Traffic Safety Facts 1996

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

December 1997

DOT HS 808 649

Traffic Safety Facts 1996

Administrator's Message

Dear Reader,

The National Highway Traffic Safety Administration is pleased to present its Traffic Safety Facts 1996: 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.

The numbers in this publication tell a very important story. More than 6.8 million police-reported motor vehicle crashes occurred on our highways in 1996--one every 5 seconds. On average, a person was injured in these crashes every 9 seconds, and someone was killed every 13 minutes. Information about these crashes, such as the tables in this report, helps us better understand the problem and develop effective solutions. Reducing these numbers requires the continued efforts of state, local, and federal organizations working toward this common goal.

The National Highway Traffic Safety Administration is committed to keeping highway safety high on the list of national priorities.

I hope you find this publication useful.

Sincerely,

Ricardo Martinez, M.D.
Administrator
National Highway Traffic Safety Administration

1996 National Statistics

Motor Vehicle Traffic Crashes		
Fatal		37,351
Injury		2,256,000
Property Damage Only		4,548,000
Total		**6,842,000**
Traffic Crash Victims	**Killed**	**Injured**
Occupants		
Drivers	24,456	2,234,000
Passengers	11,021	1,125,000
Unknown	102	<500
Nonmotorists		
Pedestrians	5,412	82,000
Pedalcyclists	761	59,000
Other/Unknown	153	11,000
Total	**41,907**	**3,511,000**
Other National Statistics		
Vehicle Miles Traveled		2,482,202,000,000
Resident Population		265,283,783
Registered Vehicles		201,625,918
Licensed Drivers		179,539,340
Economic Cost of Traffic Crashes (1994) (estimate for reported and unreported crashes)		$150.5 billion
National Rates: Fatalities		
Fatalities per 100 Million Vehicle Miles Traveled		1.7
Fatalities per 100,000 Population		15.80
Fatalities per 100,000 Registered Vehicles		20.78
Fatalities per 100,000 Licensed Drivers		23.34
National Rates: Injured Persons		
Injured Persons per 100 Million Vehicle Miles Traveled		141
Injured Persons per 100,000 Population		1,323
Injured Persons per 100,000 Registered Vehicles		1,741
Injured Persons per 100,000 Licensed Drivers		1,956

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

Cover Photo—This two-vehicle crash occurred in Pittsfield Township, Michigan. Three people were injured, two of them seriously enough to be flown to a trauma center by medical helicopter. There were no fatalities. Photographer: David French, National Highway Traffic Safety Administration.

Introduction

In this annual report, Traffic Safety Facts 1996: 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, theFatality 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 ofFARS and GES.

Both systems were designed and developed byNHTSA'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.

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FARS Operations

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

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 weekly 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 1996 FARS data file used for the statistics in this report was created in July 1997; however, the 1996 FARS file will officially close on January 16, 1998. 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 1995 are reflected in this report. The updated final counts for 1996 will be reflected in the 1997 annual report.

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GES Operations

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 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 approximately 400 police jurisdictions in 60 sites across the United States, where they randomly sample about 48,000 PARs per year. The collectors obtain copies of the PARs and send them to a central contractor 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 1996 file used for the statistics in this report was completed in July 1997.

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About This Report

Fatal crash data from FARS and nonfatal crash data from GES are presented in this report in five chapters. Chapter 1, "Trends," presents data from all years of FARS (1975 through 1996) and GES (1988 through 1996). The remaining chapters present data only from 1996. 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 Distrhttp://www.nhtsa.dot.gov/people/ncsaict 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. BAC values have been assigned to drivers and nonoccupants involved in fatal crashes when the alcohol test results are unknown. A complete description of the statistical procedures used for unknown data in GES and for unknown alcohol test results in FARS can be found in two technical reports:

Imputation in the General Estimates System (DOT HS 807 985)

and

A Method for Estimating Posterior BAC Distributions for Persons Involved in Fatal Traffic

Accidents (DOT HS 807 094).

These reports are available from the National Center for Statistics and Analysis (NCSA) at the address given in the following section.

Changes from Last Year's Report

In this year's report, estimates of injury and property-damage-only crashes from the General Estimates System (GES) for the years 1993, 1994, and 1995 have been revised from those published in earlier editions of Traffic Safety Facts. Recently, NHTSA decided that changes in the distribution of crashes in the GES were large enough to warrant a change in procedures. It was decided that adjustments would be made to the weights for the GES primary sampling units (PSUs) every 3 years. New weights were adopted in 1996. The implementation of the new weights resulted in slight increases in the estimated numbers of crashes, vehicles, and persons for 1993, 1994, and 1995 compared with the estimates published previously. A NHTSA Research Note, "Reweighting of the Primary Sampling Units in the National Automotive Sampling System," was published in September 1997 to provide details about the reasons for the revisions and their effects on the estimates. For copies of the research note, please call NHTSA at 1-800-934-8517.

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 1996) or from GES (1988 through 1996) are available in two ways:

Modest requests for specific data will be answered by NCSA at no charge. Response usually requires about 2 weeks, depending on the nature and complexity of the data requested.

Computer tapes or 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 tapes is available by contacting the NCSA at the address below.
Requests for more information from FARS or GES or for a copy of the data files, should be directed to:

National Highway Traffic Safety Administration
National Center for Statistics and Analysis
NRD-31
400 Seventh Street, S.W.
Washington, D.C. 20590
(202) 366-4198 or 1-800-934-8517
(202) 366-7078 (FAX)

Additional information on all of NHTSA's data files, including FARS and GES, can be found on the Internet at the NCSA World Wide Web site: http://www.nhtsa.dot.gov/people/ncsa. Current fact sheets, as well as recent NCSA research notes and abstracts of technical reports, can be downloaded in portable document format (.pdf). A traffic safety overview is also provided, with information from several fact sheets and data on lives saved by different types of passenger restraints. Comments and suggestions about the NCSA web site can be e-mailed to ncsaweb@nhtsa.dot.gov

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1. TRENDS

The tables in this chapter present statistics about motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 1996; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 1996. Trends for nonfatal crashes and injuries are presented from 1988 (when GES began operation) to 1996. 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:

- Although fatal crashes experienced a small (0.3 percent) increase from 1995 to 1996, the fatality rate of 1.7 fatalities per 100 million vehicle miles of travel did not change.
- The injury rate per 100 million vehicle miles of travel decreased by 0.7 percent from 1995 to 1996.
- The driver involvement rate per 100,000 licensed drivers for fatal crashes decreased by less than 1 percent from 1995 to 1996, and the rate for injury crashes also decreased by less than 1 percent.
- The occupant fatality rate per 100,000 population, which declined by 23 percent from 1975 to 1992, increased by 4 percent from 1992 to 1996.
- The occupant injury rate per 100,000 population, which declined by 14 percent from 1988 to 1992, increased by 11 percent from 1992 to 1996.
- The nonmotorist fatality rate per 100,000 population has declined by 40 percent from 1975 to 1996.
- The nonmotorist injury rate per 100,000 population has declined by 28 percent from 1988 to 1996.
- The percent of alcohol-related fatalities has declined from 57 percent in 1982 to 41 percent in 1996.

Figure 1
Fatal Crashes, 1975-1996

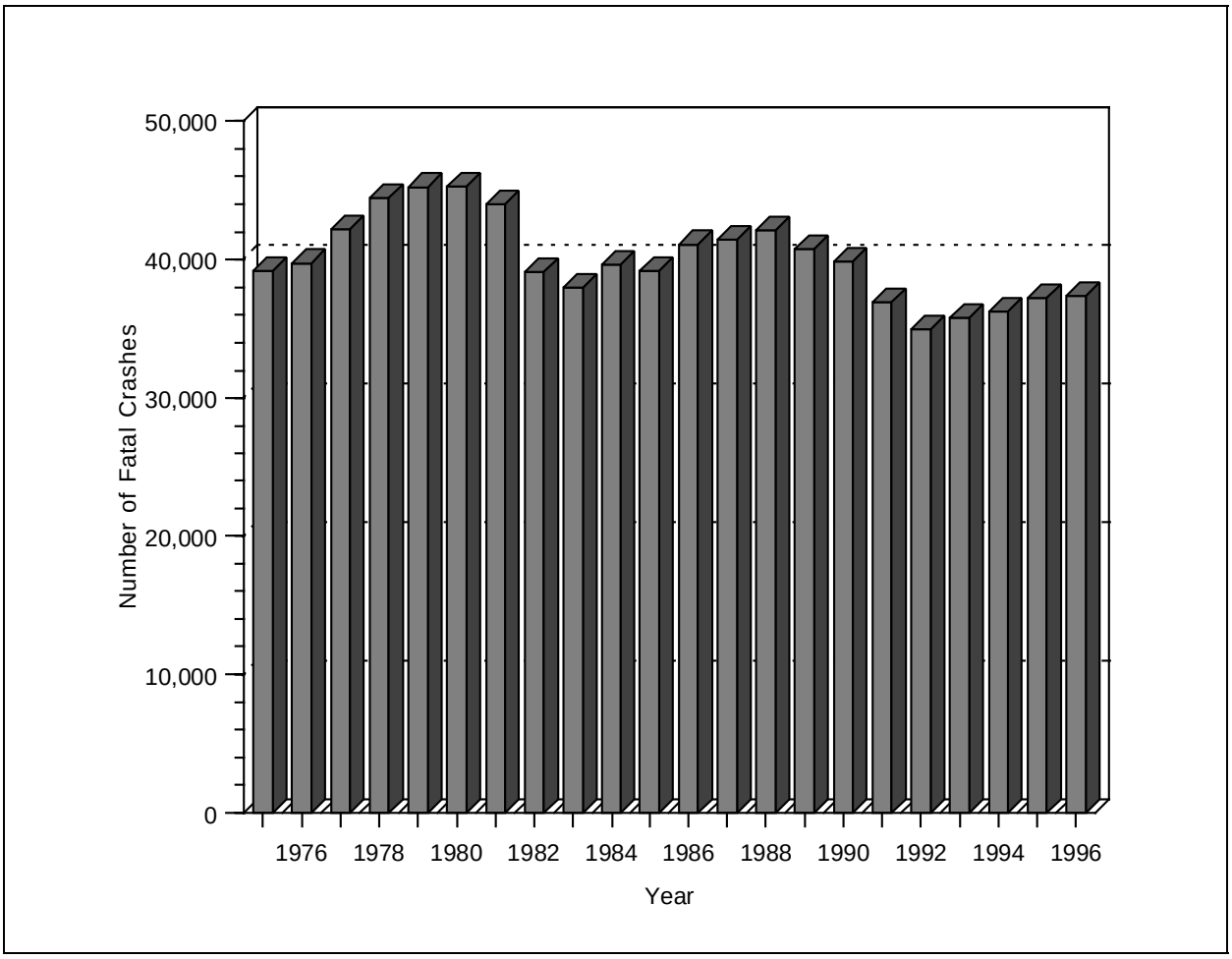


Table 1
Crashes by Crash Severity, 1988-1996

Year	Crash Severity						Total	
	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	37,351	0.5	2,256,000	33.0	4,548,000	66.5	**6,842,000**	**100.0**

Table 2
Persons Killed or Injured and Fatality and Injury Rates by Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-1996

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	195,576	26.02	100,998	50.39	95,703	53.18	926	5.5
1967	50,724	197,457	25.69	103,172	49.16	98,859	51.31	964	5.3
1968	52,725	199,399	26.44	105,410	50.02	102,987	51.20	1,016	5.2
1969	53,543	201,385	26.59	108,306	49.44	107,412	49.85	1,062	5.0
1970	52,627	203,984	25.80	111,543	47.18	111,242	47.31	1,110	4.7
1971	52,542	206,827	25.40	114,426	45.92	116,330	45.17	1,179	4.5
1972	54,589	209,284	26.08	118,414	46.10	122,557	44.54	1,260	4.3
1973	54,052	211,357	25.57	121,546	44.47	130,025	41.57	1,313	4.1
1974	45,196	213,342	21.18	125,427	36.03	134,900	33.50	1,281	3.5
1975	44,525	215,465	20.66	129,791	34.31	126,153	35.29	1,328	3.4
1976	45,523	217,563	20.92	134,036	33.96	130,793	34.81	1,402	3.2
1977	47,878	219,760	21.79	138,121	34.66	134,514	35.59	1,467	3.3
1978	50,331	222,095	22.66	140,844	35.74	140,374	35.85	1,545	3.3
1979	51,093	224,567	22.75	143,284	35.66	144,317	35.40	1,529	3.3
1980	51,091	227,225	22.48	145,295	35.16	146,845	34.79	1,527	3.3
1981	49,301	229,466	21.49	147,075	33.52	149,330	33.01	1,553	3.2
1982	43,945	231,664	18.97	150,234	29.25	151,148	29.07	1,595	2.8
1983	42,589	233,792	18.22	154,389	27.59	153,830	27.69	1,653	2.6
1984	44,257	235,825	18.77	155,424	28.48	158,900	27.85	1,720	2.6
1985	43,825	237,924	18.42	156,868	27.94	165,382	26.50	1,774	2.5
1986	46,087	240,133	19.19	159,487	28.90	168,137	27.41	1,835	2.5
1987	46,390	242,289	19.15	161,818	28.67	172,366	26.91	1,921	2.4
1988	47,087	244,499	19.26	162,853	28.91	176,752	26.64	2,026	2.3
1989	45,582	246,819	18.47	165,555	27.53	180,792	25.21	2,096	2.2
1990	44,599	249,403	17.88	167,015	26.70	183,934	24.25	2,144	2.1
1991	41,508	252,138	16.46	168,995	24.56	186,052	22.31	2,172	1.9
1992	39,250	255,039	15.39	173,125	22.67	184,864	21.23	2,247	1.7
1993	40,150	257,800	15.57	173,149	23.19	188,453	21.31	2,297	1.7
1994	40,716	260,350	15.64	175,403	23.21	192,213	21.18	2,358	1.7
1995	41,817	262,755	15.91	176,628	23.68	197,065	21.22	2,423	1.7
1996	41,907	265,284	15.80	179,539	23.34	201,626	20.78	2,482	1.7

Injured

Year	Injuries	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	162,853	2,098	176,752	1,933	2,026	169
1989	3,284,000	246,819	1,330	165,555	1,984	180,792	1,816	2,096	157
1990	3,231,000	249,403	1,295	167,015	1,934	183,934	1,756	2,144	151
1991	3,097,000	252,138	1,228	168,995	1,833	186,052	1,665	2,172	143
1992	3,070,000	255,039	1,204	173,125	1,773	184,864	1,660	2,247	137
1993	3,149,000	257,800	1,221	173,149	1,819	188,453	1,671	2,297	137
1994	3,266,000	260,350	1,254	175,403	1,862	192,213	1,699	2,358	139
1995	3,465,000	262,755	1,319	176,628	1,962	197,065	1,758	2,423	143
1996	3,511,000	265,284	1,323	179,539	1,956	201,626	1,741	2,482	141

Source: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-1996—R.L. Polk & Co.; 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, 1975-1996—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Traffic Injuries, 1988-1996—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, 1966-1996

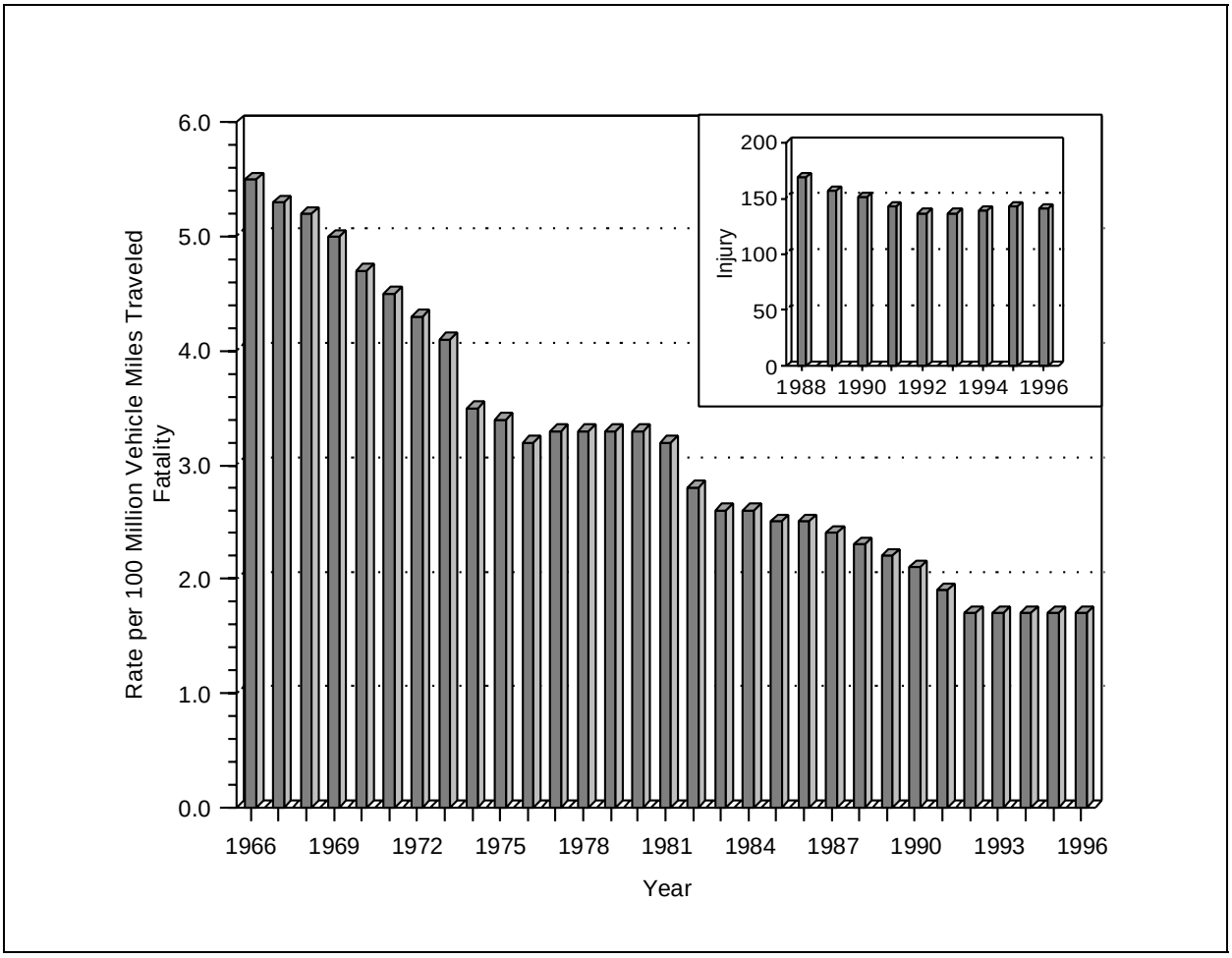


Table 3
Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-1996

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Fatal Crashes												
1975	37,897	3.7	40.11	8,636	4.2	42.89	3,977	4.9	74.16	3,265	58.0	65.75
1976	37,206	3.5	38.35	9,300	4.0	40.91	4,435	5.2	79.55	3,343	55.7	67.76
1977	39,038	3.5	39.45	10,400	4.0	41.93	5,164	5.4	90.76	4,164	65.6	84.39
1978	40,544	3.6	39.81	11,898	4.1	42.66	5,759	5.4	98.28	4,643	64.9	95.38
1979	39,999	3.6	38.63	12,544	4.3	42.64	6,084	5.6	103.27	4,916	56.9	90.67
1980	39,059	3.5	37.28	12,680	4.3	42.18	5,379	5.0	92.89	5,194	50.9	91.22
1981	38,864	3.5	36.66	12,331	4.0	39.48	5,230	4.8	91.49	4,963	46.4	85.11
1982	34,334	3.0	32.11	11,317	3.5	35.03	4,646	4.3	83.11	4,495	45.4	78.12
1983	33,298	2.8	30.52	11,118	3.3	33.62	4,877	4.3	88.54	4,302	49.1	77.03
1984	34,648	2.8	30.89	11,973	3.3	33.96	5,124	4.1	94.87	4,659	53.0	85.02
1985	34,277	2.8	29.46	12,464	3.2	33.09	5,153	4.1	96.67	4,608	50.7	84.64
1986	36,195	2.8	30.87	13,327	3.2	33.52	5,097	3.9	97.10	4,570	48.6	86.84
1987	36,580	2.8	30.75	14,514	3.3	34.81	5,108	3.8	96.32	4,067	42.8	82.71
1988	36,977	2.7	30.43	15,286	3.1	34.27	5,241	3.7	96.46	3,715	37.1	81.04
1989	35,410	2.5	28.85	15,700	3.0	33.31	4,984	3.4	85.34	3,192	30.8	71.99
1990	34,085	2.4	25.38	15,620	2.8	31.29	4,776	3.2	81.58	3,276	34.3	76.91
1991	31,291	2.2	25.37	14,832	2.5	28.49	4,347	2.9	74.25	2,829	30.8	67.73
1992	29,817	2.1	24.78	14,648	2.3	27.21	4,035	2.6	67.58	2,439	25.6	60.00
1993	30,233	2.1	24.97	15,332	2.3	27.10	4,328	2.7	69.90	2,477	25.0	62.27
1994	30,273	2.1	24.81	16,353	2.3	27.49	4,644	2.7	73.68	2,339	22.8	62.91
1995	30,940	2.1	25.11	17,587	2.3	28.13	4,472	2.5	66.55	2,268	23.1	58.20
1996	30,596	2.0	24.55	18,180	2.3	27.78	4,740	2.6	67.65	2,176	22.0	56.21
Injury Crashes												
1988	3,073,000	222	2,529	683,000	140	1,530	96,000	68	1,764	98,000	974	2,129
1989	2,892,000	205	2,355	727,000	140	1,543	110,000	74	1,887	76,000	732	1,712
1990	2,838,000	199	2,302	729,000	131	1,460	107,000	72	1,830	82,000	854	1,916
1991	2,615,000	184	2,121	789,000	118	1,515	78,000	52	1,332	79,000	856	1,882
1992	2,640,000	185	2,194	758,000	132	1,409	95,000	62	1,586	61,000	644	1,509
1993	2,631,000	182	2,173	843,000	125	1,490	97,000	61	1,567	56,000	565	1,408
1994	2,785,000	191	2,283	912,000	128	1,533	96,000	56	1,523	54,000	545	1,437
1995	2,914,000	197	2,364	1,024,000	137	1,638	84,000	47	1,244	52,000	530	1,331
1996	2,908,000	194	2,334	1,080,000	137	1,650	94,000	51	1,338	51,000	517	1,323
Property-Damage-Only Crashes												
1988	6,050,000	438	4,979	1,542,000	316	3,458	297,000	210	5,465	21,000	207	453
1989	5,678,000	402	4,625	1,613,000	310	3,421	300,000	203	5,144	20,000	188	440
1990	5,485,000	389	4,449	1,654,000	298	3,314	273,000	182	4,668	20,000	208	467
1991	5,084,000	360	4,122	1,675,000	281	3,217	248,000	165	4,241	25,000	268	589
1992	4,852,000	338	4,031	1,704,000	265	3,165	277,000	182	4,643	10,000	101	236
1993	4,789,000	331	3,956	1,884,000	279	3,330	296,000	185	4,780	17,000	172	427
1994	5,126,000	351	4,202	2,023,000	284	3,401	360,000	211	5,711	13,000	127	346
1995	5,335,000	361	4,329	2,149,000	287	3,437	289,000	162	4,307	13,000	131	329
1996	5,346,000	357	4,290	2,303,000	293	3,519	296,000	162	4,223	14,000	139	357

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). For more information, see page 8 of this report.

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

Table 4
Persons Killed or Injured, by Person Type and Vehicle Type, 1975-1996

Year	Person Type											Total
	Occupants by Vehicle Type							Nonmotorists				
	Passenger Cars	Light Trucks	Large Trucks	Motor-cycles	Buses	Other/ Unknown	Total	Pedestrian	Pedalcyclist	Other	Total	
Killed												
1975	25,929	4,856	961	3,189	53	937	*35,925*	7,516	1,003	81	*8,600*	**44,525**
1976	26,166	5,438	1,132	3,312	73	981	*37,102*	7,427	914	80	*8,421*	**45,523**
1977	26,782	5,976	1,287	4,104	42	959	*39,150*	7,732	922	74	*8,728*	**47,878**
1978	28,153	6,745	1,395	4,577	41	622	*41,533*	7,795	892	111	*8,798*	**50,331**
1979	27,808	7,178	1,432	4,894	39	579	*41,930*	8,096	932	135	*9,163*	**51,093**
1980	27,449	7,486	1,262	5,144	46	540	*41,927*	8,070	965	129	*9,164*	**51,091**
1981	26,645	7,081	1,133	4,906	56	603	*40,424*	7,837	936	104	*8,877*	**49,301**
1982	23,330	6,359	944	4,453	35	525	*35,646*	7,331	883	85	*8,299*	**43,945**
1983	22,979	6,202	982	4,265	53	362	*34,843*	6,826	839	81	*7,746*	**42,589**
1984	23,620	6,496	1,074	4,608	46	440	*36,284*	7,025	849	99	*7,973*	**44,257**
1985	23,212	6,689	977	4,564	57	544	*36,043*	6,808	890	84	*7,782*	**43,825**
1986	24,944	7,317	926	4,566	39	442	*38,234*	6,779	941	133	*7,853*	**46,087**
1987	25,132	8,058	852	4,036	51	436	*38,565*	6,745	948	132	*7,825*	**46,390**
1988	25,808	8,306	911	3,662	54	429	*39,170*	6,870	911	136	*7,917*	**47,087**
1989	25,063	8,551	858	3,141	50	424	*38,087*	6,556	832	107	*7,495*	**45,582**
1990	24,092	8,601	705	3,244	32	460	*37,134*	6,482	859	124	*7,465*	**44,599**
1991	22,385	8,391	661	2,806	31	466	*34,740*	5,801	843	124	*6,768*	**41,508**
1992	21,387	8,098	585	2,395	28	387	*32,880*	5,549	723	98	*6,370*	**39,250**
1993	21,566	8,511	605	2,449	18	425	*33,574*	5,649	816	111	*6,576*	**40,150**
1994	21,997	8,904	670	2,320	18	409	*34,318*	5,489	802	107	*6,398*	**40,716**
1995	22,423	9,568	648	2,227	33	392	*35,291*	5,584	833	109	*6,526*	**41,817**
1996	22,416	9,901	621	2,160	21	460	*35,579*	5,412	761	153	*6,326*	***41,907**
Injured												
1988	2,585,000	478,000	37,000	105,000	15,000	4,000	*3,224,000*	110,000	75,000	8,000	*192,000*	**3,416,000**
1989	2,431,000	511,000	43,000	83,000	15,000	5,000	*3,088,000*	112,000	73,000	11,000	*196,000*	**3,284,000**
1990	2,376,000	505,000	42,000	84,000	33,000	4,000	*3,044,000*	105,000	75,000	7,000	*187,000*	**3,231,000**
1991	2,235,000	563,000	28,000	80,000	21,000	4,000	*2,931,000*	88,000	67,000	11,000	*166,000*	**3,097,000**
1992	2,232,000	545,000	34,000	65,000	20,000	12,000	*2,908,000*	89,000	63,000	10,000	*162,000*	**3,070,000**
1993	2,265,000	601,000	32,000	59,000	17,000	4,000	*2,978,000*	94,000	68,000	9,000	*171,000*	**3,149,000**
1994	2,364,000	631,000	30,000	57,000	16,000	4,000	*3,102,000*	92,000	62,000	9,000	*164,000*	**3,266,000**
1995	2,469,000	722,000	30,000	57,000	19,000	4,000	*3,303,000*	86,000	67,000	10,000	*162,000*	**3,465,000**
1996	2,478,000	768,000	33,000	56,000	20,000	4,000	*3,360,000*	82,000	59,000	11,000	*151,000*	**3,511,000**

*Includes 2 fatalities of unknown person type.

Table 5
Drivers Involved in Crashes and Involvement Rates per Licensed Driver by Sex and Crash Severity, 1975-1996

Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers
Drivers in Fatal Crashes									
1975	45,087	70,435	64.01	9,356	59,233	15.80	54,445	129,668	41.99
1976	45,091	72,452	62.24	9,953	61,458	16.19	55,045	133,910	41.11
1977	48,548	74,385	65.26	10,775	63,591	16.94	59,324	137,976	43.00
1978	51,665	75,504	68.43	11,221	65,176	17.22	62,887	140,680	44.70
1979	52,208	76,457	68.28	11,308	66,695	16.95	63,518	143,152	44.37
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	69,143	16.48	61,238	146,974	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	155,314	36.07
1985	44,290	81,537	54.32	12,031	75,231	15.99	56,322	156,768	35.93
1986	46,083	82,740	55.70	12,063	76,652	15.74	58,688	159,392	36.82
1987	46,337	83,940	55.20	13,492	77,790	17.34	59,829	161,730	36.99
1988	46,840	84,098	55.70	13,814	78,661	17.56	60,658	162,759	37.27
1989	44,941	85,358	52.65	13,927	80,160	17.37	58,870	165,518	35.57
1990	43,802	85,769	51.07	13,586	81,203	16.73	57,393	166,972	34.37
1991	40,288	86,631	46.51	12,716	82,299	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	89,194	44.60	13,449	86,210	15.60	53,238	175,403	30.35
1995	40,799	89,214	45.73	14,043	87,414	16.06	54,847	176,628	31.05
1996	40,748	90,519	45.02	14,671	89,021	16.48	55,421	179,539	30.87
Drivers in Injury Crashes									
1988	2,423,000	84,098	2,881	1,485,000	78,661	1,887	3,907,000	162,759	2,401
1989	2,347,000	85,358	2,749	1,446,000	80,160	1,804	3,793,000	165,518	2,292
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	86,631	2,506	1,380,000	82,299	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	1,725	3,612,000	173,112	2,087
1994	2,264,000	89,194	2,538	1,574,000	86,210	1,826	3,838,000	175,403	2,188
1995	2,378,000	89,214	2,666	1,687,000	87,414	1,930	4,066,000	176,628	2,302
1996	2,395,000	90,519	2,646	1,727,000	89,021	1,941	4,122,000	179,539	2,296
Drivers in Property-Damage-Only Crashes									
1988	5,013,000	84,098	5,961	2,816,000	78,661	3,580	7,829,000	162,759	4,810
1989	4,915,000	85,358	5,758	2,687,000	80,160	3,352	7,602,000	165,518	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	86,631	5,101	2,600,000	82,299	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	5,004	2,561,000	85,138	3,008	6,963,000	173,112	4,022
1994	4,695,000	89,194	5,264	2,828,000	86,210	3,280	7,523,000	175,403	4,289
1995	4,847,000	89,214	5,433	2,905,000	87,414	3,323	7,752,000	176,628	4,389
1996	4,943,000	90,519	5,460	3,007,000	89,021	3,378	7,950,000	179,539	4,428

* Total includes drivers (>15 years old) of unknown sex.
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, 1975-1996

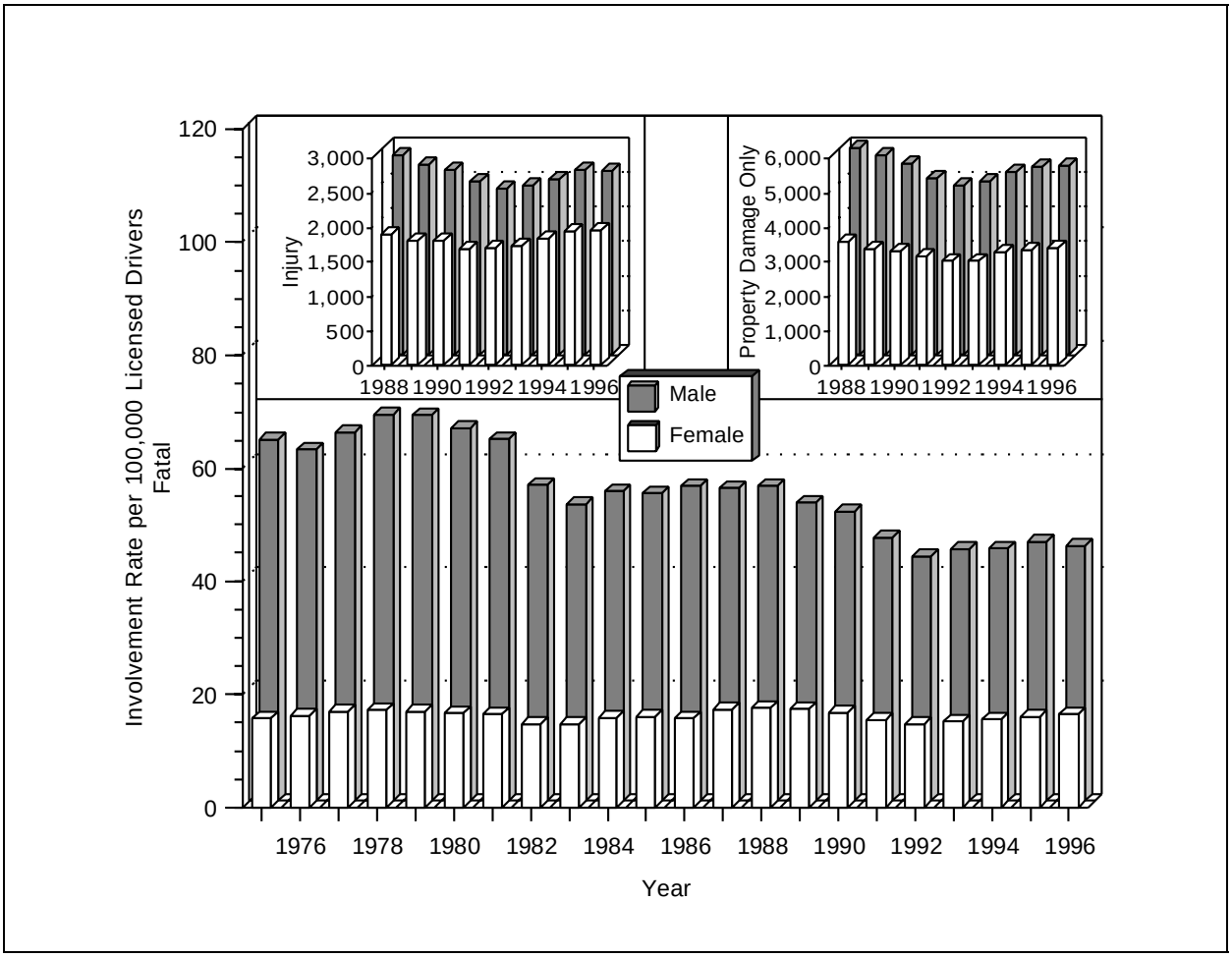


Table 6
Occupant Fatality and Injury Rates per Population by Age Group, 1975-1996

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	4.50	2.71	5.71	38.77	34.90	21.57	15.67	13.42	13.29	14.72	16.98	**16.67**
1976	4.50	2.56	6.14	40.95	35.01	21.27	15.27	13.71	13.58	14.92	17.27	**17.05**
1977	4.68	2.83	6.44	42.86	38.73	22.27	15.61	13.90	13.55	14.03	16.13	**17.81**
1978	4.61	2.66	6.60	44.45	40.75	24.26	16.72	14.07	13.44	14.79	16.36	**18.70**
1979	4.35	2.84	6.13	44.36	40.06	24.96	17.11	14.03	13.24	13.59	15.51	**18.67**
1980	4.24	2.67	6.00	42.94	39.86	24.82	16.85	14.51	12.83	12.96	15.27	**18.45**
1981	3.75	2.43	5.24	38.56	37.41	24.22	16.63	13.81	12.68	13.16	14.94	**17.62**
1982	3.67	2.22	4.85	34.51	32.75	20.45	14.30	11.84	11.24	11.85	14.89	**15.39**
1983	3.55	2.33	4.60	33.18	30.97	19.86	13.87	11.79	10.92	11.92	15.48	**14.90**
1984	3.13	2.33	5.21	34.94	32.89	20.26	13.91	11.87	11.16	12.98	16.18	**15.39**
1985	3.18	2.36	5.52	33.72	32.75	19.50	13.87	11.88	11.33	12.63	16.73	**15.15**
1986	3.42	2.30	6.07	38.16	33.72	21.04	13.82	11.50	11.38	13.46	17.71	**15.92**
1987	3.78	2.60	6.00	36.65	32.83	21.05	14.15	12.10	11.93	13.58	18.22	**15.92**
1988	3.82	2.64	5.74	37.95	33.63	20.50	14.20	12.33	12.15	14.12	19.26	**16.02**
1989	3.93	2.92	5.48	34.71	30.85	20.10	13.89	12.46	12.18	14.24	19.41	**15.43**
1990	3.31	2.50	5.26	34.16	30.62	19.81	13.34	12.20	11.91	13.36	18.49	**14.89**
1991	3.13	2.39	4.87	31.84	28.78	17.78	12.29	11.13	10.75	13.22	19.17	**13.78**
1992	2.98	2.40	4.75	28.50	25.91	16.52	11.72	10.62	10.53	13.27	18.86	**12.89**
1993	3.14	2.34	4.67	29.18	26.66	16.43	11.87	10.52	10.85	12.72	20.85	**13.02**
1994	3.46	2.34	5.07	30.72	26.28	16.02	11.81	11.15	10.71	13.98	20.80	**13.18**
1995	3.16	2.45	5.14	29.86	27.40	16.97	12.52	11.01	11.42	13.67	21.00	**13.43**
1996	3.39	2.33	5.07	29.42	27.06	16.69	12.54	11.10	11.52	14.19	20.83	**13.41**
Injury Rate per 100,000 Population												
1988	417	444	734	3,283	2,666	1,800	1,308	1,030	876	710	656	**1,319**
1989	370	469	727	3,210	2,467	1,672	1,280	985	801	713	617	**1,251**
1990	329	430	675	3,112	2,494	1,672	1,227	989	845	750	515	**1,221**
1991	384	469	710	2,928	2,313	1,573	1,144	977	801	727	522	**1,162**
1992	323	436	686	3,002	2,248	1,571	1,102	971	783	721	587	**1,140**
1993	367	469	657	2,904	2,304	1,602	1,197	956	821	707	594	**1,155**
1994	410	465	705	2,983	2,370	1,662	1,227	988	856	755	601	**1,191**
1995	417	480	741	3,224	2,465	1,716	1,294	1,133	927	755	628	**1,257**
1996	420	538	740	3,168	2,442	1,774	1,304	1,092	912	798	663	**1,266**

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, 1975-1996

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	2.5	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.4	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.4	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.5	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.5	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.5	*	*	*
1981	106,002,720	1,120,126	26,645	25.14	2.4	*	*	*
1982	106,936,590	1,149,375	23,330	21.82	2.0	*	*	*
1983	109,085,444	1,190,076	22,979	21.07	1.9	*	*	*
1984	112,177,361	1,224,812	23,620	21.06	1.9	*	*	*
1985	116,348,085	1,245,837	23,212	19.95	1.9	*	*	*
1986	117,268,114	1,274,668	24,944	21.27	2.0	*	*	*
1987	119,848,784	1,326,907	25,132	20.97	1.9	*	*	*
1988	121,519,139	1,381,270	25,808	21.24	1.9	2,585,000	2,127	187
1989	122,758,478	1,411,131	25,063	20.42	1.8	2,431,000	1,980	172
1990	123,276,600	1,424,615	24,092	19.54	1.7	2,376,000	1,928	167
1991	123,327,336	1,410,934	22,385	18.15	1.6	2,235,000	1,812	158
1992	120,346,747	1,436,449	21,387	17.77	1.5	2,232,000	1,854	155
1993	121,055,398	1,445,314	21,566	17.81	1.5	2,265,000	1,871	157
1994	121,996,580	1,459,208	21,997	18.03	1.5	2,364,000	1,938	162
1995	123,241,881	1,478,352	22,423	18.19	1.5	2,469,000	2,003	167
1996	124,612,787	1,496,917	22,416	17.99	1.5	2,478,000	1,989	166

* 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). For more information, see page 8 of this report.

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, 1975-1996

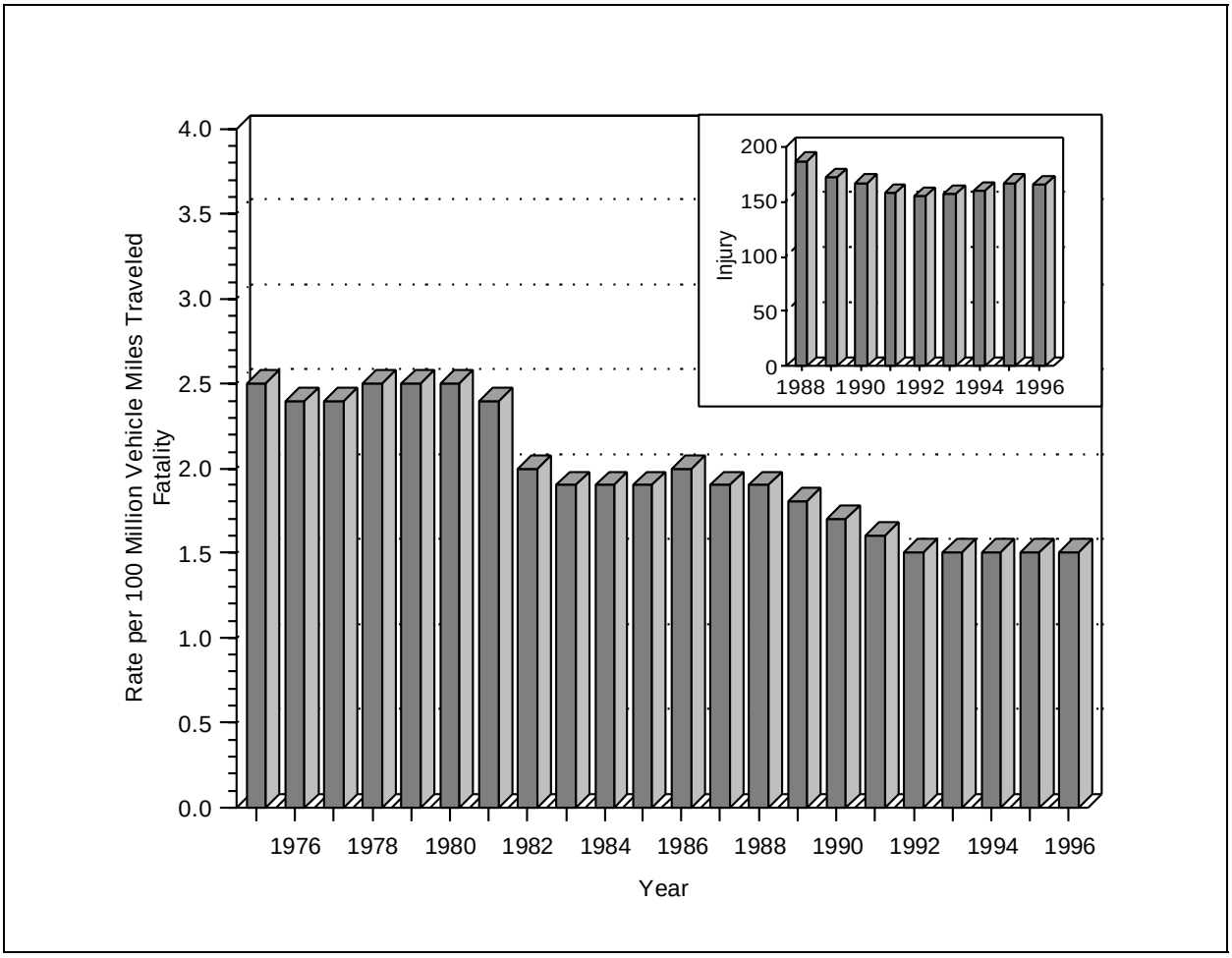


Table 8
Light Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1996

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	2.4	*	*	*
1976	22,794,702	233,382	5,438	23.86	2.3	*	*	*
1977	24,432,701	257,108	5,976	24.46	2.3	*	*	*
1978	27,285,497	289,463	6,745	24.72	2.3	*	*	*
1979	28,932,820	293,840	7,178	24.81	2.4	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.5	*	*	*
1981	31,236,287	307,044	7,081	22.67	2.3	*	*	*
1982	32,307,692	323,022	6,359	19.68	2.0	*	*	*
1983	33,068,138	335,590	6,202	18.76	1.8	*	*	*
1984	35,257,788	358,106	6,496	18.42	1.8	*	*	*
1985	37,665,180	387,800	6,689	17.76	1.7	*	*	*
1986	39,763,446	415,593	7,317	18.40	1.8	*	*	*
1987	41,695,017	443,872	8,058	19.33	1.8	*	*	*
1988	44,599,500	487,450	8,306	18.62	1.7	478,000	1,071	98
1989	47,134,148	520,977	8,551	18.14	1.6	511,000	1,084	98
1990	49,916,497	554,661	8,601	17.23	1.6	505,000	1,012	91
1991	52,062,064	595,619	8,391	16.12	1.4	563,000	1,081	95
1992	53,836,046	642,583	8,098	15.04	1.3	545,000	1,012	85
1993	56,573,835	675,450	8,511	15.04	1.3	601,000	1,062	89
1994	59,485,995	711,515	8,904	14.97	1.3	631,000	1,061	89
1995	62,520,872	749,971	9,568	15.30	1.3	722,000	1,155	96
1996	65,438,877	786,088	9,901	15.13	1.3	768,000	1,174	98

* 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). For more information, see page 8 of this report.

