1.6 | 0 | 0.0 | 5 | 7.9 | 2 | 3.2 | 54 | 85.7 | 9 | 14.3 | 63 | 100.0 |
| AZ | 416 | 38.2 | 442 | 40.6 | 21 | 1.9 | 0 | 0.0 | 17 | 1.6 | 50 | 4.6 | 946 | 86.9 | 142 | 13.1 | 1,088 | 100.0 |
| AR | 256 | 40.8 | 254 | 40.5 | 25 | 4.0 | 0 | 0.0 | 16 | 2.6 | 0 | 0.0 | 551 | 87.9 | 76 | 12.1 | 627 | 100.0 |
| CA | 1,736 | 51.9 | 1,024 | 30.6 | 43 | 1.3 | 3 | 0.1 | 26 | 0.8 | 10 | 0.3 | 2,842 | 84.9 | 506 | 15.1 | 3,348 | 100.0 |
| CO | 180 | 38.9 | 188 | 40.6 | 19 | 4.1 | 0 | 0.0 | 2 | 0.4 | 0 | 0.0 | 389 | 84.0 | 74 | 16.0 | 463 | 100.0 |
| CT | 156 | 60.0 | 47 | 18.1 | 2 | 0.8 | 0 | 0.0 | 2 | 0.8 | 0 | 0.0 | 207 | 79.6 | 53 | 20.4 | 260 | 100.0 |
| DE | 67 | 57.3 | 37 | 31.6 | 1 | 0.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 105 | 89.7 | 12 | 10.3 | 117 | 100.0 |
| DC | 16 | 80.0 | 2 | 10.0 | 0 | 0.0 | 1 | 5.0 | 0 | 0.0 | 0 | 0.0 | 19 | 95.0 | 1 | 5.0 | 20 | 100.0 |
| FL | 1,203 | 45.0 | 829 | 31.0 | 39 | 1.5 | 1 | 0.0 | 29 | 1.1 | 9 | 0.3 | 2,110 | 79.0 | 562 | 21.0 | 2,672 | 100.0 |
| GA | 710 | 47.0 | 595 | 39.4 | 34 | 2.3 | 0 | 0.0 | 14 | 0.9 | 4 | 0.3 | 1,357 | 89.8 | 154 | 10.2 | 1,511 | 100.0 |
| HI | 57 | 45.6 | 37 | 29.6 | 0 | 0.0 | 0 | 0.0 | 2 | 1.6 | 2 | 1.6 | 98 | 78.4 | 27 | 21.6 | 125 | 100.0 |
| ID | 101 | 39.5 | 110 | 43.0 | 0 | 0.0 | 0 | 0.0 | 7 | 2.7 | 0 | 0.0 | 218 | 85.2 | 38 | 14.8 | 256 | 100.0 |
| IL | 584 | 53.9 | 330 | 30.4 | 24 | 2.2 | 1 | 0.1 | 12 | 1.1 | 1 | 0.1 | 952 | 87.8 | 132 | 12.2 | 1,084 | 100.0 |
| IN | 392 | 48.9 | 269 | 33.6 | 27 | 3.4 | 0 | 0.0 | 3 | 0.4 | 0 | 0.0 | 691 | 86.3 | 110 | 13.7 | 801 | 100.0 |
| IA | 213 | 52.3 | 116 | 28.5 | 12 | 2.9 | 0 | 0.0 | 9 | 2.2 | 0 | 0.0 | 350 | 86.0 | 57 | 14.0 | 407 | 100.0 |
| KS | 185 | 42.1 | 165 | 37.6 | 14 | 3.2 | 2 | 0.5 | 9 | 2.1 | 0 | 0.0 | 375 | 85.4 | 64 | 14.6 | 439 | 100.0 |
| KY | 428 | 50.2 | 275 | 32.2 | 25 | 2.9 | 0 | 0.0 | 27 | 3.2 | 0 | 0.0 | 755 | 88.5 | 98 | 11.5 | 853 | 100.0 |
| LA | 379 | 44.0 | 368 | 42.7 | 11 | 1.3 | 0 | 0.0 | 7 | 0.8 | 1 | 0.1 | 766 | 89.0 | 95 | 11.0 | 861 | 100.0 |
| ME | 90 | 52.0 | 51 | 29.5 | 4 | 2.3 | 0 | 0.0 | 4 | 2.3 | 1 | 0.6 | 150 | 86.7 | 23 | 13.3 | 173 | 100.0 |
| MD | 316 | 57.5 | 138 | 25.1 | 8 | 1.5 | 0 | 0.0 | 2 | 0.4 | 2 | 0.4 | 466 | 84.7 | 84 | 15.3 | 550 | 100.0 |
| MA | 218 | 60.2 | 81 | 22.4 | 6 | 1.7 | 0 | 0.0 | 3 | 0.8 | 4 | 1.1 | 312 | 86.2 | 50 | 13.8 | 362 | 100.0 |
| MI | 488 | 53.0 | 281 | 30.5 | 11 | 1.2 | 0 | 0.0 | 26 | 2.8 | 0 | 0.0 | 806 | 87.6 | 114 | 12.4 | 920 | 100.0 |
| MN | 230 | 51.6 | 130 | 29.1 | 11 | 2.5 | 0 | 0.0 | 8 | 1.8 | 0 | 0.0 | 379 | 85.0 | 67 | 15.0 | 446 | 100.0 |
| MS | 396 | 46.5 | 370 | 43.5 | 18 | 2.1 | 0 | 0.0 | 12 | 1.4 | 0 | 0.0 | 796 | 93.5 | 55 | 6.5 | 851 | 100.0 |
| MO | 546 | 54.1 | 331 | 32.8 | 22 | 2.2 | 0 | 0.0 | 17 | 1.7 | 0 | 0.0 | 916 | 90.8 | 93 | 9.2 | 1,009 | 100.0 |
| MT | 98 | 39.4 | 115 | 46.2 | 8 | 3.2 | 0 | 0.0 | 1 | 0.4 | 1 | 0.4 | 223 | 89.6 | 26 | 10.4 | 249 | 100.0 |
| NE | 124 | 48.1 | 106 | 41.1 | 5 | 1.9 | 0 | 0.0 | 5 | 1.9 | 0 | 0.0 | 240 | 93.0 | 18 | 7.0 | 258 | 100.0 |
| NV | 171 | 46.5 | 141 | 38.3 | 6 | 1.6 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 318 | 86.4 | 50 | 13.6 | 368 | 100.0 |
| NH | 60 | 50.4 | 38 | 31.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 98 | 82.4 | 21 | 17.6 | 119 | 100.0 |

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

| State | Vehicle Type | | | | | | | | | | | | | | Motorcycles | | Total Occupants Killed | |
|------------|----------------|-------------|---------------|-------------|--------------|------------|-----------|------------|----------------|------------|------------|------------|---------------|-------------|--------------|-------------|------------------------|--------------|
| | Passenger Cars | | Light Trucks | | Large Trucks | | Buses | | Other Vehicles | | Unknown | | Subtotal | | | | | |
| | No. | % | No. | % | No. | % | No. | % | No. | % | No. | % | No. | % | No. | % | No. | % |
| NJ | 265 | 44.8 | 109 | 18.4 | 13 | 2.2 | 1 | 0.2 | 2 | 0.3 | 115 | 19.4 | 505 | 85.3 | 87 | 14.7 | 592 | 100.0 |
| NM | 140 | 34.2 | 203 | 49.6 | 13 | 3.2 | 0 | 0.0 | 5 | 1.2 | 5 | 1.2 | 366 | 89.5 | 43 | 10.5 | 409 | 100.0 |
| NY | 571 | 52.1 | 277 | 25.3 | 26 | 2.4 | 6 | 0.5 | 21 | 1.9 | 3 | 0.3 | 904 | 82.5 | 192 | 17.5 | 1,096 | 100.0 |
| NC | 714 | 52.6 | 471 | 34.7 | 16 | 1.2 | 0 | 0.0 | 7 | 0.5 | 0 | 0.0 | 1,208 | 89.0 | 150 | 11.0 | 1,358 | 100.0 |
| ND | 42 | 39.3 | 49 | 45.8 | 6 | 5.6 | 0 | 0.0 | 4 | 3.7 | 2 | 1.9 | 103 | 96.3 | 4 | 3.7 | 107 | 100.0 |
| OH | 633 | 56.5 | 280 | 25.0 | 27 | 2.4 | 0 | 0.0 | 23 | 2.1 | 0 | 0.0 | 963 | 85.9 | 158 | 14.1 | 1,121 | 100.0 |
| OK | 313 | 44.1 | 286 | 40.3 | 35 | 4.9 | 2 | 0.3 | 10 | 1.4 | 0 | 0.0 | 646 | 91.0 | 64 | 9.0 | 710 | 100.0 |
| OR | 190 | 45.8 | 160 | 38.6 | 12 | 2.9 | 0 | 0.0 | 8 | 1.9 | 1 | 0.2 | 371 | 89.4 | 44 | 10.6 | 415 | 100.0 |
| PA | 711 | 53.1 | 381 | 28.5 | 35 | 2.6 | 1 | 0.1 | 23 | 1.7 | 0 | 0.0 | 1,151 | 86.0 | 188 | 14.0 | 1,339 | 100.0 |
| RI | 40 | 61.5 | 7 | 10.8 | 2 | 3.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 49 | 75.4 | 16 | 24.6 | 65 | 100.0 |
| SC | 452 | 50.4 | 315 | 35.2 | 12 | 1.3 | 0 | 0.0 | 8 | 0.9 | 0 | 0.0 | 787 | 87.8 | 109 | 12.2 | 896 | 100.0 |
| SD | 80 | 43.7 | 69 | 37.7 | 6 | 3.3 | 0 | 0.0 | 3 | 1.6 | 3 | 1.6 | 161 | 88.0 | 22 | 12.0 | 183 | 100.0 |
| TN | 579 | 49.0 | 406 | 34.3 | 29 | 2.5 | 0 | 0.0 | 15 | 1.3 | 13 | 1.1 | 1,042 | 88.2 | 140 | 11.8 | 1,182 | 100.0 |
| TX | 1,226 | 40.6 | 1,336 | 44.2 | 88 | 2.9 | 2 | 0.1 | 22 | 0.7 | 3 | 0.1 | 2,677 | 88.6 | 346 | 11.4 | 3,023 | 100.0 |
| UT | 110 | 44.4 | 107 | 43.1 | 6 | 2.4 | 0 | 0.0 | 1 | 0.4 | 0 | 0.0 | 224 | 90.3 | 24 | 9.7 | 248 | 100.0 |
| VT | 48 | 55.2 | 25 | 28.7 | 3 | 3.4 | 0 | 0.0 | 1 | 1.1 | 0 | 0.0 | 77 | 88.5 | 10 | 11.5 | 87 | 100.0 |
| VA | 461 | 53.3 | 301 | 34.8 | 20 | 2.3 | 1 | 0.1 | 12 | 1.4 | 1 | 0.1 | 796 | 92.0 | 69 | 8.0 | 865 | 100.0 |
| WA | 284 | 51.4 | 170 | 30.8 | 14 | 2.5 | 0 | 0.0 | 4 | 0.7 | 0 | 0.0 | 472 | 85.5 | 80 | 14.5 | 552 | 100.0 |
| WV | 175 | 45.2 | 130 | 33.6 | 9 | 2.3 | 0 | 0.0 | 30 | 7.8 | 5 | 1.3 | 349 | 90.2 | 38 | 9.8 | 387 | 100.0 |
| WI | 341 | 51.6 | 202 | 30.6 | 4 | 0.6 | 1 | 0.2 | 19 | 2.9 | 1 | 0.2 | 568 | 85.9 | 93 | 14.1 | 661 | 100.0 |
| WY | 56 | 29.6 | 100 | 52.9 | 12 | 6.3 | 0 | 0.0 | 4 | 2.1 | 0 | 0.0 | 172 | 91.0 | 17 | 9.0 | 189 | 100.0 |
| USA | 17,800 | 48.2 | 12,721 | 34.5 | 805 | 2.2 | 27 | 0.1 | 499 | 1.4 | 240 | 0.7 | 32,092 | 87.0 | 4,810 | 13.0 | 36,902 | 100.0 |
| PR | 167 | 48.3 | 60 | 17.3 | 4 | 1.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 231 | 66.8 | 115 | 33.2 | 346 | 100.0 |

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

| State | Restraint Used | | No Restraint Used | | Restraint Use Unknown | | Total Occupants Killed | |
|-------|----------------|---------|-------------------|---------|-----------------------|---------|------------------------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| AL | 370 | 38.0 | 568 | 58.3 | 36 | 3.7 | 974 | 100.0 |
| AK | 28 | 60.9 | 17 | 37.0 | 1 | 2.2 | 46 | 100.0 |
| AZ | 273 | 31.8 | 465 | 54.2 | 120 | 14.0 | 858 | 100.0 |
| AR | 134 | 26.3 | 303 | 59.4 | 73 | 14.3 | 510 | 100.0 |
| CA | 1,557 | 56.4 | 917 | 33.2 | 286 | 10.4 | 2,760 | 100.0 |
| CO | 139 | 37.8 | 226 | 61.4 | 3 | 0.8 | 368 | 100.0 |
| CT | 90 | 44.3 | 71 | 35.0 | 42 | 20.7 | 203 | 100.0 |
| DE | 51 | 49.0 | 51 | 49.0 | 2 | 1.9 | 104 | 100.0 |
| DC | 10 | 55.6 | 6 | 33.3 | 2 | 11.1 | 18 | 100.0 |
| FL | 779 | 38.3 | 1,156 | 56.9 | 97 | 4.8 | 2,032 | 100.0 |
| GA | 507 | 38.9 | 648 | 49.7 | 150 | 11.5 | 1,305 | 100.0 |
| HI | 38 | 40.4 | 39 | 41.5 | 17 | 18.1 | 94 | 100.0 |
| ID | 85 | 40.3 | 116 | 55.0 | 10 | 4.7 | 211 | 100.0 |
| IL | 378 | 41.4 | 436 | 47.7 | 100 | 10.9 | 914 | 100.0 |
| IN | 261 | 39.5 | 309 | 46.7 | 91 | 13.8 | 661 | 100.0 |
| IA | 161 | 48.9 | 129 | 39.2 | 39 | 11.9 | 329 | 100.0 |
| KS | 138 | 39.4 | 200 | 57.1 | 12 | 3.4 | 350 | 100.0 |
| KY | 229 | 32.6 | 474 | 67.4 | 0 | 0.0 | 703 | 100.0 |
| LA | 263 | 35.2 | 437 | 58.5 | 47 | 6.3 | 747 | 100.0 |
| ME | 48 | 34.0 | 65 | 46.1 | 28 | 19.9 | 141 | 100.0 |
| MD | 254 | 55.9 | 176 | 38.8 | 24 | 5.3 | 454 | 100.0 |
| MA | 79 | 26.4 | 158 | 52.8 | 62 | 20.7 | 299 | 100.0 |
| MI | 424 | 55.1 | 251 | 32.6 | 94 | 12.2 | 769 | 100.0 |
| MN | 146 | 40.6 | 184 | 51.1 | 30 | 8.3 | 360 | 100.0 |
| MS | 214 | 27.9 | 552 | 72.1 | 0 | 0.0 | 766 | 100.0 |
| MO | 238 | 27.1 | 563 | 64.2 | 76 | 8.7 | 877 | 100.0 |
| MT | 65 | 30.5 | 143 | 67.1 | 5 | 2.3 | 213 | 100.0 |
| NE | 77 | 33.5 | 136 | 59.1 | 17 | 7.4 | 230 | 100.0 |
| NV | 133 | 42.6 | 147 | 47.1 | 32 | 10.3 | 312 | 100.0 |
| NH | 22 | 22.4 | 71 | 72.4 | 5 | 5.1 | 98 | 100.0 |

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

| State | Restraint Used | | No Restraint Used | | Restraint Use Unknown | | Total Occupants Killed | |
|------------|----------------|-------------|-------------------|-------------|-----------------------|------------|------------------------|--------------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| NJ | 148 | 39.6 | 205 | 54.8 | 21 | 5.6 | 374 | 100.0 |
| NM | 154 | 44.9 | 171 | 49.9 | 18 | 5.2 | 343 | 100.0 |
| NY | 417 | 49.2 | 371 | 43.8 | 60 | 7.1 | 848 | 100.0 |
| NC | 579 | 48.9 | 534 | 45.1 | 72 | 6.1 | 1,185 | 100.0 |
| ND | 30 | 33.0 | 60 | 65.9 | 1 | 1.1 | 91 | 100.0 |
| OH | 385 | 42.2 | 502 | 55.0 | 26 | 2.8 | 913 | 100.0 |
| OK | 242 | 40.4 | 351 | 58.6 | 6 | 1.0 | 599 | 100.0 |
| OR | 204 | 58.3 | 106 | 30.3 | 40 | 11.4 | 350 | 100.0 |
| PA | 345 | 31.6 | 599 | 54.9 | 148 | 13.6 | 1,092 | 100.0 |
| RI | 12 | 25.5 | 35 | 74.5 | 0 | 0.0 | 47 | 100.0 |
| SC | 259 | 33.8 | 455 | 59.3 | 53 | 6.9 | 767 | 100.0 |
| SD | 26 | 17.4 | 112 | 75.2 | 11 | 7.4 | 149 | 100.0 |
| TN | 371 | 37.7 | 551 | 55.9 | 63 | 6.4 | 985 | 100.0 |
| TX | 1,254 | 48.9 | 1,136 | 44.3 | 172 | 6.7 | 2,562 | 100.0 |
| UT | 101 | 46.5 | 86 | 39.6 | 30 | 13.8 | 217 | 100.0 |
| VT | 34 | 46.6 | 35 | 47.9 | 4 | 5.5 | 73 | 100.0 |
| VA | 274 | 36.0 | 452 | 59.3 | 36 | 4.7 | 762 | 100.0 |
| WA | 242 | 53.3 | 197 | 43.4 | 15 | 3.3 | 454 | 100.0 |
| WV | 93 | 30.5 | 159 | 52.1 | 53 | 17.4 | 305 | 100.0 |
| WI | 204 | 37.6 | 296 | 54.5 | 43 | 7.9 | 543 | 100.0 |
| WY | 53 | 34.0 | 96 | 61.5 | 7 | 4.5 | 156 | 100.0 |
| USA | 12,618 | 41.3 | 15,523 | 50.9 | 2,380 | 7.8 | 30,521 | 100.0 |
| PR | 103 | 45.4 | 124 | 54.6 | 0 | 0.0 | 227 | 100.0 |

