



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

# Traffic Safety Facts 2003



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

# 2003 National Statistics

## Police-Reported Motor Vehicle Traffic Crashes

Fatal .....	38,252
Injury .....	1,925,000
Property Damage Only .....	4,365,000
<b>Total .....</b>	<b>6,328,000</b>

## Traffic Crash Victims

	<b>Killed</b>	<b>Injured</b>
<b>Occupants .....</b>	<b>33,471</b>	<b>2,697,000</b>
Drivers .....	23,258	1,840,000
Passengers .....	10,108	857,000
Unknown .....	105	—
<b>Motorcycle Riders .....</b>	<b>3,661</b>	<b>67,000</b>
<b>Nonmotorists .....</b>	<b>5,511</b>	<b>124,000</b>
Pedestrians .....	4,749	70,000
Pedalcyclists .....	622	46,000
Other/Unknown .....	140	8,000
<b>Total .....</b>	<b>42,643</b>	<b>2,889,000</b>

## Other National Statistics

Vehicle Miles Traveled .....	2,890,893,000,000
Resident Population .....	290,809,777
Registered Vehicles .....	230,788,209
Licensed Drivers .....	196,165,667
Economic Cost of Traffic Crashes (2000) (estimate for reported and unreported crashes) .....	\$230.6 billion

## National Rates: Fatalities

Fatalities per 100 Million Vehicle Miles Traveled .....	1.48
Fatalities per 100,000 Population .....	14.66
Fatalities per 100,000 Registered Vehicles .....	18.48
Fatalities per 100,000 Licensed Drivers .....	21.74

## National Rates: Injured Persons

Injured Persons per 100 Million Vehicle Miles Traveled .....	100
Injured Persons per 100,000 Population .....	993
Injured Persons per 100,000 Registered Vehicles .....	1,252
Injured Persons per 100,000 Licensed Drivers .....	1,473

Sources: Crashes, Fatalities, Injuries, and Costs—National Highway Traffic Safety Administration.  
 Population—U.S. Bureau of the Census.  
 Vehicle Miles Traveled—Federal Highway Administration.  
 Registered Vehicles—R.L. Polk & Co. and Federal Highway Administration.

*Cover Photo—Courtesy of the Fairfax County, VA, Police Department, Accident Reconstruction Section.*



# **Traffic Safety Facts 2003: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System**

**National Highway Traffic Safety Administration**  
National Center for Statistics and Analysis  
U.S. Department of Transportation  
Washington, DC 20590

**For more information:**

Information on motor vehicle crashes is available from the National Center for Statistics and Analysis, NPO-121, 400 Seventh Street, SW, Washington, DC 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 800-934-8517. FAX messages should be sent to 202-366-7078. To report a safety-related problem or to inquire about motor vehicle safety information, call the Auto Safety Hotline at 888-327-4236. General information on highway traffic safety, which can be accessed by Internet users at web site <http://www.nhtsa.dot.gov/people/ncaa>, includes the following annual NCSA fact sheets: *Overview, Alcohol, Occupant Protection, Older Population, Speeding, Children, Young Drivers, Pedestrians, Pedalcyclists, Motorcycles, Large Trucks, School Transportation-Related Crashes, State Traffic Data, and State Alcohol Estimates.*



# ADMINISTRATOR'S MESSAGE

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The National Highway Traffic Safety Administration (NHTSA) is pleased to present its *Traffic Safety Facts 2003: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. This report combines data from two of our key crash databases, providing statistics on traffic crashes of all severities.

NHTSA's mission is to reduce deaths, injuries, and economic losses from motor vehicle crashes. This past year we made major strides toward reaching these goals, as the Nation's crash fatality rate per 100 million vehicle miles of travel in 2003 was the lowest (1.48) since record keeping began 29 years ago. It was the first time that the rate has dropped below 1.50. Yet, over 6.3 million police-reported motor vehicle crashes still occurred on our highways in 2003 — one every 5 seconds. On average, a person was injured in these crashes every 11 seconds, and someone was killed every 12 minutes.

Major campaigns to increase safety belt use and to reduce impaired driving, and the efforts of some State legislatures to pass more effective safety belt and drunk driving laws, were major contributors to the reduction of the fatality rate in 2003. Specifically, alcohol-related fatalities declined significantly in 2003, to 17,013, the first such decline in 6 years, as more States adopted laws that set the *per se* maximum blood alcohol concentration at 0.08. Additionally, there was a significant decline in the number of unbelted fatalities, reflecting increases in overall safety belt use. Unfortunately, 14,630 persons still were killed in crashes that involved a driver or nonoccupant with blood alcohol concentration of 0.08 or greater, and 56 percent of those killed in passenger vehicles were not wearing safety belts. This underscores the need for States to continue to aggressively enforce drunk-driving laws and for more States to adopt primary safety belt laws.

During 2005, NHTSA will continue to keep our Nation's highways among the safest in the world. We will focus our efforts on increasing safety belt use, reducing impaired driving, improving inter-vehicle compatibility, and reducing fatalities and injuries from rollover collisions. We will also continue working with our partners to improve the data systems that are the foundation for all these efforts.

NHTSA's efforts in this important mission could not be accomplished without the dedicated efforts of States and localities throughout the country — they collect, code, and report much of the information contained in this document. The dedication and hard work of the people involved throughout the data collection process has made NHTSA's crash data files the best source of crash data in the world. Special thanks are extended to the police officers who provide the life-saving services of clearing crash scenes and aiding the victims of crashes, as well as reporting information about the crash. The work you do in carefully collecting and recording the crash information that is embodied in this report also provides a life-saving service.

I hope users of this publication find the information helpful.

**Jeffrey W. Runge, M.D.**  
**National Highway Traffic Safety Administration**



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# INTRODUCTION

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In this annual report, *Traffic Safety Facts 2003: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*, the National Highway Traffic Safety Administration (NHTSA) presents descriptive statistics about traffic crashes of all severities, from those that result in property damage to those that result in the loss of human life.

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

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



# FARS OPERATIONS

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

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

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

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

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

Each analyst enters data into a local microcomputer data file, and daily updates are sent to NHTSA's central computer database. Data are automatically checked when entered for acceptable range values and for consistency, enabling the analyst to make corrections immediately. Several programs continually monitor and improve the completeness and accuracy of the data. The 2003 FARS data file used for the statistics in this report was created in June 2004; however, the 2003 FARS file will *officially* close in February 2005. This additional time provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. The updated final counts for 2002 are reflected in this report. The updated final counts for 2003 will be reflected in the 2004 annual report.



# GES OPERATIONS

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

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

Trained data entry personnel interpret and code data directly from the PARs into an electronic data file. Approximately 90 data elements are coded into a common format. (See Appendix B for a list of the GES data elements.) Some elements are modified every other year to meet the changing needs of the highway safety community. To protect individual privacy, no personal information (names, addresses, specific crash locations) is coded. During data coding, the data are checked electronically for validity and consistency. After the data file is created, further quality checks are performed on the data through computer processing and by the data coding supervisors. The 2003 file used for the statistics in this report was completed in June 2004.



# ABOUT THIS REPORT

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Fatal crash data from FARS and nonfatal crash data from GES are presented in this report in five chapters. Chapter 1, “Trends,” presents data from all years of FARS (1975 through 2003) and GES (1988 through 2003). The remaining chapters present data only from 2003. Chapter 2, “Crashes,” describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crash. Chapter 3, “Vehicles,” concentrates on the types of vehicles involved in crashes and the damage to the vehicles. Chapter 4, “People,” is the largest chapter of this report, with statistics about drivers, passengers, pedestrians, and pedalcyclists. The last chapter of the report, “States,” contains information about crashes for each state, the District of Columbia, and Puerto Rico. Terms used throughout the report are defined in the Glossary.

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

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

## Changes from Last Year's Report

- Beginning this year, NHTSA has changed its reporting on statistics for crashes involving motorcycles. Historical trends, continuing to the present, show that motorcycle riders make a disproportionately large contribution to total traffic fatalities in the United States, which can obscure the real progress that is being made by NHTSA in improving highway safety. Consequently, in most of the tables and figures in this year's *Traffic Safety Facts* report, the statistics for motorcycles, motorcycle operators, and motorcycle riders are distinguished from those for other vehicles, drivers, and passengers.
- In 2003, a new attribute — “Under the influence of alcohol, drugs, or medication” — was added to the FARS data on driver-related factors in traffic crashes. The new attribute has been added as a line item in Table 65, Related Factors for Drivers and Motorcycle Operators Involved in Fatal Crashes.



# DATA AVAILABILITY

While this report presents a wide spectrum of information in more than 100 tables and figures, it contains only a fraction of the data available from FARS and GES. Additional data from FARS (1975 through 2003) or from GES (1988 through 2003) are available in four ways:

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

Attn: Marjorie Saccoccio  
USDOT Volpe National Transportation Systems Center  
DTS-23  
55 Broadway  
Cambridge, MA 02142  
617-494-2640  
617-494-3770 (FAX)

- FARS and GES data can be obtained by downloading any of the published files from the Internet, at <ftp://ftp.nhtsa.dot.gov/FARS> or <ftp://ftp.nhtsa.dot.gov/GES>. The files are available in SAS, sequential ASCII, and (for FARS only, not GES) DBF file formats. This will enable you to process the data using your own computer system.
- FARS data can also be accessed on the Web at [www-fars.nhtsa.dot.gov](http://www-fars.nhtsa.dot.gov). This Web site provides instant access to the 1994 through 2003 FARS data via the Create-a-Query, Create-a-Map, and Reports features. The Create-a-Query feature will enable you to process the data using our interactive user interface. The Create-a-Map feature will enable you to create state-by-state and county-by-county map displays from an inventory of report selections. The Reports feature is an inventory of the fatality statistical reports found in this publication. These are national reports for current and past years that may be customized by selection of state; and for state reports, county tabulation may be selected.

## Auto Safety Hotline

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

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

National Highway Traffic Safety Administration  
National Center for Statistics and Analysis  
NPO-121  
400 Seventh Street, SW  
Washington, DC 20590  
202-366-4198 or 800-934-8517  
202-366-7078 (FAX)

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

An aerial photograph of a river delta, showing a complex network of channels and distributaries. The text "Chapter 1 ♦ Trends" is overlaid in the center, underlined.

# Chapter 1 ♦ Trends



# 1. TRENDS

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The tables in this chapter present statistics about police-reported motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 2003; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2003. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 2003. Care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from GES data are estimates, year-to-year differences may be the result of the sampling process, not the result of an actual trend. The variability or sampling errors associated with the estimates must be considered when making any year-to-year comparisons using GES data. (For more information on sampling error, see Appendix C.) Below are some of the statistics you will find in this chapter:

- Fatal crashes decreased slightly (0.6 percent) from 2002 to 2003, and the fatality rate dropped to a new historic low of 1.48 fatalities per 100 million vehicle miles of travel in 2003.
- The injury rate per 100 million vehicle miles of travel decreased by 2.0 percent from 2002 to 2003.
- The occupant fatality rate (including motorcycle riders) per 100,000 population, which declined by 22.7 percent from 1975 to 1992, decreased by 0.9 percent from 1992 to 2003.
- The occupant injury rate (including motorcycle riders) per 100,000 population, which declined by 13.6 percent from 1988 to 1992, decreased by 16.6 percent from 1992 to 2003.
- The nonmotorist fatality rate per 100,000 population has declined by 52.4 percent from 1975 to 2003.
- The nonmotorist injury rate per 100,000 population has declined by 45.6 percent from 1988 to 2003.
- The percent of alcohol-related fatalities has declined from 60 percent in 1982 to 40 percent in 2003.

Figure 1  
Fatal Crashes, 1975-2003

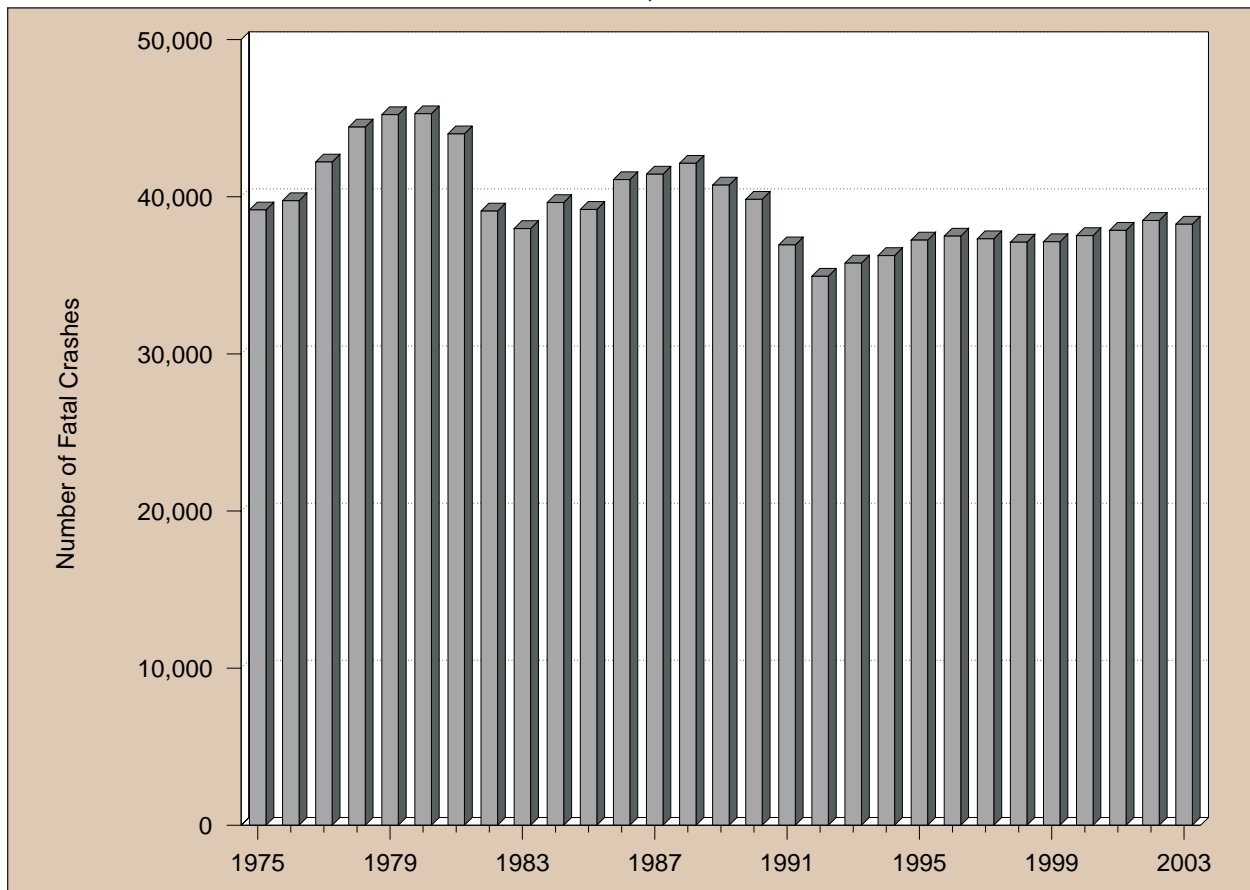


Table 1  
Crashes by Crash Severity, 1988-2003

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

**Table 2**  
**Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2003**

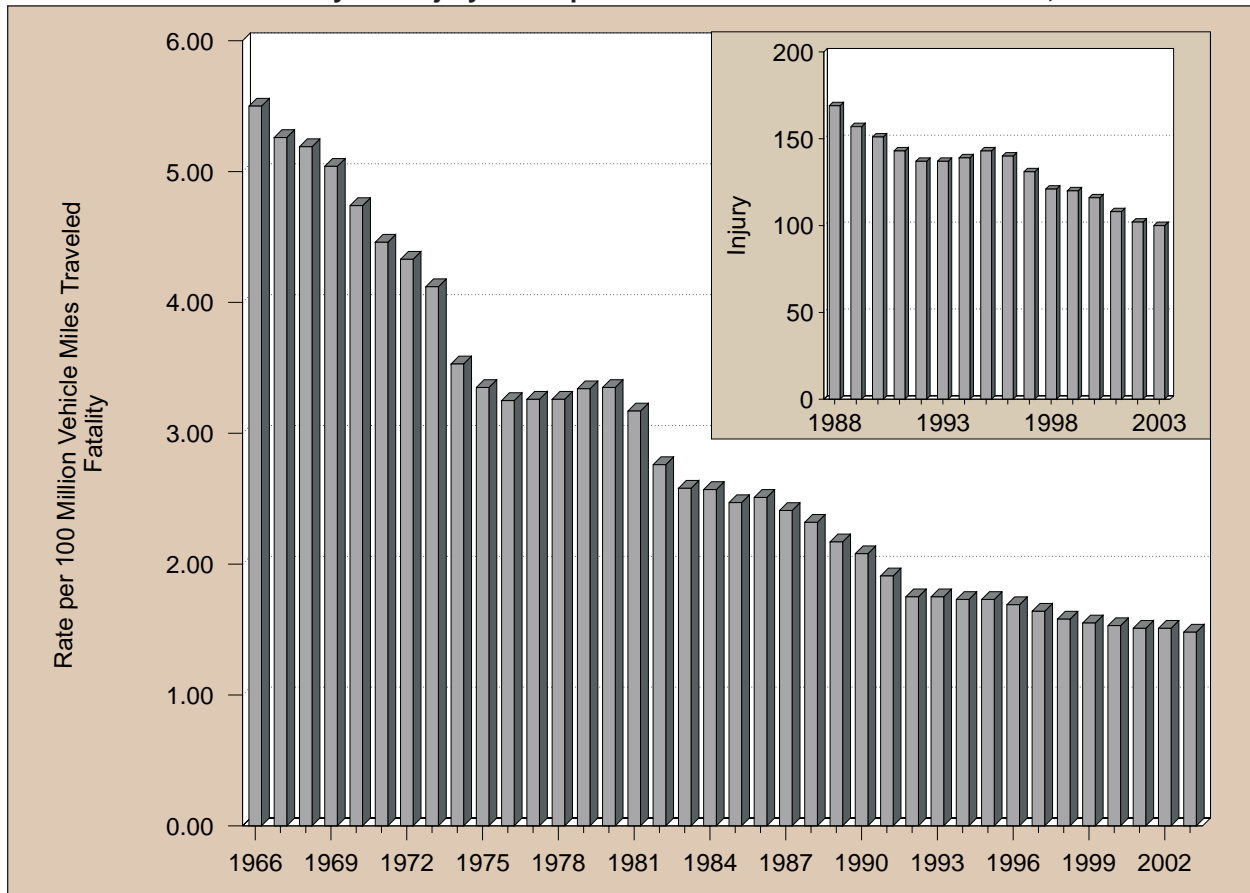
Killed									
Year	Fatalities	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
1966	50,894	196,560	25.89	100,998	50.39	95,703	53.18	926	5.50
1970	52,627	205,052	25.67	111,543	47.18	111,242	47.31	1,110	4.74
1975	44,525	215,973	20.62	129,791	34.31	126,153	35.29	1,328	3.35
1976	45,523	218,035	20.88	134,036	33.96	130,793	34.81	1,402	3.25
1977	47,878	220,239	21.74	138,121	34.66	134,514	35.59	1,467	3.26
1978	50,331	222,585	22.61	140,844	35.74	140,374	35.85	1,545	3.26
1979	51,093	225,055	22.70	143,284	35.66	144,317	35.40	1,529	3.34
1980	51,091	227,225	22.48	145,295	35.16	146,845	34.79	1,527	3.35
1981	49,301	229,466	21.49	147,075	33.52	149,330	33.01	1,555	3.17
1982	43,945	231,664	18.97	150,234	29.25	151,148	29.07	1,595	2.76
1983	42,589	233,792	18.22	154,389	27.59	153,830	27.69	1,653	2.58
1984	44,257	235,825	18.77	155,424	28.48	158,900	27.85	1,720	2.57
1985	43,825	237,924	18.42	156,868	27.94	166,047	26.39	1,775	2.47
1986	46,087	240,133	19.19	159,486	28.90	168,545	27.34	1,835	2.51
1987	46,390	242,289	19.15	161,816	28.67	172,750	26.85	1,921	2.41
1988	47,087	244,499	19.26	162,854	28.91	177,455	26.53	2,026	2.32
1989	45,582	246,819	18.47	165,554	27.53	181,165	25.16	2,096	2.17
1990	44,599	249,464	17.88	167,015	26.70	184,275	24.20	2,144	2.08
1991	41,508	252,153	16.46	168,995	24.56	186,370	22.27	2,172	1.91
1992	39,250	255,030	15.39	173,125	22.67	184,938	21.22	2,247	1.75
1993	40,150	257,783	15.58	173,149	23.19	188,350	21.32	2,296	1.75
1994	40,716	260,327	15.64	175,403	23.21	192,497	21.15	2,358	1.73
1995	41,817	262,803	15.91	176,628	23.68	197,065	21.22	2,423	1.73
1996	42,065	265,229	15.86	179,539	23.43	201,631	20.86	2,486	1.69
1997	42,013	267,784	15.69	182,709	22.99	203,568	20.64	2,562	1.64
1998	41,501	270,248	15.36	184,861	22.45	208,076	19.95	2,632	1.58
1999	41,717	272,691	15.30	187,170	22.29	212,685	19.61	2,691	1.55
2000	41,945	282,178	14.86	190,625	22.00	217,028	19.33	2,747	1.53
2001	42,196	285,094	14.80	191,276	22.06	221,230	19.07	2,797	1.51
2002	43,005	287,974	14.93	194,602	22.10	225,685	19.06	2,856	1.51
2003	42,643	290,810	14.66	196,166	21.74	230,788	18.48	2,891	1.48

Injured									
Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 Population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million VMT
1988	3,416,000	244,499	1,397	162,854	2,098	177,455	1,925	2,026	169
1989	3,284,000	246,819	1,330	165,554	1,984	181,165	1,813	2,096	157
1990	3,231,000	249,464	1,295	167,015	1,934	184,275	1,753	2,144	151
1991	3,097,000	252,153	1,228	168,995	1,833	186,370	1,662	2,172	143
1992	3,070,000	255,030	1,204	173,125	1,773	184,938	1,660	2,247	137
1993	3,149,000	257,783	1,222	173,149	1,819	188,350	1,672	2,296	137
1994	3,266,000	260,327	1,255	175,403	1,862	192,497	1,697	2,358	139
1995	3,465,000	262,803	1,319	176,628	1,962	197,065	1,758	2,423	143
1996	3,483,000	265,229	1,313	179,539	1,940	201,631	1,728	2,486	140
1997	3,348,000	267,784	1,250	182,709	1,832	203,568	1,644	2,562	131
1998	3,192,000	270,248	1,181	184,861	1,727	208,076	1,534	2,632	121
1999	3,236,000	272,691	1,187	187,170	1,729	212,685	1,522	2,691	120
2000	3,189,000	282,178	1,130	190,625	1,673	217,028	1,469	2,747	116
2001	3,033,000	285,094	1,064	191,276	1,585	221,230	1,371	2,797	108
2002	2,926,000	287,974	1,016	194,602	1,503	225,685	1,296	2,856	102
2003	2,889,000	290,810	993	196,166	1,473	230,788	1,252	2,891	100

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-2003—R.L. Polk & Co. and Federal Highway Administration; Population—U.S. Bureau of the Census; Traffic Deaths, 1966-1974—National Center for Health Statistics, D.H.H.S., State Accident Summaries (adjusted to 30-day traffic deaths by NHTSA); Traffic Deaths, 1975-2003—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Injured, 1988-2003—General Estimates System (GES), NHTSA. Injury data not available for years before 1988.

**Figure 2**  
**Motor Vehicle Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1966-2003**







**Table 4  
Persons Killed or Injured by Person Type and Vehicle Type, 1975-2003**

Year	Person Type											Total
	Occupants by Vehicle Type						Motorcycle Riders	Nonmotorists				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/Unknown	Total		Pedestrian	Pedalcyclist	Other/Unknown	Total	
<b>Killed</b>												
1975	25,929	4,856	961	53	937	32,736	3,189	7,516	1,003	81	8,600	<b>44,525</b>
1976	26,166	5,438	1,132	73	981	33,790	3,312	7,427	914	80	8,421	<b>45,523</b>
1977	26,782	5,976	1,287	42	959	35,046	4,104	7,732	922	74	8,728	<b>47,878</b>
1978	28,153	6,745	1,395	41	622	36,956	4,577	7,795	892	111	8,798	<b>50,331</b>
1979	27,808	7,178	1,432	39	579	37,036	4,894	8,096	932	135	9,163	<b>51,093</b>
1980	27,449	7,486	1,262	46	540	36,783	5,144	8,070	965	129	9,164	<b>51,091</b>
1981	26,645	7,081	1,133	56	603	35,518	4,906	7,837	936	104	8,877	<b>49,301</b>
1982	23,330	6,359	944	35	525	31,193	4,453	7,331	883	85	8,299	<b>43,945</b>
1983	22,979	6,202	982	53	362	30,578	4,265	6,826	839	81	7,746	<b>42,589</b>
1984	23,620	6,496	1,074	46	440	31,676	4,608	7,025	849	99	7,973	<b>44,257</b>
1985	23,212	6,689	977	57	544	31,479	4,564	6,808	890	84	7,782	<b>43,825</b>
1986	24,944	7,317	926	39	442	33,668	4,566	6,779	941	133	7,853	<b>46,087</b>
1987	25,132	8,058	852	51	436	34,529	4,036	6,745	948	132	7,825	<b>46,390</b>
1988	25,808	8,306	911	54	429	35,508	3,662	6,870	911	136	7,917	<b>47,087</b>
1989	25,063	8,551	858	50	424	34,946	3,141	6,556	832	107	7,495	<b>45,582</b>
1990	24,092	8,601	705	32	460	33,890	3,244	6,482	859	124	7,465	<b>44,599</b>
1991	22,385	8,391	661	31	466	31,934	2,806	5,801	843	124	6,768	<b>41,508</b>
1992	21,387	8,098	585	28	387	30,485	2,395	5,549	723	98	6,370	<b>39,250</b>
1993	21,566	8,511	605	18	425	31,125	2,449	5,649	816	111	6,576	<b>40,150</b>
1994	21,997	8,904	670	18	409	31,998	2,320	5,489	802	107	6,398	<b>40,716</b>
1995	22,423	9,568	648	33	392	33,064	2,227	5,584	833	109	6,526	<b>41,817</b>
1996*	22,505	9,932	621	21	455	33,534	2,161	5,449	765	154	6,368	<b>42,065</b>
1997	22,199	10,249	723	18	420	33,609	2,116	5,321	814	153	6,288	<b>42,013</b>
1998	21,194	10,705	742	38	409	33,088	2,294	5,228	760	131	6,119	<b>41,501</b>
1999	20,862	11,265	759	59	447	33,392	2,483	4,939	754	149	5,842	<b>41,717</b>
2000	20,699	11,526	754	22	450	33,451	2,897	4,763	693	141	5,597	<b>41,945</b>
2001	20,320	11,723	708	34	458	33,243	3,197	4,901	732	123	5,756	<b>42,196</b>
2002	20,569	12,274	689	45	528	34,105	3,270	4,851	665	114	5,630	<b>43,005</b>
2003	19,460	12,444	723	40	804	33,471	3,661	4,749	622	140	5,511	<b>42,643</b>
<b>Injured</b>												
1988	2,585,000	478,000	37,000	15,000	4,000	3,119,000	105,000	110,000	75,000	8,000	192,000	<b>3,416,000</b>
1989	2,431,000	511,000	43,000	15,000	5,000	3,005,000	83,000	112,000	73,000	11,000	196,000	<b>3,284,000</b>
1990	2,376,000	505,000	42,000	33,000	4,000	2,960,000	84,000	105,000	75,000	7,000	187,000	<b>3,231,000</b>
1991	2,235,000	563,000	28,000	21,000	4,000	2,850,000	80,000	88,000	67,000	11,000	166,000	<b>3,097,000</b>
1992	2,232,000	545,000	34,000	20,000	12,000	2,843,000	65,000	89,000	63,000	10,000	162,000	<b>3,070,000</b>
1993	2,265,000	601,000	32,000	17,000	4,000	2,919,000	59,000	94,000	68,000	9,000	171,000	<b>3,149,000</b>
1994	2,364,000	631,000	30,000	16,000	4,000	3,045,000	57,000	92,000	62,000	9,000	164,000	<b>3,266,000</b>
1995	2,469,000	722,000	30,000	19,000	4,000	3,246,000	57,000	86,000	67,000	10,000	162,000	<b>3,465,000</b>
1996	2,458,000	761,000	33,000	20,000	4,000	3,277,000	55,000	82,000	58,000	11,000	151,000	<b>3,483,000</b>
1997	2,341,000	755,000	31,000	17,000	6,000	3,149,000	53,000	77,000	58,000	11,000	146,000	<b>3,348,000</b>
1998	2,201,000	763,000	29,000	16,000	4,000	3,012,000	49,000	69,000	53,000	8,000	131,000	<b>3,192,000</b>
1999	2,138,000	847,000	33,000	22,000	7,000	3,047,000	50,000	85,000	51,000	3,000	140,000	<b>3,236,000</b>
2000	2,052,000	887,000	31,000	18,000	10,000	2,997,000	58,000	78,000	51,000	5,000	134,000	<b>3,189,000</b>
2001	1,927,000	861,000	29,000	15,000	9,000	2,841,000	60,000	78,000	45,000	8,000	131,000	<b>3,033,000</b>
2002	1,805,000	879,000	26,000	19,000	6,000	2,735,000	65,000	71,000	48,000	7,000	126,000	<b>2,926,000</b>
2003	1,756,000	889,000	27,000	18,000	7,000	2,697,000	67,000	70,000	46,000	8,000	124,000	<b>2,889,000</b>

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

**Table 5**  
**Drivers Involved in Crashes and Involvement Rates per Licensed Driver**  
**by Sex and Crash Severity, 1975-2003**

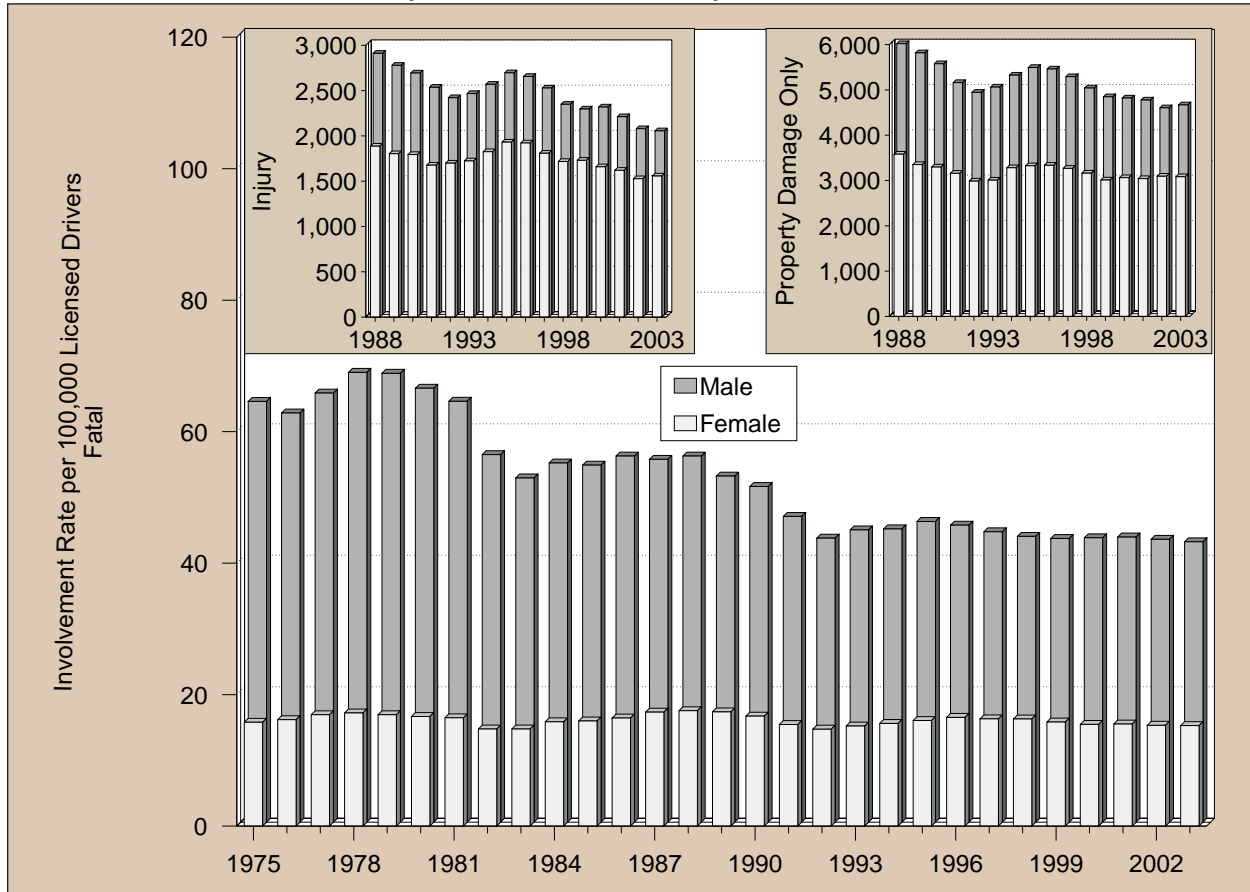
Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers
<b>Drivers in Fatal Crashes</b>									
1975	45,087	70,435	64.01	9,356	59,233	15.80	54,445	129,668	41.99
1980	50,921	77,135	66.02	11,353	68,067	16.68	62,277	145,202	42.89
1981	49,838	77,831	64.03	11,396	69,142	16.48	61,238	146,972	41.67
1982	43,877	78,484	55.91	10,579	71,627	14.77	54,462	150,111	36.28
1983	42,329	80,823	52.37	10,854	73,440	14.78	53,184	154,263	34.48
1984	44,213	80,916	54.64	11,806	74,398	15.87	56,022	155,315	36.07
1985	44,290	81,537	54.32	12,031	75,231	15.99	56,322	156,769	35.93
1986	46,083	82,740	55.70	12,603	76,651	16.44	58,688	159,390	36.82
1987	46,337	83,939	55.20	13,492	77,789	17.34	59,829	161,728	36.99
1988	46,840	84,099	55.70	13,814	78,661	17.56	60,658	162,760	37.27
1989	44,941	85,356	52.65	13,927	80,160	17.37	58,870	165,516	35.57
1990	43,802	85,769	51.07	13,586	81,203	16.73	57,393	166,972	34.37
1991	40,288	86,630	46.51	12,716	82,300	15.45	53,007	168,930	31.38
1992	38,186	88,363	43.21	12,492	84,716	14.75	50,682	173,079	29.28
1993	39,118	87,974	44.47	12,960	85,138	15.22	52,080	173,112	30.08
1994	39,784	89,165	44.62	13,449	86,183	15.61	53,238	175,347	30.36
1995	40,799	89,184	45.75	14,043	87,386	16.07	54,847	176,570	31.06
1996	40,899	90,503	45.19	14,723	89,007	16.54	55,624	179,510	30.99
1997	40,594	91,888	44.18	14,816	90,789	16.32	55,412	182,677	30.33
1998	40,433	93,023	43.47	14,967	91,805	16.30	55,404	184,828	29.98
1999	40,639	94,149	43.16	14,717	92,988	15.83	55,359	187,137	29.58
2000	41,443	95,782	43.27	14,682	94,816	15.48	56,126	190,598	29.45
2001	41,548	95,779	43.38	14,829	95,471	15.53	56,380	191,250	29.48
2002	41,995	97,595	43.03	14,876	96,978	15.34	56,874	194,574	29.23
2003	41,892	98,209	42.66	14,985	97,919	15.30	56,879	196,128	29.00
<b>Drivers in Injury Crashes</b>									
1988	2,423,000	84,099	2,881	1,485,000	78,661	1,887	3,907,000	162,760	2,401
1989	2,347,000	85,356	2,749	1,446,000	80,160	1,804	3,793,000	165,516	2,291
1990	2,285,000	85,769	2,664	1,458,000	81,203	1,795	3,743,000	166,972	2,242
1991	2,171,000	86,630	2,506	1,380,000	82,300	1,677	3,551,000	168,930	2,102
1992	2,114,000	88,363	2,392	1,439,000	84,716	1,699	3,553,000	173,079	2,053
1993	2,144,000	87,974	2,437	1,468,000	85,138	1,724	3,612,000	173,112	2,086
1994	2,264,000	89,165	2,539	1,574,000	86,183	1,826	3,838,000	175,347	2,189
1995	2,378,000	89,184	2,667	1,687,000	87,386	1,931	4,066,000	176,570	2,303
1996	2,378,000	90,503	2,627	1,711,000	89,007	1,922	4,089,000	179,510	2,278
1997	2,296,000	91,888	2,499	1,643,000	90,789	1,809	3,939,000	182,677	2,156
1998	2,158,000	93,023	2,319	1,576,000	91,805	1,717	3,734,000	184,828	2,020
1999	2,134,000	94,149	2,267	1,609,000	92,988	1,730	3,743,000	187,137	2,000
2000	2,192,000	95,782	2,289	1,573,000	94,816	1,659	3,765,000	190,598	1,975
2001	2,090,000	95,779	2,182	1,547,000	95,471	1,620	3,637,000	191,250	1,902
2002	2,000,000	97,595	2,049	1,481,000	96,978	1,528	3,482,000	194,574	1,789
2003	1,990,000	98,209	2,026	1,525,000	97,919	1,557	3,514,000	196,128	1,792
<b>Drivers in Property-Damage-Only Crashes</b>									
1988	5,013,000	84,099	5,961	2,816,000	78,661	3,580	7,829,000	162,760	4,810
1989	4,915,000	85,356	5,758	2,687,000	80,160	3,352	7,602,000	165,516	4,593
1990	4,733,000	85,769	5,519	2,677,000	81,203	3,296	7,410,000	166,972	4,438
1991	4,419,000	86,630	5,101	2,600,000	82,300	3,159	7,019,000	168,930	4,155
1992	4,316,000	88,363	4,885	2,530,000	84,716	2,987	6,847,000	173,079	3,956
1993	4,402,000	87,974	5,003	2,561,000	85,138	3,008	6,963,000	173,112	4,022
1994	4,695,000	89,165	5,265	2,828,000	86,183	3,282	7,523,000	175,347	4,290
1995	4,847,000	89,184	5,434	2,905,000	87,386	3,325	7,752,000	176,570	4,390
1996	4,888,000	90,503	5,400	2,968,000	89,007	3,335	7,856,000	179,510	4,376
1997	4,808,000	91,888	5,232	2,967,000	90,789	3,268	7,775,000	182,677	4,256
1998	4,634,000	93,023	4,982	2,902,000	91,805	3,162	7,536,000	184,828	4,078
1999	4,509,000	94,149	4,789	2,800,000	92,988	3,011	7,309,000	187,137	3,906
2000	4,559,000	95,782	4,760	2,904,000	94,816	3,062	7,463,000	190,598	3,915
2001	4,518,000	95,779	4,717	2,903,000	95,471	3,041	7,421,000	191,250	3,880
2002	4,436,000	97,595	4,545	2,999,000	96,978	3,093	7,435,000	194,574	3,821
2003	4,528,000	98,209	4,610	3,020,000	97,919	3,084	7,547,000	196,128	3,848

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

Note: Drivers in this table include motorcycle operators.

Source: Licensed Drivers—Federal Highway Administration.

**Figure 3**  
**Driver Involvement Rate per 100,000 Licensed Drivers 16 Years and Older**  
**by Sex and Crash Severity, 1975-2003**



Note: Drivers in this figure include motorcycle operators.

**Table 6**  
**Motor Vehicle Occupant and Motorcycle Rider Fatality and Injury Rates**  
**per Population by Age Group, 1975-2003**

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
<b>Fatality Rate per 100,000 Population</b>												
1975	4.50	2.71	5.71	38.77	34.90	21.57	15.67	13.42	13.29	14.72	16.98	<b>16.67</b>
1976	4.50	2.56	6.14	40.95	35.01	21.27	15.27	13.71	13.58	14.92	17.27	<b>17.05</b>
1977	4.68	2.83	6.44	42.86	38.73	22.27	15.61	13.90	13.55	14.03	16.13	<b>17.81</b>
1978	4.61	2.66	6.60	44.45	40.75	24.26	16.72	14.07	13.44	14.79	16.36	<b>18.70</b>
1979	4.35	2.84	6.13	44.36	40.06	24.96	17.11	14.03	13.24	13.59	15.51	<b>18.67</b>
1980	4.24	2.67	6.00	42.94	39.86	24.82	16.85	14.51	12.83	12.96	15.27	<b>18.45</b>
1981	3.75	2.43	5.24	38.56	37.41	24.22	16.63	13.81	12.68	13.16	14.94	<b>17.62</b>
1982	3.67	2.22	4.85	34.51	32.75	20.45	14.30	11.84	11.24	11.85	14.89	<b>15.39</b>
1983	3.55	2.33	4.60	33.18	30.97	19.86	13.87	11.79	10.92	11.92	15.48	<b>14.90</b>
1984	3.13	2.33	5.21	34.94	32.89	20.26	13.91	11.86	11.16	12.98	16.18	<b>15.39</b>
1985	3.18	2.36	5.52	33.72	32.75	19.50	13.87	11.88	11.33	12.63	16.73	<b>15.15</b>
1986	3.42	2.30	6.07	38.16	33.72	21.04	13.82	11.50	11.38	13.46	17.71	<b>15.92</b>
1987	3.78	2.60	6.00	36.65	32.83	21.05	14.15	12.10	11.93	13.58	18.22	<b>15.92</b>
1988	3.82	2.64	5.74	37.95	33.63	20.50	14.20	12.33	12.15	14.12	19.26	<b>16.02</b>
1989	3.93	2.92	5.48	34.71	30.85	20.10	13.89	12.46	12.18	14.24	19.41	<b>15.43</b>
1990	3.30	2.50	5.25	34.14	30.62	19.81	13.34	12.20	11.91	13.36	18.48	<b>14.89</b>
1991	3.13	2.39	4.86	31.76	28.83	17.79	12.29	11.12	10.75	13.22	19.14	<b>13.78</b>
1992	2.99	2.41	4.75	28.37	25.96	16.54	11.71	10.62	10.53	13.27	18.81	<b>12.89</b>
1993	3.14	2.35	4.67	28.99	26.70	16.47	11.86	10.52	10.86	12.73	20.78	<b>13.02</b>
1994	3.46	2.35	5.07	30.46	26.27	16.07	11.79	11.15	10.71	13.99	20.71	<b>13.18</b>
1995	3.17	2.46	5.15	29.58	27.30	17.03	12.49	11.01	11.42	13.67	20.87	<b>13.43</b>
1996	3.40	2.34	5.07	29.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	<b>13.46</b>
1997	3.16	2.42	4.96	28.38	25.53	16.49	12.23	11.57	11.96	14.46	22.09	<b>13.34</b>
1998	3.03	2.60	4.60	27.61	25.06	15.81	12.60	11.44	11.53	14.31	21.28	<b>13.09</b>
1999	2.94	2.54	4.49	28.10	25.56	16.13	12.62	11.48	11.52	14.17	20.70	<b>13.16</b>
2000	2.82	2.38	4.28	27.85	25.20	15.54	12.82	11.49	11.38	12.89	19.48	<b>12.88</b>
2001	2.67	2.26	3.79	28.01	24.87	15.59	12.93	11.40	10.92	12.79	19.24	<b>12.78</b>
2002	2.42	2.12	4.10	29.23	25.69	15.60	13.00	11.84	11.15	12.67	18.61	<b>12.98</b>
2003	2.44	2.11	4.16	27.54	24.51	15.21	12.93	11.96	11.21	12.47	18.77	<b>12.77</b>
<b>Injury Rate per 100,000 Population</b>												
1988	417	444	734	3,283	2,666	1,800	1,308	1,030	876	710	656	<b>1,319</b>
1989	370	469	727	3,210	2,467	1,672	1,280	985	801	713	618	<b>1,251</b>
1990	329	430	674	3,110	2,494	1,672	1,227	989	844	750	514	<b>1,220</b>
1991	384	470	709	2,921	2,317	1,574	1,144	977	801	727	521	<b>1,162</b>
1992	323	438	685	2,988	2,253	1,573	1,101	971	783	722	586	<b>1,140</b>
1993	367	471	657	2,885	2,307	1,606	1,195	956	821	707	592	<b>1,155</b>
1994	411	468	706	2,958	2,369	1,667	1,225	987	857	756	598	<b>1,192</b>
1995	418	483	742	3,193	2,456	1,722	1,291	1,132	926	755	624	<b>1,257</b>
1996	418	533	731	3,132	2,432	1,766	1,295	1,085	904	788	654	<b>1,256</b>
1997	400	461	684	2,981	2,401	1,689	1,257	1,012	815	761	641	<b>1,196</b>
1998	403	440	677	2,780	2,123	1,586	1,158	1,029	873	696	588	<b>1,133</b>
1999	383	477	662	2,828	2,169	1,596	1,135	1,028	801	759	610	<b>1,136</b>
2000	349	404	548	2,699	2,088	1,450	1,160	947	829	723	665	<b>1,083</b>
2001	309	371	513	2,473	2,027	1,384	1,094	935	748	668	575	<b>1,018</b>
2002	301	378	517	2,403	1,891	1,306	1,031	872	765	617	543	<b>972</b>
2003	300	372	473	2,288	1,834	1,315	1,017	874	731	609	517	<b>951</b>

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

**Table 7**  
**Passenger Car Occupants Killed or Injured and Fatality and Injury Rates**  
**per Registered Vehicle and Vehicle Miles of Travel, 1975-2003**

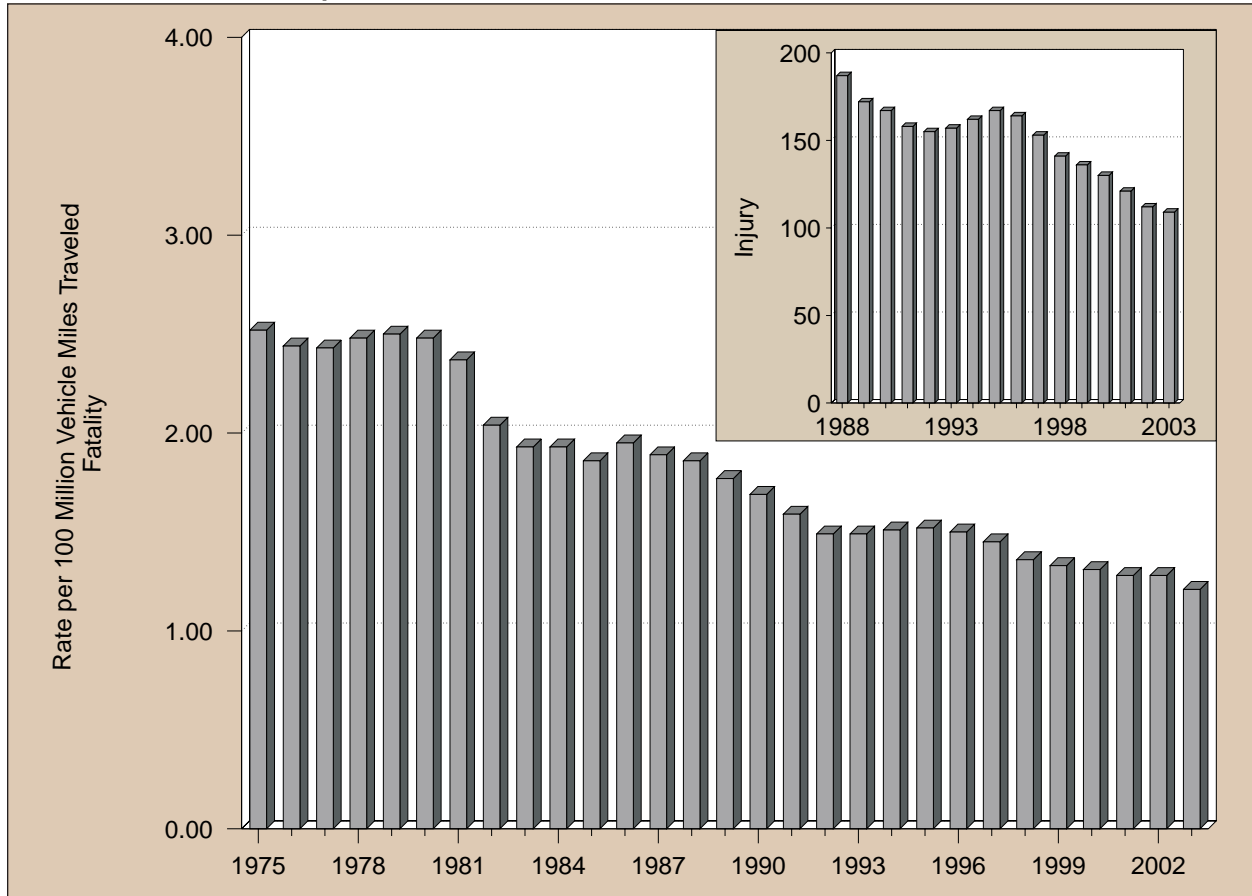
Year	Registered Passenger Cars	Vehicle Miles Traveled (Millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million VMT	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million VMT
1975	94,478,029	1,030,376	25,929	27.44	2.52	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.44	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.43	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.48	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.50	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.48	*	*	*
1981	106,002,720	1,122,092	26,645	25.14	2.37	*	*	*
1982	106,936,590	1,145,828	23,330	21.82	2.04	*	*	*
1983	109,085,444	1,187,760	22,979	21.07	1.93	*	*	*
1984	112,177,361	1,226,461	23,620	21.06	1.93	*	*	*
1985	116,348,085	1,248,980	23,212	19.95	1.86	*	*	*
1986	117,268,114	1,277,550	24,944	21.27	1.95	*	*	*
1987	119,848,784	1,328,460	25,132	20.97	1.89	*	*	*
1988	121,519,139	1,384,047	25,808	21.24	1.86	2,585,000	2,127	187
1989	122,758,478	1,415,213	25,063	20.42	1.77	2,431,000	1,980	172
1990	123,276,600	1,427,178	24,092	19.54	1.69	2,376,000	1,928	167
1991	123,327,336	1,411,655	22,385	18.15	1.59	2,235,000	1,812	158
1992	120,346,747	1,436,035	21,387	17.77	1.49	2,232,000	1,854	155
1993	121,055,398	1,445,106	21,566	17.81	1.49	2,265,000	1,871	157
1994	121,996,580	1,459,208	21,997	18.03	1.51	2,364,000	1,937	162
1995	123,241,881	1,478,352	22,423	18.19	1.52	2,469,000	2,004	167
1996	124,612,787	1,499,139	22,505	18.06	1.50	2,458,000	1,973	164
1997	124,672,920	1,528,399	22,199	17.81	1.45	2,341,000	1,877	153
1998	125,965,709	1,555,901	21,194	16.83	1.36	2,201,000	1,748	141
1999	126,868,744	1,566,808	20,862	16.44	1.33	2,138,000	1,685	136
2000	127,720,809	1,580,493	20,699	16.21	1.31	2,052,000	1,606	130
2001	128,714,022	1,593,459	20,320	15.79	1.28	1,927,000	1,497	121
2002	129,906,797	1,608,270	20,569	15.83	1.28	1,805,000	1,389	112
2003	131,072,466	1,607,993	19,460	14.85	1.21	1,756,000	1,340	109

\*Injury data not available before 1988.

Note: Vehicle miles traveled (VMT) data in this table have been revised and are not based exclusively on Federal Highway Administration (FHWA) data as they have been in earlier reports. The change was made to reflect the different vehicle classification schemes used by FHWA and the National Highway Traffic Safety Administration (NHTSA).

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

**Figure 4**  
**Passenger Car Occupant Fatality and Injury Rates**  
**per 100 Million Vehicle Miles Traveled, 1975-2003**



**Table 8**  
**Light Truck Occupants Killed or Injured and Fatality and Injury Rates**  
**per Registered Vehicle and Vehicle Miles of Travel, 1975-2003**

Year	Registered Light Trucks	Vehicle Miles Traveled (Millions)	Light Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million VMT	Light Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million VMT
1975	20,886,680	204,274	4,856	23.25	2.38	*	*	*
1976	22,794,702	233,382	5,438	23.86	2.33	*	*	*
1977	24,432,701	257,108	5,976	24.46	2.32	*	*	*
1978	27,285,497	289,463	6,745	24.72	2.33	*	*	*
1979	28,932,820	293,840	7,178	24.81	2.44	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.53	*	*	*
1981	31,236,287	307,583	7,081	22.67	2.30	*	*	*
1982	32,307,692	322,026	6,359	19.68	1.97	*	*	*
1983	33,068,138	334,937	6,202	18.76	1.85	*	*	*
1984	35,257,788	358,588	6,496	18.42	1.81	*	*	*
1985	37,665,180	388,779	6,689	17.76	1.72	*	*	*
1986	39,763,446	416,532	7,317	18.40	1.76	*	*	*
1987	41,695,017	444,392	8,058	19.33	1.81	*	*	*
1988	44,599,500	488,431	8,306	18.62	1.70	478,000	1,071	98
1989	47,134,148	522,483	8,551	18.14	1.64	511,000	1,084	98
1990	49,916,497	555,659	8,601	17.23	1.55	505,000	1,012	91
1991	52,062,064	595,924	8,391	16.12	1.41	563,000	1,081	94
1992	53,836,046	642,397	8,098	15.04	1.26	545,000	1,012	85
1993	56,573,835	675,353	8,511	15.04	1.26	601,000	1,062	89
1994	59,485,995	711,515	8,904	14.97	1.25	631,000	1,061	89
1995	62,520,872	749,971	9,568	15.30	1.28	722,000	1,156	96
1996	65,438,877	787,255	9,932	15.18	1.26	761,000	1,164	97
1997	67,287,470	824,896	10,249	15.23	1.24	755,000	1,122	92
1998	69,783,500	861,951	10,705	15.34	1.24	763,000	1,093	88
1999	73,143,777	903,314	11,265	15.40	1.25	847,000	1,158	94
2000	76,192,673	942,853	11,526	15.13	1.22	887,000	1,164	94
2001	79,005,848	978,080	11,723	14.84	1.20	861,000	1,089	88
2002	82,085,865	1,016,238	12,274	14.95	1.21	879,000	1,071	87
2003	85,657,140	1,050,839	12,444	14.53	1.18	889,000	1,038	85

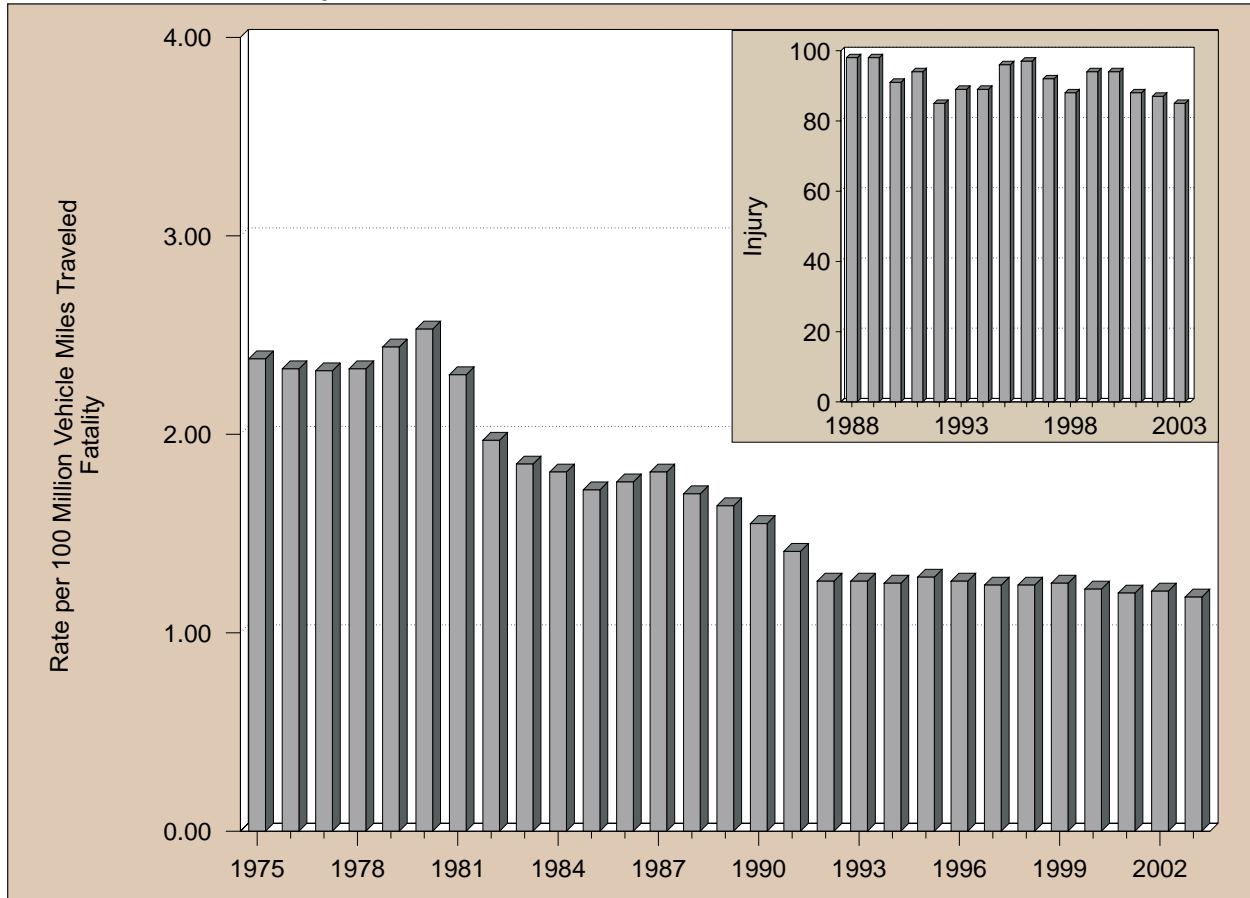
\*Injury data not available before 1988.

Note: Vehicle miles traveled (VMT) data in this table have been revised and are not based exclusively on Federal Highway Administration (FHWA) data as they have been in earlier reports. The change was made to reflect the different vehicle classification schemes used by FHWA and the National Highway Traffic Safety Administration (NHTSA).

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



**Figure 5**  
**Light Truck Occupant Fatality and Injury Rates**  
**per 100 Million Vehicle Miles Traveled, 1975-2003**



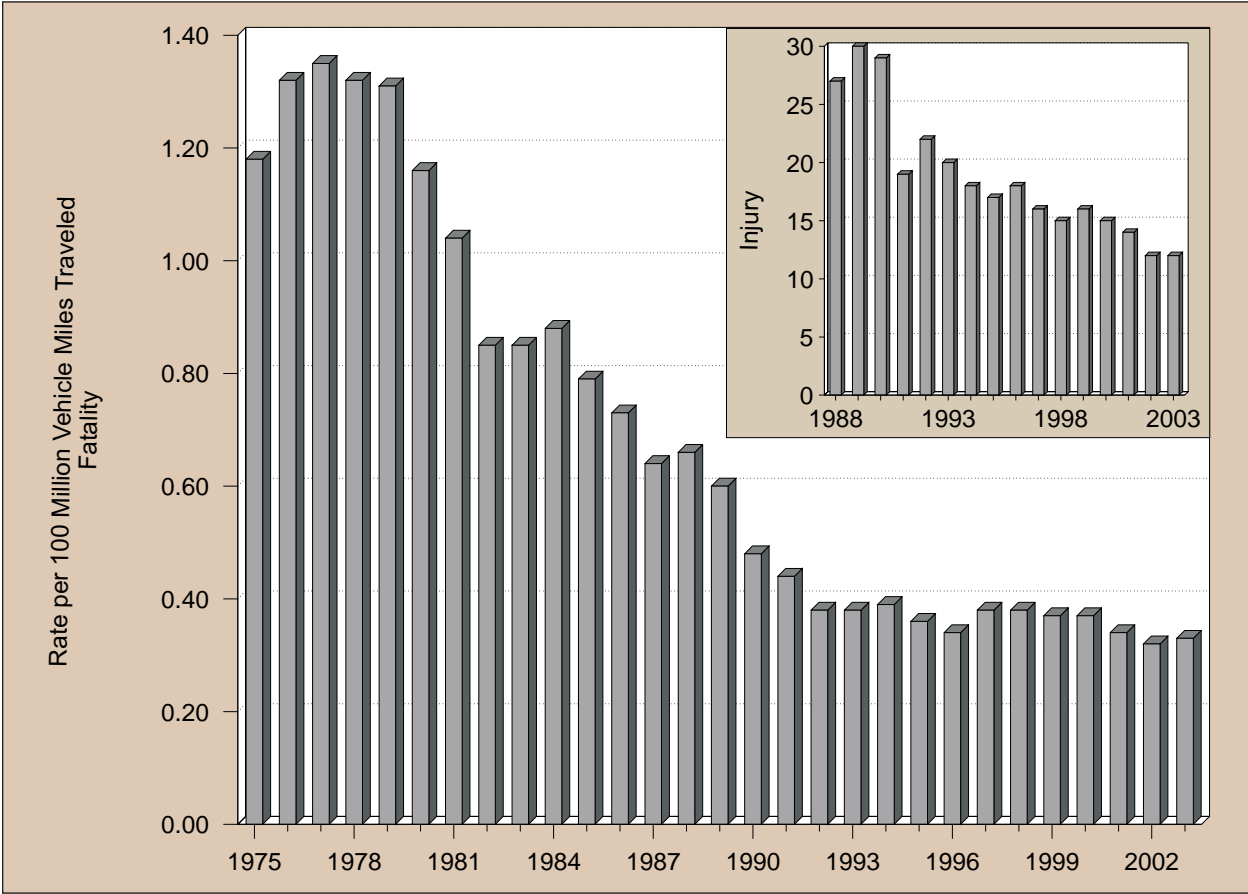
**Table 9**  
**Large Truck Occupants Killed or Injured and Fatality and Injury Rates**  
**per Registered Vehicle and Vehicle Miles of Travel, 1975-2003**

Year	Registered Large Trucks	Vehicle Miles Traveled (Millions)	Large Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million VMT	Large Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million VMT
1975	5,362,369	81,330	961	17.92	1.18	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.32	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.35	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.32	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.31	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.16	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.04	*	*	*
1982	5,590,415	111,423	944	16.89	0.85	*	*	*
1983	5,508,392	116,132	982	17.83	0.85	*	*	*
1984	5,401,075	121,796	1,074	19.88	0.88	*	*	*
1985	5,996,337	123,504	977	16.29	0.79	*	*	*
1986	5,720,880	126,675	926	16.19	0.73	*	*	*
1987	5,718,266	133,517	852	14.90	0.64	*	*	*
1988	6,136,884	137,985	911	14.84	0.66	37,000	611	27
1989	6,226,482	142,749	858	13.78	0.60	43,000	687	30
1990	6,195,876	146,242	705	11.38	0.48	42,000	675	29
1991	6,172,146	149,543	661	10.71	0.44	28,000	454	19
1992	6,045,205	153,384	585	9.68	0.38	34,000	559	22
1993	6,088,155	159,888	605	9.94	0.38	32,000	527	20
1994	6,587,885	170,216	670	10.17	0.39	30,000	459	18
1995	6,719,421	178,156	648	9.64	0.36	30,000	452	17
1996	7,012,615	182,971	621	8.86	0.34	33,000	467	18
1997	7,083,326	191,477	723	10.21	0.38	31,000	436	16
1998	7,732,270	196,380	742	9.60	0.38	29,000	372	15
1999	7,791,426	202,688	759	9.74	0.37	33,000	422	16
2000	8,022,649	205,520	754	9.40	0.37	31,000	384	15
2001	7,857,675	209,032	708	9.01	0.34	29,000	374	14
2002	7,927,280	214,603	689	8.69	0.32	26,000	331	12
2003	7,912,018	215,884	723	9.14	0.33	27,000	340	12

\*Injury data not available before 1988.

