

State Data System

Crash Data Report: 1990 - 1999





U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

State Data System Crash Data Report: 1990 – 1999

National Highway Traffic Safety Administration
National Center for Statistics and Analysis
U.S. Department of Transportation
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About This Report

This report presents descriptive statistics summarizing motor vehicle traffic crashes that occurred from 1990-1999 in each of the seventeen states that participate in the State Data System, as well as other useful information about state crash data. These data are not representative of the nation as a whole, but do provide a comprehensive and illustrative census of motor vehicle crash patterns and trends in 17 states. Crash statistics are presented in ten sections. General information can be found in the first three sections: Crashes, Vehicles, and People. The remaining sections focus on more specific data subsets. Sections 4 and 5 present alcohol- and speeding-related crash summary data. Specific vehicle actions and types are presented in Sections 6-8 (Rollovers, Motorcycles, and Large Trucks). Finally, Section 9 provides additional information regarding the ages of persons who were killed and injured, while Section 10 focuses on vehicle safety equipment. State data availability, to include vehicle identification number (VIN) availability, is provided in Appendix A. Other state-specific information is given in the Appendices B-G.

The *State Data System Crash Data Report* is intended to replace the previous State Data System motor vehicle crash data report, *A Summary of Motor Vehicle Traffic Crashes from State Crash Data Files*, DOT HS 808 626, published in 1998. A summary of the major differences between this report and the earlier *Crash Data Files* follows.

- *Crash Data Report* provides extensive motor vehicle crash data from 1990-1999, while *Crash Data Files* provided basic data for the years 1989-1994, and more specific data only for the year 1994. *Crash Data Files* Exhibits 60, 101, 106, 107, 108, and 116 have been deleted. The remaining non-graphical exhibits in *Crash Data Files* have comparable equivalents in *Crash Data Report*, with several new tables being added.
- *Crash Data Report* corrects some minor data inaccuracies reported in *Crash Data Files* for the years 1990-1994.
- Due to space considerations, *Crash Data Files'* index of state crash variables and crash severity graphs have been deleted. *Crash Data Files'* graphical representations of percentiles (Exhibits 103A, 104A, 112A, 113A) have also been deleted. Injury severity graphs have been collected in Appendix E: Fatalities and Injuries By State—Total, Alcohol, and Speeding of *Crash Data Report*.
- *Crash Data Report* introduces Appendix A: State Years and VIN Available for Analysis; Appendix C: State Reporting Policies for Uninjured Occupants; Appendix E: Fatalities and Injuries by State—Total, Alcohol, and Speeding; Appendix F: Illegal BAC Levels and Maximum Legal Speed Limits; and, Appendix G: Population, Licensed Drivers, and Vehicle Miles Traveled (VMT).

ABOUT THIS REPORT

- *Crash Data Report* Appendix B: State Crash Inclusion Criteria updates *Crash Data Files* Appendix A.
- *Crash Data Report* Appendix D: SAS Methodology contains the actual SAS® queries used to generate the crash data and replaces Appendix B in *Crash Data Files*.

Readers should be aware that discrepancies may be found if this report's descriptive statistics are compared with a given state's own publications using data from the state crash data files. These discrepancies can result from data updates made to the state crash data files between the time state publications were generated and the time the states prepared their files for NHTSA. Also, interpretations of a particular variable code may differ between NHTSA and a given state. For example, classification of motorcycles by NHTSA includes mopeds, while some states do not classify mopeds as motorcycles.

Fatality statistics in the *Crash Data Report* may also vary slightly from the fatality statistics reported in *Traffic Safety Facts*, another NHTSA publication. The *Crash Data Report* is extracted from the State Data System database while the *Traffic Safety Facts* is extracted from the Fatality Analysis Reporting System (FARS) and the National Automotive Sampling System General Estimates System (GES), and the criteria that the State Data System uses for reporting motor vehicle traffic crashes differs in some ways from the criteria used by FARS and GES. FARS has one set of data reporting criteria that is applied nationally. The states participating in the State Data System each have their own unique set of data reporting criteria, and that criteria may change from one year to the next (as reflected in the data queries provided in Appendix D).

Updates to this report can be obtained at:

<http://www-nrd.nhtsa.dot.gov/departments/nrd-30/nca/SDS.html>

Introduction

Statewide crash data provide the basic information for most of the analyses and data collection programs that support the NHTSA mission. Each state maintains a database that contains comprehensive information about the people, vehicles, and conditions recorded in police accident reports (PARs). Information will vary from state to state because each state has different data collection and reporting standards.

Since the early 1980s, NHTSA has been obtaining crash data files derived from data recorded on PARs. NHTSA refers to the collection of these computerized state crash data files obtained from seventeen states as the State Data System, which is conducted by the National Center for Statistics and Analysis (NCSA). The seventeen states participating in the program are: California, Florida, Georgia, Illinois, Indiana, Kansas, Maryland, Michigan, Missouri, New Mexico, North Carolina, Ohio, Pennsylvania, Texas, Utah, Virginia, and Washington. The crash data files from these states are requested annually from the appropriate state agencies. In most instances, the coordinating state agency is the state police, the state highway safety department, or the state Department of Transportation. These files are received in various digital formats and are converted to a common SAS® data format. (The details of the SAS® file structure are described in the following section, Data File Structure.) These SAS® files are placed on the Local Area Network (LAN) where they are available for the analytical needs of the NHTSA staff. Generally, the state crash data files in the State Data System are not available to researchers outside the DOT unless written permission has been granted by the state whose data have been requested.

The State Data System is a part of NCSA's overall State Data Program, which supports NHTSA's efforts to identify traffic safety problems, help develop and implement vehicle and driver countermeasures, evaluate motor vehicle standards, and to study crash avoidance issues, crashworthiness issues, and regulations. The State Data Program provides essential crash information detail that complements national data collection programs such as FARS and GES.

Crash data can be linked to non-crash specific data to generate information about the environment of the crash and the medical and financial outcome of persons injured in the crash. Consequently, other components of the State Data Program work to enhance the quality and utility of these crash data. These efforts include:

- Providing analytic support to NHTSA programs using state crash data;
- Providing states with technical assistance, and offering guidance on standardized reporting procedures, e.g., the Model Minimum Uniform Crash Criteria (MMUCC);

INTRODUCTION

- Encouraging states to link their crash and injury outcome data in programs such as the Crash Outcome Data Evaluation System (CODES); and
- Providing resources through the CODES Data Network project for NHTSA's analysts to obtain access to an ever-increasing inventory of state-specific crash outcome data.

The State Data Program's objective is to fully develop the analytic potential of all state data of relevance to highway safety. Currently, NCSA is expanding its capabilities to include more states in the program as well as taking steps to improve PAR quality and uniformity.

Data File Structure

The State Data System SAS® data files are organized such that information about each crash in the file is contained in one of three separate files:

- Crash file: Information describing general crash characteristics, e.g., the environmental and roadway conditions at the time of the crash.
- Vehicle file: Information describing the vehicles involved in the crash.
- Person file: Information describing the drivers, passengers, pedalcyclists, pedestrians and other non-motorists involved in the crash.

This common data file structure for the state crash data files makes them easier to use. Appendix A contains a list of the available state years in the State Data System and identifies years that also include VIN information. More information concerning how to use each data file, including methods of combining crash, vehicle, and person data, can be found in Appendix D. Researchers with knowledge of the SAS® software should be able to reproduce the results herein by applying the methodology in Appendix D.

Each state has its own police accident report format, incorporating different data elements. Consequently, the SAS® data files for each state in the State Data System do not contain the same variables. In an effort to standardize the SAS® data files, NHTSA has adopted common variable names where appropriate (e.g., crash severity, vehicle damage severity, and injury severity). Also, note that those variables provided by the state that are not relevant to NHTSA analyses (e.g., police officer's badge number and the individual participants' names and addresses) have been eliminated.

Although common variable names are used in the SAS® data files, the variable definitions present in the files differ among states. This is further complicated by the fact that different police jurisdictions within a state often interpret common data elements in different ways. This lack of uniformity should be carefully noted, and researchers are advised to be wary when drawing conclusions from data obtained from different states. When analyses involve two or more states in the State Data System, results need to be examined to ensure that any differences in the data being collected and coded by each state are taken into account.

The differences from state to state in data collection and reporting limit the utility of the state crash data files for most nationwide analyses. For example, the KABCO injury severity scale is used by most (but not all) states, yet the percentage of injuries in each of the four severity categories of the scale varies widely across states, indicating different interpretations or different crash reporting thresholds. Similar problems occur with the reporting of crash severity, where different and generally subjective scales are used in different states.

DATA FILE STRUCTURE

Additionally, states differ in their criteria for reporting traffic crashes. Since time pressures and limited resources prevent police from collecting all of the information desired by the many users of the data, reporting thresholds have been implemented to focus the data collection on information perceived as most important. Some states have a minimum dollar value for reporting property damage only crashes, while other states use a towaway criterion (see Appendix B).

In general, every state will report all of their fatal and injury crashes. However, uninjured vehicle occupants may or may not be reported (see Appendix C). One additional factor complicating data analysis is that states may change their reporting criteria, their policy on coding uninjured occupants, the interpretation of their data variable codes or, indeed, even their entire data structure. Any changes that have come to the NCSA's attention are duly noted in this report.

Data for some crashes in the state crash data files are incomplete. For this reason, a set of special codes is used to indicate why a given element may not be available for a particular crash, or for all crashes from a particular state. These codes are:

- Unknown: Information was coded as "Unknown" in the original police accident report.
- Missing: Information is normally available from the state, but was either coded as "Not Stated", "Not Coded", "Uncoded" or other similar designation. Missing information may also be indicated by the simple omission of any code.

Note that for a given state and variable, unknown and missing entries from the PARs may be grouped under a single code.

In the situations described in the preceding paragraphs and also for situations in which a data element is miscoded (e.g., valid data elements are [0, 1, 2] and a "3" is entered), the data elements are computationally treated as "unknowns" and are not included in the valid reporting categories.

For example, given the hypothetical frequency distribution of raw data for the variable "SEX":

| | |
|----------------|---|
| 0 = Not Stated | 0.2% |
| 1 = Male | 47.3% |
| 2 = Female | 47.7% |
| 3 = Unknown | 2.2% |
| 4,5 = Miscoded | 0.1% |
| Not Coded | 2.5% (entries are blank for these observations) |

This would be computationally treated as:

| | |
|-------------|-------|
| 1 = Male | 47.3% |
| 2 = Female | 47.7% |
| 3 = Unknown | 5.0% |

The state crash data files contain large amounts of information that are in a relatively raw form. Edit procedures are performed by states at the point of data entry in an effort to correct coding problems. In certain circumstances, minor additional editing of the data files are performed for consistency purposes. This editing typically involves recoding inconsistent dates, times, and ages to unknown. In addition, quality control mechanisms are applied to the files received from the states by NHTSA. NHTSA has implemented these quality control efforts to ensure the SAS® conversion programs work correctly. If discrepancies in the data are detected, they are referred to the state agency providing the data file, but are not corrected in the State Data System data files. However, in tabulating the descriptive statistics contained in this report, a small number of crashes were removed from consideration. These crashes fall into two categories:

- Crashes with missing elements. These are crashes without associated vehicle information, or vehicles without associated crash information.
- Crashes with ambiguous information. Some crashes may have multiple vehicles with the same vehicle number (making it difficult to place vehicle occupants in their correct vehicles). In rare cases, multiple crashes may have the same case number (making it difficult to associate vehicles with their proper crashes).

File Characteristics

GENERAL NOTES

1. Unless otherwise noted, the data structure for a given state is uniform from 1990-1999. If the data structure has changed, a given variable's codes may or may not have changed. Consult the specific queries in Appendix D for more information.
2. Specific alcohol variables may only be coded for certain person types. If a given person type is associated with an alcohol indicator, it should be assumed that at least one of the alcohol variables in the Person file is coded for that person type. Again, consult the specific queries in Appendix D for more information.
3. Unless otherwise noted, parked vehicles and hit and run vehicles are included in the Vehicle file. Phantom vehicles, vehicles that cause but are not involved in the crash, are not included in the Vehicle file.

STATE-SPECIFIC NOTES

California

- The Number of Vehicles (num_veh) variable includes pedestrians and pedalcyclists.
- Alcohol indicators are coded for drivers, pedestrians, and pedalcyclists.

DATA FILE STRUCTURE

Florida

- Two data structures are present, 1990-1992 and 1993-1999.
- Phantom vehicles are included in the Vehicle file.
- The Number of Vehicles (num_veh) variable includes pedalcyclists.
- Alcohol indicators are coded for drivers, pedestrians, and pedalcyclists.
- Florida does not code gender information for passengers.

Georgia

- Due to problems arising from re-engineering its database, Georgia was unable to provide crash data for 1999.
- Three data structures are present, 1990-1993, 1994-1997, and 1998.
- The total number of crashes for 1998 is approximately 7% less than previous years due to the deletion of inconsistent cases.
- Four months of 1998 data are considered unreliable due to a change of administrative system and are currently being re-tabulated.
- The Number of Vehicles (num_veh) variable includes pedalcyclists.
- Alcohol indicators are coded for drivers, pedestrians, and pedalcyclists.

Illinois

- Illinois has undergone several significant changes over the reporting period. While many of the pertinent data variables and codes are unchanged over the ten-year period, their usage has changed. The data structure is identical for 1990-1995, but the interpretations used by police officers changed with the introduction of a new PAR in mid-1993. Another PAR was introduced in 1996. The data structure for 1996-1999 retains some of the variables from the 1990-1995 period, modifies or adds codes for other variables, and also introduces new variables not used before 1996. Researchers should consult the individual queries used in Appendix D to determine if a variable in question has changed. Further complicating matters is the fact that the 1996-1999 raw data files received from Illinois are incomplete when compared to the 1990-1995 raw data files. The 1996 file is approximately half the normal size, consisting only of state routes. The 1997 raw data file is missing approximately one-third of the non-fatal crashes in Chicago. The 1998 and 1999 raw data files are missing all non-fatal crashes in Chicago. Due to the above circumstances, the periods 1990-1992, 1994-1995, and 1997-1999 should be viewed as three distinct intervals, and the years 1993 and 1996 are transition years.

- Pedestrian and pedalcyclist injuries for 1996 are considerably lower than expected (as a proportion of total injuries), possibly due to the exclusion of crashes not occurring on state routes. Pedestrian and pedalcyclist fatality totals for 1996 are also somewhat lower than expected.
- The Vehicle Type (veh_type) variable categories of 'Not Stated/Other/Unknown' comprise approximately 4-5% of the observations for 1990-1993, 37-39% for 1994-1995, and 2-6% for 1996-1999. For this reason, fairly sharp decreases may be observed for vehicle-specific tables when comparing 1993 and 1994 data.
- The Restraint Device (rest1) variable 'Unknown/Not Stated/Missing' categories comprise approximately 93% of the observations in 1990, 79% in 1991, and 28-37% in the period 1992-1995. Hence, the safety equipment data for 1990-1995 demonstrates distinct variability for this period. As noted above, the 1996-1999 data is incomplete, and comparisons with the 1990-1995 period should be made with care.
- Neither pedestrians nor pedalcyclists are included in the Number of Vehicles (num_veh) variable.
- Alcohol indicators are coded for drivers.
- Speeding-related crash totals dramatically increase from 1996 through 1999 due to the introduction of a new Person-level variable, Driver Contributing Circumstance (con_cir1), with a speeding indicator of 'Too fast for conditions'.

Indiana

- Neither pedestrians nor pedalcyclists are included in the Number of Vehicles (num_veh) variable.
- Alcohol indicators are coded for drivers, pedestrians, and pedalcyclists. Passengers may also be coded for alcohol indicators at the officer's discretion.

Kansas

- Neither pedestrians nor pedalcyclists are included in the Number of Vehicles (num_veh) variable.
- Alcohol indicators are coded for drivers, pedestrians, and pedalcyclists.
- Rollover totals decrease by approximately one-third beginning in 1997. Kansas believes this is due to a change in the coding of the First Harmful Event (event1) variable.

Maryland

- Two data structures are present, 1990-1992 and 1993-1999. Due to the transition in 1993, Maryland believes that the data for 1993 and 1994 are unreliable, especially the vehicle data.
- Neither pedestrians nor pedalcyclists are included in the Number of Vehicles (num_veh) variable.
- Alcohol indicators are coded for drivers, pedestrians, and pedalcyclists.

DATA FILE STRUCTURE

Michigan

- There are three distinct sets of data for Michigan representing the periods 1990-1991, 1992, and 1993-1999. The data structure changed dramatically in 1992. Additional coding changes were made in 1993. In general, the 1992 Michigan crash statistics are believed to be artificially low by an estimated 6-10% due to a number of the PARs not being processed. Physical damage to some PARs and technical problems with data recorded on other PARs are reported as the primary causes.¹
- Michigan totals exclude non-traffic crashes. These crashes can be identified using the Accident file Crash Indicator (crash) variable. Case numbers with crash='1' were excluded from the Accident, Vehicle, and Person files prior to generating the Michigan totals reported herein.
- Parked vehicles are not included in the 1990-1991 Vehicle files; they are included in the 1992-1999 Vehicle files. Hit and run vehicles are included, and phantom vehicles are excluded, in the 1990-1999 Vehicle files.
- Neither pedestrians nor pedalcyclists are included in the Number of Vehicles (num_veh) variable for 1990-1991. Pedestrians and pedalcyclists are included in the Number of Vehicles variable for 1992-1999. There is a drop in the percentage of single vehicle crashes from approximately 40% (1990-91) to approximately 30% (1992-99). This drop is partly attributable to the inclusion of parked vehicles, partly due to the inclusion of pedestrians/pedalcyclists as traffic units, and partly due to data entry errors (1992-99).
- Alcohol indicators are coded for drivers, pedestrians, and pedalcyclists.

Missouri

- Two data structures are present, 1990-1992 and 1993-1999. The following variables used in this report also changed in 1995: Contributing Circumstance 1-5 (confac1-5), Pedestrian Contributing Circumstance 1-4 (cont_cir1-4). These variables were used in alcohol- and speeding-related crash determinations.
- The Number of Vehicles (num_veh) variable includes pedalcyclists.
- Alcohol indicators are coded for drivers, pedestrians, and pedalcyclists.
- The classification of light trucks and large trucks for 1990-1992 is approximate due to Missouri's use of a generic truck descriptor "Single Truck" in this time period. The Truck Licensed Weight (gvwr) variable was used to make an approximate distinction. Trucks with a gvwr of 12,000 lbs. or less (Missouri's low weight classification is <12,000 lbs. as opposed to NHTSA's classification of <10,000 lbs.), and those single trucks with an unknown gvwr were designated light trucks. This method gives general agreement with the frequencies of light and large trucks for 1993-1999.

¹Source: 1993 Michigan Traffic Crash Facts, Michigan Department of State Police.

New Mexico

- Parked vehicles are included in the Vehicle files. Hit and run vehicles and phantom vehicles are not.
- New Mexico does not have a Number of Vehicles variable. However, the corresponding derived variable used in this report does not include pedestrians or pedalcyclists.
- Alcohol indicators are coded for drivers, pedestrians, and pedalcyclists. Passengers who are fatally injured also are coded for alcohol indicators. Passengers not fatally injured may also be coded for alcohol indicators at the officer's discretion.
- New Mexico changed their police accident report in 1993. However, there were no variables used in this report that were affected.

North Carolina

- Data from North Carolina were not incorporated into the State Data System until 1992, and as a result this report does not contain crash data from North Carolina for 1990-1991.
- The Number of Units (numunit) variable includes pedestrians and pedalcyclists.
- Alcohol indicators are coded for drivers, pedestrians, and pedalcyclists.

Ohio

- The Number of Vehicles (num_veh) variable includes pedestrians and pedalcyclists.
- Alcohol indicators are coded for drivers, pedestrians, and pedalcyclists.
- Private property crashes, included in the 1990-1992 data files and identified by an Accident Severity (severity) variable value of '4', have been excluded from the report analysis.

Pennsylvania

- Illegally parked vehicles and hit and run vehicles are included in the Vehicle files. Legally parked vehicles and phantom vehicles are not.
- The Number of Vehicles (num_veh) variable includes pedalcyclists.
- Alcohol indicators are coded for drivers, pedestrians, and pedalcyclists.
- The contributing factor codes used in speeding crash determinations changed in 1993.

DATA FILE STRUCTURE

Texas

- Parked vehicles, hit and run vehicles, and phantom vehicles are excluded from the Vehicle files.
- Neither pedestrians nor pedalcyclists are included in the Number of Vehicles (num_veh) variable. Parked vehicles, hit and run vehicles, and phantom vehicles, while not included in the Vehicle file, are included in the Number of Vehicles total. Also, vehicle types described as “machinery” are not included in the Number of Vehicles total. For these reasons, approximately 2-3% of the crashes reported by Texas will have a Number of Vehicles total greater than the number of vehicle records in the Vehicle file; a negligible number of crashes will have Number of Vehicles totals less than the number of vehicles in the Vehicle file.
- Alcohol indicators are coded for drivers, pedestrians, and pedalcyclists.
- Texas raised its minimum assessed property damage reporting standard for property damage only (PDO) crashes in 1995. PDO crash totals markedly decrease in 1995 and 1996.

Utah

- The Number of Vehicles (num_veh) variable does not include pedestrians or pedalcyclists.
- Alcohol indicators are coded for drivers, pedestrians, and pedalcyclists.

Virginia

- The Number of Vehicles (num_veh) variable includes pedalcyclists.
- Alcohol indicators are coded for drivers, pedestrians, and pedalcyclists. Fatal passengers also are coded for alcohol indicators.
- Virginia does not code motorcyclist helmet information.

Washington

- Due to problems arising from re-engineering its database, Washington was unable to provide crash data for 1997-1999.
- Washington does not have a Number of Vehicles variable. However, the corresponding derived variable used in this report does not include pedestrians or pedalcyclists.
- Alcohol indicators are coded for drivers, pedestrians, and pedalcyclists.

Associated Analyses and Reports

The State Data System has been used in the following:

- Investigating the relative risk of subject and peer vehicles to support NHTSA's defect investigation program.
- Firestone/Ford Explorer Analysis.
- Crashworthiness analysis.
- Rollover analysis – “Statistical Analysis of Vehicle Rollover Propensity and Vehicle Stability, Auto & Traffic Safety”, DOT HS 808 114, May 1994; “The Rollover Propensity of Fifteen-Passenger Vans”, Research Note, April 2001.
- Anti-lock braking system analysis – “Preliminary Evaluation of the Effectiveness of Antilock Brake Systems for Passenger Cars”, DOT HS 808 206, December 1994; “An Analysis of the Crash Experience of Light Trucks Equipped with Anti-Lock Braking Systems”, DOT HS 808 278, May 1995; “An Analysis of the Crash Experience of Passenger Cars Equipped with Anti-Lock Braking Systems”, DOT HS 808 279, May 1995.
- Comparative analysis – “General Estimates System Alternatives”, DOT HS 808 340, February 1996; “Rural and Urban Crashes: A Comparative Analysis”, DOT HS 808 450, August 1996.
- Other reports:
 - “Federal Motor Vehicle Safety Standards: Rollover Resistance”, June 2000.
 - “A Preliminary Assessment of the Crash-Reducing Effectiveness of Passenger Car Daytime Running Lights (DRLs)”, DOT HS 808 645, June 2000.
 - “Effectiveness of Lap/Shoulder Belts in the Back Outboard Seating Positions”, DOT HS 808 945, June 1999.
 - “The Long Term Effectiveness of Center High Mounted Stop Lamps in Passenger Cars and Light Trucks”, DOT HS 808 696, March 1998.
 - “Relationship Between Vehicle Size and Fatality Risk in Model Year, 1985-93 Passenger Cars and Light Trucks”, DOT HS 808 570, January 1997.

ASSOCIATED ANALYSES AND REPORTS

- “Estimating the Injury-Reducing Benefits of Ejection-Mitigating Glazing”, DOT HS 808 369, February 1996.
- “An Analysis of Fires in Passenger Cars, Light Trucks and Vans”, DOT HS 808 208, December 1994.
- “Rail-Highway Crossing Safety: Fatal Crash and Demographic Descriptors”, DOT HS 808 196, November 1994.
- “Safety Impact of Permitting Right Turn on Red”, A Report To Congress, August 1994.
- “An Evaluation of the Effects of Glass-Plastic Windshield Glazing in Passenger Cars”, DOT HS 808 062, November 1993.
- “Motor Vehicle Fires in Traffic Crashes and the Effects of Fuel System Integrity Standard”, DOT HS 807 675, November 1990.

Crashes

Crash Data Report:
1990-1999

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Table 1: Motor Vehicle Crashes by Crash Severity

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| FATAL CRASHES | | | | | | | | | | |
| California | 4,658 | 4,164 | 3,707 | 3,678 | 3,772 | 3,636 | 3,555 | 3,252 | 3,075 | 3,144 |
| Florida | 2,643 | 2,271 | 2,218 | 2,454 | 2,450 | 2,586 | 2,550 | 2,542 | 2,605 | 2,625 |
| Georgia | 1,410 | 1,230 | 1,186 | 1,246 | 1,286 | 1,337 | 1,406 | 1,409 | 1,383 | * |
| Illinois | 1,431 | 1,288 | 1,250 | 1,250 | 1,395 | 1,402 | 701 | 1,261 | 1,242 | 1,295 |
| Indiana | 924 | 904 | 800 | 782 | 876 | 859 | 874 | 849 | 884 | 894 |
| Kansas | 391 | 350 | 337 | 375 | 381 | 394 | 442 | 419 | 441 | 457 |
| Maryland | 681 | 645 | 593 | 605 | 605 | 613 | 563 | 569 | 551 | 555 |
| Michigan | 1,401 | 1,290 | 1,168 | 1,260 | 1,252 | 1,381 | 1,330 | 1,275 | 1,235 | 1,248 |
| Missouri | 943 | 906 | 874 | 848 | 947 | 985 | 1,006 | 1,029 | 1,017 | 964 |
| New Mexico | 440 | 422 | 398 | 386 | 388 | 425 | 412 | 400 | 374 | 387 |
| North Carolina | * | * | 1,131 | 1,239 | 1,262 | 1,318 | 1,328 | 1,298 | 1,438 | 1,362 |
| Ohio | 1,478 | 1,451 | 1,303 | 1,327 | 1,210 | 1,216 | 1,248 | 1,268 | 1,290 | 1,284 |
| Pennsylvania | 1,514 | 1,510 | 1,385 | 1,403 | 1,319 | 1,337 | 1,354 | 1,418 | 1,358 | 1,382 |
| Texas | 2,882 | 2,696 | 2,690 | 2,690 | 2,710 | 2,790 | 3,247 | 3,071 | 3,160 | 3,106 |
| Utah | 236 | 229 | 235 | 259 | 302 | 285 | 292 | 311 | 308 | 318 |
| Virginia | 947 | 836 | 762 | 790 | 823 | 826 | 803 | 897 | 833 | 794 |
| Washington | 726 | 603 | 593 | 579 | 574 | 577 | 643 | * | * | * |
| INJURY CRASHES | | | | | | | | | | |
| California | 236,516 | 224,004 | 215,072 | 202,656 | 203,223 | 196,569 | 193,805 | 185,952 | 189,007 | 188,730 |
| Florida | 130,584 | 120,144 | 125,336 | 129,629 | 135,187 | 143,839 | 149,565 | 148,305 | 149,315 | 143,172 |
| Georgia | 63,401 | 61,091 | 65,231 | 69,102 | 82,382 | 85,527 | 88,311 | 86,820 | 81,750 | * |
| Illinois | 105,743 | 99,042 | 103,276 | 102,493 | 99,858 | 99,127 | 42,022 | 85,741 | 70,911 | 70,058 |
| Indiana | 48,901 | 45,646 | 50,258 | 52,557 | 54,297 | 55,691 | 53,954 | 54,263 | 53,805 | 51,850 |
| Kansas | 20,068 | 19,036 | 19,674 | 19,939 | 20,093 | 20,315 | 20,553 | 20,768 | 20,582 | 20,154 |
| Maryland | 48,893 | 44,802 | 47,180 | 37,285 | 42,568 | 42,050 | 42,632 | 40,046 | 38,164 | 38,157 |
| Michigan | 97,624 | 91,478 | 80,531 | 91,335 | 97,572 | 100,058 | 98,483 | 95,202 | 91,119 | 87,793 |
| Missouri | 46,700 | 43,917 | 45,395 | 49,046 | 51,044 | 51,956 | 52,732 | 51,810 | 51,212 | 50,616 |
| New Mexico | 15,964 | 15,931 | 17,217 | 17,825 | 18,949 | 19,727 | 19,701 | 18,860 | 17,810 | 15,348 |
| North Carolina | * | * | 77,272 | 81,368 | 87,302 | 92,330 | 94,294 | 95,931 | 94,537 | 95,759 |
| Ohio | 125,833 | 116,339 | 119,508 | 121,587 | 123,101 | 127,960 | 130,793 | 128,296 | 123,784 | 121,076 |
| Pennsylvania | 92,622 | 84,980 | 86,446 | 85,823 | 85,458 | 86,977 | 89,728 | 90,593 | 88,461 | 88,683 |
| Texas | 162,416 | 161,470 | 170,513 | 178,194 | 192,014 | 196,093 | 204,634 | 204,726 | 202,223 | 203,220 |
| Utah | 14,320 | 13,517 | 15,429 | 16,587 | 18,192 | 19,093 | 20,165 | 20,505 | 19,424 | 19,509 |
| Virginia | 51,753 | 47,691 | 50,680 | 51,827 | 54,677 | 55,035 | 55,178 | 54,697 | 54,834 | 55,092 |
| Washington | 51,713 | 49,048 | 51,186 | 51,497 | 54,782 | 56,589 | 56,401 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 1: Motor Vehicle Crashes by Crash Severity

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | |
| California | 310,657 | 286,222 | 272,229 | 271,156 | 273,098 | 271,553 | 278,325 | 274,690 | 290,526 | 289,890 |
| Florida | 83,014 | 72,895 | 68,620 | 66,956 | 68,546 | 82,164 | 89,262 | 89,792 | 93,520 | 97,612 |
| Georgia | 163,216 | 156,347 | 164,574 | 171,648 | 186,268 | 196,747 | 208,447 | 213,541 | 197,448 | * |
| Illinois | 344,834 | 327,599 | 306,456 | 315,420 | 351,829 | 360,677 | 123,515 | 291,497 | 225,070 | 240,190 |
| Indiana | 140,618 | 132,004 | 167,690 | 176,247 | 184,054 | 190,981 | 193,916 | 193,683 | 191,021 | 196,768 |
| Kansas | 42,345 | 42,531 | 43,947 | 49,326 | 46,361 | 49,554 | 52,877 | 55,455 | 58,089 | 57,629 |
| Maryland | 57,884 | 52,010 | 51,708 | 47,369 | 53,692 | 53,885 | 56,199 | 55,437 | 55,109 | 58,663 |
| Michigan | 288,323 | 272,075 | 262,206 | 270,526 | 299,144 | 319,460 | 335,297 | 328,982 | 311,391 | 326,597 |
| Missouri | 123,914 | 117,236 | 117,167 | 127,934 | 128,411 | 132,979 | 137,425 | 139,039 | 142,750 | 142,281 |
| New Mexico | 33,372 | 30,850 | 32,608 | 30,513 | 30,937 | 32,125 | 32,053 | 32,579 | 30,048 | 26,242 |
| North Carolina | * | * | 113,505 | 123,485 | 135,322 | 149,695 | 132,195 | 134,401 | 136,937 | 143,123 |
| Ohio | 246,211 | 231,587 | 235,646 | 239,148 | 246,061 | 254,206 | 263,072 | 257,288 | 252,845 | 263,342 |
| Pennsylvania | 47,210 | 43,915 | 46,276 | 47,224 | 47,405 | 48,521 | 51,813 | 52,322 | 51,422 | 54,104 |
| Texas | 216,136 | 207,282 | 209,152 | 209,533 | 219,890 | 152,190 | 90,261 | 96,966 | 102,732 | 105,375 |
| Utah | 29,983 | 27,054 | 28,598 | 31,803 | 33,353 | 31,401 | 34,396 | 34,126 | 34,327 | 32,968 |
| Virginia | 81,804 | 73,989 | 70,969 | 67,648 | 71,136 | 71,265 | 75,104 | 74,381 | 80,471 | 83,687 |
| Washington | 79,617 | 72,035 | 73,786 | 71,881 | 74,543 | 78,032 | 83,171 | * | * | * |
| ALL CRASHES | | | | | | | | | | |
| California | 551,831 | 514,390 | 491,008 | 477,490 | 480,093 | 471,758 | 475,685 | 463,894 | 482,608 | 481,764 |
| Florida | 216,241 | 195,310 | 196,174 | 199,039 | 206,183 | 228,589 | 241,377 | 240,639 | 245,440 | 243,409 |
| Georgia | 228,027 | 218,668 | 230,991 | 241,996 | 269,936 | 283,611 | 298,164 | 301,770 | 280,581 | * |
| Illinois | 452,008 | 427,929 | 410,982 | 419,163 | 453,082 | 461,206 | 166,238 | 378,499 | 297,223 | 311,543 |
| Indiana | 190,443 | 178,554 | 218,748 | 229,586 | 239,227 | 247,531 | 248,744 | 248,795 | 245,710 | 249,512 |
| Kansas | 62,804 | 61,917 | 63,958 | 69,640 | 66,835 | 70,263 | 73,872 | 76,642 | 79,112 | 78,240 |
| Maryland | 107,458 | 97,457 | 99,481 | 85,259 | 96,865 | 96,548 | 99,394 | 96,052 | 93,824 | 97,375 |
| Michigan | 387,348 | 364,843 | 343,905 | 363,121 | 397,968 | 420,899 | 435,110 | 425,459 | 403,745 | 415,638 |
| Missouri | 171,557 | 162,059 | 163,436 | 177,828 | 180,402 | 185,920 | 191,163 | 191,878 | 194,979 | 193,861 |
| New Mexico | 49,776 | 47,203 | 50,223 | 48,724 | 50,274 | 52,277 | 52,166 | 51,839 | 48,232 | 41,977 |
| North Carolina | * | * | 191,908 | 206,092 | 223,886 | 243,343 | 227,817 | 231,630 | 232,912 | 240,244 |
| Ohio | 373,522 | 349,377 | 356,457 | 362,062 | 370,372 | 383,382 | 395,113 | 386,852 | 377,919 | 385,702 |
| Pennsylvania | 141,346 | 130,405 | 134,107 | 134,450 | 134,182 | 136,835 | 142,895 | 144,333 | 141,241 | 144,169 |
| Texas | 381,434 | 371,448 | 382,355 | 390,417 | 414,614 | 351,073 | 298,142 | 304,763 | 308,115 | 311,701 |
| Utah | 44,539 | 40,800 | 44,262 | 48,649 | 51,847 | 50,779 | 54,853 | 54,942 | 54,059 | 52,795 |
| Virginia | 134,504 | 122,516 | 122,411 | 120,265 | 126,636 | 127,126 | 131,085 | 129,975 | 136,138 | 139,573 |
| Washington | 132,056 | 121,686 | 125,565 | 123,957 | 129,899 | 135,198 | 140,215 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

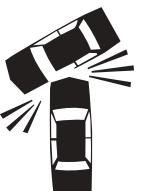


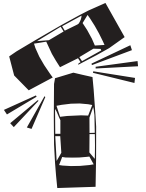
Table 2: Motor Vehicle Crashes by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Weekday | 2,539 | 2,234 | 2,060 | 2,090 | 2,137 | 2,060 | 2,079 | 1,878 | 1,763 | 1,753 |
| | Weekend | 2,107 | 1,913 | 1,635 | 1,576 | 1,621 | 1,563 | 1,465 | 1,365 | 1,301 | 1,378 |
| | Unknown | 12 | 17 | 12 | 12 | 14 | 13 | 11 | 9 | 11 | 13 |
| | Total | 4,658 | 4,164 | 3,707 | 3,678 | 3,772 | 3,636 | 3,555 | 3,252 | 3,075 | 3,144 |
| Florida | Weekday | 1,436 | 1,204 | 1,275 | 1,373 | 1,458 | 1,495 | 1,475 | 1,480 | 1,536 | 1,522 |
| | Weekend | 1,196 | 1,064 | 939 | 1,077 | 988 | 1,085 | 1,069 | 1,053 | 1,067 | 1,099 |
| | Unknown | 11 | 3 | 4 | 4 | 4 | 6 | 6 | 9 | 2 | 4 |
| | Total | 2,643 | 2,271 | 2,218 | 2,454 | 2,450 | 2,586 | 2,550 | 2,542 | 2,605 | 2,625 |
| Georgia | Weekday | 785 | 710 | 698 | 704 | 800 | 798 | 868 | 856 | 848 | * |
| | Weekend | 625 | 520 | 488 | 542 | 486 | 539 | 538 | 553 | 535 | * |
| | Total | 1,410 | 1,230 | 1,186 | 1,246 | 1,286 | 1,337 | 1,406 | 1,409 | 1,383 | * |
| Illinois | Weekday | 793 | 754 | 699 | 686 | 774 | 791 | 428 | 746 | 704 | 748 |
| | Weekend | 633 | 534 | 551 | 563 | 619 | 611 | 273 | 515 | 538 | 547 |
| | Unknown | 5 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| | Total | 1,431 | 1,288 | 1,250 | 1,250 | 1,395 | 1,402 | 701 | 1,261 | 1,242 | 1,295 |
| Indiana | Weekday | 521 | 502 | 463 | 469 | 534 | 530 | 559 | 519 | 563 | 547 |
| | Weekend | 401 | 399 | 331 | 310 | 340 | 325 | 314 | 328 | 319 | 346 |
| | Unknown | 2 | 3 | 6 | 3 | 2 | 4 | 1 | 2 | 2 | 1 |
| | Total | 924 | 904 | 800 | 782 | 876 | 859 | 874 | 849 | 884 | 894 |
| Kansas | Weekday | 180 | 169 | 169 | 207 | 180 | 194 | 227 | 241 | 219 | 247 |
| | Weekend | 174 | 153 | 138 | 138 | 165 | 174 | 184 | 127 | 192 | 177 |
| | Unknown | 37 | 28 | 30 | 30 | 36 | 26 | 31 | 51 | 30 | 33 |
| | Total | 391 | 350 | 337 | 375 | 381 | 394 | 442 | 419 | 441 | 457 |
| Maryland | Weekday | 358 | 380 | 344 | 396 | 396 | 344 | 338 | 343 | 333 | 343 |
| | Weekend | 322 | 265 | 248 | 209 | 209 | 237 | 225 | 226 | 218 | 212 |
| | Unknown | 1 | 0 | 1 | 0 | 0 | 32 | 0 | 0 | 0 | 0 |
| | Total | 681 | 645 | 593 | 605 | 605 | 613 | 563 | 569 | 551 | 555 |
| Michigan | Weekday | 807 | 707 | 667 | 743 | 769 | 790 | 795 | 747 | 750 | 701 |
| | Weekend | 592 | 583 | 499 | 511 | 479 | 589 | 530 | 527 | 484 | 543 |
| | Unknown | 2 | 0 | 2 | 6 | 4 | 2 | 5 | 1 | 1 | 4 |
| | Total | 1,401 | 1,290 | 1,168 | 1,260 | 1,252 | 1,381 | 1,330 | 1,275 | 1,235 | 1,248 |
| Missouri | Weekday | 544 | 508 | 525 | 512 | 515 | 589 | 588 | 606 | 611 | 568 |
| | Weekend | 399 | 395 | 345 | 334 | 428 | 392 | 415 | 421 | 404 | 390 |
| | Unknown | 0 | 3 | 4 | 2 | 4 | 4 | 3 | 2 | 2 | 6 |
| | Total | 943 | 906 | 874 | 848 | 947 | 985 | 1,006 | 1,029 | 1,017 | 964 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



CRASHES

Table 2: Motor Vehicle Crashes by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| FATAL CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Weekday | 232 | 241 | 192 | 200 | 200 | 254 | 224 | 213 | 224 | 211 |
| | Weekend | 208 | 179 | 206 | 186 | 188 | 169 | 188 | 184 | 150 | 176 |
| | Unknown | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 |
| | Total | 440 | 422 | 398 | 386 | 388 | 425 | 412 | 400 | 374 | 387 |
| North Carolina | Weekday | * | * | 644 | 732 | 743 | 800 | 825 | 775 | 894 | 827 |
| | Weekend | * | * | 486 | 505 | 519 | 517 | 502 | 520 | 542 | 534 |
| | Unknown | * | * | 1 | 2 | 0 | 1 | 1 | 3 | 2 | 1 |
| | Total | * | * | 1,131 | 1,239 | 1,262 | 1,318 | 1,328 | 1,298 | 1,438 | 1,362 |
| Ohio | Weekday | 854 | 812 | 762 | 802 | 727 | 771 | 775 | 775 | 767 | 792 |
| | Weekend | 624 | 639 | 539 | 525 | 483 | 445 | 473 | 493 | 523 | 491 |
| | Unknown | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Total | 1,478 | 1,451 | 1,303 | 1,327 | 1,210 | 1,216 | 1,248 | 1,268 | 1,290 | 1,284 |
| Pennsylvania | Weekday | 867 | 855 | 792 | 826 | 759 | 811 | 826 | 825 | 822 | 810 |
| | Weekend | 647 | 655 | 593 | 577 | 560 | 526 | 527 | 593 | 535 | 571 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| | Total | 1,514 | 1,510 | 1,385 | 1,403 | 1,319 | 1,337 | 1,354 | 1,418 | 1,358 | 1,382 |
| Texas | Weekday | 1,482 | 1,430 | 1,436 | 1,411 | 1,408 | 1,459 | 1,742 | 1,688 | 1,711 | 1,712 |
| | Weekend | 1,400 | 1,266 | 1,254 | 1,279 | 1,302 | 1,331 | 1,505 | 1,383 | 1,449 | 1,394 |
| | Total | 2,882 | 2,696 | 2,690 | 2,690 | 2,710 | 2,790 | 3,247 | 3,071 | 3,160 | 3,106 |
| Utah | Weekday | 143 | 124 | 129 | 159 | 181 | 173 | 177 | 192 | 199 | 187 |
| | Weekend | 93 | 105 | 106 | 100 | 121 | 112 | 115 | 119 | 109 | 130 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Total | 236 | 229 | 235 | 259 | 302 | 285 | 292 | 311 | 308 | 318 |
| Virginia | Weekday | 508 | 488 | 447 | 454 | 475 | 455 | 474 | 528 | 514 | 462 |
| | Weekend | 439 | 348 | 315 | 336 | 348 | 369 | 328 | 368 | 319 | 332 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 |
| | Total | 947 | 836 | 762 | 790 | 823 | 826 | 803 | 897 | 833 | 794 |
| Washington | Weekday | 413 | 337 | 340 | 331 | 329 | 326 | 381 | * | * | * |
| | Weekend | 313 | 266 | 253 | 248 | 245 | 251 | 262 | * | * | * |
| | Total | 726 | 603 | 593 | 579 | 574 | 577 | 643 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



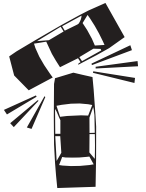
Table 2: Motor Vehicle Crashes by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURY CRASHES | | | | | | | | | | | |
| California | Weekday | 157,067 | 149,728 | 146,013 | 137,288 | 138,659 | 135,327 | 134,330 | 129,372 | 130,360 | 131,811 |
| | Weekend | 79,326 | 74,172 | 68,926 | 65,247 | 64,483 | 61,163 | 59,433 | 56,541 | 58,611 | 56,889 |
| | Unknown | 123 | 104 | 133 | 121 | 81 | 79 | 42 | 39 | 36 | 30 |
| | Total | 236,516 | 224,004 | 215,072 | 202,656 | 203,223 | 196,569 | 193,805 | 185,952 | 189,007 | 188,730 |
| Florida | Weekday | 86,268 | 81,368 | 85,751 | 88,604 | 92,919 | 99,374 | 104,020 | 103,146 | 104,836 | 98,999 |
| | Weekend | 44,204 | 38,660 | 39,495 | 40,852 | 42,033 | 44,246 | 45,319 | 44,951 | 44,313 | 43,991 |
| | Unknown | 112 | 116 | 90 | 173 | 235 | 219 | 226 | 208 | 166 | 182 |
| | Total | 130,584 | 120,144 | 125,336 | 129,629 | 135,187 | 143,839 | 149,565 | 148,305 | 149,315 | 143,172 |
| Georgia | Weekday | 42,852 | 41,754 | 45,215 | 48,276 | 57,924 | 59,484 | 61,399 | 61,309 | 58,321 | * |
| | Weekend | 20,549 | 19,337 | 20,016 | 20,826 | 24,458 | 26,043 | 26,912 | 25,511 | 23,429 | * |
| | Total | 63,401 | 61,091 | 65,231 | 69,102 | 82,382 | 85,527 | 88,311 | 86,820 | 81,750 | * |
| Illinois | Weekday | 69,892 | 66,443 | 69,424 | 68,123 | 66,959 | 67,030 | 29,354 | 58,573 | 49,995 | 48,747 |
| | Weekend | 35,736 | 32,485 | 33,734 | 34,192 | 32,576 | 31,863 | 12,618 | 27,078 | 20,836 | 21,249 |
| | Unknown | 115 | 114 | 118 | 178 | 323 | 234 | 50 | 90 | 80 | 62 |
| | Total | 105,743 | 99,042 | 103,276 | 102,493 | 99,858 | 99,127 | 42,022 | 85,741 | 70,911 | 70,058 |
| Indiana | Weekday | 32,505 | 30,312 | 34,421 | 35,207 | 37,225 | 38,171 | 37,684 | 37,267 | 37,767 | 35,782 |
| | Weekend | 16,283 | 15,240 | 15,642 | 17,123 | 16,842 | 17,235 | 16,032 | 16,704 | 15,727 | 15,764 |
| | Unknown | 113 | 94 | 195 | 227 | 230 | 285 | 238 | 292 | 311 | 304 |
| | Total | 48,901 | 45,646 | 50,258 | 52,557 | 54,297 | 55,691 | 53,954 | 54,263 | 53,805 | 51,850 |
| Kansas | Weekday | 10,936 | 10,549 | 11,116 | 11,538 | 11,329 | 11,548 | 11,793 | 12,035 | 11,660 | 11,681 |
| | Weekend | 6,782 | 6,185 | 6,238 | 6,009 | 6,474 | 6,164 | 6,286 | 6,259 | 6,578 | 6,082 |
| | Unknown | 2,350 | 2,302 | 2,320 | 2,392 | 2,290 | 2,603 | 2,474 | 2,474 | 2,344 | 2,391 |
| | Total | 20,068 | 19,036 | 19,674 | 19,939 | 20,093 | 20,315 | 20,553 | 20,768 | 20,582 | 20,154 |
| Maryland | Weekday | 31,904 | 29,594 | 31,503 | 26,084 | 29,511 | 21,431 | 29,440 | 27,047 | 26,440 | 26,175 |
| | Weekend | 16,885 | 15,134 | 15,603 | 11,201 | 13,057 | 10,748 | 13,192 | 12,999 | 11,724 | 11,982 |
| | Unknown | 104 | 74 | 74 | 0 | 0 | 9,871 | 0 | 0 | 0 | 0 |
| | Total | 48,893 | 44,802 | 47,180 | 37,285 | 42,568 | 42,050 | 42,632 | 40,046 | 38,164 | 38,157 |
| Michigan | Weekday | 64,519 | 60,779 | 53,948 | 61,641 | 67,225 | 68,073 | 68,909 | 66,023 | 63,847 | 61,268 |
| | Weekend | 33,073 | 30,673 | 25,030 | 29,428 | 30,086 | 31,654 | 29,244 | 28,974 | 27,115 | 26,363 |
| | Unknown | 32 | 26 | 1,553 | 266 | 261 | 331 | 330 | 205 | 157 | 162 |
| | Total | 97,624 | 91,478 | 80,531 | 91,335 | 97,572 | 100,058 | 98,483 | 95,202 | 91,119 | 87,793 |
| Missouri | Weekday | 30,955 | 29,192 | 30,628 | 33,315 | 34,623 | 35,413 | 36,052 | 36,153 | 35,528 | 35,008 |
| | Weekend | 15,677 | 14,654 | 14,699 | 15,652 | 16,344 | 16,431 | 16,581 | 15,574 | 15,576 | 15,539 |
| | Unknown | 68 | 71 | 68 | 79 | 77 | 112 | 99 | 83 | 108 | 69 |
| | Total | 46,700 | 43,917 | 45,395 | 49,046 | 51,044 | 51,956 | 52,732 | 51,810 | 51,212 | 50,616 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



CRASHES

Table 2: Motor Vehicle Crashes by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Weekday | 10,653 | 10,771 | 11,660 | 12,267 | 13,277 | 13,973 | 13,907 | 13,445 | 12,670 | 10,867 |
| | Weekend | 5,208 | 5,054 | 5,476 | 5,506 | 5,660 | 5,746 | 5,787 | 5,391 | 5,128 | 4,479 |
| | Unknown | 103 | 106 | 81 | 52 | 12 | 8 | 7 | 24 | 12 | 2 |
| | Total | 15,964 | 15,931 | 17,217 | 17,825 | 18,949 | 19,727 | 19,701 | 18,860 | 17,810 | 15,348 |
| North Carolina | Weekday | * | * | 53,420 | 56,081 | 61,461 | 64,647 | 66,987 | 68,263 | 67,677 | 68,035 |
| | Weekend | * | * | 23,713 | 25,204 | 25,759 | 27,571 | 27,209 | 27,565 | 26,790 | 27,619 |
| | Unknown | * | * | 139 | 83 | 82 | 112 | 98 | 103 | 70 | 105 |
| | Total | * | * | 77,272 | 81,368 | 87,302 | 92,330 | 94,294 | 95,931 | 94,537 | 95,759 |
| Ohio | Weekday | 82,365 | 76,775 | 81,033 | 81,771 | 85,011 | 88,274 | 91,077 | 88,183 | 87,496 | 84,093 |
| | Weekend | 43,253 | 39,340 | 38,323 | 39,643 | 37,934 | 39,550 | 39,586 | 39,977 | 36,143 | 36,823 |
| | Unknown | 215 | 224 | 152 | 173 | 156 | 136 | 130 | 136 | 145 | 160 |
| | Total | 125,833 | 116,339 | 119,508 | 121,587 | 123,101 | 127,960 | 130,793 | 128,296 | 123,784 | 121,076 |
| Pennsylvania | Weekday | 59,209 | 54,965 | 56,520 | 56,122 | 56,831 | 57,710 | 60,224 | 60,638 | 59,789 | 59,127 |
| | Weekend | 33,237 | 29,849 | 29,771 | 29,539 | 28,479 | 29,151 | 29,360 | 29,784 | 28,545 | 29,427 |
| | Unknown | 176 | 166 | 155 | 162 | 148 | 116 | 144 | 171 | 127 | 129 |
| | Total | 92,622 | 84,980 | 86,446 | 85,823 | 85,458 | 86,977 | 89,728 | 90,593 | 88,461 | 88,683 |
| Texas | Weekday | 106,021 | 105,261 | 112,419 | 119,350 | 128,659 | 132,272 | 138,606 | 139,239 | 137,915 | 138,471 |
| | Weekend | 56,395 | 56,209 | 58,094 | 58,844 | 63,355 | 63,821 | 66,028 | 65,487 | 64,308 | 64,749 |
| | Total | 162,416 | 161,470 | 170,513 | 178,194 | 192,014 | 196,093 | 204,634 | 204,726 | 202,223 | 203,220 |
| Utah | Weekday | 10,052 | 9,525 | 10,866 | 11,784 | 13,030 | 13,763 | 14,487 | 14,827 | 13,950 | 14,163 |
| | Weekend | 4,207 | 3,969 | 4,538 | 4,792 | 5,149 | 5,327 | 5,677 | 5,677 | 5,474 | 5,346 |
| | Unknown | 61 | 23 | 25 | 11 | 13 | 3 | 1 | 1 | 0 | 0 |
| | Total | 14,320 | 13,517 | 15,429 | 16,587 | 18,192 | 19,093 | 20,165 | 20,505 | 19,424 | 19,509 |
| Virginia | Weekday | 33,447 | 31,092 | 33,566 | 34,590 | 37,081 | 37,503 | 38,362 | 37,443 | 38,215 | 38,403 |
| | Weekend | 18,251 | 16,537 | 17,054 | 17,182 | 17,540 | 17,480 | 16,779 | 17,215 | 16,596 | 16,622 |
| | Unknown | 55 | 62 | 60 | 55 | 56 | 52 | 37 | 39 | 23 | 67 |
| | Total | 51,753 | 47,691 | 50,680 | 51,827 | 54,677 | 55,035 | 55,178 | 54,697 | 54,834 | 55,092 |
| Washington | Weekday | 34,976 | 33,783 | 35,261 | 35,856 | 38,758 | 39,647 | 39,782 | * | * | * |
| | Weekend | 16,731 | 15,257 | 15,921 | 15,639 | 16,013 | 16,932 | 16,611 | * | * | * |
| | Unknown | 6 | 8 | 4 | 2 | 11 | 10 | 8 | * | * | * |
| | Total | 51,713 | 49,048 | 51,186 | 51,497 | 54,782 | 56,589 | 56,401 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



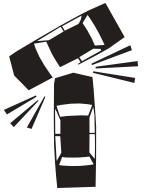
Table 2: Motor Vehicle Crashes by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| California | Weekday | 210,355 | 194,752 | 187,661 | 185,906 | 187,755 | 188,120 | 195,545 | 193,318 | 202,027 | 205,000 |
| | Weekend | 99,423 | 90,672 | 83,764 | 84,500 | 84,567 | 82,714 | 82,066 | 80,696 | 87,708 | 84,032 |
| | Unknown | 879 | 798 | 804 | 750 | 776 | 719 | 714 | 676 | 791 | 858 |
| | Total | 310,657 | 286,222 | 272,229 | 271,156 | 273,098 | 271,553 | 278,325 | 274,690 | 290,526 | 289,890 |
| Florida | Weekday | 50,315 | 45,146 | 42,969 | 41,196 | 42,791 | 52,309 | 57,920 | 58,092 | 61,285 | 62,693 |
| | Weekend | 31,122 | 26,720 | 24,881 | 25,064 | 25,013 | 29,157 | 30,450 | 30,859 | 31,341 | 33,921 |
| | Unknown | 1,577 | 1,029 | 770 | 696 | 742 | 698 | 892 | 841 | 894 | 998 |
| | Total | 83,014 | 72,895 | 68,620 | 66,956 | 68,546 | 82,164 | 89,262 | 89,792 | 93,520 | 97,612 |
| Georgia | Weekday | 117,911 | 113,510 | 120,416 | 126,266 | 137,444 | 143,138 | 152,251 | 157,465 | 146,702 | * |
| | Weekend | 45,305 | 42,837 | 44,158 | 45,382 | 48,824 | 53,609 | 56,196 | 56,076 | 50,746 | * |
| | Total | 163,216 | 156,347 | 164,574 | 171,648 | 186,268 | 196,747 | 208,447 | 213,541 | 197,448 | * |
| Illinois | Weekday | 232,953 | 223,246 | 209,811 | 213,047 | 244,138 | 248,629 | 89,623 | 202,098 | 162,949 | 171,874 |
| | Weekend | 108,770 | 101,368 | 94,402 | 99,866 | 104,753 | 109,647 | 33,666 | 88,670 | 61,573 | 67,725 |
| | Unknown | 3,111 | 2,985 | 2,243 | 2,507 | 2,938 | 2,401 | 226 | 729 | 548 | 591 |
| | Total | 344,834 | 327,599 | 306,456 | 315,420 | 351,829 | 360,677 | 123,515 | 291,497 | 225,070 | 240,190 |
| Indiana | Weekday | 96,495 | 90,470 | 117,524 | 120,582 | 128,554 | 132,320 | 137,203 | 134,761 | 136,067 | 138,704 |
| | Weekend | 43,356 | 40,892 | 48,352 | 53,444 | 53,170 | 56,336 | 54,506 | 56,632 | 52,665 | 55,576 |
| | Unknown | 767 | 642 | 1,814 | 2,221 | 2,330 | 2,325 | 2,207 | 2,290 | 2,289 | 2,488 |
| | Total | 140,618 | 132,004 | 167,690 | 176,247 | 184,054 | 190,981 | 193,916 | 193,683 | 191,021 | 196,768 |
| Kansas | Weekday | 23,519 | 24,038 | 25,708 | 28,870 | 26,561 | 28,570 | 30,846 | 32,760 | 33,722 | 33,725 |
| | Weekend | 13,374 | 13,002 | 13,199 | 14,488 | 14,573 | 14,713 | 15,656 | 16,220 | 18,189 | 16,936 |
| | Unknown | 5,452 | 5,491 | 5,040 | 5,968 | 5,227 | 6,271 | 6,375 | 6,475 | 6,178 | 6,968 |
| | Total | 42,345 | 42,531 | 43,947 | 49,326 | 46,361 | 49,554 | 52,877 | 55,455 | 58,089 | 57,629 |
| Maryland | Weekday | 37,066 | 34,092 | 34,169 | 32,747 | 37,179 | 26,779 | 38,539 | 37,126 | 38,065 | 39,882 |
| | Weekend | 19,322 | 17,204 | 16,889 | 14,622 | 16,513 | 13,398 | 17,660 | 18,311 | 17,044 | 18,781 |
| | Unknown | 1,496 | 714 | 650 | 0 | 0 | 13,708 | 0 | 0 | 0 | 0 |
| | Total | 57,884 | 52,010 | 51,708 | 47,369 | 53,692 | 53,885 | 56,199 | 55,437 | 55,109 | 58,663 |
| Michigan | Weekday | 194,469 | 184,162 | 177,685 | 186,346 | 208,670 | 216,577 | 233,812 | 227,982 | 219,483 | 230,049 |
| | Weekend | 93,340 | 87,613 | 78,681 | 83,034 | 89,235 | 101,374 | 99,943 | 99,811 | 91,081 | 95,546 |
| | Unknown | 514 | 300 | 5,840 | 1,146 | 1,239 | 1,509 | 1,542 | 1,189 | 827 | 1,002 |
| | Total | 288,323 | 272,075 | 262,206 | 270,526 | 299,144 | 319,460 | 335,297 | 328,982 | 311,391 | 326,597 |
| Missouri | Weekday | 85,634 | 81,434 | 82,390 | 90,386 | 90,194 | 94,304 | 97,415 | 100,124 | 102,025 | 101,656 |
| | Weekend | 37,398 | 34,354 | 33,327 | 36,153 | 36,999 | 37,639 | 38,750 | 37,793 | 39,634 | 39,570 |
| | Unknown | 882 | 1,448 | 1,450 | 1,395 | 1,218 | 1,036 | 1,260 | 1,122 | 1,091 | 1,055 |
| | Total | 123,914 | 117,236 | 117,167 | 127,934 | 128,411 | 132,979 | 137,425 | 139,039 | 142,750 | 142,281 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



CRASHES

Table 2: Motor Vehicle Crashes by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| PROPERTY DAMAGE ONLY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Weekday | 22,856 | 21,399 | 22,328 | 21,492 | 21,932 | 23,013 | 22,921 | 23,411 | 21,435 | 18,706 |
| | Weekend | 10,256 | 9,208 | 9,999 | 8,896 | 8,966 | 9,072 | 9,104 | 9,122 | 8,566 | 7,525 |
| | Unknown | 260 | 243 | 281 | 125 | 39 | 40 | 28 | 46 | 47 | 11 |
| | Total | 33,372 | 30,850 | 32,608 | 30,513 | 30,937 | 32,125 | 32,053 | 32,579 | 30,048 | 26,242 |
| North Carolina | Weekday | * | * | 81,045 | 87,752 | 98,277 | 106,913 | 94,177 | 97,117 | 99,509 | 103,186 |
| | Weekend | * | * | 32,103 | 35,458 | 36,739 | 42,462 | 37,761 | 37,052 | 37,198 | 39,706 |
| | Unknown | * | * | 357 | 275 | 306 | 320 | 257 | 232 | 230 | 231 |
| | Total | * | * | 113,505 | 123,485 | 135,322 | 149,695 | 132,195 | 134,401 | 136,937 | 143,123 |
| Ohio | Weekday | 167,458 | 158,963 | 164,580 | 165,497 | 174,916 | 179,246 | 186,774 | 180,439 | 182,512 | 186,848 |
| | Weekend | 77,776 | 71,780 | 70,417 | 72,990 | 70,484 | 74,327 | 75,823 | 76,403 | 69,956 | 75,930 |
| | Unknown | 977 | 844 | 649 | 661 | 661 | 633 | 475 | 446 | 377 | 564 |
| | Total | 246,211 | 231,587 | 235,646 | 239,148 | 246,061 | 254,206 | 263,072 | 257,288 | 252,845 | 263,342 |
| Pennsylvania | Weekday | 29,760 | 28,516 | 29,919 | 30,445 | 31,860 | 31,706 | 34,331 | 35,116 | 34,924 | 35,953 |
| | Weekend | 17,330 | 15,295 | 16,271 | 16,680 | 15,466 | 16,726 | 17,397 | 17,108 | 16,423 | 18,087 |
| | Unknown | 120 | 104 | 86 | 99 | 79 | 89 | 85 | 98 | 75 | 64 |
| | Total | 47,210 | 43,915 | 46,276 | 47,224 | 47,405 | 48,521 | 51,813 | 52,322 | 51,422 | 54,104 |
| Texas | Weekday | 147,046 | 140,527 | 142,816 | 144,675 | 151,144 | 104,497 | 59,330 | 63,983 | 67,416 | 69,179 |
| | Weekend | 69,090 | 66,755 | 66,336 | 64,858 | 68,746 | 47,693 | 30,931 | 32,983 | 35,316 | 36,196 |
| | Total | 216,136 | 207,282 | 209,152 | 209,533 | 219,890 | 152,190 | 90,261 | 96,966 | 102,732 | 105,375 |
| Utah | Weekday | 21,629 | 19,451 | 20,333 | 22,838 | 24,307 | 22,691 | 25,170 | 24,858 | 25,083 | 24,553 |
| | Weekend | 8,194 | 7,546 | 8,204 | 8,944 | 9,032 | 8,703 | 9,225 | 9,266 | 9,244 | 8,414 |
| | Unknown | 160 | 57 | 61 | 21 | 14 | 7 | 1 | 2 | 0 | 1 |
| | Total | 29,983 | 27,054 | 28,598 | 31,803 | 33,353 | 31,401 | 34,396 | 34,126 | 34,327 | 32,968 |
| Virginia | Weekday | 55,874 | 50,898 | 49,502 | 47,132 | 50,462 | 49,958 | 53,741 | 52,978 | 58,005 | 59,622 |
| | Weekend | 25,796 | 22,939 | 21,334 | 20,416 | 20,544 | 21,195 | 21,236 | 21,298 | 22,380 | 23,898 |
| | Unknown | 134 | 152 | 133 | 100 | 130 | 112 | 127 | 105 | 86 | 167 |
| | Total | 81,804 | 73,989 | 70,969 | 67,648 | 71,136 | 71,265 | 75,104 | 74,381 | 80,471 | 83,687 |
| Washington | Weekday | 54,772 | 50,684 | 51,852 | 50,532 | 52,919 | 54,583 | 58,978 | * | * | * |
| | Weekend | 24,833 | 21,339 | 21,924 | 21,348 | 21,605 | 23,427 | 24,178 | * | * | * |
| | Unknown | 12 | 12 | 10 | 1 | 19 | 22 | 15 | * | * | * |
| | Total | 79,617 | 72,035 | 73,786 | 71,881 | 74,543 | 78,032 | 83,171 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



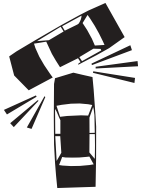
Table 3: Motor Vehicle Crashes by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Day | 2,021 | 1,802 | 1,638 | 1,671 | 1,792 | 1,686 | 1,678 | 1,571 | 1,496 | 1,497 |
| | Night | 2,592 | 2,301 | 2,023 | 1,964 | 1,918 | 1,898 | 1,847 | 1,636 | 1,542 | 1,599 |
| | Unknown | 45 | 61 | 46 | 43 | 62 | 52 | 30 | 45 | 37 | 48 |
| | Total | 4,658 | 4,164 | 3,707 | 3,678 | 3,772 | 3,636 | 3,555 | 3,252 | 3,075 | 3,144 |
| Florida | Day | 1,074 | 954 | 985 | 1,065 | 1,118 | 1,139 | 1,187 | 1,184 | 1,229 | 1,223 |
| | Night | 1,534 | 1,296 | 1,223 | 1,369 | 1,316 | 1,429 | 1,349 | 1,337 | 1,354 | 1,386 |
| | Unknown | 35 | 21 | 10 | 20 | 16 | 18 | 14 | 21 | 22 | 16 |
| | Total | 2,643 | 2,271 | 2,218 | 2,454 | 2,450 | 2,586 | 2,550 | 2,542 | 2,605 | 2,625 |
| Georgia | Day | 685 | 567 | 618 | 638 | 687 | 710 | 728 | 738 | 765 | * |
| | Night | 725 | 663 | 568 | 608 | 599 | 627 | 678 | 671 | 618 | * |
| | Total | 1,410 | 1,230 | 1,186 | 1,246 | 1,286 | 1,337 | 1,406 | 1,409 | 1,383 | * |
| Illinois | Day | 630 | 559 | 567 | 573 | 636 | 650 | 325 | 584 | 575 | 625 |
| | Night | 787 | 729 | 681 | 669 | 754 | 751 | 376 | 677 | 665 | 670 |
| | Unknown | 14 | 0 | 2 | 8 | 5 | 1 | 0 | 0 | 2 | 0 |
| | Total | 1,431 | 1,288 | 1,250 | 1,250 | 1,395 | 1,402 | 701 | 1,261 | 1,242 | 1,295 |
| Indiana | Day | 437 | 412 | 379 | 422 | 457 | 445 | 470 | 447 | 438 | 485 |
| | Night | 478 | 481 | 410 | 350 | 410 | 402 | 398 | 393 | 426 | 402 |
| | Unknown | 9 | 11 | 11 | 10 | 9 | 12 | 6 | 9 | 20 | 7 |
| | Total | 924 | 904 | 800 | 782 | 876 | 859 | 874 | 849 | 884 | 894 |
| Kansas | Day | 185 | 165 | 162 | 202 | 195 | 188 | 226 | 259 | 235 | 242 |
| | Night | 206 | 185 | 163 | 162 | 179 | 205 | 208 | 156 | 202 | 212 |
| | Unknown | 0 | 0 | 12 | 11 | 7 | 1 | 8 | 4 | 4 | 3 |
| | Total | 391 | 350 | 337 | 375 | 381 | 394 | 442 | 419 | 441 | 457 |
| Maryland | Day | 285 | 293 | 250 | 291 | 296 | 299 | 291 | 288 | 287 | 264 |
| | Night | 394 | 351 | 341 | 314 | 309 | 314 | 272 | 281 | 264 | 291 |
| | Unknown | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 681 | 645 | 593 | 605 | 605 | 613 | 563 | 569 | 551 | 555 |
| Michigan | Day | 602 | 558 | 525 | 596 | 610 | 714 | 630 | 636 | 596 | 601 |
| | Night | 796 | 729 | 633 | 649 | 635 | 654 | 681 | 627 | 629 | 636 |
| | Unknown | 3 | 3 | 10 | 15 | 7 | 13 | 19 | 12 | 10 | 11 |
| | Total | 1,401 | 1,290 | 1,168 | 1,260 | 1,252 | 1,381 | 1,330 | 1,275 | 1,235 | 1,248 |
| Missouri | Day | 432 | 397 | 425 | 391 | 451 | 463 | 490 | 532 | 534 | 502 |
| | Night | 503 | 493 | 439 | 448 | 485 | 511 | 502 | 490 | 472 | 449 |
| | Unknown | 8 | 16 | 10 | 9 | 11 | 11 | 14 | 7 | 11 | 13 |
| | Total | 943 | 906 | 874 | 848 | 947 | 985 | 1,006 | 1,029 | 1,017 | 964 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



CRASHES

Table 3: Motor Vehicle Crashes by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| FATAL CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Day | 184 | 171 | 163 | 154 | 155 | 197 | 193 | 187 | 180 | 188 |
| | Night | 251 | 245 | 231 | 228 | 231 | 224 | 217 | 206 | 190 | 199 |
| | Unknown | 5 | 6 | 4 | 4 | 2 | 4 | 2 | 7 | 4 | 0 |
| | Total | 440 | 422 | 398 | 386 | 388 | 425 | 412 | 400 | 374 | 387 |
| North Carolina | Day | * | * | 536 | 632 | 661 | 668 | 674 | 684 | 750 | 728 |
| | Night | * | * | 591 | 602 | 593 | 645 | 648 | 608 | 681 | 632 |
| | Unknown | * | * | 4 | 5 | 8 | 5 | 6 | 6 | 7 | 2 |
| | Total | * | * | 1,131 | 1,239 | 1,262 | 1,318 | 1,328 | 1,298 | 1,438 | 1,362 |
| Ohio | Day | 662 | 646 | 642 | 674 | 639 | 635 | 639 | 647 | 642 | 656 |
| | Night | 816 | 805 | 656 | 653 | 569 | 581 | 608 | 621 | 647 | 627 |
| | Unknown | 0 | 0 | 5 | 0 | 2 | 0 | 1 | 0 | 1 | 1 |
| | Total | 1,478 | 1,451 | 1,303 | 1,327 | 1,210 | 1,216 | 1,248 | 1,268 | 1,290 | 1,284 |
| Pennsylvania | Day | 682 | 659 | 646 | 666 | 653 | 661 | 681 | 704 | 671 | 679 |
| | Night | 832 | 850 | 739 | 737 | 665 | 676 | 672 | 713 | 685 | 702 |
| | Unknown | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 1 |
| | Total | 1,514 | 1,510 | 1,385 | 1,403 | 1,319 | 1,337 | 1,354 | 1,418 | 1,358 | 1,382 |
| Texas | Day | 1,080 | 1,040 | 1,008 | 1,062 | 1,154 | 1,195 | 1,399 | 1,386 | 1,437 | 1,429 |
| | Night | 1,802 | 1,656 | 1,682 | 1,628 | 1,556 | 1,595 | 1,848 | 1,685 | 1,723 | 1,677 |
| | Total | 2,882 | 2,696 | 2,690 | 2,690 | 2,710 | 2,790 | 3,247 | 3,071 | 3,160 | 3,106 |
| Utah | Day | 128 | 112 | 121 | 145 | 159 | 158 | 167 | 172 | 183 | 180 |
| | Night | 108 | 116 | 112 | 113 | 143 | 127 | 125 | 139 | 125 | 137 |
| | Unknown | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Total | 236 | 229 | 235 | 259 | 302 | 285 | 292 | 311 | 308 | 318 |
| Virginia | Day | 419 | 395 | 360 | 393 | 413 | 406 | 393 | 446 | 436 | 390 |
| | Night | 526 | 441 | 398 | 397 | 408 | 414 | 408 | 447 | 394 | 401 |
| | Unknown | 2 | 0 | 4 | 0 | 2 | 6 | 2 | 4 | 3 | 3 |
| | Total | 947 | 836 | 762 | 790 | 823 | 826 | 803 | 897 | 833 | 794 |
| Washington | Day | 312 | 274 | 263 | 254 | 276 | 259 | 284 | * | * | * |
| | Night | 414 | 329 | 330 | 325 | 298 | 318 | 359 | * | * | * |
| | Total | 726 | 603 | 593 | 579 | 574 | 577 | 643 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



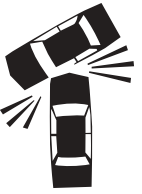
Table 3: Motor Vehicle Crashes by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURY CRASHES | | | | | | | | | | | |
| California | Day | 154,303 | 147,672 | 144,552 | 136,808 | 139,389 | 135,620 | 134,202 | 130,287 | 133,346 | 133,443 |
| | Night | 81,734 | 75,948 | 70,058 | 65,491 | 63,518 | 60,659 | 59,442 | 55,526 | 55,529 | 55,156 |
| | Unknown | 479 | 384 | 462 | 357 | 316 | 290 | 161 | 139 | 132 | 131 |
| | Total | 236,516 | 224,004 | 215,072 | 202,656 | 203,223 | 196,569 | 193,805 | 185,952 | 189,007 | 188,730 |
| Florida | Day | 82,755 | 77,991 | 82,874 | 85,555 | 89,676 | 96,571 | 101,260 | 100,819 | 102,606 | 97,053 |
| | Night | 47,507 | 41,889 | 42,204 | 43,504 | 44,768 | 46,621 | 47,611 | 46,872 | 46,129 | 45,507 |
| | Unknown | 322 | 264 | 258 | 570 | 743 | 647 | 694 | 614 | 580 | 612 |
| | Total | 130,584 | 120,144 | 125,336 | 129,629 | 135,187 | 143,839 | 149,565 | 148,305 | 149,315 | 143,172 |
| Georgia | Day | 41,514 | 40,705 | 44,151 | 46,990 | 56,396 | 58,551 | 60,357 | 60,041 | 57,161 | * |
| | Night | 21,887 | 20,386 | 21,080 | 22,112 | 25,986 | 26,976 | 27,954 | 26,779 | 24,589 | * |
| | Total | 63,401 | 61,091 | 65,231 | 69,102 | 82,382 | 85,527 | 88,311 | 86,820 | 81,750 | * |
| Illinois | Day | 67,298 | 63,392 | 67,045 | 65,982 | 64,848 | 65,336 | 28,629 | 57,860 | 49,202 | 48,307 |
| | Night | 38,041 | 35,223 | 35,780 | 35,887 | 33,928 | 32,915 | 13,233 | 27,551 | 21,378 | 21,517 |
| | Unknown | 404 | 427 | 451 | 624 | 1,082 | 876 | 160 | 330 | 331 | 234 |
| | Total | 105,743 | 99,042 | 103,276 | 102,493 | 99,858 | 99,127 | 42,022 | 85,741 | 70,911 | 70,058 |
| Indiana | Day | 31,418 | 29,031 | 32,821 | 34,597 | 36,315 | 37,357 | 36,420 | 36,684 | 36,539 | 34,977 |
| | Night | 17,077 | 16,236 | 16,730 | 17,208 | 17,168 | 17,463 | 16,696 | 16,694 | 16,366 | 15,884 |
| | Unknown | 406 | 379 | 707 | 752 | 814 | 871 | 838 | 885 | 900 | 989 |
| | Total | 48,901 | 45,646 | 50,258 | 52,557 | 54,297 | 55,691 | 53,954 | 54,263 | 53,805 | 51,850 |
| Kansas | Day | 12,715 | 12,233 | 12,969 | 13,243 | 13,381 | 13,911 | 13,928 | 14,072 | 14,007 | 13,786 |
| | Night | 7,353 | 6,802 | 6,588 | 6,579 | 6,615 | 6,355 | 6,550 | 6,635 | 6,548 | 6,333 |
| | Unknown | 0 | 1 | 117 | 117 | 97 | 49 | 75 | 61 | 27 | 35 |
| | Total | 20,068 | 19,036 | 19,674 | 19,939 | 20,093 | 20,315 | 20,553 | 20,768 | 20,582 | 20,154 |
| Maryland | Day | 30,789 | 28,435 | 29,959 | 23,811 | 27,935 | 27,360 | 28,156 | 26,681 | 25,263 | 25,533 |
| | Night | 17,946 | 16,228 | 17,090 | 13,474 | 14,633 | 14,690 | 14,476 | 13,365 | 12,901 | 12,624 |
| | Unknown | 158 | 139 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 48,893 | 44,802 | 47,180 | 37,285 | 42,568 | 42,050 | 42,632 | 40,046 | 38,164 | 38,157 |
| Michigan | Day | 60,764 | 57,629 | 51,005 | 59,286 | 64,015 | 65,794 | 65,641 | 64,042 | 60,982 | 59,334 |
| | Night | 36,725 | 33,781 | 28,307 | 31,260 | 32,719 | 33,172 | 31,732 | 30,450 | 29,609 | 27,920 |
| | Unknown | 135 | 68 | 1,219 | 789 | 838 | 1,092 | 1,110 | 710 | 528 | 539 |
| | Total | 97,624 | 91,478 | 80,531 | 91,335 | 97,572 | 100,058 | 98,483 | 95,202 | 91,119 | 87,793 |
| Missouri | Day | 29,635 | 27,613 | 29,329 | 31,950 | 33,739 | 34,652 | 35,619 | 35,091 | 35,261 | 34,880 |
| | Night | 16,869 | 16,088 | 15,819 | 16,868 | 17,087 | 17,012 | 16,831 | 16,475 | 15,698 | 15,515 |
| | Unknown | 196 | 216 | 247 | 228 | 218 | 292 | 282 | 244 | 253 | 221 |
| | Total | 46,700 | 43,917 | 45,395 | 49,046 | 51,044 | 51,956 | 52,732 | 51,810 | 51,212 | 50,616 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



CRASHES

Table 3: Motor Vehicle Crashes by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Day | 10,234 | 10,222 | 11,463 | 12,266 | 13,177 | 13,735 | 13,841 | 13,358 | 12,691 | 11,011 |
| | Night | 5,439 | 5,385 | 5,502 | 5,397 | 5,738 | 5,961 | 5,828 | 5,437 | 5,082 | 4,323 |
| | Unknown | 291 | 324 | 252 | 162 | 34 | 31 | 32 | 65 | 37 | 14 |
| | Total | 15,964 | 15,931 | 17,217 | 17,825 | 18,949 | 19,727 | 19,701 | 18,860 | 17,810 | 15,348 |
| North Carolina | Day | * | * | 52,683 | 55,948 | 61,014 | 64,913 | 66,283 | 67,840 | 66,938 | 68,183 |
| | Night | * | * | 24,163 | 25,142 | 25,959 | 27,069 | 27,734 | 27,775 | 27,344 | 27,237 |
| | Unknown | * | * | 426 | 278 | 329 | 348 | 277 | 316 | 255 | 339 |
| | Total | * | * | 77,272 | 81,368 | 87,302 | 92,330 | 94,294 | 95,931 | 94,537 | 95,759 |
| Ohio | Day | 78,597 | 73,177 | 76,555 | 79,742 | 82,999 | 85,935 | 87,997 | 86,561 | 83,874 | 81,986 |
| | Night | 46,470 | 42,604 | 42,435 | 41,330 | 39,567 | 41,484 | 42,353 | 41,293 | 39,454 | 38,532 |
| | Unknown | 766 | 558 | 518 | 515 | 535 | 541 | 443 | 442 | 456 | 558 |
| | Total | 125,833 | 116,339 | 119,508 | 121,587 | 123,101 | 127,960 | 130,793 | 128,296 | 123,784 | 121,076 |
| Pennsylvania | Day | 55,490 | 51,670 | 53,532 | 54,547 | 54,859 | 56,252 | 58,091 | 58,345 | 57,101 | 57,550 |
| | Night | 36,501 | 32,755 | 32,367 | 30,724 | 30,111 | 30,276 | 31,156 | 31,745 | 30,947 | 30,712 |
| | Unknown | 631 | 555 | 547 | 552 | 488 | 449 | 481 | 503 | 413 | 421 |
| | Total | 92,622 | 84,980 | 86,446 | 85,823 | 85,458 | 86,977 | 89,728 | 90,593 | 88,461 | 88,683 |
| Texas | Day | 100,148 | 99,784 | 108,162 | 113,917 | 123,499 | 127,280 | 134,274 | 135,178 | 134,904 | 136,840 |
| | Night | 62,268 | 61,686 | 62,351 | 64,277 | 68,515 | 68,813 | 70,360 | 69,548 | 67,319 | 66,380 |
| | Total | 162,416 | 161,470 | 170,513 | 178,194 | 192,014 | 196,093 | 204,634 | 204,726 | 202,223 | 203,220 |
| Utah | Day | 9,535 | 9,091 | 10,495 | 11,405 | 12,560 | 13,235 | 13,946 | 14,306 | 13,470 | 13,495 |
| | Night | 4,725 | 4,382 | 4,893 | 5,161 | 5,612 | 5,853 | 6,219 | 6,198 | 5,954 | 6,013 |
| | Unknown | 60 | 44 | 41 | 21 | 20 | 5 | 0 | 1 | 0 | 1 |
| | Total | 14,320 | 13,517 | 15,429 | 16,587 | 18,192 | 19,093 | 20,165 | 20,505 | 19,424 | 19,509 |
| Virginia | Day | 32,267 | 30,055 | 32,784 | 34,135 | 36,447 | 36,969 | 37,507 | 37,291 | 37,746 | 37,614 |
| | Night | 19,326 | 17,452 | 17,696 | 17,532 | 18,037 | 17,888 | 17,545 | 17,288 | 17,012 | 17,267 |
| | Unknown | 160 | 184 | 200 | 160 | 193 | 178 | 126 | 118 | 76 | 211 |
| | Total | 51,753 | 47,691 | 50,680 | 51,827 | 54,677 | 55,035 | 55,178 | 54,697 | 54,834 | 55,092 |
| Washington | Day | 33,741 | 32,654 | 34,563 | 35,345 | 38,101 | 39,629 | 39,621 | * | * | * |
| | Night | 17,942 | 16,369 | 16,610 | 16,148 | 16,655 | 16,917 | 16,752 | * | * | * |
| | Unknown | 30 | 25 | 13 | 4 | 26 | 43 | 28 | * | * | * |
| | Total | 51,713 | 49,048 | 51,186 | 51,497 | 54,782 | 56,589 | 56,401 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



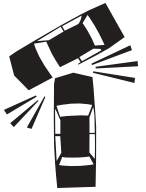
Table 3: Motor Vehicle Crashes by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| California | Day | 204,642 | 188,674 | 181,259 | 180,124 | 183,643 | 182,988 | 188,983 | 188,763 | 199,352 | 199,830 |
| | Night | 102,983 | 94,644 | 88,203 | 88,573 | 86,818 | 86,111 | 86,852 | 83,462 | 88,400 | 87,149 |
| | Unknown | 3,032 | 2,904 | 2,767 | 2,459 | 2,637 | 2,454 | 2,490 | 2,465 | 2,774 | 2,911 |
| | Total | 310,657 | 286,222 | 272,229 | 271,156 | 273,098 | 271,553 | 278,325 | 274,690 | 290,526 | 289,890 |
| Florida | Day | 41,890 | 37,925 | 36,494 | 35,185 | 36,121 | 45,940 | 50,825 | 51,534 | 54,331 | 55,414 |
| | Night | 35,910 | 31,501 | 29,634 | 29,477 | 29,990 | 33,879 | 35,584 | 35,557 | 36,039 | 38,664 |
| | Unknown | 5,214 | 3,469 | 2,492 | 2,294 | 2,435 | 2,345 | 2,853 | 2,701 | 3,150 | 3,534 |
| | Total | 83,014 | 72,895 | 68,620 | 66,956 | 68,546 | 82,164 | 89,262 | 89,792 | 93,520 | 97,612 |
| Georgia | Day | 116,905 | 112,086 | 118,941 | 124,482 | 134,147 | 141,120 | 149,340 | 153,325 | 142,278 | * |
| | Night | 46,311 | 44,261 | 45,633 | 47,166 | 52,121 | 55,627 | 59,107 | 60,216 | 55,170 | * |
| | Total | 163,216 | 156,347 | 164,574 | 171,648 | 186,268 | 196,747 | 208,447 | 213,541 | 197,448 | * |
| Illinois | Day | 224,312 | 212,578 | 201,248 | 204,951 | 232,492 | 239,500 | 84,583 | 197,867 | 155,686 | 164,640 |
| | Night | 109,940 | 105,059 | 97,164 | 102,080 | 109,460 | 112,899 | 38,140 | 91,016 | 67,547 | 73,569 |
| | Unknown | 10,582 | 9,962 | 8,044 | 8,389 | 9,877 | 8,278 | 792 | 2,614 | 1,837 | 1,981 |
| | Total | 344,834 | 327,599 | 306,456 | 315,420 | 351,829 | 360,677 | 123,515 | 291,497 | 225,070 | 240,190 |
| Indiana | Day | 91,308 | 86,284 | 109,261 | 114,720 | 120,857 | 126,279 | 128,151 | 128,699 | 126,843 | 130,404 |
| | Night | 46,654 | 43,431 | 52,143 | 54,580 | 55,934 | 57,381 | 58,595 | 57,626 | 57,022 | 58,501 |
| | Unknown | 2,656 | 2,289 | 6,286 | 6,947 | 7,263 | 7,321 | 7,170 | 7,358 | 7,156 | 7,863 |
| | Total | 140,618 | 132,004 | 167,690 | 176,247 | 184,054 | 190,981 | 193,916 | 193,683 | 191,021 | 196,768 |
| Kansas | Day | 27,632 | 27,707 | 29,085 | 32,390 | 30,161 | 32,977 | 34,718 | 36,114 | 37,923 | 37,425 |
| | Night | 14,713 | 14,824 | 14,310 | 16,384 | 15,810 | 16,315 | 17,898 | 19,052 | 19,979 | 20,023 |
| | Unknown | 0 | 0 | 552 | 552 | 390 | 262 | 261 | 289 | 187 | 181 |
| | Total | 42,345 | 42,531 | 43,947 | 49,326 | 46,361 | 49,554 | 52,877 | 55,455 | 58,089 | 57,629 |
| Maryland | Day | 33,543 | 31,069 | 30,908 | 29,420 | 34,108 | 33,807 | 35,655 | 35,257 | 34,977 | 37,068 |
| | Night | 21,390 | 19,374 | 19,444 | 17,949 | 19,584 | 20,078 | 20,544 | 20,180 | 20,132 | 21,595 |
| | Unknown | 2,951 | 1,567 | 1,356 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 57,884 | 52,010 | 51,708 | 47,369 | 53,692 | 53,885 | 56,199 | 55,437 | 55,109 | 58,663 |
| Michigan | Day | 178,397 | 168,377 | 162,790 | 169,257 | 188,695 | 198,062 | 209,058 | 207,595 | 195,513 | 206,786 |
| | Night | 108,080 | 102,643 | 94,812 | 97,422 | 106,191 | 116,473 | 120,967 | 117,456 | 112,951 | 116,520 |
| | Unknown | 1,846 | 1,055 | 4,604 | 3,847 | 4,258 | 4,925 | 5,272 | 3,931 | 2,927 | 3,291 |
| | Total | 288,323 | 272,075 | 262,206 | 270,526 | 299,144 | 319,460 | 335,297 | 328,982 | 311,391 | 326,597 |
| Missouri | Day | 83,593 | 77,935 | 79,396 | 86,731 | 87,799 | 92,141 | 95,276 | 96,947 | 99,859 | 100,160 |
| | Night | 37,982 | 36,089 | 34,666 | 38,015 | 37,771 | 38,263 | 39,346 | 39,304 | 40,184 | 39,520 |
| | Unknown | 2,339 | 3,212 | 3,105 | 3,188 | 2,841 | 2,575 | 2,803 | 2,788 | 2,707 | 2,601 |
| | Total | 123,914 | 117,236 | 117,167 | 127,934 | 128,411 | 132,979 | 137,425 | 139,039 | 142,750 | 142,281 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



CRASHES

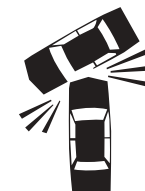
Table 3: Motor Vehicle Crashes by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| PROPERTY DAMAGE ONLY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Day | 22,209 | 20,750 | 21,778 | 20,869 | 21,669 | 22,684 | 22,543 | 23,460 | 21,499 | 19,004 |
| | Night | 10,300 | 9,351 | 9,987 | 9,190 | 9,144 | 9,336 | 9,412 | 8,968 | 8,420 | 7,197 |
| | Unknown | 863 | 749 | 843 | 454 | 124 | 105 | 98 | 151 | 129 | 41 |
| | Total | 33,372 | 30,850 | 32,608 | 30,513 | 30,937 | 32,125 | 32,053 | 32,579 | 30,048 | 26,242 |
| North Carolina | Day | * | * | 78,664 | 85,845 | 95,139 | 104,728 | 91,119 | 93,499 | 94,791 | 100,095 |
| | Night | * | * | 33,724 | 36,714 | 39,113 | 43,880 | 40,298 | 40,112 | 41,444 | 42,290 |
| | Unknown | * | * | 1,117 | 926 | 1,070 | 1,087 | 778 | 790 | 702 | 738 |
| | Total | * | * | 113,505 | 123,485 | 135,322 | 149,695 | 132,195 | 134,401 | 136,937 | 143,123 |
| Ohio | Day | 158,578 | 149,527 | 153,010 | 156,965 | 164,278 | 170,174 | 175,145 | 172,827 | 169,801 | 176,577 |
| | Night | 84,140 | 79,479 | 80,420 | 79,880 | 79,658 | 81,885 | 86,269 | 82,911 | 81,593 | 84,987 |
| | Unknown | 3,493 | 2,581 | 2,216 | 2,303 | 2,125 | 2,147 | 1,658 | 1,550 | 1,451 | 1,778 |
| | Total | 246,211 | 231,587 | 235,646 | 239,148 | 246,061 | 254,206 | 263,072 | 257,288 | 252,845 | 263,342 |
| Pennsylvania | Day | 27,092 | 25,410 | 26,941 | 28,716 | 28,850 | 29,452 | 31,594 | 31,976 | 31,683 | 33,354 |
| | Night | 19,721 | 18,178 | 19,022 | 18,176 | 18,250 | 18,745 | 19,905 | 20,004 | 19,463 | 20,519 |
| | Unknown | 397 | 327 | 313 | 332 | 305 | 324 | 314 | 342 | 276 | 231 |
| | Total | 47,210 | 43,915 | 46,276 | 47,224 | 47,405 | 48,521 | 51,813 | 52,322 | 51,422 | 54,104 |
| Texas | Day | 142,277 | 135,482 | 137,914 | 139,021 | 144,971 | 98,869 | 54,360 | 58,767 | 62,509 | 64,743 |
| | Night | 73,859 | 71,800 | 71,238 | 70,512 | 74,919 | 53,321 | 35,901 | 38,199 | 40,223 | 40,632 |
| | Total | 216,136 | 207,282 | 209,152 | 209,533 | 219,890 | 152,190 | 90,261 | 96,966 | 102,732 | 105,375 |
| Utah | Day | 20,329 | 18,426 | 19,442 | 22,261 | 23,117 | 21,767 | 23,962 | 23,948 | 23,939 | 23,043 |
| | Night | 9,472 | 8,483 | 9,063 | 9,498 | 10,199 | 9,621 | 10,434 | 10,177 | 10,385 | 9,923 |
| | Unknown | 182 | 145 | 93 | 44 | 37 | 13 | 0 | 1 | 3 | 2 |
| | Total | 29,983 | 27,054 | 28,598 | 31,803 | 33,353 | 31,401 | 34,396 | 34,126 | 34,327 | 32,968 |
| Virginia | Day | 54,204 | 49,785 | 48,612 | 47,038 | 50,132 | 49,998 | 53,157 | 52,775 | 56,151 | 58,101 |
| | Night | 27,135 | 23,702 | 21,885 | 20,269 | 20,539 | 20,895 | 21,555 | 21,292 | 24,009 | 25,006 |
| | Unknown | 465 | 502 | 472 | 341 | 465 | 372 | 392 | 314 | 311 | 580 |
| | Total | 81,804 | 73,989 | 70,969 | 67,648 | 71,136 | 71,265 | 75,104 | 74,381 | 80,471 | 83,687 |
| Washington | Day | 53,352 | 49,322 | 50,578 | 49,843 | 51,521 | 54,614 | 58,639 | * | * | * |
| | Night | 26,222 | 22,655 | 23,178 | 22,032 | 22,962 | 23,337 | 24,478 | * | * | * |
| | Unknown | 43 | 58 | 30 | 6 | 60 | 81 | 54 | * | * | * |
| | Total | 79,617 | 72,035 | 73,786 | 71,881 | 74,543 | 78,032 | 83,171 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



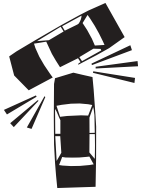


Table 4: Motor Vehicle Crashes by Crash Type and Crash Severity

| STATE | VEHICLE CRASH TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Single | 1,669 | 1,491 | 1,282 | 1,242 | 1,269 | 1,231 | 1,233 | 1,102 | 1,066 | 1,165 |
| | Multiple | 2,989 | 2,673 | 2,425 | 2,436 | 2,503 | 2,405 | 2,322 | 2,150 | 2,009 | 1,979 |
| | Total | 4,658 | 4,164 | 3,707 | 3,678 | 3,772 | 3,636 | 3,555 | 3,252 | 3,075 | 3,144 |
| Florida | Single | 1,221 | 1,042 | 1,006 | 1,091 | 1,072 | 1,144 | 1,157 | 1,139 | 1,117 | 1,151 |
| | Multiple | 1,422 | 1,229 | 1,212 | 1,363 | 1,378 | 1,442 | 1,393 | 1,403 | 1,488 | 1,474 |
| | Total | 2,643 | 2,271 | 2,218 | 2,454 | 2,450 | 2,586 | 2,550 | 2,542 | 2,605 | 2,625 |
| Georgia | Single | 716 | 631 | 595 | 640 | 464 | 512 | 577 | 530 | 693 | * |
| | Multiple | 694 | 599 | 591 | 606 | 821 | 825 | 829 | 879 | 690 | * |
| | Unknown | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | * |
| | Total | 1,410 | 1,230 | 1,186 | 1,246 | 1,286 | 1,337 | 1,406 | 1,409 | 1,383 | * |
| Illinois | Single | 776 | 715 | 696 | 694 | 757 | 746 | 301 | 665 | 643 | 676 |
| | Multiple | 655 | 573 | 554 | 556 | 638 | 656 | 400 | 596 | 599 | 619 |
| | Total | 1,431 | 1,288 | 1,250 | 1,250 | 1,395 | 1,402 | 701 | 1,261 | 1,242 | 1,295 |
| Indiana | Single | 457 | 495 | 404 | 363 | 447 | 409 | 410 | 419 | 448 | 436 |
| | Multiple | 467 | 409 | 396 | 419 | 429 | 450 | 464 | 430 | 436 | 458 |
| | Total | 924 | 904 | 800 | 782 | 876 | 859 | 874 | 849 | 884 | 894 |
| Kansas | Single | 200 | 193 | 162 | 181 | 207 | 220 | 225 | 200 | 230 | 231 |
| | Multiple | 191 | 157 | 175 | 194 | 174 | 174 | 217 | 219 | 211 | 226 |
| | Total | 391 | 350 | 337 | 375 | 381 | 394 | 442 | 419 | 441 | 457 |
| Maryland | Single | 382 | 354 | 311 | 327 | 304 | 310 | 275 | 294 | 281 | 288 |
| | Multiple | 299 | 291 | 282 | 278 | 301 | 303 | 288 | 275 | 270 | 267 |
| | Total | 681 | 645 | 593 | 605 | 605 | 613 | 563 | 569 | 551 | 555 |
| Michigan | Single | 715 | 683 | 339 | 401 | 364 | 430 | 409 | 385 | 402 | 412 |
| | Multiple | 686 | 607 | 829 | 859 | 888 | 951 | 921 | 890 | 833 | 836 |
| | Total | 1,401 | 1,290 | 1,168 | 1,260 | 1,252 | 1,381 | 1,330 | 1,275 | 1,235 | 1,248 |
| Missouri | Single | 504 | 492 | 458 | 428 | 492 | 566 | 531 | 506 | 511 | 498 |
| | Multiple | 439 | 414 | 416 | 420 | 455 | 419 | 475 | 523 | 506 | 466 |
| | Total | 943 | 906 | 874 | 848 | 947 | 985 | 1,006 | 1,029 | 1,017 | 964 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 4: Motor Vehicle Crashes by Crash Type and Crash Severity

| STATE | VEHICLE CRASH TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| FATAL CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Single | 296 | 290 | 261 | 268 | 250 | 287 | 237 | 249 | 244 | 228 |
| | Multiple | 144 | 132 | 137 | 118 | 138 | 138 | 175 | 151 | 130 | 159 |
| | Total | 440 | 422 | 398 | 386 | 388 | 425 | 412 | 400 | 374 | 387 |
| North Carolina | Single | * | * | 451 | 475 | 483 | 513 | 489 | 494 | 545 | 527 |
| | Multiple | * | * | 680 | 764 | 779 | 805 | 839 | 804 | 893 | 835 |
| | Total | * | * | 1,131 | 1,239 | 1,262 | 1,318 | 1,328 | 1,298 | 1,438 | 1,362 |
| Ohio | Single | 546 | 602 | 514 | 519 | 420 | 455 | 459 | 463 | 524 | 505 |
| | Multiple | 932 | 849 | 789 | 808 | 790 | 761 | 789 | 805 | 766 | 779 |
| | Total | 1,478 | 1,451 | 1,303 | 1,327 | 1,210 | 1,216 | 1,248 | 1,268 | 1,290 | 1,284 |
| Pennsylvania | Single | 868 | 877 | 800 | 733 | 671 | 723 | 732 | 723 | 735 | 739 |
| | Multiple | 646 | 633 | 585 | 670 | 648 | 614 | 622 | 695 | 623 | 643 |
| | Total | 1,514 | 1,510 | 1,385 | 1,403 | 1,319 | 1,337 | 1,354 | 1,418 | 1,358 | 1,382 |
| Texas | Single | 1,705 | 1,553 | 1,550 | 1,498 | 1,509 | 1,527 | 1,795 | 1,612 | 1,753 | 1,669 |
| | Multiple | 1,177 | 1,143 | 1,140 | 1,192 | 1,201 | 1,263 | 1,452 | 1,459 | 1,407 | 1,437 |
| | Total | 2,882 | 2,696 | 2,690 | 2,690 | 2,710 | 2,790 | 3,247 | 3,071 | 3,160 | 3,106 |
| Utah | Single | 144 | 147 | 142 | 153 | 194 | 160 | 179 | 164 | 175 | 202 |
| | Multiple | 92 | 82 | 93 | 106 | 108 | 125 | 113 | 147 | 133 | 116 |
| | Total | 236 | 229 | 235 | 259 | 302 | 285 | 292 | 311 | 308 | 318 |
| Virginia | Single | 550 | 491 | 454 | 458 | 488 | 491 | 451 | 502 | 462 | 480 |
| | Multiple | 397 | 345 | 308 | 332 | 335 | 335 | 352 | 395 | 371 | 314 |
| | Total | 947 | 836 | 762 | 790 | 823 | 826 | 803 | 897 | 833 | 794 |
| Washington | Single | 432 | 359 | 344 | 351 | 327 | 343 | 365 | * | * | * |
| | Multiple | 294 | 244 | 249 | 228 | 247 | 234 | 278 | * | * | * |
| | Total | 726 | 603 | 593 | 579 | 574 | 577 | 643 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



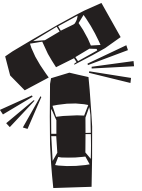
Table 4: Motor Vehicle Crashes by Crash Type and Crash Severity

| STATE | VEHICLE CRASH TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURY CRASHES | | | | | | | | | | | |
| California | Single | 40,491 | 38,028 | 35,224 | 32,404 | 32,381 | 31,692 | 31,385 | 30,106 | 30,229 | 29,558 |
| | Multiple | 196,025 | 185,976 | 179,848 | 170,252 | 170,842 | 164,877 | 162,420 | 155,846 | 158,778 | 159,172 |
| | Total | 236,516 | 224,004 | 215,072 | 202,656 | 203,223 | 196,569 | 193,805 | 185,952 | 189,007 | 188,730 |
| Florida | Single | 26,676 | 24,311 | 24,223 | 24,386 | 24,804 | 25,347 | 26,091 | 25,733 | 26,067 | 25,735 |
| | Multiple | 103,908 | 95,833 | 101,113 | 105,243 | 110,383 | 118,492 | 123,474 | 122,572 | 123,248 | 117,437 |
| | Total | 130,584 | 120,144 | 125,336 | 129,629 | 135,187 | 143,839 | 149,565 | 148,305 | 149,315 | 143,172 |
| Georgia | Single | 16,136 | 15,084 | 15,531 | 15,846 | 15,406 | 16,107 | 17,127 | 16,521 | 17,255 | * |
| | Multiple | 47,265 | 46,007 | 49,700 | 53,256 | 66,971 | 69,418 | 71,179 | 70,297 | 64,489 | * |
| | Unknown | 0 | 0 | 0 | 0 | 5 | 2 | 5 | 2 | 6 | * |
| | Total | 63,401 | 61,091 | 65,231 | 69,102 | 82,382 | 85,527 | 88,311 | 86,820 | 81,750 | * |
| Illinois | Single | 32,869 | 31,868 | 30,792 | 29,004 | 26,339 | 25,567 | 8,590 | 21,605 | 17,156 | 17,425 |
| | Multiple | 72,874 | 67,174 | 72,484 | 73,489 | 73,519 | 73,560 | 33,432 | 64,136 | 53,755 | 52,633 |
| | Total | 105,743 | 99,042 | 103,276 | 102,493 | 99,858 | 99,127 | 42,022 | 85,741 | 70,911 | 70,058 |
| Indiana | Single | 17,011 | 16,133 | 16,284 | 16,875 | 17,367 | 17,497 | 16,859 | 16,689 | 15,976 | 15,696 |
| | Multiple | 31,890 | 29,513 | 33,974 | 35,682 | 36,930 | 38,194 | 37,095 | 37,574 | 37,829 | 36,154 |
| | Total | 48,901 | 45,646 | 50,258 | 52,557 | 54,297 | 55,691 | 53,954 | 54,263 | 53,805 | 51,850 |
| Kansas | Single | 7,694 | 7,149 | 6,911 | 6,964 | 7,200 | 7,098 | 7,484 | 7,416 | 7,279 | 7,008 |
| | Multiple | 12,374 | 11,887 | 12,763 | 12,975 | 12,893 | 13,217 | 13,069 | 13,352 | 13,303 | 13,146 |
| | Total | 20,068 | 19,036 | 19,674 | 19,939 | 20,093 | 20,315 | 20,553 | 20,768 | 20,582 | 20,154 |
| Maryland | Single | 13,556 | 12,865 | 12,745 | 10,233 | 11,972 | 11,600 | 11,853 | 11,327 | 10,868 | 10,742 |
| | Multiple | 35,337 | 31,937 | 34,435 | 27,052 | 30,596 | 30,450 | 30,779 | 28,719 | 27,296 | 27,415 |
| | Total | 48,893 | 44,802 | 47,180 | 37,285 | 42,568 | 42,050 | 42,632 | 40,046 | 38,164 | 38,157 |
| Michigan | Single | 31,260 | 29,686 | 17,461 | 19,273 | 20,342 | 21,519 | 21,773 | 20,368 | 19,255 | 19,396 |
| | Multiple | 66,364 | 61,792 | 63,070 | 72,062 | 77,230 | 78,539 | 76,710 | 74,834 | 71,864 | 68,397 |
| | Total | 97,624 | 91,478 | 80,531 | 91,335 | 97,572 | 100,058 | 98,483 | 95,202 | 91,119 | 87,793 |
| Missouri | Single | 14,154 | 13,724 | 13,544 | 13,698 | 14,616 | 14,800 | 15,275 | 14,947 | 14,863 | 14,795 |
| | Multiple | 32,546 | 30,193 | 31,851 | 35,348 | 36,428 | 37,156 | 37,457 | 36,863 | 36,349 | 35,821 |
| | Total | 46,700 | 43,917 | 45,395 | 49,046 | 51,044 | 51,956 | 52,732 | 51,810 | 51,212 | 50,616 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



CRASHES

Table 4: Motor Vehicle Crashes by Crash Type and Crash Severity

| STATE | VEHICLE CRASH TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------------|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Single | 5,016 | 4,986 | 4,949 | 4,535 | 4,466 | 4,587 | 4,567 | 4,561 | 3,668 | 2,984 |
| | Multiple | 10,948 | 10,945 | 12,268 | 13,290 | 14,483 | 15,140 | 15,134 | 14,299 | 14,142 | 12,364 |
| | Total | 15,964 | 15,931 | 17,217 | 17,825 | 18,949 | 19,727 | 19,701 | 18,860 | 17,810 | 15,348 |
| North Carolina | Single | * | * | 19,051 | 19,555 | 20,133 | 20,723 | 21,617 | 21,500 | 21,172 | 21,551 |
| | Multiple | * | * | 58,221 | 61,813 | 67,169 | 71,607 | 72,677 | 74,431 | 73,365 | 74,208 |
| | Total | * | * | 77,272 | 81,368 | 87,302 | 92,330 | 94,294 | 95,931 | 94,537 | 95,759 |
| Ohio | Single | 28,696 | 27,276 | 26,653 | 26,520 | 26,151 | 27,428 | 27,754 | 27,517 | 26,387 | 26,713 |
| | Multiple | 97,137 | 89,063 | 92,855 | 95,067 | 96,950 | 100,532 | 103,039 | 100,779 | 97,397 | 94,363 |
| | Total | 125,833 | 116,339 | 119,508 | 121,587 | 123,101 | 127,960 | 130,793 | 128,296 | 123,784 | 121,076 |
| Pennsylvania | Single | 35,000 | 32,085 | 31,957 | 30,908 | 29,733 | 30,571 | 31,258 | 32,357 | 30,470 | 31,294 |
| | Multiple | 57,622 | 52,895 | 54,489 | 54,915 | 55,725 | 56,406 | 58,470 | 58,236 | 57,991 | 57,389 |
| | Total | 92,622 | 84,980 | 86,446 | 85,823 | 85,458 | 86,977 | 89,728 | 90,593 | 88,461 | 88,683 |
| Texas | Single | 40,971 | 38,976 | 38,697 | 38,984 | 40,710 | 41,482 | 45,018 | 44,490 | 43,915 | 43,402 |
| | Multiple | 121,445 | 122,494 | 131,816 | 139,210 | 151,304 | 154,611 | 159,616 | 160,236 | 158,308 | 159,818 |
| | Total | 162,416 | 161,470 | 170,513 | 178,194 | 192,014 | 196,093 | 204,634 | 204,726 | 202,223 | 203,220 |
| Utah | Single | 4,648 | 4,255 | 4,758 | 4,675 | 4,930 | 5,245 | 5,640 | 5,598 | 5,198 | 5,239 |
| | Multiple | 9,672 | 9,262 | 10,671 | 11,912 | 13,262 | 13,848 | 14,525 | 14,907 | 14,226 | 14,270 |
| | Total | 14,320 | 13,517 | 15,429 | 16,587 | 18,192 | 19,093 | 20,165 | 20,505 | 19,424 | 19,509 |
| Virginia | Single | 16,978 | 15,501 | 15,763 | 15,999 | 16,330 | 15,936 | 16,273 | 15,807 | 16,261 | 15,993 |
| | Multiple | 34,775 | 32,190 | 34,917 | 35,828 | 38,347 | 39,099 | 38,905 | 38,890 | 38,573 | 39,099 |
| | Total | 51,753 | 47,691 | 50,680 | 51,827 | 54,677 | 55,035 | 55,178 | 54,697 | 54,834 | 55,092 |
| Washington | Single | 14,559 | 13,936 | 13,724 | 13,398 | 13,876 | 14,190 | 13,884 | * | * | * |
| | Multiple | 37,154 | 35,112 | 37,462 | 38,099 | 40,906 | 42,399 | 42,517 | * | * | * |
| | Total | 51,713 | 49,048 | 51,186 | 51,497 | 54,782 | 56,589 | 56,401 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



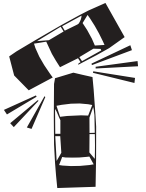


Table 4: Motor Vehicle Crashes by Crash Type and Crash Severity

| STATE | VEHICLE CRASH TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| California | Single | 55,993 | 53,018 | 51,161 | 52,685 | 54,109 | 55,123 | 56,269 | 54,389 | 58,241 | 54,026 |
| | Multiple | 254,664 | 233,204 | 221,068 | 218,471 | 218,989 | 216,430 | 222,056 | 220,301 | 232,285 | 235,864 |
| | Total | 310,657 | 286,222 | 272,229 | 271,156 | 273,098 | 271,553 | 278,325 | 274,690 | 290,526 | 289,890 |
| Florida | Single | 15,602 | 13,900 | 12,775 | 12,383 | 12,479 | 14,325 | 15,681 | 15,915 | 16,079 | 16,689 |
| | Multiple | 67,412 | 58,995 | 55,845 | 54,573 | 56,067 | 67,839 | 73,581 | 73,877 | 77,441 | 80,923 |
| | Total | 83,014 | 72,895 | 68,620 | 66,956 | 68,546 | 82,164 | 89,262 | 89,792 | 93,520 | 97,612 |
| Georgia | Single | 24,979 | 25,882 | 26,332 | 27,363 | 29,717 | 30,980 | 34,329 | 35,540 | 32,492 | * |
| | Multiple | 138,237 | 130,465 | 138,242 | 144,284 | 156,551 | 165,767 | 174,116 | 177,997 | 164,956 | * |
| | Unknown | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 4 | 0 | * |
| | Total | 163,216 | 156,347 | 164,574 | 171,648 | 186,268 | 196,747 | 208,447 | 213,541 | 197,448 | * |
| Illinois | Single | 53,390 | 54,223 | 50,239 | 50,856 | 52,257 | 57,850 | 25,278 | 49,031 | 43,957 | 47,789 |
| | Multiple | 291,444 | 273,376 | 256,217 | 264,564 | 299,572 | 302,827 | 98,237 | 242,466 | 181,113 | 192,401 |
| | Total | 344,834 | 327,599 | 306,456 | 315,420 | 351,829 | 360,677 | 123,515 | 291,497 | 225,070 | 240,190 |
| Indiana | Single | 36,691 | 35,341 | 41,933 | 45,544 | 47,033 | 49,103 | 50,226 | 48,436 | 45,997 | 47,806 |
| | Multiple | 103,927 | 96,663 | 125,757 | 130,703 | 137,021 | 141,878 | 143,690 | 145,247 | 145,024 | 148,962 |
| | Total | 140,618 | 132,004 | 167,690 | 176,247 | 184,054 | 190,981 | 193,916 | 193,683 | 191,021 | 196,768 |
| Kansas | Single | 16,392 | 17,306 | 17,382 | 20,344 | 19,649 | 20,506 | 22,897 | 24,654 | 25,790 | 25,452 |
| | Multiple | 25,953 | 25,225 | 26,565 | 28,982 | 26,712 | 29,048 | 29,980 | 30,801 | 32,299 | 32,177 |
| | Total | 42,345 | 42,531 | 43,947 | 49,326 | 46,361 | 49,554 | 52,877 | 55,455 | 58,089 | 57,629 |
| Maryland | Single | 13,465 | 12,609 | 13,051 | 11,727 | 12,872 | 13,155 | 13,672 | 14,062 | 13,982 | 14,542 |
| | Multiple | 44,419 | 39,401 | 38,657 | 35,642 | 40,169 | 40,730 | 42,527 | 41,375 | 41,127 | 44,121 |
| | Unknown | 0 | 0 | 0 | 0 | 651 | 0 | 0 | 0 | 0 | 0 |
| | Total | 57,884 | 52,010 | 51,708 | 47,369 | 53,692 | 53,885 | 56,199 | 55,437 | 55,109 | 58,663 |
| Michigan | Single | 115,315 | 113,026 | 79,905 | 84,745 | 95,674 | 107,680 | 116,694 | 111,256 | 104,850 | 109,638 |
| | Multiple | 173,008 | 159,049 | 182,301 | 185,781 | 203,470 | 211,780 | 218,603 | 217,726 | 206,541 | 216,959 |
| | Total | 288,323 | 272,075 | 262,206 | 270,526 | 299,144 | 319,460 | 335,297 | 328,982 | 311,391 | 326,597 |
| Missouri | Single | 24,745 | 23,331 | 23,506 | 25,591 | 26,022 | 26,805 | 28,903 | 28,647 | 29,701 | 28,998 |
| | Multiple | 99,169 | 93,905 | 93,661 | 102,343 | 102,389 | 106,174 | 108,522 | 110,392 | 113,049 | 113,283 |
| | Total | 123,914 | 117,236 | 117,167 | 127,934 | 128,411 | 132,979 | 137,425 | 139,039 | 142,750 | 142,281 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 4: Motor Vehicle Crashes by Crash Type and Crash Severity

| STATE | VEHICLE CRASH TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| New Mexico | Single | 7,801 | 7,369 | 7,751 | 6,916 | 6,875 | 7,099 | 7,086 | 7,415 | 6,417 | 5,290 |
| | Multiple | 25,571 | 23,481 | 24,857 | 23,597 | 24,062 | 25,026 | 24,967 | 25,164 | 23,631 | 20,952 |
| | Total | 33,372 | 30,850 | 32,608 | 30,513 | 30,937 | 32,125 | 32,053 | 32,579 | 30,048 | 26,242 |
| North Carolina | Single | * | * | 27,077 | 29,849 | 31,697 | 35,330 | 35,988 | 35,148 | 35,693 | 37,506 |
| | Multiple | * | * | 86,428 | 93,636 | 103,625 | 114,365 | 96,207 | 99,253 | 101,244 | 105,617 |
| | Total | * | * | 113,505 | 123,485 | 135,322 | 149,695 | 132,195 | 134,401 | 136,937 | 143,123 |
| Ohio | Single | 58,944 | 58,012 | 59,886 | 62,714 | 63,926 | 66,612 | 67,539 | 65,643 | 63,174 | 68,542 |
| | Multiple | 187,267 | 173,575 | 175,760 | 176,434 | 182,135 | 187,594 | 195,533 | 191,645 | 189,671 | 194,800 |
| | Total | 246,211 | 231,587 | 235,646 | 239,148 | 246,061 | 254,206 | 263,072 | 257,288 | 252,845 | 263,342 |
| Pennsylvania | Single | 23,105 | 21,255 | 22,876 | 23,176 | 22,459 | 23,482 | 25,145 | 25,323 | 23,292 | 25,705 |
| | Multiple | 24,105 | 22,660 | 23,400 | 24,048 | 24,946 | 25,039 | 26,668 | 26,999 | 28,130 | 28,399 |
| | Total | 47,210 | 43,915 | 46,276 | 47,224 | 47,405 | 48,521 | 51,813 | 52,322 | 51,422 | 54,104 |
| Texas | Single | 39,594 | 38,838 | 38,199 | 38,620 | 40,861 | 34,320 | 30,544 | 33,257 | 34,164 | 33,770 |
| | Multiple | 176,542 | 168,444 | 170,953 | 170,913 | 179,029 | 117,870 | 59,717 | 63,709 | 68,568 | 71,605 |
| | Total | 216,136 | 207,282 | 209,152 | 209,533 | 219,890 | 152,190 | 90,261 | 96,966 | 102,732 | 105,375 |
| Utah | Single | 7,299 | 6,566 | 7,192 | 6,941 | 7,567 | 7,354 | 7,859 | 7,715 | 7,759 | 7,266 |
| | Multiple | 22,684 | 20,488 | 21,406 | 24,862 | 25,784 | 24,047 | 26,537 | 26,411 | 26,568 | 25,702 |
| | Unknown | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | Total | 29,983 | 27,054 | 28,598 | 31,803 | 33,353 | 31,401 | 34,396 | 34,126 | 34,327 | 32,968 |
| Virginia | Single | 22,874 | 20,063 | 17,773 | 17,279 | 18,145 | 17,648 | 19,202 | 18,448 | 22,728 | 23,797 |
| | Multiple | 58,930 | 53,926 | 53,196 | 50,369 | 52,991 | 53,617 | 55,902 | 55,933 | 57,743 | 59,890 |
| | Total | 81,804 | 73,989 | 70,969 | 67,648 | 71,136 | 71,265 | 75,104 | 74,381 | 80,471 | 83,687 |
| Washington | Single | 16,226 | 14,491 | 14,540 | 14,807 | 15,350 | 15,763 | 16,902 | * | * | * |
| | Multiple | 63,391 | 57,544 | 59,246 | 57,074 | 59,193 | 62,269 | 66,269 | * | * | * |
| | Total | 79,617 | 72,035 | 73,786 | 71,881 | 74,543 | 78,032 | 83,171 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Vehicles

Crash Data Report:
1990-1999

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National Center for Statistics & Analysis



Table 5: Passenger Cars Involved in Motor Vehicle Crashes by Crash Severity

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| FATAL CRASHES | | | | | | | | | | |
| California | 4,272 | 3,899 | 3,534 | 3,461 | 3,663 | 3,465 | 3,381 | 2,997 | 2,926 | 2,923 |
| Florida | 2,578 | 2,220 | 2,242 | 2,433 | 2,402 | 2,549 | 2,546 | 2,484 | 2,632 | 2,514 |
| Georgia | 1,257 | 1,150 | 1,112 | 1,163 | 1,195 | 1,182 | 1,205 | 1,195 | 1,108 | * |
| Illinois | 1,459 | 1,280 | 1,233 | 1,279 | 1,328 | 1,343 | 722 | 1,132 | 1,116 | 1,150 |
| Indiana | 880 | 805 | 747 | 744 | 794 | 801 | 848 | 787 | 744 | 777 |
| Kansas | 328 | 268 | 280 | 299 | 306 | 315 | 383 | 340 | 347 | 371 |
| Maryland | 668 | 606 | 595 | 582 | 609 | 630 | 545 | 529 | 510 | 513 |
| Michigan | 1,558 | 1,384 | 1,247 | 1,334 | 1,297 | 1,440 | 1,404 | 1,348 | 1,219 | 1,260 |
| Missouri | 848 | 841 | 808 | 756 | 794 | 769 | 816 | 853 | 826 | 760 |
| New Mexico | 272 | 246 | 239 | 234 | 250 | 256 | 261 | 229 | 212 | 208 |
| North Carolina | * | * | 1,113 | 1,159 | 1,183 | 1,190 | 1,285 | 1,266 | 1,370 | 1,212 |
| Ohio | 1,483 | 1,450 | 1,321 | 1,337 | 1,294 | 1,236 | 1,311 | 1,313 | 1,301 | 1,256 |
| Pennsylvania | 1,425 | 1,415 | 1,317 | 1,291 | 1,228 | 1,238 | 1,208 | 1,267 | 1,177 | 1,165 |
| Texas | 2,156 | 2,039 | 1,966 | 2,006 | 1,933 | 2,055 | 2,313 | 2,216 | 2,189 | 2,067 |
| Utah | 178 | 180 | 166 | 198 | 205 | 215 | 174 | 217 | 211 | 170 |
| Virginia | 890 | 745 | 700 | 760 | 737 | 734 | 741 | 813 | 710 | 628 |
| Washington | 587 | 502 | 480 | 458 | 460 | 451 | 480 | * | * | * |
| INJURY CRASHES | | | | | | | | | | |
| California | 315,310 | 300,736 | 292,726 | 274,432 | 277,016 | 264,789 | 262,073 | 249,602 | 257,412 | 257,440 |
| Florida | 183,350 | 168,717 | 176,168 | 181,669 | 189,174 | 201,733 | 207,829 | 204,876 | 205,021 | 193,247 |
| Georgia | 87,323 | 84,626 | 91,212 | 95,946 | 115,206 | 115,153 | 116,026 | 113,391 | 104,285 | * |
| Illinois | 152,497 | 140,580 | 148,490 | 147,985 | 112,621 | 109,605 | 59,615 | 116,192 | 93,943 | 88,616 |
| Indiana | 63,878 | 58,650 | 61,664 | 64,221 | 64,854 | 66,775 | 64,615 | 64,576 | 63,931 | 60,685 |
| Kansas | 24,622 | 23,251 | 24,643 | 24,571 | 24,582 | 24,947 | 24,767 | 25,013 | 24,793 | 24,507 |
| Maryland | 68,392 | 62,275 | 66,650 | 52,819 | 58,767 | 57,037 | 57,003 | 52,915 | 49,238 | 48,670 |
| Michigan | 140,925 | 132,136 | 113,926 | 128,237 | 135,581 | 138,299 | 134,929 | 129,405 | 122,762 | 114,878 |
| Missouri | 62,442 | 58,171 | 60,558 | 62,846 | 64,504 | 64,355 | 64,126 | 61,747 | 60,506 | 58,369 |
| New Mexico | 16,694 | 16,871 | 18,783 | 19,924 | 21,182 | 21,828 | 21,452 | 20,168 | 18,959 | 16,274 |
| North Carolina | * | * | 107,951 | 113,112 | 121,746 | 128,331 | 128,705 | 132,533 | 129,338 | 126,649 |
| Ohio | 181,158 | 164,877 | 172,725 | 174,966 | 175,840 | 182,387 | 185,244 | 181,397 | 174,162 | 167,990 |
| Pennsylvania | 118,908 | 107,790 | 109,933 | 108,447 | 105,134 | 107,109 | 108,715 | 108,890 | 106,756 | 104,781 |
| Texas | 198,642 | 197,019 | 207,915 | 215,759 | 229,955 | 229,862 | 235,298 | 231,271 | 225,254 | 221,471 |
| Utah | 17,436 | 16,315 | 18,526 | 20,020 | 21,575 | 22,217 | 22,670 | 23,125 | 21,691 | 21,524 |
| Virginia | 67,843 | 63,459 | 68,018 | 68,659 | 72,529 | 71,861 | 71,080 | 70,464 | 70,079 | 66,980 |
| Washington | 64,333 | 60,988 | 64,011 | 63,077 | 65,829 | 67,612 | 65,938 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 5: Passenger Cars Involved in Motor Vehicle Crashes by Crash Severity

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | |
| California | 409,983 | 378,509 | 360,230 | 357,988 | 357,407 | 351,361 | 360,253 | 354,243 | 372,917 | 376,580 |
| Florida | 101,920 | 88,271 | 83,281 | 79,920 | 81,209 | 97,203 | 104,252 | 105,538 | 108,536 | 107,953 |
| Georgia | 226,673 | 216,108 | 226,807 | 233,350 | 251,332 | 255,547 | 262,801 | 267,884 | 243,566 | * |
| Illinois | 498,853 | 465,909 | 432,198 | 446,245 | 299,534 | 289,539 | 160,190 | 381,448 | 277,895 | 286,770 |
| Indiana | 176,528 | 164,190 | 161,883 | 165,101 | 166,731 | 176,117 | 177,870 | 180,818 | 181,405 | 183,305 |
| Kansas | 48,783 | 47,352 | 49,144 | 52,927 | 49,495 | 52,655 | 55,202 | 57,093 | 59,874 | 59,202 |
| Maryland | 67,424 | 60,749 | 60,347 | 57,153 | 64,415 | 63,853 | 66,184 | 65,485 | 64,036 | 67,349 |
| Michigan | 360,090 | 337,683 | 330,095 | 335,216 | 364,218 | 381,283 | 394,598 | 384,855 | 362,042 | 372,601 |
| Missouri | 163,584 | 153,801 | 153,426 | 157,747 | 156,339 | 159,059 | 160,461 | 160,540 | 162,132 | 158,514 |
| New Mexico | 32,988 | 30,548 | 32,157 | 31,003 | 31,494 | 32,337 | 31,361 | 31,150 | 28,982 | 25,244 |
| North Carolina | * | * | 150,703 | 161,800 | 176,040 | 193,059 | 165,607 | 171,595 | 172,561 | 174,372 |
| Ohio | 332,513 | 308,969 | 314,307 | 314,790 | 319,449 | 328,923 | 338,639 | 331,037 | 325,702 | 332,722 |
| Pennsylvania | 55,213 | 51,107 | 52,502 | 53,034 | 51,279 | 52,382 | 54,842 | 55,815 | 56,394 | 56,674 |
| Texas | 243,141 | 229,020 | 228,866 | 224,587 | 230,240 | 155,017 | 88,148 | 92,874 | 97,578 | 99,046 |
| Utah | 34,757 | 31,543 | 32,413 | 35,486 | 36,146 | 33,080 | 35,179 | 34,995 | 34,998 | 33,237 |
| Virginia | 107,568 | 99,012 | 95,202 | 88,768 | 92,004 | 90,564 | 93,923 | 93,182 | 98,967 | 96,417 |
| Washington | 94,078 | 85,489 | 86,572 | 81,081 | 82,351 | 85,742 | 88,196 | * | * | * |
| ALL CRASHES | | | | | | | | | | |
| California | 729,565 | 683,144 | 656,490 | 635,881 | 638,086 | 619,615 | 625,707 | 606,842 | 633,255 | 636,943 |
| Florida | 287,848 | 259,208 | 261,691 | 264,022 | 272,785 | 301,485 | 314,627 | 312,898 | 316,189 | 303,714 |
| Georgia | 315,253 | 301,884 | 319,131 | 330,459 | 367,733 | 371,882 | 380,032 | 382,470 | 348,959 | * |
| Illinois | 652,809 | 607,769 | 581,921 | 595,509 | 413,483 | 400,487 | 220,527 | 498,772 | 372,954 | 376,536 |
| Indiana | 241,286 | 223,645 | 224,294 | 230,066 | 232,379 | 243,693 | 243,333 | 246,181 | 246,080 | 244,767 |
| Kansas | 73,733 | 70,871 | 74,067 | 77,797 | 74,383 | 77,917 | 80,352 | 82,446 | 85,014 | 84,080 |
| Maryland | 136,484 | 123,630 | 127,592 | 110,554 | 123,791 | 121,520 | 123,732 | 118,929 | 113,784 | 116,532 |
| Michigan | 502,573 | 471,203 | 445,268 | 464,787 | 501,096 | 521,022 | 530,931 | 515,608 | 486,023 | 488,739 |
| Missouri | 226,874 | 212,813 | 214,792 | 221,349 | 221,637 | 224,183 | 225,403 | 223,140 | 223,464 | 217,643 |
| New Mexico | 49,954 | 47,665 | 51,179 | 51,161 | 52,926 | 54,421 | 53,074 | 51,547 | 48,153 | 41,726 |
| North Carolina | * | * | 259,767 | 276,071 | 298,969 | 322,580 | 295,597 | 305,394 | 303,269 | 302,233 |
| Ohio | 515,154 | 475,296 | 488,353 | 491,093 | 496,583 | 512,546 | 525,194 | 513,747 | 501,165 | 501,968 |
| Pennsylvania | 175,546 | 160,312 | 163,752 | 162,772 | 157,641 | 160,729 | 164,765 | 165,972 | 164,327 | 162,620 |
| Texas | 443,939 | 428,078 | 438,747 | 442,352 | 462,128 | 386,934 | 325,759 | 326,361 | 325,021 | 322,584 |
| Utah | 52,371 | 48,038 | 51,105 | 55,704 | 57,926 | 55,512 | 58,023 | 58,337 | 56,900 | 54,931 |
| Virginia | 176,301 | 163,216 | 163,920 | 158,187 | 165,270 | 163,159 | 165,744 | 164,459 | 169,756 | 164,025 |
| Washington | 158,998 | 146,979 | 151,063 | 144,616 | 148,640 | 153,805 | 154,614 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 6: Light Trucks Involved in Motor Vehicle Crashes by Crash Severity

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|--------|--------|--------|--------|---------|---------|---------|---------|---------|---------|
| FATAL CRASHES | | | | | | | | | | |
| California | 1,658 | 1,536 | 1,434 | 1,399 | 1,437 | 1,389 | 1,441 | 1,263 | 1,259 | 1,183 |
| Florida | 892 | 745 | 742 | 881 | 921 | 1,008 | 955 | 978 | 1,044 | 1,141 |
| Georgia | 565 | 485 | 470 | 467 | 623 | 718 | 714 | 749 | 780 | * |
| Illinois | 432 | 396 | 392 | 350 | 437 | 452 | 267 | 532 | 539 | 567 |
| Indiana | 287 | 311 | 281 | 288 | 316 | 311 | 317 | 332 | 360 | 341 |
| Kansas | 133 | 142 | 144 | 173 | 166 | 171 | 190 | 200 | 203 | 222 |
| Maryland | 216 | 230 | 203 | 115 | 198 | 246 | 244 | 261 | 253 | 257 |
| Michigan | 332 | 311 | 352 | 442 | 473 | 555 | 547 | 508 | 549 | 522 |
| Missouri | 349 | 326 | 363 | 390 | 463 | 533 | 537 | 585 | 558 | 548 |
| New Mexico | 220 | 205 | 227 | 208 | 215 | 220 | 251 | 241 | 213 | 260 |
| North Carolina | * | * | 381 | 466 | 511 | 584 | 570 | 532 | 573 | 664 |
| Ohio | 382 | 369 | 341 | 346 | 322 | 346 | 340 | 379 | 379 | 415 |
| Pennsylvania | 466 | 480 | 435 | 532 | 467 | 500 | 558 | 610 | 550 | 590 |
| Texas | 1,362 | 1,320 | 1,350 | 1,385 | 1,525 | 1,585 | 1,908 | 1,815 | 1,934 | 2,026 |
| Utah | 121 | 127 | 132 | 149 | 166 | 188 | 179 | 200 | 198 | 217 |
| Virginia | 283 | 292 | 268 | 276 | 273 | 312 | 282 | 343 | 336 | 354 |
| Washington | 334 | 293 | 291 | 283 | 324 | 290 | 373 | * | * | * |
| INJURY CRASHES | | | | | | | | | | |
| California | 90,113 | 84,960 | 83,431 | 79,956 | 81,491 | 81,716 | 81,381 | 78,713 | 81,233 | 81,224 |
| Florida | 41,352 | 37,815 | 41,200 | 45,421 | 49,782 | 55,513 | 60,876 | 62,538 | 65,454 | 64,549 |
| Georgia | 23,121 | 22,605 | 24,017 | 25,954 | 35,798 | 41,421 | 45,009 | 45,538 | 45,212 | * |
| Illinois | 26,601 | 26,492 | 29,449 | 28,455 | 25,063 | 26,004 | 16,212 | 31,405 | 30,382 | 31,595 |
| Indiana | 13,982 | 13,527 | 14,958 | 16,469 | 17,499 | 18,707 | 19,098 | 19,876 | 19,894 | 19,749 |
| Kansas | 7,268 | 7,104 | 7,686 | 8,174 | 8,555 | 8,600 | 8,811 | 9,123 | 9,273 | 8,922 |
| Maryland | 15,666 | 14,014 | 15,107 | 8,207 | 13,348 | 16,785 | 17,873 | 16,660 | 16,620 | 17,359 |
| Michigan | 19,673 | 18,405 | 24,352 | 30,655 | 35,002 | 37,476 | 38,076 | 38,644 | 37,757 | 38,220 |
| Missouri | 16,871 | 15,963 | 16,980 | 22,035 | 23,500 | 25,595 | 27,009 | 27,574 | 28,178 | 28,745 |
| New Mexico | 8,821 | 8,860 | 9,806 | 10,705 | 11,958 | 12,890 | 13,244 | 12,732 | 12,457 | 11,014 |
| North Carolina | * | * | 27,750 | 30,010 | 33,122 | 36,796 | 39,243 | 39,404 | 39,988 | 45,039 |
| Ohio | 32,982 | 30,568 | 33,222 | 35,128 | 37,521 | 40,324 | 42,596 | 42,310 | 41,573 | 41,456 |
| Pennsylvania | 25,973 | 25,063 | 27,494 | 29,118 | 32,115 | 32,982 | 36,879 | 37,240 | 36,624 | 38,678 |
| Texas | 80,548 | 82,440 | 90,990 | 99,459 | 111,356 | 120,068 | 128,575 | 132,667 | 134,354 | 139,696 |
| Utah | 7,156 | 7,057 | 8,430 | 9,596 | 11,216 | 12,011 | 13,300 | 13,638 | 13,378 | 13,793 |
| Virginia | 15,941 | 14,651 | 16,507 | 17,330 | 18,987 | 19,834 | 21,068 | 21,904 | 23,082 | 26,161 |
| Washington | 24,600 | 23,690 | 25,731 | 27,000 | 30,194 | 32,129 | 34,001 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 6: Light Trucks Involved in Motor Vehicle Crashes by Crash Severity

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | |
| California | 137,730 | 125,890 | 120,668 | 120,869 | 122,765 | 124,394 | 127,702 | 126,686 | 134,472 | 134,324 |
| Florida | 23,642 | 20,673 | 19,811 | 20,934 | 22,247 | 28,379 | 31,517 | 33,172 | 35,882 | 36,066 |
| Georgia | 64,514 | 61,633 | 66,046 | 69,813 | 84,669 | 100,501 | 111,982 | 116,505 | 111,814 | * |
| Illinois | 92,972 | 94,081 | 93,045 | 92,322 | 74,962 | 77,841 | 47,297 | 109,452 | 100,375 | 111,052 |
| Indiana | 44,423 | 42,946 | 45,058 | 49,726 | 52,587 | 57,947 | 60,850 | 63,475 | 63,786 | 66,977 |
| Kansas | 16,777 | 17,461 | 18,613 | 21,783 | 20,804 | 22,654 | 24,148 | 25,351 | 26,711 | 26,868 |
| Maryland | 17,716 | 15,519 | 15,674 | 9,886 | 15,972 | 19,893 | 22,162 | 21,363 | 22,256 | 24,585 |
| Michigan | 61,727 | 59,296 | 82,259 | 96,079 | 112,509 | 124,527 | 133,282 | 134,204 | 131,865 | 142,576 |
| Missouri | 48,946 | 47,027 | 47,861 | 59,713 | 62,800 | 68,376 | 72,969 | 75,650 | 80,527 | 83,709 |
| New Mexico | 19,395 | 18,052 | 20,197 | 19,286 | 20,385 | 21,523 | 22,084 | 22,886 | 21,398 | 19,149 |
| North Carolina | * | * | 42,603 | 47,914 | 54,200 | 61,127 | 57,532 | 57,042 | 60,140 | 68,572 |
| Ohio | 73,733 | 69,543 | 74,073 | 76,960 | 83,049 | 87,870 | 93,150 | 91,693 | 90,789 | 94,945 |
| Pennsylvania | 14,377 | 14,377 | 16,207 | 17,224 | 19,381 | 19,761 | 22,199 | 22,320 | 22,304 | 24,478 |
| Texas | 111,472 | 109,366 | 114,640 | 119,006 | 129,386 | 93,256 | 55,365 | 60,502 | 66,336 | 69,859 |
| Utah | 17,362 | 15,965 | 17,480 | 20,862 | 22,798 | 21,332 | 24,350 | 24,546 | 24,937 | 24,705 |
| Virginia | 27,436 | 24,758 | 25,386 | 25,445 | 27,404 | 28,077 | 31,462 | 32,599 | 35,591 | 41,167 |
| Washington | 40,779 | 37,361 | 39,874 | 40,681 | 43,067 | 45,845 | 51,483 | * | * | * |
| ALL CRASHES | | | | | | | | | | |
| California | 229,501 | 212,386 | 205,533 | 202,224 | 205,693 | 207,499 | 210,524 | 206,662 | 216,964 | 216,731 |
| Florida | 65,886 | 59,233 | 61,753 | 67,236 | 72,950 | 84,900 | 93,348 | 96,688 | 102,380 | 101,756 |
| Georgia | 88,200 | 84,723 | 90,533 | 96,234 | 121,090 | 142,640 | 157,705 | 162,792 | 157,806 | * |
| Illinois | 120,005 | 120,969 | 122,886 | 121,127 | 100,462 | 104,297 | 63,776 | 141,389 | 131,296 | 143,214 |
| Indiana | 58,692 | 56,784 | 60,297 | 66,483 | 70,402 | 76,965 | 80,265 | 83,683 | 84,040 | 87,067 |
| Kansas | 24,178 | 24,707 | 26,443 | 30,130 | 29,525 | 31,425 | 33,149 | 34,674 | 36,187 | 36,012 |
| Maryland | 33,598 | 29,763 | 30,984 | 18,208 | 29,518 | 36,924 | 40,279 | 38,284 | 39,129 | 42,201 |
| Michigan | 81,732 | 78,012 | 106,963 | 127,176 | 147,984 | 162,558 | 171,905 | 173,356 | 170,171 | 181,318 |
| Missouri | 66,166 | 63,316 | 65,204 | 82,138 | 86,763 | 94,504 | 100,515 | 103,809 | 109,263 | 113,002 |
| New Mexico | 28,436 | 27,117 | 30,230 | 30,199 | 32,558 | 34,633 | 35,579 | 35,859 | 34,068 | 30,423 |
| North Carolina | * | * | 70,734 | 78,390 | 87,833 | 98,507 | 97,345 | 96,978 | 100,701 | 114,275 |
| Ohio | 107,097 | 100,480 | 107,636 | 112,434 | 120,892 | 128,540 | 136,086 | 134,382 | 132,741 | 136,816 |
| Pennsylvania | 40,816 | 39,920 | 44,136 | 46,874 | 51,963 | 53,243 | 59,636 | 60,170 | 59,478 | 63,746 |
| Texas | 193,382 | 193,126 | 206,980 | 219,850 | 242,267 | 214,909 | 185,848 | 194,984 | 202,624 | 211,581 |
| Utah | 24,639 | 23,149 | 26,042 | 30,607 | 34,180 | 33,531 | 37,829 | 38,384 | 38,513 | 38,715 |
| Virginia | 43,660 | 39,701 | 42,161 | 43,051 | 46,664 | 48,223 | 52,812 | 54,846 | 59,009 | 67,682 |
| Washington | 65,713 | 61,344 | 65,896 | 67,964 | 73,585 | 78,264 | 85,857 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 7: Buses Involved in Motor Vehicle Crashes by Crash Severity

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| FATAL CRASHES | | | | | | | | | | |
| California | 42 | 52 | 42 | 30 | 43 | 31 | 39 | 39 | 35 | 48 |
| Florida | 25 | 17 | 22 | 14 | 19 | 15 | 27 | 25 | 28 | 35 |
| Georgia | 7 | 8 | 13 | 10 | 8 | 12 | 11 | 9 | 13 | * |
| Illinois | 13 | 19 | 19 | 17 | 29 | 22 | 6 | 17 | 13 | 13 |
| Indiana | 9 | 6 | 6 | 6 | 6 | 7 | 3 | 6 | 4 | 6 |
| Kansas | 2 | 0 | 1 | 2 | 0 | 2 | 1 | 2 | 1 | 5 |
| Maryland | 5 | 6 | 9 | 7 | 7 | 5 | 9 | 11 | 9 | 8 |
| Michigan | 8 | 7 | 10 | 7 | 4 | 11 | 8 | 6 | 3 | 4 |
| Missouri | 6 | 8 | 7 | 9 | 6 | 5 | 6 | 7 | 4 | 7 |
| New Mexico | 1 | 0 | 2 | 0 | 0 | 2 | 4 | 1 | 3 | 4 |
| North Carolina | * | * | 8 | 5 | 3 | 6 | 10 | 7 | 6 | 5 |
| Ohio | 6 | 6 | 11 | 12 | 6 | 10 | 13 | 11 | 11 | 12 |
| Pennsylvania | 14 | 16 | 13 | 21 | 18 | 13 | 14 | 14 | 13 | 22 |
| Texas | 17 | 15 | 24 | 14 | 14 | 14 | 23 | 35 | 26 | 21 |
| Utah | 1 | 2 | 3 | 2 | 1 | 2 | 5 | 0 | 3 | 3 |
| Virginia | 6 | 4 | 5 | 6 | 4 | 8 | 8 | 8 | 4 | 7 |
| Washington | 6 | 6 | 4 | 6 | 5 | 7 | 11 | * | * | * |
| INJURY CRASHES | | | | | | | | | | |
| California | 2,232 | 2,161 | 2,101 | 1,959 | 1,942 | 1,938 | 1,925 | 2,039 | 2,076 | 2,151 |
| Florida | 1,244 | 1,180 | 1,184 | 1,312 | 1,358 | 1,416 | 1,398 | 1,451 | 1,484 | 1,519 |
| Georgia | 562 | 499 | 522 | 607 | 606 | 669 | 704 | 691 | 621 | * |
| Illinois | 1,671 | 1,411 | 1,331 | 1,313 | 743 | 801 | 350 | 1,017 | 552 | 555 |
| Indiana | 318 | 260 | 291 | 289 | 269 | 348 | 330 | 309 | 330 | 324 |
| Kansas | 78 | 90 | 73 | 93 | 82 | 84 | 73 | 96 | 92 | 96 |
| Maryland | 686 | 647 | 677 | 483 | 593 | 571 | 598 | 632 | 664 | 596 |
| Michigan | 603 | 498 | 426 | 401 | 404 | 312 | 343 | 324 | 301 | 254 |
| Missouri | 567 | 563 | 573 | 622 | 644 | 641 | 633 | 640 | 588 | 597 |
| New Mexico | 32 | 27 | 40 | 57 | 82 | 85 | 63 | 58 | 47 | 66 |
| North Carolina | * | * | 435 | 506 | 578 | 557 | 584 | 642 | 600 | 562 |
| Ohio | 907 | 862 | 914 | 880 | 955 | 979 | 975 | 861 | 925 | 837 |
| Pennsylvania | 898 | 864 | 868 | 855 | 954 | 896 | 930 | 908 | 855 | 899 |
| Texas | 1,194 | 1,182 | 1,254 | 1,407 | 1,523 | 1,656 | 1,727 | 1,833 | 1,752 | 1,825 |
| Utah | 76 | 57 | 70 | 85 | 86 | 108 | 91 | 119 | 96 | 99 |
| Virginia | 398 | 402 | 392 | 389 | 435 | 412 | 433 | 442 | 465 | 478 |
| Washington | 318 | 293 | 302 | 353 | 381 | 394 | 428 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 7: Buses Involved in Motor Vehicle Crashes by Crash Severity

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | |
| California | 5,049 | 4,686 | 4,258 | 3,952 | 4,008 | 3,786 | 4,078 | 4,225 | 4,391 | 4,579 |
| Florida | 684 | 681 | 648 | 648 | 756 | 794 | 775 | 826 | 954 | 1,053 |
| Georgia | 1,802 | 1,668 | 1,773 | 1,774 | 1,835 | 2,103 | 2,588 | 2,153 | 2,078 | * |
| Illinois | 5,394 | 4,999 | 4,303 | 4,413 | 2,853 | 2,636 | 1,073 | 3,885 | 2,116 | 2,433 |
| Indiana | 1,343 | 1,353 | 1,249 | 1,310 | 1,436 | 1,429 | 1,502 | 1,451 | 1,361 | 1,476 |
| Kansas | 179 | 210 | 201 | 229 | 203 | 248 | 271 | 255 | 266 | 275 |
| Maryland | 1,758 | 1,750 | 1,741 | 1,459 | 1,905 | 1,942 | 2,155 | 2,218 | 2,245 | 2,240 |
| Michigan | 1,972 | 1,940 | 1,727 | 1,355 | 1,226 | 1,100 | 1,197 | 1,090 | 979 | 1,152 |
| Missouri | 2,127 | 2,157 | 2,008 | 2,120 | 2,154 | 2,172 | 2,226 | 2,251 | 2,186 | 2,245 |
| New Mexico | 92 | 89 | 128 | 172 | 185 | 210 | 166 | 171 | 150 | 175 |
| North Carolina | * | * | 779 | 771 | 825 | 1,026 | 760 | 817 | 812 | 834 |
| Ohio | 2,478 | 2,461 | 2,345 | 2,353 | 2,521 | 2,604 | 2,552 | 2,431 | 2,653 | 2,756 |
| Pennsylvania | 277 | 271 | 256 | 266 | 278 | 290 | 293 | 341 | 263 | 308 |
| Texas | 1,684 | 1,581 | 1,706 | 1,720 | 1,810 | 1,241 | 506 | 553 | 550 | 603 |
| Utah | 242 | 221 | 210 | 257 | 246 | 183 | 264 | 270 | 244 | 252 |
| Virginia | 750 | 682 | 633 | 607 | 653 | 648 | 687 | 687 | 681 | 825 |
| Washington | 678 | 675 | 776 | 711 | 707 | 780 | 922 | * | * | * |
| ALL CRASHES | | | | | | | | | | |
| California | 7,323 | 6,899 | 6,401 | 5,941 | 5,993 | 5,755 | 6,042 | 6,303 | 6,502 | 6,778 |
| Florida | 1,953 | 1,878 | 1,854 | 1,974 | 2,133 | 2,225 | 2,200 | 2,302 | 2,466 | 2,607 |
| Georgia | 2,371 | 2,175 | 2,308 | 2,391 | 2,449 | 2,784 | 3,303 | 2,853 | 2,712 | * |
| Illinois | 7,078 | 6,429 | 5,653 | 5,743 | 3,625 | 3,459 | 1,429 | 4,919 | 2,681 | 3,001 |
| Indiana | 1,670 | 1,619 | 1,546 | 1,605 | 1,711 | 1,784 | 1,835 | 1,766 | 1,695 | 1,806 |
| Kansas | 259 | 300 | 275 | 324 | 285 | 334 | 345 | 353 | 359 | 376 |
| Maryland | 2,449 | 2,403 | 2,427 | 1,949 | 2,505 | 2,518 | 2,762 | 2,861 | 2,918 | 2,844 |
| Michigan | 2,583 | 2,445 | 2,163 | 1,763 | 1,634 | 1,423 | 1,548 | 1,420 | 1,283 | 1,410 |
| Missouri | 2,700 | 2,728 | 2,588 | 2,751 | 2,804 | 2,818 | 2,865 | 2,898 | 2,778 | 2,849 |
| New Mexico | 125 | 116 | 170 | 229 | 267 | 297 | 233 | 230 | 200 | 245 |
| North Carolina | * | * | 1,222 | 1,282 | 1,406 | 1,589 | 1,354 | 1,466 | 1,418 | 1,401 |
| Ohio | 3,391 | 3,329 | 3,270 | 3,245 | 3,482 | 3,593 | 3,540 | 3,303 | 3,589 | 3,605 |
| Pennsylvania | 1,189 | 1,151 | 1,137 | 1,142 | 1,250 | 1,199 | 1,237 | 1,263 | 1,131 | 1,229 |
| Texas | 2,895 | 2,778 | 2,984 | 3,141 | 3,347 | 2,911 | 2,256 | 2,421 | 2,328 | 2,449 |
| Utah | 319 | 280 | 283 | 344 | 333 | 293 | 360 | 389 | 343 | 354 |
| Virginia | 1,154 | 1,088 | 1,030 | 1,002 | 1,092 | 1,068 | 1,128 | 1,137 | 1,150 | 1,310 |
| Washington | 1,002 | 974 | 1,082 | 1,070 | 1,093 | 1,181 | 1,361 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



People

Crash Data Report: 1990-1999

NTSA
People Saving People
www.nhtsa.dot.gov

NCSA
National Center for Statistics & Analysis

Table 8: Persons Killed and Injured in Motor Vehicle Crashes

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | |
| California | 5,171 | 4,649 | 4,185 | 4,163 | 4,212 | 4,165 | 3,972 | 3,671 | 3,459 | 3,559 |
| Florida | 2,951 | 2,522 | 2,480 | 2,719 | 2,722 | 2,847 | 2,806 | 2,811 | 2,889 | 2,920 |
| Georgia | 1,561 | 1,393 | 1,312 | 1,399 | 1,436 | 1,492 | 1,582 | 1,584 | 1,537 | * |
| Illinois | 1,590 | 1,447 | 1,384 | 1,392 | 1,554 | 1,586 | 811 | 1,397 | 1,394 | 1,457 |
| Indiana | 1,044 | 1,022 | 905 | 891 | 977 | 959 | 986 | 940 | 982 | 1,023 |
| Kansas | 444 | 409 | 387 | 428 | 442 | 442 | 490 | 481 | 493 | 540 |
| Maryland | 727 | 709 | 664 | 672 | 657 | 683 | 614 | 609 | 606 | 598 |
| Michigan | 1,568 | 1,425 | 1,287 | 1,404 | 1,407 | 1,531 | 1,492 | 1,436 | 1,366 | 1,385 |
| Missouri | 1,097 | 1,011 | 985 | 954 | 1,089 | 1,109 | 1,148 | 1,192 | 1,169 | 1,094 |
| New Mexico | 499 | 469 | 459 | 430 | 444 | 484 | 479 | 482 | 424 | 460 |
| North Carolina | * | * | 1,262 | 1,376 | 1,421 | 1,441 | 1,477 | 1,461 | 1,582 | 1,506 |
| Ohio | 1,636 | 1,636 | 1,440 | 1,479 | 1,368 | 1,357 | 1,395 | 1,439 | 1,423 | 1,430 |
| Pennsylvania | 1,646 | 1,661 | 1,545 | 1,530 | 1,440 | 1,480 | 1,470 | 1,562 | 1,486 | 1,549 |
| Texas | 3,243 | 3,079 | 3,057 | 3,037 | 3,142 | 3,172 | 3,738 | 3,500 | 3,576 | 3,519 |
| Utah | 272 | 271 | 269 | 304 | 343 | 325 | 328 | 367 | 350 | 360 |
| Virginia | 1,071 | 938 | 839 | 875 | 925 | 900 | 871 | 981 | 934 | 877 |
| Washington | 825 | 683 | 651 | 661 | 639 | 654 | 712 | * | * | * |
| INJURED | | | | | | | | | | |
| California | 365,720 | 350,068 | 338,154 | 315,184 | 316,441 | 304,941 | 300,106 | 284,871 | 290,698 | 288,727 |
| Florida | 214,204 | 195,121 | 205,431 | 212,497 | 223,458 | 233,900 | 243,320 | 240,001 | 241,863 | 232,225 |
| Georgia | 98,670 | 96,689 | 102,756 | 109,147 | 135,345 | 139,817 | 142,841 | 139,380 | 127,706 | * |
| Illinois | 157,077 | 145,601 | 154,669 | 155,660 | 152,086 | 151,642 | 65,465 | 129,927 | 107,052 | 104,021 |
| Indiana | 72,465 | 67,219 | 74,205 | 77,735 | 80,333 | 82,924 | 79,705 | 80,478 | 79,521 | 75,731 |
| Kansas | 30,252 | 28,641 | 30,042 | 30,140 | 30,511 | 30,550 | 31,342 | 31,695 | 31,206 | 30,528 |
| Maryland | 81,126 | 74,389 | 80,607 | 63,675 | 71,322 | 69,128 | 69,142 | 65,553 | 60,596 | 60,153 |
| Michigan | 145,333 | 135,829 | 117,334 | 133,366 | 141,188 | 145,158 | 141,373 | 136,464 | 130,570 | 123,722 |
| Missouri | 72,491 | 67,698 | 70,550 | 77,531 | 81,043 | 81,117 | 82,696 | 81,568 | 79,759 | 78,304 |
| New Mexico | 24,839 | 24,967 | 27,121 | 27,909 | 29,823 | 30,870 | 31,263 | 29,641 | 28,095 | 24,240 |
| North Carolina | * | * | 123,791 | 130,645 | 139,970 | 149,002 | 152,085 | 153,877 | 151,429 | 153,009 |
| Ohio | 212,732 | 196,903 | 203,635 | 206,211 | 209,112 | 217,724 | 224,046 | 220,377 | 211,205 | 205,056 |
| Pennsylvania | 142,957 | 130,446 | 133,350 | 131,637 | 130,689 | 133,212 | 136,975 | 139,142 | 134,361 | 133,785 |
| Texas | 262,563 | 263,430 | 282,025 | 298,891 | 326,837 | 334,259 | 350,395 | 346,297 | 338,661 | 339,448 |
| Utah | 22,143 | 20,959 | 24,124 | 25,760 | 28,072 | 28,343 | 30,715 | 31,237 | 30,232 | 29,959 |
| Virginia | 76,436 | 70,899 | 76,334 | 77,852 | 82,146 | 82,400 | 82,363 | 81,862 | 81,221 | 81,204 |
| Washington | 76,063 | 72,002 | 75,801 | 76,325 | 81,419 | 84,233 | 83,780 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 9: Motor Vehicle Crash Fatality and Injury Rates per 100,000 Residents

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | |
| California | 17.3 | 15.3 | 13.6 | 13.4 | 13.4 | 13.2 | 12.5 | 11.4 | 10.6 | 10.7 |
| Florida | 22.7 | 19.0 | 18.4 | 19.8 | 19.5 | 20.1 | 19.4 | 19.1 | 19.4 | 19.3 |
| Georgia | 24.0 | 21.0 | 19.4 | 20.3 | 20.4 | 20.8 | 21.6 | 21.2 | 20.1 | * |
| Illinois | 13.9 | 12.5 | 11.9 | 11.9 | 13.2 | 13.3 | 6.8 | 11.6 | 11.5 | 12.0 |
| Indiana | 18.8 | 18.2 | 16.0 | 15.6 | 17.0 | 16.6 | 16.9 | 16.0 | 16.6 | 17.2 |
| Kansas | 17.9 | 16.4 | 15.3 | 16.8 | 17.2 | 17.1 | 18.9 | 18.4 | 18.7 | 20.3 |
| Maryland | 15.2 | 14.6 | 13.5 | 13.6 | 13.2 | 13.6 | 12.1 | 12.0 | 11.8 | 11.6 |
| Michigan | 16.8 | 15.2 | 13.6 | 14.7 | 14.7 | 15.8 | 15.3 | 14.7 | 13.9 | 14.0 |
| Missouri | 21.4 | 19.6 | 19.0 | 18.2 | 20.6 | 20.8 | 21.4 | 22.0 | 21.5 | 20.0 |
| New Mexico | 32.8 | 30.3 | 29.0 | 26.6 | 26.9 | 28.8 | 28.1 | 28.0 | 24.5 | 26.4 |
| North Carolina | * | * | 18.5 | 19.8 | 20.1 | 20.1 | 20.2 | 19.7 | 21.0 | 19.7 |
| Ohio | 15.1 | 15.0 | 13.1 | 13.4 | 12.3 | 12.2 | 12.5 | 12.8 | 12.7 | 12.7 |
| Pennsylvania | 13.8 | 13.9 | 12.9 | 12.7 | 12.0 | 12.3 | 12.2 | 13.0 | 12.4 | 12.9 |
| Texas | 19.0 | 17.8 | 17.3 | 16.9 | 17.1 | 17.0 | 19.7 | 18.1 | 18.1 | 17.6 |
| Utah | 15.7 | 15.3 | 14.8 | 16.2 | 17.8 | 16.4 | 16.2 | 17.8 | 16.7 | 16.9 |
| Virginia | 17.2 | 14.9 | 13.1 | 13.5 | 14.2 | 13.6 | 13.1 | 14.6 | 13.8 | 12.8 |
| Washington | 16.8 | 13.6 | 12.7 | 12.6 | 12.0 | 12.0 | 12.9 | * | * | * |
| INJURED | | | | | | | | | | |
| California | 1,221.1 | 1,151.0 | 1,095.2 | 1,011.9 | 1,010.4 | 968.3 | 944.3 | 884.2 | 889.5 | 871.1 |
| Florida | 1,645.4 | 1,468.2 | 1,521.2 | 1,549.5 | 1,600.5 | 1,648.9 | 1,686.6 | 1,634.5 | 1,622.3 | 1,536.8 |
| Georgia | 1,516.5 | 1,460.3 | 1,520.2 | 1,583.2 | 1,920.9 | 1,945.0 | 1,948.1 | 1,861.9 | 1,672.3 | * |
| Illinois | 1,372.2 | 1,262.1 | 1,329.3 | 1,327.5 | 1,288.3 | 1,275.9 | 547.7 | 1,081.7 | 886.9 | 857.7 |
| Indiana | 1,304.5 | 1,199.9 | 1,313.7 | 1,363.3 | 1,398.2 | 1,431.7 | 1,366.0 | 1,370.5 | 1,346.1 | 1,274.3 |
| Kansas | 1,219.5 | 1,147.8 | 1,189.3 | 1,183.1 | 1,187.6 | 1,180.9 | 1,206.3 | 1,211.4 | 1,182.6 | 1,150.2 |
| Maryland | 1,691.0 | 1,531.8 | 1,644.2 | 1,288.3 | 1,430.6 | 1,376.1 | 1,367.2 | 1,287.1 | 1,181.2 | 1,163.1 |
| Michigan | 1,561.0 | 1,445.8 | 1,239.0 | 1,399.5 | 1,473.1 | 1,502.7 | 1,451.6 | 1,394.6 | 1,329.6 | 1,254.3 |
| Missouri | 1,414.1 | 1,312.5 | 1,358.4 | 1,480.2 | 1,534.6 | 1,523.4 | 1,540.6 | 1,508.5 | 1,466.8 | 1,432.0 |
| New Mexico | 1,634.2 | 1,613.8 | 1,715.7 | 1,728.2 | 1,803.8 | 1,834.9 | 1,832.4 | 1,720.4 | 1,620.7 | 1,393.2 |
| North Carolina | * | * | 1,812.0 | 1,880.5 | 1,982.3 | 2,073.7 | 2,081.2 | 2,071.4 | 2,006.8 | 1,999.9 |
| Ohio | 1,958.5 | 1,800.9 | 1,849.9 | 1,862.7 | 1,882.0 | 1,951.7 | 2,002.7 | 1,965.5 | 1,879.4 | 1,821.6 |
| Pennsylvania | 1,201.8 | 1,092.2 | 1,113.0 | 1,095.0 | 1,085.2 | 1,106.0 | 1,137.9 | 1,158.0 | 1,119.5 | 1,115.4 |
| Texas | 1,540.4 | 1,519.2 | 1,597.8 | 1,660.8 | 1,782.3 | 1,789.4 | 1,843.6 | 1,789.1 | 1,718.0 | 1,693.5 |
| Utah | 1,280.1 | 1,182.8 | 1,324.4 | 1,373.1 | 1,454.2 | 1,433.8 | 1,518.9 | 1,512.4 | 1,439.2 | 1,406.6 |
| Virginia | 1,230.2 | 1,128.3 | 1,195.8 | 1,204.2 | 1,256.7 | 1,248.2 | 1,235.7 | 1,215.9 | 1,196.3 | 1,181.5 |
| Washington | 1,552.1 | 1,436.2 | 1,475.0 | 1,454.4 | 1,526.2 | 1,551.0 | 1,520.5 | * | * | * |

*Data not available.

Population estimates obtained from U.S. Census Bureau report ST-99-3.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 10: Persons Killed or Injured in Motor Vehicle Crashes by Person Type

| STATE | TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | | |
| California | Driver | 2,734 | 2,357 | 2,133 | 2,041 | 2,086 | 2,037 | 1,995 | 1,772 | 1,680 | 1,794 |
| | Passenger | 1,276 | 1,280 | 1,153 | 1,126 | 1,153 | 1,154 | 1,053 | 1,002 | 972 | 955 |
| | Pedestrian | 1,002 | 889 | 773 | 862 | 853 | 834 | 795 | 782 | 698 | 688 |
| | Pedalcyclist | 131 | 115 | 122 | 131 | 120 | 139 | 125 | 113 | 107 | 117 |
| | Unknown | 28 | 8 | 4 | 3 | 0 | 1 | 4 | 2 | 2 | 5 |
| | Total | 5,171 | 4,649 | 4,185 | 4,163 | 4,212 | 4,165 | 3,972 | 3,671 | 3,459 | 3,559 |
| INJURED | | | | | | | | | | | |
| California | Driver | 206,392 | 195,305 | 189,267 | 176,894 | 180,402 | 174,527 | 172,155 | 163,752 | 168,807 | 169,708 |
| | Passenger | 124,149 | 121,110 | 116,838 | 107,556 | 106,399 | 101,361 | 99,482 | 92,839 | 95,121 | 92,410 |
| | Pedestrian | 18,410 | 17,366 | 16,479 | 16,508 | 16,293 | 16,007 | 16,011 | 14,988 | 14,660 | 14,346 |
| | Pedalcyclist | 16,608 | 16,109 | 15,420 | 14,061 | 13,201 | 12,960 | 12,364 | 13,186 | 11,972 | 12,074 |
| | Unknown | 161 | 178 | 150 | 165 | 146 | 86 | 94 | 106 | 138 | 189 |
| | Total | 365,720 | 350,068 | 338,154 | 315,184 | 316,441 | 304,941 | 300,106 | 284,871 | 290,698 | 288,727 |
| KILLED | | | | | | | | | | | |
| Florida | Driver | 1,540 | 1,280 | 1,255 | 1,424 | 1,401 | 1,478 | 1,448 | 1,508 | 1,585 | 1,592 |
| | Passenger | 670 | 618 | 625 | 669 | 670 | 666 | 694 | 653 | 659 | 711 |
| | Pedestrian | 597 | 506 | 491 | 502 | 528 | 564 | 559 | 535 | 548 | 501 |
| | Pedalcyclist | 144 | 118 | 109 | 124 | 123 | 139 | 105 | 115 | 97 | 116 |
| | Total | 2,951 | 2,522 | 2,480 | 2,719 | 2,722 | 2,847 | 2,806 | 2,811 | 2,889 | 2,920 |
| INJURED | | | | | | | | | | | |
| Florida | Driver | 126,682 | 115,117 | 121,296 | 127,856 | 134,624 | 143,714 | 152,183 | 151,093 | 152,513 | 147,102 |
| | Passenger | 72,471 | 64,967 | 68,662 | 69,422 | 73,439 | 75,266 | 76,561 | 75,330 | 76,087 | 72,784 |
| | Pedestrian | 8,113 | 7,983 | 8,017 | 8,089 | 8,309 | 8,035 | 8,054 | 7,794 | 8,074 | 7,536 |
| | Pedalcyclist | 6,938 | 7,054 | 7,456 | 7,130 | 7,086 | 6,885 | 6,522 | 5,784 | 5,189 | 4,803 |
| | Total | 214,204 | 195,121 | 205,431 | 212,497 | 223,458 | 233,900 | 243,320 | 240,001 | 241,863 | 232,225 |
| KILLED | | | | | | | | | | | |
| Georgia | Driver | 954 | 837 | 786 | 813 | 898 | 916 | 966 | 975 | 980 | * |
| | Passenger | 419 | 374 | 336 | 377 | 353 | 388 | 439 | 403 | 375 | * |
| | Pedestrian | 177 | 161 | 173 | 188 | 166 | 169 | 162 | 188 | 162 | * |
| | Pedalcyclist | 10 | 20 | 17 | 21 | 19 | 19 | 15 | 18 | 20 | * |
| | Unknown | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | Total | 1,561 | 1,393 | 1,312 | 1,399 | 1,436 | 1,492 | 1,582 | 1,584 | 1,537 | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 10: Persons Killed or Injured in Motor Vehicle Crashes by Person Type

| STATE | TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURED | | | | | | | | | | | |
| Georgia | Driver | 62,752 | 60,588 | 64,861 | 68,821 | 83,088 | 86,873 | 89,066 | 88,085 | 82,695 | * |
| | Passenger | 32,585 | 32,827 | 34,487 | 36,968 | 49,030 | 49,628 | 50,167 | 47,731 | 42,435 | * |
| | Pedestrian | 2,338 | 2,291 | 2,389 | 2,376 | 2,270 | 2,326 | 2,531 | 2,565 | 1,798 | * |
| | Pedalcyclist | 862 | 932 | 940 | 963 | 957 | 990 | 1,077 | 999 | 777 | * |
| | Unknown | 133 | 51 | 79 | 19 | 0 | 0 | 0 | 0 | 1 | * |
| | Total | 98,670 | 96,689 | 102,756 | 109,147 | 135,345 | 139,817 | 142,841 | 139,380 | 127,706 | * |
| KILLED | | | | | | | | | | | |
| Illinois | Driver | 911 | 871 | 833 | 792 | 944 | 926 | 482 | 820 | 820 | 899 |
| | Passenger | 377 | 326 | 335 | 359 | 348 | 418 | 223 | 338 | 346 | 343 |
| | Pedestrian | 273 | 223 | 190 | 213 | 237 | 214 | 96 | 200 | 189 | 176 |
| | Pedalcyclist | 28 | 27 | 24 | 28 | 25 | 27 | 9 | 34 | 34 | 28 |
| | Unknown | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 5 | 5 | 11 |
| | Total | 1,590 | 1,447 | 1,384 | 1,392 | 1,554 | 1,586 | 811 | 1,397 | 1,394 | 1,457 |
| INJURED | | | | | | | | | | | |
| Illinois | Driver | 94,339 | 88,070 | 91,735 | 93,455 | 93,402 | 93,300 | 44,070 | 83,707 | 71,084 | 70,815 |
| | Passenger | 48,482 | 43,493 | 49,461 | 50,242 | 48,945 | 49,762 | 19,777 | 38,603 | 31,595 | 29,016 |
| | Pedestrian | 10,140 | 9,602 | 9,307 | 8,282 | 6,454 | 5,607 | 1,037 | 5,176 | 2,477 | 2,328 |
| | Pedalcyclist | 4,083 | 4,388 | 4,116 | 3,660 | 3,277 | 2,962 | 574 | 2,426 | 1,887 | 1,787 |
| | Unknown | 33 | 48 | 50 | 21 | 8 | 11 | 7 | 15 | 9 | 75 |
| | Total | 157,077 | 145,601 | 154,669 | 155,660 | 152,086 | 151,642 | 65,465 | 129,927 | 107,052 | 104,021 |
| KILLED | | | | | | | | | | | |
| Indiana | Driver | 665 | 666 | 575 | 593 | 632 | 612 | 644 | 614 | 660 | 696 |
| | Passenger | 265 | 249 | 237 | 225 | 249 | 257 | 258 | 240 | 237 | 247 |
| | Pedestrian | 99 | 87 | 75 | 64 | 84 | 76 | 78 | 75 | 72 | 66 |
| | Pedalcyclist | 15 | 20 | 18 | 9 | 12 | 14 | 6 | 11 | 13 | 14 |
| | Total | 1,044 | 1,022 | 905 | 891 | 977 | 959 | 986 | 940 | 982 | 1,023 |
| INJURED | | | | | | | | | | | |
| Indiana | Driver | 44,796 | 41,740 | 43,957 | 45,974 | 47,475 | 49,037 | 48,342 | 48,907 | 48,792 | 46,666 |
| | Passenger | 23,862 | 21,943 | 26,612 | 28,214 | 29,403 | 30,330 | 27,999 | 28,285 | 27,420 | 25,819 |
| | Pedestrian | 2,353 | 2,152 | 2,201 | 2,128 | 2,096 | 2,229 | 2,156 | 2,123 | 2,027 | 2,074 |
| | Pedalcyclist | 1,454 | 1,384 | 1,435 | 1,419 | 1,359 | 1,328 | 1,208 | 1,163 | 1,282 | 1,172 |
| | Total | 72,465 | 67,219 | 74,205 | 77,735 | 80,333 | 82,924 | 79,705 | 80,478 | 79,521 | 75,731 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 10: Persons Killed or Injured in Motor Vehicle Crashes by Person Type

| STATE | TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|--------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Kansas | Driver | 283 | 256 | 258 | 290 | 292 | 293 | 340 | 322 | 337 | 339 |
| | Passenger | 121 | 126 | 106 | 107 | 127 | 103 | 128 | 122 | 114 | 161 |
| | Pedestrian | 34 | 20 | 21 | 26 | 22 | 39 | 20 | 28 | 33 | 33 |
| | Pedalcyclist | 6 | 7 | 2 | 4 | 1 | 6 | 2 | 9 | 7 | 7 |
| | Unknown | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 |
| | Total | 444 | 409 | 387 | 428 | 442 | 442 | 490 | 481 | 493 | 540 |
| INJURED | | | | | | | | | | | |
| Kansas | Driver | 18,949 | 18,023 | 18,827 | 19,086 | 19,324 | 19,589 | 20,069 | 20,342 | 20,109 | 19,825 |
| | Passenger | 10,090 | 9,415 | 9,985 | 9,893 | 10,017 | 9,782 | 10,153 | 10,310 | 10,146 | 9,756 |
| | Pedestrian | 703 | 689 | 715 | 697 | 665 | 696 | 718 | 586 | 565 | 546 |
| | Pedalcyclist | 480 | 458 | 462 | 437 | 475 | 458 | 379 | 418 | 350 | 385 |
| | Unknown | 30 | 56 | 53 | 27 | 30 | 25 | 23 | 39 | 36 | 16 |
| | Total | 30,252 | 28,641 | 30,042 | 30,140 | 30,511 | 30,550 | 31,342 | 31,695 | 31,206 | 30,528 |
| KILLED | | | | | | | | | | | |
| Maryland | Driver | 404 | 383 | 390 | 367 | 354 | 385 | 340 | 345 | 333 | 363 |
| | Passenger | 173 | 174 | 160 | 165 | 158 | 158 | 143 | 143 | 160 | 110 |
| | Pedestrian | 135 | 142 | 98 | 123 | 123 | 128 | 123 | 104 | 101 | 119 |
| | Pedalcyclist | 15 | 10 | 16 | 14 | 15 | 8 | 7 | 15 | 11 | 6 |
| | Unknown | 0 | 0 | 0 | 3 | 7 | 4 | 1 | 2 | 1 | 0 |
| | Total | 727 | 709 | 664 | 672 | 657 | 683 | 614 | 609 | 606 | 598 |
| INJURED | | | | | | | | | | | |
| Maryland | Driver | 49,253 | 44,785 | 48,606 | 39,248 | 44,109 | 42,950 | 43,061 | 40,739 | 38,068 | 38,092 |
| | Passenger | 27,090 | 24,887 | 27,423 | 20,783 | 22,659 | 21,746 | 21,563 | 20,510 | 18,462 | 18,033 |
| | Pedestrian | 3,547 | 3,432 | 3,440 | 2,544 | 3,151 | 3,018 | 3,126 | 2,874 | 2,754 | 2,786 |
| | Pedalcyclist | 1,236 | 1,285 | 1,138 | 799 | 1,061 | 1,007 | 1,031 | 1,049 | 941 | 910 |
| | Unknown | 0 | 0 | 0 | 301 | 342 | 407 | 361 | 381 | 371 | 332 |
| | Total | 81,126 | 74,389 | 80,607 | 63,675 | 71,322 | 69,128 | 69,142 | 65,553 | 60,596 | 60,153 |
| KILLED | | | | | | | | | | | |
| Michigan | Driver | 957 | 844 | 732 | 853 | 846 | 921 | 892 | 844 | 838 | 860 |
| | Passenger | 358 | 357 | 314 | 334 | 341 | 372 | 359 | 386 | 320 | 316 |
| | Pedestrian | 226 | 180 | 169 | 171 | 181 | 191 | 190 | 165 | 172 | 175 |
| | Pedalcyclist | 25 | 40 | 31 | 29 | 29 | 28 | 32 | 29 | 27 | 25 |
| | Unknown | 2 | 4 | 41 | 17 | 10 | 19 | 19 | 12 | 9 | 9 |
| | Total | 1,568 | 1,425 | 1,287 | 1,404 | 1,407 | 1,531 | 1,492 | 1,436 | 1,366 | 1,385 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 10: Persons Killed or Injured in Motor Vehicle Crashes by Person Type

| STATE | TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURED | | | | | | | | | | | |
| Michigan | Driver | 94,161 | 87,467 | 76,871 | 88,913 | 94,448 | 98,032 | 96,158 | 93,039 | 89,053 | 85,423 |
| | Passenger | 43,806 | 41,159 | 30,173 | 36,190 | 38,148 | 39,336 | 37,700 | 36,358 | 34,188 | 31,734 |
| | Pedestrian | 4,039 | 3,682 | 2,083 | 2,810 | 3,502 | 3,473 | 3,383 | 3,182 | 3,308 | 3,095 |
| | Pedalcyclist | 2,872 | 3,062 | 2,120 | 2,169 | 2,728 | 2,636 | 2,519 | 2,336 | 2,500 | 2,222 |
| | Unknown | 455 | 459 | 6,087 | 3,284 | 2,362 | 1,681 | 1,613 | 1,549 | 1,521 | 1,248 |
| | Total | 145,333 | 135,829 | 117,334 | 133,366 | 141,188 | 145,158 | 141,373 | 136,464 | 130,570 | 123,722 |
| KILLED | | | | | | | | | | | |
| Missouri | Driver | 652 | 683 | 648 | 589 | 700 | 697 | 754 | 775 | 731 | 730 |
| | Passenger | 330 | 250 | 243 | 254 | 296 | 308 | 292 | 310 | 328 | 292 |
| | Pedestrian | 101 | 73 | 87 | 103 | 86 | 94 | 97 | 101 | 101 | 65 |
| | Pedalcyclist | 14 | 5 | 7 | 8 | 7 | 10 | 5 | 6 | 9 | 7 |
| | Total | 1,097 | 1,011 | 985 | 954 | 1,089 | 1,109 | 1,148 | 1,192 | 1,169 | 1,094 |
| INJURED | | | | | | | | | | | |
| Missouri | Driver | 44,975 | 41,996 | 43,874 | 47,184 | 49,358 | 50,286 | 51,386 | 50,799 | 49,984 | 49,386 |
| | Passenger | 24,376 | 22,779 | 23,683 | 27,471 | 28,733 | 28,077 | 28,568 | 28,059 | 27,079 | 26,344 |
| | Pedestrian | 2,191 | 2,067 | 2,038 | 2,047 | 2,023 | 1,902 | 1,915 | 1,894 | 1,892 | 1,841 |
| | Pedalcyclist | 949 | 856 | 955 | 829 | 929 | 852 | 827 | 816 | 804 | 733 |
| | Total | 72,491 | 67,698 | 70,550 | 77,531 | 81,043 | 81,117 | 82,696 | 81,568 | 79,759 | 78,304 |
| KILLED | | | | | | | | | | | |
| New Mexico | Driver | 253 | 244 | 229 | 235 | 229 | 245 | 234 | 237 | 214 | 236 |
| | Passenger | 158 | 130 | 139 | 123 | 135 | 145 | 163 | 159 | 148 | 155 |
| | Pedestrian | 83 | 91 | 90 | 67 | 72 | 88 | 62 | 66 | 58 | 52 |
| | Pedalcyclist | 5 | 4 | 1 | 5 | 8 | 6 | 2 | 5 | 3 | 10 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 15 | 1 | 7 |
| | Total | 499 | 469 | 459 | 430 | 444 | 484 | 479 | 482 | 424 | 460 |
| INJURED | | | | | | | | | | | |
| New Mexico | Driver | 15,166 | 15,141 | 16,416 | 17,068 | 18,201 | 19,152 | 19,458 | 18,350 | 17,588 | 15,359 |
| | Passenger | 8,711 | 8,873 | 9,673 | 9,803 | 10,611 | 10,698 | 10,808 | 10,171 | 9,588 | 8,116 |
| | Pedestrian | 606 | 564 | 602 | 612 | 603 | 577 | 565 | 569 | 465 | 420 |
| | Pedalcyclist | 356 | 389 | 430 | 426 | 408 | 443 | 384 | 354 | 338 | 248 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 197 | 116 | 97 |
| | Total | 24,839 | 24,967 | 27,121 | 27,909 | 29,823 | 30,870 | 31,263 | 29,641 | 28,095 | 24,240 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 10: Persons Killed or Injured in Motor Vehicle Crashes by Person Type

| STATE | TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | | |
| North Carolina | Driver | * | * | 730 | 846 | 836 | 846 | 886 | 874 | 983 | 961 |
| | Passenger | * | * | 332 | 317 | 369 | 361 | 382 | 375 | 357 | 356 |
| | Pedestrian | * | * | 178 | 182 | 189 | 199 | 173 | 181 | 202 | 162 |
| | Pedalcyclist | * | * | 22 | 31 | 27 | 35 | 36 | 31 | 40 | 27 |
| | Total | * | * | 1,262 | 1,376 | 1,421 | 1,441 | 1,477 | 1,461 | 1,582 | 1,506 |
| INJURED | | | | | | | | | | | |
| North Carolina | Driver | * | * | 79,144 | 83,172 | 89,736 | 95,549 | 97,773 | 99,849 | 98,783 | 100,316 |
| | Passenger | * | * | 41,173 | 43,820 | 46,523 | 49,771 | 50,726 | 50,477 | 49,165 | 49,535 |
| | Pedestrian | * | * | 2,235 | 2,404 | 2,470 | 2,357 | 2,404 | 2,379 | 2,380 | 2,060 |
| | Pedalcyclist | * | * | 1,239 | 1,249 | 1,241 | 1,325 | 1,182 | 1,172 | 1,101 | 1,098 |
| | Total | * | * | 123,791 | 130,645 | 139,970 | 149,002 | 152,085 | 153,877 | 151,429 | 153,009 |
| KILLED | | | | | | | | | | | |
| Ohio | Driver | 1,027 | 1,043 | 906 | 921 | 853 | 880 | 912 | 942 | 922 | 944 |
| | Passenger | 386 | 393 | 364 | 386 | 374 | 341 | 345 | 349 | 348 | 345 |
| | Pedestrian | 196 | 170 | 151 | 157 | 127 | 117 | 122 | 127 | 137 | 123 |
| | Pedalcyclist | 27 | 30 | 19 | 15 | 14 | 19 | 16 | 21 | 16 | 18 |
| | Total | 1,636 | 1,636 | 1,440 | 1,479 | 1,368 | 1,357 | 1,395 | 1,439 | 1,423 | 1,430 |
| INJURED | | | | | | | | | | | |
| Ohio | Driver | 138,878 | 128,689 | 134,006 | 136,012 | 138,355 | 145,058 | 149,659 | 147,577 | 141,484 | 138,231 |
| | Passenger | 66,165 | 60,678 | 62,288 | 62,945 | 63,487 | 65,648 | 67,204 | 66,047 | 63,165 | 60,867 |
| | Pedestrian | 4,970 | 4,547 | 4,602 | 4,515 | 4,458 | 4,244 | 4,480 | 4,116 | 3,896 | 3,556 |
| | Pedalcyclist | 2,719 | 2,989 | 2,739 | 2,739 | 2,812 | 2,774 | 2,703 | 2,637 | 2,660 | 2,402 |
| | Total | 212,732 | 196,903 | 203,635 | 206,211 | 209,112 | 217,724 | 224,046 | 220,377 | 211,205 | 205,056 |
| KILLED | | | | | | | | | | | |
| Pennsylvania | Driver | 966 | 1,004 | 925 | 941 | 881 | 902 | 886 | 977 | 958 | 973 |
| | Passenger | 386 | 405 | 377 | 352 | 361 | 361 | 340 | 393 | 339 | 371 |
| | Pedestrian | 267 | 234 | 231 | 214 | 179 | 198 | 218 | 175 | 166 | 187 |
| | Pedalcyclist | 27 | 18 | 12 | 23 | 19 | 19 | 26 | 17 | 23 | 18 |
| | Total | 1,646 | 1,661 | 1,545 | 1,530 | 1,440 | 1,480 | 1,470 | 1,562 | 1,486 | 1,549 |
| INJURED | | | | | | | | | | | |
| Pennsylvania | Driver | 87,597 | 79,973 | 81,749 | 81,053 | 80,258 | 82,201 | 85,895 | 87,290 | 85,091 | 85,056 |
| | Passenger | 46,078 | 41,505 | 42,313 | 41,788 | 41,538 | 42,048 | 42,774 | 43,282 | 40,600 | 40,491 |
| | Pedestrian | 6,683 | 6,283 | 6,608 | 6,167 | 6,273 | 6,219 | 5,903 | 6,040 | 5,901 | 5,853 |
| | Pedalcyclist | 2,599 | 2,685 | 2,680 | 2,629 | 2,620 | 2,744 | 2,403 | 2,530 | 2,769 | 2,385 |
| | Total | 142,957 | 130,446 | 133,350 | 131,637 | 130,689 | 133,212 | 136,975 | 139,142 | 134,361 | 133,785 |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 10: Persons Killed or Injured in Motor Vehicle Crashes by Person Type

| STATE | TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | | |
| Texas | Driver | 1,842 | 1,640 | 1,652 | 1,710 | 1,807 | 1,783 | 2,131 | 2,012 | 2,078 | 2,089 |
| | Passenger | 853 | 862 | 836 | 810 | 842 | 870 | 1,083 | 975 | 969 | 942 |
| | Pedestrian | 490 | 514 | 514 | 455 | 428 | 461 | 447 | 445 | 465 | 432 |
| | Pedalcyclist | 47 | 55 | 47 | 52 | 55 | 52 | 60 | 54 | 57 | 44 |
| | Unknown | 11 | 8 | 8 | 10 | 10 | 6 | 17 | 14 | 7 | 12 |
| | Total | 3,243 | 3,079 | 3,057 | 3,037 | 3,142 | 3,172 | 3,738 | 3,500 | 3,576 | 3,519 |
| INJURED | | | | | | | | | | | |
| Texas | Driver | 158,672 | 158,835 | 168,609 | 177,814 | 194,095 | 198,855 | 211,204 | 210,351 | 208,169 | 209,491 |
| | Passenger | 94,474 | 95,735 | 104,006 | 111,830 | 123,214 | 126,131 | 129,993 | 126,745 | 121,596 | 121,875 |
| | Pedestrian | 5,664 | 5,318 | 5,513 | 5,574 | 5,596 | 5,408 | 5,407 | 5,554 | 5,323 | 4,819 |
| | Pedalcyclist | 2,856 | 2,718 | 2,936 | 2,740 | 2,986 | 2,933 | 2,811 | 2,755 | 2,608 | 2,467 |
| | Unknown | 897 | 824 | 961 | 933 | 946 | 932 | 980 | 892 | 965 | 796 |
| | Total | 262,563 | 263,430 | 282,025 | 298,891 | 326,837 | 334,259 | 350,395 | 346,297 | 338,661 | 339,448 |
| KILLED | | | | | | | | | | | |
| Utah | Driver | 138 | 146 | 131 | 166 | 178 | 172 | 176 | 190 | 178 | 208 |
| | Passenger | 94 | 88 | 90 | 96 | 118 | 99 | 109 | 135 | 119 | 107 |
| | Pedestrian | 32 | 31 | 42 | 31 | 43 | 46 | 35 | 39 | 44 | 38 |
| | Pedalcyclist | 8 | 4 | 6 | 11 | 4 | 8 | 8 | 3 | 9 | 7 |
| | Unknown | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 272 | 271 | 269 | 304 | 343 | 325 | 328 | 367 | 350 | 360 |
| INJURED | | | | | | | | | | | |
| Utah | Driver | 13,004 | 12,240 | 14,083 | 15,228 | 17,053 | 17,175 | 18,677 | 19,246 | 18,672 | 18,707 |
| | Passenger | 7,587 | 7,287 | 8,385 | 8,987 | 9,350 | 9,704 | 10,299 | 10,305 | 10,028 | 9,727 |
| | Pedestrian | 898 | 741 | 847 | 838 | 872 | 701 | 960 | 888 | 774 | 748 |
| | Pedalcyclist | 624 | 666 | 803 | 705 | 779 | 729 | 766 | 797 | 758 | 777 |
| | Unknown | 30 | 25 | 6 | 2 | 18 | 34 | 13 | 1 | 0 | 0 |
| | Total | 22,143 | 20,959 | 24,124 | 25,760 | 28,072 | 28,343 | 30,715 | 31,237 | 30,232 | 29,959 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 10: Persons Killed or Injured in Motor Vehicle Crashes by Person Type

| STATE | TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|--------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Virginia | Driver | 643 | 552 | 505 | 518 | 535 | 560 | 520 | 623 | 592 | 570 |
| | Passenger | 292 | 252 | 228 | 230 | 271 | 230 | 227 | 247 | 223 | 210 |
| | Pedestrian | 116 | 112 | 93 | 112 | 101 | 93 | 114 | 90 | 102 | 87 |
| | Pedalcyclist | 20 | 22 | 13 | 15 | 18 | 17 | 10 | 21 | 17 | 10 |
| | Total | 1,071 | 938 | 839 | 875 | 925 | 900 | 871 | 981 | 934 | 877 |
| INJURED | | | | | | | | | | | |
| Virginia | Driver | 48,290 | 44,722 | 47,947 | 49,103 | 52,296 | 52,621 | 52,914 | 52,860 | 53,042 | 53,629 |
| | Passenger | 24,697 | 23,136 | 25,293 | 25,582 | 26,627 | 26,528 | 26,224 | 25,861 | 25,157 | 24,588 |
| | Pedestrian | 2,220 | 1,869 | 1,986 | 2,054 | 2,101 | 2,083 | 2,109 | 2,059 | 2,004 | 2,068 |
| | Pedalcyclist | 1,229 | 1,172 | 1,108 | 1,113 | 1,122 | 1,168 | 1,116 | 1,082 | 1,018 | 919 |
| | Total | 76,436 | 70,899 | 76,334 | 77,852 | 82,146 | 82,400 | 82,363 | 81,862 | 81,221 | 81,204 |
| KILLED | | | | | | | | | | | |
| Washington | Driver | 493 | 414 | 381 | 383 | 378 | 386 | 434 | * | * | * |
| | Passenger | 237 | 184 | 178 | 190 | 162 | 180 | 172 | * | * | * |
| | Pedestrian | 81 | 79 | 81 | 80 | 85 | 75 | 90 | * | * | * |
| | Pedalcyclist | 14 | 5 | 9 | 8 | 14 | 13 | 14 | * | * | * |
| | Unknown | 0 | 1 | 2 | 0 | 0 | 0 | 2 | * | * | * |
| Total | 825 | 683 | 651 | 661 | 639 | 654 | 712 | * | * | * | |
| INJURED | | | | | | | | | | | |
| Washington | Driver | 49,222 | 46,827 | 48,972 | 49,669 | 52,966 | 54,824 | 54,492 | * | * | * |
| | Passenger | 23,596 | 21,769 | 23,344 | 23,390 | 24,900 | 25,771 | 25,736 | * | * | * |
| | Pedestrian | 1,861 | 1,911 | 1,809 | 1,813 | 1,916 | 1,948 | 1,978 | * | * | * |
| | Pedalcyclist | 1,349 | 1,463 | 1,622 | 1,430 | 1,607 | 1,656 | 1,544 | * | * | * |
| | Unknown | 35 | 32 | 54 | 23 | 30 | 34 | 30 | * | * | * |
| Total | 76,063 | 72,002 | 75,801 | 76,325 | 81,419 | 84,233 | 83,780 | * | * | * | |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 11: Persons Killed or Injured in Motor Vehicle Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| California | Male | 3,680 | 3,305 | 2,929 | 2,918 | 2,883 | 2,830 | 2,680 | 2,442 | 2,343 | 2,433 |
| | Female | 1,477 | 1,327 | 1,245 | 1,231 | 1,314 | 1,325 | 1,285 | 1,223 | 1,109 | 1,117 |
| | Unknown | 14 | 17 | 11 | 14 | 15 | 10 | 7 | 6 | 7 | 9 |
| | Total | 5,171 | 4,649 | 4,185 | 4,163 | 4,212 | 4,165 | 3,972 | 3,671 | 3,459 | 3,559 |
| Florida | Male | 1,712 | 1,422 | 1,324 | 1,534 | 1,529 | 1,591 | 1,548 | 1,567 | 1,617 | 1,654 |
| | Female | 567 | 480 | 529 | 514 | 523 | 587 | 563 | 588 | 609 | 550 |
| | Unknown | 672 | 620 | 627 | 671 | 670 | 669 | 695 | 656 | 663 | 716 |
| | Total | 2,951 | 2,522 | 2,480 | 2,719 | 2,722 | 2,847 | 2,806 | 2,811 | 2,889 | 2,920 |
| Georgia | Male | 1,022 | 926 | 869 | 933 | 979 | 970 | 1,052 | 1,043 | 994 | * |
| | Female | 539 | 466 | 442 | 466 | 457 | 522 | 530 | 541 | 543 | * |
| | Unknown | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | Total | 1,561 | 1,393 | 1,312 | 1,399 | 1,436 | 1,492 | 1,582 | 1,584 | 1,537 | * |
| Illinois | Male | 1,073 | 996 | 952 | 946 | 1,065 | 1,076 | 533 | 934 | 950 | 965 |
| | Female | 517 | 451 | 432 | 446 | 489 | 510 | 278 | 463 | 444 | 492 |
| | Total | 1,590 | 1,447 | 1,384 | 1,392 | 1,554 | 1,586 | 811 | 1,397 | 1,394 | 1,457 |
| Indiana | Male | 697 | 713 | 599 | 587 | 628 | 626 | 645 | 652 | 633 | 676 |
| | Female | 340 | 307 | 303 | 295 | 347 | 329 | 340 | 286 | 341 | 343 |
| | Unknown | 7 | 2 | 3 | 9 | 2 | 4 | 1 | 2 | 8 | 4 |
| | Total | 1,044 | 1,022 | 905 | 891 | 977 | 959 | 986 | 940 | 982 | 1,023 |
| Kansas | Male | 302 | 279 | 262 | 279 | 299 | 290 | 317 | 310 | 322 | 353 |
| | Female | 142 | 130 | 124 | 149 | 143 | 152 | 172 | 171 | 170 | 186 |
| | Unknown | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| | Total | 444 | 409 | 387 | 428 | 442 | 442 | 490 | 481 | 493 | 540 |
| Maryland | Male | 539 | 469 | 449 | 481 | 443 | 453 | 418 | 384 | 411 | 405 |
| | Female | 188 | 240 | 215 | 191 | 214 | 230 | 196 | 224 | 195 | 193 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Total | 727 | 709 | 664 | 672 | 657 | 683 | 614 | 609 | 606 | 598 |
| Michigan | Male | 1,067 | 932 | 829 | 895 | 905 | 940 | 926 | 882 | 874 | 887 |
| | Female | 501 | 493 | 422 | 483 | 468 | 555 | 535 | 527 | 467 | 476 |
| | Unknown | 0 | 0 | 36 | 26 | 34 | 36 | 31 | 27 | 25 | 22 |
| | Total | 1,568 | 1,425 | 1,287 | 1,404 | 1,407 | 1,531 | 1,492 | 1,436 | 1,366 | 1,385 |
| Missouri | Male | 769 | 684 | 633 | 636 | 722 | 770 | 763 | 769 | 773 | 721 |
| | Female | 328 | 327 | 352 | 318 | 367 | 339 | 385 | 423 | 396 | 373 |
| | Total | 1,097 | 1,011 | 985 | 954 | 1,089 | 1,109 | 1,148 | 1,192 | 1,169 | 1,094 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 11: Persons Killed or Injured in Motor Vehicle Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED (Continued) | | | | | | | | | | | |
| New Mexico | Male | 344 | 350 | 321 | 305 | 296 | 338 | 327 | 314 | 253 | 297 |
| | Female | 155 | 119 | 137 | 125 | 148 | 146 | 152 | 168 | 171 | 163 |
| | Unknown | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 499 | 469 | 459 | 430 | 444 | 484 | 479 | 482 | 424 | 460 |
| North Carolina | Male | * | * | 889 | 952 | 899 | 974 | 982 | 934 | 1,064 | 1,026 |
| | Female | * | * | 373 | 418 | 517 | 466 | 494 | 527 | 515 | 476 |
| | Unknown | * | * | 0 | 6 | 5 | 1 | 1 | 0 | 3 | 4 |
| | Total | * | * | 1,262 | 1,376 | 1,421 | 1,441 | 1,477 | 1,461 | 1,582 | 1,506 |
| Ohio | Male | 1,109 | 1,148 | 949 | 993 | 865 | 912 | 909 | 969 | 938 | 984 |
| | Female | 527 | 488 | 491 | 486 | 500 | 445 | 486 | 470 | 485 | 446 |
| | Unknown | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | Total | 1,636 | 1,636 | 1,440 | 1,479 | 1,368 | 1,357 | 1,395 | 1,439 | 1,423 | 1,430 |
| Pennsylvania | Male | 1,139 | 1,126 | 1,043 | 1,035 | 987 | 964 | 1,005 | 1,044 | 1,016 | 1,001 |
| | Female | 507 | 535 | 502 | 495 | 453 | 516 | 465 | 517 | 470 | 548 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Total | 1,646 | 1,661 | 1,545 | 1,530 | 1,440 | 1,480 | 1,470 | 1,562 | 1,486 | 1,549 |
| Texas | Male | 2,316 | 2,132 | 2,146 | 2,086 | 2,174 | 2,180 | 2,485 | 2,308 | 2,390 | 2,359 |
| | Female | 922 | 946 | 908 | 948 | 968 | 991 | 1,249 | 1,191 | 1,186 | 1,157 |
| | Unknown | 5 | 1 | 3 | 3 | 0 | 1 | 4 | 1 | 0 | 3 |
| | Total | 3,243 | 3,079 | 3,057 | 3,037 | 3,142 | 3,172 | 3,738 | 3,500 | 3,576 | 3,519 |
| Utah | Male | 174 | 168 | 164 | 204 | 236 | 221 | 217 | 215 | 215 | 233 |
| | Female | 98 | 103 | 105 | 100 | 107 | 104 | 111 | 152 | 135 | 127 |
| | Total | 272 | 271 | 269 | 304 | 343 | 325 | 328 | 367 | 350 | 360 |
| Virginia | Male | 732 | 637 | 588 | 589 | 603 | 600 | 587 | 655 | 615 | 614 |
| | Female | 337 | 296 | 251 | 283 | 322 | 297 | 280 | 320 | 317 | 260 |
| | Unknown | 2 | 5 | 0 | 3 | 0 | 3 | 4 | 6 | 2 | 3 |
| | Total | 1,071 | 938 | 839 | 875 | 925 | 900 | 871 | 981 | 934 | 877 |
| Washington | Male | 589 | 475 | 440 | 453 | 439 | 437 | 483 | * | * | * |
| | Female | 236 | 208 | 211 | 205 | 200 | 216 | 229 | * | * | * |
| | Unknown | 0 | 0 | 0 | 3 | 0 | 1 | 0 | * | * | * |
| | Total | 825 | 683 | 651 | 661 | 639 | 654 | 712 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 11: Persons Killed or Injured in Motor Vehicle Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURED | | | | | | | | | | | |
| California | Male | 196,869 | 187,840 | 178,583 | 163,508 | 161,955 | 154,941 | 150,141 | 141,416 | 143,054 | 141,941 |
| | Female | 167,588 | 161,045 | 158,707 | 150,887 | 153,482 | 149,052 | 149,148 | 142,784 | 147,010 | 146,262 |
| | Unknown | 1,263 | 1,183 | 864 | 789 | 1,004 | 948 | 817 | 671 | 634 | 524 |
| | Total | 365,720 | 350,068 | 338,154 | 315,184 | 316,441 | 304,941 | 300,106 | 284,871 | 290,698 | 288,727 |
| Florida | Male | 80,865 | 73,228 | 76,300 | 79,430 | 83,367 | 86,644 | 90,528 | 88,634 | 89,291 | 85,931 |
| | Female | 60,631 | 56,713 | 60,273 | 63,483 | 66,504 | 71,842 | 76,084 | 75,904 | 76,343 | 73,382 |
| | Unknown | 72,708 | 65,180 | 68,858 | 69,584 | 73,587 | 75,414 | 76,708 | 75,463 | 76,229 | 72,912 |
| | Total | 214,204 | 195,121 | 205,431 | 212,497 | 223,458 | 233,900 | 243,320 | 240,001 | 241,863 | 232,225 |
| Georgia | Male | 48,543 | 47,215 | 49,317 | 52,600 | 64,152 | 65,838 | 67,108 | 65,053 | 59,124 | * |
| | Female | 50,126 | 49,471 | 53,434 | 56,547 | 71,193 | 73,979 | 75,733 | 74,327 | 68,204 | * |
| | Unknown | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 378 | * |
| | Total | 98,670 | 96,689 | 102,756 | 109,147 | 135,345 | 139,817 | 142,841 | 139,380 | 127,706 | * |
| Illinois | Male | 80,262 | 74,889 | 77,609 | 78,553 | 72,076 | 70,685 | 31,632 | 63,641 | 50,817 | 49,923 |
| | Female | 76,620 | 70,531 | 76,909 | 77,106 | 69,773 | 70,038 | 33,832 | 66,269 | 56,225 | 54,085 |
| | Unknown | 195 | 181 | 151 | 1 | 10,237 | 10,919 | 1 | 17 | 10 | 13 |
| | Total | 157,077 | 145,601 | 154,669 | 155,660 | 152,086 | 151,642 | 65,465 | 129,927 | 107,052 | 104,021 |
| Indiana | Male | 34,959 | 32,441 | 33,481 | 34,995 | 35,975 | 37,050 | 35,900 | 35,668 | 35,859 | 34,267 |
| | Female | 35,270 | 32,976 | 35,085 | 36,837 | 37,472 | 39,325 | 38,313 | 39,448 | 38,471 | 36,468 |
| | Unknown | 2,236 | 1,802 | 5,639 | 5,903 | 6,886 | 6,549 | 5,492 | 5,362 | 5,191 | 4,996 |
| | Total | 72,465 | 67,219 | 74,205 | 77,735 | 80,333 | 82,924 | 79,705 | 80,478 | 79,521 | 75,731 |
| Kansas | Male | 15,179 | 14,347 | 14,475 | 14,475 | 14,689 | 14,568 | 15,004 | 15,093 | 14,727 | 14,607 |
| | Female | 15,042 | 14,252 | 15,526 | 15,626 | 15,780 | 15,938 | 16,282 | 16,544 | 16,408 | 15,867 |
| | Unknown | 31 | 42 | 41 | 39 | 42 | 44 | 56 | 58 | 71 | 54 |
| | Total | 30,252 | 28,641 | 30,042 | 30,140 | 30,511 | 30,550 | 31,342 | 31,695 | 31,206 | 30,528 |
| Maryland | Male | 42,067 | 38,563 | 41,461 | 32,467 | 36,070 | 34,483 | 34,211 | 32,304 | 29,396 | 29,282 |
| | Female | 39,059 | 35,826 | 39,146 | 31,144 | 35,169 | 34,572 | 34,869 | 33,196 | 31,138 | 30,822 |
| | Unknown | 0 | 0 | 0 | 64 | 83 | 73 | 62 | 53 | 62 | 49 |
| | Total | 81,126 | 74,389 | 80,607 | 63,675 | 71,322 | 69,128 | 69,142 | 65,553 | 60,596 | 60,153 |
| Michigan | Male | 71,004 | 65,943 | 54,906 | 62,250 | 65,657 | 66,666 | 64,495 | 62,283 | 59,649 | 57,073 |
| | Female | 74,329 | 69,886 | 59,620 | 67,554 | 71,211 | 73,813 | 72,784 | 70,607 | 67,467 | 63,534 |
| | Unknown | 0 | 0 | 2,808 | 3,562 | 4,320 | 4,679 | 4,094 | 3,574 | 3,454 | 3,115 |
| | Total | 145,333 | 135,829 | 117,334 | 133,366 | 141,188 | 145,158 | 141,373 | 136,464 | 130,570 | 123,722 |
| Missouri | Male | 36,238 | 33,759 | 34,771 | 37,259 | 39,303 | 39,129 | 39,514 | 38,765 | 38,093 | 37,776 |
| | Female | 36,164 | 33,866 | 35,716 | 40,211 | 41,657 | 41,911 | 43,040 | 42,734 | 41,594 | 40,420 |
| | Unknown | 89 | 73 | 63 | 61 | 83 | 77 | 142 | 69 | 72 | 108 |
| | Total | 72,491 | 67,698 | 70,550 | 77,531 | 81,043 | 81,117 | 82,696 | 81,568 | 79,759 | 78,304 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 11: Persons Killed or Injured in Motor Vehicle Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURED (Continued) | | | | | | | | | | | |
| New Mexico | Male | 12,716 | 12,589 | 13,419 | 13,639 | 14,317 | 14,709 | 14,981 | 13,958 | 12,998 | 11,181 |
| | Female | 12,093 | 12,349 | 13,676 | 14,219 | 15,456 | 16,098 | 16,245 | 15,635 | 15,044 | 12,997 |
| | Unknown | 30 | 29 | 26 | 51 | 50 | 63 | 37 | 48 | 53 | 62 |
| | Total | 24,839 | 24,967 | 27,121 | 27,909 | 29,823 | 30,870 | 31,263 | 29,641 | 28,095 | 24,240 |
| North Carolina | Male | * | * | 60,288 | 63,202 | 67,117 | 70,653 | 72,837 | 73,399 | 71,626 | 73,008 |
| | Female | * | * | 63,303 | 67,243 | 72,650 | 78,100 | 78,980 | 80,199 | 79,499 | 79,737 |
| | Unknown | * | * | 200 | 200 | 203 | 249 | 268 | 279 | 304 | 264 |
| | Total | * | * | 123,791 | 130,645 | 139,970 | 149,002 | 152,085 | 153,877 | 151,429 | 153,009 |
| Ohio | Male | 107,867 | 98,945 | 101,731 | 103,022 | 103,749 | 108,231 | 111,169 | 108,725 | 103,174 | 100,980 |
| | Female | 99,484 | 92,962 | 97,162 | 100,356 | 102,933 | 107,389 | 110,703 | 109,068 | 105,905 | 101,737 |
| | Unknown | 5,381 | 4,996 | 4,742 | 2,833 | 2,430 | 2,104 | 2,174 | 2,584 | 2,126 | 2,339 |
| | Total | 212,732 | 196,903 | 203,635 | 206,211 | 209,112 | 217,724 | 224,046 | 220,377 | 211,205 | 205,056 |
| Pennsylvania | Male | 74,233 | 67,466 | 67,853 | 66,655 | 66,267 | 67,095 | 68,591 | 68,763 | 66,512 | 66,812 |
| | Female | 67,160 | 61,642 | 63,942 | 63,735 | 63,465 | 65,254 | 67,322 | 69,149 | 66,489 | 65,944 |
| | Unknown | 1,564 | 1,338 | 1,555 | 1,247 | 957 | 863 | 1,062 | 1,230 | 1,360 | 1,029 |
| | Total | 142,957 | 130,446 | 133,350 | 131,637 | 130,689 | 133,212 | 136,975 | 139,142 | 134,361 | 133,785 |
| Texas | Male | 130,696 | 130,401 | 137,608 | 145,012 | 157,538 | 160,250 | 167,711 | 163,609 | 158,391 | 158,363 |
| | Female | 131,041 | 132,310 | 143,691 | 153,003 | 168,327 | 172,993 | 181,741 | 181,690 | 179,172 | 180,082 |
| | Unknown | 826 | 719 | 726 | 876 | 972 | 1,016 | 943 | 998 | 1,098 | 1,003 |
| | Total | 262,563 | 263,430 | 282,025 | 298,891 | 326,837 | 334,259 | 350,395 | 346,297 | 338,661 | 339,448 |
| Utah | Male | 10,687 | 10,147 | 11,595 | 12,263 | 13,083 | 13,284 | 14,480 | 14,405 | 14,146 | 14,070 |
| | Female | 11,404 | 10,797 | 12,509 | 13,479 | 14,963 | 15,035 | 16,153 | 16,736 | 15,976 | 15,743 |
| | Unknown | 52 | 15 | 20 | 18 | 26 | 24 | 82 | 96 | 110 | 146 |
| | Total | 22,143 | 20,959 | 24,124 | 25,760 | 28,072 | 28,343 | 30,715 | 31,237 | 30,232 | 29,959 |
| Virginia | Male | 38,626 | 35,382 | 36,943 | 37,692 | 39,682 | 39,371 | 39,134 | 38,687 | 37,989 | 38,146 |
| | Female | 37,556 | 35,315 | 39,184 | 39,845 | 42,025 | 42,634 | 42,818 | 42,707 | 42,652 | 42,746 |
| | Unknown | 254 | 202 | 207 | 315 | 439 | 395 | 411 | 468 | 580 | 312 |
| | Total | 76,436 | 70,899 | 76,334 | 77,852 | 82,146 | 82,400 | 82,363 | 81,862 | 81,221 | 81,204 |
| Washington | Male | 37,726 | 35,695 | 37,476 | 37,011 | 39,174 | 40,732 | 38,212 | * | * | * |
| | Female | 37,729 | 35,829 | 38,019 | 38,949 | 41,928 | 43,219 | 45,315 | * | * | * |
| | Unknown | 608 | 478 | 306 | 365 | 317 | 282 | 253 | * | * | * |
| | Total | 76,063 | 72,002 | 75,801 | 76,325 | 81,419 | 84,233 | 83,780 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 12: Persons Killed or Injured in Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | | |
| California | Driver – Male | 2,156 | 1,872 | 1,654 | 1,569 | 1,614 | 1,523 | 1,496 | 1,314 | 1,255 | 1,354 |
| | Driver – Female | 578 | 485 | 479 | 472 | 472 | 514 | 499 | 458 | 425 | 440 |
| | Passenger – Male | 700 | 704 | 630 | 624 | 566 | 621 | 533 | 518 | 513 | 492 |
| | Passenger – Female | 573 | 560 | 515 | 488 | 572 | 523 | 514 | 479 | 453 | 455 |
| | Pedestrian – Male | 693 | 618 | 538 | 607 | 592 | 561 | 545 | 507 | 482 | 478 |
| | Pedestrian – Female | 309 | 271 | 234 | 255 | 261 | 273 | 250 | 275 | 216 | 210 |
| | Pedalcyclist – Male | 120 | 110 | 105 | 118 | 111 | 125 | 106 | 102 | 92 | 107 |
| | Pedalcyclist – Female | 11 | 5 | 17 | 13 | 9 | 14 | 19 | 11 | 15 | 10 |
| | Unknown | 31 | 24 | 13 | 17 | 15 | 11 | 10 | 7 | 8 | 13 |
| Total | | 5,171 | 4,649 | 4,185 | 4,163 | 4,212 | 4,165 | 3,972 | 3,671 | 3,459 | 3,559 |
| INJURED | | | | | | | | | | | |
| California | Driver – Male | 119,772 | 112,958 | 107,314 | 98,391 | 98,632 | 93,952 | 91,018 | 85,268 | 87,099 | 87,406 |
| | Driver – Female | 86,539 | 82,281 | 81,881 | 78,463 | 81,728 | 80,522 | 81,101 | 78,444 | 81,665 | 82,276 |
| | Passenger – Male | 52,569 | 51,300 | 48,878 | 44,083 | 43,042 | 41,009 | 39,887 | 36,859 | 37,810 | 36,394 |
| | Passenger – Female | 70,413 | 68,707 | 67,175 | 62,740 | 62,414 | 59,471 | 58,833 | 55,360 | 56,730 | 55,562 |
| | Pedestrian – Male | 10,977 | 10,432 | 9,895 | 9,640 | 9,612 | 9,504 | 9,192 | 8,609 | 8,387 | 8,174 |
| | Pedestrian – Female | 7,427 | 6,932 | 6,583 | 6,865 | 6,677 | 6,498 | 6,815 | 6,378 | 6,270 | 6,168 |
| | Pedalcyclist – Male | 13,465 | 13,062 | 12,418 | 11,315 | 10,607 | 10,437 | 9,998 | 10,633 | 9,688 | 9,885 |
| | Pedalcyclist – Female | 3,137 | 3,042 | 2,998 | 2,743 | 2,586 | 2,519 | 2,359 | 2,551 | 2,280 | 2,188 |
| | Unknown | 1,421 | 1,354 | 1,012 | 944 | 1,143 | 1,029 | 903 | 769 | 769 | 674 |
| Total | | 365,720 | 350,068 | 338,154 | 315,184 | 316,441 | 304,941 | 300,106 | 284,871 | 290,698 | 288,727 |
| KILLED | | | | | | | | | | | |
| Florida | Driver – Male | 1,178 | 960 | 901 | 1,063 | 1,060 | 1,075 | 1,071 | 1,065 | 1,136 | 1,192 |
| | Driver – Female | 362 | 320 | 354 | 361 | 341 | 402 | 376 | 443 | 448 | 398 |
| | Passenger – Male | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Passenger – Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pedestrian – Male | 405 | 361 | 329 | 360 | 363 | 397 | 385 | 396 | 392 | 364 |
| | Pedestrian – Female | 191 | 145 | 162 | 141 | 165 | 167 | 174 | 137 | 155 | 136 |
| | Pedalcyclist – Male | 129 | 101 | 94 | 111 | 106 | 119 | 92 | 106 | 89 | 98 |
| | Pedalcyclist – Female | 14 | 15 | 13 | 12 | 17 | 18 | 13 | 8 | 6 | 16 |
| | Unknown | 672 | 620 | 627 | 671 | 670 | 669 | 695 | 656 | 663 | 716 |
| Total | | 2,951 | 2,522 | 2,480 | 2,719 | 2,722 | 2,847 | 2,806 | 2,811 | 2,889 | 2,920 |

The "Unknown" category includes persons of unknown person type and/or unknown sex.