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, 1975-1996

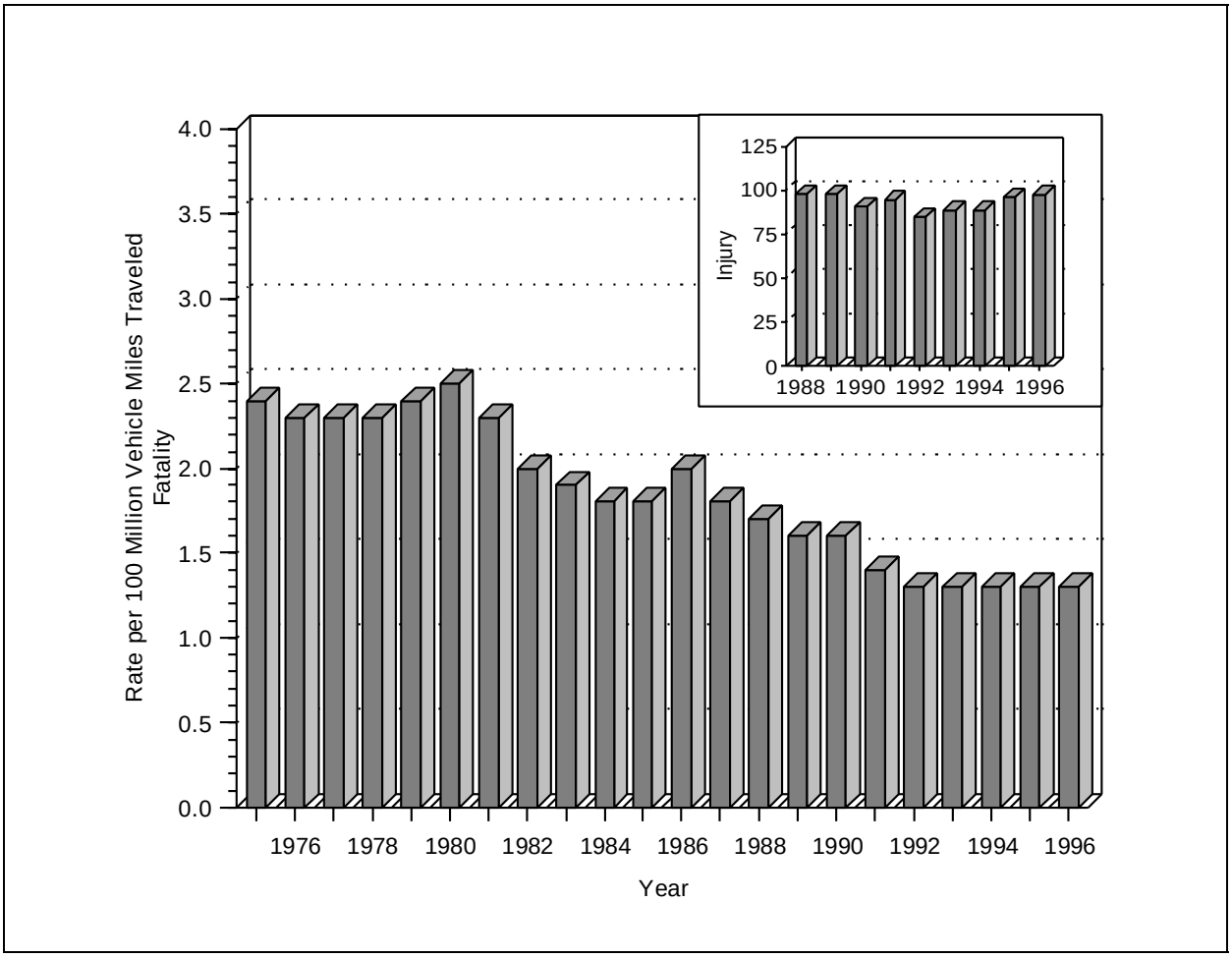


Table 9
Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1996

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	1.2	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.3	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.4	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.3	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.3	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.2	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.0	*	*	*
1982	5,590,415	106,880	944	16.89	0.9	*	*	*
1983	5,508,392	113,163	982	17.83	0.9	*	*	*
1984	5,401,075	123,927	1,074	19.88	0.9	*	*	*
1985	5,330,678	126,580	977	18.33	0.8	*	*	*
1986	5,249,102	130,141	926	17.64	0.7	*	*	*
1987	5,303,094	135,601	852	16.07	0.6	*	*	*
1988	5,433,560	141,397	911	16.77	0.6	37,000	690	26
1989	5,840,466	148,318	858	14.69	0.6	43,000	736	29
1990	5,854,337	149,810	705	12.04	0.5	42,000	714	28
1991	5,854,673	150,729	661	11.29	0.4	28,000	478	19
1992	5,970,925	152,803	585	9.80	0.4	34,000	569	22
1993	6,191,889	159,904	605	9.77	0.4	32,000	517	20
1994	6,303,314	170,216	670	10.63	0.4	30,000	476	18
1995	6,719,421	178,156	648	9.64	0.4	30,000	446	17
1996	7,006,408	182,756	621	8.86	0.3	33,000	471	18

* 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, 1975-1996

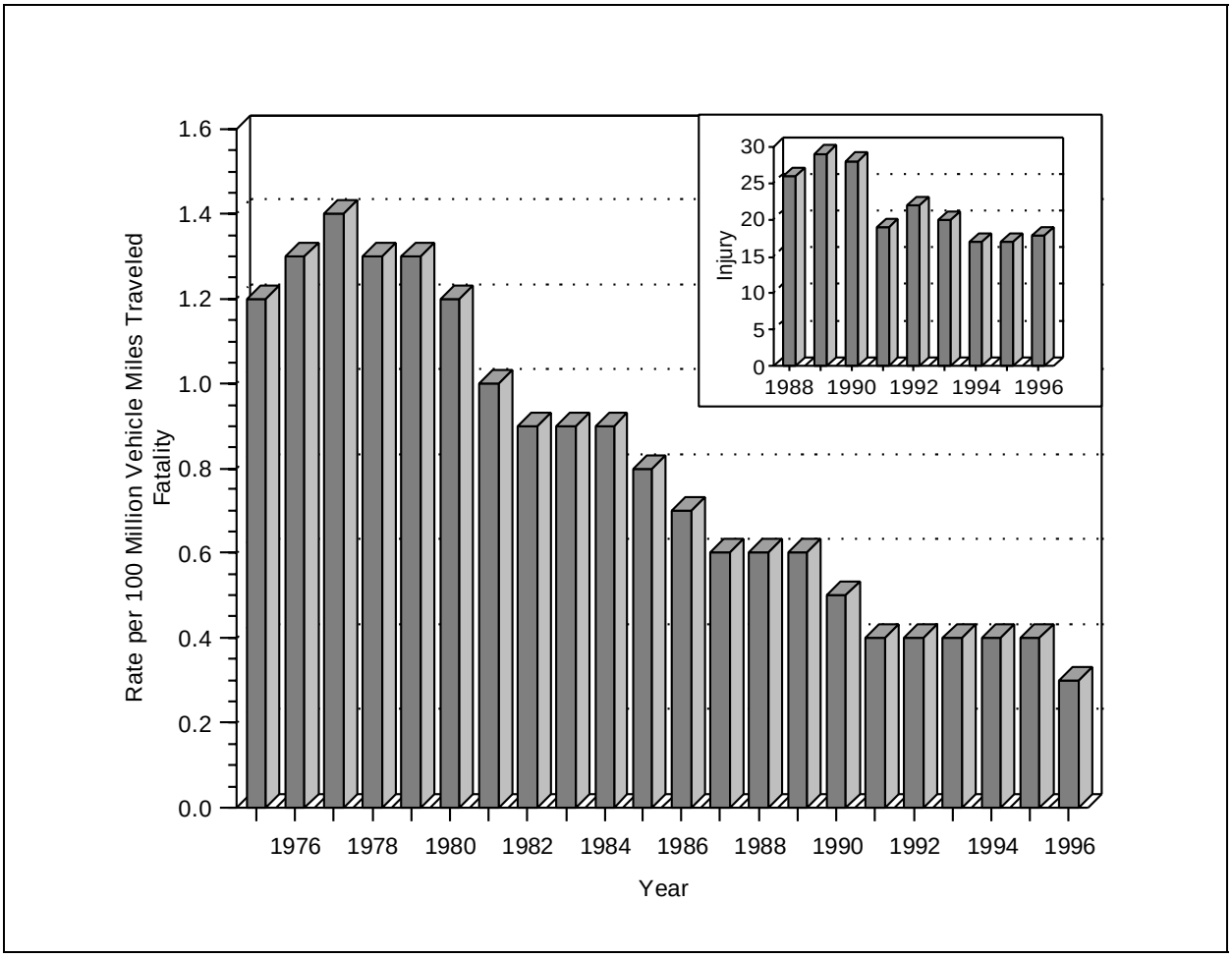


Table 10
Motorcycle Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1996

Year	Registered Motorcycles	Vehicle Miles Traveled (Millions)	Motorcycle Occupants Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million VMT	Motorcycle Occupants Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million VMT
1975	4,964,070	5,629	3,189	64.24	56.7	*	*	*
1976	4,933,332	6,003	3,312	67.14	55.2	*	*	*
1977	4,933,256	6,349	4,104	83.19	64.6	*	*	*
1978	4,867,864	7,158	4,577	94.02	63.9	*	*	*
1979	5,422,132	8,637	4,894	90.26	56.7	*	*	*
1980	5,693,940	10,214	5,144	90.34	50.4	*	*	*
1981	5,831,132	10,690	4,906	84.13	45.9	*	*	*
1982	5,753,858	9,910	4,453	77.39	44.9	*	*	*
1983	5,585,112	8,760	4,265	76.36	48.7	*	*	*
1984	5,479,822	8,784	4,608	84.09	52.5	*	*	*
1985	5,444,404	9,086	4,564	83.83	50.2	*	*	*
1986	5,262,322	9,397	4,566	86.77	48.6	*	*	*
1987	4,917,131	9,506	4,036	82.08	42.5	*	*	*
1988	4,584,284	10,024	3,662	79.88	36.5	105,000	2,294	1,049
1989	4,433,915	10,371	3,141	70.84	30.3	83,000	1,882	805
1990	4,259,462	9,557	3,244	76.16	33.9	84,000	1,979	882
1991	4,177,037	9,178	2,806	67.18	30.6	80,000	1,915	876
1992	4,065,118	9,557	2,395	58.92	25.1	65,000	1,601	681
1993	3,977,856	9,906	2,449	61.57	24.7	59,000	1,483	596
1994	3,718,127	10,240	2,320	62.40	22.7	57,000	1,533	557
1995	3,897,191	9,797	2,227	57.14	22.7	57,000	1,463	582
1996	3,871,237	9,906	2,160	55.80	21.8	56,000	1,447	565

* Injury data not available before 1988.
Source: Registered Vehicles and Vehicle Miles Traveled—Federal Highway Administration.

Figure 7
Motorcycle Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-1996

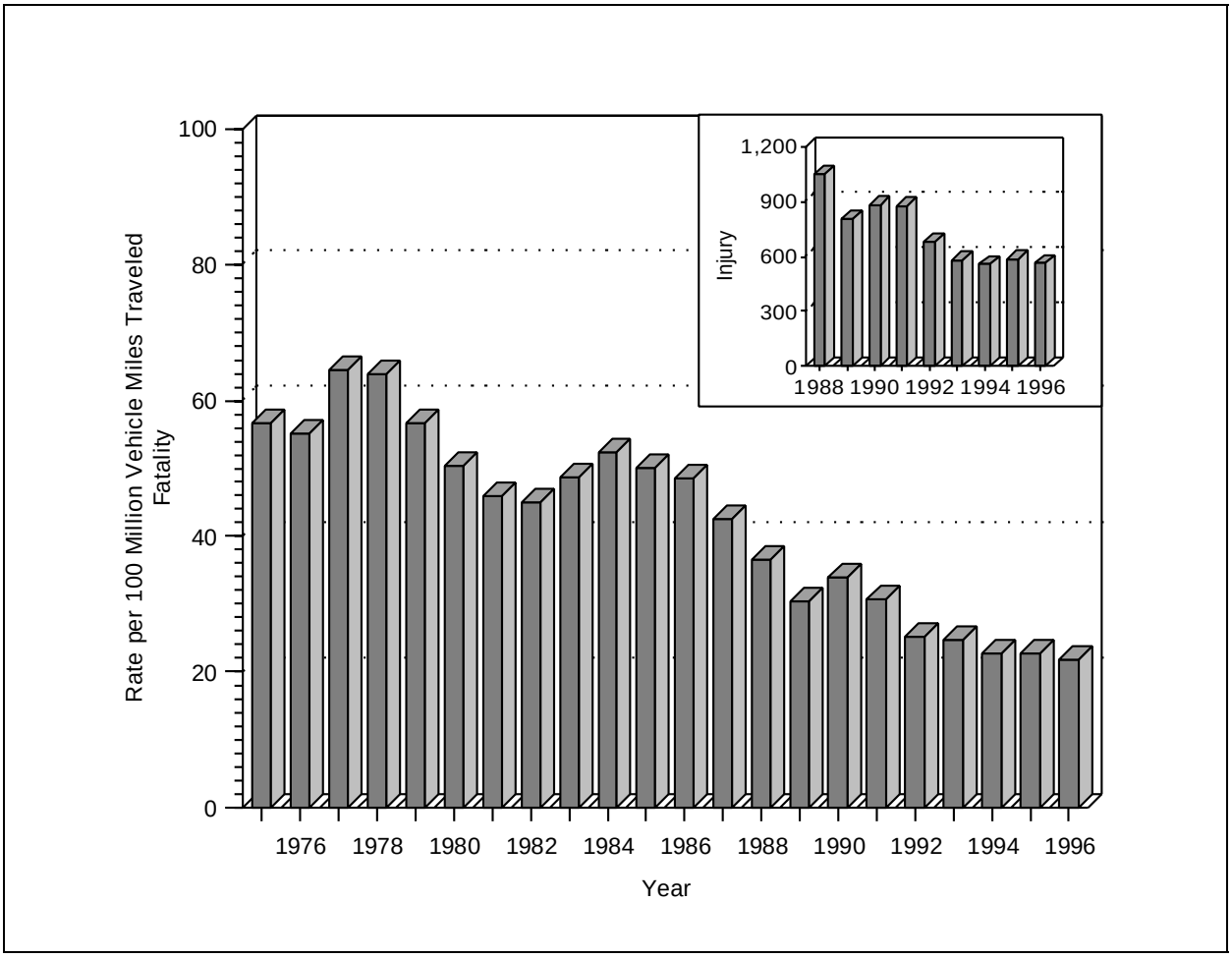


Table 11
Persons Killed or Injured in Crashes Involving a Large Truck, by Person Type and Crash Type, 1975-1996

Year	Person Type					Total
	Truck Occupants by Crash Type					
	Single Vehicle	Multiple Vehicle	Total	Other Vehicle Occupants	Nonmotorists	
			Killed			
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	410	211	*621*	4,072	433	**5,126**
			Injured			
1988	17,000	20,000	*37,000*	89,000	4,000	**130,000**
1989	20,000	23,000	*43,000*	111,000	2,000	**156,000**
1990	16,000	26,000	*42,000*	106,000	2,000	**150,000**
1991	13,000	15,000	*28,000*	80,000	2,000	**110,000**
1992	13,000	20,000	*34,000*	102,000	3,000	**139,000**
1993	13,000	19,000	*32,000*	95,000	6,000	**133,000**
1994	11,000	19,000	*31,000*	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**

Table 12
Nonmotorist Fatality and Injury Rates per Population by Age Group, 1975-1996

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	3.64	5.99	3.89	3.79	2.98	2.39	2.75	3.17	3.66	6.05	10.76	**3.99**
1976	3.52	5.63	3.71	3.72	3.04	2.43	2.62	3.30	3.60	5.58	10.12	**3.87**
1977	2.99	5.35	3.68	3.98	3.18	2.68	2.66	3.20	4.05	5.80	10.57	**3.97**
1978	3.14	5.45	3.76	4.04	3.51	2.90	2.78	3.33	3.77	5.36	8.93	**3.96**
1979	2.87	5.16	3.68	4.51	4.01	3.14	2.99	3.34	3.68	5.50	9.17	**4.08**
1980	2.67	4.68	3.64	4.45	4.34	3.17	2.80	3.39	3.69	5.00	9.89	**4.03**
1981	2.14	4.44	3.27	4.20	4.18	3.36	2.82	3.22	3.42	4.88	8.74	**3.87**
1982	2.15	3.89	3.07	4.11	4.27	3.06	3.00	3.05	3.05	4.45	7.41	**3.58**
1983	2.03	3.69	3.05	3.67	3.83	2.91	2.46	2.80	3.12	3.77	7.37	**3.31**
1984	1.92	3.61	3.13	3.55	3.63	2.95	2.58	2.93	3.34	4.01	7.64	**3.38**
1985	2.05	3.67	3.01	3.31	3.38	2.71	2.65	2.69	3.36	3.90	7.35	**3.27**
1986	1.89	3.58	3.22	3.45	3.54	2.93	2.51	2.98	2.86	3.64	7.34	**3.27**
1987	1.66	3.63	3.24	3.12	3.39	2.83	2.69	2.88	3.14	3.79	7.20	**3.23**
1988	1.69	3.65	2.88	2.92	3.37	2.94	2.70	2.77	3.04	3.94	7.70	**3.24**
1989	1.54	3.06	2.53	2.58	2.90	3.00	2.73	2.61	3.18	3.49	7.10	**3.04**
1990	1.60	2.65	2.34	2.53	2.84	2.97	2.77	2.63	3.09	3.67	6.97	**2.99**
1991	1.43	2.40	2.39	2.46	2.85	2.64	2.36	2.44	2.67	3.08	5.94	**2.68**
1992	1.29	2.24	2.07	2.21	2.20	2.38	2.39	2.42	2.56	3.09	5.43	**2.50**
1993	1.35	2.18	2.23	2.07	2.25	2.62	2.51	2.25	2.52	2.95	5.49	**2.55**
1994	1.31	2.18	2.09	2.02	2.22	2.33	2.46	2.35	2.41	2.82	5.53	**2.46**
1995	1.12	2.01	2.07	2.03	2.39	2.40	2.61	2.38	2.50	2.97	5.25	**2.48**
1996	1.21	1.85	1.92	1.97	2.33	2.16	2.47	2.38	2.61	2.91	4.74	**2.38**
Injury Rate per 100,000 Population												
1988	35	178	195	116	117	74	45	38	35	25	45	**79**
1989	32	179	198	127	96	69	53	43	42	33	39	**79**
1990	34	139	181	128	109	76	52	37	26	29	38	**75**
1991	26	138	158	96	91	70	41	37	31	31	30	**66**
1992	33	119	165	93	98	57	45	35	29	30	27	**63**
1993	27	116	170	94	95	66	49	45	26	27	38	**66**
1994	24	112	151	120	88	59	47	36	33	24	29	**63**
1995	33	103	160	94	87	62	52	27	22	30	26	**62**
1996	31	91	156	88	80	57	38	36	26	26	22	**57**

Table 13
Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-1996

Year	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+		Total	Total Fatalities in Alcohol-Related Crashes	
	Number	Percent	Number	Percent	Number	Percent	Number	Number	Percent
1982	18,780	42.7	4,809	10.9	20,356	46.3	43,945	25,165	57.3
1983	18,943	44.5	4,472	10.5	19,174	45.0	42,589	23,646	55.5
1984	20,499	46.3	4,766	10.8	18,992	42.9	44,257	23,758	53.7
1985	21,109	48.2	4,604	10.5	18,111	41.3	43,825	22,716	51.8
1986	22,042	47.8	5,109	11.1	18,936	41.1	46,087	24,045	52.2
1987	22,749	49.0	5,112	11.0	18,529	39.9	46,390	23,641	51.0
1988	23,461	49.8	4,895	10.4	18,731	39.8	47,087	23,626	50.2
1989	23,178	50.8	4,541	10.0	17,863	39.2	45,582	22,404	49.2
1990	22,515	50.5	4,434	9.9	17,650	39.6	44,599	22,084	49.5
1991	21,621	52.1	3,957	9.5	15,930	38.4	41,508	19,887	47.9
1992	21,392	54.5	3,625	9.2	14,234	36.3	39,250	17,858	45.5
1993	22,677	56.5	3,496	8.7	13,977	34.8	40,150	17,473	43.5
1994	24,136	59.3	3,480	8.5	13,100	32.2	40,716	16,580	40.7
1995	24,570	58.8	3,746	9.0	13,501	32.3	41,817	17,247	41.2
1996	24,781	59.1	3,732	8.9	13,395	32.0	41,907	17,126	40.9

Note: BAC values have been assigned by NHTSA 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, 1982-1996

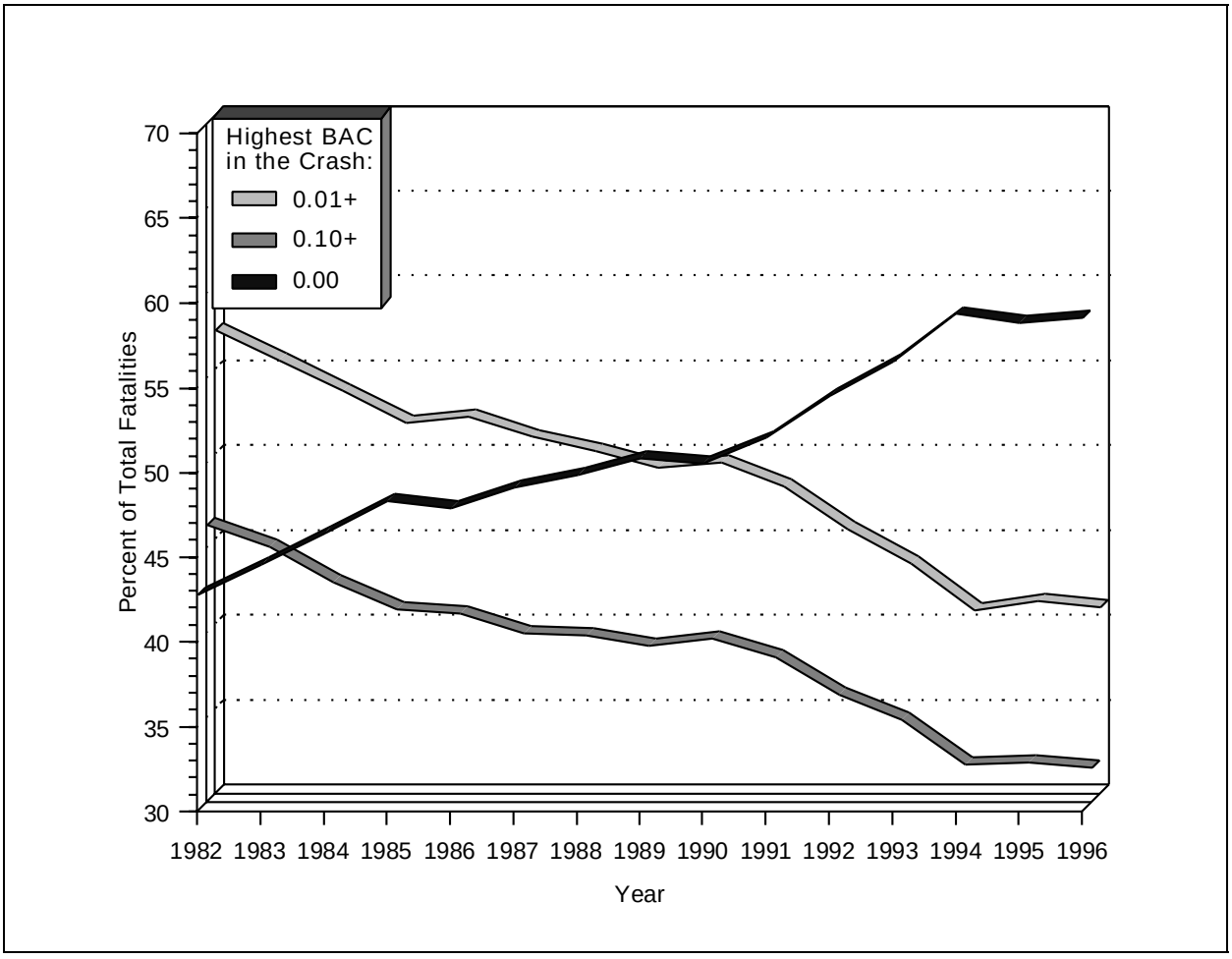


Table 14
Persons Killed During Holiday Periods, by Alcohol Involvement, 1982-1996

Year	Holiday Period*					
	New Year's Day		Memorial Day		Fourth of July	
	Killed	Percent Alcohol-Related**	Killed	Percent Alcohol-Related**	Killed	Percent Alcohol-Related**
1982	***	***	498 (3)	68.0	600 (3)	70.0
1983	375 (3)	69.0	539 (3)	63.0	620 (3)	67.5
1984	346 (3)	69.1	527 (3)	67.0	223 (1)	64.8
1985	496 (4)	59.5	557 (3)	62.2	689 (4)	63.2
1986	223 (1)	65.5	616 (3)	62.6	611 (3)	67.5
1987	535 (4)	60.7	519 (3)	60.7	556 (3)	60.2
1988	407 (3)	63.1	531 (3)	61.6	631 (3)	62.9
1989	443 (3)	54.6	594 (3)	58.2	749 (4)	59.9
1990	421 (3)	56.7	589 (3)	61.7	268 (1)	64.8
1991	441 (4)	60.1	533 (3)	61.2	718 (4)	57.0
1992	164 (1)	73.6	438 (3)	57.3	535 (3)	55.8
1993	370 (3)	57.5	454 (3)	51.7	525 (3)	54.3
1994	372 (3)	54.5	482 (3)	48.2	519 (3)	49.2
1995	392 (3)	47.8	483 (3)	51.9	661 (4)	48.9
1996	420 (3)	52.3	514 (3)	51.9	627 (4)	46.9
	Labor Day		Thanksgiving		Christmas	
1982	628 (3)	68.1	601 (4)	62.0	458 (3)	64.8
1983	636 (3)	69.6	533 (4)	58.6	353 (3)	59.8
1984	609 (3)	65.9	559 (4)	59.7	643 (4)	66.4
1985	605 (3)	63.7	566 (4)	56.6	152 (1)	65.9
1986	663 (3)	64.0	598 (4)	58.6	508 (4)	59.0
1987	630 (3)	63.4	659 (4)	55.6	409 (3)	57.2
1988	592 (3)	63.6	601 (4)	58.1	511 (3)	60.1
1989	589 (3)	60.0	561 (4)	56.8	553 (3)	61.1
1990	599 (3)	65.9	563 (4)	54.5	567 (4)	51.2
1991	577 (3)	55.6	546 (4)	52.2	135 (1)	50.2
1992	460 (3)	54.5	403 (4)	57.1	410 (3)	50.2
1993	522 (3)	57.8	570 (4)	47.2	402 (3)	54.4
1994	494 (3)	55.0	575 (4)	47.3	455 (3)	48.8
1995	511 (3)	48.7	527 (4)	52.2	358 (3)	46.8
1996	525 (3)	51.5	579 (4)	45.9	166 (1)	55.1

* 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.

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

*** No data available.

Table 15
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-1996

	Day*			Night*			Total Drivers		
		Percent			Percent			Percent	
Year	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+
1982	23,725	17.4	12.1	32,085	54.6	43.0	56,029	38.9	30.0
1983	24,381	16.7	11.7	30,037	54.2	42.8	54,656	37.5	29.0
1984	26,415	15.7	10.7	30,775	53.0	41.3	57,512	36.0	27.3
1985	27,578	14.8	10.1	30,008	51.0	39.9	57,883	33.8	25.7
1986	28,434	14.9	10.1	31,543	51.5	39.6	60,335	34.3	25.8
1987	29,227	14.5	9.9	31,854	50.1	38.5	61,442	33.2	25.0
1988	30,196	14.1	9.6	31,715	50.3	39.1	62,253	32.8	24.9
1989	29,953	13.6	9.3	30,170	49.4	38.8	60,435	31.7	24.2
1990	28,797	13.6	9.3	29,778	49.7	39.2	58,893	32.1	24.7
1991	26,829	12.6	8.7	27,249	48.8	38.4	54,391	31.1	23.9
1992	26,236	11.7	7.9	25,380	46.2	36.4	51,901	28.9	22.1
1993	27,770	10.8	7.4	25,355	45.0	35.5	53,401	27.3	21.0
1994	29,134	10.2	7.0	25,112	42.4	33.3	54,549	25.3	19.3
1995	30,066	10.5	7.1	25,755	42.3	33.0	56,164	25.4	19.2
1996	30,691	10.2	6.8	25,770	42.0	32.5	56,793	24.9	18.8

* Day = 6:00 AM - 5:59 PM. Night = 6:00 PM - 5:59 AM. Total includes drivers with time of day unknown.
Note: BAC values have been assigned by NHTSA 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, 1982-1996

	Male			Female		
		Percent			Percent	
Year	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+
1982	44,370	41.8	32.4	10,675	25.7	18.9
1983	42,812	40.5	31.4	10,958	24.8	18.5
1984	44,723	38.8	29.6	11,907	23.6	17.1
1985	44,846	36.7	28.2	12,142	21.8	15.5
1986	46,653	37.6	28.5	12,744	20.9	14.8
1987	46,884	36.4	27.6	13,614	21.0	15.0
1988	47,402	36.2	27.7	13,951	20.3	14.6
1989	45,448	35.0	27.0	14,054	19.8	14.4
1990	44,281	35.7	27.7	13,726	19.2	13.8
1991	40,731	34.5	26.8	12,825	19.0	13.6
1992	38,598	32.2	24.9	12,596	17.8	12.8
1993	39,556	30.5	23.7	13,082	16.5	12.0
1994	40,233	28.5	22.0	13,567	15.2	11.0
1995	41,235	28.5	21.7	14,184	15.5	11.1
1996	41,223	28.1	21.4	14,798	15.5	11.1

Note: BAC values have been assigned by NHTSA 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, 1982-1996

Year	Passenger Car			Light Truck			Large Truck			Motorcycle		
		Percent			Percent			Percent			Percent	
	Total	BAC= 0.01+	BAC= 0.10+	Total	BAC= 0.01+	BAC= 0.10+	Total	BAC= 0.01+	BAC= 0.10+	Total	BAC= 0.01+	BAC= 0.10+
1982	34,121	39.9	30.6	11,199	43.4	34.7	4,582	8.0	4.3	4,490	53.5	40.5
1983	33,069	38.6	29.7	11,017	41.5	33.3	4,790	7.7	4.5	4,288	54.2	40.8
1984	34,395	36.4	27.6	11,866	39.3	30.6	5,056	7.6	4.3	4,650	53.6	40.2
1985	34,071	34.5	26.1	12,372	36.3	28.7	5,091	6.1	3.6	4,598	52.8	39.3
1986	35,959	34.7	25.8	13,208	37.1	29.4	5,015	5.4	2.9	4,558	54.4	40.9
1987	36,371	33.7	25.1	14,407	36.8	28.7	5,046	4.4	2.7	4,061	51.3	38.2
1988	36,769	33.3	25.0	15,167	37.0	29.4	5,141	4.8	2.8	3,704	49.9	36.3
1989	35,204	31.8	24.0	15,579	35.4	28.2	4,903	5.3	2.7	3,182	52.5	39.7
1990	33,893	32.0	24.3	15,501	36.1	28.8	4,709	5.0	2.3	3,269	52.1	39.3
1991	31,102	30.6	23.4	14,702	35.6	28.2	4,291	4.4	2.0	2,816	51.0	38.6
1992	29,670	29.0	21.9	14,540	32.6	25.8	3,980	3.1	1.5	2,435	47.8	35.6
1993	30,060	27.3	20.7	15,207	31.1	24.7	4,271	3.3	1.6	2,471	44.0	32.8
1994	30,103	25.6	19.4	16,235	29.0	22.8	4,592	2.8	1.4	2,330	40.3	29.0
1995	30,773	25.7	19.2	17,483	28.3	22.2	4,410	3.1	1.4	2,262	40.7	29.2
1996	30,466	25.5	18.8	18,054	27.7	21.9	4,688	2.6	1.4	2,175	42.0	30.3

Note: BAC values have been assigned by NHTSA 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 = 0.10+ by Vehicle Type, 1982-1996

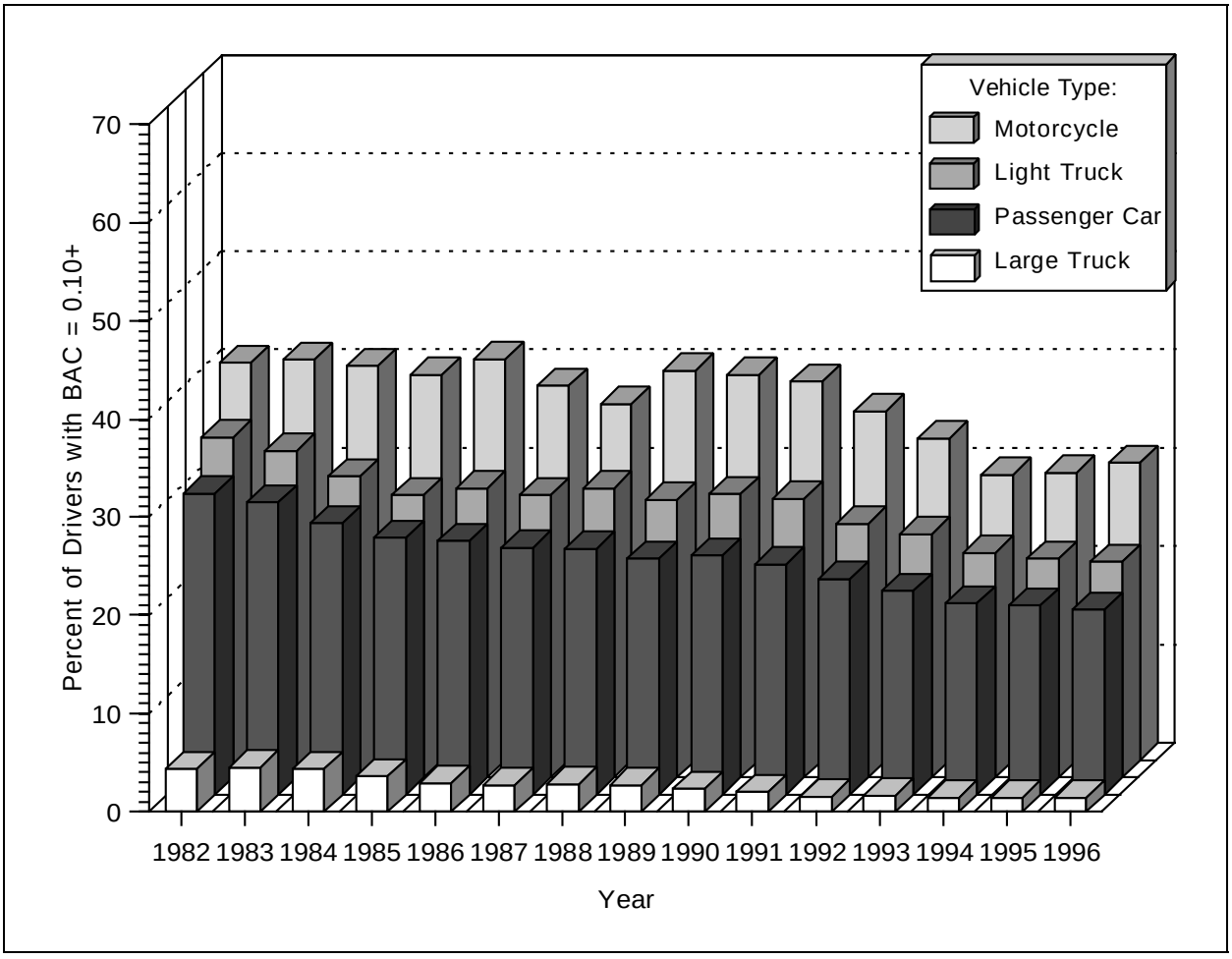


Table 18
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-1996

	Age								
	<16 Years			16-20 Years			21-24 Years		
		Percent			Percent			Percent	
Year	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+
1982	412	13.4	8.2	9,858	44.0	31.1	9,018	51.5	40.0
1983	416	12.2	7.4	9,334	42.1	29.7	8,432	50.6	39.1
1984	446	14.8	7.5	9,804	39.6	26.6	8,963	49.0	37.3
1985	479	15.5	8.8	9,386	35.5	23.9	9,046	45.9	35.3
1986	504	15.3	8.1	10,163	36.4	23.7	9,129	47.2	36.1
1987	469	15.9	7.9	9,910	33.4	21.0	8,808	45.5	34.1
1988	448	13.6	6.0	10,171	32.3	20.7	8,555	46.0	35.2
1989	402	10.8	6.0	9,442	29.9	19.5	7,723	45.0	34.5
1990	409	12.5	5.9	8,821	31.7	21.1	7,195	44.9	34.7
1991	364	14.0	5.4	8,002	29.8	20.0	6,748	44.5	33.8
1992	350	11.9	4.4	7,192	26.8	17.6	6,323	41.0	30.7
1993	383	9.7	3.6	7,256	24.5	16.1	6,406	39.4	30.7
1994	397	10.3	6.5	7,723	22.6	14.1	6,291	37.4	28.2
1995	410	10.0	4.4	7,725	20.6	12.7	6,263	37.2	27.7
1996	414	9.0	3.7	7,804	21.5	14.1	6,172	37.0	27.0
	25-34 Years			35-44 Years			45-54 Years		
1982	14,787	43.9	35.1	7,984	34.9	27.9	4,980	29.2	23.3
1983	14,470	43.6	34.8	8,068	34.1	27.6	4,992	26.8	21.4
1984	15,233	41.7	33.0	8,563	32.3	25.9	5,084	24.9	19.7
1985	15,257	41.0	32.4	8,892	30.4	24.3	5,150	24.0	18.9
1986	16,179	41.5	33.0	9,240	30.6	24.5	5,077	23.7	18.2
1987	16,562	41.6	32.9	9,778	31.4	25.4	5,470	22.4	17.5
1988	16,398	41.1	32.7	10,077	31.5	25.4	5,761	23.2	18.2
1989	15,928	40.1	31.9	10,106	31.2	25.2	6,038	23.8	18.9
1990	15,764	41.3	33.0	10,177	32.0	25.8	5,867	22.5	17.6
1991	14,151	40.1	32.3	9,482	31.2	25.2	5,458	23.0	18.1
1992	13,049	38.4	30.9	9,284	30.0	24.2	5,672	21.0	16.3
1993	13,038	36.1	28.6	9,738	29.3	23.5	5,970	20.1	15.8
1994	12,891	33.9	26.8	9,951	27.3	22.3	6,493	19.5	15.5
1995	13,048	33.9	26.8	10,677	28.6	22.7	6,815	19.6	15.4
1996	12,850	33.4	26.2	10,918	27.6	21.9	7,097	19.9	15.4
	55-64 Years			65-74 Years			>74 Years		
1982	3,941	22.8	17.4	2,343	16.9	12.5	1,551	8.9	5.9
1983	3,862	21.8	16.8	2,434	14.0	10.3	1,592	9.1	5.9
1984	4,059	20.1	15.3	2,620	15.3	11.3	1,696	8.1	4.8
1985	4,112	18.5	13.8	2,650	13.9	9.9	1,829	6.8	4.2
1986	4,019	18.5	13.6	2,844	13.5	9.4	2,037	6.3	3.1
1987	4,223	18.1	13.8	2,987	12.6	8.7	2,091	6.4	3.8
1988	4,320	18.4	14.1	3,079	13.8	9.3	2,297	7.0	4.1
1989	4,202	18.0	13.7	3,107	12.4	8.5	2,324	6.6	3.9
1990	4,068	16.7	12.5	3,161	11.9	8.2	2,340	6.6	3.7
1991	3,695	15.5	12.0	3,017	12.1	8.4	2,454	6.4	3.4
1992	3,688	15.6	11.5	3,024	11.9	8.4	2,450	5.4	3.1
1993	3,824	16.0	12.4	3,031	10.2	7.3	2,817	5.8	3.4
1994	3,828	13.5	10.5	3,194	10.7	7.7	2,867	4.7	3.0
1995	4,079	16.0	12.3	3,251	9.6	6.6	2,989	5.1	3.1
1996	4,216	14.2	10.5	3,308	10.5	7.3	3,056	5.5	3.3

Note: BAC values have been assigned by NHTSA 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 = 0.10+ by Age, 1982-1996

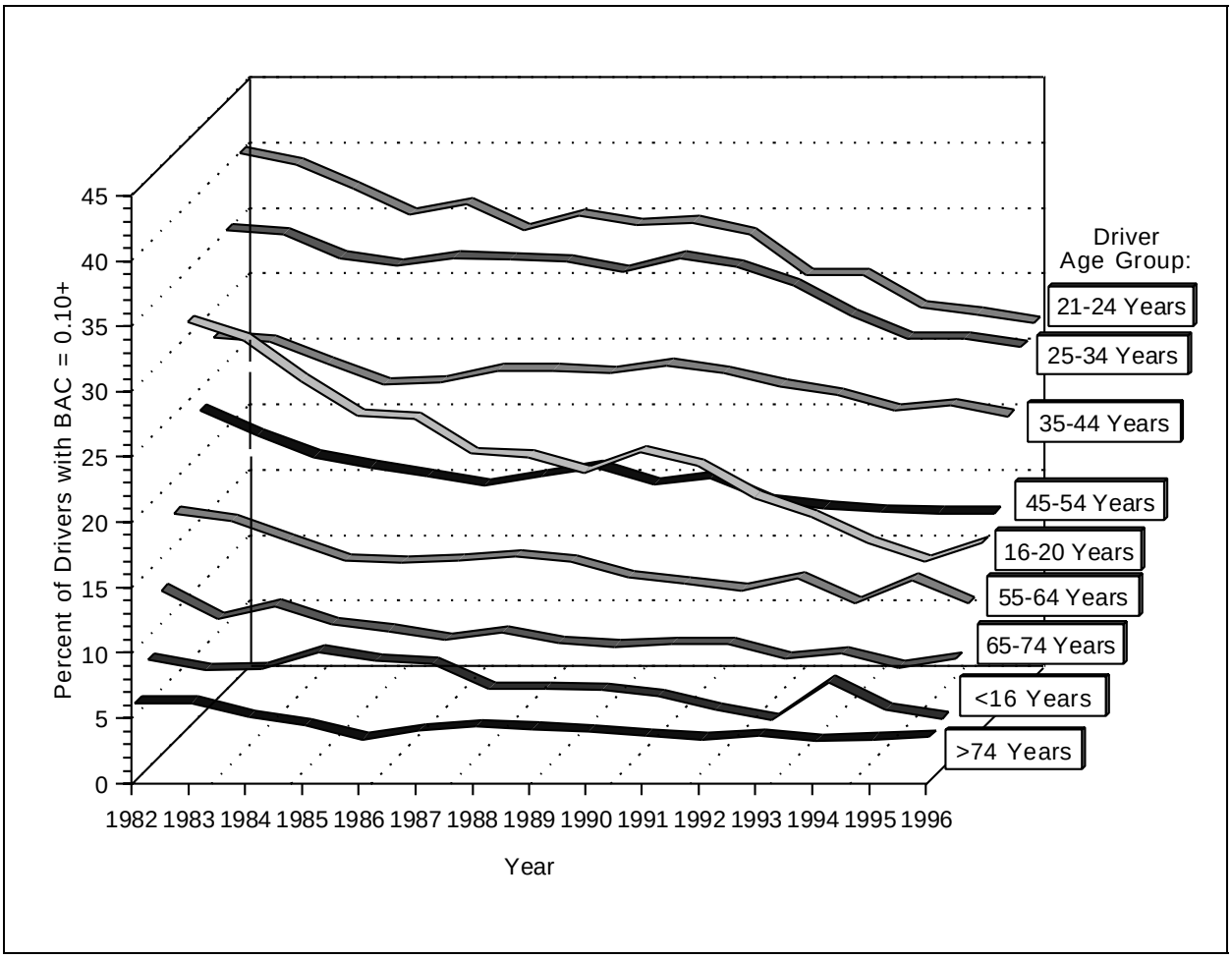


Table 19
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-1996

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total
1982	22,674	2,698	5,967	*31,339*	11,576	2,289	10,825	*24,690*	34,250	4,987	16,793	**56,029**
1983	22,426	2,512	5,581	*30,518*	11,720	2,165	10,253	*24,138*	34,145	4,677	15,834	**54,656**
1984	23,888	2,587	5,448	*31,923*	12,943	2,365	10,281	*25,589*	36,831	4,952	15,729	**57,512**
1985	25,106	2,350	5,089	*32,546*	13,215	2,317	9,805	*25,337*	38,321	4,668	14,894	**57,883**
1986	25,835	2,626	5,244	*33,705*	13,798	2,514	10,317	*26,630*	39,633	5,140	15,560	**60,335**
1987	26,727	2,657	5,224	*34,609*	14,322	2,403	10,108	*26,833*	41,049	5,060	15,332	**61,442**
1988	27,306	2,562	5,132	*35,000*	14,507	2,395	10,351	*27,253*	41,813	4,957	15,483	**62,253**
1989	26,903	2,317	4,826	*34,046*	14,367	2,194	9,828	*26,389*	41,271	4,511	14,654	**60,435**
1990	26,054	2,329	4,761	*33,143*	13,924	2,050	9,776	*25,750*	39,978	4,378	14,537	**58,893**
1991	24,172	2,060	4,229	*30,461*	13,328	1,852	8,749	*23,930*	37,500	3,913	12,978	**54,391**
1992	23,762	1,827	3,728	*29,317*	13,158	1,697	7,729	*22,584*	36,919	3,524	11,457	**51,901**
1993	24,874	1,753	3,632	*30,259*	13,944	1,616	7,582	*23,142*	38,818	3,369	11,214	**53,401**
1994	25,916	1,710	3,233	*30,858*	14,826	1,580	7,285	*23,691*	40,741	3,290	10,518	**54,549**
1995	26,753	1,745	3,277	*31,774*	15,143	1,722	7,525	*24,390*	41,895	3,467	10,802	**56,164**
1996	27,221	1,813	3,302	*32,337*	15,414	1,694	7,348	*24,456*	42,635	3,507	10,651	**56,793**

Note: BAC values have been assigned by NHTSA 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), 1982-1996

Year	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,266	53.1	482	7.8	2,406	39.1	**6,154**	**100.0**
1983	3,049	53.4	455	8.0	2,206	38.6	**5,710**	**100.0**
1984	3,234	54.8	430	7.3	2,242	38.0	**5,907**	**100.0**
1985	3,120	54.7	478	8.4	2,104	36.9	**5,702**	**100.0**
1986	3,171	55.6	465	8.2	2,066	36.2	**5,702**	**100.0**
1987	3,226	56.4	462	8.1	2,027	35.5	**5,715**	**100.0**
1988	3,372	57.9	426	7.3	2,026	34.8	**5,825**	**100.0**
1989	3,176	56.1	449	7.9	2,033	35.9	**5,658**	**100.0**
1990	3,204	57.3	385	6.9	2,006	35.9	**5,595**	**100.0**
1991	2,872	57.4	333	6.7	1,800	36.0	**5,005**	**100.0**
1992	2,734	56.8	335	7.0	1,743	36.2	**4,812**	**100.0**
1993	2,819	58.0	309	6.4	1,732	35.6	**4,860**	**100.0**
1994	2,791	58.9	350	7.4	1,595	33.7	**4,737**	**100.0**
1995	2,895	59.1	331	6.8	1,670	34.1	**4,896**	**100.0**
1996	2,732	57.7	321	6.8	1,684	35.5	**4,737**	**100.0**

Note: BAC values have been assigned by NHTSA 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, 1975-1996

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
1975	2,583	5.6	29,710	64.3	13,931	30.1	**46,224**	**100.0**
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	24,165	50.1	19,428	40.3	4,663	9.7	**48,256**	**100.0**
1996	25,117	51.8	18,699	38.5	4,704	9.7	**48,520**	**100.0**
Drivers in Injury Crashes								
1988	2,313,000	62.1	802,000	21.5	609,000	16.4	**3,724,000**	**100.0**
1989	2,267,000	62.8	749,000	20.8	592,000	16.4	**3,607,000**	**100.0**
1990	2,290,000	64.4	703,000	19.8	563,000	15.8	**3,556,000**	**100.0**
1991	2,308,000	68.0	581,000	17.1	505,000	14.9	**3,394,000**	**100.0**
1992	2,420,000	71.5	476,000	14.0	490,000	14.5	**3,386,000**	**100.0**
1993	2,557,000	73.8	435,000	12.6	475,000	13.7	**3,467,000**	**100.0**
1994	2,856,000	77.4	418,000	11.3	416,000	11.3	**3,690,000**	**100.0**
1995	3,118,000	79.3	388,000	9.9	425,000	10.8	**3,931,000**	**100.0**
1996	3,169,000	79.6	369,000	9.3	443,000	11.1	**3,981,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
1988	4,517,000	60.4	1,200,000	16.0	1,763,000	23.6	**7,481,000**	**100.0**
1989	4,531,000	62.6	1,015,000	14.0	1,691,000	23.4	**7,237,000**	**100.0**
1990	4,499,000	63.4	978,000	13.8	1,616,000	22.8	**7,094,000**	**100.0**
1991	4,516,000	67.2	712,000	10.6	1,490,000	22.2	**6,718,000**	**100.0**
1992	4,671,000	71.6	508,000	7.8	1,344,000	20.6	**6,523,000**	**100.0**
1993	4,986,000	75.0	451,000	6.8	1,209,000	18.2	**6,646,000**	**100.0**
1994	5,534,000	77.7	392,000	5.5	1,198,000	16.8	**7,124,000**	**100.0**
1995	5,914,000	79.3	356,000	4.8	1,184,000	15.9	**7,454,000**	**100.0**
1996	6,057,000	79.5	332,000	4.4	1,234,000	16.2	**7,623,000**	**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, 1975-1996

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
1975	986	3.2	21,076	68.5	8,723	28.3	**30,785**	**100.0**
1976	796	2.5	21,979	69.5	8,829	27.9	**31,604**	**100.0**
1977	778	2.4	23,593	72.0	8,387	25.6	**32,758**	**100.0**
1978	784	2.2	26,671	76.4	7,443	21.3	**34,898**	**100.0**
1979	683	2.0	27,130	77.5	7,173	20.5	**34,986**	**100.0**
1980	671	1.9	27,483	78.7	6,781	19.4	**34,935**	**100.0**
1981	649	1.9	26,974	80.0	6,103	18.1	**33,726**	**100.0**
1982	679	2.3	23,558	79.3	5,452	18.4	**29,689**	**100.0**
1983	827	2.8	23,080	79.1	5,274	18.1	**29,181**	**100.0**
1984	1,208	4.0	23,299	77.4	5,609	18.6	**30,116**	**100.0**
1985	2,391	8.0	22,131	74.0	5,379	18.0	**29,901**	**100.0**
1986	4,074	12.6	23,420	72.6	4,767	14.8	**32,261**	**100.0**
1987	5,249	15.8	23,799	71.7	4,142	12.5	**33,190**	**100.0**
1988	6,210	18.2	24,359	71.4	3,545	10.4	**34,114**	**100.0**
1989	6,546	19.5	23,613	70.2	3,455	10.3	**33,614**	**100.0**
1990	6,775	20.7	22,547	69.0	3,371	10.3	**32,693**	**100.0**
1991	7,332	23.8	20,488	66.6	2,956	9.6	**30,776**	**100.0**
1992	7,699	26.1	19,053	64.6	2,733	9.3	**29,485**	**100.0**
1993	8,679	28.9	18,553	61.7	2,845	9.5	**30,077**	**100.0**
1994	9,620	31.1	18,658	60.4	2,623	8.5	**30,901**	**100.0**
1995	10,115	31.6	19,167	59.9	2,709	8.5	**31,991**	**100.0**
1996	10,653	33.0	18,814	58.2	2,850	8.8	**32,317**	**100.0**
Occupants Injured								
1988	1,752,000	57.2	912,000	29.8	399,000	13.0	**3,063,000**	**100.0**
1989	1,720,000	58.5	863,000	29.4	359,000	12.2	**2,942,000**	**100.0**
1990	1,737,000	60.3	820,000	28.4	325,000	11.3	**2,882,000**	**100.0**
1991	1,785,000	63.8	725,000	25.9	287,000	10.3	**2,797,000**	**100.0**
1992	1,854,000	66.8	622,000	22.4	300,000	10.8	**2,776,000**	**100.0**
1993	1,983,000	69.2	589,000	20.6	294,000	10.2	**2,866,000**	**100.0**
1994	2,208,000	73.7	564,000	18.8	223,000	7.4	**2,995,000**	**100.0**
1995	2,415,000	75.7	549,000	17.2	227,000	7.1	**3,192,000**	**100.0**
1996	2,490,000	76.7	524,000	16.2	232,000	7.1	**3,247,000**	**100.0**

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

2. CRASHES

This chapter presents statistics about 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 6.8 million police-reported motor vehicle crashes occurred in the United States in 1996. One-third of these crashes resulted in an injury, with less than 1 percent of total crashes (37,351) resulting in a death.

- Midnight to 3 a.m. on Saturdays proved to be the deadliest 3-hour period throughout 1996, with 1,250 fatal crashes.

- Fifty-six percent of fatal crashes involved only one vehicle, compared to 29 percent of both injury crashes and property-damage-only crashes.

- More than half of fatal crashes occurred on roads with posted speed limits of 55 mph or more, while only 21 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 17 percent of all crashes, but they accounted for 40 percent of fatal crashes.

- Forty-one percent of fatal crashes involved alcohol. For fatal crashes occurring from midnight to 3 a.m., 79 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	2,659	1.4	193,000	105	427,000	232	**623,000**	**339**
February	2,568	1.5	171,000	97	374,000	214	**548,000**	**313**
March	2,885	1.4	181,000	89	377,000	185	**560,000**	**276**
April	2,911	1.4	178,000	87	342,000	167	**523,000**	**256**
May	3,076	1.4	194,000	88	364,000	165	**561,000**	**255**
June	3,392	1.6	196,000	91	344,000	161	**543,000**	**254**
July	3,208	1.4	188,000	84	347,000	154	**538,000**	**239**
August	3,474	1.5	191,000	84	355,000	156	**550,000**	**242**
September	3,184	1.5	186,000	90	358,000	174	**547,000**	**266**
October	3,472	1.6	195,000	91	407,000	191	**606,000**	**284**
November	3,307	1.7	195,000	98	426,000	215	**625,000**	**315**
December	3,214	1.6	188,000	95	427,000	215	**618,000**	**311**
Total	**37,351**	**1.5**	**2,256,000**	**91**	**4,548,000**	**183**	**6,842,000**	**276**

* Crashes per 100 million vehicle miles traveled.
Source: Vehicle miles traveled, Federal Highway Administration.

