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U.S. Department of Transportation

TRAFFIC SAFETY FACTS 2009

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

2009 NATIONAL STATISTICS

POLICE-REPORTED MOTOR VEHICLE TRAFFIC CRASHES

Fatal	30,797
Injury	1,517,000
Property Damage Only	3,957,000
Total	**5,505,000**

TRAFFIC CRASH VICTIMS

	Killed	Injured
Occupants	**24,474**	**2,011,000**
Drivers	17,640	1,395,000
Passengers	6,770	616,000
Unknown	64	<500
Motorcyclists	**4,462**	**90,000**
Nonoccupants	**4,872**	**116,000**
Pedestrians	4,092	59,000
Pedalcyclists	630	51,000
Other/Unknown	150	7,000
Total	**33,808**	**2,217,000**

OTHER NATIONAL STATISTICS

Vehicle Miles Traveled	2,953,501,000,000
Resident Population	307,006,550
Registered Vehicles	258,957,503
Licensed Drivers	209,618,386
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	1.14
Fatalities per 100,000 Population	11.01
Fatalities per 100,000 Registered Vehicles	13.06
Fatalities per 100,000 Licensed Drivers	16.13

NATIONAL RATES: INJURED PERSONS

Injured Persons per 100 Million Vehicle Miles Traveled	75
Injured Persons per 100,000 Population	722
Injured Persons per 100,000 Registered Vehicles	856
Injured Persons per 100,000 Licensed Drivers	1,058

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.

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Traffic Safety Facts 2009

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-424, 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.gov/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*, *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/CATS/index.aspx**.

TABLE OF CONTENTS

Table of Contents

Table of Contents

Table of Contents

Table of Contents

Table of Contents

Table of Contents

FIGURES

TRENDS

CRASHES

VEHICLES

Figures (Continued)

PEOPLE

STATES

INTRODUCTION

In this annual report, *Traffic Safety Facts 2009: 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
- State Vehicle Registration Files
- State Driver Licensing Files
- State Highway Department Data
- Vital Statistics
- Death Certificates
- Coroner/Medical Examiner Reports
- Hospital Medical Reports
- Emergency Medical Service Reports
- 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 2009 FARS data file used for the statistics in this report was created in May 2010; however, the 2009 FARS file will *officially* close in December 2010. 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 2008 are reflected in this report. The updated final counts for 2009 will be reflected in the 2010 annual report.

GES OPERATIONS

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 2009 file used for the statistics in this report was completed in May 2010.

ABOUT THIS REPORT

Fatal crash data from FARS and nonfatal crash data from GES are presented in this report in five chapters. Chapter 1, "Trends," presents data from all years of FARS (1975 through 2009) and GES (1988 through 2009). The remaining chapters present data only from 2009. 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 2009) or from GES (1988 through 2009) are available in four ways:

- Modest requests for specific data will be answered by NCSA at no charge. Response usually requires about two weeks, depending on the nature and complexity of the data requested.

- Compact disks can be purchased in one of several formats amenable to analysis. This will enable you to process the data using your own computer system. Information on acquiring the compact disks is available by contacting the Volpe Center at the following address:

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

- FARS and GES data can be obtained by downloading any of the published files from the Internet, at ftp://ftp.nhtsa.dot.gov/FARS or ftp://ftp.nhtsa.dot.gov/GES. The files are available in SAS, sequential ASCII, and (for FARS only, not GES) DBF file formats. This will enable you to process the data using your own computer system.

- FARS data can also be accessed on the Web at www-fars.nhtsa.dot.gov. This Web site provides instant access to the 1994 through 2009 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-424
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4198 or 800-934-8517

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

http://www-nrd.nhtsa.dot.gov/CATS/index.aspx

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

Chapter 1

TRENDS

CHAPTER 1 ■ TRENDS

The tables in this chapter present statistics about police-reported motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 2009; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2009. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 2009. 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 9.9 percent from 2008 to 2009, and the fatality rate dropped to 1.14 fatalities per 100 million vehicle miles of travel in 2009.
- The injury rate per 100 million vehicle miles of travel decreased by 6.3 percent from 2008 to 2009.
- The occupant fatality rate (including motorcyclists) per 100,000 population, which declined by 22.7 percent from 1975 to 1992, decreased by 26.8 percent from 1992 to 2009.
- The occupant injury rate (including motorcyclists) per 100,000 population, which declined by 13.6 percent from 1988 to 1992, decreased by 40.0 percent from 1992 to 2009.
- The nonoccupant fatality rate per 100,000 population has declined by 60.2 percent from 1975 to 2009.
- The nonoccupant injury rate per 100,000 population has declined by 51.9 percent from 1988 to 2009.
- The percent of alcohol-impaired driving fatalities has declined from 48 percent in 1982 to 32 percent in 2009.

Figure 1

Fatal Crashes, 1975-2009

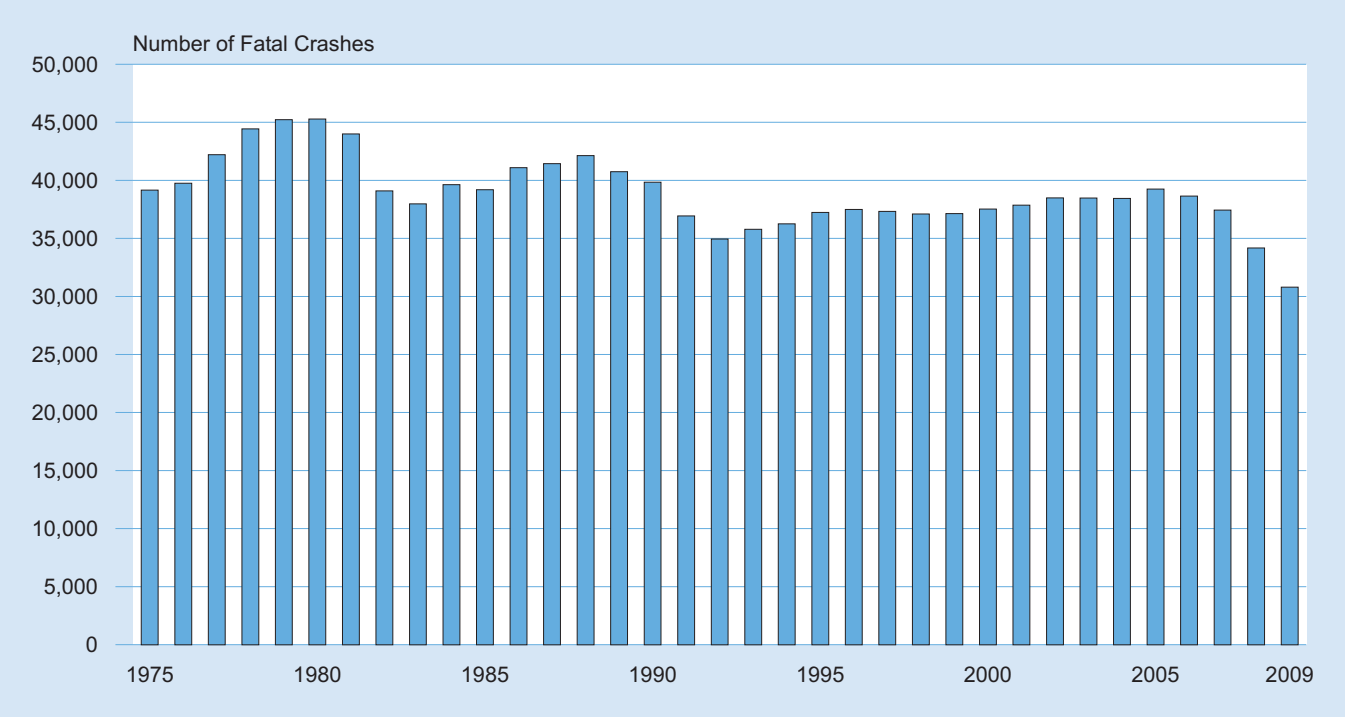


Table 1

Crashes by Crash Severity, 1988-2009

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**
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	38,648	0.6	1,746,000	29.2	4,189,000	70.1	**5,973,000**	**100.0**
2007	37,435	0.6	1,711,000	28.4	4,275,000	71.0	**6,024,000**	**100.0**
2008	34,172	0.6	1,630,000	28.1	4,146,000	71.4	**5,811,000**	**100.0**
2009	30,797	0.6	1,517,000	27.6	3,957,000	71.9	**5,505,000**	**100.0**

Table 2

Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2009

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
1985	43,825	237,924	18.42	156,868	27.94	166,047	26.39	1,775	2.47
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	2,484	1.69
1997	42,013	267,784	15.69	182,709	22.99	203,568	20.64	2,552	1.65
1998	41,501	270,248	15.36	184,861	22.45	208,076	19.95	2,628	1.58
1999	41,717	272,691	15.30	187,170	22.29	212,685	19.61	2,690	1.55
2000	41,945	282,172	14.87	190,625	22.00	217,028	19.33	2,747	1.53
2001	42,196	285,082	14.80	191,276	22.06	221,230	19.07	2,796	1.51
2002	43,005	287,804	14.94	194,602	22.10	225,685	19.06	2,856	1.51
2003	42,884	290,326	14.77	196,166	21.86	230,633	18.59	2,890	1.48
2004	42,836	293,046	14.62	198,889	21.54	237,949	18.00	2,965	1.44
2005	43,510	295,753	14.71	200,549	21.70	245,628	17.71	2,989	1.46
2006	42,708	298,593	14.30	202,810	21.06	251,415	16.99	3,014	1.42
2007	41,259	301,580	13.68	205,742	20.05	257,472	16.02	3,031	1.36
2008	37,423	304,375	12.30	208,321	17.96	259,360	14.43	2,977	1.26
2009	33,808	307,007	11.01	209,618	16.13	258,958	13.06	2,954	1.14

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	2,484	140
1997	3,348,000	267,784	1,250	182,709	1,832	203,568	1,644	2,552	131
1998	3,192,000	270,248	1,181	184,861	1,727	208,076	1,534	2,628	121
1999	3,236,000	272,691	1,187	187,170	1,729	212,685	1,522	2,690	120
2000	3,189,000	282,172	1,130	190,625	1,673	217,028	1,469	2,747	116
2001	3,033,000	285,082	1,064	191,276	1,585	221,230	1,371	2,796	108
2002	2,926,000	287,804	1,017	194,602	1,503	225,685	1,296	2,856	102
2003	2,889,000	290,326	995	196,166	1,473	230,633	1,252	2,890	100
2004	2,788,000	293,046	952	198,889	1,402	237,949	1,172	2,965	94
2005	2,699,000	295,753	913	200,549	1,346	245,628	1,099	2,989	90
2006	2,575,000	298,593	862	202,810	1,269	251,415	1,024	3,014	85
2007	2,491,000	301,580	826	205,742	1,211	257,472	967	3,031	82
2008	2,346,000	304,375	771	208,321	1,126	259,360	904	2,977	79
2009	2,217,000	307,007	722	209,618	1,058	258,958	856	2,954	75

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—Federal Highway Administration; Registered Vehicles, 1975-2009—R.L. Polk & Co. and Federal Highway Administration; Population—U.S. Bureau of the Census; Traffic Deaths, 1966—National Center for Health Statistics, D.H.H.S., State Accident Summaries (adjusted to 30-day traffic deaths by NHTSA); Traffic Deaths, 1975-2009—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Injured, 1988-2009—General Estimates System (GES), NHTSA. Injury data not available for years before 1988.

Figure 2

Motor Vehicle Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1966-2009

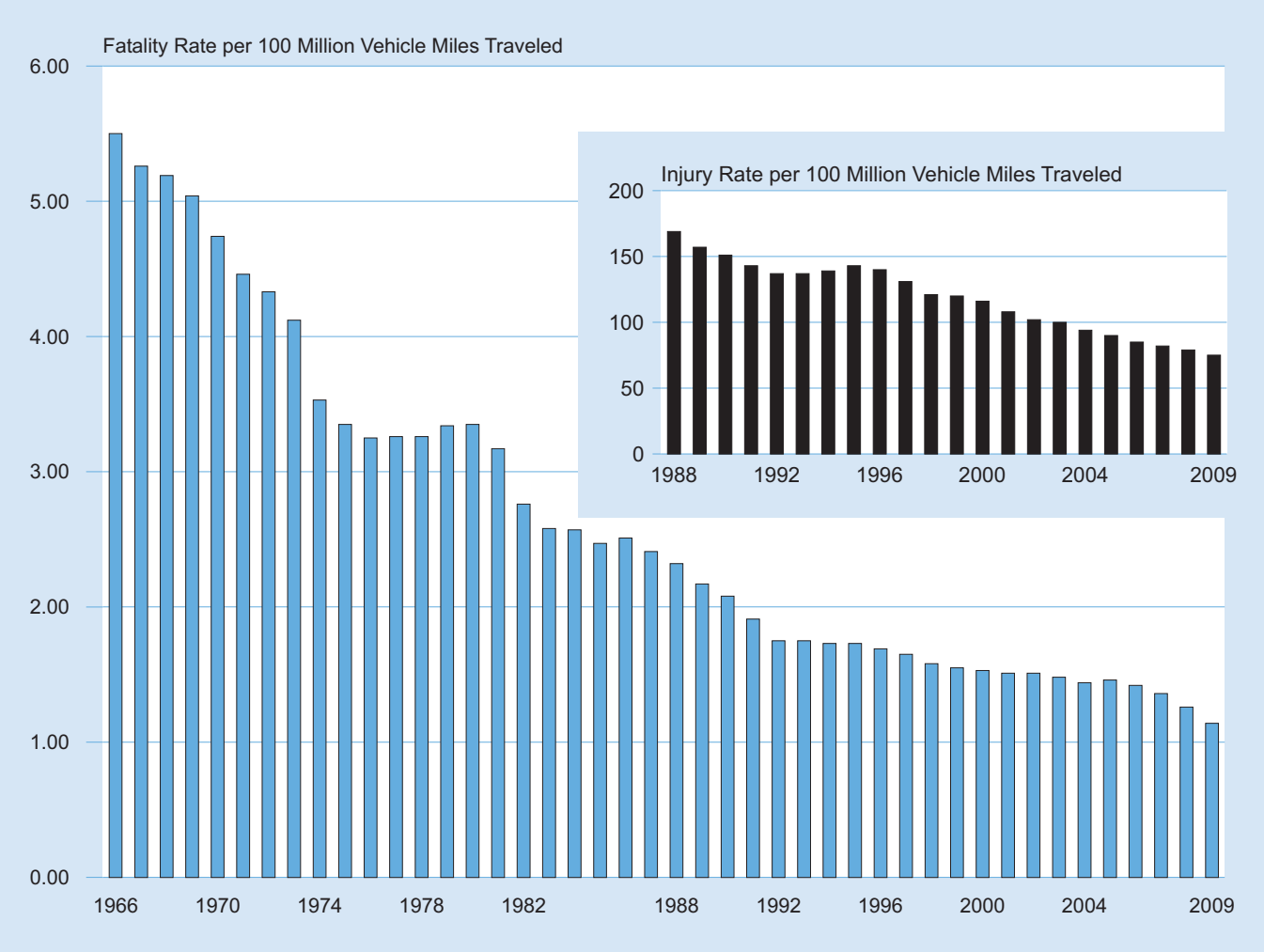


Table 3

Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2009

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Fatal Crashes												
1975	37,897	3.68	40.11	8,636	4.23	41.35	3,977	4.89	74.16	3,265	58.00	65.77
1980	39,059	3.53	37.28	12,680	4.29	42.18	5,379	4.96	92.89	5,194	50.85	91.22
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
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	22.05	19,959	2.22	27.37	4,920	2.43	63.15	2,532	23.92	60.98
2000	27,802	1.76	21.73	20,498	2.18	26.98	4,995	2.43	62.26	2,975	28.42	68.45
2001	27,586	1.73	21.38	20,831	2.14	26.48	4,823	2.31	61.38	3,265	33.89	66.59
2002	27,374	1.70	21.00	21,668	2.14	26.54	4,587	2.14	57.86	3,365	35.23	67.24
2003	26,562	1.65	20.17	22,299	2.14	26.21	4,721	2.17	60.86	3,802	39.70	70.80
2004	25,682	1.58	19.25	22,486	2.05	25.04	4,902	2.22	59.99	4,121	40.71	71.45
2005	25,169	1.56	18.60	22,964	2.03	24.23	4,951	2.22	58.37	4,682	44.79	75.19
2006	24,260	1.50	17.70	22,411	1.94	22.85	4,766	2.14	54.04	4,963	41.19	74.31
2007	22,856	1.47	16.57	21,810	1.92	21.63	4,633	1.52	43.09	5,306	24.80	74.33
2008	20,474	1.34	14.73	19,179	1.73	19.01	4,089	1.32	37.61	5,409	25.99	69.77
2009	18,350	1.22	13.37	17,902	1.60	17.55	3,215	1.12	29.30	4,595	22.09	57.95
Injury Crashes												
1988	3,073,000	222	2,529	683,000	140	1,530	96,000	69	1,562	98,000	974	2,129
1990	2,838,000	199	2,302	729,000	131	1,460	107,000	73	1,730	82,000	854	1,916
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	155	1,918	1,165,000	129	1,598	101,000	50	1,292	46,000	436	1,111
2000	2,396,000	151	1,873	1,209,000	129	1,591	101,000	49	1,253	53,000	509	1,226
2001	2,279,000	143	1,766	1,218,000	125	1,548	90,000	43	1,143	57,000	588	1,155
2002	2,136,000	132	1,639	1,210,000	120	1,482	94,000	44	1,189	58,000	612	1,167
2003	2,129,000	132	1,617	1,233,000	118	1,449	89,000	41	1,145	64,000	665	1,185
2004	1,990,000	122	1,491	1,246,000	114	1,387	87,000	39	1,062	70,000	694	1,217
2005	1,893,000	117	1,399	1,209,000	107	1,275	82,000	37	971	80,000	769	1,291
2006	1,794,000	111	1,309	1,202,000	104	1,225	80,000	36	911	84,000	694	1,251
2007	1,708,000	110	1,239	1,163,000	102	1,153	76,000	25	705	98,000	458	1,374
2008	1,624,000	107	1,168	1,095,000	99	1,086	66,000	21	608	90,000	433	1,162
2009	1,507,000	100	1,098	1,066,000	95	1,045	53,000	19	487	84,000	406	1,065
Property-Damage-Only Crashes												
1988	6,050,000	437	4,979	1,542,000	316	3,458	297,000	215	4,839	21,000	207	453
1990	5,485,000	384	4,450	1,654,000	298	3,314	273,000	187	4,411	20,000	208	467
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	3,517	2,491,000	277	3,416	369,000	182	4,739	10,000	96	246
2000	4,467,000	282	3,491	2,621,000	279	3,450	351,000	171	4,377	14,000	133	321
2001	4,399,000	276	3,409	2,679,000	275	3,406	335,000	160	4,261	14,000	150	295
2002	4,443,000	275	3,408	2,757,000	273	3,376	336,000	156	4,232	17,000	173	330
2003	4,356,000	270	3,308	2,804,000	269	3,297	363,000	167	4,681	14,000	142	253
2004	4,216,000	259	3,160	2,886,000	263	3,213	324,000	147	3,970	13,000	132	231
2005	4,169,000	258	3,081	2,919,000	258	3,080	354,000	159	4,176	18,000	174	291
2006	4,046,000	250	2,953	2,932,000	254	2,990	300,000	135	3,398	15,000	128	230
2007	4,014,000	258	2,910	3,007,000	265	2,983	333,000	110	3,098	20,000	93	278
2008	3,931,000	258	2,827	2,848,000	258	2,824	309,000	100	2,845	18,000	88	235
2009	3,686,000	244	2,687	2,866,000	256	2,810	239,000	83	2,181	17,000	80	211

Note: In August 2011, starting with 2009 data, the Federal Highway Administration implemented an enhanced methodology for estimating registered vehicles andvehicle miles traveled by vehicle type. In addition, revisions were made to 2008 and 2007 data using this enhanced methodology. As a result of the Federal Highway Administration's changes, involvement rates may differ, and in some cases significantly, from previously published rates.

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.

Table 4
Persons Killed or Injured by Person Type and Vehicle Type, 1975-2009

Year	Person Type											
	Occupants by Vehicle Type						Motor-cyclists	Nonoccupants				Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total		Pedestrian	Pedalcyclist	Other/ Unknown	Total	
Killed												
1975	25,929	4,856	961	53	937	*32,736*	*3,189*	7,516	1,003	81	*8,600*	**44,525**
1980	27,449	7,486	1,262	46	540	*36,783*	*5,144*	8,070	/965	129	*9,164*	**51,091**
1985	23,212	6,689	977	57	544	*31,479*	*4,564*	6,808	890	84	*7,782*	**43,825**
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	17,925	12,761	805	27	601	*32,119*	*4,837*	4,795	772	185	*5,752*	**42,708**
2007	16,614	12,458	805	36	614	*30,527*	*5,174*	4,699	701	158	*5,558*	**41,259**
2008	14,646	10,816	682	67	580	*26,791*	*5,312*	4,414	718	188	*5,320*	**37,423**
2009	13,095	10,287	503	26	563	*24,474*	*4,462*	4,092	630	150	*4,872*	**33,808**
Injured												
1988	2,585,000	478,000	37,000	15,000	4,000	*3,119,000*	*105,000*	110,000	75,000	8,000	*192,000*	**3,416,000**
1989	2,431,000	511,000	43,000	15,000	5,000	*3,005,000*	*83,000*	112,000	73,000	11,000	*196,000*	**3,284,000**
1990	2,376,000	505,000	42,000	33,000	4,000	*2,960,000*	*84,000*	105,000	75,000	7,000	*187,000*	**3,231,000**
1991	2,235,000	563,000	28,000	21,000	4,000	*2,850,000*	*80,000*	88,000	67,000	11,000	*166,000*	**3,097,000**
1992	2,232,000	545,000	34,000	20,000	12,000	*2,843,000*	*65,000*	89,000	63,000	10,000	*162,000*	**3,070,000**
1993	2,265,000	601,000	32,000	17,000	4,000	*2,919,000*	*59,000*	94,000	68,000	9,000	*171,000*	**3,149,000**
1994	2,364,000	631,000	30,000	16,000	4,000	*3,045,000*	*57,000*	92,000	62,000	9,000	*164,000*	**3,266,000**
1995	2,469,000	722,000	30,000	19,000	4,000	*3,246,000*	*57,000*	86,000	67,000	10,000	*162,000*	**3,465,000**
1996	2,458,000	761,000	33,000	20,000	4,000	*3,277,000*	*55,000*	82,000	58,000	11,000	*151,000*	**3,483,000**
1997	2,341,000	755,000	31,000	17,000	6,000	*3,149,000*	*53,000*	77,000	58,000	11,000	*146,000*	**3,348,000**
1998	2,201,000	763,000	29,000	16,000	4,000	*3,012,000*	*49,000*	69,000	53,000	8,000	*131,000*	**3,192,000**
1999	2,138,000	847,000	33,000	22,000	7,000	*3,047,000*	*50,000*	85,000	51,000	3,000	*140,000*	**3,236,000**
2000	2,052,000	887,000	31,000	18,000	10,000	*2,997,000*	*58,000*	78,000	51,000	5,000	*134,000*	**3,189,000**
2001	1,927,000	861,000	29,000	15,000	9,000	*2,841,000*	*60,000*	78,000	45,000	8,000	*131,000*	**3,033,000**
2002	1,805,000	879,000	26,000	19,000	6,000	*2,735,000*	*65,000*	71,000	48,000	7,000	*126,000*	**2,926,000**
2003	1,756,000	889,000	27,000	18,000	7,000	*2,697,000*	*67,000*	70,000	46,000	8,000	*124,000*	**2,889,000**
2004	1,643,000	900,000	27,000	16,000	7,000	*2,594,000*	*76,000*	68,000	41,000	9,000	*118,000*	**2,788,000**
2005	1,573,000	872,000	27,000	11,000	10,000	*2,494,000*	*87,000*	64,000	45,000	8,000	*118,000*	**2,699,000**
2006	1,475,000	857,000	23,000	10,000	11,000	*2,375,000*	*88,000*	61,000	44,000	7,000	*112,000*	**2,575,000**
2007	1,379,000	841,000	23,000	12,000	8,000	*2,264,000*	*103,000*	70,000	43,000	10,000	*124,000*	**2,491,000**
2008	1,304,000	768,000	23,000	15,000	9,000	*2,120,000*	*96,000*	69,000	52,000	9,000	*130,000*	**2,346,000**
2009	1,216,000	759,000	17,000	12,000	7,000	*2,011,000*	*90,000*	59,000	51,000	7,000	*116,000*	**2,217,000**

*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, 1975-2009

Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers
Drivers in Fatal Crashes									
1975	45,087	70,435	64.01	9,356	59,233	15.80	54,445	129,668	41.99
1988	46,840	84,099	55.70	13,814	78,661	17.56	60,658	162,760	37.27
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	89,183	45.75	14,043	87,386	16.07	54,847	176,569	31.06
1996	40,899	90,504	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	93,087	43.44	14,967	91,860	16.29	55,404	184,947	29.96
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	41,912	101,010	41.49	14,661	101,589	14.43	56,577	202,599	27.93
2007	40,764	102,338	39.83	14,101	103,152	13.67	54,872	205,490	26.70
2008	36,825	103,449	35.60	12,536	104,537	11.99	49,369	207,986	23.74
2009	32,612	104,056	31.34	11,756	105,153	11.18	44,373	209,209	21.21
Drivers in Injury Crashes									
1988	2,423,000	84,099	2,881	1,485,000	78,661	1,887	3,907,000	162,760	2,401
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	89,183	2,667	1,687,000	87,386	1,931	4,066,000	176,569	2,303
1996	2,378,000	90,504	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	93,087	2,318	1,576,000	91,860	1,716	3,734,000	184,947	2,019
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
2007	1,708,000	102,338	1,669	1,333,000	103,152	1,292	3,041,000	205,490	1,480
2008	1,596,000	103,449	1,543	1,276,000	104,537	1,221	2,872,000	207,986	1,381
2009	1,487,000	104,056	1,429	1,217,000	105,153	1,157	2,704,000	209,209	1,292
Drivers in Property-Damage-Only Crashes									
1988	5,013,000	84,099	5,961	2,816,000	78,661	3,580	7,829,000	162,760	4,810
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	89,183	5,434	2,905,000	87,386	3,325	7,752,000	176,569	4,390
1996	4,888,000	90,504	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	93,087	4,978	2,902,000	91,860	3,160	7,536,000	184,947	4,075
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
2007	4,329,000	102,338	4,230	3,058,000	103,152	2,964	7,386,000	205,490	3,594
2008	4,115,000	103,449	3,978	2,940,000	104,537	2,812	7,055,000	207,986	3,392
2009	3,839,000	104,056	3,689	2,879,000	105,153	2,738	6,718,000	209,209	3,211

*Total includes drivers (>15 years old) of unknown sex.

Notes: Drivers in this table include motorcycle riders. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.
Source: Licensed Drivers—Federal Highway Administration.

Figure 3

Driver Involvement Rate per 100,000 Licensed Drivers 16 Years and Older by Sex and Crash Severity, 1975-2009

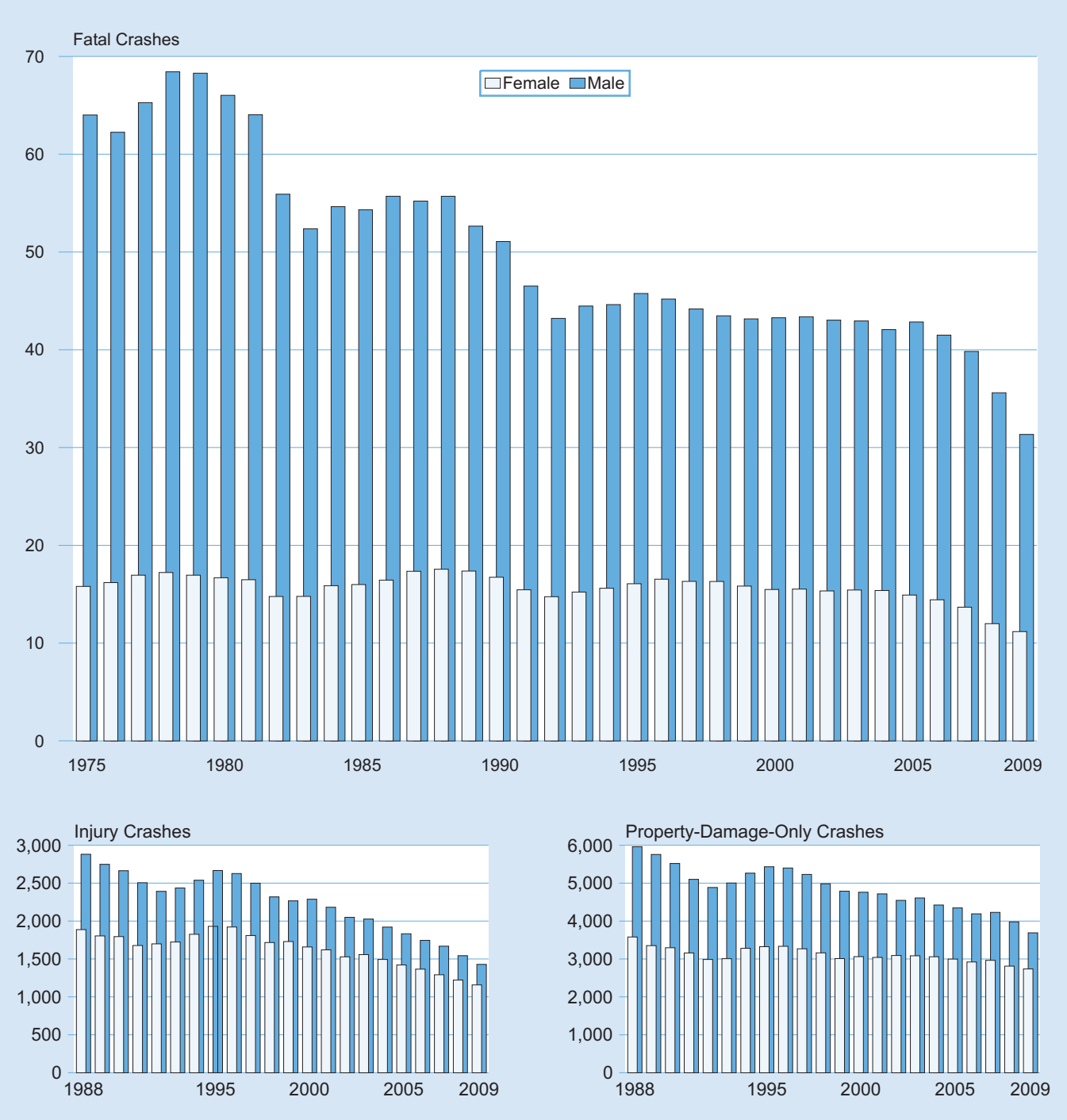


Table 6

Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population by Age Group, 1975-2009

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	4.50	2.71	5.71	38.77	34.90	21.57	15.67	13.42	13.29	14.72	16.98	**16.67**
1980	4.24	2.67	6.00	42.94	39.86	24.82	16.85	14.51	12.83	12.96	15.27	**18.45**
1985	3.18	2.36	5.52	33.72	32.75	19.50	13.87	11.88	11.33	12.63	16.73	**15.15**
1988	3.82	2.64	5.74	37.95	33.63	20.50	14.20	12.33	12.15	14.12	19.26	**16.02**
1989	3.93	2.92	5.48	34.71	30.85	20.10	13.89	12.46	12.18	14.24	19.41	**15.43**
1990	3.30	2.50	5.25	34.14	30.62	19.81	13.34	12.20	11.91	13.36	18.48	**14.89**
1991	3.13	2.39	4.86	31.76	28.83	17.79	12.29	11.12	10.75	13.22	19.14	**13.78**
1992	2.99	2.41	4.75	28.37	25.96	16.54	11.71	10.62	10.53	13.27	18.81	**12.89**
1993	3.14	2.35	4.67	28.99	26.70	16.47	11.86	10.52	10.86	12.73	20.78	**13.02**
1994	3.46	2.35	5.07	30.46	26.27	16.07	11.79	11.15	10.71	13.99	20.71	**13.18**
1995	3.17	2.46	5.15	29.58	27.30	17.03	12.49	11.01	11.42	13.67	20.87	**13.43**
1996	3.40	2.34	5.07	29.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	**13.46**
1997	3.16	2.42	4.96	28.38	25.53	16.49	12.23	11.57	11.96	14.46	22.09	**13.34**
1998	3.03	2.60	4.60	27.61	25.06	15.81	12.60	11.44	11.53	14.31	21.28	**13.09**
1999	2.94	2.54	4.49	28.10	25.56	16.13	12.62	11.48	11.52	14.17	20.70	**13.16**
2000	2.82	2.38	4.27	27.78	25.28	15.55	12.81	11.51	11.39	12.89	19.49	**12.88**
2001	2.66	2.26	3.79	27.85	24.86	15.63	12.93	11.36	11.04	12.78	19.27	**12.78**
2002	2.41	2.12	4.09	29.03	25.75	15.67	13.02	11.87	11.15	12.66	18.67	**12.99**
2003	2.43	2.12	4.17	27.52	24.71	15.43	13.06	12.05	11.32	12.53	19.07	**12.86**
2004	2.51	2.26	4.31	27.03	24.75	15.68	12.47	12.11	11.15	12.42	17.93	**12.73**
2005	2.28	2.21	3.55	25.65	25.49	16.15	12.91	12.04	11.73	12.61	17.03	**12.73**
2006	2.24	1.82	3.38	25.04	25.83	16.15	12.67	11.85	11.09	11.47	15.47	**12.38**
2007	1.90	1.75	3.25	23.33	24.77	15.15	12.18	11.57	10.73	11.10	15.12	**11.84**
2008	1.44	1.41	2.49	19.15	21.33	14.01	11.02	10.59	9.98	10.20	13.86	**10.55**
2009	1.54	1.37	2.23	16.80	17.34	12.19	9.87	9.93	8.95	9.35	13.08	**9.43**
Injury Rate per 100,000 Population												
1988	417	444	734	3,283	2,666	1,800	1,308	1,030	876	710	656	**1,319**
1989	370	469	727	3,210	2,467	1,672	1,280	985	801	713	618	**1,251**
1990	329	430	674	3,110	2,494	1,672	1,227	989	844	750	514	**1,220**
1991	384	470	709	2,921	2,317	1,574	1,144	977	801	727	521	**1,162**
1992	323	438	685	2,988	2,253	1,573	1,101	971	783	722	586	**1,140**
1993	367	471	657	2,885	2,307	1,606	1,195	956	821	707	592	**1,155**
1994	411	468	706	2,958	2,369	1,667	1,225	987	857	756	598	**1,192**
1995	418	483	742	3,193	2,456	1,722	1,291	1,132	926	755	624	**1,257**
1996	418	533	731	3,132	2,432	1,766	1,295	1,085	904	788	654	**1,256**
1997	400	461	684	2,981	2,401	1,689	1,257	1,012	815	761	641	**1,196**
1998	403	440	677	2,780	2,123	1,586	1,158	1,029	873	696	587	**1,133**
1999	383	477	662	2,828	2,169	1,596	1,135	1,028	801	759	610	**1,136**
2000	349	405	547	2,692	2,095	1,450	1,159	949	830	723	665	**1,083**
2001	308	371	512	2,460	2,026	1,388	1,094	932	756	668	576	**1,018**
2002	300	378	517	2,386	1,896	1,311	1,033	874	765	617	545	**973**
2003	297	372	473	2,277	1,841	1,327	1,021	876	733	608	518	**952**
2004	279	348	482	2,142	1,697	1,202	1,008	879	730	603	487	**911**
2005	258	318	480	1,992	1,705	1,211	950	833	687	544	460	**873**
2006	261	282	411	1,861	1,568	1,139	921	765	671	560	482	**825**
2007	256	283	363	1,749	1,508	1,116	839	755	634	559	425	**785**
2008	232	260	363	1,570	1,374	1,020	797	720	608	498	393	**728**
2009	209	254	333	1,377	1,362	945	734	699	576	514	389	**684**

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

Table 7

Passenger Car Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2009

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	127,083,019	1,569,455	20,862	16.42	1.33	2,138,000	1,682	136
2000	127,933,707	1,583,127	20,699	16.18	1.31	2,052,000	1,604	130
2001	129,044,240	1,596,579	20,320	15.75	1.27	1,927,000	1,493	121
2002	130,349,393	1,613,749	20,569	15.78	1.27	1,805,000	1,385	112
2003	131,665,783	1,613,543	19,725	14.98	1.22	1,756,000	1,334	109
2004	133,414,552	1,629,955	19,192	14.39	1.18	1,643,000	1,231	101
2005	135,324,121	1,616,908	18,512	13.68	1.14	1,573,000	1,163	97
2006	137,031,279	1,616,328	17,925	13.08	1.11	1,475,000	1,076	91
2007	137,929,951	1,554,673	16,614	12.05	1.07	1,379,000	1,000	89
2008	139,028,041	1,524,331	14,646	10.53	0.96	1,304,000	938	86
2009	137,205,522	1,508,687	13,095	9.54	0.87	1,216,000	887	81

*Injury data not available before 1988.

Note: In August 2011, starting with 2009 data, the Federal Highway Administration implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. In addition, revisions were made to 2008 and 2007 data using this enhanced methodology. As a result of the Federal Highway Administration's changes, involvement rates may differ, and in some cases significantly, from previously published rates.

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, 1975-2009

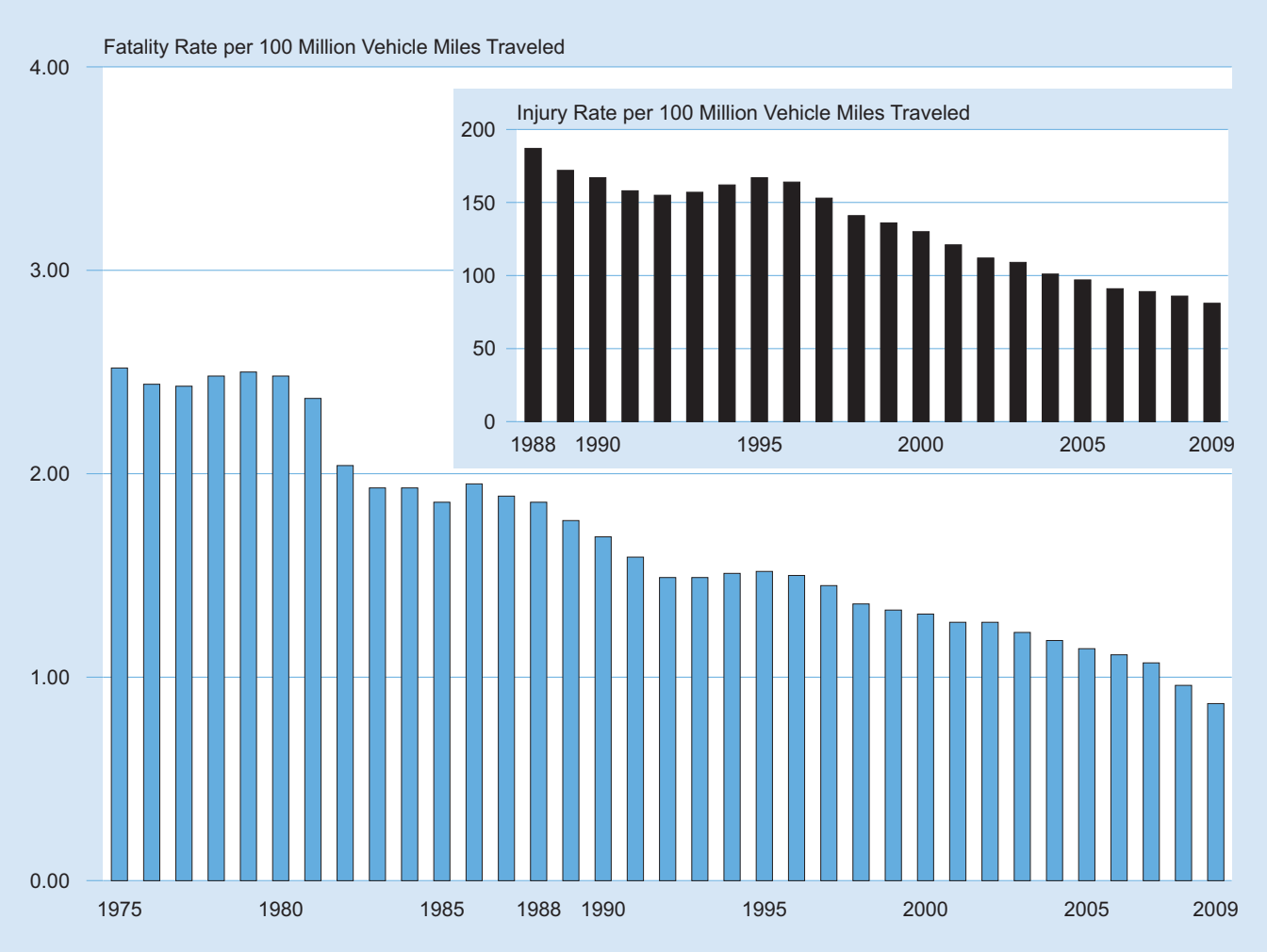


Table 8

Light Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2009

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	72,929,502	900,667	11,265	15.45	1.25	847,000	1,161	94
2000	75,979,775	940,219	11,526	15.17	1.23	887,000	1,167	94
2001	78,675,630	973,401	11,723	14.90	1.20	861,000	1,094	88
2002	81,643,269	1,010,759	12,274	15.03	1.21	879,000	1,077	87
2003	85,063,823	1,042,444	12,546	14.75	1.20	889,000	1,045	85
2004	89,799,406	1,097,099	12,674	14.11	1.16	900,000	1,002	82
2005	94,787,880	1,132,564	13,037	13.75	1.15	872,000	920	77
2006	98,064,117	1,156,697	12,761	13.01	1.10	857,000	874	74
2007	100,817,496	1,136,361	12,458	12.36	1.10	841,000	835	74
2008	100,862,944	1,105,882	10,816	10.72	0.98	768,000	762	69
2009	102,007,050	1,121,651	10,287	10.08	0.92	759,000	744	68

*Injury data not available before 1988.

Note: In August 2011, starting with 2009 data, the Federal Highway Administration implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. In addition, revisions were made to 2008 and 2007 data using this enhanced methodology. As a result of the Federal Highway Administration's changes, involvement rates may differ, and in some cases significantly, from previously published rates.

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, 1975-2009

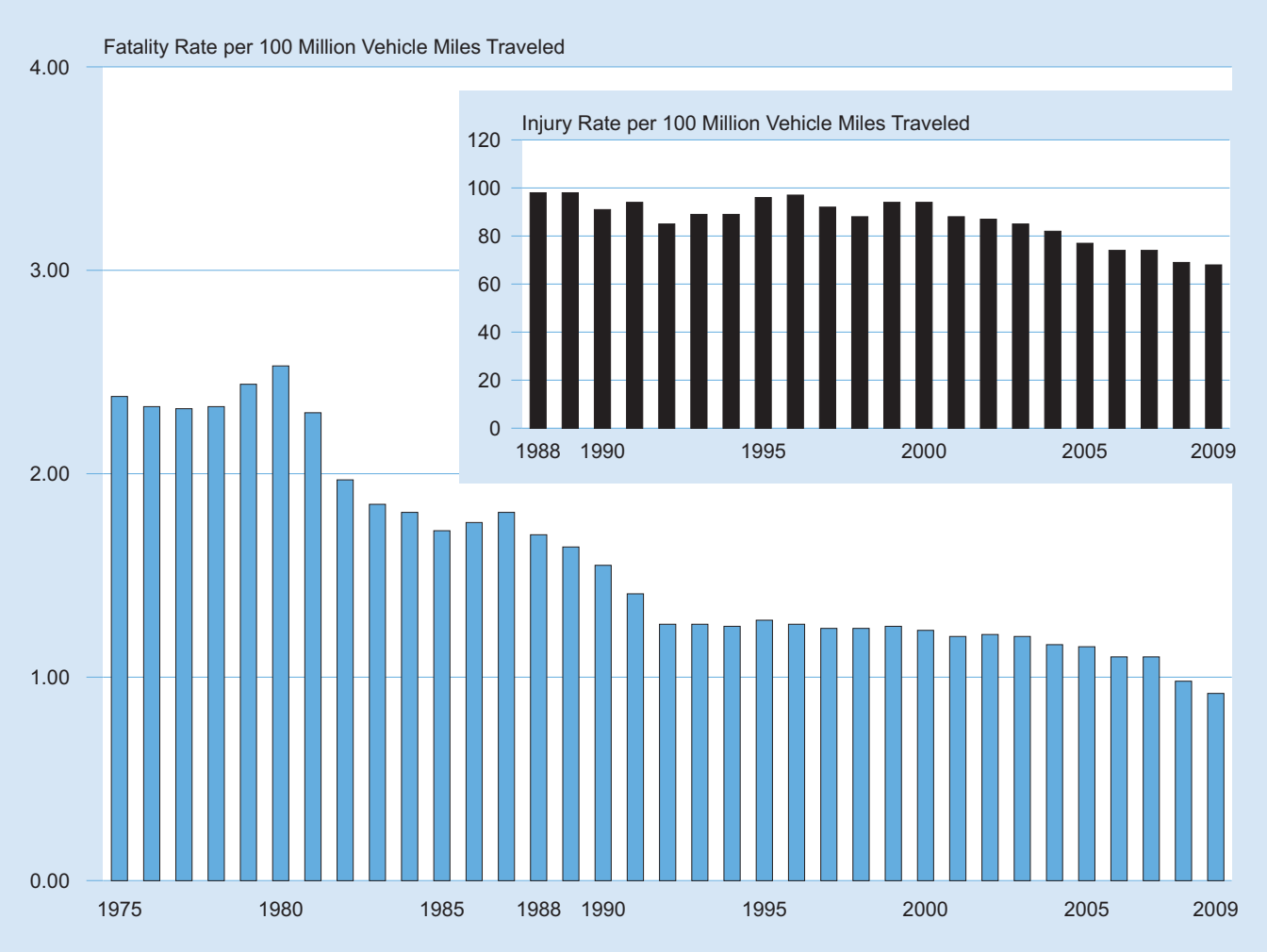


Table 9

Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2009

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	208,928	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	217,876	726	9.36	0.33	27,000	347	12
2004	8,171,364	220,811	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	222,513	805	9.13	0.36	23,000	259	10
2007	10,752,019	304,178	805	7.49	0.26	23,000	217	8
2008	10,873,275	310,680	682	6.27	0.22	23,000	211	7
2009	10,973,214	288,005	503	4.58	0.17	17,000	151	6

*Injury data not available before 1988.

Note: In August 2011, starting with 2009 data, the Federal Highway Administration implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. In addition, revisions were made to 2008 and 2007 data using this enhanced methodology. As a result of the Federal Highway Administration's changes, involvement rates may differ, and in some cases significantly, from previously published rates.

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, 1975-2009

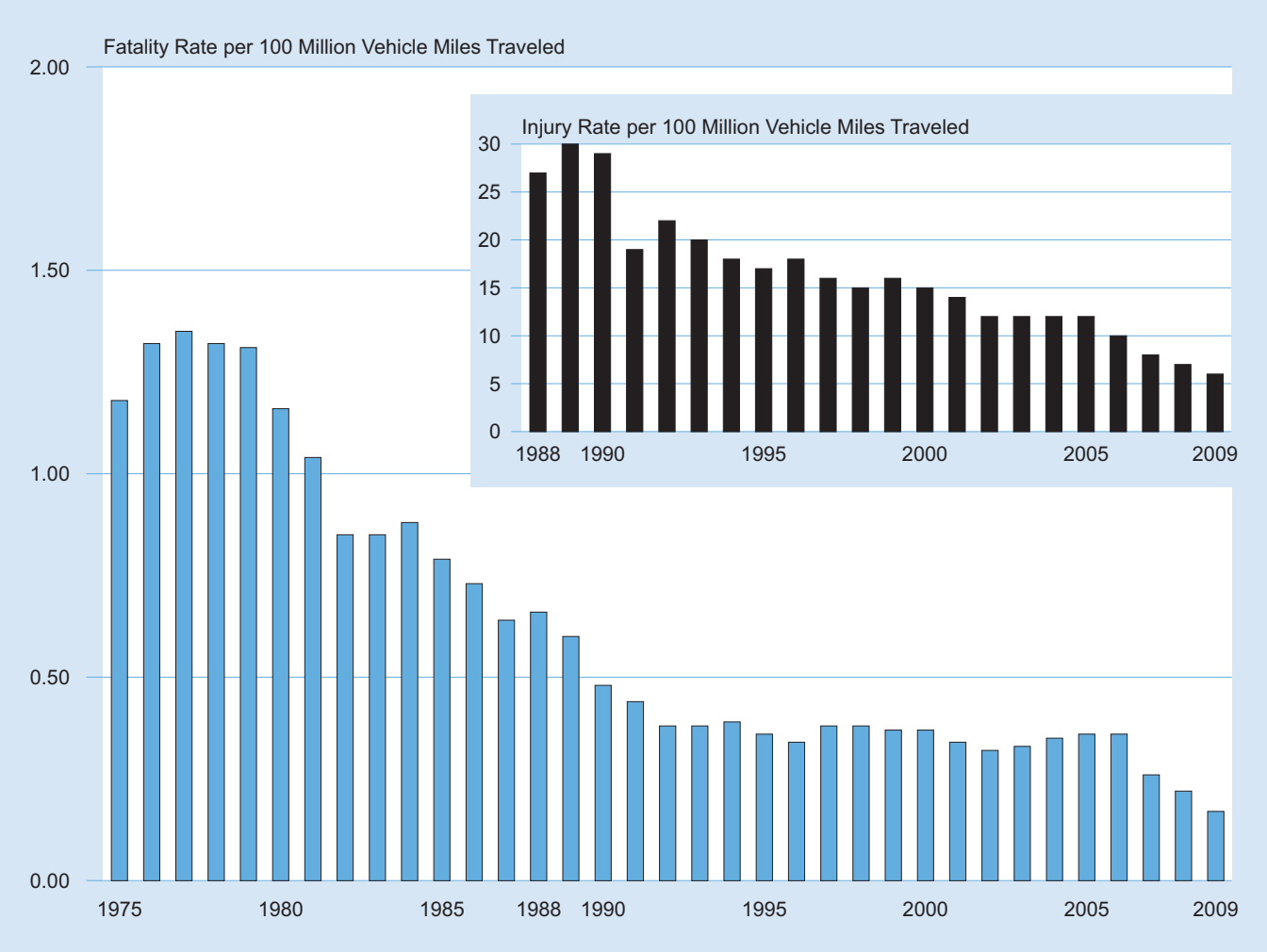


Table 10

Motorcyclists Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2009

Year	Registered Motorcycles	Vehicle Miles Traveled (Millions)	Motorcyclists Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million Vehicle Miles Traveled	Motorcyclists 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	9,633	3,197	65.20	33.19	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	9,576	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	6,678,958	12,049	4,837	72.42	40.14	88,000	1,312	727
2007	7,138,476	21,396	5,174	72.48	24.18	103,000	1,443	481
2008	7,752,926	20,811	5,312	68.52	25.52	96,000	1,238	461
2009	7,929,724	20,800	4,462	56.27	21.45	90,000	1,130	431

*Injury data not available before 1988.

Note: In August 2011, starting with 2009 data, the Federal Highway Administration implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. In addition, revisions were made to 2008 and 2007 data using this enhanced methodology. As a result of the Federal Highway Administration's changes, involvement rates may differ, and in some cases significantly, from previously published rates.

