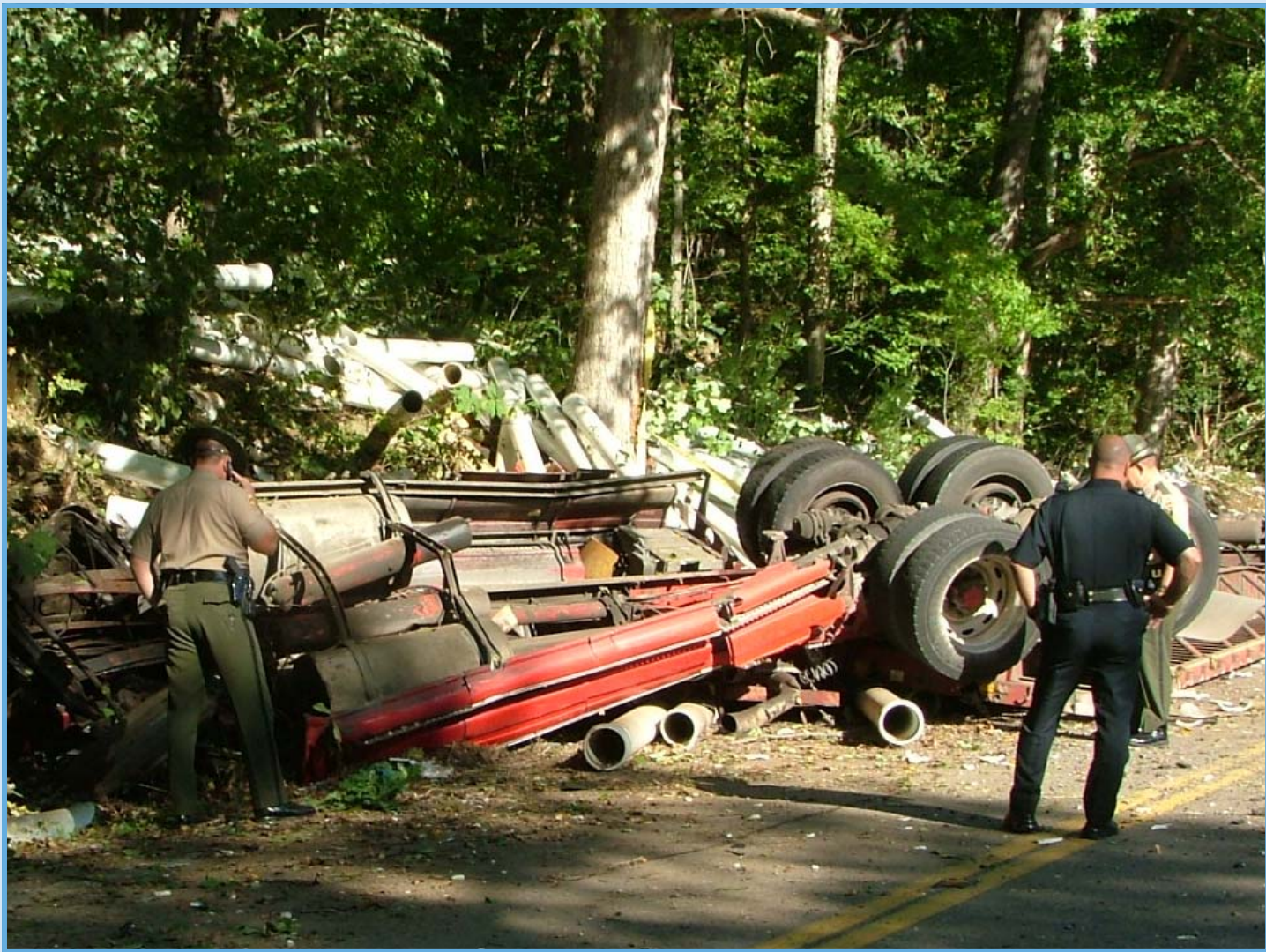


# TRAFFIC SAFETY FACTS 2006



*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
<b>Total .....</b>	<b>5,973,000</b>

## TRAFFIC CRASH VICTIMS

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

## 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*

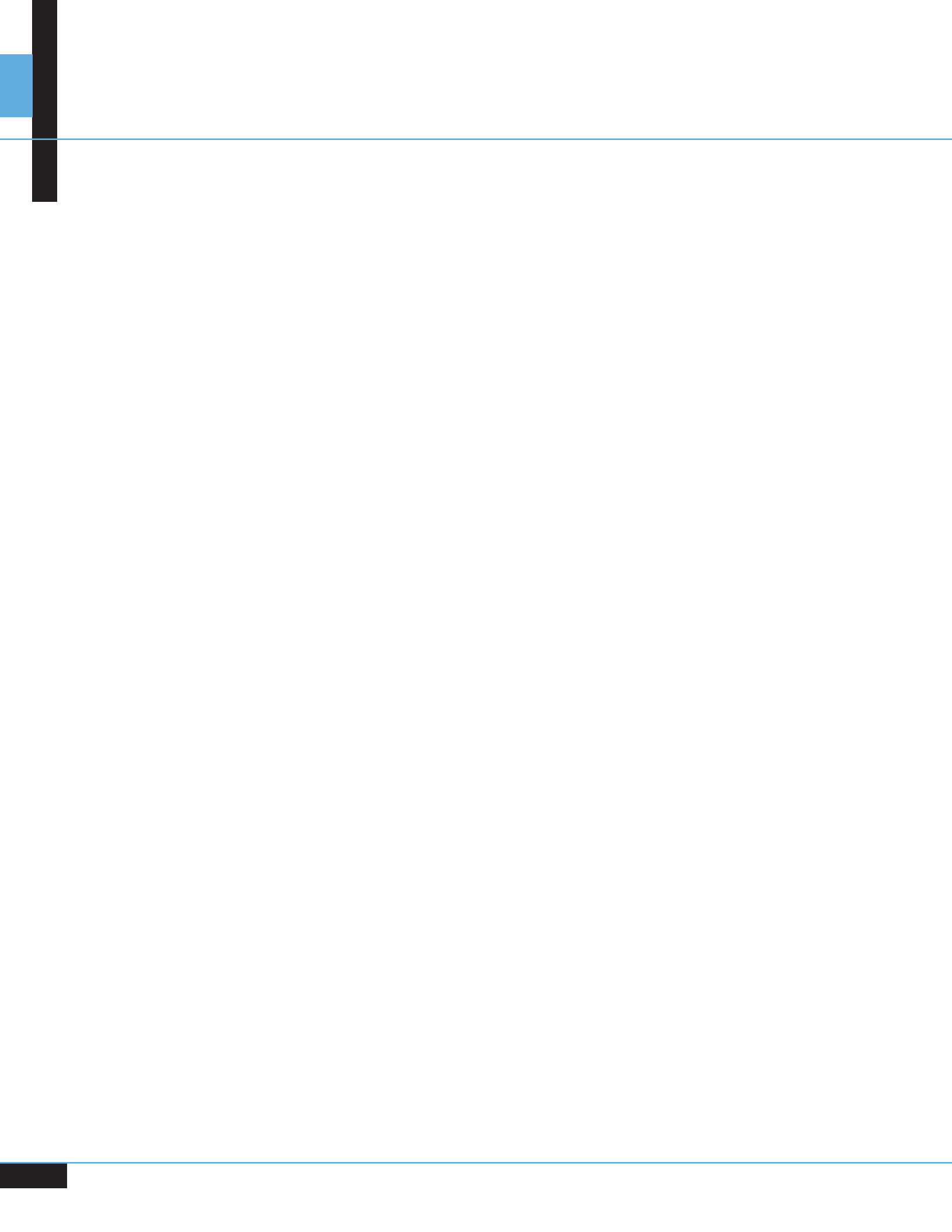
*National Center for Statistics and Analysis*

*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.

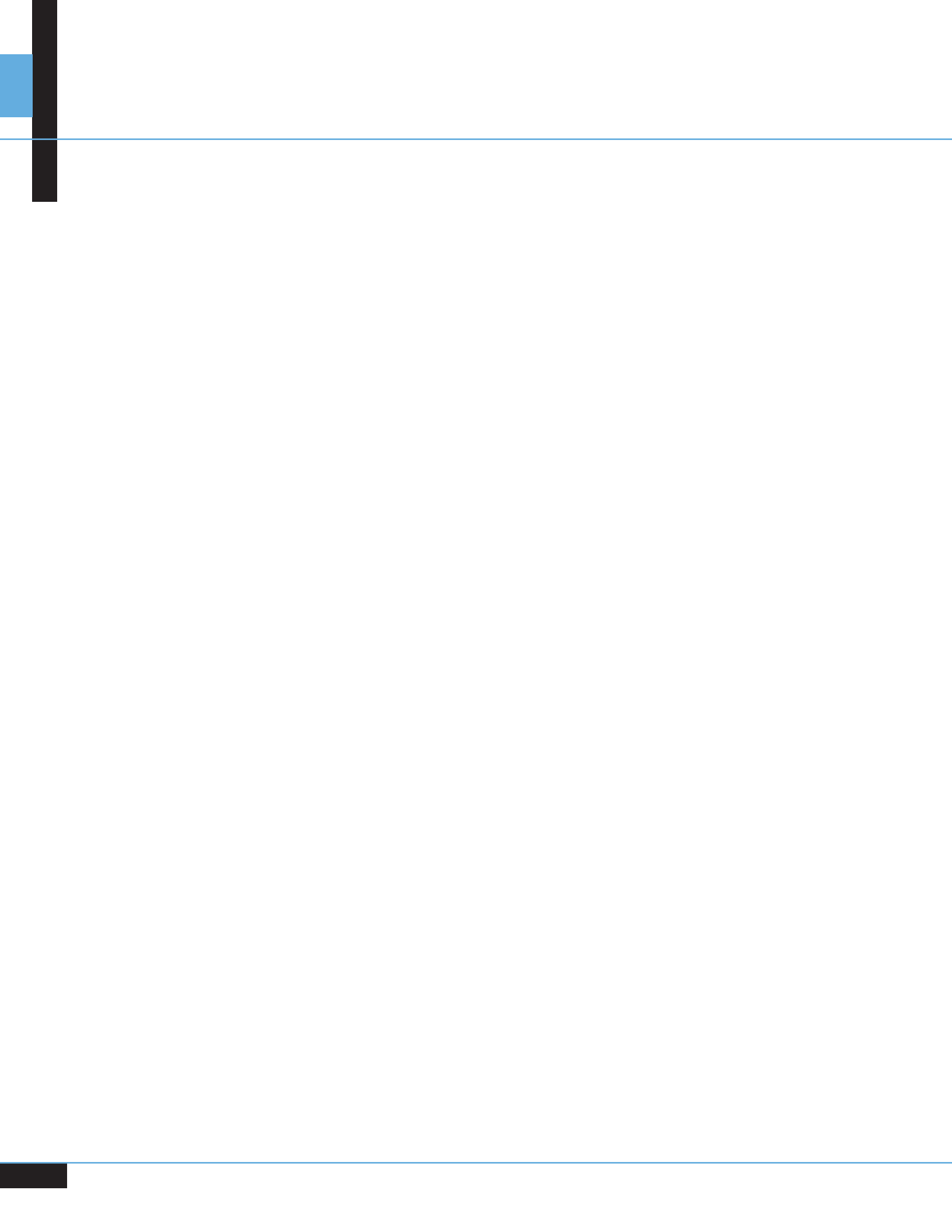
Every day we work to increase highway safety, reduce impaired driving, increase seat belt usage, expand the use of new technologies, gather data, test new programs, test new safety messages, and improve the safety of new vehicles. Quality information is critical to NHTSA's mission of saving lives, and 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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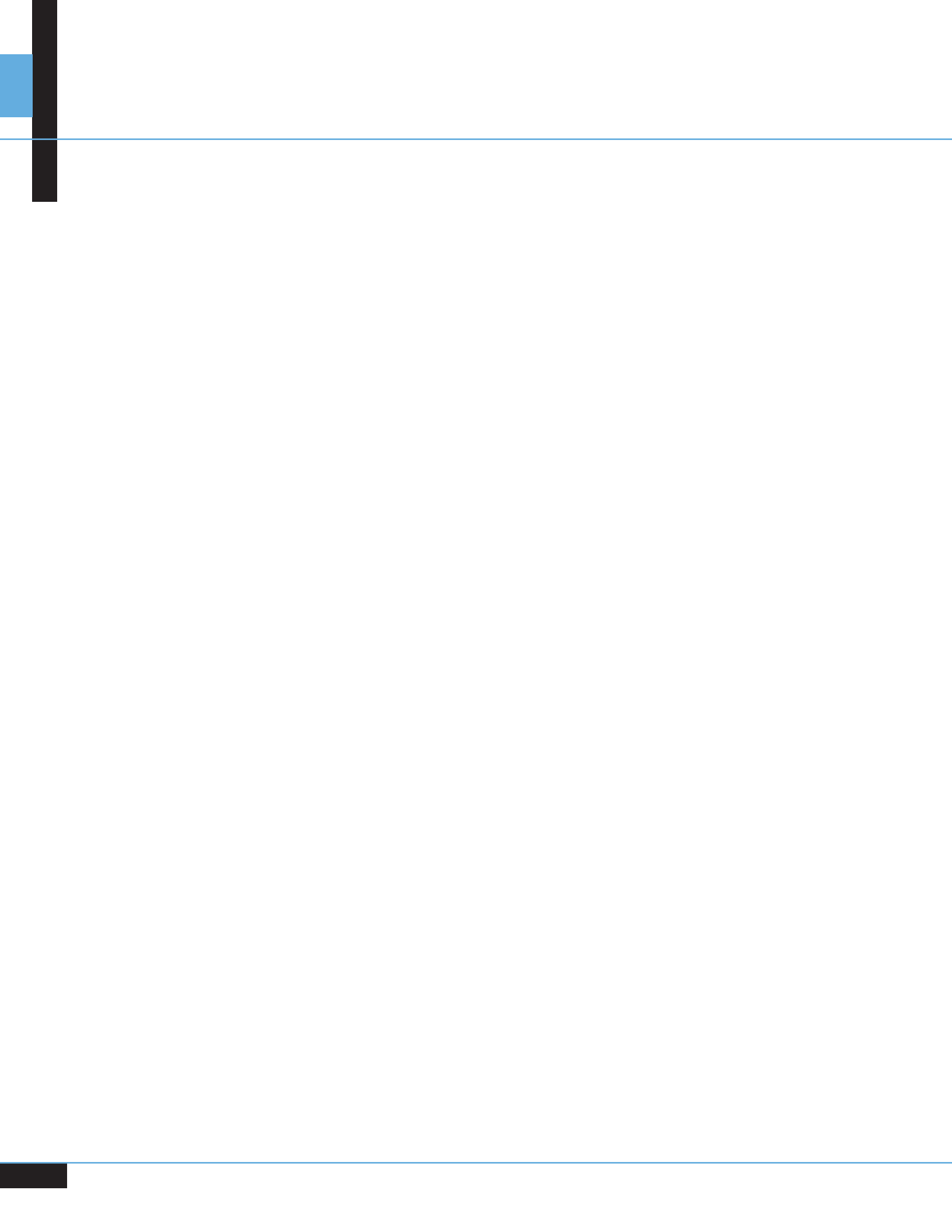
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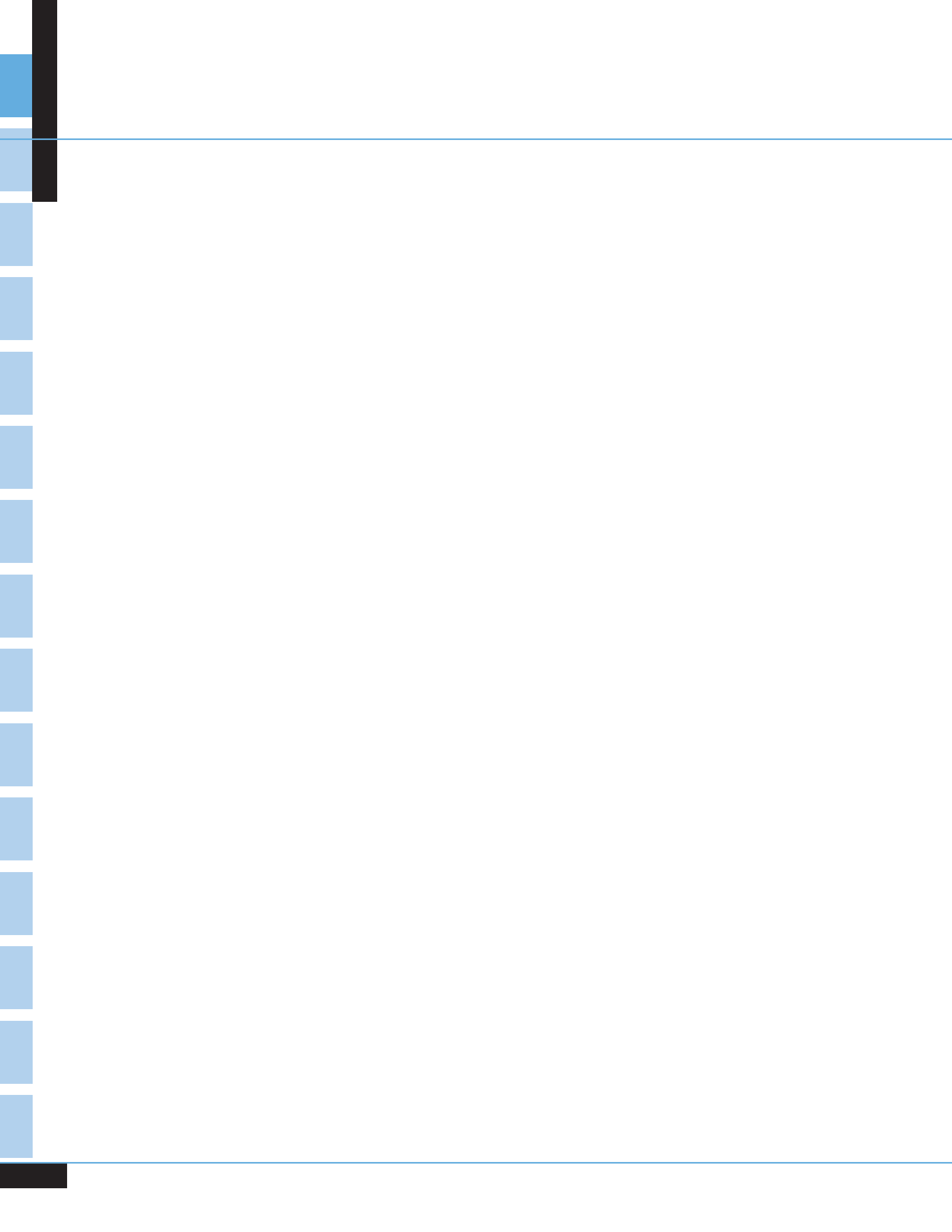


# INTRODUCTION

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.

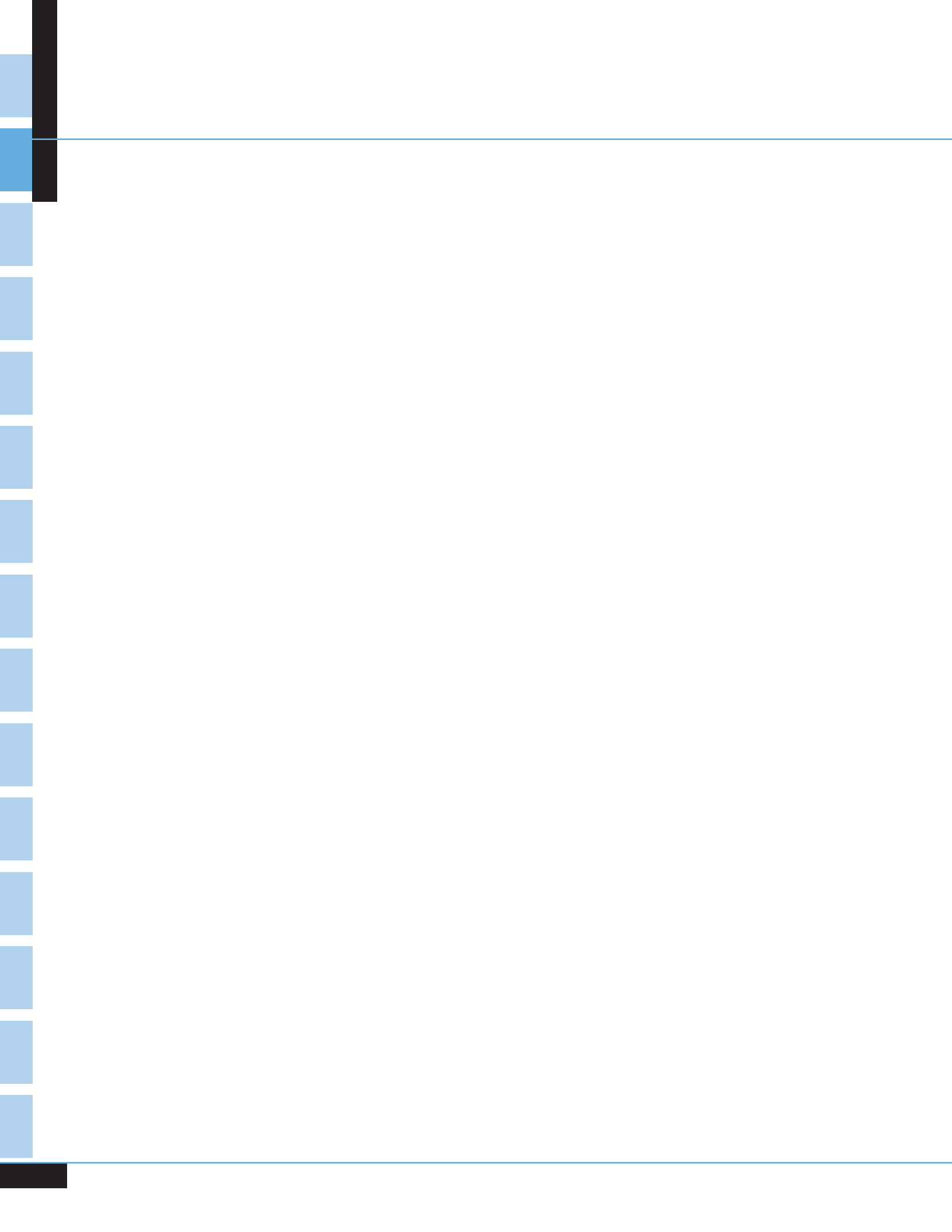
NHTSA has a cooperative agreement with an agency in each State's government to provide information on all qualifying fatal crashes in the State. These agreements are managed by Regional Contracting Officer's Technical Representatives located in the 10 NHTSA Regional Offices. Trained State employees, 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.

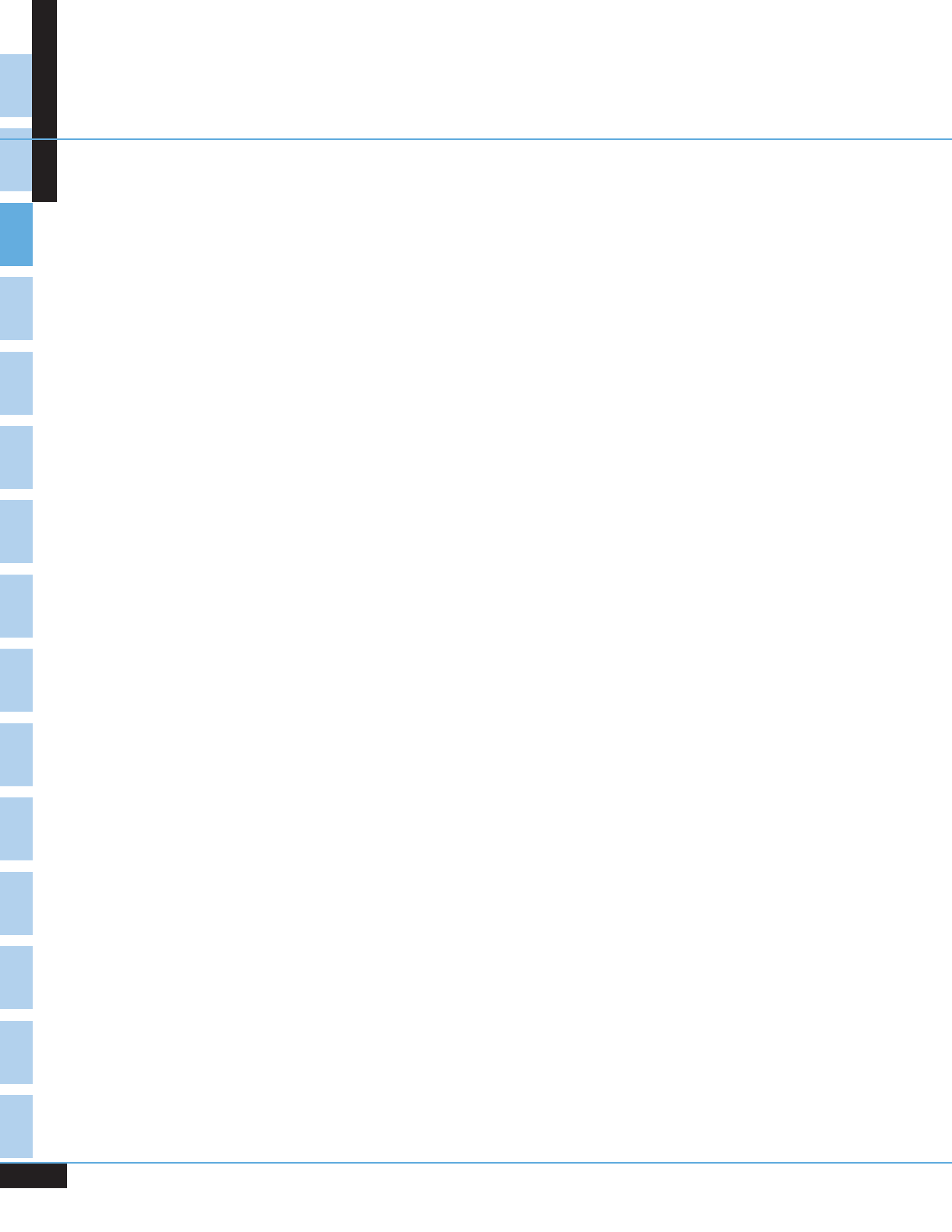




The National Automotive Sampling System (NASS) - General Estimates System (GES) data are obtained from a nationally representative probability sample selected from all police-reported crashes. The system began operation in 1988. To be eligible for the GES sample, a police accident report (PAR) must be 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.

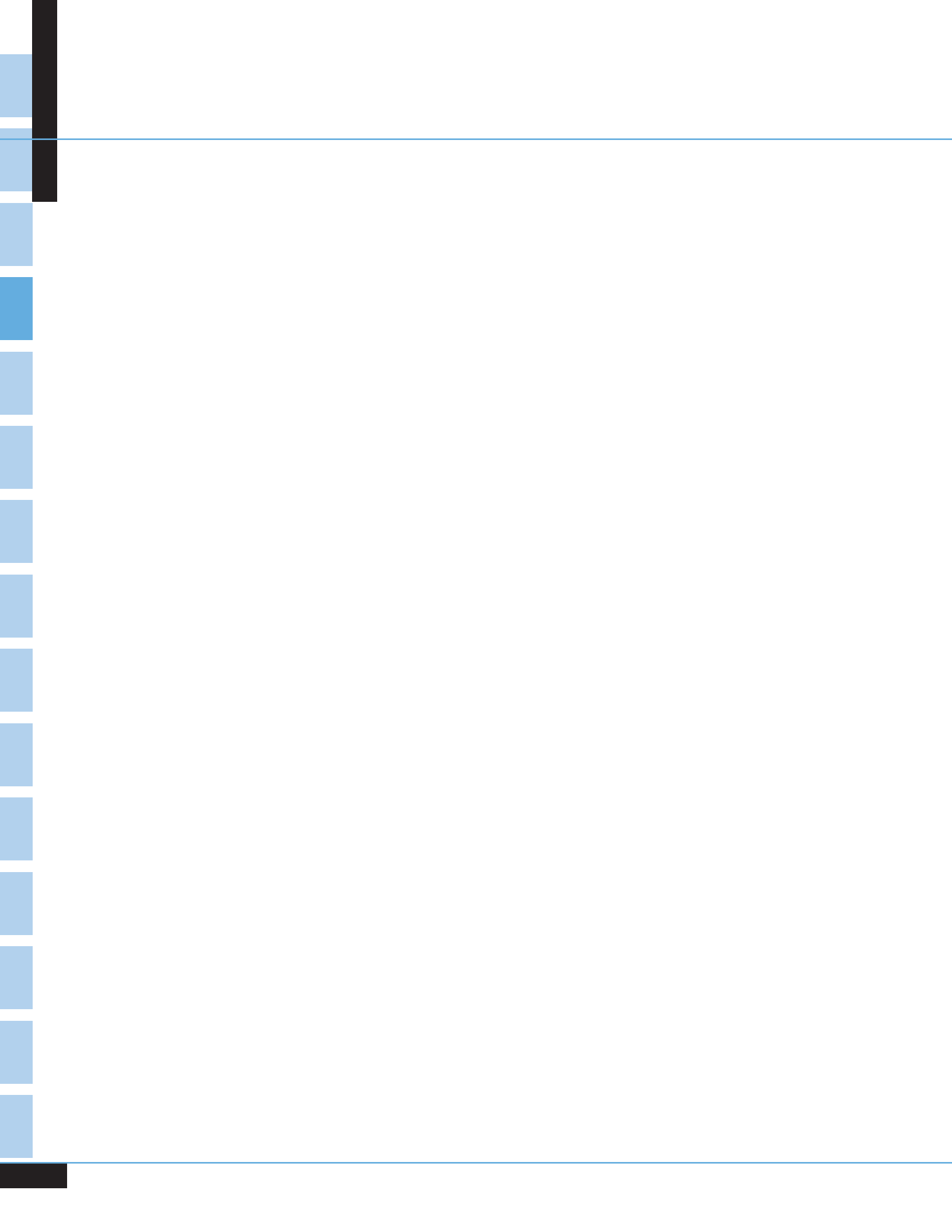


# ABOUT THIS REPORT

**F**atal 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](http://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](http://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](mailto:ncsaweb@dot.gov).