Florida does not record the sex of passengers in its PAR.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 12: Persons Killed or Injured in Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURED | | | | | | | | | | | |
| Florida | Driver – Male | 70,447 | 63,013 | 65,642 | 68,963 | 72,785 | 76,298 | 80,487 | 79,286 | 80,266 | 77,563 |
| | Driver – Female | 56,157 | 52,057 | 55,643 | 58,874 | 61,822 | 67,398 | 71,665 | 71,767 | 72,197 | 69,492 |
| | Passenger – Male | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Passenger – Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pedestrian – Male | 5,106 | 4,830 | 4,943 | 4,950 | 5,168 | 5,021 | 4,977 | 4,802 | 4,991 | 4,621 |
| | Pedestrian – Female | 2,999 | 3,149 | 3,072 | 3,137 | 3,139 | 3,012 | 3,071 | 2,988 | 3,071 | 2,907 |
| | Pedalcyclist – Male | 5,312 | 5,385 | 5,715 | 5,517 | 5,414 | 5,325 | 5,064 | 4,546 | 4,034 | 3,747 |
| | Pedalcyclist – Female | 1,475 | 1,507 | 1,558 | 1,472 | 1,543 | 1,432 | 1,348 | 1,149 | 1,075 | 983 |
| | Unknown | 72,708 | 65,180 | 68,858 | 69,584 | 73,587 | 75,414 | 76,708 | 75,463 | 76,229 | 72,912 |
| | Total | 214,204 | 195,121 | 205,431 | 212,497 | 223,458 | 233,900 | 243,320 | 240,001 | 241,863 | 232,225 |
| KILLED | | | | | | | | | | | |
| Georgia | Driver – Male | 669 | 606 | 567 | 574 | 647 | 635 | 698 | 676 | 656 | * |
| | Driver – Female | 285 | 231 | 219 | 239 | 251 | 281 | 268 | 299 | 324 | * |
| | Passenger – Male | 215 | 185 | 168 | 192 | 185 | 193 | 221 | 212 | 200 | * |
| | Passenger – Female | 204 | 188 | 167 | 185 | 168 | 195 | 218 | 191 | 175 | * |
| | Pedestrian – Male | 128 | 118 | 119 | 152 | 131 | 127 | 120 | 140 | 122 | * |
| | Pedestrian – Female | 49 | 43 | 54 | 36 | 35 | 42 | 42 | 48 | 40 | * |
| | Pedalcyclist – Male | 10 | 16 | 15 | 15 | 16 | 15 | 13 | 15 | 16 | * |
| | Pedalcyclist – Female | 0 | 4 | 2 | 6 | 3 | 4 | 2 | 3 | 4 | * |
| | Unknown | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | Total | 1,561 | 1,393 | 1,312 | 1,399 | 1,436 | 1,492 | 1,582 | 1,584 | 1,537 | * |
| INJURED | | | | | | | | | | | |
| Georgia | Driver – Male | 32,640 | 31,110 | 32,723 | 34,917 | 41,490 | 42,953 | 43,717 | 42,721 | 39,720 | * |
| | Driver – Female | 30,112 | 29,478 | 32,137 | 33,904 | 41,598 | 43,920 | 45,349 | 45,364 | 42,729 | * |
| | Passenger – Male | 13,569 | 13,773 | 14,200 | 15,372 | 20,392 | 20,599 | 20,850 | 19,896 | 17,631 | * |
| | Passenger – Female | 19,015 | 19,051 | 20,283 | 21,596 | 28,638 | 29,029 | 29,317 | 27,835 | 24,702 | * |
| | Pedestrian – Male | 1,558 | 1,528 | 1,577 | 1,508 | 1,466 | 1,457 | 1,629 | 1,603 | 1,138 | * |
| | Pedestrian – Female | 780 | 763 | 812 | 868 | 804 | 869 | 902 | 962 | 638 | * |
| | Pedalcyclist – Male | 724 | 781 | 782 | 794 | 804 | 829 | 912 | 833 | 635 | * |
| | Pedalcyclist – Female | 138 | 151 | 158 | 169 | 153 | 161 | 165 | 166 | 134 | * |
| | Unknown | 134 | 54 | 84 | 19 | 0 | 0 | 0 | 0 | 379 | * |
| | Total | 98,670 | 96,689 | 102,756 | 109,147 | 135,345 | 139,817 | 142,841 | 139,380 | 127,706 | * |

*Data not available.

The "Unknown" category includes persons of unknown person type and/or unknown sex.

Florida does not record the sex of passengers in its PAR.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 12: Persons Killed or Injured in Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|-----------------------|---------|---------|---------|---------|---------|--------|---------|---------|---------|--------|
| KILLED | | | | | | | | | | | |
| Illinois | Driver – Male | 702 | 653 | 625 | 593 | 712 | 679 | 357 | 605 | 619 | 681 |
| | Driver – Female | 209 | 218 | 208 | 199 | 232 | 247 | 125 | 215 | 201 | 218 |
| | Passenger – Male | 173 | 170 | 170 | 186 | 168 | 227 | 96 | 162 | 173 | 152 |
| | Passenger – Female | 204 | 156 | 165 | 173 | 180 | 191 | 127 | 176 | 173 | 191 |
| | Pedestrian – Male | 176 | 150 | 133 | 144 | 166 | 149 | 70 | 133 | 124 | 106 |
| | Pedestrian – Female | 97 | 73 | 57 | 69 | 71 | 65 | 26 | 67 | 65 | 70 |
| | Pedalcyclist – Male | 22 | 23 | 22 | 23 | 19 | 20 | 9 | 31 | 30 | 24 |
| | Pedalcyclist – Female | 6 | 4 | 2 | 5 | 6 | 7 | 0 | 3 | 4 | 4 |
| | Unknown | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 5 | 5 | 11 |
| Total | 1,590 | 1,447 | 1,384 | 1,392 | 1,554 | 1,586 | 811 | 1,397 | 1,394 | 1,457 | |
| INJURED | | | | | | | | | | | |
| Illinois | Driver – Male | 51,323 | 48,013 | 48,944 | 50,564 | 50,259 | 49,665 | 22,965 | 43,047 | 35,499 | 35,676 |
| | Driver – Female | 42,821 | 39,876 | 42,640 | 42,891 | 43,143 | 43,635 | 21,105 | 40,660 | 35,585 | 35,139 |
| | Passenger – Male | 19,536 | 17,528 | 19,780 | 20,178 | 15,458 | 15,463 | 7,588 | 15,668 | 12,389 | 11,467 |
| | Passenger – Female | 28,946 | 25,965 | 29,681 | 30,063 | 23,292 | 23,461 | 12,189 | 22,935 | 19,206 | 17,549 |
| | Pedestrian – Male | 6,185 | 5,905 | 5,621 | 4,974 | 3,798 | 3,300 | 620 | 3,044 | 1,478 | 1,404 |
| | Pedestrian – Female | 3,955 | 3,697 | 3,686 | 3,308 | 2,622 | 2,250 | 417 | 2,119 | 996 | 913 |
| | Pedalcyclist – Male | 3,204 | 3,416 | 3,239 | 2,831 | 2,554 | 2,249 | 456 | 1,869 | 1,447 | 1,350 |
| | Pedalcyclist – Female | 879 | 972 | 877 | 829 | 715 | 689 | 117 | 553 | 433 | 435 |
| | Unknown | 228 | 229 | 201 | 22 | 10,245 | 10,930 | 8 | 32 | 19 | 88 |
| Total | 157,077 | 145,601 | 154,669 | 155,660 | 152,086 | 151,642 | 65,465 | 129,927 | 107,052 | 104,021 | |
| KILLED | | | | | | | | | | | |
| Indiana | Driver – Male | 492 | 517 | 427 | 427 | 453 | 442 | 461 | 448 | 472 | 499 |
| | Driver – Female | 171 | 148 | 148 | 165 | 178 | 168 | 182 | 165 | 187 | 194 |
| | Passenger – Male | 131 | 123 | 104 | 112 | 112 | 127 | 129 | 139 | 100 | 121 |
| | Passenger – Female | 130 | 125 | 131 | 108 | 136 | 128 | 129 | 100 | 130 | 126 |
| | Pedestrian – Male | 62 | 56 | 54 | 41 | 51 | 48 | 49 | 56 | 50 | 44 |
| | Pedestrian – Female | 36 | 31 | 20 | 21 | 33 | 28 | 29 | 19 | 22 | 21 |
| | Pedalcyclist – Male | 12 | 17 | 14 | 7 | 12 | 9 | 6 | 9 | 11 | 12 |
| | Pedalcyclist – Female | 3 | 3 | 4 | 1 | 0 | 5 | 0 | 2 | 2 | 2 |
| | Unknown | 7 | 2 | 3 | 9 | 2 | 4 | 1 | 2 | 8 | 4 |
| Total | 1,044 | 1,022 | 905 | 891 | 977 | 959 | 986 | 940 | 982 | 1,023 | |

The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 12: Persons Killed or Injured in Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURED | | | | | | | | | | | |
| Indiana | Driver – Male | 23,899 | 22,348 | 23,000 | 24,042 | 24,920 | 25,437 | 24,972 | 24,571 | 25,067 | 24,004 |
| | Driver – Female | 20,502 | 19,187 | 20,853 | 21,794 | 22,456 | 23,531 | 23,274 | 24,234 | 23,652 | 22,583 |
| | Passenger – Male | 8,621 | 7,823 | 8,172 | 8,722 | 8,844 | 9,395 | 8,889 | 9,092 | 8,711 | 8,264 |
| | Passenger – Female | 13,510 | 12,634 | 13,061 | 13,868 | 13,877 | 14,640 | 13,901 | 14,098 | 13,750 | 12,812 |
| | Pedestrian – Male | 1,381 | 1,258 | 1,268 | 1,220 | 1,214 | 1,271 | 1,183 | 1,180 | 1,136 | 1,167 |
| | Pedestrian – Female | 913 | 834 | 880 | 855 | 832 | 878 | 885 | 852 | 801 | 805 |
| | Pedalcyclist – Male | 1,058 | 1,012 | 1,041 | 1,011 | 997 | 947 | 856 | 825 | 945 | 832 |
| | Pedalcyclist – Female | 345 | 321 | 291 | 320 | 307 | 276 | 253 | 264 | 268 | 268 |
| | Unknown | 2,236 | 1,802 | 5,639 | 5,903 | 6,886 | 6,549 | 5,492 | 5,362 | 5,191 | 4,996 |
| | Total | 72,465 | 67,219 | 74,205 | 77,735 | 80,333 | 82,924 | 79,705 | 80,478 | 79,521 | 75,731 |
| KILLED | | | | | | | | | | | |
| Kansas | Driver – Male | 216 | 198 | 194 | 217 | 215 | 209 | 239 | 227 | 226 | 238 |
| | Driver – Female | 67 | 58 | 64 | 73 | 77 | 84 | 100 | 95 | 110 | 101 |
| | Passenger – Male | 60 | 61 | 57 | 40 | 69 | 50 | 62 | 58 | 64 | 86 |
| | Passenger – Female | 61 | 65 | 49 | 67 | 58 | 53 | 66 | 64 | 50 | 74 |
| | Pedestrian – Male | 22 | 14 | 9 | 20 | 14 | 25 | 15 | 18 | 24 | 22 |
| | Pedestrian – Female | 12 | 6 | 11 | 6 | 8 | 14 | 5 | 10 | 9 | 11 |
| | Pedalcyclist – Male | 4 | 6 | 2 | 2 | 1 | 5 | 1 | 7 | 6 | 7 |
| | Pedalcyclist – Female | 2 | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 1 | 0 |
| | Unknown | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 3 | 1 |
| | Total | 444 | 409 | 387 | 428 | 442 | 442 | 490 | 481 | 493 | 540 |
| INJURED | | | | | | | | | | | |
| Kansas | Driver – Male | 10,144 | 9,602 | 9,612 | 9,771 | 9,774 | 9,853 | 10,045 | 10,207 | 10,057 | 10,026 |
| | Driver – Female | 8,787 | 8,412 | 9,203 | 9,302 | 9,535 | 9,714 | 9,997 | 10,105 | 10,018 | 9,774 |
| | Passenger – Male | 4,226 | 3,906 | 4,057 | 3,933 | 4,132 | 3,939 | 4,221 | 4,184 | 4,054 | 3,947 |
| | Passenger – Female | 5,852 | 5,478 | 5,901 | 5,935 | 5,858 | 5,824 | 5,908 | 6,100 | 6,056 | 5,785 |
| | Pedestrian – Male | 426 | 431 | 430 | 424 | 413 | 397 | 435 | 368 | 350 | 326 |
| | Pedestrian – Female | 276 | 257 | 283 | 272 | 252 | 297 | 283 | 217 | 215 | 216 |
| | Pedalcyclist – Male | 367 | 376 | 348 | 329 | 355 | 366 | 290 | 309 | 251 | 297 |
| | Pedalcyclist – Female | 113 | 81 | 114 | 108 | 120 | 92 | 84 | 109 | 98 | 87 |
| | Unknown | 61 | 98 | 94 | 66 | 72 | 68 | 79 | 96 | 107 | 70 |
| | Total | 30,252 | 28,641 | 30,042 | 30,140 | 30,511 | 30,550 | 31,342 | 31,695 | 31,206 | 30,528 |

The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 12: Persons Killed or Injured in Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Maryland | Driver – Male | 318 | 278 | 299 | 274 | 265 | 286 | 245 | 234 | 249 | 268 |
| | Driver – Female | 86 | 105 | 91 | 93 | 89 | 99 | 95 | 110 | 84 | 95 |
| | Passenger – Male | 103 | 76 | 74 | 97 | 79 | 69 | 71 | 64 | 86 | 50 |
| | Passenger – Female | 70 | 98 | 86 | 68 | 79 | 89 | 72 | 79 | 74 | 60 |
| | Pedestrian – Male | 103 | 106 | 62 | 93 | 85 | 88 | 95 | 71 | 67 | 82 |
| | Pedestrian – Female | 32 | 36 | 36 | 30 | 38 | 40 | 28 | 33 | 34 | 37 |
| | Pedalcyclist – Male | 15 | 9 | 14 | 14 | 9 | 8 | 6 | 13 | 9 | 5 |
| | Pedalcyclist – Female | 0 | 1 | 2 | 0 | 6 | 0 | 1 | 2 | 2 | 1 |
| | Unknown | 0 | 0 | 0 | 3 | 7 | 4 | 1 | 3 | 1 | 0 |
| Total | 727 | 709 | 664 | 672 | 657 | 683 | 614 | 609 | 606 | 598 | |
| INJURED | | | | | | | | | | | |
| Maryland | Driver – Male | 27,370 | 24,835 | 26,658 | 21,113 | 23,609 | 22,643 | 22,413 | 21,000 | 19,225 | 19,278 |
| | Driver – Female | 21,883 | 19,950 | 21,948 | 18,103 | 20,463 | 20,269 | 20,613 | 19,713 | 18,806 | 18,792 |
| | Passenger – Male | 11,365 | 10,458 | 11,687 | 8,998 | 9,491 | 8,984 | 8,938 | 8,533 | 7,569 | 7,477 |
| | Passenger – Female | 15,725 | 14,429 | 15,736 | 11,759 | 13,131 | 12,731 | 12,605 | 11,957 | 10,878 | 10,537 |
| | Pedestrian – Male | 2,257 | 2,181 | 2,137 | 1,510 | 1,905 | 1,789 | 1,811 | 1,688 | 1,616 | 1,594 |
| | Pedestrian – Female | 1,290 | 1,251 | 1,303 | 1,032 | 1,239 | 1,227 | 1,313 | 1,184 | 1,130 | 1,187 |
| | Pedalcyclist – Male | 1,075 | 1,089 | 979 | 681 | 892 | 842 | 863 | 875 | 789 | 753 |
| | Pedalcyclist – Female | 161 | 196 | 159 | 116 | 169 | 163 | 168 | 172 | 151 | 157 |
| | Unknown | 0 | 0 | 0 | 363 | 423 | 480 | 418 | 431 | 432 | 378 |
| Total | 81,126 | 74,389 | 80,607 | 63,675 | 71,322 | 69,128 | 69,142 | 65,553 | 60,596 | 60,153 | |
| KILLED | | | | | | | | | | | |
| Michigan | Driver – Male | 705 | 597 | 520 | 592 | 591 | 626 | 601 | 574 | 573 | 589 |
| | Driver – Female | 252 | 247 | 194 | 252 | 236 | 280 | 276 | 256 | 253 | 257 |
| | Passenger – Male | 176 | 179 | 154 | 162 | 166 | 159 | 168 | 167 | 164 | 143 |
| | Passenger – Female | 182 | 178 | 156 | 165 | 167 | 205 | 187 | 216 | 151 | 169 |
| | Pedestrian – Male | 163 | 117 | 101 | 111 | 116 | 122 | 120 | 108 | 110 | 127 |
| | Pedestrian – Female | 63 | 63 | 56 | 53 | 59 | 60 | 61 | 48 | 54 | 44 |
| | Pedalcyclist – Male | 21 | 36 | 23 | 20 | 25 | 20 | 24 | 25 | 25 | 21 |
| | Pedalcyclist – Female | 4 | 4 | 6 | 6 | 4 | 6 | 6 | 3 | 2 | 4 |
| | Unknown | 2 | 4 | 77 | 43 | 43 | 53 | 49 | 39 | 34 | 31 |
| Total | 1,568 | 1,425 | 1,287 | 1,404 | 1,407 | 1,531 | 1,492 | 1,436 | 1,366 | 1,385 | |

The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 12: Persons Killed or Injured in Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURED | | | | | | | | | | | |
| Michigan | Driver – Male | 49,016 | 45,050 | 37,737 | 44,618 | 46,999 | 47,807 | 46,170 | 44,902 | 43,069 | 41,563 |
| | Driver – Female | 45,145 | 42,417 | 37,245 | 42,923 | 45,602 | 47,967 | 48,150 | 46,617 | 44,549 | 42,491 |
| | Passenger – Male | 17,136 | 16,066 | 11,424 | 13,277 | 13,900 | 14,364 | 14,040 | 13,244 | 12,399 | 11,692 |
| | Passenger – Female | 26,670 | 25,093 | 18,222 | 21,500 | 22,567 | 23,125 | 21,969 | 21,569 | 20,377 | 18,742 |
| | Pedestrian – Male | 2,513 | 2,297 | 1,234 | 1,590 | 2,008 | 2,010 | 1,901 | 1,865 | 1,900 | 1,726 |
| | Pedestrian – Female | 1,526 | 1,385 | 756 | 1,085 | 1,329 | 1,279 | 1,304 | 1,167 | 1,245 | 1,218 |
| | Pedalcyclist – Male | 2,101 | 2,285 | 1,508 | 1,591 | 1,940 | 1,886 | 1,822 | 1,709 | 1,816 | 1,644 |
| | Pedalcyclist – Female | 771 | 777 | 522 | 517 | 689 | 634 | 607 | 557 | 613 | 514 |
| | Unknown | 455 | 459 | 8,686 | 6,265 | 6,154 | 6,086 | 5,410 | 4,834 | 4,602 | 4,132 |
| | Total | 145,333 | 135,829 | 117,334 | 133,366 | 141,188 | 145,158 | 141,373 | 136,464 | 130,570 | 123,722 |
| KILLED | | | | | | | | | | | |
| Missouri | Driver – Male | 501 | 509 | 463 | 424 | 510 | 519 | 532 | 553 | 522 | 526 |
| | Driver – Female | 151 | 174 | 185 | 165 | 190 | 178 | 222 | 222 | 209 | 204 |
| | Passenger – Male | 189 | 122 | 109 | 123 | 146 | 175 | 157 | 143 | 179 | 144 |
| | Passenger – Female | 141 | 128 | 134 | 131 | 150 | 133 | 135 | 167 | 149 | 148 |
| | Pedestrian – Male | 67 | 48 | 55 | 81 | 60 | 67 | 70 | 68 | 63 | 46 |
| | Pedestrian – Female | 34 | 25 | 32 | 22 | 26 | 27 | 27 | 33 | 38 | 19 |
| | Pedalcyclist – Male | 12 | 5 | 6 | 8 | 6 | 9 | 4 | 5 | 9 | 5 |
| | Pedalcyclist – Female | 2 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 2 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 1,097 | 1,011 | 985 | 954 | 1,089 | 1,109 | 1,148 | 1,192 | 1,169 | 1,094 |
| INJURED | | | | | | | | | | | |
| Missouri | Driver – Male | 24,346 | 22,485 | 23,204 | 24,530 | 25,681 | 25,878 | 26,093 | 25,663 | 25,342 | 25,243 |
| | Driver – Female | 20,613 | 19,503 | 20,662 | 22,647 | 23,658 | 24,390 | 25,231 | 25,112 | 24,610 | 24,104 |
| | Passenger – Male | 9,740 | 9,245 | 9,542 | 10,758 | 11,545 | 11,427 | 11,568 | 11,285 | 10,934 | 10,837 |
| | Passenger – Female | 14,568 | 13,480 | 14,095 | 16,664 | 17,132 | 16,600 | 16,935 | 16,738 | 16,113 | 15,444 |
| | Pedestrian – Male | 1,386 | 1,311 | 1,254 | 1,296 | 1,292 | 1,142 | 1,167 | 1,149 | 1,161 | 1,104 |
| | Pedestrian – Female | 801 | 749 | 775 | 749 | 724 | 754 | 737 | 737 | 727 | 732 |
| | Pedalcyclist – Male | 766 | 718 | 771 | 675 | 785 | 682 | 686 | 668 | 656 | 592 |
| | Pedalcyclist – Female | 182 | 134 | 184 | 151 | 143 | 167 | 137 | 147 | 144 | 140 |
| | Unknown | 89 | 73 | 63 | 61 | 83 | 77 | 142 | 69 | 72 | 108 |
| | Total | 72,491 | 67,698 | 70,550 | 77,531 | 81,043 | 81,117 | 82,696 | 81,568 | 79,759 | 78,304 |

The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 12: Persons Killed or Injured in Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| New Mexico | Driver – Male | 199 | 193 | 173 | 182 | 161 | 190 | 175 | 173 | 155 | 167 |
| | Driver – Female | 54 | 51 | 56 | 53 | 68 | 55 | 59 | 64 | 59 | 69 |
| | Passenger – Male | 75 | 77 | 74 | 65 | 73 | 79 | 88 | 76 | 55 | 81 |
| | Passenger – Female | 83 | 53 | 65 | 58 | 62 | 66 | 75 | 83 | 93 | 74 |
| | Pedestrian – Male | 66 | 76 | 73 | 55 | 54 | 64 | 50 | 51 | 40 | 36 |
| | Pedestrian – Female | 17 | 15 | 16 | 12 | 18 | 24 | 12 | 15 | 18 | 16 |
| | Pedalcyclist – Male | 4 | 4 | 1 | 3 | 8 | 5 | 2 | 4 | 3 | 8 |
| | Pedalcyclist – Female | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 2 |
| | Unknown | 0 | 0 | 1 | 0 | 0 | 0 | 18 | 15 | 1 | 7 |
| Total | | 499 | 469 | 459 | 430 | 444 | 484 | 479 | 482 | 424 | 460 |
| INJURED | | | | | | | | | | | |
| New Mexico | Driver – Male | 8,377 | 8,276 | 8,708 | 8,922 | 9,250 | 9,708 | 9,829 | 9,176 | 8,615 | 7,474 |
| | Driver – Female | 6,781 | 6,853 | 7,702 | 8,125 | 8,931 | 9,410 | 9,618 | 9,166 | 8,955 | 7,850 |
| | Passenger – Male | 3,668 | 3,642 | 3,959 | 3,976 | 4,330 | 4,270 | 4,421 | 4,015 | 3,767 | 3,213 |
| | Passenger – Female | 5,033 | 5,224 | 5,699 | 5,809 | 6,259 | 6,407 | 6,367 | 6,138 | 5,798 | 4,888 |
| | Pedestrian – Male | 389 | 354 | 408 | 393 | 403 | 384 | 381 | 365 | 288 | 248 |
| | Pedestrian – Female | 205 | 203 | 189 | 211 | 195 | 188 | 180 | 198 | 174 | 165 |
| | Pedalcyclist – Male | 282 | 317 | 344 | 348 | 334 | 347 | 317 | 290 | 267 | 198 |
| | Pedalcyclist – Female | 74 | 69 | 86 | 74 | 71 | 93 | 65 | 63 | 67 | 46 |
| | Unknown | 30 | 29 | 26 | 51 | 50 | 63 | 85 | 230 | 164 | 158 |
| Total | | 24,839 | 24,967 | 27,121 | 27,909 | 29,823 | 30,870 | 31,263 | 29,641 | 28,095 | 24,240 |
| KILLED | | | | | | | | | | | |
| North Carolina | Driver – Male | * | * | 544 | 633 | 591 | 599 | 651 | 591 | 709 | 697 |
| | Driver – Female | * | * | 186 | 211 | 245 | 247 | 235 | 283 | 274 | 264 |
| | Passenger – Male | * | * | 186 | 162 | 158 | 192 | 171 | 190 | 179 | 177 |
| | Passenger – Female | * | * | 146 | 154 | 210 | 169 | 211 | 185 | 177 | 176 |
| | Pedestrian – Male | * | * | 139 | 128 | 127 | 153 | 131 | 125 | 139 | 129 |
| | Pedestrian – Female | * | * | 39 | 51 | 58 | 45 | 41 | 56 | 61 | 32 |
| | Pedalcyclist – Male | * | * | 20 | 29 | 23 | 30 | 29 | 28 | 37 | 23 |
| | Pedalcyclist – Female | * | * | 2 | 2 | 4 | 5 | 7 | 3 | 3 | 4 |
| | Unknown | * | * | 0 | 6 | 5 | 1 | 1 | 0 | 3 | 4 |
| Total | | * | * | 1,262 | 1,376 | 1,421 | 1,441 | 1,477 | 1,461 | 1,582 | 1,506 |

*Data not available.

The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 12: Persons Killed or Injured in Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURED | | | | | | | | | | | |
| North Carolina | Driver – Male | * | * | 40,187 | 42,031 | 44,684 | 46,933 | 48,449 | 49,058 | 48,143 | 49,221 |
| | Driver – Female | * | * | 38,890 | 41,077 | 44,997 | 48,534 | 49,233 | 50,695 | 50,527 | 50,987 |
| | Passenger – Male | * | * | 17,626 | 18,630 | 19,826 | 21,182 | 21,892 | 21,860 | 21,122 | 21,617 |
| | Passenger – Female | * | * | 23,468 | 25,118 | 26,615 | 28,484 | 28,720 | 28,488 | 27,924 | 27,798 |
| | Pedestrian – Male | * | * | 1,427 | 1,519 | 1,536 | 1,447 | 1,506 | 1,481 | 1,448 | 1,253 |
| | Pedestrian – Female | * | * | 759 | 826 | 874 | 850 | 842 | 849 | 868 | 775 |
| | Pedalcyclist – Male | * | * | 1,048 | 1,022 | 1,071 | 1,091 | 990 | 1,000 | 913 | 917 |
| | Pedalcyclist – Female | * | * | 186 | 222 | 164 | 232 | 185 | 167 | 180 | 177 |
| | Unknown | * | * | 200 | 200 | 203 | 249 | 268 | 279 | 304 | 264 |
| | Total | * | * | 123,791 | 130,645 | 139,970 | 149,002 | 152,085 | 153,877 | 151,429 | 153,009 |
| KILLED | | | | | | | | | | | |
| Ohio | Driver – Male | 754 | 786 | 662 | 681 | 610 | 657 | 654 | 701 | 671 | 701 |
| | Driver – Female | 273 | 257 | 244 | 240 | 243 | 223 | 258 | 241 | 251 | 243 |
| | Passenger – Male | 200 | 211 | 177 | 202 | 160 | 166 | 163 | 174 | 172 | 186 |
| | Passenger – Female | 186 | 182 | 187 | 184 | 211 | 175 | 182 | 175 | 176 | 159 |
| | Pedestrian – Male | 131 | 126 | 94 | 96 | 83 | 75 | 79 | 79 | 86 | 84 |
| | Pedestrian – Female | 65 | 44 | 57 | 61 | 44 | 42 | 43 | 48 | 51 | 39 |
| | Pedalcyclist – Male | 24 | 25 | 16 | 14 | 12 | 14 | 13 | 15 | 9 | 13 |
| | Pedalcyclist – Female | 3 | 5 | 3 | 1 | 2 | 5 | 3 | 6 | 7 | 5 |
| | Unknown | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | Total | 1,636 | 1,636 | 1,440 | 1,479 | 1,368 | 1,357 | 1,395 | 1,439 | 1,423 | 1,430 |
| INJURED | | | | | | | | | | | |
| Ohio | Driver – Male | 76,989 | 70,254 | 72,752 | 73,323 | 73,725 | 77,040 | 78,565 | 77,060 | 72,930 | 72,071 |
| | Driver – Female | 60,544 | 57,075 | 60,328 | 62,221 | 63,972 | 67,145 | 70,002 | 68,948 | 67,345 | 64,863 |
| | Passenger – Male | 25,955 | 23,924 | 24,233 | 25,075 | 25,479 | 26,684 | 27,997 | 27,281 | 26,060 | 25,030 |
| | Passenger – Female | 36,517 | 33,526 | 34,574 | 35,835 | 36,587 | 38,009 | 38,370 | 37,910 | 36,342 | 34,983 |
| | Pedestrian – Male | 2,867 | 2,578 | 2,712 | 2,560 | 2,498 | 2,431 | 2,559 | 2,384 | 2,220 | 2,046 |
| | Pedestrian – Female | 1,853 | 1,700 | 1,672 | 1,726 | 1,722 | 1,634 | 1,747 | 1,623 | 1,578 | 1,380 |
| | Pedalcyclist – Male | 2,056 | 2,189 | 2,034 | 2,064 | 2,047 | 2,076 | 2,048 | 2,000 | 1,964 | 1,833 |
| | Pedalcyclist – Female | 570 | 661 | 588 | 574 | 652 | 601 | 584 | 587 | 640 | 511 |
| | Unknown | 5,381 | 4,996 | 4,742 | 2,833 | 2,430 | 2,104 | 2,174 | 2,584 | 2,126 | 2,339 |
| | Total | 212,732 | 196,903 | 203,635 | 206,211 | 209,112 | 217,724 | 224,046 | 220,377 | 211,205 | 205,056 |

The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 12: Persons Killed or Injured in Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | | |
| Pennsylvania | Driver – Male | 745 | 783 | 695 | 738 | 687 | 661 | 671 | 738 | 714 | 702 |
| | Driver – Female | 221 | 221 | 230 | 203 | 194 | 241 | 215 | 238 | 244 | 271 |
| | Passenger – Male | 201 | 188 | 191 | 151 | 177 | 153 | 170 | 181 | 170 | 164 |
| | Passenger – Female | 185 | 217 | 186 | 201 | 184 | 208 | 170 | 212 | 169 | 207 |
| | Pedestrian – Male | 166 | 139 | 147 | 126 | 106 | 133 | 141 | 109 | 110 | 119 |
| | Pedestrian – Female | 101 | 95 | 84 | 88 | 73 | 65 | 77 | 66 | 56 | 68 |
| | Pedalcyclist – Male | 27 | 16 | 10 | 20 | 17 | 17 | 23 | 16 | 22 | 16 |
| | Pedalcyclist – Female | 0 | 2 | 2 | 3 | 2 | 2 | 3 | 1 | 1 | 2 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Total | | 1,646 | 1,661 | 1,545 | 1,530 | 1,440 | 1,480 | 1,470 | 1,562 | 1,486 | 1,549 |
| INJURED | | | | | | | | | | | |
| Pennsylvania | Driver – Male | 49,617 | 45,161 | 44,939 | 44,474 | 44,150 | 44,596 | 46,324 | 46,201 | 44,942 | 45,411 |
| | Driver – Female | 36,626 | 33,680 | 35,510 | 35,505 | 35,274 | 36,869 | 38,627 | 40,038 | 38,959 | 38,759 |
| | Passenger – Male | 18,416 | 16,305 | 16,738 | 16,349 | 16,196 | 16,518 | 16,853 | 17,046 | 15,920 | 16,026 |
| | Passenger – Female | 27,463 | 25,009 | 25,330 | 25,276 | 25,229 | 25,413 | 25,807 | 26,065 | 24,530 | 24,330 |
| | Pedestrian – Male | 4,024 | 3,796 | 3,942 | 3,665 | 3,753 | 3,713 | 3,440 | 3,429 | 3,403 | 3,397 |
| | Pedestrian – Female | 2,649 | 2,475 | 2,657 | 2,494 | 2,512 | 2,498 | 2,460 | 2,605 | 2,482 | 2,451 |
| | Pedalcyclist – Male | 2,176 | 2,204 | 2,234 | 2,167 | 2,168 | 2,268 | 1,974 | 2,087 | 2,247 | 1,978 |
| | Pedalcyclist – Female | 422 | 478 | 445 | 460 | 450 | 474 | 428 | 441 | 518 | 404 |
| | Unknown | 1,564 | 1,338 | 1,555 | 1,247 | 957 | 863 | 1,062 | 1,230 | 1,360 | 1,029 |
| Total | | 142,957 | 130,446 | 133,350 | 131,637 | 130,689 | 133,212 | 136,975 | 139,142 | 134,361 | 133,785 |
| KILLED | | | | | | | | | | | |
| Texas | Driver – Male | 1,405 | 1,226 | 1,248 | 1,281 | 1,342 | 1,322 | 1,552 | 1,418 | 1,498 | 1,517 |
| | Driver – Female | 433 | 414 | 401 | 429 | 465 | 460 | 576 | 593 | 580 | 569 |
| | Passenger – Male | 478 | 473 | 460 | 430 | 470 | 462 | 558 | 497 | 505 | 485 |
| | Passenger – Female | 374 | 389 | 376 | 380 | 372 | 408 | 524 | 478 | 464 | 457 |
| | Pedestrian – Male | 385 | 385 | 387 | 322 | 312 | 350 | 313 | 341 | 333 | 316 |
| | Pedestrian – Female | 105 | 128 | 127 | 130 | 116 | 111 | 134 | 104 | 132 | 116 |
| | Pedalcyclist – Male | 41 | 44 | 45 | 47 | 45 | 42 | 52 | 44 | 48 | 38 |
| | Pedalcyclist – Female | 6 | 11 | 2 | 5 | 10 | 10 | 8 | 10 | 9 | 6 |
| | Unknown | 16 | 9 | 11 | 13 | 10 | 7 | 21 | 15 | 7 | 15 |
| Total | | 3,243 | 3,079 | 3,057 | 3,037 | 3,142 | 3,172 | 3,738 | 3,500 | 3,576 | 3,519 |

The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 12: Persons Killed or Injured in Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURED | | | | | | | | | | | |
| Texas | Driver – Male | 85,927 | 85,735 | 89,114 | 93,331 | 100,859 | 102,424 | 108,059 | 106,172 | 103,983 | 103,955 |
| | Driver – Female | 72,172 | 72,554 | 78,967 | 83,905 | 92,532 | 95,712 | 102,460 | 103,464 | 103,522 | 104,924 |
| | Passenger – Male | 38,158 | 38,499 | 42,005 | 45,458 | 50,200 | 51,520 | 53,419 | 51,287 | 48,567 | 48,951 |
| | Passenger – Female | 56,094 | 57,080 | 61,823 | 66,116 | 72,776 | 74,348 | 76,341 | 75,215 | 72,653 | 72,553 |
| | Pedestrian – Male | 3,756 | 3,471 | 3,583 | 3,503 | 3,525 | 3,398 | 3,403 | 3,408 | 3,276 | 3,000 |
| | Pedestrian – Female | 1,887 | 1,838 | 1,916 | 2,043 | 2,047 | 1,988 | 1,987 | 2,120 | 2,013 | 1,809 |
| | Pedalcyclist – Male | 2,372 | 2,262 | 2,396 | 2,224 | 2,463 | 2,400 | 2,296 | 2,280 | 2,087 | 2,006 |
| | Pedalcyclist – Female | 479 | 454 | 536 | 512 | 520 | 527 | 509 | 470 | 507 | 458 |
| | Unknown | 1,718 | 1,537 | 1,685 | 1,799 | 1,915 | 1,942 | 1,921 | 1,881 | 2,053 | 1,792 |
| | Total | 262,563 | 263,430 | 282,025 | 298,891 | 326,837 | 334,259 | 350,395 | 346,297 | 338,661 | 339,448 |
| KILLED | | | | | | | | | | | |
| Utah | Driver – Male | 102 | 106 | 91 | 121 | 135 | 127 | 129 | 125 | 125 | 141 |
| | Driver – Female | 36 | 40 | 40 | 45 | 43 | 45 | 47 | 65 | 53 | 67 |
| | Passenger – Male | 42 | 41 | 34 | 47 | 65 | 53 | 56 | 62 | 55 | 64 |
| | Passenger – Female | 52 | 47 | 56 | 49 | 53 | 46 | 53 | 73 | 64 | 43 |
| | Pedestrian – Male | 23 | 17 | 34 | 28 | 32 | 35 | 25 | 26 | 29 | 21 |
| | Pedestrian – Female | 9 | 14 | 8 | 3 | 11 | 11 | 10 | 13 | 15 | 17 |
| | Pedalcyclist – Male | 7 | 3 | 5 | 8 | 4 | 6 | 7 | 2 | 6 | 7 |
| | Pedalcyclist – Female | 1 | 1 | 1 | 3 | 0 | 2 | 1 | 1 | 3 | 0 |
| | Unknown | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 272 | 271 | 269 | 304 | 343 | 325 | 328 | 367 | 350 | 360 |
| INJURED | | | | | | | | | | | |
| Utah | Driver – Male | 6,621 | 6,253 | 7,203 | 7,715 | 8,348 | 8,503 | 9,282 | 9,313 | 9,197 | 9,187 |
| | Driver – Female | 6,356 | 5,980 | 6,875 | 7,508 | 8,695 | 8,658 | 9,331 | 9,859 | 9,410 | 9,430 |
| | Passenger – Male | 3,019 | 2,923 | 3,281 | 3,494 | 3,578 | 3,811 | 4,022 | 3,966 | 3,855 | 3,854 |
| | Passenger – Female | 4,552 | 4,361 | 5,095 | 5,486 | 5,761 | 5,885 | 6,261 | 6,320 | 6,133 | 5,819 |
| | Pedestrian – Male | 562 | 438 | 509 | 520 | 550 | 397 | 577 | 521 | 461 | 436 |
| | Pedestrian – Female | 330 | 298 | 332 | 315 | 318 | 303 | 382 | 365 | 309 | 311 |
| | Pedalcyclist – Male | 469 | 521 | 601 | 532 | 598 | 558 | 592 | 604 | 633 | 593 |
| | Pedalcyclist – Female | 153 | 145 | 202 | 170 | 180 | 170 | 173 | 192 | 124 | 183 |
| | Unknown | 81 | 40 | 26 | 20 | 44 | 58 | 95 | 97 | 110 | 146 |
| | Total | 22,143 | 20,959 | 24,124 | 25,760 | 28,072 | 28,343 | 30,715 | 31,237 | 30,232 | 29,959 |

The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 12: Persons Killed or Injured in Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Virginia | Driver – Male | 461 | 409 | 387 | 372 | 388 | 406 | 376 | 449 | 428 | 419 |
| | Driver – Female | 182 | 141 | 118 | 144 | 147 | 151 | 140 | 169 | 162 | 151 |
| | Passenger – Male | 172 | 132 | 127 | 120 | 127 | 113 | 120 | 122 | 100 | 116 |
| | Passenger – Female | 120 | 120 | 101 | 110 | 144 | 117 | 107 | 125 | 123 | 92 |
| | Pedestrian – Male | 83 | 79 | 65 | 84 | 71 | 67 | 81 | 65 | 72 | 70 |
| | Pedestrian – Female | 33 | 33 | 28 | 28 | 30 | 26 | 33 | 25 | 30 | 16 |
| | Pedalcyclist – Male | 16 | 17 | 9 | 13 | 17 | 14 | 10 | 19 | 15 | 9 |
| | Pedalcyclist – Female | 2 | 2 | 4 | 1 | 1 | 3 | 0 | 1 | 2 | 1 |
| | Unknown | 2 | 5 | 0 | 3 | 0 | 3 | 4 | 6 | 2 | 3 |
| | Total | 1,071 | 938 | 839 | 875 | 925 | 900 | 871 | 981 | 934 | 877 |
| INJURED | | | | | | | | | | | |
| Virginia | Driver – Male | 25,682 | 23,485 | 24,402 | 24,924 | 26,472 | 26,241 | 26,235 | 25,863 | 25,747 | 26,123 |
| | Driver – Female | 22,526 | 21,174 | 23,486 | 24,000 | 25,503 | 26,091 | 26,414 | 26,793 | 27,084 | 27,346 |
| | Passenger – Male | 10,657 | 9,904 | 10,426 | 10,688 | 11,066 | 10,950 | 10,793 | 10,925 | 10,492 | 10,166 |
| | Passenger – Female | 14,025 | 13,217 | 14,852 | 14,883 | 15,547 | 15,564 | 15,415 | 14,923 | 14,652 | 14,400 |
| | Pedestrian – Male | 1,391 | 1,130 | 1,292 | 1,275 | 1,295 | 1,266 | 1,302 | 1,205 | 1,205 | 1,205 |
| | Pedestrian – Female | 829 | 739 | 693 | 776 | 804 | 815 | 803 | 854 | 799 | 863 |
| | Pedalcyclist – Male | 896 | 863 | 823 | 805 | 849 | 914 | 804 | 694 | 545 | 652 |
| | Pedalcyclist – Female | 176 | 185 | 153 | 186 | 171 | 164 | 186 | 137 | 117 | 137 |
| | Unknown | 254 | 202 | 207 | 315 | 439 | 395 | 411 | 468 | 580 | 312 |
| | Total | 76,436 | 70,899 | 76,334 | 77,852 | 82,146 | 82,400 | 82,363 | 81,862 | 81,221 | 81,204 |

The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 12: Persons Killed or Injured in Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|-----------------------|--------|--------|--------|--------|--------|--------|--------|------|------|------|
| KILLED | | | | | | | | | | | |
| Washington | Driver – Male | 390 | 320 | 288 | 289 | 287 | 281 | 318 | * | * | * |
| | Driver – Female | 103 | 94 | 93 | 91 | 91 | 104 | 116 | * | * | * |
| | Passenger – Male | 132 | 99 | 92 | 104 | 84 | 94 | 92 | * | * | * |
| | Passenger – Female | 105 | 85 | 86 | 86 | 78 | 86 | 80 | * | * | * |
| | Pedestrian – Male | 55 | 50 | 52 | 53 | 54 | 50 | 61 | * | * | * |
| | Pedestrian – Female | 26 | 29 | 29 | 27 | 31 | 25 | 29 | * | * | * |
| | Pedalcyclist – Male | 12 | 5 | 6 | 7 | 14 | 12 | 12 | * | * | * |
| | Pedalcyclist – Female | 2 | 0 | 3 | 1 | 0 | 1 | 2 | * | * | * |
| | Unknown | 0 | 1 | 2 | 3 | 0 | 1 | 2 | * | * | * |
| | Total | 825 | 683 | 651 | 661 | 639 | 654 | 712 | * | * | * |
| INJURED | | | | | | | | | | | |
| Washington | Driver – Male | 26,153 | 24,587 | 25,643 | 25,547 | 26,902 | 27,811 | 25,682 | * | * | * |
| | Driver – Female | 22,700 | 21,962 | 23,180 | 23,940 | 25,899 | 26,870 | 28,686 | * | * | * |
| | Passenger – Male | 9,462 | 8,806 | 9,423 | 9,250 | 9,877 | 10,439 | 10,179 | * | * | * |
| | Passenger – Female | 13,906 | 12,778 | 13,782 | 13,961 | 14,879 | 15,204 | 15,439 | * | * | * |
| | Pedestrian – Male | 1,027 | 1,098 | 1,080 | 1,035 | 1,077 | 1,145 | 1,101 | * | * | * |
| | Pedestrian – Female | 827 | 805 | 718 | 775 | 834 | 795 | 870 | * | * | * |
| | Pedalcyclist – Male | 1,061 | 1,183 | 1,292 | 1,165 | 1,303 | 1,313 | 1,229 | * | * | * |
| | Pedalcyclist – Female | 284 | 273 | 323 | 264 | 301 | 340 | 311 | * | * | * |
| | Unknown | 643 | 510 | 360 | 388 | 347 | 316 | 283 | * | * | * |
| | Total | 76,063 | 72,002 | 75,801 | 76,325 | 81,419 | 84,233 | 83,780 | * | * | * |

*Data not available.

The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 13: Passenger Car Occupants Killed or Injured in Motor Vehicle Crashes

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | |
| California | 2,550 | 2,296 | 2,144 | 2,095 | 2,205 | 2,164 | 2,059 | 1,819 | 1,790 | 1,895 |
| Florida | 1,530 | 1,316 | 1,308 | 1,400 | 1,410 | 1,461 | 1,499 | 1,483 | 1,550 | 1,551 |
| Georgia | 907 | 824 | 774 | 809 | 821 | 836 | 888 | 848 | 793 | * |
| Illinois | 900 | 845 | 828 | 846 | 886 | 914 | 493 | 772 | 745 | 783 |
| Indiana | 635 | 606 | 555 | 556 | 590 | 589 | 640 | 575 | 585 | 598 |
| Kansas | 261 | 235 | 228 | 254 | 269 | 271 | 306 | 277 | 276 | 319 |
| Maryland | 426 | 401 | 398 | 380 | 373 | 388 | 347 | 343 | 346 | 310 |
| Michigan | 1,039 | 934 | 782 | 870 | 881 | 959 | 909 | 910 | 828 | 836 |
| Missouri | 672 | 666 | 603 | 547 | 642 | 598 | 650 | 681 | 640 | 603 |
| New Mexico | 193 | 175 | 183 | 164 | 181 | 189 | 202 | 184 | 173 | 154 |
| North Carolina | * | * | 804 | 839 | 861 | 825 | 911 | 906 | 941 | 865 |
| Ohio | 1,007 | 1,016 | 929 | 954 | 931 | 905 | 962 | 961 | 918 | 883 |
| Pennsylvania | 969 | 1,005 | 960 | 902 | 859 | 927 | 842 | 965 | 869 | 886 |
| Texas | 1,556 | 1,506 | 1,436 | 1,460 | 1,470 | 1,487 | 1,843 | 1,696 | 1,612 | 1,536 |
| Utah | 127 | 133 | 121 | 148 | 166 | 149 | 136 | 157 | 155 | 130 |
| Virginia | 672 | 577 | 503 | 552 | 569 | 548 | 531 | 609 | 524 | 501 |
| Washington | 465 | 389 | 345 | 365 | 337 | 363 | 356 | * | * | * |
| INJURED | | | | | | | | | | |
| California | 243,529 | 234,336 | 229,675 | 212,957 | 216,239 | 206,534 | 203,730 | 191,412 | 198,638 | 196,545 |
| Florida | 154,100 | 140,207 | 147,189 | 151,842 | 159,508 | 167,301 | 173,813 | 170,271 | 170,039 | 161,335 |
| Georgia | 72,961 | 71,567 | 76,656 | 81,108 | 100,808 | 101,159 | 101,450 | 98,135 | 88,052 | * |
| Illinois | 116,348 | 106,249 | 114,084 | 115,926 | 92,732 | 90,256 | 48,675 | 92,497 | 75,470 | 71,159 |
| Indiana | 51,017 | 47,019 | 49,591 | 51,926 | 52,393 | 54,587 | 52,606 | 52,850 | 51,764 | 48,710 |
| Kansas | 21,487 | 19,927 | 21,364 | 21,122 | 21,356 | 21,502 | 21,722 | 22,055 | 21,662 | 21,366 |
| Maryland | 59,953 | 54,594 | 59,781 | 46,971 | 51,070 | 48,642 | 48,368 | 45,050 | 40,820 | 39,837 |
| Michigan | 116,993 | 109,561 | 86,480 | 99,421 | 104,841 | 107,983 | 104,776 | 100,114 | 94,374 | 88,209 |
| Missouri | 52,970 | 49,480 | 51,470 | 54,250 | 56,245 | 55,471 | 55,958 | 54,327 | 52,476 | 50,525 |
| New Mexico | 14,662 | 14,793 | 16,434 | 17,117 | 18,336 | 18,967 | 18,758 | 17,773 | 16,677 | 14,161 |
| North Carolina | * | * | 97,376 | 102,227 | 109,436 | 115,954 | 116,909 | 118,539 | 115,994 | 113,496 |
| Ohio | 168,229 | 153,112 | 160,565 | 162,309 | 163,046 | 169,633 | 173,403 | 170,420 | 162,201 | 156,152 |
| Pennsylvania | 105,839 | 95,068 | 97,156 | 94,702 | 91,670 | 94,015 | 95,020 | 95,974 | 92,648 | 90,415 |
| Texas | 177,878 | 177,783 | 189,083 | 199,642 | 216,739 | 217,556 | 223,831 | 218,265 | 209,802 | 206,515 |
| Utah | 14,350 | 13,532 | 15,310 | 16,543 | 17,851 | 17,673 | 18,395 | 18,958 | 18,109 | 17,728 |
| Virginia | 57,040 | 53,314 | 57,621 | 57,980 | 61,196 | 60,147 | 59,528 | 59,173 | 58,124 | 55,431 |
| Washington | 52,692 | 49,442 | 52,002 | 51,535 | 53,931 | 55,600 | 54,119 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 14: Light Truck Occupants Killed or Injured in Motor Vehicle Crashes

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|--------|--------|--------|--------|--------|--------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | |
| California | 791 | 732 | 724 | 686 | 658 | 652 | 672 | 625 | 584 | 545 |
| Florida | 400 | 328 | 336 | 420 | 426 | 426 | 415 | 437 | 437 | 503 |
| Georgia | 328 | 284 | 245 | 263 | 334 | 388 | 422 | 431 | 454 | * |
| Illinois | 195 | 211 | 198 | 165 | 222 | 252 | 131 | 260 | 279 | 327 |
| Indiana | 168 | 182 | 152 | 160 | 171 | 168 | 160 | 186 | 198 | 209 |
| Kansas | 87 | 84 | 92 | 101 | 104 | 98 | 116 | 133 | 134 | 152 |
| Maryland | 89 | 94 | 79 | 49 | 80 | 116 | 94 | 97 | 101 | 107 |
| Michigan | 160 | 146 | 160 | 206 | 195 | 217 | 241 | 227 | 233 | 226 |
| Missouri | 222 | 189 | 212 | 240 | 275 | 345 | 330 | 339 | 359 | 339 |
| New Mexico | 153 | 144 | 145 | 143 | 142 | 140 | 149 | 161 | 141 | 182 |
| North Carolina | * | * | 170 | 199 | 268 | 279 | 252 | 260 | 281 | 320 |
| Ohio | 202 | 204 | 183 | 177 | 142 | 159 | 148 | 184 | 192 | 214 |
| Pennsylvania | 220 | 239 | 208 | 245 | 232 | 215 | 251 | 269 | 256 | 298 |
| Texas | 856 | 783 | 822 | 810 | 934 | 943 | 1,150 | 1,073 | 1,148 | 1,208 |
| Utah | 75 | 72 | 79 | 88 | 95 | 102 | 116 | 131 | 109 | 146 |
| Virginia | 164 | 158 | 164 | 142 | 166 | 181 | 148 | 192 | 209 | 203 |
| Washington | 190 | 151 | 150 | 151 | 153 | 155 | 193 | * | * | * |
| INJURED | | | | | | | | | | |
| California | 60,193 | 57,202 | 56,425 | 53,018 | 53,566 | 53,369 | 52,832 | 50,803 | 51,973 | 51,501 |
| Florida | 30,498 | 27,399 | 30,109 | 33,343 | 36,348 | 39,670 | 43,418 | 44,373 | 46,439 | 46,502 |
| Georgia | 16,958 | 16,478 | 17,366 | 18,646 | 26,438 | 30,543 | 32,764 | 32,889 | 32,172 | * |
| Illinois | 18,046 | 17,714 | 19,542 | 19,337 | 17,726 | 18,424 | 11,259 | 21,834 | 21,018 | 21,738 |
| Indiana | 9,801 | 9,604 | 10,549 | 11,510 | 12,264 | 13,229 | 13,401 | 14,025 | 14,014 | 13,561 |
| Kansas | 5,578 | 5,668 | 5,879 | 6,253 | 6,559 | 6,428 | 6,976 | 7,222 | 7,262 | 6,805 |
| Maryland | 11,328 | 10,087 | 11,245 | 6,071 | 9,641 | 12,077 | 12,448 | 11,944 | 11,441 | 12,138 |
| Michigan | 13,763 | 12,858 | 15,612 | 19,425 | 22,220 | 24,208 | 24,392 | 24,625 | 23,951 | 23,976 |
| Missouri | 12,679 | 11,896 | 12,752 | 16,696 | 17,805 | 19,324 | 20,598 | 20,845 | 21,147 | 21,479 |
| New Mexico | 6,941 | 7,149 | 7,679 | 8,036 | 8,925 | 9,434 | 10,040 | 9,425 | 9,212 | 8,131 |
| North Carolina | * | * | 19,546 | 21,076 | 23,152 | 25,719 | 27,933 | 28,052 | 28,084 | 32,390 |
| Ohio | 26,192 | 24,342 | 26,325 | 27,162 | 29,298 | 31,776 | 33,984 | 33,480 | 32,813 | 32,904 |
| Pennsylvania | 19,181 | 18,638 | 20,013 | 21,174 | 23,388 | 23,956 | 27,095 | 27,815 | 26,422 | 28,260 |
| Texas | 62,053 | 64,035 | 70,647 | 77,142 | 86,581 | 93,676 | 102,659 | 103,409 | 104,806 | 108,637 |
| Utah | 4,965 | 4,892 | 5,954 | 6,595 | 7,472 | 8,044 | 9,070 | 9,326 | 9,383 | 9,426 |
| Virginia | 11,364 | 10,601 | 11,812 | 12,329 | 13,397 | 13,993 | 14,720 | 15,195 | 15,909 | 18,031 |
| Washington | 16,766 | 16,128 | 17,248 | 18,356 | 20,630 | 21,685 | 23,028 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



PEOPLE

Table 15: Pedestrians Killed or Injured in Motor Vehicle Crashes by Location

| STATE | LOCATION | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|-----------------------------|-------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | |
| California | In Roadway-Intersection | 203 | 166 | 136 | 151 | 149 | 164 | 160 | 151 | 122 | 133 |
| | In Roadway-Nonintersection | 16 | 14 | 8 | 9 | 10 | 5 | 11 | 6 | 8 | 7 |
| | In Roadway-Location Unknown | 746 | 666 | 599 | 655 | 650 | 618 | 592 | 587 | 530 | 523 |
| | Not in Roadway | 34 | 43 | 30 | 47 | 42 | 45 | 32 | 37 | 36 | 24 |
| | Unknown | 3 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 2 | 1 |
| | Total | 1,002 | 889 | 773 | 862 | 853 | 834 | 795 | 782 | 698 | 688 |
| Florida | In Roadway-Intersection | 78 | 62 | 67 | 76 | 71 | 78 | 75 | 58 | 66 | 48 |
| | In Roadway-Nonintersection | 282 | 223 | 229 | 239 | 244 | 281 | 290 | 281 | 273 | 258 |
| | In Roadway-Location Unknown | 126 | 118 | 92 | 87 | 103 | 91 | 90 | 94 | 89 | 83 |
| | Not in Roadway | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 |
| | Unknown | 111 | 103 | 103 | 100 | 108 | 112 | 104 | 101 | 120 | 111 |
| | Total | 597 | 506 | 491 | 502 | 528 | 564 | 559 | 535 | 548 | 501 |
| Georgia | In Roadway-Intersection | 1 | 4 | 6 | 10 | 4 | 9 | 8 | 6 | 8 | * |
| | In Roadway-Nonintersection | 82 | 78 | 98 | 100 | 78 | 73 | 94 | 93 | 65 | * |
| | In Roadway-Location Unknown | 51 | 49 | 39 | 51 | 49 | 53 | 38 | 48 | 53 | * |
| | Not in Roadway | 14 | 6 | 7 | 3 | 3 | 10 | 5 | 10 | 9 | * |
| | Unknown | 29 | 24 | 23 | 24 | 32 | 24 | 17 | 31 | 27 | * |
| | Total | 177 | 161 | 173 | 188 | 166 | 169 | 162 | 188 | 162 | * |
| Illinois | In Roadway-Intersection | 64 | 34 | 35 | 37 | 23 | 20 | 10 | 25 | 29 | 34 |
| | In Roadway-Nonintersection | 105 | 80 | 70 | 71 | 91 | 92 | 27 | 65 | 65 | 53 |
| | In Roadway-Location Unknown | 87 | 83 | 77 | 97 | 117 | 62 | 53 | 100 | 83 | 84 |
| | Not in Roadway | 13 | 26 | 8 | 8 | 6 | 40 | 5 | 9 | 11 | 3 |
| | Unknown | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 |
| | Total | 273 | 223 | 190 | 213 | 237 | 214 | 96 | 200 | 189 | 176 |
| Indiana | In Roadway-Intersection | 8 | 8 | 8 | 3 | 16 | 5 | 8 | 8 | 8 | 8 |
| | In Roadway-Nonintersection | 32 | 30 | 25 | 27 | 31 | 36 | 26 | 22 | 24 | 22 |
| | In Roadway-Location Unknown | 35 | 29 | 25 | 20 | 19 | 19 | 25 | 24 | 26 | 20 |
| | Not in Roadway | 6 | 4 | 5 | 3 | 1 | 6 | 5 | 5 | 3 | 7 |
| | Unknown | 18 | 16 | 12 | 11 | 17 | 10 | 14 | 16 | 11 | 9 |
| | Total | 99 | 87 | 75 | 64 | 84 | 76 | 78 | 75 | 72 | 66 |
| Kansas | In Roadway-Intersection | 0 | 4 | 6 | 8 | 3 | 10 | 3 | 4 | 5 | 10 |
| | In Roadway-Nonintersection | 21 | 12 | 10 | 15 | 14 | 25 | 14 | 21 | 25 | 18 |
| | In Roadway-Location Unknown | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 |
| | Not in Roadway | 8 | 3 | 5 | 2 | 3 | 2 | 2 | 2 | 2 | 2 |
| | Unknown | 4 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 2 |
| | Total | 34 | 20 | 21 | 26 | 22 | 39 | 20 | 28 | 33 | 33 |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 15: Pedestrians Killed or Injured in Motor Vehicle Crashes by Location

| STATE | LOCATION | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|-----------------------------|------|------|------|------|------|------|------|------|------|------|
| KILLED (Continued) | | | | | | | | | | | |
| Maryland | In Roadway-Intersection | 26 | 23 | 11 | 14 | 14 | 17 | 20 | 11 | 22 | 15 |
| | In Roadway-Nonintersection | 61 | 63 | 47 | 63 | 61 | 63 | 68 | 58 | 56 | 62 |
| | In Roadway-Location Unknown | 42 | 48 | 32 | 43 | 41 | 41 | 32 | 30 | 21 | 35 |
| | Not in Roadway | 2 | 2 | 3 | 2 | 3 | 7 | 3 | 3 | 2 | 6 |
| | Unknown | 4 | 6 | 5 | 1 | 4 | 0 | 0 | 2 | 0 | 1 |
| | Total | 135 | 142 | 98 | 123 | 123 | 128 | 123 | 104 | 101 | 119 |
| Michigan | In Roadway-Intersection | 54 | 55 | 10 | 21 | 24 | 22 | 22 | 14 | 16 | 10 |
| | In Roadway-Nonintersection | 77 | 56 | 46 | 54 | 66 | 64 | 64 | 71 | 80 | 66 |
| | In Roadway-Location Unknown | 66 | 47 | 45 | 43 | 45 | 61 | 68 | 51 | 43 | 61 |
| | Not in Roadway | 20 | 17 | 5 | 8 | 14 | 13 | 10 | 10 | 9 | 20 |
| | Unknown | 9 | 5 | 63 | 45 | 32 | 31 | 26 | 19 | 24 | 18 |
| | Total | 226 | 180 | 169 | 171 | 181 | 191 | 190 | 165 | 172 | 175 |
| Missouri | In Roadway-Intersection | 19 | 9 | 19 | 18 | 21 | 17 | 16 | 16 | 19 | 19 |
| | In Roadway-Nonintersection | 72 | 56 | 59 | 78 | 61 | 70 | 75 | 70 | 79 | 43 |
| | Not in Roadway | 7 | 1 | 6 | 2 | 1 | 5 | 5 | 9 | 1 | 2 |
| | Unknown | 3 | 7 | 3 | 5 | 3 | 2 | 1 | 6 | 2 | 1 |
| | Total | 101 | 73 | 87 | 103 | 86 | 94 | 97 | 101 | 101 | 65 |
| New Mexico | In Roadway-Intersection | 1 | 11 | 2 | 7 | 6 | 8 | 10 | 9 | 5 | 8 |
| | In Roadway-Nonintersection | 36 | 51 | 55 | 40 | 42 | 57 | 35 | 36 | 38 | 40 |
| | Unknown | 46 | 29 | 33 | 20 | 24 | 23 | 17 | 21 | 15 | 4 |
| | Total | 83 | 91 | 90 | 67 | 72 | 88 | 62 | 66 | 58 | 52 |
| North Carolina | In Roadway-Intersection | * | * | 10 | 15 | 11 | 19 | 12 | 8 | 17 | 13 |
| | In Roadway-Nonintersection | * | * | 66 | 63 | 80 | 74 | 74 | 73 | 74 | 62 |
| | In Roadway-Location Unknown | * | * | 91 | 98 | 87 | 97 | 75 | 84 | 102 | 77 |
| | Not in Roadway | * | * | 9 | 6 | 11 | 9 | 11 | 14 | 8 | 10 |
| | Unknown | * | * | 2 | 0 | 0 | 0 | 1 | 2 | 1 | 0 |
| | Total | * | * | 178 | 182 | 189 | 199 | 173 | 181 | 202 | 162 |
| Ohio | In Roadway-Intersection | 18 | 16 | 13 | 9 | 8 | 9 | 8 | 9 | 8 | 8 |
| | In Roadway-Nonintersection | 107 | 82 | 75 | 72 | 75 | 61 | 61 | 66 | 63 | 68 |
| | In Roadway-Location Unknown | 56 | 58 | 44 | 60 | 31 | 32 | 48 | 43 | 55 | 40 |
| | Not in Roadway | 14 | 14 | 18 | 16 | 13 | 15 | 5 | 9 | 11 | 7 |
| | Unknown | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 196 | 170 | 151 | 157 | 127 | 117 | 122 | 127 | 137 | 123 |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



PEOPLE

Table 15: Pedestrians Killed or Injured in Motor Vehicle Crashes by Location

| STATE | LOCATION | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|-----------------------------|------|------|------|------|------|------|------|------|------|------|
| KILLED (Continued) | | | | | | | | | | | |
| Pennsylvania | In Roadway-Intersection | 61 | 30 | 21 | 26 | 33 | 36 | 46 | 41 | 43 | 47 |
| | In Roadway-Nonintersection | 87 | 73 | 10 | 46 | 60 | 52 | 44 | 129 | 117 | 133 |
| | In Roadway-Location Unknown | 80 | 109 | 187 | 124 | 63 | 87 | 114 | 0 | 0 | 0 |
| | Not in Roadway | 36 | 21 | 11 | 17 | 21 | 19 | 13 | 5 | 6 | 7 |
| | Unknown | 3 | 1 | 2 | 1 | 2 | 4 | 1 | 0 | 0 | 0 |
| | Total | 267 | 234 | 231 | 214 | 179 | 198 | 218 | 175 | 166 | 187 |
| Texas | In Roadway-Intersection | 35 | 34 | 33 | 28 | 25 | 16 | 7 | 37 | 56 | 25 |
| | In Roadway-Nonintersection | 236 | 232 | 235 | 216 | 225 | 265 | 282 | 203 | 186 | 210 |
| | In Roadway-Location Unknown | 154 | 178 | 187 | 152 | 106 | 132 | 99 | 118 | 135 | 92 |
| | Not in Roadway | 54 | 56 | 50 | 48 | 48 | 42 | 47 | 39 | 31 | 58 |
| | Unknown | 11 | 14 | 9 | 11 | 24 | 6 | 12 | 48 | 57 | 47 |
| | Total | 490 | 514 | 514 | 455 | 428 | 461 | 447 | 445 | 465 | 432 |
| Utah | In Roadway-Intersection | 4 | 6 | 7 | 7 | 8 | 7 | 5 | 11 | 4 | 11 |
| | In Roadway-Nonintersection | 10 | 14 | 18 | 9 | 17 | 18 | 13 | 13 | 20 | 12 |
| | In Roadway-Location Unknown | 18 | 6 | 14 | 12 | 11 | 15 | 9 | 6 | 20 | 11 |
| | Not in Roadway | 0 | 2 | 2 | 2 | 3 | 5 | 1 | 3 | 0 | 3 |
| | Unknown | 0 | 3 | 1 | 1 | 4 | 1 | 7 | 6 | 0 | 1 |
| | Total | 32 | 31 | 42 | 31 | 43 | 46 | 35 | 39 | 44 | 38 |
| Virginia | In Roadway-Intersection | 12 | 8 | 16 | 22 | 14 | 10 | 17 | 18 | 12 | 12 |
| | In Roadway-Nonintersection | 45 | 36 | 25 | 38 | 39 | 34 | 32 | 32 | 31 | 31 |
| | In Roadway-Location Unknown | 39 | 49 | 29 | 43 | 28 | 34 | 45 | 24 | 44 | 20 |
| | Not in Roadway | 9 | 4 | 6 | 0 | 3 | 6 | 4 | 6 | 3 | 4 |
| | Unknown | 11 | 15 | 17 | 9 | 17 | 9 | 16 | 10 | 12 | 20 |
| | Total | 116 | 112 | 93 | 112 | 101 | 93 | 114 | 90 | 102 | 87 |
| Washington | In Roadway-Intersection | 21 | 13 | 20 | 18 | 11 | 12 | 22 | * | * | * |
| | In Roadway-Nonintersection | 28 | 35 | 33 | 30 | 34 | 32 | 30 | * | * | * |
| | In Roadway-Location Unknown | 26 | 17 | 21 | 25 | 32 | 23 | 25 | * | * | * |
| | Not in Roadway | 4 | 10 | 5 | 3 | 4 | 5 | 8 | * | * | * |
| | Unknown | 2 | 4 | 2 | 4 | 4 | 3 | 5 | * | * | * |
| | Total | 81 | 79 | 81 | 80 | 85 | 75 | 90 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 15: Pedestrians Killed or Injured in Motor Vehicle Crashes by Location

| STATE | LOCATION | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|-----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURED | | | | | | | | | | | |
| California | In Roadway-Intersection | 6,456 | 5,993 | 5,766 | 5,769 | 5,700 | 5,727 | 5,660 | 5,567 | 5,549 | 5,577 |
| | In Roadway-Nonintersection | 377 | 387 | 326 | 322 | 331 | 314 | 301 | 295 | 292 | 293 |
| | In Roadway-Location Unknown | 10,393 | 9,827 | 9,344 | 9,327 | 9,001 | 8,800 | 8,735 | 7,942 | 7,721 | 7,287 |
| | Not in Roadway | 1,148 | 1,108 | 1,019 | 1,061 | 1,223 | 1,133 | 1,278 | 1,142 | 1,058 | 1,154 |
| | Unknown | 36 | 51 | 24 | 29 | 38 | 33 | 37 | 42 | 40 | 35 |
| | Total | 18,410 | 17,366 | 16,479 | 16,508 | 16,293 | 16,007 | 16,011 | 14,988 | 14,660 | 14,346 |
| Florida | In Roadway-Intersection | 1,185 | 1,207 | 1,072 | 1,052 | 985 | 1,022 | 1,085 | 1,009 | 1,083 | 1,074 |
| | In Roadway-Nonintersection | 2,637 | 2,517 | 2,543 | 2,813 | 2,891 | 2,906 | 2,907 | 2,929 | 3,037 | 2,814 |
| | In Roadway-Location Unknown | 1,822 | 1,758 | 1,595 | 1,539 | 1,648 | 1,491 | 1,377 | 1,229 | 1,177 | 1,119 |
| | Not in Roadway | 0 | 0 | 0 | 27 | 32 | 36 | 37 | 44 | 29 | 23 |
| | Unknown | 2,469 | 2,501 | 2,807 | 2,658 | 2,753 | 2,580 | 2,648 | 2,583 | 2,748 | 2,506 |
| | Total | 8,113 | 7,983 | 8,017 | 8,089 | 8,309 | 8,035 | 8,054 | 7,794 | 8,074 | 7,536 |
| Georgia | In Roadway-Intersection | 312 | 282 | 272 | 260 | 305 | 317 | 367 | 358 | 213 | * |
| | In Roadway-Nonintersection | 1,096 | 1,026 | 1,101 | 1,041 | 1,058 | 1,101 | 1,158 | 1,171 | 773 | * |
| | In Roadway-Location Unknown | 538 | 544 | 552 | 565 | 570 | 547 | 573 | 614 | 396 | * |
| | Not in Roadway | 114 | 92 | 111 | 103 | 120 | 120 | 122 | 123 | 74 | * |
| | Unknown | 278 | 347 | 353 | 407 | 217 | 241 | 311 | 299 | 342 | * |
| | Total | 2,338 | 2,291 | 2,389 | 2,376 | 2,270 | 2,326 | 2,531 | 2,565 | 1,798 | * |
| Illinois | In Roadway-Intersection | 3,239 | 2,934 | 3,043 | 2,255 | 606 | 651 | 351 | 1,365 | 520 | 473 |
| | In Roadway-Nonintersection | 2,978 | 2,728 | 2,715 | 1,833 | 614 | 641 | 131 | 632 | 346 | 326 |
| | In Roadway-Location Unknown | 3,429 | 3,372 | 3,185 | 3,719 | 1,583 | 3,220 | 414 | 2,526 | 1,287 | 1,202 |
| | Not in Roadway | 274 | 340 | 338 | 402 | 3,613 | 1,047 | 57 | 328 | 187 | 154 |
| | Unknown | 220 | 228 | 26 | 73 | 38 | 48 | 84 | 325 | 137 | 173 |
| | Total | 10,140 | 9,602 | 9,307 | 8,282 | 6,454 | 5,607 | 1,037 | 5,176 | 2,477 | 2,328 |
| Indiana | In Roadway-Intersection | 459 | 387 | 373 | 367 | 384 | 368 | 404 | 360 | 390 | 385 |
| | In Roadway-Nonintersection | 698 | 670 | 716 | 630 | 559 | 677 | 557 | 591 | 564 | 557 |
| | In Roadway-Location Unknown | 485 | 422 | 454 | 439 | 462 | 454 | 500 | 444 | 435 | 458 |
| | Not in Roadway | 168 | 177 | 174 | 148 | 178 | 195 | 168 | 191 | 155 | 155 |
| | Unknown | 543 | 496 | 484 | 544 | 513 | 535 | 527 | 537 | 483 | 519 |
| | Total | 2,353 | 2,152 | 2,201 | 2,128 | 2,096 | 2,229 | 2,156 | 2,123 | 2,027 | 2,074 |
| Kansas | In Roadway-Intersection | 231 | 220 | 244 | 232 | 228 | 262 | 231 | 206 | 198 | 184 |
| | In Roadway-Nonintersection | 351 | 355 | 370 | 343 | 340 | 326 | 365 | 302 | 293 | 313 |
| | In Roadway-Location Unknown | 16 | 11 | 19 | 18 | 11 | 11 | 15 | 13 | 8 | 1 |
| | Not in Roadway | 53 | 49 | 44 | 73 | 56 | 63 | 67 | 45 | 46 | 38 |
| | Unknown | 52 | 54 | 38 | 31 | 30 | 34 | 40 | 20 | 20 | 10 |
| | Total | 703 | 689 | 715 | 697 | 665 | 696 | 718 | 586 | 565 | 546 |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 15: Pedestrians Killed or Injured in Motor Vehicle Crashes by Location

| STATE | LOCATION | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURED (Continued) | | | | | | | | | | | |
| Maryland | In Roadway-Intersection | 723 | 713 | 744 | 415 | 559 | 590 | 560 | 577 | 461 | 515 |
| | In Roadway-Nonintersection | 1,454 | 1,375 | 1,316 | 977 | 1,210 | 1,234 | 1,223 | 1,109 | 1,009 | 973 |
| | In Roadway-Location Unknown | 1,004 | 978 | 1,042 | 829 | 1,033 | 879 | 1,027 | 916 | 930 | 974 |
| | Not in Roadway | 247 | 234 | 224 | 262 | 289 | 273 | 260 | 222 | 244 | 208 |
| | Unknown | 119 | 132 | 114 | 61 | 60 | 42 | 56 | 50 | 110 | 116 |
| | Total | 3,547 | 3,432 | 3,440 | 2,544 | 3,151 | 3,018 | 3,126 | 2,874 | 2,754 | 2,786 |
| Michigan | In Roadway-Intersection | 1,868 | 1,702 | 366 | 580 | 746 | 702 | 821 | 727 | 765 | 718 |
| | In Roadway-Nonintersection | 1,054 | 933 | 628 | 848 | 1,036 | 1,057 | 990 | 970 | 1,049 | 921 |
| | In Roadway-Location Unknown | 811 | 730 | 352 | 579 | 743 | 773 | 760 | 701 | 747 | 730 |
| | Not in Roadway | 277 | 284 | 84 | 136 | 170 | 172 | 146 | 169 | 158 | 150 |
| | Unknown | 29 | 33 | 653 | 667 | 807 | 769 | 666 | 615 | 589 | 576 |
| | Total | 4,039 | 3,682 | 2,083 | 2,810 | 3,502 | 3,473 | 3,383 | 3,182 | 3,308 | 3,095 |
| Missouri | In Roadway-Intersection | 635 | 567 | 546 | 568 | 521 | 518 | 514 | 580 | 554 | 541 |
| | In Roadway-Nonintersection | 1,295 | 1,256 | 1,232 | 1,287 | 1,298 | 1,188 | 1,200 | 1,109 | 1,113 | 1,096 |
| | Not in Roadway | 84 | 91 | 87 | 75 | 59 | 86 | 83 | 94 | 76 | 81 |
| | Unknown | 177 | 153 | 173 | 117 | 145 | 110 | 118 | 111 | 149 | 123 |
| | Total | 2,191 | 2,067 | 2,038 | 2,047 | 2,023 | 1,902 | 1,915 | 1,894 | 1,892 | 1,841 |
| New Mexico | In Roadway-Intersection | 71 | 135 | 165 | 194 | 175 | 183 | 210 | 236 | 196 | 189 |
| | In Roadway-Nonintersection | 379 | 322 | 294 | 270 | 308 | 291 | 293 | 257 | 200 | 183 |
| | Unknown | 156 | 107 | 143 | 148 | 120 | 103 | 62 | 76 | 69 | 48 |
| | Total | 606 | 564 | 602 | 612 | 603 | 577 | 565 | 569 | 465 | 420 |
| North Carolina | In Roadway-Intersection | * | * | 203 | 231 | 250 | 277 | 242 | 257 | 293 | 226 |
| | In Roadway-Nonintersection | * | * | 738 | 738 | 743 | 668 | 700 | 687 | 645 | 597 |
| | In Roadway-Location Unknown | * | * | 974 | 1,071 | 1,108 | 1,094 | 1,122 | 1,100 | 1,070 | 923 |
| | Not in Roadway | * | * | 293 | 330 | 334 | 299 | 317 | 299 | 331 | 295 |
| | Unknown | * | * | 27 | 34 | 35 | 19 | 23 | 36 | 41 | 19 |
| | Total | * | * | 2,235 | 2,404 | 2,470 | 2,357 | 2,404 | 2,379 | 2,380 | 2,060 |
| Ohio | In Roadway-Intersection | 1,098 | 969 | 896 | 955 | 928 | 909 | 1,062 | 953 | 932 | 894 |
| | In Roadway-Nonintersection | 2,295 | 2,074 | 2,094 | 1,998 | 1,955 | 1,875 | 1,868 | 1,810 | 1,661 | 1,417 |
| | In Roadway-Location Unknown | 1,223 | 1,168 | 1,244 | 1,226 | 1,237 | 1,143 | 1,223 | 1,060 | 984 | 948 |
| | Not in Roadway | 349 | 334 | 363 | 336 | 337 | 317 | 325 | 284 | 308 | 290 |
| | Unknown | 5 | 2 | 5 | 0 | 1 | 0 | 2 | 9 | 11 | 7 |
| | Total | 4,970 | 4,547 | 4,602 | 4,515 | 4,458 | 4,244 | 4,480 | 4,116 | 3,896 | 3,556 |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 15: Pedestrians Killed or Injured in Motor Vehicle Crashes by Location

| STATE | LOCATION | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURED (Continued) | | | | | | | | | | | |
| Pennsylvania | In Roadway-Intersection | 2,482 | 1,852 | 1,905 | 1,968 | 2,132 | 2,303 | 2,171 | 2,640 | 2,439 | 2,584 |
| | In Roadway-Nonintersection | 2,049 | 2,475 | 2,739 | 2,666 | 2,240 | 2,335 | 2,099 | 3,293 | 3,339 | 3,185 |
| | In Roadway-Location Unknown | 1,540 | 1,398 | 1,328 | 1,016 | 1,346 | 1,087 | 1,224 | 1 | 2 | 0 |
| | Not in Roadway | 538 | 492 | 573 | 462 | 515 | 443 | 367 | 100 | 121 | 83 |
| | Unknown | 74 | 66 | 63 | 55 | 40 | 51 | 42 | 6 | 0 | 1 |
| | Total | 6,683 | 6,283 | 6,608 | 6,167 | 6,273 | 6,219 | 5,903 | 6,040 | 5,901 | 5,853 |
| Texas | In Roadway-Intersection | 966 | 895 | 1,006 | 972 | 851 | 935 | 947 | 953 | 659 | 451 |
| | In Roadway-Nonintersection | 2,247 | 2,195 | 2,217 | 2,094 | 2,010 | 1,925 | 1,926 | 2,063 | 1,307 | 798 |
| | In Roadway-Location Unknown | 1,685 | 1,548 | 1,595 | 1,448 | 1,093 | 1,274 | 1,503 | 1,273 | 681 | 360 |
| | Not in Roadway | 586 | 513 | 542 | 481 | 442 | 472 | 441 | 461 | 298 | 202 |
| | Unknown | 180 | 167 | 153 | 579 | 1,200 | 802 | 590 | 804 | 2,378 | 3,008 |
| | Total | 5,664 | 5,318 | 5,513 | 5,574 | 5,596 | 5,408 | 5,407 | 5,554 | 5,323 | 4,819 |
| Utah | In Roadway-Intersection | 174 | 169 | 275 | 235 | 282 | 203 | 375 | 320 | 298 | 292 |
| | In Roadway-Nonintersection | 116 | 123 | 161 | 191 | 148 | 154 | 213 | 186 | 178 | 158 |
| | In Roadway-Location Unknown | 184 | 144 | 247 | 330 | 335 | 198 | 262 | 258 | 198 | 207 |
| | Not in Roadway | 26 | 13 | 54 | 37 | 36 | 55 | 54 | 74 | 45 | 39 |
| | Unknown | 398 | 292 | 110 | 45 | 71 | 91 | 56 | 50 | 55 | 52 |
| | Total | 898 | 741 | 847 | 838 | 872 | 701 | 960 | 888 | 774 | 748 |
| Virginia | In Roadway-Intersection | 460 | 390 | 406 | 453 | 435 | 482 | 463 | 459 | 503 | 454 |
| | In Roadway-Nonintersection | 488 | 416 | 467 | 458 | 481 | 460 | 455 | 428 | 416 | 434 |
| | In Roadway-Location Unknown | 691 | 551 | 602 | 652 | 628 | 621 | 644 | 626 | 539 | 609 |
| | Not in Roadway | 134 | 125 | 107 | 93 | 126 | 96 | 124 | 118 | 106 | 109 |
| | Unknown | 447 | 387 | 404 | 398 | 431 | 424 | 423 | 428 | 440 | 462 |
| | Total | 2,220 | 1,869 | 1,986 | 2,054 | 2,101 | 2,083 | 2,109 | 2,059 | 2,004 | 2,068 |
| Washington | In Roadway-Intersection | 805 | 844 | 785 | 788 | 808 | 934 | 852 | * | * | * |
| | In Roadway-Nonintersection | 489 | 514 | 508 | 468 | 545 | 503 | 564 | * | * | * |
| | In Roadway-Location Unknown | 428 | 393 | 364 | 411 | 437 | 388 | 414 | * | * | * |
| | Not in Roadway | 87 | 103 | 100 | 112 | 100 | 86 | 128 | * | * | * |
| | Unknown | 52 | 57 | 52 | 34 | 26 | 37 | 20 | * | * | * |
| | Total | 1,861 | 1,911 | 1,809 | 1,813 | 1,916 | 1,948 | 1,978 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 16: Drivers Age 15-20 Involved in Fatal and Injury Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------|---------|------|------|------|------|------|------|------|------|------|------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Male | 724 | 668 | 555 | 504 | 501 | 459 | 456 | 436 | 393 | 452 |
| | Female | 225 | 202 | 157 | 160 | 168 | 187 | 162 | 174 | 169 | 153 |
| | Unknown | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| | Total | 950 | 870 | 712 | 664 | 670 | 646 | 618 | 610 | 563 | 606 |
| Florida | Male | 370 | 347 | 278 | 312 | 355 | 360 | 349 | 318 | 347 | 390 |
| | Female | 148 | 141 | 134 | 123 | 131 | 118 | 133 | 170 | 151 | 141 |
| | Unknown | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Total | 518 | 488 | 412 | 435 | 487 | 478 | 482 | 488 | 498 | 531 |
| Georgia | Male | 231 | 200 | 198 | 212 | 198 | 234 | 235 | 200 | 186 | * |
| | Female | 95 | 91 | 77 | 71 | 69 | 87 | 108 | 97 | 94 | * |
| | Total | 326 | 291 | 275 | 283 | 267 | 321 | 343 | 297 | 280 | * |
| Illinois | Male | 261 | 230 | 210 | 190 | 236 | 233 | 101 | 207 | 197 | 194 |
| | Female | 74 | 70 | 65 | 70 | 73 | 97 | 40 | 73 | 74 | 89 |
| | Unknown | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 335 | 300 | 275 | 262 | 309 | 330 | 141 | 280 | 271 | 283 |
| Indiana | Male | 173 | 159 | 149 | 137 | 154 | 137 | 164 | 163 | 140 | 148 |
| | Female | 60 | 60 | 47 | 50 | 74 | 48 | 75 | 52 | 75 | 65 |
| | Unknown | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| | Total | 233 | 220 | 196 | 187 | 228 | 186 | 239 | 215 | 215 | 214 |
| Kansas | Male | 80 | 61 | 67 | 70 | 75 | 58 | 89 | 61 | 60 | 84 |
| | Female | 26 | 25 | 24 | 24 | 35 | 30 | 34 | 32 | 28 | 28 |
| | Total | 106 | 86 | 91 | 94 | 110 | 88 | 123 | 93 | 88 | 112 |
| Maryland | Male | 119 | 106 | 87 | 86 | 88 | 93 | 97 | 78 | 87 | 106 |
| | Female | 37 | 28 | 22 | 26 | 24 | 37 | 25 | 31 | 27 | 37 |
| | Total | 156 | 134 | 109 | 112 | 112 | 130 | 122 | 109 | 114 | 143 |
| Michigan | Male | 250 | 208 | 166 | 195 | 221 | 198 | 215 | 181 | 180 | 188 |
| | Female | 68 | 84 | 83 | 67 | 87 | 115 | 84 | 87 | 89 | 79 |
| | Unknown | 0 | 0 | 4 | 4 | 6 | 4 | 3 | 2 | 3 | 5 |
| | Total | 318 | 292 | 253 | 266 | 314 | 317 | 302 | 270 | 272 | 272 |
| Missouri | Male | 166 | 196 | 140 | 158 | 200 | 164 | 165 | 154 | 161 | 175 |
| | Female | 56 | 54 | 57 | 59 | 72 | 74 | 70 | 81 | 70 | 63 |
| | Total | 222 | 250 | 197 | 217 | 272 | 238 | 235 | 235 | 231 | 238 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 16: Drivers Age 15-20 Involved in Fatal and Injury Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------------|---------|------|------|------|------|------|------|------|------|------|------|
| FATAL CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Male | 85 | 68 | 48 | 66 | 70 | 75 | 60 | 62 | 49 | 62 |
| | Female | 18 | 18 | 20 | 16 | 24 | 22 | 28 | 20 | 25 | 30 |
| | Total | 103 | 86 | 68 | 82 | 94 | 97 | 88 | 82 | 74 | 92 |
| North Carolina | Male | * | * | 158 | 197 | 208 | 176 | 216 | 202 | 227 | 184 |
| | Female | * | * | 60 | 73 | 95 | 89 | 82 | 75 | 92 | 98 |
| | Unknown | * | * | 1 | 4 | 0 | 1 | 1 | 1 | 4 | 0 |
| | Total | * | * | 219 | 274 | 303 | 266 | 299 | 278 | 323 | 282 |
| Ohio | Male | 242 | 236 | 222 | 250 | 213 | 208 | 206 | 206 | 214 | 218 |
| | Female | 114 | 91 | 78 | 87 | 80 | 81 | 89 | 79 | 92 | 89 |
| | Unknown | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 357 | 328 | 300 | 337 | 293 | 289 | 295 | 285 | 306 | 307 |
| Pennsylvania | Male | 235 | 251 | 190 | 182 | 192 | 198 | 190 | 215 | 228 | 211 |
| | Female | 69 | 63 | 54 | 64 | 53 | 64 | 63 | 89 | 85 | 99 |
| | Total | 304 | 314 | 244 | 246 | 245 | 262 | 253 | 304 | 313 | 310 |
| Texas | Male | 461 | 408 | 412 | 402 | 398 | 410 | 484 | 439 | 493 | 508 |
| | Female | 133 | 138 | 119 | 151 | 151 | 139 | 190 | 194 | 188 | 225 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| | Total | 594 | 546 | 531 | 553 | 549 | 549 | 675 | 634 | 681 | 733 |
| Utah | Male | 40 | 40 | 45 | 52 | 63 | 55 | 58 | 65 | 66 | 60 |
| | Female | 19 | 26 | 18 | 31 | 34 | 31 | 28 | 30 | 32 | 29 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | Total | 59 | 66 | 63 | 83 | 97 | 87 | 86 | 95 | 98 | 89 |
| Virginia | Male | 174 | 136 | 129 | 102 | 118 | 142 | 123 | 124 | 120 | 105 |
| | Female | 56 | 53 | 46 | 58 | 43 | 47 | 59 | 62 | 41 | 47 |
| | Total | 230 | 189 | 175 | 160 | 161 | 189 | 182 | 186 | 161 | 152 |
| Washington | Male | 119 | 93 | 84 | 95 | 85 | 86 | 73 | * | * | * |
| | Female | 33 | 32 | 25 | 31 | 31 | 36 | 43 | * | * | * |
| | Total | 152 | 125 | 109 | 126 | 116 | 122 | 116 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 16: Drivers Age 15-20 Involved in Fatal and Injury Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES | | | | | | | | | | | |
| California | Male | 38,594 | 34,897 | 31,535 | 28,532 | 29,057 | 26,786 | 26,240 | 23,888 | 25,632 | 26,211 |
| | Female | 22,156 | 19,942 | 19,134 | 18,268 | 18,963 | 18,168 | 18,219 | 17,472 | 19,125 | 19,392 |
| | Unknown | 39 | 16 | 27 | 23 | 30 | 32 | 23 | 22 | 24 | 34 |
| | Total | 60,789 | 54,855 | 50,696 | 46,823 | 48,050 | 44,986 | 44,482 | 41,382 | 44,781 | 45,637 |
| Florida | Male | 21,248 | 18,532 | 18,481 | 18,791 | 19,699 | 20,668 | 21,585 | 21,406 | 21,946 | 22,093 |
| | Female | 13,741 | 12,089 | 12,521 | 13,039 | 13,773 | 15,139 | 15,619 | 15,650 | 16,450 | 16,355 |
| | Unknown | 26 | 23 | 15 | 18 | 17 | 12 | 18 | 10 | 11 | 11 |
| | Total | 35,015 | 30,644 | 31,017 | 31,848 | 33,489 | 35,819 | 37,222 | 37,066 | 38,407 | 38,459 |
| Georgia | Male | 11,702 | 10,955 | 11,485 | 11,860 | 14,890 | 15,304 | 15,394 | 14,740 | 12,898 | * |
| | Female | 8,228 | 7,628 | 8,142 | 8,538 | 10,627 | 11,093 | 11,571 | 11,644 | 10,452 | * |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | * |
| | Total | 19,930 | 18,583 | 19,627 | 20,398 | 25,517 | 26,397 | 26,965 | 26,384 | 23,409 | * |
| Illinois | Male | 18,218 | 16,166 | 16,931 | 16,819 | 16,573 | 16,018 | 6,621 | 14,224 | 12,875 | 12,674 |
| | Female | 11,782 | 10,639 | 11,340 | 11,469 | 11,506 | 11,655 | 5,170 | 11,195 | 10,753 | 10,499 |
| | Unknown | 16 | 11 | 11 | 1 | 0 | 0 | 12 | 69 | 39 | 48 |
| | Total | 30,016 | 26,816 | 28,282 | 28,289 | 28,079 | 27,673 | 11,803 | 25,488 | 23,667 | 23,221 |
| Indiana | Male | 9,960 | 8,709 | 9,583 | 10,262 | 10,627 | 11,108 | 10,504 | 10,631 | 10,645 | 10,175 |
| | Female | 6,827 | 6,094 | 6,821 | 7,360 | 7,782 | 8,407 | 8,003 | 8,546 | 8,458 | 7,868 |
| | Unknown | 9 | 24 | 16 | 19 | 17 | 15 | 20 | 27 | 17 | 28 |
| | Total | 16,796 | 14,827 | 16,420 | 17,641 | 18,426 | 19,530 | 18,527 | 19,204 | 19,120 | 18,071 |
| Kansas | Male | 4,302 | 3,994 | 4,000 | 3,916 | 4,096 | 4,269 | 4,121 | 4,198 | 4,484 | 4,324 |
| | Female | 2,985 | 2,899 | 3,228 | 3,082 | 3,254 | 3,380 | 3,549 | 3,593 | 3,760 | 3,703 |
| | Unknown | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 |
| | Total | 7,287 | 6,894 | 7,228 | 6,998 | 7,350 | 7,649 | 7,670 | 7,791 | 8,248 | 8,028 |
| Maryland | Male | 7,629 | 6,501 | 6,515 | 5,129 | 5,748 | 6,002 | 5,907 | 5,763 | 5,580 | 5,738 |
| | Female | 4,631 | 4,089 | 4,335 | 3,572 | 4,018 | 4,109 | 4,365 | 4,276 | 4,372 | 4,282 |
| | Unknown | 0 | 0 | 0 | 9 | 8 | 9 | 9 | 7 | 6 | 12 |
| | Total | 12,260 | 10,590 | 10,850 | 8,710 | 9,774 | 10,120 | 10,281 | 10,046 | 9,958 | 10,032 |
| Michigan | Male | 18,169 | 16,177 | 12,877 | 15,121 | 16,387 | 16,581 | 15,949 | 15,736 | 14,883 | 14,517 |
| | Female | 12,958 | 11,621 | 9,933 | 11,259 | 12,233 | 13,019 | 12,929 | 12,759 | 12,143 | 11,665 |
| | Unknown | 0 | 0 | 475 | 347 | 498 | 692 | 512 | 427 | 378 | 348 |
| | Total | 31,127 | 27,798 | 23,285 | 26,727 | 29,118 | 30,292 | 29,390 | 28,922 | 27,404 | 26,530 |
| Missouri | Male | 8,994 | 8,190 | 8,472 | 8,867 | 9,580 | 9,769 | 9,765 | 9,557 | 9,699 | 9,556 |
| | Female | 6,135 | 5,616 | 6,087 | 6,588 | 6,947 | 7,421 | 7,548 | 7,569 | 7,812 | 7,768 |
| | Unknown | 1 | 0 | 0 | 1 | 3 | 1 | 11 | 1 | 6 | 4 |
| | Total | 15,130 | 13,806 | 14,559 | 15,456 | 16,530 | 17,191 | 17,324 | 17,127 | 17,517 | 17,328 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 16: Drivers Age 15-20 Involved in Fatal and Injury Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Male | 3,102 | 3,041 | 3,282 | 3,388 | 3,708 | 3,707 | 3,749 | 3,506 | 3,516 | 3,059 |
| | Female | 2,138 | 2,141 | 2,433 | 2,488 | 2,725 | 2,961 | 2,948 | 2,801 | 2,936 | 2,622 |
| | Unknown | 4 | 2 | 1 | 8 | 10 | 19 | 19 | 15 | 14 | 23 |
| | Total | 5,244 | 5,184 | 5,716 | 5,884 | 6,443 | 6,687 | 6,716 | 6,322 | 6,466 | 5,704 |
| North Carolina | Male | * | * | 14,257 | 14,901 | 15,903 | 16,806 | 16,696 | 16,801 | 16,557 | 15,851 |
| | Female | * | * | 9,990 | 10,783 | 11,760 | 12,443 | 12,422 | 13,155 | 12,890 | 12,276 |
| | Unknown | * | * | 81 | 91 | 66 | 71 | 122 | 155 | 142 | 133 |
| | Total | * | * | 24,328 | 25,775 | 27,729 | 29,320 | 29,240 | 30,111 | 29,589 | 28,260 |
| Ohio | Male | 23,747 | 20,871 | 21,038 | 21,229 | 21,607 | 22,939 | 22,712 | 22,763 | 22,266 | 21,218 |
| | Female | 15,432 | 13,915 | 14,345 | 14,612 | 15,216 | 16,547 | 17,056 | 17,487 | 17,691 | 16,840 |
| | Unknown | 63 | 193 | 77 | 29 | 53 | 90 | 89 | 50 | 38 | 37 |
| | Total | 39,242 | 34,979 | 35,460 | 35,870 | 36,876 | 39,576 | 39,857 | 40,300 | 39,995 | 38,095 |
| Pennsylvania | Male | 15,528 | 14,093 | 13,162 | 12,803 | 12,836 | 13,560 | 14,300 | 14,672 | 14,765 | 14,367 |
| | Female | 8,803 | 7,944 | 7,886 | 7,770 | 7,632 | 8,396 | 9,126 | 9,753 | 9,825 | 9,675 |
| | Unknown | 1 | 3 | 1 | 1 | 2 | 1 | 2 | 2 | 3 | 0 |
| | Total | 24,332 | 22,040 | 21,049 | 20,574 | 20,470 | 21,957 | 23,428 | 24,427 | 24,593 | 24,042 |
| Texas | Male | 27,547 | 26,973 | 26,899 | 28,187 | 30,882 | 31,743 | 32,797 | 32,513 | 35,798 | 36,920 |
| | Female | 17,744 | 17,033 | 17,772 | 19,076 | 21,014 | 22,177 | 23,115 | 24,148 | 27,115 | 27,999 |
| | Unknown | 93 | 93 | 76 | 105 | 119 | 92 | 100 | 102 | 149 | 163 |
| | Total | 45,384 | 44,099 | 44,747 | 47,368 | 52,015 | 54,012 | 56,012 | 56,763 | 63,062 | 65,082 |
| Utah | Male | 3,216 | 3,049 | 3,572 | 3,785 | 4,297 | 4,682 | 4,827 | 4,703 | 4,309 | 4,364 |
| | Female | 2,699 | 2,590 | 2,946 | 3,226 | 3,899 | 4,085 | 4,226 | 4,414 | 4,204 | 4,194 |
| | Unknown | 9 | 1 | 2 | 0 | 1 | 2 | 4 | 3 | 4 | 6 |
| | Total | 5,924 | 5,640 | 6,520 | 7,011 | 8,197 | 8,769 | 9,057 | 9,120 | 8,517 | 8,564 |
| Virginia | Male | 9,482 | 8,449 | 8,650 | 8,604 | 9,284 | 9,168 | 9,081 | 9,151 | 8,981 | 9,432 |
| | Female | 6,398 | 5,867 | 6,380 | 6,440 | 7,050 | 7,117 | 7,220 | 7,460 | 7,508 | 7,775 |
| | Unknown | 4 | 3 | 4 | 5 | 2 | 3 | 6 | 2 | 4 | 3 |
| | Total | 15,884 | 14,319 | 15,034 | 15,049 | 16,336 | 16,288 | 16,307 | 16,613 | 16,493 | 17,210 |
| Washington | Male | 8,256 | 7,431 | 7,769 | 7,401 | 7,995 | 8,371 | 7,445 | * | * | * |
| | Female | 5,852 | 5,241 | 5,630 | 5,675 | 6,404 | 6,742 | 6,940 | * | * | * |
| | Unknown | 48 | 31 | 18 | 17 | 11 | 7 | 4 | * | * | * |
| | Total | 14,156 | 12,703 | 13,417 | 13,093 | 14,410 | 15,120 | 14,389 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 17: Drivers Over 69 Involved in Fatal and Injury Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------|---------|------|------|------|------|------|------|------|------|------|------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Male | 229 | 226 | 213 | 257 | 265 | 237 | 269 | 259 | 209 | 215 |
| | Female | 111 | 107 | 104 | 101 | 114 | 134 | 105 | 137 | 110 | 115 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 |
| | Total | 340 | 333 | 317 | 358 | 379 | 371 | 374 | 422 | 319 | 330 |
| Florida | Male | 249 | 222 | 231 | 294 | 265 | 302 | 317 | 330 | 336 | 343 |
| | Female | 108 | 95 | 107 | 124 | 126 | 161 | 154 | 149 | 185 | 161 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| | Total | 357 | 317 | 338 | 418 | 391 | 467 | 471 | 479 | 521 | 504 |
| Georgia | Male | 104 | 86 | 103 | 95 | 126 | 97 | 100 | 125 | 117 | * |
| | Female | 34 | 24 | 40 | 45 | 64 | 50 | 50 | 45 | 58 | * |
| | Unknown | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | Total | 141 | 110 | 143 | 140 | 190 | 147 | 150 | 170 | 175 | * |
| Illinois | Male | 91 | 90 | 102 | 91 | 111 | 120 | 64 | 98 | 112 | 120 |
| | Female | 45 | 29 | 34 | 39 | 50 | 64 | 31 | 39 | 46 | 33 |
| | Total | 136 | 119 | 136 | 130 | 161 | 184 | 95 | 137 | 158 | 153 |
| Indiana | Male | 63 | 78 | 82 | 60 | 80 | 82 | 95 | 62 | 81 | 85 |
| | Female | 34 | 28 | 36 | 39 | 39 | 30 | 35 | 40 | 36 | 41 |
| | Total | 97 | 106 | 118 | 99 | 119 | 112 | 130 | 102 | 117 | 126 |
| Kansas | Male | 35 | 44 | 27 | 52 | 45 | 32 | 49 | 42 | 45 | 49 |
| | Female | 17 | 16 | 15 | 18 | 19 | 25 | 24 | 21 | 25 | 29 |
| | Total | 52 | 60 | 42 | 70 | 64 | 57 | 73 | 63 | 70 | 78 |
| Maryland | Male | 34 | 46 | 41 | 48 | 42 | 51 | 53 | 44 | 43 | 45 |
| | Female | 18 | 25 | 16 | 20 | 24 | 22 | 20 | 26 | 25 | 35 |
| | Total | 52 | 71 | 57 | 68 | 66 | 73 | 73 | 70 | 68 | 80 |
| Michigan | Male | 88 | 98 | 92 | 100 | 95 | 116 | 121 | 130 | 99 | 117 |
| | Female | 63 | 61 | 49 | 58 | 66 | 70 | 63 | 76 | 67 | 78 |
| | Unknown | 0 | 0 | 1 | 0 | 1 | 5 | 4 | 6 | 2 | 1 |
| | Total | 151 | 159 | 142 | 158 | 162 | 191 | 188 | 212 | 168 | 196 |
| Missouri | Male | 76 | 71 | 69 | 71 | 81 | 84 | 83 | 112 | 85 | 101 |
| | Female | 20 | 31 | 40 | 27 | 43 | 36 | 44 | 45 | 52 | 55 |
| | Total | 96 | 102 | 109 | 98 | 124 | 120 | 127 | 157 | 137 | 156 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 17: Drivers Over 69 Involved in Fatal and Injury Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------------|---------|------|------|------|------|------|------|------|------|------|------|
| FATAL CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Male | 18 | 22 | 21 | 26 | 18 | 23 | 31 | 30 | 27 | 20 |
| | Female | 6 | 10 | 5 | 4 | 19 | 13 | 13 | 10 | 10 | 11 |
| | Total | 24 | 32 | 26 | 30 | 37 | 36 | 44 | 40 | 37 | 31 |
| North Carolina | Male | * | * | 85 | 104 | 104 | 110 | 125 | 129 | 135 | 126 |
| | Female | * | * | 37 | 53 | 48 | 65 | 58 | 65 | 69 | 61 |
| | Unknown | * | * | 0 | 0 | 2 | 0 | 7 | 20 | 14 | 20 |
| | Total | * | * | 122 | 157 | 154 | 175 | 190 | 214 | 218 | 207 |
| Ohio | Male | 93 | 106 | 96 | 110 | 136 | 100 | 108 | 110 | 104 | 117 |
| | Female | 47 | 42 | 58 | 43 | 60 | 60 | 57 | 51 | 58 | 58 |
| | Total | 140 | 148 | 154 | 153 | 196 | 160 | 165 | 161 | 162 | 175 |
| Pennsylvania | Male | 115 | 132 | 126 | 141 | 139 | 138 | 146 | 152 | 149 | 142 |
| | Female | 54 | 46 | 57 | 46 | 61 | 62 | 76 | 69 | 76 | 73 |
| | Total | 169 | 178 | 183 | 187 | 200 | 200 | 222 | 221 | 225 | 215 |
| Texas | Male | 163 | 167 | 160 | 174 | 182 | 180 | 229 | 236 | 225 | 234 |
| | Female | 90 | 69 | 60 | 81 | 75 | 80 | 113 | 124 | 96 | 102 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Total | 253 | 236 | 220 | 255 | 257 | 260 | 342 | 360 | 321 | 337 |
| Utah | Male | 22 | 17 | 12 | 20 | 24 | 24 | 14 | 20 | 21 | 15 |
| | Female | 4 | 3 | 10 | 12 | 10 | 5 | 9 | 14 | 11 | 13 |
| | Total | 26 | 20 | 22 | 32 | 34 | 29 | 23 | 34 | 32 | 28 |
| Virginia | Male | 52 | 65 | 60 | 58 | 54 | 55 | 55 | 66 | 83 | 60 |
| | Female | 32 | 27 | 29 | 29 | 31 | 31 | 32 | 32 | 33 | 41 |
| | Unknown | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| | Total | 84 | 93 | 89 | 87 | 85 | 86 | 87 | 99 | 116 | 103 |
| Washington | Male | 42 | 55 | 53 | 43 | 40 | 46 | 56 | * | * | * |
| | Female | 19 | 24 | 28 | 15 | 22 | 14 | 23 | * | * | * |
| | Unknown | 0 | 0 | 0 | 1 | 0 | 0 | 0 | * | * | * |
| | Total | 61 | 79 | 81 | 59 | 62 | 60 | 79 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 17: Drivers Over 69 Involved in Fatal and Injury Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES | | | | | | | | | | | |
| California | Male | 9,249 | 9,113 | 9,212 | 9,215 | 9,697 | 9,505 | 9,630 | 9,778 | 9,647 | 10,010 |
| | Female | 6,030 | 6,111 | 6,167 | 6,344 | 6,407 | 6,477 | 6,798 | 6,973 | 6,904 | 6,992 |
| | Unknown | 5 | 9 | 7 | 7 | 11 | 10 | 11 | 86 | 8 | 14 |
| | Total | 15,284 | 15,233 | 15,386 | 15,566 | 16,115 | 15,992 | 16,439 | 16,837 | 16,559 | 17,016 |
| Florida | Male | 9,568 | 9,226 | 10,101 | 10,181 | 10,964 | 12,177 | 12,964 | 12,731 | 12,823 | 11,750 |
| | Female | 5,379 | 5,310 | 5,902 | 6,289 | 6,755 | 7,448 | 8,168 | 7,916 | 8,150 | 7,537 |
| | Unknown | 26 | 16 | 12 | 7 | 16 | 10 | 6 | 9 | 8 | 5 |
| | Total | 14,973 | 14,552 | 16,015 | 16,477 | 17,735 | 19,635 | 21,138 | 20,656 | 20,981 | 19,292 |
| Georgia | Male | 2,811 | 2,835 | 2,990 | 3,066 | 4,695 | 3,704 | 3,772 | 3,792 | 3,737 | * |
| | Female | 1,808 | 1,937 | 1,971 | 2,136 | 2,651 | 2,574 | 2,627 | 2,580 | 2,551 | * |
| | Unknown | 13 | 15 | 37 | 28 | 0 | 0 | 0 | 0 | 22 | * |
| | Total | 4,632 | 4,787 | 4,998 | 5,230 | 7,346 | 6,278 | 6,399 | 6,372 | 6,310 | * |
| Illinois | Male | 4,635 | 4,353 | 4,729 | 4,911 | 4,858 | 4,515 | 2,430 | 4,363 | 3,979 | 3,902 |
| | Female | 2,813 | 2,826 | 3,272 | 3,222 | 3,139 | 3,060 | 1,578 | 3,079 | 3,116 | 2,944 |
| | Unknown | 16 | 24 | 11 | 1 | 1 | 0 | 7 | 13 | 15 | 19 |
| | Total | 7,464 | 7,203 | 8,012 | 8,134 | 7,998 | 7,575 | 4,015 | 7,455 | 7,110 | 6,865 |
| Indiana | Male | 2,492 | 2,333 | 2,707 | 2,724 | 2,753 | 2,960 | 2,873 | 2,966 | 3,093 | 2,952 |
| | Female | 1,651 | 1,657 | 1,895 | 1,972 | 2,168 | 2,159 | 2,141 | 2,294 | 2,250 | 2,262 |
| | Unknown | 7 | 7 | 3 | 2 | 2 | 4 | 7 | 5 | 0 | 7 |
| | Total | 4,150 | 3,997 | 4,605 | 4,698 | 4,923 | 5,123 | 5,021 | 5,265 | 5,343 | 5,221 |
| Kansas | Male | 1,088 | 1,009 | 1,049 | 1,044 | 1,112 | 1,122 | 1,140 | 1,192 | 1,228 | 1,169 |
| | Female | 759 | 782 | 809 | 801 | 846 | 867 | 823 | 892 | 858 | 919 |
| | Unknown | 64 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Total | 1,911 | 1,802 | 1,858 | 1,845 | 1,958 | 1,989 | 1,963 | 2,084 | 2,087 | 2,088 |
| Maryland | Male | 2,035 | 1,893 | 2,144 | 1,807 | 2,029 | 2,009 | 2,093 | 2,070 | 2,074 | 2,013 |
| | Female | 1,118 | 1,139 | 1,254 | 1,041 | 1,204 | 1,283 | 1,354 | 1,281 | 1,307 | 1,421 |
| | Unknown | 0 | 0 | 0 | 4 | 6 | 2 | 6 | 3 | 7 | 4 |
| | Total | 3,153 | 3,032 | 3,398 | 2,852 | 3,239 | 3,294 | 3,453 | 3,354 | 3,388 | 3,438 |
| Michigan | Male | 4,343 | 4,368 | 3,716 | 4,469 | 4,631 | 4,751 | 4,942 | 4,816 | 4,733 | 4,599 |
| | Female | 3,010 | 3,008 | 2,739 | 3,277 | 3,502 | 3,442 | 3,643 | 3,604 | 3,720 | 3,463 |
| | Unknown | 0 | 0 | 125 | 118 | 126 | 176 | 166 | 131 | 138 | 106 |
| | Total | 7,353 | 7,376 | 6,580 | 7,864 | 8,259 | 8,369 | 8,751 | 8,551 | 8,591 | 8,168 |
| Missouri | Male | 2,353 | 2,400 | 2,536 | 2,667 | 2,801 | 2,858 | 2,878 | 2,909 | 3,008 | 2,901 |
| | Female | 1,552 | 1,567 | 1,700 | 1,777 | 1,901 | 1,899 | 1,927 | 2,009 | 2,045 | 2,021 |
| | Unknown | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 2 | 2 | 1 |
| | Total | 3,905 | 3,967 | 4,236 | 4,445 | 4,703 | 4,757 | 4,810 | 4,920 | 5,055 | 4,923 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 17: Drivers Over 69 Involved in Fatal and Injury Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Male | 700 | 813 | 829 | 945 | 998 | 1,030 | 1,088 | 955 | 1,002 | 861 |
| | Female | 455 | 471 | 524 | 563 | 647 | 641 | 681 | 642 | 619 | 594 |
| | Unknown | 0 | 1 | 0 | 0 | 3 | 4 | 2 | 0 | 4 | 7 |
| | Total | 1,155 | 1,285 | 1,353 | 1,508 | 1,648 | 1,675 | 1,771 | 1,597 | 1,625 | 1,462 |
| North Carolina | Male | * | * | 3,805 | 4,070 | 4,475 | 4,827 | 4,856 | 5,166 | 5,102 | 5,305 |
| | Female | * | * | 2,623 | 2,967 | 3,138 | 3,509 | 3,314 | 3,615 | 3,752 | 3,903 |
| | Unknown | * | * | 31 | 17 | 47 | 98 | 190 | 859 | 821 | 760 |
| | Total | * | * | 6,459 | 7,054 | 7,660 | 8,434 | 8,360 | 9,640 | 9,675 | 9,968 |
| Ohio | Male | 5,494 | 5,500 | 5,856 | 6,364 | 6,845 | 6,928 | 7,197 | 7,058 | 7,066 | 6,928 |
| | Female | 3,525 | 3,741 | 3,981 | 4,131 | 4,806 | 4,662 | 5,117 | 5,015 | 5,241 | 5,054 |
| | Unknown | 18 | 19 | 8 | 7 | 14 | 28 | 1,881 | 26 | 10 | 20 |
| | Total | 9,037 | 9,260 | 9,845 | 10,502 | 11,665 | 11,618 | 14,195 | 12,099 | 12,317 | 12,002 |
| Pennsylvania | Male | 5,136 | 5,091 | 5,100 | 5,231 | 5,321 | 5,662 | 5,647 | 6,051 | 5,920 | 5,933 |
| | Female | 2,683 | 2,798 | 2,918 | 3,192 | 3,043 | 3,369 | 3,600 | 3,781 | 3,899 | 3,867 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 |
| | Total | 7,819 | 7,889 | 8,018 | 8,423 | 8,364 | 9,031 | 9,247 | 9,835 | 9,820 | 9,800 |
| Texas | Male | 6,992 | 7,333 | 7,974 | 8,108 | 8,681 | 9,033 | 9,513 | 9,571 | 8,996 | 9,138 |
| | Female | 4,632 | 4,857 | 5,333 | 5,579 | 5,946 | 6,109 | 6,486 | 6,361 | 6,273 | 6,469 |
| | Unknown | 19 | 23 | 19 | 26 | 38 | 32 | 26 | 24 | 27 | 35 |
| | Total | 11,643 | 12,213 | 13,326 | 13,713 | 14,665 | 15,174 | 16,025 | 15,956 | 15,296 | 15,642 |
| Utah | Male | 637 | 662 | 771 | 817 | 834 | 884 | 913 | 968 | 834 | 848 |
| | Female | 411 | 382 | 494 | 491 | 609 | 618 | 588 | 621 | 563 | 592 |
| | Unknown | 1 | 2 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 1 |
| | Total | 1,049 | 1,046 | 1,266 | 1,309 | 1,443 | 1,504 | 1,503 | 1,589 | 1,397 | 1,441 |
| Virginia | Male | 2,107 | 2,147 | 2,304 | 2,392 | 2,574 | 2,573 | 2,674 | 2,645 | 2,771 | 2,788 |
| | Female | 1,242 | 1,280 | 1,418 | 1,501 | 1,663 | 1,739 | 1,738 | 1,876 | 1,959 | 2,025 |
| | Unknown | 2 | 1 | 0 | 2 | 3 | 0 | 4 | 2 | 0 | 147 |
| | Total | 3,351 | 3,428 | 3,722 | 3,895 | 4,240 | 4,312 | 4,416 | 4,523 | 4,730 | 4,960 |
| Washington | Male | 2,233 | 2,223 | 2,368 | 2,441 | 2,597 | 2,753 | 2,546 | * | * | * |
| | Female | 1,445 | 1,514 | 1,602 | 1,628 | 1,720 | 1,857 | 2,030 | * | * | * |
| | Unknown | 7 | 8 | 4 | 4 | 5 | 3 | 2 | * | * | * |
| | Total | 3,685 | 3,745 | 3,974 | 4,073 | 4,322 | 4,613 | 4,578 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Alcohol

Crash Data Report: 1990-1999

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Table 18: Alcohol-Related Motor Vehicle Crashes by Crash Severity

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| FATAL CRASHES | | | | | | | | | | |
| California | 2,223 | 1,942 | 1,676 | 1,498 | 1,461 | 1,279 | 1,220 | 1,090 | 1,066 | 1,152 |
| Florida | 1,206 | 954 | 892 | 851 | 857 | 972 | 853 | 826 | 771 | 857 |
| Georgia | 617 | 516 | 408 | 439 | 484 | 515 | 636 | 627 | 515 | * |
| Illinois | 568 | 549 | 478 | 404 | 465 | 452 | 235 | 407 | 430 | 465 |
| Indiana | 353 | 342 | 253 | 246 | 258 | 247 | 265 | 243 | 267 | 263 |
| Kansas | 125 | 106 | 100 | 86 | 104 | 114 | 119 | 94 | 100 | 112 |
| Maryland | 301 | 244 | 216 | 243 | 204 | 209 | 186 | 192 | 162 | 163 |
| Michigan | 663 | 571 | 390 | 413 | 393 | 510 | 481 | 475 | 476 | 484 |
| Missouri | 244 | 256 | 220 | 218 | 253 | 244 | 249 | 205 | 238 | 196 |
| New Mexico | 273 | 244 | 237 | 226 | 202 | 202 | 206 | 180 | 170 | 182 |
| North Carolina | * | * | 494 | 448 | 436 | 415 | 451 | 439 | 440 | 399 |
| Ohio | 564 | 540 | 471 | 419 | 366 | 404 | 389 | 376 | 384 | 401 |
| Pennsylvania | 661 | 619 | 580 | 555 | 490 | 474 | 468 | 471 | 497 | 484 |
| Texas | 1,441 | 1,269 | 1,273 | 1,213 | 1,113 | 1,078 | 1,175 | 1,044 | 1,016 | 991 |
| Utah | 62 | 69 | 59 | 57 | 67 | 68 | 55 | 58 | 42 | 57 |
| Virginia | 476 | 373 | 346 | 352 | 324 | 320 | 317 | 275 | 301 | 322 |
| Washington | 396 | 318 | 299 | 287 | 263 | 273 | 311 | * | * | * |
| INJURY CRASHES | | | | | | | | | | |
| California | 39,918 | 35,065 | 30,626 | 27,547 | 25,620 | 24,101 | 23,195 | 20,672 | 20,437 | 20,023 |
| Florida | 19,171 | 14,686 | 13,511 | 14,131 | 14,056 | 13,545 | 13,827 | 13,204 | 12,260 | 11,535 |
| Georgia | 8,492 | 7,609 | 7,114 | 7,049 | 7,283 | 7,143 | 7,479 | 6,747 | 6,239 | * |
| Illinois | 7,746 | 7,058 | 7,013 | 7,182 | 6,774 | 6,481 | 3,047 | 5,822 | 4,965 | 4,956 |
| Indiana | 7,016 | 6,175 | 5,854 | 5,857 | 5,673 | 5,702 | 5,510 | 5,273 | 5,248 | 4,869 |
| Kansas | 2,450 | 2,274 | 2,153 | 2,038 | 2,136 | 1,883 | 1,975 | 1,907 | 1,843 | 1,831 |
| Maryland | 5,619 | 4,656 | 4,498 | 4,210 | 4,138 | 4,099 | 3,929 | 3,611 | 3,421 | 3,302 |
| Michigan | 14,800 | 12,853 | 10,467 | 11,164 | 10,958 | 10,563 | 9,632 | 8,855 | 8,708 | 8,056 |
| Missouri | 5,357 | 4,986 | 4,872 | 4,683 | 4,612 | 4,644 | 4,464 | 4,236 | 3,991 | 3,976 |
| New Mexico | 2,372 | 2,432 | 2,629 | 2,665 | 2,606 | 2,571 | 2,404 | 2,007 | 1,953 | 1,602 |
| North Carolina | * | * | 8,883 | 8,396 | 7,884 | 7,866 | 8,041 | 8,012 | 7,663 | 7,779 |
| Ohio | 17,142 | 14,896 | 14,511 | 13,238 | 12,186 | 12,375 | 12,054 | 12,011 | 11,763 | 11,225 |
| Pennsylvania | 11,233 | 9,601 | 10,511 | 9,795 | 9,159 | 9,479 | 9,273 | 9,238 | 8,889 | 9,028 |
| Texas | 21,505 | 20,366 | 20,050 | 19,585 | 19,772 | 18,400 | 18,324 | 17,197 | 16,062 | 15,227 |
| Utah | 1,827 | 1,584 | 1,801 | 1,849 | 1,925 | 2,123 | 2,308 | 2,051 | 2,034 | 2,079 |
| Virginia | 9,182 | 8,019 | 7,601 | 7,043 | 6,674 | 6,250 | 6,036 | 5,990 | 5,821 | 5,710 |
| Washington | 8,851 | 8,234 | 7,898 | 7,183 | 6,903 | 6,818 | 6,667 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 19: Alcohol-Related Motor Vehicle Crashes by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Weekday | 971 | 849 | 748 | 678 | 647 | 601 | 570 | 480 | 465 | 498 |
| | Weekend | 1,245 | 1,082 | 921 | 813 | 807 | 672 | 646 | 605 | 596 | 648 |
| | Unknown | 7 | 11 | 7 | 7 | 7 | 6 | 4 | 5 | 5 | 6 |
| | Total | 2,223 | 1,942 | 1,676 | 1,498 | 1,461 | 1,279 | 1,220 | 1,090 | 1,066 | 1,152 |
| Florida | Weekday | 496 | 348 | 375 | 336 | 351 | 418 | 366 | 388 | 334 | 369 |
| | Weekend | 702 | 604 | 514 | 514 | 504 | 550 | 484 | 434 | 436 | 487 |
| | Unknown | 8 | 2 | 3 | 1 | 2 | 4 | 3 | 4 | 1 | 1 |
| | Total | 1,206 | 954 | 892 | 851 | 857 | 972 | 853 | 826 | 771 | 857 |
| Georgia | Weekday | 253 | 232 | 187 | 167 | 240 | 248 | 352 | 332 | 262 | * |
| | Weekend | 364 | 284 | 221 | 272 | 244 | 267 | 284 | 295 | 253 | * |
| | Total | 617 | 516 | 408 | 439 | 484 | 515 | 636 | 627 | 515 | * |
| Illinois | Weekday | 236 | 253 | 216 | 160 | 167 | 186 | 108 | 184 | 174 | 180 |
| | Weekend | 328 | 296 | 262 | 243 | 296 | 266 | 127 | 223 | 256 | 285 |
| | Unknown | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| | Total | 568 | 549 | 478 | 404 | 465 | 452 | 235 | 407 | 430 | 465 |
| Indiana | Weekday | 153 | 149 | 110 | 106 | 100 | 114 | 131 | 116 | 133 | 120 |
| | Weekend | 198 | 192 | 141 | 139 | 158 | 132 | 133 | 127 | 134 | 142 |
| | Unknown | 2 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 1 |
| | Total | 353 | 342 | 253 | 246 | 258 | 247 | 265 | 243 | 267 | 263 |
| Kansas | Weekday | 42 | 39 | 38 | 41 | 40 | 41 | 46 | 40 | 42 | 38 |
| | Weekend | 82 | 65 | 60 | 42 | 60 | 70 | 72 | 49 | 56 | 70 |
| | Unknown | 1 | 2 | 2 | 3 | 4 | 3 | 1 | 5 | 2 | 4 |
| | Total | 125 | 106 | 100 | 86 | 104 | 114 | 119 | 94 | 100 | 112 |
| Maryland | Weekday | 118 | 111 | 85 | 142 | 130 | 87 | 83 | 89 | 70 | 76 |
| | Weekend | 183 | 133 | 131 | 101 | 74 | 107 | 103 | 103 | 92 | 87 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| | Total | 301 | 244 | 216 | 243 | 204 | 209 | 186 | 192 | 162 | 163 |
| Michigan | Weekday | 287 | 230 | 164 | 186 | 178 | 225 | 201 | 198 | 228 | 210 |
| | Weekend | 376 | 341 | 226 | 225 | 214 | 284 | 278 | 276 | 247 | 271 |
| | Unknown | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 1 | 1 | 3 |
| | Total | 663 | 571 | 390 | 413 | 393 | 510 | 481 | 475 | 476 | 484 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 19: Alcohol-Related Motor Vehicle Crashes by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| FATAL CRASHES (Continued) | | | | | | | | | | | |
| Missouri | Weekday | 99 | 104 | 99 | 106 | 93 | 109 | 100 | 79 | 111 | 79 |
| | Weekend | 145 | 151 | 119 | 112 | 158 | 134 | 149 | 126 | 127 | 116 |
| | Unknown | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1 |
| | Total | 244 | 256 | 220 | 218 | 253 | 244 | 249 | 205 | 238 | 196 |
| New Mexico | Weekday | 128 | 121 | 96 | 97 | 77 | 102 | 91 | 81 | 90 | 77 |
| | Weekend | 145 | 121 | 141 | 129 | 125 | 99 | 115 | 96 | 80 | 105 |
| | Unknown | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 |
| | Total | 273 | 244 | 237 | 226 | 202 | 202 | 206 | 180 | 170 | 182 |
| North Carolina | Weekday | * | * | 201 | 182 | 170 | 178 | 205 | 190 | 196 | 169 |
| | Weekend | * | * | 292 | 265 | 266 | 236 | 246 | 248 | 243 | 230 |
| | Unknown | * | * | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 |
| | Total | * | * | 494 | 448 | 436 | 415 | 451 | 439 | 440 | 399 |
| Ohio | Weekday | 247 | 224 | 201 | 169 | 167 | 196 | 178 | 173 | 164 | 176 |
| | Weekend | 317 | 316 | 270 | 250 | 199 | 208 | 211 | 203 | 220 | 225 |
| | Total | 564 | 540 | 471 | 419 | 366 | 404 | 389 | 376 | 384 | 401 |
| Pennsylvania | Weekday | 299 | 268 | 239 | 251 | 209 | 223 | 205 | 189 | 226 | 200 |
| | Weekend | 362 | 351 | 341 | 304 | 281 | 251 | 262 | 282 | 270 | 283 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| | Total | 661 | 619 | 580 | 555 | 490 | 474 | 468 | 471 | 497 | 484 |
| Texas | Weekday | 567 | 509 | 522 | 477 | 409 | 403 | 479 | 421 | 377 | 388 |
| | Weekend | 874 | 760 | 751 | 736 | 704 | 675 | 696 | 623 | 639 | 603 |
| | Total | 1,441 | 1,269 | 1,273 | 1,213 | 1,113 | 1,078 | 1,175 | 1,044 | 1,016 | 991 |
| Utah | Weekday | 26 | 32 | 23 | 24 | 31 | 30 | 23 | 30 | 16 | 18 |
| | Weekend | 36 | 37 | 36 | 33 | 36 | 38 | 32 | 28 | 26 | 38 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Total | 62 | 69 | 59 | 57 | 67 | 68 | 55 | 58 | 42 | 57 |
| Virginia | Weekday | 181 | 173 | 157 | 152 | 143 | 129 | 151 | 123 | 131 | 140 |
| | Weekend | 295 | 200 | 189 | 200 | 181 | 190 | 165 | 151 | 170 | 182 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 |
| | Total | 476 | 373 | 346 | 352 | 324 | 320 | 317 | 275 | 301 | 322 |
| Washington | Weekday | 189 | 136 | 153 | 131 | 120 | 135 | 142 | * | * | * |
| | Weekend | 207 | 182 | 146 | 156 | 143 | 138 | 169 | * | * | * |
| | Total | 396 | 318 | 299 | 287 | 263 | 273 | 311 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 19: Alcohol-Related Motor Vehicle Crashes by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES | | | | | | | | | | | |
| California | Weekday | 17,583 | 15,800 | 13,873 | 12,518 | 11,665 | 11,147 | 10,731 | 9,675 | 9,442 | 9,263 |
| | Weekend | 22,316 | 19,248 | 16,727 | 15,015 | 13,937 | 12,943 | 12,458 | 10,990 | 10,987 | 10,752 |
| | Unknown | 19 | 17 | 26 | 14 | 18 | 11 | 6 | 7 | 8 | 8 |
| | Total | 39,918 | 35,065 | 30,626 | 27,547 | 25,620 | 24,101 | 23,195 | 20,672 | 20,437 | 20,023 |
| Florida | Weekday | 8,046 | 6,475 | 5,985 | 6,178 | 6,215 | 6,065 | 6,538 | 6,376 | 5,739 | 5,164 |
| | Weekend | 11,098 | 8,183 | 7,506 | 7,926 | 7,811 | 7,451 | 7,253 | 6,795 | 6,496 | 6,350 |
| | Unknown | 27 | 28 | 20 | 27 | 30 | 29 | 36 | 33 | 25 | 21 |
| | Total | 19,171 | 14,686 | 13,511 | 14,131 | 14,056 | 13,545 | 13,827 | 13,204 | 12,260 | 11,535 |
| Georgia | Weekday | 3,825 | 3,422 | 3,339 | 3,185 | 3,369 | 3,281 | 3,485 | 3,172 | 3,002 | * |
| | Weekend | 4,667 | 4,187 | 3,775 | 3,864 | 3,914 | 3,862 | 3,994 | 3,575 | 3,237 | * |
| | Total | 8,492 | 7,609 | 7,114 | 7,049 | 7,283 | 7,143 | 7,479 | 6,747 | 6,239 | * |
| Illinois | Weekday | 3,261 | 3,090 | 3,026 | 3,145 | 2,919 | 2,746 | 1,343 | 2,483 | 2,211 | 2,137 |
| | Weekend | 4,477 | 3,963 | 3,975 | 4,020 | 3,839 | 3,717 | 1,700 | 3,331 | 2,742 | 2,809 |
| | Unknown | 8 | 5 | 12 | 17 | 16 | 18 | 4 | 8 | 12 | 10 |
| | Total | 7,746 | 7,058 | 7,013 | 7,182 | 6,774 | 6,481 | 3,047 | 5,822 | 4,965 | 4,956 |
| Indiana | Weekday | 3,241 | 2,823 | 2,855 | 2,759 | 2,662 | 2,649 | 2,644 | 2,509 | 2,576 | 2,332 |
| | Weekend | 3,766 | 3,333 | 2,978 | 3,081 | 2,984 | 3,032 | 2,846 | 2,751 | 2,651 | 2,518 |
| | Unknown | 9 | 19 | 21 | 17 | 27 | 21 | 20 | 13 | 21 | 19 |
| | Total | 7,016 | 6,175 | 5,854 | 5,857 | 5,673 | 5,702 | 5,510 | 5,273 | 5,248 | 4,869 |
| Kansas | Weekday | 953 | 930 | 869 | 829 | 775 | 742 | 752 | 731 | 776 | 711 |
| | Weekend | 1,425 | 1,275 | 1,222 | 1,143 | 1,300 | 1,084 | 1,162 | 1,122 | 1,004 | 1,067 |
| | Unknown | 72 | 69 | 62 | 66 | 61 | 57 | 61 | 54 | 63 | 53 |
| | Total | 2,450 | 2,274 | 2,153 | 2,038 | 2,136 | 1,883 | 1,975 | 1,907 | 1,843 | 1,831 |
| Maryland | Weekday | 2,411 | 2,003 | 2,010 | 2,567 | 2,446 | 1,429 | 1,853 | 1,739 | 1,581 | 1,523 |
| | Weekend | 3,195 | 2,646 | 2,479 | 1,643 | 1,692 | 1,629 | 2,076 | 1,872 | 1,840 | 1,779 |
| | Unknown | 13 | 7 | 9 | 0 | 0 | 1,041 | 0 | 0 | 0 | 0 |
| | Total | 5,619 | 4,656 | 4,498 | 4,210 | 4,138 | 4,099 | 3,929 | 3,611 | 3,421 | 3,302 |
| Michigan | Weekday | 6,415 | 5,706 | 4,656 | 4,964 | 4,907 | 4,744 | 4,316 | 3,980 | 4,110 | 3,690 |
| | Weekend | 8,377 | 7,143 | 5,634 | 6,166 | 6,022 | 5,795 | 5,287 | 4,864 | 4,580 | 4,350 |
| | Unknown | 8 | 4 | 177 | 34 | 29 | 24 | 29 | 11 | 18 | 16 |
| | Total | 14,800 | 12,853 | 10,467 | 11,164 | 10,958 | 10,563 | 9,632 | 8,855 | 8,708 | 8,056 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 19: Alcohol-Related Motor Vehicle Crashes by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES (Continued) | | | | | | | | | | | |
| Missouri | Weekday | 2,353 | 2,265 | 2,225 | 2,160 | 1,998 | 2,122 | 2,027 | 1,952 | 1,816 | 1,822 |
| | Weekend | 2,997 | 2,709 | 2,641 | 2,514 | 2,608 | 2,510 | 2,425 | 2,272 | 2,163 | 2,144 |
| | Unknown | 7 | 12 | 6 | 9 | 6 | 12 | 12 | 12 | 12 | 10 |
| | Total | 5,357 | 4,986 | 4,872 | 4,683 | 4,612 | 4,644 | 4,464 | 4,236 | 3,991 | 3,976 |
| New Mexico | Weekday | 1,102 | 1,199 | 1,225 | 1,275 | 1,267 | 1,255 | 1,148 | 961 | 975 | 750 |
| | Weekend | 1,262 | 1,224 | 1,391 | 1,385 | 1,336 | 1,315 | 1,256 | 1,038 | 977 | 852 |
| | Unknown | 8 | 9 | 13 | 5 | 3 | 1 | 0 | 8 | 1 | 0 |
| | Total | 2,372 | 2,432 | 2,629 | 2,665 | 2,606 | 2,571 | 2,404 | 2,007 | 1,953 | 1,602 |
| North Carolina | Weekday | * | * | 3,931 | 3,568 | 3,373 | 3,415 | 3,613 | 3,591 | 3,445 | 3,418 |
| | Weekend | * | * | 4,937 | 4,815 | 4,501 | 4,443 | 4,416 | 4,412 | 4,213 | 4,356 |
| | Unknown | * | * | 15 | 13 | 10 | 8 | 12 | 9 | 5 | 5 |
| | Total | * | * | 8,883 | 8,396 | 7,884 | 7,866 | 8,041 | 8,012 | 7,663 | 7,779 |
| Ohio | Weekday | 7,910 | 6,905 | 6,933 | 6,242 | 5,666 | 6,083 | 5,786 | 5,815 | 5,794 | 5,405 |
| | Weekend | 9,209 | 7,963 | 7,565 | 6,979 | 6,504 | 6,282 | 6,248 | 6,181 | 5,952 | 5,807 |
| | Unknown | 23 | 28 | 13 | 17 | 16 | 10 | 20 | 15 | 17 | 13 |
| | Total | 17,142 | 14,896 | 14,511 | 13,238 | 12,186 | 12,375 | 12,054 | 12,011 | 11,763 | 11,225 |
| Pennsylvania | Weekday | 4,810 | 4,025 | 4,571 | 4,246 | 3,930 | 4,065 | 3,977 | 3,963 | 3,837 | 3,818 |
| | Weekend | 6,406 | 5,564 | 5,924 | 5,530 | 5,220 | 5,404 | 5,282 | 5,259 | 5,040 | 5,197 |
| | Unknown | 17 | 12 | 16 | 19 | 9 | 10 | 14 | 16 | 12 | 13 |
| | Total | 11,233 | 9,601 | 10,511 | 9,795 | 9,159 | 9,479 | 9,273 | 9,238 | 8,889 | 9,028 |
| Texas | Weekday | 8,652 | 8,192 | 8,184 | 7,912 | 7,762 | 7,395 | 7,473 | 7,065 | 6,583 | 6,176 |
| | Weekend | 12,853 | 12,174 | 11,866 | 11,673 | 12,010 | 11,005 | 10,851 | 10,132 | 9,479 | 9,051 |
| | Total | 21,505 | 20,366 | 20,050 | 19,585 | 19,772 | 18,400 | 18,324 | 17,197 | 16,062 | 15,227 |
| Utah | Weekday | 939 | 783 | 967 | 1,007 | 1,053 | 1,159 | 1,280 | 1,178 | 1,109 | 1,184 |
| | Weekend | 880 | 798 | 834 | 842 | 871 | 964 | 1,027 | 873 | 925 | 895 |
| | Unknown | 8 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| | Total | 1,827 | 1,584 | 1,801 | 1,849 | 1,925 | 2,123 | 2,308 | 2,051 | 2,034 | 2,079 |
| Virginia | Weekday | 3,771 | 3,445 | 3,305 | 3,000 | 2,857 | 2,716 | 2,774 | 2,644 | 2,663 | 2,581 |
| | Weekend | 5,399 | 4,566 | 4,281 | 4,029 | 3,811 | 3,526 | 3,259 | 3,343 | 3,156 | 3,121 |
| | Unknown | 12 | 8 | 15 | 14 | 6 | 8 | 3 | 3 | 2 | 8 |
| | Total | 9,182 | 8,019 | 7,601 | 7,043 | 6,674 | 6,250 | 6,036 | 5,990 | 5,821 | 5,710 |
| Washington | Weekday | 4,097 | 3,786 | 3,783 | 3,434 | 3,387 | 3,308 | 3,232 | * | * | * |
| | Weekend | 4,749 | 4,444 | 4,113 | 3,748 | 3,509 | 3,506 | 3,432 | * | * | * |
| | Unknown | 5 | 4 | 2 | 1 | 7 | 4 | 3 | * | * | * |
| | Total | 8,851 | 8,234 | 7,898 | 7,183 | 6,903 | 6,818 | 6,667 | * | * | * |

* Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 20: Alcohol-Related Motor Vehicle Crashes by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Day | 526 | 438 | 405 | 376 | 373 | 336 | 305 | 289 | 274 | 304 |
| | Night | 1,670 | 1,460 | 1,238 | 1,094 | 1,058 | 920 | 902 | 778 | 774 | 824 |
| | Unknown | 27 | 44 | 33 | 28 | 30 | 23 | 13 | 23 | 18 | 24 |
| | Total | 2,223 | 1,942 | 1,676 | 1,498 | 1,461 | 1,279 | 1,220 | 1,090 | 1,066 | 1,152 |
| Florida | Day | 213 | 136 | 155 | 121 | 139 | 159 | 141 | 180 | 149 | 165 |
| | Night | 970 | 804 | 728 | 719 | 712 | 803 | 704 | 637 | 614 | 682 |
| | Unknown | 23 | 14 | 9 | 11 | 6 | 10 | 8 | 9 | 8 | 10 |
| | Total | 1,206 | 954 | 892 | 851 | 857 | 972 | 853 | 826 | 771 | 857 |
| Georgia | Day | 149 | 107 | 97 | 110 | 140 | 168 | 214 | 221 | 181 | * |
| | Night | 468 | 409 | 311 | 329 | 344 | 347 | 422 | 406 | 334 | * |
| | Total | 617 | 516 | 408 | 439 | 484 | 515 | 636 | 627 | 515 | * |
| Illinois | Day | 131 | 98 | 95 | 79 | 80 | 71 | 42 | 73 | 83 | 91 |
| | Night | 427 | 451 | 382 | 319 | 381 | 381 | 193 | 334 | 346 | 374 |
| | Unknown | 10 | 0 | 1 | 6 | 4 | 0 | 0 | 0 | 1 | 0 |
| | Total | 568 | 549 | 478 | 404 | 465 | 452 | 235 | 407 | 430 | 465 |
| Indiana | Day | 72 | 61 | 44 | 47 | 56 | 50 | 61 | 40 | 47 | 67 |
| | Night | 274 | 278 | 206 | 192 | 198 | 192 | 199 | 198 | 216 | 193 |
| | Unknown | 7 | 3 | 3 | 7 | 4 | 5 | 5 | 5 | 4 | 3 |
| | Total | 353 | 342 | 253 | 246 | 258 | 247 | 265 | 243 | 267 | 263 |
| Kansas | Day | 15 | 14 | 19 | 13 | 23 | 19 | 24 | 24 | 19 | 22 |
| | Night | 110 | 92 | 78 | 69 | 77 | 94 | 92 | 68 | 80 | 88 |
| | Unknown | 0 | 0 | 3 | 4 | 4 | 1 | 3 | 2 | 1 | 2 |
| | Total | 125 | 106 | 100 | 86 | 104 | 114 | 119 | 94 | 100 | 112 |
| Maryland | Day | 54 | 34 | 34 | 46 | 42 | 41 | 48 | 34 | 35 | 27 |
| | Night | 246 | 209 | 181 | 197 | 162 | 168 | 138 | 158 | 127 | 136 |
| | Unknown | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 301 | 244 | 216 | 243 | 204 | 209 | 186 | 192 | 162 | 163 |
| Michigan | Day | 98 | 81 | 61 | 69 | 71 | 100 | 85 | 87 | 90 | 101 |
| | Night | 564 | 488 | 325 | 335 | 321 | 404 | 389 | 381 | 379 | 376 |
| | Unknown | 1 | 2 | 4 | 9 | 1 | 6 | 7 | 7 | 7 | 7 |
| | Total | 663 | 571 | 390 | 413 | 393 | 510 | 481 | 475 | 476 | 484 |
| Missouri | Day | 55 | 33 | 40 | 40 | 46 | 35 | 45 | 42 | 48 | 32 |
| | Night | 186 | 218 | 176 | 176 | 205 | 207 | 203 | 162 | 187 | 163 |
| | Unknown | 3 | 5 | 4 | 2 | 2 | 2 | 1 | 1 | 3 | 1 |
| | Total | 244 | 256 | 220 | 218 | 253 | 244 | 249 | 205 | 238 | 196 |

* Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 20: Alcohol-Related Motor Vehicle Crashes by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| FATAL CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Day | 63 | 46 | 56 | 49 | 39 | 58 | 61 | 45 | 44 | 44 |
| | Night | 205 | 194 | 177 | 175 | 162 | 141 | 143 | 128 | 125 | 138 |
| | Unknown | 5 | 4 | 4 | 2 | 1 | 3 | 2 | 7 | 1 | 0 |
| | Total | 273 | 244 | 237 | 226 | 202 | 202 | 206 | 180 | 170 | 182 |
| North Carolina | Day | * | * | 104 | 87 | 91 | 81 | 93 | 99 | 86 | 91 |
| | Night | * | * | 388 | 359 | 343 | 332 | 354 | 338 | 349 | 307 |
| | Unknown | * | * | 2 | 2 | 2 | 2 | 4 | 2 | 5 | 1 |
| | Total | * | * | 494 | 448 | 436 | 415 | 451 | 439 | 440 | 399 |
| Ohio | Day | 87 | 98 | 89 | 62 | 74 | 87 | 78 | 69 | 76 | 63 |
| | Night | 477 | 442 | 380 | 357 | 292 | 317 | 310 | 307 | 307 | 338 |
| | Unknown | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| | Total | 564 | 540 | 471 | 419 | 366 | 404 | 389 | 376 | 384 | 401 |
| Pennsylvania | Day | 105 | 103 | 105 | 88 | 93 | 93 | 82 | 66 | 105 | 86 |
| | Night | 556 | 515 | 475 | 467 | 397 | 381 | 385 | 404 | 390 | 397 |
| | Unknown | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 |
| | Total | 661 | 619 | 580 | 555 | 490 | 474 | 468 | 471 | 497 | 484 |
| Texas | Day | 220 | 199 | 177 | 189 | 179 | 211 | 195 | 174 | 170 | 178 |
| | Night | 1,221 | 1,070 | 1,096 | 1,024 | 934 | 867 | 980 | 870 | 846 | 813 |
| | Total | 1,441 | 1,269 | 1,273 | 1,213 | 1,113 | 1,078 | 1,175 | 1,044 | 1,016 | 991 |
| Utah | Day | 17 | 18 | 14 | 14 | 18 | 21 | 16 | 23 | 15 | 16 |
| | Night | 45 | 51 | 44 | 43 | 49 | 47 | 39 | 35 | 27 | 40 |
| | Unknown | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Total | 62 | 69 | 59 | 57 | 67 | 68 | 55 | 58 | 42 | 57 |
| Virginia | Day | 87 | 89 | 78 | 99 | 89 | 75 | 81 | 63 | 71 | 84 |
| | Night | 387 | 284 | 264 | 253 | 234 | 242 | 234 | 211 | 229 | 238 |
| | Unknown | 2 | 0 | 4 | 0 | 1 | 3 | 2 | 1 | 1 | 0 |
| | Total | 476 | 373 | 346 | 352 | 324 | 320 | 317 | 275 | 301 | 322 |
| Washington | Day | 77 | 68 | 64 | 55 | 61 | 57 | 66 | * | * | * |
| | Night | 319 | 250 | 235 | 232 | 202 | 216 | 245 | * | * | * |
| | Total | 396 | 318 | 299 | 287 | 263 | 273 | 311 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 20: Alcohol-Related Motor Vehicle Crashes by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES | | | | | | | | | | | |
| California | Day | 10,130 | 9,016 | 8,344 | 7,489 | 7,209 | 6,789 | 6,442 | 5,905 | 5,897 | 5,684 |
| | Night | 29,692 | 25,962 | 22,191 | 20,008 | 18,351 | 17,274 | 16,722 | 14,742 | 14,522 | 14,308 |
| | Unknown | 96 | 87 | 91 | 50 | 60 | 38 | 31 | 25 | 18 | 31 |
| | Total | 39,918 | 35,065 | 30,626 | 27,547 | 25,620 | 24,101 | 23,195 | 20,672 | 20,437 | 20,023 |
| Florida | Day | 3,658 | 2,766 | 2,709 | 2,970 | 3,016 | 2,930 | 3,521 | 3,609 | 3,185 | 2,779 |
| | Night | 15,432 | 11,865 | 10,746 | 11,075 | 10,920 | 10,505 | 10,183 | 9,506 | 8,977 | 8,671 |
| | Unknown | 81 | 55 | 56 | 86 | 120 | 110 | 123 | 89 | 98 | 85 |
| | Total | 19,171 | 14,686 | 13,511 | 14,131 | 14,056 | 13,545 | 13,827 | 13,204 | 12,260 | 11,535 |
| Georgia | Day | 2,124 | 1,968 | 1,899 | 1,976 | 2,114 | 2,024 | 2,114 | 1,966 | 1,960 | * |
| | Night | 6,368 | 5,641 | 5,215 | 5,073 | 5,169 | 5,119 | 5,365 | 4,781 | 4,279 | * |
| | Total | 8,492 | 7,609 | 7,114 | 7,049 | 7,283 | 7,143 | 7,479 | 6,747 | 6,239 | * |
| Illinois | Day | 1,470 | 1,381 | 1,380 | 1,405 | 1,280 | 1,264 | 680 | 1,221 | 1,094 | 1,089 |
| | Night | 6,244 | 5,638 | 5,589 | 5,695 | 5,423 | 5,147 | 2,346 | 4,549 | 3,807 | 3,821 |
| | Unknown | 32 | 39 | 44 | 82 | 71 | 70 | 21 | 52 | 64 | 46 |
| | Total | 7,746 | 7,058 | 7,013 | 7,182 | 6,774 | 6,481 | 3,047 | 5,822 | 4,965 | 4,956 |
| Indiana | Day | 1,490 | 1,334 | 1,324 | 1,288 | 1,351 | 1,339 | 1,340 | 1,357 | 1,320 | 1,187 |
| | Night | 5,466 | 4,767 | 4,437 | 4,495 | 4,222 | 4,285 | 4,084 | 3,842 | 3,844 | 3,596 |
| | Unknown | 60 | 74 | 93 | 74 | 100 | 78 | 86 | 74 | 84 | 86 |
| | Total | 7,016 | 6,175 | 5,854 | 5,857 | 5,673 | 5,702 | 5,510 | 5,273 | 5,248 | 4,869 |
| Kansas | Day | 429 | 420 | 384 | 373 | 365 | 370 | 358 | 365 | 396 | 376 |
| | Night | 2,021 | 1,854 | 1,752 | 1,639 | 1,746 | 1,505 | 1,602 | 1,535 | 1,443 | 1,452 |
| | Unknown | 0 | 0 | 17 | 26 | 25 | 8 | 15 | 7 | 4 | 3 |
| | Total | 2,450 | 2,274 | 2,153 | 2,038 | 2,136 | 1,883 | 1,975 | 1,907 | 1,843 | 1,831 |
| Maryland | Day | 1,114 | 905 | 915 | 1,030 | 1,017 | 1,011 | 964 | 881 | 841 | 798 |
| | Night | 4,477 | 3,735 | 3,558 | 3,180 | 3,121 | 3,088 | 2,965 | 2,730 | 2,580 | 2,504 |
| | Unknown | 28 | 16 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 5,619 | 4,656 | 4,498 | 4,210 | 4,138 | 4,099 | 3,929 | 3,611 | 3,421 | 3,302 |
| Michigan | Day | 2,595 | 2,333 | 1,873 | 2,090 | 2,146 | 2,101 | 1,884 | 1,733 | 1,725 | 1,714 |
| | Night | 12,180 | 10,506 | 8,416 | 8,964 | 8,708 | 8,353 | 7,647 | 7,057 | 6,901 | 6,279 |
| | Unknown | 25 | 14 | 178 | 110 | 104 | 109 | 101 | 65 | 82 | 63 |
| | Total | 14,800 | 12,853 | 10,467 | 11,164 | 10,958 | 10,563 | 9,632 | 8,855 | 8,708 | 8,056 |
| Missouri | Day | 1,166 | 889 | 879 | 870 | 892 | 942 | 879 | 883 | 832 | 839 |
| | Night | 4,154 | 4,047 | 3,955 | 3,789 | 3,687 | 3,652 | 3,538 | 3,321 | 3,128 | 3,094 |
| | Unknown | 37 | 50 | 38 | 24 | 33 | 50 | 47 | 32 | 31 | 43 |
| | Total | 5,357 | 4,986 | 4,872 | 4,683 | 4,612 | 4,644 | 4,464 | 4,236 | 3,991 | 3,976 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 20: Alcohol-Related Motor Vehicle Crashes by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Day | 629 | 645 | 709 | 798 | 776 | 741 | 703 | 577 | 575 | 452 |
| | Night | 1,714 | 1,752 | 1,871 | 1,840 | 1,822 | 1,821 | 1,696 | 1,410 | 1,374 | 1,150 |
| | Unknown | 29 | 35 | 49 | 27 | 8 | 9 | 5 | 20 | 4 | 0 |
| | Total | 2,372 | 2,432 | 2,629 | 2,665 | 2,606 | 2,571 | 2,404 | 2,007 | 1,953 | 1,602 |
| North Carolina | Day | * | * | 2,296 | 2,167 | 2,011 | 2,138 | 2,216 | 2,131 | 2,173 | 2,126 |
| | Night | * | * | 6,530 | 6,190 | 5,837 | 5,689 | 5,794 | 5,845 | 5,457 | 5,622 |
| | Unknown | * | * | 57 | 39 | 36 | 39 | 31 | 36 | 33 | 31 |
| | Total | * | * | 8,883 | 8,396 | 7,884 | 7,866 | 8,041 | 8,012 | 7,663 | 7,779 |
| Ohio | Day | 3,522 | 3,011 | 3,000 | 2,895 | 2,906 | 3,141 | 2,990 | 2,944 | 2,877 | 2,768 |
| | Night | 13,512 | 11,793 | 11,445 | 10,284 | 9,224 | 9,193 | 9,003 | 9,012 | 8,831 | 8,396 |
| | Unknown | 108 | 92 | 66 | 59 | 56 | 41 | 61 | 55 | 55 | 61 |
| | Total | 17,142 | 14,896 | 14,511 | 13,238 | 12,186 | 12,375 | 12,054 | 12,011 | 11,763 | 11,225 |
| Pennsylvania | Day | 1,791 | 1,538 | 1,716 | 1,645 | 1,559 | 1,729 | 1,589 | 1,544 | 1,509 | 1,592 |
| | Night | 9,362 | 8,011 | 8,733 | 8,081 | 7,553 | 7,703 | 7,631 | 7,652 | 7,334 | 7,389 |
| | Unknown | 80 | 52 | 62 | 69 | 47 | 47 | 53 | 42 | 46 | 47 |
| | Total | 11,233 | 9,601 | 10,511 | 9,795 | 9,159 | 9,479 | 9,273 | 9,238 | 8,889 | 9,028 |
| Texas | Day | 3,668 | 3,503 | 3,571 | 3,376 | 3,445 | 3,242 | 3,388 | 3,205 | 3,075 | 2,888 |
| | Night | 17,837 | 16,863 | 16,479 | 16,209 | 16,327 | 15,158 | 14,936 | 13,992 | 12,987 | 12,339 |
| | Total | 21,505 | 20,366 | 20,050 | 19,585 | 19,772 | 18,400 | 18,324 | 17,197 | 16,062 | 15,227 |
| Utah | Day | 656 | 594 | 735 | 724 | 862 | 995 | 1,099 | 1,022 | 977 | 1,000 |
| | Night | 1,163 | 979 | 1,055 | 1,121 | 1,060 | 1,127 | 1,209 | 1,029 | 1,057 | 1,079 |
| | Unknown | 8 | 11 | 11 | 4 | 3 | 1 | 0 | 0 | 0 | 0 |
| | Total | 1,827 | 1,584 | 1,801 | 1,849 | 1,925 | 2,123 | 2,308 | 2,051 | 2,034 | 2,079 |
| Virginia | Day | 1,897 | 1,847 | 1,864 | 1,762 | 1,678 | 1,496 | 1,619 | 1,665 | 1,566 | 1,459 |
| | Night | 7,248 | 6,136 | 5,692 | 5,251 | 4,971 | 4,730 | 4,404 | 4,314 | 4,247 | 4,219 |
| | Unknown | 37 | 36 | 45 | 30 | 25 | 24 | 13 | 11 | 8 | 32 |
| | Total | 9,182 | 8,019 | 7,601 | 7,043 | 6,674 | 6,250 | 6,036 | 5,990 | 5,821 | 5,710 |
| Washington | Day | 1,861 | 1,817 | 1,825 | 1,700 | 1,725 | 1,751 | 1,703 | * | * | * |
| | Night | 6,969 | 6,401 | 6,066 | 5,481 | 5,163 | 5,048 | 4,949 | * | * | * |
| | Unknown | 21 | 16 | 7 | 2 | 15 | 19 | 15 | * | * | * |
| | Total | 8,851 | 8,234 | 7,898 | 7,183 | 6,903 | 6,818 | 6,667 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 21: Alcohol-Related Motor Vehicle Crashes by Crash Type and Crash Severity

| STATE | VEHICLE CRASH TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Single | 968 | 829 | 672 | 612 | 574 | 525 | 505 | 451 | 458 | 491 |
| | Multiple | 1,255 | 1,113 | 1,004 | 886 | 887 | 754 | 715 | 639 | 608 | 661 |
| | Total | 2,223 | 1,942 | 1,676 | 1,498 | 1,461 | 1,279 | 1,220 | 1,090 | 1,066 | 1,152 |
| Florida | Single | 647 | 519 | 504 | 483 | 483 | 550 | 490 | 467 | 416 | 487 |
| | Multiple | 559 | 435 | 388 | 368 | 374 | 422 | 363 | 359 | 355 | 370 |
| | Total | 1,206 | 954 | 892 | 851 | 857 | 972 | 853 | 826 | 771 | 857 |
| Georgia | Single | 395 | 334 | 271 | 293 | 221 | 240 | 292 | 258 | 325 | * |
| | Multiple | 222 | 182 | 137 | 146 | 263 | 275 | 344 | 369 | 190 | * |
| | Total | 617 | 516 | 408 | 439 | 484 | 515 | 636 | 627 | 515 | * |
| Illinois | Single | 328 | 346 | 303 | 252 | 281 | 281 | 124 | 250 | 258 | 290 |
| | Multiple | 240 | 203 | 175 | 152 | 184 | 171 | 111 | 157 | 172 | 175 |
| | Total | 568 | 549 | 478 | 404 | 465 | 452 | 235 | 407 | 430 | 465 |
| Indiana | Single | 209 | 227 | 165 | 148 | 175 | 166 | 162 | 172 | 172 | 183 |
| | Multiple | 144 | 115 | 88 | 98 | 83 | 81 | 103 | 71 | 95 | 80 |
| | Total | 353 | 342 | 253 | 246 | 258 | 247 | 265 | 243 | 267 | 263 |
| Kansas | Single | 83 | 76 | 52 | 61 | 75 | 86 | 90 | 64 | 64 | 74 |
| | Multiple | 42 | 30 | 48 | 25 | 29 | 28 | 29 | 30 | 36 | 38 |
| | Total | 125 | 106 | 100 | 86 | 104 | 114 | 119 | 94 | 100 | 112 |
| Maryland | Single | 205 | 157 | 138 | 147 | 129 | 132 | 115 | 131 | 107 | 101 |
| | Multiple | 96 | 87 | 78 | 96 | 75 | 77 | 71 | 61 | 55 | 62 |
| | Total | 301 | 244 | 216 | 243 | 204 | 209 | 186 | 192 | 162 | 163 |
| Michigan | Single | 416 | 371 | 167 | 213 | 174 | 238 | 223 | 210 | 233 | 242 |
| | Multiple | 247 | 200 | 223 | 200 | 219 | 272 | 258 | 265 | 243 | 242 |
| | Total | 663 | 571 | 390 | 413 | 393 | 510 | 481 | 475 | 476 | 484 |
| Missouri | Single | 161 | 190 | 133 | 130 | 158 | 164 | 156 | 129 | 163 | 119 |
| | Multiple | 83 | 66 | 87 | 88 | 95 | 80 | 93 | 76 | 75 | 77 |
| | Total | 244 | 256 | 220 | 218 | 253 | 244 | 249 | 205 | 238 | 196 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 21: Alcohol-Related Motor Vehicle Crashes by Crash Type and Crash Severity

| STATE | VEHICLE CRASH TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| FATAL CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Single | 197 | 173 | 169 | 174 | 140 | 154 | 134 | 121 | 123 | 120 |
| | Multiple | 76 | 71 | 68 | 52 | 62 | 48 | 72 | 59 | 47 | 62 |
| | Total | 273 | 244 | 237 | 226 | 202 | 202 | 206 | 180 | 170 | 182 |
| North Carolina | Single | * | * | 258 | 227 | 228 | 227 | 238 | 239 | 223 | 215 |
| | Multiple | * | * | 236 | 221 | 208 | 188 | 213 | 200 | 217 | 184 |
| | Total | * | * | 494 | 448 | 436 | 415 | 451 | 439 | 440 | 399 |
| Ohio | Single | 299 | 294 | 262 | 241 | 193 | 224 | 211 | 197 | 235 | 228 |
| | Multiple | 265 | 246 | 209 | 178 | 173 | 180 | 178 | 179 | 149 | 173 |
| | Total | 564 | 540 | 471 | 419 | 366 | 404 | 389 | 376 | 384 | 401 |
| Pennsylvania | Single | 440 | 425 | 387 | 368 | 323 | 321 | 306 | 311 | 322 | 331 |
| | Multiple | 221 | 194 | 193 | 187 | 167 | 153 | 162 | 160 | 175 | 153 |
| | Total | 661 | 619 | 580 | 555 | 490 | 474 | 468 | 471 | 497 | 484 |
| Texas | Single | 953 | 824 | 834 | 758 | 695 | 663 | 751 | 653 | 662 | 647 |
| | Multiple | 488 | 445 | 439 | 455 | 418 | 415 | 424 | 391 | 354 | 344 |
| | Total | 1,441 | 1,269 | 1,273 | 1,213 | 1,113 | 1,078 | 1,175 | 1,044 | 1,016 | 991 |
| Utah | Single | 41 | 48 | 41 | 39 | 49 | 47 | 44 | 34 | 28 | 38 |
| | Multiple | 21 | 21 | 18 | 18 | 18 | 21 | 11 | 24 | 14 | 19 |
| | Total | 62 | 69 | 59 | 57 | 67 | 68 | 55 | 58 | 42 | 57 |
| Virginia | Single | 334 | 259 | 253 | 242 | 217 | 227 | 223 | 190 | 220 | 235 |
| | Multiple | 142 | 114 | 93 | 110 | 107 | 93 | 94 | 85 | 81 | 87 |
| | Total | 476 | 373 | 346 | 352 | 324 | 320 | 317 | 275 | 301 | 322 |
| Washington | Single | 267 | 215 | 193 | 207 | 173 | 202 | 209 | * | * | * |
| | Multiple | 129 | 103 | 106 | 80 | 90 | 71 | 102 | * | * | * |
| | Total | 396 | 318 | 299 | 287 | 263 | 273 | 311 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 21: Alcohol-Related Motor Vehicle Crashes by Crash Type and Crash Severity

| STATE | VEHICLE CRASH TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES | | | | | | | | | | | |
| California | Single | 14,349 | 12,714 | 10,560 | 9,258 | 8,689 | 8,368 | 8,104 | 7,268 | 7,170 | 7,103 |
| | Multiple | 25,569 | 22,351 | 20,066 | 18,289 | 16,931 | 15,733 | 15,091 | 13,404 | 13,267 | 12,920 |
| | Total | 39,918 | 35,065 | 30,626 | 27,547 | 25,620 | 24,101 | 23,195 | 20,672 | 20,437 | 20,023 |
| Florida | Single | 7,823 | 5,951 | 5,396 | 5,424 | 5,329 | 5,096 | 5,124 | 4,752 | 4,565 | 4,381 |
| | Multiple | 11,348 | 8,735 | 8,115 | 8,707 | 8,727 | 8,449 | 8,703 | 8,452 | 7,695 | 7,154 |
| | Total | 19,171 | 14,686 | 13,511 | 14,131 | 14,056 | 13,545 | 13,827 | 13,204 | 12,260 | 11,535 |
| Georgia | Single | 4,141 | 3,644 | 3,377 | 3,334 | 3,048 | 3,139 | 3,299 | 2,915 | 2,936 | * |
| | Multiple | 4,351 | 3,965 | 3,737 | 3,715 | 4,235 | 4,004 | 4,179 | 3,832 | 3,303 | * |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | * |
| | Total | 8,492 | 7,609 | 7,114 | 7,049 | 7,283 | 7,143 | 7,479 | 6,747 | 6,239 | * |
| Illinois | Single | 3,762 | 3,464 | 3,329 | 3,224 | 3,329 | 3,177 | 1,188 | 2,555 | 2,315 | 2,430 |
| | Multiple | 3,984 | 3,594 | 3,684 | 3,958 | 3,445 | 3,304 | 1,859 | 3,267 | 2,650 | 2,526 |
| | Total | 7,746 | 7,058 | 7,013 | 7,182 | 6,774 | 6,481 | 3,047 | 5,822 | 4,965 | 4,956 |
| Indiana | Single | 3,792 | 3,348 | 3,075 | 3,126 | 3,033 | 3,067 | 3,003 | 2,829 | 2,838 | 2,701 |
| | Multiple | 3,224 | 2,827 | 2,779 | 2,731 | 2,640 | 2,635 | 2,507 | 2,444 | 2,410 | 2,168 |
| | Total | 7,016 | 6,175 | 5,854 | 5,857 | 5,673 | 5,702 | 5,510 | 5,273 | 5,248 | 4,869 |
| Kansas | Single | 1,546 | 1,430 | 1,331 | 1,253 | 1,330 | 1,168 | 1,260 | 1,227 | 1,146 | 1,175 |
| | Multiple | 904 | 844 | 822 | 785 | 806 | 715 | 715 | 680 | 697 | 656 |
| | Total | 2,450 | 2,274 | 2,153 | 2,038 | 2,136 | 1,883 | 1,975 | 1,907 | 1,843 | 1,831 |
| Maryland | Single | 2,756 | 2,349 | 2,197 | 1,826 | 1,843 | 1,848 | 1,808 | 1,707 | 1,686 | 1,541 |
| | Multiple | 2,863 | 2,307 | 2,301 | 2,384 | 2,295 | 2,251 | 2,121 | 1,904 | 1,735 | 1,761 |
| | Total | 5,619 | 4,656 | 4,498 | 4,210 | 4,138 | 4,099 | 3,929 | 3,611 | 3,421 | 3,302 |
| Michigan | Single | 8,327 | 7,258 | 4,788 | 5,104 | 4,985 | 4,782 | 4,465 | 4,051 | 4,254 | 4,075 |
| | Multiple | 6,473 | 5,595 | 5,679 | 6,060 | 5,973 | 5,781 | 5,167 | 4,804 | 4,454 | 3,981 |
| | Total | 14,800 | 12,853 | 10,467 | 11,164 | 10,958 | 10,563 | 9,632 | 8,855 | 8,708 | 8,056 |
| Missouri | Single | 2,960 | 2,850 | 2,826 | 2,661 | 2,693 | 2,710 | 2,629 | 2,494 | 2,489 | 2,437 |
| | Multiple | 2,397 | 2,136 | 2,046 | 2,022 | 1,919 | 1,934 | 1,835 | 1,742 | 1,502 | 1,539 |
| | Total | 5,357 | 4,986 | 4,872 | 4,683 | 4,612 | 4,644 | 4,464 | 4,236 | 3,991 | 3,976 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 21: Alcohol-Related Motor Vehicle Crashes by Crash Type and Crash Severity

| STATE | VEHICLE CRASH TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------------|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Single | 1,218 | 1,238 | 1,282 | 1,248 | 1,163 | 1,183 | 1,125 | 937 | 872 | 722 |
| | Multiple | 1,154 | 1,194 | 1,347 | 1,417 | 1,443 | 1,388 | 1,279 | 1,070 | 1,081 | 880 |
| | Total | 2,372 | 2,432 | 2,629 | 2,665 | 2,606 | 2,571 | 2,404 | 2,007 | 1,953 | 1,602 |
| North Carolina | Single | * | * | 4,722 | 4,427 | 4,176 | 4,029 | 4,055 | 4,121 | 3,980 | 4,103 |
| | Multiple | * | * | 4,161 | 3,969 | 3,708 | 3,837 | 3,986 | 3,891 | 3,683 | 3,676 |
| | Total | * | * | 8,883 | 8,396 | 7,884 | 7,866 | 8,041 | 8,012 | 7,663 | 7,779 |
| Ohio | Single | 8,204 | 7,358 | 6,957 | 6,221 | 5,641 | 5,797 | 5,567 | 5,522 | 5,609 | 5,330 |
| | Multiple | 8,938 | 7,538 | 7,554 | 7,017 | 6,545 | 6,578 | 6,487 | 6,489 | 6,154 | 5,895 |
| | Total | 17,142 | 14,896 | 14,511 | 13,238 | 12,186 | 12,375 | 12,054 | 12,011 | 11,763 | 11,225 |
| Pennsylvania | Single | 7,320 | 6,282 | 6,628 | 6,138 | 5,707 | 5,926 | 5,865 | 5,947 | 5,797 | 5,815 |
| | Multiple | 3,913 | 3,319 | 3,883 | 3,657 | 3,452 | 3,553 | 3,408 | 3,291 | 3,092 | 3,213 |
| | Total | 11,233 | 9,601 | 10,511 | 9,795 | 9,159 | 9,479 | 9,273 | 9,238 | 8,889 | 9,028 |
| Texas | Single | 10,099 | 9,248 | 8,864 | 8,607 | 8,690 | 7,997 | 8,121 | 7,451 | 7,056 | 6,793 |
| | Multiple | 11,406 | 11,118 | 11,186 | 10,978 | 11,082 | 10,403 | 10,203 | 9,746 | 9,006 | 8,434 |
| | Total | 21,505 | 20,366 | 20,050 | 19,585 | 19,772 | 18,400 | 18,324 | 17,197 | 16,062 | 15,227 |
| Utah | Single | 955 | 836 | 940 | 962 | 974 | 1,156 | 1,241 | 1,077 | 990 | 1,034 |
| | Multiple | 872 | 748 | 861 | 887 | 951 | 967 | 1,067 | 974 | 1,044 | 1,045 |
| | Total | 1,827 | 1,584 | 1,801 | 1,849 | 1,925 | 2,123 | 2,308 | 2,051 | 2,034 | 2,079 |
| Virginia | Single | 5,488 | 4,904 | 4,566 | 4,127 | 3,846 | 3,670 | 3,560 | 3,586 | 3,466 | 3,412 |
| | Multiple | 3,694 | 3,115 | 3,035 | 2,916 | 2,828 | 2,580 | 2,476 | 2,404 | 2,355 | 2,298 |
| | Total | 9,182 | 8,019 | 7,601 | 7,043 | 6,674 | 6,250 | 6,036 | 5,990 | 5,821 | 5,710 |
| Washington | Single | 4,768 | 4,550 | 4,295 | 3,708 | 3,592 | 3,539 | 3,399 | * | * | * |
| | Multiple | 4,083 | 3,684 | 3,603 | 3,475 | 3,311 | 3,279 | 3,268 | * | * | * |
| | Total | 8,851 | 8,234 | 7,898 | 7,183 | 6,903 | 6,818 | 6,667 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 22: Total Motor Vehicles Involved in Alcohol-Related Motor Vehicle Crashes by Crash Severity

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| FATAL CRASHES | | | | | | | | | | |
| California | 3,344 | 2,944 | 2,604 | 2,274 | 2,207 | 1,936 | 1,835 | 1,612 | 1,556 | 1,700 |
| Florida | 1,830 | 1,393 | 1,335 | 1,259 | 1,260 | 1,441 | 1,253 | 1,227 | 1,174 | 1,263 |
| Georgia | 868 | 727 | 564 | 619 | 813 | 835 | 1,045 | 1,091 | 831 | * |
| Illinois | 909 | 803 | 688 | 600 | 688 | 689 | 376 | 596 | 646 | 683 |
| Indiana | 522 | 473 | 357 | 356 | 355 | 337 | 384 | 330 | 380 | 354 |
| Kansas | 171 | 137 | 157 | 114 | 135 | 145 | 152 | 127 | 137 | 152 |
| Maryland | 417 | 351 | 323 | 358 | 294 | 318 | 276 | 280 | 232 | 234 |
| Michigan | 940 | 795 | 549 | 573 | 585 | 729 | 680 | 685 | 687 | 680 |
| Missouri | 341 | 325 | 334 | 327 | 364 | 337 | 363 | 298 | 325 | 295 |
| New Mexico | 359 | 318 | 317 | 288 | 279 | 257 | 291 | 251 | 221 | 254 |
| North Carolina | * | * | 641 | 602 | 580 | 530 | 623 | 589 | 584 | 536 |
| Ohio | 781 | 765 | 652 | 582 | 519 | 573 | 557 | 550 | 516 | 564 |
| Pennsylvania | 916 | 825 | 803 | 764 | 670 | 657 | 653 | 651 | 692 | 655 |
| Texas | 1,966 | 1,744 | 1,757 | 1,734 | 1,573 | 1,542 | 1,649 | 1,466 | 1,412 | 1,376 |
| Utah | 90 | 99 | 80 | 80 | 87 | 96 | 72 | 85 | 59 | 81 |
| Virginia | 642 | 491 | 455 | 478 | 443 | 418 | 418 | 368 | 383 | 438 |
| Washington | 548 | 443 | 424 | 386 | 380 | 353 | 437 | * | * | * |
| INJURY CRASHES | | | | | | | | | | |
| California | 68,308 | 59,776 | 52,795 | 47,294 | 44,106 | 40,854 | 39,325 | 34,817 | 34,375 | 33,821 |
| Florida | 32,124 | 24,476 | 22,566 | 23,946 | 23,933 | 23,152 | 23,879 | 23,014 | 21,171 | 19,898 |
| Georgia | 13,520 | 12,222 | 11,452 | 11,388 | 12,190 | 11,838 | 12,387 | 11,173 | 10,278 | * |
| Illinois | 12,735 | 11,493 | 11,685 | 12,155 | 10,986 | 10,607 | 5,340 | 9,880 | 8,184 | 8,054 |
| Indiana | 10,937 | 9,563 | 9,223 | 9,171 | 8,863 | 8,877 | 8,501 | 8,222 | 8,176 | 7,501 |
| Kansas | 3,477 | 3,195 | 3,093 | 2,915 | 3,052 | 2,681 | 2,775 | 2,666 | 2,652 | 2,577 |
| Maryland | 9,202 | 7,447 | 7,325 | 7,224 | 7,025 | 6,910 | 6,582 | 6,025 | 5,569 | 5,570 |
| Michigan | 22,156 | 19,279 | 16,001 | 17,341 | 17,073 | 16,614 | 15,051 | 13,875 | 13,409 | 12,245 |
| Missouri | 8,229 | 7,543 | 7,306 | 7,088 | 6,911 | 6,985 | 6,702 | 6,313 | 5,802 | 5,847 |
| New Mexico | 3,719 | 3,811 | 4,187 | 4,326 | 4,275 | 4,181 | 3,877 | 3,242 | 3,187 | 2,602 |
| North Carolina | * | * | 13,108 | 12,393 | 11,588 | 11,802 | 12,169 | 11,991 | 11,470 | 11,623 |
| Ohio | 26,865 | 23,231 | 22,949 | 20,987 | 19,372 | 19,647 | 19,188 | 19,094 | 18,372 | 17,634 |
| Pennsylvania | 15,614 | 13,272 | 14,831 | 13,852 | 12,972 | 13,456 | 13,015 | 12,904 | 12,306 | 12,670 |
| Texas | 33,240 | 31,785 | 31,588 | 31,003 | 31,498 | 29,291 | 29,182 | 27,560 | 25,734 | 24,197 |
| Utah | 2,910 | 2,501 | 2,877 | 2,920 | 3,089 | 3,338 | 3,649 | 3,249 | 3,359 | 3,403 |
| Virginia | 13,352 | 11,496 | 11,055 | 10,311 | 9,846 | 9,154 | 8,870 | 8,702 | 8,533 | 8,344 |
| Washington | 13,784 | 12,606 | 12,367 | 11,413 | 10,969 | 10,790 | 10,699 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 23: Persons Killed or Injured in Alcohol-Related Motor Vehicle Crashes

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | |
| California | 2,496 | 2,166 | 1,952 | 1,706 | 1,629 | 1,485 | 1,370 | 1,240 | 1,201 | 1,309 |
| Florida | 1,367 | 1,065 | 1,012 | 944 | 961 | 1,073 | 944 | 926 | 862 | 946 |
| Georgia | 680 | 583 | 457 | 488 | 534 | 568 | 712 | 706 | 566 | * |
| Illinois | 628 | 637 | 526 | 461 | 530 | 508 | 287 | 460 | 492 | 540 |
| Indiana | 410 | 390 | 289 | 276 | 290 | 277 | 299 | 268 | 299 | 297 |
| Kansas | 138 | 118 | 113 | 99 | 117 | 126 | 131 | 107 | 113 | 133 |
| Maryland | 330 | 268 | 242 | 274 | 221 | 230 | 210 | 203 | 174 | 176 |
| Michigan | 742 | 635 | 423 | 461 | 440 | 564 | 547 | 538 | 525 | 541 |
| Missouri | 272 | 278 | 249 | 244 | 288 | 266 | 286 | 242 | 277 | 217 |
| New Mexico | 316 | 275 | 279 | 256 | 228 | 230 | 238 | 213 | 193 | 206 |
| North Carolina | * | * | 548 | 496 | 495 | 451 | 506 | 497 | 490 | 442 |
| Ohio | 626 | 604 | 522 | 477 | 399 | 458 | 429 | 426 | 418 | 448 |
| Pennsylvania | 725 | 684 | 640 | 609 | 530 | 525 | 510 | 525 | 547 | 539 |
| Texas | 1,627 | 1,464 | 1,446 | 1,408 | 1,314 | 1,239 | 1,379 | 1,182 | 1,165 | 1,106 |
| Utah | 68 | 81 | 66 | 72 | 79 | 77 | 62 | 68 | 46 | 60 |
| Virginia | 538 | 429 | 379 | 397 | 376 | 360 | 348 | 302 | 336 | 364 |
| Washington | 455 | 354 | 329 | 326 | 300 | 310 | 357 | * | * | * |
| INJURED | | | | | | | | | | |
| California | 64,964 | 56,797 | 50,165 | 44,372 | 40,954 | 38,398 | 36,898 | 32,501 | 32,146 | 31,259 |
| Florida | 32,812 | 24,474 | 22,594 | 23,540 | 23,556 | 22,409 | 22,744 | 21,772 | 20,066 | 19,089 |
| Georgia | 14,081 | 12,668 | 11,640 | 11,712 | 12,678 | 12,219 | 12,850 | 11,600 | 10,311 | * |
| Illinois | 12,871 | 11,301 | 11,415 | 11,636 | 10,957 | 10,494 | 5,177 | 9,385 | 8,048 | 7,792 |
| Indiana | 10,652 | 9,260 | 8,753 | 8,755 | 8,395 | 8,527 | 8,136 | 7,817 | 7,736 | 7,093 |
| Kansas | 3,906 | 3,661 | 3,545 | 3,267 | 3,362 | 2,990 | 3,132 | 2,979 | 2,871 | 2,900 |
| Maryland | 9,212 | 7,504 | 7,473 | 7,289 | 7,000 | 6,712 | 6,504 | 5,956 | 5,391 | 5,241 |
| Michigan | 23,195 | 20,272 | 15,859 | 16,887 | 16,478 | 16,054 | 14,323 | 13,355 | 12,657 | 11,754 |
| Missouri | 8,807 | 7,943 | 7,795 | 7,609 | 7,531 | 7,335 | 7,107 | 6,781 | 6,348 | 6,282 |
| New Mexico | 4,080 | 4,165 | 4,424 | 4,372 | 4,414 | 4,284 | 4,092 | 3,462 | 3,265 | 2,653 |
| North Carolina | * | * | 14,352 | 13,623 | 12,674 | 12,743 | 13,281 | 12,939 | 12,257 | 12,362 |
| Ohio | 28,114 | 24,452 | 24,080 | 21,512 | 19,786 | 20,171 | 19,841 | 19,460 | 18,892 | 17,968 |
| Pennsylvania | 17,285 | 14,917 | 16,215 | 15,053 | 13,885 | 14,486 | 13,868 | 14,119 | 13,212 | 13,455 |
| Texas | 36,764 | 34,854 | 34,538 | 34,246 | 34,714 | 32,250 | 32,357 | 30,042 | 27,550 | 25,963 |
| Utah | 2,972 | 2,610 | 2,900 | 3,054 | 3,138 | 3,313 | 3,638 | 3,230 | 3,235 | 3,288 |
| Virginia | 14,072 | 12,187 | 11,470 | 10,812 | 10,258 | 9,381 | 9,083 | 9,124 | 8,555 | 8,359 |
| Washington | 13,945 | 12,804 | 12,322 | 11,238 | 10,744 | 10,733 | 10,559 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 24: Alcohol-Related Motor Vehicle Crash Fatality and Injury Rates per 100,000 Residents

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | |
| California | 8.3 | 7.1 | 6.3 | 5.5 | 5.2 | 4.7 | 4.3 | 3.8 | 3.7 | 3.9 |
| Florida | 10.5 | 8.0 | 7.5 | 6.9 | 6.9 | 7.6 | 6.5 | 6.3 | 5.8 | 6.3 |
| Georgia | 10.5 | 8.8 | 6.8 | 7.1 | 7.6 | 7.9 | 9.7 | 9.4 | 7.4 | * |
| Illinois | 5.5 | 5.5 | 4.5 | 3.9 | 4.5 | 4.3 | 2.4 | 3.8 | 4.1 | 4.5 |
| Indiana | 7.4 | 7.0 | 5.1 | 4.8 | 5.0 | 4.8 | 5.1 | 4.6 | 5.1 | 5.0 |
| Kansas | 5.6 | 4.7 | 4.5 | 3.9 | 4.6 | 4.9 | 5.0 | 4.1 | 4.3 | 5.0 |
| Maryland | 6.9 | 5.5 | 4.9 | 5.5 | 4.4 | 4.6 | 4.2 | 4.0 | 3.4 | 3.4 |
| Michigan | 8.0 | 6.8 | 4.5 | 4.8 | 4.6 | 5.8 | 5.6 | 5.5 | 5.3 | 5.5 |
| Missouri | 5.3 | 5.4 | 4.8 | 4.7 | 5.5 | 5.0 | 5.3 | 4.5 | 5.1 | 4.0 |
| New Mexico | 20.8 | 17.8 | 17.6 | 15.9 | 13.8 | 13.7 | 13.9 | 12.4 | 11.1 | 11.8 |
| North Carolina | * | * | 8.0 | 7.1 | 7.0 | 6.3 | 6.9 | 6.7 | 6.5 | 5.8 |
| Ohio | 5.8 | 5.5 | 4.7 | 4.3 | 3.6 | 4.1 | 3.8 | 3.8 | 3.7 | 4.0 |
| Pennsylvania | 6.1 | 5.7 | 5.3 | 5.1 | 4.4 | 4.4 | 4.2 | 4.4 | 4.6 | 4.5 |
| Texas | 9.5 | 8.4 | 8.2 | 7.8 | 7.2 | 6.6 | 7.3 | 6.1 | 5.9 | 5.5 |
| Utah | 3.9 | 4.6 | 3.6 | 3.8 | 4.1 | 3.9 | 3.1 | 3.3 | 2.2 | 2.8 |
| Virginia | 8.7 | 6.8 | 5.9 | 6.1 | 5.8 | 5.5 | 5.2 | 4.5 | 4.9 | 5.3 |
| Washington | 9.3 | 7.1 | 6.4 | 6.2 | 5.6 | 5.7 | 6.5 | * | * | * |
| INJURED | | | | | | | | | | |
| California | 216.9 | 186.7 | 162.5 | 142.5 | 130.8 | 121.9 | 116.1 | 100.9 | 98.4 | 94.3 |
| Florida | 252.0 | 184.2 | 167.3 | 171.7 | 168.7 | 158.0 | 157.6 | 148.3 | 134.6 | 126.3 |
| Georgia | 216.4 | 191.3 | 172.2 | 169.9 | 179.9 | 170.0 | 175.3 | 155.0 | 135.0 | * |
| Illinois | 112.4 | 98.0 | 98.1 | 99.2 | 92.8 | 88.3 | 43.3 | 78.1 | 66.7 | 64.2 |
| Indiana | 191.8 | 165.3 | 155.0 | 153.5 | 146.1 | 147.2 | 139.4 | 133.1 | 130.9 | 119.4 |
| Kansas | 157.5 | 146.7 | 140.3 | 128.2 | 130.9 | 115.6 | 120.5 | 113.9 | 108.8 | 109.3 |
| Maryland | 192.0 | 154.5 | 152.4 | 147.5 | 140.4 | 133.6 | 128.6 | 116.9 | 105.1 | 101.3 |
| Michigan | 249.1 | 215.8 | 167.5 | 177.2 | 171.9 | 166.2 | 147.1 | 136.5 | 128.9 | 119.2 |
| Missouri | 171.8 | 154.0 | 150.1 | 145.3 | 142.6 | 137.8 | 132.4 | 125.4 | 116.7 | 114.9 |
| New Mexico | 268.4 | 269.2 | 279.9 | 270.7 | 267.0 | 254.6 | 239.8 | 200.9 | 188.3 | 152.5 |
| North Carolina | * | * | 210.1 | 196.1 | 179.5 | 177.3 | 181.7 | 174.2 | 162.4 | 161.6 |
| Ohio | 258.8 | 223.6 | 218.8 | 194.3 | 178.1 | 180.8 | 177.4 | 173.6 | 168.1 | 159.6 |
| Pennsylvania | 145.3 | 124.9 | 135.3 | 125.2 | 115.3 | 120.3 | 115.2 | 117.5 | 110.1 | 112.2 |
| Texas | 215.7 | 201.0 | 195.7 | 190.3 | 189.3 | 172.6 | 170.2 | 155.2 | 139.8 | 129.5 |
| Utah | 171.8 | 147.3 | 159.2 | 162.8 | 162.6 | 167.6 | 179.9 | 156.4 | 154.0 | 154.4 |
| Virginia | 226.5 | 193.9 | 179.7 | 167.2 | 156.9 | 142.1 | 136.3 | 135.5 | 126.0 | 121.6 |
| Washington | 284.5 | 255.4 | 239.8 | 214.2 | 201.4 | 197.6 | 191.6 | * | * | * |

*Data not available.