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

Figure 7

Motorcyclist Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2009

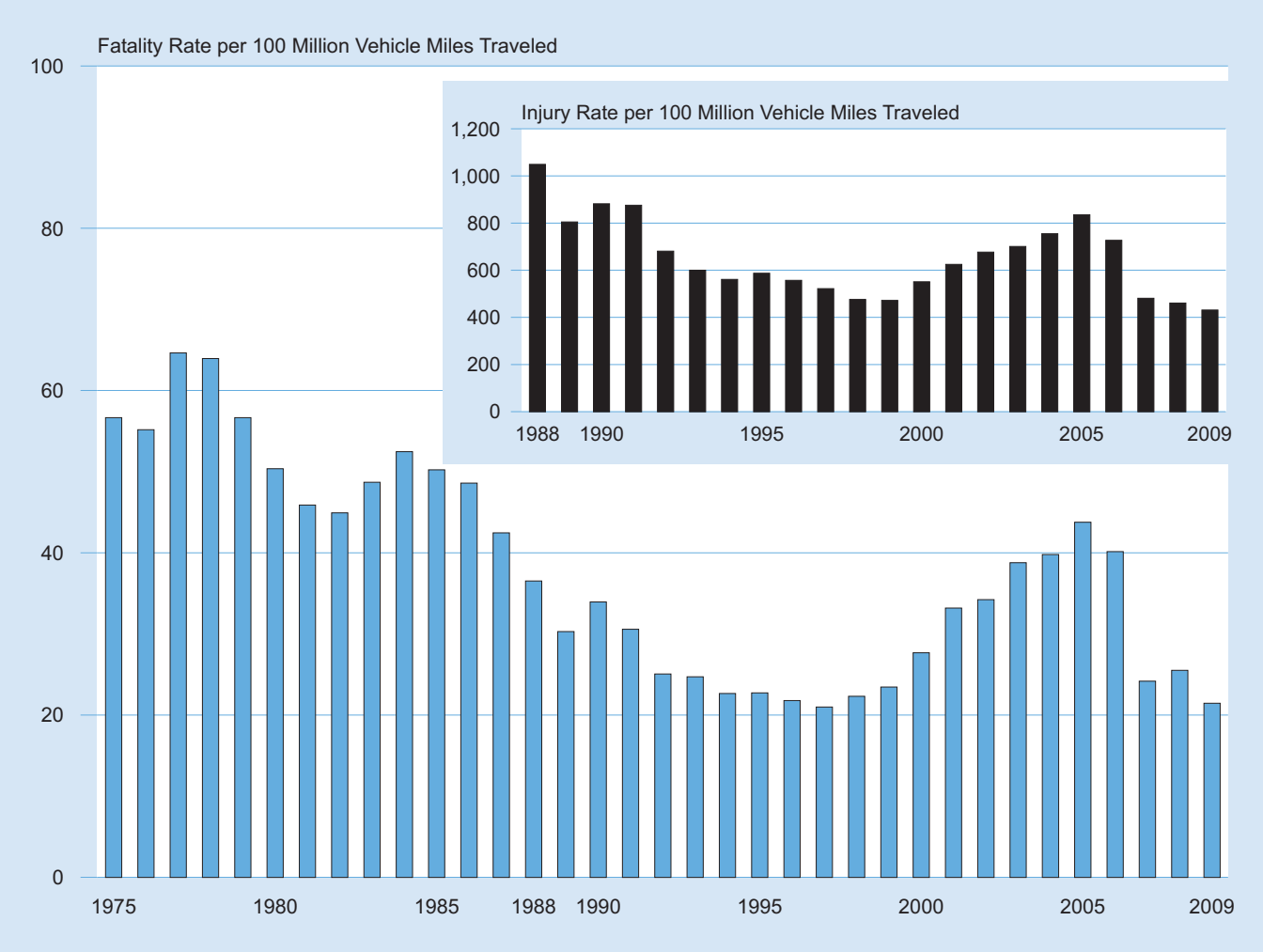


Table 11

Persons Killed or Injured in Crashes Involving a Large Truck by Person Type and Crash Type, 1975-2009

Year	Person Type					
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonoccupants	Total
	Single Vehicle	Multiple Vehicle	Total			
			Killed			
1975	643	318	*961*	3,106	416	**4,483**
1980	861	401	*1,262*	4,084	625	**5,971**
1985	634	343	*977*	4,227	530	**5,734**
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	500	305	*805*	3,797	425	**5,027**
2007	502	303	*805*	3,608	409	**4,822**
2008	430	252	*682*	3,151	412	**4,245**
2009	337	166	*503*	2,551	326	**3,380**
			Injured			
1988	17,000	20,000	*37,000*	89,000	4,000	**130,000**
1989	20,000	23,000	*43,000*	111,000	2,000	**156,000**
1990	16,000	26,000	*42,000*	106,000	2,000	**150,000**
1991	13,000	15,000	*28,000*	80,000	2,000	**110,000**
1992	13,000	20,000	*34,000*	102,000	3,000	**139,000**
1993	13,000	19,000	*32,000*	95,000	6,000	**133,000**
1994	11,000	19,000	*30,000*	99,000	3,000	**133,000**
1995	15,000	15,000	*30,000*	84,000	2,000	**117,000**
1996	15,000	18,000	*33,000*	95,000	3,000	**130,000**
1997	14,000	17,000	*31,000*	98,000	2,000	**131,000**
1998	14,000	14,000	*29,000*	97,000	2,000	**127,000**
1999	15,000	18,000	*33,000*	105,000	4,000	**142,000**
2000	16,000	14,000	*31,000*	106,000	3,000	**140,000**
2001	13,000	16,000	*29,000*	99,000	3,000	**131,000**
2002	12,000	14,000	*26,000*	100,000	4,000	**130,000**
2003	11,000	16,000	*27,000*	92,000	3,000	**122,000**
2004	13,000	14,000	*27,000*	85,000	4,000	**116,000**
2005	10,000	17,000	*27,000*	84,000	2,000	**114,000**
2006	11,000	12,000	*23,000*	81,000	2,000	**106,000**
2007	10,000	13,000	*23,000*	75,000	2,000	**101,000**
2008	10,000	13,000	*23,000*	64,000	3,000	**90,000**
2009	7,000	9,000	*17,000*	56,000	1,000	**74,000**

Table 12
Nonoccupant Fatality and Injury Rates per Population by Age Group, 1975-2009

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	3.64	5.99	3.89	3.79	2.98	2.39	2.75	3.17	3.66	6.05	10.76	**3.99**
1980	2.67	4.68	3.64	4.45	4.34	3.17	2.80	3.39	3.69	5.00	9.89	**4.03**
1985	2.05	3.67	3.01	3.31	3.38	2.71	2.65	2.69	3.36	3.90	7.35	**3.27**
1988	1.69	3.65	2.88	2.92	3.37	2.94	2.70	2.77	3.04	3.94	7.70	**3.24**
1989	1.54	3.06	2.53	2.58	2.90	3.00	2.73	2.61	3.18	3.49	7.10	**3.04**
1990	1.60	2.65	2.34	2.53	2.84	2.97	2.77	2.63	3.09	3.67	6.97	**2.99**
1991	1.43	2.40	2.39	2.45	2.86	2.65	2.36	2.44	2.67	3.08	5.93	**2.68**
1992	1.29	2.25	2.06	2.20	2.21	2.38	2.39	2.41	2.56	3.10	5.42	**2.50**
1993	1.35	2.19	2.23	2.06	2.25	2.63	2.51	2.25	2.52	2.95	5.47	**2.55**
1994	1.31	2.20	2.10	2.01	2.22	2.34	2.46	2.35	2.41	2.82	5.50	**2.46**
1995	1.12	2.02	2.08	2.02	2.38	2.41	2.60	2.38	2.50	2.97	5.21	**2.48**
1996	1.22	1.87	1.93	1.98	2.38	2.17	2.49	2.40	2.63	2.94	4.76	**2.40**
1997	0.97	1.73	1.83	2.11	2.15	2.22	2.47	2.39	2.53	2.99	4.57	**2.35**
1998	0.96	1.42	1.62	1.88	2.12	2.06	2.46	2.41	2.61	2.74	4.68	**2.26**
1999	0.94	1.45	1.54	1.76	2.01	1.88	2.41	2.26	2.35	2.78	4.14	**2.14**
2000	0.88	1.17	1.38	1.58	1.75	1.75	2.28	2.28	2.22	2.40	3.81	**1.98**
2001	0.70	1.06	1.33	1.78	2.01	1.67	2.36	2.39	2.14	2.44	4.09	**2.02**
2002	0.70	0.94	1.18	1.65	1.70	1.76	2.24	2.37	2.11	2.77	3.66	**1.96**
2003	0.61	0.88	1.27	1.77	1.77	1.62	2.25	2.24	2.28	2.36	3.51	**1.91**
2004	0.61	0.86	1.12	1.58	1.83	1.70	2.15	2.39	2.05	2.43	3.51	**1.89**
2005	0.62	0.77	1.12	1.65	2.09	1.79	2.25	2.59	2.17	2.53	3.51	**1.98**
2006	0.57	0.80	0.95	1.59	1.95	1.84	2.11	2.62	2.22	2.35	3.30	**1.93**
2007	0.54	0.62	1.02	1.63	1.98	1.77	2.09	2.49	1.88	2.36	3.05	**1.84**
2008	0.51	0.54	0.92	1.63	1.92	1.64	1.86	2.48	2.06	2.07	2.70	**1.75**
2009	0.48	0.48	0.79	1.28	1.77	1.50	1.76	2.18	1.92	2.07	2.43	**1.59**
Injury Rate per 100,000 Population												
1988	35	178	195	116	117	74	45	38	35	25	45	**79**
1989	32	179	198	127	96	69	53	43	42	33	39	**79**
1990	34	139	181	128	109	76	52	37	26	29	38	**75**
1991	26	138	157	96	91	70	41	37	31	31	29	**66**
1992	33	120	165	93	98	57	45	35	29	30	27	**63**
1993	27	116	170	93	95	66	49	45	26	27	38	**66**
1994	24	112	151	119	88	60	47	36	33	24	29	**63**
1995	33	104	160	93	87	62	52	27	22	30	26	**62**
1996	31	91	156	87	80	57	38	36	26	26	22	**57**
1997	27	93	132	75	67	51	50	34	29	29	22	**55**
1998	19	77	121	70	68	49	40	33	25	21	17	**48**
1999	20	85	129	70	58	56	38	38	26	27	22	**51**
2000	18	99	91	65	71	50	41	30	29	21	20	**48**
2001	17	64	106	75	52	46	38	36	30	29	18	**46**
2002	16	60	93	62	37	54	40	29	35	26	20	**44**
2003	15	59	93	63	50	46	42	32	26	24	21	**43**
2004	18	55	83	60	52	41	39	35	22	22	18	**40**
2005	16	61	79	68	59	33	28	35	37	22	16	**40**
2006	11	36	73	67	41	36	35	33	35	24	19	**38**
2007	11	43	78	68	62	47	37	38	24	24	22	**41**
2008	11	35	84	84	64	39	38	40	35	25	23	**43**
2009	13	38	67	63	71	46	23	39	29	21	18	**38**

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

Table 13

Persons Killed, by Highest Driver Blood Alcohol Concentration (BAC) in the Crash, 1982-2009

	BAC = .00		BAC = .01-.07		Alcohol-Impaired Driving Fatalities (BAC = .08+)		BAC = .01+		Total Fatalities	
Year	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	19,771	45	2,912	7	21,113	48	24,025	55	43,945	100
1985	22,589	52	2,974	7	18,125	41	21,098	48	43,825	100
1988	25,164	53	3,156	7	18,611	40	21,767	46	47,087	100
1989	25,152	55	2,793	6	17,521	38	20,314	45	45,582	100
1990	23,823	53	2,901	7	17,705	40	20,607	46	44,599	100
1991	23,025	55	2,480	6	15,827	38	18,307	44	41,508	100
1992	22,726	58	2,352	6	14,049	36	16,401	42	39,250	100
1993	23,979	60	2,300	6	13,739	34	16,039	40	40,150	100
1994	24,948	61	2,236	5	13,390	33	15,626	38	40,716	100
1995	25,768	62	2,416	6	13,478	32	15,893	38	41,817	100
1996	26,052	62	2,415	6	13,451	32	15,866	38	42,065	100
1997	26,902	64	2,216	5	12,757	30	14,973	36	42,013	100
1998	26,477	64	2,353	6	12,546	30	14,899	36	41,501	100
1999	26,798	64	2,235	5	12,555	30	14,790	35	41,717	100
2000	26,082	62	2,422	6	13,324	32	15,746	38	41,945	100
2001	26,334	62	2,441	6	13,290	31	15,731	37	42,196	100
2002	27,080	63	2,321	5	13,472	31	15,793	37	43,005	100
2003	27,328	64	2,327	5	13,096	31	15,423	36	42,884	100
2004	27,413	64	2,212	5	13,099	31	15,311	36	42,836	100
2005	27,423	63	2,404	6	13,582	31	15,985	37	43,510	100
2006	26,633	62	2,479	6	13,491	32	15,970	37	42,708	100
2007	25,611	62	2,494	6	13,041	32	15,534	38	41,259	100
2008	23,499	63	2,115	6	11,711	31	13,826	37	37,423	100
2009	20,961	62	1,905	6	10,839	32	12,744	38	33,808	100

Notes: Total fatalities include those in which there was no driver or motorcycle rider present. 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 Driver Blood Alcohol Concentration (BAC) in the Crash, 1982-2009

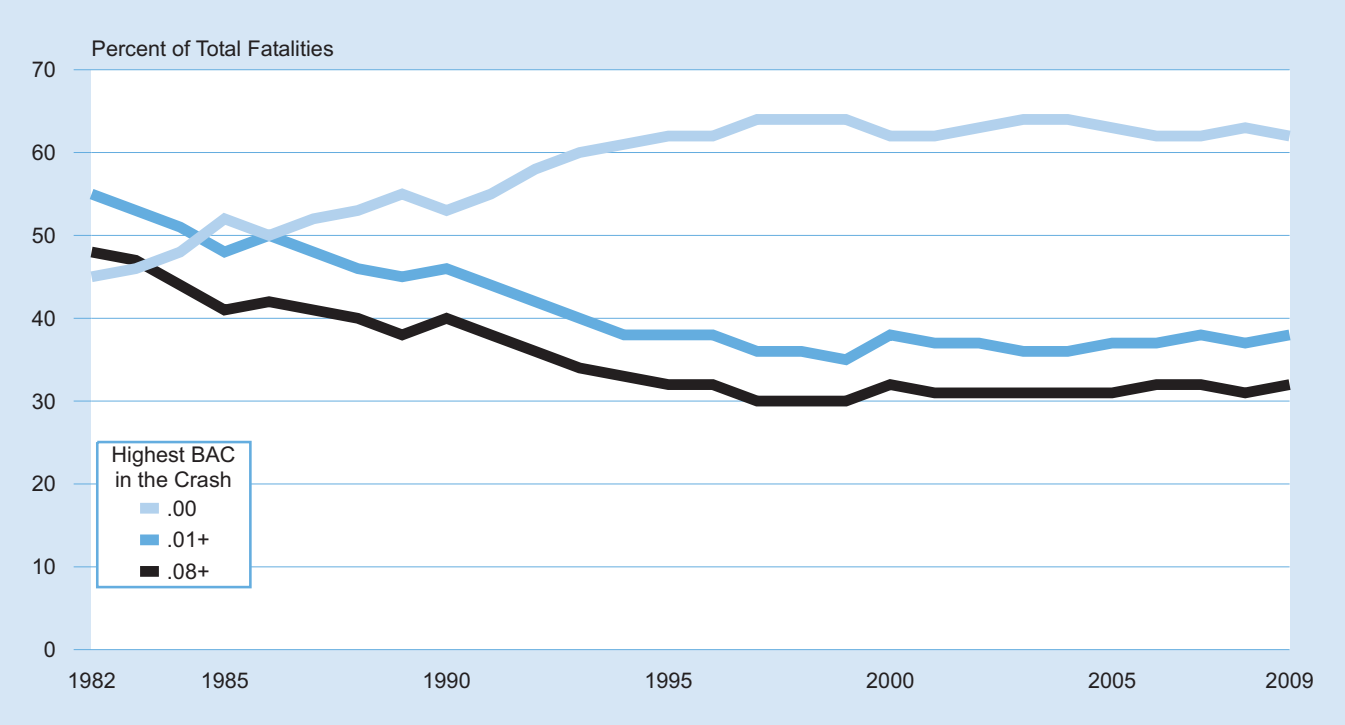


Table 14

Persons Killed and Percent Alcohol-Impaired Driving During Holiday Periods, 1982-2009

Year	Killed	Percent Alcohol-Impaired Driving*	Killed	Percent Alcohol-Impaired Driving*	Killed	Percent Alcohol-Impaired Driving*
	Holiday Period**					
	New Year's Day		Memorial Day		Fourth of July	
1982	***	***	498 (3)	58	600 (3)	59
1985	496 (4)	50	557 (3)	51	689 (4)	49
1988	407 (3)	49	529 (3)	51	631 (3)	51
1989	443 (3)	41	594 (3)	47	748 (4)	47
1990	421 (3)	44	589 (3)	50	268 (1)	55
1991	441 (4)	47	533 (3)	50	718 (4)	45
1992	164 (1)	55	438 (3)	46	535 (3)	45
1993	370 (3)	46	454 (3)	40	525 (3)	42
1994	372 (3)	47	482 (3)	41	519 (3)	44
1995	392 (3)	38	483 (3)	40	661 (4)	37
1996	420 (3)	40	514 (3)	43	629 (4)	36
1997	192 (1)	53	511 (3)	40	508 (3)	40
1998	545 (4)	39	393 (3)	40	479 (3)	43
1999	354 (3)	43	500 (3)	42	509 (3)	35
2000	469 (3)	47	466 (3)	46	717 (4)	39
2001	357 (3)	40	515 (3)	44	207 (1)	44
2002	575 (4)	41	494 (3)	37	685 (4)	36
2003	220 (1)	49	481 (3)	37	519 (3)	43
2004	563 (4)	40	514 (3)	38	524 (3)	40
2005	472 (3)	38	532 (3)	39	591 (3)	44
2006	456 (3)	42	511 (3)	40	659 (4)	37
2007	391 (3)	40	492 (3)	37	202 (1)	45
2008	424 (4)	41	425 (3)	41	494 (3)	44
2009	468 (4)	40	473 (3)	42	410 (3)	40
	Labor Day		Thanksgiving		Christmas	
1982	628 (3)	55	601 (4)	51	458 (3)	50
1985	605 (3)	51	566 (4)	47	152 (1)	47
1988	592 (3)	52	601 (4)	47	511 (3)	48
1989	588 (3)	48	561 (4)	47	553 (3)	49
1990	599 (3)	52	563 (4)	44	567 (4)	42
1991	577 (3)	46	546 (4)	42	135 (1)	36
1992	460 (3)	42	403 (4)	47	410 (3)	39
1993	522 (3)	47	569 (4)	38	402 (3)	43
1994	494 (3)	46	575 (4)	40	455 (3)	40
1995	511 (3)	40	527 (4)	41	358 (3)	40
1996	525 (3)	43	588 (4)	38	167 (1)	37
1997	507 (3)	42	571 (4)	31	480 (4)	33
1998	464 (3)	40	602 (4)	38	364 (3)	41
1999	485 (3)	38	581 (4)	36	485 (3)	41
2000	529 (3)	43	509 (4)	41	442 (3)	40
2001	481 (3)	40	590 (4)	39	604 (4)	39
2002	543 (3)	45	551 (4)	36	131 (1)	40
2003	507 (3)	38	562 (4)	36	520 (4)	37
2004	502 (3)	38	574 (4)	30	389 (3)	38
2005	507 (3)	40	629 (4)	37	402 (3)	40
2006	508 (3)	37	635 (4)	34	395 (3)	42
2007	520 (3)	42	553 (4)	35	478 (4)	38
2008	493 (3)	40	507 (4)	35	426 (4)	32
2009	360 (3)	38	411 (4)	34	262 (3)	37

*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 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.
- Number of days and number of hours incorporated: 1 day (36 hours), 2 days (60 hours), 3 days (84 hours), 4 days (108 hours).

***No data available.

Table 15

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-2009

	Day*			Night*			Total Drivers		
		Percent			Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	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
1988	30,196	14	11	31,715	50	43	62,253	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	30,566	12	9	26,949	42	36	57,846	26	22
2007	29,307	11	9	26,367	42	36	56,019	26	22
2008	26,377	11	9	23,760	42	36	50,416	26	22
2009	23,625	12	9	21,313	43	37	45,230	27	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, 1982-2009

	Male			Female		
		Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	44,370	44	38	10,675	27	22
1985	44,846	38	32	12,142	22	18
1988	47,402	37	31	13,951	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	42,223	29	24	14,753	18	15
2007	41,053	29	24	14,184	16	13
2008	37,061	29	25	12,627	16	13
2009	32,807	30	25	11,825	16	14

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, 1982-2009

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
1988	36,769	34	28	15,167	37	31	5,141	6	4	3,704	51	42
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	24,162	27	23	22,307	28	24	4,729	2	1	4,961	34	26
2007	22,765	27	23	21,719	27	23	4,601	2	1	5,306	35	27
2008	20,379	27	23	19,095	26	23	4,040	3	2	5,405	36	29
2009	18,279	27	23	17,822	27	23	3,187	3	2	4,593	36	29

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, 1982-2009

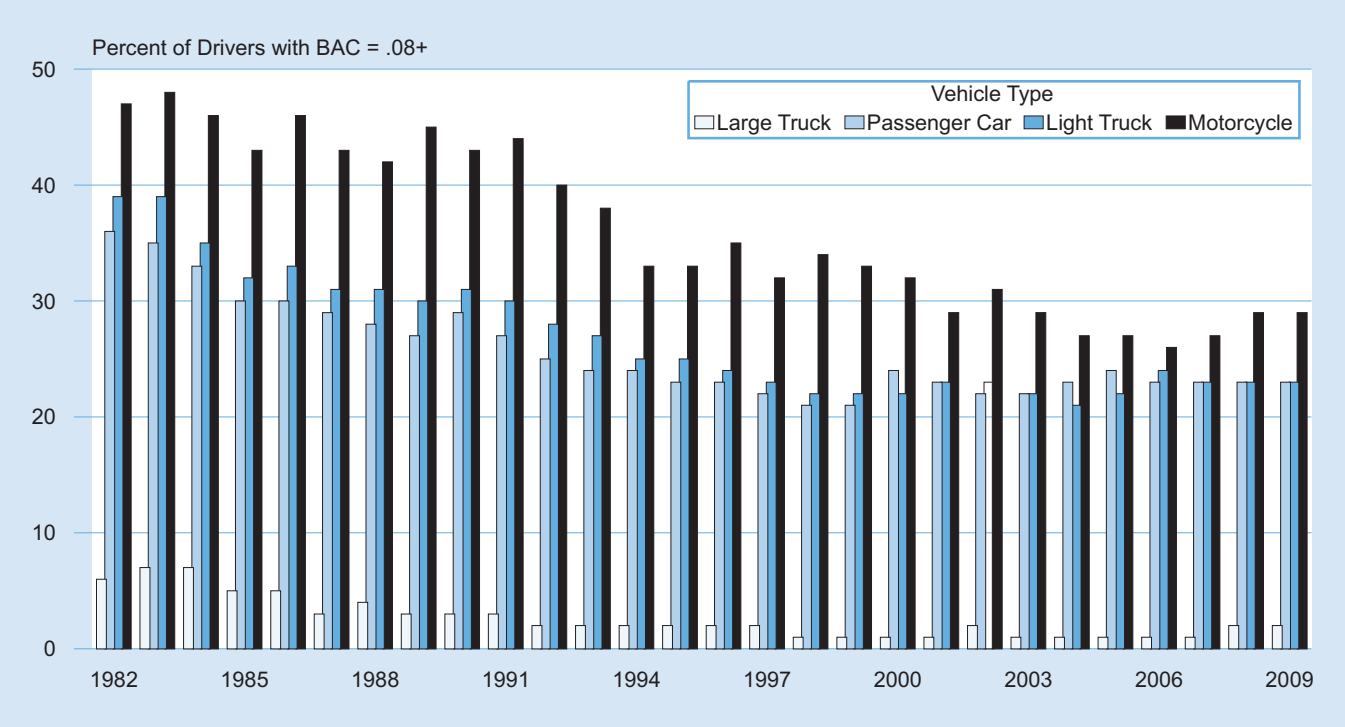


Table 18
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2009

Year	Total	Percent BAC = .01+	Percent BAC = .08+	Total	Percent BAC = .01+	Percent BAC = .08+	Total	Percent BAC = .01+	Percent 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
1991	364	18	11	8,002	30	23	6,748	45	38
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	277	16	12	7,315	24	19	6,480	39	33
2007	239	17	12	6,894	23	18	6,287	41	34
2008	215	12	9	5,750	22	17	5,342	40	34
2009	181	12	7	5,051	24	19	4,597	41	35
	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
1991	14,151	41	36	9,482	32	28	5,458	23	20
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	11,279	34	29	10,379	29	25	9,234	23	19
2007	10,773	34	29	9,936	28	25	9,028	24	20
2008	9,800	36	31	8,806	29	25	8,355	24	20
2009	8,610	36	32	7,757	30	26	7,664	26	22
	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
1991	3,695	16	13	3,017	12	9	2,454	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	5,894	17	13	3,029	11	8	2,967	7	5
2007	6,037	15	12	3,038	10	7	2,879	6	4
2008	5,717	16	12	2,927	9	6	2,672	6	4
2009	5,276	15	13	2,868	9	7	2,550	5	3

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, 1982-2009

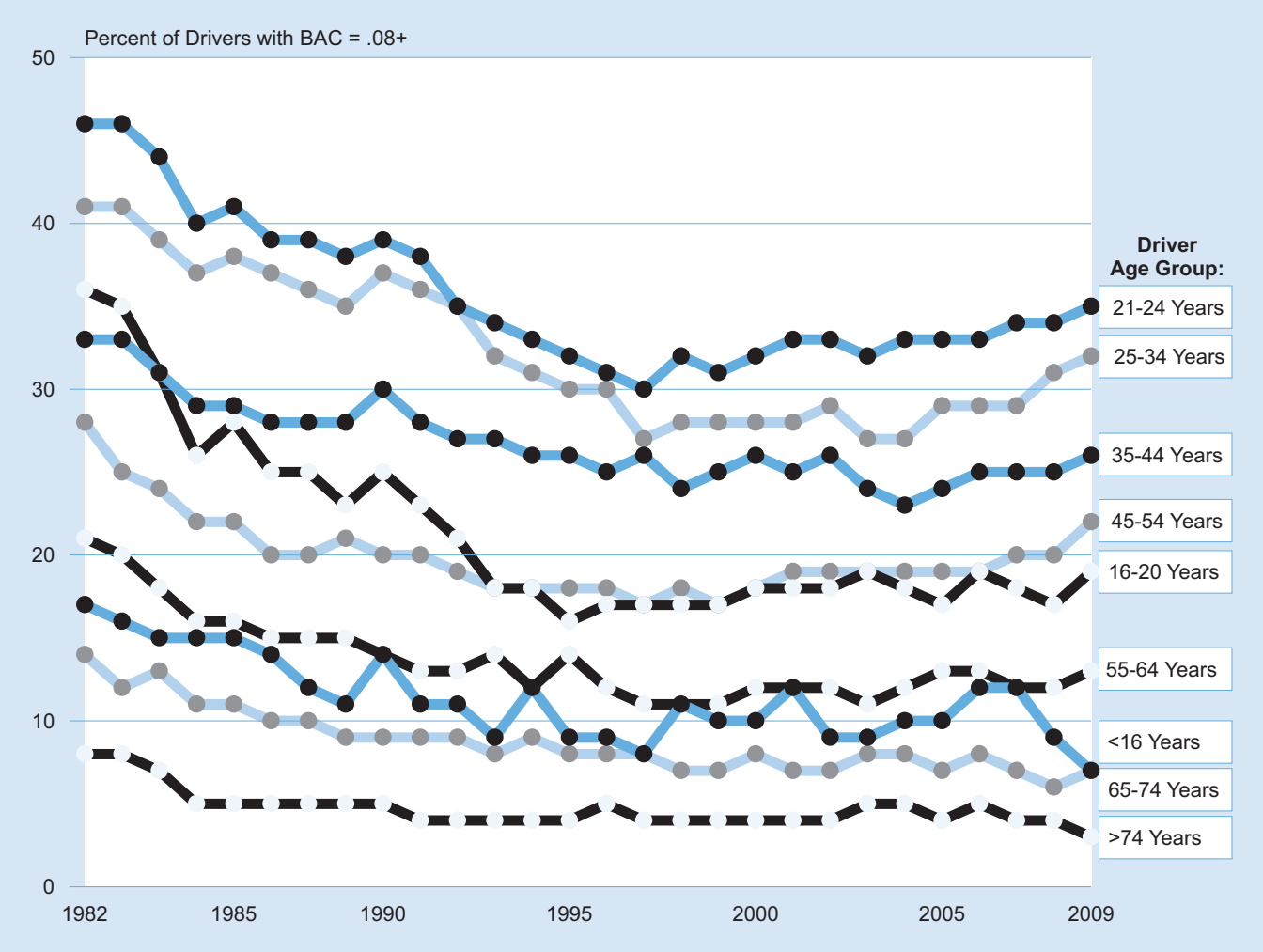


Table 19

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-2009

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**
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	25,509	1,016	3,973	30,498	17,315	1,455	8,578	27,348	42,823	2,472	12,551	**57,846**
2007	24,831	1,136	3,483	29,449	16,591	1,361	8,617	26,570	41,422	2,497	12,100	**56,019**
2008	22,312	913	2,937	26,162	15,067	1,226	7,961	24,254	37,379	2,139	10,898	**50,416**
2009	19,760	850	2,821	23,432	13,458	1,060	7,281	21,798	33,218	1,910	10,102	**45,230**

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), 1982-2009

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**
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	2,580	58	222	5	1,661	37	**4,463**	**100**
2007	2,585	59	207	5	1,594	36	**4,386**	**100**
2008	2,409	58	183	4	1,553	37	**4,145**	**100**
2009	2,283	59	163	4	1,405	36	**3,851**	**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, 1975-2009

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
1975	2,583	5.6	29,710	64.3	13,931	30.1	**46,224**	**100.0**
1980	1,482	2.9	37,889	73.8	11,935	23.3	**51,306**	**100.0**
1985	6,172	13.3	29,705	64.0	10,566	22.8	**46,443**	**100.0**
1988	16,948	32.6	28,146	54.2	6,842	13.2	**51,936**	**100.0**
1990	18,340	37.1	24,706	50.0	6,348	12.9	**49,394**	**100.0**
1992	19,106	43.2	19,836	44.9	5,268	11.9	**44,210**	**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	28,285	60.9	14,434	31.1	3,750	8.1	**46,469**	**100.0**
2007	27,622	62.1	13,215	29.7	3,647	8.2	**44,484**	**100.0**
2008	24,649	62.4	11,770	29.8	3,055	7.7	**39,474**	**100.0**
2009	22,867	63.3	10,457	29.0	2,777	7.7	**36,101**	**100.0**
Drivers in Injury Crashes								
1988	2,313,000	62.1	802,000	21.5	609,000	16.4	**3,724,000**	**100.0**
1990	2,290,000	64.4	703,000	19.8	563,000	15.8	**3,556,000**	**100.0**
1992	2,420,000	71.5	476,000	14.0	490,000	14.5	**3,386,000**	**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**
2007	2,475,000	86.4	116,000	4.0	274,000	9.6	**2,865,000**	**100.0**
2008	2,369,000	87.2	105,000	3.9	241,000	8.9	**2,715,000**	**100.0**
2009	2,257,000	87.8	87,000	3.4	226,000	8.8	**2,570,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
1988	4,517,000	60.4	1,200,000	16.0	1,763,000	23.6	**7,481,000**	**100.0**
1990	4,499,000	63.4	978,000	13.8	1,616,000	22.8	**7,094,000**	**100.0**
1992	4,671,000	71.6	508,000	7.8	1,344,000	20.6	**6,523,000**	**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**
2007	6,011,000	85.8	91,000	1.3	900,000	12.9	**7,003,000**	**100.0**
2008	5,862,000	86.7	95,000	1.4	802,000	11.9	**6,758,000**	**100.0**
2009	5,708,000	87.4	71,000	1.1	751,000	11.5	**6,531,000**	**100.0**

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

Table 22

Occupants of Passenger Cars and Light Trucks Killed or Injured, by Restraint Use, 1975-2009

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
1975	986	3.2	21,076	68.5	8,723	28.3	**30,785**	**100.0**
1980	671	1.9	27,483	78.7	6,781	19.4	**34,935**	**100.0**
1985	2,391	8.0	22,131	74.0	5,379	18.0	**29,901**	**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	12,710	41.4	15,635	51.0	2,341	7.6	**30,686**	**100.0**
2007	12,322	42.4	14,446	49.7	2,304	7.9	**29,072**	**100.0**
2008	10,691	42.0	12,925	50.8	1,846	7.3	**25,462**	**100.0**
2009	10,140	43.4	11,512	49.2	1,730	7.4	**23,382**	**100.0**
Occupants Injured								
1988	1,752,000	57.2	912,000	29.8	399,000	13.0	**3,063,000**	**100.0**
1989	1,720,000	58.5	863,000	29.4	359,000	12.2	**2,942,000**	**100.0**
1990	1,737,000	60.3	820,000	28.4	325,000	11.3	**2,882,000**	**100.0**
1991	1,785,000	63.8	725,000	25.9	287,000	10.3	**2,797,000**	**100.0**
1992	1,854,000	66.8	622,000	22.4	300,000	10.8	**2,776,000**	**100.0**
1993	1,983,000	69.2	589,000	20.6	294,000	10.2	**2,866,000**	**100.0**
1994	2,208,000	73.7	564,000	18.8	223,000	7.4	**2,995,000**	**100.0**
1995	2,415,000	75.7	549,000	17.2	227,000	7.1	**3,192,000**	**100.0**
1996	2,468,000	76.7	520,000	16.1	231,000	7.2	**3,220,000**	**100.0**
1997	2,369,000	76.5	475,000	15.3	251,000	8.1	**3,095,000**	**100.0**
1998	2,297,000	77.5	437,000	14.7	230,000	7.8	**2,964,000**	**100.0**
1999	2,328,000	78.0	420,000	14.1	237,000	7.9	**2,984,000**	**100.0**
2000	2,369,000	80.6	369,000	12.6	200,000	6.8	**2,938,000**	**100.0**
2001	2,249,000	80.7	324,000	11.6	214,000	7.7	**2,787,000**	**100.0**
2002	2,195,000	81.8	284,000	10.6	205,000	7.7	**2,684,000**	**100.0**
2003	2,204,000	83.3	248,000	9.4	193,000	7.3	**2,646,000**	**100.0**
2004	2,156,000	84.8	206,000	8.1	181,000	7.1	**2,543,000**	**100.0**
2005	2,077,000	84.9	207,000	8.5	161,000	6.6	**2,446,000**	**100.0**
2006	1,992,000	85.5	183,000	7.8	156,000	6.7	**2,331,000**	**100.0**
2007	1,894,000	85.3	170,000	7.6	157,000	7.1	**2,221,000**	**100.0**
2008	1,784,000	86.1	141,000	6.8	147,000	7.1	**2,072,000**	**100.0**
2009	1,716,000	86.8	125,000	6.3	135,000	6.8	**1,976,000**	**100.0**

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

Table 23

Passenger Car and Light Truck Occupants Killed, by Vehicle Type and Rollover Occurrence, 1982-2009

Year	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
1982	23,330	5,529	23.7	4,605	1,895	41.2	735	504	68.6	814	285	35.0	**29,689**	**8,298**	**27.9**
1983	22,979	5,434	23.6	4,496	1,903	42.3	769	527	68.5	712	267	37.5	**29,181**	**8,219**	**28.2**
1984	23,620	5,569	23.6	4,686	1,994	42.6	723	496	68.6	764	299	39.1	**30,116**	**8,497**	**28.2**
1985	23,212	5,290	22.8	4,640	1,972	42.5	855	567	66.3	791	314	39.7	**29,901**	**8,284**	**27.7**
1986	24,944	6,015	24.1	5,090	2,301	45.2	927	608	65.6	879	349	39.7	**32,261**	**9,474**	**29.4**
1987	25,132	6,028	24.0	5,502	2,497	45.4	1,050	688	65.5	1,025	384	37.5	**33,190**	**9,801**	**29.5**
1988	25,808	6,248	24.2	5,880	2,713	46.1	1,040	651	62.6	1,001	374	37.4	**34,114**	**10,138**	**29.7**
1989	25,063	5,707	22.8	5,870	2,660	45.3	1,135	722	63.6	1,214	463	38.1	**33,614**	**9,689**	**28.8**
1990	24,092	5,593	23.2	5,979	2,698	45.1	1,214	762	62.8	1,154	451	39.1	**32,693**	**9,619**	**29.4**
1991	22,385	5,328	23.8	5,671	2,543	44.8	1,476	882	59.8	1,143	472	41.3	**30,776**	**9,258**	**30.1**
1992	21,387	4,738	22.2	5,385	2,460	45.7	1,335	834	62.5	1,292	564	43.7	**29,485**	**8,636**	**29.3**
1993	21,566	4,648	21.6	5,538	2,403	43.4	1,521	934	61.4	1,365	541	39.6	**30,077**	**8,561**	**28.5**
1994	21,997	4,870	22.1	5,574	2,409	43.2	1,757	1,063	60.5	1,508	610	40.5	**30,901**	**8,981**	**29.1**
1995	22,423	5,076	22.6	5,938	2,571	43.3	1,935	1,210	62.5	1,639	650	39.7	**31,991**	**9,537**	**29.8**
1996	22,505	4,997	22.2	5,904	2,545	43.1	2,147	1,384	64.5	1,832	681	37.2	**32,437**	**9,624**	**29.7**
1997	22,199	4,765	21.5	5,887	2,479	42.1	2,380	1,489	62.6	1,914	768	40.1	**32,448**	**9,527**	**29.4**
1998	21,194	4,672	22.0	5,921	2,560	43.2	2,713	1,705	62.8	2,042	823	40.3	**31,899**	**9,773**	**30.6**
1999	20,862	4,718	22.6	6,127	2,724	44.5	3,026	1,902	62.9	2,088	784	37.5	**32,127**	**10,140**	**31.6**
2000	20,699	4,548	22.0	6,003	2,558	42.6	3,358	2,064	61.5	2,129	771	36.2	**32,225**	**9,959**	**30.9**
2001	20,320	4,559	22.4	6,139	2,651	43.2	3,530	2,149	60.9	2,019	786	38.9	**32,043**	**10,157**	**31.7**
2002	20,569	4,794	23.3	6,100	2,755	45.2	4,031	2,471	61.3	2,109	699	33.1	**32,843**	**10,729**	**32.7**
2003	19,725	4,464	22.6	5,957	2,580	43.3	4,483	2,661	59.4	2,080	728	35.0	**32,271**	**10,442**	**32.4**
2004	19,192	4,353	22.7	5,838	2,597	44.5	4,760	2,929	61.5	2,046	695	34.0	**31,866**	**10,590**	**33.2**
2005	18,512	4,371	23.6	6,067	2,796	46.1	4,831	2,895	59.9	2,112	794	37.6	**31,549**	**10,870**	**34.5**
2006	17,925	4,376	24.4	5,993	2,844	47.5	4,928	2,899	58.8	1,815	609	33.6	**30,686**	**10,742**	**35.0**
2007	16,614	4,055	24.4	5,847	2,748	47.0	4,834	2,861	59.2	1,764	572	32.4	**29,072**	**10,240**	**35.2**
2008	14,646	3,653	24.9	5,097	2,435	47.8	4,214	2,435	57.8	1,492	514	34.5	**25,462**	**9,043**	**35.5**
2009	13,095	3,219	24.6	4,792	2,292	47.8	4,091	2,294	56.1	1,394	457	32.8	**23,382**	**8,267**	**35.4**

*Total includes occupants of other and unknown light trucks.

Chapter 2

CRASHES

CHAPTER 2 ■ CRASHES

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

- More than 5.5 million police-reported motor vehicle crashes occurred in the United States in 2009. Twenty-eight percent of those crashes (1.52 million) resulted in an injury, and fewer than 1 percent (30,797) resulted in a death.
- Midnight to 3 a.m. on Saturdays and Sundays proved to be the deadliest 3-hour periods throughout 2009, with 1,024 and 1,072 fatal crashes, respectively.
- Sixty-one percent of fatal crashes involved only one vehicle, as compared with 32 percent of injury crashes and 32 percent of property-damage-only crashes.
- Nearly one-half of all fatal crashes in 2009 occurred on roads with posted speed limits of 55 mph or more, as compared with 23 percent of injury crashes and 23 percent of 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 46 percent of fatal crashes.
- Thirty-two percent of all fatal crashes involved alcohol-impaired driving, where the highest blood alcohol concentration (BAC) among drivers involved in the crash was .08 grams per deciliter (g/dL) or higher. For fatal crashes occurring from midnight to 3 a.m., 66 percent involved alcohol-impaired driving.

Table 24

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	2,374	1.05	133,000	59	404,000	179	**539,000**	**238**
February	2,164	0.99	109,000	50	317,000	145	**429,000**	**196**
March	2,344	0.94	129,000	52	308,000	124	**440,000**	**177**
April	2,590	1.02	123,000	49	293,000	116	**418,000**	**165**
May	2,772	1.06	139,000	54	328,000	126	**470,000**	**180**
June	2,755	1.06	125,000	48	310,000	119	**437,000**	**168**
July	2,783	1.04	132,000	49	289,000	108	**423,000**	**158**
August	2,864	1.09	127,000	48	308,000	117	**438,000**	**167**
September	2,646	1.08	122,000	50	306,000	125	**431,000**	**177**
October	2,617	1.03	131,000	51	354,000	139	**488,000**	**192**
November	2,501	1.05	116,000	49	347,000	145	**466,000**	**195**
December	2,387	0.99	130,000	54	392,000	162	**525,000**	**217**
Total	**30,797**	**1.04**	**1,517,000**	**51**	**3,957,000**	**134**	**5,505,000**	**186**

*Crashes per 100 million vehicle miles traveled.

Source: Vehicle miles traveled (VMT), Federal Highway Administration, *Traffic Volume Trends*, December 2010.

Table 25

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

Time of Day	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
Fatal Crashes								
Midnight to 3 am	1,072	316	270	328	422	525	1,024	**3,957**
3 am to 6 am	635	245	221	259	276	337	614	**2,587**
6 am to 9 am	324	451	388	400	428	429	378	**2,798**
9 am to Noon	392	420	409	373	395	452	493	**2,934**
Noon to 3 pm	559	572	542	493	524	622	669	**3,981**
3 pm to 6 pm	700	687	677	663	659	767	791	**4,944**
6 pm to 9 pm	768	627	594	628	680	807	884	**4,988**
9 pm to Midnight	523	448	484	540	592	892	880	**4,359**
Unknown	31	31	30	40	28	36	53	**249**
Total	**5,004**	**3,797**	**3,615**	**3,724**	**4,004**	**4,867**	**5,786**	**30,797**
Injury Crashes								
Midnight to 3 am	18,000	8,000	4,000	7,000	9,000	7,000	20,000	**73,000**
3 am to 6 am	12,000	5,000	5,000	5,000	6,000	5,000	11,000	**48,000**
6 am to 9 am	10,000	31,000	32,000	31,000	31,000	26,000	12,000	**174,000**
9 am to Noon	22,000	28,000	29,000	34,000	31,000	30,000	29,000	**202,000**
Noon to 3 pm	32,000	40,000	44,000	44,000	43,000	46,000	41,000	**290,000**
3 pm to 6 pm	35,000	52,000	54,000	61,000	57,000	65,000	47,000	**371,000**
6 pm to 9 pm	22,000	30,000	31,000	34,000	37,000	35,000	32,000	**223,000**
9 pm to Midnight	14,000	16,000	17,000	20,000	17,000	26,000	25,000	**135,000**
Total	**165,000**	**210,000**	**216,000**	**235,000**	**231,000**	**242,000**	**218,000**	**1,517,000**
Property-Damage-Only Crashes								
Midnight to 3 am	45,000	16,000	14,000	14,000	21,000	19,000	47,000	**176,000**
3 am to 6 am	24,000	17,000	11,000	17,000	15,000	17,000	27,000	**127,000**
6 am to 9 am	25,000	86,000	92,000	97,000	88,000	82,000	41,000	**511,000**
9 am to Noon	41,000	85,000	82,000	87,000	90,000	79,000	69,000	**534,000**
Noon to 3 pm	76,000	119,000	106,000	118,000	106,000	137,000	103,000	**766,000**
3 pm to 6 pm	76,000	155,000	159,000	153,000	161,000	174,000	88,000	**966,000**
6 pm to 9 pm	61,000	71,000	85,000	79,000	80,000	102,000	82,000	**559,000**
9 pm to Midnight	40,000	36,000	43,000	40,000	43,000	55,000	60,000	**318,000**
Total	**387,000**	**586,000**	**593,000**	**605,000**	**604,000**	**665,000**	**517,000**	**3,957,000**
All Crashes								
Midnight to 3 am	64,000	24,000	18,000	22,000	30,000	27,000	67,000	**253,000**
3 am to 6 am	36,000	22,000	15,000	21,000	22,000	22,000	38,000	**178,000**
6 am to 9 am	35,000	118,000	125,000	128,000	119,000	109,000	53,000	**688,000**
9 am to Noon	63,000	113,000	111,000	121,000	122,000	110,000	99,000	**739,000**
Noon to 3 pm	109,000	160,000	150,000	163,000	150,000	184,000	145,000	**1,060,000**
3 pm to 6 pm	111,000	208,000	214,000	215,000	219,000	240,000	136,000	**1,342,000**
6 pm to 9 pm	84,000	102,000	117,000	114,000	117,000	138,000	115,000	**787,000**
9 pm to Midnight	54,000	53,000	61,000	60,000	61,000	82,000	87,000	**457,000**
Total	**557,000**	**800,000**	**812,000**	**844,000**	**839,000**	**912,000**	**741,000**	**5,505,000**

Figure 11

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

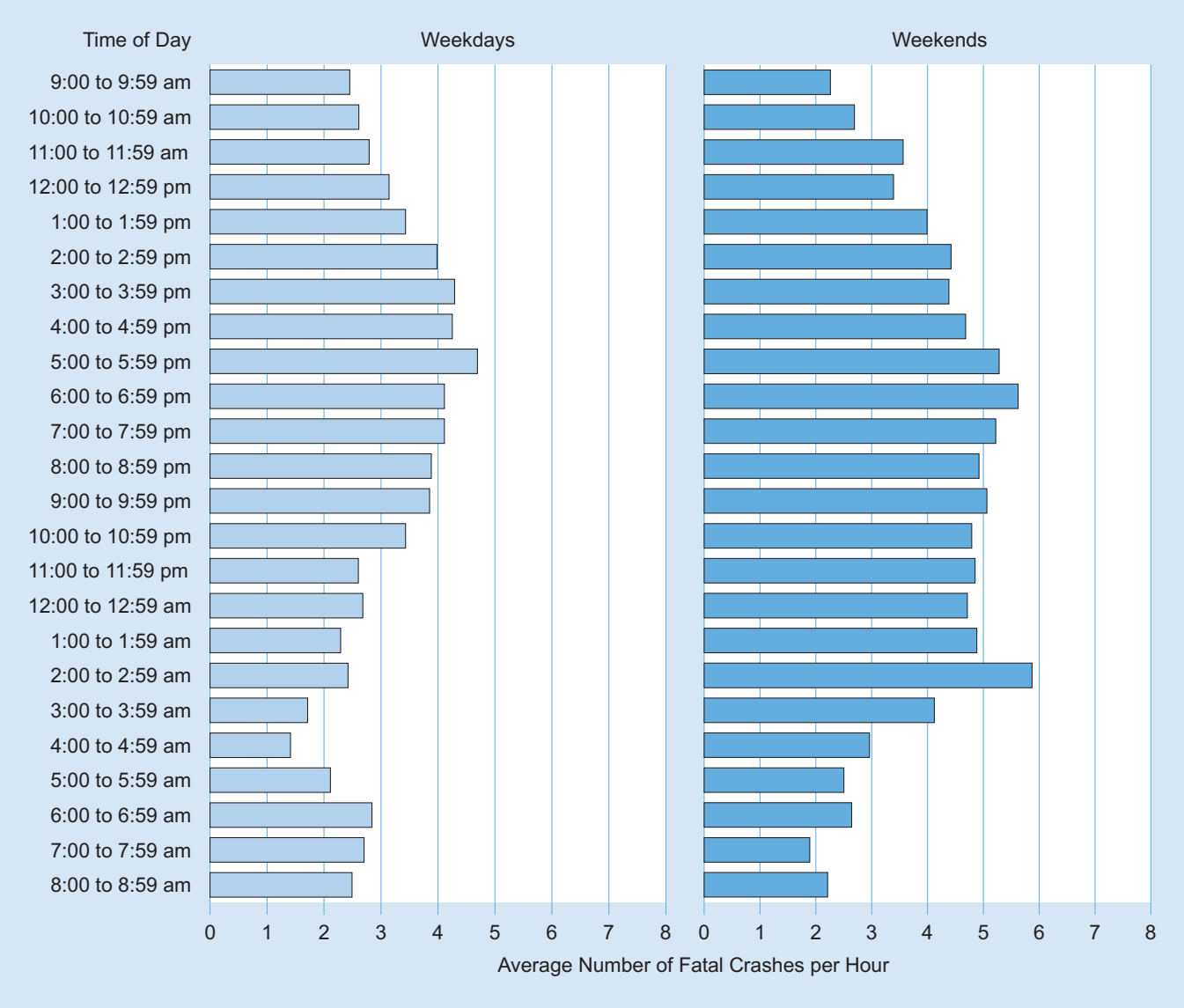


Table 26

Crashes by Weather Condition, Light Condition, and Crash Severity

Weather Condition	Light Condition					Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	Other/Unknown	
Fatal Crashes						
Normal	13,408	4,811	7,813	1,037	55	**27,124**
Rain	1,055	486	747	115	7	**2,410**
Snow/Sleet	307	43	207	34	2	**593**
Other	113	51	200	33	0	**397**
Unknown	65	14	116	3	75	**273**
Total	**14,948**	**5,405**	**9,083**	**1,222**	**139**	**30,797**
Injury Crashes						
Normal	913,000	209,000	125,000	47,000	*	**1,295,000**
Rain	106,000	36,000	21,000	7,000	*	**170,000**
Snow/Sleet	20,000	7,000	5,000	1,000	*	**33,000**
Other/Unknown	10,000	4,000	3,000	2,000	*	**19,000**
Total	**1,049,000**	**256,000**	**154,000**	**57,000**	*	**1,517,000**
Property-Damage-Only Crashes						
Normal	2,352,000	470,000	359,000	108,000	1,000	**3,291,000**
Rain	279,000	95,000	54,000	20,000	*	**447,000**
Snow/Sleet	86,000	31,000	28,000	7,000	*	**151,000**
Other/Unknown	35,000	15,000	14,000	5,000	*	**68,000**
Total	**2,751,000**	**610,000**	**455,000**	**139,000**	**2,000**	**3,957,000**
All Crashes						
Normal	3,278,000	684,000	492,000	157,000	1,000	**4,612,000**
Rain	386,000	131,000	76,000	27,000	*	**620,000**
Snow/Sleet	106,000	38,000	33,000	8,000	*	**184,000**
Other/Unknown	45,000	19,000	17,000	7,000	*	**88,000**
Total	**3,815,000**	**872,000**	**618,000**	**198,000**	**2,000**	**5,505,000**

Table 27

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

Response Time (Minutes)	Time of Crash to EMS Notification		EMS Notification to EMS Arrival		EMS Arrival at Scene to Hospital Arrival		Time of Crash to Hospital Arrival	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Rural Fatal Crashes								
0 to 10	7,986	85.4	6,442	58.8	1,270	21.6	23	0.5
11 to 20	831	8.9	3,254	29.7	630	10.7	135	2.9
21 to 30	260	2.8	853	7.8	1,131	19.2	450	9.8
31 to 40	115	1.2	262	2.4	1,017	17.3	744	16.2
41 to 50	47	0.5	75	0.7	706	12.0	814	17.8
51 to 60	32	0.3	21	0.2	475	8.1	734	16.0
61 to 120	80	0.9	45	0.4	654	11.1	1,685	36.8
Total*	**9,351**	**100.0**	**10,952**	**100.0**	**5,883**	**100.0**	**4,585**	**100.0**
Urban Fatal Crashes								
0 to 10	6,726	93.5	6,574	85.8	866	20.0	33	0.9
11 to 20	306	4.3	884	11.5	1,106	25.5	466	12.7
21 to 30	73	1.0	155	2.0	1,165	26.9	1,006	27.3
31 to 40	27	0.4	33	0.4	613	14.1	883	24.0
41 to 50	15	0.2	5	0.1	284	6.6	578	15.7
51 to 60	13	0.2	5	0.1	155	3.6	330	9.0
61 to 120	33	0.5	8	0.1	145	3.3	387	10.5
Total*	**7,193**	**100.0**	**7,664**	**100.0**	**4,334**	**100.0**	**3,683**	**100.0**

*Includes crashes for which both times were known.

Table 28

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

Crash Type	Relation to Roadway					Total
	On Roadway	Off Roadway	Shoulder	Median	Other/Unknown	
Fatal Crashes						
Single Vehicle	5,430	9,891	2,299	823	302	**18,745**
Multiple Vehicle	11,476	223	198	125	30	**12,052**
Total	**16,906**	**10,114**	**2,497**	**948**	**332**	**30,797**
Injury Crashes						
Single Vehicle	151,000	262,000	12,000	40,000	25,000	**489,000**
Multiple Vehicle	1,018,000	5,000	1,000	3,000	1,000	**1,028,000**
Total	**1,169,000**	**267,000**	**13,000**	**43,000**	**26,000**	**1,517,000**
Property-Damage-Only Crashes						
Single Vehicle	325,000	584,000	17,000	77,000	245,000	**1,247,000**
Multiple Vehicle	2,686,000	4,000	2,000	6,000	10,000	**2,710,000**
Total	**3,011,000**	**588,000**	**19,000**	**83,000**	**255,000**	**3,957,000**
All Crashes						
Single Vehicle	481,000	856,000	31,000	118,000	270,000	**1,756,000**
Multiple Vehicle	3,716,000	10,000	3,000	9,000	12,000	**3,749,000**
Total	**4,197,000**	**865,000**	**34,000**	**127,000**	**282,000**	**5,505,000**

Table 29

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

Relation to Junction	Traffic Control Device				Total
	None	Traffic Signal	Stop Sign	Other/Unknown	
Fatal Crashes					
Nonjunction	20,502	62	155	1,567	**22,286**
Junction:					
Intersection	1,393	1,845	2,003	285	**5,526**
Intersection Related	475	454	227	88	**1,244**
Other/Unknown	1,380	50	65	246	**1,741**
Total	**23,750**	**2,411**	**2,450**	**2,186**	**30,797**
Injury Crashes					
Nonjunction	563,000	12,000	1,000	52,000	**627,000**
Junction:					
Intersection	63,000	199,000	133,000	14,000	**409,000**
Intersection Related	70,000	171,000	34,000	14,000	**290,000**
Other/Unknown	142,000	16,000	11,000	21,000	**190,000**
Total	**837,000**	**399,000**	**179,000**	**102,000**	**1,517,000**
Property-Damage-Only Crashes					
Nonjunction	1,687,000	42,000	*	129,000	**1,858,000**
Junction:					
Intersection	124,000	277,000	227,000	31,000	**659,000**
Intersection Related	175,000	508,000	112,000	50,000	**845,000**
Other/Unknown	426,000	55,000	36,000	79,000	**595,000**
Total	**2,411,000**	**882,000**	**375,000**	**289,000**	**3,957,000**
All Crashes					
Nonjunction	2,270,000	55,000	1,000	182,000	**2,508,000**
Junction:					
Intersection	188,000	478,000	362,000	46,000	**1,074,000**
Intersection Related	245,000	680,000	146,000	64,000	**1,136,000**
Other/Unknown	569,000	71,000	47,000	100,000	**787,000**
Total	**3,272,000**	**1,284,000**	**557,000**	**392,000**	**5,505,000**

*Less than 500.