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Table 113
2006 Ranking of State Pedestrian Fatality Rates

| Rank | State | Pedestrians Killed | Population (Thousands) | Pedestrian Fatality Rate per 100,000 Population |
|------|----------------------|--------------------|------------------------|---|
| 1 | New Mexico | 69 | 1,955 | 3.53 |
| 2 | Delaware | 27 | 853 | 3.16 |
| 3 | Florida | 546 | 18,090 | 3.02 |
| 4 | District of Columbia | 17 | 582 | 2.92 |
| 5 | South Carolina | 125 | 4,321 | 2.89 |
| 6 | Arizona | 167 | 6,166 | 2.71 |
| 7 | Hawaii | 31 | 1,285 | 2.41 |
| 8 | Louisiana | 96 | 4,288 | 2.24 |
| 9 | Nevada | 52 | 2,496 | 2.08 |
| 10 | California | 717 | 36,458 | 1.97 |
| 11 | North Carolina | 173 | 8,857 | 1.95 |
| 12 | Mississippi | 56 | 2,911 | 1.92 |
| 13 | New Jersey | 165 | 8,725 | 1.89 |
| 14 | Alabama | 78 | 4,599 | 1.70 |
| 15 | Maryland | 94 | 5,616 | 1.67 |
| 16 | New York | 312 | 19,306 | 1.62 |
| 17 | Texas | 379 | 23,508 | 1.61 |
| 18 | Georgia | 148 | 9,364 | 1.58 |
| 19 | Tennessee | 91 | 6,039 | 1.51 |
| 20 | Rhode Island | 15 | 1,068 | 1.41 |
| 21 | Michigan | 136 | 10,096 | 1.35 |
| 22 | Alaska | 9 | 670 | 1.34 |
| 23 | Pennsylvania | 166 | 12,441 | 1.33 |
| 24 | Missouri | 76 | 5,843 | 1.30 |
| 25 | Oklahoma | 46 | 3,579 | 1.29 |
| 26 | Montana | 12 | 945 | 1.27 |
| 27 | Oregon | 47 | 3,701 | 1.27 |

Table 113
2006 Ranking of State Pedestrian Fatality Rates (Continued)

| Rank | State | Pedestrians Killed | Population (Thousands) | Pedestrian Fatality Rate per 100,000 Population |
|------|---------------|--------------------|------------------------|---|
| 28 | Colorado | 59 | 4,753 | 1.24 |
| 29 | Kentucky | 52 | 4,206 | 1.24 |
| 30 | Wyoming | 6 | 515 | 1.17 |
| 31 | Indiana | 73 | 6,314 | 1.16 |
| 32 | Utah | 29 | 2,550 | 1.14 |
| 33 | Arkansas | 31 | 2,811 | 1.10 |
| 34 | West Virginia | 20 | 1,818 | 1.10 |
| 35 | Illinois | 138 | 12,832 | 1.08 |
| 36 | Virginia | 82 | 7,643 | 1.07 |
| 37 | Washington | 66 | 6,396 | 1.03 |
| 38 | Connecticut | 36 | 3,505 | 1.03 |
| 39 | Wisconsin | 55 | 5,557 | 0.99 |
| 40 | Massachusetts | 61 | 6,437 | 0.95 |
| 41 | South Dakota | 7 | 782 | 0.90 |
| 42 | Iowa | 25 | 2,982 | 0.84 |
| 43 | Ohio | 96 | 11,478 | 0.84 |
| 44 | Kansas | 23 | 2,764 | 0.83 |
| 45 | Maine | 10 | 1,322 | 0.76 |
| 46 | Minnesota | 38 | 5,167 | 0.74 |
| 47 | North Dakota | 4 | 636 | 0.63 |
| 48 | Idaho | 8 | 1,466 | 0.55 |
| 49 | Nebraska | 9 | 1,768 | 0.51 |
| 50 | New Hampshire | 6 | 1,315 | 0.46 |
| 51 | Vermont | 0 | 624 | 0.00 |
| | USA | 4,784 | 299,398 | 1.60 |
| | Puerto Rico | 139 | 3,928 | 3.54 |

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Table 114

Persons Killed, by State and Highest Blood Alcohol Concentration (BAC) in the Crash

| State | Highest Blood Alcohol Concentration in Crash | | | | | | Total Killed in Alcohol-Related Crashes | | Total Killed | |
|-------|--|---------|---------------|---------|------------|---------|---|---------|--------------|---------|
| | BAC = .00 | | BAC = .01-.07 | | BAC = .08+ | | Number | Percent | Number | Percent |
| | Number | Percent | Number | Percent | Number | Percent | | | | |
| AL | 733 | 61 | 60 | 5 | 416 | 34 | 475 | 39 | 1,208 | 100 |
| AK | 51 | 69 | 3 | 4 | 20 | 27 | 23 | 31 | 74 | 100 |
| AZ | 704 | 55 | 101 | 8 | 484 | 38 | 585 | 45 | 1,288 | 100 |
| AR | 411 | 62 | 50 | 8 | 203 | 31 | 254 | 38 | 665 | 100 |
| CA | 2,457 | 58 | 274 | 6 | 1,506 | 36 | 1,779 | 42 | 4,236 | 100 |
| CO | 309 | 58 | 34 | 6 | 192 | 36 | 226 | 42 | 535 | 100 |
| CT | 172 | 57 | 13 | 4 | 117 | 39 | 129 | 43 | 301 | 100 |
| DE | 91 | 61 | 7 | 4 | 51 | 34 | 57 | 39 | 148 | 100 |
| DC | 19 | 52 | 2 | 4 | 16 | 43 | 18 | 48 | 37 | 100 |
| FL | 1,998 | 59 | 162 | 5 | 1,215 | 36 | 1,376 | 41 | 3,374 | 100 |
| GA | 1,089 | 64 | 80 | 5 | 524 | 31 | 604 | 36 | 1,693 | 100 |
| HI | 77 | 48 | 13 | 8 | 71 | 44 | 84 | 52 | 161 | 100 |
| ID | 161 | 60 | 18 | 7 | 88 | 33 | 106 | 40 | 267 | 100 |
| IL | 660 | 53 | 102 | 8 | 492 | 39 | 594 | 47 | 1,254 | 100 |
| IN | 580 | 64 | 45 | 5 | 275 | 31 | 319 | 36 | 899 | 100 |
| IA | 292 | 66 | 19 | 4 | 128 | 29 | 148 | 34 | 439 | 100 |
| KS | 298 | 64 | 27 | 6 | 143 | 31 | 170 | 36 | 468 | 100 |
| KY | 641 | 70 | 37 | 4 | 236 | 26 | 272 | 30 | 913 | 100 |
| LA | 507 | 52 | 60 | 6 | 415 | 42 | 475 | 48 | 982 | 100 |
| ME | 115 | 61 | 19 | 10 | 55 | 29 | 74 | 39 | 188 | 100 |
| MD | 383 | 59 | 45 | 7 | 223 | 34 | 268 | 41 | 651 | 100 |
| MA | 256 | 60 | 21 | 5 | 153 | 36 | 174 | 40 | 430 | 100 |
| MI | 645 | 59 | 58 | 5 | 382 | 35 | 440 | 41 | 1,085 | 100 |
| MN | 311 | 63 | 24 | 5 | 159 | 32 | 183 | 37 | 494 | 100 |
| MS | 536 | 59 | 38 | 4 | 337 | 37 | 375 | 41 | 911 | 100 |
| MO | 596 | 54 | 91 | 8 | 409 | 37 | 500 | 46 | 1,096 | 100 |
| MT | 137 | 52 | 12 | 5 | 114 | 43 | 126 | 48 | 263 | 100 |
| NE | 180 | 67 | 15 | 6 | 74 | 27 | 89 | 33 | 269 | 100 |
| NV | 246 | 57 | 26 | 6 | 160 | 37 | 186 | 43 | 432 | 100 |
| NH | 75 | 59 | 4 | 3 | 48 | 38 | 52 | 41 | 127 | 100 |

Table 114

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

| State | Highest Blood Alcohol Concentration in Crash | | | | | | Total Killed in Alcohol-Related Crashes | | Total Killed | |
|------------|--|-----------|---------------|----------|---------------|-----------|---|-----------|---------------|------------|
| | BAC = .00 | | BAC = .01-.07 | | BAC = .08+ | | Number | Percent | Number | Percent |
| | Number | Percent | Number | Percent | Number | Percent | | | | |
| NJ | 432 | 56 | 70 | 9 | 270 | 35 | 341 | 44 | 772 | 100 |
| NM | 298 | 62 | 21 | 4 | 165 | 34 | 186 | 38 | 484 | 100 |
| NY | 898 | 62 | 95 | 7 | 463 | 32 | 558 | 38 | 1,456 | 100 |
| NC | 1,005 | 64 | 73 | 5 | 482 | 31 | 554 | 36 | 1,559 | 100 |
| ND | 61 | 55 | 6 | 5 | 44 | 39 | 50 | 45 | 111 | 100 |
| OH | 750 | 61 | 79 | 6 | 409 | 33 | 488 | 39 | 1,238 | 100 |
| OK | 502 | 66 | 43 | 6 | 221 | 29 | 263 | 34 | 765 | 100 |
| OR | 281 | 59 | 34 | 7 | 163 | 34 | 196 | 41 | 477 | 100 |
| PA | 925 | 61 | 70 | 5 | 530 | 35 | 600 | 39 | 1,525 | 100 |
| RI | 39 | 49 | 8 | 10 | 33 | 41 | 42 | 51 | 81 | 100 |
| SC | 514 | 50 | 60 | 6 | 463 | 45 | 523 | 50 | 1,037 | 100 |
| SD | 111 | 58 | 9 | 5 | 70 | 37 | 80 | 42 | 191 | 100 |
| TN | 778 | 60 | 71 | 6 | 439 | 34 | 509 | 40 | 1,287 | 100 |
| TX | 1,798 | 52 | 190 | 5 | 1,487 | 43 | 1,677 | 48 | 3,475 | 100 |
| UT | 218 | 76 | 10 | 3 | 59 | 21 | 69 | 24 | 287 | 100 |
| VT | 58 | 67 | 3 | 3 | 26 | 30 | 29 | 33 | 87 | 100 |
| VA | 584 | 61 | 52 | 5 | 327 | 34 | 379 | 39 | 963 | 100 |
| WA | 336 | 53 | 48 | 8 | 247 | 39 | 294 | 47 | 630 | 100 |
| WV | 250 | 61 | 27 | 7 | 133 | 33 | 161 | 39 | 410 | 100 |
| WI | 360 | 50 | 45 | 6 | 319 | 44 | 364 | 50 | 724 | 100 |
| WY | 115 | 59 | 11 | 6 | 69 | 36 | 80 | 41 | 195 | 100 |
| USA | 25,040 | 59 | 2,480 | 6 | 15,121 | 35 | 17,602 | 41 | 42,642 | 100 |
| PR | 292 | 58 | 36 | 7 | 179 | 35 | 215 | 42 | 507 | 100 |

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

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Table 115

Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver

| State | Blood Alcohol Concentration of Driver* | | | | | | | | Total Drivers* Involved in Fatal Crashes | |
|-------|--|---------|---------------|---------|------------|---------|------------|---------|--|---------|
| | BAC = .00 | | BAC = .01-.07 | | BAC = .08+ | | BAC = .01+ | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| AL | 1,180 | 75 | 57 | 4 | 347 | 22 | 404 | 25 | 1,584 | 100 |
| AK | 84 | 78 | 3 | 3 | 21 | 19 | 24 | 22 | 108 | 100 |
| AZ | 1,258 | 74 | 83 | 5 | 367 | 21 | 450 | 26 | 1,708 | 100 |
| AR | 666 | 75 | 43 | 5 | 175 | 20 | 219 | 25 | 885 | 100 |
| CA | 4,385 | 76 | 233 | 4 | 1,150 | 20 | 1,383 | 24 | 5,768 | 100 |
| CO | 525 | 73 | 33 | 5 | 164 | 23 | 197 | 27 | 721 | 100 |
| CT | 311 | 72 | 14 | 3 | 110 | 25 | 124 | 28 | 435 | 100 |
| DE | 161 | 78 | 5 | 3 | 40 | 19 | 45 | 22 | 206 | 100 |
| DC | 37 | 74 | 2 | 4 | 11 | 22 | 13 | 26 | 49 | 100 |
| FL | 3,788 | 78 | 154 | 3 | 896 | 19 | 1,051 | 22 | 4,838 | 100 |
| GA | 1,918 | 79 | 75 | 3 | 429 | 18 | 504 | 21 | 2,422 | 100 |
| HI | 131 | 65 | 14 | 7 | 58 | 28 | 72 | 35 | 203 | 100 |
| ID | 239 | 72 | 15 | 5 | 78 | 23 | 93 | 28 | 332 | 100 |
| IL | 1,220 | 71 | 96 | 6 | 413 | 24 | 509 | 29 | 1,729 | 100 |
| IN | 965 | 78 | 42 | 3 | 237 | 19 | 279 | 22 | 1,244 | 100 |
| IA | 458 | 79 | 19 | 3 | 105 | 18 | 124 | 21 | 582 | 100 |
| KS | 472 | 75 | 26 | 4 | 128 | 21 | 155 | 25 | 626 | 100 |
| KY | 1,025 | 81 | 34 | 3 | 205 | 16 | 239 | 19 | 1,263 | 100 |
| LA | 934 | 70 | 65 | 5 | 330 | 25 | 395 | 30 | 1,329 | 100 |
| ME | 185 | 75 | 16 | 6 | 45 | 18 | 61 | 25 | 246 | 100 |
| MD | 714 | 76 | 44 | 5 | 176 | 19 | 221 | 24 | 935 | 100 |
| MA | 409 | 72 | 25 | 4 | 134 | 24 | 159 | 28 | 568 | 100 |
| MI | 1,142 | 75 | 58 | 4 | 313 | 21 | 371 | 25 | 1,513 | 100 |
| MN | 515 | 75 | 24 | 3 | 146 | 21 | 169 | 25 | 684 | 100 |
| MS | 823 | 71 | 39 | 3 | 294 | 25 | 333 | 29 | 1,156 | 100 |
| MO | 1,026 | 70 | 83 | 6 | 352 | 24 | 435 | 30 | 1,461 | 100 |
| MT | 190 | 65 | 12 | 4 | 90 | 31 | 102 | 35 | 292 | 100 |
| NE | 250 | 76 | 16 | 5 | 64 | 19 | 80 | 24 | 330 | 100 |
| NV | 465 | 75 | 24 | 4 | 130 | 21 | 154 | 25 | 619 | 100 |
| NH | 130 | 73 | 4 | 2 | 45 | 25 | 49 | 27 | 179 | 100 |

Table 115

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

| State | Blood Alcohol Concentration of Driver* | | | | | | | | Total Drivers* Involved in Fatal Crashes | |
|------------|--|-----------|---------------|----------|---------------|-----------|---------------|-----------|--|------------|
| | BAC = .00 | | BAC = .01-.07 | | BAC = .08+ | | BAC = .01+ | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| NJ | 777 | 74 | 62 | 6 | 217 | 21 | 279 | 26 | 1,056 | 100 |
| NM | 428 | 75 | 20 | 3 | 124 | 22 | 144 | 25 | 572 | 100 |
| NY | 1,504 | 76 | 91 | 5 | 372 | 19 | 463 | 24 | 1,967 | 100 |
| NC | 1,650 | 78 | 70 | 3 | 394 | 19 | 464 | 22 | 2,114 | 100 |
| ND | 89 | 66 | 6 | 4 | 40 | 30 | 46 | 34 | 134 | 100 |
| OH | 1,296 | 75 | 74 | 4 | 365 | 21 | 439 | 25 | 1,735 | 100 |
| OK | 785 | 77 | 38 | 4 | 190 | 19 | 228 | 23 | 1,013 | 100 |
| OR | 440 | 74 | 26 | 4 | 131 | 22 | 157 | 26 | 597 | 100 |
| PA | 1,543 | 74 | 73 | 4 | 457 | 22 | 530 | 26 | 2,073 | 100 |
| RI | 66 | 66 | 7 | 7 | 26 | 26 | 33 | 34 | 99 | 100 |
| SC | 925 | 67 | 60 | 4 | 402 | 29 | 462 | 33 | 1,387 | 100 |
| SD | 161 | 68 | 9 | 4 | 66 | 28 | 75 | 32 | 236 | 100 |
| TN | 1,276 | 74 | 68 | 4 | 377 | 22 | 445 | 26 | 1,721 | 100 |
| TX | 3,186 | 69 | 196 | 4 | 1,263 | 27 | 1,459 | 31 | 4,645 | 100 |
| UT | 309 | 85 | 8 | 2 | 47 | 13 | 55 | 15 | 364 | 100 |
| VT | 80 | 76 | 2 | 2 | 23 | 21 | 25 | 24 | 105 | 100 |
| VA | 923 | 74 | 44 | 4 | 277 | 22 | 321 | 26 | 1,243 | 100 |
| WA | 599 | 70 | 48 | 6 | 209 | 24 | 257 | 30 | 856 | 100 |
| WV | 411 | 75 | 23 | 4 | 113 | 21 | 137 | 25 | 547 | 100 |
| WI | 617 | 64 | 57 | 6 | 289 | 30 | 345 | 36 | 962 | 100 |
| WY | 186 | 73 | 10 | 4 | 59 | 23 | 68 | 27 | 254 | 100 |
| USA | 42,855 | 74 | 2,349 | 4 | 12,491 | 22 | 14,840 | 26 | 57,695 | 100 |
| PR | 490 | 74 | 31 | 5 | 137 | 21 | 168 | 26 | 658 | 100 |

*Includes motorcycle operators.