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

Time of Day	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
Fatal Crashes								
Midnight to 3 am	1,225	424	331	396	491	608	1,250	**4,725**
3 am to 6 am	670	276	242	284	309	342	644	**2,767**
6 am to 9 am	369	553	529	504	528	577	485	**3,545**
9 am to Noon	445	552	549	424	510	582	558	**3,620**
Noon to 3 pm	626	669	669	666	677	768	674	**4,749**
3 pm to 6 pm	830	898	896	871	895	967	944	**6,301**
6 pm to 9 pm	828	733	730	716	797	1,026	1,043	**5,873**
9 pm to Midnight	621	618	639	652	706	1,096	1,115	**5,447**
Unknown	58	39	36	27	37	46	65	**324**
Total*	**5,672**	**4,762**	**4,621**	**4,540**	**4,950**	**6,012**	**6,778**	**37,351**
Injury Crashes								
Midnight to 3 am	30,000	11,000	9,000	10,000	14,000	14,000	28,000	**116,000**
3 am to 6 am	16,000	7,000	5,000	7,000	7,000	7,000	14,000	**64,000**
6 am to 9 am	13,000	41,000	53,000	46,000	43,000	50,000	19,000	**265,000**
9 am to Noon	25,000	43,000	46,000	41,000	42,000	46,000	44,000	**287,000**
Noon to 3 pm	50,000	64,000	64,000	62,000	56,000	70,000	58,000	**423,000**
3 pm to 6 pm	49,000	85,000	88,000	89,000	89,000	95,000	63,000	**558,000**
6 pm to 9 pm	39,000	46,000	45,000	48,000	49,000	58,000	47,000	**333,000**
9 pm to Midnight	23,000	26,000	22,000	28,000	27,000	44,000	41,000	**211,000**
Total	**244,000**	**322,000**	**332,000**	**331,000**	**327,000**	**384,000**	**315,000**	**2,256,000**
Property-Damage-Only Crashes								
Midnight to 3 am	45,000	20,000	15,000	18,000	23,000	23,000	46,000	**190,000**
3 am to 6 am	30,000	15,000	15,000	17,000	18,000	18,000	25,000	**137,000**
6 am to 9 am	23,000	94,000	117,000	111,000	114,000	102,000	36,000	**597,000**
9 am to Noon	56,000	91,000	93,000	91,000	91,000	100,000	90,000	**613,000**
Noon to 3 pm	85,000	125,000	124,000	124,000	126,000	153,000	114,000	**850,000**
3 pm to 6 pm	88,000	174,000	184,000	175,000	177,000	211,000	125,000	**1,135,000**
6 pm to 9 pm	72,000	90,000	90,000	96,000	91,000	112,000	86,000	**636,000**
9 pm to Midnight	41,000	46,000	49,000	44,000	59,000	81,000	71,000	**391,000**
Total	**440,000**	**655,000**	**686,000**	**674,000**	**700,000**	**801,000**	**593,000**	**4,548,000**
All Crashes								
Midnight to 3 am	77,000	32,000	24,000	28,000	38,000	37,000	75,000	**311,000**
3 am to 6 am	46,000	22,000	20,000	24,000	25,000	26,000	40,000	**203,000**
6 am to 9 am	36,000	135,000	170,000	157,000	158,000	153,000	56,000	**865,000**
9 am to Noon	81,000	134,000	139,000	132,000	134,000	147,000	135,000	**903,000**
Noon to 3 pm	135,000	189,000	189,000	187,000	182,000	223,000	173,000	**1,278,000**
3 pm to 6 pm	138,000	260,000	272,000	266,000	267,000	307,000	189,000	**1,699,000**
6 pm to 9 pm	112,000	136,000	136,000	144,000	141,000	171,000	134,000	**975,000**
9 pm to Midnight	64,000	73,000	72,000	72,000	87,000	126,000	113,000	**607,000**
Total	**690,000**	**982,000**	**1,023,000**	**1,010,000**	**1,032,000**	**1,191,000**	**915,000**	**6,842,000**

* Includes 16 fatal crashes that occurred on unknown days.

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

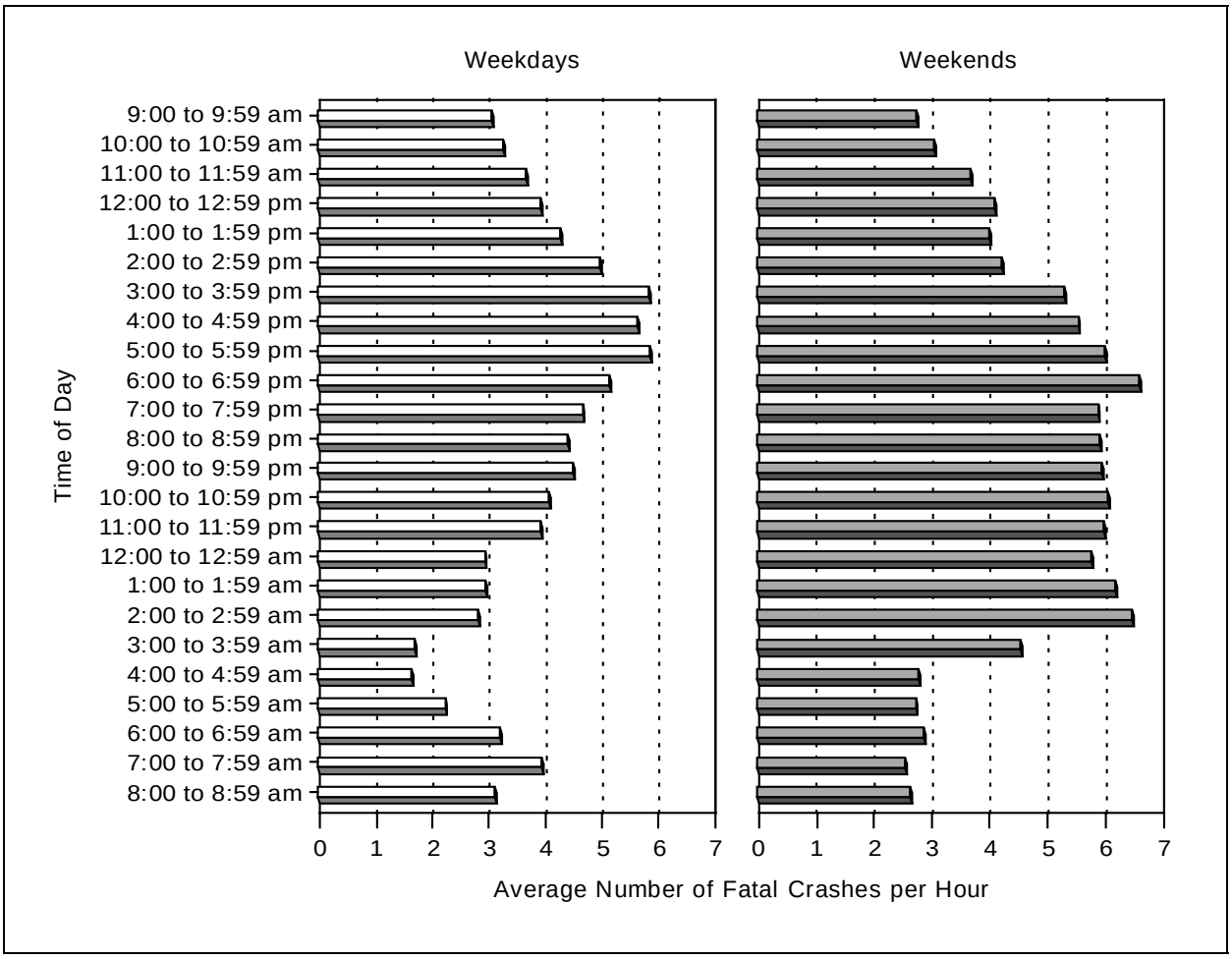


Table 25
Crashes by Weather Condition, Light Condition, and Crash Severity

Weather Condition	Light Condition				Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	
Fatal Crashes					
Normal	16,062	5,156	9,684	1,283	**32,243**
Rain	1,541	564	881	133	**3,121**
Snow/Sleet	548	83	327	58	**1,017**
Other	210	121	376	70	**779**
Unknown	47	7	67	4	**191**
Total*	**18,408**	**5,931**	**11,335**	**1,548**	**37,351**
Injury Crashes					
Normal	1,336,000	279,000	199,000	63,000	**1,877,000**
Rain	178,000	53,000	32,000	12,000	**275,000**
Snow/Sleet	42,000	14,000	17,000	4,000	**77,000**
Other	13,000	6,000	6,000	2,000	**27,000**
Total	**1,569,000**	**351,000**	**254,000**	**82,000**	**2,256,000**
Property-Damage-Only Crashes					
Normal	2,646,000	511,000	404,000	148,000	**3,709,000**
Rain	362,000	109,000	64,000	35,000	**570,000**
Snow/Sleet	125,000	38,000	47,000	12,000	**223,000**
Other	23,000	8,000	12,000	2,000	**46,000**
Total	**3,157,000**	**666,000**	**528,000**	**197,000**	**4,548,000**
All Crashes					
Normal	3,998,000	795,000	613,000	213,000	**5,618,000**
Rain	542,000	163,000	97,000	47,000	**849,000**
Snow/Sleet	168,000	51,000	65,000	17,000	**301,000**
Other	37,000	14,000	19,000	4,000	**74,000**
Total	**4,744,000**	**1,023,000**	**794,000**	**280,000**	**6,842,000**

* Includes 129 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
Rural Fatal Crashes								
0 to 10	10,864	78.9	7,717	55.3	198	2.9	31	0.5
11 to 20	2,020	14.7	4,921	35.2	1,352	19.6	196	2.9
21 to 30	480	3.5	955	6.8	1,689	24.5	647	9.7
31 to 40	171	1.2	241	1.7	1,392	20.2	1,199	18.0
41 to 50	78	0.6	68	0.5	952	13.8	1,492	22.4
51 to 60	49	0.4	22	0.2	534	7.7	1,095	16.5
61 to 120	111	0.8	39	0.3	774	11.2	1,995	30.0
Total*	**13,773**	**100.0**	**13,963**	**100.0**	**6,891**	**100.0**	**6,655**	**100.0**
Urban Fatal Crashes								
0 to 10	7,478	92.3	6,820	87.9	308	7.1	63	1.4
11 to 20	448	5.5	836	10.8	1,507	34.5	643	14.8
21 to 30	75	0.9	84	1.1	1,327	30.4	1,245	28.6
31 to 40	36	0.4	14	0.2	655	15.0	1,074	24.7
41 to 50	17	0.2	3	**	298	6.8	653	15.0
51 to 60	15	0.2	1	**	125	2.9	347	8.0
61 to 120	35	0.4	5	0.1	144	3.3	323	7.4
Total*	**8,104**	**100.0**	**7,763**	**100.0**	**4,364**	**100.0**	**4,348**	**100.0**

* Includes crashes for which both times were known.
** Less than 0.05 percent.

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

Crash Type	Relation to Roadway					Total
	On Roadway	Off Roadway	Shoulder	Median	Other/Unknown	
Fatal Crashes						
Single Vehicle	6,944	11,539	1,414	901	248	**21,046**
Multiple Vehicle	15,663	258	207	137	40	**16,305**
Total	**22,607**	**11,797**	**1,621**	**1,038**	**288**	**37,351**
Injury Crashes						
Single Vehicle	180,000	356,000	38,000	46,000	6,000	**627,000**
Multiple Vehicle	1,615,000	5,000	4,000	5,000	*	**1,629,000**
Total	**1,796,000**	**362,000**	**41,000**	**51,000**	**7,000**	**2,256,000**
Property-Damage-Only Crashes						
Single Vehicle	328,000	580,000	317,000	70,000	20,000	**1,316,000**
Multiple Vehicle	3,213,000	11,000	4,000	3,000	1,000	**3,233,000**
Total	**3,541,000**	**591,000**	**321,000**	**73,000**	**21,000**	**4,548,000**
All Crashes						
Single Vehicle	515,000	948,000	356,000	117,000	27,000	**1,964,000**
Multiple Vehicle	4,844,000	16,000	8,000	8,000	1,000	**4,878,000**
Total	**5,359,000**	**964,000**	**364,000**	**125,000**	**28,000**	**6,842,000**

* Less than 500.

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

Relation to Junction	Traffic Control Device				Total
	None	Traffic Signal	Stop Sign	Other/Unknown	
Fatal Crashes					
Nonjunction	25,091	98	212	1,326	**26,727**
Junction:					
Intersection	1,858	2,242	2,953	235	**7,288**
Intersection Related	659	434	225	57	**1,375**
Other/Unknown	1,354	38	63	506	**1,961**
Total	**28,962**	**2,812**	**3,453**	**2,124**	**37,351**
Injury Crashes					
Nonjunction	915,000	6,000	1,000	39,000	**961,000**
Junction:					
Intersection	190,000	331,000	232,000	21,000	**775,000**
Intersection Related	77,000	139,000	33,000	9,000	**258,000**
Other/Unknown	220,000	13,000	11,000	17,000	**261,000**
Total	**1,403,000**	**489,000**	**277,000**	**87,000**	**2,256,000**
Property-Damage-Only Crashes					
Nonjunction	2,028,000	12,000	3,000	69,000	**2,112,000**
Junction:					
Intersection	344,000	462,000	350,000	43,000	**1,198,000**
Intersection Related	191,000	307,000	79,000	21,000	**598,000**
Other/Unknown	540,000	23,000	33,000	45,000	**640,000**
Total	**3,103,000**	**803,000**	**465,000**	**177,000**	**4,548,000**
All Crashes					
Nonjunction	2,968,000	18,000	4,000	110,000	**3,100,000**
Junction:					
Intersection	536,000	795,000	586,000	64,000	**1,981,000**
Intersection Related	269,000	447,000	112,000	30,000	**858,000**
Other/Unknown	762,000	36,000	44,000	62,000	**903,000**
Total	**4,535,000**	**1,295,000**	**745,000**	**266,000**	**6,842,000**

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

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
30 mph or less	2,978	14.1	1,217	7.5	**4,195**	**11.2**
35 or 40 mph	3,711	17.6	2,640	16.2	**6,351**	**17.0**
45 or 50 mph	3,190	15.2	3,227	19.8	**6,417**	**17.2**
55 mph	7,308	34.7	6,691	41.0	**13,999**	**37.5**
60 mph or higher	3,139	14.9	2,222	13.6	**5,361**	**14.4**
No Statutory Limit	98	0.5	55	0.3	**153**	**0.4**
Unknown	622	3.0	253	1.6	**875**	**2.3**
Total	**21,046**	**100.0**	**16,305**	**100.0**	**37,351**	**100.0**
Injury Crashes						
30 mph or less	179,000	28.6	385,000	23.6	**565,000**	**25.0**
35 or 40 mph	139,000	22.1	622,000	38.2	**761,000**	**33.7**
45 or 50 mph	93,000	14.8	350,000	21.5	**443,000**	**19.6**
55 mph	163,000	26.0	209,000	12.8	**372,000**	**16.5**
60 mph or higher	52,000	8.2	63,000	3.9	**114,000**	**5.1**
No Statutory Limit	1,000	0.2	1,000	*	**2,000**	**0.1**
Total	**627,000**	**100.0**	**1,629,000**	**100.0**	**2,256,000**	**100.0**
Property-Damage-Only Crashes						
30 mph or less	456,000	34.7	972,000	30.1	**1,428,000**	**31.4**
35 or 40 mph	211,000	16.1	1,180,000	36.5	**1,391,000**	**30.6**
45 or 50 mph	166,000	12.6	614,000	19.0	**779,000**	**17.1**
55 mph	382,000	29.0	337,000	10.4	**720,000**	**15.8**
60 mph or higher	97,000	7.3	126,000	3.9	**222,000**	**4.9**
No Statutory Limit	4,000	0.3	4,000	0.1	**8,000**	**0.2**
Total	**1,316,000**	**100.0**	**3,233,000**	**100.0**	**4,548,000**	**100.0**
All Crashes						
30 mph or less	638,000	32.5	1,358,000	27.8	**1,997,000**	**29.2**
35 or 40 mph	354,000	18.0	1,804,000	37.0	**2,158,000**	**31.5**
45 or 50 mph	262,000	13.3	967,000	19.8	**1,228,000**	**18.0**
55 mph	553,000	28.1	553,000	11.3	**1,106,000**	**16.2**
60 mph or higher	151,000	7.7	191,000	3.9	**342,000**	**5.0**
No Statutory Limit	5,000	0.3	5,000	0.1	**10,000**	**0.1**
Unknown	1,000	*	*	*	**1,000**	*****
Total	**1,964,000**	**100.0**	**4,878,000**	**100.0**	**6,842,000**	**100.0**

* Less than 500 or less than 0.05 percent.

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	860	20.5	3,318	79.1	17	0.4	**4,195**	**100.0**
35 or 40 mph	1,771	27.9	4,548	71.6	32	0.5	**6,351**	**100.0**
45 or 50 mph	3,144	49.0	3,246	50.6	27	0.4	**6,417**	**100.0**
55 mph	11,143	79.6	2,808	20.1	48	0.3	**13,999**	**100.0**
60 mph or higher	3,964	73.9	1,396	26.0	1	*	**5,361**	**100.0**
No Statutory Limit	129	84.3	24	15.7	0	--	**153**	**100.0**
Unknown	358	40.9	501	57.3	16	1.8	**875**	**100.0**
Total	**21,369**	**57.2**	**15,841**	**42.4**	**141**	**0.4**	**37,351**	**100.0**

* Less than 0.05 percent.

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

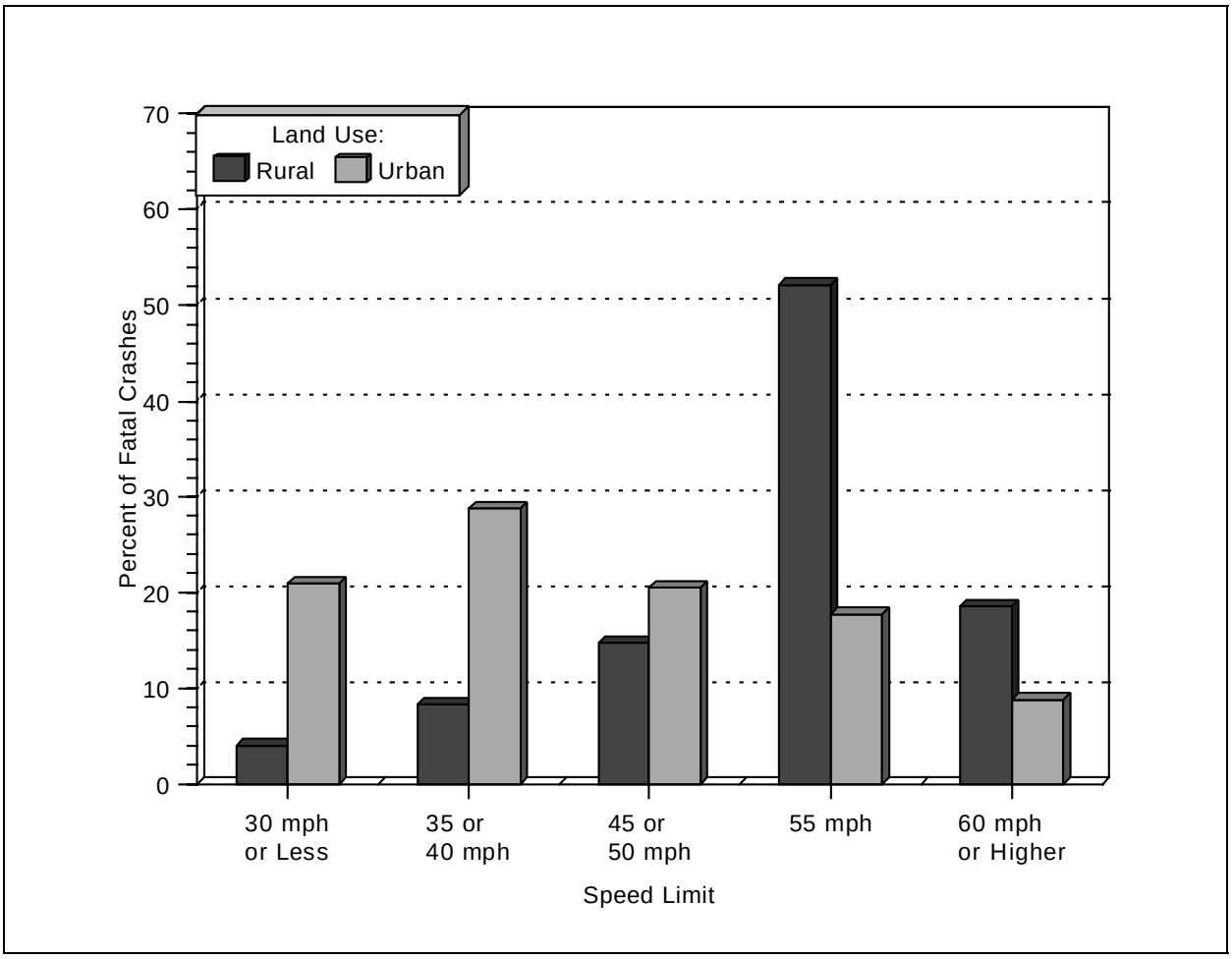


Table 31
Crashes by Number of Lanes, Trafficway Flow, and Crash Severity

Number of Lanes	Trafficway Flow				Total
	Not Divided	Divided	One-Way	Unknown	
Fatal Crashes					
One Lane	37	138	74	3	**252**
Two Lanes	21,695	6,852	140	31	**28,718**
Three Lanes	326	1,935	85	13	**2,359**
Four Lanes	2,394	1,940	39	7	**4,380**
More Than Four	266	668	12	2	**948**
Unknown	165	104	21	404	**694**
Total	**24,883**	**11,637**	**371**	**460**	**37,351**
Injury Crashes					
One Lane	3,000	2,000	19,000	2,000	**27,000**
Two Lanes	621,000	209,000	12,000	44,000	**887,000**
Three Lanes	63,000	187,000	12,000	11,000	**273,000**
Four Lanes	172,000	95,000	7,000	9,000	**283,000**
More Than Four	214,000	32,000	3,000	6,000	**255,000**
Unknown	228,000	56,000	23,000	225,000	**531,000**
Total	**1,301,000**	**581,000**	**76,000**	**298,000**	**2,256,000**
Property-Damage-Only Crashes					
One Lane	4,000	3,000	60,000	8,000	**75,000**
Two Lanes	1,201,000	352,000	34,000	154,000	**1,741,000**
Three Lanes	128,000	285,000	28,000	27,000	**468,000**
Four Lanes	328,000	149,000	14,000	29,000	**520,000**
More Than Four	360,000	73,000	2,000	26,000	**461,000**
Unknown	461,000	107,000	35,000	680,000	**1,283,000**
Total	**2,480,000**	**970,000**	**174,000**	**924,000**	**4,548,000**
All Crashes					
One Lane	6,000	6,000	80,000	10,000	**102,000**
Two Lanes	1,844,000	569,000	46,000	198,000	**2,657,000**
Three Lanes	191,000	474,000	41,000	38,000	**744,000**
Four Lanes	502,000	246,000	21,000	39,000	**807,000**
More Than Four	574,000	106,000	5,000	31,000	**717,000**
Unknown	689,000	163,000	58,000	905,000	**1,815,000**
Total	**3,806,000**	**1,563,000**	**251,000**	**1,222,000**	**6,842,000**

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

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport:								
Angle	7,566	20.3	856,000	38.0	1,628,000	35.8	**2,492,000**	**36.4**
Rear End	1,835	4.9	653,000	29.0	1,251,000	27.5	**1,907,000**	**27.9**
Sideswipe	561	1.5	42,000	1.9	261,000	5.7	**304,000**	**4.4**
Head On	5,357	14.3	59,000	2.6	46,000	1.0	**110,000**	**1.6**
Other/Unknown	39	0.1	*	*	3,000	0.1	**4,000**	**0.1**
Subtotal	*15,358*	*41.1*	*1,612,000*	*71.5*	*3,189,000*	*70.1*	***4,817,000***	***70.4***
Collision with Fixed Object:								
Pole/Post	1,943	5.2	70,000	3.1	134,000	2.9	**206,000**	**3.0**
Culvert/Curb/Ditch	2,060	5.5	69,000	3.1	124,000	2.7	**196,000**	**2.9**
Shrubbery/Tree	2,816	7.5	66,000	2.9	75,000	1.6	**144,000**	**2.1**
Guard Rail	996	2.7	37,000	1.6	67,000	1.5	**105,000**	**1.5**
Embankment	1,135	3.0	36,000	1.6	39,000	0.9	**76,000**	**1.1**
Bridge	394	1.1	6,000	0.3	13,000	0.3	**20,000**	**0.3**
Other/Unknown	1,437	3.8	76,000	3.3	181,000	4.0	**258,000**	**3.8**
Subtotal	*10,781*	*28.9*	*361,000*	*16.0*	*633,000*	*13.9*	***1,005,000***	***14.7***
Collision with Object Not Fixed:								
Parked Motor Vehicle	473	1.3	39,000	1.7	341,000	7.5	**381,000**	**5.6**
Animal	139	0.4	16,000	0.7	251,000	5.5	**268,000**	**3.9**
Pedestrian	5,090	13.6	75,000	3.3	5,000	0.1	**85,000**	**1.2**
Pedalcyclist	751	2.0	57,000	2.5	8,000	0.2	**66,000**	**1.0**
Train	320	0.9	1,000	*	2,000	*	**3,000**	*****
Other/Unknown	276	0.7	6,000	0.3	23,000	0.5	**29,000**	**0.4**
Subtotal	*7,049*	*18.9*	*195,000*	*8.6*	*630,000*	*13.8*	***832,000***	***12.2***
Noncollision:								
Rollover	3,716	9.9	75,000	3.3	45,000	1.0	**124,000**	**1.8**
Other/Unknown	413	1.1	13,000	0.6	52,000	1.1	**65,000**	**1.0**
Subtotal	*4,129*	*11.1*	*88,000*	*3.9*	*96,000*	*2.1*	***189,000***	***2.8***
Total**	**37,351**	**100.0**	**2,256,000**	**100.0**	**4,548,000**	**100.0**	**6,842,000**	**100.0**

* Less than 500 or less than 0.05 percent.
** Includes 34 fatal crashes with an unknown first harmful event.

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

Vehicle Type	Vehicle Type					
	Passenger Car	Light Truck	Large Truck	Motorcycle	Bus	Other/ Unknown
Fatal Crashes (Total = 13,789)						
Passenger Car	3,563	4,718	1,822	559	101	173
Light Truck		1,107	911	366	47	132
Large Truck			87	86	3	33
Motorcycle				21	13	24
Bus					0	1
Other/Unknown						22
Injury Crashes (Total = 1,411,000)						
Passenger Car	718,000	485,000	42,000	20,000	9,000	2,000
Light Truck		103,000	16,000	7,000	2,000	1,000
Large Truck			3,000	1,000	*	*
Property-Damage-Only Crashes (Total = 3,035,000)						
Passenger Car	1,386,000	1,136,000	144,000	7,000	23,000	5,000
Light Truck		257,000	54,000	2,000	10,000	2,000
Large Truck			7,000	*	1,000	*

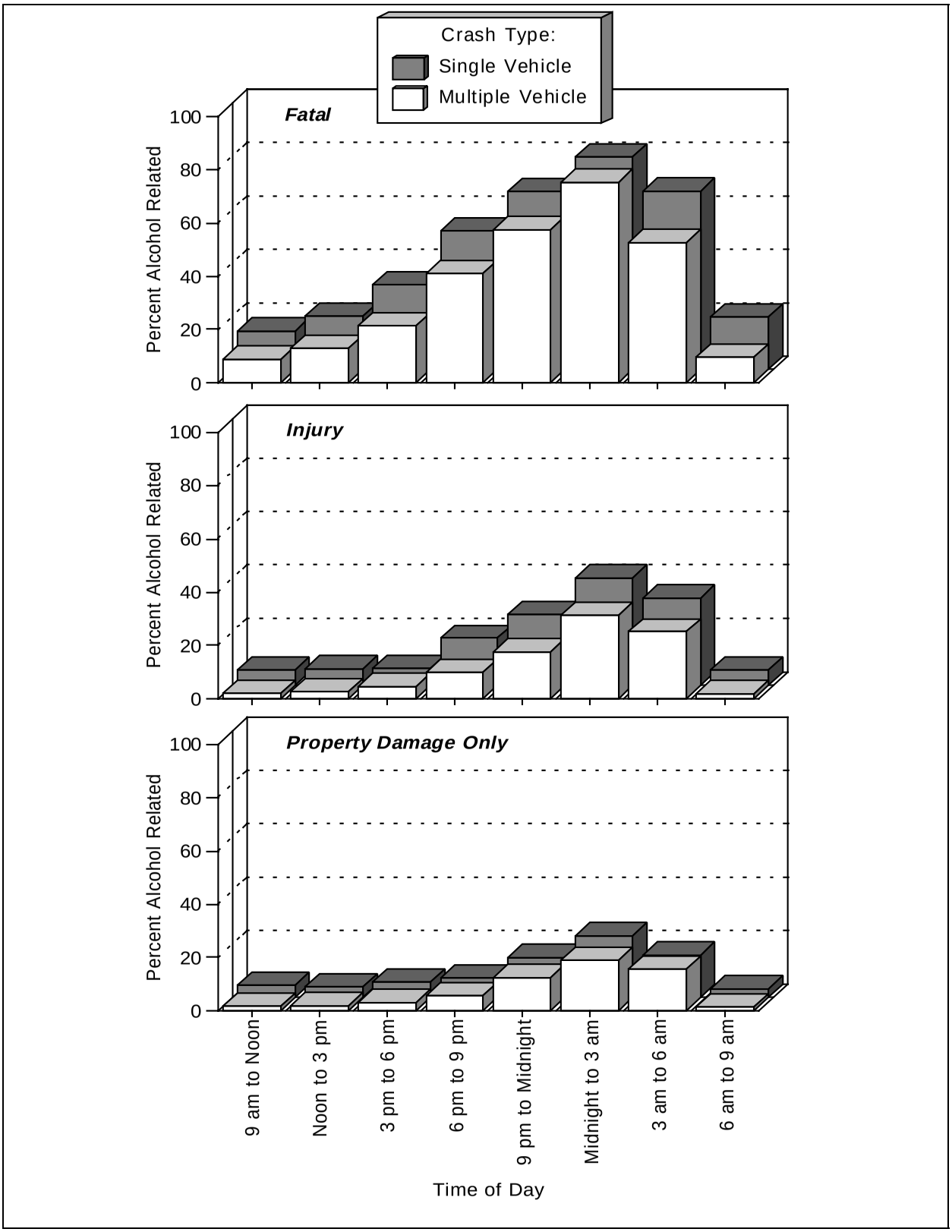
* Less than 500.

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

Time of Day	Crash Type: Single Vehicle Number	Single Vehicle Alcohol Related	Single Vehicle Percent Alcohol Related	Crash Type: Multiple Vehicle Number	Multiple Vehicle Alcohol Related	Multiple Vehicle Percent Alcohol Related	Total Number	Total Alcohol Related	Total Percent Alcohol Related
Fatal Crashes*									
Midnight to 3 am	3,578	2,852	79.7	1,147	863	75.3	**4,725**	**3,716**	**78.6**
3 am to 6 am	2,038	1,367	67.1	729	384	52.6	**2,767**	**1,751**	**63.3**
6 am to 9 am	1,696	334	19.7	1,849	176	9.5	**3,545**	**510**	**14.4**
9 am to Noon	1,585	226	14.3	2,035	177	8.7	**3,620**	**404**	**11.2**
Noon to 3 pm	1,991	398	20.0	2,758	354	12.8	**4,749**	**752**	**15.8**
3 pm to 6 pm	2,766	883	31.9	3,535	756	21.4	**6,301**	**1,639**	**26.0**
6 pm to 9 pm	3,428	1,784	52.0	2,445	1,006	41.2	**5,873**	**2,790**	**47.5**
9 pm to Midnight	3,655	2,443	66.8	1,792	1,031	57.5	**5,447**	**3,474**	**63.8**
Unknown	309	206	66.6	15	8	52.3	**324**	**214**	**65.9**
Total	**21,046**	**10,494**	**49.9**	**16,305**	**4,755**	**29.2**	**37,351**	**15,249**	**40.8**
Injury Crashes**									
Midnight to 3 am	73,000	29,000	40.4	44,000	14,000	31.5	**116,000**	**43,000**	**37.1**
3 am to 6 am	41,000	13,000	33.0	23,000	6,000	25.2	**64,000**	**19,000**	**30.2**
6 am to 9 am	68,000	4,000	5.8	197,000	4,000	1.9	**265,000**	**8,000**	**2.9**
9 am to Noon	63,000	4,000	5.8	224,000	5,000	2.0	**287,000**	**8,000**	**2.8**
Noon to 3 pm	80,000	5,000	6.2	343,000	9,000	2.6	**423,000**	**14,000**	**3.3**
3 pm to 6 pm	116,000	7,000	6.3	442,000	20,000	4.6	**558,000**	**28,000**	**5.0**
6 pm to 9 pm	99,000	18,000	17.7	234,000	23,000	9.8	**333,000**	**40,000**	**12.2**
9 pm to Midnight	87,000	23,000	26.7	123,000	22,000	17.6	**211,000**	**45,000**	**21.4**
Total	**627,000**	**104,000**	**16.5**	**1,629,000**	**102,000**	**6.2**	**2,256,000**	**205,000**	**9.1**
Property-Damage-Only Crashes**									
Midnight to 3 am	129,000	30,000	23.4	61,000	11,000	18.9	**190,000**	**42,000**	**22.0**
3 am to 6 am	102,000	16,000	15.8	34,000	5,000	15.6	**137,000**	**22,000**	**15.7**
6 am to 9 am	163,000	5,000	3.1	433,000	6,000	1.4	**597,000**	**11,000**	**1.9**
9 am to Noon	139,000	6,000	4.6	474,000	8,000	1.7	**613,000**	**14,000**	**2.3**
Noon to 3 pm	154,000	6,000	4.0	696,000	12,000	1.8	**850,000**	**18,000**	**2.2**
3 pm to 6 pm	201,000	11,000	5.7	934,000	28,000	3.0	**1,135,000**	**40,000**	**3.5**
6 pm to 9 pm	219,000	16,000	7.2	417,000	24,000	5.6	**636,000**	**39,000**	**6.2**
9 pm to Midnight	208,000	31,000	14.9	183,000	23,000	12.4	**391,000**	**54,000**	**13.7**
Total	**1,316,000**	**122,000**	**9.3**	**3,233,000**	**118,000**	**3.6**	**4,548,000**	**240,000**	**5.3**

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater.
** Police-reported alcohol involvement.

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



3. VEHICLES

Statistics about the vehicles involved in 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:

- Ninety-six percent of the 12 million vehicles involved in motor vehicle crashes in 1996 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 property-damage-only crashes. Of the 4,740 large trucks involved in fatal crashes, 75 percent were combination trucks.

- The proportion of vehicles that rolled over in fatal crashes (18.3 percent) was almost 5 times as high as the proportion in injury crashes (4.0 percent) and 15 times as high as the proportion in property-damage-only crashes (1.2 percent).

- Compared with other vehicle types, utility vehicles experienced the highest rollover rates: 37.0 percent in fatal crashes, 8.7 percent in injury crashes, and 3.0 percent in property-damage-only crashes.

- Fires occurred in less than 1 percent of the vehicles involved in all traffic crashes in 1996. 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 and turning left for injury and property-damage-only crashes.

- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (26.8 percent), and buses in fatal crashes had the lowest proportion (1.6 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	30,596	53.5	2,908,000	70.0	5,346,000	66.7	**8,284,000**	**67.8**
Light Truck	18,180	31.8	1,080,000	26.0	2,303,000	28.7	**3,401,000**	**27.8**
Large Truck	4,740	8.3	94,000	2.3	296,000	3.7	**394,000**	**3.2**
Motorcycle	2,176	3.8	51,000	1.2	14,000	0.2	**67,000**	**0.5**
Bus	320	0.6	15,000	0.4	42,000	0.5	**58,000**	**0.5**
Other	492	0.9	6,000	0.1	12,000	0.2	**19,000**	**0.2**
Total*	**57,136**	**100.0**	**4,154,000**	**100.0**	**8,013,000**	**100.0**	**12,224,000**	**100.0**

* Includes 632 vehicles of unknown type involved in fatal crashes.

Figure 14
Proportion of Vehicles Involved in Traffic Crashes

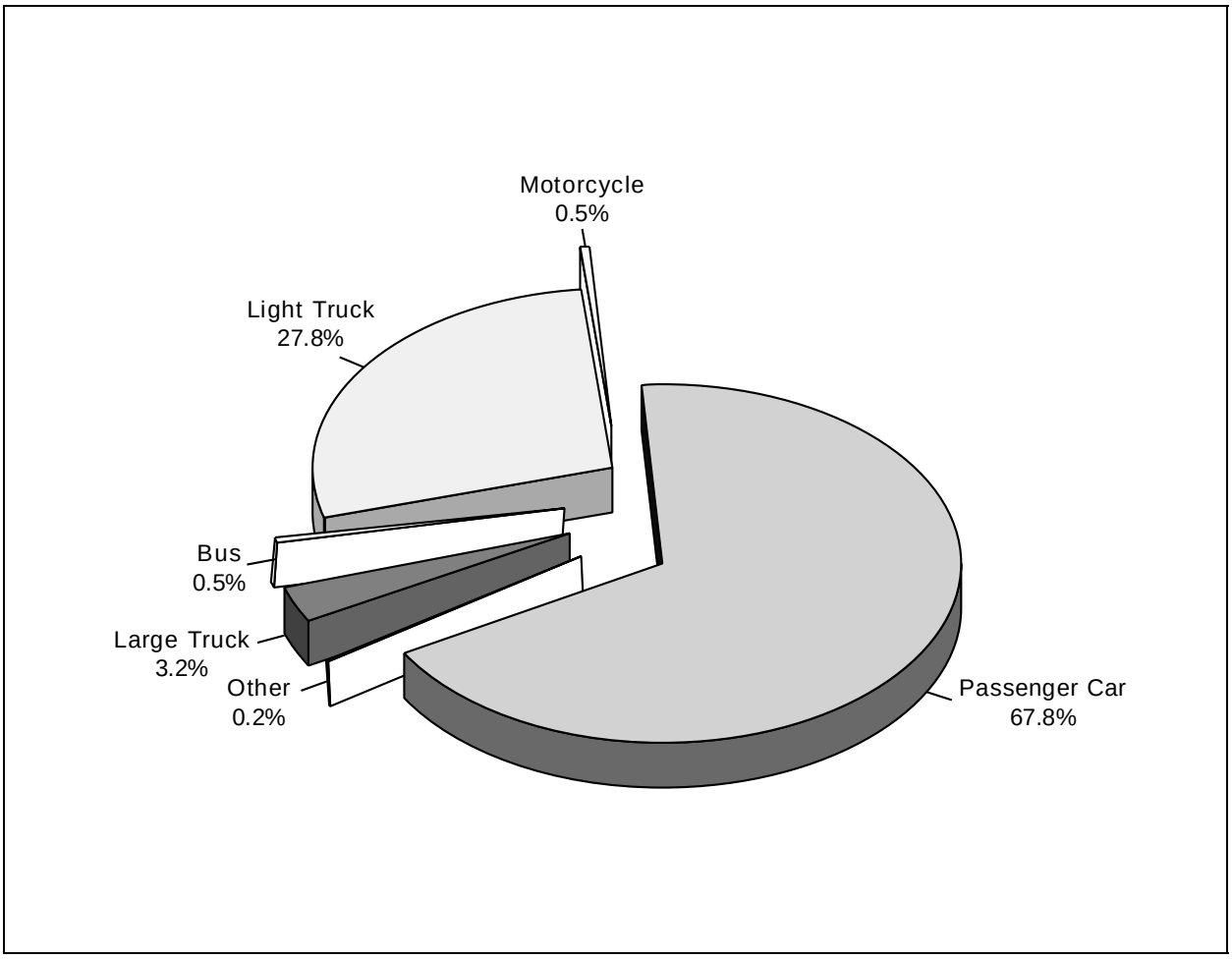


Table 36
Vehicles Involved in Fatal Crashes by Body Type

Body Type	Number	Percent
Passenger Cars	**30,596**	**53.5**
Convertible	283	0.5
2 Door Sedan, Hardtop, Coupe	9,919	17.4
3 Door/2 Door Hatchback	2,093	3.7
4 Door Sedan Hardtop	15,428	27.0
5 Door/4 Door Hatchback	568	1.0
Station Wagon	1,192	2.1
Hatchback, Doors Unknown	59	0.1
Other Auto	230	0.4
Unknown Auto	741	1.3
Auto-Based Pickup	81	0.1
Auto-Based Panel	2	*
Light Trucks	**18,180**	**31.8**
Compact Utility	2,900	5.1
Large Utility	537	0.9
Utility Station Wagon	300	0.5
Utility, Unknown Body Type	16	*
Minivan	1,974	3.5
Large Van	1,358	2.4
Step Van	72	0.1
Van-Based School Bus	11	*
Van-Based Transit Bus	7	*
Other Van Type	57	0.1
Unknown Van Type	55	0.1
Compact Pickup	4,184	7.3
Standard Pickup	6,386	11.2
Pickup with Camper	57	0.1
Unknown Pickup Style Truck	97	0.2
Cab Chassis-Based Light Truck	122	0.2
Other Conventional Light Truck	3	*
Unknown Light Truck (not pickup)	16	*
Unknown Light Vehicle Type	21	*
Unknown Truck	7	*
Large Trucks	**4,740**	**8.3**
Step Van	32	0.1
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	143	0.3
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	213	0.4
Single Unit Heavy Truck (GVWR > 26,000 lb)	798	1.4
Single Unit Truck, Unknown GVWR	102	0.2
Truck Tractor	3,399	5.9
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	3	*
Unknown Heavy Truck (GVWR > 26,000 lb)	10	*
Unknown Large Truck Type	39	0.1
Unknown Truck	1	*
Motorcycles	**2,176**	**3.8**
Motorcycle	2,057	3.6
Moped	38	0.1
Three Wheel Motorcycle or Moped	1	*
Off-Road Motorcycle (Two Wheel)	34	0.1
Other Motorcycle/Minibike	25	*
Unknown Motorcycle	21	*
Buses	**320**	**0.6**
School Bus	124	0.2
Cross Country/Intercity Bus	34	0.1
Transit Bus	111	0.2
Other Bus	32	0.1
Unknown Bus	19	*
Other Vehicles	**492**	**0.9**
Large Limousine	4	*
Van-Based Motorhome	26	*
Light Truck-Based Motorhome	4	*
Large Truck-Based Motorhome	20	*
Unknown Truck Camper/Motorhome	41	0.1
All Terrain Vehicle	148	0.3
Snowmobile	62	0.1
Farm Equipment Except Trucks	103	0.2
Construction Equipment Except Trucks	27	*
Other Vehicle	57	0.1
Unknown Body Type	**632**	**1.1**
Total	**57,136**	**100.0**

* 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
Fatal Crashes						
Passenger Car	4,652	15.2	25,944	84.8	**30,596**	**100.0**
Light Truck						
Pickup	2,629	24.5	8,095	75.5	**10,724**	**100.0**
Utility	1,389	37.0	2,364	63.0	**3,753**	**100.0**
Van	664	18.8	2,870	81.2	**3,534**	**100.0**
Other	21	12.4	148	87.6	**169**	**100.0**
Large Truck	595	12.6	4,145	87.4	**4,740**	**100.0**
Bus	6	1.9	314	98.1	**320**	**100.0**
Other/Unknown	129	11.5	995	88.5	**1,124**	**100.0**
Total*	**10,085**	**18.3**	**44,875**	**81.7**	**54,960**	**100.0**
Injury Crashes						
Passenger Car	86,000	3.0	2,822,000	97.0	**2,908,000**	**100.0**
Light Truck						
Pickup	36,000	6.7	510,000	93.3	**547,000**	**100.0**
Utility	17,000	8.7	174,000	91.3	**190,000**	**100.0**
Van	10,000	4.0	247,000	96.0	**258,000**	**100.0**
Other	4,000	5.1	80,000	94.9	**85,000**	**100.0**
Large Truck	10,000	10.7	84,000	89.3	**94,000**	**100.0**
Bus	**	1.5	15,000	98.5	**15,000**	**100.0**
Other/Unknown	1,000	11.3	5,000	88.7	**6,000**	**100.0**
Total*	**165,000**	**4.0**	**3,938,000**	**96.0**	**4,103,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	46,000	0.9	5,300,000	99.1	**5,346,000**	**100.0**
Light Truck						
Pickup	26,000	2.2	1,172,000	97.8	**1,198,000**	**100.0**
Utility	12,000	3.0	382,000	97.0	**393,000**	**100.0**
Van	6,000	1.1	551,000	98.9	**557,000**	**100.0**
Other	3,000	1.9	151,000	98.1	**154,000**	**100.0**
Large Truck	6,000	2.1	290,000	97.9	**296,000**	**100.0**
Bus	**	**	42,000	100.0	**42,000**	**100.0**
Other/Unknown	**	2.3	12,000	97.7	**12,000**	**100.0**
Total*	**99,000**	**1.2**	**7,900,000**	**98.8**	**7,999,000**	**100.0**
All Crashes						
Passenger Car	137,000	1.6	8,148,000	98.4	**8,284,000**	**100.0**
Light Truck						
Pickup	65,000	3.7	1,691,000	96.3	**1,756,000**	**100.0**
Utility	30,000	5.1	558,000	94.9	**588,000**	**100.0**
Van	17,000	2.1	802,000	97.9	**818,000**	**100.0**
Other	7,000	3.0	232,000	97.0	**239,000**	**100.0**
Large Truck	17,000	4.3	377,000	95.7	**394,000**	**100.0**
Bus	**	0.4	58,000	99.6	**58,000**	**100.0**
Other/Unknown	1,000	5.6	18,000	94.4	**19,000**	**100.0**
Total*	**274,000**	**2.3**	**11,883,000**	**97.7**	**12,157,000**	**100.0**

* Excludes motorcycles.

** Less than 500 or less than 0.05 percent.

Figure 15
Percent Rollover Occurrence by Vehicle Type and Crash Severity

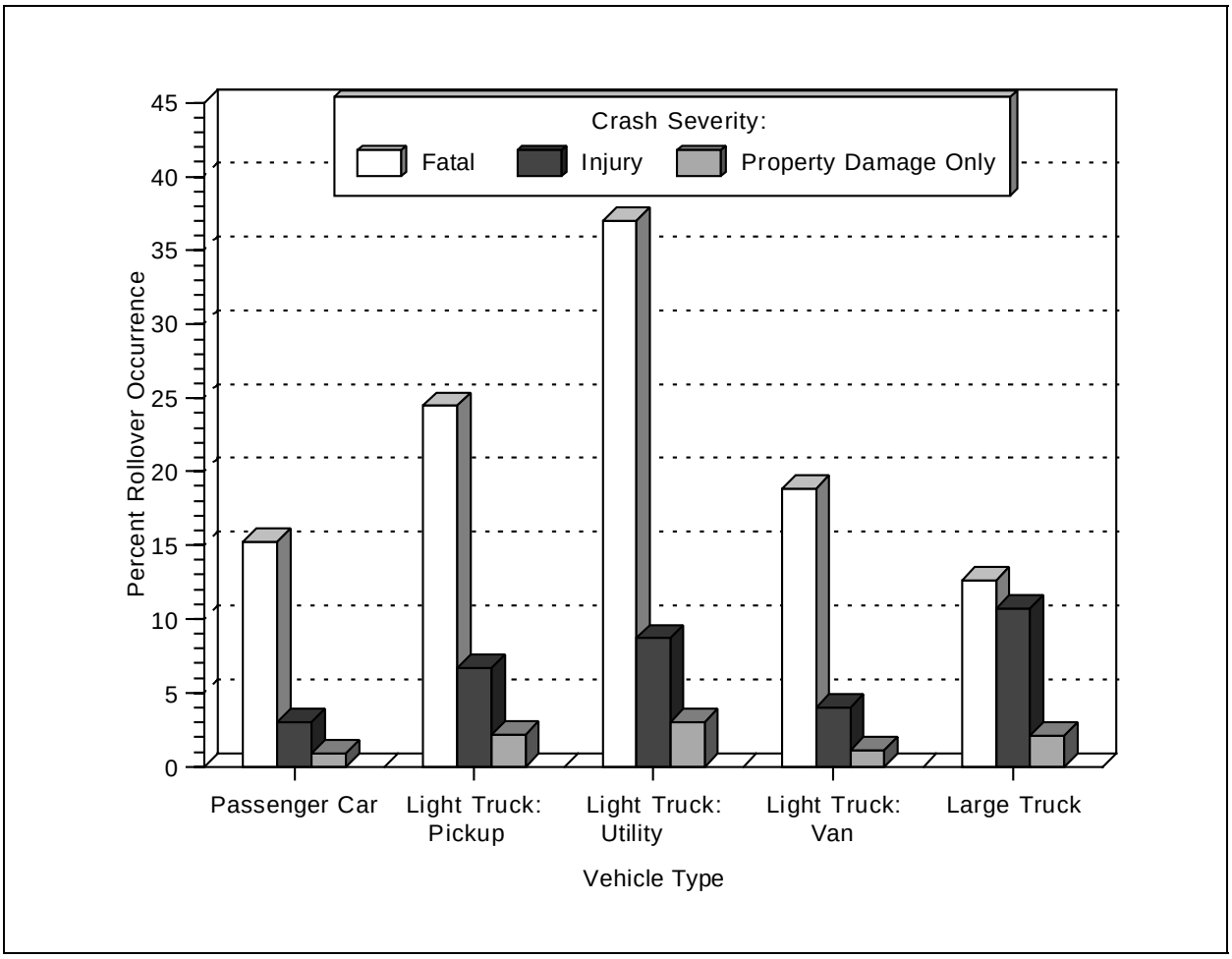


Table 38
Vehicles Involved in Crashes by Vehicle Type, Fire Occurrence, and Crash Severity

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Car	743	2.4	29,853	97.6	**30,596**	**100.0**
Light Truck	466	2.6	17,714	97.4	**18,180**	**100.0**
Large Truck	192	4.1	4,548	95.9	**4,740**	**100.0**
Motorcycle	39	1.8	2,137	98.2	**2,176**	**100.0**
Bus	1	0.3	319	99.7	**320**	**100.0**
Other/Unknown	16	1.4	1,108	98.6	**1,124**	**100.0**
Total	**1,457**	**2.6**	**55,679**	**97.4**	**57,136**	**100.0**
Injury Crashes						
Passenger Car	2,000	0.1	2,906,000	99.9	**2,908,000**	**100.0**
Light Truck	2,000	0.2	1,078,000	99.8	**1,080,000**	**100.0**
Large Truck	*	0.5	93,000	99.5	**94,000**	**100.0**
Motorcycle	*	0.9	51,000	99.1	**51,000**	**100.0**
Bus	*	*	15,000	100.0	**15,000**	**100.0**
Other/Unknown	*	*	6,000	100.0	**6,000**	**100.0**
Total	**5,000**	**0.1**	**4,149,000**	**99.9**	**4,154,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	4,000	0.1	5,341,000	99.9	**5,346,000**	**100.0**
Light Truck	3,000	0.2	2,299,000	99.8	**2,303,000**	**100.0**
Large Truck	1,000	0.2	295,000	99.8	**296,000**	**100.0**
Motorcycle	*	*	14,000	100.0	**14,000**	**100.0**
Bus	*	0.2	42,000	99.8	**42,000**	**100.0**
Other/Unknown	*	2.5	12,000	97.5	**12,000**	**100.0**
Total	**9,000**	**0.1**	**8,004,000**	**99.9**	**8,013,000**	**100.0**
All Crashes						
Passenger Car	7,000	0.1	8,277,000	99.9	**8,284,000**	**100.0**
Light Truck	6,000	0.2	3,395,000	99.8	**3,401,000**	**100.0**
Large Truck	1,000	0.3	393,000	99.7	**394,000**	**100.0**
Motorcycle	*	0.7	67,000	99.3	**67,000**	**100.0**
Bus	*	0.1	58,000	99.9	**58,000**	**100.0**
Other/Unknown	*	1.7	19,000	98.3	**19,000**	**100.0**
Total	**15,000**	**0.1**	**12,209,000**	**99.9**	**12,224,000**	**100.0**

* Less than 500 or less than 0.05 percent.