Population estimates obtained from U.S. Census Bureau report ST-99-3.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 25: Persons Killed or Injured in Alcohol-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| California | Driver – Male | 1,215 | 1,013 | 876 | 759 | 740 | 633 | 562 | 515 | 479 | 589 |
| | Driver – Female | 212 | 185 | 191 | 172 | 138 | 155 | 145 | 123 | 115 | 109 |
| | Passenger – Male | 375 | 355 | 337 | 272 | 231 | 248 | 212 | 197 | 200 | 181 |
| | Passenger – Female | 243 | 187 | 201 | 148 | 159 | 161 | 157 | 136 | 131 | 136 |
| | Pedestrian – Male | 322 | 298 | 249 | 249 | 270 | 196 | 201 | 191 | 199 | 223 |
| | Pedestrian – Female | 80 | 86 | 56 | 64 | 53 | 55 | 56 | 44 | 50 | 37 |
| | Pedalcyclist – Male | 36 | 27 | 35 | 35 | 30 | 33 | 30 | 30 | 23 | 29 |
| | Pedalcyclist – Female | 3 | 1 | 1 | 2 | 2 | 3 | 4 | 3 | 4 | 3 |
| | Unknown | 10 | 14 | 6 | 5 | 6 | 1 | 3 | 1 | 0 | 2 |
| | Total | 2,496 | 2,166 | 1,952 | 1,706 | 1,629 | 1,485 | 1,370 | 1,240 | 1,201 | 1,309 |
| INJURED | | | | | | | | | | | |
| California | Driver – Male | 28,509 | 24,883 | 21,790 | 18,957 | 17,717 | 16,090 | 15,443 | 13,444 | 13,156 | 12,926 |
| | Driver – Female | 9,239 | 8,044 | 7,319 | 6,583 | 6,294 | 6,185 | 5,935 | 5,333 | 5,352 | 5,472 |
| | Passenger – Male | 12,495 | 10,708 | 9,510 | 8,053 | 7,132 | 6,703 | 6,485 | 5,443 | 5,541 | 5,240 |
| | Passenger – Female | 10,530 | 9,279 | 8,182 | 7,470 | 6,720 | 6,295 | 6,023 | 5,319 | 5,269 | 5,034 |
| | Pedestrian – Male | 2,095 | 1,907 | 1,653 | 1,651 | 1,493 | 1,516 | 1,438 | 1,254 | 1,303 | 1,183 |
| | Pedestrian – Female | 639 | 574 | 504 | 538 | 496 | 452 | 455 | 481 | 446 | 390 |
| | Pedalcyclist – Male | 1,113 | 1,088 | 971 | 890 | 839 | 911 | 907 | 994 | 902 | 833 |
| | Pedalcyclist – Female | 119 | 114 | 118 | 103 | 116 | 120 | 105 | 122 | 99 | 103 |
| | Unknown | 225 | 200 | 118 | 127 | 147 | 126 | 107 | 111 | 78 | 78 |
| | Total | 64,964 | 56,797 | 50,165 | 44,372 | 40,954 | 38,398 | 36,898 | 32,501 | 32,146 | 31,259 |
| KILLED | | | | | | | | | | | |
| Florida | Driver – Male | 618 | 456 | 416 | 426 | 415 | 465 | 413 | 389 | 367 | 445 |
| | Driver – Female | 146 | 123 | 131 | 103 | 88 | 118 | 87 | 125 | 105 | 90 |
| | Passenger – Male | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Passenger – Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pedestrian – Male | 185 | 146 | 159 | 152 | 151 | 193 | 174 | 155 | 143 | 153 |
| | Pedestrian – Female | 59 | 42 | 50 | 26 | 52 | 48 | 44 | 44 | 36 | 38 |
| | Pedalcyclist – Male | 46 | 49 | 27 | 38 | 33 | 48 | 29 | 30 | 27 | 39 |
| | Pedalcyclist – Female | 5 | 5 | 2 | 0 | 4 | 5 | 5 | 1 | 4 | 2 |
| | Unknown | 308 | 244 | 227 | 199 | 218 | 196 | 192 | 182 | 180 | 179 |
| | Total | 1,367 | 1,065 | 1,012 | 944 | 961 | 1,073 | 944 | 926 | 862 | 946 |

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 25: Persons Killed or Injured in Alcohol-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| INJURED | | | | | | | | | | | |
| Florida | Driver – Male | 14,218 | 10,399 | 9,673 | 10,092 | 10,026 | 9,503 | 9,618 | 9,239 | 8,688 | 8,441 |
| | Driver – Female | 5,513 | 4,087 | 3,870 | 4,132 | 4,103 | 4,039 | 4,416 | 4,241 | 3,767 | 3,479 |
| | Passenger – Male | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Passenger – Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pedestrian – Male | 1,109 | 940 | 793 | 925 | 939 | 867 | 863 | 826 | 769 | 669 |
| | Pedestrian – Female | 356 | 310 | 280 | 294 | 283 | 283 | 266 | 281 | 252 | 232 |
| | Pedalcyclist – Male | 527 | 511 | 471 | 492 | 490 | 502 | 476 | 433 | 366 | 307 |
| | Pedalcyclist – Female | 69 | 61 | 59 | 45 | 59 | 57 | 51 | 60 | 47 | 41 |
| | Unknown | 11,020 | 8,166 | 7,448 | 7,560 | 7,656 | 7,158 | 7,054 | 6,692 | 6,177 | 5,920 |
| Total | | 32,812 | 24,474 | 22,594 | 23,540 | 23,556 | 22,409 | 22,744 | 21,772 | 20,066 | 19,089 |
| KILLED | | | | | | | | | | | |
| Georgia | Driver – Male | 341 | 290 | 227 | 231 | 243 | 268 | 330 | 321 | 284 | * |
| | Driver – Female | 78 | 65 | 52 | 52 | 60 | 72 | 84 | 101 | 93 | * |
| | Passenger – Male | 105 | 86 | 68 | 67 | 70 | 74 | 101 | 102 | 70 | * |
| | Passenger – Female | 65 | 63 | 43 | 47 | 43 | 52 | 73 | 55 | 37 | * |
| | Pedestrian – Male | 73 | 59 | 50 | 71 | 89 | 76 | 89 | 90 | 61 | * |
| | Pedestrian – Female | 15 | 15 | 13 | 15 | 23 | 20 | 28 | 32 | 17 | * |
| | Pedalcyclist – Male | 2 | 5 | 3 | 4 | 5 | 6 | 6 | 5 | 4 | * |
| | Pedalcyclist – Female | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | * |
| | Unknown | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| Total | | 680 | 583 | 457 | 488 | 534 | 568 | 712 | 706 | 566 | * |
| INJURED | | | | | | | | | | | |
| Georgia | Driver – Male | 6,326 | 5,642 | 5,158 | 5,139 | 5,483 | 5,441 | 5,608 | 5,061 | 4,612 | * |
| | Driver – Female | 2,293 | 2,138 | 2,019 | 2,020 | 2,296 | 2,166 | 2,377 | 2,095 | 1,914 | * |
| | Passenger – Male | 2,752 | 2,367 | 2,172 | 2,152 | 2,415 | 2,325 | 2,413 | 2,211 | 1,902 | * |
| | Passenger – Female | 2,250 | 2,097 | 1,873 | 2,010 | 2,201 | 1,987 | 2,135 | 1,907 | 1,649 | * |
| | Pedestrian – Male | 276 | 290 | 285 | 226 | 154 | 175 | 176 | 206 | 123 | * |
| | Pedestrian – Female | 99 | 72 | 81 | 102 | 56 | 72 | 69 | 66 | 41 | * |
| | Pedalcyclist – Male | 49 | 54 | 40 | 58 | 66 | 47 | 61 | 48 | 45 | * |
| | Pedalcyclist – Female | 5 | 6 | 6 | 4 | 7 | 6 | 11 | 6 | 5 | * |
| | Unknown | 31 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 20 | * |
| Total | | 14,081 | 12,668 | 11,640 | 11,712 | 12,678 | 12,219 | 12,850 | 11,600 | 10,311 | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 25: Persons Killed or Injured in Alcohol-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|-----------------------|--------|--------|--------|--------|--------|--------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| Illinois | Driver – Male | 403 | 376 | 321 | 265 | 325 | 305 | 148 | 265 | 296 | 308 |
| | Driver – Female | 82 | 90 | 67 | 59 | 68 | 58 | 41 | 61 | 47 | 63 |
| | Passenger – Male | 66 | 88 | 70 | 75 | 60 | 71 | 46 | 52 | 77 | 77 |
| | Passenger – Female | 49 | 46 | 43 | 39 | 44 | 50 | 30 | 51 | 46 | 69 |
| | Pedestrian – Male | 18 | 25 | 13 | 14 | 22 | 16 | 14 | 18 | 12 | 13 |
| | Pedestrian – Female | 9 | 6 | 4 | 6 | 8 | 5 | 6 | 9 | 6 | 5 |
| | Pedalcyclist – Male | 0 | 5 | 7 | 3 | 1 | 2 | 2 | 3 | 6 | 5 |
| | Pedalcyclist – Female | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |
| | Unknown | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 |
| Total | | 628 | 637 | 526 | 461 | 530 | 508 | 287 | 460 | 492 | 540 |
| INJURED | | | | | | | | | | | |
| Illinois | Driver – Male | 6,204 | 5,574 | 5,462 | 5,709 | 5,381 | 5,186 | 2,490 | 4,542 | 3,962 | 3,853 |
| | Driver – Female | 2,078 | 1,765 | 1,919 | 1,943 | 1,847 | 1,776 | 1,035 | 1,737 | 1,496 | 1,445 |
| | Passenger – Male | 2,280 | 2,044 | 1,973 | 2,026 | 1,909 | 1,787 | 808 | 1,587 | 1,323 | 1,268 |
| | Passenger – Female | 2,082 | 1,676 | 1,820 | 1,767 | 1,653 | 1,601 | 792 | 1,335 | 1,140 | 1,081 |
| | Pedestrian – Male | 138 | 128 | 132 | 104 | 80 | 79 | 32 | 99 | 72 | 71 |
| | Pedestrian – Female | 53 | 63 | 57 | 42 | 34 | 33 | 8 | 42 | 27 | 27 |
| | Pedalcyclist – Male | 18 | 25 | 24 | 30 | 42 | 28 | 11 | 36 | 23 | 44 |
| | Pedalcyclist – Female | 6 | 7 | 4 | 4 | 8 | 3 | 1 | 4 | 4 | 3 |
| | Unknown | 12 | 19 | 24 | 11 | 3 | 1 | 0 | 3 | 1 | 0 |
| Total | | 12,871 | 11,301 | 11,415 | 11,636 | 10,957 | 10,494 | 5,177 | 9,385 | 8,048 | 7,792 |
| KILLED | | | | | | | | | | | |
| Indiana | Driver – Male | 230 | 235 | 155 | 156 | 162 | 143 | 156 | 142 | 152 | 167 |
| | Driver – Female | 40 | 35 | 40 | 35 | 39 | 37 | 37 | 33 | 32 | 38 |
| | Passenger – Male | 63 | 49 | 44 | 35 | 42 | 46 | 50 | 54 | 40 | 36 |
| | Passenger – Female | 40 | 38 | 21 | 23 | 29 | 31 | 27 | 12 | 39 | 28 |
| | Pedestrian – Male | 20 | 21 | 22 | 18 | 12 | 8 | 17 | 20 | 25 | 17 |
| | Pedestrian – Female | 11 | 9 | 3 | 5 | 4 | 8 | 12 | 3 | 5 | 6 |
| | Pedalcyclist – Male | 3 | 2 | 1 | 2 | 1 | 2 | 0 | 2 | 2 | 2 |
| | Pedalcyclist – Female | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Unknown | 3 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 4 | 3 |
| Total | | 410 | 390 | 289 | 276 | 290 | 277 | 299 | 268 | 299 | 297 |

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 25: Persons Killed or Injured in Alcohol-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------|-----------------------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURED | | | | | | | | | | | |
| Indiana | Driver – Male | 5,186 | 4,559 | 4,337 | 4,340 | 4,200 | 4,161 | 4,012 | 3,853 | 3,898 | 3,622 |
| | Driver – Female | 1,711 | 1,467 | 1,520 | 1,484 | 1,478 | 1,467 | 1,440 | 1,463 | 1,397 | 1,195 |
| | Passenger – Male | 1,653 | 1,412 | 1,244 | 1,318 | 1,245 | 1,274 | 1,148 | 1,061 | 1,028 | 988 |
| | Passenger – Female | 1,498 | 1,279 | 1,231 | 1,192 | 1,112 | 1,184 | 1,112 | 1,030 | 1,058 | 968 |
| | Pedestrian – Male | 208 | 206 | 158 | 135 | 144 | 191 | 167 | 160 | 149 | 133 |
| | Pedestrian – Female | 75 | 78 | 55 | 62 | 43 | 50 | 73 | 60 | 63 | 53 |
| | Pedalcyclist – Male | 33 | 31 | 31 | 33 | 20 | 33 | 28 | 21 | 27 | 27 |
| | Pedalcyclist – Female | 14 | 9 | 3 | 7 | 3 | 6 | 5 | 10 | 6 | 3 |
| | Unknown | 274 | 219 | 174 | 184 | 150 | 161 | 151 | 159 | 110 | 104 |
| Total | | 10,652 | 9,260 | 8,753 | 8,755 | 8,395 | 8,527 | 8,136 | 7,817 | 7,736 | 7,093 |
| KILLED | | | | | | | | | | | |
| Kansas | Driver – Male | 71 | 63 | 70 | 57 | 63 | 63 | 70 | 55 | 65 | 57 |
| | Driver – Female | 14 | 14 | 12 | 13 | 14 | 18 | 21 | 16 | 14 | 19 |
| | Passenger – Male | 21 | 21 | 20 | 12 | 24 | 18 | 22 | 18 | 16 | 32 |
| | Passenger – Female | 19 | 17 | 10 | 9 | 13 | 17 | 12 | 8 | 6 | 11 |
| | Pedestrian – Male | 8 | 2 | 1 | 5 | 3 | 8 | 5 | 6 | 8 | 8 |
| | Pedestrian – Female | 4 | 1 | 0 | 3 | 0 | 2 | 1 | 3 | 2 | 3 |
| | Pedalcyclist – Male | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| | Pedalcyclist – Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Total | | 138 | 118 | 113 | 99 | 117 | 126 | 131 | 107 | 113 | 133 |
| INJURED | | | | | | | | | | | |
| Kansas | Driver – Male | 1,861 | 1,740 | 1,651 | 1,536 | 1,611 | 1,434 | 1,485 | 1,439 | 1,371 | 1,391 |
| | Driver – Female | 577 | 559 | 535 | 522 | 560 | 468 | 535 | 503 | 474 | 470 |
| | Passenger – Male | 784 | 713 | 704 | 585 | 611 | 565 | 563 | 531 | 543 | 567 |
| | Passenger – Female | 601 | 537 | 581 | 532 | 505 | 455 | 484 | 431 | 409 | 419 |
| | Pedestrian – Male | 47 | 64 | 44 | 48 | 37 | 36 | 31 | 45 | 36 | 27 |
| | Pedestrian – Female | 16 | 17 | 13 | 24 | 18 | 12 | 16 | 9 | 19 | 11 |
| | Pedalcyclist – Male | 12 | 11 | 5 | 10 | 7 | 12 | 9 | 7 | 10 | 7 |
| | Pedalcyclist – Female | 4 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 |
| | Unknown | 4 | 20 | 12 | 9 | 13 | 6 | 9 | 13 | 9 | 8 |
| | Total | | 3,906 | 3,661 | 3,545 | 3,267 | 3,362 | 2,990 | 3,132 | 2,979 | 2,871 |

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 25: Persons Killed or Injured in Alcohol-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| Maryland | Driver – Male | 173 | 123 | 125 | 128 | 103 | 128 | 104 | 92 | 75 | 85 |
| | Driver – Female | 23 | 31 | 22 | 27 | 16 | 20 | 24 | 31 | 18 | 18 |
| | Passenger – Male | 51 | 28 | 32 | 51 | 31 | 24 | 24 | 21 | 29 | 20 |
| | Passenger – Female | 21 | 25 | 23 | 18 | 17 | 20 | 21 | 15 | 17 | 14 |
| | Pedestrian – Male | 47 | 48 | 27 | 39 | 33 | 27 | 31 | 32 | 22 | 25 |
| | Pedestrian – Female | 8 | 11 | 9 | 9 | 12 | 6 | 6 | 9 | 8 | 10 |
| | Pedalcyclist – Male | 7 | 2 | 4 | 2 | 4 | 2 | 0 | 2 | 5 | 4 |
| | Pedalcyclist – Female | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| | Unknown | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 |
| | Total | | 330 | 268 | 242 | 274 | 221 | 230 | 210 | 203 | 174 |
| INJURED | | | | | | | | | | | |
| Maryland | Driver – Male | 4,199 | 3,415 | 3,245 | 3,231 | 3,063 | 2,940 | 2,788 | 2,606 | 2,337 | 2,329 |
| | Driver – Female | 1,379 | 1,150 | 1,209 | 1,321 | 1,250 | 1,292 | 1,197 | 1,086 | 1,089 | 985 |
| | Passenger – Male | 1,607 | 1,279 | 1,310 | 1,237 | 1,160 | 1,015 | 1,048 | 938 | 808 | 832 |
| | Passenger – Female | 1,383 | 1,104 | 1,166 | 1,174 | 1,137 | 1,054 | 1,050 | 914 | 811 | 747 |
| | Pedestrian – Male | 468 | 389 | 379 | 182 | 237 | 234 | 248 | 229 | 207 | 205 |
| | Pedestrian – Female | 102 | 95 | 95 | 69 | 71 | 78 | 76 | 83 | 53 | 71 |
| | Pedalcyclist – Male | 70 | 70 | 65 | 29 | 43 | 50 | 44 | 53 | 50 | 47 |
| | Pedalcyclist – Female | 4 | 2 | 4 | 2 | 7 | 6 | 12 | 6 | 6 | 4 |
| | Unknown | 0 | 0 | 0 | 44 | 32 | 43 | 41 | 41 | 30 | 21 |
| | Total | | 9,212 | 7,504 | 7,473 | 7,289 | 7,000 | 6,712 | 6,504 | 5,956 | 5,391 |
| KILLED | | | | | | | | | | | |
| Michigan | Driver – Male | 402 | 318 | 224 | 237 | 223 | 279 | 265 | 274 | 294 | 265 |
| | Driver – Female | 78 | 80 | 41 | 51 | 50 | 61 | 64 | 55 | 65 | 66 |
| | Passenger – Male | 92 | 96 | 56 | 64 | 61 | 64 | 70 | 73 | 59 | 69 |
| | Passenger – Female | 68 | 55 | 34 | 44 | 39 | 55 | 46 | 51 | 26 | 41 |
| | Pedestrian – Male | 72 | 51 | 29 | 38 | 41 | 52 | 53 | 52 | 46 | 65 |
| | Pedestrian – Female | 21 | 27 | 8 | 13 | 9 | 25 | 19 | 14 | 18 | 15 |
| | Pedalcyclist – Male | 8 | 6 | 4 | 3 | 2 | 7 | 8 | 7 | 8 | 7 |
| | Pedalcyclist – Female | 0 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 1 |
| | Unknown | 1 | 1 | 26 | 9 | 14 | 19 | 21 | 12 | 9 | 12 |
| | Total | | 742 | 635 | 423 | 461 | 440 | 564 | 547 | 538 | 525 |

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 25: Persons Killed or Injured in Alcohol-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURED | | | | | | | | | | | |
| Michigan | Driver – Male | 11,293 | 9,710 | 7,263 | 8,188 | 7,922 | 7,576 | 6,872 | 6,417 | 6,138 | 5,689 |
| | Driver – Female | 4,015 | 3,479 | 2,781 | 3,051 | 3,003 | 2,985 | 2,755 | 2,499 | 2,514 | 2,266 |
| | Passenger – Male | 3,833 | 3,501 | 2,236 | 2,365 | 2,194 | 2,162 | 1,963 | 1,896 | 1,673 | 1,624 |
| | Passenger – Female | 3,501 | 3,068 | 2,081 | 2,174 | 2,197 | 2,243 | 1,820 | 1,689 | 1,528 | 1,434 |
| | Pedestrian – Male | 245 | 199 | 195 | 251 | 291 | 297 | 229 | 231 | 221 | 192 |
| | Pedestrian – Female | 105 | 85 | 61 | 79 | 105 | 87 | 81 | 81 | 83 | 80 |
| | Pedalcyclist – Male | 94 | 90 | 92 | 87 | 112 | 113 | 103 | 112 | 102 | 88 |
| | Pedalcyclist – Female | 21 | 21 | 8 | 20 | 19 | 16 | 12 | 13 | 13 | 15 |
| | Unknown | 88 | 119 | 1,142 | 672 | 635 | 575 | 488 | 417 | 385 | 366 |
| Total | | 23,195 | 20,272 | 15,859 | 16,887 | 16,478 | 16,054 | 14,323 | 13,355 | 12,657 | 11,754 |
| KILLED | | | | | | | | | | | |
| Missouri | Driver – Male | 124 | 163 | 134 | 108 | 144 | 135 | 150 | 124 | 136 | 116 |
| | Driver – Female | 31 | 28 | 20 | 33 | 29 | 26 | 38 | 31 | 25 | 17 |
| | Passenger – Male | 65 | 48 | 40 | 54 | 50 | 53 | 54 | 50 | 60 | 45 |
| | Passenger – Female | 26 | 22 | 41 | 26 | 37 | 24 | 23 | 27 | 25 | 28 |
| | Pedestrian – Male | 20 | 11 | 10 | 19 | 19 | 23 | 18 | 6 | 23 | 9 |
| | Pedestrian – Female | 5 | 4 | 3 | 2 | 8 | 4 | 3 | 4 | 7 | 2 |
| | Pedalcyclist – Male | 1 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 1 | 0 |
| | Pedalcyclist – Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | | 272 | 278 | 249 | 244 | 288 | 266 | 286 | 242 | 277 |
| INJURED | | | | | | | | | | | |
| Missouri | Driver – Male | 4,322 | 3,781 | 3,742 | 3,619 | 3,577 | 3,631 | 3,457 | 3,270 | 3,007 | 3,007 |
| | Driver – Female | 1,291 | 1,270 | 1,283 | 1,196 | 1,200 | 1,123 | 1,125 | 1,123 | 1,020 | 997 |
| | Passenger – Male | 1,627 | 1,455 | 1,452 | 1,413 | 1,402 | 1,341 | 1,327 | 1,251 | 1,217 | 1,188 |
| | Passenger – Female | 1,364 | 1,220 | 1,132 | 1,208 | 1,205 | 1,101 | 1,053 | 998 | 953 | 927 |
| | Pedestrian – Male | 136 | 132 | 123 | 114 | 95 | 88 | 94 | 85 | 90 | 104 |
| | Pedestrian – Female | 50 | 47 | 38 | 35 | 33 | 33 | 29 | 22 | 32 | 39 |
| | Pedalcyclist – Male | 12 | 23 | 10 | 18 | 11 | 10 | 11 | 18 | 16 | 9 |
| | Pedalcyclist – Female | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 3 | 2 | 1 |
| | Unknown | 4 | 14 | 14 | 6 | 8 | 6 | 11 | 11 | 11 | 10 |
| | Total | | 8,807 | 7,943 | 7,795 | 7,609 | 7,531 | 7,335 | 7,107 | 6,781 | 6,348 |

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 25: Persons Killed or Injured in Alcohol-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| New Mexico | Driver – Male | 137 | 121 | 114 | 108 | 98 | 97 | 105 | 92 | 80 | 93 |
| | Driver – Female | 25 | 22 | 24 | 24 | 21 | 16 | 13 | 20 | 20 | 23 |
| | Passenger – Male | 51 | 45 | 48 | 42 | 36 | 38 | 43 | 31 | 26 | 29 |
| | Passenger – Female | 40 | 22 | 28 | 26 | 21 | 21 | 30 | 26 | 32 | 18 |
| | Pedestrian – Male | 50 | 57 | 58 | 47 | 43 | 44 | 34 | 32 | 27 | 27 |
| | Pedestrian – Female | 13 | 7 | 7 | 7 | 8 | 12 | 6 | 7 | 8 | 11 |
| | Pedalcyclist – Male | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 3 |
| | Pedalcyclist – Female | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 2 |
| | Total | | 316 | 275 | 279 | 256 | 228 | 230 | 238 | 213 | 193 |
| INJURED | | | | | | | | | | | |
| New Mexico | Driver – Male | 1,823 | 1,839 | 1,848 | 1,818 | 1,836 | 1,834 | 1,692 | 1,443 | 1,324 | 1,129 |
| | Driver – Female | 612 | 614 | 706 | 760 | 751 | 745 | 671 | 594 | 627 | 488 |
| | Passenger – Male | 850 | 853 | 849 | 799 | 895 | 830 | 792 | 638 | 593 | 441 |
| | Passenger – Female | 679 | 734 | 828 | 783 | 786 | 712 | 737 | 633 | 584 | 462 |
| | Pedestrian – Male | 75 | 75 | 127 | 142 | 96 | 92 | 117 | 90 | 73 | 75 |
| | Pedestrian – Female | 22 | 24 | 31 | 38 | 27 | 29 | 33 | 16 | 28 | 23 |
| | Pedalcyclist – Male | 12 | 19 | 25 | 18 | 15 | 24 | 25 | 18 | 22 | 10 |
| | Pedalcyclist – Female | 2 | 2 | 7 | 3 | 2 | 4 | 4 | 3 | 0 | 0 |
| | Unknown | 5 | 5 | 3 | 11 | 6 | 14 | 21 | 27 | 14 | 25 |
| | Total | | 4,080 | 4,165 | 4,424 | 4,372 | 4,414 | 4,284 | 4,092 | 3,462 | 3,265 |
| KILLED | | | | | | | | | | | |
| North Carolina | Driver – Male | * | * | 245 | 254 | 229 | 218 | 261 | 245 | 239 | 232 |
| | Driver – Female | * | * | 51 | 35 | 45 | 39 | 47 | 61 | 43 | 31 |
| | Passenger – Male | * | * | 94 | 70 | 87 | 78 | 70 | 69 | 67 | 68 |
| | Passenger – Female | * | * | 41 | 39 | 48 | 23 | 49 | 43 | 33 | 34 |
| | Pedestrian – Male | * | * | 87 | 72 | 57 | 69 | 53 | 51 | 76 | 59 |
| | Pedestrian – Female | * | * | 19 | 16 | 18 | 12 | 14 | 17 | 14 | 9 |
| | Pedalcyclist – Male | * | * | 10 | 8 | 9 | 10 | 11 | 9 | 16 | 9 |
| | Pedalcyclist – Female | * | * | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 |
| | Unknown | * | * | 0 | 2 | 2 | 1 | 1 | 0 | 2 | 0 |
| | Total | | * | * | 548 | 496 | 495 | 451 | 506 | 497 | 490 |

*Data not available.

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 25: Persons Killed or Injured in Alcohol-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURED | | | | | | | | | | | |
| North Carolina | Driver – Male | * | * | 6,429 | 6,108 | 5,715 | 5,669 | 5,917 | 5,806 | 5,600 | 5,748 |
| | Driver – Female | * | * | 2,245 | 2,176 | 2,089 | 2,168 | 2,200 | 2,209 | 2,110 | 2,167 |
| | Passenger – Male | * | * | 2,928 | 2,779 | 2,493 | 2,493 | 2,663 | 2,601 | 2,320 | 2,260 |
| | Passenger – Female | * | * | 2,109 | 1,953 | 1,803 | 1,893 | 1,968 | 1,749 | 1,717 | 1,735 |
| | Pedestrian – Male | * | * | 375 | 366 | 345 | 295 | 317 | 329 | 292 | 248 |
| | Pedestrian – Female | * | * | 103 | 106 | 73 | 80 | 84 | 91 | 85 | 68 |
| | Pedalcyclist – Male | * | * | 116 | 110 | 134 | 115 | 98 | 111 | 93 | 102 |
| | Pedalcyclist – Female | * | * | 10 | 6 | 4 | 13 | 7 | 12 | 11 | 9 |
| | Unknown | * | * | 37 | 19 | 18 | 17 | 27 | 31 | 29 | 25 |
| Total | * | * | 14,352 | 13,623 | 12,674 | 12,743 | 13,281 | 12,939 | 12,257 | 12,362 | |
| KILLED | | | | | | | | | | | |
| Ohio | Driver – Male | 347 | 323 | 284 | 266 | 229 | 258 | 242 | 243 | 225 | 250 |
| | Driver – Female | 52 | 63 | 58 | 51 | 53 | 53 | 49 | 48 | 45 | 49 |
| | Passenger – Male | 106 | 107 | 77 | 82 | 54 | 62 | 55 | 62 | 68 | 61 |
| | Passenger – Female | 50 | 48 | 47 | 37 | 27 | 53 | 44 | 36 | 35 | 40 |
| | Pedestrian – Male | 49 | 48 | 37 | 28 | 22 | 18 | 21 | 23 | 33 | 32 |
| | Pedestrian – Female | 17 | 11 | 15 | 12 | 6 | 10 | 13 | 14 | 9 | 11 |
| | Pedalcyclist – Male | 4 | 4 | 3 | 1 | 6 | 2 | 5 | 0 | 3 | 4 |
| | Pedalcyclist – Female | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 |
| | Unknown | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Total | 626 | 604 | 522 | 477 | 399 | 458 | 429 | 426 | 418 | 448 | |
| INJURED | | | | | | | | | | | |
| Ohio | Driver – Male | 13,635 | 11,979 | 11,786 | 10,666 | 9,644 | 9,741 | 9,632 | 9,366 | 9,105 | 8,614 |
| | Driver – Female | 4,813 | 4,132 | 4,305 | 3,846 | 3,705 | 3,876 | 3,835 | 3,838 | 3,635 | 3,493 |
| | Passenger – Male | 4,433 | 3,883 | 3,639 | 3,227 | 2,943 | 3,028 | 3,023 | 2,814 | 2,800 | 2,601 |
| | Passenger – Female | 3,851 | 3,266 | 3,262 | 2,947 | 2,778 | 2,859 | 2,684 | 2,587 | 2,515 | 2,465 |
| | Pedestrian – Male | 398 | 327 | 341 | 299 | 277 | 262 | 277 | 262 | 285 | 248 |
| | Pedestrian – Female | 153 | 148 | 132 | 121 | 91 | 102 | 116 | 141 | 128 | 109 |
| | Pedalcyclist – Male | 107 | 102 | 93 | 82 | 77 | 92 | 75 | 80 | 110 | 116 |
| | Pedalcyclist – Female | 11 | 18 | 14 | 22 | 20 | 19 | 22 | 26 | 24 | 21 |
| | Unknown | 713 | 597 | 508 | 302 | 251 | 192 | 177 | 346 | 290 | 301 |
| | Total | 28,114 | 24,452 | 24,080 | 21,512 | 19,786 | 20,171 | 19,841 | 19,460 | 18,892 | 17,968 |

*Data not available.

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 25: Persons Killed or Injured in Alcohol-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
| KILLED | | | | | | | | | | | |
| Pennsylvania | Driver – Male | 389 | 401 | 338 | 354 | 285 | 283 | 280 | 283 | 322 | 303 |
| | Driver – Female | 75 | 58 | 71 | 59 | 55 | 60 | 55 | 59 | 56 | 62 |
| | Passenger – Male | 97 | 97 | 94 | 74 | 68 | 74 | 78 | 77 | 82 | 61 |
| | Passenger – Female | 68 | 65 | 57 | 59 | 60 | 46 | 38 | 53 | 38 | 58 |
| | Pedestrian – Male | 61 | 43 | 59 | 42 | 38 | 46 | 44 | 41 | 31 | 40 |
| | Pedestrian – Female | 30 | 17 | 20 | 17 | 21 | 13 | 11 | 11 | 13 | 11 |
| | Pedalcyclist – Male | 5 | 2 | 1 | 4 | 3 | 2 | 4 | 1 | 5 | 4 |
| | Pedalcyclist – Female | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | Total | 725 | 684 | 640 | 609 | 530 | 525 | 510 | 525 | 547 | 539 |
| INJURED | | | | | | | | | | | |
| Pennsylvania | Driver – Male | 8,875 | 7,708 | 8,198 | 7,559 | 7,055 | 7,331 | 7,187 | 7,102 | 6,850 | 6,928 |
| | Driver – Female | 2,594 | 2,214 | 2,606 | 2,401 | 2,179 | 2,311 | 2,253 | 2,334 | 2,192 | 2,357 |
| | Passenger – Male | 2,857 | 2,392 | 2,548 | 2,410 | 2,244 | 2,324 | 2,102 | 2,285 | 2,046 | 2,057 |
| | Passenger – Female | 2,398 | 2,154 | 2,296 | 2,201 | 1,949 | 2,070 | 1,901 | 1,975 | 1,744 | 1,762 |
| | Pedestrian – Male | 303 | 249 | 300 | 259 | 246 | 248 | 222 | 204 | 179 | 185 |
| | Pedestrian – Female | 132 | 94 | 130 | 105 | 108 | 78 | 80 | 86 | 91 | 72 |
| | Pedalcyclist – Male | 48 | 47 | 71 | 61 | 63 | 68 | 64 | 70 | 65 | 48 |
| | Pedalcyclist – Female | 4 | 3 | 5 | 8 | 5 | 3 | 12 | 10 | 7 | 7 |
| | Unknown | 74 | 56 | 61 | 49 | 36 | 53 | 47 | 53 | 38 | 39 |
| Total | 17,285 | 14,917 | 16,215 | 15,053 | 13,885 | 14,486 | 13,868 | 14,119 | 13,212 | 13,455 | |
| KILLED | | | | | | | | | | | |
| Texas | Driver – Male | 786 | 668 | 675 | 699 | 657 | 615 | 666 | 573 | 570 | 573 |
| | Driver – Female | 122 | 144 | 144 | 152 | 151 | 137 | 150 | 140 | 116 | 115 |
| | Passenger – Male | 282 | 256 | 251 | 208 | 209 | 186 | 235 | 186 | 196 | 161 |
| | Passenger – Female | 158 | 150 | 127 | 148 | 124 | 121 | 150 | 119 | 122 | 113 |
| | Pedestrian – Male | 211 | 182 | 182 | 145 | 123 | 132 | 117 | 127 | 102 | 106 |
| | Pedestrian – Female | 46 | 45 | 46 | 37 | 37 | 33 | 38 | 24 | 41 | 28 |
| | Pedalcyclist – Male | 16 | 14 | 16 | 12 | 10 | 9 | 14 | 8 | 16 | 9 |
| | Pedalcyclist – Female | 0 | 2 | 0 | 0 | 1 | 4 | 1 | 3 | 2 | 0 |
| | Unknown | 6 | 3 | 5 | 7 | 2 | 2 | 8 | 2 | 0 | 1 |
| Total | 1,627 | 1,464 | 1,446 | 1,408 | 1,314 | 1,239 | 1,379 | 1,182 | 1,165 | 1,106 | |

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 25: Persons Killed or Injured in Alcohol-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURED | | | | | | | | | | | |
| Texas | Driver – Male | 16,641 | 15,687 | 15,274 | 15,199 | 15,116 | 14,149 | 14,143 | 13,034 | 12,198 | 11,516 |
| | Driver – Female | 5,273 | 5,113 | 5,246 | 5,108 | 5,392 | 4,996 | 5,110 | 4,910 | 4,530 | 4,309 |
| | Passenger – Male | 6,997 | 6,693 | 6,729 | 6,655 | 6,745 | 6,333 | 6,324 | 5,714 | 5,076 | 4,767 |
| | Passenger – Female | 6,554 | 6,222 | 6,188 | 6,184 | 6,395 | 5,823 | 5,817 | 5,557 | 4,933 | 4,770 |
| | Pedestrian – Male | 627 | 534 | 524 | 505 | 469 | 407 | 415 | 335 | 340 | 279 |
| | Pedestrian – Female | 170 | 169 | 149 | 161 | 159 | 135 | 135 | 129 | 143 | 64 |
| | Pedalcyclist – Male | 112 | 96 | 104 | 98 | 100 | 100 | 85 | 68 | 73 | 58 |
| | Pedalcyclist – Female | 9 | 12 | 17 | 7 | 15 | 13 | 9 | 8 | 11 | 9 |
| | Unknown | 381 | 328 | 307 | 329 | 323 | 294 | 319 | 287 | 246 | 191 |
| Total | 36,764 | 34,854 | 34,538 | 34,246 | 34,714 | 32,250 | 32,357 | 30,042 | 27,550 | 25,963 | |
| KILLED | | | | | | | | | | | |
| Utah | Driver – Male | 33 | 41 | 27 | 30 | 35 | 30 | 31 | 25 | 17 | 23 |
| | Driver – Female | 7 | 6 | 6 | 9 | 6 | 7 | 6 | 8 | 5 | 9 |
| | Passenger – Male | 10 | 15 | 10 | 16 | 22 | 22 | 13 | 19 | 14 | 16 |
| | Passenger – Female | 12 | 9 | 9 | 12 | 7 | 8 | 8 | 13 | 4 | 10 |
| | Pedestrian – Male | 5 | 3 | 12 | 5 | 5 | 6 | 4 | 2 | 3 | 1 |
| | Pedestrian – Female | 0 | 4 | 1 | 0 | 3 | 3 | 0 | 1 | 2 | 1 |
| | Pedalcyclist – Male | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| | Pedalcyclist – Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Unknown | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 68 | 81 | 66 | 72 | 79 | 77 | 62 | 68 | 46 | 60 | |
| INJURED | | | | | | | | | | | |
| Utah | Driver – Male | 1,233 | 1,095 | 1,237 | 1,295 | 1,254 | 1,323 | 1,477 | 1,286 | 1,352 | 1,402 |
| | Driver – Female | 557 | 464 | 533 | 538 | 672 | 669 | 766 | 697 | 690 | 690 |
| | Passenger – Male | 579 | 506 | 546 | 591 | 566 | 669 | 658 | 609 | 566 | 594 |
| | Passenger – Female | 542 | 497 | 512 | 577 | 600 | 607 | 689 | 597 | 573 | 554 |
| | Pedestrian – Male | 20 | 21 | 42 | 29 | 25 | 19 | 26 | 16 | 19 | 18 |
| | Pedestrian – Female | 6 | 11 | 15 | 11 | 8 | 10 | 9 | 7 | 12 | 14 |
| | Pedalcyclist – Male | 14 | 13 | 8 | 8 | 7 | 9 | 5 | 10 | 9 | 6 |
| | Pedalcyclist – Female | 6 | 2 | 4 | 2 | 1 | 2 | 0 | 2 | 3 | 4 |
| | Unknown | 15 | 1 | 3 | 3 | 5 | 5 | 8 | 6 | 11 | 6 |
| Total | 2,972 | 2,610 | 2,900 | 3,054 | 3,138 | 3,313 | 3,638 | 3,230 | 3,235 | 3,288 | |

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 25: Persons Killed or Injured in Alcohol-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|-----------------------|--------|--------|--------|--------|--------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| Virginia | Driver – Male | 254 | 204 | 197 | 192 | 183 | 183 | 169 | 159 | 179 | 196 |
| | Driver – Female | 67 | 36 | 32 | 29 | 38 | 30 | 47 | 33 | 36 | 30 |
| | Passenger – Male | 99 | 85 | 67 | 73 | 68 | 58 | 55 | 48 | 47 | 69 |
| | Passenger – Female | 48 | 40 | 36 | 45 | 44 | 37 | 24 | 30 | 26 | 25 |
| | Pedestrian – Male | 43 | 41 | 36 | 38 | 30 | 37 | 38 | 25 | 37 | 33 |
| | Pedestrian – Female | 18 | 10 | 6 | 15 | 7 | 12 | 7 | 3 | 7 | 4 |
| | Pedalcyclist – Male | 8 | 9 | 2 | 3 | 6 | 2 | 5 | 4 | 3 | 6 |
| | Pedalcyclist – Female | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | Unknown | 1 | 4 | 0 | 2 | 0 | 0 | 3 | 0 | 1 | 1 |
| | Total | 538 | 429 | 379 | 397 | 376 | 360 | 348 | 302 | 336 | 364 |
| INJURED | | | | | | | | | | | |
| Virginia | Driver – Male | 6,626 | 5,646 | 5,313 | 4,990 | 4,734 | 4,365 | 4,225 | 4,190 | 4,011 | 3,927 |
| | Driver – Female | 2,064 | 1,890 | 1,837 | 1,690 | 1,642 | 1,580 | 1,518 | 1,490 | 1,498 | 1,488 |
| | Passenger – Male | 2,738 | 2,379 | 2,142 | 1,998 | 1,868 | 1,660 | 1,569 | 1,651 | 1,446 | 1,404 |
| | Passenger – Female | 2,000 | 1,732 | 1,634 | 1,622 | 1,479 | 1,320 | 1,316 | 1,322 | 1,178 | 1,129 |
| | Pedestrian – Male | 393 | 298 | 346 | 295 | 283 | 249 | 249 | 252 | 234 | 227 |
| | Pedestrian – Female | 125 | 115 | 86 | 85 | 89 | 81 | 81 | 98 | 84 | 84 |
| | Pedalcyclist – Male | 86 | 100 | 80 | 81 | 94 | 85 | 60 | 69 | 42 | 57 |
| | Pedalcyclist – Female | 2 | 9 | 8 | 9 | 7 | 2 | 9 | 11 | 6 | 8 |
| | Unknown | 38 | 18 | 24 | 42 | 62 | 39 | 56 | 41 | 56 | 35 |
| | Total | 14,072 | 12,187 | 11,470 | 10,812 | 10,258 | 9,381 | 9,083 | 9,124 | 8,555 | 8,359 |

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 25: Persons Killed or Injured in Alcohol-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|-----------------------|--------|--------|--------|--------|--------|--------|--------|------|------|------|
| KILLED | | | | | | | | | | | |
| Washington | Driver – Male | 246 | 195 | 167 | 164 | 164 | 142 | 186 | * | * | * |
| | Driver – Female | 47 | 39 | 47 | 34 | 29 | 41 | 39 | * | * | * |
| | Passenger – Male | 75 | 60 | 49 | 57 | 41 | 52 | 64 | * | * | * |
| | Passenger – Female | 52 | 29 | 35 | 38 | 27 | 33 | 27 | * | * | * |
| | Pedestrian – Male | 24 | 24 | 23 | 26 | 31 | 27 | 30 | * | * | * |
| | Pedestrian – Female | 6 | 5 | 6 | 5 | 3 | 8 | 8 | * | * | * |
| | Pedalcyclist – Male | 4 | 2 | 2 | 2 | 5 | 6 | 2 | * | * | * |
| | Pedalcyclist – Female | 1 | 0 | 0 | 0 | 0 | 1 | 1 | * | * | * |
| | Total | 455 | 354 | 329 | 326 | 300 | 310 | 357 | * | * | * |
| INJURED | | | | | | | | | | | |
| Washington | Driver – Male | 6,429 | 5,944 | 5,691 | 5,178 | 4,887 | 4,846 | 4,444 | * | * | * |
| | Driver – Female | 2,409 | 2,168 | 2,277 | 2,021 | 2,002 | 2,008 | 2,248 | * | * | * |
| | Passenger – Male | 2,476 | 2,290 | 2,076 | 1,915 | 1,807 | 1,861 | 1,809 | * | * | * |
| | Passenger – Female | 2,187 | 1,911 | 1,868 | 1,707 | 1,631 | 1,636 | 1,632 | * | * | * |
| | Pedestrian – Male | 223 | 236 | 205 | 222 | 204 | 197 | 215 | * | * | * |
| | Pedestrian – Female | 88 | 98 | 69 | 77 | 76 | 71 | 93 | * | * | * |
| | Pedalcyclist – Male | 65 | 87 | 78 | 69 | 86 | 71 | 79 | * | * | * |
| | Pedalcyclist – Female | 6 | 11 | 12 | 15 | 12 | 17 | 16 | * | * | * |
| | Unknown | 62 | 59 | 46 | 34 | 39 | 26 | 23 | * | * | * |
| | Total | 13,945 | 12,804 | 12,322 | 11,238 | 10,744 | 10,733 | 10,559 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 26: Drivers Age 15-20 Involved in Fatal and Injury Alcohol-Related Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------|---------|------|------|------|------|------|------|------|------|------|------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Male | 328 | 292 | 244 | 190 | 180 | 137 | 153 | 148 | 153 | 142 |
| | Female | 77 | 53 | 53 | 43 | 39 | 54 | 27 | 41 | 45 | 39 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | Total | 405 | 345 | 297 | 233 | 219 | 191 | 180 | 189 | 199 | 182 |
| Florida | Male | 170 | 128 | 102 | 93 | 104 | 121 | 90 | 87 | 103 | 120 |
| | Female | 60 | 47 | 40 | 29 | 34 | 29 | 26 | 49 | 36 | 27 |
| | Unknown | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Total | 230 | 175 | 142 | 122 | 139 | 150 | 116 | 136 | 139 | 147 |
| Georgia | Male | 88 | 82 | 56 | 66 | 59 | 78 | 82 | 74 | 56 | * |
| | Female | 25 | 25 | 13 | 10 | 15 | 13 | 35 | 24 | 23 | * |
| | Total | 113 | 107 | 69 | 76 | 74 | 91 | 117 | 98 | 79 | * |
| Illinois | Male | 91 | 89 | 71 | 49 | 68 | 60 | 25 | 63 | 65 | 58 |
| | Female | 23 | 20 | 15 | 15 | 18 | 23 | 6 | 15 | 13 | 20 |
| | Total | 114 | 109 | 86 | 64 | 86 | 83 | 31 | 78 | 78 | 78 |
| Indiana | Male | 45 | 48 | 43 | 34 | 28 | 29 | 45 | 41 | 33 | 36 |
| | Female | 12 | 10 | 11 | 5 | 11 | 8 | 16 | 5 | 9 | 9 |
| | Unknown | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 57 | 59 | 54 | 39 | 39 | 37 | 61 | 46 | 42 | 45 |
| Kansas | Male | 27 | 23 | 21 | 17 | 16 | 13 | 21 | 15 | 16 | 23 |
| | Female | 5 | 4 | 2 | 6 | 7 | 7 | 5 | 4 | 2 | 6 |
| | Total | 32 | 27 | 23 | 23 | 23 | 20 | 26 | 19 | 18 | 29 |
| Maryland | Male | 40 | 37 | 26 | 32 | 27 | 24 | 33 | 25 | 26 | 25 |
| | Female | 8 | 9 | 5 | 7 | 7 | 4 | 6 | 4 | 7 | 5 |
| | Total | 48 | 46 | 31 | 39 | 34 | 28 | 39 | 29 | 33 | 30 |
| Michigan | Male | 113 | 87 | 45 | 56 | 60 | 60 | 66 | 54 | 56 | 72 |
| | Female | 20 | 23 | 15 | 13 | 16 | 23 | 18 | 17 | 23 | 16 |
| | Unknown | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 1 | 2 |
| | Total | 133 | 110 | 61 | 69 | 77 | 85 | 85 | 72 | 80 | 90 |
| Missouri | Male | 36 | 60 | 40 | 42 | 50 | 35 | 33 | 33 | 38 | 42 |
| | Female | 13 | 11 | 10 | 6 | 10 | 5 | 11 | 5 | 6 | 9 |
| | Total | 49 | 71 | 50 | 48 | 60 | 40 | 44 | 38 | 44 | 51 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 26: Drivers Age 15-20 Involved in Fatal and Injury Alcohol-Related Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------------|---------|------|------|------|------|------|------|------|------|------|------|
| FATAL CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Male | 58 | 41 | 28 | 39 | 40 | 32 | 33 | 32 | 22 | 32 |
| | Female | 5 | 9 | 4 | 10 | 12 | 8 | 7 | 7 | 9 | 5 |
| | Total | 63 | 50 | 32 | 49 | 52 | 40 | 40 | 39 | 31 | 37 |
| North Carolina | Male | * | * | 61 | 55 | 57 | 41 | 63 | 64 | 64 | 43 |
| | Female | * | * | 10 | 13 | 15 | 11 | 15 | 12 | 16 | 13 |
| | Unknown | * | * | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| | Total | * | * | 71 | 69 | 72 | 52 | 79 | 76 | 81 | 56 |
| Ohio | Male | 89 | 87 | 77 | 75 | 40 | 61 | 59 | 41 | 54 | 61 |
| | Female | 20 | 21 | 11 | 14 | 13 | 15 | 15 | 16 | 14 | 16 |
| | Total | 109 | 108 | 88 | 89 | 53 | 76 | 74 | 57 | 68 | 77 |
| Pennsylvania | Male | 107 | 103 | 67 | 63 | 57 | 64 | 47 | 75 | 65 | 72 |
| | Female | 20 | 18 | 14 | 10 | 14 | 13 | 10 | 23 | 21 | 29 |
| | Total | 127 | 121 | 81 | 73 | 71 | 77 | 57 | 98 | 86 | 101 |
| Texas | Male | 231 | 197 | 195 | 175 | 164 | 124 | 163 | 139 | 148 | 146 |
| | Female | 42 | 41 | 49 | 41 | 41 | 34 | 40 | 35 | 33 | 40 |
| | Total | 273 | 238 | 244 | 216 | 205 | 158 | 203 | 174 | 181 | 186 |
| Utah | Male | 9 | 8 | 10 | 13 | 14 | 7 | 8 | 14 | 11 | 11 |
| | Female | 2 | 1 | 4 | 4 | 2 | 0 | 3 | 2 | 2 | 1 |
| | Total | 11 | 9 | 14 | 17 | 16 | 7 | 11 | 16 | 13 | 12 |
| Virginia | Male | 74 | 56 | 56 | 47 | 34 | 49 | 34 | 41 | 45 | 39 |
| | Female | 21 | 14 | 11 | 16 | 5 | 12 | 13 | 5 | 3 | 11 |
| | Total | 95 | 70 | 67 | 63 | 39 | 61 | 47 | 46 | 48 | 50 |
| Washington | Male | 55 | 47 | 35 | 41 | 30 | 29 | 40 | * | * | * |
| | Female | 12 | 9 | 6 | 7 | 5 | 5 | 14 | * | * | * |
| | Total | 67 | 56 | 41 | 48 | 35 | 34 | 54 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 26: Drivers Age 15-20 Involved in Fatal and Injury Alcohol-Related Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURY CRASHES | | | | | | | | | | | |
| California | Male | 5,995 | 5,019 | 3,916 | 3,358 | 3,043 | 2,756 | 2,748 | 2,355 | 2,349 | 2,445 |
| | Female | 1,893 | 1,489 | 1,249 | 1,126 | 1,035 | 996 | 1,003 | 887 | 941 | 913 |
| | Unknown | 3 | 2 | 0 | 1 | 3 | 2 | 3 | 2 | 1 | 1 |
| | Total | 7,891 | 6,510 | 5,165 | 4,485 | 4,081 | 3,754 | 3,754 | 3,244 | 3,291 | 3,359 |
| Florida | Male | 2,701 | 1,933 | 1,526 | 1,555 | 1,591 | 1,492 | 1,558 | 1,563 | 1,452 | 1,478 |
| | Female | 1,027 | 732 | 606 | 657 | 695 | 694 | 737 | 734 | 705 | 633 |
| | Unknown | 4 | 8 | 1 | 3 | 3 | 0 | 0 | 1 | 1 | 1 |
| | Total | 3,732 | 2,673 | 2,133 | 2,215 | 2,289 | 2,186 | 2,295 | 2,298 | 2,158 | 2,112 |
| Georgia | Male | 1,386 | 1,196 | 992 | 847 | 998 | 1,005 | 1,030 | 918 | 845 | * |
| | Female | 486 | 400 | 355 | 328 | 394 | 340 | 413 | 351 | 321 | * |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | * |
| | Total | 1,872 | 1,596 | 1,347 | 1,175 | 1,392 | 1,345 | 1,443 | 1,269 | 1,171 | * |
| Illinois | Male | 1,209 | 1,086 | 955 | 921 | 905 | 857 | 321 | 779 | 699 | 686 |
| | Female | 403 | 354 | 344 | 329 | 306 | 297 | 154 | 334 | 295 | 279 |
| | Unknown | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 8 | 8 | 5 |
| | Total | 1,612 | 1,441 | 1,299 | 1,250 | 1,211 | 1,154 | 477 | 1,121 | 1,002 | 970 |
| Indiana | Male | 1,136 | 905 | 738 | 745 | 666 | 705 | 664 | 636 | 692 | 642 |
| | Female | 383 | 306 | 295 | 299 | 289 | 271 | 295 | 321 | 290 | 278 |
| | Unknown | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 3 | 0 |
| | Total | 1,519 | 1,213 | 1,033 | 1,045 | 956 | 976 | 960 | 958 | 985 | 920 |
| Kansas | Male | 478 | 422 | 385 | 295 | 341 | 305 | 310 | 287 | 335 | 365 |
| | Female | 156 | 130 | 153 | 119 | 150 | 121 | 139 | 132 | 138 | 134 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Total | 634 | 552 | 538 | 414 | 491 | 426 | 449 | 419 | 474 | 499 |
| Maryland | Male | 780 | 561 | 498 | 464 | 415 | 453 | 450 | 421 | 422 | 437 |
| | Female | 240 | 197 | 182 | 192 | 189 | 195 | 199 | 180 | 194 | 189 |
| | Unknown | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 |
| | Total | 1,020 | 758 | 680 | 656 | 606 | 649 | 649 | 601 | 616 | 629 |
| Michigan | Male | 2,500 | 2,020 | 1,276 | 1,377 | 1,323 | 1,271 | 1,142 | 1,135 | 1,106 | 1,031 |
| | Female | 906 | 758 | 541 | 577 | 562 | 544 | 532 | 468 | 456 | 404 |
| | Unknown | 0 | 0 | 32 | 20 | 19 | 33 | 16 | 24 | 23 | 10 |
| | Total | 3,406 | 2,778 | 1,849 | 1,974 | 1,904 | 1,848 | 1,690 | 1,627 | 1,585 | 1,445 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 26: Drivers Age 15-20 Involved in Fatal and Injury Alcohol-Related Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURY CRASHES (Continued) | | | | | | | | | | | |
| Missouri | Male | 863 | 762 | 694 | 604 | 633 | 646 | 642 | 597 | 615 | 660 |
| | Female | 263 | 250 | 250 | 193 | 221 | 219 | 236 | 222 | 217 | 227 |
| | Total | 1,126 | 1,012 | 944 | 797 | 854 | 865 | 878 | 819 | 832 | 887 |
| New Mexico | Male | 424 | 441 | 457 | 435 | 433 | 427 | 441 | 353 | 342 | 295 |
| | Female | 149 | 143 | 167 | 173 | 153 | 181 | 150 | 142 | 155 | 120 |
| | Unknown | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 573 | 585 | 624 | 610 | 586 | 608 | 591 | 495 | 497 | 415 |
| North Carolina | Male | * | * | 1,281 | 1,210 | 1,047 | 1,036 | 1,087 | 976 | 1,009 | 1,019 |
| | Female | * | * | 422 | 403 | 403 | 363 | 359 | 389 | 339 | 353 |
| | Unknown | * | * | 4 | 6 | 4 | 3 | 11 | 9 | 14 | 15 |
| | Total | * | * | 1,707 | 1,619 | 1,454 | 1,402 | 1,457 | 1,374 | 1,362 | 1,387 |
| Ohio | Male | 2,771 | 2,343 | 1,959 | 1,712 | 1,521 | 1,540 | 1,533 | 1,523 | 1,582 | 1,440 |
| | Female | 984 | 769 | 754 | 604 | 625 | 647 | 627 | 672 | 639 | 600 |
| | Unknown | 7 | 29 | 6 | 3 | 5 | 11 | 3 | 3 | 2 | 2 |
| | Total | 3,762 | 3,141 | 2,719 | 2,319 | 2,151 | 2,198 | 2,163 | 2,198 | 2,223 | 2,042 |
| Pennsylvania | Male | 1,595 | 1,296 | 1,237 | 1,050 | 985 | 1,000 | 1,064 | 1,128 | 1,153 | 1,117 |
| | Female | 461 | 364 | 380 | 339 | 303 | 343 | 354 | 358 | 345 | 380 |
| | Total | 2,056 | 1,660 | 1,617 | 1,389 | 1,288 | 1,343 | 1,418 | 1,486 | 1,498 | 1,497 |
| Texas | Male | 3,323 | 3,157 | 2,709 | 2,555 | 2,621 | 2,446 | 2,491 | 2,270 | 2,501 | 2,432 |
| | Female | 1,066 | 876 | 861 | 814 | 908 | 796 | 811 | 822 | 903 | 873 |
| | Unknown | 10 | 5 | 7 | 7 | 4 | 3 | 4 | 5 | 14 | 7 |
| | Total | 4,399 | 4,038 | 3,577 | 3,376 | 3,533 | 3,245 | 3,306 | 3,097 | 3,418 | 3,312 |
| Utah | Male | 370 | 303 | 366 | 355 | 403 | 440 | 474 | 421 | 435 | 408 |
| | Female | 176 | 169 | 173 | 162 | 219 | 245 | 247 | 264 | 236 | 234 |
| | Unknown | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Total | 548 | 472 | 539 | 517 | 622 | 685 | 721 | 686 | 671 | 642 |
| Virginia | Male | 1,620 | 1,248 | 1,079 | 927 | 857 | 812 | 720 | 780 | 761 | 820 |
| | Female | 509 | 415 | 354 | 294 | 291 | 276 | 296 | 284 | 286 | 286 |
| | Unknown | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 2,130 | 1,663 | 1,435 | 1,221 | 1,148 | 1,088 | 1,016 | 1,064 | 1,047 | 1,106 |
| Washington | Male | 1,282 | 1,102 | 897 | 854 | 790 | 781 | 730 | * | * | * |
| | Female | 502 | 387 | 435 | 335 | 342 | 337 | 356 | * | * | * |
| | Unknown | 8 | 4 | 3 | 2 | 0 | 0 | 0 | * | * | * |
| | Total | 1,792 | 1,493 | 1,335 | 1,191 | 1,132 | 1,118 | 1,086 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Speeding

Crash Data Report:
1990-1999

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Table 27: Speeding-Related Motor Vehicle Crashes by Crash Severity

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| FATAL CRASHES | | | | | | | | | | |
| California | 1,319 | 1,168 | 1,022 | 984 | 968 | 1,010 | 970 | 863 | 761 | 860 |
| Florida | 472 | 444 | 392 | 414 | 445 | 517 | 423 | 423 | 443 | 435 |
| Georgia | 438 | 352 | 323 | 326 | 314 | 336 | 359 | 355 | 308 | * |
| Illinois | 190 | 187 | 141 | 95 | 134 | 147 | 179 | 321 | 318 | 283 |
| Indiana | 200 | 237 | 166 | 166 | 202 | 204 | 179 | 200 | 171 | 198 |
| Kansas | 123 | 103 | 93 | 93 | 91 | 105 | 112 | 99 | 113 | 108 |
| Maryland | 156 | 139 | 127 | 174 | 191 | 186 | 166 | 191 | 180 | 170 |
| Michigan | 390 | 353 | 292 | 305 | 310 | 352 | 327 | 300 | 304 | 262 |
| Missouri | 380 | 371 | 330 | 321 | 340 | 378 | 385 | 386 | 357 | 311 |
| New Mexico | 170 | 161 | 142 | 155 | 118 | 151 | 144 | 134 | 122 | 133 |
| North Carolina | * | * | 466 | 488 | 479 | 524 | 556 | 548 | 590 | 584 |
| Ohio | 318 | 359 | 266 | 256 | 251 | 252 | 278 | 258 | 279 | 282 |
| Pennsylvania | 294 | 393 | 309 | 356 | 416 | 333 | 384 | 356 | 241 | 265 |
| Texas | 1,171 | 983 | 985 | 1,010 | 1,042 | 1,059 | 1,213 | 1,094 | 1,151 | 1,104 |
| Utah | 81 | 68 | 67 | 80 | 104 | 80 | 87 | 105 | 90 | 92 |
| Virginia | 414 | 388 | 324 | 332 | 359 | 359 | 355 | 399 | 362 | 341 |
| Washington | 302 | 244 | 243 | 236 | 211 | 227 | 231 | * | * | * |
| INJURY CRASHES | | | | | | | | | | |
| California | 72,268 | 69,396 | 66,167 | 62,129 | 61,960 | 61,443 | 61,037 | 59,251 | 63,864 | 61,959 |
| Florida | 7,079 | 5,910 | 5,763 | 5,769 | 5,934 | 6,311 | 6,281 | 5,964 | 5,477 | 5,288 |
| Georgia | 8,500 | 7,933 | 8,032 | 7,855 | 9,056 | 8,842 | 9,147 | 8,962 | 7,802 | * |
| Illinois | 6,189 | 5,708 | 5,317 | 3,857 | 3,648 | 4,077 | 9,768 | 16,295 | 14,328 | 13,162 |
| Indiana | 4,906 | 4,661 | 4,458 | 4,804 | 5,034 | 5,159 | 4,986 | 5,272 | 4,708 | 4,897 |
| Kansas | 3,047 | 2,633 | 2,597 | 3,000 | 2,756 | 2,883 | 2,882 | 3,054 | 3,087 | 3,021 |
| Maryland | 5,571 | 4,885 | 5,678 | 6,528 | 8,586 | 8,392 | 8,537 | 7,933 | 8,071 | 7,656 |
| Michigan | 12,315 | 11,322 | 10,625 | 12,260 | 12,376 | 13,994 | 14,145 | 13,195 | 11,084 | 11,557 |
| Missouri | 10,647 | 9,648 | 9,555 | 11,120 | 10,832 | 11,404 | 11,133 | 10,893 | 10,630 | 9,986 |
| New Mexico | 2,364 | 2,197 | 2,558 | 2,903 | 3,128 | 3,588 | 3,478 | 3,567 | 3,002 | 2,616 |
| North Carolina | * | * | 14,706 | 14,505 | 15,142 | 15,859 | 17,722 | 16,667 | 16,119 | 16,434 |
| Ohio | 9,905 | 9,035 | 8,656 | 8,882 | 8,874 | 8,971 | 9,043 | 8,633 | 7,543 | 7,885 |
| Pennsylvania | 7,437 | 6,396 | 6,449 | 5,811 | 13,994 | 10,601 | 12,640 | 10,370 | 9,017 | 11,632 |
| Texas | 55,839 | 54,187 | 55,371 | 57,756 | 62,660 | 63,004 | 66,023 | 66,917 | 66,433 | 66,927 |
| Utah | 2,567 | 2,377 | 2,333 | 2,804 | 2,677 | 2,920 | 3,322 | 3,148 | 2,981 | 2,652 |
| Virginia | 13,881 | 12,845 | 12,596 | 14,664 | 15,419 | 14,930 | 15,216 | 13,471 | 15,282 | 15,568 |
| Washington | 12,133 | 10,566 | 11,185 | 11,904 | 12,279 | 12,739 | 13,329 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 28: Speeding-Related Motor Vehicle Crashes by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------|---------|-------|-------|-------|------|------|-------|------|------|------|------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Weekday | 689 | 624 | 544 | 569 | 517 | 547 | 555 | 462 | 421 | 485 |
| | Weekend | 625 | 540 | 476 | 411 | 449 | 461 | 413 | 398 | 338 | 375 |
| | Unknown | 5 | 4 | 2 | 4 | 2 | 2 | 2 | 3 | 2 | 0 |
| | Total | 1,319 | 1,168 | 1,022 | 984 | 968 | 1,010 | 970 | 863 | 761 | 860 |
| Florida | Weekday | 226 | 190 | 186 | 194 | 233 | 267 | 196 | 207 | 227 | 220 |
| | Weekend | 244 | 254 | 205 | 219 | 210 | 249 | 226 | 215 | 216 | 215 |
| | Unknown | 2 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 |
| | Total | 472 | 444 | 392 | 414 | 445 | 517 | 423 | 423 | 443 | 435 |
| Georgia | Weekday | 211 | 176 | 162 | 162 | 184 | 178 | 200 | 198 | 171 | * |
| | Weekend | 227 | 176 | 161 | 164 | 130 | 158 | 159 | 157 | 137 | * |
| | Total | 438 | 352 | 323 | 326 | 314 | 336 | 359 | 355 | 308 | * |
| Illinois | Weekday | 89 | 103 | 82 | 49 | 68 | 82 | 104 | 174 | 165 | 147 |
| | Weekend | 101 | 84 | 59 | 46 | 66 | 65 | 75 | 147 | 153 | 136 |
| | Total | 190 | 187 | 141 | 95 | 134 | 147 | 179 | 321 | 318 | 283 |
| Indiana | Weekday | 100 | 119 | 82 | 92 | 101 | 123 | 108 | 113 | 107 | 101 |
| | Weekend | 100 | 117 | 82 | 74 | 101 | 81 | 71 | 86 | 64 | 96 |
| | Unknown | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | Total | 200 | 237 | 166 | 166 | 202 | 204 | 179 | 200 | 171 | 198 |
| Kansas | Weekday | 49 | 45 | 47 | 53 | 38 | 49 | 51 | 53 | 50 | 46 |
| | Weekend | 67 | 48 | 42 | 36 | 45 | 52 | 53 | 40 | 59 | 53 |
| | Unknown | 7 | 10 | 4 | 4 | 8 | 4 | 8 | 6 | 4 | 9 |
| | Total | 123 | 103 | 93 | 93 | 91 | 105 | 112 | 99 | 113 | 108 |
| Maryland | Weekday | 71 | 83 | 64 | 105 | 113 | 95 | 86 | 105 | 95 | 92 |
| | Weekend | 85 | 56 | 63 | 69 | 78 | 83 | 80 | 86 | 85 | 78 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| | Total | 156 | 139 | 127 | 174 | 191 | 186 | 166 | 191 | 180 | 170 |
| Michigan | Weekday | 195 | 182 | 151 | 158 | 177 | 173 | 168 | 146 | 165 | 114 |
| | Weekend | 195 | 171 | 140 | 146 | 132 | 179 | 157 | 154 | 139 | 146 |
| | Unknown | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 2 |
| | Total | 390 | 353 | 292 | 305 | 310 | 352 | 327 | 300 | 304 | 262 |
| Missouri | Weekday | 206 | 193 | 171 | 182 | 177 | 212 | 211 | 219 | 200 | 165 |
| | Weekend | 174 | 176 | 157 | 139 | 161 | 165 | 173 | 167 | 156 | 144 |
| | Unknown | 0 | 2 | 2 | 0 | 2 | 1 | 1 | 0 | 1 | 2 |
| | Total | 380 | 371 | 330 | 321 | 340 | 378 | 385 | 386 | 357 | 311 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 28: Speeding-Related Motor Vehicle Crashes by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------------|---------|-------|------|------|-------|-------|-------|-------|-------|-------|-------|
| FATAL CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Weekday | 81 | 86 | 59 | 74 | 54 | 88 | 69 | 66 | 65 | 68 |
| | Weekend | 89 | 74 | 83 | 81 | 64 | 63 | 75 | 66 | 57 | 65 |
| | Unknown | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| | Total | 170 | 161 | 142 | 155 | 118 | 151 | 144 | 134 | 122 | 133 |
| North Carolina | Weekday | * | * | 244 | 250 | 252 | 287 | 315 | 286 | 324 | 325 |
| | Weekend | * | * | 222 | 237 | 227 | 237 | 241 | 259 | 266 | 258 |
| | Unknown | * | * | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 1 |
| | Total | * | * | 466 | 488 | 479 | 524 | 556 | 548 | 590 | 584 |
| Ohio | Weekday | 156 | 167 | 149 | 138 | 134 | 135 | 152 | 130 | 148 | 154 |
| | Weekend | 162 | 192 | 117 | 118 | 117 | 117 | 126 | 128 | 131 | 128 |
| | Total | 318 | 359 | 266 | 256 | 251 | 252 | 278 | 258 | 279 | 282 |
| Pennsylvania | Weekday | 147 | 189 | 157 | 191 | 206 | 192 | 216 | 183 | 136 | 150 |
| | Weekend | 147 | 204 | 152 | 165 | 210 | 141 | 168 | 173 | 105 | 115 |
| | Total | 294 | 393 | 309 | 356 | 416 | 333 | 384 | 356 | 241 | 265 |
| Texas | Weekday | 543 | 490 | 473 | 507 | 494 | 517 | 600 | 573 | 592 | 569 |
| | Weekend | 628 | 493 | 512 | 503 | 548 | 542 | 613 | 521 | 559 | 535 |
| | Total | 1,171 | 983 | 985 | 1,010 | 1,042 | 1,059 | 1,213 | 1,094 | 1,151 | 1,104 |
| Utah | Weekday | 47 | 35 | 32 | 51 | 50 | 45 | 43 | 66 | 62 | 58 |
| | Weekend | 34 | 33 | 35 | 29 | 54 | 35 | 44 | 39 | 28 | 33 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Total | 81 | 68 | 67 | 80 | 104 | 80 | 87 | 105 | 90 | 92 |
| Virginia | Weekday | 195 | 217 | 177 | 172 | 201 | 163 | 192 | 214 | 202 | 178 |
| | Weekend | 219 | 171 | 147 | 160 | 158 | 196 | 163 | 185 | 160 | 163 |
| | Total | 414 | 388 | 324 | 332 | 359 | 359 | 355 | 399 | 362 | 341 |
| Washington | Weekday | 163 | 118 | 131 | 120 | 108 | 116 | 133 | * | * | * |
| | Weekend | 139 | 126 | 112 | 116 | 103 | 111 | 98 | * | * | * |
| | Total | 302 | 244 | 243 | 236 | 211 | 227 | 231 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 28: Speeding-Related Motor Vehicle Crashes by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES | | | | | | | | | | | |
| California | Weekday | 47,539 | 46,426 | 45,279 | 42,304 | 42,595 | 42,829 | 43,165 | 41,746 | 44,282 | 44,159 |
| | Weekend | 24,703 | 22,946 | 20,856 | 19,797 | 19,347 | 18,600 | 17,864 | 17,495 | 19,573 | 17,791 |
| | Unknown | 26 | 24 | 32 | 28 | 18 | 14 | 8 | 10 | 9 | 9 |
| | Total | 72,268 | 69,396 | 66,167 | 62,129 | 61,960 | 61,443 | 61,037 | 59,251 | 63,864 | 61,959 |
| Florida | Weekday | 3,993 | 3,425 | 3,421 | 3,355 | 3,505 | 3,778 | 3,778 | 3,549 | 3,389 | 3,089 |
| | Weekend | 3,079 | 2,480 | 2,337 | 2,408 | 2,423 | 2,525 | 2,489 | 2,404 | 2,077 | 2,197 |
| | Unknown | 7 | 5 | 5 | 6 | 6 | 8 | 14 | 11 | 11 | 2 |
| | Total | 7,079 | 5,910 | 5,763 | 5,769 | 5,934 | 6,311 | 6,281 | 5,964 | 5,477 | 5,288 |
| Georgia | Weekday | 5,097 | 4,947 | 5,097 | 4,909 | 5,744 | 5,451 | 5,614 | 5,725 | 5,061 | * |
| | Weekend | 3,403 | 2,986 | 2,935 | 2,946 | 3,312 | 3,391 | 3,533 | 3,237 | 2,741 | * |
| | Total | 8,500 | 7,933 | 8,032 | 7,855 | 9,056 | 8,842 | 9,147 | 8,962 | 7,802 | * |
| Illinois | Weekday | 3,952 | 3,754 | 3,490 | 2,484 | 2,384 | 2,654 | 6,849 | 10,683 | 10,147 | 8,962 |
| | Weekend | 2,236 | 1,953 | 1,827 | 1,370 | 1,264 | 1,422 | 2,905 | 5,591 | 4,160 | 4,188 |
| | Unknown | 1 | 1 | 0 | 3 | 0 | 1 | 14 | 21 | 21 | 12 |
| | Total | 6,189 | 5,708 | 5,317 | 3,857 | 3,648 | 4,077 | 9,768 | 16,295 | 14,328 | 13,162 |
| Indiana | Weekday | 2,923 | 2,800 | 2,829 | 2,978 | 3,262 | 3,244 | 3,320 | 3,269 | 3,096 | 3,130 |
| | Weekend | 1,972 | 1,852 | 1,621 | 1,817 | 1,755 | 1,900 | 1,656 | 1,986 | 1,601 | 1,750 |
| | Unknown | 11 | 9 | 8 | 9 | 17 | 15 | 10 | 17 | 11 | 17 |
| | Total | 4,906 | 4,661 | 4,458 | 4,804 | 5,034 | 5,159 | 4,986 | 5,272 | 4,708 | 4,897 |
| Kansas | Weekday | 1,485 | 1,336 | 1,356 | 1,747 | 1,394 | 1,526 | 1,504 | 1,714 | 1,581 | 1,560 |
| | Weekend | 1,237 | 1,022 | 1,033 | 966 | 1,161 | 1,013 | 1,108 | 1,040 | 1,267 | 1,122 |
| | Unknown | 325 | 275 | 208 | 287 | 201 | 344 | 270 | 300 | 239 | 339 |
| | Total | 3,047 | 2,633 | 2,597 | 3,000 | 2,756 | 2,883 | 2,882 | 3,054 | 3,087 | 3,021 |
| Maryland | Weekday | 3,302 | 3,021 | 3,521 | 4,514 | 5,865 | 3,904 | 5,865 | 4,911 | 5,510 | 5,080 |
| | Weekend | 2,258 | 1,854 | 2,146 | 2,014 | 2,721 | 2,430 | 2,672 | 3,022 | 2,561 | 2,576 |
| | Unknown | 11 | 10 | 11 | 0 | 0 | 2,058 | 0 | 0 | 0 | 0 |
| | Total | 5,571 | 4,885 | 5,678 | 6,528 | 8,586 | 8,392 | 8,537 | 7,933 | 8,071 | 7,656 |
| Michigan | Weekday | 6,913 | 6,387 | 6,177 | 7,109 | 7,714 | 7,906 | 9,055 | 7,968 | 6,845 | 7,048 |
| | Weekend | 5,398 | 4,930 | 4,247 | 5,117 | 4,638 | 6,046 | 5,048 | 5,203 | 4,220 | 4,486 |
| | Unknown | 4 | 5 | 201 | 34 | 24 | 42 | 42 | 24 | 19 | 23 |
| | Total | 12,315 | 11,322 | 10,625 | 12,260 | 12,376 | 13,994 | 14,145 | 13,195 | 11,084 | 11,557 |
| Missouri | Weekday | 6,450 | 5,892 | 6,015 | 7,093 | 6,813 | 7,335 | 7,010 | 7,159 | 6,809 | 6,145 |
| | Weekend | 4,182 | 3,741 | 3,526 | 4,006 | 4,006 | 4,047 | 4,101 | 3,720 | 3,796 | 3,831 |
| | Unknown | 15 | 15 | 14 | 21 | 13 | 22 | 22 | 14 | 25 | 10 |
| | Total | 10,647 | 9,648 | 9,555 | 11,120 | 10,832 | 11,404 | 11,133 | 10,893 | 10,630 | 9,986 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.




Table 28: Speeding-Related Motor Vehicle Crashes by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Weekday | 1,388 | 1,288 | 1,449 | 1,669 | 1,892 | 2,197 | 2,138 | 2,275 | 1,834 | 1,598 |
| | Weekend | 965 | 904 | 1,095 | 1,230 | 1,233 | 1,389 | 1,339 | 1,286 | 1,165 | 1,018 |
| | Unknown | 11 | 5 | 14 | 4 | 3 | 2 | 1 | 6 | 3 | 0 |
| | Total | 2,364 | 2,197 | 2,558 | 2,903 | 3,128 | 3,588 | 3,478 | 3,567 | 3,002 | 2,616 |
| North Carolina | Weekday | * | * | 8,859 | 8,460 | 9,227 | 9,437 | 10,795 | 10,151 | 10,143 | 9,927 |
| | Weekend | * | * | 5,821 | 6,033 | 5,901 | 6,408 | 6,914 | 6,502 | 5,966 | 6,494 |
| | Unknown | * | * | 26 | 12 | 14 | 14 | 13 | 14 | 10 | 13 |
| | Total | * | * | 14,706 | 14,505 | 15,142 | 15,859 | 17,722 | 16,667 | 16,119 | 16,434 |
| Ohio | Weekday | 5,543 | 4,922 | 5,080 | 5,050 | 5,550 | 5,457 | 5,514 | 5,075 | 4,745 | 4,640 |
| | Weekend | 4,352 | 4,108 | 3,576 | 3,829 | 3,318 | 3,510 | 3,524 | 3,556 | 2,790 | 3,240 |
| | Unknown | 10 | 5 | 0 | 3 | 6 | 4 | 5 | 2 | 8 | 5 |
| | Total | 9,905 | 9,035 | 8,656 | 8,882 | 8,874 | 8,971 | 9,043 | 8,633 | 7,543 | 7,885 |
| Pennsylvania | Weekday | 4,096 | 3,534 | 3,640 | 3,321 | 8,984 | 6,486 | 8,208 | 6,599 | 5,887 | 7,410 |
| | Weekend | 3,335 | 2,853 | 2,801 | 2,483 | 4,994 | 4,111 | 4,425 | 3,766 | 3,119 | 4,215 |
| | Unknown | 6 | 9 | 8 | 7 | 16 | 4 | 7 | 5 | 11 | 7 |
| | Total | 7,437 | 6,396 | 6,449 | 5,811 | 13,994 | 10,601 | 12,640 | 10,370 | 9,017 | 11,632 |
| Texas | Weekday | 35,143 | 34,036 | 35,074 | 37,522 | 41,138 | 41,405 | 43,809 | 45,026 | 44,414 | 44,850 |
| | Weekend | 20,696 | 20,151 | 20,297 | 20,234 | 21,522 | 21,599 | 22,214 | 21,891 | 22,019 | 22,077 |
| | Total | 55,839 | 54,187 | 55,371 | 57,756 | 62,660 | 63,004 | 66,023 | 66,917 | 66,433 | 66,927 |
| Utah | Weekday | 1,686 | 1,541 | 1,458 | 1,799 | 1,755 | 1,903 | 2,197 | 2,137 | 1,881 | 1,791 |
| | Weekend | 874 | 830 | 871 | 1,003 | 920 | 1,016 | 1,125 | 1,011 | 1,100 | 861 |
| | Unknown | 7 | 6 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 |
| | Total | 2,567 | 2,377 | 2,333 | 2,804 | 2,677 | 2,920 | 3,322 | 3,148 | 2,981 | 2,652 |
| Virginia | Weekday | 8,290 | 7,707 | 7,607 | 9,165 | 9,924 | 9,567 | 10,077 | 8,530 | 10,185 | 10,293 |
| | Weekend | 5,581 | 5,126 | 4,978 | 5,486 | 5,487 | 5,361 | 5,132 | 4,932 | 5,094 | 5,260 |
| | Unknown | 10 | 12 | 11 | 13 | 8 | 2 | 7 | 9 | 3 | 15 |
| | Total | 13,881 | 12,845 | 12,596 | 14,664 | 15,419 | 14,930 | 15,216 | 13,471 | 15,282 | 15,568 |
| Washington | Weekday | 7,527 | 6,615 | 7,047 | 7,641 | 8,036 | 8,311 | 8,745 | * | * | * |
| | Weekend | 4,603 | 3,949 | 4,134 | 4,261 | 4,240 | 4,425 | 4,581 | * | * | * |
| | Unknown | 3 | 2 | 4 | 2 | 3 | 3 | 3 | * | * | * |
| | Total | 12,133 | 10,566 | 11,185 | 11,904 | 12,279 | 12,739 | 13,329 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 29: Speeding-Related Motor Vehicle Crashes by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------|---------|-------|-------|-------|------|------|-------|------|------|------|------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Day | 567 | 510 | 411 | 464 | 410 | 439 | 441 | 401 | 368 | 386 |
| | Night | 738 | 646 | 602 | 505 | 541 | 559 | 524 | 450 | 389 | 470 |
| | Unknown | 14 | 12 | 9 | 15 | 17 | 12 | 5 | 12 | 4 | 4 |
| | Total | 1,319 | 1,168 | 1,022 | 984 | 968 | 1,010 | 970 | 863 | 761 | 860 |
| Florida | Day | 149 | 130 | 119 | 132 | 160 | 201 | 146 | 141 | 166 | 158 |
| | Night | 315 | 311 | 272 | 276 | 281 | 313 | 275 | 278 | 274 | 274 |
| | Unknown | 8 | 3 | 1 | 6 | 4 | 3 | 2 | 4 | 3 | 3 |
| | Total | 472 | 444 | 392 | 414 | 445 | 517 | 423 | 423 | 443 | 435 |
| Georgia | Day | 151 | 119 | 135 | 132 | 141 | 153 | 141 | 152 | 128 | * |
| | Night | 287 | 233 | 188 | 194 | 173 | 183 | 218 | 203 | 180 | * |
| | Total | 438 | 352 | 323 | 326 | 314 | 336 | 359 | 355 | 308 | * |
| Illinois | Day | 68 | 71 | 59 | 37 | 67 | 60 | 74 | 122 | 123 | 105 |
| | Night | 118 | 116 | 81 | 58 | 67 | 87 | 105 | 199 | 195 | 178 |
| | Unknown | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 190 | 187 | 141 | 95 | 134 | 147 | 179 | 321 | 318 | 283 |
| Indiana | Day | 62 | 74 | 45 | 73 | 82 | 86 | 73 | 78 | 65 | 78 |
| | Night | 136 | 159 | 118 | 93 | 118 | 115 | 105 | 120 | 103 | 117 |
| | Unknown | 2 | 4 | 3 | 0 | 2 | 3 | 1 | 2 | 3 | 3 |
| | Total | 200 | 237 | 166 | 166 | 202 | 204 | 179 | 200 | 171 | 198 |
| Kansas | Day | 44 | 35 | 32 | 37 | 36 | 35 | 41 | 47 | 48 | 46 |
| | Night | 79 | 68 | 57 | 52 | 54 | 69 | 70 | 51 | 64 | 61 |
| | Unknown | 0 | 0 | 4 | 4 | 1 | 1 | 1 | 1 | 1 | 1 |
| | Total | 123 | 103 | 93 | 93 | 91 | 105 | 112 | 99 | 113 | 108 |
| Maryland | Day | 50 | 42 | 40 | 55 | 74 | 64 | 65 | 77 | 75 | 63 |
| | Night | 106 | 97 | 87 | 119 | 117 | 122 | 101 | 114 | 105 | 107 |
| | Total | 156 | 139 | 127 | 174 | 191 | 186 | 166 | 191 | 180 | 170 |
| Michigan | Day | 103 | 113 | 89 | 94 | 110 | 145 | 105 | 111 | 96 | 81 |
| | Night | 287 | 238 | 197 | 205 | 198 | 203 | 215 | 186 | 207 | 177 |
| | Unknown | 0 | 2 | 6 | 6 | 2 | 4 | 7 | 3 | 1 | 4 |
| | Total | 390 | 353 | 292 | 305 | 310 | 352 | 327 | 300 | 304 | 262 |
| Missouri | Day | 153 | 121 | 132 | 118 | 136 | 132 | 162 | 161 | 151 | 136 |
| | Night | 222 | 245 | 194 | 201 | 199 | 244 | 218 | 223 | 203 | 171 |
| | Unknown | 5 | 5 | 4 | 2 | 5 | 2 | 5 | 2 | 3 | 4 |
| | Total | 380 | 371 | 330 | 321 | 340 | 378 | 385 | 386 | 357 | 311 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 29: Speeding-Related Motor Vehicle Crashes by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------------|---------|-------|------|------|-------|-------|-------|-------|-------|-------|-------|
| FATAL CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Day | 66 | 61 | 49 | 57 | 41 | 70 | 51 | 64 | 49 | 63 |
| | Night | 101 | 98 | 90 | 97 | 77 | 79 | 91 | 65 | 73 | 70 |
| | Unknown | 3 | 2 | 3 | 1 | 0 | 2 | 2 | 5 | 0 | 0 |
| | Total | 170 | 161 | 142 | 155 | 118 | 151 | 144 | 134 | 122 | 133 |
| North Carolina | Day | * | * | 178 | 196 | 219 | 218 | 229 | 219 | 256 | 263 |
| | Night | * | * | 288 | 290 | 255 | 304 | 324 | 325 | 331 | 319 |
| | Unknown | * | * | 0 | 2 | 5 | 2 | 3 | 4 | 3 | 2 |
| | Total | * | * | 466 | 488 | 479 | 524 | 556 | 548 | 590 | 584 |
| Ohio | Day | 101 | 124 | 99 | 87 | 101 | 84 | 111 | 74 | 101 | 104 |
| | Night | 217 | 235 | 167 | 169 | 149 | 168 | 167 | 184 | 177 | 178 |
| | Unknown | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| | Total | 318 | 359 | 266 | 256 | 251 | 252 | 278 | 258 | 279 | 282 |
| Pennsylvania | Day | 81 | 122 | 103 | 144 | 170 | 137 | 182 | 158 | 88 | 115 |
| | Night | 213 | 271 | 206 | 212 | 246 | 196 | 202 | 198 | 153 | 150 |
| | Total | 294 | 393 | 309 | 356 | 416 | 333 | 384 | 356 | 241 | 265 |
| Texas | Day | 347 | 321 | 295 | 354 | 363 | 394 | 451 | 441 | 440 | 458 |
| | Night | 824 | 662 | 690 | 656 | 679 | 665 | 762 | 653 | 711 | 646 |
| | Total | 1,171 | 983 | 985 | 1,010 | 1,042 | 1,059 | 1,213 | 1,094 | 1,151 | 1,104 |
| Utah | Day | 48 | 30 | 28 | 42 | 45 | 44 | 43 | 56 | 59 | 52 |
| | Night | 33 | 37 | 38 | 37 | 59 | 36 | 44 | 49 | 31 | 39 |
| | Unknown | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Total | 81 | 68 | 67 | 80 | 104 | 80 | 87 | 105 | 90 | 92 |
| Virginia | Day | 139 | 154 | 125 | 143 | 164 | 148 | 150 | 170 | 169 | 141 |
| | Night | 274 | 234 | 198 | 189 | 194 | 210 | 205 | 228 | 191 | 199 |
| | Unknown | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 1 |
| | Total | 414 | 388 | 324 | 332 | 359 | 359 | 355 | 399 | 362 | 341 |
| Washington | Day | 111 | 87 | 88 | 74 | 75 | 91 | 83 | * | * | * |
| | Night | 191 | 157 | 155 | 162 | 136 | 136 | 148 | * | * | * |
| | Total | 302 | 244 | 243 | 236 | 211 | 227 | 231 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 29: Speeding-Related Motor Vehicle Crashes by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES | | | | | | | | | | | |
| California | Day | 47,400 | 45,912 | 45,007 | 42,550 | 43,153 | 43,061 | 43,069 | 42,213 | 46,330 | 44,834 |
| | Night | 24,767 | 23,407 | 21,068 | 19,501 | 18,746 | 18,326 | 17,939 | 17,007 | 17,502 | 17,092 |
| | Unknown | 101 | 77 | 92 | 78 | 61 | 56 | 29 | 31 | 32 | 33 |
| | Total | 72,268 | 69,396 | 66,167 | 62,129 | 61,960 | 61,443 | 61,037 | 59,251 | 63,864 | 61,959 |
| Florida | Day | 3,295 | 2,824 | 2,809 | 2,835 | 2,949 | 3,186 | 3,219 | 3,110 | 2,901 | 2,804 |
| | Night | 3,753 | 3,068 | 2,935 | 2,909 | 2,955 | 3,097 | 3,029 | 2,819 | 2,541 | 2,468 |
| | Unknown | 31 | 18 | 19 | 25 | 30 | 28 | 33 | 35 | 35 | 16 |
| | Total | 7,079 | 5,910 | 5,763 | 5,769 | 5,934 | 6,311 | 6,281 | 5,964 | 5,477 | 5,288 |
| Georgia | Day | 4,677 | 4,530 | 4,633 | 4,542 | 5,274 | 5,006 | 5,269 | 5,231 | 4,680 | * |
| | Night | 3,823 | 3,403 | 3,399 | 3,313 | 3,782 | 3,836 | 3,878 | 3,731 | 3,122 | * |
| | Total | 8,500 | 7,933 | 8,032 | 7,855 | 9,056 | 8,842 | 9,147 | 8,962 | 7,802 | * |
| Illinois | Day | 3,759 | 3,473 | 3,216 | 2,386 | 2,237 | 2,507 | 6,613 | 10,463 | 9,476 | 8,660 |
| | Night | 2,423 | 2,233 | 2,100 | 1,463 | 1,409 | 1,567 | 3,113 | 5,763 | 4,767 | 4,461 |
| | Unknown | 7 | 2 | 1 | 8 | 2 | 3 | 42 | 69 | 85 | 41 |
| | Total | 6,189 | 5,708 | 5,317 | 3,857 | 3,648 | 4,077 | 9,768 | 16,295 | 14,328 | 13,162 |
| Indiana | Day | 2,554 | 2,433 | 2,409 | 2,664 | 2,892 | 2,929 | 2,924 | 3,011 | 2,765 | 2,793 |
| | Night | 2,311 | 2,181 | 2,018 | 2,099 | 2,085 | 2,172 | 2,014 | 2,205 | 1,885 | 2,038 |
| | Unknown | 41 | 47 | 31 | 41 | 57 | 58 | 48 | 56 | 58 | 66 |
| | Total | 4,906 | 4,661 | 4,458 | 4,804 | 5,034 | 5,159 | 4,986 | 5,272 | 4,708 | 4,897 |
| Kansas | Day | 1,544 | 1,373 | 1,357 | 1,671 | 1,506 | 1,657 | 1,663 | 1,794 | 1,868 | 1,790 |
| | Night | 1,503 | 1,260 | 1,226 | 1,312 | 1,227 | 1,219 | 1,217 | 1,252 | 1,210 | 1,227 |
| | Unknown | 0 | 0 | 14 | 17 | 23 | 7 | 2 | 8 | 9 | 4 |
| | Total | 3,047 | 2,633 | 2,597 | 3,000 | 2,756 | 2,883 | 2,882 | 3,054 | 3,087 | 3,021 |
| Maryland | Day | 3,171 | 2,745 | 3,172 | 3,762 | 5,149 | 4,935 | 5,239 | 4,831 | 4,899 | 4,707 |
| | Night | 2,383 | 2,119 | 2,488 | 2,766 | 3,437 | 3,457 | 3,298 | 3,102 | 3,172 | 2,949 |
| | Unknown | 17 | 21 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 5,571 | 4,885 | 5,678 | 6,528 | 8,586 | 8,392 | 8,537 | 7,933 | 8,071 | 7,656 |
| Michigan | Day | 5,853 | 5,513 | 5,081 | 6,251 | 6,423 | 7,404 | 7,746 | 7,249 | 5,820 | 6,479 |
| | Night | 6,440 | 5,797 | 5,361 | 5,888 | 5,848 | 6,437 | 6,221 | 5,848 | 5,192 | 4,999 |
| | Unknown | 22 | 12 | 183 | 121 | 105 | 153 | 178 | 98 | 72 | 79 |
| | Total | 12,315 | 11,322 | 10,625 | 12,260 | 12,376 | 13,994 | 14,145 | 13,195 | 11,084 | 11,557 |
| Missouri | Day | 5,835 | 5,032 | 5,141 | 6,224 | 6,072 | 6,672 | 6,678 | 6,458 | 6,440 | 6,113 |
| | Night | 4,757 | 4,562 | 4,357 | 4,841 | 4,716 | 4,663 | 4,385 | 4,376 | 4,123 | 3,834 |
| | Unknown | 55 | 54 | 57 | 55 | 44 | 69 | 70 | 59 | 67 | 39 |
| | Total | 10,647 | 9,648 | 9,555 | 11,120 | 10,832 | 11,404 | 11,133 | 10,893 | 10,630 | 9,986 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 29: Speeding-Related Motor Vehicle Crashes by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Day | 1,172 | 1,053 | 1,317 | 1,514 | 1,661 | 1,926 | 1,937 | 2,069 | 1,665 | 1,490 |
| | Night | 1,159 | 1,112 | 1,192 | 1,361 | 1,458 | 1,653 | 1,537 | 1,479 | 1,328 | 1,121 |
| | Unknown | 33 | 32 | 49 | 28 | 9 | 9 | 4 | 19 | 9 | 5 |
| | Total | 2,364 | 2,197 | 2,558 | 2,903 | 3,128 | 3,588 | 3,478 | 3,567 | 3,002 | 2,616 |
| North Carolina | Day | * | * | 7,826 | 7,612 | 8,151 | 8,595 | 9,664 | 9,159 | 8,810 | 9,160 |
| | Night | * | * | 6,798 | 6,836 | 6,931 | 7,212 | 8,011 | 7,454 | 7,261 | 7,216 |
| | Unknown | * | * | 82 | 57 | 60 | 52 | 47 | 54 | 48 | 58 |
| | Total | * | * | 14,706 | 14,505 | 15,142 | 15,859 | 17,722 | 16,667 | 16,119 | 16,434 |
| Ohio | Day | 4,828 | 4,288 | 4,150 | 4,417 | 4,799 | 4,784 | 4,723 | 4,600 | 3,753 | 4,137 |
| | Night | 5,041 | 4,731 | 4,496 | 4,454 | 4,058 | 4,177 | 4,305 | 4,023 | 3,766 | 3,735 |
| | Unknown | 36 | 16 | 10 | 11 | 17 | 10 | 15 | 10 | 24 | 13 |
| | Total | 9,905 | 9,035 | 8,656 | 8,882 | 8,874 | 8,971 | 9,043 | 8,633 | 7,543 | 7,885 |
| Pennsylvania | Day | 3,353 | 2,757 | 2,929 | 2,853 | 7,977 | 6,050 | 7,438 | 6,185 | 5,384 | 7,234 |
| | Night | 4,047 | 3,602 | 3,496 | 2,936 | 5,971 | 4,524 | 5,165 | 4,154 | 3,606 | 4,373 |
| | Unknown | 37 | 37 | 24 | 22 | 46 | 27 | 37 | 31 | 27 | 25 |
| | Total | 7,437 | 6,396 | 6,449 | 5,811 | 13,994 | 10,601 | 12,640 | 10,370 | 9,017 | 11,632 |
| Texas | Day | 31,814 | 31,158 | 32,814 | 34,883 | 38,093 | 38,805 | 41,455 | 42,726 | 43,007 | 43,905 |
| | Night | 24,025 | 23,029 | 22,557 | 22,873 | 24,567 | 24,199 | 24,568 | 24,191 | 23,426 | 23,022 |
| | Total | 55,839 | 54,187 | 55,371 | 57,756 | 62,660 | 63,004 | 66,023 | 66,917 | 66,433 | 66,927 |
| Utah | Day | 1,513 | 1,436 | 1,436 | 1,831 | 1,666 | 1,860 | 2,123 | 2,074 | 1,927 | 1,675 |
| | Night | 1,046 | 935 | 887 | 967 | 1,006 | 1,059 | 1,199 | 1,074 | 1,054 | 977 |
| | Unknown | 8 | 6 | 10 | 6 | 5 | 1 | 0 | 0 | 0 | 0 |
| | Total | 2,567 | 2,377 | 2,333 | 2,804 | 2,677 | 2,920 | 3,322 | 3,148 | 2,981 | 2,652 |
| Virginia | Day | 7,467 | 6,966 | 6,933 | 8,747 | 9,365 | 9,088 | 9,483 | 8,307 | 9,736 | 9,815 |
| | Night | 6,380 | 5,837 | 5,627 | 5,878 | 6,019 | 5,812 | 5,710 | 5,136 | 5,531 | 5,707 |
| | Unknown | 34 | 42 | 36 | 39 | 35 | 30 | 23 | 28 | 15 | 46 |
| | Total | 13,881 | 12,845 | 12,596 | 14,664 | 15,419 | 14,930 | 15,216 | 13,471 | 15,282 | 15,568 |
| Washington | Day | 6,700 | 5,996 | 6,396 | 7,309 | 7,558 | 8,088 | 8,479 | * | * | * |
| | Night | 5,423 | 4,564 | 4,780 | 4,592 | 4,713 | 4,636 | 4,839 | * | * | * |
| | Unknown | 10 | 6 | 9 | 3 | 8 | 15 | 11 | * | * | * |
| | Total | 12,133 | 10,566 | 11,185 | 11,904 | 12,279 | 12,739 | 13,329 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 30: Speeding-Related Motor Vehicle Crashes by Crash Type and Crash Severity

| STATE | VEHICLE CRASH TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-------------------|-----------------------|-------|-------|-------|------|------|-------|------|------|------|------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Single | 577 | 505 | 443 | 421 | 407 | 443 | 413 | 349 | 319 | 382 |
| | Multiple | 742 | 663 | 579 | 563 | 561 | 567 | 557 | 514 | 442 | 478 |
| | Total | 1,319 | 1,168 | 1,022 | 984 | 968 | 1,010 | 970 | 863 | 761 | 860 |
| Florida | Single | 266 | 249 | 226 | 228 | 246 | 256 | 245 | 237 | 245 | 250 |
| | Multiple | 206 | 195 | 166 | 186 | 199 | 261 | 178 | 186 | 198 | 185 |
| | Total | 472 | 444 | 392 | 414 | 445 | 517 | 423 | 423 | 443 | 435 |
| Georgia | Single | 291 | 226 | 213 | 210 | 187 | 211 | 249 | 233 | 214 | * |
| | Multiple | 147 | 126 | 110 | 116 | 127 | 125 | 110 | 122 | 94 | * |
| | Total | 438 | 352 | 323 | 326 | 314 | 336 | 359 | 355 | 308 | * |
| Illinois | Single | 119 | 127 | 84 | 51 | 75 | 84 | 91 | 198 | 191 | 188 |
| | Multiple | 71 | 60 | 57 | 44 | 59 | 63 | 88 | 123 | 127 | 95 |
| | Total | 190 | 187 | 141 | 95 | 134 | 147 | 179 | 321 | 318 | 283 |
| Indiana | Single | 126 | 177 | 107 | 105 | 139 | 130 | 117 | 139 | 120 | 141 |
| | Multiple | 74 | 60 | 59 | 61 | 63 | 74 | 62 | 61 | 51 | 57 |
| | Total | 200 | 237 | 166 | 166 | 202 | 204 | 179 | 200 | 171 | 198 |
| Kansas | Single | 73 | 77 | 54 | 55 | 68 | 73 | 82 | 52 | 71 | 71 |
| | Multiple | 50 | 26 | 39 | 38 | 23 | 32 | 30 | 47 | 42 | 37 |
| | Total | 123 | 103 | 93 | 93 | 91 | 105 | 112 | 99 | 113 | 108 |
| Maryland | Single | 112 | 95 | 80 | 111 | 111 | 105 | 102 | 115 | 105 | 99 |
| | Multiple | 44 | 44 | 47 | 63 | 80 | 81 | 64 | 76 | 75 | 71 |
| | Total | 156 | 139 | 127 | 174 | 191 | 186 | 166 | 191 | 180 | 170 |
| Michigan | Single | 303 | 290 | 168 | 198 | 188 | 221 | 215 | 178 | 211 | 179 |
| | Multiple | 87 | 63 | 124 | 107 | 122 | 131 | 112 | 122 | 93 | 83 |
| | Total | 390 | 353 | 292 | 305 | 310 | 352 | 327 | 300 | 304 | 262 |
| Missouri | Single | 253 | 259 | 226 | 205 | 218 | 263 | 258 | 233 | 213 | 194 |
| | Multiple | 127 | 112 | 104 | 116 | 122 | 115 | 127 | 153 | 144 | 117 |
| | Total | 380 | 371 | 330 | 321 | 340 | 378 | 385 | 386 | 357 | 311 |
| New Mexico | Single | 133 | 113 | 103 | 121 | 90 | 114 | 97 | 85 | 84 | 86 |
| | Multiple | 37 | 48 | 39 | 34 | 28 | 37 | 47 | 49 | 38 | 47 |
| | Total | 170 | 161 | 142 | 155 | 118 | 151 | 144 | 134 | 122 | 133 |
| North Carolina | Single | * | * | 312 | 332 | 309 | 340 | 361 | 365 | 399 | 401 |
| | Multiple | * | * | 154 | 156 | 170 | 184 | 195 | 183 | 191 | 183 |
| | Total | * | * | 466 | 488 | 479 | 524 | 556 | 548 | 590 | 584 |
| Ohio | Single | 235 | 261 | 185 | 187 | 169 | 165 | 204 | 191 | 197 | 200 |
| | Multiple | 83 | 98 | 81 | 69 | 82 | 87 | 74 | 67 | 82 | 82 |
| | Total | 318 | 359 | 266 | 256 | 251 | 252 | 278 | 258 | 279 | 282 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 30: Speeding-Related Motor Vehicle Crashes by Crash Type and Crash Severity

| STATE | VEHICLE CRASH TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------------|--------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| FATAL CRASHES (CONTINUED) | | | | | | | | | | | |
| Pennsylvania | Single | 221 | 275 | 227 | 226 | 265 | 208 | 217 | 201 | 176 | 163 |
| | Multiple | 73 | 118 | 82 | 130 | 151 | 125 | 167 | 155 | 65 | 102 |
| | Total | 294 | 393 | 309 | 356 | 416 | 333 | 384 | 356 | 241 | 265 |
| Texas | Single | 792 | 667 | 657 | 646 | 698 | 667 | 794 | 693 | 761 | 707 |
| | Multiple | 379 | 316 | 328 | 364 | 344 | 392 | 419 | 401 | 390 | 397 |
| | Total | 1,171 | 983 | 985 | 1,010 | 1,042 | 1,059 | 1,213 | 1,094 | 1,151 | 1,104 |
| Utah | Single | 56 | 53 | 51 | 61 | 79 | 56 | 67 | 58 | 55 | 63 |
| | Multiple | 25 | 15 | 16 | 19 | 25 | 24 | 20 | 47 | 35 | 29 |
| | Total | 81 | 68 | 67 | 80 | 104 | 80 | 87 | 105 | 90 | 92 |
| Virginia | Single | 275 | 271 | 234 | 214 | 245 | 253 | 225 | 256 | 235 | 238 |
| | Multiple | 139 | 117 | 90 | 118 | 114 | 106 | 130 | 143 | 127 | 103 |
| | Total | 414 | 388 | 324 | 332 | 359 | 359 | 355 | 399 | 362 | 341 |
| Washington | Single | 201 | 176 | 169 | 166 | 147 | 164 | 147 | * | * | * |
| | Multiple | 101 | 68 | 74 | 70 | 64 | 63 | 84 | * | * | * |
| | Total | 302 | 244 | 243 | 236 | 211 | 227 | 231 | * | * | * |
| INJURY CRASHES | | | | | | | | | | | |
| California | Single | 15,149 | 14,116 | 12,700 | 11,780 | 11,369 | 11,632 | 10,887 | 10,165 | 11,150 | 9,554 |
| | Multiple | 57,119 | 55,280 | 53,467 | 50,349 | 50,591 | 49,811 | 50,150 | 49,086 | 52,714 | 52,405 |
| | Total | 72,268 | 69,396 | 66,167 | 62,129 | 61,960 | 61,443 | 61,037 | 59,251 | 63,864 | 61,959 |
| Florida | Single | 3,190 | 2,701 | 2,599 | 2,590 | 2,649 | 2,801 | 2,791 | 2,658 | 2,430 | 2,444 |
| | Multiple | 3,889 | 3,209 | 3,164 | 3,179 | 3,285 | 3,510 | 3,490 | 3,306 | 3,047 | 2,844 |
| | Total | 7,079 | 5,910 | 5,763 | 5,769 | 5,934 | 6,311 | 6,281 | 5,964 | 5,477 | 5,288 |
| Georgia | Single | 4,385 | 3,962 | 3,983 | 3,921 | 4,538 | 4,538 | 4,769 | 4,751 | 4,197 | * |
| | Multiple | 4,115 | 3,971 | 4,049 | 3,934 | 4,515 | 4,304 | 4,377 | 4,211 | 3,605 | * |
| | Unknown | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | * |
| | Total | 8,500 | 7,933 | 8,032 | 7,855 | 9,056 | 8,842 | 9,147 | 8,962 | 7,802 | * |
| Illinois | Single | 2,202 | 1,936 | 1,749 | 1,249 | 1,268 | 1,566 | 2,543 | 5,069 | 4,501 | 4,355 |
| | Multiple | 3,987 | 3,772 | 3,568 | 2,608 | 2,380 | 2,511 | 7,225 | 11,226 | 9,827 | 8,807 |
| | Total | 6,189 | 5,708 | 5,317 | 3,857 | 3,648 | 4,077 | 9,768 | 16,295 | 14,328 | 13,162 |
| Indiana | Single | 2,729 | 2,665 | 2,413 | 2,605 | 2,683 | 2,804 | 2,683 | 2,811 | 2,497 | 2,604 |
| | Multiple | 2,177 | 1,996 | 2,045 | 2,199 | 2,351 | 2,355 | 2,303 | 2,461 | 2,211 | 2,293 |
| | Total | 4,906 | 4,661 | 4,458 | 4,804 | 5,034 | 5,159 | 4,986 | 5,272 | 4,708 | 4,897 |
| Kansas | Single | 1,913 | 1,635 | 1,458 | 1,599 | 1,576 | 1,560 | 1,655 | 1,716 | 1,703 | 1,657 |
| | Multiple | 1,134 | 998 | 1,139 | 1,401 | 1,180 | 1,323 | 1,227 | 1,338 | 1,384 | 1,364 |
| | Total | 3,047 | 2,633 | 2,597 | 3,000 | 2,756 | 2,883 | 2,882 | 3,054 | 3,087 | 3,021 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 30: Speeding-Related Motor Vehicle Crashes by Crash Type and Crash Severity

| STATE | VEHICLE CRASH TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------------|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES (Continued) | | | | | | | | | | | |
| Maryland | Single | 2,487 | 2,201 | 2,478 | 2,404 | 3,160 | 3,136 | 3,159 | 2,925 | 2,943 | 2,861 |
| | Multiple | 3,084 | 2,684 | 3,200 | 4,124 | 5,426 | 5,256 | 5,378 | 5,008 | 5,128 | 4,795 |
| | Total | 5,571 | 4,885 | 5,678 | 6,528 | 8,586 | 8,392 | 8,537 | 7,933 | 8,071 | 7,656 |
| Michigan | Single | 8,376 | 7,829 | 6,850 | 7,916 | 7,904 | 8,968 | 9,272 | 8,608 | 7,470 | 7,685 |
| | Multiple | 3,939 | 3,493 | 3,775 | 4,344 | 4,472 | 5,026 | 4,873 | 4,587 | 3,614 | 3,872 |
| | Total | 12,315 | 11,322 | 10,625 | 12,260 | 12,376 | 13,994 | 14,145 | 13,195 | 11,084 | 11,557 |
| Missouri | Single | 5,133 | 4,818 | 4,770 | 5,042 | 5,365 | 5,621 | 5,563 | 5,564 | 5,563 | 5,332 |
| | Multiple | 5,514 | 4,830 | 4,785 | 6,078 | 5,467 | 5,783 | 5,570 | 5,329 | 5,067 | 4,654 |
| | Total | 10,647 | 9,648 | 9,555 | 11,120 | 10,832 | 11,404 | 11,133 | 10,893 | 10,630 | 9,986 |
| New Mexico | Single | 1,408 | 1,301 | 1,345 | 1,455 | 1,527 | 1,828 | 1,681 | 1,740 | 1,474 | 1,249 |
| | Multiple | 956 | 896 | 1,213 | 1,448 | 1,601 | 1,760 | 1,797 | 1,827 | 1,528 | 1,367 |
| | Total | 2,364 | 2,197 | 2,558 | 2,903 | 3,128 | 3,588 | 3,478 | 3,567 | 3,002 | 2,616 |
| North Carolina | Single | * | * | 9,513 | 9,806 | 10,322 | 10,758 | 11,762 | 11,515 | 11,307 | 11,444 |
| | Multiple | * | * | 5,193 | 4,699 | 4,820 | 5,101 | 5,960 | 5,152 | 4,812 | 4,990 |
| | Total | * | * | 14,706 | 14,505 | 15,142 | 15,859 | 17,722 | 16,667 | 16,119 | 16,434 |
| Ohio | Single | 7,669 | 7,155 | 6,810 | 6,976 | 6,847 | 6,929 | 7,077 | 6,890 | 6,107 | 6,415 |
| | Multiple | 2,236 | 1,880 | 1,846 | 1,906 | 2,027 | 2,042 | 1,966 | 1,743 | 1,436 | 1,470 |
| | Total | 9,905 | 9,035 | 8,656 | 8,882 | 8,874 | 8,971 | 9,043 | 8,633 | 7,543 | 7,885 |
| Pennsylvania | Single | 5,323 | 4,804 | 4,791 | 4,237 | 7,547 | 6,057 | 7,034 | 6,327 | 5,248 | 6,475 |
| | Multiple | 2,114 | 1,592 | 1,658 | 1,574 | 6,447 | 4,544 | 5,606 | 4,043 | 3,769 | 5,157 |
| | Total | 7,437 | 6,396 | 6,449 | 5,811 | 13,994 | 10,601 | 12,640 | 10,370 | 9,017 | 11,632 |
| Texas | Single | 16,882 | 15,907 | 14,977 | 14,898 | 15,751 | 15,956 | 17,191 | 17,178 | 16,525 | 16,177 |
| | Multiple | 38,957 | 38,280 | 40,394 | 42,858 | 46,909 | 47,048 | 48,832 | 49,739 | 49,908 | 50,750 |
| | Total | 55,839 | 54,187 | 55,371 | 57,756 | 62,660 | 63,004 | 66,023 | 66,917 | 66,433 | 66,927 |
| Utah | Single | 1,406 | 1,307 | 1,231 | 1,314 | 1,318 | 1,495 | 1,593 | 1,563 | 1,495 | 1,363 |
| | Multiple | 1,161 | 1,070 | 1,102 | 1,490 | 1,359 | 1,425 | 1,729 | 1,585 | 1,486 | 1,289 |
| | Total | 2,567 | 2,377 | 2,333 | 2,804 | 2,677 | 2,920 | 3,322 | 3,148 | 2,981 | 2,652 |
| Virginia | Single | 6,723 | 6,213 | 6,125 | 6,462 | 6,771 | 6,427 | 6,810 | 6,290 | 6,810 | 6,562 |
| | Multiple | 7,158 | 6,632 | 6,471 | 8,202 | 8,648 | 8,503 | 8,406 | 7,181 | 8,472 | 9,006 |
| | Total | 13,881 | 12,845 | 12,596 | 14,664 | 15,419 | 14,930 | 15,216 | 13,471 | 15,282 | 15,568 |
| Washington | Single | 5,661 | 5,199 | 5,200 | 5,295 | 5,367 | 5,185 | 5,280 | * | * | * |
| | Multiple | 6,472 | 5,367 | 5,985 | 6,609 | 6,912 | 7,554 | 8,049 | * | * | * |
| | Total | 12,133 | 10,566 | 11,185 | 11,904 | 12,279 | 12,739 | 13,329 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 31: Total Motor Vehicles Involved in Speeding-Related Motor Vehicle Crashes by Crash Severity

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| FATAL CRASHES | | | | | | | | | | |
| California | 2,178 | 2,038 | 1,680 | 1,637 | 1,678 | 1,706 | 1,663 | 1,430 | 1,371 | 1,465 |
| Florida | 704 | 683 | 610 | 652 | 681 | 854 | 649 | 662 | 671 | 663 |
| Georgia | 611 | 497 | 466 | 465 | 489 | 503 | 504 | 507 | 417 | * |
| Illinois | 296 | 278 | 220 | 168 | 208 | 234 | 296 | 470 | 494 | 416 |
| Indiana | 300 | 317 | 245 | 254 | 275 | 298 | 250 | 290 | 235 | 273 |
| Kansas | 173 | 129 | 141 | 140 | 117 | 140 | 149 | 159 | 162 | 155 |
| Maryland | 209 | 197 | 188 | 253 | 311 | 309 | 247 | 311 | 292 | 267 |
| Michigan | 493 | 429 | 384 | 413 | 444 | 501 | 476 | 436 | 401 | 348 |
| Missouri | 537 | 506 | 461 | 471 | 494 | 521 | 569 | 591 | 543 | 473 |
| New Mexico | 215 | 216 | 182 | 197 | 153 | 201 | 205 | 204 | 170 | 194 |
| North Carolina | * | * | 623 | 667 | 667 | 737 | 791 | 766 | 828 | 816 |
| Ohio | 438 | 471 | 353 | 332 | 346 | 339 | 356 | 334 | 371 | 370 |
| Pennsylvania | 381 | 551 | 397 | 506 | 602 | 483 | 612 | 534 | 335 | 407 |
| Texas | 1,615 | 1,352 | 1,362 | 1,456 | 1,450 | 1,554 | 1,736 | 1,586 | 1,683 | 1,615 |
| Utah | 107 | 117 | 89 | 114 | 136 | 114 | 111 | 168 | 144 | 139 |
| Virginia | 589 | 520 | 471 | 496 | 507 | 486 | 515 | 579 | 508 | 483 |
| Washington | 433 | 332 | 338 | 336 | 301 | 306 | 343 | * | * | * |
| INJURY CRASHES | | | | | | | | | | |
| California | 149,844 | 144,628 | 139,776 | 130,786 | 131,500 | 130,248 | 130,556 | 127,892 | 137,998 | 135,901 |
| Florida | 11,960 | 9,912 | 9,724 | 9,735 | 10,032 | 10,702 | 10,596 | 10,101 | 9,337 | 8,902 |
| Georgia | 13,703 | 12,907 | 13,165 | 12,737 | 14,879 | 14,279 | 14,695 | 14,345 | 12,445 | * |
| Illinois | 11,705 | 10,913 | 10,293 | 7,535 | 6,968 | 7,507 | 19,784 | 31,259 | 27,697 | 25,008 |
| Indiana | 7,718 | 7,275 | 7,060 | 7,664 | 8,043 | 8,224 | 7,946 | 8,517 | 7,609 | 7,850 |
| Kansas | 4,199 | 3,632 | 3,959 | 4,721 | 4,292 | 4,511 | 4,414 | 4,720 | 4,877 | 4,749 |
| Maryland | 9,635 | 8,348 | 9,832 | 12,122 | 15,977 | 15,585 | 15,824 | 14,907 | 15,083 | 14,307 |
| Michigan | 17,069 | 15,487 | 14,491 | 17,078 | 17,436 | 19,805 | 19,835 | 18,533 | 15,278 | 16,053 |
| Missouri | 17,635 | 15,845 | 15,626 | 18,938 | 17,942 | 18,728 | 18,208 | 17,599 | 17,181 | 15,923 |
| New Mexico | 3,509 | 3,313 | 4,040 | 4,630 | 5,103 | 5,729 | 5,725 | 5,800 | 4,916 | 4,288 |
| North Carolina | * | * | 21,134 | 20,110 | 20,974 | 22,007 | 24,874 | 22,858 | 21,852 | 22,436 |
| Ohio | 12,291 | 11,157 | 10,751 | 11,014 | 11,217 | 11,290 | 11,250 | 10,628 | 9,142 | 9,619 |
| Pennsylvania | 9,964 | 8,248 | 8,370 | 7,667 | 21,984 | 16,267 | 19,621 | 15,532 | 13,935 | 18,384 |
| Texas | 104,067 | 101,499 | 105,644 | 111,565 | 121,471 | 122,129 | 128,152 | 130,470 | 130,517 | 131,946 |
| Utah | 4,130 | 3,768 | 3,773 | 4,798 | 4,455 | 4,876 | 5,812 | 5,290 | 4,991 | 4,446 |
| Virginia | 22,749 | 21,069 | 20,537 | 24,919 | 26,151 | 25,616 | 25,684 | 22,337 | 25,798 | 26,934 |
| Washington | 20,874 | 17,922 | 19,311 | 20,985 | 21,812 | 23,216 | 24,509 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 32: Persons Killed or Injured in Speeding-Related Motor Vehicle Crashes

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | |
| California | 1,478 | 1,350 | 1,165 | 1,133 | 1,088 | 1,198 | 1,108 | 976 | 865 | 1,012 |
| Florida | 546 | 502 | 457 | 502 | 526 | 595 | 501 | 505 | 510 | 507 |
| Georgia | 489 | 412 | 368 | 376 | 369 | 375 | 411 | 391 | 343 | * |
| Illinois | 223 | 215 | 165 | 115 | 151 | 183 | 215 | 355 | 355 | 320 |
| Indiana | 224 | 265 | 199 | 191 | 226 | 230 | 202 | 228 | 189 | 223 |
| Kansas | 142 | 118 | 106 | 105 | 101 | 116 | 122 | 109 | 123 | 129 |
| Maryland | 169 | 161 | 144 | 199 | 212 | 217 | 180 | 208 | 202 | 190 |
| Michigan | 438 | 388 | 322 | 342 | 346 | 403 | 365 | 353 | 337 | 304 |
| Missouri | 440 | 416 | 375 | 365 | 402 | 423 | 444 | 446 | 417 | 353 |
| New Mexico | 196 | 182 | 172 | 175 | 140 | 174 | 180 | 160 | 141 | 159 |
| North Carolina | * | * | 536 | 554 | 548 | 580 | 621 | 642 | 661 | 646 |
| Ohio | 351 | 405 | 298 | 291 | 282 | 287 | 323 | 287 | 310 | 330 |
| Pennsylvania | 328 | 432 | 352 | 396 | 457 | 400 | 422 | 394 | 268 | 308 |
| Texas | 1,349 | 1,150 | 1,140 | 1,148 | 1,220 | 1,230 | 1,403 | 1,264 | 1,306 | 1,251 |
| Utah | 97 | 83 | 77 | 99 | 115 | 91 | 96 | 133 | 105 | 103 |
| Virginia | 484 | 436 | 353 | 381 | 415 | 395 | 384 | 438 | 412 | 385 |
| Washington | 352 | 276 | 270 | 283 | 231 | 264 | 270 | * | * | * |
| INJURED | | | | | | | | | | |
| California | 117,314 | 114,287 | 109,414 | 101,198 | 100,902 | 99,717 | 98,738 | 94,976 | 101,939 | 98,822 |
| Florida | 12,611 | 10,619 | 10,417 | 10,314 | 10,792 | 11,302 | 11,155 | 10,566 | 9,591 | 9,294 |
| Georgia | 14,053 | 13,202 | 13,387 | 13,105 | 15,338 | 14,971 | 15,358 | 14,738 | 12,361 | * |
| Illinois | 10,058 | 8,976 | 8,413 | 6,370 | 6,161 | 6,634 | 15,470 | 25,114 | 22,070 | 19,739 |
| Indiana | 7,594 | 7,275 | 6,972 | 7,567 | 7,836 | 8,096 | 7,627 | 8,191 | 7,432 | 7,427 |
| Kansas | 4,670 | 4,064 | 4,231 | 4,785 | 4,504 | 4,587 | 4,662 | 4,909 | 4,986 | 4,777 |
| Maryland | 9,296 | 8,108 | 9,542 | 11,453 | 14,676 | 14,424 | 14,186 | 13,285 | 13,062 | 12,439 |
| Michigan | 18,119 | 16,721 | 15,247 | 17,566 | 17,488 | 19,948 | 19,668 | 18,503 | 15,372 | 15,651 |
| Missouri | 17,118 | 15,447 | 15,364 | 18,024 | 17,689 | 18,280 | 18,050 | 17,504 | 17,087 | 15,831 |
| New Mexico | 3,920 | 3,674 | 4,270 | 4,819 | 5,219 | 5,874 | 5,828 | 5,784 | 4,915 | 4,339 |
| North Carolina | * | * | 22,964 | 22,695 | 23,414 | 24,664 | 27,643 | 25,538 | 24,654 | 25,100 |
| Ohio | 15,177 | 13,667 | 13,205 | 13,368 | 13,383 | 13,377 | 13,583 | 12,908 | 11,333 | 11,370 |
| Pennsylvania | 11,423 | 9,911 | 9,853 | 8,960 | 21,806 | 16,520 | 19,803 | 16,051 | 13,596 | 17,552 |
| Texas | 91,718 | 89,624 | 93,321 | 100,061 | 109,592 | 109,991 | 114,970 | 114,437 | 112,366 | 113,000 |
| Utah | 4,189 | 3,889 | 3,820 | 4,522 | 4,355 | 4,697 | 5,352 | 5,060 | 4,730 | 4,322 |
| Virginia | 21,486 | 19,884 | 19,743 | 22,823 | 23,926 | 23,078 | 23,521 | 20,878 | 23,114 | 23,514 |
| Washington | 19,218 | 16,841 | 17,988 | 19,026 | 19,776 | 20,630 | 21,387 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 33: Speeding-Related Motor Vehicle Crash Fatality and Injury Rates per 100,000 Residents

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | |
| California | 4.9 | 4.4 | 3.8 | 3.6 | 3.5 | 3.8 | 3.5 | 3.0 | 2.6 | 3.1 |
| Florida | 4.2 | 3.8 | 3.4 | 3.7 | 3.8 | 4.2 | 3.5 | 3.4 | 3.4 | 3.4 |
| Georgia | 7.5 | 6.2 | 5.4 | 5.5 | 5.2 | 5.2 | 5.6 | 5.2 | 4.5 | * |
| Illinois | 1.9 | 1.9 | 1.4 | 1.0 | 1.3 | 1.5 | 1.8 | 3.0 | 2.9 | 2.6 |
| Indiana | 4.0 | 4.7 | 3.5 | 3.3 | 3.9 | 4.0 | 3.5 | 3.9 | 3.2 | 3.8 |
| Kansas | 5.7 | 4.7 | 4.2 | 4.1 | 3.9 | 4.5 | 4.7 | 4.2 | 4.7 | 4.9 |
| Maryland | 3.5 | 3.3 | 2.9 | 4.0 | 4.3 | 4.3 | 3.6 | 4.1 | 3.9 | 3.7 |
| Michigan | 4.7 | 4.1 | 3.4 | 3.6 | 3.6 | 4.2 | 3.7 | 3.6 | 3.4 | 3.1 |
| Missouri | 8.6 | 8.1 | 7.2 | 7.0 | 7.6 | 7.9 | 8.3 | 8.2 | 7.7 | 6.5 |
| New Mexico | 12.9 | 11.8 | 10.9 | 10.8 | 8.5 | 10.3 | 10.6 | 9.3 | 8.1 | 9.1 |
| North Carolina | * | * | 7.8 | 8.0 | 7.8 | 8.1 | 8.5 | 8.6 | 8.8 | 8.4 |
| Ohio | 3.2 | 3.7 | 2.7 | 2.6 | 2.5 | 2.6 | 2.9 | 2.6 | 2.8 | 2.9 |
| Pennsylvania | 2.8 | 3.6 | 2.9 | 3.3 | 3.8 | 3.3 | 3.5 | 3.3 | 2.2 | 2.6 |
| Texas | 7.9 | 6.6 | 6.5 | 6.4 | 6.7 | 6.6 | 7.4 | 6.5 | 6.6 | 6.2 |
| Utah | 5.6 | 4.7 | 4.2 | 5.3 | 6.0 | 4.6 | 4.7 | 6.4 | 5.0 | 4.8 |
| Virginia | 7.8 | 6.9 | 5.5 | 5.9 | 6.3 | 6.0 | 5.8 | 6.5 | 6.1 | 5.6 |
| Washington | 7.2 | 5.5 | 5.3 | 5.4 | 4.3 | 4.9 | 4.9 | * | * | * |
| INJURED | | | | | | | | | | |
| California | 391.7 | 375.8 | 354.4 | 324.9 | 322.2 | 316.6 | 310.7 | 294.8 | 311.9 | 298.1 |
| Florida | 96.9 | 79.9 | 77.1 | 75.2 | 77.3 | 79.7 | 77.3 | 72.0 | 64.3 | 61.5 |
| Georgia | 216.0 | 199.4 | 198.0 | 190.1 | 217.7 | 208.3 | 209.5 | 196.9 | 161.9 | * |
| Illinois | 87.9 | 77.8 | 72.3 | 54.3 | 52.2 | 55.8 | 129.4 | 209.1 | 182.9 | 162.8 |
| Indiana | 136.7 | 129.9 | 123.4 | 132.7 | 136.4 | 139.8 | 130.7 | 139.5 | 125.8 | 125.0 |
| Kansas | 188.3 | 162.9 | 167.5 | 187.8 | 175.3 | 177.3 | 179.4 | 187.6 | 189.0 | 180.0 |
| Maryland | 193.8 | 167.0 | 194.6 | 231.7 | 294.4 | 287.1 | 280.5 | 260.9 | 254.6 | 240.5 |
| Michigan | 194.6 | 178.0 | 161.0 | 184.3 | 182.5 | 206.5 | 201.9 | 189.1 | 156.5 | 158.7 |
| Missouri | 333.9 | 299.5 | 295.8 | 344.1 | 334.9 | 343.3 | 336.3 | 323.7 | 314.2 | 289.5 |
| New Mexico | 257.9 | 237.5 | 270.1 | 298.4 | 315.7 | 349.1 | 341.6 | 335.7 | 283.5 | 249.4 |
| North Carolina | * | * | 336.1 | 326.7 | 331.6 | 343.3 | 378.3 | 343.8 | 326.7 | 328.1 |
| Ohio | 139.7 | 125.0 | 120.0 | 120.8 | 120.4 | 119.9 | 121.4 | 115.1 | 100.8 | 101.0 |
| Pennsylvania | 96.0 | 83.0 | 82.2 | 74.5 | 181.1 | 137.2 | 164.5 | 133.6 | 113.3 | 146.3 |
| Texas | 538.1 | 516.9 | 528.7 | 556.0 | 597.6 | 588.8 | 604.9 | 591.2 | 570.0 | 563.8 |
| Utah | 242.2 | 219.5 | 209.7 | 241.0 | 225.6 | 237.6 | 264.7 | 245.0 | 225.2 | 202.9 |
| Virginia | 345.8 | 316.4 | 309.3 | 353.0 | 366.0 | 349.6 | 352.9 | 310.1 | 340.5 | 342.1 |
| Washington | 392.1 | 335.9 | 350.0 | 362.6 | 370.7 | 379.9 | 388.2 | * | * | * |

*Data not available.

Population estimates obtained from U.S. Census Bureau report ST-99-3.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 34: Persons Killed or Injured in Speeding-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|---------|---------|---------|---------|---------|--------|--------|--------|---------|--------|
| KILLED | | | | | | | | | | | |
| California | Driver – Male | 689 | 612 | 530 | 505 | 498 | 520 | 493 | 395 | 355 | 459 |
| | Driver – Female | 165 | 138 | 120 | 129 | 118 | 137 | 126 | 124 | 106 | 106 |
| | Passenger – Male | 249 | 246 | 219 | 207 | 178 | 220 | 187 | 175 | 174 | 196 |
| | Passenger – Female | 186 | 212 | 154 | 145 | 158 | 180 | 150 | 129 | 126 | 142 |
| | Pedestrian – Male | 102 | 83 | 73 | 92 | 82 | 81 | 94 | 93 | 65 | 72 |
| | Pedestrian – Female | 55 | 35 | 46 | 28 | 34 | 39 | 37 | 44 | 26 | 25 |
| | Pedalcyclist – Male | 24 | 19 | 19 | 19 | 17 | 16 | 16 | 13 | 8 | 9 |
| | Pedalcyclist – Female | 1 | 0 | 3 | 4 | 0 | 2 | 2 | 2 | 1 | 1 |
| | Unknown | 7 | 5 | 1 | 4 | 3 | 3 | 3 | 3 | 1 | 4 |
| Total | | 1,478 | 1,350 | 1,165 | 1,133 | 1,088 | 1,198 | 1,108 | 976 | 865 | 1,012 |
| INJURED | | | | | | | | | | | |
| California | Driver – Male | 41,819 | 40,106 | 37,741 | 34,499 | 34,127 | 33,608 | 32,636 | 31,579 | 33,835 | 32,943 |
| | Driver – Female | 29,138 | 27,952 | 27,913 | 26,775 | 27,477 | 27,556 | 28,160 | 27,487 | 30,093 | 29,769 |
| | Passenger – Male | 18,574 | 18,511 | 17,297 | 15,279 | 14,975 | 14,503 | 14,153 | 13,106 | 14,122 | 13,292 |
| | Passenger – Female | 24,598 | 24,560 | 23,634 | 21,998 | 21,683 | 21,442 | 21,267 | 20,407 | 21,604 | 20,705 |
| | Pedestrian – Male | 1,004 | 1,019 | 893 | 886 | 817 | 857 | 816 | 767 | 697 | 677 |
| | Pedestrian – Female | 573 | 578 | 509 | 539 | 514 | 508 | 587 | 481 | 469 | 435 |
| | Pedalcyclist – Male | 995 | 927 | 878 | 762 | 807 | 746 | 708 | 730 | 722 | 665 |
| | Pedalcyclist – Female | 218 | 239 | 211 | 187 | 153 | 169 | 145 | 160 | 161 | 147 |
| | Unknown | 395 | 395 | 338 | 273 | 349 | 328 | 266 | 259 | 236 | 189 |
| Total | | 117,314 | 114,287 | 109,414 | 101,198 | 100,902 | 99,717 | 98,738 | 94,976 | 101,939 | 98,822 |
| KILLED | | | | | | | | | | | |
| Florida | Driver – Male | 301 | 249 | 215 | 251 | 259 | 317 | 273 | 239 | 279 | 270 |
| | Driver – Female | 63 | 71 | 56 | 79 | 59 | 74 | 50 | 79 | 66 | 61 |
| | Passenger – Male | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Passenger – Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pedestrian – Male | 16 | 20 | 23 | 17 | 13 | 28 | 21 | 14 | 14 | 20 |
| | Pedestrian – Female | 5 | 8 | 12 | 0 | 10 | 4 | 6 | 8 | 8 | 4 |
| | Pedalcyclist – Male | 10 | 7 | 7 | 5 | 7 | 12 | 0 | 9 | 6 | 7 |
| | Pedalcyclist – Female | 2 | 2 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 1 |
| | Unknown | 149 | 145 | 144 | 149 | 176 | 158 | 150 | 156 | 137 | 144 |
| Total | | 546 | 502 | 457 | 502 | 526 | 595 | 501 | 505 | 510 | 507 |

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 34: Persons Killed or Injured in Speeding-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|-------|-------|
| INJURED | | | | | | | | | | | |
| Florida | Driver – Male | 5,307 | 4,459 | 4,277 | 4,329 | 4,371 | 4,739 | 4,579 | 4,363 | 3,965 | 3,908 |
| | Driver – Female | 2,450 | 2,038 | 2,048 | 1,971 | 2,136 | 2,374 | 2,414 | 2,279 | 2,141 | 2,062 |
| | Passenger – Male | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Passenger – Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pedestrian – Male | 90 | 62 | 88 | 91 | 67 | 69 | 71 | 72 | 53 | 38 |
| | Pedestrian – Female | 43 | 32 | 48 | 56 | 41 | 29 | 38 | 28 | 28 | 31 |
| | Pedalcyclist – Male | 57 | 56 | 58 | 64 | 69 | 55 | 42 | 47 | 23 | 33 |
| | Pedalcyclist – Female | 17 | 12 | 9 | 14 | 10 | 12 | 10 | 16 | 12 | 6 |
| | Unknown | 4,647 | 3,960 | 3,889 | 3,789 | 4,098 | 4,024 | 4,001 | 3,761 | 3,369 | 3,216 |
| Total | 12,611 | 10,619 | 10,417 | 10,314 | 10,792 | 11,302 | 11,155 | 10,566 | 9,591 | 9,294 | |
| KILLED | | | | | | | | | | | |
| Georgia | Driver – Male | 253 | 214 | 199 | 197 | 187 | 186 | 205 | 204 | 190 | * |
| | Driver – Female | 78 | 56 | 52 | 46 | 55 | 52 | 54 | 55 | 60 | * |
| | Passenger – Male | 82 | 85 | 60 | 73 | 67 | 70 | 90 | 77 | 57 | * |
| | Passenger – Female | 63 | 49 | 46 | 52 | 48 | 50 | 56 | 38 | 32 | * |
| | Pedestrian – Male | 6 | 6 | 6 | 5 | 8 | 8 | 4 | 10 | 3 | * |
| | Pedestrian – Female | 6 | 1 | 4 | 1 | 4 | 5 | 2 | 4 | 0 | * |
| | Pedalcyclist – Male | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | * |
| | Pedalcyclist – Female | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | * |
| | Unknown | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| Total | 489 | 412 | 368 | 376 | 369 | 375 | 411 | 391 | 343 | * | |
| INJURED | | | | | | | | | | | |
| Georgia | Driver – Male | 5,638 | 5,121 | 5,130 | 5,083 | 5,661 | 5,618 | 5,727 | 5,513 | 4,736 | * |
| | Driver – Female | 3,184 | 3,110 | 3,205 | 3,097 | 3,685 | 3,611 | 3,695 | 3,766 | 3,222 | * |
| | Passenger – Male | 2,649 | 2,388 | 2,406 | 2,370 | 2,926 | 2,870 | 2,863 | 2,716 | 2,150 | * |
| | Passenger – Female | 2,463 | 2,476 | 2,518 | 2,464 | 2,958 | 2,778 | 2,967 | 2,631 | 2,143 | * |
| | Pedestrian – Male | 45 | 50 | 64 | 40 | 41 | 39 | 53 | 50 | 35 | * |
| | Pedestrian – Female | 35 | 26 | 34 | 27 | 38 | 25 | 29 | 34 | 22 | * |
| | Pedalcyclist – Male | 19 | 25 | 17 | 18 | 25 | 22 | 19 | 23 | 16 | * |
| | Pedalcyclist – Female | 4 | 3 | 5 | 4 | 4 | 8 | 5 | 5 | 4 | * |
| | Unknown | 16 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 33 | * |
| Total | 14,053 | 13,202 | 13,387 | 13,105 | 15,338 | 14,971 | 15,358 | 14,738 | 12,361 | * | |

*Data not available.

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 34: Persons Killed or Injured in Speeding-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|--------|-------|-------|-------|-------|-------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Illinois | Driver – Male | 128 | 109 | 88 | 47 | 87 | 92 | 108 | 181 | 190 | 158 |
| | Driver – Female | 26 | 41 | 18 | 27 | 18 | 35 | 27 | 50 | 42 | 45 |
| | Passenger – Male | 27 | 28 | 30 | 21 | 21 | 29 | 34 | 61 | 65 | 56 |
| | Passenger – Female | 38 | 24 | 23 | 17 | 19 | 22 | 32 | 44 | 48 | 46 |
| | Pedestrian – Male | 4 | 13 | 2 | 3 | 5 | 3 | 10 | 11 | 5 | 11 |
| | Pedestrian – Female | 0 | 0 | 1 | 0 | 0 | 2 | 3 | 3 | 2 | 2 |
| | Pedalcyclist – Male | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 3 | 2 | 2 |
| | Pedalcyclist – Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Unknown | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 |
| Total | | 223 | 215 | 165 | 115 | 151 | 183 | 215 | 355 | 355 | 320 |
| INJURED | | | | | | | | | | | |
| Illinois | Driver – Male | 4,110 | 3,698 | 3,431 | 2,489 | 2,496 | 2,638 | 5,830 | 9,354 | 8,186 | 7,474 |
| | Driver – Female | 2,397 | 2,238 | 2,124 | 1,589 | 1,478 | 1,704 | 4,723 | 7,675 | 6,875 | 6,315 |
| | Passenger – Male | 1,549 | 1,299 | 1,166 | 976 | 938 | 1,021 | 1,945 | 3,373 | 2,927 | 2,520 |
| | Passenger – Female | 1,970 | 1,682 | 1,639 | 1,295 | 1,224 | 1,256 | 2,919 | 4,497 | 3,956 | 3,299 |
| | Pedestrian – Male | 19 | 35 | 24 | 12 | 19 | 8 | 22 | 107 | 58 | 64 |
| | Pedestrian – Female | 7 | 11 | 10 | 4 | 5 | 4 | 13 | 53 | 32 | 41 |
| | Pedalcyclist – Male | 3 | 2 | 4 | 4 | 1 | 2 | 13 | 43 | 29 | 19 |
| | Pedalcyclist – Female | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 10 | 6 | 3 |
| | Unknown | 2 | 10 | 15 | 0 | 0 | 0 | 3 | 2 | 1 | 4 |
| Total | | 10,058 | 8,976 | 8,413 | 6,370 | 6,161 | 6,634 | 15,470 | 25,114 | 22,070 | 19,739 |
| KILLED | | | | | | | | | | | |
| Indiana | Driver – Male | 139 | 163 | 109 | 106 | 131 | 125 | 109 | 110 | 100 | 130 |
| | Driver – Female | 24 | 30 | 27 | 25 | 26 | 35 | 26 | 28 | 34 | 30 |
| | Passenger – Male | 40 | 40 | 38 | 34 | 40 | 41 | 40 | 56 | 30 | 35 |
| | Passenger – Female | 16 | 23 | 21 | 22 | 25 | 23 | 20 | 25 | 18 | 21 |
| | Pedestrian – Male | 0 | 4 | 3 | 1 | 2 | 3 | 5 | 7 | 2 | 2 |
| | Pedestrian – Female | 3 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 |
| | Pedalcyclist – Male | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 |
| | Pedalcyclist – Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Unknown | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 1 |
| Total | | 224 | 265 | 199 | 191 | 226 | 230 | 202 | 228 | 189 | 223 |

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.




Table 34: Persons Killed or Injured in Speeding-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURED | | | | | | | | | | | |
| Indiana | Driver – Male | 3,151 | 3,005 | 2,818 | 3,039 | 3,208 | 3,195 | 3,121 | 3,178 | 3,017 | 3,049 |
| | Driver – Female | 1,608 | 1,546 | 1,547 | 1,708 | 1,796 | 1,850 | 1,783 | 2,036 | 1,746 | 1,774 |
| | Passenger – Male | 1,300 | 1,228 | 1,138 | 1,213 | 1,245 | 1,339 | 1,266 | 1,344 | 1,242 | 1,150 |
| | Passenger – Female | 1,274 | 1,251 | 1,242 | 1,346 | 1,321 | 1,456 | 1,237 | 1,392 | 1,266 | 1,257 |
| | Pedestrian – Male | 54 | 44 | 50 | 47 | 44 | 43 | 31 | 49 | 24 | 47 |
| | Pedestrian – Female | 22 | 18 | 23 | 29 | 28 | 21 | 25 | 23 | 19 | 25 |
| | Pedalcyclist – Male | 13 | 22 | 16 | 18 | 14 | 13 | 17 | 9 | 14 | 13 |
| | Pedalcyclist – Female | 6 | 6 | 5 | 4 | 3 | 2 | 2 | 4 | 4 | 6 |
| | Unknown | 166 | 155 | 133 | 163 | 177 | 177 | 145 | 156 | 100 | 106 |
| Total | | 7,594 | 7,275 | 6,972 | 7,567 | 7,836 | 8,096 | 7,627 | 8,191 | 7,432 | 7,427 |
| KILLED | | | | | | | | | | | |
| Kansas | Driver – Male | 74 | 59 | 60 | 61 | 47 | 67 | 67 | 60 | 65 | 57 |
| | Driver – Female | 21 | 13 | 16 | 16 | 20 | 15 | 22 | 17 | 22 | 13 |
| | Passenger – Male | 21 | 22 | 15 | 10 | 20 | 16 | 19 | 21 | 20 | 34 |
| | Passenger – Female | 23 | 22 | 13 | 16 | 13 | 15 | 12 | 10 | 14 | 20 |
| | Pedestrian – Male | 1 | 1 | 0 | 1 | 1 | 3 | 2 | 0 | 1 | 3 |
| | Pedestrian – Female | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | Pedalcyclist – Male | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Pedalcyclist – Female | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | | 142 | 118 | 106 | 105 | 101 | 116 | 122 | 109 | 123 | 129 |
| INJURED | | | | | | | | | | | |
| Kansas | Driver – Male | 1,846 | 1,622 | 1,613 | 1,753 | 1,681 | 1,748 | 1,751 | 1,830 | 1,832 | 1,793 |
| | Driver – Female | 1,073 | 880 | 955 | 1,209 | 1,038 | 1,135 | 1,090 | 1,267 | 1,302 | 1,231 |
| | Passenger – Male | 901 | 753 | 778 | 808 | 868 | 834 | 873 | 854 | 840 | 796 |
| | Passenger – Female | 805 | 769 | 834 | 949 | 864 | 809 | 894 | 887 | 950 | 903 |
| | Pedestrian – Male | 16 | 15 | 18 | 29 | 21 | 20 | 18 | 24 | 22 | 18 |
| | Pedestrian – Female | 9 | 10 | 16 | 13 | 6 | 20 | 15 | 15 | 9 | 10 |
| | Pedalcyclist – Male | 7 | 3 | 1 | 5 | 5 | 6 | 9 | 5 | 4 | 5 |
| | Pedalcyclist – Female | 1 | 1 | 3 | 1 | 3 | 0 | 0 | 5 | 4 | 1 |
| | Unknown | 12 | 11 | 13 | 18 | 18 | 15 | 12 | 22 | 23 | 20 |
| Total | | 4,670 | 4,064 | 4,231 | 4,785 | 4,504 | 4,587 | 4,662 | 4,909 | 4,986 | 4,777 |

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 34: Persons Killed or Injured in Speeding-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Maryland | Driver – Male | 95 | 84 | 74 | 106 | 106 | 120 | 92 | 107 | 106 | 119 |
| | Driver – Female | 18 | 16 | 16 | 22 | 25 | 25 | 25 | 34 | 22 | 21 |
| | Passenger – Male | 37 | 33 | 25 | 37 | 36 | 33 | 28 | 31 | 46 | 20 |
| | Passenger – Female | 14 | 17 | 17 | 19 | 28 | 19 | 20 | 22 | 21 | 24 |
| | Pedestrian – Male | 3 | 9 | 7 | 9 | 11 | 9 | 13 | 9 | 1 | 5 |
| | Pedestrian – Female | 1 | 1 | 4 | 3 | 1 | 8 | 2 | 3 | 4 | 1 |
| | Pedalcyclist – Male | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | 0 |
| | Pedalcyclist – Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Unknown | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 |
| Total | | 169 | 161 | 144 | 199 | 212 | 217 | 180 | 208 | 202 | 190 |
| INJURED | | | | | | | | | | | |
| Maryland | Driver – Male | 3,559 | 3,175 | 3,522 | 4,274 | 5,576 | 5,357 | 5,351 | 4,954 | 4,851 | 4,638 |
| | Driver – Female | 2,306 | 2,029 | 2,477 | 3,004 | 3,889 | 3,847 | 3,950 | 3,774 | 3,829 | 3,499 |
| | Passenger – Male | 1,581 | 1,370 | 1,656 | 1,842 | 2,256 | 2,288 | 2,141 | 1,966 | 1,869 | 1,863 |
| | Passenger – Female | 1,741 | 1,428 | 1,752 | 2,136 | 2,681 | 2,691 | 2,482 | 2,357 | 2,237 | 2,205 |
| | Pedestrian – Male | 69 | 49 | 68 | 60 | 102 | 79 | 94 | 76 | 115 | 88 |
| | Pedestrian – Female | 28 | 37 | 46 | 58 | 55 | 52 | 67 | 47 | 57 | 58 |
| | Pedalcyclist – Male | 8 | 16 | 18 | 14 | 19 | 35 | 27 | 23 | 27 | 27 |
| | Pedalcyclist – Female | 4 | 4 | 3 | 1 | 5 | 7 | 7 | 6 | 5 | 8 |
| | Unknown | 0 | 0 | 0 | 64 | 93 | 68 | 67 | 82 | 72 | 53 |
| Total | | 9,296 | 8,108 | 9,542 | 11,453 | 14,676 | 14,424 | 14,186 | 13,285 | 13,062 | 12,439 |
| KILLED | | | | | | | | | | | |
| Michigan | Driver – Male | 240 | 210 | 154 | 192 | 187 | 203 | 182 | 168 | 189 | 160 |
| | Driver – Female | 52 | 63 | 38 | 41 | 59 | 66 | 67 | 54 | 50 | 41 |
| | Passenger – Male | 77 | 72 | 60 | 58 | 58 | 65 | 46 | 64 | 48 | 55 |
| | Passenger – Female | 45 | 31 | 38 | 29 | 29 | 48 | 50 | 45 | 31 | 33 |
| | Pedestrian – Male | 17 | 3 | 5 | 8 | 4 | 7 | 5 | 10 | 8 | 9 |
| | Pedestrian – Female | 5 | 4 | 5 | 4 | 1 | 2 | 2 | 4 | 8 | 4 |
| | Pedalcyclist – Male | 2 | 4 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 |
| | Pedalcyclist – Female | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Unknown | 0 | 1 | 21 | 8 | 6 | 12 | 12 | 7 | 3 | 2 |
| Total | | 438 | 388 | 322 | 342 | 346 | 403 | 365 | 353 | 337 | 304 |

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.




Table 34: Persons Killed or Injured in Speeding-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURED | | | | | | | | | | | |
| Michigan | Driver – Male | 7,612 | 6,802 | 5,907 | 7,077 | 7,270 | 7,834 | 7,684 | 7,172 | 6,309 | 6,365 |
| | Driver – Female | 4,383 | 4,079 | 3,832 | 4,604 | 4,577 | 5,474 | 5,775 | 5,355 | 4,271 | 4,483 |
| | Passenger – Male | 2,932 | 2,819 | 2,133 | 2,442 | 2,321 | 2,679 | 2,575 | 2,477 | 2,073 | 1,934 |
| | Passenger – Female | 2,940 | 2,721 | 2,099 | 2,518 | 2,461 | 3,012 | 2,773 | 2,725 | 2,087 | 2,202 |
| | Pedestrian – Male | 103 | 107 | 40 | 76 | 79 | 90 | 80 | 86 | 62 | 73 |
| | Pedestrian – Female | 52 | 67 | 26 | 38 | 53 | 63 | 36 | 45 | 59 | 45 |
| | Pedalcyclist – Male | 19 | 21 | 9 | 23 | 24 | 32 | 22 | 18 | 18 | 27 |
| | Pedalcyclist – Female | 8 | 11 | 5 | 6 | 6 | 4 | 11 | 9 | 4 | 3 |
| | Unknown | 70 | 94 | 1,196 | 782 | 697 | 760 | 712 | 616 | 489 | 519 |
| Total | | 18,119 | 16,721 | 15,247 | 17,566 | 17,488 | 19,948 | 19,668 | 18,503 | 15,372 | 15,651 |
| KILLED | | | | | | | | | | | |
| Missouri | Driver – Male | 228 | 240 | 205 | 183 | 206 | 213 | 223 | 229 | 205 | 195 |
| | Driver – Female | 54 | 52 | 49 | 61 | 60 | 65 | 82 | 75 | 65 | 50 |
| | Passenger – Male | 104 | 64 | 52 | 63 | 71 | 84 | 73 | 64 | 84 | 58 |
| | Passenger – Female | 43 | 50 | 57 | 47 | 56 | 47 | 50 | 58 | 53 | 44 |
| | Pedestrian – Male | 3 | 3 | 8 | 9 | 4 | 8 | 6 | 10 | 5 | 1 |
| | Pedestrian – Female | 6 | 5 | 4 | 1 | 4 | 4 | 9 | 10 | 3 | 3 |
| | Pedalcyclist – Male | 2 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 |
| | Pedalcyclist – Female | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| | Total | | 440 | 416 | 375 | 365 | 402 | 423 | 444 | 446 | 417 |
| INJURED | | | | | | | | | | | |
| Missouri | Driver – Male | 6,526 | 5,781 | 5,768 | 6,414 | 6,312 | 6,752 | 6,376 | 6,298 | 6,139 | 5,902 |
| | Driver – Female | 4,169 | 3,802 | 3,758 | 4,657 | 4,468 | 4,570 | 4,659 | 4,617 | 4,485 | 4,015 |
| | Passenger – Male | 2,851 | 2,726 | 2,636 | 3,075 | 3,145 | 3,202 | 3,198 | 3,026 | 2,972 | 2,816 |
| | Passenger – Female | 3,339 | 2,950 | 2,989 | 3,685 | 3,568 | 3,528 | 3,589 | 3,368 | 3,284 | 2,927 |
| | Pedestrian – Male | 98 | 84 | 92 | 95 | 83 | 95 | 90 | 93 | 84 | 70 |
| | Pedestrian – Female | 50 | 49 | 49 | 40 | 42 | 59 | 57 | 47 | 64 | 42 |
| | Pedalcyclist – Male | 49 | 36 | 45 | 35 | 35 | 39 | 37 | 39 | 37 | 27 |
| | Pedalcyclist – Female | 9 | 4 | 8 | 4 | 8 | 18 | 9 | 4 | 5 | 6 |
| | Unknown | 27 | 15 | 19 | 19 | 28 | 17 | 35 | 12 | 17 | 26 |
| Total | | 17,118 | 15,447 | 15,364 | 18,024 | 17,689 | 18,280 | 18,050 | 17,504 | 17,087 | 15,831 |

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 34: Persons Killed or Injured in Speeding-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| New Mexico | Driver – Male | 96 | 99 | 79 | 87 | 58 | 87 | 78 | 69 | 64 | 75 |
| | Driver – Female | 24 | 22 | 23 | 24 | 15 | 24 | 20 | 21 | 15 | 24 |
| | Passenger – Male | 41 | 31 | 37 | 32 | 37 | 30 | 44 | 37 | 25 | 29 |
| | Passenger – Female | 29 | 19 | 30 | 25 | 23 | 25 | 29 | 24 | 32 | 25 |
| | Pedestrian – Male | 3 | 7 | 3 | 6 | 3 | 3 | 3 | 5 | 2 | 3 |
| | Pedestrian – Female | 2 | 2 | 0 | 1 | 4 | 5 | 1 | 3 | 3 | 1 |
| | Pedalcyclist – Male | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Pedalcyclist – Female | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 1 |
| Total | | 196 | 182 | 172 | 175 | 140 | 174 | 180 | 160 | 141 | 159 |
| INJURED | | | | | | | | | | | |
| New Mexico | Driver – Male | 1,536 | 1,459 | 1,635 | 1,841 | 1,921 | 2,173 | 2,185 | 2,125 | 1,780 | 1,615 |
| | Driver – Female | 770 | 718 | 851 | 999 | 1,159 | 1,327 | 1,308 | 1,340 | 1,206 | 1,039 |
| | Passenger – Male | 821 | 755 | 850 | 954 | 1,041 | 1,137 | 1,065 | 1,034 | 878 | 770 |
| | Passenger – Female | 746 | 703 | 878 | 970 | 1,029 | 1,155 | 1,203 | 1,148 | 989 | 848 |
| | Pedestrian – Male | 16 | 20 | 24 | 23 | 25 | 17 | 20 | 23 | 15 | 15 |
| | Pedestrian – Female | 14 | 10 | 10 | 9 | 13 | 19 | 8 | 7 | 7 | 9 |
| | Pedalcyclist – Male | 8 | 5 | 11 | 10 | 17 | 23 | 14 | 15 | 9 | 10 |
| | Pedalcyclist – Female | 2 | 2 | 3 | 4 | 4 | 4 | 0 | 2 | 2 | 1 |
| | Unknown | 7 | 2 | 8 | 9 | 10 | 19 | 25 | 90 | 29 | 32 |
| Total | | 3,920 | 3,674 | 4,270 | 4,819 | 5,219 | 5,874 | 5,828 | 5,784 | 4,915 | 4,339 |
| KILLED | | | | | | | | | | | |
| North Carolina | Driver – Male | * | * | 281 | 323 | 314 | 306 | 343 | 328 | 373 | 358 |
| | Driver – Female | * | * | 74 | 55 | 68 | 93 | 86 | 100 | 101 | 106 |
| | Passenger – Male | * | * | 102 | 103 | 89 | 105 | 99 | 101 | 93 | 97 |
| | Passenger – Female | * | * | 58 | 61 | 67 | 66 | 79 | 95 | 74 | 71 |
| | Pedestrian – Male | * | * | 14 | 6 | 3 | 5 | 10 | 10 | 8 | 6 |
| | Pedestrian – Female | * | * | 4 | 4 | 5 | 3 | 2 | 6 | 4 | 3 |
| | Pedalcyclist – Male | * | * | 3 | 0 | 2 | 1 | 1 | 2 | 7 | 3 |
| | Pedalcyclist – Female | * | * | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| | Unknown | * | * | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | | * | * | 536 | 554 | 548 | 580 | 621 | 642 | 661 | 646 |

*Data not available.

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 34: Persons Killed or Injured in Speeding-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURED | | | | | | | | | | | |
| North Carolina | Driver – Male | * | * | 9,457 | 9,450 | 9,597 | 10,006 | 11,108 | 10,408 | 10,064 | 10,457 |
| | Driver – Female | * | * | 5,466 | 5,221 | 5,629 | 6,059 | 6,796 | 6,304 | 6,307 | 6,208 |
| | Passenger – Male | * | * | 4,269 | 4,305 | 4,382 | 4,540 | 5,106 | 4,758 | 4,469 | 4,536 |
| | Passenger – Female | * | * | 3,567 | 3,539 | 3,639 | 3,894 | 4,414 | 3,892 | 3,620 | 3,724 |
| | Pedestrian – Male | * | * | 91 | 80 | 77 | 75 | 98 | 62 | 82 | 68 |
| | Pedestrian – Female | * | * | 54 | 36 | 35 | 29 | 34 | 42 | 38 | 36 |
| | Pedalcyclist – Male | * | * | 25 | 31 | 25 | 23 | 31 | 26 | 25 | 28 |
| | Pedalcyclist – Female | * | * | 2 | 3 | 1 | 8 | 4 | 2 | 3 | 6 |
| | Unknown | * | * | 33 | 30 | 29 | 30 | 52 | 44 | 46 | 37 |
| Total | * | * | 22,964 | 22,695 | 23,414 | 24,664 | 27,643 | 25,538 | 24,654 | 25,100 | |
| KILLED | | | | | | | | | | | |
| Ohio | Driver – Male | 191 | 226 | 169 | 160 | 143 | 170 | 170 | 164 | 161 | 190 |
| | Driver – Female | 46 | 53 | 47 | 39 | 47 | 35 | 53 | 37 | 40 | 34 |
| | Passenger – Male | 58 | 69 | 48 | 64 | 45 | 36 | 57 | 48 | 54 | 68 |
| | Passenger – Female | 41 | 43 | 26 | 23 | 34 | 38 | 39 | 34 | 45 | 35 |
| | Pedestrian – Male | 11 | 9 | 6 | 3 | 6 | 7 | 2 | 1 | 9 | 0 |
| | Pedestrian – Female | 3 | 4 | 2 | 2 | 3 | 1 | 1 | 3 | 0 | 2 |
| | Pedalcyclist – Male | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 1 |
| | Pedalcyclist – Female | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Unknown | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Total | 351 | 405 | 298 | 291 | 282 | 287 | 323 | 287 | 310 | 330 | |
| INJURED | | | | | | | | | | | |
| Ohio | Driver – Male | 6,420 | 5,866 | 5,653 | 5,622 | 5,579 | 5,671 | 5,545 | 5,312 | 4,805 | 4,933 |
| | Driver – Female | 3,370 | 3,100 | 3,001 | 3,168 | 3,271 | 3,280 | 3,481 | 3,243 | 2,767 | 2,819 |
| | Passenger – Male | 2,697 | 2,370 | 2,327 | 2,271 | 2,274 | 2,191 | 2,297 | 2,211 | 1,917 | 1,814 |
| | Passenger – Female | 2,405 | 2,088 | 2,004 | 2,110 | 2,090 | 2,078 | 2,099 | 1,977 | 1,677 | 1,652 |
| | Pedestrian – Male | 40 | 26 | 51 | 53 | 37 | 37 | 38 | 26 | 40 | 31 |
| | Pedestrian – Female | 19 | 23 | 21 | 29 | 28 | 16 | 13 | 17 | 8 | 10 |
| | Pedalcyclist – Male | 26 | 23 | 18 | 22 | 24 | 22 | 29 | 11 | 29 | 13 |
| | Pedalcyclist – Female | 1 | 5 | 7 | 6 | 3 | 9 | 7 | 3 | 8 | 7 |
| | Unknown | 199 | 166 | 123 | 87 | 77 | 73 | 74 | 108 | 82 | 91 |
| Total | 15,177 | 13,667 | 13,205 | 13,368 | 13,383 | 13,377 | 13,583 | 12,908 | 11,333 | 11,370 | |

*Data not available.

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 34: Persons Killed or Injured in Speeding-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|--------|-------|-------|-------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Pennsylvania | Driver – Male | 198 | 234 | 185 | 223 | 250 | 182 | 204 | 208 | 155 | 163 |
| | Driver – Female | 31 | 55 | 45 | 58 | 61 | 74 | 62 | 61 | 37 | 53 |
| | Passenger – Male | 53 | 72 | 69 | 50 | 68 | 58 | 70 | 56 | 40 | 39 |
| | Passenger – Female | 38 | 58 | 33 | 45 | 67 | 66 | 66 | 56 | 29 | 39 |
| | Pedestrian – Male | 4 | 6 | 12 | 9 | 7 | 10 | 14 | 7 | 6 | 10 |
| | Pedestrian – Female | 4 | 6 | 7 | 7 | 4 | 8 | 6 | 4 | 0 | 3 |
| | Pedalcyclist – Male | 0 | 1 | 1 | 4 | 0 | 2 | 0 | 1 | 1 | 1 |
| | Pedalcyclist – Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Total | | 328 | 432 | 352 | 396 | 457 | 400 | 422 | 394 | 268 | 308 |
| INJURED | | | | | | | | | | | |
| Pennsylvania | Driver – Male | 5,146 | 4,481 | 4,354 | 3,969 | 8,807 | 6,615 | 7,730 | 6,217 | 5,348 | 6,917 |
| | Driver – Female | 2,265 | 1,893 | 2,008 | 1,856 | 5,428 | 4,110 | 5,210 | 4,339 | 3,787 | 4,837 |
| | Passenger – Male | 2,053 | 1,770 | 1,786 | 1,501 | 3,337 | 2,641 | 2,907 | 2,404 | 1,924 | 2,497 |
| | Passenger – Female | 1,831 | 1,654 | 1,544 | 1,530 | 3,942 | 2,969 | 3,753 | 2,942 | 2,442 | 3,169 |
| | Pedestrian – Male | 37 | 30 | 50 | 32 | 106 | 79 | 76 | 59 | 33 | 47 |
| | Pedestrian – Female | 18 | 16 | 34 | 17 | 67 | 36 | 54 | 28 | 19 | 29 |
| | Pedalcyclist – Male | 9 | 8 | 11 | 9 | 21 | 20 | 11 | 14 | 11 | 12 |
| | Pedalcyclist – Female | 2 | 1 | 0 | 2 | 7 | 3 | 2 | 3 | 1 | 3 |
| | Unknown | 62 | 58 | 66 | 44 | 91 | 47 | 60 | 45 | 31 | 41 |
| Total | | 11,423 | 9,911 | 9,853 | 8,960 | 21,806 | 16,520 | 19,803 | 16,051 | 13,596 | 17,552 |
| KILLED | | | | | | | | | | | |
| Texas | Driver – Male | 690 | 569 | 596 | 597 | 599 | 627 | 699 | 580 | 680 | 648 |
| | Driver – Female | 170 | 148 | 140 | 147 | 179 | 159 | 202 | 233 | 204 | 184 |
| | Passenger – Male | 250 | 231 | 215 | 195 | 226 | 220 | 250 | 220 | 227 | 214 |
| | Passenger – Female | 152 | 124 | 122 | 144 | 143 | 169 | 187 | 174 | 148 | 152 |
| | Pedestrian – Male | 55 | 49 | 40 | 31 | 45 | 33 | 33 | 38 | 20 | 29 |
| | Pedestrian – Female | 15 | 16 | 20 | 15 | 12 | 11 | 10 | 9 | 14 | 11 |
| | Pedalcyclist – Male | 10 | 9 | 3 | 9 | 7 | 7 | 11 | 3 | 7 | 10 |
| | Pedalcyclist – Female | 1 | 1 | 0 | 2 | 3 | 2 | 1 | 3 | 3 | 0 |
| | Unknown | 6 | 3 | 4 | 8 | 6 | 2 | 10 | 4 | 3 | 3 |
| Total | | 1,349 | 1,150 | 1,140 | 1,148 | 1,220 | 1,230 | 1,403 | 1,264 | 1,306 | 1,251 |

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 34: Persons Killed or Injured in Speeding-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|
| INJURED | | | | | | | | | | | |
| Texas | Driver – Male | 33,063 | 31,822 | 32,327 | 33,736 | 36,453 | 36,254 | 38,091 | 37,843 | 36,927 | 36,993 |
| | Driver – Female | 23,363 | 22,947 | 24,374 | 25,996 | 28,703 | 29,364 | 31,426 | 32,166 | 32,948 | 33,145 |
| | Passenger – Male | 14,658 | 14,297 | 15,017 | 16,908 | 18,433 | 18,586 | 18,979 | 18,119 | 17,061 | 17,316 |
| | Passenger – Female | 19,113 | 19,183 | 20,251 | 22,069 | 24,606 | 24,386 | 25,062 | 24,939 | 24,103 | 24,296 |
| | Pedestrian – Male | 441 | 390 | 368 | 369 | 365 | 393 | 360 | 342 | 331 | 298 |
| | Pedestrian – Female | 197 | 193 | 176 | 189 | 193 | 153 | 167 | 193 | 165 | 155 |
| | Pedalcyclist – Male | 152 | 134 | 135 | 115 | 163 | 126 | 116 | 133 | 116 | 120 |
| | Pedalcyclist – Female | 38 | 25 | 26 | 31 | 21 | 31 | 36 | 21 | 32 | 25 |
| | Unknown | 693 | 633 | 647 | 648 | 655 | 698 | 733 | 681 | 683 | 652 |
| Total | | 91,718 | 89,624 | 93,321 | 100,061 | 109,592 | 109,991 | 114,970 | 114,437 | 112,366 | 113,000 |
| KILLED | | | | | | | | | | | |
| Utah | Driver – Male | 47 | 38 | 33 | 47 | 54 | 41 | 50 | 50 | 49 | 47 |
| | Driver – Female | 10 | 10 | 12 | 11 | 12 | 11 | 13 | 21 | 14 | 17 |
| | Passenger – Male | 17 | 18 | 11 | 22 | 25 | 22 | 16 | 32 | 21 | 21 |
| | Passenger – Female | 19 | 17 | 18 | 16 | 17 | 12 | 15 | 29 | 16 | 13 |
| | Pedestrian – Male | 3 | 0 | 2 | 3 | 3 | 2 | 1 | 0 | 3 | 3 |
| | Pedestrian – Female | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 1 | 2 | 1 |
| | Pedalcyclist – Male | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 |
| | Pedalcyclist – Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | | 97 | 83 | 77 | 99 | 115 | 91 | 96 | 133 | 105 |
| INJURED | | | | | | | | | | | |
| Utah | Driver – Male | 1,476 | 1,368 | 1,371 | 1,601 | 1,532 | 1,588 | 1,927 | 1,725 | 1,704 | 1,521 |
| | Driver – Female | 969 | 905 | 870 | 1,069 | 1,107 | 1,118 | 1,316 | 1,292 | 1,228 | 1,054 |
| | Passenger – Male | 790 | 719 | 719 | 826 | 753 | 952 | 946 | 880 | 739 | 789 |
| | Passenger – Female | 888 | 836 | 823 | 971 | 912 | 976 | 1,091 | 1,085 | 990 | 888 |
| | Pedestrian – Male | 19 | 20 | 13 | 29 | 21 | 9 | 23 | 35 | 21 | 19 |
| | Pedestrian – Female | 19 | 17 | 13 | 15 | 15 | 11 | 16 | 16 | 17 | 10 |
| | Pedalcyclist – Male | 12 | 11 | 7 | 7 | 9 | 14 | 9 | 5 | 9 | 8 |
| | Pedalcyclist – Female | 2 | 3 | 3 | 1 | 0 | 1 | 2 | 4 | 5 | 3 |
| | Unknown | 14 | 10 | 1 | 3 | 6 | 28 | 22 | 18 | 17 | 30 |
| Total | | 4,189 | 3,889 | 3,820 | 4,522 | 4,355 | 4,697 | 5,352 | 5,060 | 4,730 | 4,322 |

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 34: Persons Killed or Injured in Speeding-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Virginia | Driver – Male | 241 | 229 | 195 | 195 | 184 | 211 | 194 | 225 | 223 | 217 |
| | Driver – Female | 81 | 50 | 46 | 48 | 68 | 46 | 56 | 71 | 56 | 59 |
| | Passenger – Male | 95 | 74 | 62 | 66 | 71 | 63 | 68 | 60 | 55 | 70 |
| | Passenger – Female | 46 | 49 | 34 | 51 | 70 | 54 | 46 | 60 | 55 | 27 |
| | Pedestrian – Male | 11 | 25 | 9 | 12 | 11 | 11 | 13 | 14 | 10 | 9 |
| | Pedestrian – Female | 5 | 4 | 4 | 6 | 8 | 6 | 6 | 2 | 9 | 1 |
| | Pedalcyclist – Male | 4 | 3 | 2 | 3 | 2 | 1 | 0 | 2 | 3 | 1 |
| | Pedalcyclist – Female | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Unknown | 1 | 1 | 0 | 0 | 0 | 3 | 1 | 4 | 1 | 1 |
| | Total | 484 | 436 | 353 | 381 | 415 | 395 | 384 | 438 | 412 | 385 |
| INJURED | | | | | | | | | | | |
| Virginia | Driver – Male | 8,388 | 7,612 | 7,491 | 8,509 | 8,807 | 8,342 | 8,621 | 7,748 | 8,373 | 8,597 |
| | Driver – Female | 5,326 | 4,984 | 4,970 | 6,101 | 6,492 | 6,334 | 6,587 | 5,712 | 6,699 | 7,062 |
| | Passenger – Male | 3,743 | 3,500 | 3,332 | 3,710 | 3,746 | 3,772 | 3,643 | 3,331 | 3,485 | 3,380 |
| | Passenger – Female | 3,731 | 3,500 | 3,714 | 4,175 | 4,480 | 4,240 | 4,275 | 3,774 | 4,134 | 4,135 |
| | Pedestrian – Male | 140 | 113 | 102 | 136 | 144 | 155 | 148 | 130 | 154 | 128 |
| | Pedestrian – Female | 74 | 80 | 67 | 76 | 96 | 97 | 86 | 81 | 112 | 101 |
| | Pedalcyclist – Male | 42 | 59 | 34 | 52 | 62 | 54 | 68 | 36 | 41 | 28 |
| | Pedalcyclist – Female | 8 | 10 | 9 | 12 | 15 | 8 | 13 | 4 | 10 | 7 |
| | Unknown | 34 | 26 | 24 | 52 | 84 | 76 | 80 | 62 | 106 | 76 |
| | Total | 21,486 | 19,884 | 19,743 | 22,823 | 23,926 | 23,078 | 23,521 | 20,878 | 23,114 | 23,514 |

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.




Table 34: Persons Killed or Injured in Speeding-Related Motor Vehicle Crashes by Person Type and Sex

| STATE | TYPE – SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-----------------------|--------|--------|--------|--------|--------|--------|--------|------|------|------|
| KILLED | | | | | | | | | | | |
| Washington | Driver – Male | 186 | 148 | 142 | 146 | 123 | 135 | 135 | * | * | * |
| | Driver – Female | 47 | 33 | 36 | 31 | 32 | 41 | 38 | * | * | * |
| | Passenger – Male | 63 | 53 | 41 | 54 | 34 | 46 | 54 | * | * | * |
| | Passenger – Female | 47 | 31 | 36 | 38 | 29 | 36 | 34 | * | * | * |
| | Pedestrian – Male | 5 | 3 | 6 | 6 | 6 | 2 | 4 | * | * | * |
| | Pedestrian – Female | 1 | 7 | 6 | 6 | 3 | 3 | 4 | * | * | * |
| | Pedalcyclist – Male | 3 | 0 | 1 | 0 | 4 | 0 | 0 | * | * | * |
| | Pedalcyclist – Female | 0 | 0 | 0 | 0 | 0 | 0 | 1 | * | * | * |
| | Unknown | 0 | 1 | 2 | 2 | 0 | 1 | 0 | * | * | * |
| Total | | 352 | 276 | 270 | 283 | 231 | 264 | 270 | * | * | * |
| INJURED | | | | | | | | | | | |
| Washington | Driver – Male | 7,475 | 6,618 | 6,876 | 7,090 | 7,327 | 7,610 | 7,318 | * | * | * |
| | Driver – Female | 4,698 | 4,178 | 4,524 | 5,048 | 5,330 | 5,655 | 6,404 | * | * | * |
| | Passenger – Male | 3,149 | 2,809 | 3,020 | 3,031 | 3,282 | 3,202 | 3,293 | * | * | * |
| | Passenger – Female | 3,604 | 3,007 | 3,338 | 3,628 | 3,595 | 3,957 | 4,140 | * | * | * |
| | Pedestrian – Male | 71 | 49 | 62 | 66 | 66 | 58 | 73 | * | * | * |
| | Pedestrian – Female | 37 | 28 | 33 | 35 | 30 | 32 | 52 | * | * | * |
| | Pedalcyclist – Male | 23 | 28 | 31 | 20 | 32 | 25 | 22 | * | * | * |
| | Pedalcyclist – Female | 8 | 6 | 10 | 6 | 7 | 6 | 7 | * | * | * |
| | Unknown | 153 | 118 | 94 | 102 | 107 | 85 | 78 | * | * | * |
| Total | | 19,218 | 16,841 | 17,988 | 19,026 | 19,776 | 20,630 | 21,387 | * | * | * |

* Data not available.