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

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

| State | Blood Alcohol Concentration of Driver* | | | | | | | | Total Drivers* Killed | |
|-------|--|---------|---------------|---------|------------|---------|------------|---------|-----------------------|---------|
| | BAC = .00 | | BAC = .01-.07 | | BAC = .08+ | | BAC = .01+ | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| AL | 545 | 65 | 34 | 4 | 263 | 31 | 297 | 35 | 842 | 100 |
| AK | 37 | 78 | 2 | 5 | 8 | 17 | 10 | 22 | 47 | 100 |
| AZ | 416 | 60 | 50 | 7 | 231 | 33 | 281 | 40 | 697 | 100 |
| AR | 308 | 64 | 29 | 6 | 142 | 30 | 171 | 36 | 479 | 100 |
| CA | 1,499 | 64 | 126 | 5 | 708 | 30 | 834 | 36 | 2,333 | 100 |
| CO | 204 | 60 | 23 | 7 | 110 | 33 | 134 | 40 | 337 | 100 |
| CT | 129 | 60 | 7 | 3 | 78 | 37 | 85 | 40 | 213 | 100 |
| DE | 51 | 63 | 4 | 5 | 26 | 32 | 30 | 37 | 81 | 100 |
| DC | 7 | 57 | 1 | 10 | 4 | 33 | 5 | 43 | 12 | 100 |
| FL | 1,300 | 65 | 88 | 4 | 623 | 31 | 711 | 35 | 2,010 | 100 |
| GA | 801 | 69 | 45 | 4 | 306 | 27 | 352 | 31 | 1,153 | 100 |
| HI | 40 | 48 | 8 | 10 | 35 | 42 | 44 | 52 | 83 | 100 |
| ID | 111 | 60 | 11 | 6 | 63 | 34 | 73 | 40 | 184 | 100 |
| IL | 443 | 55 | 65 | 8 | 293 | 37 | 359 | 45 | 802 | 100 |
| IN | 407 | 67 | 28 | 5 | 176 | 29 | 204 | 33 | 611 | 100 |
| IA | 223 | 71 | 10 | 3 | 81 | 26 | 91 | 29 | 314 | 100 |
| KS | 231 | 67 | 16 | 5 | 96 | 28 | 113 | 33 | 344 | 100 |
| KY | 492 | 74 | 22 | 3 | 148 | 22 | 170 | 26 | 662 | 100 |
| LA | 380 | 57 | 39 | 6 | 244 | 37 | 283 | 43 | 662 | 100 |
| ME | 93 | 68 | 8 | 6 | 36 | 27 | 44 | 32 | 137 | 100 |
| MD | 279 | 65 | 29 | 7 | 122 | 28 | 150 | 35 | 429 | 100 |
| MA | 185 | 65 | 12 | 4 | 87 | 31 | 100 | 35 | 285 | 100 |
| MI | 446 | 64 | 33 | 5 | 215 | 31 | 248 | 36 | 694 | 100 |
| MN | 227 | 66 | 14 | 4 | 104 | 30 | 118 | 34 | 344 | 100 |
| MS | 415 | 64 | 22 | 3 | 216 | 33 | 238 | 36 | 653 | 100 |
| MO | 441 | 60 | 54 | 7 | 245 | 33 | 299 | 40 | 740 | 100 |
| MT | 96 | 56 | 8 | 5 | 67 | 39 | 75 | 44 | 171 | 100 |
| NE | 121 | 70 | 6 | 4 | 46 | 26 | 52 | 30 | 173 | 100 |
| NV | 156 | 62 | 13 | 5 | 84 | 33 | 97 | 38 | 253 | 100 |
| NH | 58 | 63 | 1 | 2 | 33 | 36 | 35 | 37 | 93 | 100 |

Table 116

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

| State | Blood Alcohol Concentration of Driver* | | | | | | | | Total Drivers* Killed | |
|------------|--|-----------|---------------|----------|--------------|-----------|---------------|-----------|-----------------------|------------|
| | BAC = .00 | | BAC = .01-.07 | | BAC = .08+ | | BAC = .01+ | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| NJ | 264 | 61 | 41 | 10 | 129 | 30 | 170 | 39 | 434 | 100 |
| NM | 178 | 67 | 7 | 3 | 82 | 31 | 89 | 33 | 267 | 100 |
| NY | 552 | 67 | 56 | 7 | 216 | 26 | 272 | 33 | 824 | 100 |
| NC | 695 | 69 | 45 | 4 | 273 | 27 | 318 | 31 | 1,013 | 100 |
| ND | 42 | 54 | 3 | 4 | 32 | 41 | 36 | 46 | 78 | 100 |
| OH | 549 | 63 | 59 | 7 | 267 | 31 | 325 | 37 | 874 | 100 |
| OK | 362 | 69 | 21 | 4 | 141 | 27 | 162 | 31 | 524 | 100 |
| OR | 190 | 65 | 14 | 5 | 87 | 30 | 101 | 35 | 291 | 100 |
| PA | 654 | 63 | 39 | 4 | 351 | 34 | 390 | 37 | 1,044 | 100 |
| RI | 29 | 60 | 3 | 6 | 16 | 34 | 19 | 40 | 48 | 100 |
| SC | 381 | 55 | 35 | 5 | 274 | 40 | 309 | 45 | 690 | 100 |
| SD | 75 | 56 | 8 | 6 | 52 | 38 | 59 | 44 | 134 | 100 |
| TN | 576 | 65 | 41 | 5 | 265 | 30 | 305 | 35 | 881 | 100 |
| TX | 1,269 | 58 | 101 | 5 | 802 | 37 | 902 | 42 | 2,171 | 100 |
| UT | 131 | 79 | 4 | 2 | 31 | 19 | 34 | 21 | 165 | 100 |
| VT | 46 | 68 | 2 | 3 | 20 | 29 | 22 | 32 | 68 | 100 |
| VA | 418 | 65 | 27 | 4 | 201 | 31 | 229 | 35 | 646 | 100 |
| WA | 238 | 59 | 26 | 7 | 140 | 35 | 166 | 41 | 404 | 100 |
| WV | 192 | 66 | 14 | 5 | 84 | 29 | 98 | 34 | 290 | 100 |
| WI | 259 | 51 | 28 | 5 | 223 | 44 | 251 | 49 | 510 | 100 |
| WY | 81 | 63 | 7 | 5 | 41 | 32 | 48 | 37 | 129 | 100 |
| USA | 17,320 | 63 | 1,388 | 5 | 8,615 | 32 | 10,003 | 37 | 27,323 | 100 |
| PR | 173 | 64 | 14 | 5 | 82 | 30 | 97 | 36 | 270 | 100 |

*Includes motorcycle operators.

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

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

| State | Blood Alcohol Concentration of Driver* | | | | | | | | Total Surviving Drivers* in Fatal Crashes | |
|-------|--|---------|---------------|---------|------------|---------|------------|---------|---|---------|
| | BAC = .00 | | BAC = .01-.07 | | BAC = .08+ | | BAC = .01+ | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| AL | 635 | 86 | 24 | 3 | 83 | 11 | 107 | 14 | 742 | 100 |
| AK | 48 | 78 | 1 | 2 | 12 | 20 | 13 | 22 | 61 | 100 |
| AZ | 842 | 83 | 33 | 3 | 136 | 13 | 169 | 17 | 1,011 | 100 |
| AR | 359 | 88 | 14 | 3 | 33 | 8 | 47 | 12 | 406 | 100 |
| CA | 2,886 | 84 | 107 | 3 | 443 | 13 | 549 | 16 | 3,435 | 100 |
| CO | 321 | 84 | 10 | 3 | 53 | 14 | 63 | 16 | 384 | 100 |
| CT | 183 | 82 | 7 | 3 | 33 | 15 | 39 | 18 | 222 | 100 |
| DE | 110 | 88 | 1 | 1 | 14 | 11 | 15 | 12 | 125 | 100 |
| DC | 30 | 80 | 1 | 2 | 7 | 18 | 7 | 20 | 37 | 100 |
| FL | 2,488 | 88 | 67 | 2 | 273 | 10 | 340 | 12 | 2,828 | 100 |
| GA | 1,117 | 88 | 30 | 2 | 123 | 10 | 152 | 12 | 1,269 | 100 |
| HI | 92 | 77 | 6 | 5 | 22 | 19 | 28 | 24 | 120 | 100 |
| ID | 128 | 87 | 5 | 3 | 15 | 10 | 20 | 13 | 148 | 100 |
| IL | 777 | 84 | 31 | 3 | 120 | 13 | 150 | 16 | 927 | 100 |
| IN | 558 | 88 | 14 | 2 | 61 | 10 | 75 | 12 | 633 | 100 |
| IA | 235 | 88 | 9 | 3 | 24 | 9 | 33 | 12 | 268 | 100 |
| KS | 240 | 85 | 10 | 4 | 32 | 11 | 42 | 15 | 282 | 100 |
| KY | 533 | 89 | 12 | 2 | 57 | 9 | 69 | 11 | 601 | 100 |
| LA | 554 | 83 | 26 | 4 | 87 | 13 | 113 | 17 | 667 | 100 |
| ME | 92 | 84 | 8 | 8 | 9 | 8 | 17 | 16 | 109 | 100 |
| MD | 436 | 86 | 15 | 3 | 55 | 11 | 70 | 14 | 506 | 100 |
| MA | 224 | 79 | 12 | 4 | 47 | 17 | 59 | 21 | 283 | 100 |
| MI | 696 | 85 | 25 | 3 | 98 | 12 | 123 | 15 | 819 | 100 |
| MN | 288 | 85 | 10 | 3 | 42 | 12 | 52 | 15 | 340 | 100 |
| MS | 408 | 81 | 16 | 3 | 79 | 16 | 95 | 19 | 503 | 100 |
| MO | 585 | 81 | 30 | 4 | 106 | 15 | 136 | 19 | 721 | 100 |
| MT | 94 | 78 | 4 | 3 | 23 | 19 | 27 | 22 | 121 | 100 |
| NE | 129 | 82 | 9 | 6 | 18 | 12 | 28 | 18 | 157 | 100 |
| NV | 309 | 84 | 11 | 3 | 46 | 13 | 58 | 16 | 366 | 100 |
| NH | 72 | 83 | 2 | 3 | 12 | 14 | 14 | 17 | 86 | 100 |

Table 117

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

| State | Blood Alcohol Concentration of Driver* | | | | | | | | Total Surviving Drivers* in Fatal Crashes | |
|------------|--|-----------|---------------|----------|--------------|-----------|--------------|-----------|---|------------|
| | BAC = .00 | | BAC = .01-.07 | | BAC = .08+ | | BAC = .01+ | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| NJ | 512 | 82 | 21 | 3 | 89 | 14 | 110 | 18 | 622 | 100 |
| NM | 250 | 82 | 13 | 4 | 42 | 14 | 55 | 18 | 305 | 100 |
| NY | 952 | 83 | 35 | 3 | 156 | 14 | 191 | 17 | 1,143 | 100 |
| NC | 955 | 87 | 26 | 2 | 121 | 11 | 147 | 13 | 1,101 | 100 |
| ND | 46 | 82 | 2 | 4 | 8 | 13 | 10 | 18 | 56 | 100 |
| OH | 748 | 87 | 15 | 2 | 98 | 11 | 114 | 13 | 861 | 100 |
| OK | 423 | 86 | 17 | 4 | 49 | 10 | 66 | 14 | 489 | 100 |
| OR | 250 | 82 | 12 | 4 | 44 | 14 | 56 | 18 | 306 | 100 |
| PA | 889 | 86 | 34 | 3 | 106 | 10 | 140 | 14 | 1,029 | 100 |
| RI | 37 | 73 | 4 | 8 | 10 | 19 | 14 | 27 | 51 | 100 |
| SC | 544 | 78 | 25 | 4 | 128 | 18 | 153 | 22 | 697 | 100 |
| SD | 86 | 85 | 1 | 1 | 14 | 14 | 16 | 15 | 102 | 100 |
| TN | 700 | 83 | 28 | 3 | 112 | 13 | 140 | 17 | 840 | 100 |
| TX | 1,917 | 77 | 95 | 4 | 462 | 19 | 557 | 23 | 2,474 | 100 |
| UT | 178 | 90 | 5 | 2 | 16 | 8 | 21 | 10 | 199 | 100 |
| VT | 34 | 92 | 0 | 1 | 3 | 7 | 3 | 8 | 37 | 100 |
| VA | 505 | 85 | 17 | 3 | 75 | 13 | 92 | 15 | 597 | 100 |
| WA | 361 | 80 | 22 | 5 | 70 | 15 | 91 | 20 | 452 | 100 |
| WV | 218 | 85 | 9 | 4 | 30 | 11 | 39 | 15 | 257 | 100 |
| WI | 358 | 79 | 29 | 6 | 66 | 15 | 95 | 21 | 452 | 100 |
| WY | 104 | 84 | 3 | 2 | 18 | 14 | 21 | 16 | 125 | 100 |
| USA | 25,535 | 84 | 961 | 3 | 3,876 | 13 | 4,837 | 16 | 30,372 | 100 |
| PR | 317 | 82 | 17 | 4 | 54 | 14 | 71 | 18 | 388 | 100 |

*Includes motorcycle operators.

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

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

| State | Total Traffic Fatalities | Speeding-Related Fatalities by Road Type and Speed Limit | | | | | | | | |
|-------|--------------------------|--|------------|---------|----------------|--------|--------|--------|--------|---------|
| | | Total | Interstate | | Non-Interstate | | | | | |
| | | | >55 mph | ≤55 mph | 55 mph | 50 mph | 45 mph | 40 mph | 35 mph | <35 mph |
| AL | 1,208 | 567 | 65 | 8 | 122 | 13 | 196 | 29 | 67 | 37 |
| AK | 74 | 30 | 3 | 1 | 8 | 1 | 2 | 3 | 3 | 5 |
| AZ | 1,288 | 578 | 104 | 14 | 41 | 38 | 92 | 80 | 51 | 38 |
| AR | 665 | 96 | 11 | 0 | 29 | 5 | 12 | 6 | 17 | 10 |
| CA | 4,236 | 1,403 | 241 | 20 | 304 | 63 | 147 | 111 | 169 | 151 |
| CO | 535 | 182 | 14 | 11 | 24 | 11 | 25 | 16 | 28 | 29 |
| CT | 301 | 92 | 4 | 7 | 8 | 0 | 12 | 5 | 13 | 38 |
| DE | 148 | 34 | 1 | 4 | 4 | 13 | 2 | 1 | 8 | 1 |
| DC | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| FL | 3,374 | 714 | 65 | 20 | 96 | 27 | 180 | 47 | 91 | 82 |
| GA | 1,693 | 407 | 30 | 13 | 107 | 10 | 79 | 16 | 67 | 27 |
| HI | 161 | 77 | 1 | 7 | 8 | 0 | 9 | 0 | 25 | 25 |
| ID | 267 | 83 | 6 | 3 | 8 | 8 | 14 | 1 | 12 | 5 |
| IL | 1,254 | 555 | 43 | 34 | 212 | 10 | 40 | 39 | 73 | 95 |
| IN | 899 | 194 | 7 | 18 | 59 | 7 | 25 | 17 | 19 | 34 |
| IA | 439 | 31 | 0 | 0 | 12 | 3 | 1 | 0 | 5 | 9 |
| KS | 468 | 128 | 12 | 2 | 41 | 1 | 10 | 9 | 14 | 21 |
| KY | 913 | 160 | 9 | 3 | 100 | 0 | 15 | 0 | 25 | 4 |
| LA | 982 | 257 | 31 | 2 | 84 | 12 | 47 | 7 | 36 | 24 |
| ME | 188 | 72 | 5 | 2 | 6 | 14 | 18 | 4 | 11 | 6 |
| MD | 651 | 237 | 10 | 15 | 25 | 36 | 10 | 37 | 37 | 56 |
| MA | 430 | 148 | 23 | 11 | 3 | 1 | 9 | 25 | 23 | 45 |
| MI | 1,085 | 219 | 27 | 7 | 117 | 8 | 7 | 1 | 23 | 17 |
| MN | 494 | 128 | 9 | 5 | 66 | 4 | 7 | 4 | 2 | 26 |
| MS | 911 | 365 | 41 | 4 | 134 | 13 | 74 | 13 | 34 | 24 |
| MO | 1,096 | 470 | 46 | 9 | 169 | 11 | 33 | 18 | 64 | 39 |
| MT | 263 | 112 | 9 | 0 | 4 | 3 | 9 | 0 | 13 | 5 |
| NE | 269 | 64 | 13 | 0 | 9 | 10 | 5 | 0 | 4 | 9 |
| NV | 432 | 159 | 23 | 7 | 7 | 3 | 34 | 2 | 31 | 13 |
| NH | 127 | 42 | 3 | 0 | 3 | 3 | 0 | 4 | 15 | 13 |

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

| State | Total Traffic Fatalities | Speeding-Related Fatalities by Road Type and Speed Limit | | | | | | | | |
|------------|--------------------------|--|--------------|------------|----------------|------------|--------------|------------|--------------|--------------|
| | | Total | Interstate | | Non-Interstate | | | | | |
| | | | >55 mph | ≤55 mph | 55 mph | 50 mph | 45 mph | 40 mph | 35 mph | <35 mph |
| NJ | 772 | 56 | 4 | 2 | 2 | 8 | 6 | 5 | 9 | 13 |
| NM | 484 | 173 | 24 | 5 | 27 | 9 | 17 | 5 | 13 | 17 |
| NY | 1,456 | 448 | 16 | 16 | 146 | 9 | 20 | 35 | 20 | 63 |
| NC | 1,559 | 539 | 29 | 3 | 286 | 5 | 142 | 6 | 43 | 11 |
| ND | 111 | 40 | 2 | 0 | 20 | 0 | 0 | 2 | 0 | 1 |
| OH | 1,238 | 253 | 20 | 5 | 116 | 3 | 22 | 14 | 32 | 31 |
| OK | 765 | 269 | 24 | 13 | 32 | 6 | 57 | 18 | 9 | 17 |
| OR | 477 | 145 | 7 | 2 | 80 | 0 | 11 | 2 | 14 | 5 |
| PA | 1,525 | 675 | 28 | 22 | 157 | 12 | 142 | 97 | 130 | 59 |
| RI | 81 | 42 | 1 | 3 | 3 | 2 | 2 | 1 | 8 | 22 |
| SC | 1,037 | 412 | 54 | 4 | 110 | 8 | 74 | 31 | 41 | 22 |
| SD | 191 | 48 | 6 | 2 | 16 | 2 | 3 | 3 | 2 | 6 |
| TN | 1,287 | 296 | 9 | 8 | 64 | 7 | 41 | 29 | 33 | 34 |
| TX | 3,475 | 1,474 | 174 | 41 | 208 | 56 | 127 | 92 | 116 | 148 |
| UT | 287 | 61 | 14 | 1 | 8 | 4 | 5 | 2 | 10 | 8 |
| VT | 87 | 33 | 7 | 0 | 0 | 16 | 0 | 3 | 5 | 2 |
| VA | 963 | 296 | 37 | 10 | 128 | 1 | 39 | 13 | 29 | 24 |
| WA | 630 | 253 | 23 | 4 | 25 | 31 | 18 | 18 | 67 | 53 |
| WV | 410 | 75 | 8 | 1 | 24 | 3 | 7 | 6 | 7 | 7 |
| WI | 724 | 283 | 7 | 2 | 145 | 0 | 22 | 5 | 24 | 53 |
| WY | 195 | 65 | 23 | 0 | 3 | 0 | 4 | 2 | 1 | 5 |
| USA | 42,642 | *13,543 | 1,373 | 371 | 3,410 | 510 | 1,873 | 884 | 1,593 | 1,492 |
| PR | 507 | 220 | 42 | 0 | 4 | 6 | 36 | 20 | 86 | 26 |

*Of the total number of speeding-related fatalities in 2006, 5,587 occurred on roads with posted speed limits between 55 and 65 mph, and 915 occurred on roads with speed limits above 65 mph.

Notes: The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown.

