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TRAFFIC SAFETY FACTS 2005

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

NCSA
NHTSA's National Center for Statistics & Analysis

2005 NATIONAL STATISTICS

POLICE-REPORTED MOTOR VEHICLE TRAFFIC CRASHES

Fatal	39,189
Injury	1,816,000
Property Damage Only	4,304,000
Total	**6,159,000**

TRAFFIC CRASH VICTIMS

	Killed	Injured
Occupants	**33,041**	**2,494,000**
Drivers	23,240	1,743,000
Passengers	9,718	750,000
Unknown	83	—
Motorcycle Riders	**4,553**	**87,000**
Nonoccupants	**5,849**	**118,000**
Pedestrians	4,881	64,000
Pedalcyclists	784	45,000
Other/Unknown	184	8,000
Total	**43,443**	**2,699,000**

OTHER NATIONAL STATISTICS

Vehicle Miles Traveled	2,989,807,000,000
Resident Population	296,410,404
Registered Vehicles	245,641,663
Licensed Drivers	200,665,267
Economic Cost of Traffic Crashes (2000) (estimate for reported and unreported crashes)	$230.6 billion

NATIONAL RATES: FATALITIES

Fatalities per 100 Million Vehicle Miles Traveled	1.45
Fatalities per 100,000 Population	14.66
Fatalities per 100,000 Registered Vehicles	17.69
Fatalities per 100,000 Licensed Drivers	21.65

NATIONAL RATES: INJURED PERSONS

Injured Persons per 100 Million Vehicle Miles Traveled	90
Injured Persons per 100,000 Population	911
Injured Persons per 100,000 Registered Vehicles	1,099
Injured Persons per 100,000 Licensed Drivers	1,345

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

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

FOR MORE INFORMATION

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

ADMINISTRATOR'S MESSAGE

The National Highway Traffic Safety Administration (NHTSA) is pleased to present its *Traffic Safety Facts 2005: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. This report combines data from two of our key crash databases, providing statistics on traffic crashes of all severities.

NHTSA's mission is to reduce deaths, injuries, and economic losses from motor vehicle crashes. Although the Nation's crash fatality rate per 100 million vehicle miles of travel in 2005 increased, the injury rate declined. In 2005 the fatality rate rose to 1.45 (up from 1.44 in 2004); however, it was the third consecutive year that the rate remained below 1.50. Nearly 6.2 million police-reported motor vehicle crashes occurred on our highways in 2005—one every 5 seconds. The number of people injured in these crashes continued a steady decline. On average, a person was injured in a police-reported motor vehicle crash every 12 seconds, and someone was killed every 12 minutes.

Alcohol and automobiles are a lethal combination, which is why we are working closely with our law enforcement and national advocacy partners to get even tougher on drunk drivers. We have seen alcohol-related fatalities plummet since the 1980s because police enforce drunk driving laws, and the public is aware of this enforcement. Alcohol-related fatalities declined in 2005, to 16,885, the third consecutive year in which alcohol-related fatalities have declined. Unfortunately, 14,539 persons still were killed in crashes that involved a driver or nonoccupant with blood alcohol concentration of .08 grams per deciliter or greater.

I believe the most promising gains in highway safety are going to come from the deployment of crash avoidance technologies. Today the technology exists not only to ameliorate the severity of the crash, but to help prevent it outright. We are on the cusp of making dramatic and sustained gains in highway safety due to new safety technologies. For example, NHTSA has proposed a rule mandating electronic stability control to prevent rollovers. We anticipate that because of this rulemaking, fewer lives will be lost due to vehicles rolling over in a crash, a number that increased to 10,816 in 2005.

But for all the resources, technology, and education at our disposal, we must never forget that safety starts with the family. It needs to be at the top of every family's priorities list because vehicle safety has an impact on every family. Parents and caregivers must accept that providing and teaching safety, in all its forms, is their most important responsibility. Because of all the efforts in increasing safety belt use, many families have been spared the grief and suffering that too often accompanies motor vehicle crashes.

I want to acknowledge the hard work of States and localities throughout the country who collect, code, and report much of the information contained in this document. Quality information is critical to NHTSA's efforts in its important mission of saving lives. We cannot accomplish that mission without their dedicated work.

I hope users of this publication find the information helpful.

Nicole R. Nason
Administrator
National Highway Traffic Safety Administration

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INTRODUCTION

In this annual report, *Traffic Safety Facts 2005: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*, the National Highway Traffic Safety Administration (NHTSA) presents descriptive statistics about traffic crashes of all severities, from those that result in property damage to those that result in the loss of human life.

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

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

FARS OPERATIONS

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

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

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

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

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

Each analyst enters data into a local microcomputer data file, and daily updates are sent to NHTSA's central computer database. Data are automatically checked when entered for acceptable range values and for consistency, enabling the analyst to make corrections immediately. Several programs continually monitor and improve the completeness and accuracy of the data. The 2005 FARS data file used for the statistics in this report was created in June 2006; however, the 2005 FARS file will *officially* close in February 2007. 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 2004 are reflected in this report. The updated final counts for 2005 will be reflected in the 2006 annual report.

GES OPERATIONS

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

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

Trained data entry personnel interpret and code data directly from the PARs into an electronic data file. Approximately 90 data elements are coded into a common format. (See Appendix B for a list of the GES data elements.) Some elements are modified every other year to meet the changing needs of the highway safety community. To protect individual privacy, no personal information (names, addresses, specific crash locations) is coded. During data coding, the data are checked electronically for validity and consistency. After the data file is created, further quality checks are performed on the data through computer processing and by the data coding supervisors. The 2005 file used for the statistics in this report was completed in June 2006.

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 2005) and GES (1988 through 2005). The remaining chapters present data only from 2005. Chapter 2, "Crashes," describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crash. Chapter 3, "Vehicles," concentrates on the types of vehicles involved in crashes and the damage to the vehicles. Chapter 4, "People," is the largest chapter of this report, with statistics about drivers, passengers, pedestrians, and pedalcyclists. The last chapter of the report, "States," contains information about crashes for each state, the District of Columbia, and Puerto Rico. Terms used throughout the report are defined in the Glossary.

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

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

DATA AVAILABILITY

While this report presents a wide spectrum of information in more than 100 tables and figures, it contains only a fraction of the data available from FARS and GES. Additional data from FARS (1975 through 2005) or from GES (1988 through 2005) are available in four ways:

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

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

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

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

- FARS data can also be accessed on the Web at www-fars.nhtsa.dot.gov. This Web site provides instant access to the 1994 through 2005 FARS data via the Create-a-Query, Create-a-Map, and Reports features. The Create-a-Query feature will enable you to process the data using our interactive user interface. The Create-a-Map feature will enable you to create state-by-state and county-by-county map displays from an inventory of report selections. The Reports feature is an inventory of the fatality statistical reports found in this publication. These are national reports for current and past years that may be customized by selection of state; and for state reports, county tabulation may be selected.

VEHICLE SAFETY HOTLINE

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

Data Availability

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

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

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

http://www-nrd.nhtsa.dot.gov/CMSWeb

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

Chapter 1

TRENDS

CHAPTER 1 ■ TRENDS

The tables in this chapter present statistics about police-reported motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 2005; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2005. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 2005. Care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from GES data are estimates, year-to-year differences may be the result of the sampling process, not the result of an actual trend. The variability or sampling errors associated with the estimates must be considered when making any year-to-year comparisons using GES data. (For more information on sampling error, see Appendix C.) Below are some of the statistics you will find in this chapter:

- Fatal crashes increased by 1.9 percent from 2004 to 2005, and the fatality rate rose to 1.45 fatalities per 100 million vehicle miles of travel in 2005.
- The injury rate per 100 million vehicle miles of travel decreased by 4.3 percent from 2004 to 2005.
- The occupant fatality rate (including motorcycle riders) per 100,000 population, which declined by 22.7 percent from 1975 to 1992, decreased by 1.6 percent from 1992 to 2005.
- The occupant injury rate (including motorcycle riders) per 100,000 population, which declined by 13.6 percent from 1988 to 1992, decreased by 23.6 percent from 1992 to 2005.
- The nonoccupant fatality rate per 100,000 population has declined by 50.6 percent from 1975 to 2005.
- The nonoccupant injury rate per 100,000 population has declined by 49.4 percent from 1988 to 2005.
- The percent of alcohol-related fatalities has declined from 60 percent in 1982 to 39 percent in 2005.

Figure 1
Fatal Crashes, 1975-2005

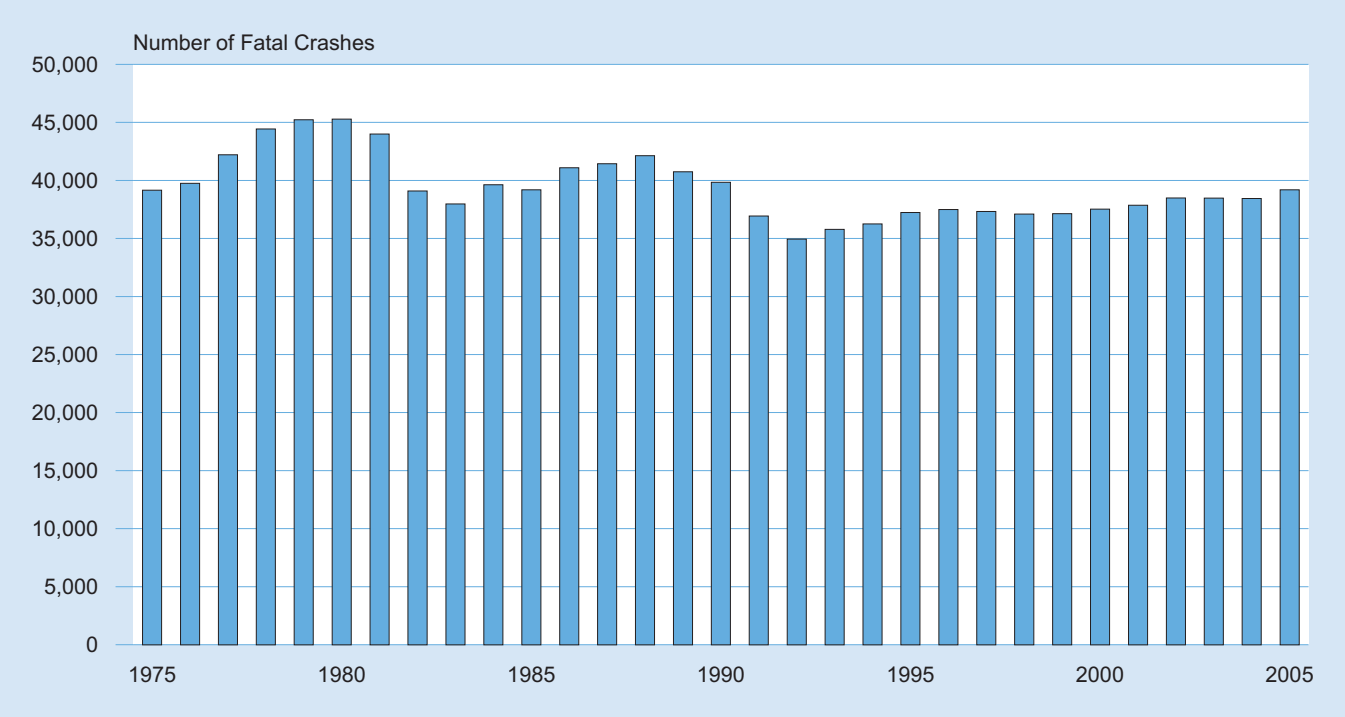


Table 1
Crashes by Crash Severity, 1988-2005

Year	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1988	42,130	0.6	2,233,000	32.4	4,611,000	67.0	**6,887,000**	**100.0**
1989	40,741	0.6	2,153,000	32.4	4,459,000	67.0	**6,653,000**	**100.0**
1990	39,836	0.6	2,122,000	32.8	4,309,000	66.6	**6,471,000**	**100.0**
1991	36,937	0.6	2,008,000	32.8	4,073,000	66.6	**6,117,000**	**100.0**
1992	34,942	0.6	1,991,000	33.2	3,974,000	66.2	**6,000,000**	**100.0**
1993	35,780	0.6	2,022,000	33.1	4,048,000	66.3	**6,106,000**	**100.0**
1994	36,254	0.6	2,123,000	32.7	4,336,000	66.8	**6,496,000**	**100.0**
1995	37,241	0.6	2,217,000	33.1	4,446,000	66.4	**6,699,000**	**100.0**
1996	37,494	0.6	2,238,000	33.1	4,494,000	66.4	**6,770,000**	**100.0**
1997	37,324	0.6	2,149,000	32.4	4,438,000	67.0	**6,624,000**	**100.0**
1998	37,107	0.6	2,029,000	32.0	4,269,000	67.4	**6,335,000**	**100.0**
1999	37,140	0.6	2,054,000	32.7	4,188,000	66.7	**6,279,000**	**100.0**
2000	37,526	0.6	2,070,000	32.4	4,286,000	67.0	**6,394,000**	**100.0**
2001	37,862	0.6	2,003,000	31.7	4,282,000	67.7	**6,323,000**	**100.0**
2002	38,491	0.6	1,929,000	30.5	4,348,000	68.8	**6,316,000**	**100.0**
2003	38,477	0.6	1,925,000	30.4	4,365,000	69.0	**6,328,000**	**100.0**
2004	38,444	0.6	1,862,000	30.1	4,281,000	69.3	**6,181,000**	**100.0**
2005	39,189	0.6	1,816,000	29.5	4,304,000	69.9	**6,159,000**	**100.0**

Table 2

Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2005

Killed									
Year	Fatalities	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million Vehicle Miles Traveled
1966	50,894	196,560	25.89	100,998	50.39	95,703	53.18	926	5.50
1975	44,525	215,973	20.62	129,791	34.31	126,153	35.29	1,328	3.35
1980	51,091	227,225	22.48	145,295	35.16	146,845	34.79	1,527	3.35
1981	49,301	229,466	21.49	147,075	33.52	149,330	33.01	1,555	3.17
1982	43,945	231,664	18.97	150,234	29.25	151,148	29.07	1,595	2.76
1983	42,589	233,792	18.22	154,389	27.59	153,830	27.69	1,653	2.58
1984	44,257	235,825	18.77	155,424	28.48	158,900	27.85	1,720	2.57
1985	43,825	237,924	18.42	156,868	27.94	166,047	26.39	1,775	2.47
1986	46,087	240,133	19.19	159,486	28.90	168,545	27.34	1,835	2.51
1987	46,390	242,289	19.15	161,816	28.67	172,750	26.85	1,921	2.41
1988	47,087	244,499	19.26	162,854	28.91	177,455	26.53	2,026	2.32
1989	45,582	246,819	18.47	165,554	27.53	181,165	25.16	2,096	2.17
1990	44,599	249,464	17.88	167,015	26.70	184,275	24.20	2,144	2.08
1991	41,508	252,153	16.46	168,995	24.56	186,370	22.27	2,172	1.91
1992	39,250	255,030	15.39	173,125	22.67	184,938	21.22	2,247	1.75
1993	40,150	257,783	15.58	173,149	23.19	188,350	21.32	2,296	1.75
1994	40,716	260,327	15.64	175,403	23.21	192,497	21.15	2,358	1.73
1995	41,817	262,803	15.91	176,628	23.68	197,065	21.22	2,423	1.73
1996	42,065	265,229	15.86	179,539	23.43	201,631	20.86	2,486	1.69
1997	42,013	267,784	15.69	182,709	22.99	203,568	20.64	2,562	1.64
1998	41,501	270,248	15.36	184,861	22.45	208,076	19.95	2,632	1.58
1999	41,717	272,691	15.30	187,170	22.29	212,685	19.61	2,691	1.55
2000	41,945	282,193	14.86	190,625	22.00	217,028	19.33	2,747	1.53
2001	42,196	285,108	14.80	191,276	22.06	221,230	19.07	2,797	1.51
2002	43,005	287,985	14.93	194,602	22.10	225,685	19.06	2,856	1.51
2003	42,884	290,850	14.74	196,166	21.86	230,633	18.59	2,890	1.48
2004	42,836	293,657	14.59	198,889	21.54	237,949	18.00	2,965	1.44
2005	43,443	296,410	14.66	200,665	21.65	245,642	17.69	2,990	1.45

Injured									
Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 Population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million Vehicle Miles Traveled
1988	3,416,000	244,499	1,397	162,854	2,098	177,455	1,925	2,026	169
1989	3,284,000	246,819	1,330	165,554	1,984	181,165	1,813	2,096	157
1990	3,231,000	249,464	1,295	167,015	1,934	184,275	1,753	2,144	151
1991	3,097,000	252,153	1,228	168,995	1,833	186,370	1,662	2,172	143
1992	3,070,000	255,030	1,204	173,125	1,773	184,938	1,660	2,247	137
1993	3,149,000	257,783	1,222	173,149	1,819	188,350	1,672	2,296	137
1994	3,266,000	260,327	1,255	175,403	1,862	192,497	1,697	2,358	139
1995	3,465,000	262,803	1,319	176,628	1,962	197,065	1,758	2,423	143
1996	3,483,000	265,229	1,313	179,539	1,940	201,631	1,728	2,486	140
1997	3,348,000	267,784	1,250	182,709	1,832	203,568	1,644	2,562	131
1998	3,192,000	270,248	1,181	184,861	1,727	208,076	1,534	2,632	121
1999	3,236,000	272,691	1,187	187,170	1,729	212,685	1,522	2,691	120
2000	3,189,000	282,193	1,130	190,625	1,673	217,028	1,469	2,747	116
2001	3,033,000	285,108	1,064	191,276	1,585	221,230	1,371	2,797	108
2002	2,926,000	287,985	1,016	194,602	1,503	225,685	1,296	2,856	102
2003	2,889,000	290,850	993	196,166	1,473	230,633	1,252	2,890	100
2004	2,788,000	293,657	950	198,889	1,402	237,949	1,172	2,965	94
2005	2,699,000	296,410	911	200,665	1,345	245,642	1,099	2,990	90

Note: Some states include restricted driver licenses and graduated driver licenses in their licensed driver counts.

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-2005—R.L. Polk & Co. and Federal Highway Administration; Population—U.S. Bureau of the Census; Traffic Deaths, 1966-1974—National Center for Health Statistics, D.H.H.S., State Accident Summaries (adjusted to 30-day traffic deaths by NHTSA); Traffic Deaths, 1975-2005—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Injured, 1988-2005—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, 1966-2005

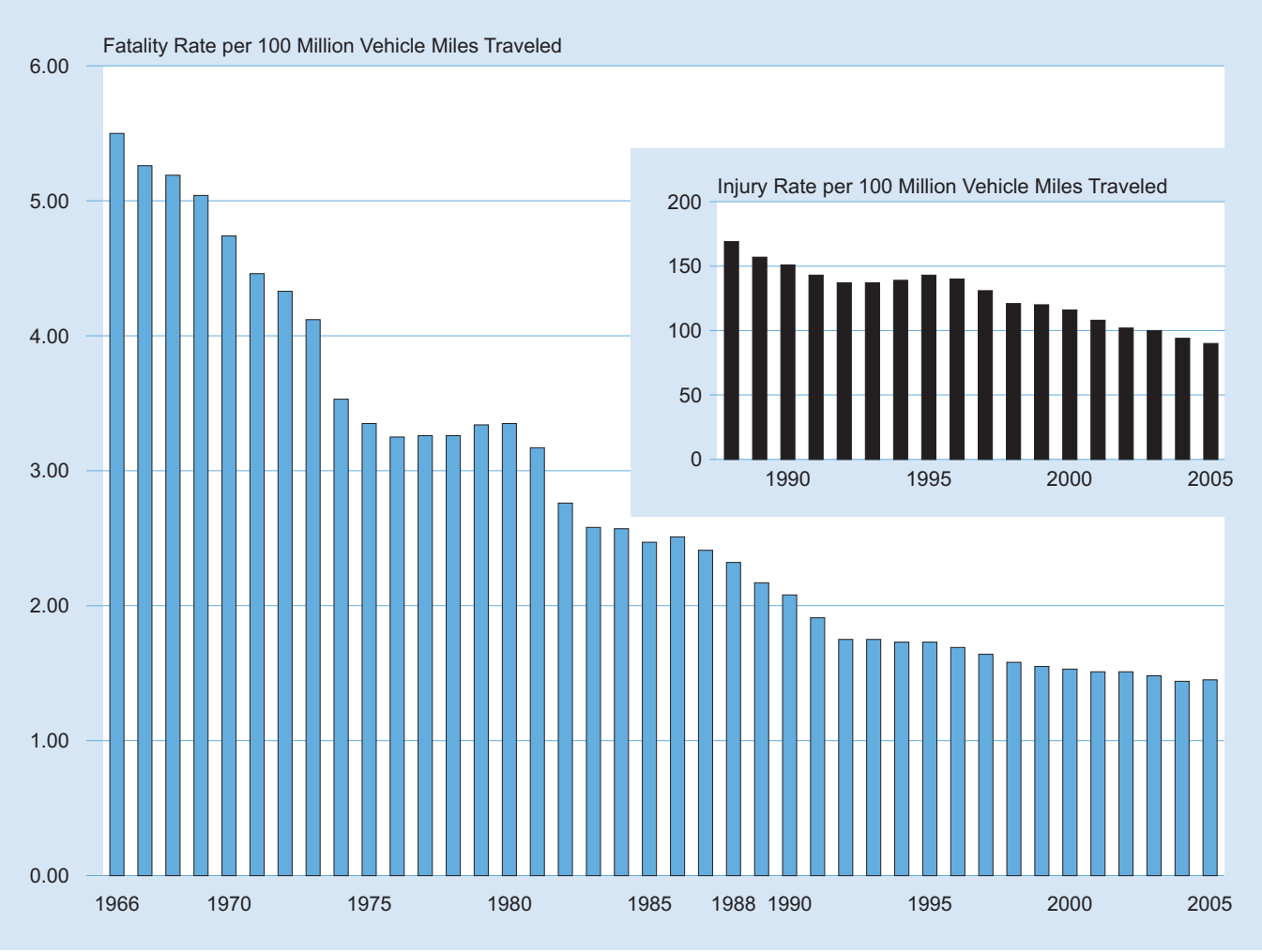


Table 3

Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2005

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Fatal Crashes												
1975	37,897	3.68	40.11	8,636	4.23	41.35	3,977	4.89	74.16	3,265	58.00	65.77
1980	39,059	3.53	37.28	12,680	4.29	42.18	5,379	4.96	92.89	5,194	50.85	91.22
1985	34,277	2.74	29.46	12,464	3.21	33.09	5,153	4.17	85.94	4,608	50.72	84.64
1986	36,195	2.83	30.87	13,327	3.20	33.52	5,097	4.02	89.09	4,570	48.63	87.90
1987	36,580	2.75	30.52	14,514	3.27	34.81	5,108	3.83	89.33	4,067	42.78	83.24
1988	36,977	2.67	30.43	15,286	3.13	34.27	5,241	3.80	85.40	3,715	37.06	81.04
1989	35,410	2.50	28.85	15,700	3.00	33.31	4,984	3.49	80.05	3,192	30.78	72.21
1990	34,085	2.39	27.65	15,620	2.81	31.29	4,776	3.27	77.08	3,276	34.28	76.91
1991	31,291	2.22	25.37	14,832	2.49	28.49	4,347	2.91	70.43	2,829	30.82	67.72
1992	29,817	2.08	24.78	14,648	2.28	27.21	4,035	2.63	66.75	2,439	25.52	60.00
1993	30,233	2.09	24.97	15,332	2.27	27.10	4,328	2.71	71.09	2,477	25.01	62.27
1994	30,273	2.07	24.81	16,353	2.30	27.49	4,644	2.73	70.49	2,339	22.84	62.26
1995	30,940	2.09	25.11	17,587	2.35	28.13	4,472	2.51	66.55	2,268	23.15	58.20
1996	30,727	2.05	24.66	18,246	2.32	27.88	4,755	2.60	67.81	2,176	21.94	56.20
1997	30,059	1.97	24.11	18,628	2.26	27.68	4,917	2.57	69.42	2,160	21.43	56.45
1998	29,040	1.87	23.05	19,363	2.25	27.75	4,955	2.52	64.08	2,334	22.70	60.16
1999	28,027	1.79	22.09	19,959	2.21	27.29	4,920	2.43	63.15	2,532	23.92	60.98
2000	27,802	1.76	21.76	20,498	2.17	26.91	4,995	2.43	62.26	2,975	28.42	68.45
2001	27,586	1.73	21.41	20,831	2.13	26.42	4,823	2.31	61.38	3,265	33.87	66.59
2002	27,374	1.70	21.03	21,668	2.14	26.49	4,587	2.14	57.86	3,365	35.23	67.24
2003	26,562	1.65	20.19	22,299	2.14	26.18	4,721	2.17	60.86	3,802	39.70	70.80
2004	25,682	1.58	19.27	22,486	2.05	25.00	4,902	2.22	59.99	4,121	40.71	71.45
2005	25,029	1.55	18.52	22,838	2.01	24.05	4,932	2.21	58.15	4,655	43.22	74.75
Injury Crashes												
1988	3,073,000	222	2,529	683,000	140	1,530	96,000	69	1,562	98,000	974	2,129
1989	2,892,000	204	2,355	727,000	139	1,543	110,000	77	1,770	76,000	732	1,717
1990	2,838,000	199	2,302	729,000	131	1,460	107,000	73	1,730	82,000	854	1,916
1991	2,615,000	185	2,120	789,000	132	1,515	78,000	52	1,264	79,000	856	1,882
1992	2,640,000	184	2,194	758,000	118	1,409	95,000	62	1,567	61,000	642	1,509
1993	2,631,000	182	2,174	843,000	125	1,490	97,000	60	1,585	56,000	565	1,407
1994	2,785,000	191	2,283	912,000	128	1,533	96,000	56	1,452	54,000	526	1,433
1995	2,914,000	197	2,365	1,024,000	137	1,638	84,000	47	1,244	52,000	530	1,331
1996	2,884,000	192	2,314	1,071,000	136	1,636	94,000	51	1,339	51,000	512	1,312
1997	2,736,000	179	2,195	1,064,000	129	1,582	96,000	50	1,349	51,000	501	1,321
1998	2,545,000	164	2,020	1,059,000	123	1,517	89,000	45	1,146	45,000	433	1,148
1999	2,438,000	156	1,921	1,165,000	129	1,593	101,000	50	1,292	46,000	436	1,111
2000	2,396,000	152	1,876	1,209,000	128	1,587	101,000	49	1,253	53,000	509	1,226
2001	2,279,000	143	1,768	1,218,000	125	1,545	90,000	43	1,143	57,000	587	1,155
2002	2,136,000	133	1,641	1,210,000	119	1,479	94,000	44	1,189	58,000	612	1,167
2003	2,129,000	132	1,619	1,233,000	118	1,447	89,000	41	1,145	64,000	665	1,185
2004	1,990,000	122	1,493	1,246,000	113	1,385	87,000	39	1,062	70,000	694	1,217
2005	1,893,000	117	1,401	1,209,000	107	1,273	82,000	37	971	80,000	746	1,291
Property-Damage-Only Crashes												
1988	6,050,000	437	4,979	1,542,000	316	3,458	297,000	215	4,839	21,000	207	453
1989	5,678,000	401	4,625	1,613,000	309	3,421	300,000	210	4,825	20,000	188	441
1990	5,485,000	384	4,450	1,654,000	298	3,314	273,000	187	4,411	20,000	208	467
1991	5,084,000	360	4,122	1,675,000	281	3,217	248,000	166	4,022	25,000	268	589
1992	4,852,000	338	4,031	1,704,000	265	3,165	277,000	181	4,586	10,000	100	236
1993	4,789,000	331	3,956	1,884,000	279	3,331	296,000	185	4,861	17,000	169	420
1994	5,126,000	351	4,202	2,023,000	284	3,401	360,000	212	5,467	13,000	128	349
1995	5,335,000	361	4,329	2,149,000	287	3,437	289,000	162	4,307	13,000	131	329
1996	5,281,000	352	4,238	2,274,000	289	3,475	295,000	161	4,209	14,000	138	355
1997	5,116,000	335	4,104	2,314,000	281	3,439	337,000	176	4,761	10,000	102	268
1998	4,896,000	315	3,887	2,315,000	269	3,317	318,000	162	4,114	9,000	84	222
1999	4,469,000	285	3,523	2,491,000	276	3,406	369,000	182	4,739	10,000	96	246
2000	4,467,000	283	3,497	2,621,000	278	3,441	351,000	171	4,377	14,000	133	321
2001	4,399,000	276	3,413	2,679,000	275	3,398	335,000	160	4,261	14,000	150	295
2002	4,443,000	276	3,412	2,757,000	272	3,370	336,000	156	4,232	17,000	173	330
2003	4,356,000	270	3,311	2,804,000	269	3,292	363,000	167	4,681	14,000	142	253
2004	4,216,000	259	3,164	2,886,000	263	3,208	324,000	147	3,970	13,000	132	231
2005	4,169,000	258	3,085	2,919,000	257	3,074	354,000	159	4,176	18,000	168	291

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, 1975-2005

Year	Person Type											
	Occupants by Vehicle Type						Motorcycle Riders	Nonoccupants				Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total		Pedestrian	Pedalcyclist	Other/ Unknown	Total	
Killed												
1975	25,929	4,856	961	53	937	*32,736*	*3,189*	7,516	1,003	81	*8,600*	**44,525**
1980	27,449	7,486	1,262	46	540	*36,783*	*5,144*	8,070	965	129	*9,164*	**51,091**
1981	26,645	7,081	1,133	56	603	*35,518*	*4,906*	7,837	936	104	*8,877*	**49,301**
1982	23,330	6,359	944	35	525	*31,193*	*4,453*	7,331	883	85	*8,299*	**43,945**
1983	22,979	6,202	982	53	362	*30,578*	*4,265*	6,826	839	81	*7,746*	**42,589**
1984	23,620	6,496	1,074	46	440	*31,676*	*4,608*	7,025	849	99	*7,973*	**44,257**
1985	23,212	6,689	977	57	544	*31,479*	*4,564*	6,808	890	84	*7,782*	**43,825**
1986	24,944	7,317	926	39	442	*33,668*	*4,566*	6,779	941	133	*7,853*	**46,087**
1987	25,132	8,058	852	51	436	*34,529*	*4,036*	6,745	948	132	*7,825*	**46,390**
1988	25,808	8,306	911	54	429	*35,508*	*3,662*	6,870	911	136	*7,917*	**47,087**
1989	25,063	8,551	858	50	424	*34,946*	*3,141*	6,556	832	107	*7,495*	**45,582**
1990	24,092	8,601	705	32	460	*33,890*	*3,244*	6,482	859	124	*7,465*	**44,599**
1991	22,385	8,391	661	31	466	*31,934*	*2,806*	5,801	843	124	*6,768*	**41,508**
1992	21,387	8,098	585	28	387	*30,485*	*2,395*	5,549	723	98	*6,370*	**39,250**
1993	21,566	8,511	605	18	425	*31,125*	*2,449*	5,649	816	111	*6,576*	**40,150**
1994	21,997	8,904	670	18	409	*31,998*	*2,320*	5,489	802	107	*6,398*	**40,716**
1995	22,423	9,568	648	33	392	*33,064*	*2,227*	5,584	833	109	*6,526*	**41,817**
1996*	22,505	9,932	621	21	455	*33,534*	*2,161*	5,449	765	154	*6,368*	**42,065**
1997	22,199	10,249	723	18	420	*33,609*	*2,116*	5,321	814	153	*6,288*	**42,013**
1998	21,194	10,705	742	38	409	*33,088*	*2,294*	5,228	760	131	*6,119*	**41,501**
1999	20,862	11,265	759	59	447	*33,392*	*2,483*	4,939	754	149	*5,842*	**41,717**
2000	20,699	11,526	754	22	450	*33,451*	*2,897*	4,763	693	141	*5,597*	**41,945**
2001	20,320	11,723	708	34	458	*33,243*	*3,197*	4,901	732	123	*5,756*	**42,196**
2002	20,569	12,274	689	45	528	*34,105*	*3,270*	4,851	665	114	*5,630*	**43,005**
2003	19,725	12,546	726	41	589	*33,627*	*3,714*	4,774	629	140	*5,543*	**42,884**
2004	19,192	12,674	766	42	602	*33,276*	*4,028*	4,675	727	130	*5,532*	**42,836**
2005	18,440	12,975	803	58	765	*33,041*	*4,553*	4,881	784	184	*5,849*	**43,443**
Injured												
1988	2,585,000	478,000	37,000	15,000	4,000	*3,119,000*	*105,000*	110,000	75,000	8,000	*192,000*	**3,416,000**
1989	2,431,000	511,000	43,000	15,000	5,000	*3,005,000*	*83,000*	112,000	73,000	11,000	*196,000*	**3,284,000**
1990	2,376,000	505,000	42,000	33,000	4,000	*2,960,000*	*84,000*	105,000	75,000	7,000	*187,000*	**3,231,000**
1991	2,235,000	563,000	28,000	21,000	4,000	*2,850,000*	*80,000*	88,000	67,000	11,000	*166,000*	**3,097,000**
1992	2,232,000	545,000	34,000	20,000	12,000	*2,843,000*	*65,000*	89,000	63,000	10,000	*162,000*	**3,070,000**
1993	2,265,000	601,000	32,000	17,000	4,000	*2,919,000*	*59,000*	94,000	68,000	9,000	*171,000*	**3,149,000**
1994	2,364,000	631,000	30,000	16,000	4,000	*3,045,000*	*57,000*	92,000	62,000	9,000	*164,000*	**3,266,000**
1995	2,469,000	722,000	30,000	19,000	4,000	*3,246,000*	*57,000*	86,000	67,000	10,000	*162,000*	**3,465,000**
1996	2,458,000	761,000	33,000	20,000	4,000	*3,277,000*	*55,000*	82,000	58,000	11,000	*151,000*	**3,483,000**
1997	2,341,000	755,000	31,000	17,000	6,000	*3,149,000*	*53,000*	77,000	58,000	11,000	*146,000*	**3,348,000**
1998	2,201,000	763,000	29,000	16,000	4,000	*3,012,000*	*49,000*	69,000	53,000	8,000	*131,000*	**3,192,000**
1999	2,138,000	847,000	33,000	22,000	7,000	*3,047,000*	*50,000*	85,000	51,000	3,000	*140,000*	**3,236,000**
2000	2,052,000	887,000	31,000	18,000	10,000	*2,997,000*	*58,000*	78,000	51,000	5,000	*134,000*	**3,189,000**
2001	1,927,000	861,000	29,000	15,000	9,000	*2,841,000*	*60,000*	78,000	45,000	8,000	*131,000*	**3,033,000**
2002	1,805,000	879,000	26,000	19,000	6,000	*2,735,000*	*65,000*	71,000	48,000	7,000	*126,000*	**2,926,000**
2003	1,756,000	889,000	27,000	18,000	7,000	*2,697,000*	*67,000*	70,000	46,000	8,000	*124,000*	**2,889,000**
2004	1,643,000	900,000	27,000	16,000	7,000	*2,594,000*	*76,000*	68,000	41,000	9,000	*118,000*	**2,788,000**
2005	1,573,000	872,000	27,000	11,000	10,000	*2,494,000*	*87,000*	64,000	45,000	8,000	*118,000*	**2,699,000**

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

Table 5

Drivers Involved in Crashes and Involvement Rates per Licensed Driver by Sex and Crash Severity, 1975-2005

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
1980	50,921	77,135	66.02	11,353	68,067	16.68	62,277	145,202	42.89
1985	44,290	81,537	54.32	12,031	75,231	15.99	56,322	156,769	35.93
1986	46,083	82,740	55.70	12,603	76,651	16.44	58,688	159,390	36.82
1987	46,337	83,939	55.20	13,492	77,789	17.34	59,829	161,728	36.99
1988	46,840	84,099	55.70	13,814	78,661	17.56	60,658	162,760	37.27
1989	44,941	85,356	52.65	13,927	80,160	17.37	58,870	165,516	35.57
1990	43,802	85,769	51.07	13,586	81,203	16.73	57,393	166,972	34.37
1991	40,288	86,630	46.51	12,716	82,300	15.45	53,007	168,930	31.38
1992	38,186	88,363	43.21	12,492	84,716	14.75	50,682	173,079	29.28
1993	39,118	87,974	44.47	12,960	85,138	15.22	52,080	173,112	30.08
1994	39,784	89,165	44.62	13,449	86,183	15.61	53,238	175,347	30.36
1995	40,799	89,184	45.75	14,043	87,386	16.07	54,847	176,570	31.06
1996	40,899	90,503	45.19	14,723	89,007	16.54	55,624	179,510	30.99
1997	40,594	91,888	44.18	14,816	90,789	16.32	55,412	182,677	30.33
1998	40,433	93,023	43.47	14,967	91,805	16.30	55,404	184,828	29.98
1999	40,639	94,149	43.16	14,717	92,988	15.83	55,359	187,137	29.58
2000	41,443	95,782	43.27	14,682	94,816	15.48	56,126	190,598	29.45
2001	41,548	95,779	43.38	14,829	95,471	15.53	56,380	191,250	29.48
2002	41,995	97,595	43.03	14,876	96,978	15.34	56,874	194,574	29.23
2003	42,177	98,209	42.95	15,106	97,919	15.43	57,285	196,128	29.21
2004	41,876	99,559	42.06	15,272	99,305	15.38	57,152	198,864	28.74
2005	42,722	100,378	42.56	14,883	100,263	14.84	57,611	200,641	28.71
Drivers in Injury Crashes									
1988	2,423,000	84,099	2,881	1,485,000	78,661	1,887	3,907,000	162,760	2,401
1989	2,347,000	85,356	2,749	1,446,000	80,160	1,804	3,793,000	165,516	2,291
1990	2,285,000	85,769	2,664	1,458,000	81,203	1,795	3,743,000	166,972	2,242
1991	2,171,000	86,630	2,506	1,380,000	82,300	1,677	3,551,000	168,930	2,102
1992	2,114,000	88,363	2,392	1,439,000	84,716	1,699	3,553,000	173,079	2,053
1993	2,144,000	87,974	2,437	1,468,000	85,138	1,724	3,612,000	173,112	2,086
1994	2,264,000	89,165	2,539	1,574,000	86,183	1,826	3,838,000	175,347	2,189
1995	2,378,000	89,184	2,667	1,687,000	87,386	1,931	4,066,000	176,570	2,303
1996	2,378,000	90,503	2,627	1,711,000	89,007	1,922	4,089,000	179,510	2,278
1997	2,296,000	91,888	2,499	1,643,000	90,789	1,809	3,939,000	182,677	2,156
1998	2,158,000	93,023	2,319	1,576,000	91,805	1,717	3,734,000	184,828	2,020
1999	2,134,000	94,149	2,267	1,609,000	92,988	1,730	3,743,000	187,137	2,000
2000	2,192,000	95,782	2,289	1,573,000	94,816	1,659	3,765,000	190,598	1,975
2001	2,090,000	95,779	2,182	1,547,000	95,471	1,620	3,637,000	191,250	1,902
2002	2,000,000	97,595	2,049	1,481,000	96,978	1,528	3,482,000	194,574	1,789
2003	1,990,000	98,209	2,026	1,525,000	97,919	1,557	3,514,000	196,128	1,792
2004	1,912,000	99,559	1,920	1,482,000	99,305	1,493	3,394,000	198,864	1,707
2005	1,837,000	100,378	1,830	1,425,000	100,263	1,421	3,262,000	200,641	1,626
Drivers in Property-Damage-Only Crashes									
1988	5,013,000	84,099	5,961	2,816,000	78,661	3,580	7,829,000	162,760	4,810
1989	4,915,000	85,356	5,758	2,687,000	80,160	3,352	7,602,000	165,516	4,593
1990	4,733,000	85,769	5,519	2,677,000	81,203	3,296	7,410,000	166,972	4,438
1991	4,419,000	86,630	5,101	2,600,000	82,300	3,159	7,019,000	168,930	4,155
1992	4,316,000	88,363	4,885	2,530,000	84,716	2,987	6,847,000	173,079	3,956
1993	4,402,000	87,974	5,003	2,561,000	85,138	3,008	6,963,000	173,112	4,022
1994	4,695,000	89,165	5,265	2,828,000	86,183	3,282	7,523,000	175,347	4,290
1995	4,847,000	89,184	5,434	2,905,000	87,386	3,325	7,752,000	176,570	4,390
1996	4,888,000	90,503	5,400	2,968,000	89,007	3,335	7,856,000	179,510	4,376
1997	4,808,000	91,888	5,232	2,967,000	90,789	3,268	7,775,000	182,677	4,256
1998	4,634,000	93,023	4,982	2,902,000	91,805	3,162	7,536,000	184,828	4,078
1999	4,509,000	94,149	4,789	2,800,000	92,988	3,011	7,309,000	187,137	3,906
2000	4,559,000	95,782	4,760	2,904,000	94,816	3,062	7,463,000	190,598	3,915
2001	4,518,000	95,779	4,717	2,903,000	95,471	3,041	7,421,000	191,250	3,880
2002	4,436,000	97,595	4,545	2,999,000	96,978	3,093	7,435,000	194,574	3,821
2003	4,528,000	98,209	4,610	3,020,000	97,919	3,084	7,547,000	196,128	3,848
2004	4,405,000	99,559	4,424	3,037,000	99,305	3,058	7,442,000	198,864	3,742
2005	4,357,000	100,378	4,341	3,007,000	100,263	2,999	7,364,000	200,641	3,670

*Total includes drivers (>15 years old) of unknown sex. Notes: Drivers in this table include motorcycle operators. Some states include restricted driver licenses and graduated driver licenses in their licensed driver counts.
Source: Licensed Drivers—Federal Highway Administration.

Figure 3

Driver Involvement Rate per 100,000 Licensed Drivers 16 Years and Older by Sex and Crash Severity, 1975-2005

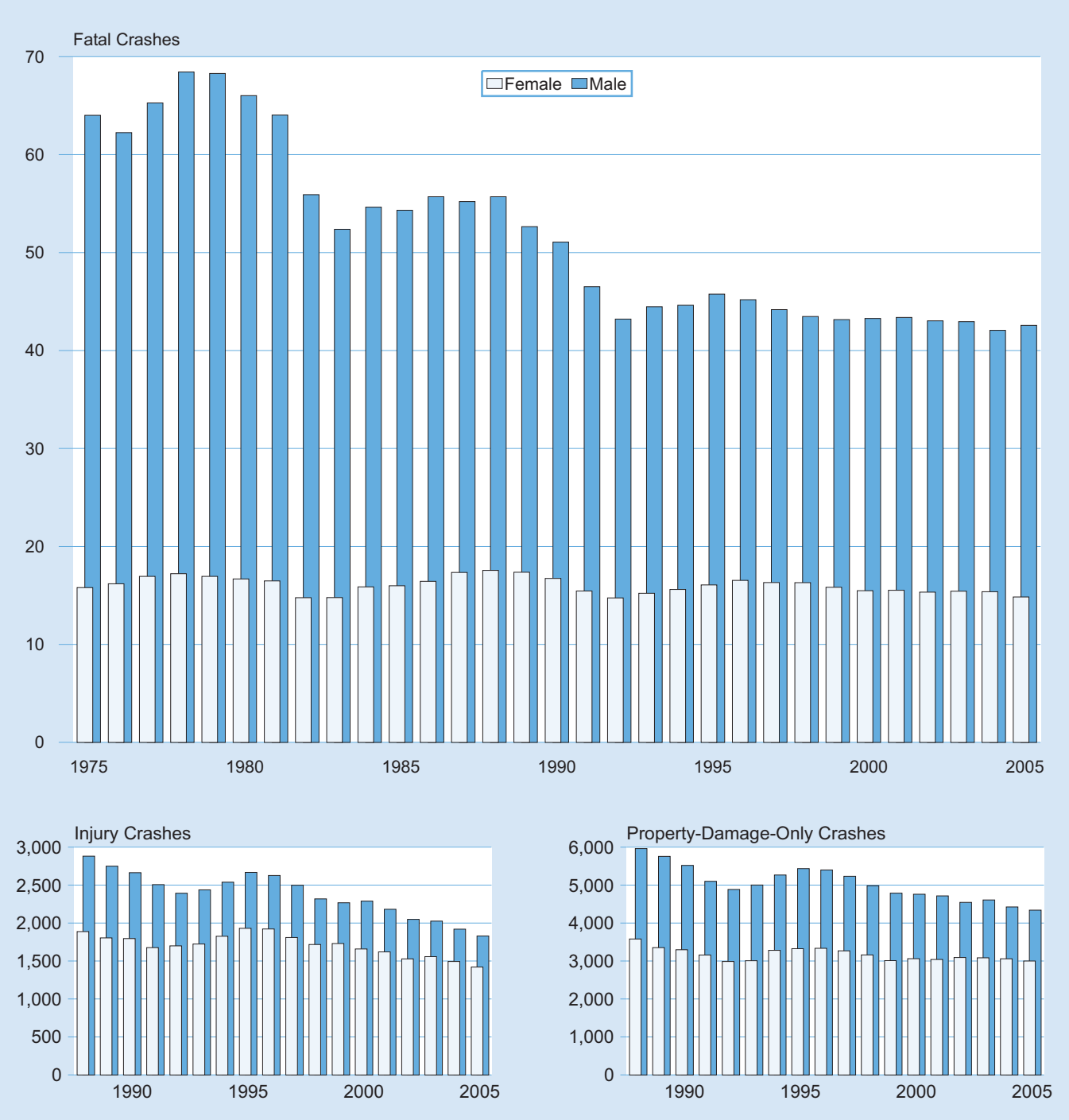


Table 6

Motor Vehicle Occupant and Motorcycle Rider Fatality and Injury Rates per Population by Age Group, 1975-2005

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	4.50	2.71	5.71	38.77	34.90	21.57	15.67	13.42	13.29	14.72	16.98	**16.67**
1980	4.24	2.67	6.00	42.94	39.86	24.82	16.85	14.51	12.83	12.96	15.27	**18.45**
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	11.86	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	3.30	2.50	5.25	34.14	30.62	19.81	13.34	12.20	11.91	13.36	18.48	**14.89**
1991	3.13	2.39	4.86	31.76	28.83	17.79	12.29	11.12	10.75	13.22	19.14	**13.78**
1992	2.99	2.41	4.75	28.37	25.96	16.54	11.71	10.62	10.53	13.27	18.81	**12.89**
1993	3.14	2.35	4.67	28.99	26.70	16.47	11.86	10.52	10.86	12.73	20.78	**13.02**
1994	3.46	2.35	5.07	30.46	26.27	16.07	11.79	11.15	10.71	13.99	20.71	**13.18**
1995	3.17	2.46	5.15	29.58	27.30	17.03	12.49	11.01	11.42	13.67	20.87	**13.43**
1996	3.40	2.34	5.07	29.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	**13.46**
1997	3.16	2.42	4.96	28.38	25.53	16.49	12.23	11.57	11.96	14.46	22.09	**13.34**
1998	3.03	2.60	4.60	27.61	25.06	15.81	12.60	11.44	11.53	14.31	21.28	**13.09**
1999	2.94	2.54	4.49	28.10	25.56	16.13	12.62	11.48	11.52	14.17	20.70	**13.16**
2000	2.82	2.38	4.27	27.80	25.28	15.54	12.81	11.51	11.39	12.89	19.48	**12.88**
2001	2.67	2.26	3.79	27.94	24.85	15.60	12.91	11.35	11.04	12.80	19.24	**12.78**
2002	2.43	2.12	4.10	29.16	25.70	15.60	12.98	11.86	11.15	12.68	18.62	**12.98**
2003	2.45	2.12	4.17	27.64	24.57	15.30	13.00	12.02	11.31	12.56	19.00	**12.84**
2004	2.54	2.26	4.31	27.17	24.68	15.52	12.40	12.07	11.14	12.43	17.84	**12.70**
2005	2.27	2.22	3.53	25.69	25.35	15.88	12.75	11.97	11.64	12.60	16.88	**12.68**
Injury Rate per 100,000 Population												
1988	417	444	734	3,283	2,666	1,800	1,308	1,030	876	710	656	**1,319**
1989	370	469	727	3,210	2,467	1,672	1,280	985	801	713	618	**1,251**
1990	329	430	674	3,110	2,494	1,672	1,227	989	844	750	514	**1,220**
1991	384	470	709	2,921	2,317	1,574	1,144	977	801	727	521	**1,162**
1992	323	438	685	2,988	2,253	1,573	1,101	971	783	722	586	**1,140**
1993	367	471	657	2,885	2,307	1,606	1,195	956	821	707	592	**1,155**
1994	411	468	706	2,958	2,369	1,667	1,225	987	857	756	598	**1,192**
1995	418	483	742	3,193	2,456	1,722	1,291	1,132	926	755	624	**1,257**
1996	418	533	731	3,132	2,432	1,766	1,295	1,085	904	788	654	**1,256**
1997	400	461	684	2,981	2,401	1,689	1,257	1,012	815	761	641	**1,196**
1998	403	440	677	2,780	2,123	1,586	1,158	1,029	873	696	588	**1,133**
1999	383	477	662	2,828	2,169	1,596	1,135	1,028	801	759	610	**1,136**
2000	350	405	547	2,694	2,094	1,449	1,159	948	830	723	665	**1,082**
2001	310	371	512	2,468	2,025	1,385	1,093	931	756	669	575	**1,018**
2002	302	378	517	2,397	1,892	1,305	1,030	873	765	617	544	**972**
2003	300	372	473	2,287	1,831	1,316	1,016	874	733	609	516	**950**
2004	282	349	482	2,153	1,693	1,191	1,002	877	729	604	485	**909**
2005	260	319	480	2,003	1,706	1,198	943	830	686	545	457	**871**

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, 1975-2005

Year	Registered Passenger Cars	Vehicle Miles Traveled (Millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million Vehicle Miles Traveled	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million Vehicle Miles Traveled
1975	94,478,029	1,030,376	25,929	27.44	2.52	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.44	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.43	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.48	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.50	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.48	*	*	*
1981	106,002,720	1,122,092	26,645	25.14	2.37	*	*	*
1982	106,936,590	1,145,828	23,330	21.82	2.04	*	*	*
1983	109,085,444	1,187,760	22,979	21.07	1.93	*	*	*
1984	112,177,361	1,226,461	23,620	21.06	1.93	*	*	*
1985	116,348,085	1,248,980	23,212	19.95	1.86	*	*	*
1986	117,268,114	1,277,550	24,944	21.27	1.95	*	*	*
1987	119,848,784	1,328,460	25,132	20.97	1.89	*	*	*
1988	121,519,139	1,384,047	25,808	21.24	1.86	2,585,000	2,127	187
1989	122,758,478	1,415,213	25,063	20.42	1.77	2,431,000	1,980	172
1990	123,276,600	1,427,178	24,092	19.54	1.69	2,376,000	1,928	167
1991	123,327,336	1,411,655	22,385	18.15	1.59	2,235,000	1,812	158
1992	120,346,747	1,436,035	21,387	17.77	1.49	2,232,000	1,854	155
1993	121,055,398	1,445,106	21,566	17.81	1.49	2,265,000	1,871	157
1994	121,996,580	1,459,208	21,997	18.03	1.51	2,364,000	1,937	162
1995	123,241,881	1,478,352	22,423	18.19	1.52	2,469,000	2,004	167
1996	124,612,787	1,499,139	22,505	18.06	1.50	2,458,000	1,973	164
1997	124,672,920	1,528,399	22,199	17.81	1.45	2,341,000	1,877	153
1998	125,965,709	1,555,901	21,194	16.83	1.36	2,201,000	1,748	141
1999	126,868,744	1,566,808	20,862	16.44	1.33	2,138,000	1,685	136
2000	127,740,420	1,580,735	20,699	16.20	1.31	2,052,000	1,606	130
2001	128,874,299	1,595,443	20,320	15.77	1.27	1,927,000	1,495	121
2002	130,196,812	1,611,860	20,569	15.80	1.28	1,805,000	1,386	112
2003	131,549,941	1,612,237	19,725	14.99	1.22	1,756,000	1,335	109
2004	133,275,377	1,628,255	19,192	14.40	1.18	1,643,000	1,232	101
2005	135,152,104	1,614,807	18,440	13.64	1.14	1,573,000	1,164	97

*Injury data not available before 1988.

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

Figure 4

Passenger Car Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2005

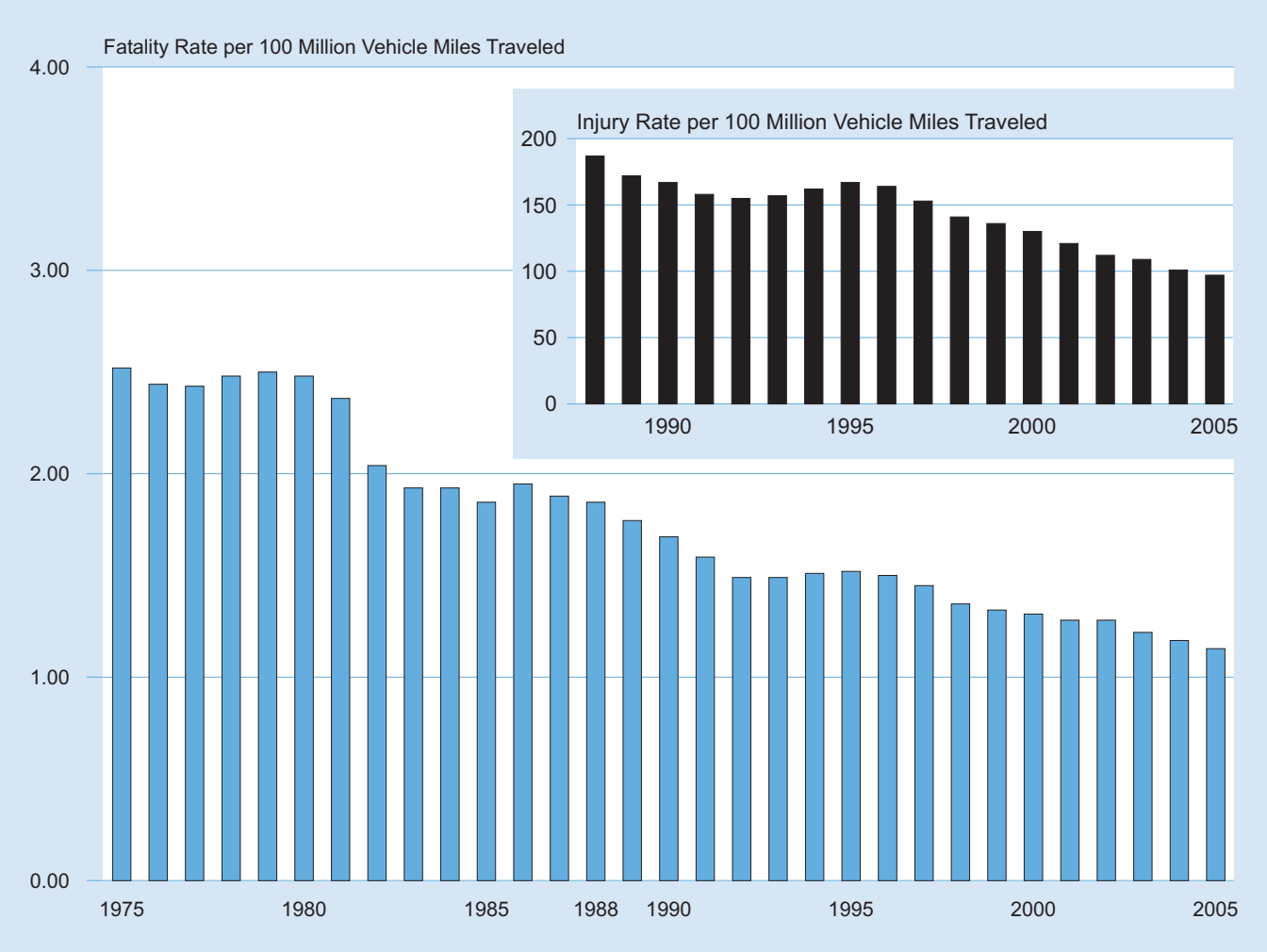


Table 8

Light Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2005

Year	Registered Light Trucks	Vehicle Miles Traveled (Millions)	Light Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million Vehicle Miles Traveled	Light Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million Vehicle Miles Traveled
1975	20,886,680	204,274	4,856	23.25	2.38	*	*	*
1976	22,794,702	233,382	5,438	23.86	2.33	*	*	*
1977	24,432,701	257,108	5,976	24.46	2.32	*	*	*
1978	27,285,497	289,463	6,745	24.72	2.33	*	*	*
1979	28,932,820	293,840	7,178	24.81	2.44	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.53	*	*	*
1981	31,236,287	307,583	7,081	22.67	2.30	*	*	*
1982	32,307,692	322,026	6,359	19.68	1.97	*	*	*
1983	33,068,138	334,937	6,202	18.76	1.85	*	*	*
1984	35,257,788	358,588	6,496	18.42	1.81	*	*	*
1985	37,665,180	388,779	6,689	17.76	1.72	*	*	*
1986	39,763,446	416,532	7,317	18.40	1.76	*	*	*
1987	41,695,017	444,392	8,058	19.33	1.81	*	*	*
1988	44,599,500	488,431	8,306	18.62	1.70	478,000	1,071	98
1989	47,134,148	522,483	8,551	18.14	1.64	511,000	1,084	98
1990	49,916,497	555,659	8,601	17.23	1.55	505,000	1,012	91
1991	52,062,064	595,924	8,391	16.12	1.41	563,000	1,081	94
1992	53,836,046	642,397	8,098	15.04	1.26	545,000	1,012	85
1993	56,573,835	675,353	8,511	15.04	1.26	601,000	1,062	89
1994	59,485,995	711,515	8,904	14.97	1.25	631,000	1,061	89
1995	62,520,872	749,971	9,568	15.30	1.28	722,000	1,156	96
1996	65,438,877	787,255	9,932	15.18	1.26	761,000	1,164	97
1997	67,287,470	824,896	10,249	15.23	1.24	755,000	1,122	92
1998	69,783,500	861,951	10,705	15.34	1.24	763,000	1,093	88
1999	73,143,777	903,314	11,265	15.40	1.25	847,000	1,158	94
2000	76,173,062	942,611	11,526	15.13	1.22	887,000	1,164	94
2001	78,845,571	976,096	11,723	14.87	1.20	861,000	1,091	88
2002	81,795,850	1,012,648	12,274	15.01	1.21	879,000	1,075	87
2003	85,179,665	1,043,936	12,546	14.73	1.20	889,000	1,044	85
2004	89,938,581	1,098,799	12,674	14.09	1.15	900,000	1,001	82
2005	94,973,361	1,134,748	12,975	13.66	1.14	872,000	918	77

*Injury data not available before 1988.