Rows listed as "Unknown" are only included where necessary. The "Unknown" category includes persons of unknown person type and/or unknown sex. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 35: Drivers Age 15-20 Involved in Fatal and Injury Speeding-Related Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------|---------|------|------|------|------|------|------|------|------|------|------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Male | 286 | 261 | 225 | 193 | 176 | 192 | 167 | 173 | 130 | 182 |
| | Female | 75 | 76 | 41 | 52 | 46 | 56 | 56 | 46 | 40 | 41 |
| | Total | 361 | 337 | 266 | 245 | 222 | 248 | 223 | 219 | 170 | 223 |
| Florida | Male | 100 | 117 | 82 | 86 | 88 | 113 | 102 | 73 | 87 | 102 |
| | Female | 27 | 31 | 14 | 28 | 20 | 23 | 22 | 26 | 24 | 25 |
| | Total | 127 | 148 | 96 | 114 | 108 | 136 | 124 | 99 | 111 | 127 |
| Georgia | Male | 103 | 85 | 64 | 78 | 65 | 80 | 85 | 82 | 58 | * |
| | Female | 25 | 22 | 19 | 25 | 19 | 19 | 28 | 26 | 19 | * |
| | Total | 128 | 107 | 83 | 103 | 84 | 99 | 113 | 108 | 77 | * |
| Illinois | Male | 35 | 39 | 35 | 17 | 24 | 27 | 22 | 65 | 70 | 51 |
| | Female | 10 | 9 | 1 | 9 | 8 | 9 | 5 | 23 | 21 | 18 |
| | Total | 45 | 48 | 36 | 26 | 32 | 36 | 27 | 88 | 91 | 69 |
| Indiana | Male | 50 | 63 | 41 | 45 | 53 | 42 | 53 | 55 | 34 | 39 |
| | Female | 8 | 13 | 14 | 9 | 16 | 9 | 7 | 13 | 14 | 12 |
| | Unknown | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | Total | 58 | 77 | 55 | 54 | 69 | 52 | 60 | 68 | 48 | 51 |
| Kansas | Male | 30 | 24 | 29 | 26 | 25 | 25 | 31 | 18 | 27 | 33 |
| | Female | 10 | 6 | 4 | 10 | 13 | 7 | 7 | 5 | 7 | 6 |
| | Total | 40 | 30 | 33 | 36 | 38 | 32 | 38 | 23 | 34 | 39 |
| Maryland | Male | 40 | 39 | 28 | 37 | 42 | 36 | 37 | 41 | 50 | 61 |
| | Female | 11 | 5 | 5 | 7 | 7 | 7 | 8 | 10 | 6 | 12 |
| | Total | 51 | 44 | 33 | 44 | 49 | 43 | 45 | 51 | 56 | 73 |
| Michigan | Male | 85 | 70 | 51 | 40 | 65 | 76 | 72 | 58 | 55 | 44 |
| | Female | 14 | 22 | 23 | 17 | 19 | 30 | 19 | 19 | 19 | 16 |
| | Unknown | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | 2 |
| | Total | 99 | 92 | 75 | 59 | 86 | 107 | 92 | 79 | 74 | 62 |
| Missouri | Male | 86 | 100 | 65 | 81 | 95 | 74 | 85 | 87 | 78 | 86 |
| | Female | 24 | 13 | 20 | 30 | 27 | 26 | 28 | 31 | 30 | 18 |
| | Total | 110 | 113 | 85 | 111 | 122 | 100 | 113 | 118 | 108 | 104 |
| New Mexico | Male | 43 | 36 | 20 | 25 | 29 | 41 | 30 | 22 | 26 | 31 |
| | Female | 10 | 3 | 5 | 9 | 9 | 6 | 11 | 6 | 10 | 12 |
| | Total | 53 | 39 | 25 | 34 | 38 | 47 | 41 | 28 | 36 | 43 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 35: Drivers Age 15-20 Involved in Fatal and Injury Speeding-Related Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------------|---------|------|------|------|------|------|------|------|------|------|------|
| FATAL CRASHES (Continued) | | | | | | | | | | | |
| North Carolina | Male | * | * | 90 | 112 | 114 | 103 | 115 | 108 | 118 | 106 |
| | Female | * | * | 31 | 25 | 33 | 36 | 31 | 29 | 38 | 35 |
| | Unknown | * | * | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Total | * | * | 122 | 138 | 147 | 140 | 146 | 137 | 157 | 141 |
| Ohio | Male | 62 | 81 | 60 | 64 | 60 | 61 | 61 | 53 | 68 | 70 |
| | Female | 26 | 30 | 15 | 20 | 17 | 10 | 14 | 20 | 21 | 22 |
| | Total | 88 | 111 | 75 | 84 | 77 | 71 | 75 | 73 | 89 | 92 |
| Pennsylvania | Male | 81 | 91 | 61 | 64 | 76 | 61 | 67 | 78 | 52 | 49 |
| | Female | 17 | 17 | 10 | 14 | 22 | 17 | 24 | 30 | 24 | 24 |
| | Total | 98 | 108 | 71 | 78 | 98 | 78 | 91 | 108 | 76 | 73 |
| Texas | Male | 222 | 186 | 197 | 190 | 179 | 185 | 199 | 178 | 218 | 213 |
| | Female | 47 | 48 | 46 | 63 | 65 | 58 | 77 | 68 | 60 | 79 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| | Total | 269 | 234 | 243 | 253 | 244 | 243 | 277 | 247 | 278 | 292 |
| Utah | Male | 21 | 19 | 17 | 21 | 25 | 19 | 18 | 24 | 23 | 19 |
| | Female | 7 | 5 | 4 | 11 | 11 | 7 | 8 | 13 | 8 | 10 |
| | Total | 28 | 24 | 21 | 32 | 36 | 26 | 26 | 37 | 31 | 29 |
| Virginia | Male | 100 | 84 | 71 | 62 | 72 | 83 | 75 | 78 | 66 | 55 |
| | Female | 27 | 25 | 26 | 20 | 20 | 18 | 26 | 37 | 24 | 25 |
| | Total | 127 | 109 | 97 | 82 | 92 | 101 | 101 | 115 | 90 | 80 |
| Washington | Male | 70 | 48 | 48 | 54 | 37 | 41 | 38 | * | * | * |
| | Female | 13 | 11 | 11 | 14 | 12 | 16 | 15 | * | * | * |
| | Total | 83 | 59 | 59 | 68 | 49 | 57 | 53 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 35: Drivers Age 15-20 Involved in Fatal and Injury Speeding-Related Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES | | | | | | | | | | | |
| California | Male | 14,572 | 13,417 | 11,883 | 10,648 | 10,986 | 10,341 | 10,193 | 9,382 | 10,367 | 10,402 |
| | Female | 7,561 | 6,910 | 6,642 | 6,176 | 6,452 | 6,424 | 6,332 | 6,185 | 7,106 | 7,066 |
| | Unknown | 12 | 2 | 7 | 9 | 12 | 12 | 8 | 4 | 7 | 12 |
| | Total | 22,145 | 20,329 | 18,532 | 16,833 | 17,450 | 16,777 | 16,533 | 15,571 | 17,480 | 17,480 |
| Florida | Male | 1,829 | 1,530 | 1,457 | 1,404 | 1,415 | 1,450 | 1,509 | 1,451 | 1,325 | 1,334 |
| | Female | 678 | 550 | 523 | 561 | 608 | 627 | 653 | 593 | 584 | 592 |
| | Unknown | 4 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 1 |
| | Total | 2,511 | 2,081 | 1,980 | 1,968 | 2,024 | 2,077 | 2,162 | 2,044 | 1,910 | 1,927 |
| Georgia | Male | 2,240 | 2,096 | 2,020 | 2,024 | 2,491 | 2,425 | 2,298 | 2,249 | 1,764 | * |
| | Female | 1,054 | 939 | 992 | 970 | 1,172 | 1,147 | 1,169 | 1,163 | 999 | * |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | * |
| | Total | 3,294 | 3,035 | 3,012 | 2,994 | 3,663 | 3,572 | 3,467 | 3,412 | 2,770 | * |
| Illinois | Male | 949 | 837 | 795 | 539 | 586 | 630 | 1,609 | 3,246 | 3,137 | 2,796 |
| | Female | 528 | 483 | 465 | 324 | 271 | 375 | 1,120 | 2,228 | 2,059 | 1,912 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 7 | 10 |
| | Total | 1,477 | 1,320 | 1,260 | 863 | 857 | 1,005 | 2,731 | 5,488 | 5,203 | 4,718 |
| Indiana | Male | 1,394 | 1,245 | 1,269 | 1,342 | 1,341 | 1,432 | 1,345 | 1,433 | 1,316 | 1,305 |
| | Female | 588 | 563 | 554 | 592 | 691 | 722 | 636 | 771 | 660 | 655 |
| | Unknown | 1 | 2 | 2 | 3 | 2 | 1 | 2 | 1 | 1 | 4 |
| | Total | 1,983 | 1,810 | 1,825 | 1,937 | 2,034 | 2,155 | 1,983 | 2,205 | 1,977 | 1,964 |
| Kansas | Male | 836 | 708 | 705 | 681 | 704 | 774 | 769 | 732 | 834 | 793 |
| | Female | 385 | 332 | 374 | 401 | 397 | 415 | 433 | 458 | 510 | 500 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 1,221 | 1,040 | 1,079 | 1,082 | 1,101 | 1,189 | 1,202 | 1,190 | 1,344 | 1,293 |
| Maryland | Male | 1,167 | 992 | 1,094 | 1,307 | 1,566 | 1,696 | 1,609 | 1,623 | 1,617 | 1,598 |
| | Female | 510 | 446 | 582 | 681 | 826 | 892 | 912 | 910 | 935 | 887 |
| | Unknown | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 2 | 1 | 1 |
| | Total | 1,677 | 1,438 | 1,676 | 1,990 | 2,392 | 2,590 | 2,523 | 2,535 | 2,553 | 2,486 |
| Michigan | Male | 2,742 | 2,428 | 2,032 | 2,353 | 2,516 | 2,700 | 2,623 | 2,421 | 2,245 | 2,233 |
| | Female | 1,339 | 1,243 | 1,195 | 1,385 | 1,353 | 1,592 | 1,629 | 1,590 | 1,319 | 1,384 |
| | Unknown | 0 | 0 | 53 | 38 | 57 | 102 | 77 | 62 | 46 | 43 |
| | Total | 4,081 | 3,671 | 3,280 | 3,776 | 3,926 | 4,394 | 4,329 | 4,073 | 3,610 | 3,660 |
| Missouri | Male | 2,666 | 2,309 | 2,384 | 2,507 | 2,558 | 2,764 | 2,698 | 2,620 | 2,591 | 2,466 |
| | Female | 1,316 | 1,214 | 1,241 | 1,450 | 1,515 | 1,527 | 1,566 | 1,451 | 1,568 | 1,437 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 |
| | Total | 3,982 | 3,523 | 3,625 | 3,957 | 4,073 | 4,291 | 4,266 | 4,071 | 4,160 | 3,904 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 35: Drivers Age 15-20 Involved in Fatal and Injury Speeding-Related Crashes by Sex

| STATE | SEX | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Male | 549 | 510 | 555 | 700 | 805 | 776 | 843 | 794 | 678 | 648 |
| | Female | 239 | 207 | 275 | 325 | 405 | 448 | 434 | 447 | 418 | 351 |
| | Unknown | 1 | 0 | 0 | 2 | 3 | 4 | 2 | 1 | 4 | 2 |
| | Total | 789 | 717 | 830 | 1,027 | 1,213 | 1,228 | 1,279 | 1,242 | 1,100 | 1,001 |
| North Carolina | Male | * | * | 3,595 | 3,557 | 3,641 | 3,837 | 3,969 | 3,708 | 3,568 | 3,498 |
| | Female | * | * | 1,761 | 1,668 | 1,872 | 1,977 | 2,065 | 2,036 | 1,868 | 1,781 |
| | Unknown | * | * | 8 | 9 | 6 | 9 | 22 | 27 | 24 | 26 |
| | Total | * | * | 5,364 | 5,234 | 5,519 | 5,823 | 6,056 | 5,771 | 5,460 | 5,305 |
| Ohio | Male | 2,387 | 2,034 | 1,947 | 1,987 | 2,013 | 2,009 | 1,977 | 1,950 | 1,806 | 1,709 |
| | Female | 1,128 | 1,070 | 1,003 | 1,013 | 1,074 | 1,090 | 1,134 | 1,066 | 1,044 | 1,007 |
| | Unknown | 1 | 6 | 3 | 1 | 2 | 3 | 2 | 2 | 1 | 3 |
| | Total | 3,516 | 3,110 | 2,953 | 3,001 | 3,089 | 3,102 | 3,113 | 3,018 | 2,851 | 2,719 |
| Pennsylvania | Male | 1,894 | 1,694 | 1,630 | 1,357 | 2,869 | 2,256 | 2,658 | 2,161 | 2,164 | 2,545 |
| | Female | 717 | 614 | 629 | 533 | 1,323 | 1,099 | 1,337 | 1,218 | 1,192 | 1,393 |
| | Unknown | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | Total | 2,612 | 2,308 | 2,259 | 1,890 | 4,192 | 3,356 | 3,995 | 3,379 | 3,356 | 3,938 |
| Texas | Male | 11,079 | 10,578 | 10,292 | 10,758 | 11,746 | 11,843 | 12,228 | 12,336 | 13,550 | 14,082 |
| | Female | 5,910 | 5,579 | 5,706 | 6,072 | 6,638 | 7,112 | 7,336 | 7,860 | 8,981 | 9,178 |
| | Unknown | 33 | 32 | 22 | 30 | 32 | 29 | 33 | 41 | 46 | 59 |
| | Total | 17,022 | 16,189 | 16,020 | 16,860 | 18,416 | 18,984 | 19,597 | 20,237 | 22,577 | 23,319 |
| Utah | Male | 716 | 623 | 680 | 752 | 745 | 853 | 868 | 810 | 729 | 694 |
| | Female | 425 | 360 | 384 | 446 | 497 | 524 | 579 | 552 | 519 | 432 |
| | Unknown | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| | Total | 1,142 | 983 | 1,065 | 1,198 | 1,242 | 1,378 | 1,448 | 1,362 | 1,248 | 1,128 |
| Virginia | Male | 3,302 | 3,006 | 2,849 | 3,103 | 3,240 | 3,197 | 3,088 | 2,970 | 3,109 | 3,271 |
| | Female | 1,715 | 1,551 | 1,560 | 1,750 | 1,916 | 2,002 | 1,893 | 1,804 | 2,041 | 2,190 |
| | Unknown | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 1 |
| | Total | 5,017 | 4,558 | 4,409 | 4,853 | 5,156 | 5,200 | 4,983 | 4,774 | 5,152 | 5,462 |
| Washington | Male | 2,497 | 2,209 | 2,321 | 2,270 | 2,471 | 2,541 | 2,279 | * | * | * |
| | Female | 1,355 | 1,151 | 1,242 | 1,415 | 1,465 | 1,519 | 1,621 | * | * | * |
| | Unknown | 11 | 3 | 1 | 4 | 5 | 1 | 3 | * | * | * |
| | Total | 3,863 | 3,363 | 3,564 | 3,689 | 3,941 | 4,061 | 3,903 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Rollovers

Crash Data Report:
1990-1999

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People Saving People
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NCSA
National Center for Statistics & Analysis



Table 36: Single-Vehicle Rollover Crashes by Vehicle Type and Crash Severity

| STATE | VEHICLE/TRUCK TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|---------------------------|----------|----------|----------|----------|-------|-------|-------|-------|-------|-------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Passenger car | 197 | 180 | 159 | 127 | 152 | 134 | 148 | 98 | 98 | 115 |
| | Light truck | 115 | 112 | 85 | 95 | 108 | 76 | 76 | 80 | 60 | 76 |
| | Car & light truck – Total | 312 | 292 | 244 | 222 | 260 | 210 | 224 | 178 | 158 | 191 |
| INJURY CRASHES | | | | | | | | | | | |
| California | Passenger car | 3,309 | 3,066 | 2,771 | 2,562 | 2,534 | 2,363 | 2,323 | 2,255 | 2,260 | 2,269 |
| | Light truck | 1,910 | 1,738 | 1,563 | 1,438 | 1,375 | 1,318 | 1,321 | 1,109 | 1,081 | 1,096 |
| | Car & light truck – Total | 5,219 | 4,804 | 4,334 | 4,000 | 3,909 | 3,681 | 3,644 | 3,364 | 3,341 | 3,365 |
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| California | Passenger car | 1,809 | 1,699 | 1,537 | 1,800 | 1,759 | 1,607 | 1,585 | 1,582 | 1,714 | 1,559 |
| | Light truck | 1,371 | 1,133 | 1,020 | 1,121 | 1,176 | 1,129 | 1,127 | 1,045 | 1,062 | 926 |
| | Car & light truck – Total | 3,180 | 2,832 | 2,557 | 2,921 | 2,935 | 2,736 | 2,712 | 2,627 | 2,776 | 2,485 |
| FATAL CRASHES | | | | | | | | | | | |
| Florida | Passenger car | 78 | 58 | 59 | 53 | 46 | 53 | 65 | 66 | 57 | 73 |
| | Light truck – Pickup | 38 | 34 | 26 | 42 | 36 | 31 | 33 | 37 | 41 | 53 |
| | Light truck – Van | 12 | 8 | 9 | 20 | 12 | 12 | 11 | 12 | 8 | 20 |
| | Light truck – Subtotal | 50 | 42 | 35 | 62 | 48 | 43 | 44 | 49 | 49 | 73 |
| | Car & light truck – Total | 128 | 100 | 94 | 115 | 94 | 96 | 109 | 115 | 106 | 146 |
| INJURY CRASHES | | | | | | | | | | | |
| Florida | Passenger car | 1,548 | 1,136 | 1,277 | 1,191 | 1,076 | 1,102 | 1,175 | 1,185 | 1,133 | 1,228 |
| | Light truck – Pickup | 766 | 659 | 624 | 653 | 618 | 647 | 736 | 690 | 681 | 771 |
| | Light truck – Van | 142 | 131 | 147 | 174 | 169 | 199 | 184 | 205 | 194 | 193 |
| | Light truck – Subtotal | 908 | 790 | 771 | 827 | 787 | 846 | 920 | 895 | 875 | 964 |
| | Car & light truck – Total | 2,456 | 1,926 | 2,048 | 2,018 | 1,863 | 1,948 | 2,095 | 2,080 | 2,008 | 2,192 |
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| Florida | Passenger car | 417 | 299 | 248 | 245 | 224 | 258 | 292 | 363 | 307 | 305 |
| | Light truck – Pickup | 214 | 182 | 137 | 142 | 157 | 181 | 223 | 207 | 200 | 229 |
| | Light truck – Van | 54 | 44 | 38 | 33 | 36 | 40 | 66 | 44 | 50 | 57 |
| | Light truck – Subtotal | 268 | 226 | 175 | 175 | 193 | 221 | 289 | 251 | 250 | 286 |
| | Car & light truck – Total | 685 | 525 | 423 | 420 | 417 | 479 | 581 | 614 | 557 | 591 |
| FATAL CRASHES | | | | | | | | | | | |
| Georgia | Passenger car | 76 | 57 | 49 | 60 | 35 | 49 | 48 | 32 | 37 | * |
| | Light truck – Pickup | 51 | 42 | 28 | 36 | 31 | 31 | 29 | 30 | 31 | * |
| | Light truck – Utility | 0 | 0 | 0 | 0 | 13 | 13 | 20 | 30 | 21 | * |
| | Light truck – Van | 2 | 6 | 5 | 6 | 6 | 5 | 4 | 4 | 6 | * |
| | Light truck – Other | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | * |
| | Light truck – Subtotal | 53 | 49 | 33 | 42 | 50 | 49 | 53 | 65 | 59 | * |
| | Car & light truck – Total | 129 | 106 | 82 | 102 | 85 | 98 | 101 | 97 | 96 | * |

*Data not available.

Bold numbers denote state-years where the light truck category was not used.

Rows listed as "Light-Truck – Other" are only included where applicable.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 36: Single-Vehicle Rollover Crashes by Vehicle Type and Crash Severity

| STATE | VEHICLE/TRUCK TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|---------------------------|----------|----------|----------|----------|----------|----------|-------|-------|-------|-------|
| INJURY CRASHES | | | | | | | | | | | |
| Georgia | Passenger car | 1,603 | 1,288 | 1,413 | 1,310 | 1,083 | 1,026 | 1,214 | 987 | 959 | * |
| | Light truck – Pickup | 758 | 621 | 618 | 601 | 481 | 548 | 566 | 517 | 465 | * |
| | Light truck – Utility | 0 | 0 | 0 | 0 | 125 | 214 | 307 | 323 | 354 | * |
| | Light truck – Van | 124 | 107 | 136 | 128 | 97 | 101 | 102 | 116 | 102 | * |
| | Light truck – Other | 33 | 27 | 34 | 24 | 28 | 23 | 31 | 31 | 43 | * |
| | Light truck – Subtotal | 915 | 755 | 788 | 753 | 731 | 886 | 1,006 | 987 | 964 | * |
| | Car & light truck – Total | 2,518 | 2,043 | 2,201 | 2,063 | 1,814 | 1,912 | 2,220 | 1,974 | 1,923 | * |
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| Georgia | Passenger car | 1,089 | 895 | 871 | 934 | 696 | 598 | 709 | 640 | 602 | * |
| | Light truck – Pickup | 615 | 495 | 443 | 463 | 374 | 383 | 443 | 403 | 374 | * |
| | Light truck – Utility | 0 | 0 | 0 | 0 | 86 | 146 | 182 | 189 | 192 | * |
| | Light truck – Van | 109 | 91 | 82 | 94 | 74 | 59 | 79 | 65 | 57 | * |
| | Light truck – Other | 63 | 65 | 52 | 70 | 56 | 42 | 51 | 51 | 63 | * |
| | Light truck – Subtotal | 787 | 651 | 577 | 627 | 590 | 630 | 755 | 708 | 686 | * |
| | Car & light truck – Total | 1,876 | 1,546 | 1,448 | 1,561 | 1,286 | 1,228 | 1,464 | 1,348 | 1,288 | * |
| FATAL CRASHES | | | | | | | | | | | |
| Illinois | Passenger car | 72 | 51 | 78 | 57 | 66 | 47 | 26 | 43 | 39 | 59 |
| | Light truck – Pickup | 30 | 39 | 37 | 22 | 20 | 16 | 4 | 16 | 18 | 18 |
| | Light truck – Utility | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 23 | 11 | 26 |
| | Light truck – Van | 6 | 9 | 6 | 8 | 7 | 5 | 4 | 10 | 7 | 7 |
| | Light truck – Subtotal | 36 | 48 | 43 | 30 | 27 | 21 | 15 | 49 | 36 | 51 |
| | Car & light truck – Total | 108 | 99 | 121 | 87 | 93 | 68 | 41 | 92 | 75 | 110 |
| INJURY CRASHES | | | | | | | | | | | |
| Illinois | Passenger car | 1,987 | 1,910 | 1,952 | 1,508 | 1,174 | 1,023 | 738 | 1,809 | 1,638 | 1,804 |
| | Light truck – Pickup | 832 | 807 | 758 | 538 | 321 | 308 | 198 | 531 | 557 | 581 |
| | Light truck – Utility | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 199 | 243 | 342 |
| | Light truck – Van | 222 | 201 | 219 | 195 | 147 | 158 | 136 | 223 | 215 | 226 |
| | Light truck – Subtotal | 1,054 | 1,008 | 977 | 733 | 468 | 466 | 416 | 953 | 1,015 | 1,149 |
| | Car & light truck – Total | 3,041 | 2,918 | 2,929 | 2,241 | 1,642 | 1,489 | 1,154 | 2,762 | 2,653 | 2,953 |
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| Illinois | Passenger car | 1,257 | 1,080 | 1,077 | 841 | 645 | 666 | 428 | 1,179 | 984 | 1,359 |
| | Light truck – Pickup | 734 | 723 | 594 | 504 | 308 | 333 | 173 | 603 | 486 | 634 |
| | Light truck – Utility | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 184 | 224 | 329 |
| | Light truck – Van | 199 | 192 | 140 | 149 | 101 | 107 | 81 | 199 | 171 | 233 |
| | Light truck – Subtotal | 933 | 915 | 734 | 653 | 409 | 440 | 295 | 986 | 881 | 1,196 |
| | Car & light truck – Total | 2,190 | 1,995 | 1,811 | 1,494 | 1,054 | 1,106 | 723 | 2,165 | 1,865 | 2,555 |

*Data not available.

Bold numbers denote state-years where the light truck category was not used.

Rows listed as "Light-Truck – Other" are only included where applicable.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 36: Single-Vehicle Rollover Crashes by Vehicle Type and Crash Severity

| STATE | VEHICLE/TRUCK TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| FATAL CRASHES | | | | | | | | | | | |
| Indiana | Passenger car | 61 | 55 | 56 | 40 | 67 | 67 | 64 | 63 | 55 | 70 |
| | Light truck – Pickup | 17 | 30 | 14 | 22 | 22 | 24 | 10 | 16 | 30 | 25 |
| | Light truck – Van | 6 | 7 | 8 | 1 | 6 | 2 | 14 | 5 | 14 | 8 |
| | Light truck – Subtotal | 23 | 37 | 22 | 23 | 28 | 26 | 24 | 21 | 44 | 33 |
| | Car & light truck – Total | 84 | 92 | 78 | 63 | 95 | 93 | 88 | 84 | 99 | 103 |
| INJURY CRASHES | | | | | | | | | | | |
| Indiana | Passenger car | 1,644 | 1,467 | 1,426 | 1,333 | 1,550 | 1,614 | 1,468 | 1,515 | 1,434 | 1,571 |
| | Light truck – Pickup | 536 | 525 | 534 | 522 | 507 | 601 | 460 | 530 | 501 | 509 |
| | Light truck – Van | 117 | 114 | 139 | 145 | 144 | 180 | 188 | 171 | 147 | 171 |
| | Light truck – Subtotal | 653 | 639 | 673 | 667 | 651 | 781 | 648 | 701 | 648 | 680 |
| | Car & light truck – Total | 2,297 | 2,106 | 2,099 | 2,000 | 2,201 | 2,395 | 2,116 | 2,216 | 2,082 | 2,251 |
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| Indiana | Passenger car | 1,232 | 1,174 | 1,032 | 971 | 1,082 | 1,219 | 1,139 | 1,208 | 1,036 | 1,430 |
| | Light truck – Pickup | 607 | 555 | 545 | 573 | 580 | 631 | 585 | 570 | 519 | 653 |
| | Light truck – Van | 152 | 134 | 145 | 138 | 128 | 196 | 184 | 166 | 141 | 187 |
| | Light truck – Subtotal | 759 | 689 | 690 | 711 | 708 | 827 | 769 | 736 | 660 | 840 |
| | Car & light truck – Total | 1,991 | 1,863 | 1,722 | 1,682 | 1,790 | 2,046 | 1,908 | 1,944 | 1,696 | 2,270 |
| FATAL CRASHES | | | | | | | | | | | |
| Kansas | Passenger car | 33 | 25 | 33 | 24 | 45 | 43 | 50 | 26 | 38 | 45 |
| | Light truck | 12 | 14 | 17 | 14 | 29 | 25 | 28 | 21 | 29 | 28 |
| | Car & light truck – Total | 45 | 39 | 50 | 38 | 74 | 68 | 78 | 47 | 67 | 73 |
| INJURY CRASHES | | | | | | | | | | | |
| Kansas | Passenger car | 810 | 770 | 726 | 722 | 845 | 810 | 899 | 485 | 452 | 468 |
| | Light truck | 509 | 485 | 456 | 456 | 557 | 478 | 521 | 306 | 278 | 254 |
| | Car & light truck – Total | 1,319 | 1,255 | 1,182 | 1,178 | 1,402 | 1,288 | 1,420 | 791 | 730 | 722 |
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| Kansas | Passenger car | 527 | 543 | 492 | 563 | 582 | 585 | 612 | 354 | 352 | 304 |
| | Light truck | 468 | 533 | 459 | 540 | 494 | 501 | 499 | 320 | 264 | 243 |
| | Car & light truck – Total | 995 | 1,076 | 951 | 1,103 | 1,076 | 1,086 | 1,111 | 674 | 616 | 547 |
| FATAL CRASHES | | | | | | | | | | | |
| Maryland | Passenger car | 21 | 19 | 12 | 27 | 26 | 29 | 26 | 17 | 30 | 21 |
| | Light truck – Pickup | 0 | 0 | 0 | 2 | 5 | 11 | 6 | 11 | 4 | 7 |
| | Light truck – Van | 0 | 0 | 0 | 1 | 5 | 3 | 3 | 5 | 4 | 1 |
| | Light truck – Other | 13 | 19 | 9 | 0 | 3 | 5 | 7 | 13 | 7 | 9 |
| | Light truck – Subtotal | 13 | 19 | 9 | 3 | 13 | 19 | 16 | 29 | 15 | 17 |
| | Car & light truck – Total | 34 | 38 | 21 | 30 | 39 | 48 | 42 | 46 | 45 | 38 |

Rows listed as "Light-Truck – Other" are only included where applicable.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 36: Single-Vehicle Rollover Crashes by Vehicle Type and Crash Severity

| STATE | VEHICLE/TRUCK TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|---------------------------|----------|----------|----------|-------|-------|-------|-------|-------|-------|-------|
| INJURY CRASHES | | | | | | | | | | | |
| Maryland | Passenger car | 733 | 674 | 597 | 771 | 846 | 751 | 753 | 677 | 691 | 604 |
| | Light truck – Pickup | 0 | 0 | 0 | 139 | 204 | 215 | 230 | 235 | 193 | 169 |
| | Light truck – Van | 0 | 0 | 0 | 51 | 99 | 63 | 94 | 78 | 76 | 63 |
| | Light truck – Other | 405 | 378 | 344 | 19 | 104 | 169 | 207 | 231 | 214 | 231 |
| | Light truck – Subtotal | 405 | 378 | 344 | 209 | 407 | 447 | 531 | 544 | 483 | 463 |
| | Car & light truck – Total | 1,138 | 1,052 | 941 | 980 | 1,253 | 1,198 | 1,284 | 1,221 | 1,174 | 1,067 |
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| Maryland | Passenger car | 365 | 327 | 284 | 429 | 481 | 470 | 358 | 400 | 413 | 380 |
| | Light truck – Pickup | 0 | 0 | 0 | 109 | 150 | 171 | 185 | 164 | 164 | 161 |
| | Light truck – Van | 0 | 0 | 0 | 37 | 48 | 47 | 61 | 50 | 57 | 52 |
| | Light truck – Other | 252 | 201 | 207 | 15 | 70 | 117 | 144 | 144 | 153 | 163 |
| | Light truck – Subtotal | 252 | 201 | 207 | 161 | 268 | 335 | 390 | 358 | 374 | 376 |
| | Car & light truck – Total | 617 | 528 | 491 | 590 | 749 | 805 | 748 | 758 | 787 | 756 |
| FATAL CRASHES | | | | | | | | | | | |
| Michigan | Passenger car | 96 | 77 | 75 | 106 | 97 | 93 | 76 | 87 | 101 | 94 |
| | Light truck – Pickup | 31 | 25 | 17 | 19 | 18 | 29 | 32 | 19 | 31 | 35 |
| | Light truck – Van | 0 | 0 | 7 | 8 | 3 | 6 | 7 | 8 | 12 | 5 |
| | Light truck – Other | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 5 | 5 | 2 |
| | Light truck – Subtotal | 31 | 25 | 25 | 27 | 22 | 37 | 42 | 32 | 48 | 42 |
| | Car & light truck – Total | 127 | 102 | 100 | 133 | 119 | 130 | 118 | 119 | 149 | 136 |
| INJURY CRASHES | | | | | | | | | | | |
| Michigan | Passenger car | 4,126 | 3,734 | 2,510 | 2,727 | 3,014 | 3,011 | 3,173 | 3,012 | 2,814 | 2,991 |
| | Light truck – Pickup | 1,289 | 1,137 | 836 | 854 | 998 | 1,023 | 1,043 | 1,055 | 905 | 985 |
| | Light truck – Van | 0 | 0 | 166 | 288 | 305 | 359 | 363 | 390 | 280 | 288 |
| | Light truck – Other | 22 | 21 | 44 | 61 | 73 | 112 | 119 | 132 | 112 | 148 |
| | Light truck – Subtotal | 1,311 | 1,158 | 1,046 | 1,203 | 1,376 | 1,494 | 1,525 | 1,577 | 1,297 | 1,421 |
| | Car & light truck – Total | 5,437 | 4,892 | 3,556 | 3,930 | 4,390 | 4,505 | 4,698 | 4,589 | 4,111 | 4,412 |
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| Michigan | Passenger car | 3,661 | 3,217 | 2,484 | 2,038 | 2,405 | 2,589 | 2,682 | 2,810 | 2,107 | 2,519 |
| | Light truck – Pickup | 1,649 | 1,454 | 1,049 | 993 | 1,167 | 1,318 | 1,439 | 1,341 | 1,085 | 1,165 |
| | Light truck – Van | 0 | 0 | 279 | 232 | 264 | 379 | 415 | 413 | 312 | 369 |
| | Light truck – Other | 18 | 16 | 67 | 72 | 92 | 114 | 173 | 166 | 128 | 166 |
| | Light truck – Subtotal | 1,667 | 1,470 | 1,395 | 1,297 | 1,523 | 1,811 | 2,027 | 1,920 | 1,525 | 1,700 |
| | Car & light truck – Total | 5,328 | 4,687 | 3,879 | 3,335 | 3,928 | 4,400 | 4,709 | 4,730 | 3,632 | 4,219 |

Bold numbers denote state-years where the light truck category was not used.

Rows listed as "Light-Truck – Other" are only included where applicable.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 36: Single-Vehicle Rollover Crashes by Vehicle Type and Crash Severity

| STATE | VEHICLE/TRUCK TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|---------------------------|----------|----------|----------|-------|-------|-------|-------|-------|-------|-------|
| FATAL CRASHES | | | | | | | | | | | |
| Missouri | Passenger car | 45 | 44 | 47 | 23 | 34 | 24 | 31 | 26 | 20 | 24 |
| | Light truck – Pickup | 0 | 0 | 0 | 24 | 28 | 29 | 30 | 25 | 35 | 33 |
| | Light truck – Utility | 0 | 0 | 0 | 9 | 7 | 12 | 14 | 13 | 13 | 17 |
| | Light truck – Van | 3 | 3 | 7 | 7 | 3 | 7 | 6 | 4 | 8 | 4 |
| | Light truck – Other | 33 | 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Light truck – Subtotal | 36 | 25 | 30 | 40 | 38 | 48 | 50 | 42 | 56 | 54 |
| | Car & light truck – Total | 81 | 69 | 77 | 63 | 72 | 72 | 81 | 68 | 76 | 78 |
| INJURY CRASHES | | | | | | | | | | | |
| Missouri | Passenger car | 1,060 | 1,078 | 1,060 | 836 | 919 | 952 | 913 | 910 | 811 | 863 |
| | Light truck – Pickup | 0 | 0 | 0 | 466 | 494 | 536 | 525 | 494 | 499 | 523 |
| | Light truck – Utility | 0 | 0 | 0 | 199 | 190 | 225 | 292 | 239 | 298 | 345 |
| | Light truck – Van | 83 | 102 | 89 | 98 | 104 | 116 | 146 | 137 | 109 | 158 |
| | Light truck – Other | 561 | 491 | 489 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Light truck – Subtotal | 644 | 593 | 578 | 763 | 788 | 877 | 963 | 870 | 906 | 1,026 |
| | Car & light truck – Total | 1,704 | 1,671 | 1,638 | 1,599 | 1,707 | 1,829 | 1,876 | 1,780 | 1,717 | 1,889 |
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| Missouri | Passenger car | 843 | 790 | 747 | 569 | 615 | 595 | 654 | 545 | 494 | 591 |
| | Light truck – Pickup | 0 | 0 | 0 | 430 | 442 | 474 | 473 | 471 | 466 | 464 |
| | Light truck – Utility | 0 | 0 | 0 | 166 | 153 | 196 | 219 | 236 | 234 | 309 |
| | Light truck – Van | 114 | 95 | 69 | 86 | 84 | 99 | 114 | 102 | 89 | 115 |
| | Light truck – Other | 500 | 515 | 446 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Light truck – Subtotal | 614 | 610 | 515 | 682 | 679 | 769 | 806 | 809 | 789 | 888 |
| | Car & light truck – Total | 1,457 | 1,400 | 1,262 | 1,251 | 1,294 | 1,364 | 1,460 | 1,354 | 1,283 | 1,479 |
| FATAL CRASHES | | | | | | | | | | | |
| New Mexico ¹ | Passenger car | 62 | 57 | 46 | 65 | 59 | 55 | 56 | 47 | 53 | 38 |
| | Light truck – Pickup | 64 | 54 | 59 | 64 | 49 | 67 | 38 | 38 | 37 | 50 |
| | Light truck – Utility | 12 | 13 | 6 | 6 | 10 | 10 | 16 | 16 | 29 | 25 |
| | Light truck – Van | 6 | 9 | 9 | 5 | 10 | 9 | 15 | 17 | 11 | 6 |
| | Light truck – Subtotal | 82 | 76 | 74 | 75 | 69 | 86 | 69 | 71 | 77 | 81 |
| | Car & light truck – Total | 144 | 133 | 120 | 140 | 128 | 141 | 125 | 118 | 130 | 119 |
| INJURY CRASHES | | | | | | | | | | | |
| New Mexico | Passenger car | 655 | 687 | 714 | 657 | 588 | 649 | 679 | 685 | 637 | 570 |
| | Light truck – Pickup | 554 | 597 | 588 | 576 | 547 | 595 | 609 | 650 | 527 | 449 |
| | Light truck – Utility | 117 | 117 | 107 | 77 | 58 | 74 | 81 | 94 | 86 | 188 |
| | Light truck – Van | 74 | 63 | 85 | 94 | 98 | 96 | 120 | 105 | 95 | 61 |
| | Light truck – Subtotal | 745 | 777 | 780 | 747 | 703 | 765 | 810 | 849 | 708 | 698 |
| | Car & light truck – Total | 1,400 | 1,464 | 1,494 | 1,404 | 1,291 | 1,414 | 1,489 | 1,534 | 1,345 | 1,268 |

Bold numbers denote state-years where the light truck category was not used.

Rows listed as "Light-Truck – Other" are only included where applicable.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

¹New Mexico: Comparison with FARS single-vehicle rollover data indicates that the rollover totals tabulated for New Mexico 1990-1999 are overestimated by a factor of 2 to 3. Consult the Rollover query in "Supplemental Information" for further details.



ROLLOVERS

Table 36: Single-Vehicle Rollover Crashes by Vehicle Type and Crash Severity

| STATE | VEHICLE/TRUCK TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| New Mexico | Passenger car | 497 | 454 | 468 | 450 | 423 | 458 | 416 | 422 | 346 | 311 |
| | Light truck – Pickup | 557 | 490 | 544 | 471 | 446 | 495 | 468 | 580 | 410 | 356 |
| | Light truck – Utility | 113 | 90 | 75 | 61 | 44 | 50 | 65 | 108 | 66 | 107 |
| | Light truck – Van | 50 | 47 | 61 | 67 | 51 | 54 | 61 | 68 | 50 | 42 |
| | Light truck – Subtotal | 720 | 627 | 680 | 599 | 541 | 599 | 594 | 756 | 526 | 505 |
| | Car & light truck – Total | 1,217 | 1,081 | 1,148 | 1,049 | 964 | 1,057 | 1,010 | 1,178 | 872 | 816 |
| FATAL CRASHES | | | | | | | | | | | |
| North Carolina | Passenger car | * | * | 85 | 113 | 104 | 100 | 94 | 101 | 103 | 110 |
| | Light truck – Pickup | * | * | 38 | 31 | 22 | 46 | 41 | 30 | 37 | 32 |
| | Light truck – Van | * | * | 2 | 4 | 6 | 9 | 4 | 9 | 4 | 9 |
| | Light truck – Other | * | * | 5 | 11 | 19 | 10 | 13 | 14 | 16 | 18 |
| | Light truck – Subtotal | * | * | 45 | 46 | 47 | 65 | 58 | 53 | 57 | 59 |
| | Car & light truck – Total | * | * | 130 | 159 | 151 | 165 | 152 | 154 | 160 | 169 |
| INJURY CRASHES | | | | | | | | | | | |
| North Carolina | Passenger car | * | * | 2,907 | 3,079 | 3,263 | 3,295 | 3,158 | 3,167 | 3,044 | 3,135 |
| | Light truck – Pickup | * | * | 934 | 929 | 936 | 987 | 1,031 | 856 | 787 | 916 |
| | Light truck – Van | * | * | 105 | 132 | 123 | 150 | 183 | 165 | 182 | 194 |
| | Light truck – Other | * | * | 281 | 291 | 316 | 325 | 314 | 386 | 383 | 474 |
| | Light truck – Subtotal | * | * | 1,320 | 1,352 | 1,375 | 1,462 | 1,528 | 1,407 | 1,352 | 1,584 |
| | Car & light truck – Total | * | * | 4,227 | 4,431 | 4,638 | 4,757 | 4,686 | 4,574 | 4,396 | 4,719 |
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| North Carolina | Passenger car | * | * | 1,649 | 1,724 | 1,744 | 1,802 | 1,957 | 1,828 | 1,695 | 1,749 |
| | Light truck – Pickup | * | * | 608 | 683 | 744 | 739 | 844 | 706 | 610 | 744 |
| | Light truck – Van | * | * | 69 | 91 | 99 | 94 | 145 | 105 | 102 | 142 |
| | Light truck – Other | * | * | 208 | 215 | 215 | 224 | 244 | 252 | 261 | 279 |
| | Light truck – Subtotal | * | * | 885 | 989 | 1,058 | 1,057 | 1,233 | 1,063 | 973 | 1,165 |
| | Car & light truck – Total | * | * | 2,534 | 2,713 | 2,802 | 2,859 | 3,190 | 2,891 | 2,668 | 2,914 |
| FATAL CRASHES | | | | | | | | | | | |
| Ohio | Passenger car | 16 | 24 | 11 | 21 | 8 | 15 | 18 | 14 | 23 | 24 |
| | Light truck | 11 | 21 | 9 | 10 | 7 | 5 | 6 | 4 | 3 | 8 |
| | Car & light truck – Total | 27 | 45 | 20 | 31 | 15 | 20 | 24 | 18 | 26 | 32 |
| INJURY CRASHES | | | | | | | | | | | |
| Ohio | Passenger car | 897 | 859 | 763 | 751 | 872 | 875 | 907 | 905 | 860 | 1,139 |
| | Light truck | 373 | 370 | 313 | 325 | 387 | 410 | 401 | 345 | 377 | 443 |
| | Car & light truck – Total | 1,270 | 1,229 | 1,076 | 1,076 | 1,259 | 1,285 | 1,308 | 1,250 | 1,237 | 1,582 |

*Data not available.

Rows listed as "Light-Truck – Other" are only included where applicable.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

¹New Mexico: Comparison with FARS single-vehicle rollover data indicates that the rollover totals tabulated for New Mexico 1990-1999 are overestimated by a factor of 2 to 3. Consult the Rollover query in "Supplemental Information" for further details.





Table 36: Single-Vehicle Rollover Crashes by Vehicle Type and Crash Severity

| STATE | VEHICLE/TRUCK TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|---------------------------|----------|----------|----------|----------|----------|----------|-------|-------|-------|-------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| Ohio | Passenger car | 547 | 466 | 455 | 478 | 505 | 513 | 583 | 480 | 423 | 726 |
| | Light truck | 275 | 311 | 300 | 249 | 342 | 302 | 327 | 305 | 242 | 380 |
| | Car & light truck – Total | 822 | 777 | 755 | 727 | 847 | 815 | 910 | 785 | 665 | 1,106 |
| FATAL CRASHES | | | | | | | | | | | |
| Pennsylvania | Passenger car | 92 | 59 | 76 | 49 | 71 | 61 | 61 | 68 | 68 | 69 |
| | Light truck | 40 | 38 | 35 | 40 | 38 | 45 | 52 | 48 | 43 | 59 |
| | Car & light truck – Total | 132 | 97 | 111 | 89 | 109 | 106 | 113 | 116 | 111 | 128 |
| INJURY CRASHES | | | | | | | | | | | |
| Pennsylvania | Passenger car | 1,734 | 1,892 | 1,799 | 1,741 | 1,537 | 1,607 | 1,846 | 1,768 | 1,905 | 2,026 |
| | Light truck | 820 | 897 | 913 | 982 | 1,128 | 955 | 1,396 | 1,179 | 1,193 | 1,451 |
| | Car & light truck – Total | 2,554 | 2,789 | 2,712 | 2,723 | 2,665 | 2,562 | 3,242 | 2,947 | 3,098 | 3,477 |
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| Pennsylvania | Passenger car | 951 | 999 | 1,010 | 1,015 | 1,078 | 953 | 1,156 | 1,011 | 974 | 1,203 |
| | Light truck | 523 | 573 | 710 | 692 | 940 | 778 | 1,063 | 830 | 753 | 1,064 |
| | Car & light truck – Total | 1,474 | 1,572 | 1,720 | 1,707 | 2,018 | 1,731 | 2,219 | 1,841 | 1,727 | 2,267 |
| FATAL CRASHES | | | | | | | | | | | |
| Texas ² | Passenger car | 147 | 114 | 120 | 125 | 115 | 119 | 164 | 131 | 148 | 141 |
| | Light truck – Pickup | 148 | 130 | 140 | 106 | 127 | 110 | 148 | 154 | 163 | 149 |
| | Light truck – Utility | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 78 | 88 | 96 |
| | Light truck – Van | 7 | 11 | 15 | 13 | 24 | 19 | 35 | 24 | 34 | 19 |
| | Light truck – Other | 43 | 35 | 39 | 51 | 47 | 65 | 2 | 0 | 0 | 2 |
| | Light truck – Subtotal | 198 | 176 | 194 | 170 | 198 | 194 | 278 | 256 | 285 | 266 |
| | Car & light truck – Total | 345 | 290 | 314 | 295 | 313 | 313 | 442 | 387 | 433 | 407 |
| INJURY CRASHES | | | | | | | | | | | |
| Texas | Passenger car | 3,390 | 2,885 | 2,662 | 2,765 | 2,891 | 2,947 | 3,743 | 3,253 | 3,067 | 3,268 |
| | Light truck – Pickup | 2,359 | 2,013 | 1,865 | 2,005 | 2,054 | 2,266 | 2,631 | 2,379 | 2,262 | 2,280 |
| | Light truck – Utility | 0 | 0 | 0 | 0 | 0 | 0 | 1,371 | 1,521 | 1,552 | 1,790 |
| | Light truck – Van | 341 | 353 | 317 | 352 | 330 | 415 | 485 | 511 | 433 | 417 |
| | Light truck – Other | 757 | 729 | 770 | 852 | 938 | 1,019 | 24 | 12 | 15 | 6 |
| | Light truck – Subtotal | 3,457 | 3,095 | 2,952 | 3,209 | 3,322 | 3,700 | 4,511 | 4,423 | 4,262 | 4,493 |
| | Car & light truck – Total | 6,847 | 5,980 | 5,614 | 5,974 | 6,213 | 6,647 | 8,254 | 7,676 | 7,329 | 7,761 |

Bold numbers denote state-years where the light truck category was not used.

Rows listed as "Light-Truck – Other" are only included where applicable.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

²Texas: Comparison with FARS single-vehicle rollover data indicates that the rollover totals tabulated for Texas 1990-1996 are overestimated by approximately 30-40%. Totals for Texas 1997-1999 are overestimated by approximately 60%. Consult the Rollover query in "Supplemental Information" for further details.

Table 36: Single-Vehicle Rollover Crashes by Vehicle Type and Crash Severity

| STATE | VEHICLE/TRUCK TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|---------------------------|----------|----------|----------|----------|----------|----------|-------|-------|-------|-------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| Texas | Passenger car | 1,654 | 1,389 | 1,291 | 1,409 | 1,406 | 1,425 | 1,699 | 1,437 | 1,510 | 1,582 |
| | Light truck – Pickup | 1,522 | 1,370 | 1,199 | 1,291 | 1,388 | 1,355 | 1,499 | 1,546 | 1,433 | 1,479 |
| | Light truck – Utility | 0 | 0 | 0 | 0 | 0 | 0 | 607 | 702 | 696 | 805 |
| | Light truck – Van | 199 | 185 | 198 | 211 | 204 | 198 | 226 | 298 | 233 | 201 |
| | Light truck – Other | 400 | 416 | 366 | 448 | 396 | 480 | 9 | 6 | 6 | 5 |
| | Light truck – Subtotal | 2,121 | 1,971 | 1,763 | 1,950 | 1,988 | 2,033 | 2,341 | 2,552 | 2,368 | 2,490 |
| | Car & light truck – Total | 3,775 | 3,360 | 3,054 | 3,359 | 3,394 | 3,458 | 4,040 | 3,989 | 3,878 | 4,072 |
| FATAL CRASHES | | | | | | | | | | | |
| Utah | Passenger car | 16 | 14 | 11 | 14 | 18 | 24 | 16 | 15 | 17 | 15 |
| | Light truck | 21 | 23 | 21 | 24 | 23 | 29 | 34 | 19 | 20 | 38 |
| | Car & light truck – Total | 37 | 37 | 32 | 38 | 41 | 53 | 50 | 34 | 37 | 53 |
| INJURY CRASHES | | | | | | | | | | | |
| Utah | Passenger car | 235 | 206 | 240 | 278 | 274 | 363 | 383 | 386 | 372 | 385 |
| | Light truck | 250 | 289 | 344 | 342 | 384 | 553 | 567 | 545 | 593 | 563 |
| | Car & light truck – Total | 485 | 495 | 584 | 620 | 658 | 916 | 950 | 931 | 965 | 948 |
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| Utah | Passenger car | 131 | 147 | 153 | 198 | 149 | 187 | 217 | 211 | 218 | 157 |
| | Light truck | 205 | 296 | 309 | 334 | 355 | 417 | 467 | 438 | 452 | 403 |
| | Car & light truck – Total | 336 | 443 | 462 | 532 | 504 | 604 | 684 | 649 | 670 | 560 |
| FATAL CRASHES | | | | | | | | | | | |
| Virginia | Passenger car | 23 | 24 | 31 | 18 | 33 | 33 | 20 | 27 | 23 | 15 |
| | Light truck – Pickup | 11 | 13 | 7 | 10 | 10 | 18 | 9 | 6 | 25 | 20 |
| | Light truck – Van | 3 | 3 | 1 | 0 | 2 | 2 | 0 | 1 | 5 | 2 |
| | Light truck – Subtotal | 14 | 16 | 8 | 10 | 12 | 20 | 9 | 7 | 30 | 22 |
| | Car & light truck – Total | 37 | 40 | 39 | 28 | 45 | 53 | 29 | 34 | 53 | 37 |
| INJURY CRASHES | | | | | | | | | | | |
| Virginia | Passenger car | 891 | 1,007 | 990 | 957 | 981 | 929 | 941 | 984 | 1,018 | 879 |
| | Light truck – Pickup | 353 | 357 | 342 | 357 | 387 | 329 | 364 | 412 | 427 | 445 |
| | Light truck – Van | 40 | 61 | 47 | 60 | 55 | 78 | 65 | 66 | 77 | 48 |
| | Light truck – Subtotal | 393 | 418 | 389 | 417 | 442 | 407 | 429 | 478 | 504 | 493 |
| | Car & light truck – Total | 1,284 | 1,425 | 1,379 | 1,374 | 1,423 | 1,336 | 1,370 | 1,462 | 1,522 | 1,372 |

Bold numbers denote state-years where the light truck category was not used.

Rows listed as "Light-Truck – Other" are only included where applicable.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

²Texas: Comparison with FARS single-vehicle rollover data indicates that the rollover totals tabulated for Texas 1990-1996 are overestimated by approximately 30-40%. Totals for Texas 1997-1999 are overestimated by approximately 60%. Consult the Rollover query in "Supplemental Information" for further details.



Table 36: Single-Vehicle Rollover Crashes by Vehicle Type and Crash Severity

| STATE | VEHICLE/TRUCK TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|---------------------------|-------|-------|-------|-------|-------|-------|-------|------|-------|------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| Virginia | Passenger car | 739 | 740 | 676 | 632 | 627 | 599 | 666 | 626 | 620 | 526 |
| | Light truck – Pickup | 338 | 311 | 297 | 348 | 336 | 282 | 400 | 323 | 375 | 395 |
| | Light truck – Van | 50 | 53 | 44 | 36 | 56 | 48 | 67 | 42 | 55 | 43 |
| | Light truck – Subtotal | 388 | 364 | 341 | 384 | 392 | 330 | 467 | 365 | 430 | 438 |
| | Car & light truck – Total | 1,127 | 1,104 | 1,017 | 1,016 | 1,019 | 929 | 1,133 | 991 | 1,050 | 964 |
| FATAL CRASHES | | | | | | | | | | | |
| Washington | Passenger car | 54 | 44 | 33 | 45 | 44 | 45 | 40 | * | * | * |
| | Light truck | 34 | 27 | 31 | 28 | 28 | 22 | 37 | * | * | * |
| | Car & light truck – Total | 88 | 71 | 64 | 73 | 72 | 67 | 77 | * | * | * |
| INJURY CRASHES | | | | | | | | | | | |
| Washington | Passenger car | 1,307 | 1,300 | 1,258 | 1,181 | 1,179 | 1,231 | 1,107 | * | * | * |
| | Light truck | 1,019 | 1,056 | 942 | 1,074 | 1,142 | 1,175 | 1,216 | * | * | * |
| | Car & light truck – Total | 2,326 | 2,356 | 2,200 | 2,255 | 2,321 | 2,406 | 2,323 | * | * | * |
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| Washington | Passenger car | 1,173 | 985 | 940 | 969 | 898 | 927 | 835 | * | * | * |
| | Light truck | 1,161 | 1,113 | 987 | 1,210 | 1,115 | 1,148 | 1,467 | * | * | * |
| | Car & light truck – Total | 2,334 | 2,098 | 1,927 | 2,179 | 2,013 | 2,075 | 2,302 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



ROLLOVERS

Table 37: Passenger Car and Light Truck Occupants Killed or Injured in Single-Vehicle Rollover Crashes

| STATE | VEHICLE/TRUCK TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|---------------------------|----------|----------|----------|----------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| California | Passenger car | 208 | 196 | 182 | 144 | 163 | 151 | 164 | 107 | 106 | 141 |
| | Light truck | 122 | 120 | 91 | 103 | 128 | 94 | 82 | 105 | 65 | 100 |
| | Car & light truck – Total | 330 | 316 | 273 | 247 | 291 | 245 | 246 | 212 | 171 | 241 |
| INJURED | | | | | | | | | | | |
| California | Passenger car | 5,295 | 4,929 | 4,548 | 4,209 | 4,160 | 3,850 | 3,835 | 3,607 | 3,717 | 3,686 |
| | Light truck | 3,116 | 3,011 | 2,673 | 2,555 | 2,439 | 2,250 | 2,292 | 1,944 | 1,840 | 1,767 |
| | Car & light truck – Total | 8,411 | 7,940 | 7,221 | 6,764 | 6,599 | 6,100 | 6,127 | 5,551 | 5,557 | 5,453 |
| KILLED | | | | | | | | | | | |
| Florida | Passenger car | 80 | 66 | 64 | 56 | 50 | 58 | 73 | 74 | 62 | 82 |
| | Light truck – Pickup | 42 | 36 | 27 | 44 | 39 | 32 | 36 | 38 | 44 | 62 |
| | Light truck – Van | 14 | 9 | 11 | 28 | 17 | 13 | 11 | 14 | 11 | 22 |
| | Light truck – Subtotal | 56 | 45 | 38 | 72 | 56 | 45 | 47 | 52 | 55 | 84 |
| | Car & light truck – Total | 136 | 111 | 102 | 128 | 106 | 103 | 120 | 126 | 117 | 166 |
| INJURED | | | | | | | | | | | |
| Florida | Passenger car | 2,440 | 1,817 | 2,094 | 1,898 | 1,726 | 1,721 | 1,794 | 1,825 | 1,833 | 1,915 |
| | Light truck – Pickup | 1,168 | 1,021 | 999 | 1,016 | 1,014 | 981 | 1,114 | 1,028 | 989 | 1,156 |
| | Light truck – Van | 309 | 333 | 369 | 470 | 419 | 408 | 394 | 420 | 370 | 493 |
| | Light truck – Subtotal | 1,477 | 1,354 | 1,368 | 1,486 | 1,433 | 1,389 | 1,508 | 1,448 | 1,359 | 1,649 |
| | Car & light truck – Total | 3,917 | 3,171 | 3,462 | 3,384 | 3,159 | 3,110 | 3,302 | 3,273 | 3,192 | 3,564 |
| KILLED | | | | | | | | | | | |
| Georgia | Passenger car | 79 | 62 | 53 | 64 | 37 | 50 | 51 | 34 | 39 | * |
| | Light truck – Pickup | 54 | 43 | 31 | 37 | 32 | 31 | 31 | 33 | 32 | * |
| | Light truck – Utility | 0 | 0 | 0 | 0 | 16 | 13 | 22 | 30 | 23 | * |
| | Light truck – Van | 3 | 8 | 5 | 6 | 6 | 7 | 5 | 6 | 10 | * |
| | Light truck – Other | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | * |
| | Light truck – Subtotal | 57 | 52 | 36 | 43 | 54 | 51 | 58 | 71 | 66 | * |
| | Car & light truck – Total | 136 | 114 | 89 | 107 | 91 | 101 | 109 | 105 | 105 | * |
| INJURED | | | | | | | | | | | |
| Georgia | Passenger car | 2,342 | 1,919 | 2,009 | 1,964 | 1,638 | 1,543 | 1,818 | 1,435 | 1,360 | * |
| | Light truck – Pickup | 1,120 | 872 | 912 | 869 | 719 | 798 | 797 | 721 | 641 | * |
| | Light truck – Utility | 0 | 0 | 0 | 0 | 227 | 354 | 492 | 555 | 576 | * |
| | Light truck – Van | 274 | 209 | 283 | 314 | 160 | 214 | 204 | 246 | 200 | * |
| | Light truck – Other | 43 | 53 | 62 | 38 | 34 | 41 | 46 | 49 | 64 | * |
| | Light truck – Subtotal | 1,437 | 1,134 | 1,257 | 1,221 | 1,140 | 1,407 | 1,539 | 1,571 | 1,481 | * |
| | Car & light truck – Total | 3,779 | 3,053 | 3,266 | 3,185 | 2,778 | 2,950 | 3,357 | 3,006 | 2,841 | * |

*Data not available.

Bold numbers denote state-years where the light truck category was not used.

Rows listed as "Light-Truck – Other" are only included where applicable.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 37: Passenger Car and Light Truck Occupants Killed or Injured in Single-Vehicle Rollover Crashes

| STATE | VEHICLE/TRUCK TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|---------------------------|----------|----------|----------|----------|----------|----------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| Illinois | Passenger car | 76 | 55 | 86 | 58 | 70 | 50 | 28 | 44 | 43 | 62 |
| | Light truck – Pickup | 30 | 42 | 38 | 23 | 21 | 18 | 4 | 16 | 18 | 18 |
| | Light truck – Utility | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 24 | 14 | 29 |
| | Light truck – Van | 7 | 9 | 6 | 9 | 8 | 5 | 6 | 11 | 8 | 7 |
| | Light truck – Subtotal | 37 | 51 | 44 | 32 | 29 | 23 | 20 | 51 | 40 | 54 |
| | Car & light truck – Total | 113 | 106 | 130 | 90 | 99 | 73 | 48 | 95 | 83 | 116 |
| INJURED | | | | | | | | | | | |
| Illinois | Passenger car | 2,915 | 2,802 | 2,946 | 2,224 | 1,765 | 1,490 | 1,075 | 2,631 | 2,332 | 2,539 |
| | Light truck – Pickup | 1,126 | 1,168 | 1,082 | 749 | 457 | 424 | 255 | 697 | 719 | 763 |
| | Light truck – Utility | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 296 | 352 | 539 |
| | Light truck – Van | 376 | 352 | 394 | 374 | 307 | 317 | 254 | 402 | 389 | 357 |
| | Light truck – Subtotal | 1,502 | 1,520 | 1,476 | 1,123 | 764 | 741 | 649 | 1,395 | 1,460 | 1,659 |
| | Car & light truck – Total | 4,417 | 4,322 | 4,422 | 3,347 | 2,529 | 2,231 | 1,724 | 4,026 | 3,792 | 4,198 |
| KILLED | | | | | | | | | | | |
| Indiana | Passenger car | 68 | 60 | 59 | 46 | 71 | 70 | 68 | 67 | 60 | 75 |
| | Light truck – Pickup | 18 | 31 | 16 | 24 | 22 | 25 | 10 | 16 | 34 | 28 |
| | Light truck – Van | 8 | 8 | 9 | 1 | 10 | 2 | 15 | 6 | 15 | 9 |
| | Light truck – Subtotal | 26 | 39 | 25 | 25 | 32 | 27 | 25 | 22 | 49 | 37 |
| | Car & light truck – Total | 94 | 99 | 84 | 71 | 103 | 97 | 93 | 89 | 109 | 112 |
| INJURED | | | | | | | | | | | |
| Indiana | Passenger car | 2,307 | 2,042 | 1,959 | 1,854 | 2,181 | 2,362 | 2,080 | 2,168 | 1,977 | 2,180 |
| | Light truck – Pickup | 691 | 718 | 704 | 736 | 652 | 782 | 570 | 698 | 659 | 638 |
| | Light truck – Van | 222 | 205 | 238 | 247 | 233 | 292 | 311 | 283 | 248 | 304 |
| | Light truck – Subtotal | 913 | 923 | 942 | 983 | 885 | 1,074 | 881 | 981 | 907 | 942 |
| | Car & light truck – Total | 3,220 | 2,965 | 2,901 | 2,837 | 3,066 | 3,436 | 2,961 | 3,149 | 2,884 | 3,122 |
| KILLED | | | | | | | | | | | |
| Kansas | Passenger car | 35 | 26 | 33 | 24 | 49 | 44 | 54 | 27 | 39 | 53 |
| | Light truck | 13 | 16 | 20 | 14 | 30 | 25 | 29 | 24 | 30 | 31 |
| | Car & light truck – Total | 48 | 42 | 53 | 38 | 79 | 69 | 83 | 51 | 69 | 84 |
| INJURED | | | | | | | | | | | |
| Kansas | Passenger car | 1,226 | 1,161 | 1,081 | 1,068 | 1,276 | 1,253 | 1,430 | 748 | 722 | 703 |
| | Light truck | 703 | 745 | 706 | 710 | 846 | 687 | 789 | 475 | 469 | 412 |
| | Car & light truck – Total | 1,929 | 1,906 | 1,787 | 1,778 | 2,122 | 1,940 | 2,219 | 1,223 | 1,191 | 1,115 |

Bold numbers denote state-years where the light truck category was not used.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 37: Passenger Car and Light Truck Occupants Killed or Injured in Single-Vehicle Rollover Crashes

| STATE | VEHICLE/TRUCK TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|---------------------------|----------|----------|----------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| Maryland | Passenger car | 23 | 20 | 13 | 30 | 32 | 29 | 27 | 19 | 30 | 23 |
| | Light truck – Pickup | 0 | 0 | 0 | 2 | 6 | 11 | 6 | 11 | 4 | 7 |
| | Light truck – Van | 0 | 0 | 0 | 1 | 5 | 4 | 3 | 7 | 6 | 1 |
| | Light truck – Other | 14 | 21 | 9 | 0 | 3 | 5 | 11 | 15 | 9 | 9 |
| | Light truck – Subtotal | 14 | 21 | 9 | 3 | 14 | 20 | 20 | 33 | 19 | 17 |
| | Car & light truck – Total | 37 | 41 | 22 | 33 | 46 | 49 | 47 | 52 | 49 | 40 |
| INJURED | | | | | | | | | | | |
| Maryland | Passenger car | 1,038 | 931 | 891 | 1,126 | 1,213 | 1,065 | 1,068 | 977 | 980 | 820 |
| | Light truck – Pickup | 0 | 0 | 0 | 185 | 267 | 293 | 296 | 296 | 236 | 223 |
| | Light truck – Van | 0 | 0 | 0 | 79 | 174 | 120 | 177 | 163 | 119 | 120 |
| | Light truck – Other | 590 | 546 | 477 | 32 | 164 | 236 | 314 | 345 | 316 | 346 |
| | Light truck – Subtotal | 590 | 546 | 477 | 296 | 605 | 649 | 787 | 804 | 671 | 689 |
| | Car & light truck – Total | 1,628 | 1,477 | 1,368 | 1,422 | 1,818 | 1,714 | 1,855 | 1,781 | 1,651 | 1,509 |
| KILLED | | | | | | | | | | | |
| Michigan | Passenger car | 101 | 79 | 76 | 109 | 103 | 102 | 84 | 93 | 107 | 102 |
| | Light truck – Pickup | 31 | 25 | 18 | 20 | 18 | 31 | 35 | 19 | 31 | 38 |
| | Light truck – Van | 0 | 0 | 7 | 8 | 3 | 6 | 7 | 8 | 12 | 5 |
| | Light truck – Other | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 6 | 5 | 2 |
| | Light truck – Subtotal | 31 | 25 | 26 | 28 | 22 | 39 | 45 | 33 | 48 | 45 |
| | Car & light truck – Total | 132 | 104 | 102 | 137 | 125 | 141 | 129 | 126 | 155 | 147 |
| INJURED | | | | | | | | | | | |
| Michigan | Passenger car | 5,774 | 5,293 | 3,222 | 3,745 | 4,124 | 4,130 | 4,209 | 4,026 | 3,792 | 3,964 |
| | Light truck – Pickup | 1,718 | 1,502 | 1,037 | 1,059 | 1,293 | 1,314 | 1,365 | 1,313 | 1,152 | 1,245 |
| | Light truck – Van | 0 | 0 | 226 | 415 | 447 | 544 | 493 | 575 | 411 | 396 |
| | Light truck – Other | 32 | 41 | 50 | 79 | 91 | 154 | 158 | 191 | 145 | 201 |
| | Light truck – Subtotal | 1,750 | 1,543 | 1,313 | 1,553 | 1,831 | 2,012 | 2,016 | 2,079 | 1,708 | 1,842 |
| | Car & light truck – Total | 7,524 | 6,836 | 4,535 | 5,298 | 5,955 | 6,142 | 6,225 | 6,105 | 5,500 | 5,806 |
| KILLED | | | | | | | | | | | |
| Missouri | Passenger car | 53 | 45 | 48 | 25 | 37 | 25 | 33 | 26 | 22 | 26 |
| | Light truck – Pickup | 0 | 0 | 0 | 25 | 29 | 29 | 32 | 26 | 35 | 33 |
| | Light truck – Utility | 0 | 0 | 0 | 9 | 7 | 13 | 14 | 14 | 16 | 18 |
| | Light truck – Van | 4 | 4 | 8 | 9 | 4 | 7 | 6 | 4 | 8 | 6 |
| | Light truck – Other | 36 | 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Light truck – Subtotal | 40 | 26 | 31 | 43 | 40 | 49 | 52 | 44 | 59 | 57 |
| | Car & light truck – Total | 93 | 71 | 79 | 68 | 77 | 74 | 85 | 70 | 81 | 83 |

Bold numbers denote state-years where the light truck category was not used.

Rows listed as "Light-Truck – Other" are only included where applicable.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 37: Passenger Car and Light Truck Occupants Killed or Injured in Single-Vehicle Rollover Crashes

| STATE | VEHICLE/TRUCK TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-------------------------|---------------------------|----------|----------|----------|-------|-------|-------|-------|-------|-------|-------|
| INJURED | | | | | | | | | | | |
| Missouri | Passenger car | 1,592 | 1,616 | 1,601 | 1,264 | 1,381 | 1,418 | 1,345 | 1,380 | 1,188 | 1,297 |
| | Light truck – Pickup | 0 | 0 | 0 | 676 | 728 | 805 | 780 | 706 | 719 | 721 |
| | Light truck – Utility | 0 | 0 | 0 | 339 | 301 | 373 | 441 | 385 | 473 | 544 |
| | Light truck – Van | 156 | 178 | 196 | 210 | 206 | 265 | 280 | 224 | 213 | 268 |
| | Light truck – Other | 853 | 706 | 722 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Light truck – Subtotal | 1,009 | 884 | 918 | 1,225 | 1,235 | 1,443 | 1,501 | 1,315 | 1,405 | 1,533 |
| | Car & light truck – Total | 2,601 | 2,500 | 2,519 | 2,489 | 2,616 | 2,861 | 2,846 | 2,695 | 2,593 | 2,830 |
| KILLED | | | | | | | | | | | |
| New Mexico ¹ | Passenger car | 67 | 62 | 52 | 75 | 66 | 60 | 64 | 56 | 58 | 39 |
| | Light truck – Pickup | 71 | 60 | 64 | 70 | 51 | 72 | 43 | 41 | 37 | 52 |
| | Light truck – Utility | 12 | 14 | 7 | 7 | 12 | 11 | 15 | 22 | 37 | 27 |
| | Light truck – Van | 9 | 9 | 15 | 7 | 16 | 14 | 13 | 23 | 14 | 9 |
| | Light truck – Subtotal | 92 | 83 | 86 | 84 | 79 | 97 | 71 | 86 | 88 | 88 |
| | Car & light truck – Total | 159 | 145 | 138 | 159 | 145 | 157 | 135 | 142 | 146 | 127 |
| INJURED | | | | | | | | | | | |
| New Mexico | Passenger car | 1,118 | 1,123 | 1,158 | 1,061 | 989 | 1,101 | 1,110 | 1,132 | 1,078 | 904 |
| | Light truck – Pickup | 902 | 956 | 972 | 958 | 837 | 951 | 925 | 1,021 | 803 | 688 |
| | Light truck – Utility | 202 | 203 | 158 | 111 | 102 | 129 | 153 | 184 | 180 | 342 |
| | Light truck – Van | 147 | 173 | 197 | 185 | 225 | 217 | 273 | 211 | 232 | 122 |
| | Light truck – Subtotal | 1,251 | 1,332 | 1,327 | 1,254 | 1,164 | 1,297 | 1,351 | 1,416 | 1,215 | 1,152 |
| | Car & light truck – Total | 2,369 | 2,455 | 2,485 | 2,315 | 2,153 | 2,398 | 2,461 | 2,548 | 2,293 | 2,056 |
| KILLED | | | | | | | | | | | |
| North Carolina | Passenger car | * | * | 90 | 120 | 109 | 103 | 99 | 107 | 116 | 115 |
| | Light truck – Pickup | * | * | 40 | 30 | 23 | 47 | 42 | 29 | 38 | 34 |
| | Light truck – Van | * | * | 2 | 3 | 5 | 9 | 3 | 10 | 3 | 8 |
| | Light truck – Other | * | * | 5 | 12 | 20 | 10 | 14 | 14 | 16 | 18 |
| | Light truck – Subtotal | * | * | 47 | 45 | 48 | 66 | 59 | 53 | 57 | 60 |
| | Car & light truck – Total | * | * | 137 | 165 | 157 | 169 | 158 | 160 | 173 | 175 |
| INJURED | | | | | | | | | | | |
| North Carolina | Passenger car | * | * | 4,233 | 4,465 | 4,768 | 4,828 | 4,634 | 4,602 | 4,262 | 4,460 |
| | Light truck – Pickup | * | * | 1,220 | 1,247 | 1,198 | 1,292 | 1,364 | 1,126 | 1,006 | 1,222 |
| | Light truck – Van | * | * | 187 | 205 | 213 | 236 | 318 | 280 | 282 | 324 |
| | Light truck – Other | * | * | 366 | 390 | 423 | 443 | 475 | 529 | 545 | 678 |
| | Light truck – Subtotal | * | * | 1,773 | 1,842 | 1,834 | 1,971 | 2,157 | 1,935 | 1,833 | 2,224 |
| | Car & light truck – Total | * | * | 6,006 | 6,307 | 6,602 | 6,799 | 6,791 | 6,537 | 6,095 | 6,684 |

*Data not available.

Bold numbers denote state-years where the light truck category was not used.

Rows listed as "Light-Truck – Other" are only included where applicable.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

¹New Mexico: Comparison with FARS single-vehicle rollover data indicates that the rollover totals tabulated for New Mexico 1990-1999 are overestimated by a factor of 2 to 3. Consult the Rollover query in "Supplemental Information" for further details.

Table 37: Passenger Car and Light Truck Occupants Killed or Injured in Single-Vehicle Rollover Crashes

| STATE | VEHICLE/TRUCK TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|---------------------------|----------|----------|----------|----------|----------|----------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Ohio | Passenger car | 17 | 24 | 11 | 26 | 9 | 17 | 22 | 15 | 23 | 24 |
| | Light truck | 11 | 22 | 9 | 12 | 7 | 5 | 6 | 5 | 3 | 8 |
| | Car & light truck – Total | 28 | 46 | 20 | 38 | 16 | 22 | 28 | 20 | 26 | 32 |
| INJURED | | | | | | | | | | | |
| Ohio | Passenger car | 1,373 | 1,315 | 1,131 | 1,136 | 1,273 | 1,306 | 1,370 | 1,325 | 1,315 | 1,671 |
| | Light truck | 542 | 548 | 457 | 467 | 535 | 587 | 543 | 483 | 508 | 599 |
| | Car & light truck – Total | 1,915 | 1,863 | 1,588 | 1,603 | 1,808 | 1,893 | 1,913 | 1,808 | 1,823 | 2,270 |
| KILLED | | | | | | | | | | | |
| Pennsylvania | Passenger car | 93 | 61 | 78 | 53 | 73 | 67 | 64 | 73 | 70 | 70 |
| | Light truck | 44 | 39 | 37 | 48 | 39 | 46 | 52 | 51 | 50 | 64 |
| | Car & light truck – Total | 137 | 100 | 115 | 101 | 112 | 113 | 116 | 124 | 120 | 134 |
| INJURED | | | | | | | | | | | |
| Pennsylvania | Passenger car | 2,480 | 2,592 | 2,450 | 2,418 | 2,111 | 2,186 | 2,529 | 2,452 | 2,636 | 2,772 |
| | Light truck | 1,152 | 1,304 | 1,301 | 1,454 | 1,584 | 1,423 | 1,943 | 1,745 | 1,676 | 1,990 |
| | Car & light truck – Total | 3,632 | 3,896 | 3,751 | 3,872 | 3,695 | 3,609 | 4,472 | 4,197 | 4,312 | 4,762 |
| KILLED | | | | | | | | | | | |
| Texas ² | Passenger car | 157 | 130 | 129 | 130 | 127 | 129 | 180 | 140 | 156 | 148 |
| | Light truck – Pickup | 167 | 139 | 148 | 114 | 135 | 116 | 155 | 159 | 174 | 155 |
| | Light truck – Utility | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 94 | 94 | 106 |
| | Light truck – Van | 8 | 12 | 25 | 15 | 31 | 22 | 46 | 27 | 39 | 26 |
| | Light truck – Other | 49 | 41 | 45 | 58 | 51 | 74 | 2 | 0 | 0 | 2 |
| | Light truck – Subtotal | 224 | 192 | 218 | 187 | 217 | 212 | 303 | 280 | 307 | 289 |
| | Car & light truck – Total | 381 | 322 | 347 | 317 | 344 | 341 | 483 | 420 | 463 | 437 |
| INJURED | | | | | | | | | | | |
| Texas | Passenger car | 5,145 | 4,324 | 4,084 | 4,336 | 4,417 | 4,507 | 5,800 | 5,012 | 4,580 | 4,867 |
| | Light truck – Pickup | 3,589 | 3,004 | 2,780 | 3,016 | 3,067 | 3,357 | 3,857 | 3,513 | 3,293 | 3,272 |
| | Light truck – Utility | 0 | 0 | 0 | 0 | 0 | 0 | 2,391 | 2,551 | 2,648 | 2,969 |
| | Light truck – Van | 647 | 675 | 658 | 785 | 703 | 916 | 1,064 | 1,074 | 935 | 872 |
| | Light truck – Other | 1,276 | 1,261 | 1,319 | 1,466 | 1,577 | 1,760 | 33 | 14 | 17 | 13 |
| | Light truck – Subtotal | 5,512 | 4,940 | 4,757 | 5,267 | 5,347 | 6,033 | 7,345 | 7,152 | 6,893 | 7,126 |
| | Car & light truck – Total | 10,657 | 9,264 | 8,841 | 9,603 | 9,764 | 10,540 | 13,145 | 12,164 | 11,473 | 11,993 |

Bold numbers denote state-years where the light truck category was not used.

Rows listed as "Light-Truck – Other" are only included where applicable.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

²Texas: Comparison with FARS single-vehicle rollover data indicates that the rollover totals tabulated for Texas 1990-1996 are overestimated by approximately 30-40%. Totals for Texas 1997-1999 are overestimated by approximately 60%. Consult the Rollover query in "Supplemental Information" for further details.





Table 37: Passenger Car and Light Truck Occupants Killed or Injured in Single-Vehicle Rollover Crashes

| STATE | VEHICLE/TRUCK TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| Utah | Passenger car | 17 | 15 | 13 | 18 | 18 | 25 | 18 | 16 | 17 | 17 |
| | Light truck | 21 | 25 | 24 | 29 | 26 | 35 | 39 | 20 | 24 | 41 |
| | Car & light truck – Total | 38 | 40 | 37 | 47 | 44 | 60 | 57 | 36 | 41 | 58 |
| INJURED | | | | | | | | | | | |
| Utah | Passenger car | 388 | 328 | 397 | 449 | 424 | 582 | 623 | 616 | 592 | 617 |
| | Light truck | 439 | 543 | 633 | 577 | 685 | 935 | 1,020 | 977 | 944 | 1,023 |
| | Car & light truck – Total | 827 | 871 | 1,030 | 1,026 | 1,109 | 1,517 | 1,643 | 1,593 | 1,536 | 1,640 |
| KILLED | | | | | | | | | | | |
| Virginia | Passenger car | 23 | 24 | 34 | 19 | 34 | 34 | 21 | 27 | 26 | 15 |
| | Light truck – Pickup | 12 | 14 | 7 | 9 | 10 | 18 | 9 | 6 | 28 | 22 |
| | Light truck – Van | 3 | 3 | 1 | 0 | 2 | 2 | 0 | 1 | 5 | 2 |
| | Light truck – Subtotal | 15 | 17 | 8 | 9 | 12 | 20 | 9 | 7 | 33 | 24 |
| | Car & light truck – Total | 38 | 41 | 42 | 28 | 46 | 54 | 30 | 34 | 59 | 39 |
| INJURED | | | | | | | | | | | |
| Virginia | Passenger car | 1,218 | 1,385 | 1,423 | 1,329 | 1,404 | 1,359 | 1,258 | 1,405 | 1,413 | 1,194 |
| | Light truck – Pickup | 453 | 475 | 452 | 449 | 523 | 436 | 469 | 524 | 562 | 577 |
| | Light truck – Van | 93 | 109 | 85 | 97 | 108 | 138 | 102 | 105 | 111 | 100 |
| | Light truck – Subtotal | 546 | 584 | 537 | 546 | 631 | 574 | 571 | 629 | 673 | 677 |
| | Car & light truck – Total | 1,764 | 1,969 | 1,960 | 1,875 | 2,035 | 1,933 | 1,829 | 2,034 | 2,086 | 1,871 |
| KILLED | | | | | | | | | | | |
| Washington | Passenger car | 55 | 45 | 35 | 47 | 44 | 47 | 43 | * | * | * |
| | Light truck | 35 | 28 | 32 | 29 | 29 | 22 | 41 | * | * | * |
| | Car & light truck – Total | 90 | 73 | 67 | 76 | 73 | 69 | 84 | * | * | * |
| INJURED | | | | | | | | | | | |
| Washington | Passenger car | 1,910 | 1,953 | 1,867 | 1,757 | 1,773 | 1,860 | 1,646 | * | * | * |
| | Light truck | 1,517 | 1,574 | 1,398 | 1,521 | 1,726 | 1,757 | 1,782 | * | * | * |
| | Car & light truck – Total | 3,427 | 3,527 | 3,265 | 3,278 | 3,499 | 3,617 | 3,428 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Motorcycles

Crash Data Report:
1990-1999

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National Center for Statistics & Analysis


Table 38: Motor Vehicle Crashes Involving Motorcycles by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------|---------|------|------|------|------|------|------|------|------|------|------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Weekday | 296 | 263 | 177 | 174 | 152 | 131 | 114 | 125 | 107 | 116 |
| | Weekend | 281 | 250 | 154 | 141 | 134 | 130 | 119 | 113 | 92 | 117 |
| | Unknown | 2 | 1 | 1 | 0 | 1 | 3 | 2 | 0 | 0 | 1 |
| | Total | 579 | 514 | 332 | 315 | 287 | 264 | 235 | 238 | 199 | 234 |
| Florida | Weekday | 122 | 70 | 82 | 106 | 86 | 96 | 89 | 96 | 87 | 85 |
| | Weekend | 100 | 109 | 90 | 93 | 92 | 91 | 74 | 85 | 93 | 87 |
| | Unknown | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| | Total | 223 | 179 | 173 | 199 | 178 | 189 | 163 | 181 | 180 | 172 |
| Georgia | Weekday | 29 | 30 | 19 | 27 | 23 | 26 | 21 | 26 | 38 | * |
| | Weekend | 32 | 29 | 35 | 22 | 31 | 17 | 24 | 32 | 29 | * |
| | Total | 61 | 59 | 54 | 49 | 54 | 43 | 45 | 58 | 67 | * |
| Illinois | Weekday | 67 | 57 | 52 | 54 | 75 | 42 | 28 | 37 | 37 | 47 |
| | Weekend | 77 | 51 | 53 | 62 | 69 | 60 | 31 | 45 | 56 | 54 |
| | Unknown | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Total | 145 | 108 | 105 | 116 | 145 | 102 | 59 | 82 | 93 | 101 |
| Indiana | Weekday | 36 | 34 | 39 | 26 | 37 | 32 | 30 | 17 | 33 | 30 |
| | Weekend | 44 | 43 | 30 | 27 | 28 | 32 | 28 | 28 | 35 | 37 |
| | Unknown | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 80 | 78 | 69 | 53 | 65 | 64 | 58 | 45 | 68 | 67 |
| Kansas | Weekday | 13 | 16 | 9 | 13 | 11 | 9 | 13 | 8 | 8 | 8 |
| | Weekend | 18 | 25 | 14 | 7 | 10 | 5 | 7 | 8 | 8 | 7 |
| | Unknown | 1 | 3 | 4 | 1 | 2 | 0 | 0 | 1 | 3 | 1 |
| | Total | 32 | 44 | 27 | 21 | 23 | 14 | 20 | 17 | 19 | 16 |
| Maryland | Weekday | 21 | 25 | 26 | 32 | 13 | 18 | 13 | 10 | 17 | 24 |
| | Weekend | 23 | 27 | 28 | 24 | 18 | 11 | 12 | 17 | 18 | 21 |
| | Total | 44 | 52 | 54 | 56 | 31 | 29 | 25 | 27 | 35 | 45 |
| Michigan | Weekday | 47 | 48 | 18 | 23 | 38 | 42 | 28 | 32 | 30 | 35 |
| | Weekend | 36 | 35 | 26 | 30 | 30 | 38 | 30 | 33 | 21 | 48 |
| | Unknown | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| | Total | 83 | 83 | 44 | 54 | 68 | 81 | 58 | 65 | 51 | 83 |
| Missouri | Weekday | 28 | 26 | 16 | 17 | 26 | 14 | 20 | 18 | 11 | 15 |
| | Weekend | 20 | 15 | 29 | 11 | 13 | 24 | 16 | 19 | 16 | 20 |
| | Total | 48 | 41 | 45 | 28 | 39 | 38 | 36 | 37 | 27 | 35 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 38: Motor Vehicle Crashes Involving Motorcycles by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------------|---------|------|------|------|------|------|------|------|------|------|------|
| FATAL CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Weekday | 28 | 23 | 11 | 13 | 14 | 17 | 11 | 10 | 9 | 13 |
| | Weekend | 16 | 16 | 19 | 16 | 8 | 16 | 16 | 13 | 10 | 13 |
| | Total | 44 | 39 | 30 | 29 | 22 | 33 | 27 | 23 | 19 | 26 |
| North Carolina | Weekday | * | * | 36 | 45 | 31 | 42 | 38 | 35 | 41 | 48 |
| | Weekend | * | * | 32 | 45 | 32 | 35 | 32 | 26 | 45 | 57 |
| | Unknown | * | * | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Total | * | * | 68 | 90 | 63 | 77 | 70 | 62 | 86 | 105 |
| Ohio | Weekday | 92 | 76 | 53 | 59 | 52 | 56 | 60 | 39 | 54 | 62 |
| | Weekend | 71 | 85 | 59 | 69 | 52 | 53 | 60 | 63 | 61 | 56 |
| | Total | 163 | 161 | 112 | 128 | 104 | 109 | 120 | 102 | 115 | 118 |
| Pennsylvania | Weekday | 56 | 48 | 42 | 51 | 50 | 49 | 46 | 42 | 46 | 48 |
| | Weekend | 49 | 57 | 46 | 59 | 61 | 39 | 52 | 50 | 61 | 61 |
| | Total | 105 | 105 | 88 | 110 | 111 | 88 | 98 | 92 | 107 | 109 |
| Texas | Weekday | 91 | 71 | 67 | 84 | 59 | 66 | 57 | 56 | 67 | 83 |
| | Weekend | 101 | 62 | 72 | 67 | 63 | 58 | 56 | 61 | 83 | 96 |
| | Total | 192 | 133 | 139 | 151 | 122 | 124 | 113 | 117 | 150 | 179 |
| Utah | Weekday | 13 | 12 | 8 | 8 | 11 | 5 | 12 | 13 | 7 | 10 |
| | Weekend | 6 | 11 | 10 | 9 | 14 | 6 | 9 | 10 | 7 | 14 |
| | Total | 19 | 23 | 18 | 17 | 25 | 11 | 21 | 23 | 14 | 24 |
| Virginia | Weekday | 26 | 17 | 18 | 17 | 12 | 17 | 19 | 19 | 20 | 22 |
| | Weekend | 30 | 26 | 21 | 16 | 18 | 16 | 18 | 19 | 17 | 19 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Total | 56 | 43 | 39 | 33 | 30 | 33 | 37 | 39 | 37 | 41 |
| Washington | Weekday | 30 | 21 | 26 | 20 | 19 | 17 | 18 | * | * | * |
| | Weekend | 31 | 20 | 22 | 19 | 15 | 19 | 20 | * | * | * |
| | Total | 61 | 41 | 48 | 39 | 34 | 36 | 38 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 38: Motor Vehicle Crashes Involving Motorcycles by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|---------|--------|--------|--------|--------|-------|-------|-------|-------|-------|-------|
| INJURY CRASHES | | | | | | | | | | | |
| California | Weekday | 10,873 | 9,693 | 7,429 | 6,606 | 5,939 | 5,128 | 4,506 | 4,395 | 3,667 | 3,971 |
| | Weekend | 5,997 | 5,676 | 4,074 | 3,722 | 3,341 | 3,008 | 2,873 | 2,553 | 2,300 | 2,547 |
| | Unknown | 9 | 8 | 6 | 7 | 5 | 4 | 1 | 2 | 0 | 1 |
| | Total | 16,879 | 15,377 | 11,509 | 10,335 | 9,285 | 8,140 | 7,380 | 6,950 | 5,967 | 6,519 |
| Florida | Weekday | 3,901 | 3,466 | 3,196 | 3,082 | 2,984 | 2,814 | 2,729 | 2,654 | 2,457 | 2,607 |
| | Weekend | 2,377 | 2,119 | 2,028 | 2,008 | 1,933 | 1,861 | 1,887 | 1,786 | 1,870 | 1,844 |
| | Unknown | 7 | 6 | 6 | 4 | 7 | 9 | 8 | 6 | 4 | 11 |
| | Total | 6,285 | 5,591 | 5,230 | 5,094 | 4,924 | 4,684 | 4,624 | 4,446 | 4,331 | 4,462 |
| Georgia | Weekday | 879 | 742 | 730 | 726 | 694 | 659 | 679 | 625 | 666 | * |
| | Weekend | 547 | 505 | 465 | 497 | 439 | 549 | 517 | 542 | 547 | * |
| | Total | 1,426 | 1,247 | 1,195 | 1,223 | 1,133 | 1,208 | 1,196 | 1,167 | 1,213 | * |
| Illinois | Weekday | 1,861 | 1,916 | 1,573 | 1,490 | 1,342 | 1,131 | 448 | 1,106 | 925 | 1,011 |
| | Weekend | 1,324 | 1,303 | 1,346 | 1,184 | 1,073 | 1,058 | 392 | 869 | 899 | 910 |
| | Unknown | 1 | 0 | 3 | 3 | 4 | 5 | 0 | 3 | 3 | 6 |
| | Total | 3,186 | 3,219 | 2,922 | 2,677 | 2,419 | 2,194 | 840 | 1,978 | 1,827 | 1,927 |
| Indiana | Weekday | 1,358 | 1,321 | 1,113 | 1,072 | 1,180 | 1,045 | 909 | 865 | 891 | 1,017 |
| | Weekend | 938 | 877 | 768 | 803 | 839 | 816 | 606 | 662 | 755 | 718 |
| | Unknown | 1 | 4 | 4 | 4 | 7 | 7 | 4 | 9 | 9 | 9 |
| | Total | 2,297 | 2,202 | 1,885 | 1,879 | 2,026 | 1,868 | 1,519 | 1,536 | 1,655 | 1,744 |
| Kansas | Weekday | 474 | 506 | 369 | 343 | 360 | 293 | 310 | 270 | 226 | 270 |
| | Weekend | 402 | 377 | 334 | 288 | 239 | 245 | 240 | 215 | 216 | 241 |
| | Unknown | 83 | 83 | 75 | 56 | 48 | 52 | 42 | 59 | 60 | 44 |
| | Total | 959 | 966 | 778 | 687 | 647 | 590 | 592 | 544 | 502 | 555 |
| Maryland | Weekday | 812 | 811 | 694 | 1,000 | 587 | 387 | 401 | 413 | 389 | 443 |
| | Weekend | 624 | 683 | 492 | 521 | 366 | 356 | 352 | 327 | 388 | 392 |
| | Unknown | 4 | 5 | 2 | 0 | 0 | 112 | 0 | 0 | 0 | 0 |
| | Total | 1,440 | 1,499 | 1,188 | 1,521 | 953 | 855 | 753 | 740 | 777 | 835 |
| Michigan | Weekday | 1,833 | 1,670 | 1,076 | 1,374 | 1,397 | 1,254 | 1,186 | 1,103 | 1,277 | 1,189 |
| | Weekend | 1,106 | 1,043 | 804 | 1,077 | 1,116 | 960 | 894 | 861 | 1,059 | 1,055 |
| | Unknown | 1 | 0 | 49 | 3 | 3 | 4 | 2 | 1 | 9 | 3 |
| | Total | 2,940 | 2,713 | 1,929 | 2,454 | 2,516 | 2,218 | 2,082 | 1,965 | 2,345 | 2,247 |
| Missouri | Weekday | 802 | 741 | 672 | 587 | 587 | 497 | 560 | 565 | 484 | 555 |
| | Weekend | 549 | 479 | 477 | 417 | 460 | 420 | 340 | 390 | 372 | 459 |
| | Unknown | 1 | 0 | 2 | 1 | 3 | 1 | 1 | 3 | 2 | 1 |
| | Total | 1,352 | 1,220 | 1,151 | 1,005 | 1,050 | 918 | 901 | 958 | 858 | 1,015 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 38: Motor Vehicle Crashes Involving Motorcycles by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Weekday | 557 | 520 | 553 | 547 | 530 | 512 | 406 | 413 | 330 | 280 |
| | Weekend | 334 | 347 | 340 | 335 | 312 | 288 | 284 | 224 | 256 | 210 |
| | Unknown | 4 | 2 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Total | 895 | 869 | 896 | 882 | 842 | 801 | 690 | 638 | 586 | 490 |
| North Carolina | Weekday | * | * | 1,072 | 1,163 | 1,114 | 1,097 | 1,077 | 1,046 | 1,186 | 1,152 |
| | Weekend | * | * | 764 | 915 | 881 | 863 | 858 | 885 | 950 | 1,062 |
| | Unknown | * | * | 3 | 1 | 1 | 3 | 4 | 0 | 1 | 0 |
| | Total | * | * | 1,839 | 2,079 | 1,996 | 1,963 | 1,939 | 1,931 | 2,137 | 2,214 |
| Ohio | Weekday | 2,395 | 2,214 | 1,832 | 1,897 | 1,737 | 1,585 | 1,333 | 1,319 | 1,438 | 1,492 |
| | Weekend | 1,659 | 1,654 | 1,380 | 1,432 | 1,424 | 1,265 | 1,151 | 1,209 | 1,309 | 1,441 |
| | Unknown | 9 | 2 | 4 | 5 | 3 | 7 | 3 | 3 | 6 | 6 |
| | Total | 4,063 | 3,870 | 3,216 | 3,334 | 3,164 | 2,857 | 2,487 | 2,531 | 2,753 | 2,939 |
| Pennsylvania | Weekday | 1,873 | 1,824 | 1,459 | 1,404 | 1,275 | 1,310 | 1,079 | 1,189 | 1,205 | 1,299 |
| | Weekend | 1,271 | 1,289 | 963 | 1,126 | 1,098 | 990 | 1,022 | 1,018 | 1,178 | 1,146 |
| | Unknown | 3 | 4 | 5 | 5 | 2 | 5 | 4 | 4 | 2 | 1 |
| | Total | 3,147 | 3,117 | 2,427 | 2,535 | 2,375 | 2,305 | 2,105 | 2,211 | 2,385 | 2,446 |
| Texas | Weekday | 3,089 | 2,692 | 2,476 | 2,215 | 2,066 | 1,975 | 1,950 | 1,702 | 1,927 | 2,104 |
| | Weekend | 2,127 | 1,788 | 1,599 | 1,390 | 1,346 | 1,386 | 1,373 | 1,328 | 1,416 | 1,673 |
| | Total | 5,216 | 4,480 | 4,075 | 3,605 | 3,412 | 3,361 | 3,323 | 3,030 | 3,343 | 3,777 |
| Utah | Weekday | 498 | 441 | 484 | 403 | 406 | 376 | 398 | 375 | 322 | 360 |
| | Weekend | 296 | 212 | 294 | 227 | 226 | 239 | 228 | 214 | 187 | 242 |
| | Unknown | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | Total | 794 | 654 | 780 | 630 | 632 | 616 | 626 | 589 | 509 | 602 |
| Virginia | Weekday | 1,019 | 833 | 754 | 711 | 672 | 695 | 614 | 638 | 659 | 673 |
| | Weekend | 640 | 610 | 512 | 523 | 541 | 464 | 472 | 443 | 531 | 572 |
| | Unknown | 3 | 3 | 4 | 1 | 2 | 1 | 0 | 1 | 0 | 2 |
| | Total | 1,662 | 1,446 | 1,270 | 1,235 | 1,215 | 1,160 | 1,086 | 1,082 | 1,190 | 1,247 |
| Washington | Weekday | 1,153 | 1,135 | 1,082 | 964 | 914 | 926 | 784 | * | * | * |
| | Weekend | 800 | 707 | 741 | 582 | 623 | 643 | 524 | * | * | * |
| | Unknown | 0 | 0 | 0 | 0 | 3 | 1 | 0 | * | * | * |
| | Total | 1,953 | 1,842 | 1,823 | 1,546 | 1,540 | 1,570 | 1,308 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 38: Motor Vehicle Crashes Involving Motorcycles by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-------------------------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| California | Weekday | 1,968 | 1,683 | 1,235 | 1,206 | 1,080 | 953 | 927 | 899 | 803 | 847 |
| | Weekend | 952 | 823 | 627 | 569 | 498 | 468 | 435 | 414 | 410 | 477 |
| | Unknown | 6 | 5 | 5 | 1 | 2 | 2 | 0 | 0 | 3 | 4 |
| | Total | 2,926 | 2,511 | 1,867 | 1,776 | 1,580 | 1,423 | 1,362 | 1,313 | 1,216 | 1,328 |
| Florida | Weekday | 298 | 235 | 251 | 210 | 221 | 258 | 265 | 331 | 265 | 264 |
| | Weekend | 238 | 181 | 183 | 171 | 178 | 171 | 184 | 196 | 192 | 213 |
| | Unknown | 3 | 7 | 5 | 0 | 2 | 3 | 5 | 7 | 3 | 3 |
| | Total | 539 | 423 | 439 | 381 | 401 | 432 | 454 | 534 | 460 | 480 |
| Georgia | Weekday | 350 | 332 | 278 | 292 | 240 | 259 | 247 | 215 | 223 | * |
| | Weekend | 198 | 173 | 161 | 155 | 141 | 143 | 167 | 125 | 156 | * |
| | Total | 548 | 505 | 439 | 447 | 381 | 402 | 414 | 340 | 379 | * |
| Illinois | Weekday | 800 | 804 | 561 | 632 | 450 | 395 | 240 | 768 | 767 | 693 |
| | Weekend | 451 | 445 | 432 | 394 | 310 | 268 | 123 | 453 | 454 | 397 |
| | Unknown | 8 | 9 | 5 | 7 | 2 | 1 | 1 | 4 | 7 | 2 |
| | Total | 1,259 | 1,258 | 998 | 1,033 | 762 | 664 | 364 | 1,225 | 1,228 | 1,092 |
| Indiana | Weekday | 368 | 355 | 283 | 274 | 267 | 284 | 221 | 274 | 281 | 310 |
| | Weekend | 186 | 194 | 193 | 183 | 197 | 171 | 172 | 155 | 193 | 199 |
| | Unknown | 0 | 3 | 2 | 4 | 2 | 1 | 3 | 6 | 2 | 0 |
| | Total | 554 | 552 | 478 | 461 | 466 | 456 | 396 | 435 | 476 | 509 |
| Kansas | Weekday | 100 | 64 | 75 | 49 | 54 | 65 | 48 | 40 | 58 | 49 |
| | Weekend | 65 | 42 | 53 | 45 | 45 | 38 | 36 | 37 | 46 | 40 |
| | Unknown | 22 | 13 | 14 | 10 | 8 | 10 | 10 | 5 | 10 | 6 |
| | Total | 187 | 119 | 142 | 104 | 107 | 113 | 94 | 82 | 114 | 95 |
| Maryland | Weekday | 182 | 155 | 146 | 732 | 135 | 88 | 102 | 121 | 103 | 145 |
| | Weekend | 127 | 118 | 96 | 355 | 71 | 65 | 76 | 83 | 101 | 137 |
| | Unknown | 5 | 8 | 4 | 0 | 0 | 25 | 0 | 0 | 0 | 0 |
| | Total | 314 | 281 | 246 | 1,087 | 206 | 178 | 178 | 204 | 204 | 282 |
| Michigan | Weekday | 458 | 404 | 320 | 347 | 430 | 367 | 354 | 378 | 422 | 412 |
| | Weekend | 254 | 220 | 176 | 230 | 271 | 263 | 228 | 255 | 315 | 302 |
| | Unknown | 1 | 0 | 15 | 3 | 4 | 4 | 1 | 3 | 3 | 4 |
| | Total | 713 | 624 | 511 | 580 | 705 | 634 | 583 | 636 | 740 | 718 |
| Missouri | Weekday | 230 | 207 | 191 | 177 | 190 | 165 | 218 | 337 | 196 | 253 |
| | Weekend | 127 | 109 | 135 | 91 | 115 | 108 | 116 | 174 | 136 | 148 |
| | Unknown | 1 | 4 | 1 | 6 | 4 | 2 | 3 | 9 | 5 | 2 |
| | Total | 358 | 320 | 327 | 274 | 309 | 275 | 337 | 520 | 337 | 403 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 38: Motor Vehicle Crashes Involving Motorcycles by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--|---------|------|------|------|------|------|------|------|------|------|------|
| PROPERTY DAMAGE ONLY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Weekday | 134 | 108 | 105 | 92 | 76 | 84 | 85 | 64 | 69 | 60 |
| | Weekend | 70 | 68 | 54 | 58 | 56 | 48 | 60 | 33 | 48 | 41 |
| | Unknown | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 206 | 176 | 159 | 150 | 132 | 132 | 145 | 97 | 117 | 101 |
| North Carolina | Weekday | * | * | 127 | 162 | 229 | 186 | 144 | 189 | 164 | 187 |
| | Weekend | * | * | 111 | 121 | 129 | 139 | 106 | 132 | 141 | 150 |
| | Unknown | * | * | 2 | 0 | 2 | 1 | 1 | 1 | 1 | 1 |
| | Total | * | * | 240 | 283 | 360 | 326 | 251 | 322 | 306 | 338 |
| Ohio | Weekday | 441 | 421 | 379 | 355 | 365 | 326 | 323 | 311 | 331 | 357 |
| | Weekend | 303 | 264 | 251 | 209 | 228 | 213 | 202 | 239 | 238 | 264 |
| | Unknown | 5 | 1 | 2 | 5 | 2 | 2 | 0 | 2 | 0 | 1 |
| | Total | 749 | 686 | 632 | 569 | 595 | 541 | 525 | 552 | 569 | 622 |
| Pennsylvania | Weekday | 70 | 91 | 77 | 61 | 68 | 62 | 83 | 56 | 72 | 71 |
| | Weekend | 47 | 43 | 60 | 52 | 59 | 46 | 58 | 66 | 70 | 62 |
| | Unknown | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| | Total | 117 | 134 | 137 | 114 | 127 | 108 | 142 | 123 | 142 | 133 |
| Texas | Weekday | 302 | 227 | 219 | 187 | 204 | 127 | 68 | 62 | 78 | 87 |
| | Weekend | 182 | 112 | 128 | 107 | 120 | 68 | 49 | 50 | 73 | 70 |
| | Total | 484 | 339 | 347 | 294 | 324 | 195 | 117 | 112 | 151 | 157 |
| Utah | Weekday | 90 | 36 | 74 | 89 | 63 | 71 | 47 | 51 | 43 | 32 |
| | Weekend | 40 | 29 | 28 | 31 | 47 | 20 | 19 | 24 | 23 | 20 |
| | Unknown | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 131 | 65 | 102 | 120 | 110 | 91 | 66 | 75 | 66 | 52 |
| Virginia | Weekday | 197 | 168 | 151 | 104 | 112 | 125 | 119 | 156 | 173 | 178 |
| | Weekend | 74 | 84 | 72 | 69 | 79 | 63 | 67 | 81 | 84 | 93 |
| | Unknown | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Total | 271 | 253 | 224 | 173 | 192 | 189 | 186 | 237 | 257 | 271 |
| Washington | Weekday | 177 | 178 | 169 | 151 | 156 | 181 | 145 | * | * | * |
| | Weekend | 99 | 85 | 91 | 65 | 90 | 76 | 75 | * | * | * |
| | Total | 276 | 263 | 260 | 216 | 246 | 257 | 220 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 39: Motor Vehicle Crashes Involving Motorcycles by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------|---------|------|------|------|------|------|------|------|------|------|------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Day | 237 | 229 | 163 | 156 | 139 | 119 | 116 | 125 | 106 | 131 |
| | Night | 337 | 282 | 163 | 153 | 143 | 136 | 116 | 109 | 92 | 101 |
| | Unknown | 5 | 3 | 6 | 6 | 5 | 9 | 3 | 4 | 1 | 2 |
| | Total | 579 | 514 | 332 | 315 | 287 | 264 | 235 | 238 | 199 | 234 |
| Florida | Day | 81 | 63 | 61 | 73 | 62 | 77 | 64 | 69 | 76 | 77 |
| | Night | 141 | 114 | 111 | 125 | 115 | 110 | 98 | 111 | 103 | 94 |
| | Unknown | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 |
| | Total | 223 | 179 | 173 | 199 | 178 | 189 | 163 | 181 | 180 | 172 |
| Georgia | Day | 25 | 23 | 21 | 20 | 26 | 25 | 25 | 23 | 48 | * |
| | Night | 36 | 36 | 33 | 29 | 28 | 18 | 20 | 35 | 19 | * |
| | Total | 61 | 59 | 54 | 49 | 54 | 43 | 45 | 58 | 67 | * |
| Illinois | Day | 58 | 36 | 40 | 59 | 76 | 37 | 19 | 31 | 33 | 48 |
| | Night | 85 | 72 | 65 | 56 | 68 | 65 | 40 | 51 | 59 | 53 |
| | Unknown | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 |
| | Total | 145 | 108 | 105 | 116 | 145 | 102 | 59 | 82 | 93 | 101 |
| Indiana | Day | 36 | 26 | 24 | 20 | 30 | 27 | 25 | 22 | 34 | 37 |
| | Night | 44 | 51 | 45 | 33 | 33 | 34 | 33 | 22 | 31 | 30 |
| | Unknown | 0 | 1 | 0 | 0 | 2 | 3 | 0 | 1 | 3 | 0 |
| | Total | 80 | 78 | 69 | 53 | 65 | 64 | 58 | 45 | 68 | 67 |
| Kansas | Day | 7 | 13 | 11 | 14 | 14 | 3 | 10 | 8 | 8 | 8 |
| | Night | 25 | 31 | 14 | 7 | 9 | 11 | 9 | 9 | 11 | 8 |
| | Unknown | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Total | 32 | 44 | 27 | 21 | 23 | 14 | 20 | 17 | 19 | 16 |
| Maryland | Day | 14 | 19 | 18 | 24 | 11 | 13 | 12 | 12 | 19 | 23 |
| | Night | 29 | 33 | 36 | 32 | 20 | 16 | 13 | 15 | 16 | 22 |
| | Unknown | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 44 | 52 | 54 | 56 | 31 | 29 | 25 | 27 | 35 | 45 |
| Michigan | Day | 27 | 24 | 13 | 18 | 26 | 42 | 23 | 31 | 18 | 23 |
| | Night | 56 | 58 | 30 | 33 | 41 | 38 | 34 | 34 | 33 | 60 |
| | Unknown | 0 | 1 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 |
| | Total | 83 | 83 | 44 | 54 | 68 | 81 | 58 | 65 | 51 | 83 |
| Missouri | Day | 20 | 19 | 26 | 14 | 19 | 18 | 12 | 23 | 15 | 24 |
| | Night | 27 | 20 | 19 | 13 | 20 | 19 | 24 | 14 | 12 | 11 |
| | Unknown | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| | Total | 48 | 41 | 45 | 28 | 39 | 38 | 36 | 37 | 27 | 35 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 39: Motor Vehicle Crashes Involving Motorcycles by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------------|---------|------|------|------|------|------|------|------|------|------|------|
| FATAL CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Day | 21 | 20 | 13 | 13 | 12 | 14 | 15 | 7 | 8 | 13 |
| | Night | 22 | 19 | 16 | 16 | 10 | 19 | 12 | 16 | 11 | 13 |
| | Unknown | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 44 | 39 | 30 | 29 | 22 | 33 | 27 | 23 | 19 | 26 |
| North Carolina | Day | * | * | 29 | 37 | 26 | 31 | 33 | 29 | 45 | 49 |
| | Night | * | * | 39 | 53 | 36 | 46 | 36 | 32 | 40 | 56 |
| | Unknown | * | * | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 |
| | Total | * | * | 68 | 90 | 63 | 77 | 70 | 62 | 86 | 105 |
| Ohio | Day | 50 | 56 | 40 | 61 | 48 | 38 | 45 | 45 | 51 | 58 |
| | Night | 113 | 105 | 71 | 67 | 56 | 71 | 75 | 57 | 63 | 60 |
| | Unknown | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Total | 163 | 161 | 112 | 128 | 104 | 109 | 120 | 102 | 115 | 118 |
| Pennsylvania | Day | 41 | 40 | 36 | 43 | 45 | 37 | 46 | 39 | 45 | 46 |
| | Night | 64 | 65 | 52 | 67 | 66 | 51 | 52 | 53 | 61 | 63 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Total | 105 | 105 | 88 | 110 | 111 | 88 | 98 | 92 | 107 | 109 |
| Texas | Day | 52 | 43 | 48 | 65 | 46 | 52 | 40 | 49 | 63 | 70 |
| | Night | 140 | 90 | 91 | 86 | 76 | 72 | 73 | 68 | 87 | 109 |
| | Total | 192 | 133 | 139 | 151 | 122 | 124 | 113 | 117 | 150 | 179 |
| Utah | Day | 10 | 13 | 6 | 6 | 9 | 4 | 12 | 8 | 6 | 10 |
| | Night | 9 | 10 | 11 | 11 | 16 | 7 | 9 | 15 | 8 | 14 |
| | Unknown | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 19 | 23 | 18 | 17 | 25 | 11 | 21 | 23 | 14 | 24 |
| Virginia | Day | 20 | 17 | 18 | 19 | 14 | 16 | 13 | 20 | 17 | 25 |
| | Night | 36 | 26 | 21 | 14 | 16 | 17 | 24 | 18 | 19 | 16 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| | Total | 56 | 43 | 39 | 33 | 30 | 33 | 37 | 39 | 37 | 41 |
| Washington | Day | 29 | 14 | 17 | 15 | 14 | 20 | 18 | * | * | * |
| | Night | 32 | 27 | 31 | 24 | 20 | 16 | 20 | * | * | * |
| | Total | 61 | 41 | 48 | 39 | 34 | 36 | 38 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 39: Motor Vehicle Crashes Involving Motorcycles by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|--------|--------|--------|--------|-------|-------|-------|-------|-------|-------|
| INJURY CRASHES | | | | | | | | | | | |
| California | Day | 10,379 | 9,685 | 7,531 | 6,752 | 6,185 | 5,376 | 4,969 | 4,772 | 4,127 | 4,627 |
| | Night | 6,457 | 5,656 | 3,947 | 3,566 | 3,088 | 2,752 | 2,403 | 2,169 | 1,834 | 1,888 |
| | Unknown | 43 | 36 | 31 | 17 | 12 | 12 | 8 | 9 | 6 | 4 |
| | Total | 16,879 | 15,377 | 11,509 | 10,335 | 9,285 | 8,140 | 7,380 | 6,950 | 5,967 | 6,519 |
| Florida | Day | 3,452 | 3,121 | 2,921 | 2,925 | 2,799 | 2,693 | 2,688 | 2,547 | 2,623 | 2,673 |
| | Night | 2,816 | 2,456 | 2,288 | 2,142 | 2,092 | 1,970 | 1,905 | 1,878 | 1,692 | 1,764 |
| | Unknown | 17 | 14 | 21 | 27 | 33 | 21 | 31 | 21 | 16 | 25 |
| | Total | 6,285 | 5,591 | 5,230 | 5,094 | 4,924 | 4,684 | 4,624 | 4,446 | 4,331 | 4,462 |
| Georgia | Day | 830 | 717 | 722 | 719 | 692 | 719 | 729 | 712 | 737 | * |
| | Night | 596 | 530 | 473 | 504 | 441 | 489 | 467 | 455 | 476 | * |
| | Total | 1,426 | 1,247 | 1,195 | 1,223 | 1,133 | 1,208 | 1,196 | 1,167 | 1,213 | * |
| Illinois | Day | 1,722 | 1,700 | 1,582 | 1,439 | 1,376 | 1,253 | 491 | 1,156 | 1,106 | 1,122 |
| | Night | 1,453 | 1,507 | 1,323 | 1,217 | 1,030 | 923 | 344 | 812 | 712 | 791 |
| | Unknown | 11 | 12 | 17 | 21 | 13 | 18 | 5 | 10 | 9 | 14 |
| | Total | 3,186 | 3,219 | 2,922 | 2,677 | 2,419 | 2,194 | 840 | 1,978 | 1,827 | 1,927 |
| Indiana | Day | 1,252 | 1,181 | 1,103 | 1,108 | 1,191 | 1,083 | 886 | 918 | 997 | 1,054 |
| | Night | 1,025 | 999 | 765 | 752 | 817 | 761 | 611 | 595 | 629 | 656 |
| | Unknown | 20 | 22 | 17 | 19 | 18 | 24 | 22 | 23 | 29 | 34 |
| | Total | 2,297 | 2,202 | 1,885 | 1,879 | 2,026 | 1,868 | 1,519 | 1,536 | 1,655 | 1,744 |
| Kansas | Day | 509 | 530 | 434 | 364 | 343 | 365 | 332 | 301 | 303 | 315 |
| | Night | 450 | 436 | 341 | 320 | 301 | 225 | 258 | 243 | 199 | 240 |
| | Unknown | 0 | 0 | 3 | 3 | 3 | 0 | 2 | 0 | 0 | 0 |
| | Total | 959 | 966 | 778 | 687 | 647 | 590 | 592 | 544 | 502 | 555 |
| Maryland | Day | 725 | 796 | 671 | 924 | 519 | 477 | 443 | 450 | 420 | 482 |
| | Night | 711 | 696 | 511 | 597 | 434 | 378 | 310 | 290 | 357 | 353 |
| | Unknown | 4 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 1,440 | 1,499 | 1,188 | 1,521 | 953 | 855 | 753 | 740 | 777 | 835 |
| Michigan | Day | 1,513 | 1,432 | 1,018 | 1,298 | 1,312 | 1,169 | 1,100 | 1,056 | 1,267 | 1,227 |
| | Night | 1,423 | 1,280 | 888 | 1,141 | 1,193 | 1,028 | 962 | 900 | 1,055 | 1,008 |
| | Unknown | 4 | 1 | 23 | 15 | 11 | 21 | 20 | 9 | 23 | 12 |
| | Total | 2,940 | 2,713 | 1,929 | 2,454 | 2,516 | 2,218 | 2,082 | 1,965 | 2,345 | 2,247 |
| Missouri | Day | 769 | 681 | 695 | 576 | 626 | 561 | 573 | 592 | 548 | 670 |
| | Night | 577 | 534 | 449 | 427 | 416 | 355 | 322 | 361 | 306 | 342 |
| | Unknown | 6 | 5 | 7 | 2 | 8 | 2 | 6 | 5 | 4 | 3 |
| | Total | 1,352 | 1,220 | 1,151 | 1,005 | 1,050 | 918 | 901 | 958 | 858 | 1,015 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 39: Motor Vehicle Crashes Involving Motorcycles by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Day | 523 | 516 | 531 | 589 | 540 | 508 | 450 | 435 | 374 | 322 |
| | Night | 356 | 339 | 350 | 287 | 302 | 291 | 239 | 200 | 212 | 168 |
| | Unknown | 16 | 14 | 15 | 6 | 0 | 2 | 1 | 3 | 0 | 0 |
| | Total | 895 | 869 | 896 | 882 | 842 | 801 | 690 | 638 | 586 | 490 |
| North Carolina | Day | * | * | 1,095 | 1,217 | 1,209 | 1,179 | 1,173 | 1,199 | 1,280 | 1,348 |
| | Night | * | * | 734 | 854 | 774 | 776 | 756 | 726 | 850 | 860 |
| | Unknown | * | * | 10 | 8 | 13 | 8 | 10 | 6 | 7 | 6 |
| | Total | * | * | 1,839 | 2,079 | 1,996 | 1,963 | 1,939 | 1,931 | 2,137 | 2,214 |
| Ohio | Day | 2,053 | 1,975 | 1,705 | 1,768 | 1,718 | 1,538 | 1,334 | 1,380 | 1,549 | 1,610 |
| | Night | 1,978 | 1,880 | 1,494 | 1,551 | 1,434 | 1,300 | 1,143 | 1,143 | 1,187 | 1,314 |
| | Unknown | 32 | 15 | 17 | 15 | 12 | 19 | 10 | 8 | 17 | 15 |
| | Total | 4,063 | 3,870 | 3,216 | 3,334 | 3,164 | 2,857 | 2,487 | 2,531 | 2,753 | 2,939 |
| Pennsylvania | Day | 1,645 | 1,691 | 1,354 | 1,416 | 1,303 | 1,367 | 1,195 | 1,288 | 1,435 | 1,435 |
| | Night | 1,490 | 1,409 | 1,060 | 1,107 | 1,056 | 926 | 897 | 913 | 934 | 1,002 |
| | Unknown | 12 | 17 | 13 | 12 | 16 | 12 | 13 | 10 | 16 | 9 |
| | Total | 3,147 | 3,117 | 2,427 | 2,535 | 2,375 | 2,305 | 2,105 | 2,211 | 2,385 | 2,446 |
| Texas | Day | 2,761 | 2,370 | 2,219 | 2,073 | 1,921 | 1,890 | 1,944 | 1,764 | 1,903 | 2,136 |
| | Night | 2,455 | 2,110 | 1,856 | 1,532 | 1,491 | 1,471 | 1,379 | 1,266 | 1,440 | 1,641 |
| | Total | 5,216 | 4,480 | 4,075 | 3,605 | 3,412 | 3,361 | 3,323 | 3,030 | 3,343 | 3,777 |
| Utah | Day | 460 | 376 | 442 | 361 | 363 | 388 | 380 | 369 | 313 | 362 |
| | Night | 331 | 278 | 333 | 267 | 269 | 226 | 246 | 220 | 196 | 240 |
| | Unknown | 3 | 0 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| | Total | 794 | 654 | 780 | 630 | 632 | 616 | 626 | 589 | 509 | 602 |
| Virginia | Day | 916 | 792 | 745 | 725 | 725 | 721 | 724 | 693 | 758 | 820 |
| | Night | 739 | 647 | 520 | 507 | 484 | 434 | 361 | 387 | 431 | 420 |
| | Unknown | 7 | 7 | 5 | 3 | 6 | 5 | 1 | 2 | 1 | 7 |
| | Total | 1,662 | 1,446 | 1,270 | 1,235 | 1,215 | 1,160 | 1,086 | 1,082 | 1,190 | 1,247 |
| Washington | Day | 1,085 | 1,039 | 1,031 | 942 | 939 | 981 | 790 | * | * | * |
| | Night | 867 | 802 | 792 | 604 | 598 | 586 | 518 | * | * | * |
| | Unknown | 1 | 1 | 0 | 0 | 3 | 3 | 0 | * | * | * |
| | Total | 1,953 | 1,842 | 1,823 | 1,546 | 1,540 | 1,570 | 1,308 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 39: Motor Vehicle Crashes Involving Motorcycles by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| California | Day | 1,853 | 1,572 | 1,193 | 1,183 | 1,046 | 931 | 926 | 905 | 864 | 905 |
| | Night | 1,054 | 918 | 658 | 586 | 528 | 486 | 430 | 403 | 345 | 412 |
| | Unknown | 19 | 21 | 16 | 7 | 6 | 6 | 6 | 5 | 7 | 11 |
| | Total | 2,926 | 2,511 | 1,867 | 1,776 | 1,580 | 1,423 | 1,362 | 1,313 | 1,216 | 1,328 |
| Florida | Day | 241 | 181 | 220 | 170 | 176 | 203 | 237 | 258 | 241 | 241 |
| | Night | 279 | 232 | 206 | 199 | 214 | 217 | 202 | 257 | 214 | 226 |
| | Unknown | 19 | 10 | 13 | 12 | 11 | 12 | 15 | 19 | 5 | 13 |
| | Total | 539 | 423 | 439 | 381 | 401 | 432 | 454 | 534 | 460 | 480 |
| Georgia | Day | 350 | 307 | 295 | 278 | 258 | 261 | 260 | 225 | 251 | * |
| | Night | 198 | 198 | 144 | 169 | 123 | 141 | 154 | 115 | 128 | * |
| | Total | 548 | 505 | 439 | 447 | 381 | 402 | 414 | 340 | 379 | * |
| Illinois | Day | 689 | 702 | 568 | 589 | 469 | 400 | 252 | 792 | 795 | 700 |
| | Night | 539 | 521 | 414 | 422 | 281 | 258 | 109 | 419 | 413 | 383 |
| | Unknown | 31 | 35 | 16 | 22 | 12 | 6 | 3 | 14 | 20 | 9 |
| | Total | 1,259 | 1,258 | 998 | 1,033 | 762 | 664 | 364 | 1,225 | 1,228 | 1,092 |
| Indiana | Day | 321 | 313 | 288 | 270 | 274 | 258 | 223 | 254 | 275 | 335 |
| | Night | 226 | 228 | 184 | 181 | 185 | 185 | 164 | 166 | 193 | 169 |
| | Unknown | 7 | 11 | 6 | 10 | 7 | 13 | 9 | 15 | 8 | 5 |
| | Total | 554 | 552 | 478 | 461 | 466 | 456 | 396 | 435 | 476 | 509 |
| Kansas | Day | 114 | 68 | 74 | 54 | 65 | 71 | 63 | 42 | 73 | 56 |
| | Night | 73 | 51 | 66 | 49 | 41 | 42 | 31 | 40 | 41 | 39 |
| | Unknown | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Total | 187 | 119 | 142 | 104 | 107 | 113 | 94 | 82 | 114 | 95 |
| Maryland | Day | 159 | 150 | 124 | 694 | 123 | 86 | 101 | 123 | 111 | 150 |
| | Night | 143 | 120 | 113 | 393 | 83 | 92 | 77 | 81 | 93 | 132 |
| | Unknown | 12 | 11 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 314 | 281 | 246 | 1,087 | 206 | 178 | 178 | 204 | 204 | 282 |
| Michigan | Day | 384 | 361 | 276 | 305 | 391 | 355 | 322 | 356 | 412 | 381 |
| | Night | 326 | 262 | 218 | 264 | 307 | 269 | 257 | 274 | 318 | 326 |
| | Unknown | 3 | 1 | 17 | 11 | 7 | 10 | 4 | 6 | 10 | 11 |
| | Total | 713 | 624 | 511 | 580 | 705 | 634 | 583 | 636 | 740 | 718 |
| Missouri | Day | 215 | 178 | 194 | 148 | 190 | 177 | 209 | 317 | 220 | 253 |
| | Night | 140 | 136 | 127 | 116 | 113 | 93 | 122 | 181 | 108 | 143 |
| | Unknown | 3 | 6 | 6 | 10 | 6 | 5 | 6 | 22 | 9 | 7 |
| | Total | 358 | 320 | 327 | 274 | 309 | 275 | 337 | 520 | 337 | 403 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 39: Motor Vehicle Crashes Involving Motorcycles by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--|---------|------|------|------|------|------|------|------|------|------|------|
| PROPERTY DAMAGE ONLY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Day | 130 | 109 | 99 | 103 | 78 | 93 | 97 | 71 | 81 | 61 |
| | Night | 70 | 63 | 59 | 46 | 52 | 39 | 48 | 26 | 36 | 39 |
| | Unknown | 6 | 4 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 |
| | Total | 206 | 176 | 159 | 150 | 132 | 132 | 145 | 97 | 117 | 101 |
| North Carolina | Day | * | * | 144 | 175 | 227 | 189 | 158 | 196 | 182 | 210 |
| | Night | * | * | 89 | 105 | 130 | 134 | 89 | 124 | 123 | 125 |
| | Unknown | * | * | 7 | 3 | 3 | 3 | 4 | 2 | 1 | 3 |
| | Total | * | * | 240 | 283 | 360 | 326 | 251 | 322 | 306 | 338 |
| Ohio | Day | 415 | 371 | 363 | 309 | 350 | 308 | 310 | 341 | 333 | 373 |
| | Night | 323 | 310 | 265 | 251 | 241 | 229 | 214 | 207 | 235 | 245 |
| | Unknown | 11 | 5 | 4 | 9 | 4 | 4 | 1 | 4 | 1 | 4 |
| | Total | 749 | 686 | 632 | 569 | 595 | 541 | 525 | 552 | 569 | 622 |
| Pennsylvania | Day | 64 | 75 | 72 | 54 | 76 | 54 | 84 | 67 | 74 | 74 |
| | Night | 52 | 56 | 64 | 57 | 50 | 54 | 55 | 55 | 66 | 58 |
| | Unknown | 1 | 3 | 1 | 3 | 1 | 0 | 3 | 1 | 2 | 1 |
| | Total | 117 | 134 | 137 | 114 | 127 | 108 | 142 | 123 | 142 | 133 |
| Texas | Day | 279 | 186 | 206 | 162 | 189 | 108 | 67 | 58 | 78 | 81 |
| | Night | 205 | 153 | 141 | 132 | 135 | 87 | 50 | 54 | 73 | 76 |
| | Total | 484 | 339 | 347 | 294 | 324 | 195 | 117 | 112 | 151 | 157 |
| Utah | Day | 88 | 35 | 70 | 77 | 60 | 65 | 37 | 50 | 46 | 38 |
| | Night | 43 | 30 | 32 | 43 | 50 | 26 | 29 | 25 | 20 | 14 |
| | Total | 131 | 65 | 102 | 120 | 110 | 91 | 66 | 75 | 66 | 52 |
| Virginia | Day | 183 | 160 | 156 | 119 | 123 | 125 | 120 | 163 | 183 | 182 |
| | Night | 87 | 91 | 66 | 54 | 68 | 63 | 63 | 73 | 74 | 89 |
| | Unknown | 1 | 2 | 2 | 0 | 1 | 1 | 3 | 1 | 0 | 0 |
| | Total | 271 | 253 | 224 | 173 | 192 | 189 | 186 | 237 | 257 | 271 |
| Washington | Day | 167 | 148 | 179 | 138 | 150 | 176 | 131 | * | * | * |
| | Night | 109 | 115 | 81 | 78 | 96 | 81 | 88 | * | * | * |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 1 | * | * | * |
| | Total | 276 | 263 | 260 | 216 | 246 | 257 | 220 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 40: Motorcycles Involved in Traffic Crashes by Crash Severity

| State | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|--------|--------|--------|--------|-------|-------|-------|-------|-------|-------|
| FATAL CRASHES | | | | | | | | | | |
| California | 592 | 523 | 346 | 325 | 297 | 271 | 244 | 254 | 209 | 245 |
| Florida | 225 | 186 | 177 | 208 | 184 | 198 | 170 | 199 | 189 | 182 |
| Georgia | 63 | 62 | 56 | 49 | 56 | 43 | 46 | 59 | 67 | * |
| Illinois | 150 | 115 | 109 | 121 | 148 | 104 | 60 | 82 | 98 | 103 |
| Indiana | 82 | 81 | 71 | 53 | 67 | 68 | 59 | 46 | 70 | 67 |
| Kansas | 33 | 45 | 27 | 22 | 23 | 15 | 20 | 18 | 19 | 16 |
| Maryland | 44 | 53 | 55 | 57 | 34 | 29 | 25 | 28 | 35 | 46 |
| Michigan | 88 | 86 | 44 | 56 | 72 | 83 | 62 | 66 | 54 | 86 |
| Missouri | 48 | 41 | 46 | 28 | 40 | 38 | 37 | 38 | 27 | 35 |
| New Mexico | 44 | 40 | 30 | 31 | 22 | 34 | 29 | 23 | 20 | 27 |
| North Carolina | * | * | 70 | 93 | 63 | 78 | 71 | 65 | 90 | 107 |
| Ohio | 165 | 167 | 113 | 130 | 107 | 110 | 124 | 105 | 124 | 125 |
| Pennsylvania | 110 | 106 | 89 | 113 | 116 | 90 | 99 | 96 | 115 | 113 |
| Texas | 201 | 134 | 143 | 152 | 124 | 127 | 114 | 118 | 153 | 182 |
| Utah | 19 | 24 | 20 | 17 | 26 | 11 | 22 | 23 | 15 | 26 |
| Virginia | 56 | 44 | 39 | 33 | 30 | 34 | 38 | 40 | 37 | 43 |
| Washington | 62 | 42 | 48 | 43 | 34 | 36 | 39 | * | * | * |
| INJURY CRASHES | | | | | | | | | | |
| California | 17,085 | 15,584 | 11,667 | 10,467 | 9,402 | 8,268 | 7,470 | 7,037 | 6,078 | 6,635 |
| Florida | 6,380 | 5,686 | 5,306 | 5,195 | 5,023 | 4,789 | 4,722 | 4,596 | 4,442 | 4,566 |
| Georgia | 1,446 | 1,266 | 1,208 | 1,241 | 1,151 | 1,230 | 1,218 | 1,187 | 1,234 | * |
| Illinois | 3,246 | 3,296 | 2,979 | 2,744 | 2,474 | 2,252 | 867 | 2,022 | 1,882 | 1,983 |
| Indiana | 2,347 | 2,252 | 1,930 | 1,908 | 2,062 | 1,902 | 1,552 | 1,573 | 1,689 | 1,777 |
| Kansas | 979 | 985 | 789 | 698 | 656 | 600 | 599 | 552 | 512 | 569 |
| Maryland | 1,475 | 1,538 | 1,213 | 1,681 | 968 | 873 | 766 | 752 | 797 | 860 |
| Michigan | 2,971 | 2,755 | 1,954 | 2,497 | 2,570 | 2,260 | 2,111 | 2,002 | 2,400 | 2,275 |
| Missouri | 1,374 | 1,239 | 1,169 | 1,016 | 1,071 | 928 | 917 | 970 | 876 | 1,036 |
| New Mexico | 906 | 881 | 908 | 896 | 857 | 812 | 705 | 642 | 605 | 504 |
| North Carolina | * | * | 1,861 | 2,111 | 2,035 | 2,000 | 1,981 | 1,969 | 2,183 | 2,265 |
| Ohio | 4,140 | 3,940 | 3,273 | 3,383 | 3,236 | 2,915 | 2,539 | 2,587 | 2,817 | 3,023 |
| Pennsylvania | 3,190 | 3,161 | 2,453 | 2,567 | 2,407 | 2,343 | 2,131 | 2,260 | 2,430 | 2,484 |
| Texas | 5,263 | 4,519 | 4,110 | 3,645 | 3,465 | 3,398 | 3,352 | 3,081 | 3,390 | 3,825 |
| Utah | 802 | 666 | 793 | 640 | 647 | 630 | 638 | 594 | 517 | 614 |
| Virginia | 1,687 | 1,476 | 1,287 | 1,256 | 1,245 | 1,178 | 1,112 | 1,113 | 1,211 | 1,279 |
| Washington | 1,981 | 1,876 | 1,849 | 1,579 | 1,570 | 1,592 | 1,324 | * | * | * |

* Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 40: Motorcycles Involved in Traffic Crashes by Crash Severity

| State | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-------------------------------------|--------|--------|--------|--------|--------|-------|-------|-------|-------|-------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | |
| California | 2,955 | 2,529 | 1,912 | 1,796 | 1,592 | 1,441 | 1,392 | 1,339 | 1,232 | 1,339 |
| Florida | 544 | 439 | 454 | 390 | 408 | 441 | 462 | 543 | 467 | 497 |
| Georgia | 552 | 509 | 441 | 453 | 383 | 407 | 422 | 345 | 384 | * |
| Illinois | 1,275 | 1,270 | 1,017 | 1,101 | 782 | 684 | 385 | 1,310 | 1,442 | 1,181 |
| Indiana | 564 | 561 | 489 | 467 | 473 | 462 | 402 | 445 | 484 | 520 |
| Kansas | 194 | 121 | 144 | 105 | 107 | 114 | 96 | 82 | 115 | 95 |
| Maryland | 319 | 288 | 256 | 1,252 | 209 | 178 | 181 | 204 | 204 | 285 |
| Michigan | 718 | 627 | 525 | 593 | 719 | 649 | 591 | 643 | 748 | 725 |
| Missouri | 362 | 321 | 331 | 276 | 318 | 277 | 339 | 525 | 341 | 406 |
| New Mexico | 206 | 179 | 159 | 150 | 133 | 134 | 147 | 97 | 120 | 101 |
| North Carolina | * | * | 243 | 290 | 365 | 330 | 254 | 328 | 316 | 353 |
| Ohio | 759 | 691 | 638 | 573 | 598 | 546 | 529 | 558 | 576 | 635 |
| Pennsylvania | 119 | 138 | 138 | 114 | 128 | 109 | 142 | 125 | 145 | 134 |
| Texas | 487 | 342 | 347 | 296 | 324 | 195 | 117 | 112 | 151 | 157 |
| Utah | 135 | 67 | 103 | 122 | 111 | 94 | 66 | 77 | 69 | 53 |
| Virginia | 272 | 254 | 228 | 174 | 194 | 193 | 188 | 239 | 262 | 274 |
| Washington | 281 | 268 | 271 | 219 | 250 | 264 | 223 | * | * | * |
| ALL CRASHES | | | | | | | | | | |
| California | 20,632 | 18,636 | 13,925 | 12,588 | 11,291 | 9,980 | 9,106 | 8,630 | 7,519 | 8,219 |
| Florida | 7,149 | 6,311 | 5,937 | 5,793 | 5,615 | 5,428 | 5,354 | 5,338 | 5,098 | 5,245 |
| Georgia | 2,061 | 1,837 | 1,705 | 1,743 | 1,590 | 1,680 | 1,686 | 1,591 | 1,685 | * |
| Illinois | 4,671 | 4,681 | 4,105 | 3,966 | 3,404 | 3,040 | 1,312 | 3,414 | 3,422 | 3,267 |
| Indiana | 2,993 | 2,894 | 2,490 | 2,428 | 2,602 | 2,432 | 2,013 | 2,064 | 2,243 | 2,364 |
| Kansas | 1,206 | 1,151 | 960 | 825 | 786 | 729 | 715 | 652 | 646 | 680 |
| Maryland | 1,838 | 1,879 | 1,524 | 2,990 | 1,211 | 1,080 | 972 | 984 | 1,036 | 1,191 |
| Michigan | 3,777 | 3,468 | 2,523 | 3,146 | 3,361 | 2,992 | 2,764 | 2,711 | 3,202 | 3,086 |
| Missouri | 1,784 | 1,601 | 1,546 | 1,320 | 1,429 | 1,243 | 1,293 | 1,533 | 1,244 | 1,477 |
| New Mexico | 1,156 | 1,100 | 1,097 | 1,077 | 1,012 | 980 | 881 | 762 | 745 | 632 |
| North Carolina | * | * | 2,174 | 2,494 | 2,463 | 2,408 | 2,306 | 2,362 | 2,589 | 2,725 |
| Ohio | 5,064 | 4,798 | 4,024 | 4,086 | 3,941 | 3,571 | 3,192 | 3,250 | 3,517 | 3,783 |
| Pennsylvania | 3,419 | 3,405 | 2,680 | 2,794 | 2,651 | 2,542 | 2,372 | 2,481 | 2,690 | 2,731 |
| Texas | 5,951 | 4,995 | 4,600 | 4,093 | 3,913 | 3,720 | 3,583 | 3,311 | 3,694 | 4,164 |
| Utah | 956 | 757 | 916 | 779 | 784 | 735 | 726 | 694 | 601 | 693 |
| Virginia | 2,015 | 1,774 | 1,554 | 1,463 | 1,469 | 1,405 | 1,338 | 1,392 | 1,510 | 1,596 |
| Washington | 2,324 | 2,186 | 2,168 | 1,841 | 1,854 | 1,892 | 1,586 | * | * | * |

* Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 41: Motorcycle Riders Killed or Injured in Motor Vehicle Crashes

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|--------|--------|--------|--------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | |
| California | 569 | 512 | 327 | 303 | 291 | 261 | 232 | 235 | 200 | 230 |
| Florida | 218 | 172 | 180 | 204 | 174 | 185 | 161 | 178 | 179 | 173 |
| Georgia | 62 | 63 | 54 | 51 | 55 | 44 | 47 | 56 | 66 | * |
| Illinois | 150 | 109 | 104 | 115 | 148 | 101 | 63 | 84 | 99 | 103 |
| Indiana | 80 | 81 | 70 | 53 | 65 | 65 | 63 | 47 | 68 | 67 |
| Kansas | 34 | 49 | 28 | 20 | 21 | 14 | 19 | 17 | 19 | 15 |
| Maryland | 45 | 52 | 56 | 52 | 30 | 29 | 26 | 28 | 34 | 45 |
| Michigan | 85 | 86 | 46 | 58 | 69 | 83 | 60 | 63 | 55 | 82 |
| Missouri | 49 | 40 | 45 | 29 | 42 | 40 | 36 | 37 | 29 | 37 |
| New Mexico | 48 | 39 | 33 | 31 | 22 | 33 | 27 | 26 | 21 | 27 |
| North Carolina | * | * | 67 | 89 | 62 | 77 | 72 | 63 | 83 | 104 |
| Ohio | 163 | 166 | 113 | 133 | 107 | 111 | 121 | 108 | 116 | 122 |
| Pennsylvania | 109 | 109 | 90 | 113 | 112 | 85 | 98 | 92 | 111 | 111 |
| Texas | 197 | 136 | 134 | 157 | 126 | 129 | 115 | 118 | 152 | 182 |
| Utah | 19 | 24 | 17 | 17 | 25 | 11 | 21 | 22 | 14 | 23 |
| Virginia | 58 | 41 | 40 | 32 | 30 | 36 | 38 | 38 | 40 | 40 |
| Washington | 61 | 43 | 48 | 39 | 35 | 37 | 42 | * | * | * |
| INJURED | | | | | | | | | | |
| California | 18,578 | 16,910 | 12,324 | 11,043 | 9,938 | 8,690 | 7,861 | 7,416 | 6,330 | 6,933 |
| Florida | 6,942 | 6,208 | 5,763 | 5,609 | 5,438 | 5,159 | 5,096 | 4,914 | 4,747 | 4,865 |
| Georgia | 1,503 | 1,311 | 1,285 | 1,273 | 1,229 | 1,299 | 1,285 | 1,266 | 1,314 | * |
| Illinois | 3,569 | 3,629 | 3,228 | 3,054 | 2,714 | 2,471 | 927 | 2,160 | 2,019 | 2,145 |
| Indiana | 2,532 | 2,479 | 2,049 | 2,092 | 2,229 | 2,038 | 1,691 | 1,711 | 1,821 | 1,931 |
| Kansas | 1,097 | 1,109 | 879 | 787 | 742 | 671 | 671 | 599 | 563 | 633 |
| Maryland | 1,642 | 1,671 | 1,325 | 1,630 | 1,049 | 938 | 805 | 802 | 838 | 914 |
| Michigan | 3,238 | 2,993 | 2,001 | 2,674 | 2,694 | 2,387 | 2,244 | 2,139 | 2,486 | 2,405 |
| Missouri | 1,516 | 1,372 | 1,280 | 1,130 | 1,190 | 1,018 | 1,009 | 1,039 | 982 | 1,136 |
| New Mexico | 1,029 | 1,005 | 1,021 | 1,018 | 954 | 905 | 786 | 712 | 675 | 570 |
| North Carolina | * | * | 2,034 | 2,252 | 2,175 | 2,149 | 2,090 | 2,102 | 2,324 | 2,404 |
| Ohio | 4,656 | 4,448 | 3,646 | 3,779 | 3,609 | 3,215 | 2,811 | 2,905 | 3,133 | 3,333 |
| Pennsylvania | 3,497 | 3,470 | 2,676 | 2,811 | 2,626 | 2,583 | 2,320 | 2,481 | 2,631 | 2,676 |
| Texas | 5,864 | 5,001 | 4,536 | 4,008 | 3,791 | 3,718 | 3,640 | 3,367 | 3,734 | 4,209 |
| Utah | 898 | 751 | 899 | 721 | 720 | 679 | 698 | 651 | 582 | 674 |
| Virginia | 1,794 | 1,566 | 1,357 | 1,336 | 1,327 | 1,237 | 1,195 | 1,145 | 1,263 | 1,324 |
| Washington | 2,180 | 2,028 | 2,034 | 1,718 | 1,700 | 1,738 | 1,436 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Large Trucks

Crash Data Report:
1990-1999

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Table 42: Motor Vehicle Crashes Involving Large Trucks by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------|---------|------|------|------|------|------|------|------|------|------|------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Weekday | 367 | 287 | 278 | 277 | 270 | 298 | 281 | 272 | 252 | 254 |
| | Weekend | 113 | 113 | 104 | 91 | 106 | 87 | 92 | 90 | 91 | 80 |
| | Unknown | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 |
| | Total | 480 | 400 | 382 | 369 | 376 | 386 | 373 | 364 | 343 | 334 |
| Florida | Weekday | 237 | 185 | 214 | 236 | 254 | 237 | 234 | 223 | 275 | 264 |
| | Weekend | 71 | 72 | 67 | 83 | 71 | 74 | 77 | 82 | 72 | 82 |
| | Unknown | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| | Total | 309 | 257 | 281 | 319 | 326 | 311 | 311 | 306 | 347 | 347 |
| Georgia | Weekday | 180 | 130 | 144 | 144 | 153 | 139 | 172 | 157 | 153 | * |
| | Weekend | 80 | 43 | 39 | 52 | 29 | 31 | 24 | 39 | 22 | * |
| | Total | 260 | 173 | 183 | 196 | 182 | 170 | 196 | 196 | 175 | * |
| Illinois | Weekday | 166 | 130 | 135 | 127 | 128 | 128 | 98 | 138 | 129 | 160 |
| | Weekend | 46 | 38 | 19 | 26 | 38 | 40 | 24 | 32 | 44 | 37 |
| | Total | 212 | 168 | 154 | 153 | 166 | 168 | 122 | 170 | 173 | 197 |
| Indiana | Weekday | 126 | 116 | 105 | 125 | 127 | 128 | 125 | 122 | 145 | 148 |
| | Weekend | 38 | 35 | 30 | 21 | 19 | 33 | 27 | 44 | 28 | 34 |
| | Unknown | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 164 | 151 | 135 | 147 | 146 | 161 | 152 | 166 | 173 | 182 |
| Kansas | Weekday | 36 | 31 | 34 | 46 | 29 | 37 | 44 | 56 | 41 | 49 |
| | Weekend | 13 | 9 | 14 | 13 | 14 | 14 | 16 | 9 | 24 | 20 |
| | Unknown | 17 | 4 | 3 | 6 | 5 | 9 | 2 | 11 | 9 | 4 |
| | Total | 66 | 44 | 51 | 65 | 48 | 60 | 62 | 76 | 74 | 73 |
| Maryland | Weekday | 66 | 54 | 59 | 86 | 73 | 52 | 64 | 68 | 58 | 51 |
| | Weekend | 22 | 20 | 17 | 41 | 42 | 16 | 15 | 16 | 7 | 9 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| | Total | 88 | 74 | 76 | 127 | 115 | 71 | 79 | 84 | 65 | 60 |
| Michigan | Weekday | 113 | 100 | 80 | 87 | 134 | 137 | 119 | 111 | 119 | 115 |
| | Weekend | 31 | 37 | 22 | 24 | 30 | 17 | 22 | 28 | 26 | 28 |
| | Total | 144 | 137 | 102 | 111 | 164 | 154 | 141 | 139 | 145 | 143 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 42: Motor Vehicle Crashes Involving Large Trucks by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------------|---------|------|------|------|------|------|------|------|------|------|------|
| FATAL CRASHES (Continued) | | | | | | | | | | | |
| Missouri | Weekday | 117 | 105 | 98 | 88 | 110 | 80 | 122 | 113 | 120 | 114 |
| | Weekend | 31 | 35 | 29 | 26 | 28 | 23 | 28 | 30 | 38 | 43 |
| | Total | 148 | 140 | 127 | 114 | 138 | 103 | 150 | 143 | 158 | 157 |
| New Mexico | Weekday | 26 | 42 | 24 | 31 | 19 | 30 | 20 | 18 | 26 | 23 |
| | Weekend | 12 | 12 | 18 | 8 | 18 | 10 | 9 | 15 | 9 | 13 |
| | Total | 38 | 54 | 42 | 39 | 37 | 40 | 29 | 33 | 35 | 36 |
| North Carolina | Weekday | * | * | 97 | 131 | 127 | 117 | 118 | 120 | 165 | 137 |
| | Weekend | * | * | 25 | 26 | 29 | 22 | 21 | 28 | 26 | 21 |
| | Unknown | * | * | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Total | * | * | 122 | 157 | 156 | 139 | 139 | 148 | 191 | 159 |
| Ohio | Weekday | 189 | 141 | 145 | 158 | 147 | 172 | 164 | 163 | 160 | 154 |
| | Weekend | 65 | 44 | 47 | 34 | 40 | 33 | 37 | 33 | 25 | 38 |
| | Total | 254 | 185 | 192 | 192 | 187 | 205 | 201 | 196 | 185 | 192 |
| Pennsylvania | Weekday | 139 | 160 | 122 | 142 | 146 | 132 | 139 | 158 | 146 | 153 |
| | Weekend | 42 | 29 | 36 | 31 | 45 | 40 | 36 | 30 | 26 | 41 |
| | Total | 181 | 189 | 158 | 173 | 191 | 172 | 175 | 188 | 172 | 194 |
| Texas | Weekday | 273 | 250 | 286 | 272 | 267 | 287 | 337 | 294 | 334 | 304 |
| | Weekend | 99 | 115 | 105 | 116 | 109 | 104 | 119 | 129 | 130 | 122 |
| | Total | 372 | 365 | 391 | 388 | 376 | 391 | 456 | 423 | 464 | 426 |
| Utah | Weekday | 24 | 17 | 15 | 21 | 27 | 28 | 26 | 40 | 42 | 32 |
| | Weekend | 5 | 8 | 7 | 7 | 3 | 1 | 11 | 11 | 7 | 9 |
| | Total | 29 | 25 | 22 | 28 | 30 | 29 | 37 | 51 | 49 | 41 |
| Virginia | Weekday | 96 | 88 | 89 | 73 | 102 | 82 | 93 | 97 | 114 | 74 |
| | Weekend | 40 | 14 | 24 | 16 | 27 | 23 | 24 | 28 | 13 | 23 |
| | Total | 136 | 102 | 113 | 89 | 129 | 105 | 117 | 125 | 127 | 97 |
| Washington | Weekday | 60 | 45 | 39 | 49 | 41 | 48 | 57 | * | * | * |
| | Weekend | 16 | 9 | 10 | 13 | 14 | 12 | 12 | * | * | * |
| | Total | 76 | 54 | 49 | 62 | 55 | 60 | 69 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 42: Motor Vehicle Crashes Involving Large Trucks by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURY CRASHES | | | | | | | | | | | |
| California | Weekday | 9,005 | 8,059 | 7,710 | 6,996 | 7,330 | 7,330 | 7,034 | 7,081 | 7,006 | 7,288 |
| | Weekend | 1,872 | 1,616 | 1,389 | 1,479 | 1,516 | 1,407 | 1,312 | 1,340 | 1,441 | 1,333 |
| | Unknown | 1 | 1 | 0 | 3 | 3 | 1 | 2 | 0 | 0 | 2 |
| | Total | 10,878 | 9,676 | 9,099 | 8,478 | 8,849 | 8,738 | 8,348 | 8,421 | 8,447 | 8,623 |
| Florida | Weekday | 6,229 | 5,290 | 5,805 | 6,350 | 6,535 | 6,797 | 6,965 | 7,054 | 7,455 | 7,175 |
| | Weekend | 1,357 | 1,175 | 1,245 | 1,363 | 1,364 | 1,357 | 1,369 | 1,389 | 1,453 | 1,468 |
| | Unknown | 2 | 4 | 4 | 8 | 12 | 12 | 7 | 12 | 10 | 13 |
| | Total | 7,588 | 6,469 | 7,054 | 7,721 | 7,911 | 8,166 | 8,341 | 8,455 | 8,918 | 8,656 |
| Georgia | Weekday | 3,622 | 3,569 | 3,737 | 4,186 | 3,444 | 3,684 | 3,830 | 3,933 | 3,933 | * |
| | Weekend | 858 | 796 | 840 | 1,023 | 594 | 623 | 660 | 657 | 601 | * |
| | Total | 4,480 | 4,365 | 4,577 | 5,209 | 4,038 | 4,307 | 4,490 | 4,590 | 4,534 | * |
| Illinois | Weekday | 5,595 | 4,891 | 4,939 | 4,838 | 4,472 | 4,233 | 2,778 | 4,235 | 3,674 | 3,769 |
| | Weekend | 1,313 | 1,110 | 1,032 | 1,104 | 870 | 759 | 535 | 857 | 645 | 667 |
| | Unknown | 7 | 5 | 4 | 7 | 5 | 2 | 3 | 7 | 5 | 5 |
| | Total | 6,915 | 6,006 | 5,975 | 5,949 | 5,347 | 4,994 | 3,316 | 5,099 | 4,324 | 4,441 |
| Indiana | Weekday | 2,677 | 2,578 | 2,692 | 2,770 | 3,083 | 3,087 | 3,299 | 3,372 | 3,344 | 3,261 |
| | Weekend | 711 | 671 | 625 | 731 | 707 | 812 | 775 | 840 | 823 | 868 |
| | Unknown | 10 | 8 | 8 | 17 | 10 | 18 | 13 | 20 | 22 | 18 |
| | Total | 3,398 | 3,257 | 3,325 | 3,518 | 3,800 | 3,917 | 4,087 | 4,232 | 4,189 | 4,147 |
| Kansas | Weekday | 558 | 510 | 547 | 680 | 609 | 709 | 749 | 777 | 795 | 727 |
| | Weekend | 173 | 144 | 141 | 166 | 152 | 169 | 188 | 191 | 203 | 197 |
| | Unknown | 120 | 134 | 120 | 120 | 117 | 134 | 153 | 134 | 141 | 181 |
| | Total | 851 | 788 | 808 | 966 | 878 | 1,012 | 1,090 | 1,102 | 1,139 | 1,105 |
| Maryland | Weekday | 2,510 | 1,987 | 2,121 | 3,559 | 3,366 | 1,644 | 2,480 | 2,514 | 2,357 | 2,394 |
| | Weekend | 483 | 389 | 474 | 1,327 | 1,183 | 353 | 555 | 667 | 464 | 566 |
| | Unknown | 8 | 6 | 2 | 0 | 0 | 640 | 0 | 0 | 0 | 0 |
| | Total | 3,001 | 2,382 | 2,597 | 4,886 | 4,549 | 2,637 | 3,035 | 3,181 | 2,821 | 2,960 |
| Michigan | Weekday | 3,651 | 3,055 | 1,951 | 2,624 | 3,205 | 3,095 | 3,350 | 3,284 | 3,086 | 3,147 |
| | Weekend | 748 | 640 | 356 | 461 | 493 | 564 | 477 | 510 | 416 | 537 |
| | Unknown | 2 | 0 | 42 | 12 | 6 | 12 | 15 | 7 | 3 | 6 |
| | Total | 4,401 | 3,695 | 2,349 | 3,097 | 3,704 | 3,671 | 3,842 | 3,801 | 3,505 | 3,690 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 42: Motor Vehicle Crashes Involving Large Trucks by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES (Continued) | | | | | | | | | | | |
| Missouri | Weekday | 2,098 | 1,791 | 1,924 | 2,642 | 2,661 | 2,523 | 2,606 | 2,819 | 2,632 | 2,696 |
| | Weekend | 525 | 443 | 377 | 672 | 568 | 543 | 535 | 515 | 520 | 569 |
| | Unknown | 6 | 2 | 0 | 6 | 4 | 8 | 1 | 3 | 3 | 4 |
| | Total | 2,629 | 2,236 | 2,301 | 3,320 | 3,233 | 3,074 | 3,142 | 3,337 | 3,155 | 3,269 |
| New Mexico | Weekday | 482 | 481 | 412 | 439 | 499 | 510 | 522 | 527 | 500 | 411 |
| | Weekend | 175 | 152 | 165 | 141 | 159 | 143 | 167 | 196 | 160 | 137 |
| | Unknown | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 663 | 633 | 580 | 580 | 658 | 653 | 689 | 723 | 660 | 548 |
| North Carolina | Weekday | * | * | 2,215 | 2,458 | 2,676 | 2,677 | 2,950 | 2,910 | 2,863 | 2,908 |
| | Weekend | * | * | 348 | 411 | 421 | 371 | 458 | 390 | 416 | 422 |
| | Unknown | * | * | 9 | 5 | 3 | 0 | 4 | 5 | 2 | 4 |
| | Total | * | * | 2,572 | 2,874 | 3,100 | 3,048 | 3,412 | 3,305 | 3,281 | 3,334 |
| Ohio | Weekday | 5,553 | 4,812 | 5,036 | 5,290 | 5,898 | 5,775 | 6,135 | 5,874 | 5,809 | 5,902 |
| | Weekend | 1,086 | 954 | 951 | 995 | 967 | 1,067 | 999 | 1,063 | 949 | 1,000 |
| | Unknown | 7 | 10 | 11 | 11 | 13 | 9 | 8 | 11 | 6 | 6 |
| | Total | 6,646 | 5,776 | 5,998 | 6,296 | 6,878 | 6,851 | 7,142 | 6,948 | 6,764 | 6,908 |
| Pennsylvania | Weekday | 3,938 | 3,323 | 2,843 | 3,189 | 3,756 | 3,273 | 3,727 | 3,610 | 3,545 | 3,541 |
| | Weekend | 707 | 568 | 522 | 580 | 633 | 579 | 647 | 592 | 529 | 687 |
| | Unknown | 8 | 11 | 2 | 2 | 5 | 5 | 5 | 8 | 5 | 2 |
| | Total | 4,653 | 3,902 | 3,367 | 3,771 | 4,394 | 3,857 | 4,379 | 4,210 | 4,079 | 4,230 |
| Texas | Weekday | 8,673 | 8,672 | 9,422 | 10,005 | 11,031 | 10,605 | 11,676 | 12,661 | 12,914 | 13,539 |
| | Weekend | 2,482 | 2,660 | 2,786 | 2,816 | 3,194 | 2,879 | 3,169 | 3,546 | 3,701 | 3,738 |
| | Total | 11,155 | 11,332 | 12,208 | 12,821 | 14,225 | 13,484 | 14,845 | 16,207 | 16,615 | 17,277 |
| Utah | Weekday | 451 | 444 | 445 | 560 | 529 | 611 | 748 | 719 | 779 | 759 |
| | Weekend | 116 | 113 | 107 | 144 | 146 | 148 | 158 | 195 | 199 | 127 |
| | Unknown | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Total | 570 | 558 | 552 | 704 | 676 | 759 | 906 | 914 | 978 | 886 |
| Virginia | Weekday | 3,064 | 2,420 | 2,406 | 2,629 | 2,933 | 2,980 | 2,759 | 2,370 | 2,417 | 2,527 |
| | Weekend | 680 | 570 | 589 | 581 | 640 | 633 | 525 | 482 | 465 | 452 |
| | Unknown | 2 | 3 | 3 | 4 | 5 | 4 | 2 | 2 | 1 | 0 |
| | Total | 3,746 | 2,993 | 2,998 | 3,214 | 3,578 | 3,617 | 3,286 | 2,854 | 2,883 | 2,979 |
| Washington | Weekday | 1,737 | 1,475 | 1,453 | 1,598 | 1,846 | 1,813 | 2,006 | * | * | * |
| | Weekend | 314 | 212 | 197 | 255 | 235 | 295 | 304 | * | * | * |
| | Total | 2,051 | 1,687 | 1,650 | 1,853 | 2,081 | 2,108 | 2,310 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





LARGE TRUCKS

Table 42: Motor Vehicle Crashes Involving Large Trucks by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| California | Weekday | 22,737 | 20,050 | 19,082 | 18,617 | 19,751 | 20,362 | 20,665 | 21,067 | 22,815 | 23,252 |
| | Weekend | 3,336 | 2,859 | 2,744 | 2,888 | 2,981 | 3,108 | 3,111 | 3,263 | 3,593 | 3,417 |
| | Unknown | 37 | 28 | 19 | 25 | 21 | 31 | 25 | 30 | 33 | 23 |
| | Total | 26,110 | 22,937 | 21,845 | 21,530 | 22,753 | 23,501 | 23,801 | 24,360 | 26,441 | 26,692 |
| Florida | Weekday | 3,628 | 2,978 | 2,757 | 2,843 | 3,084 | 3,640 | 3,805 | 4,150 | 4,645 | 4,852 |
| | Weekend | 907 | 793 | 736 | 772 | 739 | 834 | 826 | 958 | 1,039 | 1,090 |
| | Unknown | 37 | 25 | 17 | 19 | 19 | 20 | 24 | 16 | 26 | 24 |
| | Total | 4,572 | 3,796 | 3,510 | 3,634 | 3,842 | 4,494 | 4,655 | 5,124 | 5,710 | 5,966 |
| Georgia | Weekday | 11,842 | 10,607 | 11,418 | 12,550 | 9,677 | 10,556 | 11,142 | 11,550 | 9,963 | * |
| | Weekend | 1,950 | 1,919 | 2,033 | 2,388 | 1,372 | 1,499 | 1,659 | 1,654 | 1,408 | * |
| | Total | 13,792 | 12,526 | 13,451 | 14,938 | 11,049 | 12,055 | 12,801 | 13,204 | 11,371 | * |
| Illinois | Weekday | 26,591 | 23,405 | 20,855 | 20,600 | 18,205 | 17,053 | 10,737 | 19,401 | 15,999 | 17,393 |
| | Weekend | 4,889 | 4,159 | 3,583 | 3,608 | 2,592 | 2,594 | 1,677 | 3,211 | 2,270 | 2,687 |
| | Unknown | 134 | 109 | 65 | 64 | 37 | 21 | 18 | 28 | 29 | 16 |
| | Total | 31,614 | 27,673 | 24,503 | 24,272 | 20,834 | 19,668 | 12,432 | 22,640 | 18,298 | 20,096 |
| Indiana | Weekday | 10,287 | 9,742 | 9,896 | 10,267 | 11,434 | 11,930 | 12,917 | 13,026 | 13,267 | 14,502 |
| | Weekend | 2,287 | 2,132 | 2,037 | 2,337 | 2,401 | 2,787 | 2,787 | 3,065 | 2,853 | 3,260 |
| | Unknown | 42 | 36 | 66 | 60 | 47 | 77 | 64 | 89 | 72 | 90 |
| | Total | 12,616 | 11,910 | 11,999 | 12,664 | 13,882 | 14,794 | 15,768 | 16,180 | 16,192 | 17,852 |
| Kansas | Weekday | 1,439 | 1,446 | 1,551 | 1,891 | 1,622 | 1,897 | 2,005 | 2,362 | 2,439 | 2,417 |
| | Weekend | 347 | 376 | 347 | 416 | 400 | 449 | 501 | 524 | 590 | 522 |
| | Unknown | 310 | 343 | 289 | 370 | 293 | 408 | 422 | 441 | 437 | 489 |
| | Total | 2,096 | 2,165 | 2,187 | 2,677 | 2,315 | 2,754 | 2,928 | 3,327 | 3,466 | 3,428 |
| Maryland | Weekday | 3,813 | 3,261 | 3,084 | 4,831 | 5,099 | 2,784 | 4,570 | 4,549 | 4,348 | 4,695 |
| | Weekend | 678 | 533 | 571 | 1,617 | 1,658 | 604 | 1,082 | 1,145 | 950 | 1,084 |
| | Unknown | 22 | 21 | 13 | 0 | 0 | 1,219 | 0 | 0 | 0 | 0 |
| | Total | 4,513 | 3,815 | 3,668 | 6,448 | 6,757 | 4,607 | 5,652 | 5,694 | 5,298 | 5,779 |
| Michigan | Weekday | 13,162 | 11,438 | 7,725 | 9,482 | 11,612 | 11,317 | 12,566 | 12,798 | 12,347 | 13,805 |
| | Weekend | 2,217 | 1,957 | 1,073 | 1,255 | 1,445 | 1,715 | 1,588 | 1,822 | 1,581 | 1,764 |
| | Unknown | 18 | 12 | 150 | 35 | 64 | 34 | 63 | 42 | 35 | 30 |
| | Total | 15,397 | 13,407 | 8,948 | 10,772 | 13,121 | 13,066 | 14,217 | 14,662 | 13,963 | 15,599 |
| Missouri | Weekday | 7,191 | 6,656 | 6,625 | 9,490 | 9,114 | 9,259 | 9,695 | 10,186 | 10,258 | 10,273 |
| | Weekend | 1,456 | 1,335 | 1,268 | 1,903 | 1,612 | 1,672 | 1,701 | 1,687 | 1,760 | 1,915 |
| | Unknown | 19 | 31 | 33 | 39 | 47 | 33 | 30 | 36 | 37 | 35 |
| | Total | 8,666 | 8,022 | 7,926 | 11,432 | 10,773 | 10,964 | 11,426 | 11,909 | 12,055 | 12,223 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 42: Motor Vehicle Crashes Involving Large Trucks by Weekday vs. Weekend and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| PROPERTY DAMAGE ONLY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Weekday | 1,241 | 1,244 | 1,041 | 1,099 | 1,178 | 1,279 | 1,149 | 1,395 | 1,181 | 1,036 |
| | Weekend | 333 | 324 | 331 | 289 | 310 | 306 | 347 | 375 | 317 | 289 |
| | Unknown | 7 | 7 | 7 | 2 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Total | 1,581 | 1,575 | 1,379 | 1,390 | 1,488 | 1,585 | 1,496 | 1,770 | 1,499 | 1,325 |
| North Carolina | Weekday | * | * | 4,403 | 4,734 | 5,362 | 5,849 | 5,122 | 5,199 | 5,365 | 5,593 |
| | Weekend | * | * | 644 | 666 | 725 | 780 | 782 | 759 | 715 | 739 |
| | Unknown | * | * | 10 | 9 | 9 | 15 | 6 | 10 | 10 | 11 |
| | Total | * | * | 5,057 | 5,409 | 6,096 | 6,644 | 5,910 | 5,968 | 6,090 | 6,343 |
| Ohio | Weekday | 16,765 | 15,053 | 15,025 | 15,647 | 17,586 | 17,090 | 17,964 | 17,024 | 17,183 | 18,441 |
| | Weekend | 2,829 | 2,351 | 2,454 | 2,572 | 2,607 | 2,733 | 2,736 | 2,804 | 2,486 | 3,001 |
| | Unknown | 36 | 32 | 33 | 28 | 29 | 30 | 15 | 24 | 13 | 39 |
| | Total | 19,630 | 17,436 | 17,512 | 18,247 | 20,222 | 19,853 | 20,715 | 19,852 | 19,682 | 21,481 |
| Pennsylvania | Weekday | 2,478 | 2,122 | 2,021 | 2,249 | 2,835 | 2,510 | 2,670 | 2,668 | 2,640 | 2,801 |
| | Weekend | 458 | 347 | 369 | 397 | 440 | 435 | 485 | 474 | 422 | 527 |
| | Unknown | 8 | 2 | 5 | 4 | 3 | 5 | 2 | 10 | 3 | 3 |
| | Total | 2,944 | 2,471 | 2,395 | 2,650 | 3,278 | 2,950 | 3,157 | 3,152 | 3,065 | 3,331 |
| Texas | Weekday | 15,166 | 14,566 | 14,982 | 15,454 | 16,474 | 10,626 | 5,590 | 6,571 | 7,120 | 7,727 |
| | Weekend | 3,705 | 3,534 | 3,716 | 3,743 | 4,041 | 2,576 | 1,615 | 1,848 | 2,130 | 2,305 |
| | Total | 18,871 | 18,100 | 18,698 | 19,197 | 20,515 | 13,202 | 7,205 | 8,419 | 9,250 | 10,032 |
| Utah | Weekday | 1,370 | 1,169 | 1,212 | 1,467 | 1,542 | 1,477 | 1,737 | 1,768 | 1,887 | 1,789 |
| | Weekend | 281 | 249 | 243 | 343 | 284 | 316 | 362 | 354 | 408 | 363 |
| | Unknown | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 1,656 | 1,420 | 1,457 | 1,810 | 1,826 | 1,793 | 2,099 | 2,122 | 2,295 | 2,152 |
| Virginia | Weekday | 5,854 | 4,814 | 4,429 | 4,290 | 5,144 | 4,826 | 4,760 | 4,275 | 4,330 | 4,728 |
| | Weekend | 1,214 | 942 | 842 | 908 | 951 | 990 | 877 | 736 | 723 | 800 |
| | Unknown | 4 | 5 | 10 | 4 | 4 | 10 | 7 | 5 | 3 | 14 |
| | Total | 7,072 | 5,761 | 5,281 | 5,202 | 6,099 | 5,826 | 5,644 | 5,016 | 5,056 | 5,542 |
| Washington | Weekday | 3,795 | 3,426 | 3,384 | 3,428 | 3,730 | 3,909 | 4,504 | * | * | * |
| | Weekend | 564 | 450 | 447 | 473 | 498 | 599 | 616 | * | * | * |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 1 | * | * | * |
| | Total | 4,359 | 3,876 | 3,831 | 3,901 | 4,228 | 4,508 | 5,121 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 43: Motor Vehicle Crashes Involving Large Trucks by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------|---------|------|------|------|------|------|------|------|------|------|------|
| FATAL CRASHES | | | | | | | | | | | |
| California | Day | 278 | 229 | 203 | 222 | 231 | 234 | 225 | 214 | 208 | 190 |
| | Night | 201 | 170 | 179 | 146 | 143 | 151 | 147 | 147 | 134 | 144 |
| | Unknown | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 3 | 1 | 0 |
| | Total | 480 | 400 | 382 | 369 | 376 | 386 | 373 | 364 | 343 | 334 |
| Florida | Day | 164 | 152 | 166 | 202 | 189 | 172 | 210 | 192 | 221 | 204 |
| | Night | 144 | 105 | 114 | 117 | 135 | 139 | 101 | 113 | 126 | 142 |
| | Unknown | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 |
| | Total | 309 | 257 | 281 | 319 | 326 | 311 | 311 | 306 | 347 | 347 |
| Georgia | Day | 158 | 103 | 121 | 132 | 126 | 114 | 141 | 128 | 124 | * |
| | Night | 102 | 70 | 62 | 64 | 56 | 56 | 55 | 68 | 51 | * |
| | Total | 260 | 173 | 183 | 196 | 182 | 170 | 196 | 196 | 175 | * |
| Illinois | Day | 143 | 108 | 108 | 106 | 100 | 110 | 81 | 114 | 109 | 126 |
| | Night | 69 | 60 | 46 | 47 | 66 | 58 | 41 | 56 | 64 | 71 |
| | Total | 212 | 168 | 154 | 153 | 166 | 168 | 122 | 170 | 173 | 197 |
| Indiana | Day | 91 | 86 | 79 | 103 | 98 | 108 | 101 | 106 | 108 | 116 |
| | Night | 73 | 65 | 56 | 43 | 48 | 53 | 51 | 59 | 62 | 66 |
| | Unknown | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 |
| | Total | 164 | 151 | 135 | 147 | 146 | 161 | 152 | 166 | 173 | 182 |
| Kansas | Day | 47 | 27 | 28 | 47 | 29 | 43 | 43 | 52 | 51 | 49 |
| | Night | 19 | 17 | 23 | 18 | 19 | 17 | 19 | 24 | 23 | 24 |
| | Total | 66 | 44 | 51 | 65 | 48 | 60 | 62 | 76 | 74 | 73 |
| Maryland | Day | 52 | 43 | 43 | 78 | 73 | 45 | 55 | 57 | 39 | 43 |
| | Night | 36 | 31 | 33 | 49 | 42 | 26 | 24 | 27 | 26 | 17 |
| | Total | 88 | 74 | 76 | 127 | 115 | 71 | 79 | 84 | 65 | 60 |
| Michigan | Day | 104 | 92 | 60 | 72 | 105 | 115 | 93 | 87 | 98 | 91 |
| | Night | 40 | 45 | 41 | 39 | 59 | 38 | 47 | 51 | 47 | 52 |
| | Unknown | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 |
| | Total | 144 | 137 | 102 | 111 | 164 | 154 | 141 | 139 | 145 | 143 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 43: Motor Vehicle Crashes Involving Large Trucks by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------------------|---------|------|------|------|------|------|------|------|------|------|------|
| FATAL CRASHES (Continued) | | | | | | | | | | | |
| Missouri | Day | 82 | 84 | 89 | 70 | 92 | 61 | 100 | 103 | 110 | 97 |
| | Night | 66 | 56 | 38 | 44 | 45 | 42 | 50 | 40 | 48 | 60 |
| | Unknown | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Total | 148 | 140 | 127 | 114 | 138 | 103 | 150 | 143 | 158 | 157 |
| New Mexico | Day | 19 | 25 | 24 | 21 | 10 | 27 | 10 | 17 | 22 | 21 |
| | Night | 19 | 28 | 18 | 18 | 26 | 13 | 19 | 16 | 13 | 15 |
| | Unknown | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Total | 38 | 54 | 42 | 39 | 37 | 40 | 29 | 33 | 35 | 36 |
| North Carolina | Day | * | * | 74 | 101 | 109 | 98 | 99 | 95 | 130 | 112 |
| | Night | * | * | 48 | 56 | 47 | 41 | 40 | 53 | 60 | 46 |
| | Unknown | * | * | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | Total | * | * | 122 | 157 | 156 | 139 | 139 | 148 | 191 | 159 |
| Ohio | Day | 152 | 114 | 127 | 126 | 124 | 144 | 143 | 133 | 129 | 135 |
| | Night | 102 | 71 | 65 | 66 | 62 | 61 | 58 | 63 | 56 | 57 |
| | Unknown | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Total | 254 | 185 | 192 | 192 | 187 | 205 | 201 | 196 | 185 | 192 |
| Pennsylvania | Day | 124 | 125 | 97 | 119 | 120 | 119 | 119 | 128 | 122 | 125 |
| | Night | 57 | 64 | 61 | 54 | 71 | 53 | 56 | 60 | 50 | 69 |
| | Total | 181 | 189 | 158 | 173 | 191 | 172 | 175 | 188 | 172 | 194 |
| Texas | Day | 209 | 202 | 216 | 220 | 223 | 227 | 266 | 241 | 289 | 270 |
| | Night | 163 | 163 | 175 | 168 | 153 | 164 | 190 | 182 | 175 | 156 |
| | Total | 372 | 365 | 391 | 388 | 376 | 391 | 456 | 423 | 464 | 426 |
| Utah | Day | 21 | 13 | 13 | 17 | 23 | 22 | 32 | 37 | 38 | 28 |
| | Night | 8 | 12 | 9 | 11 | 7 | 7 | 5 | 14 | 11 | 13 |
| | Total | 29 | 25 | 22 | 28 | 30 | 29 | 37 | 51 | 49 | 41 |
| Virginia | Day | 87 | 70 | 70 | 58 | 94 | 69 | 64 | 80 | 91 | 70 |
| | Night | 49 | 32 | 43 | 31 | 35 | 36 | 53 | 45 | 36 | 27 |
| | Total | 136 | 102 | 113 | 89 | 129 | 105 | 117 | 125 | 127 | 97 |
| Washington | Day | 51 | 42 | 25 | 47 | 43 | 45 | 45 | * | * | * |
| | Night | 25 | 12 | 24 | 15 | 12 | 15 | 24 | * | * | * |
| | Total | 76 | 54 | 49 | 62 | 55 | 60 | 69 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 43: Motor Vehicle Crashes Involving Large Trucks by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURY CRASHES | | | | | | | | | | | |
| California | Day | 8,403 | 7,439 | 7,099 | 6,561 | 6,882 | 6,835 | 6,494 | 6,579 | 6,621 | 6,764 |
| | Night | 2,467 | 2,228 | 1,994 | 1,910 | 1,962 | 1,898 | 1,850 | 1,842 | 1,825 | 1,855 |
| | Unknown | 8 | 9 | 6 | 7 | 5 | 5 | 4 | 0 | 1 | 4 |
| | Total | 10,878 | 9,676 | 9,099 | 8,478 | 8,849 | 8,738 | 8,348 | 8,421 | 8,447 | 8,623 |
| Florida | Day | 5,754 | 4,934 | 5,399 | 5,962 | 6,094 | 6,408 | 6,554 | 6,666 | 7,010 | 6,744 |
| | Night | 1,823 | 1,523 | 1,648 | 1,727 | 1,788 | 1,729 | 1,762 | 1,766 | 1,877 | 1,889 |
| | Unknown | 11 | 12 | 7 | 32 | 29 | 29 | 25 | 23 | 31 | 23 |
| | Total | 7,588 | 6,469 | 7,054 | 7,721 | 7,911 | 8,166 | 8,341 | 8,455 | 8,918 | 8,656 |
| Georgia | Day | 3,332 | 3,323 | 3,406 | 3,945 | 3,135 | 3,348 | 3,523 | 3,585 | 3,586 | * |
| | Night | 1,148 | 1,042 | 1,171 | 1,264 | 903 | 959 | 967 | 1,005 | 948 | * |
| | Total | 4,480 | 4,365 | 4,577 | 5,209 | 4,038 | 4,307 | 4,490 | 4,590 | 4,534 | * |
| Illinois | Day | 5,195 | 4,480 | 4,469 | 4,444 | 4,069 | 3,894 | 2,444 | 3,898 | 3,367 | 3,447 |
| | Night | 1,706 | 1,512 | 1,493 | 1,483 | 1,264 | 1,090 | 865 | 1,188 | 941 | 985 |
| | Unknown | 14 | 14 | 13 | 22 | 14 | 10 | 7 | 13 | 16 | 9 |
| | Total | 6,915 | 6,006 | 5,975 | 5,949 | 5,347 | 4,994 | 3,316 | 5,099 | 4,324 | 4,441 |
| Indiana | Day | 2,402 | 2,308 | 2,367 | 2,474 | 2,764 | 2,859 | 3,033 | 3,075 | 3,069 | 2,993 |
| | Night | 977 | 932 | 931 | 1,002 | 1,003 | 1,017 | 1,019 | 1,107 | 1,067 | 1,088 |
| | Unknown | 19 | 17 | 27 | 42 | 33 | 41 | 35 | 50 | 53 | 66 |
| | Total | 3,398 | 3,257 | 3,325 | 3,518 | 3,800 | 3,917 | 4,087 | 4,232 | 4,189 | 4,147 |
| Kansas | Day | 625 | 596 | 609 | 730 | 669 | 777 | 854 | 844 | 883 | 866 |
| | Night | 226 | 192 | 193 | 228 | 204 | 234 | 232 | 254 | 256 | 238 |
| | Unknown | 0 | 0 | 6 | 8 | 5 | 1 | 4 | 4 | 0 | 1 |
| | Total | 851 | 788 | 808 | 966 | 878 | 1,012 | 1,090 | 1,102 | 1,139 | 1,105 |
| Maryland | Day | 2,365 | 1,832 | 2,004 | 3,410 | 3,391 | 2,043 | 2,297 | 2,421 | 2,144 | 2,227 |
| | Night | 628 | 538 | 590 | 1,476 | 1,158 | 594 | 738 | 760 | 677 | 733 |
| | Unknown | 8 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 3,001 | 2,382 | 2,597 | 4,886 | 4,549 | 2,637 | 3,035 | 3,181 | 2,821 | 2,960 |
| Michigan | Day | 3,351 | 2,856 | 1,765 | 2,357 | 2,839 | 2,844 | 3,016 | 3,023 | 2,758 | 2,956 |
| | Night | 1,043 | 838 | 548 | 712 | 838 | 789 | 789 | 752 | 738 | 721 |
| | Unknown | 7 | 1 | 36 | 28 | 27 | 38 | 37 | 26 | 9 | 13 |
| | Total | 4,401 | 3,695 | 2,349 | 3,097 | 3,704 | 3,671 | 3,842 | 3,801 | 3,505 | 3,690 |
| Missouri | Day | 1,947 | 1,607 | 1,759 | 2,455 | 2,467 | 2,370 | 2,495 | 2,578 | 2,439 | 2,593 |
| | Night | 671 | 624 | 537 | 856 | 753 | 694 | 642 | 751 | 710 | 668 |
| | Unknown | 11 | 5 | 5 | 9 | 13 | 10 | 5 | 8 | 6 | 8 |
| | Total | 2,629 | 2,236 | 2,301 | 3,320 | 3,233 | 3,074 | 3,142 | 3,337 | 3,155 | 3,269 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



LARGE TRUCKS

Table 43: Motor Vehicle Crashes Involving Large Trucks by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Day | 432 | 442 | 384 | 412 | 450 | 487 | 490 | 515 | 476 | 389 |
| | Night | 221 | 187 | 189 | 164 | 208 | 166 | 199 | 208 | 184 | 159 |
| | Unknown | 10 | 4 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 663 | 633 | 580 | 580 | 658 | 653 | 689 | 723 | 660 | 548 |
| North Carolina | Day | * | * | 1,999 | 2,196 | 2,354 | 2,402 | 2,674 | 2,597 | 2,562 | 2,604 |
| | Night | * | * | 556 | 669 | 736 | 636 | 731 | 699 | 715 | 718 |
| | Unknown | * | * | 17 | 9 | 10 | 10 | 7 | 9 | 4 | 12 |
| | Total | * | * | 2,572 | 2,874 | 3,100 | 3,048 | 3,412 | 3,305 | 3,281 | 3,334 |
| Ohio | Day | 5,156 | 4,422 | 4,550 | 4,828 | 5,398 | 5,373 | 5,693 | 5,425 | 5,379 | 5,392 |
| | Night | 1,466 | 1,332 | 1,423 | 1,443 | 1,446 | 1,456 | 1,426 | 1,495 | 1,364 | 1,490 |
| | Unknown | 24 | 22 | 25 | 25 | 34 | 22 | 23 | 28 | 21 | 26 |
| | Total | 6,646 | 5,776 | 5,998 | 6,296 | 6,878 | 6,851 | 7,142 | 6,948 | 6,764 | 6,908 |
| Pennsylvania | Day | 3,573 | 2,925 | 2,513 | 2,850 | 3,352 | 2,949 | 3,311 | 3,217 | 3,123 | 3,262 |
| | Night | 1,065 | 962 | 842 | 912 | 1,026 | 898 | 1,053 | 978 | 944 | 953 |
| | Unknown | 15 | 15 | 12 | 9 | 16 | 10 | 15 | 15 | 12 | 15 |
| | Total | 4,653 | 3,902 | 3,367 | 3,771 | 4,394 | 3,857 | 4,379 | 4,210 | 4,079 | 4,230 |
| Texas | Day | 8,085 | 8,106 | 8,856 | 9,399 | 10,397 | 10,113 | 11,073 | 12,006 | 12,434 | 13,095 |
| | Night | 3,070 | 3,226 | 3,352 | 3,422 | 3,828 | 3,371 | 3,772 | 4,201 | 4,181 | 4,182 |
| | Total | 11,155 | 11,332 | 12,208 | 12,821 | 14,225 | 13,484 | 14,845 | 16,207 | 16,615 | 17,277 |
| Utah | Day | 434 | 407 | 420 | 540 | 522 | 590 | 720 | 716 | 758 | 708 |
| | Night | 134 | 148 | 132 | 164 | 153 | 169 | 186 | 198 | 220 | 178 |
| | Unknown | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Total | 570 | 558 | 552 | 704 | 676 | 759 | 906 | 914 | 978 | 886 |
| Virginia | Day | 2,829 | 2,246 | 2,296 | 2,432 | 2,789 | 2,797 | 2,536 | 2,228 | 2,265 | 2,335 |
| | Night | 909 | 740 | 693 | 775 | 777 | 807 | 745 | 623 | 617 | 640 |
| | Unknown | 8 | 7 | 9 | 7 | 12 | 13 | 5 | 3 | 1 | 4 |
| | Total | 3,746 | 2,993 | 2,998 | 3,214 | 3,578 | 3,617 | 3,286 | 2,854 | 2,883 | 2,979 |
| Washington | Day | 1,603 | 1,412 | 1,363 | 1,515 | 1,710 | 1,701 | 1,874 | * | * | * |
| | Night | 448 | 275 | 287 | 338 | 371 | 405 | 435 | * | * | * |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 2 | 1 | * | * | * |
| | Total | 2,051 | 1,687 | 1,650 | 1,853 | 2,081 | 2,108 | 2,310 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





LARGE TRUCKS

Table 43: Motor Vehicle Crashes Involving Large Trucks by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | | |
| California | Day | 21,640 | 18,993 | 17,982 | 17,549 | 18,552 | 19,179 | 19,418 | 19,942 | 21,403 | 21,831 |
| | Night | 4,381 | 3,861 | 3,794 | 3,914 | 4,129 | 4,243 | 4,309 | 4,339 | 4,958 | 4,762 |
| | Unknown | 89 | 83 | 69 | 67 | 72 | 79 | 74 | 79 | 80 | 99 |
| | Total | 26,110 | 22,937 | 21,845 | 21,530 | 22,753 | 23,501 | 23,801 | 24,360 | 26,441 | 26,692 |
| Florida | Day | 3,186 | 2,649 | 2,431 | 2,532 | 2,735 | 3,317 | 3,460 | 3,852 | 4,193 | 4,383 |
| | Night | 1,292 | 1,089 | 1,031 | 1,051 | 1,050 | 1,121 | 1,123 | 1,219 | 1,441 | 1,506 |
| | Unknown | 94 | 58 | 48 | 51 | 57 | 56 | 72 | 53 | 76 | 77 |
| | Total | 4,572 | 3,796 | 3,510 | 3,634 | 3,842 | 4,494 | 4,655 | 5,124 | 5,710 | 5,966 |
| Georgia | Day | 11,310 | 10,178 | 10,886 | 12,114 | 9,059 | 9,907 | 10,534 | 10,789 | 9,302 | * |
| | Night | 2,482 | 2,348 | 2,565 | 2,824 | 1,990 | 2,148 | 2,267 | 2,415 | 2,069 | * |
| | Total | 13,792 | 12,526 | 13,451 | 14,938 | 11,049 | 12,055 | 12,801 | 13,204 | 11,371 | * |
| Illinois | Day | 25,226 | 22,182 | 19,619 | 19,522 | 16,689 | 16,004 | 9,648 | 18,293 | 14,696 | 15,925 |
| | Night | 6,029 | 5,191 | 4,676 | 4,565 | 4,052 | 3,602 | 2,730 | 4,276 | 3,518 | 4,101 |
| | Unknown | 359 | 300 | 208 | 185 | 93 | 62 | 54 | 71 | 84 | 70 |
| | Total | 31,614 | 27,673 | 24,503 | 24,272 | 20,834 | 19,668 | 12,432 | 22,640 | 18,298 | 20,096 |
| Indiana | Day | 9,398 | 8,848 | 8,810 | 9,286 | 10,258 | 10,976 | 11,604 | 11,970 | 11,986 | 13,187 |
| | Night | 3,077 | 2,954 | 3,029 | 3,203 | 3,463 | 3,609 | 3,934 | 3,965 | 3,998 | 4,412 |
| | Unknown | 141 | 108 | 160 | 175 | 161 | 209 | 230 | 245 | 208 | 253 |
| | Total | 12,616 | 11,910 | 11,999 | 12,664 | 13,882 | 14,794 | 15,768 | 16,180 | 16,192 | 17,852 |
| Kansas | Day | 1,570 | 1,658 | 1,664 | 2,016 | 1,731 | 2,106 | 2,198 | 2,490 | 2,629 | 2,644 |
| | Night | 526 | 507 | 510 | 641 | 573 | 641 | 717 | 819 | 830 | 772 |
| | Unknown | 0 | 0 | 13 | 20 | 11 | 7 | 13 | 18 | 7 | 12 |
| | Total | 2,096 | 2,165 | 2,187 | 2,677 | 2,315 | 2,754 | 2,928 | 3,327 | 3,466 | 3,428 |
| Maryland | Day | 3,638 | 3,011 | 2,868 | 4,624 | 5,009 | 3,606 | 4,323 | 4,340 | 4,057 | 4,377 |
| | Night | 833 | 775 | 769 | 1,824 | 1,748 | 1,001 | 1,329 | 1,354 | 1,241 | 1,402 |
| | Unknown | 42 | 29 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 4,513 | 3,815 | 3,668 | 6,448 | 6,757 | 4,607 | 5,652 | 5,694 | 5,298 | 5,779 |
| Michigan | Day | 12,391 | 10,830 | 7,157 | 8,765 | 10,715 | 10,601 | 11,548 | 11,815 | 11,380 | 12,758 |
| | Night | 2,976 | 2,554 | 1,667 | 1,914 | 2,257 | 2,349 | 2,484 | 2,712 | 2,501 | 2,736 |
| | Unknown | 30 | 23 | 124 | 93 | 149 | 116 | 185 | 135 | 82 | 105 |
| | Total | 15,397 | 13,407 | 8,948 | 10,772 | 13,121 | 13,066 | 14,217 | 14,662 | 13,963 | 15,599 |
| Missouri | Day | 6,929 | 6,358 | 6,311 | 9,064 | 8,690 | 8,764 | 9,160 | 9,559 | 9,756 | 9,900 |
| | Night | 1,679 | 1,595 | 1,552 | 2,284 | 2,003 | 2,106 | 2,202 | 2,266 | 2,214 | 2,245 |
| | Unknown | 58 | 69 | 63 | 84 | 80 | 94 | 64 | 84 | 85 | 78 |
| | Total | 8,666 | 8,022 | 7,926 | 11,432 | 10,773 | 10,964 | 11,426 | 11,909 | 12,055 | 12,223 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 43: Motor Vehicle Crashes Involving Large Trucks by Time of Day and Crash Severity

| STATE | PERIOD | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| PROPERTY DAMAGE ONLY CRASHES (Continued) | | | | | | | | | | | |
| New Mexico | Day | 1,149 | 1,196 | 1,033 | 1,074 | 1,127 | 1,238 | 1,099 | 1,366 | 1,146 | 994 |
| | Night | 414 | 357 | 326 | 309 | 358 | 347 | 396 | 398 | 348 | 331 |
| | Unknown | 18 | 22 | 20 | 7 | 3 | 0 | 1 | 6 | 5 | 0 |
| | Total | 1,581 | 1,575 | 1,379 | 1,390 | 1,488 | 1,585 | 1,496 | 1,770 | 1,499 | 1,325 |
| North Carolina | Day | * | * | 3,992 | 4,280 | 4,800 | 5,170 | 4,516 | 4,683 | 4,800 | 4,982 |
| | Night | * | * | 1,038 | 1,096 | 1,266 | 1,433 | 1,375 | 1,259 | 1,261 | 1,330 |
| | Unknown | * | * | 27 | 33 | 30 | 41 | 19 | 26 | 29 | 31 |
| | Total | * | * | 5,057 | 5,409 | 6,096 | 6,644 | 5,910 | 5,968 | 6,090 | 6,343 |
| Ohio | Day | 15,702 | 13,909 | 13,871 | 14,486 | 16,128 | 15,925 | 16,570 | 15,907 | 15,756 | 17,073 |
| | Night | 3,818 | 3,450 | 3,556 | 3,667 | 4,016 | 3,848 | 4,084 | 3,863 | 3,870 | 4,315 |
| | Unknown | 110 | 77 | 85 | 94 | 78 | 80 | 61 | 82 | 56 | 93 |
| | Total | 19,630 | 17,436 | 17,512 | 18,247 | 20,222 | 19,853 | 20,715 | 19,852 | 19,682 | 21,481 |
| Pennsylvania | Day | 2,245 | 1,852 | 1,685 | 1,983 | 2,475 | 2,184 | 2,352 | 2,355 | 2,263 | 2,500 |
| | Night | 678 | 611 | 691 | 659 | 798 | 754 | 796 | 780 | 791 | 822 |
| | Unknown | 21 | 8 | 19 | 8 | 5 | 12 | 9 | 17 | 11 | 9 |
| | Total | 2,944 | 2,471 | 2,395 | 2,650 | 3,278 | 2,950 | 3,157 | 3,152 | 3,065 | 3,331 |
| Texas | Day | 14,667 | 13,936 | 14,403 | 14,689 | 15,746 | 10,079 | 5,191 | 6,062 | 6,614 | 7,179 |
| | Night | 4,204 | 4,164 | 4,295 | 4,508 | 4,769 | 3,123 | 2,014 | 2,357 | 2,636 | 2,853 |
| | Total | 18,871 | 18,100 | 18,698 | 19,197 | 20,515 | 13,202 | 7,205 | 8,419 | 9,250 | 10,032 |
| Utah | Day | 1,317 | 1,141 | 1,167 | 1,438 | 1,488 | 1,421 | 1,649 | 1,684 | 1,810 | 1,683 |
| | Night | 333 | 276 | 287 | 371 | 337 | 372 | 450 | 438 | 485 | 469 |
| | Unknown | 6 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Total | 1,656 | 1,420 | 1,457 | 1,810 | 1,826 | 1,793 | 2,099 | 2,122 | 2,295 | 2,152 |
| Virginia | Day | 5,631 | 4,593 | 4,170 | 4,086 | 4,898 | 4,633 | 4,548 | 4,002 | 4,052 | 4,461 |
| | Night | 1,435 | 1,151 | 1,086 | 1,105 | 1,184 | 1,172 | 1,075 | 1,002 | 997 | 1,053 |
| | Unknown | 6 | 17 | 25 | 11 | 17 | 21 | 21 | 12 | 7 | 28 |
| | Total | 7,072 | 5,761 | 5,281 | 5,202 | 6,099 | 5,826 | 5,644 | 5,016 | 5,056 | 5,542 |
| Washington | Day | 3,611 | 3,289 | 3,264 | 3,303 | 3,569 | 3,751 | 4,290 | * | * | * |
| | Night | 748 | 587 | 566 | 598 | 659 | 757 | 830 | * | * | * |
| | Unknown | 0 | 0 | 1 | 0 | 0 | 0 | 1 | * | * | * |
| | Total | 4,359 | 3,876 | 3,831 | 3,901 | 4,228 | 4,508 | 5,121 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 44: Large Trucks Involved in Motor Vehicle Crashes by Crash Severity

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| FATAL CRASHES | | | | | | | | | | |
| California | 516 | 446 | 415 | 399 | 415 | 410 | 412 | 391 | 382 | 363 |
| Florida | 324 | 280 | 291 | 336 | 356 | 338 | 335 | 330 | 371 | 387 |
| Georgia | 273 | 186 | 199 | 210 | 196 | 194 | 214 | 207 | 183 | * |
| Illinois | 226 | 180 | 169 | 160 | 178 | 175 | 138 | 183 | 196 | 215 |
| Indiana | 177 | 169 | 148 | 159 | 160 | 179 | 171 | 184 | 200 | 213 |
| Kansas | 70 | 45 | 52 | 66 | 50 | 64 | 66 | 78 | 80 | 77 |
| Maryland | 91 | 84 | 80 | 142 | 130 | 72 | 81 | 95 | 75 | 66 |
| Michigan | 148 | 140 | 111 | 119 | 173 | 172 | 150 | 141 | 153 | 148 |
| Missouri | 158 | 150 | 134 | 121 | 145 | 107 | 160 | 152 | 171 | 169 |
| New Mexico | 39 | 57 | 44 | 40 | 39 | 41 | 30 | 39 | 37 | 41 |
| North Carolina | * | * | 126 | 170 | 165 | 148 | 147 | 157 | 203 | 166 |
| Ohio | 275 | 193 | 200 | 204 | 208 | 221 | 228 | 215 | 204 | 212 |
| Pennsylvania | 195 | 213 | 173 | 197 | 202 | 186 | 192 | 199 | 190 | 214 |
| Texas | 389 | 385 | 416 | 417 | 407 | 417 | 491 | 457 | 499 | 451 |
| Utah | 30 | 34 | 22 | 31 | 31 | 31 | 41 | 53 | 55 | 46 |
| Virginia | 145 | 111 | 125 | 101 | 141 | 108 | 131 | 132 | 133 | 112 |
| Washington | 81 | 59 | 51 | 64 | 57 | 63 | 75 | * | * | * |
| INJURY CRASHES | | | | | | | | | | |
| California | 11,580 | 10,229 | 9,602 | 8,919 | 9,363 | 9,307 | 8,873 | 8,973 | 9,002 | 9,214 |
| Florida | 8,023 | 6,764 | 7,439 | 8,172 | 8,386 | 8,668 | 8,766 | 8,953 | 9,446 | 9,187 |
| Georgia | 4,746 | 4,607 | 4,793 | 5,487 | 4,263 | 4,582 | 4,774 | 4,906 | 4,844 | * |
| Illinois | 7,312 | 6,355 | 6,327 | 6,320 | 5,719 | 5,319 | 3,571 | 5,426 | 4,630 | 4,775 |
| Indiana | 3,620 | 3,505 | 3,529 | 3,759 | 4,093 | 4,217 | 4,473 | 4,618 | 4,554 | 4,576 |
| Kansas | 890 | 829 | 848 | 1,004 | 925 | 1,057 | 1,141 | 1,165 | 1,193 | 1,168 |
| Maryland | 3,179 | 2,483 | 2,728 | 5,355 | 4,952 | 2,790 | 3,207 | 3,394 | 2,993 | 3,132 |
| Michigan | 4,591 | 3,830 | 2,433 | 3,221 | 3,861 | 3,817 | 4,016 | 3,970 | 3,631 | 3,873 |
| Missouri | 2,733 | 2,328 | 2,391 | 3,498 | 3,434 | 3,265 | 3,318 | 3,545 | 3,357 | 3,477 |
| New Mexico | 688 | 653 | 608 | 609 | 688 | 689 | 724 | 760 | 694 | 580 |
| North Carolina | * | * | 2,708 | 3,027 | 3,255 | 3,203 | 3,615 | 3,479 | 3,465 | 3,516 |
| Ohio | 6,969 | 6,051 | 6,324 | 6,637 | 7,294 | 7,272 | 7,547 | 7,368 | 7,172 | 7,388 |
| Pennsylvania | 4,955 | 4,139 | 3,589 | 4,029 | 4,737 | 4,135 | 4,729 | 4,485 | 4,344 | 4,535 |
| Texas | 11,718 | 11,953 | 12,826 | 13,502 | 14,991 | 14,214 | 15,621 | 17,193 | 17,652 | 18,392 |
| Utah | 597 | 586 | 573 | 733 | 712 | 783 | 957 | 962 | 1,043 | 923 |
| Virginia | 3,965 | 3,169 | 3,174 | 3,387 | 3,800 | 3,862 | 3,513 | 3,017 | 3,091 | 3,173 |
| Washington | 2,137 | 1,750 | 1,700 | 1,938 | 2,152 | 2,190 | 2,417 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 44: Large Trucks Involved in Motor Vehicle Crashes by Crash Severity