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

Vehicle Maneuver	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Going Straight	33,745	69.4	2,151,000	62.5	4,096,000	55.7	**6,281,000**	**57.9**
Turning Left	2,843	5.8	394,000	11.5	714,000	9.7	**1,111,000**	**10.2**
Stopped in Traffic Lane	612	1.3	312,000	9.1	708,000	9.6	**1,020,000**	**9.4**
Turning Right	300	0.6	85,000	2.5	298,000	4.0	**383,000**	**3.5**
Slowed in Traffic Lane	316	0.6	129,000	3.7	352,000	4.8	**481,000**	**4.4**
Merging/Changing Lanes	619	1.3	58,000	1.7	281,000	3.8	**340,000**	**3.1**
Negotiating Curve	7,082	14.6	77,000	2.2	106,000	1.4	**191,000**	**1.8**
Backing Up	159	0.3	12,000	0.3	128,000	1.7	**140,000**	**1.3**
Passing Other Vehicle	995	2.0	38,000	1.1	118,000	1.6	**157,000**	**1.4**
Starting in Traffic Lane	498	1.0	34,000	1.0	72,000	1.0	**107,000**	**1.0**
Leaving Parking Space	43	0.1	4,000	0.1	49,000	0.7	**54,000**	**0.5**
Making U-Turn	192	0.4	18,000	0.5	41,000	0.6	**59,000**	**0.5**
Entering Parking Space	18	*	1,000	*	14,000	0.2	**15,000**	**0.1**
Disabled in Traffic Lane	26	0.1	5,000	0.1	12,000	0.2	**16,000**	**0.2**
Other Maneuver	872	1.8	124,000	3.6	369,000	5.0	**494,000**	**4.6**
Total**	**48,624**	**100.0**	**3,442,000**	**100.0**	**7,358,000**	**100.0**	**10,849,000**	**100.0**

* Less than 0.05 percent.
** Includes 304 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
Rural Fatal Crashes						
Principal Arterial						
Interstate	8	1,606	29	2,027	**37**	**3,633**
Other	10	1,628	47	6,070	**57**	**7,698**
Minor Arterial	9	1,727	32	4,132	**41**	**5,859**
Major Collector	8	3,166	16	4,472	**24**	**7,638**
Minor Collector	1	970	3	856	**4**	**1,826**
Local Road or Street	2	2,981	5	2,050	**7**	**5,031**
Unknown Rural	0	163	3	214	**3**	**377**
Total	**38**	**12,241**	**135**	**19,821**	**173**	**32,062**
Urban Fatal Crashes						
Principal Arterial						
Interstate	4	1,137	10	2,339	**14**	**3,476**
Freeway/Expressway	3	731	3	1,530	**6**	**2,261**
Other	1	2,410	21	5,921	**22**	**8,331**
Minor Arterial	3	1,753	5	3,543	**8**	**5,296**
Collector	1	718	1	859	**2**	**1,577**
Local Road or Street	1	1,947	4	1,869	**5**	**3,816**
Unknown Urban	0	39	0	52	**0**	**91**
Total	**13**	**8,735**	**44**	**16,113**	**57**	**24,848**
All Fatal Crashes						
Principal Arterial						
Interstate	12	2,743	39	4,366	**51**	**7,109**
Freeway/Expressway	3	731	3	1,530	**6**	**2,261**
Other	11	4,038	68	11,991	**79**	**16,029**
Minor Arterial	12	3,480	37	7,675	**49**	**11,155**
Collector	10	4,854	20	6,187	**30**	**11,041**
Local Road or Street	3	4,928	9	3,919	**12**	**8,847**
Unknown Rural	0	163	3	214	**3**	**377**
Unknown Urban	0	39	0	52	**0**	**91**
Unknown Rural or Urban	0	70	1	156	**1**	**226**
Total	**51**	**21,046**	**180**	**36,090**	**231**	**57,136**

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

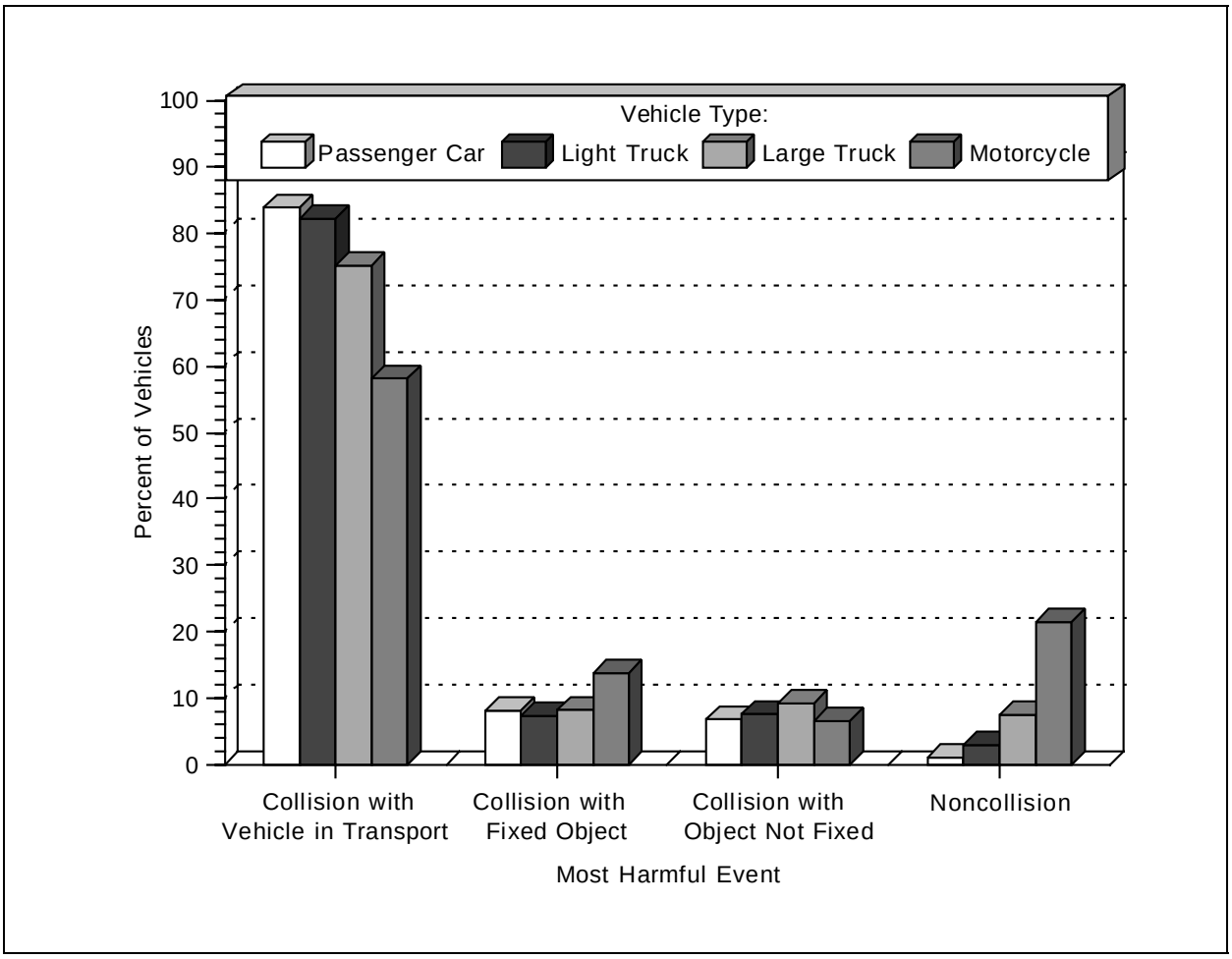
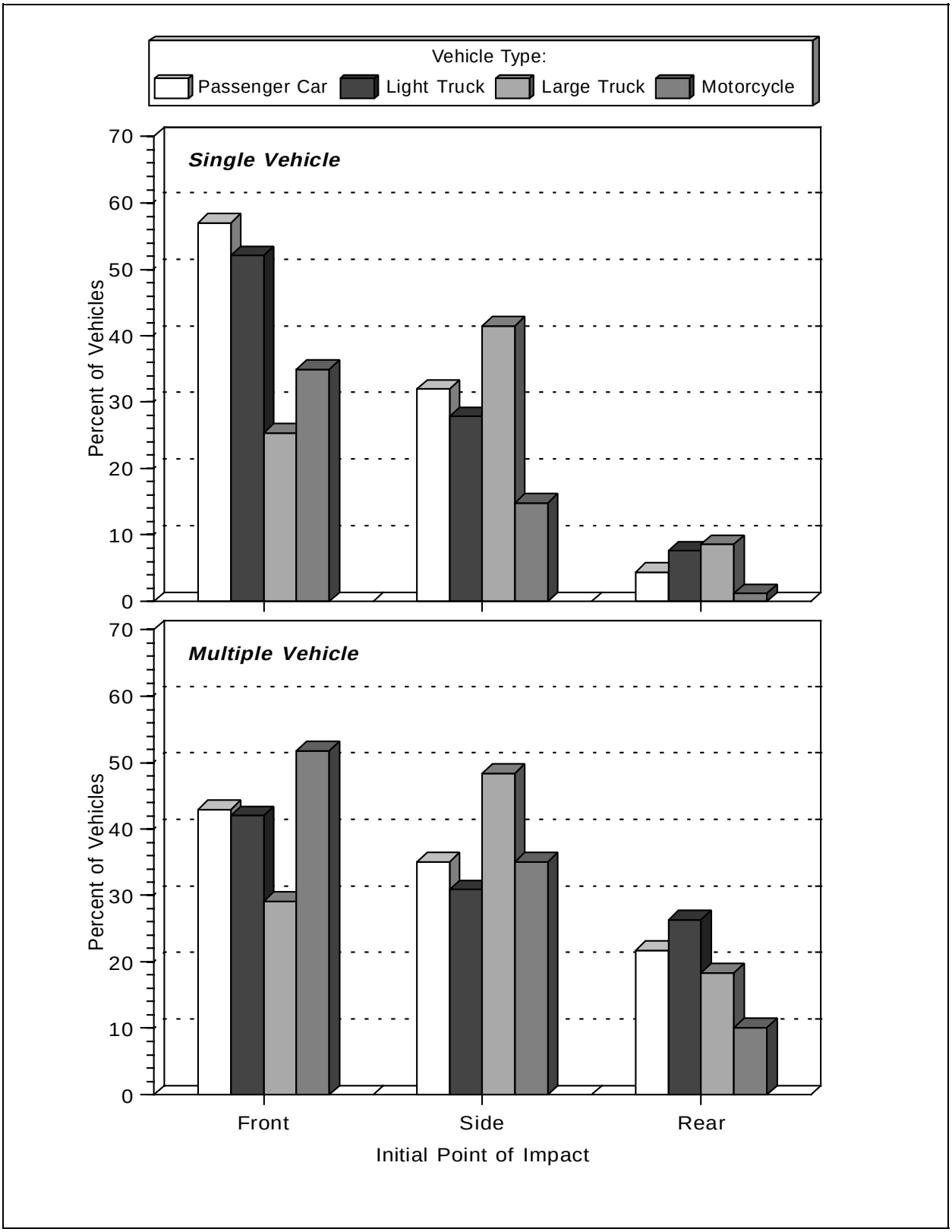


Figure 17
Percent of Vehicles in Crashes by Initial Point of Impact, Crash Type, and Vehicle Type



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
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	11,023	36.0	1,153,000	39.6	1,826,000	34.2	**2,989,000**	**36.1**
Left Side	2,828	9.2	396,000	13.6	904,000	16.9	**1,302,000**	**15.7**
Right Side	2,634	8.6	336,000	11.6	804,000	15.0	**1,143,000**	**13.8**
Rear	1,217	4.0	583,000	20.0	933,000	17.5	**1,517,000**	**18.3**
Other/Unknown	227	0.7	1,000	*	1,000	*	**2,000**	*****
Subtotal	*17,929*	*58.6*	*2,468,000*	*84.9*	*4,468,000*	*83.6*	***6,954,000***	***83.9***
Collision with Fixed Object	*5,059*	*16.5*	*245,000*	*8.4*	*423,000*	*7.9*	***673,000***	***8.1***
Collision with Object Not Fixed:								
Nonmotorist	3,436	11.2	98,000	3.4	10,000	0.2	**111,000**	**1.3**
Other	537	1.8	48,000	1.6	403,000	7.5	**451,000**	**5.4**
Subtotal	*3,973*	*13.0*	*146,000*	*5.0*	*413,000*	*7.7*	***563,000***	***6.8***
Noncollision	*3,623*	*11.8*	*50,000*	*1.7*	*41,000*	*0.8*	***95,000***	***1.1***
Total**	**30,596**	**100.0**	**2,908,000**	**100.0**	**5,346,000**	**100.0**	**8,284,000**	**100.0**

* Less than 0.05 percent.
** Includes 12 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
Single-Vehicle Crashes								
Front	7,301	63.6	265,000	62.9	454,000	54.0	**726,000**	**57.0**
Left Side	959	8.4	48,000	11.5	121,000	14.3	**170,000**	**13.4**
Right Side	957	8.3	61,000	14.6	174,000	20.7	**236,000**	**18.5**
Rear	257	2.2	10,000	2.4	46,000	5.5	**56,000**	**4.4**
Noncollision	1,171	10.2	32,000	7.5	23,000	2.7	**56,000**	**4.4**
Other/Unknown	833	7.3	5,000	1.2	24,000	2.8	**30,000**	**2.3**
Total	**11,478**	**100.0**	**422,000**	**100.0**	**841,000**	**100.0**	**1,274,000**	**100.0**
Multiple-Vehicle Crashes								
Front	11,662	61.0	1,160,000	46.7	1,842,000	40.9	**3,014,000**	**43.0**
Left Side	2,960	15.5	399,000	16.1	911,000	20.2	**1,313,000**	**18.7**
Right Side	2,768	14.5	340,000	13.7	808,000	17.9	**1,151,000**	**16.4**
Rear	1,351	7.1	585,000	23.5	935,000	20.8	**1,522,000**	**21.7**
Noncollision	13	0.1	*	*	4,000	0.1	**5,000**	**0.1**
Other/Unknown	364	1.9	2,000	0.1	4,000	0.1	**6,000**	**0.1**
Total	**19,118**	**100.0**	**2,487,000**	**100.0**	**4,504,000**	**100.0**	**7,010,000**	**100.0**
All Crashes								
Front	18,963	62.0	1,425,000	49.0	2,296,000	43.0	**3,741,000**	**45.2**
Left Side	3,919	12.8	448,000	15.4	1,031,000	19.3	**1,483,000**	**17.9**
Right Side	3,725	12.2	401,000	13.8	982,000	18.4	**1,387,000**	**16.7**
Rear	1,608	5.3	595,000	20.5	981,000	18.4	**1,578,000**	**19.0**
Noncollision	1,184	3.9	32,000	1.1	27,000	0.5	**60,000**	**0.7**
Other/Unknown	1,197	3.9	6,000	0.2	28,000	0.5	**35,000**	**0.4**
Total	**30,596**	**100.0**	**2,908,000**	**100.0**	**5,346,000**	**100.0**	**8,284,000**	**100.0**

* Less than 500 or less than 0.05 percent.

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	7,763	42.7	446,000	41.3	730,000	31.7	**1,184,000**	**34.8**
Left Side	859	4.7	132,000	12.2	312,000	13.5	**444,000**	**13.1**
Right Side	643	3.5	109,000	10.1	313,000	13.6	**423,000**	**12.4**
Rear	728	4.0	220,000	20.4	524,000	22.8	**745,000**	**21.9**
Other/Unknown	143	0.8	*	*	2,000	0.1	**2,000**	**0.1**
Subtotal	*10,136*	*55.8*	*907,000*	*84.0*	*1,882,000*	*81.7*	***2,799,000***	***82.3***
Collision with Fixed Object	*1,987*	*10.9*	*83,000*	*7.7*	*162,000*	*7.0*	***247,000***	***7.3***
Collision with Object Not Fixed:								
Nonmotorist	2,052	11.3	34,000	3.1	3,000	0.1	**38,000**	**1.1**
Other	278	1.5	14,000	1.3	205,000	8.9	**220,000**	**6.5**
Subtotal	*2,330*	*12.8*	*48,000*	*4.4*	*208,000*	*9.0*	***258,000***	***7.6***
Noncollision	*3,723*	*20.5*	*42,000*	*3.9*	*51,000*	*2.2*	***97,000***	***2.9***
Total**	**18,180**	**100.0**	**1,080,000**	**100.0**	**2,303,000**	**100.0**	**3,401,000**	**100.0**

* Less than 500 or less than 0.05 percent.
** Includes 4 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
Single-Vehicle Crashes								
Front	4,132	57.5	92,000	55.7	199,000	50.5	**295,000**	**52.1**
Left Side	365	5.1	15,000	9.0	44,000	11.3	**60,000**	**10.5**
Right Side	404	5.6	23,000	14.0	74,000	18.9	**98,000**	**17.3**
Rear	113	1.6	3,000	1.6	40,000	10.2	**43,000**	**7.6**
Noncollision	1,662	23.1	31,000	18.9	30,000	7.6	**62,000**	**11.1**
Other/Unknown	508	7.1	1,000	0.7	6,000	1.6	**8,000**	**1.4**
Total	**7,184**	**100.0**	**164,000**	**100.0**	**394,000**	**100.0**	**565,000**	**100.0**
Multiple-Vehicle Crashes								
Front	8,241	74.9	448,000	49.0	738,000	38.7	**1,194,000**	**42.1**
Left Side	957	8.7	134,000	14.6	314,000	16.5	**449,000**	**15.8**
Right Side	718	6.5	110,000	12.0	315,000	16.5	**426,000**	**15.0**
Rear	863	7.8	220,000	24.1	525,000	27.5	**746,000**	**26.3**
Noncollision	13	0.1	2,000	0.2	14,000	0.7	**16,000**	**0.6**
Other/Unknown	204	1.9	*	*	3,000	0.2	**4,000**	**0.1**
Total	**10,996**	**100.0**	**915,000**	**100.0**	**1,909,000**	**100.0**	**2,835,000**	**100.0**
All Crashes								
Front	12,373	68.1	540,000	50.0	937,000	40.7	**1,489,000**	**43.8**
Left Side	1,322	7.3	149,000	13.8	359,000	15.6	**509,000**	**15.0**
Right Side	1,122	6.2	133,000	12.3	389,000	16.9	**524,000**	**15.4**
Rear	976	5.4	223,000	20.7	565,000	24.5	**789,000**	**23.2**
Noncollision	1,675	9.2	33,000	3.1	44,000	1.9	**79,000**	**2.3**
Other/Unknown	712	3.9	1,000	0.1	9,000	0.4	**11,000**	**0.3**
Total	**18,180**	**100.0**	**1,080,000**	**100.0**	**2,303,000**	**100.0**	**3,401,000**	**100.0**

* Less than 500 or less than 0.05 percent.

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	2,367	49.9	31,000	32.9	56,000	18.8	**89,000**	**22.5**
Left Side	387	8.2	17,000	18.2	50,000	17.0	**68,000**	**17.2**
Right Side	203	4.3	13,000	14.3	69,000	23.2	**82,000**	**20.9**
Rear	689	14.5	14,000	15.0	42,000	14.2	**57,000**	**14.4**
Other/Unknown	111	2.3	1,000	0.8	1,000	0.4	**2,000**	**0.5**
Subtotal	*3,757*	*79.3*	*76,000*	*81.2*	*218,000*	*73.7*	***298,000***	***75.5***
Collision with Fixed Object	*138*	*2.9*	*5,000*	*5.4*	*27,000*	*9.1*	***32,000***	***8.2***
Collision with Object Not Fixed:								
Nonmotorist	385	8.1	1,000	1.4	*	*	**2,000**	**0.4**
Other	61	1.3	2,000	1.8	31,000	10.6	**33,000**	**8.4**
Subtotal	*446*	*9.4*	*3,000*	*3.2*	*31,000*	*10.6*	***35,000***	***8.8***
Noncollision	*398*	*8.4*	*10,000*	*10.3*	*20,000*	*6.6*	***30,000***	***7.5***
Total**	**4,740**	**100.0**	**94,000**	**100.0**	**296,000**	**100.0**	**394,000**	**100.0**

* Less than 500 or less than 0.05 percent.
** Includes 1 large truck involved in a fatal crash with unknown most harmful event.

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	406	53.4	4,000	26.8	17,000	24.6	**21,000**	**25.3**
Left Side	28	3.7	1,000	7.2	9,000	14.0	**11,000**	**12.7**
Right Side	54	7.1	2,000	11.5	22,000	33.0	**24,000**	**28.8**
Rear	42	5.5	*	0.6	7,000	10.4	**7,000**	**8.6**
Noncollision	133	17.5	8,000	49.8	9,000	13.8	**17,000**	**20.4**
Other/Unknown	98	12.9	1,000	4.2	3,000	4.2	**4,000**	**4.3**
Total	**761**	**100.0**	**15,000**	**100.0**	**67,000**	**100.0**	**83,000**	**100.0**
Multiple-Vehicle Crashes								
Front	2,520	63.3	32,000	40.4	56,000	24.7	**91,000**	**29.1**
Left Side	401	10.1	17,000	21.8	50,000	22.1	**68,000**	**21.9**
Right Side	214	5.4	14,000	17.3	69,000	30.0	**82,000**	**26.5**
Rear	706	17.7	14,000	18.0	42,000	18.4	**57,000**	**18.3**
Noncollision	3	0.1	2,000	2.0	11,000	4.6	**12,000**	**3.9**
Other/Unknown	135	3.4	*	0.4	*	0.2	**1,000**	**0.3**
Total	**3,979**	**100.0**	**78,000**	**100.0**	**229,000**	**100.0**	**311,000**	**100.0**
All Crashes								
Front	2,926	61.7	36,000	38.2	73,000	24.7	**112,000**	**28.3**
Left Side	429	9.1	18,000	19.5	60,000	20.2	**79,000**	**19.9**
Right Side	268	5.7	15,000	16.3	91,000	30.7	**106,000**	**27.0**
Rear	748	15.8	14,000	15.1	49,000	16.6	**64,000**	**16.2**
Noncollision	136	2.9	9,000	9.8	20,000	6.7	**29,000**	**7.4**
Other/Unknown	233	4.9	1,000	1.0	3,000	1.1	**4,000**	**1.1**
Total	**4,740**	**100.0**	**94,000**	**100.0**	**296,000**	**100.0**	**394,000**	**100.0**

* Less than 500.

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

Truck Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Single-Unit Truck	182	15.4	1,002	84.6	**1,184**	**100.0**
Combination Truck	413	11.6	3,143	88.4	**3,556**	**100.0**
Total	**595**	**12.6**	**4,145**	**87.4**	**4,740**	**100.0**
Injury Crashes						
Single-Unit Truck	4,000	9.8	33,000	90.2	**37,000**	**100.0**
Combination Truck	6,000	11.4	51,000	88.6	**57,000**	**100.0**
Total	**10,000**	**10.7**	**84,000**	**89.3**	**94,000**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	3,000	2.1	120,000	97.9	**122,000**	**100.0**
Combination Truck	4,000	2.1	170,000	97.9	**173,000**	**100.0**
Total	**6,000**	**2.1**	**290,000**	**97.9**	**296,000**	**100.0**
All Crashes						
Single-Unit Truck	6,000	4.0	154,000	96.0	**160,000**	**100.0**
Combination Truck	11,000	4.5	224,000	95.5	**234,000**	**100.0**
Total	**17,000**	**4.3**	**377,000**	**95.7**	**394,000**	**100.0**

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

Number of Trailers	Jackknife Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
One	245	8.1	2,798	91.9	**3,043**	**100.0**
Two or More	21	12.9	142	87.1	**163**	**100.0**
Unknown Number	0	--	11	100.0	**11**	**100.0**
Total	**266**	**8.3**	**2,951**	**91.7**	**3,217**	**100.0**
Injury Crashes						
One	2,000	4.4	48,000	95.6	**50,000**	**100.0**
Two or More	*	10.5	1,000	89.5	**1,000**	**100.0**
Unknown Number	*	3.1	*	96.9	*****	**100.0**
Total	**2,000**	**4.6**	**49,000**	**95.4**	**52,000**	**100.0**
Property-Damage-Only Crashes						
One	4,000	2.7	145,000	97.3	**149,000**	**100.0**
Two or More	*	2.0	5,000	98.0	**5,000**	**100.0**
Unknown Number	*	*	2,000	100.0	**2,000**	**100.0**
Total	**4,000**	**2.6**	**152,000**	**97.4**	**156,000**	**100.0**
All Crashes						
One	6,000	3.2	196,000	96.8	**203,000**	**100.0**
Two or More	*	4.1	6,000	95.9	**6,000**	**100.0**
Unknown Number	*	0.3	2,000	99.7	**2,000**	**100.0**
Total	**7,000**	**3.2**	**204,000**	**96.8**	**211,000**	**100.0**

* Less than 500 or less than 0.05 percent.

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	873	40.1	16,000	31.3	4,000	29.3	**21,000**	**31.1**
Left Side	119	5.5	6,000	10.8	3,000	24.8	**9,000**	**13.5**
Right Side	81	3.7	4,000	8.4	1,000	4.6	**5,000**	**7.4**
Rear	61	2.8	3,000	5.0	1,000	10.8	**4,000**	**6.1**
Other/Unknown	50	2.3	*	0.1	*	*	*****	**0.2**
Subtotal	*1,184*	*54.4*	*28,000*	*55.5*	*10,000*	*69.4*	***39,000***	***58.3***
Collision with Fixed Object	*584*	*26.8*	*8,000*	*15.1*	*1,000*	*6.8*	***9,000***	***13.8***
Collision with Object Not Fixed:								
Nonmotorist	25	1.1	1,000	1.3	*	*	**1,000**	**1.0**
Other	70	3.2	2,000	3.2	2,000	14.5	**4,000**	**5.5**
Subtotal	*95*	*4.4*	*2,000*	*4.5*	*2,000*	*14.5*	***4,000***	***6.5***
Noncollision	*309*	*14.2*	*13,000*	*24.9*	*1,000*	*9.3*	***14,000***	***21.4***
Total**	**2,176**	**100.0**	**51,000**	**100.0**	**14,000**	**100.0**	**67,000**	**100.0**

* Less than 500 or less than 0.05 percent.
** Includes 4 motorcycles involved in a fatal crash 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
Single-Vehicle Crashes								
Front	489	52.6	7,000	32.5	2,000	44.7	**9,000**	**35.0**
Left Side	58	6.2	1,000	6.6	*	*	**1,000**	**5.6**
Right Side	62	6.7	2,000	7.0	1,000	22.1	**2,000**	**9.2**
Rear	5	0.5	*	0.1	*	7.4	**	**1.2**
Noncollision	164	17.7	12,000	52.9	1,000	25.8	**13,000**	**47.6**
Other/Unknown	151	16.3	*	1.0	*	*	**	**1.4**
Total	**929**	**100.0**	**22,000**	**100.0**	**4,000**	**100.0**	**27,000**	**100.0**
Multiple-Vehicle Crashes								
Front	906	72.7	16,000	54.6	4,000	41.0	**21,000**	**51.8**
Left Side	127	10.2	6,000	18.9	3,000	34.8	**9,000**	**22.5**
Right Side	86	6.9	4,000	14.9	1,000	6.4	**5,000**	**12.6**
Rear	63	5.1	3,000	8.6	1,000	15.1	**4,000**	**10.1**
Noncollision	8	0.6	1,000	2.8	*	2.7	**1,000**	**2.7**
Other/Unknown	57	4.6	*	0.1	*	*	**	**0.2**
Total	**1,247**	**100.0**	**29,000**	**100.0**	**10,000**	**100.0**	**40,000**	**100.0**
All Crashes								
Front	1,395	64.1	23,000	45.1	6,000	42.1	**30,000**	**45.1**
Left Side	185	8.5	7,000	13.6	3,000	24.8	**11,000**	**15.8**
Right Side	148	6.8	6,000	11.6	2,000	10.9	**8,000**	**11.3**
Rear	68	3.1	3,000	5.0	2,000	12.9	**4,000**	**6.6**
Noncollision	172	7.9	12,000	24.2	1,000	9.3	**14,000**	**20.6**
Other/Unknown	208	9.6	*	0.5	*	*	**	**0.7**
Total	**2,176**	**100.0**	**51,000**	**100.0**	**14,000**	**100.0**	**67,000**	**100.0**

* Less than 500 or less than 0.05 percent.

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

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	138	43.1	4,000	25.5	8,000	19.9	**12,000**	**21.5**
Left Side	19	5.9	3,000	19.6	11,000	26.5	**14,000**	**24.5**
Right Side	9	2.8	2,000	14.2	8,000	19.4	**10,000**	**17.9**
Rear	38	11.9	4,000	25.8	8,000	19.9	**12,000**	**21.4**
Other/Unknown	3	0.9	*	*	*	*	*****	*****
Subtotal	*207*	*64.7*	*13,000*	*85.1*	*36,000*	*85.5*	***49,000***	***85.3***
Collision with Fixed Object	*5*	*1.6*	*1,000*	*5.2*	*1,000*	*1.8*	***2,000***	***2.7***
Collision with Object Not Fixed:								
Nonmotorist	101	31.6	1,000	5.4	*	*	**1,000**	**1.6**
Other	0	--	1,000	3.9	5,000	12.4	**6,000**	**10.1**
Subtotal	*101*	*31.6*	*1,000*	*9.3*	*5,000*	*12.4*	***7,000***	***11.7***
Noncollision	*7*	*2.2*	*	*0.3*	*	*0.2*	*****	***0.2***
Total	**320**	**100.0**	**15,000**	**100.0**	**42,000**	**100.0**	**58,000**	**100.0**

* 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
Single-Vehicle Crashes								
Front	58	52.7	1,000	24.8	1,000	12.0	**1,000**	**16.2**
Left Side	4	3.6	*	4.1	1,000	10.7	**1,000**	**8.7**
Right Side	17	15.5	2,000	68.9	3,000	58.2	**5,000**	**60.7**
Rear	6	5.5	*	*	1,000	15.6	**1,000**	**11.0**
Noncollision	6	5.5	*	2.2	*	1.4	*****	**1.7**
Other/Unknown	19	17.3	*	*	*	2.2	*****	**1.8**
Total	**110**	**100.0**	**2,000**	**100.0**	**6,000**	**100.0**	**8,000**	**100.0**
Multiple-Vehicle Crashes								
Front	141	67.1	4,000	29.9	8,000	22.9	**12,000**	**24.9**
Left Side	19	9.0	3,000	23.0	11,000	30.4	**14,000**	**28.4**
Right Side	9	4.3	2,000	16.8	8,000	22.3	**10,000**	**20.8**
Rear	38	18.1	4,000	30.3	8,000	22.8	**12,000**	**24.8**
Noncollision	0	--	*	*	*	*	*****	*****
Other/Unknown	3	1.4	*	*	1,000	1.6	**1,000**	**1.2**
Total	**210**	**100.0**	**13,000**	**100.0**	**37,000**	**100.0**	**50,000**	**100.0**
All Crashes								
Front	199	62.2	4,000	29.2	9,000	21.4	**14,000**	**23.7**
Left Side	23	7.2	3,000	20.2	12,000	27.8	**15,000**	**25.7**
Right Side	26	8.1	4,000	24.5	11,000	27.0	**15,000**	**26.2**
Rear	44	13.8	4,000	25.8	9,000	21.9	**13,000**	**22.9**
Noncollision	6	1.9	*	0.3	*	0.2	*****	**0.2**
Other/Unknown	22	6.9	*	*	1,000	1.7	**1,000**	**1.3**
Total	**320**	**100.0**	**15,000**	**100.0**	**42,000**	**100.0**	**58,000**	**100.0**

* Less than 500 or less than 0.05 percent.

4. PEOPLE

This chapter presents statistics about the **Drivers**, **Passengers**, **Pedestrians**, and **Pedalcyclists** involved in motor vehicle crashes in 1996. 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 41,907 people lost their lives in motor vehicle crashes in 1996. Another 3.5 million people were injured.

- The majority of persons killed or injured in traffic crashes were drivers (64 percent), followed by passengers (32 percent), pedestrians (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 rate, and children under 5 had the lowest injury rate.

- 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 in only three age groups: 5 to 9, 21 to 24, and over 74 years old.

- Although male drivers were 50 percent of total licensed drivers, they accounted for 73 percent of the drivers involved in fatal crashes, 58 percent of the drivers in injury crashes, and 62 percent of the drivers in property-damage-only crashes.

- Forty-one percent of the persons who were killed in traffic crashes in 1996 died in alcohol-related crashes. Nine 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		
Vehicle Occupants						
Driver	24,456	270,000	596,000	1,369,000	2,234,000	**2,259,000**
Passenger	11,021	128,000	288,000	708,000	1,125,000	**1,136,000**
Unknown Occupant	102	*	*	*	*	**
Subtotal	*35,579*	*398,000*	*884,000*	*2,078,000*	*3,360,000*	***3,395,000***
Nonmotorists						
Pedestrian	5,412	21,000	29,000	31,000	82,000	**87,000**
Pedalcyclist	761	10,000	30,000	19,000	59,000	**59,000**
Other/Unknown	153	1,000	4,000	7,000	11,000	**12,000**
Subtotal	*6,325*	*32,000*	*63,000*	*57,000*	*151,000*	***158,000***
Total	****41,907**	**430,000**	**947,000**	**2,135,000**	**3,511,000**	**3,553,000**

* Less than 500.
** Includes 2 fatalities of unknown person type.

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	886	9,000	26,000	52,000	87,000	**88,000**
5-9	812	16,000	37,000	69,000	122,000	**123,000**
10-15	1,591	24,000	63,000	117,000	204,000	**206,000**
16-20	5,791	76,000	184,000	340,000	600,000	**606,000**
21-24	4,112	46,000	103,000	204,000	353,000	**357,000**
25-34	7,610	86,000	189,000	464,000	739,000	**747,000**
35-44	6,514	70,000	146,000	366,000	582,000	**589,000**
45-54	4,364	44,000	81,000	239,000	365,000	**370,000**
55-64	3,019	21,000	46,000	133,000	200,000	**203,000**
65-74	3,193	21,000	39,000	94,000	154,000	**157,000**
>74	3,885	17,000	31,000	56,000	104,000	**108,000**
Total	***41,907**	**430,000**	**947,000**	**2,135,000**	**3,511,000**	**3,553,000**

* Includes 130 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	27,958	230,000	505,000	959,000	1,695,000	**1,723,000**
Female	13,936	200,000	441,000	1,175,000	1,816,000	**1,830,000**
Total	***41,907**	**430,000**	**947,000**	**2,135,000**	**3,511,000**	**3,553,000**

* Includes 13 fatalities of unknown sex.

Figure 18
Percent of Persons Killed or Injured, by Age

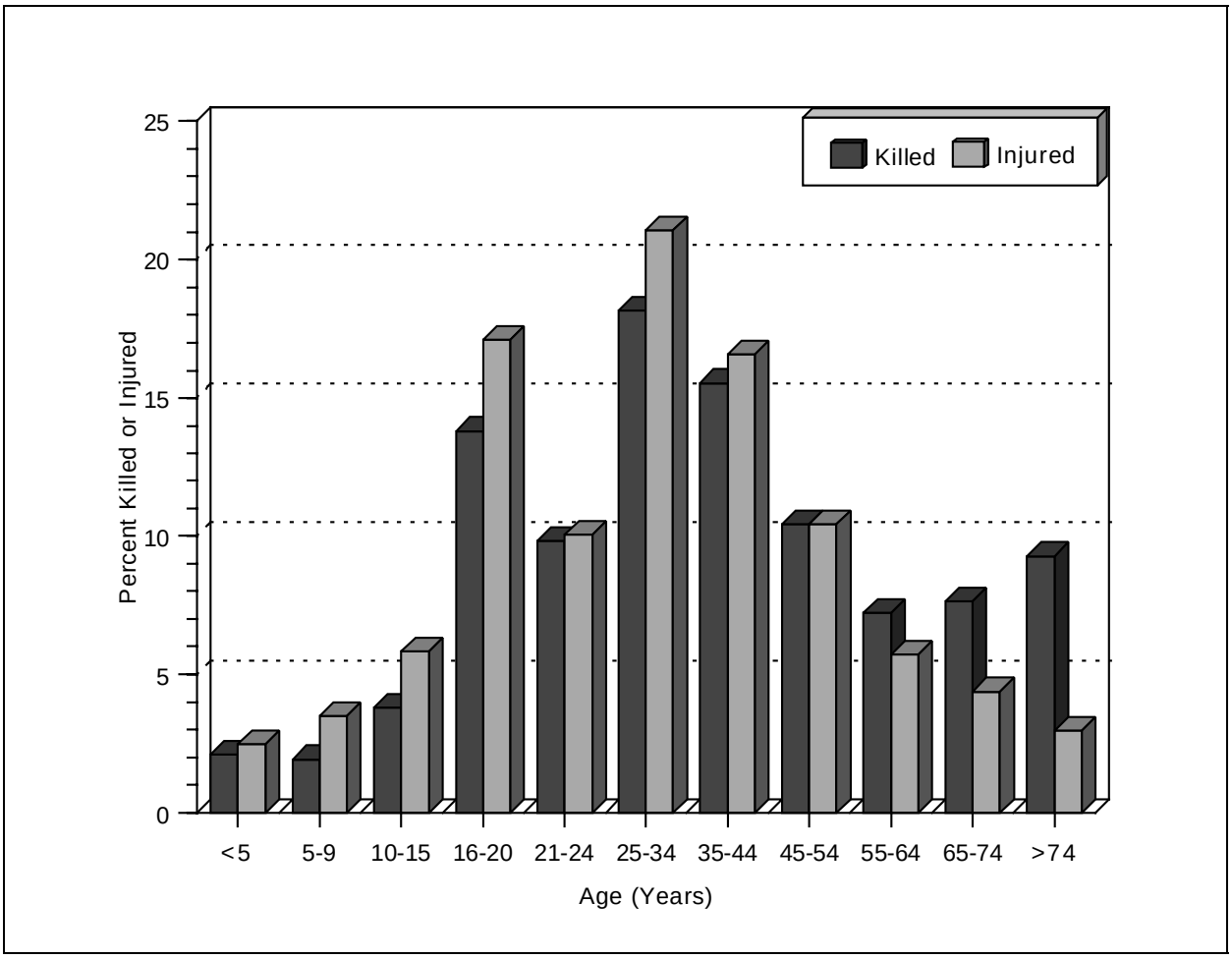


Table 56
Persons Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	489	9,868	4.96	397	9,418	4.22	886	19,286	4.59
5-9	465	9,954	4.67	347	9,487	3.66	812	19,441	4.18
10-15	961	11,675	8.23	629	11,095	5.67	1,591	22,770	6.99
16-20	3,983	9,511	41.88	1,807	8,933	20.23	5,791	18,444	31.40
21-24	3,120	7,159	43.58	990	6,830	14.49	4,112	13,989	29.39
25-34	5,475	20,191	27.12	2,132	20,177	10.57	7,610	40,368	18.85
35-44	4,521	21,569	20.96	1,992	21,825	9.13	6,514	43,393	15.01
45-54	2,957	15,837	18.67	1,407	16,533	8.51	4,364	32,370	13.48
55-64	1,920	10,166	18.89	1,098	11,195	9.81	3,019	21,361	14.13
65-74	1,840	8,325	22.10	1,353	10,345	13.08	3,193	18,669	17.10
>74	2,130	5,556	38.34	1,754	9,635	18.20	3,885	15,192	25.57
Unknown	97	*	*	30	*	*	130	*	*
Total	**27,958**	**129,810**	**21.54**	**13,936**	**135,474**	**10.29**	****41,907**	**265,284**	**15.80**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	43,000	9,868	436	44,000	9,418	467	87,000	19,286	451
5-9	63,000	9,954	637	59,000	9,487	622	122,000	19,441	630
10-15	91,000	11,675	779	113,000	11,095	1,019	204,000	22,770	896
16-20	294,000	9,511	3,096	306,000	8,933	3,426	600,000	18,444	3,256
21-24	184,000	7,159	2,573	169,000	6,830	2,468	353,000	13,989	2,522
25-34	364,000	20,191	1,802	375,000	20,177	1,859	739,000	40,368	1,831
35-44	280,000	21,569	1,299	302,000	21,825	1,383	582,000	43,393	1,341
45-54	172,000	15,837	1,084	194,000	16,533	1,171	365,000	32,370	1,128
55-64	91,000	10,166	892	110,000	11,195	979	200,000	21,361	938
65-74	66,000	8,325	795	88,000	10,345	847	154,000	18,669	824
>74	46,000	5,556	828	58,000	9,635	602	104,000	15,192	685
Total	**1,695,000**	**129,810**	**1,305**	**1,816,000**	**135,474**	**1,341**	**3,511,000**	**265,284**	**1,323**

* Not applicable.