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

| State | Average Response Time (Minutes)* | | | | | | | | Total Fatal Crashes |
|-------|-----------------------------------|-----------------|--|-----------------|--|-----------------|-----------------------------------|-----------------|---------------------|
| | Time of Crash to EMS Notification | | EMS Notification to EMS Arrival at Crash Scene | | EMS Arrival at Crash Scene to Hospital Arrival | | Time of Crash to Hospital Arrival | | |
| | Average | Percent Unknown | Average | Percent Unknown | Average | Percent Unknown | Average | Percent Unknown | |
| AL | 8.80 | 34.3 | 11.97 | 33.6 | 0.00 | 99.9 | 25.00 | 99.9 | 691 |
| AK | 2.64 | 10.0 | 16.33 | 2.5 | 36.29 | 65.0 | 55.14 | 65.0 | 40 |
| AZ | 3.33 | 32.6 | 16.25 | 33.0 | 50.33 | 94.9 | 63.58 | 95.5 | 528 |
| AR | 5.59 | 20.6 | 12.98 | 21.3 | 18.00 | 99.8 | 33.00 | 99.8 | 451 |
| CA | 5.00 | 99.9 | NA | NA | 22.00 | 99.9 | 35.00 | 99.9 | 1,376 |
| CO | 7.17 | 42.3 | 12.84 | 42.7 | 42.91 | 75.5 | 55.63 | 77.0 | 274 |
| CT | 1.20 | 36.2 | 9.11 | 21.3 | 35.29 | 63.8 | 44.12 | 63.8 | 47 |
| DE | 5.79 | 0.0 | 10.85 | 0.0 | 31.16 | 40.3 | 45.67 | 40.3 | 72 |
| DC | NA | NA | NA | NA | NA | NA | NA | NA | 0 |
| FL | 4.78 | 19.6 | 8.90 | 15.6 | NA | NA | NA | NA | 1,151 |
| GA | 2.31 | 10.5 | 9.72 | 9.9 | 43.17 | 36.5 | 53.85 | 37.5 | 677 |
| HI | 6.52 | 5.7 | 11.29 | 1.9 | 41.36 | 32.1 | 55.31 | 34.0 | 53 |
| ID | 4.61 | 15.6 | 14.25 | 10.0 | NA | NA | NA | NA | 180 |
| IL | 4.20 | 4.0 | 9.50 | 99.5 | NA | NA | NA | NA | 427 |
| IN | 4.02 | 1.4 | 7.95 | 0.8 | NA | NA | NA | NA | 484 |
| IA | 5.54 | 11.5 | 10.51 | 9.8 | 30.06 | 51.5 | 45.70 | 52.5 | 295 |
| KS | 5.78 | 8.8 | 10.62 | 4.2 | 37.83 | 37.6 | 52.97 | 40.6 | 330 |
| KY | 4.07 | 14.0 | 10.54 | 12.1 | 33.37 | 43.1 | 47.65 | 43.4 | 627 |
| LA | 5.76 | 7.4 | 13.12 | 6.2 | 39.81 | 40.8 | 57.09 | 42.2 | 419 |
| ME | 4.71 | 1.4 | 10.09 | 0.7 | 36.69 | 41.8 | 50.89 | 42.5 | 146 |
| MD | NA | NA | NA | NA | NA | NA | NA | NA | 255 |
| MA | NA | NA | NA | NA | NA | NA | NA | NA | 41 |
| MI | 3.33 | 26.5 | 8.70 | 27.8 | NA | NA | NA | NA | 611 |
| MN | 3.49 | 34.1 | 12.01 | 39.1 | 30.45 | 68.5 | 44.45 | 69.1 | 317 |
| MS | 16.64 | 41.3 | 25.84 | 41.8 | 27.63 | 46.5 | 67.85 | 48.2 | 598 |
| MO | 9.61 | 50.8 | 14.49 | 43.5 | 37.03 | 72.1 | 61.15 | 72.7 | 648 |
| MT | 8.03 | 10.8 | 14.21 | 6.1 | 35.77 | 43.9 | 54.17 | 47.2 | 212 |
| NE | 7.62 | 47.6 | 11.42 | 45.9 | 31.95 | 67.1 | 50.07 | 68.2 | 170 |
| NV | 10.70 | 7.5 | 21.66 | 6.7 | 38.89 | 53.7 | 68.33 | 59.7 | 134 |
| NH | 1.94 | 2.9 | 8.22 | 1.4 | 11.94 | 30.4 | 21.83 | 30.4 | 69 |

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

| State | Average Response Time (Minutes)* | | | | | | | | Total Fatal Crashes |
|------------|-----------------------------------|-----------------|--|-----------------|--|-----------------|-----------------------------------|-----------------|---------------------|
| | Time of Crash to EMS Notification | | EMS Notification to EMS Arrival at Crash Scene | | EMS Arrival at Crash Scene to Hospital Arrival | | Time of Crash to Hospital Arrival | | |
| | Average | Percent Unknown | Average | Percent Unknown | Average | Percent Unknown | Average | Percent Unknown | |
| NJ | NA | NA | NA | NA | NA | NA | 54.00 | 98.8 | 81 |
| NM | 37.67 | 99.0 | NA | NA | NA | NA | NA | NA | 310 |
| NY | 2.90 | 17.7 | 9.56 | 18.2 | 41.62 | 55.4 | 51.41 | 56.6 | 560 |
| NC | 3.78 | 49.5 | 10.21 | 49.7 | 39.89 | 70.5 | 52.29 | 70.6 | 983 |
| ND | 15.46 | 5.2 | 15.89 | 2.1 | 36.98 | 44.3 | 60.63 | 47.4 | 97 |
| OH | 5.53 | 19.7 | 9.37 | 19.4 | 33.60 | 43.0 | 48.18 | 43.5 | 768 |
| OK | 5.97 | 50.4 | 12.58 | 37.3 | 34.65 | 56.4 | 51.11 | 56.8 | 498 |
| OR | 4.18 | 7.3 | 14.36 | 4.8 | 47.97 | 52.6 | 58.30 | 57.4 | 289 |
| PA | NA | NA | 10.00 | 99.9 | NA | NA | NA | NA | 697 |
| RI | 1.00 | 42.9 | 7.29 | 0.0 | 35.40 | 28.6 | 42.00 | 28.6 | 7 |
| SC | NA | NA | NA | NA | NA | NA | NA | NA | 832 |
| SD | 5.22 | 40.7 | 13.03 | 40.7 | 38.52 | 68.3 | 52.82 | 69.0 | 145 |
| TN | 10.38 | 95.5 | 11.52 | 94.5 | 24.13 | 98.5 | 38.13 | 98.5 | 528 |
| TX | 9.03 | 39.5 | 15.49 | 38.6 | 39.34 | 56.1 | 61.51 | 58.1 | 1,697 |
| UT | 3.43 | 12.8 | 13.49 | 16.2 | 33.83 | 95.9 | 47.67 | 95.9 | 148 |
| VT | 2.63 | 11.1 | 11.37 | 1.4 | 39.14 | 31.9 | 52.96 | 34.7 | 72 |
| VA | NA | NA | NA | NA | NA | NA | NA | NA | 502 |
| WA | 4.48 | 39.4 | 10.42 | 26.1 | 39.18 | 67.1 | 51.20 | 68.0 | 322 |
| WV | 4.36 | 24.2 | 11.63 | 20.9 | 39.04 | 57.9 | 53.53 | 58.6 | 273 |
| WI | 5.50 | 15.2 | 11.89 | 10.6 | 35.94 | 53.7 | 51.91 | 54.2 | 454 |
| WY | 6.92 | 10.8 | 19.88 | 12.2 | NA | NA | NA | NA | 148 |
| USA | 5.74 | 42.4 | 12.17 | 42.8 | 37.02 | 74.7 | 54.22 | 75.4 | 20,734 |
| PR | 7.52 | 79.0 | 9.68 | 79.0 | NA | NA | NA | NA | 238 |

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

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

| State | Average Response Time (Minutes)* | | | | | | | | Total Fatal Crashes |
|-------|-----------------------------------|-----------------|--|-----------------|--|-----------------|-----------------------------------|-----------------|---------------------|
| | Time of Crash to EMS Notification | | EMS Notification to EMS Arrival at Crash Scene | | EMS Arrival at Crash Scene to Hospital Arrival | | Time of Crash to Hospital Arrival | | |
| | Average | Percent Unknown | Average | Percent Unknown | Average | Percent Unknown | Average | Percent Unknown | |
| AL | 3.92 | 32.5 | 6.50 | 32.2 | NA | NA | NA | NA | 369 |
| AK | 0.65 | 10.3 | 9.31 | 0.0 | 22.90 | 65.5 | 30.44 | 69.0 | 29 |
| AZ | 1.84 | 36.3 | 6.34 | 38.0 | 34.00 | 92.6 | 43.24 | 93.0 | 582 |
| AR | 3.69 | 9.7 | 5.89 | 9.7 | NA | NA | NA | NA | 145 |
| CA | 1.80 | 99.8 | 4.00 | 99.8 | 40.00 | 100.0 | 49.00 | 99.9 | 2,458 |
| CO | 1.94 | 29.4 | 5.14 | 35.5 | 23.57 | 61.6 | 29.98 | 61.6 | 211 |
| CT | 1.79 | 30.5 | 5.70 | 29.2 | 28.24 | 60.2 | 35.36 | 59.7 | 236 |
| DE | 5.78 | 3.3 | 8.05 | 4.9 | 17.89 | 41.0 | 27.16 | 39.3 | 61 |
| DC | NA | NA | NA | NA | NA | NA | NA | NA | 33 |
| FL | 3.02 | 27.5 | 5.78 | 23.9 | NA | NA | NA | NA | 1,773 |
| GA | 1.83 | 12.5 | 7.32 | 14.3 | 33.78 | 37.1 | 42.51 | 37.1 | 665 |
| HI | 3.38 | 3.3 | 8.69 | 3.3 | 30.43 | 26.4 | 42.10 | 26.4 | 91 |
| ID | 2.73 | 0.0 | 5.69 | 0.0 | NA | NA | NA | NA | 59 |
| IL | 2.51 | 3.0 | 4.40 | 99.3 | NA | NA | 43.00 | 99.7 | 708 |
| IN | 3.79 | 1.5 | 8.30 | 1.2 | NA | NA | NA | NA | 333 |
| IA | 4.16 | 8.8 | 5.55 | 7.7 | 21.81 | 35.2 | 32.02 | 35.2 | 91 |
| KS | 2.51 | 13.4 | 5.33 | 10.3 | 23.67 | 30.9 | 31.12 | 33.0 | 97 |
| KY | 2.50 | 10.0 | 6.83 | 9.0 | 25.81 | 35.2 | 35.06 | 35.2 | 210 |
| LA | 4.23 | 7.5 | 8.41 | 7.5 | 30.50 | 37.7 | 41.60 | 38.3 | 467 |
| ME | 2.61 | 0.0 | 4.91 | 0.0 | 24.64 | 39.1 | 31.57 | 39.1 | 23 |
| MD | NA | NA | NA | NA | NA | NA | NA | NA | 335 |
| MA | 5.38 | 97.8 | 5.50 | 97.8 | 23.17 | 98.3 | 33.17 | 98.3 | 363 |
| MI | 2.56 | 47.8 | 5.23 | 48.8 | 24.67 | 99.2 | 33.67 | 99.2 | 391 |
| MN | 1.57 | 40.3 | 6.41 | 47.5 | 23.71 | 72.7 | 31.11 | 72.7 | 139 |
| MS | 10.97 | 34.6 | 22.05 | 36.0 | 25.62 | 41.6 | 57.22 | 41.6 | 214 |
| MO | 3.54 | 49.5 | 7.06 | 45.5 | 22.88 | 61.0 | 33.32 | 61.3 | 323 |
| MT | 1.67 | 14.3 | 4.42 | 14.3 | 21.63 | 42.9 | 27.88 | 42.9 | 14 |
| NE | 2.96 | 14.3 | 3.92 | 14.3 | 19.83 | 28.6 | 25.64 | 25.0 | 56 |
| NV | 3.37 | 4.0 | 7.81 | 10.3 | 24.34 | 41.5 | 35.71 | 41.5 | 253 |
| NH | 1.00 | 0.0 | 5.47 | 0.0 | 10.18 | 19.1 | 16.89 | 19.1 | 47 |

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

| State | Average Response Time (Minutes)* | | | | | | | | Total Fatal Crashes |
|------------|-----------------------------------|-----------------|--|-----------------|--|-----------------|-----------------------------------|-----------------|---------------------|
| | Time of Crash to EMS Notification | | EMS Notification to EMS Arrival at Crash Scene | | EMS Arrival at Crash Scene to Hospital Arrival | | Time of Crash to Hospital Arrival | | |
| | Average | Percent Unknown | Average | Percent Unknown | Average | Percent Unknown | Average | Percent Unknown | |
| NJ | 4.67 | 99.4 | 11.67 | 99.4 | 47.00 | 99.4 | 62.25 | 99.2 | 496 |
| NM | NA | NA | NA | NA | NA | NA | NA | NA | 113 |
| NY | 3.24 | 52.2 | 6.58 | 54.1 | 31.56 | 71.2 | 38.92 | 71.7 | 791 |
| NC | 2.72 | 40.6 | 6.59 | 40.8 | 29.00 | 61.2 | 37.44 | 61.0 | 446 |
| ND | 3.25 | 0.0 | 3.50 | 0.0 | 14.50 | 0.0 | 21.25 | 0.0 | 4 |
| OH | 3.81 | 22.5 | 5.42 | 21.7 | 25.16 | 36.7 | 34.35 | 36.2 | 373 |
| OK | 4.02 | 61.4 | 7.35 | 55.0 | 25.07 | 64.3 | 34.27 | 64.9 | 171 |
| OR | 1.22 | 4.7 | 4.85 | 3.1 | 32.63 | 45.3 | 39.35 | 46.1 | 128 |
| PA | 1.00 | 99.9 | 6.00 | 99.9 | 24.00 | 99.9 | 31.00 | 99.9 | 706 |
| RI | 2.56 | 36.9 | 4.32 | 0.0 | 24.88 | 26.2 | 28.92 | 26.2 | 65 |
| SC | NA | NA | NA | NA | NA | NA | NA | NA | 134 |
| SD | 3.30 | 14.8 | 5.96 | 14.8 | 17.50 | 33.3 | 25.72 | 33.3 | 27 |
| TN | 6.00 | 99.5 | 3.33 | 99.2 | 54.00 | 99.7 | NA | NA | 397 |
| TX | 4.25 | 34.5 | 7.71 | 35.1 | 27.71 | 54.1 | 38.78 | 53.9 | 1,372 |
| UT | 2.08 | 16.8 | 6.00 | 19.8 | 26.00 | 95.0 | 40.20 | 95.0 | 101 |
| VT | 2.40 | 0.0 | 4.40 | 0.0 | 22.25 | 20.0 | 29.25 | 20.0 | 5 |
| VA | NA | NA | NA | NA | NA | NA | NA | NA | 361 |
| WA | 3.37 | 33.2 | 5.84 | 17.4 | 29.97 | 55.3 | 36.25 | 55.7 | 253 |
| WV | 1.81 | 40.0 | 6.07 | 33.3 | 25.63 | 64.4 | 35.44 | 64.4 | 45 |
| WI | 1.85 | 6.0 | 6.38 | 4.6 | 30.15 | 36.6 | 37.06 | 37.5 | 216 |
| WY | 2.16 | 9.5 | 4.21 | 9.5 | NA | NA | NA | NA | 21 |
| USA | 3.15 | 49.8 | 6.87 | 53.3 | 27.86 | 78.8 | 37.76 | 78.9 | 17,001 |
| PR | 8.42 | 81.6 | 10.36 | 82.8 | NA | NA | NA | NA | 244 |

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

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

| City | State | Fatalities | | | Population | Total Fatality Rate per 100,000 Population |
|--------------------------|-------|--------------|--------------------|-------------------------|------------|--|
| | | Total Killed | Pedestrians Killed | | | |
| | | | Number | Percent of Total Killed | | |
| New York | NY | 322 | 157 | 48.8 | 8,214,426 | 3.92 |
| Los Angeles | CA | 298 | 99 | 33.2 | 3,849,378 | 7.74 |
| Chicago | IL | 194 | 48 | 24.7 | 2,833,321 | 6.85 |
| Houston | TX | 201 | 45 | 22.4 | 2,144,491 | 9.37 |
| Phoenix | AZ | 232 | 59 | 25.4 | 1,512,986 | 15.33 |
| Philadelphia | PA | 104 | 36 | 34.6 | 1,448,394 | 7.18 |
| San Antonio | TX | 120 | 28 | 23.3 | 1,296,682 | 9.25 |
| San Diego | CA | 100 | 22 | 22.0 | 1,256,951 | 7.96 |
| Dallas | TX | 152 | 30 | 19.7 | 1,232,940 | 12.33 |
| San Jose | CA | 50 | 22 | 44.0 | 929,936 | 5.38 |
| Detroit | MI | 100 | 28 | 28.0 | 871,121 | 11.48 |
| Jacksonville | FL | 132 | 23 | 17.4 | 794,555 | 16.61 |
| Indianapolis | IN | 82 | 10 | 12.2 | 785,597 | 10.44 |
| San Francisco | CA | 41 | 19 | 46.3 | 744,041 | 5.51 |
| Columbus | OH | 48 | 9 | 18.8 | 733,203 | 6.55 |
| Austin | TX | 64 | 15 | 23.4 | 709,893 | 9.02 |
| Memphis | TN | 109 | 16 | 14.7 | 670,902 | 16.25 |
| Fort Worth | TX | 79 | 14 | 17.7 | 653,320 | 12.09 |
| Baltimore | MD | 44 | 16 | 36.4 | 631,366 | 6.97 |
| Charlotte | NC | 75 | 15 | 20.0 | 630,478 | 11.90 |
| El Paso | TX | 24 | 4 | 16.7 | 609,415 | 3.94 |
| Boston | MA | 23 | 7 | 30.4 | 590,763 | 3.89 |
| Seattle | WA | 48 | 8 | 16.7 | 582,454 | 8.24 |
| Washington | DC | 37 | 17 | 45.9 | 581,530 | 6.36 |
| Milwaukee | WI | 43 | 14 | 32.6 | 573,358 | 7.50 |
| Denver | CO | 35 | 14 | 40.0 | 566,974 | 6.17 |
| Louisville-Jefferson Co. | KY | 75 | 17 | 22.7 | 554,496 | 13.53 |
| Las Vegas | NV | 60 | 11 | 18.3 | 552,539 | 10.86 |
| Nashville-Davidson | TN | 95 | 18 | 18.9 | 552,120 | 17.21 |
| Oklahoma City | OK | 49 | 8 | 16.3 | 537,734 | 9.11 |
| Portland | OR | 31 | 8 | 25.8 | 537,081 | 5.77 |
| Tucson | AZ | 67 | 14 | 20.9 | 518,956 | 12.91 |
| Albuquerque | NM | 62 | 18 | 29.0 | 504,949 | 12.28 |
| Atlanta | GA | 61 | 6 | 9.8 | 486,411 | 12.54 |
| Long Beach | CA | 37 | 7 | 18.9 | 472,494 | 7.83 |
| Fresno | CA | 39 | 10 | 25.6 | 466,714 | 8.36 |
| Sacramento | CA | 31 | 9 | 29.0 | 453,781 | 6.83 |
| Mesa | AZ | 60 | 9 | 15.0 | 447,541 | 13.41 |
| Kansas City | MO | 63 | 9 | 14.3 | 447,306 | 14.08 |

Source: Population—Bureau of the Census.