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| PROPERTY DAMAGE ONLY CRASHES | | | | | | | | | | |
| California | 27,401 | 24,042 | 22,950 | 22,579 | 24,013 | 24,784 | 25,112 | 25,781 | 28,056 | 28,365 |
| Florida | 4,843 | 3,988 | 3,713 | 3,855 | 4,114 | 4,797 | 4,929 | 5,414 | 6,083 | 6,424 |
| Georgia | 14,450 | 13,114 | 14,077 | 15,730 | 11,600 | 12,697 | 13,533 | 14,024 | 12,071 | * |
| Illinois | 33,039 | 28,830 | 25,528 | 25,416 | 21,965 | 20,678 | 13,311 | 23,910 | 19,460 | 21,326 |
| Indiana | 13,549 | 12,855 | 12,945 | 13,704 | 15,151 | 16,210 | 17,294 | 17,835 | 17,836 | 19,759 |
| Kansas | 2,169 | 2,250 | 2,251 | 2,788 | 2,409 | 2,850 | 3,040 | 3,461 | 3,600 | 3,560 |
| Maryland | 4,767 | 4,034 | 3,831 | 7,043 | 7,314 | 4,870 | 5,969 | 6,061 | 5,595 | 6,143 |
| Michigan | 15,852 | 13,763 | 9,128 | 11,094 | 13,489 | 13,475 | 14,677 | 15,151 | 14,420 | 16,198 |
| Missouri | 9,041 | 8,387 | 8,245 | 12,035 | 11,332 | 11,528 | 12,003 | 12,562 | 12,753 | 12,970 |
| New Mexico | 1,647 | 1,643 | 1,439 | 1,451 | 1,552 | 1,656 | 1,567 | 1,882 | 1,607 | 1,399 |
| North Carolina | * | * | 5,443 | 5,794 | 6,559 | 7,143 | 6,362 | 6,461 | 6,634 | 6,880 |
| Ohio | 20,456 | 18,183 | 18,309 | 19,059 | 21,248 | 20,858 | 21,801 | 20,928 | 20,812 | 22,723 |
| Pennsylvania | 3,126 | 2,631 | 2,575 | 2,836 | 3,510 | 3,152 | 3,401 | 3,369 | 3,292 | 3,611 |
| Texas | 19,713 | 18,954 | 19,628 | 20,089 | 21,547 | 13,900 | 7,603 | 8,924 | 9,830 | 10,741 |
| Utah | 1,730 | 1,477 | 1,523 | 1,871 | 1,886 | 1,854 | 2,208 | 2,231 | 2,422 | 2,254 |
| Virginia | 7,441 | 6,054 | 5,545 | 5,453 | 6,454 | 6,137 | 5,951 | 5,300 | 5,352 | 5,859 |
| Washington | 4,507 | 4,002 | 3,932 | 4,027 | 4,381 | 4,663 | 5,331 | * | * | * |
| ALL CRASHES | | | | | | | | | | |
| California | 39,497 | 34,717 | 32,967 | 31,897 | 33,791 | 34,501 | 34,397 | 35,145 | 37,440 | 37,942 |
| Florida | 13,190 | 11,032 | 11,443 | 12,363 | 12,856 | 13,803 | 14,030 | 14,697 | 15,900 | 15,998 |
| Georgia | 19,469 | 17,907 | 19,069 | 21,427 | 16,059 | 17,473 | 18,521 | 19,137 | 17,098 | * |
| Illinois | 40,577 | 35,365 | 32,024 | 31,896 | 27,862 | 26,172 | 17,020 | 29,519 | 24,286 | 26,316 |
| Indiana | 17,346 | 16,529 | 16,622 | 17,622 | 19,404 | 20,606 | 21,938 | 22,637 | 22,590 | 24,548 |
| Kansas | 3,129 | 3,124 | 3,151 | 3,858 | 3,384 | 3,971 | 4,247 | 4,704 | 4,873 | 4,805 |
| Maryland | 8,037 | 6,601 | 6,639 | 12,540 | 12,396 | 7,732 | 9,257 | 9,550 | 8,663 | 9,341 |
| Michigan | 20,591 | 17,733 | 11,672 | 14,434 | 17,523 | 17,464 | 18,843 | 19,262 | 18,204 | 20,219 |
| Missouri | 11,932 | 10,865 | 10,770 | 15,654 | 14,911 | 14,900 | 15,481 | 16,259 | 16,281 | 16,616 |
| New Mexico | 2,374 | 2,353 | 2,091 | 2,100 | 2,279 | 2,386 | 2,321 | 2,681 | 2,338 | 2,020 |
| North Carolina | * | * | 8,277 | 8,991 | 9,979 | 10,494 | 10,124 | 10,097 | 10,302 | 10,562 |
| Ohio | 27,700 | 24,427 | 24,833 | 25,900 | 28,750 | 28,351 | 29,576 | 28,511 | 28,188 | 30,323 |
| Pennsylvania | 8,276 | 6,983 | 6,337 | 7,062 | 8,449 | 7,473 | 8,322 | 8,053 | 7,826 | 8,360 |
| Texas | 31,820 | 31,292 | 32,870 | 34,008 | 36,945 | 28,531 | 23,715 | 26,574 | 27,981 | 29,584 |
| Utah | 2,357 | 2,097 | 2,118 | 2,635 | 2,629 | 2,668 | 3,206 | 3,246 | 3,520 | 3,223 |
| Virginia | 11,551 | 9,334 | 8,844 | 8,941 | 10,395 | 10,107 | 9,595 | 8,449 | 8,576 | 9,144 |
| Washington | 6,725 | 5,811 | 5,683 | 6,029 | 6,590 | 6,916 | 7,823 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 45: Large Truck Occupants Killed or Injured in Motor Vehicle Crashes

| STATE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | |
| California | 68 | 77 | 73 | 52 | 67 | 90 | 65 | 68 | 45 | 49 |
| Florida | 36 | 39 | 29 | 53 | 40 | 49 | 32 | 39 | 46 | 44 |
| Georgia | 55 | 32 | 38 | 46 | 27 | 27 | 35 | 29 | 23 | * |
| Illinois | 37 | 22 | 28 | 13 | 12 | 18 | 16 | 19 | 21 | 17 |
| Indiana | 30 | 30 | 23 | 31 | 34 | 26 | 24 | 30 | 25 | 46 |
| Kansas | 13 | 7 | 9 | 11 | 14 | 10 | 18 | 13 | 10 | 9 |
| Maryland | 14 | 7 | 12 | 41 | 27 | 7 | 11 | 16 | 7 | 9 |
| Michigan | 11 | 15 | 18 | 10 | 15 | 12 | 15 | 5 | 9 | 13 |
| Missouri | 23 | 27 | 24 | 21 | 25 | 18 | 19 | 19 | 26 | 35 |
| New Mexico | 6 | 10 | 4 | 17 | 7 | 7 | 4 | 4 | 4 | 10 |
| North Carolina | * | * | 17 | 31 | 12 | 23 | 18 | 8 | 30 | 18 |
| Ohio | 33 | 30 | 31 | 33 | 33 | 32 | 19 | 25 | 26 | 46 |
| Pennsylvania | 31 | 33 | 26 | 23 | 24 | 23 | 22 | 32 | 38 | 31 |
| Texas | 76 | 67 | 80 | 82 | 107 | 82 | 87 | 76 | 117 | 83 |
| Utah | 3 | 5 | 4 | 8 | 7 | 7 | 5 | 14 | 15 | 12 |
| Virginia | 33 | 23 | 21 | 17 | 28 | 21 | 26 | 23 | 33 | 20 |
| Washington | 9 | 11 | 10 | 14 | 11 | 7 | 10 | * | * | * |
| INJURED | | | | | | | | | | |
| California | 3,286 | 2,884 | 2,614 | 2,574 | 2,640 | 2,657 | 2,459 | 2,488 | 2,415 | 2,426 |
| Florida | 2,786 | 2,282 | 2,638 | 3,122 | 2,994 | 3,159 | 2,980 | 3,233 | 3,265 | 3,220 |
| Georgia | 2,248 | 2,206 | 2,393 | 2,686 | 1,475 | 1,589 | 1,607 | 1,701 | 1,667 | * |
| Illinois | 2,549 | 2,104 | 2,138 | 2,011 | 1,754 | 1,553 | 1,083 | 1,617 | 1,496 | 1,480 |
| Indiana | 1,621 | 1,460 | 1,492 | 1,605 | 1,766 | 1,862 | 1,991 | 2,059 | 2,051 | 2,067 |
| Kansas | 442 | 427 | 391 | 456 | 450 | 505 | 563 | 574 | 578 | 593 |
| Maryland | 1,143 | 967 | 1,062 | 3,202 | 2,625 | 1,040 | 1,263 | 1,367 | 1,095 | 1,148 |
| Michigan | 1,573 | 1,281 | 676 | 854 | 1,016 | 1,060 | 1,068 | 1,046 | 973 | 1,176 |
| Missouri | 1,133 | 969 | 953 | 1,439 | 1,395 | 1,276 | 1,218 | 1,310 | 1,247 | 1,299 |
| New Mexico | 357 | 323 | 282 | 256 | 307 | 305 | 333 | 306 | 279 | 265 |
| North Carolina | * | * | 926 | 987 | 1,070 | 1,057 | 1,120 | 1,154 | 1,100 | 1,073 |
| Ohio | 3,236 | 2,892 | 3,033 | 3,065 | 3,214 | 3,268 | 3,470 | 3,424 | 3,286 | 3,309 |
| Pennsylvania | 1,879 | 1,556 | 1,249 | 1,407 | 1,650 | 1,348 | 1,627 | 1,498 | 1,482 | 1,578 |
| Texas | 5,139 | 5,488 | 5,817 | 5,982 | 6,834 | 6,133 | 6,789 | 7,462 | 7,873 | 8,112 |
| Utah | 257 | 254 | 219 | 251 | 236 | 289 | 333 | 340 | 352 | 354 |
| Virginia | 1,650 | 1,340 | 1,327 | 1,359 | 1,506 | 1,472 | 1,314 | 1,158 | 1,153 | 1,121 |
| Washington | 598 | 531 | 486 | 539 | 584 | 609 | 696 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Fatalities and Injuries by Age

Crash Data Report:
1990-1999

NTSA
People Saving People
www.nhtsa.dot.gov

NCSA
National Center for Statistics & Analysis



Table 46: Persons Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | | |
| California | <5 | 136 | 123 | 117 | 118 | 124 | 108 | 85 | 77 | 75 | 89 |
| | 5-9 | 110 | 103 | 95 | 101 | 109 | 108 | 71 | 80 | 64 | 67 |
| | 10-15 | 152 | 156 | 139 | 144 | 143 | 146 | 144 | 117 | 125 | 110 |
| | 16-20 | 679 | 625 | 525 | 485 | 482 | 488 | 435 | 453 | 433 | 463 |
| | 21-24 | 692 | 584 | 478 | 486 | 401 | 415 | 365 | 301 | 325 | 350 |
| | 25-34 | 1,175 | 1,038 | 865 | 848 | 845 | 798 | 707 | 631 | 573 | 593 |
| | 35-44 | 715 | 611 | 607 | 617 | 585 | 631 | 651 | 523 | 544 | 557 |
| | 45-54 | 425 | 393 | 378 | 360 | 416 | 450 | 440 | 422 | 395 | 409 |
| | 55-64 | 308 | 259 | 262 | 260 | 290 | 284 | 316 | 308 | 293 | 270 |
| | 65-74 | 298 | 275 | 291 | 254 | 324 | 275 | 321 | 287 | 239 | 276 |
| | >74 | 340 | 333 | 291 | 374 | 374 | 350 | 351 | 409 | 338 | 322 |
| | Unknown | 141 | 149 | 137 | 116 | 119 | 112 | 86 | 63 | 55 | 53 |
| | Total | 5,171 | 4,649 | 4,185 | 4,163 | 4,212 | 4,165 | 3,972 | 3,671 | 3,459 | 3,559 |
| INJURED | | | | | | | | | | | |
| California | <5 | 8,552 | 8,008 | 8,016 | 7,480 | 7,259 | 6,859 | 6,584 | 5,546 | 5,444 | 5,103 |
| | 5-9 | 13,156 | 12,922 | 12,826 | 12,148 | 11,852 | 11,894 | 11,462 | 10,959 | 10,732 | 10,577 |
| | 10-15 | 20,332 | 20,396 | 20,299 | 19,731 | 19,354 | 18,485 | 18,082 | 17,002 | 16,941 | 16,895 |
| | 16-20 | 60,258 | 55,344 | 50,381 | 45,393 | 46,107 | 43,113 | 42,893 | 40,695 | 42,722 | 42,790 |
| | 21-24 | 47,576 | 45,684 | 43,180 | 38,024 | 35,933 | 32,516 | 30,112 | 27,955 | 28,126 | 28,404 |
| | 25-34 | 91,611 | 87,154 | 81,869 | 74,197 | 72,707 | 69,222 | 65,550 | 59,948 | 59,511 | 57,432 |
| | 35-44 | 53,924 | 53,017 | 53,082 | 50,695 | 52,284 | 51,974 | 52,439 | 49,921 | 51,584 | 50,503 |
| | 45-54 | 28,319 | 27,629 | 28,834 | 28,761 | 30,468 | 31,446 | 32,607 | 32,828 | 34,648 | 35,524 |
| | 55-64 | 17,805 | 16,712 | 16,712 | 16,021 | 16,658 | 16,603 | 17,152 | 17,084 | 17,964 | 18,599 |
| | 65-74 | 12,179 | 11,676 | 11,673 | 11,494 | 11,841 | 11,455 | 11,747 | 11,505 | 11,423 | 11,473 |
| | >74 | 7,129 | 6,991 | 7,090 | 7,291 | 7,580 | 7,683 | 8,002 | 8,283 | 8,307 | 8,631 |
| | Unknown | 4,879 | 4,535 | 4,192 | 3,949 | 4,398 | 3,691 | 3,476 | 3,145 | 3,296 | 2,796 |
| | Total | 365,720 | 350,068 | 338,154 | 315,184 | 316,441 | 304,941 | 300,106 | 284,871 | 290,698 | 288,727 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 46: Persons Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | | |
| Florida | <5 | 49 | 43 | 50 | 43 | 44 | 32 | 31 | 24 | 33 | 31 |
| | 5-9 | 63 | 57 | 55 | 45 | 52 | 50 | 51 | 32 | 41 | 45 |
| | 10-15 | 79 | 67 | 86 | 85 | 101 | 91 | 105 | 92 | 77 | 101 |
| | 16-20 | 327 | 289 | 253 | 270 | 308 | 300 | 260 | 309 | 302 | 333 |
| | 21-24 | 269 | 262 | 181 | 252 | 246 | 238 | 227 | 217 | 233 | 217 |
| | 25-34 | 646 | 498 | 497 | 503 | 462 | 497 | 462 | 449 | 432 | 447 |
| | 35-44 | 404 | 359 | 346 | 413 | 407 | 463 | 435 | 431 | 478 | 448 |
| | 45-54 | 261 | 212 | 255 | 250 | 231 | 281 | 297 | 303 | 336 | 366 |
| | 55-64 | 214 | 196 | 184 | 205 | 173 | 202 | 207 | 246 | 238 | 253 |
| | 65-74 | 259 | 208 | 249 | 217 | 254 | 256 | 285 | 258 | 255 | 246 |
| | >74 | 304 | 289 | 289 | 373 | 375 | 370 | 387 | 380 | 410 | 382 |
| | Unknown | 76 | 42 | 35 | 63 | 69 | 67 | 59 | 70 | 54 | 51 |
| Total | | 2,951 | 2,522 | 2,480 | 2,719 | 2,722 | 2,847 | 2,806 | 2,811 | 2,889 | 2,920 |
| INJURED | | | | | | | | | | | |
| Florida | <5 | 4,854 | 4,494 | 4,510 | 4,284 | 4,439 | 4,244 | 4,325 | 4,291 | 4,016 | 3,898 |
| | 5-9 | 7,018 | 6,282 | 6,863 | 6,449 | 6,967 | 7,098 | 7,262 | 7,245 | 7,202 | 7,011 |
| | 10-15 | 10,559 | 10,008 | 10,807 | 11,329 | 11,916 | 12,237 | 12,120 | 11,995 | 11,957 | 11,694 |
| | 16-20 | 32,598 | 28,474 | 28,541 | 29,298 | 31,197 | 32,240 | 33,736 | 33,199 | 34,092 | 34,087 |
| | 21-24 | 22,619 | 20,100 | 21,516 | 22,302 | 22,794 | 23,025 | 22,947 | 21,866 | 21,549 | 21,083 |
| | 25-34 | 49,269 | 44,174 | 45,645 | 46,701 | 47,929 | 49,419 | 50,069 | 48,675 | 47,181 | 43,725 |
| | 35-44 | 30,932 | 29,113 | 31,811 | 33,582 | 35,894 | 38,549 | 40,916 | 41,018 | 41,901 | 40,109 |
| | 45-54 | 18,222 | 17,420 | 19,151 | 20,239 | 21,851 | 24,214 | 26,076 | 26,983 | 28,024 | 27,237 |
| | 55-64 | 13,915 | 12,712 | 13,300 | 13,597 | 14,062 | 15,246 | 16,143 | 16,160 | 17,032 | 16,370 |
| | 65-74 | 12,230 | 11,491 | 11,878 | 11,980 | 12,790 | 13,223 | 13,749 | 13,219 | 13,260 | 12,339 |
| | >74 | 7,925 | 7,528 | 8,342 | 8,550 | 9,181 | 9,903 | 10,879 | 10,548 | 10,927 | 10,366 |
| | Unknown | 4,063 | 3,325 | 3,067 | 4,186 | 4,438 | 4,502 | 5,098 | 4,802 | 4,722 | 4,306 |
| Total | | 214,204 | 195,121 | 205,431 | 212,497 | 223,458 | 233,900 | 243,320 | 240,001 | 241,863 | 232,225 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 46: Persons Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------|---------|--------|--------|---------|---------|---------|---------|---------|---------|---------|------|
| KILLED | | | | | | | | | | | |
| Georgia | <5 | 50 | 29 | 38 | 40 | 49 | 41 | 48 | 42 | 40 | * |
| | 5-9 | 31 | 31 | 42 | 31 | 19 | 32 | 31 | 42 | 26 | * |
| | 10-15 | 46 | 52 | 42 | 52 | 50 | 65 | 57 | 53 | 54 | * |
| | 16-20 | 216 | 221 | 184 | 187 | 167 | 189 | 263 | 205 | 205 | * |
| | 21-24 | 149 | 133 | 126 | 145 | 148 | 164 | 158 | 164 | 114 | * |
| | 25-34 | 344 | 292 | 247 | 273 | 263 | 262 | 280 | 285 | 267 | * |
| | 35-44 | 225 | 219 | 183 | 205 | 218 | 218 | 241 | 233 | 260 | * |
| | 45-54 | 156 | 121 | 125 | 123 | 153 | 160 | 159 | 199 | 195 | * |
| | 55-64 | 125 | 86 | 99 | 113 | 103 | 111 | 111 | 109 | 116 | * |
| | 65-74 | 109 | 83 | 101 | 96 | 120 | 93 | 101 | 108 | 102 | * |
| | >74 | 98 | 105 | 104 | 105 | 125 | 133 | 113 | 130 | 138 | * |
| | Unknown | 12 | 21 | 21 | 29 | 21 | 24 | 20 | 14 | 20 | * |
| | Total | 1,561 | 1,393 | 1,312 | 1,399 | 1,436 | 1,492 | 1,582 | 1,584 | 1,537 | * |
| INJURED | | | | | | | | | | | |
| Georgia | <5 | 2,889 | 2,621 | 2,876 | 3,170 | 4,512 | 4,424 | 4,217 | 3,768 | 3,332 | * |
| | 5-9 | 3,182 | 3,175 | 3,341 | 3,455 | 4,614 | 4,926 | 4,965 | 4,844 | 4,219 | * |
| | 10-15 | 4,800 | 4,940 | 5,369 | 5,594 | 7,480 | 7,927 | 7,902 | 7,695 | 6,466 | * |
| | 16-20 | 17,006 | 16,179 | 16,822 | 17,743 | 22,540 | 23,347 | 23,624 | 23,061 | 20,129 | * |
| | 21-24 | 11,254 | 10,753 | 11,820 | 12,821 | 15,732 | 15,753 | 15,702 | 14,643 | 13,028 | * |
| | 25-34 | 22,980 | 22,235 | 23,376 | 24,749 | 29,785 | 31,101 | 31,668 | 30,698 | 27,634 | * |
| | 35-44 | 14,359 | 14,465 | 15,537 | 16,500 | 20,481 | 21,803 | 22,728 | 22,413 | 21,452 | * |
| | 45-54 | 7,779 | 7,969 | 8,976 | 9,625 | 12,357 | 13,249 | 14,202 | 14,517 | 13,927 | * |
| | 55-64 | 5,035 | 4,814 | 5,217 | 5,459 | 6,666 | 6,977 | 7,168 | 7,442 | 7,302 | * |
| | 65-74 | 3,526 | 3,484 | 3,628 | 3,785 | 4,610 | 4,785 | 4,872 | 4,648 | 4,592 | * |
| | >74 | 2,097 | 2,187 | 2,212 | 2,276 | 3,029 | 2,817 | 2,868 | 2,898 | 2,808 | * |
| | Unknown | 3,763 | 3,867 | 3,582 | 3,970 | 3,539 | 2,708 | 2,925 | 2,753 | 2,817 | * |
| | Total | 98,670 | 96,689 | 102,756 | 109,147 | 135,345 | 139,817 | 142,841 | 139,380 | 127,706 | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 46: Persons Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|---------|---------|---------|---------|---------|---------|---------|--------|---------|---------|---------|
| KILLED | | | | | | | | | | | |
| Illinois | <5 | 23 | 27 | 26 | 27 | 21 | 37 | 11 | 15 | 24 | 30 |
| | 5-9 | 34 | 30 | 27 | 34 | 26 | 30 | 9 | 29 | 28 | 20 |
| | 10-15 | 48 | 46 | 42 | 50 | 65 | 77 | 16 | 58 | 48 | 37 |
| | 16-20 | 229 | 217 | 189 | 195 | 236 | 235 | 92 | 217 | 202 | 212 |
| | 21-24 | 171 | 172 | 152 | 151 | 180 | 169 | 92 | 149 | 160 | 145 |
| | 25-34 | 347 | 307 | 293 | 284 | 320 | 302 | 153 | 257 | 244 | 252 |
| | 35-44 | 203 | 200 | 215 | 207 | 213 | 243 | 138 | 221 | 203 | 230 |
| | 45-54 | 140 | 129 | 136 | 139 | 139 | 131 | 81 | 138 | 154 | 174 |
| | 55-64 | 126 | 91 | 102 | 86 | 91 | 82 | 68 | 95 | 95 | 102 |
| | 65-74 | 119 | 104 | 77 | 90 | 97 | 115 | 65 | 111 | 113 | 113 |
| | >74 | 137 | 113 | 117 | 120 | 144 | 157 | 85 | 106 | 122 | 137 |
| | Unknown | 13 | 11 | 8 | 9 | 22 | 8 | 1 | 1 | 1 | 5 |
| Total | | 1,590 | 1,447 | 1,384 | 1,392 | 1,554 | 1,586 | 811 | 1,397 | 1,394 | 1,457 |
| INJURED | | | | | | | | | | | |
| Illinois | <5 | 3,924 | 3,478 | 3,688 | 3,393 | 2,556 | 2,493 | 1,455 | 3,036 | 2,391 | 2,200 |
| | 5-9 | 6,132 | 5,557 | 5,911 | 5,473 | 4,235 | 4,235 | 1,685 | 4,330 | 3,259 | 2,963 |
| | 10-15 | 8,620 | 8,458 | 9,684 | 9,360 | 7,866 | 7,741 | 2,816 | 6,936 | 5,696 | 5,186 |
| | 16-20 | 26,544 | 23,676 | 24,811 | 25,030 | 23,504 | 23,211 | 9,766 | 21,845 | 19,445 | 18,852 |
| | 21-24 | 17,718 | 16,482 | 17,352 | 17,535 | 15,955 | 14,703 | 6,789 | 12,844 | 10,383 | 10,430 |
| | 25-34 | 36,398 | 33,225 | 34,329 | 33,756 | 30,883 | 28,208 | 14,418 | 26,669 | 20,369 | 19,666 |
| | 35-44 | 23,164 | 22,175 | 23,335 | 23,610 | 22,522 | 21,672 | 11,238 | 21,490 | 17,511 | 17,200 |
| | 45-54 | 13,131 | 12,645 | 13,874 | 14,380 | 13,972 | 13,628 | 7,358 | 14,086 | 11,943 | 11,974 |
| | 55-64 | 8,811 | 7,990 | 8,624 | 8,490 | 7,969 | 7,428 | 4,087 | 7,433 | 6,598 | 6,683 |
| | 65-74 | 6,121 | 5,657 | 6,147 | 5,959 | 5,542 | 5,288 | 2,752 | 4,991 | 4,421 | 4,160 |
| | >74 | 3,581 | 3,440 | 3,732 | 5,821 | 3,594 | 4,430 | 1,945 | 3,546 | 3,413 | 3,332 |
| | Unknown | 2,933 | 2,818 | 3,182 | 2,853 | 13,488 | 18,605 | 1,156 | 2,721 | 1,623 | 1,375 |
| Total | | 157,077 | 145,601 | 154,669 | 155,660 | 152,086 | 151,642 | 65,465 | 129,927 | 107,052 | 104,021 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 46: Persons Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Indiana | <5 | 24 | 18 | 20 | 19 | 19 | 22 | 19 | 10 | 19 | 15 |
| | 5-9 | 19 | 28 | 19 | 19 | 19 | 26 | 18 | 24 | 18 | 12 |
| | 10-15 | 32 | 41 | 42 | 33 | 42 | 31 | 37 | 45 | 31 | 29 |
| | 16-20 | 162 | 170 | 143 | 139 | 156 | 133 | 182 | 155 | 157 | 158 |
| | 21-24 | 112 | 97 | 101 | 87 | 104 | 118 | 74 | 94 | 91 | 95 |
| | 25-34 | 239 | 199 | 174 | 172 | 164 | 159 | 167 | 164 | 148 | 179 |
| | 35-44 | 133 | 157 | 107 | 132 | 121 | 133 | 129 | 135 | 171 | 143 |
| | 45-54 | 83 | 86 | 76 | 85 | 105 | 106 | 110 | 102 | 95 | 137 |
| | 55-64 | 69 | 58 | 56 | 57 | 65 | 80 | 78 | 69 | 80 | 83 |
| | 65-74 | 80 | 84 | 78 | 61 | 82 | 63 | 83 | 62 | 75 | 61 |
| | >74 | 80 | 79 | 85 | 79 | 92 | 75 | 88 | 77 | 91 | 105 |
| | Unknown | 11 | 5 | 4 | 8 | 8 | 13 | 1 | 3 | 6 | 6 |
| | Total | 1,044 | 1,022 | 905 | 891 | 977 | 959 | 986 | 940 | 982 | 1,023 |
| INJURED | | | | | | | | | | | |
| Indiana | <5 | 1,711 | 1,470 | 1,621 | 1,651 | 1,741 | 1,802 | 1,699 | 1,699 | 1,574 | 1,511 |
| | 5-9 | 2,626 | 2,457 | 2,587 | 2,537 | 2,578 | 2,765 | 2,568 | 2,803 | 2,747 | 2,454 |
| | 10-15 | 4,462 | 4,238 | 4,460 | 4,866 | 4,874 | 5,208 | 4,681 | 4,693 | 4,542 | 4,039 |
| | 16-20 | 14,371 | 12,961 | 13,543 | 14,419 | 14,785 | 15,705 | 14,998 | 15,756 | 15,406 | 14,588 |
| | 21-24 | 7,630 | 7,136 | 7,531 | 7,989 | 8,121 | 8,090 | 7,443 | 7,285 | 7,310 | 7,174 |
| | 25-34 | 14,528 | 13,464 | 13,924 | 14,073 | 14,238 | 14,300 | 14,223 | 13,777 | 13,089 | 12,295 |
| | 35-44 | 9,646 | 9,097 | 9,635 | 10,132 | 10,378 | 11,001 | 10,914 | 11,017 | 11,102 | 10,733 |
| | 45-54 | 5,349 | 5,102 | 5,678 | 6,219 | 6,442 | 6,947 | 7,082 | 7,457 | 7,629 | 7,390 |
| | 55-64 | 3,726 | 3,442 | 3,579 | 3,678 | 3,842 | 3,981 | 4,013 | 4,039 | 4,357 | 4,158 |
| | 65-74 | 2,871 | 2,785 | 2,836 | 2,925 | 3,053 | 3,020 | 2,972 | 3,093 | 3,008 | 2,823 |
| | >74 | 1,797 | 1,833 | 1,941 | 2,018 | 2,002 | 2,110 | 2,249 | 2,256 | 2,294 | 2,295 |
| | Unknown | 3,748 | 3,234 | 6,870 | 7,228 | 8,279 | 7,995 | 6,863 | 6,603 | 6,463 | 6,271 |
| | Total | 72,465 | 67,219 | 74,205 | 77,735 | 80,333 | 82,924 | 79,705 | 80,478 | 79,521 | 75,731 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 46: Persons Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Kansas | <5 | 8 | 5 | 9 | 7 | 9 | 7 | 2 | 6 | 10 | 14 |
| | 5-9 | 11 | 7 | 11 | 5 | 11 | 12 | 8 | 4 | 14 | 7 |
| | 10-15 | 22 | 23 | 22 | 18 | 17 | 16 | 30 | 21 | 21 | 29 |
| | 16-20 | 73 | 60 | 75 | 60 | 85 | 53 | 87 | 71 | 59 | 86 |
| | 21-24 | 46 | 42 | 31 | 35 | 41 | 46 | 55 | 33 | 49 | 44 |
| | 25-34 | 100 | 83 | 74 | 75 | 76 | 86 | 73 | 85 | 84 | 77 |
| | 35-44 | 44 | 55 | 54 | 55 | 48 | 50 | 65 | 82 | 84 | 82 |
| | 45-54 | 34 | 25 | 19 | 43 | 44 | 50 | 51 | 44 | 60 | 60 |
| | 55-64 | 36 | 34 | 27 | 34 | 26 | 36 | 28 | 31 | 27 | 40 |
| | 65-74 | 29 | 31 | 35 | 45 | 31 | 38 | 37 | 46 | 37 | 33 |
| | >74 | 41 | 43 | 30 | 50 | 52 | 48 | 53 | 58 | 46 | 67 |
| | Unknown | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 2 | 1 |
| Total | | 444 | 409 | 387 | 428 | 442 | 442 | 490 | 481 | 493 | 540 |
| INJURED | | | | | | | | | | | |
| Kansas | <5 | 787 | 778 | 778 | 721 | 700 | 736 | 761 | 743 | 698 | 722 |
| | 5-9 | 1,179 | 1,085 | 1,137 | 1,081 | 1,096 | 1,083 | 1,083 | 1,090 | 1,107 | 1,054 |
| | 10-15 | 2,217 | 2,093 | 2,333 | 2,309 | 2,516 | 2,435 | 2,602 | 2,462 | 2,361 | 2,212 |
| | 16-20 | 6,322 | 5,861 | 6,056 | 5,792 | 6,197 | 6,217 | 6,410 | 6,491 | 6,713 | 6,510 |
| | 21-24 | 3,305 | 3,083 | 3,344 | 3,281 | 3,167 | 3,079 | 3,021 | 3,038 | 3,085 | 3,025 |
| | 25-34 | 6,396 | 5,847 | 6,005 | 6,032 | 5,847 | 5,560 | 5,611 | 5,610 | 5,083 | 4,909 |
| | 35-44 | 3,978 | 3,931 | 4,086 | 4,436 | 4,297 | 4,523 | 4,782 | 4,771 | 4,768 | 4,523 |
| | 45-54 | 2,042 | 2,108 | 2,283 | 2,494 | 2,590 | 2,686 | 2,846 | 3,046 | 3,135 | 3,048 |
| | 55-64 | 1,535 | 1,500 | 1,496 | 1,520 | 1,522 | 1,609 | 1,573 | 1,661 | 1,606 | 1,814 |
| | 65-74 | 1,235 | 1,212 | 1,222 | 1,241 | 1,240 | 1,205 | 1,245 | 1,316 | 1,229 | 1,240 |
| | >74 | 931 | 835 | 948 | 899 | 1,004 | 1,046 | 1,024 | 1,118 | 1,067 | 1,144 |
| | Unknown | 325 | 308 | 354 | 334 | 335 | 371 | 384 | 349 | 354 | 327 |
| Total | | 30,252 | 28,641 | 30,042 | 30,140 | 30,511 | 30,550 | 31,342 | 31,695 | 31,206 | 30,528 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 46: Persons Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Maryland | <5 | 14 | 17 | 13 | 12 | 12 | 16 | 15 | 9 | 6 | 6 |
| | 5-9 | 6 | 14 | 17 | 9 | 20 | 16 | 17 | 16 | 13 | 7 |
| | 10-15 | 25 | 29 | 27 | 26 | 24 | 28 | 19 | 18 | 19 | 17 |
| | 16-20 | 115 | 101 | 79 | 75 | 80 | 91 | 77 | 70 | 81 | 107 |
| | 21-24 | 83 | 72 | 65 | 83 | 56 | 57 | 58 | 42 | 39 | 48 |
| | 25-34 | 168 | 149 | 156 | 142 | 135 | 131 | 102 | 115 | 105 | 96 |
| | 35-44 | 90 | 94 | 95 | 93 | 96 | 100 | 85 | 101 | 105 | 97 |
| | 45-54 | 61 | 68 | 66 | 59 | 83 | 67 | 69 | 65 | 68 | 73 |
| | 55-64 | 58 | 45 | 45 | 49 | 43 | 49 | 60 | 56 | 58 | 35 |
| | 65-74 | 57 | 53 | 59 | 49 | 51 | 66 | 45 | 38 | 40 | 45 |
| | >74 | 49 | 64 | 41 | 68 | 54 | 58 | 67 | 72 | 63 | 66 |
| | Unknown | 1 | 3 | 1 | 7 | 3 | 4 | 0 | 7 | 9 | 1 |
| Total | | 727 | 709 | 664 | 672 | 657 | 683 | 614 | 609 | 606 | 598 |
| INJURED | | | | | | | | | | | |
| Maryland | <5 | 2,350 | 2,183 | 2,450 | 1,822 | 2,111 | 2,001 | 1,836 | 1,705 | 1,467 | 1,531 |
| | 5-9 | 2,863 | 2,690 | 2,835 | 2,167 | 2,412 | 2,409 | 2,507 | 2,305 | 2,096 | 1,984 |
| | 10-15 | 3,755 | 3,715 | 4,085 | 3,295 | 3,891 | 3,754 | 3,704 | 3,549 | 3,119 | 3,122 |
| | 16-20 | 12,187 | 10,754 | 11,181 | 9,166 | 9,936 | 10,134 | 10,193 | 10,106 | 9,486 | 9,448 |
| | 21-24 | 9,618 | 8,711 | 9,323 | 6,982 | 7,802 | 7,127 | 6,634 | 5,962 | 5,528 | 5,627 |
| | 25-34 | 20,633 | 18,622 | 19,948 | 15,313 | 16,778 | 15,799 | 15,450 | 13,994 | 12,322 | 11,853 |
| | 35-44 | 12,541 | 11,820 | 13,163 | 10,390 | 11,845 | 11,535 | 11,838 | 11,352 | 10,764 | 10,737 |
| | 45-54 | 6,959 | 6,674 | 7,546 | 6,069 | 7,148 | 6,946 | 7,223 | 7,163 | 6,876 | 7,072 |
| | 55-64 | 4,551 | 3,991 | 4,319 | 3,319 | 3,781 | 3,715 | 3,842 | 3,701 | 3,681 | 3,575 |
| | 65-74 | 2,966 | 2,734 | 3,010 | 2,505 | 2,584 | 2,562 | 2,526 | 2,485 | 2,316 | 2,311 |
| | >74 | 1,417 | 1,433 | 1,529 | 1,399 | 1,541 | 1,572 | 1,727 | 1,665 | 1,647 | 1,684 |
| | Unknown | 1,286 | 1,062 | 1,218 | 1,248 | 1,493 | 1,574 | 1,662 | 1,566 | 1,294 | 1,209 |
| Total | | 81,126 | 74,389 | 80,607 | 63,675 | 71,322 | 69,128 | 69,142 | 65,553 | 60,596 | 60,153 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 46: Persons Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | | |
| Michigan | <5 | 27 | 32 | 32 | 19 | 41 | 31 | 40 | 17 | 22 | 26 |
| | 5-9 | 36 | 29 | 39 | 34 | 28 | 40 | 28 | 34 | 29 | 29 |
| | 10-15 | 51 | 66 | 61 | 57 | 66 | 56 | 69 | 46 | 56 | 50 |
| | 16-20 | 229 | 208 | 150 | 167 | 216 | 214 | 208 | 167 | 171 | 153 |
| | 21-24 | 178 | 137 | 141 | 150 | 144 | 149 | 125 | 103 | 117 | 129 |
| | 25-34 | 303 | 285 | 238 | 256 | 204 | 254 | 258 | 243 | 219 | 215 |
| | 35-44 | 226 | 209 | 154 | 203 | 199 | 239 | 211 | 173 | 213 | 230 |
| | 45-54 | 143 | 128 | 103 | 129 | 118 | 139 | 157 | 131 | 165 | 172 |
| | 55-64 | 124 | 80 | 83 | 80 | 84 | 99 | 88 | 86 | 99 | 100 |
| | 65-74 | 116 | 98 | 91 | 100 | 108 | 115 | 106 | 111 | 99 | 93 |
| | >74 | 126 | 151 | 114 | 129 | 134 | 153 | 157 | 158 | 147 | 150 |
| | Unknown | 9 | 2 | 81 | 80 | 65 | 42 | 45 | 167 | 29 | 38 |
| | Total | 1,568 | 1,425 | 1,287 | 1,404 | 1,407 | 1,531 | 1,492 | 1,436 | 1,366 | 1,385 |
| INJURED | | | | | | | | | | | |
| Michigan | <5 | 3,134 | 2,945 | 1,865 | 2,319 | 2,572 | 2,613 | 2,507 | 1,989 | 2,032 | 1,952 |
| | 5-9 | 4,470 | 4,303 | 2,600 | 3,505 | 3,671 | 4,106 | 3,883 | 3,274 | 3,634 | 3,356 |
| | 10-15 | 8,247 | 7,611 | 5,317 | 6,969 | 7,770 | 7,759 | 7,531 | 6,245 | 6,280 | 6,322 |
| | 16-20 | 27,316 | 24,565 | 18,996 | 21,714 | 23,567 | 24,411 | 24,063 | 22,066 | 21,756 | 20,971 |
| | 21-24 | 16,318 | 15,116 | 12,024 | 13,949 | 14,495 | 14,442 | 13,411 | 11,941 | 11,539 | 11,477 |
| | 25-34 | 31,991 | 29,363 | 23,085 | 26,509 | 27,840 | 28,870 | 27,863 | 25,549 | 24,338 | 22,788 |
| | 35-44 | 21,606 | 20,595 | 17,175 | 20,363 | 22,449 | 23,373 | 22,792 | 21,638 | 20,948 | 20,319 |
| | 45-54 | 12,006 | 11,731 | 10,288 | 12,517 | 13,747 | 14,708 | 14,885 | 14,730 | 14,546 | 14,640 |
| | 55-64 | 8,096 | 7,711 | 6,195 | 7,300 | 7,755 | 7,971 | 7,797 | 7,548 | 7,660 | 7,597 |
| | 65-74 | 6,221 | 5,865 | 4,808 | 5,601 | 5,943 | 5,990 | 6,022 | 5,440 | 5,329 | 5,017 |
| | >74 | 3,517 | 3,505 | 3,071 | 3,620 | 3,777 | 3,988 | 4,103 | 4,035 | 4,115 | 3,954 |
| | Unknown | 2,411 | 2,519 | 11,910 | 9,000 | 7,602 | 6,927 | 6,516 | 12,009 | 8,393 | 5,329 |
| | Total | 145,333 | 135,829 | 117,334 | 133,366 | 141,188 | 145,158 | 141,373 | 136,464 | 130,570 | 123,722 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 46: Persons Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Missouri | <5 | 21 | 19 | 22 | 14 | 14 | 13 | 24 | 23 | 29 | 14 |
| | 5-9 | 35 | 9 | 18 | 23 | 21 | 20 | 15 | 14 | 26 | 16 |
| | 10-15 | 42 | 24 | 44 | 36 | 36 | 40 | 48 | 45 | 37 | 38 |
| | 16-20 | 188 | 191 | 134 | 158 | 221 | 177 | 183 | 179 | 174 | 182 |
| | 21-24 | 129 | 119 | 118 | 103 | 99 | 106 | 114 | 107 | 100 | 81 |
| | 25-34 | 221 | 214 | 192 | 181 | 177 | 225 | 200 | 192 | 187 | 159 |
| | 35-44 | 154 | 133 | 138 | 125 | 163 | 172 | 202 | 176 | 187 | 175 |
| | 45-54 | 80 | 80 | 84 | 88 | 105 | 105 | 91 | 136 | 131 | 143 |
| | 55-64 | 67 | 50 | 72 | 71 | 71 | 75 | 89 | 98 | 99 | 83 |
| | 65-74 | 77 | 73 | 80 | 73 | 77 | 79 | 82 | 85 | 87 | 82 |
| | >74 | 82 | 97 | 80 | 78 | 103 | 95 | 99 | 136 | 112 | 120 |
| | Unknown | 1 | 2 | 3 | 4 | 2 | 2 | 1 | 1 | 0 | 1 |
| | Total | 1,097 | 1,011 | 985 | 954 | 1,089 | 1,109 | 1,148 | 1,192 | 1,169 | 1,094 |
| INJURED | | | | | | | | | | | |
| Missouri | <5 | 1,836 | 1,619 | 1,682 | 1,920 | 2,109 | 1,888 | 1,964 | 1,907 | 1,763 | 1,646 |
| | 5-9 | 2,473 | 2,326 | 2,415 | 2,689 | 2,762 | 2,787 | 2,924 | 2,897 | 2,599 | 2,576 |
| | 10-15 | 4,049 | 3,790 | 4,356 | 4,851 | 5,276 | 5,110 | 5,197 | 5,091 | 4,770 | 4,517 |
| | 16-20 | 13,935 | 13,012 | 13,461 | 14,394 | 15,504 | 15,757 | 16,023 | 15,807 | 15,909 | 15,799 |
| | 21-24 | 8,075 | 7,499 | 7,947 | 8,610 | 8,814 | 8,474 | 8,376 | 7,841 | 7,726 | 7,346 |
| | 25-34 | 16,135 | 14,810 | 14,759 | 15,963 | 16,379 | 15,983 | 16,082 | 15,346 | 14,657 | 14,236 |
| | 35-44 | 9,956 | 9,516 | 9,860 | 11,409 | 11,852 | 12,271 | 12,656 | 12,862 | 12,568 | 12,429 |
| | 45-54 | 5,683 | 5,370 | 5,807 | 6,843 | 7,066 | 7,473 | 8,027 | 8,304 | 8,366 | 8,210 |
| | 55-64 | 3,903 | 3,651 | 3,806 | 4,257 | 4,226 | 4,294 | 4,512 | 4,602 | 4,661 | 4,869 |
| | 65-74 | 2,993 | 2,916 | 3,011 | 3,245 | 3,360 | 3,438 | 3,353 | 3,295 | 3,294 | 3,281 |
| | >74 | 1,966 | 1,915 | 2,065 | 2,226 | 2,359 | 2,384 | 2,417 | 2,585 | 2,576 | 2,452 |
| | Unknown | 1,487 | 1,274 | 1,381 | 1,124 | 1,336 | 1,258 | 1,165 | 1,031 | 870 | 943 |
| | Total | 72,491 | 67,698 | 70,550 | 77,531 | 81,043 | 81,117 | 82,696 | 81,568 | 79,759 | 78,304 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 46: Persons Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| New Mexico | <5 | 9 | 5 | 15 | 9 | 15 | 12 | 12 | 16 | 4 | 5 |
| | 5-9 | 18 | 6 | 12 | 7 | 6 | 12 | 9 | 9 | 10 | 8 |
| | 10-15 | 18 | 11 | 15 | 11 | 19 | 21 | 17 | 20 | 23 | 25 |
| | 16-20 | 94 | 65 | 46 | 63 | 56 | 80 | 80 | 57 | 51 | 66 |
| | 21-24 | 58 | 51 | 56 | 54 | 55 | 45 | 57 | 44 | 34 | 31 |
| | 25-34 | 130 | 98 | 106 | 106 | 94 | 96 | 83 | 94 | 88 | 84 |
| | 35-44 | 55 | 92 | 75 | 61 | 68 | 72 | 77 | 86 | 75 | 90 |
| | 45-54 | 48 | 43 | 49 | 44 | 48 | 57 | 49 | 61 | 43 | 51 |
| | 55-64 | 20 | 35 | 27 | 29 | 24 | 25 | 46 | 31 | 39 | 30 |
| | 65-74 | 28 | 27 | 25 | 20 | 23 | 40 | 18 | 36 | 27 | 40 |
| | >74 | 17 | 32 | 25 | 24 | 33 | 19 | 30 | 27 | 30 | 25 |
| | Unknown | 4 | 4 | 8 | 2 | 3 | 5 | 1 | 1 | 0 | 5 |
| Total | | 499 | 469 | 459 | 430 | 444 | 484 | 479 | 482 | 424 | 460 |
| INJURED | | | | | | | | | | | |
| New Mexico | <5 | 629 | 586 | 655 | 624 | 693 | 754 | 682 | 664 | 592 | 510 |
| | 5-9 | 870 | 824 | 945 | 958 | 1,068 | 1,126 | 1,059 | 1,053 | 1,026 | 830 |
| | 10-15 | 1,757 | 1,815 | 1,910 | 2,124 | 2,350 | 2,320 | 2,391 | 2,296 | 2,061 | 1,729 |
| | 16-20 | 4,442 | 4,390 | 4,820 | 4,828 | 5,235 | 5,362 | 5,515 | 5,128 | 4,910 | 4,384 |
| | 21-24 | 2,588 | 2,647 | 2,910 | 3,030 | 3,171 | 3,172 | 3,012 | 2,770 | 2,596 | 2,230 |
| | 25-34 | 5,637 | 5,603 | 5,761 | 5,748 | 5,953 | 6,187 | 6,050 | 5,513 | 5,205 | 4,220 |
| | 35-44 | 3,777 | 3,807 | 4,246 | 4,303 | 4,599 | 4,778 | 4,957 | 4,779 | 4,598 | 3,838 |
| | 45-54 | 2,008 | 2,016 | 2,245 | 2,612 | 2,888 | 3,024 | 3,248 | 3,289 | 3,115 | 2,764 |
| | 55-64 | 1,278 | 1,381 | 1,451 | 1,492 | 1,522 | 1,731 | 1,772 | 1,746 | 1,647 | 1,554 |
| | 65-74 | 977 | 960 | 1,027 | 1,108 | 1,181 | 1,187 | 1,297 | 1,158 | 1,195 | 977 |
| | >74 | 505 | 551 | 569 | 637 | 699 | 707 | 790 | 736 | 686 | 699 |
| | Unknown | 371 | 387 | 582 | 445 | 464 | 522 | 490 | 509 | 464 | 505 |
| Total | | 24,839 | 24,967 | 27,121 | 27,909 | 29,823 | 30,870 | 31,263 | 29,641 | 28,095 | 24,240 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 46: Persons Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|------|------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | | |
| North Carolina | <5 | * | * | 24 | 29 | 31 | 25 | 22 | 25 | 18 | 18 |
| | 5-9 | * | * | 23 | 29 | 43 | 22 | 39 | 34 | 27 | 27 |
| | 10-15 | * | * | 39 | 39 | 39 | 54 | 49 | 65 | 52 | 36 |
| | 16-20 | * | * | 183 | 190 | 209 | 193 | 194 | 198 | 203 | 196 |
| | 21-24 | * | * | 140 | 160 | 150 | 144 | 148 | 139 | 146 | 150 |
| | 25-34 | * | * | 224 | 250 | 253 | 275 | 290 | 246 | 284 | 270 |
| | 35-44 | * | * | 192 | 194 | 201 | 218 | 219 | 212 | 260 | 248 |
| | 45-54 | * | * | 136 | 133 | 149 | 150 | 149 | 177 | 182 | 167 |
| | 55-64 | * | * | 97 | 93 | 99 | 105 | 91 | 102 | 118 | 120 |
| | 65-74 | * | * | 98 | 117 | 113 | 108 | 123 | 115 | 125 | 118 |
| | >74 | * | * | 102 | 117 | 124 | 138 | 138 | 143 | 158 | 147 |
| | Unknown | * | * | 4 | 25 | 10 | 9 | 15 | 5 | 9 | 9 |
| | Total | * | * | 1,262 | 1,376 | 1,421 | 1,441 | 1,477 | 1,461 | 1,582 | 1,506 |
| INJURED | | | | | | | | | | | |
| North Carolina | <5 | * | * | 2,521 | 2,808 | 2,869 | 3,072 | 2,993 | 2,825 | 2,774 | 2,688 |
| | 5-9 | * | * | 3,502 | 3,824 | 4,020 | 4,509 | 4,570 | 4,531 | 4,490 | 4,606 |
| | 10-15 | * | * | 6,172 | 6,768 | 7,082 | 7,507 | 7,618 | 7,396 | 7,069 | 6,884 |
| | 16-20 | * | * | 22,025 | 23,170 | 24,806 | 26,305 | 26,450 | 26,706 | 26,106 | 25,031 |
| | 21-24 | * | * | 15,540 | 16,274 | 16,954 | 17,465 | 17,240 | 16,581 | 16,270 | 16,627 |
| | 25-34 | * | * | 27,802 | 29,031 | 30,657 | 32,520 | 33,707 | 33,546 | 32,363 | 32,100 |
| | 35-44 | * | * | 19,054 | 20,113 | 21,988 | 23,661 | 24,401 | 25,725 | 25,388 | 26,190 |
| | 45-54 | * | * | 11,229 | 12,026 | 13,594 | 14,982 | 15,870 | 16,627 | 16,738 | 17,731 |
| | 55-64 | * | * | 7,113 | 7,272 | 8,007 | 8,298 | 8,718 | 8,970 | 9,224 | 9,663 |
| | 65-74 | * | * | 5,137 | 5,450 | 5,796 | 6,125 | 6,083 | 6,124 | 5,998 | 6,160 |
| | >74 | * | * | 2,755 | 2,959 | 3,143 | 3,481 | 3,420 | 3,895 | 4,137 | 4,440 |
| | Unknown | * | * | 941 | 950 | 1,054 | 1,077 | 1,015 | 951 | 872 | 889 |
| | Total | * | * | 123,791 | 130,645 | 139,970 | 149,002 | 152,085 | 153,877 | 151,429 | 153,009 |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 46: Persons Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | | |
| Ohio | <5 | 22 | 23 | 19 | 29 | 21 | 17 | 15 | 22 | 16 | 11 |
| | 5-9 | 25 | 30 | 29 | 27 | 29 | 31 | 31 | 31 | 43 | 22 |
| | 10-15 | 62 | 70 | 44 | 53 | 55 | 49 | 44 | 48 | 51 | 45 |
| | 16-20 | 252 | 255 | 222 | 258 | 195 | 230 | 209 | 211 | 214 | 244 |
| | 21-24 | 174 | 197 | 159 | 160 | 122 | 137 | 149 | 146 | 142 | 146 |
| | 25-34 | 371 | 350 | 292 | 267 | 229 | 239 | 240 | 239 | 252 | 229 |
| | 35-44 | 229 | 216 | 220 | 210 | 194 | 195 | 184 | 248 | 223 | 238 |
| | 45-54 | 138 | 144 | 133 | 136 | 139 | 129 | 167 | 159 | 148 | 175 |
| | 55-64 | 117 | 120 | 90 | 118 | 106 | 105 | 101 | 106 | 88 | 101 |
| | 65-74 | 121 | 112 | 100 | 97 | 113 | 99 | 115 | 96 | 104 | 90 |
| | >74 | 119 | 117 | 127 | 117 | 164 | 122 | 132 | 130 | 135 | 125 |
| | Unknown | 6 | 2 | 5 | 7 | 1 | 4 | 8 | 3 | 7 | 4 |
| Total | | 1,636 | 1,636 | 1,440 | 1,479 | 1,368 | 1,357 | 1,395 | 1,439 | 1,423 | 1,430 |
| INJURED | | | | | | | | | | | |
| Ohio | <5 | 4,334 | 4,585 | 4,760 | 5,052 | 5,278 | 5,266 | 5,232 | 5,062 | 4,856 | 4,530 |
| | 5-9 | 5,972 | 6,239 | 6,570 | 6,795 | 6,793 | 7,226 | 7,477 | 7,250 | 7,072 | 6,626 |
| | 10-15 | 9,292 | 10,002 | 10,606 | 11,029 | 11,329 | 12,051 | 11,856 | 11,527 | 11,121 | 10,355 |
| | 16-20 | 37,379 | 35,013 | 35,134 | 35,474 | 36,068 | 38,773 | 39,210 | 39,418 | 38,993 | 36,821 |
| | 21-24 | 22,573 | 21,840 | 22,567 | 22,836 | 22,272 | 22,201 | 21,637 | 20,506 | 19,532 | 19,453 |
| | 25-34 | 45,860 | 42,913 | 43,442 | 42,821 | 41,722 | 43,060 | 44,013 | 41,872 | 38,458 | 36,850 |
| | 35-44 | 30,635 | 29,831 | 31,412 | 32,078 | 33,333 | 34,631 | 36,578 | 35,806 | 33,914 | 33,469 |
| | 45-54 | 17,055 | 16,307 | 18,128 | 19,473 | 20,542 | 21,905 | 23,395 | 23,765 | 23,285 | 23,439 |
| | 55-64 | 12,214 | 11,360 | 11,658 | 11,929 | 12,078 | 12,605 | 13,107 | 13,058 | 13,088 | 13,015 |
| | 65-74 | 8,435 | 8,530 | 8,977 | 9,168 | 9,487 | 9,561 | 10,039 | 9,669 | 9,216 | 8,853 |
| | >74 | 4,334 | 4,801 | 4,938 | 5,298 | 5,919 | 6,021 | 7,570 | 6,268 | 6,518 | 6,443 |
| | Unknown | 14,649 | 5,482 | 5,443 | 4,258 | 4,291 | 4,424 | 3,932 | 6,176 | 5,152 | 5,202 |
| Total | | 212,732 | 196,903 | 203,635 | 206,211 | 209,112 | 217,724 | 224,046 | 220,377 | 211,205 | 205,056 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 46: Persons Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | | |
| Pennsylvania | <5 | 29 | 17 | 23 | 25 | 32 | 28 | 21 | 25 | 14 | 18 |
| | 5-9 | 37 | 27 | 25 | 31 | 26 | 21 | 33 | 30 | 31 | 35 |
| | 10-15 | 61 | 51 | 42 | 37 | 56 | 49 | 54 | 57 | 49 | 50 |
| | 16-20 | 228 | 246 | 188 | 162 | 159 | 196 | 187 | 230 | 241 | 241 |
| | 21-24 | 190 | 216 | 189 | 183 | 138 | 150 | 144 | 166 | 136 | 146 |
| | 25-34 | 329 | 329 | 332 | 304 | 273 | 273 | 251 | 261 | 218 | 234 |
| | 35-44 | 207 | 188 | 205 | 211 | 202 | 191 | 214 | 192 | 211 | 243 |
| | 45-54 | 131 | 121 | 105 | 149 | 148 | 154 | 165 | 159 | 168 | 172 |
| | 55-64 | 124 | 151 | 121 | 107 | 99 | 109 | 98 | 118 | 103 | 97 |
| | 65-74 | 143 | 144 | 146 | 125 | 141 | 140 | 118 | 149 | 105 | 119 |
| | >74 | 162 | 167 | 165 | 193 | 161 | 166 | 184 | 169 | 205 | 192 |
| | Unknown | 5 | 4 | 4 | 3 | 5 | 3 | 1 | 6 | 5 | 2 |
| | Total | 1,646 | 1,661 | 1,545 | 1,530 | 1,440 | 1,480 | 1,470 | 1,562 | 1,486 | 1,549 |
| INJURED | | | | | | | | | | | |
| Pennsylvania | <5 | 3,041 | 2,790 | 2,912 | 2,875 | 2,741 | 2,871 | 2,679 | 2,604 | 2,534 | 2,451 |
| | 5-9 | 4,987 | 4,602 | 4,929 | 4,573 | 4,634 | 4,752 | 4,768 | 4,853 | 4,565 | 4,615 |
| | 10-15 | 7,373 | 7,016 | 7,236 | 7,260 | 7,463 | 7,524 | 7,439 | 7,864 | 7,281 | 7,254 |
| | 16-20 | 24,066 | 21,546 | 20,754 | 20,200 | 19,931 | 21,491 | 22,516 | 23,833 | 23,116 | 22,727 |
| | 21-24 | 16,526 | 14,945 | 15,141 | 14,637 | 14,068 | 13,582 | 13,191 | 12,807 | 12,381 | 12,945 |
| | 25-34 | 30,791 | 27,561 | 27,708 | 26,942 | 26,481 | 26,337 | 26,934 | 26,316 | 24,420 | 24,008 |
| | 35-44 | 19,366 | 18,135 | 19,120 | 19,182 | 19,883 | 20,300 | 20,973 | 21,253 | 20,649 | 21,052 |
| | 45-54 | 11,100 | 10,498 | 11,522 | 12,183 | 12,335 | 13,001 | 14,156 | 14,318 | 14,157 | 14,510 |
| | 55-64 | 8,634 | 7,747 | 7,770 | 7,549 | 7,646 | 7,703 | 7,802 | 7,984 | 8,163 | 8,243 |
| | 65-74 | 6,644 | 6,529 | 6,538 | 6,621 | 6,545 | 6,479 | 6,525 | 6,784 | 6,524 | 6,191 |
| | >74 | 3,961 | 3,911 | 4,055 | 4,124 | 4,150 | 4,593 | 4,848 | 5,135 | 5,200 | 5,201 |
| | Unknown | 6,468 | 5,166 | 5,665 | 5,491 | 4,812 | 4,579 | 5,144 | 5,391 | 5,371 | 4,588 |
| | Total | 142,957 | 130,446 | 133,350 | 131,637 | 130,689 | 133,212 | 136,975 | 139,142 | 134,361 | 133,785 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 46: Persons Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | | |
| Texas | <5 | 73 | 101 | 86 | 80 | 96 | 73 | 96 | 94 | 87 | 86 |
| | 5-9 | 65 | 68 | 68 | 71 | 82 | 72 | 84 | 66 | 71 | 86 |
| | 10-15 | 113 | 107 | 101 | 126 | 111 | 125 | 145 | 130 | 141 | 119 |
| | 16-20 | 472 | 453 | 421 | 397 | 413 | 404 | 524 | 484 | 510 | 537 |
| | 21-24 | 371 | 419 | 403 | 361 | 364 | 320 | 371 | 329 | 333 | 346 |
| | 25-34 | 749 | 687 | 624 | 655 | 634 | 654 | 745 | 649 | 610 | 584 |
| | 35-44 | 487 | 417 | 481 | 502 | 521 | 526 | 627 | 599 | 604 | 614 |
| | 45-54 | 267 | 241 | 283 | 256 | 289 | 326 | 385 | 363 | 421 | 378 |
| | 55-64 | 231 | 186 | 192 | 186 | 230 | 218 | 240 | 245 | 258 | 265 |
| | 65-74 | 180 | 184 | 186 | 165 | 178 | 211 | 242 | 235 | 255 | 204 |
| | >74 | 201 | 193 | 191 | 215 | 210 | 220 | 247 | 286 | 264 | 271 |
| | Unknown | 34 | 23 | 21 | 23 | 14 | 23 | 32 | 20 | 22 | 29 |
| | Total | 3,243 | 3,079 | 3,057 | 3,037 | 3,142 | 3,172 | 3,738 | 3,500 | 3,576 | 3,519 |
| INJURED | | | | | | | | | | | |
| Texas | <5 | 8,162 | 7,973 | 8,802 | 9,231 | 10,447 | 11,587 | 12,313 | 11,701 | 11,718 | 11,728 |
| | 5-9 | 9,863 | 9,670 | 10,948 | 11,221 | 12,172 | 13,001 | 13,956 | 13,973 | 13,353 | 13,243 |
| | 10-15 | 14,186 | 14,505 | 15,916 | 17,586 | 19,505 | 19,888 | 20,421 | 20,051 | 19,877 | 20,217 |
| | 16-20 | 43,970 | 42,986 | 43,468 | 46,193 | 51,026 | 52,377 | 54,675 | 54,603 | 57,150 | 57,848 |
| | 21-24 | 31,950 | 31,843 | 35,121 | 37,058 | 40,110 | 39,122 | 39,055 | 37,533 | 35,790 | 35,913 |
| | 25-34 | 63,609 | 62,402 | 65,976 | 69,520 | 75,136 | 75,068 | 77,708 | 74,314 | 70,798 | 68,701 |
| | 35-44 | 39,098 | 41,182 | 44,425 | 47,335 | 52,233 | 54,065 | 57,232 | 57,822 | 55,353 | 55,331 |
| | 45-54 | 20,158 | 21,498 | 23,991 | 26,094 | 29,360 | 31,153 | 34,313 | 35,586 | 35,567 | 36,510 |
| | 55-64 | 13,184 | 13,179 | 13,993 | 14,459 | 15,704 | 16,057 | 17,618 | 17,611 | 17,430 | 18,310 |
| | 65-74 | 9,076 | 9,111 | 9,798 | 10,297 | 10,767 | 10,945 | 11,766 | 11,785 | 11,226 | 11,112 |
| | >74 | 5,441 | 5,622 | 6,110 | 6,095 | 6,521 | 6,978 | 7,683 | 7,589 | 7,295 | 7,681 |
| | Unknown | 3,866 | 3,459 | 3,477 | 3,802 | 3,856 | 4,018 | 3,655 | 3,729 | 3,104 | 2,854 |
| | Total | 262,563 | 263,430 | 282,025 | 298,891 | 326,837 | 334,259 | 350,395 | 346,297 | 338,661 | 339,448 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 46: Persons Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Utah | <5 | 11 | 10 | 10 | 1 | 13 | 13 | 16 | 8 | 17 | 8 |
| | 5-9 | 8 | 8 | 7 | 13 | 6 | 13 | 11 | 14 | 10 | 7 |
| | 10-15 | 18 | 17 | 23 | 23 | 30 | 18 | 17 | 17 | 17 | 12 |
| | 16-20 | 62 | 43 | 42 | 59 | 74 | 59 | 54 | 79 | 65 | 60 |
| | 21-24 | 28 | 30 | 22 | 42 | 40 | 31 | 40 | 37 | 26 | 32 |
| | 25-34 | 38 | 56 | 50 | 42 | 59 | 46 | 54 | 51 | 39 | 54 |
| | 35-44 | 33 | 36 | 37 | 40 | 45 | 53 | 46 | 39 | 52 | 63 |
| | 45-54 | 12 | 23 | 26 | 26 | 16 | 29 | 25 | 43 | 38 | 40 |
| | 55-64 | 17 | 14 | 17 | 17 | 19 | 17 | 25 | 28 | 31 | 38 |
| | 65-74 | 17 | 14 | 19 | 18 | 21 | 23 | 19 | 21 | 17 | 23 |
| | >74 | 26 | 20 | 16 | 23 | 20 | 23 | 21 | 30 | 35 | 23 |
| | Unknown | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| | Total | 272 | 271 | 269 | 304 | 343 | 325 | 328 | 367 | 350 | 360 |
| INJURED | | | | | | | | | | | |
| Utah | <5 | 676 | 667 | 668 | 698 | 700 | 735 | 803 | 754 | 711 | 775 |
| | 5-9 | 1,004 | 900 | 1,008 | 979 | 1,032 | 1,042 | 1,120 | 1,040 | 1,004 | 950 |
| | 10-15 | 1,825 | 1,744 | 2,096 | 2,176 | 2,239 | 2,238 | 2,280 | 2,204 | 2,033 | 1,945 |
| | 16-20 | 4,997 | 4,754 | 5,465 | 5,735 | 6,784 | 6,937 | 7,288 | 7,347 | 6,928 | 6,866 |
| | 21-24 | 2,670 | 2,460 | 2,876 | 3,123 | 3,229 | 3,265 | 3,481 | 3,615 | 3,643 | 3,726 |
| | 25-34 | 4,169 | 3,961 | 4,377 | 4,698 | 4,904 | 4,957 | 5,411 | 5,479 | 5,273 | 5,118 |
| | 35-44 | 2,870 | 2,647 | 3,110 | 3,413 | 3,616 | 3,612 | 3,989 | 4,147 | 4,095 | 3,933 |
| | 45-54 | 1,467 | 1,442 | 1,694 | 1,921 | 2,250 | 2,257 | 2,625 | 2,785 | 2,804 | 2,782 |
| | 55-64 | 979 | 937 | 1,071 | 1,146 | 1,242 | 1,226 | 1,431 | 1,471 | 1,382 | 1,504 |
| | 65-74 | 787 | 763 | 867 | 889 | 997 | 921 | 999 | 1,018 | 939 | 908 |
| | >74 | 441 | 470 | 577 | 566 | 655 | 674 | 704 | 740 | 707 | 684 |
| | Unknown | 258 | 214 | 315 | 416 | 424 | 479 | 584 | 637 | 713 | 768 |
| | Total | 22,143 | 20,959 | 24,124 | 25,760 | 28,072 | 28,343 | 30,715 | 31,237 | 30,232 | 29,959 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 46: Persons Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Virginia | <5 | 22 | 11 | 12 | 16 | 16 | 9 | 12 | 13 | 15 | 10 |
| | 5-9 | 21 | 18 | 12 | 19 | 9 | 13 | 14 | 11 | 16 | 6 |
| | 10-15 | 31 | 30 | 31 | 30 | 36 | 34 | 24 | 29 | 34 | 22 |
| | 16-20 | 193 | 148 | 129 | 103 | 148 | 142 | 120 | 143 | 109 | 113 |
| | 21-24 | 113 | 129 | 97 | 91 | 92 | 98 | 75 | 85 | 89 | 91 |
| | 25-34 | 246 | 191 | 149 | 180 | 177 | 156 | 173 | 168 | 152 | 146 |
| | 35-44 | 141 | 113 | 137 | 121 | 137 | 154 | 139 | 167 | 159 | 144 |
| | 45-54 | 89 | 75 | 77 | 82 | 93 | 98 | 98 | 119 | 106 | 106 |
| | 55-64 | 73 | 78 | 54 | 74 | 68 | 62 | 63 | 76 | 70 | 89 |
| | 65-74 | 73 | 62 | 53 | 70 | 69 | 65 | 69 | 70 | 72 | 57 |
| | >74 | 57 | 74 | 82 | 78 | 68 | 63 | 71 | 89 | 104 | 80 |
| | Unknown | 12 | 9 | 6 | 11 | 12 | 6 | 13 | 11 | 8 | 13 |
| Total | | 1,071 | 938 | 839 | 875 | 925 | 900 | 871 | 981 | 934 | 877 |
| INJURED | | | | | | | | | | | |
| Virginia | <5 | 1,353 | 1,306 | 1,509 | 1,521 | 1,584 | 1,566 | 1,514 | 1,505 | 1,348 | 1,338 |
| | 5-9 | 2,125 | 2,061 | 2,193 | 2,214 | 2,453 | 2,458 | 2,509 | 2,447 | 2,348 | 2,183 |
| | 10-15 | 3,530 | 3,330 | 3,931 | 4,017 | 4,387 | 4,359 | 4,118 | 4,102 | 4,024 | 3,970 |
| | 16-20 | 14,429 | 12,775 | 13,346 | 13,378 | 14,166 | 14,431 | 14,245 | 14,680 | 14,248 | 14,568 |
| | 21-24 | 9,757 | 8,928 | 9,561 | 9,509 | 9,624 | 9,248 | 8,706 | 8,323 | 8,153 | 8,190 |
| | 25-34 | 18,340 | 16,716 | 17,616 | 17,592 | 18,233 | 17,902 | 17,992 | 16,975 | 16,326 | 15,772 |
| | 35-44 | 11,217 | 10,656 | 11,637 | 12,219 | 12,810 | 13,140 | 13,536 | 13,666 | 13,687 | 13,893 |
| | 45-54 | 6,140 | 5,751 | 6,733 | 7,196 | 8,024 | 8,243 | 8,691 | 8,901 | 9,070 | 9,328 |
| | 55-64 | 3,990 | 3,832 | 4,068 | 4,159 | 4,372 | 4,453 | 4,504 | 4,627 | 5,031 | 5,202 |
| | 65-74 | 2,741 | 2,799 | 2,927 | 2,895 | 3,094 | 3,155 | 3,080 | 3,059 | 3,336 | 3,268 |
| | >74 | 1,527 | 1,503 | 1,528 | 1,667 | 1,847 | 1,902 | 1,944 | 2,072 | 2,066 | 2,208 |
| | Unknown | 1,287 | 1,242 | 1,285 | 1,485 | 1,552 | 1,543 | 1,524 | 1,505 | 1,584 | 1,284 |
| Total | | 76,436 | 70,899 | 76,334 | 77,852 | 82,146 | 82,400 | 82,363 | 81,862 | 81,221 | 81,204 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 46: Persons Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|---------|--------|--------|--------|--------|--------|--------|--------|------|------|------|
| KILLED | | | | | | | | | | | |
| Washington | <5 | 17 | 8 | 10 | 10 | 15 | 10 | 6 | * | * | * |
| | 5-9 | 17 | 13 | 16 | 7 | 15 | 10 | 12 | * | * | * |
| | 10-15 | 25 | 30 | 18 | 25 | 23 | 27 | 25 | * | * | * |
| | 16-20 | 120 | 103 | 76 | 116 | 85 | 82 | 91 | * | * | * |
| | 21-24 | 106 | 83 | 90 | 80 | 69 | 67 | 80 | * | * | * |
| | 25-34 | 199 | 151 | 131 | 133 | 127 | 124 | 148 | * | * | * |
| | 35-44 | 121 | 87 | 99 | 91 | 94 | 125 | 131 | * | * | * |
| | 45-54 | 73 | 48 | 51 | 65 | 75 | 66 | 67 | * | * | * |
| | 55-64 | 41 | 45 | 33 | 35 | 38 | 37 | 41 | * | * | * |
| | 65-74 | 35 | 54 | 59 | 40 | 40 | 35 | 44 | * | * | * |
| | >74 | 66 | 55 | 63 | 50 | 54 | 67 | 61 | * | * | * |
| | Unknown | 5 | 6 | 5 | 9 | 4 | 4 | 6 | * | * | * |
| | Total | 825 | 683 | 651 | 661 | 639 | 654 | 712 | * | * | * |
| INJURED | | | | | | | | | | | |
| Washington | <5 | 1,223 | 1,218 | 1,278 | 1,271 | 1,362 | 1,278 | 1,270 | * | * | * |
| | 5-9 | 2,158 | 1,986 | 2,076 | 1,987 | 2,187 | 2,348 | 2,232 | * | * | * |
| | 10-15 | 3,505 | 3,364 | 3,728 | 3,738 | 4,140 | 4,262 | 4,009 | * | * | * |
| | 16-20 | 13,043 | 11,817 | 12,392 | 11,979 | 13,283 | 13,771 | 13,378 | * | * | * |
| | 21-24 | 8,709 | 8,561 | 8,946 | 8,942 | 8,931 | 8,655 | 8,522 | * | * | * |
| | 25-34 | 18,155 | 16,559 | 17,194 | 17,224 | 17,683 | 18,213 | 17,567 | * | * | * |
| | 35-44 | 12,360 | 12,074 | 12,838 | 13,009 | 14,061 | 14,655 | 14,959 | * | * | * |
| | 45-54 | 6,444 | 6,352 | 6,953 | 7,454 | 8,508 | 9,176 | 9,760 | * | * | * |
| | 55-64 | 3,727 | 3,517 | 3,787 | 3,746 | 4,031 | 4,364 | 4,425 | * | * | * |
| | 65-74 | 2,648 | 2,585 | 2,621 | 2,631 | 2,695 | 2,774 | 2,702 | * | * | * |
| | >74 | 1,499 | 1,588 | 1,595 | 1,728 | 1,763 | 1,941 | 2,005 | * | * | * |
| | Unknown | 2,592 | 2,381 | 2,393 | 2,616 | 2,775 | 2,796 | 2,951 | * | * | * |
| | Total | 76,063 | 72,002 | 75,801 | 76,325 | 81,419 | 84,233 | 83,780 | * | * | * |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 47: Pedestrians Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| California | <5 | 62 | 40 | 43 | 55 | 50 | 37 | 37 | 34 | 19 | 46 |
| | 5-9 | 60 | 57 | 44 | 49 | 57 | 46 | 26 | 35 | 23 | 16 |
| | 10-15 | 34 | 33 | 18 | 45 | 25 | 41 | 33 | 23 | 21 | 29 |
| | 16-20 | 45 | 47 | 48 | 45 | 31 | 31 | 35 | 43 | 37 | 40 |
| | 21-24 | 67 | 56 | 38 | 52 | 46 | 31 | 38 | 29 | 36 | 39 |
| | 25-34 | 170 | 157 | 107 | 135 | 116 | 104 | 99 | 94 | 75 | 94 |
| | 35-44 | 126 | 109 | 104 | 113 | 119 | 117 | 120 | 112 | 103 | 102 |
| | 45-54 | 82 | 72 | 75 | 78 | 92 | 113 | 101 | 92 | 94 | 90 |
| | 55-64 | 77 | 72 | 65 | 70 | 75 | 76 | 70 | 83 | 78 | 59 |
| | 65-74 | 86 | 74 | 85 | 62 | 78 | 83 | 92 | 83 | 71 | 67 |
| | >74 | 127 | 100 | 83 | 101 | 110 | 100 | 98 | 124 | 108 | 84 |
| | Unknown | 66 | 72 | 63 | 57 | 54 | 55 | 46 | 30 | 33 | 22 |
| | Total | | 1,002 | 889 | 773 | 862 | 853 | 834 | 795 | 782 | 698 |
| INJURED | | | | | | | | | | | |
| California | <5 | 1,590 | 1,515 | 1,520 | 1,494 | 1,362 | 1,372 | 1,294 | 1,084 | 992 | 904 |
| | 5-9 | 2,697 | 2,575 | 2,389 | 2,307 | 2,220 | 2,113 | 2,014 | 1,844 | 1,811 | 1,642 |
| | 10-15 | 2,267 | 2,096 | 2,079 | 2,092 | 2,144 | 2,176 | 2,223 | 2,114 | 1,950 | 2,007 |
| | 16-20 | 1,524 | 1,489 | 1,356 | 1,286 | 1,316 | 1,253 | 1,369 | 1,317 | 1,304 | 1,313 |
| | 21-24 | 1,272 | 1,169 | 1,117 | 1,062 | 926 | 878 | 841 | 811 | 787 | 791 |
| | 25-34 | 3,172 | 2,953 | 2,600 | 2,569 | 2,444 | 2,446 | 2,253 | 2,067 | 1,930 | 1,890 |
| | 35-44 | 2,098 | 2,108 | 2,095 | 2,127 | 2,109 | 2,036 | 2,194 | 1,997 | 2,028 | 1,923 |
| | 45-54 | 1,194 | 1,123 | 1,174 | 1,241 | 1,327 | 1,371 | 1,411 | 1,387 | 1,536 | 1,526 |
| | 55-64 | 886 | 836 | 744 | 819 | 810 | 867 | 866 | 818 | 860 | 896 |
| | 65-74 | 774 | 706 | 662 | 711 | 749 | 701 | 784 | 757 | 733 | 680 |
| | >74 | 691 | 608 | 573 | 624 | 650 | 589 | 609 | 629 | 599 | 640 |
| | Unknown | 245 | 188 | 170 | 176 | 236 | 205 | 153 | 163 | 130 | 134 |
| | Total | | 18,410 | 17,366 | 16,479 | 16,508 | 16,293 | 16,007 | 16,011 | 14,988 | 14,660 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 47: Pedestrians Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| Florida | <5 | 15 | 18 | 15 | 11 | 13 | 12 | 10 | 7 | 11 | 8 |
| | 5-9 | 28 | 25 | 23 | 16 | 16 | 14 | 19 | 10 | 11 | 19 |
| | 10-15 | 21 | 23 | 21 | 24 | 19 | 24 | 25 | 22 | 17 | 21 |
| | 16-20 | 24 | 21 | 22 | 22 | 27 | 24 | 14 | 29 | 23 | 23 |
| | 21-24 | 28 | 28 | 16 | 20 | 29 | 26 | 28 | 21 | 26 | 20 |
| | 25-34 | 92 | 71 | 77 | 72 | 73 | 80 | 71 | 79 | 73 | 56 |
| | 35-44 | 80 | 83 | 62 | 85 | 106 | 98 | 113 | 94 | 111 | 94 |
| | 45-54 | 69 | 44 | 55 | 59 | 47 | 80 | 68 | 67 | 86 | 88 |
| | 55-64 | 52 | 41 | 44 | 39 | 38 | 58 | 51 | 51 | 52 | 56 |
| | 65-74 | 60 | 44 | 58 | 41 | 57 | 45 | 65 | 55 | 42 | 43 |
| | >74 | 90 | 79 | 80 | 77 | 80 | 77 | 73 | 72 | 73 | 55 |
| | Unknown | 38 | 29 | 18 | 36 | 23 | 26 | 22 | 22 | 28 | 23 |
| Total | | 597 | 506 | 491 | 502 | 528 | 564 | 559 | 535 | 548 | 501 |
| INJURED | | | | | | | | | | | |
| Florida | <5 | 479 | 507 | 512 | 433 | 446 | 354 | 354 | 323 | 237 | 254 |
| | 5-9 | 840 | 832 | 787 | 740 | 783 | 760 | 782 | 674 | 682 | 605 |
| | 10-15 | 826 | 865 | 871 | 969 | 962 | 966 | 953 | 937 | 1,047 | 932 |
| | 16-20 | 734 | 647 | 683 | 687 | 715 | 694 | 667 | 722 | 757 | 652 |
| | 21-24 | 528 | 543 | 500 | 526 | 507 | 473 | 489 | 434 | 413 | 409 |
| | 25-34 | 1,356 | 1,255 | 1,228 | 1,249 | 1,365 | 1,228 | 1,141 | 1,075 | 1,087 | 993 |
| | 35-44 | 913 | 962 | 941 | 1,112 | 1,132 | 1,128 | 1,258 | 1,240 | 1,235 | 1,139 |
| | 45-54 | 523 | 538 | 611 | 631 | 667 | 707 | 700 | 787 | 792 | 786 |
| | 55-64 | 495 | 408 | 444 | 446 | 484 | 480 | 463 | 482 | 523 | 513 |
| | 65-74 | 456 | 473 | 436 | 437 | 466 | 427 | 470 | 401 | 449 | 446 |
| | >74 | 531 | 507 | 487 | 464 | 469 | 480 | 509 | 456 | 481 | 497 |
| | Unknown | 432 | 446 | 517 | 395 | 313 | 338 | 268 | 263 | 371 | 310 |
| Total | | 8,113 | 7,983 | 8,017 | 8,089 | 8,309 | 8,035 | 8,054 | 7,794 | 8,074 | 7,536 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 47: Pedestrians Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| KILLED | | | | | | | | | | | |
| Georgia | <5 | 14 | 8 | 6 | 12 | 11 | 8 | 16 | 8 | 5 | * |
| | 5-9 | 10 | 11 | 14 | 7 | 3 | 6 | 12 | 13 | 2 | * |
| | 10-15 | 5 | 9 | 7 | 7 | 7 | 9 | 7 | 7 | 3 | * |
| | 16-20 | 7 | 7 | 14 | 9 | 8 | 3 | 11 | 12 | 12 | * |
| | 21-24 | 6 | 6 | 4 | 6 | 4 | 13 | 12 | 8 | 5 | * |
| | 25-34 | 34 | 27 | 28 | 36 | 33 | 37 | 19 | 24 | 27 | * |
| | 35-44 | 25 | 33 | 38 | 42 | 27 | 30 | 30 | 32 | 33 | * |
| | 45-54 | 25 | 20 | 18 | 18 | 27 | 21 | 15 | 38 | 32 | * |
| | 55-64 | 19 | 9 | 17 | 17 | 14 | 11 | 20 | 19 | 16 | * |
| | 65-74 | 16 | 14 | 10 | 13 | 7 | 10 | 11 | 9 | 8 | * |
| | >74 | 15 | 15 | 15 | 11 | 15 | 14 | 5 | 13 | 13 | * |
| | Unknown | 1 | 2 | 2 | 10 | 10 | 7 | 4 | 5 | 6 | * |
| | Total | 177 | 161 | 173 | 188 | 166 | 169 | 162 | 188 | 162 | * |
| INJURED | | | | | | | | | | | |
| Georgia | <5 | 122 | 133 | 130 | 153 | 135 | 136 | 192 | 171 | 99 | * |
| | 5-9 | 353 | 314 | 378 | 345 | 273 | 265 | 269 | 302 | 189 | * |
| | 10-15 | 308 | 318 | 334 | 315 | 322 | 327 | 343 | 350 | 241 | * |
| | 16-20 | 194 | 186 | 190 | 186 | 190 | 219 | 222 | 222 | 186 | * |
| | 21-24 | 152 | 142 | 145 | 150 | 160 | 138 | 154 | 180 | 122 | * |
| | 25-34 | 361 | 375 | 399 | 376 | 356 | 384 | 372 | 389 | 289 | * |
| | 35-44 | 259 | 275 | 277 | 316 | 268 | 322 | 348 | 360 | 261 | * |
| | 45-54 | 156 | 131 | 146 | 166 | 167 | 186 | 225 | 244 | 166 | * |
| | 55-64 | 89 | 97 | 80 | 75 | 92 | 87 | 103 | 106 | 65 | * |
| | 65-74 | 67 | 56 | 63 | 60 | 54 | 53 | 58 | 68 | 49 | * |
| | >74 | 50 | 48 | 48 | 47 | 97 | 38 | 53 | 44 | 20 | * |
| | Unknown | 227 | 216 | 199 | 187 | 156 | 171 | 192 | 129 | 111 | * |
| | Total | 2,338 | 2,291 | 2,389 | 2,376 | 2,270 | 2,326 | 2,531 | 2,565 | 1,798 | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 47: Pedestrians Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| Illinois | <5 | 7 | 14 | 9 | 10 | 9 | 14 | 1 | 3 | 10 | 9 |
| | 5-9 | 18 | 14 | 13 | 15 | 13 | 11 | 3 | 11 | 9 | 7 |
| | 10-15 | 15 | 14 | 8 | 12 | 17 | 19 | 5 | 15 | 7 | 9 |
| | 16-20 | 16 | 12 | 11 | 14 | 19 | 10 | 5 | 11 | 16 | 8 |
| | 21-24 | 17 | 11 | 4 | 8 | 14 | 12 | 5 | 8 | 8 | 9 |
| | 25-34 | 33 | 40 | 29 | 26 | 35 | 33 | 16 | 23 | 27 | 17 |
| | 35-44 | 31 | 35 | 35 | 33 | 34 | 42 | 22 | 36 | 27 | 32 |
| | 45-54 | 31 | 19 | 23 | 27 | 25 | 19 | 12 | 20 | 29 | 26 |
| | 55-64 | 25 | 13 | 19 | 17 | 12 | 13 | 11 | 21 | 13 | 13 |
| | 65-74 | 34 | 21 | 14 | 27 | 15 | 13 | 7 | 24 | 21 | 17 |
| | >74 | 40 | 27 | 22 | 23 | 35 | 28 | 9 | 28 | 22 | 29 |
| | Unknown | 6 | 3 | 3 | 1 | 9 | 0 | 0 | 0 | 0 | 0 |
| Total | | 273 | 223 | 190 | 213 | 237 | 214 | 96 | 200 | 189 | 176 |
| INJURED | | | | | | | | | | | |
| Illinois | <5 | 505 | 480 | 458 | 357 | 297 | 271 | 12 | 246 | 102 | 96 |
| | 5-9 | 1,651 | 1,586 | 1,532 | 1,226 | 937 | 762 | 67 | 754 | 307 | 283 |
| | 10-15 | 1,457 | 1,406 | 1,431 | 1,257 | 1,071 | 894 | 188 | 829 | 494 | 445 |
| | 16-20 | 988 | 866 | 848 | 715 | 583 | 498 | 89 | 482 | 277 | 264 |
| | 21-24 | 619 | 607 | 580 | 509 | 409 | 343 | 68 | 286 | 127 | 132 |
| | 25-34 | 1,592 | 1,519 | 1,398 | 1,199 | 993 | 796 | 154 | 700 | 311 | 284 |
| | 35-44 | 1,119 | 1,073 | 1,063 | 960 | 757 | 767 | 163 | 710 | 319 | 304 |
| | 45-54 | 623 | 616 | 634 | 548 | 484 | 450 | 112 | 454 | 213 | 217 |
| | 55-64 | 482 | 463 | 432 | 369 | 266 | 269 | 63 | 256 | 121 | 104 |
| | 65-74 | 355 | 324 | 315 | 277 | 252 | 216 | 45 | 171 | 96 | 80 |
| | >74 | 317 | 289 | 286 | 381 | 179 | 200 | 60 | 140 | 85 | 80 |
| | Unknown | 432 | 373 | 330 | 484 | 226 | 141 | 16 | 148 | 25 | 39 |
| Total | | 10,140 | 9,602 | 9,307 | 8,282 | 6,454 | 5,607 | 1,037 | 5,176 | 2,477 | 2,328 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 47: Pedestrians Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| Indiana | <5 | 4 | 5 | 7 | 6 | 4 | 7 | 1 | 2 | 5 | 4 |
| | 5-9 | 5 | 7 | 5 | 5 | 9 | 9 | 3 | 8 | 2 | 2 |
| | 10-15 | 7 | 6 | 9 | 4 | 7 | 4 | 4 | 5 | 3 | 1 |
| | 16-20 | 4 | 10 | 5 | 4 | 5 | 2 | 9 | 7 | 8 | 2 |
| | 21-24 | 6 | 0 | 3 | 0 | 4 | 3 | 3 | 2 | 0 | 3 |
| | 25-34 | 18 | 11 | 13 | 11 | 7 | 9 | 14 | 10 | 9 | 15 |
| | 35-44 | 14 | 7 | 7 | 12 | 9 | 14 | 13 | 11 | 17 | 10 |
| | 45-54 | 9 | 11 | 4 | 6 | 11 | 11 | 12 | 12 | 8 | 13 |
| | 55-64 | 10 | 4 | 3 | 5 | 7 | 7 | 7 | 8 | 7 | 7 |
| | 65-74 | 6 | 18 | 8 | 3 | 8 | 4 | 7 | 4 | 5 | 2 |
| | >74 | 13 | 6 | 9 | 6 | 11 | 5 | 5 | 5 | 7 | 7 |
| | Unknown | 3 | 2 | 2 | 2 | 2 | 1 | 0 | 1 | 1 | 0 |
| | Total | 99 | 87 | 75 | 64 | 84 | 76 | 78 | 75 | 72 | 66 |
| INJURED | | | | | | | | | | | |
| Indiana | <5 | 167 | 153 | 150 | 162 | 143 | 143 | 137 | 132 | 111 | 126 |
| | 5-9 | 408 | 415 | 416 | 339 | 325 | 357 | 304 | 323 | 292 | 251 |
| | 10-15 | 393 | 339 | 354 | 353 | 340 | 392 | 343 | 300 | 292 | 286 |
| | 16-20 | 224 | 214 | 237 | 217 | 247 | 235 | 220 | 249 | 222 | 240 |
| | 21-24 | 129 | 129 | 130 | 136 | 128 | 126 | 119 | 150 | 125 | 127 |
| | 25-34 | 296 | 272 | 285 | 271 | 243 | 260 | 283 | 264 | 235 | 242 |
| | 35-44 | 226 | 192 | 193 | 196 | 219 | 243 | 244 | 207 | 240 | 240 |
| | 45-54 | 121 | 102 | 118 | 123 | 134 | 145 | 158 | 164 | 153 | 172 |
| | 55-64 | 91 | 82 | 97 | 76 | 74 | 76 | 80 | 82 | 96 | 111 |
| | 65-74 | 93 | 75 | 64 | 70 | 70 | 63 | 69 | 62 | 70 | 75 |
| | >74 | 73 | 44 | 58 | 75 | 60 | 56 | 56 | 47 | 59 | 62 |
| | Unknown | 132 | 135 | 99 | 110 | 113 | 133 | 143 | 143 | 132 | 142 |
| | Total | 2,353 | 2,152 | 2,201 | 2,128 | 2,096 | 2,229 | 2,156 | 2,123 | 2,027 | 2,074 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 47: Pedestrians Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | |
| Kansas | <5 | 2 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 2 | 1 |
| | 5-9 | 3 | 2 | 2 | 0 | 1 | 4 | 2 | 0 | 2 | 1 |
| | 10-15 | 1 | 0 | 2 | 1 | 0 | 0 | 2 | 3 | 3 | 2 |
| | 16-20 | 3 | 0 | 5 | 0 | 0 | 3 | 1 | 3 | 1 | 4 |
| | 21-24 | 1 | 1 | 0 | 0 | 1 | 4 | 3 | 3 | 5 | 1 |
| | 25-34 | 5 | 4 | 1 | 7 | 5 | 6 | 2 | 6 | 6 | 9 |
| | 35-44 | 7 | 2 | 2 | 8 | 2 | 1 | 2 | 3 | 8 | 3 |
| | 45-54 | 5 | 0 | 1 | 4 | 1 | 6 | 2 | 2 | 3 | 6 |
| | 55-64 | 2 | 4 | 2 | 3 | 2 | 4 | 1 | 1 | 2 | 3 |
| | 65-74 | 2 | 1 | 2 | 1 | 3 | 4 | 2 | 3 | 0 | 1 |
| | >74 | 3 | 5 | 2 | 2 | 6 | 4 | 3 | 4 | 1 | 2 |
| | Unknown | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Total | | 34 | 20 | 21 | 26 | 22 | 39 | 20 | 28 | 33 | 33 |
| INJURED | | | | | | | | | | | |
| Kansas | <5 | 45 | 66 | 53 | 38 | 44 | 45 | 48 | 43 | 27 | 39 |
| | 5-9 | 139 | 123 | 137 | 104 | 110 | 102 | 114 | 87 | 83 | 78 |
| | 10-15 | 132 | 108 | 136 | 139 | 120 | 138 | 144 | 110 | 109 | 102 |
| | 16-20 | 85 | 70 | 82 | 82 | 100 | 83 | 79 | 69 | 67 | 64 |
| | 21-24 | 40 | 48 | 46 | 48 | 41 | 51 | 39 | 28 | 30 | 42 |
| | 25-34 | 98 | 97 | 88 | 105 | 69 | 66 | 86 | 67 | 67 | 53 |
| | 35-44 | 60 | 77 | 61 | 75 | 62 | 81 | 79 | 69 | 72 | 55 |
| | 45-54 | 33 | 29 | 30 | 34 | 43 | 53 | 52 | 42 | 46 | 39 |
| | 55-64 | 23 | 26 | 27 | 29 | 27 | 29 | 25 | 17 | 16 | 20 |
| | 65-74 | 16 | 12 | 16 | 18 | 13 | 17 | 14 | 18 | 15 | 21 |
| | >74 | 23 | 23 | 22 | 14 | 24 | 18 | 18 | 18 | 15 | 20 |
| | Unknown | 9 | 10 | 17 | 11 | 12 | 13 | 20 | 18 | 18 | 13 |
| Total | | 703 | 689 | 715 | 697 | 665 | 696 | 718 | 586 | 565 | 546 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 47: Pedestrians Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| Maryland | <5 | 7 | 5 | 5 | 3 | 2 | 3 | 4 | 3 | 2 | 2 |
| | 5-9 | 3 | 6 | 8 | 2 | 11 | 9 | 6 | 9 | 4 | 4 |
| | 10-15 | 9 | 5 | 8 | 8 | 7 | 10 | 7 | 2 | 3 | 4 |
| | 16-20 | 11 | 10 | 5 | 6 | 6 | 6 | 6 | 5 | 4 | 13 |
| | 21-24 | 7 | 12 | 4 | 5 | 6 | 5 | 9 | 4 | 2 | 6 |
| | 25-34 | 23 | 20 | 25 | 29 | 23 | 23 | 13 | 16 | 11 | 11 |
| | 35-44 | 26 | 23 | 14 | 18 | 23 | 27 | 21 | 25 | 27 | 28 |
| | 45-54 | 12 | 18 | 10 | 14 | 20 | 13 | 19 | 18 | 11 | 16 |
| | 55-64 | 11 | 11 | 5 | 14 | 6 | 10 | 10 | 9 | 13 | 8 |
| | 65-74 | 11 | 11 | 7 | 11 | 7 | 11 | 13 | 4 | 6 | 10 |
| | >74 | 15 | 19 | 6 | 12 | 11 | 9 | 15 | 6 | 16 | 17 |
| | Unknown | 0 | 2 | 1 | 1 | 1 | 2 | 0 | 3 | 2 | 0 |
| Total | | 135 | 142 | 98 | 123 | 123 | 128 | 123 | 104 | 101 | 119 |
| INJURED | | | | | | | | | | | |
| Maryland | <5 | 176 | 180 | 153 | 98 | 146 | 114 | 119 | 97 | 98 | 91 |
| | 5-9 | 554 | 524 | 488 | 341 | 352 | 358 | 382 | 319 | 341 | 302 |
| | 10-15 | 487 | 537 | 536 | 414 | 556 | 479 | 469 | 461 | 410 | 408 |
| | 16-20 | 317 | 290 | 272 | 231 | 256 | 278 | 281 | 300 | 252 | 278 |
| | 21-24 | 264 | 242 | 244 | 170 | 215 | 211 | 211 | 174 | 173 | 183 |
| | 25-34 | 677 | 631 | 638 | 456 | 586 | 535 | 513 | 412 | 385 | 417 |
| | 35-44 | 417 | 366 | 459 | 359 | 431 | 430 | 471 | 430 | 413 | 432 |
| | 45-54 | 201 | 232 | 196 | 159 | 221 | 224 | 255 | 268 | 243 | 273 |
| | 55-64 | 136 | 121 | 156 | 108 | 115 | 118 | 126 | 125 | 141 | 141 |
| | 65-74 | 119 | 116 | 114 | 71 | 96 | 110 | 114 | 94 | 101 | 99 |
| | >74 | 63 | 84 | 75 | 65 | 59 | 67 | 80 | 83 | 92 | 80 |
| | Unknown | 136 | 109 | 109 | 72 | 118 | 94 | 105 | 111 | 105 | 82 |
| Total | | 3,547 | 3,432 | 3,440 | 2,544 | 3,151 | 3,018 | 3,126 | 2,874 | 2,754 | 2,786 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 47: Pedestrians Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| Michigan | <5 | 12 | 9 | 9 | 2 | 12 | 4 | 7 | 2 | 7 | 10 |
| | 5-9 | 14 | 5 | 14 | 9 | 9 | 13 | 11 | 13 | 12 | 18 |
| | 10-15 | 19 | 14 | 9 | 9 | 12 | 11 | 12 | 11 | 13 | 8 |
| | 16-20 | 6 | 15 | 9 | 7 | 17 | 10 | 11 | 9 | 9 | 6 |
| | 21-24 | 17 | 9 | 10 | 12 | 11 | 15 | 5 | 8 | 4 | 6 |
| | 25-34 | 37 | 30 | 22 | 33 | 21 | 27 | 26 | 27 | 22 | 25 |
| | 35-44 | 37 | 30 | 18 | 35 | 29 | 42 | 34 | 32 | 30 | 36 |
| | 45-54 | 16 | 14 | 14 | 20 | 11 | 19 | 34 | 25 | 20 | 31 |
| | 55-64 | 19 | 17 | 12 | 6 | 14 | 15 | 22 | 6 | 15 | 15 |
| | 65-74 | 19 | 12 | 13 | 17 | 15 | 15 | 12 | 17 | 14 | 8 |
| | >74 | 28 | 24 | 20 | 15 | 23 | 13 | 14 | 14 | 25 | 12 |
| | Unknown | 2 | 1 | 19 | 6 | 7 | 7 | 2 | 1 | 1 | 0 |
| | Total | 226 | 180 | 169 | 171 | 181 | 191 | 190 | 165 | 172 | 175 |
| INJURED | | | | | | | | | | | |
| Michigan | <5 | 226 | 250 | 143 | 146 | 180 | 179 | 189 | 142 | 174 | 132 |
| | 5-9 | 585 | 553 | 327 | 379 | 464 | 435 | 448 | 440 | 470 | 386 |
| | 10-15 | 673 | 662 | 348 | 537 | 656 | 643 | 613 | 618 | 536 | 569 |
| | 16-20 | 457 | 405 | 209 | 289 | 344 | 343 | 345 | 373 | 384 | 313 |
| | 21-24 | 273 | 224 | 133 | 162 | 219 | 208 | 178 | 169 | 162 | 158 |
| | 25-34 | 607 | 552 | 256 | 377 | 432 | 431 | 417 | 377 | 390 | 353 |
| | 35-44 | 508 | 412 | 194 | 317 | 423 | 441 | 414 | 369 | 446 | 397 |
| | 45-54 | 215 | 206 | 112 | 190 | 243 | 242 | 263 | 238 | 277 | 303 |
| | 55-64 | 157 | 130 | 77 | 109 | 131 | 112 | 117 | 113 | 132 | 148 |
| | 65-74 | 164 | 124 | 56 | 91 | 95 | 112 | 112 | 105 | 82 | 116 |
| | >74 | 126 | 108 | 51 | 64 | 79 | 91 | 87 | 84 | 93 | 75 |
| | Unknown | 48 | 56 | 177 | 149 | 236 | 236 | 200 | 154 | 162 | 145 |
| | Total | 4,039 | 3,682 | 2,083 | 2,810 | 3,502 | 3,473 | 3,383 | 3,182 | 3,308 | 3,095 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 47: Pedestrians Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| Missouri | <5 | 4 | 6 | 7 | 3 | 1 | 1 | 5 | 5 | 6 | 3 |
| | 5-9 | 5 | 4 | 4 | 9 | 8 | 3 | 1 | 3 | 3 | 1 |
| | 10-15 | 3 | 3 | 8 | 5 | 2 | 4 | 2 | 7 | 6 | 2 |
| | 16-20 | 8 | 5 | 4 | 6 | 4 | 7 | 7 | 8 | 7 | 5 |
| | 21-24 | 5 | 6 | 6 | 8 | 2 | 6 | 7 | 7 | 7 | 2 |
| | 25-34 | 19 | 13 | 6 | 19 | 15 | 21 | 22 | 15 | 19 | 4 |
| | 35-44 | 15 | 9 | 16 | 13 | 17 | 13 | 13 | 12 | 16 | 14 |
| | 45-54 | 11 | 5 | 11 | 6 | 17 | 8 | 11 | 13 | 13 | 15 |
| | 55-64 | 6 | 7 | 8 | 9 | 6 | 7 | 8 | 8 | 5 | 4 |
| | 65-74 | 5 | 3 | 7 | 11 | 5 | 11 | 8 | 6 | 9 | 7 |
| | >74 | 19 | 12 | 9 | 13 | 9 | 13 | 12 | 17 | 10 | 8 |
| | Unknown | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Total | 101 | 73 | 87 | 103 | 86 | 94 | 97 | 101 | 101 | 65 |
| INJURED | | | | | | | | | | | |
| Missouri | <5 | 166 | 127 | 121 | 147 | 132 | 106 | 112 | 95 | 92 | 69 |
| | 5-9 | 379 | 353 | 340 | 311 | 308 | 297 | 280 | 272 | 254 | 259 |
| | 10-15 | 301 | 311 | 326 | 332 | 293 | 291 | 282 | 278 | 260 | 260 |
| | 16-20 | 222 | 233 | 166 | 207 | 203 | 194 | 194 | 208 | 200 | 226 |
| | 21-24 | 124 | 144 | 156 | 124 | 159 | 111 | 126 | 117 | 108 | 108 |
| | 25-34 | 375 | 331 | 313 | 307 | 308 | 267 | 266 | 275 | 251 | 232 |
| | 35-44 | 234 | 204 | 227 | 238 | 263 | 252 | 258 | 253 | 267 | 264 |
| | 45-54 | 110 | 113 | 125 | 119 | 120 | 129 | 155 | 158 | 194 | 153 |
| | 55-64 | 79 | 69 | 70 | 90 | 61 | 62 | 75 | 65 | 105 | 101 |
| | 65-74 | 73 | 62 | 83 | 64 | 64 | 54 | 55 | 50 | 58 | 70 |
| | >74 | 68 | 61 | 61 | 52 | 61 | 64 | 53 | 67 | 57 | 44 |
| | Unknown | 60 | 59 | 50 | 56 | 51 | 75 | 59 | 56 | 46 | 55 |
| | Total | 2,191 | 2,067 | 2,038 | 2,047 | 2,023 | 1,902 | 1,915 | 1,894 | 1,892 | 1,841 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 47: Pedestrians Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | |
| New Mexico | <5 | 2 | 1 | 4 | 3 | 2 | 0 | 2 | 0 | 2 | 1 |
| | 5-9 | 4 | 2 | 1 | 3 | 0 | 3 | 0 | 1 | 2 | 1 |
| | 10-15 | 2 | 2 | 3 | 1 | 5 | 2 | 1 | 1 | 1 | 1 |
| | 16-20 | 15 | 6 | 7 | 6 | 5 | 7 | 4 | 3 | 4 | 3 |
| | 21-24 | 3 | 6 | 9 | 5 | 5 | 7 | 4 | 3 | 3 | 4 |
| | 25-34 | 27 | 21 | 21 | 16 | 11 | 23 | 14 | 14 | 13 | 14 |
| | 35-44 | 10 | 17 | 15 | 9 | 16 | 19 | 13 | 17 | 12 | 10 |
| | 45-54 | 12 | 8 | 14 | 7 | 12 | 11 | 5 | 8 | 11 | 8 |
| | 55-64 | 4 | 13 | 1 | 7 | 7 | 5 | 9 | 9 | 4 | 1 |
| | 65-74 | 2 | 7 | 4 | 5 | 5 | 7 | 4 | 4 | 2 | 5 |
| | >74 | 0 | 6 | 8 | 4 | 3 | 4 | 6 | 6 | 4 | 4 |
| | Unknown | 2 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Total | 83 | 91 | 90 | 67 | 72 | 88 | 62 | 66 | 58 | 52 |
| INJURED | | | | | | | | | | | |
| New Mexico | <5 | 32 | 24 | 36 | 25 | 36 | 28 | 22 | 31 | 22 | 15 |
| | 5-9 | 69 | 70 | 50 | 65 | 67 | 56 | 38 | 52 | 51 | 41 |
| | 10-15 | 90 | 94 | 95 | 92 | 111 | 101 | 83 | 78 | 51 | 69 |
| | 16-20 | 67 | 47 | 39 | 76 | 50 | 49 | 57 | 53 | 44 | 50 |
| | 21-24 | 34 | 40 | 33 | 40 | 27 | 37 | 21 | 30 | 28 | 26 |
| | 25-34 | 96 | 100 | 106 | 101 | 90 | 82 | 88 | 90 | 69 | 55 |
| | 35-44 | 77 | 64 | 89 | 74 | 85 | 87 | 102 | 91 | 89 | 57 |
| | 45-54 | 44 | 34 | 50 | 47 | 58 | 43 | 66 | 42 | 47 | 51 |
| | 55-64 | 18 | 28 | 24 | 31 | 28 | 31 | 23 | 25 | 25 | 15 |
| | 65-74 | 13 | 19 | 29 | 20 | 19 | 24 | 24 | 27 | 17 | 14 |
| | >74 | 15 | 13 | 11 | 15 | 15 | 13 | 24 | 19 | 12 | 9 |
| | Unknown | 51 | 31 | 40 | 26 | 17 | 26 | 17 | 31 | 10 | 18 |
| | Total | 606 | 564 | 602 | 612 | 603 | 577 | 565 | 569 | 465 | 420 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 47: Pedestrians Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| North Carolina | <5 | * | * | 8 | 8 | 10 | 7 | 5 | 6 | 5 | 2 |
| | 5-9 | * | * | 10 | 10 | 11 | 6 | 11 | 13 | 4 | 7 |
| | 10-15 | * | * | 4 | 10 | 5 | 11 | 6 | 10 | 9 | 3 |
| | 16-20 | * | * | 10 | 7 | 13 | 12 | 6 | 11 | 16 | 4 |
| | 21-24 | * | * | 11 | 9 | 7 | 9 | 9 | 8 | 14 | 9 |
| | 25-34 | * | * | 38 | 39 | 30 | 30 | 34 | 22 | 28 | 24 |
| | 35-44 | * | * | 38 | 34 | 32 | 46 | 40 | 37 | 43 | 51 |
| | 45-54 | * | * | 17 | 17 | 34 | 24 | 16 | 26 | 33 | 25 |
| | 55-64 | * | * | 14 | 16 | 16 | 17 | 15 | 14 | 17 | 11 |
| | 65-74 | * | * | 11 | 13 | 13 | 13 | 11 | 12 | 11 | 12 |
| | >74 | * | * | 15 | 17 | 17 | 24 | 19 | 22 | 22 | 13 |
| | Unknown | * | * | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 1 |
| | Total | * | * | 178 | 182 | 189 | 199 | 173 | 181 | 202 | 162 |
| INJURED | | | | | | | | | | | |
| North Carolina | <5 | * | * | 109 | 118 | 121 | 110 | 95 | 78 | 72 | 50 |
| | 5-9 | * | * | 241 | 229 | 207 | 201 | 241 | 172 | 137 | 115 |
| | 10-15 | * | * | 247 | 266 | 264 | 291 | 279 | 177 | 171 | 171 |
| | 16-20 | * | * | 225 | 277 | 269 | 278 | 292 | 258 | 276 | 221 |
| | 21-24 | * | * | 207 | 214 | 204 | 175 | 165 | 210 | 194 | 178 |
| | 25-34 | * | * | 453 | 473 | 480 | 438 | 419 | 446 | 433 | 394 |
| | 35-44 | * | * | 293 | 368 | 395 | 388 | 388 | 430 | 446 | 350 |
| | 45-54 | * | * | 161 | 176 | 201 | 182 | 235 | 262 | 255 | 226 |
| | 55-64 | * | * | 109 | 107 | 117 | 101 | 105 | 102 | 135 | 116 |
| | 65-74 | * | * | 84 | 92 | 102 | 77 | 87 | 89 | 73 | 69 |
| | >74 | * | * | 66 | 60 | 66 | 74 | 73 | 142 | 185 | 166 |
| | Unknown | * | * | 40 | 24 | 44 | 42 | 25 | 13 | 3 | 4 |
| | Total | * | * | 2,235 | 2,404 | 2,470 | 2,357 | 2,404 | 2,379 | 2,380 | 2,060 |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 47: Pedestrians Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| Ohio | <5 | 9 | 7 | 5 | 16 | 10 | 5 | 3 | 7 | 4 | 2 |
| | 5-9 | 14 | 8 | 13 | 10 | 8 | 11 | 11 | 9 | 17 | 9 |
| | 10-15 | 14 | 17 | 7 | 13 | 15 | 9 | 5 | 11 | 7 | 8 |
| | 16-20 | 5 | 14 | 11 | 10 | 3 | 3 | 8 | 2 | 6 | 4 |
| | 21-24 | 13 | 16 | 11 | 3 | 5 | 7 | 4 | 7 | 8 | 12 |
| | 25-34 | 33 | 22 | 21 | 23 | 14 | 14 | 15 | 17 | 19 | 15 |
| | 35-44 | 21 | 21 | 18 | 22 | 14 | 16 | 21 | 23 | 19 | 27 |
| | 45-54 | 18 | 17 | 21 | 16 | 12 | 11 | 18 | 14 | 13 | 11 |
| | 55-64 | 16 | 16 | 14 | 12 | 14 | 12 | 9 | 16 | 11 | 7 |
| | 65-74 | 25 | 14 | 15 | 14 | 13 | 16 | 13 | 11 | 17 | 6 |
| | >74 | 28 | 18 | 15 | 18 | 19 | 13 | 15 | 10 | 16 | 22 |
| Total | | 196 | 170 | 151 | 157 | 127 | 117 | 122 | 127 | 137 | 123 |
| INJURED | | | | | | | | | | | |
| Ohio | <5 | 286 | 269 | 307 | 294 | 285 | 265 | 234 | 220 | 192 | 154 |
| | 5-9 | 957 | 821 | 867 | 798 | 759 | 739 | 757 | 710 | 654 | 502 |
| | 10-15 | 802 | 771 | 848 | 817 | 827 | 790 | 863 | 775 | 680 | 604 |
| | 16-20 | 498 | 495 | 412 | 446 | 453 | 468 | 454 | 404 | 418 | 423 |
| | 21-24 | 308 | 301 | 305 | 262 | 233 | 255 | 262 | 239 | 221 | 190 |
| | 25-34 | 684 | 615 | 612 | 605 | 561 | 467 | 518 | 466 | 454 | 434 |
| | 35-44 | 447 | 444 | 470 | 483 | 477 | 461 | 498 | 472 | 452 | 430 |
| | 45-54 | 259 | 218 | 266 | 263 | 290 | 288 | 310 | 323 | 325 | 347 |
| | 55-64 | 221 | 186 | 152 | 175 | 164 | 165 | 176 | 144 | 170 | 162 |
| | 65-74 | 183 | 170 | 139 | 152 | 155 | 152 | 140 | 137 | 121 | 103 |
| | >74 | 143 | 133 | 122 | 120 | 132 | 109 | 163 | 112 | 104 | 102 |
| Unknown | 182 | 124 | 102 | 100 | 122 | 85 | 105 | 114 | 105 | 105 | |
| Total | | 4,970 | 4,547 | 4,602 | 4,515 | 4,458 | 4,244 | 4,480 | 4,116 | 3,896 | 3,556 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 47: Pedestrians Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| Pennsylvania | <5 | 16 | 6 | 7 | 9 | 12 | 8 | 8 | 6 | 5 | 7 |
| | 5-9 | 20 | 19 | 12 | 14 | 12 | 11 | 16 | 14 | 6 | 16 |
| | 10-15 | 12 | 18 | 14 | 8 | 18 | 13 | 13 | 12 | 11 | 5 |
| | 16-20 | 11 | 12 | 9 | 5 | 4 | 10 | 7 | 5 | 9 | 11 |
| | 21-24 | 10 | 10 | 14 | 12 | 5 | 8 | 7 | 8 | 7 | 11 |
| | 25-34 | 31 | 27 | 41 | 29 | 23 | 16 | 17 | 17 | 16 | 15 |
| | 35-44 | 31 | 22 | 22 | 31 | 13 | 26 | 29 | 22 | 17 | 31 |
| | 45-54 | 24 | 23 | 17 | 20 | 16 | 29 | 34 | 14 | 23 | 19 |
| | 55-64 | 21 | 26 | 25 | 15 | 15 | 8 | 23 | 20 | 10 | 14 |
| | 65-74 | 36 | 26 | 32 | 18 | 24 | 25 | 24 | 24 | 20 | 20 |
| | >74 | 53 | 45 | 36 | 52 | 35 | 44 | 40 | 33 | 41 | 37 |
| | Unknown | 2 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 1 | 1 |
| Total | | 267 | 234 | 231 | 214 | 179 | 198 | 218 | 175 | 166 | 187 |
| INJURED | | | | | | | | | | | |
| Pennsylvania | <5 | 377 | 415 | 396 | 431 | 387 | 395 | 317 | 344 | 327 | 296 |
| | 5-9 | 1,202 | 1,149 | 1,221 | 1,065 | 1,048 | 1,046 | 983 | 948 | 916 | 1,026 |
| | 10-15 | 964 | 945 | 1,110 | 1,007 | 1,028 | 1,004 | 960 | 1,007 | 938 | 918 |
| | 16-20 | 554 | 538 | 563 | 520 | 505 | 538 | 533 | 549 | 521 | 481 |
| | 21-24 | 432 | 383 | 415 | 371 | 388 | 354 | 277 | 312 | 305 | 322 |
| | 25-34 | 942 | 845 | 829 | 793 | 832 | 812 | 767 | 682 | 712 | 654 |
| | 35-44 | 587 | 578 | 651 | 627 | 684 | 686 | 651 | 693 | 701 | 718 |
| | 45-54 | 395 | 336 | 394 | 372 | 404 | 435 | 445 | 467 | 503 | 525 |
| | 55-64 | 334 | 274 | 303 | 256 | 284 | 263 | 273 | 279 | 286 | 278 |
| | 65-74 | 297 | 332 | 288 | 270 | 262 | 259 | 268 | 284 | 231 | 230 |
| | >74 | 301 | 275 | 248 | 272 | 267 | 217 | 250 | 287 | 264 | 243 |
| | Unknown | 298 | 213 | 190 | 183 | 184 | 210 | 179 | 188 | 197 | 162 |
| Total | | 6,683 | 6,283 | 6,608 | 6,167 | 6,273 | 6,219 | 5,903 | 6,040 | 5,901 | 5,853 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 47: Pedestrians Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| Texas | <5 | 17 | 27 | 20 | 17 | 21 | 20 | 24 | 20 | 22 | 6 |
| | 5-9 | 26 | 21 | 21 | 18 | 26 | 17 | 27 | 12 | 13 | 14 |
| | 10-15 | 19 | 23 | 21 | 27 | 14 | 26 | 24 | 16 | 23 | 12 |
| | 16-20 | 41 | 39 | 41 | 29 | 24 | 28 | 33 | 30 | 33 | 30 |
| | 21-24 | 31 | 47 | 44 | 30 | 34 | 35 | 30 | 34 | 22 | 21 |
| | 25-34 | 111 | 117 | 94 | 91 | 91 | 73 | 61 | 82 | 69 | 62 |
| | 35-44 | 79 | 66 | 96 | 96 | 79 | 85 | 84 | 86 | 84 | 77 |
| | 45-54 | 36 | 48 | 50 | 34 | 46 | 52 | 58 | 57 | 54 | 71 |
| | 55-64 | 53 | 47 | 42 | 33 | 29 | 40 | 31 | 38 | 37 | 55 |
| | 65-74 | 27 | 27 | 35 | 32 | 19 | 38 | 25 | 35 | 49 | 25 |
| | >74 | 36 | 42 | 37 | 34 | 38 | 36 | 36 | 27 | 44 | 37 |
| | Unknown | 14 | 10 | 13 | 14 | 7 | 11 | 14 | 8 | 15 | 22 |
| | Total | 490 | 514 | 514 | 455 | 428 | 461 | 447 | 445 | 465 | 432 |
| INJURED | | | | | | | | | | | |
| Texas | <5 | 418 | 393 | 422 | 446 | 428 | 427 | 411 | 335 | 361 | 303 |
| | 5-9 | 871 | 825 | 887 | 833 | 816 | 736 | 751 | 786 | 715 | 606 |
| | 10-15 | 767 | 739 | 777 | 849 | 820 | 798 | 787 | 785 | 737 | 736 |
| | 16-20 | 630 | 532 | 549 | 509 | 528 | 565 | 597 | 572 | 577 | 464 |
| | 21-24 | 412 | 354 | 379 | 325 | 381 | 364 | 304 | 343 | 333 | 290 |
| | 25-34 | 949 | 868 | 810 | 851 | 833 | 786 | 789 | 787 | 775 | 666 |
| | 35-44 | 551 | 593 | 640 | 693 | 675 | 619 | 686 | 736 | 737 | 627 |
| | 45-54 | 283 | 262 | 345 | 323 | 387 | 401 | 421 | 493 | 456 | 521 |
| | 55-64 | 208 | 224 | 206 | 205 | 206 | 231 | 229 | 240 | 199 | 220 |
| | 65-74 | 158 | 161 | 146 | 166 | 166 | 192 | 184 | 182 | 163 | 154 |
| | >74 | 106 | 111 | 102 | 110 | 121 | 119 | 85 | 115 | 118 | 117 |
| | Unknown | 311 | 256 | 250 | 264 | 235 | 170 | 163 | 180 | 152 | 115 |
| | Total | 5,664 | 5,318 | 5,513 | 5,574 | 5,596 | 5,408 | 5,407 | 5,554 | 5,323 | 4,819 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 47: Pedestrians Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | |
| Utah | <5 | 5 | 3 | 4 | 0 | 3 | 4 | 3 | 1 | 5 | 3 |
| | 5-9 | 4 | 3 | 4 | 5 | 4 | 3 | 3 | 4 | 3 | 3 |
| | 10-15 | 5 | 2 | 4 | 5 | 9 | 6 | 3 | 4 | 4 | 4 |
| | 16-20 | 4 | 1 | 4 | 2 | 3 | 5 | 0 | 6 | 5 | 1 |
| | 21-24 | 3 | 0 | 3 | 1 | 0 | 2 | 3 | 4 | 0 | 4 |
| | 25-34 | 1 | 3 | 3 | 3 | 3 | 6 | 2 | 6 | 1 | 6 |
| | 35-44 | 2 | 1 | 5 | 6 | 5 | 6 | 6 | 1 | 6 | 4 |
| | 45-54 | 0 | 6 | 4 | 4 | 7 | 5 | 7 | 4 | 8 | 3 |
| | 55-64 | 3 | 4 | 3 | 1 | 3 | 2 | 4 | 1 | 3 | 6 |
| | 65-74 | 2 | 3 | 3 | 1 | 2 | 1 | 1 | 3 | 2 | 1 |
| | >74 | 3 | 5 | 5 | 3 | 4 | 6 | 3 | 5 | 6 | 3 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Total | 32 | 31 | 42 | 31 | 43 | 46 | 35 | 39 | 44 | 38 |
| INJURED | | | | | | | | | | | |
| Utah | <5 | 48 | 73 | 53 | 60 | 56 | 66 | 54 | 54 | 31 | 44 |
| | 5-9 | 168 | 132 | 149 | 132 | 133 | 109 | 140 | 108 | 95 | 97 |
| | 10-15 | 238 | 166 | 211 | 229 | 209 | 175 | 224 | 193 | 159 | 143 |
| | 16-20 | 111 | 82 | 86 | 92 | 109 | 82 | 118 | 137 | 112 | 100 |
| | 21-24 | 59 | 45 | 47 | 42 | 59 | 34 | 57 | 68 | 41 | 50 |
| | 25-34 | 100 | 82 | 100 | 85 | 106 | 67 | 109 | 91 | 101 | 67 |
| | 35-44 | 64 | 52 | 82 | 90 | 68 | 57 | 97 | 88 | 85 | 85 |
| | 45-54 | 34 | 33 | 44 | 42 | 55 | 44 | 54 | 65 | 67 | 64 |
| | 55-64 | 27 | 31 | 22 | 24 | 24 | 22 | 35 | 27 | 30 | 39 |
| | 65-74 | 15 | 14 | 16 | 12 | 19 | 22 | 25 | 21 | 22 | 29 |
| | >74 | 22 | 19 | 19 | 13 | 19 | 12 | 21 | 19 | 14 | 12 |
| | Unknown | 12 | 12 | 18 | 17 | 15 | 11 | 26 | 17 | 17 | 18 |
| | Total | 898 | 741 | 847 | 838 | 872 | 701 | 960 | 888 | 774 | 748 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 47: Pedestrians Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| KILLED | | | | | | | | | | | |
| Virginia | <5 | 7 | 4 | 0 | 4 | 2 | 2 | 4 | 2 | 3 | 1 |
| | 5-9 | 6 | 7 | 1 | 2 | 2 | 4 | 6 | 2 | 4 | 1 |
| | 10-15 | 3 | 9 | 5 | 8 | 7 | 3 | 4 | 2 | 4 | 1 |
| | 16-20 | 10 | 7 | 3 | 1 | 7 | 1 | 5 | 6 | 7 | 4 |
| | 21-24 | 6 | 8 | 7 | 6 | 4 | 4 | 8 | 4 | 4 | 4 |
| | 25-34 | 24 | 26 | 15 | 16 | 18 | 18 | 16 | 13 | 16 | 15 |
| | 35-44 | 19 | 14 | 18 | 15 | 16 | 22 | 13 | 21 | 24 | 18 |
| | 45-54 | 15 | 13 | 13 | 10 | 11 | 11 | 18 | 12 | 10 | 14 |
| | 55-64 | 11 | 9 | 7 | 22 | 8 | 6 | 14 | 5 | 10 | 14 |
| | 65-74 | 9 | 7 | 7 | 9 | 15 | 10 | 12 | 8 | 8 | 5 |
| | >74 | 6 | 8 | 15 | 14 | 9 | 12 | 13 | 14 | 12 | 8 |
| | Unknown | 0 | 0 | 2 | 5 | 2 | 0 | 1 | 1 | 0 | 2 |
| | Total | 116 | 112 | 93 | 112 | 101 | 93 | 114 | 90 | 102 | 87 |
| INJURED | | | | | | | | | | | |
| Virginia | <5 | 101 | 99 | 99 | 115 | 107 | 98 | 81 | 83 | 76 | 83 |
| | 5-9 | 278 | 219 | 254 | 239 | 221 | 224 | 225 | 200 | 181 | 195 |
| | 10-15 | 287 | 216 | 241 | 268 | 275 | 262 | 258 | 272 | 282 | 232 |
| | 16-20 | 242 | 209 | 201 | 194 | 229 | 243 | 255 | 215 | 200 | 250 |
| | 21-24 | 196 | 160 | 181 | 146 | 148 | 153 | 133 | 153 | 141 | 128 |
| | 25-34 | 421 | 366 | 351 | 367 | 369 | 341 | 392 | 363 | 318 | 309 |
| | 35-44 | 284 | 220 | 263 | 290 | 305 | 308 | 312 | 342 | 306 | 354 |
| | 45-54 | 154 | 129 | 143 | 169 | 184 | 184 | 185 | 194 | 224 | 224 |
| | 55-64 | 94 | 89 | 90 | 95 | 97 | 94 | 105 | 109 | 109 | 100 |
| | 65-74 | 74 | 71 | 68 | 74 | 74 | 75 | 59 | 48 | 75 | 92 |
| | >74 | 56 | 65 | 58 | 58 | 56 | 63 | 77 | 54 | 63 | 72 |
| | Unknown | 33 | 26 | 37 | 39 | 36 | 38 | 27 | 26 | 29 | 29 |
| | Total | 2,220 | 1,869 | 1,986 | 2,054 | 2,101 | 2,083 | 2,109 | 2,059 | 2,004 | 2,068 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 47: Pedestrians Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|-------|-------|-------|-------|-------|-------|-------|------|------|------|
| KILLED | | | | | | | | | | | |
| Washington | <5 | 3 | 1 | 2 | 2 | 2 | 3 | 0 | * | * | * |
| | 5-9 | 7 | 6 | 4 | 3 | 5 | 3 | 3 | * | * | * |
| | 10-15 | 2 | 9 | 3 | 6 | 7 | 2 | 3 | * | * | * |
| | 16-20 | 3 | 6 | 4 | 8 | 4 | 1 | 6 | * | * | * |
| | 21-24 | 5 | 3 | 5 | 2 | 2 | 6 | 3 | * | * | * |
| | 25-34 | 9 | 11 | 7 | 15 | 14 | 11 | 16 | * | * | * |
| | 35-44 | 7 | 8 | 13 | 9 | 10 | 16 | 22 | * | * | * |
| | 45-54 | 11 | 5 | 10 | 8 | 8 | 5 | 5 | * | * | * |
| | 55-64 | 6 | 7 | 8 | 7 | 11 | 7 | 9 | * | * | * |
| | 65-74 | 11 | 9 | 8 | 10 | 12 | 5 | 6 | * | * | * |
| | >74 | 17 | 13 | 17 | 9 | 10 | 16 | 17 | * | * | * |
| | Unknown | 0 | 1 | 0 | 1 | 0 | 0 | 0 | * | * | * |
| | Total | 81 | 79 | 81 | 80 | 85 | 75 | 90 | * | * | * |
| INJURED | | | | | | | | | | | |
| Washington | <5 | 67 | 96 | 112 | 73 | 80 | 81 | 65 | * | * | * |
| | 5-9 | 225 | 217 | 194 | 182 | 188 | 172 | 192 | * | * | * |
| | 10-15 | 275 | 273 | 266 | 279 | 324 | 296 | 329 | * | * | * |
| | 16-20 | 192 | 166 | 177 | 165 | 201 | 220 | 203 | * | * | * |
| | 21-24 | 132 | 158 | 146 | 125 | 140 | 132 | 135 | * | * | * |
| | 25-34 | 312 | 267 | 259 | 289 | 267 | 291 | 278 | * | * | * |
| | 35-44 | 205 | 263 | 239 | 226 | 274 | 258 | 276 | * | * | * |
| | 45-54 | 117 | 121 | 122 | 156 | 147 | 176 | 172 | * | * | * |
| | 55-64 | 82 | 96 | 66 | 82 | 82 | 105 | 89 | * | * | * |
| | 65-74 | 80 | 76 | 80 | 86 | 63 | 82 | 90 | * | * | * |
| | >74 | 90 | 89 | 71 | 82 | 72 | 77 | 59 | * | * | * |
| | Unknown | 84 | 89 | 77 | 68 | 78 | 58 | 90 | * | * | * |
| | Total | 1,861 | 1,911 | 1,809 | 1,813 | 1,916 | 1,948 | 1,978 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 48: Drivers Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | | |
| California | 10-15 | 13 | 14 | 11 | 14 | 18 | 10 | 13 | 9 | 8 | 8 |
| | 16-20 | 377 | 313 | 273 | 228 | 250 | 209 | 197 | 211 | 195 | 221 |
| | 21-24 | 418 | 348 | 280 | 277 | 228 | 238 | 216 | 164 | 181 | 198 |
| | 25-34 | 761 | 653 | 557 | 524 | 547 | 497 | 444 | 375 | 354 | 361 |
| | 35-44 | 450 | 379 | 363 | 381 | 331 | 382 | 396 | 306 | 322 | 324 |
| | 45-54 | 255 | 236 | 229 | 195 | 247 | 243 | 259 | 235 | 226 | 247 |
| | 55-64 | 165 | 130 | 135 | 124 | 151 | 140 | 176 | 163 | 150 | 149 |
| | 65-74 | 149 | 134 | 144 | 132 | 147 | 138 | 149 | 131 | 104 | 135 |
| | >74 | 116 | 127 | 119 | 151 | 152 | 160 | 138 | 170 | 135 | 141 |
| | Unknown | 30 | 23 | 22 | 15 | 15 | 20 | 7 | 8 | 5 | 10 |
| Total | | 2,734 | 2,357 | 2,133 | 2,041 | 2,086 | 2,037 | 1,995 | 1,772 | 1,680 | 1,794 |
| INJURED | | | | | | | | | | | |
| California | 10-15 | 796 | 810 | 739 | 710 | 719 | 550 | 475 | 420 | 383 | 364 |
| | 16-20 | 32,311 | 28,820 | 26,315 | 23,467 | 24,184 | 22,505 | 22,316 | 20,879 | 22,262 | 22,704 |
| | 21-24 | 29,903 | 28,391 | 26,808 | 23,938 | 22,769 | 20,669 | 19,075 | 17,439 | 17,673 | 18,277 |
| | 25-34 | 62,057 | 58,550 | 55,182 | 50,455 | 50,242 | 47,807 | 45,397 | 41,433 | 41,206 | 40,150 |
| | 35-44 | 38,150 | 37,156 | 37,368 | 35,868 | 37,672 | 37,490 | 37,653 | 35,923 | 37,317 | 37,015 |
| | 45-54 | 19,519 | 18,890 | 20,033 | 19,984 | 21,559 | 22,249 | 23,283 | 23,348 | 24,840 | 25,394 |
| | 55-64 | 11,609 | 10,936 | 11,061 | 10,600 | 11,088 | 11,079 | 11,525 | 11,622 | 12,389 | 12,847 |
| | 65-74 | 7,426 | 7,162 | 7,145 | 7,139 | 7,333 | 7,146 | 7,252 | 7,279 | 7,246 | 7,281 |
| | >74 | 4,024 | 4,046 | 4,127 | 4,285 | 4,395 | 4,610 | 4,818 | 5,022 | 5,068 | 5,335 |
| | Unknown | 597 | 544 | 489 | 448 | 441 | 422 | 361 | 387 | 423 | 341 |
| Total | | 206,392 | 195,305 | 189,267 | 176,894 | 180,402 | 174,527 | 172,155 | 163,752 | 168,807 | 169,708 |
| KILLED | | | | | | | | | | | |
| Florida | 10-15 | 10 | 7 | 6 | 6 | 12 | 7 | 20 | 10 | 13 | 7 |
| | 16-20 | 177 | 167 | 128 | 151 | 166 | 160 | 144 | 154 | 177 | 186 |
| | 21-24 | 171 | 157 | 113 | 159 | 142 | 151 | 130 | 129 | 147 | 120 |
| | 25-34 | 408 | 297 | 303 | 305 | 296 | 313 | 282 | 266 | 270 | 292 |
| | 35-44 | 239 | 204 | 210 | 243 | 232 | 252 | 241 | 245 | 280 | 285 |
| | 45-54 | 137 | 112 | 146 | 143 | 138 | 151 | 163 | 181 | 183 | 196 |
| | 55-64 | 124 | 109 | 94 | 105 | 97 | 101 | 110 | 142 | 124 | 147 |
| | 65-74 | 132 | 98 | 119 | 105 | 120 | 141 | 149 | 153 | 142 | 126 |
| | >74 | 130 | 122 | 127 | 195 | 184 | 186 | 196 | 215 | 239 | 219 |
| | Unknown | 12 | 7 | 9 | 12 | 14 | 16 | 13 | 13 | 10 | 14 |
| Total | | 1,540 | 1,280 | 1,255 | 1,424 | 1,401 | 1,478 | 1,448 | 1,508 | 1,585 | 1,592 |

Drivers age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 48: Drivers Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURED | | | | | | | | | | | |
| Florida | 10-15 | 649 | 609 | 640 | 631 | 695 | 688 | 663 | 651 | 593 | 609 |
| | 16-20 | 18,837 | 16,288 | 16,110 | 16,830 | 18,016 | 18,830 | 20,074 | 19,631 | 20,410 | 20,599 |
| | 21-24 | 15,074 | 13,205 | 14,303 | 14,892 | 15,291 | 15,717 | 15,734 | 15,128 | 14,829 | 14,576 |
| | 25-34 | 34,808 | 31,074 | 32,186 | 33,315 | 34,008 | 35,668 | 36,760 | 36,051 | 35,043 | 32,621 |
| | 35-44 | 22,425 | 21,034 | 22,957 | 24,507 | 26,382 | 28,590 | 30,723 | 30,867 | 31,581 | 30,491 |
| | 45-54 | 12,795 | 12,197 | 13,532 | 14,538 | 15,779 | 17,695 | 19,385 | 20,221 | 20,912 | 20,366 |
| | 55-64 | 9,078 | 8,402 | 8,900 | 9,239 | 9,524 | 10,548 | 11,382 | 11,584 | 12,133 | 11,798 |
| | 65-74 | 7,217 | 6,899 | 7,322 | 7,490 | 7,994 | 8,491 | 8,958 | 8,741 | 8,808 | 8,211 |
| | >74 | 4,354 | 4,374 | 4,834 | 5,093 | 5,536 | 6,214 | 7,029 | 6,827 | 7,031 | 6,728 |
| | Unknown | 1,445 | 1,035 | 512 | 1,321 | 1,399 | 1,273 | 1,475 | 1,392 | 1,173 | 1,103 |
| Total | | 126,682 | 115,117 | 121,296 | 127,856 | 134,624 | 143,714 | 152,183 | 151,093 | 152,513 | 147,102 |
| KILLED | | | | | | | | | | | |
| Georgia | 10-15 | 8 | 8 | 4 | 5 | 8 | 12 | 4 | 9 | 11 | * |
| | 16-20 | 137 | 126 | 121 | 110 | 113 | 129 | 155 | 124 | 136 | * |
| | 21-24 | 101 | 88 | 87 | 104 | 98 | 111 | 111 | 108 | 78 | * |
| | 25-34 | 235 | 205 | 177 | 183 | 182 | 180 | 203 | 204 | 197 | * |
| | 35-44 | 162 | 153 | 114 | 128 | 144 | 139 | 171 | 162 | 187 | * |
| | 45-54 | 109 | 75 | 84 | 88 | 99 | 113 | 114 | 126 | 130 | * |
| | 55-64 | 78 | 65 | 63 | 69 | 76 | 85 | 74 | 76 | 80 | * |
| | 65-74 | 66 | 46 | 68 | 57 | 84 | 65 | 59 | 78 | 69 | * |
| | >74 | 54 | 58 | 62 | 61 | 89 | 74 | 72 | 85 | 87 | * |
| | Unknown | 4 | 13 | 6 | 8 | 5 | 8 | 3 | 3 | 5 | * |
| Total | | 954 | 837 | 786 | 813 | 898 | 916 | 966 | 975 | 980 | * |
| INJURED | | | | | | | | | | | |
| Georgia | 10-15 | 287 | 285 | 294 | 344 | 378 | 416 | 388 | 361 | 345 | * |
| | 16-20 | 11,125 | 10,352 | 10,840 | 11,179 | 13,727 | 14,361 | 14,508 | 14,300 | 12,421 | * |
| | 21-24 | 8,077 | 7,546 | 8,398 | 9,065 | 10,827 | 10,858 | 10,780 | 10,084 | 9,152 | * |
| | 25-34 | 17,526 | 16,622 | 17,620 | 18,515 | 21,918 | 23,319 | 23,635 | 23,099 | 21,090 | * |
| | 35-44 | 11,238 | 11,238 | 12,103 | 12,845 | 15,594 | 16,695 | 17,470 | 17,349 | 16,911 | * |
| | 45-54 | 6,099 | 6,108 | 6,953 | 7,495 | 9,469 | 10,213 | 10,856 | 11,377 | 11,037 | * |
| | 55-64 | 3,844 | 3,622 | 3,926 | 4,143 | 4,915 | 5,178 | 5,322 | 5,572 | 5,561 | * |
| | 65-74 | 2,472 | 2,441 | 2,572 | 2,722 | 3,149 | 3,290 | 3,390 | 3,274 | 3,261 | * |
| | >74 | 1,349 | 1,492 | 1,490 | 1,518 | 1,996 | 1,866 | 1,892 | 1,912 | 1,927 | * |
| | Unknown | 735 | 882 | 665 | 995 | 1,115 | 677 | 825 | 757 | 990 | * |
| Total | | 62,752 | 60,588 | 64,861 | 68,821 | 83,088 | 86,873 | 89,066 | 88,085 | 82,695 | * |

*Data not available.

Drivers age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 48: Drivers Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Illinois | 10-15 | 4 | 2 | 5 | 6 | 5 | 2 | 2 | 0 | 0 | 0 |
| | 16-20 | 118 | 144 | 106 | 116 | 149 | 143 | 49 | 121 | 108 | 121 |
| | 21-24 | 117 | 119 | 102 | 103 | 120 | 106 | 58 | 95 | 106 | 105 |
| | 25-34 | 261 | 210 | 207 | 188 | 236 | 204 | 99 | 182 | 175 | 189 |
| | 35-44 | 133 | 140 | 150 | 137 | 150 | 172 | 93 | 151 | 145 | 160 |
| | 45-54 | 88 | 90 | 93 | 86 | 95 | 91 | 48 | 91 | 96 | 117 |
| | 55-64 | 74 | 59 | 60 | 52 | 62 | 56 | 43 | 59 | 66 | 68 |
| | 65-74 | 58 | 56 | 43 | 43 | 57 | 72 | 43 | 64 | 66 | 62 |
| | >74 | 54 | 48 | 63 | 58 | 69 | 80 | 46 | 57 | 58 | 76 |
| | Unknown | 4 | 3 | 4 | 3 | 1 | 0 | 1 | 0 | 0 | 1 |
| Total | | 911 | 871 | 833 | 792 | 944 | 926 | 482 | 820 | 820 | 899 |
| INJURED | | | | | | | | | | | |
| Illinois | 10-15 | 284 | 316 | 349 | 349 | 291 | 254 | 96 | 262 | 138 | 132 |
| | 16-20 | 16,092 | 14,349 | 14,824 | 15,019 | 15,149 | 14,870 | 6,338 | 13,877 | 12,696 | 12,635 |
| | 21-24 | 12,017 | 11,251 | 11,643 | 11,928 | 11,777 | 10,677 | 4,950 | 9,120 | 7,595 | 7,863 |
| | 25-34 | 26,378 | 24,179 | 24,615 | 24,720 | 24,117 | 21,781 | 11,337 | 20,502 | 15,924 | 15,608 |
| | 35-44 | 17,357 | 16,693 | 17,318 | 17,724 | 18,070 | 17,083 | 8,959 | 16,813 | 14,177 | 13,886 |
| | 45-54 | 9,750 | 9,424 | 10,293 | 10,766 | 11,077 | 10,734 | 5,822 | 11,022 | 9,608 | 9,701 |
| | 55-64 | 6,181 | 5,694 | 6,108 | 6,018 | 6,027 | 5,521 | 3,105 | 5,593 | 5,096 | 5,261 |
| | 65-74 | 3,847 | 3,698 | 3,930 | 3,955 | 3,847 | 3,624 | 1,930 | 3,486 | 3,133 | 3,093 |
| | >74 | 2,093 | 2,100 | 2,217 | 2,296 | 2,340 | 2,250 | 1,255 | 2,349 | 2,299 | 2,269 |
| | Unknown | 340 | 366 | 438 | 680 | 707 | 6,506 | 278 | 683 | 418 | 367 |
| Total | | 94,339 | 88,070 | 91,735 | 93,455 | 93,402 | 93,300 | 44,070 | 83,707 | 71,084 | 70,815 |
| KILLED | | | | | | | | | | | |
| Indiana | 10-15 | 4 | 5 | 3 | 1 | 6 | 7 | 7 | 7 | 3 | 4 |
| | 16-20 | 113 | 105 | 92 | 95 | 99 | 88 | 111 | 101 | 106 | 100 |
| | 21-24 | 80 | 66 | 74 | 70 | 73 | 83 | 50 | 64 | 69 | 69 |
| | 25-34 | 167 | 159 | 138 | 130 | 130 | 114 | 122 | 116 | 115 | 132 |
| | 35-44 | 96 | 131 | 84 | 104 | 94 | 100 | 96 | 95 | 127 | 119 |
| | 45-54 | 59 | 61 | 52 | 66 | 76 | 82 | 86 | 82 | 72 | 102 |
| | 55-64 | 46 | 39 | 42 | 38 | 43 | 53 | 57 | 51 | 57 | 63 |
| | 65-74 | 56 | 46 | 47 | 38 | 55 | 37 | 54 | 42 | 54 | 41 |
| | >74 | 41 | 53 | 43 | 51 | 54 | 47 | 61 | 55 | 55 | 66 |
| | Unknown | 3 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 2 | 0 |
| Total | | 665 | 666 | 575 | 593 | 632 | 612 | 644 | 614 | 660 | 696 |

Drivers age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 48: Drivers Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
| INJURED | | | | | | | | | | | |
| Indiana | 10-15 | 349 | 339 | 284 | 337 | 371 | 332 | 298 | 264 | 267 | 255 |
| | 16-20 | 9,338 | 8,393 | 8,816 | 9,361 | 9,726 | 10,383 | 9,855 | 10,336 | 10,162 | 9,658 |
| | 21-24 | 5,601 | 5,295 | 5,519 | 5,891 | 6,026 | 5,961 | 5,516 | 5,332 | 5,477 | 5,307 |
| | 25-34 | 11,276 | 10,523 | 10,967 | 11,010 | 11,275 | 11,237 | 11,214 | 10,792 | 10,348 | 9,680 |
| | 35-44 | 7,671 | 7,218 | 7,741 | 8,144 | 8,290 | 8,818 | 8,752 | 8,975 | 9,000 | 8,631 |
| | 45-54 | 4,168 | 3,968 | 4,460 | 4,837 | 5,093 | 5,476 | 5,667 | 5,977 | 6,138 | 5,949 |
| | 55-64 | 2,730 | 2,555 | 2,647 | 2,760 | 2,941 | 3,005 | 3,158 | 3,165 | 3,394 | 3,261 |
| | 65-74 | 1,960 | 1,932 | 1,992 | 2,035 | 2,160 | 2,181 | 2,131 | 2,256 | 2,215 | 2,065 |
| | >74 | 1,181 | 1,229 | 1,290 | 1,328 | 1,345 | 1,439 | 1,543 | 1,590 | 1,601 | 1,652 |
| | Unknown | 522 | 288 | 241 | 271 | 248 | 205 | 208 | 220 | 190 | 208 |
| Total | 44,796 | 41,740 | 43,957 | 45,974 | 47,475 | 49,037 | 48,342 | 48,907 | 48,792 | 46,666 | |
| KILLED | | | | | | | | | | | |
| Kansas | 10-15 | 3 | 6 | 5 | 3 | 6 | 4 | 12 | 3 | 7 | 3 |
| | 16-20 | 52 | 39 | 45 | 46 | 53 | 33 | 59 | 45 | 39 | 48 |
| | 21-24 | 34 | 25 | 21 | 29 | 26 | 31 | 42 | 26 | 32 | 30 |
| | 25-34 | 67 | 63 | 61 | 52 | 58 | 64 | 56 | 64 | 64 | 50 |
| | 35-44 | 30 | 38 | 41 | 37 | 34 | 46 | 49 | 65 | 64 | 73 |
| | 45-54 | 21 | 15 | 15 | 35 | 38 | 35 | 42 | 34 | 49 | 41 |
| | 55-64 | 27 | 21 | 22 | 23 | 19 | 29 | 21 | 22 | 20 | 32 |
| | 65-74 | 19 | 22 | 27 | 29 | 23 | 24 | 27 | 25 | 28 | 18 |
| | >74 | 30 | 27 | 21 | 36 | 35 | 27 | 31 | 38 | 32 | 43 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 |
| Total | 283 | 256 | 258 | 290 | 292 | 293 | 340 | 322 | 337 | 339 | |
| INJURED | | | | | | | | | | | |
| Kansas | 10-15 | 415 | 365 | 409 | 363 | 352 | 410 | 414 | 367 | 381 | 369 |
| | 16-20 | 3,944 | 3,731 | 3,787 | 3,653 | 3,906 | 3,991 | 4,164 | 4,239 | 4,432 | 4,299 |
| | 21-24 | 2,315 | 2,145 | 2,392 | 2,332 | 2,305 | 2,233 | 2,178 | 2,153 | 2,249 | 2,147 |
| | 25-34 | 4,966 | 4,459 | 4,584 | 4,664 | 4,550 | 4,328 | 4,340 | 4,343 | 3,869 | 3,797 |
| | 35-44 | 3,106 | 3,119 | 3,248 | 3,500 | 3,461 | 3,642 | 3,833 | 3,758 | 3,776 | 3,612 |
| | 45-54 | 1,556 | 1,630 | 1,768 | 1,923 | 2,020 | 2,119 | 2,272 | 2,443 | 2,447 | 2,432 |
| | 55-64 | 1,110 | 1,090 | 1,097 | 1,154 | 1,134 | 1,227 | 1,203 | 1,280 | 1,242 | 1,389 |
| | 65-74 | 845 | 839 | 837 | 853 | 861 | 861 | 877 | 912 | 872 | 906 |
| | >74 | 590 | 577 | 644 | 597 | 671 | 716 | 724 | 775 | 778 | 799 |
| | Unknown | 102 | 68 | 61 | 47 | 64 | 62 | 64 | 72 | 63 | 75 |
| Total | 18,949 | 18,023 | 18,827 | 19,086 | 19,324 | 19,589 | 20,069 | 20,342 | 20,109 | 19,825 | |

Drivers age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 48: Drivers Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Maryland | 10-15 | 3 | 1 | 3 | 3 | 3 | 6 | 2 | 0 | 0 | 2 |
| | 16-20 | 52 | 55 | 45 | 35 | 43 | 51 | 46 | 38 | 45 | 66 |
| | 21-24 | 51 | 43 | 42 | 58 | 33 | 44 | 32 | 23 | 26 | 33 |
| | 25-34 | 119 | 103 | 101 | 84 | 87 | 84 | 75 | 82 | 64 | 70 |
| | 35-44 | 54 | 54 | 62 | 59 | 56 | 62 | 47 | 56 | 57 | 57 |
| | 45-54 | 34 | 42 | 47 | 32 | 48 | 46 | 41 | 41 | 44 | 49 |
| | 55-64 | 36 | 28 | 29 | 29 | 27 | 26 | 38 | 36 | 40 | 25 |
| | 65-74 | 36 | 28 | 34 | 31 | 33 | 36 | 25 | 24 | 23 | 24 |
| | >74 | 18 | 29 | 27 | 32 | 23 | 28 | 34 | 43 | 29 | 37 |
| | Unknown | 1 | 0 | 0 | 4 | 1 | 2 | 0 | 2 | 5 | 0 |
| Total | | 404 | 383 | 390 | 367 | 354 | 385 | 340 | 345 | 333 | 363 |
| INJURED | | | | | | | | | | | |
| Maryland | 10-15 | 121 | 143 | 153 | 113 | 142 | 86 | 94 | 80 | 77 | 90 |
| | 16-20 | 7,001 | 6,157 | 6,266 | 5,301 | 5,820 | 5,985 | 6,000 | 5,908 | 5,726 | 5,754 |
| | 21-24 | 6,390 | 5,754 | 6,221 | 4,702 | 5,366 | 4,878 | 4,628 | 4,118 | 3,818 | 3,903 |
| | 25-34 | 14,684 | 13,212 | 14,160 | 11,087 | 12,185 | 11,607 | 11,375 | 10,377 | 9,104 | 8,864 |
| | 35-44 | 9,417 | 8,836 | 9,787 | 7,854 | 8,964 | 8,862 | 9,028 | 8,680 | 8,226 | 8,231 |
| | 45-54 | 5,237 | 4,934 | 5,663 | 4,661 | 5,465 | 5,381 | 5,619 | 5,503 | 5,288 | 5,453 |
| | 55-64 | 3,271 | 2,838 | 3,122 | 2,446 | 2,813 | 2,777 | 2,908 | 2,808 | 2,782 | 2,703 |
| | 65-74 | 1,977 | 1,800 | 2,018 | 1,716 | 1,789 | 1,759 | 1,730 | 1,715 | 1,659 | 1,666 |
| | >74 | 844 | 863 | 940 | 851 | 1,011 | 1,002 | 1,081 | 1,063 | 1,092 | 1,154 |
| | Unknown | 311 | 248 | 276 | 517 | 554 | 613 | 598 | 487 | 296 | 274 |
| Total | | 49,253 | 44,785 | 48,606 | 39,248 | 44,109 | 42,950 | 43,061 | 40,739 | 38,068 | 38,092 |
| KILLED | | | | | | | | | | | |
| Michigan | 10-15 | 5 | 4 | 5 | 8 | 3 | 4 | 4 | 4 | 3 | 6 |
| | 16-20 | 138 | 117 | 85 | 91 | 137 | 123 | 117 | 106 | 100 | 98 |
| | 21-24 | 119 | 91 | 95 | 95 | 95 | 98 | 84 | 76 | 78 | 87 |
| | 25-34 | 227 | 199 | 165 | 183 | 146 | 171 | 180 | 185 | 163 | 145 |
| | 35-44 | 149 | 138 | 110 | 130 | 140 | 165 | 148 | 119 | 153 | 153 |
| | 45-54 | 100 | 92 | 68 | 85 | 89 | 95 | 102 | 86 | 111 | 117 |
| | 55-64 | 82 | 54 | 58 | 60 | 46 | 62 | 50 | 70 | 67 | 62 |
| | 65-74 | 70 | 63 | 54 | 64 | 66 | 75 | 69 | 74 | 65 | 69 |
| | >74 | 64 | 86 | 62 | 75 | 74 | 96 | 103 | 100 | 80 | 93 |
| | Unknown | 3 | 0 | 30 | 62 | 50 | 32 | 35 | 24 | 18 | 30 |
| Total | | 957 | 844 | 732 | 853 | 846 | 921 | 892 | 844 | 838 | 860 |

Drivers age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 48: Drivers Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURED | | | | | | | | | | | |
| Michigan | 10-15 | 520 | 517 | 398 | 723 | 565 | 520 | 414 | 430 | 437 | 455 |
| | 16-20 | 17,349 | 15,212 | 12,891 | 14,319 | 15,528 | 16,322 | 15,910 | 15,389 | 14,730 | 14,051 |
| | 21-24 | 11,735 | 10,559 | 9,014 | 10,277 | 10,764 | 10,669 | 10,036 | 9,224 | 8,848 | 8,625 |
| | 25-34 | 24,472 | 22,343 | 18,528 | 20,895 | 22,043 | 22,847 | 22,257 | 21,041 | 19,684 | 18,270 |
| | 35-44 | 17,002 | 16,063 | 14,096 | 16,381 | 18,097 | 18,961 | 18,505 | 18,040 | 17,116 | 16,566 |
| | 45-54 | 9,286 | 9,047 | 8,255 | 10,011 | 11,051 | 11,797 | 12,047 | 12,239 | 11,867 | 11,954 |
| | 55-64 | 5,911 | 5,730 | 4,794 | 5,569 | 5,928 | 6,109 | 6,045 | 6,062 | 6,108 | 5,921 |
| | 65-74 | 4,189 | 4,013 | 3,493 | 4,027 | 4,295 | 4,371 | 4,352 | 4,123 | 3,968 | 3,640 |
| | >74 | 2,240 | 2,295 | 2,180 | 2,466 | 2,603 | 2,714 | 2,875 | 2,950 | 2,990 | 2,799 |
| | Unknown | 1,457 | 1,688 | 3,222 | 4,245 | 3,574 | 3,722 | 3,717 | 3,541 | 3,305 | 3,142 |
| Total | 94,161 | 87,467 | 76,871 | 88,913 | 94,448 | 98,032 | 96,158 | 93,039 | 89,053 | 85,423 | |
| KILLED | | | | | | | | | | | |
| Missouri | 10-15 | 1 | 2 | 4 | 3 | 7 | 2 | 7 | 5 | 4 | 4 |
| | 16-20 | 104 | 120 | 89 | 100 | 139 | 102 | 119 | 102 | 101 | 117 |
| | 21-24 | 92 | 87 | 92 | 67 | 75 | 69 | 80 | 77 | 65 | 66 |
| | 25-34 | 155 | 161 | 144 | 121 | 130 | 157 | 146 | 137 | 127 | 122 |
| | 35-44 | 109 | 107 | 90 | 88 | 112 | 134 | 151 | 139 | 141 | 123 |
| | 45-54 | 55 | 63 | 64 | 62 | 72 | 81 | 69 | 95 | 97 | 103 |
| | 55-64 | 45 | 33 | 52 | 52 | 48 | 53 | 65 | 73 | 70 | 62 |
| | 65-74 | 55 | 49 | 60 | 42 | 49 | 51 | 57 | 66 | 53 | 60 |
| | >74 | 36 | 61 | 52 | 53 | 68 | 48 | 60 | 81 | 73 | 72 |
| | Unknown | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 652 | 683 | 648 | 589 | 700 | 697 | 754 | 775 | 731 | 730 | |
| INJURED | | | | | | | | | | | |
| Missouri | 10-15 | 164 | 164 | 208 | 182 | 182 | 203 | 190 | 209 | 185 | 199 |
| | 16-20 | 8,769 | 8,065 | 8,469 | 8,769 | 9,514 | 9,746 | 9,879 | 9,811 | 9,861 | 9,829 |
| | 21-24 | 5,618 | 5,209 | 5,592 | 5,986 | 6,015 | 5,881 | 5,784 | 5,469 | 5,409 | 5,177 |
| | 25-34 | 11,993 | 11,062 | 11,111 | 11,766 | 12,164 | 12,017 | 12,098 | 11,467 | 11,047 | 10,569 |
| | 35-44 | 7,666 | 7,360 | 7,666 | 8,597 | 9,004 | 9,486 | 9,788 | 9,956 | 9,596 | 9,526 |
| | 45-54 | 4,330 | 4,127 | 4,454 | 5,110 | 5,345 | 5,704 | 6,123 | 6,302 | 6,331 | 6,301 |
| | 55-64 | 2,883 | 2,634 | 2,776 | 3,022 | 3,057 | 3,092 | 3,313 | 3,395 | 3,359 | 3,574 |
| | 65-74 | 1,987 | 1,927 | 2,009 | 2,115 | 2,243 | 2,311 | 2,278 | 2,243 | 2,278 | 2,245 |
| | >74 | 1,262 | 1,201 | 1,356 | 1,396 | 1,502 | 1,552 | 1,587 | 1,680 | 1,686 | 1,679 |
| | Unknown | 303 | 247 | 233 | 241 | 332 | 294 | 346 | 267 | 232 | 287 |
| Total | 44,975 | 41,996 | 43,874 | 47,184 | 49,358 | 50,286 | 51,386 | 50,799 | 49,984 | 49,386 | |

Drivers age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 48: Drivers Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| New Mexico | 10-15 | 3 | 3 | 5 | 2 | 2 | 2 | 2 | 6 | 3 | 1 |
| | 16-20 | 51 | 40 | 24 | 32 | 33 | 45 | 32 | 23 | 24 | 34 |
| | 21-24 | 27 | 33 | 28 | 32 | 31 | 28 | 28 | 26 | 16 | 18 |
| | 25-34 | 74 | 49 | 56 | 61 | 53 | 49 | 50 | 50 | 45 | 56 |
| | 35-44 | 37 | 56 | 48 | 35 | 48 | 44 | 40 | 46 | 51 | 48 |
| | 45-54 | 27 | 26 | 24 | 32 | 27 | 31 | 31 | 36 | 24 | 26 |
| | 55-64 | 8 | 12 | 17 | 19 | 9 | 12 | 26 | 12 | 21 | 17 |
| | 65-74 | 15 | 12 | 15 | 7 | 10 | 24 | 8 | 22 | 12 | 22 |
| | >74 | 11 | 12 | 11 | 15 | 16 | 9 | 16 | 15 | 17 | 14 |
| | Unknown | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 |
| Total | | 253 | 244 | 229 | 235 | 229 | 245 | 234 | 237 | 214 | 236 |
| INJURED | | | | | | | | | | | |
| New Mexico | 10-15 | 273 | 281 | 297 | 329 | 369 | 424 | 430 | 408 | 353 | 330 |
| | 16-20 | 2,663 | 2,608 | 2,860 | 2,902 | 3,095 | 3,232 | 3,318 | 3,099 | 3,041 | 2,758 |
| | 21-24 | 1,784 | 1,807 | 1,975 | 2,084 | 2,218 | 2,212 | 2,142 | 1,885 | 1,827 | 1,582 |
| | 25-34 | 4,193 | 4,146 | 4,225 | 4,234 | 4,421 | 4,672 | 4,497 | 4,164 | 3,856 | 3,160 |
| | 35-44 | 2,889 | 2,856 | 3,202 | 3,249 | 3,494 | 3,706 | 3,819 | 3,675 | 3,516 | 3,027 |
| | 45-54 | 1,466 | 1,466 | 1,653 | 1,941 | 2,148 | 2,284 | 2,440 | 2,485 | 2,377 | 2,104 |
| | 55-64 | 893 | 944 | 1,010 | 1,043 | 1,072 | 1,249 | 1,310 | 1,268 | 1,209 | 1,150 |
| | 65-74 | 653 | 632 | 660 | 739 | 827 | 811 | 892 | 796 | 836 | 664 |
| | >74 | 320 | 348 | 370 | 413 | 474 | 451 | 523 | 476 | 481 | 487 |
| | Unknown | 32 | 53 | 164 | 134 | 83 | 111 | 87 | 94 | 92 | 97 |
| Total | | 15,166 | 15,141 | 16,416 | 17,068 | 18,201 | 19,152 | 19,458 | 18,350 | 17,588 | 15,359 |
| KILLED | | | | | | | | | | | |
| North Carolina | 10-15 | * | * | 2 | 4 | 8 | 4 | 4 | 6 | 4 | 2 |
| | 16-20 | * | * | 105 | 127 | 132 | 107 | 115 | 124 | 128 | 122 |
| | 21-24 | * | * | 96 | 109 | 106 | 95 | 92 | 90 | 99 | 108 |
| | 25-34 | * | * | 135 | 167 | 164 | 198 | 204 | 171 | 199 | 200 |
| | 35-44 | * | * | 122 | 128 | 124 | 132 | 140 | 139 | 159 | 148 |
| | 45-54 | * | * | 93 | 100 | 95 | 108 | 103 | 116 | 125 | 120 |
| | 55-64 | * | * | 65 | 60 | 64 | 64 | 59 | 75 | 82 | 87 |
| | 65-74 | * | * | 52 | 72 | 68 | 58 | 81 | 74 | 90 | 78 |
| | >74 | * | * | 60 | 76 | 73 | 79 | 88 | 79 | 97 | 95 |
| | Unknown | * | * | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 1 |
| Total | | * | * | 730 | 846 | 836 | 846 | 886 | 874 | 983 | 961 |

*Data not available.

Drivers age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 48: Drivers Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|
| INJURED | | | | | | | | | | | |
| North Carolina | 10-15 | * | * | 299 | 270 | 309 | 295 | 270 | 234 | 195 | 205 |
| | 16-20 | * | * | 13,910 | 14,667 | 15,644 | 16,403 | 16,519 | 16,689 | 16,560 | 15,764 |
| | 21-24 | * | * | 10,850 | 11,257 | 11,854 | 12,186 | 11,908 | 11,553 | 11,245 | 11,651 |
| | 25-34 | * | * | 20,401 | 21,414 | 22,673 | 24,208 | 25,108 | 25,060 | 24,166 | 24,045 |
| | 35-44 | * | * | 14,595 | 15,282 | 16,800 | 18,161 | 18,720 | 19,716 | 19,574 | 20,153 |
| | 45-54 | * | * | 8,601 | 9,195 | 10,392 | 11,474 | 12,147 | 12,893 | 13,083 | 13,769 |
| | 55-64 | * | * | 5,122 | 5,357 | 5,909 | 6,127 | 6,518 | 6,761 | 7,016 | 7,314 |
| | 65-74 | * | * | 3,507 | 3,763 | 3,971 | 4,254 | 4,212 | 4,347 | 4,245 | 4,442 |
| | >74 | * | * | 1,756 | 1,876 | 2,091 | 2,338 | 2,263 | 2,549 | 2,679 | 2,955 |
| | Unknown | * | * | 103 | 91 | 93 | 103 | 108 | 47 | 20 | 18 |
| Total | * | * | 79,144 | 83,172 | 89,736 | 95,549 | 97,773 | 99,849 | 98,783 | 100,316 | |
| KILLED | | | | | | | | | | | |
| Ohio | 10-15 | 8 | 1 | 2 | 3 | 9 | 5 | 3 | 4 | 5 | 3 |
| | 16-20 | 162 | 149 | 138 | 150 | 117 | 136 | 132 | 130 | 136 | 146 |
| | 21-24 | 119 | 135 | 109 | 108 | 93 | 96 | 110 | 102 | 104 | 103 |
| | 25-34 | 268 | 272 | 212 | 209 | 170 | 186 | 183 | 175 | 181 | 172 |
| | 35-44 | 174 | 164 | 163 | 156 | 142 | 144 | 137 | 191 | 164 | 179 |
| | 45-54 | 94 | 105 | 90 | 96 | 99 | 100 | 120 | 117 | 115 | 133 |
| | 55-64 | 76 | 82 | 56 | 84 | 71 | 72 | 71 | 73 | 67 | 77 |
| | 65-74 | 67 | 69 | 60 | 55 | 64 | 66 | 69 | 60 | 69 | 59 |
| | >74 | 59 | 66 | 75 | 60 | 88 | 75 | 86 | 89 | 81 | 72 |
| | Unknown | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Total | 1,027 | 1,043 | 906 | 921 | 853 | 880 | 912 | 942 | 922 | 944 | |
| INJURED | | | | | | | | | | | |
| Ohio | 10-15 | 475 | 431 | 383 | 424 | 429 | 452 | 375 | 370 | 424 | 484 |
| | 16-20 | 24,728 | 22,247 | 22,645 | 22,743 | 23,298 | 25,164 | 25,329 | 25,750 | 25,531 | 24,306 |
| | 21-24 | 17,101 | 15,966 | 16,643 | 16,938 | 16,502 | 16,588 | 16,007 | 15,363 | 14,528 | 14,475 |
| | 25-34 | 36,894 | 33,807 | 34,267 | 33,808 | 33,093 | 34,477 | 35,166 | 33,518 | 30,753 | 29,331 |
| | 35-44 | 25,300 | 24,146 | 25,505 | 26,160 | 27,150 | 28,326 | 30,028 | 29,501 | 27,823 | 27,423 |
| | 45-54 | 13,735 | 12,917 | 14,501 | 15,615 | 16,538 | 17,763 | 19,028 | 19,371 | 18,977 | 19,125 |
| | 55-64 | 9,393 | 8,630 | 9,048 | 9,212 | 9,256 | 9,790 | 10,334 | 10,360 | 10,395 | 10,297 |
| | 65-74 | 6,137 | 6,003 | 6,420 | 6,627 | 6,831 | 6,987 | 7,402 | 7,098 | 6,809 | 6,572 |
| | >74 | 2,960 | 3,086 | 3,218 | 3,545 | 4,140 | 4,111 | 4,722 | 4,385 | 4,590 | 4,563 |
| | Unknown | 2,155 | 1,456 | 1,376 | 940 | 1,118 | 1,400 | 1,268 | 1,861 | 1,654 | 1,655 |
| Total | 138,878 | 128,689 | 134,006 | 136,012 | 138,355 | 145,058 | 149,659 | 147,577 | 141,484 | 138,231 | |

*Data not available.

Drivers age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 48: Drivers Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Pennsylvania | 10-15 | 9 | 5 | 2 | 3 | 4 | 4 | 6 | 3 | 2 | 3 |
| | 16-20 | 133 | 154 | 110 | 110 | 85 | 114 | 107 | 130 | 147 | 139 |
| | 21-24 | 131 | 153 | 132 | 125 | 104 | 101 | 89 | 125 | 97 | 99 |
| | 25-34 | 229 | 244 | 214 | 217 | 199 | 205 | 195 | 193 | 169 | 170 |
| | 35-44 | 149 | 132 | 152 | 152 | 142 | 136 | 153 | 132 | 166 | 182 |
| | 45-54 | 93 | 70 | 79 | 106 | 111 | 104 | 107 | 129 | 118 | 124 |
| | 55-64 | 83 | 88 | 83 | 69 | 64 | 79 | 64 | 79 | 76 | 67 |
| | 65-74 | 69 | 83 | 75 | 73 | 88 | 77 | 63 | 90 | 64 | 78 |
| | >74 | 70 | 74 | 78 | 86 | 83 | 82 | 102 | 95 | 117 | 111 |
| | Unknown | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 |
| Total | | 966 | 1,004 | 925 | 941 | 881 | 902 | 886 | 977 | 958 | 973 |
| INJURED | | | | | | | | | | | |
| Pennsylvania | 10-15 | 244 | 215 | 203 | 196 | 220 | 189 | 179 | 207 | 174 | 142 |
| | 16-20 | 14,387 | 12,872 | 12,286 | 11,871 | 11,622 | 12,546 | 13,558 | 14,342 | 14,223 | 13,990 |
| | 21-24 | 11,507 | 10,375 | 10,563 | 10,233 | 9,821 | 9,552 | 9,316 | 9,011 | 8,754 | 9,197 |
| | 25-34 | 22,805 | 20,509 | 20,659 | 20,042 | 19,698 | 19,665 | 20,293 | 19,998 | 18,531 | 18,275 |
| | 35-44 | 14,835 | 13,835 | 14,683 | 14,789 | 15,233 | 15,726 | 16,418 | 16,540 | 16,057 | 16,437 |
| | 45-54 | 8,332 | 7,931 | 8,678 | 9,272 | 9,332 | 9,858 | 10,832 | 11,084 | 10,932 | 11,265 |
| | 55-64 | 6,033 | 5,460 | 5,524 | 5,303 | 5,412 | 5,551 | 5,693 | 5,857 | 6,073 | 6,119 |
| | 65-74 | 4,189 | 4,145 | 4,208 | 4,306 | 4,315 | 4,369 | 4,403 | 4,581 | 4,405 | 4,276 |
| | >74 | 2,265 | 2,337 | 2,377 | 2,522 | 2,495 | 2,930 | 3,099 | 3,275 | 3,405 | 3,442 |
| | Unknown | 3,000 | 2,294 | 2,568 | 2,519 | 2,110 | 1,815 | 2,104 | 2,395 | 2,537 | 1,913 |
| Total | | 87,597 | 79,973 | 81,749 | 81,053 | 80,258 | 82,201 | 85,895 | 87,290 | 85,091 | 85,056 |
| KILLED | | | | | | | | | | | |
| Texas | 10-15 | 14 | 9 | 8 | 9 | 10 | 11 | 17 | 8 | 11 | 14 |
| | 16-20 | 242 | 232 | 222 | 220 | 210 | 217 | 263 | 254 | 279 | 316 |
| | 21-24 | 233 | 259 | 243 | 235 | 253 | 192 | 223 | 199 | 211 | 223 |
| | 25-34 | 491 | 414 | 383 | 434 | 401 | 426 | 510 | 431 | 407 | 405 |
| | 35-44 | 316 | 264 | 295 | 317 | 348 | 340 | 408 | 406 | 422 | 421 |
| | 45-54 | 178 | 152 | 176 | 163 | 194 | 216 | 248 | 234 | 281 | 239 |
| | 55-64 | 133 | 99 | 110 | 114 | 151 | 136 | 155 | 149 | 167 | 165 |
| | 65-74 | 107 | 105 | 103 | 91 | 116 | 114 | 152 | 147 | 140 | 129 |
| | >74 | 124 | 104 | 108 | 125 | 122 | 127 | 151 | 182 | 156 | 174 |
| | Unknown | 4 | 2 | 4 | 2 | 2 | 4 | 4 | 2 | 4 | 3 |
| Total | | 1,842 | 1,640 | 1,652 | 1,710 | 1,807 | 1,783 | 2,131 | 2,012 | 2,078 | 2,089 |

Drivers age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 48: Drivers Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURED | | | | | | | | | | | |
| Texas | 10-15 | 671 | 665 | 673 | 731 | 797 | 777 | 721 | 673 | 1,019 | 1,072 |
| | 16-20 | 24,647 | 23,611 | 23,530 | 24,724 | 27,635 | 28,464 | 30,161 | 30,362 | 33,694 | 34,629 |
| | 21-24 | 21,845 | 21,648 | 23,613 | 24,661 | 26,259 | 25,957 | 26,229 | 25,501 | 24,659 | 25,027 |
| | 25-34 | 46,821 | 45,674 | 48,089 | 50,359 | 54,045 | 54,607 | 57,222 | 55,119 | 52,760 | 51,365 |
| | 35-44 | 29,990 | 31,421 | 33,546 | 35,790 | 39,709 | 41,346 | 44,009 | 44,615 | 42,833 | 42,843 |
| | 45-54 | 14,988 | 15,927 | 17,911 | 19,466 | 21,953 | 23,289 | 26,024 | 27,136 | 27,236 | 27,808 |
| | 55-64 | 9,350 | 9,298 | 9,905 | 10,263 | 11,271 | 11,519 | 12,747 | 12,824 | 12,766 | 13,485 |
| | 65-74 | 6,047 | 6,168 | 6,622 | 7,027 | 7,274 | 7,344 | 7,949 | 8,055 | 7,726 | 7,671 |
| | >74 | 3,605 | 3,736 | 4,082 | 4,090 | 4,348 | 4,702 | 5,294 | 5,155 | 4,865 | 5,156 |
| | Unknown | 708 | 687 | 638 | 703 | 804 | 850 | 848 | 911 | 611 | 435 |
| | Total | 158,672 | 158,835 | 168,609 | 177,814 | 194,095 | 198,855 | 211,204 | 210,351 | 208,169 | 209,491 |
| KILLED | | | | | | | | | | | |
| Utah | 10-15 | 3 | 4 | 1 | 4 | 3 | 2 | 3 | 1 | 0 | 1 |
| | 16-20 | 27 | 26 | 19 | 31 | 33 | 31 | 35 | 40 | 30 | 34 |
| | 21-24 | 20 | 23 | 11 | 28 | 27 | 23 | 24 | 24 | 16 | 20 |
| | 25-34 | 29 | 35 | 36 | 26 | 45 | 28 | 38 | 29 | 25 | 34 |
| | 35-44 | 24 | 28 | 22 | 25 | 28 | 34 | 27 | 24 | 35 | 39 |
| | 45-54 | 6 | 11 | 16 | 17 | 7 | 17 | 12 | 25 | 26 | 29 |
| | 55-64 | 11 | 7 | 9 | 14 | 13 | 11 | 11 | 21 | 22 | 21 |
| | 65-74 | 7 | 6 | 9 | 8 | 10 | 15 | 16 | 10 | 10 | 17 |
| | >74 | 11 | 6 | 8 | 12 | 12 | 11 | 10 | 16 | 13 | 13 |
| | Unknown | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Total | 138 | 146 | 131 | 166 | 178 | 172 | 176 | 190 | 178 | 208 |
| INJURED | | | | | | | | | | | |
| Utah | 10-15 | 85 | 80 | 109 | 104 | 112 | 115 | 113 | 112 | 86 | 92 |
| | 16-20 | 3,072 | 2,902 | 3,280 | 3,494 | 4,186 | 4,289 | 4,467 | 4,610 | 4,340 | 4,334 |
| | 21-24 | 1,874 | 1,660 | 2,017 | 2,163 | 2,328 | 2,300 | 2,458 | 2,543 | 2,632 | 2,667 |
| | 25-34 | 3,139 | 2,973 | 3,274 | 3,546 | 3,758 | 3,788 | 4,173 | 4,201 | 4,021 | 3,927 |
| | 35-44 | 2,224 | 2,064 | 2,390 | 2,632 | 2,832 | 2,867 | 3,115 | 3,250 | 3,186 | 3,115 |
| | 45-54 | 1,103 | 1,101 | 1,285 | 1,458 | 1,773 | 1,764 | 2,041 | 2,148 | 2,143 | 2,193 |
| | 55-64 | 689 | 660 | 767 | 837 | 903 | 892 | 1,054 | 1,073 | 1,029 | 1,127 |
| | 65-74 | 526 | 507 | 578 | 593 | 692 | 649 | 668 | 704 | 641 | 627 |
| | >74 | 270 | 276 | 359 | 381 | 421 | 455 | 480 | 464 | 456 | 452 |
| | Unknown | 22 | 17 | 24 | 20 | 48 | 56 | 108 | 141 | 138 | 173 |
| | Total | 13,004 | 12,240 | 14,083 | 15,228 | 17,053 | 17,175 | 18,677 | 19,246 | 18,672 | 18,707 |

Drivers age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 48: Drivers Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Virginia | 10-15 | 3 | 2 | 3 | 1 | 2 | 3 | 3 | 0 | 2 | 4 |
| | 16-20 | 117 | 88 | 80 | 71 | 88 | 85 | 68 | 83 | 75 | 78 |
| | 21-24 | 71 | 84 | 59 | 61 | 58 | 64 | 47 | 62 | 59 | 51 |
| | 25-34 | 176 | 121 | 104 | 116 | 116 | 112 | 124 | 121 | 102 | 96 |
| | 35-44 | 99 | 78 | 99 | 81 | 93 | 104 | 92 | 117 | 109 | 108 |
| | 45-54 | 54 | 49 | 52 | 58 | 62 | 68 | 68 | 91 | 79 | 76 |
| | 55-64 | 48 | 49 | 35 | 42 | 44 | 46 | 39 | 53 | 51 | 61 |
| | 65-74 | 42 | 38 | 27 | 44 | 32 | 38 | 37 | 44 | 47 | 40 |
| | >74 | 33 | 42 | 46 | 42 | 38 | 36 | 37 | 49 | 63 | 55 |
| | Unknown | 0 | 1 | 0 | 2 | 2 | 4 | 5 | 3 | 5 | 1 |
| | Total | 643 | 552 | 505 | 518 | 535 | 560 | 520 | 623 | 592 | 570 |
| INJURED | | | | | | | | | | | |
| Virginia | 10-15 | 178 | 145 | 175 | 163 | 169 | 188 | 197 | 196 | 182 | 188 |
| | 16-20 | 8,971 | 8,024 | 8,416 | 8,348 | 8,978 | 9,077 | 8,953 | 9,292 | 9,163 | 9,467 |
| | 21-24 | 6,805 | 6,148 | 6,619 | 6,639 | 6,810 | 6,529 | 6,156 | 5,914 | 5,811 | 5,877 |
| | 25-34 | 13,522 | 12,319 | 12,929 | 13,009 | 13,592 | 13,429 | 13,412 | 12,801 | 12,419 | 12,131 |
| | 35-44 | 8,524 | 8,158 | 8,933 | 9,305 | 9,795 | 10,133 | 10,445 | 10,571 | 10,661 | 10,819 |
| | 45-54 | 4,558 | 4,338 | 5,041 | 5,437 | 6,129 | 6,251 | 6,714 | 6,876 | 7,088 | 7,283 |
| | 55-64 | 2,861 | 2,744 | 2,931 | 3,005 | 3,200 | 3,286 | 3,326 | 3,442 | 3,789 | 3,936 |
| | 65-74 | 1,805 | 1,835 | 1,890 | 1,942 | 2,080 | 2,168 | 2,155 | 2,189 | 2,302 | 2,305 |
| | >74 | 947 | 919 | 928 | 1,036 | 1,193 | 1,220 | 1,239 | 1,346 | 1,391 | 1,514 |
| | Unknown | 119 | 92 | 85 | 219 | 350 | 340 | 317 | 233 | 236 | 109 |
| | Total | 48,290 | 44,722 | 47,947 | 49,103 | 52,296 | 52,621 | 52,914 | 52,860 | 53,042 | 53,629 |

Drivers age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 48: Drivers Killed or Injured in Motor Vehicle Crashes by Age

| STATE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|---------|--------|--------|--------|--------|--------|--------|--------|------|------|------|
| KILLED | | | | | | | | | | | |
| Washington | 10-15 | 3 | 2 | 2 | 3 | 2 | 5 | 3 | * | * | * |
| | 16-20 | 69 | 58 | 39 | 56 | 52 | 48 | 51 | * | * | * |
| | 21-24 | 66 | 51 | 60 | 54 | 42 | 38 | 54 | * | * | * |
| | 25-34 | 143 | 111 | 85 | 89 | 87 | 86 | 97 | * | * | * |
| | 35-44 | 93 | 66 | 73 | 64 | 72 | 87 | 88 | * | * | * |
| | 45-54 | 47 | 36 | 33 | 43 | 54 | 44 | 57 | * | * | * |
| | 55-64 | 27 | 30 | 16 | 20 | 22 | 23 | 23 | * | * | * |
| | 65-74 | 14 | 29 | 37 | 23 | 19 | 23 | 25 | * | * | * |
| | >74 | 29 | 30 | 33 | 27 | 27 | 30 | 34 | * | * | * |
| | Unknown | 2 | 1 | 3 | 4 | 1 | 2 | 2 | * | * | * |
| Total | | 493 | 414 | 381 | 383 | 378 | 386 | 434 | * | * | * |
| INJURED | | | | | | | | | | | |
| Washington | 10-15 | 154 | 152 | 197 | 154 | 146 | 179 | 128 | * | * | * |
| | 16-20 | 7,840 | 7,085 | 7,337 | 7,253 | 7,935 | 8,227 | 7,682 | * | * | * |
| | 21-24 | 6,110 | 5,940 | 6,207 | 6,280 | 6,324 | 6,056 | 6,019 | * | * | * |
| | 25-34 | 13,924 | 12,766 | 13,041 | 13,176 | 13,660 | 13,991 | 13,368 | * | * | * |
| | 35-44 | 9,880 | 9,750 | 10,269 | 10,408 | 11,337 | 11,773 | 12,100 | * | * | * |
| | 45-54 | 5,025 | 5,006 | 5,534 | 5,967 | 6,784 | 7,272 | 7,819 | * | * | * |
| | 55-64 | 2,752 | 2,659 | 2,836 | 2,789 | 3,079 | 3,335 | 3,375 | * | * | * |
| | 65-74 | 1,801 | 1,744 | 1,798 | 1,777 | 1,869 | 1,967 | 1,902 | * | * | * |
| | >74 | 937 | 1,013 | 1,060 | 1,131 | 1,156 | 1,325 | 1,363 | * | * | * |
| | Unknown | 799 | 712 | 693 | 734 | 676 | 699 | 736 | * | * | * |
| Total | | 49,222 | 46,827 | 48,972 | 49,669 | 52,966 | 54,824 | 54,492 | * | * | * |

*Data not available.