Table 30

Crashes by Speed Limit, Crash Type, and Crash Severity

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
30 mph or less	2,471	13.2	806	6.7	**3,277**	**10.6**
35 or 40 mph	3,543	18.9	1,973	16.4	**5,516**	**17.9**
45 or 50 mph	3,451	18.4	2,623	21.8	**6,074**	**19.7**
55 mph	5,018	26.8	3,829	31.8	**8,847**	**28.7**
60 mph or higher	3,519	18.8	2,605	21.6	**6,124**	**19.9**
No Statutory Limit	100	0.5	17	0.1	**117**	**0.4**
Unknown	643	3.4	199	1.7	**842**	**2.7**
Total	**18,745**	**100.0**	**12,052**	**100.0**	**30,797**	**100.0**
Injury Crashes						
30 mph or less	131,000	26.8	192,000	18.7	**323,000**	**21.3**
35 or 40 mph	116,000	23.8	395,000	38.4	**511,000**	**33.7**
45 or 50 mph	73,000	14.8	253,000	24.6	**325,000**	**21.5**
55 mph	94,000	19.1	95,000	9.2	**189,000**	**12.4**
60 mph or higher	67,000	13.8	87,000	8.5	**154,000**	**10.2**
No Statutory Limit	8,000	1.7	6,000	0.6	**14,000**	**0.9**
Total	**489,000**	**100.0**	**1,028,000**	**100.0**	**1,517,000**	**100.0**
Property-Damage-Only Crashes						
30 mph or less	376,000	30.2	621,000	22.9	**998,000**	**25.2**
35 or 40 mph	216,000	17.3	961,000	35.5	**1,177,000**	**29.7**
45 or 50 mph	165,000	13.3	621,000	22.9	**786,000**	**19.9**
55 mph	291,000	23.3	242,000	8.9	**532,000**	**13.5**
60 mph or higher	160,000	12.8	230,000	8.5	**390,000**	**9.8**
No Statutory Limit	40,000	3.2	35,000	1.3	**75,000**	**1.9**
Total	**1,247,000**	**100.0**	**2,710,000**	**100.0**	**3,957,000**	**100.0**
All Crashes						
30 mph or less	510,000	29.0	814,000	21.7	**1,324,000**	**24.1**
35 or 40 mph	335,000	19.1	1,358,000	36.2	**1,694,000**	**30.8**
45 or 50 mph	241,000	13.7	876,000	23.4	**1,117,000**	**20.3**
55 mph	389,000	22.2	341,000	9.1	**730,000**	**13.3**
60 mph or higher	230,000	13.1	320,000	8.5	**550,000**	**10.0**
No Statutory Limit	49,000	2.8	41,000	1.1	**89,000**	**1.6**
Total	**1,756,000**	**100.0**	**3,749,000**	**100.0**	**5,505,000**	**100.0**

Table 31

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	832	25.4	2,397	73.1	48	1.5	**3,277**	**100.0**
35 or 40 mph	1,803	32.7	3,689	66.9	24	0.4	**5,516**	**100.0**
45 or 50 mph	2,888	47.5	3,140	51.7	46	0.8	**6,074**	**100.0**
55 mph	7,157	80.9	1,659	18.8	31	0.4	**8,847**	**100.0**
60 mph or higher	4,138	67.6	1,955	31.9	31	0.5	**6,124**	**100.0**
No Statutory Limit	88	75.2	27	23.1	2	1.7	**117**	**100.0**
Unknown	339	40.3	483	57.4	20	2.4	**842**	**100.0**
Total	**17,245**	**56.0**	**13,350**	**43.3**	**202**	**0.7**	**30,797**	**100.0**

Figure 12

Percent of Fatal Crashes by Speed Limit and Land Use

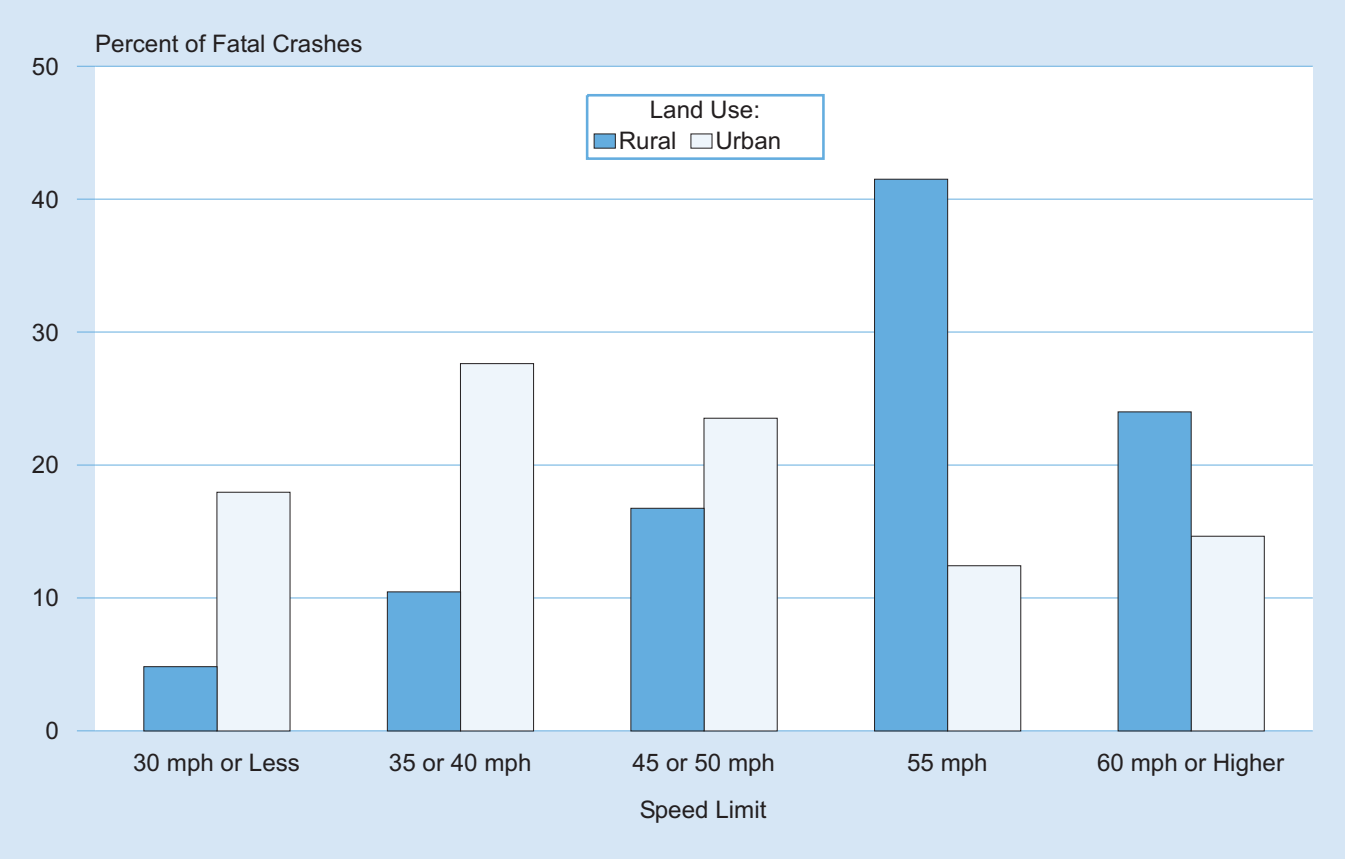


Table 32

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

Number of Lanes	Trafficway Flow				Total
	Not Divided	Divided	One-Way	Unknown	
Fatal Crashes					
One Lane	20	45	52	321	**438**
Two Lanes	17,848	4,882	113	121	**22,964**
Three Lanes	278	1,771	71	16	**2,136**
Four Lanes	2,083	1,710	22	5	**3,820**
More Than Four	407	606	3	4	**1,020**
Unknown	91	65	13	250	**419**
Total	**20,727**	**9,079**	**274**	**717**	**30,797**
Injury Crashes					
One Lane	2,000	7,000	23,000	3,000	**35,000**
Two Lanes	433,000	152,000	16,000	35,000	**636,000**
Three Lanes	57,000	126,000	9,000	7,000	**199,000**
Four Lanes	89,000	70,000	7,000	8,000	**173,000**
More Than Four	129,000	34,000	2,000	5,000	**169,000**
Unknown	83,000	30,000	5,000	186,000	**305,000**
Total	**793,000**	**419,000**	**62,000**	**243,000**	**1,517,000**
Property-Damage-Only Crashes					
One Lane	6,000	19,000	86,000	2,000	**113,000**
Two Lanes	1,097,000	358,000	47,000	65,000	**1,567,000**
Three Lanes	135,000	264,000	34,000	18,000	**452,000**
Four Lanes	232,000	150,000	12,000	10,000	**404,000**
More Than Four	299,000	85,000	3,000	8,000	**396,000**
Unknown	266,000	104,000	22,000	636,000	**1,027,000**
Total	**2,034,000**	**979,000**	**204,000**	**739,000**	**3,957,000**
All Crashes					
One Lane	7,000	27,000	109,000	5,000	**148,000**
Two Lanes	1,548,000	515,000	63,000	100,000	**2,226,000**
Three Lanes	193,000	392,000	43,000	25,000	**653,000**
Four Lanes	323,000	221,000	18,000	18,000	**580,000**
More Than Four	428,000	119,000	5,000	13,000	**565,000**
Unknown	349,000	134,000	28,000	822,000	**1,332,000**
Total	**2,848,000**	**1,408,000**	**266,000**	**983,000**	**5,505,000**

Table 33

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

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport:								
Angle	5,637	18.3	448,000	29.5	965,000	24.4	**1,418,000**	**25.8**
Rear End	1,674	5.4	448,000	29.5	1,283,000	32.4	**1,733,000**	**31.5**
Sideswipe	757	2.5	58,000	3.8	367,000	9.3	**426,000**	**7.7**
Head On	3,007	9.8	60,000	4.0	63,000	1.6	**126,000**	**2.3**
Other/Unknown	115	0.4	2,000	0.1	15,000	0.4	**17,000**	**0.3**
Subtotal	*11,190*	*36.3*	*1,016,000*	*66.9*	*2,693,000*	*68.1*	***3,720,000***	***67.6***
Collision with Fixed Object:								
Pole/Post	1,557	5.1	55,000	3.6	141,000	3.6	**198,000**	**3.6**
Culvert/Curb/Ditch	2,488	8.1	56,000	3.7	116,000	2.9	**175,000**	**3.2**
Shrubbery/Tree	2,697	8.8	45,000	3.0	61,000	1.5	**109,000**	**2.0**
Guard Rail	900	2.9	27,000	1.8	72,000	1.8	**100,000**	**1.8**
Embankment	1,018	3.3	21,000	1.4	30,000	0.8	**52,000**	**0.9**
Bridge	224	0.7	5,000	0.4	8,000	0.2	**14,000**	**0.2**
Other/Unknown	1,671	5.4	60,000	3.9	166,000	4.2	**227,000**	**4.1**
Subtotal	*10,555*	*34.3*	*270,000*	*17.8*	*594,000*	*15.0*	***875,000***	***15.9***
Collision with Object Not Fixed:								
Parked Motor Vehicle	335	1.1	28,000	1.8	311,000	7.9	**339,000**	**6.2**
Animal	173	0.6	12,000	0.8	260,000	6.6	**272,000**	**4.9**
Pedestrian	3,803	12.3	53,000	3.5	1,000	*	**57,000**	**1.0**
Pedalcyclist	626	2.0	49,000	3.3	3,000	0.1	**53,000**	**1.0**
Train	122	0.4	*	*	*	*	**1,000**	*
Other/Unknown	298	1.0	7,000	0.4	30,000	0.8	**37,000**	**0.7**
Subtotal	*5,357*	*17.4*	*148,000*	*9.8*	*605,000*	*15.3*	***759,000***	***13.8***
Noncollision:								
Rollover	3,282	10.7	77,000	5.1	38,000	1.0	**119,000**	**2.2**
Other/Unknown	384	1.2	6,000	0.4	26,000	0.7	**33,000**	**0.6**
Subtotal	*3,666*	*11.9*	*83,000*	*5.5*	*64,000*	*1.6*	***151,000***	***2.8***
Total	**30,797	**100.0**	**1,517,000**	**100.0**	**3,957,000**	**100.0**	**5,505,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 29 fatal crashes with an unknown first harmful event.

Table 34

Two-Vehicle Crashes by Vehicle Type and Crash Severity

Vehicle Type	Vehicle Type					
	Passenger Car	Light Truck	Large Truck	Motorcycle	Bus	Other/Unknown
Fatal Crashes (Total = 10,248)						
Passenger Car	1,484	3,239	917	891	65	110
Light Truck		1,272	792	929	46	113
Large Truck			75	131	4	20
Motorcycle				73	10	45
Bus				0	0	1
Other/Unknown						31
Injury Crashes (Total = 878,000)						
Passenger Car	279,000	386,000	22,000	19,000	4,000	1,000
Light Truck		133,000	12,000	16,000	3,000	1,000
Large Truck			1,000	*	*	*
Motorcycle				1,000	*	*
Property-Damage-Only Crashes (Total = 2,534,000)						
Passenger Car	757,000	1,137,000	77,000	6,000	22,000	6,000
Light Truck		444,000	56,000	4,000	13,000	3,000
Large Truck			6,000	*	2,000	*

*Less than 500.

Table 35

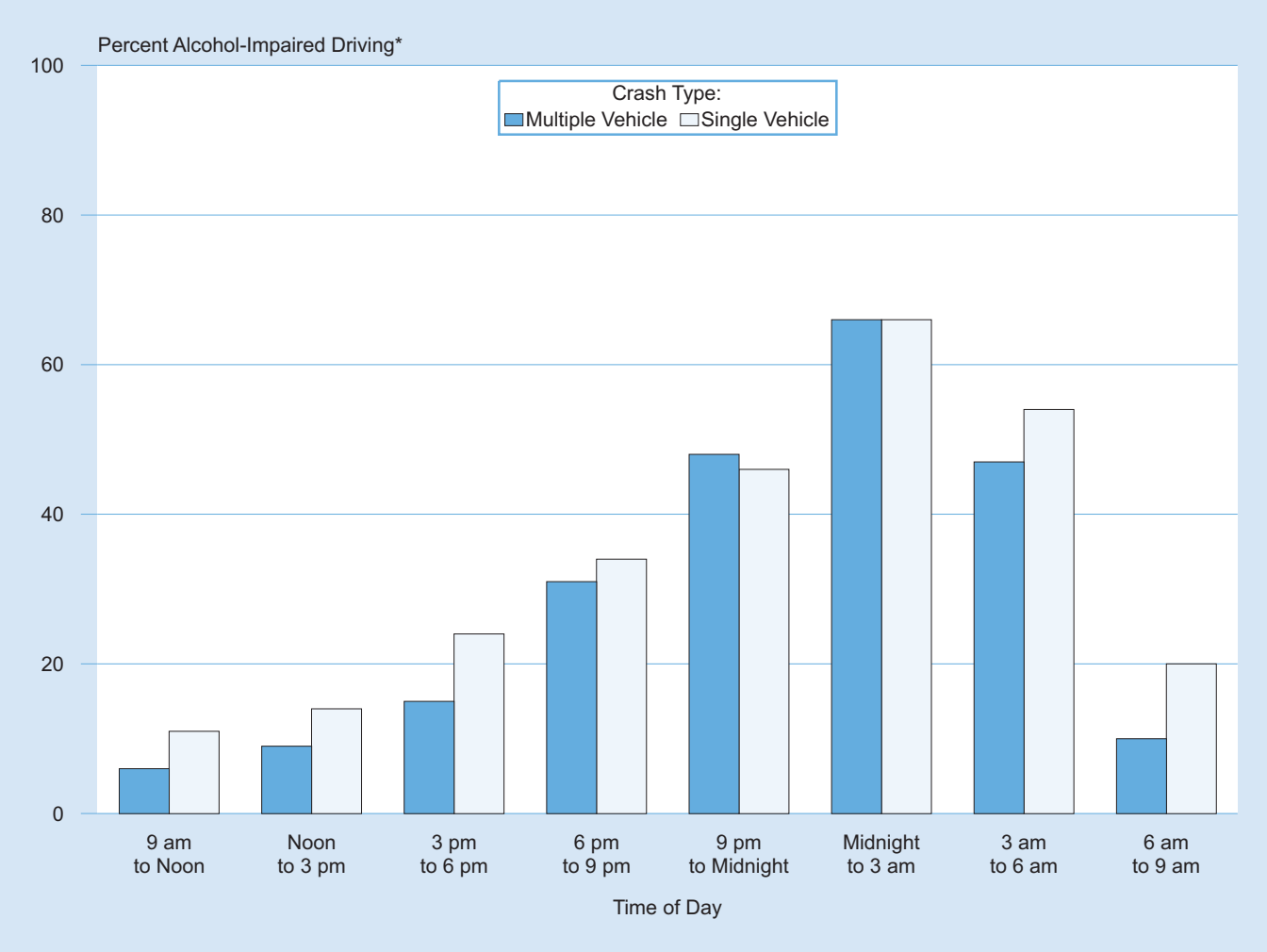
Fatal Crashes and Percent Alcohol-Impaired Driving, by Time of Day and Crash Type

	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
Time of Day	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*
Midnight to 3 am	3,099	2,030	66	858	568	66	**3,957**	**2,599**	**66**
3 am to 6 am	1,935	1,042	54	652	304	47	**2,587**	**1,345**	**52**
6 am to 9 am	1,536	301	20	1,262	128	10	**2,798**	**429**	**15**
9 am to Noon	1,412	159	11	1,522	94	6	**2,934**	**253**	**9**
Noon to 3 pm	1,898	267	14	2,083	185	9	**3,981**	**452**	**11**
3 pm to 6 pm	2,474	594	24	2,470	363	15	**4,944**	**957**	**19**
6 pm to 9 pm	3,104	1,044	34	1,884	585	31	**4,988**	**1,629**	**33**
9 pm to Midnight	3,056	1,401	46	1,303	623	48	**4,359**	**2,024**	**46**
Unknown	231	120	52	18	6	32	**249**	**126**	**50**
Total	**18,745**	**6,958**	**37**	**12,052**	**2,856**	**24**	**30,797**	**9,813**	**32**

*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater.

Figure 13

Percent of Fatal Crashes Involving Alcohol-Impaired Driving, by Time of Day and Crash Type



*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater.

Chapter 3

VEHICLES

CHAPTER 3 ■ VEHICLES

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

- More than 95 percent of the 9.6 million vehicles involved in motor vehicle crashes in 2009 were passenger cars or light trucks.
- Large trucks accounted for 7 percent of the vehicles in fatal crashes, but only 2 percent of the vehicles involved in injury crashes and 3 percent of the vehicles involved in property-damage-only crashes. Of the 3,215 large trucks involved in fatal crashes, 73 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal crashes (21.4 percent) was more than 4 times as high as the proportion in injury crashes (5.2 percent) and nearly 18 times as high as the proportion in property-damage-only crashes (1.2 percent).
- Compared with other vehicle types, utility vehicles experienced the highest rollover rates in fatal crashes (32.3 percent) and in injury crashes (9.3 percent). Pickup trucks experienced the highest rollover rate in property-damage-only crashes (2.3 percent).
- Fires occurred in 0.1 percent of the vehicles involved in all traffic crashes in 2009. For fatal crashes, however, fires occurred in 2.9 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 (25.0 percent), and large trucks in fatal crashes had the lowest proportion (3.7 percent).

Table 36

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	18,350	40.4	1,507,000	55.2	3,686,000	53.7	**5,211,000**	**54.1**
Light Truck	17,902	39.4	1,066,000	39.1	2,866,000	41.7	**3,950,000**	**41.0**
Large Truck	3,215	7.1	53,000	2.0	239,000	3.5	**296,000**	**3.1**
Motorcycle	4,595	10.1	84,000	3.1	17,000	0.2	**106,000**	**1.1**
Bus	221	0.5	10,000	0.4	47,000	0.7	**58,000**	**0.6**
Other	592	1.3	6,000	0.2	12,000	0.2	**19,000**	**0.2**
Total	***45,435**	**100.0**	**2,727,000**	**100.0**	**6,868,000**	**100.0**	**9,640,000**	**100.0**

*Includes 560 vehicles of unknown type involved in fatal crashes.

Figure 14

Proportion of Vehicles Involved in Traffic Crashes

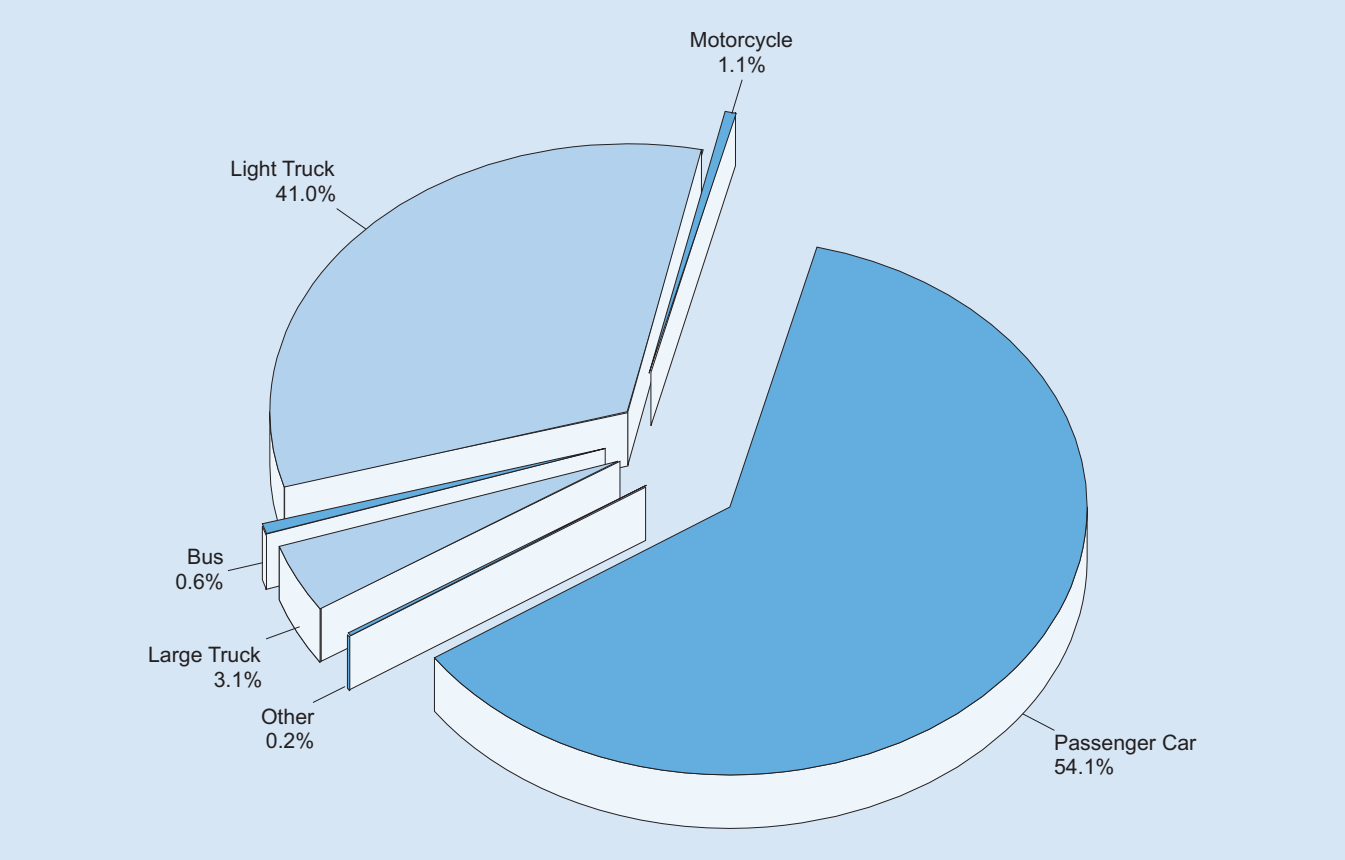


Table 37
Vehicles Involved in Fatal Crashes by Body Type

Body Type	Number	Percent
Passenger Cars	**18,350**	**40.4**
Convertible	334	0.7
2 Door Sedan, Hardtop, Coupe	2,871	6.3
3 Door/2 Door Hatchback	666	1.5
4 Door Sedan Hardtop	13,100	28.8
5 Door/4 Door Hatchback	268	0.6
Station Wagon	893	2.0
Hatchback, Doors Unknown	11	*
Other Auto	29	0.1
Unknown Auto	163	0.4
Auto-Based Pickup	15	*
Light Trucks	**17,902**	**39.4**
Compact Utility	5,101	11.2
Large Utility	1,504	3.3
Utility Station Wagon	312	0.7
Utility, Unknown Body Type	7	*
Minivan	1,811	4.0
Large Van	661	1.5
Step Van	11	*
Other Van Type	1	*
Unknown Van Type	10	*
Compact Pickup	2,306	5.1
Standard Pickup	6,104	13.4
Pickup with Camper	17	*
Unknown Pickup Style Truck	25	0.1
Cab Chassis-Based Light Truck	25	0.1
Truck-Based Panel Truck	1	*
Other Conventional Light Truck	1	*
Unknown Light Truck Type (Not Pickup)	1	*
Unknown Light Vehicle Type	4	*

Body Type	Number	Percent
Large Trucks	**3,215**	**7.1**
Step Van	15	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	198	0.4
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	189	0.4
Single Unit Heavy Truck (GVWR > 26,000 lb)	541	1.2
Single Unit Truck, Unknown GVWR	8	*
Truck Tractor	2,161	4.8
Medium/Heavy Pickup (Ford Super Duty 450/550)	92	0.2
Unknown Heavy Truck (GVWR > 26,000 lb)	2	*
Unknown Large Truck Type	9	*
Motorcycles	**4,595**	**10.1**
Motorcycle	4,348	9.6
Moped	99	0.2
Three Wheel Motorcycle or Moped	10	*
Off-Road Motorcycle (Two Wheel)	64	0.1
Other Motorcycle/Minibike	65	0.1
Unknown Motorcycle	9	*
Buses	**221**	**0.5**
School Bus	89	0.2
Cross Country/Intercity Bus	38	0.1
Transit Bus	77	0.2
Other Bus	9	*
Unknown Bus	8	*
Other Vehicles	**592**	**1.3**
Large Limousine	1	*
Light Truck-Based Motorhome	2	*
Medium/Heavy Truck-Based Motorhome	26	0.1
Unknown Truck Camper/Motorhome	22	*
All Terrain Vehicle	353	0.8
Snowmobile	38	0.1
Farm Equipment Except Trucks	82	0.2
Construction Equipment Except Trucks	16	*
Other Vehicle	52	0.1
Unknown Body Type	**560**	**1.2**
Total	**45,435**	**100.0**

*Less than 0.05 percent.

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

Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Car	3,017	16.4	15,333	83.6	**18,350**	**100.0**
Light Truck						
Pickup	2,379	28.1	6,073	71.9	**8,452**	**100.0**
Utility	2,234	32.3	4,690	67.7	**6,924**	**100.0**
Van	424	17.0	2,070	83.0	**2,494**	**100.0**
Other	6	18.8	26	81.3	**32**	**100.0**
Large Truck	422	13.1	2,793	86.9	**3,215**	**100.0**
Bus	7	3.2	214	96.8	**221**	**100.0**
Other/Unknown	243	21.1	909	78.9	**1,152**	**100.0**
Total*	**8,732**	**21.4**	**32,108**	**78.6**	**40,840**	**100.0**
Injury Crashes						
Passenger Car	52,000	3.5	1,455,000	96.5	**1,507,000**	**100.0**
Light Truck						
Pickup	27,000	7.2	349,000	92.8	**376,000**	**100.0**
Utility	42,000	9.3	406,000	90.7	**448,000**	**100.0**
Van	6,000	3.4	168,000	96.6	**174,000**	**100.0**
Other	2,000	3.4	66,000	96.6	**68,000**	**100.0**
Large Truck	5,000	9.0	49,000	91.0	**53,000**	**100.0**
Bus	**	**	10,000	100.0	**10,000**	**100.0**
Other/Unknown	3,000	54.5	3,000	45.5	**6,000**	**100.0**
Total*	**137,000**	**5.2**	**2,506,000**	**94.8**	**2,642,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	29,000	0.8	3,657,000	99.2	**3,686,000**	**100.0**
Light Truck						
Pickup	23,000	2.3	979,000	97.7	**1,002,000**	**100.0**
Utility	23,000	1.9	1,165,000	98.1	**1,188,000**	**100.0**
Van	3,000	0.7	450,000	99.3	**453,000**	**100.0**
Other	2,000	1.0	221,000	99.0	**223,000**	**100.0**
Large Truck	5,000	1.9	235,000	98.1	**239,000**	**100.0**
Bus	**	**	47,000	100.0	**47,000**	**100.0**
Other/Unknown	**	2.6	12,000	97.4	**12,000**	**100.0**
Total*	**84,000**	**1.2**	**6,767,000**	**98.8**	**6,851,000**	**100.0**
All Crashes						
Passenger Car	84,000	1.6	5,127,000	98.4	**5,211,000**	**100.0**
Light Truck						
Pickup	52,000	3.8	1,334,000	96.2	**1,387,000**	**100.0**
Utility	66,000	4.0	1,576,000	96.0	**1,643,000**	**100.0**
Van	10,000	1.5	620,000	98.5	**630,000**	**100.0**
Other	5,000	1.6	286,000	98.4	**291,000**	**100.0**
Large Truck	10,000	3.3	286,000	96.7	**296,000**	**100.0**
Bus	**	**	58,000	100.0	**58,000**	**100.0**
Other/Unknown	4,000	20.1	16,000	79.9	**20,000**	**100.0**
Total*	**230,000**	**2.4**	**9,304,000**	**97.6**	**9,534,000**	**100.0**

*Excludes motorcycles.

**Less than 500 or less than 0.05 percent.

Figure 15

Percent Rollover Occurrence, by Vehicle Type and Crash Severity

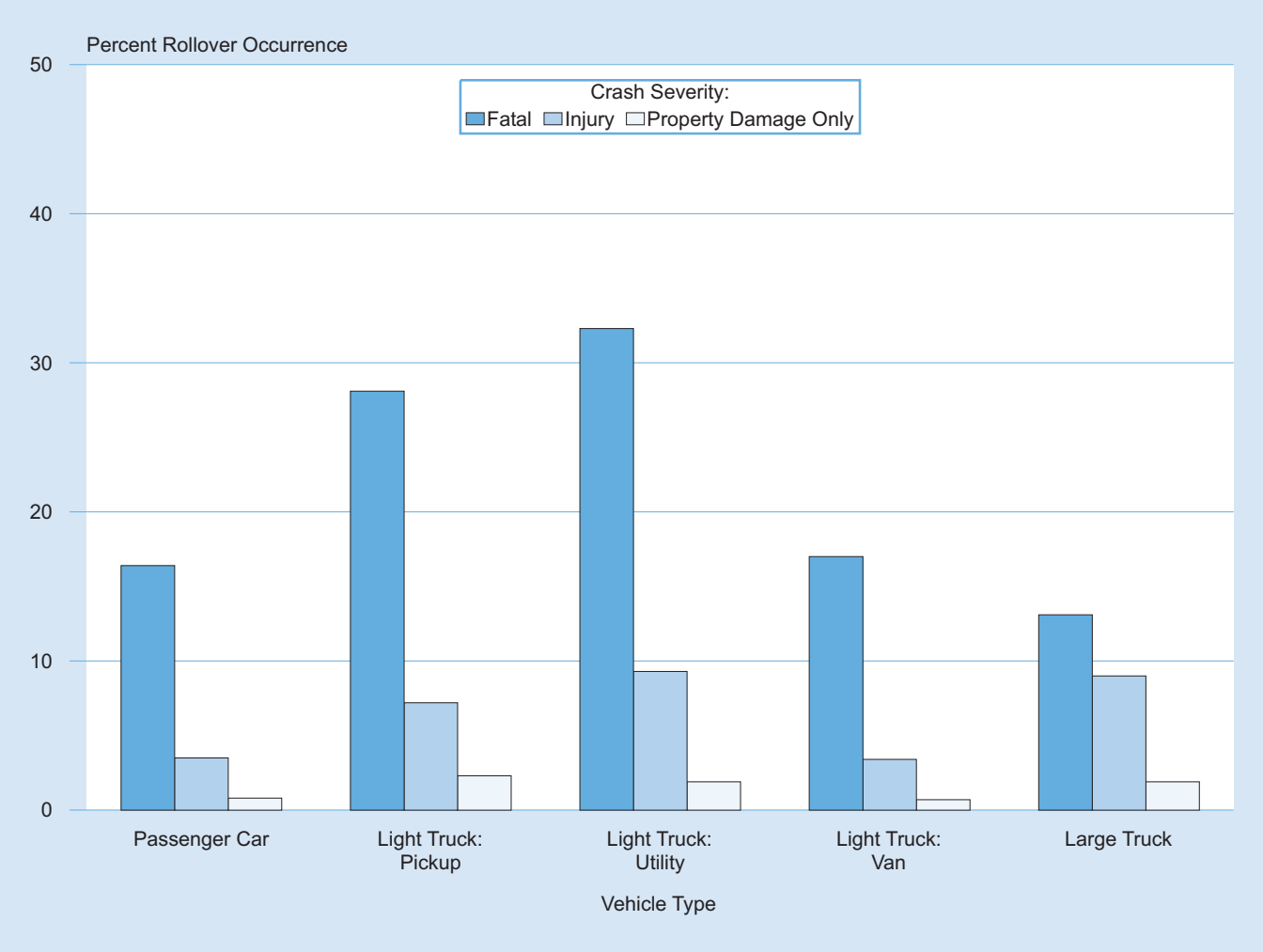


Table 39

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

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Car	527	2.9	17,823	97.1	**18,350**	**100.0**
Light Truck	535	3.0	17,367	97.0	**17,902**	**100.0**
Large Truck	187	5.8	3,028	94.2	**3,215**	**100.0**
Motorcycle	66	1.4	4,529	98.6	**4,595**	**100.0**
Bus	1	0.5	220	99.5	**221**	**100.0**
Other/Unknown	5	0.4	1,147	99.6	**1,152**	**100.0**
Total	**1,321**	**2.9**	**44,114**	**97.1**	**45,435**	**100.0**
Injury Crashes						
Passenger Car	2,000	0.1	1,505,000	99.9	**1,507,000**	**100.0**
Light Truck	2,000	0.2	1,064,000	99.8	**1,066,000**	**100.0**
Large Truck	*	0.1	53,000	99.9	**53,000**	**100.0**
Motorcycle	*	0.1	84,000	99.9	**84,000**	**100.0**
Bus	*	*	10,000	100.0	**10,000**	**100.0**
Other/Unknown	*	*	6,000	100.0	**6,000**	**100.0**
Total	**4,000**	**0.1**	**2,723,000**	**99.9**	**2,727,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	3,000	0.1	3,683,000	99.9	**3,686,000**	**100.0**
Light Truck	4,000	0.1	2,862,000	99.9	**2,866,000**	**100.0**
Large Truck	1,000	0.6	238,000	99.4	**239,000**	**100.0**
Motorcycle	*	*	17,000	100.0	**17,000**	**100.0**
Bus	*	*	47,000	100.0	**47,000**	**100.0**
Other/Unknown	1,000	5.2	12,000	94.8	**12,000**	**100.0**
Total	**9,000**	**0.1**	**6,859,000**	**99.9**	**6,868,000**	**100.0**
All Crashes						
Passenger Car	6,000	0.1	5,205,000	99.9	**5,211,000**	**100.0**
Light Truck	6,000	0.2	3,944,000	99.8	**3,950,000**	**100.0**
Large Truck	2,000	0.5	294,000	99.5	**296,000**	**100.0**
Motorcycle	*	0.2	106,000	99.8	**106,000**	**100.0**
Bus	*	*	58,000	100.0	**58,000**	**100.0**
Other/Unknown	1,000	3.3	19,000	96.7	**20,000**	**100.0**
Total	**14,000**	**0.1**	**9,626,000**	**99.9**	**9,640,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 40

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	27,124	69.1	1,251,000	55.8	3,045,000	48.4	**4,323,000**	**50.4**
Turning Left	2,398	6.1	272,000	12.1	562,000	8.9	**836,000**	**9.8**
Stopped in Traffic Lane	549	1.4	216,000	9.6	784,000	12.4	**1,000,000**	**11.7**
Turning Right	319	0.8	70,000	3.1	267,000	4.2	**337,000**	**3.9**
Slowed in Traffic Lane	286	0.7	112,000	5.0	413,000	6.6	**525,000**	**6.1**
Merging/Changing Lanes	769	2.0	48,000	2.1	263,000	4.2	**312,000**	**3.6**
Negotiating Curve	5,588	14.2	133,000	5.9	270,000	4.3	**408,000**	**4.8**
Backing Up	127	0.3	11,000	0.5	157,000	2.5	**168,000**	**2.0**
Passing Other Vehicle	802	2.0	16,000	0.7	64,000	1.0	**81,000**	**0.9**
Starting in Traffic Lane	313	0.8	59,000	2.6	167,000	2.6	**226,000**	**2.6**
Leaving Parking Space	43	0.1	4,000	0.2	42,000	0.7	**46,000**	**0.5**
Making U-Turn	113	0.3	13,000	0.6	39,000	0.6	**52,000**	**0.6**
Entering Parking Space	17	*	1,000	0.1	22,000	0.3	**23,000**	**0.3**
Disabled in Traffic Lane	19	*	1,000	0.1	8,000	0.1	**9,000**	**0.1**
Other Maneuver	469	1.2	37,000	1.7	193,000	3.1	**230,000**	**2.7**
Total	**39,241	**100.0**	**2,243,000**	**100.0**	**6,294,000**	**100.0**	**8,576,000**	**100.0**

*Less than 0.05 percent.

**Includes 305 vehicles involved in fatal crashes with unknown vehicle maneuver.

Table 41

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

Roadway Function Class	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Hazardous Cargo	Total	Hazardous Cargo	Total	Hazardous Cargo	Total
Rural Fatal Crashes						
Principal Arterial						
Interstate	4	1,134	12	1,572	**16**	**2,706**
Other	8	1,869	19	4,719	**27**	**6,588**
Minor Arterial	3	1,281	14	2,851	**17**	**4,132**
Major Collector	3	2,710	6	2,967	**9**	**5,677**
Minor Collector	2	923	3	643	**5**	**1,566**
Local Road or Street	2	2,668	2	1,444	**4**	**4,112**
Unknown Rural	0	109	0	35	**0**	**144**
Total	**22**	**10,694**	**56**	**14,231**	**78**	**24,925**
Urban Fatal Crashes						
Principal Arterial						
Interstate	9	1,057	3	1,922	**12**	**2,979**
Freeway/Expressway	2	699	3	1,178	**5**	**1,877**
Other	0	1,911	6	4,023	**6**	**5,934**
Minor Arterial	1	1,451	4	2,568	**5**	**4,019**
Collector	0	668	2	865	**2**	**1,533**
Local Road or Street	1	2,100	0	1,728	**1**	**3,828**
Unknown Urban	0	25	0	37	**0**	**62**
Total	**13**	**7,911**	**18**	**12,321**	**31**	**20,232**
All Fatal Crashes						
Principal Arterial						
Interstate	13	2,191	15	3,494	**28**	**5,685**
Freeway/Expressway	2	699	3	1,178	**5**	**1,877**
Other	8	3,780	25	8,742	**33**	**12,522**
Minor Arterial	4	2,732	18	5,419	**22**	**8,151**
Collector	5	4,301	11	4,475	**16**	**8,776**
Local Road or Street	3	4,768	2	3,172	**5**	**7,940**
Unknown Rural	0	109	0	35	**0**	**144**
Unknown Urban	0	25	0	37	**0**	**62**
Unknown Rural or Urban	0	140	0	138	**0**	**278**
Total	**35**	**18,745**	**74**	**26,690**	**109**	**45,435**

Figure 16

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

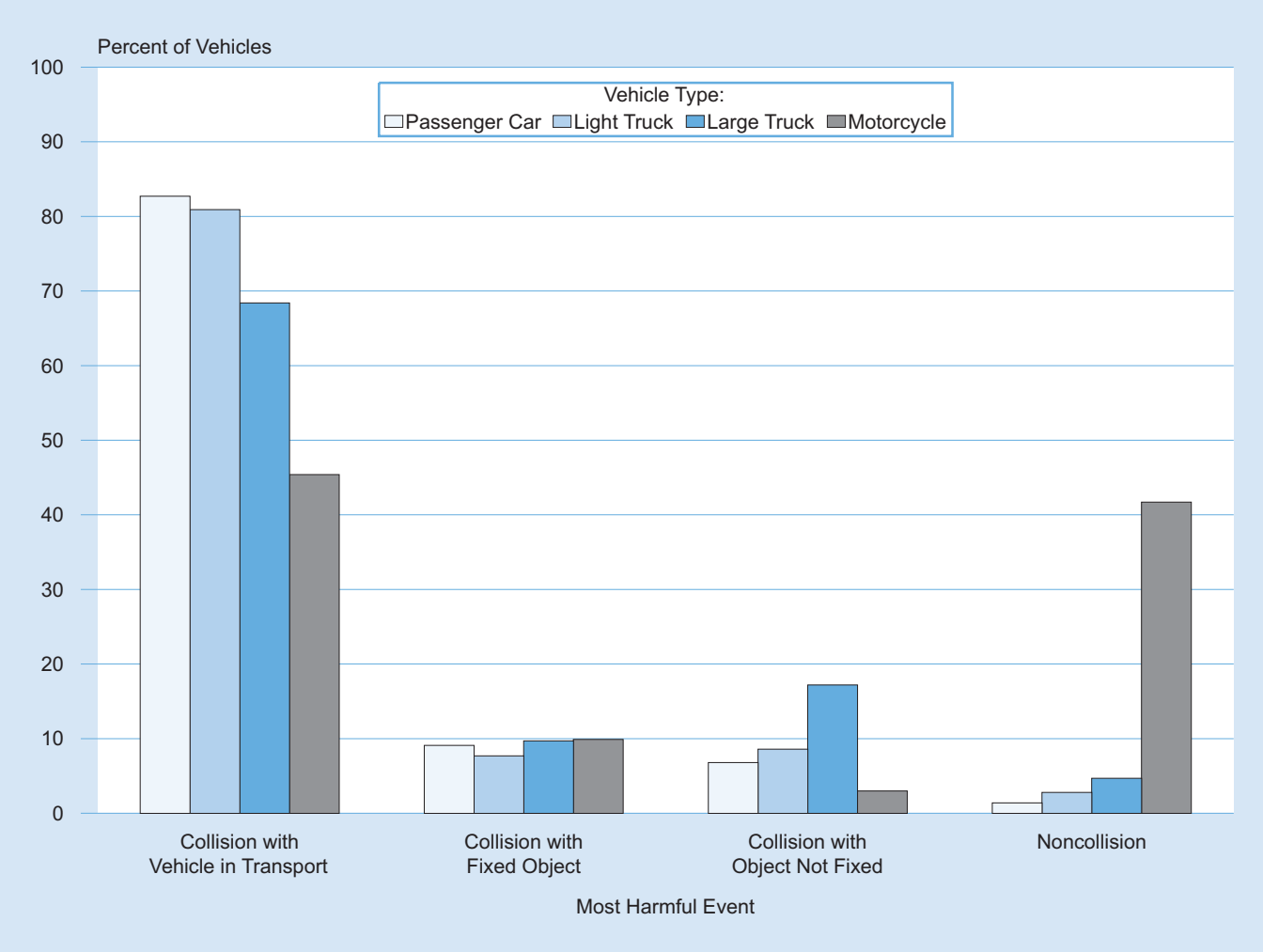
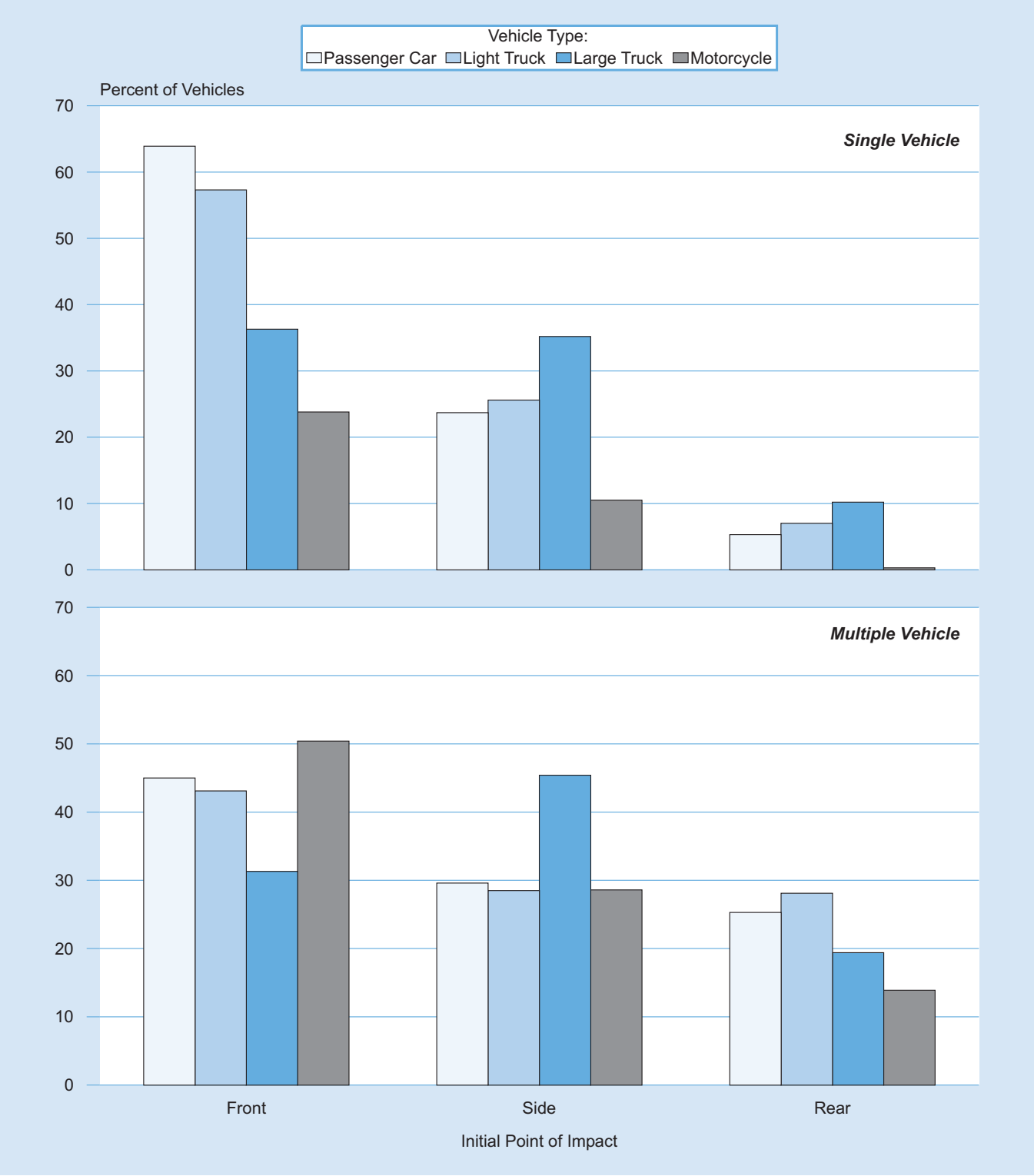


Figure 17

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 42

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	5,865	32.0	598,000	39.7	1,337,000	36.3	**1,941,000**	**37.3**
Left Side	1,587	8.6	169,000	11.2	497,000	13.5	**667,000**	**12.8**
Right Side	1,383	7.5	158,000	10.5	443,000	12.0	**602,000**	**11.6**
Rear	954	5.2	320,000	21.2	776,000	21.1	**1,097,000**	**21.0**
Other/Unknown	78	0.4	*	*	4,000	0.1	**4,000**	**0.1**
Subtotal	*9,867*	*53.8*	*1,245,000*	*82.6*	*3,057,000*	*82.9*	***4,312,000***	***82.7***
Collision with Fixed Object	**3,646**	**19.9**	**138,000**	**9.2**	**331,000**	**9.0**	**473,000**	**9.1**
Collision with Object Not Fixed:								
Nonoccupant	2,082	11.3	58,000	3.9	2,000	0.1	**62,000**	**1.2**
Other	427	2.3	25,000	1.7	264,000	7.2	**290,000**	**5.6**
Subtotal	*2,509*	*13.7*	*84,000*	*5.6*	*266,000*	*7.2*	***353,000***	***6.8***
Noncollision	**2,321**	**12.6**	**40,000**	**2.7**	**31,000**	**0.9**	**74,000**	**1.4**
Total	****18,350**	**100.0**	**1,507,000**	**100.0**	**3,686,000**	**100.0**	**5,211,000**	**100.0**

*Less than 0.05 percent.

**Includes 7 passenger cars involved in fatal crashes with unknown most harmful event.

Table 43

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	5,021	66.6	167,000	67.2	384,000	62.6	**556,000**	**63.9**
Left Side	669	8.9	23,000	9.3	60,000	9.9	**84,000**	**9.7**
Right Side	665	8.8	31,000	12.6	90,000	14.6	**121,000**	**14.0**
Rear	158	2.1	6,000	2.3	40,000	6.6	**46,000**	**5.3**
Noncollision	428	5.7	17,000	7.0	18,000	2.9	**36,000**	**4.1**
Other/Unknown	603	8.0	4,000	1.5	21,000	3.5	**26,000**	**3.0**
Total	**7,544**	**100.0**	**248,000**	**100.0**	**614,000**	**100.0**	**869,000**	**100.0**
Multiple-Vehicle Crashes								
Front	6,391	59.1	603,000	47.9	1,343,000	43.7	**1,952,000**	**45.0**
Left Side	1,683	15.6	174,000	13.8	502,000	16.3	**677,000**	**15.6**
Right Side	1,461	13.5	161,000	12.8	446,000	14.5	**609,000**	**14.0**
Rear	1,057	9.8	321,000	25.5	776,000	25.3	**1,098,000**	**25.3**
Noncollision	8	0.1	*	*	1,000	*	**1,000**	*
Other/Unknown	206	1.9	*	*	4,000	0.1	**5,000**	**0.1**
Total	**10,806**	**100.0**	**1,259,000**	**100.0**	**3,073,000**	**100.0**	**4,342,000**	**100.0**
All Crashes								
Front	11,412	62.2	770,000	51.1	1,727,000	46.9	**2,508,000**	**48.1**
Left Side	2,352	12.8	197,000	13.1	562,000	15.3	**761,000**	**14.6**
Right Side	2,126	11.6	192,000	12.8	536,000	14.5	**730,000**	**14.0**
Rear	1,215	6.6	326,000	21.7	817,000	22.2	**1,144,000**	**22.0**
Noncollision	436	2.4	18,000	1.2	19,000	0.5	**37,000**	**0.7**
Other/Unknown	809	4.4	4,000	0.3	25,000	0.7	**30,000**	**0.6**
Total	**18,350**	**100.0**	**1,507,000**	**100.0**	**3,686,000**	**100.0**	**5,211,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 44

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	6,518	36.4	421,000	39.5	951,000	33.2	**1,378,000**	**34.9**
Left Side	868	4.8	116,000	10.9	355,000	12.4	**471,000**	**11.9**
Right Side	684	3.8	98,000	9.2	333,000	11.6	**431,000**	**10.9**
Rear	809	4.5	230,000	21.6	672,000	23.5	**903,000**	**22.9**
Other/Unknown	80	0.4	1,000	0.1	8,000	0.3	**9,000**	**0.2**
Subtotal	*8,959*	*50.0*	*866,000*	*81.2*	*2,319,000*	*80.9*	***3,194,000***	***80.9***
Collision with Fixed Object	**2,471**	**13.8**	**86,000**	**8.0**	**216,000**	**7.5**	**304,000**	**7.7**
Collision with Object Not Fixed:								
Nonoccupant	2,101	11.7	44,000	4.1	2,000	0.1	**48,000**	**1.2**
Other	311	1.7	14,000	1.4	278,000	9.7	**292,000**	**7.4**
Subtotal	*2,412*	*13.5*	*59,000*	*5.5*	*279,000*	*9.8*	***341,000***	***8.6***
Noncollision	**4,050**	**22.6**	**56,000**	**5.3**	**52,000**	**1.8**	**112,000**	**2.8**
Total	***17,902**	**100.0**	**1,066,000**	**100.0**	**2,866,000**	**100.0**	**3,950,000**	**100.0**

*Includes 10 light trucks involved in fatal crashes with unknown most harmful event.

Table 45

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	4,766	61.3	111,000	60.6	301,000	56.2	**417,000**	**57.3**
Left Side	482	6.2	17,000	9.0	50,000	9.3	**67,000**	**9.2**
Right Side	520	6.7	24,000	13.0	95,000	17.8	**120,000**	**16.5**
Rear	154	2.0	3,000	1.5	48,000	8.9	**51,000**	**7.0**
Noncollision	1,138	14.6	27,000	14.7	31,000	5.7	**59,000**	**8.1**
Other/Unknown	718	9.2	2,000	1.1	12,000	2.1	**14,000**	**2.0**
Total	**7,778**	**100.0**	**184,000**	**100.0**	**536,000**	**100.0**	**728,000**	**100.0**
Multiple-Vehicle Crashes								
Front	7,134	70.5	426,000	48.3	954,000	41.0	**1,388,000**	**43.1**
Left Side	1,004	9.9	120,000	13.6	357,000	15.3	**478,000**	**14.8**
Right Side	795	7.9	103,000	11.7	335,000	14.4	**439,000**	**13.6**
Rear	978	9.7	232,000	26.2	673,000	28.9	**905,000**	**28.1**
Noncollision	12	0.1	*	*	2,000	0.1	**2,000**	**0.1**
Other/Unknown	201	2.0	1,000	0.1	9,000	0.4	**10,000**	**0.3**
Total	**10,124**	**100.0**	**882,000**	**100.0**	**2,330,000**	**100.0**	**3,222,000**	**100.0**
All Crashes								
Front	11,900	66.5	538,000	50.4	1,255,000	43.8	**1,805,000**	**45.7**
Left Side	1,486	8.3	136,000	12.8	407,000	14.2	**545,000**	**13.8**
Right Side	1,315	7.3	127,000	11.9	430,000	15.0	**559,000**	**14.2**
Rear	1,132	6.3	234,000	22.0	720,000	25.1	**956,000**	**24.2**
Noncollision	1,150	6.4	27,000	2.6	32,000	1.1	**61,000**	**1.5**
Other/Unknown	919	5.1	3,000	0.3	20,000	0.7	**24,000**	**0.6**
Total	**17,902**	**100.0**	**1,066,000**	**100.0**	**2,866,000**	**100.0**	**3,950,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 46

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	1,425	44.3	20,000	36.9	43,000	17.9	**64,000**	**21.6**
Left Side	269	8.4	8,000	15.7	35,000	14.6	**44,000**	**14.8**
Right Side	141	4.4	7,000	12.5	43,000	17.9	**50,000**	**16.8**
Rear	514	16.0	9,000	16.9	30,000	12.7	**40,000**	**13.5**
Other/Unknown	45	1.4	1,000	1.7	4,000	1.9	**5,000**	**1.8**
Subtotal	*2,394*	*74.5*	*45,000*	*83.6*	*155,000*	*65.0*	***203,000***	***68.4***
Collision with Fixed Object	**118**	**3.7**	**3,000**	**5.1**	**26,000**	**10.8**	**29,000**	**9.7**
Collision with Object Not Fixed:								
Nonoccupant	308	9.6	1,000	1.6	*	*	**1,000**	**0.4**
Other	56	1.7	1,000	1.3	49,000	20.4	**50,000**	**16.8**
Subtotal	*364*	*11.3*	*2,000*	*2.9*	*49,000*	*20.4*	***51,000***	***17.2***
Noncollision	**338**	**10.5**	**4,000**	**8.4**	**9,000**	**3.8**	**14,000**	**4.7**
Total	****3,215**	**100.0**	**53,000**	**100.0**	**239,000**	**100.0**	**296,000**	**100.0**

*Less than 500 or less than 0.05 percent.