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

| City | State | Fatalities | | | Population | Total Fatality Rate per 100,000 Population |
|-------------------|-------|--------------|--------------------|-------------------------|------------|--|
| | | Total Killed | Pedestrians Killed | | | |
| | | | Number | Percent of Total Killed | | |
| Cleveland | OH | 33 | 8 | 24.2 | 444,313 | 7.43 |
| Virginia Beach | VA | 22 | 4 | 18.2 | 435,619 | 5.05 |
| Omaha | NE | 31 | 2 | 6.5 | 419,545 | 7.39 |
| Miami | FL | 62 | 27 | 43.5 | 404,048 | 15.34 |
| Oakland | CA | 41 | 14 | 34.1 | 397,067 | 10.33 |
| Tulsa | OK | 42 | 8 | 19.0 | 382,872 | 10.97 |
| Honolulu CDP | HI | 31 | 12 | 38.7 | 377,357 | 8.22 |
| Minneapolis | MN | 15 | 1 | 6.7 | 372,833 | 4.02 |
| Colorado Springs | CO | 10 | 1 | 10.0 | 372,437 | 2.69 |
| Arlington | TX | 31 | 7 | 22.6 | 367,197 | 8.44 |
| Wichita | KS | 38 | 6 | 15.8 | 357,698 | 10.62 |
| Raleigh | NC | 28 | 8 | 28.6 | 356,321 | 7.86 |
| St. Louis | MO | 47 | 8 | 17.0 | 347,181 | 13.54 |
| Santa Ana | CA | 23 | 7 | 30.4 | 340,024 | 6.76 |
| Anaheim | CA | 43 | 9 | 20.9 | 334,425 | 12.86 |
| Tampa | FL | 48 | 13 | 27.1 | 332,888 | 14.42 |
| Cincinnati | OH | 31 | 5 | 16.1 | 332,252 | 9.33 |
| Pittsburgh | PA | 27 | 5 | 18.5 | 312,819 | 8.63 |
| Bakersfield | CA | 40 | 12 | 30.0 | 308,392 | 12.97 |
| Aurora | CO | 20 | 6 | 30.0 | 303,582 | 6.59 |
| Toledo | OH | 27 | 7 | 25.9 | 298,446 | 9.05 |
| Riverside | CA | 34 | 6 | 17.6 | 293,761 | 11.57 |
| Stockton | CA | 35 | 6 | 17.1 | 290,141 | 12.06 |
| Corpus Christi | TX | 25 | 3 | 12.0 | 285,267 | 8.76 |
| Newark | NJ | 31 | 10 | 32.3 | 281,402 | 11.02 |
| Anchorage | AK | 16 | 3 | 18.8 | 278,700 | 5.74 |
| Buffalo | NY | 12 | 2 | 16.7 | 276,059 | 4.35 |
| St. Paul | MN | 11 | 3 | 27.3 | 273,535 | 4.02 |
| Lexington-Fayette | KY | 22 | 3 | 13.6 | 270,789 | 8.12 |
| Plano | TX | 9 | 0 | 0.0 | 255,009 | 3.53 |
| Fort Wayne | IN | 15 | 3 | 20.0 | 248,637 | 6.03 |
| St. Petersburg | FL | 29 | 7 | 24.1 | 248,098 | 11.69 |
| Glendale | AZ | 23 | 7 | 30.4 | 246,531 | 9.33 |
| Jersey City | NJ | 9 | 2 | 22.2 | 241,789 | 3.72 |
| Lincoln | NE | 9 | 1 | 11.1 | 241,167 | 3.73 |
| Henderson | NV | 9 | 3 | 33.3 | 240,614 | 3.74 |

Source: Population—Bureau of the Census.

Chapter 5 ■ States

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

| City | State | Fatalities | | | Population | Total Fatality Rate per 100,000 Population |
|------------------|-------|--------------|--------------------|-------------------------|------------|--|
| | | Total Killed | Pedestrians Killed | | | |
| | | | Number | Percent of Total Killed | | |
| Chandler | AZ | 13 | 3 | 23.1 | 240,595 | 5.40 |
| Greensboro | NC | 17 | 6 | 35.3 | 236,865 | 7.18 |
| Scottsdale | AZ | 24 | 2 | 8.3 | 231,127 | 10.38 |
| Baton Rouge | LA | 27 | 5 | 18.5 | 229,553 | 11.76 |
| Birmingham | AL | 38 | 6 | 15.8 | 229,424 | 16.56 |
| Norfolk | VA | 18 | 4 | 22.2 | 229,112 | 7.86 |
| Madison | WI | 13 | 2 | 15.4 | 223,389 | 5.82 |
| New Orleans | LA | 18 | 0 | 0.0 | 223,388 | 8.06 |
| Chesapeake | VA | 26 | 1 | 3.8 | 220,560 | 11.79 |
| Orlando | FL | 49 | 13 | 26.5 | 220,186 | 22.25 |
| Garland | TX | 18 | 5 | 27.8 | 217,963 | 8.26 |
| Hialeah | FL | 17 | 5 | 29.4 | 217,141 | 7.83 |
| Laredo | TX | 13 | 3 | 23.1 | 215,484 | 6.03 |
| Chula Vista | CA | 10 | 3 | 30.0 | 212,756 | 4.70 |
| Lubbock | TX | 23 | 6 | 26.1 | 212,169 | 10.84 |
| Reno | NV | 16 | 6 | 37.5 | 210,255 | 7.61 |
| Akron | OH | 19 | 2 | 10.5 | 209,704 | 9.06 |
| Durham | NC | 15 | 5 | 33.3 | 209,009 | 7.18 |
| Rochester | NY | 18 | 3 | 16.7 | 208,123 | 8.65 |
| Modesto | CA | 20 | 4 | 20.0 | 205,721 | 9.72 |
| Montgomery | AL | 25 | 3 | 12.0 | 201,998 | 12.38 |
| Fremont | CA | 15 | 0 | 0.0 | 201,691 | 7.44 |
| Shreveport | LA | 23 | 2 | 8.7 | 200,199 | 11.49 |
| Arlington CDP | VA | 0 | 0 | 0.0 | 199,776 | 0.00 |
| Glendale | CA | 6 | 3 | 50.0 | 199,463 | 3.01 |
| San Bernardino | CA | 33 | 8 | 24.2 | 198,985 | 16.58 |
| Boise City | ID | 17 | 1 | 5.9 | 198,638 | 8.56 |
| Spokane | WA | 8 | 2 | 25.0 | 198,081 | 4.04 |
| Yonkers | NY | 6 | 1 | 16.7 | 197,852 | 3.03 |
| North Las Vegas | NV | 33 | 4 | 12.1 | 197,567 | 16.70 |
| Winston-Salem | NC | 21 | 3 | 14.3 | 196,990 | 10.66 |
| Tacoma | WA | 17 | 3 | 17.6 | 196,532 | 8.65 |
| Irving | TX | 19 | 4 | 21.1 | 196,084 | 9.69 |
| Huntington Beach | CA | 11 | 4 | 36.4 | 194,436 | 5.66 |
| Irvine | CA | 12 | 1 | 8.3 | 193,956 | 6.19 |
| Des Moines | IA | 19 | 4 | 21.1 | 193,886 | 9.80 |
| Grand Rapids | MI | 14 | 1 | 7.1 | 193,083 | 7.25 |
| Richmond | VA | 18 | 0 | 0.0 | 192,913 | 9.33 |
| Mobile | AL | 33 | 10 | 30.3 | 192,830 | 17.11 |

Source: Population—Bureau of the Census.

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

| City | State | Fatalities | | | Population | Total Fatality Rate per 100,000 Population |
|----------------------|-------|--------------|--------------------|-------------------------|------------|--|
| | | Total Killed | Pedestrians Killed | | | |
| | | | Number | Percent of Total Killed | | |
| Gilbert town | AZ | 13 | 1 | 7.7 | 191,517 | 6.79 |
| Augusta-Richmond Co. | GA | 38 | 6 | 15.8 | 189,366 | 20.07 |
| Columbus | GA | 27 | 5 | 18.5 | 188,660 | 14.31 |
| Fort Lauderdale | FL | 38 | 15 | 39.5 | 185,804 | 20.45 |
| Amarillo | TX | 29 | 5 | 17.2 | 185,525 | 15.63 |
| Oxnard | CA | 12 | 4 | 33.3 | 184,463 | 6.51 |
| Little Rock | AR | 27 | 2 | 7.4 | 184,422 | 14.64 |
| Moreno Valley | CA | 13 | 2 | 15.4 | 183,571 | 7.08 |
| Knoxville | TN | 39 | 6 | 15.4 | 182,337 | 21.39 |
| Salt Lake City | UT | 36 | 10 | 27.8 | 178,858 | 20.13 |
| Newport News | VA | 8 | 1 | 12.5 | 178,281 | 4.49 |
| Jackson | MS | 18 | 0 | 0.0 | 176,614 | 10.19 |
| Worcester | MA | 14 | 4 | 28.6 | 175,454 | 7.98 |
| Providence | RI | 13 | 4 | 30.8 | 175,255 | 7.42 |
| Ontario | CA | 21 | 5 | 23.8 | 173,351 | 12.11 |
| Brownsville | TX | 9 | 3 | 33.3 | 172,437 | 5.22 |
| Rancho Cucamonga | CA | 19 | 6 | 31.6 | 170,714 | 11.13 |
| Aurora | IL | 5 | 1 | 20.0 | 170,617 | 2.93 |
| Fontana | CA | 17 | 4 | 23.5 | 170,099 | 9.99 |
| Tempe | AZ | 22 | 4 | 18.2 | 169,712 | 12.96 |
| Huntsville | AL | 33 | 7 | 21.2 | 168,132 | 19.63 |
| Fayetteville | NC | 33 | 3 | 9.1 | 168,033 | 19.64 |
| Santa Clarita | CA | 7 | 0 | 0.0 | 168,008 | 4.17 |
| Overland Park | KS | 9 | 1 | 11.1 | 166,722 | 5.40 |
| Garden Grove | CA | 14 | 2 | 14.3 | 166,296 | 8.42 |
| Oceanside | CA | 21 | 8 | 38.1 | 165,803 | 12.67 |
| Tallahassee | FL | 9 | 1 | 11.1 | 159,012 | 5.66 |
| Vancouver | WA | 2 | 0 | 0.0 | 158,855 | 1.26 |
| Dayton | OH | 10 | 3 | 30.0 | 156,771 | 6.38 |
| Chattanooga | TN | 39 | 2 | 5.1 | 155,190 | 25.13 |
| Rockford | IL | 14 | 1 | 7.1 | 155,138 | 9.02 |
| Pomona | CA | 8 | 2 | 25.0 | 154,271 | 5.19 |
| Santa Rosa | CA | 3 | 1 | 33.3 | 154,212 | 1.95 |
| Grand Prairie | TX | 11 | 1 | 9.1 | 153,812 | 7.15 |
| Salem | OR | 5 | 0 | 0.0 | 152,239 | 3.28 |
| Cape Coral | FL | 16 | 3 | 18.8 | 151,389 | 10.57 |
| Springfield | MA | 8 | 1 | 12.5 | 151,176 | 5.29 |
| Springfield | MO | 24 | 3 | 12.5 | 150,797 | 15.92 |
| Corona | CA | 15 | 3 | 20.0 | 150,253 | 9.98 |
| Pembroke Pines | FL | 23 | 2 | 8.7 | 150,064 | 15.33 |

Source: Population—Bureau of the Census.

Chapter 5 ■ States

Table 122
Fatalities and Fatality Rates by State, 1975-2006

| State | Fatalities | | | | | | | Fatality Rate per 100 Million Vehicle Miles Traveled | | | | | | |
|-------|------------|-------|-------|-------|-------|-------|-----------------------|--|------|------|------|------|------|-----------------------|
| | 1975 | 1985 | 1990 | 1995 | 2000 | 2006 | Difference, 1975-2006 | 1975 | 1985 | 1990 | 1995 | 2000 | 2006 | Difference, 1975-2006 |
| AL | 902 | 882 | 1,121 | 1,114 | 996 | 1,208 | +34% | 3.63 | 2.51 | 2.65 | 2.20 | 1.76 | 2.00 | -45% |
| AK | 112 | 127 | 98 | 87 | 106 | 74 | -34% | 4.38 | 3.17 | 2.51 | 2.11 | 2.30 | 1.49 | -66% |
| AZ | 670 | 893 | 869 | 1,035 | 1,036 | 1,288 | +92% | 4.19 | 4.14 | 2.45 | 2.61 | 2.11 | 2.06 | -51% |
| AR | 559 | 534 | 604 | 631 | 652 | 665 | +19% | 4.01 | 3.12 | 2.87 | 2.37 | 2.24 | 2.01 | -50% |
| CA | 4,092 | 4,960 | 5,192 | 4,192 | 3,753 | 4,236 | +4% | 3.09 | 2.39 | 2.01 | 1.52 | 1.22 | 1.29 | -58% |
| CO | 581 | 579 | 544 | 645 | 681 | 535 | -8% | 3.50 | 2.21 | 2.00 | 1.84 | 1.63 | 1.10 | -69% |
| CT | 389 | 448 | 385 | 317 | 341 | 301 | -23% | 2.13 | 2.00 | 1.46 | 1.13 | 1.11 | 0.95 | -55% |
| DE | 122 | 104 | 138 | 121 | 123 | 148 | +21% | 3.37 | 1.94 | 2.11 | 1.61 | 1.49 | 1.57 | -53% |
| DC | 70 | 60 | 48 | 58 | 48 | 37 | -47% | 2.27 | 1.86 | 1.41 | 1.67 | 1.37 | 1.02 | -55% |
| FL | 1,998 | 2,832 | 2,891 | 2,805 | 2,999 | 3,374 | +69% | 3.24 | 3.22 | 2.63 | 2.19 | 1.99 | 1.66 | -49% |
| GA | 1,360 | 1,361 | 1,562 | 1,488 | 1,541 | 1,693 | +24% | 3.46 | 2.53 | 2.22 | 1.74 | 1.47 | 1.49 | -57% |
| HI | 144 | 126 | 177 | 130 | 132 | 161 | +12% | 3.47 | 1.86 | 2.19 | 1.64 | 1.55 | 1.58 | -54% |
| ID | 281 | 255 | 244 | 262 | 276 | 267 | -5% | 4.78 | 3.31 | 2.48 | 2.13 | 2.04 | 1.76 | -63% |
| IL | 2,041 | 1,534 | 1,589 | 1,586 | 1,418 | 1,254 | -39% | 3.56 | 2.17 | 1.91 | 1.68 | 1.38 | 1.17 | -67% |
| IN | 1,128 | 974 | 1,049 | 960 | 886 | 899 | -20% | 3.02 | 2.39 | 1.95 | 1.49 | 1.25 | 1.26 | -58% |
| IA | 670 | 474 | 465 | 527 | 445 | 439 | -34% | 3.75 | 2.35 | 2.02 | 2.03 | 1.51 | 1.40 | -63% |
| KS | 509 | 486 | 444 | 442 | 461 | 468 | -8% | 3.29 | 2.52 | 1.94 | 1.76 | 1.64 | 1.55 | -53% |
| KY | 863 | 712 | 849 | 849 | 820 | 913 | +6% | 3.50 | 2.50 | 2.52 | 2.07 | 1.75 | 1.91 | -45% |
| LA | 934 | 931 | 959 | 894 | 938 | 982 | +5% | 4.60 | 2.79 | 2.53 | 2.31 | 2.30 | 2.16 | -53% |
| ME | 223 | 206 | 213 | 187 | 169 | 188 | -16% | 3.14 | 2.22 | 1.79 | 1.49 | 1.19 | 1.25 | -60% |
| MD | 670 | 729 | 707 | 671 | 588 | 651 | -3% | 2.66 | 2.19 | 1.74 | 1.50 | 1.17 | 1.16 | -56% |
| MA | 864 | 742 | 605 | 444 | 433 | 430 | -50% | 2.75 | 1.87 | 1.31 | 0.92 | 0.82 | 0.78 | -72% |
| MI | 1,779 | 1,545 | 1,571 | 1,530 | 1,382 | 1,085 | -39% | 3.06 | 2.29 | 1.94 | 1.79 | 1.41 | 1.04 | -66% |
| MN | 754 | 608 | 566 | 597 | 625 | 494 | -34% | 2.94 | 1.86 | 1.45 | 1.35 | 1.19 | 0.87 | -70% |
| MS | 546 | 662 | 750 | 868 | 949 | 911 | +67% | 3.80 | 3.45 | 3.07 | 2.94 | 2.67 | 2.20 | -42% |
| MO | 1,045 | 931 | 1,097 | 1,109 | 1,157 | 1,096 | +5% | 3.41 | 2.37 | 2.16 | 1.87 | 1.72 | 1.59 | -53% |
| MT | 291 | 223 | 212 | 215 | 237 | 263 | -10% | 5.08 | 3.03 | 2.54 | 2.28 | 2.40 | 2.33 | -54% |
| NE | 369 | 237 | 262 | 254 | 276 | 269 | -27% | 3.29 | 1.97 | 1.88 | 1.61 | 1.53 | 1.39 | -58% |
| NV | 218 | 259 | 343 | 313 | 323 | 432 | +98% | 4.74 | 3.42 | 3.36 | 2.24 | 1.83 | 1.98 | -58% |
| NH | 151 | 191 | 158 | 118 | 126 | 127 | -16% | 2.85 | 2.53 | 1.61 | 1.11 | 1.05 | 0.93 | -67% |