Drivers age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Safety Equipment

Crash Data Report:
1990-1999

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Table 49: Passenger Car and Light Truck Occupants Killed or Injured by Restraint Use and Person Type

| STATE | RESTRAINT USE/TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | | |
| California | Used – Driver | 482 | 460 | 504 | 629 | 692 | 678 | 762 | 662 | 679 | 692 |
| | Used – Passenger | 231 | 238 | 243 | 332 | 369 | 363 | 364 | 366 | 403 | 321 |
| | Used – Subtotal | 713 | 698 | 747 | 961 | 1,061 | 1,041 | 1,126 | 1,028 | 1,082 | 1,013 |
| | Not used – Driver | 1,206 | 984 | 853 | 669 | 710 | 662 | 571 | 508 | 478 | 516 |
| | Not used – Passenger | 719 | 685 | 605 | 508 | 493 | 460 | 420 | 436 | 383 | 410 |
| | Not used – Subtotal | 1,925 | 1,669 | 1,458 | 1,177 | 1,203 | 1,122 | 991 | 944 | 861 | 926 |
| | Use unknown – Driver | 461 | 393 | 404 | 397 | 354 | 375 | 377 | 311 | 279 | 322 |
| | Use unknown – Passenger | 242 | 268 | 259 | 246 | 245 | 278 | 237 | 161 | 152 | 179 |
| | Use unknown – Subtotal | 703 | 661 | 663 | 643 | 599 | 653 | 614 | 472 | 431 | 501 |
| | Total – Occupant | 3,341 | 3,028 | 2,868 | 2,781 | 2,863 | 2,816 | 2,731 | 2,444 | 2,374 | 2,440 |
| INJURED | | | | | | | | | | | |
| California | Used – Driver | 97,870 | 96,019 | 98,894 | 106,035 | 110,091 | 109,755 | 120,075 | 124,572 | 129,709 | 130,144 |
| | Used – Passenger | 52,132 | 53,751 | 55,120 | 60,787 | 61,956 | 61,354 | 67,460 | 69,898 | 72,233 | 70,829 |
| | Used – Subtotal | 150,002 | 149,770 | 154,014 | 166,822 | 172,047 | 171,109 | 187,535 | 194,470 | 201,942 | 200,973 |
| | Not used – Driver | 29,522 | 25,069 | 22,157 | 12,220 | 11,322 | 9,510 | 8,761 | 7,274 | 6,680 | 6,283 |
| | Not used – Passenger | 28,668 | 26,616 | 23,896 | 15,807 | 14,362 | 12,232 | 11,628 | 10,190 | 9,839 | 8,614 |
| | Not used – Subtotal | 58,190 | 51,685 | 46,053 | 28,027 | 25,684 | 21,742 | 20,389 | 17,464 | 16,519 | 14,897 |
| | Use unknown – Driver | 58,764 | 55,726 | 53,533 | 45,137 | 46,532 | 43,792 | 32,786 | 21,790 | 23,271 | 23,439 |
| | Use unknown – Passenger | 36,766 | 34,357 | 32,500 | 25,989 | 25,542 | 23,260 | 15,852 | 8,491 | 8,879 | 8,737 |
| | Use unknown – Subtotal | 95,530 | 90,083 | 86,033 | 71,126 | 72,074 | 67,052 | 48,638 | 30,281 | 32,150 | 32,176 |
| | Total – Occupant | 303,722 | 291,538 | 286,100 | 265,975 | 269,805 | 259,903 | 256,562 | 242,215 | 250,611 | 248,046 |
| KILLED | | | | | | | | | | | |
| Florida | Used – Driver | 322 | 269 | 293 | 425 | 440 | 422 | 444 | 516 | 512 | 500 |
| | Used – Passenger | 158 | 163 | 188 | 223 | 210 | 218 | 220 | 224 | 224 | 229 |
| | Used – Subtotal | 480 | 432 | 481 | 648 | 650 | 640 | 664 | 740 | 736 | 729 |
| | Not used – Driver | 938 | 741 | 712 | 740 | 738 | 804 | 772 | 730 | 799 | 821 |
| | Not used – Passenger | 461 | 398 | 382 | 407 | 426 | 407 | 435 | 398 | 399 | 444 |
| | Not used – Subtotal | 1,399 | 1,139 | 1,094 | 1,147 | 1,164 | 1,211 | 1,207 | 1,128 | 1,198 | 1,265 |
| | Use unknown – Driver | 33 | 47 | 43 | 20 | 19 | 27 | 36 | 46 | 44 | 52 |
| | Use unknown – Passenger | 18 | 26 | 26 | 5 | 3 | 9 | 7 | 6 | 9 | 8 |
| | Use unknown – Subtotal | 51 | 73 | 69 | 25 | 22 | 36 | 43 | 52 | 53 | 60 |
| | Total – Occupant | 1,930 | 1,644 | 1,644 | 1,820 | 1,836 | 1,887 | 1,914 | 1,920 | 1,987 | 2,054 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 49: Passenger Car and Light Truck Occupants Killed or Injured by Restraint Use and Person Type

| STATE | RESTRAINT USE/TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURED | | | | | | | | | | | |
| Florida | Used – Driver | 83,797 | 79,350 | 86,477 | 95,305 | 102,850 | 111,482 | 121,598 | 120,977 | 123,002 | 117,833 |
| | Used – Passenger | 41,354 | 39,341 | 43,213 | 45,025 | 48,662 | 51,154 | 54,015 | 54,336 | 55,259 | 53,009 |
| | Used – Subtotal | 125,151 | 118,691 | 129,690 | 140,330 | 151,512 | 162,636 | 175,613 | 175,313 | 178,261 | 170,842 |
| | Not used – Driver | 31,584 | 25,302 | 24,347 | 23,462 | 22,651 | 23,085 | 21,307 | 20,498 | 19,889 | 19,059 |
| | Not used – Passenger | 26,401 | 21,671 | 21,418 | 20,682 | 20,785 | 19,940 | 18,783 | 16,899 | 16,294 | 15,420 |
| | Not used – Subtotal | 57,985 | 46,973 | 45,765 | 44,144 | 43,436 | 43,025 | 40,090 | 37,397 | 36,183 | 34,479 |
| | Use unknown – Driver | 981 | 1,425 | 1,377 | 643 | 790 | 1,074 | 1,264 | 1,565 | 1,640 | 2,066 |
| | Use unknown – Passenger | 481 | 517 | 466 | 68 | 118 | 236 | 264 | 369 | 394 | 450 |
| | Use unknown – Subtotal | 1,462 | 1,942 | 1,843 | 711 | 908 | 1,310 | 1,528 | 1,934 | 2,034 | 2,516 |
| Total – Occupant | 184,598 | 167,606 | 177,298 | 185,185 | 195,856 | 206,971 | 217,231 | 214,644 | 216,478 | 207,837 | |
| KILLED | | | | | | | | | | | |
| Georgia | Used – Driver | 119 | 127 | 146 | 148 | 180 | 199 | 228 | 255 | 342 | * |
| | Used – Passenger | 60 | 53 | 70 | 66 | 84 | 90 | 109 | 94 | 132 | * |
| | Used – Subtotal | 179 | 180 | 216 | 214 | 264 | 289 | 337 | 349 | 474 | * |
| | Not used – Driver | 575 | 497 | 430 | 442 | 499 | 532 | 520 | 514 | 421 | * |
| | Not used – Passenger | 269 | 241 | 205 | 227 | 213 | 242 | 264 | 232 | 192 | * |
| | Not used – Subtotal | 844 | 738 | 635 | 669 | 712 | 774 | 784 | 746 | 613 | * |
| | Use unknown – Driver | 146 | 131 | 122 | 132 | 133 | 112 | 133 | 117 | 119 | * |
| | Use unknown – Passenger | 66 | 59 | 46 | 57 | 46 | 49 | 56 | 67 | 41 | * |
| | Use unknown – Subtotal | 212 | 190 | 168 | 189 | 179 | 161 | 189 | 184 | 160 | * |
| Total – Occupant | 1,235 | 1,108 | 1,019 | 1,072 | 1,155 | 1,224 | 1,310 | 1,279 | 1,247 | * | |
| INJURED | | | | | | | | | | | |
| Georgia | Used – Driver | 25,247 | 26,415 | 30,325 | 34,139 | 49,605 | 53,542 | 58,418 | 62,539 | 62,003 | * |
| | Used – Passenger | 10,989 | 12,260 | 13,829 | 16,065 | 25,780 | 27,077 | 29,624 | 30,995 | 29,845 | * |
| | Used – Subtotal | 36,236 | 38,675 | 44,154 | 50,204 | 75,385 | 80,619 | 88,042 | 93,534 | 91,848 | * |
| | Not used – Driver | 15,095 | 13,221 | 12,527 | 12,443 | 14,460 | 14,346 | 12,128 | 9,172 | 6,144 | * |
| | Not used – Passenger | 12,443 | 11,253 | 11,064 | 10,822 | 12,751 | 12,373 | 10,443 | 8,110 | 5,240 | * |
| | Not used – Subtotal | 27,538 | 24,474 | 23,591 | 23,265 | 27,211 | 26,719 | 22,571 | 17,282 | 11,384 | * |
| | Use unknown – Driver | 18,780 | 17,594 | 18,530 | 18,386 | 16,052 | 15,982 | 15,482 | 13,302 | 11,243 | * |
| | Use unknown – Passenger | 7,365 | 7,302 | 7,747 | 7,899 | 8,598 | 8,382 | 8,119 | 6,906 | 5,749 | * |
| | Use unknown – Subtotal | 26,145 | 24,896 | 26,277 | 26,285 | 24,650 | 24,364 | 23,601 | 20,208 | 16,992 | * |
| Total – Occupant | 89,919 | 88,045 | 94,022 | 99,754 | 127,246 | 131,702 | 134,214 | 131,024 | 120,224 | * | |

* Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 49: Passenger Car and Light Truck Occupants Killed or Injured by Restraint Use and Person Type

| STATE | RESTRAINT USE/TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|-------------------------|---------|---------|---------|---------|---------|---------|--------|---------|--------|--------|
| KILLED | | | | | | | | | | | |
| Illinois | Used – Driver | 100 | 136 | 158 | 142 | 208 | 230 | 133 | 212 | 224 | 247 |
| | Used – Passenger | 55 | 59 | 65 | 102 | 80 | 101 | 59 | 82 | 77 | 106 |
| | Used – Subtotal | 155 | 195 | 223 | 244 | 288 | 331 | 192 | 294 | 301 | 353 |
| | Not used – Driver | 244 | 288 | 288 | 311 | 388 | 383 | 212 | 377 | 352 | 412 |
| | Not used – Passenger | 123 | 127 | 129 | 136 | 158 | 190 | 116 | 180 | 159 | 159 |
| | Not used – Subtotal | 367 | 415 | 417 | 447 | 546 | 573 | 328 | 557 | 511 | 571 |
| | Use unknown – Driver | 400 | 320 | 260 | 215 | 191 | 178 | 69 | 122 | 131 | 122 |
| | Use unknown – Passenger | 173 | 126 | 126 | 105 | 83 | 84 | 35 | 59 | 81 | 64 |
| | Use unknown – Subtotal | 573 | 446 | 386 | 320 | 274 | 262 | 104 | 181 | 212 | 186 |
| | Total – Occupant | 1,095 | 1,056 | 1,026 | 1,011 | 1,108 | 1,166 | 624 | 1,032 | 1,024 | 1,110 |
| INJURED | | | | | | | | | | | |
| Illinois | Used – Driver | 3,552 | 16,038 | 53,961 | 59,288 | 56,340 | 56,145 | 33,629 | 62,091 | 54,779 | 54,016 |
| | Used – Passenger | 5,515 | 9,287 | 24,595 | 27,900 | 24,869 | 24,625 | 13,622 | 25,036 | 22,080 | 20,490 |
| | Used – Subtotal | 9,067 | 25,325 | 78,556 | 87,188 | 81,209 | 80,770 | 47,251 | 87,127 | 76,859 | 74,506 |
| | Not used – Driver | 816 | 2,788 | 7,942 | 8,946 | 8,234 | 8,321 | 4,318 | 8,431 | 6,699 | 6,406 |
| | Not used – Passenger | 2,406 | 3,261 | 7,515 | 8,779 | 7,599 | 7,594 | 3,582 | 7,229 | 5,503 | 4,586 |
| | Not used – Subtotal | 3,222 | 6,049 | 15,457 | 17,725 | 15,833 | 15,915 | 7,900 | 15,660 | 12,202 | 10,992 |
| | Use unknown – Driver | 84,244 | 64,020 | 24,899 | 19,605 | 8,929 | 8,062 | 3,227 | 7,378 | 4,840 | 5,012 |
| | Use unknown – Passenger | 37,861 | 28,569 | 14,714 | 10,745 | 4,487 | 3,933 | 1,556 | 4,166 | 2,587 | 2,387 |
| | Use unknown – Subtotal | 122,105 | 92,589 | 39,613 | 30,350 | 13,416 | 11,995 | 4,783 | 11,544 | 7,427 | 7,399 |
| | Total – Occupant | 134,394 | 123,963 | 133,626 | 135,263 | 110,458 | 108,680 | 59,934 | 114,331 | 96,488 | 92,897 |
| KILLED | | | | | | | | | | | |
| Indiana | Used – Driver | 126 | 117 | 125 | 161 | 139 | 133 | 173 | 154 | 181 | 214 |
| | Used – Passenger | 52 | 47 | 61 | 67 | 79 | 85 | 64 | 59 | 72 | 88 |
| | Used – Subtotal | 178 | 164 | 186 | 228 | 218 | 218 | 237 | 213 | 253 | 302 |
| | Not used – Driver | 396 | 399 | 318 | 299 | 343 | 334 | 326 | 325 | 332 | 310 |
| | Not used – Passenger | 178 | 168 | 141 | 123 | 135 | 128 | 146 | 139 | 125 | 120 |
| | Not used – Subtotal | 574 | 567 | 459 | 422 | 478 | 462 | 472 | 464 | 457 | 430 |
| | Use unknown – Driver | 37 | 43 | 47 | 46 | 47 | 55 | 61 | 61 | 56 | 61 |
| | Use unknown – Passenger | 14 | 14 | 15 | 20 | 18 | 22 | 30 | 23 | 17 | 14 |
| | Use unknown – Subtotal | 51 | 57 | 62 | 66 | 65 | 77 | 91 | 84 | 73 | 75 |
| | Total – Occupant | 803 | 788 | 707 | 716 | 761 | 757 | 800 | 761 | 783 | 807 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 49: Passenger Car and Light Truck Occupants Killed or Injured by Restraint Use and Person Type

| STATE | RESTRAINT USE/TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------|-------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURED | | | | | | | | | | | |
| Indiana | Used – Driver | 23,264 | 23,605 | 25,626 | 27,274 | 28,716 | 30,450 | 30,828 | 31,899 | 33,223 | 31,963 |
| | Used – Passenger | 9,207 | 9,361 | 10,277 | 11,191 | 11,734 | 12,903 | 12,614 | 13,227 | 13,687 | 13,464 |
| | Used – Subtotal | 32,471 | 32,966 | 35,903 | 38,465 | 40,450 | 43,353 | 43,442 | 45,126 | 46,910 | 45,427 |
| | Not used – Driver | 14,391 | 11,847 | 12,120 | 12,215 | 12,013 | 11,710 | 10,734 | 10,052 | 8,513 | 7,438 |
| | Not used – Passenger | 10,028 | 8,534 | 8,631 | 8,945 | 8,523 | 8,724 | 7,788 | 7,494 | 6,470 | 5,457 |
| | Not used – Subtotal | 24,419 | 20,381 | 20,751 | 21,160 | 20,536 | 20,434 | 18,522 | 17,546 | 14,983 | 12,895 |
| | Use unknown – Driver | 2,744 | 2,320 | 2,502 | 2,722 | 2,695 | 2,938 | 2,970 | 3,113 | 2,944 | 3,066 |
| | Use unknown – Passenger | 1,184 | 956 | 984 | 1,089 | 976 | 1,091 | 1,073 | 1,090 | 941 | 883 |
| | Use unknown – Subtotal | 3,928 | 3,276 | 3,486 | 3,811 | 3,671 | 4,029 | 4,043 | 4,203 | 3,885 | 3,949 |
| Total – Occupant | 60,818 | 56,623 | 60,140 | 63,436 | 64,657 | 67,816 | 66,007 | 66,875 | 65,778 | 62,271 | |
| KILLED | | | | | | | | | | | |
| Kansas | Used – Driver | 41 | 31 | 42 | 49 | 47 | 58 | 59 | 74 | 84 | 86 |
| | Used – Passenger | 20 | 17 | 26 | 35 | 19 | 24 | 26 | 29 | 23 | 45 |
| | Used – Subtotal | 61 | 48 | 68 | 84 | 66 | 82 | 85 | 103 | 107 | 131 |
| | Not used – Driver | 163 | 141 | 133 | 159 | 171 | 168 | 190 | 182 | 171 | 180 |
| | Not used – Passenger | 69 | 74 | 55 | 51 | 87 | 67 | 72 | 75 | 76 | 89 |
| | Not used – Subtotal | 232 | 215 | 188 | 210 | 258 | 235 | 262 | 257 | 247 | 269 |
| | Use unknown – Driver | 37 | 37 | 46 | 46 | 35 | 41 | 51 | 37 | 45 | 47 |
| | Use unknown – Passenger | 18 | 19 | 18 | 15 | 14 | 11 | 24 | 13 | 11 | 24 |
| | Use unknown – Subtotal | 55 | 56 | 64 | 61 | 49 | 52 | 75 | 50 | 56 | 71 |
| Total – Occupant | 348 | 319 | 320 | 355 | 373 | 369 | 422 | 410 | 410 | 471 | |
| INJURED | | | | | | | | | | | |
| Kansas | Used – Driver | 10,478 | 9,755 | 10,865 | 11,543 | 11,658 | 12,180 | 12,530 | 12,928 | 12,921 | 13,042 |
| | Used – Passenger | 4,645 | 4,240 | 4,660 | 5,138 | 5,135 | 5,275 | 5,446 | 5,715 | 5,792 | 5,784 |
| | Used – Subtotal | 15,123 | 13,995 | 15,525 | 16,681 | 16,793 | 17,455 | 17,976 | 18,643 | 18,713 | 18,826 |
| | Not used – Driver | 4,895 | 4,598 | 4,635 | 4,364 | 4,647 | 4,522 | 4,582 | 4,507 | 4,348 | 3,992 |
| | Not used – Passenger | 3,792 | 3,553 | 3,763 | 3,283 | 3,588 | 3,436 | 3,453 | 3,429 | 3,342 | 2,915 |
| | Not used – Subtotal | 8,687 | 8,151 | 8,398 | 7,647 | 8,235 | 7,958 | 8,035 | 7,936 | 7,690 | 6,907 |
| | Use unknown – Driver | 2,127 | 2,225 | 2,122 | 1,948 | 1,907 | 1,754 | 1,782 | 1,818 | 1,771 | 1,650 |
| | Use unknown – Passenger | 1,128 | 1,224 | 1,198 | 1,099 | 980 | 763 | 905 | 880 | 750 | 788 |
| | Use unknown – Subtotal | 3,255 | 3,449 | 3,320 | 3,047 | 2,887 | 2,517 | 2,687 | 2,698 | 2,521 | 2,438 |
| Total – Occupant | 27,065 | 25,595 | 27,243 | 27,375 | 27,915 | 27,930 | 28,698 | 29,277 | 28,924 | 28,171 | |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 49: Passenger Car and Light Truck Occupants Killed or Injured by Restraint Use and Person Type

| STATE | RESTRAINT USE/TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|-------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Maryland | Used – Driver | 83 | 96 | 115 | 96 | 115 | 124 | 100 | 125 | 147 | 148 |
| | Used – Passenger | 39 | 46 | 42 | 41 | 58 | 57 | 43 | 47 | 60 | 43 |
| | Used – Subtotal | 122 | 142 | 157 | 137 | 173 | 181 | 143 | 172 | 207 | 191 |
| | Not used – Driver | 207 | 191 | 172 | 165 | 163 | 205 | 186 | 160 | 128 | 149 |
| | Not used – Passenger | 106 | 102 | 96 | 91 | 79 | 86 | 85 | 79 | 90 | 56 |
| | Not used – Subtotal | 313 | 293 | 268 | 256 | 242 | 291 | 271 | 239 | 218 | 205 |
| | Use unknown – Driver | 60 | 41 | 40 | 26 | 30 | 20 | 17 | 20 | 16 | 13 |
| | Use unknown – Passenger | 20 | 19 | 12 | 10 | 8 | 12 | 10 | 9 | 6 | 8 |
| | Use unknown – Subtotal | 80 | 60 | 52 | 36 | 38 | 32 | 27 | 29 | 22 | 21 |
| | Total – Occupant | 515 | 495 | 477 | 429 | 453 | 504 | 441 | 440 | 447 | 417 |
| INJURED | | | | | | | | | | | |
| Maryland | Used – Driver | 34,331 | 31,705 | 35,709 | 27,742 | 31,949 | 32,036 | 31,602 | 30,125 | 30,498 | 30,667 |
| | Used – Passenger | 15,621 | 14,648 | 16,730 | 12,214 | 13,786 | 13,606 | 13,508 | 13,617 | 12,950 | 12,916 |
| | Used – Subtotal | 49,952 | 46,353 | 52,439 | 39,956 | 45,735 | 45,642 | 45,110 | 43,742 | 43,448 | 43,583 |
| | Not used – Driver | 7,817 | 6,143 | 5,833 | 4,813 | 5,597 | 5,511 | 4,883 | 3,951 | 2,968 | 2,685 |
| | Not used – Passenger | 7,014 | 5,578 | 5,717 | 4,906 | 5,243 | 5,057 | 4,873 | 3,852 | 2,733 | 2,621 |
| | Not used – Subtotal | 14,831 | 11,721 | 11,550 | 9,719 | 10,840 | 10,568 | 9,756 | 7,803 | 5,701 | 5,306 |
| | Use unknown – Driver | 4,001 | 3,997 | 4,261 | 2,451 | 3,049 | 3,231 | 4,369 | 4,309 | 2,242 | 2,258 |
| | Use unknown – Passenger | 2,497 | 2,610 | 2,776 | 916 | 1,087 | 1,278 | 1,581 | 1,140 | 870 | 828 |
| | Use unknown – Subtotal | 6,498 | 6,607 | 7,037 | 3,367 | 4,136 | 4,509 | 5,950 | 5,449 | 3,112 | 3,086 |
| | Total – Occupant | 71,281 | 64,681 | 71,026 | 53,042 | 60,711 | 60,719 | 60,816 | 56,994 | 52,261 | 51,975 |
| KILLED | | | | | | | | | | | |
| Michigan | Used – Driver | 238 | 227 | 224 | 264 | 247 | 309 | 306 | 285 | 290 | 311 |
| | Used – Passenger | 111 | 104 | 89 | 89 | 128 | 126 | 130 | 158 | 115 | 116 |
| | Used – Subtotal | 349 | 331 | 313 | 353 | 375 | 435 | 436 | 443 | 405 | 427 |
| | Not used – Driver | 548 | 441 | 344 | 385 | 388 | 399 | 371 | 355 | 353 | 348 |
| | Not used – Passenger | 193 | 208 | 171 | 200 | 177 | 195 | 174 | 180 | 152 | 163 |
| | Not used – Subtotal | 741 | 649 | 515 | 585 | 565 | 594 | 545 | 535 | 505 | 511 |
| | Use unknown – Driver | 71 | 67 | 78 | 107 | 109 | 113 | 125 | 116 | 111 | 93 |
| | Use unknown – Passenger | 38 | 33 | 36 | 31 | 27 | 34 | 44 | 43 | 40 | 31 |
| | Use unknown – Subtotal | 109 | 100 | 114 | 138 | 136 | 147 | 169 | 159 | 151 | 124 |
| | Total – Occupant | 1,199 | 1,080 | 942 | 1,076 | 1,076 | 1,176 | 1,150 | 1,137 | 1,061 | 1,062 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 49: Passenger Car and Light Truck Occupants Killed or Injured by Restraint Use and Person Type

| STATE | RESTRAINT USE/TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|
| INJURED | | | | | | | | | | | |
| Michigan | Used – Driver | 66,811 | 63,965 | 56,905 | 64,896 | 70,735 | 75,072 | 75,335 | 73,242 | 69,787 | 67,414 |
| | Used – Passenger | 26,348 | 26,073 | 18,801 | 23,578 | 25,228 | 26,912 | 26,797 | 25,867 | 24,324 | 23,088 |
| | Used – Subtotal | 93,159 | 90,038 | 75,706 | 88,474 | 95,963 | 101,984 | 102,132 | 99,109 | 94,111 | 90,502 |
| | Not used – Driver | 18,182 | 15,271 | 11,780 | 12,185 | 12,422 | 11,824 | 10,023 | 9,261 | 8,600 | 7,478 |
| | Not used – Passenger | 13,921 | 11,889 | 8,783 | 9,913 | 10,136 | 9,556 | 8,111 | 7,719 | 7,045 | 6,049 |
| | Not used – Subtotal | 32,103 | 27,160 | 20,563 | 22,098 | 22,558 | 21,380 | 18,134 | 16,980 | 15,645 | 13,527 |
| | Use unknown – Driver | 3,549 | 3,331 | 4,260 | 6,663 | 6,804 | 6,935 | 7,029 | 6,838 | 6,719 | 6,479 |
| | Use unknown – Passenger | 1,945 | 1,890 | 1,563 | 1,611 | 1,736 | 1,892 | 1,873 | 1,812 | 1,850 | 1,677 |
| | Use unknown – Subtotal | 5,494 | 5,221 | 5,823 | 8,274 | 8,540 | 8,827 | 8,902 | 8,650 | 8,569 | 8,156 |
| Total – Occupant | 130,756 | 122,419 | 102,092 | 118,846 | 127,061 | 132,191 | 129,168 | 124,739 | 118,325 | 112,185 | |
| KILLED | | | | | | | | | | | |
| Missouri | Used – Driver | 92 | 123 | 137 | 126 | 146 | 130 | 158 | 178 | 191 | 190 |
| | Used – Passenger | 51 | 56 | 50 | 57 | 62 | 67 | 62 | 90 | 88 | 73 |
| | Used – Subtotal | 143 | 179 | 187 | 183 | 208 | 197 | 220 | 268 | 279 | 263 |
| | Not used – Driver | 400 | 402 | 370 | 344 | 403 | 454 | 440 | 441 | 386 | 390 |
| | Not used – Passenger | 211 | 152 | 159 | 156 | 193 | 201 | 190 | 187 | 192 | 179 |
| | Not used – Subtotal | 611 | 554 | 529 | 500 | 596 | 655 | 630 | 628 | 578 | 569 |
| | Use unknown – Driver | 86 | 88 | 72 | 71 | 83 | 60 | 100 | 97 | 104 | 81 |
| | Use unknown – Passenger | 54 | 34 | 27 | 33 | 30 | 31 | 30 | 27 | 38 | 29 |
| | Use unknown – Subtotal | 140 | 122 | 99 | 104 | 113 | 91 | 130 | 124 | 142 | 110 |
| Total – Occupant | 894 | 855 | 815 | 787 | 917 | 943 | 980 | 1,020 | 999 | 942 | |
| INJURED | | | | | | | | | | | |
| Missouri | Used – Driver | 24,864 | 24,108 | 26,275 | 28,963 | 30,238 | 31,383 | 32,707 | 32,840 | 33,517 | 33,260 |
| | Used – Passenger | 10,658 | 10,533 | 11,344 | 13,841 | 14,381 | 14,519 | 15,227 | 15,515 | 15,810 | 15,557 |
| | Used – Subtotal | 35,522 | 34,641 | 37,619 | 42,804 | 44,619 | 45,902 | 47,934 | 48,355 | 49,327 | 48,817 |
| | Not used – Driver | 13,018 | 11,522 | 11,173 | 11,415 | 11,662 | 11,358 | 10,941 | 10,218 | 9,217 | 8,633 |
| | Not used – Passenger | 9,997 | 8,768 | 8,739 | 9,597 | 9,804 | 9,132 | 9,007 | 8,049 | 7,274 | 6,769 |
| | Not used – Subtotal | 23,015 | 20,290 | 19,912 | 21,012 | 21,466 | 20,490 | 19,948 | 18,267 | 16,491 | 15,402 |
| | Use unknown – Driver | 4,603 | 4,116 | 4,265 | 4,461 | 5,051 | 5,333 | 5,560 | 5,446 | 5,105 | 5,136 |
| | Use unknown – Passenger | 2,509 | 2,329 | 2,426 | 2,669 | 2,914 | 3,070 | 3,114 | 3,104 | 2,700 | 2,649 |
| | Use unknown – Subtotal | 7,112 | 6,445 | 6,691 | 7,130 | 7,965 | 8,403 | 8,674 | 8,550 | 7,805 | 7,785 |
| Total – Occupant | 65,649 | 61,376 | 64,222 | 70,946 | 74,050 | 74,795 | 76,556 | 75,172 | 73,623 | 72,004 | |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 49: Passenger Car and Light Truck Occupants Killed or Injured by Restraint Use and Person Type

| STATE | RESTRAINT USE/TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------|-------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| New Mexico | Used – Driver | 39 | 44 | 53 | 50 | 60 | 63 | 67 | 75 | 66 | 69 |
| | Used – Passenger | 28 | 19 | 28 | 28 | 30 | 31 | 44 | 44 | 42 | 37 |
| | Used – Subtotal | 67 | 63 | 81 | 78 | 90 | 94 | 111 | 119 | 108 | 106 |
| | Not used – Driver | 159 | 142 | 137 | 138 | 129 | 130 | 122 | 112 | 95 | 116 |
| | Not used – Passenger | 100 | 93 | 89 | 78 | 90 | 93 | 99 | 94 | 90 | 87 |
| | Not used – Subtotal | 259 | 235 | 226 | 216 | 219 | 223 | 221 | 206 | 185 | 203 |
| | Use unknown – Driver | 10 | 13 | 8 | 4 | 6 | 6 | 11 | 12 | 18 | 17 |
| | Use unknown – Passenger | 10 | 8 | 13 | 9 | 8 | 6 | 8 | 8 | 3 | 10 |
| | Use unknown – Subtotal | 20 | 21 | 21 | 13 | 14 | 12 | 19 | 20 | 21 | 27 |
| Total – Occupant | | 346 | 319 | 328 | 307 | 323 | 329 | 351 | 345 | 314 | 336 |
| INJURED | | | | | | | | | | | |
| New Mexico | Used – Driver | 10,494 | 10,812 | 12,384 | 13,469 | 14,909 | 16,001 | 16,318 | 15,537 | 14,927 | 13,169 |
| | Used – Passenger | 5,403 | 5,723 | 6,534 | 6,792 | 7,922 | 8,127 | 8,250 | 7,928 | 7,649 | 6,646 |
| | Used – Subtotal | 15,897 | 16,535 | 18,918 | 20,261 | 22,831 | 24,128 | 24,568 | 23,465 | 22,576 | 19,815 |
| | Not used – Driver | 2,723 | 2,473 | 2,188 | 1,876 | 1,615 | 1,591 | 1,531 | 1,172 | 1,061 | 792 |
| | Not used – Passenger | 2,527 | 2,410 | 2,339 | 2,156 | 1,997 | 1,868 | 1,837 | 1,635 | 1,343 | 922 |
| | Not used – Subtotal | 5,250 | 4,883 | 4,527 | 4,032 | 3,612 | 3,459 | 3,368 | 2,807 | 2,404 | 1,714 |
| | Use unknown – Driver | 250 | 315 | 366 | 434 | 488 | 410 | 536 | 607 | 614 | 527 |
| | Use unknown – Passenger | 206 | 209 | 302 | 426 | 330 | 404 | 326 | 319 | 295 | 236 |
| | Use unknown – Subtotal | 456 | 524 | 668 | 860 | 818 | 814 | 862 | 926 | 909 | 763 |
| Total – Occupant | | 21,603 | 21,942 | 24,113 | 25,153 | 27,261 | 28,401 | 28,798 | 27,198 | 25,889 | 22,292 |
| KILLED | | | | | | | | | | | |
| North Carolina | Used – Driver | * | * | 218 | 262 | 342 | 324 | 365 | 348 | 416 | 382 |
| | Used – Passenger | * | * | 89 | 92 | 142 | 119 | 153 | 149 | 125 | 141 |
| | Used – Subtotal | * | * | 307 | 354 | 484 | 443 | 518 | 497 | 541 | 523 |
| | Not used – Driver | * | * | 337 | 350 | 319 | 308 | 316 | 332 | 331 | 342 |
| | Not used – Passenger | * | * | 192 | 169 | 178 | 182 | 162 | 171 | 185 | 164 |
| | Not used – Subtotal | * | * | 529 | 519 | 497 | 490 | 478 | 503 | 516 | 506 |
| | Use unknown – Driver | * | * | 97 | 115 | 105 | 117 | 108 | 114 | 122 | 114 |
| | Use unknown – Passenger | * | * | 41 | 50 | 43 | 54 | 59 | 52 | 43 | 42 |
| | Use unknown – Subtotal | * | * | 138 | 165 | 148 | 171 | 167 | 166 | 165 | 156 |
| Total – Occupant | | * | 974 | 1,038 | 1,129 | 1,104 | 1,163 | 1,166 | 1,222 | 1,185 | |

* Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 49: Passenger Car and Light Truck Occupants Killed or Injured by Restraint Use and Person Type

| STATE | RESTRAINT USE/TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURED | | | | | | | | | | | |
| North Carolina | Used – Driver | * | * | 63,554 | 69,047 | 78,072 | 83,895 | 86,426 | 88,001 | 87,229 | 88,905 |
| | Used – Passenger | * | * | 27,697 | 31,177 | 35,181 | 38,214 | 39,762 | 39,457 | 39,005 | 39,946 |
| | Used – Subtotal | * | * | 91,251 | 100,224 | 113,253 | 122,109 | 126,188 | 127,458 | 126,234 | 128,851 |
| | Not used – Driver | * | * | 9,543 | 8,085 | 5,929 | 5,900 | 5,508 | 5,897 | 5,526 | 5,329 |
| | Not used – Passenger | * | * | 10,886 | 10,260 | 9,141 | 9,186 | 8,578 | 8,667 | 7,929 | 7,297 |
| | Not used – Subtotal | * | * | 20,429 | 18,345 | 15,070 | 15,086 | 14,086 | 14,564 | 13,455 | 12,626 |
| | Use unknown – Driver | * | * | 3,124 | 2,781 | 2,539 | 2,520 | 2,605 | 2,659 | 2,578 | 2,558 |
| | Use unknown – Passenger | * | * | 2,118 | 1,953 | 1,726 | 1,958 | 1,963 | 1,910 | 1,811 | 1,851 |
| | Use unknown – Subtotal | * | * | 5,242 | 4,734 | 4,265 | 4,478 | 4,568 | 4,569 | 4,389 | 4,409 |
| Total – Occupant | * | * | 116,922 | 123,303 | 132,588 | 141,673 | 144,842 | 146,591 | 144,078 | 145,886 | |
| KILLED | | | | | | | | | | | |
| Ohio | Used – Driver | 173 | 200 | 185 | 218 | 233 | 251 | 276 | 273 | 239 | 257 |
| | Used – Passenger | 72 | 85 | 84 | 92 | 97 | 112 | 116 | 102 | 92 | 112 |
| | Used – Subtotal | 245 | 285 | 269 | 310 | 330 | 363 | 392 | 375 | 331 | 369 |
| | Not used – Driver | 656 | 567 | 525 | 494 | 434 | 409 | 403 | 425 | 446 | 431 |
| | Not used – Passenger | 275 | 254 | 231 | 245 | 221 | 183 | 175 | 195 | 205 | 171 |
| | Not used – Subtotal | 931 | 821 | 756 | 739 | 655 | 592 | 578 | 620 | 651 | 602 |
| | Use unknown – Driver | 20 | 87 | 60 | 59 | 55 | 84 | 106 | 116 | 98 | 93 |
| | Use unknown – Passenger | 13 | 27 | 27 | 23 | 33 | 25 | 34 | 34 | 30 | 33 |
| | Use unknown – Subtotal | 33 | 114 | 87 | 82 | 88 | 109 | 140 | 150 | 128 | 126 |
| Total – Occupant | 1,209 | 1,220 | 1,112 | 1,131 | 1,073 | 1,064 | 1,110 | 1,145 | 1,110 | 1,097 | |
| INJURED | | | | | | | | | | | |
| Ohio | Used – Driver | 90,284 | 84,278 | 91,897 | 97,928 | 100,884 | 108,134 | 114,016 | 111,965 | 108,057 | 106,226 |
| | Used – Passenger | 36,787 | 35,205 | 37,664 | 40,781 | 41,660 | 44,441 | 46,734 | 46,239 | 45,021 | 44,300 |
| | Used – Subtotal | 127,071 | 119,483 | 129,561 | 138,709 | 142,544 | 152,575 | 160,750 | 158,204 | 153,078 | 150,526 |
| | Not used – Driver | 26,608 | 22,547 | 21,500 | 18,444 | 17,301 | 16,936 | 15,418 | 14,665 | 14,051 | 12,712 |
| | Not used – Passenger | 19,853 | 16,775 | 16,230 | 14,331 | 13,840 | 13,165 | 12,111 | 11,432 | 10,556 | 9,057 |
| | Not used – Subtotal | 46,461 | 39,322 | 37,730 | 32,775 | 31,141 | 30,101 | 27,529 | 26,097 | 24,607 | 21,769 |
| | Use unknown – Driver | 13,627 | 12,644 | 13,298 | 12,216 | 12,771 | 12,842 | 13,087 | 13,555 | 12,007 | 11,637 |
| | Use unknown – Passenger | 7,262 | 6,005 | 6,301 | 5,771 | 5,888 | 5,891 | 6,021 | 6,044 | 5,322 | 5,124 |
| | Use unknown – Subtotal | 20,889 | 18,649 | 19,599 | 17,987 | 18,659 | 18,733 | 19,108 | 19,599 | 17,329 | 16,761 |
| Total – Occupant | 194,421 | 177,454 | 186,890 | 189,471 | 192,344 | 201,409 | 207,387 | 203,900 | 195,014 | 189,056 | |

* Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 49: Passenger Car and Light Truck Occupants Killed or Injured by Restraint Use and Person Type

| STATE | RESTRAINT USE/TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| KILLED | | | | | | | | | | | |
| Pennsylvania | Used – Driver | 149 | 170 | 163 | 200 | 196 | 204 | 228 | 208 | 211 | 216 |
| | Used – Passenger | 73 | 83 | 87 | 95 | 106 | 94 | 99 | 105 | 93 | 110 |
| | Used – Subtotal | 222 | 253 | 250 | 295 | 302 | 298 | 327 | 313 | 304 | 326 |
| | Not used – Driver | 507 | 539 | 499 | 481 | 429 | 456 | 421 | 507 | 466 | 465 |
| | Not used – Passenger | 212 | 233 | 219 | 171 | 175 | 209 | 174 | 204 | 156 | 176 |
| | Not used – Subtotal | 719 | 772 | 718 | 652 | 604 | 665 | 595 | 711 | 622 | 641 |
| | Use unknown – Driver | 170 | 152 | 144 | 135 | 124 | 133 | 117 | 139 | 138 | 145 |
| | Use unknown – Passenger | 78 | 67 | 56 | 65 | 61 | 46 | 54 | 71 | 61 | 72 |
| | Use unknown – Subtotal | 248 | 219 | 200 | 200 | 185 | 179 | 171 | 210 | 199 | 217 |
| | Total – Occupant | 1,189 | 1,244 | 1,168 | 1,147 | 1,091 | 1,142 | 1,093 | 1,234 | 1,125 | 1,184 |
| INJURED | | | | | | | | | | | |
| Pennsylvania | Used – Driver | 39,940 | 38,672 | 40,733 | 42,862 | 44,227 | 45,639 | 48,443 | 48,398 | 46,970 | 47,693 |
| | Used – Passenger | 18,209 | 17,769 | 18,622 | 19,416 | 20,096 | 20,586 | 21,248 | 21,166 | 20,199 | 20,409 |
| | Used – Subtotal | 58,149 | 56,441 | 59,355 | 62,278 | 64,323 | 66,225 | 69,691 | 69,564 | 67,169 | 68,102 |
| | Not used – Driver | 21,582 | 17,997 | 16,319 | 15,053 | 14,240 | 14,465 | 14,241 | 14,848 | 14,633 | 13,767 |
| | Not used – Passenger | 14,924 | 12,556 | 11,498 | 10,957 | 10,057 | 10,084 | 9,924 | 10,131 | 9,618 | 8,738 |
| | Not used – Subtotal | 36,506 | 30,553 | 27,817 | 26,010 | 24,297 | 24,549 | 24,165 | 24,979 | 24,251 | 22,505 |
| | Use unknown – Driver | 20,102 | 17,769 | 20,109 | 18,413 | 17,216 | 17,876 | 18,900 | 19,548 | 18,738 | 18,946 |
| | Use unknown – Passenger | 10,263 | 8,943 | 9,888 | 9,175 | 9,222 | 9,321 | 9,359 | 9,698 | 8,912 | 9,122 |
| | Use unknown – Subtotal | 30,365 | 26,712 | 29,997 | 27,588 | 26,438 | 27,197 | 28,259 | 29,246 | 27,650 | 28,068 |
| | Total – Occupant | 125,020 | 113,706 | 117,169 | 115,876 | 115,058 | 117,971 | 122,115 | 123,789 | 119,070 | 118,675 |
| KILLED | | | | | | | | | | | |
| Texas | Used – Driver | 447 | 452 | 468 | 545 | 577 | 555 | 662 | 653 | 608 | 580 |
| | Used – Passenger | 177 | 214 | 199 | 240 | 227 | 246 | 303 | 289 | 291 | 278 |
| | Used – Subtotal | 624 | 666 | 667 | 785 | 804 | 801 | 965 | 942 | 899 | 858 |
| | Not used – Driver | 1,087 | 933 | 899 | 859 | 888 | 848 | 947 | 815 | 787 | 742 |
| | Not used – Passenger | 580 | 522 | 543 | 481 | 487 | 507 | 631 | 520 | 479 | 470 |
| | Not used – Subtotal | 1,667 | 1,455 | 1,442 | 1,340 | 1,375 | 1,355 | 1,578 | 1,335 | 1,266 | 1,212 |
| | Use unknown – Driver | 68 | 79 | 90 | 93 | 146 | 197 | 333 | 358 | 442 | 515 |
| | Use unknown – Passenger | 53 | 89 | 59 | 52 | 79 | 77 | 117 | 134 | 153 | 159 |
| | Use unknown – Subtotal | 121 | 168 | 149 | 145 | 225 | 274 | 450 | 492 | 595 | 674 |
| | Total – Occupant | 2,412 | 2,289 | 2,258 | 2,270 | 2,404 | 2,430 | 2,993 | 2,769 | 2,760 | 2,744 |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 49: Passenger Car and Light Truck Occupants Killed or Injured by Restraint Use and Person Type

| STATE | RESTRAINT USE/TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| INJURED | | | | | | | | | | | |
| Texas | Used – Driver | 119,836 | 123,323 | 136,065 | 145,947 | 158,507 | 159,206 | 164,638 | 159,539 | 153,986 | 152,082 |
| | Used – Passenger | 57,722 | 61,560 | 69,163 | 76,845 | 86,188 | 88,518 | 91,012 | 88,423 | 85,224 | 85,852 |
| | Used – Subtotal | 177,558 | 184,883 | 205,228 | 222,792 | 244,695 | 247,724 | 255,650 | 247,962 | 239,210 | 237,934 |
| | Not used – Driver | 25,048 | 22,212 | 19,409 | 18,150 | 17,848 | 16,234 | 15,467 | 13,309 | 11,899 | 10,373 |
| | Not used – Passenger | 28,835 | 26,627 | 26,912 | 26,886 | 27,821 | 27,127 | 26,302 | 23,798 | 21,200 | 18,939 |
| | Not used – Subtotal | 53,883 | 48,839 | 46,321 | 45,036 | 45,669 | 43,361 | 41,769 | 37,107 | 33,099 | 29,312 |
| | Use unknown – Driver | 4,551 | 4,607 | 4,554 | 5,333 | 8,839 | 14,962 | 22,024 | 28,221 | 32,704 | 36,719 |
| | Use unknown – Passenger | 3,939 | 3,489 | 3,627 | 3,623 | 4,117 | 5,185 | 7,047 | 8,384 | 9,595 | 11,187 |
| | Use unknown – Subtotal | 8,490 | 8,096 | 8,181 | 8,956 | 12,956 | 20,147 | 29,071 | 36,605 | 42,299 | 47,906 |
| Total – Occupant | 239,931 | 241,818 | 259,730 | 276,784 | 303,320 | 311,232 | 326,490 | 321,674 | 314,608 | 315,152 | |
| KILLED | | | | | | | | | | | |
| Utah | Used – Driver | 35 | 34 | 36 | 44 | 37 | 49 | 44 | 62 | 50 | 69 |
| | Used – Passenger | 23 | 16 | 17 | 23 | 23 | 30 | 32 | 45 | 36 | 29 |
| | Used – Subtotal | 58 | 50 | 53 | 67 | 60 | 79 | 76 | 107 | 86 | 98 |
| | Not used – Driver | 68 | 71 | 70 | 88 | 99 | 87 | 78 | 83 | 84 | 91 |
| | Not used – Passenger | 56 | 58 | 63 | 59 | 75 | 54 | 64 | 73 | 62 | 58 |
| | Not used – Subtotal | 124 | 129 | 133 | 147 | 174 | 141 | 142 | 156 | 146 | 149 |
| | Use unknown – Driver | 14 | 15 | 6 | 13 | 13 | 17 | 22 | 15 | 16 | 18 |
| | Use unknown – Passenger | 6 | 11 | 8 | 9 | 14 | 14 | 12 | 10 | 16 | 11 |
| | Use unknown – Subtotal | 20 | 26 | 14 | 22 | 27 | 31 | 34 | 25 | 32 | 29 |
| Total – Occupant | 202 | 205 | 200 | 236 | 261 | 251 | 252 | 288 | 264 | 276 | |
| INJURED | | | | | | | | | | | |
| Utah | Used – Driver | 6,747 | 6,995 | 8,533 | 9,840 | 11,276 | 11,535 | 12,665 | 13,400 | 13,325 | 13,623 |
| | Used – Passenger | 3,087 | 3,358 | 4,262 | 4,750 | 5,028 | 5,347 | 6,132 | 6,412 | 6,527 | 6,404 |
| | Used – Subtotal | 9,834 | 10,353 | 12,795 | 14,590 | 16,304 | 16,882 | 18,797 | 19,812 | 19,852 | 20,027 |
| | Not used – Driver | 4,459 | 3,613 | 3,711 | 3,590 | 3,771 | 3,548 | 3,396 | 3,188 | 2,727 | 2,447 |
| | Not used – Passenger | 3,817 | 3,326 | 3,466 | 3,450 | 3,447 | 3,473 | 3,219 | 2,925 | 2,469 | 2,221 |
| | Not used – Subtotal | 8,276 | 6,939 | 7,177 | 7,040 | 7,218 | 7,021 | 6,615 | 6,113 | 5,196 | 4,668 |
| | Use unknown – Driver | 812 | 772 | 871 | 957 | 1,165 | 1,194 | 1,434 | 1,651 | 1,706 | 1,628 |
| | Use unknown – Passenger | 393 | 360 | 421 | 551 | 636 | 620 | 619 | 708 | 738 | 831 |
| | Use unknown – Subtotal | 1,205 | 1,132 | 1,292 | 1,508 | 1,801 | 1,814 | 2,053 | 2,359 | 2,444 | 2,459 |
| Total – Occupant | 19,315 | 18,424 | 21,264 | 23,138 | 25,323 | 25,717 | 27,465 | 28,284 | 27,492 | 27,154 | |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 49: Passenger Car and Light Truck Occupants Killed or Injured by Restraint Use and Person Type

| STATE | RESTRAINT USE/TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------|-------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| KILLED | | | | | | | | | | | |
| Virginia | Used – Driver | 126 | 141 | 119 | 148 | 165 | 155 | 134 | 202 | 177 | 170 |
| | Used – Passenger | 59 | 68 | 53 | 63 | 81 | 66 | 62 | 81 | 68 | 55 |
| | Used – Subtotal | 185 | 209 | 172 | 211 | 246 | 221 | 196 | 283 | 245 | 225 |
| | Not used – Driver | 406 | 319 | 301 | 290 | 289 | 314 | 286 | 315 | 315 | 288 |
| | Not used – Passenger | 207 | 164 | 149 | 139 | 156 | 145 | 143 | 147 | 126 | 140 |
| | Not used – Subtotal | 613 | 483 | 450 | 429 | 445 | 459 | 429 | 462 | 441 | 428 |
| | Use unknown – Driver | 30 | 30 | 28 | 32 | 28 | 40 | 41 | 41 | 35 | 45 |
| | Use unknown – Passenger | 8 | 13 | 17 | 22 | 16 | 9 | 13 | 15 | 12 | 6 |
| | Use unknown – Subtotal | 38 | 43 | 45 | 54 | 44 | 49 | 54 | 56 | 47 | 51 |
| Total – Occupant | 836 | 735 | 667 | 694 | 735 | 729 | 679 | 801 | 733 | 704 | |
| INJURED | | | | | | | | | | | |
| Virginia | Used – Driver | 32,227 | 31,151 | 34,460 | 35,613 | 38,565 | 38,367 | 39,318 | 39,389 | 40,375 | 40,693 |
| | Used – Passenger | 12,812 | 12,848 | 14,692 | 14,913 | 16,143 | 16,091 | 16,303 | 16,361 | 16,813 | 16,661 |
| | Used – Subtotal | 45,039 | 43,999 | 49,152 | 50,526 | 54,708 | 54,458 | 55,621 | 55,750 | 57,188 | 57,354 |
| | Not used – Driver | 10,782 | 9,054 | 8,937 | 8,476 | 8,420 | 8,132 | 7,664 | 7,409 | 6,720 | 6,460 |
| | Not used – Passenger | 9,765 | 8,317 | 8,687 | 8,402 | 8,179 | 7,937 | 7,362 | 6,987 | 5,822 | 5,471 |
| | Not used – Subtotal | 20,547 | 17,371 | 17,624 | 16,878 | 16,599 | 16,069 | 15,026 | 14,396 | 12,542 | 11,931 |
| | Use unknown – Driver | 2,011 | 1,783 | 1,910 | 2,079 | 2,314 | 2,638 | 2,672 | 3,157 | 3,241 | 3,224 |
| | Use unknown – Passenger | 807 | 762 | 747 | 826 | 972 | 975 | 929 | 1,065 | 1,062 | 953 |
| | Use unknown – Subtotal | 2,818 | 2,545 | 2,657 | 2,905 | 3,286 | 3,613 | 3,601 | 4,222 | 4,303 | 4,177 |
| Total – Occupant | 68,404 | 63,915 | 69,433 | 70,309 | 74,593 | 74,140 | 74,248 | 74,368 | 74,033 | 73,462 | |

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 49: Passenger Car and Light Truck Occupants Killed or Injured by Restraint Use and Person Type

| STATE | RESTRAINT USE/TYPE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------------|-------------------------|--------|--------|--------|--------|--------|--------|--------|------|------|------|
| KILLED | | | | | | | | | | | |
| Washington | Used – Driver | 107 | 118 | 93 | 112 | 115 | 104 | 143 | * | * | * |
| | Used – Passenger | 57 | 51 | 51 | 52 | 51 | 58 | 60 | * | * | * |
| | Used – Subtotal | 164 | 169 | 144 | 164 | 166 | 162 | 203 | * | * | * |
| | Not used – Driver | 285 | 225 | 212 | 193 | 194 | 206 | 215 | * | * | * |
| | Not used – Passenger | 161 | 98 | 111 | 112 | 87 | 98 | 90 | * | * | * |
| | Not used – Subtotal | 446 | 323 | 323 | 305 | 281 | 304 | 305 | * | * | * |
| | Use unknown – Driver | 33 | 27 | 20 | 31 | 23 | 32 | 27 | * | * | * |
| | Use unknown – Passenger | 12 | 21 | 8 | 16 | 20 | 20 | 14 | * | * | * |
| | Use unknown – Subtotal | 45 | 48 | 28 | 47 | 43 | 52 | 41 | * | * | * |
| Total – Occupant | 655 | 540 | 495 | 516 | 490 | 518 | 549 | * | * | * | |
| INJURED | | | | | | | | | | | |
| Washington | Used – Driver | 27,036 | 26,815 | 28,783 | 29,713 | 32,485 | 34,418 | 34,655 | * | * | * |
| | Used – Passenger | 12,506 | 12,136 | 13,453 | 13,681 | 15,097 | 15,888 | 16,091 | * | * | * |
| | Used – Subtotal | 39,542 | 38,951 | 42,236 | 43,394 | 47,582 | 50,306 | 50,746 | * | * | * |
| | Not used – Driver | 7,822 | 6,377 | 6,085 | 5,540 | 5,396 | 5,200 | 4,796 | * | * | * |
| | Not used – Passenger | 5,999 | 5,004 | 4,870 | 4,519 | 4,304 | 4,347 | 4,102 | * | * | * |
| | Not used – Subtotal | 13,821 | 11,381 | 10,955 | 10,059 | 9,700 | 9,547 | 8,898 | * | * | * |
| | Use unknown – Driver | 11,688 | 11,201 | 11,699 | 12,061 | 12,593 | 12,734 | 12,742 | * | * | * |
| | Use unknown – Passenger | 4,407 | 4,037 | 4,360 | 4,377 | 4,686 | 4,698 | 4,761 | * | * | * |
| | Use unknown – Subtotal | 16,095 | 15,238 | 16,059 | 16,438 | 17,279 | 17,432 | 17,503 | * | * | * |
| Total – Occupant | 69,458 | 65,570 | 69,250 | 69,891 | 74,561 | 77,285 | 77,147 | * | * | * | |

*Data not available.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | |
|-----------------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|----|
| KILLED | | | | | | | | | | | | | |
| California | Child restraint used | 0-1 | 5 | 6 | 10 | 9 | 9 | 3 | 5 | 3 | 6 | 6 | |
| | Other restraint used | 0-1 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 3 | 0 | |
| | Restraint not used | 0-1 | 21 | 16 | 18 | 13 | 12 | 22 | 11 | 17 | 8 | 9 | |
| | Restraint use unknown | 0-1 | 5 | 15 | 4 | 4 | 5 | 7 | 3 | 3 | 5 | 4 | |
| | Subtotal | 0-1 | 33 | 37 | 33 | 27 | 28 | 32 | 21 | 24 | 22 | 19 | |
| | Child restraint used | 2 | 2 | 4 | 1 | 2 | 0 | 3 | 3 | 3 | 1 | 3 | 3 |
| | Other restraint used | 2 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 1 |
| | Restraint not used | 2 | 9 | 10 | 8 | 7 | 8 | 8 | 3 | 4 | 4 | 8 | 6 |
| | Restraint use unknown | 2 | 2 | 2 | 4 | 3 | 0 | 1 | 1 | 1 | 1 | 1 | 3 |
| | Subtotal | 2 | 14 | 18 | 13 | 13 | 8 | 14 | 7 | 7 | 7 | 14 | 13 |
| | Child restraint used | 3 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 2 | 1 |
| | Other restraint used | 3 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 |
| | Restraint not used | 3 | 13 | 13 | 9 | 6 | 9 | 10 | 3 | 3 | 3 | 5 | 4 |
| | Restraint use unknown | 3 | 0 | 1 | 3 | 1 | 4 | 1 | 3 | 0 | 0 | 1 | 2 |
| | Subtotal | 3 | 14 | 15 | 12 | 8 | 19 | 12 | 8 | 3 | 3 | 12 | 7 |
| | Child restraint used | 4 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 |
| | Other restraint used | 4 | 1 | 1 | 5 | 4 | 6 | 2 | 1 | 2 | 2 | 3 | 2 |
| | Restraint not used | 4 | 4 | 6 | 8 | 7 | 9 | 2 | 4 | 5 | 5 | 2 | 1 |
| | Restraint use unknown | 4 | 3 | 4 | 1 | 3 | 2 | 6 | 3 | 1 | 1 | 3 | 0 |
| | Subtotal | 4 | 9 | 11 | 14 | 14 | 17 | 12 | 10 | 8 | 8 | 8 | 4 |
| | Child restraint used | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other restraint used | 5 | 2 | 3 | 3 | 1 | 3 | 3 | 1 | 0 | 0 | 7 | 3 |
| | Restraint not used | 5 | 1 | 2 | 2 | 5 | 5 | 7 | 5 | 2 | 2 | 2 | 4 |
| | Restraint use unknown | 5 | 3 | 2 | 2 | 3 | 3 | 3 | 0 | 4 | 4 | 1 | 2 |
| | Subtotal | 5 | 6 | 8 | 7 | 9 | 11 | 13 | 6 | 6 | 6 | 10 | 9 |
| | Child restraint used | 0-5 | 8 | 11 | 11 | 12 | 11 | 9 | 12 | 4 | 4 | 11 | 11 |
| | Other restraint used | 0-5 | 7 | 7 | 9 | 7 | 15 | 7 | 4 | 4 | 4 | 19 | 6 |
| Restraint not used | 0-5 | 48 | 47 | 45 | 38 | 43 | 49 | 26 | 31 | 31 | 25 | 24 | |
| Restraint use unknown | 0-5 | 13 | 24 | 14 | 14 | 14 | 18 | 10 | 9 | 9 | 11 | 11 | |
| Total | 0-5 | 76 | 89 | 79 | 71 | 83 | 83 | 52 | 48 | 48 | 66 | 52 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURED | | | | | | | | | | | | |
| California | Child restraint used | 0-1 | 694 | 723 | 711 | 724 | 659 | 655 | 741 | 668 | 726 | 657 |
| | Other restraint used | 0-1 | 185 | 160 | 128 | 158 | 154 | 136 | 137 | 110 | 119 | 93 |
| | Restraint not used | 0-1 | 608 | 501 | 463 | 370 | 316 | 244 | 220 | 169 | 154 | 143 |
| | Restraint use unknown | 0-1 | 571 | 470 | 410 | 347 | 331 | 283 | 176 | 66 | 78 | 64 |
| | Subtotal | 0-1 | 2,058 | 1,854 | 1,712 | 1,599 | 1,460 | 1,318 | 1,274 | 1,013 | 1,077 | 957 |
| | Child restraint used | 2 | 259 | 314 | 338 | 390 | 375 | 381 | 448 | 427 | 417 | 465 |
| | Other restraint used | 2 | 263 | 253 | 236 | 229 | 222 | 199 | 219 | 193 | 172 | 172 |
| | Restraint not used | 2 | 432 | 406 | 415 | 314 | 303 | 229 | 218 | 177 | 180 | 138 |
| | Restraint use unknown | 2 | 406 | 365 | 389 | 300 | 266 | 248 | 163 | 57 | 52 | 69 |
| | Subtotal | 2 | 1,360 | 1,338 | 1,378 | 1,233 | 1,166 | 1,057 | 1,048 | 854 | 821 | 844 |
| | Child restraint used | 3 | 182 | 202 | 217 | 253 | 275 | 315 | 338 | 388 | 411 | 398 |
| | Other restraint used | 3 | 436 | 468 | 446 | 464 | 478 | 410 | 434 | 402 | 413 | 390 |
| | Restraint not used | 3 | 507 | 437 | 490 | 389 | 367 | 325 | 263 | 223 | 237 | 187 |
| | Restraint use unknown | 3 | 486 | 431 | 400 | 359 | 330 | 320 | 207 | 91 | 85 | 62 |
| | Subtotal | 3 | 1,611 | 1,538 | 1,553 | 1,465 | 1,450 | 1,370 | 1,242 | 1,104 | 1,146 | 1,037 |
| | Child restraint used | 4 | 67 | 67 | 76 | 88 | 106 | 103 | 136 | 161 | 155 | 184 |
| | Other restraint used | 4 | 751 | 714 | 754 | 807 | 905 | 908 | 974 | 891 | 904 | 846 |
| | Restraint not used | 4 | 441 | 383 | 394 | 253 | 271 | 204 | 266 | 206 | 155 | 138 |
| | Restraint use unknown | 4 | 496 | 461 | 483 | 390 | 420 | 399 | 244 | 118 | 94 | 94 |
| | Subtotal | 4 | 1,755 | 1,625 | 1,707 | 1,538 | 1,702 | 1,614 | 1,620 | 1,376 | 1,308 | 1,262 |
| | Child restraint used | 5 | 21 | 20 | 23 | 23 | 31 | 33 | 49 | 55 | 62 | 68 |
| | Other restraint used | 5 | 749 | 775 | 823 | 910 | 964 | 1,005 | 1,138 | 1,135 | 1,104 | 1,045 |
| | Restraint not used | 5 | 438 | 432 | 386 | 283 | 261 | 224 | 222 | 196 | 173 | 156 |
| | Restraint use unknown | 5 | 496 | 500 | 447 | 383 | 436 | 405 | 271 | 121 | 117 | 116 |
| | Subtotal | 5 | 1,704 | 1,727 | 1,679 | 1,599 | 1,692 | 1,667 | 1,680 | 1,507 | 1,456 | 1,385 |
| | Child restraint used | 0-5 | 1,223 | 1,326 | 1,365 | 1,478 | 1,446 | 1,487 | 1,712 | 1,699 | 1,771 | 1,772 |
| | Other restraint used | 0-5 | 2,384 | 2,370 | 2,387 | 2,568 | 2,723 | 2,658 | 2,902 | 2,731 | 2,712 | 2,546 |
| | Restraint not used | 0-5 | 2,426 | 2,159 | 2,148 | 1,609 | 1,518 | 1,226 | 1,189 | 971 | 899 | 762 |
| Restraint use unknown | 0-5 | 2,455 | 2,227 | 2,129 | 1,779 | 1,783 | 1,655 | 1,061 | 453 | 426 | 405 | |
| Total | 0-5 | 8,488 | 8,082 | 8,029 | 7,434 | 7,470 | 7,026 | 6,864 | 5,854 | 5,808 | 5,485 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | | |
| Florida | Child restraint used | 0-1 | 2 | 4 | 3 | 2 | 4 | 3 | 1 | 2 | 6 | 2 |
| | Other restraint used | 0-1 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Restraint not used | 0-1 | 6 | 3 | 7 | 6 | 6 | 5 | 6 | 2 | 2 | 4 |
| | Restraint use unknown | 0-1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 0-1 | 8 | 8 | 16 | 8 | 10 | 8 | 8 | 4 | 8 | 6 |
| | Child restraint used | 2 | 0 | 1 | 4 | 3 | 2 | 0 | 2 | 1 | 2 | 2 |
| | Other restraint used | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Restraint not used | 2 | 5 | 1 | 3 | 3 | 4 | 0 | 1 | 1 | 3 | 1 |
| | Restraint use unknown | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Subtotal | 2 | 6 | 2 | 9 | 6 | 7 | 0 | 3 | 2 | 5 | 4 |
| | Child restraint used | 3 | 0 | 3 | 2 | 1 | 2 | 0 | 2 | 3 | 1 | 1 |
| | Other restraint used | 3 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 1 | 1 |
| | Restraint not used | 3 | 8 | 4 | 2 | 6 | 2 | 5 | 5 | 2 | 4 | 3 |
| | Restraint use unknown | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 3 | 9 | 8 | 4 | 10 | 4 | 5 | 8 | 6 | 6 | 5 |
| | Child restraint used | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 |
| | Other restraint used | 4 | 3 | 2 | 1 | 2 | 3 | 1 | 1 | 1 | 2 | 2 |
| | Restraint not used | 4 | 5 | 3 | 2 | 3 | 3 | 4 | 0 | 2 | 0 | 5 |
| | Restraint use unknown | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | Subtotal | 4 | 9 | 5 | 3 | 5 | 6 | 6 | 2 | 4 | 3 | 7 |
| | Child restraint used | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 |
| | Other restraint used | 5 | 0 | 0 | 0 | 0 | 4 | 3 | 4 | 2 | 2 | 0 |
| | Restraint not used | 5 | 3 | 3 | 4 | 3 | 4 | 5 | 3 | 2 | 6 | 1 |
| | Restraint use unknown | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 5 | 3 | 4 | 4 | 3 | 9 | 8 | 7 | 5 | 9 | 2 |
| | Child restraint used | 0-5 | 2 | 8 | 9 | 6 | 9 | 3 | 6 | 8 | 11 | 6 |
| | Other restraint used | 0-5 | 5 | 2 | 5 | 5 | 8 | 4 | 7 | 4 | 5 | 3 |
| Restraint not used | 0-5 | 27 | 14 | 18 | 21 | 19 | 19 | 15 | 9 | 15 | 14 | |
| Restraint use unknown | 0-5 | 1 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | |
| Total | 0-5 | 35 | 27 | 36 | 32 | 36 | 27 | 28 | 21 | 31 | 24 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURED | | | | | | | | | | | | |
| Florida | Child restraint used | 0-1 | 615 | 613 | 621 | 544 | 542 | 551 | 571 | 577 | 575 | 522 |
| | Other restraint used | 0-1 | 210 | 223 | 213 | 139 | 127 | 123 | 135 | 165 | 98 | 106 |
| | Restraint not used | 0-1 | 302 | 246 | 212 | 192 | 160 | 116 | 125 | 111 | 114 | 113 |
| | Restraint use unknown | 0-1 | 11 | 9 | 6 | 1 | 5 | 5 | 5 | 4 | 3 | 2 |
| | Subtotal | 0-1 | 1,138 | 1,091 | 1,052 | 876 | 834 | 795 | 836 | 857 | 790 | 743 |
| | Child restraint used | 2 | 361 | 404 | 460 | 470 | 474 | 505 | 519 | 578 | 517 | 551 |
| | Other restraint used | 2 | 325 | 240 | 242 | 218 | 213 | 207 | 276 | 206 | 198 | 196 |
| | Restraint not used | 2 | 312 | 264 | 186 | 207 | 233 | 169 | 156 | 143 | 142 | 151 |
| | Restraint use unknown | 2 | 7 | 5 | 5 | 1 | 0 | 8 | 2 | 8 | 5 | 4 |
| | Subtotal | 2 | 1,005 | 913 | 893 | 896 | 920 | 889 | 953 | 935 | 862 | 902 |
| | Child restraint used | 3 | 170 | 199 | 319 | 324 | 314 | 362 | 338 | 371 | 380 | 376 |
| | Other restraint used | 3 | 477 | 364 | 389 | 386 | 421 | 385 | 403 | 406 | 347 | 344 |
| | Restraint not used | 3 | 338 | 286 | 222 | 218 | 254 | 222 | 202 | 190 | 190 | 182 |
| | Restraint use unknown | 3 | 9 | 10 | 9 | 2 | 5 | 8 | 4 | 4 | 6 | 8 |
| | Subtotal | 3 | 994 | 859 | 939 | 930 | 994 | 977 | 947 | 971 | 923 | 910 |
| | Child restraint used | 4 | 92 | 97 | 120 | 136 | 150 | 152 | 173 | 189 | 206 | 209 |
| | Other restraint used | 4 | 592 | 592 | 559 | 599 | 684 | 670 | 721 | 700 | 679 | 627 |
| | Restraint not used | 4 | 396 | 265 | 266 | 254 | 264 | 276 | 234 | 205 | 182 | 138 |
| | Restraint use unknown | 4 | 9 | 7 | 7 | 0 | 1 | 1 | 1 | 1 | 4 | 3 |
| | Subtotal | 4 | 1,089 | 961 | 952 | 989 | 1,099 | 1,099 | 1,129 | 1,095 | 1,071 | 977 |
| | Child restraint used | 5 | 21 | 32 | 26 | 53 | 31 | 36 | 48 | 82 | 84 | 63 |
| | Other restraint used | 5 | 619 | 568 | 667 | 655 | 739 | 847 | 888 | 842 | 828 | 753 |
| | Restraint not used | 5 | 390 | 295 | 285 | 280 | 312 | 264 | 241 | 202 | 217 | 207 |
| | Restraint use unknown | 5 | 4 | 4 | 2 | 0 | 1 | 0 | 1 | 5 | 4 | 4 |
| | Subtotal | 5 | 1,034 | 899 | 980 | 988 | 1,083 | 1,147 | 1,178 | 1,131 | 1,133 | 1,027 |
| | Child restraint used | 0-5 | 1,259 | 1,345 | 1,546 | 1,527 | 1,511 | 1,606 | 1,649 | 1,797 | 1,762 | 1,721 |
| | Other restraint used | 0-5 | 2,223 | 1,987 | 2,070 | 1,997 | 2,184 | 2,232 | 2,423 | 2,319 | 2,150 | 2,026 |
| Restraint not used | 0-5 | 1,738 | 1,356 | 1,171 | 1,151 | 1,223 | 1,047 | 958 | 851 | 845 | 791 | |
| Restraint use unknown | 0-5 | 40 | 35 | 29 | 4 | 12 | 22 | 13 | 22 | 22 | 21 | |
| Total | 0-5 | 5,260 | 4,723 | 4,816 | 4,679 | 4,930 | 4,907 | 5,043 | 4,989 | 4,779 | 4,559 | |

Rows listed as "Unknown" are only included where necessary.
 Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | |
|-----------------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|---|
| KILLED | | | | | | | | | | | | | |
| Georgia | Child restraint used | 0-1 | 3 | 0 | 4 | 4 | 5 | 3 | 3 | 1 | 4 | * | |
| | Other restraint used | 0-1 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 2 | 1 | * | |
| | Restraint not used | 0-1 | 7 | 4 | 10 | 9 | 13 | 11 | 10 | 11 | 5 | * | |
| | Restraint use unknown | 0-1 | 1 | 2 | 0 | 1 | 1 | 1 | 3 | 3 | 0 | * | |
| | Subtotal | 0-1 | 11 | 6 | 14 | 14 | 24 | 15 | 17 | 17 | 10 | * | |
| | Child restraint used | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | * |
| | Other restraint used | 2 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | * |
| | Restraint not used | 2 | 3 | 3 | 8 | 3 | 4 | 4 | 0 | 3 | 3 | 1 | * |
| | Restraint use unknown | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | * |
| | Subtotal | 2 | 8 | 5 | 9 | 5 | 4 | 5 | 1 | 6 | 6 | 4 | * |
| | Child restraint used | 3 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | * |
| | Other restraint used | 3 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | * |
| | Restraint not used | 3 | 3 | 3 | 1 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | * |
| | Restraint use unknown | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 3 | 0 | * |
| | Subtotal | 3 | 6 | 4 | 3 | 1 | 3 | 3 | 6 | 5 | 5 | 6 | * |
| | Child restraint used | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | * |
| | Other restraint used | 4 | 0 | 2 | 0 | 2 | 5 | 3 | 1 | 2 | 2 | 6 | * |
| | Restraint not used | 4 | 6 | 3 | 4 | 2 | 1 | 6 | 6 | 3 | 3 | 4 | * |
| | Restraint use unknown | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | * |
| | Subtotal | 4 | 7 | 5 | 6 | 4 | 6 | 9 | 8 | 5 | 5 | 13 | * |
| | Child restraint used | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | * |
| | Other restraint used | 5 | 3 | 1 | 2 | 0 | 3 | 1 | 1 | 2 | 2 | 4 | * |
| | Restraint not used | 5 | 2 | 2 | 5 | 5 | 1 | 6 | 2 | 3 | 3 | 1 | * |
| | Restraint use unknown | 5 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | * |
| | Subtotal | 5 | 6 | 4 | 9 | 5 | 6 | 8 | 3 | 6 | 6 | 5 | * |
| | Child restraint used | 0-5 | 8 | 1 | 8 | 4 | 7 | 4 | 4 | 4 | 4 | 7 | * |
| | Other restraint used | 0-5 | 6 | 4 | 4 | 4 | 13 | 6 | 3 | 6 | 6 | 16 | * |
| Restraint not used | 0-5 | 21 | 15 | 28 | 20 | 20 | 28 | 22 | 21 | 21 | 12 | * | |
| Restraint use unknown | 0-5 | 3 | 4 | 1 | 1 | 3 | 2 | 6 | 8 | 8 | 3 | * | |
| Total | 0-5 | 38 | 24 | 41 | 29 | 43 | 40 | 35 | 39 | 39 | 38 | * | |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------|-----------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| INJURED | | | | | | | | | | | | |
| Georgia | Child restraint used | 0-1 | 352 | 367 | 422 | 433 | 590 | 775 | 697 | 699 | 682 | * |
| | Other restraint used | 0-1 | 118 | 93 | 101 | 149 | 435 | 369 | 307 | 251 | 258 | * |
| | Restraint not used | 0-1 | 293 | 237 | 238 | 250 | 354 | 267 | 218 | 181 | 113 | * |
| | Restraint use unknown | 0-1 | 78 | 79 | 88 | 88 | 199 | 160 | 167 | 123 | 104 | * |
| | Subtotal | 0-1 | 841 | 776 | 849 | 920 | 1,578 | 1,571 | 1,389 | 1,254 | 1,157 | * |
| | Child restraint used | 2 | 131 | 116 | 178 | 207 | 315 | 373 | 346 | 378 | 346 | * |
| | Other restraint used | 2 | 140 | 145 | 123 | 163 | 172 | 218 | 182 | 166 | 131 | * |
| | Restraint not used | 2 | 225 | 187 | 217 | 185 | 175 | 187 | 135 | 98 | 75 | * |
| | Restraint use unknown | 2 | 64 | 59 | 67 | 62 | 90 | 71 | 68 | 47 | 36 | * |
| | Subtotal | 2 | 560 | 507 | 585 | 617 | 752 | 849 | 731 | 689 | 588 | * |
| | Child restraint used | 3 | 57 | 89 | 82 | 135 | 178 | 192 | 224 | 237 | 209 | * |
| | Other restraint used | 3 | 176 | 170 | 215 | 224 | 328 | 342 | 350 | 327 | 302 | * |
| | Restraint not used | 3 | 228 | 186 | 179 | 161 | 196 | 189 | 137 | 126 | 61 | * |
| | Restraint use unknown | 3 | 94 | 82 | 78 | 84 | 100 | 80 | 105 | 56 | 47 | * |
| | Subtotal | 3 | 555 | 527 | 554 | 604 | 802 | 803 | 816 | 746 | 619 | * |
| | Child restraint used | 4 | 15 | 26 | 35 | 38 | 79 | 87 | 92 | 83 | 104 | * |
| | Other restraint used | 4 | 248 | 240 | 277 | 353 | 493 | 549 | 563 | 552 | 480 | * |
| | Restraint not used | 4 | 244 | 208 | 178 | 179 | 174 | 196 | 134 | 126 | 64 | * |
| | Restraint use unknown | 4 | 91 | 87 | 76 | 101 | 117 | 123 | 109 | 102 | 60 | * |
| | Subtotal | 4 | 598 | 561 | 566 | 671 | 863 | 955 | 898 | 863 | 708 | * |
| | Child restraint used | 5 | 6 | 10 | 14 | 13 | 22 | 27 | 22 | 30 | 31 | * |
| | Other restraint used | 5 | 207 | 266 | 261 | 330 | 487 | 588 | 583 | 592 | 557 | * |
| | Restraint not used | 5 | 230 | 184 | 165 | 151 | 201 | 181 | 165 | 119 | 63 | * |
| | Restraint use unknown | 5 | 128 | 83 | 94 | 103 | 150 | 114 | 114 | 95 | 87 | * |
| | Subtotal | 5 | 571 | 543 | 534 | 597 | 860 | 910 | 884 | 836 | 738 | * |
| | Child restraint used | 0-5 | 561 | 608 | 731 | 826 | 1,184 | 1,454 | 1,381 | 1,427 | 1,372 | * |
| | Other restraint used | 0-5 | 889 | 914 | 977 | 1,219 | 1,915 | 2,066 | 1,985 | 1,888 | 1,728 | * |
| | Restraint not used | 0-5 | 1,220 | 1,002 | 977 | 926 | 1,100 | 1,020 | 789 | 650 | 376 | * |
| | Restraint use unknown | 0-5 | 455 | 390 | 403 | 438 | 656 | 548 | 563 | 423 | 334 | * |
| | Total | 0-5 | 3,125 | 2,914 | 3,088 | 3,409 | 4,855 | 5,088 | 4,718 | 4,388 | 3,810 | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | | |
| Illinois | Child restraint used | 0-1 | 2 | 1 | 3 | 2 | 2 | 2 | 3 | 3 | 3 | 2 |
| | Other restraint used | 0-1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Restraint not used | 0-1 | 0 | 1 | 2 | 0 | 2 | 1 | 2 | 3 | 2 | 3 |
| | Restraint use unknown | 0-1 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 0-1 | 7 | 4 | 7 | 4 | 4 | 3 | 5 | 6 | 5 | 5 |
| | Child restraint used | 2 | 1 | 1 | 3 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| | Other restraint used | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Restraint not used | 2 | 1 | 1 | 0 | 1 | 2 | 3 | 0 | 1 | 1 | 1 |
| | Restraint use unknown | 2 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 |
| | Subtotal | 2 | 2 | 2 | 4 | 4 | 3 | 5 | 1 | 2 | 1 | 2 |
| | Child restraint used | 3 | 1 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 2 |
| | Other restraint used | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Restraint not used | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 2 |
| | Restraint use unknown | 3 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 |
| | Subtotal | 3 | 2 | 4 | 1 | 3 | 3 | 3 | 0 | 2 | 4 | 5 |
| | Child restraint used | 4 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 2 |
| | Other restraint used | 4 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 2 | 2 |
| | Restraint not used | 4 | 2 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 3 |
| | Restraint use unknown | 4 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 2 |
| | Subtotal | 4 | 5 | 2 | 4 | 5 | 2 | 7 | 1 | 2 | 4 | 9 |
| | Child restraint used | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| | Other restraint used | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 |
| | Restraint not used | 5 | 2 | 2 | 0 | 1 | 2 | 1 | 0 | 2 | 1 | 0 |
| | Restraint use unknown | 5 | 1 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 |
| | Subtotal | 5 | 3 | 3 | 2 | 2 | 3 | 4 | 1 | 5 | 2 | 0 |
| | Child restraint used | 0-5 | 4 | 4 | 6 | 5 | 3 | 7 | 5 | 5 | 5 | 7 |
| | Other restraint used | 0-5 | 1 | 4 | 3 | 3 | 1 | 3 | 1 | 3 | 3 | 3 |
| Restraint not used | 0-5 | 5 | 5 | 3 | 5 | 6 | 8 | 4 | 8 | 6 | 9 | |
| Restraint use unknown | 0-5 | 9 | 2 | 6 | 5 | 5 | 4 | 1 | 1 | 2 | 2 | |
| Total | 0-5 | 19 | 15 | 18 | 18 | 15 | 22 | 11 | 17 | 16 | 21 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|-----------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURED | | | | | | | | | | | | |
| Illinois | Child restraint used | 0-1 | 437 | 409 | 495 | 350 | 219 | 217 | 127 | 221 | 217 | 191 |
| | Other restraint used | 0-1 | 167 | 144 | 182 | 163 | 92 | 105 | 62 | 138 | 140 | 125 |
| | Restraint not used | 0-1 | 138 | 87 | 102 | 105 | 72 | 68 | 33 | 77 | 53 | 52 |
| | Restraint use unknown | 0-1 | 291 | 209 | 179 | 113 | 42 | 24 | 12 | 37 | 15 | 20 |
| | Subtotal | 0-1 | 1,033 | 849 | 958 | 731 | 425 | 414 | 234 | 473 | 425 | 388 |
| | Child restraint used | 2 | 199 | 187 | 236 | 222 | 210 | 186 | 106 | 197 | 182 | 166 |
| | Other restraint used | 2 | 184 | 165 | 184 | 201 | 173 | 176 | 87 | 176 | 122 | 116 |
| | Restraint not used | 2 | 121 | 93 | 96 | 110 | 76 | 91 | 50 | 84 | 56 | 43 |
| | Restraint use unknown | 2 | 268 | 172 | 168 | 125 | 45 | 29 | 11 | 39 | 35 | 14 |
| | Subtotal | 2 | 772 | 617 | 684 | 658 | 504 | 482 | 254 | 496 | 395 | 339 |
| | Child restraint used | 3 | 94 | 138 | 137 | 138 | 168 | 130 | 82 | 126 | 149 | 120 |
| | Other restraint used | 3 | 251 | 240 | 309 | 309 | 264 | 284 | 148 | 234 | 206 | 206 |
| | Restraint not used | 3 | 126 | 87 | 105 | 137 | 95 | 119 | 53 | 107 | 72 | 75 |
| | Restraint use unknown | 3 | 275 | 214 | 165 | 128 | 59 | 45 | 17 | 45 | 18 | 29 |
| | Subtotal | 3 | 746 | 679 | 716 | 712 | 586 | 578 | 300 | 512 | 445 | 430 |
| | Child restraint used | 4 | 40 | 50 | 60 | 81 | 59 | 57 | 41 | 63 | 74 | 77 |
| | Other restraint used | 4 | 329 | 344 | 372 | 441 | 388 | 348 | 220 | 383 | 357 | 316 |
| | Restraint not used | 4 | 94 | 90 | 113 | 129 | 127 | 114 | 43 | 93 | 55 | 60 |
| | Restraint use unknown | 4 | 287 | 228 | 203 | 148 | 75 | 56 | 17 | 64 | 34 | 21 |
| | Subtotal | 4 | 750 | 712 | 748 | 799 | 649 | 575 | 321 | 603 | 520 | 474 |
| | Child restraint used | 5 | 23 | 22 | 33 | 31 | 26 | 16 | 9 | 25 | 32 | 29 |
| | Other restraint used | 5 | 321 | 347 | 438 | 458 | 404 | 408 | 267 | 433 | 357 | 335 |
| | Restraint not used | 5 | 138 | 124 | 116 | 103 | 81 | 113 | 57 | 94 | 75 | 44 |
| | Restraint use unknown | 5 | 356 | 226 | 187 | 136 | 45 | 48 | 24 | 62 | 47 | 19 |
| | Subtotal | 5 | 838 | 719 | 774 | 728 | 556 | 585 | 357 | 614 | 511 | 427 |
| | Child restraint used | 0-5 | 793 | 806 | 961 | 822 | 682 | 606 | 526 | 899 | 869 | 767 |
| | Other restraint used | 0-5 | 1,252 | 1,240 | 1,485 | 1,572 | 1,321 | 1,321 | 833 | 1,504 | 1,297 | 1,218 |
| | Restraint not used | 0-5 | 617 | 481 | 532 | 584 | 451 | 505 | 259 | 504 | 358 | 304 |
| | Restraint use unknown | 0-5 | 1,477 | 1,049 | 902 | 650 | 266 | 202 | 84 | 285 | 162 | 126 |
| | Total | 0-5 | 4,139 | 3,576 | 3,880 | 3,628 | 2,720 | 2,634 | 1,702 | 3,192 | 2,686 | 2,415 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | | |
| Indiana | Child restraint used | 0-1 | 3 | 1 | 4 | 4 | 1 | 2 | 5 | 2 | 1 | 1 |
| | Other restraint used | 0-1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 |
| | Restraint not used | 0-1 | 3 | 2 | 2 | 3 | 3 | 1 | 2 | 2 | 2 | 2 |
| | Restraint use unknown | 0-1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 |
| | Subtotal | 0-1 | 7 | 5 | 7 | 7 | 6 | 4 | 8 | 5 | 3 | 5 |
| | Child restraint used | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 |
| | Other restraint used | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| | Restraint not used | 2 | 2 | 2 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 |
| | Restraint use unknown | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| | Subtotal | 2 | 3 | 3 | 1 | 1 | 2 | 6 | 5 | 0 | 3 | 2 |
| | Child restraint used | 3 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 2 | 0 |
| | Other restraint used | 3 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 |
| | Restraint not used | 3 | 2 | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 0 |
| | Subtotal | 3 | 5 | 3 | 2 | 3 | 3 | 2 | 2 | 1 | 4 | 1 |
| | Child restraint used | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| | Other restraint used | 4 | 1 | 0 | 2 | 0 | 2 | 1 | 1 | 1 | 2 | 2 |
| | Restraint not used | 4 | 4 | 2 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 |
| | Restraint use unknown | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Subtotal | 4 | 5 | 2 | 3 | 2 | 4 | 3 | 2 | 2 | 2 | 2 |
| | Child restraint used | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other restraint used | 5 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 2 | |
| Restraint not used | 5 | 0 | 2 | 0 | 2 | 1 | 2 | 2 | 1 | 2 | 1 | |
| Subtotal | 5 | 0 | 3 | 0 | 2 | 2 | 3 | 4 | 2 | 2 | 3 | |
| Child restraint used | 0-5 | 6 | 2 | 5 | 8 | 2 | 5 | 8 | 2 | 4 | 3 | |
| Other restraint used | 0-5 | 3 | 3 | 2 | 0 | 7 | 6 | 3 | 3 | 3 | 6 | |
| Restraint not used | 0-5 | 11 | 10 | 5 | 6 | 8 | 4 | 9 | 3 | 7 | 3 | |
| Restraint use unknown | 0-5 | 0 | 1 | 1 | 1 | 0 | 3 | 1 | 2 | 0 | 1 | |
| Total | 0-5 | 20 | 16 | 13 | 15 | 17 | 18 | 21 | 10 | 14 | 13 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| INJURED | | | | | | | | | | | | |
| Indiana | Child restraint used | 0-1 | 193 | 186 | 233 | 269 | 305 | 305 | 271 | 297 | 305 | 258 |
| | Other restraint used | 0-1 | 50 | 35 | 42 | 44 | 55 | 62 | 38 | 52 | 40 | 34 |
| | Restraint not used | 0-1 | 66 | 53 | 66 | 46 | 59 | 46 | 61 | 34 | 31 | 31 |
| | Restraint use unknown | 0-1 | 15 | 6 | 12 | 10 | 8 | 8 | 8 | 9 | 8 | 8 |
| | Subtotal | 0-1 | 324 | 280 | 353 | 369 | 427 | 421 | 378 | 392 | 384 | 331 |
| | Child restraint used | 2 | 123 | 125 | 117 | 136 | 152 | 189 | 162 | 156 | 166 | 177 |
| | Other restraint used | 2 | 108 | 72 | 103 | 89 | 78 | 94 | 96 | 86 | 78 | 63 |
| | Restraint not used | 2 | 108 | 82 | 87 | 86 | 80 | 87 | 58 | 59 | 50 | 32 |
| | Restraint use unknown | 2 | 9 | 12 | 8 | 14 | 8 | 6 | 9 | 10 | 6 | 5 |
| | Subtotal | 2 | 348 | 291 | 315 | 325 | 318 | 376 | 325 | 311 | 300 | 277 |
| | Child restraint used | 3 | 64 | 53 | 48 | 78 | 70 | 92 | 95 | 113 | 108 | 143 |
| | Other restraint used | 3 | 158 | 138 | 156 | 154 | 145 | 189 | 189 | 149 | 153 | 120 |
| | Restraint not used | 3 | 146 | 114 | 123 | 88 | 103 | 82 | 75 | 60 | 59 | 45 |
| | Restraint use unknown | 3 | 16 | 14 | 8 | 14 | 12 | 7 | 11 | 6 | 5 | 4 |
| | Subtotal | 3 | 384 | 319 | 335 | 334 | 330 | 370 | 370 | 328 | 325 | 312 |
| | Child restraint used | 4 | 17 | 17 | 28 | 31 | 31 | 30 | 42 | 66 | 50 | 71 |
| | Other restraint used | 4 | 193 | 164 | 198 | 219 | 231 | 256 | 245 | 261 | 227 | 211 |
| | Restraint not used | 4 | 161 | 114 | 120 | 109 | 127 | 107 | 89 | 107 | 65 | 64 |
| | Restraint use unknown | 4 | 19 | 13 | 6 | 16 | 9 | 16 | 18 | 9 | 9 | 8 |
| | Subtotal | 4 | 390 | 308 | 352 | 375 | 398 | 409 | 394 | 443 | 351 | 354 |
| | Child restraint used | 5 | 12 | 9 | 12 | 14 | 13 | 19 | 21 | 19 | 31 | 27 |
| | Other restraint used | 5 | 181 | 177 | 193 | 232 | 236 | 293 | 272 | 313 | 314 | 249 |
| | Restraint not used | 5 | 155 | 126 | 143 | 121 | 128 | 128 | 108 | 101 | 97 | 80 |
| | Restraint use unknown | 5 | 21 | 12 | 16 | 20 | 11 | 15 | 20 | 21 | 14 | 8 |
| | Subtotal | 5 | 369 | 324 | 364 | 387 | 388 | 455 | 421 | 454 | 456 | 364 |
| | Child restraint used | 0-5 | 409 | 390 | 438 | 528 | 571 | 635 | 591 | 651 | 660 | 676 |
| | Other restraint used | 0-5 | 690 | 586 | 692 | 738 | 745 | 894 | 840 | 861 | 812 | 677 |
| | Restraint not used | 0-5 | 636 | 489 | 539 | 450 | 497 | 450 | 391 | 361 | 302 | 252 |
| Restraint use unknown | 0-5 | 80 | 57 | 50 | 74 | 48 | 52 | 66 | 55 | 42 | 33 | |
| Total | 0-5 | 1,815 | 1,522 | 1,719 | 1,790 | 1,861 | 2,031 | 1,888 | 1,928 | 1,816 | 1,638 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | | |
| Kansas | Child restraint used | 0-1 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 1 | 1 | 2 |
| | Other restraint used | 0-1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Restraint not used | 0-1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 2 |
| | Restraint use unknown | 0-1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Subtotal | 0-1 | 2 | 2 | 4 | 3 | 3 | 0 | 0 | 3 | 4 | 4 |
| | Child restraint used | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| | Other restraint used | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Restraint not used | 2 | 0 | 1 | 1 | 1 | 3 | 2 | 0 | 0 | 1 | 2 |
| | Restraint use unknown | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Subtotal | 2 | 2 | 1 | 1 | 3 | 4 | 2 | 1 | 0 | 1 | 4 |
| | Child restraint used | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | Other restraint used | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Restraint not used | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| | Restraint use unknown | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Subtotal | 3 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 2 | 3 |
| | Child restraint used | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Other restraint used | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| | Restraint not used | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| | Restraint use unknown | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 4 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| | Child restraint used | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other restraint used | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Restraint not used | 5 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 2 | 2 | 0 |
| | Restraint use unknown | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| | Subtotal | 5 | 1 | 1 | 3 | 0 | 2 | 1 | 1 | 2 | 3 | 1 |
| | Child restraint used | 0-5 | 2 | 1 | 3 | 2 | 1 | 0 | 0 | 1 | 2 | 6 |
| | Other restraint used | 0-5 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 2 | 0 |
| Restraint not used | 0-5 | 2 | 4 | 3 | 1 | 8 | 4 | 0 | 5 | 7 | 6 | |
| Restraint use unknown | 0-5 | 1 | 0 | 3 | 2 | 0 | 1 | 2 | 1 | 0 | 2 | |
| Total | 0-5 | 7 | 5 | 10 | 7 | 10 | 5 | 3 | 7 | 11 | 14 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|
| INJURED | | | | | | | | | | | | |
| Kansas | Child restraint used | 0-1 | 131 | 117 | 103 | 136 | 126 | 141 | 138 | 153 | 141 | 151 |
| | Other restraint used | 0-1 | 24 | 25 | 22 | 18 | 14 | 30 | 20 | 22 | 26 | 19 |
| | Restraint not used | 0-1 | 32 | 38 | 43 | 21 | 26 | 20 | 35 | 39 | 37 | 28 |
| | Restraint use unknown | 0-1 | 21 | 26 | 35 | 18 | 7 | 17 | 7 | 5 | 5 | 7 |
| | Subtotal | 0-1 | 208 | 206 | 203 | 193 | 173 | 208 | 200 | 219 | 209 | 205 |
| | Child restraint used | 2 | 84 | 47 | 44 | 84 | 76 | 56 | 83 | 76 | 72 | 85 |
| | Other restraint used | 2 | 26 | 31 | 39 | 35 | 15 | 40 | 33 | 23 | 24 | 33 |
| | Restraint not used | 2 | 40 | 37 | 46 | 26 | 34 | 41 | 36 | 25 | 32 | 30 |
| | Restraint use unknown | 2 | 13 | 28 | 31 | 13 | 5 | 10 | 9 | 4 | 3 | 4 |
| | Subtotal | 2 | 163 | 143 | 160 | 158 | 130 | 147 | 161 | 128 | 131 | 152 |
| | Child restraint used | 3 | 59 | 35 | 36 | 68 | 52 | 54 | 50 | 53 | 56 | 67 |
| | Other restraint used | 3 | 45 | 49 | 45 | 40 | 48 | 55 | 55 | 59 | 38 | 44 |
| | Restraint not used | 3 | 51 | 58 | 57 | 26 | 39 | 45 | 52 | 47 | 46 | 30 |
| | Restraint use unknown | 3 | 16 | 26 | 23 | 21 | 19 | 3 | 11 | 11 | 10 | 5 |
| | Subtotal | 3 | 171 | 168 | 161 | 155 | 158 | 157 | 168 | 170 | 150 | 146 |
| | Child restraint used | 4 | 57 | 13 | 17 | 38 | 21 | 10 | 18 | 17 | 23 | 36 |
| | Other restraint used | 4 | 53 | 74 | 84 | 68 | 96 | 93 | 100 | 106 | 85 | 92 |
| | Restraint not used | 4 | 46 | 64 | 58 | 33 | 46 | 45 | 42 | 32 | 44 | 32 |
| | Restraint use unknown | 4 | 11 | 21 | 21 | 16 | 18 | 11 | 14 | 9 | 13 | 8 |
| | Subtotal | 4 | 167 | 172 | 180 | 155 | 181 | 159 | 174 | 164 | 165 | 168 |
| | Child restraint used | 5 | 7 | 6 | 5 | 5 | 7 | 4 | 4 | 9 | 7 | 13 |
| | Other restraint used | 5 | 94 | 94 | 94 | 98 | 88 | 114 | 100 | 114 | 115 | 108 |
| | Restraint not used | 5 | 80 | 70 | 59 | 53 | 52 | 54 | 49 | 36 | 58 | 42 |
| | Restraint use unknown | 5 | 23 | 15 | 21 | 16 | 16 | 10 | 10 | 8 | 7 | 4 |
| | Subtotal | 5 | 204 | 185 | 179 | 172 | 163 | 182 | 163 | 167 | 187 | 167 |
| | Child restraint used | 0-5 | 338 | 218 | 205 | 331 | 282 | 265 | 293 | 308 | 299 | 352 |
| | Other restraint used | 0-5 | 242 | 273 | 284 | 259 | 261 | 332 | 308 | 324 | 288 | 296 |
| | Restraint not used | 0-5 | 249 | 267 | 263 | 159 | 197 | 205 | 214 | 179 | 217 | 162 |
| Restraint use unknown | 0-5 | 84 | 116 | 131 | 84 | 65 | 51 | 51 | 37 | 38 | 28 | |
| Total | 0-5 | 913 | 874 | 883 | 833 | 805 | 853 | 866 | 848 | 842 | 838 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | |
|-----------------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|---|
| KILLED | | | | | | | | | | | | | |
| Maryland | Child restraint used | 0-1 | 2 | 4 | 1 | 1 | 2 | 2 | 1 | 0 | 3 | 3 | |
| | Other restraint used | 0-1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Restraint not used | 0-1 | 1 | 1 | 2 | 4 | 1 | 1 | 3 | 1 | 0 | 0 | |
| | Restraint use unknown | 0-1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Subtotal | 0-1 | 3 | 6 | 3 | 5 | 3 | 3 | 4 | 1 | 3 | 3 | |
| | Child restraint used | 2 | 0 | 1 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| | Other restraint used | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Restraint not used | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 |
| | Subtotal | 2 | 0 | 2 | 3 | 2 | 2 | 3 | 3 | 1 | 0 | 0 | 0 |
| | Child restraint used | 3 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other restraint used | 3 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Restraint not used | 3 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 |
| | Restraint use unknown | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| | Subtotal | 3 | 1 | 3 | 1 | 2 | 4 | 3 | 3 | 0 | 0 | 1 | |
| | Child restraint used | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Other restraint used | 4 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 |
| | Restraint not used | 4 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| | Subtotal | 4 | 3 | 1 | 1 | 0 | 0 | 3 | 1 | 4 | 1 | 0 | 0 |
| | Child restraint used | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other restraint used | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Restraint not used | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | | |
| Restraint use unknown | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | |
| Subtotal | 5 | 1 | 1 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 1 | | |
| Child restraint used | 0-5 | 2 | 6 | 3 | 3 | 6 | 4 | 1 | 1 | 3 | 3 | | |
| Other restraint used | 0-5 | 1 | 4 | 0 | 1 | 1 | 5 | 2 | 2 | 2 | 0 | | |
| Restraint not used | 0-5 | 5 | 2 | 7 | 5 | 2 | 4 | 10 | 3 | 2 | 1 | | |
| Restraint use unknown | 0-5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | | |
| Total | 0-5 | 8 | 13 | 10 | 9 | 10 | 13 | 13 | 6 | 7 | 5 | | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| INJURED | | | | | | | | | | | | |
| Maryland | Child restraint used | 0-1 | 427 | 437 | 489 | 305 | 389 | 375 | 373 | 353 | 334 | 352 |
| | Other restraint used | 0-1 | 92 | 70 | 103 | 139 | 136 | 130 | 105 | 107 | 67 | 113 |
| | Restraint not used | 0-1 | 92 | 60 | 71 | 116 | 98 | 107 | 58 | 60 | 24 | 41 |
| | Restraint use unknown | 0-1 | 30 | 40 | 58 | 8 | 15 | 9 | 23 | 8 | 14 | 9 |
| | Subtotal | 0-1 | 641 | 607 | 721 | 568 | 638 | 621 | 559 | 528 | 439 | 515 |
| | Child restraint used | 2 | 217 | 236 | 225 | 194 | 190 | 192 | 199 | 199 | 191 | 181 |
| | Other restraint used | 2 | 158 | 123 | 126 | 85 | 90 | 78 | 79 | 83 | 57 | 49 |
| | Restraint not used | 2 | 93 | 55 | 68 | 46 | 46 | 57 | 46 | 29 | 29 | 23 |
| | Restraint use unknown | 2 | 30 | 37 | 42 | 8 | 12 | 4 | 9 | 14 | 6 | 10 |
| | Subtotal | 2 | 498 | 451 | 461 | 333 | 338 | 331 | 333 | 325 | 283 | 263 |
| | Child restraint used | 3 | 99 | 95 | 181 | 116 | 148 | 142 | 118 | 135 | 130 | 135 |
| | Other restraint used | 3 | 257 | 250 | 228 | 131 | 186 | 173 | 149 | 149 | 99 | 98 |
| | Restraint not used | 3 | 91 | 55 | 57 | 65 | 64 | 61 | 52 | 32 | 18 | 24 |
| | Restraint use unknown | 3 | 28 | 32 | 42 | 9 | 16 | 14 | 13 | 11 | 10 | 16 |
| | Subtotal | 3 | 475 | 432 | 508 | 321 | 414 | 390 | 332 | 327 | 257 | 273 |
| | Child restraint used | 4 | 46 | 38 | 68 | 58 | 65 | 72 | 78 | 58 | 79 | 86 |
| | Other restraint used | 4 | 334 | 264 | 299 | 198 | 238 | 242 | 243 | 201 | 184 | 175 |
| | Restraint not used | 4 | 98 | 59 | 82 | 55 | 70 | 73 | 66 | 54 | 31 | 35 |
| | Restraint use unknown | 4 | 29 | 40 | 39 | 9 | 15 | 14 | 23 | 16 | 10 | 8 |
| | Subtotal | 4 | 507 | 401 | 488 | 320 | 388 | 401 | 410 | 329 | 304 | 304 |
| | Child restraint used | 5 | 7 | 12 | 19 | 20 | 13 | 31 | 30 | 27 | 30 | 44 |
| | Other restraint used | 5 | 311 | 278 | 318 | 211 | 278 | 254 | 284 | 250 | 224 | 203 |
| | Restraint not used | 5 | 99 | 74 | 81 | 61 | 77 | 74 | 71 | 48 | 39 | 34 |
| | Restraint use unknown | 5 | 30 | 39 | 35 | 13 | 14 | 14 | 16 | 12 | 11 | 6 |
| | Subtotal | 5 | 447 | 403 | 453 | 305 | 382 | 373 | 401 | 337 | 304 | 287 |
| | Child restraint used | 0-5 | 796 | 818 | 982 | 693 | 805 | 812 | 798 | 772 | 764 | 798 |
| | Other restraint used | 0-5 | 1,152 | 985 | 1,074 | 764 | 928 | 877 | 860 | 790 | 631 | 638 |
| Restraint not used | 0-5 | 473 | 303 | 359 | 343 | 355 | 372 | 293 | 223 | 141 | 157 | |
| Restraint use unknown | 0-5 | 147 | 188 | 216 | 47 | 72 | 55 | 84 | 61 | 51 | 49 | |
| Total | 0-5 | 2,568 | 2,294 | 2,631 | 1,847 | 2,160 | 2,116 | 2,035 | 1,846 | 1,587 | 1,642 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | | |
| Michigan | Child restraint used | 0-1 | 4 | 6 | 4 | 2 | 1 | 3 | 8 | 1 | 2 | 4 |
| | Other restraint used | 0-1 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 |
| | Restraint not used | 0-1 | 6 | 4 | 0 | 2 | 5 | 4 | 3 | 1 | 3 | 1 |
| | Restraint use unknown | 0-1 | 1 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Subtotal | 0-1 | 11 | 12 | 6 | 7 | 9 | 7 | 12 | 2 | 5 | 5 |
| | Child restraint used | 2 | 1 | 0 | 1 | 0 | 2 | 5 | 1 | 1 | 1 | 3 |
| | Other restraint used | 2 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 2 | 0 | 0 |
| | Restraint not used | 2 | 0 | 1 | 1 | 1 | 3 | 3 | 1 | 1 | 0 | 1 |
| | Restraint use unknown | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| | Subtotal | 2 | 1 | 1 | 2 | 5 | 6 | 10 | 3 | 4 | 2 | 4 |
| | Child restraint used | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 3 | 1 |
| | Other restraint used | 3 | 0 | 1 | 2 | 0 | 2 | 2 | 3 | 2 | 1 | 1 |
| | Restraint not used | 3 | 1 | 1 | 1 | 0 | 1 | 2 | 4 | 1 | 0 | 2 |
| | Restraint use unknown | 3 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| | Subtotal | 3 | 1 | 3 | 4 | 1 | 4 | 5 | 9 | 5 | 4 | 4 |
| | Child restraint used | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Other restraint used | 4 | 0 | 3 | 1 | 0 | 3 | 1 | 5 | 0 | 1 | 1 |
| | Restraint not used | 4 | 1 | 2 | 3 | 2 | 4 | 0 | 2 | 1 | 1 | 1 |
| | Restraint use unknown | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Subtotal | 4 | 2 | 5 | 5 | 2 | 7 | 2 | 7 | 2 | 3 | 2 |
| Child restraint used | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| Other restraint used | 5 | 3 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | |
| Restraint not used | 5 | 2 | 3 | 0 | 2 | 1 | 2 | 0 | 1 | 0 | 2 | |
| Restraint use unknown | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | |
| Subtotal | 5 | 5 | 5 | 2 | 2 | 1 | 7 | 1 | 2 | 0 | 3 | |
| Child restraint used | 0-5 | 5 | 6 | 6 | 2 | 3 | 11 | 10 | 5 | 6 | 8 | |
| Other restraint used | 0-5 | 3 | 7 | 5 | 5 | 8 | 8 | 10 | 4 | 2 | 3 | |
| Restraint not used | 0-5 | 10 | 11 | 5 | 7 | 14 | 11 | 10 | 5 | 4 | 7 | |
| Restraint use unknown | 0-5 | 2 | 2 | 3 | 3 | 2 | 1 | 2 | 1 | 2 | 0 | |
| Total | 0-5 | 20 | 26 | 19 | 17 | 27 | 31 | 32 | 15 | 14 | 18 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURED | | | | | | | | | | | | |
| Michigan | Child restraint used | 0-1 | 350 | 295 | 340 | 411 | 462 | 473 | 475 | 403 | 392 | 410 |
| | Other restraint used | 0-1 | 268 | 232 | 81 | 93 | 119 | 99 | 106 | 87 | 103 | 95 |
| | Restraint not used | 0-1 | 170 | 112 | 79 | 74 | 84 | 103 | 72 | 52 | 39 | 61 |
| | Restraint use unknown | 0-1 | 49 | 71 | 17 | 23 | 13 | 20 | 20 | 17 | 26 | 21 |
| | Subtotal | 0-1 | 837 | 710 | 517 | 601 | 678 | 695 | 673 | 559 | 560 | 587 |
| | Child restraint used | 2 | 107 | 148 | 108 | 138 | 160 | 169 | 165 | 137 | 150 | 169 |
| | Other restraint used | 2 | 298 | 286 | 131 | 144 | 148 | 149 | 148 | 85 | 85 | 105 |
| | Restraint not used | 2 | 147 | 121 | 75 | 73 | 83 | 80 | 57 | 49 | 50 | 33 |
| | Restraint use unknown | 2 | 49 | 52 | 10 | 15 | 15 | 15 | 16 | 8 | 14 | 11 |
| | Subtotal | 2 | 601 | 607 | 324 | 370 | 406 | 413 | 386 | 279 | 299 | 318 |
| | Child restraint used | 3 | 68 | 62 | 61 | 83 | 102 | 125 | 119 | 84 | 112 | 118 |
| | Other restraint used | 3 | 386 | 350 | 182 | 290 | 287 | 307 | 293 | 230 | 219 | 174 |
| | Restraint not used | 3 | 191 | 169 | 87 | 109 | 95 | 121 | 100 | 61 | 57 | 63 |
| | Restraint use unknown | 3 | 31 | 54 | 11 | 17 | 20 | 23 | 17 | 12 | 21 | 10 |
| | Subtotal | 3 | 676 | 635 | 341 | 499 | 504 | 576 | 529 | 387 | 409 | 365 |
| | Child restraint used | 4 | 10 | 15 | 26 | 27 | 45 | 45 | 44 | 55 | 40 | 67 |
| | Other restraint used | 4 | 462 | 463 | 239 | 340 | 436 | 425 | 426 | 347 | 319 | 301 |
| | Restraint not used | 4 | 186 | 145 | 80 | 84 | 114 | 98 | 77 | 66 | 61 | 57 |
| | Restraint use unknown | 4 | 37 | 37 | 14 | 10 | 19 | 21 | 22 | 12 | 11 | 20 |
| | Subtotal | 4 | 695 | 660 | 359 | 461 | 614 | 589 | 569 | 480 | 431 | 445 |
| | Child restraint used | 5 | 13 | 11 | 7 | 12 | 10 | 20 | 24 | 16 | 16 | 26 |
| | Other restraint used | 5 | 437 | 440 | 243 | 367 | 374 | 512 | 470 | 378 | 403 | 346 |
| | Restraint not used | 5 | 210 | 166 | 108 | 95 | 98 | 149 | 117 | 76 | 69 | 60 |
| | Restraint use unknown | 5 | 51 | 40 | 14 | 18 | 23 | 29 | 18 | 23 | 18 | 16 |
| | Subtotal | 5 | 711 | 657 | 372 | 492 | 505 | 710 | 629 | 493 | 506 | 448 |
| | Child restraint used | 0-5 | 548 | 531 | 542 | 671 | 779 | 832 | 827 | 695 | 710 | 790 |
| | Other restraint used | 0-5 | 1,851 | 1,771 | 876 | 1,234 | 1,364 | 1,492 | 1,443 | 1,127 | 1,129 | 1,021 |
| | Restraint not used | 0-5 | 904 | 713 | 429 | 435 | 474 | 551 | 423 | 304 | 276 | 274 |
| Restraint use unknown | 0-5 | 217 | 254 | 66 | 83 | 90 | 108 | 93 | 72 | 90 | 78 | |
| Total | 0-5 | 3,520 | 3,269 | 1,913 | 2,423 | 2,707 | 2,983 | 2,786 | 2,198 | 2,205 | 2,163 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | |
|-----------------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|---|
| KILLED | | | | | | | | | | | | | |
| Missouri | Child restraint used | 0-1 | 4 | 3 | 3 | 6 | 1 | 1 | 4 | 5 | 6 | 3 | |
| | Other restraint used | 0-1 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | |
| | Restraint not used | 0-1 | 4 | 5 | 3 | 1 | 1 | 0 | 3 | 2 | 4 | 3 | |
| | Restraint use unknown | 0-1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| | Subtotal | 0-1 | 10 | 9 | 6 | 8 | 3 | 1 | 9 | 9 | 11 | 7 | |
| | Child restraint used | 2 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 0 |
| | Other restraint used | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 |
| | Restraint not used | 2 | 3 | 2 | 0 | 0 | 6 | 1 | 0 | 2 | 0 | 1 | 1 |
| | Restraint use unknown | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| | Subtotal | 2 | 5 | 2 | 4 | 1 | 6 | 4 | 1 | 5 | 3 | 1 | 1 |
| | Child restraint used | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |
| | Other restraint used | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Restraint not used | 3 | 0 | 1 | 1 | 1 | 1 | 4 | 1 | 0 | 2 | 1 | 1 |
| | Restraint use unknown | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| | Subtotal | 3 | 1 | 1 | 2 | 1 | 2 | 4 | 3 | 2 | 4 | 2 | 2 |
| | Child restraint used | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other restraint used | 4 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 2 | 0 |
| | Restraint not used | 4 | 0 | 0 | 2 | 0 | 1 | 2 | 4 | 1 | 2 | 1 | 1 |
| | Restraint use unknown | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | Subtotal | 4 | 1 | 1 | 2 | 1 | 2 | 2 | 6 | 2 | 4 | 1 | 1 |
| Child restraint used | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Other restraint used | 5 | 1 | 0 | 1 | 1 | 1 | 0 | 3 | 2 | 1 | 1 | 1 | |
| Restraint not used | 5 | 7 | 1 | 2 | 1 | 2 | 2 | 1 | 3 | 4 | 1 | 1 | |
| Restraint use unknown | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | |
| Subtotal | 5 | 9 | 1 | 3 | 2 | 3 | 4 | 5 | 5 | 5 | 6 | 2 | |
| Child restraint used | 0-5 | 5 | 3 | 6 | 7 | 1 | 2 | 5 | 7 | 9 | 4 | 4 | |
| Other restraint used | 0-5 | 3 | 1 | 2 | 2 | 4 | 1 | 7 | 6 | 4 | 1 | 1 | |
| Restraint not used | 0-5 | 14 | 9 | 8 | 3 | 11 | 9 | 9 | 8 | 12 | 7 | 7 | |
| Restraint use unknown | 0-5 | 4 | 1 | 1 | 1 | 0 | 3 | 3 | 2 | 3 | 1 | 1 | |
| Total | 0-5 | 26 | 14 | 17 | 13 | 16 | 15 | 24 | 23 | 28 | 13 | 13 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| INJURED | | | | | | | | | | | | |
| Missouri | Child restraint used | 0-1 | 234 | 205 | 246 | 328 | 387 | 358 | 424 | 462 | 435 | 413 |
| | Other restraint used | 0-1 | 145 | 120 | 135 | 82 | 84 | 83 | 76 | 70 | 52 | 60 |
| | Restraint not used | 0-1 | 137 | 111 | 113 | 113 | 119 | 87 | 71 | 62 | 49 | 54 |
| | Restraint use unknown | 0-1 | 34 | 20 | 27 | 32 | 29 | 30 | 33 | 47 | 21 | 19 |
| | Subtotal | 0-1 | 550 | 456 | 521 | 555 | 619 | 558 | 604 | 641 | 557 | 546 |
| | Child restraint used | 2 | 68 | 68 | 77 | 133 | 149 | 144 | 158 | 150 | 163 | 180 |
| | Other restraint used | 2 | 115 | 131 | 105 | 113 | 123 | 86 | 86 | 77 | 81 | 51 |
| | Restraint not used | 2 | 113 | 91 | 83 | 107 | 92 | 83 | 73 | 51 | 63 | 45 |
| | Restraint use unknown | 2 | 10 | 23 | 19 | 22 | 34 | 22 | 25 | 28 | 26 | 20 |
| | Subtotal | 2 | 306 | 313 | 284 | 375 | 398 | 335 | 342 | 306 | 333 | 296 |
| | Child restraint used | 3 | 34 | 32 | 50 | 59 | 92 | 75 | 98 | 130 | 116 | 126 |
| | Other restraint used | 3 | 160 | 163 | 162 | 170 | 197 | 180 | 172 | 171 | 138 | 130 |
| | Restraint not used | 3 | 163 | 100 | 102 | 127 | 121 | 112 | 105 | 69 | 65 | 54 |
| | Restraint use unknown | 3 | 32 | 19 | 38 | 41 | 28 | 32 | 32 | 32 | 24 | 20 |
| | Subtotal | 3 | 389 | 314 | 352 | 397 | 438 | 399 | 407 | 402 | 343 | 330 |
| | Child restraint used | 4 | 16 | 14 | 20 | 28 | 43 | 34 | 33 | 52 | 48 | 46 |
| | Other restraint used | 4 | 184 | 198 | 200 | 220 | 259 | 271 | 274 | 229 | 262 | 218 |
| | Restraint not used | 4 | 164 | 129 | 123 | 126 | 131 | 114 | 100 | 100 | 72 | 76 |
| | Restraint use unknown | 4 | 28 | 26 | 27 | 33 | 50 | 43 | 49 | 42 | 29 | 26 |
| | Subtotal | 4 | 392 | 367 | 370 | 407 | 483 | 462 | 456 | 423 | 411 | 366 |
| | Child restraint used | 5 | 8 | 4 | 7 | 16 | 7 | 8 | 12 | 14 | 10 | 16 |
| | Other restraint used | 5 | 177 | 164 | 203 | 244 | 259 | 285 | 287 | 316 | 276 | 271 |
| | Restraint not used | 5 | 166 | 129 | 128 | 136 | 135 | 140 | 113 | 107 | 84 | 70 |
| | Restraint use unknown | 5 | 29 | 25 | 31 | 39 | 38 | 53 | 65 | 38 | 40 | 25 |
| | Subtotal | 5 | 380 | 322 | 369 | 435 | 439 | 486 | 477 | 475 | 410 | 382 |
| | Child restraint used | 0-5 | 360 | 323 | 400 | 564 | 678 | 619 | 725 | 808 | 772 | 781 |
| | Other restraint used | 0-5 | 781 | 776 | 805 | 829 | 922 | 905 | 895 | 863 | 809 | 730 |
| | Restraint not used | 0-5 | 743 | 560 | 549 | 609 | 598 | 536 | 462 | 389 | 333 | 299 |
| Restraint use unknown | 0-5 | 133 | 113 | 142 | 167 | 179 | 180 | 204 | 187 | 140 | 110 | |
| Total | 0-5 | 2,017 | 1,772 | 1,896 | 2,169 | 2,377 | 2,240 | 2,286 | 2,247 | 2,054 | 1,920 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|----------|----------|-----------|----------|-----------|-----------|-----------|-----------|----------|----------|------|
| KILLED | | | | | | | | | | | | |
| New Mexico | Child restraint used | 0-1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 |
| | Other restraint used | 0-1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Restraint not used | 0-1 | 2 | 0 | 2 | 3 | 4 | 1 | 1 | 1 | 1 | 1 |
| | Restraint use unknown | 0-1 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 0 |
| | Subtotal | 0-1 | 2 | 1 | 3 | 3 | 6 | 3 | 3 | 4 | 1 | 2 |
| | Child restraint used | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Other restraint used | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| | Restraint not used | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Restraint use unknown | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 1 |
| | Child restraint used | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 |
| | Other restraint used | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Restraint not used | 3 | 1 | 1 | 2 | 1 | 0 | 2 | 4 | 1 | 1 | 0 |
| | Restraint use unknown | 3 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 3 | 1 | 1 | 3 | 2 | 4 | 2 | 4 | 5 | 1 | 0 |
| | Child restraint used | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other restraint used | 4 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 |
| | Restraint not used | 4 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 |
| | Restraint use unknown | 4 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Subtotal | 4 | 2 | 0 | 3 | 1 | 2 | 6 | 1 | 2 | 0 | 0 |
| Child restraint used | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Other restraint used | 5 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | |
| Restraint not used | 5 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | |
| Subtotal | 5 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 2 | |
| Child restraint used | 0-5 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 | 0 | 1 | |
| Other restraint used | 0-5 | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 5 | 1 | 1 | |
| Restraint not used | 0-5 | 4 | 3 | 7 | 5 | 6 | 8 | 6 | 3 | 3 | 3 | |
| Restraint use unknown | 0-5 | 2 | 2 | 3 | 2 | 4 | 2 | 2 | 1 | 0 | 0 | |
| Total | 0-5 | 8 | 5 | 12 | 7 | 14 | 12 | 10 | 14 | 4 | 5 | |

Rows listed as "Unknown" are only included where necessary.
 Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|
| INJURED | | | | | | | | | | | | |
| New Mexico | Child restraint used | 0-1 | 78 | 77 | 72 | 48 | 95 | 95 | 91 | 107 | 82 | 90 |
| | Other restraint used | 0-1 | 31 | 29 | 34 | 33 | 26 | 31 | 26 | 29 | 24 | 22 |
| | Restraint not used | 0-1 | 27 | 20 | 23 | 16 | 21 | 13 | 18 | 17 | 13 | 7 |
| | Restraint use unknown | 0-1 | 8 | 8 | 25 | 43 | 16 | 43 | 9 | 8 | 2 | 6 |
| | Subtotal | 0-1 | 144 | 134 | 154 | 140 | 158 | 182 | 144 | 161 | 121 | 125 |
| | Child restraint used | 2 | 31 | 37 | 36 | 18 | 43 | 60 | 77 | 63 | 74 | 58 |
| | Other restraint used | 2 | 41 | 47 | 53 | 41 | 57 | 40 | 45 | 32 | 38 | 27 |
| | Restraint not used | 2 | 34 | 22 | 34 | 26 | 22 | 20 | 16 | 17 | 19 | 4 |
| | Restraint use unknown | 2 | 5 | 4 | 26 | 36 | 19 | 30 | 11 | 6 | 3 | 2 |
| | Subtotal | 2 | 111 | 110 | 149 | 121 | 141 | 150 | 149 | 118 | 134 | 91 |
| | Child restraint used | 3 | 26 | 25 | 33 | 16 | 30 | 42 | 50 | 54 | 52 | 40 |
| | Other restraint used | 3 | 79 | 67 | 82 | 85 | 90 | 91 | 86 | 74 | 76 | 70 |
| | Restraint not used | 3 | 33 | 39 | 30 | 36 | 24 | 27 | 33 | 21 | 15 | 11 |
| | Restraint use unknown | 3 | 10 | 4 | 9 | 21 | 15 | 24 | 9 | 10 | 2 | 2 |
| | Subtotal | 3 | 148 | 135 | 154 | 158 | 159 | 184 | 178 | 159 | 145 | 123 |
| | Child restraint used | 4 | 18 | 16 | 11 | 11 | 19 | 19 | 21 | 29 | 31 | 18 |
| | Other restraint used | 4 | 93 | 89 | 92 | 95 | 117 | 130 | 113 | 106 | 92 | 98 |
| | Restraint not used | 4 | 35 | 45 | 32 | 39 | 36 | 32 | 23 | 22 | 24 | 18 |
| | Restraint use unknown | 4 | 5 | 9 | 9 | 18 | 10 | 13 | 9 | 3 | 1 | 2 |
| | Subtotal | 4 | 151 | 159 | 144 | 163 | 182 | 194 | 166 | 160 | 148 | 136 |
| | Child restraint used | 5 | 8 | 5 | 3 | 6 | 4 | 7 | 10 | 14 | 13 | 22 |
| | Other restraint used | 5 | 103 | 93 | 112 | 102 | 128 | 159 | 141 | 129 | 109 | 103 |
| | Restraint not used | 5 | 43 | 33 | 44 | 37 | 32 | 33 | 26 | 39 | 18 | 16 |
| | Restraint use unknown | 5 | 7 | 4 | 5 | 9 | 10 | 10 | 7 | 9 | 3 | 4 |
| | Subtotal | 5 | 161 | 135 | 164 | 154 | 174 | 209 | 184 | 191 | 143 | 145 |
| | Child restraint used | 0-5 | 161 | 160 | 155 | 99 | 191 | 223 | 249 | 267 | 252 | 228 |
| | Other restraint used | 0-5 | 347 | 325 | 373 | 356 | 418 | 451 | 411 | 370 | 339 | 320 |
| Restraint not used | 0-5 | 172 | 159 | 163 | 154 | 135 | 125 | 116 | 116 | 89 | 56 | |
| Restraint use unknown | 0-5 | 35 | 29 | 74 | 127 | 70 | 120 | 45 | 36 | 11 | 16 | |
| Total | 0-5 | 715 | 673 | 765 | 736 | 814 | 919 | 821 | 789 | 691 | 620 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | | |
| North Carolina | Child restraint used | 0-1 | * | * | 0 | 3 | 2 | 3 | 3 | 3 | 2 | 6 |
| | Other restraint used | 0-1 | * | * | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 |
| | Restraint not used | 0-1 | * | * | 5 | 2 | 2 | 1 | 1 | 0 | 0 | 2 |
| | Restraint use unknown | 0-1 | * | * | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| | Subtotal | 0-1 | * | * | 5 | 5 | 6 | 6 | 4 | 3 | 3 | 8 |
| | Child restraint used | 2 | * | * | 1 | 1 | 1 | 1 | 1 | 2 | 0 | 1 |
| | Other restraint used | 2 | * | * | 0 | 0 | 2 | 1 | 2 | 0 | 1 | 0 |
| | Restraint not used | 2 | * | * | 3 | 2 | 2 | 1 | 2 | 0 | 0 | 0 |
| | Restraint use unknown | 2 | * | * | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Subtotal | 2 | * | * | 4 | 4 | 5 | 3 | 5 | 2 | 2 | 1 |
| | Child restraint used | 3 | * | * | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 1 |
| | Other restraint used | 3 | * | * | 1 | 0 | 1 | 2 | 1 | 2 | 1 | 1 |
| | Restraint not used | 3 | * | * | 3 | 3 | 2 | 3 | 1 | 4 | 1 | 0 |
| | Restraint use unknown | 3 | * | * | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 3 | * | * | 4 | 5 | 4 | 5 | 4 | 7 | 3 | 2 |
| | Child restraint used | 4 | * | * | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| | Other restraint used | 4 | * | * | 1 | 0 | 1 | 2 | 1 | 1 | 1 | 2 |
| | Restraint not used | 4 | * | * | 2 | 6 | 5 | 1 | 3 | 1 | 2 | 1 |
| | Restraint use unknown | 4 | * | * | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 |
| | Subtotal | 4 | * | * | 3 | 6 | 6 | 4 | 4 | 7 | 4 | 4 |
| Child restraint used | 5 | * | * | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Other restraint used | 5 | * | * | 0 | 1 | 1 | 1 | 4 | 1 | 2 | 0 | |
| Restraint not used | 5 | * | * | 2 | 3 | 3 | 1 | 1 | 2 | 1 | 2 | |
| Restraint use unknown | 5 | * | * | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | |
| Subtotal | 5 | * | * | 2 | 5 | 5 | 2 | 5 | 4 | 4 | 3 | |
| Child restraint used | 0-5 | * | * | 2 | 9 | 8 | 8 | 15 | 9 | 7 | 11 | |
| Other restraint used | 0-5 | * | * | 2 | 3 | 7 | 9 | 8 | 4 | 6 | 5 | |
| Restraint not used | 0-5 | * | * | 16 | 23 | 14 | 11 | 11 | 9 | 7 | 5 | |
| Restraint use unknown | 0-5 | * | * | 0 | 10 | 4 | 1 | 2 | 6 | 5 | 5 | |
| Total | 0-5 | * | * | 20 | 45 | 33 | 29 | 36 | 28 | 25 | 26 | |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-----|------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| INJURED | | | | | | | | | | | | |
| North Carolina | Child restraint used | 0-1 | * | * | 343 | 367 | 390 | 423 | 443 | 418 | 448 | 461 |
| | Other restraint used | 0-1 | * | * | 72 | 70 | 112 | 90 | 127 | 87 | 81 | 86 |
| | Restraint not used | 0-1 | * | * | 71 | 89 | 65 | 61 | 43 | 48 | 47 | 41 |
| | Restraint use unknown | 0-1 | * | * | 10 | 13 | 15 | 13 | 12 | 17 | 17 | 13 |
| | Subtotal | 0-1 | * | * | 496 | 539 | 582 | 587 | 625 | 570 | 593 | 601 |
| | Child restraint used | 2 | * | * | 255 | 283 | 289 | 368 | 391 | 425 | 393 | 403 |
| | Other restraint used | 2 | * | * | 194 | 199 | 199 | 213 | 185 | 142 | 159 | 145 |
| | Restraint not used | 2 | * | * | 105 | 94 | 73 | 76 | 65 | 64 | 51 | 41 |
| | Restraint use unknown | 2 | * | * | 13 | 19 | 18 | 22 | 31 | 14 | 23 | 22 |
| | Subtotal | 2 | * | * | 567 | 595 | 579 | 679 | 672 | 645 | 626 | 611 |
| | Child restraint used | 3 | * | * | 97 | 131 | 174 | 216 | 266 | 299 | 302 | 307 |
| | Other restraint used | 3 | * | * | 379 | 447 | 486 | 441 | 362 | 295 | 297 | 238 |
| | Restraint not used | 3 | * | * | 132 | 124 | 106 | 90 | 78 | 67 | 73 | 67 |
| | Restraint use unknown | 3 | * | * | 25 | 23 | 18 | 26 | 29 | 21 | 15 | 18 |
| | Subtotal | 3 | * | * | 633 | 725 | 784 | 773 | 735 | 682 | 687 | 630 |
| | Child restraint used | 4 | * | * | 49 | 70 | 63 | 74 | 106 | 133 | 126 | 162 |
| | Other restraint used | 4 | * | * | 473 | 570 | 584 | 652 | 600 | 594 | 543 | 542 |
| | Restraint not used | 4 | * | * | 134 | 132 | 108 | 121 | 101 | 82 | 78 | 58 |
| | Restraint use unknown | 4 | * | * | 28 | 34 | 24 | 37 | 23 | 20 | 29 | 20 |
| | Subtotal | 4 | * | * | 684 | 806 | 779 | 884 | 830 | 829 | 776 | 782 |
| Child restraint used | 5 | * | * | 13 | 22 | 17 | 22 | 35 | 42 | 36 | 56 | |
| Other restraint used | 5 | * | * | 419 | 490 | 572 | 688 | 706 | 685 | 673 | 663 | |
| Restraint not used | 5 | * | * | 152 | 127 | 119 | 115 | 95 | 79 | 84 | 66 | |
| Restraint use unknown | 5 | * | * | 29 | 34 | 22 | 36 | 18 | 29 | 26 | 24 | |
| Subtotal | 5 | * | * | 613 | 673 | 730 | 861 | 854 | 835 | 819 | 809 | |
| Child restraint used | 0-5 | * | * | 979 | 1,158 | 1,211 | 1,433 | 1,511 | 1,585 | 1,553 | 1,658 | |
| Other restraint used | 0-5 | * | * | 1,868 | 2,106 | 2,381 | 2,509 | 2,383 | 2,231 | 2,157 | 2,069 | |
| Restraint not used | 0-5 | * | * | 739 | 699 | 591 | 564 | 495 | 439 | 430 | 374 | |
| Restraint use unknown | 0-5 | * | * | 212 | 218 | 195 | 223 | 239 | 210 | 202 | 197 | |
| Total | 0-5 | * | * | 3,798 | 4,181 | 4,378 | 4,729 | 4,628 | 4,465 | 4,342 | 4,298 | |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | | |
| Ohio | Child restraint used | 0-1 | 4 | 3 | 3 | 8 | 3 | 6 | 10 | 3 | 7 | 5 |
| | Other restraint used | 0-1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Restraint not used | 0-1 | 3 | 1 | 3 | 2 | 1 | 0 | 3 | 1 | 1 | 1 |
| | Restraint use unknown | 0-1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Subtotal | 0-1 | 9 | 4 | 6 | 11 | 4 | 6 | 13 | 4 | 9 | 7 |
| | Child restraint used | 2 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 1 |
| | Other restraint used | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 |
| | Restraint not used | 2 | 1 | 3 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 3 |
| | Subtotal | 2 | 3 | 5 | 3 | 2 | 1 | 4 | 0 | 3 | 2 | 5 |
| | Child restraint used | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Other restraint used | 3 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 0 |
| | Restraint not used | 3 | 3 | 3 | 5 | 2 | 2 | 0 | 1 | 1 | 2 | 0 |
| | Restraint use unknown | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Subtotal | 3 | 3 | 4 | 6 | 3 | 4 | 2 | 2 | 4 | 4 | 0 |
| | Child restraint used | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| | Other restraint used | 4 | 1 | 2 | 2 | 1 | 0 | 2 | 0 | 3 | 1 | 0 |
| | Restraint not used | 4 | 2 | 3 | 0 | 2 | 2 | 1 | 1 | 1 | 2 | 0 |
| | Restraint use unknown | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Subtotal | 4 | 4 | 5 | 3 | 3 | 2 | 3 | 3 | 6 | 3 | 0 |
| | Child restraint used | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Other restraint used | 5 | 1 | 2 | 1 | 2 | 0 | 1 | 1 | 4 | 3 | 0 | |
| Restraint not used | 5 | 2 | 1 | 2 | 4 | 3 | 0 | 1 | 4 | 3 | 0 | |
| Subtotal | 5 | 3 | 3 | 3 | 6 | 4 | 1 | 2 | 8 | 6 | 0 | |
| Child restraint used | 0-5 | 2 | 3 | 4 | 2 | 4 | 5 | 6 | 4 | 3 | 4 | |
| Other restraint used | 0-5 | 5 | 5 | 5 | 5 | 2 | 4 | 2 | 11 | 5 | 2 | |
| Restraint not used | 0-5 | 9 | 10 | 7 | 11 | 8 | 3 | 4 | 7 | 7 | 3 | |
| Restraint use unknown | 0-5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | |
| Total | 0-5 | 16 | 19 | 17 | 18 | 14 | 12 | 12 | 23 | 17 | 9 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURED | | | | | | | | | | | | |
| Ohio | Child restraint used | 0-1 | 1,257 | 1,315 | 1,448 | 1,525 | 1,651 | 1,742 | 1,865 | 1,906 | 1,878 | 1,857 |
| | Other restraint used | 0-1 | 300 | 283 | 295 | 313 | 284 | 221 | 231 | 226 | 237 | 191 |
| | Restraint not used | 0-1 | 263 | 206 | 181 | 170 | 147 | 123 | 93 | 89 | 85 | 74 |
| | Restraint use unknown | 0-1 | 137 | 108 | 103 | 92 | 87 | 89 | 96 | 67 | 64 | 32 |
| | Subtotal | 0-1 | 1,957 | 1,912 | 2,027 | 2,100 | 2,169 | 2,175 | 2,285 | 2,288 | 2,264 | 2,154 |
| | Child restraint used | 2 | 322 | 417 | 443 | 495 | 614 | 674 | 691 | 710 | 754 | 715 |
| | Other restraint used | 2 | 350 | 399 | 408 | 404 | 357 | 365 | 343 | 305 | 243 | 211 |
| | Restraint not used | 2 | 205 | 203 | 197 | 160 | 123 | 91 | 103 | 86 | 87 | 53 |
| | Restraint use unknown | 2 | 70 | 85 | 77 | 83 | 64 | 74 | 58 | 48 | 44 | 32 |
| | Subtotal | 2 | 947 | 1,104 | 1,125 | 1,142 | 1,158 | 1,204 | 1,195 | 1,149 | 1,128 | 1,011 |
| | Child restraint used | 3 | 165 | 202 | 249 | 315 | 368 | 442 | 468 | 476 | 519 | 495 |
| | Other restraint used | 3 | 475 | 559 | 593 | 606 | 592 | 600 | 555 | 500 | 470 | 432 |
| | Restraint not used | 3 | 269 | 203 | 213 | 250 | 192 | 156 | 128 | 108 | 113 | 68 |
| | Restraint use unknown | 3 | 81 | 78 | 91 | 91 | 92 | 70 | 70 | 62 | 62 | 41 |
| | Subtotal | 3 | 990 | 1,042 | 1,146 | 1,262 | 1,244 | 1,268 | 1,221 | 1,146 | 1,164 | 1,036 |
| | Child restraint used | 4 | 72 | 63 | 89 | 89 | 147 | 151 | 197 | 241 | 221 | 241 |
| | Other restraint used | 4 | 646 | 637 | 681 | 836 | 921 | 904 | 889 | 853 | 728 | 780 |
| | Restraint not used | 4 | 286 | 258 | 238 | 214 | 216 | 175 | 153 | 129 | 106 | 84 |
| | Restraint use unknown | 4 | 97 | 102 | 93 | 90 | 98 | 80 | 97 | 86 | 84 | 55 |
| | Subtotal | 4 | 1,101 | 1,060 | 1,101 | 1,229 | 1,382 | 1,310 | 1,336 | 1,309 | 1,139 | 1,160 |
| | Child restraint used | 5 | 20 | 22 | 37 | 39 | 45 | 50 | 57 | 70 | 71 | 99 |
| | Other restraint used | 5 | 538 | 653 | 755 | 825 | 881 | 948 | 995 | 950 | 914 | 830 |
| | Restraint not used | 5 | 275 | 269 | 237 | 275 | 215 | 217 | 190 | 146 | 147 | 117 |
| | Restraint use unknown | 5 | 79 | 84 | 94 | 74 | 99 | 84 | 94 | 95 | 66 | 65 |
| | Subtotal | 5 | 912 | 1,028 | 1,123 | 1,213 | 1,240 | 1,299 | 1,336 | 1,261 | 1,198 | 1,111 |
| | Child restraint used | 0-5 | 1,112 | 1,300 | 1,482 | 1,657 | 1,984 | 2,176 | 2,300 | 2,411 | 2,469 | 2,427 |
| | Other restraint used | 0-5 | 2,201 | 2,442 | 2,632 | 2,867 | 2,938 | 2,956 | 2,921 | 2,743 | 2,484 | 2,365 |
| | Restraint not used | 0-5 | 1,180 | 1,045 | 984 | 994 | 821 | 709 | 628 | 517 | 503 | 366 |
| Restraint use unknown | 0-5 | 392 | 407 | 405 | 384 | 401 | 355 | 380 | 319 | 294 | 208 | |
| Total | 0-5 | 4,885 | 5,194 | 5,503 | 5,902 | 6,144 | 6,196 | 6,229 | 5,990 | 5,750 | 5,366 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|
| KILLED | | | | | | | | | | | | |
| Pennsylvania | Child restraint used | 0-1 | 1 | 2 | 3 | 4 | 3 | 7 | 2 | 4 | 3 | 3 |
| | Other restraint used | 0-1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 |
| | Restraint not used | 0-1 | 0 | 1 | 2 | 3 | 4 | 0 | 1 | 3 | 0 | 1 |
| | Restraint use unknown | 0-1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 |
| | Subtotal | 0-1 | 3 | 3 | 5 | 8 | 9 | 8 | 4 | 7 | 4 | 4 |
| | Child restraint used | 2 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 |
| | Other restraint used | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | Restraint not used | 2 | 0 | 2 | 0 | 3 | 4 | 1 | 1 | 2 | 0 | 2 |
| | Restraint use unknown | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 |
| | Subtotal | 2 | 2 | 4 | 0 | 3 | 4 | 5 | 3 | 3 | 0 | 4 |
| | Child restraint used | 3 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |
| | Other restraint used | 3 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| | Restraint not used | 3 | 3 | 1 | 0 | 0 | 1 | 2 | 1 | 4 | 0 | 0 |
| | Restraint use unknown | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| | Subtotal | 3 | 4 | 2 | 3 | 2 | 3 | 3 | 1 | 5 | 1 | 2 |
| | Child restraint used | 4 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| | Other restraint used | 4 | 0 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 2 | 0 |
| | Restraint not used | 4 | 1 | 0 | 3 | 1 | 0 | 3 | 3 | 2 | 1 | 0 |
| | Restraint use unknown | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Subtotal | 4 | 3 | 2 | 7 | 2 | 4 | 4 | 5 | 2 | 3 | 1 |
| Child restraint used | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| Other restraint used | 5 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 2 | |
| Restraint not used | 5 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | |
| Restraint use unknown | 5 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | |
| Subtotal | 5 | 4 | 3 | 2 | 2 | 2 | 2 | 2 | 0 | 4 | 2 | |
| Child restraint used | 0-5 | 3 | 3 | 8 | 5 | 5 | 9 | 5 | 5 | 4 | 5 | |
| Other restraint used | 0-5 | 3 | 2 | 2 | 1 | 6 | 6 | 3 | 0 | 2 | 3 | |
| Restraint not used | 0-5 | 5 | 7 | 7 | 7 | 10 | 6 | 6 | 11 | 2 | 3 | |
| Restraint use unknown | 0-5 | 5 | 2 | 0 | 4 | 1 | 1 | 1 | 1 | 4 | 2 | |
| Total | 0-5 | 16 | 14 | 17 | 17 | 22 | 22 | 15 | 17 | 12 | 13 | |

Rows listed as "Unknown" are only included where necessary.
 Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURED | | | | | | | | | | | | |
| Pennsylvania | Child restraint used | 0-1 | 465 | 482 | 500 | 496 | 506 | 519 | 535 | 519 | 544 | 511 |
| | Other restraint used | 0-1 | 84 | 81 | 55 | 61 | 45 | 45 | 35 | 35 | 42 | 23 |
| | Restraint not used | 0-1 | 124 | 91 | 93 | 60 | 72 | 48 | 41 | 49 | 40 | 37 |
| | Restraint use unknown | 0-1 | 141 | 89 | 122 | 101 | 106 | 130 | 103 | 96 | 99 | 113 |
| | Subtotal | 0-1 | 814 | 743 | 770 | 718 | 729 | 742 | 714 | 699 | 725 | 684 |
| | Child restraint used | 2 | 157 | 171 | 189 | 210 | 204 | 244 | 224 | 239 | 237 | 225 |
| | Other restraint used | 2 | 134 | 129 | 142 | 84 | 72 | 72 | 76 | 50 | 43 | 57 |
| | Restraint not used | 2 | 104 | 99 | 91 | 64 | 54 | 68 | 43 | 21 | 33 | 31 |
| | Restraint use unknown | 2 | 89 | 72 | 94 | 90 | 78 | 70 | 64 | 74 | 69 | 75 |
| | Subtotal | 2 | 484 | 471 | 516 | 448 | 408 | 454 | 407 | 384 | 382 | 388 |
| | Child restraint used | 3 | 111 | 109 | 103 | 136 | 174 | 198 | 204 | 216 | 190 | 209 |
| | Other restraint used | 3 | 247 | 212 | 239 | 213 | 174 | 180 | 152 | 139 | 130 | 113 |
| | Restraint not used | 3 | 152 | 108 | 107 | 86 | 79 | 82 | 70 | 73 | 66 | 55 |
| | Restraint use unknown | 3 | 116 | 86 | 102 | 114 | 99 | 104 | 109 | 90 | 98 | 102 |
| | Subtotal | 3 | 626 | 515 | 551 | 549 | 526 | 564 | 535 | 518 | 484 | 479 |
| | Child restraint used | 4 | 39 | 41 | 44 | 74 | 65 | 93 | 82 | 82 | 93 | 111 |
| | Other restraint used | 4 | 299 | 334 | 311 | 320 | 324 | 354 | 378 | 299 | 261 | 255 |
| | Restraint not used | 4 | 169 | 123 | 114 | 112 | 92 | 101 | 71 | 82 | 85 | 78 |
| | Restraint use unknown | 4 | 143 | 77 | 143 | 138 | 153 | 120 | 133 | 130 | 128 | 114 |
| | Subtotal | 4 | 650 | 575 | 612 | 644 | 634 | 668 | 664 | 593 | 567 | 558 |
| | Child restraint used | 5 | 12 | 16 | 13 | 19 | 21 | 18 | 27 | 32 | 27 | 46 |
| | Other restraint used | 5 | 322 | 360 | 323 | 350 | 360 | 384 | 394 | 362 | 347 | 350 |
| | Restraint not used | 5 | 185 | 111 | 137 | 123 | 121 | 108 | 104 | 100 | 89 | 80 |
| | Restraint use unknown | 5 | 122 | 104 | 113 | 114 | 136 | 148 | 124 | 117 | 125 | 121 |
| | Subtotal | 5 | 641 | 591 | 586 | 606 | 638 | 658 | 649 | 611 | 588 | 597 |
| | Child restraint used | 0-5 | 784 | 819 | 849 | 935 | 970 | 1,072 | 1,072 | 1,088 | 1,091 | 1,102 |
| | Other restraint used | 0-5 | 1,086 | 1,116 | 1,070 | 1,028 | 975 | 1,035 | 1,035 | 885 | 823 | 798 |
| Restraint not used | 0-5 | 734 | 532 | 542 | 445 | 418 | 407 | 329 | 325 | 313 | 281 | |
| Restraint use unknown | 0-5 | 611 | 428 | 574 | 557 | 572 | 572 | 533 | 507 | 519 | 525 | |
| Total | 0-5 | 3,215 | 2,895 | 3,035 | 2,965 | 2,935 | 3,086 | 2,969 | 2,805 | 2,746 | 2,706 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | | |
| Texas | Child restraint used | 0-1 | 5 | 9 | 8 | 4 | 13 | 10 | 11 | 16 | 9 | 21 |
| | Other restraint used | 0-1 | 1 | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 2 |
| | Restraint not used | 0-1 | 19 | 19 | 21 | 20 | 23 | 12 | 17 | 16 | 15 | 13 |
| | Restraint use unknown | 0-1 | 3 | 2 | 1 | 2 | 2 | 3 | 1 | 1 | 2 | 2 |
| | Subtotal | 0-1 | 28 | 32 | 31 | 28 | 39 | 26 | 30 | 35 | 27 | 38 |
| | Child restraint used | 2 | 2 | 1 | 6 | 1 | 3 | 1 | 1 | 4 | 4 | 4 |
| | Other restraint used | 2 | 1 | 3 | 1 | 0 | 1 | 2 | 5 | 0 | 1 | 1 |
| | Restraint not used | 2 | 7 | 8 | 8 | 12 | 7 | 7 | 5 | 2 | 6 | 7 |
| | Restraint use unknown | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 1 |
| | Subtotal | 2 | 10 | 12 | 16 | 14 | 11 | 10 | 13 | 6 | 12 | 13 |
| | Child restraint used | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 |
| | Other restraint used | 3 | 0 | 1 | 5 | 4 | 1 | 3 | 2 | 0 | 1 | 1 |
| | Restraint not used | 3 | 10 | 9 | 6 | 9 | 5 | 3 | 12 | 9 | 8 | 6 |
| | Restraint use unknown | 3 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 |
| | Subtotal | 3 | 10 | 13 | 11 | 14 | 8 | 6 | 15 | 10 | 12 | 10 |
| | Child restraint used | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 |
| | Other restraint used | 4 | 1 | 2 | 4 | 2 | 2 | 3 | 3 | 7 | 0 | 8 |
| | Restraint not used | 4 | 5 | 10 | 3 | 2 | 7 | 8 | 6 | 9 | 12 | 7 |
| | Restraint use unknown | 4 | 0 | 1 | 0 | 0 | 5 | 0 | 1 | 2 | 0 | 1 |
| | Subtotal | 4 | 6 | 13 | 7 | 4 | 14 | 11 | 10 | 20 | 12 | 17 |
| | Child restraint used | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Other restraint used | 5 | 0 | 2 | 2 | 0 | 2 | 1 | 4 | 2 | 6 | 7 |
| | Restraint not used | 5 | 13 | 3 | 7 | 9 | 3 | 6 | 4 | 3 | 9 | 7 |
| | Restraint use unknown | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 |
| | Subtotal | 5 | 14 | 6 | 9 | 9 | 5 | 7 | 9 | 7 | 17 | 17 |
| | Child restraint used | 0-5 | 7 | 12 | 14 | 5 | 17 | 11 | 12 | 22 | 14 | 30 |
| | Other restraint used | 0-5 | 3 | 10 | 13 | 8 | 7 | 10 | 15 | 11 | 9 | 19 |
| Restraint not used | 0-5 | 54 | 49 | 45 | 52 | 45 | 36 | 44 | 39 | 50 | 40 | |
| Restraint use unknown | 0-5 | 4 | 5 | 2 | 4 | 8 | 3 | 6 | 6 | 7 | 6 | |
| Total | 0-5 | 68 | 76 | 74 | 69 | 77 | 60 | 77 | 78 | 80 | 95 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------|-----------------------|-----|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|
| INJURED | | | | | | | | | | | | |
| Texas | Child restraint used | 0-1 | 1,305 | 1,278 | 1,449 | 1,678 | 1,898 | 2,172 | 2,542 | 2,556 | 2,731 | 2,731 |
| | Other restraint used | 0-1 | 377 | 319 | 333 | 411 | 454 | 592 | 582 | 506 | 488 | 545 |
| | Restraint not used | 0-1 | 745 | 623 | 659 | 643 | 693 | 696 | 642 | 578 | 548 | 482 |
| | Restraint use unknown | 0-1 | 86 | 85 | 80 | 82 | 85 | 103 | 125 | 127 | 149 | 135 |
| | Subtotal | 0-1 | 2,513 | 2,305 | 2,521 | 2,814 | 3,130 | 3,563 | 3,891 | 3,767 | 3,916 | 3,893 |
| | Child restraint used | 2 | 348 | 373 | 444 | 526 | 624 | 716 | 801 | 888 | 977 | 1,033 |
| | Other restraint used | 2 | 624 | 664 | 738 | 743 | 854 | 873 | 977 | 837 | 838 | 791 |
| | Restraint not used | 2 | 543 | 458 | 517 | 455 | 586 | 527 | 457 | 410 | 366 | 335 |
| | Restraint use unknown | 2 | 62 | 59 | 64 | 58 | 59 | 89 | 96 | 96 | 88 | 102 |
| | Subtotal | 2 | 1,577 | 1,554 | 1,763 | 1,782 | 2,123 | 2,205 | 2,331 | 2,231 | 2,269 | 2,261 |
| | Child restraint used | 3 | 156 | 193 | 199 | 244 | 273 | 333 | 387 | 428 | 485 | 563 |
| | Other restraint used | 3 | 892 | 967 | 1,078 | 1,181 | 1,300 | 1,513 | 1,505 | 1,421 | 1,339 | 1,339 |
| | Restraint not used | 3 | 552 | 571 | 508 | 486 | 568 | 555 | 566 | 472 | 398 | 357 |
| | Restraint use unknown | 3 | 53 | 69 | 75 | 64 | 61 | 87 | 115 | 120 | 132 | 132 |
| | Subtotal | 3 | 1,653 | 1,800 | 1,860 | 1,975 | 2,202 | 2,488 | 2,573 | 2,441 | 2,354 | 2,391 |
| | Child restraint used | 4 | 73 | 68 | 77 | 72 | 109 | 130 | 166 | 184 | 205 | 238 |
| | Other restraint used | 4 | 1,036 | 1,061 | 1,287 | 1,319 | 1,529 | 1,680 | 1,866 | 1,767 | 1,704 | 1,753 |
| | Restraint not used | 4 | 610 | 528 | 557 | 519 | 563 | 659 | 615 | 506 | 482 | 426 |
| | Restraint use unknown | 4 | 84 | 58 | 74 | 71 | 71 | 98 | 145 | 134 | 140 | 162 |
| | Subtotal | 4 | 1,803 | 1,715 | 1,995 | 1,981 | 2,272 | 2,567 | 2,792 | 2,591 | 2,531 | 2,579 |
| | Child restraint used | 5 | 28 | 25 | 40 | 43 | 31 | 45 | 57 | 69 | 73 | 88 |
| | Other restraint used | 5 | 976 | 1,118 | 1,234 | 1,293 | 1,498 | 1,662 | 1,858 | 1,732 | 1,730 | 1,646 |
| | Restraint not used | 5 | 581 | 489 | 569 | 522 | 605 | 605 | 611 | 559 | 476 | 396 |
| | Restraint use unknown | 5 | 74 | 71 | 77 | 76 | 85 | 112 | 130 | 129 | 142 | 152 |
| | Subtotal | 5 | 1,659 | 1,703 | 1,920 | 1,934 | 2,219 | 2,424 | 2,656 | 2,489 | 2,421 | 2,282 |
| | Child restraint used | 0-5 | 1,910 | 1,937 | 2,209 | 2,563 | 2,935 | 3,396 | 3,953 | 4,125 | 4,471 | 4,653 |
| | Other restraint used | 0-5 | 3,905 | 4,129 | 4,670 | 4,947 | 5,635 | 6,320 | 6,788 | 6,263 | 6,099 | 6,074 |
| | Restraint not used | 0-5 | 3,031 | 2,669 | 2,810 | 2,625 | 3,015 | 3,042 | 2,891 | 2,525 | 2,270 | 1,996 |
| | Restraint use unknown | 0-5 | 359 | 342 | 370 | 351 | 361 | 489 | 611 | 606 | 651 | 683 |
| | Total | 0-5 | 9,205 | 9,077 | 10,059 | 10,486 | 11,946 | 13,247 | 14,243 | 13,519 | 13,491 | 13,406 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | | |
| Utah | Child restraint used | 0-1 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 1 | 3 | 2 |
| | Other restraint used | 0-1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Restraint not used | 0-1 | 3 | 2 | 3 | 1 | 1 | 2 | 2 | 1 | 0 | 0 |
| | Restraint use unknown | 0-1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| | Subtotal | 0-1 | 4 | 3 | 3 | 1 | 4 | 4 | 2 | 2 | 4 | 2 |
| | Child restraint used | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | Other restraint used | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Restraint not used | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 |
| | Restraint use unknown | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| | Subtotal | 2 | 2 | 1 | 2 | 0 | 2 | 3 | 2 | 2 | 1 | 1 |
| | Child restraint used | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| | Other restraint used | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| | Restraint not used | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 |
| | Subtotal | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 1 | 0 | 1 |
| | Child restraint used | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other restraint used | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 |
| | Restraint not used | 4 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 2 | 0 |
| | Subtotal | 4 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 2 | 4 | 1 |
| | Child restraint used | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other restraint used | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 |
| Restraint not used | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | |
| Subtotal | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | |
| Child restraint used | 0-5 | 0 | 1 | 0 | 0 | 2 | 3 | 1 | 1 | 3 | 3 | |
| Other restraint used | 0-5 | 3 | 0 | 0 | 0 | 1 | 1 | 5 | 1 | 3 | 2 | |
| Restraint not used | 0-5 | 4 | 4 | 5 | 1 | 5 | 3 | 7 | 5 | 4 | 0 | |
| Restraint use unknown | 0-5 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | |
| Total | 0-5 | 7 | 5 | 6 | 1 | 9 | 8 | 13 | 7 | 12 | 6 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|
| INJURED | | | | | | | | | | | | |
| Utah | Child restraint used | 0-1 | 87 | 87 | 98 | 90 | 103 | 104 | 135 | 146 | 144 | 143 |
| | Other restraint used | 0-1 | 24 | 25 | 25 | 20 | 23 | 26 | 24 | 35 | 21 | 29 |
| | Restraint not used | 0-1 | 35 | 43 | 30 | 26 | 41 | 29 | 30 | 13 | 13 | 17 |
| | Restraint use unknown | 0-1 | 4 | 6 | 3 | 7 | 11 | 2 | 8 | 12 | 11 | 15 |
| | Subtotal | 0-1 | 150 | 161 | 156 | 143 | 178 | 161 | 197 | 206 | 189 | 204 |
| | Child restraint used | 2 | 29 | 33 | 42 | 53 | 52 | 59 | 64 | 73 | 83 | 86 |
| | Other restraint used | 2 | 35 | 48 | 40 | 45 | 38 | 43 | 45 | 51 | 40 | 32 |
| | Restraint not used | 2 | 63 | 44 | 43 | 34 | 50 | 40 | 41 | 22 | 25 | 20 |
| | Restraint use unknown | 2 | 10 | 7 | 5 | 6 | 4 | 12 | 10 | 6 | 8 | 17 |
| | Subtotal | 2 | 137 | 132 | 130 | 138 | 144 | 154 | 160 | 152 | 156 | 155 |
| | Child restraint used | 3 | 16 | 18 | 21 | 22 | 17 | 24 | 35 | 42 | 47 | 70 |
| | Other restraint used | 3 | 54 | 42 | 54 | 68 | 65 | 71 | 82 | 85 | 64 | 79 |
| | Restraint not used | 3 | 66 | 61 | 62 | 59 | 38 | 47 | 39 | 27 | 30 | 15 |
| | Restraint use unknown | 3 | 8 | 4 | 8 | 7 | 9 | 10 | 9 | 3 | 6 | 10 |
| | Subtotal | 3 | 144 | 125 | 145 | 156 | 129 | 152 | 165 | 157 | 147 | 174 |
| | Child restraint used | 4 | 5 | 11 | 5 | 15 | 9 | 14 | 11 | 17 | 23 | 36 |
| | Other restraint used | 4 | 52 | 56 | 76 | 88 | 84 | 94 | 125 | 93 | 103 | 108 |
| | Restraint not used | 4 | 92 | 63 | 60 | 63 | 50 | 60 | 52 | 45 | 35 | 21 |
| | Restraint use unknown | 4 | 6 | 8 | 7 | 8 | 12 | 5 | 13 | 11 | 8 | 11 |
| | Subtotal | 4 | 155 | 138 | 148 | 174 | 155 | 173 | 201 | 166 | 169 | 176 |
| | Child restraint used | 5 | 2 | 2 | 2 | 4 | 6 | 2 | 3 | 2 | 8 | 16 |
| | Other restraint used | 5 | 59 | 53 | 70 | 78 | 100 | 86 | 103 | 122 | 109 | 95 |
| | Restraint not used | 5 | 76 | 69 | 62 | 65 | 42 | 57 | 59 | 50 | 38 | 30 |
| | Restraint use unknown | 5 | 8 | 3 | 6 | 6 | 12 | 12 | 14 | 11 | 5 | 8 |
| | Subtotal | 5 | 145 | 127 | 140 | 153 | 160 | 157 | 179 | 185 | 160 | 149 |
| | Child restraint used | 0-5 | 139 | 151 | 168 | 184 | 187 | 203 | 248 | 280 | 305 | 351 |
| | Other restraint used | 0-5 | 224 | 224 | 265 | 299 | 310 | 320 | 379 | 386 | 337 | 343 |
| Restraint not used | 0-5 | 332 | 280 | 257 | 247 | 221 | 233 | 221 | 157 | 141 | 103 | |
| Restraint use unknown | 0-5 | 36 | 28 | 29 | 34 | 48 | 41 | 54 | 43 | 38 | 61 | |
| Total | 0-5 | 731 | 683 | 719 | 764 | 766 | 797 | 902 | 866 | 821 | 858 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|-----------------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | | |
| Virginia | Child restraint used | 0-1 | 5 | 1 | 0 | 1 | 6 | 2 | 4 | 2 | 2 | 7 |
| | Other restraint used | 0-1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Restraint not used | 0-1 | 6 | 3 | 5 | 3 | 3 | 0 | 3 | 3 | 2 | 2 |
| | Restraint use unknown | 0-1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 |
| | Subtotal | 0-1 | 11 | 5 | 6 | 4 | 9 | 2 | 8 | 6 | 5 | 9 |
| | Child restraint used | 2 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 1 | 0 | 1 |
| | Other restraint used | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| | Restraint not used | 2 | 3 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 2 | 1 |
| | Subtotal | 2 | 3 | 1 | 2 | 4 | 5 | 1 | 0 | 2 | 2 | 2 |
| | Child restraint used | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 |
| | Other restraint used | 3 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 0 |
| | Restraint not used | 3 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | 1 |
| | Restraint use unknown | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Subtotal | 3 | 2 | 3 | 4 | 1 | 4 | 2 | 3 | 3 | 4 | 1 |
| | Child restraint used | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Other restraint used | 4 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 1 |
| | Restraint not used | 4 | 5 | 2 | 1 | 2 | 0 | 2 | 1 | 1 | 4 | 1 |
| | Restraint use unknown | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 4 | 6 | 2 | 2 | 4 | 2 | 2 | 1 | 3 | 5 | 2 |
| | Child restraint used | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other restraint used | 5 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | |
| Restraint not used | 5 | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 0 | 2 | 2 | |
| Subtotal | 5 | 3 | 3 | 2 | 2 | 1 | 1 | 2 | 1 | 3 | 2 | |
| Child restraint used | 0-5 | 2 | 1 | 2 | 1 | 5 | 2 | 3 | 1 | 3 | 3 | |
| Other restraint used | 0-5 | 3 | 1 | 3 | 2 | 5 | 0 | 0 | 5 | 2 | 1 | |
| Restraint not used | 0-5 | 12 | 6 | 7 | 10 | 4 | 5 | 5 | 5 | 10 | 6 | |
| Restraint use unknown | 0-5 | 0 | 2 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | |
| Total | 0-5 | 17 | 10 | 14 | 14 | 15 | 7 | 9 | 11 | 15 | 10 | |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|-----------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURED | | | | | | | | | | | | |
| Virginia | Child restraint used | 0-1 | 383 | 383 | 439 | 448 | 490 | 479 | 466 | 482 | 479 | 479 |
| | Other restraint used | 0-1 | 78 | 68 | 74 | 60 | 52 | 73 | 55 | 48 | 56 | 64 |
| | Restraint not used | 0-1 | 124 | 94 | 107 | 86 | 83 | 86 | 82 | 71 | 38 | 39 |
| | Restraint use unknown | 0-1 | 8 | 13 | 12 | 14 | 12 | 14 | 11 | 9 | 19 | 16 |
| | Subtotal | 0-1 | 593 | 558 | 632 | 608 | 637 | 652 | 614 | 610 | 592 | 598 |
| | Child restraint used | 2 | 97 | 112 | 158 | 166 | 185 | 152 | 181 | 194 | 187 | 184 |
| | Other restraint used | 2 | 84 | 94 | 96 | 78 | 87 | 79 | 84 | 77 | 62 | 51 |
| | Restraint not used | 2 | 90 | 75 | 95 | 92 | 59 | 61 | 60 | 40 | 41 | 39 |
| | Restraint use unknown | 2 | 6 | 6 | 2 | 4 | 6 | 7 | 8 | 8 | 6 | 4 |
| | Subtotal | 2 | 277 | 287 | 351 | 340 | 337 | 299 | 333 | 319 | 296 | 278 |
| | Child restraint used | 3 | 65 | 73 | 89 | 106 | 96 | 118 | 129 | 109 | 165 | 136 |
| | Other restraint used | 3 | 140 | 129 | 154 | 157 | 152 | 170 | 156 | 144 | 113 | 99 |
| | Restraint not used | 3 | 109 | 97 | 111 | 104 | 95 | 87 | 78 | 76 | 43 | 37 |
| | Restraint use unknown | 3 | 6 | 6 | 5 | 6 | 12 | 6 | 9 | 11 | 8 | 3 |
| | Subtotal | 3 | 320 | 305 | 359 | 373 | 355 | 381 | 372 | 340 | 329 | 275 |
| | Child restraint used | 4 | 18 | 22 | 46 | 28 | 42 | 35 | 49 | 62 | 63 | 79 |
| | Other restraint used | 4 | 188 | 161 | 200 | 223 | 250 | 260 | 244 | 250 | 232 | 238 |
| | Restraint not used | 4 | 133 | 109 | 101 | 109 | 115 | 108 | 89 | 82 | 51 | 51 |
| | Restraint use unknown | 4 | 10 | 6 | 11 | 9 | 12 | 19 | 10 | 18 | 11 | 7 |
| | Subtotal | 4 | 349 | 298 | 358 | 369 | 419 | 422 | 392 | 412 | 357 | 375 |
| | Child restraint used | 5 | 9 | 8 | 15 | 12 | 16 | 22 | 22 | 20 | 27 | 21 |
| | Other restraint used | 5 | 174 | 197 | 226 | 223 | 261 | 273 | 285 | 279 | 281 | 238 |
| | Restraint not used | 5 | 138 | 126 | 100 | 109 | 122 | 116 | 102 | 86 | 55 | 42 |
| | Restraint use unknown | 5 | 11 | 13 | 15 | 10 | 21 | 15 | 11 | 18 | 7 | 11 |
| | Subtotal | 5 | 332 | 344 | 356 | 354 | 420 | 426 | 420 | 403 | 370 | 312 |
| | Child restraint used | 0-5 | 343 | 391 | 506 | 511 | 572 | 544 | 577 | 613 | 643 | 637 |
| | Other restraint used | 0-5 | 636 | 620 | 729 | 717 | 785 | 828 | 796 | 783 | 719 | 666 |
| | Restraint not used | 0-5 | 531 | 464 | 455 | 449 | 432 | 423 | 372 | 325 | 204 | 192 |
| | Restraint use unknown | 0-5 | 37 | 40 | 38 | 32 | 57 | 54 | 44 | 57 | 43 | 34 |
| | Total | 0-5 | 1,547 | 1,515 | 1,728 | 1,709 | 1,846 | 1,849 | 1,789 | 1,778 | 1,609 | 1,529 |

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.





Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|---------------|-----------------------|-----|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | | |
| Washington | Child restraint used | 0-1 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | * | * | * |
| | Other restraint used | 0-1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | * | * | * |
| | Restraint not used | 0-1 | 3 | 1 | 1 | 2 | 1 | 1 | 0 | * | * | * |
| | Subtotal | 0-1 | 3 | 1 | 2 | 3 | 5 | 1 | 1 | * | * | * |
| | Child restraint used | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | * | * | * |
| | Other restraint used | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | * | * | * |
| | Restraint not used | 2 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | * | * | * |
| | Restraint use unknown | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | * | * | * |
| | Subtotal | 2 | 5 | 2 | 3 | 0 | 3 | 1 | 1 | * | * | * |
| | Child restraint used | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | * | * | * |
| | Other restraint used | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | * | * | * |
| | Restraint not used | 3 | 1 | 1 | 0 | 4 | 2 | 1 | 0 | * | * | * |
| | Restraint use unknown | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | * | * | * |
| | Subtotal | 3 | 2 | 2 | 1 | 4 | 3 | 1 | 3 | * | * | * |
| | Child restraint used | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | * | * | * |
| | Other restraint used | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | * | * | * |
| | Restraint not used | 4 | 2 | 1 | 1 | 1 | 1 | 2 | 0 | * | * | * |
| | Restraint use unknown | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | * | * | * |
| | Subtotal | 4 | 3 | 2 | 1 | 1 | 2 | 3 | 1 | * | * | * |
| | Child restraint used | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | * | * | * |
| | Other restraint used | 5 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | * | * | * |
| | Restraint not used | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | * | * | * |
| | Restraint use unknown | 5 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | * | * | * |
| | Subtotal | 5 | 1 | 2 | 3 | 2 | 0 | 1 | 0 | * | * | * |
| | Child restraint used | 0-5 | 2 | 2 | 2 | 1 | 4 | 0 | 4 | * | * | * |
| | Other restraint used | 0-5 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | * | * | * |
| | Restraint not used | 0-5 | 9 | 3 | 5 | 7 | 5 | 5 | 0 | * | * | * |
| | Restraint use unknown | 0-5 | 1 | 1 | 2 | 0 | 3 | 1 | 0 | * | * | * |
| Total | 0-5 | 14 | 9 | 10 | 10 | 13 | 7 | 6 | * | * | * | |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Table 50: Passenger Car and Light Truck Occupants Under Age 6 Killed or Injured by Restraint Use

| STATE | RESTRAINT USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|-----------------------|-----|-------|-------|-------|-------|-------|-------|-------|------|------|------|
| INJURED | | | | | | | | | | | | |
| Washington | Child restraint used | 0-1 | 113 | 100 | 119 | 117 | 133 | 117 | 105 | * | * | * |
| | Other restraint used | 0-1 | 36 | 26 | 34 | 23 | 36 | 30 | 17 | * | * | * |
| | Restraint not used | 0-1 | 29 | 26 | 20 | 27 | 23 | 12 | 17 | * | * | * |
| | Restraint use unknown | 0-1 | 38 | 37 | 39 | 30 | 46 | 32 | 19 | * | * | * |
| | Subtotal | 0-1 | 216 | 189 | 212 | 197 | 238 | 191 | 158 | * | * | * |
| | Child restraint used | 2 | 79 | 74 | 80 | 110 | 93 | 100 | 114 | * | * | * |
| | Other restraint used | 2 | 83 | 78 | 86 | 84 | 79 | 92 | 72 | * | * | * |
| | Restraint not used | 2 | 61 | 47 | 49 | 48 | 51 | 41 | 41 | * | * | * |
| | Restraint use unknown | 2 | 48 | 38 | 51 | 53 | 58 | 35 | 42 | * | * | * |
| | Subtotal | 2 | 271 | 237 | 266 | 295 | 281 | 268 | 269 | * | * | * |
| | Child restraint used | 3 | 40 | 51 | 64 | 51 | 67 | 75 | 66 | * | * | * |
| | Other restraint used | 3 | 134 | 132 | 137 | 165 | 167 | 161 | 162 | * | * | * |
| | Restraint not used | 3 | 82 | 67 | 64 | 51 | 54 | 49 | 47 | * | * | * |
| | Restraint use unknown | 3 | 49 | 50 | 49 | 42 | 56 | 50 | 48 | * | * | * |
| | Subtotal | 3 | 305 | 300 | 314 | 309 | 344 | 335 | 323 | * | * | * |
| | Child restraint used | 4 | 29 | 28 | 23 | 27 | 37 | 32 | 44 | * | * | * |
| | Other restraint used | 4 | 180 | 201 | 200 | 216 | 225 | 230 | 252 | * | * | * |
| | Restraint not used | 4 | 70 | 70 | 59 | 56 | 57 | 51 | 54 | * | * | * |
| | Restraint use unknown | 4 | 52 | 60 | 52 | 50 | 58 | 47 | 56 | * | * | * |
| | Subtotal | 4 | 331 | 359 | 334 | 349 | 377 | 360 | 406 | * | * | * |
| | Child restraint used | 5 | 7 | 7 | 11 | 14 | 11 | 16 | 16 | * | * | * |
| | Other restraint used | 5 | 212 | 189 | 211 | 196 | 234 | 264 | 231 | * | * | * |
| | Restraint not used | 5 | 84 | 59 | 48 | 64 | 57 | 75 | 49 | * | * | * |
| | Restraint use unknown | 5 | 63 | 64 | 76 | 51 | 73 | 57 | 66 | * | * | * |
| | Subtotal | 5 | 366 | 319 | 346 | 325 | 375 | 412 | 362 | * | * | * |
| | Child restraint used | 0-5 | 268 | 260 | 297 | 319 | 341 | 340 | 345 | * | * | * |
| | Other restraint used | 0-5 | 645 | 626 | 668 | 684 | 741 | 777 | 734 | * | * | * |
| | Restraint not used | 0-5 | 326 | 269 | 240 | 246 | 242 | 228 | 208 | * | * | * |
| | Restraint use unknown | 0-5 | 250 | 249 | 267 | 226 | 291 | 221 | 231 | * | * | * |
| | Total | 0-5 | 1,489 | 1,404 | 1,472 | 1,475 | 1,615 | 1,566 | 1,518 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | |
|--------------------|--------------------|-------|--------|------|------|------|------|------|------|------|------|------|----|
| | | | KILLED | | | | | | | | | | |
| California | Helmet used | 10-15 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 1 | |
| | Helmet not used | 10-15 | 2 | 4 | 2 | 3 | 2 | 3 | 5 | 1 | 0 | 2 | |
| | Helmet use unknown | 10-15 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | |
| | Subtotal | 10-15 | 4 | 6 | 4 | 6 | 5 | 5 | 7 | 7 | 2 | 1 | 3 |
| | Helmet used | 16-20 | 15 | 17 | 30 | 18 | 15 | 17 | 10 | 11 | 11 | 4 | 12 |
| | Helmet not used | 16-20 | 60 | 44 | 7 | 4 | 5 | 4 | 3 | 2 | 2 | 4 | 1 |
| | Helmet use unknown | 16-20 | 16 | 15 | 7 | 5 | 6 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Subtotal | 16-20 | 91 | 76 | 44 | 27 | 26 | 22 | 14 | 13 | 13 | 8 | 13 |
| | Helmet used | 21-24 | 26 | 21 | 46 | 50 | 28 | 22 | 29 | 21 | 21 | 17 | 15 |
| | Helmet not used | 21-24 | 58 | 53 | 5 | 6 | 3 | 4 | 3 | 4 | 4 | 3 | 3 |
| | Helmet use unknown | 21-24 | 29 | 22 | 11 | 16 | 8 | 7 | 5 | 5 | 1 | 1 | 7 |
| | Subtotal | 21-24 | 113 | 96 | 62 | 72 | 39 | 33 | 37 | 26 | 26 | 21 | 25 |
| | Helmet used | 25-34 | 28 | 27 | 82 | 66 | 77 | 76 | 41 | 52 | 52 | 53 | 44 |
| | Helmet not used | 25-34 | 104 | 91 | 9 | 6 | 12 | 7 | 7 | 8 | 8 | 4 | 5 |
| | Helmet use unknown | 25-34 | 46 | 41 | 19 | 11 | 20 | 12 | 8 | 4 | 4 | 1 | 5 |
| | Subtotal | 25-34 | 178 | 159 | 110 | 83 | 109 | 95 | 56 | 64 | 64 | 58 | 54 |
| | Helmet used | 35-44 | 14 | 16 | 31 | 43 | 37 | 40 | 49 | 45 | 45 | 43 | 38 |
| | Helmet not used | 35-44 | 49 | 38 | 6 | 7 | 9 | 6 | 8 | 3 | 9 | 9 | 13 |
| | Helmet use unknown | 35-44 | 26 | 9 | 5 | 11 | 4 | 11 | 6 | 2 | 2 | 4 | 5 |
| | Subtotal | 35-44 | 89 | 63 | 42 | 61 | 50 | 57 | 63 | 50 | 50 | 56 | 56 |
| | Helmet used | 45-54 | 3 | 4 | 19 | 17 | 20 | 17 | 28 | 30 | 30 | 19 | 30 |
| | Helmet not used | 45-54 | 12 | 18 | 4 | 1 | 3 | 4 | 2 | 2 | 2 | 2 | 5 |
| | Helmet use unknown | 45-54 | 3 | 5 | 4 | 1 | 3 | 2 | 3 | 2 | 2 | 4 | 4 |
| | Subtotal | 45-54 | 18 | 27 | 27 | 19 | 26 | 23 | 33 | 34 | 34 | 25 | 39 |
| | Helmet used | 55-64 | 2 | 3 | 9 | 7 | 6 | 4 | 6 | 15 | 13 | 13 | 15 |
| | Helmet not used | 55-64 | 7 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 0 | 0 | 3 |
| | Helmet use unknown | 55-64 | 1 | 4 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 1 | 0 |
| | Subtotal | 55-64 | 10 | 8 | 10 | 9 | 9 | 6 | 7 | 19 | 19 | 14 | 18 |
| | Helmet used | 65-74 | 0 | 1 | 0 | 6 | 3 | 2 | 0 | 0 | 4 | 1 | 4 |
| | Helmet not used | 65-74 | 4 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| | Helmet use unknown | 65-74 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Subtotal | 65-74 | 4 | 5 | 1 | 7 | 3 | 3 | 0 | 0 | 4 | 2 | 5 |
| Helmet used | >74 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | |
| Helmet not used | >74 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| Helmet use unknown | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | |
| Subtotal | >74 | 2 | 1 | 1 | 3 | 0 | 0 | 1 | 5 | 5 | 2 | 0 | |
| Helmet used | Unknown | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | |
| Helmet not used | Unknown | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Helmet use unknown | Unknown | 3 | 4 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | |
| Subtotal | Unknown | 6 | 4 | 4 | 1 | 0 | 1 | 2 | 2 | 1 | 1 | 0 | |
| Helmet used | All | 91 | 92 | 220 | 208 | 187 | 180 | 167 | 182 | 151 | 159 | | |
| Helmet not used | All | 300 | 252 | 36 | 32 | 35 | 30 | 29 | 23 | 22 | 33 | | |
| Helmet use unknown | All | 124 | 101 | 49 | 48 | 45 | 35 | 24 | 13 | 15 | 21 | | |
| Total | All | 515 | 445 | 305 | 288 | 267 | 245 | 220 | 218 | 188 | 213 | | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|--------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURED | | | | | | | | | | | | |
| California | Helmet used | 10-15 | 50 | 48 | 78 | 55 | 50 | 41 | 39 | 55 | 35 | 26 |
| | Helmet not used | 10-15 | 125 | 125 | 51 | 48 | 50 | 41 | 29 | 27 | 23 | 34 |
| | Helmet use unknown | 10-15 | 106 | 61 | 45 | 41 | 40 | 31 | 16 | 13 | 26 | 23 |
| | Subtotal | 10-15 | 281 | 234 | 174 | 144 | 140 | 113 | 84 | 95 | 84 | 83 |
| | Helmet used | 16-20 | 767 | 673 | 1,063 | 874 | 657 | 488 | 433 | 392 | 305 | 326 |
| | Helmet not used | 16-20 | 1,424 | 1,249 | 136 | 102 | 111 | 89 | 64 | 62 | 57 | 62 |
| | Helmet use unknown | 16-20 | 1,180 | 898 | 447 | 287 | 221 | 182 | 119 | 83 | 71 | 74 |
| | Subtotal | 16-20 | 3,371 | 2,820 | 1,646 | 1,263 | 989 | 759 | 616 | 537 | 433 | 462 |
| | Helmet used | 21-24 | 915 | 906 | 1,652 | 1,423 | 1,150 | 906 | 741 | 657 | 537 | 540 |
| | Helmet not used | 21-24 | 1,333 | 1,264 | 144 | 95 | 82 | 65 | 57 | 54 | 61 | 39 |
| | Helmet use unknown | 21-24 | 1,337 | 1,147 | 699 | 542 | 416 | 303 | 207 | 125 | 99 | 117 |
| | Subtotal | 21-24 | 3,585 | 3,317 | 2,495 | 2,060 | 1,648 | 1,274 | 1,005 | 836 | 697 | 696 |
| | Helmet used | 25-34 | 1,399 | 1,406 | 2,539 | 2,408 | 2,128 | 1,871 | 1,791 | 1,759 | 1,441 | 1,518 |
| | Helmet not used | 25-34 | 2,139 | 1,951 | 216 | 191 | 165 | 137 | 105 | 122 | 112 | 116 |
| | Helmet use unknown | 25-34 | 1,959 | 1,634 | 1,084 | 897 | 852 | 718 | 519 | 311 | 277 | 239 |
| | Subtotal | 25-34 | 5,497 | 4,991 | 3,839 | 3,496 | 3,145 | 2,726 | 2,415 | 2,192 | 1,830 | 1,873 |
| | Helmet used | 35-44 | 571 | 589 | 1,258 | 1,267 | 1,259 | 1,215 | 1,254 | 1,327 | 1,150 | 1,273 |
| | Helmet not used | 35-44 | 921 | 921 | 93 | 94 | 105 | 83 | 69 | 76 | 73 | 85 |
| | Helmet use unknown | 35-44 | 734 | 650 | 417 | 423 | 419 | 431 | 328 | 237 | 202 | 223 |
| | Subtotal | 35-44 | 2,226 | 2,160 | 1,768 | 1,784 | 1,783 | 1,729 | 1,651 | 1,640 | 1,425 | 1,581 |
| | Helmet used | 45-54 | 228 | 247 | 518 | 550 | 598 | 564 | 684 | 807 | 673 | 900 |
| | Helmet not used | 45-54 | 268 | 291 | 30 | 35 | 40 | 33 | 33 | 44 | 43 | 52 |
| | Helmet use unknown | 45-54 | 235 | 196 | 186 | 166 | 191 | 188 | 154 | 134 | 122 | 136 |
| | Subtotal | 45-54 | 731 | 734 | 734 | 751 | 829 | 785 | 871 | 985 | 838 | 1,088 |
| | Helmet used | 55-64 | 111 | 105 | 151 | 176 | 154 | 192 | 235 | 231 | 256 | 335 |
| | Helmet not used | 55-64 | 67 | 77 | 11 | 8 | 11 | 9 | 13 | 9 | 18 | 21 |
| | Helmet use unknown | 55-64 | 63 | 75 | 53 | 67 | 57 | 65 | 47 | 43 | 31 | 50 |
| | Subtotal | 55-64 | 241 | 257 | 215 | 251 | 222 | 266 | 295 | 283 | 305 | 406 |
| | Helmet used | 65-74 | 38 | 36 | 40 | 65 | 63 | 59 | 69 | 73 | 74 | 73 |
| | Helmet not used | 65-74 | 17 | 26 | 2 | 3 | 2 | 3 | 3 | 5 | 4 | 9 |
| | Helmet use unknown | 65-74 | 27 | 26 | 16 | 20 | 22 | 32 | 20 | 13 | 7 | 11 |
| | Subtotal | 65-74 | 82 | 88 | 58 | 88 | 87 | 94 | 92 | 91 | 85 | 93 |
| Helmet used | >74 | 6 | 14 | 13 | 8 | 22 | 11 | 17 | 19 | 11 | 21 | |
| Helmet not used | >74 | 11 | 7 | 3 | 3 | 3 | 1 | 1 | 0 | 1 | 0 | |
| Helmet use unknown | >74 | 8 | 18 | 11 | 9 | 8 | 4 | 5 | 5 | 2 | 6 | |
| Subtotal | >74 | 25 | 39 | 27 | 20 | 33 | 16 | 23 | 24 | 14 | 27 | |
| Helmet used | Unknown | 9 | 14 | 17 | 14 | 19 | 14 | 8 | 7 | 14 | 14 | |
| Helmet not used | Unknown | 17 | 19 | 3 | 4 | 3 | 5 | 2 | 0 | 4 | 4 | |
| Helmet use unknown | Unknown | 48 | 37 | 26 | 25 | 21 | 26 | 24 | 12 | 12 | 14 | |
| Subtotal | Unknown | 74 | 70 | 46 | 43 | 43 | 45 | 34 | 19 | 30 | 32 | |
| Helmet used | All | 4,094 | 4,038 | 7,329 | 6,840 | 6,100 | 5,361 | 5,271 | 5,327 | 4,496 | 5,026 | |
| Helmet not used | All | 6,322 | 5,930 | 689 | 583 | 572 | 466 | 376 | 399 | 396 | 422 | |
| Helmet use unknown | All | 5,697 | 4,742 | 2,984 | 2,477 | 2,247 | 1,980 | 1,439 | 976 | 849 | 893 | |
| Total | All | 16,113 | 14,710 | 11,002 | 9,900 | 8,919 | 7,807 | 7,086 | 6,702 | 5,741 | 6,341 | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.
Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|--------|------|------|------|------|------|------|------|------|------|
| | | | KILLED | | | | | | | | | |
| Florida | Helmet used | 10-15 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 0 |
| | Helmet not used | 10-15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| | Helmet use unknown | 10-15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 10-15 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 1 | 3 | 3 |
| | Helmet used | 16-20 | 26 | 21 | 14 | 24 | 20 | 12 | 10 | 9 | 7 | 7 |
| | Helmet not used | 16-20 | 3 | 5 | 8 | 3 | 6 | 6 | 2 | 4 | 3 | 2 |
| | Helmet use unknown | 16-20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 16-20 | 29 | 27 | 22 | 27 | 26 | 18 | 12 | 13 | 10 | 9 |
| | Helmet used | 21-24 | 30 | 27 | 20 | 24 | 18 | 24 | 10 | 20 | 16 | 10 |
| | Helmet not used | 21-24 | 2 | 4 | 5 | 6 | 4 | 3 | 2 | 3 | 3 | 4 |
| | Helmet use unknown | 21-24 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| | Subtotal | 21-24 | 33 | 31 | 25 | 30 | 22 | 27 | 13 | 23 | 20 | 14 |
| | Helmet used | 25-34 | 62 | 42 | 40 | 41 | 43 | 48 | 32 | 45 | 48 | 37 |
| | Helmet not used | 25-34 | 7 | 3 | 5 | 7 | 3 | 10 | 11 | 6 | 4 | 4 |
| | Helmet use unknown | 25-34 | 2 | 1 | 3 | 1 | 2 | 0 | 1 | 1 | 0 | 1 |
| | Subtotal | 25-34 | 71 | 46 | 48 | 49 | 48 | 58 | 44 | 52 | 52 | 42 |
| | Helmet used | 35-44 | 28 | 29 | 31 | 33 | 23 | 25 | 27 | 33 | 33 | 43 |
| | Helmet not used | 35-44 | 1 | 2 | 8 | 4 | 5 | 6 | 3 | 6 | 4 | 6 |
| | Helmet use unknown | 35-44 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Subtotal | 35-44 | 30 | 31 | 39 | 38 | 29 | 32 | 30 | 39 | 37 | 49 |
| | Helmet used | 45-54 | 7 | 8 | 15 | 18 | 17 | 20 | 22 | 20 | 22 | 18 |
| | Helmet not used | 45-54 | 0 | 1 | 1 | 3 | 3 | 1 | 2 | 3 | 3 | 2 |
| | Helmet use unknown | 45-54 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| | Subtotal | 45-54 | 7 | 9 | 17 | 21 | 21 | 21 | 25 | 23 | 25 | 20 |
| | Helmet used | 55-64 | 13 | 5 | 5 | 8 | 1 | 2 | 10 | 9 | 11 | 14 |
| | Helmet not used | 55-64 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 4 |
| | Subtotal | 55-64 | 13 | 6 | 6 | 9 | 1 | 3 | 10 | 10 | 13 | 18 |
| | Helmet used | 65-74 | 4 | 3 | 2 | 3 | 1 | 1 | 4 | 3 | 2 | 6 |
| | Helmet not used | 65-74 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 65-74 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Subtotal | 65-74 | 5 | 5 | 2 | 3 | 3 | 2 | 4 | 4 | 2 | 6 |
| | Helmet used | >74 | 2 | 1 | 1 | 2 | 3 | 2 | 3 | 0 | 1 | 2 |
| Helmet not used | >74 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | |
| Helmet use unknown | >74 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | >74 | 3 | 1 | 2 | 3 | 3 | 3 | 4 | 2 | 1 | 2 | |
| Helmet used | Unknown | 1 | 0 | 1 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | |
| Helmet not used | Unknown | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | |
| Subtotal | Unknown | 3 | 0 | 1 | 2 | 1 | 4 | 2 | 0 | 0 | 0 | |
| Helmet used | All | 173 | 138 | 129 | 156 | 128 | 137 | 119 | 140 | 143 | 137 | |
| Helmet not used | All | 16 | 16 | 28 | 25 | 24 | 30 | 25 | 25 | 19 | 25 | |
| Helmet use unknown | All | 5 | 5 | 5 | 2 | 4 | 1 | 3 | 2 | 1 | 1 | |
| Total | All | 194 | 159 | 162 | 183 | 156 | 168 | 147 | 167 | 163 | 163 | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURED | | | | | | | | | | | | |
| Florida | Helmet used | 10-15 | 130 | 98 | 76 | 70 | 90 | 65 | 49 | 42 | 31 | 40 |
| | Helmet not used | 10-15 | 83 | 79 | 70 | 81 | 91 | 67 | 57 | 50 | 50 | 51 |
| | Helmet use unknown | 10-15 | 5 | 11 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 1 |
| | Subtotal | 10-15 | 218 | 188 | 160 | 155 | 182 | 132 | 106 | 92 | 81 | 92 |
| | Helmet used | 16-20 | 915 | 845 | 659 | 620 | 528 | 403 | 389 | 303 | 261 | 252 |
| | Helmet not used | 16-20 | 327 | 306 | 239 | 209 | 218 | 215 | 177 | 164 | 172 | 170 |
| | Helmet use unknown | 16-20 | 88 | 76 | 49 | 23 | 5 | 3 | 3 | 3 | 6 | 2 |
| | Subtotal | 16-20 | 1,330 | 1,227 | 947 | 852 | 751 | 621 | 569 | 470 | 439 | 424 |
| | Helmet used | 21-24 | 841 | 682 | 683 | 631 | 570 | 557 | 466 | 393 | 359 | 345 |
| | Helmet not used | 21-24 | 233 | 199 | 211 | 192 | 203 | 156 | 168 | 172 | 143 | 161 |
| | Helmet use unknown | 21-24 | 55 | 55 | 77 | 25 | 7 | 2 | 5 | 3 | 4 | 4 |
| | Subtotal | 21-24 | 1,129 | 936 | 971 | 848 | 780 | 715 | 639 | 568 | 506 | 510 |
| | Helmet used | 25-34 | 1,368 | 1,131 | 1,048 | 1,111 | 1,007 | 963 | 945 | 866 | 824 | 820 |
| | Helmet not used | 25-34 | 442 | 378 | 345 | 337 | 345 | 317 | 284 | 303 | 284 | 313 |
| | Helmet use unknown | 25-34 | 78 | 95 | 99 | 48 | 10 | 7 | 10 | 11 | 12 | 15 |
| | Subtotal | 25-34 | 1,888 | 1,604 | 1,492 | 1,496 | 1,362 | 1,287 | 1,239 | 1,180 | 1,120 | 1,148 |
| | Helmet used | 35-44 | 688 | 639 | 652 | 660 | 721 | 742 | 711 | 718 | 743 | 781 |
| | Helmet not used | 35-44 | 207 | 161 | 197 | 197 | 199 | 219 | 229 | 230 | 241 | 242 |
| | Helmet use unknown | 35-44 | 33 | 43 | 51 | 21 | 7 | 4 | 6 | 10 | 9 | 14 |
| | Subtotal | 35-44 | 928 | 843 | 900 | 878 | 927 | 965 | 946 | 958 | 993 | 1,037 |
| | Helmet used | 45-54 | 238 | 220 | 222 | 300 | 346 | 377 | 459 | 481 | 484 | 536 |
| | Helmet not used | 45-54 | 56 | 79 | 68 | 91 | 105 | 113 | 160 | 151 | 149 | 162 |
| | Helmet use unknown | 45-54 | 19 | 21 | 26 | 18 | 3 | 2 | 5 | 7 | 7 | 8 |
| | Subtotal | 45-54 | 313 | 320 | 316 | 409 | 454 | 492 | 624 | 639 | 640 | 706 |
| | Helmet used | 55-64 | 91 | 94 | 91 | 116 | 121 | 127 | 166 | 166 | 178 | 199 |
| | Helmet not used | 55-64 | 36 | 36 | 51 | 34 | 35 | 30 | 42 | 63 | 66 | 62 |
| | Helmet use unknown | 55-64 | 6 | 8 | 12 | 4 | 2 | 0 | 2 | 5 | 5 | 5 |
| | Subtotal | 55-64 | 133 | 138 | 154 | 154 | 158 | 157 | 210 | 234 | 249 | 266 |
| | Helmet used | 65-74 | 46 | 41 | 31 | 56 | 48 | 54 | 54 | 53 | 62 | 55 |
| | Helmet not used | 65-74 | 14 | 23 | 17 | 21 | 25 | 23 | 26 | 27 | 21 | 27 |
| | Helmet use unknown | 65-74 | 4 | 3 | 4 | 1 | 2 | 1 | 0 | 1 | 1 | 1 |
| | Subtotal | 65-74 | 64 | 67 | 52 | 78 | 75 | 78 | 80 | 81 | 84 | 83 |
| | Helmet used | >74 | 17 | 17 | 13 | 20 | 15 | 16 | 17 | 23 | 25 | 19 |
| Helmet not used | >74 | 9 | 11 | 13 | 10 | 9 | 14 | 8 | 10 | 14 | 6 | |
| Helmet use unknown | >74 | 2 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | |
| Subtotal | >74 | 28 | 29 | 26 | 32 | 24 | 31 | 25 | 33 | 40 | 25 | |
| Helmet used | Unknown | 43 | 32 | 20 | 37 | 45 | 33 | 35 | 37 | 17 | 23 | |
| Helmet not used | Unknown | 27 | 34 | 19 | 27 | 37 | 34 | 24 | 28 | 14 | 22 | |
| Helmet use unknown | Unknown | 15 | 6 | 8 | 5 | 1 | 1 | 2 | 1 | 3 | 3 | |
| Subtotal | Unknown | 85 | 72 | 47 | 69 | 83 | 68 | 61 | 66 | 34 | 48 | |
| Helmet used | All | 4,377 | 3,799 | 3,495 | 3,621 | 3,491 | 3,337 | 3,291 | 3,082 | 2,984 | 3,070 | |
| Helmet not used | All | 1,434 | 1,306 | 1,230 | 1,199 | 1,267 | 1,188 | 1,175 | 1,198 | 1,154 | 1,216 | |
| Helmet use unknown | All | 305 | 319 | 340 | 151 | 38 | 21 | 33 | 41 | 48 | 53 | |
| Total | All | 6,116 | 5,424 | 5,065 | 4,971 | 4,796 | 4,546 | 4,499 | 4,321 | 4,186 | 4,339 | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|---------|--------|------|------|------|------|------|------|------|------|------|
| | | | KILLED | | | | | | | | | |
| Georgia | Helmet used | 10-15 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | * |
| | Helmet not used | 10-15 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | * |
| | Subtotal | 10-15 | 2 | 1 | 1 | 0 | 2 | 3 | 0 | 0 | 1 | * |
| | Helmet used | 16-20 | 11 | 6 | 6 | 3 | 2 | 3 | 5 | 2 | 3 | * |
| | Helmet not used | 16-20 | 6 | 5 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | * |
| | Helmet use unknown | 16-20 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | * |
| | Subtotal | 16-20 | 17 | 11 | 8 | 5 | 5 | 3 | 5 | 4 | 4 | * |
| | Helmet used | 21-24 | 4 | 12 | 8 | 10 | 5 | 11 | 4 | 6 | 7 | * |
| | Helmet not used | 21-24 | 0 | 4 | 3 | 1 | 0 | 0 | 1 | 2 | 2 | * |
| | Helmet use unknown | 21-24 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | * |
| | Subtotal | 21-24 | 5 | 16 | 11 | 12 | 6 | 11 | 7 | 8 | 9 | * |
| | Helmet used | 25-34 | 15 | 14 | 14 | 14 | 9 | 10 | 15 | 13 | 19 | * |
| | Helmet not used | 25-34 | 5 | 3 | 4 | 5 | 4 | 4 | 1 | 5 | 2 | * |
| | Helmet use unknown | 25-34 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | * |
| | Subtotal | 25-34 | 21 | 18 | 18 | 19 | 14 | 14 | 16 | 18 | 21 | * |
| | Helmet used | 35-44 | 7 | 5 | 4 | 5 | 10 | 3 | 6 | 9 | 15 | * |
| | Helmet not used | 35-44 | 1 | 2 | 1 | 1 | 2 | 0 | 2 | 2 | 1 | * |
| | Subtotal | 35-44 | 8 | 7 | 5 | 6 | 12 | 3 | 8 | 11 | 16 | * |
| | Helmet used | 45-54 | 1 | 2 | 2 | 1 | 4 | 6 | 4 | 7 | 7 | * |
| | Helmet not used | 45-54 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | * |
| | Helmet use unknown | 45-54 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | * |
| | Subtotal | 45-54 | 1 | 3 | 4 | 2 | 5 | 6 | 4 | 7 | 9 | * |
| | Helmet used | 55-64 | 1 | 1 | 1 | 0 | 3 | 1 | 1 | 3 | 4 | * |
| | Helmet not used | 55-64 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | * |
| | Subtotal | 55-64 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 4 | 4 | * |
| | Helmet used | 65-74 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | * |
| | Helmet not used | 65-74 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | * |
| | Subtotal | 65-74 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | * |
| | Helmet used | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | * |
| | Helmet not used | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | Subtotal | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | * |
| | Helmet used | Unknown | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | * |
| Helmet not used | Unknown | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | |
| Subtotal | Unknown | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | * | |
| Helmet used | All | 40 | 40 | 36 | 34 | 36 | 35 | 36 | 41 | 56 | * | |
| Helmet not used | All | 14 | 15 | 11 | 10 | 10 | 6 | 4 | 12 | 8 | * | |
| Helmet use unknown | All | 2 | 2 | 1 | 3 | 3 | 0 | 2 | 0 | 1 | * | |
| Total | All | 56 | 57 | 48 | 47 | 49 | 41 | 42 | 53 | 65 | * | |

*Data not available.

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|
| INJURED | | | | | | | | | | | | |
| Georgia | Helmet used | 10-15 | 20 | 17 | 17 | 11 | 21 | 12 | 16 | 7 | 12 | * |
| | Helmet not used | 10-15 | 20 | 31 | 15 | 19 | 16 | 15 | 8 | 8 | 9 | * |
| | Helmet use unknown | 10-15 | 2 | 2 | 2 | 0 | 3 | 2 | 3 | 4 | 5 | * |
| | Subtotal | 10-15 | 42 | 50 | 34 | 30 | 40 | 29 | 27 | 19 | 26 | * |
| | Helmet used | 16-20 | 179 | 182 | 153 | 132 | 134 | 132 | 77 | 87 | 62 | * |
| | Helmet not used | 16-20 | 81 | 75 | 56 | 54 | 36 | 41 | 31 | 27 | 25 | * |
| | Helmet use unknown | 16-20 | 10 | 12 | 8 | 10 | 10 | 10 | 7 | 8 | 6 | * |
| | Subtotal | 16-20 | 270 | 269 | 217 | 196 | 180 | 183 | 115 | 122 | 93 | * |
| | Helmet used | 21-24 | 167 | 154 | 163 | 179 | 184 | 153 | 152 | 138 | 113 | * |
| | Helmet not used | 21-24 | 59 | 52 | 65 | 62 | 38 | 31 | 35 | 19 | 18 | * |
| | Helmet use unknown | 21-24 | 24 | 11 | 14 | 10 | 19 | 10 | 7 | 10 | 11 | * |
| | Subtotal | 21-24 | 250 | 217 | 242 | 251 | 241 | 194 | 194 | 167 | 142 | * |
| | Helmet used | 25-34 | 317 | 232 | 232 | 246 | 240 | 296 | 323 | 293 | 324 | * |
| | Helmet not used | 25-34 | 116 | 112 | 89 | 91 | 50 | 68 | 44 | 51 | 51 | * |
| | Helmet use unknown | 25-34 | 28 | 14 | 30 | 22 | 22 | 21 | 19 | 25 | 16 | * |
| | Subtotal | 25-34 | 461 | 358 | 351 | 359 | 312 | 385 | 386 | 369 | 391 | * |
| | Helmet used | 35-44 | 113 | 104 | 122 | 128 | 160 | 194 | 201 | 199 | 210 | * |
| | Helmet not used | 35-44 | 52 | 41 | 47 | 53 | 24 | 28 | 33 | 37 | 37 | * |
| | Helmet use unknown | 35-44 | 16 | 13 | 13 | 10 | 14 | 14 | 12 | 10 | 17 | * |
| | Subtotal | 35-44 | 181 | 158 | 182 | 191 | 198 | 236 | 246 | 246 | 264 | * |
| | Helmet used | 45-54 | 43 | 46 | 51 | 42 | 63 | 85 | 121 | 118 | 159 | * |
| | Helmet not used | 45-54 | 27 | 12 | 16 | 23 | 9 | 12 | 19 | 20 | 8 | * |
| | Helmet use unknown | 45-54 | 4 | 5 | 5 | 4 | 4 | 4 | 5 | 8 | 8 | * |
| | Subtotal | 45-54 | 74 | 63 | 72 | 69 | 76 | 101 | 145 | 146 | 175 | * |
| | Helmet used | 55-64 | 18 | 21 | 11 | 15 | 14 | 24 | 26 | 37 | 43 | * |
| | Helmet not used | 55-64 | 3 | 3 | 4 | 6 | 5 | 4 | 3 | 6 | 4 | * |
| | Helmet use unknown | 55-64 | 1 | 1 | 0 | 0 | 4 | 0 | 3 | 3 | 3 | * |
| | Subtotal | 55-64 | 22 | 25 | 15 | 21 | 23 | 28 | 32 | 46 | 50 | * |
| | Helmet used | 65-74 | 2 | 6 | 2 | 6 | 3 | 12 | 8 | 10 | 11 | * |
| | Helmet not used | 65-74 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | * |
| | Helmet use unknown | 65-74 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | * |
| | Subtotal | 65-74 | 3 | 8 | 5 | 6 | 3 | 13 | 8 | 11 | 14 | * |
| Helmet used | >74 | 1 | 6 | 2 | 1 | 5 | 3 | 0 | 1 | 5 | * | |
| Helmet not used | >74 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | * | |
| Helmet use unknown | >74 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | |
| Subtotal | >74 | 1 | 9 | 2 | 2 | 5 | 3 | 0 | 1 | 5 | * | |
| Helmet used | Unknown | 13 | 4 | 7 | 11 | 8 | 4 | 9 | 7 | 12 | * | |
| Helmet not used | Unknown | 11 | 11 | 8 | 10 | 6 | 4 | 2 | 4 | 1 | * | |
| Helmet use unknown | Unknown | 0 | 1 | 2 | 3 | 0 | 1 | 6 | 3 | 4 | * | |
| Subtotal | Unknown | 24 | 16 | 17 | 24 | 14 | 9 | 17 | 14 | 17 | * | |
| Helmet used | All | 873 | 772 | 760 | 771 | 832 | 915 | 933 | 897 | 951 | * | |
| Helmet not used | All | 370 | 339 | 303 | 319 | 184 | 203 | 175 | 173 | 155 | * | |
| Helmet use unknown | All | 85 | 62 | 74 | 59 | 76 | 63 | 62 | 71 | 71 | * | |
| Total | All | 1,328 | 1,173 | 1,137 | 1,149 | 1,092 | 1,181 | 1,170 | 1,141 | 1,177 | * | |

*Data not available.