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

Figure 5

Light Truck Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2005

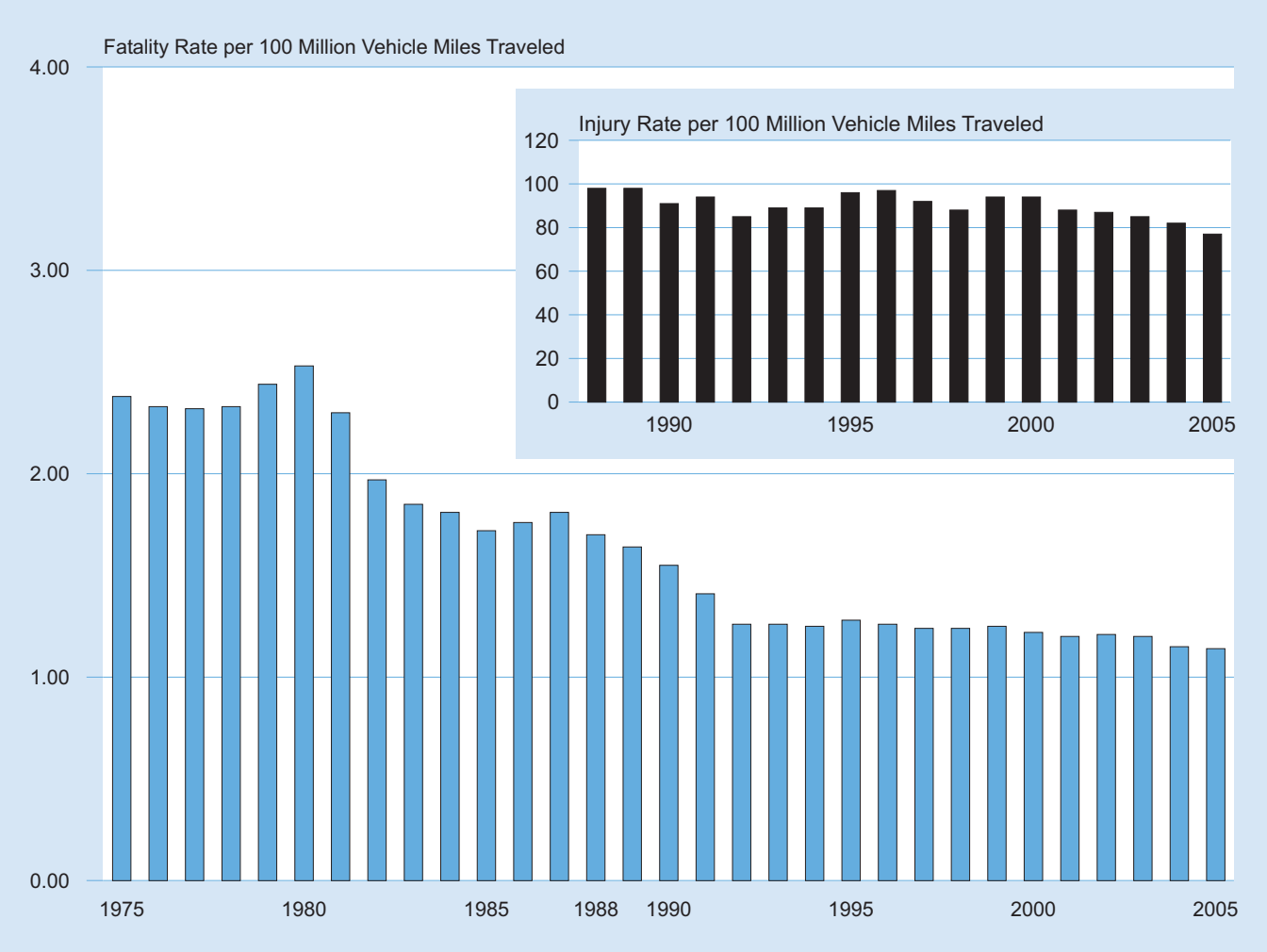


Table 9

Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2005

Year	Registered Large Trucks	Vehicle Miles Traveled (Millions)	Large Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million Vehicle Miles Traveled	Large Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million Vehicle Miles Traveled
1975	5,362,369	81,330	961	17.92	1.18	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.32	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.35	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.32	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.31	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.16	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.04	*	*	*
1982	5,590,415	111,423	944	16.89	0.85	*	*	*
1983	5,508,392	116,132	982	17.83	0.85	*	*	*
1984	5,401,075	121,796	1,074	19.88	0.88	*	*	*
1985	5,996,337	123,504	977	16.29	0.79	*	*	*
1986	5,720,880	126,675	926	16.19	0.73	*	*	*
1987	5,718,266	133,517	852	14.90	0.64	*	*	*
1988	6,136,884	137,985	911	14.84	0.66	37,000	611	27
1989	6,226,482	142,749	858	13.78	0.60	43,000	687	30
1990	6,195,876	146,242	705	11.38	0.48	42,000	675	29
1991	6,172,146	149,543	661	10.71	0.44	28,000	454	19
1992	6,045,205	153,384	585	9.68	0.38	34,000	559	22
1993	6,088,155	159,888	605	9.94	0.38	32,000	527	20
1994	6,587,885	170,216	670	10.17	0.39	30,000	459	18
1995	6,719,421	178,156	648	9.64	0.36	30,000	452	17
1996	7,012,615	182,971	621	8.86	0.34	33,000	467	18
1997	7,083,326	191,477	723	10.21	0.38	31,000	436	16
1998	7,732,270	196,380	742	9.60	0.38	29,000	372	15
1999	7,791,426	202,688	759	9.74	0.37	33,000	422	16
2000	8,022,649	205,520	754	9.40	0.37	31,000	384	15
2001	7,857,675	209,032	708	9.01	0.34	29,000	374	14
2002	7,927,280	214,603	689	8.69	0.32	26,000	331	12
2003	7,756,888	217,917	726	9.36	0.33	27,000	347	12
2004	8,171,364	220,811	766	9.37	0.35	27,000	334	12
2005	8,481,999	222,836	803	9.47	0.36	27,000	322	12

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

Figure 6

Large Truck Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2005

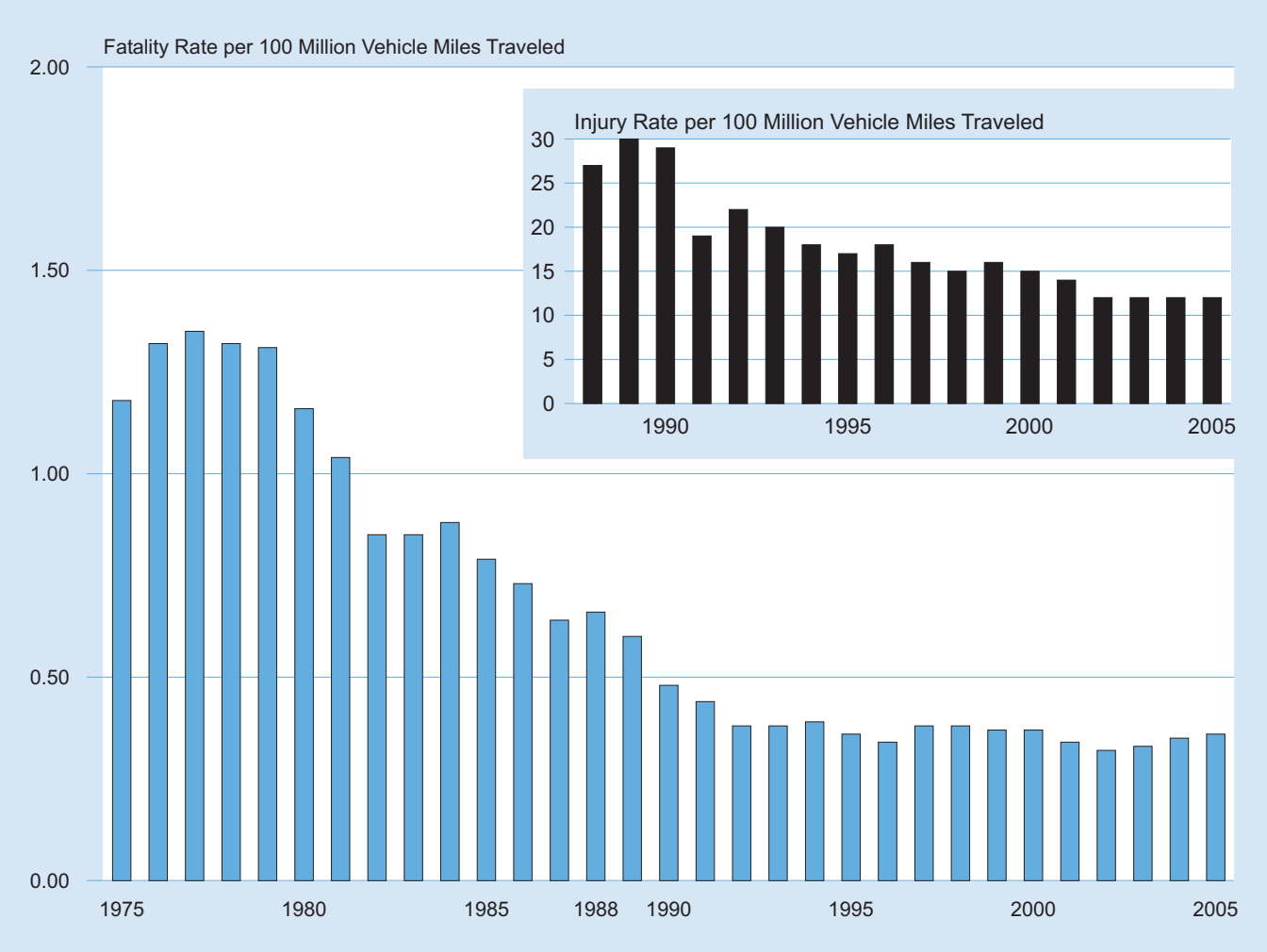


Table 10

Motorcycle Riders Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2005

Year	Registered Motorcycles	Vehicle Miles Traveled (Millions)	Motorcycle Riders Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million Vehicle Miles Traveled	Motorcycle Riders Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million Vehicle Miles Traveled
1975	4,964,070	5,629	3,189	64.24	56.65	*	*	*
1976	4,933,332	6,003	3,312	67.14	55.17	*	*	*
1977	4,933,256	6,349	4,104	83.19	64.64	*	*	*
1978	4,867,855	7,158	4,577	94.02	63.94	*	*	*
1979	5,422,132	8,637	4,894	90.26	56.66	*	*	*
1980	5,693,940	10,214	5,144	90.34	50.36	*	*	*
1981	5,831,132	10,690	4,906	84.13	45.89	*	*	*
1982	5,753,858	9,910	4,453	77.39	44.93	*	*	*
1983	5,585,112	8,760	4,265	76.36	48.69	*	*	*
1984	5,479,822	8,784	4,608	84.09	52.46	*	*	*
1985	5,444,404	9,086	4,564	83.83	50.23	*	*	*
1986	5,198,993	9,397	4,566	87.82	48.59	*	*	*
1987	4,885,772	9,506	4,036	82.61	42.46	*	*	*
1988	4,584,284	10,024	3,662	79.88	36.53	105,000	2,294	1,049
1989	4,420,420	10,371	3,141	71.06	30.29	83,000	1,888	805
1990	4,259,462	9,557	3,244	76.16	33.94	84,000	1,979	882
1991	4,177,365	9,178	2,806	67.17	30.57	80,000	1,925	876
1992	4,065,118	9,557	2,395	58.92	25.06	65,000	1,601	681
1993	3,977,856	9,906	2,449	61.57	24.72	59,000	1,494	600
1994	3,756,555	10,240	2,320	61.76	22.66	57,000	1,528	561
1995	3,897,191	9,797	2,227	57.14	22.73	57,000	1,475	587
1996	3,871,599	9,920	2,161	55.82	21.78	55,000	1,428	557
1997	3,826,373	10,081	2,116	55.30	20.99	53,000	1,374	522
1998	3,879,450	10,283	2,294	59.13	22.31	49,000	1,262	476
1999	4,152,433	10,584	2,483	59.80	23.46	50,000	1,204	472
2000	4,346,068	10,469	2,897	66.66	27.67	58,000	1,328	551
2001	4,903,056	9,639	3,197	65.20	33.17	60,000	1,229	625
2002	5,004,156	9,552	3,270	65.35	34.23	65,000	1,293	677
2003	5,370,035	9,577	3,714	69.16	38.78	67,000	1,250	701
2004	5,767,934	10,122	4,028	69.83	39.79	76,000	1,324	755
2005	6,227,146	10,770	4,553	73.12	42.27	87,000	1,402	811

*Injury data not available before 1988.

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

Figure 7

Motorcycle Rider Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2005

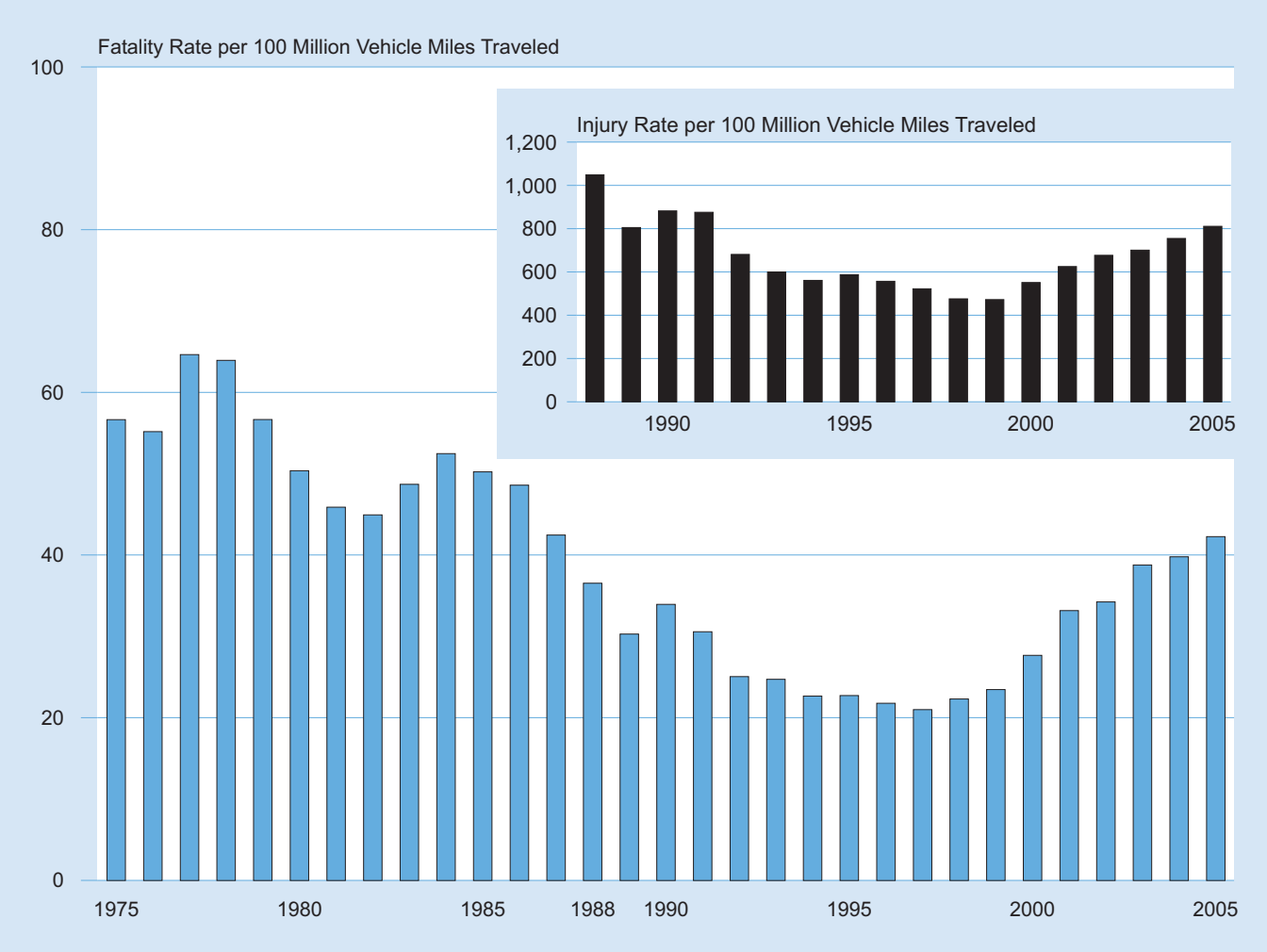


Table 11

Persons Killed or Injured in Crashes Involving a Large Truck by Person Type and Crash Type, 1975-2005

Year	Person Type					
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonoccupants	Total
	Single Vehicle	Multiple Vehicle	Total			
				Killed		
1975	643	318	*961*	3,106	416	**4,483**
1980	861	401	*1,262*	4,084	625	**5,971**
1981	785	348	*1,133*	4,126	547	**5,806**
1982	639	305	*944*	3,790	495	**5,229**
1983	676	306	*982*	3,941	568	**5,491**
1984	755	319	*1,074*	4,036	530	**5,640**
1985	634	343	*977*	4,227	530	**5,734**
1986	603	323	*926*	4,088	565	**5,579**
1987	571	281	*852*	4,194	552	**5,598**
1988	585	326	*911*	4,250	518	**5,679**
1989	550	308	*858*	4,142	490	**5,490**
1990	485	220	*705*	4,071	496	**5,272**
1991	448	213	*661*	3,705	455	**4,821**
1992	396	189	*585*	3,460	417	**4,462**
1993	389	216	*605*	3,855	396	**4,856**
1994	451	219	*670*	4,013	461	**5,144**
1995	425	223	*648*	3,846	424	**4,918**
1996	412	209	*621*	4,087	434	**5,142**
1997	499	224	*723*	4,223	452	**5,398**
1998	486	256	*742*	4,215	438	**5,395**
1999	480	279	*759*	4,180	441	**5,380**
2000	484	270	*754*	4,114	414	**5,282**
2001	474	234	*708*	3,962	441	**5,111**
2002	449	240	*689*	3,886	364	**4,939**
2003	457	269	*726*	3,919	391	**5,036**
2004	469	297	*766*	4,042	427	**5,235**
2005	480	323	*803*	3,944	465	**5,212**
				Injured		
1988	17,000	20,000	*37,000*	89,000	4,000	**130,000**
1989	20,000	23,000	*43,000*	111,000	2,000	**156,000**
1990	16,000	26,000	*42,000*	106,000	2,000	**150,000**
1991	13,000	15,000	*28,000*	80,000	2,000	**110,000**
1992	13,000	20,000	*34,000*	102,000	3,000	**139,000**
1993	13,000	19,000	*32,000*	95,000	6,000	**133,000**
1994	11,000	19,000	*30,000*	99,000	3,000	**133,000**
1995	15,000	15,000	*30,000*	84,000	2,000	**117,000**
1996	15,000	18,000	*33,000*	95,000	3,000	**130,000**
1997	14,000	17,000	*31,000*	98,000	2,000	**131,000**
1998	14,000	14,000	*29,000*	97,000	2,000	**127,000**
1999	15,000	18,000	*33,000*	105,000	4,000	**142,000**
2000	16,000	14,000	*31,000*	106,000	3,000	**140,000**
2001	13,000	16,000	*29,000*	99,000	3,000	**131,000**
2002	12,000	14,000	*26,000*	100,000	4,000	**130,000**
2003	11,000	16,000	*27,000*	92,000	3,000	**122,000**
2004	13,000	14,000	*27,000*	85,000	4,000	**116,000**
2005	10,000	17,000	*27,000*	84,000	2,000	**114,000**

Table 12
Nonoccupant Fatality and Injury Rates per Population by Age Group, 1975-2005

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	3.64	5.99	3.89	3.79	2.98	2.39	2.75	3.17	3.66	6.05	10.76	**3.99**
1980	2.67	4.68	3.64	4.45	4.34	3.17	2.80	3.39	3.69	5.00	9.89	**4.03**
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	2.45	2.86	2.65	2.36	2.44	2.67	3.08	5.93	**2.68**
1992	1.29	2.25	2.06	2.20	2.21	2.38	2.39	2.41	2.56	3.10	5.42	**2.50**
1993	1.35	2.19	2.23	2.06	2.25	2.63	2.51	2.25	2.52	2.95	5.47	**2.55**
1994	1.31	2.20	2.10	2.01	2.22	2.34	2.46	2.35	2.41	2.82	5.50	**2.46**
1995	1.12	2.02	2.08	2.02	2.38	2.41	2.60	2.38	2.50	2.97	5.21	**2.48**
1996	1.22	1.87	1.93	1.98	2.38	2.17	2.49	2.40	2.63	2.94	4.76	**2.40**
1997	0.97	1.73	1.83	2.11	2.15	2.22	2.47	2.39	2.53	2.99	4.57	**2.35**
1998	0.96	1.42	1.62	1.88	2.12	2.06	2.46	2.41	2.61	2.74	4.68	**2.26**
1999	0.94	1.45	1.54	1.76	2.01	1.88	2.41	2.26	2.35	2.78	4.14	**2.14**
2000	0.88	1.17	1.38	1.59	1.75	1.75	2.28	2.28	2.22	2.40	3.81	**1.98**
2001	0.70	1.06	1.33	1.79	2.01	1.67	2.36	2.39	2.14	2.45	4.08	**2.02**
2002	0.70	0.94	1.18	1.65	1.70	1.75	2.24	2.37	2.11	2.78	3.65	**1.95**
2003	0.61	0.89	1.27	1.78	1.76	1.61	2.24	2.23	2.28	2.36	3.50	**1.91**
2004	0.62	0.87	1.12	1.59	1.82	1.68	2.13	2.39	2.04	2.44	3.49	**1.88**
2005	0.64	0.78	1.12	1.66	2.07	1.77	2.23	2.54	2.15	2.51	3.49	**1.97**
Injury Rate per 100,000 Population												
1988	35	178	195	116	117	74	45	38	35	25	45	**79**
1989	32	179	198	127	96	69	53	43	42	33	39	**79**
1990	34	139	181	128	109	76	52	37	26	29	38	**75**
1991	26	138	157	96	91	70	41	37	31	31	29	**66**
1992	33	120	165	93	98	57	45	35	29	30	27	**63**
1993	27	116	170	93	95	66	49	45	26	27	38	**66**
1994	24	112	151	119	88	60	47	36	33	24	29	**63**
1995	33	104	160	93	87	62	52	27	22	30	26	**62**
1996	31	91	156	87	80	57	38	36	26	26	22	**57**
1997	27	93	132	75	67	51	50	34	29	29	22	**55**
1998	19	77	121	70	68	49	40	33	25	21	17	**48**
1999	20	85	129	70	58	56	38	38	26	27	22	**51**
2000	18	99	91	65	71	50	41	30	29	21	20	**48**
2001	17	64	106	75	52	46	38	35	30	29	18	**46**
2002	16	60	93	62	37	54	40	29	35	26	20	**44**
2003	15	59	93	63	49	46	42	32	26	24	21	**43**
2004	18	55	83	60	52	41	39	35	22	22	18	**40**
2005	16	61	79	69	59	33	28	35	37	22	16	**40**

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

Table 13

Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-2005

Year	BAC = .00		BAC = .01-.07		BAC = .08+		Total Number	Total Fatalities in Alcohol-Related Crashes	
	Number	Percent	Number	Percent	Number	Percent		Number	Percent
1982	17,773	40	2,927	7	23,246	53	43,945	26,173	60
1983	17,955	42	2,594	6	22,041	52	42,589	24,635	58
1984	19,496	44	3,046	7	21,715	49	44,257	24,762	56
1985	20,659	47	3,081	7	20,086	46	43,825	23,167	53
1986	21,070	46	3,546	8	21,471	47	46,087	25,017	54
1987	22,297	48	3,398	7	20,696	45	46,390	24,094	52
1988	23,254	49	3,234	7	20,599	44	47,087	23,833	51
1989	23,159	51	2,893	6	19,531	43	45,582	22,424	49
1990	22,012	49	2,980	7	19,607	44	44,599	22,587	51
1991	21,349	51	2,560	6	17,599	42	41,508	20,159	49
1992	20,960	53	2,443	6	15,847	40	39,250	18,290	47
1993	22,242	55	2,361	6	15,547	39	40,150	17,908	45
1994	23,409	57	2,322	6	14,985	37	40,716	17,308	43
1995	24,085	58	2,490	6	15,242	36	41,817	17,732	42
1996	24,316	58	2,486	6	15,263	36	42,065	17,749	42
1997	25,302	60	2,290	5	14,421	34	42,013	16,711	40
1998	24,828	60	2,465	6	14,207	34	41,501	16,673	40
1999	25,145	60	2,321	6	14,250	34	41,717	16,572	40
2000	24,565	59	2,511	6	14,870	35	41,945	17,380	41
2001	24,796	59	2,542	6	14,858	35	42,196	17,400	41
2002	25,481	59	2,432	6	15,093	35	43,005	17,524	41
2003	25,779	60	2,427	6	14,678	34	42,884	17,105	40
2004	25,918	61	2,325	5	14,593	34	42,836	16,919	39
2005	26,558	61	2,346	5	14,539	33	43,443	16,885	39

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

Figure 8

Proportion of Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-2005

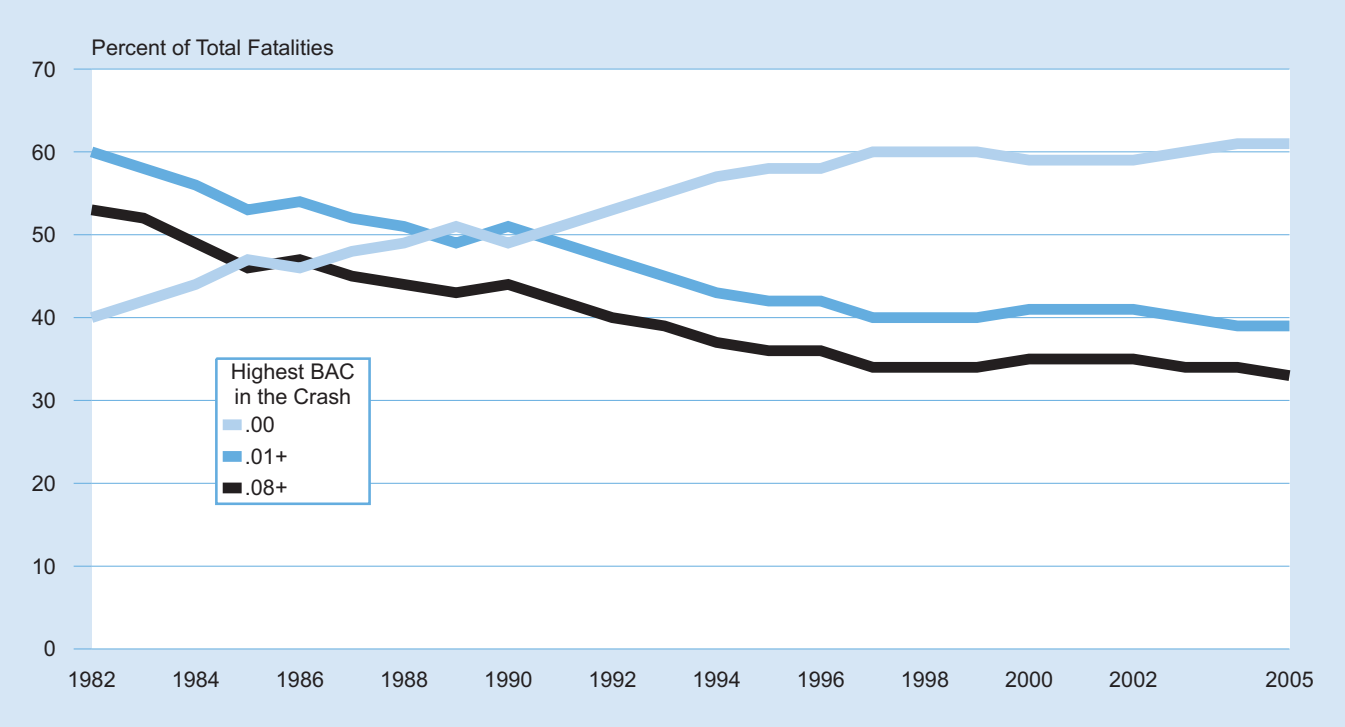


Table 14

Persons Killed and Percent Alcohol-Related During Holiday Periods, 1982-2005

Year	Killed	Percent Alcohol-Related*	Killed	Percent Alcohol-Related*	Killed	Percent Alcohol-Related*
	Holiday Period**					
	New Year's Day		Memorial Day		Fourth of July	
1982	***	***	498 (3)	70	600 (3)	72
1983	375 (3)	71	539 (3)	65	620 (3)	70
1984	346 (3)	71	527 (3)	69	223 (1)	66
1985	496 (4)	62	557 (3)	63	689 (4)	62
1986	223 (1)	67	616 (3)	65	611 (3)	70
1987	535 (4)	63	519 (3)	62	556 (3)	60
1988	407 (3)	65	529 (3)	62	631 (3)	63
1989	443 (3)	55	594 (3)	59	748 (4)	60
1990	421 (3)	57	589 (3)	62	268 (1)	65
1991	441 (4)	62	533 (3)	63	718 (4)	58
1992	164 (1)	74	438 (3)	59	535 (3)	58
1993	370 (3)	59	454 (3)	53	525 (3)	55
1994	372 (3)	56	482 (3)	50	519 (3)	52
1995	392 (3)	50	483 (3)	54	661 (4)	50
1996	420 (3)	54	514 (3)	55	629 (4)	49
1997	192 (1)	67	511 (3)	49	508 (3)	51
1998	545 (4)	51	393 (3)	54	479 (3)	52
1999	354 (3)	55	500 (3)	52	509 (3)	46
2000	469 (3)	58	466 (3)	55	717 (4)	49
2001	357 (3)	51	515 (3)	55	207 (1)	62
2002	575 (4)	52	494 (3)	47	685 (4)	48
2003	220 (1)	63	481 (3)	48	519 (3)	55
2004	563 (4)	50	514 (3)	49	524 (3)	49
2005	471 (3)	50	529 (3)	48	590 (3)	51
	Labor Day		Thanksgiving		Christmas	
1982	628 (3)	70	601 (4)	64	458 (3)	65
1983	636 (3)	72	533 (4)	62	352 (3)	65
1984	609 (3)	68	558 (4)	62	643 (4)	68
1985	605 (3)	64	566 (4)	59	152 (1)	66
1986	663 (3)	66	598 (4)	61	508 (4)	61
1987	630 (3)	66	659 (4)	57	409 (3)	59
1988	592 (3)	64	601 (4)	59	511 (3)	60
1989	588 (3)	61	561 (4)	58	553 (3)	62
1990	599 (3)	67	563 (4)	56	567 (4)	53
1991	577 (3)	56	546 (4)	53	135 (1)	52
1992	460 (3)	56	403 (4)	60	410 (3)	52
1993	522 (3)	59	569 (4)	49	402 (3)	56
1994	494 (3)	58	575 (4)	50	455 (3)	51
1995	511 (3)	51	527 (4)	53	358 (3)	50
1996	525 (3)	54	588 (4)	48	167 (1)	53
1997	507 (3)	52	571 (4)	41	480 (4)	45
1998	464 (3)	52	602 (4)	50	364 (3)	52
1999	485 (3)	48	581 (4)	46	485 (3)	50
2000	529 (3)	54	509 (4)	53	442 (3)	51
2001	481 (3)	51	590 (4)	48	604 (4)	48
2002	543 (3)	57	551 (4)	47	131 (1)	54
2003	507 (3)	51	562 (4)	45	520 (4)	46
2004	502 (3)	49	574 (4)	42	389 (3)	49
2005	506 (3)	51	620 (4)	44	398 (3)	45

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

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

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

***No data available.

Table 15

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-2005

Year	Day*			Night*			Total Drivers		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	23,725	19	15	32,085	57	49	56,029	41	35
1983	24,381	18	15	30,037	57	50	54,656	39	34
1984	26,415	17	14	30,775	55	47	57,512	38	32
1985	27,578	16	12	30,008	52	44	57,883	35	29
1986	28,434	16	13	31,543	53	45	60,335	36	30
1987	29,227	15	12	31,854	51	43	61,442	34	28
1988	30,196	14	11	31,715	50	43	62,253	33	28
1989	29,953	13	11	30,170	49	42	60,435	31	27
1990	28,797	14	11	29,778	51	44	58,893	33	28
1991	26,829	13	10	27,249	49	43	54,391	31	27
1992	26,236	12	10	25,380	47	40	51,901	30	25
1993	27,770	11	9	25,355	46	39	53,401	28	24
1994	29,134	11	9	25,112	44	38	54,549	27	23
1995	30,066	11	9	25,755	43	37	56,164	26	22
1996	30,802	11	8	25,864	43	37	57,001	26	22
1997	30,979	10	8	25,368	41	35	56,688	24	20
1998	31,389	10	8	24,879	42	36	56,604	24	20
1999	31,212	10	8	24,968	41	35	56,502	24	20
2000	31,236	11	8	25,710	43	37	57,280	26	21
2001	31,620	11	8	25,661	43	37	57,586	25	21
2002	31,135	11	8	26,653	42	36	58,113	25	21
2003	31,863	10	8	26,258	41	36	58,517	24	21
2004	31,686	11	8	26,360	41	35	58,395	24	21
2005	31,772	10	8	27,018	39	34	59,104	24	20

*Day = 6:00 AM - 5:59 PM. Night = 6:00 PM - 5:59 AM. Total includes drivers with time of day unknown.

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

Table 16

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Sex, 1982-2005

Year	Male			Female		
	Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	44,370	44	38	10,675	27	22
1983	42,812	43	37	10,958	25	22
1984	44,723	41	35	11,907	25	20
1985	44,846	38	32	12,142	22	18
1986	46,653	40	33	12,744	22	17
1987	46,884	37	32	13,614	21	17
1988	47,402	37	31	13,951	20	16
1989	45,448	35	30	14,054	19	16
1990	44,281	37	32	13,726	20	16
1991	40,731	35	30	12,825	19	16
1992	38,598	33	28	12,596	18	15
1993	39,556	32	27	13,082	17	14
1994	40,233	30	26	13,567	17	14
1995	41,235	30	25	14,184	16	13
1996	41,376	29	25	14,850	16	13
1997	40,954	28	24	14,954	15	12
1998	40,816	28	23	15,089	15	12
1999	41,012	28	23	14,835	14	12
2000	41,795	29	24	14,790	16	13
2001	41,901	29	24	14,919	15	13
2002	42,377	29	25	14,999	15	12
2003	42,586	28	24	15,211	14	12
2004	42,250	28	24	15,384	15	12
2005	43,060	27	23	14,974	15	13

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

Table 17

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Vehicle Type, 1982-2005

	Passenger Car			Light Truck			Large Truck			Motorcycle		
		Percent			Percent			Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	34,121	42	36	11,199	44	39	4,582	10	6	4,490	55	47
1983	33,069	40	35	11,017	43	39	4,790	10	7	4,288	57	48
1984	34,395	39	33	11,866	41	35	5,056	9	7	4,650	55	46
1985	34,071	36	30	12,372	37	32	5,091	7	5	4,598	53	43
1986	35,959	36	30	13,208	38	33	5,015	7	5	4,558	56	46
1987	36,371	35	29	14,407	37	31	5,046	5	3	4,061	51	43
1988	36,769	34	28	15,167	37	31	5,141	6	4	3,704	51	42
1989	35,204	32	27	15,579	35	30	4,903	4	3	3,182	53	45
1990	33,893	34	29	15,501	36	31	4,709	5	3	3,269	52	43
1991	31,102	31	27	14,702	35	30	4,291	4	3	2,816	52	44
1992	29,670	30	25	14,540	33	28	3,980	3	2	2,435	49	40
1993	30,060	28	24	15,207	31	27	4,271	4	2	2,471	45	38
1994	30,103	28	24	16,235	29	25	4,592	3	2	2,330	41	33
1995	30,773	27	23	17,483	29	25	4,410	4	2	2,262	42	33
1996	30,595	27	23	18,118	28	24	4,703	3	2	2,175	43	35
1997	29,896	26	22	18,502	26	23	4,859	3	2	2,159	41	32
1998	28,907	26	21	19,247	26	22	4,905	2	1	2,333	41	34
1999	27,878	25	21	19,865	26	22	4,868	3	1	2,528	40	33
2000	27,661	28	24	20,393	26	22	4,948	3	1	2,971	40	32
2001	27,444	27	23	20,704	27	23	4,779	2	1	3,261	37	29
2002	27,236	27	22	21,562	27	23	4,550	3	2	3,363	39	31
2003	26,422	26	22	22,172	25	22	4,658	2	1	3,800	36	29
2004	25,568	27	23	22,367	25	21	4,837	2	1	4,116	34	27
2005	24,908	26	22	22,757	25	21	4,881	2	1	4,652	34	27

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

Figure 9

Proportion of Drivers Involved in Fatal Crashes with BAC = .08+ by Vehicle Type, 1982-2005

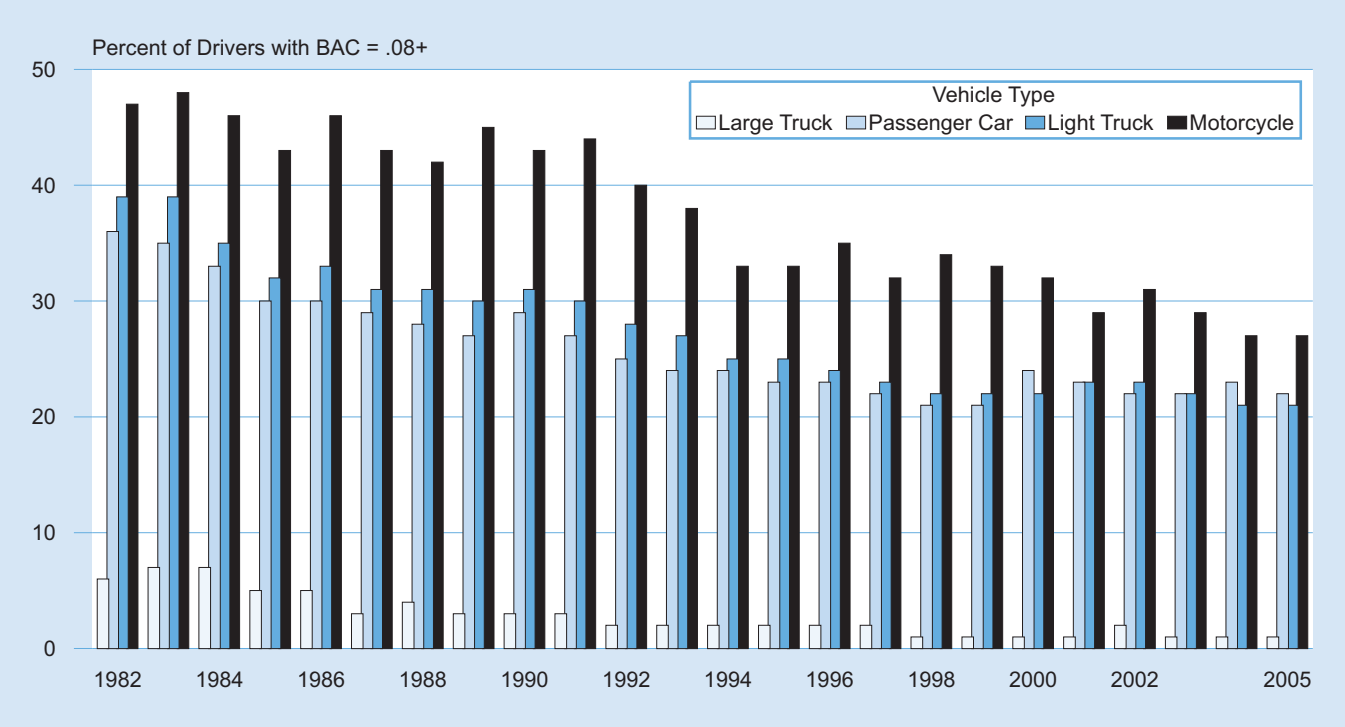


Table 18

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2005

Year	Total	Percent BAC = .01+	Percent BAC = .08+	Total	Percent BAC = .01+	Percent BAC = .08+	Total	Percent BAC = .01+	Percent BAC = .08+
	Age								
	<16 Years			16-20 Years			21-24 Years		
1982	412	20	17	9,858	45	36	9,018	53	46
1985	479	21	15	9,386	35	26	9,046	47	40
1986	504	22	15	10,163	37	28	9,129	49	41
1987	469	20	14	9,910	33	25	8,808	47	39
1988	448	17	12	10,171	33	25	8,555	47	39
1989	402	15	11	9,442	30	23	7,723	45	38
1990	409	19	14	8,821	33	25	7,195	46	39
1991	364	18	11	8,002	30	23	6,748	45	38
1992	350	18	11	7,192	27	21	6,323	42	35
1993	383	14	9	7,256	24	18	6,406	40	34
1994	397	16	12	7,723	24	18	6,291	39	33
1995	410	14	9	7,725	21	16	6,263	38	32
1996	413	13	9	7,824	23	17	6,205	38	31
1997	345	11	8	7,719	22	17	5,705	36	30
1998	361	15	11	7,767	22	17	5,613	37	32
1999	333	13	10	7,985	22	17	5,639	38	31
2000	320	15	10	8,024	24	18	5,950	38	32
2001	293	16	12	7,992	23	18	6,037	39	33
2002	335	13	9	8,128	23	18	6,316	39	33
2003	345	13	9	7,744	24	19	6,276	38	32
2004	345	14	10	7,755	23	18	6,413	39	33
2005	304	13	9	7,293	21	16	6,548	37	32
	25-34 Years			35-44 Years			45-54 Years		
1982	14,787	46	41	7,984	38	33	4,980	32	28
1985	15,257	42	37	8,892	32	29	5,150	26	22
1986	16,179	43	38	9,240	33	29	5,077	26	22
1987	16,562	43	37	9,778	32	28	5,470	23	20
1988	16,398	42	36	10,077	32	28	5,761	23	20
1989	15,928	40	35	10,106	32	28	6,038	24	21
1990	15,764	43	37	10,177	33	30	5,867	24	20
1991	14,151	41	36	9,482	32	28	5,458	23	20
1992	13,049	40	35	9,284	31	27	5,672	22	19
1993	13,038	37	32	9,738	30	27	5,970	21	18
1994	12,891	36	31	9,951	29	26	6,493	21	18
1995	13,048	35	30	10,677	30	26	6,815	21	18
1996	12,889	34	30	10,955	29	25	7,127	21	18
1997	12,453	32	27	10,904	29	26	7,522	20	17
1998	11,925	32	28	11,241	28	24	7,690	21	18
1999	11,763	32	28	11,059	28	25	7,708	20	17
2000	11,739	33	28	11,132	30	26	8,234	22	18
2001	11,584	32	28	11,261	29	25	8,346	22	19
2002	11,483	33	29	10,973	29	26	8,558	22	19
2003	11,288	31	27	11,053	28	24	9,024	22	19
2004	11,242	32	27	10,743	27	23	9,148	22	19
2005	11,378	32	28	10,733	27	23	9,403	22	19
	55-64 Years			65-74 Years			>74 Years		
1982	3,941	25	21	2,343	17	14	1,551	11	8
1985	4,112	19	16	2,650	14	11	1,829	8	5
1986	4,019	20	16	2,844	14	11	2,037	8	5
1987	4,223	18	15	2,987	13	10	2,091	7	5
1988	4,320	18	15	3,079	14	10	2,297	8	5
1989	4,202	17	15	3,107	12	9	2,324	7	5
1990	4,068	17	14	3,161	12	9	2,340	8	5
1991	3,695	16	13	3,017	12	9	2,454	7	4
1992	3,688	16	13	3,024	12	9	2,450	6	4
1993	3,824	17	14	3,031	10	8	2,817	7	4
1994	3,828	15	12	3,194	11	9	2,867	6	4
1995	4,079	16	14	3,251	10	8	2,989	6	4
1996	4,237	15	12	3,319	11	8	3,068	6	5
1997	4,394	14	11	3,401	10	8	3,314	6	4
1998	4,478	14	11	3,399	9	7	3,291	6	4
1999	4,608	14	11	3,251	10	7	3,346	6	4
2000	4,766	15	12	3,134	11	8	3,147	6	4
2001	4,714	14	12	3,156	9	7	3,290	6	4
2002	5,093	14	12	3,100	9	7	3,223	6	4
2003	5,455	14	11	3,116	10	8	3,329	6	5
2004	5,612	15	12	3,070	10	8	3,169	7	5
2005	6,041	15	12	3,212	9	7	3,003	6	4

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

Figure 10

Proportion of Drivers in Fatal Crashes with BAC = .08+ by Age, 1982-2005

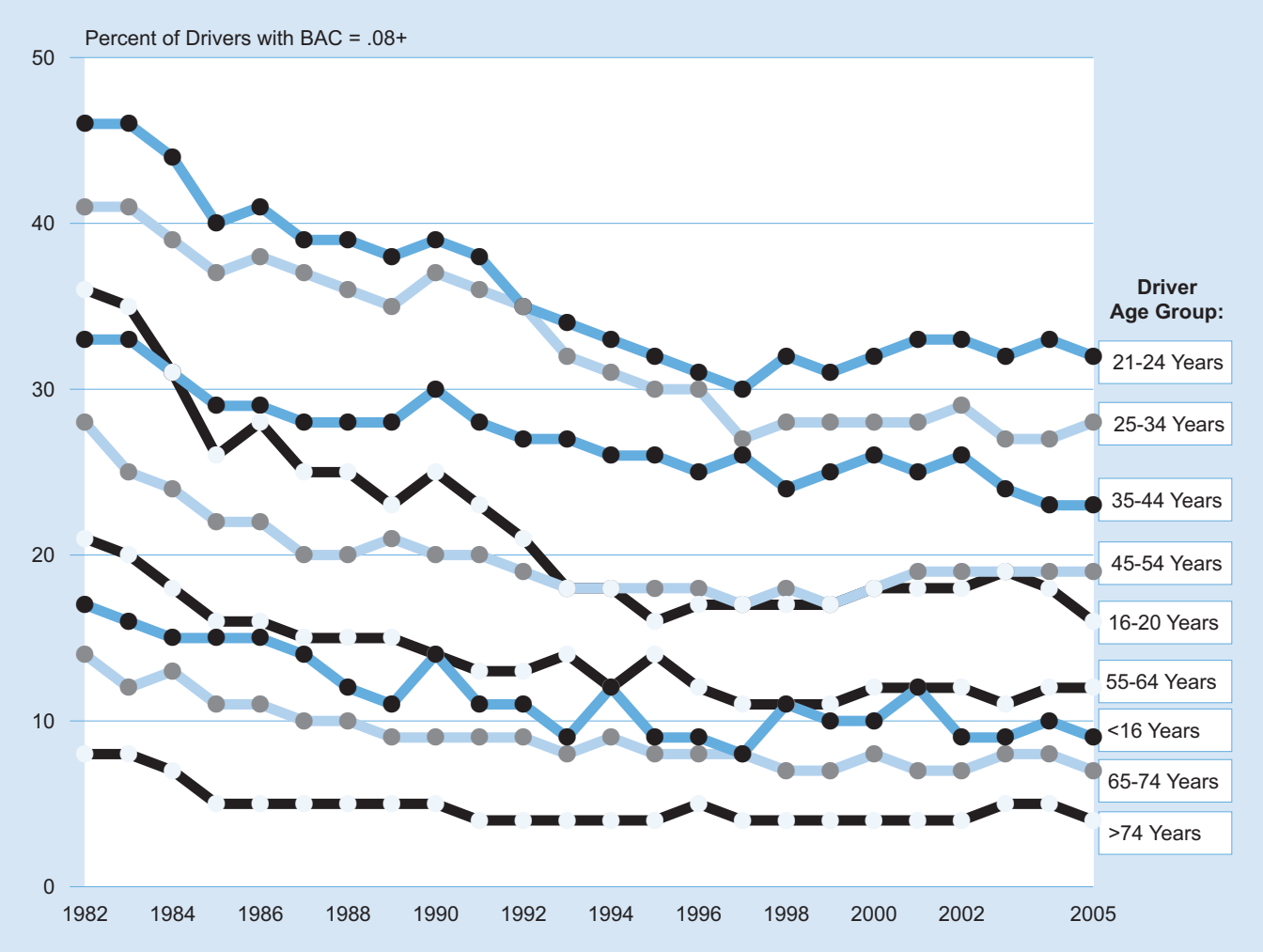


Table 19

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-2005

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total
1982	22,187	1,615	7,537	31,339	11,015	1,537	12,139	24,690	33,202	3,152	19,676	**56,029**
1985	24,921	1,451	6,174	32,546	12,960	1,692	10,685	25,337	37,880	3,143	16,860	**57,883**
1986	25,265	1,758	6,681	33,705	13,343	1,878	11,409	26,630	38,608	3,636	18,091	**60,335**
1987	26,570	1,612	6,426	34,609	14,054	1,722	11,058	26,833	40,624	3,334	17,484	**61,442**
1988	27,270	1,565	6,165	35,000	14,418	1,732	11,103	27,253	41,688	3,297	17,268	**62,253**
1989	27,193	1,301	5,552	34,046	14,246	1,507	10,637	26,389	41,438	2,808	16,189	**60,435**
1990	25,582	1,469	6,092	33,143	13,858	1,497	10,395	25,750	39,440	2,966	16,487	**58,893**
1991	24,157	1,245	5,059	30,461	13,138	1,307	9,485	23,930	37,295	2,552	14,544	**54,391**
1992	23,678	1,172	4,467	29,317	12,906	1,226	8,452	22,584	36,584	2,398	12,919	**51,901**
1993	24,858	1,147	4,254	30,259	13,652	1,168	8,322	23,142	38,510	2,315	12,576	**53,401**
1994	25,331	1,078	4,449	30,858	14,612	1,166	7,913	23,691	39,943	2,244	12,362	**54,549**
1995	26,633	1,082	4,059	31,774	14,841	1,242	8,307	24,390	41,474	2,324	12,366	**56,164**
1996	27,158	1,136	4,173	32,467	15,134	1,225	8,175	24,534	42,292	2,361	12,348	**57,001**
1997	27,258	1,027	3,736	32,021	15,670	1,154	7,843	24,667	42,929	2,180	11,579	**56,688**
1998	27,026	1,108	3,727	31,861	15,738	1,171	7,834	24,743	42,764	2,279	11,561	**56,604**
1999	26,733	983	3,529	31,245	16,126	1,213	7,918	25,257	42,858	2,196	11,447	**56,502**
2000	26,527	1,092	4,094	31,713	16,116	1,285	8,167	25,567	42,643	2,376	12,261	**57,280**
2001	26,601	1,135	3,981	31,717	16,332	1,285	8,253	25,869	42,932	2,420	12,233	**57,586**
2002	26,524	1,040	3,889	31,454	16,863	1,281	8,515	26,659	43,388	2,321	12,405	**58,113**
2003	27,081	976	3,681	31,738	17,107	1,319	8,354	26,779	44,187	2,295	12,035	**58,517**
2004	26,661	960	3,903	31,524	17,450	1,266	8,155	26,871	44,111	2,226	12,057	**58,395**
2005	27,393	834	3,406	31,632	17,644	1,313	8,515	27,472	45,036	2,147	11,921	**59,104**

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

Table 20

Pedestrians Killed, 14 Years and Older, by Blood Alcohol Concentration (BAC), 1982-2005

Year	BAC = .00		BAC = .01-.07		BAC = .08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,132	51	321	5	2,701	44	**6,154**	**100**
1985	3,072	54	342	6	2,288	40	**5,702**	**100**
1986	3,104	54	334	6	2,264	40	**5,702**	**100**
1987	3,188	56	344	6	2,183	38	**5,715**	**100**
1988	3,364	58	287	5	2,173	37	**5,825**	**100**
1989	3,164	56	300	5	2,193	39	**5,658**	**100**
1990	3,185	57	260	5	2,150	38	**5,595**	**100**
1991	2,862	57	236	5	1,907	38	**5,005**	**100**
1992	2,712	56	231	5	1,868	39	**4,812**	**100**
1993	2,792	57	199	4	1,869	38	**4,860**	**100**
1994	2,782	59	230	5	1,725	36	**4,737**	**100**
1995	2,871	59	225	5	1,801	37	**4,896**	**100**
1996	2,749	58	212	4	1,816	38	**4,777**	**100**
1997	2,889	61	177	4	1,649	35	**4,715**	**100**
1998	2,743	59	248	5	1,689	36	**4,680**	**100**
1999	2,568	58	194	4	1,657	37	**4,419**	**100**
2000	2,535	59	213	5	1,541	36	**4,288**	**100**
2001	2,666	60	220	5	1,567	35	**4,453**	**100**
2002	2,670	60	193	4	1,589	36	**4,451**	**100**
2003	2,621	60	192	4	1,570	36	**4,383**	**100**
2004	2,563	60	208	5	1,535	36	**4,306**	**100**
2005	2,791	62	193	4	1,530	34	**4,514**	**100**

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

Table 21

Drivers of Passenger Cars and Light Trucks in Crashes by Crash Severity and Restraint Use, 1975-2005

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
1975	2,583	5.6	29,710	64.3	13,931	30.1	**46,224**	**100.0**
1980	1,482	2.9	37,889	73.8	11,935	23.3	**51,306**	**100.0**
1985	6,172	13.3	29,705	64.0	10,566	22.8	**46,443**	**100.0**
1986	10,891	22.2	28,778	58.5	9,498	19.3	**49,167**	**100.0**
1987	14,474	28.5	28,154	55.4	8,150	16.1	**50,778**	**100.0**
1988	16,948	32.6	28,146	54.2	6,842	13.2	**51,936**	**100.0**
1989	17,545	34.5	26,764	52.7	6,474	12.7	**50,783**	**100.0**
1990	18,340	37.1	24,706	50.0	6,348	12.9	**49,394**	**100.0**
1991	18,457	40.3	21,843	47.7	5,504	12.0	**45,804**	**100.0**
1992	19,106	43.2	19,836	44.9	5,268	11.9	**44,210**	**100.0**
1993	20,932	46.2	19,139	42.3	5,196	11.5	**45,267**	**100.0**
1994	22,763	49.1	18,946	40.9	4,629	10.0	**46,338**	**100.0**
1995	24,166	50.1	19,427	40.3	4,663	9.7	**48,256**	**100.0**
1996	25,207	51.7	18,759	38.5	4,747	9.7	**48,713**	**100.0**
1997	25,313	52.3	18,286	37.8	4,799	9.9	**48,398**	**100.0**
1998	25,854	53.7	17,601	36.6	4,699	9.8	**48,154**	**100.0**
1999	25,498	53.4	17,693	37.1	4,552	9.5	**47,743**	**100.0**
2000	26,690	55.5	16,995	35.4	4,369	9.1	**48,054**	**100.0**
2001	27,222	56.5	16,528	34.3	4,398	9.1	**48,148**	**100.0**
2002	27,813	57.0	16,710	34.2	4,275	8.8	**48,798**	**100.0**
2003	28,822	59.3	15,491	31.9	4,281	8.8	**48,594**	**100.0**
2004	29,072	60.6	15,120	31.5	3,743	7.8	**47,935**	**100.0**
2005	29,089	61.0	14,914	31.3	3,662	7.7	**47,665**	**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	3,136,000	79.4	366,000	9.3	445,000	11.3	**3,947,000**	**100.0**
1997	3,003,000	79.1	339,000	8.9	452,000	11.9	**3,794,000**	**100.0**
1998	2,863,000	79.5	309,000	8.6	428,000	11.9	**3,600,000**	**100.0**
1999	2,897,000	80.5	293,000	8.1	409,000	11.4	**3,598,000**	**100.0**
2000	2,959,000	82.2	252,000	7.0	390,000	10.8	**3,600,000**	**100.0**
2001	2,882,000	82.5	234,000	6.7	376,000	10.8	**3,491,000**	**100.0**
2002	2,787,000	83.5	208,000	6.2	343,000	10.3	**3,338,000**	**100.0**
2003	2,844,000	84.7	180,000	5.4	332,000	9.9	**3,356,000**	**100.0**
2004	2,785,000	86.2	138,000	4.3	307,000	9.5	**3,230,000**	**100.0**
2005	2,666,000	86.1	141,000	4.5	290,000	9.4	**3,097,000**	**100.0**
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	5,960,000	79.2	328,000	4.4	1,241,000	16.5	**7,529,000**	**100.0**
1997	5,841,000	78.9	311,000	4.2	1,255,000	16.9	**7,406,000**	**100.0**
1998	5,720,000	79.6	268,000	3.7	1,199,000	16.7	**7,187,000**	**100.0**
1999	5,637,000	81.3	236,000	3.4	1,058,000	15.3	**6,932,000**	**100.0**
2000	5,846,000	82.7	173,000	2.4	1,050,000	14.9	**7,069,000**	**100.0**
2001	5,897,000	83.6	161,000	2.3	1,000,000	14.2	**7,058,000**	**100.0**
2002	6,093,000	84.9	157,000	2.2	923,000	12.9	**7,173,000**	**100.0**
2003	6,042,000	84.7	135,000	1.9	960,000	13.4	**7,137,000**	**100.0**
2004	6,106,000	86.2	106,000	1.5	870,000	12.3	**7,083,000**	**100.0**
2005	6,087,000	86.1	104,000	1.5	880,000	12.4	**7,071,000**	**100.0**

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

Table 22

Occupants of Passenger Cars and Light Trucks Killed or Injured, by Restraint Use, 1975-2005

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
1975	986	3.2	21,076	68.5	8,723	28.3	**30,785**	**100.0**
1980	671	1.9	27,483	78.7	6,781	19.4	**34,935**	**100.0**
1981	649	1.9	26,974	80.0	6,103	18.1	**33,726**	**100.0**
1982	679	2.3	23,558	79.3	5,452	18.4	**29,689**	**100.0**
1983	827	2.8	23,080	79.1	5,274	18.1	**29,181**	**100.0**
1984	1,208	4.0	23,299	77.4	5,609	18.6	**30,116**	**100.0**
1985	2,391	8.0	22,131	74.0	5,379	18.0	**29,901**	**100.0**
1986	4,074	12.6	23,420	72.6	4,767	14.8	**32,261**	**100.0**
1987	5,249	15.8	23,799	71.7	4,142	12.5	**33,190**	**100.0**
1988	6,210	18.2	24,359	71.4	3,545	10.4	**34,114**	**100.0**
1989	6,546	19.5	23,613	70.2	3,455	10.3	**33,614**	**100.0**
1990	6,775	20.7	22,547	69.0	3,371	10.3	**32,693**	**100.0**
1991	7,332	23.8	20,488	66.6	2,956	9.6	**30,776**	**100.0**
1992	7,699	26.1	19,053	64.6	2,733	9.3	**29,485**	**100.0**
1993	8,679	28.9	18,553	61.7	2,845	9.5	**30,077**	**100.0**
1994	9,642	31.2	18,636	60.3	2,623	8.5	**30,901**	**100.0**
1995	10,159	31.8	19,123	59.8	2,709	8.5	**31,991**	**100.0**
1996	10,716	33.0	18,848	58.1	2,873	8.9	**32,437**	**100.0**
1997	10,995	33.9	18,642	57.5	2,811	8.7	**32,448**	**100.0**
1998	11,213	35.2	18,022	56.5	2,664	8.4	**31,899**	**100.0**
1999	11,174	34.8	18,316	57.0	2,637	8.2	**32,127**	**100.0**
2000	11,787	36.6	17,810	55.3	2,628	8.2	**32,225**	**100.0**
2001	11,946	37.3	17,517	54.7	2,580	8.1	**32,043**	**100.0**
2002	12,533	38.2	17,797	54.2	2,513	7.7	**32,843**	**100.0**
2003	12,967	40.2	16,764	51.9	2,540	7.9	**32,271**	**100.0**
2004	13,250	41.6	16,432	51.6	2,184	6.9	**31,866**	**100.0**
2005	13,014	41.4	16,172	51.5	2,229	7.1	**31,415**	**100.0**
Occupants Injured								
1988	1,752,000	57.2	912,000	29.8	399,000	13.0	**3,063,000**	**100.0**
1989	1,720,000	58.5	863,000	29.4	359,000	12.2	**2,942,000**	**100.0**
1990	1,737,000	60.3	820,000	28.4	325,000	11.3	**2,882,000**	**100.0**
1991	1,785,000	63.8	725,000	25.9	287,000	10.3	**2,797,000**	**100.0**
1992	1,854,000	66.8	622,000	22.4	300,000	10.8	**2,776,000**	**100.0**
1993	1,983,000	69.2	589,000	20.6	294,000	10.2	**2,866,000**	**100.0**
1994	2,208,000	73.7	564,000	18.8	223,000	7.4	**2,995,000**	**100.0**
1995	2,415,000	75.7	549,000	17.2	227,000	7.1	**3,192,000**	**100.0**
1996	2,468,000	76.7	520,000	16.1	231,000	7.2	**3,220,000**	**100.0**
1997	2,369,000	76.5	475,000	15.3	251,000	8.1	**3,095,000**	**100.0**
1998	2,297,000	77.5	437,000	14.7	230,000	7.8	**2,964,000**	**100.0**
1999	2,328,000	78.0	420,000	14.1	237,000	7.9	**2,984,000**	**100.0**
2000	2,369,000	80.6	369,000	12.6	200,000	6.8	**2,938,000**	**100.0**
2001	2,249,000	80.7	324,000	11.6	214,000	7.7	**2,787,000**	**100.0**
2002	2,195,000	81.8	284,000	10.6	205,000	7.7	**2,684,000**	**100.0**
2003	2,204,000	83.3	248,000	9.4	193,000	7.3	**2,646,000**	**100.0**
2004	2,156,000	84.8	206,000	8.1	181,000	7.1	**2,543,000**	**100.0**
2005	2,077,000	84.9	207,000	8.5	161,000	6.6	**2,446,000**	**100.0**

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

Chapter 2

CRASHES

CHAPTER 2 ■ CRASHES

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

- More than 6.1 million police-reported motor vehicle crashes occurred in the United States in 2005. Almost one-third of these crashes resulted in an injury, with less than 1 percent of total crashes (39,189) resulting in a death.
- Midnight to 3 a.m. on Saturdays and Sundays proved to be the deadliest 3-hour periods throughout 2005, with 1,320 and 1,275 fatal crashes, respectively.
- Fifty-eight percent of fatal crashes involved only one vehicle, compared to 31 percent of injury crashes and 31 percent of property-damage-only crashes.
- More than half of fatal crashes occurred on roads with posted speed limits of 55 mph or more, while only 23 percent of property-damage-only crashes occurred on these roads.
- Collision with another motor vehicle in transport was the most common first harmful event for fatal, injury, and property-damage-only crashes. Collisions with fixed objects and noncollisions accounted for only 19 percent of all crashes, but they accounted for 44 percent of fatal crashes.
- Thirty-nine percent of fatal crashes involved alcohol. For fatal crashes occurring from midnight to 3 a.m., 75 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	2,816	1.27	145,000	65	381,000	172	**529,000**	**238**
February	2,618	1.20	137,000	63	345,000	158	**485,000**	**222**
March	2,885	1.15	156,000	62	353,000	140	**511,000**	**203**
April	3,235	1.30	152,000	61	331,000	133	**486,000**	**195**
May	3,314	1.27	160,000	61	339,000	130	**503,000**	**193**
June	3,379	1.29	158,000	60	337,000	129	**499,000**	**190**
July	3,753	1.41	153,000	58	330,000	124	**487,000**	**183**
August	3,501	1.33	159,000	60	335,000	127	**498,000**	**189**
September	3,422	1.43	152,000	63	329,000	137	**484,000**	**202**
October	3,631	1.45	152,000	61	374,000	149	**529,000**	**212**
November	3,416	1.41	141,000	59	406,000	168	**550,000**	**228**
December	3,219	1.33	152,000	63	444,000	183	**599,000**	**247**
Total	**39,189**	**1.31**	**1,816,000**	**61**	**4,304,000**	**144**	6,159,000	**206**

*Crashes per 100 million vehicle miles traveled.