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Chapter 1

# TRENDS



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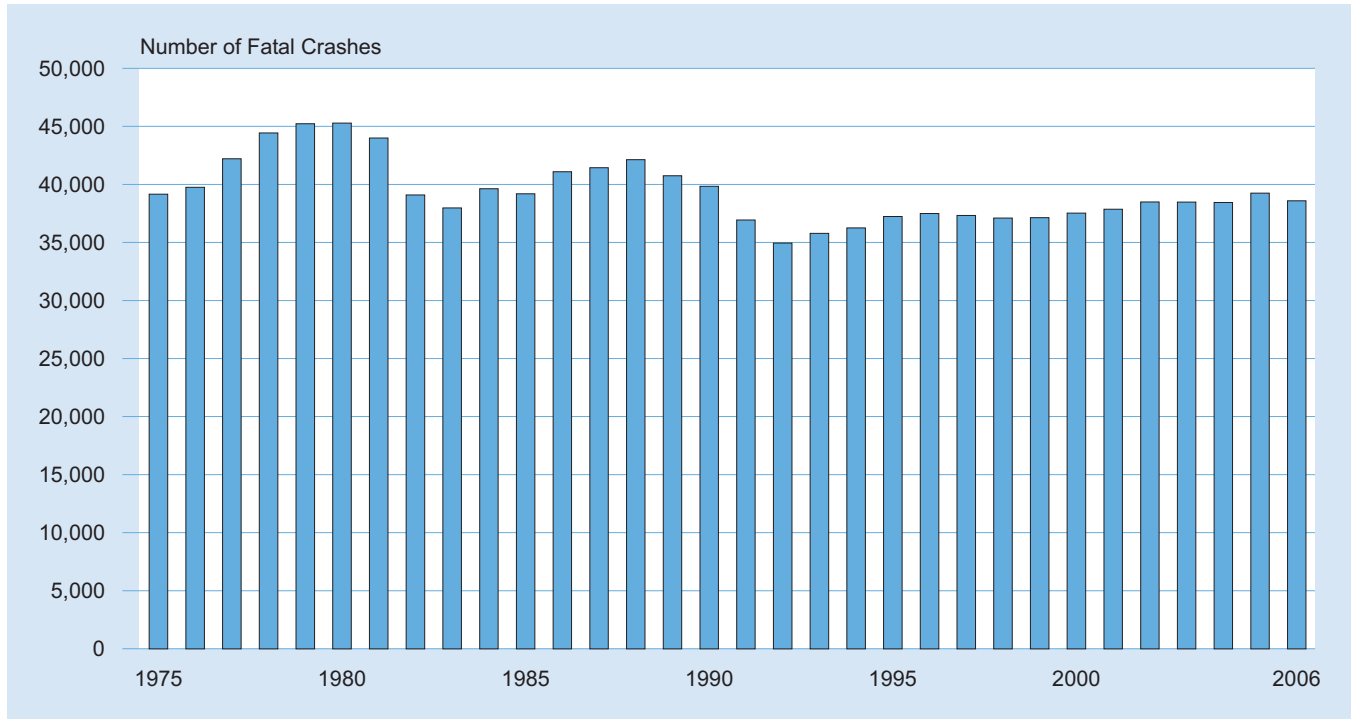


The tables in this chapter present statistics about police-reported motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 2006; however, tables with alcohol data from FARS show data only for the years these data are available—1982 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

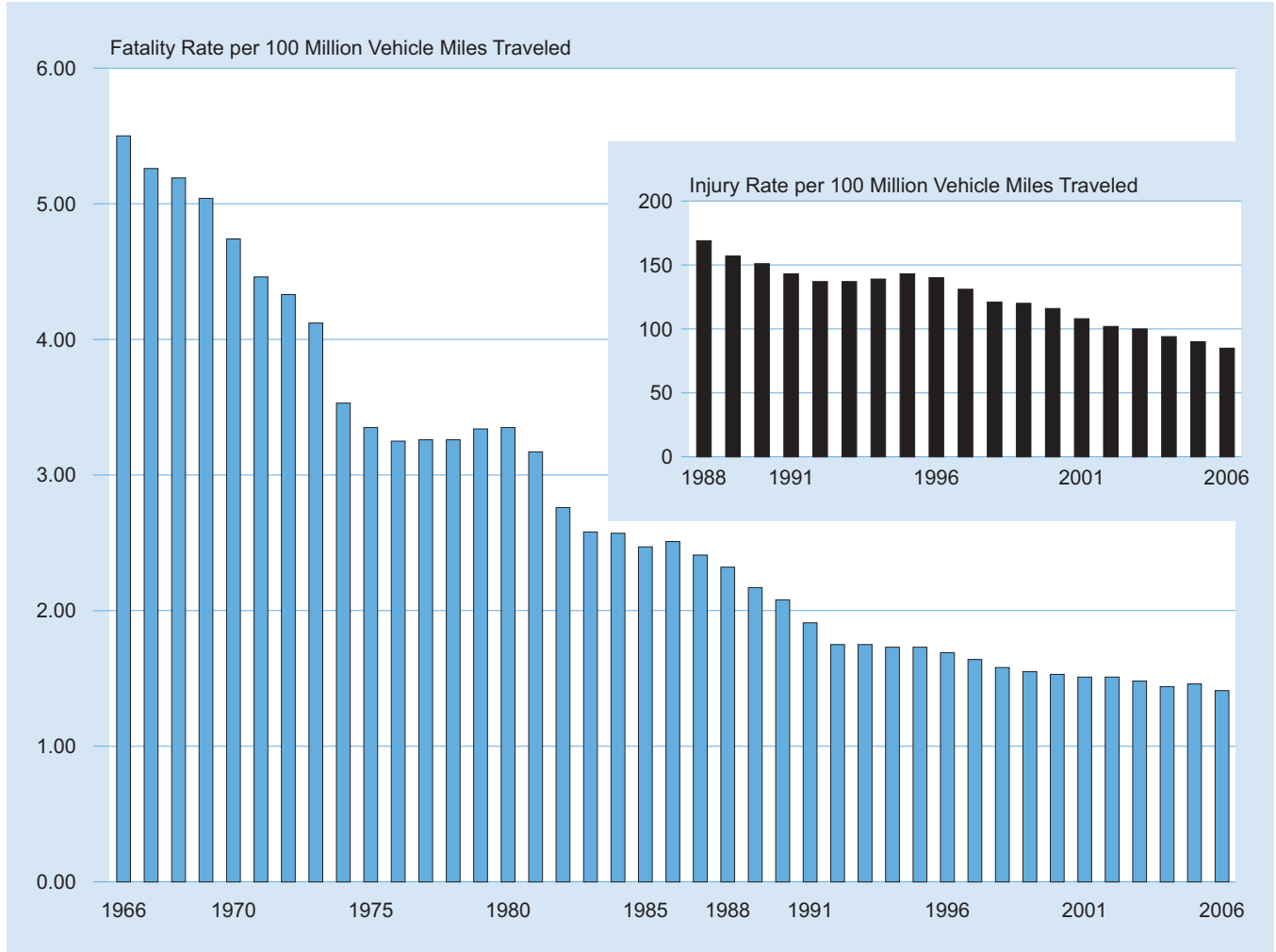
Injured									
Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 Population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 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
<b>Fatal Crashes</b>												
1975	37,897	3.68	40.11	8,636	4.23	41.35	3,977	4.89	74.16	3,265	58.00	65.77
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
<b>Injury Crashes</b>												
1988	3,073,000	222	2,529	683,000	140	1,530	96,000	69	1,562	98,000	974	2,129
1989	2,892,000	204	2,355	727,000	139	1,543	110,000	77	1,770	76,000	732	1,717
1990	2,838,000	199	2,302	729,000	131	1,460	107,000	73	1,730	82,000	854	1,916
1991	2,615,000	185	2,120	789,000	132	1,515	78,000	52	1,264	79,000	856	1,882
1992	2,640,000	184	2,194	758,000	118	1,409	95,000	62	1,567	61,000	642	1,509
1993	2,631,000	182	2,174	843,000	125	1,490	97,000	60	1,585	56,000	565	1,407
1994	2,785,000	191	2,283	912,000	128	1,533	96,000	56	1,452	54,000	526	1,433
1995	2,914,000	197	2,365	1,024,000	137	1,638	84,000	47	1,244	52,000	530	1,331
1996	2,884,000	192	2,314	1,071,000	136	1,636	94,000	51	1,339	51,000	512	1,312
1997	2,736,000	179	2,195	1,064,000	129	1,582	96,000	50	1,349	51,000	501	1,321
1998	2,545,000	164	2,020	1,059,000	123	1,517	89,000	45	1,146	45,000	433	1,148
1999	2,438,000	156	1,921	1,165,000	129	1,593	101,000	50	1,292	46,000	436	1,111
2000	2,396,000	152	1,876	1,209,000	128	1,587	101,000	49	1,253	53,000	509	1,226
2001	2,279,000	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
<b>Property-Damage-Only Crashes</b>												
1988	6,050,000	437	4,979	1,542,000	316	3,458	297,000	215	4,839	21,000	207	453
1989	5,678,000	401	4,625	1,613,000	309	3,421	300,000	210	4,825	20,000	188	441
1990	5,485,000	384	4,450	1,654,000	298	3,314	273,000	187	4,411	20,000	208	467
1991	5,084,000	360	4,122	1,675,000	281	3,217	248,000	166	4,022	25,000	268	589
1992	4,852,000	338	4,031	1,704,000	265	3,165	277,000	181	4,586	10,000	100	236
1993	4,789,000	331	3,956	1,884,000	279	3,331	296,000	185	4,861	17,000	169	420
1994	5,126,000	351	4,202	2,023,000	284	3,401	360,000	212	5,467	13,000	128	349
1995	5,335,000	361	4,329	2,149,000	287	3,437	289,000	162	4,307	13,000	131	329
1996	5,281,000	352	4,238	2,274,000	289	3,475	295,000	161	4,209	14,000	138	355
1997	5,116,000	335	4,104	2,314,000	281	3,439	337,000	176	4,761	10,000	102	268
1998	4,896,000	315	3,887	2,315,000	269	3,317	318,000	162	4,114	9,000	84	222
1999	4,469,000	285	3,523	2,491,000	276	3,406	369,000	182	4,739	10,000	96	246
2000	4,467,000	283	3,497	2,621,000	278	3,441	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.

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**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	
<b>Killed</b>												
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
<b>Injured</b>												
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.

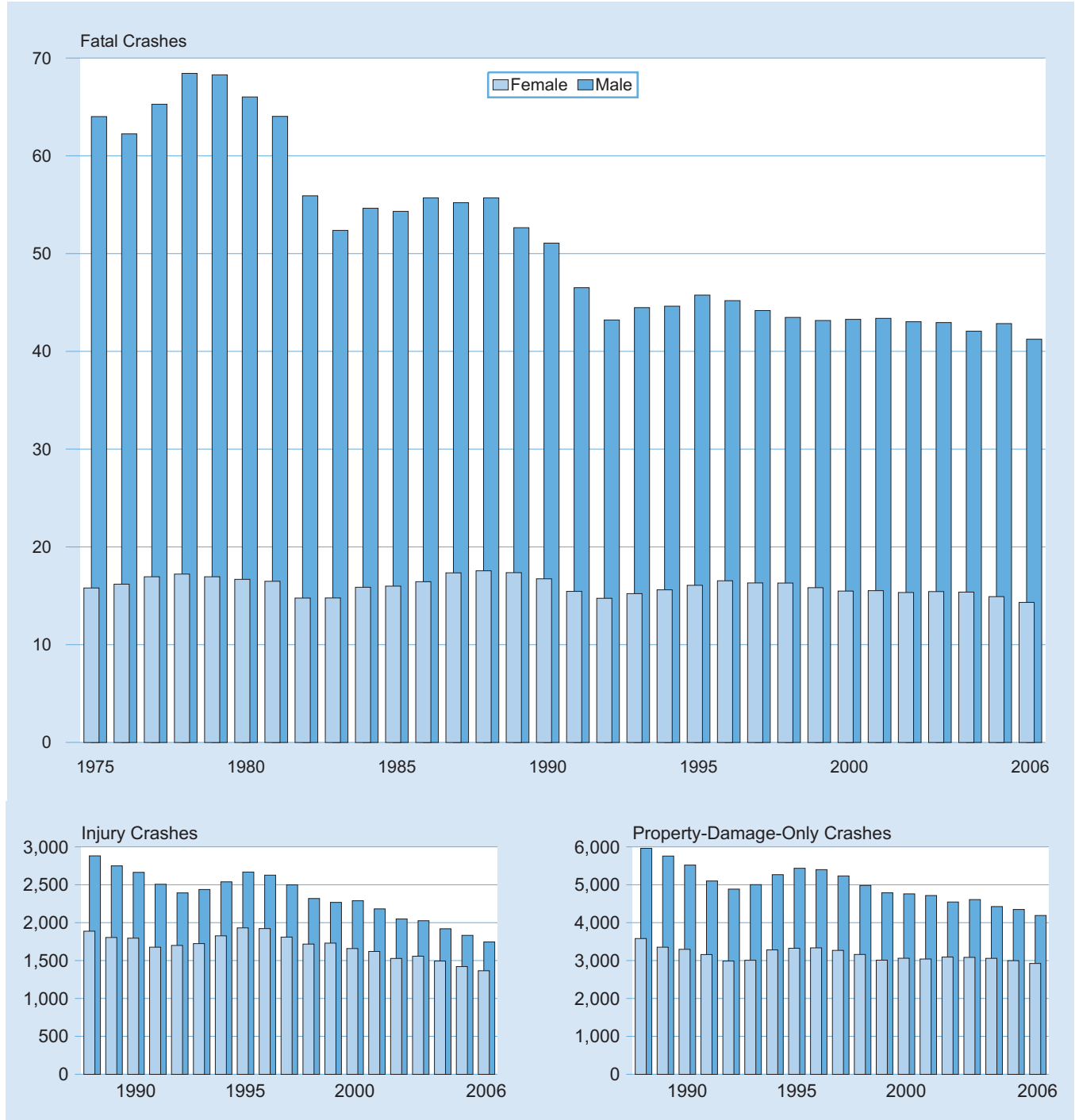
**Table 5**  
**Drivers Involved in Crashes and Involvement Rates per Licensed Driver**  
**by Sex and Crash Severity, 1975-2006**

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			
<b>Drivers in Fatal Crashes</b>									
1975	45,087	70,435	64.01	9,356	59,233	15.80	54,445	129,668	41.99
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
<b>Drivers in Injury Crashes</b>									
1988	2,423,000	84,099	2,881	1,485,000	78,661	1,887	3,907,000	162,760	2,401
1989	2,347,000	85,356	2,749	1,446,000	80,160	1,804	3,793,000	165,516	2,291
1990	2,285,000	85,769	2,664	1,458,000	81,203	1,795	3,743,000	166,972	2,242
1991	2,171,000	86,630	2,506	1,380,000	82,300	1,677	3,551,000	168,930	2,102
1992	2,114,000	88,363	2,392	1,439,000	84,716	1,699	3,553,000	173,079	2,053
1993	2,144,000	87,974	2,437	1,468,000	85,138	1,724	3,612,000	173,112	2,086
1994	2,264,000	89,165	2,539	1,574,000	86,183	1,826	3,838,000	175,347	2,189
1995	2,378,000	89,184	2,667	1,687,000	87,386	1,931	4,066,000	176,570	2,303
1996	2,378,000	90,503	2,627	1,711,000	89,007	1,922	4,089,000	179,510	2,278
1997	2,296,000	91,888	2,499	1,643,000	90,789	1,809	3,939,000	182,677	2,156
1998	2,158,000	93,023	2,319	1,576,000	91,805	1,717	3,734,000	184,828	2,020
1999	2,134,000	94,149	2,267	1,609,000	92,988	1,730	3,743,000	187,137	2,000
2000	2,192,000	95,782	2,289	1,573,000	94,816	1,659	3,765,000	190,598	1,975
2001	2,090,000	95,779	2,182	1,547,000	95,471	1,620	3,637,000	191,250	1,902
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
<b>Drivers in Property-Damage-Only Crashes</b>									
1988	5,013,000	84,099	5,961	2,816,000	78,661	3,580	7,829,000	162,760	4,810
1989	4,915,000	85,356	5,758	2,687,000	80,160	3,352	7,602,000	165,516	4,593
1990	4,733,000	85,769	5,519	2,677,000	81,203	3,296	7,410,000	166,972	4,438
1991	4,419,000	86,630	5,101	2,600,000	82,300	3,159	7,019,000	168,930	4,155
1992	4,316,000	88,363	4,885	2,530,000	84,716	2,987	6,847,000	173,079	3,956
1993	4,402,000	87,974	5,003	2,561,000	85,138	3,008	6,963,000	173,112	4,022
1994	4,695,000	89,165	5,265	2,828,000	86,183	3,282	7,523,000	175,347	4,290
1995	4,847,000	89,184	5,434	2,905,000	87,386	3,325	7,752,000	176,570	4,390
1996	4,888,000	90,503	5,400	2,968,000	89,007	3,335	7,856,000	179,510	4,376
1997	4,808,000	91,888	5,232	2,967,000	90,789	3,268	7,775,000	182,677	4,256
1998	4,634,000	93,023	4,982	2,902,000	91,805	3,162	7,536,000	184,828	4,078
1999	4,509,000	94,149	4,789	2,800,000	92,988	3,011	7,309,000	187,137	3,906
2000	4,559,000	95,782	4,760	2,904,000	94,816	3,062	7,463,000	190,598	3,915
2001	4,518,000	95,779	4,717	2,903,000	95,471	3,041	7,421,000	191,250	3,880
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.

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

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

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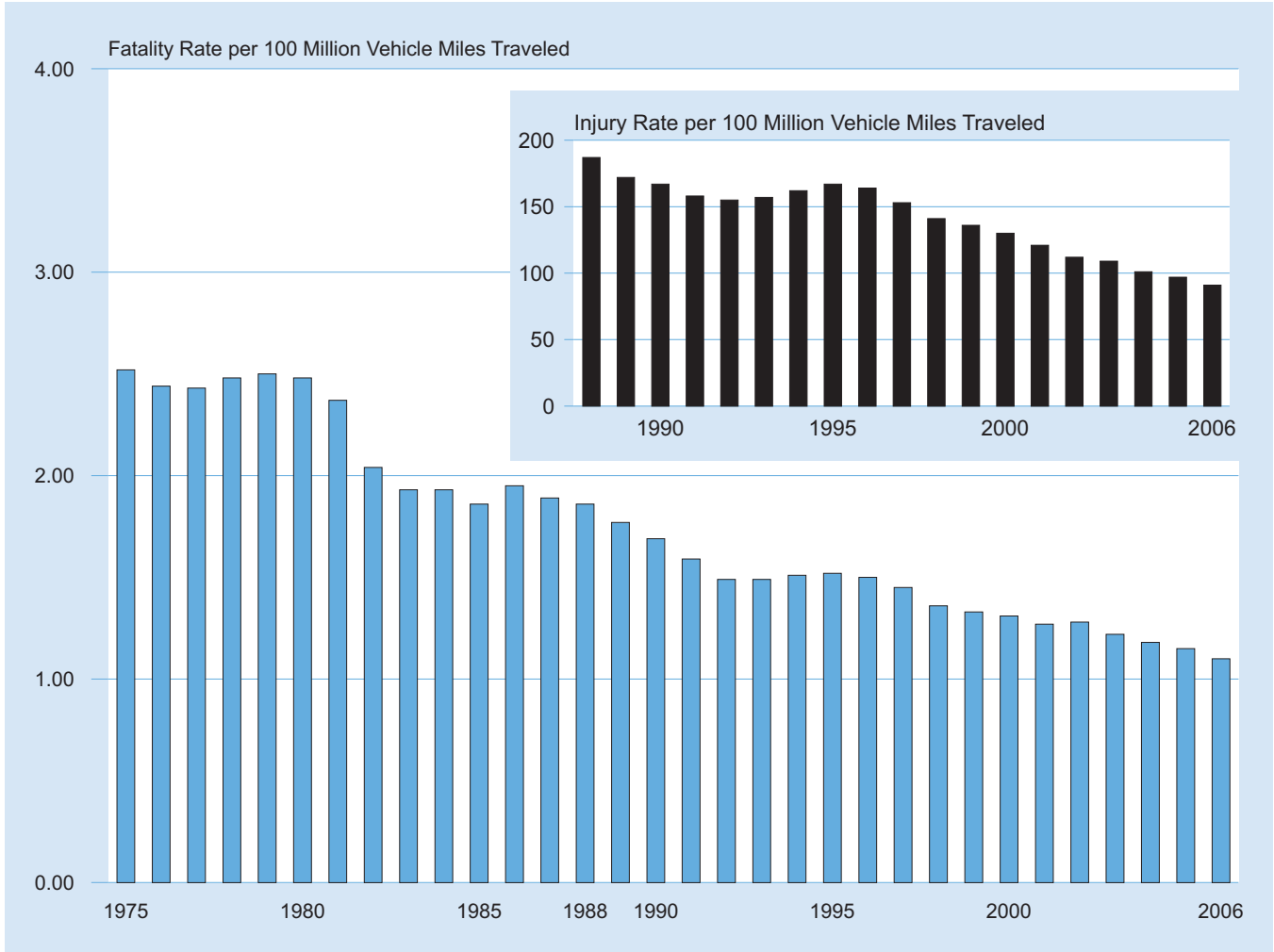
**Table 7**  
**Passenger Car Occupants Killed or Injured and Fatality and Injury Rates**  
**per Registered Vehicle and Vehicle Miles of Travel, 1975-2006**

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**

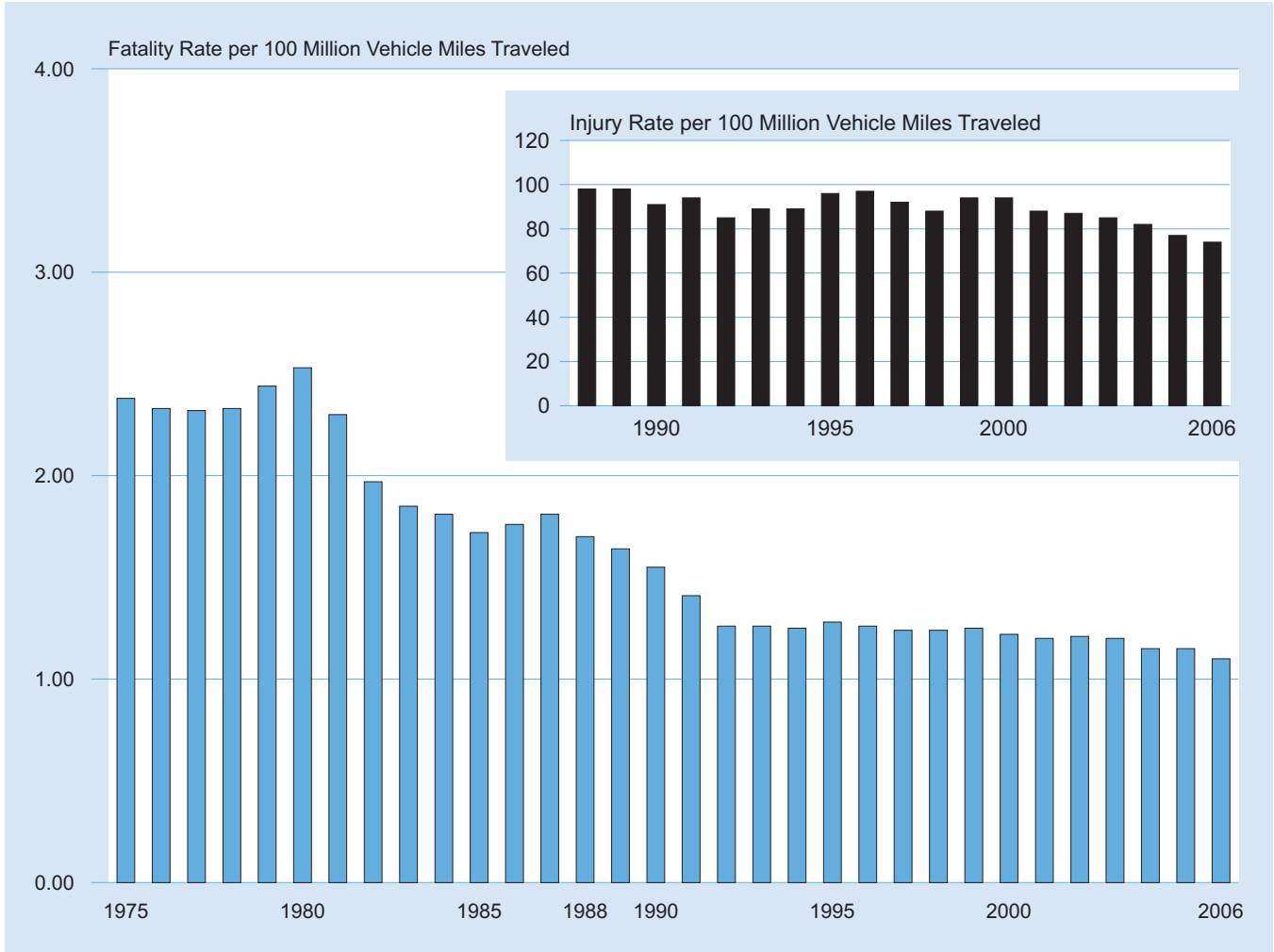
Year	Registered Light Trucks	Vehicle Miles Traveled (Millions)	Light Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million Vehicle Miles Traveled	Light Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million 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**

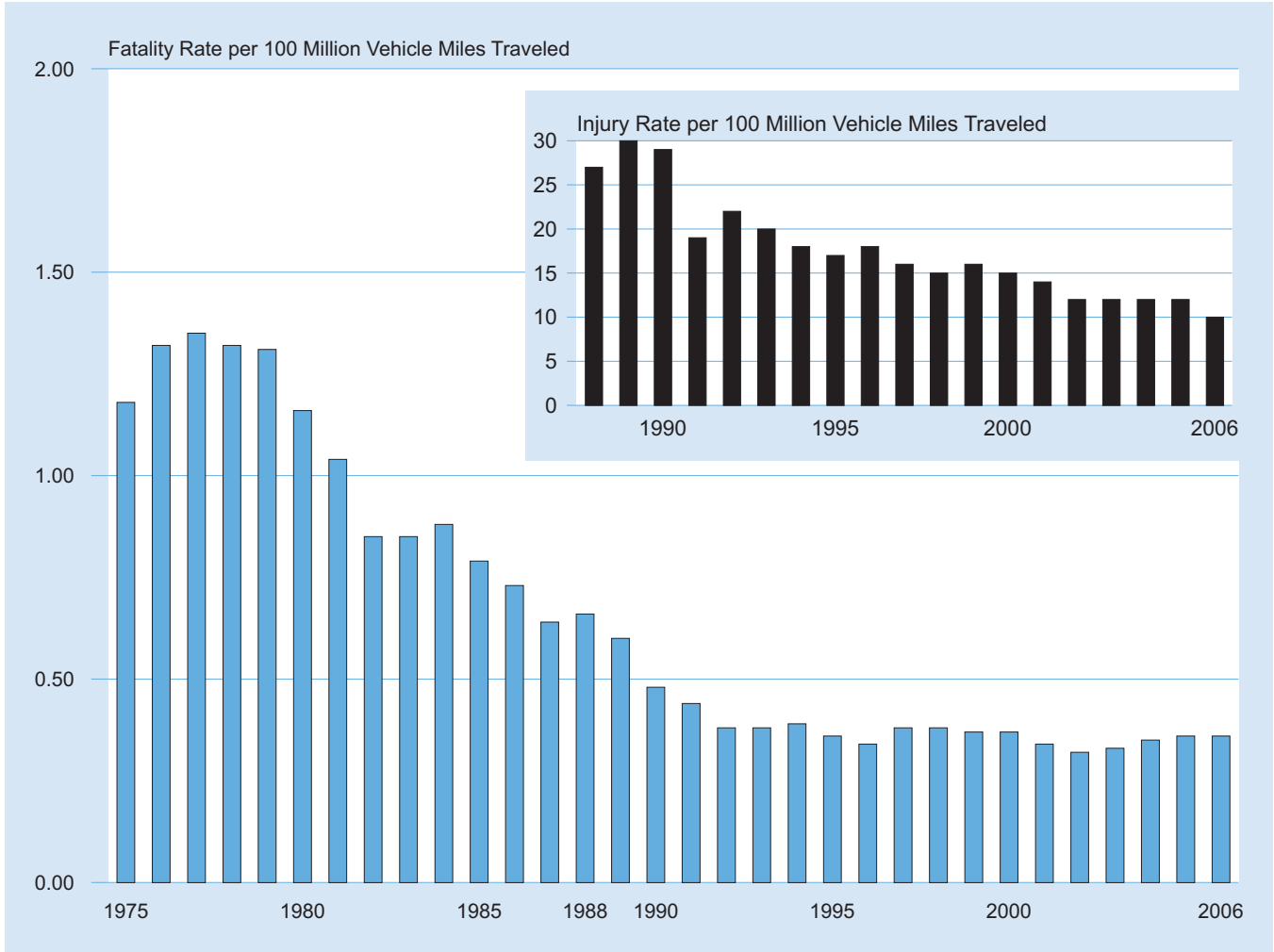
**Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2006**