** Includes 13 fatalities of unknown sex.

Source: Population—Bureau of the Census. 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

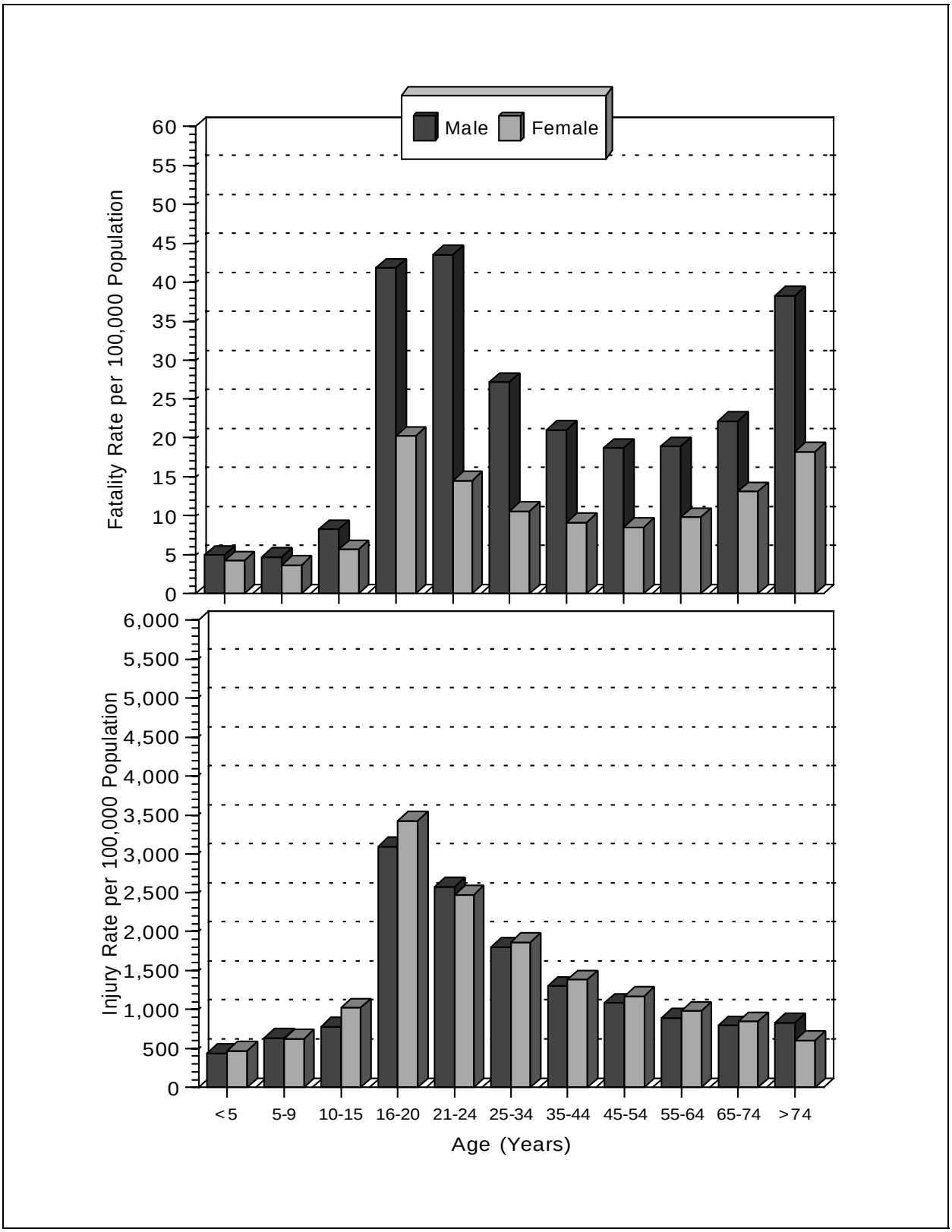


Table 57
Persons Killed in Construction/Maintenance Zones, by Roadway Function Class and Person Type

Roadway Function Class	Person Type					Total
	Driver	Passenger	Pedestrian	Pedalcyclist	Other Nonmotorist	
Principal Arterial						
Interstate	126	60	33	0	3	**222**
Freeway or Expressway	40	15	9	1	2	**67**
Other	110	46	32	6	1	**195**
Minor Arterial	54	18	17	1	3	**93**
Collector	52	20	11	4	0	**87**
Local Road or Street	29	13	10	1	0	**53**
Unknown	1	1	0	0	0	**2**
Total	**412**	**173**	**112**	**13**	**9**	**719**

Table 58
Persons Killed in Crashes Involving Emergency Vehicles, by Person Type, Crash Type, and Vehicle Type

Person Type	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Total	In Emergency Use*	Total	In Emergency Use*	Total	In Emergency Use*
Ambulance						
Ambulance Driver	2	1	1	1	**3**	**2**
Ambulance Passenger	1	0	2	2	**3**	**2**
Occupant of Other Vehicle	0	0	28	15	**28**	**15**
Pedestrian	1	1	1	0	**2**	**1**
Pedalcyclist	1	0	0	0	**1**	**0**
Total	**5**	**2**	**32**	**18**	**37**	**20**
Fire Truck						
Fire Truck Driver	5	3	0	0	**5**	**3**
Fire Truck Passenger	1	0	0	0	**1**	**0**
Occupant of Other Vehicle	0	0	23	12	**23**	**12**
Other Nonmotorist	2	0	0	0	**2**	**0**
Total	**8**	**3**	**23**	**12**	**31**	**15**
Police Vehicle						
Police Vehicle Driver	12	8	5	0	**17**	**8**
Police Vehicle Passenger	1	1	0	0	**1**	**1**
Occupant of Other Vehicle	0	0	75	40	**75**	**40**
Pedestrian	12	2	2	2	**14**	**4**
Pedalcyclist	0	0	1	0	**1**	**0**
Total	**25**	**11**	**83**	**42**	**108**	**53**

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

Figure 20
Fatality and Injury Rates per 1,000 Crashes by First Harmful Event and Manner of Collision

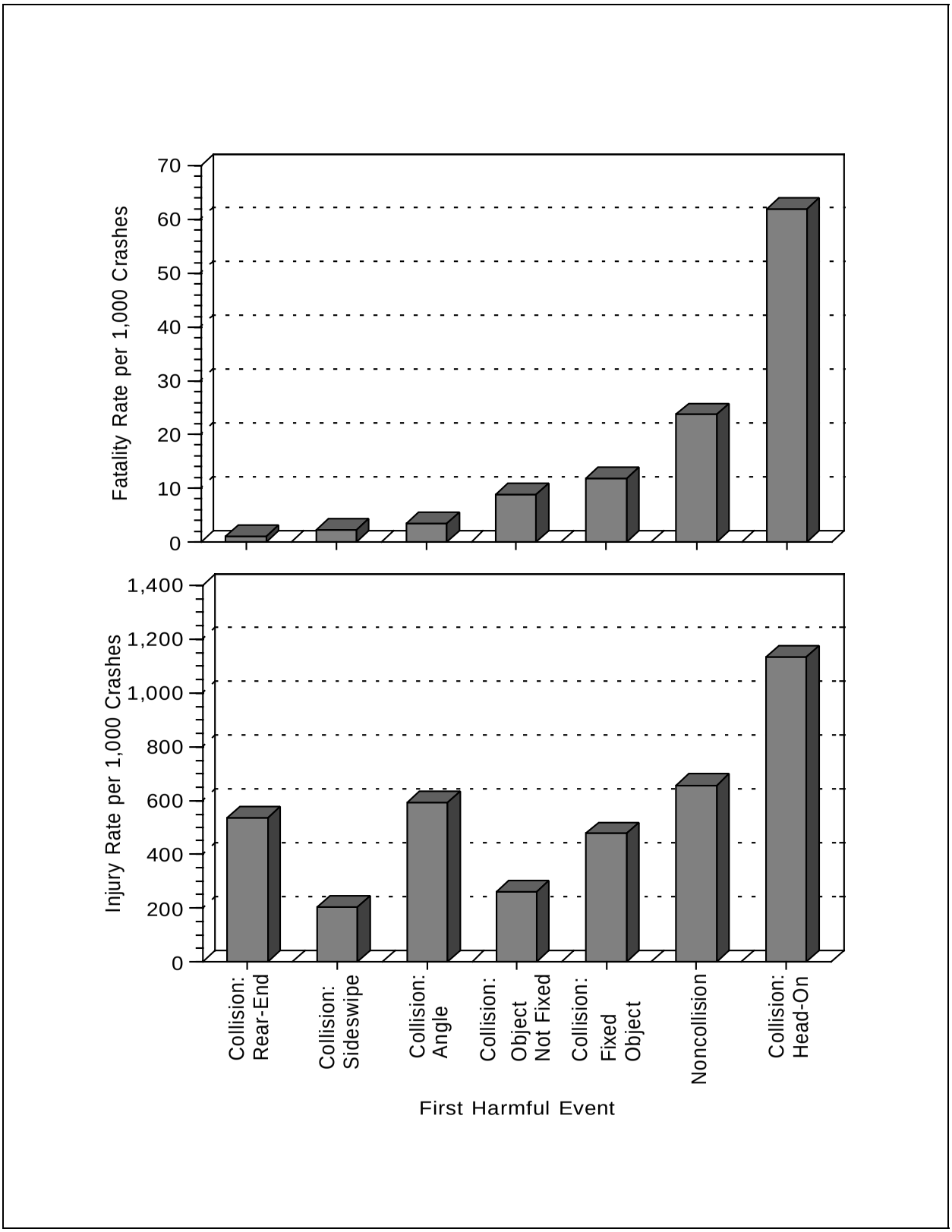


Figure 21
Fatality and Injury Rates per 1,000 Crashes by Time of Day

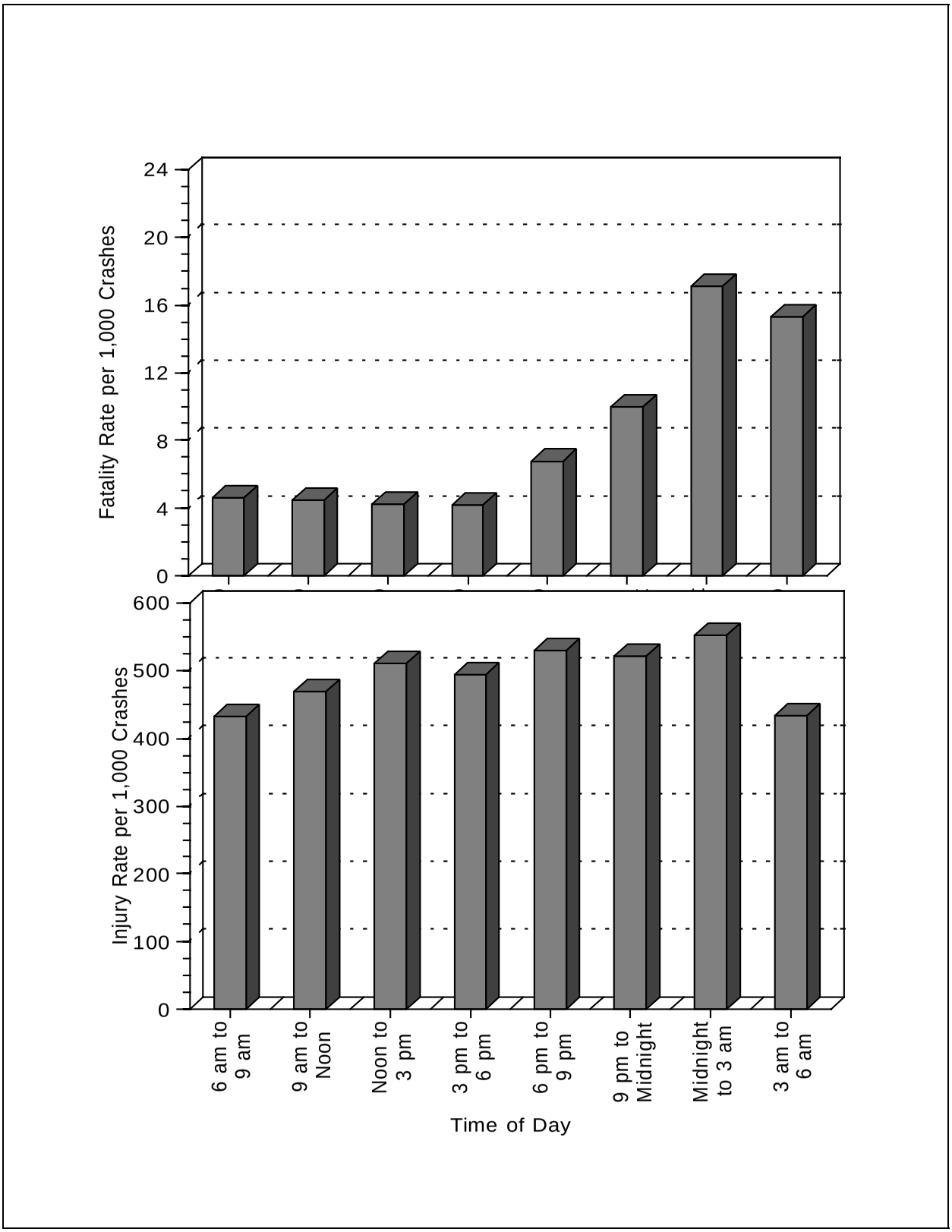


Figure 22
Fatality and Injury Rates per 1,000 Crashes by Speed Limit

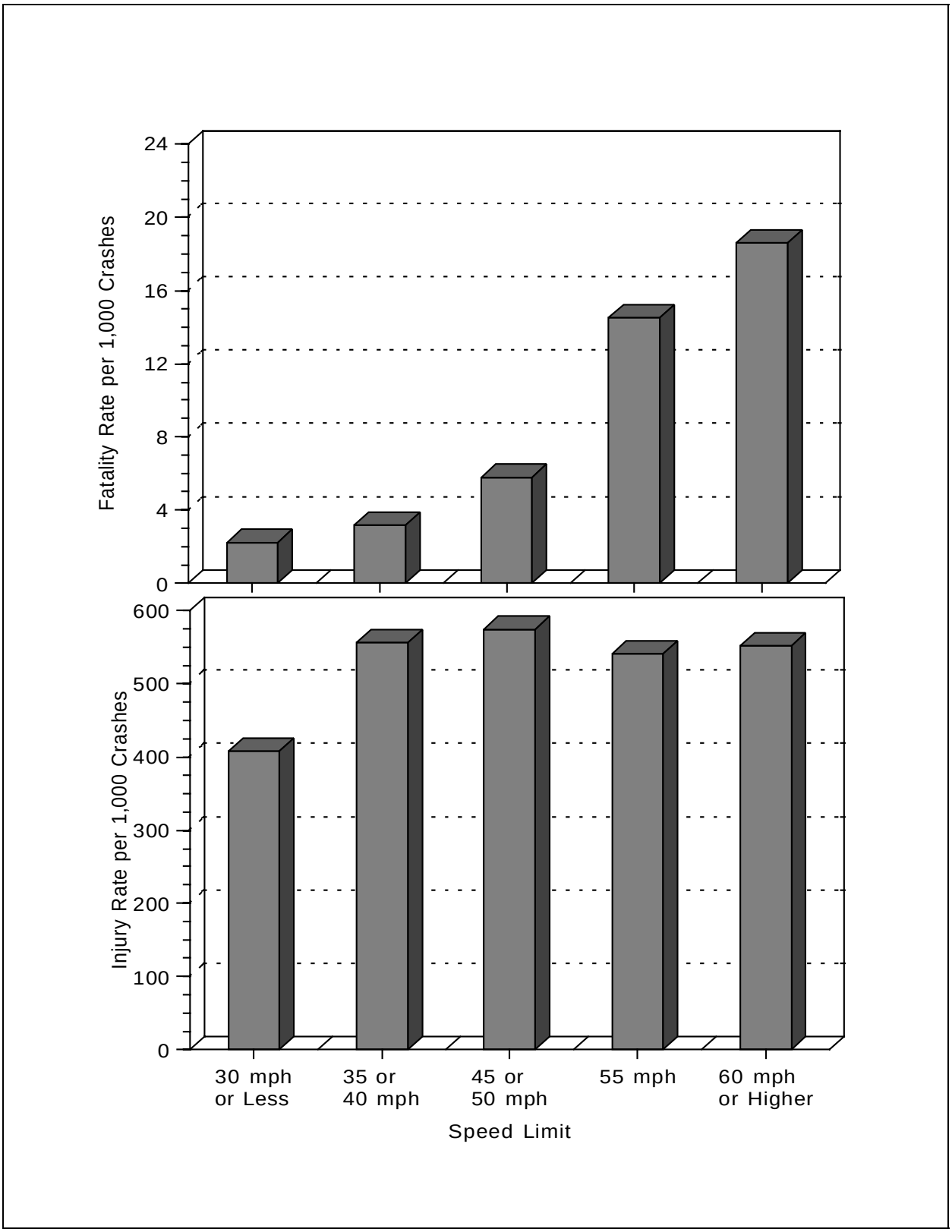


Table 59
Driver Involvement Rates per 100,000 Licensed Drivers by Age, Sex, and Crash Severity

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	307	*	107	*	**414**	*****
16-20	5,601	89.02	2,202	37.99	**7,804**	**64.55**
21-24	4,717	74.07	1,455	24.22	**6,172**	**49.87**
25-34	9,545	49.01	3,304	17.56	**12,850**	**33.56**
35-44	8,043	39.63	2,875	14.24	**10,918**	**26.97**
45-54	5,289	33.92	1,808	11.68	**7,097**	**22.84**
55-64	3,131	31.61	1,085	11.14	**4,216**	**21.46**
65-69	1,226	28.96	484	11.44	**1,710**	**20.20**
>69	3,196	38.35	1,458	16.67	**4,654**	**27.25**
Unknown	168	--	20	--	**958**	**--**
Total**	**41,223**	**45.54**	**14,798**	**16.62**	**56,793**	**31.63**
Drivers in Injury Crashes						
<16	13,000	*	10,000	*	**23,000**	*****
16-20	377,000	5,985	287,000	4,958	**664,000**	**5,492**
21-24	260,000	4,081	175,000	2,914	**435,000**	**3,514**
25-34	590,000	3,027	428,000	2,274	**1,017,000**	**2,657**
35-44	482,000	2,373	371,000	1,837	**853,000**	**2,106**
45-54	319,000	2,046	223,000	1,441	**542,000**	**1,745**
55-64	168,000	1,695	107,000	1,093	**274,000**	**1,397**
65-69	68,000	1,617	44,000	1,034	**112,000**	**1,326**
>69	132,000	1,580	93,000	1,062	**225,000**	**1,315**
Total	**2,408,000**	**2,660**	**1,738,000**	**1,952**	**4,145,000**	**2,309**
Drivers in Property-Damage-Only Crashes						
<16	21,000	*	12,000	*	**33,000**	*****
16-20	728,000	11,572	480,000	8,277	**1,208,000**	**9,992**
21-24	493,000	7,738	314,000	5,232	**807,000**	**6,521**
25-34	1,177,000	6,044	735,000	3,906	**1,912,000**	**4,993**
35-44	1,105,000	5,442	647,000	3,203	**1,751,000**	**4,325**
45-54	734,000	4,705	412,000	2,662	**1,146,000**	**3,687**
55-64	338,000	3,414	191,000	1,959	**529,000**	**2,692**
65-69	121,000	2,864	77,000	1,811	**198,000**	**2,337**
>69	247,000	2,964	152,000	1,738	**399,000**	**2,336**
Total	**4,963,000**	**5,483**	**3,019,000**	**3,391**	**7,982,000**	**4,446**
Drivers in All Crashes						
<16	34,000	*	22,000	*	**56,000**	*****
16-20	1,110,000	17,645	769,000	13,273	**1,880,000**	**15,548**
21-24	757,000	11,892	491,000	8,170	**1,248,000**	**10,085**
25-34	1,776,000	9,120	1,166,000	6,197	**2,942,000**	**7,684**
35-44	1,594,000	7,855	1,021,000	5,054	**2,615,000**	**6,458**
45-54	1,058,000	6,785	637,000	4,115	**1,695,000**	**5,455**
55-64	509,000	5,140	298,000	3,063	**808,000**	**4,110**
65-69	191,000	4,510	121,000	2,856	**312,000**	**3,683**
>69	382,000	4,582	246,000	2,816	**628,000**	**3,678**
Unknown	***	*	***	*	**1,000**	*****
Total	**7,412,000**	**8,189**	**4,771,000**	**5,360**	**12,185,000**	**6,787**

* Not applicable.

** Includes 772 drivers of unknown sex.

*** Less than 500.

Source: Licensed Drivers—Federal Highway Administration.

Figure 23
Driver Involvement Rates per 100,000 Licensed Drivers by Crash Severity, Age, and Sex

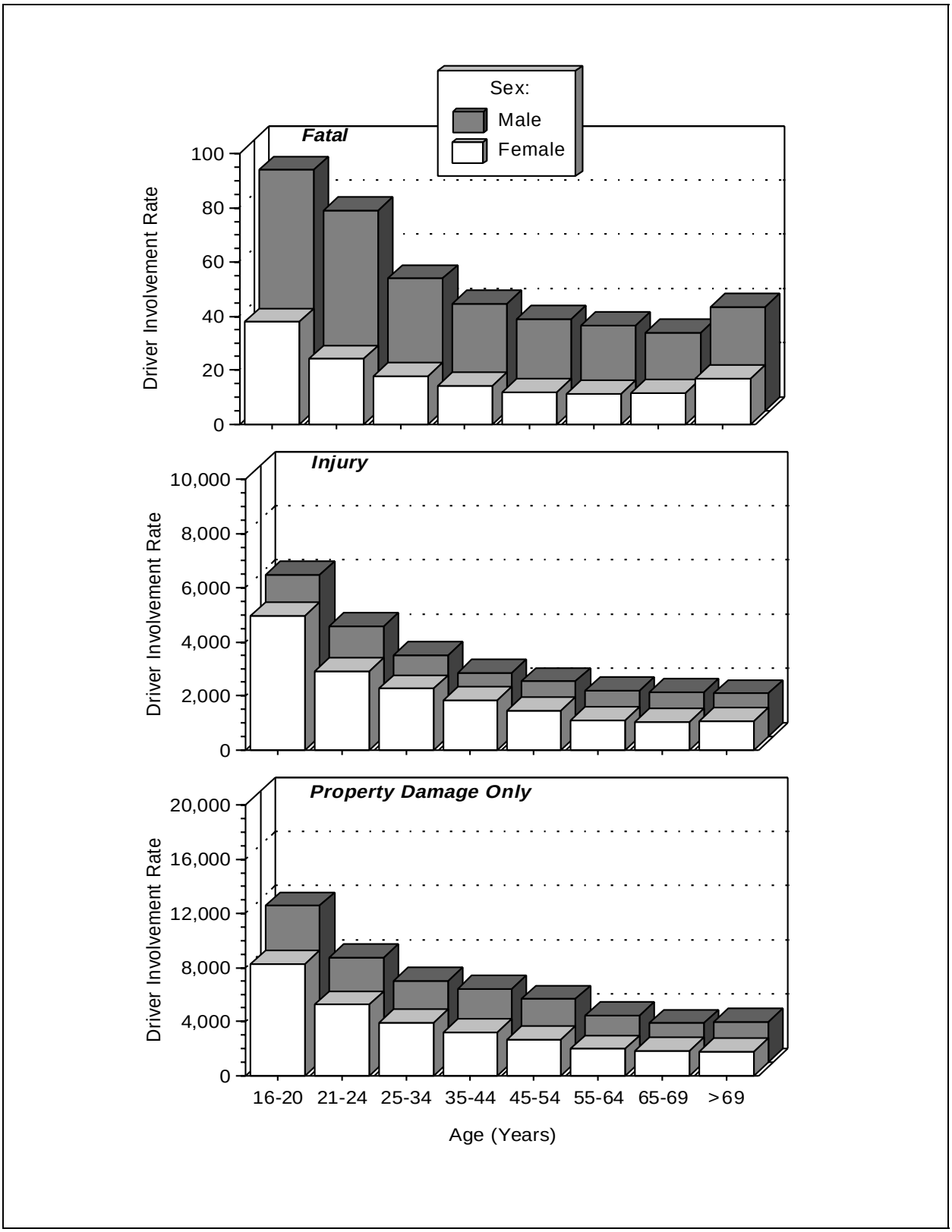


Table 60
Drivers Involved in Fatal Crashes by Previous Driving Record and License Status

Previous Convictions	Valid License (49,081)		Invalid License (6,280)		Total (53,361)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	8,367	17.0	983	15.7	9,350	16.9
Previous Recorded Suspensions or Revocations	3,513	7.2	3,069	48.9	6,582	11.9
Previous DWI Convictions	947	1.9	962	15.3	1,909	3.4
Previous Speeding Convictions	10,880	22.2	1,188	18.9	12,068	21.8
Previous Other Harmful Moving Convictions	7,740	15.8	1,571	25.0	9,311	16.8
Drivers with No Previous Conviction	28,587	58.2	2,707	43.1	31,294	56.5

Notes: Table does not include 1,432 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.

Table 61
Related Factors for Drivers Involved in Fatal Crashes

Factors	Number	Percent
Failure to keep in proper lane or running off road	15,883	28.0
Driving too fast for conditions or in excess of posted speed limit	11,551	20.3
Failure to yield right of way	5,105	9.0
Inattentive (talking, eating, etc.)	3,704	6.5
Failure to obey traffic signs, signals, or officer	3,098	5.5
Operating vehicle in erratic, reckless, careless, or negligent manner	2,921	5.1
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	2,267	4.0
Drowsy, asleep, fatigued, ill, or blackout	1,792	3.2
Overcorrecting/oversteering	1,590	2.8
Making improper turn	1,397	2.5
Driving wrong way on one-way trafficway or on wrong side of road	1,373	2.4
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,293	2.3
Other factors	9,314	16.4
None reported	20,894	36.8
Unknown	642	1.1
Total Drivers	**56,793**	**100.0**

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

Table 62
Vehicle Occupants Killed or Injured, by Vehicle Type, Person Type, and Injury Severity

Vehicle and Person Type	Occupants Killed	Occupants Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Passenger Car						
Drivers	14,879	186,000	425,000	1,039,000	1,650,000	**1,665,000**
Passengers	7,500	86,000	205,000	537,000	828,000	**835,000**
Unknown	37	*	*	*	*	*
Total	*22,416*	*273,000*	*630,000*	*1,576,000*	*2,478,000*	***2,501,000***
Light Truck						
Drivers	6,735	61,000	136,000	303,000	500,000	**507,000**
Passengers	3,130	39,000	76,000	154,000	268,000	**271,000**
Unknown	36	*	*	*	*	*
Total	*9,901*	*100,000*	*212,000*	*457,000*	*768,000*	***778,000***
Large Truck						
Drivers	540	5,000	8,000	14,000	28,000	**28,000**
Passengers	79	1,000	2,000	3,000	5,000	**5,000**
Unknown	2	*	*	*	*	*
Total	*621*	*6,000*	*10,000*	*17,000*	*33,000*	***33,000***
Motorcycle						
Operators	1,961	17,000	23,000	9,000	49,000	**51,000**
Passengers	198	2,000	3,000	2,000	7,000	**7,000**
Unknown	1	*	*	*	*	*
Total	*2,160*	*18,000*	*26,000*	*11,000*	*56,000*	***58,000***
Bus	*21*	*1,000*	*4,000*	*16,000*	*20,000*	***20,000***
Other/Unknown	*460*	*1,000*	*2,000*	*1,000*	*4,000*	***5,000***
Total	**35,579**	**398,000**	**884,000**	**2,078,000**	**3,360,000**	**3,395,000**

* Less than 500.

Table 63
Vehicle Occupants Killed or Injured, by Sex and Vehicle Type

Sex	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/ Unknown	
Occupants Killed							
Male	13,104	7,390	604	1,965	14	372	**23,449**
Female	9,304	2,508	17	195	7	88	**12,119**
Unknown	8	3	0	0	0	0	**11**
Total	**22,416**	**9,901**	**621**	**2,160**	**21**	**460**	**35,579**
Occupants Injured							
Male	1,029,000	474,000	30,000	49,000	10,000	3,000	**1,596,000**
Female	1,449,000	294,000	2,000	6,000	11,000	1,000	**1,763,000**
Total	**2,478,000**	**768,000**	**33,000**	**56,000**	**20,000**	**4,000**	**3,360,000**

Table 64
Vehicle Occupants Killed or Injured, by Age and Vehicle Type

Age (Years)	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/ Unknown	
Occupants Killed							
<5	464	180	2	0	2	5	**653**
5-9	300	135	4	1	0	13	**453**
10-15	712	331	0	45	5	61	**1,154**
16-20	3,788	1,337	14	232	2	54	**5,427**
21-24	2,443	934	28	338	0	43	**3,786**
25-34	3,876	1,979	139	650	0	94	**6,738**
35-44	2,848	1,863	182	491	2	55	**5,441**
45-54	1,960	1,178	134	286	2	34	**3,594**
55-64	1,503	760	89	69	2	38	**2,461**
65-74	1,871	695	22	34	3	25	**2,650**
>74	2,611	494	6	14	3	36	**3,164**
Unknown	40	15	1	0	0	2	**58**
Total	**22,416**	**9,901**	**621**	**2,160**	**21**	**460**	**35,579**
Occupants Injured							
<5	63,000	17,000	*	*	*	*	**81,000**
5-9	75,000	27,000	*	*	2,000	*	**105,000**
10-15	119,000	42,000	*	2,000	5,000	1,000	**168,000**
16-20	457,000	115,000	1,000	9,000	2,000	1,000	**584,000**
21-24	261,000	70,000	2,000	7,000	1,000	1,000	**342,000**
25-34	511,000	173,000	12,000	17,000	3,000	*	**716,000**
35-44	391,000	150,000	9,000	11,000	3,000	1,000	**566,000**
45-54	245,000	92,000	6,000	6,000	3,000	*	**353,000**
55-64	145,000	45,000	2,000	2,000	1,000	*	**195,000**
65-74	122,000	26,000	1,000	1,000	*	*	**149,000**
>74	89,000	11,000	*	*	*	*	**101,000**
Total	**2,478,000**	**768,000**	**33,000**	**56,000**	**20,000**	**4,000**	**3,360,000**

* Less than 500.

Table 65
Vehicle Occupants Killed or Injured, by Age, Person Type, and Sex

Age (Years)	Person Type											
	Drivers						Passengers					
	Sex				Total		Sex				Total	
	Male		Female				Male		Female			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	1	100.0	0	--	**1**	**100.0**	339	52.0	313	48.0	**652**	**100.0**
5-9	6	85.7	1	14.3	**7**	**100.0**	213	47.8	233	52.2	**446**	**100.0**
10-15	161	75.9	51	24.1	**212**	**100.0**	489	51.9	452	48.0	**942**	**100.0**
16-20	2,364	72.1	912	27.8	**3,277**	**100.0**	1,337	62.2	813	37.8	**2,150**	**100.0**
21-24	2,055	79.1	544	20.9	**2,599**	**100.0**	810	68.2	375	31.6	**1,187**	**100.0**
25-34	3,909	74.8	1,319	25.2	**5,229**	**100.0**	910	60.3	597	39.6	**1,509**	**100.0**
35-44	3,156	73.1	1,164	26.9	**4,320**	**100.0**	571	50.9	549	49.0	**1,121**	**100.0**
45-54	2,092	72.8	780	27.2	**2,872**	**100.0**	290	40.2	432	59.8	**722**	**100.0**
55-64	1,348	70.4	568	29.6	**1,916**	**100.0**	159	29.2	385	70.6	**545**	**100.0**
65-74	1,278	67.9	605	32.1	**1,883**	**100.0**	207	27.0	560	73.0	**767**	**100.0**
>74	1,443	67.7	688	32.3	**2,131**	**100.0**	268	25.9	764	74.0	**1,033**	**100.0**
Unknown	9	100.0	0	--	**9**	**100.0**	34	69.4	14	28.6	**49**	**100.0**
Total*	**17,822**	**72.9**	**6,632**	**27.1**	**24,456**	**100.0**	**5,627**	**50.6**	**5,487**	**49.3**	**11,123**	**100.0**
Occupants Injured												
<5	**	**	**	**	******	******	39,000	48.4	42,000	51.6	**81,000**	**100.0**
5-9	**	**	**	**	******	******	51,000	48.7	53,000	51.3	**104,000**	**100.0**
10-15	7,000	58.2	5,000	41.8	**12,000**	**100.0**	60,000	38.3	97,000	61.7	**157,000**	**100.0**
16-20	183,000	49.9	184,000	50.1	**367,000**	**100.0**	100,000	46.2	117,000	53.8	**217,000**	**100.0**
21-24	129,000	53.4	113,000	46.6	**242,000**	**100.0**	49,000	48.9	51,000	51.1	**100,000**	**100.0**
25-34	285,000	50.9	274,000	49.1	**559,000**	**100.0**	65,000	41.3	93,000	58.7	**157,000**	**100.0**
35-44	224,000	49.9	225,000	50.1	**449,000**	**100.0**	45,000	38.5	72,000	61.5	**116,000**	**100.0**
45-54	142,000	51.1	136,000	48.9	**279,000**	**100.0**	22,000	29.4	53,000	70.6	**75,000**	**100.0**
55-64	79,000	53.3	69,000	46.7	**148,000**	**100.0**	8,000	17.3	39,000	82.7	**47,000**	**100.0**
65-74	55,000	51.1	53,000	48.9	**108,000**	**100.0**	8,000	19.1	33,000	80.9	**41,000**	**100.0**
>74	37,000	52.8	33,000	47.2	**71,000**	**100.0**	7,000	24.2	23,000	75.8	**30,000**	**100.0**
Total	**1,142,000**	**51.1**	**1,092,000**	**48.9**	**2,234,000**	**100.0**	**454,000**	**40.4**	**671,000**	**59.6**	**1,125,000**	**100.0**

* Includes 2 killed drivers and 9 killed passengers of unknown sex.
** Less than 500 or less than 0.05 percent.

Table 66
Vehicle Occupants Killed or Injured, by Vehicle Type and Most Harmful Event

Vehicle Type	Most Harmful Event: Collision with: Motor Vehicle in Transport		Collision with: Object Not Fixed		Collision with: Fixed Object		Noncollision		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed										
Passenger Car	12,360	55.1	567	2.5	5,528	24.7	3,955	17.6	**22,416**	**100.0**
Light Truck	3,584	36.2	298	3.0	2,085	21.1	3,932	39.7	**9,901**	**100.0**
Large Truck	154	24.8	35	5.6	112	18.0	320	51.5	**621**	**100.0**
Motorcycle	1,171	54.2	73	3.4	602	27.9	312	14.4	**2,160**	**100.0**
Bus	10	47.6	0	--	4	19.0	7	33.3	**21**	**100.0**
Other/Unknown	206	44.8	23	5.0	77	16.7	134	29.1	**460**	**100.0**
Total*	**17,485**	**49.1**	**996**	**2.8**	**8,408**	**23.6**	**8,660**	**24.3**	**35,579**	**100.0**
Occupants Injured										
Passenger Car	2,037,000	82.2	53,000	2.1	317,000	12.8	71,000	2.9	**2,478,000**	**100.0**
Light Truck	588,000	76.5	14,000	1.8	105,000	13.7	61,000	8.0	**768,000**	**100.0**
Large Truck	17,000	50.6	1,000	2.1	6,000	17.0	10,000	30.3	**33,000**	**100.0**
Motorcycle	31,000	55.7	2,000	3.3	9,000	15.3	14,000	25.8	**56,000**	**100.0**
Bus	18,000	88.1	**	**	2,000	11.7	**	0.2	**20,000**	**100.0**
Other/Unknown	3,000	67.3	**	5.2	**	8.4	1,000	19.2	**4,000**	**100.0**
Total	**2,693,000**	**80.1**	**70,000**	**2.1**	**440,000**	**13.1**	**158,000**	**4.7**	**3,360,000**	**100.0**

* Includes 30 fatalities with unknown most harmful event.
** Less than 500 or less than 0.05 percent.

Table 67
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	Motorcycles	Buses	Other/ Unknown	
Occupants Killed							
Front	11,707	5,315	355	1,391	7	199	**18,974**
Left Side	3,716	925	28	178	4	42	**4,893**
Right Side	3,773	896	37	143	2	40	**4,891**
Rear	989	405	22	64	1	48	**1,529**
Other*	594	302	27	90	1	12	**1,026**
Noncollision	1,278	1,819	134	175	6	78	**3,490**
Unknown	359	239	18	119	0	41	**776**
Total	**22,416**	**9,901**	**621**	**2,160**	**21**	**460**	**35,579**
Occupants Injured							
Front	1,087,000	320,000	11,000	25,000	6,000	1,000	**1,449,000**
Left Side	418,000	114,000	4,000	8,000	3,000	1,000	**549,000**
Right Side	353,000	104,000	3,000	6,000	5,000	**	**471,000**
Rear	567,000	181,000	4,000	3,000	6,000	1,000	**762,000**
Other*	8,000	1,000	1,000	**	**	**	**10,000**
Noncollision	46,000	48,000	9,000	14,000	**	1,000	**118,000**
Total	**2,478,000**	**768,000**	**33,000**	**56,000**	**20,000**	**4,000**	**3,360,000**

* Includes top, undercarriage, override, and underride.
** Less than 500.

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

Vehicle Type	Ejected		Not Ejected		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
Passenger Car	4,580	20.4	17,765	79.3	71	0.3	**22,416**	**100.0**
Light Truck	3,991	40.3	5,862	59.2	48	0.5	**9,901**	**100.0**
Large Truck	208	33.5	409	65.9	4	0.6	**621**	**100.0**
Bus	2	9.5	19	90.5	0	--	**21**	**100.0**
Other/Unknown	127	27.6	299	65.0	34	7.4	**460**	**100.0**
Total*	**8,908**	**26.7**	**24,354**	**72.9**	**157**	**0.5**	**33,419**	**100.0**
Occupants Injured								
Passenger Car	8,000	0.3	2,470,000	99.7	**	**	**2,478,000**	**100.0**
Light Truck	8,000	1.1	760,000	98.9	**	**	**768,000**	**100.0**
Large Truck	**	0.7	32,000	99.3	**	**	**33,000**	**100.0**
Bus	**	0.2	20,000	99.8	**	**	**20,000**	**100.0**
Other/Unknown	**	1.1	4,000	98.9	**	**	**4,000**	**100.0**
Total*	**16,000**	**0.5**	**3,288,000**	**99.5**	****	****	**3,304,000**	**100.0**

* Excludes motorcycle occupants.
** Less than 500 or less than 0.05 percent.

Table 69
Occupants Killed or Injured in Two-Vehicle Crashes, by Vehicle Types Involved

Vehicles Involved				Total Occupants Killed
Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	
Passenger Car	--	Passenger Car	--	**4,192**
Passenger Car	4,417	Light Truck	1,030	**5,447**
Passenger Car	2,117	Large Truck	49	**2,166**
Passenger Car	13	Motorcycle	575	**588**
Passenger Car	119	Bus	4	**123**
Passenger Car	97	Other/Unknown	68	**165**
Light Truck	--	Light Truck	--	**1,299**
Light Truck	1,025	Large Truck	18	**1,043**
Light Truck	3	Motorcycle	378	**381**
Light Truck	50	Bus	0	**50**
Light Truck	55	Other/Unknown	80	**135**
Large Truck	--	Large Truck	--	**93**
Large Truck	0	Motorcycle	86	**86**
Large Truck	0	Bus	2	**2**
Large Truck	1	Other/Unknown	30	**31**
Motorcycle	--	Motorcycle	--	**21**
Motorcycle	16	Bus	0	**16**
Motorcycle	25	Other/Unknown	5	**30**
Bus	0	Other/Unknown	1	**1**
Other/Unknown	--	Other/Unknown	--	**22**
Total Occupants Killed				**15,891**

Vehicles Involved				Total Occupants Injured
Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	
Passenger Car	--	Passenger Car	--	**1,172,000**
Passenger Car	479,000	Light Truck	307,000	**786,000**
Passenger Car	54,000	Large Truck	7,000	**61,000**
Passenger Car	4,000	Motorcycle	22,000	**25,000**
Passenger Car	8,000	Bus	11,000	**19,000**
Passenger Car	2,000	Other/Unknown	2,000	**4,000**
Light Truck	--	Light Truck	--	**170,000**
Light Truck	19,000	Large Truck	4,000	**23,000**
Light Truck	--	Motorcycle	8,000	**8,000**
Light Truck	2,000	Bus	5,000	**7,000**
Light Truck	1,000	Other/Unknown	1,000	**2,000**
Large Truck	--	Large Truck	--	**4,000**
Total Occupants Injured				**2,280,000**

Table 70
Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Type

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Passenger Cars	**53,029**	**55.3**	**22,416**	**63.0**
Convertible	485	0.5	217	0.6
2 Door Sedan, Hardtop, Coupe	16,904	17.6	7,429	20.9
3 Door/2 Door Hatchback	3,594	3.8	1,692	4.8
4 Door Sedan Hardtop	27,085	28.3	11,102	31.2
5 Door/4 Door Hatchback	983	1.0	460	1.3
Station Wagon	2,175	2.3	868	2.4
Hatchback, Doors Unknown	93	0.1	50	0.1
Other Auto	429	0.4	143	0.4
Unknown Auto	1,169	1.2	403	1.1
Auto-Based Pickup	110	0.1	52	0.1
Auto-Based Panel	2	*	0	--
Light Trucks	**32,195**	**33.6**	**9,901**	**27.8**
Compact Utility	5,437	5.7	1,731	4.9
Large Utility	927	1.0	266	0.7
Utility Station Wagon	655	0.7	136	0.4
Utility, Unknown Body Type	25	*	5	*
Minivan	4,678	4.9	1,145	3.2
Large Van	3,162	3.3	618	1.7
Step Van	130	0.1	16	*
Van-Based School Bus	63	0.1	8	*
Van-Based Transit Bus	7	*	1	*
Other Van Type	96	0.1	15	*
Unknown Van Type	111	0.1	26	0.1
Compact Pickup	6,190	6.5	2,629	7.4
Standard Pickup	10,176	10.6	3,177	8.9
Pickup with Camper	109	0.1	46	0.1
Unknown Pickup Style Truck	134	0.1	32	0.1
Cab Chassis-Based Light Truck	208	0.2	29	0.1
Other Conventional Light Truck	3	*	1	*
Unknown Light Truck (not pickup)	44	*	7	*
Unknown Light Vehicle Type	33	*	13	*
Unknown Truck	7	*	0	--

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Large Trucks	**5,485**	**5.7**	**621**	**1.7**
Step Van	46	*	6	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	195	0.2	29	0.1
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	279	0.3	31	0.1
Single Unit Heavy Truck (GVWR > 26,000 lb)	947	1.0	98	0.3
Single Unit Truck, Unknown GVWR	137	0.1	23	0.1
Truck Tractor	3,806	4.0	428	1.2
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	5	*	0	--
Unknown Heavy Truck (GVWR > 26,000 lb)	11	*	1	*
Unknown Large Truck Type	58	0.1	5	*
Unknown Truck	1	*	0	--
Motorcycles	**2,551**	**2.7**	**2,160**	**6.1**
Motorcycle	2,420	2.5	2,045	5.7
Moped	41	*	38	0.1
Three Wheel Motorcycle or Moped	1	*	1	*
Off-Road Motorcycle (Two Wheel)	40	*	31	0.1
Other Motorcycle/Minibike	28	*	25	0.1
Unknown Motorcycle	21	*	20	0.1
Buses**	**1,060**	**1.1**	**21**	**0.1**
School Bus	449	0.5	10	*
Cross Country/Intercity Bus	144	0.2	3	*
Transit Bus	236	0.2	5	*
Other Bus	184	0.2	3	*
Unknown Bus	47	*	0	--
Other Vehicles	**728**	**0.8**	**337**	**0.9**
Large Limousine	11	*	1	*
Van-Based Motorhome	59	0.1	6	*
Light Truck-Based Motorhome	10	*	1	*
Large Truck-Based Motorhome	42	*	8	*
Unknown Truck Camper/Motorhome	103	0.1	15	*
All Terrain Vehicle	196	0.2	147	0.4
Snowmobile	74	0.1	49	0.1
Farm Equipment Except Trucks	140	0.1	52	0.1
Construction Equipment Except Trucks	27	*	5	*
Other Vehicle	66	0.1	53	0.1
Unknown Body Type	**762**	**0.8**	**123**	**0.3**
Total	**95,810**	**100.0**	**35,579**	**100.0**

* Less than 0.05 percent.

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

Table 71
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)	4,080	7.7	2,011	9.0	49.3
Subcompact (95 to 99 inches)	9,825	18.5	4,506	20.1	45.9
Compact (100 to 104 inches)	16,500	31.1	7,161	31.9	43.4
Intermediate (105 to 109 inches)	11,540	21.8	4,626	20.6	40.1
Full Size (110 to 114 inches)	5,577	10.5	2,111	9.4	37.9
Largest Size (115 inches and over)	3,482	6.6	1,246	5.6	35.8
Unknown	2,025	3.8	755	3.4	37.3
Total	**53,029**	**100.0**	**22,416**	**100.0**	**42.3**

Table 72
Persons Killed or Injured in Alcohol-Related Crashes, by Person Type and Injury Severity

Person Type	Persons Killed*	Persons Injured by Injury Severity**			Total Injured
		Incapacitating	Nonincapacitating	Other	
Vehicle Occupants					
Driver	10,135	43,000	75,000	86,000	205,000
Passenger	4,010	19,000	30,000	54,000	103,000
Unknown Occupant	43	***	***	***	***
Subtotal	*14,188*	*63,000*	*106,000*	*140,000*	*308,000*
Nonmotorists					
Pedestrian	2,599	3,000	3,000	2,000	8,000
Pedalcyclist	278	1,000	2,000	1,000	4,000
Other	61	***	1,000	1,000	2,000
Subtotal	*2,938*	*3,000*	*5,000*	*4,000*	*13,000*
Total	**17,126**	**66,000**	**111,000**	**144,000**	**321,000**

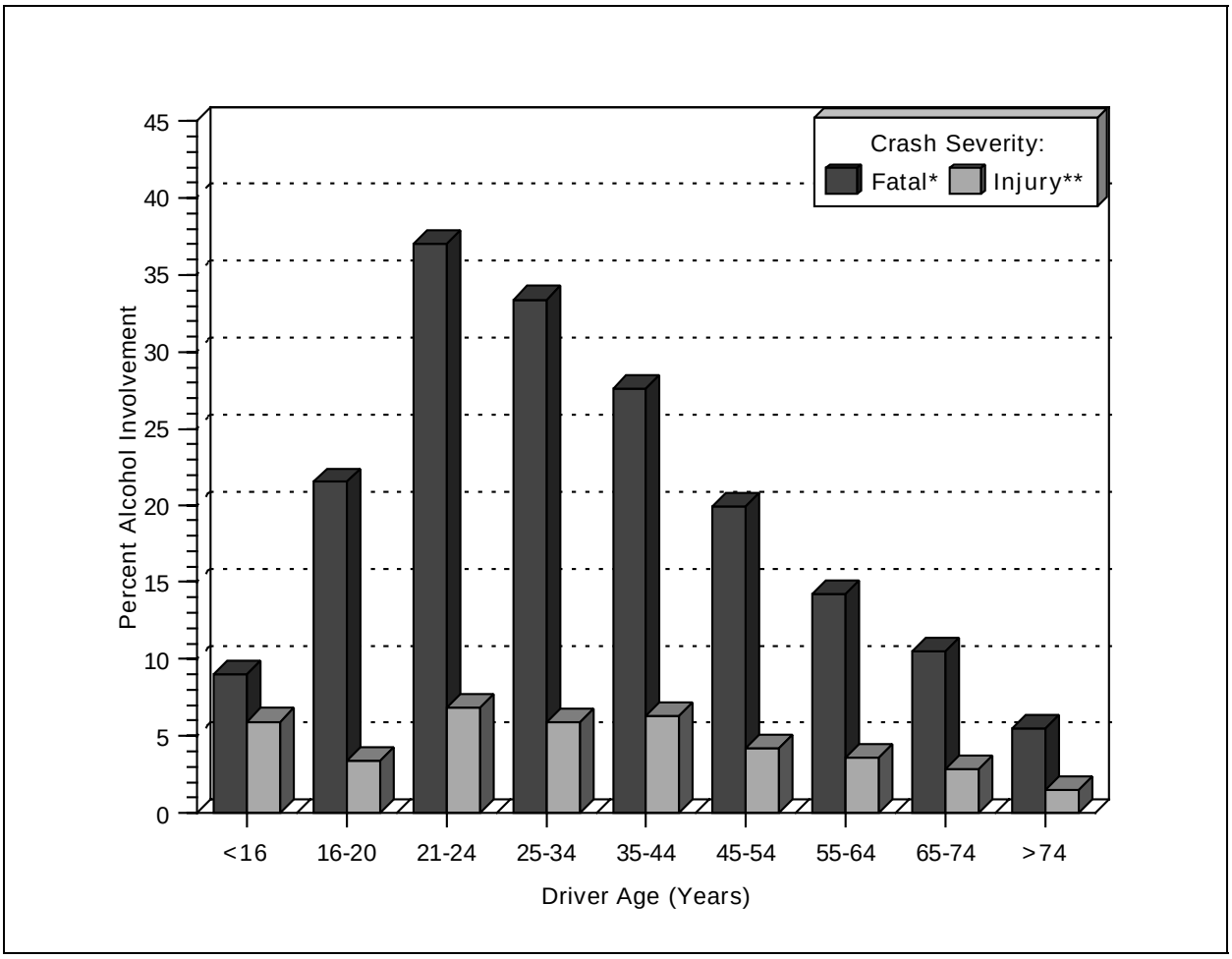
* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater in the crash. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.
** Police-reported alcohol involvement in the crash.
*** Less than 500.

Table 73
Drivers Involved in Crashes by Age, Alcohol Involvement, and Crash Severity

Age (Years)	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes*						
<16	37	9.0	377	91.0	**414**	**100.0**
16-20	1,677	21.5	6,127	78.5	**7,804**	**100.0**
21-24	2,282	37.0	3,890	63.0	**6,172**	**100.0**
25-34	4,287	33.4	8,563	66.6	**12,850**	**100.0**
35-44	3,012	27.6	7,906	72.4	**10,918**	**100.0**
45-54	1,413	19.9	5,684	80.1	**7,097**	**100.0**
55-64	600	14.2	3,616	85.8	**4,216**	**100.0**
65-74	346	10.5	2,962	89.5	**3,308**	**100.0**
>74	168	5.5	2,888	94.5	**3,056**	**100.0**
Unknown	336	35.1	622	64.9	**958**	**100.0**
Total	**14,158**	**24.9**	**42,635**	**75.1**	**56,793**	**100.0**
Drivers in Injury Crashes**						
<16	1,000	5.9	22,000	94.1	**23,000**	**100.0**
16-20	22,000	3.4	642,000	96.6	**664,000**	**100.0**
21-24	30,000	6.8	405,000	93.2	**435,000**	**100.0**
25-34	60,000	5.9	958,000	94.1	**1,017,000**	**100.0**
35-44	54,000	6.3	799,000	93.7	**853,000**	**100.0**
45-54	23,000	4.2	519,000	95.8	**542,000**	**100.0**
55-64	10,000	3.6	265,000	96.4	**274,000**	**100.0**
65-74	6,000	2.8	201,000	97.2	**207,000**	**100.0**
>74	2,000	1.5	128,000	98.5	**130,000**	**100.0**
Total	**208,000**	**5.0**	**3,938,000**	**95.0**	**4,145,000**	**100.0**
Drivers in Property-Damage-Only Crashes**						
<16	2,000	5.2	31,000	94.8	**33,000**	**100.0**
16-20	21,000	1.7	1,187,000	98.3	**1,208,000**	**100.0**
21-24	27,000	3.3	780,000	96.7	**807,000**	**100.0**
25-34	65,000	3.4	1,847,000	96.6	**1,912,000**	**100.0**
35-44	58,000	3.3	1,693,000	96.7	**1,751,000**	**100.0**
45-54	42,000	3.7	1,104,000	96.3	**1,146,000**	**100.0**
55-64	11,000	2.2	518,000	97.8	**529,000**	**100.0**
65-74	5,000	1.4	367,000	98.6	**372,000**	**100.0**
>74	3,000	1.2	222,000	98.8	**224,000**	**100.0**
Total	**234,000**	**2.9**	**7,749,000**	**97.1**	**7,982,000**	**100.0**

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.
** Police-reported alcohol involvement.
*** Less than 500.

Figure 24
Percent of Driver 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 74
Drivers Killed or Injured, by Time of Day, Day of Week, Age, Alcohol Involvement, and Crash Type

Time of Day and Day of Week	Killed*				Injured**			
	Under 21		21 and Older		Under 21		21 and Older	
	Number Killed	Percent with Alcohol Involvement	Number Killed	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement
Single-Vehicle Crashes								
Daytime	**664**	**14.7**	**3,820**	**28.1**	**54,000**	**3.1**	**159,000**	**8.2**
Weekday	424	11.1	2,609	23.2	41,000	2.1	115,000	6.5
Weekend	240	21.2	1,211	38.8	13,000	6.5	44,000	12.7
Nighttime	**1,250**	**52.9**	**5,610**	**75.2**	**61,000**	**17.4**	**165,000**	**37.1**
Weekday	505	44.4	2,522	69.8	27,000	18.7	80,000	32.1
Weekend	745	58.7	3,088	79.6	34,000	16.3	85,000	41.8
Multiple-Vehicle Crashes								
Daytime	**905**	**5.5**	**7,256**	**11.1**	**183,000**	**0.5**	**1,153,000**	**1.2**
Weekday	678	4.0	5,622	9.8	145,000	0.4	941,000	0.9
Weekend	227	9.8	1,634	15.8	39,000	0.9	212,000	2.6
Nighttime	**640**	**26.2**	**4,028**	**44.1**	**81,000**	**3.7**	**378,000**	**8.1**
Weekday	304	20.0	1,991	39.1	40,000	2.9	199,000	6.7
Weekend	336	31.7	2,037	49.0	41,000	4.5	179,000	9.7

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.
** Police-reported alcohol involvement.