Source: Vehicle miles traveled (VMT), Federal Highway Administration: Monthly VMT, *Traffic Volume Trends* (September 2006); National VMT, *Highway Statistics 2005*.

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	1,275	430	373	439	525	636	1,320	**4,998**
3 am to 6 am	712	322	270	324	344	421	765	**3,158**
6 am to 9 am	416	584	569	615	574	597	529	**3,885**
9 am to Noon	466	566	509	542	512	574	571	**3,740**
Noon to 3 pm	729	702	675	673	710	774	805	**5,068**
3 pm to 6 pm	937	913	887	827	852	1,016	1,049	**6,481**
6 pm to 9 pm	932	800	727	763	804	1,011	1,112	**6,149**
9 pm to Midnight	684	590	598	646	713	1,094	1,076	**5,401**
Unknown	64	41	35	31	28	38	62	**309**
Total	**6,215**	**4,948**	**4,643**	**4,860**	**5,062**	**6,161**	**7,289**	***39,189**
Injury Crashes								
Midnight to 3 am	22,000	8,000	8,000	9,000	8,000	13,000	25,000	**92,000**
3 am to 6 am	14,000	7,000	6,000	7,000	9,000	7,000	15,000	**66,000**
6 am to 9 am	14,000	35,000	40,000	43,000	39,000	35,000	17,000	**222,000**
9 am to Noon	24,000	34,000	40,000	32,000	36,000	37,000	35,000	**239,000**
Noon to 3 pm	37,000	48,000	48,000	53,000	47,000	53,000	48,000	**334,000**
3 pm to 6 pm	40,000	67,000	71,000	65,000	65,000	77,000	51,000	**437,000**
6 pm to 9 pm	30,000	34,000	39,000	41,000	43,000	45,000	36,000	**268,000**
9 pm to Midnight	20,000	19,000	18,000	17,000	23,000	32,000	30,000	**159,000**
Total	**202,000**	**253,000**	**270,000**	**266,000**	**268,000**	**300,000**	**257,000**	**1,816,000**
Property-Damage-Only Crashes								
Midnight to 3 am	43,000	20,000	19,000	17,000	20,000	26,000	48,000	**193,000**
3 am to 6 am	32,000	15,000	15,000	17,000	19,000	20,000	29,000	**147,000**
6 am to 9 am	27,000	93,000	103,000	107,000	101,000	100,000	43,000	**575,000**
9 am to Noon	48,000	83,000	91,000	92,000	90,000	92,000	85,000	**581,000**
Noon to 3 pm	79,000	113,000	118,000	115,000	120,000	138,000	110,000	**793,000**
3 pm to 6 pm	84,000	162,000	179,000	163,000	173,000	191,000	103,000	**1,056,000**
6 pm to 9 pm	66,000	75,000	89,000	93,000	94,000	106,000	79,000	**602,000**
9 pm to Midnight	40,000	40,000	46,000	39,000	52,000	71,000	70,000	**358,000**
Total	**419,000**	**601,000**	**660,000**	**644,000**	**670,000**	**745,000**	**566,000**	**4,304,000**
All Crashes								
Midnight to 3 am	67,000	28,000	27,000	26,000	28,000	40,000	74,000	**290,000**
3 am to 6 am	47,000	23,000	22,000	24,000	28,000	28,000	44,000	**216,000**
6 am to 9 am	41,000	128,000	144,000	150,000	141,000	136,000	60,000	**800,000**
9 am to Noon	73,000	118,000	132,000	125,000	126,000	129,000	121,000	**823,000**
Noon to 3 pm	117,000	161,000	166,000	169,000	167,000	192,000	158,000	**1,132,000**
3 pm to 6 pm	125,000	230,000	251,000	229,000	239,000	269,000	155,000	**1,499,000**
6 pm to 9 pm	97,000	110,000	128,000	134,000	138,000	152,000	116,000	**876,000**
9 pm to Midnight	60,000	59,000	65,000	57,000	76,000	104,000	101,000	**523,000**
Total	**627,000**	**858,000**	**935,000**	**915,000**	**943,000**	**1,051,000**	**830,000**	**6,159,000**

*Includes 11 fatal crashes that occurred on unknown days.

Figure 11

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

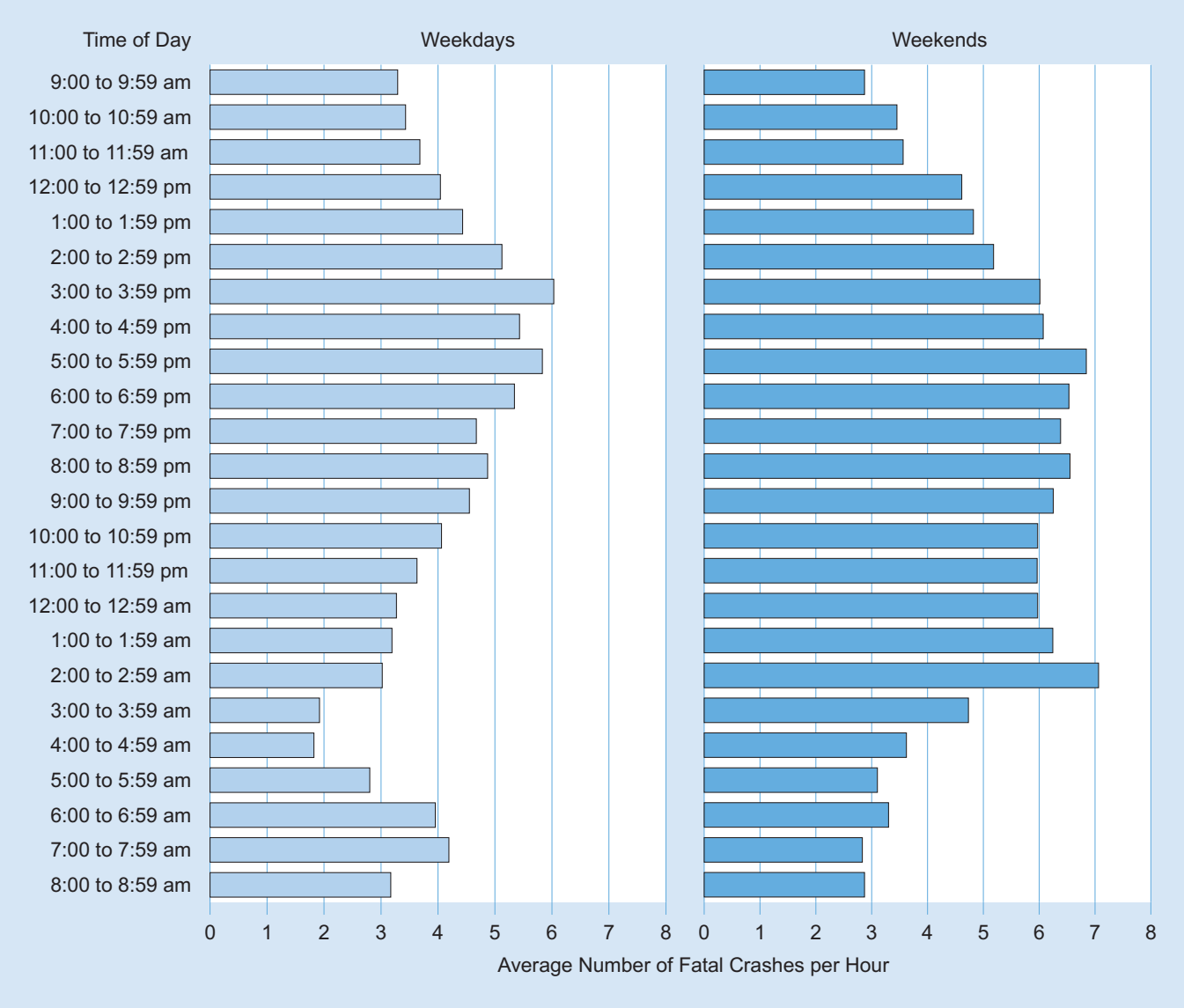


Table 25

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	17,332	5,455	10,224	1,381	**34,461**
Rain	1,387	520	877	123	**2,914**
Snow/Sleet	388	84	257	40	**773**
Other	197	84	333	61	**675**
Unknown	56	15	77	7	**366**
Total	**19,360**	**6,158**	**11,768**	**1,612**	***39,189**
Injury Crashes					
Normal	1,118,000	243,000	161,000	54,000	**1,576,000**
Rain	100,000	39,000	22,000	7,000	**169,000**
Snow/Sleet	31,000	10,000	10,000	2,000	**53,000**
Other	9,000	3,000	4,000	2,000	**18,000**
Total	**1,258,000**	**296,000**	**197,000**	**66,000**	**1,816,000**
Property-Damage-Only Crashes					
Normal	2,577,000	505,000	417,000	130,000	**3,628,000**
Rain	256,000	83,000	52,000	21,000	**412,000**
Snow/Sleet	115,000	40,000	45,000	11,000	**211,000**
Other	23,000	11,000	13,000	5,000	**52,000**
Total	**2,971,000**	**638,000**	**528,000**	**167,000**	**4,304,000**
All Crashes					
Normal	3,712,000	754,000	588,000	185,000	**5,239,000**
Rain	358,000	122,000	75,000	29,000	**584,000**
Snow/Sleet	146,000	50,000	55,000	13,000	**264,000**
Other	33,000	14,000	18,000	7,000	**72,000**
Total	**4,248,000**	**940,000**	**737,000**	**234,000**	**6,159,000**

*Includes 291 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	10,009	84.5	6,620	54.6	150	2.6	23	0.4
11 to 20	1,210	10.2	4,073	33.6	929	16.3	166	3.0
21 to 30	316	2.7	1,035	8.5	1,384	24.3	564	10.2
31 to 40	125	1.1	246	2.0	1,180	20.7	945	17.1
41 to 50	60	0.5	89	0.7	799	14.0	1,042	18.9
51 to 60	35	0.3	24	0.2	498	8.7	895	16.2
61 to 120	88	0.7	29	0.2	766	13.4	1,891	34.2
Total*	**11,843**	**100.0**	**12,116**	**100.0**	**5,706**	**100.0**	**5,526**	**100.0**
Urban Fatal Crashes								
0 to 10	7,668	93.5	6,826	85.9	226	6.2	38	1.0
11 to 20	344	4.2	918	11.5	1,084	29.6	446	12.3
21 to 30	102	1.2	134	1.7	1,194	32.6	1,007	27.8
31 to 40	21	0.3	41	0.5	580	15.9	893	24.6
41 to 50	13	0.2	16	0.2	270	7.4	565	15.6
51 to 60	16	0.2	3	**	146	4.0	315	8.7
61 to 120	33	0.4	13	0.2	157	4.3	363	10.0
Total*	**8,197**	**100.0**	**7,951**	**100.0**	**3,657**	**100.0**	**3,627**	**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	6,507	12,340	2,431	1,022	353	**22,653**
Multiple Vehicle	15,647	297	302	198	92	**16,536**
Total	**22,154**	**12,637**	**2,733**	**1,220**	**445**	**39,189**
Injury Crashes						
Single Vehicle	154,000	320,000	14,000	48,000	28,000	**564,000**
Multiple Vehicle	1,235,000	7,000	1,000	7,000	2,000	**1,252,000**
Total	**1,390,000**	**327,000**	**16,000**	**54,000**	**30,000**	**1,816,000**
Property-Damage-Only Crashes						
Single Vehicle	328,000	598,000	31,000	81,000	277,000	**1,314,000**
Multiple Vehicle	2,957,000	11,000	3,000	14,000	5,000	**2,990,000**
Total	**3,284,000**	**609,000**	**34,000**	**94,000**	**282,000**	**4,304,000**
All Crashes						
Single Vehicle	488,000	930,000	48,000	129,000	306,000	**1,901,000**
Multiple Vehicle	4,208,000	18,000	5,000	21,000	7,000	**4,258,000**
Total	**4,697,000**	**948,000**	**53,000**	**150,000**	**313,000**	**6,159,000**

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	26,107	105	161	1,759	**28,132**
Junction:					
Intersection	1,643	2,261	2,919	297	**7,120**
Intersection Related	600	512	326	97	**1,535**
Other/Unknown	1,755	72	72	503	**2,402**
Total	**30,105**	**2,950**	**3,478**	**2,656**	**39,189**
Injury Crashes					
Nonjunction	670,000	1,000	*	81,000	**752,000**
Junction:					
Intersection	84,000	250,000	171,000	20,000	**525,000**
Intersection Related	87,000	184,000	33,000	17,000	**322,000**
Other/Unknown	168,000	15,000	11,000	24,000	**218,000**
Total	**1,009,000**	**450,000**	**216,000**	**142,000**	**1,816,000**
Property-Damage-Only Crashes					
Nonjunction	1,762,000	3,000	1,000	197,000	**1,962,000**
Junction:					
Intersection	146,000	346,000	269,000	37,000	**798,000**
Intersection Related	217,000	465,000	126,000	61,000	**870,000**
Other/Unknown	490,000	48,000	40,000	95,000	**674,000**
Total	**2,616,000**	**862,000**	**436,000**	**390,000**	**4,304,000**
All Crashes					
Nonjunction	2,458,000	3,000	1,000	280,000	**2,742,000**
Junction:					
Intersection	232,000	598,000	442,000	57,000	**1,330,000**
Intersection Related	305,000	650,000	160,000	78,000	**1,193,000**
Other/Unknown	660,000	63,000	52,000	120,000	**894,000**
Total	**3,655,000**	**1,314,000**	**655,000**	**535,000**	**6,159,000**

*Less than 500.

Table 29

Crashes by Speed Limit, Crash Type, and Crash Severity

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
30 mph or less	2,852	12.6	1,068	6.5	**3,920**	**10.0**
35 or 40 mph	4,164	18.4	2,746	16.6	**6,910**	**17.6**
45 or 50 mph	3,895	17.2	3,491	21.1	**7,386**	**18.8**
55 mph	6,318	27.9	5,421	32.8	**11,739**	**30.0**
60 mph or higher	4,554	20.1	3,507	21.2	**8,061**	**20.6**
No Statutory Limit	100	0.4	20	0.1	**120**	**0.3**
Unknown	770	3.4	283	1.7	**1,053**	**2.7**
Total	**22,653**	**100.0**	**16,536**	**100.0**	**39,189**	**100.0**
Injury Crashes						
30 mph or less	142,000	25.2	231,000	18.4	**373,000**	**20.5**
35 or 40 mph	135,000	23.9	498,000	39.8	**633,000**	**34.9**
45 or 50 mph	82,000	14.5	292,000	23.4	**374,000**	**20.6**
55 mph	117,000	20.8	128,000	10.2	**245,000**	**13.5**
60 mph or higher	84,000	14.8	98,000	7.8	**182,000**	**10.0**
No Statutory Limit	4,000	0.7	4,000	0.3	**8,000**	**0.5**
Total	**564,000**	**100.0**	**1,252,000**	**100.0**	**1,816,000**	**100.0**
Property-Damage-Only Crashes						
30 mph or less	395,000	30.1	714,000	23.9	**1,109,000**	**25.8**
35 or 40 mph	223,000	17.0	1,069,000	35.8	**1,292,000**	**30.0**
45 or 50 mph	186,000	14.2	670,000	22.4	**856,000**	**19.9**
55 mph	310,000	23.6	280,000	9.4	**590,000**	**13.7**
60 mph or higher	181,000	13.8	239,000	8.0	**420,000**	**9.7**
No Statutory Limit	19,000	1.5	18,000	0.6	**38,000**	**0.9**
Total	**1,314,000**	**100.0**	**2,990,000**	**100.0**	**4,304,000**	**100.0**
All Crashes						
30 mph or less	540,000	28.4	946,000	22.2	**1,486,000**	**24.1**
35 or 40 mph	362,000	19.0	1,570,000	36.9	**1,932,000**	**31.4**
45 or 50 mph	272,000	14.3	966,000	22.7	**1,238,000**	**20.1**
55 mph	433,000	22.8	413,000	9.7	**846,000**	**13.7**
60 mph or higher	269,000	14.2	341,000	8.0	**610,000**	**9.9**
No Statutory Limit	24,000	1.3	22,000	0.5	**46,000**	**0.7**
Total	**1,901,000**	**100.0**	**4,258,000**	**100.0**	**6,159,000**	**100.0**

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	876	22.3	2,878	73.4	166	4.2	**3,920**	**100.0**
35 or 40 mph	1,929	27.9	4,652	67.3	329	4.8	**6,910**	**100.0**
45 or 50 mph	3,252	44.0	3,691	50.0	443	6.0	**7,386**	**100.0**
55 mph	9,143	77.9	2,167	18.5	429	3.7	**11,739**	**100.0**
60 mph or higher	5,434	67.4	2,525	31.3	102	1.3	**8,061**	**100.0**
No Statutory Limit	48	40.0	35	29.2	37	30.8	**120**	**100.0**
Unknown	328	31.1	598	56.8	127	12.1	**1,053**	**100.0**
Total	**21,010**	**53.6**	**16,546**	**42.2**	**1,633**	**4.2**	**39,189**	**100.0**

Figure 12

Percent of Fatal Crashes, by Speed Limit and Land Use

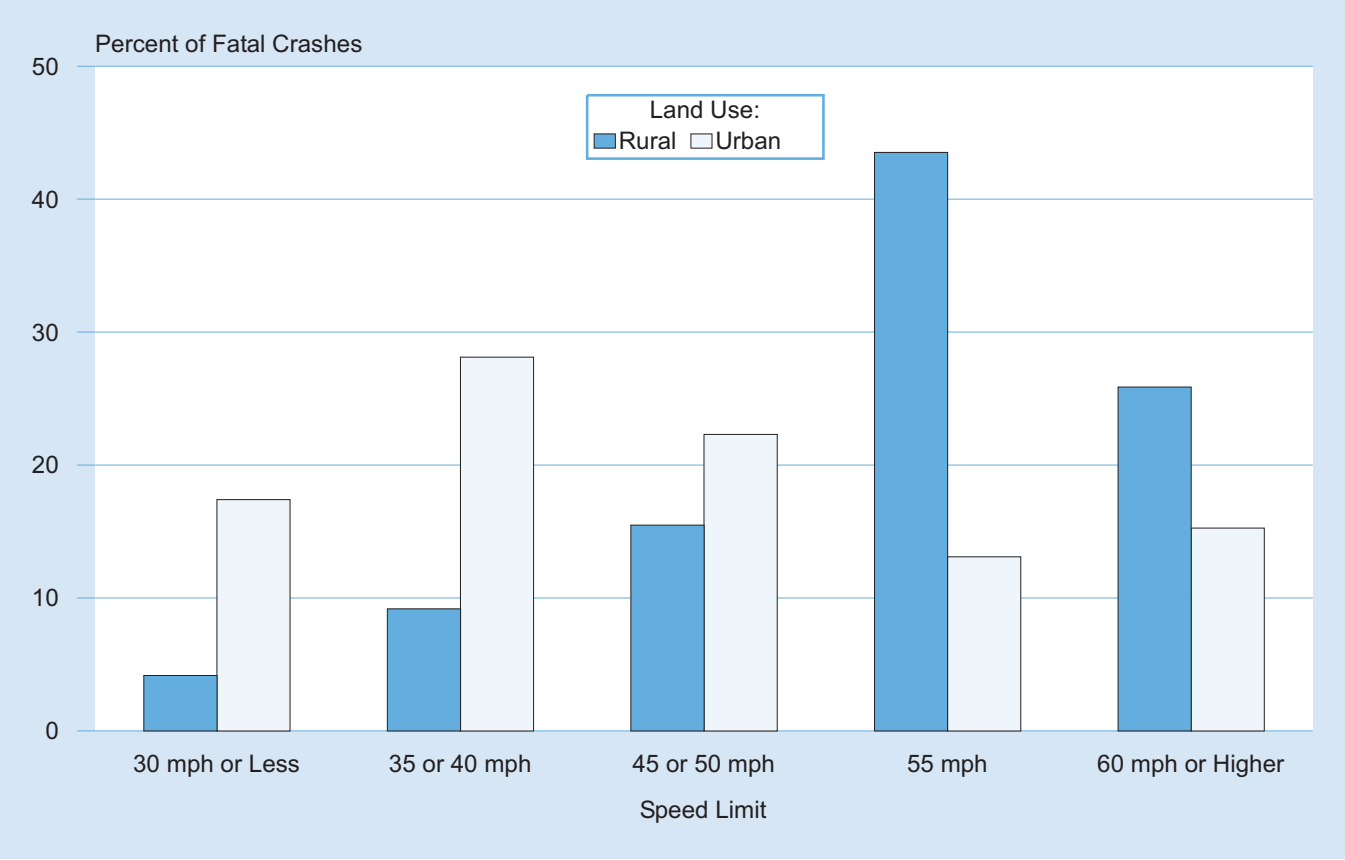


Table 31

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	23	28	51	393	**495**
Two Lanes	22,351	6,682	145	145	**29,323**
Three Lanes	430	2,292	92	18	**2,832**
Four Lanes	2,561	2,151	30	3	**4,745**
More Than Four	467	692	7	3	**1,169**
Unknown	73	105	11	436	**625**
Total	**25,905**	**11,950**	**336**	**998**	**39,189**
Injury Crashes					
One Lane	3,000	7,000	32,000	1,000	**43,000**
Two Lanes	574,000	193,000	18,000	15,000	**800,000**
Three Lanes	62,000	146,000	11,000	4,000	**224,000**
Four Lanes	126,000	77,000	6,000	3,000	**212,000**
More Than Four	148,000	40,000	1,000	4,000	**193,000**
Unknown	105,000	28,000	6,000	205,000	**344,000**
Total	**1,019,000**	**492,000**	**74,000**	**231,000**	**1,816,000**
Property-Damage-Only Crashes					
One Lane	24,000	16,000	87,000	2,000	**129,000**
Two Lanes	1,311,000	403,000	48,000	46,000	**1,808,000**
Three Lanes	147,000	278,000	29,000	12,000	**467,000**
Four Lanes	248,000	142,000	10,000	7,000	**407,000**
More Than Four	337,000	79,000	3,000	10,000	**429,000**
Unknown	277,000	90,000	25,000	672,000	**1,065,000**
Total	**2,344,000**	**1,008,000**	**203,000**	**749,000**	**4,304,000**
All Crashes					
One Lane	27,000	23,000	119,000	3,000	**172,000**
Two Lanes	1,907,000	603,000	66,000	62,000	**2,638,000**
Three Lanes	210,000	426,000	41,000	16,000	**693,000**
Four Lanes	377,000	221,000	16,000	10,000	**623,000**
More Than Four	486,000	120,000	4,000	13,000	**624,000**
Unknown	383,000	118,000	31,000	877,000	**1,409,000**
Total	**3,389,000**	**1,512,000**	**277,000**	**981,000**	**6,159,000**

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	8,119	20.7	586,000	32.3	1,185,000	27.5	**1,779,000**	**28.9**
Rear End	2,118	5.4	513,000	28.2	1,309,000	30.4	**1,824,000**	**29.6**
Sideswipe	958	2.4	71,000	3.9	392,000	9.1	**463,000**	**7.5**
Head On	3,970	10.1	62,000	3.4	57,000	1.3	**123,000**	**2.0**
Other/Unknown	192	0.5	*	*	4,000	0.1	**4,000**	**0.1**
Subtotal	*15,357*	*39.2*	*1,232,000*	*67.8*	*2,947,000*	*68.5*	***4,195,000***	***68.1***
Collision with Fixed Object:								
Pole/Post	1,852	4.7	72,000	4.0	153,000	3.6	**227,000**	**3.7**
Culvert/Curb/Ditch	2,591	6.6	60,000	3.3	131,000	3.0	**193,000**	**3.1**
Shrubbery/Tree	3,215	8.2	65,000	3.6	82,000	1.9	**150,000**	**2.4**
Guard Rail	1,189	3.0	35,000	1.9	84,000	1.9	**120,000**	**1.9**
Embankment	1,444	3.7	25,000	1.4	28,000	0.6	**54,000**	**0.9**
Bridge	336	0.9	4,000	0.2	12,000	0.3	**16,000**	**0.3**
Other/Unknown	1,812	4.6	65,000	3.6	165,000	3.8	**232,000**	**3.8**
Subtotal	*12,439*	*31.7*	*326,000*	*18.0*	*653,000*	*15.2*	***992,000***	***16.1***
Collision with Object Not Fixed:								
Parked Motor Vehicle	498	1.3	29,000	1.6	297,000	6.9	**327,000**	**5.3**
Animal	174	0.4	15,000	0.8	260,000	6.0	**275,000**	**4.5**
Pedestrian	4,520	11.5	59,000	3.3	1,000	*	**64,000**	**1.0**
Pedalcyclist	776	2.0	45,000	2.5	4,000	0.1	**50,000**	**0.8**
Train	204	0.5	1,000	*	1,000	*	**2,000**	*
Other/Unknown	333	0.8	8,000	0.4	41,000	0.9	**49,000**	**0.8**
Subtotal	*6,505*	*16.6*	*158,000*	*8.7*	*603,000*	*14.0*	***768,000***	***12.5***
Noncollision:								
Rollover	4,266	10.9	87,000	4.8	49,000	1.1	**141,000**	**2.3**
Other/Unknown	564	1.4	12,000	0.7	51,000	1.2	**64,000**	**1.0**
Subtotal	*4,830*	*12.3*	*100,000*	*5.5*	*100,000*	*2.3*	***205,000***	***3.3***
Total	****39,189**	**100.0**	**1,816,000**	**100.0**	**4,304,000**	**100.0**	**6,159,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 58 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 = 13,895)						
Passenger Car	2,230	4,592	1,425	886	62	167
Light Truck		1,628	1,134	1,005	37	141
Large Truck			137	165	10	38
Motorcycle				79	18	54
Bus					0	1
Other/Unknown						86
Injury Crashes (Total = 1,072,000)						
Passenger Car	379,000	446,000	31,000	19,000	6,000	1,000
Light Truck		146,000	20,000	14,000	3,000	2,000
Large Truck			2,000	1,000	*	*
Motorcycle				1,000	*	*
Other/Unknown						1,000
Property-Damage-Only Crashes (Total = 2,800,000)						
Passenger Car	877,000	1,220,000	136,000	9,000	17,000	5,000
Light Truck		429,000	75,000	4,000	11,000	4,000
Large Truck			11,000	*	2,000	1,000
Bus					1,000	*

*Less than 500.

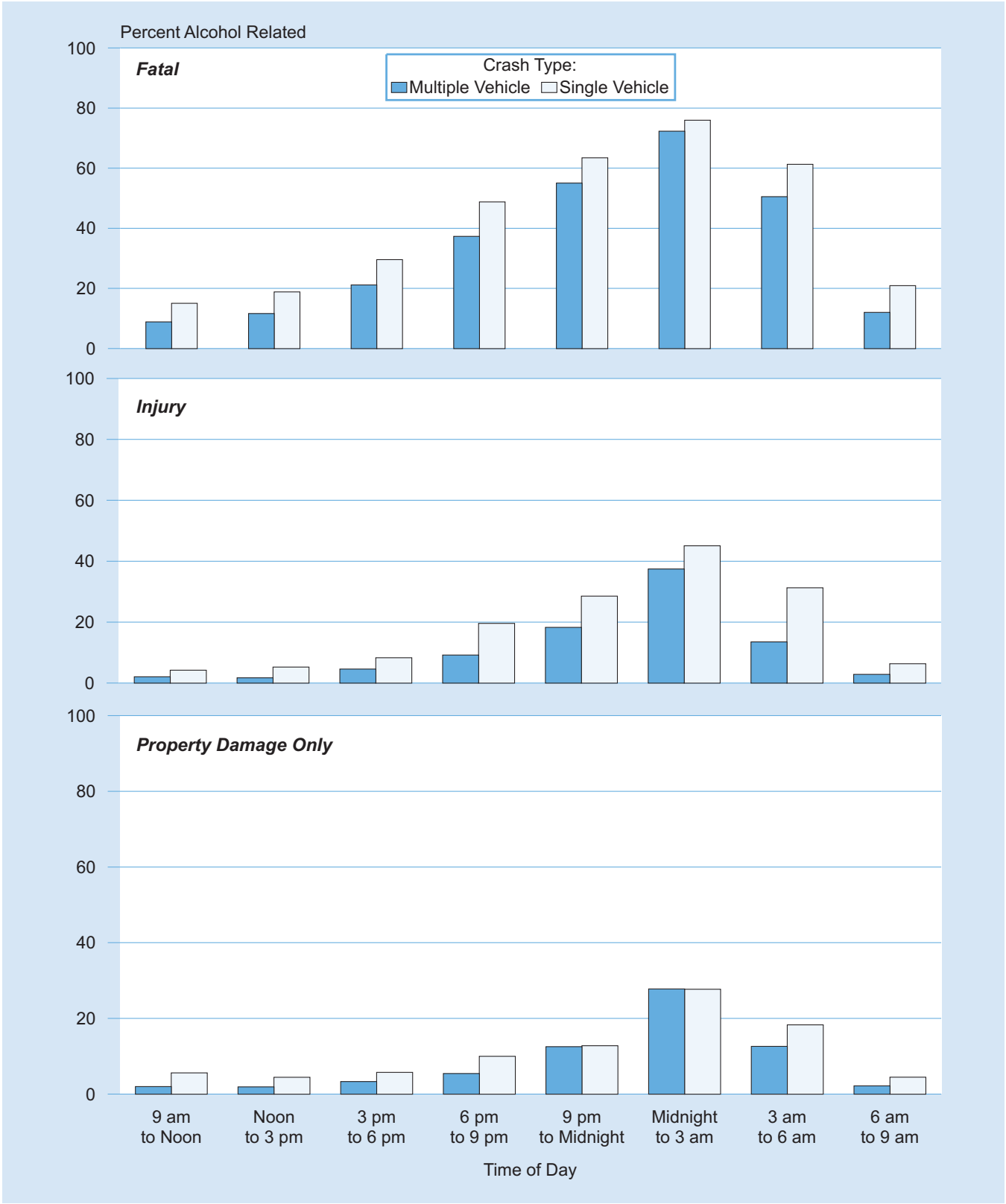
Table 34
Crashes and Percent Alcohol Related by Time of Day, Crash Type, and Crash Severity

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related
Fatal Crashes*									
Midnight to 3 am	3,835	2,914	76	1,163	841	72	**4,998**	**3,755**	**75**
3 am to 6 am	2,286	1,402	61	872	441	51	**3,158**	**1,842**	**58**
6 am to 9 am	1,943	407	21	1,942	234	12	**3,885**	**640**	**16**
9 am to Noon	1,718	259	15	2,022	179	9	**3,740**	**438**	**12**
Noon to 3 pm	2,237	422	19	2,831	330	12	**5,068**	**751**	**15**
3 pm to 6 pm	3,047	901	30	3,434	726	21	**6,481**	**1,627**	**25**
6 pm to 9 pm	3,651	1,781	49	2,498	933	37	**6,149**	**2,714**	**44**
9 pm to Midnight	3,638	2,309	63	1,763	971	55	**5,401**	**3,279**	**61**
Unknown	298	189	63	11	3	31	**309**	**192**	**62**
Total	**22,653**	**10,581**	**47**	**16,536**	**4,657**	**28**	39,189	15,238	**39**
Injury Crashes**									
Midnight to 3 am	58,000	26,000	45	34,000	13,000	37	**92,000**	**39,000**	**42**
3 am to 6 am	45,000	14,000	31	21,000	3,000	14	**66,000**	**17,000**	**26**
6 am to 9 am	69,000	4,000	6	152,000	4,000	3	**222,000**	**9,000**	**4**
9 am to Noon	60,000	3,000	4	179,000	4,000	2	**239,000**	**6,000**	**3**
Noon to 3 pm	73,000	4,000	5	261,000	4,000	2	**334,000**	**8,000**	**2**
3 pm to 6 pm	101,000	8,000	8	336,000	15,000	5	**437,000**	**24,000**	**5**
6 pm to 9 pm	87,000	17,000	20	181,000	17,000	9	**268,000**	**34,000**	**13**
9 pm to Midnight	71,000	20,000	29	88,000	16,000	18	**159,000**	**36,000**	**23**
Total	**564,000**	**97,000**	**17**	**1,252,000**	**76,000**	**6**	1,816,000	173,000	**10**
Property-Damage-Only Crashes**									
Midnight to 3 am	138,000	38,000	28	55,000	15,000	28	**193,000**	**54,000**	**28**
3 am to 6 am	109,000	20,000	18	37,000	5,000	13	**147,000**	**25,000**	**17**
6 am to 9 am	186,000	8,000	4	389,000	9,000	2	**575,000**	**17,000**	**3**
9 am to Noon	145,000	8,000	6	436,000	9,000	2	**581,000**	**17,000**	**3**
Noon to 3 pm	153,000	7,000	4	640,000	12,000	2	**793,000**	**19,000**	**2**
3 pm to 6 pm	180,000	10,000	6	876,000	29,000	3	**1,056,000**	**39,000**	**4**
6 pm to 9 pm	212,000	21,000	10	390,000	21,000	5	**602,000**	**42,000**	**7**
9 pm to Midnight	192,000	25,000	13	166,000	21,000	13	**358,000**	**45,000**	**13**
Total	**1,314,000**	**138,000**	**10**	**2,990,000**	**121,000**	**4**	4,304,000	258,000	**6**

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or higher.
**Police-reported alcohol involvement.

Figure 13

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



Chapter 3

VEHICLES

CHAPTER 3 ■ VEHICLES

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

- More than 94 percent of the 11 million vehicles involved in motor vehicle crashes in 2005 were passenger cars or light trucks.
- Large trucks accounted for 8 percent of the vehicles in fatal crashes, but only 3 percent of the vehicles involved in injury crashes and 5 percent of the vehicles involved in property-damage-only crashes. Of the 4,932 large trucks involved in fatal crashes, 74 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal crashes (21.1 percent) was 4 times as high as the proportion in injury crashes (5.3 percent) and 16 times as high as the proportion in property-damage-only crashes (1.3 percent).
- Compared with other vehicle types, utility vehicles experienced the highest rollover rates in fatal crashes (35.4 percent) and in property-damage-only crashes (2.6 percent). Large trucks experienced the highest rollover rate in injury crashes (9.9 percent).
- Fires occurred in 0.1 percent of the vehicles involved in all traffic crashes in 2005. For fatal crashes, however, fires occurred in 3 percent of the vehicles involved.
- Regardless of crash severity, the majority of vehicles in single- and two-vehicle crashes were going straight prior to the crash. The next most common vehicle maneuver differed by crash severity: negotiating a curve for fatal crashes, turning left for injury crashes, and stopped in traffic lane for property-damage-only crashes.
- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (26.0 percent), and buses in fatal crashes had the lowest proportion (2.2 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	25,029	42.2	1,893,000	57.6	4,169,000	55.5	**6,087,000**	**56.1**
Light Truck	22,838	38.5	1,209,000	36.8	2,919,000	38.9	**4,151,000**	**38.2**
Large Truck	4,932	8.3	82,000	2.5	354,000	4.7	**442,000**	**4.1**
Motorcycle	4,655	7.8	80,000	2.4	18,000	0.2	**103,000**	**1.0**
Bus	278	0.5	12,000	0.4	39,000	0.5	**51,000**	**0.5**
Other	603	1.0	10,000	0.3	12,000	0.2	**23,000**	**0.2**
Total	***59,373**	**100.0**	**3,287,000**	**100.0**	**7,511,000**	**100.0**	**10,858,000**	**100.0**

*Includes 1,038 vehicles of unknown type involved in fatal crashes.

Figure 14

Proportion of Vehicles Involved in Traffic Crashes

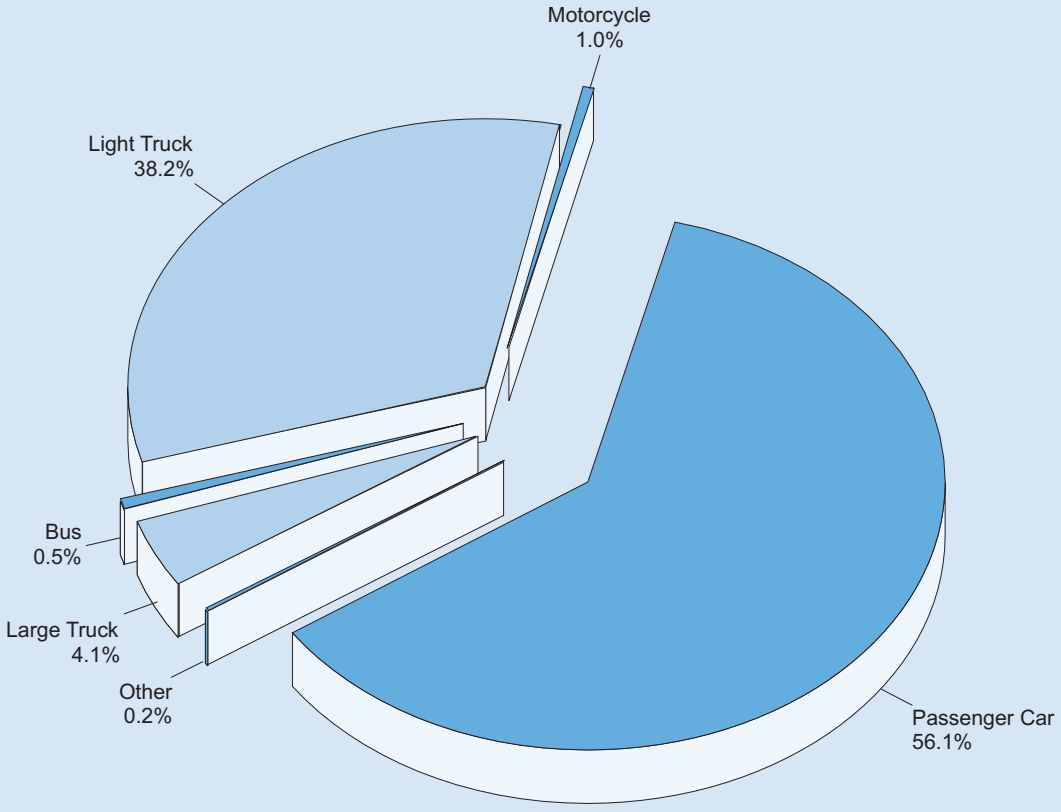


Table 36
Vehicles Involved in Fatal Crashes by Body Type

Body Type	Number	Percent
Passenger Cars	**25,029**	**42.2**
Convertible	435	0.7
2 Door Sedan, Hardtop, Coupe	5,055	8.5
3 Door/2 Door Hatchback	1,111	1.9
4 Door Sedan Hardtop	16,932	28.5
5 Door/4 Door Hatchback	184	0.3
Station Wagon	906	1.5
Hatchback, Doors Unknown	11	*
Other Auto	52	0.1
Unknown Auto	318	0.5
Auto-Based Pickup	22	*
Auto-Based Panel Truck	3	*
Light Trucks	**22,838**	**38.5**
Compact Utility	6,177	10.4
Large Utility	1,481	2.5
Utility Station Wagon	464	0.8
Utility, Unknown Body Type	15	*
Minivan	2,574	4.3
Large Van	1,025	1.7
Step Van	71	0.1
Other Van Type	4	*
Unknown Van Type	33	0.1
Compact Pickup	3,319	5.6
Standard Pickup	7,480	12.6
Pickup with Camper	33	0.1
Unknown Pickup Style Truck	82	0.1
Cab Chassis-Based Light Truck	71	0.1
Truck-Based Panel Truck	1	*
Unknown Light Truck Type (Not Pickup)	2	*
Unknown Light Vehicle Type	5	*
Unknown Truck	1	*
Large Trucks	**4,932**	**8.3**
Step Van	21	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	188	0.3
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	270	0.5
Single Unit Heavy Truck (GVWR > 26,000 lb)	950	1.6
Single Unit Truck, Unknown GVWR	8	*
Truck Tractor	3,433	5.8
Medium/Heavy Pickup (Ford Super Duty 450/550)	33	0.1
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	4	*
Unknown Heavy Truck (GVWR > 26,000 lb)	2	*
Unknown Large Truck Type	23	*
Motorcycles	**4,655**	**7.8**
Motorcycle	4,492	7.6
Moped	48	0.1
Three Wheel Motorcycle or Moped	14	*
Off-Road Motorcycle (Two Wheel)	46	0.1
Other Motorcycle/Minibike	38	0.1
Unknown Motorcycle	17	*
Buses	**278**	**0.5**
School Bus	111	0.2
Cross Country/Intercity Bus	38	0.1
Transit Bus	82	0.1
Other Bus	33	0.1
Unknown Bus	14	*
Other Vehicles	**603**	**1.0**
Large Limousine	5	*
Light Truck-Based Motorhome	26	*
Medium/Heavy Truck-Based Motorhome	42	0.1
Unknown Truck Camper/Motorhome	18	*
All Terrain Vehicle	345	0.6
Snowmobile	19	*
Farm Equipment Except Trucks	90	0.2
Construction Equipment Except Trucks	11	*
Other Vehicle	47	0.1
Unknown Body Type	**1,038**	**1.7**
Total	**59,373**	**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	4,101	16.4	20,928	83.6	**25,029**	**100.0**
Light Truck						
Pickup	2,913	26.7	8,001	73.3	**10,914**	**100.0**
Utility	2,879	35.4	5,258	64.6	**8,137**	**100.0**
Van	698	18.8	3,009	81.2	**3,707**	**100.0**
Other	17	21.3	63	78.8	**80**	**100.0**
Large Truck	671	13.6	4,261	86.4	**4,932**	**100.0**
Bus	7	2.5	271	97.5	**278**	**100.0**
Other/Unknown	233	14.2	1,408	85.8	**1,641**	**100.0**
Total*	**11,519**	**21.1**	**43,199**	**78.9**	**54,718**	**100.0**
Injury Crashes						
Passenger Car	67,000	3.5	1,826,000	96.5	**1,893,000**	**100.0**
Light Truck						
Pickup	34,000	7.4	430,000	92.6	**464,000**	**100.0**
Utility	45,000	9.4	436,000	90.6	**481,000**	**100.0**
Van	11,000	4.6	224,000	95.4	**234,000**	**100.0**
Other	1,000	4.2	28,000	95.8	**30,000**	**100.0**
Large Truck	8,000	9.9	74,000	90.1	**82,000**	**100.0**
Bus	**	0.9	12,000	99.1	**12,000**	**100.0**
Other/Unknown	2,000	23.0	8,000	77.0	**10,000**	**100.0**
Total*	**169,000**	**5.3**	**3,038,000**	**94.7**	**3,207,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	37,000	0.9	4,131,000	99.1	**4,169,000**	**100.0**
Light Truck						
Pickup	24,000	2.0	1,154,000	98.0	**1,178,000**	**100.0**
Utility	28,000	2.6	1,066,000	97.4	**1,094,000**	**100.0**
Van	4,000	0.7	553,000	99.3	**557,000**	**100.0**
Other	1,000	1.0	89,000	99.0	**90,000**	**100.0**
Large Truck	5,000	1.5	349,000	98.5	**354,000**	**100.0**
Bus	**	0.8	39,000	99.2	**39,000**	**100.0**
Other/Unknown	**	**	12,000	100.0	**12,000**	**100.0**
Total*	**99,000**	**1.3**	**7,394,000**	**98.7**	**7,493,000**	**100.0**
All Crashes						
Passenger Car	109,000	1.8	5,979,000	98.2	**6,087,000**	**100.0**
Light Truck						
Pickup	61,000	3.7	1,592,000	96.3	**1,653,000**	**100.0**
Utility	76,000	4.8	1,507,000	95.2	**1,583,000**	**100.0**
Van	15,000	1.9	780,000	98.1	**795,000**	**100.0**
Other	2,000	1.8	118,000	98.2	**120,000**	**100.0**
Large Truck	14,000	3.2	427,000	96.8	**442,000**	**100.0**
Bus	**	0.8	51,000	99.2	**51,000**	**100.0**
Other/Unknown	3,000	10.7	21,000	89.3	**24,000**	**100.0**
Total*	**280,000**	**2.6**	**10,475,000**	**97.4**	**10,755,000**	**100.0**

*Excludes motorcycles.

**Less than 500 or less than 0.05 percent.

Figure 15

Percent Rollover Occurrence, by Vehicle Type and Crash Severity

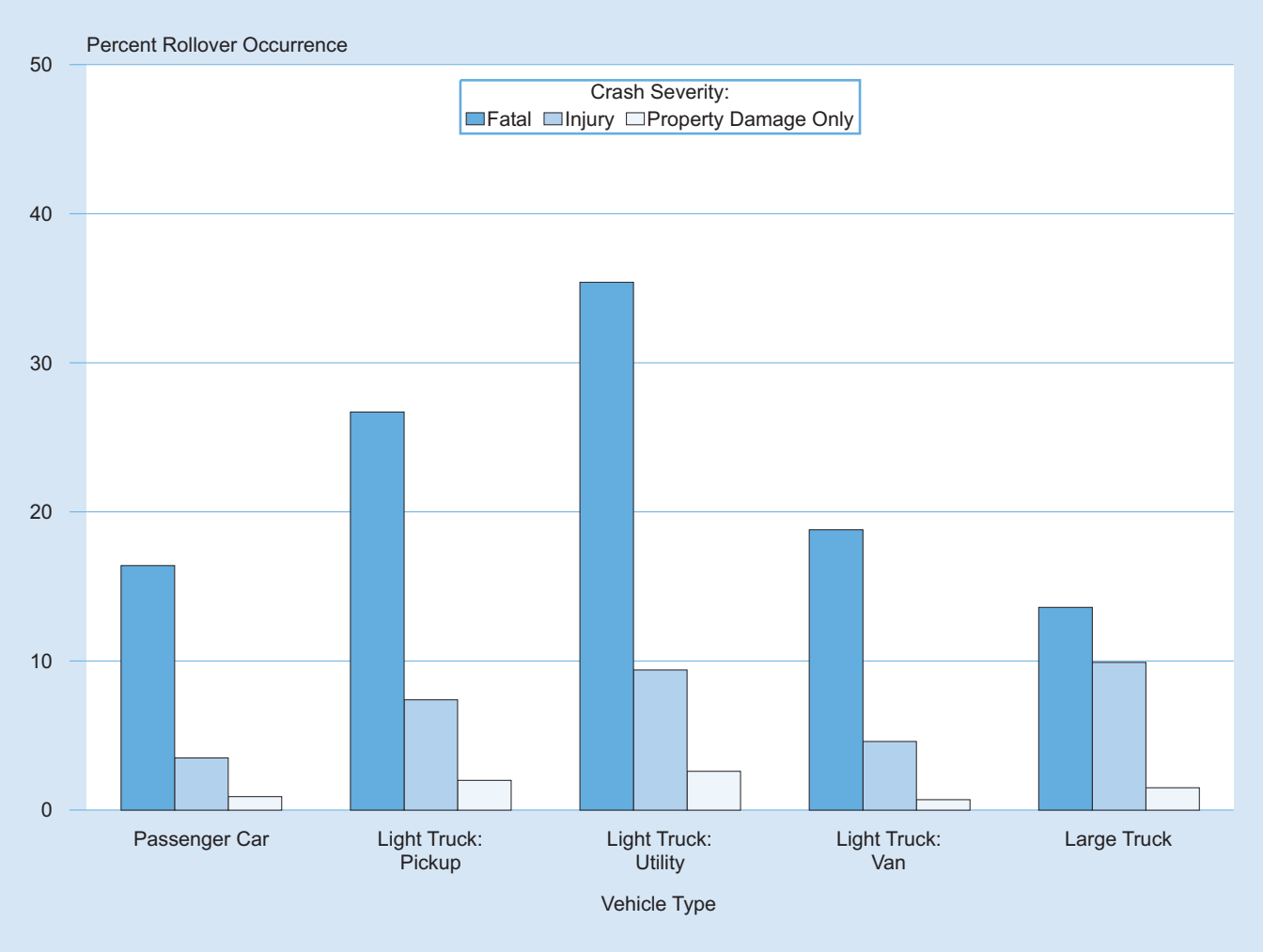


Table 38

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	732	2.9	24,297	97.1	**25,029**	**100.0**
Light Truck	611	2.7	22,227	97.3	**22,838**	**100.0**
Large Truck	326	6.6	4,606	93.4	**4,932**	**100.0**
Motorcycle	81	1.7	4,574	98.3	**4,655**	**100.0**
Bus	5	1.8	273	98.2	**278**	**100.0**
Other/Unknown	14	0.9	1,627	99.1	**1,641**	**100.0**
Total	**1,769**	**3.0**	**57,604**	**97.0**	**59,373**	**100.0**
Injury Crashes						
Passenger Car	4,000	0.2	1,890,000	99.8	**1,893,000**	**100.0**
Light Truck	2,000	0.1	1,207,000	99.9	**1,209,000**	**100.0**
Large Truck	*	0.3	82,000	99.7	**82,000**	**100.0**
Motorcycle	*	0.1	80,000	99.9	**80,000**	**100.0**
Bus	*	*	12,000	100.0	**12,000**	**100.0**
Other/Unknown	*	*	10,000	100.0	**10,000**	**100.0**
Total	**6,000**	**0.2**	**3,282,000**	**99.8**	**3,287,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	3,000	0.1	4,166,000	99.9	**4,169,000**	**100.0**
Light Truck	3,000	0.1	2,916,000	99.9	**2,919,000**	**100.0**
Large Truck	1,000	0.3	353,000	99.7	**354,000**	**100.0**
Motorcycle	*	*	18,000	100.0	**18,000**	**100.0**
Bus	*	*	39,000	100.0	**39,000**	**100.0**
Other/Unknown	*	2.3	12,000	97.7	**12,000**	**100.0**
Total	**7,000**	**0.1**	**7,505,000**	**99.9**	**7,511,000**	**100.0**
All Crashes						
Passenger Car	7,000	0.1	6,080,000	99.9	**6,087,000**	**100.0**
Light Truck	5,000	0.1	4,146,000	99.9	**4,151,000**	**100.0**
Large Truck	1,000	0.3	440,000	99.7	**442,000**	**100.0**
Motorcycle	*	0.2	103,000	99.8	**103,000**	**100.0**
Bus	*	*	51,000	100.0	**51,000**	**100.0**
Other/Unknown	*	1.2	23,000	98.8	**24,000**	**100.0**
Total	**15,000**	**0.1**	**10,844,000**	**99.9**	**10,858,000**	**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	34,802	69.0	1,541,000	57.0	3,381,000	49.0	**4,957,000**	**51.4**
Turning Left	2,959	5.9	345,000	12.7	702,000	10.2	**1,050,000**	**10.9**
Stopped in Traffic Lane	644	1.3	237,000	8.8	778,000	11.3	**1,016,000**	**10.5**
Turning Right	388	0.8	73,000	2.7	283,000	4.1	**356,000**	**3.7**
Slowed in Traffic Lane	386	0.8	117,000	4.3	411,000	6.0	**528,000**	**5.5**
Merging/Changing Lanes	1,008	2.0	61,000	2.3	298,000	4.3	**360,000**	**3.7**
Negotiating Curve	7,049	14.0	158,000	5.8	283,000	4.1	**448,000**	**4.6**
Backing Up	153	0.3	14,000	0.5	184,000	2.7	**198,000**	**2.1**
Passing Other Vehicle	1,062	2.1	22,000	0.8	96,000	1.4	**119,000**	**1.2**
Starting in Traffic Lane	422	0.8	62,000	2.3	149,000	2.2	**212,000**	**2.2**
Leaving Parking Space	41	0.1	10,000	0.4	55,000	0.8	**65,000**	**0.7**
Making U-Turn	237	0.5	14,000	0.5	38,000	0.6	**53,000**	**0.5**
Entering Parking Space	20	*	2,000	0.1	25,000	0.4	**27,000**	**0.3**
Disabled in Traffic Lane	21	*	3,000	0.1	6,000	0.1	**8,000**	**0.1**
Other Maneuver	790	1.6	45,000	1.7	206,000	3.0	**252,000**	**2.6**
Total	**50,443	**100.0**	**2,704,000**	**100.0**	**6,896,000**	**100.0**	**9,650,000**	**100.0**

*Less than 0.05 percent.