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

Figure 6  
Large Truck Occupant Fatality and Injury Rates  
per 100 Million Vehicle Miles Traveled, 1975-2003



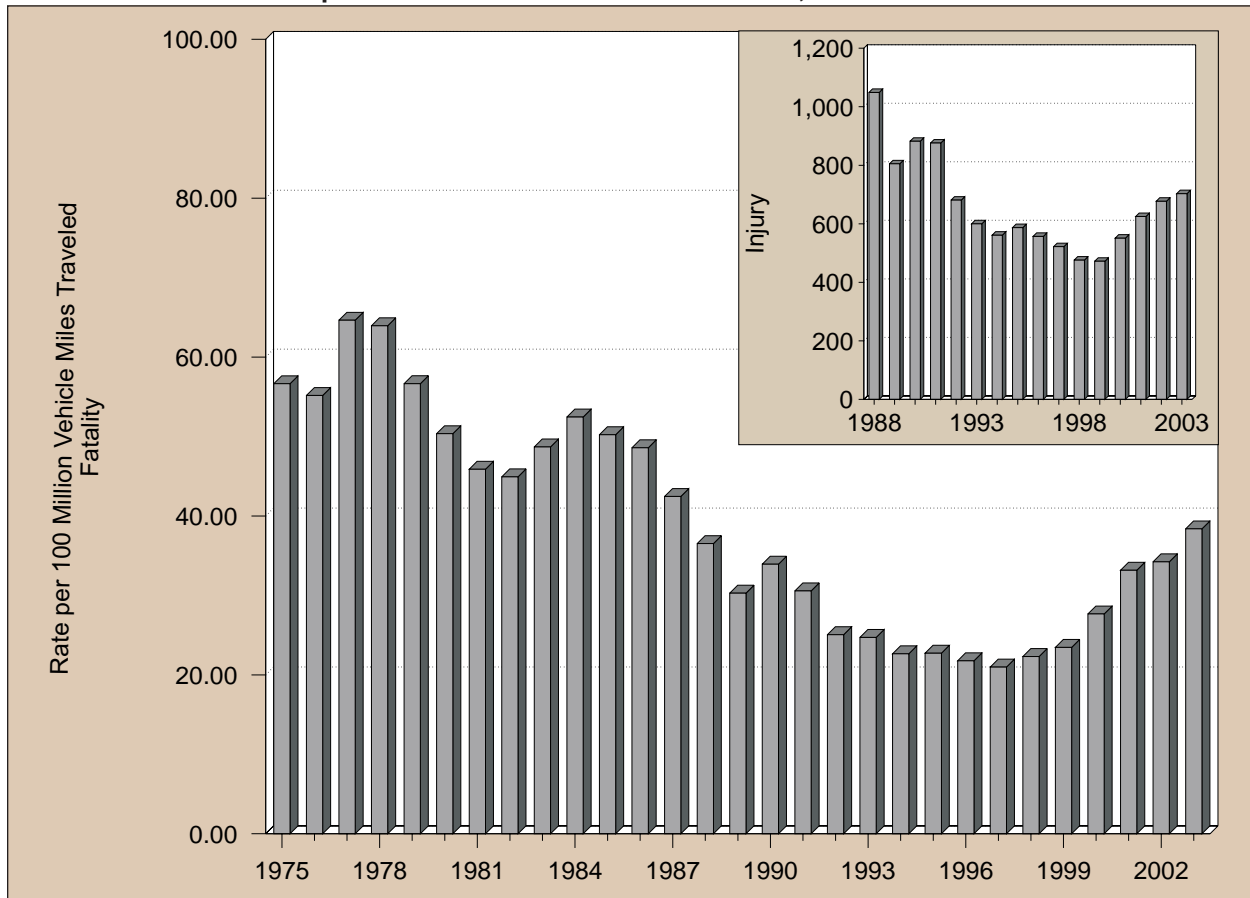
**Table 10**  
**Motorcycle Riders Killed or Injured and Fatality and Injury Rates**  
**per Registered Vehicle and Vehicle Miles of Travel, 1975-2003**

Year	Registered Motorcycles	Vehicle Miles Traveled (Millions)	Motorcycle Riders Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million VMT	Motorcycle Riders Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million VMT
1975	4,964,070	5,629	3,189	64.24	56.65	*	*	*
1976	4,933,332	6,003	3,312	67.14	55.17	*	*	*
1977	4,933,256	6,349	4,104	83.19	64.64	*	*	*
1978	4,867,855	7,158	4,577	94.02	63.94	*	*	*
1979	5,422,132	8,637	4,894	90.26	56.66	*	*	*
1980	5,693,940	10,214	5,144	90.34	50.36	*	*	*
1981	5,831,132	10,690	4,906	84.13	45.89	*	*	*
1982	5,753,858	9,910	4,453	77.39	44.93	*	*	*
1983	5,585,112	8,760	4,265	76.36	48.69	*	*	*
1984	5,479,822	8,784	4,608	84.09	52.46	*	*	*
1985	5,444,404	9,086	4,564	83.83	50.23	*	*	*
1986	5,198,993	9,397	4,566	87.82	48.59	*	*	*
1987	4,885,772	9,506	4,036	82.61	42.46	*	*	*
1988	4,584,284	10,024	3,662	79.88	36.53	105,000	2,294	1,049
1989	4,420,420	10,371	3,141	71.06	30.29	83,000	1,888	805
1990	4,259,462	9,557	3,244	76.16	33.94	84,000	1,979	882
1991	4,177,365	9,178	2,806	67.17	30.57	80,000	1,925	876
1992	4,065,118	9,557	2,395	58.92	25.06	65,000	1,601	681
1993	3,977,856	9,906	2,449	61.57	24.72	59,000	1,494	600
1994	3,756,555	10,240	2,320	61.76	22.66	57,000	1,528	561
1995	3,897,191	9,797	2,227	57.14	22.73	57,000	1,475	587
1996	3,871,599	9,920	2,161	55.82	21.78	55,000	1,428	557
1997	3,826,373	10,081	2,116	55.30	20.99	53,000	1,374	522
1998	3,879,450	10,283	2,294	59.13	22.31	49,000	1,262	476
1999	4,152,433	10,584	2,483	59.80	23.46	50,000	1,204	472
2000	4,346,068	10,469	2,897	66.66	27.67	58,000	1,328	551
2001	4,903,056	9,639	3,197	65.20	33.17	60,000	1,229	625
2002	5,004,156	9,552	3,270	65.35	34.23	65,000	1,293	677
2003	5,370,035	9,539	3,661	68.17	38.38	67,000	1,250	703

\*Injury data not available before 1988.

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

**Figure 7**  
**Motorcycle Rider Fatality and Injury Rates**  
**per 100 Million Vehicle Miles Traveled, 1975-2003**



**Table 11**  
**Persons Killed or Injured in Crashes Involving a Large Truck**  
**by Person Type and Crash Type, 1975-2003**

Year	Person Type					Total
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonmotorists	
	Single Vehicle	Multiple Vehicle	Total			
<b>Killed</b>						
1975	643	318	961	3,106	416	4,483
1976	774	358	1,132	3,384	492	5,008
1977	884	403	1,287	3,925	511	5,723
1978	929	466	1,395	4,354	607	6,356
1979	967	465	1,432	4,615	655	6,702
1980	861	401	1,262	4,084	625	5,971
1981	785	348	1,133	4,126	547	5,806
1982	639	305	944	3,790	495	5,229
1983	676	306	982	3,941	568	5,491
1984	755	319	1,074	4,036	530	5,640
1985	634	343	977	4,227	530	5,734
1986	603	323	926	4,088	565	5,579
1987	571	281	852	4,194	552	5,598
1988	585	326	911	4,250	518	5,679
1989	550	308	858	4,142	490	5,490
1990	485	220	705	4,071	496	5,272
1991	448	213	661	3,705	455	4,821
1992	396	189	585	3,460	417	4,462
1993	389	216	605	3,855	396	4,856
1994	451	219	670	4,013	461	5,144
1995	425	223	648	3,846	424	4,918
1996	412	209	621	4,087	434	5,142
1997	499	224	723	4,223	452	5,398
1998	486	256	742	4,215	438	5,395
1999	480	279	759	4,180	441	5,380
2000	484	270	754	4,114	414	5,282
2001	474	234	708	3,962	441	5,111
2002	449	240	689	3,886	364	4,939
2003	456	267	723	3,879	384	4,986
<b>Injured</b>						
1988	17,000	20,000	37,000	89,000	4,000	130,000
1989	20,000	23,000	43,000	111,000	2,000	156,000
1990	16,000	26,000	42,000	106,000	2,000	150,000
1991	13,000	15,000	28,000	80,000	2,000	110,000
1992	13,000	20,000	34,000	102,000	3,000	139,000
1993	13,000	19,000	32,000	95,000	6,000	133,000
1994	11,000	19,000	30,000	99,000	3,000	133,000
1995	15,000	15,000	30,000	84,000	2,000	117,000
1996	15,000	18,000	33,000	95,000	3,000	130,000
1997	14,000	17,000	31,000	98,000	2,000	131,000
1998	14,000	14,000	29,000	97,000	2,000	127,000
1999	15,000	18,000	33,000	105,000	4,000	142,000
2000	16,000	14,000	31,000	106,000	3,000	140,000
2001	13,000	16,000	29,000	99,000	3,000	131,000
2002	12,000	14,000	26,000	100,000	4,000	130,000
2003	11,000	16,000	27,000	92,000	3,000	122,000

**Table 12**  
**Nonmotorist Fatality and Injury Rates per Population by Age Group, 1975-2003**

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
<b>Fatality Rate per 100,000 Population</b>												
1975	3.64	5.99	3.89	3.79	2.98	2.39	2.75	3.17	3.66	6.05	10.76	<b>3.99</b>
1976	3.52	5.63	3.71	3.72	3.04	2.43	2.62	3.30	3.60	5.58	10.12	<b>3.87</b>
1977	2.99	5.35	3.68	3.98	3.18	2.68	2.66	3.20	4.05	5.80	10.57	<b>3.97</b>
1978	3.14	5.45	3.76	4.04	3.51	2.90	2.78	3.33	3.77	5.36	8.93	<b>3.96</b>
1979	2.87	5.16	3.68	4.51	4.01	3.14	2.99	3.34	3.68	5.50	9.17	<b>4.08</b>
1980	2.67	4.68	3.64	4.45	4.34	3.17	2.80	3.39	3.69	5.00	9.89	<b>4.03</b>
1981	2.14	4.44	3.27	4.20	4.18	3.36	2.82	3.22	3.42	4.88	8.74	<b>3.87</b>
1982	2.15	3.89	3.07	4.11	4.27	3.06	3.00	3.05	3.05	4.45	7.41	<b>3.58</b>
1983	2.03	3.69	3.05	3.67	3.83	2.91	2.46	2.80	3.12	3.77	7.37	<b>3.31</b>
1984	1.92	3.61	3.13	3.55	3.63	2.95	2.58	2.93	3.34	4.01	7.64	<b>3.38</b>
1985	2.05	3.67	3.01	3.31	3.38	2.71	2.65	2.69	3.36	3.90	7.35	<b>3.27</b>
1986	1.89	3.58	3.22	3.45	3.54	2.93	2.51	2.98	2.86	3.64	7.34	<b>3.27</b>
1987	1.66	3.63	3.24	3.12	3.39	2.83	2.69	2.88	3.14	3.79	7.20	<b>3.23</b>
1988	1.69	3.65	2.88	2.92	3.37	2.94	2.70	2.77	3.04	3.94	7.70	<b>3.24</b>
1989	1.54	3.06	2.53	2.58	2.90	3.00	2.73	2.61	3.18	3.49	7.10	<b>3.04</b>
1990	1.60	2.65	2.34	2.53	2.84	2.97	2.77	2.63	3.09	3.67	6.97	<b>2.99</b>
1991	1.43	2.40	2.39	2.45	2.86	2.65	2.36	2.44	2.67	3.08	5.93	<b>2.68</b>
1992	1.29	2.25	2.06	2.20	2.21	2.38	2.39	2.41	2.56	3.10	5.42	<b>2.50</b>
1993	1.35	2.19	2.23	2.06	2.25	2.63	2.51	2.25	2.52	2.95	5.47	<b>2.55</b>
1994	1.31	2.20	2.10	2.01	2.22	2.34	2.46	2.35	2.41	2.82	5.50	<b>2.46</b>
1995	1.12	2.02	2.08	2.02	2.38	2.41	2.60	2.38	2.50	2.97	5.21	<b>2.48</b>
1996	1.22	1.87	1.93	1.98	2.38	2.17	2.49	2.40	2.63	2.94	4.76	<b>2.40</b>
1997	0.97	1.73	1.83	2.11	2.15	2.22	2.47	2.39	2.53	2.99	4.57	<b>2.35</b>
1998	0.96	1.42	1.62	1.88	2.12	2.06	2.46	2.41	2.61	2.74	4.68	<b>2.26</b>
1999	0.94	1.45	1.54	1.76	2.01	1.88	2.41	2.26	2.35	2.78	4.14	<b>2.14</b>
2000	0.88	1.17	1.38	1.59	1.75	1.75	2.28	2.28	2.22	2.40	3.81	<b>1.98</b>
2001	0.70	1.06	1.34	1.79	2.01	1.67	2.36	2.40	2.11	2.44	4.07	<b>2.02</b>
2002	0.70	0.94	1.18	1.66	1.70	1.75	2.24	2.36	2.11	2.78	3.64	<b>1.96</b>
2003	0.63	0.88	1.26	1.76	1.74	1.61	2.21	2.22	2.24	2.34	3.49	<b>1.90</b>
<b>Injury Rate per 100,000 Population</b>												
1988	35	178	195	116	117	74	45	38	35	25	45	<b>79</b>
1989	32	179	198	127	96	69	53	43	42	33	39	<b>79</b>
1990	34	139	181	128	109	76	52	37	26	29	38	<b>75</b>
1991	26	138	157	96	91	70	41	37	31	31	29	<b>66</b>
1992	33	120	165	93	98	57	45	35	29	30	27	<b>63</b>
1993	27	116	170	93	95	66	49	45	26	27	38	<b>66</b>
1994	24	112	151	119	88	60	47	36	33	24	29	<b>63</b>
1995	33	104	160	93	87	62	52	27	22	30	26	<b>62</b>
1996	31	91	156	87	80	57	38	36	26	26	22	<b>57</b>
1997	27	93	132	75	67	51	50	34	29	29	22	<b>55</b>
1998	19	77	121	70	68	49	40	33	25	21	17	<b>48</b>
1999	20	85	129	70	58	56	38	38	26	27	22	<b>51</b>
2000	18	99	91	65	71	50	41	30	29	21	20	<b>48</b>
2001	17	64	106	75	52	45	38	36	29	29	18	<b>46</b>
2002	16	60	93	62	37	54	40	29	35	26	20	<b>44</b>
2003	15	59	93	63	49	46	42	32	26	24	21	<b>43</b>

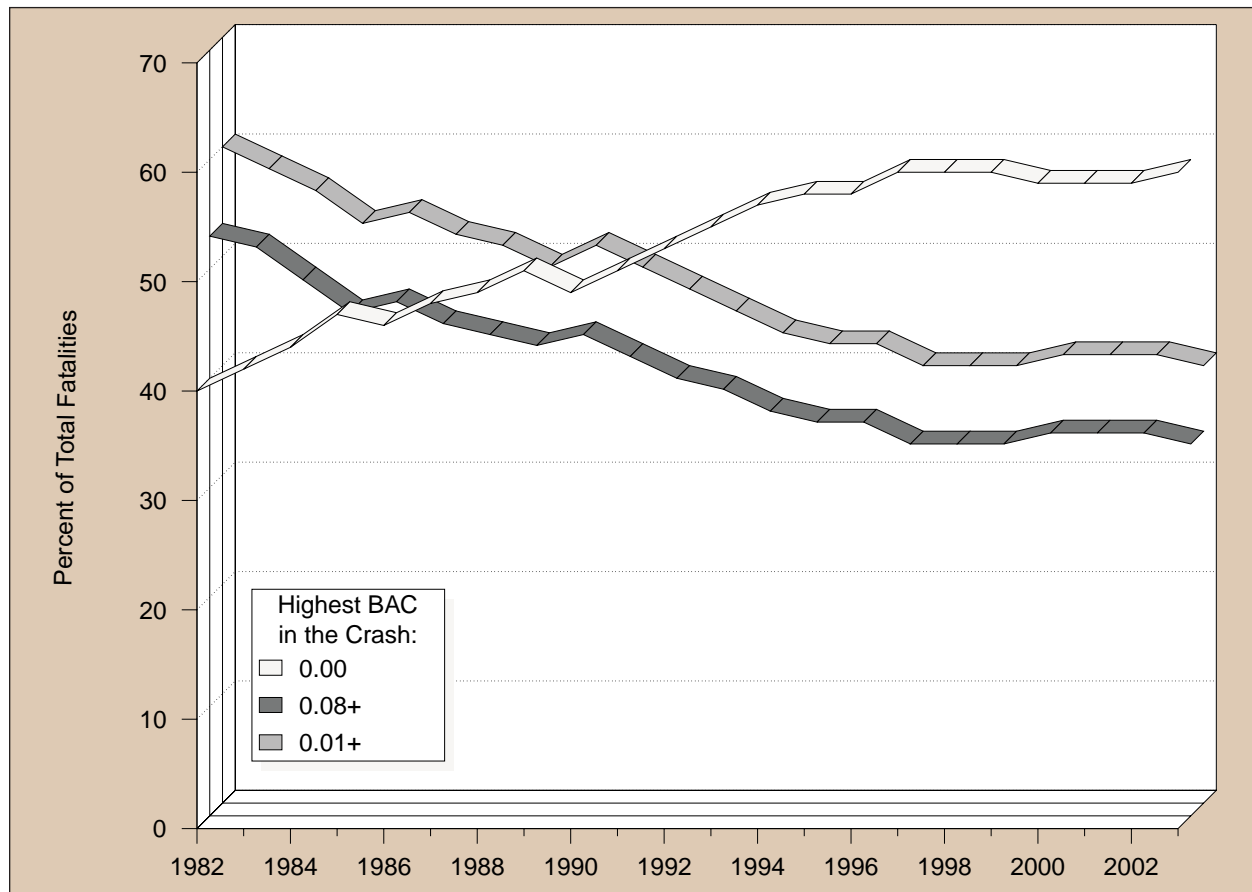
Note: Population estimates for historical years are periodically revised by the U.S. Census Bureau.

**Table 13**  
**Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-2003**

Year	BAC = 0.00		BAC = 0.01-0.07		BAC = 0.08+		Total Number	Total Fatalities in Alcohol-Related Crashes	
	Number	Percent	Number	Percent	Number	Percent		Number	Percent
1982	17,773	40	2,927	7	23,246	53	43,945	26,173	60
1983	17,955	42	2,594	6	22,041	52	42,589	24,635	58
1984	19,496	44	3,046	7	21,715	49	44,257	24,762	56
1985	20,659	47	3,081	7	20,086	46	43,825	23,167	53
1986	21,070	46	3,546	8	21,471	47	46,087	25,017	54
1987	22,297	48	3,398	7	20,696	45	46,390	24,094	52
1988	23,254	49	3,234	7	20,599	44	47,087	23,833	51
1989	23,159	51	2,893	6	19,531	43	45,582	22,424	49
1990	22,012	49	2,980	7	19,607	44	44,599	22,587	51
1991	21,349	51	2,560	6	17,599	42	41,508	20,159	49
1992	20,960	53	2,443	6	15,847	40	39,250	18,290	47
1993	22,242	55	2,361	6	15,547	39	40,150	17,908	45
1994	23,409	57	2,322	6	14,985	37	40,716	17,308	43
1995	24,085	58	2,490	6	15,242	36	41,817	17,732	42
1996	24,316	58	2,486	6	15,263	36	42,065	17,749	42
1997	25,302	60	2,290	5	14,421	34	42,013	16,711	40
1998	24,828	60	2,465	6	14,207	34	41,501	16,673	40
1999	25,145	60	2,321	6	14,250	34	41,717	16,572	40
2000	24,565	59	2,511	6	14,870	35	41,945	17,380	41
2001	24,796	59	2,542	6	14,858	35	42,196	17,400	41
2002	25,481	59	2,432	6	15,093	35	43,005	17,524	41
2003	25,630	60	2,383	6	14,630	34	42,643	17,013	40

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

**Figure 8**  
**Proportion of Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-2003**





**Table 14**  
**Persons Killed and Percent Alcohol-Related During Holiday Periods, 1982-2003**

Year	Killed	Percent Alcohol-Related*	Killed	Percent Alcohol-Related*	Killed	Percent Alcohol-Related*
	Holiday Period**					
	New Year's Day		Memorial Day		Fourth of July	
1982	***	***	498 (3)	70	600 (3)	72
1983	375 (3)	71	539 (3)	65	620 (3)	70
1984	346 (3)	71	527 (3)	69	223 (1)	66
1985	496 (4)	62	557 (3)	63	689 (4)	62
1986	223 (1)	67	616 (3)	65	611 (3)	70
1987	535 (4)	63	519 (3)	62	556 (3)	60
1988	407 (3)	65	529 (3)	62	631 (3)	63
1989	443 (3)	55	594 (3)	59	748 (4)	60
1990	421 (3)	57	589 (3)	62	268 (1)	65
1991	441 (4)	62	533 (3)	63	718 (4)	58
1992	164 (1)	74	438 (3)	59	535 (3)	58
1993	370 (3)	59	454 (3)	53	525 (3)	55
1994	372 (3)	56	482 (3)	50	519 (3)	52
1995	392 (3)	50	483 (3)	54	661 (4)	50
1996	420 (3)	54	514 (3)	55	629 (4)	49
1997	192 (1)	67	511 (3)	49	508 (3)	51
1998	545 (4)	51	393 (3)	54	479 (3)	52
1999	354 (3)	55	500 (3)	52	509 (3)	46
2000	469 (3)	58	466 (3)	55	717 (4)	49
2001	357 (3)	51	515 (3)	55	207 (1)	62
2002	575 (4)	52	494 (3)	47	685 (4)	48
2003	219 (1)	61	479 (3)	50	514 (3)	55
	Labor Day		Thanksgiving		Christmas	
1982	628 (3)	70	601 (4)	64	458 (3)	65
1983	636 (3)	72	533 (4)	62	352 (3)	65
1984	609 (3)	68	558 (4)	62	643 (4)	68
1985	605 (3)	64	566 (4)	59	152 (1)	66
1986	663 (3)	66	598 (4)	61	508 (4)	61
1987	630 (3)	66	659 (4)	57	409 (3)	59
1988	592 (3)	64	601 (4)	59	511 (3)	60
1989	588 (3)	61	561 (4)	58	553 (3)	62
1990	599 (3)	67	563 (4)	56	567 (4)	53
1991	577 (3)	56	546 (4)	53	135 (1)	52
1992	460 (3)	56	403 (4)	60	410 (3)	52
1993	522 (3)	59	569 (4)	49	402 (3)	56
1994	494 (3)	58	575 (4)	50	455 (3)	51
1995	511 (3)	51	527 (4)	53	358 (3)	50
1996	525 (3)	54	588 (4)	48	166 (1)	53
1997	507 (3)	52	571 (4)	41	480 (4)	45
1998	464 (3)	52	602 (4)	50	364 (3)	52
1999	485 (3)	48	581 (4)	46	485 (3)	50
2000	529 (3)	54	509 (4)	53	442 (3)	51
2001	481 (3)	51	590 (4)	48	604 (4)	48
2002	543 (3)	57	551 (4)	47	131 (1)	54
2003	505 (3)	51	560 (4)	44	513 (4)	48

\*Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

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

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

\*\*\*No data available.

**Table 15**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-2003**

Year	Day*			Night*			Total Drivers		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = 0.01+	BAC = 0.08+		BAC = 0.01+	BAC = 0.08+		BAC = 0.01+	BAC = 0.08+
1982	23,725	19	15	32,085	57	49	56,029	41	35
1983	24,381	18	15	30,037	57	50	54,656	39	34
1984	26,415	17	14	30,775	55	47	57,512	38	32
1985	27,578	16	12	30,008	52	44	57,883	35	29
1986	28,434	16	13	31,543	53	45	60,335	36	30
1987	29,227	15	12	31,854	51	43	61,442	34	28
1988	30,196	14	11	31,715	50	43	62,253	33	28
1989	29,953	13	11	30,170	49	42	60,435	31	27
1990	28,797	14	11	29,778	51	44	58,893	33	28
1991	26,829	13	10	27,249	49	43	54,391	31	27
1992	26,236	12	10	25,380	47	40	51,901	30	25
1993	27,770	11	9	25,355	46	39	53,401	28	24
1994	29,134	11	9	25,112	44	38	54,549	27	23
1995	30,066	11	9	25,755	43	37	56,164	26	22
1996	30,802	11	8	25,864	43	37	57,001	26	22
1997	30,979	10	8	25,368	41	35	56,688	24	20
1998	31,389	10	8	24,879	42	36	56,604	24	20
1999	31,212	10	8	24,968	41	35	56,502	24	20
2000	31,236	11	8	25,710	43	37	57,280	26	21
2001	31,620	11	8	25,661	43	37	57,586	25	21
2002	31,135	11	8	26,653	42	36	58,113	25	21
2003	31,659	10	8	26,102	41	36	58,156	25	21

\*Day = 6:00 AM - 5:59 PM. Night = 6:00 PM - 5:59 AM. Total includes drivers with time of day unknown.  
 Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 16**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Sex, 1982-2003**

Year	Male			Female		
	Total	Percent		Total	Percent	
		BAC = 0.01+	BAC = 0.08+		BAC = 0.01+	BAC = 0.08+
1982	44,370	44	38	10,675	27	22
1983	42,812	43	37	10,958	25	22
1984	44,723	41	35	11,907	25	20
1985	44,846	38	32	12,142	22	18
1986	46,653	40	33	12,744	22	17
1987	46,884	37	32	13,614	21	17
1988	47,402	37	31	13,951	20	16
1989	45,448	35	30	14,054	19	16
1990	44,281	37	32	13,726	20	16
1991	40,731	35	30	12,825	19	16
1992	38,598	33	28	12,596	18	15
1993	39,556	32	27	13,082	17	14
1994	40,233	30	26	13,567	17	14
1995	41,235	30	25	14,184	16	13
1996	41,376	29	25	14,850	16	13
1997	40,954	28	24	14,954	15	12
1998	40,816	28	23	15,089	15	12
1999	41,012	28	23	14,835	14	12
2000	41,795	29	24	14,790	16	13
2001	41,901	29	24	14,919	15	13
2002	42,377	29	25	14,999	15	12
2003	42,314	28	24	15,091	14	12

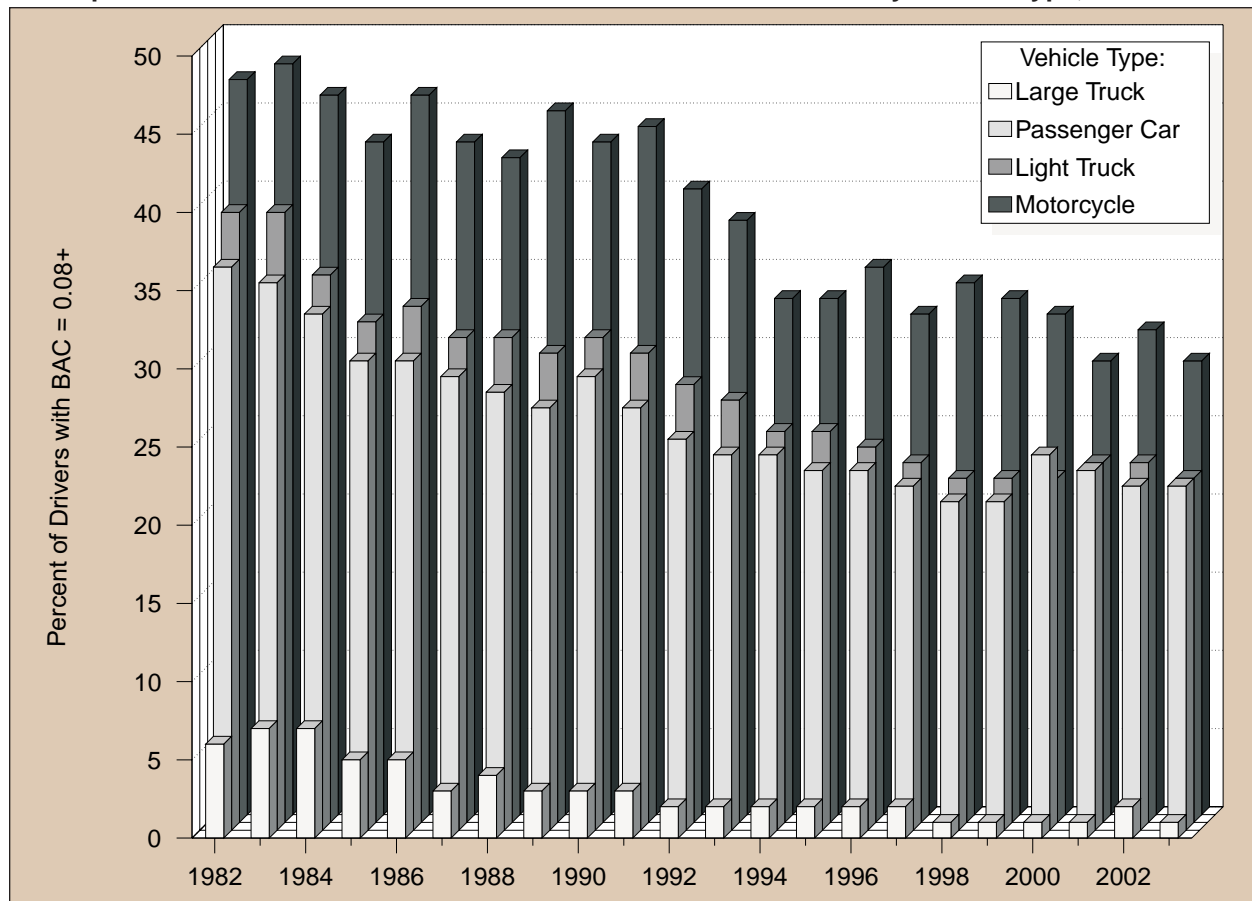
Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 17**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Vehicle Type, 1982-2003**

Year	Passenger Car			Light Truck			Large Truck			Motorcycle		
	Total	Percent		Total	Percent		Total	Percent		Total	Percent	
		BAC = 0.01+	BAC = 0.08+		BAC = 0.01+	BAC = 0.08+		BAC = 0.01+	BAC = 0.08+		BAC = 0.01+	BAC = 0.08+
1982	34,121	42	36	11,199	44	39	4,582	10	6	4,490	55	47
1983	33,069	40	35	11,017	43	39	4,790	10	7	4,288	57	48
1984	34,395	39	33	11,866	41	35	5,056	9	7	4,650	55	46
1985	34,071	36	30	12,372	37	32	5,091	7	5	4,598	53	43
1986	35,959	36	30	13,208	38	33	5,015	7	5	4,558	56	46
1987	36,371	35	29	14,407	37	31	5,046	5	3	4,061	51	43
1988	36,769	34	28	15,167	37	31	5,141	6	4	3,704	51	42
1989	35,204	32	27	15,579	35	30	4,903	4	3	3,182	53	45
1990	33,893	34	29	15,501	36	31	4,709	5	3	3,269	52	43
1991	31,102	31	27	14,702	35	30	4,291	4	3	2,816	52	44
1992	29,670	30	25	14,540	33	28	3,980	3	2	2,435	49	40
1993	30,060	28	24	15,207	31	27	4,271	4	2	2,471	45	38
1994	30,103	28	24	16,235	29	25	4,592	3	2	2,330	41	33
1995	30,773	27	23	17,483	29	25	4,410	4	2	2,262	42	33
1996	30,595	27	23	18,118	28	24	4,703	3	2	2,175	43	35
1997	29,896	26	22	18,502	26	23	4,859	3	2	2,159	41	32
1998	28,907	26	21	19,247	26	22	4,905	2	1	2,333	41	34
1999	27,878	25	21	19,865	26	22	4,868	3	1	2,528	40	33
2000	27,661	28	24	20,393	26	22	4,948	3	1	2,971	40	32
2001	27,444	27	23	20,704	27	23	4,779	2	1	3,261	37	29
2002	27,236	27	22	21,562	27	23	4,550	3	2	3,363	39	31
2003	26,030	26	22	21,944	25	22	4,608	2	1	3,749	36	29

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

**Figure 9**  
**Proportion of Drivers Involved in Fatal Crashes with BAC = 0.08+ by Vehicle Type, 1982-2003**

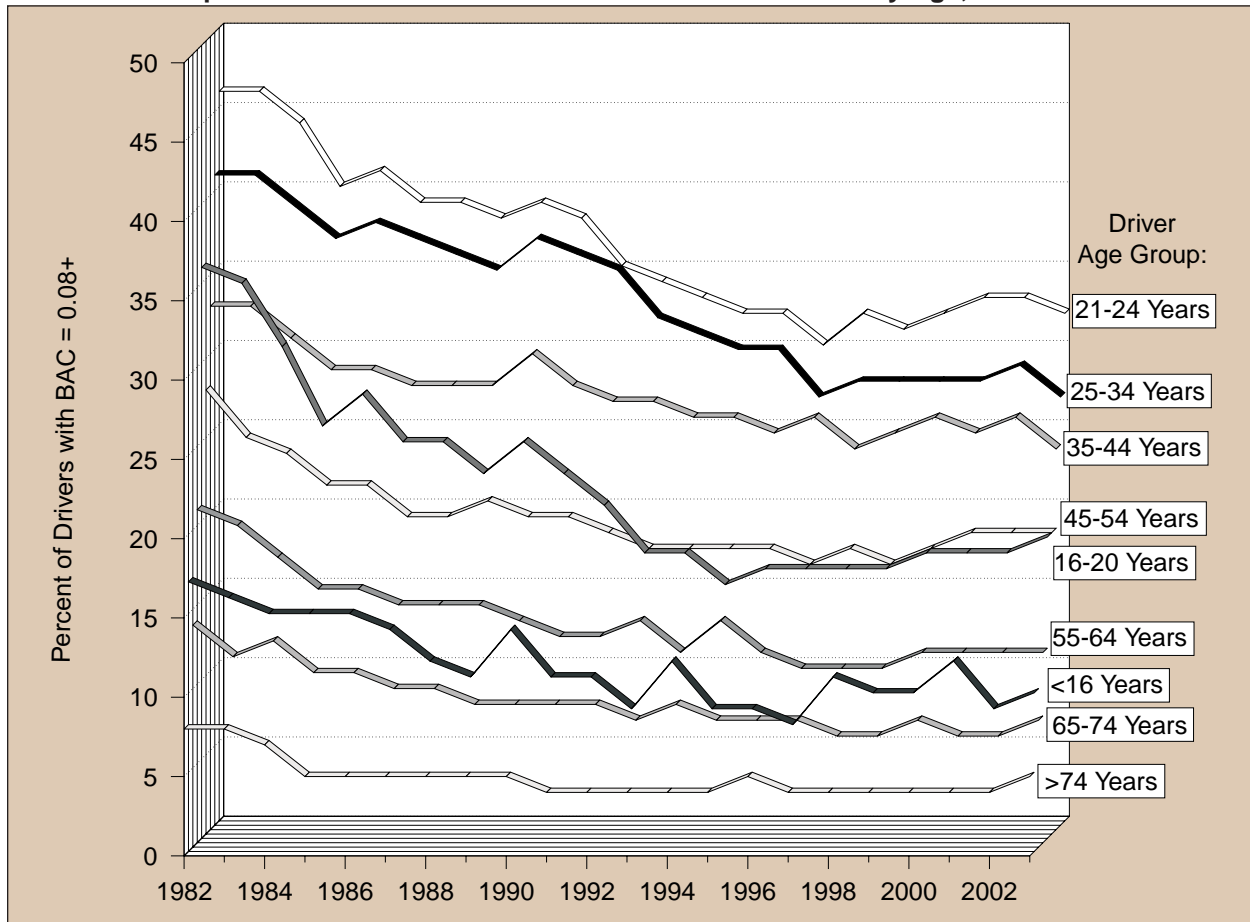


**Table 18**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2003**

Year	Percent			Total	Percent		Total	Percent	
	Total	BAC = 0.01+	BAC = 0.08+		BAC = 0.01+	BAC = 0.08+		BAC = 0.01+	BAC = 0.08+
<16 Years			16-20 Years			21-24 Years			
1982	412	20	17	9,858	45	36	9,018	53	46
1983	416	19	16	9,334	43	35	8,432	53	46
1984	446	20	15	9,804	40	31	8,963	52	44
1985	479	21	15	9,386	35	26	9,046	47	40
1986	504	22	15	10,163	37	28	9,129	49	41
1987	469	20	14	9,910	33	25	8,808	47	39
1988	448	17	12	10,171	33	25	8,555	47	39
1989	402	15	11	9,442	30	23	7,723	45	38
1990	409	19	14	8,821	33	25	7,195	46	39
1991	364	18	11	8,002	30	23	6,748	45	38
1992	350	18	11	7,192	27	21	6,323	42	35
1993	383	14	9	7,256	24	18	6,406	40	34
1994	397	16	12	7,723	24	18	6,291	39	33
1995	410	14	9	7,725	21	16	6,263	38	32
1996	413	13	9	7,824	23	17	6,205	38	31
1997	345	11	8	7,719	22	17	5,705	36	30
1998	361	15	11	7,767	22	17	5,613	37	32
1999	333	13	10	7,985	22	17	5,639	38	31
2000	320	15	10	8,024	24	18	5,950	38	32
2001	293	16	12	7,992	23	18	6,037	39	33
2002	335	13	9	8,128	23	18	6,316	39	33
2003	342	14	10	7,693	24	19	6,234	38	32
	25-34 Years			35-44 Years			45-54 Years		
1982	14,787	46	41	7,984	38	33	4,980	32	28
1983	14,470	46	41	8,068	37	33	4,992	29	25
1984	15,233	44	39	8,563	35	31	5,084	28	24
1985	15,257	42	37	8,892	32	29	5,150	26	22
1986	16,179	43	38	9,240	33	29	5,077	26	22
1987	16,562	43	37	9,778	32	28	5,470	23	20
1988	16,398	42	36	10,077	32	28	5,761	23	20
1989	15,928	40	35	10,106	32	28	6,038	24	21
1990	15,764	43	37	10,177	33	30	5,867	24	20
1991	14,151	41	36	9,482	32	28	5,458	23	20
1992	13,049	40	35	9,284	31	27	5,672	22	19
1993	13,038	37	32	9,738	30	27	5,970	21	18
1994	12,891	36	31	9,951	29	26	6,493	21	18
1995	13,048	35	30	10,677	30	26	6,815	21	18
1996	12,889	34	30	10,955	29	25	7,127	21	18
1997	12,453	32	27	10,904	29	26	7,522	20	17
1998	11,925	32	28	11,241	28	24	7,690	21	18
1999	11,763	32	28	11,059	28	25	7,708	20	17
2000	11,739	33	28	11,132	30	26	8,234	22	18
2001	11,584	32	28	11,261	29	25	8,346	22	19
2002	11,483	33	29	10,973	29	26	8,558	22	19
2003	11,218	31	27	10,967	28	24	8,972	22	19
	55-64 Years			65-74 Years			>74 Years		
1982	3,941	25	21	2,343	17	14	1,551	11	8
1983	3,862	23	20	2,434	14	12	1,592	10	8
1984	4,059	22	18	2,620	16	13	1,696	10	7
1985	4,112	19	16	2,650	14	11	1,829	8	5
1986	4,019	20	16	2,844	14	11	2,037	8	5
1987	4,223	18	15	2,987	13	10	2,091	7	5
1988	4,320	18	15	3,079	14	10	2,297	8	5
1989	4,202	17	15	3,107	12	9	2,324	7	5
1990	4,068	17	14	3,161	12	9	2,340	8	5
1991	3,695	16	13	3,017	12	9	2,454	7	4
1992	3,688	16	13	3,024	12	9	2,450	6	4
1993	3,824	17	14	3,031	10	8	2,817	7	4
1994	3,828	15	12	3,194	11	9	2,867	6	4
1995	4,079	16	14	3,251	10	8	2,989	6	4
1996	4,237	15	12	3,319	11	8	3,068	6	5
1997	4,394	14	11	3,401	10	8	3,314	6	4
1998	4,478	14	11	3,399	9	7	3,291	6	4
1999	4,608	14	11	3,251	10	7	3,346	6	4
2000	4,766	15	12	3,134	11	8	3,147	6	4
2001	4,714	14	12	3,156	9	7	3,290	6	4
2002	5,093	14	12	3,100	9	7	3,223	6	4
2003	5,407	14	12	3,094	10	8	3,294	7	5

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

**Figure 10**  
**Proportion of Drivers in Fatal Crashes with BAC = 0.08+ by Age, 1982-2003**



**Table 19**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-2003**

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	BAC = 0.00	BAC = 0.01-0.07	BAC = 0.08+	Total	BAC = 0.00	BAC = 0.01-0.07	BAC = 0.08+	Total	BAC = 0.00	BAC = 0.01-0.07	BAC = 0.08+	Total
1982	22,187	1,615	7,537	31,339	11,015	1,537	12,139	24,690	33,202	3,152	19,676	56,029
1983	21,885	1,410	7,223	30,518	11,189	1,406	11,543	24,138	33,075	2,816	18,765	54,656
1984	23,367	1,620	6,936	31,923	12,477	1,614	11,499	25,589	35,843	3,234	18,435	57,512
1985	24,921	1,451	6,174	32,546	12,960	1,692	10,685	25,337	37,880	3,143	16,860	57,883
1986	25,265	1,758	6,681	33,705	13,343	1,878	11,409	26,630	38,608	3,636	18,091	60,335
1987	26,570	1,612	6,426	34,609	14,054	1,722	11,058	26,833	40,624	3,334	17,484	61,442
1988	27,270	1,565	6,165	35,000	14,418	1,732	11,103	27,253	41,688	3,297	17,268	62,253
1989	27,193	1,301	5,552	34,046	14,246	1,507	10,637	26,389	41,438	2,808	16,189	60,435
1990	25,582	1,469	6,092	33,143	13,858	1,497	10,395	25,750	39,440	2,966	16,487	58,893
1991	24,157	1,245	5,059	30,461	13,138	1,307	9,485	23,930	37,295	2,552	14,544	54,391
1992	23,678	1,172	4,467	29,317	12,906	1,226	8,452	22,584	36,584	2,398	12,919	51,901
1993	24,858	1,147	4,254	30,259	13,652	1,168	8,322	23,142	38,510	2,315	12,576	53,401
1994	25,331	1,078	4,449	30,858	14,612	1,166	7,913	23,691	39,943	2,244	12,362	54,549
1995	26,633	1,082	4,059	31,774	14,841	1,242	8,307	24,390	41,474	2,324	12,366	56,164
1996	27,158	1,136	4,173	32,467	15,134	1,225	8,175	24,534	42,292	2,361	12,348	57,001
1997	27,258	1,027	3,736	32,021	15,670	1,154	7,843	24,667	42,929	2,180	11,579	56,688
1998	27,026	1,108	3,727	31,861	15,738	1,171	7,834	24,743	42,764	2,279	11,561	56,604
1999	26,733	983	3,529	31,245	16,126	1,213	7,918	25,257	42,858	2,196	11,447	56,502
2000	26,527	1,092	4,094	31,713	16,116	1,285	8,167	25,567	42,643	2,376	12,261	57,280
2001	26,601	1,135	3,981	31,717	16,332	1,285	8,253	25,869	42,932	2,420	12,233	57,586
2002	26,524	1,040	3,889	31,454	16,863	1,281	8,515	26,659	43,388	2,321	12,405	58,113
2003	26,905	956	3,655	31,516	16,991	1,309	8,341	26,640	43,896	2,264	11,996	58,156

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

**Table 20**  
**Pedestrians Killed, 14 Years and Older, by Blood Alcohol Concentration (BAC), 1982-2003**

Year	BAC = 0.00		BAC = 0.01-0.07		BAC = 0.08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,132	51	321	5	2,701	44	6,154	100
1983	2,905	51	297	5	2,508	44	5,710	100
1984	3,159	53	283	5	2,465	42	5,907	100
1985	3,072	54	342	6	2,288	40	5,702	100
1986	3,104	54	334	6	2,264	40	5,702	100
1987	3,188	56	344	6	2,183	38	5,715	100
1988	3,364	58	287	5	2,173	37	5,825	100
1989	3,164	56	300	5	2,193	39	5,658	100
1990	3,185	57	260	5	2,150	38	5,595	100
1991	2,862	57	236	5	1,907	38	5,005	100
1992	2,712	56	231	5	1,868	39	4,812	100
1993	2,792	57	199	4	1,869	38	4,860	100
1994	2,782	59	230	5	1,725	36	4,737	100
1995	2,871	59	225	5	1,801	37	4,896	100
1996	2,749	58	212	4	1,816	38	4,777	100
1997	2,889	61	177	4	1,649	35	4,715	100
1998	2,743	59	248	5	1,689	36	4,680	100
1999	2,568	58	194	4	1,657	37	4,419	100
2000	2,535	59	213	5	1,541	36	4,288	100
2001	2,666	60	220	5	1,567	35	4,453	100
2002	2,670	60	193	4	1,589	36	4,451	100
2003	2,596	60	193	4	1,559	36	4,348	100

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

**Table 21**  
**Drivers of Passenger Cars and Light Trucks in Crashes**  
**by Crash Severity and Restraint Use, 1975-2003**

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Fatal Crashes</b>								
1975	2,583	5.6	29,710	64.3	13,931	30.1	46,224	100.0
1976	2,062	4.5	29,905	64.7	14,239	30.8	46,206	100.0
1977	1,897	3.9	33,011	67.3	14,154	28.8	49,062	100.0
1978	1,882	3.6	37,606	72.3	12,510	24.1	51,998	100.0
1979	1,680	3.2	38,326	73.5	12,123	23.3	52,129	100.0
1980	1,482	2.9	37,889	73.8	11,935	23.3	51,306	100.0
1981	1,488	2.9	38,353	75.6	10,905	21.5	50,746	100.0
1982	1,515	3.3	33,793	74.6	10,012	22.1	45,320	100.0
1983	1,835	4.2	32,332	73.3	9,919	22.5	44,086	100.0
1984	2,756	6.0	32,979	71.3	10,526	22.8	46,261	100.0
1985	6,172	13.3	29,705	64.0	10,566	22.8	46,443	100.0
1986	10,891	22.2	28,778	58.5	9,498	19.3	49,167	100.0
1987	14,474	28.5	28,154	55.4	8,150	16.1	50,778	100.0
1988	16,948	32.6	28,146	54.2	6,842	13.2	51,936	100.0
1989	17,545	34.5	26,764	52.7	6,474	12.7	50,783	100.0
1990	18,340	37.1	24,706	50.0	6,348	12.9	49,394	100.0
1991	18,457	40.3	21,843	47.7	5,504	12.0	45,804	100.0
1992	19,106	43.2	19,836	44.9	5,268	11.9	44,210	100.0
1993	20,932	46.2	19,139	42.3	5,196	11.5	45,267	100.0
1994	22,763	49.1	18,946	40.9	4,629	10.0	46,338	100.0
1995	24,166	50.1	19,427	40.3	4,663	9.7	48,256	100.0
1996	25,207	51.7	18,759	38.5	4,747	9.7	48,713	100.0
1997	25,313	52.3	18,286	37.8	4,799	9.9	48,398	100.0
1998	25,854	53.7	17,601	36.6	4,699	9.8	48,154	100.0
1999	25,498	53.4	17,693	37.1	4,552	9.5	47,743	100.0
2000	26,690	55.5	16,995	35.4	4,369	9.1	48,054	100.0
2001	27,222	56.5	16,528	34.3	4,398	9.1	48,148	100.0
2002	27,813	57.0	16,710	34.2	4,275	8.8	48,798	100.0
2003	28,381	59.2	15,345	32.0	4,248	8.9	47,974	100.0
<b>Drivers in Injury Crashes</b>								
1988	2,313,000	62.1	802,000	21.5	609,000	16.4	3,724,000	100.0
1989	2,267,000	62.8	749,000	20.8	592,000	16.4	3,607,000	100.0
1990	2,290,000	64.4	703,000	19.8	563,000	15.8	3,556,000	100.0
1991	2,308,000	68.0	581,000	17.1	505,000	14.9	3,394,000	100.0
1992	2,420,000	71.5	476,000	14.0	490,000	14.5	3,386,000	100.0
1993	2,557,000	73.8	435,000	12.6	475,000	13.7	3,467,000	100.0
1994	2,856,000	77.4	418,000	11.3	416,000	11.3	3,690,000	100.0
1995	3,118,000	79.3	388,000	9.9	425,000	10.8	3,931,000	100.0
1996	3,136,000	79.4	366,000	9.3	445,000	11.3	3,947,000	100.0
1997	3,003,000	79.1	339,000	8.9	452,000	11.9	3,794,000	100.0
1998	2,863,000	79.5	309,000	8.6	428,000	11.9	3,600,000	100.0
1999	2,897,000	80.5	293,000	8.1	409,000	11.4	3,598,000	100.0
2000	2,959,000	82.2	252,000	7.0	390,000	10.8	3,600,000	100.0
2001	2,882,000	82.5	234,000	6.7	376,000	10.8	3,491,000	100.0
2002	2,787,000	83.5	208,000	6.2	343,000	10.3	3,338,000	100.0
2003	2,844,000	84.7	180,000	5.4	332,000	9.9	3,356,000	100.0
<b>Drivers in Property-Damage-Only Crashes</b>								
1988	4,517,000	60.4	1,200,000	16.0	1,763,000	23.6	7,481,000	100.0
1989	4,531,000	62.6	1,015,000	14.0	1,691,000	23.4	7,237,000	100.0
1990	4,499,000	63.4	978,000	13.8	1,616,000	22.8	7,094,000	100.0
1991	4,516,000	67.2	712,000	10.6	1,490,000	22.2	6,718,000	100.0
1992	4,671,000	71.6	508,000	7.8	1,344,000	20.6	6,523,000	100.0
1993	4,986,000	75.0	451,000	6.8	1,209,000	18.2	6,646,000	100.0
1994	5,534,000	77.7	392,000	5.5	1,198,000	16.8	7,124,000	100.0
1995	5,914,000	79.3	356,000	4.8	1,184,000	15.9	7,454,000	100.0
1996	5,960,000	79.2	328,000	4.4	1,241,000	16.5	7,529,000	100.0
1997	5,841,000	78.9	311,000	4.2	1,255,000	16.9	7,406,000	100.0
1998	5,720,000	79.6	268,000	3.7	1,199,000	16.7	7,187,000	100.0
1999	5,637,000	81.3	236,000	3.4	1,058,000	15.3	6,932,000	100.0
2000	5,846,000	82.7	173,000	2.4	1,050,000	14.9	7,069,000	100.0
2001	5,897,000	83.6	161,000	2.3	1,000,000	14.2	7,058,000	100.0
2002	6,093,000	84.9	157,000	2.2	923,000	12.9	7,173,000	100.0
2003	6,042,000	84.7	135,000	1.9	960,000	13.4	7,137,000	100.0

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

**Table 22**  
**Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-2003**

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>								
1975	986	3.2	21,076	68.5	8,723	28.3	<b>30,785</b>	<b>100.0</b>
1976	796	2.5	21,979	69.5	8,829	27.9	<b>31,604</b>	<b>100.0</b>
1977	778	2.4	23,593	72.0	8,387	25.6	<b>32,758</b>	<b>100.0</b>
1978	784	2.2	26,671	76.4	7,443	21.3	<b>34,898</b>	<b>100.0</b>
1979	683	2.0	27,130	77.5	7,173	20.5	<b>34,986</b>	<b>100.0</b>
1980	671	1.9	27,483	78.7	6,781	19.4	<b>34,935</b>	<b>100.0</b>
1981	649	1.9	26,974	80.0	6,103	18.1	<b>33,726</b>	<b>100.0</b>
1982	679	2.3	23,558	79.3	5,452	18.4	<b>29,689</b>	<b>100.0</b>
1983	827	2.8	23,080	79.1	5,274	18.1	<b>29,181</b>	<b>100.0</b>
1984	1,208	4.0	23,299	77.4	5,609	18.6	<b>30,116</b>	<b>100.0</b>
1985	2,391	8.0	22,131	74.0	5,379	18.0	<b>29,901</b>	<b>100.0</b>
1986	4,074	12.6	23,420	72.6	4,767	14.8	<b>32,261</b>	<b>100.0</b>
1987	5,249	15.8	23,799	71.7	4,142	12.5	<b>33,190</b>	<b>100.0</b>
1988	6,210	18.2	24,359	71.4	3,545	10.4	<b>34,114</b>	<b>100.0</b>
1989	6,546	19.5	23,613	70.2	3,455	10.3	<b>33,614</b>	<b>100.0</b>
1990	6,775	20.7	22,547	69.0	3,371	10.3	<b>32,693</b>	<b>100.0</b>
1991	7,332	23.8	20,488	66.6	2,956	9.6	<b>30,776</b>	<b>100.0</b>
1992	7,699	26.1	19,053	64.6	2,733	9.3	<b>29,485</b>	<b>100.0</b>
1993	8,679	28.9	18,553	61.7	2,845	9.5	<b>30,077</b>	<b>100.0</b>
1994	9,642	31.2	18,636	60.3	2,623	8.5	<b>30,901</b>	<b>100.0</b>
1995	10,159	31.8	19,123	59.8	2,709	8.5	<b>31,991</b>	<b>100.0</b>
1996	10,716	33.0	18,848	58.1	2,873	8.9	<b>32,437</b>	<b>100.0</b>
1997	10,995	33.9	18,642	57.5	2,811	8.7	<b>32,448</b>	<b>100.0</b>
1998	11,213	35.2	18,022	56.5	2,664	8.4	<b>31,899</b>	<b>100.0</b>
1999	11,174	34.8	18,316	57.0	2,637	8.2	<b>32,127</b>	<b>100.0</b>
2000	11,787	36.6	17,810	55.3	2,628	8.2	<b>32,225</b>	<b>100.0</b>
2001	11,946	37.3	17,517	54.7	2,580	8.1	<b>32,043</b>	<b>100.0</b>
2002	12,533	38.2	17,797	54.2	2,513	7.7	<b>32,843</b>	<b>100.0</b>
2003	12,787	40.1	16,594	52.0	2,523	7.9	<b>31,904</b>	<b>100.0</b>
<b>Occupants Injured</b>								
1988	1,752,000	57.2	912,000	29.8	399,000	13.0	<b>3,063,000</b>	<b>100.0</b>
1989	1,720,000	58.5	863,000	29.4	359,000	12.2	<b>2,942,000</b>	<b>100.0</b>
1990	1,737,000	60.3	820,000	28.4	325,000	11.3	<b>2,882,000</b>	<b>100.0</b>
1991	1,785,000	63.8	725,000	25.9	287,000	10.3	<b>2,797,000</b>	<b>100.0</b>
1992	1,854,000	66.8	622,000	22.4	300,000	10.8	<b>2,776,000</b>	<b>100.0</b>
1993	1,983,000	69.2	589,000	20.6	294,000	10.2	<b>2,866,000</b>	<b>100.0</b>
1994	2,208,000	73.7	564,000	18.8	223,000	7.4	<b>2,995,000</b>	<b>100.0</b>
1995	2,415,000	75.7	549,000	17.2	227,000	7.1	<b>3,192,000</b>	<b>100.0</b>
1996	2,468,000	76.7	520,000	16.1	231,000	7.2	<b>3,220,000</b>	<b>100.0</b>
1997	2,369,000	76.5	475,000	15.3	251,000	8.1	<b>3,095,000</b>	<b>100.0</b>
1998	2,297,000	77.5	437,000	14.7	230,000	7.8	<b>2,964,000</b>	<b>100.0</b>
1999	2,328,000	78.0	420,000	14.1	237,000	7.9	<b>2,984,000</b>	<b>100.0</b>
2000	2,369,000	80.6	369,000	12.6	200,000	6.8	<b>2,938,000</b>	<b>100.0</b>
2001	2,249,000	80.7	324,000	11.6	214,000	7.7	<b>2,787,000</b>	<b>100.0</b>
2002	2,195,000	81.8	284,000	10.6	205,000	7.7	<b>2,684,000</b>	<b>100.0</b>
2003	2,204,000	83.3	248,000	9.4	193,000	7.3	<b>2,646,000</b>	<b>100.0</b>

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



An aerial photograph of a rural landscape, showing a grid of roads and fields. The text "Chapter 2 ♦ Crashes" is overlaid on the image, underlined.

## Chapter 2 ♦ Crashes



## 2. CRASHES

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

- More than 6.3 million police-reported motor vehicle crashes occurred in the United States in 2003. Almost one-third of these crashes resulted in an injury, with less than 1 percent of total crashes (38,252) resulting in a death.
- Midnight to 3 a.m. on Saturdays and Sundays proved to be the deadliest 3-hour periods throughout 2003, with 1,228 and 1,208 fatal crashes, respectively.
- Fifty-seven percent of fatal crashes involved only one vehicle, compared to 30 percent of injury crashes and 31 percent of property-damage-only crashes.
- More than half of fatal crashes occurred on roads with posted speed limits of 55 mph or more, while only 25 percent of property-damage-only crashes occurred on these roads.
- Collision with another motor vehicle in transport was the most common first harmful event for fatal, injury, and property-damage-only crashes. Collisions with fixed objects and noncollisions accounted for only 19 percent of all crashes, but they accounted for 44 percent of fatal crashes.
- Forty percent of fatal crashes involved alcohol. For fatal crashes occurring from midnight to 3 a.m., 77 percent involved alcohol.

**Table 23**  
**Crashes and Crash Rates by Month and Crash Severity**

Month	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Rate*	Number	Rate*	Number	Rate*	Number	Rate*
January	2,776	1.28	161,000	74	392,000	181	<b>555,000</b>	<b>256</b>
February	2,487	1.23	144,000	71	361,000	179	<b>508,000</b>	<b>252</b>
March	2,833	1.20	159,000	67	351,000	148	<b>513,000</b>	<b>217</b>
April	3,089	1.30	156,000	65	330,000	138	<b>488,000</b>	<b>205</b>
May	3,171	1.25	168,000	66	360,000	142	<b>531,000</b>	<b>210</b>
June	3,327	1.32	157,000	62	351,000	139	<b>511,000</b>	<b>203</b>
July	3,503	1.34	165,000	63	324,000	124	<b>493,000</b>	<b>189</b>
August	3,657	1.41	167,000	64	350,000	135	<b>520,000</b>	<b>200</b>
September	3,322	1.41	161,000	68	339,000	144	<b>504,000</b>	<b>214</b>
October	3,540	1.40	171,000	68	395,000	156	<b>570,000</b>	<b>225</b>
November	3,427	1.47	153,000	66	393,000	168	<b>549,000</b>	<b>235</b>
December	3,120	1.31	164,000	69	418,000	176	<b>585,000</b>	<b>246</b>
<b>Total</b>	<b>38,252</b>	<b>1.33</b>	<b>1,925,000</b>	<b>67</b>	<b>4,365,000</b>	<b>152</b>	<b>6,328,000</b>	<b>220</b>

\*Crashes per 100 million vehicle miles traveled.