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|--------|------|------|------|------|------|------|------|------|------|
| | | | KILLED | | | | | | | | | |
| Illinois | Helmet used | 10-15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet not used | 10-15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 10-15 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 10-15 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet used | 16-20 | 1 | 1 | 1 | 1 | 3 | 3 | 1 | 2 | 0 | 0 |
| | Helmet not used | 16-20 | 1 | 1 | 0 | 8 | 13 | 7 | 4 | 2 | 5 | 7 |
| | Helmet use unknown | 16-20 | 9 | 11 | 12 | 3 | 2 | 2 | 0 | 0 | 3 | 2 |
| | Subtotal | 16-20 | 11 | 13 | 13 | 12 | 18 | 12 | 5 | 4 | 8 | 9 |
| | Helmet used | 21-24 | 1 | 1 | 2 | 5 | 5 | 0 | 3 | 4 | 0 | 3 |
| | Helmet not used | 21-24 | 0 | 2 | 3 | 13 | 19 | 10 | 6 | 7 | 6 | 9 |
| | Helmet use unknown | 21-24 | 19 | 11 | 5 | 12 | 2 | 1 | 2 | 3 | 7 | 5 |
| | Subtotal | 21-24 | 20 | 14 | 10 | 30 | 26 | 11 | 11 | 14 | 13 | 17 |
| | Helmet used | 25-34 | 4 | 0 | 5 | 3 | 2 | 4 | 0 | 1 | 1 | 7 |
| | Helmet not used | 25-34 | 6 | 6 | 9 | 15 | 29 | 19 | 9 | 15 | 15 | 12 |
| | Helmet use unknown | 25-34 | 49 | 29 | 34 | 21 | 7 | 5 | 4 | 12 | 18 | 15 |
| | Subtotal | 25-34 | 59 | 35 | 48 | 39 | 38 | 28 | 13 | 28 | 34 | 34 |
| | Helmet used | 35-44 | 3 | 2 | 0 | 1 | 4 | 2 | 1 | 2 | 2 | 3 |
| | Helmet not used | 35-44 | 4 | 3 | 3 | 8 | 20 | 14 | 9 | 11 | 13 | 16 |
| | Helmet use unknown | 35-44 | 18 | 23 | 13 | 9 | 3 | 9 | 4 | 5 | 2 | 4 |
| | Subtotal | 35-44 | 25 | 28 | 16 | 18 | 27 | 25 | 14 | 18 | 17 | 23 |
| | Helmet used | 45-54 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 1 |
| | Helmet not used | 45-54 | 2 | 0 | 1 | 1 | 7 | 4 | 2 | 4 | 7 | 7 |
| | Helmet use unknown | 45-54 | 5 | 9 | 6 | 3 | 4 | 3 | 1 | 0 | 2 | 1 |
| | Subtotal | 45-54 | 8 | 10 | 7 | 5 | 13 | 8 | 4 | 5 | 9 | 9 |
| | Helmet used | 55-64 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| | Helmet not used | 55-64 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 0 | 1 | 0 |
| | Helmet use unknown | 55-64 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| | Subtotal | 55-64 | 2 | 1 | 0 | 0 | 5 | 3 | 4 | 1 | 2 | 0 |
| | Helmet used | 65-74 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | Helmet not used | 65-74 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 |
| | Helmet use unknown | 65-74 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 3 |
| | Subtotal | 65-74 | 1 | 0 | 1 | 0 | 4 | 1 | 1 | 3 | 2 | 3 |
| | Helmet used | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Helmet not used | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Helmet use unknown | >74 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | >74 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| Helmet use unknown | Unknown | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | Unknown | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Helmet used | All | | 11 | 5 | 8 | 11 | 19 | 11 | 6 | 12 | 3 | 15 |
| Helmet not used | All | | 14 | 12 | 16 | 45 | 92 | 57 | 33 | 41 | 48 | 51 |
| Helmet use unknown | All | | 106 | 84 | 72 | 49 | 20 | 20 | 13 | 21 | 34 | 30 |
| Total | All | | 131 | 101 | 96 | 105 | 131 | 88 | 52 | 74 | 85 | 96 |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|------|
| INJURED | | | | | | | | | | | | |
| Illinois | Helmet used | 10-15 | 1 | 2 | 7 | 6 | 1 | 3 | 0 | 3 | 0 | 0 |
| | Helmet not used | 10-15 | 0 | 1 | 5 | 8 | 8 | 5 | 0 | 3 | 1 | 0 |
| | Helmet use unknown | 10-15 | 40 | 41 | 35 | 20 | 5 | 1 | 0 | 7 | 2 | 6 |
| | Subtotal | 10-15 | 41 | 44 | 47 | 34 | 14 | 9 | 0 | 13 | 3 | 6 |
| | Helmet used | 16-20 | 30 | 19 | 84 | 62 | 69 | 41 | 16 | 21 | 18 | 29 |
| | Helmet not used | 16-20 | 23 | 22 | 50 | 138 | 194 | 148 | 32 | 82 | 89 | 83 |
| | Helmet use unknown | 16-20 | 596 | 553 | 410 | 224 | 155 | 123 | 44 | 120 | 94 | 89 |
| | Subtotal | 16-20 | 649 | 594 | 544 | 424 | 418 | 312 | 92 | 223 | 201 | 201 |
| | Helmet used | 21-24 | 32 | 21 | 85 | 81 | 65 | 65 | 26 | 28 | 26 | 34 |
| | Helmet not used | 21-24 | 17 | 22 | 51 | 166 | 208 | 208 | 45 | 99 | 96 | 125 |
| | Helmet use unknown | 21-24 | 553 | 574 | 466 | 294 | 206 | 186 | 73 | 143 | 113 | 112 |
| | Subtotal | 21-24 | 602 | 617 | 602 | 541 | 479 | 459 | 144 | 270 | 235 | 271 |
| | Helmet used | 25-34 | 43 | 34 | 103 | 125 | 98 | 82 | 30 | 66 | 63 | 65 |
| | Helmet not used | 25-34 | 37 | 35 | 98 | 243 | 333 | 289 | 94 | 201 | 198 | 191 |
| | Helmet use unknown | 25-34 | 921 | 968 | 620 | 458 | 246 | 241 | 117 | 314 | 238 | 221 |
| | Subtotal | 25-34 | 1,001 | 1,037 | 821 | 826 | 677 | 612 | 241 | 581 | 499 | 477 |
| | Helmet used | 35-44 | 26 | 33 | 70 | 53 | 85 | 59 | 31 | 46 | 53 | 62 |
| | Helmet not used | 35-44 | 11 | 14 | 53 | 131 | 172 | 193 | 68 | 142 | 152 | 193 |
| | Helmet use unknown | 35-44 | 431 | 449 | 347 | 236 | 174 | 173 | 81 | 206 | 189 | 182 |
| | Subtotal | 35-44 | 468 | 496 | 470 | 420 | 431 | 425 | 180 | 394 | 394 | 437 |
| | Helmet used | 45-54 | 14 | 22 | 57 | 57 | 59 | 55 | 23 | 43 | 47 | 47 |
| | Helmet not used | 45-54 | 4 | 3 | 19 | 45 | 73 | 73 | 29 | 67 | 99 | 107 |
| | Helmet use unknown | 45-54 | 150 | 176 | 121 | 85 | 78 | 79 | 51 | 136 | 110 | 141 |
| | Subtotal | 45-54 | 168 | 201 | 197 | 187 | 210 | 207 | 103 | 246 | 256 | 295 |
| | Helmet used | 55-64 | 6 | 7 | 18 | 24 | 18 | 21 | 13 | 18 | 33 | 27 |
| | Helmet not used | 55-64 | 2 | 1 | 3 | 7 | 20 | 20 | 5 | 20 | 21 | 33 |
| | Helmet use unknown | 55-64 | 49 | 55 | 38 | 28 | 17 | 23 | 12 | 40 | 42 | 52 |
| | Subtotal | 55-64 | 57 | 63 | 59 | 59 | 55 | 64 | 30 | 78 | 96 | 112 |
| | Helmet used | 65-74 | 1 | 2 | 4 | 9 | 11 | 7 | 1 | 7 | 9 | 6 |
| | Helmet not used | 65-74 | 2 | 0 | 3 | 3 | 9 | 5 | 1 | 6 | 6 | 12 |
| | Helmet use unknown | 65-74 | 26 | 5 | 10 | 8 | 8 | 5 | 4 | 12 | 14 | 17 |
| | Subtotal | 65-74 | 29 | 7 | 17 | 20 | 28 | 17 | 6 | 25 | 29 | 35 |
| Helmet used | >74 | 0 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 3 | 2 | |
| Helmet not used | >74 | 0 | 1 | 1 | 2 | 1 | 3 | 0 | 3 | 1 | 1 | |
| Helmet use unknown | >74 | 4 | 6 | 1 | 6 | 5 | 1 | 3 | 6 | 5 | 5 | |
| Subtotal | >74 | 4 | 7 | 3 | 12 | 9 | 5 | 3 | 9 | 9 | 8 | |
| Helmet used | Unknown | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 1 | 2 | 2 | |
| Helmet not used | Unknown | 0 | 0 | 4 | 5 | 3 | 4 | 0 | 7 | 7 | 1 | |
| Helmet use unknown | Unknown | 17 | 20 | 16 | 15 | 5 | 5 | 1 | 14 | 10 | 7 | |
| Subtotal | Unknown | 17 | 20 | 21 | 23 | 9 | 10 | 1 | 22 | 19 | 10 | |
| Helmet used | All | 153 | 140 | 430 | 424 | 410 | 335 | 140 | 233 | 254 | 274 | |
| Helmet not used | All | 96 | 99 | 287 | 748 | 1,021 | 948 | 274 | 630 | 670 | 746 | |
| Helmet use unknown | All | 2,787 | 2,847 | 2,064 | 1,374 | 899 | 837 | 386 | 998 | 817 | 832 | |
| Total | All | 3,036 | 3,086 | 2,781 | 2,546 | 2,330 | 2,120 | 800 | 1,861 | 1,741 | 1,852 | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|--------|------|------|------|------|------|------|------|------|------|
| | | | KILLED | | | | | | | | | |
| Indiana | Helmet used | 10-15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 0 |
| | Helmet not used | 10-15 | 1 | 2 | 2 | 0 | 1 | 4 | 1 | 1 | 0 | 0 |
| | Helmet use unknown | 10-15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | Subtotal | 10-15 | 1 | 3 | 2 | 0 | 2 | 6 | 3 | 2 | 2 | 1 |
| | Helmet used | 16-20 | 1 | 3 | 2 | 3 | 2 | 0 | 1 | 0 | 1 | 1 |
| | Helmet not used | 16-20 | 6 | 6 | 10 | 8 | 11 | 6 | 4 | 4 | 4 | 0 |
| | Helmet use unknown | 16-20 | 3 | 2 | 3 | 1 | 0 | 0 | 3 | 2 | 2 | 0 |
| | Subtotal | 16-20 | 10 | 11 | 15 | 12 | 13 | 6 | 8 | 6 | 7 | 1 |
| | Helmet used | 21-24 | 2 | 3 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 |
| | Helmet not used | 21-24 | 9 | 7 | 7 | 5 | 10 | 10 | 6 | 6 | 5 | 2 |
| | Helmet use unknown | 21-24 | 3 | 3 | 3 | 2 | 1 | 0 | 2 | 0 | 0 | 1 |
| | Subtotal | 21-24 | 14 | 13 | 11 | 7 | 14 | 10 | 9 | 7 | 5 | 4 |
| | Helmet used | 25-34 | 0 | 3 | 2 | 3 | 3 | 1 | 1 | 1 | 2 | 3 |
| | Helmet not used | 25-34 | 22 | 15 | 16 | 11 | 10 | 9 | 11 | 6 | 14 | 11 |
| | Helmet use unknown | 25-34 | 6 | 6 | 1 | 3 | 2 | 0 | 3 | 2 | 1 | 3 |
| | Subtotal | 25-34 | 28 | 24 | 19 | 17 | 15 | 10 | 15 | 9 | 17 | 17 |
| | Helmet used | 35-44 | 1 | 2 | 1 | 0 | 0 | 1 | 2 | 0 | 3 | 0 |
| | Helmet not used | 35-44 | 6 | 5 | 8 | 5 | 6 | 10 | 7 | 6 | 12 | 12 |
| | Helmet use unknown | 35-44 | 4 | 3 | 0 | 1 | 3 | 2 | 1 | 2 | 1 | 6 |
| | Subtotal | 35-44 | 11 | 10 | 9 | 6 | 9 | 13 | 10 | 8 | 16 | 18 |
| | Helmet used | 45-54 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 1 |
| | Helmet not used | 45-54 | 0 | 2 | 3 | 0 | 2 | 2 | 6 | 3 | 4 | 10 |
| | Helmet use unknown | 45-54 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 1 |
| | Subtotal | 45-54 | 1 | 3 | 5 | 0 | 4 | 6 | 8 | 4 | 7 | 12 |
| | Helmet used | 55-64 | 0 | 1 | 1 | 1 | 0 | 4 | 0 | 2 | 3 | 3 |
| | Helmet not used | 55-64 | 0 | 3 | 0 | 1 | 1 | 3 | 0 | 0 | 2 | 3 |
| | Helmet use unknown | 55-64 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| | Subtotal | 55-64 | 1 | 4 | 1 | 2 | 1 | 7 | 0 | 2 | 6 | 8 |
| | Helmet used | 65-74 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet not used | 65-74 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 65-74 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 65-74 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 |
| Helmet used | >74 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Helmet not used | >74 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| Helmet use unknown | >74 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| Subtotal | >74 | 1 | 2 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | |
| Helmet used | Unknown | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | Unknown | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Helmet used | All | 7 | 13 | 9 | 8 | 10 | 10 | 8 | 6 | 13 | 9 | |
| Helmet not used | All | 45 | 42 | 46 | 30 | 43 | 45 | 36 | 26 | 41 | 39 | |
| Helmet use unknown | All | 18 | 16 | 8 | 8 | 7 | 4 | 10 | 7 | 7 | 14 | |
| Total | All | 70 | 71 | 63 | 46 | 60 | 59 | 54 | 39 | 61 | 62 | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURED | | | | | | | | | | | | |
| Indiana | Helmet used | 10-15 | 42 | 43 | 43 | 53 | 65 | 67 | 48 | 42 | 42 | 43 |
| | Helmet not used | 10-15 | 107 | 86 | 72 | 77 | 94 | 72 | 55 | 52 | 52 | 52 |
| | Helmet use unknown | 10-15 | 53 | 57 | 24 | 34 | 34 | 28 | 25 | 21 | 15 | 19 |
| | Subtotal | 10-15 | 202 | 186 | 139 | 164 | 193 | 167 | 128 | 115 | 109 | 114 |
| | Helmet used | 16-20 | 85 | 84 | 85 | 79 | 84 | 63 | 51 | 48 | 40 | 55 |
| | Helmet not used | 16-20 | 309 | 232 | 219 | 213 | 225 | 175 | 130 | 149 | 104 | 144 |
| | Helmet use unknown | 16-20 | 113 | 130 | 87 | 88 | 78 | 58 | 55 | 36 | 36 | 46 |
| | Subtotal | 16-20 | 507 | 446 | 391 | 380 | 387 | 296 | 236 | 233 | 180 | 245 |
| | Helmet used | 21-24 | 57 | 53 | 58 | 45 | 61 | 50 | 35 | 26 | 27 | 25 |
| | Helmet not used | 21-24 | 248 | 240 | 202 | 208 | 214 | 167 | 154 | 124 | 148 | 139 |
| | Helmet use unknown | 21-24 | 76 | 75 | 55 | 45 | 57 | 49 | 36 | 38 | 49 | 40 |
| | Subtotal | 21-24 | 381 | 368 | 315 | 298 | 332 | 266 | 225 | 188 | 224 | 204 |
| | Helmet used | 25-34 | 83 | 71 | 57 | 69 | 89 | 74 | 51 | 58 | 48 | 72 |
| | Helmet not used | 25-34 | 342 | 338 | 274 | 239 | 284 | 296 | 238 | 223 | 250 | 243 |
| | Helmet use unknown | 25-34 | 129 | 156 | 101 | 107 | 96 | 78 | 77 | 73 | 83 | 68 |
| | Subtotal | 25-34 | 554 | 565 | 432 | 415 | 469 | 448 | 366 | 354 | 381 | 383 |
| | Helmet used | 35-44 | 48 | 53 | 48 | 41 | 56 | 56 | 44 | 53 | 58 | 59 |
| | Helmet not used | 35-44 | 197 | 177 | 169 | 184 | 177 | 186 | 153 | 188 | 221 | 236 |
| | Helmet use unknown | 35-44 | 55 | 77 | 56 | 67 | 55 | 65 | 56 | 65 | 82 | 70 |
| | Subtotal | 35-44 | 300 | 307 | 273 | 292 | 288 | 307 | 253 | 306 | 361 | 365 |
| | Helmet used | 45-54 | 36 | 27 | 33 | 42 | 43 | 49 | 37 | 48 | 53 | 60 |
| | Helmet not used | 45-54 | 61 | 71 | 65 | 77 | 85 | 81 | 82 | 97 | 131 | 136 |
| | Helmet use unknown | 45-54 | 26 | 23 | 22 | 19 | 34 | 25 | 32 | 37 | 41 | 52 |
| | Subtotal | 45-54 | 123 | 121 | 120 | 138 | 162 | 155 | 151 | 182 | 225 | 248 |
| | Helmet used | 55-64 | 21 | 16 | 11 | 22 | 22 | 21 | 18 | 28 | 24 | 26 |
| | Helmet not used | 55-64 | 17 | 21 | 19 | 18 | 24 | 26 | 21 | 21 | 33 | 33 |
| | Helmet use unknown | 55-64 | 10 | 9 | 10 | 10 | 7 | 9 | 8 | 10 | 22 | 12 |
| | Subtotal | 55-64 | 48 | 46 | 40 | 50 | 53 | 56 | 47 | 59 | 79 | 71 |
| | Helmet used | 65-74 | 10 | 4 | 7 | 6 | 7 | 5 | 5 | 3 | 14 | 11 |
| | Helmet not used | 65-74 | 8 | 14 | 10 | 7 | 3 | 9 | 11 | 13 | 11 | 13 |
| | Helmet use unknown | 65-74 | 3 | 5 | 5 | 5 | 2 | 3 | 1 | 2 | 2 | 3 |
| | Subtotal | 65-74 | 21 | 23 | 22 | 18 | 12 | 17 | 17 | 18 | 27 | 27 |
| | Helmet used | >74 | 1 | 7 | 0 | 1 | 1 | 2 | 3 | 2 | 0 | 2 |
| | Helmet not used | >74 | 7 | 2 | 7 | 2 | 3 | 5 | 4 | 1 | 0 | 5 |
| | Helmet use unknown | >74 | 2 | 7 | 1 | 0 | 1 | 3 | 1 | 2 | 1 | 1 |
| | Subtotal | >74 | 10 | 16 | 8 | 3 | 5 | 10 | 8 | 5 | 1 | 8 |
| | Helmet used | Unknown | 1 | 3 | 5 | 4 | 3 | 1 | 3 | 1 | 2 | 1 |
| | Helmet not used | Unknown | 8 | 4 | 9 | 8 | 10 | 11 | 6 | 8 | 6 | 7 |
| | Helmet use unknown | Unknown | 10 | 9 | 6 | 9 | 4 | 9 | 2 | 5 | 1 | 5 |
| | Subtotal | Unknown | 19 | 16 | 20 | 21 | 17 | 21 | 11 | 14 | 9 | 13 |
| | Helmet used | All | 384 | 361 | 347 | 362 | 431 | 388 | 295 | 309 | 308 | 354 |
| | Helmet not used | All | 1,304 | 1,185 | 1,046 | 1,033 | 1,119 | 1,028 | 854 | 876 | 956 | 1,008 |
| Helmet use unknown | All | 477 | 548 | 367 | 384 | 368 | 327 | 293 | 289 | 332 | 316 | |
| Total | All | 2,165 | 2,094 | 1,760 | 1,779 | 1,918 | 1,743 | 1,442 | 1,474 | 1,596 | 1,678 | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | |
|--------------------|--------------------|-------|--------|------|------|------|------|------|------|------|------|------|---|
| | | | KILLED | | | | | | | | | | |
| Kansas | Helmet used | 10-15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Helmet not used | 10-15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Helmet use unknown | 10-15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| | Subtotal | 10-15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| | Helmet used | 16-20 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| | Helmet not used | 16-20 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 16-20 | 3 | 2 | 2 | 2 | 1 | 3 | 3 | 2 | 3 | 0 | 0 |
| | Subtotal | 16-20 | 5 | 5 | 4 | 3 | 2 | 3 | 3 | 2 | 5 | 0 | 0 |
| | Helmet used | 21-24 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet not used | 21-24 | 1 | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 |
| | Helmet use unknown | 21-24 | 2 | 4 | 0 | 2 | 3 | 1 | 3 | 1 | 1 | 2 | 3 |
| | Subtotal | 21-24 | 4 | 6 | 2 | 3 | 3 | 1 | 3 | 2 | 2 | 2 | 3 |
| | Helmet used | 25-34 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 |
| | Helmet not used | 25-34 | 1 | 2 | 1 | 0 | 2 | 2 | 0 | 2 | 2 | 0 | 3 |
| | Helmet use unknown | 25-34 | 9 | 11 | 7 | 4 | 3 | 5 | 3 | 4 | 4 | 1 | 1 |
| | Subtotal | 25-34 | 14 | 15 | 10 | 4 | 5 | 7 | 3 | 7 | 7 | 3 | 4 |
| | Helmet used | 35-44 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| | Helmet not used | 35-44 | 0 | 4 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 1 |
| | Helmet use unknown | 35-44 | 3 | 4 | 4 | 0 | 3 | 0 | 0 | 0 | 1 | 5 | 1 |
| | Subtotal | 35-44 | 3 | 10 | 6 | 1 | 5 | 1 | 2 | 2 | 2 | 6 | 3 |
| | Helmet used | 45-54 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Helmet not used | 45-54 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| | Helmet use unknown | 45-54 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| | Subtotal | 45-54 | 1 | 1 | 1 | 2 | 3 | 1 | 2 | 2 | 3 | 1 | 3 |
| | Helmet used | 55-64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet not used | 55-64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 55-64 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Subtotal | 55-64 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Helmet used | 65-74 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| | Helmet not used | 65-74 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 65-74 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| | Subtotal | 65-74 | 0 | 0 | 2 | 3 | 1 | 0 | 3 | 0 | 0 | 0 | 0 |
| Helmet used | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| Helmet not used | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| Helmet used | All | | 5 | 8 | 5 | 4 | 3 | 1 | 1 | 3 | 6 | 3 | |
| Helmet not used | All | | 4 | 7 | 6 | 3 | 5 | 2 | 5 | 4 | 0 | 5 | |
| Helmet use unknown | All | | 18 | 25 | 14 | 10 | 11 | 10 | 10 | 9 | 13 | 6 | |
| Total | All | | 27 | 40 | 25 | 17 | 19 | 13 | 16 | 16 | 19 | 14 | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|---------|------|------|------|------|------|------|------|------|------|------|
| INJURED | | | | | | | | | | | | |
| Kansas | Helmet used | 10-15 | 16 | 11 | 9 | 5 | 7 | 3 | 2 | 2 | 0 | 2 |
| | Helmet not used | 10-15 | 3 | 1 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Helmet use unknown | 10-15 | 17 | 23 | 11 | 9 | 4 | 11 | 5 | 4 | 5 | 6 |
| | Subtotal | 10-15 | 36 | 35 | 22 | 15 | 11 | 15 | 7 | 7 | 5 | 8 |
| | Helmet used | 16-20 | 54 | 47 | 43 | 37 | 27 | 17 | 25 | 12 | 12 | 18 |
| | Helmet not used | 16-20 | 64 | 71 | 41 | 39 | 22 | 20 | 15 | 16 | 13 | 19 |
| | Helmet use unknown | 16-20 | 115 | 111 | 78 | 64 | 61 | 57 | 49 | 31 | 43 | 38 |
| | Subtotal | 16-20 | 233 | 229 | 162 | 140 | 110 | 94 | 89 | 59 | 68 | 75 |
| | Helmet used | 21-24 | 43 | 38 | 34 | 25 | 26 | 20 | 20 | 14 | 15 | 16 |
| | Helmet not used | 21-24 | 49 | 45 | 47 | 31 | 23 | 33 | 29 | 25 | 23 | 26 |
| | Helmet use unknown | 21-24 | 88 | 84 | 69 | 54 | 69 | 45 | 57 | 40 | 36 | 49 |
| | Subtotal | 21-24 | 180 | 167 | 150 | 110 | 118 | 98 | 106 | 79 | 74 | 91 |
| | Helmet used | 25-34 | 38 | 49 | 40 | 51 | 28 | 33 | 26 | 40 | 20 | 33 |
| | Helmet not used | 25-34 | 109 | 88 | 79 | 53 | 49 | 41 | 33 | 34 | 31 | 29 |
| | Helmet use unknown | 25-34 | 125 | 136 | 102 | 103 | 95 | 79 | 93 | 68 | 47 | 48 |
| | Subtotal | 25-34 | 272 | 273 | 221 | 207 | 172 | 153 | 152 | 142 | 98 | 110 |
| | Helmet used | 35-44 | 33 | 37 | 35 | 28 | 28 | 19 | 17 | 23 | 23 | 24 |
| | Helmet not used | 35-44 | 40 | 45 | 30 | 40 | 35 | 31 | 39 | 51 | 32 | 44 |
| | Helmet use unknown | 35-44 | 62 | 62 | 60 | 58 | 76 | 62 | 77 | 61 | 65 | 66 |
| | Subtotal | 35-44 | 135 | 144 | 125 | 126 | 139 | 112 | 133 | 135 | 120 | 134 |
| | Helmet used | 45-54 | 12 | 14 | 13 | 16 | 24 | 19 | 16 | 13 | 17 | 19 |
| | Helmet not used | 45-54 | 12 | 13 | 11 | 13 | 13 | 15 | 10 | 14 | 18 | 20 |
| | Helmet use unknown | 45-54 | 24 | 28 | 18 | 20 | 29 | 41 | 29 | 43 | 47 | 47 |
| | Subtotal | 45-54 | 48 | 55 | 42 | 49 | 66 | 75 | 55 | 70 | 82 | 86 |
| | Helmet used | 55-64 | 7 | 8 | 4 | 8 | 11 | 4 | 10 | 8 | 5 | 10 |
| | Helmet not used | 55-64 | 7 | 5 | 1 | 2 | 2 | 2 | 7 | 5 | 4 | 10 |
| | Helmet use unknown | 55-64 | 3 | 6 | 8 | 6 | 4 | 10 | 15 | 9 | 13 | 15 |
| | Subtotal | 55-64 | 17 | 19 | 13 | 16 | 17 | 16 | 32 | 22 | 22 | 35 |
| | Helmet used | 65-74 | 1 | 3 | 4 | 2 | 2 | 4 | 1 | 0 | 2 | 0 |
| | Helmet not used | 65-74 | 1 | 4 | 2 | 1 | 1 | 4 | 1 | 1 | 0 | 0 |
| | Helmet use unknown | 65-74 | 5 | 6 | 6 | 3 | 2 | 1 | 2 | 3 | 7 | 5 |
| | Subtotal | 65-74 | 7 | 13 | 12 | 6 | 5 | 9 | 4 | 4 | 9 | 5 |
| | Helmet used | >74 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 0 |
| | Helmet not used | >74 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Helmet use unknown | >74 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| | Subtotal | >74 | 3 | 1 | 1 | 0 | 3 | 0 | 2 | 0 | 5 | 0 |
| | Helmet used | Unknown | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 |
| | Helmet not used | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Helmet use unknown | Unknown | 4 | 5 | 3 | 3 | 0 | 2 | 3 | 4 | 3 | 2 |
| | Subtotal | Unknown | 5 | 6 | 3 | 4 | 0 | 2 | 4 | 4 | 5 | 3 |
| | Helmet used | All | 205 | 208 | 182 | 173 | 155 | 119 | 118 | 112 | 99 | 123 |
| | Helmet not used | All | 286 | 272 | 213 | 180 | 145 | 147 | 136 | 147 | 121 | 148 |
| Helmet use unknown | All | 445 | 462 | 356 | 320 | 341 | 308 | 330 | 263 | 268 | 276 | |
| Total | All | 936 | 942 | 751 | 673 | 641 | 574 | 584 | 522 | 488 | 547 | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | | |
| Maryland | Helmet used | 10-15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Helmet not used | 10-15 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| | Subtotal | 10-15 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 |
| | Helmet used | 16-20 | 3 | 1 | 1 | 5 | 0 | 3 | 4 | 0 | 3 | 5 |
| | Helmet not used | 16-20 | 1 | 3 | 6 | 0 | 0 | 2 | 1 | 1 | 0 | 5 |
| | Helmet use unknown | 16-20 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Subtotal | 16-20 | 5 | 5 | 7 | 6 | 0 | 6 | 5 | 1 | 4 | 10 |
| | Helmet used | 21-24 | 3 | 2 | 3 | 3 | 4 | 5 | 2 | 2 | 2 | 5 |
| | Helmet not used | 21-24 | 4 | 3 | 4 | 7 | 1 | 1 | 3 | 2 | 1 | 0 |
| | Helmet use unknown | 21-24 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 21-24 | 7 | 5 | 7 | 11 | 5 | 6 | 5 | 4 | 3 | 5 |
| | Helmet used | 25-34 | 5 | 6 | 5 | 12 | 9 | 5 | 6 | 8 | 12 | 11 |
| | Helmet not used | 25-34 | 16 | 18 | 10 | 4 | 1 | 1 | 0 | 1 | 2 | 1 |
| | Helmet use unknown | 25-34 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Subtotal | 25-34 | 22 | 25 | 15 | 16 | 10 | 6 | 6 | 9 | 14 | 13 |
| | Helmet used | 35-44 | 1 | 0 | 4 | 4 | 7 | 8 | 6 | 6 | 6 | 6 |
| | Helmet not used | 35-44 | 6 | 3 | 5 | 3 | 1 | 0 | 0 | 1 | 1 | 0 |
| | Helmet use unknown | 35-44 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 35-44 | 7 | 4 | 11 | 7 | 8 | 8 | 6 | 7 | 7 | 6 |
| | Helmet used | 45-54 | 0 | 2 | 3 | 3 | 2 | 0 | 0 | 4 | 1 | 3 |
| | Helmet not used | 45-54 | 0 | 5 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| | Helmet use unknown | 45-54 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 45-54 | 0 | 8 | 7 | 3 | 2 | 0 | 1 | 4 | 1 | 5 |
| | Helmet used | 55-64 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 |
| | Helmet not used | 55-64 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Helmet use unknown | 55-64 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 55-64 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 3 |
| | Helmet used | 65-74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | Helmet not used | 65-74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Helmet use unknown | 65-74 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 65-74 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 |
| | Helmet used | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Helmet not used | >74 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | >74 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Helmet used | All | | 12 | 11 | 16 | 27 | 23 | 21 | 19 | 21 | 26 | 34 |
| Helmet not used | All | | 27 | 32 | 29 | 17 | 3 | 6 | 6 | 5 | 5 | 8 |
| Helmet use unknown | All | | 2 | 4 | 4 | 3 | 0 | 1 | 0 | 0 | 1 | 1 |
| Total | All | | 41 | 47 | 49 | 47 | 26 | 28 | 25 | 26 | 32 | 43 |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.
Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|---------|-------|-------|-------|------|------|------|------|------|------|------|
| INJURED | | | | | | | | | | | | |
| Maryland | Helmet used | 10-15 | 6 | 7 | 4 | 4 | 3 | 6 | 2 | 7 | 2 | 2 |
| | Helmet not used | 10-15 | 15 | 30 | 20 | 14 | 21 | 9 | 6 | 8 | 11 | 10 |
| | Helmet use unknown | 10-15 | 1 | 2 | 5 | 0 | 1 | 2 | 3 | 2 | 1 | 2 |
| | Subtotal | 10-15 | 22 | 39 | 29 | 18 | 25 | 17 | 11 | 17 | 14 | 14 |
| | Helmet used | 16-20 | 92 | 95 | 78 | 67 | 63 | 50 | 27 | 42 | 38 | 39 |
| | Helmet not used | 16-20 | 151 | 167 | 81 | 48 | 36 | 39 | 28 | 26 | 29 | 27 |
| | Helmet use unknown | 16-20 | 18 | 19 | 21 | 54 | 16 | 11 | 12 | 8 | 5 | 10 |
| | Subtotal | 16-20 | 261 | 281 | 180 | 169 | 115 | 100 | 67 | 76 | 72 | 76 |
| | Helmet used | 21-24 | 106 | 113 | 101 | 126 | 138 | 112 | 76 | 63 | 62 | 70 |
| | Helmet not used | 21-24 | 162 | 139 | 107 | 40 | 29 | 28 | 25 | 17 | 24 | 25 |
| | Helmet use unknown | 21-24 | 29 | 29 | 20 | 62 | 10 | 15 | 14 | 8 | 13 | 7 |
| | Subtotal | 21-24 | 297 | 281 | 228 | 228 | 177 | 155 | 115 | 88 | 99 | 102 |
| | Helmet used | 25-34 | 146 | 134 | 152 | 203 | 229 | 212 | 161 | 149 | 184 | 205 |
| | Helmet not used | 25-34 | 298 | 312 | 229 | 61 | 53 | 39 | 38 | 43 | 47 | 47 |
| | Helmet use unknown | 25-34 | 47 | 44 | 38 | 165 | 26 | 28 | 29 | 34 | 20 | 22 |
| | Subtotal | 25-34 | 491 | 490 | 419 | 429 | 308 | 279 | 228 | 226 | 251 | 274 |
| | Helmet used | 35-44 | 72 | 84 | 67 | 102 | 131 | 131 | 109 | 119 | 134 | 147 |
| | Helmet not used | 35-44 | 106 | 121 | 82 | 35 | 29 | 22 | 27 | 25 | 30 | 41 |
| | Helmet use unknown | 35-44 | 15 | 15 | 15 | 74 | 15 | 12 | 22 | 18 | 12 | 11 |
| | Subtotal | 35-44 | 193 | 220 | 164 | 211 | 175 | 165 | 158 | 162 | 176 | 199 |
| | Helmet used | 45-54 | 29 | 30 | 30 | 52 | 49 | 48 | 69 | 57 | 81 | 85 |
| | Helmet not used | 45-54 | 46 | 39 | 33 | 10 | 10 | 10 | 8 | 17 | 14 | 17 |
| | Helmet use unknown | 45-54 | 4 | 9 | 9 | 51 | 4 | 5 | 9 | 10 | 3 | 9 |
| | Subtotal | 45-54 | 79 | 78 | 72 | 113 | 63 | 63 | 86 | 84 | 98 | 111 |
| | Helmet used | 55-64 | 13 | 10 | 8 | 19 | 22 | 20 | 10 | 29 | 21 | 22 |
| | Helmet not used | 55-64 | 14 | 9 | 11 | 5 | 3 | 7 | 3 | 2 | 5 | 2 |
| | Helmet use unknown | 55-64 | 2 | 6 | 3 | 26 | 1 | 2 | 4 | 5 | 2 | 3 |
| | Subtotal | 55-64 | 29 | 25 | 22 | 50 | 26 | 29 | 17 | 36 | 28 | 27 |
| | Helmet used | 65-74 | 0 | 0 | 3 | 7 | 5 | 5 | 5 | 9 | 9 | 6 |
| | Helmet not used | 65-74 | 3 | 7 | 2 | 6 | 6 | 2 | 8 | 2 | 2 | 1 |
| | Helmet use unknown | 65-74 | 1 | 1 | 2 | 21 | 1 | 1 | 1 | 2 | 1 | 1 |
| | Subtotal | 65-74 | 4 | 8 | 7 | 34 | 12 | 8 | 14 | 13 | 12 | 8 |
| | Helmet used | >74 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | Helmet not used | >74 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | >74 | 1 | 0 | 0 | 15 | 0 | 0 | 1 | 1 | 0 | 0 |
| | Subtotal | >74 | 4 | 2 | 2 | 17 | 0 | 1 | 1 | 1 | 1 | 0 |
| | Helmet used | Unknown | 3 | 2 | 3 | 8 | 11 | 2 | 6 | 4 | 3 | 4 |
| | Helmet not used | Unknown | 7 | 3 | 2 | 6 | 6 | 4 | 7 | 6 | 1 | 4 |
| | Helmet use unknown | Unknown | 0 | 0 | 1 | 10 | 4 | 3 | 6 | 7 | 5 | 6 |
| | Subtotal | Unknown | 10 | 5 | 6 | 24 | 21 | 9 | 19 | 17 | 9 | 14 |
| | Helmet used | All | 468 | 475 | 446 | 588 | 651 | 587 | 465 | 479 | 535 | 580 |
| | Helmet not used | All | 804 | 829 | 569 | 227 | 193 | 160 | 150 | 146 | 163 | 174 |
| Helmet use unknown | All | 118 | 125 | 114 | 478 | 78 | 79 | 101 | 95 | 62 | 71 | |
| Total | All | 1,390 | 1,429 | 1,129 | 1,293 | 922 | 826 | 716 | 720 | 760 | 825 | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------|--------------------|---------|--------|------|------|------|------|------|------|------|------|------|
| | | | KILLED | | | | | | | | | |
| Michigan | Helmet used | 10-15 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| | Helmet not used | 10-15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 10-15 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Subtotal | 10-15 | 1 | 2 | 1 | 2 | 0 | 1 | 0 | 1 | 1 | 1 |
| | Helmet used | 16-20 | 10 | 8 | 1 | 2 | 7 | 5 | 3 | 3 | 3 | 2 |
| | Helmet not used | 16-20 | 2 | 1 | 1 | 0 | 1 | 1 | 2 | 1 | 0 | 0 |
| | Helmet use unknown | 16-20 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 2 | 0 | 1 |
| | Subtotal | 16-20 | 12 | 9 | 4 | 4 | 10 | 7 | 5 | 6 | 3 | 3 |
| | Helmet used | 21-24 | 10 | 14 | 5 | 6 | 6 | 16 | 9 | 8 | 3 | 6 |
| | Helmet not used | 21-24 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 |
| | Helmet use unknown | 21-24 | 0 | 2 | 3 | 3 | 6 | 4 | 0 | 1 | 1 | 3 |
| | Subtotal | 21-24 | 13 | 17 | 8 | 9 | 12 | 21 | 9 | 11 | 5 | 9 |
| | Helmet used | 25-34 | 17 | 16 | 5 | 9 | 12 | 9 | 19 | 11 | 13 | 14 |
| | Helmet not used | 25-34 | 3 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 |
| | Helmet use unknown | 25-34 | 1 | 3 | 4 | 7 | 3 | 7 | 1 | 7 | 4 | 6 |
| | Subtotal | 25-34 | 21 | 22 | 9 | 16 | 16 | 17 | 20 | 18 | 19 | 22 |
| | Helmet used | 35-44 | 17 | 13 | 6 | 6 | 10 | 10 | 8 | 4 | 8 | 20 |
| | Helmet not used | 35-44 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 1 |
| | Helmet use unknown | 35-44 | 0 | 1 | 5 | 3 | 6 | 1 | 1 | 5 | 1 | 5 |
| | Subtotal | 35-44 | 18 | 14 | 11 | 12 | 16 | 11 | 9 | 10 | 10 | 26 |
| | Helmet used | 45-54 | 4 | 8 | 1 | 3 | 3 | 10 | 6 | 4 | 4 | 6 |
| | Helmet not used | 45-54 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| | Helmet use unknown | 45-54 | 0 | 1 | 0 | 2 | 2 | 3 | 0 | 1 | 1 | 2 |
| | Subtotal | 45-54 | 4 | 12 | 1 | 5 | 5 | 13 | 6 | 6 | 6 | 8 |
| | Helmet used | 55-64 | 6 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 4 | 3 |
| | Helmet not used | 55-64 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 55-64 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 0 |
| | Subtotal | 55-64 | 6 | 0 | 2 | 1 | 3 | 3 | 1 | 1 | 5 | 3 |
| | Helmet used | 65-74 | 1 | 0 | 2 | 0 | 1 | 1 | 1 | 2 | 0 | 1 |
| | Helmet not used | 65-74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | Helmet use unknown | 65-74 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| | Subtotal | 65-74 | 1 | 0 | 2 | 0 | 2 | 1 | 1 | 4 | 0 | 3 |
| | Helmet used | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Helmet not used | >74 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | >74 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Helmet used | Unknown | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | Unknown | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 2 | 0 | 2 |
| | Subtotal | Unknown | 1 | 0 | 0 | 2 | 0 | 1 | 3 | 2 | 0 | 2 |
| | Helmet used | All | 66 | 61 | 20 | 27 | 40 | 54 | 47 | 32 | 36 | 54 |
| | Helmet not used | All | 11 | 8 | 2 | 4 | 2 | 3 | 2 | 6 | 5 | 4 |
| | Helmet use unknown | All | 1 | 7 | 16 | 20 | 22 | 18 | 5 | 21 | 8 | 20 |
| | Total | All | 78 | 76 | 38 | 51 | 64 | 75 | 54 | 59 | 49 | 78 |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURED | | | | | | | | | | | | |
| Michigan | Helmet used | 10-15 | 104 | 121 | 60 | 82 | 71 | 61 | 62 | 48 | 54 | 42 |
| | Helmet not used | 10-15 | 100 | 76 | 16 | 18 | 22 | 11 | 12 | 21 | 11 | 13 |
| | Helmet use unknown | 10-15 | 11 | 9 | 57 | 77 | 59 | 54 | 30 | 18 | 23 | 25 |
| | Subtotal | 10-15 | 215 | 206 | 133 | 177 | 152 | 126 | 104 | 87 | 88 | 80 |
| | Helmet used | 16-20 | 393 | 287 | 146 | 215 | 248 | 185 | 140 | 144 | 173 | 134 |
| | Helmet not used | 16-20 | 163 | 163 | 27 | 19 | 22 | 20 | 22 | 13 | 17 | 11 |
| | Helmet use unknown | 16-20 | 23 | 15 | 104 | 129 | 117 | 114 | 74 | 62 | 59 | 57 |
| | Subtotal | 16-20 | 579 | 465 | 277 | 363 | 387 | 319 | 236 | 219 | 249 | 202 |
| | Helmet used | 21-24 | 310 | 265 | 156 | 224 | 256 | 188 | 210 | 173 | 182 | 173 |
| | Helmet not used | 21-24 | 123 | 118 | 13 | 15 | 9 | 12 | 15 | 13 | 6 | 10 |
| | Helmet use unknown | 21-24 | 15 | 23 | 104 | 139 | 118 | 112 | 81 | 67 | 91 | 74 |
| | Subtotal | 21-24 | 448 | 406 | 273 | 378 | 383 | 312 | 306 | 253 | 279 | 257 |
| | Helmet used | 25-34 | 539 | 517 | 255 | 344 | 364 | 348 | 321 | 299 | 321 | 324 |
| | Helmet not used | 25-34 | 211 | 188 | 21 | 32 | 24 | 13 | 15 | 11 | 17 | 13 |
| | Helmet use unknown | 25-34 | 31 | 20 | 180 | 231 | 202 | 183 | 152 | 152 | 160 | 154 |
| | Subtotal | 25-34 | 781 | 725 | 456 | 607 | 590 | 544 | 488 | 462 | 498 | 491 |
| | Helmet used | 35-44 | 365 | 357 | 170 | 270 | 326 | 265 | 298 | 288 | 344 | 312 |
| | Helmet not used | 35-44 | 129 | 133 | 12 | 14 | 18 | 16 | 19 | 16 | 24 | 10 |
| | Helmet use unknown | 35-44 | 14 | 21 | 133 | 148 | 156 | 143 | 141 | 117 | 158 | 155 |
| | Subtotal | 35-44 | 508 | 511 | 315 | 432 | 500 | 424 | 458 | 421 | 526 | 477 |
| | Helmet used | 45-54 | 122 | 149 | 79 | 119 | 132 | 156 | 151 | 208 | 251 | 293 |
| | Helmet not used | 45-54 | 56 | 61 | 6 | 5 | 5 | 5 | 8 | 2 | 8 | 9 |
| | Helmet use unknown | 45-54 | 10 | 4 | 51 | 87 | 74 | 71 | 66 | 80 | 88 | 97 |
| | Subtotal | 45-54 | 188 | 214 | 136 | 211 | 211 | 232 | 225 | 290 | 347 | 399 |
| | Helmet used | 55-64 | 39 | 35 | 14 | 34 | 40 | 32 | 42 | 52 | 74 | 101 |
| | Helmet not used | 55-64 | 24 | 17 | 5 | 2 | 0 | 5 | 2 | 4 | 2 | 3 |
| | Helmet use unknown | 55-64 | 0 | 3 | 17 | 20 | 15 | 17 | 22 | 15 | 33 | 29 |
| | Subtotal | 55-64 | 63 | 55 | 36 | 56 | 55 | 54 | 66 | 71 | 109 | 133 |
| | Helmet used | 65-74 | 12 | 8 | 4 | 9 | 11 | 8 | 8 | 11 | 15 | 14 |
| | Helmet not used | 65-74 | 9 | 10 | 2 | 1 | 0 | 3 | 2 | 1 | 5 | 1 |
| | Helmet use unknown | 65-74 | 2 | 0 | 6 | 6 | 7 | 5 | 8 | 4 | 8 | 10 |
| | Subtotal | 65-74 | 23 | 18 | 12 | 16 | 18 | 16 | 18 | 16 | 28 | 25 |
| | Helmet used | >74 | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 2 | 2 | 3 |
| | Helmet not used | >74 | 4 | 2 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 |
| | Helmet use unknown | >74 | 0 | 0 | 2 | 7 | 1 | 0 | 3 | 1 | 3 | 0 |
| | Subtotal | >74 | 6 | 3 | 4 | 8 | 3 | 3 | 5 | 4 | 6 | 3 |
| | Helmet used | Unknown | 28 | 26 | 27 | 1 | 2 | 5 | 5 | 5 | 6 | 8 |
| | Helmet not used | Unknown | 13 | 11 | 4 | 3 | 2 | 5 | 0 | 0 | 2 | 1 |
| | Helmet use unknown | Unknown | 3 | 4 | 59 | 111 | 91 | 68 | 64 | 55 | 83 | 59 |
| | Subtotal | Unknown | 44 | 41 | 90 | 115 | 95 | 78 | 69 | 60 | 91 | 68 |
| | Helmet used | All | 1,914 | 1,766 | 913 | 1,299 | 1,452 | 1,249 | 1,238 | 1,230 | 1,422 | 1,404 |
| | Helmet not used | All | 832 | 779 | 106 | 109 | 102 | 92 | 96 | 82 | 93 | 71 |
| Helmet use unknown | All | 109 | 99 | 713 | 955 | 840 | 767 | 641 | 571 | 706 | 660 | |
| Total | All | 2,855 | 2,644 | 1,732 | 2,363 | 2,394 | 2,108 | 1,975 | 1,883 | 2,221 | 2,135 | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | | |
| Missouri | Helmet used | 10-15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| | Helmet not used | 10-15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Subtotal | 10-15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 |
| | Helmet used | 16-20 | 6 | 7 | 4 | 3 | 6 | 1 | 3 | 2 | 1 | 2 |
| | Helmet not used | 16-20 | 0 | 3 | 2 | 2 | 1 | 1 | 0 | 1 | 1 | 2 |
| | Subtotal | 16-20 | 6 | 10 | 6 | 5 | 7 | 2 | 3 | 3 | 2 | 4 |
| | Helmet used | 21-24 | 9 | 6 | 5 | 2 | 6 | 6 | 4 | 3 | 1 | 4 |
| | Helmet not used | 21-24 | 0 | 2 | 2 | 2 | 1 | 1 | 2 | 0 | 0 | 0 |
| | Helmet use unknown | 21-24 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 21-24 | 9 | 8 | 7 | 4 | 8 | 7 | 6 | 3 | 1 | 4 |
| | Helmet used | 25-34 | 9 | 6 | 10 | 8 | 5 | 12 | 8 | 10 | 5 | 4 |
| | Helmet not used | 25-34 | 2 | 0 | 1 | 3 | 1 | 1 | 0 | 1 | 0 | 0 |
| | Helmet use unknown | 25-34 | 2 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 4 | 1 |
| | Subtotal | 25-34 | 13 | 6 | 12 | 12 | 7 | 14 | 10 | 11 | 9 | 5 |
| | Helmet used | 35-44 | 7 | 4 | 12 | 1 | 8 | 9 | 7 | 9 | 5 | 5 |
| | Helmet not used | 35-44 | 2 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 |
| | Helmet use unknown | 35-44 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 |
| | Subtotal | 35-44 | 10 | 5 | 12 | 3 | 8 | 10 | 10 | 9 | 6 | 7 |
| | Helmet used | 45-54 | 1 | 3 | 3 | 1 | 3 | 1 | 3 | 5 | 2 | 9 |
| | Helmet not used | 45-54 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 45-54 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 45-54 | 1 | 5 | 4 | 1 | 3 | 1 | 3 | 5 | 2 | 9 |
| | Helmet used | 55-64 | 3 | 2 | 2 | 0 | 1 | 0 | 0 | 2 | 1 | 4 |
| | Helmet not used | 55-64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 55-64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Subtotal | 55-64 | 3 | 2 | 2 | 0 | 1 | 0 | 0 | 2 | 2 | 4 |
| | Helmet used | 65-74 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 0 |
| | Helmet not used | 65-74 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 65-74 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 3 | 0 |
| | Helmet used | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Helmet not used | >74 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | >74 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Helmet used | All | | 36 | 28 | 36 | 15 | 30 | 30 | 26 | 32 | 19 | 29 |
| Helmet not used | All | | 4 | 8 | 6 | 8 | 4 | 5 | 4 | 2 | 3 | 3 |
| Helmet use unknown | All | | 3 | 1 | 1 | 3 | 2 | 1 | 3 | 0 | 5 | 2 |
| Total | All | | 43 | 37 | 43 | 26 | 36 | 36 | 33 | 34 | 27 | 34 |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.
Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|---------|-------|-------|------|-------|------|------|------|------|------|------|
| INJURED | | | | | | | | | | | | |
| Missouri | Helmet used | 10-15 | 9 | 10 | 11 | 5 | 8 | 5 | 10 | 6 | 6 | 6 |
| | Helmet not used | 10-15 | 12 | 13 | 15 | 3 | 11 | 4 | 2 | 7 | 7 | 7 |
| | Helmet use unknown | 10-15 | 6 | 4 | 6 | 4 | 2 | 3 | 2 | 2 | 2 | 4 |
| | Subtotal | 10-15 | 27 | 27 | 32 | 12 | 21 | 12 | 14 | 15 | 15 | 17 |
| | Helmet used | 16-20 | 216 | 160 | 166 | 151 | 124 | 100 | 80 | 80 | 67 | 72 |
| | Helmet not used | 16-20 | 25 | 16 | 18 | 9 | 16 | 6 | 10 | 12 | 19 | 13 |
| | Helmet use unknown | 16-20 | 58 | 51 | 32 | 24 | 30 | 19 | 21 | 31 | 17 | 11 |
| | Subtotal | 16-20 | 299 | 227 | 216 | 184 | 170 | 125 | 111 | 123 | 103 | 96 |
| | Helmet used | 21-24 | 178 | 139 | 167 | 132 | 134 | 91 | 110 | 80 | 71 | 90 |
| | Helmet not used | 21-24 | 11 | 6 | 13 | 8 | 10 | 11 | 8 | 12 | 5 | 8 |
| | Helmet use unknown | 21-24 | 47 | 46 | 33 | 32 | 31 | 31 | 17 | 31 | 21 | 18 |
| | Subtotal | 21-24 | 236 | 191 | 213 | 172 | 175 | 133 | 135 | 123 | 97 | 116 |
| | Helmet used | 25-34 | 329 | 280 | 247 | 221 | 198 | 191 | 166 | 171 | 161 | 172 |
| | Helmet not used | 25-34 | 26 | 15 | 26 | 10 | 24 | 12 | 8 | 10 | 19 | 19 |
| | Helmet use unknown | 25-34 | 94 | 79 | 58 | 47 | 50 | 40 | 39 | 51 | 31 | 55 |
| | Subtotal | 25-34 | 449 | 374 | 331 | 278 | 272 | 243 | 213 | 232 | 211 | 246 |
| | Helmet used | 35-44 | 142 | 197 | 152 | 148 | 178 | 168 | 179 | 158 | 161 | 175 |
| | Helmet not used | 35-44 | 6 | 9 | 3 | 7 | 13 | 10 | 6 | 10 | 4 | 10 |
| | Helmet use unknown | 35-44 | 39 | 41 | 39 | 27 | 26 | 23 | 34 | 42 | 34 | 42 |
| | Subtotal | 35-44 | 187 | 247 | 194 | 182 | 217 | 201 | 219 | 210 | 199 | 227 |
| | Helmet used | 45-54 | 59 | 62 | 53 | 54 | 75 | 85 | 74 | 106 | 113 | 148 |
| | Helmet not used | 45-54 | 3 | 4 | 3 | 2 | 8 | 4 | 2 | 1 | 5 | 1 |
| | Helmet use unknown | 45-54 | 9 | 14 | 16 | 13 | 19 | 18 | 20 | 23 | 23 | 28 |
| | Subtotal | 45-54 | 71 | 80 | 72 | 69 | 102 | 107 | 96 | 130 | 141 | 177 |
| | Helmet used | 55-64 | 24 | 18 | 17 | 25 | 22 | 27 | 42 | 26 | 34 | 55 |
| | Helmet not used | 55-64 | 0 | 0 | 0 | 1 | 1 | 0 | 4 | 1 | 1 | 2 |
| | Helmet use unknown | 55-64 | 2 | 5 | 8 | 8 | 5 | 4 | 10 | 8 | 8 | 13 |
| | Subtotal | 55-64 | 26 | 23 | 25 | 34 | 28 | 31 | 56 | 35 | 43 | 70 |
| | Helmet used | 65-74 | 3 | 9 | 11 | 8 | 11 | 5 | 8 | 9 | 7 | 14 |
| | Helmet not used | 65-74 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 1 | 1 | 1 |
| | Helmet use unknown | 65-74 | 1 | 2 | 3 | 1 | 2 | 2 | 2 | 8 | 2 | 6 |
| | Subtotal | 65-74 | 4 | 11 | 14 | 12 | 13 | 8 | 11 | 18 | 10 | 21 |
| | Helmet used | >74 | 1 | 2 | 2 | 2 | 2 | 2 | 3 | 1 | 1 | 4 |
| | Helmet not used | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | >74 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 2 | 2 |
| | Subtotal | >74 | 1 | 2 | 3 | 2 | 3 | 2 | 3 | 4 | 3 | 6 |
| | Helmet used | Unknown | 4 | 7 | 6 | 5 | 6 | 5 | 7 | 5 | 3 | 1 |
| | Helmet not used | Unknown | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 |
| | Helmet use unknown | Unknown | 3 | 4 | 1 | 8 | 7 | 3 | 9 | 1 | 2 | 5 |
| | Subtotal | Unknown | 7 | 11 | 8 | 14 | 13 | 10 | 16 | 7 | 6 | 6 |
| | Helmet used | All | 965 | 884 | 832 | 751 | 758 | 679 | 679 | 642 | 624 | 737 |
| | Helmet not used | All | 83 | 63 | 79 | 44 | 83 | 50 | 41 | 55 | 62 | 61 |
| Helmet use unknown | All | 259 | 246 | 197 | 164 | 173 | 143 | 154 | 200 | 142 | 184 | |
| Total | All | 1,307 | 1,193 | 1,108 | 959 | 1,014 | 872 | 874 | 897 | 828 | 982 | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|------------|-----------------|-------|--------|------|------|------|------|------|------|------|------|------|
| | | | KILLED | | | | | | | | | |
| New Mexico | Helmet used | 10-15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet not used | 10-15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Subtotal | 10-15 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Helmet used | 16-20 | 3 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 |
| | Helmet not used | 16-20 | 3 | 5 | 2 | 5 | 1 | 3 | 3 | 1 | 1 | 1 |
| | Subtotal | 16-20 | 6 | 6 | 2 | 6 | 1 | 5 | 4 | 1 | 1 | 1 |
| | Helmet used | 21-24 | 1 | 0 | 4 | 0 | 0 | 3 | 0 | 1 | 0 | 0 |
| | Helmet not used | 21-24 | 3 | 5 | 2 | 3 | 6 | 2 | 1 | 2 | 4 | 0 |
| | Subtotal | 21-24 | 4 | 5 | 6 | 3 | 6 | 5 | 1 | 3 | 4 | 0 |
| | Helmet used | 25-34 | 1 | 0 | 2 | 0 | 2 | 2 | 1 | 0 | 0 | 1 |
| | Helmet not used | 25-34 | 12 | 6 | 10 | 8 | 2 | 9 | 3 | 6 | 2 | 6 |
| | Subtotal | 25-34 | 13 | 6 | 12 | 8 | 4 | 11 | 4 | 6 | 2 | 7 |
| | Helmet used | 35-44 | 0 | 5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 2 |
| | Helmet not used | 35-44 | 8 | 9 | 4 | 1 | 4 | 5 | 8 | 8 | 5 | 1 |
| | Subtotal | 35-44 | 8 | 14 | 4 | 2 | 5 | 6 | 8 | 9 | 6 | 3 |
| | Helmet used | 45-54 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 1 |
| | Helmet not used | 45-54 | 2 | 3 | 0 | 3 | 1 | 2 | 2 | 3 | 2 | 4 |
| | Subtotal | 45-54 | 2 | 4 | 0 | 5 | 2 | 2 | 2 | 3 | 3 | 5 |
| | Helmet used | 55-64 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| | Helmet not used | 55-64 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 |
| | Subtotal | 55-64 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 2 |
| | Helmet used | 65-74 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet not used | 65-74 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| | Subtotal | 65-74 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| | Helmet used | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Helmet not used | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | Subtotal | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 |
| | Helmet used | All | 5 | 7 | 8 | 5 | 5 | 8 | 2 | 2 | 3 | 5 |
| | Helmet not used | All | 30 | 28 | 19 | 22 | 15 | 22 | 21 | 21 | 14 | 14 |
| | Total | All | 35 | 35 | 27 | 27 | 20 | 30 | 23 | 23 | 17 | 19 |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|------|------|------|------|------|------|------|------|------|------|
| INJURED | | | | | | | | | | | | |
| New Mexico | Helmet used | 10-15 | 19 | 18 | 18 | 7 | 14 | 18 | 13 | 22 | 12 | 8 |
| | Helmet not used | 10-15 | 24 | 29 | 28 | 38 | 25 | 23 | 23 | 24 | 15 | 19 |
| | Subtotal | 10-15 | 43 | 47 | 46 | 45 | 39 | 41 | 36 | 46 | 27 | 27 |
| | Helmet used | 16-20 | 62 | 62 | 59 | 60 | 64 | 49 | 40 | 40 | 29 | 15 |
| | Helmet not used | 16-20 | 109 | 115 | 114 | 113 | 93 | 86 | 66 | 50 | 61 | 33 |
| | Helmet use unknown | 16-20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 16-20 | 171 | 178 | 173 | 173 | 157 | 135 | 106 | 90 | 90 | 48 |
| | Helmet used | 21-24 | 57 | 53 | 56 | 48 | 66 | 44 | 29 | 26 | 21 | 19 |
| | Helmet not used | 21-24 | 87 | 92 | 97 | 97 | 101 | 90 | 58 | 43 | 48 | 32 |
| | Helmet use unknown | 21-24 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 21-24 | 144 | 145 | 153 | 146 | 167 | 134 | 87 | 69 | 69 | 51 |
| | Helmet used | 25-34 | 86 | 69 | 83 | 50 | 76 | 63 | 65 | 53 | 50 | 33 |
| | Helmet not used | 25-34 | 214 | 187 | 196 | 173 | 142 | 139 | 130 | 98 | 97 | 79 |
| | Helmet use unknown | 25-34 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Subtotal | 25-34 | 302 | 257 | 279 | 223 | 218 | 202 | 196 | 151 | 147 | 112 |
| | Helmet used | 35-44 | 41 | 41 | 37 | 39 | 40 | 43 | 32 | 36 | 42 | 32 |
| | Helmet not used | 35-44 | 96 | 102 | 91 | 103 | 101 | 97 | 93 | 94 | 105 | 83 |
| | Helmet use unknown | 35-44 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 |
| | Subtotal | 35-44 | 139 | 143 | 128 | 142 | 141 | 140 | 127 | 131 | 147 | 116 |
| | Helmet used | 45-54 | 19 | 21 | 23 | 31 | 29 | 40 | 26 | 42 | 30 | 25 |
| | Helmet not used | 45-54 | 28 | 26 | 28 | 43 | 33 | 45 | 42 | 48 | 44 | 49 |
| | Helmet use unknown | 45-54 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| | Subtotal | 45-54 | 47 | 47 | 51 | 74 | 62 | 85 | 69 | 90 | 74 | 75 |
| | Helmet used | 55-64 | 10 | 12 | 12 | 17 | 8 | 15 | 11 | 10 | 11 | 19 |
| | Helmet not used | 55-64 | 11 | 8 | 3 | 12 | 8 | 22 | 10 | 10 | 12 | 19 |
| | Helmet use unknown | 55-64 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Subtotal | 55-64 | 21 | 20 | 15 | 29 | 16 | 37 | 22 | 20 | 23 | 38 |
| | Helmet used | 65-74 | 2 | 5 | 5 | 6 | 4 | 3 | 3 | 3 | 0 | 5 |
| | Helmet not used | 65-74 | 4 | 1 | 1 | 4 | 5 | 3 | 8 | 4 | 6 | 2 |
| | Subtotal | 65-74 | 6 | 6 | 6 | 10 | 9 | 6 | 11 | 7 | 6 | 7 |
| | Helmet used | >74 | 0 | 1 | 2 | 2 | 3 | 1 | 0 | 1 | 0 | 2 |
| | Helmet not used | >74 | 2 | 0 | 1 | 1 | 2 | 1 | 3 | 1 | 1 | 0 |
| Subtotal | >74 | 2 | 1 | 3 | 3 | 5 | 2 | 3 | 2 | 1 | 2 | |
| Helmet used | Unknown | 1 | 1 | 2 | 2 | 2 | 1 | 2 | 1 | 2 | 1 | |
| Helmet not used | Unknown | 2 | 6 | 4 | 8 | 0 | 4 | 6 | 6 | 3 | 7 | |
| Helmet use unknown | Unknown | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | Unknown | 5 | 7 | 6 | 10 | 2 | 5 | 8 | 7 | 5 | 8 | |
| Helmet used | All | | 297 | 283 | 297 | 262 | 306 | 277 | 221 | 234 | 197 | 159 |
| Helmet not used | All | | 577 | 566 | 563 | 592 | 510 | 510 | 439 | 378 | 392 | 323 |
| Helmet use unknown | All | | 6 | 2 | 0 | 1 | 0 | 0 | 5 | 1 | 0 | 2 |
| Total | All | | 880 | 851 | 860 | 855 | 816 | 787 | 665 | 613 | 589 | 484 |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | | |
| North Carolina | Helmet used | 10-15 | * | * | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| | Helmet not used | 10-15 | * | * | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 0 |
| | Subtotal | 10-15 | * | * | 1 | 2 | 2 | 1 | 1 | 2 | 1 | 0 |
| | Helmet used | 16-20 | * | * | 6 | 8 | 11 | 4 | 4 | 5 | 7 | 5 |
| | Helmet not used | 16-20 | * | * | 3 | 2 | 3 | 1 | 4 | 4 | 2 | 2 |
| | Helmet use unknown | 16-20 | * | * | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| | Subtotal | 16-20 | * | * | 9 | 10 | 15 | 6 | 8 | 9 | 9 | 9 |
| | Helmet used | 21-24 | * | * | 13 | 17 | 11 | 14 | 11 | 7 | 12 | 12 |
| | Helmet not used | 21-24 | * | * | 2 | 2 | 3 | 2 | 2 | 1 | 1 | 1 |
| | Helmet use unknown | 21-24 | * | * | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| | Subtotal | 21-24 | * | * | 18 | 19 | 14 | 17 | 13 | 8 | 13 | 15 |
| | Helmet used | 25-34 | * | * | 9 | 20 | 10 | 18 | 18 | 16 | 25 | 23 |
| | Helmet not used | 25-34 | * | * | 7 | 2 | 5 | 6 | 5 | 4 | 6 | 5 |
| | Helmet use unknown | 25-34 | * | * | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 2 |
| | Subtotal | 25-34 | * | * | 16 | 25 | 15 | 26 | 23 | 20 | 31 | 30 |
| | Helmet used | 35-44 | * | * | 8 | 13 | 4 | 6 | 6 | 7 | 12 | 18 |
| | Helmet not used | 35-44 | * | * | 1 | 2 | 3 | 4 | 0 | 1 | 2 | 1 |
| | Helmet use unknown | 35-44 | * | * | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| | Subtotal | 35-44 | * | * | 10 | 15 | 7 | 11 | 6 | 9 | 14 | 21 |
| | Helmet used | 45-54 | * | * | 2 | 7 | 3 | 8 | 10 | 5 | 6 | 10 |
| | Helmet not used | 45-54 | * | * | 0 | 2 | 0 | 0 | 1 | 2 | 3 | 5 |
| | Subtotal | 45-54 | * | * | 2 | 9 | 3 | 8 | 11 | 7 | 9 | 15 |
| | Helmet used | 55-64 | * | * | 2 | 4 | 0 | 1 | 3 | 5 | 2 | 7 |
| | Helmet not used | 55-64 | * | * | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| | Helmet use unknown | 55-64 | * | * | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| | Subtotal | 55-64 | * | * | 2 | 5 | 0 | 3 | 4 | 5 | 2 | 7 |
| | Helmet used | 65-74 | * | * | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 3 |
| | Helmet not used | 65-74 | * | * | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 65-74 | * | * | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 3 |
| | Helmet used | >74 | * | * | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Helmet not used | >74 | * | * | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | |
| Subtotal | >74 | * | * | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | |
| Helmet used | All | * | * | 41 | 69 | 40 | 51 | 53 | 47 | 64 | 78 | |
| Helmet not used | All | * | * | 14 | 14 | 15 | 14 | 14 | 13 | 16 | 14 | |
| Helmet use unknown | All | * | * | 4 | 3 | 1 | 7 | 0 | 1 | 0 | 8 | |
| Total | All | * | * | 59 | 86 | 56 | 72 | 67 | 61 | 80 | 100 | |

*Data not available.

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| INJURED | | | | | | | | | | | | |
| North Carolina | Helmet used | 10-15 | * | * | 15 | 16 | 24 | 13 | 8 | 13 | 8 | 12 |
| | Helmet not used | 10-15 | * | * | 32 | 23 | 26 | 20 | 10 | 5 | 6 | 5 |
| | Helmet use unknown | 10-15 | * | * | 1 | 2 | 3 | 1 | 1 | 2 | 1 | 1 |
| | Subtotal | 10-15 | * | * | 48 | 41 | 53 | 34 | 19 | 20 | 15 | 18 |
| | Helmet used | 16-20 | * | * | 237 | 297 | 244 | 215 | 195 | 180 | 184 | 184 |
| | Helmet not used | 16-20 | * | * | 65 | 76 | 46 | 53 | 62 | 56 | 68 | 46 |
| | Helmet use unknown | 16-20 | * | * | 17 | 17 | 12 | 24 | 11 | 15 | 15 | 17 |
| | Subtotal | 16-20 | * | * | 319 | 390 | 302 | 292 | 268 | 251 | 267 | 247 |
| | Helmet used | 21-24 | * | * | 345 | 368 | 380 | 342 | 290 | 274 | 294 | 273 |
| | Helmet not used | 21-24 | * | * | 77 | 64 | 76 | 53 | 51 | 47 | 48 | 51 |
| | Helmet use unknown | 21-24 | * | * | 16 | 25 | 26 | 33 | 19 | 17 | 15 | 23 |
| | Subtotal | 21-24 | * | * | 438 | 457 | 482 | 428 | 360 | 338 | 357 | 347 |
| | Helmet used | 25-34 | * | * | 400 | 473 | 463 | 456 | 493 | 463 | 538 | 530 |
| | Helmet not used | 25-34 | * | * | 99 | 93 | 78 | 96 | 90 | 80 | 101 | 104 |
| | Helmet use unknown | 25-34 | * | * | 29 | 45 | 26 | 32 | 40 | 24 | 32 | 49 |
| | Subtotal | 25-34 | * | * | 528 | 611 | 567 | 584 | 623 | 567 | 671 | 683 |
| | Helmet used | 35-44 | * | * | 236 | 260 | 282 | 265 | 288 | 307 | 351 | 400 |
| | Helmet not used | 35-44 | * | * | 29 | 47 | 42 | 40 | 41 | 47 | 59 | 58 |
| | Helmet use unknown | 35-44 | * | * | 26 | 21 | 15 | 21 | 19 | 27 | 23 | 35 |
| | Subtotal | 35-44 | * | * | 291 | 328 | 339 | 326 | 348 | 381 | 433 | 493 |
| | Helmet used | 45-54 | * | * | 95 | 105 | 137 | 138 | 155 | 171 | 187 | 244 |
| | Helmet not used | 45-54 | * | * | 9 | 14 | 9 | 20 | 21 | 29 | 26 | 30 |
| | Helmet use unknown | 45-54 | * | * | 5 | 5 | 2 | 17 | 10 | 16 | 13 | 23 |
| | Subtotal | 45-54 | * | * | 109 | 124 | 148 | 175 | 186 | 216 | 226 | 297 |
| | Helmet used | 55-64 | * | * | 46 | 45 | 35 | 52 | 57 | 67 | 86 | 68 |
| | Helmet not used | 55-64 | * | * | 5 | 9 | 5 | 9 | 5 | 5 | 7 | 7 |
| | Helmet use unknown | 55-64 | * | * | 2 | 3 | 2 | 1 | 4 | 5 | 2 | 5 |
| | Subtotal | 55-64 | * | * | 53 | 57 | 42 | 62 | 66 | 77 | 95 | 80 |
| | Helmet used | 65-74 | * | * | 17 | 19 | 11 | 21 | 14 | 24 | 26 | 21 |
| | Helmet not used | 65-74 | * | * | 4 | 5 | 3 | 2 | 2 | 2 | 2 | 1 |
| | Helmet use unknown | 65-74 | * | * | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 2 |
| | Subtotal | 65-74 | * | * | 21 | 24 | 15 | 25 | 16 | 27 | 28 | 24 |
| | Helmet used | >74 | * | * | 3 | 3 | 5 | 6 | 4 | 5 | 9 | 8 |
| Helmet not used | >74 | * | * | 1 | 0 | 1 | 2 | 1 | 5 | 2 | 3 | |
| Helmet use unknown | >74 | * | * | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | |
| Subtotal | >74 | * | * | 4 | 4 | 6 | 8 | 5 | 11 | 12 | 12 | |
| Helmet used | Unknown | * | * | 3 | 3 | 2 | 2 | 5 | 1 | 2 | 0 | |
| Helmet not used | Unknown | * | * | 3 | 5 | 3 | 3 | 1 | 1 | 1 | 1 | |
| Helmet use unknown | Unknown | * | * | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | |
| Subtotal | Unknown | * | * | 6 | 8 | 6 | 6 | 7 | 3 | 3 | 1 | |
| Helmet used | All | * | * | 1,397 | 1,589 | 1,583 | 1,510 | 1,509 | 1,505 | 1,685 | 1,740 | |
| Helmet not used | All | * | * | 324 | 336 | 289 | 298 | 284 | 277 | 320 | 306 | |
| Helmet use unknown | All | * | * | 96 | 119 | 88 | 132 | 105 | 109 | 102 | 156 | |
| Total | All | * | * | 1,817 | 2,044 | 1,960 | 1,940 | 1,898 | 1,891 | 2,107 | 2,202 | |

*Data not available.

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | | |
| Ohio | Helmet used | 10-15 | 2 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 |
| | Helmet not used | 10-15 | 2 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 1 | 1 |
| | Subtotal | 10-15 | 4 | 0 | 0 | 2 | 4 | 2 | 1 | 2 | 1 | 1 |
| | Helmet used | 16-20 | 11 | 6 | 2 | 2 | 2 | 3 | 2 | 1 | 2 | 3 |
| | Helmet not used | 16-20 | 5 | 16 | 5 | 6 | 10 | 6 | 7 | 3 | 7 | 3 |
| | Helmet use unknown | 16-20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Subtotal | 16-20 | 16 | 22 | 7 | 8 | 12 | 9 | 9 | 4 | 9 | 7 |
| | Helmet used | 21-24 | 3 | 6 | 2 | 2 | 4 | 5 | 8 | 4 | 5 | 5 |
| | Helmet not used | 21-24 | 16 | 26 | 17 | 20 | 11 | 16 | 12 | 11 | 18 | 8 |
| | Subtotal | 21-24 | 19 | 32 | 19 | 22 | 15 | 21 | 20 | 15 | 23 | 13 |
| | Helmet used | 25-34 | 9 | 8 | 4 | 2 | 9 | 7 | 2 | 5 | 5 | 8 |
| | Helmet not used | 25-34 | 46 | 52 | 30 | 28 | 29 | 21 | 34 | 19 | 24 | 26 |
| | Helmet use unknown | 25-34 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Subtotal | 25-34 | 55 | 60 | 34 | 31 | 38 | 28 | 36 | 24 | 29 | 37 |
| | Helmet used | 35-44 | 6 | 2 | 3 | 8 | 2 | 3 | 2 | 3 | 0 | 2 |
| | Helmet not used | 35-44 | 30 | 25 | 20 | 24 | 13 | 22 | 18 | 29 | 22 | 19 |
| | Helmet use unknown | 35-44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Subtotal | 35-44 | 36 | 27 | 23 | 32 | 15 | 25 | 20 | 32 | 22 | 27 |
| | Helmet used | 45-54 | 2 | 1 | 3 | 4 | 4 | 1 | 4 | 2 | 1 | 5 |
| | Helmet not used | 45-54 | 7 | 8 | 11 | 7 | 5 | 6 | 13 | 10 | 13 | 9 |
| | Helmet use unknown | 45-54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Subtotal | 45-54 | 9 | 9 | 14 | 11 | 9 | 7 | 17 | 12 | 14 | 16 |
| | Helmet used | 55-64 | 1 | 0 | 0 | 3 | 1 | 1 | 2 | 0 | 0 | 4 |
| | Helmet not used | 55-64 | 0 | 0 | 1 | 4 | 0 | 2 | 1 | 4 | 5 | 3 |
| | Subtotal | 55-64 | 1 | 0 | 1 | 7 | 1 | 3 | 3 | 4 | 5 | 7 |
| | Helmet used | 65-74 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| | Helmet not used | 65-74 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 1 |
| | Subtotal | 65-74 | 1 | 1 | 0 | 0 | 1 | 3 | 1 | 1 | 1 | 4 |
| | Helmet used | >74 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 |
| | Helmet not used | >74 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 |
| Subtotal | >74 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 0 | |
| Helmet used | All | 34 | 23 | 14 | 21 | 26 | 22 | 23 | 15 | 14 | 30 | |
| Helmet not used | All | 107 | 128 | 84 | 92 | 69 | 77 | 86 | 81 | 90 | 70 | |
| Helmet use unknown | All | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | |
| Total | All | 141 | 151 | 98 | 114 | 95 | 99 | 109 | 96 | 104 | 112 | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| INJURED | | | | | | | | | | | | |
| Ohio | Helmet used | 10-15 | 73 | 56 | 44 | 54 | 57 | 55 | 33 | 39 | 32 | 50 |
| | Helmet not used | 10-15 | 60 | 113 | 88 | 87 | 86 | 70 | 63 | 38 | 37 | 47 |
| | Helmet use unknown | 10-15 | 52 | 1 | 1 | 2 | 4 | 0 | 7 | 8 | 15 | 7 |
| | Subtotal | 10-15 | 185 | 170 | 133 | 143 | 147 | 125 | 103 | 85 | 84 | 104 |
| | Helmet used | 16-20 | 252 | 225 | 156 | 191 | 168 | 148 | 99 | 88 | 102 | 99 |
| | Helmet not used | 16-20 | 287 | 372 | 313 | 283 | 257 | 199 | 164 | 122 | 113 | 118 |
| | Helmet use unknown | 16-20 | 176 | 7 | 8 | 3 | 7 | 6 | 17 | 16 | 25 | 24 |
| | Subtotal | 16-20 | 715 | 604 | 477 | 477 | 432 | 353 | 280 | 226 | 240 | 241 |
| | Helmet used | 21-24 | 150 | 170 | 145 | 152 | 133 | 128 | 87 | 103 | 92 | 122 |
| | Helmet not used | 21-24 | 310 | 451 | 387 | 376 | 365 | 312 | 236 | 198 | 184 | 191 |
| | Helmet use unknown | 21-24 | 140 | 4 | 4 | 5 | 4 | 6 | 13 | 31 | 29 | 25 |
| | Subtotal | 21-24 | 600 | 625 | 536 | 533 | 502 | 446 | 336 | 332 | 305 | 338 |
| | Helmet used | 25-34 | 260 | 227 | 202 | 197 | 204 | 167 | 149 | 172 | 184 | 179 |
| | Helmet not used | 25-34 | 765 | 1,018 | 745 | 767 | 663 | 650 | 499 | 469 | 515 | 513 |
| | Helmet use unknown | 25-34 | 331 | 9 | 6 | 11 | 12 | 3 | 37 | 57 | 65 | 58 |
| | Subtotal | 25-34 | 1,356 | 1,254 | 953 | 975 | 879 | 820 | 685 | 698 | 764 | 750 |
| | Helmet used | 35-44 | 159 | 159 | 146 | 143 | 150 | 106 | 105 | 131 | 133 | 168 |
| | Helmet not used | 35-44 | 398 | 548 | 508 | 537 | 520 | 459 | 455 | 444 | 472 | 508 |
| | Helmet use unknown | 35-44 | 143 | 1 | 14 | 8 | 5 | 2 | 30 | 42 | 80 | 47 |
| | Subtotal | 35-44 | 700 | 708 | 668 | 688 | 675 | 567 | 590 | 617 | 685 | 723 |
| | Helmet used | 45-54 | 94 | 103 | 101 | 100 | 108 | 87 | 91 | 104 | 112 | 144 |
| | Helmet not used | 45-54 | 92 | 163 | 131 | 207 | 207 | 256 | 206 | 223 | 236 | 333 |
| | Helmet use unknown | 45-54 | 54 | 1 | 3 | 3 | 2 | 1 | 18 | 36 | 49 | 32 |
| | Subtotal | 45-54 | 240 | 267 | 235 | 310 | 317 | 344 | 315 | 363 | 397 | 509 |
| | Helmet used | 55-64 | 47 | 39 | 32 | 40 | 38 | 35 | 39 | 48 | 55 | 69 |
| | Helmet not used | 55-64 | 36 | 48 | 54 | 44 | 58 | 58 | 49 | 41 | 82 | 90 |
| | Helmet use unknown | 55-64 | 25 | 1 | 0 | 2 | 1 | 0 | 6 | 10 | 12 | 10 |
| | Subtotal | 55-64 | 108 | 88 | 86 | 86 | 97 | 93 | 94 | 99 | 149 | 169 |
| | Helmet used | 65-74 | 15 | 11 | 11 | 7 | 11 | 7 | 8 | 20 | 16 | 18 |
| | Helmet not used | 65-74 | 9 | 12 | 14 | 13 | 21 | 16 | 14 | 16 | 25 | 17 |
| | Helmet use unknown | 65-74 | 8 | 0 | 2 | 1 | 1 | 0 | 2 | 2 | 1 | 6 |
| | Subtotal | 65-74 | 32 | 23 | 27 | 21 | 33 | 23 | 24 | 38 | 42 | 41 |
| | Helmet used | >74 | 1 | 5 | 4 | 3 | 6 | 1 | 3 | 3 | 1 | 6 |
| Helmet not used | >74 | 4 | 3 | 5 | 6 | 10 | 6 | 4 | 4 | 5 | 5 | |
| Helmet use unknown | >74 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| Subtotal | >74 | 7 | 8 | 9 | 9 | 17 | 7 | 8 | 7 | 6 | 12 | |
| Helmet used | Unknown | 5 | 3 | 5 | 0 | 1 | 1 | 3 | 3 | 5 | 8 | |
| Helmet not used | Unknown | 16 | 19 | 10 | 12 | 8 | 12 | 11 | 7 | 17 | 17 | |
| Helmet use unknown | Unknown | 17 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 3 | 0 | |
| Subtotal | Unknown | 38 | 23 | 15 | 12 | 10 | 13 | 14 | 15 | 25 | 25 | |
| Helmet used | All | 1,056 | 998 | 846 | 887 | 876 | 735 | 617 | 711 | 732 | 863 | |
| Helmet not used | All | 1,977 | 2,747 | 2,255 | 2,332 | 2,195 | 2,038 | 1,701 | 1,562 | 1,686 | 1,839 | |
| Helmet use unknown | All | 948 | 25 | 38 | 35 | 38 | 18 | 131 | 207 | 279 | 210 | |
| Total | All | 3,981 | 3,770 | 3,139 | 3,254 | 3,109 | 2,791 | 2,449 | 2,480 | 2,697 | 2,912 | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | | |
| Pennsylvania | Helmet used | 10-15 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Helmet not used | 10-15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| | Subtotal | 10-15 | 2 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| | Helmet used | 16-20 | 8 | 15 | 7 | 8 | 4 | 6 | 11 | 3 | 7 | 5 |
| | Helmet not used | 16-20 | 6 | 3 | 0 | 2 | 1 | 3 | 2 | 1 | 7 | 2 |
| | Helmet use unknown | 16-20 | 0 | 7 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 |
| | Subtotal | 16-20 | 14 | 25 | 7 | 10 | 6 | 12 | 13 | 4 | 14 | 7 |
| | Helmet used | 21-24 | 13 | 12 | 13 | 14 | 15 | 7 | 9 | 9 | 7 | 9 |
| | Helmet not used | 21-24 | 3 | 2 | 3 | 0 | 3 | 2 | 2 | 0 | 1 | 1 |
| | Helmet use unknown | 21-24 | 2 | 3 | 0 | 4 | 2 | 4 | 0 | 1 | 0 | 2 |
| | Subtotal | 21-24 | 18 | 17 | 16 | 18 | 20 | 13 | 11 | 10 | 8 | 12 |
| | Helmet used | 25-34 | 21 | 24 | 16 | 23 | 30 | 16 | 21 | 24 | 22 | 18 |
| | Helmet not used | 25-34 | 5 | 4 | 4 | 8 | 4 | 4 | 6 | 5 | 5 | 3 |
| | Helmet use unknown | 25-34 | 9 | 6 | 4 | 4 | 7 | 1 | 4 | 5 | 3 | 8 |
| | Subtotal | 25-34 | 35 | 34 | 24 | 35 | 41 | 21 | 31 | 34 | 30 | 29 |
| | Helmet used | 35-44 | 10 | 9 | 14 | 17 | 14 | 12 | 15 | 19 | 25 | 22 |
| | Helmet not used | 35-44 | 5 | 3 | 6 | 2 | 1 | 1 | 1 | 1 | 2 | 5 |
| | Helmet use unknown | 35-44 | 3 | 1 | 1 | 3 | 2 | 4 | 0 | 1 | 3 | 6 |
| | Subtotal | 35-44 | 18 | 13 | 21 | 22 | 17 | 17 | 16 | 21 | 30 | 33 |
| | Helmet used | 45-54 | 2 | 3 | 3 | 6 | 8 | 7 | 9 | 11 | 12 | 11 |
| | Helmet not used | 45-54 | 1 | 0 | 2 | 1 | 2 | 0 | 1 | 0 | 1 | 2 |
| | Helmet use unknown | 45-54 | 0 | 1 | 2 | 3 | 2 | 2 | 2 | 1 | 2 | 3 |
| | Subtotal | 45-54 | 3 | 4 | 7 | 10 | 12 | 9 | 12 | 12 | 15 | 16 |
| | Helmet used | 55-64 | 5 | 1 | 3 | 0 | 1 | 1 | 3 | 1 | 3 | 4 |
| | Helmet not used | 55-64 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 55-64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Subtotal | 55-64 | 6 | 1 | 3 | 1 | 2 | 2 | 3 | 2 | 3 | 4 |
| | Helmet used | 65-74 | 0 | 0 | 2 | 1 | 2 | 2 | 3 | 0 | 0 | 1 |
| | Helmet not used | 65-74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 65-74 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Subtotal | 65-74 | 1 | 0 | 2 | 1 | 2 | 2 | 3 | 0 | 0 | 1 | |
| Helmet used | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Helmet not used | >74 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | >74 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Helmet used | All | | 61 | 65 | 59 | 69 | 74 | 51 | 71 | 67 | 76 | 71 |
| Helmet not used | All | | 21 | 12 | 15 | 14 | 14 | 11 | 13 | 7 | 16 | 13 |
| Helmet use unknown | All | | 15 | 18 | 7 | 14 | 14 | 14 | 6 | 9 | 8 | 19 |
| Total | All | | 97 | 95 | 81 | 97 | 102 | 76 | 90 | 83 | 100 | 103 |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.
Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| INJURED | | | | | | | | | | | | |
| Pennsylvania | Helmet used | 10-15 | 30 | 28 | 25 | 12 | 19 | 17 | 14 | 18 | 10 | 12 |
| | Helmet not used | 10-15 | 25 | 27 | 26 | 26 | 28 | 16 | 20 | 21 | 13 | 12 |
| | Helmet use unknown | 10-15 | 11 | 3 | 7 | 5 | 7 | 5 | 3 | 6 | 7 | 2 |
| | Subtotal | 10-15 | 66 | 58 | 58 | 43 | 54 | 38 | 37 | 45 | 30 | 26 |
| | Helmet used | 16-20 | 299 | 253 | 227 | 218 | 198 | 176 | 154 | 119 | 140 | 141 |
| | Helmet not used | 16-20 | 177 | 183 | 93 | 99 | 88 | 74 | 58 | 63 | 57 | 66 |
| | Helmet use unknown | 16-20 | 129 | 59 | 59 | 51 | 51 | 32 | 37 | 45 | 46 | 42 |
| | Subtotal | 16-20 | 605 | 495 | 379 | 368 | 337 | 282 | 249 | 227 | 243 | 249 |
| | Helmet used | 21-24 | 331 | 344 | 248 | 261 | 239 | 255 | 169 | 172 | 171 | 182 |
| | Helmet not used | 21-24 | 162 | 198 | 74 | 77 | 67 | 49 | 59 | 35 | 58 | 67 |
| | Helmet use unknown | 21-24 | 117 | 64 | 67 | 57 | 55 | 70 | 48 | 50 | 56 | 74 |
| | Subtotal | 21-24 | 610 | 606 | 389 | 395 | 361 | 374 | 276 | 257 | 285 | 323 |
| | Helmet used | 25-34 | 521 | 584 | 484 | 522 | 460 | 459 | 392 | 423 | 395 | 409 |
| | Helmet not used | 25-34 | 259 | 288 | 124 | 126 | 132 | 116 | 112 | 101 | 129 | 109 |
| | Helmet use unknown | 25-34 | 183 | 108 | 145 | 110 | 124 | 101 | 107 | 120 | 119 | 130 |
| | Subtotal | 25-34 | 963 | 980 | 753 | 758 | 716 | 676 | 611 | 644 | 643 | 648 |
| | Helmet used | 35-44 | 289 | 311 | 336 | 371 | 338 | 395 | 339 | 366 | 409 | 393 |
| | Helmet not used | 35-44 | 93 | 156 | 75 | 90 | 75 | 56 | 60 | 72 | 83 | 85 |
| | Helmet use unknown | 35-44 | 94 | 50 | 69 | 70 | 63 | 53 | 61 | 76 | 86 | 81 |
| | Subtotal | 35-44 | 476 | 517 | 480 | 531 | 476 | 504 | 460 | 514 | 578 | 559 |
| | Helmet used | 45-54 | 98 | 117 | 116 | 147 | 151 | 197 | 215 | 215 | 285 | 265 |
| | Helmet not used | 45-54 | 38 | 61 | 32 | 38 | 21 | 25 | 40 | 38 | 43 | 59 |
| | Helmet use unknown | 45-54 | 39 | 23 | 22 | 38 | 29 | 24 | 28 | 45 | 43 | 72 |
| | Subtotal | 45-54 | 175 | 201 | 170 | 223 | 201 | 246 | 283 | 298 | 371 | 396 |
| | Helmet used | 55-64 | 35 | 47 | 48 | 56 | 70 | 55 | 58 | 67 | 89 | 74 |
| | Helmet not used | 55-64 | 11 | 17 | 12 | 8 | 8 | 14 | 12 | 11 | 25 | 15 |
| | Helmet use unknown | 55-64 | 7 | 9 | 5 | 7 | 6 | 10 | 11 | 12 | 21 | 13 |
| | Subtotal | 55-64 | 53 | 73 | 65 | 71 | 84 | 79 | 81 | 90 | 135 | 102 |
| | Helmet used | 65-74 | 13 | 14 | 19 | 24 | 15 | 17 | 19 | 31 | 19 | 29 |
| | Helmet not used | 65-74 | 5 | 8 | 4 | 10 | 10 | 2 | 4 | 6 | 7 | 4 |
| | Helmet use unknown | 65-74 | 5 | 5 | 4 | 4 | 2 | 0 | 2 | 2 | 4 | 8 |
| | Subtotal | 65-74 | 23 | 27 | 27 | 38 | 27 | 19 | 25 | 39 | 30 | 41 |
| Helmet used | >74 | 3 | 3 | 2 | 3 | 3 | 4 | 5 | 3 | 2 | 6 | |
| Helmet not used | >74 | 2 | 1 | 1 | 2 | 1 | 0 | 2 | 1 | 3 | 2 | |
| Helmet use unknown | >74 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 1 | 0 | |
| Subtotal | >74 | 7 | 4 | 3 | 5 | 6 | 6 | 7 | 8 | 6 | 8 | |
| Helmet used | Unknown | 18 | 14 | 8 | 4 | 12 | 5 | 4 | 12 | 7 | 10 | |
| Helmet not used | Unknown | 15 | 18 | 6 | 10 | 10 | 6 | 5 | 8 | 11 | 2 | |
| Helmet use unknown | Unknown | 25 | 14 | 14 | 17 | 16 | 9 | 13 | 12 | 10 | 8 | |
| Subtotal | Unknown | 58 | 46 | 28 | 31 | 38 | 20 | 22 | 32 | 28 | 20 | |
| Helmet used | All | 1,637 | 1,715 | 1,513 | 1,618 | 1,505 | 1,580 | 1,369 | 1,426 | 1,527 | 1,521 | |
| Helmet not used | All | 787 | 957 | 447 | 486 | 440 | 358 | 372 | 356 | 429 | 421 | |
| Helmet use unknown | All | 612 | 335 | 392 | 359 | 355 | 306 | 310 | 372 | 393 | 430 | |
| Total | All | 3,036 | 3,007 | 2,352 | 2,463 | 2,300 | 2,244 | 2,051 | 2,154 | 2,349 | 2,372 | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|--------|------|------|------|------|------|------|------|------|------|
| | | | KILLED | | | | | | | | | |
| Texas | Helmet used | 10-15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| | Helmet not used | 10-15 | 1 | 3 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 |
| | Subtotal | 10-15 | 2 | 5 | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 0 |
| | Helmet used | 16-20 | 25 | 13 | 12 | 5 | 8 | 4 | 7 | 3 | 6 | 5 |
| | Helmet not used | 16-20 | 7 | 4 | 4 | 3 | 1 | 2 | 1 | 2 | 4 | 7 |
| | Helmet use unknown | 16-20 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 1 |
| | Subtotal | 16-20 | 32 | 18 | 16 | 8 | 11 | 6 | 8 | 6 | 11 | 13 |
| | Helmet used | 21-24 | 26 | 22 | 19 | 27 | 18 | 21 | 10 | 10 | 17 | 8 |
| | Helmet not used | 21-24 | 8 | 6 | 6 | 4 | 4 | 1 | 2 | 2 | 7 | 10 |
| | Helmet use unknown | 21-24 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 1 |
| | Subtotal | 21-24 | 35 | 28 | 26 | 31 | 22 | 23 | 13 | 13 | 26 | 19 |
| | Helmet used | 25-34 | 50 | 34 | 32 | 41 | 29 | 36 | 32 | 22 | 7 | 22 |
| | Helmet not used | 25-34 | 13 | 10 | 10 | 5 | 4 | 3 | 4 | 10 | 19 | 31 |
| | Helmet use unknown | 25-34 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 2 | 2 | 1 |
| | Subtotal | 25-34 | 63 | 44 | 42 | 49 | 35 | 39 | 36 | 34 | 28 | 54 |
| | Helmet used | 35-44 | 19 | 12 | 21 | 29 | 23 | 22 | 23 | 18 | 8 | 10 |
| | Helmet not used | 35-44 | 7 | 0 | 5 | 7 | 2 | 1 | 2 | 10 | 27 | 31 |
| | Helmet use unknown | 35-44 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 5 | 1 |
| | Subtotal | 35-44 | 28 | 12 | 26 | 37 | 25 | 23 | 25 | 30 | 40 | 42 |
| | Helmet used | 45-54 | 10 | 6 | 8 | 12 | 7 | 13 | 18 | 8 | 6 | 10 |
| | Helmet not used | 45-54 | 1 | 2 | 1 | 0 | 2 | 2 | 0 | 2 | 12 | 20 |
| | Helmet use unknown | 45-54 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 0 |
| | Subtotal | 45-54 | 11 | 8 | 9 | 12 | 10 | 15 | 18 | 13 | 19 | 30 |
| | Helmet used | 55-64 | 3 | 1 | 3 | 4 | 6 | 4 | 2 | 3 | 7 | 2 |
| | Helmet not used | 55-64 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 6 |
| | Helmet use unknown | 55-64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| | Subtotal | 55-64 | 3 | 1 | 3 | 5 | 6 | 6 | 2 | 5 | 9 | 10 |
| | Helmet used | 65-74 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 6 | 1 | 2 |
| | Helmet not used | 65-74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 65-74 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 6 | 1 | 2 |
| | Helmet used | >74 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 |
| | Helmet not used | >74 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Subtotal | >74 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | |
| Helmet used | Unknown | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Helmet not used | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | |
| Subtotal | Unknown | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | |
| Helmet used | All | 136 | 91 | 95 | 118 | 93 | 102 | 95 | 73 | 53 | 59 | |
| Helmet not used | All | 37 | 26 | 27 | 20 | 14 | 13 | 9 | 30 | 71 | 105 | |
| Helmet use unknown | All | 3 | 1 | 1 | 4 | 5 | 1 | 1 | 9 | 12 | 6 | |
| Total | All | 176 | 118 | 123 | 142 | 112 | 116 | 105 | 112 | 136 | 170 | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| INJURED | | | | | | | | | | | | |
| Texas | Helmet used | 10-15 | 64 | 56 | 51 | 36 | 35 | 32 | 27 | 10 | 19 | 23 |
| | Helmet not used | 10-15 | 56 | 61 | 48 | 52 | 43 | 35 | 37 | 22 | 40 | 32 |
| | Helmet use unknown | 10-15 | 14 | 18 | 15 | 14 | 11 | 5 | 11 | 5 | 6 | 8 |
| | Subtotal | 10-15 | 134 | 135 | 114 | 102 | 89 | 72 | 75 | 37 | 65 | 63 |
| | Helmet used | 16-20 | 841 | 714 | 569 | 443 | 371 | 342 | 306 | 246 | 237 | 216 |
| | Helmet not used | 16-20 | 117 | 123 | 77 | 69 | 60 | 55 | 42 | 63 | 124 | 136 |
| | Helmet use unknown | 16-20 | 61 | 30 | 33 | 44 | 42 | 46 | 22 | 41 | 21 | 38 |
| | Subtotal | 16-20 | 1,019 | 867 | 679 | 556 | 473 | 443 | 370 | 350 | 382 | 390 |
| | Helmet used | 21-24 | 977 | 786 | 778 | 664 | 541 | 509 | 432 | 331 | 254 | 231 |
| | Helmet not used | 21-24 | 97 | 69 | 60 | 45 | 48 | 50 | 43 | 62 | 167 | 203 |
| | Helmet use unknown | 21-24 | 53 | 44 | 29 | 40 | 60 | 61 | 30 | 41 | 44 | 66 |
| | Subtotal | 21-24 | 1,127 | 899 | 867 | 749 | 649 | 620 | 505 | 434 | 465 | 500 |
| | Helmet used | 25-34 | 1,507 | 1,265 | 1,129 | 985 | 884 | 834 | 883 | 686 | 489 | 490 |
| | Helmet not used | 25-34 | 133 | 86 | 77 | 67 | 72 | 81 | 82 | 112 | 365 | 449 |
| | Helmet use unknown | 25-34 | 78 | 76 | 54 | 70 | 101 | 97 | 75 | 97 | 71 | 90 |
| | Subtotal | 25-34 | 1,718 | 1,427 | 1,260 | 1,122 | 1,057 | 1,012 | 1,040 | 895 | 925 | 1,029 |
| | Helmet used | 35-44 | 704 | 653 | 611 | 576 | 575 | 604 | 621 | 502 | 354 | 370 |
| | Helmet not used | 35-44 | 44 | 29 | 33 | 38 | 43 | 37 | 51 | 123 | 360 | 479 |
| | Helmet use unknown | 35-44 | 23 | 31 | 32 | 40 | 74 | 57 | 39 | 100 | 66 | 90 |
| | Subtotal | 35-44 | 771 | 713 | 676 | 654 | 692 | 698 | 711 | 725 | 780 | 939 |
| | Helmet used | 45-54 | 194 | 191 | 235 | 229 | 252 | 261 | 360 | 278 | 250 | 264 |
| | Helmet not used | 45-54 | 12 | 11 | 13 | 8 | 12 | 16 | 11 | 55 | 192 | 265 |
| | Helmet use unknown | 45-54 | 10 | 7 | 17 | 13 | 23 | 32 | 27 | 48 | 41 | 57 |
| | Subtotal | 45-54 | 216 | 209 | 265 | 250 | 287 | 309 | 398 | 381 | 483 | 586 |
| | Helmet used | 55-64 | 56 | 69 | 79 | 64 | 64 | 72 | 94 | 82 | 86 | 77 |
| | Helmet not used | 55-64 | 3 | 5 | 2 | 3 | 4 | 7 | 1 | 12 | 43 | 63 |
| | Helmet use unknown | 55-64 | 6 | 3 | 2 | 6 | 9 | 10 | 11 | 19 | 12 | 15 |
| | Subtotal | 55-64 | 65 | 77 | 83 | 73 | 77 | 89 | 106 | 113 | 141 | 155 |
| | Helmet used | 65-74 | 33 | 25 | 27 | 21 | 20 | 22 | 46 | 35 | 27 | 17 |
| | Helmet not used | 65-74 | 1 | 6 | 2 | 2 | 3 | 2 | 1 | 3 | 5 | 10 |
| | Helmet use unknown | 65-74 | 1 | 1 | 1 | 1 | 3 | 5 | 3 | 6 | 5 | 5 |
| | Subtotal | 65-74 | 35 | 32 | 30 | 24 | 26 | 29 | 50 | 44 | 37 | 32 |
| | Helmet used | >74 | 4 | 4 | 4 | 5 | 7 | 5 | 3 | 3 | 6 | 3 |
| | Helmet not used | >74 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 4 |
| | Helmet use unknown | >74 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 3 |
| | Subtotal | >74 | 4 | 5 | 5 | 6 | 7 | 6 | 3 | 7 | 8 | 10 |
| | Helmet used | Unknown | 13 | 19 | 9 | 12 | 13 | 16 | 10 | 6 | 6 | 2 |
| | Helmet not used | Unknown | 4 | 5 | 8 | 3 | 3 | 5 | 3 | 3 | 8 | 5 |
| | Helmet use unknown | Unknown | 7 | 4 | 5 | 1 | 2 | 7 | 3 | 5 | 5 | 4 |
| | Subtotal | Unknown | 24 | 28 | 22 | 16 | 18 | 28 | 16 | 14 | 19 | 11 |
| | Helmet used | All | 4,393 | 3,782 | 3,492 | 3,035 | 2,762 | 2,697 | 2,782 | 2,179 | 1,728 | 1,693 |
| | Helmet not used | All | 467 | 396 | 320 | 287 | 288 | 289 | 271 | 457 | 1,306 | 1,646 |
| Helmet use unknown | All | 253 | 214 | 189 | 230 | 325 | 320 | 221 | 364 | 271 | 376 | |
| Total | All | 5,113 | 4,392 | 4,001 | 3,552 | 3,375 | 3,306 | 3,274 | 3,000 | 3,305 | 3,715 | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|--------|------|------|------|------|------|------|------|------|------|
| | | | KILLED | | | | | | | | | |
| Utah | Helmet used | 10-15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet not used | 10-15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 10-15 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| | Subtotal | 10-15 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| | Helmet used | 16-20 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| | Helmet not used | 16-20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Helmet use unknown | 16-20 | 2 | 3 | 1 | 1 | 3 | 2 | 2 | 2 | 2 | 2 |
| | Subtotal | 16-20 | 5 | 4 | 1 | 2 | 4 | 2 | 3 | 2 | 2 | 3 |
| | Helmet used | 21-24 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| | Helmet not used | 21-24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Helmet use unknown | 21-24 | 2 | 4 | 0 | 4 | 4 | 2 | 1 | 1 | 1 | 0 |
| | Subtotal | 21-24 | 2 | 7 | 0 | 4 | 5 | 2 | 2 | 2 | 2 | 1 |
| | Helmet used | 25-34 | 1 | 2 | 2 | 0 | 1 | 0 | 3 | 1 | 0 | 1 |
| | Helmet not used | 25-34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 25-34 | 5 | 2 | 5 | 1 | 2 | 5 | 7 | 4 | 2 | 4 |
| | Subtotal | 25-34 | 6 | 4 | 7 | 1 | 3 | 5 | 10 | 5 | 2 | 5 |
| | Helmet used | 35-44 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 |
| | Helmet not used | 35-44 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 35-44 | 3 | 3 | 1 | 1 | 4 | 1 | 2 | 2 | 3 | 5 |
| | Subtotal | 35-44 | 4 | 3 | 2 | 1 | 5 | 1 | 3 | 3 | 4 | 6 |
| | Helmet used | 45-54 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 3 | 1 | 2 |
| | Helmet not used | 45-54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 45-54 | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 2 | 2 | 4 |
| | Subtotal | 45-54 | 0 | 1 | 2 | 2 | 3 | 0 | 1 | 5 | 3 | 6 |
| | Helmet used | 55-64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet not used | 55-64 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 55-64 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | Subtotal | 55-64 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| | Helmet used | 65-74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet not used | 65-74 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 65-74 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Subtotal | 65-74 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Helmet used | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Helmet not used | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Helmet use unknown | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Subtotal | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Helmet use unknown | Unknown | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Subtotal | Unknown | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Helmet used | All | 4 | 7 | 4 | 1 | 5 | 0 | 5 | 5 | 4 | 4 | |
| Helmet not used | All | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| Helmet use unknown | All | 13 | 14 | 11 | 11 | 16 | 11 | 14 | 11 | 9 | 16 | |
| Total | All | 19 | 21 | 15 | 13 | 21 | 11 | 20 | 17 | 13 | 20 | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|------|------|------|------|------|------|------|------|------|------|
| INJURED | | | | | | | | | | | | |
| Utah | Helmet used | 10-15 | 8 | 1 | 6 | 0 | 9 | 7 | 4 | 6 | 5 | 4 |
| | Helmet not used | 10-15 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 10-15 | 18 | 17 | 38 | 36 | 21 | 19 | 16 | 14 | 10 | 8 |
| | Subtotal | 10-15 | 26 | 18 | 44 | 40 | 30 | 26 | 20 | 20 | 15 | 12 |
| | Helmet used | 16-20 | 47 | 50 | 57 | 2 | 30 | 27 | 32 | 36 | 34 | 35 |
| | Helmet not used | 16-20 | 3 | 3 | 6 | 7 | 7 | 1 | 2 | 1 | 1 | 4 |
| | Helmet use unknown | 16-20 | 153 | 145 | 176 | 155 | 139 | 109 | 123 | 112 | 80 | 93 |
| | Subtotal | 16-20 | 203 | 198 | 239 | 164 | 176 | 137 | 157 | 149 | 115 | 132 |
| | Helmet used | 21-24 | 30 | 47 | 35 | 9 | 18 | 23 | 28 | 20 | 27 | 27 |
| | Helmet not used | 21-24 | 4 | 6 | 6 | 5 | 6 | 3 | 4 | 5 | 2 | 4 |
| | Helmet use unknown | 21-24 | 128 | 92 | 120 | 129 | 111 | 105 | 70 | 69 | 65 | 79 |
| | Subtotal | 21-24 | 162 | 145 | 161 | 143 | 135 | 131 | 102 | 94 | 94 | 110 |
| | Helmet used | 25-34 | 49 | 35 | 45 | 1 | 25 | 28 | 31 | 34 | 31 | 46 |
| | Helmet not used | 25-34 | 8 | 4 | 5 | 8 | 5 | 3 | 3 | 5 | 6 | 2 |
| | Helmet use unknown | 25-34 | 148 | 103 | 121 | 118 | 103 | 101 | 117 | 79 | 70 | 78 |
| | Subtotal | 25-34 | 205 | 142 | 171 | 127 | 133 | 132 | 151 | 118 | 107 | 126 |
| | Helmet used | 35-44 | 24 | 23 | 30 | 3 | 14 | 10 | 16 | 21 | 17 | 31 |
| | Helmet not used | 35-44 | 1 | 3 | 3 | 5 | 8 | 1 | 7 | 5 | 3 | 1 |
| | Helmet use unknown | 35-44 | 74 | 47 | 55 | 67 | 67 | 66 | 66 | 64 | 57 | 61 |
| | Subtotal | 35-44 | 99 | 73 | 88 | 75 | 89 | 77 | 89 | 90 | 77 | 93 |
| | Helmet used | 45-54 | 15 | 11 | 14 | 2 | 9 | 12 | 20 | 14 | 17 | 19 |
| | Helmet not used | 45-54 | 0 | 1 | 1 | 3 | 3 | 3 | 4 | 2 | 2 | 4 |
| | Helmet use unknown | 45-54 | 12 | 18 | 28 | 40 | 16 | 37 | 40 | 44 | 44 | 47 |
| | Subtotal | 45-54 | 27 | 30 | 43 | 45 | 28 | 52 | 64 | 60 | 63 | 70 |
| | Helmet used | 55-64 | 8 | 7 | 6 | 0 | 4 | 4 | 7 | 5 | 6 | 21 |
| | Helmet not used | 55-64 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 3 | 0 |
| | Helmet use unknown | 55-64 | 8 | 7 | 5 | 9 | 6 | 10 | 6 | 6 | 13 | 15 |
| | Subtotal | 55-64 | 16 | 14 | 12 | 10 | 12 | 14 | 13 | 12 | 22 | 36 |
| | Helmet used | 65-74 | 1 | 2 | 0 | 0 | 4 | 0 | 1 | 5 | 1 | 4 |
| | Helmet not used | 65-74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helmet use unknown | 65-74 | 2 | 2 | 5 | 4 | 2 | 2 | 1 | 7 | 2 | 7 |
| | Subtotal | 65-74 | 3 | 4 | 5 | 4 | 6 | 2 | 2 | 12 | 3 | 11 |
| Helmet used | >74 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Helmet not used | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| Helmet use unknown | >74 | 1 | 2 | 0 | 1 | 1 | 4 | 0 | 0 | 1 | 0 | |
| Subtotal | >74 | 1 | 2 | 0 | 1 | 2 | 4 | 0 | 1 | 1 | 0 | |
| Helmet used | Unknown | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 1 | |
| Helmet use unknown | Unknown | 2 | 1 | 2 | 1 | 5 | 2 | 3 | 11 | 2 | 7 | |
| Subtotal | Unknown | 3 | 1 | 2 | 1 | 6 | 4 | 4 | 12 | 3 | 8 | |
| Helmet used | All | | 183 | 176 | 193 | 17 | 115 | 113 | 140 | 142 | 139 | 188 |
| Helmet not used | All | | 16 | 17 | 22 | 33 | 31 | 11 | 20 | 20 | 17 | 15 |
| Helmet use unknown | All | | 546 | 434 | 550 | 560 | 471 | 455 | 442 | 406 | 344 | 395 |
| Total | All | | 745 | 627 | 765 | 610 | 617 | 579 | 602 | 568 | 500 | 598 |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category. Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|------|------|------|------|------|------|------|------|------|------|
| KILLED | | | | | | | | | | | | |
| Washington | Helmet used | 10-15 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | * | * | * |
| | Helmet not used | 10-15 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | * | * | * |
| | Subtotal | 10-15 | 0 | 0 | 2 | 2 | 1 | 0 | 3 | * | * | * |
| | Helmet used | 16-20 | 7 | 3 | 4 | 3 | 2 | 2 | 1 | * | * | * |
| | Helmet not used | 16-20 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | * | * | * |
| | Subtotal | 16-20 | 8 | 4 | 4 | 5 | 2 | 3 | 1 | * | * | * |
| | Helmet used | 21-24 | 8 | 6 | 12 | 3 | 6 | 4 | 7 | * | * | * |
| | Helmet not used | 21-24 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | * | * | * |
| | Helmet use unknown | 21-24 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | * | * | * |
| | Subtotal | 21-24 | 10 | 7 | 12 | 3 | 7 | 4 | 8 | * | * | * |
| | Helmet used | 25-34 | 12 | 12 | 12 | 5 | 10 | 9 | 11 | * | * | * |
| | Helmet not used | 25-34 | 6 | 0 | 0 | 2 | 2 | 1 | 2 | * | * | * |
| | Subtotal | 25-34 | 18 | 12 | 12 | 7 | 12 | 10 | 13 | * | * | * |
| | Helmet used | 35-44 | 9 | 7 | 5 | 11 | 3 | 10 | 4 | * | * | * |
| | Helmet not used | 35-44 | 4 | 2 | 0 | 3 | 1 | 0 | 0 | * | * | * |
| | Subtotal | 35-44 | 13 | 9 | 5 | 14 | 4 | 10 | 4 | * | * | * |
| | Helmet used | 45-54 | 4 | 2 | 4 | 2 | 4 | 5 | 6 | * | * | * |
| | Helmet not used | 45-54 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | * | * | * |
| | Helmet use unknown | 45-54 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | * | * | * |
| | Subtotal | 45-54 | 5 | 2 | 5 | 3 | 5 | 7 | 6 | * | * | * |
| | Helmet used | 55-64 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | * | * | * |
| | Helmet not used | 55-64 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | * | * | * |
| | Subtotal | 55-64 | 1 | 1 | 1 | 2 | 0 | 1 | 1 | * | * | * |
| | Helmet used | 65-74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | * |
| | Helmet not used | 65-74 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | * | * | * |
| | Helmet use unknown | 65-74 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | * | * | * |
| | Subtotal | 65-74 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | * | * | * |
| | Helmet used | >74 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | * | * | * |
| | Helmet not used | >74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | * |
| | Subtotal | >74 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | * | * | * |
| Helmet not used | Unknown | 1 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | * | |
| Subtotal | Unknown | 1 | 0 | 0 | 0 | 0 | 0 | 0 | * | * | * | |
| Helmet used | All | | 41 | 31 | 39 | 26 | 26 | 31 | 31 | * | * | * |
| Helmet not used | All | | 15 | 3 | 3 | 10 | 5 | 4 | 5 | * | * | * |
| Helmet use unknown | All | | 0 | 1 | 0 | 0 | 1 | 0 | 1 | * | * | * |
| Total | All | | 56 | 35 | 42 | 36 | 32 | 35 | 37 | * | * | * |

*Data not available.

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.

Virginia is not included in this table because it does not report motorcycle helmet information.



Table 51: Motorcycle Operators Killed or Injured by Helmet Use and Age

| STATE | HELMET USE | AGE | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|--------------------|--------------------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|
| INJURED | | | | | | | | | | | | |
| Washington | Helmet used | 10-15 | 20 | 28 | 25 | 16 | 20 | 21 | 22 | * | * | * |
| | Helmet not used | 10-15 | 14 | 15 | 20 | 13 | 8 | 12 | 5 | * | * | * |
| | Helmet use unknown | 10-15 | 5 | 0 | 2 | 1 | 6 | 2 | 2 | * | * | * |
| | Subtotal | 10-15 | 39 | 43 | 47 | 30 | 34 | 35 | 29 | * | * | * |
| | Helmet used | 16-20 | 280 | 233 | 242 | 199 | 157 | 150 | 102 | * | * | * |
| | Helmet not used | 16-20 | 86 | 42 | 25 | 17 | 17 | 30 | 13 | * | * | * |
| | Helmet use unknown | 16-20 | 31 | 20 | 14 | 28 | 4 | 14 | 17 | * | * | * |
| | Subtotal | 16-20 | 397 | 295 | 281 | 244 | 178 | 194 | 132 | * | * | * |
| | Helmet used | 21-24 | 268 | 304 | 291 | 215 | 208 | 185 | 149 | * | * | * |
| | Helmet not used | 21-24 | 50 | 15 | 17 | 11 | 13 | 18 | 8 | * | * | * |
| | Helmet use unknown | 21-24 | 26 | 25 | 27 | 17 | 12 | 18 | 21 | * | * | * |
| | Subtotal | 21-24 | 344 | 344 | 335 | 243 | 233 | 221 | 178 | * | * | * |
| | Helmet used | 25-34 | 428 | 442 | 461 | 368 | 362 | 346 | 307 | * | * | * |
| | Helmet not used | 25-34 | 111 | 35 | 29 | 22 | 27 | 19 | 21 | * | * | * |
| | Helmet use unknown | 25-34 | 61 | 40 | 37 | 36 | 32 | 48 | 27 | * | * | * |
| | Subtotal | 25-34 | 600 | 517 | 527 | 426 | 421 | 413 | 355 | * | * | * |
| | Helmet used | 35-44 | 229 | 286 | 314 | 274 | 292 | 309 | 254 | * | * | * |
| | Helmet not used | 35-44 | 53 | 18 | 12 | 11 | 15 | 16 | 11 | * | * | * |
| | Helmet use unknown | 35-44 | 21 | 36 | 33 | 33 | 28 | 29 | 18 | * | * | * |
| | Subtotal | 35-44 | 303 | 340 | 359 | 318 | 335 | 354 | 283 | * | * | * |
| | Helmet used | 45-54 | 91 | 135 | 115 | 140 | 152 | 164 | 167 | * | * | * |
| | Helmet not used | 45-54 | 24 | 4 | 4 | 6 | 13 | 16 | 6 | * | * | * |
| | Helmet use unknown | 45-54 | 9 | 8 | 10 | 7 | 11 | 20 | 18 | * | * | * |
| | Subtotal | 45-54 | 124 | 147 | 129 | 153 | 176 | 200 | 191 | * | * | * |
| | Helmet used | 55-64 | 29 | 43 | 40 | 36 | 47 | 57 | 49 | * | * | * |
| | Helmet not used | 55-64 | 5 | 3 | 1 | 2 | 2 | 3 | 2 | * | * | * |
| | Helmet use unknown | 55-64 | 2 | 5 | 4 | 6 | 2 | 8 | 1 | * | * | * |
| | Subtotal | 55-64 | 36 | 51 | 45 | 44 | 51 | 68 | 52 | * | * | * |
| | Helmet used | 65-74 | 12 | 8 | 12 | 10 | 13 | 14 | 12 | * | * | * |
| | Helmet not used | 65-74 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | * | * | * |
| | Helmet use unknown | 65-74 | 1 | 0 | 1 | 1 | 4 | 0 | 1 | * | * | * |
| | Subtotal | 65-74 | 14 | 9 | 13 | 11 | 18 | 14 | 13 | * | * | * |
| Helmet used | >74 | 3 | 2 | 6 | 3 | 6 | 1 | 5 | * | * | * | |
| Helmet not used | >74 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | * | * | * | |
| Helmet use unknown | >74 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | * | * | * | |
| Subtotal | >74 | 4 | 2 | 7 | 4 | 6 | 1 | 5 | * | * | * | |
| Helmet used | Unknown | 24 | 28 | 14 | 26 | 19 | 10 | 22 | * | * | * | |
| Helmet not used | Unknown | 1 | 7 | 2 | 1 | 3 | 2 | 3 | * | * | * | |
| Helmet use unknown | Unknown | 14 | 13 | 18 | 9 | 14 | 8 | 8 | * | * | * | |
| Subtotal | Unknown | 39 | 48 | 34 | 36 | 36 | 20 | 33 | * | * | * | |
| Helmet used | All | 1,384 | 1,509 | 1,520 | 1,287 | 1,276 | 1,257 | 1,089 | * | * | * | |
| Helmet not used | All | 345 | 140 | 110 | 84 | 99 | 116 | 69 | * | * | * | |
| Helmet use unknown | All | 171 | 147 | 147 | 138 | 113 | 147 | 113 | * | * | * | |
| Total | All | 1,900 | 1,796 | 1,777 | 1,509 | 1,488 | 1,520 | 1,271 | * | * | * | |

Rows listed as "Unknown" are only included where necessary. Operators age 0-9 are included in the "Unknown" category.

Refer to File Characteristics—beginning on page 7 in the Data File Structure—for general and state-specific data notes.



State Years and VIN Available for Analysis

| State | Year | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|
| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
| California | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Florida | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| Georgia | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ● | N/A |
| Illinois | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| Indiana | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Kansas | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ● | ● | ● |
| Maryland | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| Michigan | ● | ● | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Missouri | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| New Mexico | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| North Carolina | N/A | N/A | ● | ● | ● | ● | ● | ● | ● | ● |
| Ohio | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| Pennsylvania | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| Texas | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Utah | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| Virginia | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Washington | ○ | ○ | ○ | ○ | ○ | ○ | ○ | N/A | N/A | N/A |

○ = Data available without VIN.

● = Data available with VIN.

N/A = Data not available.

State Crash Inclusion Criteria

| State | Minimum Assessed Property Damage | At Least One Vehicle Towed |
|----------------|--|----------------------------|
| California | \$500 | |
| Florida | Officer Discretion | |
| Georgia | \$500 since 1995, \$250 before | |
| Illinois | \$500 since 1992, \$250 before | |
| Indiana | \$750 | |
| Kansas | \$500 | |
| Maryland | | ✓ |
| Michigan | \$400 since 1995, \$200 before | |
| Missouri | \$500 | |
| New Mexico | \$500 | |
| North Carolina | \$500 1990-1995, \$1,000 since 1996 | |
| Ohio | \$400 | |
| Pennsylvania | | ✓ |
| Texas | \$500 since 1995, \$250 before | |
| Utah | \$400 1990-1991, \$750 1992-1995, \$1,000 since 1996 | |
| Virginia | \$1,000 | |
| Washington | \$500 | |

All crashes in which at least one person is killed or injured — regardless of assessed property damage or whether towing occurs — are included in the State Data System files.

State Reporting Policies for Uninjured Occupants¹

| State | Driver | Passenger |
|----------------|--------|---|
| California | Y | Y |
| Florida | Y | Y |
| Georgia | Y | N (1990-1993) Y (1994-1998) |
| Illinois | Y | N (1990-1991) ² Y (1992-1999) |
| Indiana | Y | N |
| Kansas | Y | Y |
| Maryland | Y | Y |
| Michigan | Y | Y (1990-1991) N (1992-1999) |
| Missouri | Y | N |
| New Mexico | Y | Y |
| North Carolina | Y | Y |
| Ohio | Y | Y |
| Pennsylvania | Y | Y |
| Texas | Y | Y (1990-1997) ³ N (1998-1999) |
| Utah | Y | Y |
| Virginia | Y | N |
| Washington | Y | Y |

¹ A very small percentage of uninjured passengers may be present in state years in which this information is generally not coded. This can be attributed to data entry error as well as to the discretionary reporting habits of police officers. This is most apparent during transition years when state reporting criteria change.

² Uninjured passengers are marginally coded in 1990-1991 (approximately 2-3% of all persons).

³ For 1997, uninjured passengers comprise approximately 10% of the persons reported, compared to approximately 25% in the years 1990-1996.

SAS Methodology

Introduction

The following describes the methodology used to generate the data in this report. While this methodology is by necessity abbreviated, it should give a researcher reasonably familiar with SAS software enough information to duplicate the numbers herein. The section “Supplemental Information” should be consulted for additional technical information that is relevant to this methodology but would only serve to clutter the main presentation. Inclusion of the actual queries used to create the derived¹ variables allows a researcher to assess their effectiveness in summarizing the data elements in question. In certain instances the construction of a given query has a subjective nature since different researchers may interpret state codes differently. This effect is compounded if several primary variables are used to determine a specific derived variable. Every effort was made to determine logical and appropriate queries for the data elements. Reports from the individual states were consulted to determine the most appropriate query for a given derived variable. However, there is a wide variance in the particular information reported by each state, so a query used herein for a given state may not be entirely supported by the state’s published reports.

Conventions used in this appendix:

1. Actual SAS code is listed in SAS monospace font (size 8). Comments (SAS code that is not executed at run time) are contained within paired “/” and “*” symbols.²
2. When referencing primary variables (other than in SAS code), the variable description is in uppercase and the variable itself is given in parentheses in lowercase.
3. When referencing derived variables (other than in SAS code), the variables are in lowercase and italicized.
4. When referencing SAS reserved words (other than in SAS code), the reserved words are in uppercase and italicized.
5. When referencing pooled data set names or their subsets (other than in SAS code), the names are underlined.

¹ Derived variables are variables created from a given state’s primary variables, i.e., the variables contained in the NCSA SAS data sets and created from the state-supplied raw data files. Refer to the section “Creation of Derived Variables” later in this appendix.

² Note that SAS allows multiple statements (separated by semicolons) to be included on the same line of text. Also, a given SAS statement can extend over multiple lines of text.

Creation of Primary Data Sets

The program methodology pools 10 years of data (1990-1999)³ for a given state creating three pooled data sets:

- 1) Crash (apool)
- 2) Vehicle (vpool)
- 3) Person (ppool)

The variable *year* is created for each data set using SAS *IN=*⁴ variables. The following is simplified sample code for the Missouri Crash data set illustrating the method⁵.

```
/* creation of pooled crash data set */
data test.apool;6
  set missouri.mo90acc (in=y90) missouri.mo91acc (in=y91) missouri.mo92acc (in=y92)
      missouri.mo93acc (in=y93) missouri.mo94acc (in=y94) missouri.mo95acc (in=y95)
      missouri.mo96acc (in=y96) missouri.mo97acc (in=y97) missouri.mo98acc (in=y98)
      missouri.mo99acc;
  if y90 then year='1990';
  else if y91 then year='1991';
  else if y92 then year='1992';
  else if y93 then year='1993';
  else if y94 then year='1994';
  else if y95 then year='1995';
  else if y96 then year='1996';
  else if y97 then year='1997';
  else if y98 then year='1998';
  else year='1999';
run;
```

³ 9 years for Georgia (1990-1998), 8 years for North Carolina (1992-1999), and 7 years for Washington (1990-1996). Researchers interested in a specific period (e.g. 1995-1998) should build the data sets as appropriate. Each state-year can be analyzed individually if desired. For example, if just California 1999 is desired, a similar methodology to that described here is still appropriate, but the %assignyr and %uniqcase macros (see "Supplemental Information") are not needed.

⁴ SAS *IN=* variables are not included in the resultant data set. They essentially serve to identify the source of each observation in the pooled data set.

⁵ Statements creating the derived variables, e.g., rollover, have been omitted. The *LIBNAME* "test" is an arbitrary library for data sets.

⁶ When creating the Maryland Crash file, insert the following *LENGTH* statement between the *DATA* and *SET* statements: "length severity \$ 2;". Similarly, for the Maryland Person file, use "length inj pos sex pppo ped_loc \$ 2;". For the Michigan Person file, use "length pos rest1 \$ 2". The *LENGTH* statements are necessary since the length of these variables varies between years.

Creation of Merged Data Sets

Three merged data sets are created using the primary data sets: Crash-Vehicle (avpool), Crash-Person (apool), and Vehicle-Person (vppool). The following sample code for the Vehicle-Person data set merge illustrates the method⁷:

```
data test.vppool;
  merge test.vpool test.ppool (in=A);
  by caseno vehno;
  if A;8
run;
```

One additional merged data set avp is used in certain instances⁹. It is created by merging the Crash data set apool with the vppool data set:

```
data test.avp;
  merge test.apool test.vppool;
  by caseno;
run;
```

Creation of Secondary Data Sets¹⁰

The three primary data sets and the four merged data sets described above are used to create various subsets of the data for the individual analyses. The diagrams contained on the following three pages detail the procedures used to subset the data. The diagrams are conceptual in nature.¹¹ Data sets are denoted by squares. The individual name(s) of the data set(s) are contained in parentheses within the squares. Subsetting *IF* conditions using the derived variables are listed along the arrows.¹² The following examples serve to illustrate how to create the data sets used in this report based on the diagrams.

⁷ Note that the data sets must be sorted on the *BY* variables prior to merging.

⁸ The line “if A” in conjunction with “(in=A)” characterizes a conditional merge. Observations from the Vehicle and Person data sets are merged only if an observation exists in the Person data set. In the example above, the statement serves to exclude any unoccupied vehicles from the Vehicle-Person data set.

⁹ Used primarily in alcohol and/or speed determination where the primary variables are present in the Crash, Vehicle, and Person data sets.

¹⁰ Creation of the secondary alcohol and speeding data sets are described in the next section.

¹¹ While individual SAS *DATA* steps can be used to create the data sets, appropriate use of *DO* loops and *OUTPUT* statements can reduce the processing time. Note that multiple data sets can be created in one *DATA* step. See “Supplementary Information”.

¹² Refer to the section “Creation of Derived Variables” later in this appendix for specific information on each derived variable.

In the first example below, the Crash-Person data set is used to create the Driver data set consisting only of vehicle drivers¹³ using the derived variable *pctype*:

```
data test.driver;
  set test.apool;
  if pctype='DR';
run;
```

The next example creates the Passenger Car/Light Truck Single-Vehicle Rollover data set using the Crash-Vehicle data set and the derived variables *vtype*, *ctype*, and *rollover*.¹⁴

```
data test.roll;
  set test.avpool;
  if vtype in ('PC','ST') and ctype='S' and rollover=1;
run;
```

The next example creates the Child Restraint data set from the Vehicle-Person data set using the variable AGE (age) and the derived variables *pctype* and *vtype*:

```
data test.child;
  set test.vppool;15
  if pctype='PA' and vtype in ('PC','ST') and age<6;
run;
```

The final example creates the Motorcyclists Killed and Motorcyclists Injured data sets (*cyci1*, *cyci2*) from the Vehicle Occupants data set using the derived variables *vtype* and *pinj*.

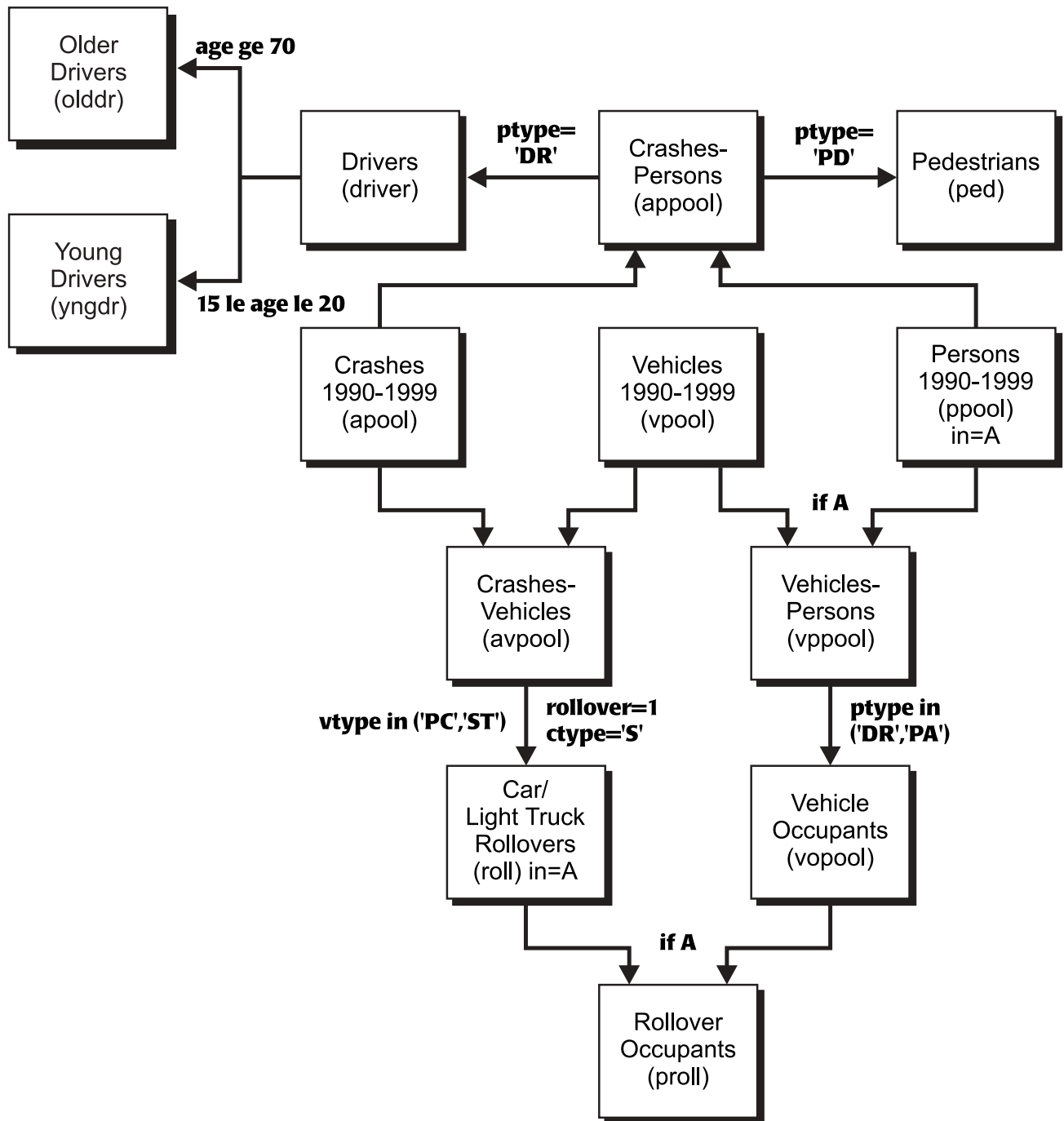
```
data test.cyci1 test.cyci2;
  set test.vopool;
  if vtype='MC' then do;
    if pinj=1 then output test.cyci1; /* killed motorcyclists */
    if pinj=2 then output test.cyci2; /* injured motorcyclists */
  end;
run;
```

¹³ Useful for determining driver involvement by crash severity.

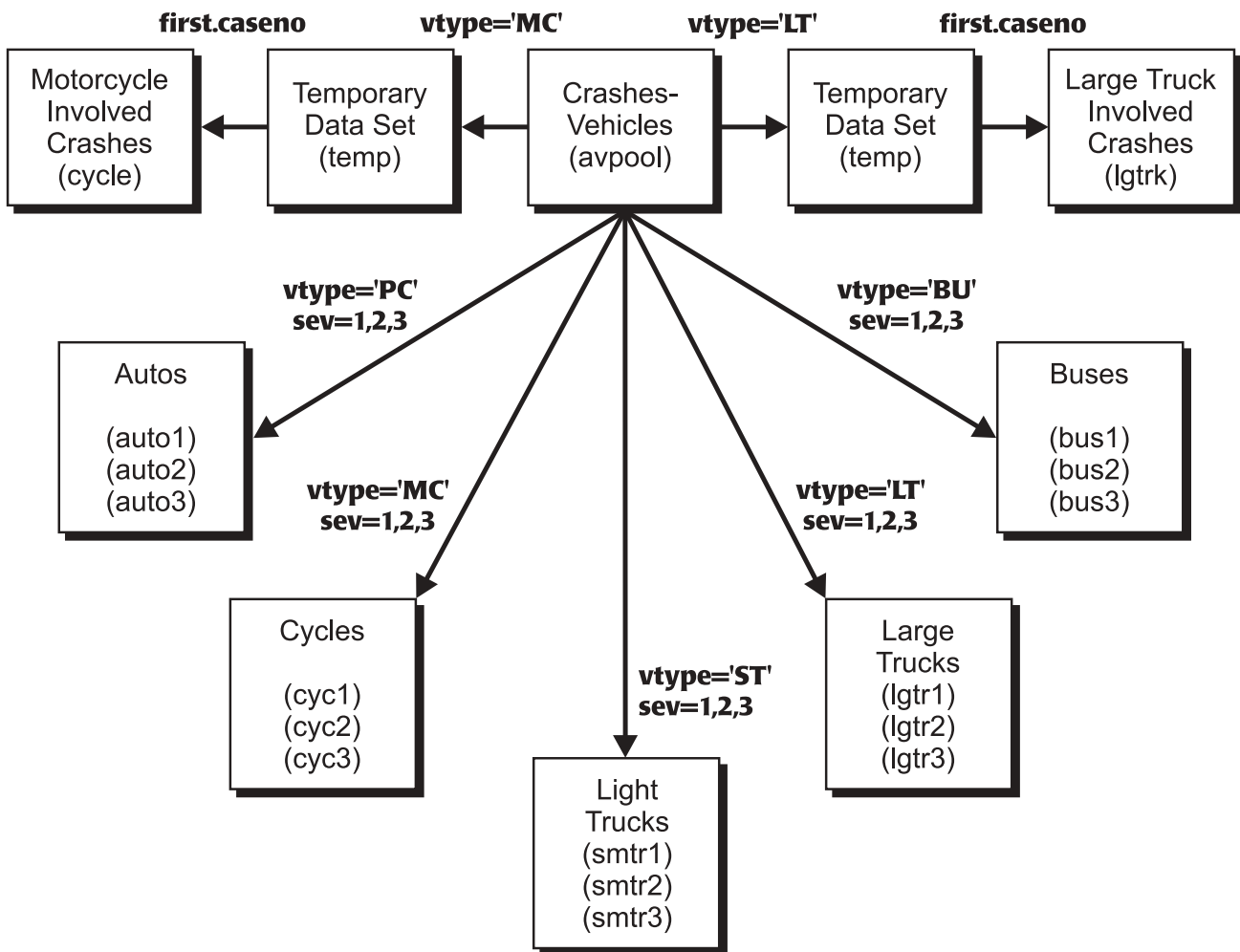
¹⁴ Refer to the rollover query in the section "Creation of Derived Variables" for an alternate method.

¹⁵ Either *vopool* or *vcpool* could also be used here.

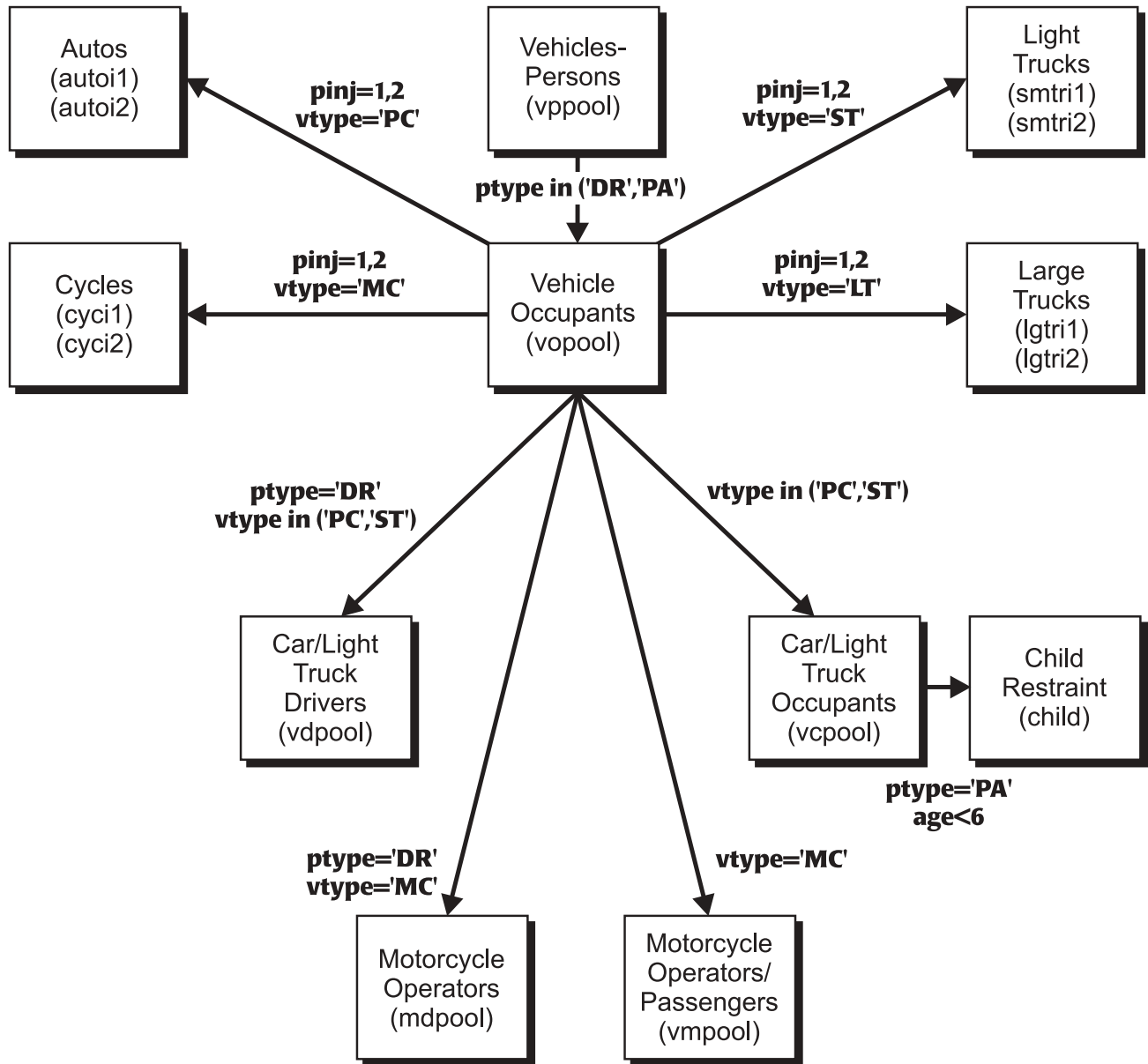
CRASH DATA SETS



VEHICLE DATA SETS



PERSON DATA SETS



Creation of Alcohol/Speeding Data Sets

Since alcohol may be contained in any or all of the primary data sets, it is generally necessary to use a merged data set for determining alcohol-involved crashes and persons. The example below assumes that alcohol information is contained in all primary data sets; hence, the data set `avp` is used in conjunction with the derived variables `alcohol1`, `alcohol2`, and `alcohol3`. A similar procedure can be used for speeding determinations. The diagrams contained on the next two pages graphically describe the alcohol procedure listed below and the analogous procedure for speeding determination. Note that the diagrams detail the most general case.

```
data temp (keep=caseno);16
  set test.avp;17
  by caseno;18
  retain alcohol 0;19
  if first.caseno then do;20
    alcohol=0;
    flag=0;
  end;
  if (alcohol1=1 or alcohol2=1 or alcohol3=1) then flag=1;21
  if alcohol<flag then alcohol=flag;
  if last.caseno and alcohol=1 then output;22
run;

/* creates alcohol-related crash data set */
data test.alc;
  merge temp (in=A) test.apool;
  by caseno;
  if A;
run;

/* creates alcohol-related person data set */
data test.alcper;
  merge test.alc (in=A) test.vppool;23
  by caseno;
  if A;
run;
```

¹⁶ Creates a temporary data set consisting only of case numbers involving alcohol.

¹⁷ The `avp` data set will always work here, although other data sets may be used in certain situations (e.g., if alcohol information is only contained in the Crash and Vehicle data sets, then `avpool` could be substituted here).

¹⁸ A SAS formalism needed with the `SET` statement when using `FIRST` and `LAST` variables. `FIRST` and `LAST` variables cannot be referenced unless the data set is sorted accordingly.

¹⁹ The `RETAIN` statement maintains a variable's value across iterations of the `DATA` step.

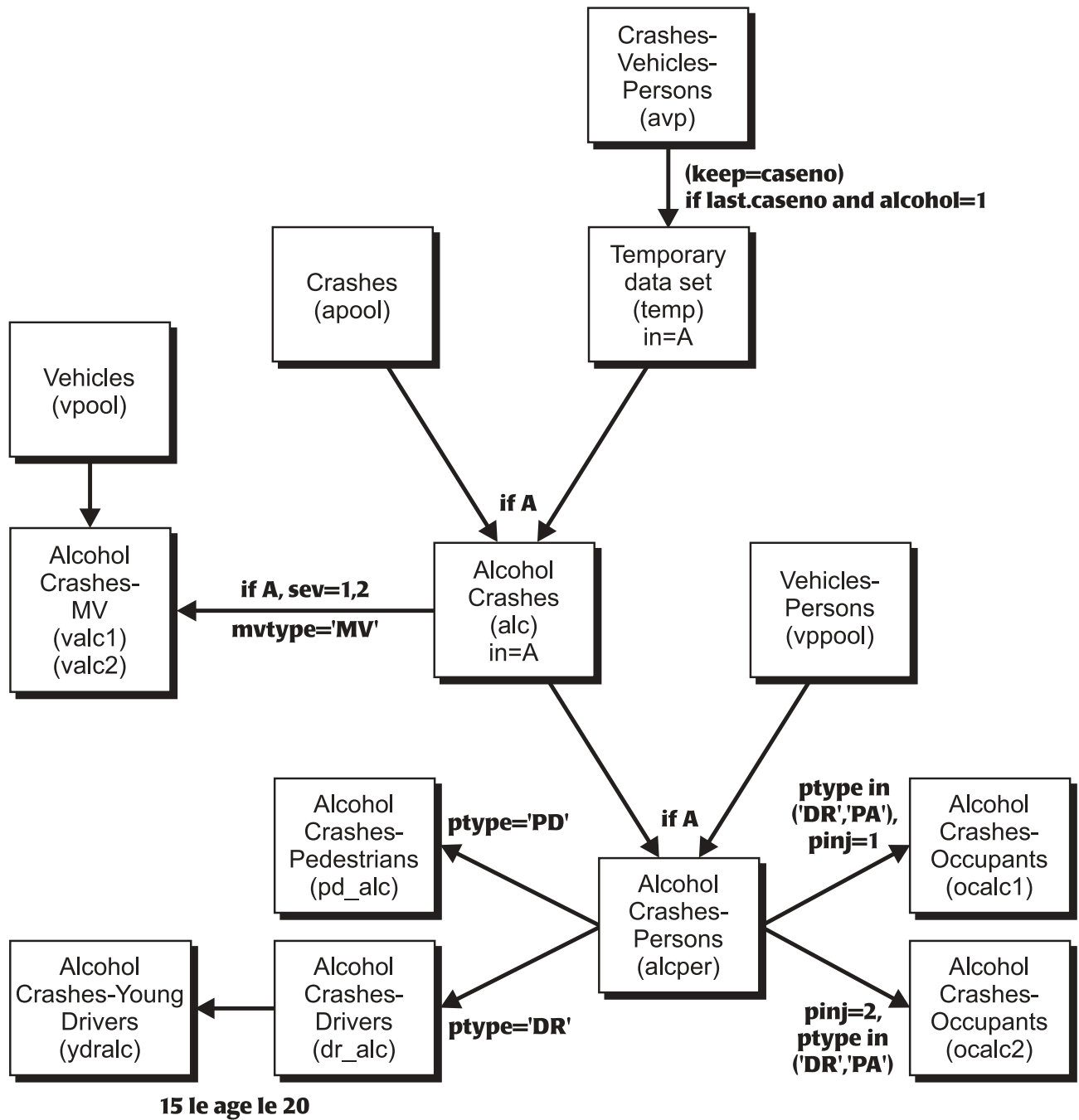
²⁰ Acts on the first occurrence of a given case number in the merged data set.

²¹ This statement should be modified depending on the number of derived alcohol variables present for a given state (refer to the alcohol queries). For example, the statement "if alcohol1=1 then flag=1;" is used for Kansas (the `ppool` data set can also be substituted for `avp`).

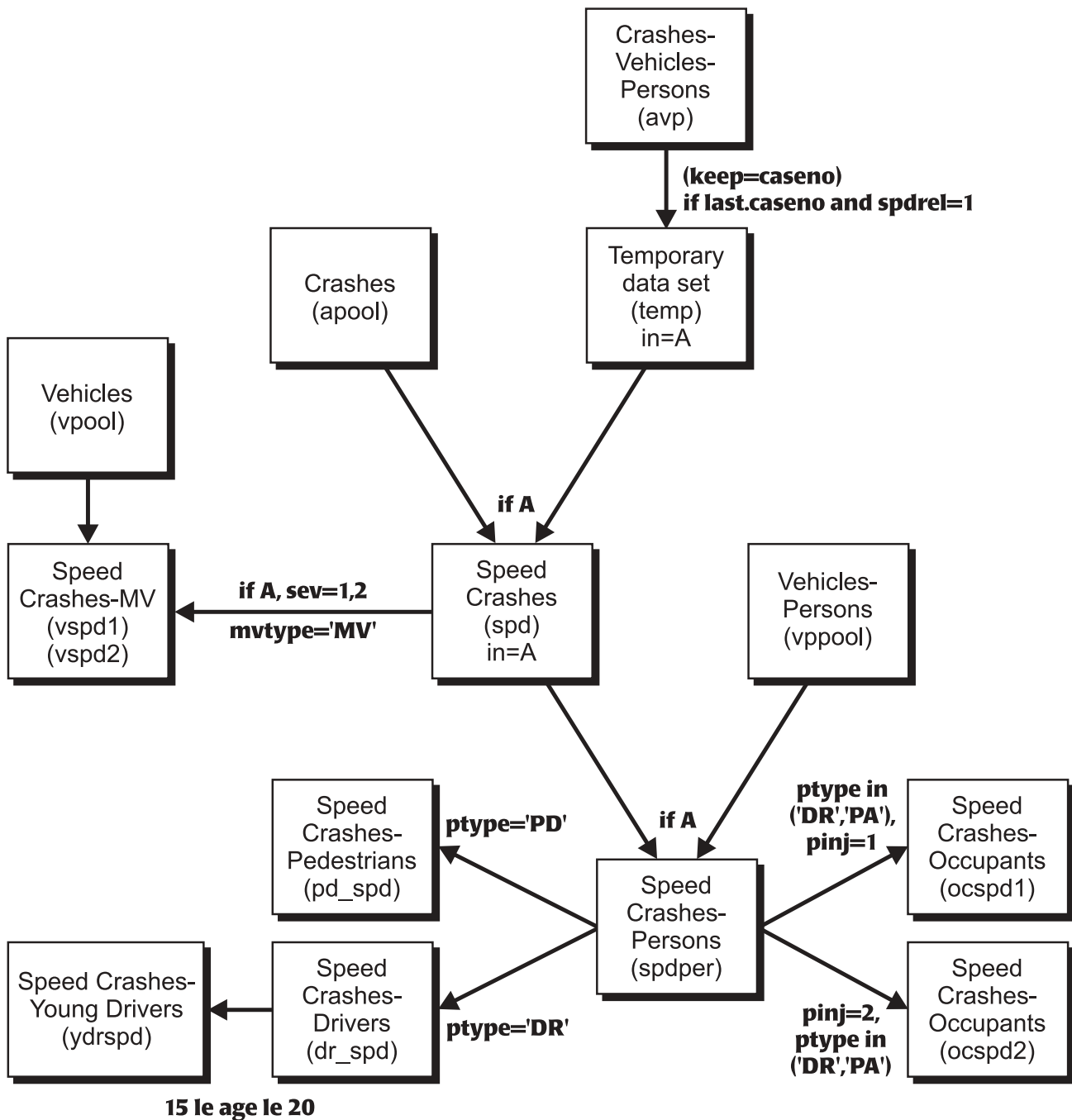
²² Acts on the last occurrence of a given case number in the merged data set. The `OUTPUT` statement controls the creation of the `temp` data set. Only case numbers for cases involving alcohol are included in the `temp` data set.

²³ The `ppool` data set may be substituted for the `vppool` data set in those cases where the Vehicle data set is not needed to determine the derived variable `ptype` (see "Creation of Derived Variables").

ALCOHOL DATA SETS



SPEED DATA SETS



Creation Of Derived Variables

VARIABLE CATEGORY: AGE

The variable *age1* is derived from the variable AGE (age) in the Person data set. The categories *age1*=2 through *age1*=10 are identical for all states. The categories *age1*=1 and *age1*=11 are state-specific. The category *age1*=12 designates unknown and missing ages.

| STATE | QUERY |
|------------|--|
| California | <pre> if (1 le age le 4) then age1=1; else if (5 le age le 9) then age1=2; else if (10 le age le 15) then age1=3; else if (16 le age le 20) then age1=4; else if (21 le age le 24) then age1=5; else if (25 le age le 34) then age1=6; else if (35 le age le 44) then age1=7; else if (45 le age le 54) then age1=8; else if (55 le age le 64) then age1=9; else if (65 le age le 74) then age1=10; else if (75 le age le 99) then age1=11; else age1=12; </pre> |
| Florida | <pre> if (1 le age le 4) then age1=1; else if (5 le age le 9) then age1=2; else if (10 le age le 15) then age1=3; else if (16 le age le 20) then age1=4; else if (21 le age le 24) then age1=5; else if (25 le age le 34) then age1=6; else if (35 le age le 44) then age1=7; else if (45 le age le 54) then age1=8; else if (55 le age le 64) then age1=9; else if (65 le age le 74) then age1=10; else if (75 le age le 99) then age1=11; else age1=12; </pre> |
| Georgia | <pre> if (0 le age le 4) then age1=1; else if (5 le age le 9) then age1=2; else if (10 le age le 15) then age1=3; else if (16 le age le 20) then age1=4; else if (21 le age le 24) then age1=5; else if (25 le age le 34) then age1=6; else if (35 le age le 44) then age1=7; else if (45 le age le 54) then age1=8; else if (55 le age le 64) then age1=9; else if (65 le age le 74) then age1=10; else if (75 le age le 98) then age1=11; else age1=12; </pre> |

STATE QUERY

```

Illinois
if year in ('1990','1991','1992','1993','1994','1995') then do;
  if (1 le age le 4) then age1=1;
  else if (5 le age le 9) then age1=2;
  else if (10 le age le 15) then age1=3;
  else if (16 le age le 20) then age1=4;
  else if (21 le age le 24) then age1=5;
  else if (25 le age le 34) then age1=6;
  else if (35 le age le 44) then age1=7;
  else if (45 le age le 54) then age1=8;
  else if (55 le age le 64) then age1=9;
  else if (65 le age le 74) then age1=10;
  else if (75 le age le 99) then age1=11;
  else age1=12;
end;
else do; /* 1996-1999 */
  if (0 le age le 4) then age1=1;
  else if (5 le age le 9) then age1=2;
  else if (10 le age le 15) then age1=3;
  else if (16 le age le 20) then age1=4;
  else if (21 le age le 24) then age1=5;
  else if (25 le age le 34) then age1=6;
  else if (35 le age le 44) then age1=7;
  else if (45 le age le 54) then age1=8;
  else if (55 le age le 64) then age1=9;
  else if (65 le age le 74) then age1=10;
  else if (75 le age le 98) then age1=11;
  else age1=12;
end;

```

```

Indiana
if (1 le age le 4) then age1=1;
else if (5 le age le 9) then age1=2;
else if (10 le age le 15) then age1=3;
else if (16 le age le 20) then age1=4;
else if (21 le age le 24) then age1=5;
else if (25 le age le 34) then age1=6;
else if (35 le age le 44) then age1=7;
else if (45 le age le 54) then age1=8;
else if (55 le age le 64) then age1=9;
else if (65 le age le 74) then age1=10;
else if (75 le age le 99) then age1=11;
else age1=12;

```

```

Kansas
if (1 le age le 4) then age1=1;
else if (5 le age le 9) then age1=2;
else if (10 le age le 15) then age1=3;
else if (16 le age le 20) then age1=4;
else if (21 le age le 24) then age1=5;
else if (25 le age le 34) then age1=6;
else if (35 le age le 44) then age1=7;
else if (45 le age le 54) then age1=8;
else if (55 le age le 64) then age1=9;
else if (65 le age le 74) then age1=10;
else if (75 le age le 99) then age1=11;
else age1=12;

```

| STATE | QUERY |
|------------|---|
| Maryland | <pre> if (0 le age le 4) then age1=1; else if (5 le age le 9) then age1=2; else if (10 le age le 15) then age1=3; else if (16 le age le 20) then age1=4; else if (21 le age le 24) then age1=5; else if (25 le age le 34) then age1=6; else if (35 le age le 44) then age1=7; else if (45 le age le 54) then age1=8; else if (55 le age le 64) then age1=9; else if (65 le age le 74) then age1=10; else if (75 le age le 99) then age1=11; else age1=12; </pre> |
| Michigan | <pre> if (0 le age le 4) then age1=1; else if (5 le age le 9) then age1=2; else if (10 le age le 15) then age1=3; else if (16 le age le 20) then age1=4; else if (21 le age le 24) then age1=5; else if (25 le age le 34) then age1=6; else if (35 le age le 44) then age1=7; else if (45 le age le 54) then age1=8; else if (55 le age le 64) then age1=9; else if (65 le age le 74) then age1=10; else if (75 le age le 98) then age1=11; else if year not in ('1990','1991') and age=99 then age1=11; else age1=12; </pre> |
| Missouri | <pre> if (0 le age le 4) then age1=1; else if (5 le age le 9) then age1=2; else if (10 le age le 15) then age1=3; else if (16 le age le 20) then age1=4; else if (21 le age le 24) then age1=5; else if (25 le age le 34) then age1=6; else if (35 le age le 44) then age1=7; else if (45 le age le 54) then age1=8; else if (55 le age le 64) then age1=9; else if (65 le age le 74) then age1=10; else if (75 le age le 98) then age1=11; else age1=12; </pre> |
| New Mexico | <pre> if (1 le age le 4) then age1=1; else if (5 le age le 9) then age1=2; else if (10 le age le 15) then age1=3; else if (16 le age le 20) then age1=4; else if (21 le age le 24) then age1=5; else if (25 le age le 34) then age1=6; else if (35 le age le 44) then age1=7; else if (45 le age le 54) then age1=8; else if (55 le age le 64) then age1=9; else if (65 le age le 74) then age1=10; else if (75 le age le 99) then age1=11; else age1=12; </pre> |

| STATE | QUERY |
|----------------|--|
| North Carolina | <pre>if (0 le age le 4) then age1=1; else if (5 le age le 9) then age1=2; else if (10 le age le 15) then age1=3; else if (16 le age le 20) then age1=4; else if (21 le age le 24) then age1=5; else if (25 le age le 34) then age1=6; else if (35 le age le 44) then age1=7; else if (45 le age le 54) then age1=8; else if (55 le age le 64) then age1=9; else if (65 le age le 74) then age1=10; else if (75 le age le 98) then age1=11; else age1=12;</pre> |
| Ohio | <pre>if (1 le age le 4) then age1=1; else if (5 le age le 9) then age1=2; else if (10 le age le 15) then age1=3; else if (16 le age le 20) then age1=4; else if (21 le age le 24) then age1=5; else if (25 le age le 34) then age1=6; else if (35 le age le 44) then age1=7; else if (45 le age le 54) then age1=8; else if (55 le age le 64) then age1=9; else if (65 le age le 74) then age1=10; else if (75 le age le 99) then age1=11; else age1=12;</pre> |
| Pennsylvania | <pre>if (1 le age le 4) then age1=1; else if (5 le age le 9) then age1=2; else if (10 le age le 15) then age1=3; else if (16 le age le 20) then age1=4; else if (21 le age le 24) then age1=5; else if (25 le age le 34) then age1=6; else if (35 le age le 44) then age1=7; else if (45 le age le 54) then age1=8; else if (55 le age le 64) then age1=9; else if (65 le age le 74) then age1=10; else if (75 le age le 98) then age1=11; else age1=12;</pre> |
| Texas | <pre>if (0 le age le 4) then age1=1; else if (5 le age le 9) then age1=2; else if (10 le age le 15) then age1=3; else if (16 le age le 20) then age1=4; else if (21 le age le 24) then age1=5; else if (25 le age le 34) then age1=6; else if (35 le age le 44) then age1=7; else if (45 le age le 54) then age1=8; else if (55 le age le 64) then age1=9; else if (65 le age le 74) then age1=10; else if (75 le age le 98) then age1=11; else age1=12;</pre> |

| STATE | QUERY |
|------------|--|
| Utah | <pre>if (1 le age le 4) then age1=1; else if (5 le age le 9) then age1=2; else if (10 le age le 15) then age1=3; else if (16 le age le 20) then age1=4; else if (21 le age le 24) then age1=5; else if (25 le age le 34) then age1=6; else if (35 le age le 44) then age1=7; else if (45 le age le 54) then age1=8; else if (55 le age le 64) then age1=9; else if (65 le age le 74) then age1=10; else if (75 le age le 99) then age1=11; else age1=12;</pre> |
| Virginia | <pre>if (1 le age le 4) then age1=1; else if (5 le age le 9) then age1=2; else if (10 le age le 15) then age1=3; else if (16 le age le 20) then age1=4; else if (21 le age le 24) then age1=5; else if (25 le age le 34) then age1=6; else if (35 le age le 44) then age1=7; else if (45 le age le 54) then age1=8; else if (55 le age le 64) then age1=9; else if (65 le age le 74) then age1=10; else if (75 le age le 99) then age1=11; else age1=12;</pre> |
| Washington | <pre>if (1 le age le 4) then age1=1; else if (5 le age le 9) then age1=2; else if (10 le age le 15) then age1=3; else if (16 le age le 20) then age1=4; else if (21 le age le 24) then age1=5; else if (25 le age le 34) then age1=6; else if (35 le age le 44) then age1=7; else if (45 le age le 54) then age1=8; else if (55 le age le 64) then age1=9; else if (65 le age le 74) then age1=10; else if (75 le age le 99) then age1=11; else age1=12;</pre> |

VARIABLE CATEGORY: ALCOHOL

An alcohol-related crash is defined as a crash where the driver of a motor vehicle, or a pedestrian or pedalcyclist struck by a vehicle, had a positive blood alcohol content (BAC) level²⁴, or in which other indicators of alcohol consumption are present. It should be noted that there is a wide variety in the type and number of alcohol-related variables coded by each state. The determination of alcohol-related crashes generally require use of the Crash, Vehicle and/or Person data sets. The queries used and the data sets for which the queries apply are listed below. For example, California alcohol determinations require using the first query with the Crash data set (apool), the second query with the Vehicle data set (vpool), and the third query with the Person data set (ppool). The individual indicator variables *alcohol1*, *alcohol2*, and *alcohol3* are combined using the method described earlier in this appendix (see “Creation of Alcohol/Speeding Data Sets”). Note that the variable ALCOHOL TEST RESULTS (*tst_res1*), which gives the actual BAC level of the person involved, is not present in all state data sets; also, a given state may use certain numeric codes for other purposes, e.g., a ‘.99’ code might indicate an unknown BAC level.

| STATE | QUERY |
|------------|---|
| California | <pre>(1) if cause1 in ('01','23') then alcohol1=1; else alcohol1=0; /* apool */ (2) if ((year in ('1990','1991') and violatn='20') or (year in ('1992','1993','1994','1995','1996','1997','1998','1999') and confac1='20')) then alcohol2=1; else alcohol2=0; /* vpool */ (3) if alc_drug in ('2','3','4') then alcohol3=1; else alcohol3=0; /* ppool */</pre> |
| Florida | <pre>(1) if alcdrug in ('1','3') then alcohol1=1; else alcohol1=0; /* apool */ (2) if alc_drug in ('2','4','5') or confac1 in ('07','09') or confac2 in ('07','09') or confac3 in ('07','09') or ('.01' le tst_res1 le '.99') then alcohol2=1; else alcohol2=0; /* ppool */</pre> |
| Georgia | <pre>(1) if confac1='02' or confac2='02' or confac3='02' or confac4='02' then alcohol1=1; else alcohol1=0; /* vpool */ (2) if year in ('1990','1991','1992','1993') then do; if ('.01' le tst_res1 le '.99') or alc_drug='1' or percond1 in ('2','4') then alcohol2=1; else alcohol2=0; end; else if year in ('1994','1995','1996','1997') then do; if ('.01' le tst_res1 le '.99') or alc_drug='1' or percond1 in ('3','4') then alcohol2=1; else alcohol2=0; end; else do; /* 1998 */ if ('0.01' le tst_res1 le '0.99') or tst_res2='POS' or percond1 in ('3','4') then alcohol2=1; else alcohol2=0; end; /* ppool */</pre> |

²⁴ Alcohol information may also be coded for passengers in some states. The derived variable *ptype* and the alcohol queries can be used for this determination.

| STATE | QUERY |
|----------|--|
| Illinois | <pre>(1) if year in ('1990','1991','1992') then do; if tst_res1 in ('2','3','4','5','6','7') or percond1='9' then alcohol1=1; else alcohol1=0; end; else if year in ('1993','1994','1995') then do; if percond1='9' then alcohol1=1; else alcohol1=0; end; else do; /* 1996-1999 */ if ('.01' le tst_res1 le '.94') or percond1 in ('2','7') then alcohol1=1; else alcohol1=0; end; /* ppool */</pre> |
| Indiana | <pre>(1) if cause1='01' then alcohol1=1; else alcohol1=0; /* apool */ (2) if confac1='01' or confac2='01' then alcohol2=1; else alcohol2=0; /* vpool */ (3) if percond1='2' or ('.010' le tst_res1 le '.999') or ('.010' le tst_res2 le '.999') then alcohol3=1; else alcohol3=0; /* ppool */</pre> |
| Kansas | <pre>(1) if asa1 in ('AC','AP') or asa2 in ('AC','AP') or asa3 in ('AC','AP') or ('.01' le tst_res1 le '.99') or pcc1='02' or pcc2='02' or pcc3='02' or pcc4='02' or pcc5='02' or dcc1='02' or dcc2='02' or dcc3='02' or dcc4='02' or dcc5='02' or dcc6='02' or dcc7='02' or dcc8='02' or dcc9='02' or dcc10='02' then alcohol1=1; else alcohol1=0; /* ppool */</pre> |
| Maryland | <pre>(1) if year in ('1990','1991','1992') and (cause1='21' or cause2='21') then alcohol1=1; else alcohol1=0; /* apool */ (2) if year in ('1990','1991','1992') and confac1='21' then alcohol2=1; else alcohol2=0; /* vpool */ (3) if year in ('1993','1994','1995','1996','1997','1998','1999') then do; if (tst_res1 ne '.88' and ('.01' le tst_res1 le '.98')) or alc_drug in ('11','21') or percond='02' or con_cir1 in ('02','04') or con_cir2 in ('02','04') or con_cir3 in ('02','04') or con_cir4 in ('02','04') then alcohol3=1; else alcohol3=0; end; else do; /* 1990-1992 */ if (tst_res1 ne '.88' and ('.01' le tst_res1 le '.98')) or percond1='2' or percond2='2' or percond3='2' or pedcond='2' then alcohol3=1; else alcohol3=0; end; /* ppool */</pre> |

| STATE | QUERY |
|----------------|--|
| Michigan | <pre>(1) if year in ('1990','1991') then do; if cause1='07' or alcdrug='1' then alcohol1=1; else alcohol1=0; end; else do; /* 1992-1999 */ if alcdrug='1' then alcohol1=1; else alcohol1=0; end; /* apool */ (2) if year in ('1990','1991') then do; if alc_drug='1' or con_cir1='01' or tst_res1 in ('2','3') then alcohol2=1; else alcohol2=0; end; else if year='1992' then do; if ('.010' le tst_res1 le '.900') or alcohol='1' then alcohol2=1; else alcohol2=0; end; else do; /* 1993-1999 */ if alcohol='1' then alcohol2=1; else alcohol2=0; end; /* ppool */</pre> |
| Missouri | <pre>(1) if ((year in ('1990','1991','1992') and (confac1='15' or confac2='15' or confac3='15' or confac4='15' or confac5='15')) or (year in ('1993','1994') and (confac1='16' or confac2='16' or confac3='16' or confac4='16' or confac5='16')) or (year in ('1995','1996','1997','1998','1999') and (confac1='18' or confac2='18' or confac3='18' or confac4='18' or confac5='18'))) then alcohol1=1; else alcohol1=0; /* vpool */ (2) if ((year in ('1990','1991','1992') and (con_cir1='15' or con_cir2='15' or con_cir3='15' or con_cir4='15')) or (year in ('1993','1994') and (con_cir1='16' or con_cir2='16' or con_cir3='16')) or (year in ('1995','1996','1997','1998','1999') and (con_cir1='18' or con_cir2='18' or con_cir3='18'))) then alcohol2=1; else alcohol2=0; /* ppool */</pre> |
| New Mexico | <pre>(1) if substr(confac2,1,1)='4' or substr(confac2,2,1)='4' or substr(confac2,3,1)='4' then alcohol1=1; else alcohol1=0; /* vpool */ (2) if alc_drug in ('1','2','5') or tst_res1 ge '.01' then alcohol2=1; else alcohol2=0; /* ppool */</pre> |
| North Carolina | <pre>(1) if alcohol=1 then alcohol1=1; else alcohol1=0; /* apool */ (2) if intoxc=1 or violat1=2 or violat2=2 or violat3=2 or violat4=2 or violat5=2 then alcohol2=1; else alcohol2=0; /* vpool */</pre> |

APPENDIX D

| STATE | QUERY |
|--------------|---|
| Ohio | <pre>(1) if alcdrug='1' then alcohol1=1; else alcohol1=0; /* apool */ (2) if alcohol in ('2','3','4') or (.01' le tst_res1 le '.98') then alcohol2=1; else alcohol2=0; /* ppool */</pre> |
| Pennsylvania | <pre>(1) if alcdrug in ('1','4') or (cause1 in ('02','74') and year in ('1990','1991','1992')) or (cause1 in ('A2','V1') and year in ('1993','1994','1995','1996','1997','1998','1999'))then alcohol1=1; else alcohol1=0; /* apool */ (2) if percond1='2' then alcohol2=1; else alcohol2=0; /* vpool */ (3) if alc_drug in ('1','4') or (.01' le tst_res1 le '.96') then alcohol3=1; else alcohol3=0; /* ppool */</pre> |
| Texas | <pre>(1) if confac2='9' then alcohol1=1; else alcohol1=0; /* vpool */ (2) if (.01' le tst_res1 le '.97') or alc_drug='1' then alcohol2=1; else alcohol2=0; /* ppool */</pre> |
| Utah | <pre>(1) if violat in ('13','14') or confac1 in ('09','28') or confac2 in ('09','28') then alcohol1=1; else alcohol1=0; /* vpool */ (2) if (.01' le tst_res1 le '.99') then alcohol2=1; else alcohol2=0; /* ppool */</pre> |
| Virginia | <pre>(1) if alcdrug='1' then alcohol1=1; else alcohol1=0; /* apool */ (2) if (.01' le tst_res1 le '.99') or alc_drug in ('2','3','4','5') then alcohol2=1; else alcohol2=0; /* ppool */</pre> |
| Washington | <pre>(1) if confac1='01' or confac2='01' or confac3='01' then alcohol1=1; else alcohol1=0; /* vpool */ (2) if alc_drug in ('1','2','3','5','6') or (.01' le tst_res1 le '.97') then alcohol2=1; else alcohol2=0; /* ppool */</pre> |

VARIABLE CATEGORY: CHILD RESTRAINT

The variable *child* is normally derived using the variable RESTRAINT DEVICE (rest1) in the Person data set. Additional variables such as OCCUPANT RESTRAINT (belt) or RESTRAINT DEVICE 2 (rest2), contained in the Person data set, may also be used if applicable. For this analysis, the categories '(Child) Restraint Improperly Used' and '(Child) Restraint Failure' have been classified as 'Restraint Not Used'. Also, airbag codes without explicit reference to restraint use (used/not used) are classified as 'Restraint Use Unknown'. The variable *child* has the following codes:

- 1= Child restraint used
- 2=Other restraint used
- 3=No restraint used
- 4=Restraint use unknown.

| STATE | QUERY |
|------------|--|
| California | <pre> if rest1='Q' then child=1; else if rest1 in ('C','E','G','J') then child=2; else if rest1 in ('A','D','F','H','K','P','R','T','U') then child=3; else child=4; </pre> |
| Florida | <pre> if year in ('1990','1991','1992') then do; if rest1='3' then child=1; else if rest1='2' then child=2; else if rest1='1' then child=3; else child=4; end; else do; /* 1993-1999 */²⁵ if rest1='0' then do; if rest2='1' then child=3; else if rest2='2' then child=2; else if rest2='3' then child=1; else child=4; end; else if rest1='1' then do; if rest2 in ('2','3','5','6') then child=4; else child=3; end; else if rest1='2' then do; if rest2='3' then child=1; else if rest2 in ('1','5','6') then child=4; else child=2; end; else if rest1='3' then do; if rest2 in ('1','5','6') then child=4; else child=1; end; else if rest1='4' then do; if rest2='1' then child=3; else if rest2='2' then child=2; else if rest2='3' then child=1; else child=4; end; else if rest1 in ('5','6') then child=4; else do; /* rest1 not in '0','1','2','3','4','5','6' */ if rest2='1' then child=3; else if rest2='2' then child=2; else if rest2='3' then child=1; else child=4; end; end; </pre> |

²⁵ This query sets contradictory information between Florida's two restraint variables to "Restraint use unknown" for the period 1993-1999.

APPENDIX D

| STATE | QUERY |
|----------|--|
| Georgia | <pre>if rest1='4' then child=1; else if rest1 in ('1','2') or (year in ('1994','1995','1996','1997','1998') and rest1='3') then child=2; else if rest1 in ('0','5') then child=3; else child=4;</pre> |
| Illinois | <pre>if year in ('1990','1991','1992','1993','1994','1995') then do; if rest1='5' then child=1; else if rest1='1' then child=2; else if rest1 in ('2','6','7') then child=3; else child=4; end; else do; /* 1996-1999 */ if rest1='6' then child=1; else if rest1='2' then child=2; else if rest1 in ('1','3','7','8') then child=3; else if rest1='9' then do; if airbag='1' then child=2; else if airbag='2' then child=3; else child=4; end; else child=4; end;</pre> |
| Indiana | <pre>if rest1='4' or rest2='4' then child=1; else if rest1 in ('2','3') or rest2 in ('2','3') then child=2; else if rest1='1' or rest2='1' then child=3; else child=4;</pre> |
| Kansas | <pre>if rest1='C' then child=1; else if rest1 in ('L','S','X') then child=2; else if rest1 in ('N','Y') then child=3; else child=4;</pre> |
| Maryland | <pre>if year in ('1990','1991','1992') then do; if rest1='04' then child=1; else if rest1 in ('01','02','03') then child=2; else if rest1 in ('10','11') then child=3; else child=4; end; else do; /* 1993-1999 */ if rest1='14' then child=1; else if rest1 in ('11','12','13','32') then child=2; else if rest1 in ('00','01','31') then child=3; else child=4; end;</pre> |

| STATE | QUERY |
|----------------|---|
| Michigan | <pre> if year in ('1990','1991') then do; if rest1='5' then child=1; else if rest1='2' then child=2; else if rest1 in ('1','3','6','7') then child=3; else child=4; end; else do; /* 1992-1999 */ if rest1='06' then child=1; else if rest1 in ('02','03','04') then child=2; else if rest1 in ('01','05','07','08') then child=3; else child=4; end; </pre> |
| Missouri | <pre> if year in ('1990','1991','1992') then do; if rest1='4' then child=1; else if rest1 in ('3','6') then child=2; else if rest1 in ('1','2') then child=3; else child=4; end; else do; /* 1993-1999 */ if rest1='6' then child=1; else if rest1 in ('3','4','5') then child=2; else if rest1 in ('1','2') then child=3; else child=4; end; </pre> |
| New Mexico | <pre> if year in ('1990','1991','1992','1993','1994','1995') then do; if rest1='9' then child=1; else if rest1 in ('3','5','6') then child=2; else if rest1 in ('1','2','4','7') then child=3; else child=4; end; else do; /* 1996-1999 */ if rest1='8' then child=1; else if rest1 in ('3','5','6') then child=2; else if rest1 in ('1','2','4','7') then child=3; else child=4; end; </pre> |
| North Carolina | <pre> if belt=4 then child=1; else if belt in (2,3) then child=2; else if belt=1 then child=3; else child=4; </pre> |
| Ohio | <pre> if rest1='6' then child=1; else if rest1 in ('3','4','5') then child=2; else if rest1 in ('1','2') then child=3; else child=4; </pre> |

APPENDIX D

| STATE | QUERY |
|--------------|--|
| Pennsylvania | <pre>if rest_use='1' then do; if rest1='4' then child=1; else if rest1 in ('1','2','3') or pas_rest='3' then child=2; else child=4; end; else if rest_use in ('0','2') then child=3; else child=4;</pre> |
| Texas | <pre>if rest1='3' then child=1; else if rest1 in ('1','2','5') then child=2; else if rest1='6' then child=3; else child=4;</pre> |
| Utah | <pre>if year in ('1990','1991','1992') then do; if rest1='5' then child=1; else if rest1 in ('1','2') then child=2; else if rest1 in ('3','4') then child=3; else child=4; end; else do; /* 1993-1999 */ if rest1='5' then child=1; else if rest1 in ('1','2','6','A') then child=2; else if rest1 in ('3','4','7') then child=3; else child=4; end;</pre> |
| Virginia | <pre>if rest1='5' then child=1; else if rest1 in ('2','3','4') then child=2; else if rest1='1' then child=3; else child=4;</pre> |
| Washington | <pre>if rest1='5' then child=1; else if rest1 in ('2','3','4','6','8') then child=2; else if rest1 in ('1','7','9') then child=3; else child=4;</pre> |

VARIABLE CATEGORY: CRASH SEVERITY

The variable *sev* is derived using ACCIDENT SEVERITY (severity) in the Crash data set and uses the following codes:

- 1=Fatal crash
- 2=Injury crash
- 3=Property damage only (PDO) crash.

| STATE | QUERY |
|------------|---|
| California | <pre>select (severity); when ('1') sev=1; when ('2') sev=2; when ('3') sev=2; when ('4') sev=2; when ('0') sev=3; otherwise sev=.; end;</pre> |
| Florida | <pre>select (severity); when ('1') sev=3; when ('2') sev=2; when ('3') sev=2; when ('4') sev=2; when ('5') sev=1; otherwise sev=.; end;</pre> |
| Georgia | <pre>if num_fat>0 then sev=1; else if num_inj>0 then sev=2; else sev=3;</pre> |
| Illinois | <pre>select (severity); when ('1') sev=1; when ('2') sev=2; when ('3') sev=3; otherwise sev=.; end;</pre> |
| Indiana | <pre>select (severity); when ('1') sev=1; when ('2') sev=2; when ('3') sev=3; otherwise sev=.; end;</pre> |
| Kansas | <pre>select (severity); when ('4') sev=1; when ('1','2','3') sev=2; when ('0') sev=3; otherwise sev=.; end;</pre> |
| Maryland | <pre>if year in ('1990','1991','1992') then do; if severity='5' then sev=1; else if severity in ('4','3','2') then sev=2; else if severity='1' then sev=3; else sev=.; end; else do; /* 1993-1999 */ if severity='05' then sev=1; else if severity in ('04','03','02') then sev=2; else if severity='01' then sev=3; else sev=.; end;</pre> |

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| STATE | QUERY |
|----------------|---|
| Michigan | <pre>if year in ('1990','1991') then sev=severity; else do; /* 1992-1999 */ if fatal='1' then sev=1; else if injury='1' then sev=2; else sev=3; end;</pre> |
| Missouri | <pre>select (severity); when ('1') sev=1; when ('2') sev=2; when ('3') sev=3; otherwise sev=.; end;</pre> |
| New Mexico | <pre>sev=severity;</pre> |
| North Carolina | <pre>select (severity); when (5) sev=1; when (4) sev=2; when (3) sev=2; when (2) sev=2; when (1) sev=3; otherwise sev=.; end;</pre> |
| Ohio | <pre>select (severity); when ('1') sev=1; when ('2') sev=2; when ('3') sev=3; otherwise sev=.; end;</pre> |
| Pennsylvania | <pre>select (severity); when ('1') sev=1; when ('2') sev=2; when ('3') sev=2; when ('4') sev=2; when ('5') sev=2; when ('6') sev=3; otherwise sev=.; end;</pre> |
| Texas | <pre>select (severity); when ('1') sev=2; when ('2') sev=2; when ('3') sev=2; when ('4') sev=1; when ('5') sev=3; otherwise sev=.; end;</pre> |
| Utah | <pre>select (severity); when ('1') sev=3; when ('2') sev=2; when ('3') sev=2; when ('4') sev=2; when ('5') sev=1; otherwise sev=.; end;</pre> |
| Virginia | <pre>select (severity); when ('0') sev=1; when ('1') sev=1; when ('2') sev=2; when ('3') sev=2; when ('4') sev=3; when ('5') sev=3; otherwise sev=.; end;</pre> |
| Washington | <pre>select (severity); when ('1') sev=3; when ('2') sev=2; when ('3') sev=1; otherwise sev=.; end;</pre> |

VARIABLE CATEGORY: CRASH TYPE

The variable (*ctype*) is normally derived using the variable NUMBER OF VEHICLES (*num_veh*) in the Crash data set. For North Carolina, the variable NUMBER OF UNITS IN ACCIDENT (*numunit*) is used. For New Mexico and Washington, the NUMBER OF VEHICLES (*num_veh*) variable must be derived. The method is shown below. The variable *ctype* has the following codes:

S=Single vehicle
M=Multiple vehicle
U=Unknown.

All states excepting North Carolina:

```
if num_veh=1 then ctype='S'; else if num_veh>1 then ctype='M'; else ctype='U';
```

North Carolina:

```
if numunit=1 then ctype='S'; else if numunit>1 then ctype='M'; else ctype='U';
```

Derivation of the variable NUMBER OF VEHICLES (*num_veh*): (New Mexico, Washington)

```
data temp (keep=caseno num_veh);
  set test.vpool;
  by caseno vehno;
  retain num_veh 0;
  if first.caseno then num_veh=0;
  num_veh+1;
  if last.caseno then output;
run;

data test.apool;26
  merge test.apool (in=A) temp;
  by caseno;
  if A;
run;
```

²⁶ This step adds the variable *num_veh* to the existing *apool* data set.

VARIABLE CATEGORY: DAY OF WEEK (Weekday vs Weekend)²⁷

The variable *wend1* is derived from the TIME OF ACCIDENT (time) variable and the DAY OF WEEK (weekday) variable, present in most state Crash data sets. For states where TIME OF ACCIDENT is not available, the variable HOUR OF ACCIDENT (hour) is used.

| STATE | QUERY |
|------------|---|
| California | <pre> /* mon=1 sun=7 */ if (weekday in ('6','7') or (weekday='1' and (0 le time le 559)) or (weekday='5' and (1800 le time le 2359))) then wend1='Weekend'; else if (weekday in ('2','3','4') or (weekday='1' and (600 le time le 2359)) or (weekday='5' and (0 le time le 1759))) then wend1='Weekday'; else wend1='Unknown'; </pre> |
| Florida | <pre> /* mon=1 sun=7 */ if (weekday in ('6','7') or (weekday='1' and (1 le time le 559)) or (weekday='5' and (1800 le time le 2400))) then wend1='Weekend'; else if (weekday in ('2','3','4') or (weekday='1' and (600 le time le 2359)) or (weekday='5' and (1 le time le 1759))) then wend1='Weekday'; else wend1='Unknown'; </pre> |
| Georgia | <pre> /* sun=1 sat=7 */ if (weekday in ('1','7') or (weekday='2' and (0 < time < 600)) or (weekday='6' and (1800 le time le 2400))) then wend1='Weekend'; else if (weekday in ('3','4','5') or (weekday='2' and (600 le time le 2400)) or (weekday='6' and (0 < time < 1800))) then wend1='Weekday'; else wend1='Unknown'; </pre> |
| Illinois | <pre> /* mon=1 sun=7 */ if year in ('1996','1997','1998','1999') then do; if (weekday in ('6','7') or (weekday='1' and (0 le time le 559)) or (weekday='5' and (1800 le time le 2359))) then wend1='Weekend'; else if (weekday in ('2','3','4') or (weekday='1' and (600 le time le 2359)) or (weekday='5' and (0 le time le 1759))) then wend1='Weekday'; else wend1='Unknown'; end; else do; /* 1990-1995 */ if (weekday in ('6','7') or (weekday='1' and (0 le hour le 5)) or (weekday='5' and (18 le hour le 23))) then wend1='Weekend'; else if (weekday in ('2','3','4') or (weekday='1' and (6 le hour le 23)) or (weekday='5' and (0 le hour le 17))) then wend1='Weekday'; else wend1='Unknown'; end; </pre> |

²⁷ Some states designate midnight as time 0, while others use time 2400.

| STATE | QUERY |
|----------|---|
| Indiana | <pre> /* sun=1 sat=7 */ if (weekday in ('1','7') or (weekday='2' and (1 le time le 559)) or (weekday='6' and (1800 le time le 2400))) then wend1='Weekend'; else if (weekday in ('3','4','5') or (weekday='2' and (600 le time le 2400)) or (weekday='6' and (1 le time le 1759))) then wend1='Weekday'; else wend1='Unknown'; </pre> |
| Kansas | <pre> /* mon=1 sun=7 */ if (weekday in ('6','7') or (weekday='1' and ('0000' le time < '0600')) or (weekday='5' and ('1800' le time le '2359'))) then wend1='Weekend'; else if (weekday in ('2','3','4') or (weekday='1' and ('0600' le time le '2359')) or (weekday='5' and ('0000' le time < '0600'))) then wend1='Weekday'; else wend1='Unknown'; </pre> |
| Maryland | <pre> /* sun=1 sat=7 */ if (weekday in ('1','7') or (weekday='2' and (1 le time le 559)) or (weekday='6' and (1800 le time le 2400))) then wend1='Weekend'; else if (weekday in ('3','4','5') or (weekday='2' and (600 le time le 2400)) or (weekday='6' and (1 le time le 1759))) then wend1='Weekday'; else wend1='Unknown'; </pre> |
| Michigan | <pre> /* sun=1 sat=7 */ if year in ('1990','1991') then do; if (weekday in ('1','7') or (weekday='2' and (1 le hour le 6)) or (weekday='6' and (19 le hour le 24))) then wend1='Weekend'; else if (weekday in ('3','4','5') or (weekday='2' and (7 le hour le 24)) or (weekday='6' and (1 le hour le 18))) then wend1='Weekday'; else wend1='Unknown'; end; else do; /* 1992-1999 */ if (weekday in ('1','7') or (weekday='2' and (0 le hour le 5)) or (weekday='6' and (18 le hour le 24))) then wend1='Weekend'; else if (weekday in ('3','4','5') or (weekday='2' and (6 le hour le 24)) or (weekday='6' and (0 le hour le 17))) then wend1='Weekday'; else wend1='Unknown'; end; </pre> |
| Missouri | <pre> /* sun=1 sat=7 */ if (weekday in ('1','7') or (weekday='2' and (1 le time le 559)) or (weekday='6' and (1800 le time le 2400))) then wend1='Weekend'; else if (weekday in ('3','4','5') or (weekday='2' and (600 le time le 2400)) or (weekday='6' and (1 le time le 1759))) then wend1='Weekday'; else wend1='Unknown'; </pre> |

| STATE | QUERY |
|----------------|--|
| New Mexico | <pre> /* sun=1 sat=7 */ if (weekday in ('1','7') or (weekday='2' and (1 le time le 559)) or (weekday='6' and (1800 le time le 2400))) then wend1='Weekend'; else if (weekday in ('3','4','5') or (weekday='2' and (600 le time le 2400)) or (weekday='6' and (1 le time le 1759))) then wend1='Weekday'; else wend1='Unknown'; </pre> |
| North Carolina | <pre> /* mon=1 sun=7 */ if (weekday in ('6','7') or (weekday='1' and (0 le time le 559)) or (weekday='5' and (1800 le time le 2359))) then wend1='Weekend'; else if (weekday in ('2','3','4') or (weekday='1' and (600 le time le 2359)) or (weekday='5' and (0 le time le 1759))) then wend1='Weekday'; else wend1='Unknown'; </pre> |
| Ohio | <pre> /* sun=1 sat=7 */ if (weekday in ('1','7') or (weekday='2' and (0 le hour le 5)) or (weekday='6' and (18 le hour le 23))) then wend1='Weekend'; else if (weekday in ('3','4','5') or (weekday='2' and (6 le hour le 23)) or (weekday='6' and (0 le hour le 17))) then wend1='Weekday'; else wend1='Unknown'; </pre> |
| Pennsylvania | <pre> /* sun=1 sat=7 */ if (weekday in ('1','7') or (weekday='2' and (0 le time le 599²⁸)) or (weekday='6' and (1800 le time le 2399))) then wend1='Weekend'; else if (weekday in ('3','4','5') or (weekday='2' and (600 le time le 2399)) or (weekday='6' and (0 le time le 1799))) then wend1='Weekday'; else wend1='Unknown'; </pre> |
| Texas | <pre> /* sun=1 sat=7 */ if (weekday in ('1','7') or (weekday='2' and ('00' le hour le '05')) or (weekday='6' and ('18' le hour le '23'))) then wend1='Weekend'; else if (weekday in ('3','4','5') or (weekday='2' and ('06' le hour le '23')) or (weekday='6' and ('00' le hour le '17'))) then wend1='Weekday'; else wend1='Unknown'; </pre> |

²⁸For Pennsylvania, times ending in 99 indicate that the hour is known but not minutes.

| STATE | QUERY |
|------------|---|
| Utah | <pre> /* mon=1 sun=7 */ if (weekday in ('6','7') or (weekday='1' and (1 le time le 559)) or (weekday='5' and (1800 le time le 2400))) then wend1='Weekend'; else if (weekday in ('2','3','4') or (weekday='1' and (600 le time le 2400)) or (weekday='5' and (1 le time le 1759))) then wend1='Weekday'; else wend1='Unknown'; </pre> |
| Virginia | <pre> /* mon=1 sun=7 */ if (weekday in ('6','7') or (weekday='1' and (0 le hour le 5)) or (weekday='5' and (18 le hour le 23))) then wend1='Weekend'; else if (weekday in ('2','3','4') or (weekday='1' and (6 le hour le 23)) or (weekday='5' and (0 le hour le 17))) then wend1='Weekday'; else wend1='Unknown'; </pre> |
| Washington | <pre> /* mon=1 sun=7 */ if (weekday in ('6','7') or (weekday='1' and (1 le time le 559)) or (weekday='5' and (1800 le time le 2400))) then wend1='Weekend'; else if (weekday in ('2','3','4') or (weekday='1' and (600 le time le 2400)) or (weekday='5' and (1 le time le 1759))) then wend1='Weekday'; else wend1='Unknown'; </pre> |

VARIABLE CATEGORY: INJURY SEVERITY

The variable *pinj* is derived using the variable INJURY SEVERITY (*inj*) in the Person data set.

The variable *pinj* uses the following codes:

- 1=Fatality
- 2=Injury
- 3=Not injured/Unknown.

| STATE | QUERY |
|------------|--|
| California | <pre>if inj='1' then pinj=1; else if inj in ('2','3','4') then pinj=2; else pinj=3;</pre> |
| Florida | <pre>if inj='5' then pinj=1; else if inj in ('2','3','4') then pinj=2; else pinj=3;</pre> |
| Georgia | <pre>if inj='1' then pinj=1; else if inj in ('2','3','4') then pinj=2; else pinj=3;</pre> |
| Illinois | <pre>if inj='4' then pinj=1; else if inj in ('1','2','3') then pinj=2; else pinj=3;</pre> |
| Indiana | <pre>if inj_stat='6' then pinj=1; else if inj_stat in ('1','2','3','4','5','7','U') then pinj=2; else pinj=3;</pre> |
| Kansas | <pre>if inj='F' then pinj=1; else if inj in ('D','I','P') then pinj=2; else pinj=3;</pre> |
| Maryland | <pre>if year in ('1990','1991','1992') then do; if inj='5' then pinj=1; else if inj in ('4','3','2') then pinj=2; else pinj=3; end; else do; /* 1993-1999 */ if inj='05' then pinj=1; else if inj in ('04','03','02') then pinj=2; else pinj=3; end;</pre> |

| STATE | QUERY |
|----------------|---|
| Michigan | if inj='1' then pinj=1; else if inj in ('2','3','4') then pinj=2; else pinj=3; |
| Missouri | if inj='1' then pinj=1; else if inj in ('2','3','4') then pinj=2; else pinj=3; |
| New Mexico | if inj='K' then pinj=1; else if inj in ('A','B','C') then pinj=2; else pinj=3; |
| North Carolina | if inj=5 then pinj=1; else if inj in (2,3,4) then pinj=2; else pinj=3; |
| Ohio | if inj='1' then pinj=1; else if inj in ('2','3','4') then pinj=2; else pinj=3; |
| Pennsylvania | if inj='1' then pinj=1; else if inj in ('2','3','4','9') then pinj=2; else pinj=3; |
| Texas | if inj='4' then pinj=1; else if inj in ('1','2','3') then pinj=2; else pinj=3; |
| Utah | if inj='5' then pinj=1; else if inj in ('2','3','4') then pinj=2; else pinj=3; |
| Virginia | if inj in ('1','5') then pinj=1; else if inj in ('2','3','4') then pinj=2; else pinj=3; |
| Washington | if inj in ('2','3','4') then pinj=1; else if inj in ('5','6','7') then pinj=2; else pinj=3; |

VARIABLE CATEGORY: PEDESTRIAN LOCATION

The variable *itype* is derived using variables in the Crash or Person data sets; see the individual queries for the variable names and locations. For this analysis, the classification ‘In Roadway’ includes shoulders. Driveway, sidewalk, median, and pedestrian island codes are classified as ‘Not in Roadway’, as well as explicit ‘Not in Roadway’ codes. The following descriptions, when an explicit ‘Not in Roadway’ code is also available for use, are assumed ‘In Roadway-Location Unknown’: ‘Playing’²⁹, ‘Standing’, ‘Pushing/Working on Vehicle’, ‘Coming From Behind Parked Vehicle’ and ‘Walking With/Against Traffic’. ‘Approaching/Entering/Leaving (School) Bus/Vehicle’ codes are implicitly considered ‘In Roadway-Location Unknown’. ‘Crossing With/Against Signal’ codes are implicitly considered ‘In Roadway-Intersection’. The handling of situations not noted above is specified in the individual queries. Finally, it is assumed that the researcher is using this query in conjunction with *pctype*=‘PD’ (see Person Type). The variable *itype* uses the following codes:

- RI=In roadway, intersection
- RN=In roadway, not in intersection
- RU=In roadway, location unknown
- NR=Not in roadway
- UK=Unknown.

| STATE | QUERY |
|------------|--|
| California | <pre> /* ped_actn (Pedestrian Action) in Crash data set */ if ped_actn='2' then itype='RI'; else if ped_actn='3' then itype='RN'; else if ped_actn in ('4','5','7') then itype='RU'; else if ped_actn='6' then itype='NR'; else itype='UK'; </pre> |
| Florida | <pre> /* ped_act (Pedestrian Action) in Person data set */ /* codes 3&4 (90-92), 4&5 (93-99) are assumed shoulders, not sidewalks */ if year in ('1990','1991','1992') then do; if ped_act='02' then itype='RI'; else if ped_act='01' then itype='RN'; else if ped_act in ('03','04','05','06','07') then itype='RU'; else itype='UK'; end; else do; /* 1993-1999 */ if ped_act='03' then itype='RI'; else if ped_act in ('01','02') then itype='RN'; else if ped_act in ('04','05','06','07','08') then itype='RU'; else if ped_act='09' then itype='NR';³⁰ else itype='UK'; end; </pre> |

²⁹ In this situation, the code description is ‘Playing’ rather than ‘Playing in Roadway’, etc.