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**



# Chapter 1 ■ Trends

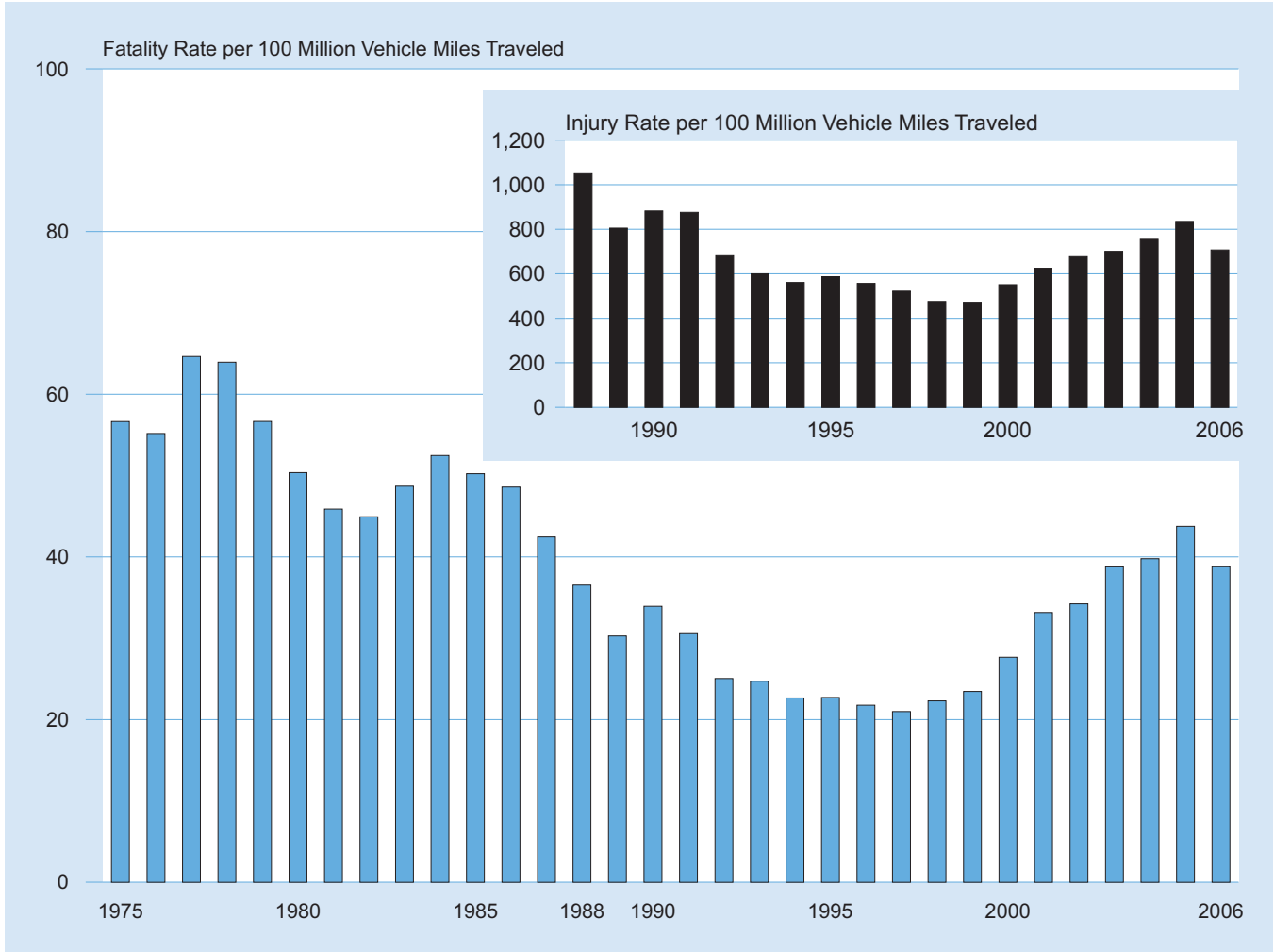
**Table 10**  
**Motorcycle Riders Killed or Injured and Fatality and Injury Rates**  
**per Registered Vehicle and Vehicle Miles of Travel, 1975-2006**

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			
<b>Killed</b>						
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
<b>Injured</b>						
1988	17,000	20,000	37,000	89,000	4,000	130,000
1989	20,000	23,000	43,000	111,000	2,000	156,000
1990	16,000	26,000	42,000	106,000	2,000	150,000
1991	13,000	15,000	28,000	80,000	2,000	110,000
1992	13,000	20,000	34,000	102,000	3,000	139,000
1993	13,000	19,000	32,000	95,000	6,000	133,000
1994	11,000	19,000	30,000	99,000	3,000	133,000
1995	15,000	15,000	30,000	84,000	2,000	117,000
1996	15,000	18,000	33,000	95,000	3,000	130,000
1997	14,000	17,000	31,000	98,000	2,000	131,000
1998	14,000	14,000	29,000	97,000	2,000	127,000
1999	15,000	18,000	33,000	105,000	4,000	142,000
2000	16,000	14,000	31,000	106,000	3,000	140,000
2001	13,000	16,000	29,000	99,000	3,000	131,000
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	
<b>Fatality Rate per 100,000 Population</b>												
1975	3.64	5.99	3.89	3.79	2.98	2.39	2.75	3.17	3.66	6.05	10.76	<b>3.99</b>
1980	2.67	4.68	3.64	4.45	4.34	3.17	2.80	3.39	3.69	5.00	9.89	<b>4.03</b>
1981	2.14	4.44	3.27	4.20	4.18	3.36	2.82	3.22	3.42	4.88	8.74	<b>3.87</b>
1982	2.15	3.89	3.07	4.11	4.27	3.06	3.00	3.05	3.05	4.45	7.41	<b>3.58</b>
1983	2.03	3.69	3.05	3.67	3.83	2.91	2.46	2.80	3.12	3.77	7.37	<b>3.31</b>
1984	1.92	3.61	3.13	3.55	3.63	2.95	2.58	2.93	3.34	4.01	7.64	<b>3.38</b>
1985	2.05	3.67	3.01	3.31	3.38	2.71	2.65	2.69	3.36	3.90	7.35	<b>3.27</b>
1986	1.89	3.58	3.22	3.45	3.54	2.93	2.51	2.98	2.86	3.64	7.34	<b>3.27</b>
1987	1.66	3.63	3.24	3.12	3.39	2.83	2.69	2.88	3.14	3.79	7.20	<b>3.23</b>
1988	1.69	3.65	2.88	2.92	3.37	2.94	2.70	2.77	3.04	3.94	7.70	<b>3.24</b>
1989	1.54	3.06	2.53	2.58	2.90	3.00	2.73	2.61	3.18	3.49	7.10	<b>3.04</b>
1990	1.60	2.65	2.34	2.53	2.84	2.97	2.77	2.63	3.09	3.67	6.97	<b>2.99</b>
1991	1.43	2.40	2.39	2.45	2.86	2.65	2.36	2.44	2.67	3.08	5.93	<b>2.68</b>
1992	1.29	2.25	2.06	2.20	2.21	2.38	2.39	2.41	2.56	3.10	5.42	<b>2.50</b>
1993	1.35	2.19	2.23	2.06	2.25	2.63	2.51	2.25	2.52	2.95	5.47	<b>2.55</b>
1994	1.31	2.20	2.10	2.01	2.22	2.34	2.46	2.35	2.41	2.82	5.50	<b>2.46</b>
1995	1.12	2.02	2.08	2.02	2.38	2.41	2.60	2.38	2.50	2.97	5.21	<b>2.48</b>
1996	1.22	1.87	1.93	1.98	2.38	2.17	2.49	2.40	2.63	2.94	4.76	<b>2.40</b>
1997	0.97	1.73	1.83	2.11	2.15	2.22	2.47	2.39	2.53	2.99	4.57	<b>2.35</b>
1998	0.96	1.42	1.62	1.88	2.12	2.06	2.46	2.41	2.61	2.74	4.68	<b>2.26</b>
1999	0.94	1.45	1.54	1.76	2.01	1.88	2.41	2.26	2.35	2.78	4.14	<b>2.14</b>
2000	0.88	1.17	1.38	1.59	1.75	1.75	2.27	2.28	2.22	2.40	3.81	<b>1.98</b>
2001	0.70	1.06	1.33	1.79	2.00	1.67	2.36	2.38	2.14	2.44	4.08	<b>2.02</b>
2002	0.70	0.94	1.18	1.65	1.70	1.75	2.24	2.37	2.11	2.78	3.65	<b>1.95</b>
2003	0.61	0.88	1.27	1.78	1.76	1.61	2.24	2.23	2.28	2.36	3.50	<b>1.91</b>
2004	0.62	0.87	1.12	1.59	1.83	1.68	2.13	2.39	2.04	2.44	3.49	<b>1.88</b>
2005	0.63	0.77	1.12	1.66	2.09	1.77	2.23	2.58	2.16	2.53	3.50	<b>1.98</b>
2006	0.57	0.79	0.96	1.60	1.97	1.80	2.07	2.61	2.18	2.33	3.25	<b>1.92</b>
<b>Injury Rate per 100,000 Population</b>												
1988	35	178	195	116	117	74	45	38	35	25	45	<b>79</b>
1989	32	179	198	127	96	69	53	43	42	33	39	<b>79</b>
1990	34	139	181	128	109	76	52	37	26	29	38	<b>75</b>
1991	26	138	157	96	91	70	41	37	31	31	29	<b>66</b>
1992	33	120	165	93	98	57	45	35	29	30	27	<b>63</b>
1993	27	116	170	93	95	66	49	45	26	27	38	<b>66</b>
1994	24	112	151	119	88	60	47	36	33	24	29	<b>63</b>
1995	33	104	160	93	87	62	52	27	22	30	26	<b>62</b>
1996	31	91	156	87	80	57	38	36	26	26	22	<b>57</b>
1997	27	93	132	75	67	51	50	34	29	29	22	<b>55</b>
1998	19	77	121	70	68	49	40	33	25	21	17	<b>48</b>
1999	20	85	129	70	58	56	38	38	26	27	22	<b>51</b>
2000	18	99	91	65	71	50	41	30	29	21	20	<b>48</b>
2001	17	64	106	75	52	45	38	35	30	29	18	<b>46</b>
2002	16	60	93	62	37	54	40	29	35	26	20	<b>44</b>
2003	15	59	93	63	49	46	42	32	26	24	21	<b>43</b>
2004	18	55	83	60	52	41	39	35	22	22	18	<b>40</b>
2005	16	61	79	69	59	33	28	35	37	22	16	<b>40</b>
2006	11	37	73	68	41	36	35	33	35	24	19	<b>37</b>

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

# Chapter 1 ■ Trends

**Table 13**

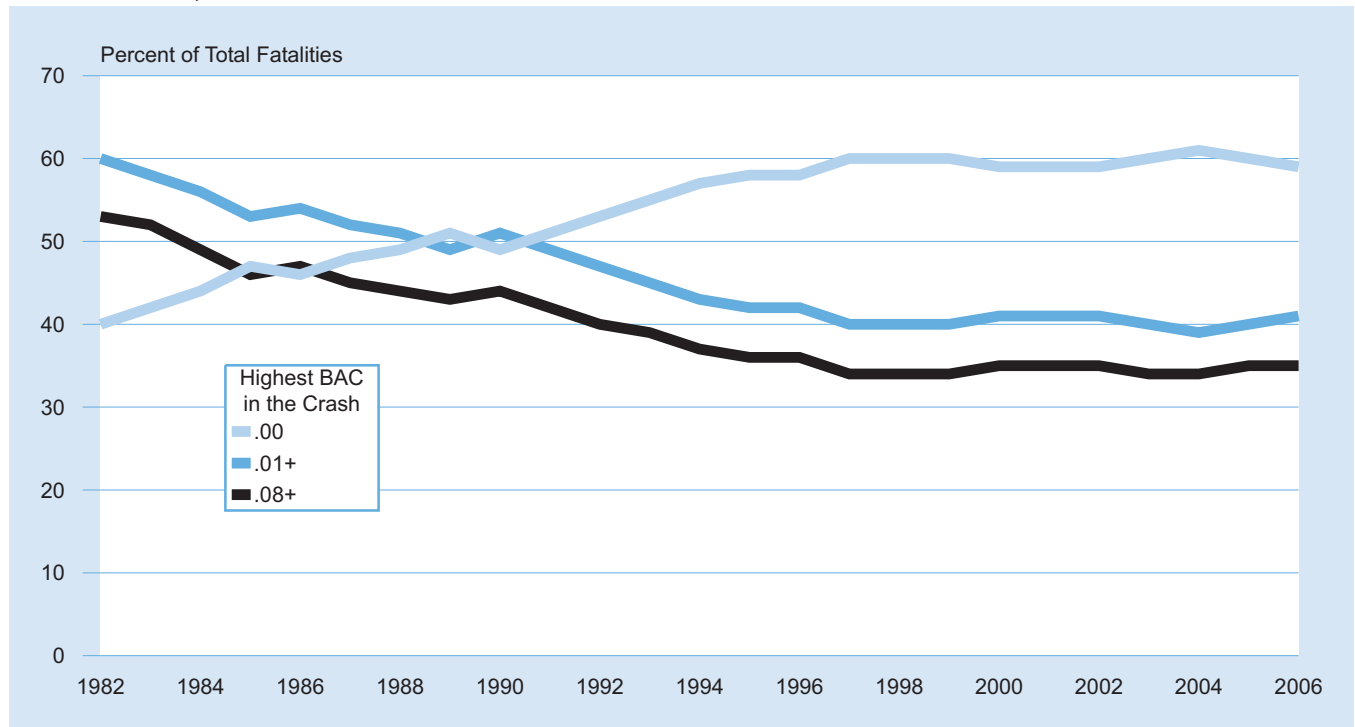
**Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-2006**

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

\*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.

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

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

\*\*\*No data available.

# Chapter 1 ■ Trends

**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

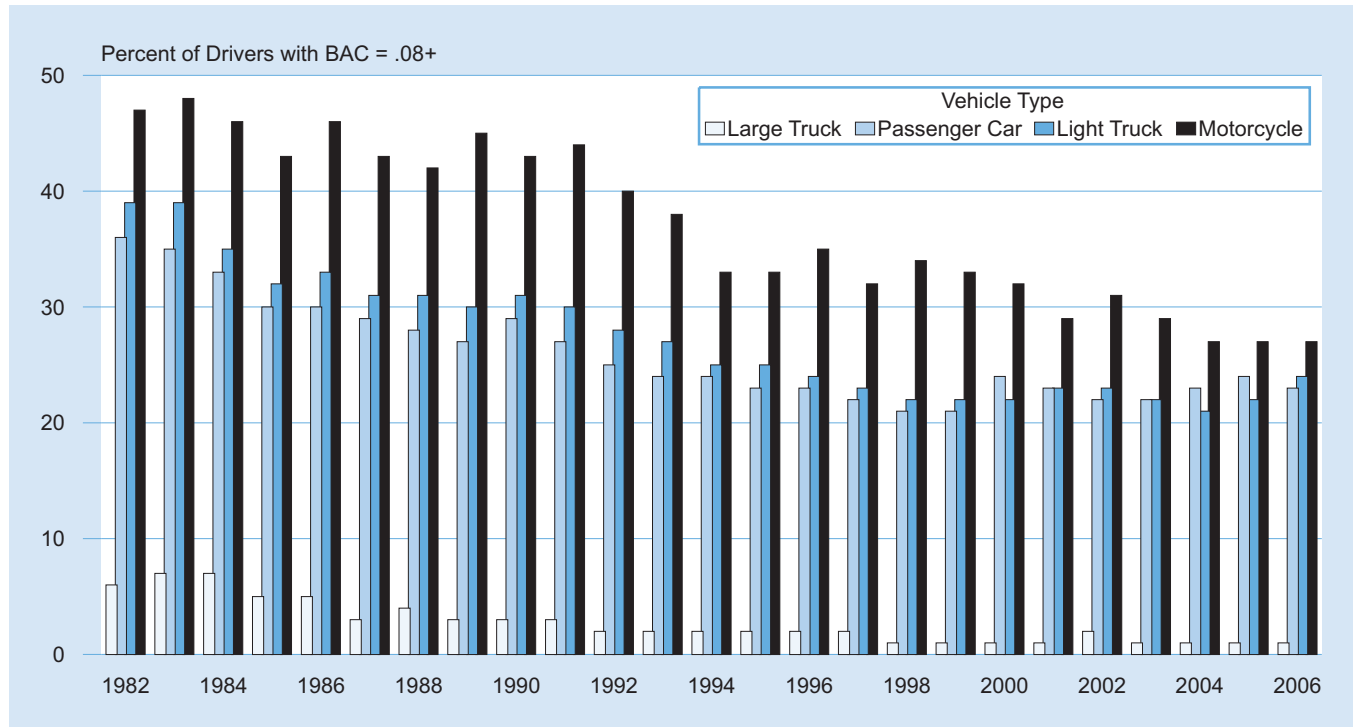
Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**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**



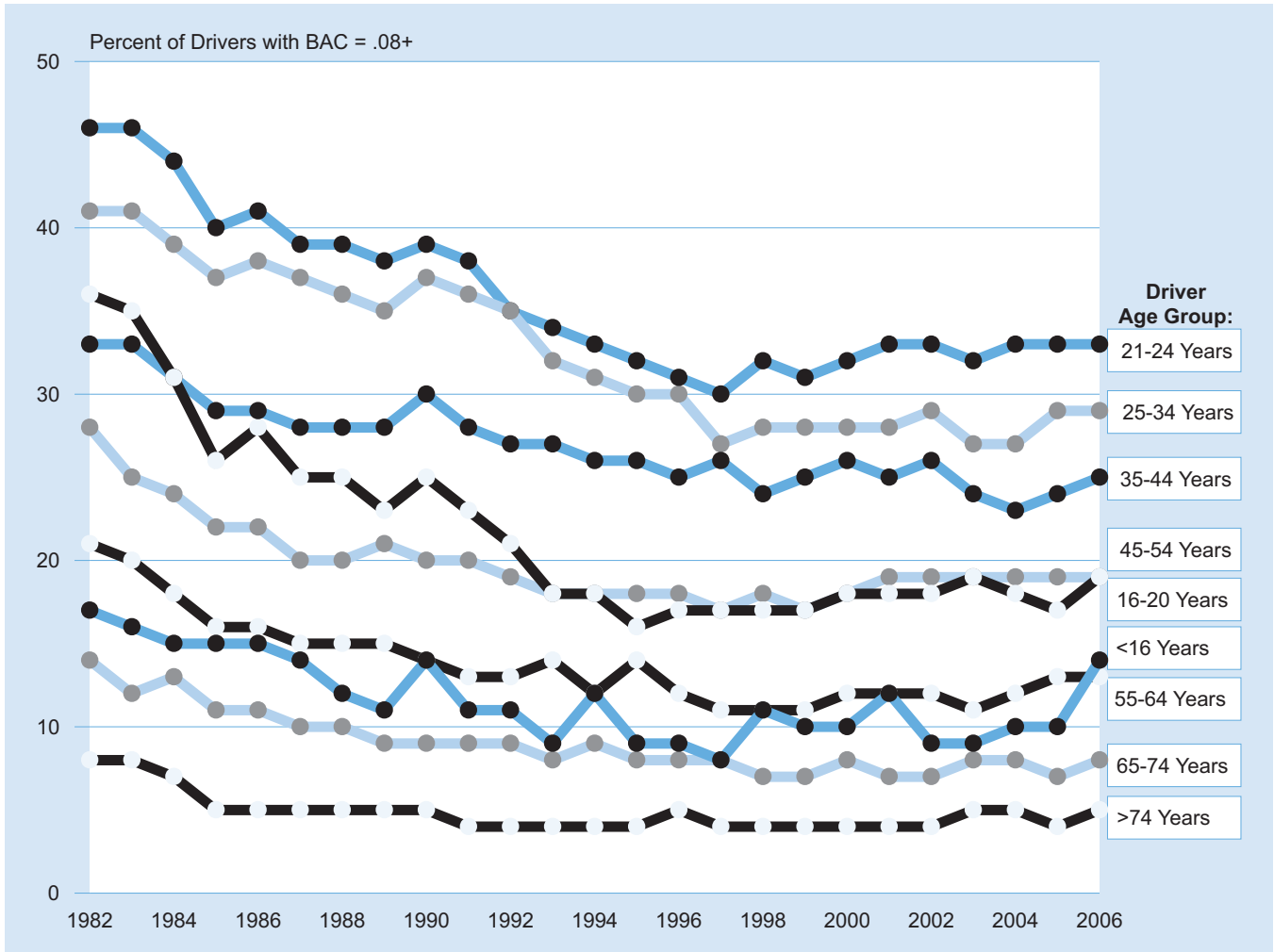
# Chapter 1 ■ Trends

**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
<b>Drivers in Fatal Crashes</b>								
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
<b>Drivers in Injury Crashes</b>								
1988	2,313,000	62.1	802,000	21.5	609,000	16.4	3,724,000	100.0
1989	2,267,000	62.8	749,000	20.8	592,000	16.4	3,607,000	100.0
1990	2,290,000	64.4	703,000	19.8	563,000	15.8	3,556,000	100.0
1991	2,308,000	68.0	581,000	17.1	505,000	14.9	3,394,000	100.0
1992	2,420,000	71.5	476,000	14.0	490,000	14.5	3,386,000	100.0
1993	2,557,000	73.8	435,000	12.6	475,000	13.7	3,467,000	100.0
1994	2,856,000	77.4	418,000	11.3	416,000	11.3	3,690,000	100.0
1995	3,118,000	79.3	388,000	9.9	425,000	10.8	3,931,000	100.0
1996	3,136,000	79.4	366,000	9.3	445,000	11.3	3,947,000	100.0
1997	3,003,000	79.1	339,000	8.9	452,000	11.9	3,794,000	100.0
1998	2,863,000	79.5	309,000	8.6	428,000	11.9	3,600,000	100.0
1999	2,897,000	80.5	293,000	8.1	409,000	11.4	3,598,000	100.0
2000	2,959,000	82.2	252,000	7.0	390,000	10.8	3,600,000	100.0
2001	2,882,000	82.5	234,000	6.7	376,000	10.8	3,491,000	100.0
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
<b>Drivers in Property-Damage-Only Crashes</b>								
1988	4,517,000	60.4	1,200,000	16.0	1,763,000	23.6	7,481,000	100.0
1989	4,531,000	62.6	1,015,000	14.0	1,691,000	23.4	7,237,000	100.0
1990	4,499,000	63.4	978,000	13.8	1,616,000	22.8	7,094,000	100.0
1991	4,516,000	67.2	712,000	10.6	1,490,000	22.2	6,718,000	100.0
1992	4,671,000	71.6	508,000	7.8	1,344,000	20.6	6,523,000	100.0
1993	4,986,000	75.0	451,000	6.8	1,209,000	18.2	6,646,000	100.0
1994	5,534,000	77.7	392,000	5.5	1,198,000	16.8	7,124,000	100.0
1995	5,914,000	79.3	356,000	4.8	1,184,000	15.9	7,454,000	100.0
1996	5,960,000	79.2	328,000	4.4	1,241,000	16.5	7,529,000	100.0
1997	5,841,000	78.9	311,000	4.2	1,255,000	16.9	7,406,000	100.0
1998	5,720,000	79.6	268,000	3.7	1,199,000	16.7	7,187,000	100.0
1999	5,637,000	81.3	236,000	3.4	1,058,000	15.3	6,932,000	100.0
2000	5,846,000	82.7	173,000	2.4	1,050,000	14.9	7,069,000	100.0
2001	5,897,000	83.6	161,000	2.3	1,000,000	14.2	7,058,000	100.0
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
<b>Occupants Killed</b>								
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
<b>Occupants Injured</b>								
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.



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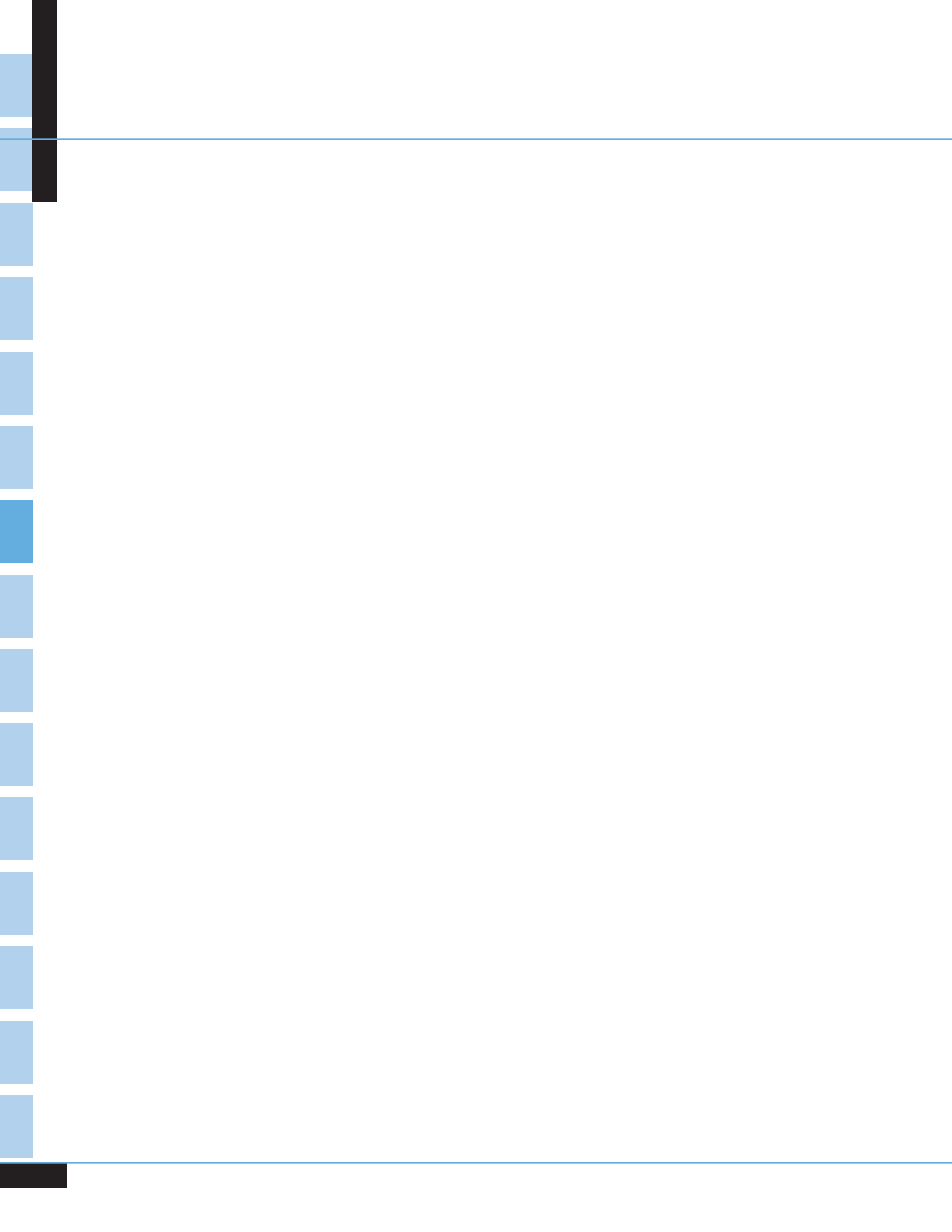
Chapter 2

# CRASHES



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

\*Crashes per 100 million vehicle miles traveled.

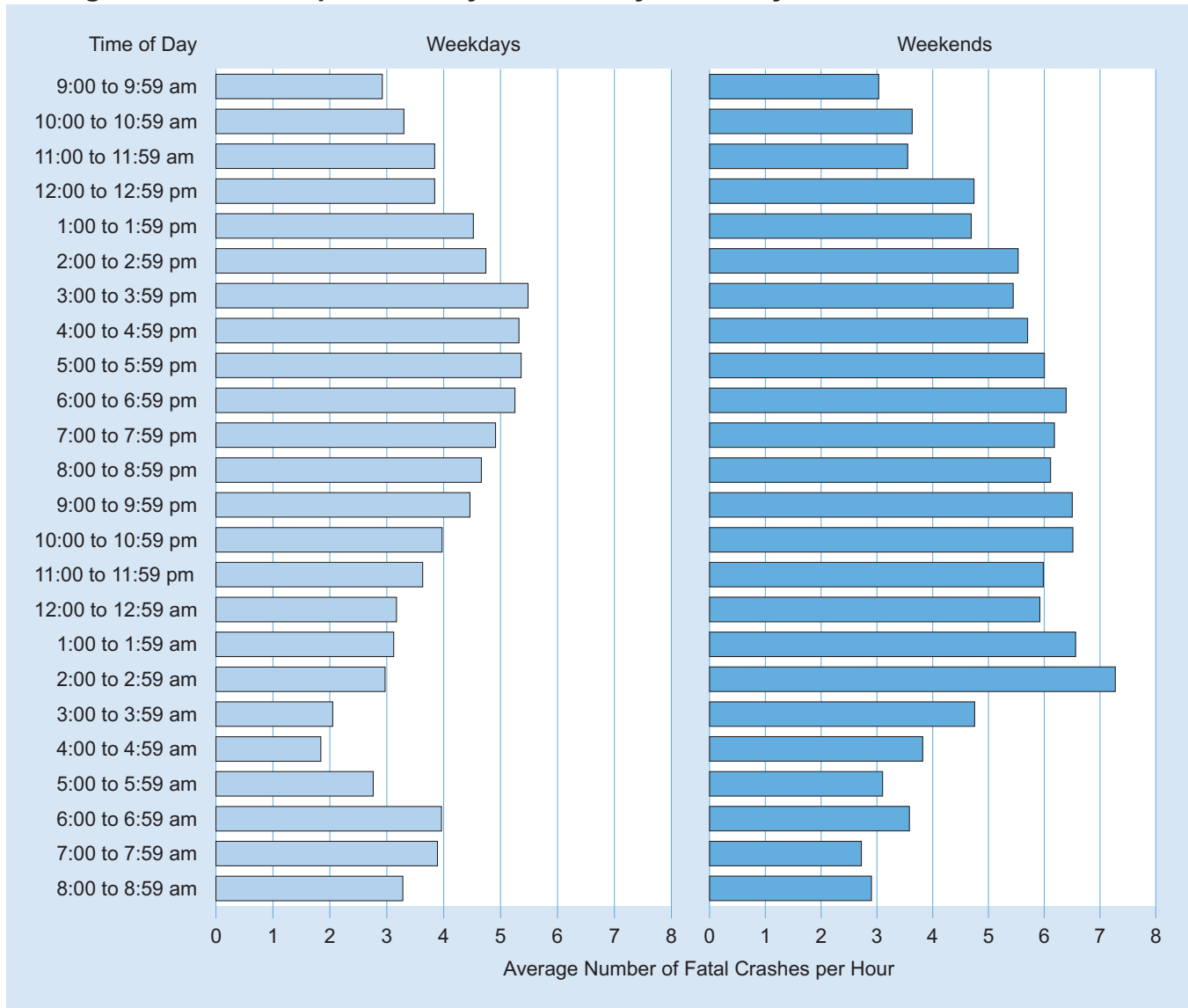
Sources: Monthly vehicle miles traveled (VMT), Federal Highway Administration, *Traffic Volume Trends, October 2007*; total VMT, Federal Highway Administration, *Highway Statistics 2006*.

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

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

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

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

## Chapter 2 ■ Crashes

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

Response Time (Minutes)	Time of Crash to EMS Notification		EMS Notification to EMS Arrival		EMS Arrival at Scene to Hospital Arrival		Time of Crash to Hospital Arrival	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Rural Fatal Crashes</b>								
0 to 10	10,188	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
<b>Total*</b>	<b>11,951</b>	<b>100.0</b>	<b>11,856</b>	<b>100.0</b>	<b>5,238</b>	<b>100.0</b>	<b>5,094</b>	<b>100.0</b>
<b>Urban Fatal Crashes</b>								
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
<b>Total*</b>	<b>8,542</b>	<b>100.0</b>	<b>7,940</b>	<b>100.0</b>	<b>3,597</b>	<b>100.0</b>	<b>3,592</b>	<b>100.0</b>

\*Includes crashes for which both times were known.