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

Table 47

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	343	56.9	3,000	32.7	30,000	36.5	**33,000**	**36.3**
Left Side	23	3.8	*	3.8	9,000	11.6	**10,000**	**10.9**
Right Side	66	10.9	1,000	18.7	20,000	25.0	**22,000**	**24.4**
Rear	32	5.3	*	0.3	9,000	11.2	**9,000**	**10.2**
Noncollision	71	11.8	3,000	40.8	7,000	8.5	**10,000**	**11.3**
Other/Unknown	68	11.3	*	3.9	6,000	7.2	**6,000**	**6.9**
Total	**603**	**100.0**	**8,000**	**100.0**	**81,000**	**100.0**	**90,000**	**100.0**
Multiple-Vehicle Crashes								
Front	1,550	59.3	20,000	43.9	43,000	27.2	**65,000**	**31.3**
Left Side	292	11.2	9,000	18.7	35,000	22.2	**44,000**	**21.3**
Right Side	157	6.0	7,000	15.0	43,000	27.1	**50,000**	**24.2**
Rear	537	20.6	9,000	19.7	30,000	19.3	**40,000**	**19.4**
Noncollision	4	0.2	*	0.6	1,000	0.7	**1,000**	**0.7**
Other/Unknown	72	2.8	1,000	2.1	6,000	3.5	**7,000**	**3.2**
Total	**2,612**	**100.0**	**46,000**	**100.0**	**158,000**	**100.0**	**206,000**	**100.0**
All Crashes								
Front	1,893	58.9	23,000	42.3	73,000	30.4	**97,000**	**32.8**
Left Side	315	9.8	9,000	16.6	44,000	18.6	**54,000**	**18.1**
Right Side	223	6.9	8,000	15.5	63,000	26.4	**72,000**	**24.2**
Rear	569	17.7	9,000	16.9	40,000	16.5	**49,000**	**16.6**
Noncollision	75	2.3	3,000	6.4	8,000	3.4	**12,000**	**3.9**
Other/Unknown	140	4.4	1,000	2.3	11,000	4.8	**13,000**	**4.3**
Total	**3,215**	**100.0**	**53,000**	**100.0**	**239,000**	**100.0**	**296,000**	**100.0**

*Less than 500.

Table 48

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

Truck Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Single-Unit Truck	154	17.5	727	82.5	**881**	**100.0**
Combination Truck	268	11.5	2,066	88.5	**2,334**	**100.0**
Total	**422**	**13.1**	**2,793**	**86.9**	**3,215**	**100.0**
Injury Crashes						
Single-Unit Truck	2,000	6.9	22,000	93.1	**24,000**	**100.0**
Combination Truck	3,000	10.7	26,000	89.3	**29,000**	**100.0**
Total	**5,000**	**9.0**	**49,000**	**91.0**	**53,000**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	1,000	1.2	119,000	98.8	**121,000**	**100.0**
Combination Truck	3,000	2.7	115,000	97.3	**118,000**	**100.0**
Total	**5,000**	**1.9**	**235,000**	**98.1**	**239,000**	**100.0**
All Crashes						
Single-Unit Truck	3,000	2.2	143,000	97.8	**146,000**	**100.0**
Combination Truck	7,000	4.4	144,000	95.6	**150,000**	**100.0**
Total	**10,000**	**3.3**	**286,000**	**96.7**	**296,000**	**100.0**

Table 49

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

Number of Trailers	Jackknife Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
One	126	6.3	1,881	93.7	**2,007**	**100.0**
Two or More	11	12.2	79	87.8	**90**	**100.0**
Unknown Number	0	0.0	0	0.0	**0**	**0.0**
Total	**137**	**6.5**	**1,960**	**93.5**	2,097	100.0
Injury Crashes						
One	1,000	2.8	25,000	97.2	**25,000**	**100.0**
Two or More	*	1.3	1,000	98.7	**1,000**	**100.0**
Unknown Number	*	*	*	100.0	*	**100.0**
Total	**1,000**	**2.8**	**25,000**	**97.2**	**26,000**	**100.0**
Property-Damage-Only Crashes						
One	3,000	3.2	92,000	96.8	**96,000**	**100.0**
Two or More	*	0.7	2,000	99.3	**2,000**	**100.0**
Unknown Number	*	*	2,000	100.0	**2,000**	**100.0**
Total	**3,000**	**3.1**	**97,000**	**96.9**	**100,000**	**100.0**
All Crashes						
One	4,000	3.2	119,000	96.8	**123,000**	**100.0**
Two or More	*	1.2	3,000	98.8	**3,000**	**100.0**
Unknown Number	*	*	2,000	100.0	**2,000**	**100.0**
Total	**4,000**	**3.1**	**124,000**	**96.9**	**128,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 50

Motorcycles Involved in Crashes by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	1,682	36.6	19,000	22.8	5,000	31.1	**26,000**	**24.7**
Left Side	163	3.5	5,000	6.3	2,000	11.4	**7,000**	**6.9**
Right Side	113	2.5	6,000	6.5	1,000	5.5	**7,000**	**6.2**
Rear	165	3.6	4,000	4.7	3,000	19.4	**7,000**	**7.0**
Other/Unknown	93	2.0	*	0.1	*	1.9	**1,000**	**0.5**
Subtotal	*2,216*	*48.2*	*34,000*	*40.5*	*12,000*	*69.2*	***48,000***	***45.4***
Collision with Fixed Object	**1,147**	**25.0**	**9,000**	**10.7**	*	**1.8**	**10,000**	**9.9**
Collision with Object Not Fixed:								
Nonoccupant	30	0.7	1,000	1.2	*	*	**1,000**	**1.0**
Other	204	4.4	2,000	2.3	*	*	**2,000**	**2.0**
Subtotal	*234*	*5.1*	*3,000*	*3.5*	*	*	***3,000***	***3.0***
Noncollision	**989**	**21.5**	**38,000**	**45.3**	**5,000**	**28.9**	**44,000**	**41.7**
Total	****4,595**	**100.0**	**84,000**	**100.0**	**17,000**	**100.0**	**106,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 9 motorcycles involved in fatal crashes with unknown most harmful event.

Table 51

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	1,106	54.7	11,000	24.4	*	6.2	**12,000**	**23.8**
Left Side	106	5.2	2,000	3.9	*	6.5	**2,000**	**4.2**
Right Side	150	7.4	3,000	7.0	*	*	**3,000**	**6.3**
Rear	28	1.4	*	0.3	*	*	*	**0.3**
Noncollision	358	17.7	29,000	64.3	4,000	87.4	**34,000**	**64.7**
Other/Unknown	275	13.6	*	0.1	*	*	*	**0.6**
Total	**2,023**	**100.0**	**45,000**	**100.0**	**5,000**	**100.0**	**52,000**	**100.0**
Multiple-Vehicle Crashes								
Front	1,876	72.9	20,000	50.6	5,000	44.4	**27,000**	**50.4**
Left Side	195	7.6	6,000	14.9	2,000	16.2	**8,000**	**14.8**
Right Side	133	5.2	6,000	16.1	1,000	7.9	**7,000**	**13.8**
Rear	190	7.4	4,000	10.2	3,000	27.6	**7,000**	**13.9**
Noncollision	35	1.4	3,000	8.1	*	3.9	**4,000**	**6.9**
Other/Unknown	143	5.6	*	0.1	*	*	*	**0.3**
Total	**2,572**	**100.0**	**40,000**	**100.0**	**12,000**	**100.0**	**54,000**	**100.0**
All Crashes								
Front	2,982	64.9	31,000	36.7	6,000	33.0	**39,000**	**37.4**
Left Side	301	6.6	8,000	9.0	2,000	13.3	**10,000**	**9.6**
Right Side	283	6.2	9,000	11.2	1,000	5.5	**11,000**	**10.1**
Rear	218	4.7	4,000	5.0	3,000	19.4	**8,000**	**7.2**
Noncollision	393	8.6	32,000	38.0	5,000	28.9	**37,000**	**35.2**
Other/Unknown	418	9.1	*	0.1	*	*	*	**0.5**
Total	**4,595**	**100.0**	**84,000**	**100.0**	**17,000**	**100.0**	**106,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 52

Buses Involved in Crashes by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	90	40.7	3,000	29.0	8,000	16.2	**11,000**	**18.5**
Left Side	9	4.1	2,000	24.9	12,000	25.4	**15,000**	**25.2**
Right Side	5	2.3	1,000	10.1	9,000	19.9	**10,000**	**18.2**
Rear	34	15.4	3,000	29.3	10,000	20.7	**13,000**	**22.1**
Other/Unknown	1	0.5	*	*	*	0.6	*	**0.5**
Subtotal	*139*	*62.9*	*9,000*	*93.3*	*39,000*	*82.7*	***49,000***	***84.5***
Collision with Fixed Object	**2**	**0.9**	*	*	**1,000**	**2.0**	**1,000**	**1.7**
Collision with Object Not Fixed:								
Nonoccupant	66	29.9	1,000	6.5	*	*	**1,000**	**1.2**
Other	2	0.9	*	0.2	7,000	15.3	**7,000**	**12.6**
Subtotal	*68*	*30.8*	*1,000*	*6.7*	*7,000*	*15.3*	***8,000***	***13.9***
Noncollision	**12**	**5.4**	*	*	*	*	*	*
Total	**221**	**100.0**	**10,000**	**100.0**	**47,000**	**100.0**	**58,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 53

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	48	67.6	*	55.4	2,000	26.3	**3,000**	**28.8**
Left Side	2	2.8	*	6.0	1,000	7.7	**1,000**	**7.5**
Right Side	6	8.5	*	35.6	5,000	66.0	**6,000**	**63.3**
Rear	2	2.8	*	3.0	*	*	*	**0.2**
Noncollision	3	4.2	*	*	*	*	*	*
Other/Unknown	10	14.1	*	*	*	*	*	**0.1**
Total	**71**	**100.0**	**1,000**	**100.0**	**8,000**	**100.0**	**9,000**	**100.0**
Multiple-Vehicle Crashes								
Front	94	62.7	3,000	31.1	8,000	19.5	**11,000**	**21.9**
Left Side	11	7.3	2,000	26.7	12,000	30.7	**15,000**	**29.8**
Right Side	5	3.3	1,000	10.8	9,000	24.1	**10,000**	**21.5**
Rear	36	24.0	3,000	31.4	10,000	25.0	**13,000**	**26.2**
Noncollision	2	1.3	*	*	*	*	*	*
Other/Unknown	2	1.3	*	*	*	0.7	*	**0.6**
Total	**150**	**100.0**	**9,000**	**100.0**	**39,000**	**100.0**	**49,000**	**100.0**
All Crashes								
Front	142	64.3	3,000	32.7	10,000	20.7	**13,000**	**23.0**
Left Side	13	5.9	3,000	25.3	13,000	26.7	**15,000**	**26.4**
Right Side	11	5.0	1,000	12.5	15,000	31.4	**16,000**	**28.0**
Rear	38	17.2	3,000	29.5	10,000	20.7	**13,000**	**22.2**
Noncollision	5	2.3	*	*	*	*	*	*
Other/Unknown	12	5.4	*	*	*	0.6	*	**0.5**
Total	**221**	**100.0**	**10,000**	**100.0**	**47,000**	**100.0**	**58,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Chapter 4

PEOPLE

CHAPTER 4 ■ PEOPLE

This chapter presents statistics about the Drivers, Passengers, Pedestrians, and Pedalcyclists involved in police-reported motor vehicle crashes in 2009. 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 33,808 people lost their lives in motor vehicle crashes in 2009. Another 2.22 million people were injured.
- The majority of persons killed or injured in traffic crashes were drivers (63 percent), followed by passengers (28 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 years old had the lowest injury rate per 100,000 population.
- For every age group, 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 over 74 years old.
- Of the persons who were killed in traffic crashes in 2009, 32 percent died in alcohol-impaired driving crashes.

Table 54
Persons Killed or Injured, by Person Type and Injury Severity

Person Type	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Vehicle Occupants						
Driver	17,640	121,000	381,000	893,000	1,395,000	**1,413,000**
Passenger	6,770	49,000	158,000	410,000	616,000	**623,000**
Unknown Occupant	64	*	*	*	*	*
Subtotal	*24,474*	*170,000*	*539,000*	*1,303,000*	*2,011,000*	***2,036,000***
Motorcyclists	**4,462**	**27,000**	**44,000**	**19,000**	**90,000**	**94,000**
Nonoccupants						
Pedestrian	4,092	14,000	25,000	20,000	59,000	**63,000**
Pedalcyclist	630	6,000	23,000	22,000	51,000	**51,000**
Other/Unknown	150	*	2,000	5,000	7,000	**7,000**
Subtotal	*4,872*	*20,000*	*49,000*	*47,000*	*116,000*	***121,000***
Total	**33,808**	**217,000**	**632,000**	**1,369,000**	**2,217,000**	**2,251,000**

*Less than 500.

Table 55
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	430	3,000	11,000	33,000	47,000	**48,000**
5-9	380	3,000	16,000	41,000	60,000	**61,000**
10-15	728	10,000	32,000	54,000	96,000	**97,000**
16-20	3,932	30,000	105,000	178,000	313,000	**317,000**
21-24	3,287	26,000	71,000	150,000	246,000	**250,000**
25-34	5,689	40,000	114,000	258,000	412,000	**418,000**
35-44	4,826	32,000	87,000	196,000	314,000	**319,000**
45-54	5,397	33,000	88,000	208,000	329,000	**334,000**
55-64	3,781	22,000	55,000	133,000	211,000	**214,000**
65-74	2,374	11,000	29,000	72,000	111,000	**113,000**
>74	2,914	8,000	24,000	45,000	76,000	**79,000**
Total	***33,808**	**217,000**	**632,000**	**1,369,000**	**2,217,000**	**2,251,000**

*Includes 70 fatalities of unknown age.

Table 56
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	23,726	121,000	337,000	593,000	1,051,000	**1,075,000**
Female	10,070	95,000	295,000	776,000	1,166,000	**1,176,000**
Total	***33,808**	**217,000**	**632,000**	**1,369,000**	**2,217,000**	**2,251,000**

*Includes 12 fatalities of unknown sex.

Figure 18

Percent of Persons Killed or Injured, by Age

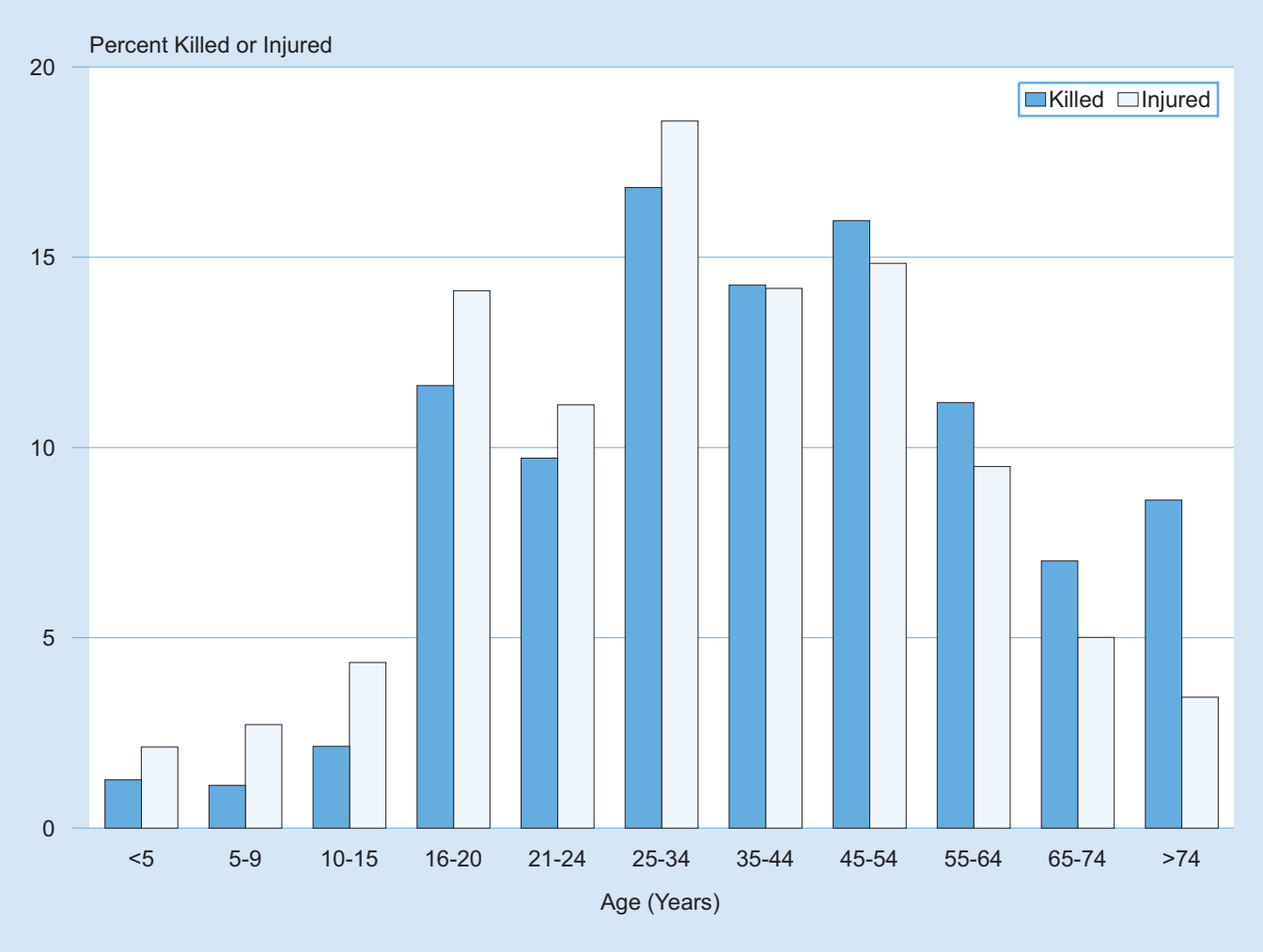


Table 57

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	235	10,887	2.16	194	10,413	1.86	**430**	**21,300**	**2.02**
5-9	199	10,536	1.89	181	10,074	1.80	**380**	**20,610**	**1.84**
10-15	414	12,340	3.35	314	11,767	2.67	**728**	**24,107**	**3.02**
16-20	2,656	11,166	23.79	1,275	10,578	12.05	**3,932**	**21,744**	**18.08**
21-24	2,488	8,861	28.08	798	8,339	9.57	**3,287**	**17,200**	**19.11**
25-34	4,268	21,224	20.11	1,421	20,343	6.99	**5,689**	**41,566**	**13.69**
35-44	3,587	20,857	17.20	1,239	20,673	5.99	**4,826**	**41,530**	**11.62**
45-54	3,964	21,973	18.04	1,433	22,619	6.34	**5,397**	**44,592**	**12.10**
55-64	2,707	16,782	16.13	1,074	18,005	5.96	**3,781**	**34,787**	**10.87**
65-74	1,523	9,593	15.88	851	11,199	7.60	**2,374**	**20,792**	**11.42**
>74	1,647	7,230	22.78	1,267	11,548	10.97	**2,914**	**18,779**	**15.52**
Unknown	38	*	*	23	*	*	**70**	*	*
Total	**23,726**	**151,449**	**15.67**	**10,070**	**155,557**	**6.47**	****33,808**	**307,007**	**11.01**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	22,000	10,887	207	25,000	10,413	239	**47,000**	**21,300**	**222**
5-9	31,000	10,536	291	30,000	10,074	295	**60,000**	**20,610**	**293**
10-15	48,000	12,340	388	49,000	11,767	413	**96,000**	**24,107**	**400**
16-20	144,000	11,166	1,294	169,000	10,578	1,594	**313,000**	**21,744**	**1,440**
21-24	124,000	8,861	1,402	122,000	8,339	1,466	**246,000**	**17,200**	**1,433**
25-34	197,000	21,224	927	215,000	20,343	1,057	**412,000**	**41,566**	**991**
35-44	150,000	20,857	718	165,000	20,673	797	**314,000**	**41,530**	**757**
45-54	155,000	21,973	706	174,000	22,619	769	**329,000**	**44,592**	**738**
55-64	98,000	16,782	586	112,000	18,005	624	**211,000**	**34,787**	**606**
65-74	49,000	9,593	514	62,000	11,199	552	**111,000**	**20,792**	**534**
>74	32,000	7,230	445	44,000	11,548	383	**76,000**	**18,779**	**407**
Total	**1,051,000**	**151,449**	**694**	**1,166,000**	**155,557**	**750**	**2,217,000**	**307,007**	**722**

*Not applicable.

**Includes 12 fatalities of unknown sex.

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

Source: Population—Bureau of the Census.

Figure 19

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

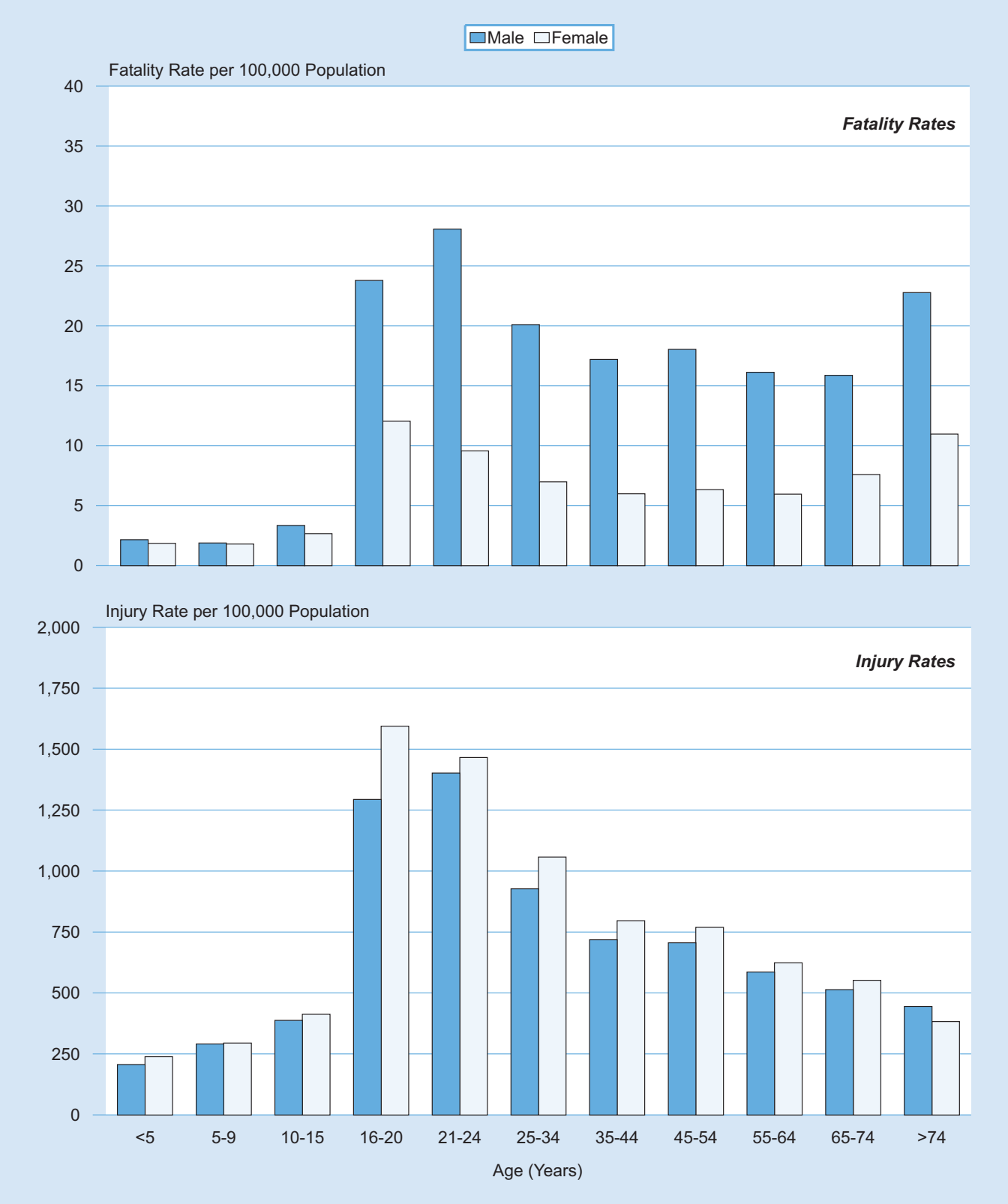


Table 58
Persons Killed or Injured in Crashes, by Weather Condition and Light Condition

Weather Condition	Light Condition					Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	Other/Unknown	
Persons Killed						
Normal	14,743	5,185	8,590	1,140	60	**29,718**
Rain	1,205	515	821	127	7	**2,675**
Snow/Sleet	341	46	236	35	2	**660**
Other	132	59	235	35	0	**461**
Unknown	69	14	129	4	78	**294**
Total	**16,490**	**5,819**	**10,011**	**1,341**	**147**	**33,808**
Persons Injured						
Normal	1,334,000	318,000	179,000	69,000	*	**1,901,000**
Rain	156,000	51,000	29,000	9,000	*	**246,000**
Snow/Sleet	27,000	9,000	7,000	2,000	*	**44,000**
Other	15,000	5,000	4,000	3,000	*	**27,000**
Total	**1,531,000**	**383,000**	**220,000**	**83,000**	*	**2,217,000**

Table 59
Persons Killed or Injured in Crashes, by Speed Limit and Crash Type

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Persons Killed						
30 mph or less	2,584	13.0	861	6.2	**3,445**	**10.2**
35 or 40 mph	3,718	18.7	2,140	15.4	**5,858**	**17.3**
45 or 50 mph	3,632	18.3	2,947	21.1	**6,579**	**19.5**
55 mph	5,317	26.8	4,521	32.4	**9,838**	**29.1**
60 mph or higher	3,843	19.3	3,233	23.2	**7,076**	**20.9**
No Statutory Limit	103	0.5	18	0.1	**121**	**0.4**
Unknown	672	3.4	219	1.6	**891**	**2.6**
Total	**19,869**	**100.0**	**13,939**	**100.0**	**33,808**	**100.0**
Persons Injured						
30 mph or less	151,000	25.9	292,000	17.9	**443,000**	**20.0**
35 or 40 mph	134,000	23.0	619,000	37.9	**753,000**	**34.0**
45 or 50 mph	87,000	14.9	410,000	25.1	**497,000**	**22.4**
55 mph	113,000	19.4	165,000	10.1	**279,000**	**12.6**
60 mph or higher	89,000	15.3	138,000	8.5	**227,000**	**10.3**
No Statutory Limit	10,000	1.7	9,000	0.5	**18,000**	**0.8**
Total	**585,000**	**100.0**	**1,632,000**	**100.0**	**2,217,000**	**100.0**

Table 60

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	881	25.6	2,514	73.0	50	1.5	**3,445**	**100.0**
35 or 40 mph	1,925	32.9	3,908	66.7	25	0.4	**5,858**	**100.0**
45 or 50 mph	3,157	48.0	3,375	51.3	47	0.7	**6,579**	**100.0**
55 mph	7,973	81.0	1,833	18.6	32	0.3	**9,838**	**100.0**
60 mph or higher	4,869	68.8	2,176	30.8	31	0.4	**7,076**	**100.0**
No Statutory Limit	91	75.2	28	23.1	2	1.7	**121**	**100.0**
Unknown	363	40.7	507	56.9	21	2.4	**891**	**100.0**
Total	**19,259**	**57.0**	**14,341**	**42.4**	**208**	**0.6**	**33,808**	**100.0**

Figure 20

Percent of Fatalities, by Speed Limit and Land Use

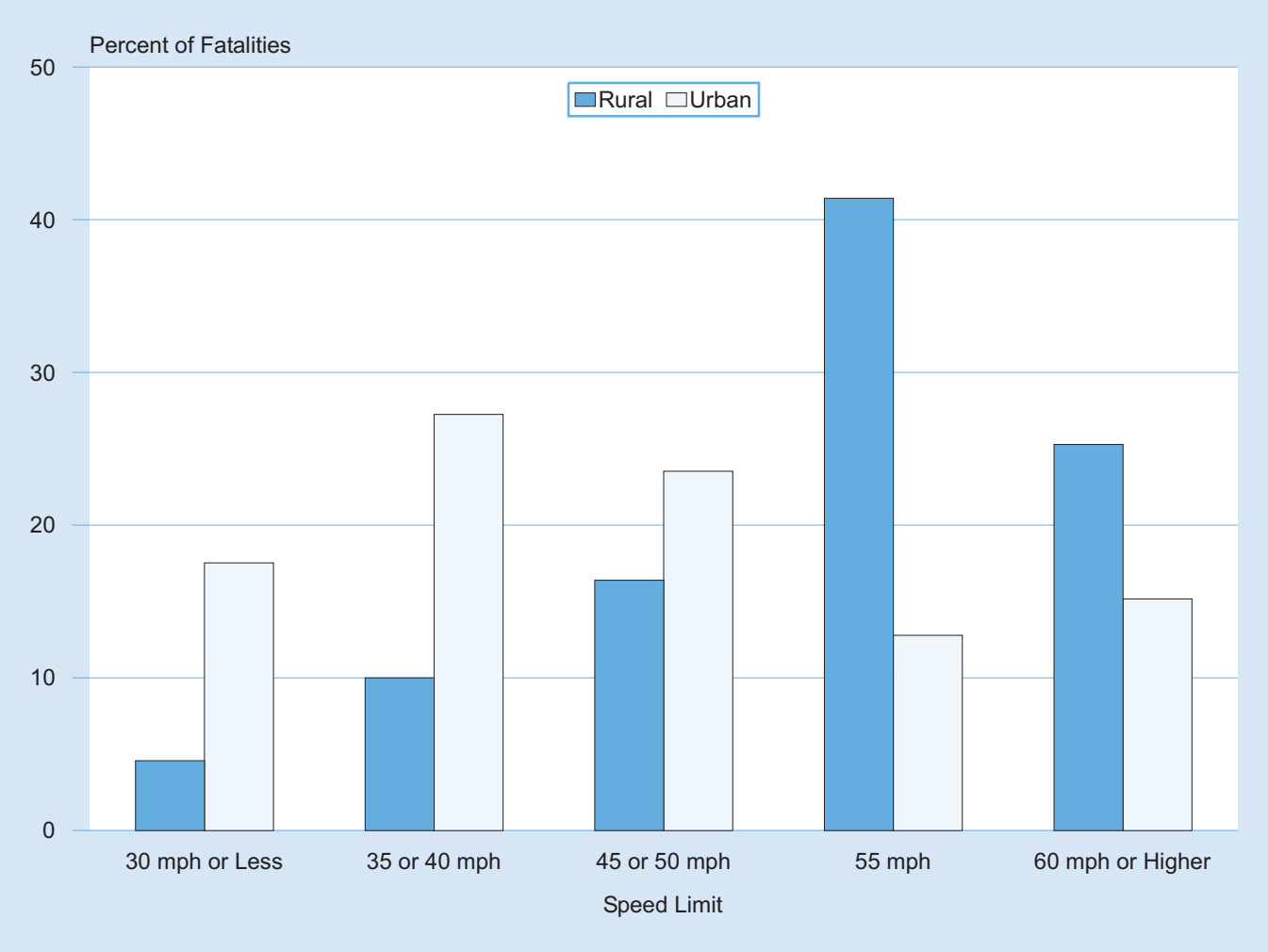


Table 61

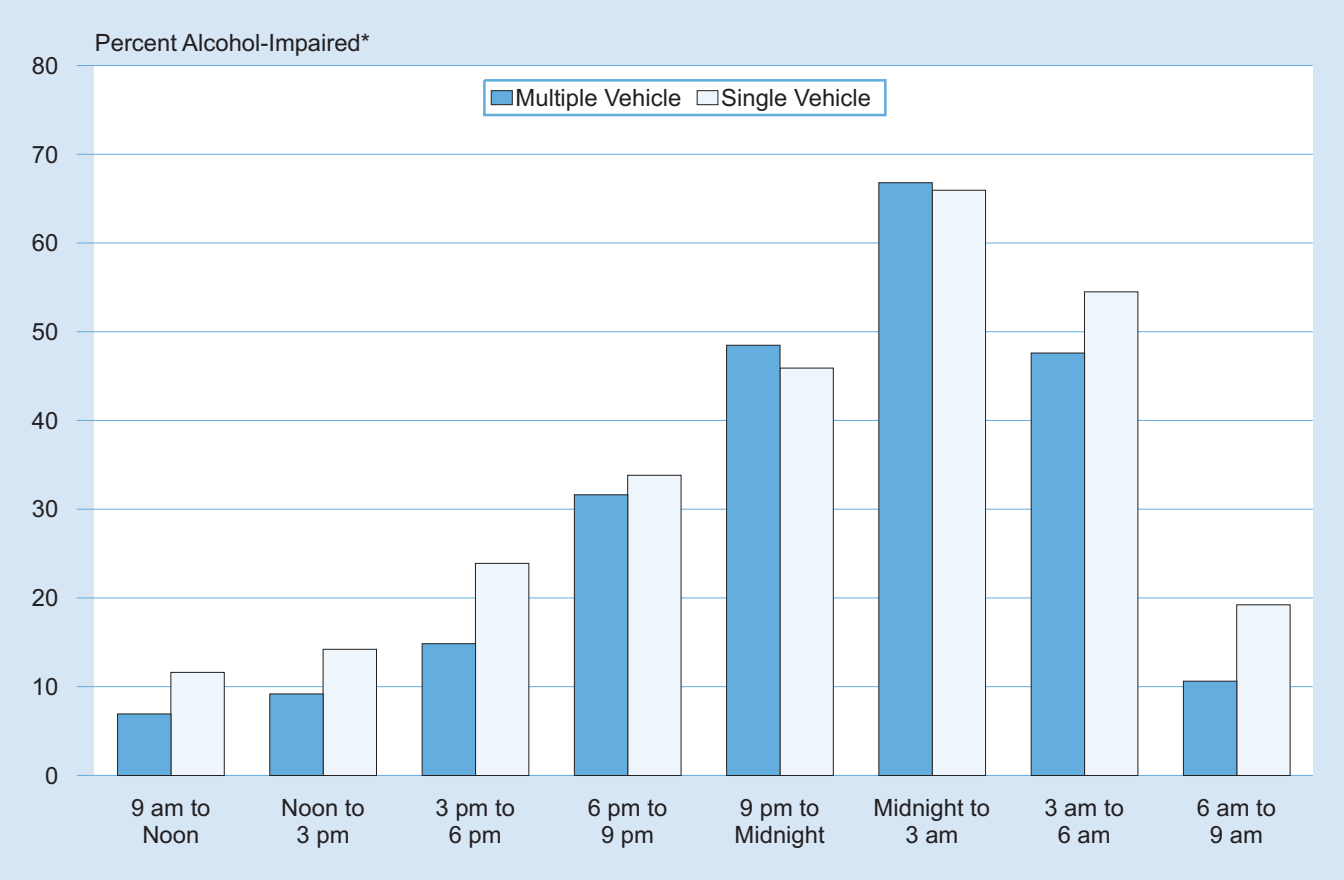
Persons Killed in Crashes and Percent Alcohol-Impaired Driving Fatalities, by Time of Day and Crash Type

	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
		Alcohol-Impaired Driving*			Alcohol-Impaired Driving*			Alcohol-Impaired Driving*	
Time of Day	Number	Number	Percent	Number	Number	Percent	Number	Number	Percent
Midnight to 3 am	3,334	2,199	66	1,044	697	67	**4,378**	**2,896**	**66**
3 am to 6 am	2,074	1,130	54	750	357	48	**2,824**	**1,487**	**53**
6 am to 9 am	1,618	311	19	1,423	151	11	**3,041**	**463**	**15**
9 am to Noon	1,488	173	12	1,748	121	7	**3,236**	**294**	**9**
Noon to 3 pm	2,017	287	14	2,387	219	9	**4,404**	**506**	**11**
3 pm to 6 pm	2,604	622	24	2,864	425	15	**5,468**	**1,047**	**19**
6 pm to 9 pm	3,248	1,098	34	2,172	687	32	**5,420**	**1,786**	**33**
9 pm to Midnight	3,241	1,488	46	1,526	740	48	**4,767**	**2,227**	**47**
Unknown	245	126	51	25	8	31	**270**	**133**	**49**
Total	**19,869**	**7,433**	**37**	**13,939**	**3,406**	**24**	33,808	10,839	**32**

*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 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.

Figure 21

Percent of Persons Killed in Alcohol-Impaired Driving Crashes, by Time of Day



*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 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.

Table 62

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	148	57	30	2	0	**237**
Freeway/Expressway	35	7	10	2	0	**54**
Other	112	53	22	1	0	**188**
Minor Arterial	41	18	19	2	1	**81**
Collector	31	3	5	0	0	**39**
Local Road or Street	31	19	10	1	2	**63**
Unknown	3	0	2	0	0	**5**
Total	**401**	**157**	**98**	**8**	**3**	**667**

*Includes motorcycle riders.
**Includes motorcycle passengers.

Table 63

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	In Emergency Use*	Total	In Emergency Use*	Total	In Emergency Use*
Ambulance						
Ambulance Driver	0	0	3	1	**3**	**1**
Ambulance Passenger	4	2	6	3	**10**	**5**
Occupant of Other Vehicle	0	0	16	9	**16**	**9**
Pedestrian	4	3	1	0	**5**	**3**
Pedalcyclist	1	0	0	0	**1**	**0**
Total	**9**	**5**	**26**	**13**	**35**	**18**
Fire Truck						
Fire Truck Driver	1	0	0	0	**1**	**0**
Fire Truck Passenger	2	1	0	0	**2**	**1**
Occupant of Other Vehicle	0	0	10	4	**10**	**4**
Pedestrian	2	2	1	1	**3**	**3**
Pedalcyclist	0	0	1	1	**1**	**1**
Total	**5**	**3**	**12**	**6**	**17**	**9**
Police Vehicle						
Police Vehicle Driver	10	5	15	7	**25**	**12**
Police Vehicle Passenger	1	1	2	0	**3**	**1**
Occupant of Other Vehicle	0	0	40	13	**40**	**13**
Pedestrian	15	4	3	2	**18**	**6**
Pedalcyclist	3	1	0	0	**3**	**1**
Other Nonoccupant	1	0	0	0	**1**	**0**
Total	**30**	**11**	**60**	**22**	**90**	**33**

*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

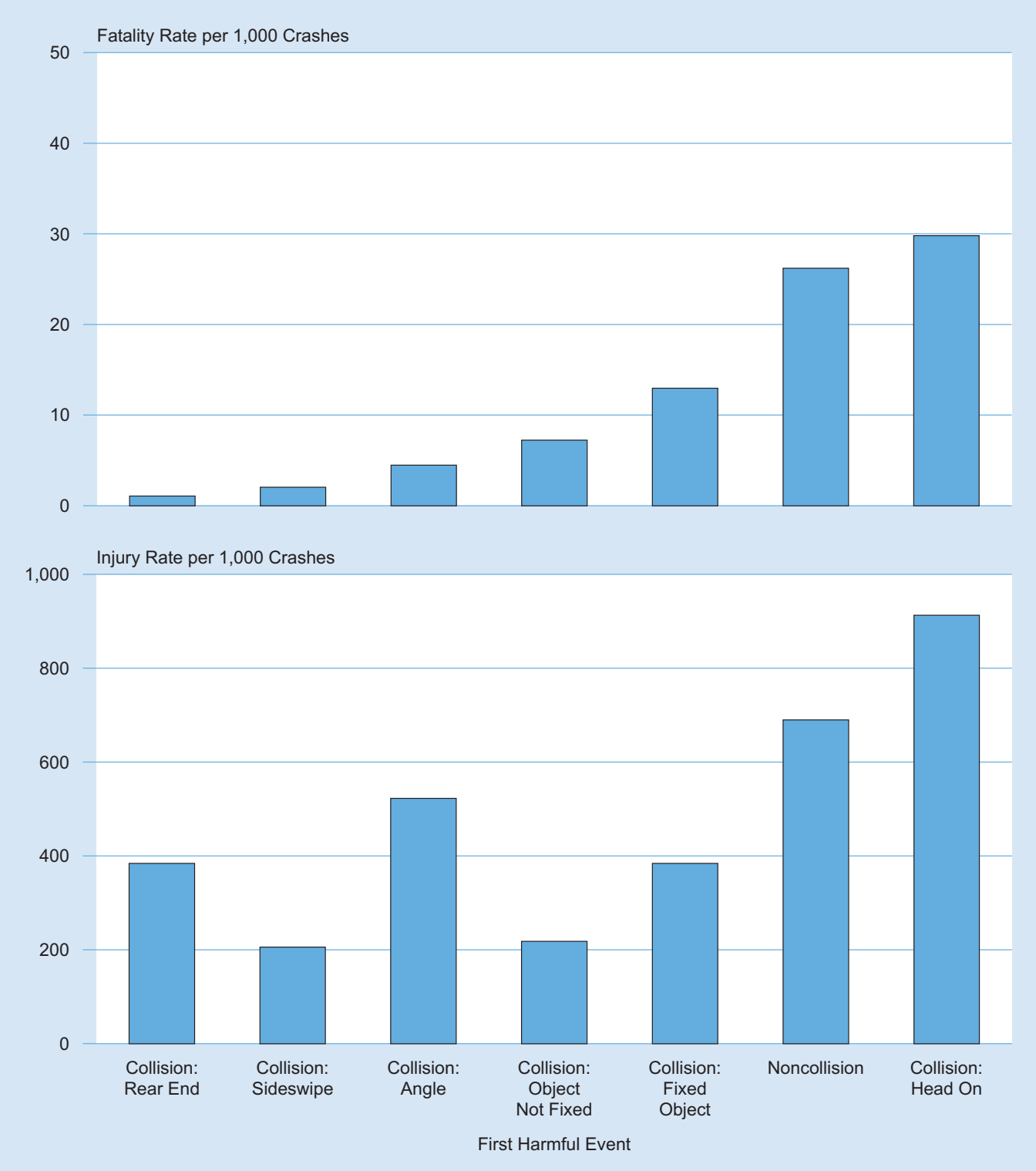


Figure 23

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

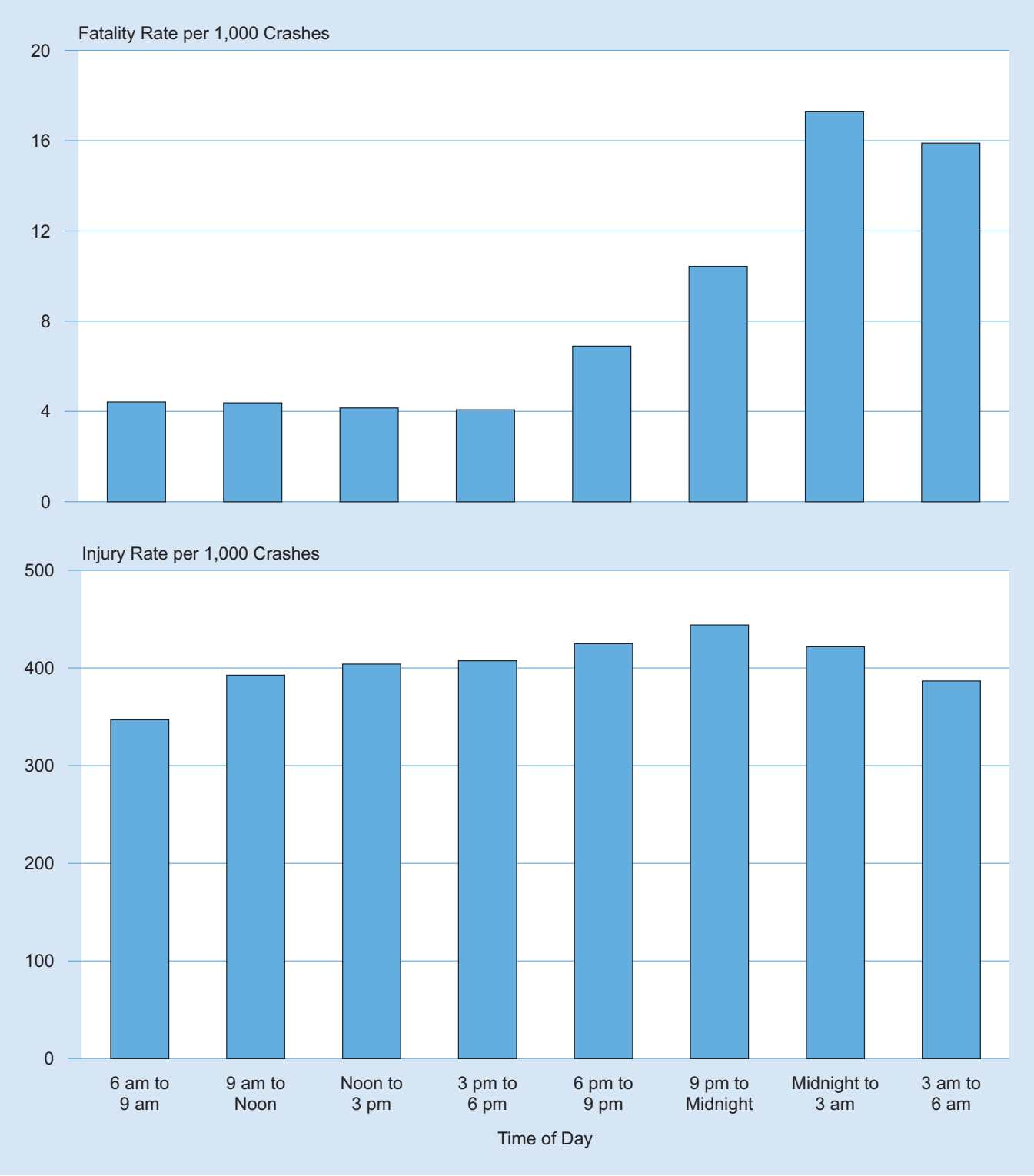


Figure 24

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

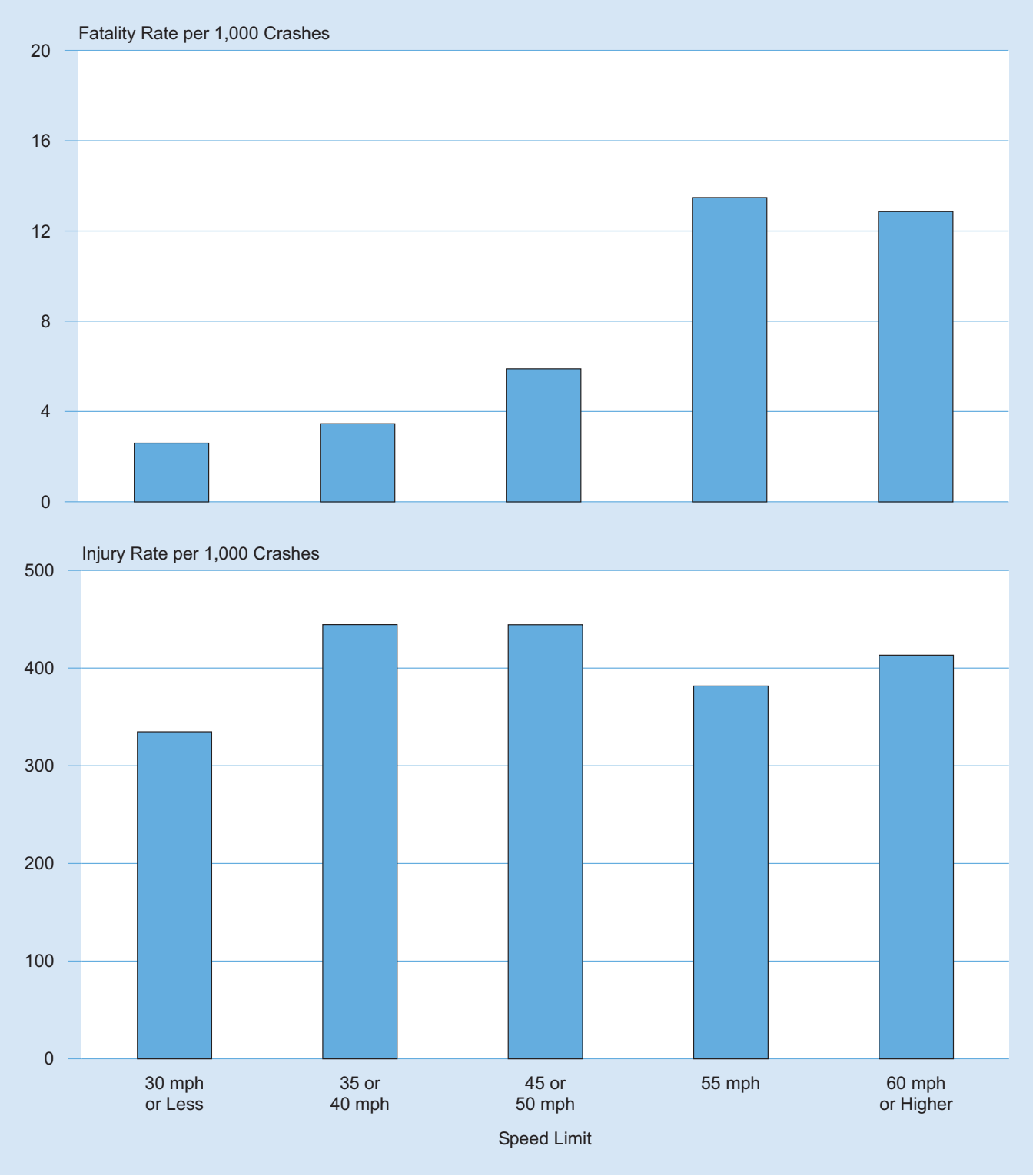


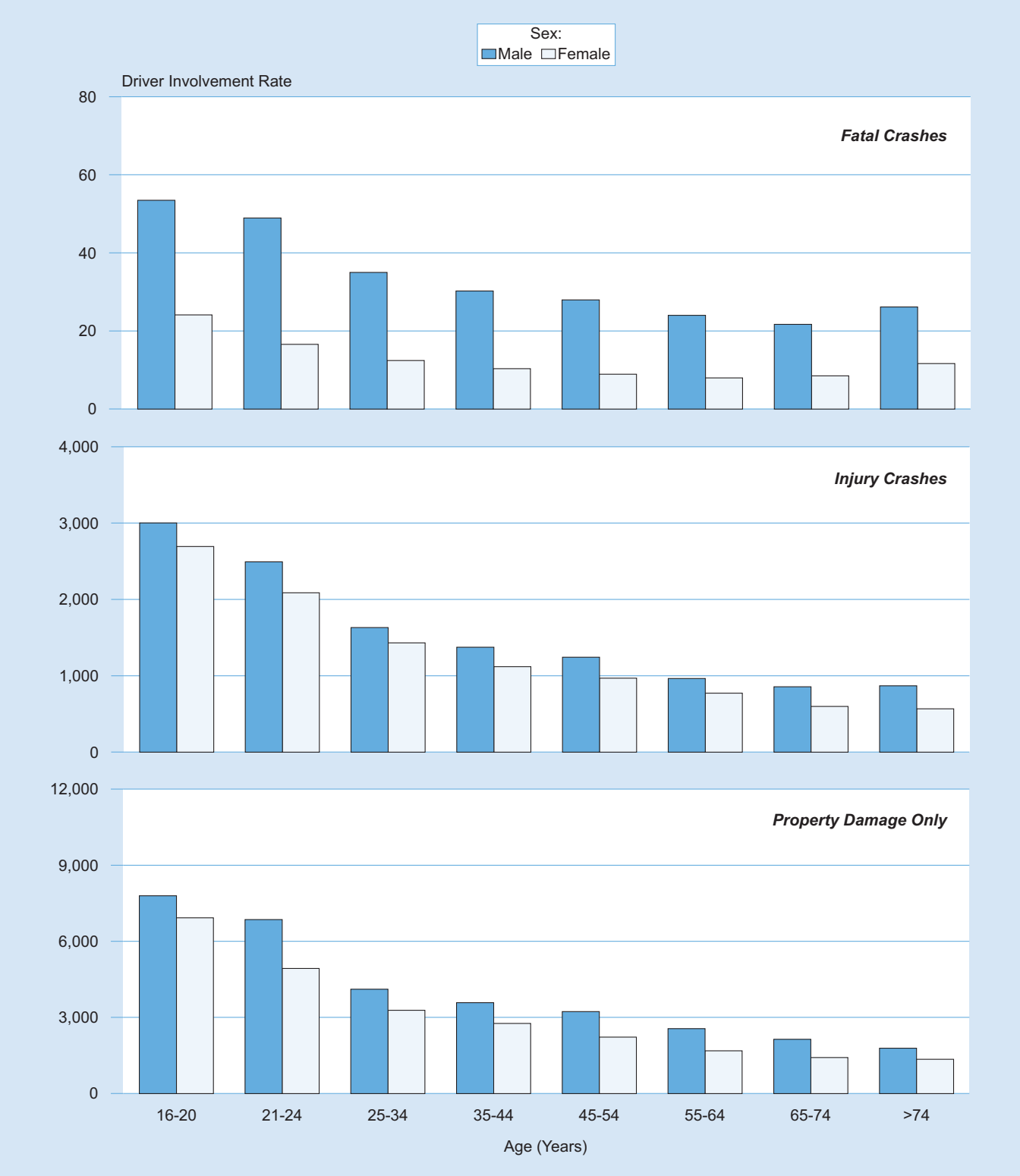
Table 64
Driver Involvement Rates per 100,000 Licensed Drivers, by Age, Sex, and Crash Severity

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	125	*	56	*	**181**	*
16-20	3,527	53.46	1,523	24.12	**5,051**	**39.12**
21-24	3,463	48.93	1,133	16.24	**4,597**	**32.71**
25-34	6,349	35.00	2,261	12.43	**8,610**	**23.70**
35-44	5,792	30.24	1,964	10.33	**7,757**	**20.33**
45-54	5,798	27.94	1,866	8.92	**7,664**	**18.39**
55-64	3,946	24.01	1,330	7.96	**5,276**	**15.91**
65-74	2,042	21.70	826	8.50	**2,868**	**15.00**
>74	1,695	26.14	853	11.64	**2,550**	**18.46**
Unknown	70	*	13	*	**676**	*
Total	**32,807**	**31.47**	**11,825**	**11.22**	****45,230**	**21.58**
Drivers in Injury Crashes						
<16	13,000	*	7,000	*	**20,000**	*
16-20	198,000	3,001	170,000	2,693	**368,000**	**2,850**
21-24	176,000	2,493	143,000	2,047	**319,000**	**2,272**
25-34	296,000	1,631	260,000	1,431	**556,000**	**1,531**
35-44	263,000	1,374	213,000	1,120	**476,000**	**1,247**
45-54	258,000	1,243	202,000	968	**460,000**	**1,105**
55-64	158,000	964	129,000	772	**288,000**	**867**
65-74	81,000	856	58,000	599	**139,000**	**725**
>74	56,000	869	42,000	567	**98,000**	**709**
Total	**1,500,000**	**1,438**	**1,225,000**	**1,162**	**2,724,000**	**1,300**
Drivers in Property-Damage-Only Crashes						
<16	75,000	*	53,000	*	**127,000**	*
16-20	514,000	7,796	437,000	6,926	**952,000**	**7,371**
21-24	485,000	6,856	337,000	4,834	**822,000**	**5,852**
25-34	746,000	4,112	597,000	3,283	**1,343,000**	**3,697**
35-44	686,000	3,579	525,000	2,762	**1,211,000**	**3,172**
45-54	670,000	3,231	465,000	2,222	**1,135,000**	**2,724**
55-64	420,000	2,556	281,000	1,682	**701,000**	**2,115**
65-74	201,000	2,138	138,000	1,416	**339,000**	**1,771**
>74	116,000	1,787	99,000	1,350	**215,000**	**1,555**
Total	**3,913,000**	**3,753**	**2,931,000**	**2,782**	**6,845,000**	**3,265**
Drivers in All Crashes						
<16	87,000	*	60,000	*	**148,000**	*
16-20	716,000	10,851	609,000	9,642	**1,325,000**	**10,260**
21-24	665,000	9,397	481,000	6,898	**1,146,000**	**8,157**
25-34	1,048,000	5,779	860,000	4,726	**1,908,000**	**5,252**
35-44	955,000	4,983	740,000	3,892	**1,694,000**	**4,440**
45-54	934,000	4,501	669,000	3,199	**1,603,000**	**3,848**
55-64	583,000	3,544	412,000	2,462	**994,000**	**2,998**
65-74	284,000	3,016	197,000	2,023	**480,000**	**2,511**
>74	174,000	2,682	141,000	1,928	**315,000**	**2,282**
Unknown	***	*	***	*	**1,000**	*
Total	**5,446,000**	**5,223**	**4,168,000**	**3,956**	**9,614,000**	**4,587**

*Not applicable.
**Includes 598 drivers of unknown sex.
***Less than 500.
Notes: Drivers include motorcycle riders. 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



Note: Drivers include motorcycle riders.