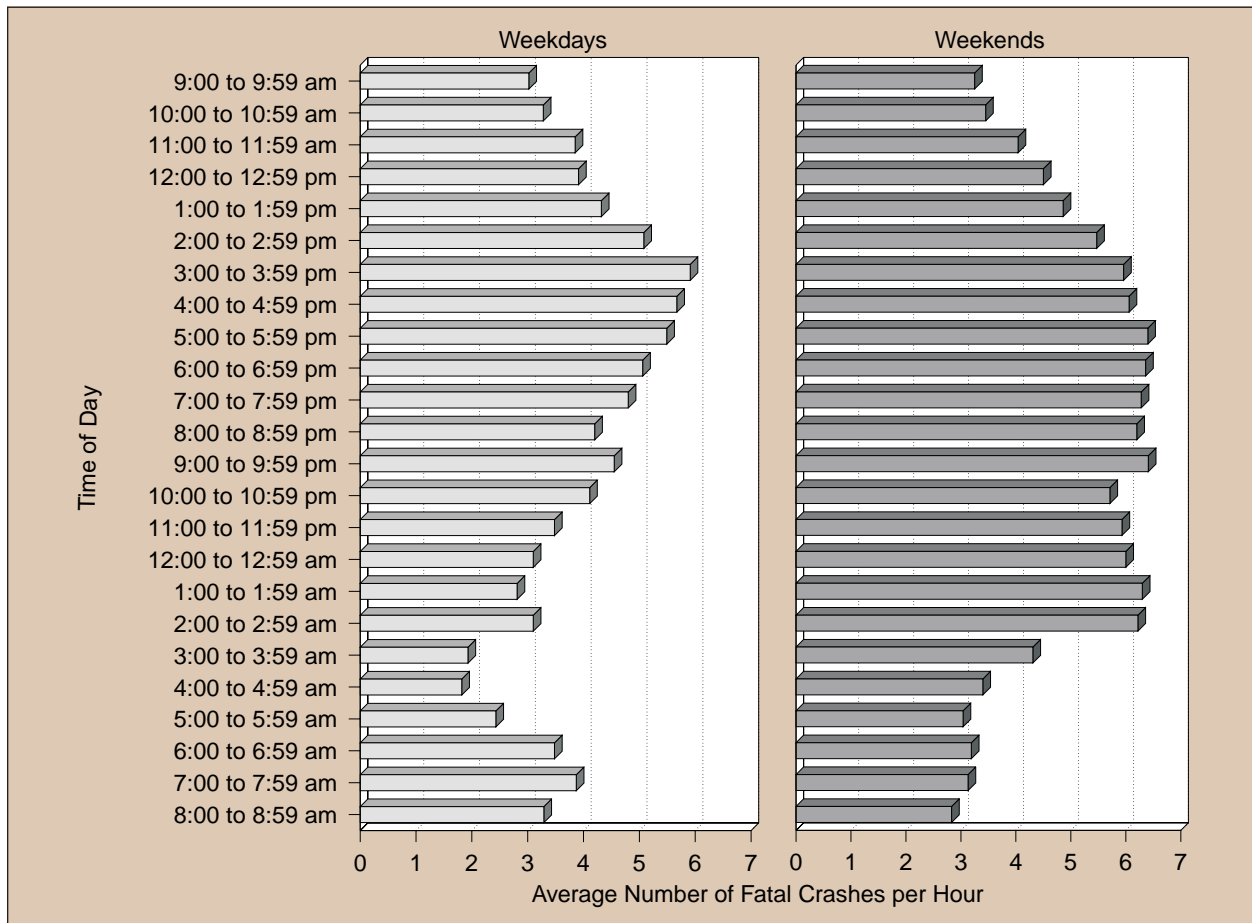
Source: Vehicle miles traveled, Federal Highway Administration, *Traffic Volume Trends* (April 2004).

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

Time of Day	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
<b>Fatal Crashes</b>								
Midnight to 3 am	1,208	453	355	438	449	641	1,228	<b>4,772</b>
3 am to 6 am	681	294	274	299	351	368	703	<b>2,970</b>
6 am to 9 am	404	591	529	598	511	546	547	<b>3,726</b>
9 am to Noon	477	508	530	524	525	563	640	<b>3,767</b>
Noon to 3 pm	778	702	703	677	690	702	764	<b>5,016</b>
3 pm to 6 pm	959	848	857	852	884	1,015	957	<b>6,372</b>
6 pm to 9 pm	893	681	750	765	741	1,011	1,034	<b>5,875</b>
9 pm to Midnight	642	566	620	639	713	1,094	1,079	<b>5,353</b>
Unknown	88	48	31	42	45	44	84	<b>401</b>
<b>Total</b>	<b>6,130</b>	<b>4,691</b>	<b>4,649</b>	<b>4,834</b>	<b>4,909</b>	<b>5,984</b>	<b>7,036</b>	<b>*38,252</b>
<b>Injury Crashes</b>								
Midnight to 3 am	23,000	9,000	8,000	9,000	9,000	12,000	24,000	<b>94,000</b>
3 am to 6 am	15,000	7,000	6,000	8,000	7,000	8,000	13,000	<b>64,000</b>
6 am to 9 am	12,000	41,000	40,000	39,000	37,000	39,000	17,000	<b>226,000</b>
9 am to Noon	23,000	39,000	33,000	34,000	35,000	43,000	40,000	<b>246,000</b>
Noon to 3 pm	43,000	58,000	54,000	49,000	53,000	63,000	51,000	<b>370,000</b>
3 pm to 6 pm	44,000	71,000	74,000	70,000	77,000	85,000	53,000	<b>475,000</b>
6 pm to 9 pm	37,000	40,000	40,000	40,000	41,000	45,000	46,000	<b>289,000</b>
9 pm to Midnight	19,000	17,000	21,000	20,000	26,000	32,000	27,000	<b>161,000</b>
<b>Total</b>	<b>216,000</b>	<b>281,000</b>	<b>277,000</b>	<b>268,000</b>	<b>285,000</b>	<b>327,000</b>	<b>271,000</b>	<b>1,925,000</b>
<b>Property-Damage-Only Crashes</b>								
Midnight to 3 am	53,000	17,000	18,000	23,000	21,000	27,000	47,000	<b>206,000</b>
3 am to 6 am	26,000	19,000	16,000	21,000	16,000	18,000	29,000	<b>146,000</b>
6 am to 9 am	25,000	98,000	103,000	109,000	94,000	98,000	33,000	<b>560,000</b>
9 am to Noon	56,000	92,000	93,000	96,000	84,000	100,000	82,000	<b>603,000</b>
Noon to 3 pm	88,000	121,000	122,000	122,000	116,000	145,000	117,000	<b>832,000</b>
3 pm to 6 pm	93,000	169,000	170,000	162,000	162,000	202,000	100,000	<b>1,057,000</b>
6 pm to 9 pm	68,000	92,000	86,000	88,000	91,000	102,000	85,000	<b>612,000</b>
9 pm to Midnight	42,000	43,000	42,000	41,000	50,000	69,000	62,000	<b>349,000</b>
<b>Total</b>	<b>450,000</b>	<b>651,000</b>	<b>650,000</b>	<b>662,000</b>	<b>635,000</b>	<b>761,000</b>	<b>555,000</b>	<b>4,365,000</b>
<b>All Crashes</b>								
Midnight to 3 am	78,000	26,000	26,000	32,000	31,000	39,000	72,000	<b>305,000</b>
3 am to 6 am	41,000	27,000	23,000	30,000	24,000	27,000	43,000	<b>213,000</b>
6 am to 9 am	37,000	139,000	144,000	149,000	131,000	138,000	51,000	<b>789,000</b>
9 am to Noon	80,000	131,000	127,000	130,000	119,000	144,000	122,000	<b>852,000</b>
Noon to 3 pm	132,000	180,000	177,000	172,000	170,000	208,000	169,000	<b>1,208,000</b>
3 pm to 6 pm	138,000	241,000	245,000	233,000	239,000	288,000	155,000	<b>1,538,000</b>
6 pm to 9 pm	106,000	132,000	127,000	129,000	133,000	148,000	132,000	<b>907,000</b>
9 pm to Midnight	61,000	60,000	63,000	61,000	77,000	103,000	90,000	<b>515,000</b>
<b>Total</b>	<b>672,000</b>	<b>937,000</b>	<b>932,000</b>	<b>936,000</b>	<b>925,000</b>	<b>1,094,000</b>	<b>833,000</b>	<b>6,328,000</b>

\*Includes 19 fatal crashes that occurred on unknown days.

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



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

Weather Condition	Light Condition				Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	
<b>Fatal Crashes</b>					
Normal	16,926	5,217	9,735	1,244	<b>33,195</b>
Rain	1,410	517	873	126	<b>2,934</b>
Snow/Sleet	445	79	294	37	<b>858</b>
Other	258	98	352	65	<b>777</b>
Unknown	66	15	72	7	<b>488</b>
<b>Total</b>	<b>19,105</b>	<b>5,926</b>	<b>11,326</b>	<b>1,479</b>	<b>*38,252</b>
<b>Injury Crashes</b>					
Normal	1,164,000	255,000	159,000	59,000	<b>1,636,000</b>
Rain	131,000	47,000	24,000	11,000	<b>212,000</b>
Snow/Sleet	33,000	11,000	10,000	3,000	<b>58,000</b>
Other	9,000	2,000	5,000	2,000	<b>18,000</b>
<b>Total</b>	<b>1,336,000</b>	<b>315,000</b>	<b>197,000</b>	<b>76,000</b>	<b>1,925,000</b>
<b>Property-Damage-Only Crashes</b>					
Normal	2,572,000	496,000	423,000	143,000	<b>3,635,000</b>
Rain	314,000	90,000	56,000	22,000	<b>482,000</b>
Snow/Sleet	116,000	37,000	39,000	10,000	<b>202,000</b>
Other	23,000	8,000	11,000	4,000	<b>46,000</b>
<b>Total</b>	<b>3,025,000</b>	<b>632,000</b>	<b>529,000</b>	<b>179,000</b>	<b>4,365,000</b>
<b>All Crashes</b>					
Normal	3,753,000	756,000	592,000	204,000	<b>5,304,000</b>
Rain	446,000	138,000	80,000	34,000	<b>697,000</b>
Snow/Sleet	149,000	49,000	50,000	13,000	<b>261,000</b>
Other	32,000	11,000	16,000	6,000	<b>65,000</b>
<b>Total</b>	<b>4,380,000</b>	<b>953,000</b>	<b>738,000</b>	<b>256,000</b>	<b>6,328,000</b>

\*Includes 416 fatal crashes that occurred under unknown light conditions.

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

Response Time (Minutes)	Time of Crash to EMS Notification		EMS Notification to EMS Arrival		EMS Arrival at Scene to Hospital Arrival		Time of Crash to Hospital Arrival	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Rural Fatal Crashes</b>								
0 to 10	11,115	84.0	7,498	55.1	137	2.2	28	0.5
11 to 20	1,378	10.4	4,563	33.5	1,095	17.7	175	2.9
21 to 30	354	2.7	1,031	7.6	1,512	24.4	596	9.9
31 to 40	134	1.0	348	2.6	1,291	20.9	1,161	19.3
41 to 50	73	0.6	102	0.7	851	13.8	1,245	20.7
51 to 60	52	0.4	35	0.3	500	8.1	946	15.8
61 to 120	121	0.9	38	0.3	801	12.9	1,850	30.8
<b>Total*</b>	<b>13,227</b>	<b>100.0</b>	<b>13,615</b>	<b>100.0</b>	<b>6,187</b>	<b>100.0</b>	<b>6,001</b>	<b>100.0</b>
<b>Urban Fatal Crashes</b>								
0 to 10	6,991	92.8	6,311	86.4	200	6.3	45	1.4
11 to 20	390	5.2	828	11.3	1,052	33.0	412	13.0
21 to 30	63	0.8	101	1.4	995	31.2	899	28.3
31 to 40	22	0.3	29	0.4	463	14.5	806	25.3
41 to 50	19	0.3	9	0.1	253	7.9	502	15.8
51 to 60	16	0.2	9	0.1	108	3.4	259	8.1
61 to 120	31	0.4	14	0.2	117	3.7	258	8.1
<b>Total*</b>	<b>7,532</b>	<b>100.0</b>	<b>7,301</b>	<b>100.0</b>	<b>3,188</b>	<b>100.0</b>	<b>3,181</b>	<b>100.0</b>

\*Includes crashes for which both times were known.



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

Crash Type	Relation to Roadway					Total
	On Roadway	Off Roadway	Shoulder	Median	Other/Unknown	
<b>Fatal Crashes</b>						
Single Vehicle	6,178	12,197	1,889	950	454	<b>21,668</b>
Multiple Vehicle	15,709	322	230	198	125	<b>16,584</b>
<b>Total</b>	<b>21,887</b>	<b>12,519</b>	<b>2,119</b>	<b>1,148</b>	<b>579</b>	<b>38,252</b>
<b>Injury Crashes</b>						
Single Vehicle	148,000	328,000	11,000	50,000	33,000	<b>569,000</b>
Multiple Vehicle	1,335,000	6,000	2,000	11,000	2,000	<b>1,356,000</b>
<b>Total</b>	<b>1,483,000</b>	<b>334,000</b>	<b>13,000</b>	<b>60,000</b>	<b>35,000</b>	<b>1,925,000</b>
<b>Property-Damage-Only Crashes</b>						
Single Vehicle	371,000	598,000	14,000	79,000	298,000	<b>1,360,000</b>
Multiple Vehicle	2,969,000	9,000	3,000	17,000	7,000	<b>3,005,000</b>
<b>Total</b>	<b>3,340,000</b>	<b>607,000</b>	<b>17,000</b>	<b>95,000</b>	<b>305,000</b>	<b>4,365,000</b>
<b>All Crashes</b>						
Single Vehicle	525,000	938,000	27,000	129,000	331,000	<b>1,950,000</b>
Multiple Vehicle	4,320,000	16,000	6,000	28,000	8,000	<b>4,378,000</b>
<b>Total</b>	<b>4,845,000</b>	<b>954,000</b>	<b>32,000</b>	<b>157,000</b>	<b>340,000</b>	<b>6,328,000</b>

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

Relation to Junction	Traffic Control Device				Total
	None	Traffic Signal	Stop Sign	Other/Unknown	
<b>Fatal Crashes</b>					
Nonjunction	25,408	73	195	1,536	<b>27,212</b>
Junction:					
Intersection	1,655	2,199	2,824	225	<b>6,903</b>
Intersection Related	757	549	350	100	<b>1,756</b>
Other/Unknown	1,623	46	101	611	<b>2,381</b>
<b>Total</b>	<b>29,443</b>	<b>2,867</b>	<b>3,470</b>	<b>2,472</b>	<b>38,252</b>
<b>Injury Crashes</b>					
Nonjunction	725,000	1,000	*	67,000	<b>793,000</b>
Junction:					
Intersection	89,000	263,000	186,000	21,000	<b>558,000</b>
Intersection Related	96,000	188,000	35,000	17,000	<b>336,000</b>
Other/Unknown	185,000	14,000	11,000	27,000	<b>238,000</b>
<b>Total</b>	<b>1,095,000</b>	<b>466,000</b>	<b>232,000</b>	<b>132,000</b>	<b>1,925,000</b>
<b>Property-Damage-Only Crashes</b>					
Nonjunction	1,827,000	3,000	1,000	177,000	<b>2,008,000</b>
Junction:					
Intersection	159,000	328,000	280,000	42,000	<b>810,000</b>
Intersection Related	215,000	461,000	112,000	67,000	<b>854,000</b>
Other/Unknown	509,000	47,000	38,000	99,000	<b>692,000</b>
<b>Total</b>	<b>2,710,000</b>	<b>839,000</b>	<b>431,000</b>	<b>384,000</b>	<b>4,365,000</b>
<b>All Crashes</b>					
Nonjunction	2,578,000	4,000	2,000	245,000	<b>2,829,000</b>
Junction:					
Intersection	249,000	593,000	469,000	64,000	<b>1,375,000</b>
Intersection Related	312,000	649,000	147,000	84,000	<b>1,192,000</b>
Other/Unknown	696,000	61,000	49,000	126,000	<b>932,000</b>
<b>Total</b>	<b>3,835,000</b>	<b>1,308,000</b>	<b>666,000</b>	<b>519,000</b>	<b>6,328,000</b>

\*Less than 500.

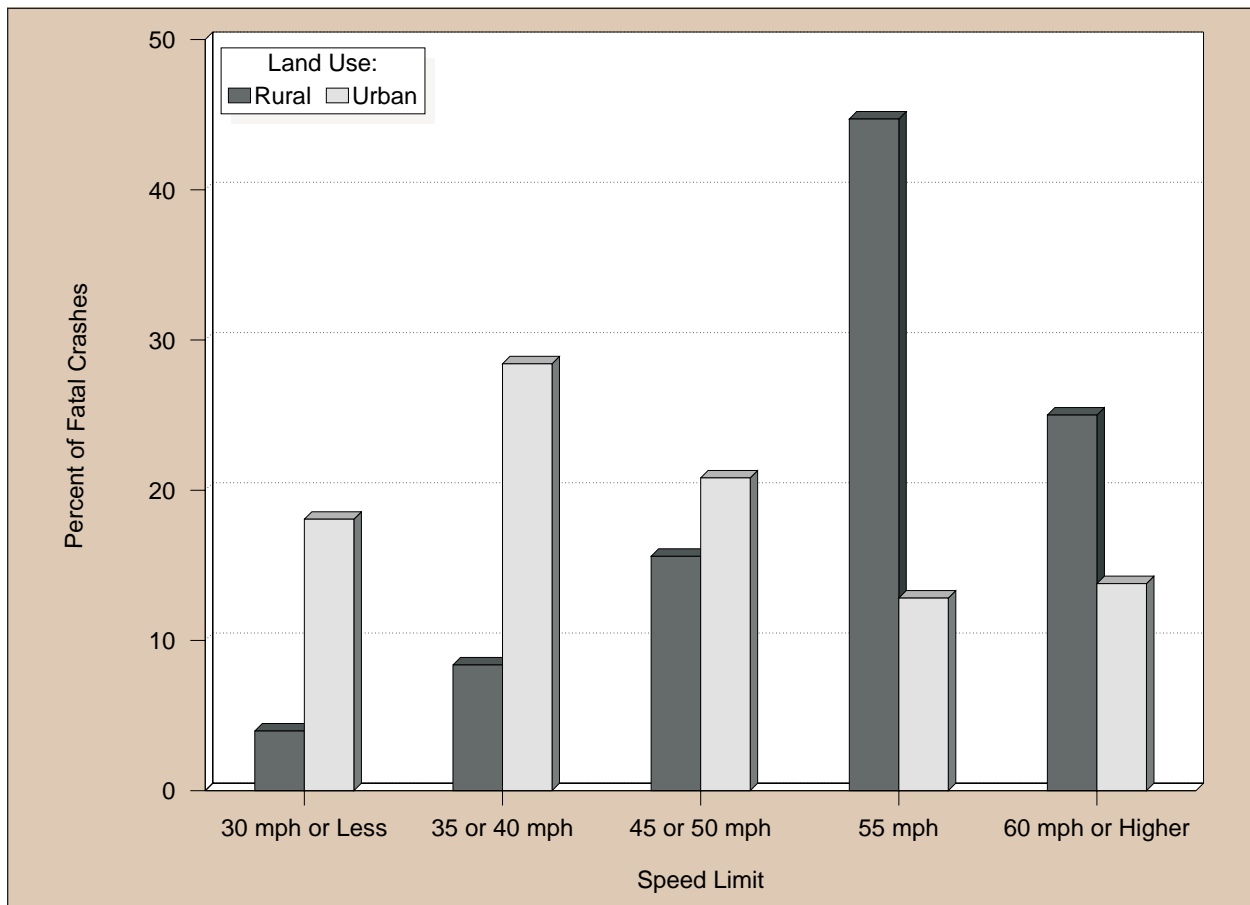
**Table 29**  
**Crashes by Speed Limit, Crash Type, and Crash Severity**

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
30 mph or less	2,704	12.5	1,032	6.2	<b>3,736</b>	<b>9.8</b>
35 or 40 mph	3,810	17.6	2,551	15.4	<b>6,361</b>	<b>16.6</b>
45 or 50 mph	3,439	15.9	3,357	20.2	<b>6,796</b>	<b>17.8</b>
55 mph	6,317	29.2	5,768	34.8	<b>12,085</b>	<b>31.6</b>
60 mph or higher	4,351	20.1	3,418	20.6	<b>7,769</b>	<b>20.3</b>
No Statutory Limit	115	0.5	16	0.1	<b>131</b>	<b>0.3</b>
Unknown	932	4.3	442	2.7	<b>1,374</b>	<b>3.6</b>
<b>Total</b>	<b>21,668</b>	<b>100.0</b>	<b>16,584</b>	<b>100.0</b>	<b>38,252</b>	<b>100.0</b>
<b>Injury Crashes</b>						
30 mph or less	148,000	26.1	253,000	18.6	<b>401,000</b>	<b>20.8</b>
35 or 40 mph	131,000	23.1	547,000	40.3	<b>678,000</b>	<b>35.2</b>
45 or 50 mph	82,000	14.5	303,000	22.3	<b>385,000</b>	<b>20.0</b>
55 mph	123,000	21.6	143,000	10.5	<b>266,000</b>	<b>13.8</b>
60 mph or higher	80,000	14.1	103,000	7.6	<b>184,000</b>	<b>9.6</b>
No Statutory Limit	4,000	0.7	7,000	0.5	<b>11,000</b>	<b>0.6</b>
<b>Total</b>	<b>569,000</b>	<b>100.0</b>	<b>1,356,000</b>	<b>100.0</b>	<b>1,925,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
30 mph or less	412,000	30.3	749,000	24.9	<b>1,161,000</b>	<b>26.6</b>
35 or 40 mph	227,000	16.7	1,035,000	34.5	<b>1,262,000</b>	<b>28.9</b>
45 or 50 mph	180,000	13.3	661,000	22.0	<b>841,000</b>	<b>19.3</b>
55 mph	344,000	25.3	300,000	10.0	<b>644,000</b>	<b>14.7</b>
60 mph or higher	175,000	12.9	233,000	7.8	<b>408,000</b>	<b>9.3</b>
No Statutory Limit	22,000	1.6	27,000	0.9	<b>49,000</b>	<b>1.1</b>
<b>Total</b>	<b>1,360,000</b>	<b>100.0</b>	<b>3,005,000</b>	<b>100.0</b>	<b>4,365,000</b>	<b>100.0</b>
<b>All Crashes</b>						
30 mph or less	563,000	28.8	1,003,000	22.9	<b>1,565,000</b>	<b>24.7</b>
35 or 40 mph	362,000	18.6	1,585,000	36.2	<b>1,947,000</b>	<b>30.8</b>
45 or 50 mph	266,000	13.6	967,000	22.1	<b>1,233,000</b>	<b>19.5</b>
55 mph	473,000	24.3	449,000	10.3	<b>922,000</b>	<b>14.6</b>
60 mph or higher	260,000	13.3	340,000	7.8	<b>600,000</b>	<b>9.5</b>
No Statutory Limit	26,000	1.3	34,000	0.8	<b>60,000</b>	<b>0.9</b>
<b>Total</b>	<b>1,950,000</b>	<b>100.0</b>	<b>4,378,000</b>	<b>100.0</b>	<b>6,328,000</b>	<b>100.0</b>

**Table 30**  
**Fatal Crashes by Speed Limit and Land Use**

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	889	23.8	2,814	75.3	33	0.9	<b>3,736</b>	<b>100.0</b>
35 or 40 mph	1,874	29.5	4,425	69.6	62	1.0	<b>6,361</b>	<b>100.0</b>
45 or 50 mph	3,491	51.4	3,242	47.7	63	0.9	<b>6,796</b>	<b>100.0</b>
55 mph	10,006	82.8	1,997	16.5	82	0.7	<b>12,085</b>	<b>100.0</b>
60 mph or higher	5,596	72.0	2,147	27.6	26	0.3	<b>7,769</b>	<b>100.0</b>
No Statutory Limit	109	83.2	19	14.5	3	2.3	<b>131</b>	<b>100.0</b>
Unknown	413	30.1	928	67.5	33	2.4	<b>1,374</b>	<b>100.0</b>
<b>Total</b>	<b>22,378</b>	<b>58.5</b>	<b>15,572</b>	<b>40.7</b>	<b>302</b>	<b>0.8</b>	<b>38,252</b>	<b>100.0</b>

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



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

Number of Lanes	Trafficway Flow				Total
	Not Divided	Divided	One-Way	Unknown	
<b>Fatal Crashes</b>					
One Lane	23	64	73	217	<b>377</b>
Two Lanes	22,120	6,307	132	103	<b>28,662</b>
Three Lanes	430	2,004	80	27	<b>2,541</b>
Four Lanes	2,467	2,214	17	34	<b>4,732</b>
More Than Four	404	709	8	7	<b>1,128</b>
Unknown	179	95	12	526	<b>812</b>
<b>Total</b>	<b>25,623</b>	<b>11,393</b>	<b>322</b>	<b>914</b>	<b>38,252</b>
<b>Injury Crashes</b>					
One Lane	6,000	10,000	31,000	1,000	<b>47,000</b>
Two Lanes	545,000	176,000	20,000	17,000	<b>759,000</b>
Three Lanes	62,000	157,000	14,000	4,000	<b>236,000</b>
Four Lanes	117,000	95,000	6,000	4,000	<b>222,000</b>
More Than Four	167,000	41,000	2,000	3,000	<b>213,000</b>
Unknown	141,000	40,000	11,000	255,000	<b>447,000</b>
<b>Total</b>	<b>1,039,000</b>	<b>518,000</b>	<b>84,000</b>	<b>284,000</b>	<b>1,925,000</b>
<b>Property-Damage-Only Crashes</b>					
One Lane	22,000	18,000	87,000	2,000	<b>129,000</b>
Two Lanes	1,203,000	361,000	46,000	58,000	<b>1,668,000</b>
Three Lanes	141,000	261,000	36,000	12,000	<b>451,000</b>
Four Lanes	248,000	141,000	17,000	10,000	<b>417,000</b>
More Than Four	329,000	68,000	6,000	9,000	<b>413,000</b>
Unknown	343,000	113,000	29,000	801,000	<b>1,287,000</b>
<b>Total</b>	<b>2,286,000</b>	<b>963,000</b>	<b>222,000</b>	<b>893,000</b>	<b>4,365,000</b>
<b>All Crashes</b>					
One Lane	28,000	27,000	118,000	3,000	<b>176,000</b>
Two Lanes	1,770,000	544,000	66,000	76,000	<b>2,456,000</b>
Three Lanes	203,000	420,000	51,000	16,000	<b>690,000</b>
Four Lanes	368,000	238,000	23,000	14,000	<b>644,000</b>
More Than Four	496,000	110,000	8,000	13,000	<b>627,000</b>
Unknown	485,000	154,000	40,000	1,056,000	<b>1,735,000</b>
<b>Total</b>	<b>3,350,000</b>	<b>1,493,000</b>	<b>306,000</b>	<b>1,178,000</b>	<b>6,328,000</b>

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

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport:</b>								
Angle	8,356	21.8	638,000	33.2	1,256,000	28.8	<b>1,903,000</b>	<b>30.1</b>
Rear End	2,076	5.4	569,000	29.6	1,299,000	29.8	<b>1,871,000</b>	<b>29.6</b>
Sideswipe	828	2.2	59,000	3.1	335,000	7.7	<b>395,000</b>	<b>6.2</b>
Head On	3,986	10.4	71,000	3.7	68,000	1.6	<b>143,000</b>	<b>2.3</b>
Other/Unknown	212	0.6	*	*	4,000	0.1	<b>4,000</b>	<b>0.1</b>
<i>Subtotal</i>	<i>15,458</i>	<i>40.4</i>	<i>1,339,000</i>	<i>69.5</i>	<i>2,962,000</i>	<i>67.9</i>	<i><b>4,316,000</b></i>	<i><b>68.2</b></i>
<b>Collision with Fixed Object:</b>								
Pole/Post	1,889	4.9	72,000	3.7	156,000	3.6	<b>229,000</b>	<b>3.6</b>
Culvert/Curb/Ditch	2,340	6.1	65,000	3.4	127,000	2.9	<b>194,000</b>	<b>3.1</b>
Shrubbery/Tree	3,193	8.3	62,000	3.2	80,000	1.8	<b>145,000</b>	<b>2.3</b>
Guard Rail	1,068	2.8	36,000	1.9	76,000	1.7	<b>113,000</b>	<b>1.8</b>
Embankment	1,307	3.4	26,000	1.4	31,000	0.7	<b>58,000</b>	<b>0.9</b>
Bridge	346	0.9	6,000	0.3	14,000	0.3	<b>21,000</b>	<b>0.3</b>
Other/Unknown	1,736	4.5	65,000	3.4	154,000	3.5	<b>220,000</b>	<b>3.5</b>
<i>Subtotal</i>	<i>11,879</i>	<i>31.1</i>	<i>332,000</i>	<i>17.2</i>	<i>637,000</i>	<i>14.6</i>	<i><b>980,000</b></i>	<i><b>15.5</b></i>
<b>Collision with Object Not Fixed:</b>								
Parked Motor Vehicle	449	1.2	32,000	1.7	312,000	7.1	<b>344,000</b>	<b>5.4</b>
Animal	201	0.5	10,000	0.5	305,000	7.0	<b>315,000</b>	<b>5.0</b>
Pedestrian	4,403	11.5	64,000	3.3	2,000	*	<b>70,000</b>	<b>1.1</b>
Pedalcyclist	618	1.6	45,000	2.4	3,000	0.1	<b>49,000</b>	<b>0.8</b>
Train	216	0.6	1,000	0.1	1,000	*	<b>3,000</b>	<b>*</b>
Other/Unknown	273	0.7	10,000	0.5	42,000	1.0	<b>52,000</b>	<b>0.8</b>
<i>Subtotal</i>	<i>6,160</i>	<i>16.1</i>	<i>163,000</i>	<i>8.5</i>	<i>665,000</i>	<i>15.2</i>	<i><b>834,000</b></i>	<i><b>13.2</b></i>
<b>Noncollision:</b>								
Rollover	4,248	11.1	82,000	4.3	47,000	1.1	<b>133,000</b>	<b>2.1</b>
Other/Unknown	479	1.3	9,000	0.5	54,000	1.2	<b>64,000</b>	<b>1.0</b>
<i>Subtotal</i>	<i>4,727</i>	<i>12.4</i>	<i>92,000</i>	<i>4.8</i>	<i>101,000</i>	<i>2.3</i>	<i><b>198,000</b></i>	<i><b>3.1</b></i>
<b>Total</b>	<b>**38,252</b>	<b>100.0</b>	<b>1,925,000</b>	<b>100.0</b>	<b>4,365,000</b>	<b>100.0</b>	<b>6,328,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

\*\*Includes 28 fatal crashes with an unknown first harmful event.

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

Vehicle Type	Vehicle Type					
	Passenger Car	Light Truck	Large Truck	Motorcycle	Bus	Other/Unknown
<b>Fatal Crashes</b> (Total = 13,960)						
Passenger Car . . . .	2,464	4,901	1,478	737	79	168
Light Truck . . . . .		1,610	1,051	769	55	145
Large Truck . . . . .			112	127	7	36
Motorcycle . . . . .				70	12	30
Bus . . . . .						3
Other/Unknown . . . . .						106
<b>Injury Crashes</b> (Total = 1,153,000)						
Passenger Car . . . .	440,000	470,000	33,000	19,000	7,000	2,000
Light Truck . . . . .		142,000	20,000	9,000	3,000	2,000
Large Truck . . . . .			3,000	*	1,000	*
Motorcycle . . . . .				1,000	*	*
<b>Property-Damage-Only Crashes</b> (Total = 2,811,000)						
Passenger Car . . . .	944,000	1,208,000	135,000	6,000	23,000	5,000
Light Truck . . . . .		377,000	79,000	1,000	11,000	5,000
Large Truck . . . . .			13,000	*	2,000	1,000
Motorcycle . . . . .				1,000	*	*

\*Less than 500.

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

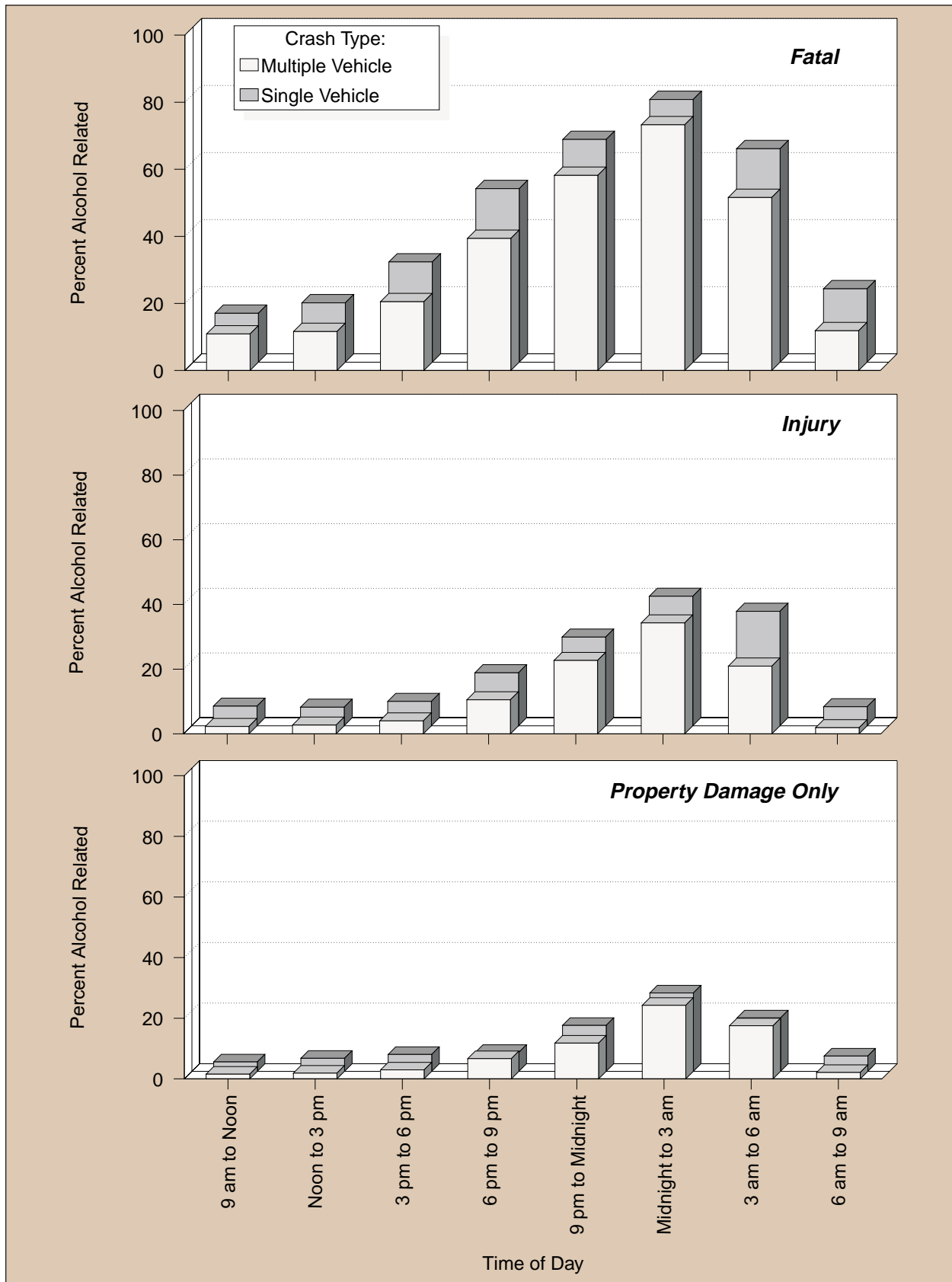
Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related
<b>Fatal Crashes*</b>									
Midnight to 3 am	3,618	2,833	78	1,154	845	73	<b>4,772</b>	<b>3,678</b>	<b>77</b>
3 am to 6 am	2,143	1,364	64	827	427	52	<b>2,970</b>	<b>1,790</b>	<b>60</b>
6 am to 9 am	1,864	408	22	1,862	221	12	<b>3,726</b>	<b>628</b>	<b>17</b>
9 am to Noon	1,662	242	15	2,105	229	11	<b>3,767</b>	<b>471</b>	<b>13</b>
Noon to 3 pm	2,152	381	18	2,864	333	12	<b>5,016</b>	<b>714</b>	<b>14</b>
3 pm to 6 pm	2,802	837	30	3,570	732	20	<b>6,372</b>	<b>1,569</b>	<b>25</b>
6 pm to 9 pm	3,446	1,782	52	2,429	957	39	<b>5,875</b>	<b>2,739</b>	<b>47</b>
9 pm to Midnight	3,591	2,384	66	1,762	1,025	58	<b>5,353</b>	<b>3,409</b>	<b>64</b>
Unknown	390	248	64	11	4	37	<b>401</b>	<b>252</b>	<b>63</b>
<b>Total</b>	<b>21,668</b>	<b>10,478</b>	<b>48</b>	<b>16,584</b>	<b>4,773</b>	<b>29</b>	<b>38,252</b>	<b>15,251</b>	<b>40</b>
<b>Injury Crashes**</b>									
Midnight to 3 am	58,000	23,000	40	36,000	12,000	34	<b>94,000</b>	<b>36,000</b>	<b>38</b>
3 am to 6 am	43,000	15,000	35	21,000	4,000	21	<b>64,000</b>	<b>20,000</b>	<b>31</b>
6 am to 9 am	64,000	4,000	6	162,000	3,000	2	<b>226,000</b>	<b>7,000</b>	<b>3</b>
9 am to Noon	59,000	4,000	6	187,000	4,000	2	<b>246,000</b>	<b>8,000</b>	<b>3</b>
Noon to 3 pm	77,000	4,000	6	293,000	8,000	3	<b>370,000</b>	<b>12,000</b>	<b>3</b>
3 pm to 6 pm	102,000	8,000	8	372,000	15,000	4	<b>475,000</b>	<b>23,000</b>	<b>5</b>
6 pm to 9 pm	91,000	15,000	16	198,000	21,000	11	<b>289,000</b>	<b>36,000</b>	<b>12</b>
9 pm to Midnight	73,000	20,000	27	88,000	20,000	23	<b>161,000</b>	<b>40,000</b>	<b>25</b>
<b>Total</b>	<b>569,000</b>	<b>93,000</b>	<b>16</b>	<b>1,356,000</b>	<b>87,000</b>	<b>6</b>	<b>1,925,000</b>	<b>181,000</b>	<b>9</b>
<b>Property-Damage-Only Crashes**</b>									
Midnight to 3 am	151,000	39,000	26	55,000	13,000	24	<b>206,000</b>	<b>52,000</b>	<b>25</b>
3 am to 6 am	113,000	20,000	18	33,000	6,000	18	<b>146,000</b>	<b>26,000</b>	<b>18</b>
6 am to 9 am	174,000	9,000	5	386,000	8,000	2	<b>560,000</b>	<b>17,000</b>	<b>3</b>
9 am to Noon	142,000	4,000	3	460,000	7,000	2	<b>603,000</b>	<b>11,000</b>	<b>2</b>
Noon to 3 pm	162,000	7,000	4	670,000	13,000	2	<b>832,000</b>	<b>20,000</b>	<b>2</b>
3 pm to 6 pm	197,000	11,000	6	860,000	25,000	3	<b>1,057,000</b>	<b>36,000</b>	<b>3</b>
6 pm to 9 pm	231,000	14,000	6	381,000	26,000	7	<b>612,000</b>	<b>40,000</b>	<b>7</b>
9 pm to Midnight	190,000	29,000	15	158,000	19,000	12	<b>349,000</b>	<b>48,000</b>	<b>14</b>
<b>Total</b>	<b>1,360,000</b>	<b>133,000</b>	<b>10</b>	<b>3,005,000</b>	<b>117,000</b>	<b>4</b>	<b>4,365,000</b>	<b>250,000</b>	<b>6</b>

\*Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or higher.

\*\*Police-reported alcohol involvement.



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





An aerial photograph of a rural landscape, showing a network of roads and fields. The roads are light-colored and form a grid-like pattern across the darker, textured fields. The overall scene is captured from a high angle, providing a clear view of the terrain and infrastructure.

## **Chapter 3 ♦ Vehicles**

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# 3. VEHICLES

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

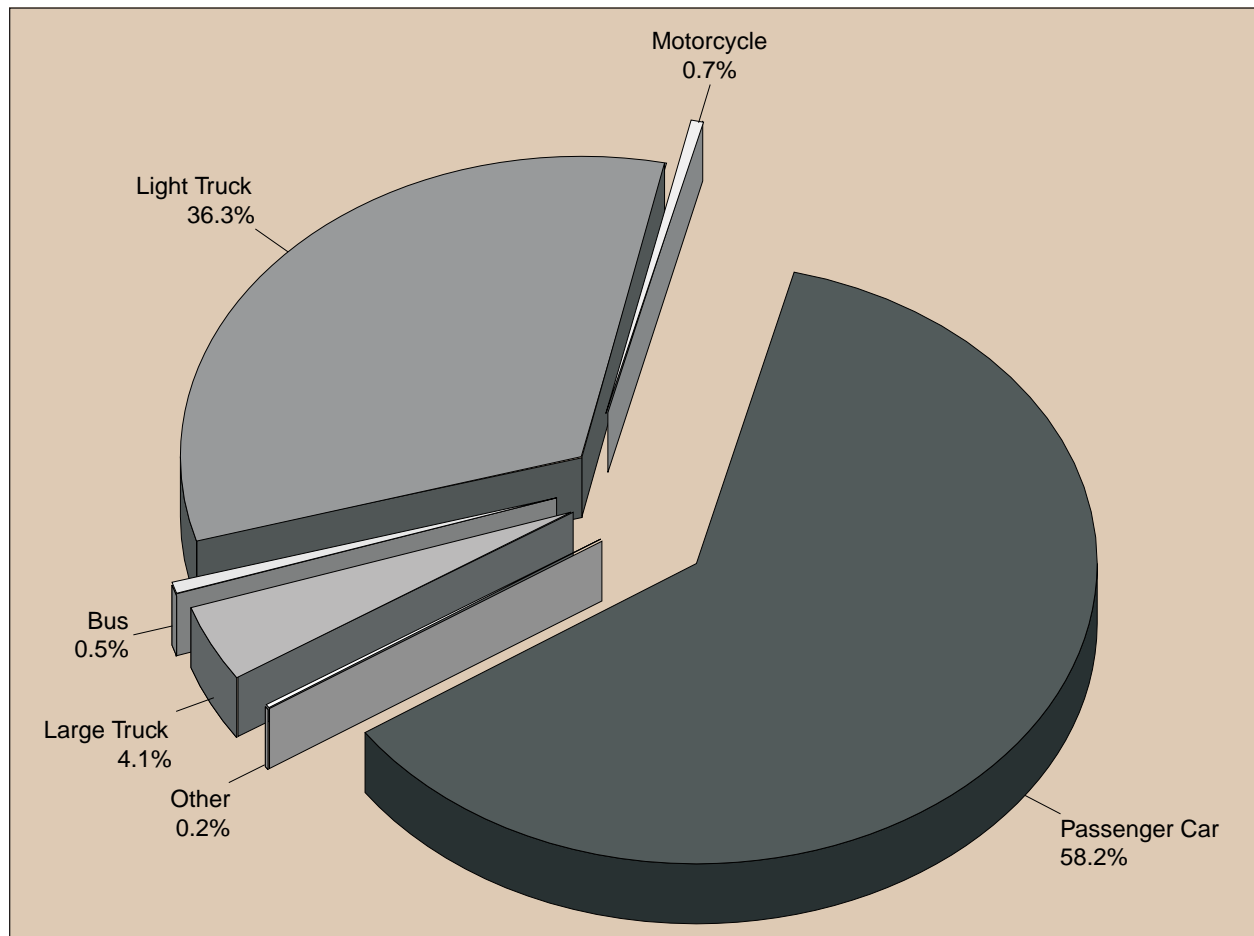
- Nearly 95 percent of the 11 million vehicles involved in motor vehicle crashes in 2003 were passenger cars or light trucks.
- Large trucks accounted for 8 percent of the vehicles in fatal crashes, but only 3 percent of the vehicles involved in injury and 5 percent of the vehicles involved in property-damage-only crashes. Of the 4,669 large trucks involved in fatal crashes, 75 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal crashes (20.0 percent) was 4 times as high as the proportion in injury crashes (4.9 percent) and 15 times as high as the proportion in property-damage-only crashes (1.3 percent).
- Compared with other vehicle types, utility vehicles experienced the highest rollover rates: 35.7 percent in fatal crashes, 10.3 percent in injury crashes, and 2.8 percent in property-damage-only crashes.
- Fires occurred in 0.1 percent of the vehicles involved in all traffic crashes in 2003. For fatal crashes, however, fires occurred in nearly 3 percent of the vehicles involved.
- Regardless of crash severity, the majority of vehicles in single- and two-vehicle crashes were going straight prior to the crash. The next most common vehicle maneuver differed by crash severity: negotiating a curve for fatal crashes, turning left for injury crashes, and stopped in traffic lane for property-damage-only crashes.
- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (24.6 percent), and buses in fatal crashes had the lowest proportion (2.1 percent).

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

Vehicle Type	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	26,169	44.7	2,129,000	60.2	4,356,000	57.4	<b>6,511,000</b>	<b>58.2</b>
Light Truck	22,068	37.7	1,233,000	34.9	2,804,000	36.9	<b>4,059,000</b>	<b>36.3</b>
Large Truck	4,669	8.0	89,000	2.5	363,000	4.8	<b>457,000</b>	<b>4.1</b>
Motorcycle	3,751	6.4	64,000	1.8	14,000	0.2	<b>81,000</b>	<b>0.7</b>
Bus	289	0.5	14,000	0.4	44,000	0.6	<b>58,000</b>	<b>0.5</b>
Other	609	1.0	8,000	0.2	13,000	0.2	<b>22,000</b>	<b>0.2</b>
<b>Total</b>	<b>*58,512</b>	<b>100.0</b>	<b>3,536,000</b>	<b>100.0</b>	<b>7,594,000</b>	<b>100.0</b>	<b>11,189,000</b>	<b>100.0</b>

\*Includes 957 vehicles of unknown type involved in fatal crashes.

**Figure 14**  
**Proportion of Vehicles Involved in Traffic Crashes**



**Table 36**  
**Vehicles Involved in Fatal Crashes by Body Type**

Body Type	Number	Percent	Body Type	Number	Percent
<b>Passenger Cars</b>	<b>26,169</b>	<b>44.7</b>	<b>Large Trucks</b>	<b>4,669</b>	<b>8.0</b>
Convertible	392	0.7	Step Van	28	*
2 Door Sedan, Hardtop, Coupe	5,742	9.8	Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	163	0.3
3 Door/2 Door Hatchback	1,394	2.4	Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	241	0.4
4 Door Sedan Hardtop	17,140	29.3	Single Unit Heavy Truck (GVWR > 26,000 lb)	859	1.5
5 Door/4 Door Hatchback	202	0.3	Single Unit Truck, Unknown GVWR	5	*
Station Wagon	860	1.5	Truck Tractor	3,306	5.7
Hatchback, Doors Unknown	25	*	Medium/Heavy Pickup (Ford Super Duty 450/550)	37	0.1
Other Auto	41	0.1	Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	1	*
Unknown Auto	343	0.6	Unknown Heavy Truck (GVWR > 26,000 lb)	5	*
Auto-Based Pickup	28	*	Unknown Large Truck Type	23	*
Auto-Based Panel Truck	2	*	Unknown Truck	1	*
<b>Light Trucks</b>	<b>22,068</b>	<b>37.7</b>	<b>Motorcycles</b>	<b>3,751</b>	<b>6.4</b>
Compact Utility	5,677	9.7	Motorcycle	3,619	6.2
Large Utility	1,080	1.8	Moped	22	*
Utility Station Wagon	449	0.8	Three Wheel Motorcycle or Moped	9	*
Utility, Unknown Body Type	13	*	Off-Road Motorcycle (Two Wheel)	62	0.1
Minivan	2,505	4.3	Other Motorcycle/Minibike	31	0.1
Large Van	1,102	1.9	Unknown Motorcycle	8	*
Step Van	70	0.1	<b>Buses</b>	<b>289</b>	<b>0.5</b>
Other Van Type	6	*	School Bus	111	0.2
Unknown Van Type	29	*	Cross Country/Intercity Bus	26	*
Compact Pickup	3,667	6.3	Transit Bus	103	0.2
Standard Pickup	7,252	12.4	Other Bus	31	0.1
Pickup with Camper	42	0.1	Unknown Bus	18	*
Convertible Pickup	2	*	<b>Other Vehicles</b>	<b>609</b>	<b>1.0</b>
Unknown Pickup Style Truck	62	0.1	Large Limousine	8	*
Cab Chassis-Based Light Truck	98	0.2	Light Truck-Based Motorhome	18	*
Unknown Light Truck (not pickup)	1	*	Medium/Heavy Truck-Based Motorhome	31	0.1
Unknown Light Vehicle Type	7	*	Unknown Truck Camper/Motorhome	33	0.1
Unknown Truck	6	*	All Terrain Vehicle	309	0.5
			Snowmobile	39	0.1
			Farm Equipment Except Trucks	99	0.2
			Construction Equipment Except Trucks	19	*
			Other Vehicle	53	0.1
			<b>Unknown Body Type</b>	<b>957</b>	<b>1.6</b>
			<b>Total</b>	<b>58,512</b>	<b>100.0</b>

\*Less than 0.05 percent.

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

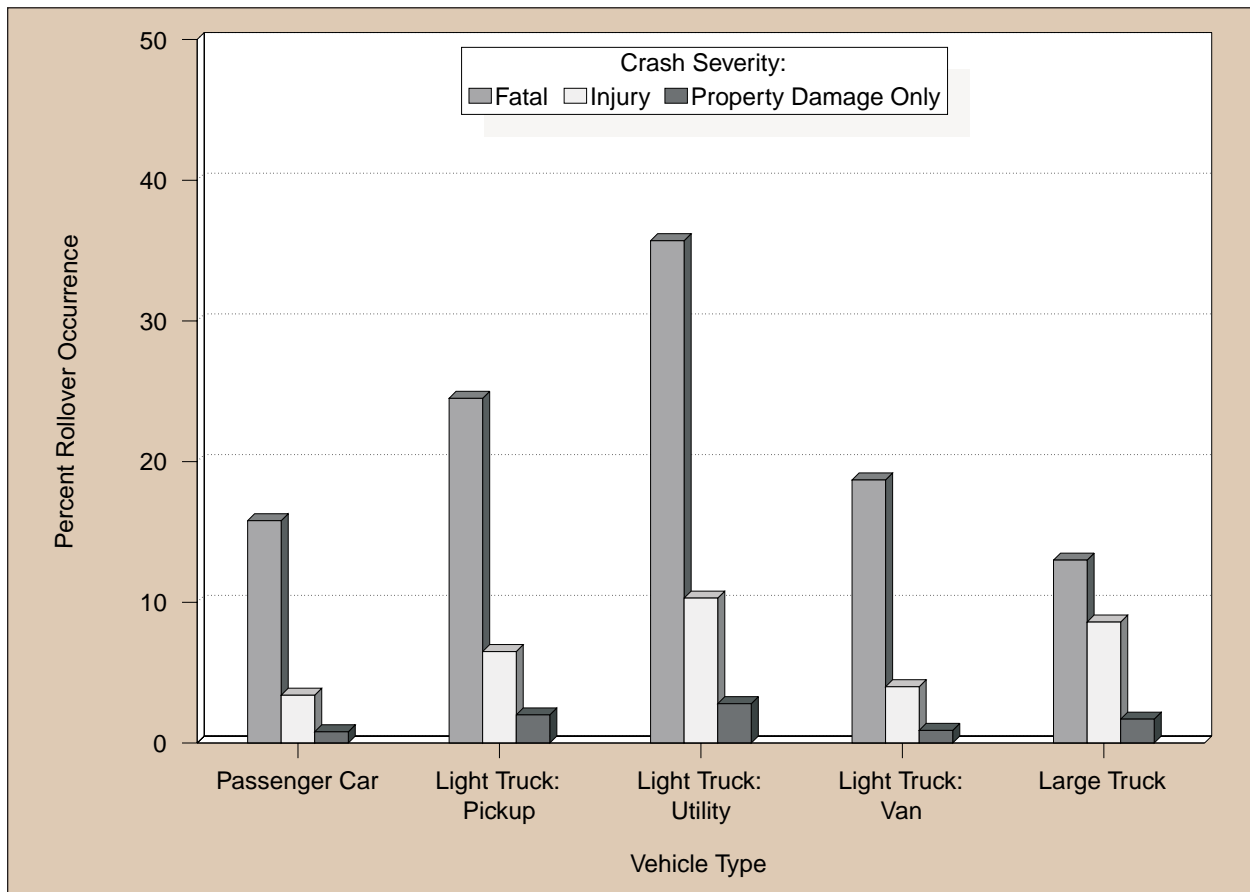
Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
Passenger Car	4,134	15.8	22,035	84.2	26,169	100.0
Light Truck						
Pickup	2,697	24.5	8,328	75.5	11,025	100.0
Utility	2,579	35.7	4,640	64.3	7,219	100.0
Van	694	18.7	3,018	81.3	3,712	100.0
Other	11	9.8	101	90.2	112	100.0
Large Truck	608	13.0	4,061	87.0	4,669	100.0
Bus	13	4.5	276	95.5	289	100.0
Other/Unknown	215	13.7	1,351	86.3	1,566	100.0
<b>Total*</b>	<b>10,951</b>	<b>20.0</b>	<b>43,810</b>	<b>80.0</b>	<b>54,761</b>	<b>100.0</b>
<b>Injury Crashes</b>						
Passenger Car	72,000	3.4	2,058,000	96.6	2,129,000	100.0
Light Truck						
Pickup	33,000	6.5	472,000	93.5	504,000	100.0
Utility	46,000	10.3	399,000	89.7	445,000	100.0
Van	10,000	4.0	245,000	96.0	255,000	100.0
Other	1,000	4.6	27,000	95.4	28,000	100.0
Large Truck	8,000	8.6	81,000	91.4	89,000	100.0
Bus	**	0.1	14,000	99.9	14,000	100.0
Other/Unknown	1,000	9.3	7,000	90.7	8,000	100.0
<b>Total*</b>	<b>170,000</b>	<b>4.9</b>	<b>3,303,000</b>	<b>95.1</b>	<b>3,473,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
Passenger Car	37,000	0.8	4,319,000	99.2	4,356,000	100.0
Light Truck						
Pickup	23,000	2.0	1,159,000	98.0	1,182,000	100.0
Utility	27,000	2.8	952,000	97.2	979,000	100.0
Van	5,000	0.9	571,000	99.1	576,000	100.0
Other	1,000	1.6	66,000	98.4	67,000	100.0
Large Truck	6,000	1.7	357,000	98.3	363,000	100.0
Bus	**	**	44,000	100.0	44,000	100.0
Other/Unknown	1,000	5.1	13,000	94.9	13,000	100.0
<b>Total*</b>	<b>100,000</b>	<b>1.3</b>	<b>7,480,000</b>	<b>98.7</b>	<b>7,580,000</b>	<b>100.0</b>
<b>All Crashes</b>						
Passenger Car	112,000	1.7	6,399,000	98.3	6,511,000	100.0
Light Truck						
Pickup	59,000	3.5	1,639,000	96.5	1,698,000	100.0
Utility	75,000	5.3	1,356,000	94.7	1,431,000	100.0
Van	16,000	1.9	819,000	98.1	835,000	100.0
Other	2,000	2.5	93,000	97.5	95,000	100.0
Large Truck	14,000	3.1	442,000	96.9	457,000	100.0
Bus	**	0.1	58,000	99.9	58,000	100.0
Other/Unknown	2,000	7.1	21,000	92.9	23,000	100.0
<b>Total*</b>	<b>281,000</b>	<b>2.5</b>	<b>10,827,000</b>	<b>97.5</b>	<b>11,108,000</b>	<b>100.0</b>

\*Excludes motorcycles

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



Figure 15  
Percent Rollover Occurrence by Vehicle Type and Crash Severity



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

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
Passenger Car	694	2.7	25,475	97.3	<b>26,169</b>	<b>100.0</b>
Light Truck	609	2.8	21,459	97.2	<b>22,068</b>	<b>100.0</b>
Large Truck	240	5.1	4,429	94.9	<b>4,669</b>	<b>100.0</b>
Motorcycle	60	1.6	3,691	98.4	<b>3,751</b>	<b>100.0</b>
Bus	1	0.3	288	99.7	<b>289</b>	<b>100.0</b>
Other/Unknown	18	1.1	1,548	98.9	<b>1,566</b>	<b>100.0</b>
<b>Total</b>	<b>1,622</b>	<b>2.8</b>	<b>56,890</b>	<b>97.2</b>	<b>58,512</b>	<b>100.0</b>
<b>Injury Crashes</b>						
Passenger Car	3,000	0.1	2,126,000	99.9	<b>2,129,000</b>	<b>100.0</b>
Light Truck	1,000	0.1	1,231,000	99.9	<b>1,233,000</b>	<b>100.0</b>
Large Truck	*	0.2	89,000	99.8	<b>89,000</b>	<b>100.0</b>
Motorcycle	*	0.4	63,000	99.6	<b>64,000</b>	<b>100.0</b>
Bus	*	*	14,000	100.0	<b>14,000</b>	<b>100.0</b>
Other/Unknown	*	0.4	8,000	99.6	<b>8,000</b>	<b>100.0</b>
<b>Total</b>	<b>5,000</b>	<b>0.1</b>	<b>3,531,000</b>	<b>99.9</b>	<b>3,536,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
Passenger Car	3,000	0.1	4,353,000	99.9	<b>4,356,000</b>	<b>100.0</b>
Light Truck	3,000	0.1	2,801,000	99.9	<b>2,804,000</b>	<b>100.0</b>
Large Truck	2,000	0.5	361,000	99.5	<b>363,000</b>	<b>100.0</b>
Motorcycle	*	0.8	13,000	99.2	<b>14,000</b>	<b>100.0</b>
Bus	*	*	44,000	100.0	<b>44,000</b>	<b>100.0</b>
Other/Unknown	*	*	13,000	100.0	<b>13,000</b>	<b>100.0</b>
<b>Total</b>	<b>8,000</b>	<b>0.1</b>	<b>7,586,000</b>	<b>99.9</b>	<b>7,594,000</b>	<b>100.0</b>
<b>All Crashes</b>						
Passenger Car	7,000	0.1	6,504,000	99.9	<b>6,511,000</b>	<b>100.0</b>
Light Truck	5,000	0.1	4,054,000	99.9	<b>4,059,000</b>	<b>100.0</b>
Large Truck	2,000	0.5	454,000	99.5	<b>457,000</b>	<b>100.0</b>
Motorcycle	*	0.5	81,000	99.5	<b>81,000</b>	<b>100.0</b>
Bus	*	*	58,000	100.0	<b>58,000</b>	<b>100.0</b>
Other/Unknown	*	0.2	23,000	99.8	<b>23,000</b>	<b>100.0</b>
<b>Total</b>	<b>14,000</b>	<b>0.1</b>	<b>11,174,000</b>	<b>99.9</b>	<b>11,189,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

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

Vehicle Maneuver	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Going Straight	34,082	68.7	1,596,000	55.6	3,409,000	49.0	<b>5,038,000</b>	<b>51.0</b>
Turning Left	2,995	6.0	353,000	12.3	688,000	9.9	<b>1,044,000</b>	<b>10.6</b>
Stopped in Traffic Lane	700	1.4	263,000	9.2	764,000	11.0	<b>1,028,000</b>	<b>10.4</b>
Turning Right	293	0.6	76,000	2.6	280,000	4.0	<b>356,000</b>	<b>3.6</b>
Slowed in Traffic Lane	357	0.7	141,000	4.9	427,000	6.1	<b>568,000</b>	<b>5.8</b>
Merging/Changing Lanes	936	1.9	61,000	2.1	294,000	4.2	<b>356,000</b>	<b>3.6</b>
Negotiating Curve	6,762	13.6	182,000	6.3	329,000	4.7	<b>518,000</b>	<b>5.2</b>
Backing Up	162	0.3	10,000	0.3	172,000	2.5	<b>182,000</b>	<b>1.8</b>
Passing Other Vehicle	989	2.0	30,000	1.0	105,000	1.5	<b>135,000</b>	<b>1.4</b>
Starting in Traffic Lane	490	1.0	90,000	3.1	201,000	2.9	<b>291,000</b>	<b>3.0</b>
Leaving Parking Space	36	0.1	9,000	0.3	58,000	0.8	<b>67,000</b>	<b>0.7</b>
Making U-Turn	218	0.4	14,000	0.5	37,000	0.5	<b>51,000</b>	<b>0.5</b>
Entering Parking Space	18	*	2,000	0.1	25,000	0.4	<b>27,000</b>	<b>0.3</b>
Disabled in Traffic Lane	17	*	4,000	0.1	7,000	0.1	<b>11,000</b>	<b>0.1</b>
Other Maneuver	932	1.9	40,000	1.4	161,000	2.3	<b>202,000</b>	<b>2.0</b>
<b>Total</b>	<b>**49,588</b>	<b>100.0</b>	<b>2,870,000</b>	<b>100.0</b>	<b>6,957,000</b>	<b>100.0</b>	<b>9,876,000</b>	<b>100.0</b>

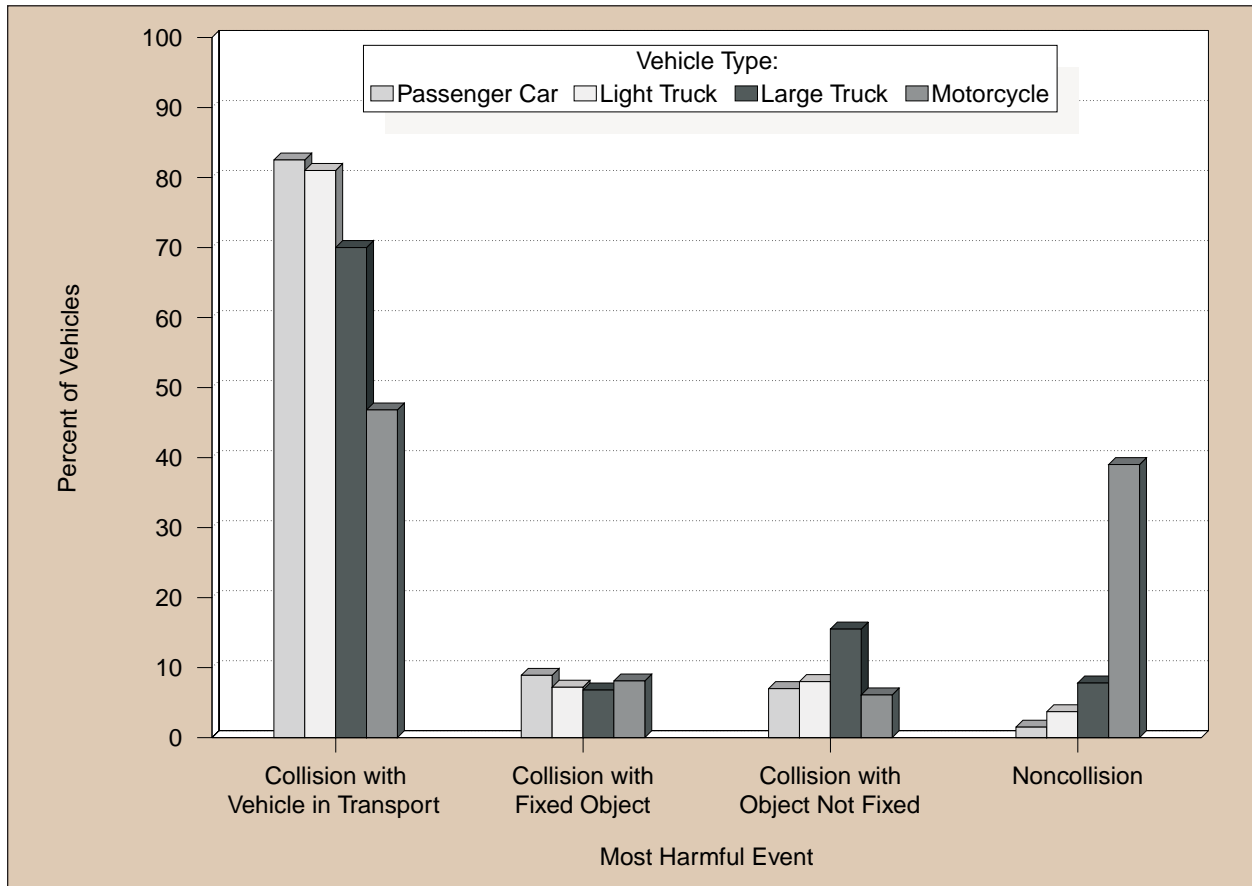
\*Less than 0.05 percent.