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

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

## Chapter 2 ■ Crashes

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

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

## Chapter 2 ■ Crashes

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

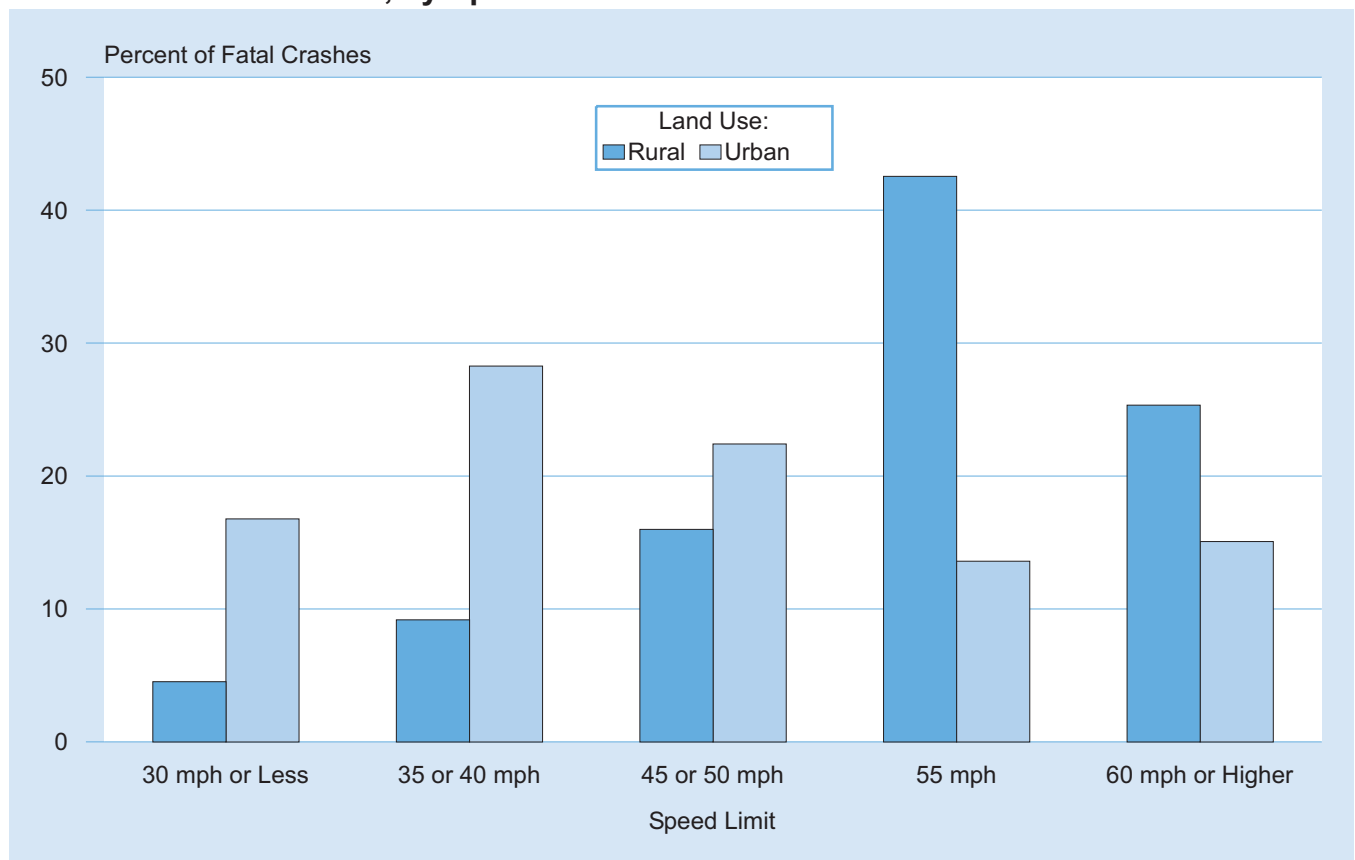
Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
30 mph or less	2,813	12.4	1,051	6.6	<b>3,864</b>	<b>10.0</b>
35 or 40 mph	4,184	18.4	2,697	17.0	<b>6,881</b>	<b>17.8</b>
45 or 50 mph	3,952	17.4	3,361	21.2	<b>7,313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

# 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	<b>3,864</b>	<b>100.0</b>
35 or 40 mph	1,903	27.7	4,806	69.8	172	2.5	<b>6,881</b>	<b>100.0</b>
45 or 50 mph	3,314	45.3	3,811	52.1	188	2.6	<b>7,313</b>	<b>100.0</b>
55 mph	8,821	77.9	2,311	20.4	189	1.7	<b>11,321</b>	<b>100.0</b>
60 mph or higher	5,252	66.7	2,562	32.5	63	0.8	<b>7,877</b>	<b>100.0</b>
No Statutory Limit	75	73.5	24	23.5	3	2.9	<b>102</b>	<b>100.0</b>
Unknown	431	35.0	635	51.6	164	13.3	<b>1,230</b>	<b>100.0</b>
<b>Total</b>	<b>20,734</b>	<b>53.7</b>	<b>17,001</b>	<b>44.1</b>	<b>853</b>	<b>2.2</b>	<b>38,588</b>	<b>100.0</b>

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



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

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

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

\*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
<b>Fatal Crashes (Total = 13,360)</b>						
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
<b>Injury Crashes (Total = 1,021,000)</b>						
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	*	*
<b>Property-Damage-Only Crashes (Total =2,723,000)</b>						
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**

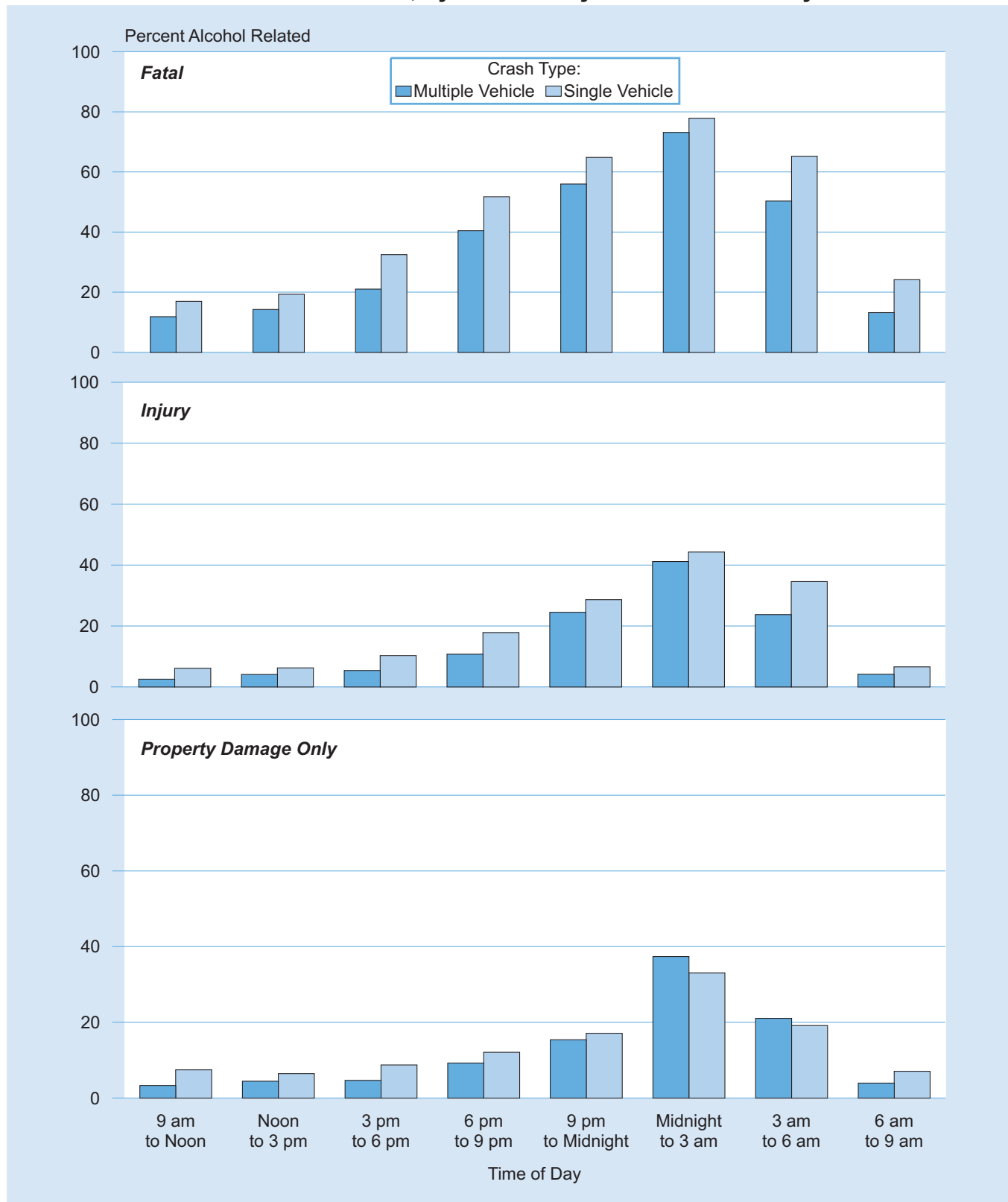
Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related
<b>Fatal Crashes*</b>									
Midnight to 3 am	3,870	3,014	78	1,156	845	73	5,026	3,859	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
<b>Total</b>	<b>22,711</b>	<b>11,180</b>	<b>49</b>	<b>15,877</b>	<b>4,766</b>	<b>30</b>	<b>38,588</b>	<b>15,945</b>	<b>41</b>
<b>Injury Crashes**</b>									
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
<b>Total</b>	<b>542,000</b>	<b>96,000</b>	<b>18</b>	<b>1,204,000</b>	<b>95,000</b>	<b>8</b>	<b>1,746,000</b>	<b>191,000</b>	<b>11</b>
<b>Property-Damage-Only Crashes**</b>									
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
<b>Total</b>	<b>1,265,000</b>	<b>169,000</b>	<b>13</b>	<b>2,924,000</b>	<b>187,000</b>	<b>6</b>	<b>4,189,000</b>	<b>355,000</b>	<b>8</b>

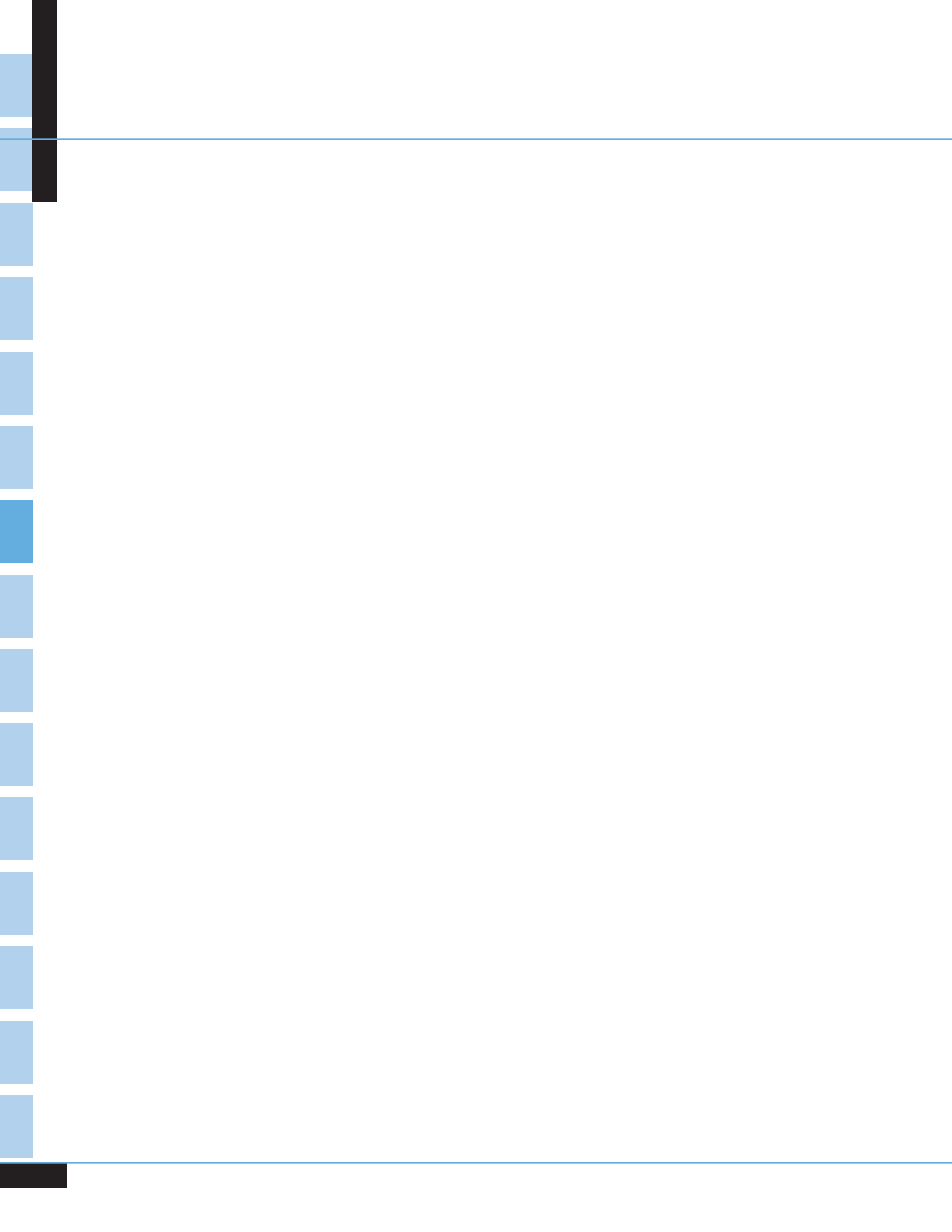
\*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or higher.

\*\*Police-reported alcohol involvement.



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





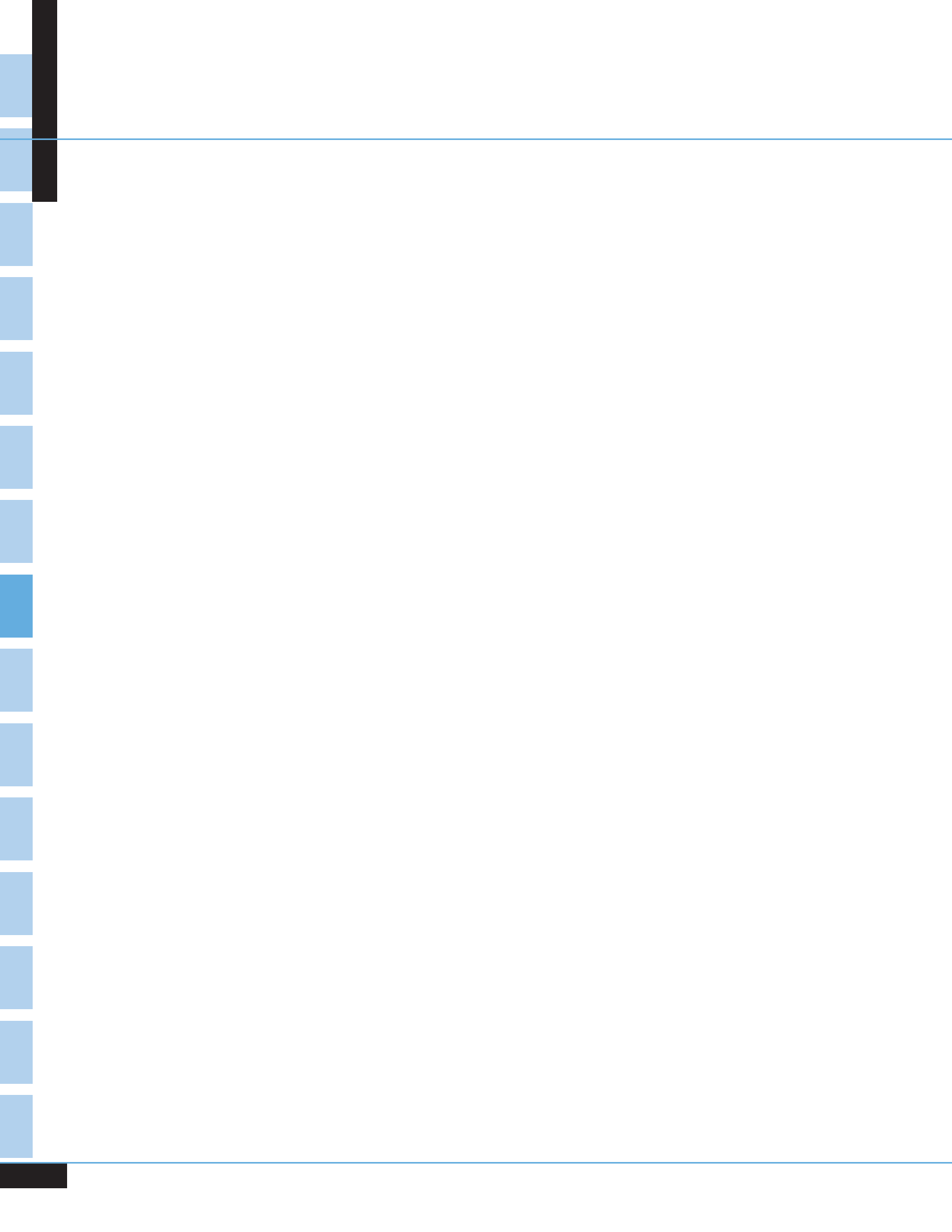
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Chapter 3

# VEHICLES



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## CHAPTER 3 ■ VEHICLES

**S**tatistics 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).

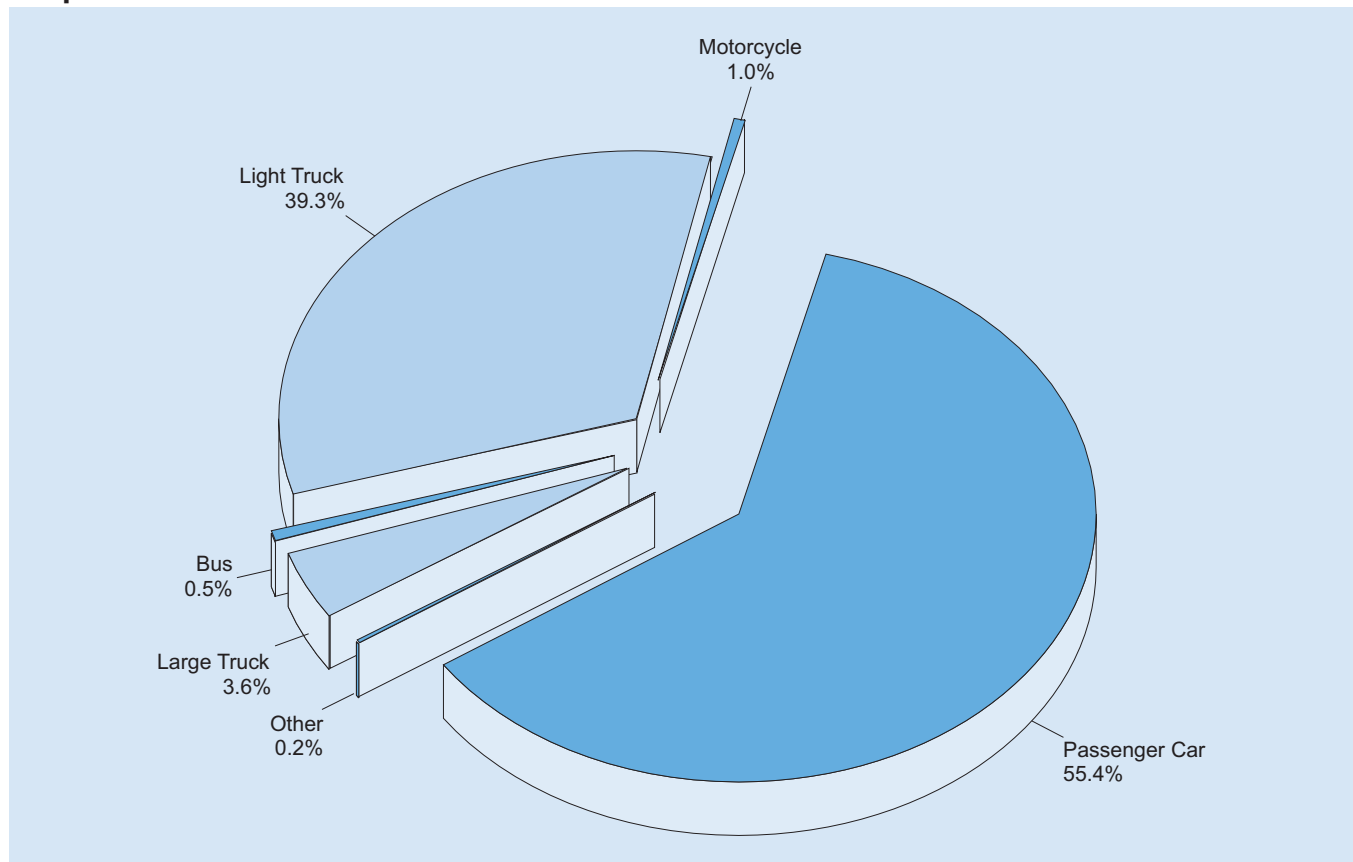
# Chapter 3 ■ Vehicles

**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	<b>5,864,000</b>	<b>55.4</b>
Light Truck	22,290	38.5	1,202,000	37.8	2,932,000	39.9	<b>4,156,000</b>	<b>39.3</b>
Large Truck	4,732	8.2	80,000	2.5	300,000	4.1	<b>385,000</b>	<b>3.6</b>
Motorcycle	4,935	8.5	84,000	2.6	15,000	0.2	<b>104,000</b>	<b>1.0</b>
Bus	299	0.5	11,000	0.3	41,000	0.6	<b>52,000</b>	<b>0.5</b>
Other	622	1.1	11,000	0.4	11,000	0.1	<b>23,000</b>	<b>0.2</b>
<b>Total</b>	<b>*57,943</b>	<b>100.0</b>	<b>3,181,000</b>	<b>100.0</b>	<b>7,345,000</b>	<b>100.0</b>	<b>10,584,000</b>	<b>100.0</b>

\*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
<b>Passenger Cars</b>	<b>24,087</b>	<b>41.6</b>	<b>Large Trucks</b>	<b>4,732</b>	<b>8.2</b>
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	*	<b>Motorcycles</b>	<b>4,935</b>	<b>8.5</b>
<b>Light Trucks</b>	<b>22,290</b>	<b>38.5</b>	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	<b>Buses</b>	<b>299</b>	<b>0.5</b>
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	<b>Other Vehicles</b>	<b>622</b>	<b>1.1</b>
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
			<b>Unknown Body Type</b>	<b>978</b>	<b>1.7</b>
			<b>Total</b>	<b>57,943</b>	<b>100.0</b>

\*Less than 0.05 percent.

# Chapter 3 ■ Vehicles

**Table 37**

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

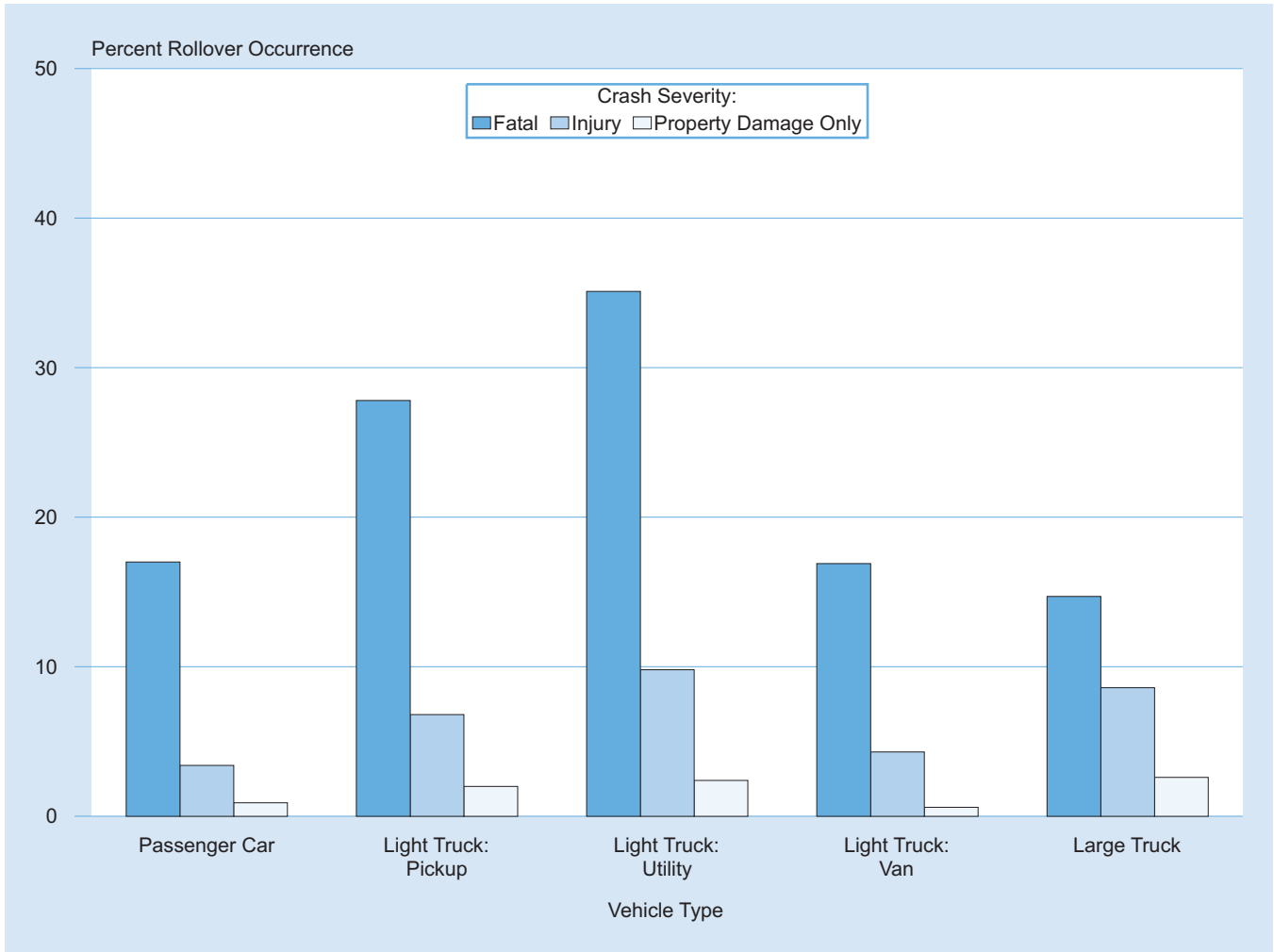
Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
Passenger Car	4,100	17.0	19,987	83.0	<b>24,087</b>	<b>100.0</b>
Light Truck						
Pickup	2,934	27.8	7,613	72.2	<b>10,547</b>	<b>100.0</b>
Utility	2,898	35.1	5,363	64.9	<b>8,261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

\*Excludes motorcycles.

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



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



# 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
<b>Fatal Crashes</b>						
Passenger Car	699	2.9	23,388	97.1	<b>24,087</b>	<b>100.0</b>
Light Truck	638	2.9	21,652	97.1	<b>22,290</b>	<b>100.0</b>
Large Truck	291	6.1	4,441	93.9	<b>4,732</b>	<b>100.0</b>
Motorcycle	97	2.0	4,838	98.0	<b>4,935</b>	<b>100.0</b>
Bus	4	1.3	295	98.7	<b>299</b>	<b>100.0</b>
Other/Unknown	16	1.0	1,584	99.0	<b>1,600</b>	<b>100.0</b>
<b>Total</b>	<b>1,745</b>	<b>3.0</b>	<b>56,198</b>	<b>97.0</b>	<b>57,943</b>	<b>100.0</b>
<b>Injury Crashes</b>						
Passenger Car	3,000	0.2	1,790,000	99.8	<b>1,794,000</b>	<b>100.0</b>
Light Truck	2,000	0.1	1,200,000	99.9	<b>1,202,000</b>	<b>100.0</b>
Large Truck	*	0.3	80,000	99.7	<b>80,000</b>	<b>100.0</b>
Motorcycle	*	0.3	83,000	99.7	<b>84,000</b>	<b>100.0</b>
Bus	*	*	11,000	100.0	<b>11,000</b>	<b>100.0</b>
Other/Unknown	*	2.8	11,000	97.2	<b>11,000</b>	<b>100.0</b>
<b>Total</b>	<b>6,000</b>	<b>0.2</b>	<b>3,175,000</b>	<b>99.8</b>	<b>3,181,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
Passenger Car	2,000	0.1	4,044,000	99.9	<b>4,046,000</b>	<b>100.0</b>
Light Truck	4,000	0.1	2,928,000	99.9	<b>2,932,000</b>	<b>100.0</b>
Large Truck	2,000	0.6	298,000	99.4	<b>300,000</b>	<b>100.0</b>
Motorcycle	*	*	15,000	100.0	<b>15,000</b>	<b>100.0</b>
Bus	*	*	41,000	100.0	<b>41,000</b>	<b>100.0</b>
Other/Unknown	*	*	11,000	100.0	<b>11,000</b>	<b>100.0</b>
<b>Total</b>	<b>8,000</b>	<b>0.1</b>	<b>7,337,000</b>	<b>99.9</b>	<b>7,345,000</b>	<b>100.0</b>
<b>All Crashes</b>						
Passenger Car	6,000	0.1	5,858,000	99.9	<b>5,864,000</b>	<b>100.0</b>
Light Truck	7,000	0.2	4,150,000	99.8	<b>4,156,000</b>	<b>100.0</b>
Large Truck	2,000	0.6	382,000	99.4	<b>385,000</b>	<b>100.0</b>
Motorcycle	*	0.3	104,000	99.7	<b>104,000</b>	<b>100.0</b>
Bus	*	*	52,000	100.0	<b>52,000</b>	<b>100.0</b>
Other/Unknown	*	1.4	23,000	98.6	<b>24,000</b>	<b>100.0</b>
<b>Total</b>	<b>16,000</b>	<b>0.1</b>	<b>10,569,000</b>	<b>99.9</b>	<b>10,584,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

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

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

\*Less than 0.05 percent.