**Includes 461 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	14	1,677	20	2,393	**34**	**4,070**
Other	11	1,576	33	5,165	**44**	**6,741**
Minor Arterial	6	1,789	13	4,326	**19**	**6,115**
Major Collector	11	3,171	16	4,062	**27**	**7,233**
Minor Collector	0	1,032	1	764	**1**	**1,796**
Local Road or Street	1	2,936	4	1,927	**5**	**4,863**
Unknown Rural	0	190	0	121	**0**	**311**
Total	**43**	**12,371**	**87**	**18,758**	**130**	**31,129**
Urban Fatal Crashes						
Principal Arterial						
Interstate	4	1,343	13	2,611	**17**	**3,954**
Freeway/Expressway	2	855	11	1,664	**13**	**2,519**
Other	3	2,265	10	5,553	**13**	**7,818**
Minor Arterial	2	1,870	11	3,445	**13**	**5,315**
Collector	0	797	2	1,004	**2**	**1,801**
Local Road or Street	1	2,180	0	2,020	**1**	**4,200**
Unknown Urban	0	49	1	62	**1**	**111**
Total	**12**	**9,359**	**48**	**16,359**	**60**	**25,718**
All Fatal Crashes						
Principal Arterial						
Interstate	18	3,020	33	5,004	**51**	**8,024**
Freeway/Expressway	2	855	11	1,664	**13**	**2,519**
Other	14	3,841	43	10,718	**57**	**14,559**
Minor Arterial	8	3,659	24	7,771	**32**	**11,430**
Collector	11	5,000	19	5,830	**30**	**10,830**
Local Road or Street	2	5,116	4	3,947	**6**	**9,063**
Unknown Rural	0	190	0	121	**0**	**311**
Unknown Urban	0	49	1	62	**1**	**111**
Unknown Rural or Urban	0	923	2	1,603	**2**	**2,526**
Total	**55**	**22,653**	**137**	**36,720**	**192**	**59,373**

Figure 16

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

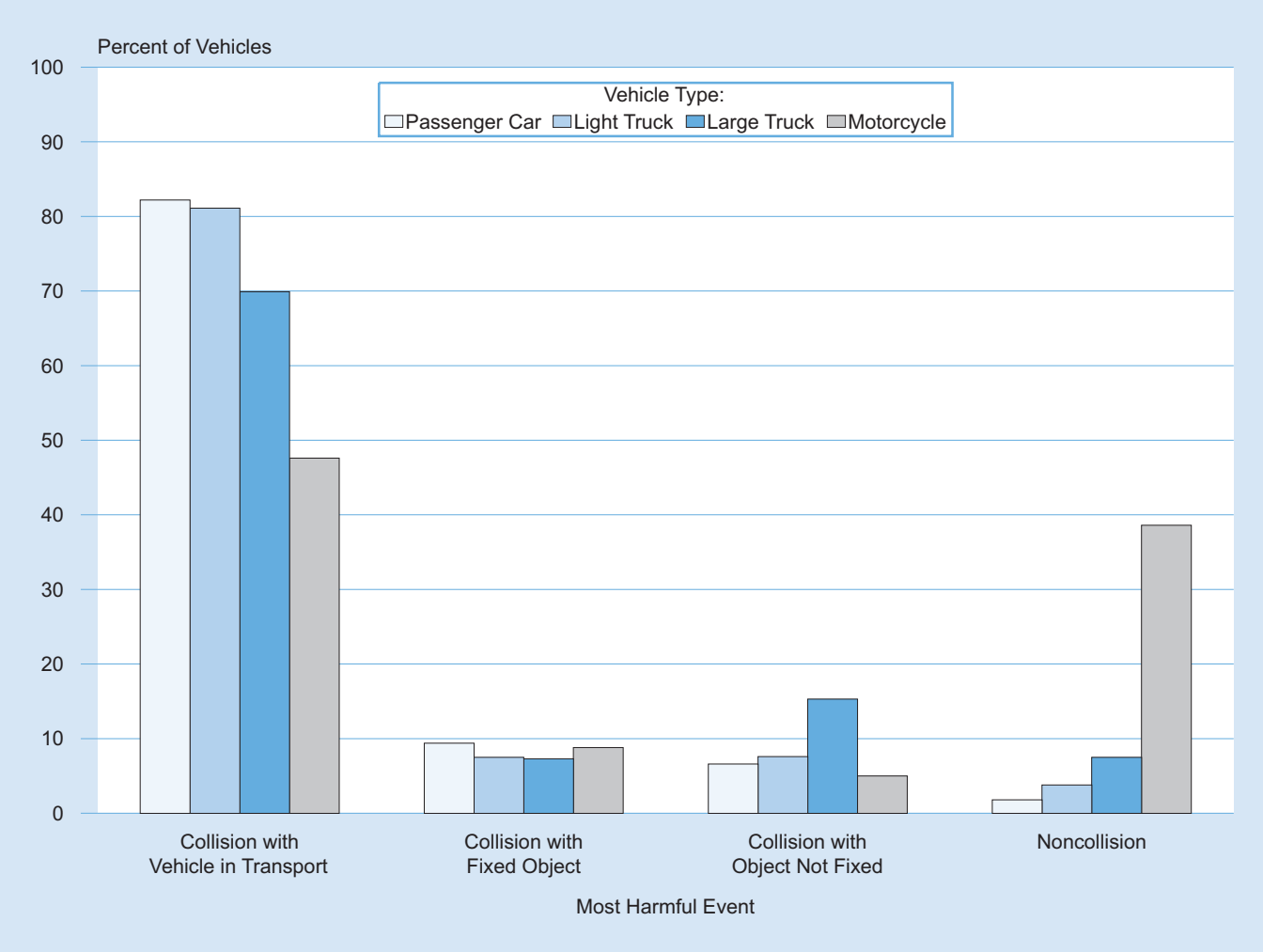
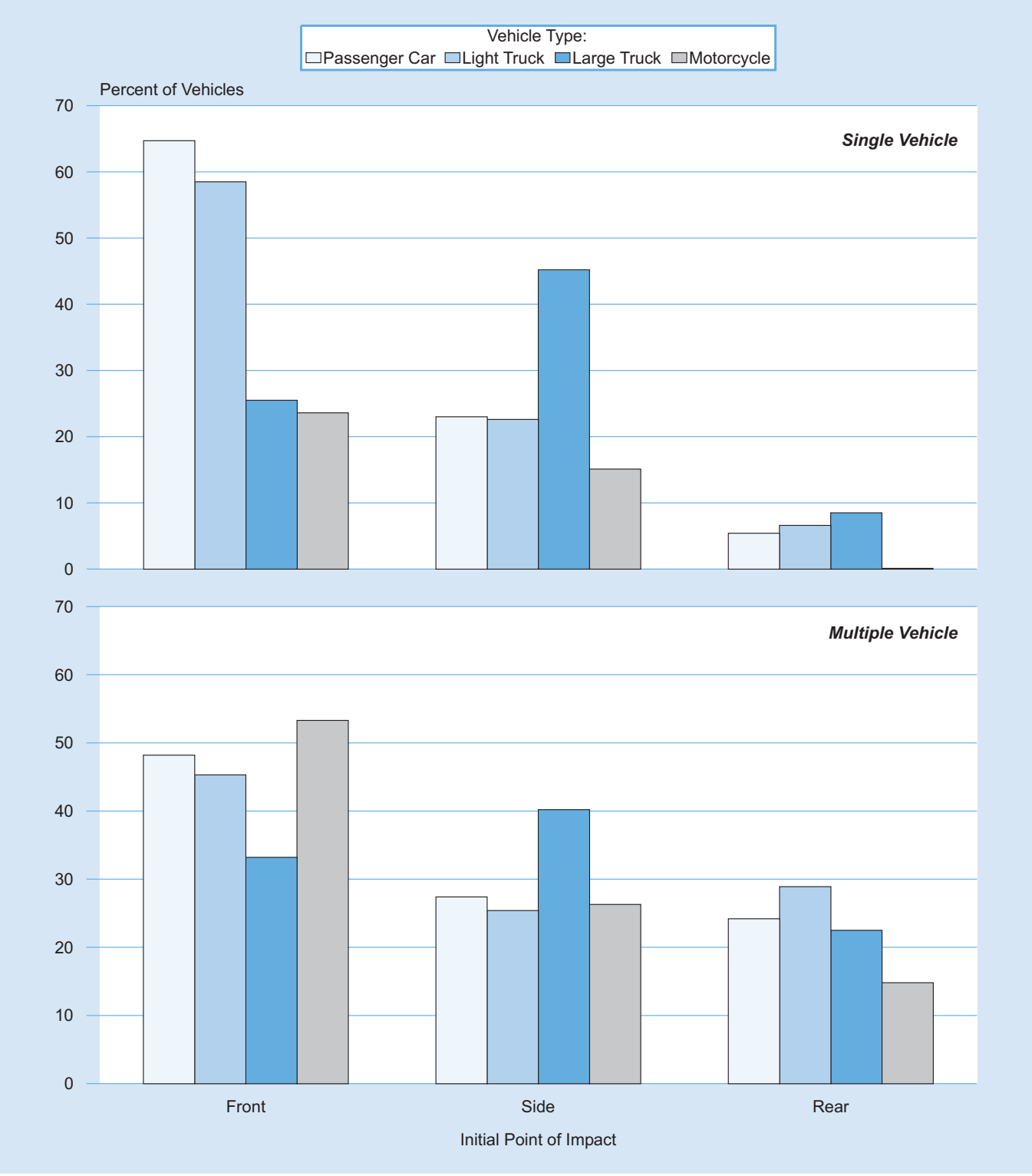


Figure 17

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	8,243	32.9	786,000	41.5	1,621,000	38.9	**2,415,000**	**39.7**
Left Side	2,537	10.1	206,000	10.9	508,000	12.2	**717,000**	**11.8**
Right Side	2,095	8.4	180,000	9.5	467,000	11.2	**650,000**	**10.7**
Rear	1,201	4.8	388,000	20.5	834,000	20.0	**1,224,000**	**20.1**
Other/Unknown	105	0.4	*	*	*	*	**1,000**	*
Subtotal	*14,181*	*56.7*	*1,561,000*	*82.4*	*3,431,000*	*82.3*	***5,006,000***	***82.2***
Collision with Fixed Object	**4,414**	**17.6**	**178,000**	**9.4**	**388,000**	**9.3**	**570,000**	**9.4**
Collision with Object Not Fixed:								
Nonoccupant	2,498	10.0	63,000	3.3	4,000	0.1	**69,000**	**1.1**
Other	618	2.5	31,000	1.6	303,000	7.3	**335,000**	**5.5**
Subtotal	*3,116*	*12.4*	*94,000*	*4.9*	*307,000*	*7.4*	***404,000***	***6.6***
Noncollision	**3,313**	**13.2**	**61,000**	**3.2**	**44,000**	**1.0**	**107,000**	**1.8**
Total	****25,029**	**100.0**	**1,893,000**	**100.0**	**4,169,000**	**100.0**	**6,087,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 5 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	6,201	64.9	204,000	66.8	443,000	**63.8**	**654,000**	**64.7**
Left Side	887	9.3	29,000	9.4	72,000	**10.3**	**101,000**	**10.0**
Right Side	849	8.9	37,000	12.1	93,000	**13.4**	**131,000**	**12.9**
Rear	268	2.8	8,000	2.5	46,000	**6.7**	**54,000**	**5.4**
Noncollision	677	7.1	24,000	7.7	23,000	**3.2**	**47,000**	**4.6**
Other/Unknown	679	7.1	4,000	1.4	18,000	**2.6**	**23,000**	**2.3**
Total	**9,561**	**100.0**	**306,000**	**100.0**	**695,000**	**100.0**	**1,010,000**	**100.0**
Multiple-Vehicle Crashes								
Front	8,900	57.5	797,000	50.2	1,643,000	**47.3**	**2,449,000**	**48.2**
Left Side	2,683	17.3	212,000	13.3	514,000	**14.8**	**728,000**	**14.3**
Right Side	2,226	14.4	187,000	11.8	471,000	**13.6**	**660,000**	**13.0**
Rear	1,352	8.7	391,000	24.6	838,000	**24.1**	**1,230,000**	**24.2**
Noncollision	20	0.1	1,000	*	5,000	**0.1**	**5,000**	**0.1**
Other/Unknown	287	1.9	1,000	0.1	3,000	**0.1**	**5,000**	**0.1**
Total	**15,468**	**100.0**	**1,588,000**	**100.0**	**3,474,000**	**100.0**	**5,077,000**	**100.0**
All Crashes								
Front	15,101	60.3	1,001,000	52.8	2,086,000	**50.0**	**3,102,000**	**51.0**
Left Side	3,570	14.3	241,000	12.7	586,000	**14.0**	**830,000**	**13.6**
Right Side	3,075	12.3	224,000	11.8	564,000	**13.5**	**791,000**	**13.0**
Rear	1,620	6.5	399,000	21.1	884,000	**21.2**	**1,284,000**	**21.1**
Noncollision	697	2.8	24,000	1.3	27,000	**0.7**	**52,000**	**0.9**
Other/Unknown	966	3.9	5,000	0.3	22,000	**0.5**	**28,000**	**0.5**
Total	**25,029**	**100.0**	**1,893,000**	**100.0**	**4,169,000**	**100.0**	**6,087,000**	**100.0**

*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	8,813	38.6	504,000	41.7	1,022,000	35.0	**1,535,000**	**37.0**
Left Side	1,153	5.0	112,000	9.2	313,000	10.7	**425,000**	**10.2**
Right Side	941	4.1	99,000	8.2	320,000	11.0	**420,000**	**10.1**
Rear	1,088	4.8	259,000	21.4	728,000	24.9	**988,000**	**23.8**
Other/Unknown	101	0.4	*	*	*	*	**1,000**	*
Subtotal	*12,096*	*53.0*	*973,000*	*80.5*	*2,383,000*	*81.6*	***3,368,000***	***81.1***
Collision with Fixed Object	**2,681**	**11.7**	**95,000**	**7.8**	**214,000**	**7.3**	312,000	7.5
Collision with Object Not Fixed:								
Nonoccupant	2,325	10.2	42,000	3.5	1,000	0.1	**46,000**	**1.1**
Other	466	2.0	18,000	1.5	251,000	8.6	**269,000**	**6.5**
Subtotal	*2,791*	*12.2*	*60,000*	*5.0*	*252,000*	*8.6*	***315,000***	***7.6***
Noncollision	**5,263**	**23.0**	**81,000**	**6.7**	**70,000**	**2.4**	156,000	3.8
Total	****22,838**	**100.0**	**1,209,000**	**100.0**	**2,919,000**	**100.0**	4,151,000	100.0

*Less than 500 or less than 0.05 percent.

**Includes 7 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	5,471	59.3	119,000	58.9	293,000	58.2	**418,000**	**58.5**
Left Side	582	6.3	19,000	9.1	48,000	9.5	**67,000**	**9.4**
Right Side	569	6.2	23,000	11.5	70,000	14.0	**94,000**	**13.2**
Rear	187	2.0	3,000	1.3	44,000	8.7	**47,000**	**6.6**
Noncollision	1,732	18.8	36,000	18.0	40,000	7.9	**78,000**	**10.9**
Other/Unknown	684	7.4	2,000	1.1	8,000	1.6	**11,000**	**1.6**
Total	**9,225**	**100.0**	**203,000**	**100.0**	**504,000**	**100.0**	**716,000**	**100.0**
Multiple-Vehicle Crashes								
Front	9,578	70.4	512,000	50.9	1,033,000	42.8	**1,555,000**	**45.3**
Left Side	1,325	9.7	119,000	11.9	316,000	13.1	**437,000**	**12.7**
Right Side	1,100	8.1	109,000	10.9	325,000	13.5	**436,000**	**12.7**
Rear	1,316	9.7	261,000	26.0	729,000	30.2	**992,000**	**28.9**
Noncollision	21	0.2	3,000	0.3	11,000	0.5	**14,000**	**0.4**
Other/Unknown	273	2.0	1,000	0.1	*	*	**1,000**	*
Total	**13,613**	**100.0**	**1,006,000**	**100.0**	**2,416,000**	**100.0**	**3,436,000**	**100.0**
All Crashes								
Front	15,049	65.9	632,000	52.3	1,327,000	45.4	**1,973,000**	**47.5**
Left Side	1,907	8.4	138,000	11.4	364,000	12.5	**504,000**	**12.1**
Right Side	1,669	7.3	133,000	11.0	396,000	13.6	**530,000**	**12.8**
Rear	1,503	6.6	264,000	21.8	773,000	26.5	**1,039,000**	**25.0**
Noncollision	1,753	7.7	39,000	3.2	51,000	1.7	**92,000**	**2.2**
Other/Unknown	957	4.2	3,000	0.2	8,000	0.3	**12,000**	**0.3**
Total	**22,838**	**100.0**	**1,209,000**	**100.0**	**2,919,000**	**100.0**	**4,151,000**	**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	2,309	46.8	29,000	35.3	74,000	20.8	**105,000**	**23.8**
Left Side	417	8.5	12,000	14.7	50,000	14.0	**62,000**	**14.1**
Right Side	212	4.3	12,000	14.5	55,000	15.6	**67,000**	**15.2**
Rear	740	15.0	14,000	17.6	58,000	16.5	**74,000**	**16.7**
Other/Unknown	33	0.7	*	0.3	*	0.1	**1,000**	**0.1**
Subtotal	*3,711*	*75.2*	*68,000*	*82.3*	*237,000*	*66.9*	***309,000***	***69.9***
Collision with Fixed Object	**175**	**3.5**	**2,000**	**2.9**	**30,000**	**8.4**	**32,000**	**7.3**
Collision with Object Not Fixed:								
Nonoccupant	405	8.2	1,000	1.2	*	*	**1,000**	**0.3**
Other	119	2.4	1,000	1.4	65,000	18.3	**66,000**	**15.0**
Subtotal	*524*	*10.6*	*2,000*	*2.5*	*65,000*	*18.3*	***67,000***	***15.3***
Noncollision	**522**	**10.6**	**10,000**	**12.3**	**22,000**	**6.3**	**33,000**	**7.5**
Total	**4,932**	**100.0**	**82,000**	**100.0**	**354,000**	**100.0**	**442,000**	**100.0**

*Less than 500 or less than 0.05 percent.

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	497	58.3	3,000	31.8	25,000	24.6	**29,000**	**25.5**
Left Side	30	3.5	1,000	5.8	17,000	16.4	**17,000**	**15.3**
Right Side	90	10.6	1,000	10.5	33,000	32.0	**34,000**	**29.9**
Rear	43	5.0	*	1.4	9,000	9.3	**10,000**	**8.5**
Noncollision	103	12.1	5,000	48.5	11,000	10.6	**16,000**	**14.2**
Other/Unknown	89	10.4	*	2.0	7,000	7.1	**8,000**	**6.7**
Total	**852**	**100.0**	**10,000**	**100.0**	**102,000**	**100.0**	**113,000**	**100.0**
Multiple-Vehicle Crashes								
Front	2,531	62.0	30,000	41.7	76,000	30.3	**109,000**	**33.2**
Left Side	463	11.3	13,000	17.6	51,000	20.1	**64,000**	**19.4**
Right Side	236	5.8	12,000	17.1	56,000	22.0	**68,000**	**20.8**
Rear	772	18.9	15,000	20.3	58,000	23.2	**74,000**	**22.5**
Noncollision	1	*	2,000	2.9	10,000	4.1	**13,000**	**3.8**
Other/Unknown	77	1.9	*	0.4	1,000	0.2	**1,000**	**0.3**
Total	**4,080**	**100.0**	**72,000**	**100.0**	**252,000**	**100.0**	**328,000**	**100.0**
All Crashes								
Front	3,028	61.4	33,000	40.5	101,000	28.7	**138,000**	**31.2**
Left Side	493	10.0	13,000	16.1	67,000	19.0	**81,000**	**18.4**
Right Side	326	6.6	13,000	16.3	88,000	24.9	**102,000**	**23.1**
Rear	815	16.5	15,000	17.9	68,000	19.2	**83,000**	**18.9**
Noncollision	104	2.1	7,000	8.7	21,000	6.0	**29,000**	**6.5**
Other/Unknown	166	3.4	*	0.6	8,000	2.2	**9,000**	**1.9**
Total	**4,932**	**100.0**	**82,000**	**100.0**	**354,000**	**100.0**	**442,000**	**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	210	16.4	1,067	83.6	**1,277**	**100.0**
Combination Truck	461	12.6	3,194	87.4	**3,655**	**100.0**
Total	**671**	**13.6**	**4,261**	**86.4**	**4,932**	**100.0**
Injury Crashes						
Single-Unit Truck	3,000	9.3	33,000	90.7	**37,000**	**100.0**
Combination Truck	5,000	10.4	41,000	89.6	**46,000**	**100.0**
Total	**8,000**	**9.9**	**74,000**	**90.1**	**82,000**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	1,000	0.8	176,000	99.2	**177,000**	**100.0**
Combination Truck	4,000	2.2	173,000	97.8	**177,000**	**100.0**
Total	**5,000**	**1.5**	**349,000**	**98.5**	**354,000**	**100.0**
All Crashes						
Single-Unit Truck	5,000	2.3	210,000	97.7	**215,000**	**100.0**
Combination Truck	9,000	4.0	217,000	96.0	**227,000**	**100.0**
Total	**14,000**	**3.2**	**427,000**	**96.8**	**442,000**	**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	210	6.7	2,944	93.3	**3,154**	**100.0**
Two or More	26	15.2	145	84.8	**171**	**100.0**
Unknown Number	0	0.0	2	100.0	**2**	**100.0**
Total	**236**	**7.1**	**3,091**	**92.9**	**3,327**	**100.0**
Injury Crashes						
One	1,000	3.5	36,000	96.5	**37,000**	**100.0**
Two or More	*	3.9	2,000	96.1	**2,000**	**100.0**
Unknown Number	*	*	*	100.0	*	**100.0**
Total	**1,000**	**3.5**	**37,000**	**96.5**	**39,000**	**100.0**
Property-Damage-Only Crashes						
One	3,000	2.2	137,000	97.8	**140,000**	**100.0**
Two or More	*	2.0	4,000	98.0	**5,000**	**100.0**
Unknown Number	*	*	1,000	100.0	**1,000**	**100.0**
Total	**3,000**	**2.1**	**143,000**	**97.9**	**146,000**	**100.0**
All Crashes						
One	5,000	2.5	176,000	97.5	**181,000**	**100.0**
Two or More	*	2.8	6,000	97.2	**6,000**	**100.0**
Unknown Number	*	*	1,000	100.0	**1,000**	**100.0**
Total	**5,000**	**2.5**	**183,000**	**97.5**	**188,000**	**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	1,818	39.1	19,000	23.9	7,000	36.2	**28,000**	**26.8**
Left Side	180	3.9	6,000	7.1	1,000	6.5	**7,000**	**6.9**
Right Side	129	2.8	4,000	5.5	2,000	11.6	**7,000**	**6.5**
Rear	159	3.4	4,000	4.9	3,000	19.1	**8,000**	**7.3**
Other/Unknown	61	1.3	*	0.2	*	*	*	**0.2**
Subtotal	*2,347*	*50.4*	*34,000*	*41.7*	*13,000*	*73.3*	***49,000***	***47.6***
Collision with Fixed Object	**1,210**	**26.0**	**7,000**	**8.2**	**1,000**	**6.7**	**9,000**	**8.8**
Collision with Object Not Fixed:								
Nonoccupant	34	0.7	*	0.5	*	*	*	**0.4**
Other	202	4.3	4,000	4.9	1,000	3.3	**5,000**	**4.6**
Subtotal	*236*	*5.1*	*4,000*	*5.4*	*1,000*	*3.3*	***5,000***	***5.0***
Noncollision	**858**	**18.4**	**36,000**	**44.7**	**3,000**	**16.7**	**40,000**	**38.6**
Total	****4,655**	**100.0**	**80,000**	**100.0**	**18,000**	**100.0**	**103,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 4 motorcycles involved in fatal crashes with unknown most harmful event.

Table 50

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	1,118	55.5	9,000	22.0	1,000	24.0	**11,000**	**23.6**
Left Side	121	6.0	3,000	6.8	*	8.1	**3,000**	**6.8**
Right Side	127	6.3	3,000	7.7	1,000	15.8	**4,000**	**8.3**
Rear	14	0.7	*	0.1	*	*	*	**0.1**
Noncollision	406	20.1	26,000	63.2	2,000	52.1	**28,000**	**60.4**
Other/Unknown	229	11.4	*	0.2	*	*	*	**0.7**
Total	**2,015**	**100.0**	**40,000**	**100.0**	**4,000**	**100.0**	**46,000**	**100.0**
Multiple-Vehicle Crashes								
Front	1,963	74.4	21,000	53.8	7,000	47.9	**30,000**	**53.3**
Left Side	199	7.5	6,000	15.5	1,000	8.3	**8,000**	**13.3**
Right Side	145	5.5	5,000	13.0	2,000	14.6	**7,000**	**13.1**
Rear	172	6.5	4,000	11.3	4,000	26.2	**8,000**	**14.8**
Noncollision	29	1.1	2,000	6.2	*	3.1	**3,000**	**5.2**
Other/Unknown	132	5.0	*	0.2	*	*	*	**0.4**
Total	**2,640**	**100.0**	**40,000**	**100.0**	**14,000**	**100.0**	**57,000**	**100.0**
All Crashes								
Front	3,081	66.2	30,000	37.8	8,000	42.9	**41,000**	**40.0**
Left Side	320	6.9	9,000	11.1	1,000	8.2	**11,000**	**10.4**
Right Side	272	5.8	8,000	10.3	3,000	14.9	**11,000**	**10.9**
Rear	186	4.0	5,000	5.6	4,000	20.7	**8,000**	**8.2**
Noncollision	435	9.3	28,000	34.9	2,000	13.3	**31,000**	**30.0**
Other/Unknown	361	7.8	*	0.2	*	*	**1,000**	**0.5**
Total	**4,655**	**100.0**	**80,000**	**100.0**	**18,000**	**100.0**	**103,000**	**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	115	41.4	4,000	30.7	8,000	21.0	**12,000**	**23.4**
Left Side	14	5.0	2,000	17.4	8,000	21.2	**10,000**	**20.2**
Right Side	7	2.5	1,000	9.0	7,000	18.6	**8,000**	**16.2**
Rear	29	10.4	4,000	30.9	8,000	21.8	**12,000**	**23.9**
Other/Unknown	3	1.1	*	*	*	*	*	*
Subtotal	*168*	*60.4*	*11,000*	*88.0*	*32,000*	*82.6*	***43,000***	***83.8***
Collision with Fixed Object	**6**	**2.2**	*	**0.2**	**1,000**	**3.8**	**2,000**	**2.9**
Collision with Object Not Fixed:								
Nonoccupant	91	32.7	1,000	7.3	*	*	**1,000**	**1.9**
Other	5	1.8	*	3.4	5,000	12.7	**5,000**	**10.4**
Subtotal	*96*	*34.5*	*1,000*	*10.8*	*5,000*	*12.7*	***6,000***	***12.4***
Noncollision	**8**	**2.9**	*	**1.1**	*	**0.9**	*	**0.9**
Total	**278**	**100.0**	**12,000**	**100.0**	**39,000**	**100.0**	**51,000**	**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	61	61.0	*	34.1	1,000	18.5	**2,000**	**20.9**
Left Side	6	6.0	*	21.8	1,000	8.8	**1,000**	**10.3**
Right Side	9	9.0	*	16.6	2,000	31.8	**2,000**	**29.8**
Rear	4	4.0	*	12.4	3,000	40.6	**3,000**	**36.8**
Noncollision	3	3.0	*	14.9	*	0.3	*	**2.0**
Other/Unknown	17	17.0	*	*	*	*	*	**0.2**
Total	**100**	**100.0**	**1,000**	**100.0**	**6,000**	**100.0**	**7,000**	**100.0**
Multiple-Vehicle Crashes								
Front	122	68.5	4,000	35.9	8,000	25.1	**12,000**	**28.1**
Left Side	14	7.9	2,000	21.2	8,000	25.4	**11,000**	**24.2**
Right Side	7	3.9	1,000	9.6	8,000	23.3	**9,000**	**19.7**
Rear	30	16.9	4,000	33.3	8,000	26.2	**12,000**	**28.0**
Noncollision	0	0.0	*	*	*	*	*	*
Other/Unknown	5	2.8	*	*	*	*	*	*
Total	**178**	**100.0**	**11,000**	**100.0**	**32,000**	**100.0**	**44,000**	**100.0**
All Crashes								
Front	183	65.8	4,000	35.7	9,000	24.0	**14,000**	**27.1**
Left Side	20	7.2	3,000	21.3	9,000	22.6	**11,000**	**22.2**
Right Side	16	5.8	1,000	10.1	10,000	24.7	**11,000**	**21.2**
Rear	34	12.2	4,000	31.8	11,000	28.6	**15,000**	**29.3**
Noncollision	3	1.1	*	1.1	*	*	*	**0.3**
Other/Unknown	22	7.9	*	*	*	*	*	*
Total	**278**	**100.0**	**12,000**	**100.0**	**39,000**	**100.0**	**51,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Chapter 4

PEOPLE

CHAPTER 4 ■ PEOPLE

This chapter presents statistics about the Drivers, Passengers, Pedestrians, and Pedalcyclists involved in police-reported motor vehicle crashes in 2005. 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 43,443 people lost their lives in motor vehicle crashes in 2005. Another 2.7 million people were injured.
- The majority of persons killed or injured in traffic crashes were drivers (64 percent), followed by passengers (28 percent), motorcycle riders (3 percent), pedestrians (3 percent), and pedalcyclists (2 percent).
- Per 100,000 population, persons 21 to 24 years old had the highest fatality rate, and persons 16 to 20 years old had the highest injury rate. Children under 5 years old had the lowest fatality rate and the lowest injury rate per 100,000 population.
- For every age group, the fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was higher for females than for males in every age group, except for people under 5 years old and people over 65 years old.
- Of the persons who were killed in traffic crashes in 2005, 39 percent 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	23,240	178,000	458,000	1,107,000	1,743,000	**1,766,000**
Passenger	9,718	82,000	198,000	471,000	750,000	**760,000**
Unknown Occupant	83	*	*	*	*	*
Subtotal	*33,041*	*260,000*	*656,000*	*1,578,000*	*2,494,000*	***2,527,000***
Motorcycle Riders	*4,553*	*25,000*	*43,000*	*19,000*	*87,000*	***92,000***
Nonoccupants						
Pedestrian	4,881	16,000	23,000	25,000	64,000	**69,000**
Pedalcyclist	784	7,000	22,000	16,000	45,000	**46,000**
Other/Unknown	184	1,000	2,000	5,000	8,000	**8,000**
Subtotal	*5,849*	*24,000*	*47,000*	*46,000*	*118,000*	***124,000***
Total	**43,443**	**310,000**	**745,000**	**1,644,000**	**2,699,000**	**2,742,000**

*Less than 500.

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

Age (Years)	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
<5	590	6,000	15,000	35,000	56,000	**57,000**
5-9	585	8,000	20,000	47,000	74,000	**75,000**
10-15	1,173	17,000	42,000	82,000	141,000	**142,000**
16-20	5,699	53,000	137,000	242,000	432,000	**437,000**
21-24	4,622	36,000	91,000	171,000	297,000	**302,000**
25-34	7,084	55,000	132,000	307,000	494,000	**501,000**
35-44	6,570	47,000	105,000	275,000	426,000	**433,000**
45-54	6,167	40,000	94,000	234,000	367,000	**374,000**
55-64	4,184	26,000	55,000	139,000	219,000	**224,000**
65-74	2,816	13,000	29,000	63,000	106,000	**108,000**
>74	3,696	10,000	26,000	49,000	86,000	**89,000**
Total	***43,443**	**310,000**	**745,000**	**1,644,000**	**2,699,000**	**2,742,000**

*Includes 257 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	30,224	171,000	407,000	727,000	1,305,000	**1,335,000**
Female	13,089	139,000	338,000	916,000	1,394,000	**1,407,000**
Total	***43,443**	**310,000**	**745,000**	**1,644,000**	**2,699,000**	**2,742,000**

*Includes 130 fatalities of unknown sex.

Figure 18

Percent of Persons Killed or Injured, by Age

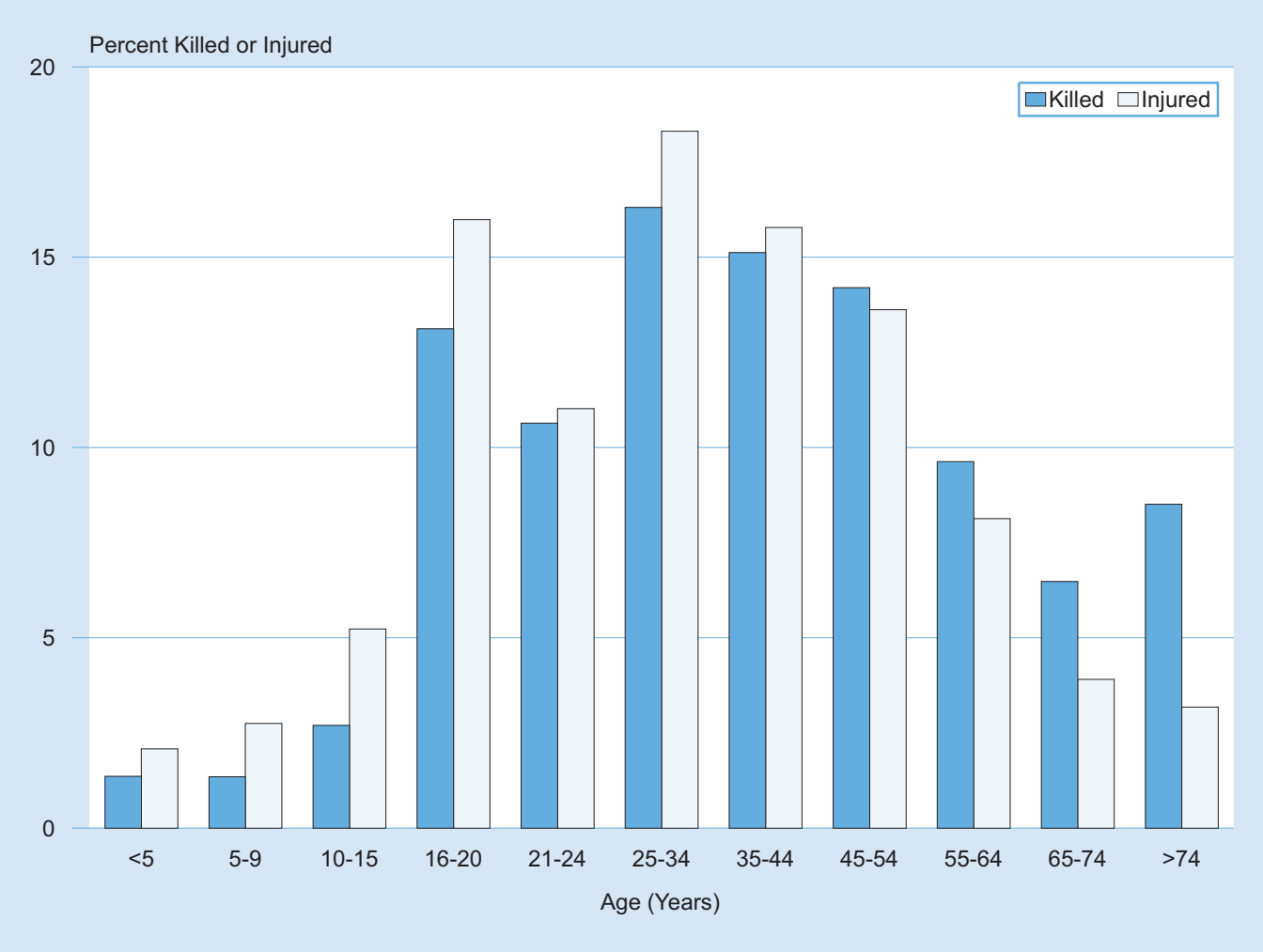


Table 56

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	322	10,381	3.10	268	9,922	2.70	**590**	**20,304**	**2.91**
5-9	315	9,993	3.15	269	9,545	2.82	**585**	**19,539**	**2.99**
10-15	697	12,931	5.39	475	12,313	3.86	**1,173**	**25,244**	**4.65**
16-20	3,924	10,696	36.69	1,775	10,137	17.51	**5,699**	**20,834**	**27.35**
21-24	3,566	8,702	40.98	1,056	8,155	12.95	**4,622**	**16,857**	**27.42**
25-34	5,366	20,421	26.28	1,718	19,722	8.71	**7,084**	**40,143**	**17.65**
35-44	4,747	21,940	21.64	1,823	21,922	8.32	**6,570**	**43,862**	**14.98**
45-54	4,462	20,895	21.35	1,705	21,587	7.90	**6,167**	**42,482**	**14.52**
55-64	2,854	14,627	19.51	1,330	15,729	8.46	**4,184**	**30,356**	**13.78**
65-74	1,771	8,529	20.76	1,045	10,110	10.34	**2,816**	**18,640**	**15.11**
>74	2,101	6,883	30.52	1,594	11,267	14.15	**3,696**	**18,150**	**20.36**
Unknown	99	*	*	31	*	*	**257**	*	*
Total	**30,224**	**146,000**	**20.70**	**13,089**	**150,411**	**8.70**	****43,443**	**296,410**	**14.66**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	29,000	10,381	279	27,000	9,922	274	**56,000**	**20,304**	**276**
5-9	37,000	9,993	366	38,000	9,545	395	**74,000**	**19,539**	**380**
10-15	69,000	12,931	537	72,000	12,313	582	**141,000**	**25,244**	**559**
16-20	206,000	10,696	1,924	226,000	10,137	2,228	**432,000**	**20,834**	**2,072**
21-24	148,000	8,702	1,696	150,000	8,155	1,837	**297,000**	**16,857**	**1,764**
25-34	244,000	20,421	1,196	250,000	19,722	1,267	**494,000**	**40,143**	**1,231**
35-44	208,000	21,940	947	218,000	21,922	995	**426,000**	**43,862**	**971**
45-54	178,000	20,895	853	189,000	21,587	877	**367,000**	**42,482**	**865**
55-64	103,000	14,627	702	117,000	15,729	742	**219,000**	**30,356**	**723**
65-74	49,000	8,529	570	57,000	10,110	564	**106,000**	**18,640**	**567**
>74	35,000	6,883	515	50,000	11,267	446	**86,000**	**18,150**	**472**
Total	**1,305,000**	**146,000**	**894**	**1,394,000**	**150,411**	**927**	**2,699,000**	**296,410**	**911**

*Not applicable.

**Includes 130 fatalities of unknown sex.

Source: Population—Bureau of the Census.

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

Figure 19

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

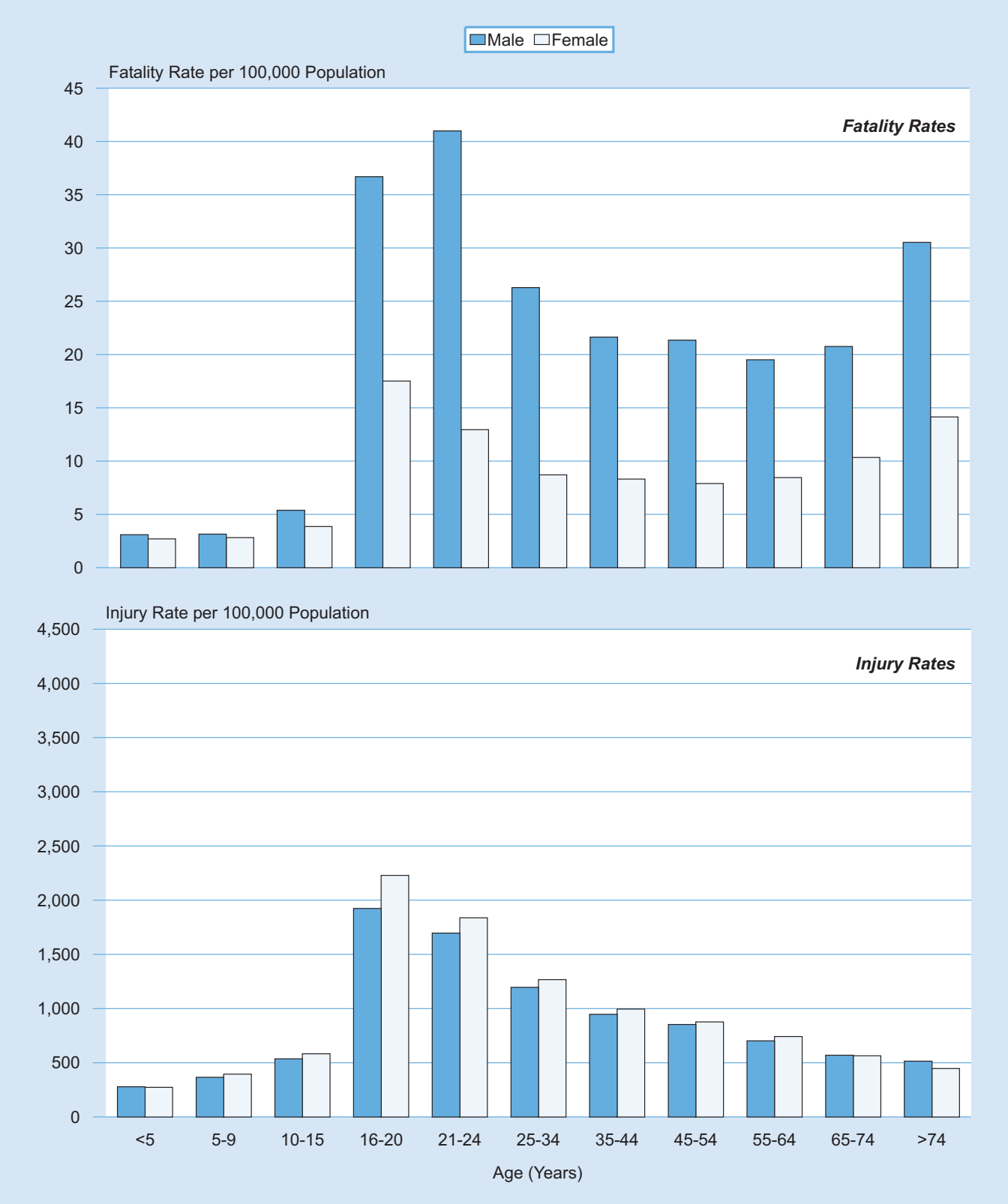


Table 57
Persons Killed or Injured in Crashes, by Weather Condition and Light Condition

Weather Condition	Light Condition				Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	
			Persons Killed		
Normal	19,215	5,939	11,464	1,528	**38,222**
Rain	1,559	544	961	139	**3,210**
Snow/Sleet	435	88	284	45	**856**
Other	226	90	365	67	**748**
Unknown	61	16	83	8	**407**
Total	**21,496**	**6,677**	**13,157**	**1,787**	***43,443**
			Persons Injured		
Normal	1,664,000	379,000	233,000	82,000	**2,358,000**
Rain	150,000	54,000	31,000	10,000	**245,000**
Snow/Sleet	42,000	13,000	13,000	3,000	**70,000**
Other	13,000	4,000	6,000	3,000	**26,000**
Total	**1,869,000**	**450,000**	**283,000**	**98,000**	**2,699,000**

*Includes 326 fatalities in crashes that occurred under unknown light conditions.

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

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
			Persons Killed			
30 mph or less	2,990	12.4	1,142	5.9	**4,132**	**9.5**
35 or 40 mph	4,366	18.1	2,964	15.4	**7,330**	**16.9**
45 or 50 mph	4,112	17.0	3,923	20.4	**8,035**	**18.5**
55 mph	6,725	27.8	6,495	33.7	**13,220**	**30.4**
60 mph or higher	5,062	20.9	4,392	22.8	**9,454**	**21.8**
No Statutory Limit	105	0.4	21	0.1	**126**	**0.3**
Unknown	818	3.4	328	1.7	**1,146**	**2.6**
Total	**24,178**	**100.0**	**19,265**	**100.0**	**43,443**	**100.0**
			Persons Injured			
30 mph or less	168,000	24.5	349,000	17.4	**517,000**	**19.2**
35 or 40 mph	158,000	23.1	795,000	39.5	**953,000**	**35.3**
45 or 50 mph	98,000	14.2	472,000	23.4	**569,000**	**21.1**
55 mph	144,000	21.0	232,000	11.5	**376,000**	**13.9**
60 mph or higher	113,000	16.5	159,000	7.9	**272,000**	**10.1**
No Statutory Limit	5,000	0.7	7,000	0.3	**11,000**	**0.4**
Total	**686,000**	**100.0**	**2,013,000**	**100.0**	**2,699,000**	**100.0**

Table 59

Persons Killed in Crashes, by Speed Limit and Land Use

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	942	22.8	3,018	73.0	172	4.2	**4,132**	**100.0**
35 or 40 mph	2,066	28.2	4,911	67.0	353	4.8	**7,330**	**100.0**
45 or 50 mph	3,554	44.2	4,004	49.8	477	5.9	**8,035**	**100.0**
55 mph	10,365	78.4	2,379	18.0	476	3.6	**13,220**	**100.0**
60 mph or higher	6,474	68.5	2,861	30.3	119	1.3	**9,454**	**100.0**
No Statutory Limit	50	39.7	37	29.4	39	31.0	**126**	**100.0**
Unknown	367	32.0	633	55.2	146	12.7	**1,146**	**100.0**
Total	**23,818**	**54.8**	**17,843**	**41.1**	**1,782**	**4.1**	**43,443**	**100.0**

Figure 20

Percent of Fatalities, by Speed Limit and Land Use

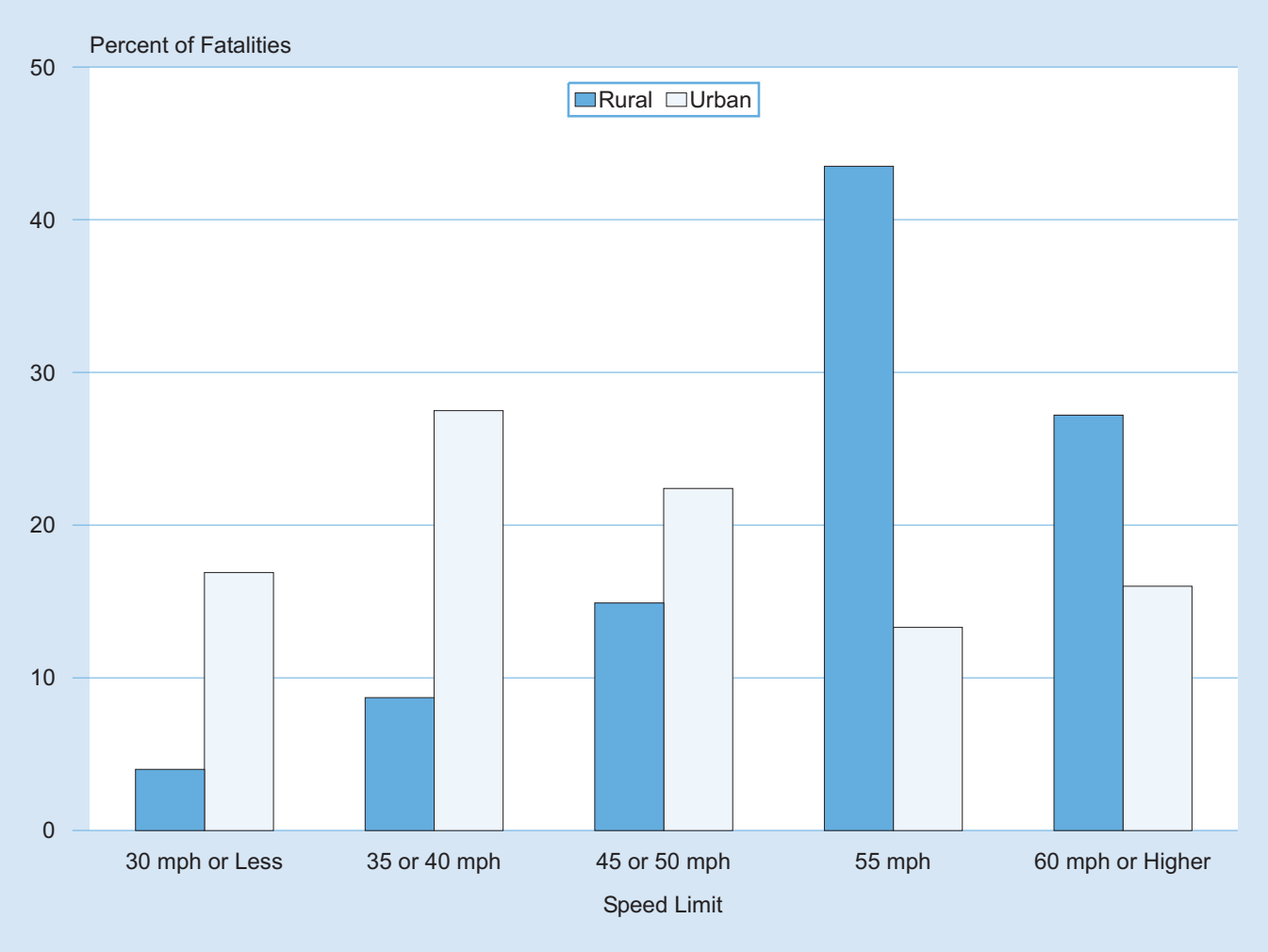


Table 60

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

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related
Persons Killed*									
Midnight to 3 am	4,143	3,138	76	1,419	1,031	73	**5,562**	**4,169**	**75**
3 am to 6 am	2,433	1,484	61	1,056	541	51	**3,489**	**2,025**	**58**
6 am to 9 am	2,119	449	21	2,176	268	12	**4,295**	**717**	**17**
9 am to Noon	1,818	275	15	2,304	218	9	**4,122**	**493**	**12**
Noon to 3 pm	2,364	448	19	3,249	384	12	**5,613**	**833**	**15**
3 pm to 6 pm	3,257	965	30	3,977	853	21	**7,234**	**1,818**	**25**
6 pm to 9 pm	3,838	1,864	49	2,970	1,133	38	**6,808**	**2,997**	**44**
9 pm to Midnight	3,885	2,457	63	2,102	1,173	56	**5,987**	**3,629**	**61**
Unknown	321	201	63	12	3	28	**333**	**205**	**61**
Total	**24,178**	**11,280**	**47**	**19,265**	**5,605**	**29**	**43,443**	**16,885**	**39**
Persons Injured**									
Midnight to 3 am	74,000	33,000	45	55,000	22,000	40	**129,000**	**55,000**	**43**
3 am to 6 am	56,000	18,000	32	33,000	6,000	17	**89,000**	**24,000**	**26**
6 am to 9 am	78,000	6,000	7	229,000	7,000	3	**308,000**	**12,000**	**4**
9 am to Noon	71,000	3,000	4	278,000	6,000	2	**349,000**	**9,000**	**3**
Noon to 3 pm	88,000	4,000	5	422,000	8,000	2	**510,000**	**13,000**	**3**
3 pm to 6 pm	122,000	10,000	8	524,000	24,000	5	**646,000**	**34,000**	**5**
6 pm to 9 pm	107,000	22,000	20	312,000	31,000	10	**419,000**	**52,000**	**12**
9 pm to Midnight	90,000	26,000	28	159,000	30,000	19	**250,000**	**55,000**	**22**
Total	**686,000**	**121,000**	**18**	**2,013,000**	**133,000**	**7**	**2,699,000**	**254,000**	**9**

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

**Police-reported alcohol involvement.

Figure 21

Percent of Persons Killed or Injured in Alcohol-Related Crashes, by Time of Day

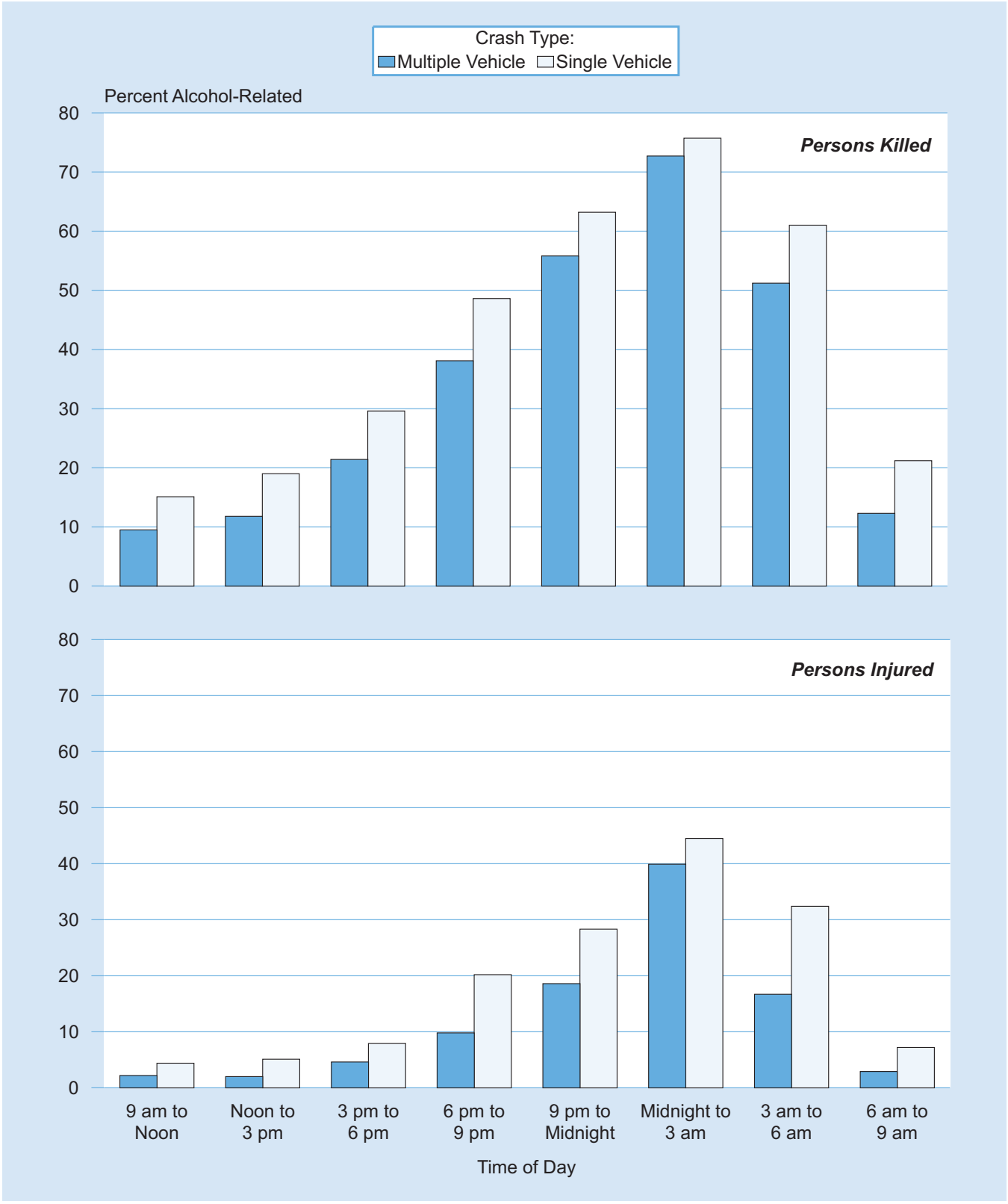


Table 61

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

Roadway Function Class	Person Type					Total
	Driver*	Passenger**	Pedestrian	Pedalcyclist	Other Nonoccupant	
Principal Arterial						
Interstate	187	75	33	0	4	**299**
Freeway/Expressway	41	15	12	0	1	**69**
Other	174	81	34	8	1	**298**
Minor Arterial	95	41	26	2	0	**164**
Collector	88	24	12	0	1	**125**
Local Road or Street	65	10	17	2	2	**96**
Unknown	13	7	3	0	0	**23**
Total	**663**	**253**	**137**	**12**	**9**	**1,074**

*Includes motorcycle operators.
**Includes motorcycle riders.