\*\*Includes 601 vehicles involved in fatal crashes with unknown vehicle maneuver.

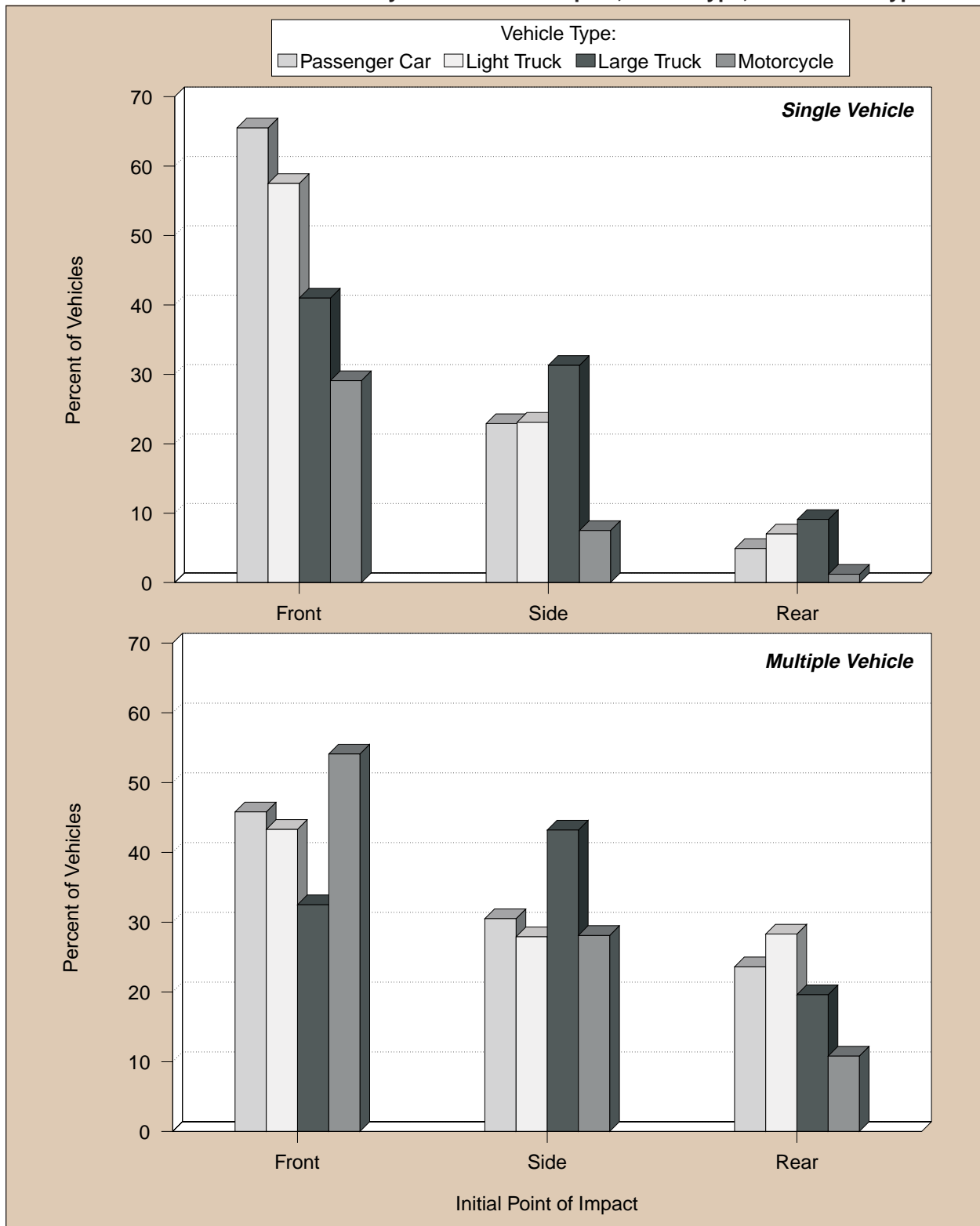
**Table 40**  
**Vehicles Involved in Fatal Crashes by Roadway Function Class, Crash Type,**  
**and Hazardous Cargo**

Roadway Function Class	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Hazardous Cargo	Total	Hazardous Cargo	Total	Hazardous Cargo	Total
<b>Rural Fatal Crashes</b>						
Principal Arterial						
Interstate	10	1,699	21	2,500	31	4,199
Other	6	1,651	37	5,987	43	7,638
Minor Arterial	6	1,910	19	4,830	25	6,740
Major Collector	5	3,130	25	4,396	30	7,526
Minor Collector	2	1,192	1	1,015	3	2,207
Local Road or Street	3	3,166	4	1,975	7	5,141
Unknown Rural	1	121	1	50	2	171
<b>Total</b>	<b>33</b>	<b>12,869</b>	<b>108</b>	<b>20,753</b>	<b>141</b>	<b>33,622</b>
<b>Urban Fatal Crashes</b>						
Principal Arterial						
Interstate	4	1,124	10	2,402	14	3,526
Freeway/Expressway	1	707	7	1,543	8	2,250
Other	3	2,168	13	5,298	16	7,466
Minor Arterial	1	1,738	4	3,274	5	5,012
Collector	0	685	0	889	0	1,574
Local Road or Street	1	2,143	4	2,278	5	4,421
Unknown Urban	0	72	0	101	0	173
<b>Total</b>	<b>10</b>	<b>8,637</b>	<b>38</b>	<b>15,785</b>	<b>48</b>	<b>24,422</b>
<b>All Fatal Crashes</b>						
Principal Arterial						
Interstate	14	2,823	31	4,902	45	7,725
Freeway/Expressway	1	707	7	1,543	8	2,250
Other	9	3,819	50	11,285	59	15,104
Minor Arterial	7	3,648	23	8,104	30	11,752
Collector	7	5,007	26	6,300	33	11,307
Local Road or Street	4	5,309	8	4,253	12	9,562
Unknown Rural	1	121	1	50	2	171
Unknown Urban	0	72	0	101	0	173
Unknown Rural or Urban	0	162	0	306	0	468
<b>Total</b>	<b>43</b>	<b>21,668</b>	<b>146</b>	<b>36,844</b>	<b>189</b>	<b>58,512</b>

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



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



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

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	8,775	33.5	857,000	40.2	1,597,000	36.7	<b>2,463,000</b>	<b>37.8</b>
Left Side	2,733	10.4	247,000	11.6	611,000	14.0	<b>861,000</b>	<b>13.2</b>
Right Side	2,209	8.4	219,000	10.3	550,000	12.6	<b>772,000</b>	<b>11.9</b>
Rear	1,377	5.3	447,000	21.0	829,000	19.0	<b>1,277,000</b>	<b>19.6</b>
Other/Unknown	170	0.6	*	*	*	*	<b>1,000</b>	<b>*</b>
<i>Subtotal</i>	<i>15,264</i>	<i>58.3</i>	<i>1,771,000</i>	<i>83.2</i>	<i>3,587,000</i>	<i>82.4</i>	<i><b>5,373,000</b></i>	<i><b>82.5</b></i>
<b>Collision with Fixed Object</b>								
	<b>4,831</b>	<b>18.5</b>	193,000	9.1	382,000	8.8	<b>580,000</b>	<b>8.9</b>
<b>Collision with Object Not Fixed:</b>								
Nonmotorist	2,512	9.6	70,000	3.3	3,000	0.1	<b>76,000</b>	<b>1.2</b>
Other	430	1.6	34,000	1.6	347,000	8.0	<b>382,000</b>	<b>5.9</b>
<i>Subtotal</i>	<i>2,942</i>	<i>11.2</i>	<i>105,000</i>	<i>4.9</i>	<i>350,000</i>	<i>8.0</i>	<i><b>457,000</b></i>	<i><b>7.0</b></i>
<b>Noncollision</b>	<b>3,119</b>	<b>11.9</b>	<b>61,000</b>	<b>2.8</b>	<b>37,000</b>	<b>0.8</b>	<b>101,000</b>	<b>1.5</b>
<b>Total</b>	<b>**26,169</b>	<b>100.0</b>	<b>2,129,000</b>	<b>100.0</b>	<b>4,356,000</b>	<b>100.0</b>	<b>6,511,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

\*\*Includes 13 passenger cars involved in fatal crashes with unknown most harmful event.

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	6,131	62.7	224,000	67.3	476,000	64.7	<b>706,000</b>	<b>65.5</b>
Left Side	919	9.4	28,000	8.4	72,000	9.8	<b>101,000</b>	<b>9.4</b>
Right Side	884	9.0	41,000	12.2	104,000	14.1	<b>145,000</b>	<b>13.5</b>
Rear	266	2.7	8,000	2.5	44,000	6.0	<b>53,000</b>	<b>4.9</b>
Noncollision	948	9.7	27,000	8.0	20,000	2.7	<b>47,000</b>	<b>4.4</b>
Other/Unknown	626	6.4	5,000	1.5	20,000	2.7	<b>25,000</b>	<b>2.3</b>
<b>Total</b>	<b>9,774</b>	<b>100.0</b>	<b>332,000</b>	<b>100.0</b>	<b>736,000</b>	<b>100.0</b>	<b>1,078,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	9,397	57.3	865,000	48.1	1,613,000	44.6	<b>2,487,000</b>	<b>45.8</b>
Left Side	2,856	17.4	256,000	14.3	617,000	17.1	<b>876,000</b>	<b>16.1</b>
Right Side	2,314	14.1	225,000	12.5	554,000	15.3	<b>782,000</b>	<b>14.4</b>
Rear	1,508	9.2	450,000	25.0	830,000	22.9	<b>1,281,000</b>	<b>23.6</b>
Noncollision	23	0.1	1,000	*	3,000	0.1	<b>4,000</b>	<b>0.1</b>
Other/Unknown	297	1.8	1,000	*	2,000	0.1	<b>3,000</b>	<b>0.1</b>
<b>Total</b>	<b>16,395</b>	<b>100.0</b>	<b>1,797,000</b>	<b>100.0</b>	<b>3,620,000</b>	<b>100.0</b>	<b>5,433,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	15,528	59.3	1,088,000	51.1	2,090,000	48.0	<b>3,194,000</b>	<b>49.0</b>
Left Side	3,775	14.4	284,000	13.3	690,000	15.8	<b>977,000</b>	<b>15.0</b>
Right Side	3,198	12.2	266,000	12.5	658,000	15.1	<b>927,000</b>	<b>14.2</b>
Rear	1,774	6.8	458,000	21.5	874,000	20.1	<b>1,333,000</b>	<b>20.5</b>
Noncollision	971	3.7	27,000	1.3	23,000	0.5	<b>51,000</b>	<b>0.8</b>
Other/Unknown	923	3.5	6,000	0.3	22,000	0.5	<b>28,000</b>	<b>0.4</b>
<b>Total</b>	<b>26,169</b>	<b>100.0</b>	<b>2,129,000</b>	<b>100.0</b>	<b>4,356,000</b>	<b>100.0</b>	<b>6,511,000</b>	<b>100.0</b>

\*Less than 0.05 percent.



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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	9,022	40.9	500,000	40.5	920,000	32.8	<b>1,429,000</b>	<b>35.2</b>
Left Side	1,169	5.3	133,000	10.8	345,000	12.3	<b>479,000</b>	<b>11.8</b>
Right Side	869	3.9	113,000	9.2	321,000	11.4	<b>435,000</b>	<b>10.7</b>
Rear	1,067	4.8	272,000	22.1	671,000	23.9	<b>944,000</b>	<b>23.3</b>
Other/Unknown	132	0.6	*	*	1,000	*	<b>1,000</b>	<b>*</b>
<i>Subtotal</i>	<i>12,259</i>	<i>55.6</i>	<i>1,019,000</i>	<i>82.6</i>	<i>2,257,000</i>	<i>80.5</i>	<b><i>3,288,000</i></b>	<b><i>81.0</i></b>
<b>Collision with Fixed Object</b>	<b>2,689</b>	<b>12.2</b>	86,000	7.0	205,000	7.3	<b>294,000</b>	<b>7.2</b>
<b>Collision with Object Not Fixed:</b>								
Nonmotorist	2,174	9.9	38,000	3.0	2,000	0.1	<b>42,000</b>	<b>1.0</b>
Other	314	1.4	14,000	1.2	270,000	9.6	<b>285,000</b>	<b>7.0</b>
<i>Subtotal</i>	<i>2,488</i>	<i>11.3</i>	<i>52,000</i>	<i>4.2</i>	<i>272,000</i>	<i>9.7</i>	<b><i>326,000</i></b>	<b><i>8.0</i></b>
<b>Noncollision</b>	<b>4,626</b>	<b>21.0</b>	<b>76,000</b>	<b>6.2</b>	<b>70,000</b>	<b>2.5</b>	<b>151,000</b>	<b>3.7</b>
<b>Total</b>	<b>**22,068</b>	<b>100.0</b>	<b>1,233,000</b>	<b>100.0</b>	<b>2,804,000</b>	<b>100.0</b>	<b>4,059,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

\*\*Includes 6 light trucks involved in fatal crashes with unknown most harmful event.

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	4,983	57.6	108,000	56.8	293,000	57.7	<b>406,000</b>	<b>57.5</b>
Left Side	474	5.5	18,000	9.3	47,000	9.2	<b>65,000</b>	<b>9.2</b>
Right Side	470	5.4	25,000	13.0	73,000	14.4	<b>98,000</b>	<b>13.9</b>
Rear	164	1.9	3,000	1.8	46,000	9.1	<b>50,000</b>	<b>7.0</b>
Noncollision	2,029	23.5	34,000	18.1	37,000	7.3	<b>74,000</b>	<b>10.4</b>
Other/Unknown	528	6.1	2,000	1.0	11,000	2.2	<b>13,000</b>	<b>1.9</b>
<b>Total</b>	<b>8,648</b>	<b>100.0</b>	<b>190,000</b>	<b>100.0</b>	<b>507,000</b>	<b>100.0</b>	<b>705,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	9,630	71.8	506,000	48.6	935,000	40.7	<b>1,451,000</b>	<b>43.3</b>
Left Side	1,317	9.8	140,000	13.4	349,000	15.2	<b>490,000</b>	<b>14.6</b>
Right Side	978	7.3	119,000	11.4	324,000	14.1	<b>445,000</b>	<b>13.3</b>
Rear	1,252	9.3	274,000	26.3	673,000	29.3	<b>948,000</b>	<b>28.3</b>
Noncollision	35	0.3	3,000	0.3	14,000	0.6	<b>17,000</b>	<b>0.5</b>
Other/Unknown	208	1.5	1,000	0.1	3,000	0.1	<b>3,000</b>	<b>0.1</b>
<b>Total</b>	<b>13,420</b>	<b>100.0</b>	<b>1,042,000</b>	<b>100.0</b>	<b>2,298,000</b>	<b>100.0</b>	<b>3,353,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	14,613	66.2	614,000	49.8	1,228,000	43.8	<b>1,857,000</b>	<b>45.7</b>
Left Side	1,791	8.1	158,000	12.8	395,000	14.1	<b>555,000</b>	<b>13.7</b>
Right Side	1,448	6.6	144,000	11.7	397,000	14.2	<b>543,000</b>	<b>13.4</b>
Rear	1,416	6.4	277,000	22.5	719,000	25.6	<b>998,000</b>	<b>24.6</b>
Noncollision	2,064	9.4	37,000	3.0	51,000	1.8	<b>90,000</b>	<b>2.2</b>
Other/Unknown	736	3.3	3,000	0.2	14,000	0.5	<b>17,000</b>	<b>0.4</b>
<b>Total</b>	<b>22,068</b>	<b>100.0</b>	<b>1,233,000</b>	<b>100.0</b>	<b>2,804,000</b>	<b>100.0</b>	<b>4,059,000</b>	<b>100.0</b>

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	2,354	50.4	32,000	35.8	73,000	20.2	<b>108,000</b>	<b>23.5</b>
Left Side	382	8.2	14,000	15.4	58,000	15.9	<b>72,000</b>	<b>15.8</b>
Right Side	188	4.0	13,000	15.1	60,000	16.5	<b>73,000</b>	<b>16.1</b>
Rear	720	15.4	13,000	15.1	52,000	14.4	<b>66,000</b>	<b>14.5</b>
Other/Unknown	45	1.0	*	0.1	*	*	*	<b>0.1</b>
Subtotal	<b>3,689</b>	<b>79.0</b>	<b>72,000</b>	<b>81.4</b>	<b>243,000</b>	<b>67.0</b>	<b>319,000</b>	<b>70.0</b>
<b>Collision with Fixed Object</b>	<b>182</b>	<b>3.9</b>	4,000	4.6	27,000	7.3	<b>31,000</b>	<b>6.8</b>
<b>Collision with Object Not Fixed:</b>								
Nonmotorist	341	7.3	2,000	2.8	*	0.1	<b>3,000</b>	<b>0.7</b>
Other	47	1.0	1,000	1.7	66,000	18.2	<b>68,000</b>	<b>14.8</b>
Subtotal	<b>388</b>	<b>8.3</b>	4,000	4.4	<b>66,000</b>	<b>18.3</b>	<b>71,000</b>	<b>15.5</b>
<b>Noncollision</b>	<b>408</b>	<b>8.7</b>	<b>8,000</b>	<b>9.5</b>	<b>27,000</b>	<b>7.4</b>	<b>36,000</b>	<b>7.8</b>
<b>Total</b>	<b>**4,669</b>	<b>100.0</b>	<b>89,000</b>	<b>100.0</b>	<b>363,000</b>	<b>100.0</b>	<b>457,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

\*\*Includes 2 large trucks involved in a fatal crash with unknown most harmful event.

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	434	58.2	4,000	30.1	44,000	42.2	<b>48,000</b>	<b>41.0</b>
Left Side	31	4.2	1,000	5.1	5,000	4.5	<b>5,000</b>	<b>4.6</b>
Right Side	47	6.3	2,000	17.5	29,000	28.0	<b>31,000</b>	<b>26.7</b>
Rear	38	5.1	*	0.4	11,000	10.2	<b>11,000</b>	<b>9.1</b>
Noncollision	132	17.7	5,000	40.4	11,000	10.8	<b>16,000</b>	<b>14.0</b>
Other/Unknown	64	8.6	1,000	6.5	4,000	4.3	<b>5,000</b>	<b>4.6</b>
<b>Total</b>	<b>746</b>	<b>100.0</b>	<b>13,000</b>	<b>100.0</b>	<b>103,000</b>	<b>100.0</b>	<b>117,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	2,496	63.6	33,000	43.0	75,000	29.0	<b>111,000</b>	<b>32.5</b>
Left Side	411	10.5	14,000	19.0	58,000	22.4	<b>73,000</b>	<b>21.5</b>
Right Side	200	5.1	14,000	17.8	60,000	23.1	<b>74,000</b>	<b>21.7</b>
Rear	742	18.9	14,000	17.7	52,000	20.1	<b>67,000</b>	<b>19.6</b>
Noncollision	10	0.3	1,000	1.9	14,000	5.3	<b>15,000</b>	<b>4.5</b>
Other/Unknown	64	1.6	1,000	0.7	*	0.1	<b>1,000</b>	<b>0.2</b>
<b>Total</b>	<b>3,923</b>	<b>100.0</b>	<b>76,000</b>	<b>100.0</b>	<b>260,000</b>	<b>100.0</b>	<b>340,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	2,930	62.8	37,000	41.1	119,000	32.7	<b>158,000</b>	<b>34.7</b>
Left Side	442	9.5	15,000	17.0	63,000	17.3	<b>78,000</b>	<b>17.2</b>
Right Side	247	5.3	16,000	17.7	89,000	24.5	<b>105,000</b>	<b>23.0</b>
Rear	780	16.7	14,000	15.3	63,000	17.3	<b>77,000</b>	<b>16.9</b>
Noncollision	142	3.0	7,000	7.4	25,000	6.9	<b>32,000</b>	<b>6.9</b>
Other/Unknown	128	2.7	1,000	1.5	5,000	1.3	<b>6,000</b>	<b>1.3</b>
<b>Total</b>	<b>4,669</b>	<b>100.0</b>	<b>89,000</b>	<b>100.0</b>	<b>363,000</b>	<b>100.0</b>	<b>457,000</b>	<b>100.0</b>

\*Less than 500.

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

Truck Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
Single-Unit Truck	167	14.1	1,017	85.9	<b>1,184</b>	<b>100.0</b>
Combination Truck	441	12.7	3,044	87.3	<b>3,485</b>	<b>100.0</b>
<b>Total</b>	<b>608</b>	<b>13.0</b>	<b>4,061</b>	<b>87.0</b>	<b>4,669</b>	<b>100.0</b>
<b>Injury Crashes</b>						
Single-Unit Truck	3,000	7.0	37,000	93.0	<b>40,000</b>	<b>100.0</b>
Combination Truck	5,000	9.9	44,000	90.1	<b>49,000</b>	<b>100.0</b>
<b>Total</b>	<b>8,000</b>	<b>8.6</b>	<b>81,000</b>	<b>91.4</b>	<b>89,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
Single-Unit Truck	3,000	1.7	188,000	98.3	<b>191,000</b>	<b>100.0</b>
Combination Truck	3,000	1.7	169,000	98.3	<b>172,000</b>	<b>100.0</b>
<b>Total</b>	<b>6,000</b>	<b>1.7</b>	<b>357,000</b>	<b>98.3</b>	<b>363,000</b>	<b>100.0</b>
<b>All Crashes</b>						
Single-Unit Truck	6,000	2.7	227,000	97.3	<b>233,000</b>	<b>100.0</b>
Combination Truck	8,000	3.6	216,000	96.4	<b>224,000</b>	<b>100.0</b>
<b>Total</b>	<b>14,000</b>	<b>3.1</b>	<b>442,000</b>	<b>96.9</b>	<b>457,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

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

Number of Trailers	Jackknife Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
One	210	6.9	2,821	93.1	<b>3,031</b>	<b>100.0</b>
Two or More	17	10.7	142	89.3	<b>159</b>	<b>100.0</b>
Unknown Number	0	0.0	2	100.0	<b>2</b>	<b>100.0</b>
<b>Total</b>	<b>227</b>	<b>7.1</b>	<b>2,965</b>	<b>92.9</b>	<b>3,192</b>	<b>100.0</b>
<b>Injury Crashes</b>						
One	2,000	3.9	40,000	96.1	<b>41,000</b>	<b>100.0</b>
Two or More	*	8.5	1,000	91.5	<b>1,000</b>	<b>100.0</b>
Unknown Number	*	*	*	100.0	<b>*</b>	<b>100.0</b>
<b>Total</b>	<b>2,000</b>	<b>4.0</b>	<b>41,000</b>	<b>96.0</b>	<b>43,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
One	3,000	2.3	137,000	97.7	<b>140,000</b>	<b>100.0</b>
Two or More	1,000	17.0	3,000	83.0	<b>4,000</b>	<b>100.0</b>
Unknown Number	*	*	1,000	100.0	<b>1,000</b>	<b>100.0</b>
<b>Total</b>	<b>4,000</b>	<b>2.7</b>	<b>141,000</b>	<b>97.3</b>	<b>145,000</b>	<b>100.0</b>
<b>All Crashes</b>						
One	5,000	2.7	180,000	97.3	<b>185,000</b>	<b>100.0</b>
Two or More	1,000	14.9	5,000	85.1	<b>5,000</b>	<b>100.0</b>
Unknown Number	*	*	1,000	100.0	<b>1,000</b>	<b>100.0</b>
<b>Total</b>	<b>6,000</b>	<b>3.1</b>	<b>185,000</b>	<b>96.9</b>	<b>191,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	1,540	41.1	17,000	27.1	4,000	28.4	<b>23,000</b>	<b>28.0</b>
Left Side	148	3.9	4,000	6.0	2,000	11.1	<b>5,000</b>	<b>6.8</b>
Right Side	121	3.2	4,000	5.5	1,000	10.6	<b>5,000</b>	<b>6.2</b>
Rear	128	3.4	3,000	4.7	1,000	9.5	<b>4,000</b>	<b>5.4</b>
Other/Unknown	71	1.9	*	0.4	*	*	*	<b>0.4</b>
<i>Subtotal</i>	<i>2,008</i>	<i>53.5</i>	<i>28,000</i>	<i>43.7</i>	<i>8,000</i>	<i>59.6</i>	<b>38,000</b>	<b>46.8</b>
<b>Collision with Fixed Object</b>	<b>923</b>	<b>24.6</b>	<b>6,000</b>	<b>8.8</b>	*	*	<b>7,000</b>	<b>8.1</b>
<b>Collision with Object Not Fixed:</b>								
Nonmotorist	19	0.5	1,000	1.3	*	*	<b>1,000</b>	<b>1.1</b>
Other	152	4.1	3,000	4.0	1,000	10.1	<b>4,000</b>	<b>5.0</b>
<i>Subtotal</i>	<i>171</i>	<i>4.6</i>	<i>3,000</i>	<i>5.3</i>	<i>1,000</i>	<i>10.1</i>	<b>5,000</b>	<b>6.1</b>
<b>Noncollision</b>	<b>646</b>	<b>17.2</b>	<b>27,000</b>	<b>42.2</b>	<b>4,000</b>	<b>30.3</b>	<b>32,000</b>	<b>39.0</b>
<b>Total</b>	<b>**3,751</b>	<b>100.0</b>	<b>64,000</b>	<b>100.0</b>	<b>14,000</b>	<b>100.0</b>	<b>81,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

\*\*Includes 3 motorcycles involved in fatal crashes with unknown most harmful event.

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	860	54.2	8,000	26.6	2,000	37.4	<b>11,000</b>	<b>29.1</b>
Left Side	78	4.9	1,000	4.6	*	*	<b>1,000</b>	<b>4.1</b>
Right Side	121	7.6	1,000	3.8	*	*	<b>1,000</b>	<b>3.5</b>
Rear	12	0.8	*	0.6	*	5.9	*	<b>1.2</b>
Noncollision	354	22.3	19,000	63.6	2,000	56.7	<b>22,000</b>	<b>60.9</b>
Other/Unknown	161	10.2	*	0.9	*	*	*	<b>1.2</b>
<b>Total</b>	<b>1,586</b>	<b>100.0</b>	<b>30,000</b>	<b>100.0</b>	<b>4,000</b>	<b>100.0</b>	<b>36,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	1,611	74.4	19,000	56.1	4,000	42.1	<b>24,000</b>	<b>54.1</b>
Left Side	162	7.5	5,000	14.1	2,000	19.7	<b>7,000</b>	<b>14.9</b>
Right Side	134	6.2	4,000	13.0	1,000	15.6	<b>6,000</b>	<b>13.2</b>
Rear	136	6.3	3,000	9.4	2,000	17.0	<b>5,000</b>	<b>10.8</b>
Noncollision	26	1.2	2,000	7.5	1,000	5.6	<b>3,000</b>	<b>6.8</b>
Other/Unknown	96	4.4	*	*	*	*	*	<b>0.2</b>
<b>Total</b>	<b>2,165</b>	<b>100.0</b>	<b>33,000</b>	<b>100.0</b>	<b>9,000</b>	<b>100.0</b>	<b>45,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	2,471	65.9	27,000	42.0	6,000	40.6	<b>35,000</b>	<b>42.9</b>
Left Side	240	6.4	6,000	9.6	2,000	13.3	<b>8,000</b>	<b>10.0</b>
Right Side	255	6.8	5,000	8.6	1,000	10.6	<b>7,000</b>	<b>8.8</b>
Rear	148	3.9	3,000	5.2	2,000	13.4	<b>5,000</b>	<b>6.5</b>
Noncollision	380	10.1	22,000	34.2	3,000	22.2	<b>25,000</b>	<b>31.1</b>
Other/Unknown	257	6.9	*	0.4	*	*	<b>1,000</b>	<b>0.7</b>
<b>Total</b>	<b>3,751</b>	<b>100.0</b>	<b>64,000</b>	<b>100.0</b>	<b>14,000</b>	<b>100.0</b>	<b>81,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.



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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	119	41.2	5,000	33.0	9,000	20.8	<b>14,000</b>	<b>23.8</b>
Left Side	21	7.3	4,000	26.4	13,000	29.5	<b>17,000</b>	<b>28.7</b>
Right Side	11	3.8	2,000	13.3	7,000	16.2	<b>9,000</b>	<b>15.5</b>
Rear	37	12.8	3,000	21.2	7,000	15.5	<b>10,000</b>	<b>16.9</b>
Other/Unknown	0	0.0	*	*	*	*	*	*
<i>Subtotal</i>	<i>188</i>	<i>65.1</i>	<i>13,000</i>	<i>93.9</i>	<i>36,000</i>	<i>82.1</i>	<b><i>49,000</i></b>	<b><i>84.8</i></b>
<b>Collision with Fixed Object</b>	<b>6</b>	<b>2.1</b>	<b>*</b>	<b>0.2</b>	<b>2,000</b>	<b>3.9</b>	<b>2,000</b>	<b>3.0</b>
<b>Collision with Object Not Fixed:</b>								
Nonmotorist	84	29.1	*	3.2	*	*	<b>1,000</b>	<b>0.9</b>
Other	2	0.7	*	0.1	6,000	14.0	<b>6,000</b>	<b>10.6</b>
<i>Subtotal</i>	<i>86</i>	<i>29.8</i>	<i>*</i>	<i>3.3</i>	<i>6,000</i>	<i>14.0</i>	<b><i>7,000</i></b>	<b><i>11.5</i></b>
<b>Noncollision</b>	<b>9</b>	<b>3.1</b>	<b>*</b>	<b>2.7</b>	<b>*</b>	<b>*</b>	<b>*</b>	<b>0.7</b>
<b>Total</b>	<b>289</b>	<b>100.0</b>	<b>14,000</b>	<b>100.0</b>	<b>44,000</b>	<b>100.0</b>	<b>58,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	58	64.4	*	29.6	1,000	10.7	<b>1,000</b>	<b>13.1</b>
Left Side	1	1.1	*	8.2	*	3.4	*	<b>3.9</b>
Right Side	10	11.1	*	20.0	6,000	72.4	<b>6,000</b>	<b>66.7</b>
Rear	5	5.6	*	2.8	1,000	13.3	<b>1,000</b>	<b>12.2</b>
Noncollision	3	3.3	*	39.4	*	0.2	*	<b>4.0</b>
Other/Unknown	13	14.4	*	*	*	*	*	<b>0.2</b>
<b>Total</b>	<b>90</b>	<b>100.0</b>	<b>1,000</b>	<b>100.0</b>	<b>8,000</b>	<b>100.0</b>	<b>9,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	124	62.3	5,000	35.1	9,000	25.1	<b>14,000</b>	<b>27.9</b>
Left Side	23	11.6	4,000	28.0	13,000	35.7	<b>17,000</b>	<b>33.6</b>
Right Side	13	6.5	2,000	14.2	7,000	20.3	<b>9,000</b>	<b>18.6</b>
Rear	38	19.1	3,000	22.5	7,000	18.8	<b>10,000</b>	<b>19.8</b>
Noncollision	0	0.0	*	0.2	*	*	*	<b>0.1</b>
Other/Unknown	1	0.5	*	*	*	*	*	*
<b>Total</b>	<b>199</b>	<b>100.0</b>	<b>13,000</b>	<b>100.0</b>	<b>36,000</b>	<b>100.0</b>	<b>49,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	182	63.0	5,000	34.8	10,000	22.6	<b>15,000</b>	<b>25.7</b>
Left Side	24	8.3	4,000	26.8	13,000	30.1	<b>17,000</b>	<b>29.2</b>
Right Side	23	8.0	2,000	14.5	13,000	29.4	<b>15,000</b>	<b>25.7</b>
Rear	43	14.9	3,000	21.3	8,000	17.8	<b>11,000</b>	<b>18.7</b>
Noncollision	3	1.0	*	2.6	*	*	*	<b>0.6</b>
Other/Unknown	14	4.8	*	*	*	*	*	*
<b>Total</b>	<b>289</b>	<b>100.0</b>	<b>14,000</b>	<b>100.0</b>	<b>44,000</b>	<b>100.0</b>	<b>58,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

An aerial photograph of a river delta, showing a network of channels and distributaries. The text "Chapter 4 ♦ People" is overlaid in the center, underlined.

## Chapter 4 ♦ People



# 4. PEOPLE

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This chapter presents statistics about the Drivers, Passengers, Pedestrians, and Pedalcyclists involved in police-reported motor vehicle crashes in 2003. The tables and figures are presented in nine groups: all killed or injured persons, crash-involved drivers, occupants (drivers and passengers), alcohol, restraints, motorcycle related, school bus related, pedestrians, and pedalcyclists. Below are some of the statistics you will find in this section:

- A total of 42,643 people lost their lives in motor vehicle crashes in 2003. Another 2.9 million people were injured.
- The majority of persons killed or injured in traffic crashes were drivers (64 percent), followed by passengers (30 percent), pedestrians (3 percent), motorcycle riders (2 percent), and pedalcyclists (2 percent).
- Persons 16 to 20 years old had the highest fatality and injury rates per 100,000 population. Children 5 to 9 years old had the lowest fatality rates, and children under 5 years old had the lowest injury rates.
- For every age group, the fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was lower for females than for males for people 5 to 9 years old and over 74 years old.
- Forty percent of the persons who were killed in traffic crashes in 2003 died in alcohol-related crashes. Ten percent of the injured persons received their injuries in alcohol-related crashes.

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

Person Type	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
<b>Vehicle Occupants</b>						
Driver	23,258	191,000	504,000	1,146,000	<b>1,840,000</b>	<b>1,864,000</b>
Passenger	10,108	81,000	222,000	553,000	<b>857,000</b>	<b>867,000</b>
Unknown Occupant	105	*	*	*	*	*
<i>Subtotal</i>	<i>33,471</i>	<i>272,000</i>	<i>726,000</i>	<i>1,699,000</i>	<b><i>2,697,000</i></b>	<b><i>2,731,000</i></b>
<b>Motorcycle Riders</b>	<b>3,661</b>	<b>18,000</b>	<b>35,000</b>	<b>15,000</b>	<b>67,000</b>	<b>71,000</b>
<b>Nonmotorists</b>						
Pedestrian	4,749	16,000	27,000	27,000	<b>70,000</b>	<b>75,000</b>
Pedalcyclist	622	6,000	22,000	18,000	<b>46,000</b>	<b>47,000</b>
Other/Unknown	140	1,000	2,000	5,000	<b>8,000</b>	<b>8,000</b>
<i>Subtotal</i>	<i>5,511</i>	<i>23,000</i>	<i>51,000</i>	<i>51,000</i>	<b><i>124,000</i></b>	<b><i>130,000</i></b>
<b>Total</b>	<b>42,643</b>	<b>313,000</b>	<b>812,000</b>	<b>1,764,000</b>	<b>2,889,000</b>	<b>2,931,000</b>

\*Less than 500.

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

Age (Years)	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
<5	607	6,000	15,000	42,000	62,000	<b>63,000</b>
5-9	591	8,000	24,000	53,000	85,000	<b>86,000</b>
10-15	1,372	14,000	45,000	84,000	143,000	<b>145,000</b>
16-20	6,002	53,000	157,000	271,000	482,000	<b>488,000</b>
21-24	4,360	34,000	93,000	186,000	313,000	<b>317,000</b>
25-34	6,703	55,000	148,000	339,000	543,000	<b>549,000</b>
35-44	6,721	49,000	123,000	297,000	470,000	<b>476,000</b>
45-54	5,788	44,000	92,000	235,000	370,000	<b>375,000</b>
55-64	3,752	23,000	56,000	131,000	211,000	<b>215,000</b>
65-74	2,716	13,000	30,000	73,000	116,000	<b>119,000</b>
>74	3,914	12,000	29,000	53,000	95,000	<b>98,000</b>
<b>Total</b>	<b>*42,643</b>	<b>313,000</b>	<b>812,000</b>	<b>1,764,000</b>	<b>2,889,000</b>	<b>2,931,000</b>

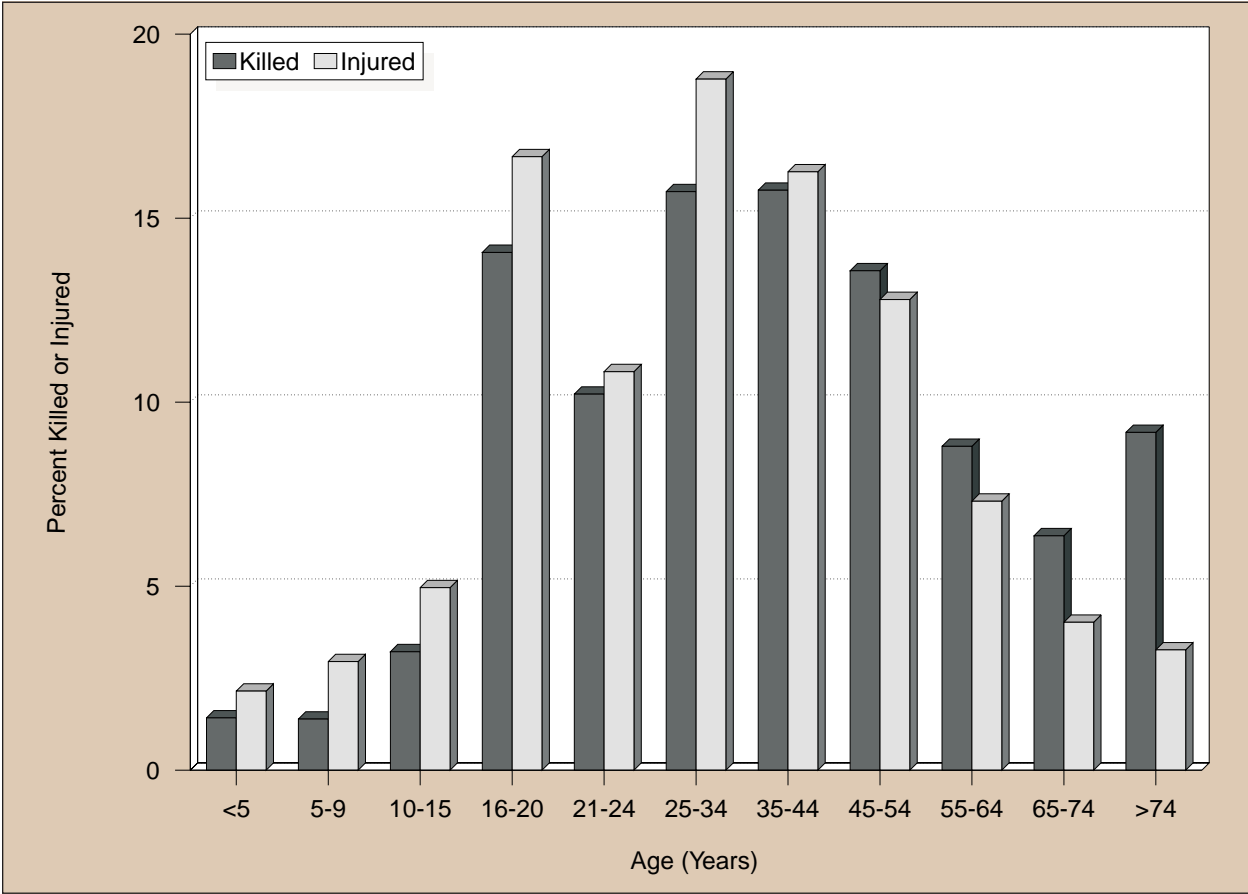
\*Includes 117 fatalities of unknown age.

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

Sex	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Male	29,188	164,000	430,000	777,000	1,371,000	<b>1,401,000</b>
Female	13,445	149,000	382,000	987,000	1,517,000	<b>1,531,000</b>
<b>Total</b>	<b>*42,643</b>	<b>313,000</b>	<b>812,000</b>	<b>1,764,000</b>	<b>2,889,000</b>	<b>2,931,000</b>

\*Includes 10 fatalities of unknown sex.

Figure 18  
Percent of Persons Killed or Injured, by Age



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

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	332	10,105	3.29	275	9,664	2.85	607	19,769	3.07
5-9	328	10,120	3.24	263	9,655	2.72	591	19,775	2.99
10-15	839	12,966	6.47	532	12,346	4.31	1,372	25,312	5.42
16-20	4,093	10,544	38.82	1,909	9,936	19.21	6,002	20,480	29.31
21-24	3,299	8,530	38.68	1,061	8,077	13.14	4,360	16,607	26.25
25-34	5,044	20,222	24.94	1,657	19,650	8.43	6,703	39,873	16.81
35-44	4,774	22,134	21.57	1,947	22,237	8.76	6,721	44,371	15.15
45-54	4,112	20,044	20.52	1,676	20,761	8.07	5,788	40,805	14.18
55-64	2,536	13,424	18.89	1,216	14,475	8.40	3,752	27,900	13.45
65-74	1,609	8,349	19.27	1,107	9,988	11.08	2,716	18,337	14.81
>74	2,135	6,599	32.35	1,779	10,983	16.20	3,914	17,582	22.26
Unknown	87	*	*	23	*	*	117	*	*
<b>Total</b>	<b>29,188</b>	<b>143,037</b>	<b>20.41</b>	<b>13,445</b>	<b>147,773</b>	<b>9.10</b>	<b>**42,643</b>	<b>290,810</b>	<b>14.66</b>

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	31,000	10,105	310	31,000	9,664	319	62,000	19,769	315
5-9	45,000	10,120	443	40,000	9,655	418	85,000	19,775	431
10-15	68,000	12,966	522	76,000	12,346	612	143,000	25,312	566
16-20	224,000	10,544	2,127	257,000	9,936	2,591	482,000	20,480	2,352
21-24	160,000	8,530	1,873	153,000	8,077	1,894	313,000	16,607	1,884
25-34	264,000	20,222	1,304	279,000	19,650	1,419	543,000	39,873	1,361
35-44	221,000	22,134	1,000	248,000	22,237	1,117	470,000	44,371	1,058
45-54	171,000	20,044	854	198,000	20,761	956	370,000	40,805	906
55-64	96,000	13,424	717	115,000	14,475	793	211,000	27,900	757
65-74	50,000	8,349	598	66,000	9,988	662	116,000	18,337	633
>74	41,000	6,599	621	54,000	10,983	488	95,000	17,582	538
<b>Total</b>	<b>1,371,000</b>	<b>143,037</b>	<b>959</b>	<b>1,517,000</b>	<b>147,773</b>	<b>1,027</b>	<b>2,889,000</b>	<b>290,810</b>	<b>993</b>

\*Not applicable.

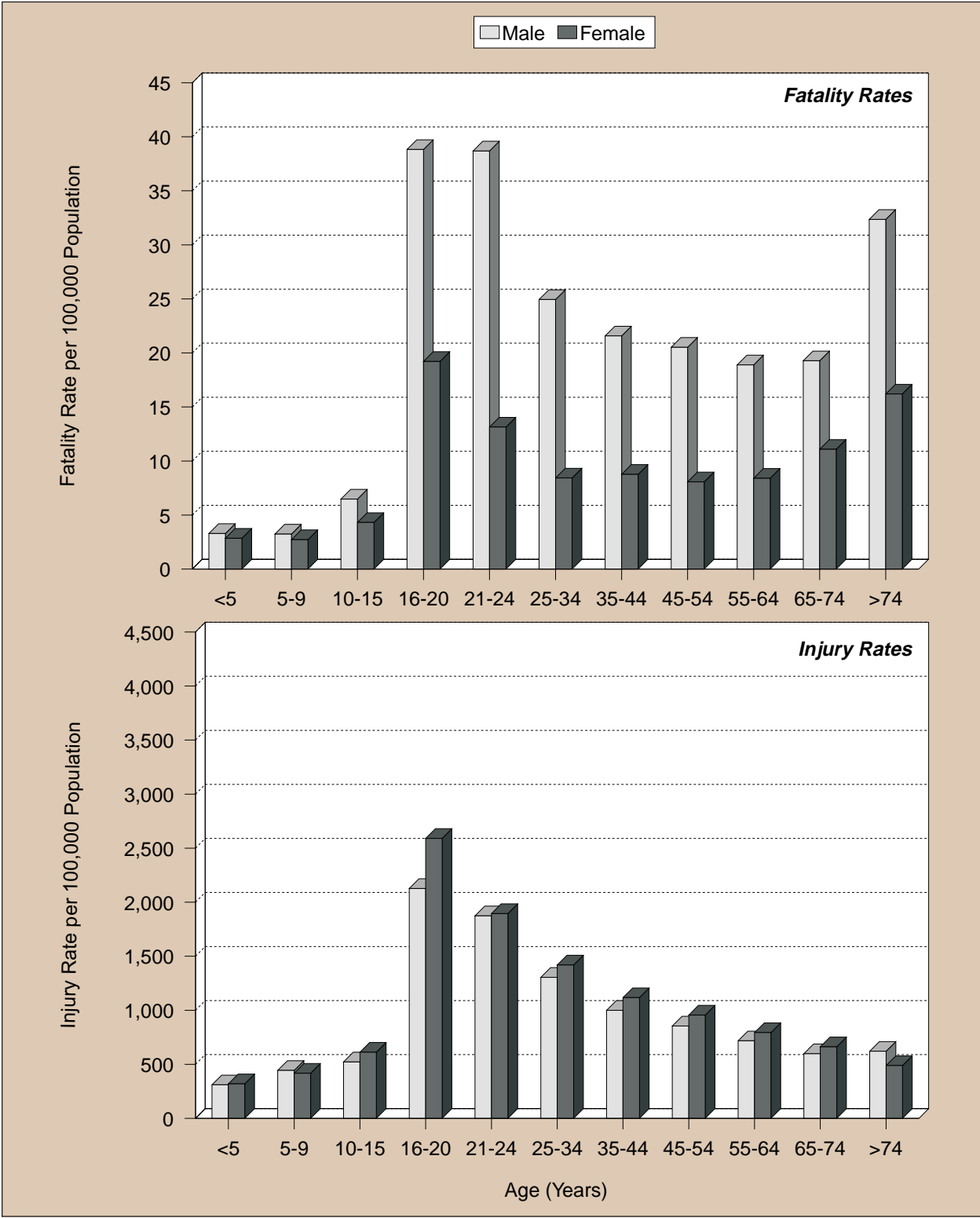
\*\*Includes 10 fatalities of unknown sex.

Source: Population—Bureau of the Census.

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



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



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

Weather Condition	Light Condition				Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	
<b>Persons Killed</b>					
Normal	18,911	5,726	10,884	1,379	<b>36,980</b>
Rain	1,586	557	980	137	<b>3,271</b>
Snow/Sleet	508	84	340	40	<b>975</b>
Other	315	105	387	75	<b>887</b>
Unknown	74	21	73	7	<b>530</b>
<b>Total</b>	<b>21,394</b>	<b>6,493</b>	<b>12,664</b>	<b>1,638</b>	<b>*42,643</b>
<b>Persons Injured</b>					
Normal	1,746,000	401,000	234,000	91,000	<b>2,471,000</b>
Rain	192,000	71,000	34,000	17,000	<b>314,000</b>
Snow/Sleet	45,000	15,000	14,000	4,000	<b>77,000</b>
Other	13,000	3,000	6,000	3,000	<b>26,000</b>
<b>Total</b>	<b>1,997,000</b>	<b>490,000</b>	<b>287,000</b>	<b>115,000</b>	<b>2,889,000</b>

\*Includes 454 fatalities in crashes that occurred under unknown light conditions.

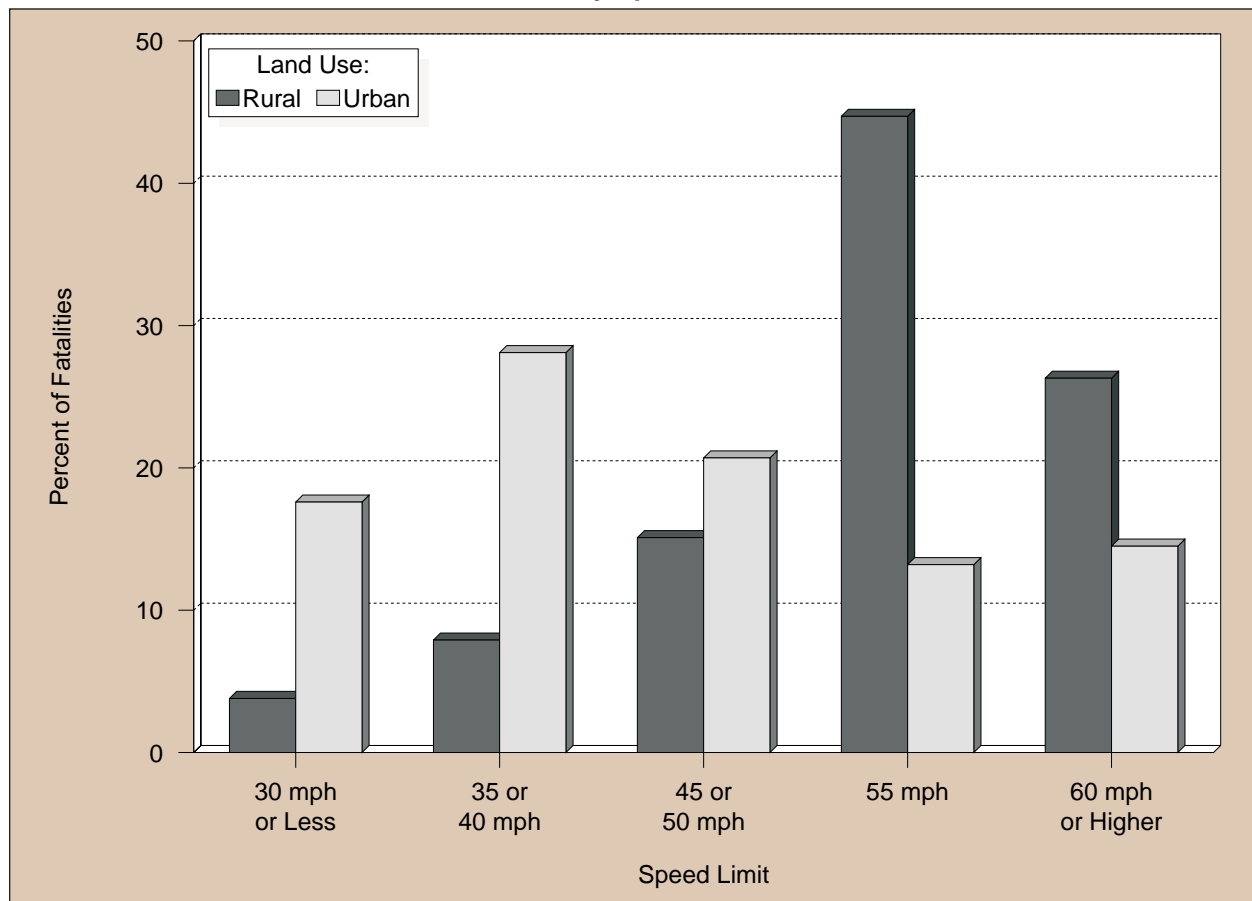
**Table 58**  
**Persons Killed or Injured in Crashes by Speed Limit and Crash Type**

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
<b>Persons Killed</b>						
30 mph or less	2,847	12.3	1,123	5.8	<b>3,970</b>	<b>9.3</b>
35 or 40 mph	4,019	17.3	2,804	14.4	<b>6,823</b>	<b>16.0</b>
45 or 50 mph	3,622	15.6	3,774	19.4	<b>7,396</b>	<b>17.3</b>
55 mph	6,773	29.2	6,916	35.5	<b>13,689</b>	<b>32.1</b>
60 mph or higher	4,816	20.8	4,330	22.3	<b>9,146</b>	<b>21.4</b>
No Statutory Limit	119	0.5	17	0.1	<b>136</b>	<b>0.3</b>
Unknown	990	4.3	493	2.5	<b>1,483</b>	<b>3.5</b>
<b>Total</b>	<b>23,186</b>	<b>100.0</b>	<b>19,457</b>	<b>100.0</b>	<b>42,643</b>	<b>100.0</b>
<b>Persons Injured</b>						
30 mph or less	173,000	24.6	378,000	17.3	<b>551,000</b>	<b>19.1</b>
35 or 40 mph	157,000	22.4	872,000	39.9	<b>1,030,000</b>	<b>35.6</b>
45 or 50 mph	98,000	13.9	499,000	22.8	<b>597,000</b>	<b>20.7</b>
55 mph	159,000	22.7	253,000	11.6	<b>413,000</b>	<b>14.3</b>
60 mph or higher	112,000	15.9	172,000	7.9	<b>284,000</b>	<b>9.8</b>
No Statutory Limit	4,000	0.6	11,000	0.5	<b>15,000</b>	<b>0.5</b>
<b>Total</b>	<b>704,000</b>	<b>100.0</b>	<b>2,185,000</b>	<b>100.0</b>	<b>2,889,000</b>	<b>100.0</b>

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

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	953	24.0	2,984	75.2	33	0.8	<b>3,970</b>	<b>100.0</b>
35 or 40 mph	2,003	29.4	4,753	69.7	67	1.0	<b>6,823</b>	<b>100.0</b>
45 or 50 mph	3,832	51.8	3,500	47.3	64	0.9	<b>7,396</b>	<b>100.0</b>
55 mph	11,348	82.9	2,241	16.4	100	0.7	<b>13,689</b>	<b>100.0</b>
60 mph or higher	6,665	72.9	2,453	26.8	28	0.3	<b>9,146</b>	<b>100.0</b>
No Statutory Limit	114	83.8	19	14.0	3	2.2	<b>136</b>	<b>100.0</b>
Unknown	468	31.6	979	66.0	36	2.4	<b>1,483</b>	<b>100.0</b>
<b>Total</b>	<b>25,383</b>	<b>59.5</b>	<b>16,929</b>	<b>39.7</b>	<b>331</b>	<b>0.8</b>	<b>42,643</b>	<b>100.0</b>

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



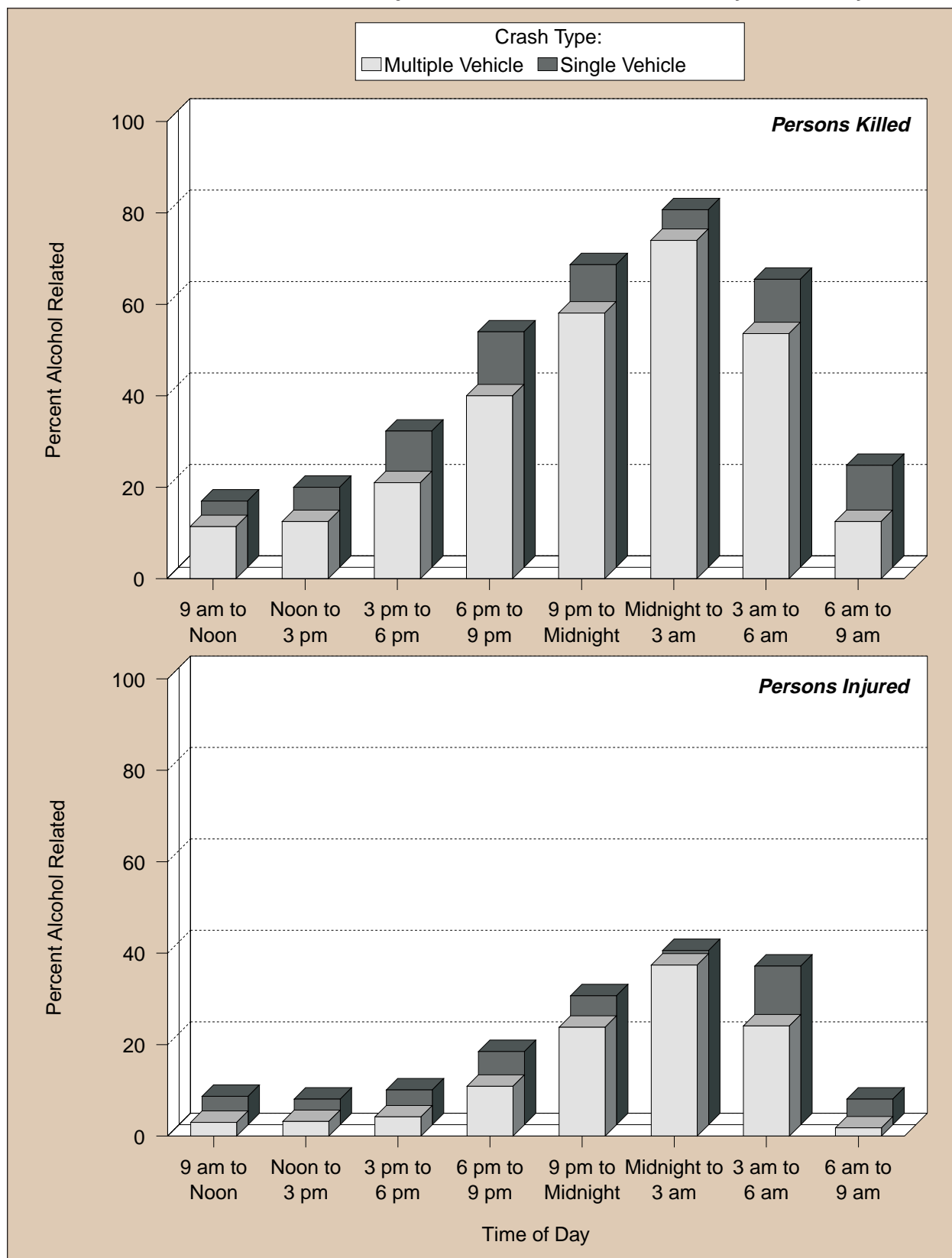
**Table 60**  
**Persons Killed or Injured in Crashes and Percent Alcohol Related by Time of Day and Crash Type**

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related
<b>Persons Killed*</b>									
Midnight to 3 am	3,962	3,097	78	1,416	1,048	74	<b>5,378</b>	<b>4,144</b>	<b>77</b>
3 am to 6 am	2,314	1,457	63	964	516	54	<b>3,278</b>	<b>1,974</b>	<b>60</b>
6 am to 9 am	1,982	442	22	2,116	265	13	<b>4,098</b>	<b>707</b>	<b>17</b>
9 am to Noon	1,762	255	14	2,429	278	11	<b>4,191</b>	<b>533</b>	<b>13</b>
Noon to 3 pm	2,286	401	18	3,347	417	12	<b>5,633</b>	<b>818</b>	<b>15</b>
3 pm to 6 pm	2,994	891	30	4,164	876	21	<b>7,158</b>	<b>1,767</b>	<b>25</b>
6 pm to 9 pm	3,642	1,875	51	2,855	1,143	40	<b>6,497</b>	<b>3,019</b>	<b>46</b>
9 pm to Midnight	3,825	2,531	66	2,151	1,250	58	<b>5,976</b>	<b>3,781</b>	<b>63</b>
Unknown	419	265	63	15	7	43	<b>434</b>	<b>271</b>	<b>62</b>
<b>Total</b>	<b>23,186</b>	<b>11,214</b>	<b>48</b>	<b>19,457</b>	<b>5,800</b>	<b>30</b>	<b>42,643</b>	<b>17,013</b>	<b>40</b>
<b>Persons Injured**</b>									
Midnight to 3 am	76,000	29,000	38	65,000	24,000	37	<b>141,000</b>	<b>53,000</b>	<b>38</b>
3 am to 6 am	52,000	18,000	35	33,000	8,000	24	<b>85,000</b>	<b>26,000</b>	<b>31</b>
6 am to 9 am	74,000	4,000	6	245,000	4,000	2	<b>319,000</b>	<b>9,000</b>	<b>3</b>
9 am to Noon	72,000	5,000	6	287,000	9,000	3	<b>359,000</b>	<b>13,000</b>	<b>4</b>
Noon to 3 pm	97,000	5,000	6	460,000	15,000	3	<b>558,000</b>	<b>20,000</b>	<b>4</b>
3 pm to 6 pm	125,000	9,000	8	595,000	25,000	4	<b>720,000</b>	<b>35,000</b>	<b>5</b>
6 pm to 9 pm	114,000	18,000	16	341,000	37,000	11	<b>455,000</b>	<b>55,000</b>	<b>12</b>
9 pm to Midnight	94,000	27,000	28	158,000	38,000	24	<b>252,000</b>	<b>64,000</b>	<b>25</b>
<b>Total</b>	<b>704,000</b>	<b>115,000</b>	<b>16</b>	<b>2,185,000</b>	<b>160,000</b>	<b>7</b>	<b>2,889,000</b>	<b>275,000</b>	<b>10</b>

\*Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater.