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

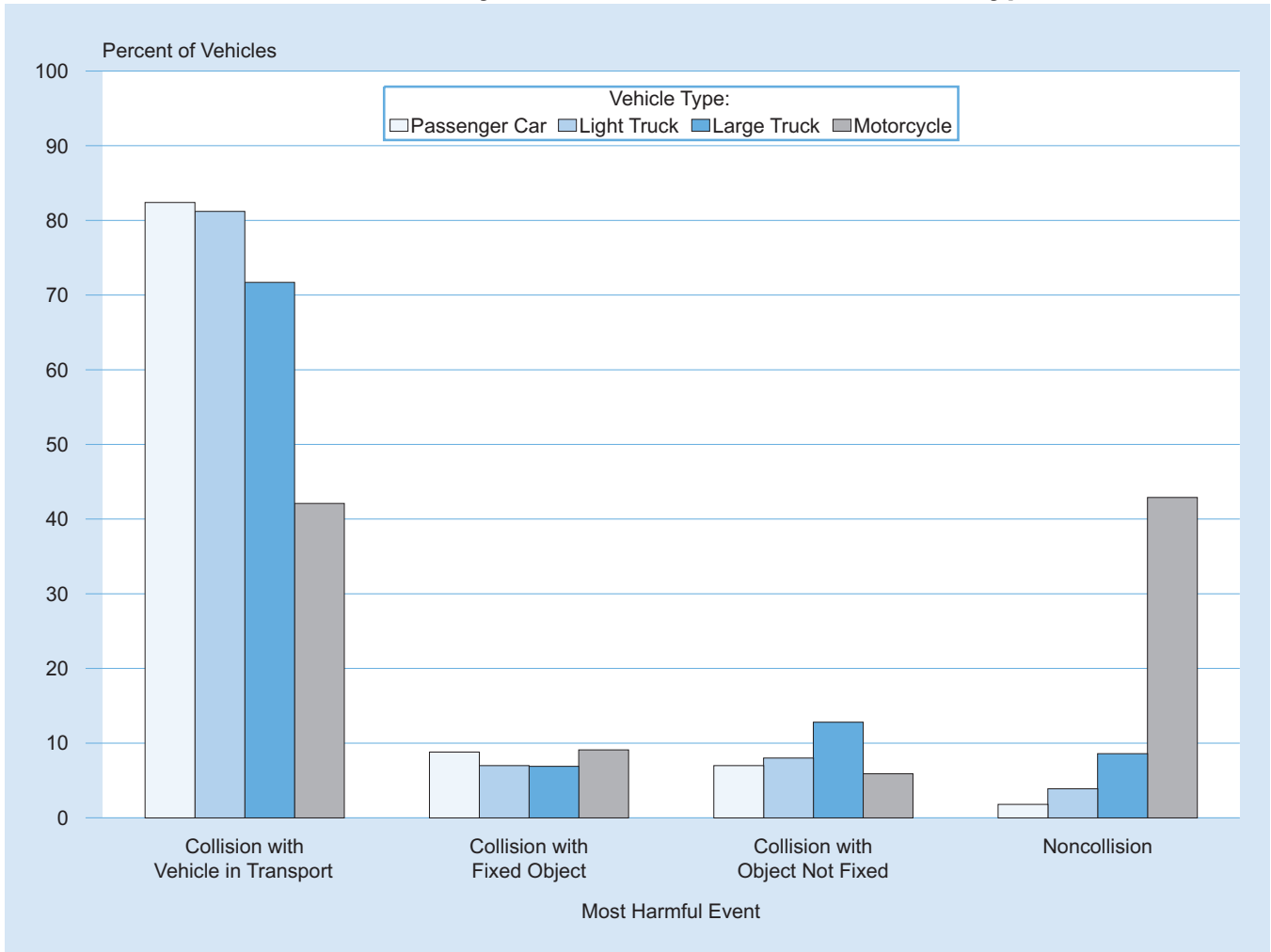
# Chapter 3 ■ Vehicles

**Table 40**

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

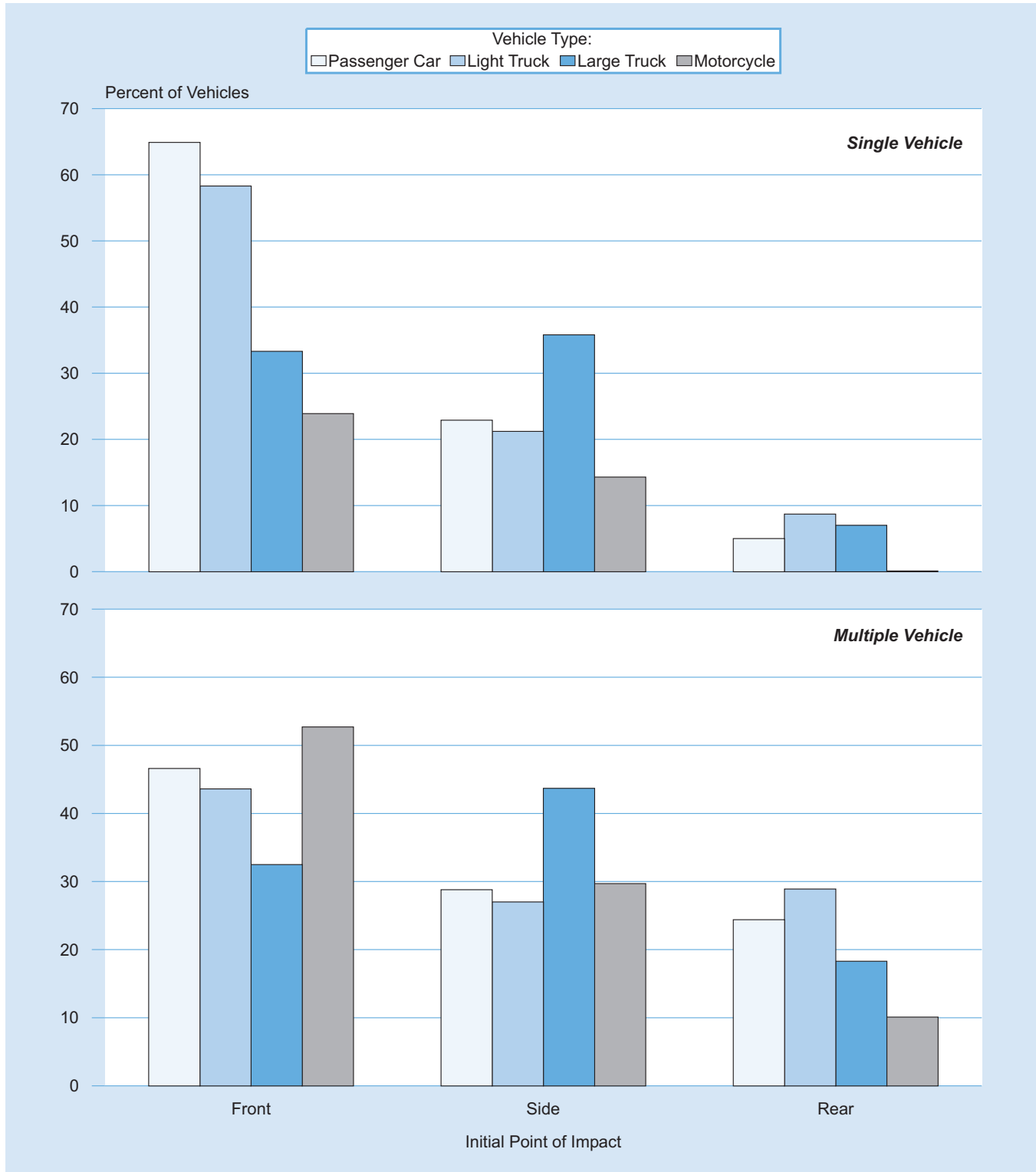
Roadway Function Class	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Hazardous Cargo	Total	Hazardous Cargo	Total	Hazardous Cargo	Total
<b>Rural Fatal Crashes</b>						
Principal Arterial						
Interstate	5	1,557	17	2,053	22	3,610
Other	6	1,607	29	5,018	35	6,625
Minor Arterial	7	1,794	19	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
<b>Total</b>	<b>30</b>	<b>12,554</b>	<b>83</b>	<b>17,799</b>	<b>113</b>	<b>30,353</b>
<b>Urban Fatal Crashes</b>						
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
<b>Total</b>	<b>17</b>	<b>9,638</b>	<b>48</b>	<b>16,674</b>	<b>65</b>	<b>26,312</b>
<b>All Fatal Crashes</b>						
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
<b>Total</b>	<b>47</b>	<b>22,711</b>	<b>133</b>	<b>35,232</b>	<b>180</b>	<b>57,943</b>

**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
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	7,751	32.2	740,000	41.2	1,506,000	37.2	<b>2,254,000</b>	<b>38.4</b>
Left Side	2,343	9.7	198,000	11.1	527,000	13.0	<b>728,000</b>	<b>12.4</b>
Right Side	1,990	8.3	172,000	9.6	482,000	11.9	<b>657,000</b>	<b>11.2</b>
Rear	1,216	5.0	368,000	20.5	823,000	20.3	<b>1,192,000</b>	<b>20.3</b>
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><b>4,830,000</b></i>	<i><b>82.4</b></i>
<b>Collision with Fixed Object</b>	<b>4,434</b>	<b>18.4</b>	<b>171,000</b>	<b>9.5</b>	<b>343,000</b>	<b>8.5</b>	<b>518,000</b>	<b>8.8</b>
<b>Collision with Object Not Fixed:</b>								
Nonoccupant	2,409	10.0	61,000	3.4	4,000	0.1	<b>67,000</b>	<b>1.1</b>
Other	593	2.5	27,000	1.5	317,000	7.8	<b>345,000</b>	<b>5.9</b>
<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><b>411,000</b></i>	<i><b>7.0</b></i>
<b>Noncollision</b>	<b>3,200</b>	<b>13.3</b>	<b>56,000</b>	<b>3.1</b>	<b>45,000</b>	<b>1.1</b>	<b>104,000</b>	<b>1.8</b>
<b>Total</b>	<b>**24,087</b>	<b>100.0</b>	<b>1,794,000</b>	<b>100.0</b>	<b>4,046,000</b>	<b>100.0</b>	<b>5,864,000</b>	<b>100.0</b>

\*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
<b>Single-Vehicle Crashes</b>								
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
<b>Total</b>	<b>9,418</b>	<b>100.0</b>	<b>292,000</b>	<b>100.0</b>	<b>670,000</b>	<b>100.0</b>	<b>971,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
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
<b>Total</b>	<b>14,669</b>	<b>100.0</b>	<b>1,501,000</b>	<b>100.0</b>	<b>3,377,000</b>	<b>100.0</b>	<b>4,893,000</b>	<b>100.0</b>
<b>All Crashes</b>								
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
<b>Total</b>	<b>24,087</b>	<b>100.0</b>	<b>1,794,000</b>	<b>100.0</b>	<b>4,046,000</b>	<b>100.0</b>	<b>5,864,000</b>	<b>100.0</b>

\*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
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	8,322	37.3	480,000	39.9	990,000	33.8	<b>1,478,000</b>	<b>35.6</b>
Left Side	1,157	5.2	119,000	9.9	344,000	11.7	<b>465,000</b>	<b>11.2</b>
Right Side	933	4.2	107,000	8.9	330,000	11.3	<b>438,000</b>	<b>10.5</b>
Rear	1,050	4.7	273,000	22.7	718,000	24.5	<b>991,000</b>	<b>23.9</b>
Other/Unknown	93	0.4	*	*	1,000	*	<b>1,000</b>	<b>*</b>
<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>	<b><i>3,373,000</i></b>	<b><i>81.2</i></b>
<b>Collision with Fixed Object</b>	<b>2,759</b>	<b>12.4</b>	<b>85,000</b>	<b>7.0</b>	<b>204,000</b>	<b>7.0</b>	<b>291,000</b>	<b>7.0</b>
<b>Collision with Object Not Fixed:</b>								
Nonoccupant	2,320	10.4	36,000	3.0	2,000	0.1	<b>40,000</b>	<b>1.0</b>
Other	483	2.2	19,000	1.6	270,000	9.2	<b>290,000</b>	<b>7.0</b>
<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>	<b><i>331,000</i></b>	<b><i>8.0</i></b>
<b>Noncollision</b>	<b>5,161</b>	<b>23.2</b>	<b>83,000</b>	<b>6.9</b>	<b>73,000</b>	<b>2.5</b>	<b>161,000</b>	<b>3.9</b>
<b>Total</b>	<b>**22,290</b>	<b>100.0</b>	<b>1,202,000</b>	<b>100.0</b>	<b>2,932,000</b>	<b>100.0</b>	<b>4,156,000</b>	<b>100.0</b>

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

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

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

\*Less than 500 or less than 0.05 percent.

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

# Chapter 3 ■ Vehicles

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

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

\*Less than 500.

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

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

## Chapter 3 ■ Vehicles

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

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

\*Less than 500 or less than 0.05 percent.

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

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

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

\*Less than 500 or less than 0.05 percent.



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

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

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

\*Less than 500 or less than 0.05 percent.

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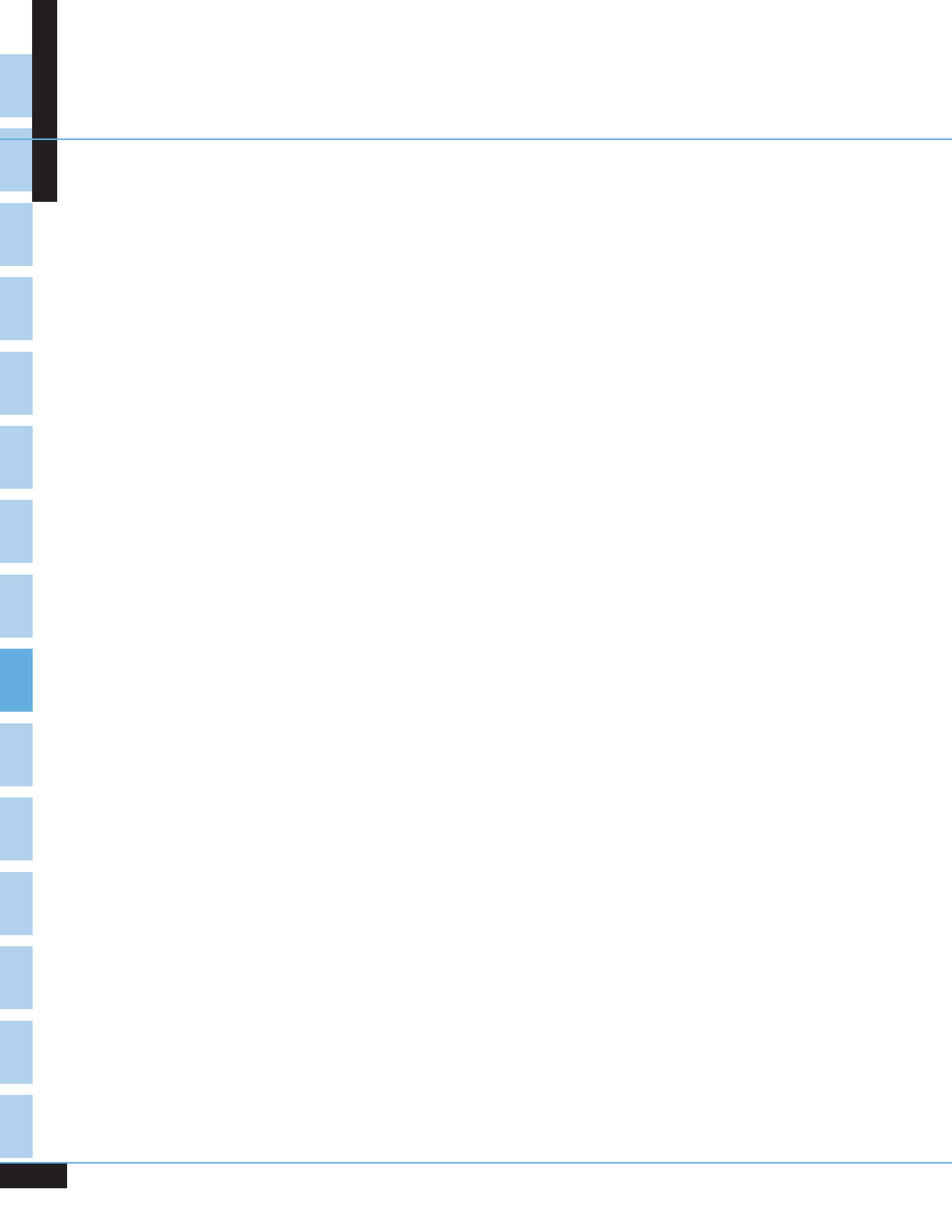
Chapter 4

# PEOPLE



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This chapter presents statistics about the Drivers, Passengers, Pedestrians, and Pedalcyclists involved in police-reported motor vehicle crashes in 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.

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

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

\*Less than 500.

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

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

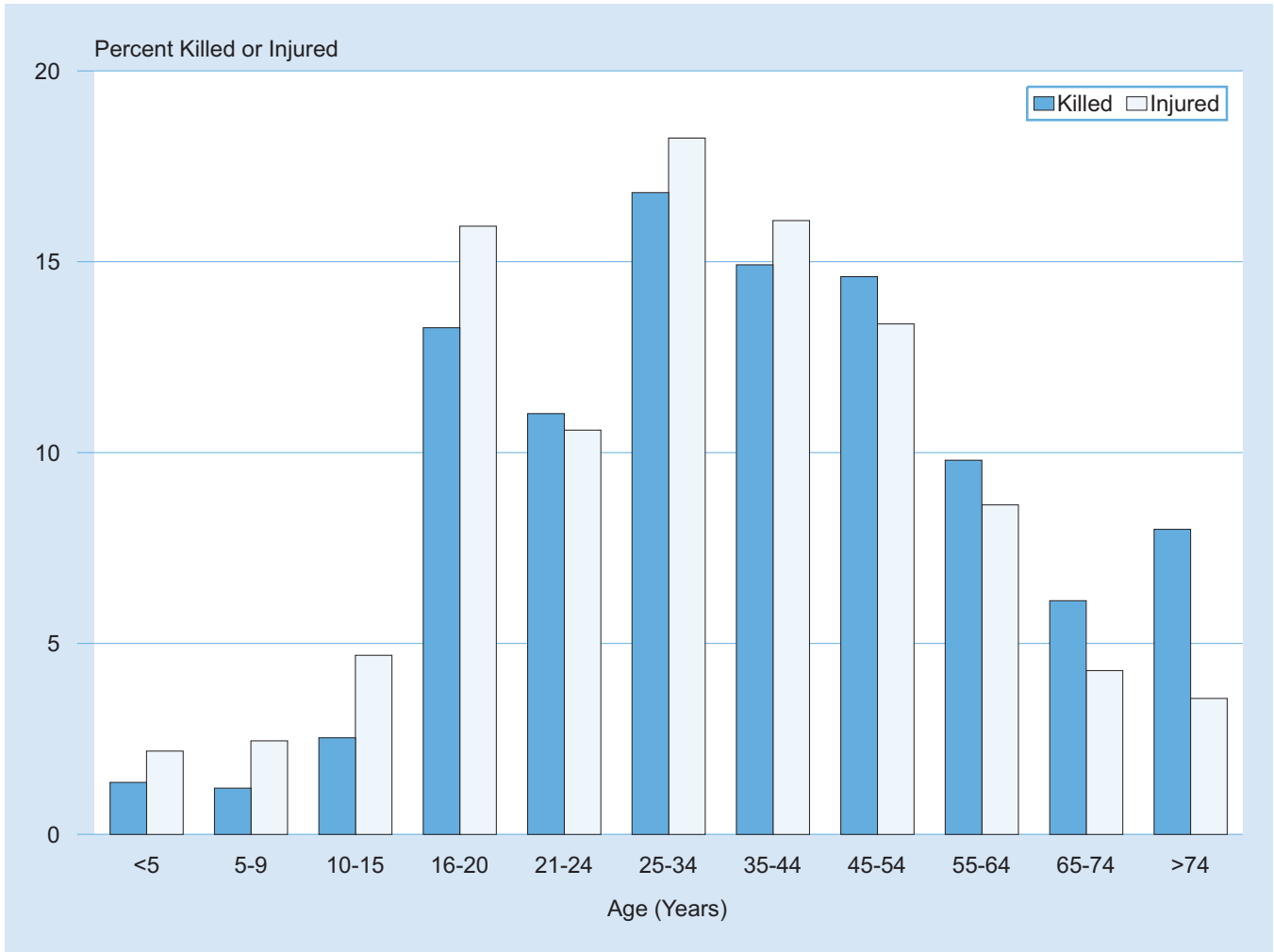
\*Includes 153 fatalities of unknown age.

**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	<b>1,250,000</b>
Female	12,747	127,000	317,000	909,000	1,354,000	<b>1,367,000</b>
<b>Total</b>	<b>*42,642</b>	<b>290,000</b>	<b>687,000</b>	<b>1,597,000</b>	<b>2,575,000</b>	<b>2,617,000</b>

\*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	*	*
<b>Total</b>	<b>29,722</b>	<b>147,512</b>	<b>20.15</b>	<b>12,747</b>	<b>151,886</b>	<b>8.39</b>	<b>**42,642</b>	<b>299,398</b>	<b>14.24</b>

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
<b>Total</b>	<b>1,221,000</b>	<b>147,512</b>	<b>828</b>	<b>1,354,000</b>	<b>151,886</b>	<b>891</b>	<b>2,575,000</b>	<b>299,398</b>	<b>860</b>

\*Not applicable.

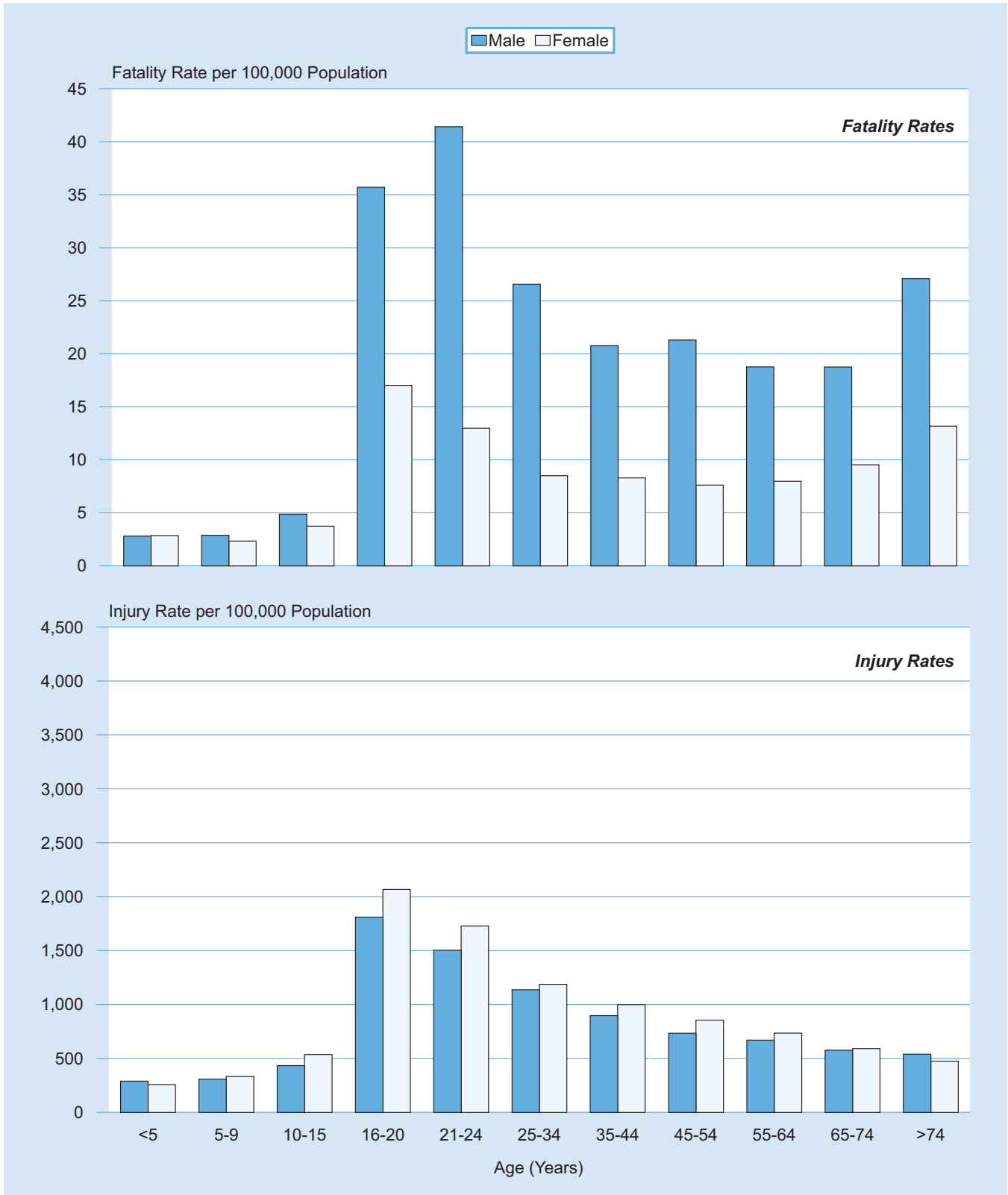
\*\*Includes 173 fatalities of unknown sex.

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

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

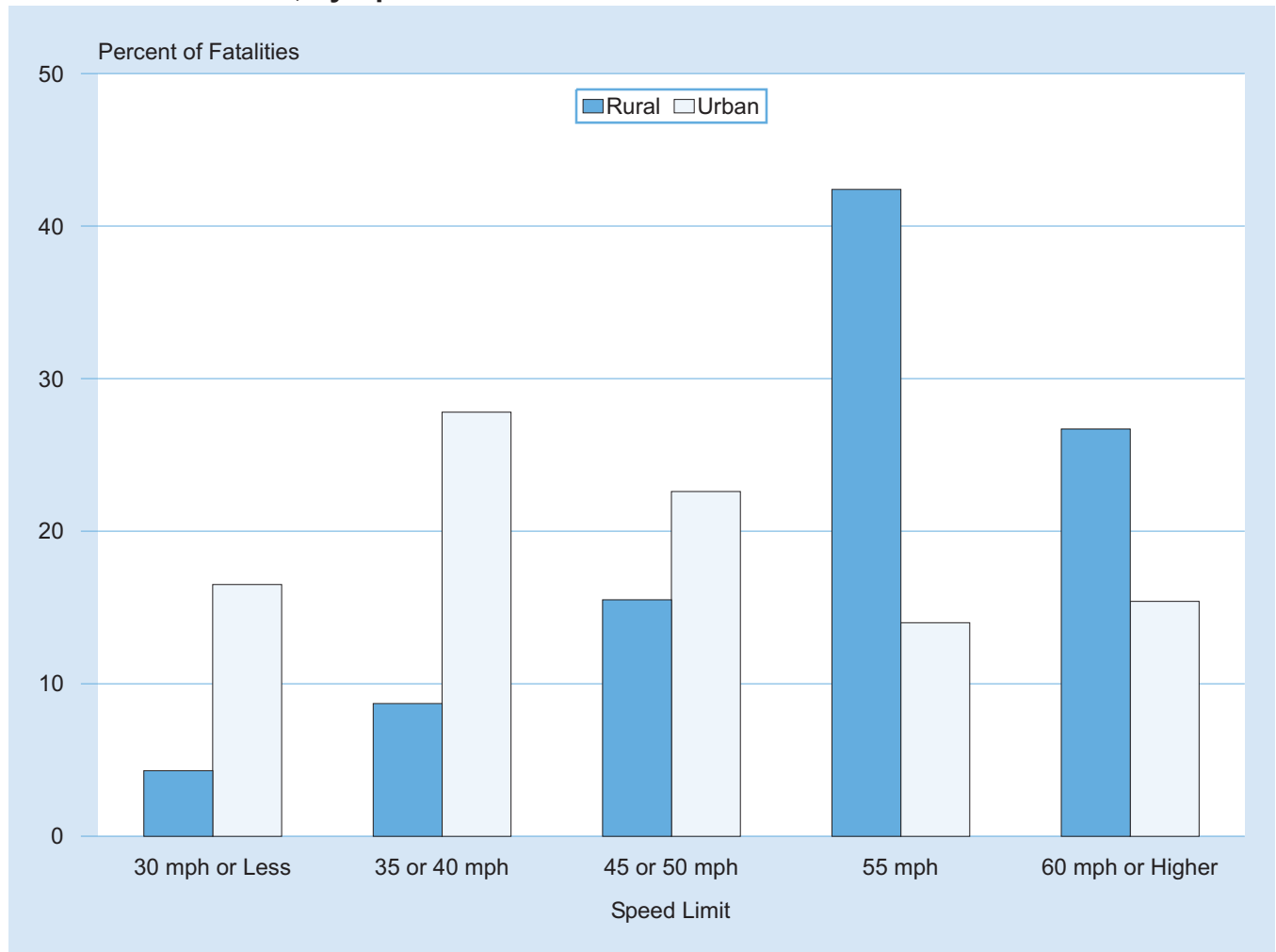
**Table 58**  
**Persons Killed or Injured in Crashes, by Speed Limit and Crash Type**

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

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

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

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



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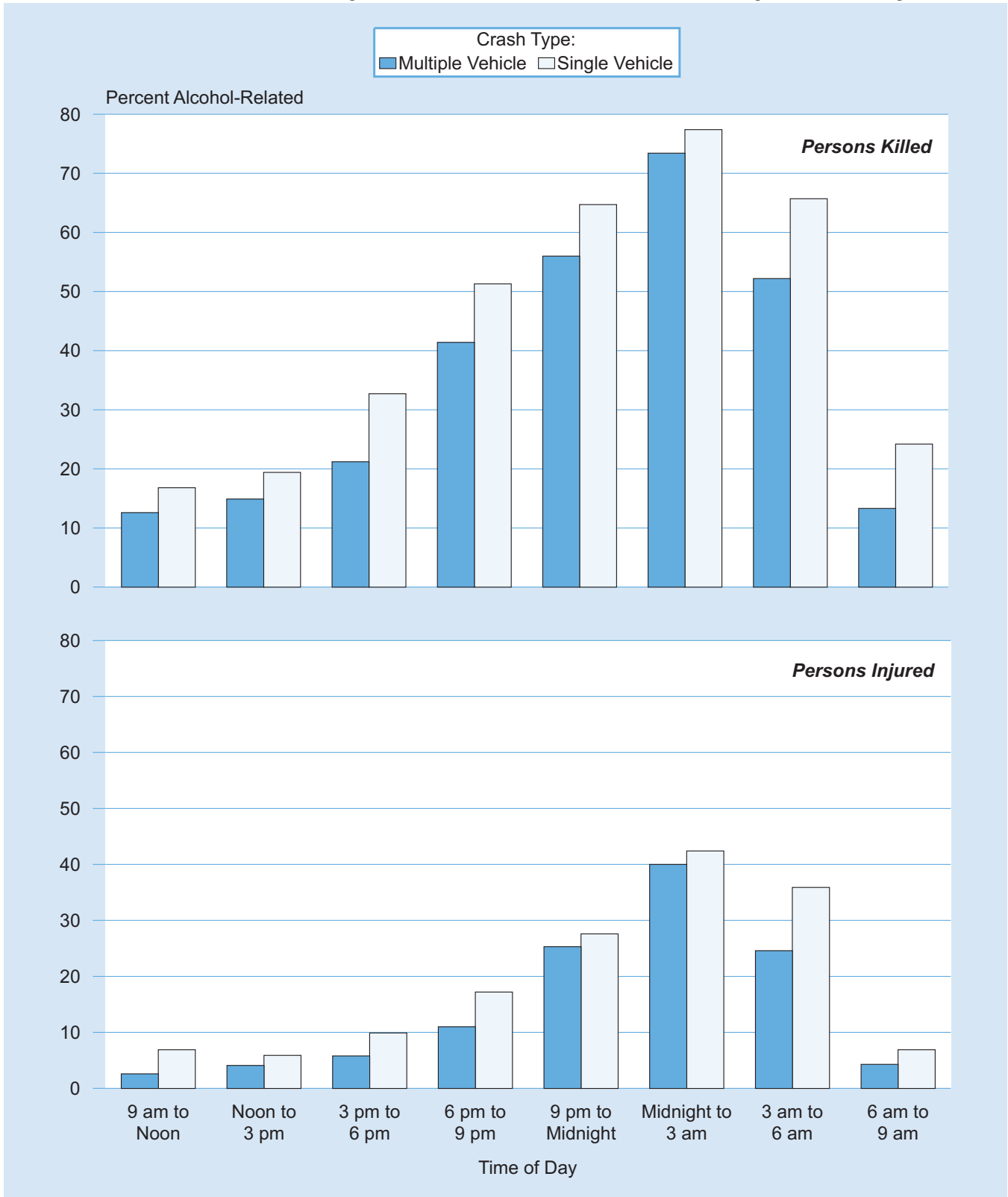
**Table 60**  
**Persons Killed or Injured in Crashes and Percent Alcohol Related, by Time of Day and Crash Type**

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

\*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
<b>Total</b>	<b>630</b>	<b>236</b>	<b>126</b>	<b>12</b>	<b>6</b>	<b>1,010</b>

\*Includes motorcycle operators.