Table 62

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

Person Type	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Total	In Emergency Use*	Total	In Emergency Use*	Total	In Emergency Use*
Ambulance						
Ambulance Driver	3	1	1	1	**4**	**2**
Ambulance Passenger	6	3	5	4	**11**	**7**
Occupant of Other Vehicle	0	0	29	17	**29**	**17**
Pedestrian	5	1	0	0	**5**	**1**
Pedalcyclist	0	0	0	0	**0**	**0**
Total	**14**	**5**	**35**	**22**	**49**	**27**
Fire Truck						
Fire Truck Driver	3	1	1	1	**4**	**2**
Fire Truck Passenger	2	1	0	0	**2**	**1**
Occupant of Other Vehicle	0	0	20	14	**20**	**14**
Pedestrian	2	1	0	0	**2**	**1**
Pedalcyclist	1	1	0	0	**1**	**1**
Total	**8**	**4**	**21**	**15**	**29**	**19**
Police Vehicle						
Police Vehicle Driver	14	5	13	1	**27**	**6**
Police Vehicle Passenger	3	1	1	1	**4**	**2**
Occupant of Other Vehicle	0	0	54	23	**54**	**23**
Pedestrian	15	10	2	0	**17**	**10**
Pedalcyclist	6	3	0	0	**6**	**3**
Total	**38**	**19**	**70**	**25**	**108**	**44**

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

Figure 22

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

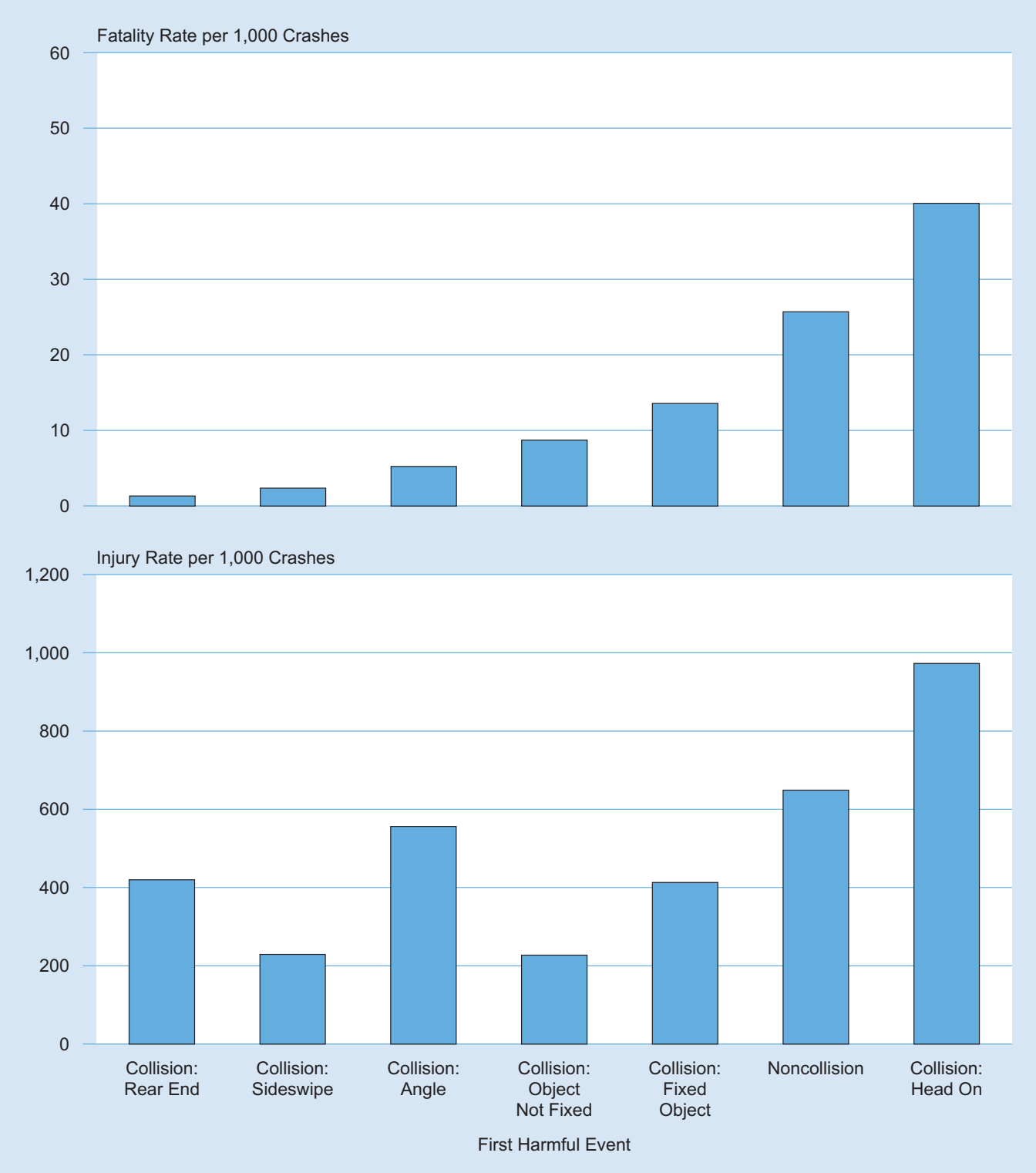


Figure 23

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

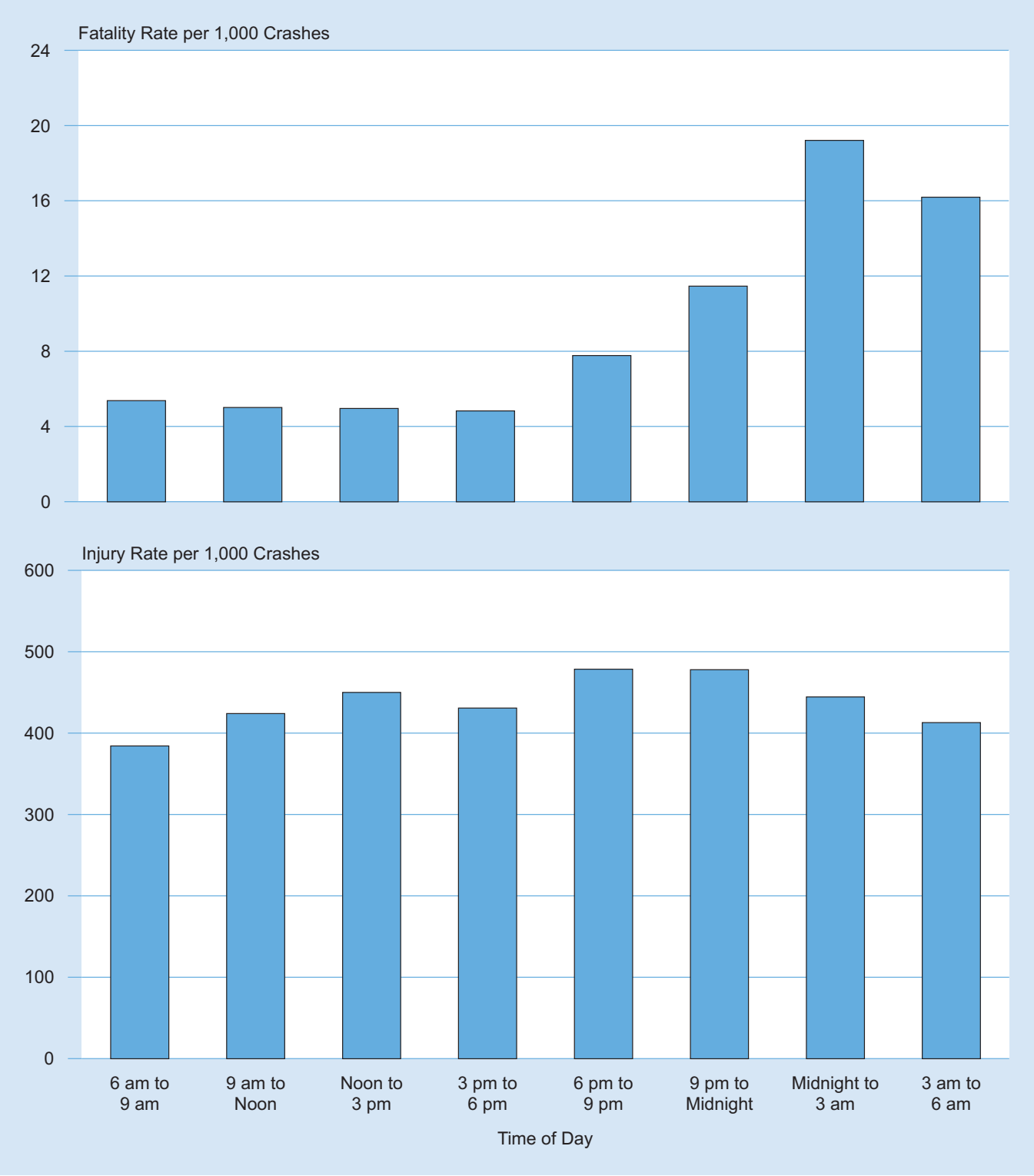


Figure 24

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

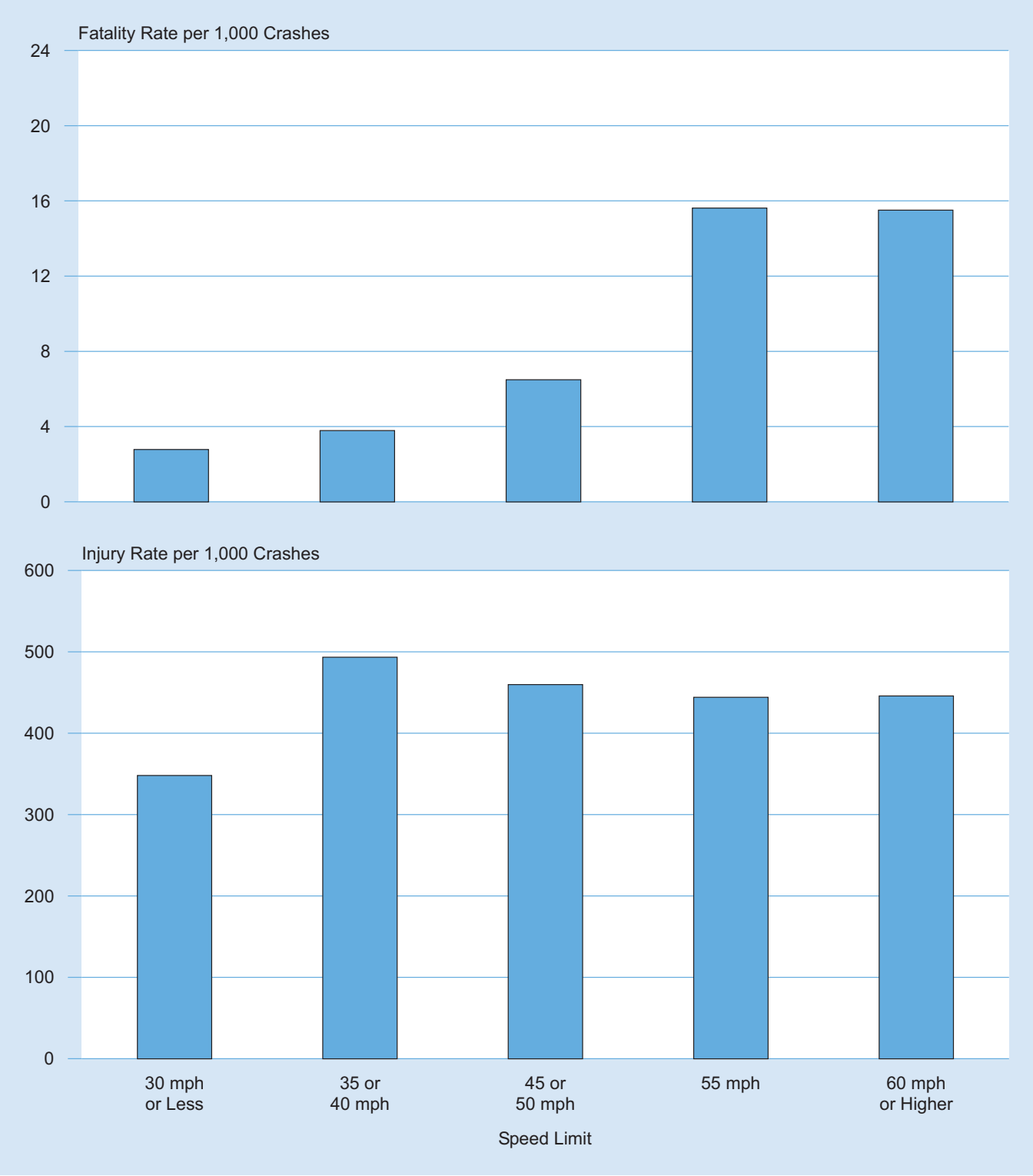


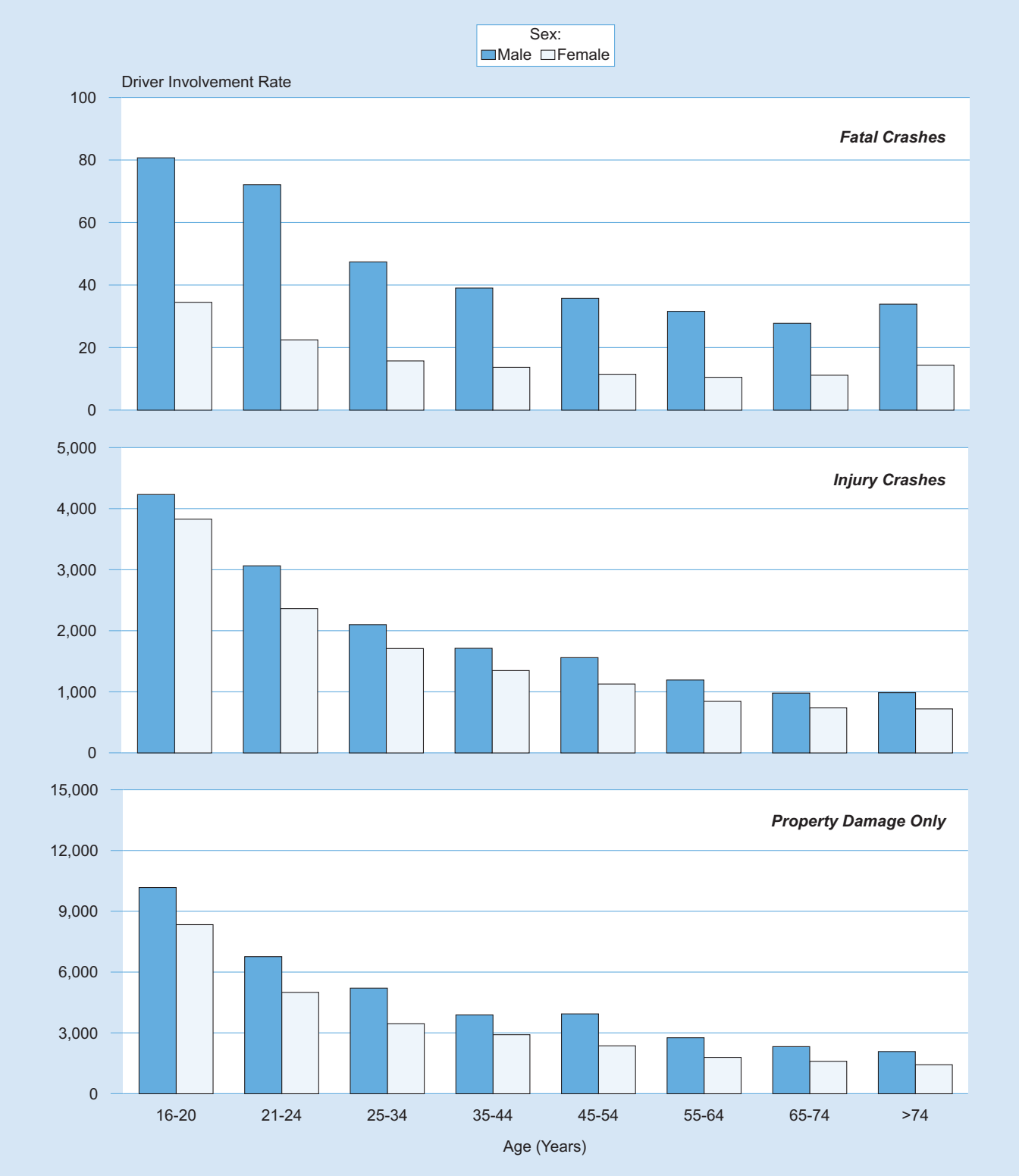
Table 63
Driver Involvement Rates per 100,000 Licensed Drivers, by Age, Sex, and Crash Severity

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	227	*	77	*	**304**	*
16-20	5,180	80.69	2,113	34.48	**7,293**	**58.12**
21-24	5,016	72.10	1,531	22.48	**6,548**	**47.56**
25-34	8,595	47.38	2,780	15.74	**11,378**	**31.78**
35-44	7,990	39.04	2,742	13.67	**10,733**	**26.48**
45-54	7,118	35.75	2,285	11.45	**9,403**	**23.58**
55-64	4,527	31.61	1,514	10.50	**6,041**	**21.02**
65-74	2,274	27.77	938	11.16	**3,212**	**19.36**
>74	2,022	33.88	980	14.37	**3,003**	**23.48**
Unknown	111	*	14	*	**1,189**	*
Total	**43,060**	**42.89**	**14,974**	**14.93**	****59,104**	**29.45**
Drivers in Injury Crashes						
<16	13,000	*	6,000	*	**20,000**	*
16-20	272,000	4,232	235,000	3,828	**506,000**	**4,035**
21-24	213,000	3,064	161,000	2,363	**374,000**	**2,717**
25-34	381,000	2,100	302,000	1,708	**683,000**	**1,907**
35-44	351,000	1,713	270,000	1,348	**621,000**	**1,532**
45-54	310,000	1,559	225,000	1,127	**535,000**	**1,343**
55-64	171,000	1,192	122,000	843	**292,000**	**1,017**
65-74	80,000	979	62,000	735	**142,000**	**855**
>74	59,000	986	49,000	721	**108,000**	**844**
Total	**1,850,000**	**1,843**	**1,432,000**	**1,428**	**3,282,000**	**1,635**
Drivers in Property-Damage-Only Crashes						
<16	92,000	*	36,000	*	**127,000**	*
16-20	653,000	10,175	511,000	8,342	**1,165,000**	**9,280**
21-24	470,000	6,761	341,000	5,001	**811,000**	**5,890**
25-34	944,000	5,206	611,000	3,458	**1,555,000**	**4,344**
35-44	795,000	3,886	584,000	2,910	**1,379,000**	**3,403**
45-54	785,000	3,940	471,000	2,360	**1,256,000**	**3,149**
55-64	395,000	2,758	258,000	1,790	**653,000**	**2,273**
65-74	190,000	2,320	134,000	1,596	**324,000**	**1,954**
>74	124,000	2,079	97,000	1,426	**221,000**	**1,731**
Total	**4,449,000**	**4,432**	**3,043,000**	**3,034**	**7,492,000**	**3,733**
Drivers in All Crashes						
<16	105,000	*	42,000	*	**147,000**	*
16-20	930,000	14,488	748,000	12,205	**1,678,000**	**13,373**
21-24	689,000	9,898	503,000	7,387	**1,192,000**	**8,655**
25-34	1,334,000	7,354	915,000	5,182	**2,250,000**	**6,282**
35-44	1,154,000	5,637	857,000	4,272	**2,011,000**	**4,961**
45-54	1,102,000	5,535	698,000	3,499	**1,801,000**	**4,516**
55-64	570,000	3,982	381,000	2,644	**951,000**	**3,311**
65-74	272,000	3,327	197,000	2,343	**469,000**	**2,828**
>74	185,000	3,099	147,000	2,161	**332,000**	**2,599**
Unknown	***	*	***	*	**1,000**	*
Total	**6,342,000**	**6,317**	**4,489,000**	**4,477**	**10,832,000**	**5,398**

*Not applicable.
**Includes 1,070 drivers of unknown sex.
***Less than 500.
Notes: Drivers include motorcycle operators. Some states include restricted driver licenses and graduated driver licenses in their licensed driver counts.
Source: Licensed Drivers—Federal Highway Administration.

Figure 25

Driver Involvement Rates per 100,000 Licensed Drivers, by Age, Sex, and Crash Severity, 2005



Note: Drivers include motorcycle operators.

Table 64

Drivers and Motorcycle Operators Involved in Fatal Crashes, by Previous Driving Record and License Type Compliance

Previous Convictions	Valid License (49,749)		Invalid License (7,457)		Total (57,206)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	6,483	13.0	977	13.1	**7,460**	**13.0**
Previous Recorded Suspensions or Revocations	3,904	7.8	3,231	43.3	**7,135**	**12.5**
Previous DWI Convictions	889	1.8	832	11.2	**1,721**	**3.0**
Previous Speeding Convictions	9,829	19.8	1,383	18.5	**11,212**	**19.6**
Previous Other Harmful Moving Convictions	7,974	16.0	1,697	22.8	**9,671**	**16.9**
Drivers with No Previous Convictions	30,335	61.0	3,403	45.6	**33,738**	**59.0**

Notes: Table does not include 1,898 drivers with unknown license status. FARS records prior driving records (convictions only, not violations) for events occurring within 3 years of the date of the crash. The same driver can have one or more of these convictions. License type compliance refers to the type of drivers license possessed or not possessed by the driver for the class of vehicle being driven at the time of the crash.

Table 65

Related Factors for Drivers and Motorcycle Operators Involved in Fatal Crashes

Factors	Number	Percent
Failure to keep in proper lane or running off road	16,551	28.0
Driving too fast for conditions or in excess of posted speed limit or racing	11,803	20.0
Under the influence of alcohol, drugs, or medication	7,441	12.6
Failure to yield right of way	4,306	7.3
Inattentive (talking, eating, etc.)	3,415	5.8
Operating vehicle in erratic, reckless, careless, or negligent manner	2,712	4.6
Failure to obey traffic signs, signals, or officer	2,354	4.0
Overcorrecting/oversteering	2,319	3.9
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonoccupant in roadway, etc.	2,301	3.9
Making improper turn	1,590	2.7
Drowsy, asleep, fatigued, ill, or blackout	1,552	2.6
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,496	2.5
Driving wrong way on one-way trafficway or on wrong side of road	858	1.5
Other factors	9,304	15.7
None reported	21,265	36.0
Unknown	1,187	2.0
Total Drivers	**59,104**	**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 66
Vehicle Occupants Killed or Injured, by Vehicle Type, Person Type, and Injury Severity

Vehicle and Person Type	Occupants Killed	Occupants Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Passenger Car						
Drivers	12,947	107,000	284,000	733,000	1,124,000	**1,137,000**
Passengers	5,455	47,000	112,000	291,000	449,000	**455,000**
Unknown	38	*	*	*	*	*
Subtotal	*18,440*	*154,000*	*396,000*	*1,024,000*	*1,573,000*	***1,592,000***
Light Truck						
Drivers	8,999	65,000	163,000	359,000	587,000	**596,000**
Passengers	3,941	33,000	82,000	170,000	286,000	**289,000**
Unknown	35	*	*	*	*	*
Subtotal	*12,975*	*98,000*	*246,000*	*529,000*	*872,000*	***885,000***
Large Truck						
Drivers	696	4,000	7,000	11,000	22,000	**23,000**
Passengers	107	1,000	1,000	4,000	5,000	**5,000**
Subtotal	803	5,000	8,000	14,000	27,000	***28,000***
Bus	*58*	*1,000*	*2,000*	*9,000*	*11,000*	***11,000***
Other/Unknown	*765*	*3,000*	*4,000*	*3,000*	*10,000*	***11,000***
Subtotal **	***33,041***	***260,000***	***656,000***	***1,578,000***	***2,494,000***	***2,527,000***
Motorcycle						
Operators	4,232	23,000	39,000	17,000	79,000	**83,000**
Passengers	318	3,000	3,000	2,000	8,000	**9,000**
Unknown	3	*	*	*	*	*
Subtotal	***4,553***	***25,000***	***43,000***	***19,000***	***87,000***	***92,000***
Total	**37,594**	**286,000**	**698,000**	**1,597,000**	**2,581,000**	**2,619,000**

*Less than 500.
**Excluding motorcycles.

Table 67

Vehicle Occupants Killed or Injured, by Sex and Vehicle Type

Sex	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
Male	11,257	9,295	758	29	538	*21,877*	*4,108*	**25,985**
Female	7,180	3,677	45	29	118	*11,049*	*445*	**11,494**
Unknown	3	3	0	0	109	*115*	*0*	**115**
Total	**18,440**	**12,975**	**803**	**58**	**765**	***33,041***	***4,553***	37,594
Occupants Injured								
Male	649,000	466,000	25,000	5,000	7,000	*1,151,000*	*75,000*	**1,226,000**
Female	924,000	406,000	2,000	6,000	3,000	*1,342,000*	*13,000*	**1,355,000**
Total	**1,573,000**	**872,000**	**27,000**	**11,000**	**10,000**	***2,494,000***	***87,000***	2,581,000

Table 68

Vehicle Occupants Killed or Injured, by Age and Vehicle Type

Age (Years)	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
<5	266	184	0	0	8	*458*	*3*	**461**
5-9	186	213	1	4	21	*425*	*8*	**433**
10-15	429	339	4	2	68	*842*	*48*	**890**
16-20	3,434	1,465	12	3	98	*5,012*	*341*	**5,353**
21-24	2,390	1,257	35	2	73	*3,757*	*516*	**4,273**
25-34	2,839	2,280	140	4	101	*5,364*	*1,011*	**6,375**
35-44	2,132	2,134	210	2	98	*4,576*	*1,018*	**5,594**
45-54	1,908	1,977	205	7	71	*4,168*	*918*	**5,086**
55-64	1,414	1,402	148	9	52	*3,025*	*507*	**3,532**
65-74	1,233	895	39	2	34	*2,203*	*146*	**2,349**
>74	2,168	796	9	23	31	*3,027*	*36*	**3,063**
Unknown	41	33	0	0	110	*184*	*1*	**185**
Total	**18,440**	**12,975**	**803**	**58**	**765**	***33,041***	***4,553***	**37,594**
Occupants Injured								
<5	30,000	22,000	*	1,000	*	*53,000*	*	**53,000**
5-9	33,000	27,000	*	2,000	1,000	*62,000*	*	**62,000**
10-15	68,000	48,000	*	1,000	2,000	*120,000*	*2,000*	**121,000**
16-20	301,000	101,000	1,000	1,000	2,000	*407,000*	*10,000*	**417,000**
21-24	202,000	72,000	2,000	*	*	*277,000*	*11,000*	**288,000**
25-34	287,000	164,000	6,000	1,000	1,000	*459,000*	*21,000*	**481,000**
35-44	216,000	170,000	7,000	2,000	2,000	*396,000*	*18,000*	**414,000**
45-54	184,000	143,000	6,000	1,000	2,000	*336,000*	*17,000*	**353,000**
55-64	119,000	77,000	3,000	2,000	1,000	*201,000*	*7,000*	**208,000**
65-74	67,000	33,000	1,000	*	*	*100,000*	*1,000*	**102,000**
>74	66,000	16,000	*	*	*	*83,000*	*	**83,000**
Total	**1,573,000**	**872,000**	**27,000**	**11,000**	**10,000**	***2,494,000***	***87,000***	**2,581,000**

*Less than 500.

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

Age (Years)	Person Type											
	Drivers						Passengers					
	Sex						Sex					
	Male		Female		Total		Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	0	0.0	0	0.0	**0**	**100.0**	238	51.6	223	48.4	**461**	**100.0**
5-9	9	90.0	1	10.0	**10**	**100.0**	216	51.1	206	48.7	**423**	**100.0**
10-15	128	80.0	32	20.0	**160**	**100.0**	373	51.1	356	48.8	**730**	**100.0**
16-20	2,503	74.2	871	25.8	**3,374**	**100.0**	1,165	58.9	814	41.1	**1,979**	**100.0**
21-24	2,544	80.6	612	19.4	**3,156**	**100.0**	754	67.5	363	32.5	**1,117**	**100.0**
25-34	3,980	79.5	1,026	20.5	**5,006**	**100.0**	861	62.9	508	37.1	**1,369**	**100.0**
35-44	3,520	76.6	1,073	23.4	**4,593**	**100.0**	489	48.9	512	51.1	**1,001**	**100.0**
45-54	3,215	76.2	1,003	23.8	**4,218**	**100.0**	397	45.7	471	54.3	**868**	**100.0**
55-64	2,175	74.4	748	25.6	**2,923**	**100.0**	207	34.0	402	66.0	**609**	**100.0**
65-74	1,278	69.8	552	30.2	**1,830**	**100.0**	158	30.4	361	69.6	**519**	**100.0**
>74	1,425	67.7	679	32.3	**2,105**	**100.0**	299	31.2	659	68.8	**958**	**100.0**
Unknown	18	18.6	1	1.0	**97**	**100.0**	33	37.5	21	23.9	**88**	**100.0**
Total	**20,795**	**75.7**	**6,598**	**24.0**	***27,472**	**100.0**	**5,190**	**51.3**	**4,896**	**48.4**	****10,122**	**100.0**
Occupants Injured												
<5	***	***	***	***	***	**100.0**	27,000	51.1	26,000	48.9	**53,000**	**100.0**
5-9	***	61.5	***	38.5	***	**100.0**	29,000	46.7	33,000	53.3	**62,000**	**100.0**
10-15	6,000	70.3	3,000	29.7	**8,000**	**100.0**	49,000	43.9	63,000	56.1	**113,000**	**100.0**
16-20	134,000	48.2	144,000	51.8	**277,000**	**100.0**	62,000	44.4	78,000	55.6	**140,000**	**100.0**
21-24	107,000	50.3	106,000	49.7	**214,000**	**100.0**	34,000	46.4	40,000	53.6	**74,000**	**100.0**
25-34	193,000	50.0	193,000	50.0	**386,000**	**100.0**	42,000	44.6	53,000	55.4	**95,000**	**100.0**
35-44	172,000	50.2	171,000	49.8	**344,000**	**100.0**	27,000	38.1	43,000	61.9	**70,000**	**100.0**
45-54	150,000	51.3	142,000	48.7	**292,000**	**100.0**	18,000	30.3	42,000	69.7	**60,000**	**100.0**
55-64	85,000	51.1	81,000	48.9	**165,000**	**100.0**	10,000	22.3	33,000	77.7	**43,000**	**100.0**
65-74	39,000	50.7	38,000	49.3	**76,000**	**100.0**	7,000	29.9	18,000	70.1	**25,000**	**100.0**
>74	28,000	47.2	31,000	52.8	**59,000**	**100.0**	6,000	25.7	18,000	74.3	**24,000**	**100.0**
Total	**913,000**	**50.1**	**909,000**	**49.9**	**1,822,000**	**100.0**	**313,000**	**41.2**	**446,000**	**58.8**	**759,000**	**100.0**

*Includes 79 drivers of unknown sex.
**Includes 36 passenger of unknown sex.
***Less than 500 or less than 0.05 percent.
Note: Drivers include motorcycle operators; passengers include motorcycle riders.

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

Vehicle Type	Most Harmful Event								Total	
	Collision with						Noncollision			
	Motor Vehicle in Transport		Object Not Fixed		Fixed Object					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed										
Passenger Car	9,596	52.0	449	2.4	4,823	26.2	3,569	19.4	**18,440**	**100.0**
Light Truck	4,290	33.1	308	2.4	2,813	21.7	5,562	42.9	**12,975**	**100.0**
Large Truck	185	23.0	49	6.1	157	19.6	412	51.3	**803**	**100.0**
Bus	13	22.4	9	15.5	6	10.3	30	51.7	**58**	**100.0**
Other/Unknown	221	28.9	26	3.4	163	21.3	207	27.1	**765**	**100.0**
Subtotal	*14,305*	*43.3*	*841*	*2.5*	*7,962*	*24.1*	*9,780*	*29.6*	***33,041***	***100.0***
Motorcycle	*2,293*	*50.4*	*204*	*4.5*	*1,222*	*26.8*	*829*	*18.2*	***4,553***	***100.0***
Total	**16,598**	**44.2**	**1,045**	**2.8**	**9,184**	**24.4**	**10,609**	**28.2**	*37,594	100.0
Occupants Injured										
Passenger Car	1,244,000	79.1	34,000	2.2	216,000	13.7	79,000	5.0	**1,573,000**	**100.0**
Light Truck	624,000	71.5	18,000	2.0	113,000	12.9	118,000	13.5	**872,000**	**100.0**
Large Truck	15,000	56.1	1,000	2.2	3,000	9.4	9,000	32.3	**27,000**	**100.0**
Bus	11,000	95.3	**	3.3	**	0.2	**	1.2	**11,000**	**100.0**
Other/Unknown	4,000	37.4	**	3.8	2,000	19.9	4,000	38.9	**10,000**	**100.0**
Subtotal	*1,898,000*	*76.1*	*53,000*	*2.1*	*333,000*	*13.4*	*210,000*	*8.4*	***2,494,000***	***100.0***
Motorcycle	*37,000*	*42.0*	*4,000*	*5.1*	*7,000*	*8.2*	*39,000*	*44.7*	***87,000***	***100.0***
Total	**1,935,000**	**75.0**	**57,000**	**2.2**	**340,000**	**13.2**	**249,000**	**9.6**	2,581,000	100.0

*Includes 158 fatalities with unknown most harmful event.
**Less than 500.

Table 71

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

Initial Point of Impact	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
Front	9,658	6,946	500	24	307	*17,435*	*3,057*	**20,492**
Left Side	3,298	1,391	45	2	55	*4,791*	*312*	**5,103**
Right Side	2,986	1,271	66	2	39	*4,364*	*269*	**4,633**
Rear	998	659	27	1	61	*1,746*	*142*	**1,888**
Other	545	434	33	1	12	*1,025*	*142*	**1,167**
Noncollision	737	1,948	107	26	95	*2,913*	*417*	**3,330**
Unknown	218	326	25	2	196	*767*	*214*	**981**
Total	18,440	12,975	803	58	765	***33,041***	***4,553***	**37,594**
Occupants Injured								
Front	741,000	392,000	11,000	5,000	4,000	*1,152,000*	*32,000*	**1,184,000**
Left Side	234,000	109,000	3,000	1,000	1,000	*348,000*	*10,000*	**358,000**
Right Side	194,000	105,000	4,000	2,000	1,000	*306,000*	*9,000*	**315,000**
Rear	369,000	206,000	4,000	3,000	1,000	*583,000*	*5,000*	**588,000**
Other	6,000	3,000	*	*	*	*8,000*	*	**9,000**
Noncollision	31,000	58,000	6,000	*	3,000	*97,000*	*30,000*	**128,000**
Total	**1,573,000**	**872,000**	**27,000**	**11,000**	**10,000**	***2,494,000***	***87,000***	**2,581,000**

*Less than 500.

Table 72

Vehicle Occupants Killed or Injured, by Vehicle Type and Ejection

Vehicle Type	Ejected*		Not Ejected		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
Passenger Car	3,561	19.3	14,831	80.4	48	0.3	**18,440**	**100.0**
Light Truck	4,882	37.6	8,040	62.0	53	0.4	**12,975**	**100.0**
Large Truck	204	25.4	591	73.6	8	1.0	**803**	**100.0**
Bus	11	19.0	47	81.0	0	0.0	**58**	**100.0**
Other/Unknown	221	28.9	372	48.6	172	22.5	**765**	**100.0**
Total**	**8,879**	**26.9**	**23,881**	**72.3**	**281**	**0.9**	**33,041**	**100.0**
Occupants Injured								
Passenger Car	8,000	0.5	1,566,000	99.5	****	****	**1,573,000**	**100.0**
Light Truck	10,000	1.1	862,000	98.9	****	****	**872,000**	**100.0**
Large Truck	***	0.9	27,000	99.1	****	****	**27,000**	**100.0**
Bus	***	2.7	11,000	97.3	****	****	**11,000**	**100.0**
Other/Unknown	4,000	41.3	6,000	58.7	****	****	**10,000**	**100.0**
Total**	**22,000**	**0.9**	**2,472,000**	**99.1**	****	****	**2,494,000**	**100.0**

*Includes total and partial ejection.
**Excludes motorcycle riders.
***Less than 500 or less than 0.05 percent.
****Not applicable.

Table 73

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

Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	Total Occupants Killed
Passenger Car	—	Passenger Car	—	**2,586**
Passenger Car	4,197	Light Truck	1,049	**5,246**
Passenger Car	1,596	Large Truck	30	**1,626**
Passenger Car	21	Motorcycle	897	**918**
Passenger Car	65	Bus	1	**66**
Passenger Car	85	Other/Unknown	71	**156**
Light Truck	—	Light Truck	—	**1,871**
Light Truck	1,269	Large Truck	49	**1,318**
Light Truck	7	Motorcycle	1,038	**1,045**
Light Truck	37	Bus	3	**40**
Light Truck	52	Other/Unknown	90	**142**
Large Truck	—	Large Truck	—	**147**
Large Truck	0	Motorcycle	166	**166**
Large Truck	6	Bus	12	**18**
Large Truck	3	Other/Unknown	39	**42**
Motorcycle	—	Motorcycle	—	**88**
Motorcycle	18	Bus	0	**18**
Motorcycle	53	Other/Unknown	6	**59**
Bus	0	Other/Unknown	1	**1**
Other/Unknown	—	Other/Unknown	—	**87**
Total Occupants Killed				**15,640**

Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	**596,000**
Passenger Car	420,000	Light Truck	277,000	**697,000**
Passenger Car	36,000	Large Truck	6,000	**42,000**
Passenger Car	3,000	Motorcycle	21,000	**24,000**
Passenger Car	6,000	Bus	5,000	**11,000**
Passenger Car	1,000	Other/Unknown	1,000	**2,000**
Light Truck	—	Light Truck	—	**235,000**
Light Truck	24,000	Large Truck	5,000	**29,000**
Light Truck	2,000	Motorcycle	14,000	**6,000**
Light Truck	2,000	Bus	5,000	**7,000**
Light Truck	1,000	Other/Unknown	1,000	**2,000**
Large Truck	—	Large Truck	—	**3,000**
Total Occupants Injured				**1,668,000**

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

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Passenger Cars	**40,585**	**43.0**	**18,440**	**49.1**
Convertible	639	0.7	312	0.8
2 Door Sedan, Hardtop, Coupe	8,067	8.5	3,956	10.5
3 Door/2 Door Hatchback	1,759	1.9	907	2.4
4 Door Sedan Hardtop	27,775	29.4	12,271	32.6
5 Door/4 Door Hatchback	292	0.3	147	0.4
Station Wagon	1,466	1.6	631	1.7
Hatchback, Doors Unknown	13	*	6	*
Other Auto	84	0.1	30	0.1
Unknown Auto	453	0.5	158	0.4
Auto-Based Pickup	33	*	19	0.1
Auto-Based Panel Truck	4	*	3	*
Light Trucks	**39,762**	**42.1**	**12,975**	**34.5**
Compact Utility	10,960	11.6	3,786	10.1
Large Utility	3,159	3.3	787	2.1
Utility Station Wagon	1,073	1.1	226	0.6
Utility, Unknown Body Type	24	*	8	*
Minivan	5,614	5.9	1,587	4.2
Large Van	2,143	2.3	479	1.3
Step Van	125	0.1	23	0.1
Other Van Type	8	*	4	*
Unknown Van Type	61	0.1	12	*
Compact Pickup	4,613	4.9	2,190	5.8
Standard Pickup	11,700	12.4	3,792	10.1
Pickup with Camper	45	*	13	*
Unknown Pickup Style Truck	121	0.1	43	0.1
Cab Chassis-Based Light Truck	106	0.1	20	0.1
Truck-Based Panel Truck	1	*	0	0.0
Unknown Light Truck Type (not pickup)	3	*	1	*
Unknown Light Vehicle Type	5	*	3	*
Unknown Truck	1	*	1	*

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Large Trucks	**5,671**	**6.0**	**803**	**2.1**
Step Van	24	*	4	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	264	0.3	47	0.1
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	359	0.4	62	0.2
Single Unit Heavy Truck (GVWR > 26,000 lb)	1,108	1.2	145	0.4
Single Unit Truck, Unknown GVWR	15	*	3	*
Truck Tractor	3,806	4.0	535	1.4
Medium/Heavy Pickup (Ford Super Duty 450/550)	46	*	3	*
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	4	*	1	*
Unknown Heavy Truck (GVWR > 26,000 lb)	2	*	0	0.0
Unknown Large Truck Type	43	*	3	*
Motorcycles	**5,267**	**5.6**	**4,553**	**12.1**
Motorcycle	5,079	5.4	4,398	11.7
Moped	53	0.1	48	0.1
Three Wheel Motorcycle or Moped	19	*	13	*
Off-Road Motorcycle (Two Wheel)	56	0.1	42	0.1
Other Motorcycle/Minibike	40	*	35	0.1
Unknown Motorcycle	20	*	17	*
Buses**	**938**	**1.0**	**58**	**0.2**
School Bus	278	0.3	8	*
Cross Country/Intercity Bus	274	0.3	33	0.1
Transit Bus	146	0.2	3	*
Other Bus	134	0.1	8	*
Unknown Bus	106	0.1	6	*
Other Vehicles	**884**	**0.9**	**487**	**1.3**
Large Limousine	17	*	4	*
Light Truck-Based Motorhome	35	*	8	*
Medium/Heavy Truck-Based Motorhome	100	0.1	17	*
Unknown Truck Camper/Motorhome	58	0.1	9	*
All Terrain Vehicle	461	0.5	333	0.9
Snowmobile	23	*	19	0.1
Farm Equipment Except Trucks	117	0.1	54	0.1
Construction Equipment Except Trucks	11	*	5	*
Other Vehicle	62	0.1	38	0.1
Unknown Body Type	**1,298**	**1.4**	**278**	0.7
Total	**94,405**	**100.0**	**37,594**	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 75

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

Passenger Car Wheelbase Size	Occupants Involved in Fatal Crashes		Occupants Killed		Percent of Occupants Killed by Car Wheelbase Size
	Number	Percent of Total	Number	Percent of Total	
Minicompact (under 95 inches)	800	2.0	452	2.5	56.5
Subcompact (95 to 99 inches)	5,019	12.4	2,527	13.7	50.3
Compact (100 to 104 inches)	13,309	32.8	6,245	33.9	46.9
Intermediate (105 to 109 inches)	12,590	31.0	5,548	30.1	44.1
Full Size (110 to 114 inches)	5,806	14.3	2,483	13.5	42.8
Largest Size (115 inches and over)	1,983	4.9	793	4.3	40.0
Unknown	1,078	2.7	392	2.1	36.4
Total	**40,585**	**100.0**	**18,440**	**100.0**	**45.4**

Table 76

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

Person Type	Persons Killed*	Persons Injured by Injury Severity**			Total Injured
		Incapacitating	Nonincapacitating	Other	
Vehicle Occupants					
Driver	9,312	28,000	60,000	75,000	**162,000**
Passenger	3,270	12,000	22,000	37,000	**71,000**
Unknown Occupant	38	***	***	***	***
Subtotal	*12,620*	*40,000*	*82,000*	*112,000*	***233,000***
Motorcycle Riders	*1,751*	*3,000*	*3,000*	*1,000*	***7,000***
Nonoccupants					
Pedestrian	2,180	4,000	3,000	3,000	**9,000**
Pedalcyclist	281	1,000	2,000	1,000	**3,000**
Other/Unknown	54	***	***	1,000	**1,000**
Subtotal	*2,515*	*4,000*	*5,000*	*4,000*	***13,000***
Total	**16,885**	**47,000**	**90,000**	**117,000**	**254,000**

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater in the crash. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Police-reported alcohol involvement in the crash.

***Less than 500.

Table 77

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

Age (Years)	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes*						
<16	40	13	265	87	**304**	**100**
16-20	1,518	21	5,775	79	**7,293**	**100**
21-24	2,447	37	4,101	63	**6,548**	**100**
25-34	3,626	32	7,752	68	**11,378**	**100**
35-44	2,870	27	7,863	73	**10,733**	**100**
45-54	2,046	22	7,357	78	**9,403**	**100**
55-64	887	15	5,155	85	**6,041**	**100**
65-74	279	9	2,934	91	**3,212**	**100**
>74	167	6	2,836	94	**3,003**	**100**
Unknown	190	16	999	84	**1,189**	**100**
Total	**14,068**	**24**	**45,036**	**76**	**59,104**	**100**
Drivers in Injury Crashes**						
<16	3,000	17	16,000	83	**20,000**	**100**
16-20	21,000	4	486,000	96	**506,000**	**100**
21-24	27,000	7	347,000	93	**374,000**	**100**
25-34	45,000	7	638,000	93	**683,000**	**100**
35-44	34,000	5	587,000	95	**621,000**	**100**
45-54	28,000	5	507,000	95	**535,000**	**100**
55-64	8,000	3	284,000	97	**292,000**	**100**
65-74	2,000	2	140,000	98	**142,000**	**100**
>74	***	***	108,000	100	**108,000**	**100**
Total	**169,000**	**5**	**3,112,000**	**95**	**3,282,000**	**100**
Drivers in Property-Damage-Only Crashes**						
<16	20,000	15	108,000	85	**127,000**	**100**
16-20	28,000	2	1,136,000	98	**1,165,000**	**100**
21-24	38,000	5	773,000	95	**811,000**	**100**
25-34	65,000	4	1,491,000	96	**1,555,000**	**100**
35-44	43,000	3	1,336,000	97	**1,379,000**	**100**
45-54	50,000	4	1,206,000	96	**1,256,000**	**100**
55-64	13,000	2	640,000	98	**653,000**	**100**
65-74	4,000	1	321,000	99	**324,000**	**100**
>74	1,000	1	220,000	99	**221,000**	**100**
Total	**262,000**	**3**	**7,230,000**	**97**	**7,492,000**	**100**

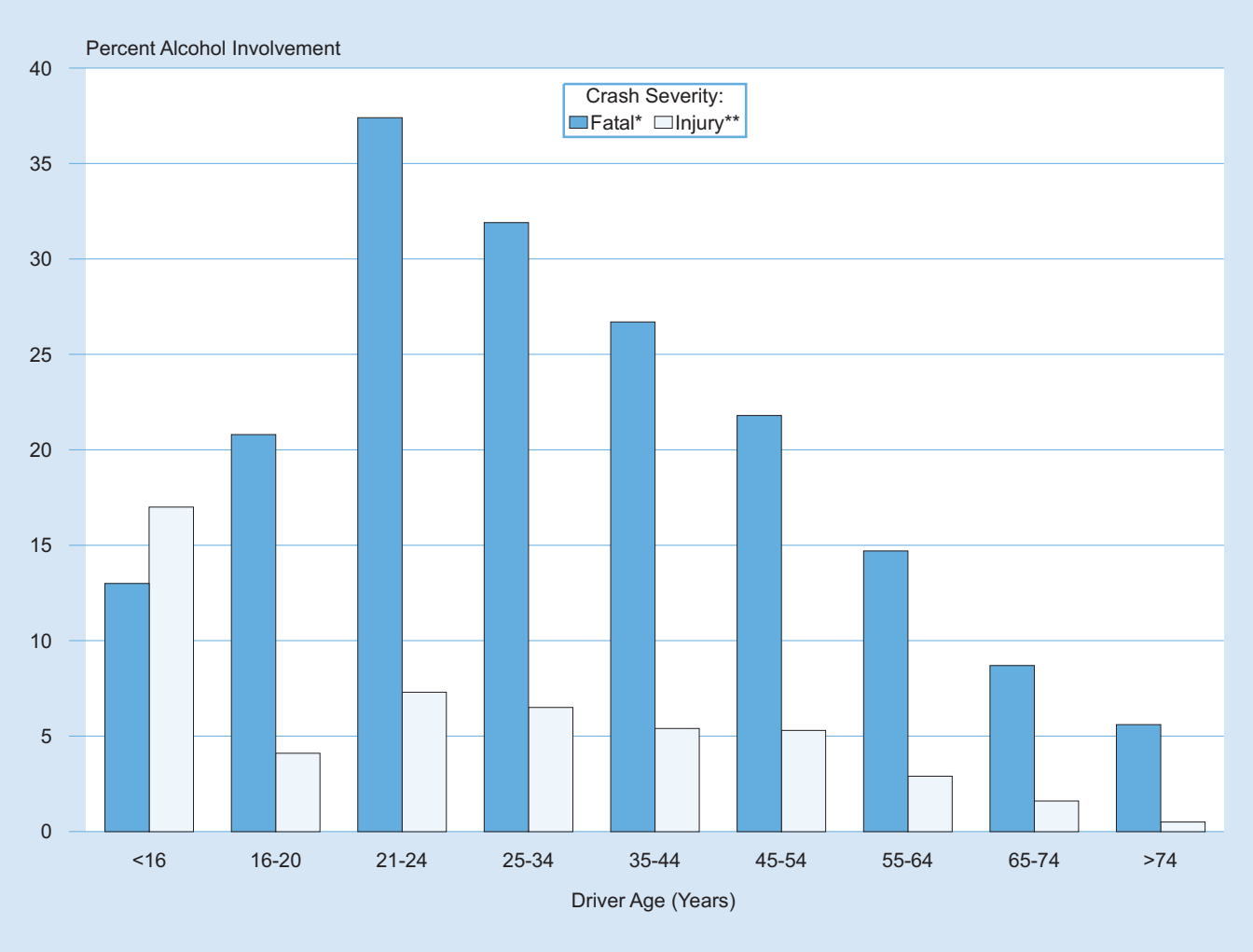
*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Police-reported alcohol involvement.

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

Figure 26

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



*For fatal crashes, alcohol involvement is a blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater.

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

Table 78

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

Time of Day and Day of Week	Killed*				Injured**			
	Under 21		21 and Older		Under 21		21 and Older	
	Number Killed	Percent with Alcohol Involvement	Number Killed	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement
Single-Vehicle Crashes								
Daytime	**666**	**15**	**4,795**	**27**	**46,000**	**3**	**172,000**	**8**
Weekday	425	11	3,142	21	30,000	2	122,000	6
Weekend	241	22	1,653	39	16,000	5	50,000	11
Nighttime	**1,323**	**50**	**6,749**	**70**	**48,000**	**21**	**155,000**	**36**
Weekday	581	43	3,034	65	22,000	17	80,000	32
Weekend	742	55	3,715	75	27,000	25	75,000	41
Multiple-Vehicle Crashes								
Daytime	**862**	**6**	**7,713**	**11**	**128,000**	**1**	**918,000**	**1**
Weekday	648	5	5,838	9	103,000	1	747,000	1
Weekend	214	12	1,875	16	25,000	***	171,000	2
Nighttime	**657**	**26**	**4,362**	**40**	**64,000**	**4**	**291,000**	**7**
Weekday	296	19	2,175	34	30,000	2	157,000	5
Weekend	361	32	2,187	45	33,000	4	134,000	9

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Police-reported alcohol involvement.

***Less than 0.5 percent.

Table 79

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

Age (Years)	Driver's BAC								Total	
	.00		.01-.07		.08 or Higher		.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	142	83	8	4	21	12	28	17	**170**	**100**
16-20	2,401	71	178	5	795	24	973	29	**3,374**	**100**
21-24	1,570	50	193	6	1,393	44	1,586	50	**3,156**	**100**
25-34	2,528	50	272	5	2,206	44	2,479	50	**5,006**	**100**
35-44	2,518	55	234	5	1,841	40	2,076	45	**4,593**	**100**
45-54	2,646	63	201	5	1,371	32	1,572	37	**4,218**	**100**
55-64	2,216	76	134	5	573	20	707	24	**2,923**	**100**
65-74	1,610	88	46	3	174	10	220	12	**1,830**	**100**
>74	1,964	93	43	2	98	5	141	7	**2,105**	**100**
Unknown	50	51	4	4	43	44	47	49	**97**	**100**
Total	**17,644**	**64**	**1,313**	**5**	**8,515**	**31**	**9,828**	**36**	**27,472**	**100**

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

Figure 27

Alcohol Involvement (BAC .01 or Higher) for Drivers and Motorcycle Operators Killed, by Driver Age, Crash Type, Time of Day, and Day of Week

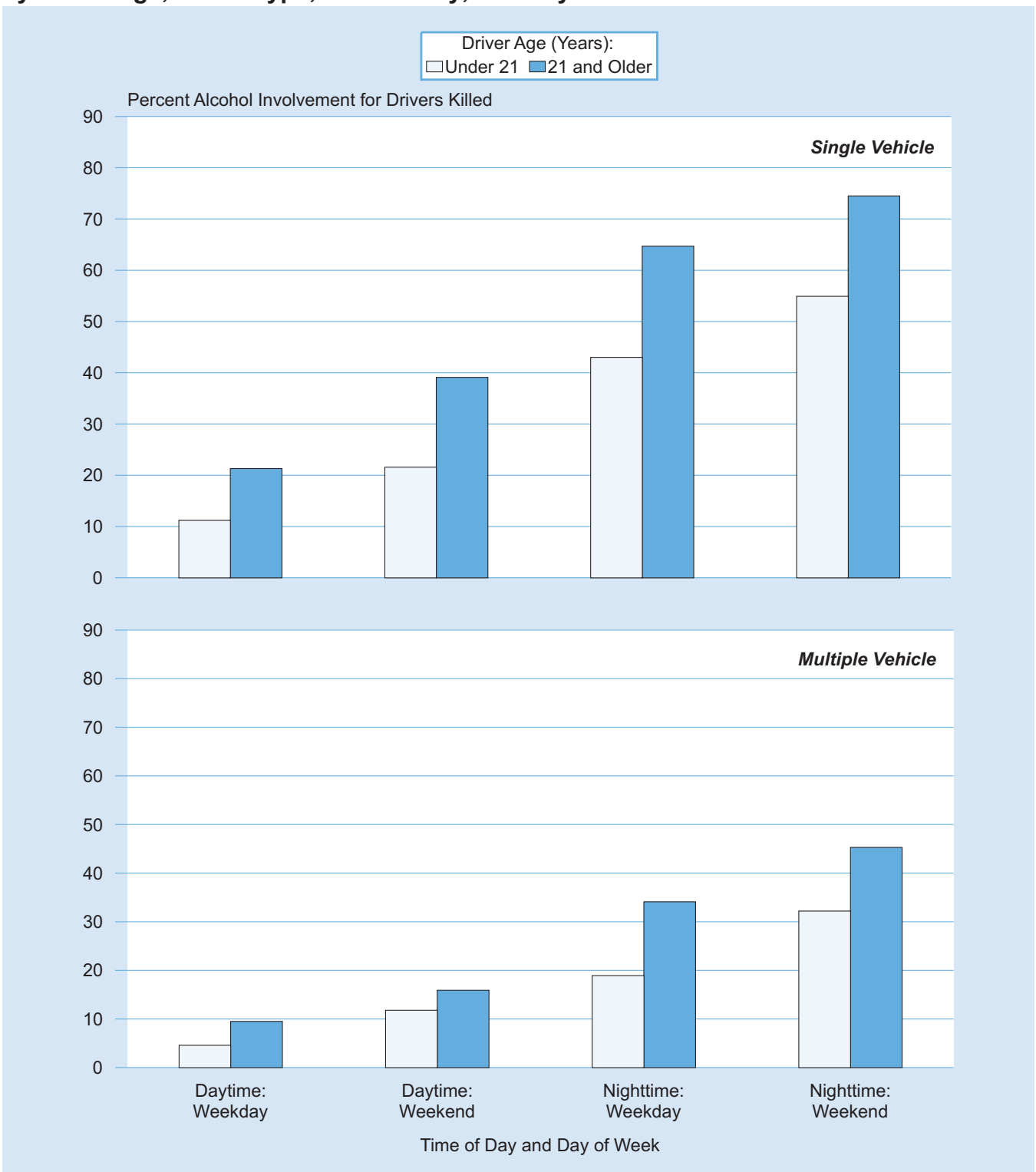


Table 80

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

Vehicle Type	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes*						
Passenger Car	6,424	26	18,484	74	**24,908**	**100**
Light Truck	5,595	25	17,162	75	**22,757**	**100**
Large Truck	117	2	4,764	98	**4,881**	**100**
Bus	4	1	272	99	**276**	**100**
Other/Unknown	341	21	1,289	79	**1,630**	**100**
Subtotal	*12,481*	*23*	*41,971*	*77*	***54,452***	***100***
Motorcycle	*1,587*	*34*	*3,065*	*66*	***4,652***	***100***
Total	**14,068**	**24**	**45,036**	**76**	59,104	100
Drivers in Injury Crashes**						
Passenger Car	94,000	5	1,797,000	95	**1,891,000**	**100**
Light Truck	67,000	6	1,139,000	94	**1,206,000**	**100**
Large Truck	1,000	1	81,000	99	**81,000**	**100**
Bus	***	***	12,000	100	**12,000**	**100**
Other/Unknown	2,000	16	8,000	84	**10,000**	**100**
Subtotal	*164,000*	*5*	*3,037,000*	*95*	***3,201,000***	***100***
Motorcycle	*5,000*	*6*	*75,000*	*94*	***80,000***	***100***
Total	**169,000**	**5**	**3,112,000**	**95**	3,282,000	100
Drivers in Property-Damage-Only Crashes**						
Passenger Car	139,000	3	4,020,000	97	**4,159,000**	**100**
Light Truck	116,000	4	2,797,000	96	**2,912,000**	**100**
Large Truck	6,000	2	346,000	98	**352,000**	**100**
Bus	***	***	39,000	100	**39,000**	**100**
Other/Unknown	1,000	5	11,000	95	**12,000**	**100**
Subtotal	*261,000*	*3*	*7,212,000*	*97*	***7,474,000***	***100***
Motorcycle	***	*2*	*18,000*	*98*	***18,000***	***100***
Total	**262,000**	**3**	**7,230,000**	**97**	7,492,000	100

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Police-reported alcohol involvement.