\*\*Police-reported alcohol involvement.

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



**Table 61**  
**Persons Killed in Construction/Maintenance Zones, by Roadway Function Class and Person Type**

Roadway Function Class	Person Type					Total
	Driver*	Passenger**	Pedestrian	Pedalcyclist	Other Nonmotorist	
Principal Arterial						
Interstate	193	90	25	0	2	310
Freeway/Expressway	45	11	14	0	0	70
Other	175	65	36	3	0	279
Minor Arterial	90	29	19	2	0	140
Collector	86	22	8	1	0	117
Local Road or Street	69	19	13	0	0	101
Unknown	5	4	2	0	0	11
<b>Total</b>	<b>663</b>	<b>240</b>	<b>117</b>	<b>6</b>	<b>2</b>	<b>1,028</b>

\*Includes motorcycle operators.

\*\*Includes motorcycle riders.

**Table 62**  
**Persons Killed in Crashes Involving Emergency Vehicles, by Person Type, Crash Type, and Vehicle Type**

Person Type	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Total	In Emergency Use*	Total	In Emergency Use*	Total	In Emergency Use*
<b>Ambulance</b>						
Ambulance Driver	0	0	1	0	1	0
Ambulance Passenger	7	5	3	2	10	7
Occupant of Other Vehicle	0	0	15	10	15	10
Pedestrian	2	0	0	0	2	0
Pedalcyclist	1	1	0	0	1	1
<b>Total</b>	<b>10</b>	<b>6</b>	<b>19</b>	<b>12</b>	<b>29</b>	<b>18</b>
<b>Fire Truck</b>						
Fire Truck Driver	2	1	0	0	2	1
Fire Truck Passenger	3	3	0	0	3	3
Occupant of Other Vehicle	0	0	16	14	16	14
Pedestrian	1	0	1	1	2	1
Pedalcyclist	1	0	0	0	1	0
<b>Total</b>	<b>7</b>	<b>4</b>	<b>17</b>	<b>15</b>	<b>24</b>	<b>19</b>
<b>Police Vehicle</b>						
Police Vehicle Driver	16	9	16	7	32	16
Police Vehicle Passenger	0	0	2	2	2	2
Occupant of Other Vehicle	0	0	81	42	81	42
Pedestrian	23	7	2	2	25	9
Pedalcyclist	1	0	0	0	1	0
<b>Total</b>	<b>40</b>	<b>16</b>	<b>101</b>	<b>53</b>	<b>141</b>	<b>69</b>

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

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

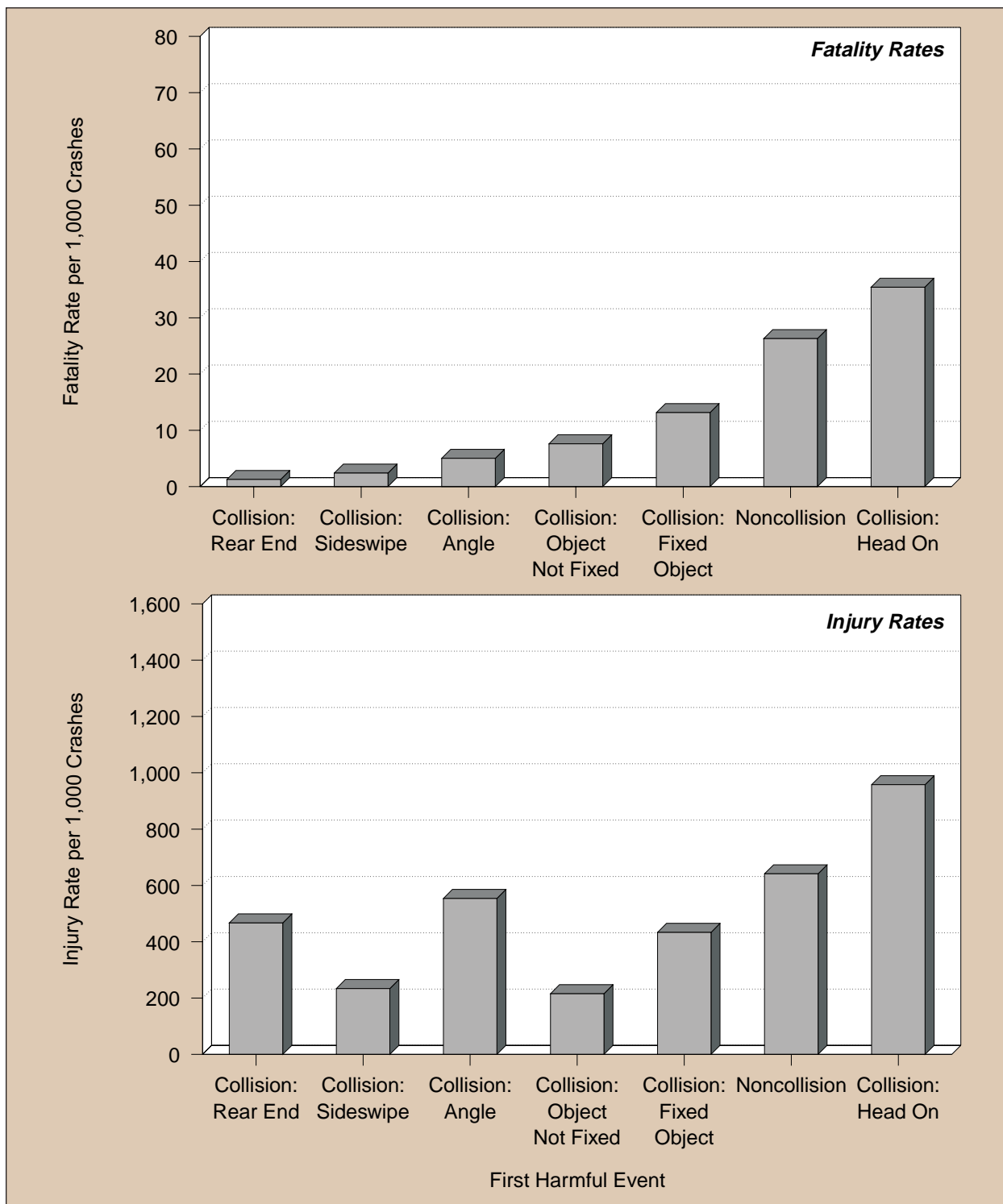
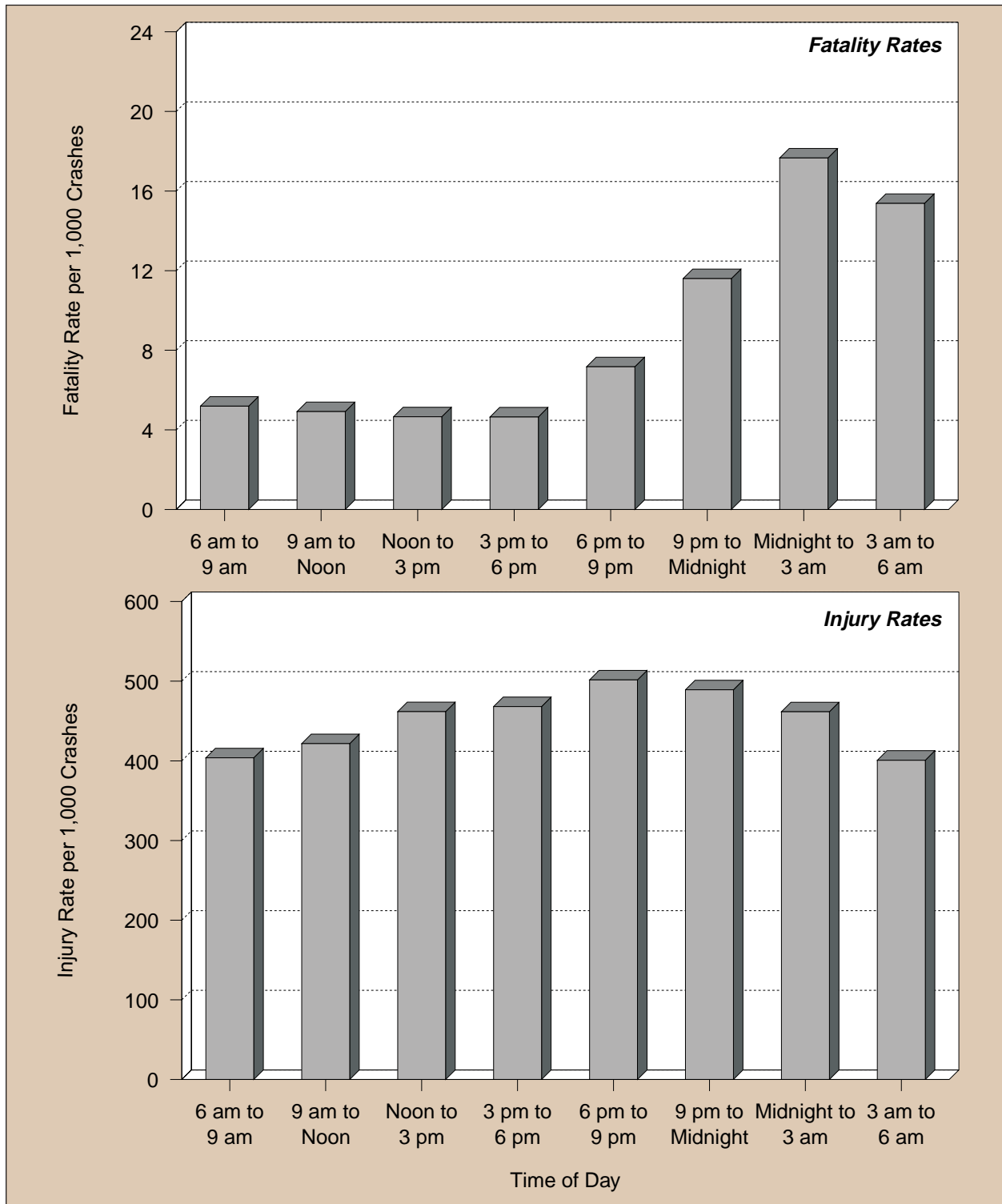
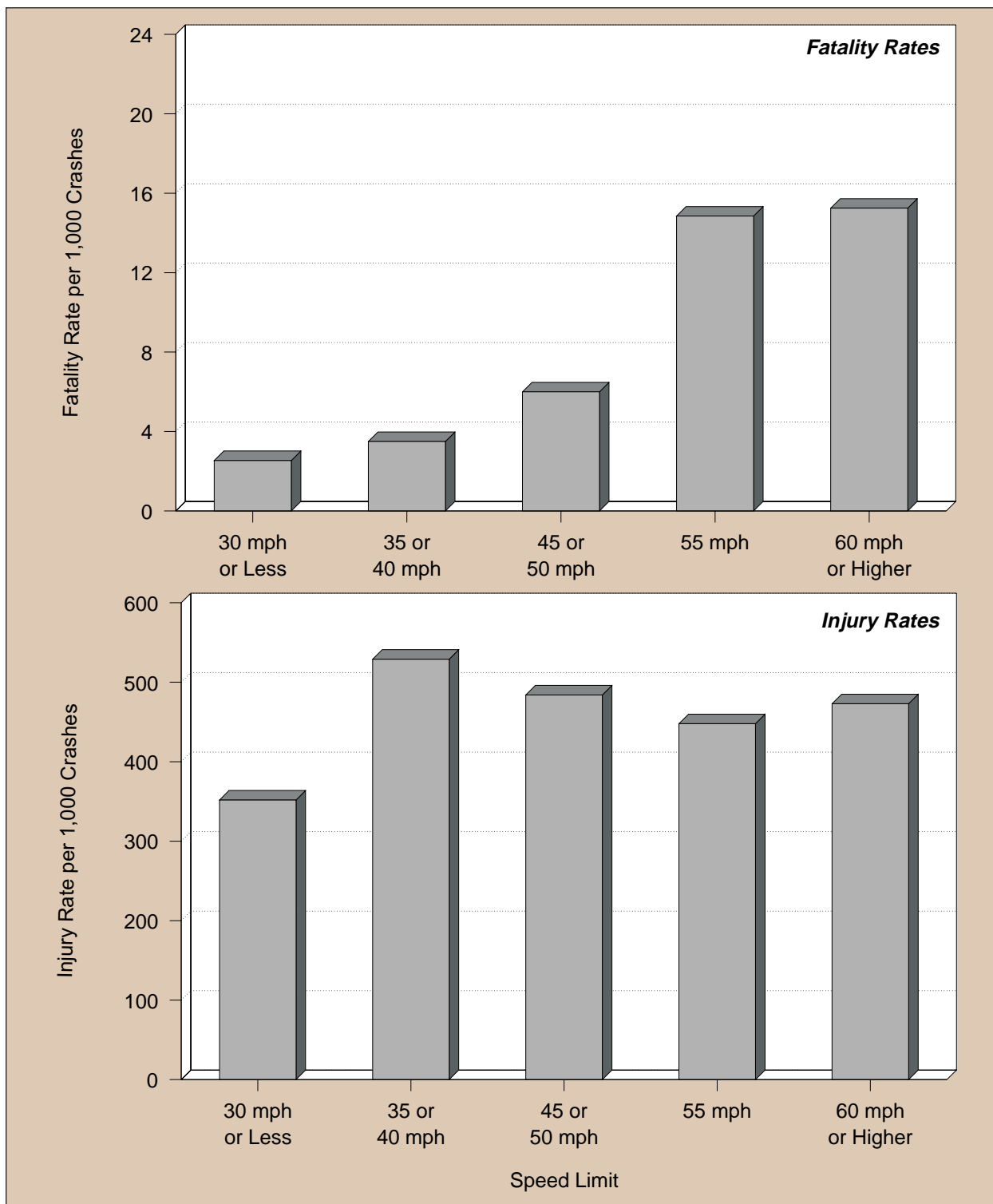


Figure 23  
 Fatality and Injury Rates per 1,000 Crashes by Time of Day





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



**Table 63**  
**Driver Involvement Rates per 100,000 Licensed Drivers by Age, Sex, and Crash Severity**

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
<b>Drivers in Fatal Crashes</b>						
<16	251	*	91	*	342	*
16-20	5,419	85.30	2,274	37.58	7,693	62.02
21-24	4,758	69.28	1,476	22.06	6,234	45.98
25-34	8,438	46.13	2,779	15.70	11,218	31.17
35-44	8,129	39.43	2,838	13.96	10,967	26.79
45-54	6,721	35.28	2,250	11.71	8,972	23.45
55-64	4,021	30.55	1,386	10.50	5,407	20.51
65-74	2,197	27.52	897	11.00	3,094	19.17
>74	2,209	37.54	1,085	16.49	3,294	26.43
Unknown	171	*	15	*	935	*
<b>Total</b>	<b>42,314</b>	<b>43.08</b>	<b>15,091</b>	<b>15.41</b>	<b>**58,156</b>	<b>29.65</b>
<b>Drivers in Injury Crashes</b>						
<16	9,000	*	6,000	*	15,000	*
16-20	320,000	5,044	262,000	4,329	582,000	4,695
21-24	230,000	3,355	171,000	2,559	402,000	2,962
25-34	414,000	2,263	324,000	1,831	738,000	2,050
35-44	388,000	1,883	306,000	1,505	694,000	1,695
45-54	297,000	1,557	228,000	1,185	524,000	1,370
55-64	177,000	1,346	123,000	929	300,000	1,137
65-74	96,000	1,199	63,000	772	159,000	983
>74	67,000	1,141	48,000	735	116,000	927
<b>Total</b>	<b>1,999,000</b>	<b>2,035</b>	<b>1,531,000</b>	<b>1,563</b>	<b>3,530,000</b>	<b>1,799</b>
<b>Drivers in Property-Damage-Only Crashes</b>						
<16	13,000	*	6,000	*	20,000	*
16-20	793,000	12,490	546,000	9,029	1,340,000	10,801
21-24	480,000	6,983	329,000	4,921	809,000	5,965
25-34	916,000	5,006	626,000	3,536	1,541,000	4,283
35-44	847,000	4,107	585,000	2,875	1,431,000	3,495
45-54	692,000	3,633	438,000	2,278	1,130,000	2,953
55-64	395,000	3,001	245,000	1,853	640,000	2,426
65-74	284,000	3,558	157,000	1,921	441,000	2,730
>74	121,000	2,056	95,000	1,447	216,000	1,734
<b>Total</b>	<b>4,541,000</b>	<b>4,623</b>	<b>3,026,000</b>	<b>3,090</b>	<b>7,567,000</b>	<b>3,858</b>
<b>Drivers in All Crashes</b>						
<16	23,000	*	13,000	*	35,000	*
16-20	1,119,000	17,619	811,000	13,396	1,930,000	15,559
21-24	715,000	10,407	502,000	7,502	1,217,000	8,974
25-34	1,338,000	7,314	953,000	5,383	2,291,000	6,365
35-44	1,243,000	6,030	893,000	4,394	2,136,000	5,218
45-54	996,000	5,226	667,000	3,475	1,663,000	4,347
55-64	576,000	4,377	369,000	2,792	945,000	3,584
65-74	382,000	4,785	221,000	2,704	603,000	3,733
>74	190,000	3,235	145,000	2,198	335,000	2,688
Unknown	***	*	***	*	1,000	*
<b>Total</b>	<b>6,582,000</b>	<b>6,701</b>	<b>4,572,000</b>	<b>4,669</b>	<b>11,155,000</b>	<b>5,687</b>

\*Not applicable.

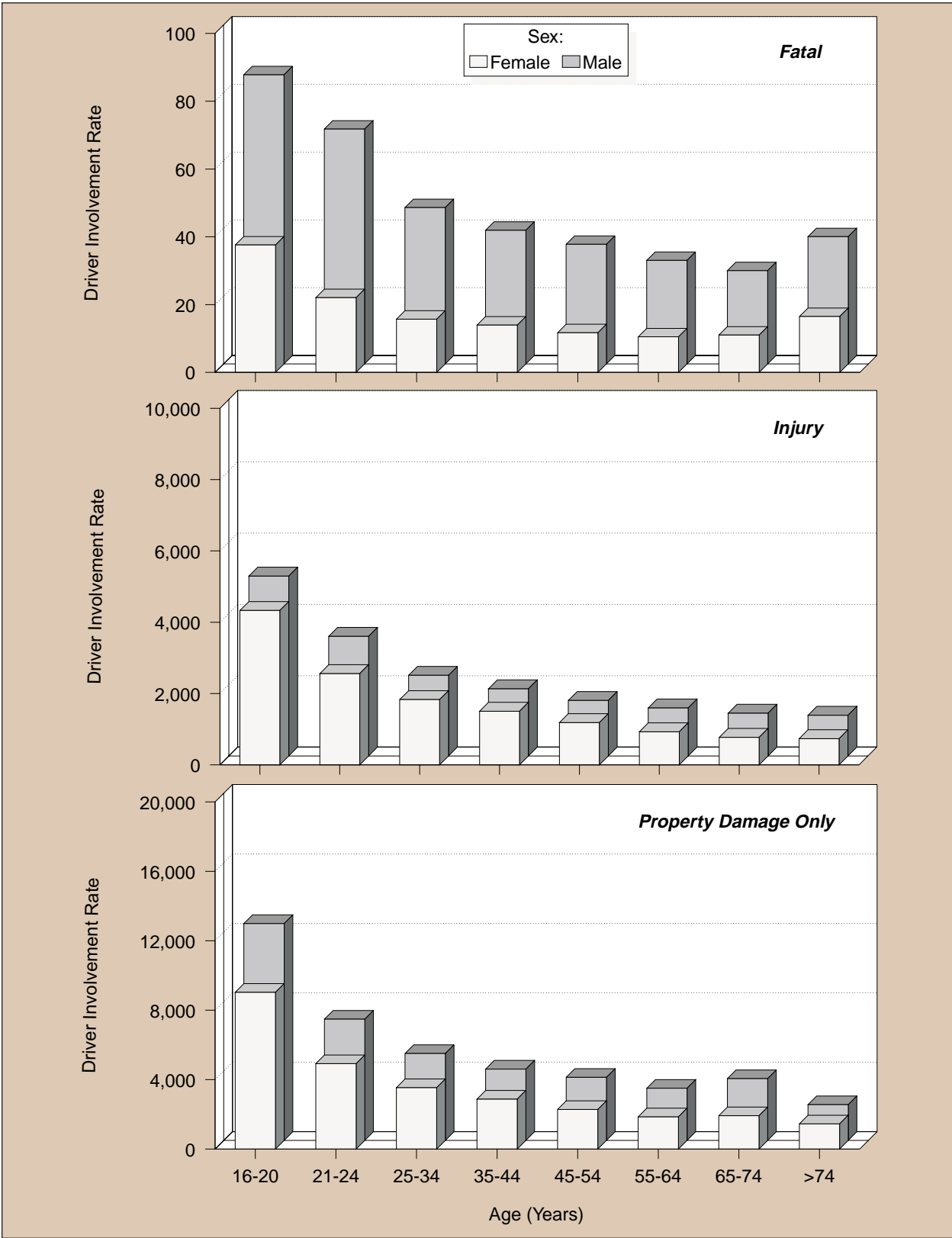
\*\*Includes 751 drivers of unknown sex.

\*\*\*Less than 500.

Note: Drivers include motorcycle operators.

Source: Licensed Drivers—Federal Highway Administration.

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



Note: Drivers include motorcycle operators.

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

Previous Convictions	Valid License (49,311)		Invalid License (6,973)		Total (56,284)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	6,737	13.7	885	12.7	<b>7,622</b>	<b>13.5</b>
Previous Recorded Suspensions or Revocations	3,721	7.5	3,007	43.1	<b>6,728</b>	<b>12.0</b>
Previous DWI Convictions	848	1.7	821	11.8	<b>1,669</b>	<b>3.0</b>
Previous Speeding Convictions	10,345	21.0	1,287	18.5	<b>11,632</b>	<b>20.7</b>
Previous Other Harmful Moving Convictions	8,033	16.3	1,610	23.1	<b>9,643</b>	<b>17.1</b>
Drivers with No Previous Convictions	29,616	60.1	3,215	46.1	<b>32,831</b>	<b>58.3</b>

Notes: Table does not include 1,872 drivers with unknown license status. FARS records prior driving records (convictions only, not violations) for events occurring within 3 years of the date of the crash. The same driver can have one or more of these convictions. License type compliance refers to the type of drivers license possessed or not possessed by the driver for the class of vehicle being driven at the time of the crash.

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

Factors	Number	Percent
Failure to keep in proper lane or running off road . . . . .	18,781	32.3
Driving too fast for conditions or in excess of posted speed limit or racing . . . . .	11,990	20.6
Under the influence of alcohol, drugs, or medication . . . . .	6,313	10.9
Failure to yield right of way . . . . .	4,604	7.9
Inattentive (talking, eating, etc.) . . . . .	3,730	6.4
Operating vehicle in erratic, reckless, careless, or negligent manner . . . . .	3,565	6.1
Failure to obey traffic signs, signals, or officer . . . . .	2,790	4.8
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc. . . . .	2,592	4.5
Overcorrecting/oversteering . . . . .	2,575	4.4
Making improper turn . . . . .	1,578	2.7
Drowsy, asleep, fatigued, ill, or blackout . . . . .	1,577	2.7
Vision obscured (rain, snow, glare, lights, building, trees, etc.) . . . . .	1,074	1.8
Driving wrong way on one-way trafficway or on wrong side of road . . . . .	988	1.7
Other factors . . . . .	10,139	17.4
None reported . . . . .	19,396	33.4
Unknown . . . . .	981	1.7
<b>Total Drivers . . . . .</b>	<b>58,156</b>	<b>100.0</b>

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

**Table 66**  
**Vehicle Occupants Killed or Injured, by Vehicle Type, Person Type, and Injury Severity**

Vehicle and Person Type	Occupants Killed	Occupants Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
<b>Passenger Car</b>						
Drivers	13,452	121,000	328,000	766,000	1,215,000	<b>1,229,000</b>
Passengers	5,969	51,000	139,000	351,000	541,000	<b>547,000</b>
Unknown	39	*	*	*	*	*
<i>Subtotal</i>	<i>19,460</i>	<i>172,000</i>	<i>467,000</i>	<i>1,117,000</i>	<i>1,756,000</i>	<b><i>1,776,000</i></b>
<b>Light Truck</b>						
Drivers	8,566	64,000	164,000	365,000	593,000	<b>602,000</b>
Passengers	3,841	29,000	79,000	188,000	296,000	<b>300,000</b>
Unknown	37	*	*	*	*	*
<i>Subtotal</i>	<i>12,444</i>	<i>93,000</i>	<i>243,000</i>	<i>553,000</i>	<i>889,000</i>	<b><i>901,000</i></b>
<b>Large Truck</b>						
Drivers	620	4,000	9,000	10,000	23,000	<b>24,000</b>
Passengers	101	*	1,000	2,000	4,000	<b>4,000</b>
Unknown	2	*	*	*	*	*
<i>Subtotal</i>	<i>723</i>	<i>5,000</i>	<i>10,000</i>	<i>12,000</i>	<i>27,000</i>	<b><i>28,000</i></b>
<b>Bus</b>	40	1,000	3,000	14,000	18,000	<b>18,000</b>
<b>Other/Unknown</b>	804	2,000	3,000	2,000	7,000	<b>8,000</b>
<b>Subtotal**</b>	<b>33,471</b>	<b>272,000</b>	<b>726,000</b>	<b>1,699,000</b>	<b>2,697,000</b>	<b>2,731,000</b>
<b>Motorcycle</b>						
Operators	3,382	16,000	31,000	14,000	61,000	<b>65,000</b>
Passengers	279	2,000	3,000	*	6,000	<b>6,000</b>
<i>Subtotal</i>	<i>3,661</i>	<i>18,000</i>	<i>35,000</i>	<i>15,000</i>	<i>67,000</i>	<b><i>71,000</i></b>
<b>Total</b>	<b>37,132</b>	<b>290,000</b>	<b>761,000</b>	<b>1,713,000</b>	<b>2,764,000</b>	<b>2,802,000</b>

\*Less than 500.

\*\*Excluding motorcycles.

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

Sex	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
<b>Occupants Killed</b>								
Male	11,696	8,958	681	14	644	21,993	3,300	<b>25,293</b>
Female	7,763	3,483	40	26	158	11,470	361	<b>11,831</b>
Unknown	1	3	2	0	2	8	0	<b>8</b>
<b>Total</b>	<b>19,460</b>	<b>12,444</b>	<b>723</b>	<b>40</b>	<b>804</b>	<b>33,471</b>	<b>3,661</b>	<b>37,132</b>
<b>Occupants Injured</b>								
Male	715,000	476,000	25,000	9,000	5,000	1,231,000	57,000	<b>1,288,000</b>
Female	1,041,000	413,000	2,000	9,000	2,000	1,467,000	10,000	<b>1,476,000</b>
<b>Total</b>	<b>1,756,000</b>	<b>889,000</b>	<b>27,000</b>	<b>18,000</b>	<b>7,000</b>	<b>2,697,000</b>	<b>67,000</b>	<b>2,764,000</b>

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

Age (Years)	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/Unknown	Subtotal	Motorcycles	
<b>Occupants Killed</b>								
<5	318	153	5	0	6	482	1	<b>483</b>
5-9	201	190	5	1	14	411	6	<b>417</b>
10-15	540	392	1	2	82	1,017	36	<b>1,053</b>
16-20	3,706	1,534	11	1	108	5,360	281	<b>5,641</b>
21-24	2,355	1,184	28	0	77	3,644	427	<b>4,071</b>
25-34	2,906	2,076	131	1	125	5,239	824	<b>6,063</b>
35-44	2,363	2,199	179	1	107	4,849	890	<b>5,739</b>
45-54	1,980	1,849	196	4	114	4,143	738	<b>4,881</b>
55-64	1,349	1,259	122	7	50	2,787	340	<b>3,127</b>
65-74	1,277	811	39	12	52	2,191	96	<b>2,287</b>
>74	2,434	772	4	11	60	3,281	20	<b>3,301</b>
Unknown	31	25	2	0	9	67	2	<b>69</b>
<b>Total</b>	<b>19,460</b>	<b>12,444</b>	<b>723</b>	<b>40</b>	<b>804</b>	<b>33,471</b>	<b>3,661</b>	<b>37,132</b>
<b>Occupants Injured</b>								
<5	39,000	20,000	*	*	*	59,000	*	<b>59,000</b>
5-9	41,000	29,000	*	3,000	*	73,000	*	<b>74,000</b>
10-15	67,000	45,000	*	4,000	2,000	119,000	1,000	<b>120,000</b>
16-20	343,000	115,000	1,000	2,000	1,000	461,000	7,000	<b>469,000</b>
21-24	218,000	75,000	3,000	1,000	*	296,000	8,000	<b>305,000</b>
25-34	321,000	178,000	7,000	2,000	1,000	509,000	16,000	<b>524,000</b>
35-44	243,000	179,000	9,000	3,000	1,000	436,000	16,000	<b>451,000</b>
45-54	210,000	128,000	5,000	2,000	1,000	345,000	11,000	<b>357,000</b>
55-64	125,000	70,000	2,000	1,000	*	198,000	6,000	<b>204,000</b>
65-74	77,000	32,000	1,000	*	*	110,000	2,000	<b>112,000</b>
>74	73,000	18,000	*	*	*	91,000	*	<b>91,000</b>
<b>Total</b>	<b>1,756,000</b>	<b>889,000</b>	<b>27,000</b>	<b>18,000</b>	<b>7,000</b>	<b>2,697,000</b>	<b>67,000</b>	<b>2,764,000</b>

\*Less than 500.

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

Age (Years)	Person Type											
	Drivers						Passengers					
	Sex				Total		Sex				Total	
	Male		Female				Male		Female			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>												
<5	0	0.0	0	0.0	0	0.0	249	51.6	234	48.4	483	100.0
5-9	8	100.0	0	0.0	8	100.0	205	50.1	204	49.9	409	100.0
10-15	146	77.2	43	22.8	189	100.0	466	53.9	397	45.9	864	100.0
16-20	2,583	72.3	988	27.7	3,571	100.0	1,262	61.0	808	39.0	2,070	100.0
21-24	2,318	79.1	613	20.9	2,931	100.0	760	66.7	380	33.3	1,140	100.0
25-34	3,693	78.6	1,003	21.4	4,697	100.0	865	63.3	501	36.7	1,366	100.0
35-44	3,493	75.3	1,143	24.7	4,636	100.0	553	50.1	550	49.9	1,103	100.0
45-54	3,032	75.6	979	24.4	4,011	100.0	405	46.6	465	53.4	870	100.0
55-64	1,866	73.3	679	26.7	2,545	100.0	209	35.9	373	64.1	582	100.0
65-74	1,164	68.8	527	31.2	1,691	100.0	169	28.4	427	71.6	596	100.0
>74	1,535	65.7	801	34.3	2,336	100.0	267	27.7	698	72.3	965	100.0
Unknown	17	68.0	4	16.0	25	100.0	28	63.6	14	31.8	44	100.0
<b>Total</b>	<b>19,855</b>	<b>74.5</b>	<b>6,780</b>	<b>25.5</b>	<b>*26,640</b>	<b>100.0</b>	<b>5,438</b>	<b>51.8</b>	<b>5,051</b>	<b>48.1</b>	<b>*10,492</b>	<b>100.0</b>
<b>Occupants Injured</b>												
<5	**	**	**	**	**	**	29,000	49.0	30,000	51.0	59,000	100.0
5-9	**	69.5	**	30.5	**	100.0	36,000	48.9	37,000	51.1	73,000	100.0
10-15	5,000	56.5	3,000	43.5	8,000	100.0	47,000	42.3	64,000	57.7	112,000	100.0
16-20	145,000	47.8	158,000	52.2	303,000	100.0	70,000	42.5	95,000	57.5	165,000	100.0
21-24	112,000	50.9	108,000	49.1	221,000	100.0	43,000	50.9	41,000	49.1	84,000	100.0
25-34	204,000	50.4	201,000	49.6	405,000	100.0	49,000	41.1	70,000	58.9	119,000	100.0
35-44	180,000	49.0	187,000	51.0	367,000	100.0	29,000	34.0	55,000	66.0	84,000	100.0
45-54	141,000	48.4	150,000	51.6	291,000	100.0	21,000	32.6	44,000	67.4	66,000	100.0
55-64	81,000	50.4	80,000	49.6	161,000	100.0	10,000	24.1	33,000	75.9	43,000	100.0
65-74	42,000	52.2	38,000	47.8	80,000	100.0	6,000	17.8	26,000	82.2	31,000	100.0
>74	34,000	52.2	31,000	47.8	65,000	100.0	5,000	18.2	22,000	81.8	26,000	100.0
<b>Total</b>	<b>943,000</b>	<b>49.6</b>	<b>958,000</b>	<b>50.4</b>	<b>1,902,000</b>	<b>100.0</b>	<b>345,000</b>	<b>40.0</b>	<b>518,000</b>	<b>60.0</b>	<b>863,000</b>	<b>100.0</b>

\*Includes 5 drivers and 3 passengers of unknown sex.

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

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



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

Vehicle Type	Most Harmful Event								Total	
	Collision with						Noncollision			
	Motor Vehicle in Transport		Object Not Fixed		Fixed Object					
	Number	Percent	Number	Percent	Number	Percent				
<b>Occupants Killed</b>										
Passenger Car	10,385	53.4	427	2.2	5,264	27.1	3,376	17.3	<b>19,460</b>	<b>100.0</b>
Light Truck	4,444	35.7	284	2.3	2,791	22.4	4,921	39.5	<b>12,444</b>	<b>100.0</b>
Large Truck	193	26.7	28	3.9	159	22.0	343	47.4	<b>723</b>	<b>100.0</b>
Bus	14	35.0	8	20.0	6	15.0	12	30.0	<b>40</b>	<b>100.0</b>
Other/Unknown	308	38.3	23	2.9	246	30.6	212	26.4	<b>804</b>	<b>100.0</b>
<i>Subtotal</i>	<i>15,344</i>	<i>45.8</i>	<i>770</i>	<i>2.3</i>	<i>8,466</i>	<i>25.3</i>	<i>8,864</i>	<i>26.5</i>	<b>33,471</b>	<b>100.0</b>
Motorcycle	1,924	52.6	163	4.5	937	25.6	634	17.3	<b>3,661</b>	<b>100.0</b>
<b>Total</b>	<b>17,268</b>	<b>46.5</b>	<b>933</b>	<b>2.5</b>	<b>9,403</b>	<b>25.3</b>	<b>9,498</b>	<b>25.6</b>	<b>*37,132</b>	<b>100.0</b>
<b>Occupants Injured</b>										
Passenger Car	1,397,000	79.5	36,000	2.0	241,000	13.7	83,000	4.7	<b>1,756,000</b>	<b>100.0</b>
Light Truck	659,000	74.1	16,000	1.7	105,000	11.8	110,000	12.4	<b>889,000</b>	<b>100.0</b>
Large Truck	14,000	51.7	1,000	2.7	4,000	15.3	8,000	30.3	<b>27,000</b>	<b>100.0</b>
Bus	18,000	97.1	**	0.7	**	0.1	**	2.1	<b>18,000</b>	<b>100.0</b>
Other/Unknown	3,000	49.6	**	4.0	2,000	30.6	1,000	15.8	<b>7,000</b>	<b>100.0</b>
<i>Subtotal</i>	<i>2,091,000</i>	<i>77.5</i>	<i>52,000</i>	<i>1.9</i>	<i>351,000</i>	<i>13.0</i>	<i>203,000</i>	<i>7.5</i>	<b>2,697,000</b>	<b>100.0</b>
Motorcycle	29,000	43.3	3,000	4.1	6,000	8.9	29,000	43.8	<b>67,000</b>	<b>100.0</b>
<b>Total</b>	<b>2,120,000</b>	<b>76.7</b>	<b>55,000</b>	<b>2.0</b>	<b>357,000</b>	<b>12.9</b>	<b>232,000</b>	<b>8.4</b>	<b>2,764,000</b>	<b>100.0</b>

\*Includes 30 fatalities with unknown most harmful event.

\*\*Less than 500.

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

Initial Point of Impact	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/Unknown	Subtotal	Motorcycles	
<b>Occupants Killed</b>								
Front	9,882	6,561	462	18	288	17,211	2,451	19,662
Left Side	3,512	1,312	35	1	51	4,911	224	5,135
Right Side	3,225	1,147	36	10	40	4,458	249	4,707
Rear	1,118	554	15	8	49	1,744	118	1,862
Other*	420	318	16	0	17	771	93	864
Noncollision	1,051	2,295	135	3	123	3,607	380	3,987
Unknown	252	257	24	0	236	769	146	915
<b>Total</b>	<b>19,460</b>	<b>12,444</b>	<b>723</b>	<b>40</b>	<b>804</b>	<b>33,471</b>	<b>3,661</b>	<b>37,132</b>
<b>Occupants Injured</b>								
Front	801,000	372,000	10,000	4,000	4,000	1,191,000	27,000	1,218,000
Left Side	262,000	126,000	3,000	6,000	1,000	398,000	6,000	405,000
Right Side	231,000	108,000	3,000	2,000	1,000	346,000	6,000	352,000
Rear	419,000	224,000	3,000	5,000	**	652,000	4,000	656,000
Other*	7,000	3,000	1,000	**	**	11,000	**	11,000
Noncollision	37,000	56,000	6,000	**	1,000	100,000	24,000	123,000
<b>Total</b>	<b>1,756,000</b>	<b>889,000</b>	<b>27,000</b>	<b>18,000</b>	<b>7,000</b>	<b>2,697,000</b>	<b>67,000</b>	<b>2,764,000</b>

\*Includes top, undercarriage, override, and underride.

\*\*Less than 500.

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

Vehicle Type	Ejected*		Not Ejected		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>								
Passenger Car	3,786	19.5	15,580	80.1	94	0.5	<b>19,460</b>	<b>100.0</b>
Light Truck	4,796	38.5	7,577	60.9	71	0.6	<b>12,444</b>	<b>100.0</b>
Large Truck	194	26.8	522	72.2	7	1.0	<b>723</b>	<b>100.0</b>
Bus	10	25.0	22	55.0	8	20.0	<b>40</b>	<b>100.0</b>
Other/Unknown	244	30.3	328	40.8	232	28.9	<b>804</b>	<b>100.0</b>
<b>Total**</b>	<b>9,030</b>	<b>27.0</b>	<b>24,029</b>	<b>71.8</b>	<b>412</b>	<b>1.2</b>	<b>33,471</b>	<b>100.0</b>
<b>Occupants Injured</b>								
Passenger Car	9,000	0.5	1,747,000	99.5	****	****	<b>1,756,000</b>	<b>100.0</b>
Light Truck	11,000	1.2	879,000	98.8	****	****	<b>889,000</b>	<b>100.0</b>
Large Truck	***	1.5	26,000	98.5	****	****	<b>27,000</b>	<b>100.0</b>
Bus	***	***	18,000	100.0	****	****	<b>18,000</b>	<b>100.0</b>
Other/Unknown	2,000	29.4	5,000	70.6	****	****	<b>7,000</b>	<b>100.0</b>
<b>Total**</b>	<b>22,000</b>	<b>0.8</b>	<b>2,675,000</b>	<b>99.2</b>	<b>****</b>	<b>****</b>	<b>2,697,000</b>	<b>100.0</b>

\*Includes total and partial ejection.

\*\*Excludes motorcycle riders.

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

\*\*\*\*Not applicable.

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

Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	Total Occupants Killed
Passenger Car	—	Passenger Car	—	2,831
Passenger Car	4,481	Light Truck	1,098	5,579
Passenger Car	1,678	Large Truck	27	1,705
Passenger Car	14	Motorcycle	759	773
Passenger Car	83	Bus	2	85
Passenger Car	113	Other/Unknown	61	174
Light Truck	—	Light Truck	—	1,895
Light Truck	1,182	Large Truck	38	1,220
Light Truck	10	Motorcycle	798	808
Light Truck	55	Bus	3	58
Light Truck	62	Other/Unknown	81	143
Large Truck	—	Large Truck	—	117
Large Truck	0	Motorcycle	129	129
Large Truck	3	Bus	3	6
Large Truck	2	Other/Unknown	33	35
Motorcycle	—	Motorcycle	—	76
Motorcycle	13	Bus	0	13
Motorcycle	30	Other/Unknown	2	32
Bus	0	Other/Unknown	2	2
Other/Unknown	—	Other/Unknown	—	114
<b>Total Occupants Killed</b> .....				<b>15,795</b>
Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	681,000
Passenger Car	443,000	Light Truck	298,000	741,000
Passenger Car	40,000	Large Truck	5,000	45,000
Passenger Car	3,000	Motorcycle	20,000	23,000
Passenger Car	7,000	Bus	8,000	15,000
Passenger Car	1,000	Other/Unknown	2,000	3,000
Light Truck	—	Light Truck	—	228,000
Light Truck	25,000	Large Truck	4,000	29,000
Light Truck	1,000	Motorcycle	10,000	11,000
Light Truck	2,000	Bus	6,000	8,000
Light Truck	1,000	Other/Unknown	2,000	3,000
Large Truck	—	Large Truck	—	4,000
<b>Total Occupants Injured</b> .....				<b>1,793,000</b>

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

Body Type	Occupants Involved		Occupants Killed		Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%		No.	%	No.	%
<b>Passenger Cars</b>	<b>43,320</b>	<b>45.7</b>	<b>19,460</b>	<b>52.4</b>	<b>Large Trucks</b>	<b>5,293</b>	<b>5.6</b>	<b>723</b>	<b>1.9</b>
Convertible	597	0.6	304	0.8	Step Van	35	*	8	*
2 Door Sedan, Hardtop, Coupe	9,343	9.9	4,472	12.0	Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	216	0.2	37	0.1
3 Door/2 Door Hatchback	2,279	2.4	1,198	3.2	Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	301	0.3	35	0.1
4 Door Sedan Hardtop	28,609	30.2	12,464	33.6	Single Unit Heavy Truck (GVWR > 26,000 lb)	964	1.0	137	0.4
5 Door/4 Door Hatchback	364	0.4	158	0.4	Single Unit Truck, Unknown GVWR	7	*	1	*
Station Wagon	1,483	1.6	645	1.7	Truck Tractor	3,686	3.9	491	1.3
Hatchback, Doors Unknown	40	*	23	0.1	Medium/Heavy Pickup (Ford Super Duty 450/550)	53	0.1	11	*
Other Auto	78	0.1	23	0.1	Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	1	*	0	0.0
Unknown Auto	485	0.5	148	0.4	Unknown Heavy Truck (GVWR > 26,000 lb)	5	*	1	*
Auto-Based Pickup	38	*	25	0.1	Unknown Large Truck Type	24	*	2	*
Auto-Based Panel Truck	4	*	0	0.0	Unknown Large Truck Type	1	*	0	0.0
<b>Light Trucks</b>	<b>38,974</b>	<b>41.1</b>	<b>12,444</b>	<b>33.5</b>	<b>Motorcycles</b>	<b>4,316</b>	<b>4.6</b>	<b>3,661</b>	<b>9.9</b>
Compact Utility	10,411	11.0	3,576	9.6	Motorcycle	4,171	4.4	3,534	9.5
Large Utility	2,370	2.5	602	1.6	Moped	26	*	21	0.1
Utility Station Wagon	1,174	1.2	266	0.7	Three Wheel Motorcycle or Moped	11	*	7	*
Utility, Unknown Body Type	16	*	2	*	Off-Road Motorcycle (Two Wheel)	67	0.1	60	0.2
Minivan	5,523	5.8	1,499	4.0	Other Motorcycle/Minibike	32	*	31	0.1
Large Van	2,621	2.8	538	1.4	Unknown Motorcycle	9	*	8	*
Step Van	126	0.1	20	0.1	<b>Buses**</b>	<b>895</b>	<b>0.9</b>	<b>40</b>	<b>0.1</b>
Other Van Type	18	*	5	*	School Bus	405	0.4	7	*
Unknown Van Type	46	*	4	*	Cross Country/Intercity Bus	93	0.1	3	*
Compact Pickup	5,109	5.4	2,263	6.1	Transit Bus	216	0.2	11	*
Standard Pickup	11,197	11.8	3,589	9.7	Other Bus	129	0.1	10	*
Pickup with Camper	66	0.1	25	0.1	Unknown Bus	52	0.1	9	*
Convertible Pickup	2	*	2	*	<b>Other Vehicles</b>	<b>854</b>	<b>0.9</b>	<b>470</b>	<b>1.3</b>
Unknown Pickup	110	0.1	25	0.1	Large Limousine	28	*	5	*
Cab Chassis-Based Light Truck	162	0.2	23	0.1	Light Truck-Based Motorhome	20	*	7	*
Unknown Light Truck (not pickup)	5	*	1	*	Medium/Heavy Truck-Based Motorhome	78	0.1	13	*
Unknown Light Vehicle Type	9	*	2	*	Unknown Truck Camper/Motorhome	84	0.1	20	0.1
Unknown Truck	9	*	2	*	All Terrain Vehicle	400	0.4	297	0.8
					Snowmobile	43	*	39	0.1
					Farm Equipment Except Trucks	109	0.1	47	0.1
					Construction Equipment Except Trucks	19	*	3	*
					Other Vehicle	73	0.1	39	0.1
					<b>Unknown Body Type</b>	<b>1,155</b>	<b>1.2</b>	<b>334</b>	<b>0.9</b>
					<b>Total</b>	<b>94,807</b>	<b>100.0</b>	<b>37,132</b>	<b>100.0</b>

\*Less than 0.05 percent.

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

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

Passenger Car Wheelbase Size	Occupants Involved in Fatal Crashes		Occupants Killed		Percent of Occupants Killed by Car Wheelbase Size
	Number	Percent of Total	Number	Percent of Total	
Minicompact (under 95 inches)	1,131	2.6	633	3.3	56.0
Subcompact (95 to 99 inches)	6,048	14.0	3,048	15.7	50.4
Compact (100 to 104 inches)	14,422	33.3	6,663	34.2	46.2
Intermediate (105 to 109 inches)	12,843	29.6	5,502	28.3	42.8
Full Size (110 to 114 inches)	5,777	13.3	2,424	12.5	42.0
Largest Size (115 inches and over)	1,936	4.5	767	3.9	39.6
Unknown	1,163	2.7	423	2.2	36.4
<b>Total</b>	<b>43,320</b>	<b>100.0</b>	<b>19,460</b>	<b>100.0</b>	<b>44.9</b>

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

Person Type	Persons Killed*	Persons Injured by Injury Severity**			Total Injured
		Incapacitating	Nonincapacitating	Other	
<b>Vehicle Occupants</b>					
Driver	9,442	28,000	66,000	77,000	<b>171,000</b>
Passenger	3,485	11,000	26,000	46,000	<b>83,000</b>
Unknown Occupant	45	***	***	***	<b>***</b>
<i>Subtotal</i>	<i>12,972</i>	<i>39,000</i>	<i>92,000</i>	<i>123,000</i>	<b><i>254,000</i></b>
<b>Motorcycle Riders</b>	<i>1,505</i>	<i>2,000</i>	<i>3,000</i>	<i>1,000</i>	<b><i>6,000</i></b>
<b>Nonmotorists</b>					
Pedestrian	2,253	3,000	4,000	3,000	<b>10,000</b>
Pedalcyclist	238	***	2,000	1,000	<b>4,000</b>
Other/Unknown	46	***	1,000	***	<b>1,000</b>
<i>Subtotal</i>	<i>2,537</i>	<i>4,000</i>	<i>6,000</i>	<i>5,000</i>	<b><i>15,000</i></b>
<b>Total</b>	<b>17,013</b>	<b>45,000</b>	<b>102,000</b>	<b>128,000</b>	<b>275,000</b>

\*Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater in the crash. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

\*\*Police-reported alcohol involvement in the crash.

\*\*\*Less than 500.

**Table 77**  
**Drivers and Motorcycle Operators Involved in Crashes by Age, Alcohol Involvement,**  
**and Crash Severity**

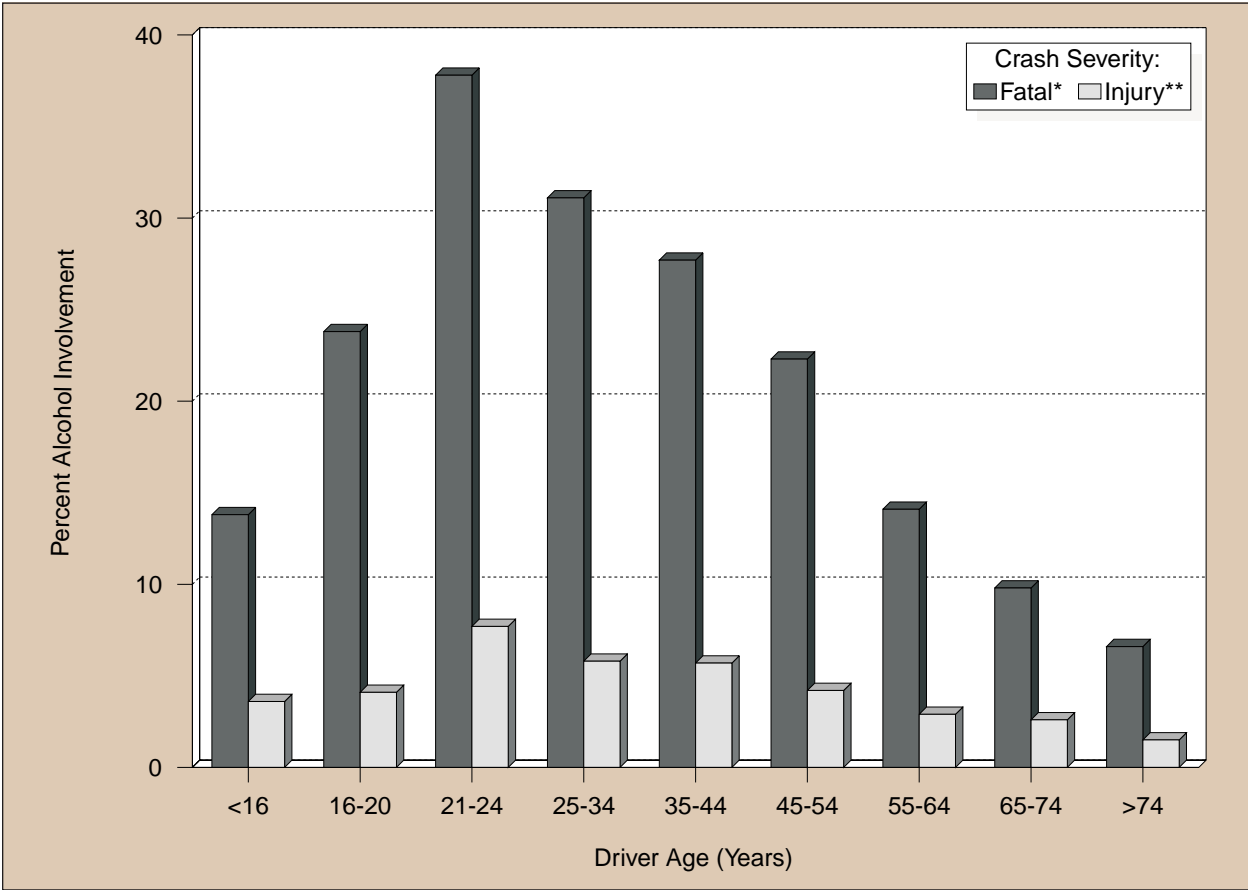
Age (Years)	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Fatal Crashes*</b>						
<16	47	14	295	86	<b>342</b>	<b>100</b>
16-20	1,834	24	5,859	76	<b>7,693</b>	<b>100</b>
21-24	2,355	38	3,879	62	<b>6,234</b>	<b>100</b>
25-34	3,485	31	7,734	69	<b>11,218</b>	<b>100</b>
35-44	3,035	28	7,932	72	<b>10,967</b>	<b>100</b>
45-54	2,000	22	6,973	78	<b>8,972</b>	<b>100</b>
55-64	765	14	4,643	86	<b>5,407</b>	<b>100</b>
65-74	303	10	2,791	90	<b>3,094</b>	<b>100</b>
>74	219	7	3,075	93	<b>3,294</b>	<b>100</b>
Unknown	219	23	717	77	<b>935</b>	<b>100</b>
<b>Total</b>	<b>14,260</b>	<b>25</b>	<b>43,896</b>	<b>75</b>	<b>58,156</b>	<b>100</b>
<b>Drivers in Injury Crashes**</b>						
<16	1,000	4	15,000	96	<b>15,000</b>	<b>100</b>
16-20	24,000	4	559,000	96	<b>582,000</b>	<b>100</b>
21-24	31,000	8	371,000	92	<b>402,000</b>	<b>100</b>
25-34	43,000	6	695,000	94	<b>738,000</b>	<b>100</b>
35-44	40,000	6	654,000	94	<b>694,000</b>	<b>100</b>
45-54	22,000	4	502,000	96	<b>524,000</b>	<b>100</b>
55-64	9,000	3	291,000	97	<b>300,000</b>	<b>100</b>
65-74	4,000	3	155,000	97	<b>159,000</b>	<b>100</b>
>74	2,000	2	114,000	98	<b>116,000</b>	<b>100</b>
<b>Total</b>	<b>174,000</b>	<b>5</b>	<b>3,355,000</b>	<b>95</b>	<b>3,530,000</b>	<b>100</b>
<b>Drivers in Property-Damage-Only Crashes**</b>						
<16	1,000	4	19,000	96	<b>20,000</b>	<b>100</b>
16-20	45,000	3	1,294,000	97	<b>1,340,000</b>	<b>100</b>
21-24	46,000	6	762,000	94	<b>809,000</b>	<b>100</b>
25-34	48,000	3	1,493,000	97	<b>1,541,000</b>	<b>100</b>
35-44	47,000	3	1,384,000	97	<b>1,431,000</b>	<b>100</b>
45-54	30,000	3	1,100,000	97	<b>1,130,000</b>	<b>100</b>
55-64	9,000	1	630,000	99	<b>640,000</b>	<b>100</b>
65-74	25,000	6	416,000	94	<b>441,000</b>	<b>100</b>
>74	1,000	***	216,000	100	<b>216,000</b>	<b>100</b>
<b>Total</b>	<b>252,000</b>	<b>3</b>	<b>7,316,000</b>	<b>97</b>	<b>7,567,000</b>	<b>100</b>

\*Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

\*\*Police-reported alcohol involvement.



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



\*For fatal crashes, alcohol involvement is a blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater.

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

**Table 78**  
**Drivers and Motorcycle Operators Killed or Injured, by Time of Day, Day of Week, Age, Alcohol Involvement, and Crash Type**

Time of Day and Day of Week	Killed*				Injured**			
	Under 21		21 and Older		Under 21		21 and Older	
	Number Killed	Percent with Alcohol Involvement	Number Killed	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement
<b>Single-Vehicle Crashes</b>								
<b>Daytime</b>	<b>759</b>	<b>17</b>	<b>4,439</b>	<b>26</b>	<b>50,000</b>	<b>4</b>	<b>166,000</b>	<b>7</b>
Weekday	474	13	2,915	22	34,000	3	115,000	6
Weekend	285	24	1,524	35	15,000	8	51,000	9
<b>Nighttime</b>	<b>1,334</b>	<b>55</b>	<b>6,245</b>	<b>72</b>	<b>55,000</b>	<b>15</b>	<b>147,000</b>	<b>36</b>
Weekday	574	51	2,810	65	25,000	11	74,000	30
Weekend	760	59	3,435	77	30,000	19	73,000	42
<b>Multiple-Vehicle Crashes</b>								
<b>Daytime</b>	<b>915</b>	<b>7</b>	<b>7,641</b>	<b>11</b>	<b>140,000</b>	<b>1</b>	<b>977,000</b>	<b>1</b>
Weekday	689	5	5,692	9	112,000	1	805,000	1
Weekend	226	13	1,949	17	28,000	1	172,000	2
<b>Nighttime</b>	<b>719</b>	<b>29</b>	<b>4,231</b>	<b>42</b>	<b>67,000</b>	<b>5</b>	<b>299,000</b>	<b>8</b>
Weekday	314	23	2,061	35	34,000	3	162,000	6
Weekend	405	35	2,170	49	32,000	6	138,000	9

\*Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

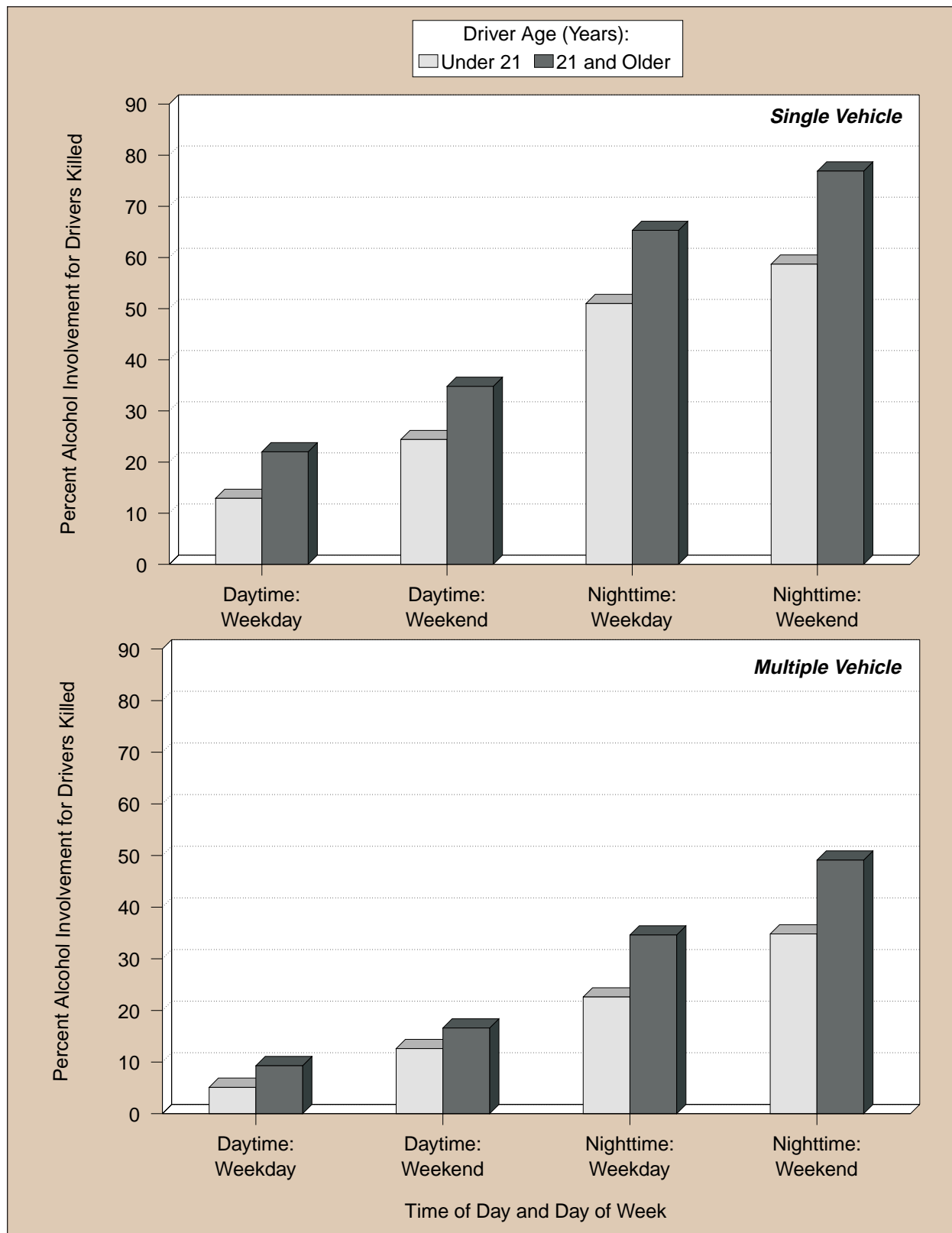
\*\*Police-reported alcohol involvement.