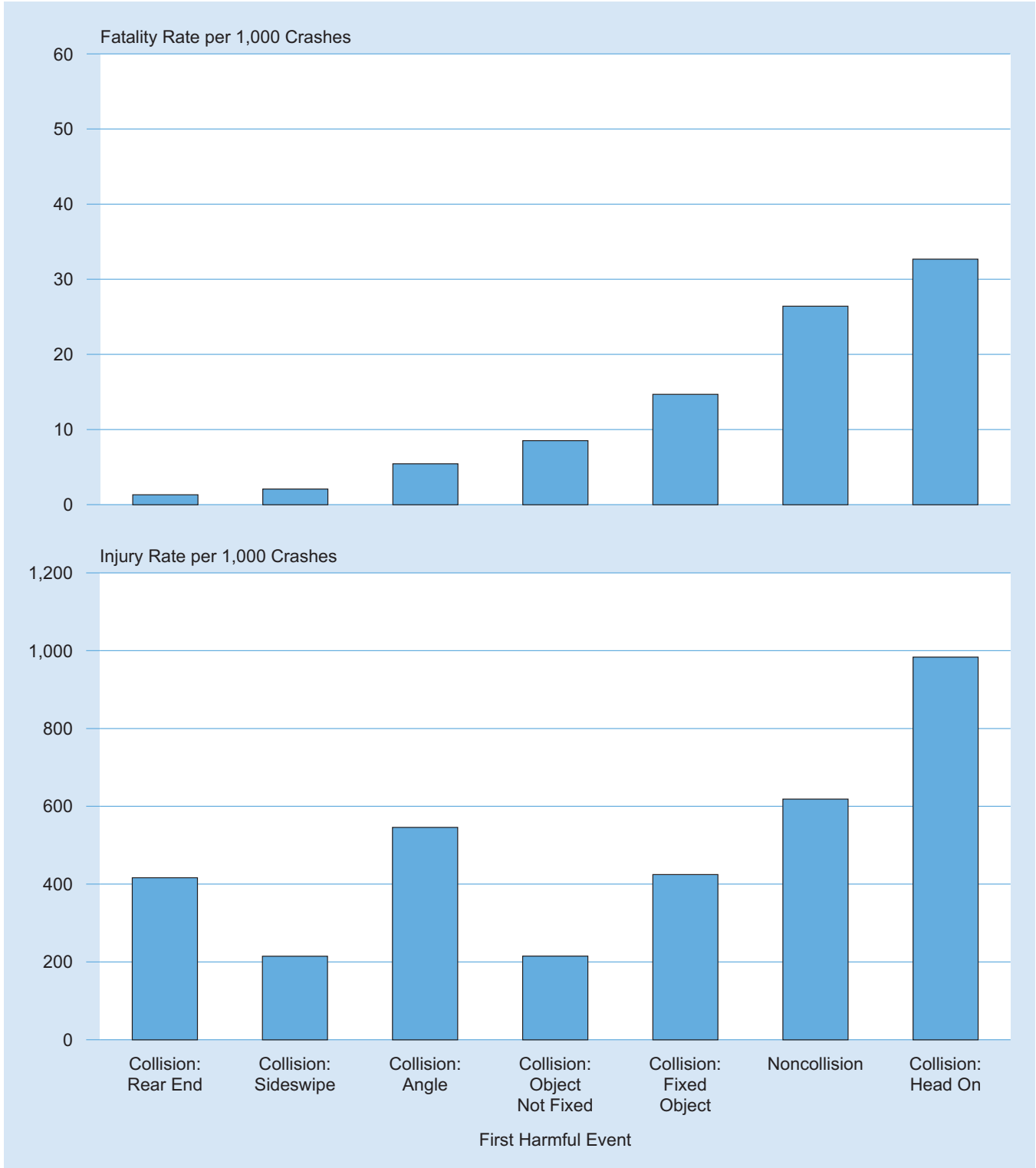
\*\*Includes motorcycle riders.

**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*
<b>Ambulance</b>						
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
<b>Total</b>	<b>4</b>	<b>2</b>	<b>21</b>	<b>10</b>	<b>25</b>	<b>12</b>
<b>Fire Truck</b>						
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
<b>Total</b>	<b>6</b>	<b>5</b>	<b>13</b>	<b>11</b>	<b>19</b>	<b>16</b>
<b>Police Vehicle</b>						
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
<b>Total</b>	<b>32</b>	<b>10</b>	<b>85</b>	<b>29</b>	<b>117</b>	<b>39</b>

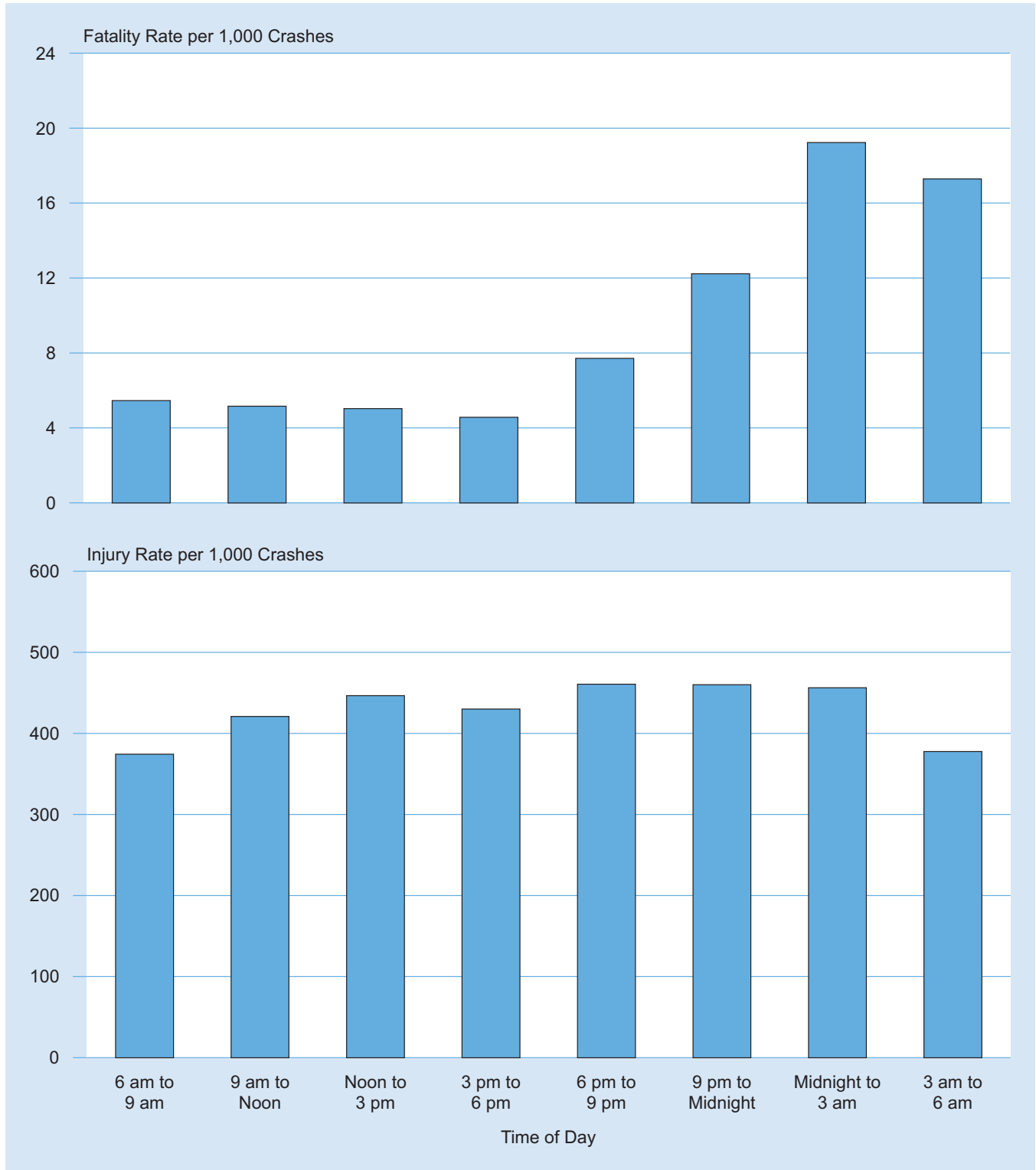
\*Refers to a vehicle traveling with physical emergency signals in use (red lights blinking, sirens sounding, etc.).

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



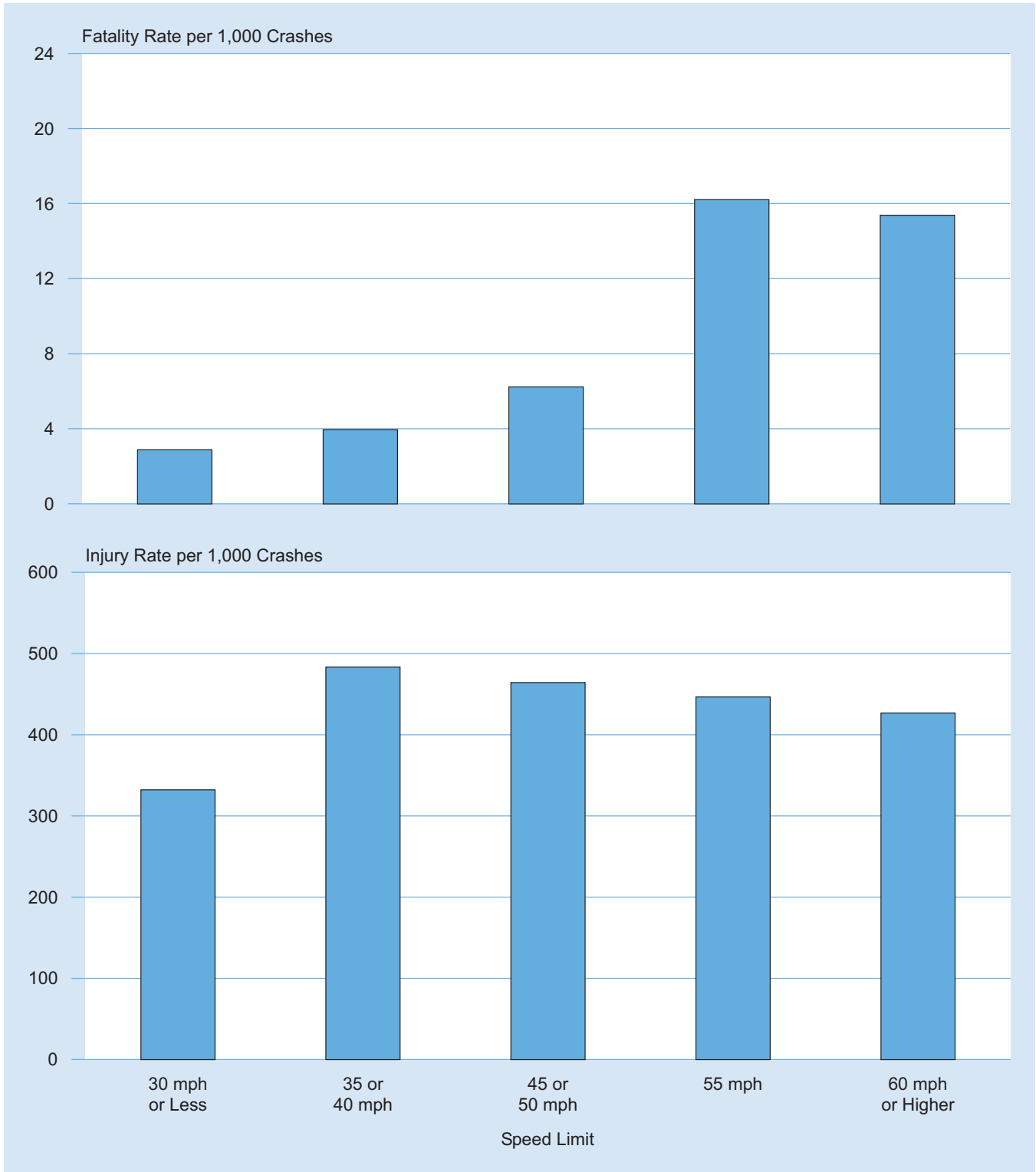
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**Figure 23**  
**Fatality and Injury Rates per 1,000 Crashes, by Time of Day**





**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
<b>Drivers in Fatal Crashes</b>						
<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	*
<b>Total</b>	<b>41,975</b>	<b>41.51</b>	<b>14,655</b>	<b>14.41</b>	<b>**57,695</b>	<b>28.45</b>
<b>Drivers in Injury Crashes</b>						
<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
<b>Total</b>	<b>1,780,000</b>	<b>1,761</b>	<b>1,396,000</b>	<b>1,372</b>	<b>3,176,000</b>	<b>1,566</b>
<b>Drivers in Property-Damage-Only Crashes</b>						
<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
<b>Total</b>	<b>4,321,000</b>	<b>4,274</b>	<b>3,003,000</b>	<b>2,953</b>	<b>7,325,000</b>	<b>3,612</b>
<b>Drivers in All Crashes</b>						
<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	*
<b>Total</b>	<b>6,144,000</b>	<b>6,076</b>	<b>4,414,000</b>	<b>4,340</b>	<b>10,558,000</b>	<b>5,206</b>

\*Not applicable.

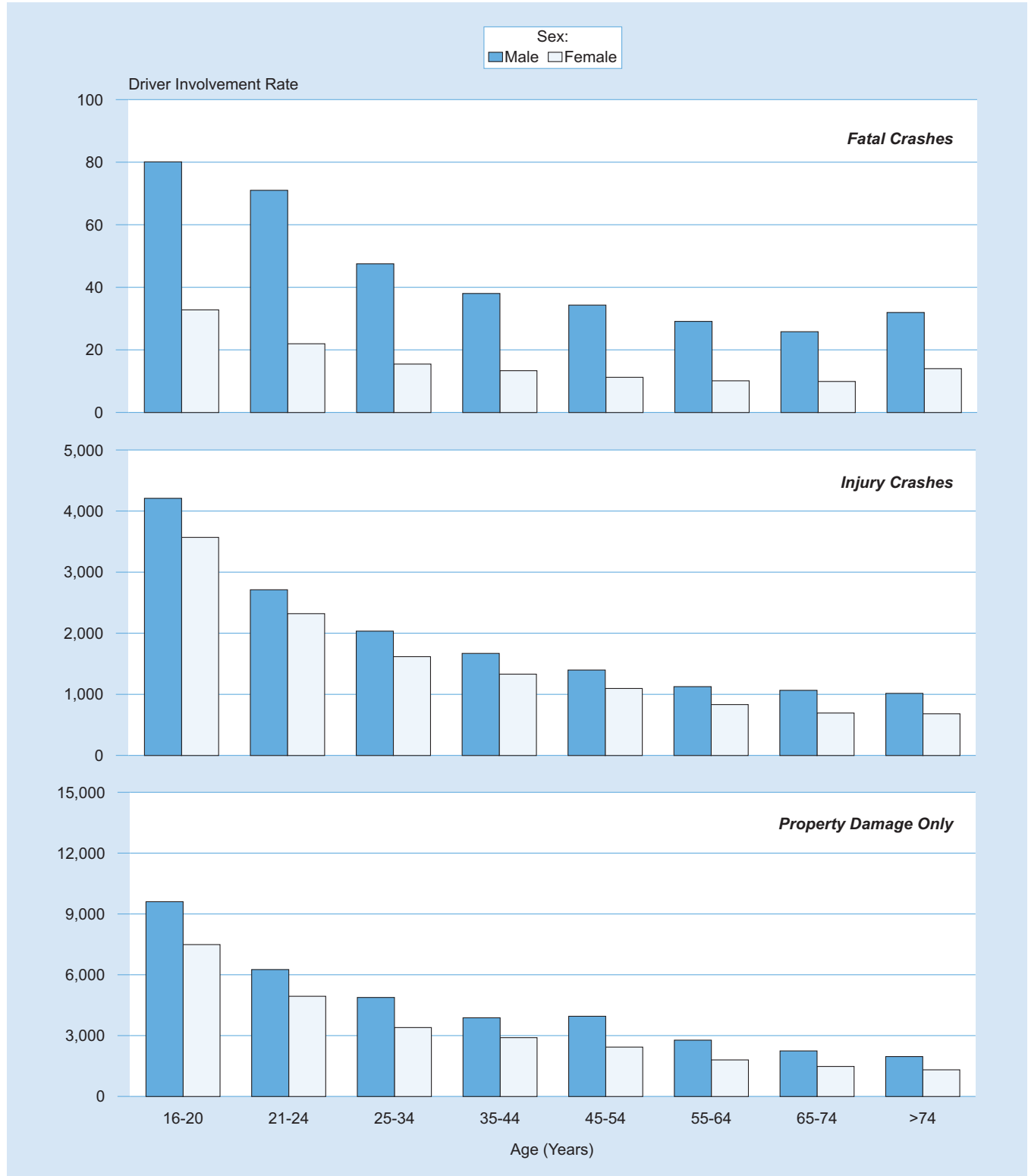
\*\*Includes 1,065 drivers of unknown sex.

\*\*\*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	<b>6,907</b>	<b>12.4</b>
Previous Recorded Suspensions or Revocations	3,823	8.0	3,262	42.2	<b>7,085</b>	<b>12.8</b>
Previous DWI Convictions	764	1.6	764	9.9	<b>1,528</b>	<b>2.8</b>
Previous Speeding Convictions	9,366	19.6	1,476	19.1	<b>10,842</b>	<b>19.5</b>
Previous Other Harmful Moving Convictions	7,440	15.6	1,796	23.2	<b>9,236</b>	<b>16.6</b>
Drivers with No Previous Convictions	29,510	61.8	3,628	46.9	<b>33,138</b>	<b>59.7</b>

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
<b>Total Drivers</b> . . . . .	<b>57,695</b>	<b>100.0</b>

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

**Table 66**

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

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

\*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	
<b>Occupants Killed</b>								
Male	10,848	9,088	756	15	512	21,219	4,388	<b>25,607</b>
Female	6,943	3,619	44	12	115	10,733	422	<b>11,155</b>
Unknown	9	14	5	0	112	140	0	<b>140</b>
<b>Total</b>	<b>17,800</b>	<b>12,721</b>	<b>805</b>	<b>27</b>	<b>739</b>	<b>32,092</b>	<b>4,810</b>	<b>36,902</b>
<b>Occupants Injured</b>								
Male	594,000	440,000	22,000	4,000	9,000	1,069,000	77,000	<b>1,145,000</b>
Female	880,000	417,000	1,000	6,000	2,000	1,306,000	11,000	<b>1,317,000</b>
<b>Total</b>	<b>1,475,000</b>	<b>857,000</b>	<b>23,000</b>	<b>10,000</b>	<b>11,000</b>	<b>2,375,000</b>	<b>88,000</b>	<b>2,463,000</b>

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

Age (Years)	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/Unknown	Subtotal	Motorcycles	
<b>Occupants Killed</b>								
<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
<b>Total</b>	<b>17,800</b>	<b>12,721</b>	<b>805</b>	<b>27</b>	<b>739</b>	<b>32,092</b>	<b>4,810</b>	<b>36,902</b>
<b>Occupants Injured</b>								
<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
<b>Total</b>	<b>1,475,000</b>	<b>857,000</b>	<b>23,000</b>	<b>10,000</b>	<b>11,000</b>	<b>2,375,000</b>	<b>88,000</b>	<b>2,463,000</b>

\*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
<b>Occupants Killed</b>												
<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
<b>Total</b>	<b>20,656</b>	<b>75.6</b>	<b>6,569</b>	<b>24.0</b>	<b>*27,323</b>	<b>100.0</b>	<b>4,951</b>	<b>51.7</b>	<b>4,586</b>	<b>47.9</b>	<b>**9,579</b>	<b>100.0</b>
<b>Occupants Injured</b>												
<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
<b>Total</b>	<b>862,000</b>	<b>49.3</b>	<b>885,000</b>	<b>50.7</b>	<b>1,747,000</b>	<b>100.0</b>	<b>284,000</b>	<b>39.7</b>	<b>432,000</b>	<b>60.3</b>	<b>716,000</b>	<b>100.0</b>

\*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
<b>Occupants Killed</b>										
Passenger Car	9,172	51.5	427	2.4	4,803	27.0	3,387	19.0	<b>17,800</b>	<b>100.0</b>
Light Truck	4,062	31.9	325	2.6	2,887	22.7	5,433	42.7	<b>12,721</b>	<b>100.0</b>
Large Truck	208	25.8	39	4.8	153	19.0	399	49.6	<b>805</b>	<b>100.0</b>
Bus	4	14.8	0	0.0	10	37.0	13	48.1	<b>27</b>	<b>100.0</b>
Other/Unknown	192	26.0	26	3.5	170	23.0	202	27.3	<b>739</b>	<b>100.0</b>
<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>	<b>32,092</b>	<b>100.0</b>
Motorcycle	2,450	50.9	209	4.3	1,245	25.9	894	18.6	<b>4,810</b>	<b>100.0</b>
<b>Total</b>	<b>16,088</b>	<b>43.6</b>	<b>1,026</b>	<b>2.8</b>	<b>9,268</b>	<b>25.1</b>	<b>10,328</b>	<b>28.0</b>	<b>*36,902</b>	<b>100.0</b>
<b>Occupants Injured</b>										
Passenger Car	1,165,000	79.0	30,000	2.0	206,000	14.0	73,000	5.0	<b>1,475,000</b>	<b>100.0</b>
Light Truck	619,000	72.3	21,000	2.4	102,000	11.9	114,000	13.3	<b>857,000</b>	<b>100.0</b>
Large Truck	11,000	47.8	1,000	4.4	3,000	14.1	8,000	33.7	<b>23,000</b>	<b>100.0</b>
Bus	9,000	90.2	**	0.3	1,000	5.2	**	4.3	<b>10,000</b>	<b>100.0</b>
Other/Unknown	4,000	33.9	1,000	4.9	2,000	18.2	5,000	43.0	<b>11,000</b>	<b>100.0</b>
<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>	<b>2,375,000</b>	<b>100.0</b>
Motorcycle	33,000	37.8	3,000	3.8	8,000	9.1	43,000	49.2	<b>88,000</b>	<b>100.0</b>
<b>Total</b>	<b>1,841,000</b>	<b>74.7</b>	<b>56,000</b>	<b>2.3</b>	<b>322,000</b>	<b>13.1</b>	<b>244,000</b>	<b>9.9</b>	<b>2,463,000</b>	<b>100.0</b>

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

\*Less than 500.

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

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

\*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
<b>Total Occupants Killed</b> .....				<b>15,013</b>
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
<b>Total Occupants Injured</b> .....				<b>1,562,000</b>

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

Body Type	Occupants Involved		Occupants Killed		Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%		No.	%	No.	%
<b>Passenger Cars</b>	<b>38,908</b>	<b>42.5</b>	<b>17,800</b>	<b>48.2</b>	<b>Large Trucks</b>	<b>5,519</b>	<b>6.0</b>	<b>805</b>	<b>2.2</b>
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	*	<b>Motorcycles</b>	<b>5,548</b>	<b>6.1</b>	<b>4,810</b>	<b>13.0</b>
<b>Light Trucks</b>	<b>38,776</b>	<b>42.4</b>	<b>12,721</b>	<b>34.5</b>	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	<b>Buses**</b>	<b>846</b>	<b>0.9</b>	<b>27</b>	<b>0.1</b>
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	<b>Other Vehicles</b>	<b>828</b>	<b>0.9</b>	<b>499</b>	<b>1.4</b>
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
					<b>Unknown Body Type</b>	<b>1,132</b>	<b>1.2</b>	<b>240</b>	<b>0.7</b>
					<b>Total</b>	<b>91,557</b>	<b>100.0</b>	<b>36,902</b>	<b>100.0</b>

\*Less than 0.05 percent.

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

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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
<b>Total</b>	<b>38,908</b>	<b>100.0</b>	<b>17,800</b>	<b>100.0</b>	<b>45.7</b>

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

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

\*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**

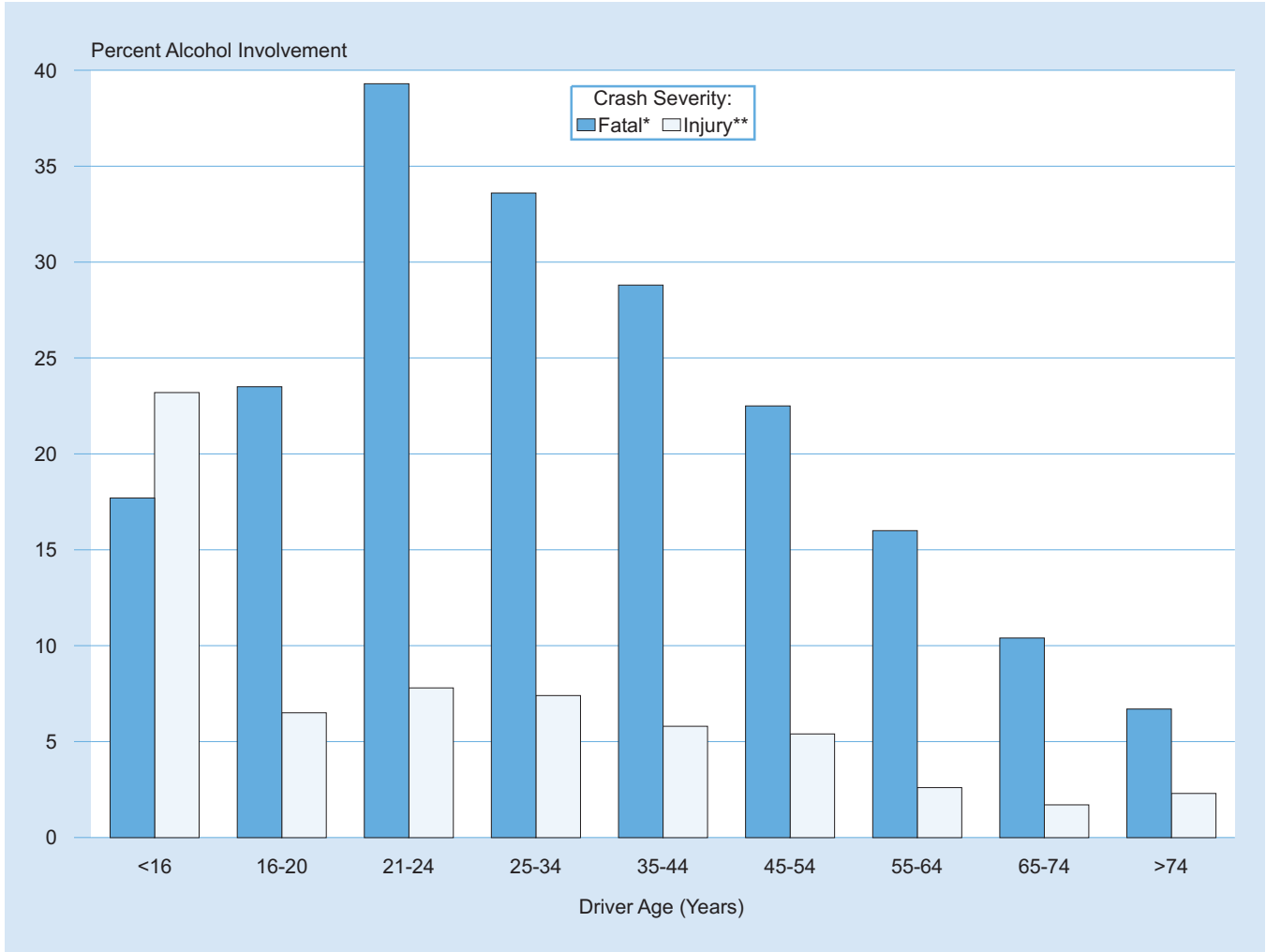
Age (Years)	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Fatal Crashes*</b>						
<16	49	18	226	82	<b>275</b>	<b>100</b>
16-20	1,710	23	5,576	77	<b>7,286</b>	<b>100</b>
21-24	2,534	39	3,920	61	<b>6,454</b>	<b>100</b>
25-34	3,768	34	7,455	66	<b>11,223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