Table 122
Fatalities and Fatality Rates by State, 1975-2006 (Continued)

| State | Fatalities | | | | | | | Fatality Rate per 100 Million Vehicle Miles Traveled | | | | | | |
|------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------------|--|-------------|-------------|-------------|-------------|-------------|-----------------------|
| | 1975 | 1985 | 1990 | 1995 | 2000 | 2006 | Difference, 1975-2006 | 1975 | 1985 | 1990 | 1995 | 2000 | 2006 | Difference, 1975-2006 |
| NJ | 1,043 | 964 | 886 | 774 | 731 | 772 | -26% | 2.15 | 1.83 | 1.50 | 1.27 | 1.08 | 1.02 | -53% |
| NM | 555 | 535 | 499 | 485 | 432 | 484 | -13% | 5.59 | 4.03 | 3.09 | 2.29 | 1.90 | 1.88 | -66% |
| NY | 2,366 | 2,006 | 2,217 | 1,679 | 1,460 | 1,456 | -38% | 3.63 | 2.22 | 2.07 | 1.46 | 1.13 | 1.03 | -72% |
| NC | 1,506 | 1,482 | 1,385 | 1,448 | 1,557 | 1,559 | +4% | 4.14 | 2.97 | 2.21 | 1.90 | 1.74 | 1.54 | -63% |
| ND | 167 | 90 | 112 | 74 | 86 | 111 | -34% | 3.71 | 1.61 | 1.90 | 1.13 | 1.19 | 1.41 | -62% |
| OH | 1,766 | 1,646 | 1,638 | 1,360 | 1,366 | 1,238 | -30% | 2.75 | 2.18 | 1.79 | 1.35 | 1.29 | 1.11 | -60% |
| OK | 757 | 744 | 641 | 669 | 650 | 765 | +1% | 3.33 | 2.39 | 1.93 | 1.74 | 1.50 | 1.57 | -53% |
| OR | 562 | 559 | 579 | 574 | 451 | 477 | -15% | 3.53 | 2.61 | 2.17 | 1.91 | 1.33 | 1.34 | -62% |
| PA | 2,078 | 1,771 | 1,646 | 1,480 | 1,520 | 1,525 | -27% | 3.26 | 2.35 | 1.92 | 1.57 | 1.49 | 1.41 | -57% |
| RI | 110 | 109 | 84 | 69 | 80 | 81 | -26% | 1.94 | 1.87 | 1.14 | 1.00 | 0.96 | 0.98 | -49% |
| SC | 820 | 951 | 979 | 881 | 1,065 | 1,037 | +26% | 3.98 | 3.56 | 2.85 | 2.28 | 2.34 | 2.07 | -48% |
| SD | 195 | 130 | 153 | 158 | 173 | 191 | -2% | 3.76 | 2.07 | 2.19 | 2.06 | 2.05 | 2.08 | -45% |
| TN | 1,126 | 1,101 | 1,177 | 1,259 | 1,307 | 1,287 | +14% | 3.42 | 3.03 | 2.52 | 2.24 | 1.99 | 1.82 | -47% |
| TX | 3,372 | 3,678 | 3,250 | 3,183 | 3,779 | 3,475 | +3% | 3.99 | 2.57 | 2.08 | 1.76 | 1.72 | 1.46 | -63% |
| UT | 272 | 303 | 272 | 325 | 373 | 287 | +6% | 3.42 | 2.52 | 1.86 | 1.73 | 1.65 | 1.11 | -68% |
| VT | 143 | 115 | 90 | 106 | 76 | 87 | -39% | 4.32 | 2.45 | 1.54 | 1.71 | 1.12 | 1.11 | -74% |
| VA | 993 | 976 | 1,079 | 900 | 929 | 963 | -3% | 2.87 | 2.04 | 1.79 | 1.29 | 1.24 | 1.19 | -59% |
| WA | 758 | 744 | 825 | 653 | 631 | 630 | -17% | 3.16 | 2.16 | 1.85 | 1.33 | 1.18 | 1.11 | -65% |
| WV | 461 | 420 | 481 | 376 | 411 | 410 | -11% | 4.36 | 3.32 | 3.12 | 2.16 | 2.14 | 1.96 | -55% |
| WI | 930 | 744 | 769 | 745 | 799 | 724 | -22% | 3.25 | 2.03 | 1.74 | 1.45 | 1.40 | 1.22 | -62% |
| WY | 210 | 152 | 125 | 170 | 152 | 195 | -7% | 5.36 | 2.81 | 2.14 | 2.41 | 1.88 | 2.07 | -61% |
| USA | 44,525 | 43,825 | 44,599 | 41,817 | 41,945 | 42,642 | -4% | 3.35 | 2.47 | 2.08 | 1.73 | 1.53 | 1.41 | -58% |
| PR | 496 | 600 | 473 | 595 | 568 | 507 | +2% | 7.27 | 5.74 | 3.68 | 3.83 | 3.23 | 2.58 | -65% |

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

Chapter 5 ■ States

Table 123
Key Provisions of Occupant Restraint Laws

| State | Enforcement | Belt Fine | Child Restraint Required ⁽¹⁾ | Safety Belt Required ⁽²⁾ | | Vehicles Exempted and Other Information ⁽⁴⁾ |
|-------|--------------------------|----------------------|--|-------------------------------------|---|---|
| | | | | Seats | Ages ⁽³⁾ | |
| AL | Primary | \$25 | 4 years and under and <40 lb ⁽⁵⁾ | Front | Under 15, all seats | Designed for >10 passengers, model year <1965, rural mail carriers, newspaper delivery, vehicles normally operating in reverse. |
| AK | Primary ⁽⁶⁾ | \$15 | 3 years and under | All | All | School bus, emergency vehicles, mail or newspaper delivery, non-highway vehicles generally. |
| AZ | Secondary | \$10 | 4 years and under | Front | 15 and under, all seats | Designed for >10 passengers, model year <1972, rural mail carriers. |
| AR | Secondary ⁽⁷⁾ | \$25 | 5 years and under and <60 lb ⁽⁸⁾ | Front | 14 and under, all seats | School, church, or public bus; model year <1968. |
| CA | Primary | \$20 | 5 years and under or <60 lb; <60 lb in rear seat if available | All | All | Emergency vehicles, postal service vehicles, newspaper delivery vehicles. |
| CO | Secondary ⁽⁹⁾ | \$17 | 5 years and under and <55 inches tall ⁽¹⁰⁾ | Front | All | Passenger bus, school bus, ambulance, postal service vehicles, delivery and pickup services. |
| CT | Primary | \$15 | 1-6 years and <60 lb in child restraint system ⁽¹¹⁾ | Front | Under 16, all seats | Truck or bus >15,000 lb; public, emergency, and delivery vehicles; postal service vehicles; newspaper delivery vehicles. |
| DE | Primary | \$25 | 6 years and under and <60 lb | All | All | Postal service vehicles, tractors, off-highway vehicles. |
| DC | Primary | \$50 ⁽¹²⁾ | 7 years and under | All | All | Seating for >8 people. |
| FL | Secondary | \$30 | 3 years and under | Front | Under 17, all seats | School bus purchased before 1/1/2001; farm tractors, trash trucks, newspaper delivery, living space of RVs, public bus, truck >5,000 lb. Number of passengers in pickup truck required to wear seat belt shall not exceed number of installed front seat belts (extra passengers exempted). |
| GA | Primary | \$15-\$25 | 5 years and under and 57 inches tall or less ⁽¹³⁾ | Front | 17 and under, all seats ⁽¹⁴⁾ | Designed for >10 passengers, pickups, off-road vehicles, vehicles used for frequent stops. Exemption for pickups applies to passengers 18 years and over. |
| HI | Primary | \$55 ⁽¹⁵⁾ | 7 years and under and <57 inches tall ⁽¹⁶⁾ | Front | 17 and under, all seats | Bus or school bus >10,000 lb, emergency vehicles, taxicabs. Exempts persons unable to use seat belt when all available seat belt assemblies are in use (in this case, unsecured children must sit in the back seat). |
| ID | Secondary | \$10 | 6 years and under | All | All | >8,000 lb, mail carriers, implements of husbandry. |
| IL | Primary | \$25 | 7 years and under | Front | 15 and under, all seats | Emergency vehicles, vehicles making frequent stops. If driver is under 18, all passengers under 19 must be restrained. Children >40 lb may use lap belt in rear seat if no combination belt is available. |

⁽¹⁾May include rear-facing child restraint seats, forward-facing child restraint seats, and booster seats.

⁽²⁾Virtually every State exempts persons who for medical reasons cannot use a safety belt and vehicles not originally required to be equipped with safety belts.

⁽³⁾The word "all" used in this category means that everyone in the vehicle must be restrained. For children, that may be in a child restraint.

⁽⁴⁾Exemptions for emergency vehicles and buses generally do not apply to the driver.

⁽⁵⁾Children 1 year of age and under or <20 lb must be in rear-facing child restraint; under 5 years or <40 lb in forward-facing child restraint; booster seat until age 6.

⁽⁶⁾To enforce the safety belt law, the officer must personally observe the violation or have another reason to stop the vehicle.

⁽⁷⁾If a motorist is wearing a safety belt when stopped for another violation, the fine for that violation is reduced by \$10.

⁽⁸⁾Children 6 years of age or at least 60 lb may be in a safety belt.

⁽⁹⁾Primary enforcement if the driver is under 17 years of age.

⁽¹⁰⁾Children under 1 year of age and <20 lb must be in rear-facing infant seat; 1-3 years and 20-40 lb in forward-facing child seat; 4-5 years and <55 inches in booster seat. Secondary enforcement for children 4-5 years required to be in booster seats.

⁽¹¹⁾Children under 1 year of age or <20 lb must be in rear-facing restraint system; 4 years and older in "student transportation" (not a school bus) in child seat or safety belt. Booster seats may be used only in seating positions with lap and shoulder belts.

⁽¹²⁾Plus 2 points on license record.

⁽¹³⁾Child restraint requirement is satisfied for children 3 or 4 years old if restrained in a safety belt; 5 years and under must be in rear seat if available.

⁽¹⁴⁾Drivers may be fined up to \$100 and seat passengers \$50 for each passenger under 16 years old not wearing a safety belt.

⁽¹⁵⁾Includes \$45 fine and \$10 surcharge for neuro-trauma special fund.

⁽¹⁶⁾Effective January 1, 2007.

Source: NHTSA, Regional Office. Updated as of July 1, 2007.

Table 123
Key Provisions of Occupant Restraint Laws (Continued)

| State | Enforcement | Belt Fine | Child Restraint Required ⁽¹⁾ | Safety Belt Required ⁽²⁾ | | Vehicles Exempted and Other Information ⁽⁴⁾ |
|-------|---------------------------|-----------|---|-------------------------------------|---|--|
| | | | | Seats | Ages ⁽³⁾ | |
| IN | Primary | \$25 | 7 years and under ⁽¹⁷⁾ | Front | 15 and under, all seats ⁽¹⁸⁾ | Truck, tractor, RV, postal vehicles, delivery vehicles, taxi, bus, emergency vehicles, antique cars. |
| IA | Primary | \$25 | 5 years and under ⁽¹⁹⁾ | Front | 10 and under, all seats | Delivery vehicles that do not exceed 25 mph between stops, emergency vehicles, postal vehicles. |
| KS | Secondary | \$10 | 7 years and under, <80 lb, and <67 inches tall ⁽²⁰⁾ | Front | Under 14, all seats | Designed for >10 people, truck >12,000 lb, off-road vehicles, postal vehicles, newspaper delivery vehicles. |
| KY | Primary ⁽²¹⁾ | \$25 | <40 inches tall | All | All | Designed for >10 people, trucks >12,000 lb, farm trucks 2,000 lb or more, postal vehicles. Safety belt roadblocks prohibited. No points on driving record for belt violations. |
| LA | Primary | \$25 | 5 years and under ⁽²²⁾ | Front | 12 and under, all seats | Designed for >10 people, utility vehicles traveling <20 mph, model year <1981, postal vehicles, farm vehicles, persons delivering newspapers. |
| ME | Primary | \$50 | <40 lb in child restraint; 7 years and under and <80 lb in booster seat | All | All | Manufactured without safety belts, postal vehicles. Everyone in school bus equipped with safety belts must use them. |
| MD | Primary | \$25 | 5 years and under or 40 lb or less | Outboard front | 15 and under, all seats | "Historical" vehicles, for-hire vehicles, farm vehicles within 10 miles of farm, vanpool vehicles, ambulances, funeral limousines, modified vehicles 25+ years old. |
| MA | Secondary | \$25 | 4 years and under and 40 lb or less | All | All | Trucks >18,000 lb, buses and taxis, emergency vehicles, postal vehicles. |
| MI | Primary | \$25 | 3 years and under | Front | 15 and under, all seats ⁽²³⁾ | Taxi, bus, school bus, postal service vehicles, commercial vehicles making frequent stops. |
| MN | Secondary | \$25 | 3 years and under | Front | 10 and under, all seats ⁽²⁴⁾ | Farm pickup trucks, postal vehicles, commercial vehicles making frequent stops if not exceeding 25 mph between stops. |
| MS | Primary | \$25 | 3 years and under | Front | Under 16, all seats | Farm vehicles, buses, postal vehicles, utility meter readers' vehicles, all-terrain vehicles, vehicles designed for >15 people. |
| MO | Secondary ⁽²⁵⁾ | \$10 | Under 4 years and <40 lb in child restraint; 4-7 years, <80 lb, and <57 inches tall in booster seat | Front | Under 16, all seats | Designed for >10 people, truck >12,000 lb, postal service vehicles, vehicles being used for agriculture. |
| MT | Secondary ⁽²⁶⁾ | \$20 | 5 years and under and <60 lb | All | All | Vehicles making frequent stops if exemption obtained from State; construction vehicles. |
| NE | Secondary | \$25 | 5 years and under | Front | 15 and under, all seats | Model year <1973, farm tractors and other agricultural equipment, buses, postal vehicles, ambulance or rescue service vehicles. |

⁽¹⁷⁾Children >40 pounds may be restrained by a lap safety belt if: (1) the vehicle is not equipped with lap and shoulder safety belts; or (2) all lap and shoulder safety belts are being used to properly restrain other children <16 years of age (not including the operator's seat and the front passenger seat).

⁽¹⁸⁾The requirement for drivers to assure that children 15 years and under in all seats are belted does not apply to holders of an Indiana driver's license.

⁽¹⁹⁾Children <1 year of age and <20 lb must be in rear-facing child seat; 3 years or older but <6 years may be secured in child restraint, safety belt, or safety harness.

⁽²⁰⁾If the number of children subject to these requirements exceeds the number of passenger securing locations available for use by children, and all securing locations are in use by children, the requirement is waived for the additional children.

⁽²¹⁾Primary enforcement begins 1/1/07; until then, "courtesy notices" will be given as part of educational phase.

⁽²²⁾Children <1 year of age or <20 lb must be in rear-facing child seat; 1 to 4 years and 20 to 40 lb in forward-facing child seat; 4 to 6 years and 40 to 60 lb in booster seat.

⁽²³⁾A driver does not have to comply with this requirement if the number of children to be secured exceeds the number of safety belts available. Unsecured children must be seated in other than the front seat, and all front seat passengers must be secured. For pickup trucks, if all safety belts are being used and the vehicle does not have an extended cab or jump seats, unsecured children may be in front seat without a safety belt.

⁽²⁴⁾The safety belt requirement does not apply to persons riding in a vehicle with all available seat belt positions occupied.

⁽²⁵⁾Primary for children <16 years of age.

⁽²⁶⁾Exemption for persons who cannot use a seat belt because all available seat belts are in use.

Chapter 5 ■ States

Table 123
Key Provisions of Occupant Restraint Laws (Continued)

| State | Enforcement | Belt Fine | Child Restraint Required ⁽¹⁾ | Safety Belt Required ⁽²⁾ | | Vehicles Exempted and Other Information ⁽⁴⁾ |
|-------|---------------------------|----------------------------|---|-------------------------------------|--|--|
| | | | | Seats | Ages ⁽³⁾ | |
| NV | Secondary | \$25 | 5 years and under and 60 lb or less | All | All | Taxi, bus, school bus, postal service vehicles, emergency vehicles, delivery vehicles not exceeding 15 mph, any vehicle or seating position if the State determines compliance is impractical. |
| NH | No adult law | \$25 | 5 years and under if <55 inches tall | All | Under 18 only (primary law) | School bus, vehicle for hire, model year <1968, antique cars, vehicles in parade traveling at 10 mph or less. |
| NC | Primary | \$25 ⁽²⁷⁾ | 7 years and under and < 80 lb ⁽²⁸⁾ | Front; all seats as of 7/1/07 | 15 and under, all seats; all ages as of 7/1/07 | Designed for >11 people, farm vehicles, postal vehicles, designated commercial vehicles, emergency vehicles. If no lap and shoulder belt, children 40-80 lb may be in lap belt. |
| ND | Secondary ⁽²⁹⁾ | \$20 | 6 years and under and <57 inches tall or <80 lb ⁽³⁰⁾ | Front | 17 and under | Designed for >10 people, farm vehicles, rural mail carriers. When all seats or all front seat safety belts are used by other occupants. |
| NJ | Primary | \$20 | 7 years and under and <80 lb ⁽³¹⁾ | Front | 17 and under, all seats | Manufactured before 1966, rural letter carriers. |
| NM | Primary | \$25 ⁽³²⁾ | 6 years and under or <60 lb ⁽³³⁾ | All | All | Vehicles >10,000 lb, rural letter carriers. |
| NY | Primary | \$50-\$100 ⁽³⁴⁾ | 6 years and under | Front | Under 16, all seats | Bus, school bus, ⁽³⁵⁾ taxi, emergency or delivery vehicle, rural letter carriers. |
| OH | Secondary | \$30 ⁽³⁶⁾ | 3 years and under or <40 lb | Front | — | Postal service vehicles, vehicles delivering newspapers. |
| OK | Primary | \$20 | 5 years and under ⁽³⁷⁾ | Front | 12 and under, all seats | Farm vehicles, truck, truck tractor, RV, postal service vehicles, school buses, taxicabs, emergency vehicles. |
| OR | Primary | \$75 or less | 5 years and under and 60 lb or less ⁽³⁸⁾ | All | All | Newspaper, mail, meter, and transit vehicles; for-hire vehicles; trash trucks, emergency vehicles, taxicab operators. |
| PA | Secondary | \$10 ⁽³⁹⁾ | 7 years and under ⁽⁴⁰⁾ | Front | 17 and under, all seats | Truck >7,000 lb, rural letter carriers, delivery vehicles traveling at 15 mph or less. |
| RI | Secondary ⁽⁴¹⁾ | \$75 | 6 years and under, ⁽⁴²⁾ <54 inches tall, and <80 lb | All | All | Postal service vehicles. |

⁽¹⁾May include rear-facing child restraint seats, forward-facing child restraint seats, and booster seats.

⁽²⁾Virtually every State exempts persons who for medical reasons cannot use a safety belt and vehicles not originally required to be equipped with safety belts.

⁽³⁾The word "all" used in this category means that everyone in the vehicle must be restrained. For children, that may be in a child restraint.

⁽⁴⁾Exemptions for emergency vehicles and buses generally do not apply to the driver.

⁽²⁷⁾On July 1, 2007, the fine for a rear seat passenger will be \$10 and no court costs, with secondary enforcement of violations occurring in the rear seat.

⁽²⁸⁾In vehicles with front side passenger air bags, a child <5 years of age and <40 lb shall be properly secured in the rear seat unless the child restraint system is designed for use with air bags.

⁽²⁹⁾Primary enforcement for all positions if occupant is <18 years of age.

⁽³⁰⁾The requirement to use either a child restraint system or a safety belt does not apply either (1) to a child if all available safety belts in the vehicle are in use by other family members or (2) to a child being transported in an emergency situation.