**Table 79**  
**Drivers and Motorcycle Operators Killed in Crashes, by Age and Driver's Blood Alcohol Concentration (BAC)**

Age (Years)	Driver's BAC								Total	
	0.00		0.01-0.07		0.08 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	164	83	10	5	23	11	33	17	<b>197</b>	<b>100</b>
16-20	2,440	68	213	6	918	26	1,131	32	<b>3,571</b>	<b>100</b>
21-24	1,446	49	184	6	1,302	44	1,485	51	<b>2,931</b>	<b>100</b>
25-34	2,382	51	270	6	2,045	44	2,315	49	<b>4,697</b>	<b>100</b>
35-44	2,458	53	250	5	1,928	42	2,178	47	<b>4,636</b>	<b>100</b>
45-54	2,517	63	192	5	1,303	32	1,495	37	<b>4,011</b>	<b>100</b>
55-64	1,965	77	93	4	487	19	580	23	<b>2,545</b>	<b>100</b>
65-74	1,455	86	52	3	184	11	236	14	<b>1,691</b>	<b>100</b>
>74	2,152	92	43	2	142	6	185	8	<b>2,336</b>	<b>100</b>
Unknown	13	52	2	9	10	39	12	48	<b>25</b>	<b>100</b>
<b>Total</b>	<b>16,991</b>	<b>64</b>	<b>1,309</b>	<b>5</b>	<b>8,341</b>	<b>31</b>	<b>9,649</b>	<b>36</b>	<b>26,640</b>	<b>100</b>

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

**Figure 27**  
**Alcohol Involvement (BAC ≥ 0.01) for Drivers and Motorcycle Operators Killed,**  
**by Driver Age, Crash Type, Time of Day, and Day of Week**



**Table 80**  
**Drivers and Motorcycle Operators Involved in Crashes by Vehicle Type,**  
**Alcohol Involvement, and Crash Severity**

Vehicle Type	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Fatal Crashes*</b>						
Passenger Car	6,817	26	19,213	74	<b>26,030</b>	<b>100</b>
Light Truck	5,582	25	16,362	75	<b>21,944</b>	<b>100</b>
Large Truck	95	2	4,513	98	<b>4,608</b>	<b>100</b>
Bus	15	5	273	95	<b>288</b>	<b>100</b>
Other/Unknown	401	26	1,136	74	<b>1,537</b>	<b>100</b>
<i>Subtotal</i>	<i>12,909</i>	<i>24</i>	<i>41,498</i>	<i>76</i>	<b><i>54,407</i></b>	<b><i>100</i></b>
Motorcycle	1,351	36	2,398	64	<b>3,749</b>	<b>100</b>
<b>Total</b>	<b>14,260</b>	<b>25</b>	<b>43,896</b>	<b>75</b>	<b>58,156</b>	<b>100</b>
<b>Drivers in Injury Crashes**</b>						
Passenger Car	103,000	5	2,023,000	95	<b>2,125,000</b>	<b>100</b>
Light Truck	66,000	5	1,165,000	95	<b>1,231,000</b>	<b>100</b>
Large Truck	***	***	88,000	100	<b>88,000</b>	<b>100</b>
Bus	***	***	14,000	100	<b>14,000</b>	<b>100</b>
Other/Unknown	1,000	15	7,000	85	<b>8,000</b>	<b>100</b>
<i>Subtotal</i>	<i>170,000</i>	<i>5</i>	<i>3,296,000</i>	<i>95</i>	<b><i>3,466,000</i></b>	<b><i>100</i></b>
Motorcycle	5,000	7	59,000	93	<b>64,000</b>	<b>100</b>
<b>Total</b>	<b>174,000</b>	<b>5</b>	<b>3,355,000</b>	<b>95</b>	<b>3,530,000</b>	<b>100</b>
<b>Drivers in Property-Damage-Only Crashes**</b>						
Passenger Car	149,000	3	4,194,000	97	<b>4,343,000</b>	<b>100</b>
Light Truck	101,000	4	2,693,000	96	<b>2,794,000</b>	<b>100</b>
Large Truck	1,000	***	359,000	100	<b>360,000</b>	<b>100</b>
Bus	***	***	44,000	100	<b>44,000</b>	<b>100</b>
Other/Unknown	1,000	4	12,000	96	<b>13,000</b>	<b>100</b>
<i>Subtotal</i>	<i>251,000</i>	<i>3</i>	<i>7,302,000</i>	<i>97</i>	<b><i>7,554,000</i></b>	<b><i>100</i></b>
Motorcycle	***	3	13,000	97	<b>14,000</b>	<b>100</b>
<b>Total</b>	<b>252,000</b>	<b>3</b>	<b>7,316,000</b>	<b>97</b>	<b>7,567,000</b>	<b>100</b>

\*Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

\*\*Police-reported alcohol involvement.

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

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

Age (Years)	Highest BAC in Crash								Total	
	0.00		0.01-0.07		0.08 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	493	81	15	3	99	16	114	19	607	100
5-9	471	80	25	4	94	16	120	20	591	100
10-15	1,054	77	64	5	255	19	319	23	1,372	100
16-20	3,720	62	437	7	1,845	31	2,282	38	6,002	100
21-24	1,932	44	318	7	2,109	48	2,428	56	4,360	100
25-34	3,115	46	434	6	3,155	47	3,588	54	6,703	100
35-44	3,212	48	385	6	3,125	46	3,509	52	6,721	100
45-54	3,290	57	324	6	2,174	38	2,498	43	5,788	100
55-64	2,638	70	167	4	947	25	1,114	30	3,752	100
65-74	2,186	80	110	4	421	15	530	20	2,716	100
>74	3,457	88	99	3	358	9	457	12	3,914	100
Unknown	62	53	6	5	49	42	55	47	117	100
<b>Total</b>	<b>25,630</b>	<b>60</b>	<b>2,383</b>	<b>6</b>	<b>14,630</b>	<b>34</b>	<b>17,013</b>	<b>40</b>	<b>42,643</b>	<b>100</b>

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

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

Pedestrian's BAC	Driver's BAC						Total	
	0.00		0.01-0.07		0.08 or Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0.00	2,530	54	74	2	321	7	2,926	62
0.01-0.07	155	3	10	0	29	1	194	4
0.08 or Higher	1,237	26	69	1	259	6	1,564	33
<b>Total*</b>	<b>3,922</b>	<b>84</b>	<b>152</b>	<b>3</b>	<b>609</b>	<b>13</b>	<b>4,683</b>	<b>100</b>

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

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

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

Vehicle Type	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Fatal Crashes</b>								
Passenger Car	15,579	59.9	7,929	30.5	2,522	9.7	<b>26,030</b>	<b>100.0</b>
Light Truck	12,802	58.3	7,416	33.8	1,726	7.9	<b>21,944</b>	<b>100.0</b>
Large Truck	3,531	76.6	654	14.2	423	9.2	<b>4,608</b>	<b>100.0</b>
Bus	231	80.2	23	8.0	34	11.8	<b>288</b>	<b>100.0</b>
Other/Unknown	223	14.5	490	31.9	824	53.6	<b>1,537</b>	<b>100.0</b>
<b>Total*</b>	<b>32,366</b>	<b>59.5</b>	<b>16,512</b>	<b>30.3</b>	<b>5,529</b>	<b>10.2</b>	<b>54,407</b>	<b>100.0</b>
<b>Drivers in Injury Crashes</b>								
Passenger Car	1,791,000	84.3	112,000	5.3	222,000	10.4	<b>2,125,000</b>	<b>100.0</b>
Light Truck	1,053,000	85.5	68,000	5.5	110,000	8.9	<b>1,231,000</b>	<b>100.0</b>
Large Truck	67,000	76.1	4,000	5.0	17,000	19.0	<b>88,000</b>	<b>100.0</b>
Bus	11,000	80.0	1,000	10.2	1,000	9.8	<b>14,000</b>	<b>100.0</b>
Other/Unknown	2,000	30.0	5,000	61.6	1,000	8.4	<b>8,000</b>	<b>100.0</b>
<b>Total*</b>	<b>2,924,000</b>	<b>84.4</b>	<b>191,000</b>	<b>5.5</b>	<b>351,000</b>	<b>10.1</b>	<b>3,466,000</b>	<b>100.0</b>
<b>Drivers in Property-Damage-Only Crashes</b>								
Passenger Car	3,645,000	83.9	83,000	1.9	615,000	14.2	<b>4,343,000</b>	<b>100.0</b>
Light Truck	2,398,000	85.8	52,000	1.9	344,000	12.3	<b>2,794,000</b>	<b>100.0</b>
Large Truck	239,000	66.4	14,000	3.9	107,000	29.7	<b>360,000</b>	<b>100.0</b>
Bus	35,000	79.8	1,000	2.1	8,000	18.1	<b>44,000</b>	<b>100.0</b>
Other/Unknown	6,000	46.5	4,000	31.5	3,000	22.0	<b>13,000</b>	<b>100.0</b>
<b>Total*</b>	<b>6,322,000</b>	<b>83.7</b>	<b>154,000</b>	<b>2.0</b>	<b>1,077,000</b>	<b>14.3</b>	<b>7,554,000</b>	<b>100.0</b>
<b>Drivers in All Crashes</b>								
Passenger Car	5,451,000	83.9	203,000	3.1	840,000	12.9	<b>6,494,000</b>	<b>100.0</b>
Light Truck	3,463,000	85.6	127,000	3.1	456,000	11.3	<b>4,047,000</b>	<b>100.0</b>
Large Truck	310,000	68.4	19,000	4.2	124,000	27.4	<b>453,000</b>	<b>100.0</b>
Bus	46,000	79.8	2,000	4.1	9,000	16.1	<b>58,000</b>	<b>100.0</b>
Other/Unknown	9,000	38.5	9,000	42.2	4,000	19.3	<b>22,000</b>	<b>100.0</b>
<b>Total*</b>	<b>9,279,000</b>	<b>83.8</b>	<b>361,000</b>	<b>3.3</b>	<b>1,434,000</b>	<b>12.9</b>	<b>11,074,000</b>	<b>100.0</b>

\*Excludes motorcycle operators.

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

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

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>								
<5	289	61.4	158	33.5	24	5.1	<b>471</b>	<b>100.0</b>
5-9	166	42.5	199	50.9	26	6.6	<b>391</b>	<b>100.0</b>
10-15	280	30.0	582	62.4	70	7.5	<b>932</b>	<b>100.0</b>
16-20	1,774	33.9	3,006	57.4	460	8.8	<b>5,240</b>	<b>100.0</b>
21-24	1,110	31.4	2,149	60.7	280	7.9	<b>3,539</b>	<b>100.0</b>
25-34	1,607	32.3	2,969	59.6	406	8.1	<b>4,982</b>	<b>100.0</b>
35-44	1,553	34.0	2,638	57.8	371	8.1	<b>4,562</b>	<b>100.0</b>
45-54	1,579	41.2	1,935	50.5	315	8.2	<b>3,829</b>	<b>100.0</b>
55-64	1,238	47.5	1,193	45.7	177	6.8	<b>2,608</b>	<b>100.0</b>
65-74	1,194	57.2	746	35.7	148	7.1	<b>2,088</b>	<b>100.0</b>
>74	1,977	61.7	991	30.9	238	7.4	<b>3,206</b>	<b>100.0</b>
Unknown	20	35.7	28	50.0	8	14.3	<b>56</b>	<b>100.0</b>
<b>Total</b>	<b>12,787</b>	<b>40.1</b>	<b>16,594</b>	<b>52.0</b>	<b>2,523</b>	<b>7.9</b>	<b>31,904</b>	<b>100.0</b>
<b>Occupants Injured</b>								
<5	52,000	88.2	4,000	7.1	3,000	4.8	<b>59,000</b>	<b>100.0</b>
5-9	61,000	86.9	7,000	9.7	2,000	3.3	<b>71,000</b>	<b>100.0</b>
10-15	84,000	75.2	19,000	16.7	9,000	8.1	<b>112,000</b>	<b>100.0</b>
16-20	363,000	79.3	62,000	13.6	33,000	7.1	<b>458,000</b>	<b>100.0</b>
21-24	226,000	77.3	37,000	12.5	30,000	10.1	<b>293,000</b>	<b>100.0</b>
25-34	417,000	83.4	45,000	9.0	38,000	7.6	<b>500,000</b>	<b>100.0</b>
35-44	360,000	85.2	32,000	7.6	30,000	7.2	<b>423,000</b>	<b>100.0</b>
45-54	293,000	87.0	23,000	6.8	21,000	6.2	<b>337,000</b>	<b>100.0</b>
55-64	172,000	87.9	10,000	5.2	13,000	6.8	<b>195,000</b>	<b>100.0</b>
65-74	97,000	88.8	4,000	4.0	8,000	7.2	<b>109,000</b>	<b>100.0</b>
>74	79,000	87.0	5,000	5.6	7,000	7.4	<b>90,000</b>	<b>100.0</b>
<b>Total</b>	<b>2,204,000</b>	<b>83.3</b>	<b>248,000</b>	<b>9.4</b>	<b>193,000</b>	<b>7.3</b>	<b>2,646,000</b>	<b>100.0</b>

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

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

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,812	82.0	321	14.5	77	3.5	<b>2,210</b>	<b>100.0</b>
5-9	1,359	69.9	471	24.2	114	5.9	<b>1,944</b>	<b>100.0</b>
10-15	1,980	58.2	1,158	34.0	265	7.8	<b>3,403</b>	<b>100.0</b>
16-20	5,014	56.8	3,060	34.7	752	8.5	<b>8,826</b>	<b>100.0</b>
21-24	3,248	59.2	1,700	31.0	542	9.9	<b>5,490</b>	<b>100.0</b>
25-34	5,539	65.3	2,103	24.8	843	9.9	<b>8,485</b>	<b>100.0</b>
35-44	5,058	73.1	1,307	18.9	551	8.0	<b>6,916</b>	<b>100.0</b>
45-54	4,088	78.0	763	14.6	388	7.4	<b>5,239</b>	<b>100.0</b>
55-64	2,529	81.9	374	12.1	184	6.0	<b>3,087</b>	<b>100.0</b>
65-74	1,553	83.5	193	10.4	113	6.1	<b>1,859</b>	<b>100.0</b>
>74	1,220	81.0	167	11.1	119	7.9	<b>1,506</b>	<b>100.0</b>
Unknown	368	25.8	290	20.4	767	53.8	<b>1,425</b>	<b>100.0</b>
<b>Total</b>	<b>33,768</b>	<b>67.0</b>	<b>11,907</b>	<b>23.6</b>	<b>4,715</b>	<b>9.4</b>	<b>50,390</b>	<b>100.0</b>

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



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

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Passenger Car Occupants Killed</b>								
<b>Front Seat</b>	<b>8,343</b>	<b>47.6</b>	<b>7,721</b>	<b>44.0</b>	<b>1,471</b>	<b>8.4</b>	<b>17,535</b>	<b>100.0</b>
Left	6,344	47.2	6,001	44.6	1,108	8.2	13,453	100.0
Middle	4	13.3	25	83.3	1	3.3	30	100.0
Right	1,994	49.3	1,690	41.8	360	8.9	4,044	100.0
Other/Unknown	1	12.5	5	62.5	2	25.0	8	100.0
<b>Second Seat</b>	<b>574</b>	<b>33.2</b>	<b>1,018</b>	<b>58.8</b>	<b>139</b>	<b>8.0</b>	<b>1,731</b>	<b>100.0</b>
Left	210	35.2	342	57.3	45	7.5	597	100.0
Middle	65	27.2	153	64.0	21	8.8	239	100.0
Right	294	34.1	503	58.4	65	7.5	862	100.0
Other/Unknown	5	15.2	20	60.6	8	24.2	33	100.0
<b>Other</b>	<b>0</b>	<b>0.0</b>	<b>37</b>	<b>94.9</b>	<b>2</b>	<b>5.1</b>	<b>39</b>	<b>100.0</b>
<b>Unknown</b>	<b>7</b>	<b>4.5</b>	<b>91</b>	<b>58.7</b>	<b>57</b>	<b>36.8</b>	<b>155</b>	<b>100.0</b>
<b>Total</b>	<b>8,924</b>	<b>45.9</b>	<b>8,867</b>	<b>45.6</b>	<b>1,669</b>	<b>8.6</b>	<b>19,460</b>	<b>100.0</b>
<b>Passenger Car Occupants Injured</b>								
<b>Front Seat</b>	<b>1,337,000</b>	<b>84.7</b>	<b>121,000</b>	<b>7.6</b>	<b>121,000</b>	<b>7.7</b>	<b>1,579,000</b>	<b>100.0</b>
Left	1,044,000	85.1	84,000	6.8	99,000	8.1	1,228,000	100.0
Middle	3,000	80.6	1,000	17.0	*	2.4	4,000	100.0
Right	289,000	83.3	36,000	10.4	22,000	6.2	347,000	100.0
<b>Second Seat</b>	<b>130,000</b>	<b>74.0</b>	<b>32,000</b>	<b>18.3</b>	<b>14,000</b>	<b>7.7</b>	<b>176,000</b>	<b>100.0</b>
Left	51,000	74.5	12,000	17.9	5,000	7.7	68,000	100.0
Middle	15,000	70.1	5,000	22.1	2,000	7.8	22,000	100.0
Right	64,000	74.6	15,000	17.7	7,000	7.7	86,000	100.0
<b>Other</b>	<b>*</b>	<b>29.9</b>	<b>1,000</b>	<b>70.1</b>	<b>*</b>	<b>*</b>	<b>1,000</b>	<b>100.0</b>
<b>Total</b>	<b>1,468,000</b>	<b>83.6</b>	<b>154,000</b>	<b>8.8</b>	<b>135,000</b>	<b>7.7</b>	<b>1,756,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

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

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

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Light Truck Occupants Killed</b>								
<b>Front Seat</b>	<b>3,590</b>	<b>33.1</b>	<b>6,574</b>	<b>60.6</b>	<b>685</b>	<b>6.3</b>	<b>10,849</b>	<b>100.0</b>
Left	2,786	32.5	5,222	61.0	556	6.5	8,564	100.0
Middle	14	11.8	93	78.2	12	10.1	119	100.0
Right	790	36.6	1,253	58.1	113	5.2	2,156	100.0
Other/Unknown	0	0.0	6	60.0	4	40.0	10	100.0
<b>Second Seat</b>	<b>217</b>	<b>22.1</b>	<b>701</b>	<b>71.3</b>	<b>65</b>	<b>6.6</b>	<b>983</b>	<b>100.0</b>
Left	101	27.5	241	65.7	25	6.8	367	100.0
Middle	30	15.0	157	78.5	13	6.5	200	100.0
Right	85	21.5	284	71.7	27	6.8	396	100.0
Other/Unknown	1	5.0	19	95.0	0	0.0	20	100.0
<b>Other</b>	<b>50</b>	<b>12.0</b>	<b>335</b>	<b>80.7</b>	<b>30</b>	<b>7.2</b>	<b>415</b>	<b>100.0</b>
<b>Unknown</b>	<b>6</b>	<b>3.0</b>	<b>117</b>	<b>59.4</b>	<b>74</b>	<b>37.6</b>	<b>197</b>	<b>100.0</b>
<b>Total</b>	<b>3,863</b>	<b>31.0</b>	<b>7,727</b>	<b>62.1</b>	<b>854</b>	<b>6.9</b>	<b>12,444</b>	<b>100.0</b>
<b>Light Truck Occupants Injured</b>								
<b>Front Seat</b>	<b>659,000</b>	<b>83.8</b>	<b>75,000</b>	<b>9.5</b>	<b>53,000</b>	<b>6.7</b>	<b>787,000</b>	<b>100.0</b>
Left	508,000	84.3	52,000	8.5	44,000	7.2	604,000	100.0
Middle	5,000	56.5	3,000	29.3	1,000	14.2	9,000	100.0
Right	146,000	83.4	21,000	12.0	8,000	4.6	174,000	100.0
<b>Second Seat</b>	<b>68,000</b>	<b>78.6</b>	<b>15,000</b>	<b>16.7</b>	<b>4,000</b>	<b>4.7</b>	<b>87,000</b>	<b>100.0</b>
Left	26,000	78.9	5,000	15.4	2,000	5.8	33,000	100.0
Middle	11,000	73.1	3,000	21.1	1,000	5.8	15,000	100.0
Right	31,000	80.4	6,000	16.2	1,000	3.3	39,000	100.0
<b>Other</b>	<b>9,000</b>	<b>55.9</b>	<b>5,000</b>	<b>34.0</b>	<b>2,000</b>	<b>10.1</b>	<b>15,000</b>	<b>100.0</b>
<b>Total</b>	<b>736,000</b>	<b>82.8</b>	<b>95,000</b>	<b>10.7</b>	<b>58,000</b>	<b>6.6</b>	<b>889,000</b>	<b>100.0</b>

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

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

Restraint Use and Type of Restraint	Vehicle Type			
	Passenger Car		Light Truck	
	Number	Percent	Number	Percent
<b>Occupants Killed</b>				
Restraint Used				
Lap/Shoulder Belt	4,896	25.2	2,321	18.7
Lap Belt	209	1.1	108	0.9
Shoulder Belt	239	1.2	12	0.1
Child Safety Seat	156	0.8	47	0.4
Type Unknown	196	1.0	83	0.7
Restraint Used, Airbag Deployed	3,161	16.2	1,246	10.0
Safety Belt Used Improperly	32	0.2	26	0.2
Child Safety Seat Used Improperly	35	0.2	20	0.2
<i>Subtotal</i>	8,924	45.9	3,863	31.0
No Restraint Used	6,408	32.9	6,296	50.6
No Restraint Used, Airbag Deployed	2,459	12.6	1,431	11.5
Restraint Use Unknown	1,669	8.6	854	6.9
<b>Total</b>	<b>19,460</b>	<b>100.0</b>	<b>12,444</b>	<b>100.0</b>
<b>Occupants Injured</b>				
Restraint Used				
Lap/Shoulder Belt	1,031,000	58.7	565,000	63.6
Lap Belt	35,000	2.0	20,000	2.3
Shoulder Belt	9,000	0.5	3,000	0.4
Child Safety Seat	28,000	1.6	14,000	1.6
Type Unknown	60,000	3.4	37,000	4.1
Restraint Used, Airbag Deployed	304,000	17.3	96,000	10.8
<i>Subtotal</i>	1,468,000	83.6	736,000	82.8
No Restraint Used	128,000	7.3	86,000	9.7
No Restraint Used, Airbag Deployed	26,000	1.5	9,000	1.0
Restraint Use Unknown	135,000	7.7	58,000	6.6
<b>Total</b>	<b>1,756,000</b>	<b>100.0</b>	<b>889,000</b>	<b>100.0</b>

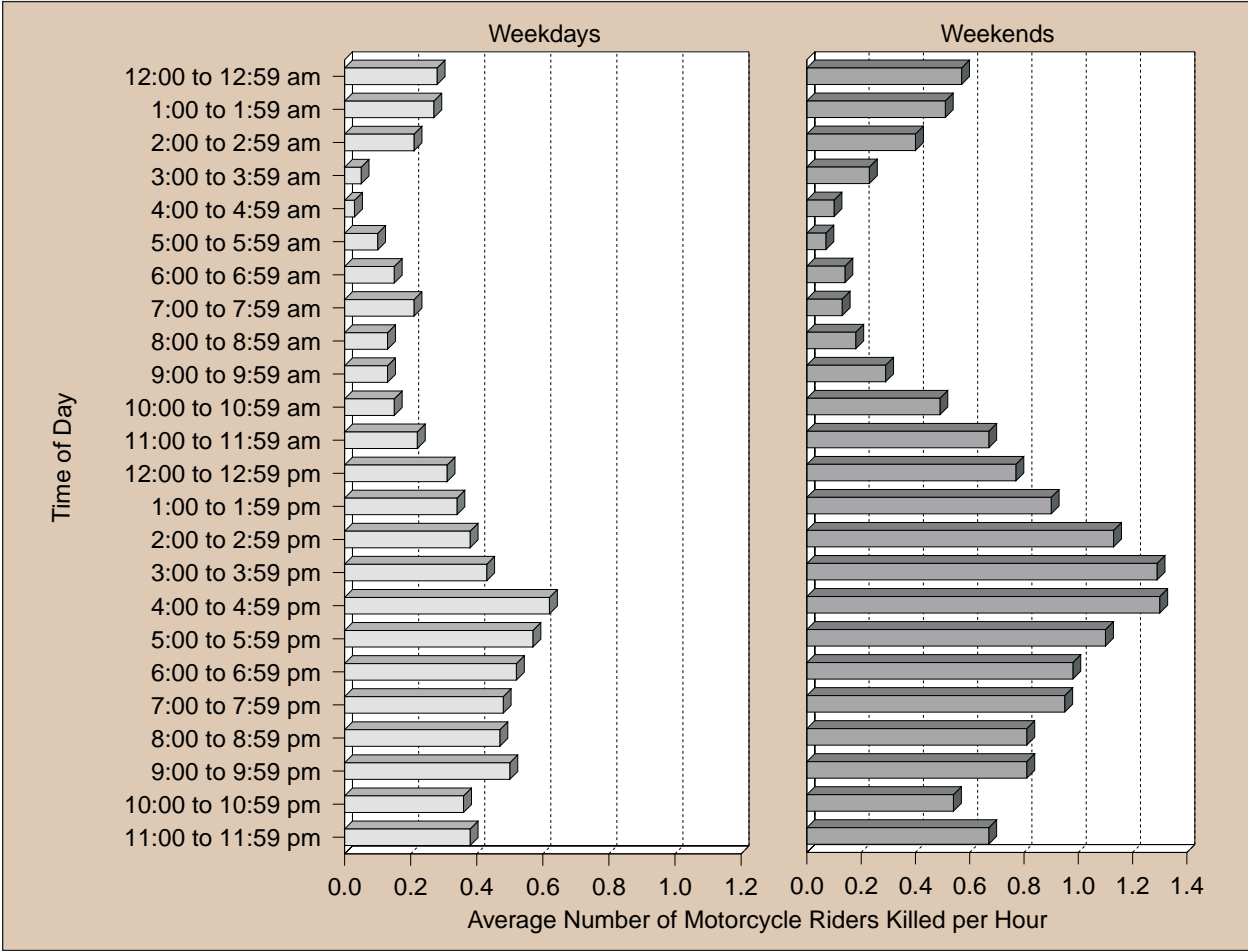
Note: Restraint use is determined by police and may be overreported for survivors.

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

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
<b>Motorcycle Riders Killed</b>						
Midnight to 3 am	158	9.2	231	12.0	<b>389</b>	<b>10.6</b>
3 am to 6 am	38	2.2	62	3.2	<b>100</b>	<b>2.7</b>
6 am to 9 am	128	7.5	48	2.5	<b>176</b>	<b>4.8</b>
9 am to Noon	132	7.7	151	7.8	<b>283</b>	<b>7.7</b>
Noon to 3 pm	269	15.7	291	15.1	<b>560</b>	<b>15.3</b>
3 pm to 6 pm	422	24.6	383	19.9	<b>805</b>	<b>22.0</b>
6 pm to 9 pm	307	17.9	428	22.2	<b>735</b>	<b>20.1</b>
9 pm to Midnight	259	15.1	315	16.4	<b>574</b>	<b>15.7</b>
Unknown	4	0.2	16	0.8	<b>39</b>	<b>1.1</b>
<b>Total</b>	<b>1,717</b>	<b>100.0</b>	<b>1,925</b>	<b>100.0</b>	<b>*3,661</b>	<b>100.0</b>
<b>Motorcycle Riders Injured</b>						
Midnight to 3 am	1,000	3.6	1,000	4.5	<b>3,000</b>	<b>4.0</b>
3 am to 6 am	1,000	1.6	1,000	2.7	<b>1,000</b>	<b>2.1</b>
6 am to 9 am	2,000	6.7	1,000	3.4	<b>3,000</b>	<b>5.2</b>
9 am to Noon	4,000	9.9	3,000	10.2	<b>7,000</b>	<b>10.0</b>
Noon to 3 pm	9,000	23.4	6,000	20.7	<b>15,000</b>	<b>22.2</b>
3 pm to 6 pm	10,000	28.1	8,000	25.5	<b>18,000</b>	<b>26.9</b>
6 pm to 9 pm	6,000	17.5	6,000	21.0	<b>13,000</b>	<b>19.1</b>
9 pm to Midnight	3,000	9.3	4,000	11.9	<b>7,000</b>	<b>10.5</b>
<b>Total</b>	<b>37,000</b>	<b>100.0</b>	<b>30,000</b>	<b>100.0</b>	<b>67,000</b>	<b>100.0</b>

\*Includes 19 motorcycle riders killed on unknown day of week.

**Figure 28**  
**Average Number of Motorcycle Riders Killed per Hour, by Time of Day and Day of Week**



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

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Operators	1,748	51.7	1,527	45.2	107	3.2	3,382	100.0
Passengers	137	49.1	135	48.4	7	2.5	279	100.0
<b>Total</b>	<b>1,885</b>	<b>51.5</b>	<b>1,662</b>	<b>45.4</b>	<b>114</b>	<b>3.1</b>	<b>3,661</b>	<b>100.0</b>

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

Age (Years)	License Compliance					Total
	Not Licensed	No Motorcycle License Required	No Valid Motorcycle License	Valid Motorcycle License	Unknown	
<16	28	2	2	0	0	32
16-20	22	1	75	167	2	267
21-24	8	3	138	284	3	436
25-34	24	3	258	561	9	855
35-44	15	4	192	694	2	907
45-54	6	3	91	663	2	765
55-64	3	3	31	326	1	364
65-74	3	2	10	82	1	98
>74	0	1	2	18	0	21
Unknown	0	0	0	1	3	4
<b>Total</b>	<b>109</b>	<b>22</b>	<b>799</b>	<b>2,796</b>	<b>23</b>	<b>3,749</b>

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

Age (Years)	Vehicle Type		Total
	Bus	Other Vehicle	
<5	1	0	1
5-9	4	2	6
10-15	2	2	4
>15	14	1	15
<b>Total</b>	<b>21</b>	<b>5</b>	<b>26</b>

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

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	6	4.3	2,000	11.7
School Bus Passenger	5	3.6	9,000	44.7
Pedestrian	26	18.8	*	1.0
Pedalcyclist	2	1.4	*	0.2
Occupant of Other Vehicle	99	71.7	8,000	42.3
Other Non-Motorists	0	0.0	*	*
<b>Total</b>	<b>138</b>	<b>100.0</b>	<b>19,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

**Table 94  
Pedestrians Killed or Injured, by Age and Location**

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedestrians Killed</b>						
<5	10	8.9	100	89.3	<b>112</b>	<b>100.0</b>
5-9	32	24.4	99	75.6	<b>131</b>	<b>100.0</b>
10-15	51	25.5	149	74.5	<b>200</b>	<b>100.0</b>
16-20	50	16.8	244	81.9	<b>298</b>	<b>100.0</b>
21-24	37	14.1	223	84.8	<b>263</b>	<b>100.0</b>
25-34	73	12.9	486	86.0	<b>565</b>	<b>100.0</b>
35-44	124	14.7	714	84.6	<b>844</b>	<b>100.0</b>
45-54	142	18.3	623	80.2	<b>777</b>	<b>100.0</b>
55-64	135	24.9	400	73.8	<b>542</b>	<b>100.0</b>
65-74	125	32.1	261	66.9	<b>390</b>	<b>100.0</b>
>74	204	34.9	372	63.7	<b>584</b>	<b>100.0</b>
Unknown	8	18.6	33	76.7	<b>43</b>	<b>100.0</b>
<b>Total</b>	<b>991</b>	<b>20.9</b>	<b>3,704</b>	<b>78.0</b>	<b>*4,749</b>	<b>100.0</b>
<b>Pedestrians Injured</b>						
<5	***	8.9	2,000	88.1	<b>2,000</b>	<b>100.0</b>
5-9	2,000	33.7	4,000	62.2	<b>7,000</b>	<b>100.0</b>
10-15	4,000	43.2	5,000	54.3	<b>10,000</b>	<b>100.0</b>
16-20	3,000	53.7	2,000	42.4	<b>6,000</b>	<b>100.0</b>
21-24	2,000	46.4	2,000	41.2	<b>5,000</b>	<b>100.0</b>
25-34	5,000	51.6	4,000	40.3	<b>10,000</b>	<b>100.0</b>
35-44	4,000	36.4	6,000	56.7	<b>11,000</b>	<b>100.0</b>
45-54	5,000	60.0	3,000	34.8	<b>8,000</b>	<b>100.0</b>
55-64	3,000	64.2	2,000	34.9	<b>5,000</b>	<b>100.0</b>
65-74	2,000	70.9	1,000	26.8	<b>3,000</b>	<b>100.0</b>
>74	2,000	67.3	1,000	27.4	<b>3,000</b>	<b>100.0</b>
<b>Total</b>	<b>34,000</b>	<b>48.0</b>	<b>33,000</b>	<b>46.7</b>	<b>**70,000</b>	<b>100.0</b>

\*Includes 54 pedestrians killed at other or unknown locations.  
 \*\*Includes 4,000 pedestrians injured at other or unknown locations.  
 \*\*\*Less than 500.



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

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	74	10,105	0.73	38	9,664	0.39	112	19,769	0.57
5-9	84	10,120	0.83	47	9,655	0.49	131	19,775	0.66
10-15	125	12,966	0.96	75	12,346	0.61	200	25,312	0.79
16-20	200	10,544	1.90	98	9,936	0.99	298	20,480	1.46
21-24	198	8,530	2.32	65	8,077	0.80	263	16,607	1.58
25-34	424	20,222	2.10	140	19,650	0.71	565	39,873	1.42
35-44	610	22,134	2.76	234	22,237	1.05	844	44,371	1.90
45-54	561	20,044	2.80	216	20,761	1.04	777	40,805	1.90
55-64	388	13,424	2.89	154	14,475	1.06	542	27,900	1.94
65-74	242	8,349	2.90	148	9,988	1.48	390	18,337	2.13
>74	311	6,599	4.71	273	10,983	2.49	584	17,582	3.32
Unknown	37	*	*	5	*	*	43	*	*
<b>Total</b>	<b>3,254</b>	<b>143,037</b>	<b>2.27</b>	<b>1,493</b>	<b>147,773</b>	<b>1.01</b>	<b>**4,749</b>	<b>290,810</b>	<b>1.63</b>

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	2,000	10,105	18	***	9,664	5	2,000	19,769	12
5-9	5,000	10,120	52	2,000	9,655	19	7,000	19,775	36
10-15	5,000	12,966	40	5,000	12,346	38	10,000	25,312	39
16-20	3,000	10,544	32	2,000	9,936	25	6,000	20,480	28
21-24	3,000	8,530	32	2,000	8,077	31	5,000	16,607	31
25-34	6,000	20,222	28	4,000	19,650	22	10,000	39,873	25
35-44	7,000	22,134	31	4,000	22,237	18	11,000	44,371	24
45-54	5,000	20,044	27	3,000	20,761	14	8,000	40,805	20
55-64	3,000	13,424	20	2,000	14,475	14	5,000	27,900	17
65-74	1,000	8,349	17	2,000	9,988	16	3,000	18,337	16
>74	2,000	6,599	31	1,000	10,983	11	3,000	17,582	18
<b>Total</b>	<b>42,000</b>	<b>143,037</b>	<b>30</b>	<b>28,000</b>	<b>147,773</b>	<b>19</b>	<b>70,000</b>	<b>290,810</b>	<b>24</b>

\*Not applicable.

\*\*Includes 2 pedestrian fatalities of unknown sex.

\*\*\*Less than 500.

Source: Population—Bureau of the Census.

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

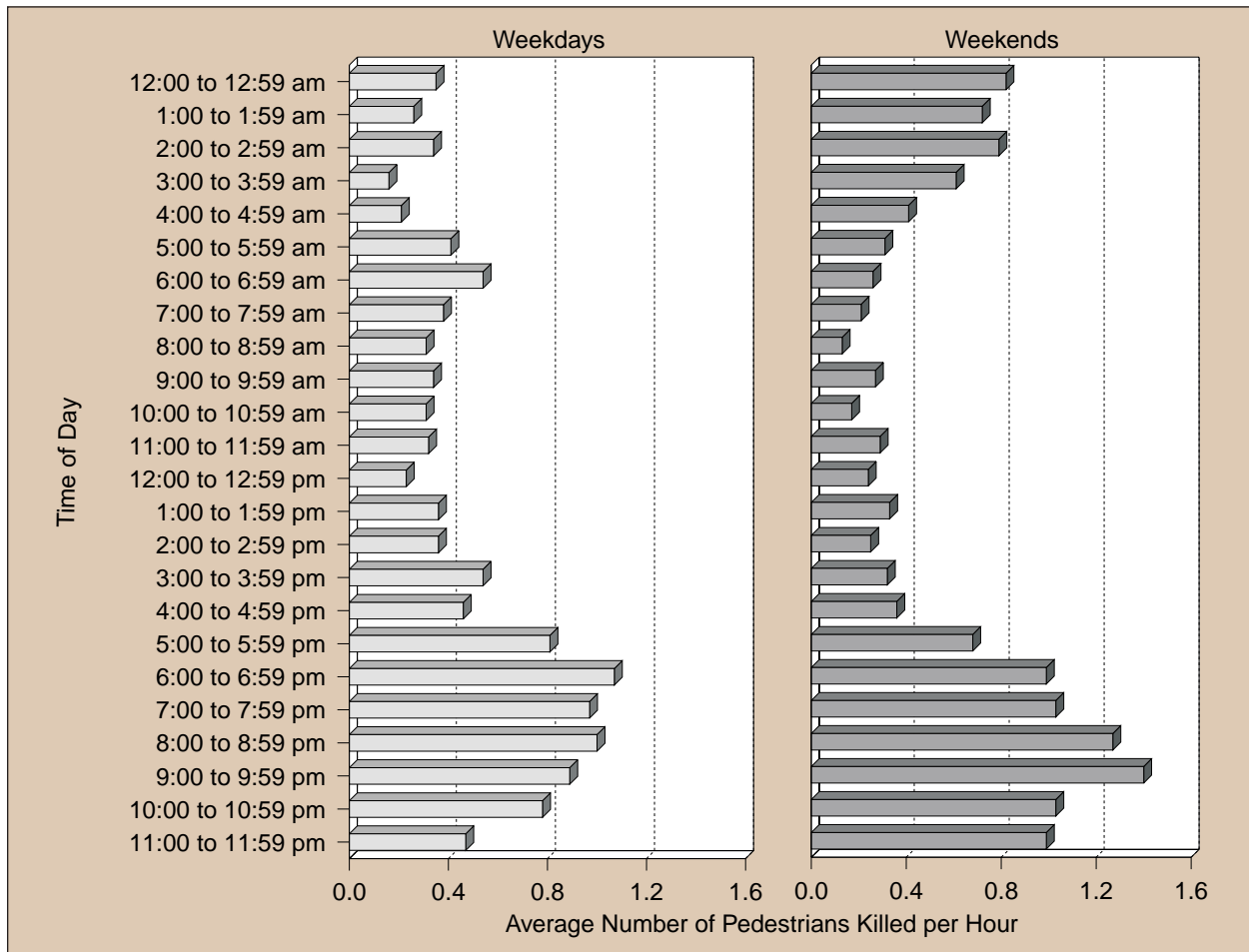
**Table 96**  
**Pedestrians Killed or Injured, by Time of Day and Day of Week**

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedestrians Killed</b>						
Midnight to 3 am	199	7.2	363	18.2	<b>562</b>	<b>11.8</b>
3 am to 6 am	162	5.9	207	10.4	<b>369</b>	<b>7.8</b>
6 am to 9 am	324	11.8	63	3.2	<b>387</b>	<b>8.1</b>
9 am to Noon	252	9.2	76	3.8	<b>328</b>	<b>6.9</b>
Noon to 3 pm	248	9.0	85	4.3	<b>333</b>	<b>7.0</b>
3 pm to 6 pm	473	17.2	141	7.1	<b>614</b>	<b>12.9</b>
6 pm to 9 pm	635	23.1	513	25.7	<b>1,148</b>	<b>24.2</b>
9 pm to Midnight	448	16.3	535	26.8	<b>983</b>	<b>20.7</b>
Unknown	7	0.3	12	0.6	<b>25</b>	<b>0.5</b>
<b>Total</b>	<b>2,748</b>	<b>100.0</b>	<b>1,995</b>	<b>100.0</b>	<b>*4,749</b>	<b>100.0</b>
<b>Pedestrians Injured</b>						
Midnight to 3 am	1,000	1.8	2,000	6.6	<b>2,000</b>	<b>3.4</b>
3 am to 6 am	1,000	1.5	**	2.1	<b>1,000</b>	<b>1.7</b>
6 am to 9 am	5,000	10.6	**	1.4	<b>5,000</b>	<b>7.6</b>
9 am to Noon	5,000	11.5	2,000	10.6	<b>8,000</b>	<b>11.2</b>
Noon to 3 pm	10,000	20.3	2,000	6.9	<b>11,000</b>	<b>15.9</b>
3 pm to 6 pm	11,000	23.8	4,000	16.9	<b>15,000</b>	<b>21.5</b>
6 pm to 9 pm	8,000	17.9	9,000	37.0	<b>17,000</b>	<b>24.2</b>
9 pm to Midnight	6,000	12.6	4,000	18.5	<b>10,000</b>	<b>14.6</b>
<b>Total</b>	<b>47,000</b>	<b>100.0</b>	<b>23,000</b>	<b>100.0</b>	<b>70,000</b>	<b>100.0</b>

\*Includes 6 pedestrians killed at unknown time of day and day of week.

\*\*Less than 500.

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



**Table 97**  
**Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact**

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Pedestrians Killed</b>												
Passenger Car	1,728	90.2	38	2.0	30	1.6	21	1.1	99	5.2	<b>1,916</b>	<b>100.0</b>
Light Truck	1,517	89.9	32	1.9	25	1.5	46	2.7	68	4.0	<b>1,688</b>	<b>100.0</b>
Large Truck	177	69.7	12	4.7	10	3.9	29	11.4	26	10.2	<b>254</b>	<b>100.0</b>
Bus	48	66.7	7	9.7	0	0.0	4	5.6	13	18.1	<b>72</b>	<b>100.0</b>
Other/Unknown	188	52.5	3	0.8	2	0.6	3	0.8	162	45.3	<b>358</b>	<b>100.0</b>
<b>Total</b>	<b>3,658</b>	<b>85.3</b>	<b>92</b>	<b>2.1</b>	<b>67</b>	<b>1.6</b>	<b>103</b>	<b>2.4</b>	<b>368</b>	<b>8.6</b>	<b>4,288</b>	<b>100.0</b>
<b>Pedestrians Injured</b>												
Passenger Car	32,000	75.0	6,000	13.1	3,000	7.8	2,000	4.0	*	0.1	<b>43,000</b>	<b>100.0</b>
Light Truck	13,000	60.1	5,000	22.9	3,000	13.6	1,000	3.2	*	0.2	<b>22,000</b>	<b>100.0</b>
Other	2,000	61.6	1,000	31.9	*	3.6	*	1.2	*	1.8	<b>3,000</b>	<b>100.0</b>
<b>Total</b>	<b>47,000</b>	<b>69.6</b>	<b>12,000</b>	<b>17.1</b>	<b>6,000</b>	<b>9.5</b>	<b>2,000</b>	<b>3.7</b>	<b>*</b>	<b>0.2</b>	<b>68,000</b>	<b>100.0</b>

\*Less than 500.

**Table 98**  
**Pedestrians Killed, by Related Factors**

Factors	Number	Percent
Improper crossing of roadway or intersection . . . . .	1,351	28.4
Walking, playing, working, etc., in roadway . . . . .	1,181	24.9
Failure to yield right of way . . . . .	659	13.9
Darting or running into road . . . . .	575	12.1
Not visible. . . . .	535	11.3
Inattentive (talking, eating, etc.) . . . . .	119	2.5
Physical impairment. . . . .	70	1.5
Failure to obey traffic signs, signals, or officer . . . . .	70	1.5
Emotional (e.g., depression, angry, disturbed) . . . . .	34	0.7
Ill, blackout . . . . .	24	0.5
Getting on/off/in/out of transport vehicle . . . . .	16	0.3
Nonmotorist pushing vehicle . . . . .	8	0.2
Other factors . . . . .	139	2.9
None reported . . . . .	1,295	27.3
Unknown . . . . .	134	2.8
<b>Total Pedestrians . . . . .</b>	<b>4,749</b>	<b>100.0</b>

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

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

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedalcyclists Killed</b>						
<5	0	0.0	5	100.0	<b>5</b>	<b>100.0</b>
5-9	13	34.2	25	65.8	<b>38</b>	<b>100.0</b>
10-15	32	31.4	68	66.7	<b>102</b>	<b>100.0</b>
16-20	19	37.3	32	62.7	<b>51</b>	<b>100.0</b>
21-24	7	30.4	16	69.6	<b>23</b>	<b>100.0</b>
25-34	16	28.6	40	71.4	<b>56</b>	<b>100.0</b>
35-44	25	21.6	91	78.4	<b>116</b>	<b>100.0</b>
45-54	34	29.1	82	70.1	<b>117</b>	<b>100.0</b>
55-64	16	24.6	49	75.4	<b>65</b>	<b>100.0</b>
65-74	10	31.3	22	68.8	<b>32</b>	<b>100.0</b>
>74	5	38.5	8	61.5	<b>13</b>	<b>100.0</b>
Unknown	1	25.0	2	50.0	<b>4</b>	<b>100.0</b>
<b>Total</b>	<b>178</b>	<b>28.6</b>	<b>440</b>	<b>70.7</b>	<b>*622</b>	<b>100.0</b>
<b>Pedalcyclists Injured</b>						
<5	***	54.3	***	24.7	***	<b>100.0</b>
5-9	1,000	33.5	3,000	65.7	<b>4,000</b>	<b>100.0</b>
10-15	9,000	70.1	4,000	29.5	<b>13,000</b>	<b>100.0</b>
16-20	4,000	60.6	2,000	38.3	<b>6,000</b>	<b>100.0</b>
21-24	2,000	69.2	1,000	28.8	<b>3,000</b>	<b>100.0</b>
25-34	4,000	58.6	2,000	35.3	<b>6,000</b>	<b>100.0</b>
35-44	4,000	64.0	2,000	35.8	<b>7,000</b>	<b>100.0</b>
45-54	2,000	62.7	1,000	36.6	<b>4,000</b>	<b>100.0</b>
55-64	1,000	53.9	1,000	43.7	<b>2,000</b>	<b>100.0</b>
65-74	1,000	69.2	***	30.8	<b>1,000</b>	<b>100.0</b>
>74	***	59.5	***	40.5	***	<b>100.0</b>
<b>Total</b>	<b>29,000</b>	<b>61.7</b>	<b>17,000</b>	<b>36.8</b>	<b>**46,000</b>	<b>100.0</b>

\*Includes 4 pedalcyclists killed at other or unknown location.

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

\*\*\*Less than 500.

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

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	5	10,105	0.05	0	9,664	0.00	5	19,769	0.03
5-9	28	10,120	0.28	10	9,655	0.10	38	19,775	0.19
10-15	90	12,966	0.69	12	12,346	0.10	102	25,312	0.40
16-20	41	10,544	0.39	10	9,936	0.10	51	20,480	0.25
21-24	22	8,530	0.26	1	8,077	0.01	23	16,607	0.14
25-34	49	20,222	0.24	7	19,650	0.04	56	39,873	0.14
35-44	103	22,134	0.47	13	22,237	0.06	116	44,371	0.26
45-54	107	20,044	0.53	10	20,761	0.05	117	40,805	0.29
55-64	60	13,424	0.45	5	14,475	0.03	65	27,900	0.23
65-74	29	8,349	0.35	3	9,988	0.03	32	18,337	0.17
>74	12	6,599	0.18	1	10,983	0.01	13	17,582	0.07
Unknown	4	*	*	0	*	*	4	*	*
<b>Total</b>	<b>550</b>	<b>143,037</b>	<b>0.38</b>	<b>72</b>	<b>147,773</b>	<b>0.05</b>	<b>622</b>	<b>290,810</b>	<b>0.21</b>

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	**	10,105	1	**	9,664	1	**	19,769	1
5-9	3,000	10,120	33	1,000	9,655	9	4,000	19,775	21
10-15	10,000	12,966	78	3,000	12,346	24	13,000	25,312	52
16-20	5,000	10,544	44	2,000	9,936	15	6,000	20,480	30
21-24	2,000	8,530	22	1,000	8,077	8	3,000	16,607	15
25-34	4,000	20,222	21	2,000	19,650	11	6,000	39,873	16
35-44	6,000	22,134	25	1,000	22,237	6	7,000	44,371	15
45-54	3,000	20,044	17	1,000	20,761	3	4,000	40,805	10
55-64	1,000	13,424	11	**	14,475	1	2,000	27,900	6
65-74	1,000	8,349	12	**	9,988	3	1,000	18,337	7
>74	**	6,599	6	**	10,983	***	**	17,582	3
<b>Total</b>	<b>36,000</b>	<b>143,037</b>	<b>25</b>	<b>10,000</b>	<b>147,773</b>	<b>7</b>	<b>46,000</b>	<b>290,810</b>	<b>16</b>

\*Not applicable.

\*\*Less than 500.

\*\*\*Less than 0.5.

Source: Population—Bureau of the Census.

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

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

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedalcyclists Killed</b>						
Midnight to 3 am	25	6.2	16	7.4	<b>41</b>	<b>6.6</b>
3 am to 6 am	15	3.7	11	5.1	<b>26</b>	<b>4.2</b>
6 am to 9 am	45	11.1	14	6.5	<b>59</b>	<b>9.5</b>
9 am to Noon	34	8.4	13	6.0	<b>47</b>	<b>7.6</b>
Noon to 3 pm	50	12.3	21	9.7	<b>71</b>	<b>11.4</b>
3 pm to 6 pm	99	24.4	26	12.0	<b>125</b>	<b>20.1</b>
6 pm to 9 pm	83	20.5	60	27.8	<b>143</b>	<b>23.0</b>
9 pm to Midnight	52	12.8	54	25.0	<b>106</b>	<b>17.0</b>
Unknown	2	0.5	1	0.5	<b>4</b>	<b>0.6</b>
<b>Total</b>	<b>405</b>	<b>100.0</b>	<b>216</b>	<b>100.0</b>	<b>*622</b>	<b>100.0</b>
<b>Pedalcyclists Injured</b>						
Midnight to 3 am	**	0.4	1,000	6.8	<b>1,000</b>	<b>2.3</b>
3 am to 6 am	**	0.6	**	0.8	<b>**</b>	<b>0.7</b>
6 am to 9 am	4,000	11.9	1,000	4.7	<b>5,000</b>	<b>9.7</b>
9 am to Noon	4,000	11.8	2,000	11.8	<b>5,000</b>	<b>11.8</b>
Noon to 3 pm	5,000	14.4	2,000	16.6	<b>7,000</b>	<b>15.0</b>
3 pm to 6 pm	12,000	36.7	2,000	17.9	<b>14,000</b>	<b>31.1</b>
6 pm to 9 pm	6,000	19.4	4,000	27.6	<b>10,000</b>	<b>21.8</b>
9 pm to Midnight	2,000	5.0	2,000	13.9	<b>4,000</b>	<b>7.6</b>
<b>Total</b>	<b>33,000</b>	<b>100.0</b>	<b>14,000</b>	<b>100.0</b>	<b>46,000</b>	<b>100.0</b>

\*Includes 1 pedalcyclist killed at unknown time of day and day of week.

\*\*Less than 500.

**Table 102**  
**Pedalcyclists Killed or Injured in Single-Vehicle Crashes, by Vehicle Type**  
**and Initial Point of Impact**

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Pedalcyclists Killed</b>												
Passenger Car	228	91.2	12	4.8	4	1.6	1	0.4	5	2.0	<b>250</b>	<b>100.0</b>
Light Truck	207	85.2	18	7.4	7	2.9	8	3.3	3	1.2	<b>243</b>	<b>100.0</b>
Large Truck	27	54.0	7	14.0	3	6.0	6	12.0	7	14.0	<b>50</b>	<b>100.0</b>
Bus	4	57.1	1	14.3	1	14.3	1	14.3	0	0.0	<b>7</b>	<b>100.0</b>
Other/Unknown	20	51.3	2	5.1	1	2.6	1	2.6	15	38.5	<b>39</b>	<b>100.0</b>
<b>Total</b>	<b>486</b>	<b>82.5</b>	<b>40</b>	<b>6.8</b>	<b>16</b>	<b>2.7</b>	<b>17</b>	<b>2.9</b>	<b>30</b>	<b>5.1</b>	<b>589</b>	<b>100.0</b>
<b>Pedalcyclists Injured</b>												
Passenger Car	18,000	64.4	7,000	26.5	2,000	7.1	1,000	1.9	*	0.1	<b>28,000</b>	<b>100.0</b>
Light Truck	11,000	62.9	5,000	28.5	1,000	6.9	*	1.7	*	*	<b>17,000</b>	<b>100.0</b>
Other	1,000	61.2	*	13.6	*	23.0	*	2.2	*	*	<b>1,000</b>	<b>100.0</b>
<b>Total</b>	<b>29,000</b>	<b>63.8</b>	<b>12,000</b>	<b>26.9</b>	<b>3,000</b>	<b>7.4</b>	<b>1,000</b>	<b>1.8</b>	<b>*</b>	<b>*</b>	<b>46,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

**Table 103**  
**Pedalcyclists Killed, by Related Factors**

Factors	Number	Percent
Failure to yield right of way . . . . .	134	21.5
Walking, playing, working, etc., in roadway . . . . .	76	12.2
Improper crossing of roadway or intersection . . . . .	65	10.5
Not visible. . . . .	54	8.7
Operating without required equipment. . . . .	51	8.2
Failure to obey (e.g., signs, control devices, officers) . . . . .	51	8.2
Darting into road. . . . .	35	5.6
Failure to keep in proper lane or running off road . . . . .	28	4.5
Inattentive (talking, eating, etc.) . . . . .	26	4.2
Making improper turn . . . . .	14	2.3
Riding on wrong side of road . . . . .	14	2.3
Failing to have lights on when required . . . . .	9	1.4
Improper lane changing . . . . .	8	1.3
Improper entry to or exit from trafficway. . . . .	5	0.8
Erratic, reckless, careless, or negligent operation . . . . .	3	0.5
Other factors . . . . .	52	8.4
None reported . . . . .	174	28.0
Unknown . . . . .	20	3.2
<b>Total Pedalcyclists. . . . .</b>	<b>622</b>	<b>100.0</b>

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



An aerial photograph of a river delta, showing a large body of water branching into several distributaries. The land is a mix of light and dark patches, likely representing different types of vegetation or soil. The title 'Chapter 5 ♦ States' is centered over the image, with a horizontal line underneath it.

## **Chapter 5 ♦ States**



## 5. STATES

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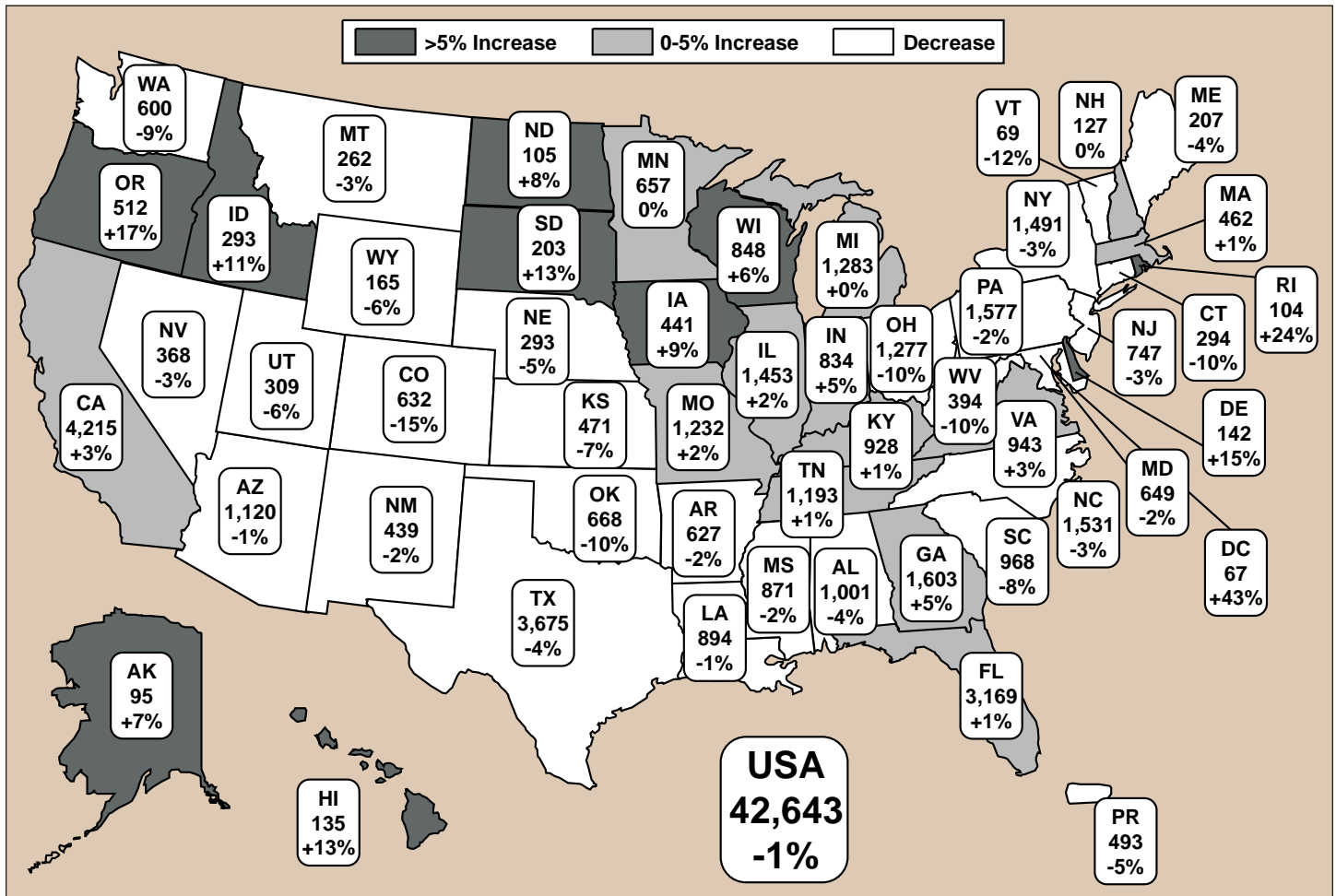
Fatal crash and fatality statistics for each of the 50 states, the District of Columbia, and Puerto Rico are presented in this chapter. Several tables display state fatality rates based on population, licensed drivers, and registered vehicles. The last four tables describe each state's safety belt use laws, child passenger protection laws, motorcycle helmet use requirements, and impaired driving legislation. Below are some of the state statistics you will find in this chapter:

- Traffic fatalities decreased slightly (by 0.8 percent) from 2002 to 2003 for the nation as a whole. Twenty-one states and the District of Columbia showed increases, ranging from less than 1 percent to as much as 24 percent.
- The pedestrian fatality rate per 100,000 population was 1.63 for the nation. The District of Columbia had the highest rate (3.19) and Iowa had the lowest (0.61).
- About 1.5 percent of all traffic crash fatalities in 2003 were pedalcyclists. North Dakota and the District of Columbia reported no pedalcyclists killed.
- In 2003, all states, plus the District of Columbia and Puerto Rico, had safety belt use laws. All states, the District of Columbia, and Puerto Rico also had laws requiring children of certain ages to be restrained in child safety seats.
- Motorcycle helmets were required for all riders in 20 states, the District of Columbia, and Puerto Rico in 2003. Twenty-seven states had helmet requirements with exceptions (age, rider type, roadway type), and three states did not require helmets at all.
- In 2003, it was a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of 0.08 g/dl or above in 45 states, the District of Columbia, and Puerto Rico.