\*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
<b>Single-Vehicle Crashes</b>								
<b>Daytime</b>	<b>744</b>	<b>19</b>	<b>4,954</b>	<b>28</b>	<b>48,000</b>	<b>6</b>	<b>166,000</b>	<b>8</b>
Weekday	447	15	3,240	23	32,000	5	117,000	6
Weekend	297	26	1,714	37	16,000	7	49,000	13
<b>Nighttime</b>	<b>1,375</b>	<b>52</b>	<b>6,846</b>	<b>71</b>	<b>52,000</b>	<b>24</b>	<b>145,000</b>	<b>34</b>
Weekday	594	46	3,046	64	26,000	19	69,000	28
Weekend	781	57	3,800	76	26,000	29	75,000	39
<b>Multiple-Vehicle Crashes</b>								
<b>Daytime</b>	<b>781</b>	<b>7</b>	<b>7,381</b>	<b>11</b>	<b>121,000</b>	<b>1</b>	<b>878,000</b>	<b>1</b>
Weekday	596	5	5,538	9	98,000	1	714,000	1
Weekend	185	13	1,843	15	23,000	3	163,000	3
<b>Nighttime</b>	<b>624</b>	<b>26</b>	<b>4,331</b>	<b>39</b>	<b>56,000</b>	<b>7</b>	<b>282,000</b>	<b>7</b>
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**

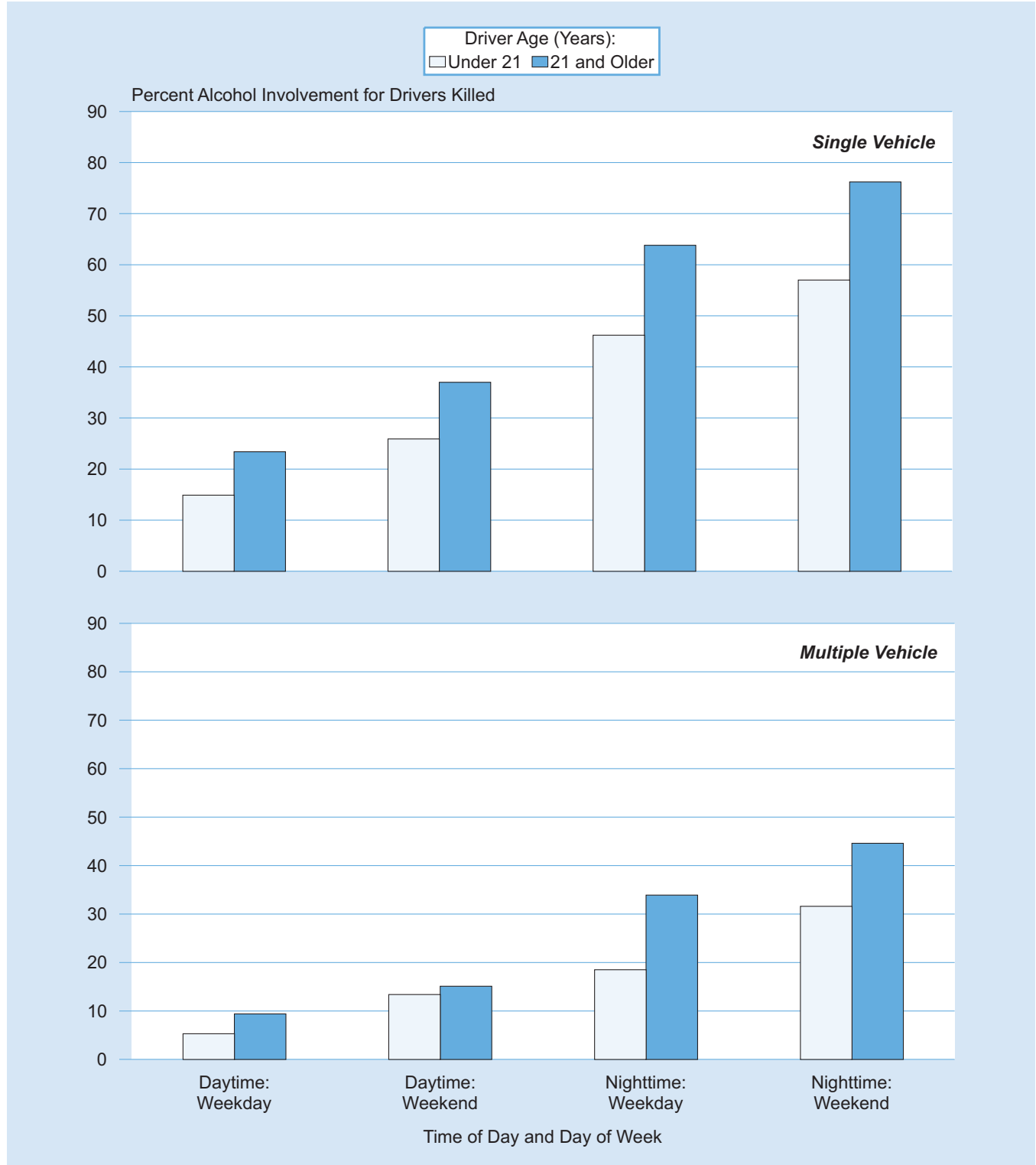
**Drivers and Motorcycle Operators Killed in Crashes, by Age and Driver's Blood Alcohol Concentration (BAC)**

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	<b>147</b>	<b>100</b>
16-20	2,336	69	202	6	868	25	1,070	31	<b>3,406</b>	<b>100</b>
21-24	1,602	50	196	6	1,417	44	1,613	50	<b>3,215</b>	<b>100</b>
25-34	2,609	51	282	6	2,222	43	2,504	49	<b>5,113</b>	<b>100</b>
35-44	2,384	53	225	5	1,881	42	2,106	47	<b>4,490</b>	<b>100</b>
45-54	2,730	64	215	5	1,329	31	1,544	36	<b>4,273</b>	<b>100</b>
55-64	2,195	76	137	5	575	20	712	24	<b>2,907</b>	<b>100</b>
65-74	1,455	86	69	4	172	10	242	14	<b>1,697</b>	<b>100</b>
>74	1,871	92	51	2	117	6	167	8	<b>2,038</b>	<b>100</b>
Unknown	20	54	3	8	14	38	17	46	<b>37</b>	<b>100</b>
<b>Total</b>	<b>17,320</b>	<b>63</b>	<b>1,388</b>	<b>5</b>	<b>8,615</b>	<b>32</b>	<b>10,003</b>	<b>37</b>	<b>27,323</b>	<b>100</b>

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

**Figure 27**

**Alcohol Involvement (BAC .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
<b>Drivers in Fatal Crashes*</b>						
Passenger Car	6,416	27	17,572	73	<b>23,988</b>	<b>100</b>
Light Truck	6,100	27	16,085	73	<b>22,185</b>	<b>100</b>
Large Truck	126	3	4,570	97	<b>4,695</b>	<b>100</b>
Bus	11	4	286	96	<b>297</b>	<b>100</b>
Other/Unknown	506	32	1,091	68	<b>1,597</b>	<b>100</b>
Subtotal	13,158	25	39,604	75	<b>52,762</b>	<b>100</b>
Motorcycle	1,683	34	3,250	66	<b>4,933</b>	<b>100</b>
<b>Total</b>	<b>14,840</b>	<b>26</b>	<b>42,855</b>	<b>74</b>	<b>57,695</b>	<b>100</b>
<b>Drivers in Injury Crashes**</b>						
Passenger Car	110,000	6	1,681,000	94	<b>1,791,000</b>	<b>100</b>
Light Truck	72,000	6	1,128,000	94	<b>1,199,000</b>	<b>100</b>
Large Truck	***	1	80,000	99	<b>80,000</b>	<b>100</b>
Bus	***	***	11,000	100	<b>11,000</b>	<b>100</b>
Other/Unknown	2,000	14	10,000	86	<b>11,000</b>	<b>100</b>
Subtotal	184,000	6	2,909,000	94	<b>3,093,000</b>	<b>100</b>
Motorcycle	5,000	5	79,000	95	<b>84,000</b>	<b>100</b>
<b>Total</b>	<b>188,000</b>	<b>6</b>	<b>2,988,000</b>	<b>94</b>	<b>3,176,000</b>	<b>100</b>
<b>Drivers in Property-Damage-Only Crashes**</b>						
Passenger Car	210,000	5	3,827,000	95	<b>4,037,000</b>	<b>100</b>
Light Truck	139,000	5	2,784,000	95	<b>2,923,000</b>	<b>100</b>
Large Truck	8,000	3	291,000	97	<b>298,000</b>	<b>100</b>
Bus	***	***	40,000	100	<b>40,000</b>	<b>100</b>
Other/Unknown	***	***	11,000	100	<b>11,000</b>	<b>100</b>
Subtotal	357,000	5	6,953,000	95	<b>7,310,000</b>	<b>100</b>
Motorcycle	1,000	9	14,000	91	<b>15,000</b>	<b>100</b>
<b>Total</b>	<b>358,000</b>	<b>5</b>	<b>6,966,000</b>	<b>95</b>	<b>7,325,000</b>	<b>100</b>

\*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
<b>Total</b>	<b>25,040</b>	<b>59</b>	<b>2,480</b>	<b>6</b>	<b>15,121</b>	<b>35</b>	<b>17,602</b>	<b>41</b>	<b>42,642</b>	<b>100</b>

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

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

Pedestrian's BAC	Driver's BAC						Total	
	.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
<b>Total*</b>	<b>3,901</b>	<b>83</b>	<b>173</b>	<b>4</b>	<b>650</b>	<b>14</b>	<b>4,723</b>	<b>100</b>

\*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
<b>Drivers in Fatal Crashes</b>								
Passenger Car	14,701	61.3	7,161	29.9	2,126	8.9	<b>23,988</b>	<b>100.0</b>
Light Truck	13,348	60.2	7,164	32.3	1,673	7.5	<b>22,185</b>	<b>100.0</b>
Large Truck	3,663	78.0	641	13.7	391	8.3	<b>4,695</b>	<b>100.0</b>
Bus	239	80.5	26	8.8	32	10.8	<b>297</b>	<b>100.0</b>
Other/Unknown	184	11.5	509	31.9	904	56.6	<b>1,597</b>	<b>100.0</b>
<b>Total*</b>	<b>32,135</b>	<b>60.9</b>	<b>15,501</b>	<b>29.4</b>	<b>5,126</b>	<b>9.7</b>	<b>52,762</b>	<b>100.0</b>
<b>Drivers in Injury Crashes</b>								
Passenger Car	1,538,000	85.8	75,000	4.2	179,000	10.0	<b>1,791,000</b>	<b>100.0</b>
Light Truck	1,040,000	86.7	49,000	4.1	111,000	9.3	<b>1,199,000</b>	<b>100.0</b>
Large Truck	66,000	83.0	3,000	3.5	11,000	13.6	<b>80,000</b>	<b>100.0</b>
Bus	8,000	72.0	**	2.8	3,000	25.2	<b>11,000</b>	<b>100.0</b>
Other/Unknown	3,000	30.8	6,000	55.9	2,000	13.4	<b>11,000</b>	<b>100.0</b>
<b>Total*</b>	<b>2,655,000</b>	<b>85.8</b>	<b>133,000</b>	<b>4.3</b>	<b>305,000</b>	<b>9.9</b>	<b>3,093,000</b>	<b>100.0</b>
<b>Drivers in Property-Damage-Only Crashes</b>								
Passenger Car	3,430,000	85.0	54,000	1.3	552,000	13.7	<b>4,037,000</b>	<b>100.0</b>
Light Truck	2,509,000	85.8	41,000	1.4	373,000	12.8	<b>2,923,000</b>	<b>100.0</b>
Large Truck	217,000	72.8	5,000	1.7	76,000	25.4	<b>298,000</b>	<b>100.0</b>
Bus	33,000	81.9	1,000	3.4	6,000	14.8	<b>40,000</b>	<b>100.0</b>
Other/Unknown	5,000	49.9	3,000	25.1	3,000	25.1	<b>11,000</b>	<b>100.0</b>
<b>Total*</b>	<b>6,196,000</b>	<b>84.8</b>	<b>104,000</b>	<b>1.4</b>	<b>1,010,000</b>	<b>13.8</b>	<b>7,310,000</b>	<b>100.0</b>
<b>Drivers in All Crashes</b>								
Passenger Car	4,983,000	85.1	136,000	2.3	733,000	12.5	<b>5,852,000</b>	<b>100.0</b>
Light Truck	3,562,000	85.9	97,000	2.3	486,000	11.7	<b>4,145,000</b>	<b>100.0</b>
Large Truck	287,000	75.0	9,000	2.3	87,000	22.7	<b>383,000</b>	<b>100.0</b>
Bus	41,000	79.8	2,000	3.3	9,000	16.9	<b>51,000</b>	<b>100.0</b>
Other/Unknown	9,000	38.1	9,000	40.3	5,000	21.6	<b>23,000</b>	<b>100.0</b>
<b>Total*</b>	<b>8,882,000</b>	<b>85.0</b>	<b>253,000</b>	<b>2.4</b>	<b>1,320,000</b>	<b>12.6</b>	<b>10,455,000</b>	<b>100.0</b>

\*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
<b>Occupants Killed</b>								
<5	283	62.6	145	32.1	24	5.3	<b>452</b>	<b>100.0</b>
5-9	173	49.4	144	41.1	33	9.4	<b>350</b>	<b>100.0</b>
10-15	264	35.9	407	55.4	64	8.7	<b>735</b>	<b>100.0</b>
16-20	1,618	33.4	2,813	58.1	411	8.5	<b>4,842</b>	<b>100.0</b>
21-24	1,175	32.0	2,174	59.2	322	8.8	<b>3,671</b>	<b>100.0</b>
25-34	1,647	32.1	3,027	59.0	456	8.9	<b>5,130</b>	<b>100.0</b>
35-44	1,510	36.9	2,298	56.1	287	7.0	<b>4,095</b>	<b>100.0</b>
45-54	1,691	44.8	1,853	49.1	233	6.2	<b>3,777</b>	<b>100.0</b>
55-64	1,375	50.2	1,159	42.3	203	7.4	<b>2,737</b>	<b>100.0</b>
65-74	1,143	59.2	655	33.9	132	6.8	<b>1,930</b>	<b>100.0</b>
>74	1,721	63.1	819	30.0	189	6.9	<b>2,729</b>	<b>100.0</b>
Unknown	18	24.7	29	39.7	26	35.6	<b>73</b>	<b>100.0</b>
<b>Total</b>	<b>12,618</b>	<b>41.3</b>	<b>15,523</b>	<b>50.9</b>	<b>2,380</b>	<b>7.8</b>	<b>30,521</b>	<b>100.0</b>
<b>Occupants Injured</b>								
<5	46,000	86.9	4,000	7.3	3,000	5.8	<b>53,000</b>	<b>100.0</b>
5-9	46,000	85.2	3,000	5.8	5,000	9.0	<b>54,000</b>	<b>100.0</b>
10-15	80,000	82.7	12,000	12.3	5,000	5.0	<b>97,000</b>	<b>100.0</b>
16-20	311,000	80.7	45,000	11.7	30,000	7.7	<b>386,000</b>	<b>100.0</b>
21-24	207,000	82.3	27,000	10.9	17,000	6.8	<b>251,000</b>	<b>100.0</b>
25-34	358,000	83.9	38,000	8.9	31,000	7.2	<b>427,000</b>	<b>100.0</b>
35-44	324,000	86.9	25,000	6.8	23,000	6.3	<b>372,000</b>	<b>100.0</b>
45-54	266,000	87.7	14,000	4.6	23,000	7.7	<b>303,000</b>	<b>100.0</b>
55-64	183,000	91.9	6,000	3.2	10,000	4.9	<b>199,000</b>	<b>100.0</b>
65-74	93,000	91.2	4,000	3.7	5,000	5.1	<b>103,000</b>	<b>100.0</b>
>74	78,000	89.8	4,000	5.0	5,000	5.2	<b>87,000</b>	<b>100.0</b>
<b>Total</b>	<b>1,992,000</b>	<b>85.5</b>	<b>183,000</b>	<b>7.8</b>	<b>156,000</b>	<b>6.7</b>	<b>2,331,000</b>	<b>100.0</b>

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	<b>1,939</b>	<b>100.0</b>
5-9	1,280	73.1	350	20.0	121	6.9	<b>1,751</b>	<b>100.0</b>
10-15	1,830	63.1	834	28.8	235	8.1	<b>2,899</b>	<b>100.0</b>
16-20	4,903	59.2	2,614	31.6	759	9.2	<b>8,276</b>	<b>100.0</b>
21-24	3,288	61.2	1,534	28.6	549	10.2	<b>5,371</b>	<b>100.0</b>
25-34	5,449	67.1	1,928	23.7	742	9.1	<b>8,119</b>	<b>100.0</b>
35-44	4,802	75.3	1,115	17.5	458	7.2	<b>6,375</b>	<b>100.0</b>
45-54	4,031	80.9	618	12.4	331	6.6	<b>4,980</b>	<b>100.0</b>
55-64	2,596	84.7	290	9.5	180	5.9	<b>3,066</b>	<b>100.0</b>
65-74	1,534	86.8	142	8.0	91	5.1	<b>1,767</b>	<b>100.0</b>
>74	1,196	84.6	137	9.7	80	5.7	<b>1,413</b>	<b>100.0</b>
Unknown	341	28.3	184	15.2	682	56.5	<b>1,207</b>	<b>100.0</b>
<b>Total</b>	<b>32,860</b>	<b>69.7</b>	<b>9,993</b>	<b>21.2</b>	<b>4,310</b>	<b>9.1</b>	<b>47,163</b>	<b>100.0</b>

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



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

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Passenger Car Occupants Killed</b>								
<b>Front Seat</b>	<b>7,811</b>	<b>48.6</b>	<b>6,958</b>	<b>43.3</b>	<b>1,297</b>	<b>8.1</b>	<b>16,066</b>	<b>100.0</b>
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
<b>Second Seat</b>	<b>507</b>	<b>32.7</b>	<b>904</b>	<b>58.2</b>	<b>141</b>	<b>9.1</b>	<b>1,552</b>	<b>100.0</b>
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
<b>Other</b>	<b>0</b>	<b>0.0</b>	<b>31</b>	<b>93.9</b>	<b>2</b>	<b>6.1</b>	<b>33</b>	<b>100.0</b>
<b>Unknown</b>	<b>7</b>	<b>4.7</b>	<b>76</b>	<b>51.0</b>	<b>66</b>	<b>44.3</b>	<b>149</b>	<b>100.0</b>
<b>Total</b>	<b>8,325</b>	<b>46.8</b>	<b>7,969</b>	<b>44.8</b>	<b>1,506</b>	<b>8.5</b>	<b>17,800</b>	<b>100.0</b>
<b>Passenger Car Occupants Injured</b>								
<b>Front Seat</b>	<b>1,166,000</b>	<b>86.9</b>	<b>86,000</b>	<b>6.4</b>	<b>90,000</b>	<b>6.7</b>	<b>1,343,000</b>	<b>100.0</b>
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
<b>Second Seat</b>	<b>100,000</b>	<b>76.8</b>	<b>20,000</b>	<b>15.4</b>	<b>10,000</b>	<b>7.8</b>	<b>131,000</b>	<b>100.0</b>
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
<b>Other</b>	<b>1,000</b>	<b>47.2</b>	<b>*</b>	<b>34.9</b>	<b>*</b>	<b>18.0</b>	<b>1,000</b>	<b>100.0</b>
<b>Total</b>	<b>1,267,000</b>	<b>85.9</b>	<b>107,000</b>	<b>7.2</b>	<b>101,000</b>	<b>6.8</b>	<b>1,475,000</b>	<b>100.0</b>

\*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
<b>Light Truck Occupants Killed</b>								
<b>Front Seat</b>	<b>3,917</b>	<b>35.3</b>	<b>6,485</b>	<b>58.4</b>	<b>709</b>	<b>6.4</b>	<b>11,111</b>	<b>100.0</b>
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
<b>Second Seat</b>	<b>318</b>	<b>31.7</b>	<b>616</b>	<b>61.4</b>	<b>70</b>	<b>7.0</b>	<b>1,004</b>	<b>100.0</b>
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
<b>Other</b>	<b>48</b>	<b>13.4</b>	<b>284</b>	<b>79.1</b>	<b>27</b>	<b>7.5</b>	<b>359</b>	<b>100.0</b>
<b>Unknown</b>	<b>10</b>	<b>4.0</b>	<b>169</b>	<b>68.4</b>	<b>68</b>	<b>27.5</b>	<b>247</b>	<b>100.0</b>
<b>Total</b>	<b>4,293</b>	<b>33.7</b>	<b>7,554</b>	<b>59.4</b>	<b>874</b>	<b>6.9</b>	<b>12,721</b>	<b>100.0</b>
<b>Light Truck Occupants Injured</b>								
<b>Front Seat</b>	<b>651,000</b>	<b>85.7</b>	<b>58,000</b>	<b>7.7</b>	<b>51,000</b>	<b>6.7</b>	<b>760,000</b>	<b>100.0</b>
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
<b>Second Seat</b>	<b>65,000</b>	<b>81.0</b>	<b>12,000</b>	<b>14.5</b>	<b>4,000</b>	<b>4.5</b>	<b>80,000</b>	<b>100.0</b>
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
<b>Other</b>	<b>10,000</b>	<b>56.0</b>	<b>6,000</b>	<b>37.2</b>	<b>1,000</b>	<b>6.8</b>	<b>17,000</b>	<b>100.0</b>
<b>Total</b>	<b>725,000</b>	<b>84.6</b>	<b>76,000</b>	<b>8.9</b>	<b>55,000</b>	<b>6.5</b>	<b>857,000</b>	<b>100.0</b>

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
<b>Occupants Killed</b>				
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
<b>Total</b>	<b>17,800</b>	<b>100.0</b>	<b>12,721</b>	<b>100.0</b>
<b>Occupants Injured</b>				
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
<b>Total</b>	<b>1,475,000</b>	<b>100.0</b>	<b>857,000</b>	<b>100.0</b>

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

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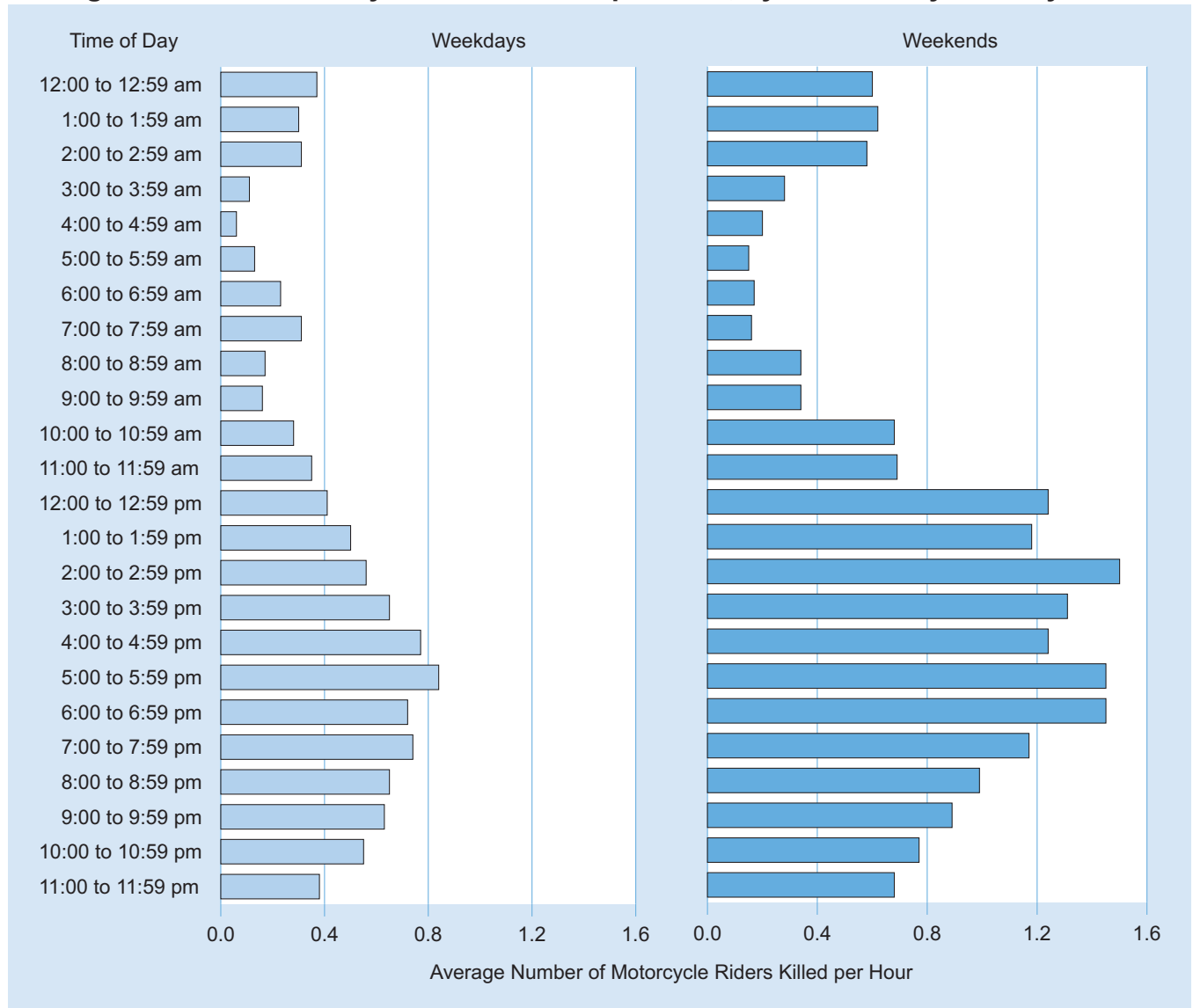
**Table 89**  
**Motorcycle Riders Killed or Injured, by Time of Day and Day of Week**

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

\*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	<b>4,493</b>	<b>100.0</b>
Passengers	140	44.2	168	53.0	9	2.8	<b>317</b>	<b>100.0</b>
<b>Total</b>	<b>2,720</b>	<b>56.5</b>	<b>1,957</b>	<b>40.7</b>	<b>133</b>	<b>2.8</b>	<b>4,810</b>	<b>100.0</b>

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

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

**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
<b>Total</b>	<b>18</b>	<b>3</b>	<b>21</b>

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

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	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
<b>Total</b>	<b>150</b>	<b>100.0</b>	<b>13,000</b>	<b>100.0</b>

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

\*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	*	*
<b>Total</b>	<b>3,309</b>	<b>147,512</b>	<b>2.24</b>	<b>1,444</b>	<b>151,886</b>	<b>0.95</b>	<b>**4,784</b>	<b>299,398</b>	<b>1.60</b>

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
<b>Total</b>	<b>35,000</b>	<b>147,512</b>	<b>23</b>	<b>26,000</b>	<b>151,886</b>	<b>17</b>	<b>61,000</b>	<b>299,398</b>	<b>20</b>

\*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.

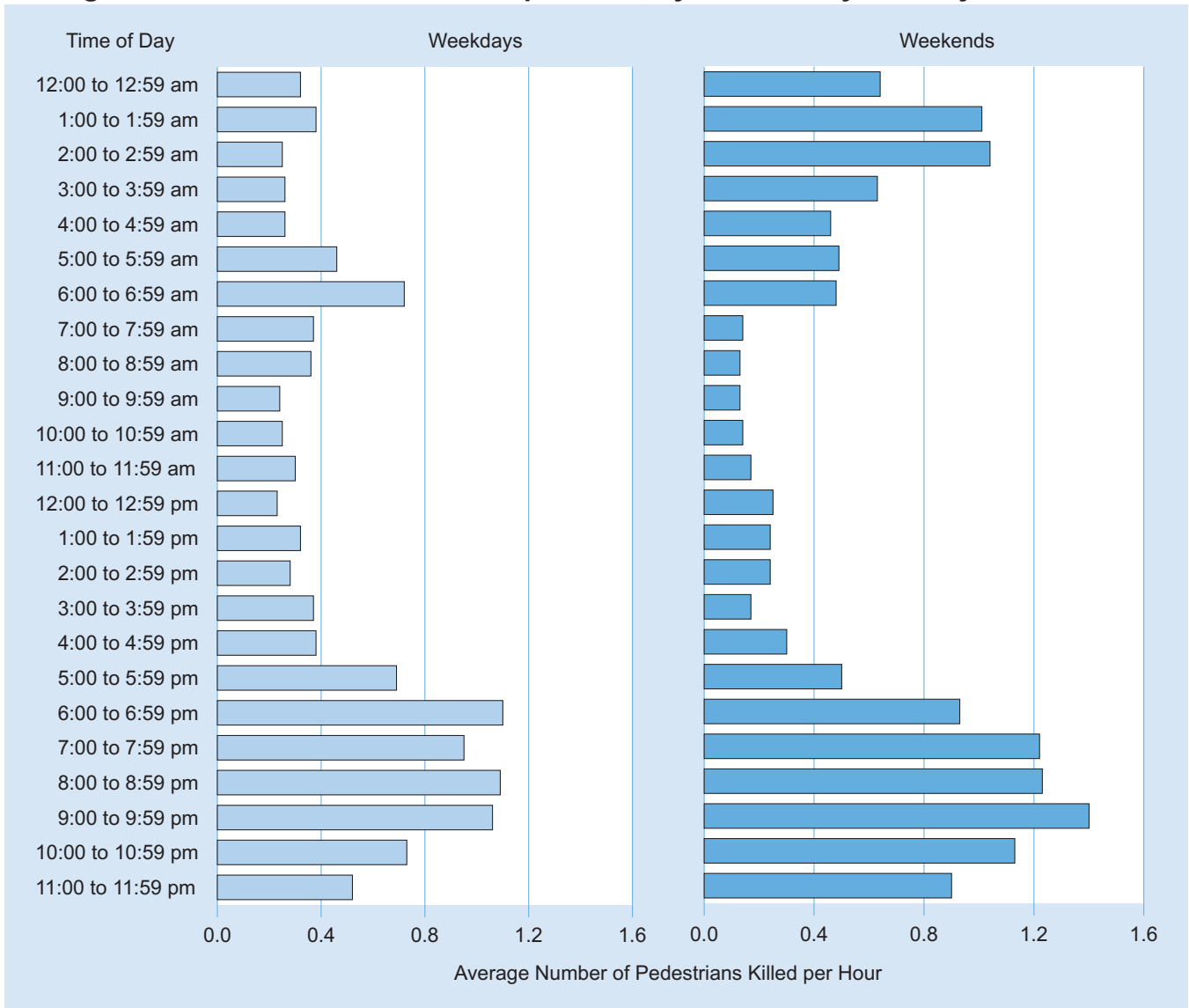
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**Table 96**  
**Pedestrians Killed or Injured, by Time of Day and Day of Week**

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

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

\*Less than 500.