⁽³¹⁾Seated in rear seat if available.

⁽³²⁾Plus 2 points on driving record.

⁽³³⁾Children <1 year in a of age in rear-facing infant seat, in rear seat if available; 1-4 years or <40 lb in child safety seat; 5-6 years or <60 lb in booster seat.

⁽³⁴⁾Plus 3 points on license record if the violation involves a child under 16 years of age. Front seat passengers 16 years and older can be fined up to \$50 and drivers can be fined up to \$100 for each passenger <16 years not wearing a safety belt.

⁽³⁵⁾School buses sold in the State must be equipped with seat belts. Board of Education, via regulations, may provide that on school buses under its jurisdiction, safety belts be used when vehicle is in operation.

⁽³⁶⁾\$30 driver, \$20 passenger.

⁽³⁷⁾Children >40 lb may be belted in rear seat by a lap belt if vehicle is not equipped with lap and shoulder belts or when the lap and shoulder belts are being used by other children.

⁽³⁸⁾Children 3 years of age or younger and <40 lb in child restraint seat; 4-5 years or 40-60 lb in booster seat.

⁽³⁹⁾Fine is \$10, but with court, EMS, judicial, and computer costs the ticket total is \$51.50.

⁽⁴⁰⁾Secondary enforcement for children 4-7 years of age, who must be in booster seats.

⁽⁴¹⁾Primary enforcement for drivers and occupants <18 years of age.

⁽⁴²⁾Children 6 years of age and under must be in rear seat if available.

Table 123
Key Provisions of Occupant Restraint Laws (Continued)

| State | Enforcement | Belt Fine | Child Restraint Required ⁽¹⁾ | Safety Belt Required ⁽²⁾ | | Vehicles Exempted and Other Information ⁽⁴⁾ |
|-------|---------------------------|------------------------------|---|-------------------------------------|---|--|
| | | | | Seats | Ages ⁽³⁾ | |
| SC | Primary ⁽⁴³⁾ | \$25 | 1-6 years and 40-80 lb ⁽⁴⁴⁾ | All | All | Emergency vehicles, buses, postal service vehicles, delivery vehicles, vehicles carrying >10 passengers, parade vehicles; vehicles in which all seating positions with safety belts are already occupied; persons occupying rear seat, unless the vehicle is equipped with a shoulder harness. |
| SD | Secondary ⁽⁴⁵⁾ | \$20 | 4 years and under and <40 lb | Front | 17 and under, all seats | Passenger bus, school bus, rural mail carriers, newspaper or periodical deliveries. |
| TN | Primary | \$10 ⁽⁴⁶⁾ | 8 years and under and <57 inches tall ⁽⁴⁷⁾ | Front | Under 16, all seats ⁽⁴⁸⁾ | >8,500 lb, rural letter carriers, utility workers, newspaper delivery; vehicles in parades, hayrides, or crossing a highway from one field to another if operated at <15 mph. |
| TX | Primary | \$25-\$50 | 4 years and under and <36 inches tall | Front | 16 and under, all seats ⁽⁴⁹⁾ | Designed for >10 people, truck >15,000 lb, farm vehicles, postal service vehicles, meter readers. |
| UT | Secondary ⁽⁵⁰⁾ | \$45 or less ⁽⁵¹⁾ | 4 years and under | All | All | Passengers exempted if all seats occupied or if riding in seating positions not equipped with safety belts. |
| VT | Secondary | \$25 | 6 years and under in child seat ⁽⁵²⁾ | All | All | Bus, taxi, rural mail carriers, delivery vehicles traveling at 15 mph or less, emergency vehicles, farm tractors. |
| VA | Secondary | \$25 | 5 years and under ⁽⁵³⁾ | Front | Under 16, all seats | Designed for >10 people, taxi, police vehicles, rural mail carriers, newspaper delivery, utility meter readers, commercial vehicles making frequent stops. |
| WA | Primary | \$35 | 7 years and under and <57 inches | All | All | Designed for >10 people; when all designated seating positions are occupied; vehicles exempted by State regulation, including farm, construction, or commercial vehicles making frequent stops. |
| WV | Secondary | \$25 ⁽⁵⁴⁾ | 7 years and under and <57 inches ⁽⁵⁵⁾ | Front | Under 17, all seats | Designed for >10 people, rural mail carriers. |
| WI | Secondary | \$10 | 7 years and under, 80 lb or less, <57 inches ⁽⁵⁶⁾ | Front | All ⁽⁵⁷⁾ | Taxis, farm trucks engaged in farming, emergency vehicles required to make more than 10 stops per mile, rural mail carriers, land surveyors. |
| WY | Secondary ⁽⁵⁸⁾ | \$25 ⁽⁵⁹⁾ | 8 years and under in rear seat, 80 lb or less in rear seat if available ⁽⁶⁰⁾ | All | All | Postal vehicles, emergency vehicles, buses. Excess passengers exempted if all seats are occupied. |

⁽⁴³⁾Safety belt law may not be enforced by checkpoints designed for that purpose. Law does not apply to an occupant if all belts in the vehicle are used by other occupants.

⁽⁴⁴⁾Children <1 year of age or <20 lb must be in rear-facing infant seat; 5 years and under in rear seat if available; 1-5 years and up to 80 lb in child safety seat unless the knees bend over the seat edge when sitting up straight against the seat back (in this case, use of safety belt is permitted); up to \$150 fine, which may be waived with acquisition of child restraint.

⁽⁴⁵⁾Primary enforcement for all seating positions if occupant is <18 years of age.

⁽⁴⁶⁾Drivers 18 years of age and older pay \$10 if they do not contest the citation; drivers 16-17 years pay \$20; \$50 if unsuccessfully contested in court.

⁽⁴⁷⁾Under 1 year of age and <20 lb in rear-facing child seat; 1-3 years and 20 lb or more in forward-facing child seat.

⁽⁴⁸⁾Drivers 16 or 17 years of age must wear a safety belt. Driver cannot be fined for failure of a passenger >16 years to wear a safety belt.

⁽⁴⁹⁾Safety belt requirement does not apply to passengers occupying seating positions without safety belts.

⁽⁵⁰⁾Primary enforcement for all seating positions if occupant is 18 years of age or under.

⁽⁵¹⁾Reduced to \$15 upon completion of class; standard enforcement for children 18 years of age and under.

⁽⁵²⁾Less than 1 year of age or <20 lb in rear-facing child seat; 2-7 years in child passenger restraint system unless all available safety belts are in use and children <5 years are secured in child passenger restraints.

⁽⁵³⁾Children at least 4 years of age may be belted if the weight or size of the child makes use of a child restraint device impractical.

⁽⁵⁴⁾The fine for drivers is \$25; the fine for passengers >12 years of age is \$10.

⁽⁵⁵⁾If all seat belts in a vehicle are being used at the time of examination by a law officer and the vehicle contains more passengers than the total number of seat belts or other safety devices as installed in compliance with federal motor vehicle safety standards, the driver may not be considered in violation.

⁽⁵⁶⁾Less than 1 year of age or <20 lb in rear-facing child seat; 1-3 years and 20 to 40 lb in forward-facing child seat; 4-7 years, <80 lb, and <57 inches tall in booster seat.

⁽⁵⁷⁾Rear seat occupants must wear safety belt at any position where a shoulder harness is installed.

⁽⁵⁸⁾If motorist is wearing safety belt when stopped for another violation, the fine for that violation is reduced by \$10.

⁽⁵⁹⁾Passengers violating the safety belt requirements are subject to a fine of \$10.

⁽⁶⁰⁾Children exempted from booster seat requirement if lap and shoulder belt fits properly across collarbone, chest, and hips and does not pose a danger to neck, face, or abdominal area in the event of a crash or sudden stop.

Chapter 5 ■ States

Table 124
History of State Motorcycle Helmet Laws

| State | Effective Date of Original Law* | Effective Date of Repeal/Amendment | |
|-------|---------------------------------|------------------------------------|---|
| AL | 11/06/67 | | |
| AK | 01/01/71 | 06/23/76 | Repealed for operators age 18 and over. |
| AZ | 01/01/69 | 05/27/76 | Repealed for age 18 and over. |
| AR | 06/29/67 | 07/31/97 | Repealed for age 21 and over. |
| CA | 01/01/85** | 01/01/92 | Reinstated for all. |
| CO | 07/01/69 | 05/23/77 | Repealed. |
| | | 07/01/07 | Reinstated for under age 18. |
| CT | 10/01/67 | 06/01/76 | Repealed. |
| | | 01/01/90 | Reinstated for under age 18. |
| DE | 06/21/68 | 06/10/78 | Repealed for age 19 and over. All riders must have helmet in their possession. |
| | | 07/17/84 | Helmet required for instruction permit holders. |
| DC | 02/11/70 | | |
| FL | 09/13/67 | 07/01/00 | Repealed for age 21 and over if covered by insurance of at least \$10,000 in medical benefits. |
| GA | 07/01/69 | | |
| HI | 06/04/67 | 06/07/77 | Repealed for age 18 and over. |
| ID | 01/01/68 | 03/29/78 | Repealed for age 18 and over. |
| IL | 07/01/67 | 05/28/69 | Helmet law ruled unconstitutional by State Supreme Court. |
| IN | 07/26/67 | 09/01/77 | Repealed. |
| | | 01/01/84 | Reinstated for under age 18. |
| IA | 09/01/75 | 07/01/76 | Repealed. |
| KS | 07/01/67 | 07/01/70 | Repealed for age 21 and over. |
| | | 07/01/72 | Reinstated for all. |
| | | 07/01/76 | Repealed for age 16 and over. |
| | | 07/01/79 | Reinstated for ages 16 and 17. |
| KY | 06/13/68 | 07/15/98 | Repealed for age 21 and over provided operator has held motorcycle license for 1 year and has provided proof of health insurance when registering motorcycle. |
| | | 07/04/00 | Health insurance requirement repealed. |
| LA | 07/13/68 | 10/01/76 | Repealed for age 18 and over. |
| | | 01/01/82 | Reinstated for all. |
| | | 08/15/99 | Repealed for age 18 and over with health insurance with \$10,000 in medical benefits for bodily injuries. |
| | | 08/15/04 | Reinstated for all. |
| ME | 10/07/67 | 10/24/77 | Repealed. |
| | | 07/03/80 | Reinstated for under age 15. |
| | | 09/23/83 | Required for holders of learners' permits and for licensees holding license for 1 year or less. |
| MD | 07/01/68 | 07/01/79 | Repealed for age 18 and over. |
| | | 10/01/92 | Reinstated for all. |
| MA | 05/22/67 | | |
| MI | 03/10/67 | 06/12/68 | All riders required to have helmet in their possession. |
| | | 07/29/69 | Reinstated for all. |
| MN | 05/01/68 | 04/06/77 | Repealed for age 18 and over. |
| MS | 03/28/74 | | |
| MO | 09/28/67 | | |
| MT | 07/01/73 | 07/01/77 | Repealed for age 18 and over. |
| NE | 05/29/67 | 09/01/77 | Repealed (law was never enforced). |
| | | 01/01/89 | Reinstated for all. |
| NV | 01/01/72 | | |
| NH | 09/05/67 | 08/07/77 | Repealed. |

*Original law applied to all motorcyclists, unless otherwise noted.

**Applied only to riders under age 15½.

Table 124
History of State Motorcycle Helmet Laws (Continued)

| State | Effective Date of Original Law* | Effective Date of Repeal/Amendment | |
|-------|---------------------------------|------------------------------------|--|
| NJ | 01/01/68 | | |
| NM | 06/16/67 | 06/17/77 | Repealed for age 18 and over. |
| NY | 01/01/67 | | |
| NC | 01/01/68 | | |
| ND | 07/01/67 | 07/01/77 | Repealed except for operators under age 18 and passengers, regardless of age, if required for operator. |
| OH | 01/01/68 | 07/10/78 | Repealed except for riders under age 18; operators having motorcycle license less than 1 year; and passengers if required for operator. |
| OK | 04/07/67 | 05/03/76 | Repealed for age 18 and over. |
| OR | 01/01/68 | 10/04/77 | Repealed for age 18 and over. |
| | | 06/16/89 | Reinstated for all (by voter referendum). |
| PA | 07/01/68 | 09/04/03 | Repealed for operator age 21 and over if operator has held motorcycle license for at least 2 years or has completed rider education. Repealed for passenger age 21 and over if operator is exempt. |
| RI | 04/04/67 | 05/21/76 | Repealed for all operators. Required for all passengers. |
| | | 07/01/92 | Required for operators under 21, operators licensed for 1 year or less, and all passengers. |
| SC | 07/01/67 | 06/16/80 | Repealed for age 21 and over. |
| SD | 07/01/67 | 07/01/77 | Repealed for age 18 and over. |
| TN | 06/01/67 | | |
| TX | 08/28/67 | 05/20/77 | Repealed for age 18 and over. |
| | | 09/01/89 | Reinstated for all. |
| | | 09/01/97 | Repealed for age 21 and over who have completed rider education or are covered by at least \$10,000 in medical insurance. |
| UT | 05/13/69 | 05/08/77 | Repealed for age 18 and over. |
| VT | 03/06/68 | | |
| VA | 06/05/70 | | |
| WA | 06/08/67 | 07/01/77 | Repealed. |
| | | 07/26/87 | Reinstated for under age 18. |
| | | 06/07/90 | Reinstated for all. |
| WV | 05/25/71 | | |
| WI | 07/01/68 | 03/19/78 | Repealed except for under age 18 and instruction permit holders. |
| WY | 05/24/73 | 05/27/83 | Repealed for age 18 and over. |
| PR | 07/20/60 | | |

Source: Motorcycle Industry Council.

Chapter 5 ■ States

Table 125

States With .08 Blood Alcohol Concentration Illegal Per Se Laws

| State | Enactment Date | Effective Date | State | Enactment Date | Effective Date |
|-------|------------------|--------------------|-------|--------------------|--------------------|
| AL | July 31, 1995 | October 1, 1995 | MT | April 15, 2003 | April 15, 2003 |
| AK | July 3, 2001 | September 1, 2001 | NE | March 1, 2001 | September 1, 2001 |
| AZ | April 11, 2001 | August 31, 2001 | NV | June 10, 2003 | September 23, 2003 |
| AR | March 6, 2001 | August 13, 2001 | NH | April 15, 1993 | January 1, 1994 |
| CA | 1989 | January 1, 1990 | NJ | January 12, 2004 | January 20, 2004 |
| CO | May 21, 2004 | July 1, 2004 | NM | March 19, 1993 | January 1, 1994 |
| CT | July 1, 2002 | July 1, 2002 | NY | December 30, 2002 | July 1, 2003 |
| DE | July 12, 2004 | July 12, 2004 | NC | July 5, 1993 | October 1, 1993 |
| DC | December 1, 1998 | April 13, 1999 | ND | April 7, 2003 | August 27, 2003 |
| FL | April 27, 1993 | January 1, 1994 | OH | March 31, 2003 | July 1, 2003 |
| GA | April 16, 2001 | July 1, 2001 | OK | June 8, 2001 | July 1, 2001 |
| HI | June 30, 1995 | June 30, 1995 | OR | August 4, 1983 | October 15, 1983 |
| ID | March 17, 1997 | July 1, 1997 | PA | September 30, 2003 | September 30, 2003 |
| IL | July 2, 1997 | July 2, 1997 | RI | July 2, 2003 | July 2, 2003 |
| IN | May 9, 2001 | July 1, 2001 | SC | June 19, 2003 | August 19, 2003 |
| IA | April 24, 2003 | July 1, 2003 | SD | February 27, 2002 | July 1, 2002 |
| KS | April 22, 1993 | July 1, 1993 | TN | June 27, 2002 | July 1, 2003 |
| KY | April 21, 2000 | October 1, 2000 | TX | May 28, 1999 | September 1, 1999 |
| LA | June 26, 2001 | September 30, 2003 | UT | March 19, 1983 | August 1, 1983 |
| ME | April 28, 1988 | August 4, 1988 | VT | June 6, 1991 | July 1, 1991 |
| MD | April 10, 2001 | September 30, 2001 | VA | April 6, 1994 | July 1, 1994 |
| MA | June 30, 2003 | June 30, 2003 | WA | March 30, 1998 | January 1, 1999 |
| MI | July 15, 2003 | September 30, 2003 | WV | February 16, 2004 | May 4, 2004 |
| MN | May 27, 2004 | August 1, 2005 | WI | July 3, 2003 | September 30, 2003 |
| MS | March 11, 2002 | July 1, 2002 | WY | March 11, 2002 | July 1, 2002 |
| MO | June 12, 2001 | September 29, 2001 | PR | January 10, 2000 | January 10, 2001 |

In 2006, all 50 States, the District of Columbia, and Puerto Rico had .08 blood alcohol concentration illegal per se laws.

Note: The term “illegal per se” refers to State laws that make it a criminal offense to operate a motor vehicle at or above a specified alcohol (or drug) concentration in the blood, breath, or urine.

Source: NHTSA, Injury Control Operations and Resources.