**Table 104**  
**2003 Traffic Fatalities by State and Percent Change from 2002**

State	Fatalities			State	Fatalities		
	2002	2003	Percent Change		2002	2003	Percent Change
AL	1,038	1,001	-4	NE	307	293	-5
AK	89	95	+7	NV	381	368	-3
AZ	1,132	1,120	-1	NH	127	127	0
AR	640	627	-2	NJ	771	747	-3
CA	4,088	4,215	+3	NM	449	439	-2
CO	743	632	-15	NY	1,530	1,491	-3
CT	325	294	-10	NC	1,576	1,531	-3
DE	124	142	+15	ND	97	105	+8
DC	47	67	+43	OH	1,418	1,277	-10
FL	3,136	3,169	+1	OK	739	668	-10
GA	1,524	1,603	+5	OR	436	512	+17
HI	119	135	+13	PA	1,614	1,577	-2
ID	264	293	+11	RI	84	104	+24
IL	1,420	1,453	+2	SC	1,053	968	-8
IN	792	834	+5	SD	180	203	+13
IA	405	441	+9	TN	1,177	1,193	+1
KS	507	471	-7	TX	3,823	3,675	-4
KY	915	928	+1	UT	328	309	-6
LA	907	894	-1	VT	78	69	-12
ME	216	207	-4	VA	914	943	+3
MD	661	649	-2	WA	658	600	-9
MA	459	462	+1	WV	439	394	-10
MI	1,277	1,283	+0	WI	803	848	+6
MN	657	657	0	WY	176	165	-6
MS	885	871	-2	<b>USA</b>	<b>43,005</b>	<b>42,643</b>	<b>-1</b>
MO	1,208	1,232	+2	PR	518	493	-5
MT	269	262	-3				

Figure 30  
2003 Traffic Fatalities by State and Percent Change from 2002



**Table 105**  
**Fatal Crashes by State and First Harmful Event**

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Non-Motorist		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
AL	365	40.6	73	8.1	360	40.0	13	1.4	81	9.0	7	0.8	899	100.0
AK	30	35.7	12	14.3	23	27.4	5	6.0	13	15.5	1	1.2	84	100.0
AZ	390	40.0	136	13.9	176	18.1	21	2.2	208	21.3	23	2.4	975	100.0
AR	215	39.0	37	6.7	186	33.8	14	2.5	87	15.8	11	2.0	551	100.0
CA	1,365	36.7	756	20.3	1,043	28.0	102	2.7	419	11.3	37	1.0	3,722	100.0
CO	226	40.4	61	10.9	148	26.4	10	1.8	113	20.2	2	0.4	560	100.0
CT	91	33.3	32	11.7	125	45.8	7	2.6	11	4.0	7	2.6	273	100.0
DE	67	50.4	19	14.3	35	26.3	1	0.8	10	7.5	1	0.8	133	100.0
DC	26	41.3	18	28.6	15	23.8	2	3.2	1	1.6	1	1.6	63	100.0
FL	1,210	42.1	585	20.4	667	23.2	76	2.6	290	10.1	46	1.6	2,874	100.0
GA	627	42.9	171	11.7	478	32.7	42	2.9	126	8.6	19	1.3	1,463	100.0
HI	36	30.8	29	24.8	41	35.0	2	1.7	8	6.8	1	0.9	117	100.0
ID	88	33.7	15	5.7	72	27.6	9	3.4	75	28.7	2	0.8	261	100.0
IL	548	41.9	188	14.4	384	29.4	49	3.7	131	10.0	8	0.6	1,308	100.0
IN	388	51.5	64	8.5	221	29.3	21	2.8	42	5.6	18	2.4	754	100.0
IA	162	42.4	19	5.0	106	27.7	22	5.8	68	17.8	5	1.3	382	100.0
KS	187	44.4	29	6.9	123	29.2	4	1.0	72	17.1	6	1.4	421	100.0
KY	363	43.0	61	7.2	343	40.6	18	2.1	54	6.4	6	0.7	845	100.0
LA	319	40.7	92	11.7	279	35.6	22	2.8	65	8.3	7	0.9	784	100.0
ME	83	44.6	13	7.0	59	31.7	7	3.8	23	12.4	1	0.5	186	100.0
MD	264	44.5	111	18.7	184	31.0	19	3.2	10	1.7	5	0.8	593	100.0
MA	133	30.6	92	21.2	169	38.9	13	3.0	24	5.5	2	0.5	434	100.0
MI	544	46.4	189	16.1	303	25.9	41	3.5	78	6.7	17	1.5	1,172	100.0
MN	243	41.5	56	9.6	155	26.5	20	3.4	106	18.1	5	0.9	585	100.0
MS	303	38.5	46	5.9	309	39.3	33	4.2	93	11.8	2	0.3	786	100.0
MO	436	39.8	82	7.5	402	36.7	39	3.6	124	11.3	12	1.1	1,095	100.0
MT	67	28.0	12	5.0	72	30.1	11	4.6	73	30.5	4	1.7	239	100.0
NE	123	47.9	12	4.7	55	21.4	10	3.9	54	21.0	3	1.2	257	100.0
NV	114	34.0	73	21.8	59	17.6	4	1.2	83	24.8	2	0.6	335	100.0
NH	42	36.2	18	15.5	43	37.1	3	2.6	8	6.9	2	1.7	116	100.0

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

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Non-Motorist		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
NJ	265	39.0	153	22.5	220	32.4	13	1.9	21	3.1	5	0.7	<b>679</b>	<b>100.0</b>
NM	114	31.1	51	13.9	72	19.6	7	1.9	122	33.2	1	0.3	<b>367</b>	<b>100.0</b>
NY	490	35.9	350	25.6	412	30.2	43	3.1	55	4.0	16	1.2	<b>1,366</b>	<b>100.0</b>
NC	618	44.9	159	11.6	479	34.8	18	1.3	81	5.9	20	1.5	<b>1,375</b>	<b>100.0</b>
ND	42	44.2	6	6.3	15	15.8	5	5.3	25	26.3	2	2.1	<b>95</b>	<b>100.0</b>
OH	549	47.0	98	8.4	435	37.3	34	2.9	37	3.2	14	1.2	<b>1,167</b>	<b>100.0</b>
OK	261	44.1	34	5.7	223	37.7	26	4.4	43	7.3	5	0.8	<b>592</b>	<b>100.0</b>
OR	161	37.5	52	12.1	116	27.0	8	1.9	88	20.5	4	0.9	<b>429</b>	<b>100.0</b>
PA	550	38.4	180	12.6	588	41.0	40	2.8	53	3.7	19	1.3	<b>1,433</b>	<b>100.0</b>
RI	30	31.3	14	14.6	43	44.8	0	0.0	8	8.3	1	1.0	<b>96</b>	<b>100.0</b>
SC	356	39.4	90	10.0	348	38.5	20	2.2	86	9.5	4	0.4	<b>904</b>	<b>100.0</b>
SD	49	28.3	10	5.8	52	30.1	4	2.3	56	32.4	2	1.2	<b>173</b>	<b>100.0</b>
TN	421	38.6	90	8.2	471	43.2	28	2.6	72	6.6	9	0.8	<b>1,091</b>	<b>100.0</b>
TX	1,357	42.0	394	12.2	824	25.5	101	3.1	523	16.2	30	0.9	<b>3,229</b>	<b>100.0</b>
UT	102	38.9	28	10.7	36	13.7	2	0.8	92	35.1	2	0.8	<b>262</b>	<b>100.0</b>
VT	27	42.9	7	11.1	18	28.6	2	3.2	9	14.3	0	0.0	<b>63</b>	<b>100.0</b>
VA	331	38.4	93	10.8	336	39.0	14	1.6	41	4.8	46	5.3	<b>861</b>	<b>100.0</b>
WA	196	36.4	79	14.7	163	30.2	20	3.7	70	13.0	11	2.0	<b>539</b>	<b>100.0</b>
WV	138	38.1	23	6.4	133	36.7	18	5.0	39	10.8	11	3.0	<b>362</b>	<b>100.0</b>
WI	305	40.1	66	8.7	234	30.7	27	3.5	120	15.8	9	1.2	<b>761</b>	<b>100.0</b>
WY	41	29.1	8	5.7	26	18.4	4	2.8	57	40.4	5	3.5	<b>141</b>	<b>100.0</b>
<b>USA</b>	<b>15,458</b>	<b>40.4</b>	<b>5,086</b>	<b>13.3</b>	<b>11,879</b>	<b>31.1</b>	<b>1,074</b>	<b>2.8</b>	<b>4,248</b>	<b>11.1</b>	<b>479</b>	<b>1.3</b>	<b>*38,252</b>	<b>100.0</b>
PR	147	31.3	162	34.5	111	23.7	14	3.0	14	3.0	21	4.5	<b>469</b>	<b>100.0</b>

\*Total includes 28 crashes with unknown first harmful event.

**Table 106**  
**Fatal Crashes by State and Roadway Function Class**

State	Roadway Function Class								Total Fatal Crashes
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
AL	75	51	68	160	142	247	147	9	<b>899</b>
AK	26	5	2	8	10	17	9	7	<b>84</b>
AZ	159	32	33	244	184	183	115	25	<b>975</b>
AR	28	28	9	147	102	130	107	0	<b>551</b>
CA	195	316	322	1,088	919	558	308	16	<b>3,722</b>
CO	68	35	29	178	119	87	44	0	<b>560</b>
CT	8	50	20	56	54	38	45	2	<b>273</b>
DE	0	18	0	44	20	32	17	2	<b>133</b>
DC	0	1	2	6	1	0	53	0	<b>63</b>
FL	206	147	61	995	660	63	736	6	<b>2,874</b>
GA	90	89	10	255	341	308	246	124	<b>1,463</b>
HI	0	7	4	37	41	18	8	2	<b>117</b>
ID	41	10	0	75	41	52	29	13	<b>261</b>
IL	75	93	7	279	251	232	370	1	<b>1,308</b>
IN	68	9	6	103	158	150	260	0	<b>754</b>
IA	24	14	0	101	59	106	77	1	<b>382</b>
KS	25	21	13	123	75	91	73	0	<b>421</b>
KY	45	27	4	190	112	335	130	2	<b>845</b>
LA	87	28	3	128	156	232	136	14	<b>784</b>
ME	13	0	0	48	31	47	39	8	<b>186</b>
MD	22	38	34	171	133	119	73	3	<b>593</b>
MA	11	52	18	119	115	68	50	1	<b>434</b>
MI	29	78	29	288	236	280	173	59	<b>1,172</b>
MN	33	23	11	117	157	144	100	0	<b>585</b>
MS	57	30	1	8	6	358	326	0	<b>786</b>
MO	82	79	44	246	127	273	242	2	<b>1,095</b>
MT	43	0	2	73	35	41	44	1	<b>239</b>
NE	20	8	4	64	68	43	50	0	<b>257</b>
NV	38	21	8	72	94	44	26	32	<b>335</b>
NH	10	3	1	30	11	37	19	5	<b>116</b>



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

State	Roadway Function Class								Total Fatal Crashes
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	19	49	45	192	103	67	204	0	<b>679</b>
NM	108	0	13	49	47	64	40	46	<b>367</b>
NY	38	45	104	337	297	255	280	10	<b>1,366</b>
NC	68	41	23	214	160	386	483	0	<b>1,375</b>
ND	5	2	1	20	16	14	36	1	<b>95</b>
OH	61	57	53	159	195	354	237	51	<b>1,167</b>
OK	60	35	9	132	113	142	97	4	<b>592</b>
OR	25	11	6	148	78	115	46	0	<b>429</b>
PA	74	50	31	358	340	278	288	14	<b>1,433</b>
RI	4	13	8	33	15	14	9	0	<b>96</b>
SC	74	9	2	192	218	354	2	53	<b>904</b>
SD	34	3	1	36	20	43	36	0	<b>173</b>
TN	79	64	10	238	226	286	154	34	<b>1,091</b>
TX	213	265	210	671	438	625	806	1	<b>3,229</b>
UT	72	16	0	11	82	2	79	0	<b>262</b>
VT	8	0	3	9	13	18	12	0	<b>63</b>
VA	56	44	18	187	231	199	116	10	<b>861</b>
WA	35	24	24	126	82	127	121	0	<b>539</b>
WV	29	13	0	89	66	114	50	1	<b>362</b>
WI	32	14	16	178	165	196	157	3	<b>761</b>
WY	33	12	2	39	16	29	10	0	<b>141</b>
<b>USA</b>	<b>2,705</b>	<b>2,080</b>	<b>1,324</b>	<b>8,871</b>	<b>7,379</b>	<b>8,015</b>	<b>7,315</b>	<b>563</b>	<b>38,252</b>
PR	40	39	13	77	108	144	48	0	<b>469</b>

**Table 107**  
**Fatalities by State and Roadway Function Class**

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
AL	91	57	74	180	162	271	157	9	1,001
AK	32	6	2	10	10	17	11	7	95
AZ	198	36	36	275	213	206	128	28	1,120
AR	38	29	10	173	111	154	112	0	627
CA	248	358	362	1,225	1,038	634	333	17	4,215
CO	77	39	33	206	133	95	49	0	632
CT	9	60	21	58	59	40	45	2	294
DE	0	25	0	45	21	32	17	2	142
DC	0	1	3	8	1	0	54	0	67
FL	251	159	66	1,107	729	68	783	6	3,169
GA	106	102	10	277	375	337	263	133	1,603
HI	0	7	4	51	44	18	8	3	135
ID	43	12	0	87	47	59	31	14	293
IL	95	103	7	311	278	259	399	1	1,453
IN	76	9	6	114	175	168	286	0	834
IA	38	20	0	109	69	117	87	1	441
KS	32	21	15	141	82	104	76	0	471
KY	51	28	4	213	127	368	135	2	928
LA	121	29	3	146	177	260	143	15	894
ME	15	0	0	56	34	51	42	9	207
MD	24	38	38	193	148	130	75	3	649
MA	13	60	20	122	123	72	51	1	462
MI	31	85	31	314	255	307	193	67	1,283
MN	36	25	13	135	180	163	105	0	657
MS	66	34	1	9	6	406	349	0	871
MO	101	92	49	287	138	305	258	2	1,232
MT	47	0	2	82	38	44	48	1	262
NE	22	8	4	73	79	53	54	0	293
NV	47	21	9	79	101	47	31	33	368
NH	10	3	1	32	11	44	21	5	127

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

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	26	53	52	206	108	84	218	0	<b>747</b>
NM	139	0	17	54	52	75	43	59	<b>439</b>
NY	39	56	114	373	324	274	300	11	<b>1,491</b>
NC	72	50	26	239	178	447	519	0	<b>1,531</b>
ND	5	2	1	23	20	14	39	1	<b>105</b>
OH	69	64	53	181	216	389	253	52	<b>1,277</b>
OK	69	43	10	150	124	166	102	4	<b>668</b>
OR	28	15	9	191	87	130	52	0	<b>512</b>
PA	92	58	37	395	375	302	303	15	<b>1,577</b>
RI	5	13	9	35	17	16	9	0	<b>104</b>
SC	82	10	2	204	236	372	3	59	<b>968</b>
SD	42	3	1	43	24	51	39	0	<b>203</b>
TN	90	77	12	262	242	307	165	38	<b>1,193</b>
TX	264	312	228	779	518	698	875	1	<b>3,675</b>
UT	88	23	0	13	98	2	85	0	<b>309</b>
VT	9	0	3	9	14	22	12	0	<b>69</b>
VA	58	52	19	205	251	224	124	10	<b>943</b>
WA	38	26	24	150	88	147	127	0	<b>600</b>
WV	31	17	0	101	71	122	51	1	<b>394</b>
WI	39	16	19	204	184	216	167	3	<b>848</b>
WY	38	17	2	46	16	36	10	0	<b>165</b>
<b>USA</b>	<b>3,241</b>	<b>2,374</b>	<b>1,462</b>	<b>9,981</b>	<b>8,207</b>	<b>8,923</b>	<b>7,840</b>	<b>615</b>	<b>42,643</b>
PR	43	39	13	81	114	153	50	0	<b>493</b>

**Table 108**  
**Persons Killed, Licensed Drivers, Registered Vehicles, Population,**  
**and Fatality Rates by State**

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
AL	3,598	27.82	4,400	22.75	4,501	22.24	1,001
AK	481	19.73	656	14.47	649	14.64	95
AZ	3,819	29.32	3,783	29.60	5,581	20.07	1,120
AR	1,998	31.38	1,927	32.54	2,726	23.00	627
CA	22,657	18.60	30,810	13.68	35,484	11.88	4,215
CO	2,975	21.24	2,035	31.05	4,551	13.89	632
CT	2,660	11.05	3,027	9.71	3,483	8.44	294
DE	585	24.27	702	20.23	817	17.37	142
DC	313	21.40	230	29.15	563	11.89	67
FL	12,906	24.55	14,919	21.24	17,019	18.62	3,169
GA	5,758	27.84	7,849	20.42	8,685	18.46	1,603
HI	834	16.18	925	14.59	1,258	10.73	135
ID	921	31.80	1,345	21.78	1,366	21.44	293
IL	8,054	18.04	9,511	15.28	12,654	11.48	1,453
IN	4,536	18.39	5,884	14.17	6,196	13.46	834
IA	1,978	22.30	3,509	12.57	2,944	14.98	441
KS	1,987	23.70	2,371	19.87	2,724	17.29	471
KY	2,800	33.15	3,440	26.98	4,118	22.54	928
LA	3,120	28.65	3,771	23.71	4,496	19.88	894
ME	932	22.20	1,087	19.05	1,306	15.85	207
MD	3,552	18.27	3,941	16.47	5,509	11.78	649
MA	4,646	9.94	5,610	8.24	6,433	7.18	462
MI	7,065	18.16	8,756	14.65	10,080	12.73	1,283
MN	3,036	21.64	4,700	13.98	5,059	12.99	657
MS	1,886	46.18	1,978	44.03	2,881	30.23	871
MO	3,966	31.07	4,534	27.17	5,704	21.60	1,232
MT	705	37.19	1,077	24.34	918	28.55	262
NE	1,311	22.34	1,704	17.19	1,739	16.85	293
NV	1,488	24.73	1,259	29.23	2,241	16.42	368
NH	968	13.12	1,205	10.54	1,288	9.86	127

**Table 108**  
**Persons Killed, Licensed Drivers, Registered Vehicles, Population,**  
**and Fatality Rates by State (Continued)**

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
NJ	5,729	13.04	6,852	10.90	8,638	8.65	747
NM	1,236	35.50	1,542	28.47	1,875	23.42	439
NY	11,357	13.13	10,952	13.61	19,190	7.77	1,491
NC	6,015	25.45	6,214	24.64	8,407	18.21	1,531
ND	460	22.84	713	14.72	634	16.57	105
OH	7,656	16.68	10,823	11.80	11,436	11.17	1,277
OK	2,348	28.44	3,146	21.23	3,512	19.02	668
OR	2,590	19.77	3,136	16.33	3,560	14.38	512
PA	8,370	18.84	9,993	15.78	12,365	12.75	1,577
RI	731	14.22	830	12.53	1,076	9.66	104
SC	2,919	33.16	3,219	30.07	4,147	23.34	968
SD	555	36.61	864	23.48	764	26.56	203
TN	4,204	28.38	4,889	24.40	5,842	20.42	1,193
TX	13,498	27.23	15,150	24.26	22,119	16.62	3,675
UT	1,548	19.96	2,045	15.11	2,351	13.14	309
VT	543	12.70	542	12.72	619	11.15	69
VA	5,046	18.69	6,420	14.69	7,386	12.77	943
WA	4,407	13.61	5,521	10.87	6,131	9.79	600
WV	1,272	30.97	1,428	27.59	1,810	21.76	394
WI	3,766	22.52	4,888	17.35	5,472	15.50	848
WY	378	43.65	648	25.48	501	32.92	165
<b>USA</b>	<b>196,166</b>	<b>21.74</b>	<b>230,788</b>	<b>18.48</b>	<b>290,810</b>	<b>14.66</b>	<b>42,643</b>
PR	—	—	2,134	23.10	3,879	12.71	493

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

**Table 109**  
**Persons Killed, by State and Person Type**

State	Person Type												Total Killed	
	Driver		Passenger		Motorcycle Rider		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	645	64.4	228	22.8	51	5.1	62	6.2	12	1.2	3	0.3	1,001	100.0
AK	52	54.7	19	20.0	12	12.6	8	8.4	4	4.2	0	0.0	95	100.0
AZ	515	46.0	318	28.4	109	9.7	121	10.8	16	1.4	41	3.7	1,120	100.0
AR	391	62.4	134	21.4	56	8.9	40	6.4	1	0.2	5	0.8	627	100.0
CA	1,905	45.2	1,088	25.8	383	9.1	701	16.6	106	2.5	32	0.8	4,215	100.0
CO	329	52.1	167	26.4	69	10.9	56	8.9	3	0.5	8	1.3	632	100.0
CT	159	54.1	69	23.5	28	9.5	34	11.6	2	0.7	2	0.7	294	100.0
DE	79	55.6	32	22.5	11	7.7	19	13.4	1	0.7	0	0.0	142	100.0
DC	28	41.8	14	20.9	7	10.4	18	26.9	0	0.0	0	0.0	67	100.0
FL	1,500	47.3	689	21.7	365	11.5	500	15.8	101	3.2	14	0.4	3,169	100.0
GA	930	58.0	389	24.3	103	6.4	156	9.7	18	1.1	7	0.4	1,603	100.0
HI	51	37.8	35	25.9	19	14.1	24	17.8	6	4.4	0	0.0	135	100.0
ID	175	59.7	82	28.0	19	6.5	13	4.4	2	0.7	2	0.7	293	100.0
IL	754	51.9	346	23.8	143	9.8	188	12.9	17	1.2	5	0.3	1,453	100.0
IN	482	57.8	201	24.1	81	9.7	62	7.4	7	0.8	1	0.1	834	100.0
IA	258	58.5	108	24.5	51	11.6	18	4.1	3	0.7	3	0.7	441	100.0
KS	284	60.3	126	26.8	31	6.6	25	5.3	5	1.1	0	0.0	471	100.0
KY	588	63.4	213	23.0	58	6.3	61	6.6	5	0.5	3	0.3	928	100.0
LA	512	57.3	208	23.3	77	8.6	87	9.7	10	1.1	0	0.0	894	100.0
ME	131	63.3	42	20.3	20	9.7	13	6.3	1	0.5	0	0.0	207	100.0
MD	329	50.7	139	21.4	56	8.6	114	17.6	7	1.1	4	0.6	649	100.0
MA	241	52.2	86	18.6	35	7.6	86	18.6	11	2.4	3	0.6	462	100.0
MI	724	56.4	275	21.4	81	6.3	166	12.9	32	2.5	5	0.4	1,283	100.0
MN	385	58.6	145	22.1	64	9.7	53	8.1	6	0.9	4	0.6	657	100.0
MS	577	66.2	203	23.3	42	4.8	40	4.6	8	0.9	1	0.1	871	100.0
MO	763	61.9	284	23.1	90	7.3	78	6.3	9	0.7	8	0.6	1,232	100.0
MT	168	64.1	65	24.8	12	4.6	10	3.8	2	0.8	5	1.9	262	100.0
NE	180	61.4	85	29.0	13	4.4	12	4.1	2	0.7	1	0.3	293	100.0
NV	178	48.4	87	23.6	26	7.1	65	17.7	10	2.7	2	0.5	368	100.0
NH	73	57.5	23	18.1	9	7.1	19	15.0	2	1.6	1	0.8	127	100.0

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

State	Person Type												Total Killed	
	Driver		Passenger		Motorcycle Rider		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	389	52.1	166	22.2	34	4.6	147	19.7	11	1.5	0	0.0	<b>747</b>	<b>100.0</b>
NM	201	45.8	144	32.8	36	8.2	51	11.6	3	0.7	4	0.9	<b>439</b>	<b>100.0</b>
NY	659	44.2	300	20.1	154	10.3	334	22.4	37	2.5	7	0.5	<b>1,491</b>	<b>100.0</b>
NC	878	57.3	370	24.2	106	6.9	150	9.8	19	1.2	8	0.5	<b>1,531</b>	<b>100.0</b>
ND	69	65.7	25	23.8	4	3.8	7	6.7	0	0.0	0	0.0	<b>105</b>	<b>100.0</b>
OH	748	58.6	279	21.8	136	10.6	99	7.8	8	0.6	7	0.5	<b>1,277</b>	<b>100.0</b>
OK	403	60.3	180	26.9	43	6.4	36	5.4	3	0.4	3	0.4	<b>668</b>	<b>100.0</b>
OR	258	50.4	152	29.7	44	8.6	46	9.0	8	1.6	4	0.8	<b>512</b>	<b>100.0</b>
PA	904	57.3	318	20.2	156	9.9	170	10.8	20	1.3	9	0.6	<b>1,577</b>	<b>100.0</b>
RI	54	51.9	22	21.2	13	12.5	13	12.5	1	1.0	1	1.0	<b>104</b>	<b>100.0</b>
SC	577	59.6	210	21.7	89	9.2	80	8.3	12	1.2	0	0.0	<b>968</b>	<b>100.0</b>
SD	107	52.7	59	29.1	19	9.4	10	4.9	1	0.5	7	3.4	<b>203</b>	<b>100.0</b>
TN	730	61.2	267	22.4	90	7.5	96	8.0	4	0.3	6	0.5	<b>1,193</b>	<b>100.0</b>
TX	1,985	54.0	918	25.0	323	8.8	382	10.4	49	1.3	18	0.5	<b>3,675</b>	<b>100.0</b>
UT	149	48.2	108	35.0	22	7.1	28	9.1	2	0.6	0	0.0	<b>309</b>	<b>100.0</b>
VT	44	63.8	14	20.3	3	4.3	7	10.1	1	1.4	0	0.0	<b>69</b>	<b>100.0</b>
VA	583	61.8	208	22.1	56	5.9	86	9.1	10	1.1	0	0.0	<b>943</b>	<b>100.0</b>
WA	315	52.5	138	23.0	59	9.8	75	12.5	10	1.7	3	0.5	<b>600</b>	<b>100.0</b>
WV	250	63.5	89	22.6	30	7.6	22	5.6	1	0.3	2	0.5	<b>394</b>	<b>100.0</b>
WI	486	57.3	187	22.1	103	12.1	54	6.4	12	1.4	6	0.7	<b>848</b>	<b>100.0</b>
WY	83	50.3	54	32.7	20	12.1	7	4.2	1	0.6	0	0.0	<b>165</b>	<b>100.0</b>
<b>USA</b>	<b>23,258</b>	<b>54.5</b>	<b>10,108</b>	<b>23.7</b>	<b>3,661</b>	<b>8.6</b>	<b>4,749</b>	<b>11.1</b>	<b>622</b>	<b>1.5</b>	<b>245</b>	<b>0.6</b>	<b>42,643</b>	<b>100.0</b>
PR	169	34.3	101	20.5	56	11.4	150	30.4	14	2.8	3	0.6	<b>493</b>	<b>100.0</b>

**Table 110**  
**Persons Killed, by State and Age Group**

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
AL	10	13	26	141	107	160	163	168	88	56	69	0	1,001
AK	0	2	7	15	9	10	12	22	9	5	4	0	95
AZ	17	17	47	138	116	173	211	154	93	71	80	3	1,120
AR	15	9	20	74	75	88	101	94	70	31	49	1	627
CA	74	74	140	569	452	657	671	568	367	264	377	2	4,215
CO	8	7	36	92	54	101	103	86	64	33	48	0	632
CT	1	4	3	48	53	50	39	37	19	15	25	0	294
DE	0	0	0	29	19	19	20	26	8	11	10	0	142
DC	2	1	2	9	13	12	8	11	5	1	3	0	67
FL	38	33	86	382	281	503	519	442	302	233	331	19	3,169
GA	28	22	64	217	147	259	281	223	138	97	122	5	1,603
HI	0	2	5	21	20	19	21	16	15	7	9	0	135
ID	9	3	10	44	32	37	44	42	26	21	25	0	293
IL	19	20	44	222	159	232	219	166	117	97	158	0	1,453
IN	15	9	18	133	104	109	139	107	76	50	73	1	834
IA	4	4	22	64	45	66	60	51	35	26	62	2	441
KS	7	7	22	79	51	70	62	61	44	25	43	0	471
KY	12	13	30	112	85	154	145	126	94	66	91	0	928
LA	19	11	20	130	115	145	151	125	75	45	58	0	894
ME	1	3	4	21	24	31	31	23	14	16	39	0	207
MD	7	12	19	86	61	120	95	91	55	43	56	4	649
MA	2	5	15	71	40	70	67	42	36	41	73	0	462
MI	16	24	51	166	127	167	188	177	129	93	144	1	1,283
MN	7	8	22	107	61	99	101	103	45	38	65	1	657
MS	20	15	38	96	74	144	148	132	78	54	71	1	871
MO	14	18	46	190	126	170	189	157	116	83	122	1	1,232
MT	4	1	16	36	28	35	36	40	26	17	23	0	262
NE	6	7	11	46	35	39	40	45	20	16	28	0	293
NV	5	3	21	55	27	54	65	59	37	17	22	3	368
NH	1	0	3	25	8	14	21	18	21	7	9	0	127



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

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
NJ	10	6	20	82	75	119	99	102	70	51	94	19	<b>747</b>
NM	8	9	22	56	45	76	86	49	33	26	25	4	<b>439</b>
NY	24	13	28	202	151	235	195	194	138	120	180	11	<b>1,491</b>
NC	21	16	42	210	159	274	250	165	133	91	163	7	<b>1,531</b>
ND	1	0	7	16	10	10	16	10	10	9	16	0	<b>105</b>
OH	15	13	46	200	121	191	204	176	118	75	114	4	<b>1,277</b>
OK	11	8	12	86	73	116	121	87	53	41	59	1	<b>668</b>
OR	9	7	19	74	49	70	80	74	42	35	53	0	<b>512</b>
PA	17	17	38	269	158	223	231	211	131	105	177	0	<b>1,577</b>
RI	1	0	3	20	14	20	14	5	4	8	15	0	<b>104</b>
SC	12	13	19	120	99	179	170	133	77	64	77	5	<b>968</b>
SD	5	3	11	27	27	36	25	32	12	11	14	0	<b>203</b>
TN	12	15	28	170	112	191	214	165	111	82	93	0	<b>1,193</b>
TX	63	66	127	565	390	643	579	509	310	188	218	17	<b>3,675</b>
UT	13	13	13	55	19	47	36	28	33	29	19	4	<b>309</b>
VT	1	2	3	11	7	9	3	12	9	7	5	0	<b>69</b>
VA	4	11	29	122	88	149	153	128	93	65	101	0	<b>943</b>
WA	4	11	17	94	51	96	93	85	37	45	66	1	<b>600</b>
WV	4	5	13	54	41	65	54	58	33	32	35	0	<b>394</b>
WI	6	15	21	134	108	123	122	116	66	47	90	0	<b>848</b>
WY	5	1	6	17	15	24	26	37	17	6	11	0	<b>165</b>
<b>USA</b>	<b>607</b>	<b>591</b>	<b>1,372</b>	<b>6,002</b>	<b>4,360</b>	<b>6,703</b>	<b>6,721</b>	<b>5,788</b>	<b>3,752</b>	<b>2,716</b>	<b>3,914</b>	<b>117</b>	<b>42,643</b>
PR	4	5	9	45	60	92	77	52	56	34	37	22	<b>493</b>

**Table 111**  
**Occupants Killed, by State and Vehicle Type**

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		Subtotal					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	514	55.6	320	34.6	23	2.5	1	0.1	10	1.1	5	0.5	873	94.5	51	5.5	924	100.0
AK	34	41.0	30	36.1	0	0.0	0	0.0	6	7.2	1	1.2	71	85.5	12	14.5	83	100.0
AZ	389	39.7	413	42.2	12	1.2	0	0.0	7	0.7	49	5.0	870	88.9	109	11.1	979	100.0
AR	257	43.9	244	41.6	22	3.8	1	0.2	6	1.0	0	0.0	530	90.4	56	9.6	586	100.0
CA	1,873	55.4	1,059	31.3	41	1.2	2	0.1	21	0.6	2	0.1	2,998	88.7	383	11.3	3,381	100.0
CO	257	45.3	231	40.7	7	1.2	1	0.2	2	0.4	0	0.0	498	87.8	69	12.2	567	100.0
CT	166	64.3	54	20.9	9	3.5	0	0.0	1	0.4	0	0.0	230	89.1	28	10.9	258	100.0
DE	81	66.4	29	23.8	0	0.0	0	0.0	1	0.8	0	0.0	111	91.0	11	9.0	122	100.0
DC	37	75.5	4	8.2	0	0.0	0	0.0	0	0.0	1	2.0	42	85.7	7	14.3	49	100.0
FL	1,296	50.7	809	31.7	47	1.8	0	0.0	31	1.2	6	0.2	2,189	85.7	365	14.3	2,554	100.0
GA	739	51.9	508	35.6	39	2.7	1	0.1	32	2.2	3	0.2	1,322	92.8	103	7.2	1,425	100.0
HI	68	64.8	17	16.2	1	1.0	0	0.0	0	0.0	0	0.0	86	81.9	19	18.1	105	100.0
ID	132	47.5	112	40.3	5	1.8	1	0.4	9	3.2	0	0.0	259	93.2	19	6.8	278	100.0
IL	725	58.3	337	27.1	19	1.5	9	0.7	9	0.7	2	0.2	1,101	88.5	143	11.5	1,244	100.0
IN	416	54.5	228	29.8	23	3.0	1	0.1	4	0.5	11	1.4	683	89.4	81	10.6	764	100.0
IA	203	48.7	144	34.5	8	1.9	0	0.0	11	2.6	0	0.0	366	87.8	51	12.2	417	100.0
KS	219	49.7	174	39.5	9	2.0	1	0.2	7	1.6	0	0.0	410	93.0	31	7.0	441	100.0
KY	435	50.6	325	37.8	19	2.2	0	0.0	20	2.3	2	0.2	801	93.2	58	6.8	859	100.0
LA	370	46.4	313	39.3	18	2.3	8	1.0	9	1.1	2	0.3	720	90.3	77	9.7	797	100.0
ME	128	66.3	40	20.7	1	0.5	0	0.0	4	2.1	0	0.0	173	89.6	20	10.4	193	100.0
MD	336	64.1	119	22.7	9	1.7	0	0.0	3	0.6	1	0.2	468	89.3	56	10.7	524	100.0
MA	236	64.8	87	23.9	3	0.8	0	0.0	0	0.0	3	0.8	329	90.4	35	9.6	364	100.0
MI	636	58.8	324	30.0	12	1.1	1	0.1	27	2.5	0	0.0	1,000	92.5	81	7.5	1,081	100.0
MN	300	50.2	222	37.1	4	0.7	0	0.0	7	1.2	1	0.2	534	89.3	64	10.7	598	100.0
MS	478	58.2	277	33.7	12	1.5	0	0.0	5	0.6	8	1.0	780	94.9	42	5.1	822	100.0
MO	606	53.1	388	34.0	39	3.4	0	0.0	18	1.6	0	0.0	1,051	92.1	90	7.9	1,141	100.0
MT	105	42.3	123	49.6	4	1.6	0	0.0	4	1.6	0	0.0	236	95.2	12	4.8	248	100.0
NE	147	52.7	103	36.9	10	3.6	0	0.0	6	2.2	0	0.0	266	95.3	13	4.7	279	100.0
NV	136	46.7	119	40.9	9	3.1	0	0.0	1	0.3	0	0.0	265	91.1	26	8.9	291	100.0
NH	55	52.4	36	34.3	1	1.0	0	0.0	4	3.8	0	0.0	96	91.4	9	8.6	105	100.0

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

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		Subtotal					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NJ	262	44.5	81	13.8	8	1.4	2	0.3	3	0.5	199	33.8	555	94.2	34	5.8	589	100.0
NM	139	36.2	186	48.4	13	3.4	1	0.3	6	1.6	3	0.8	348	90.6	36	9.4	384	100.0
NY	676	60.7	245	22.0	17	1.5	1	0.1	17	1.5	3	0.3	959	86.2	154	13.8	1,113	100.0
NC	749	55.2	465	34.3	23	1.7	0	0.0	14	1.0	0	0.0	1,251	92.2	106	7.8	1,357	100.0
ND	41	41.8	41	41.8	1	1.0	1	1.0	6	6.1	4	4.1	94	95.9	4	4.1	98	100.0
OH	691	59.3	298	25.6	11	0.9	1	0.1	17	1.5	11	0.9	1,029	88.3	136	11.7	1,165	100.0
OK	299	47.8	248	39.6	30	4.8	0	0.0	6	1.0	0	0.0	583	93.1	43	6.9	626	100.0
OR	227	49.9	172	37.8	6	1.3	0	0.0	1	0.2	5	1.1	411	90.3	44	9.7	455	100.0
PA	827	59.9	342	24.8	28	2.0	0	0.0	26	1.9	1	0.1	1,224	88.7	156	11.3	1,380	100.0
RI	54	60.7	20	22.5	2	2.2	0	0.0	0	0.0	0	0.0	76	85.4	13	14.6	89	100.0
SC	451	51.5	311	35.5	18	2.1	0	0.0	7	0.8	0	0.0	787	89.8	89	10.2	876	100.0
SD	84	43.8	85	44.3	2	1.0	0	0.0	2	1.0	0	0.0	173	90.1	19	9.9	192	100.0
TN	598	54.9	368	33.8	21	1.9	0	0.0	12	1.1	0	0.0	999	91.7	90	8.3	1,089	100.0
TX	1,455	45.0	1,335	41.3	88	2.7	6	0.2	25	0.8	0	0.0	2,909	90.0	323	10.0	3,232	100.0
UT	102	36.6	139	49.8	4	1.4	0	0.0	12	4.3	0	0.0	257	92.1	22	7.9	279	100.0
VT	41	67.2	14	23.0	1	1.6	0	0.0	2	3.3	0	0.0	58	95.1	3	4.9	61	100.0
VA	481	56.8	274	32.3	17	2.0	1	0.1	8	0.9	10	1.2	791	93.4	56	6.6	847	100.0
WA	263	51.4	182	35.5	2	0.4	0	0.0	6	1.2	0	0.0	453	88.5	59	11.5	512	100.0
WV	193	52.0	120	32.3	7	1.9	0	0.0	20	5.4	1	0.3	341	91.9	30	8.1	371	100.0
WI	410	52.5	243	31.1	10	1.3	0	0.0	15	1.9	0	0.0	678	86.8	103	13.2	781	100.0
WY	43	27.4	86	54.8	8	5.1	0	0.0	0	0.0	0	0.0	137	87.3	20	12.7	157	100.0
<b>USA</b>	<b>19,460</b>	<b>52.4</b>	<b>12,444</b>	<b>33.5</b>	<b>723</b>	<b>1.9</b>	<b>40</b>	<b>0.1</b>	<b>470</b>	<b>1.3</b>	<b>334</b>	<b>0.9</b>	<b>33,471</b>	<b>90.1</b>	<b>3,661</b>	<b>9.9</b>	<b>37,132</b>	<b>100.0</b>
PR	212	65.0	52	16.0	4	1.2	0	0.0	2	0.6	0	0.0	270	82.8	56	17.2	326	100.0

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

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	334	40.0	459	55.0	41	4.9	834	100.0
AK	24	37.5	28	43.8	12	18.8	64	100.0
AZ	285	35.5	414	51.6	103	12.8	802	100.0
AR	136	27.1	312	62.3	53	10.6	501	100.0
CA	1,446	49.3	1,032	35.2	454	15.5	2,932	100.0
CO	199	40.8	287	58.8	2	0.4	488	100.0
CT	83	37.7	100	45.5	37	16.8	220	100.0
DE	51	46.4	57	51.8	2	1.8	110	100.0
DC	13	31.7	17	41.5	11	26.8	41	100.0
FL	840	39.9	1,245	59.1	20	1.0	2,105	100.0
GA	493	39.5	592	47.5	162	13.0	1,247	100.0
HI	41	48.2	39	45.9	5	5.9	85	100.0
ID	94	38.5	142	58.2	8	3.3	244	100.0
IL	373	35.1	509	47.9	180	16.9	1,062	100.0
IN	286	44.4	296	46.0	62	9.6	644	100.0
IA	138	39.8	147	42.4	62	17.9	347	100.0
KS	118	30.0	251	63.9	24	6.1	393	100.0
KY	240	31.6	515	67.8	5	0.7	760	100.0
LA	205	30.0	410	60.0	68	10.0	683	100.0
ME	62	36.9	87	51.8	19	11.3	168	100.0
MD	227	49.9	212	46.6	16	3.5	455	100.0
MA	92	28.5	176	54.5	55	17.0	323	100.0
MI	479	49.9	348	36.3	133	13.9	960	100.0
MN	215	41.2	285	54.6	22	4.2	522	100.0
MS	243	32.2	507	67.2	5	0.7	755	100.0
MO	282	28.4	621	62.5	91	9.2	994	100.0
MT	69	30.3	152	66.7	7	3.1	228	100.0
NE	71	28.4	151	60.4	28	11.2	250	100.0
NV	99	38.8	145	56.9	11	4.3	255	100.0
NH	26	28.6	63	69.2	2	2.2	91	100.0

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

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	160	46.6	161	46.9	22	6.4	343	100.0
NM	98	30.2	218	67.1	9	2.8	325	100.0
NY	453	49.2	362	39.3	106	11.5	921	100.0
NC	601	49.5	526	43.3	87	7.2	1,214	100.0
ND	16	19.5	61	74.4	5	6.1	82	100.0
OH	372	37.6	588	59.5	29	2.9	989	100.0
OK	193	35.3	350	64.0	4	0.7	547	100.0
OR	233	58.4	132	33.1	34	8.5	399	100.0
PA	385	32.9	614	52.5	170	14.5	1,169	100.0
RI	23	31.1	47	63.5	4	5.4	74	100.0
SC	238	31.2	496	65.1	28	3.7	762	100.0
SD	34	20.1	120	71.0	15	8.9	169	100.0
TN	316	32.7	597	61.8	53	5.5	966	100.0
TX	1,368	49.0	1,348	48.3	74	2.7	2,790	100.0
UT	102	42.3	137	56.8	2	0.8	241	100.0
VT	28	50.9	21	38.2	6	10.9	55	100.0
VA	256	33.9	429	56.8	70	9.3	755	100.0
WA	245	55.1	177	39.8	23	5.2	445	100.0
WV	116	37.1	178	56.9	19	6.1	313	100.0
WI	237	36.3	355	54.4	61	9.3	653	100.0
WY	49	38.0	78	60.5	2	1.6	129	100.0
<b>USA</b>	<b>12,787</b>	<b>40.1</b>	<b>16,594</b>	<b>52.0</b>	<b>2,523</b>	<b>7.9</b>	<b>31,904</b>	<b>100.0</b>
PR	103	39.0	161	61.0	0	0.0	264	100.0

**Table 113**  
**2003 Ranking of State Pedestrian Fatality Rates**

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	District of Columbia	18	563	3.19
2	Florida	500	17,019	2.94
3	Nevada	65	2,241	2.90
4	New Mexico	51	1,875	2.72
5	Delaware	19	817	2.32
6	Arizona	121	5,581	2.17
7	Maryland	114	5,509	2.07
8	California	701	35,484	1.98
9	Louisiana	87	4,496	1.93
10	South Carolina	80	4,147	1.93
11	Hawaii	24	1,258	1.91
12	Georgia	156	8,685	1.80
13	North Carolina	150	8,407	1.78
14	New York	334	19,190	1.74
15	Texas	382	22,119	1.73
16	New Jersey	147	8,638	1.70
17	Michigan	166	10,080	1.65
18	Tennessee	96	5,842	1.64
19	Illinois	188	12,654	1.49
20	Kentucky	61	4,118	1.48
21	New Hampshire	19	1,288	1.48
22	Arkansas	40	2,726	1.47
23	Wyoming	7	501	1.40
24	Mississippi	40	2,881	1.39
25	Alabama	62	4,501	1.38
26	Pennsylvania	170	12,365	1.37
27	Missouri	78	5,704	1.37
28	Massachusetts	86	6,433	1.34

**Table 113**  
**2003 Ranking of State Pedestrian Fatality Rates (Continued)**

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
29	South Dakota	10	764	1.31
30	Oregon	46	3,560	1.29
31	Alaska	8	649	1.23
32	Colorado	56	4,551	1.23
33	Washington	75	6,131	1.22
34	West Virginia	22	1,810	1.22
35	Rhode Island	13	1,076	1.21
36	Utah	28	2,351	1.19
37	Virginia	86	7,386	1.16
38	Vermont	7	619	1.13
39	North Dakota	7	634	1.10
40	Montana	10	918	1.09
41	Minnesota	53	5,059	1.05
42	Oklahoma	36	3,512	1.03
43	Indiana	62	6,196	1.00
44	Maine	13	1,306	1.00
45	Wisconsin	54	5,472	0.99
46	Connecticut	34	3,483	0.98
47	Idaho	13	1,366	0.95
48	Kansas	25	2,724	0.92
49	Ohio	99	11,436	0.87
50	Nebraska	12	1,739	0.69
51	Iowa	18	2,944	0.61
	<b>USA</b>	<b>4,749</b>	<b>290,810</b>	<b>1.63</b>
	Puerto Rico	150	3,879	3.87

**Table 114**  
**Persons Killed, by State and Highest Blood Alcohol Concentration in the Crash**

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = 0.00		BAC = 0.01-0.07		BAC = 0.08+		Number	Percent	Number	Percent
	Number	Percent	Number	Percent	Number	Percent				
AL	586	59	40	4	376	38	415	41	1,001	100
AK	60	63	3	4	31	33	35	37	95	100
AZ	650	58	63	6	408	36	470	42	1,120	100
AR	373	59	51	8	203	32	254	41	627	100
CA	2,589	61	249	6	1,378	33	1,626	39	4,215	100
CO	386	61	26	4	221	35	246	39	632	100
CT	163	55	17	6	114	39	131	45	294	100
DE	82	58	9	6	51	36	60	42	142	100
DC	33	50	4	6	29	44	34	50	67	100
FL	1,895	60	185	6	1,089	34	1,274	40	3,169	100
GA	1,115	70	68	4	420	26	488	30	1,603	100
HI	63	47	18	14	54	40	72	53	135	100
ID	186	63	18	6	90	31	107	37	293	100
IL	814	56	99	7	539	37	639	44	1,453	100
IN	572	69	40	5	223	27	262	31	834	100
IA	296	67	26	6	119	27	145	33	441	100
KS	265	56	24	5	182	39	206	44	471	100
KY	652	70	36	4	240	26	276	30	928	100
LA	488	55	44	5	363	41	406	45	894	100
ME	132	64	6	3	69	33	75	36	207	100
MD	368	57	73	11	208	32	281	43	649	100
MA	255	55	37	8	170	37	207	45	462	100
MI	802	63	86	7	395	31	481	37	1,283	100
MN	390	59	36	5	231	35	267	41	657	100
MS	551	63	32	4	288	33	320	37	871	100
MO	728	59	80	6	425	34	504	41	1,232	100
MT	134	51	20	8	108	41	128	49	262	100
NE	172	59	22	8	99	34	121	41	293	100
NV	186	50	24	6	159	43	182	50	368	100
NH	75	59	8	7	43	34	52	41	127	100



**Table 114**  
**Persons Killed, by State and Highest Blood Alcohol Concentration in the Crash (Continued)**

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = 0.00		BAC = 0.01-0.07		BAC = 0.08+		Number	Percent	Number	Percent
	Number	Percent	Number	Percent	Number	Percent				
NJ	472	63	35	5	240	32	275	37	747	100
NM	241	55	28	6	170	39	198	45	439	100
NY	962	65	71	5	458	31	529	35	1,491	100
NC	977	64	80	5	474	31	554	36	1,531	100
ND	53	50	6	5	47	44	52	50	105	100
OH	810	63	66	5	402	31	467	37	1,277	100
OK	413	62	35	5	220	33	255	38	668	100
OR	305	60	32	6	175	34	207	40	512	100
PA	959	61	77	5	542	34	618	39	1,577	100
RI	47	45	5	5	52	50	57	55	104	100
SC	480	50	64	7	423	44	488	50	968	100
SD	105	52	8	4	90	44	98	48	203	100
TN	746	63	43	4	404	34	447	37	1,193	100
TX	1,966	53	209	6	1,500	41	1,709	47	3,675	100
UT	263	85	8	2	39	12	46	15	309	100
VT	41	59	8	11	21	30	29	41	69	100
VA	580	61	55	6	309	33	364	39	943	100
WA	341	57	31	5	228	38	259	43	600	100
WV	246	63	22	6	126	32	148	37	394	100
WI	461	54	47	6	340	40	387	46	848	100
WY	103	62	12	7	50	30	62	38	165	100
<b>USA</b>	<b>25,630</b>	<b>60</b>	<b>2,383</b>	<b>6</b>	<b>14,630</b>	<b>34</b>	<b>17,013</b>	<b>40</b>	<b>42,643</b>	<b>100</b>
PR	260	53	50	10	183	37	233	47	493	100

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

**Table 115**  
**Drivers Involved in Fatal Crashes, by State**  
**and Blood Alcohol Concentration of the Driver**

State	Blood Alcohol Concentration of Driver*								Total Drivers Involved in Fatal Crashes*	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	1,010	74	42	3	320	23	362	26	1,372	100
AK	94	77	3	2	24	20	27	23	121	100
AZ	1,110	75	62	4	305	21	367	25	1,477	100
AR	594	74	43	5	167	21	210	26	804	100
CA	4,423	78	232	4	1,019	18	1,251	22	5,674	100
CO	652	75	28	3	185	21	213	25	865	100
CT	269	68	18	5	106	27	124	32	393	100
DE	177	76	9	4	48	20	56	24	233	100
DC	69	71	5	5	23	24	28	29	97	100
FL	3,403	77	177	4	834	19	1,010	23	4,413	100
GA	1,869	83	63	3	332	15	395	17	2,264	100
HI	110	66	15	9	42	25	57	34	166	100
ID	268	75	13	4	74	21	87	25	355	100
IL	1,476	74	79	4	446	22	525	26	2,001	100
IN	1,017	82	39	3	187	15	225	18	1,242	100
IA	439	78	22	4	102	18	123	22	562	100
KS	458	71	26	4	165	25	192	29	650	100
KY	1,049	81	34	3	205	16	239	19	1,287	100
LA	835	71	47	4	301	25	348	29	1,183	100
ME	218	77	7	2	59	21	66	23	284	100
MD	770	77	61	6	167	17	227	23	997	100
MA	435	71	34	5	147	24	180	29	615	100
MI	1,479	79	77	4	317	17	394	21	1,873	100
MN	640	73	37	4	198	23	235	27	875	100
MS	830	74	34	3	258	23	291	26	1,121	100
MO	1,199	72	75	5	381	23	456	28	1,655	100
MT	202	63	16	5	101	32	117	37	319	100
NE	289	73	17	4	90	23	106	27	395	100
NV	357	72	26	5	112	23	138	28	495	100
NH	125	75	10	6	31	19	41	25	166	100

**Table 115**  
**Drivers Involved in Fatal Crashes, by State**  
**and Blood Alcohol Concentration of the Driver (Continued)**

State	Blood Alcohol Concentration of Driver*								Total Drivers* Involved in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	819	78	40	4	191	18	231	22	1,050	100
NM	353	71	23	5	124	25	147	29	500	100
NY	1,566	79	66	3	348	18	414	21	1,980	100
NC	1,670	79	78	4	376	18	454	21	2,124	100
ND	88	64	6	5	43	31	49	36	137	100
OH	1,446	77	64	3	356	19	420	23	1,866	100
OK	706	76	33	4	189	20	221	24	927	100
OR	464	74	30	5	131	21	161	26	625	100
PA	1,675	75	80	4	465	21	545	25	2,220	100
RI	92	65	6	4	44	31	49	35	141	100
SC	904	67	65	5	374	28	439	33	1,343	100
SD	142	65	10	4	68	31	78	35	220	100
TN	1,231	76	41	3	343	21	384	24	1,615	100
TX	3,541	71	212	4	1,258	25	1,470	29	5,011	100
UT	340	90	7	2	31	8	38	10	377	100
VT	74	75	6	6	19	19	24	25	98	100
VA	998	76	48	4	259	20	307	24	1,305	100
WA	581	73	31	4	181	23	212	27	793	100
WV	414	76	20	4	109	20	128	24	542	100
WI	783	69	42	4	307	27	348	31	1,131	100
WY	146	74	12	6	39	20	51	26	197	100
<b>USA</b>	<b>43,896</b>	<b>75</b>	<b>2,264</b>	<b>4</b>	<b>11,996</b>	<b>21</b>	<b>14,260</b>	<b>25</b>	<b>58,156</b>	<b>100</b>
PR	444	69	48	7	151	23	199	31	643	100

\*Includes motorcycle operators.

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

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

State	Blood Alcohol Concentration of Driver*								Total Drivers* Killed	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	430	63	24	3	233	34	257	37	687	100
AK	41	64	2	3	21	33	23	36	64	100
AZ	382	62	39	6	196	32	235	38	617	100
AR	271	62	31	7	138	31	168	38	439	100
CA	1,507	67	112	5	643	28	755	33	2,262	100
CO	245	62	16	4	133	34	149	38	394	100
CT	107	57	12	6	68	36	80	43	187	100
DE	54	60	4	4	33	36	36	40	90	100
DC	19	55	1	3	15	42	16	45	35	100
FL	1,184	64	96	5	559	30	656	36	1,839	100
GA	755	73	40	4	235	23	274	27	1,029	100
HI	37	52	7	9	27	39	34	48	70	100
ID	127	66	9	5	56	29	65	34	192	100
IL	524	59	59	7	304	34	363	41	887	100
IN	413	75	22	4	119	21	141	25	554	100
IA	207	69	16	5	79	26	95	31	302	100
KS	183	59	11	4	117	38	128	41	311	100
KY	453	71	25	4	162	25	187	29	640	100
LA	339	58	24	4	221	38	245	42	584	100
ME	99	66	2	1	48	32	50	34	149	100
MD	240	63	33	9	109	29	142	37	382	100
MA	150	55	23	9	99	36	122	45	272	100
MI	535	67	39	5	228	28	267	33	802	100
MN	275	62	14	3	151	34	165	38	440	100
MS	402	65	22	4	194	31	216	35	618	100
MO	520	62	42	5	279	33	321	38	841	100
MT	90	50	10	6	80	44	90	50	180	100
NE	113	59	11	6	68	35	78	41	191	100
NV	115	57	15	8	72	36	88	43	202	100
NH	56	69	6	8	19	24	26	31	82	100

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

State	Blood Alcohol Concentration of Driver*								Total Drivers* Killed	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	285	67	22	5	116	27	138	33	422	100
NM	126	54	16	7	91	39	106	46	232	100
NY	557	69	40	5	214	26	254	31	811	100
NC	676	69	48	5	252	26	299	31	975	100
ND	38	53	5	7	30	41	35	47	73	100
OH	575	66	39	4	259	30	298	34	873	100
OK	288	66	18	4	133	30	151	34	439	100
OR	189	63	18	6	91	31	109	37	298	100
PA	660	63	48	5	343	33	391	37	1,051	100
RI	33	49	4	5	31	46	34	51	67	100
SC	353	54	41	6	265	40	306	46	659	100
SD	71	57	4	3	50	40	54	43	125	100
TN	531	65	24	3	256	32	280	35	811	100
TX	1,347	59	114	5	819	36	933	41	2,280	100
UT	145	85	5	3	20	12	25	15	170	100
VT	29	61	4	9	14	30	18	39	47	100
VA	410	65	33	5	191	30	223	35	633	100
WA	227	62	14	4	127	35	141	38	368	100
WV	186	67	11	4	82	29	93	33	279	100
WI	337	58	25	4	221	38	246	42	583	100
WY	59	58	10	10	33	32	43	42	102	100
<b>USA</b>	<b>16,991</b>	<b>64</b>	<b>1,309</b>	<b>5</b>	<b>8,341</b>	<b>31</b>	<b>9,649</b>	<b>36</b>	<b>26,640</b>	<b>100</b>
PR	123	55	21	10	78	35	100	45	223	100

\*Includes motorcycle operators.

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

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

State	Blood Alcohol Concentration of Driver*								Total Surviving Drivers* in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	581	85	18	3	87	13	104	15	685	100
AK	53	92	1	2	3	5	4	8	57	100
AZ	728	85	23	3	109	13	132	15	860	100
AR	324	89	12	3	30	8	42	11	365	100
CA	2,916	85	119	3	377	11	496	15	3,412	100
CO	407	86	12	3	52	11	64	14	471	100
CT	162	79	6	3	38	18	44	21	206	100
DE	123	86	5	3	15	11	20	14	143	100
DC	50	80	4	6	9	14	13	20	62	100
FL	2,219	86	80	3	274	11	355	14	2,574	100
GA	1,114	90	24	2	97	8	121	10	1,235	100
HI	73	76	8	9	15	15	23	24	96	100
ID	141	86	4	2	18	11	22	14	163	100
IL	952	85	20	2	142	13	162	15	1,114	100
IN	603	88	17	3	68	10	85	12	688	100
IA	232	89	5	2	23	9	28	11	260	100
KS	275	81	15	4	49	14	64	19	339	100
KY	596	92	8	1	43	7	51	8	647	100
LA	496	83	24	4	79	13	103	17	599	100
ME	119	88	4	3	11	8	16	12	135	100
MD	530	86	28	5	58	9	85	14	615	100
MA	285	83	10	3	47	14	58	17	343	100
MI	944	88	38	4	89	8	127	12	1,071	100
MN	365	84	23	5	47	11	70	16	435	100
MS	428	85	12	2	63	13	75	15	503	100
MO	678	83	34	4	102	13	136	17	814	100
MT	112	81	6	4	21	15	27	19	139	100
NE	176	86	6	3	22	11	28	14	204	100
NV	243	83	11	4	40	14	51	17	293	100
NH	69	82	4	5	12	14	15	18	84	100

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

State	Blood Alcohol Concentration of Driver*								Total Surviving Drivers* in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	534	85	18	3	75	12	94	15	628	100
NM	227	85	8	3	33	12	41	15	268	100
NY	1,009	86	26	2	134	11	160	14	1,169	100
NC	995	87	30	3	124	11	154	13	1,149	100
ND	49	77	1	2	13	21	15	23	64	100
OH	872	88	24	2	97	10	122	12	993	100
OK	417	85	15	3	56	11	71	15	488	100
OR	275	84	12	4	40	12	52	16	327	100
PA	1,015	87	32	3	122	10	154	13	1,169	100
RI	59	80	2	3	13	17	15	20	74	100
SC	551	81	24	3	109	16	133	19	684	100
SD	71	75	6	6	18	19	24	25	95	100
TN	700	87	17	2	87	11	104	13	804	100
TX	2,194	80	98	4	439	16	537	20	2,731	100
UT	195	94	1	1	11	5	12	6	207	100
VT	45	88	1	3	5	9	6	12	51	100
VA	588	88	15	2	69	10	84	12	672	100
WA	354	83	17	4	54	13	71	17	425	100
WV	228	87	8	3	27	10	35	13	263	100
WI	446	81	17	3	86	16	102	19	548	100
WY	87	91	2	2	7	7	8	9	95	100
<b>USA</b>	<b>26,905</b>	<b>85</b>	<b>956</b>	<b>3</b>	<b>3,655</b>	<b>12</b>	<b>4,611</b>	<b>15</b>	<b>31,516</b>	<b>100</b>
PR	321	76	27	6	73	17	99	24	420	100

\*Includes motorcycle operators.

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

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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
AL	1,001	469	46	6	124	16	148	31	45	24
AK	95	39	9	3	6	0	6	5	0	4
AZ	1,120	432	76	16	52	18	71	38	39	31
AR	627	118	7	0	69	0	10	3	14	11
CA	4,215	1,507	242	26	397	58	142	107	173	156
CO	632	239	23	17	38	5	29	22	23	37
CT	294	111	9	15	6	1	16	8	8	43
DE	142	37	0	4	4	13	2	5	4	4
DC	67	22	0	0	0	0	0	2	4	16
FL	3,169	539	35	11	80	13	150	49	80	75
GA	1,603	328	25	14	101	8	61	11	68	20
HI	135	66	0	7	6	1	11	0	22	10
ID	293	82	17	0	8	13	4	0	11	5
IL	1,453	566	46	50	226	3	22	47	69	88
IN	834	217	16	14	68	12	20	19	22	34
IA	441	68	3	2	24	4	6	1	8	14
KS	471	144	17	0	51	2	6	8	7	25
KY	928	122	11	2	75	0	11	0	19	1
LA	894	223	16	3	103	8	26	9	24	20
ME	207	79	3	2	12	16	18	2	14	10
MD	649	198	11	6	24	40	10	35	28	43
MA	462	156	17	5	3	5	14	13	26	52
MI	1,283	293	27	7	132	6	19	5	26	47
MN	657	194	13	7	94	10	9	4	3	28
MS	871	170	18	0	59	15	35	12	12	11
MO	1,232	519	66	12	187	4	32	24	49	58
MT	262	113	18	0	3	2	6	1	14	7
NE	293	38	2	0	3	13	5	1	0	2
NV	368	125	14	1	5	3	28	1	26	11
NH	127	31	2	0	1	2	3	8	5	6



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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
NJ	747	48	4	0	6	6	4	6	4	11
NM	439	172	29	2	28	4	6	13	19	16
NY	1,491	481	9	24	177	10	23	30	23	80
NC	1,531	566	31	10	298	8	119	2	71	9
ND	105	32	0	0	13	0	0	2	1	3
OH	1,277	264	25	6	123	2	23	7	38	25
OK	668	273	43	1	34	14	55	15	15	13
OR	512	167	9	11	82	1	13	12	14	9
PA	1,577	652	42	30	177	12	124	66	115	47
RI	104	54	1	5	1	1	7	7	7	25
SC	968	410	35	1	146	11	91	13	28	28
SD	203	87	18	1	31	1	1	2	3	6
TN	1,193	272	16	13	72	14	42	26	16	45
TX	3,675	1,509	207	43	225	43	113	94	119	143
UT	309	93	34	1	10	3	1	9	7	5
VT	69	33	4	0	1	13	3	5	3	3
VA	943	286	25	11	127	6	43	7	38	23
WA	600	234	20	2	16	38	15	18	53	43
WV	394	112	14	1	50	2	12	14	5	9
WI	848	306	22	3	161	0	29	0	25	48
WY	165	84	26	1	4	2	8	2	0	4
<b>USA</b>	<b>42,643</b>	<b>*13,380</b>	<b>1,403</b>	<b>396</b>	<b>3,743</b>	<b>482</b>	<b>1,652</b>	<b>821</b>	<b>1,447</b>	<b>1,488</b>
PR	493	233	48	0	2	7	22	22	105	25

\*Of the total number of speeding-related fatalities in 2003, 6,015 occurred on roads with posted speed limits between 55 and 65 mph, and 898 occurred on roads with speed limits above 65 mph.