Table 65
Drivers and Motorcycle Riders Involved in Fatal Crashes, by Previous Driving Record and License Type Compliance

Previous Convictions	Valid License (38,443)		Invalid License (5,657)		Total (44,100)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	4,555	11.8	651	11.5	**5,206**	**11.8**
Previous Recorded Suspensions or Revocations	3,360	8.7	2,535	44.8	**5,895**	**13.4**
Previous DWI Convictions	643	1.7	609	10.8	**1,252**	**2.8**
Previous Speeding Convictions	7,262	18.9	1,037	18.3	**8,299**	**18.8**
Previous Other Harmful Moving Convictions	6,400	16.6	1,422	25.1	**7,822**	**17.7**
Drivers with No Previous Convictions	23,771	61.8	2,553	45.1	**26,324**	**59.7**

Notes: Table does not include 1,130 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 66
Related Factors for Drivers and Motorcycle Riders Involved in Fatal Crashes

Factors	Number	Percent
Driving too fast for conditions or in excess of posted speed limit	9,654	21.3
Failure to keep in proper lane	7,696	17.0
Under the influence of alcohol, drugs or medication	6,957	15.4
Inattentive (talking, eating, etc.)	4,196	9.3
Failure to yield right of way	3,067	6.8
Overcorrecting/oversteering	2,062	4.6
Failure to obey traffic signs, signals, or officer	1,922	4.2
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	1,801	4.0
Driving wrong way on one-way trafficway or on wrong side of road	1,382	3.1
Operating vehicle in erratic, reckless, careless, or negligent manner	1,347	3.0
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,205	2.7
Drowsy, asleep, fatigued, ill, or blackout	1,202	2.7
Making improper turn	1,168	2.6
Other factors	7,602	16.8
None reported	15,795	34.9
Unknown	1,009	2.2
Total Drivers	**45,230**	**100.0**

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

Table 67

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

Vehicle and Person Type	Occupants Killed	Occupants Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Passenger Car						
Drivers	9,435	71,000	228,000	565,000	863,000	**873,000**
Passengers	3,643	28,000	86,000	239,000	353,000	**357,000**
Unknown	17	*	*	*	*	*
Subtotal	*13,095*	*99,000*	*313,000*	*804,000*	*1,216,000*	***1,230,000***
Light Truck						
Drivers	7,318	47,000	146,000	318,000	511,000	**519,000**
Passengers	2,942	19,000	68,000	161,000	248,000	**251,000**
Unknown	27	*	*	*	*	*
Subtotal	*10,287*	*66,000*	*214,000*	*479,000*	*759,000*	***770,000***
Large Truck						
Drivers	438	2,000	5,000	7,000	14,000	**14,000**
Passengers	65	*	2,000	1,000	3,000	**3,000**
Unknown	0	*	*	*	*	*
Subtotal	*503*	*2,000*	*7,000*	*8,000*	*17,000*	***17,000***
Bus	*26*	*	*2,000*	*10,000*	*12,000*	***12,000***
Other/Unknown	*563*	*3,000*	*3,000*	*1,000*	*7,000*	***8,000***
Subtotal*	***24,474***	***170,000***	***539,000***	***1,303,000***	***2,011,000***	***2,036,000***
Motorcycle						
Riders	4,158	24,000	41,000	17,000	82,000	**86,000**
Passengers	304	3,000	3,000	2,000	8,000	**8,000**
Subtotal	***4,462***	***27,000***	***44,000***	***19,000***	***90,000***	***94,000***
Total	**28,936**	**197,000**	**582,000**	**1,322,000**	**2,101,000**	**2,130,000**

*Less than 500.
**Excluding motorcycles.

Table 68

Vehicle Occupants Killed or Injured, by Sex and Vehicle Type

Sex	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
Male	7,903	7,382	470	15	453	*16,223*	*4,027*	**20,250**
Female	5,192	2,899	33	11	105	*8,240*	*435*	**8,675**
Unknown	0	6	0	0	5	*11*	*0*	**11**
Total	**13,095**	**10,287**	**503**	**26**	**563**	***24,474***	***4,462***	**28,936**
Occupants Injured								
Male	488,000	384,000	15,000	6,000	6,000	*900,000*	*76,000*	**975,000**
Female	728,000	376,000	1,000	6,000	1,000	*1,112,000*	*14,000*	**1,126,000**
Total	**1,216,000**	**759,000**	**17,000**	**12,000**	**7,000**	***2,011,000***	***90,000***	**2,101,000**

Table 69

Vehicle Occupants Killed or Injured, by Age and Vehicle Type

Age (Years)	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
<5	175	147	0	0	6	*328*	*0*	**328**
5-9	111	156	2	0	7	*276*	*6*	**282**
10-15	221	241	2	3	51	*518*	*20*	**538**
16-20	2,194	1,155	6	2	72	*3,429*	*224*	**3,653**
21-24	1,507	971	19	2	40	*2,539*	*444*	**2,983**
25-34	2,329	1,698	64	4	98	*4,193*	*872*	**5,065**
35-44	1,393	1,551	115	2	86	*3,147*	*950*	**4,097**
45-54	1,511	1,627	145	3	85	*3,371*	*1,056*	**4,427**
55-64	1,113	1,184	103	6	45	*2,451*	*663*	**3,114**
65-74	901	776	40	4	34	*1,755*	*189*	**1,944**
>74	1,628	756	7	0	32	*2,423*	*34*	**2,457**
Unknown	12	25	0	0	7	*44*	*4*	**48**
Total	**13,095**	**10,287**	**503**	**26**	**563**	***24,474***	***4,462***	**28,936**
Occupants Injured								
<5	25,000	19,000	*	*	*	*44,000*	*	**45,000**
5-9	26,000	25,000	*	*	1,000	*52,000*	*	**52,000**
10-15	37,000	35,000	*	5,000	2,000	*79,000*	*2,000*	**80,000**
16-20	202,000	90,000	*	1,000	1,000	*293,000*	*6,000*	**299,000**
21-24	155,000	66,000	1,000	*	1,000	*223,000*	*11,000*	**234,000**
25-34	226,000	143,000	3,000	1,000	1,000	*373,000*	*20,000*	**393,000**
35-44	153,000	130,000	4,000	2,000	1,000	*290,000*	*15,000*	**305,000**
45-54	161,000	121,000	5,000	2,000	1,000	*289,000*	*23,000*	**312,000**
55-64	114,000	74,000	2,000	1,000	*	*191,000*	*10,000*	**201,000**
65-74	63,000	39,000	1,000	1,000	*	*104,000*	*3,000*	**107,000**
>74	54,000	18,000	*	*	*	*73,000*	*	**73,000**
Total	**1,216,000**	**759,000**	**17,000**	**12,000**	**7,000**	***2,011,000***	***90,000***	**2,101,000**

*Less than 500.

Table 70
Vehicle Occupants Killed or Injured, by Age, Person Type, and Sex

Age (Years)	Person Type											
	Drivers						Passengers					
	Sex						Sex					
	Male		Female		Total		Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	1	100.0	0	0.0	**1**	**100.0**	172	52.6	154	47.1	**327**	**100.0**
5-9	5	100.0	0	0.0	**5**	**100.0**	128	46.2	149	53.8	**277**	**100.0**
10-15	66	71.0	27	29.0	**93**	**100.0**	218	49.0	227	51.0	**445**	**100.0**
16-20	1,656	72.2	639	27.8	**2,295**	**100.0**	795	58.5	562	41.4	**1,358**	**100.0**
21-24	1,797	79.7	458	20.3	**2,256**	**100.0**	470	64.6	257	35.4	**727**	**100.0**
25-34	3,162	78.9	846	21.1	**4,008**	**100.0**	644	60.9	413	39.1	**1,057**	**100.0**
35-44	2,731	79.9	689	20.1	**3,420**	**100.0**	326	48.2	351	51.8	**677**	**100.0**
45-54	2,956	78.7	799	21.3	**3,755**	**100.0**	288	42.9	384	57.1	**672**	**100.0**
55-64	2,031	76.5	625	23.5	**2,656**	**100.0**	181	39.5	277	60.5	**458**	**100.0**
65-74	1,121	71.7	443	28.3	**1,564**	**100.0**	114	30.0	266	70.0	**380**	**100.0**
>74	1,145	66.1	588	33.9	**1,733**	**100.0**	220	30.4	504	69.6	**724**	**100.0**
Unknown	7	58.3	1	8.3	**12**	**100.0**	16	44.4	16	44.4	**36**	**100.0**
Total	**16,678**	**76.5**	**5,115**	**23.5**	***21,798**	**100.0**	**3,572**	**50.0**	**3,560**	**49.9**	****7,138**	**100.0**
Occupants Injured												
<5	***	***	***	***	***	***	21,000	46.6	24,000	53.4	**45,000**	**100.0**
5-9	1,000	55.7	***	44.3	**1,000**	**100.0**	25,000	47.8	27,000	52.2	**51,000**	**100.0**
10-15	4,000	76.1	1,000	23.9	**6,000**	**100.0**	33,000	44.2	42,000	55.8	**75,000**	**100.0**
16-20	93,000	48.4	100,000	51.6	**193,000**	**100.0**	42,000	39.3	65,000	60.7	**106,000**	**100.0**
21-24	90,000	51.8	83,000	48.2	**173,000**	**100.0**	26,000	43.1	35,000	56.9	**61,000**	**100.0**
25-34	148,000	47.6	163,000	52.4	**311,000**	**100.0**	36,000	44.1	46,000	55.9	**82,000**	**100.0**
35-44	121,000	48.9	126,000	51.1	**247,000**	**100.0**	22,000	37.7	36,000	62.3	**58,000**	**100.0**
45-54	129,000	50.0	129,000	50.0	**258,000**	**100.0**	16,000	29.5	38,000	70.5	**54,000**	**100.0**
55-64	82,000	51.0	79,000	49.0	**160,000**	**100.0**	10,000	25.7	30,000	74.3	**40,000**	**100.0**
65-74	41,000	52.2	38,000	47.8	**79,000**	**100.0**	5,000	18.3	22,000	81.7	**27,000**	**100.0**
>74	25,000	50.9	24,000	49.1	**50,000**	**100.0**	5,000	23.4	18,000	76.6	**23,000**	**100.0**
Total	**734,000**	**49.7**	**744,000**	**50.3**	**1,477,000**	**100.0**	**242,000**	**38.7**	**382,000**	**61.3**	**624,000**	**100.0**

*Includes 5 drivers of unknown sex. **Includes 6 passengers of unknown sex.

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

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

Table 71
Vehicle Occupants Killed or Injured, by Vehicle Type and Most Harmful Event

Vehicle Type	Most Harmful Event								Total	
	Collision with						Noncollision			
	Motor Vehicle in Transport		Object Not Fixed		Fixed Object					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed										
Passenger Car	6,385	48.8	292	2.2	3,917	29.9	2,495	19.1	**13,095**	**100.0**
Light Truck	3,208	31.2	191	1.9	2,573	25.0	4,309	41.9	**10,287**	**100.0**
Large Truck	108	21.5	27	5.4	103	20.5	265	52.7	**503**	**100.0**
Bus	2	7.7	0	0.0	1	3.8	23	88.5	**26**	**100.0**
Other/Unknown	142	25.2	17	3.0	167	29.7	218	38.7	**563**	**100.0**
Subtotal	*9,845*	*40.2*	*527*	*2.2*	*6,761*	*27.6*	*7,310*	*29.9*	***24,474***	***100.0***
Motorcycle	*2,131*	*47.8*	*198*	*4.4*	*1,162*	*26.0*	*962*	*21.6*	***4,462***	***100.0***
Total	**11,976**	**41.4**	**725**	**2.5**	**7,923**	**27.4**	**8,272**	**28.6**	*28,936	**100.0**
Occupants Injured										
Passenger Car	970,000	79.7	32,000	2.6	163,000	13.4	51,000	4.2	**1,216,000**	**100.0**
Light Truck	561,000	73.9	15,000	2.0	104,000	13.6	80,000	10.5	**759,000**	**100.0**
Large Truck	8,000	50.6	**	1.8	3,000	16.2	5,000	31.4	**17,000**	**100.0**
Bus	12,000	99.7	**	0.2	**	0.2	**	**	**12,000**	**100.0**
Other/Unknown	1,000	20.9	**	0.7	1,000	11.7	5,000	66.7	**7,000**	**100.0**
Subtotal	*1,553,000*	*77.2*	*47,000*	*2.3*	*271,000*	*13.5*	*141,000*	*7.0*	***2,011,000***	***100.0***
Motorcycle	*36,000*	*39.8*	*3,000*	*3.2*	*10,000*	*10.9*	*41,000*	*46.0*	***90,000***	***100.0***
Total	**1,588,000**	**75.6**	**50,000**	**2.4**	**280,000**	**13.3**	**182,000**	**8.7**	**2,101,000**	**100.0**

*Includes 40 fatalities with unknown most harmful event.
**Less than 500 or less than 0.05 percent.

Table 72

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

Initial Point of Impact	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
Front	7,238	5,728	301	8	252	*13,527*	*2,921*	**16,448**
Left Side	2,108	1,070	22	1	33	*3,234*	*299*	**3,533**
Right Side	1,938	983	52	1	35	*3,009*	*280*	**3,289**
Rear	672	435	14	0	52	*1,173*	*180*	**1,353**
Other	484	436	22	5	16	*963*	*131*	**1,094**
Noncollision	463	1,261	73	11	125	*1,933*	*374*	**2,307**
Unknown	192	374	19	0	50	*635*	*277*	**912**
Total	**13,095**	**10,287**	**503**	**26**	**563**	***24,474***	***4,462***	28,936
Occupants Injured								
Front	557,000	323,000	7,000	6,000	2,000	*895,000*	*33,000*	**928,000**
Left Side	178,000	109,000	2,000	1,000	*	*291,000*	*8,000*	**299,000**
Right Side	163,000	98,000	2,000	2,000	*	*264,000*	*10,000*	**274,000**
Rear	291,000	187,000	2,000	3,000	1,000	*484,000*	*4,000*	**489,000**
Other	5,000	3,000	*	*	*	*9,000*	*	**9,000**
Noncollision	22,000	39,000	4,000	*	4,000	*68,000*	*35,000*	**103,000**
Total	**1,216,000**	**759,000**	**17,000**	**12,000**	**7,000**	***2,011,000***	***90,000***	2,101,000

*Less than 500.

Table 73

Vehicle Occupants Killed or Injured, by Vehicle Type and Ejection

Vehicle Type	Ejected*		Not Ejected		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
Passenger Car	2,503	19.1	10,551	80.6	41	0.3	**13,095**	**100.0**
Light Truck	3,793	36.9	6,456	62.8	38	0.4	**10,287**	**100.0**
Large Truck	135	26.8	362	72.0	6	1.2	**503**	**100.0**
Bus	18	69.2	8	30.8	0	0.0	**26**	**100.0**
Other/Unknown	243	43.2	315	56.0	5	0.9	**563**	**100.0**
Total**	**6,692**	**27.3**	**17,692**	**72.3**	**90**	**0.4**	**24,474**	**100.0**
Occupants Injured								
Passenger Car	3,000	0.3	1,213,000	99.7	****	****	**1,216,000**	**100.0**
Light Truck	6,000	0.8	753,000	99.2	****	****	**759,000**	**100.0**
Large Truck	***	0.4	16,000	99.6	****	****	**17,000**	**100.0**
Bus	***	***	12,000	100.0	****	****	**12,000**	**100.0**
Other/Unknown	3,000	43.4	4,000	56.6	****	****	**7,000**	**100.0**
Total**	**12,000**	**0.6**	**1,999,000**	**99.4**	****	****	**2,011,000**	**100.0**

*Includes total and partial ejection.
**Excludes motorcyclists.
***Less than 500.
****Not applicable.

Table 74

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	—	**1,675**
Passenger Car	2,929	Light Truck	788	**3,717**
Passenger Car	1,022	Large Truck	18	**1,040**
Passenger Car	10	Motorcycle	910	**920**
Passenger Car	74	Bus	0	**74**
Passenger Car	57	Other/Unknown	46	**103**
Light Truck	—	Light Truck	—	**1,494**
Light Truck	866	Large Truck	33	**899**
Light Truck	5	Motorcycle	966	**971**
Light Truck	48	Bus	0	**48**
Light Truck	55	Other/Unknown	60	**115**
Large Truck	—	Large Truck	—	**72**
Large Truck	0	Motorcycle	132	**132**
Large Truck	0	Bus	2	**2**
Large Truck	0	Other/Unknown	22	**22**
Motorcycle	—	Motorcycle	—	**80**
Motorcycle	9	Bus	7	**16**
Motorcycle	45	Other/Unknown	3	**48**
Bus	0	Other/Unknown	0	**0**
Other/Unknown	—	Other/Unknown	—	**30**
Total Occupants Killed				**11,458**

Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	**429,000**
Passenger Car	351,000	Light Truck	247,000	**598,000**
Passenger Car	26,000	Large Truck	4,000	**30,000**
Passenger Car	4,000	Motorcycle	20,000	**24,000**
Passenger Car	3,000	Bus	4,000	**7,000**
Passenger Car	1,000	Other/Unknown	1,000	**2,000**
Light Truck	—	Light Truck	—	**209,000**
Light Truck	15,000	Large Truck	2,000	**17,000**
Light Truck	2,000	Motorcycle	17,000	**19,000**
Light Truck	2,000	Bus	3,000	**5,000**
Light Truck	1,000	Other/Unknown	1,000	**1,000**
Large Truck	—	Large Truck	—	**1,000**
Total Occupants Injured				**1,343,000**

Table 75
Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Type

Body Type	Occupants Involved No.	Occupants Involved %	Occupants Killed No.	Occupants Killed %
Passenger Cars	**29,044**	**41.0**	**13,095**	**45.3**
Convertible	482	0.7	260	0.9
2 Door Sedan, Hardtop, Coupe	4,462	6.3	2,206	7.6
3 Door/2 Door Hatchback	993	1.4	527	1.8
4 Door Sedan Hardtop	20,908	29.5	9,268	32.0
5 Door/4 Door Hatchback	388	0.5	167	0.6
Station Wagon	1,467	2.1	534	1.8
Hatchback, Doors Unknown	19	*	11	*
Other Auto	44	0.1	21	0.1
Unknown Auto	261	0.4	87	0.3
Auto-Based Pickup	20	*	14	*
Light Trucks	**30,762**	**43.4**	**10,287**	**35.6**
Compact Utility	8,851	12.5	3,156	10.9
Large Utility	3,089	4.4	748	2.6
Utility Station Wagon	684	1.0	186	0.6
Utility, Unknown Body Type	8	*	1	*
Minivan	3,840	5.4	1,113	3.8
Large Van	1,390	2.0	275	1.0
Step Van	12	*	2	*
Other Van Type	1	*	0	0.0
Unknown Van Type	21	*	4	*
Compact Pickup	3,191	4.5	1,512	5.2
Standard Pickup	9,565	13.5	3,256	11.3
Pickup with Camper	33	*	10	*
Unknown Pickup Style Truck	34	*	14	*
Cab Chassis-Based Light Truck	36	0.1	6	*
Truck-Based Panel Truck	1	*	0	0.0
Other Conventional Light Truck	1	*	1	*
Unknown Light Truck Type (Not Pickup)	1	*	1	*
Unknown Light Vehicle Type	4	*	2	*

Body Type	Occupants Involved No.	Occupants Involved %	Occupants Killed No.	Occupants Killed %
Large Trucks	**3,759**	**5.3**	**503**	**1.7**
Step Van	17	*	5	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	263	0.4	33	0.1
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	235	0.3	41	0.1
Single Unit Heavy Truck (GVWR > 26,000 lb)	632	0.9	82	0.3
Single Unit Truck, Unknown GVWR	9	*	2	*
Truck Tractor	2,432	3.4	313	1.1
Medium/Heavy Pickup (Ford Super Duty 450/550)	153	0.2	27	0.1
Unknown Heavy Truck (GVWR > 26,000 lb)	2	*	0	0.0
Unknown Large Truck Type	16	*	0	0.0
Motorcycles	**5,148**	**7.3**	**4,462**	**15.4**
Motorcycle	4,878	6.9	4,222	14.6
Moped	107	0.2	96	0.3
Three Wheel Motorcycle or Moped	13	*	10	*
Off-Road Motorcycle (Two Wheel)	73	0.1	60	0.2
Other Motorcycle/Minibike	67	0.1	65	0.2
Unknown Motorcycle	10	*	9	*
Buses**	**681**	**1.0**	**26**	**0.1**
School Bus	259	0.4	3	*
Cross Country/Intercity Bus	179	0.3	9	*
Transit Bus	148	0.2	0	0.0
Other Bus	83	0.1	11	*
Unknown Bus	12	*	3	*
Other Vehicles	**813**	**1.1**	**481**	**1.7**
Large Limousine	1	*	1	*
Light Truck-Based Motorhome	2	*	0	0.0
Medium/Heavy Truck-Based Motorhome	61	0.1	5	*
Unknown Truck Camper/Motorhome	42	0.1	9	*
All Terrain Vehicle	467	0.7	336	1.2
Snowmobile	45	0.1	34	0.1
Farm Equipment Except Trucks	96	0.1	37	0.1
Construction Equipment Except Trucks	16	*	7	*
Other Vehicle	83	0.1	52	0.2
Unknown Body Type	**638**	**0.9**	**82**	**0.3**
Total	**70,845**	**100.0**	**28,936**	**100.0**

*Less than 0.05 percent.

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

Table 76

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)	326	1.1	212	1.6	65.0
Subcompact (95 to 99 inches)	2,567	8.8	1,333	10.2	51.9
Compact (100 to 104 inches)	8,684	29.9	4,128	31.5	47.5
Intermediate (105 to 109 inches)	9,992	34.4	4,393	33.5	44.0
Full Size (110 to 114 inches)	5,098	17.6	2,175	16.6	42.7
Largest Size (115 inches and over)	1,895	6.5	674	5.1	35.6
Unknown	482	1.7	180	1.4	37.3
Total	**29,044**	**100.0**	**13,095**	**100.0**	**45.1**

Table 77

Persons Killed and Alcohol-Impaired Driving Fatalities, by Person Type

Person Type	Total Killed	Alcohol-Impaired Driving Fatalities*	
		Number	Percent
Vehicle Occupants			
Driver	17,640	6,669	38
Passenger	6,770	2,022	30
Unknown Occupant	64	3	4
Subtotal	*24,474*	*8,693*	*36*
Motorcyclists	*4,462*	*1,480*	*33*
Nonoccupants			
Pedestrian	4,092	562	14
Pedalcyclist	630	85	14
Other/Unknown	150	19	13
Subtotal	*4,872*	*667*	*14*
Total	**33,808**	**10,839**	**32**

*Fatalities in crashes involving a driver or motorcycle rider with a blood alcohol concentration (BAC) of .08 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.

Table 78

Drivers and Motorcycle Riders Involved in Fatal 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	159	88	9	5	13	7	22	12	**181**	**100**
16-20	3,851	76	249	5	951	19	1,200	24	**5,051**	**100**
21-24	2,717	59	292	6	1,588	35	1,880	41	**4,597**	**100**
25-34	5,471	64	417	5	2,722	32	3,139	36	**8,610**	**100**
35-44	5,435	70	316	4	2,006	26	2,322	30	**7,757**	**100**
45-54	5,672	74	298	4	1,694	22	1,992	26	**7,664**	**100**
55-64	4,475	85	132	2	669	13	801	15	**5,276**	**100**
65-74	2,611	91	59	2	199	7	258	9	**2,868**	**100**
>74	2,411	95	53	2	85	3	139	5	**2,550**	**100**
Unknown	415	61	85	13	176	26	261	39	**676**	**100**
Total	**33,218**	**73**	**1,910**	**4**	**10,102**	**22**	**12,012**	**27**	**45,230**	**100**

*BAC of .08 g/dL or higher indicates alcohol-impaired driving.

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

Figure 26

Percent Alcohol Impairment (BAC .08 or Higher) for Drivers and Motorcycle Riders Involved in Fatal Crashes, by Age

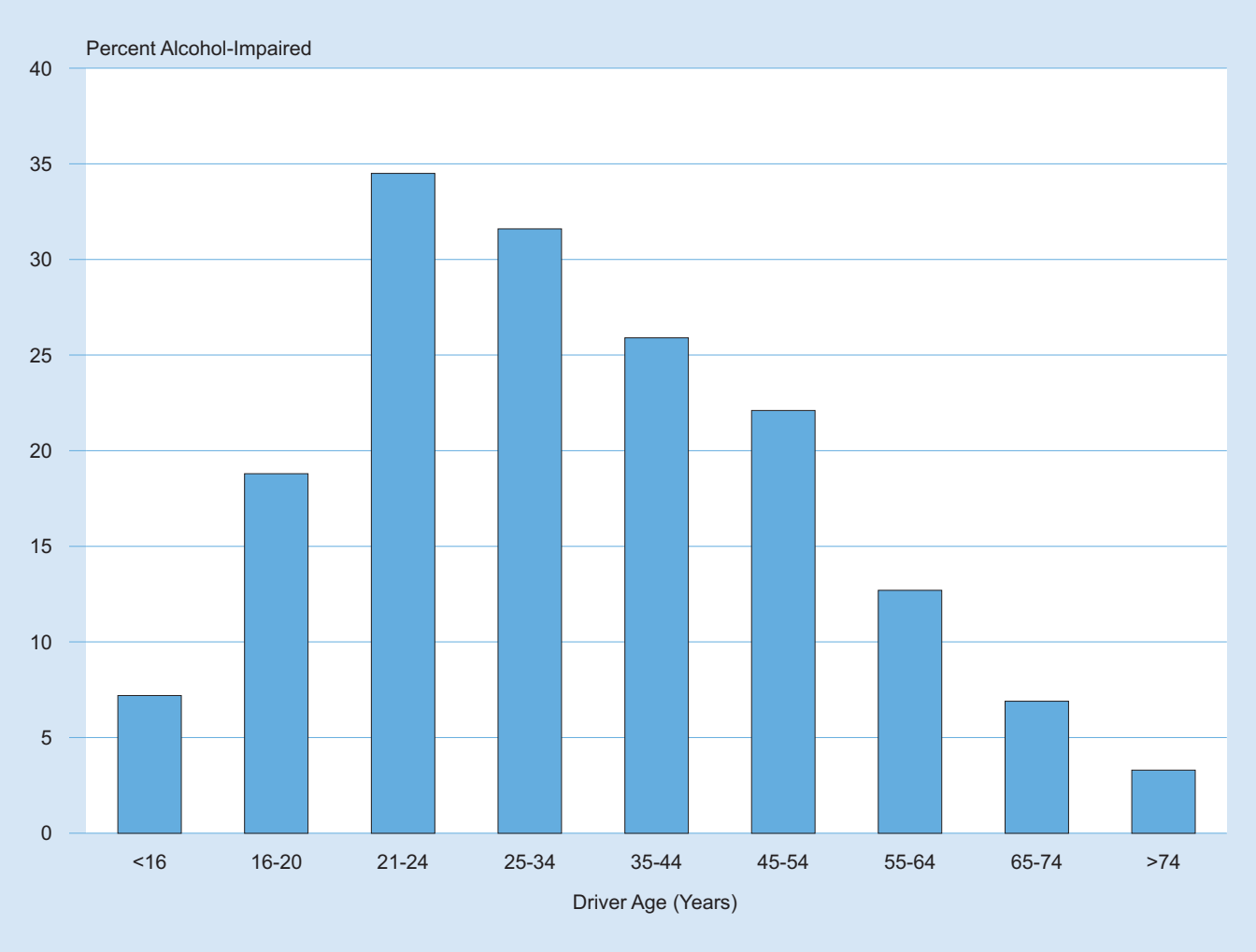


Table 79

Drivers and Motorcycle Riders Killed in Crashes, by Time of Day, Day of Week, Age, Alcohol Impairment, and Crash Type

Time of Day and Day of Week	Under 21		21 and Older	
	Number Killed	Percent Alcohol-Impaired*	Number Killed	Percent Alcohol-Impaired*
Single-Vehicle Crashes				
Daytime	**517**	**15**	**4,264**	**24**
Weekday	312	11	2,832	21
Weekend	205	21	1,432	31
Nighttime	**963**	**47**	**5,793**	**67**
Weekday	390	39	2,608	60
Weekend	573	52	3,185	72
Multiple-Vehicle Crashes				
Daytime	**470**	**3**	**5,763**	**8**
Weekday	356	3	4,293	6
Weekend	114	4	1,470	11
Nighttime	**423**	**24**	**3,400**	**35**
Weekday	200	19	1,635	30
Weekend	223	29	1,765	39

*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 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.

Table 80

Drivers and Motorcycle Riders 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	86	87	5	5	8	8	13	13	**99**	**100**
16-20	1,529	67	120	5	646	28	767	33	**2,295**	**100**
21-24	1,051	47	152	7	1,053	47	1,205	53	**2,256**	**100**
25-34	1,862	46	225	6	1,921	48	2,146	54	**4,008**	**100**
35-44	1,760	51	184	5	1,475	43	1,660	49	**3,420**	**100**
45-54	2,192	58	194	5	1,369	36	1,563	42	**3,755**	**100**
55-64	2,000	75	94	4	562	21	657	25	**2,656**	**100**
65-74	1,355	87	41	3	167	11	209	13	**1,564**	**100**
>74	1,617	93	43	2	73	4	116	7	**1,733**	**100**
Unknown	5	45	0	3	6	53	7	55	**12**	**100**
Total	**13,458**	**62**	**1,060**	**5**	**7,281**	**33**	**8,341**	**38**	**21,798**	**100**

*BAC of .08 g/dL or higher indicates alcohol-impaired driving.

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

Figure 27

Percent of Drivers and Motorcycle Riders Killed Who Were Alcohol-Impaired (BAC .08 or Higher), by Driver Age, Crash Type, Time of Day, and Day of Week

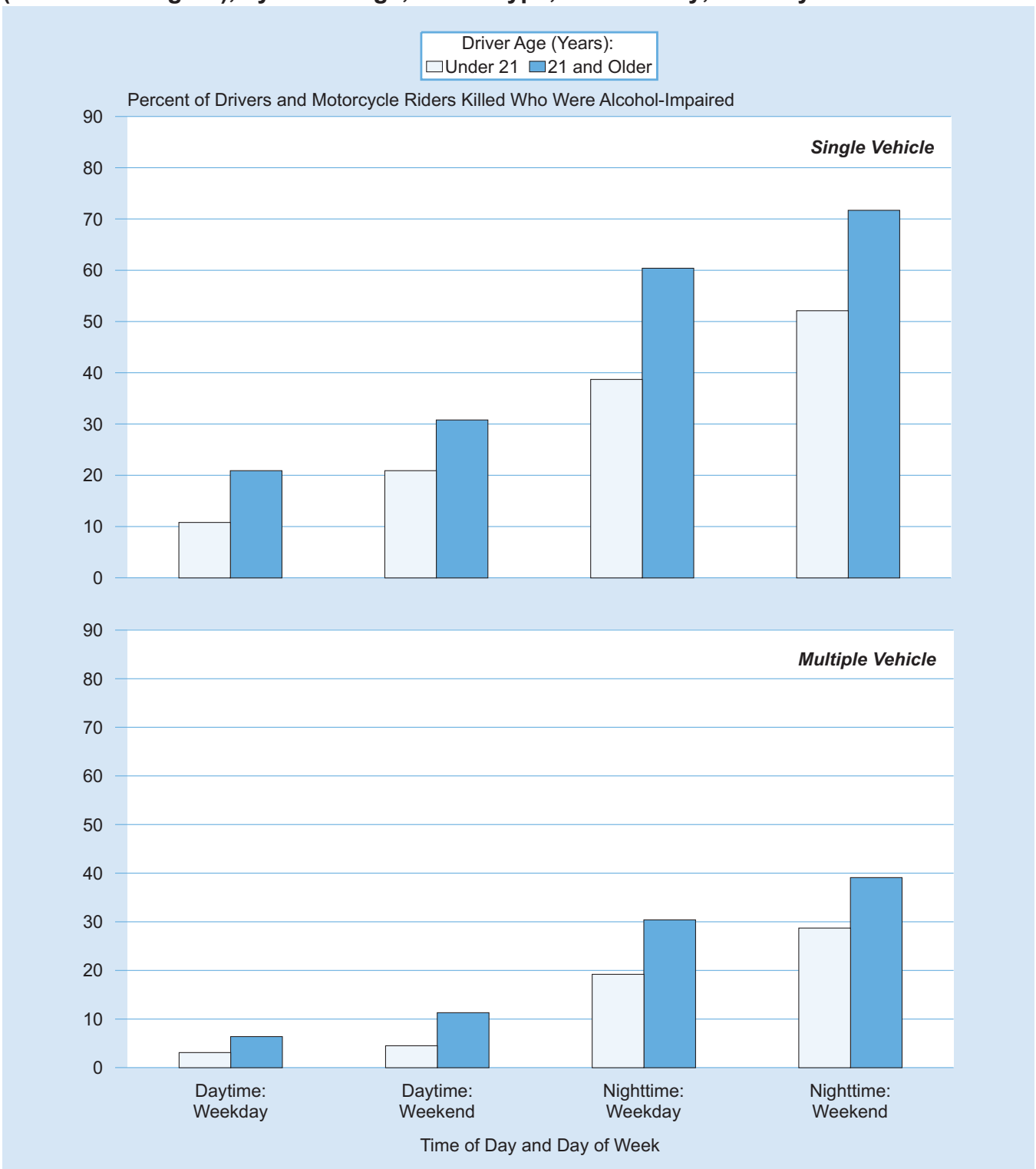


Table 81

Drivers and Motorcycle Riders Involved in Fatal Crashes, by Vehicle Type and Driver's Blood Alcohol Concentration (BAC)

	Driver's BAC								Total	
	.00		.01-.07		.08 or Higher*		.01 and Higher			
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	13,317	73	720	4	4,242	23	4,962	27	**18,279**	**100**
Light Truck	13,022	73	665	4	4,134	23	4,800	27	**17,822**	**100**
Large Truck	3,094	97	39	1	54	2	94	3	**3,187**	**100**
Bus	221	100	0	0	0	0	0	0	**221**	**100**
Other/Unknown	637	57	134	12	357	32	491	43	**1,128**	**100**
Subtotal	*30,291*	*75*	*1,558*	*4*	*8,788*	*22*	*10,346*	*25*	***40,637***	***100***
Motorcycle	*2,927*	*64*	*352*	*8*	*1,314*	*29*	*1,667*	*36*	***4,593***	***100***
Total	**33,218**	**73**	**1,910**	**4**	**10,102**	**22**	**12,012**	**27**	**45,230**	**100**

*BAC of .08 g/dL or higher indicates alcohol-impaired driving.

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

Table 82

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

Age (Years)	Highest Driver BAC in Crash								Total	
	.00		.01-.07		.08 or Higher*		.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	339	79	23	5	66	15	89	21	**430**	**100**
5-9	312	82	19	5	47	12	67	18	**380**	**100**
10-15	588	81	33	5	105	14	138	19	**728**	**100**
16-20	2,457	62	281	7	1,180	30	1,461	37	**3,932**	**100**
21-24	1,475	45	239	7	1,563	48	1,802	55	**3,287**	**100**
25-34	2,650	47	379	7	2,643	46	3,023	53	**5,689**	**100**
35-44	2,540	53	299	6	1,975	41	2,274	47	**4,826**	**100**
45-54	3,193	59	300	6	1,890	35	2,190	41	**5,397**	**100**
55-64	2,755	73	161	4	852	23	1,013	27	**3,781**	**100**
65-74	1,986	84	80	3	301	13	381	16	**2,374**	**100**
>74	2,628	90	86	3	193	7	279	10	**2,914**	**100**
Unknown	39	56	3	4	25	36	28	40	**70**	**100**
Total	**20,961**	**62**	**1,905**	**6**	**10,839**	**32**	**12,744**	**38**	**33,808**	**100**

*BAC of .08 g/dL or higher indicates alcohol-impaired driving.

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

Table 83

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	2,095	52	93	2	273	7	**2,461**	**61**
.01-.07	125	3	7	0	29	1	**162**	**4**
.08 or Higher	1,090	27	83	2	227	6	**1,400**	**35**
Total**	**3,311**	**82**	**182**	**5**	**529**	**13**	**4,022**	**100**

*BAC of .08 g/dL or higher indicates alcohol-impaired driving.

**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.

Table 84

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

Vehicle Type	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
Passenger Car	11,857	64.9	4,925	26.9	1,497	8.2	**18,279**	**100.0**
Light Truck	11,010	61.8	5,532	31.0	1,280	7.2	**17,822**	**100.0**
Large Truck	2,619	82.2	350	11.0	218	6.8	**3,187**	**100.0**
Bus	190	86.0	15	6.8	16	7.2	**221**	**100.0**
Other/Unknown	142	12.6	484	42.9	502	44.5	**1,128**	**100.0**
Total*	**25,818**	**63.5**	**11,306**	**27.8**	**3,513**	**8.6**	**40,637**	**100.0**
Drivers in Injury Crashes								
Passenger Car	1,330,000	88.3	50,000	3.3	126,000	8.4	**1,506,000**	**100.0**
Light Truck	927,000	87.1	37,000	3.5	100,000	9.4	**1,065,000**	**100.0**
Large Truck	45,000	85.1	1,000	2.2	7,000	12.6	**53,000**	**100.0**
Bus	9,000	91.5	**	4.8	**	3.8	**10,000**	**100.0**
Other/Unknown	1,000	13.5	5,000	83.1	**	3.4	**6,000**	**100.0**
Total*	**2,312,000**	**87.6**	**94,000**	**3.6**	**234,000**	**8.9**	**2,640,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	3,256,000	88.7	40,000	1.1	376,000	10.2	**3,672,000**	**100.0**
Light Truck	2,452,000	85.8	31,000	1.1	375,000	13.1	**2,858,000**	**100.0**
Large Truck	171,000	72.1	4,000	1.6	63,000	26.3	**238,000**	**100.0**
Bus	41,000	86.5	1,000	2.7	5,000	10.8	**47,000**	**100.0**
Other/Unknown	6,000	50.8	3,000	24.9	3,000	24.3	**12,000**	**100.0**
Total*	**5,927,000**	**86.8**	**79,000**	**1.2**	**822,000**	**12.0**	**6,828,000**	**100.0**
Drivers in All Crashes								
Passenger Car	4,598,000	88.5	94,000	1.8	504,000	9.7	**5,196,000**	**100.0**
Light Truck	3,390,000	86.0	74,000	1.9	477,000	12.1	**3,941,000**	**100.0**
Large Truck	219,000	74.5	5,000	1.8	70,000	23.7	**294,000**	**100.0**
Bus	50,000	87.4	2,000	3.1	5,000	9.6	**57,000**	**100.0**
Other/Unknown	7,000	36.8	9,000	44.4	4,000	18.9	**20,000**	**100.0**
Total*	**8,265,000**	**86.9**	**184,000**	**1.9**	**1,059,000**	**11.1**	**9,508,000**	**100.0**

*Excludes motorcycle riders.
**Less than 500.
Note: Restraint use is determined by police and may be overreported for survivors.

Table 85

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

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
<5	206	64.0	92	28.6	24	7.5	**322**	**100.0**
5-9	127	47.6	123	46.1	17	6.4	**267**	**100.0**
10-15	162	35.1	260	56.3	40	8.7	**462**	**100.0**
16-20	1,201	35.9	1,880	56.1	268	8.0	**3,349**	**100.0**
21-24	821	33.1	1,447	58.4	210	8.5	**2,478**	**100.0**
25-34	1,320	32.8	2,382	59.2	325	8.1	**4,027**	**100.0**
35-44	1,132	38.5	1,595	54.2	217	7.4	**2,944**	**100.0**
45-54	1,365	43.5	1,559	49.7	214	6.8	**3,138**	**100.0**
55-64	1,159	50.5	968	42.1	170	7.4	**2,297**	**100.0**
65-74	1,019	60.8	568	33.9	90	5.4	**1,677**	**100.0**
>74	1,615	67.7	620	26.0	149	6.3	**2,384**	**100.0**
Unknown	13	35.1	18	48.6	6	16.2	**37**	**100.0**
Total	**10,140**	**43.4**	**11,512**	**49.2**	**1,730**	**7.4**	**23,382**	**100.0**
Occupants Injured								
<5	39,000	89.9	2,000	5.2	2,000	4.9	**44,000**	**100.0**
5-9	44,000	85.9	4,000	8.4	3,000	5.7	**51,000**	**100.0**
10-15	59,000	80.9	9,000	12.5	5,000	6.5	**72,000**	**100.0**
16-20	244,000	83.5	29,000	9.9	19,000	6.7	**292,000**	**100.0**
21-24	179,000	80.7	18,000	8.2	24,000	11.1	**221,000**	**100.0**
25-34	317,000	85.9	24,000	6.5	28,000	7.5	**369,000**	**100.0**
35-44	247,000	87.4	14,000	5.1	21,000	7.5	**283,000**	**100.0**
45-54	255,000	90.4	11,000	4.0	16,000	5.6	**282,000**	**100.0**
55-64	172,000	91.6	7,000	3.5	9,000	4.9	**188,000**	**100.0**
65-74	94,000	92.1	3,000	3.1	5,000	4.8	**102,000**	**100.0**
>74	67,000	92.8	3,000	3.7	3,000	3.5	**72,000**	**100.0**
Total	**1,716,000**	**86.8**	**125,000**	**6.3**	**135,000**	**6.8**	**1,976,000**	**100.0**

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

Table 86

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	1,278	85.8	159	10.7	52	3.5	**1,489**	**100.0**
5-9	1,075	75.0	258	18.0	100	7.0	**1,433**	**100.0**
10-15	1,390	66.8	545	26.2	146	7.0	**2,081**	**100.0**
16-20	3,761	62.4	1,758	29.1	512	8.5	**6,031**	**100.0**
21-24	2,562	64.4	1,005	25.2	414	10.4	**3,981**	**100.0**
25-34	4,437	70.4	1,279	20.3	588	9.3	**6,304**	**100.0**
35-44	3,679	77.6	724	15.3	338	7.1	**4,741**	**100.0**
45-54	3,315	82.7	457	11.4	235	5.9	**4,007**	**100.0**
55-64	2,364	87.3	215	7.9	128	4.7	**2,707**	**100.0**
65-74	1,473	88.1	131	7.8	68	4.1	**1,672**	**100.0**
>74	1,031	89.3	68	5.9	56	4.8	**1,155**	**100.0**
Unknown	260	31.6	126	15.3	437	53.1	**823**	**100.0**
Total	**26,625**	**73.1**	**6,725**	**18.5**	**3,074**	**8.4**	**36,424**	**100.0**

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

Table 87

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

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car Occupants Killed								
Front Seat	***6,068***	***51.1***	***4,910***	***41.3***	***899***	***7.6***	***11,877***	***100.0***
Left	4,750	50.3	3,967	42.0	720	7.6	**9,437**	**100.0**
Middle	1	12.5	6	75.0	1	12.5	**8**	**100.0**
Right	1,317	54.2	936	38.5	178	7.3	**2,431**	**100.0**
Other/Unknown	0	0.0	1	100.0	0	0.0	**1**	**100.0**
Second Seat	***430***	***39.3***	***571***	***52.1***	***94***	***8.6***	***1,095***	***100.0***
Left	170	42.1	199	49.3	35	8.7	**404**	**100.0**
Middle	46	29.1	99	62.7	13	8.2	**158**	**100.0**
Right	211	40.8	263	50.9	43	8.3	**517**	**100.0**
Other/Unknown	3	18.8	10	62.5	3	18.8	**16**	**100.0**
Other	***1***	***4.5***	***19***	***86.4***	***2***	***9.1***	***22***	***100.0***
Unknown	***6***	***5.9***	***69***	***68.3***	***26***	***25.7***	***101***	***100.0***
Total	**6,505**	**49.7**	**5,569**	**42.5**	**1,021**	**7.8**	**13,095**	**100.0**
Passenger Car Occupants Injured								
Front Seat	***969,000***	***88.2***	***55,000***	***5.0***	***75,000***	***6.8***	***1,099,000***	***100.0***
Left	762,000	88.3	40,000	4.6	61,000	7.1	**863,000**	**100.0**
Middle	2,000	66.5	1,000	26.3	*	7.3	**3,000**	**100.0**
Right	205,000	88.2	14,000	6.0	13,000	5.7	**233,000**	**100.0**
Second Seat	***89,000***	***80.9***	***15,000***	***13.2***	***6,000***	***5.9***	***110,000***	***100.0***
Left	33,000	81.0	5,000	13.3	2,000	5.8	**41,000**	**100.0**
Middle	11,000	77.8	3,000	18.4	1,000	3.8	**14,000**	**100.0**
Right	45,000	81.7	7,000	11.9	4,000	6.4	**55,000**	**100.0**
Other	***3,000***	***44.9***	***1,000***	***12.2***	***3,000***	***42.8***	***8,000***	***100.0***
Total	**1,062,000**	**87.3**	**70,000**	**5.8**	**85,000**	**7.0**	**1,216,000**	**100.0**

*Less than 500.

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

Table 88

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

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Light Truck Occupants Killed								
Front Seat	***3,329***	***36.8***	***5,122***	***56.6***	***595***	***6.6***	***9,046***	***100.0***
Left	2,630	35.9	4,197	57.4	490	6.7	**7,317**	**100.0**
Middle	10	15.2	51	77.3	5	7.6	**66**	**100.0**
Right	689	41.7	866	52.4	99	6.0	**1,654**	**100.0**
Other/Unknown	0	0.0	8	88.9	1	11.1	**9**	**100.0**
Second Seat	***257***	***30.5***	***524***	***62.1***	***63***	***7.5***	***844***	***100.0***
Left	100	32.8	176	57.7	29	9.5	**305**	**100.0**
Middle	29	20.7	103	73.6	8	5.7	**140**	**100.0**
Right	124	32.3	236	61.5	24	6.3	**384**	**100.0**
Other/Unknown	4	26.7	9	60.0	2	13.3	**15**	**100.0**
Other	***44***	***16.9***	***205***	***78.5***	***12***	***4.6***	***261***	***100.0***
Unknown	***5***	***3.7***	***92***	***67.6***	***39***	***28.7***	**136**	**100.0**
Total	**3,635**	**35.3**	**5,943**	**57.8**	**709**	**6.9**	**10,287**	**100.0**
Light Truck Occupants Injured								
Front Seat	***569,000***	***87.3***	***40,000***	***6.1***	***43,000***	***6.7***	***652,000***	***100.0***
Left	446,000	87.3	28,000	5.5	37,000	7.2	**511,000**	**100.0**
Middle	3,000	68.3	1,000	21.0	1,000	10.6	**5,000**	**100.0**
Right	119,000	88.0	10,000	7.5	6,000	4.5	**136,000**	**100.0**
Second Seat	***75,000***	***84.2***	***10,000***	***11.8***	***4,000***	***4.0***	***89,000***	***100.0***
Left	29,000	84.3	4,000	12.5	1,000	3.2	**34,000**	**100.0**
Middle	10,000	77.2	2,000	15.0	1,000	7.7	**13,000**	**100.0**
Right	36,000	86.3	4,000	10.1	1,000	3.5	**42,000**	**100.0**
Other	***10,000***	***54.4***	***5,000***	***26.0***	***3,000***	***19.5***	***18,000***	***100.0***
Total	**654,000**	**86.1**	**55,000**	**7.2**	**51,000**	**6.7**	**759,000**	**100.0**

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

Table 89

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

Restraint Use and Type of Restraint	Vehicle Type			
	Passenger Car		Light Truck	
	Number	Percent	Number	Percent
Occupants Killed				
Restraint Used				
Lap/Shoulder Belt	2,455	18.7	1,763	17.1
Lap Belt	68	0.5	64	0.6
Shoulder Belt	86	0.7	9	0.1
Child Safety Seat	109	0.8	62	0.6
Type Unknown	4	*	10	0.1
Restraint Used, Airbag Deployed	3,735	28.5	1,694	16.5
Seat Belt Used Improperly	29	0.2	12	0.1
Child Safety Seat Used Improperly	19	0.1	21	0.2
Subtotal	*6,505*	*49.7*	*3,635*	*35.3*
No Restraint Used	2,865	21.9	4,249	41.3
No Restraint Used, Airbag Deployed	2,704	20.6	1,694	16.5
Restraint Use Unknown	1,021	7.8	709	6.9
Total	**13,095**	**100.0**	**10,287**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	690,000	56.7	471,000	62.0
Lap Belt	13,000	1.0	10,000	1.3
Shoulder Belt	6,000	0.5	3,000	0.4
Child Safety Seat	20,000	1.6	18,000	2.4
Type Unknown	19,000	1.5	9,000	1.2
Restraint Used, Airbag Deployed	315,000	25.9	142,000	18.7
Subtotal	*1,062,000*	*87.3*	*654,000*	*86.1*
No Restraint Used	49,000	4.0	44,000	5.7
No Restraint Used, Airbag Deployed	22,000	1.8	11,000	1.5
Restraint Use Unknown	85,000	7.0	51,000	6.7
Total	**1,216,000**	**100.0**	**759,000**	**100.0**

*Less than 0.05 percent.

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

Table 90

Passenger Car and Light Truck Occupants Killed, by Crash Type, Vehicle Type, and Rollover Occurrence

Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes						
Passenger Car	2,748	44.1	3,488	55.9	**6,236**	**100.0**
Light Truck						**100.0**
Pickup	1,940	61.9	1,195	38.1	**3,135**	**100.0**
Utility	1,865	70.1	795	29.9	**2,660**	**100.0**
Van	307	53.4	268	46.6	**575**	**100.0**
Other	3	60.0	2	40.0	**5**	**100.0**
Total	**6,863**	**54.4**	**5,748**	**45.6**	**12,611**	**100.0**
Multiple-Vehicle Crashes						
Passenger Car	471	6.9	6,388	93.1	**6,859**	**100.0**
Light Truck						**100.0**
Pickup	352	21.2	1,305	78.8	**1,657**	**100.0**
Utility	429	30.0	1,002	70.0	**1,431**	**100.0**
Van	150	18.3	669	81.7	**819**	**100.0**
Other	2	40.0	3	60.0	**5**	**100.0**
Total	**1,404**	**13.0**	**9,367**	**87.0**	**10,771**	**100.0**
All Crashes						
Passenger Car	3,219	24.6	9,876	75.4	**13,095**	**100.0**
Light Truck						**100.0**
Pickup	2,292	47.8	2,500	52.2	**4,792**	**100.0**
Utility	2,294	56.1	1,797	43.9	**4,091**	**100.0**
Van	457	32.8	937	67.2	**1,394**	**100.0**
Other	5	50.0	5	50.0	**10**	**100.0**
Total	**8,267**	**35.4**	**15,115**	**64.6**	**23,382**	**100.0**

Table 91

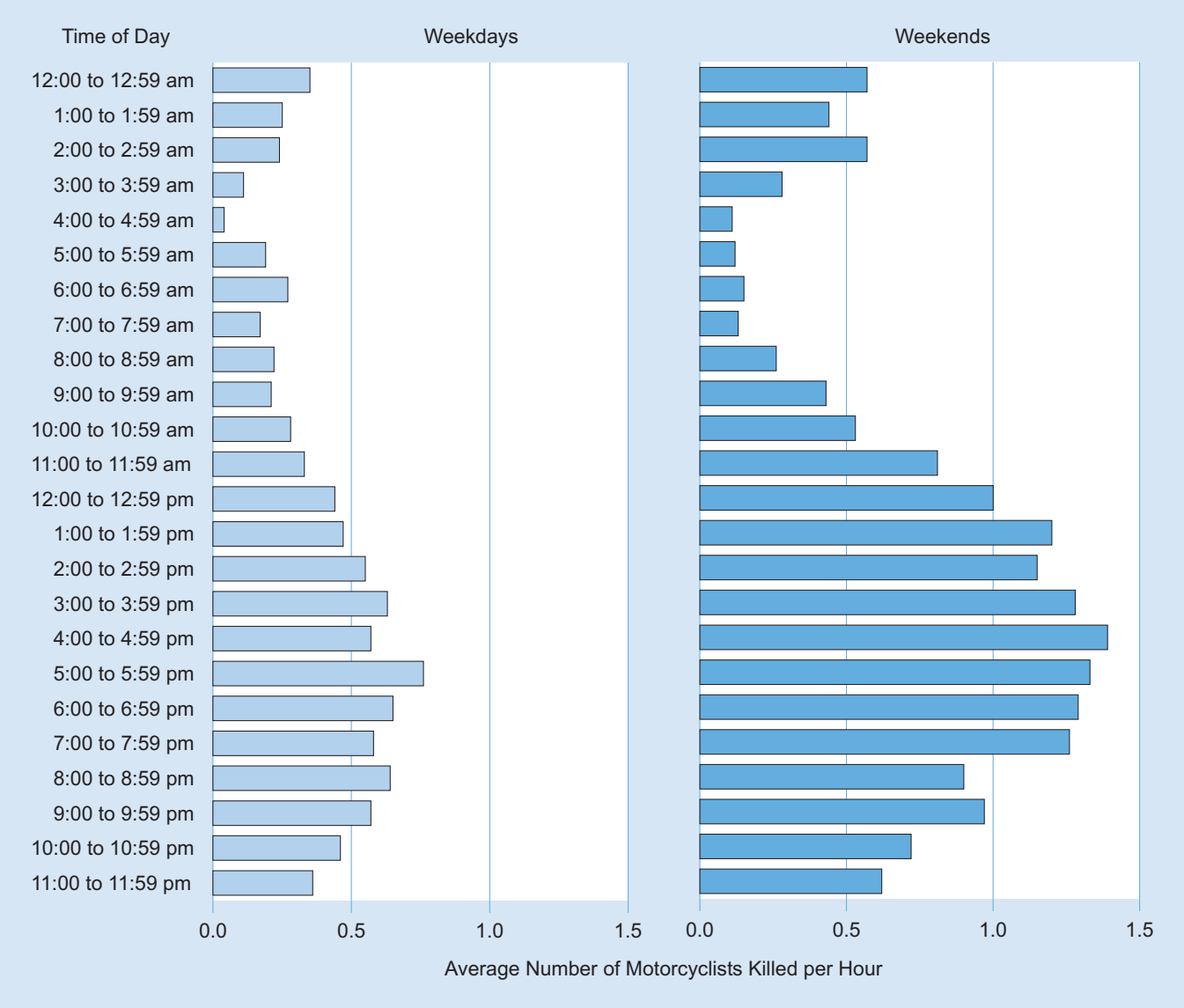
Motorcyclists Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcyclists Killed						
Midnight to 3 am	176	7.9	247	11.1	**423**	**9.5**
3 am to 6 am	73	3.3	78	3.5	**151**	**3.4**
6 am to 9 am	173	7.8	57	2.6	**230**	**5.2**
9 am to Noon	212	9.5	184	8.2	**396**	**8.9**
Noon to 3 pm	380	17.1	349	15.6	**729**	**16.3**
3 pm to 6 pm	513	23.1	416	18.6	**929**	**20.8**
6 pm to 9 pm	391	17.6	538	24.1	**929**	**20.8**
9 pm to Midnight	291	13.1	359	16.1	**650**	**14.6**
Unknown	11	0.5	7	0.3	**25**	**0.6**
Total	**2,220**	**100.0**	**2,235**	**100.0**	***4,462**	**100.0**
Motorcyclists Injured						
Midnight to 3 am	1,000	1.8	2,000	5.1	**3,000**	**3.2**
3 am to 6 am	1,000	1.0	1,000	2.1	**1,000**	**1.4**
6 am to 9 am	5,000	9.2	1,000	3.2	**6,000**	**6.7**
9 am to Noon	6,000	11.5	3,000	8.4	**9,000**	**10.2**
Noon to 3 pm	10,000	19.9	9,000	25.0	**20,000**	**22.0**
3 pm to 6 pm	14,000	27.2	9,000	25.6	**24,000**	**26.5**
6 pm to 9 pm	10,000	18.6	8,000	21.1	**18,000**	**19.6**
9 pm to Midnight	6,000	10.9	3,000	9.4	**9,000**	**10.3**
Total	**53,000**	**100.0**	**37,000**	**100.0**	**90,000**	**100.0**

*Includes 7 motorcyclists killed on unknown day of week.