Table 75
Drivers Killed in Crashes, by Age and Driver's Blood Alcohol Concentration (BAC)

Age (Years)	Driver's BAC								Total	
	0.00		0.01-0.09		0.10 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	198	90.0	11	5.2	11	4.8	22	10.0	**220**	**100.0**
16-20	2,304	70.3	260	7.9	713	21.8	973	29.7	**3,277**	**100.0**
21-24	1,239	47.7	273	10.5	1,087	41.8	1,360	52.3	**2,599**	**100.0**
25-34	2,458	47.0	447	8.5	2,324	44.4	2,771	52.9	**5,228**	**100.0**
35-44	2,276	52.7	297	6.9	1,748	40.5	2,044	47.4	**4,320**	**100.0**
45-54	1,857	64.6	184	6.4	831	28.9	1,015	35.3	**2,872**	**100.0**
55-64	1,477	77.1	95	5.0	343	17.9	439	22.9	**1,916**	**100.0**
65-74	1,606	85.3	76	4.1	201	10.7	277	14.7	**1,883**	**100.0**
>74	1,994	93.6	50	2.4	87	4.1	137	6.4	**2,131**	**100.0**
Unknown	5	55.6	0	2.3	4	42.1	4	44.4	**9**	**100.0**
Total	**15,414**	**63.0**	**1,693**	**6.9**	**7,348**	**30.0**	**9,042**	**37.0**	**24,456**	**100.0**

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 25
Alcohol Involvement (BAC ≥ 0.01) for Drivers Killed, by Driver Age, Crash Type, Time of Day, and Day of Week

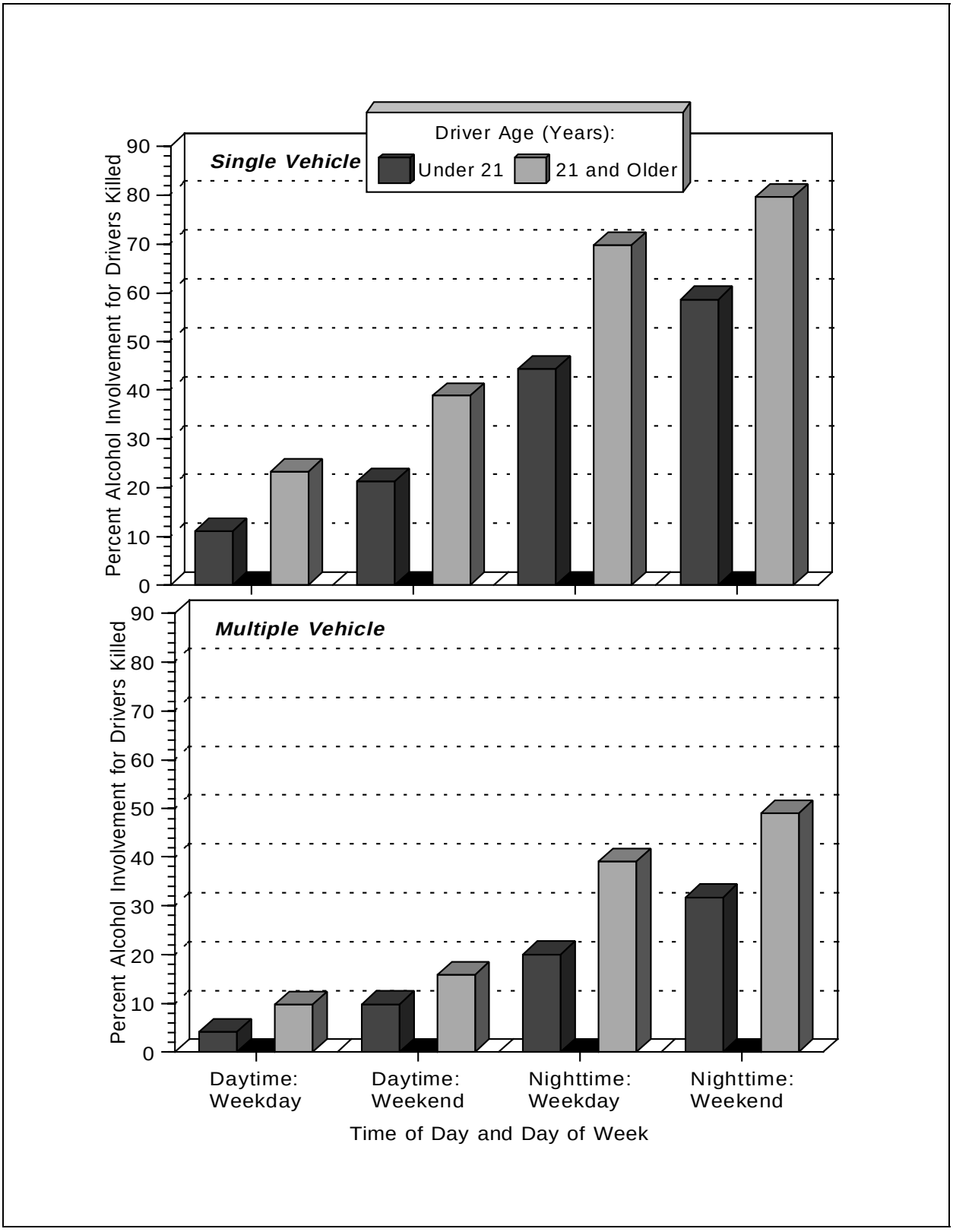


Table 76
Drivers Involved in Crashes by Vehicle Type, Alcohol Involvement, and Crash Severity

Vehicle Type	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes*						
Passenger Car	7,775	25.5	22,691	74.5	**30,466**	**100.0**
Light Truck	5,010	27.7	13,044	72.3	**18,054**	**100.0**
Large Truck	123	2.6	4,565	97.4	**4,688**	**100.0**
Motorcycle	914	42.0	1,261	58.0	**2,175**	**100.0**
Bus	12	3.7	307	96.3	**319**	**100.0**
Other/Unknown	324	29.7	767	70.3	**1,091**	**100.0**
Total	**14,158**	**24.9**	**42,635**	**75.1**	**56,793**	**100.0**
Drivers in Injury Crashes**						
Passenger Car	134,000	4.6	2,770,000	95.4	**2,904,000**	**100.0**
Light Truck	68,000	6.3	1,009,000	93.7	**1,077,000**	**100.0**
Large Truck	1,000	0.6	92,000	99.4	**93,000**	**100.0**
Motorcycle	5,000	9.1	47,000	90.9	**51,000**	**100.0**
Bus	***	0.5	15,000	99.5	**15,000**	**100.0**
Other/Unknown	***	6.0	5,000	94.0	**6,000**	**100.0**
Total	**208,000**	**5.0**	**3,938,000**	**95.0**	**4,145,000**	**100.0**
Drivers in Property-Damage-Only Crashes**						
Passenger Car	168,000	3.1	5,162,000	96.9	**5,330,000**	**100.0**
Light Truck	61,000	2.7	2,232,000	97.3	**2,293,000**	**100.0**
Large Truck	2,000	0.7	290,000	99.3	**292,000**	**100.0**
Motorcycle	1,000	6.3	13,000	93.7	**14,000**	**100.0**
Bus	***	0.2	42,000	99.8	**42,000**	**100.0**
Other/Unknown	1,000	11.9	11,000	88.1	**12,000**	**100.0**
Total	**234,000**	**2.9**	**7,749,000**	**97.1**	**7,982,000**	**100.0**

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

** Police-reported alcohol involvement.

*** Less than 500.

Table 77
Persons Killed, by Age and Highest Blood Alcohol Concentration (BAC) in the Crash

Age (Years)	Highest BAC in Crash								Total	
	0.00		0.01-0.09		0.10 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	702	79.2	58	6.6	126	14.2	184	20.8	**886**	**100.0**
5-9	677	83.3	50	6.1	86	10.6	135	16.7	**812**	**100.0**
10-15	1,207	75.9	140	8.8	244	15.4	384	24.1	**1,591**	**100.0**
16-20	3,612	62.4	644	11.1	1,535	26.5	2,179	37.6	**5,791**	**100.0**
21-24	1,766	43.0	530	12.9	1,816	44.2	2,346	57.0	**4,112**	**100.0**
25-34	3,192	42.0	782	10.3	3,636	47.8	4,418	58.0	**7,610**	**100.0**
35-44	3,022	46.4	568	8.7	2,924	44.9	3,492	53.6	**6,514**	**100.0**
45-54	2,517	57.7	350	8.0	1,498	34.3	1,847	42.3	**4,364**	**100.0**
55-64	2,081	68.9	216	7.1	722	23.9	938	31.1	**3,019**	**100.0**
65-74	2,521	79.0	205	6.4	466	14.6	672	21.0	**3,193**	**100.0**
>74	3,424	88.1	178	4.6	283	7.3	461	11.9	**3,885**	**100.0**
Unknown	60	45.9	11	8.4	59	45.6	70	54.1	**130**	**100.0**
Total	**24,781**	**59.1**	**3,732**	**8.9**	**13,395**	**32.0**	**17,126**	**40.9**	**41,907**	**100.0**

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 78
Pedestrians Killed, by Pedestrian's and Driver's Blood Alcohol Concentration (BAC)

Pedestrian's BAC	Driver's BAC						Total	
	0.00		0.01-0.09		0.10 or Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0.00	2,816	52.7	177	3.3	306	5.7	**3,299**	**61.8**
0.01-0.09	237	4.4	32	0.6	55	1.0	**323**	**6.1**
0.10 or Higher	1,294	24.2	152	2.8	272	5.1	**1,717**	**32.2**
Total*	**4,346**	**81.4**	**361**	**6.8**	**633**	**11.8**	**5,340**	**100.0**

* Does not include pedestrians in hit and run crashes.
Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 79
Drivers Involved in Crashes by Vehicle Type, Restraint Use, and Crash Severity

Vehicle Type	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
Passenger Car	16,149	53.0	11,140	36.6	3,177	10.4	**30,466**	**100.0**
Light Truck	8,968	49.7	7,559	41.9	1,527	8.5	**18,054**	**100.0**
Large Truck	3,125	66.7	1,063	22.7	500	10.7	**4,688**	**100.0**
Bus	231	72.4	46	14.4	42	13.2	**319**	**100.0**
Other/Unknown	189	17.3	388	35.6	514	47.1	**1,091**	**100.0**
Total*	**28,662**	**52.5**	**20,196**	**37.0**	**5,760**	**10.5**	**54,618**	**100.0**
Drivers in Injury Crashes								
Passenger Car	2,330,000	80.3	255,000	8.8	318,000	10.9	**2,904,000**	**100.0**
Light Truck	838,000	77.8	114,000	10.6	125,000	11.6	**1,077,000**	**100.0**
Large Truck	69,000	75.0	10,000	10.9	13,000	14.1	**93,000**	**100.0**
Bus	11,000	73.1	2,000	11.2	2,000	15.7	**15,000**	**100.0**
Other/Unknown	1,000	17.5	3,000	57.5	1,000	24.9	**6,000**	**100.0**
Total*	**3,250,000**	**79.4**	**384,000**	**9.4**	**460,000**	**11.2**	**4,094,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	4,251,000	79.8	213,000	4.0	866,000	16.3	**5,330,000**	**100.0**
Light Truck	1,806,000	78.8	119,000	5.2	367,000	16.0	**2,293,000**	**100.0**
Large Truck	210,000	71.9	20,000	6.7	62,000	21.3	**292,000**	**100.0**
Bus	31,000	74.9	4,000	9.1	7,000	16.0	**42,000**	**100.0**
Other/Unknown	4,000	31.8	4,000	30.0	5,000	38.2	**12,000**	**100.0**
Total*	**6,302,000**	**79.1**	**359,000**	**4.5**	**1,307,000**	**16.4**	**7,969,000**	**100.0**
Drivers in All Crashes								
Passenger Car	6,597,000	79.8	479,000	5.8	1,187,000	14.4	**8,264,000**	**100.0**
Light Truck	2,654,000	78.3	241,000	7.1	494,000	14.6	**3,388,000**	**100.0**
Large Truck	283,000	72.6	31,000	7.9	76,000	19.5	**390,000**	**100.0**
Bus	43,000	74.4	6,000	9.7	9,000	15.9	**57,000**	**100.0**
Other/Unknown	5,000	26.7	7,000	38.6	7,000	34.7	**19,000**	**100.0**
Total*	**9,581,000**	**79.1**	**764,000**	**6.3**	**1,773,000**	**14.6**	**12,118,000**	**100.0**

* Excludes motorcycle drivers.
Note: Restraint use is determined by police and may be overreported for survivors.

Table 80
Passenger Car, Light Truck, and Large Truck Occupants Killed or Injured, by Age and Restraint Use

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
<5	289	44.7	308	47.7	49	7.6	**646**	**100.0**
5-9	161	36.7	250	56.9	28	6.4	**439**	**100.0**
10-15	253	24.3	695	66.6	95	9.1	**1,043**	**100.0**
16-20	1,376	26.8	3,311	64.4	452	8.8	**5,139**	**100.0**
21-24	833	24.5	2,256	66.3	316	9.3	**3,405**	**100.0**
25-34	1,501	25.0	3,906	65.2	587	9.8	**5,994**	**100.0**
35-44	1,421	29.0	3,043	62.2	429	8.8	**4,893**	**100.0**
45-54	1,125	34.4	1,834	56.1	313	9.6	**3,272**	**100.0**
55-64	937	39.8	1,199	51.0	216	9.2	**2,352**	**100.0**
65-74	1,256	48.5	1,112	43.0	220	8.5	**2,588**	**100.0**
>74	1,617	52.0	1,252	40.2	242	7.8	**3,111**	**100.0**
Unknown	5	8.9	44	78.6	7	12.5	**56**	**100.0**
Total	**10,774**	**32.7**	**19,210**	**58.3**	**2,954**	**9.0**	**32,938**	**100.0**
Occupants Injured								
<5	63,000	78.2	14,000	16.8	4,000	4.9	**81,000**	**100.0**
5-9	74,000	72.3	22,000	21.8	6,000	5.9	**102,000**	**100.0**
10-15	107,000	66.6	43,000	26.6	11,000	6.8	**161,000**	**100.0**
16-20	403,000	70.4	131,000	22.9	39,000	6.7	**573,000**	**100.0**
21-24	242,000	72.9	65,000	19.6	25,000	7.5	**333,000**	**100.0**
25-34	534,000	76.7	107,000	15.4	55,000	7.9	**696,000**	**100.0**
35-44	443,000	80.4	69,000	12.6	39,000	7.0	**551,000**	**100.0**
45-54	279,000	81.1	35,000	10.1	30,000	8.8	**344,000**	**100.0**
55-64	163,000	85.2	18,000	9.5	10,000	5.3	**192,000**	**100.0**
65-74	124,000	84.2	13,000	9.0	10,000	6.8	**148,000**	**100.0**
>74	81,000	80.3	13,000	12.8	7,000	6.9	**100,000**	**100.0**
Total	**2,513,000**	**76.6**	**531,000**	**16.2**	**235,000**	**7.2**	**3,279,000**	**100.0**

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

Table 81
Passenger Car, Light Truck, or Large 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	1,588	66.8	637	26.8	154	6.5	**2,379**	**100.0**
5-9	1,248	56.3	806	36.3	164	7.4	**2,218**	**100.0**
10-15	1,641	44.0	1,812	48.6	279	7.5	**3,732**	**100.0**
16-20	4,427	44.7	4,540	45.9	927	9.4	**9,894**	**100.0**
21-24	3,061	50.8	2,376	39.4	587	9.7	**6,024**	**100.0**
25-34	6,459	58.7	3,528	32.1	1,009	9.2	**10,996**	**100.0**
35-44	5,682	65.0	2,291	26.2	766	8.8	**8,739**	**100.0**
45-54	3,858	71.1	1,126	20.7	443	8.2	**5,427**	**100.0**
55-64	2,229	74.1	571	19.0	210	7.0	**3,010**	**100.0**
65-74	1,628	75.7	366	17.0	157	7.3	**2,151**	**100.0**
>74	1,115	73.0	294	19.3	118	7.7	**1,527**	**100.0**
Unknown	339	20.3	309	18.5	1,026	61.3	**1,674**	**100.0**
Total	**33,275**	**57.6**	**18,656**	**32.3**	**5,840**	**10.1**	**57,771**	**100.0**

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

Table 82
Passenger Car Occupants Killed or Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car Occupants Killed								
Front Seat	**7,958**	**39.6**	**10,299**	**51.3**	**1,815**	**9.0**	**20,072**	**100.0**
Left	5,823	39.1	7,682	51.6	1,381	9.3	**14,886**	**100.0**
Middle	15	14.6	79	76.7	9	8.7	**103**	**100.0**
Right	2,119	41.7	2,533	49.9	425	8.4	**5,077**	**100.0**
Other/Unknown	1	16.7	5	83.3	0	--	**6**	**100.0**
Second Seat	**470**	**22.6**	**1,409**	**67.7**	**202**	**9.7**	**2,081**	**100.0**
Left	180	23.6	518	67.9	65	8.5	**763**	**100.0**
Middle	53	19.3	199	72.4	23	8.4	**275**	**100.0**
Right	227	23.4	641	66.2	101	10.4	**969**	**100.0**
Other/Unknown	10	13.5	51	68.9	13	17.6	**74**	**100.0**
Other	**1**	**1.4**	**68**	**93.2**	**4**	**5.5**	**73**	**100.0**
Unknown	**6**	**3.2**	**133**	**70.0**	**51**	**26.8**	**190**	**100.0**
Total	**8,435**	**37.6**	**11,909**	**53.1**	**2,072**	**9.2**	**22,416**	**100.0**
Passenger Car Occupants Injured								
Front Seat	**1,770,000**	**79.8**	**293,000**	**13.2**	**154,000**	**6.9**	**2,218,000**	**100.0**
Left	1,335,000	80.6	199,000	12.0	121,000	7.3	**1,656,000**	**100.0**
Middle	9,000	63.3	4,000	32.3	1,000	4.5	**14,000**	**100.0**
Right	427,000	77.8	90,000	16.4	32,000	5.8	**548,000**	**100.0**
Second Seat	**164,000**	**63.9**	**71,000**	**27.5**	**22,000**	**8.7**	**257,000**	**100.0**
Left	63,000	65.3	25,000	25.9	8,000	8.8	**96,000**	**100.0**
Middle	23,000	63.1	10,000	26.7	4,000	10.2	**37,000**	**100.0**
Right	78,000	63.0	36,000	28.9	10,000	8.1	**125,000**	**100.0**
Other	**1,000**	**30.6**	**2,000**	**56.5**	*****	**12.8**	**4,000**	**100.0**
Total	**1,936,000**	**78.1**	**366,000**	**14.8**	**177,000**	**7.1**	**2,478,000**	**100.0**

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

Table 83
Light Truck Occupants Killed or Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Light Truck Occupants Killed								
Front Seat	**2,073**	**23.5**	**6,063**	**68.8**	**672**	**7.6**	**8,808**	**100.0**
Left	1,543	22.9	4,658	69.2	531	7.9	**6,732**	**100.0**
Middle	17	8.3	175	85.8	12	5.9	**204**	**100.0**
Right	510	27.6	1,209	65.5	128	6.9	**1,847**	**100.0**
Other/Unknown	3	12.0	21	84.0	1	4.0	**25**	**100.0**
Second Seat	**113**	**18.8**	**456**	**76.0**	**31**	**5.2**	**600**	**100.0**
Left	48	23.4	149	72.7	8	3.9	**205**	**100.0**
Middle	10	8.8	90	78.9	14	12.3	**114**	**100.0**
Right	50	20.8	181	75.4	9	3.8	**240**	**100.0**
Other/Unknown	5	12.2	36	87.8	0	--	**41**	**100.0**
Other	**28**	**7.8**	**306**	**85.2**	**25**	**7.0**	**359**	**100.0**
Unknown	**4**	**3.0**	**80**	**59.7**	**50**	**37.3**	**134**	**100.0**
Total	**2,218**	**22.4**	**6,905**	**69.7**	**778**	**7.9**	**9,901**	**100.0**
Light Truck Occupants Injured								
Front Seat	**512,000**	**74.0**	**128,000**	**18.6**	**52,000**	**7.5**	**692,000**	**100.0**
Left	385,000	75.9	81,000	16.0	41,000	8.1	**507,000**	**100.0**
Middle	8,000	38.9	11,000	55.0	1,000	6.1	**20,000**	**100.0**
Right	120,000	72.3	36,000	21.9	10,000	5.8	**165,000**	**100.0**
Second Seat	**39,000**	**60.6**	**22,000**	**34.3**	**3,000**	**5.0**	**64,000**	**100.0**
Left	15,000	63.5	8,000	32.6	1,000	3.9	**24,000**	**100.0**
Middle	7,000	54.9	5,000	39.9	1,000	5.2	**13,000**	**100.0**
Right	17,000	60.8	9,000	33.3	2,000	5.9	**28,000**	**100.0**
Other	**3,000**	**28.1**	**8,000**	**66.2**	**1,000**	**5.7**	**12,000**	**100.0**
Total	**555,000**	**72.2**	**158,000**	**20.6**	**56,000**	**7.2**	**768,000**	**100.0**

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

Table 84
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
Occupants Killed				
Restraint Used				
Lap/Shoulder Belt	5,884	26.2	1,656	16.7
Lap Belt	313	1.4	143	1.4
Shoulder Belt	339	1.5	20	0.2
Child Safety Seat	149	0.7	39	0.4
Type Unknown	685	3.1	184	1.9
Restraint Used, Airbag Deployed	1,028	4.6	164	1.7
Safety Belt Used Improperly	37	0.2	12	0.1
Subtotal	*8,435*	*37.6*	*2,218*	*22.4*
No Restraint Used	11,041	49.3	6,682	67.5
No Restraint Used, Airbag Deployed	849	3.8	209	2.1
Child Safety Seat Used Improperly	19	0.1	14	0.1
Restraint Use Unknown	2,072	9.2	778	7.9
Total	**22,416**	**100.0**	**9,901**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	1,475,000	59.6	437,000	57.4
Lap Belt	95,000	3.8	35,000	4.7
Shoulder Belt	21,000	0.8	3,000	0.4
Child Safety Seat	30,000	1.2	7,000	0.9
Type Unknown	196,000	7.9	57,000	7.5
Restraint Used, Airbag Deployed	119,000	4.8	15,000	2.0
Subtotal	*1,936,000*	*78.2*	*555,000*	*72.8*
No Restraint Used	352,000	14.2	157,000	20.4
No Restraint Used, Airbag Deployed	14,000	0.5	2,000	0.2
Restraint Use Unknown	177,000	7.1	56,000	7.2
Total	**2,478,000**	**100.0**	**768,000**	**100.0**

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

Table 85
Motorcycle Occupants Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcycle Occupants Killed						
Midnight to 3 am	100	9.4	161	14.8	**261**	**12.1**
3 am to 6 am	44	4.1	39	3.6	**83**	**3.8**
6 am to 9 am	69	6.5	29	2.7	**98**	**4.5**
9 am to Noon	62	5.8	65	6.0	**127**	**5.9**
Noon to 3 pm	141	13.2	118	10.8	**259**	**12.0**
3 pm to 6 pm	270	25.4	209	19.2	**479**	**22.2**
6 pm to 9 pm	200	18.8	258	23.7	**458**	**21.2**
9 pm to Midnight	171	16.1	203	18.7	**374**	**17.3**
Unknown	8	0.8	6	0.6	**21**	**1.0**
Total*	**1,065**	**100.0**	**1,088**	**100.0**	**2,160**	**100.0**
Motorcycle Occupants Injured						
Midnight to 3 am	1,000	4.4	2,000	6.8	**3,000**	**5.5**
3 am to 6 am	**	0.7	1,000	4.2	**1,000**	**2.3**
6 am to 9 am	3,000	10.7	1,000	2.1	**4,000**	**6.8**
9 am to Noon	3,000	8.5	3,000	10.9	**5,000**	**9.6**
Noon to 3 pm	5,000	17.0	4,000	14.8	**9,000**	**16.0**
3 pm to 6 pm	10,000	32.0	6,000	23.1	**16,000**	**28.0**
6 pm to 9 pm	6,000	19.2	5,000	20.7	**11,000**	**19.9**
9 pm to Midnight	2,000	7.5	4,000	17.4	**7,000**	**11.9**
Total	**31,000**	**100.0**	**25,000**	**100.0**	**56,000**	**100.0**

* Includes 7 motorcycle operators killed on unknown day of week.
** Less than 500.

Figure 26
Average Number of Motorcyclists Killed per Hour by Time of Day and Day of Week

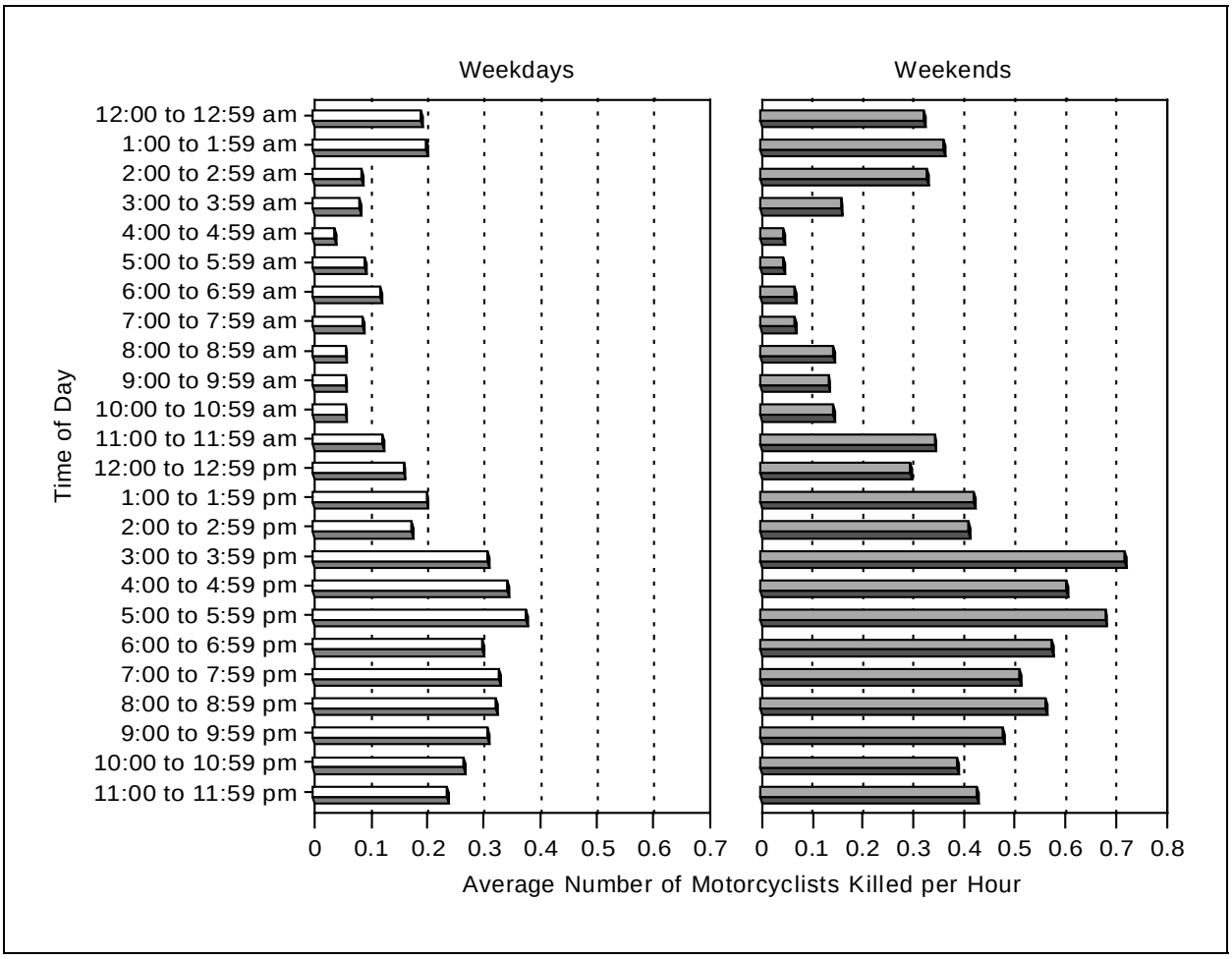


Table 86
Motorcyclists Killed, by Person Type and Helmet Use

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Operators	1,073	54.7	820	41.8	68	3.5	**1,961**	**100.0**
Passengers	87	43.7	107	53.8	5	2.5	**199**	**100.0**
Total	**1,160**	**53.7**	**927**	**42.9**	**73**	**3.4**	**2,160**	**100.0**

Table 87
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	31	3	1	4	1	**40**
16-20	22	1	88	111	2	**224**
21-24	15	2	140	184	2	**343**
25-34	19	1	227	403	8	**658**
35-44	10	1	119	355	5	**490**
45-54	2	2	41	245	6	**296**
55-64	1	3	9	61	0	**74**
65-74	1	1	5	27	0	**34**
>74	2	0	2	9	1	**14**
Unknown	0	0	0	0	2	**2**
Total	**103**	**14**	**632**	**1,399**	**27**	**2,175**

Table 88
Pedestrians Killed in School Bus Related Crashes, by Age and Striking Vehicle

Age (Years)	Striking Vehicle		Total
	Bus	Other Vehicle	
<5	0	1	**1**
5-9	7	4	**11**
10-15	1	2	**3**
>15	8	0	**8**
Total	**16**	**7**	**23**

Table 89
Persons Killed or Injured in School Bus Related Crashes by Person Type

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	2	1.5	1,000	7.8
School Bus Passenger	8	5.9	7,000	47.5
Pedestrian	23	16.9	*	3.3
Pedalcyclist	2	1.5	*	1.0
Occupant of Other Vehicle	101	74.3	6,000	40.4
Other/Unknown	0	--	*	*
Total	**136**	**100.0**	**15,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Table 90
Pedestrians Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
<5	28	13.6	177	85.9	**206**	**100.0**
5-9	55	21.7	198	78.0	**254**	**100.0**
10-15	73	28.6	181	71.0	**255**	**100.0**
16-20	37	12.8	247	85.5	**289**	**100.0**
21-24	35	12.5	244	86.8	**281**	**100.0**
25-34	115	15.1	642	84.3	**762**	**100.0**
35-44	152	16.4	771	83.2	**927**	**100.0**
45-54	159	23.5	517	76.4	**677**	**100.0**
55-64	146	29.3	351	70.5	**498**	**100.0**
65-74	176	34.6	330	65.0	**508**	**100.0**
>74	259	37.6	429	62.3	**689**	**100.0**
Unknown	20	30.3	46	69.7	**66**	**100.0**
Total*	**1,255**	**23.2**	**4,133**	**76.4**	**5,412**	**100.0**
Pedestrians Injured						
<5	1,000	11.6	4,000	88.4	**5,000**	**100.0**
5-9	2,000	21.4	8,000	77.6	**10,000**	**100.0**
10-15	6,000	43.2	8,000	55.7	**15,000**	**100.0**
16-20	3,000	35.9	5,000	62.4	**9,000**	**100.0**
21-24	2,000	32.2	3,000	60.4	**5,000**	**100.0**
25-34	5,000	41.0	6,000	55.5	**11,000**	**100.0**
35-44	3,000	33.7	6,000	64.3	**10,000**	**100.0**
45-54	4,000	49.2	4,000	48.7	**8,000**	**100.0**
55-64	2,000	47.6	2,000	48.3	**3,000**	**100.0**
65-74	1,000	38.2	2,000	49.0	**3,000**	**100.0**
>74	1,000	46.0	1,000	45.0	**3,000**	**100.0**
Total**	**30,000**	**36.4**	**50,000**	**60.7**	**82,000**	**100.0**

* Includes 24 pedestrians killed at other or unknown locations.
** Includes 2,000 pedestrians injured at other or unknown locations.

Table 91
Pedestrians Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex

Age (Years)	Male			Female			Total		
	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate
Pedestrians Killed									
<5	134	9,868	1.36	72	9,418	0.76	**206**	**19,286**	**1.07**
5-9	171	9,954	1.72	83	9,487	0.87	**254**	**19,441**	**1.31**
10-15	161	11,675	1.38	94	11,095	0.85	**255**	**22,770**	**1.12**
16-20	217	9,511	2.28	72	8,933	0.81	**289**	**18,444**	**1.57**
21-24	211	7,159	2.95	70	6,830	1.02	**281**	**13,989**	**2.01**
25-34	565	20,191	2.80	197	20,177	0.98	**762**	**40,368**	**1.89**
35-44	671	21,569	3.11	256	21,825	1.17	**927**	**43,393**	**2.14**
45-54	501	15,837	3.16	176	16,533	1.06	**677**	**32,370**	**2.09**
55-64	362	10,166	3.56	136	11,195	1.21	**498**	**21,361**	**2.33**
65-74	327	8,325	3.93	181	10,345	1.75	**508**	**18,669**	**2.72**
>74	390	5,556	7.02	299	9,635	3.10	**689**	**15,192**	**4.54**
Unknown	48	*	*	16	*	*	**66**	*****	*****
Total**	**3,758**	**129,810**	**2.90**	**1,652**	**135,474**	**1.22**	**5,412**	**265,284**	**2.04**
Pedestrians Injured									
<5	3,000	9,868	32	2,000	9,418	20	**5,000**	**19,286**	**26**
5-9	7,000	9,954	66	3,000	9,487	36	**10,000**	**19,441**	**51**
10-15	8,000	11,675	68	7,000	11,095	63	**15,000**	**22,770**	**65**
16-20	5,000	9,511	48	4,000	8,933	45	**9,000**	**18,444**	**47**
21-24	2,000	7,159	26	3,000	6,830	44	**5,000**	**13,989**	**35**
25-34	7,000	20,191	32	5,000	20,177	23	**11,000**	**40,368**	**27**
35-44	6,000	21,569	26	4,000	21,825	18	**10,000**	**43,393**	**22**
45-54	4,000	15,837	27	4,000	16,533	21	**8,000**	**32,370**	**24**
55-64	2,000	10,166	16	2,000	11,195	16	**3,000**	**21,361**	**16**
65-74	2,000	8,325	21	2,000	10,345	16	**3,000**	**18,669**	**18**
>74	1,000	5,556	21	2,000	9,635	16	**3,000**	**15,192**	**18**
Total	**45,000**	**129,810**	**35**	**36,000**	**135,474**	**27**	**82,000**	**265,284**	**31**

* Not applicable.
** Includes 2 pedestrian fatalities of unknown sex.
Source: Population—Bureau of the Census. Totals may not equal sum of components due to independent rounding.

Table 92
Pedestrians Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
Midnight to 3 am	201	6.2	375	17.3	**576**	**10.6**
3 am to 6 am	138	4.3	217	10.0	**355**	**6.6**
6 am to 9 am	351	10.9	73	3.4	**424**	**7.8**
9 am to Noon	250	7.7	66	3.0	**316**	**5.8**
Noon to 3 pm	326	10.1	95	4.4	**421**	**7.8**
3 pm to 6 pm	553	17.1	173	8.0	**726**	**13.4**
6 pm to 9 pm	726	23.1	557	25.7	**1,367**	**25.3**
9 pm to Midnight	603	19.1	603	27.8	**1,206**	**22.3**
Unknown	2	0.1	7	0.3	***21**	**0.4**
Total	**3,152**	**100.0**	**2,166**	**100.0**	***5,412**	**100.0**
Pedestrians Injured						
Midnight to 3 am	1,000	1.5	3,000	13.9	**4,000**	**5.1**
3 am to 6 am	1,000	1.0	**	1.5	**1,000**	**1.2**
6 am to 9 am	9,000	16.5	1,000	4.7	**11,000**	**13.0**
9 am to Noon	6,000	9.9	2,000	7.5	**8,000**	**9.2**
Noon to 3 pm	9,000	15.4	3,000	11.2	**12,000**	**14.2**
3 pm to 6 pm	18,000	31.5	4,000	17.5	**22,000**	**27.3**
6 pm to 9 pm	10,000	16.7	6,000	25.6	**16,000**	**19.3**
9 pm to Midnight	4,000	7.4	4,000	18.1	**9,000**	**10.6**
Total	**57,000**	**100.0**	**24,000**	**100.0**	**82,000**	**100.0**

* Includes 12 pedestrians killed at unknown time of day and day of week.
** Less than 500.

Figure 27
Average Number of Pedestrians Killed per Hour by Time of Day and Day of Week

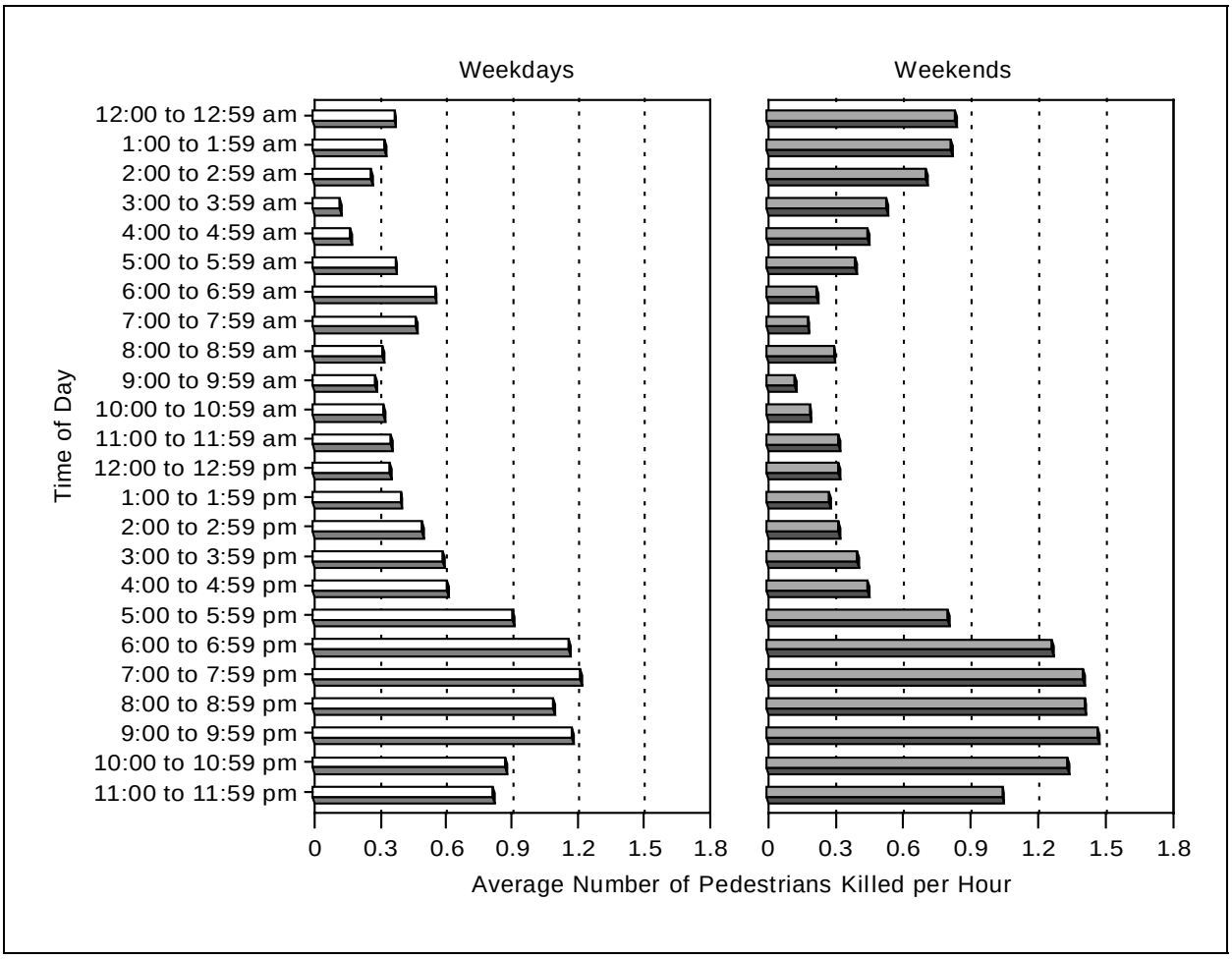


Table 93
Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed												
Passenger Car	2,410	90.5	58	2.2	53	2.0	33	1.2	110	4.1	**2,664**	**100.0**
Light Truck	1,437	89.3	30	1.9	31	1.9	30	1.9	82	5.1	**1,610**	**100.0**
Large Truck	181	64.0	19	6.7	7	2.5	27	9.5	49	17.3	**283**	**100.0**
Motorcycle	17	85.0	0	--	2	10.0	0	0.0	1	5.0	**20**	**100.0**
Other/Unknown	207	50.5	11	2.7	6	1.5	3	0.7	183	44.6	**410**	**100.0**
Total	**4,252**	**85.3**	**118**	**2.4**	**99**	**2.0**	**93**	**1.9**	**425**	**8.5**	**4,987**	**100.0**
Pedestrians Injured												
Passenger Car	39,000	68.1	10,000	18.2	5,000	9.6	2,000	3.8	*	0.3	**57,000**	**100.0**
Light Truck	14,000	70.3	3,000	13.6	2,000	9.9	1,000	4.5	*	1.7	**20,000**	**100.0**
Other	1,000	33.7	1,000	39.9	1,000	25.3	*	1.2	*	*	**3,000**	**100.0**
Total	**54,000**	**67.3**	**14,000**	**17.8**	**8,000**	**10.3**	**3,000**	**3.9**	**1,000**	**0.6**	**80,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Table 94
Pedestrians Killed, by Related Factors

Factors	Number	Percent
Walking, playing, working, etc., in roadway	1,652	30.5
Improper crossing of roadway or intersection	1,649	30.5
Darting or running into road	793	14.7
Failure to yield right of way	702	13.0
Not visible	297	5.5
Inattentive (talking, eating, etc.)	175	3.2
Failure to obey traffic signs, signals, or officer	80	1.5
Physical impairment	75	1.4
Emotional (e.g., depression, angry, disturbed)	32	0.6
Getting on/off/in/out of transport vehicle	23	0.4
Ill, blackout	21	0.4
Nonmotorist pushing vehicle	10	0.2
Other factors	126	2.3
None reported	1,262	23.3
Unknown	80	1.5
Total	**5,412**	**100.0**

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

Table 95
Pedalcyclists Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
<5	1	8.3	11	91.7	**12**	**100.0**
5-9	27	30.3	61	68.5	**89**	**100.0**
10-15	58	39.5	88	59.9	**147**	**100.0**
16-20	23	37.7	38	62.3	**61**	**100.0**
21-24	11	30.6	25	69.4	**36**	**100.0**
25-34	20	21.7	72	78.3	**92**	**100.0**
35-44	36	27.1	96	72.2	**133**	**100.0**
45-54	23	29.9	54	70.1	**77**	**100.0**
55-64	17	35.4	31	64.6	**48**	**100.0**
65-74	11	35.5	20	64.5	**31**	**100.0**
>74	13	44.8	16	55.2	**29**	**100.0**
Unknown	0	--	6	100.0	**6**	**100.0**
Total*	**240**	**31.5**	**518**	**68.1**	**761**	**100.0**
Pedalcyclists Injured						
<5	**	74.4	**	25.6	****	**100.0**
5-9	4,000	57.3	3,000	42.3	**7,000**	**100.0**
10-15	12,000	63.2	7,000	35.9	**19,000**	**100.0**
16-20	4,000	62.7	2,000	36.2	**7,000**	**100.0**
21-24	3,000	62.0	2,000	38.0	**5,000**	**100.0**
25-34	5,000	59.1	4,000	40.3	**9,000**	**100.0**
35-44	2,000	48.2	3,000	51.8	**5,000**	**100.0**
45-54	2,000	67.4	1,000	31.8	**3,000**	**100.0**
55-64	2,000	74.9	1,000	25.1	**2,000**	**100.0**
65-74	1,000	79.0	**	21.0	**1,000**	**100.0**
>74	**	57.3	**	42.4	****	**100.0**
Total	**36,000**	**61.4**	**22,000**	**38.0**	**59,000**	**100.0**

* Includes 3 pedalcyclists killed at other or unknown locations.
** Less than 500.

Table 96
Pedalcyclists Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex

Age (Years)	Male			Female			Total		
	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate
Pedalcyclists Killed									
<5	9	9,868	0.09	3	9,418	0.03	**12**	**19,286**	**0.06**
5-9	66	9,954	0.66	23	9,487	0.24	**89**	**19,441**	**0.46**
10-15	125	11,675	1.07	22	11,095	0.20	**147**	**22,770**	**0.65**
16-20	54	9,511	0.57	7	8,933	0.08	**61**	**18,444**	**0.33**
21-24	36	7,159	0.50	0	6,830	0.00	**36**	**13,989**	**0.26**
25-34	81	20,191	0.40	11	20,177	0.05	**92**	**40,368**	**0.23**
35-44	115	21,569	0.53	18	21,825	0.08	**133**	**43,393**	**0.31**
45-54	63	15,837	0.40	14	16,533	0.08	**77**	**32,370**	**0.24**
55-64	43	10,166	0.42	5	11,195	0.04	**48**	**21,361**	**0.22**
65-74	28	8,325	0.34	3	10,345	0.03	**31**	**18,669**	**0.17**
>74	27	5,556	0.49	2	9,635	0.02	**29**	**15,192**	**0.19**
Unknown	6	*	*	0	*	*	**6**	*****	*****
Total	**653**	**129,810**	**0.50**	**108**	**135,474**	**0.08**	**761**	**265,284**	**0.29**
Pedalcyclists Injured									
<5	**	9,868	2	**	9,418	1	******	**19,286**	**1**
5-9	5,000	9,954	54	2,000	9,487	21	**7,000**	**19,441**	**38**
10-15	15,000	11,675	125	4,000	11,095	39	**19,000**	**22,770**	**83**
16-20	6,000	9,511	59	1,000	8,933	11	**7,000**	**18,444**	**36**
21-24	4,000	7,159	57	1,000	6,830	13	**5,000**	**13,989**	**36**
25-34	7,000	20,191	33	2,000	20,177	11	**9,000**	**40,368**	**22**
35-44	4,000	21,569	20	1,000	21,825	3	**5,000**	**43,393**	**11**
45-54	2,000	15,837	15	1,000	16,533	3	**3,000**	**32,370**	**9**
55-64	2,000	10,166	20	**	11,195	0	**2,000**	**21,361**	**10**
65-74	1,000	8,325	15	**	10,345	1	**1,000**	**18,669**	**7**
>74	**	5,556	5	**	9,635	0	******	**15,192**	**2**
Total	**47,000**	**129,810**	**36**	**12,000**	**135,474**	**9**	**59,000**	**265,284**	**22**

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

Table 97
Pedalcyclists Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
Midnight to 3 am	17	3.6	23	8.2	**40**	**5.3**
3 am to 6 am	11	2.3	7	2.5	**18**	**2.4**
6 am to 9 am	33	6.9	7	2.5	**40**	**5.3**
9 am to Noon	46	9.6	28	9.9	**74**	**9.7**
Noon to 3 pm	66	13.8	28	9.9	**94**	**12.4**
3 pm to 6 pm	131	27.5	52	18.4	**183**	**24.0**
6 pm to 9 pm	110	23.1	78	27.7	**188**	**24.7**
9 pm to Midnight	63	13.2	59	20.9	**122**	**16.0**
Unknown	0	0.0	0	0.0	***2**	**0.3**
Total	**477**	**100.0**	**282**	**100.0**	***761**	**100.0**
Pedalcyclists Injured						
Midnight to 3 am	**	0.4	**	2.2	**1,000**	**0.9**
3 am to 6 am	**	1.0	**	0.6	**1,000**	**0.9**
6 am to 9 am	4,000	10.3	1,000	4.2	**5,000**	**8.7**
9 am to Noon	4,000	8.9	1,000	8.3	**5,000**	**8.7**
Noon to 3 pm	7,000	16.2	4,000	27.5	**11,000**	**19.2**
3 pm to 6 pm	18,000	40.7	3,000	20.9	**21,000**	**35.5**
6 pm to 9 pm	8,000	18.7	4,000	27.8	**12,000**	**21.1**
9 pm to Midnight	2,000	3.8	1,000	8.5	**3,000**	**5.0**
Total	**43,000**	**100.0**	**15,000**	**100.0**	**59,000**	**100.0**

* Includes 2 pedalcyclists killed at unknown time of day and day of week.
** Less than 500.

Table 98
Pedalcyclists Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed												
Passenger Car	336	89.1	17	4.5	9	2.4	4	1.1	11	2.9	**377**	**100.0**
Light Truck	218	85.8	19	7.5	10	3.9	4	1.6	3	1.2	**254**	**100.0**
Large Truck	26	44.8	10	17.2	4	6.9	7	12.1	11	19.0	**58**	**100.0**
Motorcycle	0	--	0	--	0	--	0	--	0	--	**0**	**--**
Other/Unknown	22	47.8	5	10.9	5	10.9	5	10.9	9	19.6	**46**	**100.0**
Total	**602**	**81.9**	**51**	**6.9**	**28**	**3.8**	**20**	**2.7**	**34**	**4.6**	**735**	**100.0**
Pedalcyclists Injured												
Passenger Car	25,000	59.3	12,000	28.8	5,000	10.8	*	1.1	*	*	**42,000**	**100.0**
Light Truck	9,000	59.7	4,000	29.8	1,000	9.1	*	1.3	*	0.2	**15,000**	**100.0**
Other	1,000	67.5	*	23.6	*	8.9	*	*	*	*	**1,000**	**100.0**
Total	**35,000**	**59.5**	**17,000**	**29.0**	**6,000**	**10.3**	**1,000**	**1.1**	*****	*****	**58,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Table 99
Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	161	21.2
Riding, playing, working, etc., in roadway	132	17.3
Improper crossing of roadway or intersection	115	15.1
Failure to obey (e.g., signs, control devices, officers)	55	7.2
Inattentive (talking, eating, etc.)	45	5.9
Failure to keep in proper lane or running off road	38	5.0
Operating without required equipment	33	4.3
Not visible	28	3.7
Making improper turn	27	3.5
Erratic, reckless, careless, or negligent operation	26	3.4
Driving on wrong side of road	19	2.5
Improper lane changing	13	1.7
Improper entry to or exit from trafficway	9	1.2
Failing to have lights on when required	6	0.8
Other factors	90	11.8
None reported	212	27.9
Unknown	17	2.2
Total	**761**	**100.0**

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

5. STATES

Fatal crash and fatality statistics for each of the 50 states, the District of Columbia, and Puerto Rico are presented in this chapter. Several tables display state fatality rates based on population, licensed drivers, and registered vehicles. The last 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 increased slightly, by 0.2 percent, from 1995 to 1996 for the nation as a whole. Twenty states showed increases, ranging from 2 percent to as much as 18 percent.

- The pedestrian fatality rate per 100,000 population was 2.0 for the nation. Nevada had the highest rate (4.24) and North Dakota had the lowest (0.62).

- Two percent of all traffic crash fatalities in 1996 were pedalcyclists. North Dakota was the only state that reported no pedalcyclists killed.

- Forty-nine states, plus the District of Columbia and Puerto Rico, have safety belt use laws.

- All states, the District of Columbia, and Puerto Rico have laws requiring children of certain ages to be restrained in child safety seats.

- Motorcycle helmets are required for all riders in 25 states, the District of Columbia, and Puerto Rico. Twenty-two states have helmet requirements with exceptions (age, rider type, roadway type), and three states do not require helmets at all.

- State laws in 35 states and the District of Columbia make it a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of 0.10 g/dl. Thirteen states have adopted 0.08 g/dl. Two states and Puerto Rico do not have illegal per se BAC levels.