**Table 98**

**Pedestrians Killed, by Related Factors**

Factors	Number	Percent
Improper crossing of roadway or intersection . . . . .	1,062	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
<b>Total Pedestrians . . . . .</b>	<b>4,784</b>	<b>100.0</b>

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

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

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedalcyclists Killed</b>						
<5	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
<b>Total</b>	<b>248</b>	<b>32.1</b>	<b>516</b>	<b>66.8</b>	<b>*773</b>	<b>100.0</b>
<b>Pedalcyclists Injured</b>						
<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
<b>Total</b>	<b>28,000</b>	<b>63.6</b>	<b>15,000</b>	<b>34.6</b>	<b>**44,000</b>	<b>100.0</b>

\*Includes 9 pedalcyclists killed at other or unknown location.

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

\*\*\*Less than 500.

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**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	*	*
<b>Total</b>	<b>677</b>	<b>147,512</b>	<b>0.46</b>	<b>94</b>	<b>151,886</b>	<b>0.06</b>	<b>**773</b>	<b>299,398</b>	<b>0.26</b>

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
<b>Total</b>	<b>36,000</b>	<b>147,512</b>	<b>25</b>	<b>8,000</b>	<b>151,886</b>	<b>5</b>	<b>44,000</b>	<b>299,398</b>	<b>15</b>

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

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

\*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
<b>Total Pedalcyclists. . . . .</b>	<b>773</b>	<b>100.0</b>

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



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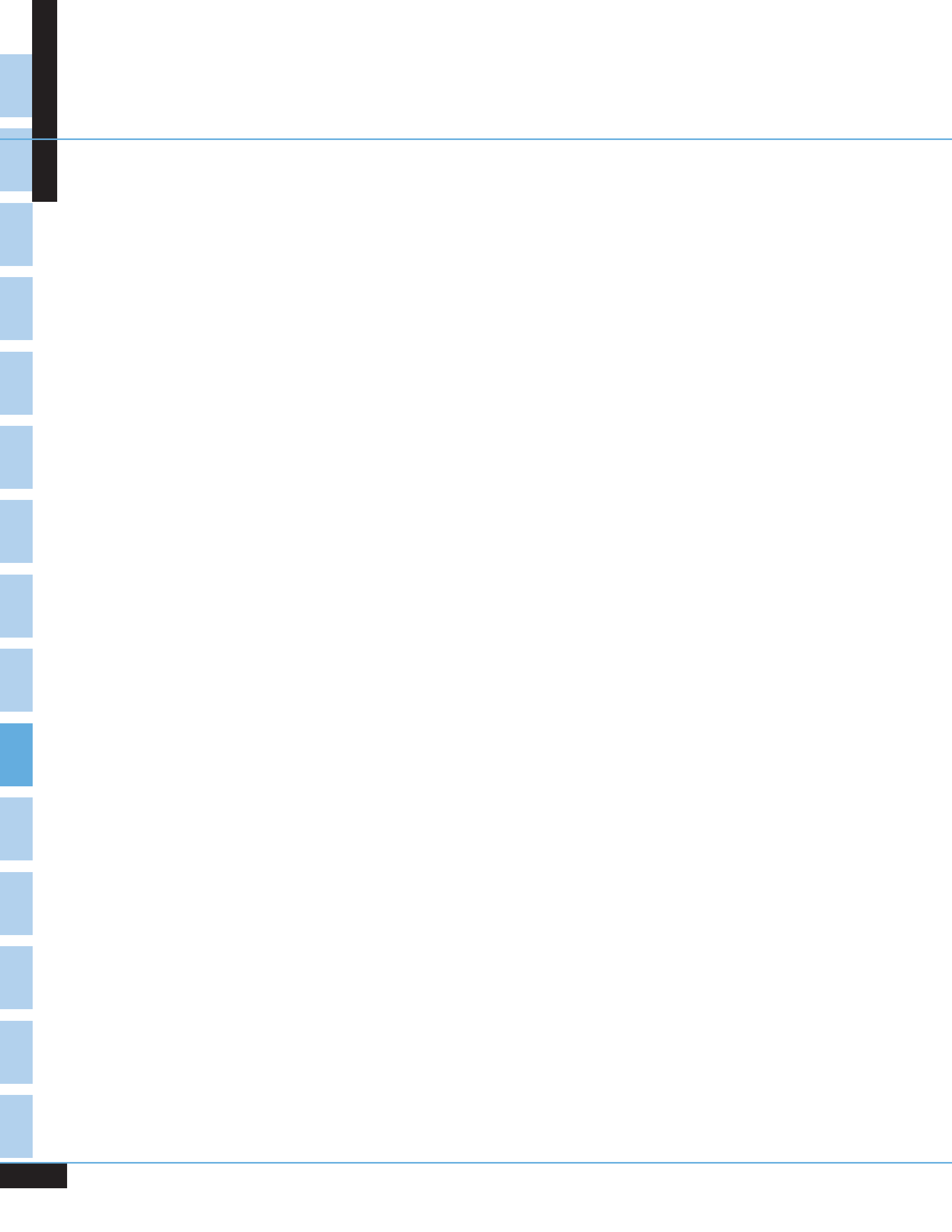
Chapter 5

# STATES



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## CHAPTER 5 ■ STATES

**F**atal 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:

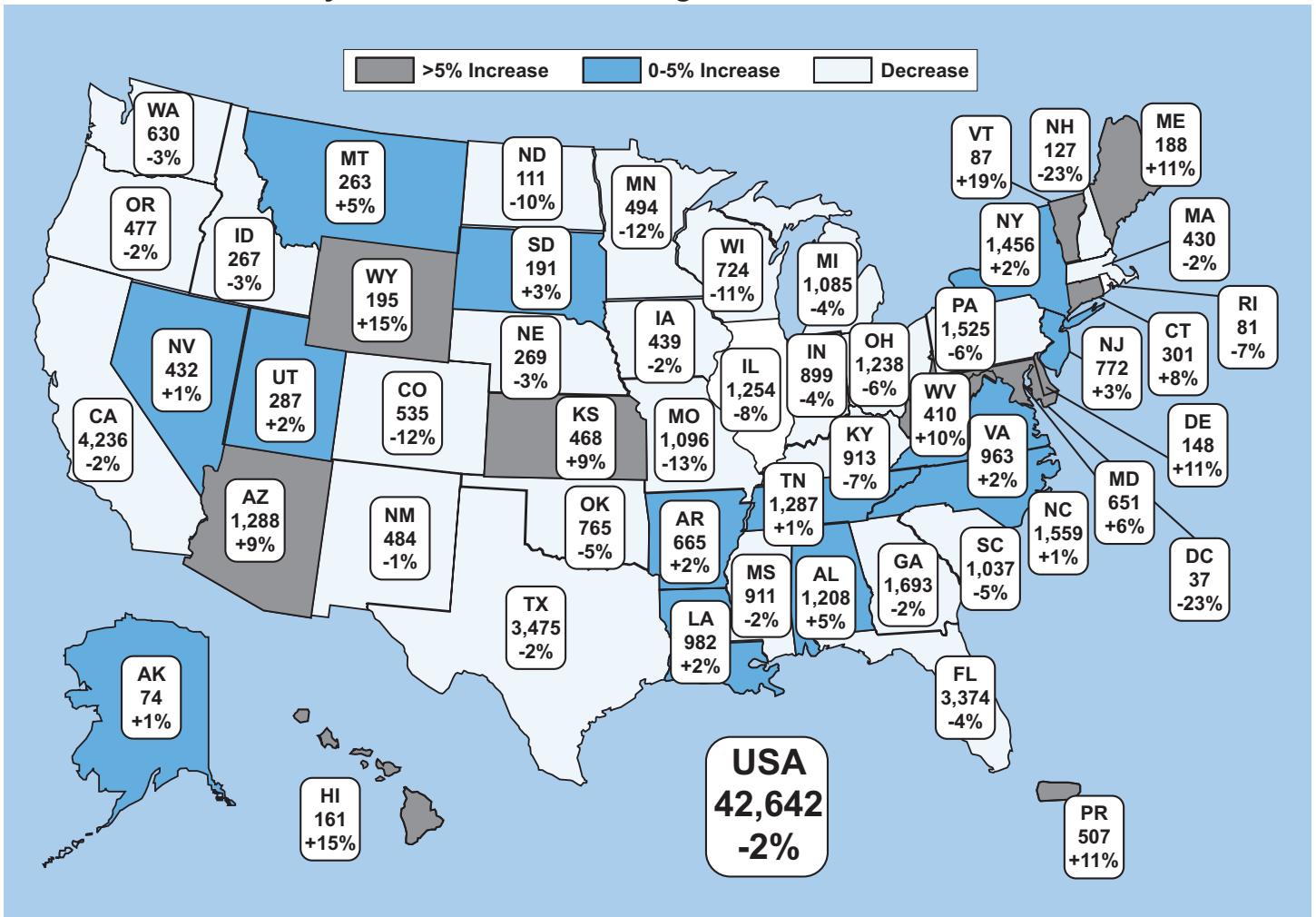
- Traffic fatalities dropped by 2.0 percent from 2005 to 2006 for the Nation as a whole. Twenty-seven States and the District of Columbia showed decreases, ranging from 1 percent to as much as 23 percent.
- The pedestrian fatality rate per 100,000 population was 1.60 for the Nation. New Mexico had the 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	<b>USA</b>	<b>43,510</b>	<b>42,642</b>	<b>-2</b>
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
<b>USA</b>	<b>14,718</b>	<b>38.1</b>	<b>5,285</b>	<b>13.7</b>	<b>12,607</b>	<b>32.7</b>	<b>1,048</b>	<b>2.7</b>	<b>4,318</b>	<b>11.2</b>	<b>543</b>	<b>1.4</b>	<b>*38,588</b>	<b>100.0</b>
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.

# Chapter 5 ■ States

**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
<b>USA</b>	<b>2,421</b>	<b>2,396</b>	<b>1,510</b>	<b>8,766</b>	<b>7,169</b>	<b>7,933</b>	<b>7,270</b>	<b>1,123</b>	<b>38,588</b>
PR	33	49	14	104	126	81	75	0	482

## Chapter 5 ■ States

**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
<b>USA</b>	<b>2,870</b>	<b>2,619</b>	<b>1,653</b>	<b>9,790</b>	<b>7,997</b>	<b>8,720</b>	<b>7,759</b>	<b>1,234</b>	<b>42,642</b>
PR	36	56	15	110	128	84	78	0	507

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**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
<b>USA</b>	<b>202,810</b>	<b>21.03</b>	<b>251,423</b>	<b>16.96</b>	<b>299,398</b>	<b>14.24</b>	<b>42,642</b>
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
<b>USA</b>	<b>22,830</b>	<b>53.5</b>	<b>9,156</b>	<b>21.5</b>	<b>4,810</b>	<b>11.3</b>	<b>4,784</b>	<b>11.2</b>	<b>773</b>	<b>1.8</b>	<b>289</b>	<b>0.7</b>	<b>42,642</b>	<b>100.0</b>
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
<b>USA</b>	<b>578</b>	<b>516</b>	<b>1,079</b>	<b>5,658</b>	<b>4,701</b>	<b>7,169</b>	<b>6,361</b>	<b>6,232</b>	<b>4,178</b>	<b>2,611</b>	<b>3,406</b>	<b>153</b>	<b>42,642</b>
PR	3	3	7	54	63	86	85	54	65	33	37	17	507

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**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
<b>USA</b>	<b>17,800</b>	<b>48.2</b>	<b>12,721</b>	<b>34.5</b>	<b>805</b>	<b>2.2</b>	<b>27</b>	<b>0.1</b>	<b>499</b>	<b>1.4</b>	<b>240</b>	<b>0.7</b>	<b>32,092</b>	<b>87.0</b>	<b>4,810</b>	<b>13.0</b>	<b>36,902</b>	<b>100.0</b>
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	<b>374</b>	<b>100.0</b>
NM	154	44.9	171	49.9	18	5.2	<b>343</b>	<b>100.0</b>
NY	417	49.2	371	43.8	60	7.1	<b>848</b>	<b>100.0</b>
NC	579	48.9	534	45.1	72	6.1	<b>1,185</b>	<b>100.0</b>
ND	30	33.0	60	65.9	1	1.1	<b>91</b>	<b>100.0</b>
OH	385	42.2	502	55.0	26	2.8	<b>913</b>	<b>100.0</b>
OK	242	40.4	351	58.6	6	1.0	<b>599</b>	<b>100.0</b>
OR	204	58.3	106	30.3	40	11.4	<b>350</b>	<b>100.0</b>
PA	345	31.6	599	54.9	148	13.6	<b>1,092</b>	<b>100.0</b>
RI	12	25.5	35	74.5	0	0.0	<b>47</b>	<b>100.0</b>
SC	259	33.8	455	59.3	53	6.9	<b>767</b>	<b>100.0</b>
SD	26	17.4	112	75.2	11	7.4	<b>149</b>	<b>100.0</b>
TN	371	37.7	551	55.9	63	6.4	<b>985</b>	<b>100.0</b>
TX	1,254	48.9	1,136	44.3	172	6.7	<b>2,562</b>	<b>100.0</b>
UT	101	46.5	86	39.6	30	13.8	<b>217</b>	<b>100.0</b>
VT	34	46.6	35	47.9	4	5.5	<b>73</b>	<b>100.0</b>
VA	274	36.0	452	59.3	36	4.7	<b>762</b>	<b>100.0</b>
WA	242	53.3	197	43.4	15	3.3	<b>454</b>	<b>100.0</b>
WV	93	30.5	159	52.1	53	17.4	<b>305</b>	<b>100.0</b>
WI	204	37.6	296	54.5	43	7.9	<b>543</b>	<b>100.0</b>
WY	53	34.0	96	61.5	7	4.5	<b>156</b>	<b>100.0</b>
<b>USA</b>	<b>12,618</b>	<b>41.3</b>	<b>15,523</b>	<b>50.9</b>	<b>2,380</b>	<b>7.8</b>	<b>30,521</b>	<b>100.0</b>
PR	103	45.4	124	54.6	0	0.0	<b>227</b>	<b>100.0</b>

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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
	<b>USA</b>	<b>4,784</b>	<b>299,398</b>	<b>1.60</b>
	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
<b>USA</b>	<b>25,040</b>	<b>59</b>	<b>2,480</b>	<b>6</b>	<b>15,121</b>	<b>35</b>	<b>17,602</b>	<b>41</b>	<b>42,642</b>	<b>100</b>
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
<b>USA</b>	<b>42,855</b>	<b>74</b>	<b>2,349</b>	<b>4</b>	<b>12,491</b>	<b>22</b>	<b>14,840</b>	<b>26</b>	<b>57,695</b>	<b>100</b>
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
<b>USA</b>	<b>17,320</b>	<b>63</b>	<b>1,388</b>	<b>5</b>	<b>8,615</b>	<b>32</b>	<b>10,003</b>	<b>37</b>	<b>27,323</b>	<b>100</b>
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.

# Chapter 5 ■ States

**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
<b>USA</b>	<b>25,535</b>	<b>84</b>	<b>961</b>	<b>3</b>	<b>3,876</b>	<b>13</b>	<b>4,837</b>	<b>16</b>	<b>30,372</b>	<b>100</b>
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.

# Chapter 5 ■ States

**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
<b>USA</b>	<b>42,642</b>	<b>*13,543</b>	<b>1,373</b>	<b>371</b>	<b>3,410</b>	<b>510</b>	<b>1,873</b>	<b>884</b>	<b>1,593</b>	<b>1,492</b>
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
<b>USA</b>	<b>5.74</b>	<b>42.4</b>	<b>12.17</b>	<b>42.8</b>	<b>37.02</b>	<b>74.7</b>	<b>54.22</b>	<b>75.4</b>	<b>20,734</b>
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
<b>USA</b>	<b>3.15</b>	<b>49.8</b>	<b>6.87</b>	<b>53.3</b>	<b>27.86</b>	<b>78.8</b>	<b>37.76</b>	<b>78.9</b>	<b>17,001</b>
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.

## Chapter 5 ■ States

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

**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%
<b>USA</b>	<b>44,525</b>	<b>43,825</b>	<b>44,599</b>	<b>41,817</b>	<b>41,945</b>	<b>42,642</b>	<b>-4%</b>	<b>3.35</b>	<b>2.47</b>	<b>2.08</b>	<b>1.73</b>	<b>1.53</b>	<b>1.41</b>	<b>-58%</b>
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 <sup>(1)</sup>	Safety Belt Required <sup>(2)</sup>		Vehicles Exempted and Other Information <sup>(4)</sup>
				Seats	Ages <sup>(3)</sup>	
AL	Primary	\$25	4 years and under and <40 lb <sup>(5)</sup>	Front	Under 15, all seats	Designed for >10 passengers, model year <1965, rural mail carriers, newspaper delivery, vehicles normally operating in reverse.
AK	Primary <sup>(6)</sup>	\$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 <sup>(7)</sup>	\$25	5 years and under and <60 lb <sup>(8)</sup>	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 <sup>(9)</sup>	\$17	5 years and under and <55 inches tall <sup>(10)</sup>	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 <sup>(11)</sup>	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 <sup>(12)</sup>	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 <sup>(13)</sup>	Front	17 and under, all seats <sup>(14)</sup>	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 <sup>(15)</sup>	7 years and under and <57 inches tall <sup>(16)</sup>	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.

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

<sup>(2)</sup>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.

<sup>(3)</sup>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.

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

<sup>(5)</sup>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.

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

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

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

<sup>(9)</sup>Primary enforcement if the driver is under 17 years of age.

<sup>(10)</sup>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.

<sup>(11)</sup>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.

<sup>(12)</sup>Plus 2 points on license record.

<sup>(13)</sup>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.

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

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

<sup>(16)</sup>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 <sup>(1)</sup>	Safety Belt Required <sup>(2)</sup>		Vehicles Exempted and Other Information <sup>(4)</sup>
				Seats	Ages <sup>(3)</sup>	
IN	Primary	\$25	7 years and under <sup>(17)</sup>	Front	15 and under, all seats <sup>(18)</sup>	Truck, tractor, RV, postal vehicles, delivery vehicles, taxi, bus, emergency vehicles, antique cars.
IA	Primary	\$25	5 years and under <sup>(19)</sup>	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 <sup>(20)</sup>	Front	Under 14, all seats	Designed for >10 people, truck >12,000 lb, off-road vehicles, postal vehicles, newspaper delivery vehicles.
KY	Primary <sup>(21)</sup>	\$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 <sup>(22)</sup>	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 <sup>(23)</sup>	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 <sup>(24)</sup>	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 <sup>(25)</sup>	\$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 <sup>(26)</sup>	\$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.

<sup>(17)</sup>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).

<sup>(18)</sup>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.

<sup>(19)</sup>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.

<sup>(20)</sup>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.

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

<sup>(22)</sup>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.

<sup>(23)</sup>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.

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

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

<sup>(26)</sup>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 <sup>(1)</sup>	Safety Belt Required <sup>(2)</sup>		Vehicles Exempted and Other Information <sup>(4)</sup>
				Seats	Ages <sup>(3)</sup>	
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 <sup>(27)</sup>	7 years and under and < 80 lb <sup>(28)</sup>	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 <sup>(29)</sup>	\$20	6 years and under and <57 inches tall or <80 lb <sup>(30)</sup>	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 <sup>(31)</sup>	Front	17 and under, all seats	Manufactured before 1966, rural letter carriers.
NM	Primary	\$25 <sup>(32)</sup>	6 years and under or <60 lb <sup>(33)</sup>	All	All	Vehicles >10,000 lb, rural letter carriers.
NY	Primary	\$50-\$100 <sup>(34)</sup>	6 years and under	Front	Under 16, all seats	Bus, school bus, <sup>(35)</sup> taxi, emergency or delivery vehicle, rural letter carriers.
OH	Secondary	\$30 <sup>(36)</sup>	3 years and under or <40 lb	Front	—	Postal service vehicles, vehicles delivering newspapers.
OK	Primary	\$20	5 years and under <sup>(37)</sup>	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 <sup>(38)</sup>	All	All	Newspaper, mail, meter, and transit vehicles; for-hire vehicles; trash trucks, emergency vehicles, taxicab operators.
PA	Secondary	\$10 <sup>(39)</sup>	7 years and under <sup>(40)</sup>	Front	17 and under, all seats	Truck >7,000 lb, rural letter carriers, delivery vehicles traveling at 15 mph or less.
RI	Secondary <sup>(41)</sup>	\$75	6 years and under, <sup>(42)</sup> <54 inches tall, and <80 lb	All	All	Postal service vehicles.

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

<sup>(2)</sup>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.

<sup>(3)</sup>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.

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

<sup>(27)</sup>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.

<sup>(28)</sup>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.

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

<sup>(30)</sup>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.

<sup>(31)</sup>Seated in rear seat if available.

<sup>(32)</sup>Plus 2 points on driving record.

<sup>(33)</sup>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.

<sup>(34)</sup>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.

<sup>(35)</sup>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.

<sup>(36)</sup>\$30 driver, \$20 passenger.

<sup>(37)</sup>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.

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

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

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

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

<sup>(42)</sup>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 <sup>(1)</sup>	Safety Belt Required <sup>(2)</sup>		Vehicles Exempted and Other Information <sup>(4)</sup>
				Seats	Ages <sup>(3)</sup>	
SC	Primary <sup>(43)</sup>	\$25	1-6 years and 40-80 lb <sup>(44)</sup>	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 <sup>(45)</sup>	\$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 <sup>(46)</sup>	8 years and under and <57 inches tall <sup>(47)</sup>	Front	Under 16, all seats <sup>(48)</sup>	>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 <sup>(49)</sup>	Designed for >10 people, truck >15,000 lb, farm vehicles, postal service vehicles, meter readers.
UT	Secondary <sup>(50)</sup>	\$45 or less <sup>(51)</sup>	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 <sup>(52)</sup>	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 <sup>(53)</sup>	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 <sup>(54)</sup>	7 years and under and <57 inches <sup>(55)</sup>	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 <sup>(56)</sup>	Front	All <sup>(57)</sup>	Taxis, farm trucks engaged in farming, emergency vehicles required to make more than 10 stops per mile, rural mail carriers, land surveyors.
WY	Secondary <sup>(58)</sup>	\$25 <sup>(59)</sup>	8 years and under in rear seat, 80 lb or less in rear seat if available <sup>(60)</sup>	All	All	Postal vehicles, emergency vehicles, buses. Excess passengers exempted if all seats are occupied.

<sup>(43)</sup>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.

<sup>(44)</sup>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.

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

<sup>(46)</sup>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.

<sup>(47)</sup>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.

<sup>(48)</sup>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.

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

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

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

<sup>(52)</sup>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.

<sup>(53)</sup>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.

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

<sup>(55)</sup>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.

<sup>(56)</sup>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.

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

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

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

<sup>(60)</sup>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.

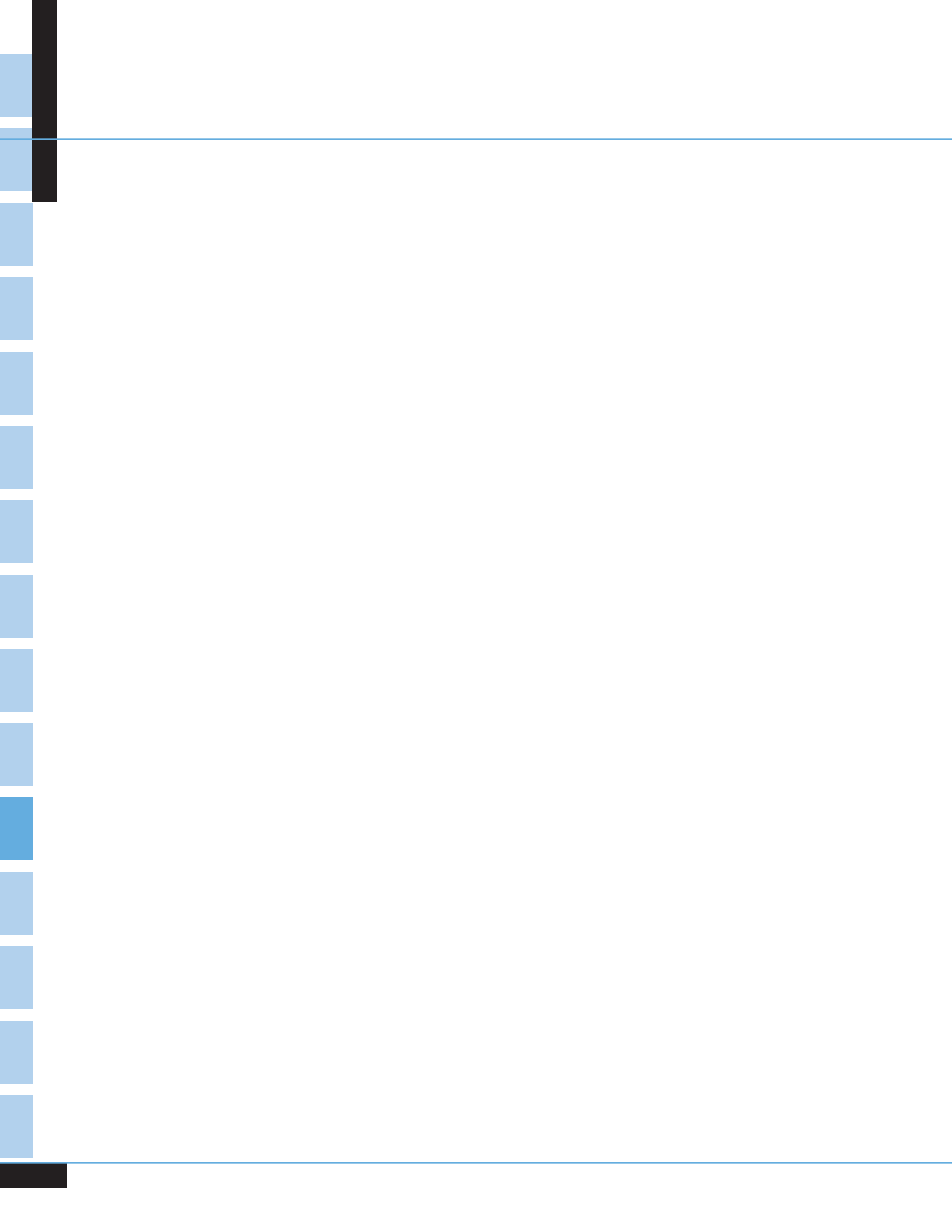
Note: The term “illegal per se” refers to State laws that make it a criminal offense to operate a motor vehicle at or above a specified alcohol (or drug) concentration in the blood, breath, or urine.

Source: NHTSA, Injury Control Operations and Resources.

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# APPENDIXES

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# APPENDIX A ■ FARS DATA ELEMENTS

## 2006 Fatality Analysis Reporting System Data Elements

### Crash Level

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

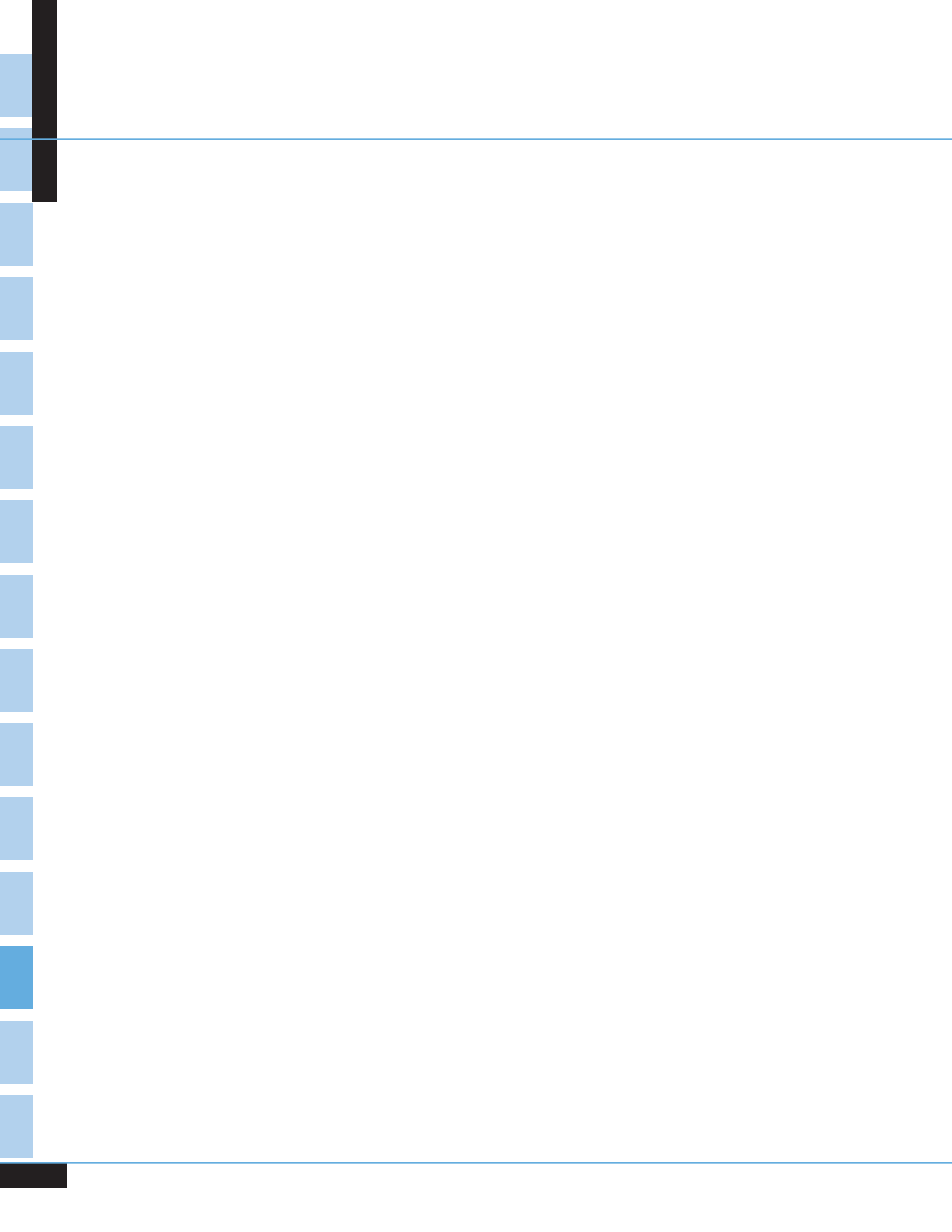
# Appendix C ■ GES Technical Notes

## 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  
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 School Bus Related 127  
 Sex 88, 89, 98, 99, 104, 129, 134  
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**Airbag** 123**Alcohol**

Age 36, 37, 112, 113, 114, 115, 117  
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 Driver Survival Status 38, 162-167  
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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
<b>Total</b>	<b>8,325</b>	<b>226,567</b>	<b>22,466</b>	<b>26,869</b>	<b>25,509</b>	<b>350,618</b>	<b>25,801</b>

\*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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