Figure 28

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



Note: Motorcyclists include motorcycle riders (operators) and passengers.

Table 92

Motorcyclists Killed, by Person Type and Helmet Use

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Riders	2,311	55.6	1,742	41.9	105	2.5	**4,158**	**100.0**
Passengers	128	42.1	169	55.6	7	2.3	**304**	**100.0**
Total	**2,439**	**54.7**	**1,911**	**42.8**	**112**	**2.5**	**4,462**	**100.0**

Table 93

Motorcycle Riders 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	13	3	1	1	0	**18**
16-20	23	3	57	130	6	**219**
21-24	17	5	110	313	6	**451**
25-34	23	6	264	602	9	**904**
35-44	21	5	229	714	9	**978**
45-54	11	9	157	915	5	**1,097**
55-64	5	3	60	617	2	**687**
65-74	2	0	4	188	3	**197**
>74	1	0	1	33	0	**35**
Unknown	2	0	0	0	5	**7**
Total	**118**	**34**	**883**	**3,513**	**45**	**4,593**

Table 94

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

Age (Years)	Vehicle Type		Total
	Bus	Other Vehicle	
<5	0	0	**0**
5-9	3	5	**8**
10-15	4	1	**5**
>15	6	2	**8**
Total	**13**	**8**	**21**

Table 95

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

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	2	1.7	1,000	7.6
School Bus Passenger	3	2.5	6,000	47.2
Pedestrian	21	17.8	1,000	4.4
Pedalcyclist	1	0.8	*	0.3
Occupant of Other Vehicle	91	77.1	5,000	40.4
Other Nonoccupants	0	0.0	*	0.1
Total	**118**	**100.0**	**13,000**	**100.0**

*Less than 500.

Table 96

Pedestrians Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
<5	16	17.2	76	81.7	**93**	**100.0**
5-9	26	36.1	45	62.5	**72**	**100.0**
10-15	30	27.0	78	70.3	**111**	**100.0**
16-20	49	21.1	180	77.6	**232**	**100.0**
21-24	41	15.1	230	84.6	**272**	**100.0**
25-34	84	15.6	447	82.9	**539**	**100.0**
35-44	114	18.8	487	80.5	**605**	**100.0**
45-54	179	22.0	624	76.8	**813**	**100.0**
55-64	169	30.3	388	69.5	**558**	**100.0**
65-74	127	34.9	233	64.0	**364**	**100.0**
>74	144	35.0	259	63.0	**411**	**100.0**
Unknown	7	31.8	14	63.6	**22**	**100.0**
Total	**986**	**24.1**	**3,061**	**74.8**	***4,092**	**100.0**
Pedestrians Injured						
<5	1,000	50.0	1,000	49.3	**2,000**	**100.0**
5-9	2,000	42.5	3,000	55.4	**5,000**	**100.0**
10-15	4,000	48.4	4,000	51.0	**8,000**	**100.0**
16-20	3,000	46.2	3,000	45.1	**6,000**	**100.0**
21-24	2,000	52.1	2,000	46.3	**5,000**	**100.0**
25-34	4,000	53.0	3,000	40.1	**8,000**	**100.0**
35-44	2,000	38.2	3,000	54.3	**6,000**	**100.0**
45-54	4,000	52.1	3,000	41.5	**8,000**	**100.0**
55-64	2,000	43.5	3,000	47.5	**5,000**	**100.0**
65-74	2,000	63.4	1,000	32.2	**3,000**	**100.0**
>74	2,000	60.5	1,000	38.8	**3,000**	**100.0**
Total	**29,000**	**49.1**	**27,000**	**45.9**	****59,000**	**100.0**

*Includes 45 pedestrians killed at other or unknown locations.
**Includes 3,000 pedestrians injured at other or unknown locations.

Table 97

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	57	10,887	0.52	36	10,413	0.35	**93**	**21,300**	**0.44**
5-9	47	10,536	0.45	25	10,074	0.25	**72**	**20,610**	**0.35**
10-15	71	12,340	0.58	40	11,767	0.34	**111**	**24,107**	**0.46**
16-20	165	11,166	1.48	67	10,578	0.63	**232**	**21,744**	**1.07**
21-24	196	8,861	2.21	76	8,339	0.91	**272**	**17,200**	**1.58**
25-34	390	21,224	1.84	149	20,343	0.73	**539**	**41,566**	**1.30**
35-44	424	20,857	2.03	181	20,673	0.88	**605**	**41,530**	**1.46**
45-54	582	21,973	2.65	231	22,619	1.02	**813**	**44,592**	**1.82**
55-64	395	16,782	2.35	163	18,005	0.91	**558**	**34,787**	**1.60**
65-74	227	9,593	2.37	137	11,199	1.22	**364**	**20,792**	**1.75**
>74	245	7,230	3.39	166	11,548	1.44	**411**	**18,779**	**2.19**
Unknown	15	*	*	6	*	*	**22**	*	*
Total	**2,814**	**151,449**	**1.86**	**1,277**	**155,557**	**0.82**	****4,092**	**307,007**	**1.33**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	1,000	10,887	12	1,000	10,413	7	**2,000**	**21,300**	**9**
5-9	3,000	10,536	27	2,000	10,074	19	**5,000**	**20,610**	**23**
10-15	4,000	12,340	33	4,000	11,767	32	**8,000**	**24,107**	**33**
16-20	3,000	11,166	28	3,000	10,578	26	**6,000**	**21,744**	**27**
21-24	3,000	8,861	33	2,000	8,339	22	**5,000**	**17,200**	**28**
25-34	4,000	21,224	18	5,000	20,343	22	**8,000**	**41,566**	**20**
35-44	4,000	20,857	18	2,000	20,673	9	**6,000**	**41,530**	**14**
45-54	4,000	21,973	18	4,000	22,619	19	**8,000**	**44,592**	**18**
55-64	3,000	16,782	16	3,000	18,005	15	**5,000**	**34,787**	**16**
65-74	2,000	9,593	19	1,000	11,199	12	**3,000**	**20,792**	**15**
>74	1,000	7,230	14	2,000	11,548	15	**3,000**	**18,779**	**15**
Total	**31,000**	**151,449**	**21**	**27,000**	**155,557**	**18**	**59,000**	**307,007**	**19**

*Not applicable.
**Includes 1 pedestrian fatality of unknown sex.
Note: Totals may not equal sum of components due to independent rounding.
Source: Population—Bureau of the Census.

Table 98

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

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
Midnight to 3 am	183	7.8	313	18.2	**496**	**12.1**
3 am to 6 am	175	7.4	204	11.8	**379**	**9.3**
6 am to 9 am	289	12.2	54	3.1	**343**	**8.4**
9 am to Noon	184	7.8	49	2.8	**233**	**5.7**
Noon to 3 pm	184	7.8	54	3.1	**238**	**5.8**
3 pm to 6 pm	329	13.9	111	6.4	**440**	**10.8**
6 pm to 9 pm	556	23.6	460	26.7	**1,016**	**24.8**
9 pm to Midnight	444	18.8	474	27.5	**918**	**22.4**
Unknown	16	0.7	5	0.3	**29**	**0.7**
Total	**2,360**	**100.0**	**1,724**	**100.0**	***4,092**	**100.0**
Pedestrians Injured						
Midnight to 3 am	1,000	1.8	1,000	7.0	**2,000**	**3.5**
3 am to 6 am	**	0.9	1,000	6.1	**2,000**	**2.6**
6 am to 9 am	5,000	11.4	1,000	2.7	**5,000**	**8.6**
9 am to Noon	4,000	9.8	1,000	7.2	**5,000**	**8.9**
Noon to 3 pm	8,000	19.2	1,000	7.6	**9,000**	**15.4**
3 pm to 6 pm	10,000	24.3	4,000	21.0	**14,000**	**23.3**
6 pm to 9 pm	9,000	21.8	6,000	30.3	**14,000**	**24.6**
9 pm to Midnight	4,000	10.7	3,000	18.2	**8,000**	**13.2**
Total	**40,000**	**100.0**	**19,000**	**100.0**	**59,000**	**100.0**

*Includes 8 pedestrians killed at unknown time of day and day of week.
**Less than 500.

Figure 29

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

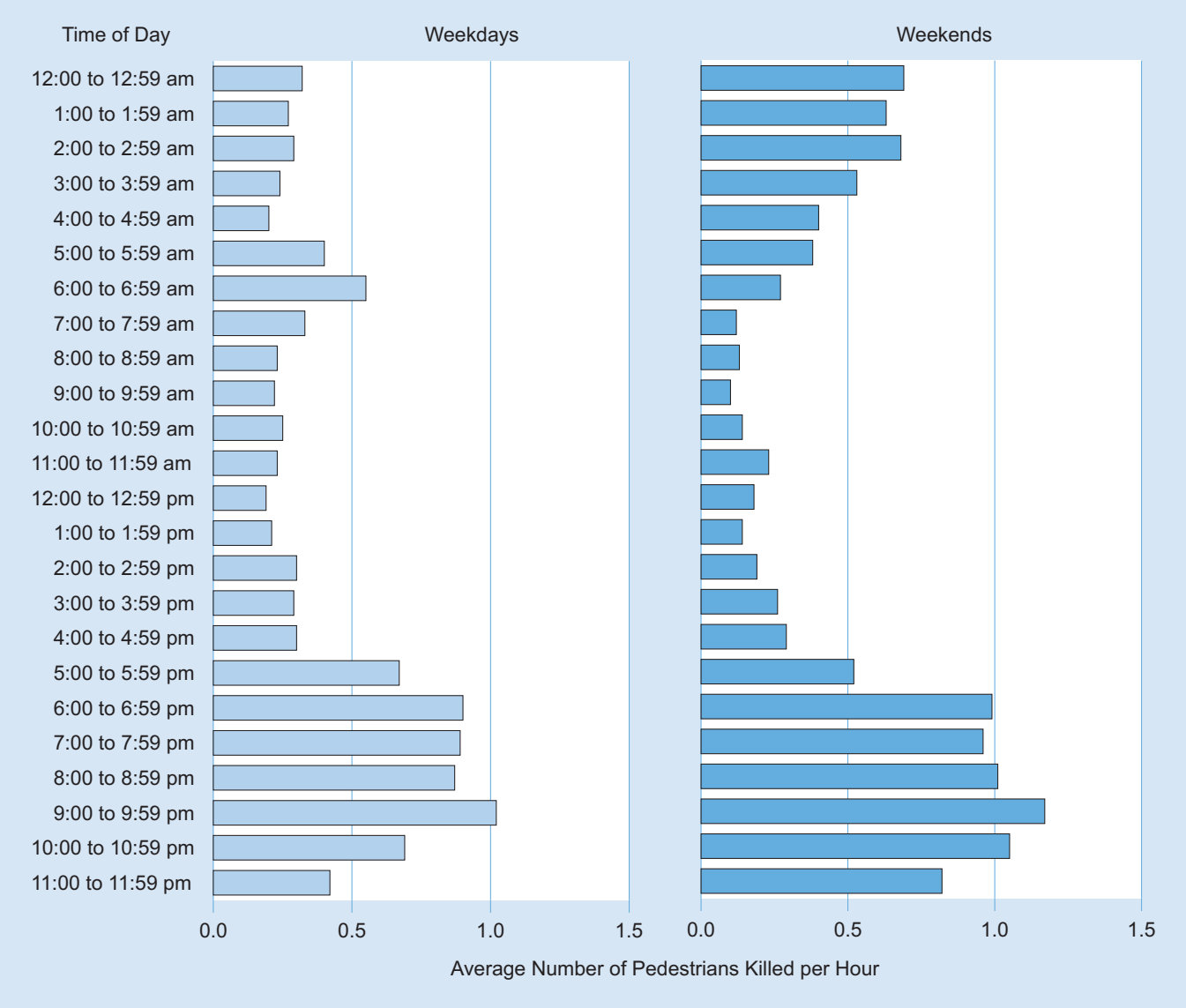


Table 99
Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed												
Passenger Car	1,420	92.6	23	1.5	29	1.9	15	1.0	47	3.1	**1,534**	**100.0**
Light Truck	1,411	89.2	45	2.8	20	1.3	49	3.1	57	3.6	**1,582**	**100.0**
Large Truck	141	66.2	11	5.2	10	4.7	22	10.3	29	13.6	**213**	**100.0**
Bus	41	73.2	4	7.1	2	3.6	1	1.8	8	14.3	**56**	**100.0**
Other/Unknown	217	65.0	2	0.6	2	0.6	2	0.6	111	33.2	**334**	**100.0**
Total	**3,230**	**86.9**	**85**	**2.3**	**63**	**1.7**	**89**	**2.4**	**252**	**6.8**	**3,719**	**100.0**
Pedestrians Injured												
Passenger Car	22,000	69.9	5,000	16.9	3,000	9.9	1,000	2.9	*	0.4	**31,000**	**100.0**
Light Truck	16,000	66.6	4,000	16.1	3,000	10.7	1,000	6.2	*	0.3	**23,000**	**100.0**
Other	1,000	57.4	1,000	28.7	*	7.6	*	1.4	*	4.9	**2,000**	**100.0**
Total	**39,000**	**68.2**	**10,000**	**17.0**	**6,000**	**10.1**	**2,000**	**4.2**	*	**0.5**	**57,000**	**100.0**

*Less than 500.

Table 100
Pedestrians Killed, by Related Factors

Factors	Number	Percent
Improper crossing of roadway or intersection	842	20.6
Walking, playing, working, etc., in roadway	703	17.2
Failure to yield right of way	662	16.2
Under the influence of alcohol, drugs or medication	558	13.6
Darting or running into road	469	11.5
Not visible	446	10.9
Inattentive (talking, eating, etc.)	71	1.7
Failure to obey traffic signs, signals, or officer	63	1.5
Physical impairment	53	1.3
Emotional (e.g., depression, angry, disturbed)	17	0.4
Portable electronic devices	14	0.3
Getting on/off/in/out of transport vehicle	13	0.3
Ill, blackout	12	0.3
Nonmotorist pushing vehicle	6	0.1
Other factors	93	2.3
None reported	1,410	34.5
Unknown	89	2.2
Total Pedestrians	**4,092**	**100.0**

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

Table 101

Pedalcyclists Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
<5	1	33.3	2	66.7	**3**	**100.0**
5-9	7	38.9	11	61.1	**18**	**100.0**
10-15	26	40.6	38	59.4	**64**	**100.0**
16-20	15	40.5	22	59.5	**37**	**100.0**
21-24	11	37.9	18	62.1	**29**	**100.0**
25-34	24	33.8	47	66.2	**71**	**100.0**
35-44	33	31.4	70	66.7	**105**	**100.0**
45-54	34	24.5	103	74.1	**139**	**100.0**
55-64	27	30.7	60	68.2	**88**	**100.0**
65-74	23	43.4	30	56.6	**53**	**100.0**
>74	8	34.8	15	65.2	**23**	**100.0**
Unknown	0	0.0	0	0.0	**0**	**0.0**
Total	**209**	**33.2**	**416**	**66.0**	***630**	**100.0**
Pedalcyclists Injured						
<5	**	78.7	**	21.3	**	**100.0**
5-9	1,000	61.3	1,000	38.7	**2,000**	**100.0**
10-15	5,000	60.5	3,000	39.3	**8,000**	**100.0**
16-20	5,000	66.4	2,000	33.4	**7,000**	**100.0**
21-24	4,000	53.7	3,000	46.0	**7,000**	**100.0**
25-34	7,000	69.1	3,000	30.3	**10,000**	**100.0**
35-44	2,000	68.4	1,000	30.6	**4,000**	**100.0**
45-54	4,000	53.2	4,000	46.4	**8,000**	**100.0**
55-64	1,000	34.4	2,000	54.3	**4,000**	**100.0**
65-74	**	42.4	1,000	57.6	**1,000**	**100.0**
>74	**	49.2	**	50.8	**	**100.0**
Total	**30,000**	**59.2**	**20,000**	**39.6**	**51,000**	**100.0**

*Includes 5 pedalcyclists killed at other or unknown location.
**Less than 500.

Table 102

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	3	10,887	0.03	0	10,413	0.00	**3**	**21,300**	**0.01**
5-9	12	10,536	0.11	6	10,074	0.06	**18**	**20,610**	**0.09**
10-15	50	12,340	0.41	14	11,767	0.12	**64**	**24,107**	**0.27**
16-20	32	11,166	0.29	5	10,578	0.05	**37**	**21,744**	**0.17**
21-24	23	8,861	0.26	6	8,339	0.07	**29**	**17,200**	**0.17**
25-34	60	21,224	0.28	11	20,343	0.05	**71**	**41,566**	**0.17**
35-44	93	20,857	0.45	12	20,673	0.06	**105**	**41,530**	**0.25**
45-54	124	21,973	0.56	15	22,619	0.07	**139**	**44,592**	**0.31**
55-64	82	16,782	0.49	6	18,005	0.03	**88**	**34,787**	**0.25**
65-74	49	9,593	0.51	4	11,199	0.04	**53**	**20,792**	**0.25**
>74	21	7,230	0.29	2	11,548	0.02	**23**	**18,779**	**0.12**
Total	**549**	**151,449**	**0.36**	**81**	**155,557**	**0.05**	630	307,007	0.21

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	*	10,887	4	*	10,413	**	*	**21,300**	**2**
5-9	2,000	10,536	17	*	10,074	4	**2,000**	**20,610**	**11**
10-15	6,000	12,340	50	2,000	11,767	14	**8,000**	**24,107**	**32**
16-20	6,000	11,166	51	1,000	10,578	12	**7,000**	**21,744**	**32**
21-24	4,000	8,861	50	2,000	8,339	25	**7,000**	**17,200**	**38**
25-34	8,000	21,224	40	1,000	20,343	7	**10,000**	**41,566**	**24**
35-44	3,000	20,857	15	*	20,673	2	**4,000**	**41,530**	**9**
45-54	6,000	21,973	28	2,000	22,619	8	**8,000**	**44,592**	**18**
55-64	3,000	16,782	19	1,000	18,005	5	**4,000**	**34,787**	**12**
65-74	1,000	9,593	9	*	11,199	1	**1,000**	**20,792**	**5**
>74	*	7,230	3	*	11,548	1	*	**18,779**	**2**
Total	**41,000**	**151,449**	**27**	**10,000**	**155,557**	**7**	51,000	307,007	17

*Less than 500.
**Less than 0.5.
Note: Totals may not equal sum of components due to independent rounding.
Source: Population—Bureau of the Census.

Table 103

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

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
Midnight to 3 am	22	5.4	24	10.7	**46**	**7.3**
3 am to 6 am	15	3.7	16	7.1	**31**	**4.9**
6 am to 9 am	51	12.6	21	9.4	**72**	**11.4**
9 am to Noon	52	12.8	16	7.1	**68**	**10.8**
Noon to 3 pm	56	13.8	21	9.4	**77**	**12.2**
3 pm to 6 pm	89	21.9	28	12.5	**117**	**18.6**
6 pm to 9 pm	85	20.9	53	23.7	**138**	**21.9**
9 pm to Midnight	35	8.6	45	20.1	**80**	**12.7**
Unknown	1	0.2	0	0.0	**1**	**0.2**
Total	**406**	**100.0**	**224**	**100.0**	**630**	**100.0**
Pedalcyclists Injured						
Midnight to 3 am	*	0.5	*	1.2	*	**0.7**
3 am to 6 am	*	1.1	*	0.7	*	**1.0**
6 am to 9 am	5,000	14.7	*	2.4	**6,000**	**11.3**
9 am to Noon	4,000	12.3	2,000	13.3	**6,000**	**12.6**
Noon to 3 pm	6,000	15.6	2,000	14.5	**8,000**	**15.3**
3 pm to 6 pm	12,000	32.0	5,000	34.5	**17,000**	**32.7**
6 pm to 9 pm	7,000	20.0	3,000	18.4	**10,000**	**19.6**
9 pm to Midnight	1,000	3.7	2,000	15.0	**3,000**	**6.9**
Total	**37,000**	**100.0**	**14,000**	**100.0**	**51,000**	**100.0**

*Less than 500.

Table 104

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

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed												
Passenger Car	220	92.8	8	3.4	5	2.1	1	0.4	3	1.3	**237**	**100.0**
Light Truck	239	88.5	17	6.3	3	1.1	9	3.3	2	0.7	**270**	**100.0**
Large Truck	25	45.5	15	27.3	5	9.1	6	10.9	4	7.3	**55**	**100.0**
Bus	3	60.0	1	20.0	0	0.0	1	20.0	0	0.0	**5**	**100.0**
Other/Unknown	22	66.7	2	6.1	0	0.0	0	0.0	9	27.3	**33**	**100.0**
Total	**509**	**84.8**	**43**	**7.2**	**13**	**2.2**	**17**	**2.8**	**18**	**3.0**	**600**	**100.0**
Pedalcyclists Injured												
Passenger Car	18,000	63.8	6,000	20.4	4,000	12.7	1,000	3.1	*	*	**29,000**	**100.0**
Light Truck	12,000	55.7	7,000	33.0	2,000	8.6	1,000	2.8	*	*	**21,000**	**100.0**
Other	*	38.7	*	50.1	*	5.2	*	3.0	*	3.0	**1,000**	**100.0**
Total	**30,000**	**60.1**	**13,000**	**26.1**	**5,000**	**10.9**	**1,000**	**2.9**	*	*	**51,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 105

Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	117	18.6
Under the influence of alcohol, drugs or medication	67	10.6
Failure to obey (e.g., signs, control devices, officers)	60	9.5
Walking, playing, working, etc., in roadway	51	8.1
Improper crossing of roadway or intersection	44	7.0
Operating without required equipment	38	6.0
Not visible	34	5.4
Darting into road	32	5.1
Riding on wrong side of road	25	4.0
Making improper turn	19	3.0
Improper lane changing	18	2.9
Failure to keep in proper lane or running off road	17	2.7
Inattentive (talking, eating, etc.)	11	1.7
Improper entry to or exit from trafficway	4	0.6
Failing to have lights on when required	2	0.3
Portable electronic devices	2	0.3
Erratic, reckless, careless, or negligent operation	0	0.0
Other factors	25	4.0
None reported	239	37.9
Unknown	19	3.0
Total Pedalcyclists	**630**	**100.0**

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

Chapter 5

STATES

CHAPTER 5 ■ STATES

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

- Traffic fatalities dropped by 10 percent from 2008 to 2009 for the Nation as a whole. Forty-one States, the District of Columbia, and Puerto Rico showed decreases, ranging from 1 percent to as much as 26 percent.
- The pedestrian fatality rate per 100,000 population was 1.33 for the Nation. Florida had the highest rate (2.51), and Wyoming, with two pedestrian fatalities, had the lowest rate (0.37).
- About 1.9 percent of all traffic crash fatalities in 2009 were pedalcyclists. Maine, Rhode Island, South Dakota, Vermont, West Virginia, and the District of Columbia reported no pedalcyclists killed.
- In 2009, all 50 States, the District of Columbia, and Puerto Rico had seat 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 2009. Twenty-seven States had helmet requirements with exceptions (age, rider type, roadway type), and three States (Illinois, Iowa, and New Hampshire) did not require helmets at all.
- In 2009, 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.

Table 106

2009 Traffic Fatalities by State and Percent Change from 2008

State	Fatalities			State	Fatalities		
	2008	2009	Percent Change		2008	2009	Percent Change
AL	969	848	-12	NE	208	223	+7
AK	62	64	+3	NV	324	243	-25
AZ	938	807	-14	NH	138	110	-20
AR	600	585	-3	NJ	590	583	-1
CA	3,434	3,081	-10	NM	366	361	-1
CO	548	465	-15	NY	1,238	1,156	-7
CT	302	223	-26	NC	1,428	1,314	-8
DE	121	116	-4	ND	104	140	+35
DC	34	29	-15	OH	1,191	1,021	-14
FL	2,980	2,558	-14	OK	750	738	-2
GA	1,495	1,284	-14	OR	416	377	-9
HI	107	109	+2	PA	1,468	1,256	-14
ID	232	226	-3	RI	65	83	+28
IL	1,043	911	-13	SC	921	894	-3
IN	820	693	-15	SD	121	131	+8
IA	412	372	-10	TN	1,043	989	-5
KS	384	386	+1	TX	3,476	3,071	-12
KY	825	791	-4	UT	276	244	-12
LA	916	821	-10	VT	73	74	+1
ME	155	159	+3	VA	825	757	-8
MD	591	547	-7	WA	521	492	-6
MA	364	334	-8	WV	378	356	-6
MI	980	871	-11	WI	605	561	-7
MN	455	421	-7	WY	159	134	-16
MS	783	700	-11	**USA**	**37,423**	**33,808**	**-10**
MO	960	878	-9				
MT	229	221	-3	PR	405	365	-10

Figure 30

2009 Traffic Fatalities by State and Percent Change from 2008

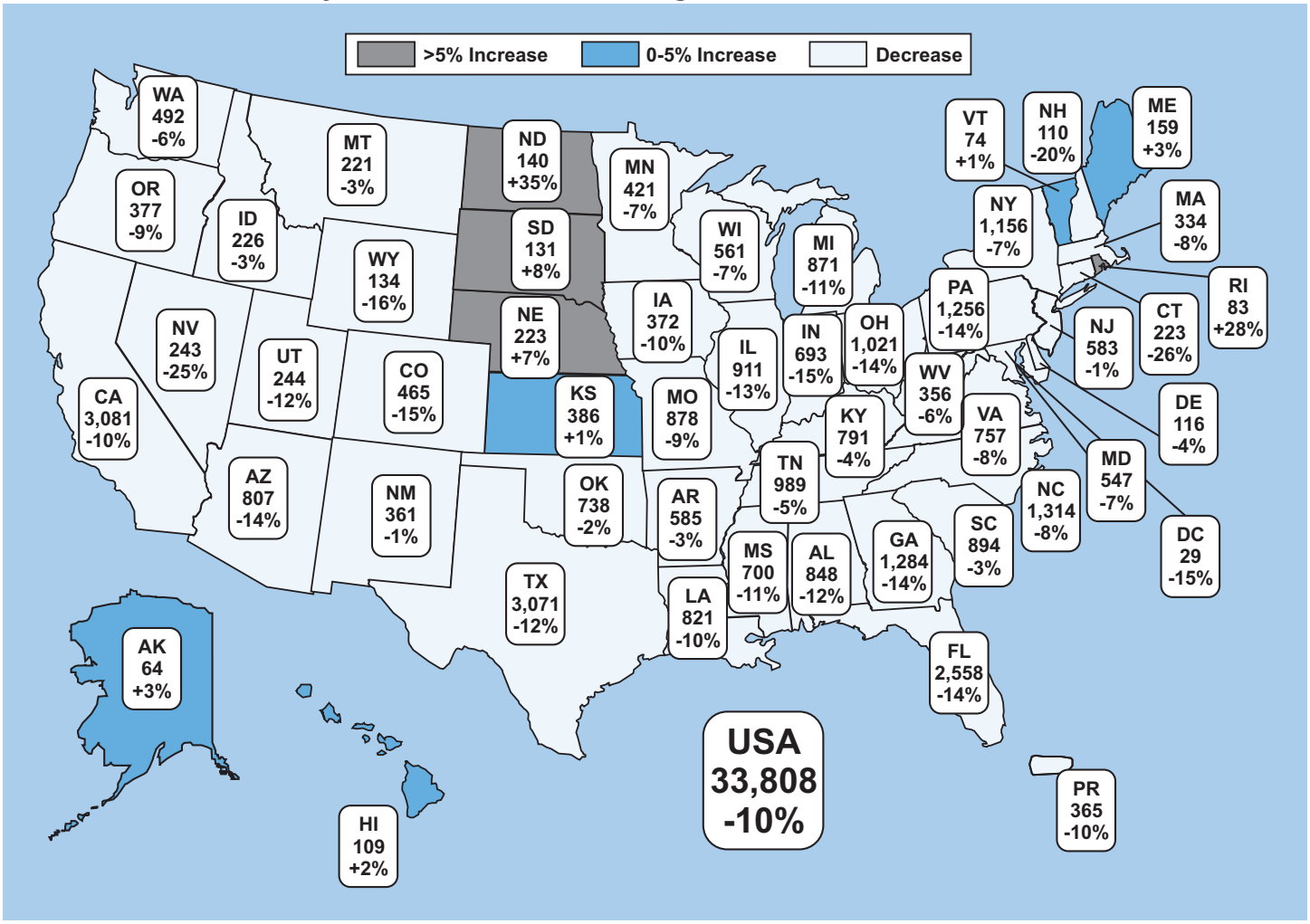


Table 107
Fatal Crashes, by State and First Harmful Event

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	Number	Percent
AL	290	37.5	65	8.4	337	43.5	14	1.8	65	8.4	3	0.4	**774**	**100.0**
AK	21	35.6	12	20.3	11	18.6	3	5.1	8	13.6	4	6.8	**59**	**100.0**
AZ	222	31.3	143	20.1	161	22.7	19	2.7	134	18.9	13	1.8	**710**	**100.0**
AR	202	38.6	39	7.5	196	37.5	12	2.3	64	12.2	9	1.7	**523**	**100.0**
CA	913	32.4	657	23.3	861	30.6	80	2.8	261	9.3	44	1.6	**2,816**	**100.0**
CO	142	32.5	60	13.7	121	27.7	15	3.4	96	22.0	3	0.7	**437**	**100.0**
CT	68	32.4	24	11.4	101	48.1	2	1.0	14	6.7	1	0.5	**210**	**100.0**
DE	37	36.6	21	20.8	38	37.6	1	1.0	3	3.0	1	1.0	**101**	**100.0**
DC	8	28.6	12	42.9	6	21.4	1	3.6	0	0.0	1	3.6	**28**	**100.0**
FL	842	35.5	565	23.8	684	28.9	46	1.9	204	8.6	28	1.2	**2,369**	**100.0**
GA	446	38.1	165	14.1	440	37.5	23	2.0	89	7.6	7	0.6	**1,172**	**100.0**
HI	25	25.3	18	18.2	42	42.4	5	5.1	9	9.1	0	0.0	**99**	**100.0**
ID	66	33.2	16	8.0	61	30.7	5	2.5	48	24.1	3	1.5	**199**	**100.0**
IL	349	41.9	123	14.8	233	28.0	28	3.4	87	10.5	12	1.4	**832**	**100.0**
IN	268	42.4	56	8.9	224	35.4	26	4.1	43	6.8	15	2.4	**632**	**100.0**
IA	149	44.0	22	6.5	77	22.7	12	3.5	75	22.1	4	1.2	**339**	**100.0**
KS	131	37.6	27	7.8	103	29.6	14	4.0	71	20.4	2	0.6	**348**	**100.0**
KY	313	42.9	46	6.3	296	40.5	14	1.9	55	7.5	6	0.8	**730**	**100.0**
LA	255	35.1	110	15.2	291	40.1	12	1.7	54	7.4	4	0.6	**726**	**100.0**
ME	71	46.4	11	7.2	64	41.8	2	1.3	4	2.6	1	0.7	**153**	**100.0**
MD	183	35.7	116	22.6	172	33.5	12	2.3	24	4.7	5	1.0	**513**	**100.0**
MA	99	32.1	52	16.9	113	36.7	17	5.5	22	7.1	3	1.0	**308**	**100.0**
MI	353	43.8	129	16.0	227	28.2	30	3.7	56	6.9	11	1.4	**806**	**100.0**
MN	151	40.7	50	13.5	99	26.7	13	3.5	53	14.3	5	1.3	**371**	**100.0**
MS	208	33.0	68	10.8	249	39.5	22	3.5	84	13.3	0	0.0	**631**	**100.0**
MO	294	37.4	67	8.5	312	39.7	23	2.9	82	10.4	8	1.0	**786**	**100.0**
MT	56	28.3	15	7.6	53	26.8	7	3.5	62	31.3	5	2.5	**198**	**100.0**
NE	100	48.8	12	5.9	55	26.8	5	2.4	33	16.1	0	0.0	**205**	**100.0**
NV	81	36.3	41	18.4	55	24.7	5	2.2	39	17.5	2	0.9	**223**	**100.0**
NH	39	40.2	9	9.3	34	35.1	3	3.1	10	10.3	2	2.1	**97**	**100.0**

Table 107
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	Number	Percent
NJ	183	33.3	157	28.6	170	31.0	18	3.3	16	2.9	5	0.9	**549**	**100.0**
NM	112	35.1	41	12.9	39	12.2	6	1.9	118	37.0	3	0.9	**319**	**100.0**
NY	365	34.2	310	29.1	329	30.8	37	3.5	16	1.5	9	0.8	**1,067**	**100.0**
NC	450	37.3	159	13.2	469	38.8	22	1.8	94	7.8	14	1.2	**1,208**	**100.0**
ND	48	41.4	4	3.4	17	14.7	4	3.4	41	35.3	2	1.7	**116**	**100.0**
OH	392	41.5	102	10.8	372	39.4	22	2.3	44	4.7	12	1.3	**944**	**100.0**
OK	231	35.7	39	6.0	249	38.5	16	2.5	97	15.0	15	2.3	**647**	**100.0**
OR	108	32.6	44	13.3	93	28.1	9	2.7	69	20.8	8	2.4	**331**	**100.0**
PA	455	39.8	133	11.6	470	41.1	28	2.4	51	4.5	5	0.4	**1,143**	**100.0**
RI	19	25.0	16	21.1	33	43.4	2	2.6	4	5.3	2	2.6	**76**	**100.0**
SC	274	33.5	97	11.9	352	43.1	21	2.6	70	8.6	3	0.4	**817**	**100.0**
SD	28	25.0	4	3.6	17	15.2	9	8.0	52	46.4	2	1.8	**112**	**100.0**
TN	310	33.8	77	8.4	438	47.7	17	1.9	63	6.9	13	1.4	**918**	**100.0**
TX	1,034	37.2	357	12.9	875	31.5	74	2.7	389	14.0	44	1.6	**2,776**	**100.0**
UT	79	36.4	21	9.7	45	20.7	8	3.7	52	24.0	12	5.5	**217**	**100.0**
VT	26	37.7	4	5.8	28	40.6	5	7.2	5	7.2	1	1.4	**69**	**100.0**
VA	217	31.2	78	11.2	349	50.2	18	2.6	28	4.0	5	0.7	**695**	**100.0**
WA	152	33.6	69	15.2	140	30.9	9	2.0	76	16.8	7	1.5	**453**	**100.0**
WV	99	30.6	21	6.5	156	48.1	6	1.9	38	11.7	4	1.2	**324**	**100.0**
WI	199	39.4	42	8.3	169	33.5	20	4.0	65	12.9	10	2.0	**505**	**100.0**
WY	27	23.3	4	3.4	29	25.0	5	4.3	45	38.8	6	5.2	**116**	**100.0**
USA	**11,190**	**36.3**	**4,530**	**14.7**	**10,555**	**34.3**	**827**	**2.7**	**3,282**	**10.7**	**384**	**1.2**	***30,797**	**100.0**
PR	95	27.7	125	36.4	100	29.2	9	2.6	1	0.3	13	3.8	**343**	**100.0**

*Total includes 29 crashes with unknown first harmful event.

Table 108
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	31	36	70	93	128	195	141	80	**774**
AK	12	8	0	11	11	11	4	2	**59**
AZ	88	30	25	169	131	143	121	3	**710**
AR	35	21	8	133	90	120	116	0	**523**
CA	137	255	286	906	436	357	439	0	**2,816**
CO	53	19	20	144	97	55	49	0	**437**
CT	5	30	22	45	45	32	31	0	**210**
DE	0	4	0	39	6	33	16	3	**101**
DC	0	3	0	0	0	0	25	0	**28**
FL	85	186	74	785	273	48	841	77	**2,369**
GA	78	82	8	234	308	226	191	45	**1,172**
HI	0	5	5	29	31	17	12	0	**99**
ID	20	6	2	68	25	44	25	9	**199**
IL	51	71	7	220	184	172	127	0	**832**
IN	40	17	0	0	110	158	307	0	**632**
IA	26	16	0	78	45	83	91	0	**339**
KS	28	0	4	93	69	67	87	0	**348**
KY	56	21	4	152	110	247	139	1	**730**
LA	43	67	4	121	149	215	92	35	**726**
ME	10	0	0	32	44	33	34	0	**153**
MD	3	52	38	134	122	108	51	5	**513**
MA	2	57	84	5	28	4	128	0	**308**
MI	27	36	31	215	193	183	120	1	**806**
MN	13	10	9	88	101	92	57	1	**371**
MS	35	29	12	97	16	316	123	3	**631**
MO	23	66	75	151	145	201	125	0	**786**
MT	36	1	0	58	40	34	28	1	**198**
NE	16	2	2	60	38	36	51	0	**205**
NV	28	13	4	56	65	29	26	2	**223**
NH	13	0	0	0	4	33	47	0	**97**

Table 108

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	2	41	50	194	124	60	78	0	**549**
NM	65	4	3	232	4	6	2	3	**319**
NY	55	14	18	439	123	115	300	3	**1,067**
NC	46	30	22	296	37	447	330	0	**1,208**
ND	12	1	0	44	14	18	27	0	**116**
OH	47	51	28	154	138	309	210	7	**944**
OK	35	46	22	132	142	168	96	6	**647**
OR	30	3	0	106	61	94	36	1	**331**
PA	34	51	26	294	278	232	228	0	**1,143**
RI	2	6	7	14	3	1	16	27	**76**
SC	79	9	0	196	164	367	0	2	**817**
SD	16	2	0	24	19	35	16	0	**112**
TN	50	58	9	205	217	234	145	0	**918**
TX	130	237	174	529	383	533	774	16	**2,776**
UT	43	18	2	56	54	4	40	0	**217**
VT	7	1	2	15	9	17	16	2	**69**
VA	43	50	10	162	161	148	117	4	**695**
WA	20	26	6	177	63	101	29	31	**453**
WV	26	14	3	76	74	82	49	0	**324**
WI	15	12	21	137	103	118	99	0	**505**
WY	22	8	0	29	9	35	13	0	**116**
USA	**1,773**	**1,825**	**1,197**	**7,727**	**5,224**	**6,416**	**6,265**	**370**	**30,797**
PR	29	27	12	66	78	70	61	0	**343**

Table 109
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	35	45	75	106	145	208	151	83	**848**
AK	14	9	0	11	13	11	4	2	**64**
AZ	104	38	25	199	143	165	130	3	**807**
AR	46	23	8	151	102	131	124	0	**585**
CA	155	283	308	1,009	466	397	463	0	**3,081**
CO	56	20	21	157	103	57	51	0	**465**
CT	6	31	25	50	48	32	31	0	**223**
DE	0	6	0	46	6	38	17	3	**116**
DC	0	3	0	0	0	0	26	0	**29**
FL	99	202	79	843	298	49	909	79	**2,558**
GA	99	98	8	258	331	241	201	48	**1,284**
HI	0	5	7	33	32	20	12	0	**109**
ID	21	8	2	81	29	49	27	9	**226**
IL	56	75	10	240	210	181	139	0	**911**
IN	53	24	0	0	112	173	331	0	**693**
IA	29	18	0	90	50	90	95	0	**372**
KS	33	0	4	108	79	69	93	0	**386**
KY	60	25	4	166	119	275	141	1	**791**
LA	51	85	4	127	164	247	105	38	**821**
ME	10	0	0	33	45	35	36	0	**159**
MD	3	58	44	144	125	117	51	5	**547**
MA	4	65	91	5	30	4	135	0	**334**
MI	28	38	33	232	210	200	129	1	**871**
MN	17	12	13	99	111	107	61	1	**421**
MS	40	30	14	108	16	348	141	3	**700**
MO	29	66	80	175	174	224	130	0	**878**
MT	39	1	0	69	47	35	29	1	**221**
NE	19	2	2	66	41	39	54	0	**223**
NV	31	16	4	64	67	32	27	2	**243**
NH	13	0	0	0	5	40	52	0	**110**

Table 109

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	2	46	57	202	132	64	80	0	**583**
NM	73	4	3	266	4	6	2	3	**361**
NY	59	14	19	482	135	127	317	3	**1,156**
NC	57	30	25	328	41	488	345	0	**1,314**
ND	13	1	0	54	17	22	33	0	**140**
OH	50	53	29	166	151	336	227	9	**1,021**
OK	51	48	23	156	165	189	100	6	**738**
OR	38	3	0	128	71	98	38	1	**377**
PA	38	56	28	328	301	264	241	0	**1,256**
RI	3	9	7	15	3	1	17	28	**83**
SC	85	9	0	220	183	395	0	2	**894**
SD	20	2	0	29	22	41	17	0	**131**
TN	58	67	9	223	234	246	152	0	**989**
TX	151	252	187	585	447	604	829	16	**3,071**
UT	50	18	2	65	61	4	44	0	**244**
VT	7	1	3	17	10	17	17	2	**74**
VA	48	58	10	175	179	158	125	4	**757**
WA	23	28	6	199	66	109	29	32	**492**
WV	30	17	3	83	88	85	50	0	**356**
WI	18	14	25	160	110	128	106	0	**561**
WY	26	9	0	36	11	38	14	0	**134**
USA	**2,050**	**2,025**	**1,297**	**8,587**	**5,752**	**7,034**	**6,678**	**385**	**33,808**
PR	31	28	13	72	84	72	65	0	**365**

Table 110

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	3,782	22.42	4,733	17.92	4,709	18.01	**848**
AK	508	12.60	724	8.83	698	9.16	**64**
AZ	4,403	18.33	4,496	17.95	6,596	12.24	**807**
AR	2,065	28.33	2,113	27.68	2,889	20.25	**585**
CA	23,681	13.01	35,209	8.75	36,962	8.34	**3,081**
CO	3,705	12.55	1,524	30.51	5,025	9.25	**465**
CT	2,916	7.65	3,137	7.11	3,518	6.34	**223**
DE	700	16.58	869	13.35	885	13.11	**116**
DC	376	7.71	219	13.23	600	4.84	**29**
FL	14,005	18.26	15,985	16.00	18,538	13.80	**2,558**
GA	6,315	20.33	8,704	14.75	9,829	13.06	**1,284**
HI	890	12.25	945	11.53	1,295	8.42	**109**
ID	1,055	21.42	1,431	15.79	1,546	14.62	**226**
IL	8,301	10.97	10,240	8.90	12,910	7.06	**911**
IN	5,550	12.49	6,053	11.45	6,423	10.79	**693**
IA	2,145	17.34	3,548	10.49	3,008	12.37	**372**
KS	2,045	18.87	2,511	15.37	2,819	13.69	**386**
KY	2,939	26.91	3,653	21.65	4,314	18.34	**791**
LA	3,086	26.60	4,105	20.00	4,492	18.28	**821**
ME	1,014	15.69	1,111	14.31	1,318	12.06	**159**
MD	3,905	14.01	4,567	11.98	5,699	9.60	**547**
MA	4,630	7.21	5,420	6.16	6,594	5.07	**334**
MI	7,083	12.30	8,181	10.65	9,970	8.74	**871**
MN	3,245	12.97	5,047	8.34	5,266	7.99	**421**
MS	1,931	36.26	2,054	34.08	2,952	23.71	**700**
MO	4,218	20.82	5,008	17.53	5,988	14.66	**878**
MT	738	29.95	1,051	21.03	975	22.67	**221**
NE	1,349	16.53	1,844	12.10	1,797	12.41	**223**
NV	1,690	14.38	1,466	16.57	2,643	9.19	**243**
NH	1,034	10.63	1,293	8.51	1,325	8.30	**110**

Table 110

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	5,924	9.84	6,272	9.30	8,708	6.70	**583**
NM	1,378	26.20	1,675	21.56	2,010	17.96	**361**
NY	11,329	10.20	11,591	9.97	19,541	5.92	**1,156**
NC	6,504	20.20	6,175	21.28	9,381	14.01	**1,314**
ND	477	29.38	754	18.56	647	21.64	**140**
OH	7,937	12.86	11,410	8.95	11,543	8.85	**1,021**
OK	2,321	31.80	3,521	20.96	3,687	20.02	**738**
OR	2,842	13.27	3,151	11.96	3,826	9.85	**377**
PA	8,687	14.46	10,267	12.23	12,605	9.96	**1,256**
RI	746	11.13	823	10.09	1,053	7.88	**83**
SC	3,268	27.35	3,721	24.03	4,561	19.60	**894**
SD	602	21.75	989	13.25	812	16.13	**131**
TN	4,477	22.09	5,302	18.65	6,296	15.71	**989**
TX	15,374	19.98	18,647	16.47	24,782	12.39	**3,071**
UT	1,720	14.19	2,514	9.71	2,785	8.76	**244**
VT	507	14.60	586	12.62	622	11.90	**74**
VA	5,348	14.16	6,381	11.86	7,883	9.60	**757**
WA	5,027	9.79	5,810	8.47	6,664	7.38	**492**
WV	1,329	26.79	1,462	24.36	1,820	19.56	**356**
WI	4,105	13.67	5,240	10.71	5,655	9.92	**561**
WY	411	32.62	682	19.64	544	24.62	**134**
USA	**209,618**	**16.13**	**258,958**	**13.06**	**307,007**	**11.01**	**33,808**
PR	—	—	2,647	13.79	3,967	9.20	**365**

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.