Table 100
1996 Traffic Fatalities by State and Percent Change from 1995

State	Fatalities			State	Fatalities		
	1995	1996	Percent Change		1995	1996	Percent Change
AL	1,114	1,143	+3	NE	254	293	+15
AK	87	80	-8	NV	313	348	+11
AZ	1,035	993	-4	NH	118	134	+14
AR	631	615	-3	NJ	774	818	+6
CA	4,192	3,989	-5	NM	485	481	-1
CO	645	617	-4	NY	1,679	1,564	-7
CT	317	310	-2	NC	1,448	1,493	+3
DE	121	116	-4	ND	74	85	+15
DC	58	62	+7	OH	1,360	1,395	+3
FL	2,805	2,753	-2	OK	669	772	+15
GA	1,488	1,574	+6	OR	574	524	-9
HI	130	148	+14	PA	1,480	1,469	-1
ID	262	258	-2	RI	69	69	0
IL	1,586	1,477	-7	SC	881	930	+6
IN	960	984	+3	SD	158	175	+11
IA	527	465	-12	TN	1,259	1,239	-2
KS	442	491	+11	TX	3,183	3,741	+18
KY	849	841	-1	UT	325	321	-1
LA	894	781	-13	VT	106	88	-17
ME	187	169	-10	VA	900	875	-3
MD	671	608	-9	WA	653	712	+9
MA	444	417	-6	WV	376	345	-8
MI	1,530	1,505	-2	WI	745	761	+2
MN	597	576	-4	WY	170	143	-16
MS	868	811	-7	**USA**	**41,817**	**41,907**	**+0**
MO	1,109	1,149	+4				
MT	215	200	-7	PR	595	601	+1

Figure 28
1996 Traffic Fatalities by State and Percent Change from 1995

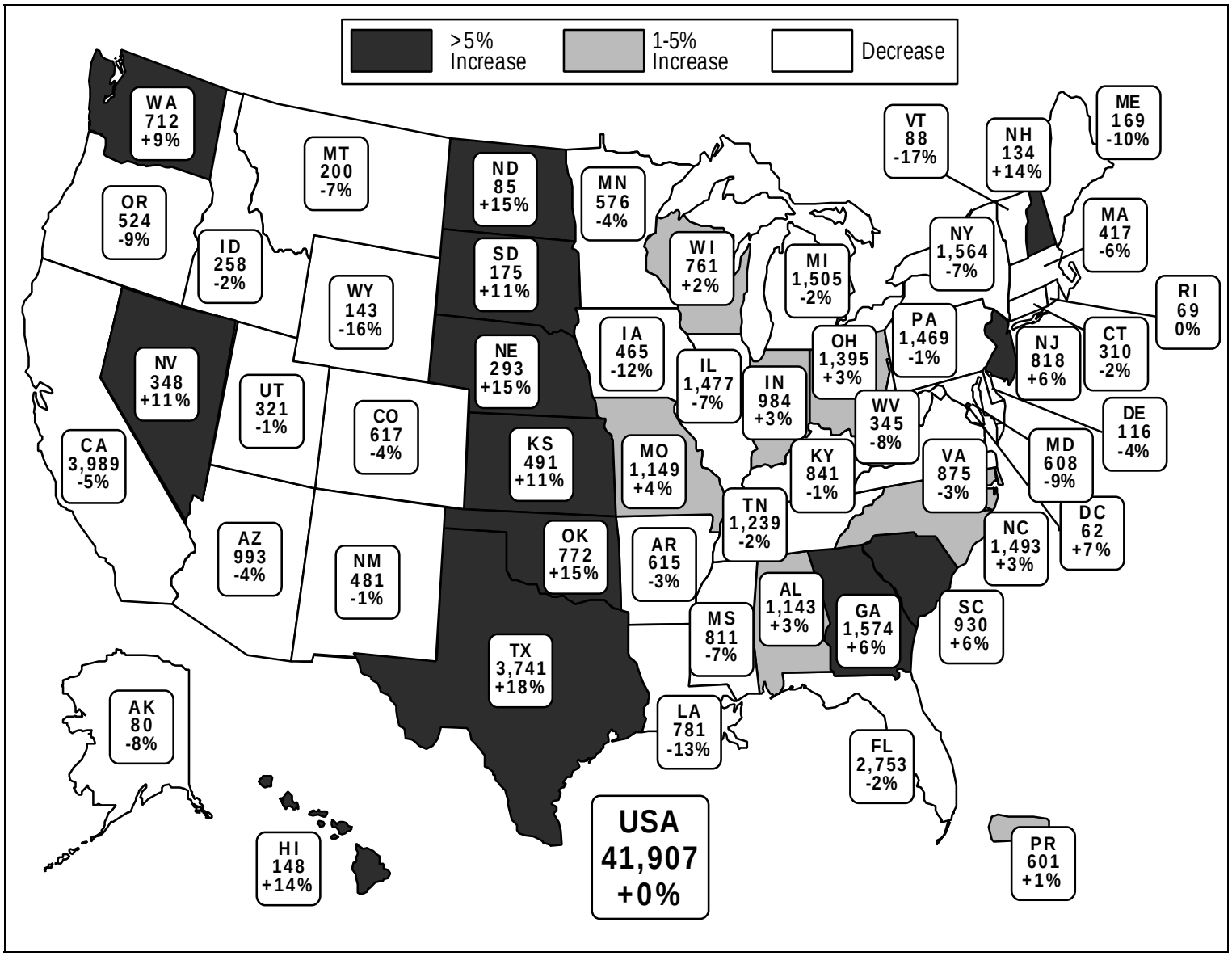


Table 101
Percent of Fatal Crashes by State and First Harmful Event

State	First Harmful Event						Total Crashes
	Collision with				Non-Collision		
	Motor Vehicle in Transport	Non-Motorist	Fixed Object	Object Not Fixed	Overturn	Other	
AL	41.2	8.7	37.8	2.2	9.6	0.6	**1,022**
AK	39.4	14.1	18.3	8.5	19.7	0.0	**71**
AZ	38.5	21.4	16.8	1.6	17.0	4.7	**857**
AR	38.8	5.9	32.3	5.4	16.7	0.9	**539**
CA	34.6	23.7	26.7	3.1	10.8	1.1	**3,576**
CO	33.9	13.7	28.3	2.9	20.2	1.1	**555**
CT	34.8	17.6	38.5	4.4	3.4	1.4	**296**
DE	54.3	21.9	19.0	1.9	1.9	1.0	**105**
DC	36.2	34.5	29.3	0.0	0.0	0.0	**58**
FL	45.4	25.3	20.2	1.5	6.1	1.6	**2,496**
GA	42.7	11.9	34.4	2.6	7.6	0.8	**1,403**
HI	36.6	25.4	26.9	2.2	5.2	3.7	**134**
ID	41.7	5.3	24.6	6.1	19.7	2.6	**228**
IL	42.9	16.6	28.1	4.0	7.1	1.2	**1,312**
IN	49.2	9.4	29.1	4.9	6.8	0.6	**872**
IA	47.4	8.0	21.9	3.6	18.2	0.7	**411**
KS	43.6	5.0	27.3	4.7	18.7	0.7	**443**
KY	42.0	8.2	39.4	2.5	7.2	0.7	**733**
LA	37.8	17.5	32.7	4.3	7.0	0.7	**701**
ME	31.2	10.8	39.5	2.5	14.6	1.3	**157**
MD	45.0	22.2	28.0	2.7	2.2	0.0	**558**
MA	32.9	20.7	37.0	2.0	6.1	1.3	**392**
MI	49.7	16.3	25.5	3.1	4.7	0.7	**1,339**
MN	52.3	9.9	19.9	3.6	12.9	1.4	**503**
MS	44.6	7.6	33.2	3.3	11.1	0.1	**695**
MO	40.2	9.3	35.7	3.1	10.8	0.9	**1,006**
MT	33.5	7.3	20.1	3.4	33.5	2.2	**179**
NE	45.8	9.2	17.1	5.4	21.3	1.3	**240**
NV	32.1	21.9	16.8	3.2	25.4	0.6	**315**
NH	40.0	15.2	31.2	2.4	8.8	2.4	**125**

Table 101
Percent of Fatal Crashes by State and First Harmful Event (Continued)

State	First Harmful Event						Total Crashes
	Collision with				Non-Collision		
	Motor Vehicle in Transport	Non-Motorist	Fixed Object	Object Not Fixed	Overturn	Other	
NJ	38.7	24.8	30.4	2.1	3.2	0.8	**757**
NM	37.1	15.3	19.4	2.4	23.8	1.9	**412**
NY	37.4	27.8	27.7	2.9	2.3	1.9	**1,422**
NC	45.4	15.4	31.8	2.6	4.5	0.3	**1,328**
ND	45.0	5.0	8.8	7.5	31.3	2.5	**80**
OH	48.4	10.7	35.1	2.7	2.6	0.4	**1,247**
OK	42.7	8.8	37.9	4.2	5.7	0.7	**670**
OR	36.7	13.5	29.6	3.5	15.7	1.1	**460**
PA	39.4	17.0	35.6	3.1	3.8	1.1	**1,353**
RI	27.7	26.2	38.5	4.6	1.5	1.5	**65**
SC	40.3	14.1	32.5	4.0	8.0	1.0	**821**
SD	42.3	7.7	21.1	2.8	21.1	4.9	**142**
TN	40.6	8.4	37.0	2.1	10.8	1.2	**1,120**
TX	39.8	14.7	25.4	3.8	15.3	0.9	**3,248**
UT	35.2	14.8	14.1	4.6	29.6	1.8	**284**
VT	35.1	12.2	43.2	1.4	6.8	1.4	**74**
VA	39.2	14.6	33.7	2.1	7.3	3.1	**807**
WA	39.7	15.1	25.2	2.3	15.7	2.0	**643**
WV	35.5	8.8	33.0	2.2	17.6	2.8	**318**
WI	50.9	9.7	26.4	2.7	9.0	1.2	**658**
WY	25.6	10.7	15.7	5.8	38.8	3.3	**121**
USA	**41.1**	**15.8**	**28.9**	**3.1**	**9.9**	**1.2**	**37,351**
PR	34.0	36.4	23.0	2.9	1.1	2.6	**547**

Table 102
Percent of Fatal Crashes by State and Roadway Function Class

State	Roadway Function Class							Total Crashes
	Principal Arterial			Minor Arterial	Collector	Local	Unknown	
	Interstate	Freeway and Expressway	Other					
AL	10.9	0.0	22.7	22.8	31.5	12.0	0.1	**1,022**
AK	26.8	4.2	11.3	12.7	21.1	21.1	2.8	**71**
AZ	16.1	1.1	31.4	22.2	18.6	9.0	1.8	**857**
AR	10.0	1.9	26.2	16.0	23.6	22.4	0.0	**539**
CA	13.9	10.0	30.8	19.5	14.6	11.2	0.0	**3,576**
CO	17.8	6.7	31.2	17.8	17.3	9.2	0.0	**555**
CT	13.9	4.4	23.3	28.4	18.2	11.8	0.0	**296**
DE	7.6	1.9	36.2	16.2	21.9	16.2	0.0	**105**
DC	1.7	0.0	0.0	0.0	0.0	98.3	0.0	**58**
FL	9.6	2.8	35.0	12.1	2.5	29.1	8.9	**2,496**
GA	13.0	1.1	21.7	23.0	22.6	17.5	1.0	**1,403**
HI	4.5	5.2	32.1	29.9	17.9	10.4	0.0	**134**
ID	13.6	2.6	28.5	16.7	24.6	14.0	0.0	**228**
IL	12.7	0.4	24.3	16.0	19.8	26.8	0.0	**1,312**
IN	9.2	2.8	21.2	17.8	25.1	12.0	11.9	**872**
IA	7.5	0.0	31.6	16.5	29.0	15.3	0.0	**411**
KS	7.4	4.1	27.3	16.7	25.1	19.4	0.0	**443**
KY	10.2	0.4	15.7	16.2	38.2	19.2	0.0	**733**
LA	10.4	2.6	17.5	16.1	32.2	20.3	0.9	**701**
ME	7.6	3.8	18.5	13.4	31.8	22.9	1.9	**157**
MD	8.6	5.0	26.5	21.1	17.9	13.6	7.2	**558**
MA	14.5	5.6	19.1	27.3	16.8	16.6	0.0	**392**
MI	8.7	2.5	27.3	22.7	24.3	14.0	0.4	**1,339**
MN	7.6	1.8	21.9	27.0	27.8	13.9	0.0	**503**
MS	10.5	0.9	21.2	18.8	23.3	25.2	0.1	**695**
MO	17.1	3.9	24.8	14.3	26.4	13.3	0.2	**1,006**
MT	21.8	1.1	33.5	16.2	9.5	17.9	0.0	**179**
NE	9.2	0.8	29.2	17.1	21.3	22.5	0.0	**240**
NV	23.8	10.2	16.2	29.2	13.3	7.3	0.0	**315**
NH	11.2	3.2	20.0	18.4	28.8	15.2	3.2	**125**

Table 102
Percent of Fatal Crashes by State and Roadway Function Class (Continued)

State	Roadway Function Class							Total Crashes
	Principal Arterial			Minor Arterial	Collector	Local	Unknown	
	Interstate	Freeway and Expressway	Other					
NJ	9.9	7.1	29.6	27.2	14.1	11.6	0.4	**757**
NM	24.8	0.0	26.7	13.8	14.8	19.9	0.0	**412**
NY	6.5	8.6	26.4	24.0	17.7	15.7	1.1	**1,422**
NC	7.7	1.9	14.6	13.6	29.7	32.5	0.0	**1,328**
ND	2.5	2.5	25.0	12.5	18.8	38.8	0.0	**80**
OH	8.8	1.5	20.1	19.9	29.9	19.3	0.4	**1,247**
OK	14.6	3.6	20.1	17.8	26.7	17.2	0.0	**670**
OR	9.8	0.4	35.2	21.3	23.7	9.3	0.2	**460**
PA	8.3	3.0	26.7	23.8	17.4	20.8	0.0	**1,353**
RI	16.9	9.2	26.2	26.2	13.8	7.7	0.0	**65**
SC	10.2	1.0	28.4	14.4	27.3	18.5	0.2	**821**
SD	14.1	0.0	23.2	26.8	23.9	12.0	0.0	**142**
TN	12.2	0.7	26.3	24.5	23.6	12.7	0.0	**1,120**
TX	16.2	6.3	21.9	13.2	17.0	25.5	0.0	**3,248**
UT	31.7	4.2	11.6	6.0	12.0	34.5	0.0	**284**
VT	13.5	4.1	20.3	14.9	31.1	16.2	0.0	**74**
VA	13.8	1.6	23.5	24.0	25.3	11.3	0.5	**807**
WA	11.8	3.6	27.2	17.1	27.8	12.3	0.2	**643**
WV	17.9	0.0	10.1	25.2	33.6	12.9	0.3	**318**
WI	5.8	0.9	30.7	19.0	26.1	16.4	1.1	**658**
WY	26.4	2.5	19.8	15.7	17.4	14.0	4.1	**121**
USA	**12.0**	**3.6**	**25.2**	**18.8**	**20.9**	**18.2**	**1.2**	**37,351**
PR	21.6	1.6	19.9	19.9	21.4	15.5	0.0	**547**

Table 103
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	3,138	36.42	3,324	34.39	4,273	26.75	**1,143**
AK	440	18.18	531	15.07	607	13.18	**80**
AZ	2,727	36.41	2,983	33.29	4,428	22.43	**993**
AR	1,752	35.10	1,633	37.66	2,510	24.50	**615**
CA	20,249	19.70	25,214	15.82	31,878	12.51	**3,989**
CO	2,757	22.38	3,433	17.97	3,823	16.14	**617**
CT	2,344	13.23	2,609	11.88	3,274	9.47	**310**
DE	529	21.93	593	19.56	725	16.00	**116**
DC	333	18.62	237	26.16	543	11.42	**62**
FL	11,400	24.15	10,889	25.28	14,400	19.12	**2,753**
GA	4,966	31.70	6,283	25.05	7,353	21.41	**1,574**
HI	733	20.19	786	18.83	1,184	12.50	**148**
ID	820	31.46	1,061	24.32	1,189	21.70	**258**
IL	7,610	19.41	8,817	16.75	11,847	12.47	**1,477**
IN	3,704	26.57	5,216	18.87	5,841	16.85	**984**
IA	1,956	23.77	2,869	16.21	2,852	16.30	**465**
KS	1,788	27.46	2,110	23.27	2,572	19.09	**491**
KY	2,567	32.76	2,696	31.19	3,884	21.65	**841**
LA	2,624	29.76	3,318	23.54	4,351	17.95	**781**
ME	874	19.34	959	17.62	1,243	13.60	**169**
MD	3,377	18.00	3,635	16.73	5,072	11.99	**608**
MA	4,355	9.58	4,702	8.87	6,092	6.85	**417**
MI	6,717	22.41	8,010	18.79	9,594	15.69	**1,505**
MN	2,830	20.35	3,861	14.92	4,658	12.37	**576**
MS	1,700	47.71	2,182	37.17	2,716	29.86	**811**
MO	3,749	30.65	4,350	26.41	5,359	21.44	**1,149**
MT	574	34.84	973	20.55	879	22.75	**200**
NE	1,160	25.26	1,479	19.81	1,652	17.74	**293**
NV	1,117	31.15	1,096	31.75	1,603	21.71	**348**
NH	915	14.64	1,112	12.05	1,162	11.53	**134**

Table 103
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	5,486	14.91	5,822	14.05	7,988	10.24	**818**
NM	1,179	40.80	1,545	31.13	1,713	28.08	**481**
NY	10,484	14.92	10,636	14.70	18,185	8.60	**1,564**
NC	5,187	28.78	5,759	25.92	7,323	20.39	**1,493**
ND	449	18.93	679	12.52	644	13.20	**85**
OH	7,853	17.76	9,770	14.28	11,173	12.49	**1,395**
OK	2,396	32.22	3,082	25.05	3,301	23.39	**772**
OR	2,613	20.05	2,851	18.38	3,204	16.35	**524**
PA	8,221	17.87	8,640	17.00	12,056	12.18	**1,469**
RI	669	10.31	696	9.91	990	6.97	**69**
SC	2,575	36.12	2,791	33.32	3,699	25.14	**930**
SD	519	33.72	751	23.30	732	23.91	**175**
TN	3,806	32.55	4,830	25.65	5,320	23.29	**1,239**
TX	12,568	29.77	13,487	27.74	19,128	19.56	**3,741**
UT	1,319	24.34	1,455	22.21	2,000	16.05	**321**
VT	469	18.76	503	17.50	589	14.94	**88**
VA	4,692	18.65	5,576	15.69	6,675	13.11	**875**
WA	3,908	18.22	4,603	15.47	5,533	12.87	**712**
WV	1,274	27.08	1,406	24.54	1,826	18.89	**345**
WI	3,724	20.44	3,972	19.16	5,160	14.75	**761**
WY	343	41.69	562	25.44	481	29.73	**143**
USA	**179,539**	**23.34**	**201,626**	**20.78**	**265,284**	**15.80**	**41,907**
PR	1,832	32.81	2,256	26.64	3,783	15.89	**601**

Note: The number shown for registered vehicles for the USA is approximately 4 percent lower than the sum of the registered vehicle numbers shown for the individual states, due to differing data sources.
Sources: Fatalities—Fatality Analysis Reporting System (FARS); Licensed Drivers (estimated)—Federal Highway Administration; Registered Vehicles by State (estimated)—Federal Highway Administration; Registered Vehicles for USA—R.L. Polk & Co.; Population—Bureau of the Census.

Table 104
Persons Killed, by State and Person Type

State	Person Type										Total Killed	
	Driver		Passenger		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	769	67.3	281	24.6	86	7.5	6	0.5	1	0.1	**1,143**	**100.0**
AK	47	58.8	21	26.3	8	10.0	4	5.0	0	0.0	**80**	**100.0**
AZ	460	46.3	303	30.5	159	16.0	29	2.9	42	4.2	**993**	**100.0**
AR	418	68.0	161	26.2	27	4.4	5	0.8	4	0.7	**615**	**100.0**
CA	2,028	50.8	1,020	25.6	786	19.7	123	3.1	32	0.8	**3,989**	**100.0**
CO	357	57.9	175	28.4	73	11.8	9	1.5	3	0.5	**617**	**100.0**
CT	196	63.2	59	19.0	50	16.1	4	1.3	1	0.3	**310**	**100.0**
DE	63	54.3	30	25.9	20	17.2	3	2.6	0	0.0	**116**	**100.0**
DC	24	38.7	15	24.2	21	33.9	1	1.6	1	1.6	**62**	**100.0**
FL	1,430	51.9	669	24.3	536	19.5	108	3.9	10	0.4	**2,753**	**100.0**
GA	962	61.1	432	27.4	161	10.2	15	1.0	4	0.3	**1,574**	**100.0**
HI	76	51.4	38	25.7	29	19.6	5	3.4	0	0.0	**148**	**100.0**
ID	162	62.8	80	31.0	13	5.0	3	1.2	0	0.0	**258**	**100.0**
IL	847	57.3	396	26.8	201	13.6	28	1.9	5	0.3	**1,477**	**100.0**
IN	645	65.5	248	25.2	76	7.7	6	0.6	9	0.9	**984**	**100.0**
IA	309	66.5	122	26.2	22	4.7	11	2.4	1	0.2	**465**	**100.0**
KS	339	69.0	128	26.1	22	4.5	2	0.4	0	0.0	**491**	**100.0**
KY	535	63.6	239	28.4	54	6.4	7	0.8	6	0.7	**841**	**100.0**
LA	442	56.6	201	25.7	113	14.5	16	2.0	9	1.2	**781**	**100.0**
ME	105	62.1	46	27.2	16	9.5	1	0.6	1	0.6	**169**	**100.0**
MD	334	54.9	137	22.5	126	20.7	8	1.3	3	0.5	**608**	**100.0**
MA	238	57.1	92	22.1	73	17.5	7	1.7	7	1.7	**417**	**100.0**
MI	897	59.6	376	25.0	192	12.8	33	2.2	7	0.5	**1,505**	**100.0**
MN	360	62.5	160	27.8	47	8.2	6	1.0	3	0.5	**576**	**100.0**
MS	524	64.6	234	28.9	48	5.9	5	0.6	0	0.0	**811**	**100.0**
MO	755	65.7	286	24.9	97	8.4	4	0.3	7	0.6	**1,149**	**100.0**
MT	109	54.5	76	38.0	13	6.5	2	1.0	0	0.0	**200**	**100.0**
NE	185	63.1	82	28.0	18	6.1	4	1.4	4	1.4	**293**	**100.0**
NV	175	50.3	99	28.4	68	19.5	6	1.7	0	0.0	**348**	**100.0**
NH	82	61.2	31	23.1	18	13.4	3	2.2	0	0.0	**134**	**100.0**

Table 104
Persons Killed, by State and Person Type (Continued)

State	Person Type										Total Killed	
	Driver		Passenger		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	446	54.5	174	21.3	178	21.8	18	2.2	2	0.2	**818**	**100.0**
NM	234	48.6	176	36.6	62	12.9	2	0.4	7	1.5	**481**	**100.0**
NY	770	49.2	360	23.0	371	23.7	45	2.9	18	1.2	**1,564**	**100.0**
NC	889	59.5	397	26.6	169	11.3	37	2.5	1	0.1	**1,493**	**100.0**
ND	57	67.1	24	28.2	4	4.7	0	0.0	0	0.0	**85**	**100.0**
OH	912	65.4	344	24.7	121	8.7	17	1.2	1	0.1	**1,395**	**100.0**
OK	498	64.5	208	26.9	61	7.9	5	0.6	0	0.0	**772**	**100.0**
OR	288	55.0	166	31.7	60	11.5	8	1.5	2	0.4	**524**	**100.0**
PA	884	60.2	337	22.9	215	14.6	25	1.7	8	0.5	**1,469**	**100.0**
RI	33	47.8	17	24.6	16	23.2	2	2.9	1	1.4	**69**	**100.0**
SC	567	61.0	239	25.7	101	10.9	18	1.9	5	0.5	**930**	**100.0**
SD	98	56.0	63	36.0	10	5.7	2	1.1	2	1.1	**175**	**100.0**
TN	795	64.2	335	27.0	94	7.6	5	0.4	10	0.8	**1,239**	**100.0**
TX	2,134	57.0	1,082	28.9	445	11.9	59	1.6	21	0.6	**3,741**	**100.0**
UT	168	52.3	111	34.6	33	10.3	9	2.8	0	0.0	**321**	**100.0**
VT	49	55.7	30	34.1	8	9.1	1	1.1	0	0.0	**88**	**100.0**
VA	524	59.9	223	25.5	114	13.0	10	1.1	4	0.5	**875**	**100.0**
WA	432	60.7	171	24.0	92	12.9	14	2.0	3	0.4	**712**	**100.0**
WV	224	64.9	89	25.8	23	6.7	4	1.2	5	1.4	**345**	**100.0**
WI	490	64.4	200	26.3	53	7.0	13	1.7	5	0.7	**761**	**100.0**
WY	91	63.6	38	26.6	9	6.3	3	2.1	2	1.4	**143**	**100.0**
USA	**24,456**	**58.4**	**11,021**	**26.3**	**5,412**	**12.9**	**761**	**1.8**	**257**	**0.6**	41,907	**100.0**
PR	243	40.4	138	23.0	201	33.4	17	2.8	2	0.3	**601**	**100.0**

Table 105
Percent of 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	2.4	1.6	2.0	14.1	10.3	20.6	16.4	9.8	8.7	7.6	6.5	0.1	**1,143**
AK	2.5	2.5	5.0	15.0	11.3	20.0	18.8	8.8	5.0	6.3	5.0	0.0	**80**
AZ	3.2	1.4	4.9	10.9	8.7	20.4	15.1	11.4	6.9	7.3	9.4	0.4	**993**
AR	1.1	2.3	2.9	16.6	10.4	19.3	16.6	10.7	6.5	6.2	7.3	0.0	**615**
CA	2.3	1.9	3.8	11.0	9.6	18.3	17.0	11.1	7.9	8.1	8.5	0.5	**3,989**
CO	2.1	1.0	5.3	13.3	10.2	19.9	17.5	8.9	6.8	6.6	8.3	0.0	**617**
CT	1.9	1.6	2.3	12.3	11.0	17.7	15.2	11.0	10.3	6.8	10.0	0.0	**310**
DE	2.6	0.9	4.3	13.8	8.6	24.1	15.5	6.0	6.9	9.5	7.8	0.0	**116**
DC	0.0	3.2	0.0	8.1	16.1	12.9	22.6	12.9	3.2	4.8	11.3	4.8	**62**
FL	1.3	1.7	3.8	9.6	8.4	16.5	15.6	11.1	7.6	9.9	13.9	0.6	**2,753**
GA	2.9	2.0	3.7	16.8	10.4	17.8	15.4	10.2	7.2	6.2	7.4	0.1	**1,574**
HI	1.4	2.7	3.4	16.2	11.5	15.5	16.9	9.5	6.1	8.1	8.8	0.0	**148**
ID	2.3	2.7	3.9	19.4	6.2	13.2	15.5	12.0	7.0	6.2	11.6	0.0	**258**
IL	2.3	2.0	3.7	12.9	11.4	18.2	14.4	10.3	7.3	7.7	9.6	0.1	**1,477**
IN	1.8	1.8	3.9	18.5	7.5	17.3	13.0	11.1	7.8	8.4	8.8	0.0	**984**
IA	4.1	2.2	3.2	16.6	10.1	16.3	13.8	9.2	6.2	6.9	11.4	0.0	**465**
KS	0.6	1.6	6.1	17.9	11.0	15.1	13.0	10.4	5.9	7.3	11.0	0.0	**491**
KY	2.5	2.9	3.1	15.9	9.8	18.0	15.5	8.8	8.7	6.4	8.6	0.0	**841**
LA	2.7	2.4	4.0	12.7	10.8	19.1	18.1	11.1	6.7	7.0	5.4	0.1	**781**
ME	1.2	3.0	4.7	17.8	7.1	21.9	12.4	5.3	3.0	7.7	16.0	0.0	**169**
MD	2.5	2.5	3.3	11.7	9.9	16.4	14.3	12.5	8.6	7.2	11.0	0.2	**608**
MA	1.0	1.7	3.4	15.3	9.6	18.2	10.3	9.1	7.2	11.3	12.7	0.2	**417**
MI	2.7	2.0	4.6	14.6	8.5	17.9	15.0	11.0	6.0	7.1	10.6	0.0	**1,505**
MN	1.0	1.6	4.9	17.0	9.7	14.2	14.6	10.8	8.3	8.2	9.7	0.0	**576**
MS	1.7	1.4	4.1	16.2	10.9	19.9	15.3	10.0	6.3	6.9	6.7	0.9	**811**
MO	2.1	1.3	4.2	15.8	10.2	17.2	17.6	7.9	7.7	7.2	8.8	0.0	**1,149**
MT	3.0	0.5	4.0	13.0	11.5	15.0	18.5	12.5	7.0	6.5	8.5	0.0	**200**
NE	2.4	1.7	7.2	12.6	6.8	17.1	14.3	13.7	5.8	4.4	14.0	0.0	**293**
NV	0.9	1.4	2.0	10.3	8.3	18.7	19.3	13.2	9.8	8.6	6.9	0.6	**348**
NH	0.0	1.5	3.0	11.2	11.2	15.7	17.2	10.4	6.7	8.2	14.9	0.0	**134**

Table 105
Percent of 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	1.5	1.7	2.3	10.3	8.8	17.1	13.9	11.5	7.5	11.1	14.2	0.1	**818**
NM	2.5	1.7	4.0	16.4	11.9	17.9	15.6	10.2	10.0	3.3	6.7	0.0	**481**
NY	1.9	1.9	3.3	11.9	10.0	17.1	13.1	10.0	7.5	9.6	12.0	1.8	**1,564**
NC	2.3	2.5	3.5	13.5	10.0	19.4	14.7	10.0	6.7	8.2	8.9	0.1	**1,493**
ND	1.2	2.4	7.1	14.1	9.4	21.2	15.3	11.8	4.7	5.9	7.1	0.0	**85**
OH	1.6	2.2	3.1	15.1	11.0	16.9	13.5	11.8	7.3	7.8	9.5	0.1	**1,395**
OK	2.1	2.1	3.2	15.4	8.3	17.5	16.1	10.5	8.4	6.9	9.1	0.5	**772**
OR	2.3	2.5	3.6	15.6	8.8	18.3	15.3	10.1	6.7	8.0	8.6	0.2	**524**
PA	1.4	2.2	3.5	12.7	9.8	17.2	14.5	11.1	6.7	8.2	12.5	0.1	**1,469**
RI	0.0	2.9	0.0	11.6	10.1	18.8	14.5	5.8	10.1	17.4	8.7	0.0	**69**
SC	2.4	1.9	5.2	14.2	12.3	18.2	14.7	11.5	6.7	5.6	6.7	0.8	**930**
SD	1.1	1.7	8.6	14.3	7.4	16.0	17.1	6.9	5.7	9.7	11.4	0.0	**175**
TN	2.3	1.7	3.1	15.0	9.8	18.5	17.2	8.8	6.4	8.1	9.0	0.1	**1,239**
TX	2.5	2.3	4.1	14.6	10.1	19.8	16.7	10.2	6.3	6.5	6.5	0.5	**3,741**
UT	5.0	3.4	5.3	16.5	12.1	17.4	13.7	6.5	7.8	5.6	6.2	0.3	**321**
VT	1.1	1.1	4.5	15.9	15.9	12.5	14.8	5.7	10.2	10.2	8.0	0.0	**88**
VA	2.1	1.6	2.5	14.1	8.7	19.5	16.2	11.7	7.3	7.9	8.2	0.2	**875**
WA	1.1	1.7	3.7	14.2	10.0	21.6	18.8	8.3	6.2	5.9	8.6	0.0	**712**
WV	1.7	2.3	4.6	16.5	10.4	19.7	11.3	13.0	5.8	7.5	7.0	0.0	**345**
WI	2.2	1.6	4.5	14.1	9.9	18.7	16.0	8.8	7.4	6.0	10.9	0.0	**761**
WY	2.8	1.4	5.6	20.3	11.9	16.1	12.6	10.5	4.9	9.1	4.2	0.7	**143**
USA	**2.1**	**1.9**	**3.8**	**13.8**	**9.8**	**18.2**	**15.5**	**10.4**	**7.2**	**7.6**	**9.3**	**0.3**	**41,907**
PR	1.5	1.3	4.2	11.8	9.3	16.5	12.8	12.5	11.8	10.0	7.0	1.3	**601**

Table 106
Percent of Occupants Killed, by State and Vehicle Type

State	Vehicle Type						Unknown	Total Occupants Killed
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other Vehicles		
AL	65.0	29.2	1.8	2.9	0.0	1.0	0.1	**1,051**
AK	50.0	26.5	0.0	8.8	0.0	14.7	0.0	**68**
AZ	48.3	35.5	1.4	8.7	0.0	0.9	5.3	**797**
AR	54.4	36.0	4.1	4.3	0.0	1.2	0.0	**581**
CA	61.4	28.4	1.9	7.6	0.0	0.6	0.0	**3,051**
CO	53.7	35.2	1.3	9.4	0.0	0.4	0.0	**534**
CT	70.6	14.5	2.0	12.5	0.0	0.4	0.0	**255**
DE	65.6	18.3	1.1	10.8	0.0	1.1	3.2	**93**
DC	70.0	17.5	0.0	10.0	2.5	0.0	0.0	**40**
FL	67.2	22.7	1.2	7.6	0.0	1.1	0.1	**2,099**
GA	63.8	29.2	2.7	3.4	0.0	0.6	0.4	**1,396**
HI	55.3	25.4	1.8	17.5	0.0	0.0	0.0	**114**
ID	54.5	35.1	3.3	5.0	0.0	2.1	0.0	**242**
IL	70.2	19.2	1.3	8.8	0.0	0.5	0.0	**1,243**
IN	66.7	23.5	2.0	6.9	0.0	0.9	0.0	**898**
IA	65.7	26.4	1.2	3.9	0.2	1.9	0.7	**432**
KS	59.5	31.9	3.2	4.1	0.0	1.3	0.0	**467**
KY	62.9	29.3	2.1	3.6	0.0	1.8	0.4	**776**
LA	58.2	34.8	1.2	4.3	0.0	0.8	0.6	**646**
ME	57.0	29.8	1.3	9.9	0.0	2.0	0.0	**151**
MD	73.0	19.2	1.5	5.3	0.2	0.4	0.4	**474**
MA	72.4	15.8	0.6	10.3	0.0	0.6	0.3	**330**
MI	67.2	24.8	1.2	4.8	0.1	2.0	0.0	**1,273**
MN	62.5	25.8	0.4	8.0	0.6	2.7	0.0	**523**
MS	65.3	29.0	2.1	1.3	0.0	1.1	1.2	**758**
MO	62.0	31.5	1.8	3.3	0.0	1.1	0.2	**1,045**
MT	47.0	47.6	0.5	4.9	0.0	0.0	0.0	**185**
NE	59.1	34.9	2.6	2.2	0.0	1.1	0.0	**269**
NV	52.9	36.9	1.8	6.9	0.4	1.1	0.0	**274**
NH	61.9	16.8	0.0	19.5	0.0	0.0	1.8	**113**

Table 106
Percent of Occupants Killed, by State and Vehicle Type (Continued)

State	Vehicle Type						Unknown	Total Occupants Killed
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other Vehicles		
NJ	73.2	16.9	1.3	8.4	0.2	0.0	0.0	**620**
NM	48.0	43.4	1.7	6.3	0.2	0.2	0.2	**415**
NY	72.5	15.6	1.4	8.3	0.3	1.0	1.0	**1,141**
NC	69.1	22.7	1.5	5.6	0.1	1.0	0.0	**1,286**
ND	42.0	44.4	0.0	6.2	0.0	2.5	4.9	**81**
OH	69.1	19.5	1.3	9.3	0.0	0.8	0.0	**1,256**
OK	56.7	36.1	3.3	3.5	0.0	0.4	0.0	**706**
OR	59.3	32.4	2.0	6.2	0.0	0.0	0.2	**454**
PA	68.2	21.3	1.8	8.0	0.0	0.7	0.0	**1,221**
RI	72.0	18.0	2.0	6.0	0.0	2.0	0.0	**50**
SC	65.3	23.6	1.7	6.7	0.1	0.2	2.4	**806**
SD	58.4	31.7	0.6	5.6	0.0	3.7	0.0	**161**
TN	62.6	29.9	2.0	4.4	0.0	1.1	0.0	**1,136**
TX	57.0	37.2	1.6	3.6	0.0	0.5	0.1	**3,218**
UT	49.1	40.1	1.4	7.5	0.0	1.4	0.4	**279**
VT	73.4	19.0	0.0	3.8	0.0	3.8	0.0	**79**
VA	65.7	25.3	2.7	4.8	0.0	0.9	0.5	**750**
WA	59.7	30.8	1.7	6.8	0.2	0.8	0.0	**603**
WV	54.4	33.9	6.0	3.2	0.0	2.5	0.0	**316**
WI	67.2	23.2	0.4	7.5	0.3	1.3	0.0	**693**
WY	45.4	45.4	1.5	6.9	0.0	0.8	0.0	**130**
USA	**63.0**	**27.8**	**1.7**	**6.1**	**0.1**	**0.9**	**0.3**	**35,579**
PR	76.4	15.0	1.0	6.8	0.0	0.0	0.8	**381**

Table 107
Passenger Car 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	185	27.1	456	66.8	42	6.1	**683**	**100.0**
AK	9	26.5	20	58.8	5	14.7	**34**	**100.0**
AZ	131	34.0	207	53.8	47	12.2	**385**	**100.0**
AR	76	24.1	185	58.5	55	17.4	**316**	**100.0**
CA	931	49.7	628	33.5	314	16.8	**1,873**	**100.0**
CO	105	36.6	181	63.1	1	0.3	**287**	**100.0**
CT	41	22.8	110	61.1	29	16.1	**180**	**100.0**
DE	32	52.5	26	42.6	3	4.9	**61**	**100.0**
DC	6	21.4	13	46.4	9	32.1	**28**	**100.0**
FL	558	39.5	809	57.3	44	3.1	**1,411**	**100.0**
GA	263	29.6	493	55.4	134	15.1	**890**	**100.0**
HI	30	47.6	27	42.9	6	9.5	**63**	**100.0**
ID	44	33.3	80	60.6	8	6.1	**132**	**100.0**
IL	262	30.0	447	51.2	164	18.8	**873**	**100.0**
IN	209	34.9	332	55.4	58	9.7	**599**	**100.0**
IA	120	42.3	121	42.6	43	15.1	**284**	**100.0**
KS	77	27.7	165	59.4	36	12.9	**278**	**100.0**
KY	153	31.4	322	66.0	13	2.7	**488**	**100.0**
LA	126	33.5	183	48.7	67	17.8	**376**	**100.0**
ME	31	36.0	46	53.5	9	10.5	**86**	**100.0**
MD	187	54.0	138	39.9	21	6.1	**346**	**100.0**
MA	47	19.7	133	55.6	59	24.7	**239**	**100.0**
MI	385	45.0	361	42.2	109	12.7	**855**	**100.0**
MN	129	39.4	170	52.0	28	8.6	**327**	**100.0**
MS	107	21.6	384	77.6	4	0.8	**495**	**100.0**
MO	176	27.2	387	59.7	85	13.1	**648**	**100.0**
MT	34	39.1	52	59.8	1	1.1	**87**	**100.0**
NE	44	27.7	86	54.1	29	18.2	**159**	**100.0**
NV	52	35.9	85	58.6	8	5.5	**145**	**100.0**
NH	25	35.7	35	50.0	10	14.3	**70**	**100.0**

Table 107
Passenger Car 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	172	37.9	260	57.3	22	4.8	**454**	**100.0**
NM	77	38.7	116	58.3	6	3.0	**199**	**100.0**
NY	345	41.7	402	48.6	80	9.7	**827**	**100.0**
NC	427	48.0	340	38.2	122	13.7	**889**	**100.0**
ND	6	17.6	26	76.5	2	5.9	**34**	**100.0**
OH	334	38.5	489	56.3	45	5.2	**868**	**100.0**
OK	110	27.5	287	71.8	3	0.8	**400**	**100.0**
OR	143	53.2	102	37.9	24	8.9	**269**	**100.0**
PA	279	33.5	422	50.7	132	15.8	**833**	**100.0**
RI	7	19.4	29	80.6	0	0.0	**36**	**100.0**
SC	226	43.0	298	56.7	2	0.4	**526**	**100.0**
SD	29	30.9	56	59.6	9	9.6	**94**	**100.0**
TN	220	30.9	469	66.0	22	3.1	**711**	**100.0**
TX	840	45.8	938	51.2	55	3.0	**1,833**	**100.0**
UT	46	33.6	82	59.9	9	6.6	**137**	**100.0**
VT	19	32.8	39	67.2	0	0.0	**58**	**100.0**
VA	154	31.2	293	59.4	46	9.3	**493**	**100.0**
WA	164	45.6	181	50.3	15	4.2	**360**	**100.0**
WV	71	41.3	95	55.2	6	3.5	**172**	**100.0**
WI	174	37.3	261	56.0	31	6.7	**466**	**100.0**
WY	17	28.8	42	71.2	0	0.0	**59**	**100.0**
USA	**8,435**	**37.6**	**11,909**	**53.1**	**2,072**	**9.2**	**22,416**	**100.0**
PR	72	24.7	219	75.3	0	0.0	**291**	**100.0**

Table 108
1996 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	Nevada	68	1,603	4.24
2	District of Columbia	21	543	3.87
3	Florida	536	14,400	3.72
4	New Mexico	62	1,713	3.62
5	Arizona	159	4,428	3.59
6	Delaware	20	725	2.76
7	South Carolina	101	3,699	2.73
8	Louisiana	113	4,351	2.60
9	Maryland	126	5,072	2.48
10	California	786	31,878	2.47
11	Hawaii	29	1,184	2.45
12	Texas	445	19,128	2.33
13	North Carolina	169	7,323	2.31
14	New Jersey	178	7,988	2.23
15	Georgia	161	7,353	2.19
16	New York	371	18,185	2.04
17	Alabama	86	4,273	2.01
18	Michigan	192	9,594	2.00
19	Colorado	73	3,823	1.91
20	Oregon	60	3,204	1.87
21	Wyoming	9	481	1.87
22	Oklahoma	61	3,301	1.85
23	Missouri	97	5,359	1.81
24	Pennsylvania	215	12,056	1.78
25	Mississippi	48	2,716	1.77
26	Tennessee	94	5,320	1.77
27	Virginia	114	6,675	1.71
28	Illinois	201	11,847	1.70

Table 108
1996 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
29	Washington	92	5,533	1.66
30	Utah	33	2,000	1.65
31	Rhode Island	16	990	1.62
32	New Hampshire	18	1,162	1.55
33	Connecticut	50	3,274	1.53
34	Montana	13	879	1.48
35	Kentucky	54	3,884	1.39
36	South Dakota	10	732	1.37
37	Vermont	8	589	1.36
38	Alaska	8	607	1.32
39	Indiana	76	5,841	1.30
40	Maine	16	1,243	1.29
41	West Virginia	23	1,826	1.26
42	Massachusetts	73	6,092	1.20
43	Idaho	13	1,189	1.09
44	Nebraska	18	1,652	1.09
45	Ohio	121	11,173	1.08
46	Arkansas	27	2,510	1.08
47	Wisconsin	53	5,160	1.03
48	Minnesota	47	4,658	1.01
49	Kansas	22	2,572	0.86
50	Iowa	22	2,852	0.77
51	North Dakota	4	644	0.62
	USA	**5,412**	**265,284**	**2.04**
	Puerto Rico	201	3,783	5.31

Table 109
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 = 0.01-0.09		BAC = 0.10+					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	656	57.4	98	8.6	389	34.1	487	42.6	**1,143**	**100.0**
AK	39	48.9	5	6.7	35	44.4	41	51.1	**80**	**100.0**
AZ	557	56.1	91	9.2	345	34.8	436	43.9	**993**	**100.0**
AR	401	65.3	48	7.8	165	26.9	214	34.7	**615**	**100.0**
CA	2,383	59.8	404	10.1	1,202	30.1	1,606	40.2	**3,989**	**100.0**
CO	373	60.4	41	6.6	204	33.0	244	39.6	**617**	**100.0**
CT	157	50.8	34	11.0	118	38.2	153	49.2	**310**	**100.0**
DE	68	59.0	14	12.5	33	28.5	48	41.0	**116**	**100.0**
DC	32	50.8	8	13.2	22	36.0	30	49.2	**62**	**100.0**
FL	1,738	63.1	214	7.8	801	29.1	1,015	36.9	**2,753**	**100.0**
GA	1,007	64.0	132	8.4	434	27.6	567	36.0	**1,574**	**100.0**
HI	82	55.6	19	12.9	47	31.5	66	44.4	**148**	**100.0**
ID	171	66.2	20	7.7	67	26.0	87	33.8	**258**	**100.0**
IL	813	55.0	132	8.9	533	36.1	664	45.0	**1,477**	**100.0**
IN	649	65.9	69	7.0	266	27.0	335	34.1	**984**	**100.0**
IA	267	57.5	44	9.4	154	33.0	198	42.5	**465**	**100.0**
KS	290	59.1	54	10.9	147	30.0	201	40.9	**491**	**100.0**
KY	545	64.8	60	7.1	236	28.1	296	35.2	**841**	**100.0**
LA	380	48.6	92	11.8	309	39.6	401	51.4	**781**	**100.0**
ME	106	62.5	14	8.5	49	29.0	63	37.5	**169**	**100.0**
MD	407	67.0	55	9.0	146	24.0	201	33.0	**608**	**100.0**
MA	232	55.6	51	12.3	134	32.0	185	44.4	**417**	**100.0**
MI	892	59.3	138	9.1	476	31.6	613	40.7	**1,505**	**100.0**
MN	358	62.1	45	7.9	173	30.0	218	37.9	**576**	**100.0**
MS	473	58.4	69	8.5	269	33.1	338	41.6	**811**	**100.0**
MO	581	50.6	123	10.7	445	38.7	568	49.4	**1,149**	**100.0**
MT	126	62.9	8	4.1	66	33.0	74	37.1	**200**	**100.0**
NE	195	66.4	22	7.5	76	26.0	98	33.6	**293**	**100.0**
NV	174	49.9	44	12.8	130	37.3	174	50.1	**348**	**100.0**
NH	88	65.3	11	8.3	35	26.4	46	34.7	**134**	**100.0**

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 109
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 = 0.01-0.09		BAC = 0.10+					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	538	65.8	72	8.8	208	25.4	280	34.2	**818**	**100.0**
NM	240	49.9	39	8.2	202	42.0	241	50.1	**481**	**100.0**
NY	1,041	66.6	147	9.4	376	24.0	523	33.4	**1,564**	**100.0**
NC	969	64.9	109	7.3	415	27.8	524	35.1	**1,493**	**100.0**
ND	40	46.6	7	8.5	38	44.9	45	53.4	**85**	**100.0**
OH	934	67.0	104	7.5	356	25.6	461	33.0	**1,395**	**100.0**
OK	492	63.7	63	8.1	217	28.2	280	36.3	**772**	**100.0**
OR	303	57.8	50	9.5	171	32.6	221	42.2	**524**	**100.0**
PA	894	60.9	100	6.8	475	32.3	575	39.1	**1,469**	**100.0**
RI	36	51.6	8	12.1	25	36.2	33	48.4	**69**	**100.0**
SC	536	57.6	82	8.8	312	33.6	394	42.4	**930**	**100.0**
SD	105	60.1	15	8.8	54	31.1	70	39.9	**175**	**100.0**
TN	740	59.8	92	7.4	407	32.8	499	40.2	**1,239**	**100.0**
TX	1,750	46.8	410	11.0	1,581	42.3	1,991	53.2	**3,741**	**100.0**
UT	245	76.3	16	5.0	60	18.7	76	23.7	**321**	**100.0**
VT	49	56.1	6	7.1	32	36.9	39	43.9	**88**	**100.0**
VA	537	61.4	74	8.4	265	30.2	338	38.6	**875**	**100.0**
WA	356	50.0	70	9.9	285	40.1	356	50.0	**712**	**100.0**
WV	214	62.0	22	6.4	109	31.6	131	38.0	**345**	**100.0**
WI	439	57.6	62	8.1	261	34.2	322	42.4	**761**	**100.0**
WY	85	59.4	21	14.4	37	26.2	58	40.6	**143**	**100.0**
USA	**24,781**	**59.1**	**3,732**	**8.9**	**13,395**	**32.0**	**17,126**	**40.9**	**41,907**	**100.0**
PR	281	46.7	71	11.8	250	41.5	320	53.3	**601**	**100.0**

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 110
Drivers in Fatal Crashes by State, Blood Alcohol Concentration, and Survival Status

State	Surviving Drivers				Killed Drivers				All Drivers			
	BAC				BAC				BAC			
	0.00	0.01-0.09	0.10+	Total	0.00	0.01-0.09	0.10+	Total	0.00	0.01-0.09	0.10+	Total
AL	85.0	5.0	10.0	774	61.5	6.3	32.2	769	73.3	5.7	21.0	1,543
AK	78.9	6.5	14.6	54	44.1	8.2	47.7	47	62.7	7.3	30.0	101
AZ	82.7	5.4	11.9	818	60.7	7.7	31.6	460	74.7	6.3	19.0	1,278
AR	88.4	3.3	8.4	371	68.4	6.6	25.0	418	77.8	5.0	17.2	789
CA	85.5	5.0	9.4	3,326	63.8	8.2	28.0	2,028	77.3	6.2	16.5	5,354
CO	85.2	4.2	10.6	442	58.4	6.3	35.2	357	73.2	5.1	21.6	799
CT	72.1	10.3	17.6	227	58.4	7.8	33.9	196	65.7	9.1	25.2	423
DE	84.0	6.0	10.0	124	67.5	6.7	25.8	63	78.5	6.2	15.3	187
DC	76.3	11.6	12.1	59	60.9	8.9	30.2	24	71.9	10.8	17.3	83
FL	88.0	3.7	8.3	2,518	67.9	6.5	25.6	1,430	80.7	4.7	14.6	3,948
GA	87.5	4.7	7.8	1,177	66.8	6.4	26.8	962	78.2	5.5	16.4	2,139
HI	85.5	6.7	7.8	126	52.8	16.3	30.9	76	73.2	10.3	16.5	202
ID	87.1	4.5	8.4	174	67.3	5.7	27.1	162	77.5	5.1	17.4	336
IL	82.8	5.9	11.2	1,183	58.8	7.0	34.3	847	72.8	6.4	20.8	2,030
IN	86.9	4.6	8.5	755	70.6	5.5	23.9	645	79.4	5.0	15.6	1,400
IA	82.1	6.7	11.2	366	62.2	6.1	31.6	309	73.0	6.4	20.6	675
KS	85.6	5.0	9.4	335	62.0	8.6	29.4	339	73.7	6.8	19.5	674
KY	87.3	4.6	8.1	585	67.5	5.6	26.9	535	77.8	5.1	17.1	1,120
LA	77.8	8.3	13.9	574	55.4	9.9	34.7	442	68.0	9.0	22.9	1,016
ME	83.1	5.3	11.6	113	61.9	7.9	30.2	105	72.9	6.5	20.6	218
MD	91.9	3.8	4.3	521	69.4	9.1	21.4	334	83.1	5.9	11.0	855
MA	76.6	10.0	13.3	307	60.1	10.5	29.4	238	69.4	10.2	20.4	545
MI	87.0	4.8	8.2	1,330	63.1	7.0	29.9	897	77.4	5.7	16.9	2,227
MN	84.2	4.9	10.9	463	67.5	6.7	25.8	360	76.9	5.7	17.4	823
MS	83.0	6.6	10.4	522	60.7	6.2	33.0	524	71.8	6.4	21.8	1,046
MO	77.2	9.3	13.5	765	56.1	7.3	36.6	755	66.7	8.3	25.0	1,520
MT	81.9	3.7	14.4	137	61.5	2.9	35.6	109	72.9	3.3	23.8	246
NE	90.4	2.1	7.5	175	66.7	8.8	24.5	185	78.2	5.5	16.2	360
NV	74.5	10.9	14.7	268	55.3	7.8	36.9	175	66.9	9.6	23.5	443
NH	84.6	5.2	10.2	109	70.5	7.1	22.4	82	78.5	6.0	15.4	191