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

Table 81

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

Age (Years)	Highest BAC in Crash								Total	
	.00		.01-.07		.08 or Higher		.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	466	79	20	3	104	18	124	21	**590**	**100**
5-9	463	79	34	6	89	15	123	21	**585**	**100**
10-15	912	78	63	5	197	17	261	22	**1,173**	**100**
16-20	3,757	66	348	6	1,594	28	1,942	34	**5,699**	**100**
21-24	2,129	46	311	7	2,182	47	2,493	54	**4,622**	**100**
25-34	3,301	47	433	6	3,349	47	3,783	53	**7,084**	**100**
35-44	3,251	49	390	6	2,930	45	3,320	51	**6,570**	**100**
45-54	3,533	57	333	5	2,301	37	2,634	43	**6,167**	**100**
55-64	2,961	71	213	5	1,009	24	1,223	29	**4,184**	**100**
65-74	2,326	83	89	3	401	14	490	17	**2,816**	**100**
>74	3,307	89	101	3	288	8	389	11	**3,696**	**100**
Unknown	151	59	11	4	95	37	106	41	**257**	**100**
Total	**26,558**	**61**	**2,346**	**5**	**14,539**	**33**	**16,885**	**39**	**43,443**	**100**

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

Table 82

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

Pedestrian's BAC	Driver's BAC						Total	
	.00		.01-.07		.08 or Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
.00	2,720	57	72	1	278	6	**3,069**	**64**
.01-.07	151	3	11	0	31	1	**193**	**4**
.08 or Higher	1,274	26	65	1	208	4	**1,548**	**32**
Total*	**4,145**	**86**	**148**	**3**	**517**	**11**	**4,810**	**100**

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

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

Table 83

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

Vehicle Type	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
Passenger Car	15,363	61.7	7,502	30.1	2,043	8.2	**24,908**	**100.0**
Light Truck	13,726	60.3	7,412	32.6	1,619	7.1	**22,757**	**100.0**
Large Truck	3,760	77.0	725	14.9	396	8.1	**4,881**	**100.0**
Bus	221	80.1	21	7.6	34	12.3	**276**	**100.0**
Other/Unknown	210	12.9	509	31.2	911	55.9	**1,630**	**100.0**
Total*	**33,280**	**61.1**	**16,169**	**29.7**	**5,003**	**9.2**	**54,452**	**100.0**
Drivers in Injury Crashes								
Passenger Car	1,622,000	85.8	83,000	4.4	186,000	9.9	**1,891,000**	**100.0**
Light Truck	1,044,000	86.6	58,000	4.8	104,000	8.6	**1,206,000**	**100.0**
Large Truck	68,000	83.0	4,000	4.9	10,000	12.1	**81,000**	**100.0**
Bus	9,000	76.7	1,000	11.3	1,000	12.0	**12,000**	**100.0**
Other/Unknown	3,000	34.1	6,000	55.7	1,000	10.2	**10,000**	**100.0**
Total*	**2,747,000**	**85.8**	**152,000**	**4.7**	**303,000**	**9.5**	**3,201,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	3,562,000	85.6	64,000	1.5	533,000	12.8	**4,159,000**	**100.0**
Light Truck	2,525,000	86.7	40,000	1.4	346,000	11.9	**2,912,000**	**100.0**
Large Truck	240,000	68.1	10,000	2.9	102,000	29.0	**352,000**	**100.0**
Bus	32,000	82.3	2,000	5.5	5,000	12.2	**39,000**	**100.0**
Other/Unknown	8,000	64.7	3,000	22.4	2,000	12.9	**12,000**	**100.0**
Total*	**6,366,000**	**85.2**	**119,000**	**1.6**	**988,000**	**13.2**	**7,474,000**	**100.0**
Drivers in All Crashes								
Passenger Car	5,199,000	85.6	154,000	2.5	722,000	11.9	**6,075,000**	**100.0**
Light Truck	3,584,000	86.5	106,000	2.6	452,000	10.9	**4,141,000**	**100.0**
Large Truck	311,000	70.9	15,000	3.4	112,000	25.6	**438,000**	**100.0**
Bus	42,000	81.0	4,000	6.9	6,000	12.2	**51,000**	**100.0**
Other/Unknown	11,000	48.0	9,000	37.3	3,000	14.7	**23,000**	**100.0**
Total*	**9,146,000**	**85.2**	**287,000**	**2.7**	**1,296,000**	**12.1**	**10,729,000**	**100.0**

*Excludes motorcycle operators.

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

Table 84

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

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
<5	280	62.2	148	32.9	22	4.9	**450**	**100.0**
5-9	197	49.4	171	42.9	31	7.8	**399**	**100.0**
10-15	267	34.8	421	54.8	80	10.4	**768**	**100.0**
16-20	1,751	35.7	2,783	56.8	365	7.5	**4,899**	**100.0**
21-24	1,164	31.9	2,199	60.3	284	7.8	**3,647**	**100.0**
25-34	1,587	31.0	3,135	61.2	397	7.8	**5,119**	**100.0**
35-44	1,549	36.3	2,433	57.0	284	6.7	**4,266**	**100.0**
45-54	1,625	41.8	2,004	51.6	256	6.6	**3,885**	**100.0**
55-64	1,404	49.9	1,238	44.0	174	6.2	**2,816**	**100.0**
65-74	1,233	57.9	769	36.1	126	5.9	**2,128**	**100.0**
>74	1,934	65.2	835	28.2	195	6.6	**2,964**	**100.0**
Unknown	23	31.1	36	48.6	15	20.3	**74**	**100.0**
Total	**13,014**	**41.4**	**16,172**	**51.5**	**2,229**	**7.1**	**31,415**	**100.0**
Occupants Injured								
<5	46,000	88.1	4,000	6.8	3,000	5.1	**52,000**	**100.0**
5-9	52,000	87.7	5,000	8.6	2,000	3.7	**60,000**	**100.0**
10-15	93,000	79.8	16,000	13.5	8,000	6.7	**116,000**	**100.0**
16-20	329,000	81.7	50,000	12.3	24,000	6.0	**403,000**	**100.0**
21-24	220,000	80.2	33,000	11.9	22,000	7.9	**274,000**	**100.0**
25-34	371,000	82.5	41,000	9.2	38,000	8.3	**450,000**	**100.0**
35-44	339,000	87.8	22,000	5.7	25,000	6.5	**386,000**	**100.0**
45-54	288,000	88.0	20,000	6.0	19,000	5.9	**327,000**	**100.0**
55-64	176,000	90.2	9,000	4.6	10,000	5.2	**196,000**	**100.0**
65-74	88,000	88.9	4,000	4.5	7,000	6.6	**99,000**	**100.0**
>74	75,000	90.6	4,000	5.0	4,000	4.4	**82,000**	**100.0**
Total	**2,077,000**	**84.9**	**207,000**	**8.5**	**161,000**	**6.6**	**2,446,000**	**100.0**

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

Table 85

Passenger Car and Light Truck Occupant Survivors of Fatal Crashes, by Age and Restraint Use

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,688	81.3	305	14.7	83	4.0	**2,076**	**100.0**
5-9	1,353	72.4	407	21.8	109	5.8	**1,869**	**100.0**
10-15	1,912	63.2	914	30.2	201	6.6	**3,027**	**100.0**
16-20	5,025	60.7	2,571	31.1	677	8.2	**8,273**	**100.0**
21-24	3,458	61.5	1,645	29.3	520	9.2	**5,623**	**100.0**
25-34	5,743	68.8	1,901	22.8	698	8.4	**8,342**	**100.0**
35-44	5,049	75.5	1,145	17.1	494	7.4	**6,688**	**100.0**
45-54	4,207	80.4	684	13.1	344	6.6	**5,235**	**100.0**
55-64	2,730	83.8	358	11.0	169	5.2	**3,257**	**100.0**
65-74	1,589	85.1	180	9.6	98	5.2	**1,867**	**100.0**
>74	1,204	84.1	153	10.7	74	5.2	**1,431**	**100.0**
Unknown	369	29.7	227	18.2	648	52.1	**1,244**	**100.0**
Total	**34,327**	**70.2**	**10,490**	**21.4**	**4,115**	**8.4**	**48,932**	**100.0**

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

Table 86

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

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car Occupants Killed								
Front Seat	***8,101***	***48.8***	***7,298***	***44.0***	***1,189***	***7.2***	***16,588***	***100.0***
Left	6,239	48.2	5,788	44.7	919	7.1	**12,946**	**100.0**
Middle	9	31.0	17	58.6	3	10.3	**29**	**100.0**
Right	1,852	51.3	1,491	41.3	264	7.3	**3,607**	**100.0**
Other/Unknown	1	16.7	2	33.3	3	50.0	**6**	**100.0**
Second Seat	***582***	***35.0***	***941***	***56.7***	***138***	***8.3***	***1,661***	***100.0***
Left	221	36.1	340	55.5	52	8.5	**613**	**100.0**
Middle	69	32.9	125	59.5	16	7.6	**210**	**100.0**
Right	286	35.2	459	56.5	68	8.4	**813**	**100.0**
Other/Unknown	6	24.0	17	68.0	2	8.0	**25**	**100.0**
Other	***0***	***0.0***	***41***	***87.2***	***6***	***12.8***	***47***	***100.0***
Unknown	***7***	***4.9***	***87***	***60.4***	***50***	***34.7***	***144***	***100.0***
Total	**8,690**	**47.1**	**8,367**	**45.4**	**1,383**	**7.5**	**18,440**	**100.0**
Passenger Car Occupants Injured								
Front Seat	***1,227,000***	***86.1***	***94,000***	***6.6***	***104,000***	***7.3***	***1,424,000***	***100.0***
Left	981,000	86.3	68,000	6.0	88,000	7.7	**1,138,000**	**100.0**
Middle	2,000	69.6	1,000	19.7	*	10.6	**3,000**	**100.0**
Right	243,000	85.8	24,000	8.6	16,000	5.6	**283,000**	**100.0**
Second Seat	***116,000***	***78.1***	***25,000***	***16.9***	***7,000***	***5.0***	***148,000***	***100.0***
Left	43,000	78.2	9,000	17.2	3,000	4.6	**55,000**	**100.0**
Middle	15,000	72.8	4,000	22.1	1,000	5.1	**20,000**	**100.0**
Right	58,000	79.5	11,000	15.3	4,000	5.2	**73,000**	**100.0**
Other	*	***33.3***	***1,000***	***66.7***	*	*	***1,000***	***100.0***
Total	**1,343,000**	**85.3**	**119,000**	**7.6**	**111,000**	**7.1**	**1,573,000**	**100.0**

*Less than 500 or less than 0.05 percent.

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

Table 87

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

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Light Truck Occupants Killed								
Front Seat	***3,963***	***35.1***	***6,643***	***58.8***	***695***	***6.1***	***11,301***	***100.0***
Left	3,071	34.1	5,351	59.5	574	6.4	**8,996**	**100.0**
Middle	18	19.4	73	78.5	2	2.2	**93**	**100.0**
Right	874	39.5	1,217	55.1	119	5.4	**2,210**	**100.0**
Other/Unknown	0	0.0	2	100.0	0	0.0	**2**	**100.0**
Second Seat	***309***	***27.5***	***742***	***66.0***	***74***	***6.6***	***1,125***	***100.0***
Left	140	31.5	271	60.9	34	7.6	**445**	**100.0**
Middle	36	17.2	158	75.6	15	7.2	**209**	**100.0**
Right	132	28.8	305	66.4	22	4.8	**459**	**100.0**
Other/Unknown	1	8.3	8	66.7	3	25.0	**12**	**100.0**
Other	***40***	***12.7***	***257***	***81.3***	***19***	***6.0***	***316***	***100.0***
Unknown	***12***	***5.2***	***163***	***70.0***	***58***	***24.9***	***233***	***100.0***
Total	**4,324**	**33.3**	**7,805**	**60.2**	**846**	**6.5**	**12,975**	**100.0**
Light Truck Occupants Injured								
Front Seat	***653,000***	***85.1***	***69,000***	***9.0***	***45,000***	***5.9***	***767,000***	***100.0***
Left	508,000	85.3	48,000	8.1	39,000	6.6	**595,000**	**100.0**
Middle	4,000	57.6	2,000	32.3	1,000	10.1	**7,000**	**100.0**
Right	141,000	85.6	18,000	11.1	5,000	3.3	**165,000**	**100.0**
Second Seat	***73,000***	***81.7***	***13,000***	***14.5***	***3,000***	***3.8***	***90,000***	***100.0***
Left	29,000	83.4	5,000	13.6	1,000	3.1	**35,000**	**100.0**
Middle	13,000	76.0	3,000	18.9	1,000	5.0	**17,000**	**100.0**
Right	32,000	82.7	5,000	13.4	2,000	4.0	**38,000**	**100.0**
Other	***8,000***	***54.5***	***6,000***	***38.6***	***1,000***	***6.9***	***15,000***	***100.0***
Total	**735,000**	**84.2**	**88,000**	**10.1**	**50,000**	**5.7**	**872,000**	**100.0**

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

Table 88

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

Restraint Use and Type of Restraint	Vehicle Type			
	Passenger Car		Light Truck	
	Number	Percent	Number	Percent
Occupants Killed				
Restraint Used				
Lap/Shoulder Belt	4,336	23.5	2,510	19.3
Lap Belt	152	0.8	104	0.8
Shoulder Belt	164	0.9	10	0.1
Child Safety Seat	134	0.7	65	0.5
Type Unknown	42	0.2	13	0.1
Restraint Used, Airbag Deployed	3,798	20.6	1,572	12.1
Safety Belt Used Improperly	31	0.2	24	0.2
Child Safety Seat Used Improperly	33	0.2	26	0.2
Subtotal	8,690	47.1	4,324	33.3
No Restraint Used	5,300	28.7	6,049	46.6
No Restraint Used, Airbag Deployed	3,067	16.6	1,756	13.5
Restraint Use Unknown	1,383	7.5	846	6.5
Total	**18,440**	**100.0**	**12,975**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	904,000	57.5	543,000	62.2
Lap Belt	27,000	1.7	18,000	2.1
Shoulder Belt	8,000	0.5	3,000	0.3
Child Safety Seat	20,000	1.3	18,000	2.1
Type Unknown	50,000	3.2	30,000	3.4
Restraint Used, Airbag Deployed	334,000	21.2	123,000	14.1
Subtotal	1,343,000	85.3	735,000	84.2
No Restraint Used	94,000	6.0	77,000	8.8
No Restraint Used, Airbag Deployed	25,000	1.6	11,000	1.2
Restraint Use Unknown	111,000	7.1	50,000	5.7
Total	**1,573,000**	**100.0**	**872,000**	**100.0**

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

Table 89

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

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcycle Riders Killed						
Midnight to 3 am	156	7.1	261	11.1	**417**	**9.2**
3 am to 6 am	55	2.5	86	3.7	**141**	**3.1**
6 am to 9 am	182	8.3	76	3.2	**258**	**5.7**
9 am to Noon	183	8.3	173	7.4	**356**	**7.8**
Noon to 3 pm	333	15.2	369	15.7	**702**	**15.4**
3 pm to 6 pm	561	25.6	461	19.6	**1,022**	**22.4**
6 pm to 9 pm	435	19.8	567	24.1	**1,002**	**22.0**
9 pm to Midnight	280	12.8	347	14.8	**627**	**13.8**
Unknown	7	0.3	12	0.5	**28**	**0.6**
Total	**2,192**	**100.0**	**2,352**	**100.0**	***4,553**	**100.0**
Motorcycle Riders Injured						
Midnight to 3 am	1,000	2.8	3,000	8.7	**5,000**	**5.5**
3 am to 6 am	1,000	1.2	1,000	2.1	**1,000**	**1.6**
6 am to 9 am	4,000	7.9	1,000	1.4	**4,000**	**5.0**
9 am to Noon	5,000	10.4	5,000	12.3	**10,000**	**11.3**
Noon to 3 pm	8,000	15.9	8,000	19.4	**15,000**	**17.5**
3 pm to 6 pm	16,000	34.4	9,000	23.7	**26,000**	**29.6**
6 pm to 9 pm	9,000	19.5	7,000	18.9	**17,000**	**19.2**
9 pm to Midnight	4,000	7.9	5,000	13.6	**9,000**	**10.5**
Total	**48,000**	**100.0**	**40,000**	**100.0**	**87,000**	**100.0**

*Includes 9 motorcycle riders killed on unknown day of week.

Figure 28

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

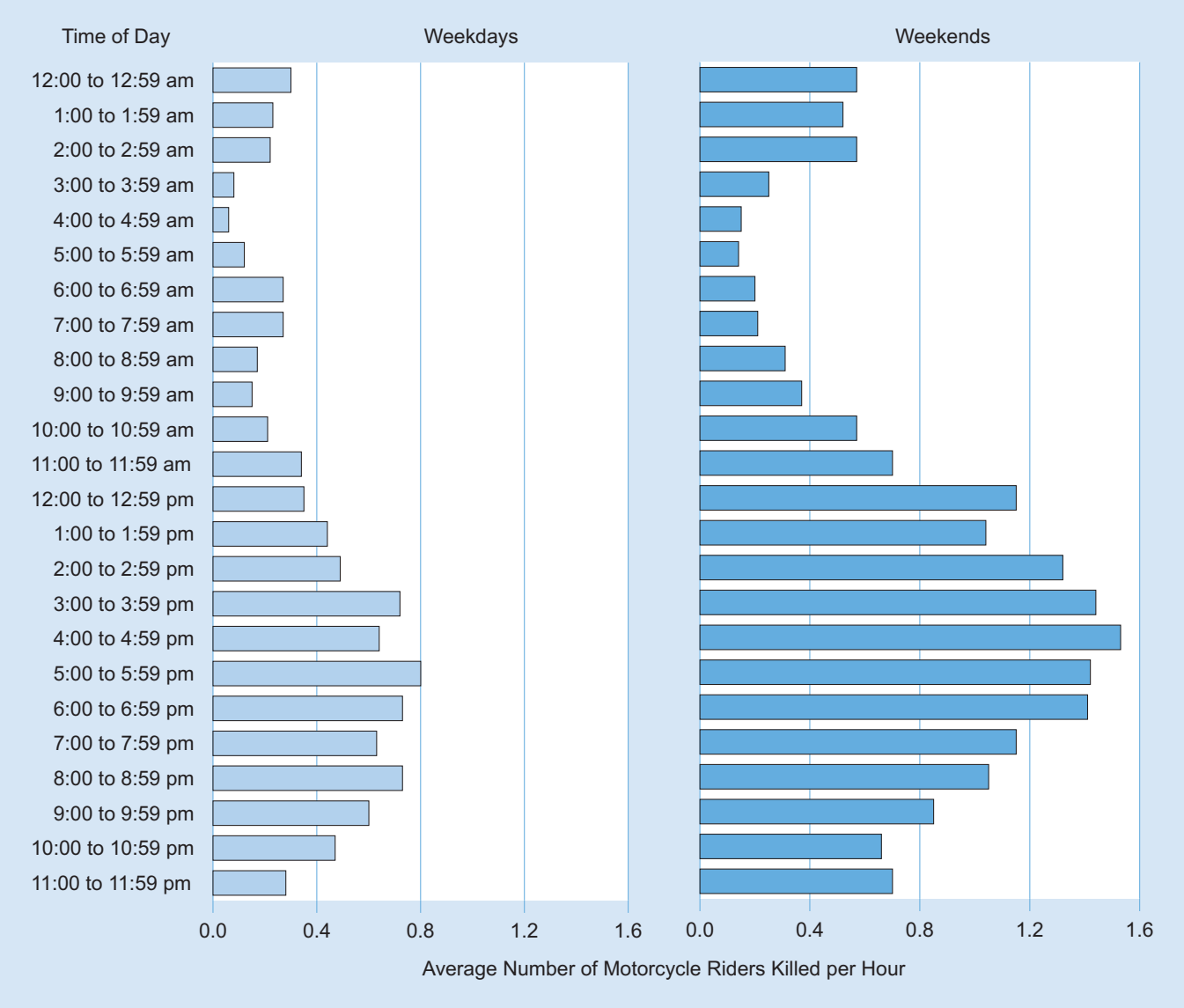


Table 90

Motorcycle Riders Killed, by Person Type and Helmet Use

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Operators	2,364	55.9	1,732	40.9	136	3.2	**4,232**	**100.0**
Passengers	157	48.9	156	48.6	8	2.5	**321**	**100.0**
Total	**2,521**	**55.4**	**1,888**	**41.5**	**144**	**3.2**	**4,553**	**100.0**

Table 91

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

Age (Years)	License Compliance					Total
	Not Licensed	No Motorcycle License Required	No Valid Motorcycle License	Valid Motorcycle License	Unknown	
<16	41	2	2	2	0	**47**
16-20	31	7	97	204	3	**342**
21-24	16	1	178	341	5	**541**
25-34	24	1	305	691	6	**1,027**
35-44	19	2	223	786	8	**1,038**
45-54	10	2	116	816	8	**952**
55-64	1	2	41	477	1	**522**
65-74	3	2	7	132	2	**146**
>74	0	1	3	31	1	**36**
Unknown	0	0	0	0	1	**1**
Total	**145**	**20**	**972**	**3,480**	**35**	**4,652**

Table 92

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

Age (Years)	Vehicle Type		Total
	Bus	Other Vehicle	
<5	0	0	**0**
5-9	7	0	**7**
10-15	3	3	**6**
>15	17	0	**17**
Total	**27**	**3**	**30**

Table 93

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

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	5	3.7	1,000	10.3
School Bus Passenger	5	3.7	4,000	33.2
Pedestrian	30	22.4	*	3.4
Pedalcyclist	6	4.5	*	*
Occupant of Other Vehicle	87	64.9	6,000	52.3
Other Nonoccupants	1	0.7	*	0.8
Total	**134**	**100.0**	**11,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 94

Pedestrians Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
<5	11	9.7	101	89.4	**113**	**100.0**
5-9	21	19.4	86	79.6	**108**	**100.0**
10-15	35	21.0	132	79.0	**167**	**100.0**
16-20	41	14.6	237	84.3	**281**	**100.0**
21-24	40	13.5	253	85.5	**296**	**100.0**
25-34	75	12.2	531	86.6	**613**	**100.0**
35-44	110	13.7	689	85.7	**804**	**100.0**
45-54	186	20.6	709	78.7	**901**	**100.0**
55-64	151	27.2	403	72.6	**555**	**100.0**
65-74	114	28.1	289	71.2	**406**	**100.0**
>74	188	32.7	385	67.0	**575**	**100.0**
Unknown	12	19.4	39	62.9	**62**	**100.0**
Total	**984**	**20.2**	**3,854**	**79.0**	***4,881**	**100.0**
Pedestrians Injured						
<5	1,000	22.8	2,000	75.4	**3,000**	**100.0**
5-9	4,000	48.8	4,000	48.7	**7,000**	**100.0**
10-15	4,000	50.8	4,000	46.5	**8,000**	**100.0**
16-20	4,000	57.4	3,000	39.9	**7,000**	**100.0**
21-24	3,000	49.0	3,000	44.5	**6,000**	**100.0**
25-34	3,000	43.1	4,000	51.9	**7,000**	**100.0**
35-44	2,000	31.9	5,000	63.6	**7,000**	**100.0**
45-54	4,000	48.2	4,000	46.9	**8,000**	**100.0**
55-64	3,000	61.7	2,000	33.9	**5,000**	**100.0**
65-74	2,000	62.8	1,000	37.2	**3,000**	**100.0**
>74	1,000	53.5	1,000	36.9	**2,000**	**100.0**
Total	**31,000**	**48.1**	**31,000**	**47.9**	****64,000**	**100.0**

*Includes 43 pedestrians killed at other or unknown locations.

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

Table 95

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

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	73	10,381	0.70	40	9,922	0.40	**113**	**20,304**	**0.56**
5-9	61	9,993	0.61	47	9,545	0.49	**108**	**19,539**	**0.55**
10-15	99	12,931	0.77	68	12,313	0.55	**167**	**25,244**	**0.66**
16-20	199	10,696	1.86	82	10,137	0.81	**281**	**20,834**	**1.35**
21-24	225	8,702	2.59	71	8,155	0.87	**296**	**16,857**	**1.76**
25-34	453	20,421	2.22	160	19,722	0.81	**613**	**40,143**	**1.53**
35-44	592	21,940	2.70	212	21,922	0.97	**804**	**43,862**	**1.83**
45-54	688	20,895	3.29	213	21,587	0.99	**901**	**42,482**	**2.12**
55-64	390	14,627	2.67	165	15,729	1.05	**555**	**30,356**	**1.83**
65-74	286	8,529	3.35	120	10,110	1.19	**406**	**18,640**	**2.18**
>74	325	6,883	4.72	250	11,267	2.22	**575**	**18,150**	**3.17**
Unknown	41	*	*	9	*	*	**62**	*	*
Total	**3,432**	**146,000**	**2.35**	**1,437**	**150,411**	**0.96**	****4,881**	**296,410**	**1.65**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	2,000	10,381	16	1,000	9,922	12	**3,000**	**20,304**	**14**
5-9	4,000	9,993	41	3,000	9,545	36	**7,000**	**19,539**	**38**
10-15	5,000	12,931	35	4,000	12,313	29	**8,000**	**25,244**	**32**
16-20	4,000	10,696	41	2,000	10,137	24	**7,000**	**20,834**	**33**
21-24	3,000	8,702	37	3,000	8,155	37	**6,000**	**16,857**	**37**
25-34	4,000	20,421	21	3,000	19,722	14	**7,000**	**40,143**	**17**
35-44	5,000	21,940	25	2,000	21,922	8	**7,000**	**43,862**	**17**
45-54	5,000	20,895	22	4,000	21,587	17	**8,000**	**42,482**	**20**
55-64	3,000	14,627	23	2,000	15,729	11	**5,000**	**30,356**	**17**
65-74	2,000	8,529	18	2,000	10,110	16	**3,000**	**18,640**	**17**
>74	1,000	6,883	19	1,000	11,267	9	**2,000**	**18,150**	**12**
Total	**38,000**	**146,000**	**26**	**26,000**	**150,411**	**17**	**64,000**	**296,410**	**22**

*Not applicable.
**Includes 12 pedestrian fatalities of unknown sex.
***Less than 500.
Note: Totals may not equal sum of components due to independent rounding.
Source: Population—Bureau of the Census.

Table 96

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

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
Midnight to 3 am	225	8.0	395	19.2	**620**	**12.7**
3 am to 6 am	182	6.5	255	12.4	**437**	**9.0**
6 am to 9 am	360	12.8	73	3.6	**433**	**8.9**
9 am to Noon	233	8.3	56	2.7	**289**	**5.9**
Noon to 3 pm	241	8.5	81	3.9	**322**	**6.6**
3 pm to 6 pm	441	15.6	127	6.2	**568**	**11.6**
6 pm to 9 pm	627	22.2	550	26.8	**1,177**	**24.1**
9 pm to Midnight	498	17.7	509	24.8	**1,007**	**20.6**
Unknown	12	0.4	9	0.4	**28**	**0.6**
Total	**2,819**	**100.0**	**2,055**	**100.0**	***4,881**	**100.0**
Pedestrians Injured						
Midnight to 3 am	1,000	1.2	2,000	9.0	**2,000**	**3.6**
3 am to 6 am	**	0.7	1,000	5.4	**1,000**	**2.2**
6 am to 9 am	8,000	17.2	1,000	3.6	**8,000**	**12.9**
9 am to Noon	4,000	9.1	1,000	3.1	**5,000**	**7.2**
Noon to 3 pm	7,000	15.4	2,000	12.3	**9,000**	**14.4**
3 pm to 6 pm	14,000	31.2	3,000	13.0	**16,000**	**25.5**
6 pm to 9 pm	7,000	16.0	7,000	35.2	**14,000**	**22.0**
9 pm to Midnight	4,000	9.3	4,000	18.4	**8,000**	**12.1**
Total	**44,000**	**100.0**	**20,000**	**100.0**	**64,000**	**100.0**

*Includes 7 pedestrians killed at unknown time of day and day of week.
**Less than 500.

Figure 29

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

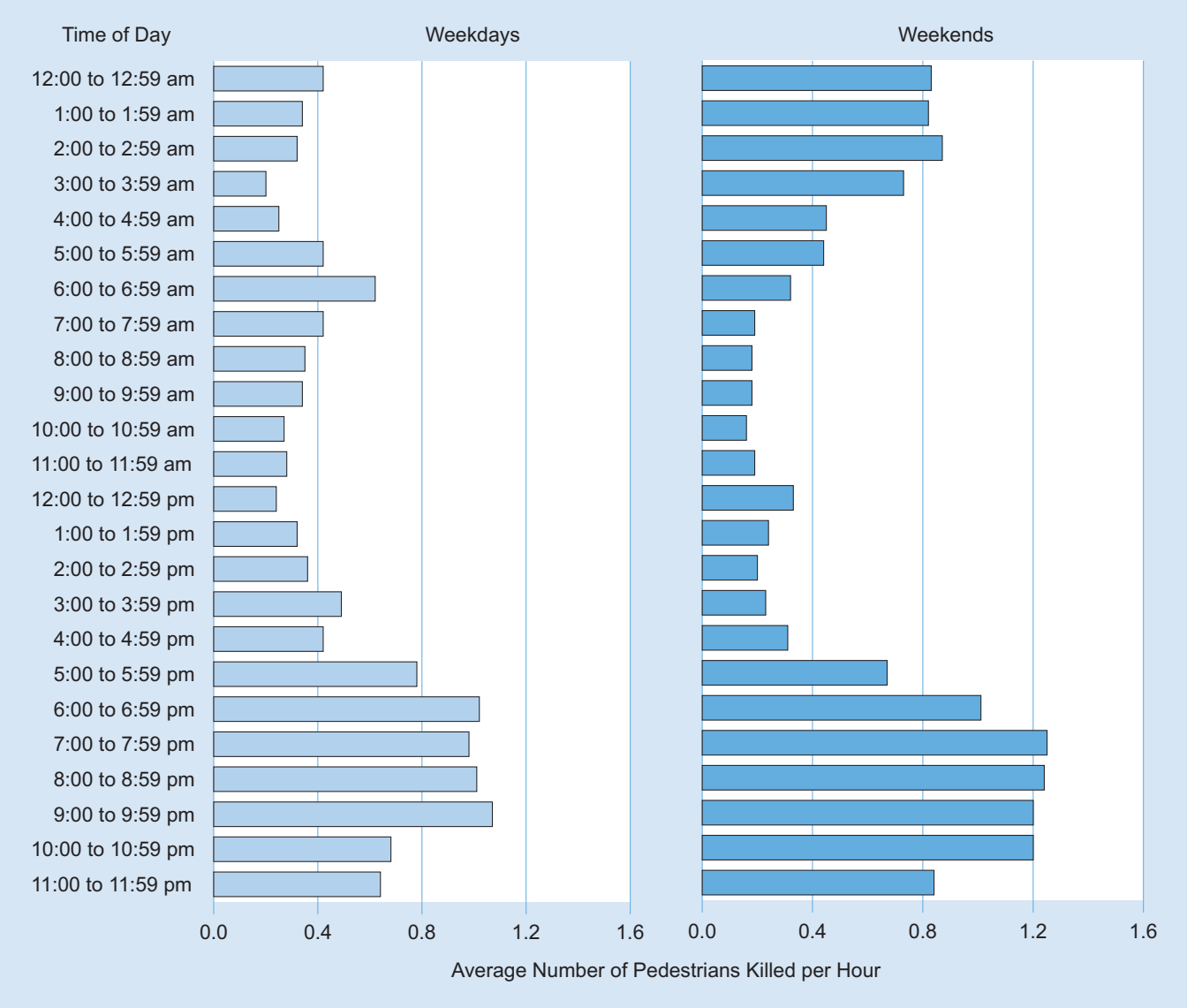


Table 97
Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed												
Passenger Car	1,696	92.2	35	1.9	26	1.4	26	1.4	57	3.1	**1,840**	**100.0**
Light Truck	1,600	89.6	44	2.5	30	1.7	43	2.4	68	3.8	**1,785**	**100.0**
Large Truck	196	70.8	23	8.3	3	1.1	28	10.1	27	9.7	**277**	**100.0**
Bus	48	64.9	6	8.1	3	4.1	2	2.7	15	20.3	**74**	**100.0**
Other/Unknown	273	60.5	3	0.7	2	0.4	2	0.4	171	37.9	**451**	**100.0**
Total	**3,813**	**86.1**	**111**	**2.5**	**64**	**1.4**	**101**	**2.3**	**338**	**7.6**	**4,427**	**100.0**
Pedestrians Injured												
Passenger Car	26,000	68.6	5,000	14.0	4,000	11.8	2,000	4.9	*	0.6	**37,000**	**100.0**
Light Truck	17,000	72.1	3,000	14.2	1,000	6.2	2,000	6.6	*	0.9	**23,000**	**100.0**
Other	1,000	57.0	*	11.6	*	20.5	*	6.7	*	4.2	**2,000**	**100.0**
Total	**43,000**	**69.6**	**9,000**	**14.0**	**6,000**	**10.0**	**3,000**	**5.6**	**1,000**	**0.8**	**62,000**	**100.0**

*Less than 500.

Table 98
Pedestrians Killed, by Related Factors

Factors	Number	Percent
Improper crossing of roadway or intersection	1,024	21.0
Walking, playing, working, etc., in roadway	1,021	20.9
Failure to yield right of way	586	12.0
Darting or running into road	551	11.3
Not visible	512	10.5
Inattentive (talking, eating, etc.)	119	2.4
Failure to obey traffic signs, signals, or officer	58	1.2
Physical impairment	37	0.8
Emotional (e.g., depression, angry, disturbed)	25	0.5
Ill, blackout	16	0.3
Nonoccupant pushing vehicle	12	0.2
Getting on/off/in/out of transport vehicle	11	0.2
Other factors	160	3.3
None reported	1,962	40.2
Unknown	87	1.8
Total Pedestrians	**4,881**	**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 99

Pedalcyclists Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
<5	1	9.1	10	90.9	**11**	**100.0**
5-9	20	52.6	18	47.4	**38**	**100.0**
10-15	40	42.1	54	56.8	**95**	**100.0**
16-20	10	21.3	36	76.6	**47**	**100.0**
21-24	9	22.0	32	78.0	**41**	**100.0**
25-34	20	26.3	55	72.4	**76**	**100.0**
35-44	37	24.7	112	74.7	**150**	**100.0**
45-54	40	25.6	115	73.7	**156**	**100.0**
55-64	20	24.7	61	75.3	**81**	**100.0**
65-74	18	37.5	30	62.5	**48**	**100.0**
>74	14	42.4	19	57.6	**33**	**100.0**
Unknown	1	12.5	5	62.5	**8**	**100.0**
Total	**230**	**29.3**	**547**	**69.8**	***784**	**100.0**
Pedalcyclists Injured						
<5	***	36.4	***	63.6	***	**100.0**
5-9	2,000	44.0	2,000	54.6	**4,000**	**100.0**
10-15	6,000	50.6	5,000	48.9	**11,000**	**100.0**
16-20	4,000	65.9	2,000	33.8	**6,000**	**100.0**
21-24	1,000	52.7	1,000	46.7	**3,000**	**100.0**
25-34	4,000	72.5	1,000	26.4	**5,000**	**100.0**
35-44	3,000	71.1	1,000	27.7	**4,000**	**100.0**
45-54	3,000	62.7	2,000	37.3	**6,000**	**100.0**
55-64	5,000	81.8	1,000	17.8	**6,000**	**100.0**
65-74	***	53.8	***	46.2	**1,000**	**100.0**
>74	***	93.1	***	6.9	***	**100.0**
Total	**28,000**	**61.8**	**17,000**	**37.6**	**45,000**	**100.0**

*Includes 7 pedalcyclists killed at other or unknown location.
***Less than 500.

Table 100

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

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	7	10,381	0.07	4	9,922	0.04	**11**	**20,304**	**0.05**
5-9	25	9,993	0.25	13	9,545	0.14	**38**	**19,539**	**0.19**
10-15	84	12,931	0.65	11	12,313	0.09	**95**	**25,244**	**0.38**
16-20	44	10,696	0.41	3	10,137	0.03	**47**	**20,834**	**0.23**
21-24	35	8,702	0.40	6	8,155	0.07	**41**	**16,857**	**0.24**
25-34	62	20,421	0.30	14	19,722	0.07	**76**	**40,143**	**0.19**
35-44	132	21,940	0.60	18	21,922	0.08	**150**	**43,862**	**0.34**
45-54	143	20,895	0.68	13	21,587	0.06	**156**	**42,482**	**0.37**
55-64	73	14,627	0.50	8	15,729	0.05	**81**	**30,356**	**0.27**
65-74	42	8,529	0.49	6	10,110	0.06	**48**	**18,640**	**0.26**
>74	31	6,883	0.45	2	11,267	0.02	**33**	**18,150**	**0.18**
Unknown	6	*	*	0	*	*	**8**	*	*
Total	**684**	**146,000**	**0.47**	**98**	**150,411**	**0.07**	****784**	**296,410**	**0.26**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	***	10,381	1	***	9,922	1	***	**20,304**	**1**
5-9	3,000	9,993	32	1,000	9,545	12	**4,000**	**19,539**	**22**
10-15	9,000	12,931	68	2,000	12,313	19	**11,000**	**25,244**	**44**
16-20	4,000	10,696	39	2,000	10,137	19	**6,000**	**20,834**	**29**
21-24	2,000	8,702	21	1,000	8,155	9	**3,000**	**16,857**	**15**
25-34	4,000	20,421	21	1,000	19,722	4	**5,000**	**40,143**	**13**
35-44	3,000	21,940	14	1,000	21,922	3	**4,000**	**43,862**	**8**
45-54	5,000	20,895	23	1,000	21,587	4	**6,000**	**42,482**	**13**
55-64	5,000	14,627	35	1,000	15,729	4	**6,000**	**30,356**	**19**
65-74	1,000	8,529	9	***	10,110	1	**1,000**	**18,640**	**5**
>74	***	6,883	3	***	11,267	****	***	**18,150**	**1**
Total	**36,000**	**146,000**	**25**	**9,000**	**150,411**	**6**	**45,000**	**296,410**	**15**

*Not applicable.
**Includes 2 pedalcyclists killed at other or unknown locations.
***Less than 500.
****Less than 0.5.
Source: Population—Bureau of the Census.
Notes: Totals may not equal sum of components due to independent rounding.

Table 101

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

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
Midnight to 3 am	27	5.3	27	9.9	**54**	**6.9**
3 am to 6 am	16	3.1	16	5.9	**32**	**4.1**
6 am to 9 am	54	10.6	11	4.0	**65**	**8.3**
9 am to Noon	64	12.6	22	8.1	**86**	**11.0**
Noon to 3 pm	61	12.0	28	10.3	**89**	**11.4**
3 pm to 6 pm	119	23.4	37	13.6	**156**	**19.9**
6 pm to 9 pm	105	20.6	76	27.9	**181**	**23.1**
9 pm to Midnight	60	11.8	53	19.5	**113**	**14.4**
Unknown	3	0.6	2	0.7	**8**	**1.0**
Total	**509**	**100.0**	**272**	**100.0**	***784**	**100.0**
Pedalcyclists Injured						
Midnight to 3 am	**	0.7	**	2.0	**	**1.0**
3 am to 6 am	**	1.4	**	1.3	**1,000**	**1.4**
6 am to 9 am	3,000	9.5	**	2.7	**4,000**	**7.8**
9 am to Noon	4,000	12.5	1,000	9.6	**5,000**	**11.7**
Noon to 3 pm	7,000	19.4	1,000	11.5	**8,000**	**17.4**
3 pm to 6 pm	9,000	27.2	3,000	26.3	**12,000**	**26.9**
6 pm to 9 pm	8,000	24.2	4,000	33.8	**12,000**	**26.7**
9 pm to Midnight	2,000	5.1	1,000	12.9	**3,000**	**7.1**
Total	**34,000**	**100.0**	**12,000**	**100.0**	**45,000**	**100.0**

*Includes 3 pedalcyclists killed at unknown time of day and day of week.
**Less than 500.

Table 102

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

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed												
Passenger Car	270	91.8	10	3.4	7	2.4	2	0.7	5	1.7	**294**	**100.0**
Light Truck	260	85.2	23	7.5	12	3.9	5	1.6	5	1.6	**305**	**100.0**
Large Truck	41	49.4	22	26.5	5	6.0	5	6.0	10	12.0	**83**	**100.0**
Bus	9	60.0	2	13.3	1	6.7	2	13.3	1	6.7	**15**	**100.0**
Other/Unknown	40	69.0	1	1.7	0	0.0	0	0.0	17	29.3	**58**	**100.0**
Total	**620**	**82.1**	**58**	**7.7**	**25**	**3.3**	**14**	**1.9**	**38**	**5.0**	**755**	**100.0**
Pedalcyclists Injured												
Passenger Car	16,000	62.6	6,000	25.5	3,000	10.1	*	1.8	*	0.1	**25,000**	**100.0**
Light Truck	11,000	57.9	5,000	26.3	3,000	15.0	*	0.8	*	*	**19,000**	**100.0**
Other	*	47.5	*	42.1	*	6.2	*	4.3	*	*	**1,000**	**100.0**
Total	**27,000**	**60.4**	**12,000**	**26.1**	**5,000**	**12.1**	**1,000**	**1.4**	*	*	**45,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 103

Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	102	13.0
Walking, playing, working, etc., in roadway	83	10.6
Improper crossing of roadway or intersection	58	7.4
Darting into road	56	7.1
Failure to obey (e.g., signs, control devices, officers)	49	6.3
Not visible	46	5.9
Operating without required equipment	26	3.3
Inattentive (talking, eating, etc.)	23	2.9
Failure to keep in proper lane or running off road	21	2.7
Riding on wrong side of road	21	2.7
Making improper turn	15	1.9
Improper lane changing	13	1.7
Improper entry to or exit from trafficway	8	1.0
Failing to have lights on when required	4	0.5
Erratic, reckless, careless, or negligent operation	1	0.1
Other factors	31	4.0
None reported	377	48.1
Unknown	12	1.5
Total Pedalcyclists	**784**	**100.0**

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

Chapter 5

STATES

CHAPTER 5 ■ STATES

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

- Traffic fatalities increased by 1.4 percent from 2004 to 2005 for the nation as a whole. Twenty-six states and the District of Columbia showed increases, ranging from less than 1 percent to as much as 23 percent.
- The pedestrian fatality rate per 100,000 population was 1.65 for the nation. Florida had the highest rate (3.24) and New Hampshire had the lowest (0.38).
- About 1.8 percent of all traffic crash fatalities in 2005 were pedalcyclists. South Dakota and Vermont reported no pedalcyclists killed.
- In 2005, all 50 states, the District of Columbia, and Puerto Rico had safety belt use laws. All 50 states, the District of Columbia, and Puerto Rico also had laws requiring children of certain ages to be restrained in child safety seats.
- Motorcycle helmets were required for all riders in 20 states, the District of Columbia, and Puerto Rico in 2005. Twenty-seven states had helmet requirements with exceptions (age, rider type, roadway type), and three states did not require helmets at all.
- In 2005, it was a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of .08 g/dl or above in all 50 states, the District of Columbia, and Puerto Rico.

Table 104

2005 Traffic Fatalities by State and Percent Change from 2004

State	Fatalities			State	Fatalities		
	2004	2005	Percent Change		2004	2005	Percent Change
AL	1,154	1,131	-2	NE	254	276	+9
AK	101	72	-29	NV	395	427	+8
AZ	1,151	1,177	+2	NH	171	166	-3
AR	703	648	-8	NJ	723	748	+3
CA	4,120	4,329	+5	NM	521	488	-6
CO	667	606	-9	NY	1,495	1,429	-4
CT	294	274	-7	NC	1,573	1,534	-2
DE	134	134	0	ND	100	123	+23
DC	43	48	+12	OH	1,286	1,323	+3
FL	3,244	3,543	+9	OK	774	802	+4
GA	1,634	1,729	+6	OR	456	488	+7
HI	142	140	-1	PA	1,490	1,616	+8
ID	260	275	+6	RI	83	87	+5
IL	1,355	1,361	+0	SC	1,046	1,093	+4
IN	947	938	-1	SD	197	186	-6
IA	388	450	+16	TN	1,339	1,270	-5
KS	459	428	-7	TX	3,699	3,504	-5
KY	964	985	+2	UT	296	282	-5
LA	927	955	+3	VT	98	73	-26
ME	194	169	-13	VA	922	947	+3
MD	643	614	-5	WA	567	647	+14
MA	476	442	-7	WV	410	374	-9
MI	1,159	1,129	-3	WI	792	815	+3
MN	567	559	-1	WY	164	170	+4
MS	900	931	+3	**USA**	**42,836**	**43,443**	**+1**
MO	1,130	1,257	+11				
MT	229	251	+10	PR	495	453	-8

Figure 30
2005 Traffic Fatalities by State and Percent Change from 2004

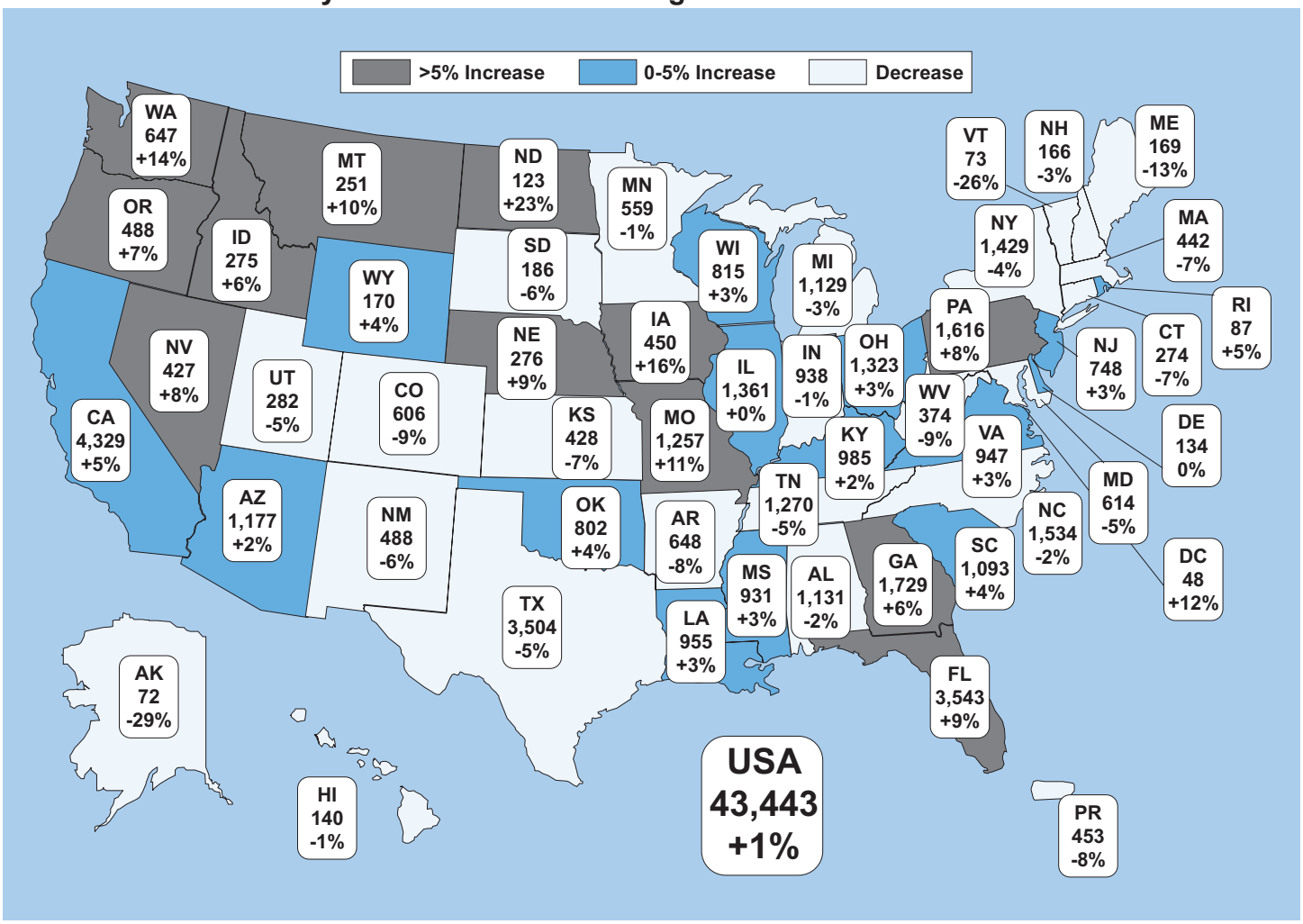


Table 105
Fatal Crashes, by State and First Harmful Event

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Nonoccupant		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	420	41.5	81	8.0	387	38.3	27	2.7	89	8.8	7	0.7	**1,011**	**100.0**
AK	30	46.2	9	13.8	20	30.8	2	3.1	3	4.6	1	1.5	**65**	**100.0**
AZ	399	38.5	181	17.5	178	17.2	19	1.8	195	18.8	12	1.2	**1,036**	**100.0**
AR	245	41.5	36	6.1	188	31.9	21	3.6	91	15.4	9	1.5	**590**	**100.0**
CA	1,350	35.1	799	20.8	1,108	28.8	121	3.1	423	11.0	45	1.2	**3,846**	**100.0**
CO	198	35.7	53	9.6	181	32.7	19	3.4	93	16.8	10	1.8	**554**	**100.0**
CT	89	34.1	33	12.6	109	41.8	6	2.3	18	6.9	6	2.3	**261**	**100.0**
DE	54	45.8	12	10.2	37	31.4	5	4.2	8	6.8	2	1.7	**118**	**100.0**
DC	11	25.0	18	40.9	14	31.8	0	0.0	0	0.0	1	2.3	**44**	**100.0**
FL	1,319	41.3	686	21.5	754	23.6	61	1.9	327	10.2	44	1.4	**3,194**	**100.0**
GA	688	43.5	169	10.7	540	34.1	30	1.9	140	8.8	15	0.9	**1,582**	**100.0**
HI	40	31.0	40	31.0	39	30.2	3	2.3	5	3.9	2	1.6	**129**	**100.0**
ID	83	34.2	10	4.1	82	33.7	5	2.1	57	23.5	6	2.5	**243**	**100.0**
IL	518	42.1	183	14.9	369	30.0	52	4.2	94	7.6	14	1.1	**1,230**	**100.0**
IN	375	43.9	69	8.1	302	35.3	34	4.0	54	6.3	21	2.5	**855**	**100.0**
IA	182	45.7	35	8.8	93	23.4	11	2.8	73	18.3	4	1.0	**398**	**100.0**
KS	167	43.5	29	7.6	106	27.6	11	2.9	64	16.7	7	1.8	**384**	**100.0**
KY	360	40.7	62	7.0	387	43.7	18	2.0	51	5.8	7	0.8	**885**	**100.0**
LA	351	40.6	119	13.8	262	30.3	38	4.4	80	9.2	15	1.7	**865**	**100.0**
ME	52	34.4	11	7.3	63	41.7	7	4.6	15	9.9	3	2.0	**151**	**100.0**
MD	256	44.4	106	18.4	168	29.1	16	2.8	29	5.0	2	0.3	**577**	**100.0**
MA	139	33.3	81	19.4	156	37.3	13	3.1	26	6.2	3	0.7	**418**	**100.0**
MI	486	47.2	149	14.5	272	26.4	37	3.6	77	7.5	9	0.9	**1,030**	**100.0**
MN	232	46.4	51	10.2	125	25.0	15	3.0	70	14.0	7	1.4	**500**	**100.0**
MS	297	35.4	77	9.2	312	37.1	34	4.0	119	14.2	1	0.1	**840**	**100.0**
MO	417	37.3	90	8.1	432	38.7	35	3.1	134	12.0	9	0.8	**1,117**	**100.0**
MT	47	21.0	16	7.1	52	23.2	14	6.3	87	38.8	8	3.6	**224**	**100.0**
NE	104	43.7	11	4.6	42	17.6	14	5.9	66	27.7	1	0.4	**238**	**100.0**
NV	149	39.3	68	17.9	77	20.3	14	3.7	67	17.7	4	1.1	**379**	**100.0**
NH	60	38.5	9	5.8	70	44.9	2	1.3	7	4.5	8	5.1	**156**	**100.0**

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

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Nonoccupant		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	252	36.5	160	23.2	224	32.4	23	3.3	24	3.5	8	1.2	**691**	**100.0**
NM	133	31.7	65	15.5	58	13.8	8	1.9	152	36.2	4	1.0	**420**	**100.0**
NY	437	32.9	349	26.3	440	33.2	39	2.9	41	3.1	21	1.6	**1,327**	**100.0**
NC	575	40.9	192	13.7	489	34.8	23	1.6	108	7.7	18	1.3	**1,405**	**100.0**
ND	30	28.6	10	9.5	17	16.2	8	7.6	39	37.1	1	1.0	**105**	**100.0**
OH	565	46.2	105	8.6	454	37.1	37	3.0	48	3.9	15	1.2	**1,224**	**100.0**
OK	293	41.3	52	7.3	268	37.7	14	2.0	78	11.0	5	0.7	**710**	**100.0**
OR	177	39.9	58	13.1	126	28.4	11	2.5	65	14.6	7	1.6	**444**	**100.0**
PA	591	39.5	162	10.8	610	40.7	52	3.5	65	4.3	14	0.9	**1,497**	**100.0**
RI	25	31.3	15	18.8	36	45.0	1	1.3	2	2.5	1	1.3	**80**	**100.0**
SC	365	37.2	107	10.9	413	42.1	18	1.8	72	7.3	5	0.5	**980**	**100.0**
SD	52	32.9	15	9.5	27	17.1	4	2.5	60	38.0	0	0.0	**158**	**100.0**
TN	446	38.4	78	6.7	499	43.0	22	1.9	106	9.1	9	0.8	**1,160**	**100.0**
TX	1,236	39.8	422	13.6	817	26.3	92	3.0	480	15.5	57	1.8	**3,104**	**100.0**
UT	96	40.9	23	9.8	28	11.9	4	1.7	73	31.1	11	4.7	**235**	**100.0**
VT	25	36.8	3	4.4	34	50.0	1	1.5	5	7.4	0	0.0	**68**	**100.0**
VA	284	32.4	107	12.2	353	40.3	14	1.6	38	4.3	80	9.1	**876**	**100.0**
WA	207	35.9	83	14.4	201	34.8	22	3.8	62	10.7	2	0.3	**577**	**100.0**
WV	114	32.9	21	6.1	147	42.4	16	4.6	39	11.2	10	2.9	**347**	**100.0**
WI	293	41.0	55	7.7	236	33.1	26	3.6	97	13.6	7	1.0	**714**	**100.0**
WY	43	29.3	8	5.4	37	25.2	3	2.0	50	34.0	6	4.1	**147**	**100.0**
USA	**15,357**	**39.2**	**5,383**	**13.7**	**12,439**	**31.7**	**1,122**	**2.9**	**4,266**	**10.9**	**564**	**1.4**	***39,189**	**100.0**
PR	128	29.6	133	30.7	137	31.6	10	2.3	8	1.8	17	3.9	**433**	**100.0**

*Total includes 58 crashes with unknown first harmful event.