³⁰ Florida has no explicit ‘Not in Roadway’ classification. For 1993-1999, code ‘09’=‘Pedestrian Island’.

| STATE | QUERY |
|----------|---|
| Georgia | <pre> /* ped_act (Pedestrian Maneuver) in Person data set */ if ped_act='02' then itype='RI'; else if ped_act='01' then itype='RN'; else if ped_act in ('03','04','05','06','07','08') then itype='RU'; else if ped_act='09' then itype='NR'; else itype='UK'; </pre> |
| Illinois | <pre> /* ped_act (Pedestrian Action), ped_act2 (Pedestrian Action 2), and ped_loc (Pedestrian Location) in Person data set */ if year in ('1990','1991','1992','1993','1994','1995') then do; if ped_act='10' then itype='NR'; else if ped_act in ('01','02','03') then itype='RI'; else if ped_act='04' then itype='RN'; else if ped_act in ('05','06','07','08','09','11','12') then itype='RU'; else itype='UK'; end; else do; /* 1996-1999 */ if ped_loc in ('05','06') or ped_act2='59' then itype='NR';³¹ else if ped_act2 in ('51','52') or ped_act in ('01','02','03') then itype='RI'; else if ped_act='04' then itype='RN'; else if ped_act2 in ('53','54','55','56','57','58','60','61','62','63') or ped_act in ('05','06','07','08','09','11','12') or ped_loc in ('01','02','03','04') then itype='RU'; else itype='UK'; end; </pre> |
| Indiana | <pre> /* ped_act (Pedestrian Action) in Person data set */ if ped_act='11' then itype='RI'; else if ped_act='10' then itype='RN'; else if ped_act in ('02','03','04','05','06','07','08','09') then itype='RU'; else if ped_act='01' then itype='NR'; else itype='UK'; </pre> |
| Kansas | <pre> /* ped_loc (Pedestrian Location) in Person data set */ if ped_loc in ('01','02','03') then itype='RI'; else if ped_loc in ('11','12','13') then itype='RN'; else if ped_loc='25' then itype='NR'; else if ped_act in ('01','02','03','04','05','06') then itype='RU'; else itype='UK'; </pre> |

³¹ The Illinois variable PEDESTRIAN ACTION (ped_act) code 10='Not in Roadway' is unreliable after 1993. Data for 1994-1995 (and some late-1993 data) were recoded from a new PAR into the old format. The conversion was only approximate. PEDESTRIAN LOCATION (ped_loc) is used for 'Not in Roadway' in 1996-1999. However, for 1994-1995, ped_act had to be used for 'Not in Roadway'.

| STATE | QUERY |
|----------|--|
| Maryland | <pre> /* ped_act (Pedestrian Action) and ped_loc (Pedestrian Location) in Person data set */ if year in ('1990','1991','1992') then do; if ped_loc in ('2','3') then itype='NR'; else if ped_act='01' then itype='RI'; else if ped_act='02' then itype='RN'; else if ped_act in ('03','04','05','06','07','08','09','10','11') or ped_loc in ('1','5','6','7') then itype='RU'; else itype='UK'; end; else do; /* 1993-1999 */ if ped_loc in ('02','03') then itype='NR'; else if ped_act='51' then itype='RI'; else if ped_act='52' then itype='RN'; else if ped_act in ('53','54','55','56','57','58','59','60','61') or ped_loc in ('01','05','06','07') then itype='RU'; else itype='UK'; end; </pre> |
| Michigan | <pre> /* intent (Driver/Pedestrian Intent) and per_act (Driver/Pedestrian Action) in Person data set */ if year in ('1990','1991') then do; if intent='01' then itype='RI'; else if intent='02' then itype='RN'; else if intent in ('03','04','05','06','07','08','09','10') then itype='RU'; else if intent='11' then itype='NR'; else itype='UK'; end; else if year='1992' then do; if per_act='23' then itype='RI'; else if per_act='24' then itype='RN'; else if per_act in ('25','26','27','28','29','30','31','32') then itype='RU'; else if per_act='33' then itype='NR'; else itype='UK'; end; else do; /* 1993-1999 */ if per_act='24' then itype='RI'; else if per_act='25' then itype='RN'; else if per_act in ('26','27','28','29','30','31','32','33') then itype='RU'; else if per_act='34' then itype='NR'; else itype='UK'; end; </pre> |
| Missouri | <pre> /* ped_act (Pedestrian Action) in Person data set */ if ped_act in ('01','02','03','04') then itype='RI'; else if ped_act in ('05','06','07','08','09','10','11','12','13','15') then itype='RN'; else if ped_act='14' then itype='NR'; else itype='UK'; </pre> |

| STATE | QUERY |
|--------------------------|--|
| New Mexico ³² | <pre> /* ped_int (Pedestrian at Intersection), ped_act (Pedestrian Action) and ped_act2 (Pedestrian Action 2) in Person data set */ if ped_int in ('1','2','3','4') then itype='RI'; else if ped_act1 in ('1','2','3','4') or ped_act2 in ('1','2','3','4') then itype='RN'; else itype='UK'; </pre> |
| North Carolina | <pre> /* maneuver (Vehicle/Pedestrian Maneuver) in Vehicle data set */ if maneuver=17 then itype='RI'; else if maneuver=18 then itype='RN'; else if maneuver in (19,20,21,22,23,24,25,26,27,29) then itype='RU'; else if maneuver=28 then itype='NR'; else itype='UK'; </pre> |
| Ohio | <pre> /* per_act (Driver/Pedestrian Action) in Person data set */ if per_act='18' then itype='RI'; else if per_act='19' then itype='RN'; else if per_act in ('20','21','22','23','24','25','26') then itype='RU'; else if per_act='27' then itype='NR';³³ else itype='UK'; </pre> |
| Pennsylvania | <pre> /* ped_loc (Pedestrian Location) in Person data set, rd_rel (Relation to Road), int_type (Intersection Type) in Crash data set */³⁴ if year in ('1990','1991','1992','1993','1994','1995','1996') then do; if ped_loc in ('02','03','04','19') then itype='RI'; else if ped_loc in ('05','06','07','20') then itype='RN'; else if ped_loc in ('01','14') then itype='RU'; else if ped_loc in ('08','09','10','11','12','13','15','16','17','18','21') then itype='NR'; else itype='UK'; end; else do; /* 1997-1999 */ if rd_rel in ('5','6','7','8') then itype='NR'; else if rd_rel in ('1','2','3','4') then do; if int_type in ('01','02','03','04','05','06','07','08','09') then itype='RI'; else if int_type='00' then itype='RN'; else itype='RU'; end; else itype='UK'; end; </pre> |

³² New Mexico does not have an explicit 'Not in Roadway' code.

³³ Code 27= 'On sidewalk or shoulder'. This is the only non-roadway code used by Ohio.

³⁴ This query should be used with the avp data set. Note that, in 1997-1999, Pennsylvania's PEDESTRIAN LOCATION (ped_loc) is coded as unknown with a very high frequency. This necessitated the use of the Crash variables INTERSECTION TYPE (int_type) and RELATION TO ROAD (rd_rel) instead. Comparisons made between 1990-1996 and 1997-1999 should be regarded as only approximate.

| STATE | QUERY |
|------------|---|
| Texas | <pre> /* ped_act (Pedestrian Action) in Person data set */ if ped_act='1' then itype='RI'; else if ped_act='2' then itype='RN'; else if ped_act in ('0','3','4','5','6','7','8','9') then itype='RU'; else if ped_act='-' then itype='NR'; else itype='UK'; </pre> |
| Utah | <pre> /* ped_actn (Pedestrian Action) in Crash data set, ped_act (Pedestrian Action) in Person data set */ if year in ('1990','1991','1992','1993','1994') then do; if ped_actn in ('01','02','03','04') then itype='RI'; else if ped_actn='05' then itype='RN'; else if ped_actn in ('06','07','09','10','11','12','13','14','15','16','17','18','19', '21','22') then itype='RU'; else if ped_actn in ('08','20') then itype='NR'; else itype='UK'; end; else do; /* 1995-1999 */ if ped_act in ('01','02','03','04') then itype='RI'; else if ped_act='05' then itype='RN'; else if ped_act in ('06','07','09','10','11','12','13','14','15','16','17','18','19', '21','22') then itype='RU'; else if ped_act in ('08','20','24','25') then itype='NR'; else itype='UK'; end; </pre> |
| Virginia | <pre> /* per_act (Driver/Pedestrian Action) in Person data set */ if per_act in ('01','02','03','04') then itype='RI'; else if per_act in ('05','06') then itype='RN'; else if per_act in ('07','08','09','10','11','12','13','14','15','16','17','18') then itype='RU'; else if per_act='19' then itype='NR'; else itype='UK'; </pre> |
| Washington | <pre> /* ped_act (Pedestrian Action) in Person data set */ if ped_act in ('01','02','03','04','19') then itype='RI'; else if ped_act in ('06','07') then itype='RN'; else if ped_act in ('05','08','09','10','11','12','13','14','15') then itype='RU'; else if ped_act='16' then itype='NR'; else itype='UK'; </pre> |

VARIABLE CATEGORY: PERSON TYPE

The variable *ptype* is typically derived using PERSON TYPE/INVOLVEMENT CODE (*loc*) and/or SEAT POSITION (*pos* or *seatpos*) in the Person data set. In certain instances, the variables PEDESTRIAN TYPE (*pppo* or *ped_type*) in the Person data set and/or VEHICLE TYPE (*veh_type*) in the Vehicle data set are also needed. Note that neither the Driver category nor the Passenger category include pedalcyclists; the pedalcyclist category includes both pedalcycle drivers and passengers. The variable *ptype* uses the following codes:

DR=Driver
 PA=Passenger
 PC=Pedalcyclist
 PD=Pedestrian
 OT=Other.

| STATE | QUERY |
|------------|--|
| California | <pre> if loc='1' then ptype='DR'; else if loc='2' then ptype='PD'; else if loc='4' then ptype='PC'; else if loc in ('6','7') then ptype='PA'; else ptype='OT'; </pre> |
| Florida | <pre> if year in ('1990','1991','1992') then do; if veh_type='10' then ptype='PC'; else if '01' le perno le '99' then ptype='PA'; else if pos='P' then ptype='PD'; else if pos='*' then ptype='DR'; else ptype='OT'; end; else do; /* 1993-1999 */ if veh_type='09' then ptype='PC'; else if '01' le perno le '99' then ptype='PA'; else if pos='P' then ptype='PD'; else if pos='*' then ptype='DR'; else ptype='OT'; end; </pre> |
| Georgia | <pre> if year='1998' then do; if veh_type='19' then ptype='PC'; else if loc='1' then ptype='DR'; else if loc='2' then ptype='PA'; else if loc='5' then ptype='PD'; else ptype='OT'; end; else do; /* 1990-1997 */ if veh_type='19' then ptype='PC'; else if pos='1' then ptype='DR'; else if pos in ('2','3','4','5','6','7','8') then ptype='PA'; else if pos='P' then ptype='PD'; else ptype='OT'; end; </pre> |

APPENDIX D

| STATE | QUERY |
|----------|--|
| Illinois | <pre>if year in ('1990','1991','1992','1993','1994','1995') then do; if loc='0' then ptype='DR'; else if loc='1' then ptype='PD'; else if loc='3' then ptype='PC'; else if loc='5' then ptype='PA'; else ptype='OT'; end; else do; /* 1996-1999 */ if loc='A' then ptype='DR'; else if loc='E' then ptype='PD'; else if loc='G' then ptype='PC'; else if loc in ('C','D') then ptype='PA'; else ptype='OT'; end;</pre> |
| Indiana | <pre>if pppo='P' then ptype='PD'; else if pppo='B' then ptype='PC'; else if pos='1' then ptype='DR'; else if '01' le perno le '99' then ptype='PA'; else ptype='OT';</pre> |
| Kansas | <pre>if ped_type='21' then ptype='PD'; else if ped_type='22' then ptype='PC'; else if pos='01' then ptype='DR'; else if pos in ('02','03','04','05','06','07','08','09','11','12', '13','14','15','16','17','88','99') then ptype='PA'; else ptype='OT';</pre> |
| Maryland | <pre>if year in ('1990','1991','1992') then do; if pppo='1' then ptype='PD'; else if pppo='2' then ptype='PC'; else if pos='1' then ptype='DR'; else if pos in ('2','3','4','5','6','7','8','9') then ptype='PA'; else ptype='OT'; end; else do; /* 1993-1999 */ if pppo='01' then ptype='PD'; else if pppo in ('02','03') then ptype='PC'; else if pos='01' then ptype='DR'; else if pos in ('02','03','04','05','06','07','08','09','10') then ptype='PA'; else ptype='OT'; end;</pre> |

| STATE | QUERY |
|----------------|---|
| Michigan | <pre> if year in ('1990','1991') then do; if loc='3' then ptype='PD'; else if loc='4' then ptype='PC'; else if loc='2' or (loc='5' and pos='7') then ptype='PA'; else if loc='1' or (loc='5' and pos='0') then ptype='DR'; else ptype='OT'; end; else do; /* 1992-1999 */ if pos='P' then ptype='PD'; else if pos='B' then ptype='PC'; else if pos='01' then ptype='DR'; else if pos in ('02','03','04','05','06','07','08','09','10', '11','12','13','14') then ptype='PA'; else ptype='OT'; end; </pre> |
| Missouri | <pre> if loc='3' then ptype='PD'; else if ((loc in ('U','1','2') and pos='B') or loc='4') then ptype='PC'; else if loc in ('U','1') and pos NE 'B' then ptype='DR'; else if loc='2' and pos ne 'B' then ptype='PA'; else ptype='OT'; </pre> |
| New Mexico | <pre> if pos in ('LF','MD') then ptype='DR'; else if pos='PD' then ptype='PD'; else if pos='PC' then ptype='PC'; else if pos in ('CF','CR','LR','MP','OT','RF','RR') then ptype='PA'; else ptype='OT'; </pre> |
| North Carolina | <pre> if veh_type=18 then ptype='PC'; else if veh_type=21 then ptype='PD'; else if seatpos=1 then ptype='DR'; else if seatpos in (2,3,4,5,6) then ptype='PA'; else ptype='OT'; </pre> |
| Ohio | <pre> if veh_type='31' then ptype='PC'; else if loc='D' then ptype='DR'; else if loc='O' then ptype='PA'; else if loc='P' then ptype='PD'; else ptype='OT'; </pre> |
| Pennsylvania | <pre> if bodytype in ('90','91','92') then ptype='PC'; else if pos='1' then ptype='DR'; else if pos in ('2','3','4','5','6','8','9') then ptype='PA'; else if pos='7' then ptype='PD'; else ptype='OT'; </pre> |

APPENDIX D

| STATE | QUERY |
|------------|---|
| Texas | <pre>if pppo='2' then ptype='PD'; else if pppo='3' then ptype='PC'; else if pos='1' then ptype='DR'; else if pos in ('2','3','4','5','6','7','8','9','+') then ptype='PA'; else ptype='OT';</pre> |
| Utah | <pre>if pos in ('011','11') then ptype='DR'; else if pos in ('001','01') then ptype='PD'; else if pos in ('004','04') then ptype='PC'; else if (('012' le pos le '055') or ('12' le pos le '55')) then ptype='PA'; else ptype='OT';</pre> |
| Virginia | <pre>if veh_type='09' then ptype='PC'; else if loc='1' then ptype='DR'; else if loc='2' then ptype='PA'; else if loc='3' then ptype='PD'; else ptype='OT';</pre> |
| Washington | <pre>if loc='1' then ptype='DR'; else if loc='2' then ptype='PA'; else if loc='3' then ptype='PD'; else if loc='4' then ptype='PC'; else ptype='OT';</pre> |

VARIABLE CATEGORY: RESTRAINT USE/HELMET USE³⁵

The variable *rest* is normally derived using the variable RESTRAINT DEVICE (*rest1*) in the Person data set. Additional variables such as HELMET INFORMATION (*helmet*) or RESTRAINT DEVICE 2 (*rest2*), contained in the Person data set, may also be used. For this analysis, the categories '(Child) Restraint Improperly Used' and '(Child) Restraint Failure' have been classified as 'Restraint Not Used'. Also, airbag codes without explicit reference to restraint use (used/not used) are classified as 'Restraint Use Unknown'. The variable *rest* uses the following codes:

- 1=Restraint used
- 2=Restraint not used
- 3=Helmet Use Unknown/Restraint use unknown
- 4=Helmet used
- 5=Helmet not used.

| STATE | QUERY |
|------------|---|
| California | <pre> if rest1 in ('C','E','G','J','Q') then rest=1; else if rest1 in ('A','D','F','H','K','P','R','T','U') then rest=2; else if rest1 in ('W','Y') then rest=4; else if rest1 in ('V','X') then rest=5; else rest=3; </pre> |
| Florida | <pre> if year in ('1990','1991','1992') then do; if rest1 in ('2','3') then rest=1; else if rest1='1' then rest=2; else if rest1='4' then rest=4; else rest=3; end; else do; /* 1993-1999 */³⁶ if rest1='0' then do; if rest2='1' then rest=2; else if rest2 in ('2','3') then rest=1; else if rest2='5' then rest=4; else rest=3; end; else if rest1='1' then do; if rest2 in ('2','3','5') then rest=3; else rest=2; end; else if rest1 in ('2','3') then do; if rest2 in ('1','5','6') then rest=3; else rest=1; end; end; </pre> |

³⁵ It should be noted that some states do not explicitly specify "Helmet not used". In these cases, "Restraint not used" codes in conjunction with *vtype*='MC' imply "Helmet not used". Also, observations in the Passenger Car/Light Truck data sets *vdpool* and *vcpool* with *rest*=4 or *rest*=5 are recoded as *rest*=3; observations in the Motorcycle data sets *mdpool* and *vmppool* with *rest*=1 (and *rest*=2 if the state uses explicit "Helmet not used" codes) are recoded as *rest*=3. That is, inconsistent observations are recoded as "Restraint use unknown" for vehicle occupants and "Helmet use unknown" for motorcyclists.

³⁶ For the period 1993-1999, when contradictory information between Florida's two restraint variables is found, the use of safety equipment is considered unknown.

| STATE | QUERY |
|-----------------|--|
| Florida (Cont.) | <pre> else if rest1='4' then do; if rest2='1' then rest=2; else if rest2 in ('2','3') then rest=1; else rest=3; end; else if rest1='5' then do; if rest2 in ('0','5','6') then rest=4; else rest=3; end; else if rest1='6' then do; if rest2='1' then rest=2; else if rest2='5' then rest=4; else rest=3; end; else do; /* rest1 not in '0', '1','2','3','4','5','6' */ if rest2='1' then rest=2; else if rest2 in ('2','3') then rest=1; else if rest2='5' then rest=4; else rest=3; end; end; </pre> |
| Georgia | <pre> if rest1 in ('1','2','4') or (year in ('1994','1995','1996','1997','1998') and rest1='3') then rest=1; else if rest1 in ('0','5') then rest=2; else if (year in ('1990','1991','1992','1993') and rest1='3') or (year in ('1994','1995','1996','1997','1998') and rest1='6') then rest=4; else rest=3; </pre> |
| Illinois | <pre> if year in ('1990','1991','1992','1993','1994','1995') then do; if rest1 in ('1','5') then rest=1; else if rest1 in ('2','6','7') then rest=2; else if rest1='3' then rest=4; else if rest1='4' then rest=5; else rest=3; end; else do; /* 1996-1999 */ if rest1 in ('2','6') then rest=1; else if rest1 in ('1','3','7','8') then rest=2; else if rest1='4' then rest=4; else if rest1='5' then rest=5; else if rest1='9' then do; if airbag='1' then rest=1; else if airbag='2' then rest=2; else rest=3; end; else rest=3; end; end; </pre> |
| Indiana | <pre> if rest1 in ('2','3','4') or rest2 in ('2','3','4') then rest=1; else if rest1='1' or rest2='1' then rest=2; else if rest1='5' or rest2='5' then rest=4; else rest=3; </pre> |

| STATE | QUERY |
|------------------------|--|
| Kansas | <pre> if rest1 in ('C','L','S','X') then rest=1; else if rest1 in ('N','Y') then rest=2; else if rest1 in ('B','H') then rest=4; else if rest1='E' then rest=5; else rest=3; </pre> |
| Maryland ³⁷ | <pre> if year in ('1990','1991','1992') then do; if vtype='MC' then do; if rest1 in ('06','08') then rest=4; else if rest1 in ('07','10','11') then rest=5; else rest=3; end; else do; if rest1 in ('01','02','03','04') then rest=1; else if rest1 in ('10','11') then rest=2; else rest=3; end; end; else do; /* 1993-1999 */ if vtype='MC' then do; if rest1 in ('21','23') then rest=4; else if rest1 in ('22','00','01') then rest=5; else rest=3; end; else do; if rest1 in ('11','12','13','14','32') then rest=1; else if rest1 in ('00','01','31') then rest=2; else rest=3; end; end; </pre> |
| Michigan ³⁸ | <pre> if year in ('1990','1991') then do; if vtype='MC' then do; if helmet='1' then rest=4; else if helmet='2' then rest=5; else rest=3; end; else do; if rest1 in ('2','5') then rest=1; else if rest1 in ('1','3','6','7') then rest=2; else rest=3; end; end; else do; /* 1992-1999 */ if rest1 in ('02','03','04','06') then rest=1; else if rest1 in ('01','05','07','08') then rest=2; else if rest1='09' then do; if year='1992' then rest=4; else rest=3; end; end; </pre> |

³⁷ The Maryland restraint use query should be used with [vppool](#).

³⁸ The Michigan restraint use query should be used with [vppool](#).

| STATE | QUERY |
|--------------------------|--|
| Michigan (Cont.) | <pre> else if rest1='10' then do; if year='1992' then rest=5; else rest=4; end; else if rest1='11' then do; if year='1992' then rest=3; else rest=5; end; else rest=3; end; </pre> |
| Missouri | <pre> if year in ('1990','1991','1992') then do; if rest1 in ('3','4','6') then rest=1; else if rest1 in ('1','2') then rest=2; else rest=3; end; else do; /* 1993-1999 */ if rest1 in ('3','4','5','6') then rest=1; else if rest1 in ('1','2') then rest=2; else if rest1='7' then rest=4; else if rest1='8' then rest=5; else rest=3; end; </pre> |
| New Mexico ³⁹ | <pre> if year in ('1990','1991','1992','1993','1994','1995') then do; if vtype='MC' then do; if helmet='Y' then rest=4; else if helmet='N' then rest=5; else rest=3; end; else do; if rest1 in ('3','5','6','9') then rest=1; else if rest1 in ('1','2','4','7') then rest=2; else rest=3; end; end; else do; /* 1996-1999 */ if vtype='MC' then do; if helmet='Y' then rest=4; else if helmet='N' then rest=5; else rest=3; end; else do; if rest1 in ('3','5','6','8') then rest=1; else if rest1 in ('1','2','4','7') then rest=2; else rest=3; end; end; end; </pre> |
| North Carolina | <pre> if belt in (2,3,4) then rest=1; else if belt=1 then rest=2; else if belt=7 then rest=4; else rest=3; </pre> |

³⁹ The New Mexico restraint use query should be used with vppool.

| STATE | QUERY |
|------------------------|--|
| Ohio ⁴⁰ | <pre> if vtype='MC' then do; if helmet in ('2','3','4') then rest=4; else if helmet='1' then rest=5; else rest=3; end; else do; if rest1 in ('3','4','5','6') then rest=1; else if rest1 in ('1','2') then rest=2; else rest=3; end; </pre> |
| Pennsylvania | <pre> if rest_use='1' then do; if rest1 in ('1','2','3','4') or pas_rest='3' then rest=1; else if rest1='7' then rest=4; else rest=3; end; else if rest_use in ('0','2') then rest=2; else rest=3; </pre> |
| Texas | <pre> if helmet in ('1','2','3') then rest=4; else if helmet='4' then rest=5; else if rest1 in ('1','2','3','5') then rest=1; else if rest1='6' then rest=2; else rest=3; </pre> |
| Utah | <pre> if year in ('1990','1991','1992') then do; if rest1 in ('1','2','5') then rest=1; else if rest1 in ('3','4') then rest=2; else if rest1 in ('7','9') then rest=4; else if rest1='8' then rest=5; else rest=3; end; else do; /* 1993-1999 */ if rest1 in ('1','2','5','6','A') then rest=1; else if rest1 in ('3','4','7') then rest=2; else if rest1 in ('0','8') then rest=4; else if rest1='9' then rest=5; else rest=3; end; </pre> |
| Virginia ⁴¹ | <pre> if rest1 in ('2','3','4','5') then rest=1; else if rest1='1' then rest=2; else rest=3; </pre> |
| Washington | <pre> if helmet='1' then rest=4; else if helmet='2' then rest=5; else if rest1 in ('2','3','4','5','6','8') then rest=1; else if rest1 in ('1','7','9') then rest=2; else rest=3; </pre> |

⁴⁰ The Ohio restraint use query should be used with vppool.

⁴¹ Virginia does not currently use helmet codes.

VARIABLE CATEGORY: ROLLOVER

The variable *rollover* is typically derived using the variable FIRST HARMFUL EVENT⁴² (event1) in the Crash data set. In some cases, subsequent event codes, e.g., SECOND HARMFUL EVENT (event2) may also be used. A few states code rollover information at the vehicle level. In these cases, vehicle harmful event codes, e.g., VEHICLE FIRST HARMFUL EVENT⁴³ (vevent1), may be used instead. The variable *rollover* uses the following codes:

1=Rollover
0=No Rollover.

Since the rollover indicator is generally contained in the state's Crash data set, statistics based on vehicle type were only generated for single-vehicle crashes (cases where the vehicle rolling over could be definitively determined). It is a simple matter to select single-vehicle rollovers using the Crash-Vehicle data set, e.g.

```
data test.sv_roll; /* selects rollovers for autos, light trucks involved in single
                    vehicle crashes                                     */
set test.avpool;
if rollover=1 and ctype='S' and vtype in ('PC','ST');
run;
```

Occupants of passenger cars and light trucks involved in single-vehicle rollovers can be selected using a conditional merge, e.g.

```
data test.occ_roll;
merge test.sv_roll (in=A) test.vopool;
by caseno vehno;
if A;
run;
```

Note that there is a wide variability in the coding of rollover information by the states. For this reason, the rollover queries used in this report were evaluated using information from the Fatality Analysis Reporting System (FARS). FARS single-vehicle rollover crashes involving passenger vehicles were selected. The total number of crashes with a rollover in the first harmful event (*rollover=1*) was considered a lower bound. The total number of crashes with a rollover in either the first harmful event or in a subsequent event (*rollover in (1,2)*) was considered an upper bound. The FARS upper and lower bounds found for each state were then compared to State Data System (SDS) fatal single-vehicle rollover crash totals.

⁴² For California, the variable COLLISION TYPE (*col_type*) is used. For Pennsylvania, the variable event1 corresponds to MOST HARMFUL EVENT.

⁴³ For North Carolina, the Vehicle-level variable MOST HARMFUL EVENT (*mostharm*) is used in conjunction with the Crash-level variable FIRST HARMFUL EVENT (*event1*). For Virginia, the variable VEHICLE DAMAGE (*veh_dam1*) is used.

For SDS, states with a single rollover criterion either at the Crash-level or Vehicle-level were reported as stated. These states included California, Florida, Georgia, Illinois, Indiana, Kansas, Missouri, New Mexico, Ohio, Pennsylvania, Texas, Virginia, and Washington. Generally, states with a single rollover criterion had SDS rollover totals in a region bracketed by the FARS upper and lower bounds. States with rollover totals typically in the middle portion of the region included California, Florida, Georgia, Illinois, Missouri, Virginia, and Washington. Ohio SDS rollover totals were generally much closer to the FARS lower bound than the upper bound. Indiana, Kansas, and Pennsylvania had SDS rollover totals generally near the FARS upper bound. New Mexico and Texas had SDS rollover totals that considerably exceeded the FARS upper bound. Using FARS as a standard, it appears that Texas SDS rollover totals are overestimated by at least 30-40% for 1990-1996, and overestimated by at least 60% for 1997-1999. New Mexico SDS rollover totals, using FARS as a standard, appear to be overestimated by 200-300% for 1990-1999.⁴⁴

States using multiple rollover criteria tended to have a low incidence of rollovers as first harmful events, i.e., SDS rollover totals calculated using only first event indicators were generally much lower than the FARS lower bound. In these cases, additional subsequent event or most harmful event variables were used in the queries to place the totals within the region bracketed by the FARS upper and lower bounds. Generally, when using additional Crash-level or Vehicle-level variables, the SDS rollover totals tended to be close to the FARS upper bound. This is expected since the FARS upper bound includes both first event and subsequent event rollovers. States falling in this category included Maryland, Michigan, North Carolina⁴⁵ and Utah.

As mentioned above, using FARS as a standard, excepting Ohio, SDS rollover totals generally tended to be considerably higher than the FARS lower bound. A number of factors may be involved. When subsequent event or most harmful event variables are used, the SDS rollover totals will naturally tend towards the FARS upper bound. In other cases, when a single FIRST HARMFUL EVENT variable is used, it is possible that the SDS rollover totals may be higher due to the inclusion of fixed object crashes with rollovers as subsequent events. There is a wide variability in the coding of this variable between states; some states have many categories, others only a few. Another likely contributing factor is that the FARS "Passenger Vehicles" and SDS "Passenger Cars/Light Trucks" categories have only an approximate correspondence. It is quite possible, in some cases, that the SDS rollover totals include light trucks that would not be classified as such by FARS. In several instances, the SDS distinction between light and large trucks is only approximate.⁴⁶ The table below illustrates the findings for 1999 as an example of the FARS/SDS comparison described above.

⁴⁴ For New Mexico, a likely contributing factor in the large discrepancy between FARS and SDS totals is that New Mexico's light truck classification is only approximate, and involves use of three variables (bodytype, model, veh_type). A similar situation occurs for Texas where the light truck classification involves two variables (bodytype, veh_type). In general, when several primary variables are used to partition a derived variable into categories, the accuracy of the partitioning can vary due to a number of factors.

⁴⁵ Queries used for North Carolina and Pennsylvania use MOST HARMFUL EVENT variables which record the most severe event occurring at the Crash-level (Pennsylvania) or Vehicle-level (North Carolina) of all events in the crash. Since rollovers frequently cause severe vehicle damage and personal injury, the use of MOST HARMFUL EVENT is reasonably equivalent to evaluating a series of individual events (FIRST HARMFUL EVENT, SECOND HARMFUL EVENT, etc.) for the purposes of this analysis.

⁴⁶ Consult the individual Vehicle Type queries that follow. Comparison of the queries with the actual vehicle classifications in the State User manuals should allow a researcher to evaluate the impact of light truck categorizations on the rollover data.

Comparison of 1999 FARS and SDS
Single-Vehicle Passenger Car/Light Truck Rollover Crashes⁴⁷

| State | FARS First Event | SDS | FARS First or Subsequent Event |
|------------------------------|---------------------|-----|-----------------------------------|
| California | 108 | 191 | 354 |
| Florida ⁴⁸ | 57 | 146 | 141 |
| Georgia | 32 | 96 | 132 |
| Illinois ⁴⁹ | 59 | 68 | 169 |
| Indiana ⁵⁰ | 14 | 103 | 79 |
| Kansas ⁵¹ | 26 | 73 | 59 |
| Maryland | 4 | 38 | 40 |
| Michigan ⁵² | 32 | 136 | 96 |
| Missouri | 34 | 78 | 130 |
| New Mexico ⁵³ | 25 | 119 | 43 |
| North Carolina ⁵⁴ | 18 | 169 | 144 |
| Ohio | 9 | 32 | 108 |
| Pennsylvania ⁵⁵ | 17 | 128 | 127 |
| Texas ⁵⁶ | 138 | 407 | 259 |
| Utah ⁵⁷ | 23 | 53 | 32 |
| Virginia | 15 | 37 | 87 |
| Washington | 47 | 77 | 87 |

⁴⁷ Georgia 1999 data is unavailable. The numbers stated are for 1998. Illinois 1999 data is incomplete. The numbers stated are for 1995, the last complete year of Illinois data in SDS. Washington 1999 data is unavailable. The numbers stated are for 1996.

⁴⁸ Florida's SDS totals generally fall in the middle of the region bracketed by the FARS upper and lower bounds.

⁴⁹ Illinois' SDS totals generally fall in the middle of the region.

⁵⁰ Indiana's SDS totals tend to be near the FARS upper bound.

⁵¹ Kansas' SDS totals tend to be near the FARS upper bound.

⁵² Best agreement with FARS was found using Michigan's first three HARMFUL VEHICLE EVENT variables (vevent1, vevent2, vevent3). However, the query chosen also uses FOURTH HARMFUL VEHICLE EVENT (vevent4) as this provided best agreement with Michigan's 1990-1991 time period, and generally was not significantly greater than the FARS upper bound.

⁵³ As mentioned previously, the New Mexico light truck classification is only approximate.

⁵⁴ North Carolina SDS totals tend to be near the FARS upper bound.

⁵⁵ Pennsylvania SDS totals are generally slightly under the FARS upper bound.

⁵⁶ As mentioned previously, the Texas light truck classification is only approximate.

⁵⁷ Utah's SDS totals tend to be near the FARS upper bound.

| STATE | QUERY |
|------------|--|
| California | if col_type='06' then rollover=1; else rollover=0; |
| Florida | if year in ('1990','1991','1992') then do; if event1 in ('18','30') then rollover=1; else rollover=0; end; else do; /* 1993-1999 */ if event1 in ('31','33') then rollover=1; else rollover=0; end; |
| Georgia | if year in ('1990','1991','1992','1993') then do; if event1='06' then rollover=1; else rollover=0; end; else do; /* 1994-1998 */ if event1='01' then rollover=1; else rollover=0; end; |
| Illinois | if year in ('1990','1991','1992','1993','1994','1995') then do; if event1 in ('02','32') then rollover=1; else rollover=0; end; else do; /* 1996-1999 */ if event1='05' then rollover=1; else rollover=0; end; |
| Indiana | if event1='3' then rollover=1; else rollover=0; |
| Kansas | if event1='01' then rollover=1; else rollover=0; |
| Maryland | if event1='11' or event2='11' then rollover=1; else rollover=0; |
| Michigan | if (year in ('1990','1991') and event1='01') or (year='1992' and (event1='01' or event2='01' or event3='01' or event4='01')) or (year in ('1993','1994','1995','1996','1997','1998','1999') and (event1='06' or event2='06' or event3='06' or event4='06')) then rollover=1; else rollover=0; /* avpool */ |
| Missouri | if event1='10' then rollover=1; else rollover=0; |
| New Mexico | if event1='01' then rollover=1; else rollover=0; |

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| STATE | QUERY |
|----------------|--|
| North Carolina | if (event1=4 or (event1 in (1,2,3,5,10,16,17,18,19) and mostharm=4)) then rollover=1; else rollover=0; /* avpool */ |
| Ohio | if event1='16' then rollover=1; else rollover=0; |
| Pennsylvania | if event1='04' then rollover=1; else rollover=0; |
| Texas | if event1='0' then rollover=1; else rollover=0; |
| Utah | if (event1='8' or event2='8') then rollover=1; else rollover=0; |
| Virginia | if veh_dam1='3' then rollover=1; else rollover=0; /* avpool */ |
| Washington | if event1='52' then rollover=1; else rollover=0; |

VARIABLE CATEGORY: SEX

The variable *stype* is derived using the variable SEX (*sex*) in the Person data set and uses the following codes:

F=Female
M=Male
U=Unknown.

| STATE | QUERY |
|------------|---|
| California | <pre>if sex='1' then stype='M'; else if sex='2' then stype='F'; else stype='U';</pre> |
| Florida | <pre>if sex='1' then stype='M'; else if sex='2' then stype='F'; else stype='U';</pre> |
| Georgia | <pre>if year in ('1990','1991','1992','1993') then do; if sex='1' then stype='M'; else if sex='2' then stype='F'; else stype='U'; end; else do; /* 1994-1998 */ if sex='M' then stype='M'; else if sex='F' then stype='F'; else stype='U'; end;</pre> |
| Illinois | <pre>if sex='1' then stype='M'; else if sex='2' then stype='F'; else stype='U';</pre> |
| Indiana | <pre>if sex='M' then stype='M'; else if sex='F' then stype='F'; else stype='U';</pre> |
| Kansas | <pre>if sex='M' then stype='M'; else if sex='F' then stype='F'; else stype='U';</pre> |
| Maryland | <pre>if year in ('1990','1991','1992') then do; if sex='1' then stype='M'; else if sex='2' then stype='F'; else stype='U'; end; else do; /* 1993-1999 */ if sex='01' then stype='M'; else if sex='02' then stype='F'; else stype='U'; end;</pre> |

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| STATE | QUERY |
|----------------|---|
| Michigan | <pre>if year in ('1990','1991') then do; if sex='1' then stype='M'; else if sex='2' then stype='F'; else stype='U'; end; else do; /* 1992-99 */ if sex='M' then stype='M'; else if sex='F' then stype='F'; else stype='U'; end;</pre> |
| Missouri | <pre>if sex='M' then stype='M'; else if sex='F' then stype='F'; else stype='U';</pre> |
| New Mexico | <pre>if sex='M' then stype='M'; else if sex='F' then stype='F'; else stype='U';</pre> |
| North Carolina | <pre>if sex=1 then stype='M'; else if sex=2 then stype='F'; else stype='U';</pre> |
| Ohio | <pre>if sex in ('1','M') then stype='M'; else if sex in ('2','F') then stype='F'; else stype='U';</pre> |
| Pennsylvania | <pre>if sex='M' then stype='M'; else if sex='F' then stype='F'; else stype='U';</pre> |
| Texas | <pre>if sex='1' then stype='M'; else if sex='2' then stype='F'; else stype='U';</pre> |
| Utah | <pre>if sex in ('1','M') then stype='M'; else if sex in ('2','F') then stype='F'; else stype='U';</pre> |
| Virginia | <pre>if sex='1' then stype='M'; else if sex='2' then stype='F'; else stype='U';</pre> |
| Washington | <pre>if sex='1' then stype='M'; else if sex='2' then stype='F'; else stype='U';</pre> |

VARIABLE CATEGORY: SPEEDING

The determination of speeding-related crashes requires use of the Crash, Vehicle and/or Person data sets. It should be noted that there is a wide variety in the type and number of speeding-related variables coded by each state. The queries used and the data sets they are applied to are listed below. For example, for California, speeding determinations require using the first query with the Crash data set (apool) and using the second query with the Vehicle data set (vpool). The individual indicator variables *speed1* and *speed2* are combined using the method described earlier in this appendix (see “Creation of Alcohol/Speeding Data Sets”).

| STATE | QUERY |
|------------|---|
| California | <pre>(1) if cause1='03' then speed1=1; else speed1=0; /* apool */ (2) if ((year in ('1990','1991') and violatn in ('25','52')) or (year in ('1992','1993','1994','1995','1996','1997','1998','1999') and confac1='25')) then speed2=1; else speed2=0; /* vpool */</pre> |
| Florida | <pre>(1) if confac1 in ('12','17') or confac2 in ('12','17') or confac3 in ('12','17') then speed1=1; else speed1=0; /* ppool */</pre> |
| Georgia | <pre>(1) if year in ('1990','1991','1992','1993') then do; if confac1 in ('13','14') or confac2 in ('13','14') or confac3 in ('13','14') or confac4 in ('13','14') then speed1=1; else speed1=0; end; else do; /* 1994-1998 */ if confac1 in ('05','22') or confac2 in ('05','22') or confac3 in ('05','22') or confac4 in ('05','22') then speed1=1; else speed1=0; end; /* vpool */</pre> |
| Illinois | <pre>(1) if cause1='01' or cause2='01' or (year in ('1996','1997','1998','1999') and (cause1='27' or cause2='27')) then speed1=1; else speed1=0; /* apool */ (2) if con_cir1='04' and year in ('1996','1997','1998','1999') then speed2=1; else speed2=0; /* ppool */</pre> |
| Indiana | <pre>(1) if cause1='07' then speed1=1; else speed1=0; /* apool */ (2) if confac1='07' or confac2='07' then speed2=1; else speed2=0; /* vpool */</pre> |
| Kansas | <pre>(1) if dcc1 in ('05','06') or dcc2 in ('05','06') or dcc3 in ('05','06') or dcc4 in ('05','06') or dcc5 in ('05','06') or dcc6 in ('05','06') or dcc7 in ('05','06') or dcc8 in ('05','06') or dcc9 in ('05','06') or dcc10 in ('05','06') then speed1=1; else speed1=0; /* ppool */</pre> |

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| STATE | QUERY |
|----------------|---|
| Maryland | <pre>(1) if year in ('1990','1991','1992') and (cause1 in ('01','03') or cause2 in ('01','03')) then speed1=1; else speed1=0; /* apool */ (2) if year in ('1990','1991','1992') and confac1 in ('01','03') then speed2=1; else speed2=0; /* vpool */ (3) if year in ('1993','1994','1995','1996','1997','1998','1999') and (con_cir1 in ('18','21') or con_cir2 in ('18','21') or con_cir3 in ('18','21') or con_cir4 in ('18','21')) then speed3=1; else speed3=0; /* ppool */</pre> |
| Michigan | <pre>(1) if year in ('1990','1991') then do; if cause1='01' then speed1=1; else speed1=0; end; else speed1=0; /* apool */ (2) if year='1992' then do; if confac1='02' then speed2=1; else speed2=0; end; else if year in ('1993','1994','1995','1996','1997','1998','1999') then do; if confac1='01' then speed2=1; else speed2=0; end; else speed2=0; /* vpool */ (3) if year in ('1990','1991') and haz_act='02' then speed3=1; else speed3=0; /* ppool */</pre> |
| Missouri | <pre>(1) if ((year in ('1990','1991','1992','1993','1994') and (confac1 in ('01','02') or confac2 in ('01','02') or confac3 in ('01','02') or confac4 in ('01','02') or confac5 in ('01','02'))) or (year in ('1995','1996','1997','1998','1999') and (confac1 in ('04','05') or confac2 in ('04','05') or confac3 in ('04','05') or confac4 in ('04','05') or confac5 in ('04','05')))) then speed1=1; else speed1=0; /* vpool */</pre> |
| New Mexico | <pre>(1) if substr(confac1,1,1) in ('1','2') or substr(confac1,2,1) in ('1','2') or substr(confac1,3,1) in ('1','2') then speed1=1; else speed1=0; /* vpool */</pre> |
| North Carolina | <pre>(1) if violat1 in (7,8) or violat2 in (7,8) or violat3 in (7,8) or violat4 in (7,8) or violat5 in (7,8) then speed1=1; else speed1=0; /* vpool */</pre> |

| STATE | QUERY |
|--------------|--|
| Ohio | (1) if confac1='03' then speed1=1; else speed1=0; /* vpool */ |
| Pennsylvania | (Method detailed on the following page.) |
| Texas | (1) if confac1 in ('1','2') then speed1=1; else speed1=0; /* vpool */ |
| Utah | (1) if violat='02' or confac1='01' or confac2='01' then speed1=1; else speed1=0; /* vpool */ |
| Virginia | (1) if max_spd in ('1','2') then speed1=1; else speed1=0; /* apool */ (2) if ptype='DR' and per_act in ('02','03') then speed2=1; else speed2=0; /* vppool */ |
| Washington | (1) if confac1 in ('03','04') or confac2 in ('03','04') or confac3 in ('03','04') then speed1=1; else speed1=0; /* vpool */ |

Speeding Determination for Pennsylvania

Determination of speeding-related crashes involves use of a subsidiary Contributing Factor data set. The Contributing Factor data set contains all of the contributing factors for a given crash. The variable PRIMARY CONTRIBUTING FACTOR (cause1) in the Crash data set is the most important of the factors listed under the variable CONTRIBUTING FACTOR (con_fac) in the Contributing Factor data set.

The procedure is as follows:

- 1) The yearly Contributing Factor data sets are pooled (fpool created) in a manner similar to that detailed in the section "Creation of Primary Data Sets". During creation of fpool, the speeding-related contributing factors are determined by deriving the variable *speed*.
- 2) The fpool data set is reduced to a crash level data set (spdcrash) by defining a second derived variable *speed1* and using the SAS *FIRST* and *LAST* variables.
- 3) The spdcrash data set is then merged with the apool data set for subsequent processing.

```
data test.fpool (keep=caseno seq_no con_fac speed);
set penn.pa90fac (in=y90) penn.pa91fac (in=y91) penn.pa92fac (in=y92)
  penn.pa93fac (in=y93) penn.pa94fac (in=y94) penn.pa95fac (in=y95)
  penn.pa96fac (in=y96) penn.pa97fac (in=y97) penn.pa98fac (in=y98)
  penn.pa99fac (in=y99);
if y90 then year='1990'; else if y91 then year='1991'; else if y92 then year='1992';
else if y93 then year='1993'; else if y94 then year='1994'; else if y95 then year='1995';
else if y96 then year='1996'; else if y97 then year='1997'; else if y98 then year='1998';
else year='1999';
if (con_fac in ('38','39') and year in ('1990','1991','1992')) or
  (con_fac in ('M1','M2','M3','M4','M5')
  and year in ('1993','1994','1995','1996','1997','1998','1999')) then speed=1;
else speed=0;
run;

proc sort data=test.fpool;
  by caseno;
run;

data spdcrash (keep=caseno speed1);
set test.fpool;
  by caseno;
  retain speed1 0;
  if first.caseno then speed1=0;
  if speed1<speed then speed1=speed;
  if last.caseno then output;
run;

data test.apool;
  merge test.apool spdcrash;
  by caseno;
run;
```

VARIABLE CATEGORY: TIME OF CRASH (Day vs. Night)⁵⁸

The variable *daynight* is derived using the variable TIME OF ACCIDENT (time) present in most state crash data sets. For states where TIME OF ACCIDENT is not available, the variable HOUR OF ACCIDENT (hour) is used.

| STATE | QUERY |
|------------|---|
| California | <pre>if (0 le time le 559) then daynight='Night'; else if (600 le time le 1759) then daynight='Day'; else if (1800 le time le 2359) then daynight='Night'; else daynight='Unknown';</pre> |
| Florida | <pre>if (1 le time le 559) then daynight='Night'; else if (600 le time le 1759) then daynight='Day'; else if (1800 le time le 2400) then daynight='Night'; else daynight='Unknown';</pre> |
| Georgia | <pre>if (0 < time < 600) then daynight='Night'; else if (600 le time < 1800) then daynight='Day'; else if (1800 le time le 2400) then daynight='Night'; else daynight='Unknown';</pre> |
| Illinois | <pre>if year in ('1996','1997','1998','1999') then do; if (0 le time le 559) then daynight='Night'; else if (600 le time le 1759) then daynight='Day'; else if (1800 le time le 2359) then daynight='Night'; else daynight='Unknown'; end; else do; /* 1990-1995 */ if (0 le hour le 5) then daynight='Night'; else if (6 le hour le 17) then daynight='Day'; else if (18 le hour le 23) then daynight='Night'; else daynight='Unknown'; end;</pre> |
| Indiana | <pre>if (1 le time le 559) then daynight='Night'; else if (600 le time le 1759) then daynight='Day'; else if (1800 le time le 2400) then daynight='Night'; else daynight='Unknown';</pre> |
| Kansas | <pre>if ('0000' le time < '0600') then daynight='Night'; else if ('0600' le time < '1800') then daynight='Day'; else if ('1800' le time le '2359') then daynight='Night'; else daynight='Unknown';</pre> |

⁵⁸Some states designate midnight as time 0, while others use time 2400. Also, use the statement "length daynight \$7" which explicitly sets the field size prior to using this query.

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| STATE | QUERY |
|----------------|---|
| Maryland | <pre>if (1 le time le 559) then daynight='Night'; else if (600 le time le 1759) then daynight='Day'; else if (1800 le time le 2400) then daynight='Night'; else daynight='Unknown';</pre> |
| Michigan | <pre>if year in ('1990','1991') then do; if (1 le hour le 6) then daynight='Night'; else if (7 le hour le 18) then daynight='Day'; else if (19 le hour le 24) then daynight='Night'; else daynight='Unknown'; end; else do; /* 1992-1999 */ if (0 le hour le 5) then daynight='Night'; else if (6 le hour le 17) then daynight='Day'; else if (18 le hour le 24) then daynight='Night'; else daynight='Unknown'; end;</pre> |
| Missouri | <pre>if (1 le time le 559) then daynight='Night'; else if (600 le time le 1759) then daynight='Day'; else if (1800 le time le 2400) then daynight='Night'; else daynight='Unknown';</pre> |
| New Mexico | <pre>if (1 le time le 559) then daynight='Night'; else if (600 le time le 1759) then daynight='Day'; else if (1800 le time le 2400) then daynight='Night'; else daynight='Unknown';</pre> |
| North Carolina | <pre>if (0 le time le 559) then daynight='Night'; else if (600 le time le 1759) then daynight='Day'; else if (1800 le time le 2359) then daynight='Night'; else daynight='Unknown';</pre> |
| Ohio | <pre>if (0 le hour le 5) then daynight='Night'; else if (6 le hour le 17) then daynight='Day'; else if (18 le hour le 23) then daynight='Night'; else daynight='Unknown';</pre> |
| Pennsylvania | <pre>if (0 le time le 599⁵⁹) then daynight='Night'; else if (600 le time le 1799) then daynight='Day'; else if (1800 le time le 2399) then daynight='Night'; else daynight='Unknown';</pre> |

⁵⁹ For Pennsylvania, times ending in 99 indicate that hour is known but not minute.

| STATE | QUERY |
|------------|--|
| Texas | <pre>if ('00' le hour le '05') then daynight='Night'; else if ('06' le hour le '17') then daynight='Day'; else if ('18' le hour le '23') then daynight='Night'; else daynight='Unknown';</pre> |
| Utah | <pre>if (1 le time le 559) then daynight='Night'; else if (600 le time le 1759) then daynight='Day'; else if (1800 le time le 2400) then daynight='Night'; else daynight='Unknown';</pre> |
| Virginia | <pre>if (0 le hour le 5) then daynight='Night'; else if (6 le hour le 17) then daynight='Day'; else if (18 le hour le 23) then daynight='Night'; else daynight='Unknown';</pre> |
| Washington | <pre>if (1 le time le 559) then daynight='Night'; else if (600 le time le 1759) then daynight='Day'; else if (1800 le time le 2400) then daynight='Night'; else daynight='Unknown';</pre> |

VARIABLE CATEGORY: VEHICLE TYPE

The variables *vtype* and *mvtype* are derived using the VEHICLE TYPE (*veh_type*) variable. In certain cases, other variables such as VEHICLE BODY TYPE (*bodytype*) and SPECIAL VEHICLE TYPE (*spectype*) may also be used. The variable *vtype* has the following codes:

- BU=bus
- LT=large truck
- MC=motorcycle
- PC=passenger car/station wagon
- ST=Light truck.

The variable *mvtype* designates a motor vehicle of any type and has the following code:

MV=motor vehicle.⁶⁰

| STATE | VEHICLE TYPE | QUERY |
|------------|--------------------|--|
| California | All Motor Vehicles | if <i>veh_type</i> not in ('12','14') then <i>vtype</i> ='MV'; |
| | Buses | if <i>veh_type</i> in ('08','09') then <i>vtype</i> ='BU'; |
| | Large Trucks | if <i>veh_type</i> in ('06','07') then <i>vtype</i> ='LT'; |
| | Light Trucks | if <i>veh_type</i> in ('04','05') then <i>vtype</i> ='ST'; |
| | Motorcycles | if <i>veh_type</i> in ('03','15') then <i>vtype</i> ='MC'; |
| | Passenger Cars | if <i>veh_type</i> in ('01','02') then <i>vtype</i> ='PC'; |
| Florida | All Motor Vehicles | if (<i>veh_type</i> not in ('10','25') and year in ('1990','1991','1992')) or (<i>veh_type</i> not in ('09','13') and year in ('1993','1994','1995','1996','1997','1998','1999')) then <i>mvtype</i> ='MV'; |
| | Buses | if (<i>veh_type</i> ='08' and year in ('1993','1994','1995','1996','1997','1998','1999')) or (<i>veh_type</i> in ('16','17','18','19','20') and year in ('1990','1991','1992')) then <i>vtype</i> ='BU'; |
| | Large Trucks | if <i>veh_type</i> in ('05','06') or (<i>veh_type</i> ='04' and year in ('1993','1994','1995','1996','1997','1998','1999')) or (<i>veh_type</i> ='27' and year in ('1990','1991','1992')) then <i>vtype</i> ='LT'; |
| | Light Trucks | if <i>veh_type</i> ='02' or (<i>veh_type</i> ='03' and year in ('1993','1994','1995','1996','1997','1998','1999')) or (<i>veh_type</i> ='04' and year in ('1990','1991','1992')) then <i>vtype</i> ='ST'; |
| | Motorcycles | if (<i>veh_type</i> in ('10','11') and year in ('1993','1994','1995','1996','1997','1998','1999')) or (<i>veh_type</i> in ('07','09') and year in ('1990','1991','1992')) then <i>vtype</i> ='MC'; |
| | Passenger Cars | if <i>veh_type</i> ='01' or (<i>veh_type</i> ='15' and year in ('1990','1991','1992')) then <i>vtype</i> ='PC'; |

⁶⁰Non-motor vehicles are designated by missing values.

| STATE | VEHICLE TYPE | QUERY |
|----------|--------------------|---|
| Georgia | All Motor Vehicles | if ((year in ('1990','1991','1992','1993') and veh_type not in ('19','21')) or (year in ('1994','1995','1996','1997','1998') and veh_type ne '19')) then mvtype='MV'; |
| | Buses | if veh_type='13' then vtype='BU'; |
| | Large Trucks | if ((year in ('1990','1991','1992','1993') and veh_type in ('03','04','05','06','07','08','09','11','14')) or (year in ('1994','1995','1996','1997','1998') and veh_type in ('03','04','05','06','07','08','14'))) then vtype='LT'; |
| | Light Trucks | if ((year in ('1990','1991','1992','1993') and veh_type in ('02','10','12')) or (year in ('1994','1995','1996','1997','1998') and veh_type in ('02','09','10','11','12'))) then vtype='ST'; |
| | Motorcycles | if veh_type in ('17','18') then vtype='MC'; |
| | Passenger Cars | if veh_type='01' then vtype='PC'; |
| Illinois | All Motor Vehicles | mvtype='MV'; ⁶¹ |
| | Buses | if (veh_type='08' and year in ('1990','1991','1992','1993','1994','1995')) or (veh_type in ('04','05') and year in ('1996','1997','1998','1999')) then vtype='BU'; |
| | Large Trucks | if (veh_type in ('03','04') and year in ('1990','1991','1992','1993','1994','1995')) or (veh_type in ('06','07','08') and year in ('1996','1997','1998','1999')) then vtype='LT'; |
| | Light Trucks | if (veh_type in ('05','06') and year in ('1990','1991','1992','1993','1994','1995')) or (veh_type in ('02','03','15') and year in ('1996','1997','1998','1999')) then vtype='ST'; |
| | Motorcycles | if (veh_type='09' and year in ('1990','1991','1992','1993','1994','1995')) or (veh_type in ('10','11') and year in ('1996','1997','1998','1999')) then vtype='MC'; |
| | Passenger Cars | if veh_type='01' or (veh_type='02' and year in ('1990','1991','1992','1993','1994','1995')) then vtype='PC'; |
| Indiana | All Motor Vehicles | mvtype='MV'; ⁶² |
| | Buses | if veh_type in ('09','10') then vtype='BU'; |
| | Large Trucks | if veh_type in ('04','05','06','6A') then vtype='LT'; |
| | Light Trucks | if veh_type in ('02','03') then vtype='ST'; |
| | Motorcycles | if veh_type in ('14','15','17') then vtype='MC'; |
| | Passenger Cars | if veh_type='01' then vtype='PC'; |

⁶¹For Illinois, all vehicle categories are motor vehicles.

⁶²For Indiana, all vehicle categories are motor vehicles.

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| STATE | VEHICLE TYPE | QUERY |
|----------|--------------------|--|
| Kansas | All Motor Vehicles | if veh_type ne '25' then mvtype='MV'; |
| | Buses | if veh_type in ('13','14','15') then vtype='BU'; |
| | Large Trucks | if veh_type in ('10','11','12') then vtype='LT'; |
| | Light Trucks | if veh_type in ('04','05','06') then vtype='ST'; |
| | Motorcycles | if veh_type in ('02','03') then vtype='MC'; |
| | Passenger Cars | if veh_type='01' then vtype='PC'; |
| Maryland | All Motor Vehicles | mvtype='MV'; ⁶³ |
| | Buses | if veh_type in ('10','11','12') then vtype='BU'; |
| | Large Trucks | if veh_type in ('06','07') or (year in ('1993','1994','1995','1996','1997','1998','1999') and veh_type='05') then vtype='LT'; |
| | Light Trucks | if (veh_type='05' and year in ('1990','1991','1992')) or (year in ('1993','1994','1995','1996','1997','1998','1999') and veh_type in ('08','20','21')) then vtype='ST'; |
| | Motorcycles | if veh_type in ('01','19') then vtype='MC'; |
| | Passenger Cars | if veh_type in ('02','03') then vtype='PC'; |
| Michigan | All Motor Vehicles | if year in ('1990','1991') ⁶⁴ or (veh_type ne '00' and year in ('1992','1993','1994','1995','1996','1997','1998','1999')) then mvtype='MV'; |
| | Buses | if (year in ('1990','1991') and veh_type in ('04','05')) or (year='1992' and (veh_type in ('14','23','26') or spectype='3')) or (year in ('1993','1994','1995','1996','1997','1998','1999') and spectype='3' and veh_type='11') then vtype='BU'; |
| | Large Trucks | if (year in ('1990','1991') and veh_type='02' and bodytype in ('08','09','10')) or (year='1992' and veh_type in ('05','11','12','13','15','16','17','18','19','20','21','22','24','25','27')) or (year in ('1993','1994','1995','1996','1997','1998','1999') and veh_type='11' and spectype NE '3') then vtype='LT'; |
| | Light Trucks | if (year in ('1990','1991') and veh_type='02' and bodytype in ('05','06','07')) or (year in ('1992','1993','1994','1995','1996','1997','1998','1999') and veh_type in ('02','03','04')) then vtype='ST'; |
| | Motorcycles | if (year in ('1990','1991') and veh_type='03') or (year='1992' and veh_type in ('06','07')) or (year in ('1993','1994','1995','1996','1997','1998','1999') and veh_type in ('05','06')) then vtype='MC'; |
| | Passenger Cars | if veh_type='01' then vtype='PC'; |

⁶³ For Maryland, all vehicle categories are motor vehicles.

⁶⁴ For Michigan (1990-1991), all vehicle categories are motor vehicles.

| STATE | VEHICLE TYPE | QUERY |
|--------------|--|---|
| Missouri | All Motor Vehicles | if (veh_type ne '09' and year in ('1990', '1991', '1992')) or (veh_type ne '11' and year in ('1993', '1994', '1995', '1996', '1997', '1998', '1999')) then mvtype='MV'; |
| | Buses | if veh_type in ('05', '06') or (veh_type='07' and year in ('1993', '1994', '1995', '1996', '1997', '1998', '1999')) then vtype='BU'; |
| | Large Trucks | if (veh_type in ('16', '17') and year in ('1990', '1991', '1992')) or (veh_type='15' and gvwr not in ('A', '9') and year in ('1990', '1991', '1992')) or (veh_type in ('18', '19', '20') and year in ('1993', '1994', '1995', '1996', '1997', '1998', '1999')) then vtype='LT'; |
| | Light Trucks | if veh_type='04' or (veh_type='15' and gvwr in ('A', '9') and year in ('1990', '1991', '1992')) or (veh_type in ('03', '17') and year in ('1993', '1994', '1995', '1996', '1997', '1998', '1999')) then vtype='ST'; |
| | Motorcycles | if veh_type='08' or (veh_type in ('07', '18', '19') and year in ('1990', '1991', '1992')) or (veh_type in ('10', '21', '22', '23', '24') and year in ('1993', '1994', '1995', '1996', '1997', '1998', '1999')) then vtype='MC'; |
| | Passenger Cars | if veh_type in ('01', '02') or (veh_type='03' and year in ('1990', '1991', '1992')) then vtype='PC'; |
| | New Mexico | All Motor Vehicles |
| Buses | if bodytype in ('BS', 'BP', 'BU') or (bodytype=' ' and model in ('BS', 'BP', 'BU')) or (bodytype=' ' and model=' ' and veh_type in ('BS', 'BP', 'BU')) then vtype='BU'; | |
| Large Trucks | if bodytype in ('CB', 'CL', 'CM', 'CS', 'DP', 'DS', 'FB', 'FT', 'GG', 'ST', 'TA', 'TN', 'TR', 'TT') or (bodytype in (' ', 'TK') and model in ('CB', 'CL', 'CM', 'CS', 'DP', 'DS', 'FB', 'FT', 'GG', 'ST', 'TA', 'TN', 'TR', 'TT')) or (bodytype in (' ', 'TK') and model in (' ', 'TK') and veh_type in ('CB', 'CL', 'CM', 'CS', 'DP', 'DS', 'FB', 'FT', 'GG', 'ST', 'TA', 'TN', 'TR', 'TT')) then vtype='LT'; | |

⁶⁵For New Mexico, all vehicle categories are motor vehicles. For the bus, large truck, light truck, motorcycle, and passenger car queries, using only the first of the three OR conditions provides a reasonable approximation.

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| STATE | VEHICLE TYPE | QUERY |
|-----------------------|--------------------|---|
| New Mexico (Cont.) | Light Trucks | if bodytype in ('JP','PK','PU','PM','PN','VN','WG','UT','SV','VT') or (bodytype in (' ','TK') and model in ('JP','PK','PU','PM','PN','VN','WG','UT','SV','VT')) or (bodytype in (' ','TK') and model in (' ','TK') and veh_type in ('JP','PK','PU','PM','PN','VN','WG','UT','SV','VT')) then vtype='ST'; |
| | Motorcycles | if bodytype='MC' or (bodytype=' ' and model='MC') or (bodytype=' ' and model=' ' and veh_type='MC') then vtype='MC'; |
| | Passenger Cars | if bodytype in ('CV','CP','HT','LM','RD','RH','SD','2D','2H','2T','3D','3H','3T','4D','4H','4T','SW') or (bodytype=' ' and model in ('CV','CP','HT','LM','RD','RH','SD','2D','2H','2T','3D','3H','3T','4D','4H','4T','SW')) or (bodytype=' ' and model=' ' and veh_type in ('CV','CP','HT','LM','RD','RH','SD','2D','2H','2T','3D','3H','3T','4D','4H','4T','SW')) then vtype='PC'; |
| North Carolina | All Motor Vehicles | if veh_type not in (18,21) then mvtype='MV'; |
| | Buses | if veh_type in (4,5,6) then vtype='BU'; |
| | Large Trucks | if veh_type in (8,9,10,24) then vtype='LT'; |
| | Light Trucks | if veh_type in (3,7,23,25) then vtype='ST'; |
| | Motorcycles | if veh_type in (14,15,16) then vtype='MC'; |
| | Passenger Cars | if veh_type in (1,2,11) then vtype='PC'; |
| Ohio | All Motor Vehicles | if veh_type not in ('24','29','30','31') then mvtype='MV'; |
| | Buses | if veh_type in ('16','17','18') then vtype='BU'; |
| | Large Trucks | if veh_type in ('07','08','09','10','11','33','34') then vtype='LT'; |
| | Light Trucks | if veh_type in ('05','06') then vtype='ST'; |
| | Motorcycles | if veh_type in ('12','13','14','15') then vtype='MC'; |
| | Passenger Cars | if veh_type in ('01','02','03','04','22') then vtype='PC'; |
| Pennsylvania | All Motor Vehicles | if veh_type in ('1','2','3','4','5') or (veh_type='6' and bodytype not in ('90','91','92','93','94','95','96','97','98')) then mvtype='MV'; |
| | Buses | if veh_type='3' then vtype='BU'; |
| | Large Trucks | if veh_type='5' then vtype='LT'; |
| | Light Trucks | if veh_type='4' then vtype='ST'; |
| | Motorcycles | if veh_type='2' then vtype='MC'; |
| | Passenger Cars | if veh_type='1' then vtype='PC'; |

| STATE | VEHICLE TYPE | QUERY |
|------------|--------------------|--|
| Texas | All Motor Vehicles | mvttype='MV'; ⁶⁶ |
| | Buses | if veh_type in ('11','12') then vtype='BU'; |
| | Large Trucks | if veh_type in ('04','05','06','07','08') and ((year in ('1990','1991','1992','1993','1994','1995') and bodytype='33') or bodytype in ('++','20','21','22','23','24','25','26','27','28','31','32','34','36','37','39') or (bodytype='40' and veh_type in ('05','06','07','08'))) then vtype='LT'; |
| | Light Trucks | if veh_type in ('04','05','06','07','08') and ((year in ('1996','1997','1998','1999') and bodytype='33') or bodytype in ('29','30','35','38') or (bodytype='40' and veh_type='04')) then vtype='ST'; |
| | Motorcycles | if veh_type in ('13','14','16') then vtype='MC'; |
| | Passenger Cars | if veh_type in ('01','02','03') then vtype='PC'; |
| Utah | All Motor Vehicles | mvttype='MV'; ⁶⁷ |
| | Buses | if veh_type in ('17','18') then vtype='BU'; |
| | Large Trucks | if veh_type in ('13','14','15','16','31','32','33','34','35','36','37','38','41','44','47','48','49','50','51') or veh_type='39' and year in ('1990','1991','1992','1993','1994') then vtype='LT'; |
| | Light Trucks | if veh_type in ('07','08','09','10','11','12','27','43') or (veh_type='40' and year in ('1990','1991','1992','1993','1994')) then vtype='ST'; |
| | Motorcycles | if veh_type in ('19','20','21') or (veh_type='30' and year in ('1990','1991','1992','1993','1994')) then vtype='MC'; |
| | Passenger Cars | if veh_type in ('01','02','03','04','05','06','42') then vtype='PC'; |
| Virginia | All Motor Vehicles | if veh_type ne '09' then mvttype='MV'; |
| | Buses | if veh_type in ('13','14','15') then vtype='BU'; |
| | Large Trucks | if veh_type in ('04','05','06') then vtype='LT'; |
| | Light Trucks | if veh_type in ('02','03') then vtype='ST'; |
| | Motorcycles | if veh_type in ('10','11') then vtype='MC'; |
| | Passenger Cars | if veh_type='01' then vtype='PC'; |
| Washington | All Motor Vehicles | mvttype='MV'; ⁶⁸ |
| | Buses | if veh_type in ('10','11') then vtype='BU'; |
| | Large Trucks | if veh_type in ('03','04','05','06','07') then vtype='LT'; |
| | Light Trucks | if veh_type='02' then vtype='ST'; |
| | Motorcycles | if veh_type in ('12','13','15') then vtype='MC'; |
| | Passenger Cars | if veh_type in ('01','09') then vtype='PC'; |

⁶⁶ For Texas, all vehicle categories are motor vehicles.

⁶⁷ For Utah, all vehicle categories are motor vehicles.

⁶⁸ For Washington, all vehicle categories are motor vehicles.

Use of Proc Freq for Data Table Generation

The SAS *PROC FREQ* procedure is used to generate the data tables. The example below generates a frequency table corresponding to the information for California in Table 4 “Motor Vehicle Crashes by Crash Type and Crash Severity”.

```
proc freq data=test.apool;
  tables year*sev*ctype /list sparse69 out=crashtyp70;
run;
```

Single/Multiple Vehicle Crashes: California 1990-1999

| Year | Sev | Ctype | Frequency | Percent | Cumulative Frequency | Cumulative Percent |
|------|-----|-------|-----------|---------|----------------------|--------------------|
| 1990 | 1 | M | 2,989 | 0.06 | 2,989 | 0.06 |
| 1990 | 1 | S | 1,669 | 0.03 | 4,658 | 0.10 |
| 1990 | 2 | M | 196,025 | 4.01 | 200,683 | 4.10 |
| 1990 | 2 | S | 40,491 | 0.83 | 241174 | 4.93 |
| 1990 | 3 | M | 254,664 | 5.21 | 495,838 | 10.14 |
| 1990 | 3 | S | 55,993 | 1.14 | 551,831 | 11.28 |
| 1991 | 1 | M | 2,673 | 0.05 | 554,504 | 11.34 |
| 1991 | 1 | S | 1,491 | 0.03 | 555,995 | 11.37 |
| 1991 | 2 | M | 185,976 | 3.80 | 741,971 | 15.17 |
| 1991 | 2 | S | 38,028 | 0.78 | 779,999 | 15.95 |
| 1991 | 3 | M | 233,204 | 4.77 | 1,013,203 | 20.72 |
| 1991 | 3 | S | 53,018 | 1.08 | 1,066,221 | 21.80 |
| 1992 | 1 | M | 2,425 | 0.05 | 1,068,646 | 21.85 |
| 1992 | 1 | S | 1,282 | 0.03 | 1,069,928 | 21.88 |
| 1992 | 2 | M | 179,848 | 3.68 | 1,249,776 | 25.56 |
| 1992 | 2 | S | 35,224 | 0.72 | 1,285,000 | 26.28 |
| 1992 | 3 | M | 221,068 | 4.52 | 1,506,068 | 30.80 |
| 1992 | 3 | S | 51,161 | 1.05 | 1,557,229 | 31.84 |

⁶⁹ SAS options are specified after the “/”. *LIST* is an alternative output format for *PROC FREQ*. The *SPARSE* option adds combinations of variables to the output data set that do not exist in the initial data set. This is useful when combinations whose frequency count=0 are needed in the final data set for tabulation purposes.

⁷⁰ The *OUT=* option allows the frequency table information to be output to a summary data set. In the production code, the creation of output data sets using *PROC FREQ* was automated using macro *DO* loops and macro variables; appropriate final data sets were then exported to spreadsheets for presentation. The *OUT=* option can be omitted in the example.

| Year | Sev | Ctype | Frequency | Percent | Cumulative Frequency | Cumulative Percent |
|------|-----|-------|-----------|---------|----------------------|--------------------|
| 1993 | 1 | M | 2,436 | 0.05 | 1,559,665 | 31.89 |
| 1993 | 1 | S | 1,242 | 0.03 | 1,560,907 | 31.92 |
| 1993 | 2 | M | 170,252 | 3.48 | 1,731,159 | 35.40 |
| 1993 | 2 | S | 32,404 | 0.66 | 1,763,563 | 36.06 |
| 1993 | 3 | M | 218,471 | 4.47 | 1,982,034 | 40.53 |
| 1993 | 3 | S | 52,685 | 1.08 | 2,034,719 | 41.61 |
| 1994 | 1 | M | 2,503 | 0.05 | 2,037,222 | 41.66 |
| 1994 | 1 | S | 1,269 | 0.03 | 2,038,491 | 41.68 |
| 1994 | 2 | M | 170,842 | 3.49 | 2,209,333 | 45.18 |
| 1994 | 2 | S | 32,381 | 0.66 | 2,241,714 | 45.84 |
| 1994 | 3 | M | 218,989 | 4.48 | 2,460,703 | 50.32 |
| 1994 | 3 | S | 54,109 | 1.11 | 2,514,812 | 51.42 |
| 1995 | 1 | M | 2,405 | 0.05 | 2,517,217 | 51.47 |
| 1995 | 1 | S | 1,231 | 0.03 | 2,518,448 | 51.50 |
| 1995 | 2 | M | 164,877 | 3.37 | 2,683,325 | 54.87 |
| 1995 | 2 | S | 31,692 | 0.65 | 2,715,017 | 55.52 |
| 1995 | 3 | M | 216,430 | 4.43 | 2,931,447 | 59.94 |
| 1995 | 3 | S | 55,123 | 1.13 | 2,986,570 | 61.07 |
| 1996 | 1 | M | 2,322 | 0.05 | 2,988,892 | 61.12 |
| 1996 | 1 | S | 1,233 | 0.03 | 2,990,125 | 61.14 |
| 1996 | 2 | M | 162,420 | 3.32 | 3,152,545 | 64.46 |
| 1996 | 2 | S | 31,385 | 0.64 | 3,183,930 | 65.10 |
| 1996 | 3 | M | 222,056 | 4.54 | 3,405,986 | 69.64 |
| 1996 | 3 | S | 56,269 | 1.15 | 3,462,255 | 70.80 |
| 1997 | 1 | M | 2,150 | 0.04 | 3,464,405 | 70.84 |
| 1997 | 1 | S | 1,102 | 0.02 | 3,465,507 | 70.86 |
| 1997 | 2 | M | 155,846 | 3.19 | 3,621,353 | 74.05 |
| 1997 | 2 | S | 30,106 | 0.62 | 3,651,459 | 74.66 |
| 1997 | 3 | M | 220,301 | 4.50 | 3,871,760 | 79.17 |
| 1997 | 3 | S | 54,389 | 1.11 | 3,926,149 | 80.28 |

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| Year | Sev | Ctype | Frequency | Percent | Cumulative Frequency | Cumulative Percent |
|------|-----|-------|-----------|---------|----------------------|--------------------|
| 1998 | 1 | M | 2,009 | 0.04 | 3,928,158 | 80.32 |
| 1998 | 1 | S | 1,066 | 0.02 | 3,929,224 | 80.34 |
| 1998 | 2 | M | 158,778 | 3.25 | 4,088,002 | 83.59 |
| 1998 | 2 | S | 30,229 | 0.62 | 4,118,231 | 84.21 |
| 1998 | 3 | M | 232,285 | 4.75 | 4,350,516 | 88.96 |
| 1998 | 3 | S | 58,241 | 1.19 | 4,408,757 | 90.15 |
| 1999 | 1 | M | 1,979 | 0.04 | 4,410,736 | 90.19 |
| 1999 | 1 | S | 1,165 | 0.02 | 4,411,901 | 90.21 |
| 1999 | 2 | M | 159,172 | 3.25 | 4,571,073 | 93.47 |
| 1999 | 2 | S | 29,558 | 0.60 | 4,600,631 | 94.07 |
| 1999 | 3 | M | 235,864 | 4.82 | 4,836,495 | 98.90 |
| 1999 | 3 | S | 54,026 | 1.10 | 4,890,521 | 100.00 |

Other data tables are generated in a similar fashion using the appropriate data sets and variables. For example, the information for California in Table 49 “Passenger Car and Light Truck Occupants Killed or Injured by Restraint Use and Person Type” can be generated using the following *PROC FREQ* statements:

```
proc freq data=test.vcpool;
  tables year*pinj*rest*ptype /list sparse;
  title1 "INJURY STATUS BY PERSON TYPE AND RESTRAINT USE, CALIFORNIA 1990-1999";
  title2 "OCCUPANTS OF CARS AND LIGHT TRUCKS";
run;

proc freq data=test.vcpool;
  tables year*pinj*rest /list sparse;
  title1 "INJURY STATUS BY RESTRAINT USE, CALIFORNIA 1990-1999";
  title2 "OCCUPANTS OF CARS AND LIGHT TRUCKS";
run;

proc freq data=test.vcpool;
  tables year*pinj /list sparse;
  title1 "INJURY STATUS, OCCUPANTS OF CARS AND LIGHT TRUCKS, CALIFORNIA 1990-1999";
run;
```

Supplemental Information

This section describes additional technical procedures used to generate the data herein.

Use of Macros

When incorporating the queries above in the state processing code, it is convenient to encapsulate them in a SAS construct termed a macro that, in its simplest form, is equivalent to a subroutine in other programming languages. A macro begins with the statement `%MACRO` and ends with the statement `%MEND`. For example, the code that assigns a year to each observation in the data set can be encapsulated in a macro and invoked multiple times⁷¹ while specifying the code only once:

```
%macro assignyr72;
  if y90 then year='1990'; else if y91 then year='1991'; else if y92 then year='1992';
  else if y93 then year='1993'; else if y94 then year='1994';
  else if y95 then year='1995'; else if y96 then year='1996';
  else if y97 then year='1997'; else if y98 then year='1998'; else year='1999';
%mend assignyr;

/* creation of pooled crash data set */
data test.apool (keep=caseno ctype daynight num_fat num_inj rollover sev wend1 year);
  set missouri.mo90acc (in=y90) missouri.mo91acc (in=y91) missouri.mo92acc (in=y92)
      missouri.mo93acc (in=y93) missouri.mo94acc (in=y94) missouri.mo95acc (in=y95)
      missouri.mo96acc (in=y96) missouri.mo97acc (in=y97) missouri.mo98acc (in=y98)
      missouri.mo99acc;
  %assignyr73
run;
```

Procedure Used When Case Numbers are Not Unique Between State Years

In certain instances, the identifying variable ACCIDENT NUMBER (`caseno`) is not unique between years. This will cause errors in subsequent MERGE operations. The macro below can be used to create unique case numbers.

```
%macro uniqcase;
length temp $6;74
temp=caseno;
casenum=year||temp;75
%mend uniqcase;
```

⁷¹ The `%assignyr` macro can be invoked during the build of the Crash, Vehicle, and Person data sets.

⁷² When first declaring a macro, it must be given a name in order to reference it later.

⁷³ Note that a semicolon is generally not needed as in other SAS statements. Adding a trailing semicolon will not affect correct operation of the macros needed herein.

⁷⁴ Note that the length needed depends on the length of the case numbers in the state under consideration. The following states require the macro `%uniqcase` (the recommended length is given in parentheses): California, Washington (6), Florida, Illinois, Maryland, Michigan, New Mexico, Utah (10), Georgia (25). The long length for Georgia is due to a long case number for 1998.

⁷⁵ Note that the derived variable `casenum` replaces the variable ACCIDENT NUMBER (`caseno`) and is used in any subsequent SET or MERGE operations needed (i.e., use "by `casenum`" and "by `casenum vehno`" as appropriate). The symbol `||` is the SAS concatenation operator.

The following code illustrates the method for California.⁷⁶

```
/* creation of pooled crash data set */
data test.apool;
  set calif.ca90acc calif.ca91acc calif.ca92acc calif.ca93acc calif.ca94acc
      calif.ca95acc calif.ca96acc calif.ca97acc calif.ca98acc calif.ca99acc;
  %assignyr
  %uniqcase77
run;
```

Using the Queries with Primary Data Sets

The following SAS code illustrates the use of the person type query for California.

```
%macro pertype;
  if loc='1' then ptype='DR';
    else if loc='2' then ptype='PD';
      else if loc='4' then ptype='PC';
        else if loc in ('6','7') then ptype='PA';
          else ptype='OT';
%mend pertype;

/* creation of pooled person data set */
data test.ppool;
  set calif.ca90per calif.ca91per calif.ca92per calif.ca93per calif.ca94per
      calif.ca95per calif.ca96per calif.ca97per calif.ca98acc calif.ca99per;
  %assignyr
  %uniqcase
  %perotype
run;
```

Note that the code above using macros is equivalent to the code below:

```
/* creation of pooled person data set */
data test.ppool;
  set calif.ca90per calif.ca91per calif.ca92per calif.ca93per calif.ca94per
      calif.ca95per calif.ca96per calif.ca97per calif.ca98acc calif.ca99per;
  if y90 then year='1990'; else if y91 then year='1991'; else if y92 then year='1992';
  else if y93 then year='1993'; else if y94 then year='1994';
  else if y95 then year='1995'; else if y96 then year='1996';
  else if y97 then year='1997'; else if y98 then year='1998'; else year='1999';
  length temp $6;
  temp=caseno;
  casenum=year||temp;
  if loc='1' then ptype='DR';
    else if loc='2' then ptype='PD';
      else if loc='4' then ptype='PC';
        else if loc in ('6','7') then ptype='PA';
          else ptype='OT';
run;
```

⁷⁶ Note that the macro %assignyr must precede the macro %uniqcase since the variable year, created in %assignyr, is needed in %uniqcase.

⁷⁷ Note that if this procedure is used for one of the primary data sets, it must be used for all primary data sets (Crash, Vehicle, and Person).

Using the Queries with Secondary Data Sets

The following code illustrates the use of queries with secondary data sets. Note that the derived variable *pctype* for North Carolina uses information contained in both the Vehicle and Person data sets.

```
%macro pctype;
if seatpos=1 then do;
  if veh_type=18 then pctype='PC';
  else if veh_type=21 then pctype='PD';
  else pctype='DR';
end;
else if seatpos in (2,3,4,5,6) then pctype='PA';
else pctype='OT';
%mend pctype;

data test.vppool;
merge test.vpool test.ppool (in=A);
by caseno vehno;
if A;
%pctype
run;
```

Removal of Inconsistent Observations

In certain instances, a small number of inconsistent observations were removed from the data sets before processing. These deleted observations fall into two categories: 1) multiple observations with the same key (i.e., multiple cases with identical case numbers, cases with multiple vehicles with identical vehicle numbers), and 2) cases without matching vehicles in the Vehicle data set, or vehicles without matching cases in the Crash data set. The code below illustrates the method for the testing of Illinois data 1990-1999.

```
/* test for duplicate accident records in 1990-1999 */
%macro acctotal;
%do i=90 %to 99;78
  data test.ilcdup&i;
  set illinois.il&i.acc;79
  by caseno;
  retain cttotal 0;
  if first.caseno then cttotal=0;
  cttotal+1;
  if last.caseno and cttotal>1 then output;
run;
%end;
%mend acctotal;
```

⁷⁸ This is an example of a SAS %DO loop using macro variables. The SAS keywords %DO, %TO, and %END are similar to counter loops in other programming languages, and to the corresponding DO, TO, and END reserved words in normal SAS code. The % symbol must be used since the inner portion of the loop references the macro counter variable i (as &i). Note that the loop runs 10 times. In the first iteration, the macro variable i=90, the initial data set is il90acc, and the resultant data set containing duplicate case numbers is ilcdup90. For testing Georgia, use "%do i=90 %to 98;". For testing North Carolina use "%do i=92 %to 99;". For testing Washington, use "%do i=90 %to 96;".

⁷⁹ Change this line appropriately for other states, e.g. for Missouri use "set missouri.mo&i.acc;".


```

%acctotal /* invokes the macro */

/* test for duplicate vehicle records in 1990-1999 */
%macro vehtotal;
%do i=90 %to 99;
  data temp (keep=caseno);
    set illinois.il&i.veh;
  by caseno vehno;
  retain vttotal 0;
  if first.vehno then vttotal=0;
  vttotal+1;
  if last.vehno and vttotal>1 then output;
run;

  data test.ilvdup&i (keep=caseno);
    set temp;
  by caseno;
  if first.caseno then output;
run;
%end;
%mend vehtotal;

%vehtotal /* invokes the macro */

/* test for missing accident records and vehicle records for 1990-1999 */
%macro missing;
%do i=90 %to 99;
  data temp (keep=caseno);
    merge illinois.il&i.acc (in=A) illinois.il&i.veh (in=B);
  by caseno;
  if A and B then delete;
run;

  data test.ilmiss&i (keep=caseno);
    set temp;
  by caseno;
  if first.caseno then output;
run;
%end;
%mend missing;

%missing /* invokes the macro */

```

The resultant data sets in the code above are built regardless of whether the initial data sets are consistent or not. Tests on consistent data sets will contain the appropriate data vectors but will have no observations. If any inconsistent case numbers are found⁸⁰, the case numbers in the individual output data sets (e.g., `ilcdup90`) can be combined into one data set using the *SET* statement. Duplicate case numbers should be removed using the statement “if first.caseno then output;” as in previous examples. Finally, the resultant set of bad case numbers is used in a conditional merge with each of the primary data sets (Crash, Vehicle, Person) to remove the bad case numbers from subsequent processing.

⁸⁰ Consult the SAS LOG after running the programs to determine the error data sets with observations.

For example, the code below removes bad case numbers contained in a data set named errors from the primary Crash data set (apool).

```
data test.apool;
  merge errors (in=A) test.apool;
  if A then delete;
run;
```

Suggestions for Efficient Data Processing

Judicious use of the SAS *KEEP* statement can dramatically reduce processing time when creating and merging the pooled data sets. The *KEEP* statement can be used with data sets in the *DATA*, *SET*, and *MERGE* statements. The following code illustrates the method with the creation of the California Person data set.

```
%macro alc3;81
  if alc_drug in ('2','3','4') then alcohol3=1;
  else alcohol3=0;
%mend alc3;

data test.ppool (keep=casenum vehno pinj ptype stype age age1 alcohol3 rest year child);
  set calif.ca90per (in=y90 keep=caseno vehno inj age sex loc pos rest1 alc_drug)
      calif.ca91per (in=y91 keep=caseno vehno inj age sex loc pos rest1 alc_drug)
      calif.ca92per (in=y92 keep=caseno vehno inj age sex loc pos rest1 alc_drug)
      calif.ca93per (in=y93 keep=caseno vehno inj age sex loc pos rest1 alc_drug)
      calif.ca94per (in=y94 keep=caseno vehno inj age sex loc pos rest1 alc_drug)
      calif.ca95per (in=y95 keep=caseno vehno inj age sex loc pos rest1 alc_drug)
      calif.ca96per (in=y96 keep=caseno vehno inj age sex loc pos rest1 alc_drug)
      calif.ca97per (in=y97 keep=caseno vehno inj age sex loc pos rest1 alc_drug)
      calif.ca98per (in=y98 keep=caseno vehno inj age sex loc pos rest1 alc_drug)
      calif.ca99per (in=y99 keep=caseno vehno inj age sex loc pos rest1 alc_drug);
  %assignyr
  %uniqcase
  %alc3      /* alcohol */
  %perinj   /* injury severity */
  %perptype /* person type */
  %sextype  /* sex */
  %agecalc  /* age */
  %safety   /* restraint use */
  %child    /* child restraint use */
run;
```

⁸¹ The macros referenced in the creation of the Person data set can be created using the queries listed earlier. For example, the information needed to create the macro %perinj can be found in the "Injury Severity" section of "Creation of Derived Variables". The alcohol query is contained here as an example. The macros %assignyr and %uniqcase were referenced earlier in this appendix.

In the code above, the *KEEP* statements used in the *SET* statement result in faster processing because SAS will only search for the variables listed in the *KEEP* statement when processing observations. The *KEEP* statement in the *DATA* statement results in a dramatically smaller resultant data set since only the variables listed are kept in the data vector. In this example, all the variables that are kept are derived variables excepting VEHICLE NUMBER (vehno), used in merging operations, and the variable AGE (age), which is needed for creating the Young Driver, Older Driver and Child data sets. The analogous SAS *DROP* statement is also useful.

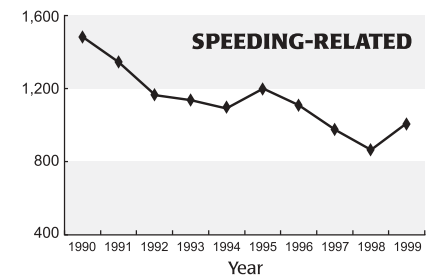
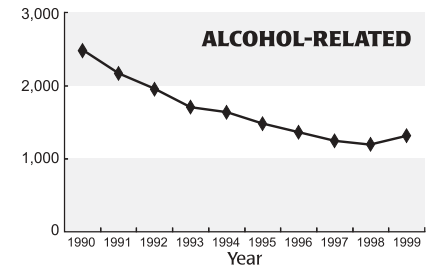
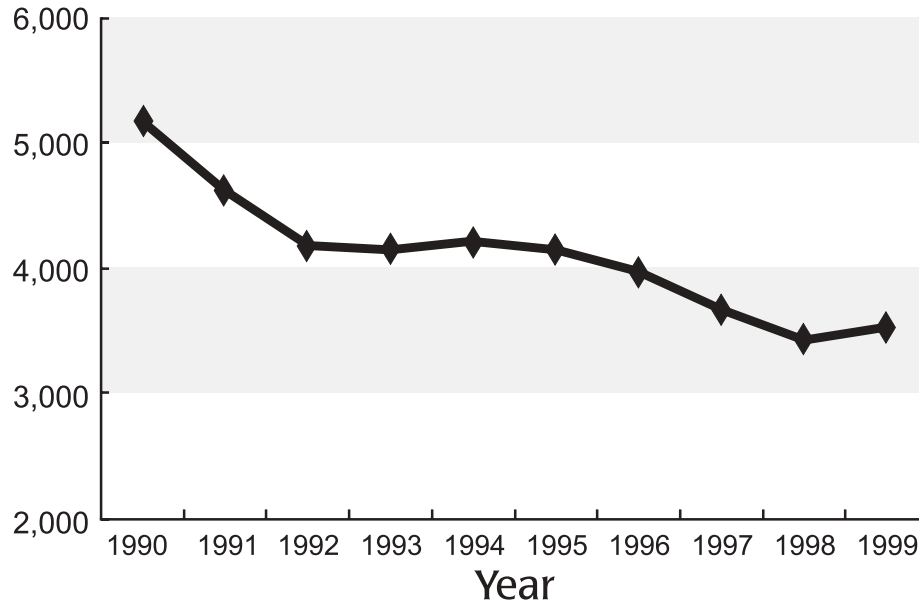
Another useful procedure for improving processing time is to build multiple data sets in a single *DATA* step. The method is illustrated using the Crash-Person data set.

```
data test.ped (keep=pinj itype age1 year) /* pedestrians */
  test.driver (keep=pinj age1 year) /* all drivers */
  test.yngdr (keep=sev stype year) /* young drivers */
  test.olddr (keep=sev stype year); /* older drivers */
set test.appool;
if ptype='PD' then output test.ped;
if ptype='DR' then do;
  output test.driver;
  if 15 le age le 20 then output test.yngdr;
  if 70 le age le 99 then output test.olddr; /* this condition is state-specific */
end;
run;
```

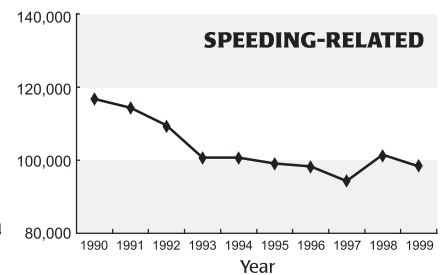
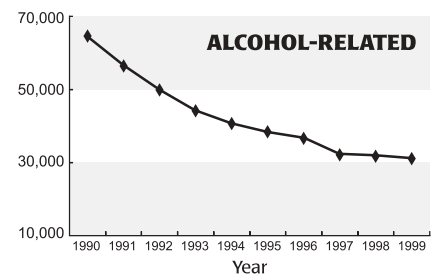
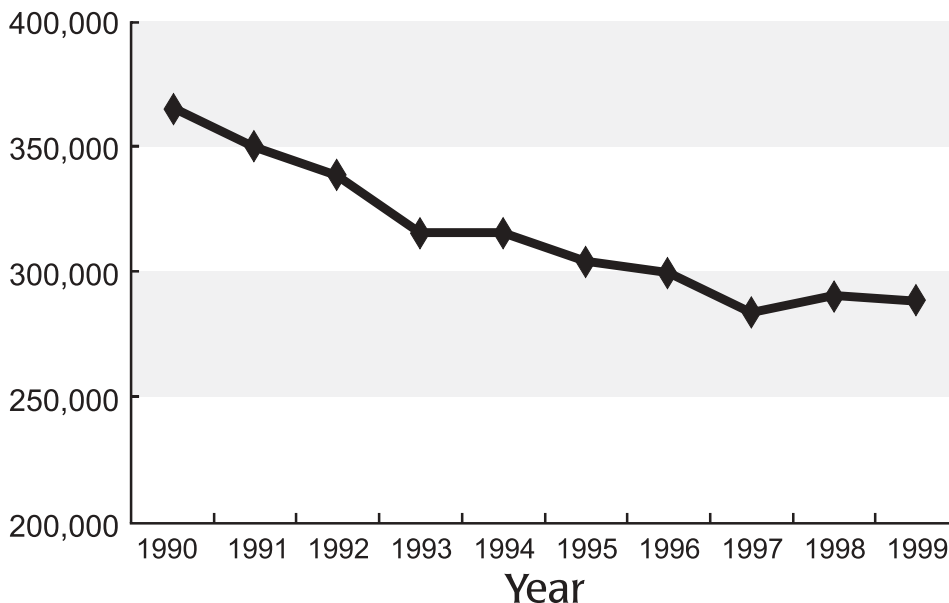
Fatalities and Injuries by State – Total, Alcohol, and Speeding

California

TOTAL KILLED

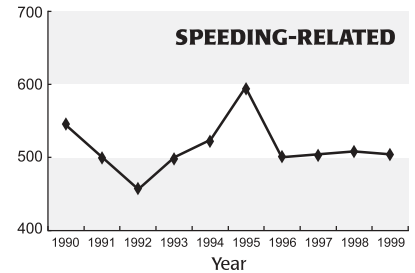
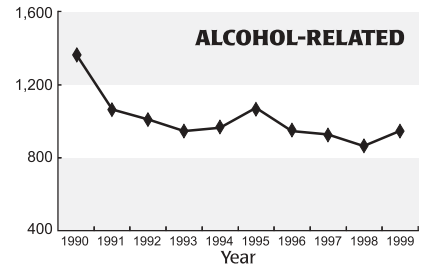
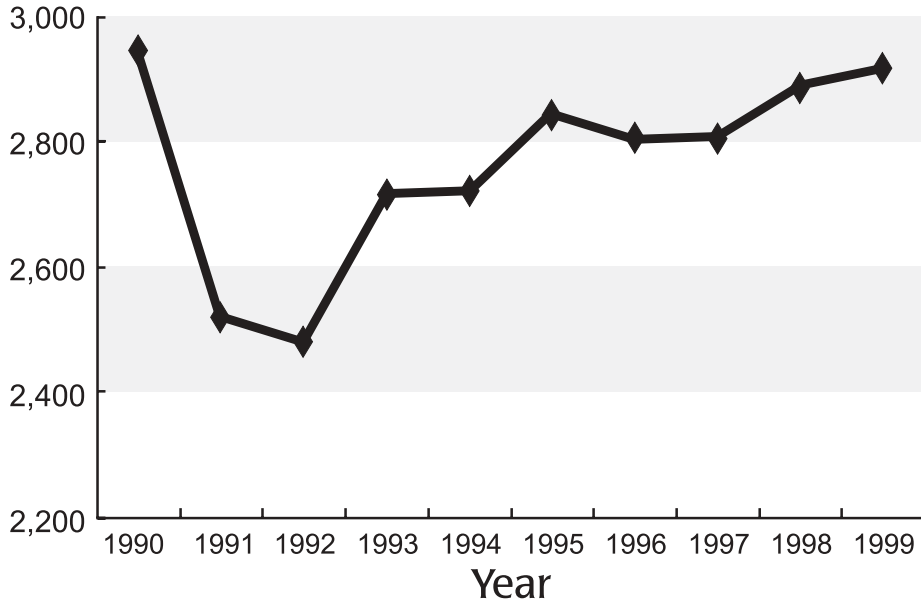


TOTAL INJURED

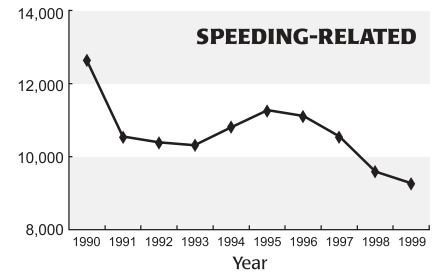
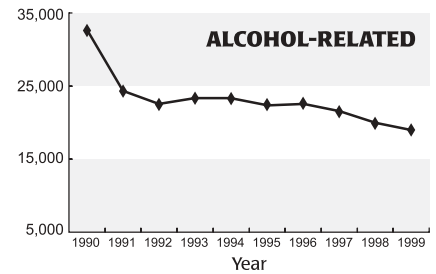
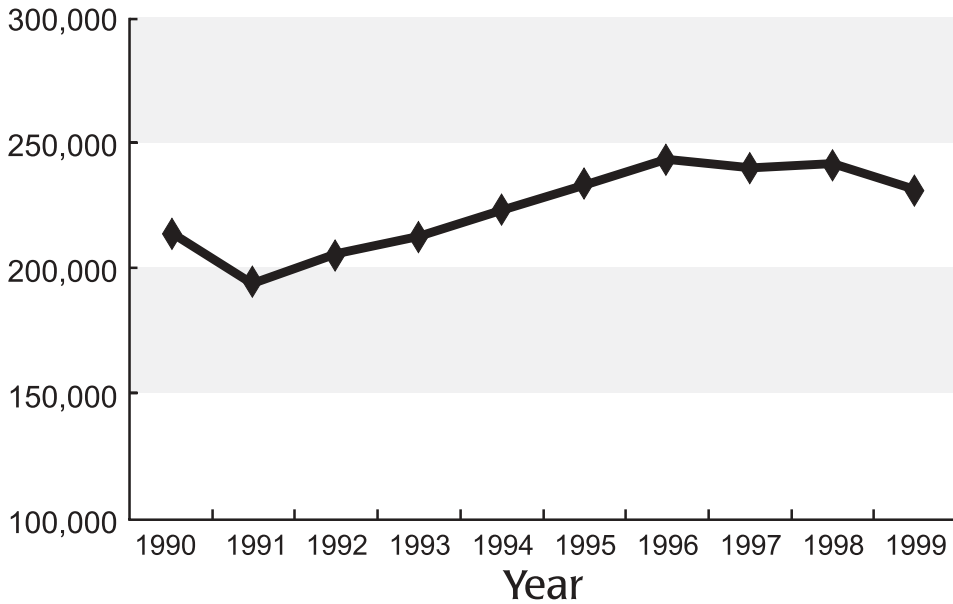


Florida

TOTAL KILLED

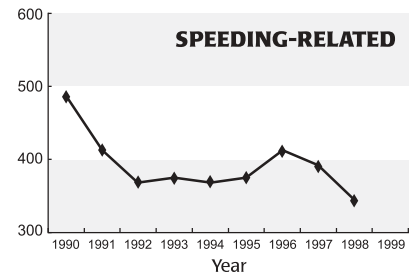
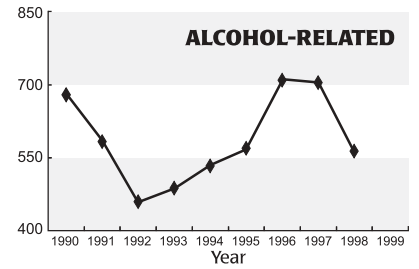
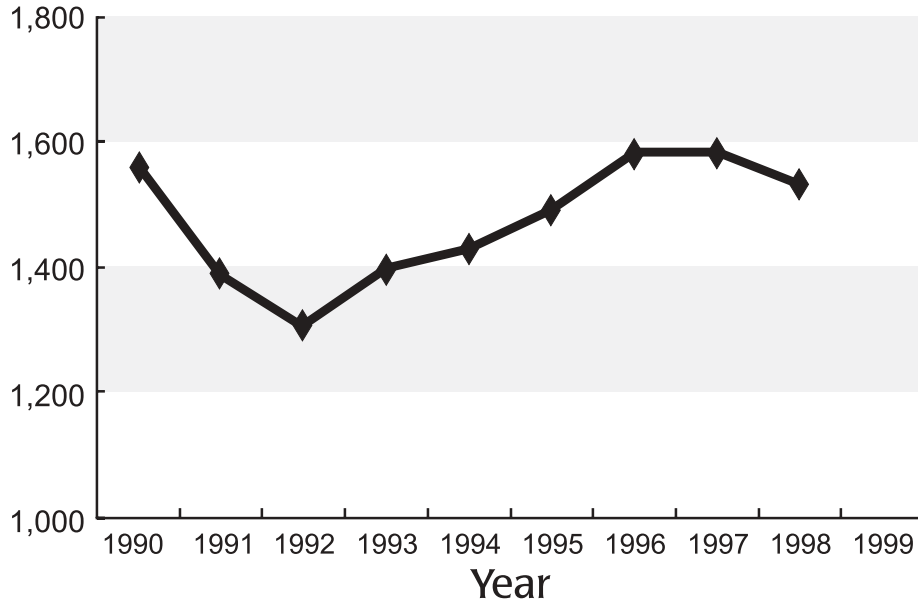


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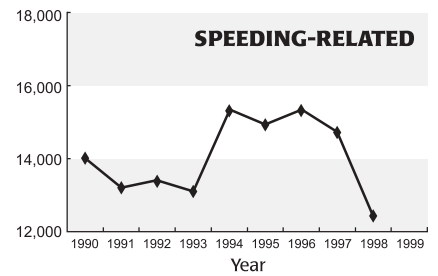
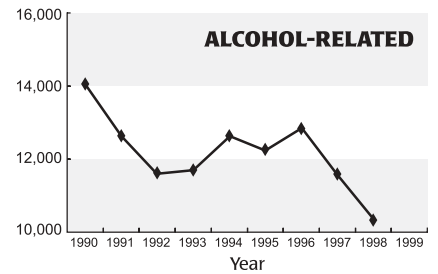
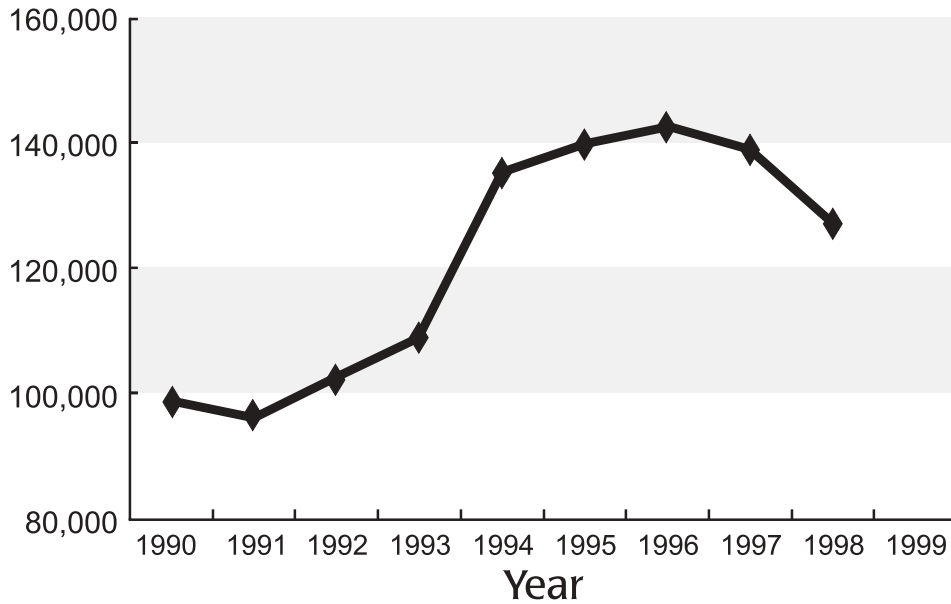


Georgia

TOTAL KILLED

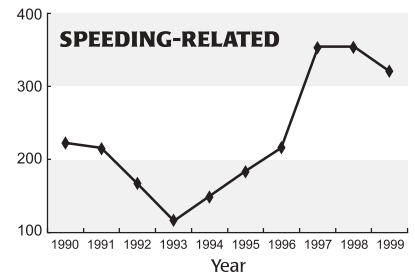
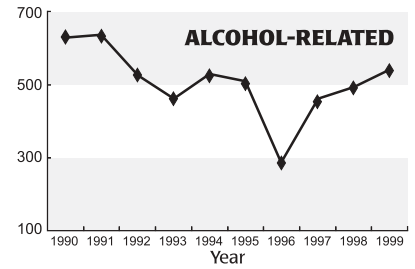
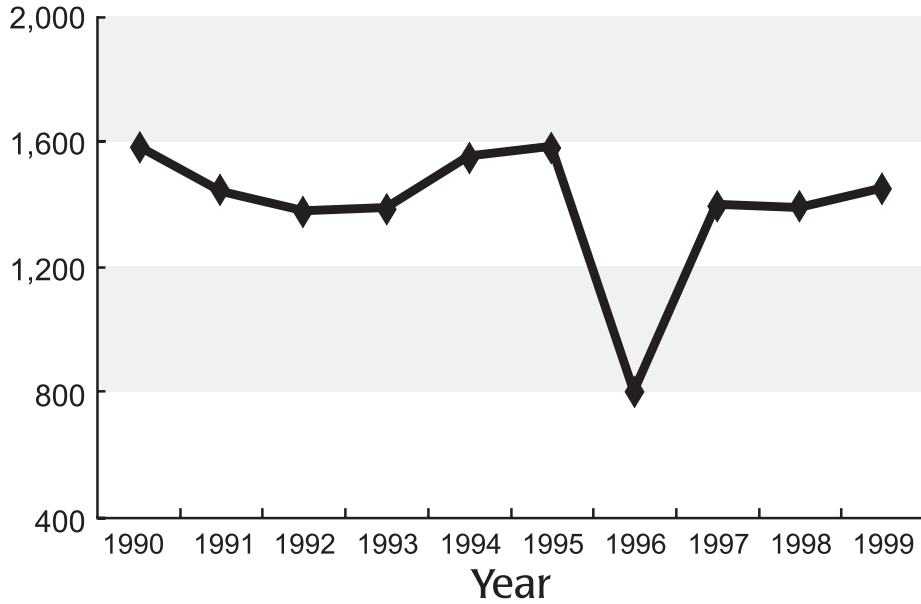


TOTAL INJURED

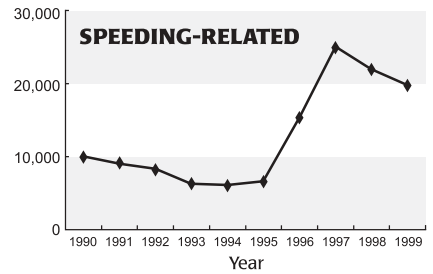
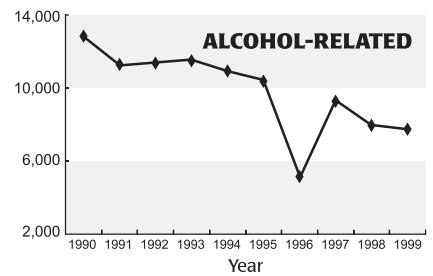
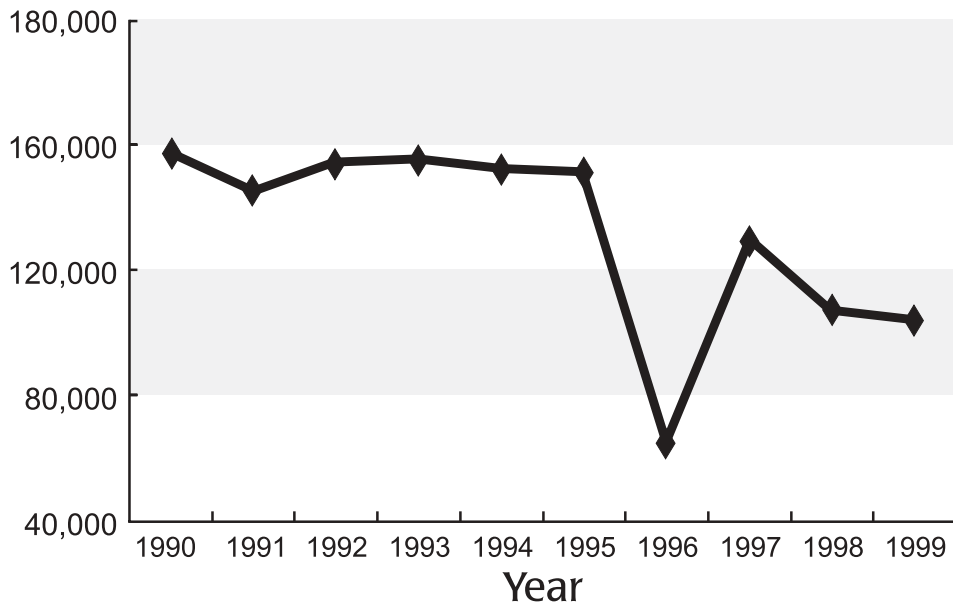


Illinois

TOTAL KILLED

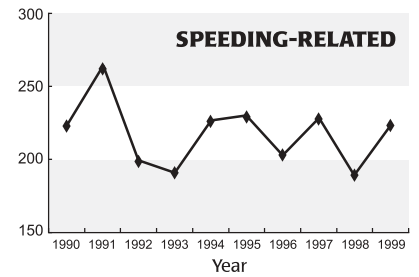
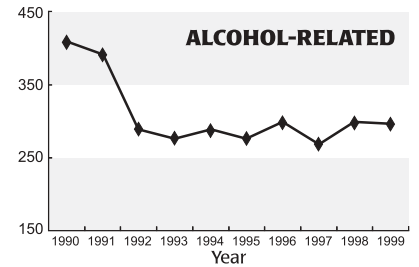
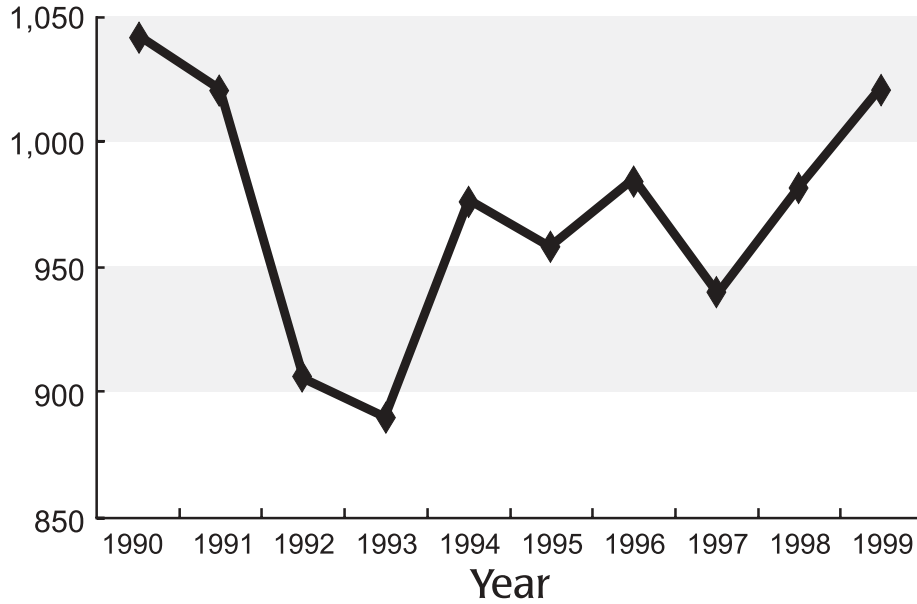


TOTAL INJURED

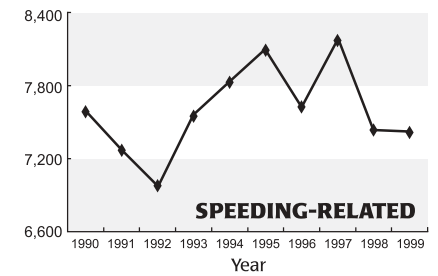
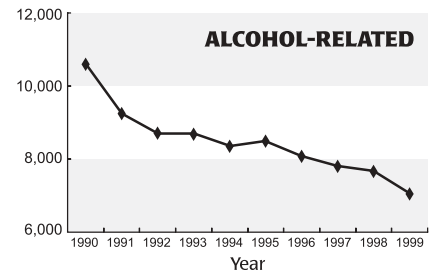
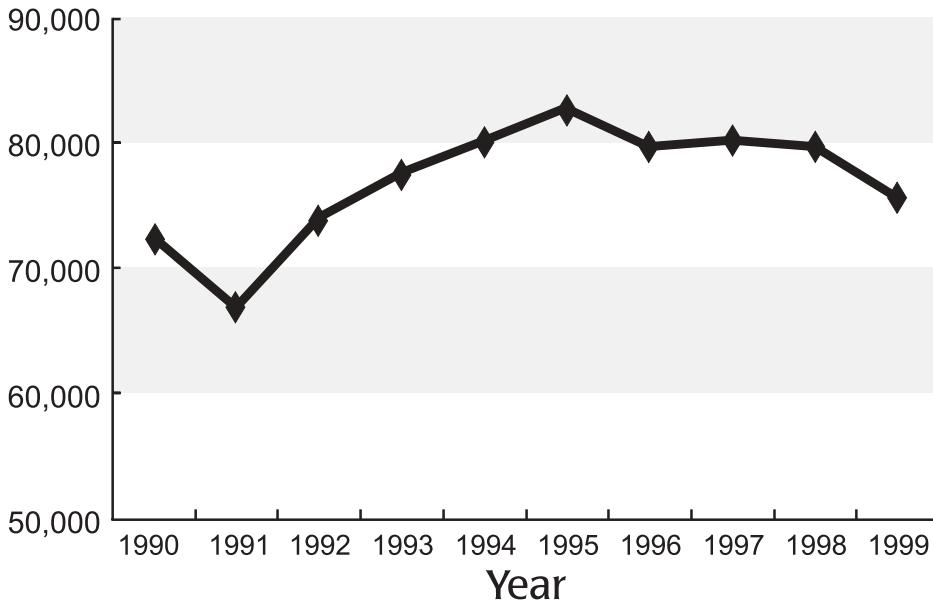


Indiana

TOTAL KILLED

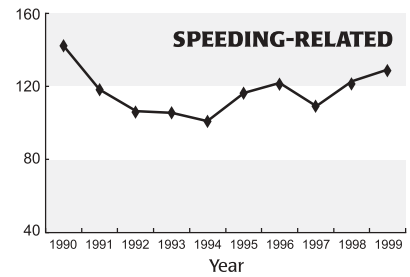
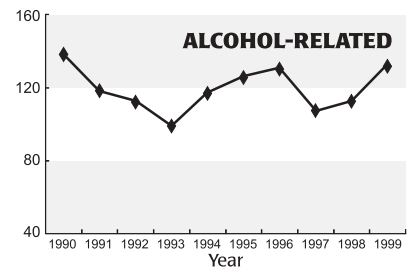
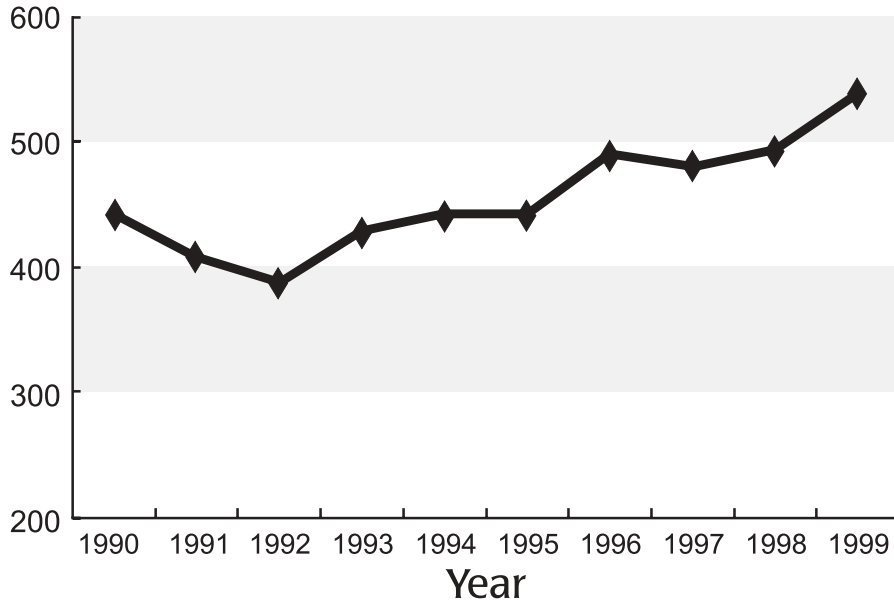


TOTAL INJURED

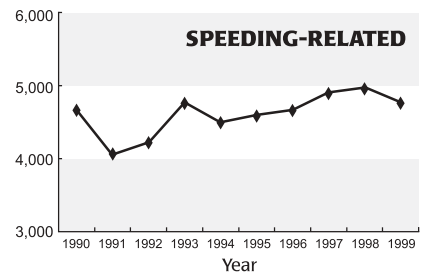
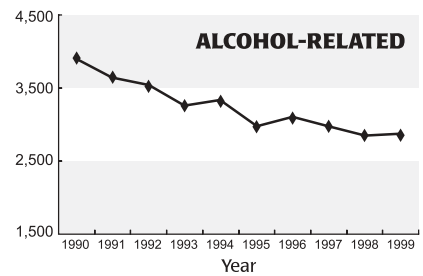
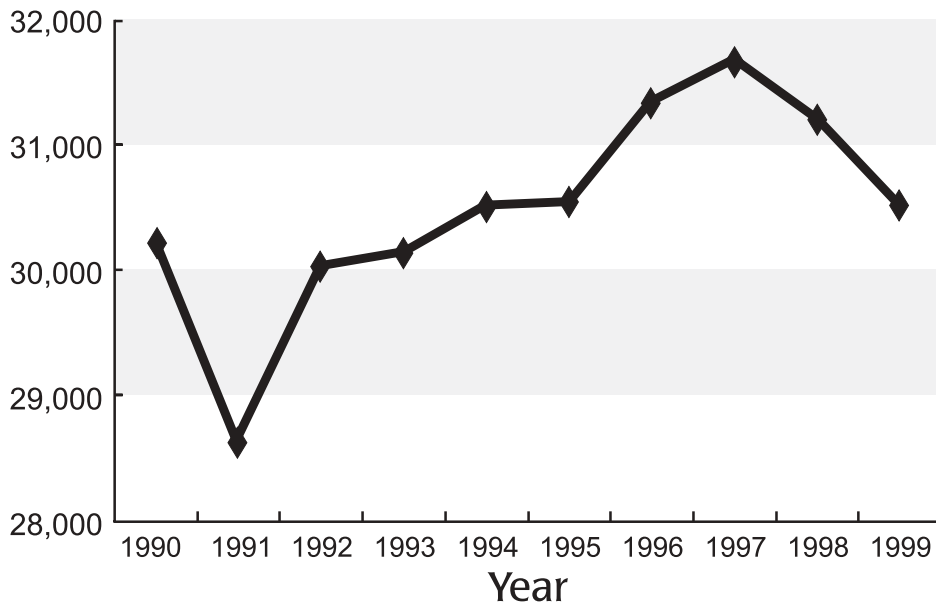


Kansas

TOTAL KILLED

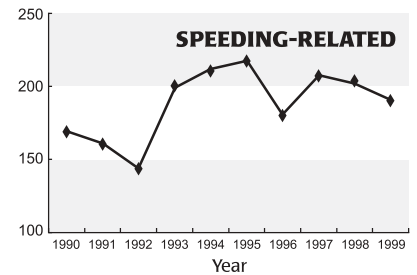
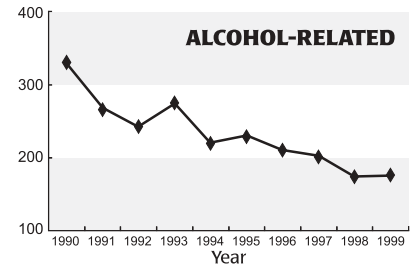
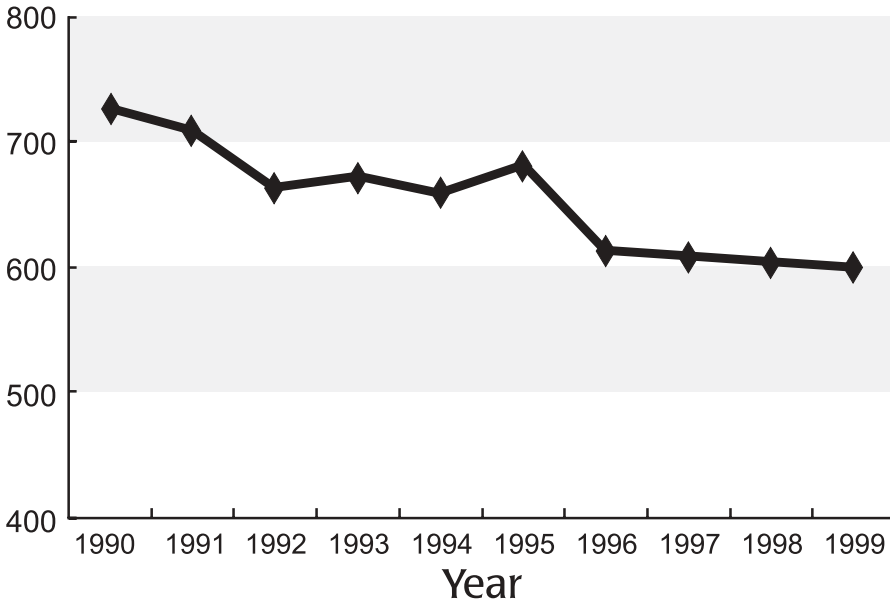


TOTAL INJURED

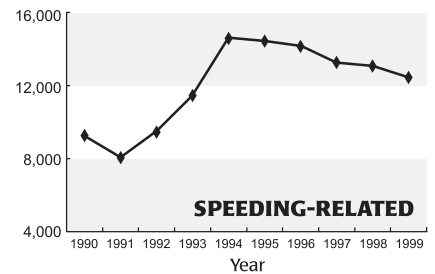
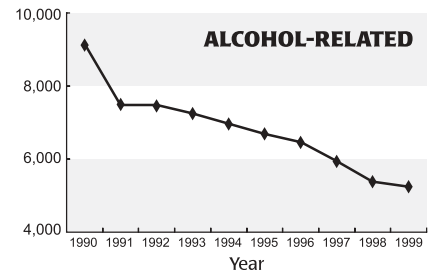
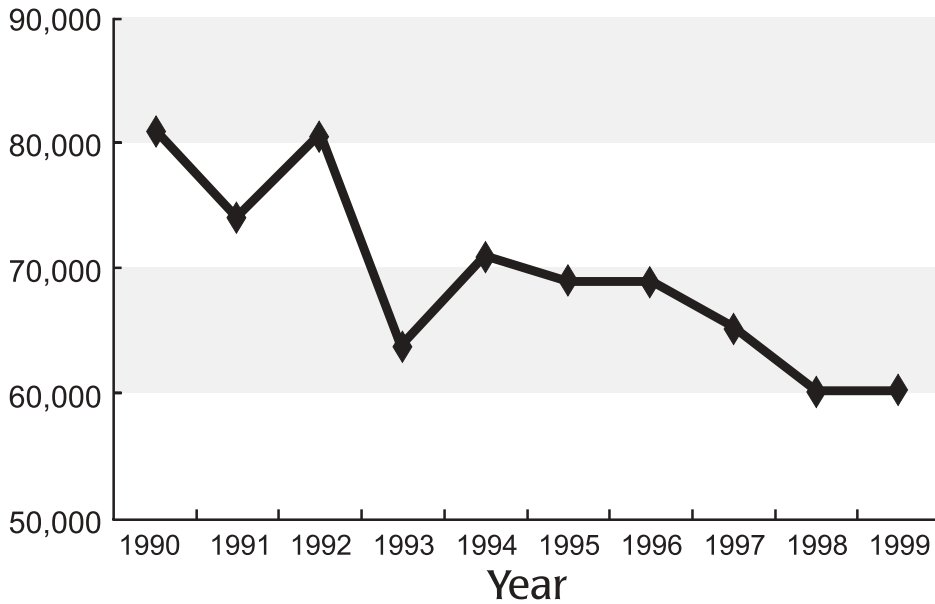


Maryland

TOTAL KILLED

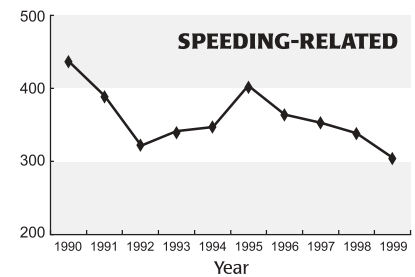
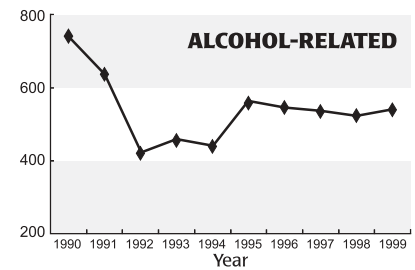
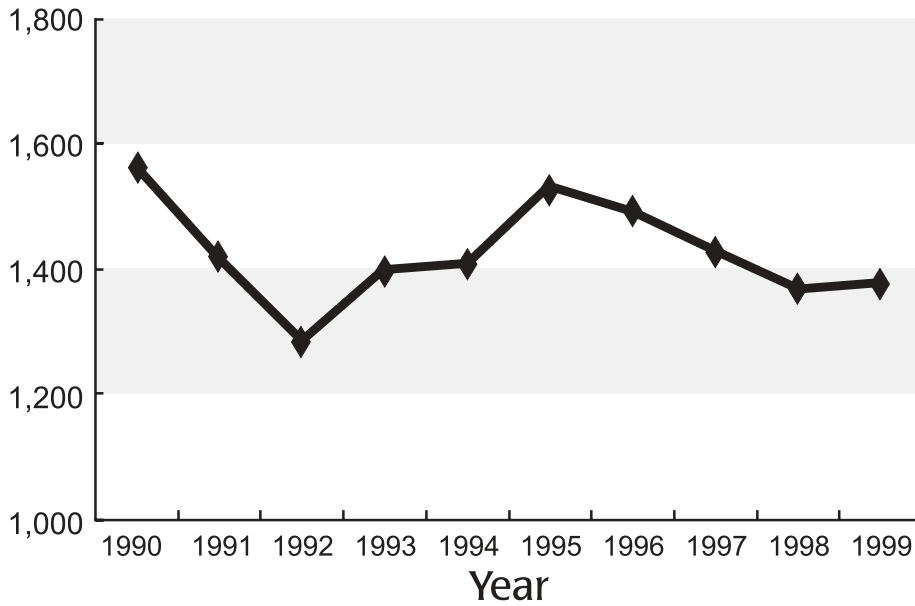


TOTAL INJURED

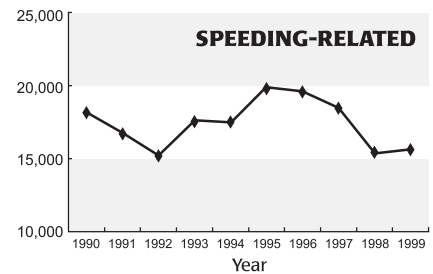
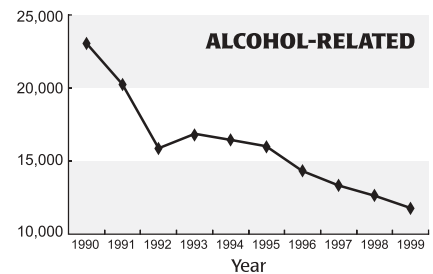
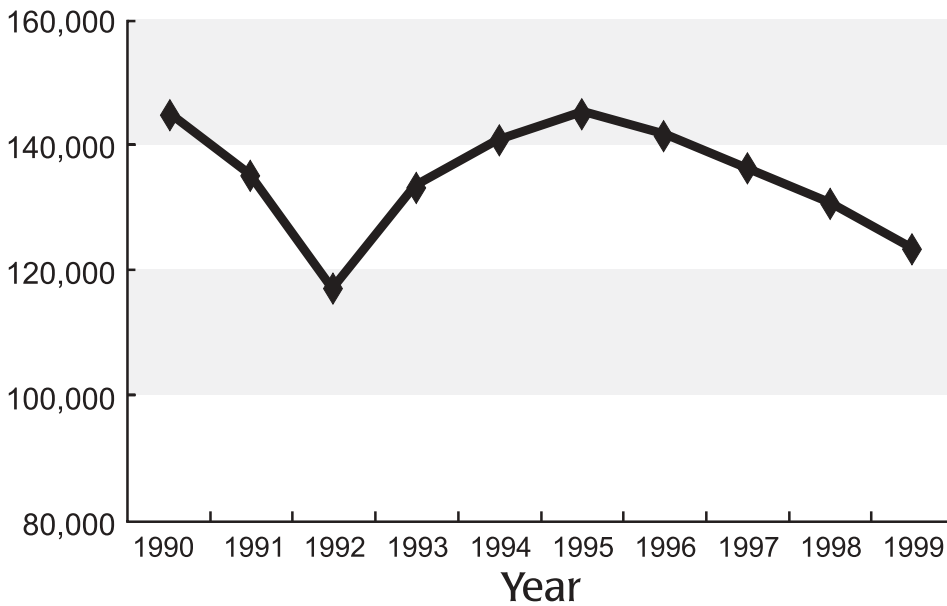


Michigan

TOTAL KILLED

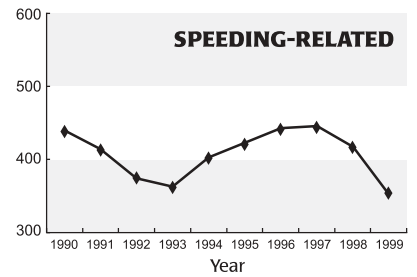
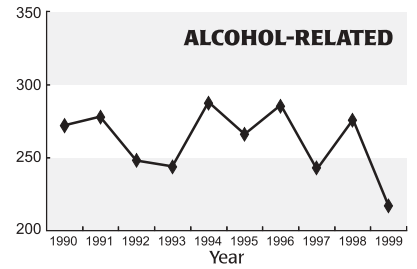
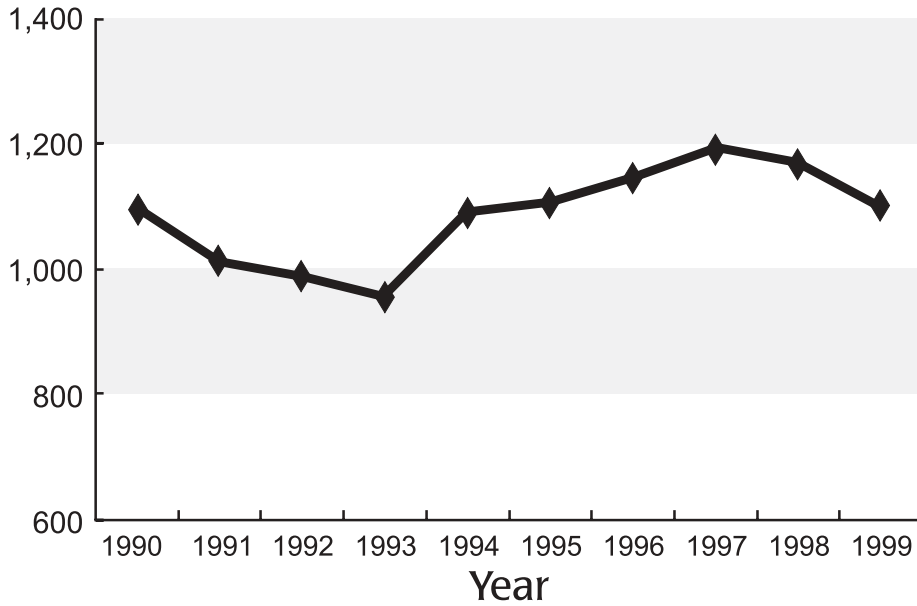


TOTAL INJURED

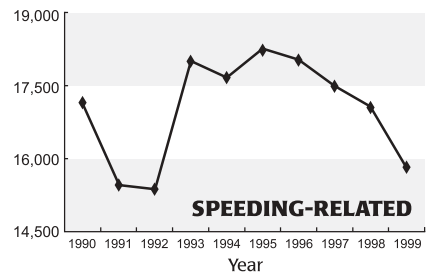
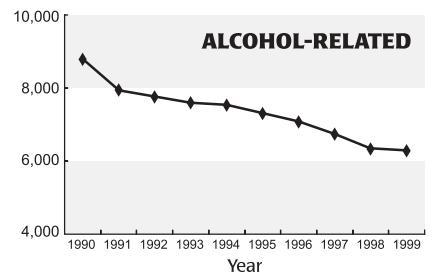
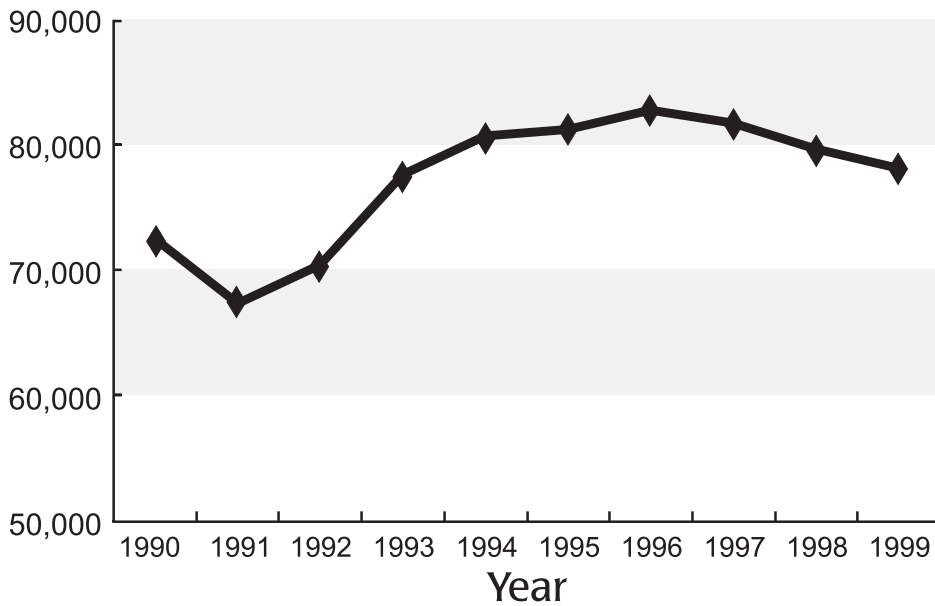


Missouri

TOTAL KILLED

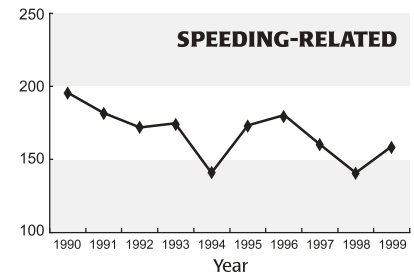
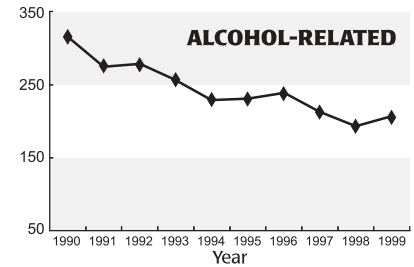
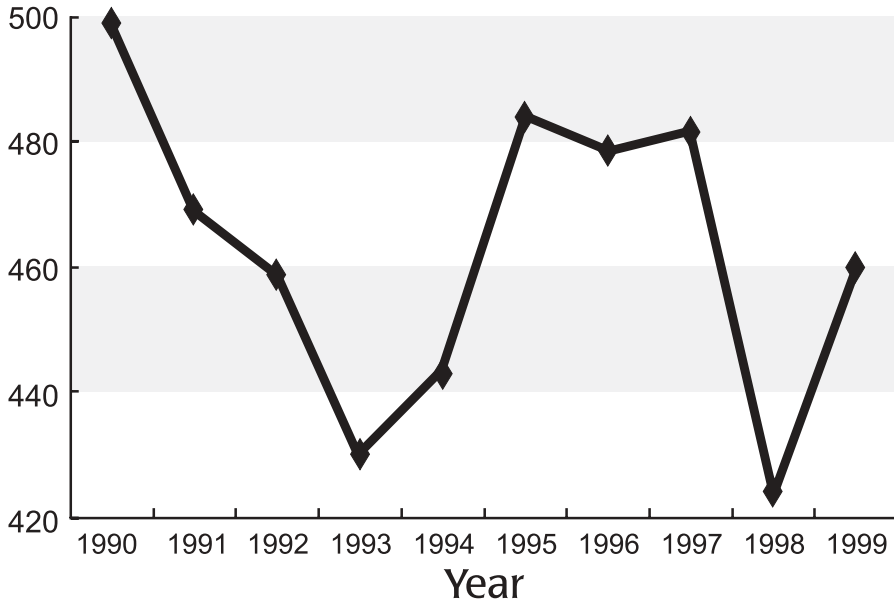


TOTAL INJURED

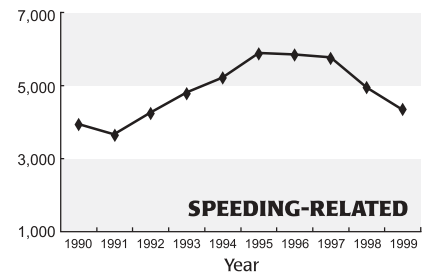
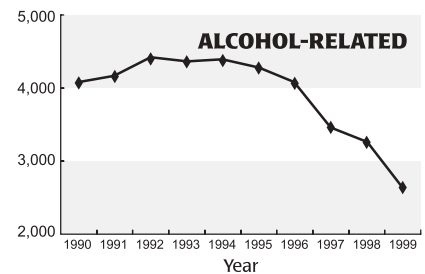
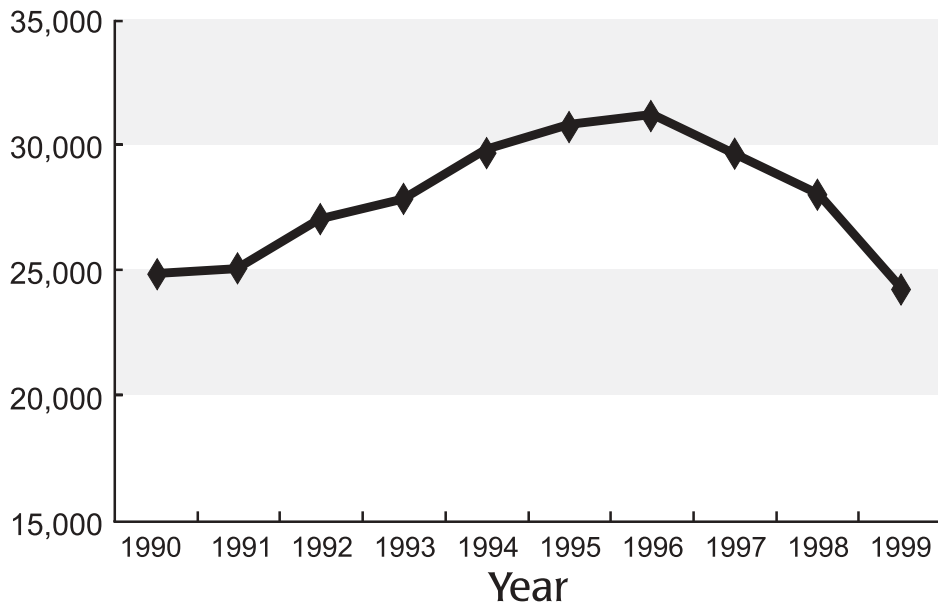


New Mexico

TOTAL KILLED

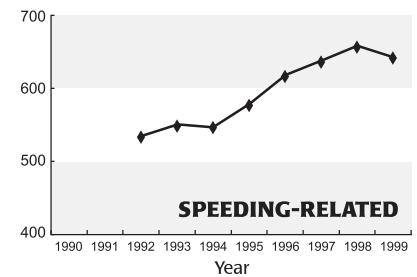
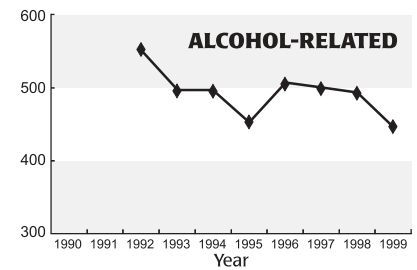
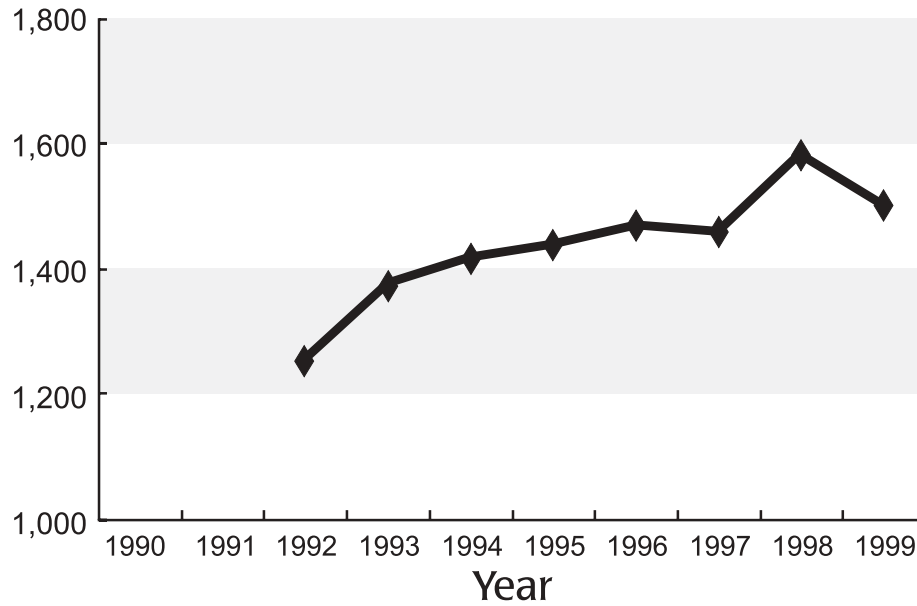


TOTAL INJURED

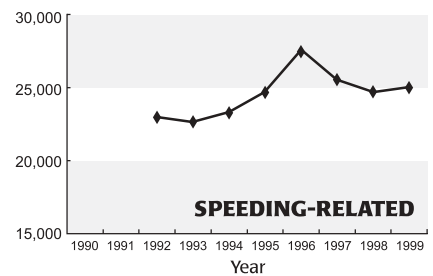
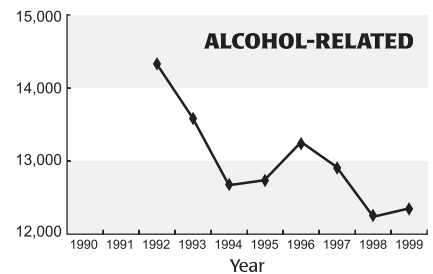
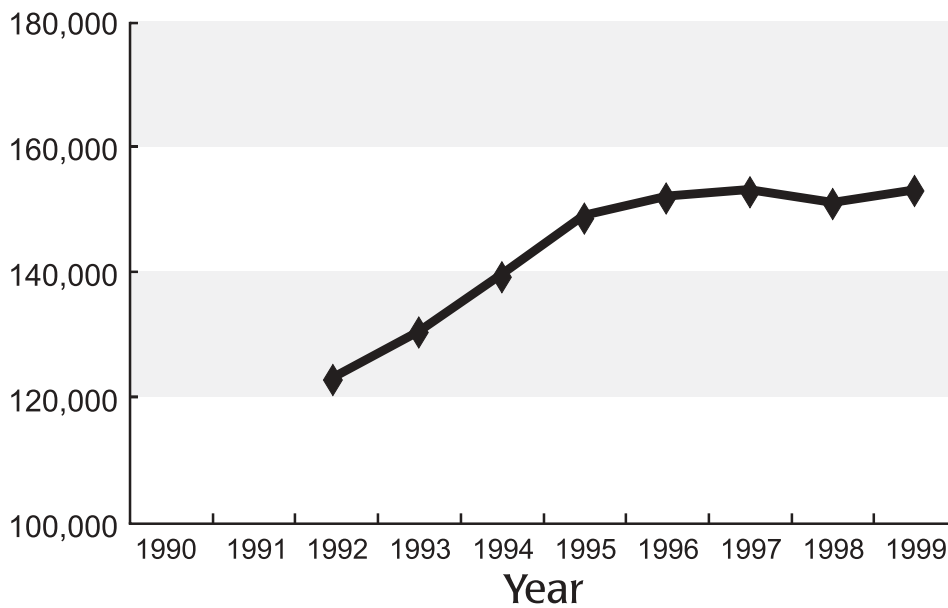


North Carolina

TOTAL KILLED

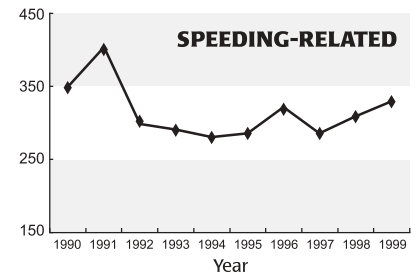
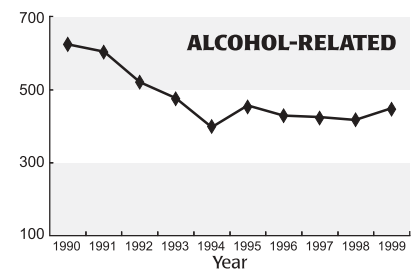
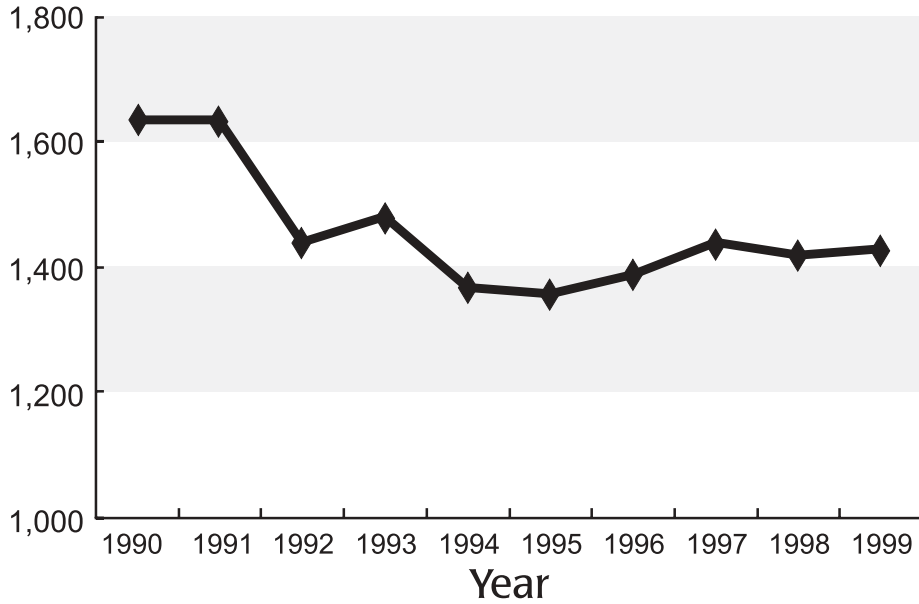


TOTAL INJURED

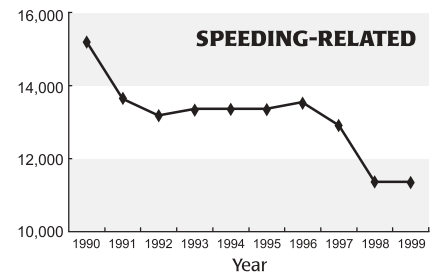
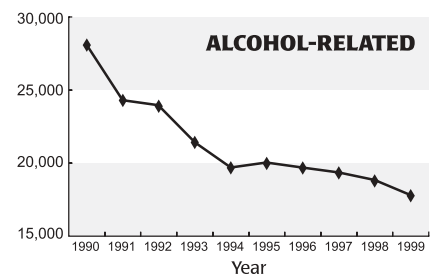
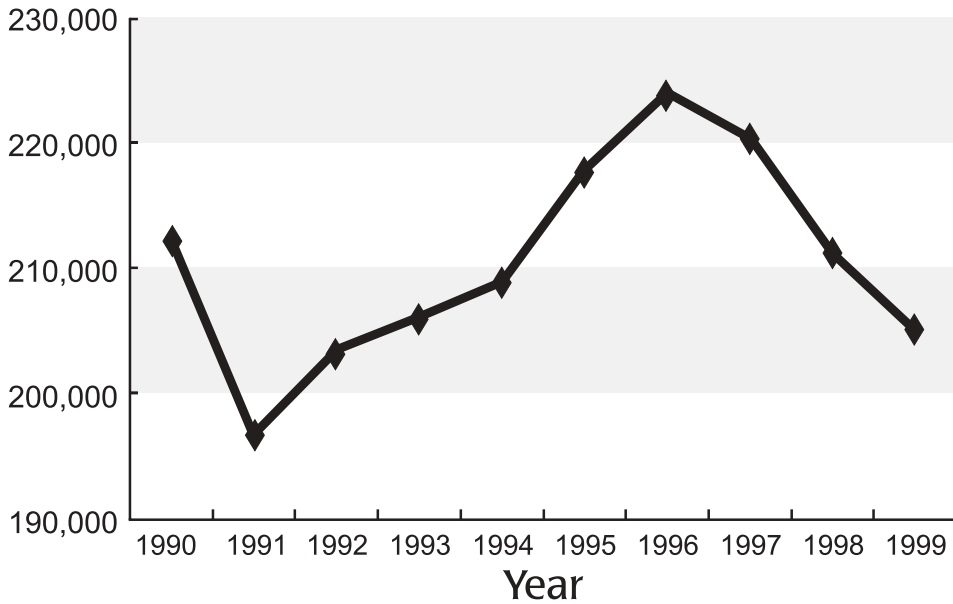


Ohio

TOTAL KILLED

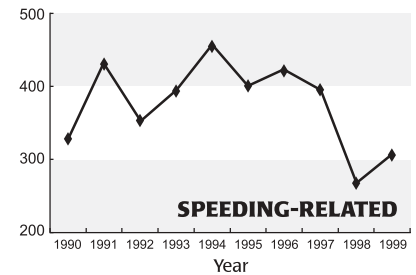
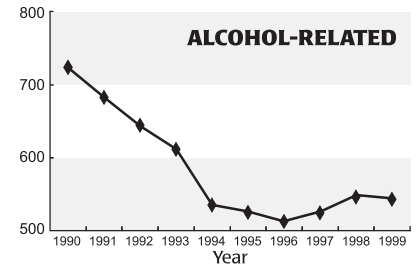
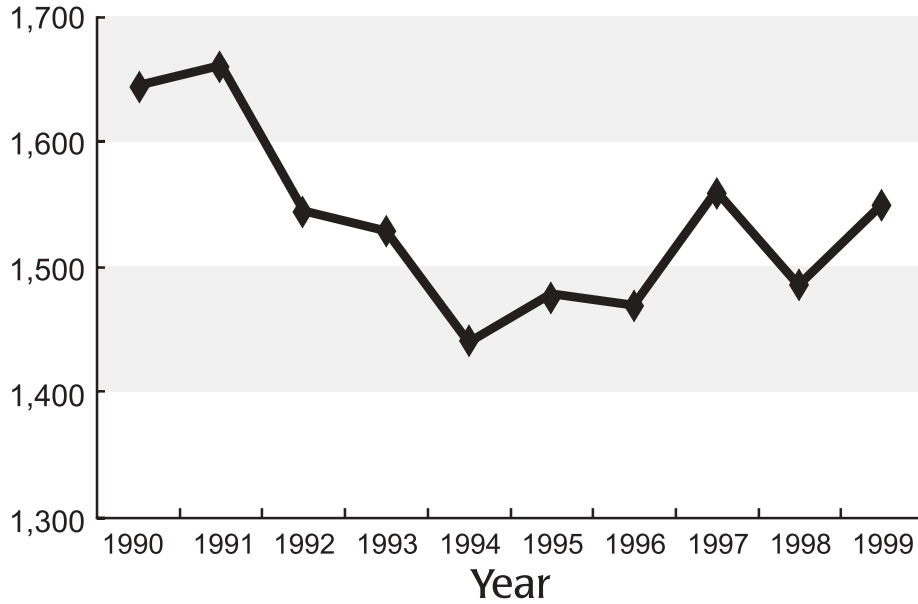


TOTAL INJURED

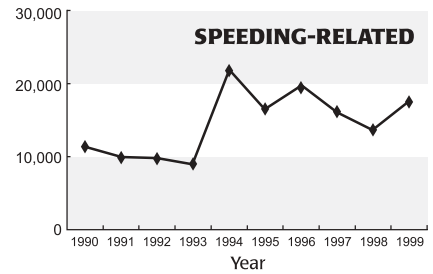
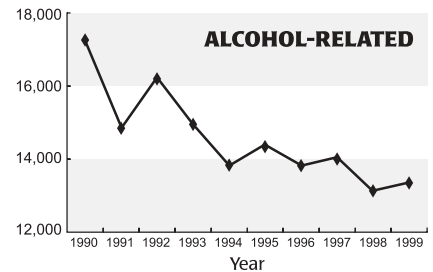
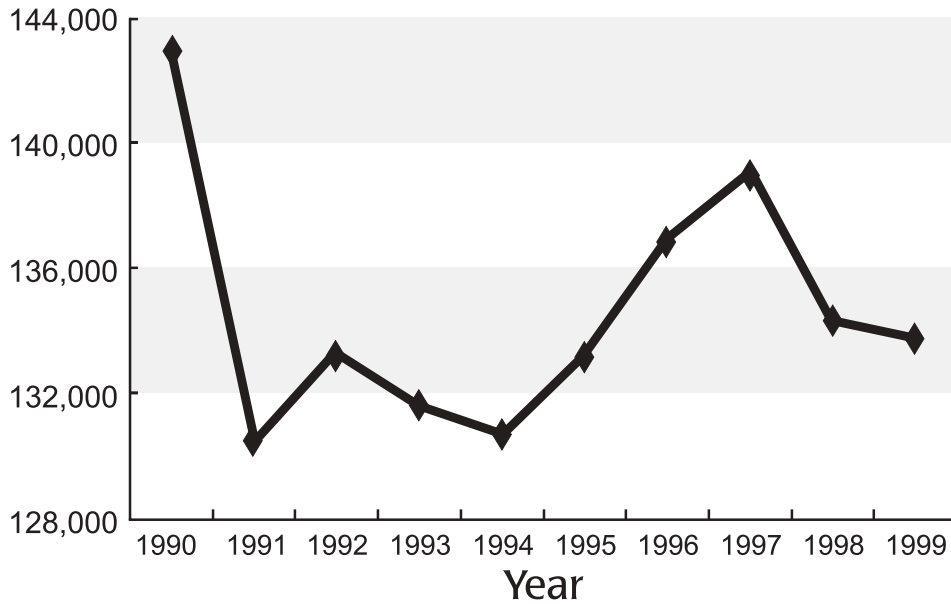


Pennsylvania

TOTAL KILLED

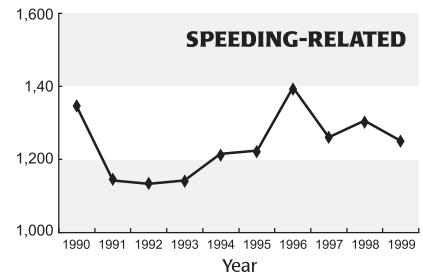
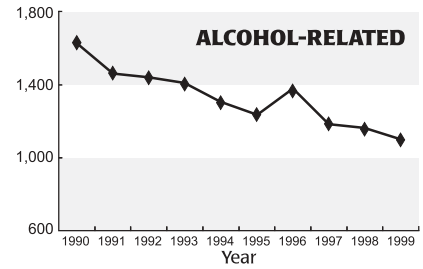
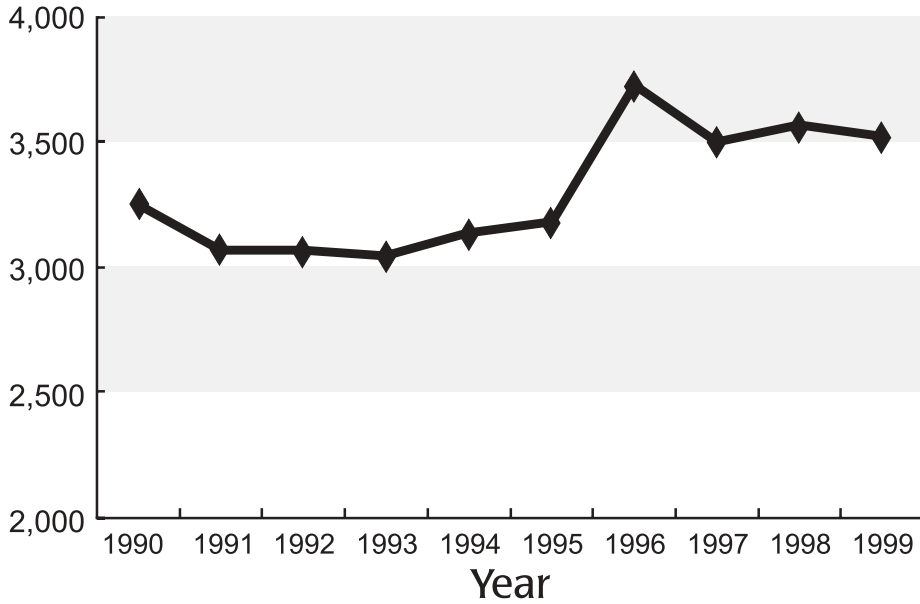


TOTAL INJURED

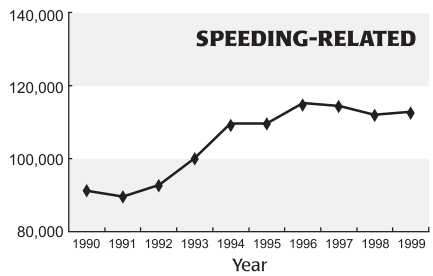
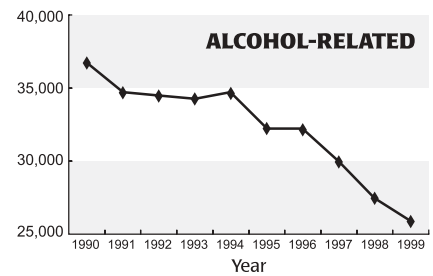
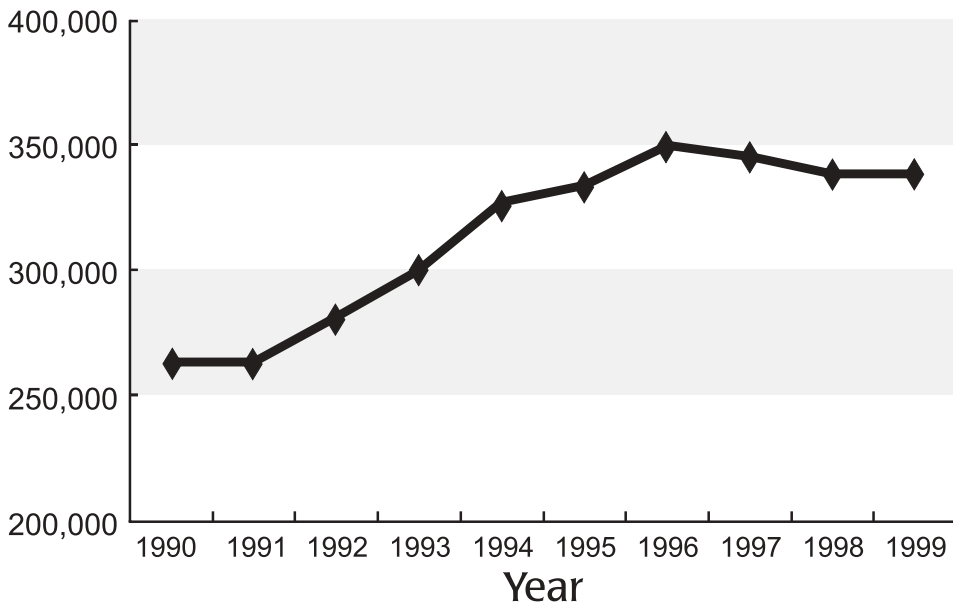


Texas

TOTAL KILLED

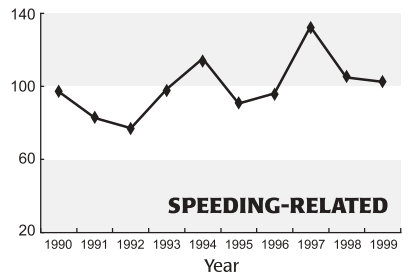
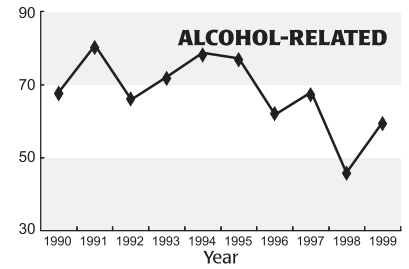
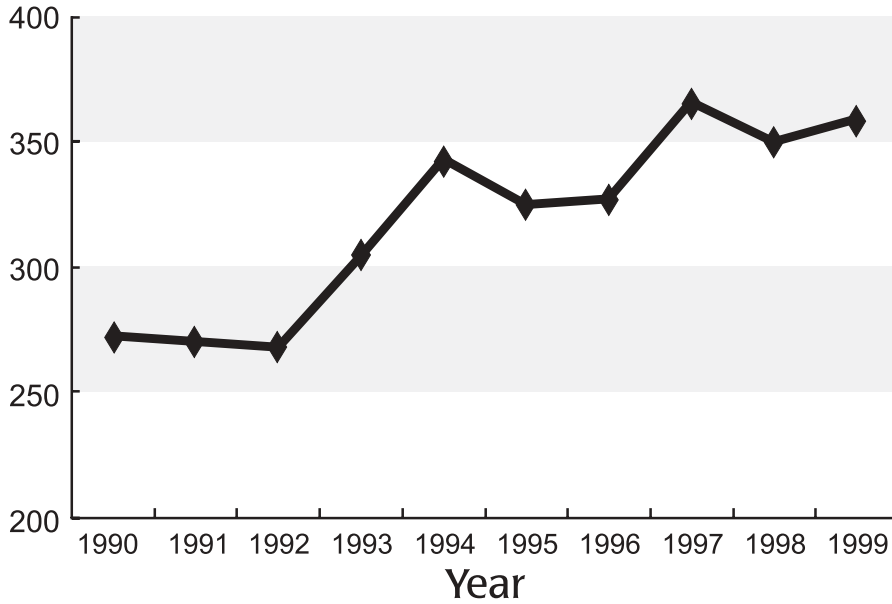


TOTAL INJURED

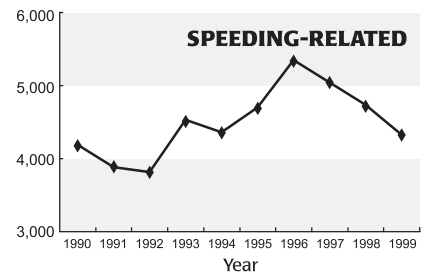
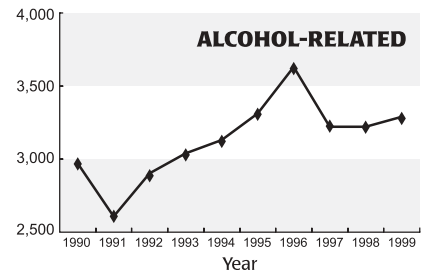
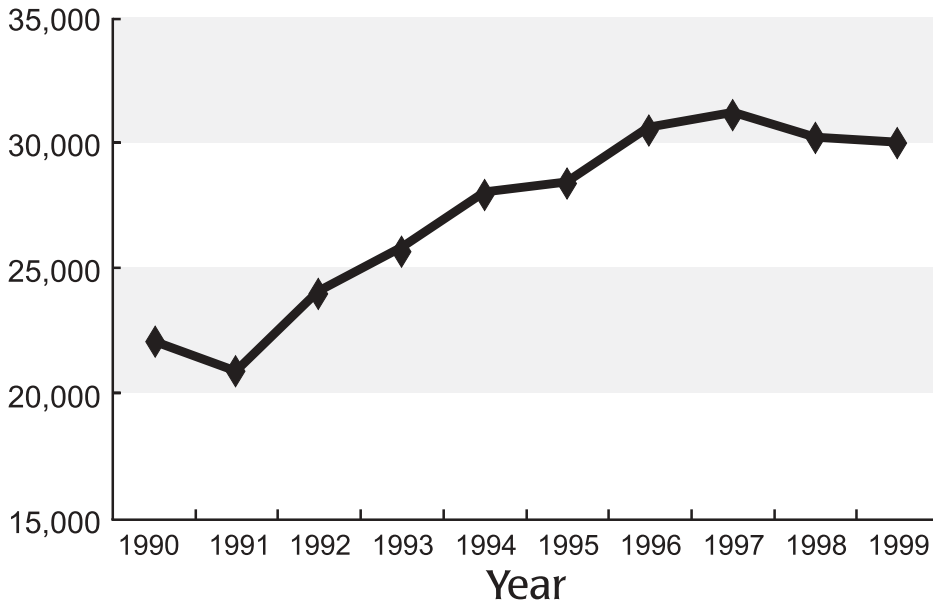


Utah

TOTAL KILLED

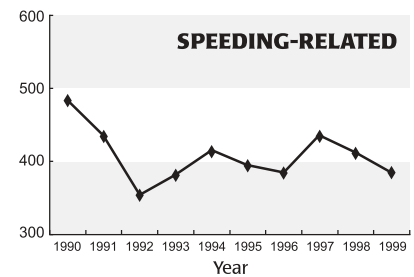
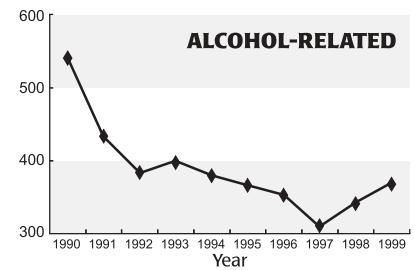
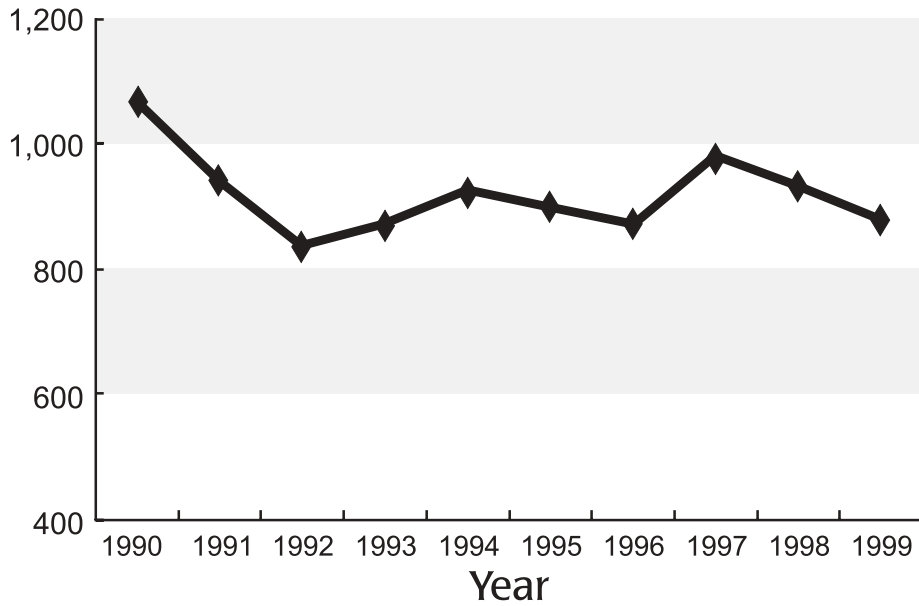


TOTAL INJURED

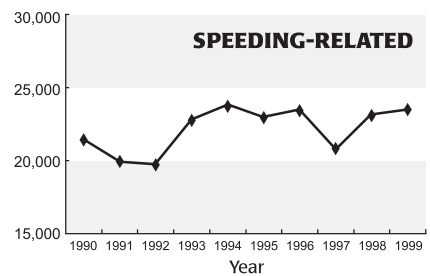
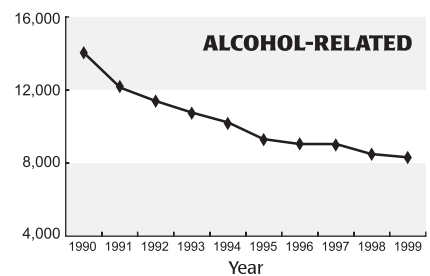
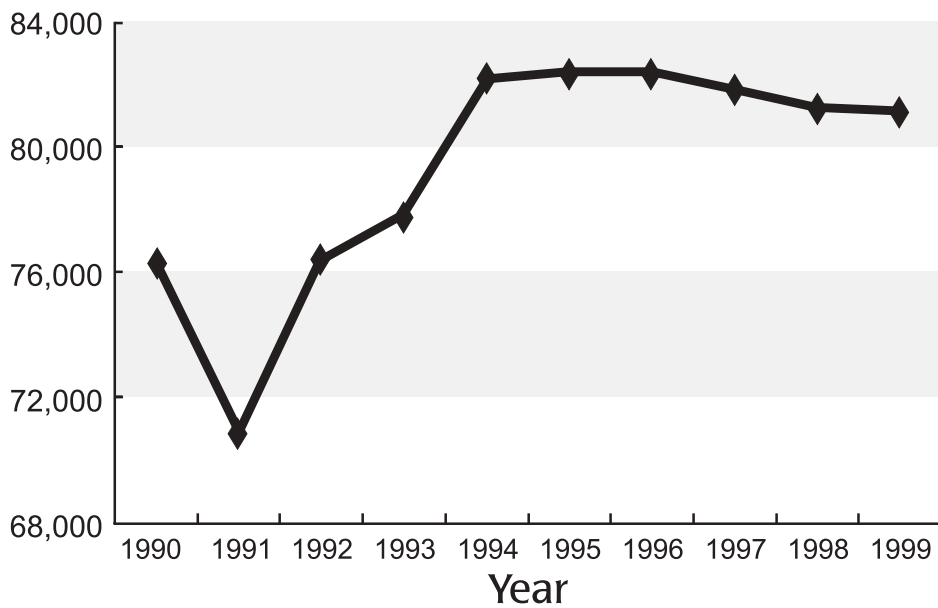


Virginia

TOTAL KILLED

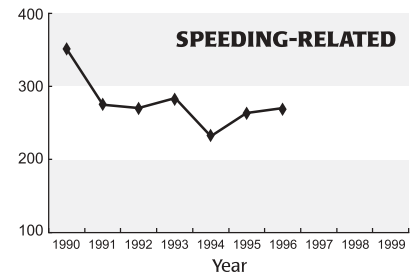
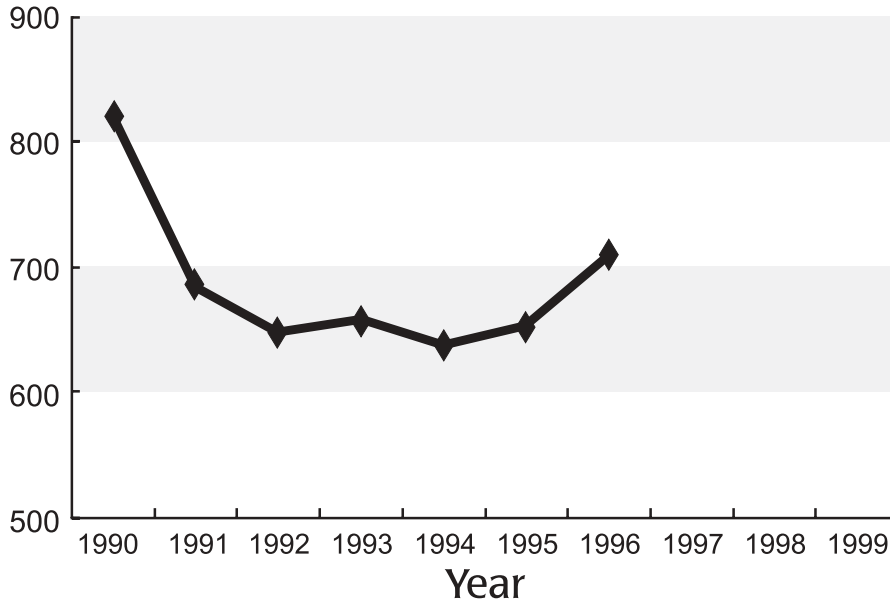


TOTAL INJURED

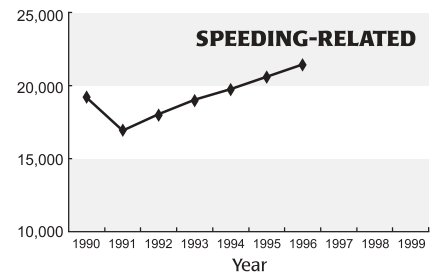
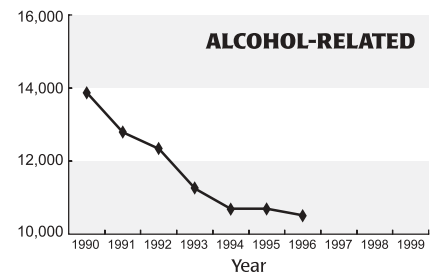
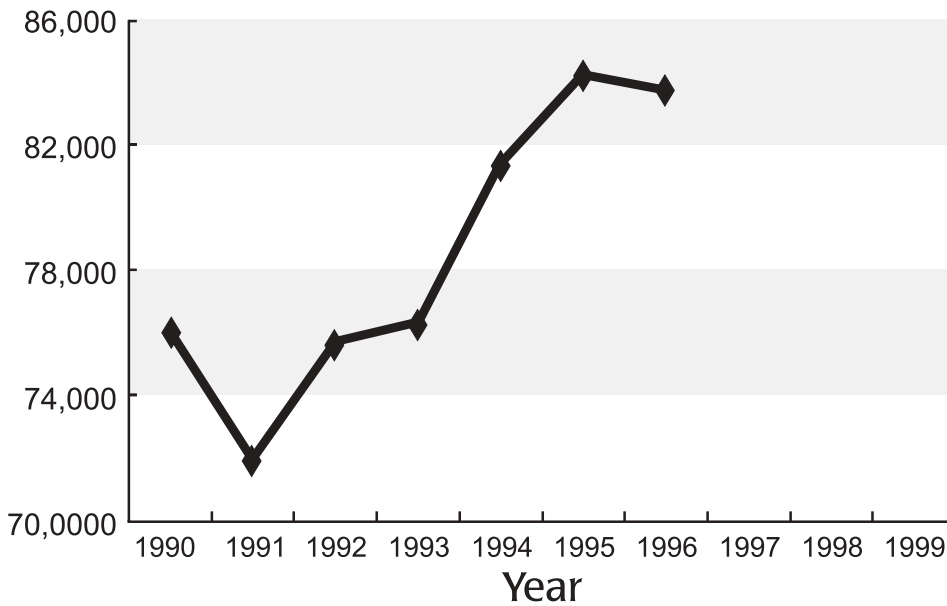


Washington

TOTAL KILLED



TOTAL INJURED



Illegal BAC Levels and Maximum Legal Speed Limits

| State | Illegal BAC Levels¹ | Maximum Legal Speed Limits² |
|----------------|---------------------------------------|---|
| California | .08 1990-1999 | 65 on freeways since 12/95; 70 on rural freeways since 1/96 |
| Florida | .08 since 1/94; .12 prior | 70 on some interstates (IS) since 4/96; 65 on some 4-lane roads since 11/96 |
| Georgia | .10 1990-1999 | 70 on IS and some "look-alikes" and 65 urban IS since 7/96 |
| Illinois | .08 since 7/97; .10 prior | 65 on urban IS since 11/95 |
| Indiana | .10 1990-1999 | 65: No speed limit increase 1990-1999 |
| Kansas | .08 since 7/93; .10 prior | 70 on IS, 65 on other primary roads since 3/96 |
| Maryland | .10 1990-1999 | 60 or 65 on urban IS since 7/96 |
| Michigan | .10 1990-1999 | 70 on IS since 12/96 |
| Missouri | .10 1990-1999 | 70 on IS and on any road with safety study since 3/96 |
| New Mexico | .08 since 1/94; .10 prior | 75 on IS, 70 on 4-lane with shoulders, 65 on 2-lane with shoulders, and 60 on 2-lane without shoulders since 5/96 |
| North Carolina | .08 since 10/93; .10 prior | 70 on IS since 8/96 |

| State | Illegal BAC Levels ¹ | Maximum Legal Speed Limits ² |
|--------------|---------------------------------|---|
| Ohio | .10 1990-1999 | 65 on IS since 2/96 |
| Pennsylvania | .10 1990-1999 | 75 on turnpike and 65 on select roads since 12/95 |
| Texas | .08 since 9/99; .10 prior | 70 on IS (during day) since 12/95 |
| Utah | .08 1990-1999 | 75 on IS since 3/96 |
| Virginia | .08 since 7/94; .10 prior | 65: No speed limit increase 1990-1999 |
| Washington | .08 since 1/99; .10 prior | 70 on IS since 3/96 |

¹ The amount of alcohol in a person's body is measured by the weight of the alcohol in a certain volume of blood. This is called blood alcohol concentration (BAC). The measurement is based on grams per deciliter (g/dl), and in most states a person is considered legally intoxicated if his or her BAC is .10 g/dl or greater; that is, alcohol makes up one-tenth of one percent of the person's blood. In 1995, NHTSA held a national summit with state and community leaders to create a new comprehensive strategy to reduce impaired driving nationwide. In 1998, President Clinton called for the promotion of a national legal limit, under which it would be illegal per se to operate a motor vehicle with a BAC of .08 or higher, across the country, including on Federal property. In 1998 Congress passed the Transportation Equity Act for the 21st Century (TEA-21) authorizing highway, highway safety and other programs for the next six years. While TEA-21 did not establish .08 as the standard for impaired driving nationwide, it did provide \$500 million of incentive grants over six years to states that have enacted and are enforcing a .08 BAC law.

² The National Highway System Designation Act (NHS Act) of 1995 (Public Law 104-59) was signed into law on November 28, 1995. The NHS Act, among other things, eliminated the Federal mandate for the National Maximum Speed Limit (NMSL). In so doing, the NHS Act ended a period of more than 20 years of Federal involvement in the states' establishment of speed limits. The speed limits listed here may have been changed in some states since 1999.

| Population ¹ , Licensed Drivers ² , and Vehicle Miles Traveled (VMT) ³ | | | | | | | | | | |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
| CALIFORNIA | | | | | | | | | | |
| Population | 29,950,111 | 30,414,114 | 30,875,920 | 31,147,208 | 31,317,179 | 31,493,525 | 31,780,829 | 32,217,708 | 32,682,794 | 33,145,121 |
| Drivers | 19,845,906 | 19,930,785 | 20,110,665 | 20,123,481 | 20,156,177 | 20,139,586 | 20,249,200 | 20,385,245 | 20,498,902 | 20,830,674 |
| VMT | 258,926 | 257,976 | 262,548 | 266,408 | 271,943 | 276,371 | 278,043 | 285,612 | 290,630 | 300,066 |
| FLORIDA | | | | | | | | | | |
| Population | 13,018,365 | 13,289,497 | 13,504,775 | 13,713,593 | 13,961,798 | 14,185,403 | 14,426,911 | 14,683,350 | 14,908,230 | 15,111,244 |
| Drivers | 9,231,405 | 9,692,974 | 10,537,677 | 10,762,041 | 11,005,438 | 11,024,064 | 11,399,593 | 11,749,244 | 12,026,947 | 12,400,841 |
| VMT | 109,997 | 113,319 | 119,868 | 120,467 | 121,989 | 127,809 | 130,004 | 134,007 | 137,495 | 141,903 |
| GEORGIA | | | | | | | | | | |
| Population | 6,506,531 | 6,621,279 | 6,759,474 | 6,894,092 | 7,045,900 | 7,188,538 | 7,332,225 | 7,486,094 | 7,636,522 | 7,788,240 |
| Drivers | 4,478,260 | 4,610,271 | 4,599,515 | 4,613,295 | 4,816,618 | 4,840,495 | 4,966,348 | 5,063,192 | 5,315,739 | 5,471,100 |
| VMT | 70,222 | 73,005 | 77,904 | 78,426 | 82,822 | 85,384 | 89,132 | 93,840 | 97,030 | 98,859 |
| ILLINOIS | | | | | | | | | | |
| Population | 11,446,979 | 11,535,973 | 11,635,197 | 11,725,984 | 11,804,986 | 11,884,935 | 11,953,003 | 12,011,509 | 12,069,774 | 12,128,370 |
| Drivers | 7,294,732 | 7,359,537 | 7,410,693 | 7,462,158 | 7,502,201 | 7,210,972 | 7,609,618 | 7,691,750 | 7,700,880 | 7,925,204 |
| VMT | 83,334 | 85,430 | 87,642 | 89,693 | 92,316 | 94,189 | 96,385 | 99,319 | 101,273 | 102,394 |
| INDIANA | | | | | | | | | | |
| Population | 5,555,097 | 5,602,062 | 5,648,649 | 5,701,965 | 5,745,626 | 5,791,819 | 5,834,908 | 5,872,370 | 5,907,617 | 5,942,901 |
| Drivers | 3,601,354 | 3,453,186 | 3,800,436 | 3,790,781 | 3,860,329 | 3,706,182 | 3,704,156 | 3,923,614 | 3,976,241 | 3,856,177 |
| VMT | 53,697 | 54,266 | 57,072 | 60,461 | 61,136 | 64,552 | 66,220 | 68,634 | 69,129 | 70,041 |
| KANSAS | | | | | | | | | | |
| Population | 2,480,683 | 2,495,209 | 2,256,042 | 2,547,605 | 2,569,118 | 2,586,942 | 2,598,266 | 2,616,339 | 2,638,667 | 2,654,052 |
| Drivers | 1,714,507 | 1,780,520 | 1,691,883 | 1,774,036 | 1,771,566 | 1,770,786 | 1,788,259 | 1,824,944 | 1,851,449 | 1,892,478 |
| VMT | 22,849 | 23,186 | 24,163 | 24,115 | 24,678 | 25,153 | 25,942 | 26,524 | 27,095 | 27,699 |
| MARYLAND | | | | | | | | | | |
| Population | 4,797,431 | 4,856,176 | 4,902,545 | 4,942,504 | 4,985,411 | 5,023,650 | 5,057,142 | 5,092,914 | 5,130,072 | 5,171,634 |
| Drivers | 3,361,936 | 3,213,900 | 3,233,818 | 3,274,392 | 3,308,006 | 3,344,125 | 3,377,470 | 3,346,622 | 3,177,783 | 3,194,601 |
| VMT | 40,536 | 41,349 | 41,896 | 43,311 | 44,165 | 44,882 | 46,033 | 46,812 | 48,343 | 49,126 |
| MICHIGAN | | | | | | | | | | |
| Population | 9,310,462 | 9,395,022 | 9,470,323 | 9,529,240 | 9,584,481 | 9,659,871 | 9,739,184 | 9,785,450 | 9,820,231 | 9,863,775 |
| Drivers | 6,440,390 | 6,433,993 | 6,480,686 | 6,527,401 | 6,601,924 | 6,658,750 | 6,716,789 | 6,751,267 | 6,802,704 | 6,863,199 |
| VMT | 81,091 | 81,935 | 84,219 | 85,686 | 85,183 | 85,703 | 90,215 | 91,755 | 93,916 | 95,644 |
| MISSOURI | | | | | | | | | | |
| Population | 5,126,370 | 5,157,770 | 5,193,686 | 5,237,757 | 5,281,206 | 5,324,610 | 5,367,888 | 5,407,113 | 5,437,562 | 5,468,338 |
| Drivers | 3,688,081 | 3,732,342 | 3,454,414 | 3,472,140 | 3,382,046 | 3,587,086 | 3,749,348 | 3,744,320 | 3,798,096 | 3,839,764 |
| VMT | 50,883 | 50,982 | 53,254 | 54,821 | 57,288 | 59,347 | 61,162 | 62,980 | 64,534 | 66,735 |

¹ U.S. Census Bureau report ST-99-3.

² Highway Statistics, Federal Highway Administration (FHWA).

³ Highway Statistics, Federal Highway Administration (FHWA). VMT totals are given in millions.

Population¹, Licensed Drivers², and Vehicle Miles Traveled (VMT)³

| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
|----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| NEW MEXICO | | | | | | | | | | |
| Population | 1,519,933 | 1,547,115 | 1,580,750 | 1,614,937 | 1,653,329 | 1,682,417 | 1,706,151 | 1,722,939 | 1,733,535 | 1,739,844 |
| Drivers | 1,073,816 | 1,081,437 | 1,126,193 | 1,148,230 | 1,167,462 | 1,173,442 | 1,179,256 | 1,194,284 | 1,203,869 | 1,221,927 |
| VMT | 16,148 | 16,773 | 18,452 | 18,945 | 20,480 | 21,147 | 21,510 | 21,937 | 22,192 | 22,362 |
| NORTH CAROLINA | | | | | | | | | | |
| Population | 6,656,987 | 6,748,135 | 6,831,850 | 6,947,412 | 7,060,959 | 7,185,403 | 7,307,658 | 7,428,672 | 7,545,828 | 7,650,789 |
| Drivers | 4,550,644 | 4,547,443 | 4,655,434 | 4,724,661 | 4,840,104 | 5,028,421 | 5,187,288 | 5,399,301 | 5,534,284 | 5,491,228 |
| VMT | 62,752 | 64,883 | 67,538 | 69,502 | 71,928 | 76,053 | 78,935 | 81,895 | 85,283 | 87,759 |
| OHIO | | | | | | | | | | |
| Population | 10,861,837 | 10,933,683 | 11,007,609 | 11,070,385 | 11,111,451 | 11,155,493 | 11,187,032 | 11,212,498 | 11,237,752 | 11,256,654 |
| Drivers | 7,427,409 | 7,470,352 | 9,168,860 | 7,634,742 | 7,142,173 | 7,772,757 | 7,852,548 | 8,185,824 | 7,941,479 | 8,045,787 |
| VMT | 91,303 | 93,002 | 95,221 | 96,167 | 98,200 | 100,788 | 103,090 | 103,675 | 104,924 | 105,487 |
| PENNSYLVANIA | | | | | | | | | | |
| Population | 11,895,604 | 11,943,160 | 11,980,819 | 12,022,128 | 12,042,545 | 12,044,780 | 12,038,008 | 12,015,888 | 12,002,329 | 11,994,016 |
| Drivers | 7,899,052 | 7,950,559 | 8,018,519 | 8,054,636 | 8,115,074 | 8,154,055 | 8,221,143 | 8,317,715 | 8,404,689 | 8,478,276 |
| VMT | 85,708 | 87,282 | 89,200 | 90,706 | 92,347 | 94,520 | 96,646 | 98,015 | 99,908 | 102,014 |
| TEXAS | | | | | | | | | | |
| Population | 17,044,714 | 17,339,904 | 17,650,479 | 17,996,764 | 18,338,319 | 18,679,706 | 19,006,240 | 19,355,427 | 19,712,389 | 20,044,141 |
| Drivers | 11,136,694 | 11,293,184 | 11,437,571 | 11,876,268 | 12,109,960 | 12,369,243 | 12,568,265 | 12,833,603 | 13,322,911 | 13,359,305 |
| VMT | 156,578 | 158,756 | 163,329 | 167,611 | 178,348 | 181,096 | 187,154 | 198,700 | 206,023 | 210,874 |
| UTAH | | | | | | | | | | |
| Population | 1,729,722 | 1,771,941 | 1,821,498 | 1,875,993 | 1,930,436 | 1,976,774 | 2,022,253 | 2,065,397 | 2,100,562 | 2,129,836 |
| Drivers | 1,046,106 | 1,067,030 | 1,143,000 | 1,189,593 | 1,245,205 | 1,255,460 | 1,319,263 | 1,357,064 | 1,393,242 | 1,439,534 |
| VMT | 14,646 | 15,391 | 16,307 | 17,056 | 18,078 | 18,781 | 19,539 | 20,444 | 21,270 | 22,044 |
| VIRGINIA | | | | | | | | | | |
| Population | 6,213,526 | 6,283,853 | 6,383,315 | 6,464,795 | 6,536,771 | 6,601,392 | 6,665,491 | 6,732,878 | 6,789,225 | 6,872,912 |
| Drivers | 4,388,805 | 4,651,070 | 4,697,006 | 4,579,666 | 4,601,235 | 4,628,886 | 4,692,071 | 4,901,088 | 4,787,150 | 4,729,373 |
| VMT | 60,178 | 61,099 | 63,447 | 65,421 | 67,609 | 69,811 | 71,302 | 70,320 | 72,756 | 73,904 |
| WASHINGTON | | | | | | | | | | |
| Population | 4,900,780 | 5,013,443 | 5,139,011 | 5,247,704 | 5,334,896 | 5,431,024 | 5,509,963 | 5,604,105 | 5,687,832 | 5,756,361 |
| Drivers | 3,376,671 | 3,490,585 | 3,627,434 | 3,698,920 | 3,775,019 | 3,765,376 | 3,908,217 | 4,009,833 | 4,078,895 | 4,128,775 |
| VMT | 44,695 | 46,449 | 49,386 | 46,135 | 47,428 | 49,250 | 49,405 | 51,044 | 51,927 | 52,714 |

¹ U.S. Census Bureau report ST-99-3.² Highway Statistics, Federal Highway Administration (FHWA).³ Highway Statistics, Federal Highway Administration (FHWA). VMT totals are given in millions.

Glossary

Alcohol-Related

NHTSA defines a crash as alcohol-related if either a driver or a non-motorist (usually a pedestrian) had a measurable or estimated blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or above. Some states in the State Data System also report a crash as alcohol-related if the PAR indicates evidence of alcohol being present, even though the crash participant may not have been tested for alcohol.

BAC

Blood Alcohol Concentration. BAC is measured as a percentage by weight of alcohol in the blood (grams/deciliter). A positive BAC level (.01 g/dl and higher) indicates that alcohol was consumed by the person tested.

Bus

Large motor vehicles generally used to carry more than 10 passengers, including school buses, inter-city buses, and transit buses.

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

- **Fatal Crash:** A police-reported crash involving a motor vehicle in transport on a trafficway in which at least one person dies.
- **Injury Crash:** A police-reported crash involving a motor vehicle in transport on a trafficway in which no one died but at least one person was reported to have either an incapacitating injury, a visible but not incapacitating injury, or a possible injury with no visible evidence.

- **Property-Damage-Only (PDO) Crash:** A police-reported crash involving a motor vehicle in transport on a trafficway in which no one involved in the crash was killed or injured, but enough damage occurred to one or more vehicles to meet the state's minimum inclusion criteria (see Appendix B).

Crash Type

Single-vehicle or multiple-vehicle crash as based on a given state's Number of Vehicles variable.

Day

From 6:00 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.

Injury Severity

The police-reported injury severity of a person involved in a crash:

- Killed (Fatal)
- Injured (Incapacitating injury, evident injury but not incapacitating, and possible injury with no visible evidence)
- No injury

Intersection

An area that contains a crossing or connection of two or more roadways not classified as driveway access, either along a roadway within an intersection proper or within 50 feet of an intersection.

Large Truck

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

Light Truck

Trucks of 10,000 pounds gross vehicle weight rating or less, including pickups, vans, and sport utility vehicles.

Motorcycle

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

Night

From 6:00 p.m. to 5:59 a.m.

Non-intersection

An area along the roadway (including the shoulder) that does not contain a crossing or connection of two or more roadways, and is greater than 50 feet from an intersection.

Occupant

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

PAR

Police Accident Report. A report completed by police officers at a motor vehicle traffic crash scene. It contains information describing characteristics of the crash, the vehicles, and people involved. The report also includes the results of the officer's investigation about the crash itself.

Passenger

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

Passenger Car

Motor vehicles used primarily for carrying passengers. Does not include vans or sport utility vehicles (see Light Truck).

Pedalcyclist

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

Pedestrian

Any person not in or upon a vehicle.

Restraint Use

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

Roadway

A roadway is that part of a trafficway designed and ordinarily used for motor vehicle travel.

Rollover

Any crash in which a vehicle rotates 90 degrees or more about any true longitudinal or lateral axis.

Speeding-Related

Any crash in which one or more vehicles was reported as exceeding the legal speed limit for the trafficway on which the crash occurred, or in which one or more vehicles was reported as traveling too fast for conditions existing at the time of the crash.

State Data System

An integral part of NCSA's State Data Program that consists of crash data from 17 states: California, Florida, Georgia, Illinois, Indiana, Kansas, Maryland, Michigan, Missouri, New Mexico, North Carolina, Ohio, Pennsylvania, Texas, Utah, Virginia, and Washington.

Trafficway

Any land open to the public as a matter of right or custom for transporting people or property. Trafficways may include roadways, medians, shoulders, and roadsides.

Weekday

From 6:00 a.m. Monday to 5:59 p.m. Friday.

Weekend

From 6:00 p.m. Friday to 5:59 a.m. Monday.