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 110
Drivers in Fatal Crashes by State, Blood Alcohol Concentration, and Survival Status (Continued)

	Surviving Drivers				Killed Drivers				All Drivers			
	BAC				BAC				BAC			
State	0.00	0.01-0.09	0.10+	Total	0.00	0.01-0.09	0.10+	Total	0.00	0.01-0.09	0.10+	Total
NJ	85.2	6.4	8.4	703	73.2	5.6	21.1	446	80.5	6.1	13.3	1,149
NM	81.1	6.1	12.8	364	52.2	7.4	40.3	234	69.8	6.6	23.6	598
NY	84.6	6.4	9.0	1,326	72.5	6.7	20.8	770	80.2	6.5	13.3	2,096
NC	88.4	3.8	7.9	1,178	68.8	6.2	25.0	889	80.0	4.8	15.2	2,067
ND	76.2	3.3	20.5	61	47.6	9.3	43.2	57	62.3	6.2	31.4	118
OH	89.0	4.1	6.9	1,062	69.2	5.2	25.6	912	79.8	4.6	15.5	1,974
OK	85.8	4.6	9.5	504	67.9	6.2	25.9	498	76.9	5.4	17.7	1,002
OR	85.8	5.6	8.6	390	58.9	8.6	32.5	288	74.4	6.8	18.8	678
PA	85.7	4.9	9.4	1,191	62.3	4.7	33.0	884	75.8	4.8	19.4	2,075
RI	76.0	6.1	17.9	52	63.4	6.2	30.4	33	71.1	6.1	22.7	85
SC	88.6	3.8	7.7	649	59.4	8.1	32.5	567	75.0	5.8	19.3	1,216
SD	81.3	4.5	14.3	104	63.8	6.2	30.0	98	72.8	5.3	21.9	202
TN	85.2	5.1	9.7	899	63.2	5.5	31.3	795	74.9	5.3	19.8	1,694
TX	73.2	10.2	16.5	2,744	54.5	7.4	38.1	2,134	65.0	9.0	25.9	4,878
UT	91.4	2.6	5.9	245	77.6	3.8	18.6	168	85.8	3.1	11.1	413
VT	85.4	4.7	9.9	58	62.5	6.6	30.8	49	74.9	5.6	19.5	107
VA	85.8	4.7	9.5	682	62.3	7.2	30.5	524	75.6	5.8	18.6	1,206
WA	81.8	5.4	12.8	541	54.3	7.1	38.7	432	69.6	6.1	24.3	973
WV	87.0	3.0	10.0	240	61.9	6.5	31.6	224	74.9	4.7	20.4	464
WI	83.7	4.7	11.7	580	57.8	7.8	34.4	490	71.8	6.1	22.1	1,070
WY	77.8	5.2	17.0	66	61.5	12.2	26.3	91	68.4	9.3	22.4	157
USA	**84.2**	**5.6**	**10.2**	**32,337**	**63.0**	**6.9**	**30.0**	**24,456**	**75.1**	**6.2**	**18.8**	**56,793**
PR	73.7	10.8	15.5	531	56.3	8.9	34.8	243	68.3	10.2	21.6	774

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

Table 111
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	12.90	72.4	11.99	70.2	33.45	75.4	55.35	76.4	**695**
AK	8.50	29.4	16.24	11.8	46.08	52.9	55.95	58.8	**51**
AZ	6.68	34.3	16.19	35.2	54.50	99.5	71.67	99.3	**426**
AR	6.58	9.9	11.22	8.7	34.63	92.0	55.26	92.0	**435**
CA	9.89	99.3	8.00	99.6	21.50	99.9	57.44	99.3	**1,354**
CO	10.33	14.6	13.92	15.2	39.65	57.1	56.35	59.6	**322**
CT	1.82	10.1	6.41	3.8	38.80	30.4	45.06	31.6	**79**
DE	5.02	7.5	7.65	1.9	24.59	58.5	35.91	58.5	**53**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**NA**
FL	6.04	16.9	8.45	14.6	8.00	99.9	13.00	99.9	**1,080**
GA	3.88	9.4	9.85	8.8	36.88	29.4	49.75	30.0	**817**
HI	5.56	22.6	11.54	9.7	39.43	35.5	54.74	37.1	**62**
ID	6.51	21.3	12.63	19.7	NA	NA	NA	NA	**188**
IL	5.80	7.2	4.00	99.6	NA	NA	56.00	99.8	**544**
IN	7.04	42.3	10.90	33.8	34.72	61.9	49.16	63.5	**515**
IA	9.66	47.4	10.78	42.9	37.45	51.1	53.96	54.7	**329**
KS	10.33	15.9	12.52	8.0	35.53	28.6	54.60	35.7	**339**
KY	7.03	15.2	10.89	9.4	34.03	35.3	49.61	36.4	**552**
LA	7.11	8.9	12.10	6.8	35.17	97.7	50.58	97.7	**531**
ME	7.56	16.3	8.44	7.0	38.76	29.5	53.53	31.0	**129**
MD	2.23	69.9	9.70	66.7	37.97	84.9	44.79	84.9	**219**
MA	2.22	79.8	7.96	71.9	39.35	77.5	48.50	77.5	**89**
MI	4.02	17.7	9.11	14.2	NA	NA	NA	NA	**716**
MN	5.05	13.5	12.01	12.0	32.61	41.8	47.82	43.9	**342**
MS	13.64	25.0	14.97	25.0	16.29	23.5	44.77	23.5	**579**
MO	8.43	13.5	11.28	2.5	38.82	61.3	54.54	62.7	**684**
MT	10.86	9.8	14.71	3.7	43.45	25.2	62.32	31.3	**163**
NE	7.73	18.7	9.95	15.5	29.14	39.6	44.99	40.6	**187**
NV	9.43	23.4	18.31	13.5	38.09	33.3	61.76	36.2	**141**
NH	3.63	10.3	10.37	10.3	24.00	96.2	47.33	96.2	**78**

Table 111
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	1.00	99.4	NA	NA	NA	NA	55.00	99.4	**164**
NM	NA	NA	NA	NA	NA	NA	NA	NA	**286**
NY	4.25	24.7	9.24	19.3	38.66	47.8	50.38	49.1	**584**
NC	NA	NA	NA	NA	NA	NA	NA	NA	**928**
ND	17.05	9.9	15.83	2.8	36.42	16.9	62.14	28.2	**71**
OH	6.63	38.0	9.73	35.9	37.04	62.4	51.20	63.3	**728**
OK	11.86	29.3	10.76	16.1	34.22	43.9	51.90	45.6	**471**
OR	4.35	7.6	12.39	1.5	44.84	33.7	56.57	37.1	**329**
PA	6.16	28.0	10.57	28.1	39.06	56.9	52.26	58.7	**722**
RI	1.33	25.0	8.36	8.3	28.80	58.3	38.20	58.3	**12**
SC	8.75	3.2	11.31	1.3	9.50	99.2	30.50	99.2	**749**
SD	9.04	18.9	15.81	13.9	35.22	37.7	54.73	42.6	**122**
TN	12.16	48.2	10.83	34.4	35.05	78.1	46.69	78.9	**681**
TX	8.81	30.5	13.42	30.0	40.17	46.2	60.63	47.9	**1,785**
UT	6.40	24.2	13.56	25.1	47.30	87.2	58.09	89.6	**211**
VT	6.40	18.8	10.85	7.8	38.56	21.9	54.64	29.7	**64**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**501**
WA	7.91	26.4	9.42	14.9	41.92	46.3	54.72	49.0	**382**
WV	6.03	4.0	11.54	1.1	41.27	29.7	56.90	31.5	**273**
WI	4.48	9.2	11.26	5.3	34.74	36.0	49.13	38.1	**509**
WY	10.72	11.2	16.93	10.2	34.52	53.1	55.57	57.1	**98**
USA	**7.36**	**35.5**	**11.39**	**34.7**	**36.19**	**67.8**	**52.85**	**68.9**	**21,369**
PR	11.61	76.2	13.65	76.2	NA	NA	NA	NA	**206**

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

Table 112
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	9.36	81.3	7.33	80.7	25.12	81.9	36.95	82.5	**326**
AK	1.64	30.0	4.05	0.0	17.06	15.0	22.06	15.0	**20**
AZ	2.57	59.6	6.69	60.1	31.00	99.1	38.00	99.1	**431**
AR	5.03	8.7	5.65	5.8	25.65	83.7	39.12	83.7	**104**
CA	2.59	98.7	6.52	99.0	21.40	99.8	35.35	99.0	**2,222**
CO	4.26	20.6	5.68	17.2	22.35	45.5	32.06	45.9	**233**
CT	1.49	14.3	5.72	10.6	25.28	35.5	31.79	35.0	**217**
DE	3.27	5.8	5.27	0.0	21.64	36.5	30.09	36.5	**52**
DC	1.57	0.0	6.76	0.0	19.16	0.0	27.48	0.0	**58**
FL	3.44	24.6	5.25	24.2	28.50	99.9	32.00	99.9	**1,416**
GA	1.89	11.7	6.99	11.2	27.40	25.8	36.11	26.0	**573**
HI	4.96	6.9	6.56	2.8	28.91	25.0	38.35	25.0	**72**
ID	2.55	17.5	5.79	17.5	NA	NA	NA	NA	**40**
IL	4.12	4.0	6.44	98.8	44.00	99.9	45.67	99.6	**768**
IN	5.12	48.8	5.44	37.7	22.45	47.8	31.61	47.8	**289**
IA	3.10	37.8	5.83	36.6	21.00	42.7	29.85	42.7	**82**
KS	5.11	18.3	5.86	6.7	25.39	19.2	34.68	22.1	**104**
KY	3.82	24.3	6.12	18.2	27.04	29.3	36.20	32.0	**181**
LA	4.02	10.4	6.93	8.5	27.18	86.6	38.14	86.6	**164**
ME	4.08	7.7	4.56	3.8	21.15	23.1	28.62	19.2	**26**
MD	7.75	82.1	6.08	81.1	30.89	87.8	39.00	87.8	**312**
MA	4.34	79.5	4.72	71.6	25.83	74.9	32.93	74.9	**303**
MI	2.98	34.2	5.66	27.1	16.00	99.8	24.00	99.7	**620**
MN	2.69	16.8	6.16	21.7	25.55	46.0	34.27	47.8	**161**
MS	12.64	18.3	14.55	18.3	16.56	18.3	43.76	18.3	**115**
MO	4.58	17.4	7.57	2.2	22.18	38.2	31.78	39.1	**322**
MT	2.07	6.3	4.53	6.3	15.42	25.0	21.92	25.0	**16**
NE	2.71	7.5	4.72	5.7	18.74	13.2	25.76	13.2	**53**
NV	3.22	22.4	6.77	9.2	19.57	31.6	29.00	31.0	**174**
NH	1.62	8.7	7.73	10.9	NA	NA	NA	NA	**46**

Table 112
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	3.14	98.8	4.60	99.2	21.75	99.3	30.75	99.3	**593**
NM	NA	NA	NA	NA	NA	NA	NA	NA	**126**
NY	4.15	72.6	6.85	71.3	29.57	81.4	36.99	81.3	**828**
NC	NA	NA	NA	NA	7.00	99.8	19.00	99.8	**400**
ND	6.22	0.0	4.56	0.0	10.71	22.2	18.14	22.2	**9**
OH	4.43	35.3	5.80	31.0	25.41	49.2	34.09	49.8	**516**
OK	5.17	52.8	6.31	45.2	26.45	55.8	35.00	57.3	**199**
OR	1.45	5.3	4.74	3.1	26.40	28.2	32.78	28.2	**131**
PA	2.50	27.9	6.31	27.4	28.01	45.8	35.22	46.3	**631**
RI	3.06	35.8	3.23	0.0	25.74	28.3	29.39	28.3	**53**
SC	6.76	0.0	7.51	1.4	NA	NA	NA	NA	**72**
SD	3.53	25.0	5.25	0.0	22.21	5.0	28.84	5.0	**20**
TN	7.88	77.9	5.82	74.0	31.00	89.5	37.68	90.0	**439**
TX	4.48	26.0	7.10	25.4	28.77	39.3	39.91	40.1	**1,463**
UT	6.93	41.1	5.93	38.4	26.00	84.9	33.00	84.9	**73**
VT	3.33	10.0	3.70	0.0	20.38	20.0	27.63	20.0	**10**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**302**
WA	4.43	25.8	5.26	10.0	34.33	38.5	42.12	38.5	**260**
WV	4.60	4.5	5.77	0.0	30.97	20.5	40.46	20.5	**44**
WI	2.98	10.7	4.92	4.7	24.77	18.1	31.75	18.8	**149**
WY	4.95	13.0	5.24	8.7	18.63	17.4	28.68	17.4	**23**
USA	**3.87**	**48.8**	**6.23**	**51.0**	**26.17**	**72.5**	**35.45**	**72.6**	**15,841**
PR	10.40	73.0	12.08	73.6	NA	NA	NA	NA	**341**

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

Table 113
Persons Killed, Population, and Fatality Rates by City

City	State	1996 Fatalities			1996 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
New York	NY	366	193	52.7	7,380,906	4.96
Los Angeles	CA	331	118	35.6	3,553,638	9.31
Chicago	IL	231	74	32.0	2,721,547	8.49
Houston	TX	189	48	25.4	1,744,058	10.84
Philadelphia	PA	141	56	39.7	1,478,002	9.54
San Diego	CA	92	26	28.3	1,171,121	7.86
Phoenix	AZ	193	46	23.8	1,159,014	16.65
San Antonio	TX	134	23	17.2	1,067,816	12.55
Dallas	TX	180	28	15.6	1,053,292	17.09
Detroit	MI	156	43	27.6	1,000,272	15.60
San Jose	CA	45	18	40.0	838,744	5.37
Indianapolis	IN	48	13	27.1	746,737	6.43
San Francisco	CA	50	20	40.0	735,315	6.80
Jacksonville	FL	112	22	19.6	679,792	16.48
Baltimore	MD	51	24	47.1	675,401	7.55
Columbus	OH	47	10	21.3	657,053	7.15
El Paso	TX	64	20	31.3	599,865	10.67
Memphis	TN	116	19	16.4	596,725	19.44
Milwaukee	WI	38	13	34.2	590,503	6.44
Boston	MA	22	8	36.4	558,394	3.94
Washington	DC	62	21	33.9	543,213	11.41
Austin	TX	57	14	24.6	541,278	10.53
Seattle	WA	31	12	38.7	524,704	5.91
Nashville-Davidson	TN	91	13	14.3	511,263	17.80
Cleveland	OH	49	7	14.3	498,246	9.83
Denver	CO	59	20	33.9	497,840	11.85
Portland	OR	59	18	30.5	480,824	12.27
Fort Worth	TX	66	17	25.8	479,716	13.76
New Orleans	LA	25	8	32.0	476,625	5.25
Oklahoma City	OK	91	20	22.0	469,852	19.37

Source: Population—Bureau of the Census.

Table 113
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	1996 Fatalities			1996 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Tucson	AZ	53	17	32.1	449,002	11.80
Charlotte	NC	50	11	22.0	441,297	11.33
Kansas City	MO	83	9	10.8	441,259	18.81
Virginia Beach	VA	31	4	12.9	430,385	7.20
Honolulu	HI	24	10	41.7	423,475	5.67
Long Beach	CA	36	15	41.7	421,904	8.53
Albuquerque	NM	74	18	24.3	419,681	17.63
Atlanta	GA	80	20	25.0	401,907	19.91
Fresno	CA	48	16	33.3	396,011	12.12
Tulsa	OK	37	8	21.6	378,491	9.78
Las Vegas	NV	49	14	28.6	376,906	13.00
Sacramento	CA	39	10	25.6	376,243	10.37
Oakland	CA	42	12	28.6	367,230	11.44
Miami	FL	44	19	43.2	365,127	12.05
Omaha	NE	37	7	18.9	364,253	10.16
Minneapolis	MN	14	1	7.1	358,785	3.90
St. Louis	MO	48	13	27.1	351,565	13.65
Pittsburgh	PA	16	6	37.5	350,363	4.57
Colorado Springs	CO	27	2	7.4	345,127	7.82
Mesa	AZ	41	5	12.2	344,764	11.89
Wichita	KS	17	4	23.5	320,395	5.31
Toledo	OH	35	8	22.9	317,606	11.02
Buffalo	NY	29	13	44.8	310,548	9.34
Santa Ana	CA	26	4	15.4	302,419	8.60
Arlington	TX	25	5	20.0	294,816	8.48
Anaheim	CA	33	6	18.2	288,945	11.42
Tampa	FL	61	22	36.1	285,206	21.39
Corpus Christi	TX	27	7	25.9	280,260	9.63
Newark	NJ	52	16	30.8	268,510	19.37
Louisville	KY	36	13	36.1	260,689	13.81

Source: Population—Bureau of the Census.

Table 113
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	1996 Fatalities			1996 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
St. Paul	MN	19	6	31.6	259,606	7.32
Birmingham	AL	34	6	17.6	258,543	13.15
Riverside	CA	29	5	17.2	255,069	11.37
Aurora	CO	16	8	50.0	252,341	6.34
Anchorage	AK	15	1	6.7	250,505	5.99
Raleigh	NC	17	3	17.6	243,835	6.97
Lexington-Fayette	KY	25	1	4.0	239,942	10.42
St. Petersburg	FL	35	12	34.3	235,988	14.83
Norfolk	VA	16	5	31.3	233,430	6.85
Stockton	CA	24	6	25.0	232,660	10.32
Jersey City	NJ	17	6	35.3	229,039	7.42
Rochester	NY	12	4	33.3	221,594	5.42
Akron	OH	14	1	7.1	216,882	6.46
Baton Rouge	LA	24	6	25.0	215,882	11.12
Lincoln	NE	4	2	50.0	209,192	1.91
Bakersfield	CA	19	4	21.1	205,508	9.25
Hialeah	FL	32	10	31.3	204,684	15.63
Mobile	AL	33	9	27.3	202,581	16.29
Richmond	VA	20	6	30.0	198,267	10.09
Madison	WI	7	3	42.9	197,630	3.54
Montgomery	AL	23	6	26.1	196,363	11.71
Greensboro	NC	23	6	26.1	195,426	11.77
Lubbock	TX	24	2	8.3	193,565	12.40
Des Moines	IA	15	1	6.7	193,422	7.76
Jackson	MS	34	3	8.8	192,923	17.62
Chesapeake	VA	13	2	15.4	192,342	6.76
Plano	TX	7	0	0.0	192,280	3.64
Shreveport	LA	30	5	16.7	191,558	15.66
Huntington Beach	CA	10	1	10.0	190,751	5.24
Yonkers	NY	7	3	42.9	190,316	3.68

Source: Population—Bureau of the Census.

Table 113
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	1996 Fatalities			1996 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Garland	TX	13	4	30.8	190,055	6.84
Grand Rapids	MI	12	4	33.3	188,242	6.37
Fremont	CA	17	2	11.8	187,800	9.05
Spokane	WA	8	1	12.5	186,562	4.29
Fort Wayne	IN	12	2	16.7	184,783	6.49
Glendale	CA	10	8	80.0	184,321	5.43
San Bernardino	CA	21	5	23.8	183,474	11.45
Columbus	GA	21	3	14.3	182,828	11.49
Glendale	AZ	18	6	33.3	182,219	9.88
Tacoma	WA	16	3	18.8	179,114	8.93
Scottsdale	AZ	15	4	26.7	179,012	8.38
Modesto	CA	18	9	50.0	178,559	10.08
Irving	TX	17	3	17.6	176,993	9.60
Newport News	VA	16	4	25.0	176,122	9.08
Little Rock	AR	21	1	4.8	175,752	11.95
Orlando	FL	23	7	30.4	173,902	13.23
Dayton	OH	21	5	23.8	172,947	12.14
Salt Lake City	UT	28	8	28.6	172,575	16.22
Huntsville	AL	14	3	21.4	170,424	8.21
Amarillo	TX	12	2	16.7	169,588	7.08
Knoxville	TN	34	5	14.7	167,535	20.29
Worcester	MA	9	2	22.2	166,350	5.41
Laredo	TX	16	3	18.8	164,899	9.70
Tempe	AZ	21	3	14.3	162,701	12.91
Syracuse	NY	2	1	50.0	155,865	1.28
Winston-Salem	NC	20	3	15.0	153,541	13.03
Providence	RI	10	3	30.0	152,558	6.55
Chula Vista	CA	9	1	11.1	151,963	5.92
Fort Lauderdale	FL	34	12	35.3	151,805	22.40
Oxnard	CA	11	3	27.3	151,009	7.28
Chattanooga	TN	21	3	14.3	150,425	13.96
Paterson	NJ	8	2	25.0	150,270	5.32

Source: Population—Bureau of the Census.

Table 114
Fatalities and Fatality Rates by State, 1975-1996

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1980	1985	1990	1996	Difference, 1975-1996	1975	1980	1985	1990	1996	Difference, 1975-1996
AL	902	940	882	1,121	1,143	**+27%**	3.6	3.2	2.5	2.6	2.2	**-39%**
AK	112	88	127	98	80	**-29%**	4.4	3.3	3.2	2.5	1.9	**-57%**
AZ	670	947	893	869	993	**+48%**	4.2	5.3	4.1	2.5	2.4	**-43%**
AR	559	588	534	604	615	**+10%**	4.0	3.6	3.1	2.9	2.2	**-45%**
CA	4,092	5,496	4,960	5,192	3,989	**-3%**	3.1	3.5	2.4	2.0	1.4	**-55%**
CO	581	709	579	544	617	**+6%**	3.5	3.2	2.2	2.0	1.7	**-51%**
CT	389	575	448	385	310	**-20%**	2.1	3.0	2.0	1.5	1.1	**-48%**
DE	122	153	104	138	116	**-5%**	3.4	3.6	1.9	2.1	1.5	**-56%**
DC	70	41	60	48	62	**-11%**	2.3	1.2	1.9	1.4	1.9	**-17%**
FL	1,998	2,825	2,832	2,891	2,753	**+38%**	3.2	3.6	3.2	2.6	2.1	**-34%**
GA	1,360	1,508	1,361	1,562	1,574	**+16%**	3.5	3.5	2.5	2.2	1.8	**-49%**
HI	144	186	126	177	148	**+3%**	3.5	3.3	1.9	2.2	1.8	**-49%**
ID	281	331	255	244	258	**-8%**	4.8	4.8	3.3	2.5	2.0	**-58%**
IL	2,041	1,975	1,534	1,589	1,477	**-28%**	3.6	3.0	2.2	1.9	1.5	**-58%**
IN	1,128	1,166	974	1,049	984	**-13%**	3.0	3.0	2.4	2.0	1.5	**-50%**
IA	670	626	474	465	465	**-31%**	3.8	3.3	2.3	2.0	1.7	**-55%**
KS	509	595	486	444	491	**-4%**	3.3	3.4	2.5	1.9	1.9	**-42%**
KY	863	820	712	849	841	**-3%**	3.5	3.3	2.5	2.5	2.0	**-43%**
LA	934	1,219	931	959	761	**-16%**	4.6	5.0	2.8	2.5	2.1	**-54%**
ME	223	265	206	213	169	**-24%**	3.1	3.5	2.4	1.8	1.3	**-58%**
MD	670	756	729	707	608	**-9%**	2.7	2.6	2.2	1.7	1.3	**-52%**
MA	864	881	742	605	417	**-52%**	2.7	2.5	1.9	1.3	0.8	**-70%**
MI	1,779	1,750	1,545	1,571	1,505	**-15%**	3.1	2.8	2.3	1.9	1.7	**-45%**
MN	754	848	608	566	576	**-24%**	2.9	3.0	1.9	1.5	1.3	**-55%**
MS	546	695	662	750	811	**+49%**	3.8	4.2	3.5	3.1	2.7	**-29%**
MO	1,045	1,175	931	1,097	1,149	**+10%**	3.4	3.4	2.4	2.2	1.9	**-44%**
MT	291	325	223	212	200	**-31%**	5.1	4.9	3.0	2.5	2.1	**-59%**
NE	369	396	237	262	293	**-21%**	3.3	3.5	2.0	1.9	1.8	**-45%**
NV	218	346	259	343	348	**+60%**	4.7	5.7	3.4	3.4	2.5	**-47%**
NH	151	194	191	158	134	**-11%**	2.9	3.0	2.5	1.6	1.2	**-59%**

Table 114
Fatalities and Fatality Rates by State, 1975-1996 (Continued)

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1980	1985	1990	1996	Difference, 1975-1996	1975	1980	1985	1990	1996	Difference, 1975-1996
NJ	1,043	1,120	964	886	818	**-22%**	2.2	2.2	1.8	1.5	1.3	**-41%**
NM	555	606	535	499	481	**-13%**	5.6	5.4	4.0	3.1	2.2	**-61%**
NY	2,366	2,610	2,006	2,217	1,564	**-34%**	3.6	3.4	2.2	2.1	1.3	**-64%**
NC	1,506	1,503	1,482	1,385	1,493	**-1%**	4.1	3.6	3.0	2.2	1.9	**-54%**
ND	167	151	90	112	85	**-49%**	3.7	2.9	1.6	1.9	1.3	**-65%**
OH	1,766	2,033	1,646	1,638	1,395	**-21%**	2.8	2.8	2.2	1.8	1.4	**-50%**
OK	757	959	744	641	772	**+2%**	3.3	3.5	2.4	1.9	2.0	**-39%**
OR	562	646	559	579	524	**-7%**	3.5	3.4	2.6	2.2	1.7	**-51%**
PA	2,078	2,089	1,771	1,646	1,469	**-29%**	3.3	2.9	2.3	1.9	1.5	**-55%**
RI	110	129	109	84	69	**-37%**	1.9	2.4	1.9	1.1	1.0	**-47%**
SC	820	852	951	979	930	**+13%**	4.0	3.8	3.6	2.8	2.3	**-43%**
SD	195	228	130	153	175	**-19%**	3.8	3.7	2.1	2.2	2.2	**-42%**
TN	1,126	1,153	1,101	1,177	1,239	**+10%**	3.4	3.4	3.0	2.5	2.1	**-38%**
TX	3,372	4,366	3,678	3,250	3,741	**+11%**	4.0	3.8	2.6	2.1	2.0	**-50%**
UT	272	334	303	272	321	**+18%**	3.4	3.1	2.5	1.9	1.6	**-53%**
VT	143	137	115	90	88	**-38%**	4.3	3.7	2.5	1.5	1.4	**-67%**
VA	993	1,045	976	1,079	875	**-12%**	2.9	2.7	2.0	1.8	1.2	**-59%**
WA	758	971	744	825	712	**-6%**	3.2	3.4	2.2	1.8	1.4	**-56%**
WV	461	523	420	481	345	**-25%**	4.4	4.9	3.3	3.1	1.9	**-57%**
WI	930	972	744	769	761	**-18%**	3.3	3.1	2.0	1.7	1.4	**-58%**
WY	210	245	152	125	143	**-32%**	5.4	4.9	2.8	2.1	1.9	**-65%**
USA	**44,525**	**51,091**	**43,825**	**44,599**	**41,907**	**-6%**	**3.4**	**3.3**	**2.5**	**2.1**	**1.7**	**-50%**
PR	496	520	600	473	601	**+21%**	7.3	6.0	5.7	3.7	3.8	**-48%**

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

Table 115
Child Passenger Protection Laws

State	Effective Date	Restraint Requirement Age	Safety Seat Required	May Substitute Safety Belts	Penalty[3]
AL	7/82	Under 6	Under 6	Either 4 or 5	$10
AK	6/85	Under 16	Under 4	4 through 15	$50, 2 points
AZ	8/83	Under 16	Through 4[2]	No	$50
AR	8/83	Under 14	Under 4[2]	Between 4 and 14	$30
CA	1/83	Under 4[2]	Under 4[2]	No	$100
CO	1/84	Under 15[2]	Under 4[2]	No	$25
CT	5/82	Under 16	Under 4	Between 1 and 4 in rear seat	$60
DE	6/82	Under 16	Under 4	No	$25
DC	7/83	Up to 16	Under 3	Between 3 and 6	$55, 2 points
FL	7/83	Under 16	Under 4[2]	Over 4 up to 16	$150, 3 points
GA	7/84	Under 16	Through 4	3 or 4	$25-$100
HI	7/83	Under 4	Under 3	Between 3 and 4	$100 maximum
ID	1/85	Under 4[2]	Under 4[2]	No	$100 maximum
IL	7/83	Under 6	Under 4	Between 4 and 6	$25-$50
IN	1/84	Under 5	Under 3	Between 3 and 5	$50-$500
IA	1/85	Under 6	Under 3	Between 3 and 6	$10
KS	1/82	Under 14	Under 4	Between 4 and 13 in all positions	$20
KY	7/82	40" and under	40" and under	No	$50
LA	9/84	Under 5	Under 5	Between 3 and 5 in rear seat	$25-$50
ME	9/83	Under 19	Through 4	Between 1 & 4 if not in parent's vehicle	$25-$50
MD	1/84	Under 10	Under 4[2]	Between 4 and 10	$25-$50
MA	1/82	Through 12	Under 5	Under 5	$25
MI	4/82	Through 15	Through 4	1 through 4 in rear seat	$10
MN	8/83	Under 11	Under 4	4 through 10 in rear seat	$50
MS	7/83	Under 4	Under 4	No	$25
MO	1/84	Under 4	Under 4	No	$25
MT[1]	1/84	Under 4[2]	Under 2	Between 2 and 4	$10-$25
NE	8/83	Under 5[2]	Under 4[2]	Between 4 and 5	$25
NV	7/83	Under 5	Under 5	Under 5 in rear seat	$35-$100
NH	7/83	Under 12	Under 5	5 through 12 in all positions	$500 maximum

[1]Law applies only to parents and legal guardians.
[2]Or less than 40 pounds.
[3]Most states waive fines upon proof of safety seat acquisition.

Table 115
Child Passenger Protection Laws (Continued)

State	Effective Date	Restraint Requirement Age	Safety Seat Required	May Substitute Safety Belts	Penalty[3]
NJ	4/83	Under 5	Under 5	Between 1½ and 5 in rear seat	$10-$25
NM	6/83	Under 11	Under 5	Between 1 and 5 in rear seat	$25
NY	4/82	Under 10	Under 4	Over 4 up to age 10	$100 maximum
NC	7/82	Under 12	Under 4	Between 4 and 12	$25
ND	1/84	Through 10	Under 3	3 through 10	$20
OH	3/83	Under 4[2]	Under 4[2]	Over 4 and/or over 40 pounds	$100 maximum
OK	11/83	Under 4[2]	Under 5	Under 4 in rear, 4 to 5 in front or rear	$25 maximum
OR	1/84	Under 16	Under 4[2]	Over 4, over 40 pounds	$95 maximum
PA	1/84	Under 4	Under 4	Over 4	$25
RI	7/80	Through 12	Through 3	No	$150 maximum
SC	7/83	Under 6	Under 4	Between 1 and 6 in rear seat	$25
SD	7/84	Under 5	Under 2	Between 2 and 5	$20
TN	1/78	Under 12	Under 4	No	$25-$50
TX	10/84	Under 4	Under 2	Between 2 and 4	$25-$50
UT	7/84	Under 8	Under 2	Between 2 and 8	$20
VT	7/84	Through 12	Through 5	No	$25
VA	1/83	Over 4	Under 4	Over 4 in front seat	$50, 3 points
WA	1/84	Under 10	Under 3	Between 3 and 10	$67
WV	7/81	Under 9	Under 3	Between 3 and 5	$10-$20
WI	11/82	Under 8	Under 4	Between 5 and 8	$10-$200
WY	4/85	Under 3[2]	Under 3[2]	No	$25
PR	1/89	Under 4	Under 4	Over 40 pounds	$10

[1]Law applies only to parents and legal guardians.
[2]Or less than 40 pounds.
[3]Most states waive fines upon proof of safety seat acquisition.

Table 116
Status of State Motorcycle Helmet Use Requirements

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.
CA	01/01/85	Helmet use required by riders under 15 1/2 years of age. Effective 1-1-92 helmet use required for all riders.
CO	07/01/69	Repealed effective 5-20-77.
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	Helmet use required for all riders.
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.
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.
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	Helmet use required for all riders.
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.
ME	10/07/67	Repealed effective 10-24-77. Amended effective 7-3-80 to require use by cyclists under 15 years of age.
MD	09/01/68	Repealed effective 5-29-79 except for persons under 18 years of age. Effective 10/01/92 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 1/01/89 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.

Table 116
Status of State Motorcycle Helmet Use Requirements (Continued)

State	Original Law	Subsequent Action, Date(s) and Current Status
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 7-10-78 except for persons under 18 years, and first year novice.
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 10-40-77, except for persons under 18 years of age. Effective 6-16-88 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 persons under 21 years of age and first year operators.
SC	07/01/67	Repealed for ages 21 and over effective 6-16-80.
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.
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	05/21/71	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.

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

Table 117
Impaired Driving High-Priority Legislation

State	Administrative Per Se (BAC Level)	Illegal Per Se (BAC Level)	Lower BAC for Youthful DWI Offenders (BAC Level and Age)	License Sanction (Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
AL	Y-0.08	0.08	Y-0.02 (<21)	S-90 days	R-1 yr	R-3 yrs
AK	Y-0.10	0.10	Y-0.00 (<21)	R-30 days	R-1 yr	R-10 yrs
AZ	Y-0.10	0.10	Y-0.00 (<21)	S-90 days	R-1 yr	R-3 yrs
AR	Y-0.10	0.10	Y-0.02 (<21)	--	--	--
CA	Y-0.08	0.08	Y-0.01 (<21)	--	S-30 days	R-3 yrs
CO	Y-0.10	0.10		--	R-1 yr	R-2 yrs
CT	Y-0.10	0.10	Y-0.02 (<21)	--	--	--
DE	Y-0.10	0.10	Y-0.02 (<21)	--	R-6 mos	R-6 mos
DC	Y-0.05	0.10	Y-0.00 (<21)	R-6 mos	R-1 yr	R-2 yrs
FL	Y-0.08	0.08	Y-0.02 (<21)	--	R-12 mos	R-24 mos
GA	Y-0.10	0.10	Y-0.04 (<18)	--	S-120 days	R-5 yrs
HI	Y-0.08	0.08		S-30 days	S-1 yr	R-1 yr
ID	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
IL	Y-0.10	0.10	Y-0.00 (<21)	--	--	--
IN	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
IA	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-1 yr	R-1 yr
KS	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	S-1 yr	S-1 yr
KY	Y-0.01	0.10	Y-0.02 (<21)	S-30 days	R-12 mos	R-24 mos
LA	Y-0.10	0.10	Y-0.04 (<18)	--	--	--
ME	Y-0.08	0.08	Y-0.00 (<21)	S-60 days	S-18 mos	S-4 yrs
MD	Y-0.10	0.10	Y-0.02 (<21)	--	--	--
MA	N	No	Y-0.02 (<21)	S-45 days	R-6 mos	R-2 yrs
MI	Y-0.10	0.10	Y-0.00 (<21)	--	R-1 yr	S-5 yrs
MN	Y-0.10	0.10	Y-0.00 (<21)	R-15 days	R-15 days	R-15 days
MS	Y-0.10	0.10	Y-0.08 (<21)	S-30 days	S-1 yr	S-3 yrs
MO	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	R-2 yrs	R-3 yrs
MT	Y-0.10	0.10	Y-0.02 (<21)	--	R-3 mos	R-3 mos
NE	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-6 mos	R-1 yr
NV	Y-0.10	0.10		R-45 days	R-1 yr	R-1.5 yrs
NH	Y-0.08	0.08	Y-0.02 (<21)	R-90 days	R-3 yrs	R-3 yrs

Table 117
Impaired Driving High-Priority Legislation (Continued)

State	Administrative Per Se (BAC Level)	Illegal Per Se (BAC Level)	Lower BAC for Youthful DWI Offenders (BAC Level and Age)	License Sanction (Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
NJ	N	0.10	Y-0.01 (<21)	R-6 mos	R-2 yrs	R-10 yrs
NM	Y-0.08	0.08	Y-0.02 (<21)	--	R-1 yr	R-5 yrs
NY	A	0.10	Y-0.02 (<21)	--	R-1 yr	R-1 yr
NC	Y-0.08	0.08	Y-0.00 (<21)	--	R-2 yrs	R-3 yrs
ND	Y-0.10	0.10		S-30 days	S-365 days	S-2 yrs
OH	Y-0.10	0.10	Y-0.02 (<21)	S-15 days	S-30 days	S-180 days
OK	Y-0.10	0.10	Y-0.00 (<21)	--	--	--
OR	Y-0.08	0.08	Y-0.00 (<21)	--	S-90 days	S-1 yr
PA	N	0.10	Y-0.02 (<21)	S-1 mo	S-12 mos	S-12 mos
RI	N	0.10	Y-0.02 (<21)	S-3 mos	S-1 yr	S-2 yrs
SC	N	No		--	S-1 yr	S-2 yrs
SD	N	0.10		--	R-1 yr	R-1 yr
TN	N	0.10	Y-0.02 (<21)	--	R-2 yrs	R-3 yrs
TX	Y-0.10	0.10	Y-0.07 (<21)	--	--	--
UT	Y-0.08	0.08	Y-0.00 (<21)	S-90 days	R-1 yr	R-1 yr
VT	Y-0.08	0.08	Y-0.02 (<18)	S-90 days	S-18 mos	R-2 yrs
VA	Y-0.08	0.08	Y-0.02 (<21)	--	R-2 yrs	R-3 yrs
WA	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	R-1 yr	R-2 yrs
WV	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-1 yr	R-1 yr
WI	Y-0.10	0.10	Y-0.00 (<19)	--	R-60 days	R-90 days
WY	Y-0.10	0.10		--	S-1 yr	R-3 yrs
USA	**Y - 41**	**0.08 - 13** **0.10 - 36** **No - 2**	**Y - 44**	**S - 17** **R - 8**	**S - 18** **R - 27**	**S - 14** **R - 31**
	Y = Yes N = No A = Alternative		Y = Yes	S = Suspension R = Revocation		
PR	N	No		--	--	--

Notes: An “administrative per se law” refers to a statute that allows a state’s driver licensing agency to either suspend or revoke a driver’s license based either on a specific alcohol (or drug) concentration or on some other criterion related to alcohol or drug use and driving. Such action is completely independent of any licensing action related to a DWI criminal offense. 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. In those columns showing mandatory sanctions, a “blank” space does not mean that a state does not have a sanction. It only means that the state does not have a mandatory sanction for that offense or violation.
Source: “Digest of State Alcohol-Highway Safety Related Legislation,” U.S. Department of Transportation/ National Highway Traffic Administration, DOT HS 808 204.

Table 118
Key Provisions of Safety Belt Use Laws

State	Effective	Enforcement	Fine	Seats	Vehicle and Coverage by Law
AL	07/18/92	Secondary	$25	Front	Passenger car, MY>'65.
AK	09/12/90	Secondary	$15	All	Motor vehicle. Over age 16.
AZ	01/01/91	Secondary	$10	Front	Passenger car, van, MY>'72.
AR	07/15/91	Secondary	$30	Front	Passenger car, truck, van.
CA	01/01/86	Primary	$20	All	Passenger car, van, small truck.
CO	07/01/87	Secondary	$15	Front	Passenger car, van, taxi, ambulance, RV, small truck.
CT	01/01/86	Primary	$37	Front	Passenger car, van, truck.
DE	01/01/92	Secondary	$20	Front	Passenger car.
DC	12/12/85	Secondary	$15	Front	Vehicle seating 8 or less people.
FL	07/01/86	Secondary	$20	Front	Motor vehicle, pick up truck.
GA	09/01/88	Primary	$15	Front	Passenger vehicle, <10 people; pickup truck, <age 18.
HI	12/16/85	Primary	$20	Front	Vehicle registered in state.
ID	07/01/86	Secondary	$ 5	Front	Motor vehicle under 8,000 lbs.
IL	07/01/85	Secondary	$25	Front	Motor vehicle to carry under 10 people, RV.
IN	07/01/87	Secondary	$25	Front	Passenger car, bus, school bus.
IA	07/01/86	Primary	$10	Front	Passenger car, van, truck 10,000 lbs. or less.
KS	07/01/86	Secondary	$10	Front	Passenger car, van.
KY	07/13/94	Secondary	$25	All	Motor vehicles from model year 1965.
LA	07/01/86	Primary	$25	Front	Passenger car, van, truck under 6,000 lbs.
ME	12/27/95	Secondary	$25	All	Passenger vehicles.
MD	07/01/86	Secondary	$25	Front	Passenger and multi-purpose vehicle, truck, tractor, bus.
MA	02/01/94	Secondary	$25	All	Passenger car, van, truck.
MI	07/01/85	Secondary	$25	Front	Motor vehicle.
MN	08/01/86	Secondary	$25	Front	Passenger car, pickup truck, van, RV.
MS	03/20/90	Secondary	$25	Front	Passenger car, van.
MO	09/28/85	Secondary	$10	Front	Passenger car to carry under 10 people.
MT	10/01/87	Secondary	$20	All	Motor vehicle.
NE	01/01/93	Secondary	$25	Front	Motor vehicle.
NV	07/01/87	Secondary	$25	All	Passenger car under 6,000 lbs.
NJ	03/01/85	Secondary	$20	Front	Passenger car.
NM	01/01/86	Primary	$25	Front	Motor vehicle under 10,000 lbs.
NY	12/01/84	Primary	$50	Front	Passenger car.
NC	10/01/85	Primary	$25	Front	Passenger motor vehicle to carry under 10 people.
ND	07/14/94	Secondary	$20	Front	Motor vehicle.
OH	05/06/86	Secondary	$25	Front	Passenger and commercial car, van, tractor, truck.
OK	02/01/87	Secondary	$10	Front	Passenger car, van, pickup truck.
OR	12/07/90	Primary	$95	All	Motor vehicle.
PA	11/23/87	Secondary	$10	Front	Passenger car, truck, motor home.
RI	06/18/91	Secondary	No	All	Passenger car. Over age 12.
SC	07/01/89	Secondary	$10	Front	Passenger car, truck, van, RV, taxi.
SD	01/01/95	Secondary	$20	Front	Passenger car, truck, van, RV, taxi.
TN	04/21/86	Secondary	$25	Front	Vehicle under 8,500 lbs.
TX	09/01/85	Primary	$25	Front	Passenger car, van, and certain trucks.
UT	04/28/86	Secondary	$10	Front	Motor vehicle.
VT	01/01/94	Secondary	$10	All	Passenger car.
VA	01/01/88	Secondary	$25	Front	Motor vehicle.
WA	06/11/86	Secondary	$25	All	Passenger and multi-purpose vehicle, bus, truck.
WV	09/01/93	Secondary	$25	Front	Passenger car. Age 18 and under in rear seat.
WI	12/01/87	Secondary	$10	All	Motor vehicle.
WY	06/08/89	Secondary	No	Front	Passenger car, van, pickup truck.
PR	01/19/75	Primary	$10	Front	Passenger car. Over age 4.

Total states with safety belt use laws: 49 plus DC and Puerto Rico.

APPENDIX A ♦ FARS DATA ELEMENTS

1996 Fatality Analysis Reporting System Data Elements

Crash Level

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

Vehicle Level

Body Type
Cargo Body Type
Crash Avoidance Maneuver
Emergency Use
Extent of Deformation
Fire Occurrence
Truck Gross Vehicle Weight Rating
Hazardous Cargo
Impact Point—Initial
Impact Point—Principal
Jackknife
Manner of Leaving Scene
Most Harmful Event
Motorcycle Displacement
Number of Axles
Number of Deaths in Vehicle
Number of Occupants in Vehicle
Number of Vehicle Forms Submitted
Passenger Car Weight
Passenger Car Wheelbase
Registered Vehicle Owner
Registration State
Related Factors—Vehicle Level
Rollover

Vehicle Level (Continued)

Special Use
State Information
Travel Speed
Truck Fuel Type
Underride/Override
Vehicle Configuration
Vehicle Identification Number
Vehicle Make
Vehicle Maneuver
Vehicle Model
Vehicle Model Year
Vehicle Number
Vehicle Role
Vehicle Trailering

Driver Level

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

Person Level

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

APPENDIX B ♦ GES DATA ELEMENTS

1996 General Estimates System Data Elements

Crash Level

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

Vehicle/Driver Level

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

Vehicle/Driver Level (Continued)

Travel Speed
Vehicle Contributing Factors
Vehicle Identification Number
Vehicle Make
Vehicle Model
Vehicle Number
Vehicle Role
Vehicle Trailing
Violations Charged

Person Level

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
Restraint Type
Seating Position
Sex
Taken to Hospital or Treatment Facility
Vehicle Number

APPENDIX C ♦ TECHNICAL NOTE

GES Technical Note

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 171,000. To calculate one standard error for this crash estimate, use the table on the following page. Since 171,000 does not appear in the Crash Estimate column, use linear interpolation from the standard error values for 100,000 (8,500) and 200,000 (15,000). One approximate standard error would be 13,100. The 95 percent confidence interval for this estimate would be 171,000 ± 2 × 13,100 or 145,000 to 197,000.

1996 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	500	1,000	400	1,000	400
5,000	1,100	5,000	1,000	5,000	1,000
6,000	1,200	10,000	1,600	10,000	1,500
7,000	1,300	20,000	2,500	20,000	2,300
8,000	1,500	30,000	3,300	30,000	3,100
9,000	1,600	40,000	4,100	40,000	3,800
10,000	1,700	50,000	4,900	50,000	4,400
20,000	2,600	60,000	5,600	60,000	5,100
30,000	3,500	70,000	6,300	70,000	5,700
40,000	4,300	80,000	7,000	80,000	6,300
50,000	5,000	90,000	7,700	90,000	6,900
60,000	5,800	100,000	8,400	100,000	7,500
70,000	6,500	200,000	14,900	200,000	13,100
80,000	7,200	300,000	21,300	300,000	18,500
90,000	7,900	400,000	27,500	400,000	23,700
100,000	8,500	500,000	33,800	500,000	28,900
200,000	15,000	600,000	40,000	600,000	34,100
300,000	21,100	700,000	46,200	700,000	39,200
400,000	27,100	800,000	52,500	800,000	44,300
500,000	33,100	900,000	58,800	900,000	49,400
600,000	39,000	1,000,000	65,100	1,000,000	54,600
700,000	44,900	2,000,000	129,800	2,000,000	106,400
800,000	50,800	3,000,000	197,400	3,000,000	159,600
900,000	56,700	4,000,000	267,600	4,000,000	214,300
1,000,000	62,700	5,000,000	340,300	5,000,000	270,300
2,000,000	122,600	6,000,000	415,200	6,000,000	327,700
3,000,000	184,300	7,000,000	492,100	7,000,000	386,200
4,000,000	247,800	8,000,000	570,900	8,000,000	445,900
5,000,000	313,000	9,000,000	651,500	9,000,000	506,700
6,000,000	379,800	10,000,000	733,900	10,000,000	568,500
6,500,000	413,700	11,000,000	817,800	11,000,000	631,300
7,000,000	448,000	12,000,000	903,300	12,000,000	695,100

$^{*}SE = e^{a+b(\ln x)^2}$, *where* $a = 4.521508$ $b = 0.034180$	$^{**}SE = e^{a+b(\ln x)^2}$, *where* $a = 4.374631$ $b = 0.035149$	$^{***}SE = e^{a+b(\ln x)^2}$, *where* $a = 4.417590$ $b = 0.034001$

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 1996 GES Data Elements

Crash Level			
Alcohol Involved in Crash	3.0 %	Manner of Collision	0.1 %
Atmospheric Condition	1.5 %	Minute of Crash	0.7 %
Crash Severity	4.9 %	Relation to Junction	0.0 %
Day of Week	0.0 %	Relation to Roadway	<0.1 %
First Harmful Event	0.1 %	Roadway Surface Condition	1.5 %
Hour of Crash	0.7 %	Speed Limit	17.5 %
Light Condition	1.7 %	Traffic Control Device	0.8 %
Vehicle/Driver Level			
Driver Drinking in Vehicle	5.3 %	Rollover Type	0.0 %
Initial Point of Impact	2.8 %	Vehicle Type	1.7 %
Most Harmful Event	3.3 %		
Person Level			
Age	11.5 %	Seating Position	4.6 %
Injury Severity	3.9 %	Sex	8.9 %
Police-Reported Alcohol Involvement	3.7 %		

GLOSSARY

Alcohol Involvement

NHTSA defines a fatal crash as alcohol-related or alcohol-involved if either a driver or a nonmotorist (usually a pedestrian) had a measurable or estimated blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or above.

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, passenger, or nonoccupant was tested for 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 0.10 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.

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

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