Table 106
Fatal Crashes, by State and Roadway Function Class

State	Roadway Function Class								Total Fatal Crashes
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
AL	58	51	99	165	186	294	123	35	**1,011**
AK	23	6	0	3	10	15	6	2	**65**
AZ	127	59	34	244	186	150	58	178	**1,036**
AR	64	17	11	156	113	120	109	0	**590**
CA	214	349	329	1,023	1,043	606	266	16	**3,846**
CO	48	35	23	194	110	88	56	0	**554**
CT	1	38	16	54	68	36	46	2	**261**
DE	0	11	0	33	11	28	23	12	**118**
DC	0	3	0	0	0	0	41	0	**44**
FL	132	265	90	1,011	374	51	1,040	231	**3,194**
GA	96	72	13	271	323	257	203	347	**1,582**
HI	1	5	5	42	32	26	15	3	**129**
ID	31	6	0	74	32	62	23	15	**243**
IL	58	111	11	322	305	239	179	5	**1,230**
IN	74	29	0	1	129	226	396	0	**855**
IA	37	5	3	118	57	116	62	0	**398**
KS	34	2	6	118	77	89	58	0	**384**
KY	50	30	7	184	127	336	150	1	**885**
LA	81	50	3	166	148	236	174	7	**865**
ME	17	1	0	30	20	53	25	5	**151**
MD	19	52	45	187	116	89	68	1	**577**
MA	1	62	110	6	138	46	53	2	**418**
MI	33	72	24	259	231	233	177	1	**1,030**
MN	31	24	6	107	138	117	77	0	**500**
MS	86	11	26	98	27	426	163	3	**840**
MO	103	78	78	221	177	270	190	0	**1,117**
MT	35	4	2	64	52	28	35	4	**224**
NE	27	7	3	67	46	38	50	0	**238**
NV	31	18	8	105	76	30	63	48	**379**
NH	11	8	3	18	25	49	38	4	**156**

Table 106

Fatal Crashes, by State and Roadway Function Class (Continued)

State	Roadway Function Class								Total Fatal Crashes
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	18	68	57	228	143	80	97	0	**691**
NM	125	9	12	52	68	72	25	57	**420**
NY	36	49	83	327	305	262	261	4	**1,327**
NC	64	58	18	225	178	397	465	0	**1,405**
ND	14	1	0	25	19	13	33	0	**105**
OH	58	81	111	140	201	391	239	3	**1,224**
OK	56	36	17	150	137	132	182	0	**710**
OR	25	8	3	153	105	107	42	1	**444**
PA	77	45	44	372	373	307	276	3	**1,497**
RI	2	12	9	29	20	5	3	0	**80**
SC	109	11	7	221	266	305	0	61	**980**
SD	20	1	1	43	27	36	30	0	**158**
TN	71	72	2	33	43	27	20	892	**1,160**
TX	215	301	183	626	357	587	829	6	**3,104**
UT	58	25	0	11	66	1	74	0	**235**
VT	5	0	2	16	12	17	16	0	**68**
VA	56	67	13	198	192	214	134	2	**876**
WA	34	19	11	148	117	142	103	3	**577**
WV	45	11	6	83	57	100	45	0	**347**
WI	25	19	15	192	132	198	133	0	**714**
WY	38	3	0	42	22	26	13	3	**147**
USA	**2,674**	**2,377**	**1,549**	**8,655**	**7,217**	**7,773**	**6,987**	**1,957**	**39,189**
PR	32	43	14	89	101	105	49	0	**433**

Table 107
Fatalities, by State and Roadway Function Class

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
AL	74	58	107	190	207	323	132	40	**1,131**
AK	27	6	0	3	10	18	6	2	**72**
AZ	151	69	38	280	199	179	61	200	**1,177**
AR	74	19	11	177	125	129	113	0	**648**
CA	270	391	367	1,151	1,170	680	280	20	**4,329**
CO	51	37	25	211	123	98	61	0	**606**
CT	1	40	16	56	70	39	50	2	**274**
DE	0	11	0	40	11	32	26	14	**134**
DC	0	5	0	0	0	0	43	0	**48**
FL	164	301	100	1,131	413	55	1,124	255	**3,543**
GA	113	81	14	311	354	272	215	369	**1,729**
HI	1	6	5	45	38	27	15	3	**140**
ID	34	8	0	89	34	69	25	16	**275**
IL	75	120	12	362	327	263	197	5	**1,361**
IN	83	31	0	1	142	250	431	0	**938**
IA	46	7	3	138	57	129	70	0	**450**
KS	40	2	6	135	84	100	61	0	**428**
KY	62	38	7	209	142	366	160	1	**985**
LA	105	55	3	179	161	257	188	7	**955**
ME	20	1	0	35	20	60	27	6	**169**
MD	22	55	47	194	123	99	73	1	**614**
MA	1	65	117	7	145	47	58	2	**442**
MI	39	80	30	286	245	249	199	1	**1,129**
MN	42	24	6	125	147	130	85	0	**559**
MS	97	13	27	115	29	469	175	6	**931**
MO	130	86	86	249	197	305	204	0	**1,257**
MT	40	4	2	73	59	30	39	4	**251**
NE	38	7	3	78	52	42	56	0	**276**
NV	37	19	9	122	88	33	64	55	**427**
NH	11	8	3	21	27	50	42	4	**166**

Table 107

Fatalities, by State and Roadway Function Class (Continued)

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	18	74	62	248	160	84	102	0	**748**
NM	152	9	12	64	82	86	25	58	**488**
NY	46	54	99	345	329	274	278	4	**1,429**
NC	79	64	18	263	190	428	492	0	**1,534**
ND	15	1	0	36	20	14	37	0	**123**
OH	68	84	112	158	215	426	257	3	**1,323**
OK	66	41	19	174	154	140	208	0	**802**
OR	30	8	3	172	114	113	46	2	**488**
PA	81	51	46	407	403	327	295	6	**1,616**
RI	2	13	10	32	22	5	3	0	**87**
SC	117	11	7	251	301	339	0	67	**1,093**
SD	23	1	1	52	30	46	33	0	**186**
TN	84	78	2	36	48	29	23	970	**1,270**
TX	262	360	205	705	418	652	895	7	**3,504**
UT	82	30	0	12	76	1	81	0	**282**
VT	5	0	3	19	12	17	17	0	**73**
VA	63	71	13	218	210	232	138	2	**947**
WA	42	19	11	171	132	159	107	6	**647**
WV	53	13	6	90	61	106	45	0	**374**
WI	34	25	17	223	151	211	154	0	**815**
WY	46	4	0	48	27	26	15	4	**170**
USA	**3,216**	**2,658**	**1,690**	**9,737**	**7,954**	**8,515**	**7,531**	**2,142**	**43,443**
PR	39	45	15	89	104	110	51	0	**453**

Table 108

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

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
AL	3,637	31.09	4,638	24.39	4,558	24.81	**1,131**
AK	483	14.92	695	10.36	664	10.85	**72**
AZ	3,943	29.85	4,070	28.92	5,939	19.82	**1,177**
AR	2,024	32.01	1,990	32.57	2,779	23.32	**648**
CA	22,896	18.91	33,163	13.05	36,132	11.98	**4,329**
CO	3,341	18.14	1,925	31.48	4,665	12.99	**606**
CT	2,740	10.00	3,124	8.77	3,510	7.81	**274**
DE	534	25.10	756	17.74	844	15.89	**134**
DC	330	14.53	238	20.13	551	8.72	**48**
FL	13,374	26.49	16,208	21.86	17,790	19.92	**3,543**
GA	5,940	29.11	8,205	21.07	9,073	19.06	**1,729**
HI	856	16.35	972	14.40	1,275	10.98	**140**
ID	978	28.11	1,431	19.22	1,429	19.24	**275**
IL	7,871	17.29	9,749	13.96	12,763	10.66	**1,361**
IN	4,521	20.75	5,103	18.38	6,272	14.96	**938**
IA	2,033	22.13	3,544	12.70	2,966	15.17	**450**
KS	1,974	21.68	2,435	17.58	2,745	15.59	**428**
KY	2,861	34.43	3,484	28.27	4,173	23.60	**985**
LA	3,084	30.97	3,874	24.65	4,524	21.11	**955**
ME	1,004	16.83	1,115	15.15	1,322	12.79	**169**
MD	3,710	16.55	4,398	13.96	5,600	10.96	**614**
MA	4,613	9.58	5,560	7.95	6,399	6.91	**442**
MI	7,105	15.89	8,512	13.26	10,121	11.16	**1,129**
MN	3,084	18.13	4,848	11.53	5,133	10.89	**559**
MS	1,965	47.37	2,005	46.42	2,921	31.87	**931**
MO	4,135	30.40	4,671	26.91	5,800	21.67	**1,257**
MT	716	35.08	1,057	23.75	936	26.83	**251**
NE	1,321	20.90	1,734	15.91	1,759	15.69	**276**
NV	1,596	26.75	1,400	30.50	2,415	17.68	**427**
NH	986	16.84	1,243	13.35	1,310	12.67	**166**

Table 108

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

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
NJ	5,871	12.74	6,420	11.65	8,718	8.58	**748**
NM	1,305	37.40	1,586	30.77	1,928	25.31	**488**
NY	11,072	12.91	12,053	11.86	19,255	7.42	**1,429**
NC	6,228	24.63	6,254	24.53	8,683	17.67	**1,534**
ND	467	26.36	718	17.12	637	19.32	**123**
OH	7,708	17.16	10,943	12.09	11,464	11.54	**1,323**
OK	2,234	35.90	3,808	21.06	3,548	22.61	**802**
OR	2,693	18.12	2,970	16.43	3,641	13.40	**488**
PA	8,461	19.10	10,170	15.89	12,430	13.00	**1,616**
RI	746	11.65	840	10.35	1,076	8.08	**87**
SC	2,988	36.58	3,402	32.12	4,255	25.69	**1,093**
SD	566	32.85	900	20.67	776	23.97	**186**
TN	4,352	29.18	5,102	24.89	5,963	21.30	**1,270**
TX	14,659	23.90	17,801	19.68	22,860	15.33	**3,504**
UT	1,600	17.63	2,258	12.49	2,470	11.42	**282**
VT	563	12.96	530	13.77	623	11.72	**73**
VA	5,113	18.52	6,669	14.20	7,567	12.51	**947**
WA	4,682	13.82	5,771	11.21	6,288	10.29	**647**
WV	1,328	28.17	1,369	27.31	1,817	20.59	**374**
WI	3,993	20.41	5,029	16.21	5,536	14.72	**815**
WY	383	44.42	680	25.01	509	33.38	**170**
USA	**200,665**	**21.65**	**245,642**	**17.69**	**296,410**	**14.66**	**43,443**
PR	—	—	2,282	19.85	3,912	11.58	**453**

Note: Some states include restricted driver licenses and graduated driver licenses in their licensed driver counts.

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

Table 109
Persons Killed, by State and Person Type

State	Person Type												Total Killed	
	Driver		Passenger		Motorcycle Rider		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	729	64.5	254	22.5	61	5.4	72	6.4	13	1.1	2	0.2	**1,131**	**100.0**
AK	41	56.9	18	25.0	4	5.6	7	9.7	1	1.4	1	1.4	**72**	**100.0**
AZ	541	46.0	306	26.0	124	10.5	157	13.3	35	3.0	14	1.2	**1,177**	**100.0**
AR	419	64.7	124	19.1	63	9.7	37	5.7	3	0.5	2	0.3	**648**	**100.0**
CA	1,856	42.9	1,117	25.8	469	10.8	742	17.1	115	2.7	30	0.7	**4,329**	**100.0**
CO	314	51.8	148	24.4	87	14.4	48	7.9	8	1.3	1	0.2	**606**	**100.0**
CT	136	49.6	56	20.4	43	15.7	34	12.4	3	1.1	2	0.7	**274**	**100.0**
DE	71	53.0	29	21.6	21	15.7	11	8.2	2	1.5	0	0.0	**134**	**100.0**
DC	14	29.2	9	18.8	6	12.5	16	33.3	3	6.3	0	0.0	**48**	**100.0**
FL	1,606	45.3	725	20.5	469	13.2	576	16.3	124	3.5	43	1.2	**3,543**	**100.0**
GA	1,025	59.3	378	21.9	144	8.3	150	8.7	23	1.3	9	0.5	**1,729**	**100.0**
HI	51	36.4	19	13.6	30	21.4	35	25.0	4	2.9	1	0.7	**140**	**100.0**
ID	165	60.0	72	26.2	26	9.5	9	3.3	3	1.1	0	0.0	**275**	**100.0**
IL	698	51.3	311	22.9	157	11.5	164	12.0	22	1.6	9	0.7	**1,361**	**100.0**
IN	555	59.2	193	20.6	110	11.7	63	6.7	13	1.4	4	0.4	**938**	**100.0**
IA	266	59.1	102	22.7	45	10.0	24	5.3	11	2.4	2	0.4	**450**	**100.0**
KS	269	62.9	95	22.2	35	8.2	24	5.6	4	0.9	1	0.2	**428**	**100.0**
KY	615	62.4	211	21.4	89	9.0	54	5.5	12	1.2	4	0.4	**985**	**100.0**
LA	549	57.5	196	20.5	75	7.9	109	11.4	21	2.2	5	0.5	**955**	**100.0**
ME	94	55.6	47	27.8	15	8.9	9	5.3	3	1.8	1	0.6	**169**	**100.0**
MD	296	48.2	120	19.5	85	13.8	102	16.6	7	1.1	4	0.7	**614**	**100.0**
MA	235	53.2	67	15.2	55	12.4	76	17.2	5	1.1	4	0.9	**442**	**100.0**
MI	592	52.4	247	21.9	124	11.0	137	12.1	25	2.2	4	0.4	**1,129**	**100.0**
MN	326	58.3	120	21.5	58	10.4	44	7.9	7	1.3	4	0.7	**559**	**100.0**
MS	596	64.0	219	23.5	39	4.2	72	7.7	5	0.5	0	0.0	**931**	**100.0**
MO	779	62.0	280	22.3	91	7.2	88	7.0	8	0.6	11	0.9	**1,257**	**100.0**
MT	138	55.0	62	24.7	28	11.2	13	5.2	4	1.6	6	2.4	**251**	**100.0**
NE	171	62.0	71	25.7	17	6.2	8	2.9	3	1.1	6	2.2	**276**	**100.0**
NV	209	48.9	88	20.6	56	13.1	63	14.8	10	2.3	1	0.2	**427**	**100.0**
NH	87	52.4	26	15.7	44	26.5	5	3.0	3	1.8	1	0.6	**166**	**100.0**

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

State	Person Type												Total Killed	
	Driver		Passenger		Motorcycle Rider		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	368	49.2	148	19.8	61	8.2	154	20.6	17	2.3	0	0.0	**748**	**100.0**
NM	243	49.8	141	28.9	38	7.8	61	12.5	5	1.0	0	0.0	**488**	**100.0**
NY	634	44.4	252	17.6	161	11.3	321	22.5	47	3.3	14	1.0	**1,429**	**100.0**
NC	861	56.1	313	20.4	152	9.9	164	10.7	36	2.3	8	0.5	**1,534**	**100.0**
ND	80	65.0	26	21.1	6	4.9	9	7.3	2	1.6	0	0.0	**123**	**100.0**
OH	758	57.3	275	20.8	178	13.5	95	7.2	13	1.0	4	0.3	**1,323**	**100.0**
OK	473	59.0	193	24.1	77	9.6	50	6.2	7	0.9	2	0.2	**802**	**100.0**
OR	276	56.6	102	20.9	48	9.8	48	9.8	11	2.3	3	0.6	**488**	**100.0**
PA	909	56.3	312	19.3	205	12.7	159	9.8	18	1.1	13	0.8	**1,616**	**100.0**
RI	38	43.7	20	23.0	14	16.1	14	16.1	1	1.1	0	0.0	**87**	**100.0**
SC	622	56.9	250	22.9	106	9.7	98	9.0	16	1.5	1	0.1	**1,093**	**100.0**
SD	98	52.7	51	27.4	22	11.8	14	7.5	0	0.0	1	0.5	**186**	**100.0**
TN	789	62.1	266	20.9	128	10.1	70	5.5	10	0.8	7	0.6	**1,270**	**100.0**
TX	1,761	50.3	897	25.6	360	10.3	419	12.0	46	1.3	21	0.6	**3,504**	**100.0**
UT	139	49.3	97	34.4	23	8.2	20	7.1	3	1.1	0	0.0	**282**	**100.0**
VT	42	57.5	14	19.2	14	19.2	3	4.1	0	0.0	0	0.0	**73**	**100.0**
VA	579	61.1	187	19.7	69	7.3	88	9.3	21	2.2	3	0.3	**947**	**100.0**
WA	333	51.5	151	23.3	74	11.4	71	11.0	13	2.0	5	0.8	**647**	**100.0**
WV	229	61.2	84	22.5	34	9.1	23	6.1	2	0.5	2	0.5	**374**	**100.0**
WI	465	57.1	191	23.4	93	11.4	44	5.4	14	1.7	8	1.0	**815**	**100.0**
WY	100	58.8	38	22.4	20	11.8	7	4.1	2	1.2	3	1.8	**170**	**100.0**
USA	**23,240**	**53.5**	**9,718**	**22.4**	**4,553**	**10.5**	**4,881**	**11.2**	**784**	**1.8**	**267**	**0.6**	43,443	100.0
PR	146	32.2	71	15.7	90	19.9	133	29.4	11	2.4	2	0.4	**453**	**100.0**

Table 110
Persons Killed, by State and Age Group

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
AL	16	15	31	162	105	205	167	171	111	88	59	1	**1,131**
AK	2	1	5	6	5	16	10	15	6	4	2	0	**72**
AZ	12	20	39	124	107	181	176	164	94	72	66	122	**1,177**
AR	8	6	17	86	73	107	83	86	76	52	53	1	**648**
CA	68	76	126	573	485	731	690	595	411	241	324	9	**4,329**
CO	10	5	12	85	71	100	96	101	61	33	31	1	**606**
CT	2	1	4	40	34	36	44	36	31	13	33	0	**274**
DE	1	0	3	20	15	15	22	27	11	9	11	0	**134**
DC	0	0	1	5	6	10	6	13	1	4	2	0	**48**
FL	44	50	66	457	366	570	555	537	322	227	336	13	**3,543**
GA	30	21	46	229	157	289	257	242	197	112	139	10	**1,729**
HI	1	1	3	12	15	21	31	15	12	11	18	0	**140**
ID	5	4	10	33	35	38	42	38	24	23	23	0	**275**
IL	17	15	36	179	172	215	201	175	116	102	131	2	**1,361**
IN	13	9	22	127	113	151	138	138	95	58	68	6	**938**
IA	8	6	18	69	42	46	66	62	40	38	53	2	**450**
KS	5	14	18	57	42	57	60	65	42	30	38	0	**428**
KY	12	14	23	129	90	181	146	130	100	68	92	0	**985**
LA	15	15	22	113	110	183	157	147	101	49	39	4	**955**
ME	1	3	6	27	19	21	21	23	15	14	19	0	**169**
MD	10	9	18	71	72	105	102	77	55	39	54	2	**614**
MA	2	4	10	68	51	72	42	62	49	28	53	1	**442**
MI	14	19	50	143	91	162	173	164	118	69	125	1	**1,129**
MN	6	9	17	78	57	73	101	80	52	35	49	2	**559**
MS	20	15	19	134	85	172	149	149	74	65	48	1	**931**
MO	16	13	33	198	144	168	203	171	120	90	98	3	**1,257**
MT	5	1	7	25	26	50	33	31	35	18	20	0	**251**
NE	4	1	10	41	31	36	34	40	33	12	34	0	**276**
NV	7	7	11	42	47	72	66	61	44	33	34	3	**427**
NH	0	1	4	19	14	29	23	29	16	14	17	0	**166**

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

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
NJ	9	6	15	87	81	126	117	90	81	52	76	8	**748**
NM	10	11	15	67	55	87	73	71	48	26	22	3	**488**
NY	17	11	32	187	164	201	196	178	131	109	191	12	**1,429**
NC	20	16	40	213	149	267	221	239	140	98	128	3	**1,534**
ND	3	4	3	18	12	17	13	24	8	7	14	0	**123**
OH	10	16	37	187	113	225	219	188	125	81	121	1	**1,323**
OK	6	15	20	106	79	117	122	129	95	50	63	0	**802**
OR	4	6	11	62	41	73	66	84	48	41	52	0	**488**
PA	15	11	31	214	189	251	224	200	158	120	203	0	**1,616**
RI	1	0	2	14	13	11	14	8	11	4	9	0	**87**
SC	14	11	30	118	116	212	176	171	96	63	77	9	**1,093**
SD	3	2	7	25	20	26	33	30	17	5	18	0	**186**
TN	13	11	28	145	132	212	210	180	134	83	119	3	**1,270**
TX	72	59	128	481	361	627	531	475	289	206	250	25	**3,504**
UT	6	11	8	28	37	46	25	41	29	22	22	7	**282**
VT	0	3	2	12	12	12	7	8	7	5	5	0	**73**
VA	8	16	24	123	123	119	158	130	97	74	75	0	**947**
WA	14	7	16	73	81	115	76	90	69	35	69	2	**647**
WV	3	4	13	44	40	64	60	50	40	25	31	0	**374**
WI	6	9	21	124	94	139	107	111	84	48	72	0	**815**
WY	2	1	3	19	30	25	28	26	15	11	10	0	**170**
USA	**590**	**585**	**1,173**	**5,699**	**4,622**	**7,084**	**6,570**	**6,167**	**4,184**	**2,816**	**3,696**	**257**	**43,443**
PR	0	3	11	54	64	85	53	59	51	40	26	7	**453**

Table 111
Occupants Killed, by State and Vehicle Type

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		Subtotal					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	552	52.9	399	38.2	17	1.6	0	0.0	15	1.4	0	0.0	*983*	*94.2*	*61*	*5.8*	**1,044**	**100.0**
AK	30	47.6	24	38.1	1	1.6	0	0.0	4	6.3	0	0.0	*59*	*93.7*	*4*	*6.3*	**63**	**100.0**
AZ	313	32.0	339	34.6	14	1.4	0	0.0	11	1.1	178	18.2	*855*	*87.3*	*124*	*12.7*	**979**	**100.0**
AR	259	42.7	251	41.4	27	4.4	0	0.0	7	1.2	0	0.0	*544*	*89.6*	*63*	*10.4*	**607**	**100.0**
CA	1,797	52.2	1,096	31.8	41	1.2	7	0.2	22	0.6	10	0.3	*2,973*	*86.4*	*469*	*13.6*	**3,442**	**100.0**
CO	252	45.9	192	35.0	16	2.9	0	0.0	1	0.2	1	0.2	*462*	*84.2*	*87*	*15.8*	**549**	**100.0**
CT	136	57.9	48	20.4	5	2.1	0	0.0	3	1.3	0	0.0	*192*	*81.7*	*43*	*18.3*	**235**	**100.0**
DE	69	57.0	27	22.3	2	1.7	0	0.0	2	1.7	0	0.0	*100*	*82.6*	*21*	*17.4*	**121**	**100.0**
DC	15	51.7	7	24.1	0	0.0	0	0.0	0	0.0	1	3.4	*23*	*79.3*	*6*	*20.7*	**29**	**100.0**
FL	1,338	47.5	889	31.5	53	1.9	3	0.1	26	0.9	41	1.5	*2,350*	*83.4*	*469*	*16.6*	**2,819**	**100.0**
GA	728	47.1	613	39.6	30	1.9	1	0.1	23	1.5	8	0.5	*1,403*	*90.7*	*144*	*9.3*	**1,547**	**100.0**
HI	47	47.0	22	22.0	0	0.0	0	0.0	1	1.0	0	0.0	*70*	*70.0*	*30*	*30.0*	**100**	**100.0**
ID	112	42.6	113	43.0	9	3.4	0	0.0	3	1.1	0	0.0	*237*	*90.1*	*26*	*9.9*	**263**	**100.0**
IL	637	54.6	331	28.4	29	2.5	0	0.0	8	0.7	4	0.3	*1,009*	*86.5*	*157*	*13.5*	**1,166**	**100.0**
IN	399	46.3	312	36.2	30	3.5	1	0.1	9	1.0	0	0.0	*751*	*87.2*	*110*	*12.8*	**861**	**100.0**
IA	222	53.6	132	31.9	6	1.4	0	0.0	9	2.2	0	0.0	*369*	*89.1*	*45*	*10.9*	**414**	**100.0**
KS	168	42.1	174	43.6	11	2.8	0	0.0	11	2.8	0	0.0	*364*	*91.2*	*35*	*8.8*	**399**	**100.0**
KY	474	51.8	309	33.8	18	2.0	0	0.0	24	2.6	1	0.1	*826*	*90.3*	*89*	*9.7*	**915**	**100.0**
LA	357	43.5	352	42.9	20	2.4	2	0.2	12	1.5	3	0.4	*746*	*90.9*	*75*	*9.1*	**821**	**100.0**
ME	86	55.1	49	31.4	1	0.6	0	0.0	5	3.2	0	0.0	*141*	*90.4*	*15*	*9.6*	**156**	**100.0**
MD	274	54.7	123	24.6	9	1.8	1	0.2	7	1.4	2	0.4	*416*	*83.0*	*85*	*17.0*	**501**	**100.0**
MA	197	55.2	101	28.3	1	0.3	0	0.0	1	0.3	2	0.6	*302*	*84.6*	*55*	*15.4*	**357**	**100.0**
MI	500	51.9	315	32.7	6	0.6	1	0.1	18	1.9	0	0.0	*840*	*87.1*	*124*	*12.9*	**964**	**100.0**
MN	249	49.0	179	35.2	12	2.4	0	0.0	9	1.8	1	0.2	*450*	*88.6*	*58*	*11.4*	**508**	**100.0**
MS	452	52.9	330	38.6	18	2.1	0	0.0	15	1.8	0	0.0	*815*	*95.4*	*39*	*4.6*	**854**	**100.0**
MO	582	50.5	437	37.9	22	1.9	1	0.1	19	1.6	0	0.0	*1,061*	*92.1*	*91*	*7.9*	**1,152**	**100.0**
MT	81	34.8	118	50.6	3	1.3	0	0.0	3	1.3	0	0.0	*205*	*88.0*	*28*	*12.0*	**233**	**100.0**
NE	126	47.7	115	43.6	5	1.9	0	0.0	1	0.4	0	0.0	*247*	*93.6*	*17*	*6.4*	**264**	**100.0**
NV	157	44.5	126	35.7	13	3.7	0	0.0	0	0.0	1	0.3	*297*	*84.1*	*56*	*15.9*	**353**	**100.0**
NH	66	42.0	40	25.5	2	1.3	0	0.0	4	2.5	1	0.6	*113*	*72.0*	*44*	*28.0*	**157**	**100.0**

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

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		Subtotal					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NJ	353	61.2	134	23.2	21	3.6	1	0.2	6	1.0	1	0.2	*516*	*89.4*	*61*	*10.6*	**577**	**100.0**
NM	148	35.1	217	51.4	13	3.1	0	0.0	4	0.9	2	0.5	*384*	*91.0*	*38*	*9.0*	**422**	**100.0**
NY	596	56.6	243	23.1	25	2.4	3	0.3	21	2.0	4	0.4	*892*	*84.7*	*161*	*15.3*	**1,053**	**100.0**
NC	698	52.5	438	33.0	33	2.5	0	0.0	7	0.5	1	0.1	*1,177*	*88.6*	*152*	*11.4*	**1,329**	**100.0**
ND	41	36.6	53	47.3	3	2.7	0	0.0	9	8.0	0	0.0	*106*	*94.6*	*6*	*5.4*	**112**	**100.0**
OH	683	56.3	325	26.8	18	1.5	0	0.0	9	0.7	0	0.0	*1,035*	*85.3*	*178*	*14.7*	**1,213**	**100.0**
OK	319	42.9	312	42.0	27	3.6	1	0.1	7	0.9	0	0.0	*666*	*89.6*	*77*	*10.4*	**743**	**100.0**
OR	191	44.6	170	39.7	6	1.4	0	0.0	7	1.6	6	1.4	*380*	*88.8*	*48*	*11.2*	**428**	**100.0**
PA	793	55.5	378	26.4	30	2.1	1	0.1	23	1.6	0	0.0	*1,225*	*85.7*	*205*	*14.3*	**1,430**	**100.0**
RI	43	59.7	15	20.8	0	0.0	0	0.0	0	0.0	0	0.0	*58*	*80.6*	*14*	*19.4*	**72**	**100.0**
SC	506	51.7	336	34.3	21	2.1	2	0.2	7	0.7	1	0.1	*873*	*89.2*	*106*	*10.8*	**979**	**100.0**
SD	76	44.4	63	36.8	5	2.9	0	0.0	5	2.9	0	0.0	*149*	*87.1*	*22*	*12.9*	**171**	**100.0**
TN	581	49.0	429	36.2	27	2.3	0	0.0	17	1.4	3	0.3	*1,057*	*89.2*	*128*	*10.8*	**1,185**	**100.0**
TX	1,260	41.7	1,266	41.9	78	2.6	24	0.8	29	1.0	2	0.1	*2,659*	*88.1*	*360*	*11.9*	**3,019**	**100.0**
UT	111	42.9	112	43.2	10	3.9	0	0.0	1	0.4	2	0.8	*236*	*91.1*	*23*	*8.9*	**259**	**100.0**
VT	40	57.1	13	18.6	0	0.0	0	0.0	3	4.3	0	0.0	*56*	*80.0*	*14*	*20.0*	**70**	**100.0**
VA	424	50.8	301	36.0	25	3.0	3	0.4	11	1.3	2	0.2	*766*	*91.7*	*69*	*8.3*	**835**	**100.0**
WA	304	54.5	160	28.7	11	2.0	0	0.0	9	1.6	0	0.0	*484*	*86.7*	*74*	*13.3*	**558**	**100.0**
WV	158	45.3	129	37.0	9	2.6	0	0.0	19	5.4	0	0.0	*315*	*90.3*	*34*	*9.7*	**349**	**100.0**
WI	395	52.2	233	30.8	13	1.7	6	0.8	17	2.2	0	0.0	*664*	*87.7*	*93*	*12.3*	**757**	**100.0**
WY	45	28.1	85	53.1	7	4.4	0	0.0	3	1.9	0	0.0	*140*	*87.5*	*20*	*12.5*	**160**	**100.0**
USA	**18,440**	**49.1**	**12,975**	**34.5**	**803**	**2.1**	**58**	**0.2**	**487**	**1.3**	**278**	**0.7**	***33,041***	***87.9***	***4,553***	***12.1***	37,594	**100.0**
PR	158	51.5	54	17.6	5	1.6	0	0.0	0	0.0	0	0.0	*217*	*70.7*	*90*	*29.3*	**307**	**100.0**

Table 112

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

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	359	37.7	552	58.0	40	4.2	**951**	**100.0**
AK	27	50.0	22	40.7	5	9.3	**54**	**100.0**
AZ	228	35.0	351	53.8	73	11.2	**652**	**100.0**
AR	147	28.8	309	60.6	54	10.6	**510**	**100.0**
CA	1,604	55.4	970	33.5	319	11.0	**2,893**	**100.0**
CO	188	42.3	250	56.3	6	1.4	**444**	**100.0**
CT	72	39.1	87	47.3	25	13.6	**184**	**100.0**
DE	41	42.7	52	54.2	3	3.1	**96**	**100.0**
DC	8	36.4	13	59.1	1	4.5	**22**	**100.0**
FL	863	38.8	1,262	56.7	102	4.6	**2,227**	**100.0**
GA	516	38.5	669	49.9	156	11.6	**1,341**	**100.0**
HI	29	42.0	30	43.5	10	14.5	**69**	**100.0**
ID	94	41.8	126	56.0	5	2.2	**225**	**100.0**
IL	427	44.1	449	46.4	92	9.5	**968**	**100.0**
IN	295	41.5	333	46.8	83	11.7	**711**	**100.0**
IA	164	46.3	139	39.3	51	14.4	**354**	**100.0**
KS	103	30.1	211	61.7	28	8.2	**342**	**100.0**
KY	273	34.9	508	64.9	2	0.3	**783**	**100.0**
LA	245	34.6	372	52.5	92	13.0	**709**	**100.0**
ME	48	35.6	64	47.4	23	17.0	**135**	**100.0**
MD	205	51.6	178	44.8	14	3.5	**397**	**100.0**
MA	84	28.2	171	57.4	43	14.4	**298**	**100.0**
MI	452	55.5	270	33.1	93	11.4	**815**	**100.0**
MN	184	43.0	211	49.3	33	7.7	**428**	**100.0**
MS	207	26.5	574	73.4	1	0.1	**782**	**100.0**
MO	313	30.7	614	60.3	92	9.0	**1,019**	**100.0**
MT	52	26.1	143	71.9	4	2.0	**199**	**100.0**
NE	68	28.2	145	60.2	28	11.6	**241**	**100.0**
NV	122	43.1	139	49.1	22	7.8	**283**	**100.0**
NH	31	29.2	72	67.9	3	2.8	**106**	**100.0**

Table 112

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

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	250	51.3	222	45.6	15	3.1	**487**	**100.0**
NM	175	47.9	183	50.1	7	1.9	**365**	**100.0**
NY	408	48.6	329	39.2	102	12.2	**839**	**100.0**
NC	519	45.7	522	46.0	95	8.4	**1,136**	**100.0**
ND	22	23.4	66	70.2	6	6.4	**94**	**100.0**
OH	421	41.8	585	58.0	2	0.2	**1,008**	**100.0**
OK	249	39.5	377	59.7	5	0.8	**631**	**100.0**
OR	228	63.2	109	30.2	24	6.6	**361**	**100.0**
PA	372	31.8	641	54.7	158	13.5	**1,171**	**100.0**
RI	20	34.5	37	63.8	1	1.7	**58**	**100.0**
SC	251	29.8	547	65.0	44	5.2	**842**	**100.0**
SD	33	23.7	93	66.9	13	9.4	**139**	**100.0**
TN	362	35.8	567	56.1	81	8.0	**1,010**	**100.0**
TX	1,285	50.9	1,190	47.1	51	2.0	**2,526**	**100.0**
UT	99	44.4	123	55.2	1	0.4	**223**	**100.0**
VT	24	45.3	26	49.1	3	5.7	**53**	**100.0**
VA	241	33.2	449	61.9	35	4.8	**725**	**100.0**
WA	238	51.3	206	44.4	20	4.3	**464**	**100.0**
WV	104	36.2	171	59.6	12	4.2	**287**	**100.0**
WI	220	35.0	358	57.0	50	8.0	**628**	**100.0**
WY	44	33.8	85	65.4	1	0.8	**130**	**100.0**
USA	**13,014**	**41.4**	**16,172**	**51.5**	**2,229**	**7.1**	**31,415**	**100.0**
PR	88	41.5	124	58.5	0	0.0	**212**	**100.0**

Table 113
2005 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	Florida	576	17,790	3.24
2	New Mexico	61	1,928	3.16
3	District of Columbia	16	551	2.91
4	Hawaii	35	1,275	2.74
5	Arizona	157	5,939	2.64
6	Nevada	63	2,415	2.61
7	Mississippi	72	2,921	2.46
8	Louisiana	109	4,524	2.41
9	South Carolina	98	4,255	2.30
10	California	742	36,132	2.05
11	North Carolina	164	8,683	1.89
12	Texas	419	22,860	1.83
13	Maryland	102	5,600	1.82
14	South Dakota	14	776	1.80
15	New Jersey	154	8,718	1.77
16	New York	321	19,255	1.67
17	Georgia	150	9,073	1.65
18	Alabama	72	4,558	1.58
19	Missouri	88	5,800	1.52
20	North Dakota	9	637	1.41
21	Oklahoma	50	3,548	1.41
22	Montana	13	936	1.39
23	Wyoming	7	509	1.37
24	Michigan	137	10,121	1.35
25	Arkansas	37	2,779	1.33
26	Oregon	48	3,641	1.32
27	Delaware	11	844	1.30

Table 113
2005 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
28	Rhode Island	14	1,076	1.30
29	Kentucky	54	4,173	1.29
30	Illinois	164	12,763	1.28
31	Pennsylvania	159	12,430	1.28
32	West Virginia	23	1,817	1.27
33	Massachusetts	76	6,399	1.19
34	Tennessee	70	5,963	1.17
35	Virginia	88	7,567	1.16
36	Washington	71	6,288	1.13
37	Alaska	7	664	1.05
38	Colorado	48	4,665	1.03
39	Indiana	63	6,272	1.00
40	Connecticut	34	3,510	0.97
41	Kansas	24	2,745	0.87
42	Minnesota	44	5,133	0.86
43	Ohio	95	11,464	0.83
44	Utah	20	2,470	0.81
45	Iowa	24	2,966	0.81
46	Wisconsin	44	5,536	0.79
47	Maine	9	1,322	0.68
48	Idaho	9	1,429	0.63
49	Vermont	3	623	0.48
50	Nebraska	8	1,759	0.45
51	New Hampshire	5	1,310	0.38
	USA	**4,881**	**296,410**	**1.65**
	Puerto Rico	133	3,912	3.40

Table 114

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

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	708	63	42	4	382	34	423	37	**1,131**	**100**
AK	37	52	4	6	31	43	35	48	**72**	**100**
AZ	685	58	58	5	434	37	492	42	**1,177**	**100**
AR	415	64	25	4	208	32	233	36	**648**	**100**
CA	2,610	60	254	6	1,466	34	1,719	40	**4,329**	**100**
CO	362	60	31	5	213	35	244	40	**606**	**100**
CT	154	56	19	7	101	37	120	44	**274**	**100**
DE	68	51	6	5	59	44	66	49	**134**	**100**
DC	22	45	5	11	21	44	26	55	**48**	**100**
FL	2,072	58	201	6	1,271	36	1,471	42	**3,543**	**100**
GA	1,184	68	82	5	463	27	545	32	**1,729**	**100**
HI	69	49	13	9	58	42	71	51	**140**	**100**
ID	186	68	5	2	85	31	89	32	**275**	**100**
IL	781	57	103	8	477	35	580	43	**1,361**	**100**
IN	618	66	47	5	273	29	320	34	**938**	**100**
IA	332	74	16	4	102	23	118	26	**450**	**100**
KS	277	65	30	7	122	28	151	35	**428**	**100**
KY	672	68	47	5	267	27	313	32	**985**	**100**
LA	561	59	47	5	347	36	394	41	**955**	**100**
ME	110	65	8	5	50	30	59	35	**169**	**100**
MD	379	62	44	7	191	31	235	38	**614**	**100**
MA	271	61	21	5	150	34	171	39	**442**	**100**
MI	708	63	58	5	363	32	421	37	**1,129**	**100**
MN	358	64	26	5	176	31	201	36	**559**	**100**
MS	560	60	40	4	331	36	371	40	**931**	**100**
MO	742	59	81	6	434	35	515	41	**1,257**	**100**
MT	127	51	12	5	112	45	124	49	**251**	**100**
NE	185	67	13	5	78	28	91	33	**276**	**100**
NV	268	63	16	4	143	33	159	37	**427**	**100**
NH	106	64	5	3	55	33	60	36	**166**	**100**

Table 114

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

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	485	65	46	6	217	29	263	35	**748**	**100**
NM	299	61	17	3	172	35	189	39	**488**	**100**
NY	905	63	91	6	434	30	524	37	**1,429**	**100**
NC	985	64	65	4	484	32	549	36	**1,534**	**100**
ND	65	53	13	10	46	37	58	47	**123**	**100**
OH	818	62	96	7	409	31	505	38	**1,323**	**100**
OK	519	65	34	4	249	31	283	35	**802**	**100**
OR	311	64	38	8	139	29	177	36	**488**	**100**
PA	980	61	77	5	559	35	636	39	**1,616**	**100**
RI	44	50	10	11	34	39	43	50	**87**	**100**
SC	629	58	68	6	396	36	464	42	**1,093**	**100**
SD	106	57	4	2	76	41	80	43	**186**	**100**
TN	806	63	67	5	397	31	464	37	**1,270**	**100**
TX	1,935	55	198	6	1,371	39	1,569	45	**3,504**	**100**
UT	245	87	2	1	35	12	37	13	**282**	**100**
VT	44	60	1	2	28	38	29	40	**73**	**100**
VA	600	63	63	7	284	30	347	37	**947**	**100**
WA	353	55	41	6	253	39	294	45	**647**	**100**
WV	248	66	11	3	116	31	126	34	**374**	**100**
WI	446	55	41	5	328	40	369	45	**815**	**100**
WY	105	62	9	5	56	33	65	38	**170**	**100**
USA	**26,558**	**61**	**2,346**	**5**	**14,539**	**33**	**16,885**	**39**	**43,443**	**100**
PR	237	52	33	7	184	41	217	48	**453**	**100**

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

Table 115

Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver

State	Blood Alcohol Concentration of Driver*								Total Drivers* Involved in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	1,177	77	37	2	323	21	360	23	**1,537**	**100**
AK	74	73	3	3	24	24	28	27	**102**	**100**
AZ	1,197	76	53	3	327	21	379	24	**1,576**	**100**
AR	680	77	26	3	179	20	205	23	**885**	**100**
CA	4,419	77	228	4	1,117	19	1,345	23	**5,764**	**100**
CO	628	74	32	4	187	22	219	26	**847**	**100**
CT	280	73	17	5	88	23	106	27	**385**	**100**
DE	142	73	6	3	45	23	52	27	**193**	**100**
DC	38	67	4	8	15	26	19	33	**57**	**100**
FL	3,899	78	174	3	932	19	1,106	22	**5,005**	**100**
GA	2,047	82	74	3	385	15	459	18	**2,506**	**100**
HI	115	65	12	7	49	28	61	35	**176**	**100**
ID	263	78	4	1	69	21	74	22	**337**	**100**
IL	1,452	75	84	4	400	21	484	25	**1,936**	**100**
IN	1,033	79	46	4	234	18	280	21	**1,313**	**100**
IA	491	82	14	2	93	15	106	18	**597**	**100**
KS	437	76	28	5	112	19	139	24	**576**	**100**
KY	1,040	79	45	3	233	18	277	21	**1,317**	**100**
LA	988	75	48	4	287	22	335	25	**1,323**	**100**
ME	173	77	7	3	45	20	52	23	**225**	**100**
MD	710	79	42	5	151	17	193	21	**903**	**100**
MA	450	75	19	3	130	22	149	25	**599**	**100**
MI	1,276	79	56	3	288	18	344	21	**1,620**	**100**
MN	595	77	24	3	150	20	174	23	**769**	**100**
MS	849	73	37	3	277	24	314	27	**1,163**	**100**
MO	1,219	73	79	5	366	22	445	27	**1,664**	**100**
MT	185	65	11	4	88	31	99	35	**284**	**100**
NE	285	78	13	4	68	19	81	22	**366**	**100**
NV	452	77	19	3	114	19	133	23	**585**	**100**
NH	172	76	5	2	49	22	54	24	**226**	**100**

Table 115

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

State	Blood Alcohol Concentration of Driver*								Total Drivers* Involved in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	849	80	41	4	166	16	207	20	**1,056**	**100**
NM	447	77	14	2	121	21	135	23	**582**	**100**
NY	1,465	78	84	4	337	18	421	22	**1,885**	**100**
NC	1,666	79	56	3	384	18	441	21	**2,106**	**100**
ND	82	62	7	5	43	33	50	38	**132**	**100**
OH	1,483	76	92	5	367	19	459	24	**1,941**	**100**
OK	821	77	30	3	210	20	240	23	**1,061**	**100**
OR	541	79	29	4	117	17	147	21	**687**	**100**
PA	1,706	75	75	3	500	22	575	25	**2,280**	**100**
RI	79	70	7	6	27	24	34	30	**113**	**100**
SC	1,039	73	62	4	318	22	380	27	**1,419**	**100**
SD	162	72	4	2	59	26	63	28	**225**	**100**
TN	1,338	77	59	3	349	20	408	23	**1,746**	**100**
TX	3,403	72	183	4	1,141	24	1,324	28	**4,727**	**100**
UT	328	91	2	1	32	9	34	9	**362**	**100**
VT	73	71	2	2	27	26	29	29	**102**	**100**
VA	937	75	58	5	248	20	305	25	**1,242**	**100**
WA	606	71	38	4	213	25	250	29	**856**	**100**
WV	385	77	10	2	102	20	112	23	**497**	**100**
WI	733	69	37	4	285	27	322	31	**1,055**	**100**
WY	134	69	8	4	53	27	60	31	**194**	**100**
USA	**45,036**	**76**	**2,147**	**4**	**11,921**	**20**	**14,068**	**24**	59,104	100
PR	418	70	41	7	136	23	177	30	**595**	**100**

*Includes motorcycle operators.

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

Table 116

Drivers Killed in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver

State	Blood Alcohol Concentration of Driver*								Total Drivers* Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	516	65	24	3	248	31	272	35	**788**	**100**
AK	27	60	2	3	16	36	18	40	**45**	**100**
AZ	403	62	33	5	214	33	246	38	**649**	**100**
AR	312	65	15	3	150	31	165	35	**477**	**100**
CA	1,504	65	129	6	677	29	806	35	**2,310**	**100**
CO	250	63	16	4	128	33	144	37	**394**	**100**
CT	110	63	9	5	57	32	66	37	**176**	**100**
DE	52	57	4	4	36	39	40	43	**92**	**100**
DC	7	38	2	11	10	51	12	62	**19**	**100**
FL	1,287	63	114	6	639	31	752	37	**2,039**	**100**
GA	821	71	47	4	294	25	340	29	**1,161**	**100**
HI	36	45	10	13	34	43	44	55	**80**	**100**
ID	133	70	3	2	54	28	57	30	**190**	**100**
IL	510	61	59	7	272	32	331	39	**841**	**100**
IN	476	72	25	4	162	24	187	28	**663**	**100**
IA	231	75	7	2	68	22	75	25	**306**	**100**
KS	193	64	22	7	86	29	108	36	**301**	**100**
KY	485	70	31	4	176	25	207	30	**692**	**100**
LA	377	61	19	3	222	36	241	39	**618**	**100**
ME	71	65	1	1	37	34	38	35	**109**	**100**
MD	253	67	16	4	106	28	122	33	**375**	**100**
MA	177	62	13	5	97	34	110	38	**287**	**100**
MI	489	69	35	5	186	26	220	31	**709**	**100**
MN	250	66	14	4	116	30	130	34	**380**	**100**
MS	390	62	28	4	214	34	242	38	**632**	**100**
MO	531	61	54	6	280	32	334	39	**865**	**100**
MT	85	52	8	5	70	43	78	48	**163**	**100**
NE	130	70	9	5	46	25	55	30	**185**	**100**
NV	180	69	10	4	73	28	83	31	**263**	**100**
NH	88	69	2	2	37	29	40	31	**128**	**100**

Table 116

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

State	Blood Alcohol Concentration of Driver*								Total Drivers* Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	296	69	26	6	105	25	131	31	**427**	**100**
NM	185	67	8	3	85	31	92	33	**277**	**100**
NY	512	65	53	7	220	28	273	35	**785**	**100**
NC	696	70	30	3	275	27	306	30	**1,002**	**100**
ND	45	52	5	6	36	42	41	48	**86**	**100**
OH	567	62	67	7	285	31	351	38	**918**	**100**
OK	375	69	17	3	154	28	171	31	**546**	**100**
OR	211	66	19	6	89	28	107	34	**318**	**100**
PA	705	64	33	3	366	33	399	36	**1,104**	**100**
RI	23	47	6	12	20	41	26	53	**49**	**100**
SC	412	57	51	7	259	36	309	43	**721**	**100**
SD	76	66	2	2	37	32	39	34	**115**	**100**
TN	587	65	40	4	278	31	317	35	**904**	**100**
TX	1,204	58	99	5	791	38	890	42	**2,094**	**100**
UT	141	87	1	0	20	12	20	13	**161**	**100**
VT	35	64	0	0	20	36	20	36	**55**	**100**
VA	412	64	45	7	187	29	231	36	**643**	**100**
WA	233	58	22	5	148	37	169	42	**402**	**100**
WV	175	67	6	2	81	31	87	33	**262**	**100**
WI	315	58	21	4	212	39	233	42	**548**	**100**
WY	67	57	6	5	45	38	51	43	**118**	**100**
USA	**17,644**	**64**	**1,313**	**5**	**8,515**	**31**	**9,828**	**36**	**27,472**	**100**
PR	124	53	19	8	90	39	109	47	**233**	**100**

*Includes motorcycle operators.

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

Table 117

Surviving Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver

State	Blood Alcohol Concentration of Driver*								Total Surviving Drivers* in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	661	88	13	2	75	10	88	12	**749**	**100**
AK	47	83	2	3	8	14	10	17	**57**	**100**
AZ	794	86	20	2	113	12	133	14	**927**	**100**
AR	368	90	11	3	29	7	40	10	**408**	**100**
CA	2,915	84	99	3	440	13	539	16	**3,454**	**100**
CO	378	83	16	4	59	13	75	17	**453**	**100**
CT	169	81	9	4	31	15	40	19	**209**	**100**
DE	89	88	3	3	9	9	12	12	**101**	**100**
DC	31	81	2	6	5	13	7	19	**38**	**100**
FL	2,612	88	60	2	294	10	354	12	**2,966**	**100**
GA	1,226	91	28	2	92	7	119	9	**1,345**	**100**
HI	79	83	2	2	15	15	17	17	**96**	**100**
ID	131	89	1	1	15	10	16	11	**147**	**100**
IL	943	86	25	2	128	12	152	14	**1,095**	**100**
IN	558	86	21	3	71	11	92	14	**650**	**100**
IA	260	89	7	2	24	8	31	11	**291**	**100**
KS	243	89	6	2	25	9	32	11	**275**	**100**
KY	555	89	14	2	56	9	70	11	**625**	**100**
LA	611	87	29	4	65	9	94	13	**705**	**100**
ME	102	88	6	5	8	7	14	12	**116**	**100**
MD	457	87	26	5	45	8	71	13	**528**	**100**
MA	273	88	6	2	33	10	39	12	**312**	**100**
MI	788	86	21	2	102	11	124	14	**911**	**100**
MN	345	89	10	3	34	9	45	11	**389**	**100**
MS	459	86	10	2	63	12	72	14	**531**	**100**
MO	688	86	25	3	86	11	111	14	**799**	**100**
MT	99	82	4	3	18	15	22	18	**121**	**100**
NE	155	85	4	2	22	12	26	15	**181**	**100**
NV	272	84	9	3	41	13	51	16	**322**	**100**
NH	84	86	3	3	11	12	14	14	**98**	**100**

Table 117

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

State	Blood Alcohol Concentration of Driver*								Total Surviving Drivers* in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	553	88	16	3	61	10	77	12	**629**	**100**
NM	262	86	7	2	36	12	43	14	**305**	**100**
NY	952	87	31	3	117	11	148	13	**1,100**	**100**
NC	969	88	26	2	109	10	135	12	**1,104**	**100**
ND	37	81	1	3	7	16	9	19	**46**	**100**
OH	916	90	25	2	82	8	107	10	**1,023**	**100**
OK	447	87	13	2	56	11	69	13	**515**	**100**
OR	330	89	11	3	29	8	39	11	**369**	**100**
PA	1,001	85	41	3	134	11	175	15	**1,176**	**100**
RI	56	87	1	1	8	12	8	13	**64**	**100**
SC	627	90	12	2	59	8	71	10	**698**	**100**
SD	86	78	2	2	22	20	24	22	**110**	**100**
TN	751	89	20	2	71	8	91	11	**842**	**100**
TX	2,199	84	84	3	350	13	434	16	**2,633**	**100**
UT	187	93	2	1	12	6	14	7	**201**	**100**
VT	38	81	2	4	7	15	9	19	**47**	**100**
VA	525	88	13	2	61	10	74	12	**599**	**100**
WA	373	82	16	4	65	14	81	18	**454**	**100**
WV	210	89	4	2	21	9	25	11	**235**	**100**
WI	418	82	16	3	74	15	90	18	**507**	**100**
WY	67	88	1	2	8	10	9	12	**76**	**100**
USA	**27,393**	**87**	**834**	**3**	**3,406**	**11**	**4,240**	**13**	31,632	**100**
PR	294	81	23	6	46	13	68	19	**362**	**100**

*Includes motorcycle operators.

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

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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
AL	1,131	**493**	53	7	118	15	175	31	39	25
AK	72	**27**	7	3	4	0	2	1	5	3
AZ	1,177	**460**	109	15	36	23	71	73	32	35
AR	648	**104**	5	0	52	3	11	7	17	5
CA	4,329	**1,471**	203	30	344	60	145	131	181	156
CO	606	**204**	16	11	25	10	30	24	22	30
CT	274	**92**	3	7	1	0	9	9	9	49
DE	134	**52**	1	5	4	26	0	5	6	2
DC	48	**17**	0	5	0	0	0	0	2	10
FL	3,543	**239**	14	7	30	11	52	20	33	33
GA	1,729	**340**	22	5	105	6	51	5	43	18
HI	140	**69**	0	6	6	1	6	1	25	20
ID	275	**95**	14	0	11	11	7	5	8	8
IL	1,361	**525**	68	22	199	16	48	46	62	61
IN	938	**258**	19	17	59	10	42	34	27	46
IA	450	**44**	5	0	19	2	5	0	7	4
KS	428	**119**	16	0	37	2	6	4	4	19
KY	985	**187**	12	6	117	0	22	2	17	10
LA	955	**180**	14	3	70	4	34	7	27	13
ME	169	**86**	11	3	9	9	21	11	9	10
MD	614	**214**	14	15	19	34	22	29	30	46
MA	442	**146**	11	3	4	3	11	21	28	57
MI	1,129	**243**	26	11	120	4	24	2	14	25
MN	559	**152**	13	4	85	7	6	4	2	20
MS	931	**254**	36	0	91	20	45	9	21	8
MO	1,257	**529**	59	9	197	6	31	28	66	51
MT	251	**97**	17	0	2	2	4	0	9	10
NE	276	**51**	10	0	5	11	2	3	8	5
NV	427	**160**	24	0	10	8	23	1	23	9
NH	166	**56**	4	1	4	5	1	6	14	16

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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
NJ	748	**79**	0	3	10	21	12	3	9	13
NM	488	**165**	33	2	28	1	12	7	10	11
NY	1,429	**456**	13	13	173	15	27	37	21	77
NC	1,534	**560**	40	7	287	4	121	1	72	14
ND	123	**28**	2	1	8	2	0	1	0	3
OH	1,323	**277**	23	6	123	4	28	7	51	21
OK	802	**292**	27	2	64	8	71	13	18	15
OR	488	**161**	10	2	76	3	11	7	19	14
PA	1,616	**757**	44	18	195	18	167	91	144	54
RI	87	**40**	6	3	1	3	2	2	6	17
SC	1,093	**480**	59	2	158	9	93	22	55	24
SD	186	**62**	7	0	26	0	1	3	4	4
TN	1,270	**266**	12	10	9	0	9	4	4	4
TX	3,504	**1,426**	162	49	174	35	147	117	121	143
UT	282	**75**	38	0	3	3	2	6	7	6
VT	73	**33**	2	0	0	13	3	3	5	3
VA	947	**313**	42	19	128	3	52	8	35	19
WA	647	**247**	14	4	18	54	12	19	57	41
WV	374	**82**	10	0	33	3	13	8	6	6
WI	815	**294**	16	6	157	2	27	7	18	42
WY	170	**56**	18	0	8	0	3	1	1	6
USA	**43,443**	***13,113**	**1,384**	**342**	**3,462**	**510**	**1,719**	**886**	**1,453**	**1,341**
PR	453	**215**	45	0	7	3	30	21	84	25

*Of the total number of speeding-related fatalities in 2005, 5,562 occurred on roads with posted speed limits between 55 and 65 mph, and 902 occurred on roads with speed limits above 65 mph.