Table 111
Persons Killed, by State and Person Type

State	Person Type												Total Killed	
	Driver		Passenger		Motorcyclist		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	538	63.4	162	19.1	76	9.0	64	7.5	6	0.7	2	0.2	**848**	**100.0**
AK	27	42.2	18	28.1	7	10.9	9	14.1	2	3.1	1	1.6	**64**	**100.0**
AZ	314	38.9	195	24.2	121	15.0	120	14.9	25	3.1	32	4.0	**807**	**100.0**
AR	358	61.2	111	19.0	70	12.0	36	6.2	5	0.9	5	0.9	**585**	**100.0**
CA	1,293	42.0	689	22.4	394	12.8	563	18.3	99	3.2	43	1.4	**3,081**	**100.0**
CO	234	50.3	82	17.6	88	18.9	47	10.1	10	2.2	4	0.9	**465**	**100.0**
CT	115	51.6	36	16.1	45	20.2	26	11.7	1	0.4	0	0.0	**223**	**100.0**
DE	55	47.4	26	22.4	14	12.1	15	12.9	6	5.2	0	0.0	**116**	**100.0**
DC	6	20.7	4	13.8	4	13.8	14	48.3	0	0.0	1	3.4	**29**	**100.0**
FL	1,099	43.0	453	17.7	413	16.1	466	18.2	107	4.2	20	0.8	**2,558**	**100.0**
GA	728	56.7	236	18.4	140	10.9	150	11.7	21	1.6	9	0.7	**1,284**	**100.0**
HI	40	36.7	15	13.8	35	32.1	16	14.7	3	2.8	0	0.0	**109**	**100.0**
ID	118	52.2	57	25.2	34	15.0	10	4.4	7	3.1	0	0.0	**226**	**100.0**
IL	459	50.4	190	20.9	130	14.3	111	12.2	20	2.2	1	0.1	**911**	**100.0**
IN	386	55.7	136	19.6	111	16.0	50	7.2	7	1.0	3	0.4	**693**	**100.0**
IA	229	61.6	71	19.1	49	13.2	21	5.6	2	0.5	0	0.0	**372**	**100.0**
KS	226	58.5	86	22.3	47	12.2	22	5.7	5	1.3	0	0.0	**386**	**100.0**
KY	511	64.6	148	18.7	86	10.9	41	5.2	5	0.6	0	0.0	**791**	**100.0**
LA	439	53.5	157	19.1	103	12.5	107	13.0	13	1.6	2	0.2	**821**	**100.0**
ME	99	62.3	25	15.7	24	15.1	11	6.9	0	0.0	0	0.0	**159**	**100.0**
MD	269	49.2	83	15.2	69	12.6	113	20.7	11	2.0	2	0.4	**547**	**100.0**
MA	163	48.8	62	18.6	54	16.2	48	14.4	6	1.8	1	0.3	**334**	**100.0**
MI	443	50.9	175	20.1	109	12.5	118	13.5	19	2.2	7	0.8	**871**	**100.0**
MN	220	52.3	96	22.8	52	12.4	42	10.0	10	2.4	1	0.2	**421**	**100.0**
MS	440	62.9	145	20.7	47	6.7	58	8.3	10	1.4	0	0.0	**700**	**100.0**
MO	519	59.1	199	22.7	87	9.9	68	7.7	2	0.2	3	0.3	**878**	**100.0**
MT	140	63.3	39	17.6	26	11.8	15	6.8	1	0.5	0	0.0	**221**	**100.0**
NE	155	69.5	41	18.4	15	6.7	9	4.0	3	1.3	0	0.0	**223**	**100.0**
NV	101	41.6	58	23.9	42	17.3	35	14.4	6	2.5	1	0.4	**243**	**100.0**
NH	54	49.1	26	23.6	21	19.1	8	7.3	1	0.9	0	0.0	**110**	**100.0**

Table 111
Persons Killed, by State and Person Type (Continued)

State	Person Type												Total Killed	
	Driver		Passenger		Motorcyclist		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	253	43.4	93	16.0	65	11.1	157	26.9	13	2.2	2	0.3	**583**	**100.0**
NM	184	51.0	93	25.8	40	11.1	39	10.8	3	0.8	2	0.6	**361**	**100.0**
NY	461	39.9	203	17.6	155	13.4	306	26.5	29	2.5	2	0.2	**1,156**	**100.0**
NC	734	55.9	256	19.5	155	11.8	146	11.1	16	1.2	7	0.5	**1,314**	**100.0**
ND	88	62.9	40	28.6	7	5.0	4	2.9	1	0.7	0	0.0	**140**	**100.0**
OH	553	54.2	189	18.5	166	16.3	85	8.3	19	1.9	9	0.9	**1,021**	**100.0**
OK	425	57.6	161	21.8	108	14.6	31	4.2	11	1.5	2	0.3	**738**	**100.0**
OR	199	52.8	80	21.2	53	14.1	35	9.3	8	2.1	2	0.5	**377**	**100.0**
PA	675	53.7	216	17.2	204	16.2	134	10.7	15	1.2	12	1.0	**1,256**	**100.0**
RI	31	37.3	17	20.5	19	22.9	16	19.3	0	0.0	0	0.0	**83**	**100.0**
SC	512	57.3	170	19.0	108	12.1	89	10.0	11	1.2	4	0.4	**894**	**100.0**
SD	75	57.3	33	25.2	16	12.2	4	3.1	0	0.0	3	2.3	**131**	**100.0**
TN	574	58.0	211	21.3	121	12.2	70	7.1	9	0.9	4	0.4	**989**	**100.0**
TX	1,628	53.0	614	20.0	426	13.9	344	11.2	48	1.6	11	0.4	**3,071**	**100.0**
UT	119	48.8	70	28.7	30	12.3	19	7.8	5	2.0	1	0.4	**244**	**100.0**
VT	49	66.2	11	14.9	8	10.8	5	6.8	0	0.0	1	1.4	**74**	**100.0**
VA	437	57.7	154	20.3	77	10.2	73	9.6	11	1.5	5	0.7	**757**	**100.0**
WA	242	49.2	109	22.2	69	14.0	61	12.4	9	1.8	2	0.4	**492**	**100.0**
WV	230	64.6	79	22.2	25	7.0	21	5.9	0	0.0	1	0.3	**356**	**100.0**
WI	319	56.9	108	19.3	84	15.0	38	6.8	7	1.2	5	0.9	**561**	**100.0**
WY	74	55.2	42	31.3	13	9.7	2	1.5	2	1.5	1	0.7	**134**	**100.0**
USA	**17,640**	**52.2**	**6,770**	**20.0**	**4,462**	**13.2**	**4,092**	**12.1**	**630**	**1.9**	**214**	**0.6**	33,808	**100.0**
PR	116	31.8	64	17.5	54	14.8	109	29.9	17	4.7	5	1.4	**365**	**100.0**

Table 112
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	11	8	24	112	69	135	128	123	98	66	67	7	**848**
AK	3	1	1	8	4	14	8	14	4	5	2	0	**64**
AZ	19	11	20	71	68	141	120	118	103	58	68	10	**807**
AR	7	9	12	59	44	107	90	106	71	49	30	1	**585**
CA	52	49	58	351	336	529	392	500	343	204	263	4	**3,081**
CO	4	4	9	45	49	77	64	85	59	33	36	0	**465**
CT	2	1	2	30	26	48	34	28	27	8	16	1	**223**
DE	1	5	7	13	11	15	14	24	5	12	9	0	**116**
DC	0	0	1	2	3	8	5	5	2	1	1	1	**29**
FL	21	23	42	251	266	412	365	438	289	209	238	4	**2,558**
GA	12	19	24	113	120	233	190	196	174	118	83	2	**1,284**
HI	1	2	1	16	16	22	17	13	11	4	6	0	**109**
ID	3	4	9	28	15	32	38	31	29	19	18	0	**226**
IL	12	12	12	98	94	161	137	141	91	51	102	0	**911**
IN	7	8	19	78	68	122	108	106	58	54	64	1	**693**
IA	6	2	11	37	29	60	57	62	42	37	28	1	**372**
KS	6	2	7	55	35	74	39	57	40	32	39	0	**386**
KY	14	3	14	84	76	145	112	127	89	58	69	0	**791**
LA	13	10	24	114	74	158	136	136	72	41	42	1	**821**
ME	1	2	1	17	17	26	19	25	22	11	18	0	**159**
MD	1	5	12	66	54	86	59	108	60	44	48	4	**547**
MA	3	3	7	34	43	55	45	53	37	29	25	0	**334**
MI	7	11	17	110	59	140	114	152	93	54	113	1	**871**
MN	10	4	8	42	31	54	65	63	60	27	57	0	**421**
MS	10	6	25	97	61	128	109	107	78	33	46	0	**700**
MO	9	10	16	107	85	140	135	141	96	55	83	1	**878**
MT	2	4	6	32	23	36	32	32	22	21	11	0	**221**
NE	2	2	8	30	21	38	36	32	18	14	22	0	**223**
NV	3	3	6	28	31	29	33	43	33	20	14	0	**243**
NH	1	2	1	14	9	7	8	29	18	11	10	0	**110**

Table 112
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	2	5	10	54	47	91	79	86	72	51	86	0	**583**
NM	11	5	9	45	33	57	59	52	34	23	29	4	**361**
NY	14	19	25	130	116	191	132	158	125	96	138	12	**1,156**
NC	17	18	23	165	146	217	171	213	150	81	111	2	**1,314**
ND	2	2	2	20	10	24	17	20	19	4	19	1	**140**
OH	13	9	23	124	72	158	160	177	113	74	98	0	**1,021**
OK	11	9	24	88	66	114	125	112	70	63	56	0	**738**
OR	2	3	9	45	32	62	56	61	45	27	35	0	**377**
PA	9	10	21	152	127	189	164	216	121	88	158	1	**1,256**
RI	0	0	1	14	7	11	8	20	4	10	8	0	**83**
SC	8	8	15	102	85	174	137	144	107	57	56	1	**894**
SD	2	5	2	22	13	17	27	13	19	4	7	0	**131**
TN	11	4	18	110	88	175	137	172	111	67	95	1	**989**
TX	57	36	78	386	312	576	486	449	340	170	169	12	**3,071**
UT	4	5	13	36	23	27	26	44	34	11	21	0	**244**
VT	1	0	2	7	5	3	12	13	12	8	11	0	**74**
VA	9	4	12	94	96	124	106	112	75	58	67	0	**757**
WA	6	5	14	61	62	85	62	76	63	28	29	1	**492**
WV	3	1	3	42	45	55	56	49	51	21	30	0	**356**
WI	4	4	18	69	54	87	79	88	60	44	54	0	**561**
WY	1	3	2	24	11	20	18	27	12	11	5	0	**134**
USA	**430**	**380**	**728**	**3,932**	**3,287**	**5,689**	**4,826**	**5,397**	**3,781**	**2,374**	**2,910**	**74**	**33,808**
PR	1	9	14	30	45	74	51	47	28	30	26	10	**365**

Table 113
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	365	47.0	296	38.1	16	2.1	0	0.0	23	3.0	0	0.0	*700*	*90.2*	*76*	*9.8*	**776**	**100.0**
AK	20	38.5	20	38.5	0	0.0	0	0.0	5	9.6	0	0.0	*45*	*86.5*	*7*	*13.5*	**52**	**100.0**
AZ	209	31.8	251	38.2	9	1.4	7	1.1	11	1.7	49	7.5	*536*	*81.6*	*121*	*18.4*	**657**	**100.0**
AR	210	38.8	237	43.8	13	2.4	0	0.0	10	1.8	1	0.2	*471*	*87.1*	*70*	*12.9*	**541**	**100.0**
CA	1,199	50.4	718	30.2	36	1.5	7	0.3	25	1.1	0	0.0	*1,985*	*83.4*	*394*	*16.6*	**2,379**	**100.0**
CO	138	34.2	166	41.1	10	2.5	0	0.0	2	0.5	0	0.0	*316*	*78.2*	*88*	*21.8*	**404**	**100.0**
CT	103	52.6	46	23.5	2	1.0	0	0.0	0	0.0	0	0.0	*151*	*77.0*	*45*	*23.0*	**196**	**100.0**
DE	46	48.4	35	36.8	0	0.0	0	0.0	0	0.0	0	0.0	*81*	*85.3*	*14*	*14.7*	**95**	**100.0**
DC	9	64.3	1	7.1	0	0.0	0	0.0	0	0.0	0	0.0	*10*	*71.4*	*4*	*28.6*	**14**	**100.0**
FL	866	44.0	649	33.0	22	1.1	1	0.1	13	0.7	4	0.2	*1,555*	*79.0*	*413*	*21.0*	**1,968**	**100.0**
GA	455	41.1	464	41.9	29	2.6	0	0.0	19	1.7	1	0.1	*968*	*87.4*	*140*	*12.6*	**1,108**	**100.0**
HI	34	37.8	18	20.0	2	2.2	0	0.0	1	1.1	0	0.0	*55*	*61.1*	*35*	*38.9*	**90**	**100.0**
ID	74	35.4	89	42.6	2	1.0	1	0.5	9	4.3	0	0.0	*175*	*83.7*	*34*	*16.3*	**209**	**100.0**
IL	416	53.4	212	27.2	4	0.5	2	0.3	10	1.3	5	0.6	*649*	*83.3*	*130*	*16.7*	**779**	**100.0**
IN	292	46.1	208	32.9	17	2.7	0	0.0	5	0.8	0	0.0	*522*	*82.5*	*111*	*17.5*	**633**	**100.0**
IA	146	41.8	127	36.4	12	3.4	0	0.0	15	4.3	0	0.0	*300*	*86.0*	*49*	*14.0*	**349**	**100.0**
KS	141	39.3	157	43.7	5	1.4	0	0.0	7	1.9	2	0.6	*312*	*86.9*	*47*	*13.1*	**359**	**100.0**
KY	330	44.3	289	38.8	20	2.7	0	0.0	19	2.6	1	0.1	*659*	*88.5*	*86*	*11.5*	**745**	**100.0**
LA	289	41.3	290	41.5	8	1.1	0	0.0	9	1.3	0	0.0	*596*	*85.3*	*103*	*14.7*	**699**	**100.0**
ME	66	44.6	51	34.5	1	0.7	0	0.0	5	3.4	1	0.7	*124*	*83.8*	*24*	*16.2*	**148**	**100.0**
MD	232	55.1	114	27.1	4	1.0	0	0.0	1	0.2	1	0.2	*352*	*83.6*	*69*	*16.4*	**421**	**100.0**
MA	151	53.9	64	22.9	3	1.1	0	0.0	4	1.4	4	1.4	*226*	*80.7*	*54*	*19.3*	**280**	**100.0**
MI	370	50.9	219	30.1	2	0.3	0	0.0	27	3.7	0	0.0	*618*	*85.0*	*109*	*15.0*	**727**	**100.0**
MN	167	45.4	127	34.5	7	1.9	2	0.5	13	3.5	0	0.0	*316*	*85.9*	*52*	*14.1*	**368**	**100.0**
MS	311	49.2	250	39.6	9	1.4	2	0.3	13	2.1	0	0.0	*585*	*92.6*	*47*	*7.4*	**632**	**100.0**
MO	387	48.0	298	37.0	11	1.4	0	0.0	23	2.9	0	0.0	*719*	*89.2*	*87*	*10.8*	**806**	**100.0**
MT	69	33.7	94	45.9	7	3.4	0	0.0	8	3.9	1	0.5	*179*	*87.3*	*26*	*12.7*	**205**	**100.0**
NE	93	44.1	94	44.5	4	1.9	0	0.0	5	2.4	0	0.0	*196*	*92.9*	*15*	*7.1*	**211**	**100.0**
NV	81	40.3	69	34.3	5	2.5	0	0.0	4	2.0	0	0.0	*159*	*79.1*	*42*	*20.9*	**201**	**100.0**
NH	40	39.6	39	38.6	0	0.0	0	0.0	1	1.0	0	0.0	*80*	*79.2*	*21*	*20.8*	**101**	**100.0**

Table 113
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	257	62.5	80	19.5	4	1.0	0	0.0	3	0.7	2	0.5	*346*	*84.2*	*65*	*15.8*	**411**	**100.0**
NM	109	34.4	152	47.9	9	2.8	0	0.0	6	1.9	1	0.3	*277*	*87.4*	*40*	*12.6*	**317**	**100.0**
NY	435	53.1	204	24.9	11	1.3	1	0.1	9	1.1	4	0.5	*664*	*81.1*	*155*	*18.9*	**819**	**100.0**
NC	596	51.8	366	31.8	16	1.4	0	0.0	17	1.5	0	0.0	*995*	*86.5*	*155*	*13.5*	**1,150**	**100.0**
ND	50	37.0	69	51.1	6	4.4	0	0.0	3	2.2	0	0.0	*128*	*94.8*	*7*	*5.2*	**135**	**100.0**
OH	453	49.9	263	29.0	10	1.1	0	0.0	16	1.8	0	0.0	*742*	*81.7*	*166*	*18.3*	**908**	**100.0**
OK	240	34.6	312	45.0	26	3.7	0	0.0	8	1.2	0	0.0	*586*	*84.4*	*108*	*15.6*	**694**	**100.0**
OR	135	40.7	133	40.1	5	1.5	0	0.0	6	1.8	0	0.0	*279*	*84.0*	*53*	*16.0*	**332**	**100.0**
PA	557	50.7	301	27.4	15	1.4	0	0.0	22	2.0	0	0.0	*895*	*81.4*	*204*	*18.6*	**1,099**	**100.0**
RI	31	46.3	14	20.9	1	1.5	0	0.0	0	0.0	2	3.0	*48*	*71.6*	*19*	*28.4*	**67**	**100.0**
SC	373	47.0	300	37.8	10	1.3	0	0.0	2	0.3	0	0.0	*685*	*86.4*	*108*	*13.6*	**793**	**100.0**
SD	52	40.9	56	44.1	3	2.4	0	0.0	0	0.0	0	0.0	*111*	*87.4*	*16*	*12.6*	**127**	**100.0**
TN	408	45.0	341	37.6	21	2.3	0	0.0	16	1.8	0	0.0	*786*	*86.7*	*121*	*13.3*	**907**	**100.0**
TX	1,021	38.2	1,134	42.5	58	2.2	1	0.0	27	1.0	3	0.1	*2,244*	*84.0*	*426*	*16.0*	**2,670**	**100.0**
UT	85	38.8	93	42.5	8	3.7	1	0.5	2	0.9	0	0.0	*189*	*86.3*	*30*	*13.7*	**219**	**100.0**
VT	41	60.3	13	19.1	3	4.4	0	0.0	3	4.4	0	0.0	*60*	*88.2*	*8*	*11.8*	**68**	**100.0**
VA	349	52.0	219	32.6	16	2.4	0	0.0	10	1.5	0	0.0	*594*	*88.5*	*77*	*11.5*	**671**	**100.0**
WA	195	46.4	142	33.8	9	2.1	0	0.0	5	1.2	0	0.0	*351*	*83.6*	*69*	*16.4*	**420**	**100.0**
WV	142	42.5	142	42.5	7	2.1	0	0.0	18	5.4	0	0.0	*309*	*92.5*	*25*	*7.5*	**334**	**100.0**
WI	225	43.9	183	35.7	2	0.4	0	0.0	19	3.7	0	0.0	*429*	*83.6*	*84*	*16.4*	**513**	**100.0**
WY	32	24.8	78	60.5	3	2.3	1	0.8	2	1.6	0	0.0	*116*	*89.9*	*13*	*10.1*	**129**	**100.0**
USA	**13,095**	**45.3**	**10,287**	**35.6**	**503**	**1.7**	**26**	**0.1**	**481**	**1.7**	**82**	**0.3**	***24,474***	***84.6***	***4,462***	***15.4***	28,936	**100.0**
PR	126	53.8	43	18.4	4	1.7	1	0.4	6	2.6	0	0.0	*180*	*76.9*	*54*	*23.1*	**234**	**100.0**

Table 114

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	263	39.8	378	57.2	20	3.0	**661**	**100.0**
AK	19	47.5	12	30.0	9	22.5	**40**	**100.0**
AZ	160	34.8	240	52.2	60	13.0	**460**	**100.0**
AR	157	35.1	247	55.3	43	9.6	**447**	**100.0**
CA	1,149	59.9	639	33.3	129	6.7	**1,917**	**100.0**
CO	125	41.1	168	55.3	11	3.6	**304**	**100.0**
CT	58	38.9	69	46.3	22	14.8	**149**	**100.0**
DE	35	43.2	40	49.4	6	7.4	**81**	**100.0**
DC	2	20.0	4	40.0	4	40.0	**10**	**100.0**
FL	625	41.3	846	55.8	44	2.9	**1,515**	**100.0**
GA	354	38.5	454	49.4	111	12.1	**919**	**100.0**
HI	16	30.8	27	51.9	9	17.3	**52**	**100.0**
ID	67	41.1	89	54.6	7	4.3	**163**	**100.0**
IL	299	47.6	264	42.0	65	10.4	**628**	**100.0**
IN	239	47.8	206	41.2	55	11.0	**500**	**100.0**
IA	125	45.8	124	45.4	24	8.8	**273**	**100.0**
KS	109	36.6	169	56.7	20	6.7	**298**	**100.0**
KY	265	42.8	352	56.9	2	0.3	**619**	**100.0**
LA	193	33.3	351	60.6	35	6.0	**579**	**100.0**
ME	50	42.7	50	42.7	17	14.5	**117**	**100.0**
MD	192	55.5	129	37.3	25	7.2	**346**	**100.0**
MA	60	27.9	112	52.1	43	20.0	**215**	**100.0**
MI	303	51.4	199	33.8	87	14.8	**589**	**100.0**
MN	128	43.5	117	39.8	49	16.7	**294**	**100.0**
MS	180	32.1	380	67.7	1	0.2	**561**	**100.0**
MO	220	32.1	417	60.9	48	7.0	**685**	**100.0**
MT	57	35.0	101	62.0	5	3.1	**163**	**100.0**
NE	59	31.6	108	57.8	20	10.7	**187**	**100.0**
NV	68	45.3	74	49.3	8	5.3	**150**	**100.0**
NH	30	38.0	49	62.0	0	0.0	**79**	**100.0**

Table 114

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	182	54.0	144	42.7	11	3.3	**337**	**100.0**
NM	137	52.5	124	47.5	0	0.0	**261**	**100.0**
NY	343	53.7	208	32.6	88	13.8	**639**	**100.0**
NC	494	51.4	417	43.3	51	5.3	**962**	**100.0**
ND	39	32.8	74	62.2	6	5.0	**119**	**100.0**
OH	267	37.3	399	55.7	50	7.0	**716**	**100.0**
OK	211	38.2	306	55.4	35	6.3	**552**	**100.0**
OR	151	56.3	96	35.8	21	7.8	**268**	**100.0**
PA	310	36.1	446	52.0	102	11.9	**858**	**100.0**
RI	9	20.0	30	66.7	6	13.3	**45**	**100.0**
SC	249	37.0	381	56.6	43	6.4	**673**	**100.0**
SD	28	25.9	76	70.4	4	3.7	**108**	**100.0**
TN	286	38.2	424	56.6	39	5.2	**749**	**100.0**
TX	1,043	48.4	947	43.9	165	7.7	**2,155**	**100.0**
UT	81	45.5	85	47.8	12	6.7	**178**	**100.0**
VT	22	40.7	28	51.9	4	7.4	**54**	**100.0**
VA	233	41.0	322	56.7	13	2.3	**568**	**100.0**
WA	175	51.9	129	38.3	33	9.8	**337**	**100.0**
WV	93	32.7	152	53.5	39	13.7	**284**	**100.0**
WI	149	36.5	231	56.6	28	6.9	**408**	**100.0**
WY	31	28.2	78	70.9	1	0.9	**110**	**100.0**
USA	**10,140**	**43.4**	**11,512**	**49.2**	**1,730**	**7.4**	**23,382**	**100.0**
PR	65	38.5	104	61.5	0	0.0	**169**	**100.0**

Table 115

Passenger Car and Light Truck Occupants Killed, by State, Vehicle Type, and Rollover Occurrence

State	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
AL	365	94	25.8	145	69	47.6	125	74	59.2	26	10	38.5	**661**	**247**	**37.4**
AK	20	4	20.0	9	7	77.8	10	4	40.0	1	0	0.0	**40**	**15**	**37.5**
AZ	209	47	22.5	88	55	62.5	120	85	70.8	43	28	65.1	**460**	**215**	**46.7**
AR	210	49	23.3	124	55	44.4	89	51	57.3	24	10	41.7	**447**	**165**	**36.9**
CA	1,199	356	29.7	323	150	46.4	284	163	57.4	109	43	39.4	**1,917**	**714**	**37.2**
CO	138	49	35.5	58	40	69.0	89	61	68.5	19	8	42.1	**304**	**158**	**52.0**
CT	103	20	19.4	13	2	15.4	26	11	42.3	7	2	28.6	**149**	**35**	**23.5**
DE	46	5	10.9	9	5	55.6	19	10	52.6	7	4	57.1	**81**	**24**	**29.6**
DC	9	0	0.0	0	0	0.0	1	1	100.0	0	0	0.0	**10**	**1**	**10.0**
FL	866	182	21.0	270	134	49.6	288	188	65.3	91	29	31.9	**1,515**	**533**	**35.2**
GA	455	111	24.4	230	97	42.2	174	110	63.2	60	14	23.3	**919**	**332**	**36.1**
HI	34	10	29.4	10	4	40.0	8	4	50.0	0	0	0.0	**52**	**18**	**34.6**
ID	74	28	37.8	40	27	67.5	39	29	74.4	10	4	40.0	**163**	**88**	**54.0**
IL	416	86	20.7	90	40	44.4	81	38	46.9	41	8	19.5	**628**	**172**	**27.4**
IN	292	69	23.6	91	37	40.7	79	39	49.4	38	12	31.6	**500**	**157**	**31.4**
IA	146	47	32.2	63	34	54.0	37	20	54.1	26	8	30.8	**273**	**110**	**40.3**
KS	141	35	24.8	83	48	57.8	49	34	69.4	25	9	36.0	**298**	**126**	**42.3**
KY	330	63	19.1	165	56	33.9	98	48	49.0	25	9	36.0	**619**	**176**	**28.4**
LA	289	84	29.1	186	81	43.5	76	47	61.8	28	14	50.0	**579**	**226**	**39.0**
ME	66	20	30.3	17	6	35.3	20	6	30.0	14	3	21.4	**117**	**35**	**29.9**
MD	232	41	17.7	47	19	40.4	44	17	38.6	23	5	21.7	**346**	**82**	**23.7**
MA	151	31	20.5	20	9	45.0	35	22	62.9	8	1	12.5	**215**	**63**	**29.3**
MI	370	60	16.2	88	35	39.8	87	46	52.9	44	12	27.3	**589**	**153**	**26.0**
MN	167	44	26.3	59	25	42.4	37	11	29.7	31	8	25.8	**294**	**88**	**29.9**
MS	311	72	23.2	143	51	35.7	84	35	41.7	23	6	26.1	**561**	**164**	**29.2**
MO	387	96	24.8	155	92	59.4	100	53	53.0	43	18	41.9	**685**	**259**	**37.8**
MT	69	30	43.5	57	43	75.4	33	25	75.8	4	0	0.0	**163**	**98**	**60.1**
NE	93	25	26.9	50	24	48.0	33	22	66.7	11	4	36.4	**187**	**75**	**40.1**
NV	81	33	40.7	31	21	67.7	31	24	77.4	7	4	57.1	**150**	**82**	**54.7**
NH	40	2	5.0	15	6	40.0	21	6	28.6	3	0	0.0	**79**	**14**	**17.7**

Table 115

Passenger Car and Light Truck Occupants Killed, by State, Vehicle Type, and Rollover Occurrence (Continued)

State	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
NJ	257	29	11.3	27	11	40.7	34	7	20.6	19	3	15.8	**337**	**50**	**14.8**
NM	109	37	33.9	71	46	64.8	66	40	60.6	15	11	73.3	**261**	**134**	**51.3**
NY	435	73	16.8	46	14	30.4	107	40	37.4	51	11	21.6	**639**	**138**	**21.6**
NC	596	155	26.0	153	67	43.8	161	98	60.9	51	15	29.4	**962**	**336**	**34.9**
ND	50	15	30.0	31	24	77.4	17	12	70.6	21	11	52.4	**119**	**62**	**52.1**
OH	453	108	23.8	90	41	45.6	107	43	40.2	66	14	21.2	**716**	**206**	**28.8**
OK	240	62	25.8	172	100	58.1	100	65	65.0	38	11	28.9	**552**	**238**	**43.1**
OR	135	46	34.1	71	42	59.2	46	25	54.3	16	7	43.8	**268**	**120**	**44.8**
PA	557	116	20.8	105	30	28.6	147	66	44.9	48	11	22.9	**858**	**224**	**26.1**
RI	31	9	29.0	1	0	0.0	10	9	90.0	3	0	0.0	**45**	**18**	**40.0**
SC	373	79	21.2	152	48	31.6	119	66	55.5	29	9	31.0	**673**	**202**	**30.0**
SD	52	27	51.9	22	16	72.7	24	17	70.8	10	8	80.0	**108**	**68**	**63.0**
TN	408	97	23.8	183	77	42.1	122	64	52.5	35	14	40.0	**749**	**252**	**33.6**
TX	1,021	249	24.4	609	300	49.3	433	241	55.7	92	22	23.9	**2,155**	**812**	**37.7**
UT	85	28	32.9	31	21	67.7	46	35	76.1	16	6	37.5	**178**	**90**	**50.6**
VT	41	16	39.0	7	5	71.4	4	1	25.0	2	0	0.0	**54**	**22**	**40.7**
VA	349	94	26.9	101	46	45.5	86	56	65.1	32	10	31.3	**568**	**206**	**36.3**
WA	195	59	30.3	54	26	48.1	77	37	48.1	11	4	36.4	**337**	**126**	**37.4**
WV	142	41	28.9	65	31	47.7	64	28	43.8	13	7	53.8	**284**	**107**	**37.7**
WI	225	69	30.7	83	44	53.0	69	33	47.8	31	7	22.6	**408**	**153**	**37.5**
WY	32	17	53.1	39	31	79.5	35	27	77.1	4	3	75.0	**110**	**78**	**70.9**
USA	**13,095**	**3,219**	**24.6**	**4,792**	**2,292**	**47.8**	**4,091**	**2,294**	**56.1**	**1,394**	**457**	**32.8**	**23,382**	**8,267**	**35.4**
PR	126	8	6.3	13	2	15.4	26	5	19.2	4	0	0.0	**169**	**15**	**8.9**

*Total includes occupants of other and unknown light trucks.

Table 116
2009 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	Florida	466	18,538	2.51
2	Louisiana	107	4,492	2.38
3	District of Columbia	14	600	2.33
4	Maryland	113	5,699	1.98
5	Mississippi	58	2,952	1.96
6	South Carolina	89	4,561	1.95
7	New Mexico	39	2,010	1.94
8	Arizona	120	6,596	1.82
9	New Jersey	157	8,708	1.80
10	Delaware	15	885	1.69
11	New York	306	19,541	1.57
12	North Carolina	146	9,381	1.56
13	Montana	15	975	1.54
14	Georgia	150	9,829	1.53
15	California	563	36,962	1.52
16	Rhode Island	16	1,053	1.52
17	Texas	344	24,782	1.39
18	Alabama	64	4,709	1.36
19	Nevada	35	2,643	1.32
20	Alaska	9	698	1.29
21	Arkansas	36	2,889	1.25
22	Hawaii	16	1,295	1.24
23	Michigan	118	9,970	1.18
24	West Virginia	21	1,820	1.15
25	Missouri	68	5,988	1.14
26	Tennessee	70	6,296	1.11
27	Pennsylvania	134	12,605	1.06

Table 116
2009 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
28	Kentucky	41	4,314	0.95
29	Colorado	47	5,025	0.94
30	Virginia	73	7,883	0.93
31	Washington	61	6,664	0.92
32	Oregon	35	3,826	0.91
33	Illinois	111	12,910	0.86
34	Oklahoma	31	3,687	0.84
35	Maine	11	1,318	0.83
36	Vermont	5	622	0.80
37	Minnesota	42	5,266	0.80
38	Kansas	22	2,819	0.78
39	Indiana	50	6,423	0.78
40	Connecticut	26	3,518	0.74
41	Ohio	85	11,543	0.74
42	Massachusetts	48	6,594	0.73
43	Iowa	21	3,008	0.70
44	Utah	19	2,785	0.68
45	Wisconsin	38	5,655	0.67
46	Idaho	10	1,546	0.65
47	North Dakota	4	647	0.62
48	New Hampshire	8	1,325	0.60
49	Nebraska	9	1,797	0.50
50	South Dakota	4	812	0.49
51	Wyoming	2	544	0.37
	USA	**4,092**	**307,007**	**1.33**
	Puerto Rico	109	3,967	2.75

Table 117

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

State	Highest Driver* Blood Alcohol Concentration in Crash								Total Killed**	
	BAC = .00		BAC = .01-.07		Alcohol-Impaired Driving Fatalities (BAC = .08+)		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	522	62	46	5	280	33	325	38	**848**	**100**
AK	42	65	3	4	20	31	22	35	**64**	**100**
AZ	514	64	42	5	219	27	260	32	**807**	**100**
AR	372	64	43	7	168	29	211	36	**585**	**100**
CA	1,956	63	168	5	950	31	1,118	36	**3,081**	**100**
CO	285	61	20	4	158	34	178	38	**465**	**100**
CT	109	49	15	7	99	44	114	51	**223**	**100**
DE	68	58	4	3	45	38	48	42	**116**	**100**
DC	17	59	2	7	10	35	12	41	**29**	**100**
FL	1,649	64	134	5	770	30	904	35	**2,558**	**100**
GA	885	69	63	5	331	26	394	31	**1,284**	**100**
HI	51	46	6	6	52	48	59	54	**109**	**100**
ID	160	71	7	3	58	26	65	29	**226**	**100**
IL	530	58	62	7	319	35	381	42	**911**	**100**
IN	443	64	39	6	210	30	249	36	**693**	**100**
IA	254	68	22	6	96	26	118	32	**372**	**100**
KS	208	54	23	6	154	40	177	46	**386**	**100**
KY	550	70	45	6	194	25	239	30	**791**	**100**
LA	455	55	72	9	295	36	366	45	**821**	**100**
ME	106	67	6	4	47	29	53	33	**159**	**100**
MD	354	65	32	6	162	30	194	35	**547**	**100**
MA	201	60	23	7	108	32	130	39	**334**	**100**
MI	579	67	45	5	246	28	291	33	**871**	**100**
MN	289	69	23	5	108	26	131	31	**421**	**100**
MS	436	62	30	4	234	33	264	38	**700**	**100**
MO	518	59	58	7	300	34	358	41	**878**	**100**
MT	129	58	11	5	81	36	92	42	**221**	**100**
NE	135	61	22	10	66	30	88	39	**223**	**100**
NV	152	63	22	9	68	28	90	37	**243**	**100**
NH	73	66	7	6	30	27	36	33	**110**	**100**

Table 117

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

State	Highest Driver* Blood Alcohol Concentration in Crash								Total Killed**	
	BAC = .00		BAC = .01-.07		Alcohol-Impaired Driving Fatalities (BAC = .08+)		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	397	68	36	6	149	25	185	32	**583**	**100**
NM	232	64	15	4	114	32	129	36	**361**	**100**
NY	766	66	68	6	321	28	388	34	**1,156**	**100**
NC	879	67	67	5	363	28	430	33	**1,314**	**100**
ND	81	58	6	4	54	38	59	42	**140**	**100**
OH	643	63	54	5	324	32	378	37	**1,021**	**100**
OK	473	64	30	4	235	32	265	36	**738**	**100**
OR	235	62	26	7	115	30	141	37	**377**	**100**
PA	783	62	64	5	406	32	470	37	**1,256**	**100**
RI	43	52	7	8	34	40	40	48	**83**	**100**
SC	468	52	47	5	377	42	423	47	**894**	**100**
SD	69	53	6	5	53	40	59	45	**131**	**100**
TN	642	65	42	4	303	31	345	35	**989**	**100**
TX	1,628	53	202	7	1,235	40	1,437	47	**3,071**	**100**
UT	190	78	14	6	40	16	54	22	**244**	**100**
VT	46	63	4	6	23	32	28	37	**74**	**100**
VA	476	63	34	5	243	32	278	37	**757**	**100**
WA	259	53	26	5	206	42	232	47	**492**	**100**
WV	221	62	19	5	115	32	134	38	**356**	**100**
WI	308	55	38	7	213	38	251	45	**561**	**100**
WY	81	60	7	5	47	35	54	40	**134**	**100**
USA	**20,961**	**62**	**1,905**	**6**	**10,839**	**32**	**12,744**	**38**	**33,808**	**100**
PR	224	61	32	9	109	30	141	39	**365**	**100**

*Includes motorcycle riders.

**Total includes fatalities in crashes in which there was no driver or motorcycle rider present.

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

Table 118

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	835	73	43	4	259	23	302	27	**1,137**	**100**
AK	69	78	3	3	17	19	19	22	**88**	**100**
AZ	736	75	44	4	202	21	245	25	**981**	**100**
AR	584	76	36	5	151	20	187	24	**770**	**100**
CA	3,145	75	168	4	868	21	1,035	25	**4,180**	**100**
CO	481	74	20	3	153	23	172	26	**653**	**100**
CT	190	63	16	5	95	32	110	37	**300**	**100**
DE	108	70	5	3	41	27	46	30	**154**	**100**
DC	26	69	2	6	9	25	11	31	**37**	**100**
FL	2,632	75	140	4	715	20	855	25	**3,487**	**100**
GA	1,362	78	62	4	318	18	379	22	**1,741**	**100**
HI	83	60	7	5	49	35	56	40	**139**	**100**
ID	226	79	6	2	55	19	61	21	**287**	**100**
IL	933	72	71	5	292	23	363	28	**1,296**	**100**
IN	752	76	39	4	201	20	240	24	**991**	**100**
IA	390	78	21	4	92	18	113	22	**503**	**100**
KS	323	65	25	5	151	30	175	35	**498**	**100**
KY	887	80	40	4	184	17	223	20	**1,110**	**100**
LA	697	68	69	7	267	26	335	32	**1,032**	**100**
ME	183	78	6	3	47	20	53	22	**236**	**100**
MD	591	76	34	4	151	19	185	24	**776**	**100**
MA	312	71	25	6	100	23	125	29	**437**	**100**
MI	961	78	49	4	229	18	278	22	**1,239**	**100**
MN	431	78	22	4	98	18	120	22	**551**	**100**
MS	610	71	30	3	217	25	247	29	**857**	**100**
MO	813	71	54	5	274	24	328	29	**1,141**	**100**
MT	188	69	9	3	74	27	83	31	**271**	**100**
NE	244	75	21	6	62	19	83	25	**327**	**100**
NV	250	75	21	6	64	19	85	25	**335**	**100**
NH	110	76	7	5	27	19	34	24	**144**	**100**

Table 118

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	649	79	37	4	139	17	176	21	**824**	**100**
NM	338	74	13	3	104	23	116	26	**454**	**100**
NY	1,144	76	69	5	302	20	370	24	**1,514**	**100**
NC	1,366	77	63	4	343	19	406	23	**1,772**	**100**
ND	117	69	5	3	46	28	51	31	**168**	**100**
OH	1,071	75	56	4	296	21	352	25	**1,423**	**100**
OK	698	74	29	3	216	23	245	26	**942**	**100**
OR	355	73	23	5	109	22	132	27	**487**	**100**
PA	1,292	75	62	4	368	21	430	25	**1,722**	**100**
RI	61	62	6	6	32	32	38	38	**99**	**100**
SC	744	65	50	4	357	31	407	35	**1,151**	**100**
SD	93	65	7	5	43	30	50	35	**143**	**100**
TN	973	75	42	3	290	22	332	25	**1,305**	**100**
TX	2,771	67	213	5	1,179	28	1,392	33	**4,163**	**100**
UT	297	86	11	3	37	11	48	14	**345**	**100**
VT	70	72	3	3	23	24	27	28	**97**	**100**
VA	700	73	35	4	230	24	265	27	**965**	**100**
WA	419	66	27	4	189	30	215	34	**634**	**100**
WV	324	72	19	4	106	24	125	28	**449**	**100**
WI	488	67	43	6	197	27	239	33	**727**	**100**
WY	100	68	6	4	42	28	48	33	**148**	**100**
USA	**33,218**	**73**	**1,910**	**4**	**10,102**	**22**	**12,012**	**27**	45,230	**100**
PR	332	70	34	7	106	23	140	30	**472**	**100**

*Includes motorcycle riders.

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

Table 119

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	371	61	29	5	210	34	239	39	**610**	**100**
AK	22	67	1	4	10	30	11	33	**33**	**100**
AZ	266	62	24	6	137	32	161	38	**427**	**100**
AR	276	65	21	5	128	30	150	35	**425**	**100**
CA	1,050	63	66	4	562	33	628	37	**1,678**	**100**
CO	194	62	12	4	106	34	118	38	**312**	**100**
CT	80	51	11	7	66	42	77	49	**157**	**100**
DE	38	54	2	2	30	43	31	46	**69**	**100**
DC	3	33	0	1	7	66	7	67	**10**	**100**
FL	909	61	73	5	503	34	576	39	**1,485**	**100**
GA	596	69	37	4	231	27	267	31	**863**	**100**
HI	32	43	3	4	39	53	42	57	**74**	**100**
ID	100	68	4	3	42	29	47	32	**147**	**100**
IL	352	61	42	7	182	32	223	39	**575**	**100**
IN	303	62	27	6	162	33	190	38	**493**	**100**
IA	192	70	10	4	72	26	83	30	**274**	**100**
KS	153	57	12	5	105	39	118	43	**271**	**100**
KY	420	71	29	5	142	24	171	29	**591**	**100**
LA	298	55	32	6	209	39	241	45	**539**	**100**
ME	81	67	6	5	34	28	40	33	**121**	**100**
MD	217	64	21	6	100	30	121	36	**338**	**100**
MA	134	63	16	7	62	29	78	37	**212**	**100**
MI	360	66	21	4	166	30	186	34	**546**	**100**
MN	183	69	14	5	66	25	81	31	**264**	**100**
MS	300	62	18	4	169	35	187	38	**487**	**100**
MO	353	59	38	6	209	35	247	41	**600**	**100**
MT	93	58	7	4	62	38	68	42	**161**	**100**
NE	99	59	17	10	53	31	70	41	**169**	**100**
NV	88	62	14	10	41	29	54	38	**142**	**100**
NH	52	73	2	2	17	25	19	27	**71**	**100**

Table 119

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	210	67	22	7	82	26	104	33	**314**	**100**
NM	134	61	8	4	79	36	87	39	**221**	**100**
NY	412	67	32	5	167	27	199	33	**611**	**100**
NC	584	66	39	4	258	29	296	34	**880**	**100**
ND	50	55	2	3	39	42	41	45	**91**	**100**
OH	437	62	36	5	230	33	267	38	**703**	**100**
OK	335	64	15	3	172	33	186	36	**521**	**100**
OR	154	62	13	5	81	33	94	38	**248**	**100**
PA	542	63	32	4	285	33	317	37	**859**	**100**
RI	21	46	3	7	21	47	25	54	**46**	**100**
SC	311	51	31	5	272	44	303	49	**614**	**100**
SD	53	59	4	4	33	37	36	41	**89**	**100**
TN	435	64	21	3	226	33	247	36	**682**	**100**
TX	1,111	55	108	5	802	40	911	45	**2,021**	**100**
UT	115	77	7	5	26	18	34	23	**148**	**100**
VT	33	59	3	6	20	36	23	41	**56**	**100**
VA	312	61	22	4	176	35	199	39	**511**	**100**
WA	160	53	13	4	132	43	144	47	**304**	**100**
WV	165	65	12	5	77	30	89	35	**254**	**100**
WI	220	56	24	6	151	38	175	44	**395**	**100**
WY	51	59	2	3	33	38	35	41	**86**	**100**
USA	**13,458**	**62**	**1,060**	**5**	**7,281**	**33**	**8,341**	**38**	**21,798**	**100**
PR	109	64	10	6	51	30	61	36	**169**	**100**

*Includes motorcycle riders.

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

Table 120

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	464	88	14	3	49	9	63	12	**527**	**100**
AK	47	85	1	3	7	12	8	15	**55**	**100**
AZ	470	85	19	3	65	12	84	15	**554**	**100**
AR	308	89	15	4	23	7	37	11	**345**	**100**
CA	2,095	84	101	4	306	12	407	16	**2,502**	**100**
CO	286	84	8	2	47	14	55	16	**341**	**100**
CT	110	77	5	3	28	20	33	23	**143**	**100**
DE	70	83	3	4	11	13	15	17	**85**	**100**
DC	22	83	2	8	3	10	5	17	**27**	**100**
FL	1,723	86	67	3	212	11	279	14	**2,002**	**100**
GA	766	87	25	3	87	10	112	13	**878**	**100**
HI	51	79	4	7	10	15	14	21	**65**	**100**
ID	126	90	2	1	13	9	14	10	**140**	**100**
IL	581	81	29	4	110	15	140	19	**721**	**100**
IN	448	90	12	2	38	8	50	10	**498**	**100**
IA	199	87	10	5	20	9	31	13	**229**	**100**
KS	170	75	12	5	45	20	58	25	**227**	**100**
KY	467	90	11	2	41	8	52	10	**519**	**100**
LA	399	81	36	7	58	12	94	19	**493**	**100**
ME	102	89	0	0	13	11	13	11	**115**	**100**
MD	374	85	14	3	50	12	64	15	**438**	**100**
MA	178	79	9	4	38	17	47	21	**225**	**100**
MI	601	87	28	4	64	9	92	13	**693**	**100**
MN	248	86	8	3	31	11	39	14	**287**	**100**
MS	310	84	12	3	49	13	61	16	**370**	**100**
MO	460	85	16	3	66	12	81	15	**541**	**100**
MT	95	86	3	3	12	11	15	14	**110**	**100**
NE	145	92	4	2	9	6	13	8	**158**	**100**
NV	162	84	7	4	23	12	31	16	**193**	**100**
NH	58	79	5	7	10	14	15	21	**73**	**100**

Table 120

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	439	86	15	3	57	11	71	14	**510**	**100**
NM	204	87	4	2	25	11	29	13	**233**	**100**
NY	732	81	37	4	135	15	171	19	**903**	**100**
NC	782	88	25	3	86	10	110	12	**892**	**100**
ND	67	86	3	4	8	10	11	14	**77**	**100**
OH	635	88	20	3	66	9	85	12	**720**	**100**
OK	363	86	14	3	44	10	58	14	**421**	**100**
OR	201	84	10	4	29	12	38	16	**239**	**100**
PA	750	87	30	3	83	10	113	13	**863**	**100**
RI	40	75	3	6	10	19	13	25	**53**	**100**
SC	433	81	19	4	85	16	104	19	**537**	**100**
SD	41	75	3	6	10	19	13	25	**54**	**100**
TN	538	86	21	3	64	10	85	14	**623**	**100**
TX	1,660	78	105	5	377	18	482	22	**2,142**	**100**
UT	182	93	4	2	11	5	15	7	**197**	**100**
VT	38	91	0	0	3	8	4	9	**41**	**100**
VA	388	85	13	3	53	12	66	15	**454**	**100**
WA	259	78	14	4	57	17	71	22	**330**	**100**
WV	159	82	7	4	29	15	36	18	**195**	**100**
WI	268	81	19	6	45	14	64	19	**332**	**100**
WY	49	79	4	6	9	15	13	21	**62**	**100**
USA	**19,760**	**84**	**850**	**4**	**2,821**	**12**	**3,672**	**16**	23,432	**100**
PR	223	74	24	8	56	18	80	26	**303**	**100**

*Includes motorcycle riders.

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

Table 121
Speeding-Related Traffic Fatalities, by State, 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	848	**327**	21	2	75	10	100	24	27	27
AK	64	**26**	5	5	8	1	6	0	1	0
AZ	807	**283**	54	6	23	20	61	13	25	33
AR	585	**105**	19	2	39	3	11	4	12	11
CA	3,081	**1,087**	145	18	266	39	100	100	161	119
CO	465	**171**	17	8	21	14	11	21	21	23
CT	223	**103**	10	6	6	4	13	15	7	40
DE	116	**44**	5	1	8	14	6	3	2	3
DC	29	**10**	0	1	0	0	1	0	0	8
FL	2,558	**535**	56	17	78	19	127	36	73	85
GA	1,284	**238**	17	13	54	10	42	12	47	30
HI	109	**59**	0	5	2	1	10	1	20	20
ID	226	**81**	8	0	15	8	8	0	4	7
IL	911	**325**	41	10	113	5	23	15	27	64
IN	693	**174**	20	3	53	8	27	16	19	25
IA	372	**62**	5	3	28	4	3	1	8	8
KS	386	**103**	9	0	43	3	6	5	5	15
KY	791	**154**	7	3	85	4	18	0	24	11
LA	821	**288**	30	1	115	8	49	5	35	19
ME	159	**61**	2	2	10	7	18	4	7	5
MD	547	**184**	10	21	15	39	11	37	18	28
MA	334	**76**	13	4	4	3	4	4	9	30
MI	871	**205**	16	2	95	7	16	7	17	34
MN	421	**95**	5	5	48	4	2	2	1	20
MS	700	**106**	9	1	24	4	25	4	18	10
MO	878	**379**	26	12	124	23	29	19	54	38
MT	221	**86**	15	1	5	1	5	0	6	8
NE	223	**30**	7	0	1	7	1	2	1	2
NV	243	**91**	12	2	11	0	23	0	20	8
NH	110	**39**	3	1	2	6	1	1	14	11

Table 121
Speeding-Related Traffic Fatalities, by State, Road Type, and Speed Limit (Continued)

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
			Interstate		Non-Interstate					
		Total	>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
NJ	583	**95**	2	3	5	24	8	4	13	29
NM	361	**69**	5	5	9	1	4	5	6	11
NY	1,156	**368**	6	8	142	11	32	22	20	57
NC	1,314	**517**	32	2	270	9	125	8	49	13
ND	140	**32**	4	1	10	0	3	0	1	2
OH	1,021	**287**	22	4	129	11	21	12	55	25
OK	738	**234**	26	2	25	7	83	18	8	14
OR	377	**125**	7	1	55	3	16	6	8	8
PA	1,256	**634**	19	37	152	12	131	94	116	54
RI	83	**28**	0	5	0	2	0	0	4	9
SC	894	**337**	37	1	99	9	84	29	43	22
SD	131	**41**	12	0	19	2	2	0	2	0
TN	989	**209**	10	10	35	10	48	30	29	30
TX	3,071	**1,228**	106	37	149	40	116	104	132	140
UT	244	**104**	23	5	9	9	5	12	10	10
VT	74	**22**	1	0	2	8	0	2	5	3
VA	757	**147**	8	8	45	3	20	8	27	18
WA	492	**208**	16	0	15	22	15	10	41	44
WV	356	**120**	20	1	44	2	13	5	11	8
WI	561	**203**	8	2	105	0	21	3	14	36
WY	134	**56**	13	0	11	4	4	1	2	2
USA	**33,808**	***10,591**	**964**	**287**	**2,701**	**465**	**1,508**	**724**	**1,279**	**1,277**
PR	365	**156**	22	0	4	2	11	9	77	27

*Of the total number of speeding-related fatalities in 2009, 4,275 occurred on roads with posted speed limits between 55 and 65 mph, and 610 occurred on roads with speed limits above 65 mph.

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

Table 122

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	NA	NA	0.00	96.7	0.00	96.7	NA	NA	**453**
AK	1.00	55.6	6.13	36.1	18.50	50.0	47.89	75.0	**36**
AZ	3.93	35.2	13.82	29.9	54.26	79.7	65.60	82.3	**355**
AR	5.39	27.3	10.96	5.6	0.00	79.8	NA	NA	**411**
CA	6.00	99.9	0.00	99.7	0.00	99.7	NA	NA	**1,164**
CO	6.94	47.8	13.50	50.0	41.52	79.1	55.64	80.4	**230**
CT	1.59	35.3	7.00	20.6	50.60	55.9	56.47	55.9	**34**
DE	5.46	6.9	8.45	8.6	32.45	50.0	48.63	48.3	**58**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**0**
FL	4.69	22.0	8.87	19.3	NA	NA	NA	NA	**905**
GA	2.39	9.7	9.50	3.2	38.58	34.7	53.79	41.8	**596**
HI	5.60	14.3	10.09	0.0	32.77	37.1	50.10	42.9	**35**
ID	5.03	11.7	14.03	3.9	2.56	94.2	42.00	99.4	**154**
IL	2.21	5.5	1.50	95.3	0.00	95.9	NA	NA	**344**
IN	3.42	2.6	7.78	0.5	NA	NA	NA	NA	**385**
IA	4.49	17.9	9.45	2.9	24.36	35.0	46.19	50.0	**274**
KS	6.92	15.7	11.11	5.0	37.05	32.5	55.59	42.1	**280**
KY	4.80	11.1	10.77	10.6	37.57	43.3	51.59	44.4	**593**
LA	6.36	5.8	13.78	2.1	41.96	42.4	61.45	44.5	**380**
ME	3.95	5.7	9.84	3.5	33.91	39.0	47.84	39.0	**141**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**193**
MA	7.00	35.5	8.56	19.4	30.80	51.6	44.20	51.6	**31**
MI	3.68	27.2	10.25	26.3	0.00	99.2	NA	NA	**372**
MN	2.38	15.2	11.31	23.8	33.80	59.4	46.67	61.1	**244**
MS	17.38	51.7	13.20	14.0	13.66	19.9	67.73	60.5	**458**
MO	10.20	52.0	14.20	42.7	37.08	64.6	60.21	67.4	**494**
MT	7.59	11.1	12.80	4.4	33.33	36.1	53.64	42.2	**180**
NE	6.33	72.8	6.57	48.5	9.48	62.7	37.20	85.2	**169**
NV	10.69	21.3	20.82	5.3	43.00	43.6	61.70	54.3	**94**
NH	0.46	1.0	10.06	0.0	26.31	16.7	36.97	17.7	**96**

Table 122

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	3.41	36.9	13.78	21.5	31.59	55.4	50.61	56.9	**65**
NM	NA	NA	NA	NA	NA	NA	NA	NA	**222**
NY	3.94	19.8	10.05	21.9	41.81	59.6	51.30	60.0	**525**
NC	8.28	71.1	11.24	29.6	43.14	56.4	51.69	58.7	**878**
ND	10.99	9.9	16.34	4.5	45.79	30.6	64.89	34.2	**111**
OH	6.14	18.9	9.00	6.0	30.86	29.9	53.26	43.5	**598**
OK	8.30	59.8	12.96	39.7	45.26	68.8	59.73	70.7	**423**
OR	3.58	11.2	14.20	2.0	44.54	47.4	60.59	53.8	**251**
PA	5.83	54.3	10.24	42.0	38.59	73.5	52.68	75.0	**584**
RI	2.17	60.0	7.29	53.3	48.50	73.3	56.00	73.3	**15**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**801**
SD	6.38	40.8	12.32	34.0	29.94	52.4	54.54	66.0	**103**
TN	11.08	97.5	12.00	96.8	33.55	97.9	56.09	97.9	**530**
TX	8.74	41.2	8.91	1.2	21.60	15.7	60.22	55.2	**1,448**
UT	7.00	12.7	15.29	11.2	0.00	97.0	NA	NA	**134**
VT	3.33	36.5	11.44	17.5	41.55	39.7	53.89	39.7	**63**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**386**
WA	5.79	42.5	10.47	21.1	45.83	77.5	57.20	78.2	**280**
WV	6.85	44.5	12.68	43.2	39.45	66.5	59.54	69.6	**227**
WI	3.57	18.3	10.62	14.5	31.92	61.9	47.77	65.1	**344**
WY	5.79	26.5	14.62	9.2	28.10	46.9	53.83	58.2	**98**
USA	**5.69**	**45.8**	**10.82**	**36.5**	**31.61**	**65.9**	**55.16**	**73.4**	**17,245**
PR	6.94	83.3	10.17	83.9	NA	NA	NA	NA	**186**

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

Table 123

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	4.00	99.6	0.50	96.0	0.00	96.4	NA	NA	**252**
AK	4.89	17.4	5.95	17.4	20.93	39.1	30.20	34.8	**23**
AZ	2.08	26.1	6.08	24.1	26.65	58.4	33.75	58.6	**353**
AR	3.70	18.8	6.23	0.9	0.00	86.6	NA	NA	**112**
CA	12.00	99.8	2.29	99.6	25.75	99.8	106.00	99.9	**1,652**
CO	1.95	35.7	6.15	36.2	20.58	63.3	27.29	62.8	**207**
CT	1.65	16.5	6.24	23.3	28.28	55.1	35.76	55.1	**176**
DE	2.59	9.3	5.55	7.0	24.56	41.9	32.20	41.9	**43**
DC	5.88	42.9	5.18	39.3	26.18	39.3	39.19	42.9	**28**
FL	3.43	28.2	5.76	26.2	NA	NA	NA	NA	**1,387**
GA	2.32	11.5	6.83	2.1	28.05	21.7	41.38	31.4	**576**
HI	3.52	9.4	7.81	3.1	32.02	29.7	41.69	29.7	**64**
ID	2.50	2.2	5.50	2.2	NA	NA	NA	NA	**45**
IL	2.26	3.3	3.26	96.1	0.00	96.9	22.50	99.6	**488**
IN	4.69	3.6	8.91	0.4	NA	NA	NA	NA	**247**
IA	2.27	9.2	5.20	1.5	18.98	21.5	28.74	29.2	**65**
KS	2.41	5.9	5.30	2.9	22.27	35.3	31.26	38.2	**68**
KY	1.93	10.9	6.06	9.5	24.58	39.4	33.53	40.9	**137**
LA	3.47	13.9	7.93	8.1	28.44	43.6	40.34	45.4	**346**
ME	3.17	0.0	5.25	0.0	41.75	33.3	49.75	33.3	**12**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**316**
MA	3.85	35.4	5.05	17.7	25.56	44.8	33.09	45.5	**277**
MI	3.23	42.2	5.34	42.6	8.40	98.8	22.33	99.3	**434**
MN	2.40	11.0	7.04	23.6	23.93	53.5	33.07	55.9	**127**
MS	10.13	45.1	12.54	15.0	13.13	26.0	55.19	59.5	**173**
MO	4.19	62.3	7.08	56.5	24.97	69.5	36.99	70.2	**292**
MT	5.73	16.7	5.63	11.1	20.45	38.9	27.10	44.4	**18**
NE	1.46	27.8	3.76	19.4	16.40	30.6	24.41	38.9	**36**
NV	2.07	9.3	6.99	13.2	22.22	37.2	31.09	37.2	**129**
NH	0.00	0.0	4.00	0.0	17.00	0.0	21.00	0.0	**1**

Table 123

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	4.58	45.5	9.73	41.3	26.99	56.4	41.39	57.0	**484**
NM	NA	NA	NA	NA	NA	NA	NA	NA	**97**
NY	2.35	56.3	6.21	57.7	27.93	73.1	35.56	72.5	**542**
NC	3.25	59.4	7.28	33.3	27.29	54.2	34.67	54.8	**330**
ND	1.80	0.0	4.20	0.0	28.25	20.0	34.00	20.0	**5**
OH	4.79	15.9	5.02	4.3	20.77	23.5	34.64	35.7	**345**
OK	4.06	51.8	7.53	41.1	29.54	57.1	39.44	57.1	**224**
OR	1.05	2.5	5.46	1.3	29.25	40.0	36.40	40.0	**80**
PA	3.04	44.7	6.59	32.6	27.43	57.6	35.96	58.9	**559**
RI	1.86	63.2	3.57	63.2	23.92	68.4	26.92	68.4	**38**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**16**
SD	1.00	33.3	4.40	44.4	25.75	55.6	32.00	66.7	**9**
TN	NA	NA	NA	NA	NA	NA	NA	NA	**388**
TX	5.03	34.4	5.32	2.1	18.53	13.8	40.36	44.9	**1,313**
UT	2.44	12.0	6.63	14.5	13.00	98.8	16.00	98.8	**83**
VT	0.75	20.0	5.00	0.0	33.00	20.0	38.75	20.0	**5**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**305**
WA	2.60	25.1	5.60	14.4	32.83	61.7	39.45	61.1	**167**
WV	3.39	41.2	6.77	36.1	27.75	50.5	41.63	55.7	**97**
WI	2.60	24.8	5.95	26.1	28.74	57.1	40.31	59.6	**161**
WY	2.19	11.1	5.19	11.1	24.92	27.8	31.77	27.8	**18**
USA	**3.40**	**46.1**	**6.37**	**42.6**	**23.61**	**67.5**	**37.66**	**72.4**	**13,350**
PR	5.08	84.1	12.14	86.0	NA	NA	NA	NA	**157**

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

Table 124
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	266	158	59.4	8,391,881	3.17
Los Angeles	CA	244	77	31.6	3,831,868	6.37
Chicago	IL	152	34	22.4	2,851,268	5.33
Houston	TX	207	36	17.4	2,257,926	9.17
Phoenix	AZ	159	38	23.9	1,593,659	9.98
Philadelphia	PA	95	31	32.6	1,547,297	6.14
San Antonio	TX	128	32	25.0	1,373,668	9.32
San Diego	CA	76	20	26.3	1,306,300	5.82
Dallas	TX	104	28	26.9	1,299,542	8.00
San Jose	CA	46	13	28.3	964,695	4.77
Detroit	MI	113	31	27.4	910,921	12.41
San Francisco	CA	39	20	51.3	815,358	4.78
Jacksonville	FL	110	23	20.9	813,518	13.52
Indianapolis	IN	55	9	16.4	807,584	6.81
Austin	TX	65	15	23.1	786,386	8.27
Columbus	OH	54	10	18.5	769,332	7.02
Fort Worth	TX	52	7	13.5	727,577	7.15
Charlotte	NC	58	13	22.4	704,422	8.23
Memphis	TN	94	15	16.0	676,640	13.89
Boston	MA	16	2	12.5	645,169	2.48
Baltimore	MD	38	16	42.1	637,418	5.96
El Paso	TX	55	13	23.6	620,456	8.86
Seattle	WA	30	13	43.3	616,627	4.87
Denver	CO	36	10	27.8	610,345	5.90
Nashville-Davidson	TN	63	8	12.7	605,473	10.41
Milwaukee	WI	33	5	15.2	605,013	5.45
Washington	DC	29	14	48.3	599,657	4.84
Las Vegas	NV	31	9	29.0	567,641	5.46
Louisville-Jefferson Co.	KY	56	7	12.5	566,503	9.89
Portland	OR	32	7	21.9	566,143	5.65
Oklahoma City	OK	71	5	7.0	560,333	12.67
Tucson	AZ	35	11	31.4	543,910	6.43
Atlanta	GA	47	12	25.5	540,922	8.69
Albuquerque	NM	45	10	22.2	529,219	8.50
Kansas City	MO	63	9	14.3	482,299	13.06
Fresno	CA	26	3	11.5	479,918	5.42
Mesa	AZ	22	3	13.6	467,157	4.71
Sacramento	CA	28	7	25.0	466,676	6.00
Long Beach	CA	29	8	27.6	462,604	6.27
Omaha	NE	22	2	9.1	454,731	4.84

Source: Population—Bureau of the Census.