APPENDIXES

APPENDIX A ■ FARS DATA ELEMENTS

2006 Fatality Analysis Reporting System Data Elements

Crash Level

| | |
|--|------------------------------------|
| Crash Date | Number of Travel Lanes |
| Atmospheric Condition | Number of Vehicle Forms Submitted |
| City | Rail Grade Crossing Identifier |
| Construction/Maintenance Zone | Related Factors—Crash Level |
| County | Relation to Junction |
| Day of Week | Relation to Roadway |
| Emergency Medical Services (EMS) Notification Time | Roadway Alignment |
| EMS Arrival Time at Hospital | Roadway Function Class |
| EMS Arrival Time at Scene | Roadway Profile |
| First Harmful Event | Roadway Surface Condition |
| Global Position | Roadway Surface Type |
| Hit and Run | Route Signing |
| Light Condition | School Bus Related |
| Manner of Collision | Special Jurisdiction |
| Milepoint | Speed Limit |
| National Highway System | State |
| Number of Drinking Drivers in Crash | Time |
| Number of Fatalities in Crash | Traffic Control Device |
| Number of Forms Submitted | Traffic Control Device Functioning |
| for Persons Not in Motor Vehicles | Trafficway Flow |
| Number of Person Forms Submitted | Trafficway Identifier |

Vehicle Level

| | |
|--|-----------------------------------|
| Body Type | Related Factors—Vehicle Level |
| Bus Use | Rollover |
| Cargo Body Type | Sequence of Events |
| Crash Avoidance Maneuver | Special Use |
| Emergency Use | Travel Speed |
| Extent of Deformation | Truck Fuel Type |
| Fire Occurrence | Truck Gross Vehicle Weight Rating |
| Gross Vehicle Weight Rating | Truck Series |
| Hazardous Cargo | Underride/Override |
| Impact Point—Initial | Unit Type |
| Impact Point—Principal | Vehicle Configuration |
| Jackknife | Vehicle Identification Number |
| Manner of Leaving Scene | Vehicle Make |
| Most Harmful Event | Vehicle Maneuver |
| Motor Carrier Identification Number | Vehicle Model |
| Motorcycle Displacement | Vehicle Model Year |
| Number of Axles | Vehicle Number |
| Number of Deaths in Vehicle | Vehicle Role |
| Number of Occupants in Vehicle | Vehicle Trailing |
| Passenger Car Weight | VIN Body Type |
| Passenger Car Wheelbase (Short and Long) | VIN Length |
| Registered Vehicle Owner | VIN Model |
| Registration State | |

Appendix A ■ FARS Data Elements

2006 Fatality Analysis Reporting System Data Elements (Continued)

Driver Level

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

Person Level

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

APPENDIX B ■ GES DATA ELEMENTS

2006 General Estimates System Data Elements

Crash Level

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

Vehicle/Driver Level

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

Appendix B ■ GES Data Elements

2006 General Estimates System Data Elements (Continued)

Person Level

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

APPENDIX C ■ GES TECHNICAL NOTES

Standard Errors

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

In a report of this size, it is impractical to provide standard errors for each estimate. Instead, generalized standard errors for estimates of totals are provided in the following table. Generalized errors were calculated separately for the crash, vehicle, and people characteristics. The values for the GES estimates and an estimate of one standard error are given in Table C1 on the following page. By adding and subtracting two standard errors, a 95 percent confidence interval can be created for the GES estimates in this report. For example, the estimated number of injury crashes that occurred in the month of February is given in Table 23 as 134,000. To calculate one standard error for this crash estimate, use Table C1. Since 134,000 does not appear in the Crash Estimate column of Table C1, use linear interpolation from the standard error values for 100,000 (8,400) and 200,000 (15,300). One standard error would be approximately 10,700. The 95 percent confidence interval for this estimate would be $134,000 \pm 2 \times 10,700$ or 112,600 to 155,400.

Appendix C ■ GES Technical Notes

Table C1
2006 GES Estimates and Standard Errors

| Crash Estimate (x) | Crash Standard Error (SE) * | Vehicle Estimate (x) | Vehicle Standard Error (SE) ** | Person Estimate (x) | Person Standard Error (SE) *** |
|--|-----------------------------|---|--------------------------------|--|--------------------------------|
| 1,000 | 400 | 1,000 | 400 | 1,000 | 400 |
| 5,000 | 1,000 | 5,000 | 900 | 5,000 | 900 |
| 6,000 | 1,100 | 10,000 | 1,500 | 10,000 | 1,400 |
| 7,000 | 1,200 | 20,000 | 2,400 | 20,000 | 2,200 |
| 8,000 | 1,300 | 30,000 | 3,200 | 30,000 | 3,000 |
| 9,000 | 1,400 | 40,000 | 4,000 | 40,000 | 3,600 |
| 10,000 | 1,500 | 50,000 | 4,800 | 50,000 | 4,300 |
| 20,000 | 2,400 | 60,000 | 5,500 | 60,000 | 4,900 |
| 30,000 | 3,200 | 70,000 | 6,200 | 70,000 | 5,500 |
| 40,000 | 4,000 | 80,000 | 6,900 | 80,000 | 6,200 |
| 50,000 | 4,800 | 90,000 | 7,600 | 90,000 | 6,700 |
| 60,000 | 5,500 | 100,000 | 8,300 | 100,000 | 7,300 |
| 70,000 | 6,300 | 200,000 | 15,200 | 200,000 | 13,000 |
| 80,000 | 7,000 | 300,000 | 21,800 | 300,000 | 18,300 |
| 90,000 | 7,700 | 400,000 | 28,500 | 400,000 | 23,700 |
| 100,000 | 8,400 | 500,000 | 35,200 | 500,000 | 28,900 |
| 200,000 | 15,300 | 600,000 | 41,900 | 600,000 | 34,200 |
| 300,000 | 22,000 | 700,000 | 48,700 | 700,000 | 39,400 |
| 400,000 | 28,700 | 800,000 | 55,500 | 800,000 | 44,600 |
| 500,000 | 35,400 | 900,000 | 62,400 | 900,000 | 49,900 |
| 600,000 | 42,200 | 1,000,000 | 69,300 | 1,000,000 | 55,200 |
| 700,000 | 49,100 | 2,000,000 | 141,400 | 2,000,000 | 108,800 |
| 800,000 | 55,900 | 3,000,000 | 218,000 | 3,000,000 | 164,300 |
| 900,000 | 62,900 | 4,000,000 | 298,500 | 4,000,000 | 221,800 |
| 1,000,000 | 69,800 | 5,000,000 | 382,600 | 5,000,000 | 280,900 |
| 2,000,000 | 142,400 | 6,000,000 | 469,800 | 6,000,000 | 341,600 |
| 3,000,000 | 219,700 | 7,000,000 | 559,900 | 7,000,000 | 403,800 |
| 4,000,000 | 300,900 | 8,000,000 | 652,800 | 8,000,000 | 467,400 |
| 5,000,000 | 385,600 | 9,000,000 | 748,200 | 9,000,000 | 532,300 |
| 6,000,000 | 473,600 | 10,000,000 | 846,100 | 10,000,000 | 598,400 |
| 6,500,000 | 518,700 | 11,000,000 | 946,200 | 11,000,000 | 665,700 |
| 7,000,000 | 564,500 | 12,000,000 | 1,048,500 | 12,000,000 | 734,100 |
| * $SE = e^{a+b (\ln x)^2}$, where a = 4.223400 b = 0.036310 | | ** $SE = e^{a+b (\ln x)^2}$, where a = 4.217860 b = 0.036300 | | *** $SE = e^{a+b (\ln x)^2}$, where a = 4.315770 b = 0.034590 | |

Appendix C ■ GES Technical Notes

Unknowns

GES data are obtained either directly from an item on the PAR or by interpreting the information provided in the report through reviewing the crash diagram, the Officer's written summary of the crash, or combinations of variables on the PAR. Because of this interpretation, and because the police officer may not have entered some item of information or provide complete information, data can be missing. Two different statistical procedures are used on GES data to complete values for unknown data. These procedures, univariate and hotdeck imputation, are described in a technical report available from NCSA, *Imputation in the General Estimates System* (DOT HS 807 985). Table C2 below gives the reader the proportion of unknown values prior to imputation for variables with imputed values that were used in this report.

Table C2
Percent of Unknowns for 2006 GES Data Elements

| Crash Level | | | |
|---|-------|-------------------------------------|-------|
| Alcohol Involved in Crash | 8.4% | Manner of Collision | 0.2% |
| Atmospheric Condition | 1.4% | Minute of Crash | 0.7% |
| Crash Severity | 3.4% | Relation to Junction | 0.2% |
| Day of Week | 0.0% | Relation to Roadway | 0.2% |
| First Harmful Event | 0.1% | Roadway Surface Condition | 1.5% |
| Hour of Crash | 0.7% | Speed Limit | 14.3% |
| Light Condition | 1.0% | Traffic Control Device | 4.6% |
| Vehicle/Driver Level | | | |
| Driver Drinking in Vehicle | 12.0% | Rollover Type | 1.2% |
| Initial Point of Impact | 1.9% | Vehicle Type | 1.4% |
| Most Harmful Event | <0.1% | | |
| Person Level | | | |
| Age | 8.4% | Seating Position | 0.7% |
| Injury Severity | 4.4% | Sex | 6.1% |
| Police-Reported Alcohol Involvement | 5.0% | | |

Alcohol Involvement

NHTSA defines a fatal crash as alcohol-related or alcohol-involved if at least one driver or nonoccupant (such as a pedestrian or pedalcyclist) involved in the crash is determined to have had a Blood Alcohol Concentration (BAC) of .01 gram per deciliter (g/dl) or higher. Thus, any fatality that occurs in an alcohol-related crash is considered an alcohol-related fatality.

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

The term “alcohol-related” or “alcohol-involved” does not indicate that a crash or fatality was caused by the presence of alcohol.

Blood Alcohol Concentration

The BAC is measured as a percentage by weight of alcohol in the blood (grams/deciliter). A positive BAC level (.01 g/dl and higher) indicates that alcohol was consumed by the person tested; a BAC level of .01 to .07 g/dl indicates that the person was impaired; a BAC level of .08 g/dl or more indicates that the person was intoxicated.

Body Type

Detailed type of motor vehicle within a vehicle type.

Bus

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

Combination Truck

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

Construction/Maintenance Zone

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

Crash

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

Crash Severity

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

Crash Type

Single-vehicle or multiple-vehicle crash.

Day

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

Driver

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

Ejection

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

First Harmful Event

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

Fixed Object

Stationary structures or substantial vegetation attached to the terrain.

Glossary

Gross Vehicle Weight Rating (GVWR)

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

Initial Impact Point

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

Injury Severity

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

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

Jackknife

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

Junction

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

Land Use

The crash location (urban or rural).

Large Trucks

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

Light Trucks

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

Manner of Collision

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

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

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

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

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

Most Harmful Event

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

Motorcycle

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

Motor Vehicle in Transport

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

Night

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

Noncollision

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

Nonoccupant

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

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

Nonoccupant Location

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

Objects Not Fixed

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

Occupant

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

Other Vehicle

Consists of the following types of vehicles:

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

Passenger

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

Passenger Car

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

Pedalcyclist

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

Pedestrian

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

Restraint Use

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

Roadway

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

Roadway Function Class

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

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

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

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

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

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

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

Glossary

Rollover

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

Seating Position

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

School Bus Related Crash

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

Single-Unit Truck

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

Trafficway

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

Vehicle

See *Motor Vehicle in Transport*.

Vehicle Type

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

Weekday

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

Weekend

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

A

Age

Alcohol 36, 37, 112, 113, 114, 115, 117
 Crash Type 114, 115
 Day of Week 114
 Injury Severity 86
 Occupant 103, 126
 Person Type 104, 128, 129, 133, 134
 Rates 21, 31, 88, 89, 98, 99, 129, 134
 Restraint Use 119, 120
 School Bus Related 127
 Sex 88, 89, 98, 99, 104, 129, 134
 State 152-153
 Time of Day 114, 115

Airbag 123

Alcohol

Age 36, 37, 112, 113, 114, 115, 117
 Crash Type 56, 92, 114, 115
 Day of Week 114, 115
 Driver Survival Status 38, 162-167
 Holiday 33
 Illegal Per Se Laws 184
 Injury Severity 111
 Pedestrian 38, 117
 Person Type 111
 Sex 34
 State 160-167
 Time of Day 34, 56, 57, 92, 114, 115
 Vehicle Type 35, 116
 Year 32

Ambulance 94

B

Body Type 63, 109

Bus 63, 64, 81, 82, 101, 102, 103, 106-109, 116, 118

C

City 174-177

Construction/Maintenance Zone 94

Crash Type

Alcohol 56, 92, 114
 Day of Week 114
 Driver Age 114
 Emergency Vehicle 94
 Hazardous Cargo 68
 Impact Point 70, 72, 74, 76, 80, 82
 Relation to Roadway 49
 Roadway Function Class 68
 Speed Limit 90
 Time of Day 56, 92, 114, 115
 Vehicle Type 30, 70, 72, 74, 76, 80, 82, 94

D

Day of Week 45, 114, 115, 124, 125, 130, 131, 135

Driver

Age 36, 98, 99, 104, 114, 115
 Alcohol 34, 35, 36, 37, 112, 113, 114-117, 162-167
 Injury Severity 86, 101, 111
 License Compliance 126
 License Status 100
 Previous Driving Record 100
 Rates 19, 20, 98
 Related Factors 100
 Restraint Use 39, 118
 Sex 34, 98, 104
 State 148-149, 162-167

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Ejection 107

Emergency Medical Services 48, 170-171, 172-173

Emergency Vehicle 94

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Fire 66

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First Harmful Event 54, 142-143

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Hazardous Cargo 68

Helmet Use 126, 183

Holiday 33

I

Impact Point 70, 71, 72, 73, 74, 75, 76, 79, 80, 81, 82, 106, 132, 136

Intersection 50, 128, 133

J

Jackknife 78

L

Land Use 48, 52, 68, 91, 170-171, 172-173

Large Truck

Alcohol 35, 116

Crash Type 30, 70, 76

Ejection 107

Fire 66

Impact Point 70, 75, 76, 106

Jackknife 78

Most Harmful Event 69, 75, 105

Number of Trailers 78

Occupant 26, 27, 30, 101, 102, 103

Rates 17, 26, 27

Restraint Use 118

Rollover 64, 77

State 154-155

Year 17, 26, 30

License Compliance 126

License Status 100

Licensed Drivers 15, 19, 148-149

Light Condition 47, 90

Light Truck

Alcohol 35, 116

Crash Type 70, 74

Ejection 107

Fire 66

Impact Point 70, 73, 74, 106

Most Harmful Event 69, 73, 105

Occupant 24, 25, 101, 102, 103

Rates 17, 24, 25

Restraint Use 118, 122, 123

Rollover 64

Seating Position 122

State 154-155

Year 17, 24

Location (Nonoccupant) 128, 133

M

Manner of Collision 54

Month 44

Most Harmful Event 69, 71, 73, 75, 79, 81, 105

Motorcycle

Age 126

Alcohol 35, 116

Crash Type 70, 80

Day of Week 124, 125

Fire 66

Helmet Use 126

Helmet Use Requirements 183

Impact Point 70, 79, 80, 106

License Compliance 126

Most Harmful Event 69, 79, 105

Occupant 28, 29, 101, 102, 103

Rates 17, 28, 29

State 154-155

Time of Day 124, 125

Year 17, 28

N

Number of Lanes 53

O

Occupant

Age 21, 103, 104

Body Type 109

Ejection 107

Injury Severity 86, 101, 111

Restraint Use 40

Sex 102, 104

Vehicle Type 18, 94, 101, 102, 103, 106, 108, 109, 154-155

Year 18

P**Passenger** 86, 101, 104, 111, 126, 127, 150-151**Passenger Car**

Alcohol 35, 116
 Crash Type 70, 72
 Ejection 107
 Fire 66
 Impact Point 70, 71, 72, 106
 Most Harmful Event 69, 71, 105
 Occupant 22, 23, 101, 102, 103, 105, 106, 107, 108, 109, 110
 Rates 17, 22, 23
 Restraint Use 121, 123
 Rollover 64
 Seating Position 121
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Pedalcyclist

Age 133, 134
 Alcohol 111
 Day of Week 135
 Impact Point on Striking Vehicle 136
 Injury Severity 86, 111
 Location 133
 Rates 134
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**Lives Saved by Restraint Use and 21-Year-Old Minimum Legal Drinking Age Laws,
and Additional Lives That Would Have Been Saved
at 100 Percent Safety Belt and Motorcycle Helmet Use, 1975-2006**

| Year | Lives Saved | | | | | Additional Lives That Would Have Been Saved at 100% Use | |
|--------------|------------------------------|----------------|---------------|--------------------|---------------------------|---|--------------------|
| | Passenger Vehicle Restraints | | | Motorcycle Helmets | 21-Year-Old Drinking Age* | Safety Belts | Motorcycle Helmets |
| | Child Restraints | Safety Belts | Air Bags | | | | |
| 1975 | 36 | 978 | 0 | 823 | 412 | 13,301 | 1,164 |
| 1976 | 20 | 796 | 0 | 788 | 436 | 13,851 | 1,189 |
| 1977 | 35 | 682 | 0 | 970 | 474 | 14,460 | 1,472 |
| 1978 | 25 | 679 | 0 | 900 | 509 | 15,541 | 1,588 |
| 1979 | 49 | 594 | 0 | 885 | 575 | 15,726 | 1,676 |
| 1980 | 49 | 575 | 0 | 871 | 595 | 15,730 | 1,744 |
| 1981 | 69 | 548 | 0 | 843 | 633 | 15,222 | 1,667 |
| 1982 | 75 | 678 | 0 | 816 | 578 | 13,250 | 1,528 |
| 1983 | 105 | 809 | 0 | 735 | 609 | 12,913 | 1,450 |
| 1984 | 126 | 1,197 | 0 | 813 | 709 | 13,227 | 759 |
| 1985 | 153 | 2,435 | 0 | 788 | 701 | 12,508 | 764 |
| 1986 | 166 | 4,094 | 0 | 807 | 840 | 12,728 | 751 |
| 1987 | 213 | 5,141 | 2 | 667 | 1,071 | 12,678 | 697 |
| 1988 | 248 | 5,959 | 5 | 622 | 1,148 | 12,674 | 644 |
| 1989 | 238 | 6,333 | 8 | 561 | 1,093 | 12,256 | 553 |
| 1990 | 222 | 6,592 | 37 | 655 | 1,033 | 11,761 | 541 |
| 1991 | 253 | 6,838 | 71 | 595 | 941 | 10,812 | 467 |
| 1992 | 292 | 7,020 | 108 | 641 | 795 | 10,195 | 323 |
| 1993 | 313 | 7,773 | 190 | 671 | 816 | 10,212 | 336 |
| 1994 | 420 | 9,219 | 309 | 625 | 848 | 9,507 | 339 |
| 1995 | 408 | 9,882 | 536 | 624 | 851 | 9,781 | 326 |
| 1996 | 480 | 10,710 | 783 | 617 | 846 | 9,459 | 324 |
| 1997 | 444 | 11,259 | 973 | 627 | 846 | 9,096 | 315 |
| 1998 | 438 | 11,680 | 1,208 | 660 | 861 | 8,690 | 369 |
| 1999 | 447 | 11,941 | 1,491 | 745 | 901 | 8,809 | 396 |
| 2000 | 479 | 12,882 | 1,716 | 872 | 922 | 8,245 | 478 |
| 2001 | 388 | 13,295 | 1,978 | 947 | 927 | 8,016 | 558 |
| 2002 | 383 | 14,264 | 2,324 | 992 | 922 | 6,837 | 576 |
| 2003 | 447 | 15,095 | 2,519 | 1,173 | 918 | 6,151 | 651 |
| 2004 | 455 | 15,548 | 2,660 | 1,324 | 927 | 5,874 | 673 |
| 2005 | 424 | 15,688 | 2,752 | 1,554 | 882 | 5,667 | 731 |
| 2006 | 425 | 15,383 | 2,796 | 1,658 | 890 | 5,441 | 752 |
| Total | 8,325 | 226,567 | 22,466 | 26,869 | 25,509 | 350,618 | 25,801 |

*Estimated reductions in deaths that resulted from the presence of laws establishing a minimum legal age of 21 years for the consumption of alcoholic beverages.

The table above presents estimates of the lives saved in 2006 and previous years by various protective devices or laws. The estimates were obtained by combining information from fatal traffic crashes with estimates of the effectiveness of each device or law in saving lives. For safety belts and motorcycle helmets, the table also estimates the numbers of additional lives that could have been saved if the devices had been used by more people.

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