Notes: Totals may not equal sum of components due to independent rounding. The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown.

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

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	8.29	88.5	10.26	87.3	10.00	99.8	42.00	99.8	599
AK	14.09	78.8	17.50	76.9	39.57	86.5	48.83	88.5	52
AZ	4.06	32.4	17.04	30.5	45.82	96.8	62.11	96.6	525
AR	6.83	19.2	11.37	11.3	NA	NA	NA	NA	417
CA	5.00	99.7	3.50	99.9	NA	NA	40.50	99.9	1,414
CO	7.72	18.2	12.34	11.9	37.37	55.5	52.93	56.7	319
CT	4.48	29.8	7.39	5.3	40.56	43.9	47.35	45.6	57
DE	4.77	4.3	8.26	0.0	38.53	31.9	49.74	33.3	69
DC	NA	NA	NA	NA	NA	NA	NA	NA	18
FL	5.12	20.9	8.86	15.1	NA	NA	NA	NA	1,394
GA	2.62	10.8	9.93	7.6	41.73	35.1	52.38	36.4	814
HI	6.61	21.4	10.90	7.1	48.75	90.5	57.25	90.5	42
ID	5.52	16.1	12.24	7.3	NA	NA	NA	NA	218
IL	4.40	10.8	16.00	98.8	20.00	99.7	55.00	99.7	574
IN	2.49	33.1	7.87	29.7	NA	NA	NA	NA	502
IA	7.00	21.4	10.95	13.3	38.11	41.1	53.63	43.9	285
KS	6.82	18.6	11.80	14.7	39.71	48.9	54.48	51.8	307
KY	4.88	10.7	11.08	9.0	36.55	40.0	50.04	41.2	653
LA	7.25	16.3	12.34	9.3	38.58	39.8	55.18	41.9	515
ME	7.37	9.7	8.78	4.0	43.29	36.0	56.38	37.7	175
MD	NA	NA	NA	NA	NA	NA	NA	NA	256
MA	16.50	97.7	8.00	97.7	31.00	98.9	38.00	98.9	87
MI	3.64	25.4	9.73	25.6	NA	NA	NA	99.8	566
MN	3.78	32.5	12.15	32.8	33.37	54.3	47.09	55.7	409
MS	13.65	48.0	14.87	48.0	16.46	44.6	44.09	44.8	592
MO	9.94	47.8	14.58	44.3	34.35	65.0	56.94	66.4	768
MT	13.54	14.0	14.06	8.8	39.47	50.9	55.95	55.7	228
NE	7.47	46.8	10.77	44.3	31.51	54.2	51.41	54.7	203
NV	8.20	25.2	17.30	16.5	42.02	60.6	60.07	64.6	127
NH	3.19	3.8	9.68	1.3	18.77	3.8	31.83	6.3	80

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

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	NA	NA	NA	NA	NA	NA	NA	NA	166
NM	NA	NA	NA	NA	NA	NA	NA	NA	268
NY	3.66	21.2	8.87	16.8	40.75	48.6	51.61	50.1	519
NC	5.18	30.6	10.29	29.7	41.28	48.7	54.13	50.0	1,007
ND	9.42	37.7	14.69	23.4	37.18	57.1	57.39	57.1	77
OH	7.16	24.9	10.54	21.3	37.27	44.7	52.94	46.4	812
OK	10.86	56.3	11.64	32.3	41.74	54.0	57.17	55.6	430
OR	5.24	12.5	11.41	7.4	43.13	42.4	54.73	44.7	311
PA	5.19	47.2	10.21	33.7	36.02	62.7	48.48	63.2	926
RI	1.64	35.3	7.12	0.0	47.55	35.3	47.60	41.2	17
SC	9.15	60.2	18.77	59.1	NA	NA	NA	NA	810
SD	12.16	25.2	15.07	20.1	36.17	44.7	58.62	49.1	159
TN	5.68	93.1	11.02	91.4	36.67	98.1	42.09	98.3	639
TX	9.03	36.3	15.07	34.1	40.32	80.7	62.42	81.4	1,849
UT	3.17	17.9	16.44	17.9	35.00	95.4	51.89	95.4	196
VT	6.65	35.8	11.11	11.3	34.42	41.5	47.33	49.1	53
VA	NA	NA	NA	NA	NA	NA	NA	NA	547
WA	5.96	43.2	11.27	21.3	43.35	53.8	56.63	55.0	338
WV	5.14	7.0	11.27	1.3	42.19	34.9	55.72	36.9	298
WI	4.89	10.9	10.60	8.8	34.59	47.6	47.65	48.8	578
WY	5.04	17.7	18.96	13.3	39.00	98.2	67.00	98.2	113
<b>USA</b>	<b>6.21</b>	<b>40.9</b>	<b>11.75</b>	<b>39.2</b>	<b>37.39</b>	<b>72.4</b>	<b>52.71</b>	<b>73.2</b>	<b>22,378</b>
PR	10.18	80.2	10.61	79.3	NA	NA	NA	NA	222

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

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

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	3.98	72.5	6.91	71.2	NA	NA	NA	NA	295
AK	6.11	32.1	5.67	25.0	19.13	46.4	34.76	39.3	28
AZ	2.13	42.2	6.94	39.7	34.06	96.1	41.56	95.9	436
AR	4.32	14.9	6.42	7.5	NA	NA	73.00	99.3	134
CA	1.76	99.3	6.54	99.4	34.60	99.8	36.00	99.6	2,308
CO	2.92	16.2	5.56	11.2	22.65	38.2	31.07	38.2	241
CT	1.29	28.0	5.77	19.2	31.10	51.9	37.31	50.5	214
DE	3.31	4.8	7.20	3.2	20.41	37.1	29.00	38.7	62
DC	NA	NA	NA	NA	NA	NA	NA	NA	45
FL	4.02	28.6	5.60	22.8	24.00	99.9	30.00	99.9	1,475
GA	1.99	12.0	6.71	12.0	30.49	32.8	39.17	32.6	525
HI	3.80	40.0	8.79	48.0	27.63	89.3	41.63	89.3	75
ID	2.33	2.3	4.90	4.7	NA	NA	NA	NA	43
IL	2.54	6.1	6.33	99.6	21.00	99.9	36.00	99.7	733
IN	3.47	21.4	7.06	17.9	NA	NA	NA	NA	252
IA	3.00	7.2	5.58	5.2	26.73	20.6	35.07	21.6	97
KS	3.66	37.7	7.00	33.3	23.04	53.5	32.92	53.5	114
KY	3.25	17.2	6.90	16.1	25.82	36.5	35.66	36.5	192
LA	4.05	26.2	7.39	14.5	27.87	39.5	37.20	39.8	256
ME	1.33	25.0	4.00	0.0	17.67	25.0	22.67	25.0	4
MD	NA	NA	NA	NA	NA	NA	NA	NA	335
MA	4.35	85.3	5.48	77.8	24.05	82.7	30.70	81.8	347
MI	2.57	40.9	5.72	40.3	NA	NA	NA	NA	548
MN	2.32	43.2	6.43	43.2	25.63	63.1	35.54	63.1	176
MS	13.22	41.8	14.58	41.8	15.59	40.2	42.94	40.2	194
MO	4.13	56.4	6.58	54.3	27.16	67.8	38.43	68.1	326
MT	5.30	9.1	7.20	9.1	34.78	18.2	31.25	27.3	11
NE	4.53	29.6	5.87	27.8	22.45	29.6	30.35	31.5	54
NV	3.10	16.3	6.75	9.6	22.90	42.3	31.68	42.3	208
NH	2.16	3.0	6.33	0.0	16.50	3.0	23.48	6.1	33

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

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	NA	NA	NA	NA	NA	NA	22.00	99.8	<b>513</b>
NM	10.00	99.0	NA	NA	NA	NA	NA	NA	<b>98</b>
NY	2.47	62.7	5.93	62.1	27.35	77.6	34.40	77.5	<b>845</b>
NC	2.54	26.6	6.55	26.1	27.58	42.9	36.24	43.5	<b>368</b>
ND	4.47	16.7	5.00	5.6	23.15	27.8	31.17	33.3	<b>18</b>
OH	4.82	43.7	5.49	40.3	24.12	51.5	33.75	51.5	<b>355</b>
OK	4.16	49.7	5.89	40.4	30.29	53.4	38.74	54.7	<b>161</b>
OR	1.18	10.2	5.21	5.1	29.80	40.7	35.49	40.7	<b>118</b>
PA	3.48	62.3	5.95	51.6	25.42	70.4	31.62	71.1	<b>494</b>
RI	3.13	32.9	4.65	1.3	27.43	17.7	32.80	19.0	<b>79</b>
SC	6.17	68.1	14.36	64.9	NA	NA	NA	NA	<b>94</b>
SD	1.57	0.0	4.79	0.0	22.20	28.6	29.60	28.6	<b>14</b>
TN	9.13	98.1	7.38	98.1	16.00	99.5	22.00	99.5	<b>418</b>
TX	4.59	33.6	7.95	30.7	29.49	79.6	41.33	79.9	<b>1,380</b>
UT	2.61	15.2	6.72	18.2	32.40	92.4	38.40	92.4	<b>66</b>
VT	4.00	10.0	4.20	0.0	23.44	10.0	31.22	10.0	<b>10</b>
VA	NA	NA	NA	NA	NA	NA	NA	NA	<b>304</b>
WA	3.30	27.9	6.11	7.5	32.11	35.8	39.28	36.8	<b>201</b>
WV	3.30	4.7	6.59	0.0	31.79	34.4	40.86	34.4	<b>64</b>
WI	2.56	12.6	6.17	6.0	28.79	32.8	35.86	34.4	<b>183</b>
WY	3.33	14.3	5.73	7.1	13.00	96.4	18.00	96.4	<b>28</b>
<b>USA</b>	<b>3.45</b>	<b>51.6</b>	<b>6.56</b>	<b>53.1</b>	<b>26.87</b>	<b>79.5</b>	<b>36.12</b>	<b>79.6</b>	<b>15,572</b>
PR	7.71	84.6	12.95	84.2	NA	NA	NA	NA	<b>247</b>

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

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

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
New York	NY	353	164	46.5	8,085,742	4.37
Los Angeles	CA	307	101	32.9	3,819,951	8.04
Chicago	IL	223	71	31.8	2,869,121	7.77
Houston	TX	207	49	23.7	2,009,690	10.30
Philadelphia	PA	113	32	28.3	1,479,339	7.64
Phoenix	AZ	193	53	27.5	1,388,416	13.90
San Diego	CA	101	30	29.7	1,266,753	7.97
San Antonio	TX	122	23	18.9	1,214,725	10.04
Dallas	TX	153	27	17.6	1,208,318	12.66
Detroit	MI	143	41	28.7	911,402	15.69
San Jose	CA	37	10	27.0	898,349	4.12
Indianapolis	IN	31	7	22.6	783,438	3.96
Jacksonville	FL	118	13	11.0	773,781	15.25
San Francisco	CA	52	27	51.9	751,682	6.92
Columbus	OH	56	12	21.4	728,432	7.69
Austin	TX	50	7	14.0	672,011	7.44
Memphis	TN	90	21	23.3	645,978	13.93
Baltimore	MD	36	15	41.7	628,670	5.73
Milwaukee	WI	31	7	22.6	586,941	5.28
Fort Worth	TX	63	12	19.0	585,122	10.77
Charlotte	NC	54	8	14.8	584,658	9.24
El Paso	TX	47	17	36.2	584,113	8.05
Boston	MA	24	14	58.3	581,616	4.13
Seattle	WA	36	12	33.3	569,101	6.33
Washington	DC	66	18	27.3	563,384	11.71
Denver	CO	56	17	30.4	557,478	10.05
Nashville-Davidson	TN	81	14	17.3	544,765	14.87
Portland	OR	47	15	31.9	538,544	8.73
Oklahoma City	OK	71	5	7.0	523,303	13.57
Las Vegas	NV	68	15	22.1	517,017	13.15
Tucson	AZ	46	7	15.2	507,658	9.06
Long Beach	CA	37	7	18.9	475,460	7.78
Albuquerque	NM	46	15	32.6	471,856	9.75
New Orleans	LA	39	7	17.9	469,032	8.31
Cleveland	OH	36	5	13.9	461,324	7.80
Fresno	CA	55	17	30.9	451,455	12.18

Source: Population—Bureau of the Census.

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

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Sacramento	CA	53	14	26.4	445,335	11.90
Kansas City	MO	68	12	17.6	442,768	15.36
Virginia Beach	VA	27	4	14.8	439,467	6.14
Mesa	AZ	40	3	7.5	432,376	9.25
Atlanta	GA	71	20	28.2	423,019	16.78
Omaha	NE	25	6	24.0	404,267	6.18
Oakland	CA	43	10	23.3	398,844	10.78
Tulsa	OK	38	9	23.7	387,807	9.80
Honolulu CDP	HI	24	7	29.2	380,149	6.31
Miami	FL	57	18	31.6	376,815	15.13
Minneapolis	MN	26	4	15.4	373,188	6.97
Colorado Springs	CO	24	3	12.5	370,448	6.48
Arlington	TX	18	4	22.2	355,007	5.07
Wichita	KS	25	1	4.0	354,617	7.05
Santa Ana	CA	23	15	65.2	342,510	6.72
Anaheim	CA	29	7	24.1	332,361	8.73
St. Louis	MO	52	14	26.9	332,223	15.65
Pittsburgh	PA	30	9	30.0	325,337	9.22
Tampa	FL	48	11	22.9	317,647	15.11
Cincinnati	OH	33	3	9.1	317,361	10.40
Raleigh	NC	17	4	23.5	316,802	5.37
Toledo	OH	20	4	20.0	308,973	6.47
Aurora	CO	14	4	28.6	290,418	4.82
Buffalo	NY	11	2	18.2	285,018	3.86
Riverside	CA	28	3	10.7	281,514	9.95
St. Paul	MN	13	3	23.1	280,404	4.64
Corpus Christi	TX	30	7	23.3	279,208	10.74
Newark	NJ	42	9	21.4	277,911	15.11
Stockton	CA	24	5	20.8	271,466	8.84
Bakersfield	CA	25	7	28.0	271,035	9.22
Anchorage	AK	26	4	15.4	270,951	9.60
Lexington-Fayette	KY	30	3	10.0	266,798	11.24
Louisville	KY	81	15	18.5	248,762	32.56
St. Petersburg	FL	34	6	17.6	247,610	13.73
Plano	TX	11	0	0.0	241,991	4.55
Norfolk	VA	15	5	33.3	241,727	6.21

Source: Population—Bureau of the Census.

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

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Jersey City	NJ	11	6	54.5	239,097	4.60
Birmingham	AL	35	4	11.4	236,620	14.79
Lincoln	NE	21	1	4.8	235,594	8.91
Glendale	AZ	19	5	26.3	232,838	8.16
Greensboro	NC	24	3	12.5	229,110	10.48
Hialeah	FL	21	6	28.6	226,401	9.28
Baton Rouge	LA	27	3	11.1	225,090	12.00
Fort Wayne	IN	8	0	0.0	219,495	3.64
Madison	WI	15	2	13.3	218,432	6.87
Garland	TX	18	1	5.6	218,027	8.26
Scottsdale	AZ	13	0	0.0	217,989	5.96
Rochester	NY	15	4	26.7	215,093	6.97
Henderson	NV	24	3	12.5	214,852	11.17
Akron	OH	19	3	15.8	212,215	8.95
Chandler	AZ	11	0	0.0	211,299	5.21
Chesapeake	VA	17	1	5.9	210,834	8.06
Modesto	CA	18	2	11.1	206,872	8.70
Lubbock	TX	21	4	19.0	206,481	10.17
Fremont	CA	10	3	30.0	204,525	4.89
Glendale	CA	14	5	35.7	200,499	6.98
Montgomery	AL	14	2	14.3	200,123	7.00
Orlando	FL	31	10	32.3	199,336	15.55
Chula Vista	CA	11	2	18.2	199,060	5.53
Durham	NC	20	3	15.0	198,376	10.08
Shreveport	LA	21	6	28.6	198,364	10.59
Laredo	TX	11	6	54.5	197,488	5.57
Yonkers	NY	6	3	50.0	197,388	3.04
Tacoma	WA	23	7	30.4	196,790	11.69
Spokane	WA	12	1	8.3	196,624	6.10
Des Moines	IA	18	2	11.1	196,093	9.18
Grand Rapids	MI	11	4	36.4	195,601	5.62
San Bernardino	CA	22	6	27.3	195,357	11.26
Richmond	VA	12	5	41.7	194,729	6.16
Irving	TX	13	1	7.7	194,455	6.69
Huntington Beach	CA	9	4	44.4	194,248	4.63
Reno	NV	20	9	45.0	193,882	10.32

Source: Population—Bureau of the Census.



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

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Mobile	AL	24	9	37.5	193,464	12.41
Augusta-Richmond Co	GA	27	3	11.1	193,316	13.97
Winston-Salem	NC	19	3	15.8	190,299	9.98
Boise City	ID	6	4	66.7	190,117	3.16
Arlington CDP	VA	1	0	0.0	187,873	0.53
Columbus	GA	17	3	17.6	185,702	9.15
Little Rock	AR	15	2	13.3	184,053	8.15
Newport News	VA	14	2	14.3	181,647	7.71
Oxnard	CA	8	2	25.0	180,872	4.42
Salt Lake City	UT	14	0	0.0	179,894	7.78
Jackson	MS	30	4	13.3	179,599	16.70
Amarillo	TX	13	2	15.4	178,612	7.28
Providence	RI	10	3	30.0	176,365	5.67
Worcester	MA	16	4	25.0	175,706	9.11
Knoxville	TN	36	6	16.7	173,278	20.78
Irvine	CA	18	2	11.1	170,561	10.55
Ontario	CA	19	6	31.6	167,402	11.35
Oceanside	CA	16	3	18.8	167,082	9.58
Garden Grove	CA	11	3	27.3	167,029	6.59
Huntsville	AL	21	3	14.3	164,237	12.79
Fort Lauderdale	FL	24	7	29.2	162,917	14.73
Santa Clarita	CA	6	1	16.7	162,742	3.69
Aurora	IL	8	2	25.0	162,184	4.93
Dayton	OH	18	5	27.8	161,696	11.13
Overland Park	KS	7	1	14.3	160,368	4.36
Tempe	AZ	29	6	20.7	158,880	18.25
Moreno Valley	CA	8	0	0.0	157,063	5.09
Brownsville	TX	17	4	23.5	156,178	10.89
Chattanooga	TN	22	3	13.6	154,887	14.20
Pomona	CA	23	2	8.7	154,147	14.92
Tallahassee	FL	14	2	14.3	153,938	9.09
Santa Rosa	CA	9	2	22.2	153,386	5.87
Springfield	MA	12	8	66.7	152,157	7.89
Fontana	CA	9	0	0.0	151,903	5.92
Rockford	IL	13	0	0.0	151,725	8.57
Vancouver	WA	2	0	0.0	151,654	1.32
Rancho Cucamonga	CA	2	1	50.0	151,640	1.32
Springfield	MO	16	2	12.5	150,867	10.61
Paterson	NJ	7	3	42.9	150,782	4.64

Source: Population—Bureau of the Census.

**Table 122**  
**Fatalities and Fatality Rates by State, 1975-2003**

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1985	1990	1995	2003	Difference, 1975-2003	1975	1985	1990	1995	2003	Difference, 1975-2003
AL	902	882	1,121	1,114	1,001	<b>+11%</b>	3.63	2.51	2.65	2.20	1.71	<b>-53%</b>
AK	112	127	98	87	95	<b>-15%</b>	4.38	3.17	2.51	2.11	1.92	<b>-56%</b>
AZ	670	893	869	1,035	1,120	<b>+67%</b>	4.19	4.14	2.45	2.61	2.08	<b>-50%</b>
AR	559	534	604	631	627	<b>+12%</b>	4.01	3.12	2.87	2.37	2.05	<b>-49%</b>
CA	4,092	4,960	5,192	4,192	4,215	<b>+3%</b>	3.09	2.39	2.01	1.52	1.30	<b>-58%</b>
CO	581	579	544	645	632	<b>+9%</b>	3.50	2.21	2.00	1.84	1.46	<b>-58%</b>
CT	389	448	385	317	294	<b>-24%</b>	2.13	2.00	1.46	1.13	0.94	<b>-56%</b>
DE	122	104	138	121	142	<b>+16%</b>	3.37	1.94	2.11	1.61	1.57	<b>-53%</b>
DC	70	60	48	58	67	<b>-4%</b>	2.27	1.86	1.41	1.74	1.61	<b>-29%</b>
FL	1,998	2,832	2,891	2,805	3,169	<b>+59%</b>	3.24	3.22	2.63	2.19	1.71	<b>-47%</b>
GA	1,360	1,361	1,562	1,488	1,603	<b>+18%</b>	3.46	2.53	2.22	1.74	1.47	<b>-58%</b>
HI	144	126	177	130	135	<b>-6%</b>	3.47	1.86	2.19	1.64	1.45	<b>-58%</b>
ID	281	255	244	262	293	<b>+4%</b>	4.78	3.31	2.48	2.13	2.05	<b>-57%</b>
IL	2,041	1,534	1,589	1,586	1,453	<b>-29%</b>	3.56	2.17	1.91	1.68	1.36	<b>-62%</b>
IN	1,128	974	1,049	960	834	<b>-26%</b>	3.02	2.39	1.95	1.49	1.15	<b>-62%</b>
IA	670	474	465	527	441	<b>-34%</b>	3.75	2.35	2.02	2.03	1.42	<b>-62%</b>
KS	509	486	444	442	471	<b>-7%</b>	3.29	2.52	1.94	1.76	1.64	<b>-50%</b>
KY	863	712	849	849	928	<b>+8%</b>	3.50	2.50	2.52	2.07	1.99	<b>-43%</b>
LA	934	931	959	894	894	<b>-4%</b>	4.60	2.79	2.53	2.31	2.02	<b>-56%</b>
ME	223	206	213	187	207	<b>-7%</b>	3.14	2.22	1.79	1.49	1.39	<b>-56%</b>
MD	670	729	707	671	649	<b>-3%</b>	2.66	2.19	1.74	1.50	1.19	<b>-55%</b>
MA	864	742	605	444	462	<b>-47%</b>	2.75	1.87	1.31	0.92	0.86	<b>-69%</b>
MI	1,779	1,545	1,571	1,530	1,283	<b>-28%</b>	3.06	2.29	1.94	1.79	1.27	<b>-58%</b>
MN	754	608	566	597	657	<b>-13%</b>	2.94	1.86	1.45	1.35	1.19	<b>-60%</b>
MS	546	662	750	868	871	<b>+60%</b>	3.80	3.45	3.07	2.94	2.32	<b>-39%</b>
MO	1,045	931	1,097	1,109	1,232	<b>+18%</b>	3.41	2.37	2.16	1.87	1.81	<b>-47%</b>
MT	291	223	212	215	262	<b>-10%</b>	5.08	3.03	2.54	2.28	2.41	<b>-53%</b>
NE	369	237	262	254	293	<b>-21%</b>	3.29	1.97	1.88	1.61	1.54	<b>-53%</b>
NV	218	259	343	313	368	<b>+69%</b>	4.74	3.42	3.36	2.24	1.91	<b>-60%</b>
NH	151	191	158	118	127	<b>-16%</b>	2.85	2.53	1.61	1.11	0.96	<b>-66%</b>

**Table 122**  
**Fatalities and Fatality Rates by State, 1975-2003 (Continued)**

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1985	1990	1995	2003	Difference, 1975-2003	1975	1985	1990	1995	2003	Difference, 1975-2003
NJ	1,043	964	886	774	747	-28%	2.15	1.83	1.50	1.27	1.07	-50%
NM	555	535	499	485	439	-21%	5.59	4.03	3.09	2.29	1.92	-66%
NY	2,366	2,006	2,217	1,679	1,491	-37%	3.63	2.22	2.07	1.46	1.10	-70%
NC	1,506	1,482	1,385	1,448	1,531	+2%	4.14	2.97	2.21	1.90	1.63	-61%
ND	167	90	112	74	105	-37%	3.71	1.61	1.90	1.13	1.41	-62%
OH	1,766	1,646	1,638	1,360	1,277	-28%	2.75	2.18	1.79	1.35	1.17	-57%
OK	757	744	641	669	668	-12%	3.33	2.39	1.93	1.74	1.46	-56%
OR	562	559	579	574	512	-9%	3.53	2.61	2.17	1.91	1.46	-59%
PA	2,078	1,771	1,646	1,480	1,577	-24%	3.26	2.35	1.92	1.57	1.48	-55%
RI	110	109	84	69	104	-5%	1.94	1.87	1.14	1.00	1.24	-36%
SC	820	951	979	881	968	+18%	3.98	3.56	2.85	2.28	2.01	-49%
SD	195	130	153	158	203	+4%	3.76	2.07	2.19	2.06	2.38	-37%
TN	1,126	1,101	1,177	1,259	1,193	+6%	3.42	3.03	2.52	2.24	1.73	-49%
TX	3,372	3,678	3,250	3,183	3,675	+9%	3.99	2.57	2.08	1.76	1.64	-59%
UT	272	303	272	325	309	+14%	3.42	2.52	1.86	1.73	1.29	-62%
VT	143	115	90	106	69	-52%	4.32	2.45	1.54	1.71	0.83	-81%
VA	993	976	1,079	900	943	-5%	2.87	2.04	1.79	1.29	1.23	-57%
WA	758	744	825	653	600	-21%	3.16	2.16	1.85	1.33	1.09	-66%
WV	461	420	481	376	394	-15%	4.36	3.32	3.12	2.16	1.96	-55%
WI	930	744	769	745	848	-9%	3.25	2.03	1.74	1.45	1.42	-56%
WY	210	152	125	170	165	-21%	5.36	2.81	2.14	2.41	1.79	-67%
<b>USA</b>	<b>44,525</b>	<b>43,825</b>	<b>44,599</b>	<b>41,817</b>	<b>42,643</b>	<b>-4%</b>	<b>3.35</b>	<b>2.47</b>	<b>2.08</b>	<b>1.73</b>	<b>1.48</b>	<b>-56%</b>
PR	496	600	473	595	493	-1%	7.27	5.74	3.68	3.83	2.64	-64%

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

**Table 123**  
**Child Passenger Protection Laws Through December 2003**

State	Rear Safety Belts Required <sup>(1,2)</sup>	Safety Seat Required	May Use Child Seat or Safety Belt	Penalty <sup>(3)</sup>	Booster Seat Required
AL	Under 6	Under 4	Age 4 or 5	\$10	—
AK	Under 16	Under 4	—	\$50, 2 points	—
AZ	Under 16	Under 5	Age 5 through 15	\$10	—
AR	Under 15	Under 6 and under 60 pounds	Age 6 or over 60 pounds	\$100	Under 6/under 60 pounds
CA	Under 16	Under 6 or under 60 pounds	—	\$100, 1 point	Under 6/under 60 pounds
CO	Under 16	Under 4 and under 40 pounds	Age 6 through 15 <sup>(4)</sup>	\$50 + \$6 surcharge	Under 4/under 40 pounds <sup>(5)</sup>
CT	Under 16	Under 4 and under 60 pounds	40 pounds and over	\$60, 2 points	—
DE	Under 16 <sup>(6)</sup>	Under 6	60 pounds and over	\$28.27, 2 points	Under 6/under 60 pounds
DC	Under 16	Under 8	Age 8 through 16	\$150, 3 points	Under 8
FL	Under 16	Under 6	Age 4	\$70	—
GA	Under 16	Under 5	—	\$50, 1 point	—
HI	Under 18	Under 3	Age 4	\$100	—
ID	Under 4	Under 4 and under 60 pounds	—	\$60	—
IL	Under 16	Under 8	Age 4 through 15 <sup>(7)</sup>	\$50	—
IN	Under 12	Under 4	—	\$25, 4 points	—
IA	Under 6	Under 3	Age 3 through 5	\$25	—
KS	Under 14	Under 4	—	\$20	—
KY	Under 16	40 inches and under	—	\$50	—
LA	Under 13	Under 6 or under 60 pounds	Age 3 through 13	\$100	—
ME	Under 18	Under 4	Age 4 through 17 <sup>(8)</sup>	\$60	Under 8/40-80 pounds
MD	Under 16	6 or under	Over 40 pounds	\$25	Under 6/under 40 pounds
MA	Under 16	Under 5 and 40 pounds or less	Over age 5	\$25	—
MI	Under 16	Under 4	—	\$15	—
MN	Under 11	Under 4	—	\$50	—
MS	Under 8	Under 4	—	\$25	—
MO	Under 16	Under 4	Age 4 through 15	\$25	—
MT	Under 16	Under 2	Age 2 through 4 <sup>(9)</sup>	\$25+	Under 6/under 60 pounds
NE	Under 16	Under 6 or under 60 pounds	Age 6 through 15	\$25	Under 6
NV	Under 16	Under 5 or under 60 pounds	—	\$100	—
NH	Under 18	Under 4	—	\$25	—
NJ	Under 18	Under 8 or under 80 pounds	—	\$25	Under 8/under 80 pounds
NM	16 or under	Under 5 <sup>(10)</sup>	Age 5 through 12	\$25	Age 1-4/under 40 pounds
NY	Under 16	Under 4	—	\$100, 3 points	—
NC	Under 16	Under 5 and under 40 pounds	—	—	—
ND	Under 18	Under 4	Age 4 through 17	No fine, 1 point	—
OH	Under 4 <sup>(11)</sup>	Under 4 or under 60 pounds	—	\$100	—
OK	13 or under	Under 4 and 60 pounds or under	Age 4 or over through 12	\$25	—
OR	Under 16	Under 6 or under 60 pounds	Age 6 and under 60 pounds	\$77	Under 6/under 60 pounds
PA	Under 16	Under 4	—	\$25	Under 8
RI	Under 12	Under 7 <sup>(12)</sup>	Age 5 or above	\$50	Under 7/54 inches/80 pounds
SC	Under 17	5 or under and under 80 pounds	Age 1 through 5	\$25	Under 6/40-80 pounds
SD	Under 18	Under 5 and under 40 pounds	Age 5 through 17 <sup>(4)</sup>	\$20	—
TN	Under 18	Under 4	—	\$50 or 30 days in jail	Age 4-7/under 40 pounds
TX	17 or under	Under 4 or under 36 inches	Age 4 through 16	\$200	—
UT	Under 19	Under 5	Age 5 through 18	\$45	—
VT	Under 13	Under 5	—	\$25	—
VA	Under 16	5 or under	Age 6 through 15	\$50, 3 points	Under 6
WA	Under 16	Under 6 or under 60 pounds	Age 6 through 16	\$101	Under 6/under 60 pounds
WV	Under 18	Under 3	Age 3 through 8	\$20	—
WI	Under 8	Under 4	Age 4 through 8	\$75	—
WY	Under 12	Under 5 and under 40 pounds	Age 5 through 11	\$50	Under 9/under 80 pounds
PR	— <sup>(13)</sup>	Under 5	— <sup>(14)</sup>	\$100	—

(1) Table covers laws applicable to children under 16 years old. (2) All States have laws requiring front seat occupants under 16 years of age to be restrained by safety belts or child safety seats. (3) Maximum fine for first offense. Fines may be different for older children. (4) And over 40 pounds and 55 inches. (5) Also required for children >4 and <6 years old <55 inches tall. Secondary enforcement and 1-year warning period, effective 8/1/2003. (6) Children under 12 years old and under 66 inches tall may not occupy front seat if equipped with passenger-side airbag. (7) In all seating positions. (8) And under 12 years and 100 pounds. (9) And over 40 pounds. (10) Children under age 1 must be secured in the rear with a rear-facing child passenger restraint. (11) Or under 60 pounds. (12) And under 54 inches and 80 pounds in back seat. (13) All persons, all ages, must wear a safety belt unless in a safety seat. (14) Children under age 12 must ride in back seat.  
Source: NHTSA, Regional Offices.

**Table 124**  
**Status of State Motorcycle Helmet Use Requirements Through December 2003**

State	Original Law	Subsequent Action, Date(s) and Current Status
AL	11/06/67	Helmet use required for all riders.
AK	01/01/71	Repealed effective 7-1-76 except for persons under 18 years of age, and all passengers.
AZ	01/01/69	Repealed effective 5-27-76 except for persons under 18 years of age.
AR	07/10/67	Helmet use required for all riders. Repealed effective 8-1-97 except for riders under 21 years of age.
CA	01/01/85	Helmet use required by riders under 15½ years of age. Effective 1-1-92 helmet use required for all riders.
CO	07/01/69	Repealed effective 5-20-77. No helmet use requirement.
CT	10/01/67	Not enforced until 2-1-74. Repealed effective 6-1-76. Effective 1-1-90 adopted requirement for helmet use by persons under 18.
DE	10/01/68	Repealed effective 6-10-78 except for persons under 19 years of age. Also requires that a helmet be carried on the motorcycle for persons 19 and older.
DC	10/12/70	Helmet use required for all riders.
FL	09/05/67	Repealed effective 7-1-2000 except for riders under 21 years old and those without \$10,000 medical insurance covering injuries resulting from a motorcycle crash.
GA	08/31/66	Helmet use required for all riders.
HI	05/01/68	Repealed effective 6-7-77 except for persons under 18 years of age.
ID	01/01/68	Repealed effective 3-29-78 except for persons under 18 years of age.
IL	01/01/68	Repealed effective 6-17-69 after being declared unconstitutional by the State Supreme Court on 5-28-69. No helmet use requirement.
IN	07/01/67	Repealed effective 9-1-77. Effective 6-1-85 adopted requirement for helmet use by persons under 18.
IA	09/01/75	Repealed effective 7-1-76. No helmet use requirement.
KS	07/01/67	7-1-67 to 3-17-70 for all cyclists. 3-17-70 to 7-1-72 only for cyclists under 21 years of age. 7-1-72 to 7-1-76 for all cyclists. 7-1-76 to 7-1-82 applied only to persons under 16 years of age. After 7-1-82 applies only to persons under 18 years of age.
KY	07/01/68	Repealed effective 7-15-98 except for riders under 21 years old, riders operating with instruction permit, riders with less than 1 year experience and/or riders not providing proof of health insurance. Insurance provision repealed effective 7-15-2000.
LA	07/31/68	Repealed effective 10-1-76 except for persons under 18 years of age. Readopted for all cyclists effective 1-1-82. Repealed effective 8-15-99 except for riders under age 18 and those without \$10,000 medical insurance; proof of insurance policy must be shown to law enforcement officer upon request.
ME	10/07/67	Repealed effective 10-24-77. Amended effective 7-3-80 to require use by riders under 15 years old, novices, and holders of learner's permits.
MD	09/01/68	Repealed effective 5-29-79 except for persons under 18 years of age. Effective 10-1-92 helmet use required for all riders.
MA	02/27/67	Helmet use required for all riders.
MI	03/10/67	Repealed effective 6-12-68. New law adopted effective 9-1-69. Helmet use required for all riders.
MN	05/01/68	Repealed effective 4-6-77 except for persons under 18 years of age.
MS	03/28/74	Helmet use required for all riders.
MO	10/13/67	Helmet use required for all riders.
MT	07/01/73	Repealed effective 7-1-77 except for persons under 18 years of age.
NE	05/29/67	Never enforced. Declared unconstitutional by State Supreme Court and repealed effective 9-1-77. Effective 1-1-89 helmet use required for all riders.
NV	01/01/72	Helmet use required for all riders.
NH	09/03/67	Repealed effective 8-7-77 except for persons under 18 years of age.
NJ	01/01/68	Helmet use required for all riders.
NM	05/01/67	Initial law applied only to cyclists under 18 years of age and to all passengers. Law requiring helmet use by all cyclists adopted effective 7-1-73. Repealed effective 6-17-77 except for persons under 18 years of age.
NY	01/01/67	Helmet use required for all riders.
NC	01/01/68	Helmet use required for all riders.
ND	07/01/67	Repealed effective 7-1-77 except for persons under 18 years of age.
OH	04/02/68	Repealed effective 7-1-78 except for persons under 18 years and first year novices.
OK	04/27/67	4-27-67 to 4-7-69 helmet use required for all motorcyclists. From 4-7-69 to 5-3-76 for cyclists under 21 years of age. 5-3-76 for cyclists under 18 years of age.
OR	01/01/68	Repealed effective 10-4-77, except for persons under 18 years of age. Effective 6-16-89 helmet use required for all riders.
PA	09/13/68	Helmet use required for all riders.
RI	06/30/67	Repealed effective 5-21-76 except for passengers on motorcycles. Effective 7-01-92 helmet use required for operators under 21 years of age, all passengers, and first year novices.
SC	07/01/67	Repealed for ages 21 and over effective 6-16-80. Required for riders under 18 years old.
SD	07/01/67	Repealed effective 7-1-77 except for persons under 18 years of age.
TN	06/05/67	Helmet use required for all riders.
TX	01/01/68	Repealed effective 9-1-77 except for persons under 18 years of age. Effective 9-1-89 helmet use required for all riders. Effective 9-1-97 helmets required for riders under 21, those who have not completed a rider training course, and those without \$10,000 medical insurance.
UT	05/13/69	Helmets required only on roads with speed limits of 35 mph or higher. Effective 5-8-77 law changed to require helmet use only by persons under 18 years of age.
VT	07/01/68	Helmet use required for all riders.
VA	01/01/71	Helmet use required for all riders.
WA	07/01/67	Repealed effective 7-1-77. 7-1-87 helmet use required for riders under 18. Effective 6-8-90 helmet use required for all riders.
WV	05/21/68	Helmet use required for all riders.
WI	07/01/68	Repealed effective 3-19-78 except for persons under 18 years of age, and for all holders of learner's permits.
WY	05/25/73	Repealed effective 5-27-83 except for persons under 18 years of age.
PR	07/20/60	Helmet use required for all riders.

- 20 states plus the District of Columbia and Puerto Rico require helmet use for all riders.
- 27 states require helmet use for certain riders.
- 3 states do not require helmet use for riders.

Source: NHTSA, Office of Safety Programs.

**Table 125**  
**States With .08 Blood Alcohol Concentration Illegal Per Se Laws Through December 2003**

State	Enactment Date	Effective Date
AL	July 31, 1995	October 1, 1995
AK	July 3, 2001	September 1, 2001
AZ	April 11, 2001	August 31, 2001
AR	March 6, 2001	August 13, 2001
CA	1989	January 1, 1990
CO	—	—
CT	July 1, 2002	July 1, 2002
DE	—	—
DC	December 1, 1998	April 13, 1999
FL	April 27, 1993	January 1, 1994
GA	April 16, 2001	July 1, 2001
HI	June 30, 1995	June 30, 1995
ID	March 17, 1997	July 1, 1997
IL	July 2, 1997	July 2, 1997
IN	May 9, 2001	July 1, 2001
IA	April 24, 2003	July 1, 2003
KS	April 22, 1993	July 1, 1993
KY	April 21, 2000	October 1, 2000
LA	June 26, 2001	September 30, 2003
ME	April 28, 1988	August 4, 1988
MD	April 10, 2001	September 30, 2001
MA	June 30, 2003	June 30, 2003
MI	July 15, 2003	September 30, 2003
MN	—	—
MS	March 11, 2002	July 1, 2002
MO	June 12, 2001	September 29, 2001
MT	April 15, 2003	April 15, 2003
NE	March 1, 2001	September 1, 2001
NV	June 10, 2003	September 23, 2003
NH	April 15, 1993	January 1, 1994
NJ	January 12, 2004	January 20, 2004
NM	March 19, 1993	January 1, 1994
NY	December 30, 2002	July 1, 2003
NC	July 5, 1996	October 1, 1993
ND	April 7, 2003	August 1, 2003
OH	March 31, 2003	July 1, 2003
OK	June 8, 2001	July 1, 2001
OR	August 4, 1983	October 15, 1983
PA	September 30, 2003	September 30, 2003
RI	July 2, 2003	July 2, 2003
SC	June 19, 2003	August 19, 2003
SD	February 27, 2002	July 1, 2002
TN	June 27, 2002	July 1, 2003
TX	May 28, 1999	September 1, 1999
UT	March 19, 1983	August 1, 1983
VT	June 6, 1991	July 1, 1991
VA	April 6, 1994	July 1, 1994
WA	March 30, 1998	January 1, 1999
WV	—	—
WI	July 3, 2003	September 30, 2003
WY	March 11, 2002	July 1, 2002
PR	January 10, 2000	January 10, 2001

• In 2003, 45 states plus the District of Columbia and Puerto Rico had .08 blood alcohol concentration illegal per se laws.

• 4 states do not have .08 blood alcohol concentration illegal per se laws.

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

Source: NHTSA, Injury Control Operations and Resources.

**Table 126**  
**Key Provisions of Safety Belt Use Laws Through December 2003**

State	Enforcement	Fine	Coverage		Vehicles Exempted
			Seats	Ages	
AL	Primary	\$25	Front	6+	Designed for >10 passengers; model year <1965. Exemptions for medical reasons, rural mail carriers, and paper delivery.
AK	Secondary	\$15	All	16+	School bus.
AZ	Secondary	\$10	All <sup>(1)</sup>	5+; under 5 = child seat	Designed for >10 passengers; model year <1972.
AR	Secondary	\$25	Front	All	School, church, or public bus; model year <1968.
CA	Primary	\$20	All	16+	None.
CO	Secondary <sup>(2)</sup>	\$17	Front	16+	Passenger bus, school bus.
CT	Primary	\$37	Front	4+; <16 all	Truck or bus >15,000 lbs.
DE	Primary	\$25	All	16+	Postal service vehicles.
DC	Primary	\$50 <sup>(3)</sup>	All	16+	Seating >8 people.
FL	Secondary	\$30	Front	6+; 6-17 in rear	School bus, public bus, truck >5,000 lbs.
GA	Primary	\$15	Front	5-17 <sup>(4)</sup> must be restrained in all seats	Designed for >10 passengers; pickup; offroad; rural letter carriers; emergency vehicles.
HI	Primary	\$45	Front (18+); all (4-17); under 4 = child seat		Bus or school bus >10,000 lbs.
ID	Secondary	\$10 + costs	All	4+	>8,000 lbs.
IL	Primary	\$25	Front	4+	Emergency vehicles, frequent stops, medical or physical reasons.
IN	Primary	\$25	Front; all (4 but <12)	4+; 4-11 in rear	Truck, tractor, RV.
IA	Primary	\$25	Front	6+	None.
KS	Secondary	\$10	Front	14+	Designed for >10 people; truck >12,000 lbs.
KY	Secondary	\$25	All	Over 40 inches tall	Designed for >10 people; truck >12,000 lbs.
LA	Primary	\$25 <sup>(5)</sup>	Front	13+	Designed for >10 people; model year <1981.
ME	Secondary	\$25-\$50	All seats (18+); all 4 and <18; <4 = child seat; <8 and <80 lb = booster seat; <100 lb = back seat if possible		Manufactured without safety belts.
MD	Primary	\$25	Front seat outboard passengers, drivers	16+	Historic vehicle, taxi, written medical excuse.
MA	Secondary	\$25	All seats; <5 and 40 lbs or less = child seat; 5+ but <12 = safety belt		Truck >18,000 lbs; bus and taxi operators.
MI	Primary	\$25	Front	4+; 4-15 in rear; <4 = child seat	Taxi, bus, school bus.
MN	Secondary	\$25	Front; all (>3 but <11)	4+; 4-10 in rear	Farm pickup truck.
MS	Secondary	\$25	Front	4-7 in all seats; 8+ in front seat	Farm vehicle, bus; exemptions for medical reasons and letter carriers.
MO	Secondary <sup>(6)</sup>	\$10	Front (adults); all (children)	4+; 4-15 in rear	Designed for >10 people; truck >12,000 lbs; postal workers; vehicle being used for agriculture.
MT	Secondary	\$20	All	4+	None.
NE	Secondary	\$25	Front	6-15 in rear; <6 = child seat	Model year <1973.
NV	Secondary	\$25	All	5+	Taxi, bus, school bus.
NH	No adult law	\$25	All	<18 only, primary law <sup>(7)</sup>	School bus, vehicle for hire; model year <1968.

<sup>(1)</sup> Ages 5-15, effective August 22, 2002.

<sup>(2)</sup> Primary enforcement for all positions if driver is under 17 years of age.

<sup>(3)</sup> Plus 2 points on license.

<sup>(4)</sup> Front seat 16 and older can be fined up to \$50 and drivers \$100 for each passenger <16 years old not wearing a safety belt.

<sup>(5)</sup> \$25 for first offense, \$50 for second offense, \$50 plus court costs for third offense.

<sup>(6)</sup> Primary for children under 16 years of age.

<sup>(7)</sup> Under age 4 must be in an approved child restraint system; under age 6 and under 55 inches tall must be in a booster seat.

**Table 126**  
**Key Provisions of Safety Belt Use Laws Through December 2003 (Continued)**

State	Enforcement	Fine	Coverage		Vehicles Exempted
			Seats	Ages	
NJ	Primary	\$42 <sup>(8)</sup>	Front; all (8-17 and >80 lbs); all drivers and front seat passengers; <8 and <80 lbs = child seat in rear seat		Manufactured before 1966; medical exemption; rural letter carriers; vehicles not required to be equipped with safety belts under Federal law.
NM	Primary	\$25 <sup>(9)</sup>	All	All	>10,000 lbs.
NY	Primary	\$50-\$100 <sup>(10)</sup>	Front (16+); all (<16); <4 = child seat		Bus, school bus, taxi, emergency vehicle, rural letter carriers.
NC	Primary	\$25	Front	16+ in front	Designed for >11 people; farm vehicle drivers; rural mail carriers on official business; medical reasons; all safety belts already in use.
ND	Secondary <sup>(11)</sup>	\$20	Front	18+	Designed for >10 people.
OH	Secondary	\$25	Front	4+	None.
OK	Primary	\$20	Front	All	Farm vehicle, truck, truck tractor, RV.
OR	Primary	\$75	All	16+	Newspaper, mail, meter, transit vehicle. <sup>(12)</sup>
PA	Secondary <sup>(13)</sup>	\$10	Front	4+	Truck >7,000 lbs.
RI	Secondary	\$50	All	>12 <sup>(14)</sup>	None.
SC	Secondary	\$10	All	6+	School bus, public bus; vehicle with no belts in rear seating areas.
SD	Secondary <sup>(15)</sup>	\$20	Front	5+	Passenger bus, school bus; medical reasons; rural mail carriers on official business; newspaper or periodical deliveries.
TN	Secondary	\$10	Front	4+	>8,500 lbs.
TX	Primary	\$25-\$200	Front	All	Designed for >10 people; truck >15,000 lbs; farm vehicle.
UT	Secondary <sup>(16)</sup>	\$45 <sup>(17)</sup>	All	19+	Medical reasons; all seats occupied.
VT	Secondary	\$10	All	<6 = child seat; <18 = primary enforcement	Bus, taxi.
VA	Secondary	\$25	Front	16+	Designed for >10 people; taxi.
WA	Primary	\$86	All	All	Designed for >10 people.
WV	Secondary	\$25	Front	9+; 9-17 in rear	Designed for >10 people.
WI	Secondary	\$10	All	4+; 4-15 in rear; <4 = child seat	Taxi, farm truck.
WY	Secondary	\$25 <sup>(18)</sup>	All	5+	Persons with physical/medical exemption documented by physician's signature; vehicles legally manufactured (under Federal law) without safety belts; postal vehicles; all seats occupied.
PR	Primary	\$50	All	All	None.

<sup>(8)</sup> \$42 for safety belt violation; \$10-\$25 for child seat violation.

<sup>(9)</sup> Plus 2 points on license.

<sup>(10)</sup> Plus 3 points on license. Front seat passengers 16 and older can be fined up to \$50 and drivers can be fined up to \$100 for each passenger under 16 not wearing a safety belt.

<sup>(11)</sup> Primary enforcement for all positions if occupant is under 18 years of age.

<sup>(12)</sup> Police/emergency vehicles exempted in some situations.

<sup>(13)</sup> Pennsylvania's fine is \$10, but with court, EMS, judicial, and computer costs the ticket total is \$51.50.

<sup>(14)</sup> Under age 7, 54 inches tall, and 80 pounds must be properly restrained in an approved child restraint system in the back seat.

<sup>(15)</sup> Primary enforcement for all seating positions if occupant is under 18 years (South Dakota law effective July 1, 2001; currently safety belt use is required for passengers over 5 years).

<sup>(16)</sup> Primary enforcement for all seating positions if occupant is under 19 years.

<sup>(17)</sup> Reduced to \$15 upon completion of class.

<sup>(18)</sup> Fine for driver is \$25; fine for passengers over 12 years of age is \$10.

Source: NHTSA, Regional Offices.



# APPENDIX A ♦ FARS DATA ELEMENTS

## 2003 Fatality Analysis Reporting System Data Elements

### Crash Level

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

### Vehicle Level

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Body Type	Motor Carrier Identification Number
Bus Use	Motorcycle Displacement
Cargo Body Type	Number of Axles
Crash Avoidance Maneuver	Number of Deaths in Vehicle
Emergency Use	Number of Occupants in Vehicle
Extent of Deformation	Passenger Car Weight
Fire Occurrence	Passenger Car Wheelbase (Short and Long)
Gross Vehicle Weight Rating	Registered Vehicle Owner
Hazardous Cargo	Registration State
Impact Point—Initial	Related Factors—Vehicle Level
Impact Point—Principal	Rollover
Jackknife	Special Use
Manner of Leaving Scene	Travel Speed
Most Harmful Event	Truck Fuel Type

**Vehicle Level (Continued)**

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Truck Gross Vehicle Weight Rating	Vehicle Model Year
Truck Series	Vehicle Number
Underride/Override	Vehicle Role
Vehicle Configuration	Vehicle Trailing
Vehicle Identification Number	VIN Body Type
Vehicle Make	VIN Length
Vehicle Maneuver	VIN Model
Vehicle Model	

**Driver Level**

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

**Person Level**

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

# APPENDIX B ♦ GES DATA ELEMENTS

## 2003 General Estimates System Data Elements

### Crash Level

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

### Vehicle/Driver Level

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

**Vehicle/Driver Level (Continued)**

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Vehicle Make  
Vehicle Model  
Vehicle Number

Vehicle Role  
Vehicle Trailing  
Violations Charged

**Person Level**

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Age  
Air Bag Availability/Function  
Ejection  
Injury Severity  
Nonmotorist Action  
Nonmotorist Location  
Nonmotorist Safety Equipment Use  
Nonmotorist Striking Vehicle Number  
Person Number

Person Type  
Person's Physical Impairment  
Police-Reported Alcohol Involvement  
Police-Reported Drug Involvement  
Restraint System Use  
Seating Position  
Sex  
Taken to Hospital or Treatment Facility  
Vehicle Number

## APPENDIX C ♦ GES TECHNICAL NOTES

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### Standard Errors

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

In a report of this size, it is impractical to provide standard errors for each estimate. Instead, generalized standard errors for estimates of totals are provided in the following table. Generalized errors were calculated separately for the crash, vehicle, and people characteristics. The values for the GES estimates and an estimate of one standard error are given in the following table. By adding and subtracting two standard errors, a 95 percent confidence interval can be created for the GES estimates in this report. For example, the estimated number of injury crashes that occurred in the month of February is given in Table 23 as 144,000. To calculate one standard error for this crash estimate, use the table on the following page. Since 144,000 does not appear in the Crash Estimate column, use linear interpolation from the standard error values for 100,000 (8,000) and 200,000 (14,500). One standard error would be approximately 10,900. The 95 percent confidence interval for this estimate would be  $144,000 \pm 2 \times 10,900$  or 122,200 to 165,800.

2003 GES Estimates and Standard Errors

Crash Estimate (x)	Crash Standard Error (SE)*	Vehicle Estimate (x)	Vehicle Standard Error (SE)**	Person Estimate (x)	Person Standard Error (SE)***
1,000	400	1,000	400	1,000	400
5,000	900	5,000	900	5,000	900
6,000	1,000	10,000	1,500	10,000	1,400
7,000	1,100	20,000	2,300	20,000	2,200
8,000	1,200	30,000	3,100	30,000	2,900
9,000	1,300	40,000	3,900	40,000	3,500
10,000	1,400	50,000	4,600	50,000	4,200
20,000	2,300	60,000	5,300	60,000	4,800
30,000	3,100	70,000	6,000	70,000	5,400
40,000	3,900	80,000	6,600	80,000	5,900
50,000	4,600	90,000	7,300	90,000	6,500
60,000	5,300	100,000	8,000	100,000	7,100
70,000	6,000	200,000	14,300	200,000	12,300
80,000	6,700	300,000	20,400	300,000	17,400
90,000	7,400	400,000	26,500	400,000	22,300
100,000	8,000	500,000	32,600	500,000	27,200
200,000	14,500	600,000	38,600	600,000	32,000
300,000	20,900	700,000	44,700	700,000	36,800
400,000	27,200	800,000	50,900	800,000	41,600
500,000	33,500	900,000	57,000	900,000	46,500
600,000	39,900	1,000,000	63,200	1,000,000	51,300
700,000	46,300	2,000,000	126,900	2,000,000	99,900
800,000	52,700	3,000,000	194,000	3,000,000	149,900
900,000	59,200	4,000,000	263,900	4,000,000	201,200
1,000,000	65,700	5,000,000	336,400	5,000,000	253,800
2,000,000	133,500	6,000,000	411,300	6,000,000	307,600
3,000,000	205,200	7,000,000	488,400	7,000,000	362,600
4,000,000	280,500	8,000,000	567,500	8,000,000	418,600
5,000,000	359,000	9,000,000	648,600	9,000,000	475,700
6,000,000	440,200	10,000,000	731,500	10,000,000	533,700
6,500,000	481,900	11,000,000	816,100	11,000,000	592,600
7,000,000	524,100	12,000,000	902,400	12,000,000	652,400
*SE = $e^{a+b(\ln x)^2}$ , where a = 4.208860 b = 0.036070		** SE = $e^{a+b(\ln x)^2}$ , where a = 4.272400 b = 0.035530		***SE = $e^{a+b(\ln x)^2}$ , where a = 4.357200 b = 0.033990	

## Unknowns

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

**Percent of Unknowns for 2003 GES Data Elements**

Crash Level			
Alcohol Involved in Crash . . . . .	7.7%	Manner of Collision . . . . .	0.2%
Atmospheric Condition . . . . .	1.9%	Minute of Crash . . . . .	0.6%
Crash Severity . . . . .	3.5%	Relation to Junction . . . . .	0.2%
Day of Week . . . . .	0.0%	Relation to Roadway . . . . .	0.3%
First Harmful Event . . . . .	0.1%	Roadway Surface Condition . . . . .	1.8%
Hour of Crash . . . . .	0.6%	Speed Limit . . . . .	15.9%
Light Condition . . . . .	1.1%	Traffic Control Device . . . . .	4.3%
Vehicle/Driver Level			
Driver Drinking in Vehicle . . . . .	10.7%	Most Harmful Event . . . . .	0.1%
Initial Point of Impact . . . . .	1.8%	Vehicle Type . . . . .	1.6%
Person Level			
Age . . . . .	8.3%	Seating Position . . . . .	0.9%
Injury Severity . . . . .	4.4%	Sex . . . . .	5.7%
Police-Reported Alcohol Involvement . . . . .	4.4%		





# GLOSSARY

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## **Alcohol Involvement**

NHTSA defines a fatal crash as alcohol-related or alcohol-involved if at least one driver or nonoccupant (such as a pedestrian or pedalcyclist) involved in the crash is determined to have had a Blood Alcohol Concentration (BAC) of 0.01 gram per deciliter (g/dl) or higher. Thus, any fatality that occurs in an alcohol-related crash is considered an alcohol-related fatality.

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

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

## **Blood Alcohol Concentration**

The BAC is measured as a percentage by weight of alcohol in the blood (grams/deciliter). A positive BAC level (0.01 g/dl and higher) indicates that alcohol was consumed by the person tested; a BAC level of 0.01 to 0.07 g/dl indicates that the person was impaired; a BAC level of 0.08 g/dl or more indicates that the person was intoxicated.

## **Body Type**

Detailed type of motor vehicle within a vehicle type.

## **Bus**

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

## **Combination Truck**

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

## **Construction/Maintenance Zone**

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

## **Crash**

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

## **Crash Severity**

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

### **Crash Type**

Single-vehicle or multiple-vehicle crash.

### **Day**

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

### **Driver**

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

### **Ejection**

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

### **First Harmful Event**

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

### **Fixed Object**

Stationary structures or substantial vegetation attached to the terrain.

### **Gross Vehicle Weight Rating (GVWR)**

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

### **Initial Impact Point**

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

### **Injury Severity**

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

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

### **Jackknife**

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

### **Junction**

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

### **Land Use**

The crash location (urban or rural).

**Large Trucks**

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

**Light Trucks**

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

**Manner of Collision**

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

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

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

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

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

**Most Harmful Event**

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

**Motorcycle**

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

**Motor Vehicle in Transport**

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

**Night**

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

**Noncollision**

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

**Nonmotorist**

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

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

### **Nonmotorist Location**

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

### **Objects Not Fixed**

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

### **Occupant**

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

### **Other Vehicle**

Consists of the following types of vehicles:

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

### **Passenger**

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

### **Passenger Car**

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

### **Pedalcyclist**

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

### **Pedestrian**

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

### **Restraint Use**

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

**Roadway**

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

**Roadway Function Class**

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

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

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

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

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

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

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

**Rollover**

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

**Seating Position**

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

**School Bus-Related Crash**

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

**Single-Unit Truck**

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

**Trafficway**

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

**Vehicle**

See *Motor Vehicle in Transport*.

### **Vehicle Type**

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

### **Weekday**

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

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

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## Lives Saved by Restraint Use and 21-Year-Old Minimum Legal Drinking Age Laws, and Additional Lives That Would Have Been Saved at 100 Percent Safety Belt and Motorcycle Helmet Use, 1975-2003

Year	Lives Saved					Additional Lives That Would Have Been Saved at 100% Use	
	Passenger Vehicle Restraints			Motorcycle Helmets	21-Year-Old Drinking Age*	Safety Belts	Motorcycle Helmets
	Child Restraints	Safety Belts	Air Bags				
1975	36	978	0	823	412	13,301	1,164
1976	20	796	0	788	436	13,851	1,189
1977	35	682	0	970	474	14,460	1,472
1978	25	679	0	900	509	15,541	1,588
1979	49	594	0	885	575	15,726	1,676
1980	49	575	0	871	595	15,730	1,744
1981	69	548	0	843	633	15,222	1,667
1982	75	678	0	816	578	13,250	1,528
1983	105	809	0	735	609	12,913	1,450
1984	126	1,197	0	813	709	13,227	759
1985	153	2,435	0	788	701	12,508	764
1986	166	4,094	0	807	840	12,728	751
1987	213	5,141	2	667	1,071	12,678	697
1988	248	5,959	5	622	1,148	12,674	643
1989	238	6,333	8	561	1,093	12,256	553
1990	222	6,592	37	655	1,033	11,761	541
1991	253	6,838	71	595	941	10,812	467
1992	292	7,020	108	641	795	10,195	323
1993	313	7,773	190	671	816	10,212	336
1994	420	9,219	309	625	848	9,507	339
1995	408	9,882	536	624	851	9,781	326
1996	480	10,710	783	617	846	9,459	324
1997	444	11,259	973	627	846	9,096	315
1998	438	11,680	1,208	660	861	8,690	370
1999	447	11,941	1,491	745	901	8,809	396
2000	479	12,882	1,716	872	922	8,245	478
2001	388	13,295	1,978	947	927	8,016	558
2002	383	14,264	2,324	992	922	6,837	576
2003	446	14,903	2,488	1,158	906	6,081	640
<b>Total</b>	<b>5,984</b>	<b>179,756</b>	<b>14,227</b>	<b>22,319</b>	<b>22,798</b>	<b>333,566</b>	<b>23,635</b>

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

The table above presents estimates of the lives saved in 2003 and previous years by various protective devices or laws. The estimates were obtained by combining information from fatal traffic crashes with estimates of the effectiveness of each device or law in saving lives. For safety belts and motorcycle helmets, the table also estimates the numbers of additional lives that could have been saved if the devices had been used by more people.

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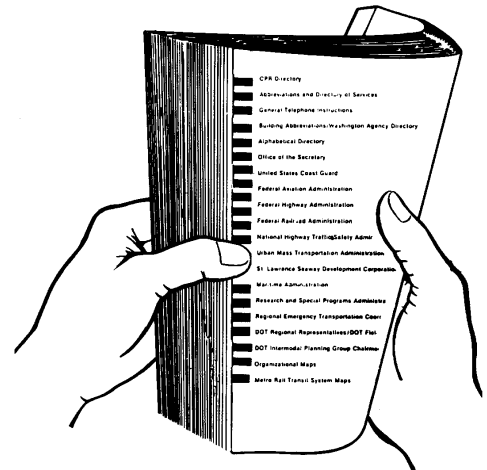
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