Table 124
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		
Virginia Beach	VA	29	5	17.2	433,575	6.69
Miami	FL	37	13	35.1	433,136	8.54
Cleveland	OH	31	1	3.2	431,369	7.19
Oakland	CA	24	3	12.5	409,189	5.87
Raleigh	NC	27	6	22.2	405,612	6.66
Colorado Springs	CO	19	2	10.5	399,827	4.75
Tulsa	OK	52	6	11.5	389,625	13.35
Minneapolis	MN	17	6	35.3	385,378	4.41
Arlington	TX	31	6	19.4	380,085	8.16
Honolulu CDP	HI	16	5	31.3	374,658	4.27
Wichita	KS	26	5	19.2	372,186	6.99
St. Louis	MO	39	13	33.3	356,587	10.94
New Orleans	LA	42	14	33.3	354,850	11.84
Tampa	FL	42	14	33.3	343,890	12.21
Santa Ana	CA	11	6	54.5	340,338	3.23
Anaheim	CA	25	9	36.0	337,896	7.40
Cincinnati	OH	18	3	16.7	333,012	5.41
Bakersfield	CA	26	5	19.2	324,463	8.01
Aurora	CO	17	4	23.5	323,348	5.26
Toledo	OH	20	2	10.0	316,179	6.33
Pittsburgh	PA	17	4	23.5	311,647	5.45
Riverside	CA	29	4	13.8	297,841	9.74
Lexington-Fayette	KY	23	2	8.7	296,545	7.76
Stockton	CA	20	2	10.0	287,578	6.95
Corpus Christi	TX	23	9	39.1	287,439	8.00
Anchorage	AK	20	4	20.0	286,174	6.99
St. Paul	MN	12	6	50.0	281,253	4.27
Newark	NJ	15	5	33.3	278,154	5.39
Plano	TX	11	3	27.3	273,613	4.02
Buffalo	NY	13	4	30.8	270,240	4.81
Henderson	NV	10	1	10.0	256,445	3.90
Fort Wayne	IN	20	1	5.0	255,890	7.82
Greensboro	NC	20	4	20.0	255,124	7.84
Lincoln	NE	6	1	16.7	254,001	2.36
Glendale	AZ	13	1	7.7	253,209	5.13
Chandler	AZ	2	2	100.0	249,535	0.80
St. Petersburg	FL	24	7	29.2	244,324	9.82
Jersey City	NJ	7	3	42.9	242,503	2.89
Scottsdale	AZ	7	2	28.6	237,844	2.94

Source: Population—Bureau of the Census.

Table 124
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		
Orlando	FL	24	5	20.8	235,860	10.18
Madison	WI	14	4	28.6	235,419	5.95
Norfolk	VA	24	1	4.2	233,333	10.29
Birmingham	AL	36	5	13.9	230,131	15.64
Winston-Salem	NC	21	4	19.0	229,828	9.14
Durham	NC	14	3	21.4	229,171	6.11
Laredo	TX	15	5	33.3	226,124	6.63
Lubbock	TX	20	5	25.0	225,859	8.86
Baton Rouge	LA	21	5	23.8	225,388	9.32
North Las Vegas	NV	6	1	16.7	224,387	2.67
Chula Vista	CA	10	6	60.0	223,739	4.47
Chesapeake	VA	18	0	0.0	222,455	8.09
Gilbert	AZ	5	1	20.0	222,075	2.25
Garland	TX	13	1	7.7	222,013	5.86
Reno	NV	7	2	28.6	219,636	3.19
Hialeah	FL	25	4	16.0	218,896	11.42
Arlington CDP	VA	0	0	0.0	217,483	0.00
Irvine	CA	15	3	20.0	209,716	7.15
Rochester	NY	7	4	57.1	207,294	3.38
Akron	OH	15	1	6.7	207,209	7.24
Boise City	ID	10	3	30.0	205,707	4.86
Irving	TX	14	1	7.1	205,541	6.81
Fremont	CA	7	1	14.3	205,517	3.41
Richmond	VA	15	4	26.7	204,451	7.34
Spokane	WA	15	7	46.7	203,268	7.38
Modesto	CA	12	3	25.0	202,743	5.92
Montgomery	AL	13	2	15.4	202,124	6.43
Yonkers	NY	8	1	12.5	201,066	3.98
Des Moines	IA	10	1	10.0	200,538	4.99
Tacoma	WA	10	3	30.0	199,638	5.01
Shreveport	LA	17	3	17.6	199,244	8.53
San Bernardino	CA	20	4	20.0	198,411	10.08
Fayetteville	NC	27	4	14.8	198,071	13.63
Glendale	CA	4	0	0.0	196,882	2.03
Augusta-Richmond Co.	GA	27	7	25.9	194,343	13.89
Grand Rapids	MI	8	1	12.5	193,710	4.13
Huntington Beach	CA	12	3	25.0	193,366	6.21
Mobile	AL	17	3	17.6	193,205	8.80
Newport News	VA	13	1	7.7	193,172	6.73

Source: Population—Bureau of the Census.

Table 124
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		
Little Rock	AR	32	4	12.5	191,933	16.67
Moreno Valley	CA	3	0	0.0	191,754	1.56
Columbus	GA	19	3	15.8	190,414	9.98
Amarillo	TX	16	3	18.8	189,392	8.45
Fontana	CA	11	0	0.0	188,013	5.85
Oxnard	CA	15	2	13.3	187,535	8.00
Knoxville	TN	25	3	12.0	185,100	13.51
Fort Lauderdale	FL	33	10	30.3	184,892	17.85
Salt Lake City	UT	10	3	30.0	183,102	5.46
Worcester	MA	3	0	0.0	182,882	1.64
Huntsville	AL	19	5	26.3	179,652	10.58
Tempe	AZ	11	4	36.4	178,519	6.16
Brownsville	TX	14	2	14.3	176,859	7.92
Jackson	MS	39	6	15.4	175,021	22.28
Overland Park	KS	4	1	25.0	174,907	2.29
Aurora	IL	5	2	40.0	172,950	2.89
Oceanside	CA	8	2	25.0	172,901	4.63
Tallahassee	FL	15	6	40.0	172,574	8.69
Providence	RI	10	1	10.0	171,909	5.82
Rancho Cucamonga	CA	6	1	16.7	171,809	3.49
Ontario	CA	18	4	22.2	171,603	10.49
Chattanooga	TN	24	7	29.2	171,350	14.01
Santa Clarita	CA	6	1	16.7	169,174	3.55
Garden Grove	CA	12	2	16.7	166,332	7.21
Vancouver	WA	4	0	0.0	165,742	2.41
Grand Prairie	TX	12	0	0.0	163,351	7.35
Peoria	AZ	3	0	0.0	163,226	1.84
Sioux Falls	SD	7	0	0.0	158,008	4.43
Springfield	MO	11	0	0.0	157,630	6.98
Santa Rosa	CA	7	3	42.9	157,468	4.45
Rockford	IL	13	1	7.7	157,280	8.27
Springfield	MA	5	2	40.0	155,580	3.21
Salem	OR	3	1	33.3	155,469	1.93
Port St. Lucie	FL	11	2	18.2	154,410	7.12
Cape Coral	FL	8	0	0.0	154,202	5.19
Dayton	OH	20	0	0.0	153,843	13.00
Eugene	OR	10	2	20.0	153,272	6.52
Pomona	CA	15	3	20.0	152,367	9.84
Corona	CA	11	3	27.3	151,027	7.28
Alexandria	VA	0	0	0.0	150,006	0.00

Source: Population—Bureau of the Census.

Table 125
Fatalities and Fatality Rates by State, 1975-2009

State	Fatalities								Fatality Rate per 100 Million Vehicle Miles Traveled							
	1975	1985	1990	1995	2000	2005	2009	Difference, 1975-2009	1975	1985	1990	1995	2000	2005	2009	Difference, 1975-2009
AL	902	882	1,121	1,114	996	1,148	848	**-6%**	3.63	2.51	2.65	2.20	1.76	1.92	1.51	**-58%**
AK	112	127	98	87	106	73	64	**-43%**	4.38	3.17	2.51	2.11	2.30	1.45	1.30	**-70%**
AZ	670	893	869	1,035	1,036	1,179	807	**+20%**	4.19	4.14	2.45	2.61	2.11	1.97	1.31	**-69%**
AR	559	534	604	631	652	654	585	**+5%**	4.01	3.12	2.87	2.37	2.24	2.05	1.76	**-56%**
CA	4,092	4,960	5,192	4,192	3,753	4,333	3,081	**-25%**	3.09	2.39	2.01	1.52	1.22	1.32	0.95	**-69%**
CO	581	579	544	645	681	606	465	**-20%**	3.50	2.21	2.00	1.84	1.63	1.26	1.00	**-71%**
CT	389	448	385	317	341	278	223	**-43%**	2.13	2.00	1.46	1.13	1.11	0.88	0.71	**-67%**
DE	122	104	138	121	123	133	116	**-5%**	3.37	1.94	2.11	1.61	1.49	1.40	1.28	**-62%**
DC	70	60	48	58	48	48	29	**-59%**	2.27	1.86	1.41	1.67	1.37	1.29	0.80	**-65%**
FL	1,998	2,832	2,891	2,805	2,999	3,518	2,558	**+28%**	3.24	3.22	2.63	2.19	1.99	1.75	1.31	**-60%**
GA	1,360	1,361	1,562	1,488	1,541	1,729	1,284	**-6%**	3.46	2.53	2.22	1.74	1.47	1.52	1.18	**-66%**
HI	144	126	177	130	132	140	109	**-24%**	3.47	1.86	2.19	1.64	1.55	1.39	1.09	**-69%**
ID	281	255	244	262	276	275	226	**-20%**	4.78	3.31	2.48	2.13	2.04	1.85	1.46	**-69%**
IL	2,041	1,534	1,589	1,586	1,418	1,363	911	**-55%**	3.56	2.17	1.91	1.68	1.38	1.27	0.86	**-76%**
IN	1,128	974	1,049	960	886	938	693	**-39%**	3.02	2.39	1.95	1.49	1.25	1.31	0.90	**-70%**
IA	670	474	465	527	445	450	372	**-44%**	3.75	2.35	2.02	2.03	1.51	1.45	1.20	**-68%**
KS	509	486	444	442	461	428	386	**-24%**	3.29	2.52	1.94	1.76	1.64	1.44	1.31	**-60%**
KY	863	712	849	849	820	985	791	**-8%**	3.50	2.50	2.52	2.07	1.75	2.08	1.67	**-52%**
LA	934	931	959	894	938	963	821	**-12%**	4.60	2.79	2.53	2.31	2.30	2.14	1.83	**-60%**
ME	223	206	213	187	169	169	159	**-29%**	3.14	2.22	1.79	1.49	1.19	1.13	1.10	**-65%**
MD	670	729	707	671	588	614	547	**-18%**	2.66	2.19	1.74	1.50	1.17	1.09	0.99	**-63%**
MA	864	742	605	444	433	441	334	**-61%**	2.75	1.87	1.31	0.92	0.82	0.80	0.61	**-78%**
MI	1,779	1,545	1,571	1,530	1,382	1,129	871	**-51%**	3.06	2.29	1.94	1.79	1.41	1.09	0.90	**-71%**
MN	754	608	566	597	625	559	421	**-44%**	2.94	1.86	1.45	1.35	1.19	0.98	0.74	**-75%**
MS	546	662	750	868	949	931	700	**+28%**	3.80	3.45	3.07	2.94	2.67	2.32	1.73	**-54%**
MO	1,045	931	1,097	1,109	1,157	1,257	878	**-16%**	3.41	2.37	2.16	1.87	1.72	1.83	1.27	**-63%**
MT	291	223	212	215	237	251	221	**-24%**	5.08	3.03	2.54	2.28	2.40	2.26	2.01	**-60%**
NE	369	237	262	254	276	276	223	**-40%**	3.29	1.97	1.88	1.61	1.53	1.43	1.15	**-65%**
NV	218	259	343	313	323	427	243	**+11%**	4.74	3.42	3.36	2.24	1.83	2.06	1.19	**-75%**
NH	151	191	158	118	126	166	110	**-27%**	2.85	2.53	1.61	1.11	1.05	1.24	0.85	**-70%**

Table 125
Fatalities and Fatality Rates by State, 1975-2009 (Continued)

State	Fatalities								Fatality Rate per 100 Million Vehicle Miles Traveled							
	1975	1985	1990	1995	2000	2005	2009	Difference, 1975-2009	1975	1985	1990	1995	2000	2005	2009	Difference, 1975-2009
NJ	1,043	964	886	774	731	747	583	**-44%**	2.15	1.83	1.50	1.27	1.08	1.01	0.80	**-63%**
NM	555	535	499	485	432	488	361	**-35%**	5.59	4.03	3.09	2.29	1.90	2.04	1.39	**-75%**
NY	2,366	2,006	2,217	1,679	1,460	1,434	1,156	**-51%**	3.63	2.22	2.07	1.46	1.13	1.03	0.87	**-76%**
NC	1,506	1,482	1,385	1,448	1,557	1,547	1,314	**-13%**	4.14	2.97	2.21	1.90	1.74	1.53	1.26	**-70%**
ND	167	90	112	74	86	123	140	**-16%**	3.71	1.61	1.90	1.13	1.19	1.62	1.72	**-54%**
OH	1,766	1,646	1,638	1,360	1,366	1,321	1,021	**-42%**	2.75	2.18	1.79	1.35	1.29	1.20	0.92	**-67%**
OK	757	744	641	669	650	803	738	**-3%**	3.33	2.39	1.93	1.74	1.50	1.71	1.57	**-53%**
OR	562	559	579	574	451	487	377	**-33%**	3.53	2.61	2.17	1.91	1.33	1.38	1.11	**-69%**
PA	2,078	1,771	1,646	1,480	1,520	1,616	1,256	**-40%**	3.26	2.35	1.92	1.57	1.49	1.50	1.21	**-63%**
RI	110	109	84	69	80	87	83	**-25%**	1.94	1.87	1.14	1.00	0.96	1.05	1.01	**-48%**
SC	820	951	979	881	1,065	1,094	894	**+9%**	3.98	3.56	2.85	2.28	2.34	2.21	1.82	**-54%**
SD	195	130	153	158	173	186	131	**-33%**	3.76	2.07	2.19	2.06	2.05	2.22	1.36	**-64%**
TN	1,126	1,101	1,177	1,259	1,307	1,270	989	**-12%**	3.42	3.03	2.52	2.24	1.99	1.79	1.41	**-59%**
TX	3,372	3,678	3,250	3,183	3,779	3,536	3,071	**-9%**	3.99	2.57	2.08	1.76	1.72	1.50	1.33	**-67%**
UT	272	303	272	325	373	282	244	**-10%**	3.42	2.52	1.86	1.73	1.65	1.12	0.93	**-73%**
VT	143	115	90	106	76	73	74	**-48%**	4.32	2.45	1.54	1.71	1.12	0.95	0.97	**-78%**
VA	993	976	1,079	900	929	947	757	**-24%**	2.87	2.04	1.79	1.29	1.24	1.18	0.94	**-67%**
WA	758	744	825	653	631	649	492	**-35%**	3.16	2.16	1.85	1.33	1.18	1.17	0.87	**-72%**
WV	461	420	481	376	411	374	356	**-23%**	4.36	3.32	3.12	2.16	2.14	1.82	1.82	**-58%**
WI	930	744	769	745	799	815	561	**-40%**	3.25	2.03	1.74	1.45	1.40	1.36	0.96	**-70%**
WY	210	152	125	170	152	170	134	**-36%**	5.36	2.81	2.14	2.41	1.88	1.88	1.40	**-74%**
USA	**44,525**	**43,825**	**44,599**	**41,817**	**41,945**	**43,510**	**33,808**	**-24%**	**3.35**	**2.47**	**2.08**	**1.73**	**1.53**	**1.46**	**1.14**	**-66%**
PR	496	600	473	595	568	457	365	**-26%**	7.27	5.74	3.68	3.83	3.23	2.35	1.92	**-74%**

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

Table 126
Key Provisions of Occupant Restraint Laws and 2009 Seat Belt Use Rates

State	Enforcement Type	Base Fine	Seat Belt Required		Exemptions [3]	2009 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats [1]	Ages [2]					
AL	Primary	$25 (maximum)	Front	15 years and older	Medical reasons, model year <1965, rural mail carriers/ newspaper delivery vehicles, vehicles operating in reverse.	90.0%	<1 year or <20 lb in rear-facing infant seat; 1-4 or 20-40 lb in forward-facing car seat; 5 years old (but not yet 6) in booster seat.[4]	$25	See AL Statutes 32-5B and 32-5-222.
AK	Primary	$15	All	16 years and older	School buses, emergency vehicles, mail or newspaper delivery vehicles, vehicles not equipped with seat belts, non-highway vehicles (generally, off-road or snowmobiles).	86.1%	3 years and under in car seat; 4-8 years, 20-65 lb, and <57 inches tall in booster seat.	$50[5]	See AK Statute 28.05.095.
AZ	Secondary	$10	All Front	5-15 years All	Designed for >10 passengers, model year <1972, rural mail carriers, medical reasons.	80.8%	<5 years, booster seats not required.	$50	See AZ Statutes 28-907 and 28-909.
AR	Primary	$25	Front	15 years and older	Model year <1972. Not required when an emergency exists that threatens the life of a child or person operating a motor vehicle. Any child who is physically unable because of a medical condition (as certified by a physician) is exempted.	74.4%	5 years and under and <60 lb; children 60 lb or more may be in a seat belt.	$50-$100[6]	See AR Statutes 27-37-706 and 27-34-103.
CA	Primary	$20[7]	All	16 years and older	Medical reasons, emergency vehicles, rural postal service vehicles, newspaper delivery vehicles, recycling vehicles, taxis.	95.3%	5 years and under or <60 lb in a rear seat; <1 year or <20 lb in rear-facing restraint may not ride in front if front passenger air bag is activated; 60 lb or more in rear seat if available.	$100[8]	See CA Statutes 27302 and 27360.
CO	Secondary[9]	$15-$100	Front	All	Ambulance crew, peace officer, medical reasons, passenger buses, school buses, postal service vehicles, delivery and pickup service vehicles.	81.1%	<1 year and <20 lb in rear-facing infant seat; 1-3 and 20-40 lb in forward-facing car seat; 4-5 and <55 inches in booster seat. Seat belt allowed for 8-15 or >55 inches tall.	$15-$100	See CO Statutes 42-4-237-7 and 42-4-1701.

[1]The word "All" used in this category means everyone must be restrained. For children, that may be in a child restraint.

[2]May include rear-facing car seats, forward-facing car seats, and booster seats.

[3]Emergency vehicle and bus exemptions generally do not apply to the operator.

[4]First violation, 1 point; second or subsequent violation, 2 points. The charges may be dismissed by the trial judge hearing the case and no court costs shall be assessed upon proof of acquisition of an appropriate child passenger restraint.

[5]Two points for child restraint violation.

[6]Arkansas reduces the fine for the primary violation by $10.

[7]Court may substitute traffic safety school for fine with regard to first offense. Fine for second and subsequent offenses is $50.

[8]One point for child restraint violation; operators are liable for children <16 years old not wearing seat belt or in proper child safety restraint.

[9]Primary enforcement for child safety restraints. The fine may be waived with satisfactory evidence of acquisition, purchase, or rental of child restraint system.

Sources: **Occupant restraint laws:** NHTSA, Regional Office. Updated as of January 2011. **2009 observed seat belt use rates:** NHTSA, National Center for Statistics and Analysis, "Seat Belt Use in 2009—Use Rates in the States and Territories," DOT HS 811 324 (May 2010).

Table 126
Key Provisions of Occupant Restraint Laws and 2009 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine	Seat Belt Required		Exemptions [3]	2009 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats [1]	Ages [2]					
CT	Primary	$15[10]	Front	7 years and older	Medical reasons, emergency vehicles other than fire-fighting apparatus, postal service vehicles, newspaper delivery vehicles.	85.9%	<1 year or <20 lb in rear-facing restraint system; 1-6 and <60 lb in child restraint system; booster seat only in seating position with lap and shoulder belt; 7-15 years and >60 lb, seat belt permissible.[11]	$75[12]	See CT Statute 14-100a.
DE	Primary	$25	All	16 years and older	Medical reasons, postal service vehicles, tractors, off-highway vehicles, electric personal assistive mobility devices.	88.4%	<7 years and <66 lb in age/weight appropriate restraint; 8-15 years or >66 lb in seat belt.	$25	See DE Statutes 21.48.4802 and 21.48.4803.
DC	Primary	$50	All	16 years and older	Vehicles manufactured before July 1, 1966; medical reasons; all seat belts occupied; seating for >8 people, taxis (6pm-6am).	93.0%	7 years and under; 8-15 years for seat belt or booster.	$75[13]	See DC Statutes 50-1801-07 and 50-1701-08.
FL	Primary	$30	All Front	6-17 years 6 years and older	Medical reasons; newspaper delivery vehicles; solid waste/ recyclable collection service vehicles working designated routes; persons traveling in the living quarters of a recreational vehicle or a space within a truck body primarily intended for merchandise or property; school buses; buses that transport for compensation; farm tractors or implements of husbandry; trucks >26,000 lb.	85.2%	3 years and under; seat belts permissible for children 4-5 years.[14]	$60	See FL Statutes 316.613-4.
GA	Primary	$15[15]	All Front	6-17 years 18 years and older	Pickups, vehicles designed for >10 passengers, off-road vehicles, vehicles used for frequent stops (all seats), rural postal vehicles, newspaper delivery vehicles, emergency vehicles, driver in reverse, taxis, public transit vehicles.	88.9%	5 years and older and <57 inches; 5 years and younger in rear seat if available.[16]	$50[17]	See GA Statute 40-8-76. Pickup exemption eliminated as of June 3, 2010.

[10] If a driver under 18 commits a violation, he/she is subject to a $75 fine.

[11] 4 years or older or <4 years and <40 lb in student transportation vehicle (not a school bus) must be in child seat or belt.

[12] The fine is $15 if the child is 4-16 years old and 40 pounds or more; a mandatory child restraint education program is also required for the first or second violation.

[13] For child restraint violation, the driver may opt to take a child restraint safety class for $25 in lieu of the $75 base fine. Fine for first violation waived upon acquiring approved child restraint after the violation. For second offense, offenders required to attend child safety class for $25 and pay a $75 fine. For third offense, $125 fine. For fourth and each subsequent offense, $150 fine.

[14] 3 points assessed; penalties and fines may be waived after participation in a child restraint safety program.

[15] If a minor violates the seat belt law, the driver may be fined $25.

[16] For children at least 40 lb, the child restraint requirement is satisfied if they are restrained in the rear seat by a seat belt; the seat belt may be a lap belt if 3-point belts are unavailable or already being used by other children >40 lb.

[17] For second or subsequent conviction, a fine of not more than $100 shall be assessed. No court shall impose any additional fees or surcharges.

Table 126
Key Provisions of Occupant Restraint Laws and 2009 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine	Seat Belt Required		Exemptions [3]	2009 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats [1]	Ages [2]					
HI	Primary	$45[18]	All Front	8-17 years 15 years and older	Bus or school bus >10,000 lb, emergency vehicles, taxicabs. DOT may establish additional exemptions.	97.9%	3 years and under in car seat; 4-7 in booster seat or child restraint.[19]	$100 maximum[20]	See HI Statutes 291-11.5 and 291-11.6.
ID	Secondary	$10	All	7 years and older	Vehicles >8,000 lb, postal vehicles, implements of husbandry, motorcycles.	79.2%	7 years and under.	$100 maximum[21]	See ID Statutes 49-672 and 49-673.
IL	Primary	$25	All Front	18 years and under if driver is under 19 years 16 years and older	Motorcycles, vehicles that stop frequently, medical reasons, rural letter carriers, model year <1965.	91.7%	7 years and under; children>40 lb may use lap belt in rear seat if no 3-point belt available (adjustments to law effective January 2011).	$75	See Statutes 625 ILCS 5/12-6031 and 625 ILCS 25/6.
IN	Primary	$25	All	16 years and older	Medical reasons, vehicles that stop frequently, farm vehicles, RVs, postal vehicles, non-drivers in parades, public utility vehicles, towing recovery vehicles, occupant other than operator of vehicle used by a public utility in an emergency.	92.6%	7 years and under.[22]	$25[23]	See IN Statutes 9-19 - 10-11.
IA	Primary	$25	Front	18 years and older	Delivery vehicles that do not exceed 25 mph between stops, bus passengers, medical reasons, model year <1965, emergency vehicles, motorcycles, rural letter carriers.	93.1%	<1 year and <20 lb in rear-facing car seat; 1-5 years in child restraint; seat belts permissible for children 6-17 years.	$25[24]	See IA Statutes 321-445 and 321-446.[25]
KS	Primary	$5[26]	All Front	14-17 years 18 years and older	Designed for >10 people, truck >12,000 lb, off-road vehicles, postal vehicles, vehicles delivering newspapers.	77.0%	3 years and under in child restraint; 4-7 and <80 lb or <57 inches tall in child restraint or booster seat; seat belts permissible for children 8-13 years and for children 4-7 years and >80 lb or >57 inches tall.[27]	$60	See KS Statutes Ch. 8, Article 25, and 8-1344.

[18] In addition to the $45 fine, the driver must pay a surcharge of $10 for the neurotrauma special fund.

[19] Children 4-7 (and >40 lb) in rear seat can use lap belt if lap/shoulder belt is unavailable.

[20] First-time violators are required to attend a child passenger restraint system seat class not to exceed 4 hours in length, pay a driver education safety assessment fee of $50, pay a $10 surcharge into the neurotrauma fund, and pay up to a $10 surcharge to be deposited into the trauma system (special) fund if the court so orders.

[21] This is an infraction punishable by a fine not exceeding $100. The typical total fine is $60, including all add-on costs.

[22] Indiana child restraint law applies only to drivers with Indiana licenses.

[23] Fees collected from violations will be entered into a fund to purchase child restraints for low-income families throughout Indiana.

[24] First offenders who prove purchase or acquisition of a child restraint system shall not be convicted.

[25] The driver and front seat passengers may each be charged separately for improperly used or unused equipment.

[26] $5 including court costs until June 30, 2011; beginning July 1, 2011, the fine is $10.

[27] If the number of children subject to these requirements exceeds the number of passenger-securing locations available for use by children and all the securing locations are in use by children, the requirement is waived for the additional children.

Table 126
Key Provisions of Occupant Restraint Laws and 2009 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine	Seat Belt Required		Exemptions [3]	2009 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats [1]	Ages [2]					
KY	Primary	$25	All	All	Designed for >10 people, farm trucks registered for agricultural use only and with gross weight 2,000 lb or greater, motorcycles.	79.7%	40 inches tall or less in child restraint; 6 years and under and between 40 and 50 inches tall in booster seat.	Child restraint $50; booster seat $30	See KY Statute 189.125.
LA	Primary	$25	All	13 years and older	Vehicles with gross weight >10,000 lb, utility vehicles traveling <20 mph, model year <1981, postal vehicles, farm vehicles, persons delivering newspapers.	74.5%	<1 year old or <20 lb in rear-facing car seat; 1-3 years or 20-39 lb in forward-facing car seat; 4-5 years or 40-60 lb in booster seat; seat belts permissible for 6-12 years or >60 lb.	$50	See LA Statutes 32-295 and 32-295.1.
ME	Primary	$50	All	18 years and older	Medical reasons, rural mail carriers, persons delivering newspapers, postal vehicles, passengers riding in taxi or limousine for hire.	82.6%	<40 lb in car seat; 40-80 lb and <8 years old in safety system that elevates child so adult seat belt fits properly; <11 years and <100 lb in rear seat if available; seat belts permissible for children 8-17 years or <18 years and >57 inches tall.	$50	See ME Statute 29-A: 19, 2081. Everyone riding in school bus equipped with seat belts must use them.
MD	Primary	$25	Front	16 years and older	"Historical" vehicles, for-hire vehicles, motorcycles, trucks, buses, postal vehicles, vehicles built before June 1, 1964.	94.0%	<8 years in appropriate child restraint unless 57 inches or taller or >65 lb.	$50	See MD Statutes 22-412.2 and 22.412.3.
MA	Secondary	$25[28]	All	16 years and older	Buses, trucks 18,000 lb or more, taxis, utility vehicles, model year <1966, postal vehicles, farm vehicles, authorized emergency vehicles, side-facing seat in car owned for antique collecting.	73.6%	7 years and under and <57 inches tall; seat belts permissible for children 8-12 years or >57 inches tall.	$25	See MA Title XIV, 90 MGL Section 13A and 90 MGL Section 7AA.
MI	Primary	$25[29]	Front	16 years and older	Medical reasons, taxis, buses, school buses, postal service vehicles, model year <1965, commercial vehicles making frequent stops.	98.0%	7 years and under and <57 inches tall; <4 years must be in car seat in the back seat; seat belt permissible for children 8-15 years or >57 inches tall.	$10	See MI Statute 257.710e and 257.710d.

[28]Operator may be fined an additional $25 if allowing anyone under 16 and no younger than 12 years old to ride unrestrained.

[29]Failure to wear a seat belt in Michigan may be considered evidence of negligence and may reduce the recovery for damages arising out of the ownership, maintenance, or operation of a motor vehicle; however, that negligence shall not reduce the recovery for damages by more than 5 percent.

Table 126
Key Provisions of Occupant Restraint Laws and 2009 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine	Seat Belt Required		Exemptions [3]	2009 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats [1]	Ages [2]					
MN	Primary	$25	All	8 years and older	Farm pickup trucks, postal vehicles, commercial vehicles making frequent stops and going <25 mph between stops, vehicles driving in reverse, persons riding in a vehicle in which all the seating positions equipped with seat belts are occupied by other persons in seat belts, model year <1965, medical reasons.	90.2%	7 years and under and <57 inches tall; seat belts permissible for children >8 years old or >57 inches tall.	$50	See MN Statutes 169.685 and 169.686.
MS	Primary	$25[30]	Front	7 years and older	Vehicles driving in reverse, farm vehicles, medical reasons, buses, postal vehicles, utility meter readers' vehicles, all-terrain vehicles, vehicles designed to carry >15 persons, trailers.	76.0%	3 years and under in child restraint; 4-6 years and <57 inches tall or <65 lb in booster seat; seat belts permissible for children >7 years old, >57 inches tall, or >65 lb.	$25	See MS Statute 63-2-and 63-7-301.
MO	Secondary (primary for <16 years old)	$10	Front	16 years and older	Vehicles designed for >10 people, trucks >12,000 lb, postal service vehicles, vehicles requiring frequent entry or exit, agricultural vehicles.	77.2%	<4 years old or <40 lb in car seat; 4-7 and 40-80 lb and <57 inches tall in booster seat. If all safety restraints are in use, persons <16 years old must be in rear seat.	$50; $10 for >80 lb or >57 inches tall	Persons <18 years operating or riding in a truck are required to wear seat belts. See MO Statutes 307.178 and 307.179.1.
MT	Secondary	$20	All	6 years and older	Medical reasons, motorcycles, vehicles making frequent stops, occupants of motor vehicle in which all seat belts are being used by other occupants.	79.2%	<6 years and <60 lb	$100	See MT Statutes 61-13-103 and 61-9-420.
NE	Secondary	$25	Front	18 years and older	Taxis, mopeds, motorcycles, emergency vehicles, model year <1963, parade vehicles.	84.8%	5 years and under; seat belts permissible for children 6-17 years old.	$25	See NE Statutes 60-6, 267 and 606-6, 268.
NV	Secondary	$25	All	6 years and older	Medical reasons, public transportation vehicles, postal service vehicles, emergency vehicles, delivery vehicles not exceeding 15 mph. Any vehicle or seating position if the State determines compliance is impractical.	91.0%	6 years or under and <60 lb.	$50-$500	See NV Statute 484D.495.
NH	No law for persons 18 years or older (primary for <18 years old).	—	All	17 years and younger	—	68.9%	5 years and under and <55 inches tall; seat belts permissible for children 6-17 years old or <6 years and >55 inches tall.	$25	See NH Statute 265:107-a.

[30]Only the operator of a vehicle may be fined for a violation.

Table 126
Key Provisions of Occupant Restraint Laws and 2009 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine	Seat Belt Required		Exemptions [3]	2009 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats [1]	Ages [2]					
NJ	Primary (secondary for rear seat occupants)	$20	All	8 years and older	Vehicles manufactured before 1966, medical reasons, rural letter carriers, fewer belts than seats.	92.7%	<8 years and <55 inches tall; in rear seat if available.	$54	See NJ Statute 39:3-76.2.
NM	Primary	$25[31]	All	18 years and older	Vehicles >10,000 lb, medical reasons, rural letter carriers.	90.1%	<1 year in rear-facing infant seat, in rear seat if available; 1-4 or <40 lb in car seat; 5-6 or <60 lb in booster seat.	$25	See NM Statutes 66-7-369 and 66-7-362.
NY	Primary	$50[32]	Front	All	Buses, school buses, taxis, liveries, emergency vehicles, rural letter carriers.	88.0%	<3 years unless >40 lb and no lap/shoulder belt available; 4-7 years unless no lap/shoulder belt available.	$25-$100	See NY Statute 1229-c.
NC	Primary (secondary for rear seat occupants)	$25.50 ($10 for rear seat)	Rear All	15 years and under 16 years and older	Medical reasons, farm vehicles, postal vehicles, designated commercial vehicles, delivery vehicles traveling <20 mph, trash/recycling trucks.	89.5%	7 years and under and <80 lb; seat belts permissible for 8-15 years or 40-80 lb in seats without shoulder belts.	$25	See NC Statutes 20-135.2A and 20-137.1C.
ND	Secondary	$20[33]	Front	18 years and older	Designed for >10 people, farm vehicles, rural mail carriers, medical reasons, all front seat belts in use by other occupants.	81.5%	6 years and under and <57 inches tall or <80 lb.	$25[33]	See ND Statutes 39.21-41.1-2.
OH	Secondary	$30[34]	All Front	4-14 years 15 years and older	Postal service vehicles, medical reasons, vehicles delivering newspapers.	83.6%	4 years and under or <40 lb in car seat; 4-8 years and <57 inches in booster seat; seat belts permissible for children 8-14 years.	$25-$150	See OH Statute 4513.263.
OK	Primary	$20	Front	13 years and older	Farm vehicles, RVs, motorcycles, motorized bicycles, postal service vehicles, school buses, taxicabs, emergency vehicles.	84.2%	5 years and under.[35]	$50[36]	See OK Statute 47-12-417.
OR	Primary	$97	All	16 years and older	Vehicles in interstate commerce, designed for >15 passengers, newspaper and mail vehicles, meter and transit vehicles, for-hire vehicles, trash trucks, emergency vehicles, taxicab operators.	96.6%	<1 year or <20 lb in rear-facing car seat; <40 lb in car seat; >40 lb and <57 inches or <8 years in safety system that elevates the child so that an adult seat belts fits properly.	$97	See OR Statutes 811.210 to 811.225.

[31]New Mexico also assesses 2 points for violations.
[32]New York assesses points only when the violation involves a child under 16 years old.
[33]Drivers' license points may not be assessed.
[34]Fine is $30 for a driver violating the law, $20 for passenger(s).
[35]Children >40 lb may be belted in the rear seat by a lap belt if the vehicle is not equipped with lap and shoulder belts, or when the lap and shoulder belts are being used by other children.
[36]Child restraint fine is $15 with proof of possession of a child safety seat.

Table 126
Key Provisions of Occupant Restraint Laws and 2009 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine	Seat Belt Required		Exemptions [3]	2009 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats [1]	Ages [2]					
PA	Secondary	$10	All Front	8-17 years 18 years and older	Vehicles manufactured before 1966, medical reasons, trucks >7,000 lb, rural letter carriers, delivery vehicles, vehicles traveling <15 mph.	87.9%	7 years and under.	$100	See PA Statute 75.4581.
RI	Secondary (primary for drivers and occupants <18 years)	$75	All	13 years and older	Vehicles manufactured before 1966, medical reasons, postal service vehicles.	74.7%	7 years and under and <80 lb and <54 inches tall in rear seat if available.	$75	See RI Statute 32.22.
SC	Primary[37]	$25	Front Rear with shoulder belt	6 years and older 6 years and older	Medical reasons, emergency vehicles, postal service vehicles, delivery vehicles, parade vehicles; school, church, or day care buses; public transportation vehicles except taxis, vehicles in which all seating positions with seat belts are already occupied, persons occupying vehicles not originally equipped with seat belts.	81.5%	<1 year or <20 lb in rear-facing infant seat; 1-5 and 20-39 lb in forward-facing car seat; 1-5 and 40-80 lb in booster seat secured by lap/shoulder belt (lap belt alone is not permissible); <5 years in rear seat if available.	$150[38]	See SC Statutes 56-5-6520 and 56-5-6410.
SD	Secondary[39]	$20 maximum	Front	All	Motorcycles, motorized bicycles, vehicles manufactured before 1973, medical reasons, passenger buses, school buses, farm vehicles, rural mail carriers, newspaper or periodical delivery vehicles.	72.1%	<5 years and <40 lb.	$20	See SD Statute 32.38.
TN	Primary	$10[40]	Front	16 years and older	Vehicles >8,500 lb, rural letter carriers, utility workers, newspaper delivery vehicles, automobile salespersons who drive <50 miles per day on average, parade vehicles, hayrides crossing a highway from one field to another if operated at <15 mph.	80.6%	<1 year or 20 lb or less in rear-facing infant seat; 1-3 and >20 lb in forward-facing car seat; 4-8 and <57 inches tall in booster seat; <8 and <57 inches in rear seat if available; rear seat recommended for 9-12 years old.	$50	See TN Statutes 55-9-602 and 55-9-603.
TX	Primary	$200	All Front	5-16 years 17 years and older	Farm vehicles <48,000 lb, postal service vehicles, newspaper delivery vehicles, meter readers.	92.9%	4 years and younger and <36 inches tall in car seat; 4-8 years and <57 inches in booster seat.	$200	
UT	Secondary (primary for drivers and occupants 18 years and younger)	$45[41]	All	16 years and older	Vehicles manufactured before 1966, medical reasons, all seats occupied or person is riding in a seating position not equipped with seat belts.	86.1%	7 years or under and <57 inches tall; seat belt permissible for 8-15 years old or >57 inches tall.	$45	See UT Statute 41-6a-1803.

[37]Seat belt law may not be enforced by checkpoints designed for that purpose.
[38]Up to $150 fine, but it may be waived with acquisition of child restraint.
[39]Designated as a petty offense.
[40]Drivers 18 years or older who choose not to contest the citation pay a $10 fine by mail ($20 for drivers 16-17 years old).
[41]Reduced to $15 upon completion of class.

Table 126
Key Provisions of Occupant Restraint Laws and 2009 Seat Belt Use Rates (Continued)

State	Enforcement Type	Base Fine	Seat Belt Required		Exemptions [3]	2009 Observed Seat Belt Use Rate	Child Restraint Required	First Base Fine	Additional Information
			Seats [1]	Ages [2]					
VT	Secondary (primary for drivers and occupants 17 years and younger)	$25	All	16 years and older	Buses, taxis, rural mail carriers, delivery vehicles traveling <15 mph, emergency vehicles, farm tractors, vehicles ordered by emergency personnel to evacuate persons from stricken area.	85.3%	<1 year or <20 lb in rear-facing infant seat; 2-7 years and >20 lb in rear seat unless front passenger airbag is deactivated; seat belts permissible for 8-15 years old and >20 lb.	$25	See VT Statutes 23-1258 and 23-1259.
VA	Secondary	$25	Front	18 years and older	Medical reasons, trucks >10,000 lb, school buses, motor homes, taxis, police vehicles enforcing parking or transporting prisoners, law enforcement officers when seat belts are impractical, rural mail carriers, newspaper delivery vehicles, utility meter readers, commercial vehicles making frequent stops.	82.3%	7 years and under; rear-facing devices in rear seat if available; if not, in front seat, only if front passenger airbag is deactivated.	$50	See VA Statutes 46.2-1094 and 46.2-1098.
WA	Primary	$124	All	16 years and older	Medical reasons, vehicles 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.	96.4%	8 years and under and <57 inches tall; 13 years and under in rear seat if practical.	$124	See WA Statute 46.63.110.
WV	Secondary	$25 maximum	All Front	18 years and younger 17 years and older	Motorcycles, vehicles designed for >10 people, vehicles manufactured before 1967, medical reasons, rural mail carriers, trailers. All seat belts in use and vehicle contains more passengers than total number of seat belts or other safety devices installed in compliance with Federal motor vehicle safety standards.	87.0%	7 years and under and <57 inches tall.	$10-$20	See WV Statutes 17C-15-46 and 17C-15-49.
WI	Primary	$10	All	8 years and older	Emergency vehicles in which compliance could endanger passengers; taxis, farm trucks engaged in farming, rural mail carriers, land surveyors.	73.8%	<1 year or <20 lb in rear-facing infant seat; 1-3 and 20-40 lb in forward-facing infant seat, in rear seat if available; 4-7 and 40-80 lb in booster seat.	$30-$75	See WI Statute 347.48.
WY	Secondary	$25 maximum[42]	All	9 years and older	Medical reasons, postal vehicles; excess passengers exempted if all seats occupied.	67.6%	8 years and younger in rear seat if available.	$50 maximum	See WY Statute 31-5-1401.

[42] If motorist is wearing a seat belt when stopped for another violation, the fine for that violation is reduced by $10. Passengers violating the seat belt requirements are subject to a fine of $10.

Table 127
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	05/20/77	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	07/01/69	07/01/70	No helmet law for any motorcyclists since 1970 repeal.
IN	07/26/67	09/01/77	Repealed.
		01/01/84	Reinstated for under age 18.
IA	09/01/75	07/01/76	No helmet law for any motorcyclists since 1976 repeal.
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	07/31/68	10/01/76	Repealed for age 18 and over.
		01/01/82	Reinstated for all.
		08/15/99	Repealed for age 18 and over if covered by insurance of at least $10,000 in medical benefits.
		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 instruction permits, for licensees holding license for 1 year or less, and for passengers if required for operator.
		09/01/09	Reinstated for ages 16 and 17, instruction permit holders, operators licensed for less than 1 year, and passengers (regardless of age) if required for operator.
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. Helmet required for holders of instruction permits.
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	09/02/77	Repealed (law was never enforced).
		01/01/89	Reinstated for all.
NV	01/01/72		
NH	09/05/67	08/07/77	Repealed for age 18 and over until Federal law ceases to require a motorcycle helmet law as a condition for receipt of Federal funds.
		09/30/95	Repealed for all when Federal law requiring helmet laws for Federal funds was voided.

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

**Applied only to riders under age 15½.

Table 127
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	03/31/77	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	04/27/67	04/01/69	Repealed for age 21 and over.
		11/01/75	Reinstated for all.
		05/21/76	Repealed for age 18 and over.
OR	01/01/68	10/04/77	Repealed for age 18 and over.
		06/16/88	Reinstated for all (by voter referendum).
PA	07/15/68	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	06/04/67		
TX	01/01/68	08/29/77	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 insurance of at least $10,000 in medical benefits.
UT	05/13/69	05/10/77	Repealed for age 18 and over. Required for age 17 and under on roads posted for speeds higher than 35 mph.
VT	03/06/68		
VA	06/26/70		
WA	06/08/67	09/21/77	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 19 and over.
		07/01/93	Repealed for age 18 and over.
PR	07/20/60		

Sources: Motorcycle Industry Council, Insurance Institute for Highway Safety, Highway Data Loss Institute.

Table 128
State Traffic Safety Laws as of June 2010

State	Universal Motorcycle Helmet Law[1]	Primary Seat Belt Law	Graduated Drivers License Law	.08 BAC Per Se Law[2]	Ignition Interlock Law[3]	2009 Observed Seat Belt Use Rate	Distracted Driving Law[4]
AL	1980	1999	Yes [5]	1995	—	90.0%	—
AK	—	2006	Yes	2001	F	86.1%	X(p)
AZ	—	—	Yes	2001	F	80.8%	—
AR	—	2009	Yes [5]	2001	F	74.4%	X(p)
CA	1992	1993	Yes [5]	1990	F[6]	95.3%	X(p), H(p)
CO	—	—	Yes [5]	2004	F	81.1%	X(p)
CT	—	1986	Yes [5]	2002	P	85.9%	X(p), H(p)
DE	—	2003	Yes [5]	2004	M	88.4%	—
DC	1970	1997	Yes [5]	1999	P	93.0%	H(p)
FL	—	2009	Yes	1994	M	85.2%	—
GA	1969	1996	Yes [5]	2001	P	88.9%	X(p)
HI	—	1985	Yes	1995	F	97.9%	—
ID	—	—	Yes	1997	P	79.2%	—
IL	—	2003	Yes [5]	1997	F	91.7%	X(p)
IN	—	1998	Yes [5]	2001	P	92.6%	—
IA	—	1986	Yes [5]	2003	M	93.1%	X(s)
KS	—	2010	Yes [5]	1993	M	77.0%	X(p)
KY	—	2006	Yes [5]	2000	P	79.7%	X(p)
LA	2004	1995	Yes [5]	2003	F	74.5%	X(p)
ME	—	2007	Yes [5]	1988	P	82.6%	—
MD	1992	1997	Yes [5]	2001	P	94.0%	X(p), H(s)[7]
MA	1967	—	Yes	2003	M	73.6%	—
MI	1969	2000	Yes	2003	P	98.0%	X(p)
MN	—	2009	Yes [5]	2005	P	90.2%	X(p)
MS	1974	2006	Yes [5]	2002	P	76.0%	—
MO	1967	—	Yes	2001	M	77.2%	X(p)[8]
MT	—	—	Yes	2003	M	79.2%	—

[1] All riders must wear helmets.
[2] Effective date of .08 BAC per se law.
[3] F = mandatory for all, including first offense; M = mandatory for some (e.g., high-BAC or repeat offenders); P = permitted for some offenders.
[4] X(p) = texting ban for all, primary enforcement; X(s) = texting ban, secondary enforcement; H(p) = handheld cell phone ban for all, primary enforcement; H(s) = handheld cell phone ban, secondary enforcement.
[5] Cell phone restrictions for teens, learner and intermediate levels.
[6] Pilot in four counties only.
[7] Goes into effect October 1, 2010.
[8] For drivers 21 and younger.
Source: NHTSA.

Table 128
State Traffic Safety Laws as of June 2010 (Continued)

State	Universal Motorcycle Helmet Law[1]	Primary Seat Belt Law	Graduated Drivers License Law	.08 BAC Per Se Law[2]	Ignition Interlock Law[3]	2009 Observed Seat Belt Use Rate	Distracted Driving Law[4]
NE	1989	—	Yes [5]	2001	F	84.8%	X(s)
NV	1972	—	Yes	2003	M	91.0%	—
NH	—	—	Yes	1994	P	68.9%	X(p)
NJ	1968	2000	Yes [5]	2004	M	92.7%	X(p), H(p)
NM	—	1986	Yes	1994	F	90.1%	—
NY	1967	1984	Yes	2003	F	88.0%	X(s), H(p)
NC	1968	1985	Yes [5]	1993	M	89.5%	X(p)
ND	—	—	—	2003	P	81.5%	—
OH	—	—	Yes	2003	P	83.6%	—
OK	—	1997	Yes	2001	M	84.2%	—
OR	1988	1990	Yes [5]	1983	P	96.6%	X(p), H(p)
PA	—	—	Yes	2003	P	87.9%	—
RI	—	—	Yes [5]	2003	P	74.7%	X(p)
SC	—	2005	Yes	2003	M	81.5%	—
SD	—	—	Yes	2002	—	72.1%	—
TN	1967	2004	Yes [5]	2003	P	80.6%	X(p)
TX	—	1985	Yes [5]	1999	M	92.9%	—
UT	—	—	Yes	1983	F	86.1%	X(p)
VT	1968	—	Yes [5]	1991	—	85.3%	X(p)
VA	1970	—	Yes [5]	1994	M	82.3%	X(s)
WA	1990	2002	Yes [5]	1999	F	96.4%	X(p), H(p)
WV	1971	—	Yes [5]	2004	M	87.0%	—
WI	—	2009	Yes	2003	M	73.8%	X(p)
WY	—	—	Yes	2002	M	67.6%	X(p)
USA	**20 States and DC**	**31 States and DC**	**49 States and DC**	**50 States and DC**	**47 States and DC**	**84%[9]**	**29 States and DC**
PR	1960	1975	—	2001	—	92.3%	—

[9] Nationwide seat belt use rate, as measured by NHTSA's 2009 NOPUS national survey.
Source: NHTSA.

APPENDIXES

APPENDIX A ■ FARS DATA ELEMENTS

2009 Fatality Analysis Reporting System Data Elements

Crash Level

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

Vehicle Level

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

Appendix A ■ FARS Data Elements

2009 Fatality Analysis Reporting System Data Elements (Continued)

Driver Level

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

Person Level

Age
Air Bag Deployed
Alcohol Test
Death Date
Death Time
Died at Scene/En Route
Drug Test
Ejection
Ejection Path
Extrication
Fatal Injury at Work
Hispanic Origin
Injury Severity
Method of Alcohol Determination
Method of Drug Determination by Police
Nonoccupant Location
Nonoccupant Striking Vehicle Number
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Race
Related Factors—Person Level
Protection System Use
Seating Position
Sex
Time of Crash to Time of Death
Transported for Treatment by
Vehicle Number

APPENDIX B ■ GES DATA ELEMENTS

2009 General Estimates System Data Elements

Crash Level

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

Vehicle/Driver Level

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

Appendix B ■ GES Data Elements

2009 General Estimates System Data Elements (Continued)

Person Level

Age
Air Bag Availability/Function
Alcohol Test Given
Drug Test Given
Ejection
Injury Severity
Nonoccupant Action
Nonoccupant Location
Nonoccupant Safety Equipment Use
Nonoccupant Striking Vehicle Number
Person Type
Person Number
Person's Physical Impairment
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Restraint System Use
Seating Position
Sex
Taken to Hospital or Treatment Facility
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 May is given in Table 24 as 139,000. To calculate one standard error for this crash estimate, use Table C1. Since 139,000 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 (15,200). One standard error would be approximately 11,100. The 95 percent confidence interval for this estimate would be 139,000 ± 2 × 11,100 or 116,800 to 161,200.

Appendix C ■ GES Technical Notes

Table C1
2009 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	1,000	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	3,700
10,000	1,500	50,000	4,800	50,000	4,300
20,000	2,500	60,000	5,500	60,000	5,000
30,000	3,300	70,000	6,200	70,000	5,600
40,000	4,100	80,000	6,900	80,000	6,200
50,000	4,900	90,000	7,600	90,000	6,800
60,000	5,600	100,000	8,300	100,000	7,400
70,000	6,300	200,000	15,000	200,000	13,200
80,000	7,000	300,000	21,500	300,000	18,700
90,000	7,700	400,000	28,000	400,000	24,200
100,000	8,400	500,000	34,500	500,000	29,600
200,000	15,200	600,000	41,000	600,000	35,000
300,000	21,800	700,000	47,500	700,000	40,400
400,000	28,300	800,000	54,100	800,000	45,800
500,000	34,800	900,000	60,700	900,000	51,200
600,000	41,300	1,000,000	67,300	1,000,000	56,600
700,000	47,800	2,000,000	136,200	2,000,000	112,100
800,000	54,400	3,000,000	208,900	3,000,000	169,900
900,000	61,000	4,000,000	285,100	4,000,000	229,700
1,000,000	67,700	5,000,000	364,400	5,000,000	291,400
2,000,000	136,400	6,000,000	446,400	6,000,000	354,800
3,000,000	208,900	7,000,000	530,900	7,000,000	419,800
4,000,000	284,500	8,000,000	617,900	8,000,000	486,400
5,000,000	363,100	9,000,000	707,100	9,000,000	554,400
6,000,000	444,400	10,000,000	798,400	10,000,000	623,700
6,500,000	486,000	11,000,000	891,700	11,000,000	694,300
7,000,000	528,100	12,000,000	987,000	12,000,000	766,200
* $SE = e^{a + b\ (\ln x)^2}$, *where* $a = 4.310860$, $b = 0.035690$		** $SE = e^{a + b\ (\ln x)^2}$, *where* $a = 4.268980$, $b = 0.035880$		*** $SE = e^{a + b\ (\ln x)^2}$, *where* $a = 4.300010$, $b = 0.034810$	

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 2009 GES Data Elements

Crash Level			
Alcohol Involved in Crash	18.4%	Manner of Collision	0.3%
Atmospheric Condition	1.4%	Minute of Crash	0.7%
Crash Severity	3.6%	Relation to Junction	0.7%
Day of Week	0.0%	Relation to Roadway	0.8%
First Harmful Event	0.1%	Roadway Surface Condition	1.4%
Hour of Crash	0.7%	Speed Limit	15.1%
Light Condition	1.0%	Traffic Control Device	4.2%
Vehicle/Driver Level			
Driver Drinking in Vehicle	12.8%	Rollover Type	0.7%
Initial Point of Impact	2.0%	Vehicle Type	1.6%
Most Harmful Event	<0.1%		
Person Level			
Age	8.1%	Seating Position	0.5%
Injury Severity	4.3%	Sex	4.9%
Police-Reported Alcohol Involvement	5.0%		

GLOSSARY

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.

Alcohol-Impaired Driving Crashes

Crashes that involve at least one driver or motorcycle rider (operator) with a BAC of .08 g/dL or higher. Thus, any crash involving a driver or motorcycle rider with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired driving crash.

Alcohol-Impaired Driving Fatalities

Fatalities in crashes that involve at least one driver or motorcycle rider (operator) with a BAC of .08 g/dL or higher. Thus, any fatality occurring in a crash involving a driver or motorcycle rider with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired driving fatality.

Blood Alcohol Concentration

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

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.

Glossary

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.

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.

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.

Motorcycle

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

Motorcycle Rider

The operator (driver) of a motorcycle.

Motorcyclist

Any person riding on a motorcycle, including the motorcycle rider (operator) and any passenger (a person riding on, but not in control of, the motorcycle).

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.

Glossary

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.

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.

INDEX

Index

P

R

Index

S

T

V

W

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 Seat Belt and Motorcycle Helmet Use, 1975-2009

Year	Lives Saved					Additional Lives That Would Have Been Saved at 100% Use	
	Passenger Vehicle Restraints						
	Child Restraints	Seat Belts	Frontal Air Bags	Motorcycle Helmets	21-Year-Old Drinking Age*	Seat Belts	Motorcycle Helmets
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	427	15,458	2,824	1,667	888	5,468	756
2007	388	15,223	2,800	1,788	831	5,048	805
2008	286	13,312	2,557	1,836	716	4,171	827
2009	309	12,713	2,381	1,483	623	3,688	732
Total	**9,310**	**267,890**	**30,232**	**31,985**	**27,677**	**363,552**	**28,169**

*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 2009 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 seat 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.

U.S. Department of Transportation
National Highway Traffic Safety Administration
DOT HS 811 402