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

Table 119

Rural Fatal Crashes, by State and Average Emergency Medical Services (EMS) Response Times

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	8.82	47.6	11.02	44.4	0.00	99.7	5.50	99.7	**664**
AK	0.30	4.4	19.86	84.4	NA	NA	NA	NA	**45**
AZ	3.90	35.3	16.53	32.8	53.38	98.0	71.25	98.0	**400**
AR	5.33	24.9	12.24	15.2	0.00	99.6	20.00	99.8	**474**
CA	2.00	99.9	9.00	99.9	NA	NA	NA	NA	**1,465**
CO	7.15	48.3	14.46	48.0	39.69	83.7	59.73	84.0	**300**
CT	0.78	31.9	6.92	19.1	51.95	59.6	53.50	61.7	**47**
DE	5.81	9.9	8.63	0.0	30.84	38.0	44.00	38.0	**71**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**0**
FL	4.62	20.4	9.01	13.9	36.00	99.9	64.00	99.9	**1,155**
GA	3.33	21.6	10.37	7.6	45.85	31.5	56.14	33.2	**680**
HI	4.69	11.8	11.71	3.9	34.91	35.3	51.88	35.3	**51**
ID	5.41	16.9	15.14	9.7	NA	NA	NA	NA	**195**
IL	3.60	6.7	7.33	99.4	NA	NA	NA	NA	**510**
IN	3.58	4.8	8.39	0.8	NA	NA	NA	NA	**503**
IA	6.12	18.0	9.84	10.9	36.00	35.1	48.05	38.6	**350**
KS	7.83	9.5	11.03	2.4	38.92	32.2	55.02	37.3	**295**
KY	4.61	19.1	11.20	15.7	37.10	47.9	49.76	49.2	**658**
LA	5.83	12.1	11.97	8.5	39.20	38.5	54.47	40.0	**563**
ME	7.28	12.2	9.22	6.5	40.60	40.3	55.68	41.0	**139**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**225**
MA	0.00	97.1	5.67	91.2	35.33	91.2	38.67	91.2	**34**
MI	3.00	28.3	9.37	28.1	NA	NA	NA	NA	**583**
MN	2.62	30.8	11.48	33.6	32.66	61.3	46.45	61.5	**351**
MS	15.15	44.3	19.73	45.2	20.91	49.9	54.12	50.1	**688**
MO	8.07	49.3	13.51	44.5	37.26	69.9	58.62	70.9	**795**
MT	9.72	15.4	14.46	6.2	39.58	48.7	60.71	50.8	**195**
NE	7.25	41.7	9.50	40.0	26.96	53.9	43.17	55.0	**180**
NV	8.52	37.9	18.59	41.4	35.74	75.0	60.29	75.7	**140**
NH	1.04	5.0	10.56	1.7	16.31	16.0	27.67	16.8	**119**

Table 119

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

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	0.00	99.1	11.00	99.1	NA	NA	NA	NA	**110**
NM	NA	NA	NA	NA	NA	NA	NA	NA	**295**
NY	3.72	15.0	9.35	8.6	41.62	48.7	50.41	51.7	**513**
NC	4.56	47.5	9.97	47.3	40.08	66.6	52.09	66.6	**948**
ND	12.43	9.7	15.17	5.4	42.22	36.6	66.60	40.9	**93**
OH	6.40	30.5	10.17	25.5	38.60	46.4	52.57	48.3	**741**
OK	10.09	80.6	12.06	69.2	31.65	79.4	48.20	80.0	**510**
OR	3.87	13.3	11.26	7.3	47.03	43.7	57.77	46.8	**316**
PA	5.78	77.5	11.31	71.8	37.19	85.4	51.37	85.4	**765**
RI	8.25	20.0	8.00	0.0	44.80	50.0	42.75	60.0	**10**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**864**
SD	8.74	42.1	14.00	39.3	34.30	61.4	53.30	62.1	**140**
TN	3.78	93.9	14.21	90.5	74.33	98.0	89.00	98.6	**148**
TX	8.83	35.3	14.68	34.0	40.78	52.5	62.34	54.4	**1,719**
UT	7.15	12.1	14.88	13.4	37.33	94.0	64.00	94.0	**149**
VT	3.21	37.7	10.54	8.2	43.85	32.8	53.85	34.4	**61**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**527**
WA	4.98	67.6	9.87	53.2	42.09	80.3	51.25	81.2	**340**
WV	4.80	6.1	11.17	0.4	42.01	35.7	55.77	38.6	**277**
WI	4.34	14.0	11.52	8.7	37.37	50.9	51.17	52.6	**485**
WY	6.81	15.3	19.06	12.9	NA	NA	NA	NA	**124**
USA	**5.87**	**43.6**	**11.75**	**42.3**	**38.00**	**72.8**	**54.08**	**73.7**	**21,010**
PR	7.57	74.6	11.63	74.1	NA	NA	NA	NA	**201**

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

Table 120

Urban Fatal Crashes, by State and Average Emergency Medical Services (EMS) Response Times

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	4.11	44.1	6.70	40.7	NA	NA	NA	NA	**329**
AK	0.00	5.0	10.00	90.0	NA	NA	NA	NA	**20**
AZ	2.03	36.3	7.31	36.7	41.00	96.6	52.21	96.4	**531**
AR	3.17	18.1	6.87	7.8	NA	NA	NA	NA	**116**
CA	7.00	99.7	6.33	99.6	16.00	100.0	30.00	100.0	**2,381**
CO	2.96	35.8	6.06	41.3	23.09	68.9	30.49	68.9	**254**
CT	1.78	22.5	5.81	22.5	28.53	58.2	35.47	58.2	**213**
DE	2.57	20.0	5.31	0.0	22.73	37.1	29.36	37.1	**35**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**44**
FL	3.19	27.8	5.85	21.8	30.00	99.9	37.00	99.9	**1,808**
GA	2.42	21.6	6.89	10.8	34.89	31.0	43.09	31.7	**555**
HI	1.75	2.6	9.03	0.0	26.08	17.9	36.69	17.9	**78**
ID	2.02	6.3	4.67	0.0	NA	NA	NA	NA	**48**
IL	2.26	3.2	10.75	99.4	NA	NA	NA	NA	**715**
IN	3.69	6.3	8.44	1.4	NA	NA	NA	NA	**352**
IA	3.48	8.3	5.53	6.3	25.11	27.1	34.54	27.1	**48**
KS	3.60	4.5	4.86	2.2	25.41	23.6	32.66	23.6	**89**
KY	2.70	18.9	6.75	16.7	26.48	43.6	35.84	44.1	**227**
LA	4.46	14.4	7.80	5.7	30.61	36.9	41.02	37.9	**298**
ME	1.50	25.0	6.33	25.0	30.00	50.0	36.50	50.0	**8**
MD	0.00	99.7	10.00	99.7	NA	NA	NA	NA	**352**
MA	5.67	77.3	5.04	70.3	25.46	76.8	33.16	77.3	**384**
MI	2.31	43.6	5.76	41.2	NA	NA	NA	NA	**447**
MN	1.78	37.6	7.81	39.6	24.89	62.4	34.89	62.4	**149**
MS	12.69	31.6	19.00	31.6	20.34	35.5	51.28	36.8	**152**
MO	4.14	54.3	6.26	44.1	24.41	58.4	33.27	59.3	**322**
MT	3.73	24.1	5.57	20.7	17.92	55.2	26.23	55.2	**29**
NE	1.81	17.2	5.29	15.5	19.56	25.9	26.60	25.9	**58**
NV	2.93	9.2	7.13	16.3	23.67	41.0	34.20	41.4	**239**
NH	1.00	0.0	5.97	0.0	14.30	18.9	20.07	18.9	**37**

Table 120

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

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	1.00	99.8	7.00	99.8	NA	NA	NA	NA	**581**
NM	NA	NA	NA	NA	NA	NA	NA	NA	**124**
NY	2.31	57.8	6.87	56.5	29.29	73.6	37.22	74.5	**812**
NC	3.36	42.0	6.77	42.7	29.50	59.1	39.89	59.3	**457**
ND	7.92	0.0	4.67	0.0	28.20	16.7	34.30	16.7	**12**
OH	3.87	29.2	5.30	25.7	25.68	42.0	34.50	42.4	**483**
OK	4.28	71.0	5.62	63.0	22.75	69.5	30.50	70.0	**200**
OR	1.26	5.5	5.46	2.3	28.23	42.2	34.64	42.2	**128**
PA	2.74	77.9	6.73	73.0	29.33	82.2	38.09	82.2	**730**
RI	3.83	42.9	3.99	0.0	26.77	18.6	31.65	18.6	**70**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**116**
SD	2.00	11.1	5.06	5.6	24.00	16.7	30.80	16.7	**18**
TN	33.50	98.3	6.33	97.5	27.00	99.2	42.00	99.2	**120**
TX	4.89	35.0	7.75	33.3	27.83	52.1	39.37	52.2	**1,379**
UT	3.93	18.6	7.57	20.9	22.11	89.5	33.11	89.5	**86**
VT	5.33	14.3	5.00	14.3	21.20	28.6	30.40	28.6	**7**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**347**
WA	1.71	57.2	5.52	48.7	31.09	72.0	36.71	72.0	**236**
WV	4.55	4.3	6.70	0.0	32.49	30.0	43.31	30.0	**70**
WI	2.49	8.7	6.79	4.8	30.95	33.2	39.61	34.1	**229**
WY	3.09	4.3	7.48	0.0	NA	NA	NA	NA	**23**
USA	**3.29**	**50.5**	**6.76**	**51.9**	**27.86**	**77.9**	**37.59**	**78.1**	**16,546**
PR	7.19	71.1	10.01	70.3	NA	NA	NA	NA	**232**

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

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

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
New York	NY	323	152	47.1	8,143,197	3.97
Los Angeles	CA	283	96	33.9	3,844,829	7.36
Chicago	IL	187	64	34.2	2,842,518	6.58
Houston	TX	195	46	23.6	2,016,582	9.67
Philadelphia	PA	99	30	30.3	1,463,281	6.77
Phoenix	AZ	184	47	25.5	1,461,575	12.59
San Antonio	TX	140	37	26.4	1,256,509	11.14
San Diego	CA	110	18	16.4	1,255,540	8.76
Dallas	TX	155	46	29.7	1,213,825	12.77
San Jose	CA	51	14	27.5	912,332	5.59
Detroit	MI	113	37	32.7	886,671	12.74
Indianapolis	IN	42	7	16.7	784,118	5.36
Jacksonville	FL	149	34	22.8	782,623	19.04
San Francisco	CA	33	16	48.5	739,426	4.46
Columbus	OH	59	13	22.0	730,657	8.07
Austin	TX	58	17	29.3	690,252	8.40
Memphis	TN	106	18	17.0	672,277	15.77
Baltimore	MD	34	12	35.3	635,815	5.35
Fort Worth	TX	67	19	28.4	624,067	10.74
Charlotte	NC	65	10	15.4	610,949	10.64
El Paso	TX	46	12	26.1	598,590	7.68
Milwaukee	WI	40	12	30.0	578,887	6.91
Seattle	WA	33	6	18.2	573,911	5.75
Boston	MA	19	7	36.8	559,034	3.40
Denver	CO	52	16	30.8	557,917	9.32
Louisville-Jefferson Co.	KY	93	12	12.9	556,429	16.71
Washington	DC	48	16	33.3	550,521	8.72
Nashville-Davidson	TN	89	10	11.2	549,110	16.21
Las Vegas	NV	61	18	29.5	545,147	11.19
Portland	OR	35	8	22.9	533,427	6.56
Oklahoma City	OK	64	13	20.3	531,324	12.05
Tucson	AZ	65	17	26.2	515,526	12.61
Albuquerque	NM	65	21	32.3	494,236	13.15
Long Beach	CA	33	7	21.2	474,014	6.96
Atlanta	GA	61	6	9.8	470,688	12.96
Fresno	CA	45	13	28.9	461,116	9.76

Source: Population—Bureau of the Census.

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

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Sacramento	CA	43	14	32.6	456,441	9.42
New Orleans	LA	26	6	23.1	454,863	5.72
Cleveland	OH	34	10	29.4	452,208	7.52
Kansas City	MO	74	9	12.2	444,965	16.63
Mesa	AZ	61	13	21.3	442,780	13.78
Virginia Beach	VA	31	7	22.6	438,415	7.07
Omaha	NE	27	3	11.1	414,521	6.51
Oakland	CA	33	10	30.3	395,274	8.35
Miami	FL	66	22	33.3	386,417	17.08
Tulsa	OK	44	11	25.0	382,457	11.50
Honolulu CDP	HI	27	15	55.6	377,379	7.15
Minneapolis	MN	20	6	30.0	372,811	5.36
Colorado Springs	CO	29	4	13.8	369,815	7.84
Arlington	TX	33	4	12.1	362,805	9.10
Wichita	KS	34	3	8.8	354,865	9.58
St. Louis	MO	54	11	20.4	344,362	15.68
Raleigh	NC	28	5	17.9	341,530	8.20
Santa Ana	CA	26	8	30.8	340,368	7.64
Anaheim	CA	35	8	22.9	331,804	10.55
Tampa	FL	55	8	14.5	325,989	16.87
Pittsburgh	PA	27	4	14.8	316,718	8.52
Cincinnati	OH	33	7	21.2	308,728	10.69
Toledo	OH	34	5	14.7	301,285	11.28
Aurora	CO	27	8	29.6	297,235	9.08
Bakersfield	CA	32	8	25.0	295,536	10.83
Riverside	CA	38	5	13.2	290,086	13.10
Stockton	CA	30	8	26.7	286,926	10.46
Corpus Christi	TX	36	8	22.2	283,474	12.70
Newark	NJ	24	6	25.0	280,666	8.55
Buffalo	NY	18	5	27.8	279,745	6.43
St. Paul	MN	16	6	37.5	275,150	5.82
Anchorage	AK	17	4	23.5	275,043	6.18
Lexington-Fayette	KY	34	6	17.6	268,080	12.68
Plano	TX	18	1	5.6	250,096	7.20
St. Petersburg	FL	26	5	19.2	249,079	10.44
Jersey City	NJ	11	4	36.4	239,614	4.59

Source: Population—Bureau of the Census.

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

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Glendale	AZ	24	4	16.7	239,435	10.02
Lincoln	NE	10	1	10.0	239,213	4.18
Chandler	AZ	6	1	16.7	234,939	2.55
Henderson	NV	12	1	8.3	232,146	5.17
Greensboro	NC	28	8	28.6	231,962	12.07
Norfolk	VA	14	3	21.4	231,954	6.04
Birmingham	AL	21	4	19.0	231,483	9.07
Scottsdale	AZ	29	2	6.9	226,013	12.83
Fort Wayne	IN	11	1	9.1	223,341	4.93
Baton Rouge	LA	26	7	26.9	222,064	11.71
Madison	WI	9	0	0.0	221,551	4.06
Hialeah	FL	19	6	31.6	220,485	8.62
Chesapeake	VA	21	3	14.3	218,968	9.59
Garland	TX	11	1	9.1	216,346	5.08
Orlando	FL	50	9	18.0	213,223	23.45
Rochester	NY	14	4	28.6	211,091	6.63
Akron	OH	21	3	14.3	210,795	9.96
Chula Vista	CA	11	4	36.4	210,497	5.23
Lubbock	TX	13	1	7.7	209,737	6.20
Laredo	TX	15	5	33.3	208,754	7.19
Modesto	CA	24	8	33.3	207,011	11.59
Durham	NC	12	3	25.0	204,845	5.86
Reno	NV	16	5	31.3	203,550	7.86
Fremont	CA	11	3	27.3	200,468	5.49
Montgomery	AL	29	7	24.1	200,127	14.49
Glendale	CA	10	1	10.0	200,065	5.00
Shreveport	LA	30	6	20.0	198,874	15.08
San Bernardino	CA	34	12	35.3	198,550	17.12
Spokane	WA	9	1	11.1	196,818	4.57
Yonkers	NY	8	2	25.0	196,425	4.07
Arlington CDP	VA	0	0	0.0	195,965	0.00
Tacoma	WA	17	5	29.4	195,898	8.68
Huntington Beach	CA	11	5	45.5	194,457	5.66
Des Moines	IA	7	2	28.6	194,163	3.61
Grand Rapids	MI	7	1	14.3	193,780	3.61
Richmond	VA	9	2	22.2	193,777	4.64
Winston-Salem	NC	15	3	20.0	193,755	7.74
Irving	TX	13	1	7.7	193,649	6.71
Boise City	ID	6	2	33.3	193,161	3.11

Source: Population—Bureau of the Census.

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

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Mobile	AL	23	3	13.0	191,544	12.01
Augusta-Richmond Co.	GA	22	2	9.1	190,782	11.53
Irvine	CA	11	0	0.0	186,852	5.89
Columbus	GA	25	5	20.0	185,271	13.49
Little Rock	AR	22	3	13.6	184,564	11.92
Oxnard	CA	11	0	0.0	183,628	5.99
Amarillo	TX	28	7	25.0	183,021	15.30
Knoxville	TN	38	0	0.0	180,130	21.10
Newport News	VA	14	4	28.6	179,899	7.78
Moreno Valley	CA	9	1	11.1	178,367	5.05
Salt Lake City	UT	29	6	20.7	178,097	16.28
Jackson	MS	33	13	39.4	177,977	18.54
Providence	RI	14	5	35.7	176,862	7.92
North Las Vegas	NV	16	2	12.5	176,635	9.06
Worcester	MA	9	2	22.2	175,898	5.12
Gilbert town	AZ	11	1	9.1	173,989	6.32
Ontario	CA	28	3	10.7	172,679	16.22
Rancho Cucamonga	CA	11	1	9.1	169,353	6.50
Santa Clarita	CA	4	1	25.0	168,253	2.38
Aurora	IL	7	1	14.3	168,181	4.16
Brownsville	TX	9	1	11.1	167,493	5.37
Fort Lauderdale	FL	31	9	29.0	167,380	18.52
Huntsville	AL	30	3	10.0	166,313	18.04
Oceanside	CA	15	7	46.7	166,108	9.03
Garden Grove	CA	7	3	42.9	166,075	4.21
Overland Park	KS	5	0	0.0	164,811	3.03
Fontana	CA	19	2	10.5	163,860	11.60
Tempe	AZ	14	5	35.7	161,143	8.69
Dayton	OH	23	4	17.4	158,873	14.48
Tallahassee	FL	27	4	14.8	158,500	17.03
Vancouver	WA	5	0	0.0	157,493	3.17
Chattanooga	TN	28	5	17.9	154,762	18.09
Pomona	CA	20	4	20.0	153,787	13.01
Santa Rosa	CA	13	3	23.1	153,158	8.49
Rockford	IL	17	3	17.6	152,916	11.12
Springfield	MA	12	6	50.0	151,732	7.91
Pembroke Pines	FL	13	0	0.0	150,380	8.64
Springfield	MO	23	2	8.7	150,298	15.30

Source: Population—Bureau of the Census.

Table 122
Fatalities and Fatality Rates by State, 1975-2005

State	Fatalities							Fatality Rate per 100 Million Vehicle Miles Traveled						
	1975	1985	1990	1995	2000	2005	Difference, 1975-2005	1975	1985	1990	1995	2000	2005	Difference, 1975-2005
AL	902	882	1,121	1,114	996	1,131	**+25%**	3.63	2.51	2.65	2.20	1.76	1.90	**-48%**
AK	112	127	98	87	106	72	**-36%**	4.38	3.17	2.51	2.11	2.30	1.43	**-67%**
AZ	670	893	869	1,035	1,036	1,177	**+76%**	4.19	4.14	2.45	2.61	2.11	1.97	**-53%**
AR	559	534	604	631	652	648	**+16%**	4.01	3.12	2.87	2.37	2.24	2.03	**-49%**
CA	4,092	4,960	5,192	4,192	3,753	4,329	**+6%**	3.09	2.39	2.01	1.52	1.22	1.31	**-58%**
CO	581	579	544	645	681	606	**+4%**	3.50	2.21	2.00	1.84	1.63	1.26	**-64%**
CT	389	448	385	317	341	274	**-30%**	2.13	2.00	1.46	1.13	1.11	0.87	**-59%**
DE	122	104	138	121	123	134	**+10%**	3.37	1.94	2.11	1.61	1.49	1.41	**-58%**
DC	70	60	48	58	48	48	**-31%**	2.27	1.86	1.41	1.67	1.37	1.29	**-43%**
FL	1,998	2,832	2,891	2,805	2,999	3,543	**+77%**	3.24	3.22	2.63	2.19	1.99	1.76	**-46%**
GA	1,360	1,361	1,562	1,488	1,541	1,729	**+27%**	3.46	2.53	2.22	1.74	1.47	1.52	**-56%**
HI	144	126	177	130	132	140	**-3%**	3.47	1.86	2.19	1.64	1.55	1.39	**-60%**
ID	281	255	244	262	276	275	**-2%**	4.78	3.31	2.48	2.13	2.04	1.85	**-61%**
IL	2,041	1,534	1,589	1,586	1,418	1,361	**-33%**	3.56	2.17	1.91	1.68	1.38	1.26	**-65%**
IN	1,128	974	1,049	960	886	938	**-17%**	3.02	2.39	1.95	1.49	1.25	1.31	**-57%**
IA	670	474	465	527	445	450	**-33%**	3.75	2.35	2.02	2.03	1.51	1.45	**-61%**
KS	509	486	444	442	461	428	**-16%**	3.29	2.52	1.94	1.76	1.64	1.44	**-56%**
KY	863	712	849	849	820	985	**+14%**	3.50	2.50	2.52	2.07	1.75	2.08	**-41%**
LA	934	931	959	894	938	955	**+2%**	4.60	2.79	2.53	2.31	2.30	2.12	**-54%**
ME	223	206	213	187	169	169	**-24%**	3.14	2.22	1.79	1.49	1.19	1.13	**-64%**
MD	670	729	707	671	588	614	**-8%**	2.66	2.19	1.74	1.50	1.17	1.09	**-59%**
MA	864	742	605	444	433	442	**-49%**	2.75	1.87	1.31	0.92	0.82	0.80	**-71%**
MI	1,779	1,545	1,571	1,530	1,382	1,129	**-37%**	3.06	2.29	1.94	1.79	1.41	1.09	**-64%**
MN	754	608	566	597	625	559	**-26%**	2.94	1.86	1.45	1.35	1.19	0.98	**-67%**
MS	546	662	750	868	949	931	**+71%**	3.80	3.45	3.07	2.94	2.67	2.21	**-42%**
MO	1,045	931	1,097	1,109	1,157	1,257	**+20%**	3.41	2.37	2.16	1.87	1.72	1.83	**-46%**
MT	291	223	212	215	237	251	**-14%**	5.08	3.03	2.54	2.28	2.40	2.26	**-56%**
NE	369	237	262	254	276	276	**-25%**	3.29	1.97	1.88	1.61	1.53	1.43	**-57%**
NV	218	259	343	313	323	427	**+96%**	4.74	3.42	3.36	2.24	1.83	2.06	**-57%**
NH	151	191	158	118	126	166	**+10%**	2.85	2.53	1.61	1.11	1.05	1.24	**-56%**

Table 122
Fatalities and Fatality Rates by State, 1975-2005 (Continued)

State	Fatalities							Fatality Rate per 100 Million Vehicle Miles Traveled						
	1975	1985	1990	1995	2000	2005	Difference, 1975-2005	1975	1985	1990	1995	2000	2005	Difference, 1975-2005
NJ	1,043	964	886	774	731	748	**-28%**	2.15	1.83	1.50	1.27	1.08	1.01	**-53%**
NM	555	535	499	485	432	488	**-12%**	5.59	4.03	3.09	2.29	1.90	2.04	**-64%**
NY[a]	2,366	2,006	2,217	1,679	1,460	1,429	**-40%**	3.63	2.22	2.07	1.46	1.13	1.04	**-71%**
NC	1,506	1,482	1,385	1,448	1,557	1,534	**+2%**	4.14	2.97	2.21	1.90	1.74	1.51	**-64%**
ND	167	90	112	74	86	123	**-26%**	3.71	1.61	1.90	1.13	1.19	1.62	**-56%**
OH	1,766	1,646	1,638	1,360	1,366	1,323	**-25%**	2.75	2.18	1.79	1.35	1.29	1.20	**-56%**
OK	757	744	641	669	650	802	**+6%**	3.33	2.39	1.93	1.74	1.50	1.71	**-49%**
OR	562	559	579	574	451	488	**-13%**	3.53	2.61	2.17	1.91	1.33	1.38	**-61%**
PA	2,078	1,771	1,646	1,480	1,520	1,616	**-22%**	3.26	2.35	1.92	1.57	1.49	1.50	**-54%**
RI	110	109	84	69	80	87	**-21%**	1.94	1.87	1.14	1.00	0.96	1.05	**-46%**
SC	820	951	979	881	1,065	1,093	**+33%**	3.98	3.56	2.85	2.28	2.34	2.21	**-44%**
SD	195	130	153	158	173	186	**-5%**	3.76	2.07	2.19	2.06	2.05	2.22	**-41%**
TN	1,126	1,101	1,177	1,259	1,307	1,270	**+13%**	3.42	3.03	2.52	2.24	1.99	1.79	**-48%**
TX	3,372	3,678	3,250	3,183	3,779	3,504	**+4%**	3.99	2.57	2.08	1.76	1.72	1.49	**-63%**
UT	272	303	272	325	373	282	**+4%**	3.42	2.52	1.86	1.73	1.65	1.12	**-67%**
VT	143	115	90	106	76	73	**-49%**	4.32	2.45	1.54	1.71	1.12	0.95	**-78%**
VA	993	976	1,079	900	929	947	**-5%**	2.87	2.04	1.79	1.29	1.24	1.18	**-59%**
WA	758	744	825	653	631	647	**-15%**	3.16	2.16	1.85	1.33	1.18	1.17	**-63%**
WV	461	420	481	376	411	374	**-19%**	4.36	3.32	3.12	2.16	2.14	1.82	**-58%**
WI	930	744	769	745	799	815	**-12%**	3.25	2.03	1.74	1.45	1.40	1.36	**-58%**
WY	210	152	125	170	152	170	**-19%**	5.36	2.81	2.14	2.41	1.88	1.88	**-65%**
USA	**44,525**	**43,825**	**44,599**	**41,817**	**41,945**	**43,443**	**-2%**	**3.35**	**2.47**	**2.08**	**1.73**	**1.53**	1.45	**-57%**
PR	496	600	473	595	568	453	**-9%**	7.27	5.74	3.68	3.83	3.23	2.33	**-68%**

[a]2005 fatality rate based on vehicle miles traveled data for 2004.
Sources: Fatalities—Fatality Analysis Reporting System (FARS). Vehicle Miles Traveled—Federal Highway Administration.

Table 123
Key Provisions of Occupant Restraint Laws

State	Enforcement	Belt Fine	Child Restraint Required[1]	Safety Belt Required[2]		Vehicles Exempted and Other Information[4]
				Seats	Ages[3]	
AL	Primary	$25	4 years and under and <40 lb[5]	Front	Under 15, all seats	Designed for >10 passengers, model year <1965, rural mail carriers, newspaper delivery, vehicles normally operating in reverse.
AK	Primary[6]	$15	3 years and under	All	All	School bus, emergency vehicles, mail or newspaper delivery, non-highway vehicles generally.
AZ	Secondary	$10	4 years and under	Front	15 and under, all seats	Designed for >10 passengers, model year <1972, rural mail carriers.
AR	Secondary[7]	$25	5 years and under and <60 lb[8]	Front	14 and under, all seats	School, church, or public bus; model year <1968.
CA	Primary	$20	5 years and under or <60 lb; <60 lb in rear seat if available	All	All	Emergency vehicles, postal service vehicles, newspaper delivery vehicles.
CO	Secondary[9]	$17	5 years and under and <55 inches tall[10]	Front	All	Passenger bus, school bus, ambulance, postal service vehicles, delivery and pickup services.
CT	Primary	$15	1-6 years and <60 lb in child restraint system[11]	Front	Under 16, all seats	Truck or bus >15,000 lb; public, emergency, and delivery vehicles; postal service vehicles; newspaper delivery vehicles.
DE	Primary	$25	6 years and under and <60 lb	All	All	Postal service vehicles, tractors, off-highway vehicles.
DC	Primary	$50[12]	7 years and under	All	All	Seating for >8 people.
FL	Secondary	$30	3 years and under	Front	Under 17, all seats	School bus purchased before 1/1/2001; farm tractors, trash trucks, newspaper delivery, living space of RVs, public bus, truck >5,000 lb. Number of passengers in pickup truck required to wear seat belt shall not exceed number of installed front seat belts (extra passengers exempted).
GA	Primary	$15-$25	5 years and under and 57 inches tall or less[13]	Front	17 and under, all seats[14]	Designed for >10 passengers, pickups, off-road vehicles, vehicles used for frequent stops. Exemption for pickups applies to passengers 18 years and over.
HI	Primary	$55[15]	7 years and under and <57 inches tall[16]	Front	17 and under, all seats	Bus or school bus >10,000 lb, emergency vehicles, taxicabs. Exempts persons unable to use seat belt when all available seat belt assemblies are in use (in this case, unsecured children must sit in the back seat).
ID	Secondary	$10	6 years and under	All	All	>8,000 lb, mail carriers, implements of husbandry.
IL	Primary	$25	7 years and under	Front	15 and under, all seats	Emergency vehicles, vehicles making frequent stops. If driver is under 18, all passengers under 19 must be restrained. Children >40 lb may use lap belt in rear seat if no combination belt is available.

[1]May include rear-facing child restraint seats, forward-facing child restraint seats, and booster seats.
[2]Virtually every state exempts persons who for medical reasons cannot use a safety belt and vehicles not originally required to be equipped with safety belts.
[3]The word "all" used in this category means that everyone in the vehicle must be restrained. For children, that may be in a child restraint.
[4]Exemptions for emergency vehicles and buses generally do not apply to the driver.
[5]Children 1 year of age and under or <20 lb must be in rear-facing child restraint; under 5 years or <40 lb in forward-facing child restraint; booster seat until age 6.
[6]To enforce the safety belt law, the officer must personally observe the violation or have another reason to stop the vehicle.
[7]If a motorist is wearing a safety belt when stopped for another violation, the fine for that violation is reduced by $10.
[8]Children 6 years of age or at least 60 lb may be in a safety belt.
[9]Primary enforcement if the driver is under 17 years of age.
[10]Children under 1 year of age and <20 lb must be in rear-facing infant seat; 1-3 years and 20-40 lb in forward-facing child seat; 4-5 years and <55 inches in booster seat. Secondary enforcement for children 4-5 years required to be in booster seats.
[11]Children under 1 year of age or <20 lb must be in rear-facing restraint system; 4 years and older in "student transportation" (not a school bus) in child seat or safety belt. Booster seats may be used only in seating positions with lap and shoulder belts.
[12]Plus 2 points on license record.
[13]Child restraint requirement is satisfied for children 3 or 4 years old if restrained in a safety belt; 5 years and under must be in rear seat if available.
[14]Drivers may be fined up to $100 and seat passengers $50 for each passenger under 16 years old not wearing a safety belt.
[15]Includes $45 fine and $10 surcharge for neuro-trauma special fund.
[16]Effective January 1, 2007.
Source: NHTSA, Regional Office. Updated as of July 1, 2006.

Table 123
Key Provisions of Occupant Restraint Laws (Continued)

State	Enforcement	Belt Fine	Child Restraint Required[1]	Safety Belt Required[2]		Vehicles Exempted and Other Information[4]
				Seats	Ages[3]	
IN	Primary	$25	7 years and under[17]	Front	15 and under, all seats[18]	Truck, tractor, RV, pickup truck, SUV if registered as pickup truck, postal vehicles, delivery vehicles, taxi, bus, emergency vehicles, antique cars.
IA	Primary	$25	5 years and under[19]	Front	10 and under, all seats	Delivery vehicles that do not exceed 25 mph between stops, emergency vehicles, postal vehicles.
KS	Secondary	$10	7 years and under, <80 lb, and <67 inches tall[20]	Front	Under 14, all seats	Designed for >10 people, truck >12,000 lb, off-road vehicles, postal vehicles, newspaper delivery vehicles.
KY	Primary[21]	$25	<40 inches tall	All	All	Designed for >10 people, trucks >12,000 lb, farm trucks 2,000 lb or more, postal vehicles. Safety belt roadblocks prohibited. No points on driving record for belt violations.
LA	Primary	$25	5 years and under[22]	Front	12 and under, all seats	Designed for >10 people, utility vehicles traveling <20 mph, model year <1981, postal vehicles, farm vehicles, persons delivering newspapers.
ME	Secondary	$25-$50	<40 lb in child restraint; 7 years and under and <80 lb in booster seat	All	All	Manufactured without safety belts, postal vehicles. Everyone in school bus equipped with safety belts must use them.
MD	Primary	$25	5 years and under or 40 lb or less	Outboard front	15 and under, all seats	"Historical" vehicles, for-hire vehicles, farm vehicles within 10 miles of farm, vanpool vehicles, ambulances, funeral limousines, modified vehicles 25+ years old.
MA	Secondary	$25	4 years and under and 40 lb or less	All	All	Trucks >18,000 lb, buses and taxis, emergency vehicles, postal vehicles.
MI	Primary	$25	3 years and under	Front	15 and under, all seats[23]	Taxi, bus, school bus, postal service vehicles, commercial vehicles making frequent stops.
MN	Secondary	$25	3 years and under	Front	10 and under, all seats[24]	Farm pickup trucks, postal vehicles, commercial vehicles making frequent stops if not exceeding 25 mph between stops.
MS	Primary	$25	3 years and under	Front	Under 16, all seats	Farm vehicles, buses, postal vehicles, utility meter readers' vehicles, all-terrain vehicles, vehicles designed for >15 people.
MO	Secondary[25]	$10	Under 4 years and <40 lb in child restraint; 4-7 years, <80 lb, and <57 inches tall in booster seat	Front	Under 16, all seats	Designed for >10 people, truck >12,000 lb, postal service vehicles, vehicles being used for agriculture.
MT	Secondary[26]	$20	5 years and under and <60 lb	All	All	Vehicles making frequent stops if exemption obtained from state; construction vehicles.
NE	Secondary	$25	5 years and under	Front	15 and under, all seats	Model year <1973, farm tractors and other agricultural equipment, buses, postal vehicles, ambulance or rescue service vehicles.

[17]Children >40 pounds may be restrained by a lap safety belt if: (1) the vehicle is not equipped with lap and shoulder safety belts; or (2) all lap and shoulder safety belts are being used to properly restrain other children <16 years of age (not including the operator's seat and the front passenger seat).

[18]The requirement for drivers to assure that children 15 years and under in all seats are belted does not apply to holders of an Indiana driver's license.

[19]Children <1 year of age and <20 lb must be in rear-facing child seat; 3 years or older but <6 years may be secured in child restraint, safety belt, or safety harness.

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

[21]Primary enforcement begins 1/1/07; until then, "courtesy notices" will be given as part of educational phase.

[22]Children <1 year of age or <20 lb must be in rear-facing child seat; 1 to 4 years and 20 to 40 lb in forward-facing child seat; 4 to 6 years and 40 to 60 lb in booster seat.

[23]A driver does not have to comply with this requirement if the number of children to be secured exceeds the number of safety belts available. Unsecured children must be seated in other than the front seat, and all front seat passengers must be secured. For pickup trucks, if all safety belts are being used and the vehicle does not have an extended cab or jump seats, unsecured children may be in front seat without a safety belt.

[24]The safety belt requirement does not apply to persons riding in a vehicle with all available seat belt positions occupied.

[25]Primary for children <16 years of age.

[26]Exemption for persons who cannot use a seat belt because all available seat belts are in use.

Table 123
Key Provisions of Occupant Restraint Laws (Continued)

State	Enforcement	Belt Fine	Child Restraint Required[1]	Safety Belt Required[2]		Vehicles Exempted and Other Information[4]
				Seats	Ages[3]	
NV	Secondary	$25	5 years and under and 60 lb or less	All	All	Taxi, bus, school bus, postal service vehicles, emergency vehicles, delivery vehicles not exceeding 15 mph, any vehicle or seating position if the state determines compliance is impractical.
NH	No adult law	$25	5 years and under if <55 inches tall	All	Under 18 only (primary law)	School bus, vehicle for hire, model year <1968, antique cars, vehicles in parade traveling at 10 mph or less.
NC	Primary	$25[27]	7 years and under and < 80 lb[28]	Front; all seats as of 7/1/07	15 and under, all seats; all ages as of 7/1/07	Designed for >11 people, farm vehicles, postal vehicles, designated commercial vehicles, emergency vehicles. If no lap and shoulder belt, children 40-80 lb may be in lap belt.
ND	Secondary[29]	$20	6 years and under and <57 inches tall or <80 lb[30]	Front	17 and under	Designed for >10 people, farm vehicles, rural mail carriers. When all seats or all front seat safety belts are used by other occupants.
NJ	Primary	$20	7 years and under and <80 lb[31]	Front	17 and under, all seats	Manufactured before 1966, rural letter carriers.
NM	Primary	$25[32]	6 years and under or <60 lb[33]	All	All	Vehicles >10,000 lb, rural letter carriers.
NY	Primary	$50-$100[34]	6 years and under	Front	Under 16, all seats	Bus, school bus,[35] taxi, emergency or delivery vehicle, rural letter carriers.
OH	Secondary	$30[36]	3 years and under or <40 lb	Front	—	Postal service vehicles, vehicles delivering newspapers.
OK	Primary	$20	5 years and under[37]	Front	12 and under, all seats	Farm vehicles, truck, truck tractor, RV, postal service vehicles, school buses, taxicabs, emergency vehicles.
OR	Primary	$75 or less	5 years and under and 60 lb or less[38]	All	All	Newspaper, mail, meter, and transit vehicles; for-hire vehicles; trash trucks, emergency vehicles, taxicab operators.
PA	Secondary	$10[39]	7 years and under[40]	Front	17 and under, all seats	Truck >7,000 lb, rural letter carriers, delivery vehicles traveling at 15 mph or less.
RI	Secondary[41]	$75	6 years and under,[42] <54 inches tall, and <80 lb	All	All	Postal service vehicles.

[1]May include rear-facing child restraint seats, forward-facing child restraint seats, and booster seats.
[2]Virtually every state exempts persons who for medical reasons cannot use a safety belt and vehicles not originally required to be equipped with safety belts.
[3]The word "all" used in this category means that everyone in the vehicle must be restrained. For children, that may be in a child restraint.
[4]Exemptions for emergency vehicles and buses generally do not apply to the driver.
[27]On July 1, 2007, the fine for a rear seat passenger will be $10 and no court costs, with secondary enforcement of violations occurring in the rear seat.
[28]In vehicles with front side passenger air bags, a child <5 years of age and <40 lb shall be properly secured in the rear seat unless the child restraint system is designed for use with air bags.
[29]Primary enforcement for all positions if occupant is <18 years of age.
[30]The requirement to use either a child restraint system or a safety belt does not apply either (1) to a child if all available safety belts in the vehicle are in use by other family members or (2) to a child being transported in an emergency situation.
[31]Seated in rear seat if available.
[32]Plus 2 points on driving record.
[33]Children <1 year in a of age in rear-facing infant seat, in rear seat if available; 1-4 years or <40 lb in child safety seat; 5-6 years or <60 lb in booster seat.
[34]Plus 3 points on license record if the violation involves a child under 16 years of age. Front seat passengers 16 years and older can be fined up to $50 and drivers can be fined up to $100 for each passenger <16 years not wearing a safety belt.
[35]School buses sold in the state must be equipped with seat belts. Board of Education, via regulations, may provide that on school buses under its jurisdiction, safety belts be used when vehicle is in operation.
[36]$30 driver, $20 passenger.
[37]Children >40 lb may be belted in rear seat by a lap belt if vehicle is not equipped with lap and shoulder belts or when the lap and shoulder belts are being used by other children.
[38]Children 3 years of age or younger and <40 lb in child restraint seat; 4-5 years or 40-60 lb in booster seat.
[39]Fine is $10, but with court, EMS, judicial, and computer costs the ticket total is $51.50.
[40]Secondary enforcement for children 4-7 years of age, who must be in booster seats.
[41]Primary enforcement for drivers and occupants <18 years of age.
[42]Children 6 years of age and under must be in rear seat if available.

Table 123
Key Provisions of Occupant Restraint Laws (Continued)

State	Enforcement	Belt Fine	Child Restraint Required[1]	Safety Belt Required[2]		Vehicles Exempted and Other Information[4]
				Seats	Ages[3]	
SC	Primary[43]	$25	1-6 years and 40-80 lb[44]	All	All	Emergency vehicles, buses, postal service vehicles, delivery vehicles, vehicles carrying >10 passengers, parade vehicles; vehicles in which all seating positions with safety belts are already occupied; persons occupying rear seat, unless the vehicle is equipped with a shoulder harness.
SD	Secondary[45]	$20	4 years and under and <40 lb	Front	17 and under, all seats	Passenger bus, school bus, rural mail carriers, newspaper or periodical deliveries.
TN	Primary	$10[46]	8 years and under and <57 inches tall[47]	Front	Under 16, all seats[48]	>8,500 lb, rural letter carriers, utility workers, newspaper delivery; vehicles in parades, hayrides, or crossing a highway from one field to another if operated at <15 mph.
TX	Primary	$25-$50	4 years and under and <36 inches tall	Front	16 and under, all seats[49]	Designed for >10 people, truck >15,000 lb, farm vehicles, postal service vehicles, meter readers.
UT	Secondary[50]	$45 or less[51]	4 years and under	All	All	Passengers exempted if all seats occupied or if riding in seating positions not equipped with safety belts.
VT	Secondary	$25	6 years and under in child seat[52]	All	All	Bus, taxi, rural mail carriers, delivery vehicles traveling at 15 mph or less, emergency vehicles, farm tractors.
VA	Secondary	$25	5 years and under[53]	Front	Under 16, all seats	Designed for >10 people, taxi, police vehicles, rural mail carriers, newspaper delivery, utility meter readers, commercial vehicles making frequent stops.
WA	Primary	$35	7 years and under and <57 inches	All	All	Designed for >10 people; when all designated seating positions are occupied; vehicles exempted by state regulation, including farm, construction, or commercial vehicles making frequent stops.
WV	Secondary	$25[54]	7 years and under and <57 inches[55]	Front	Under 17, all seats	Designed for >10 people, rural mail carriers.
WI	Secondary	$10	7 years and under, 80 lb or less, <57 inches[56]	Front	All[57]	Taxis, farm trucks engaged in farming, emergency vehicles required to make more than 10 stops per mile, rural mail carriers, land surveyors.
WY	Secondary[58]	$25[59]	8 years and under in rear seat, 80 lb or less in rear seat if available[60]	All	All	Postal vehicles, emergency vehicles, buses. Excess passengers exempted if all seats are occupied.

[43] Safety belt law may not be enforced by checkpoints designed for that purpose. Law does not apply to an occupant if all belts in the vehicle are used by other occupants.

[44] Children <1 year of age or <20 lb must be in rear-facing infant seat; 5 years and under in rear seat if available; 1-5 years and up to 80 lb in child safety seat unless the knees bend over the seat edge when sitting up straight against the seat back (in this case, use of safety belt is permitted); up to $150 fine, which may be waived with acquisition of child restraint.

[45] Primary enforcement for all seating positions if occupant is <18 years of age.

[46] Drivers 18 years of age and older pay $10 if they do not contest the citation; drivers 16-17 years pay $20; $50 if unsuccessfully contested in court.

[47] Under 1 year of age and <20 lb in rear-facing child seat; 1-3 years and 20 lb or more in forward-facing child seat.

[48] Drivers 16 or 17 years of age must wear a safety belt. Driver cannot be fined for failure of a passenger >16 years to wear a safety belt.

[49] Safety belt requirement does not apply to passengers occupying seating positions without safety belts.

[50] Primary enforcement for all seating positions if occupant is 18 years of age or under.

[51] Reduced to $15 upon completion of class; standard enforcement for children 18 years of age and under.

[52] Less than 1 year of age or <20 lb in rear-facing child seat; 2-7 years in child passenger restraint system unless all available safety belts are in use and children <5 years are secured in child passenger restraints.

[53] Children at least 4 years of age may be belted if the weight or size of the child makes use of a child restraint device impractical.

[54] The fine for drivers is $25; the fine for passengers >12 years of age is $10.

[55] If all seat belts in a vehicle are being used at the time of examination by a law officer and the vehicle contains more passengers than the total number of seat belts or other safety devices as installed in compliance with federal motor vehicle safety standards, the driver may not be considered in violation.

[56] Less than 1 year of age or <20 lb in rear-facing child seat; 1-3 years and 20 to 40 lb in forward-facing child seat; 4-7 years, <80 lb, and <57 inches tall in booster seat.

[57] Rear seat occupants must wear safety belt at any position where a shoulder harness is installed.

[58] If motorist is wearing safety belt when stopped for another violation, the fine for that violation is reduced by $10.

[59] Passengers violating the safety belt requirements are subject to a fine of $10.

[60] Children exempted from booster seat requirement if lap and shoulder belt fits properly across collarbone, chest, and hips and does not pose a danger to neck, face, or abdominal area in the event of a crash or sudden stop.

Table 124
History of State Motorcycle Helmet Laws

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
AL	11/06/67		
AK	01/01/71	06/23/76	Repealed for operators age 18 and over.
AZ	01/01/69	05/27/76	Repealed for age 18 and over.
AR	06/29/67	07/31/97	Repealed for age 21 and over.
CA	01/01/85**	01/01/92	Reinstated for all.
CO	07/01/69	05/23/77	Repealed.
CT	10/01/67	06/01/76	Repealed.
		01/01/90	Reinstated for under age 18.
DE	06/21/68	06/10/78	Repealed for age 19 and over. All riders must have helmet in their possession.
		07/17/84	Helmet required for instruction permit holders.
DC	02/11/70		
FL	09/13/67	07/01/00	Repealed for age 21 and over if covered by insurance of at least $10,000 in medical benefits.
GA	07/01/69		
HI	06/04/67	06/07/77	Repealed for age 18 and over.
ID	01/01/68	03/29/78	Repealed for age 18 and over.
IL	07/01/67	05/28/69	Helmet law ruled unconstitutional by State Supreme Court.
IN	07/26/67	09/01/77	Repealed.
		01/01/84	Reinstated for under age 18.
IA	09/01/75	07/01/76	Repealed.
KS	07/01/67	07/01/70	Repealed for age 21 and over.
		07/01/72	Reinstated for all.
		07/01/76	Repealed for age 16 and over.
		07/01/79	Reinstated for ages 16 and 17.
KY	06/13/68	07/15/98	Repealed for age 21 and over provided operator has held motorcycle license for 1 year and has provided proof of health insurance when registering motorcycle.
		07/04/00	Health insurance requirement repealed.
LA	07/13/68	10/01/76	Repealed for age 18 and over.
		01/01/82	Reinstated for all.
		08/15/99	Repealed for age 18 and over with health insurance with $10,000 in medical benefits for bodily injuries.
		08/15/04	Reinstated for all.
ME	10/07/67	10/24/77	Repealed.
		07/03/80	Reinstated for under age 15.
		09/23/83	Required for holders of learners' permits and for licensees holding license for 1 year or less.
MD	07/01/68	07/01/79	Repealed for age 18 and over.
		10/01/92	Reinstated for all.
MA	05/22/67		
MI	03/10/67	06/12/68	All riders required to have helmet in their possession.
		07/29/69	Reinstated for all.
MN	05/01/68	04/06/77	Repealed for age 18 and over.
MS	03/28/74		
MO	09/28/67		
MT	07/01/73	07/01/77	Repealed for age 18 and over.
NE	05/29/67	09/01/77	Repealed (law was never enforced).
		01/01/89	Reinstated for all.
NV	01/01/72		
NH	09/05/67	08/07/77	Repealed for age 18 and over.

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

**Applied only to riders under age 15½.

Table 124
History of State Motorcycle Helmet Laws (Continued)

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
NJ	01/01/68		
NM	06/16/67	06/17/77	Repealed for age 18 and over.
NY	01/01/67		
NC	01/01/68		
ND	07/01/67	07/01/77	Repealed except for operators under age 18 and passengers, regardless of age, if required for operator.
OH	01/01/68	07/10/78	Repealed except for riders under age 18; operators having motorcycle license less than 1 year; and passengers if required for operator.
OK	04/07/67	05/03/76	Repealed for age 18 and over.
OR	01/01/68	10/04/77	Repealed for age 18 and over.
		06/16/89	Reinstated for all (by voter referendum).
PA	07/01/68	09/04/03	Repealed for operator age 21 and over if operator has held motorcycle license for at least 2 years or has completed rider education. Repealed for passenger age 21 and over if operator is exempt.
RI	04/04/67	05/21/76	Repealed for all operators. Required for all passengers.
		07/01/92	Required for operators under 21, operators licensed for 1 year or less, and all passengers.
SC	07/01/67	06/16/80	Repealed for age 21 and over.
SD	07/01/67	07/01/77	Repealed for age 18 and over.
TN	06/01/67		
TX	08/28/67	05/20/77	Repealed for age 18 and over.
		09/01/89	Reinstated for all.
		09/01/97	Repealed for age 21 and over who have completed rider education or are covered by at least $10,000 in medical insurance.
UT	05/13/69	05/08/77	Repealed for age 18 and over.
VT	03/06/68		
VA	06/05/70		
WA	06/08/67	07/01/77	Repealed.
		07/26/87	Reinstated for under age 18.
		06/07/90	Reinstated for all.
WV	05/25/71		
WI	07/01/68	03/19/78	Repealed except for under age 18 and instruction permit holders.
WY	05/24/73	05/27/83	Repealed for age 18 and over.
PR	07/20/60		

Source: Motorcycle Industry Council.

Table 125

States With .08 Blood Alcohol Concentration Illegal Per Se Laws

State	Enactment Date	Effective Date	State	Enactment Date	Effective Date
AL	July 31, 1995	October 1, 1995	MT	April 15, 2003	April 15, 2003
AK	July 3, 2001	September 1, 2001	NE	March 1, 2001	September 1, 2001
AZ	April 11, 2001	August 31, 2001	NV	June 10, 2003	September 23, 2003
AR	March 6, 2001	August 13, 2001	NH	April 15, 1993	January 1, 1994
CA	1989	January 1, 1990	NJ	January 12, 2004	January 20, 2004
CO	May 21, 2004	July 1, 2004	NM	March 19, 1993	January 1, 1994
CT	July 1, 2002	July 1, 2002	NY	December 30, 2002	July 1, 2003
DE	July 12, 2004	July 12, 2004	NC	July 5, 1993	October 1, 1993
DC	December 1, 1998	April 13, 1999	ND	April 7, 2003	August 27, 2003
FL	April 27, 1993	January 1, 1994	OH	March 31, 2003	July 1, 2003
GA	April 16, 2001	July 1, 2001	OK	June 8, 2001	July 1, 2001
HI	June 30, 1995	June 30, 1995	OR	August 4, 1983	October 15, 1983
ID	March 17, 1997	July 1, 1997	PA	September 30, 2003	September 30, 2003
IL	July 2, 1997	July 2, 1997	RI	July 2, 2003	July 2, 2003
IN	May 9, 2001	July 1, 2001	SC	June 19, 2003	August 19, 2003
IA	April 24, 2003	July 1, 2003	SD	February 27, 2002	July 1, 2002
KS	April 22, 1993	July 1, 1993	TN	June 27, 2002	July 1, 2003
KY	April 21, 2000	October 1, 2000	TX	May 28, 1999	September 1, 1999
LA	June 26, 2001	September 30, 2003	UT	March 19, 1983	August 1, 1983
ME	April 28, 1988	August 4, 1988	VT	June 6, 1991	July 1, 1991
MD	April 10, 2001	September 30, 2001	VA	April 6, 1994	July 1, 1994
MA	June 30, 2003	June 30, 2003	WA	March 30, 1998	January 1, 1999
MI	July 15, 2003	September 30, 2003	WV	February 16, 2004	May 4, 2004
MN	May 27, 2004	August 1, 2005	WI	July 3, 2003	September 30, 2003
MS	March 11, 2002	July 1, 2002	WY	March 11, 2002	July 1, 2002
MO	June 12, 2001	September 29, 2001	PR	January 10, 2000	January 10, 2001

In 2005, all 50 states, the District of Columbia, and Puerto Rico had .08 blood alcohol concentration illegal per se laws.

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

Source: NHTSA, Injury Control Operations and Resources.

APPENDIXES

APPENDIX A ■ FARS DATA ELEMENTS

2005 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
Global Position
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 Forms Submitted for Persons Not in Motor Vehicles
Number of Person Forms Submitted
Number of Travel Lanes
Number of Vehicle Forms Submitted
Rail Grade Crossing Identifier
Related Factors—Crash Level
Relation to Junction
Relation to Roadway
Roadway Alignment
Roadway Function Class
Roadway Profile
Roadway Surface Condition
Roadway Surface Type
Route Signing
School Bus Related
Special Jurisdiction
Speed Limit
State
Time
Traffic Control Device
Traffic Control Device Functioning
Trafficway Flow
Trafficway Identifier

Vehicle Level

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

Appendix A ■ FARS Data Elements

2005 Fatality Analysis Reporting System Data Elements (Continued)

Driver Level

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

Person Level

Age
Air Bag Availability/Deployment
Alcohol Test Results
Alcohol Test Type
Death Date
Death Time
Died at Scene/En Route
Drug Test Results
Drug Test Type
Ejection
Ejection Path
Extrication
Fatal Injury at Work
Hispanic Origin
Injury Severity
Method of Alcohol Determination
Method of Other Drug Determination by Police
Nonoccupant Location
Nonoccupant Striking Vehicle Number
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Other Drug Involvement
Race
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

2005 General Estimates System Data Elements

Crash Level

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

Vehicle/Driver Level

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

Appendix B ■ GES Data Elements

2005 General Estimates System Data Elements (Continued)

Person Level

Age
Air Bag Availability/Function
Alcohol Test Given
Drug Test Given
Ejection
Injury Severity
Nonoccupant Action
Nonoccupant Location
Nonoccupant Safety Equipment Use
Nonoccupant Striking Vehicle Number
Person Type
Person Number
Person's Physical Impairment
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Restraint System Use
Seating Position
Sex
Taken to Hospital or Treatment Facility
Vehicle Number

APPENDIX C ■ GES TECHNICAL NOTES

Standard Errors

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

In a report of this size, it is impractical to provide standard errors for each estimate. Instead, generalized standard errors for estimates of totals are provided in the following table. Generalized errors were calculated separately for the crash, vehicle, and people characteristics. The values for the GES estimates and an estimate of one standard error are given in Table C1 on the following page. By adding and subtracting two standard errors, a 95 percent confidence interval can be created for the GES estimates in this report. For example, the estimated number of injury crashes that occurred in the month of February is given in Table 23 as 137,000. To calculate one standard error for this crash estimate, use Table C1. Since 137,000 does not appear in the Crash Estimate column of Table C1, use linear interpolation from the standard error values for 100,000 (8,200) and 200,000 (14,900). One standard error would be approximately 10,700. The 95 percent confidence interval for this estimate would be $137{,}000 \pm 2 \times 10{,}700$ or 115,600 to 158,400.

Appendix C ■ GES Technical Notes

Table C1
2005 GES Estimates and Standard Errors

Crash Estimate (*x*)	Crash Standard Error (SE) *	Vehicle Estimate (*x*)	Vehicle Standard Error (SE) **	Person Estimate (*x*)	Person Standard Error (SE) ***
1,000	400	1,000	400	1,000	400
5,000	1,000	5,000	1,000	5,000	900
6,000	1,100	10,000	1,500	10,000	1,400
7,000	1,200	20,000	2,400	20,000	2,300
8,000	1,300	30,000	3,200	30,000	3,000
9,000	1,400	40,000	4,000	40,000	3,700
10,000	1,500	50,000	4,700	50,000	4,300
20,000	2,400	60,000	5,400	60,000	5,000
30,000	3,200	70,000	6,100	70,000	5,600
40,000	4,000	80,000	6,800	80,000	6,200
50,000	4,700	90,000	7,500	90,000	6,800
60,000	5,400	100,000	8,200	100,000	7,400
70,000	6,200	200,000	14,700	200,000	12,900
80,000	6,900	300,000	21,000	300,000	18,200
90,000	7,500	400,000	27,300	400,000	23,400
100,000	8,200	500,000	33,600	500,000	28,500
200,000	14,900	600,000	39,800	600,000	33,600
300,000	21,300	700,000	46,200	700,000	38,700
400,000	27,800	800,000	52,500	800,000	43,800
500,000	34,200	900,000	58,900	900,000	48,900
600,000	40,700	1,000,000	65,300	1,000,000	54,000
700,000	47,200	2,000,000	131,600	2,000,000	105,700
800,000	53,700	3,000,000	201,300	3,000,000	158,800
900,000	60,300	4,000,000	274,200	4,000,000	213,600
1,000,000	66,900	5,000,000	350,000	5,000,000	269,800
2,000,000	135,400	6,000,000	428,200	6,000,000	327,300
3,000,000	207,800	7,000,000	508,800	7,000,000	386,200
4,000,000	283,700	8,000,000	591,600	8,000,000	446,200
5,000,000	362,600	9,000,000	676,500	9,000,000	507,400
6,000,000	444,400	10,000,000	763,300	10,000,000	569,600
6,500,000	486,200	11,000,000	852,000	11,000,000	632,900
7,000,000	528,700	12,000,000	942,500	12,000,000	697,100
* $SE = e^{a+b\,(\ln x)^2}$, *where* $a = 4.254750$, $b = 0.035920$		** $SE = e^{a+b\,(\ln x)^2}$, *where* $a = 4.278620$, $b = 0.035670$		*** $SE = e^{a+b\,(\ln x)^2}$, *where* $a = 4.372960$, $b = 0.034180$	

Unknowns

GES data are obtained either directly from an item on the PAR or by interpreting the information provided in the report through reviewing the crash diagram, the Officer's written summary of the crash, or combinations of variables on the PAR. Because of this interpretation, and because the police officer may not have entered some item of information or provide complete information, data can be missing. Two different statistical procedures are used on GES data to complete values for unknown data. These procedures, univariate and hotdeck imputation, are described in a technical report available from NCSA, *Imputation in the General Estimates System* (DOT HS 807 985). Table C2 below gives the reader the proportion of unknown values prior to imputation for variables with imputed values that were used in this report.

Table C2

Percent of Unknowns for 2005 GES Data Elements

Crash Level			
Alcohol Involved in Crash	7.3%	Manner of Collision	0.2%
Atmospheric Condition	1.3%	Minute of Crash	0.6%
Crash Severity	3.2%	Relation to Junction	0.4%
Day of Week	0.0%	Relation to Roadway	0.2%
First Harmful Event	0.1%	Roadway Surface Condition	1.4%
Hour of Crash	0.6%	Speed Limit	15.3%
Light Condition	0.9%	Traffic Control Device	4.7%
Vehicle/Driver Level			
Driver Drinking in Vehicle	10.3%	Rollover Type	0.5%
Initial Point of Impact	1.7%	Vehicle Type	1.6%
Most Harmful Event	0.1%		
Person Level			
Age	8.2%	Seating Position	0.9%
Injury Severity	4.4%	Sex	5.7%
Police-Reported Alcohol Involvement	4.4%		

GLOSSARY

Alcohol Involvement

NHTSA defines a fatal crash as alcohol-related or alcohol-involved if at least one driver or nonoccupant (such as a pedestrian or pedalcyclist) involved in the crash is determined to have had a Blood Alcohol Concentration (BAC) of .01 gram per deciliter (g/dl) or higher. Thus, any fatality that occurs in an alcohol-related crash is considered an alcohol-related fatality.

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

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

Blood Alcohol Concentration

The BAC is measured as a percentage by weight of alcohol in the blood (grams/deciliter). A positive BAC level (.01 g/dl and higher) indicates that alcohol was consumed by the person tested; a BAC level of .01 to .07 g/dl indicates that the person was impaired; a BAC level of .08 g/dl or more indicates that the person was intoxicated.

Body Type

Detailed type of motor vehicle within a vehicle type.

Bus

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

Combination Truck

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

Construction/Maintenance Zone

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

Crash

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

Crash Severity

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

Crash Type

Single-vehicle or multiple-vehicle crash.

Day

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

Driver

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

Ejection

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

First Harmful Event

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

Fixed Object

Stationary structures or substantial vegetation attached to the terrain.

Glossary

Gross Vehicle Weight Rating (GVWR)

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

Initial Impact Point

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

Injury Severity

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

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

Jackknife

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

Junction

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

Land Use

The crash location (urban or rural).

Large Trucks

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

Light Trucks

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

Manner of Collision

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

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

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

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

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

Most Harmful Event

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

Motorcycle

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

Nonoccupant

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

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

Nonoccupant Location

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

Objects Not Fixed

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

Occupant

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

Other Vehicle

Consists of the following types of vehicles:

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

Passenger

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

Passenger Car

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

Pedalcyclist

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

Pedestrian

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

Restraint Use

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

Roadway

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

Roadway Function Class

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

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

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

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

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

Collectors. In rural areas, routes serving intra-county, rather than 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.

Glossary

Rollover

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

Seating Position

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

School Bus-Related Crash

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

Single-Unit Truck

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

Trafficway

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

Vehicle

See *Motor Vehicle in Transport*.

Vehicle Type

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

Weekday

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

Weekend

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

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Lives Saved by Restraint Use and 21-Year-Old Minimum Legal Drinking Age Laws, and Additional Lives That Would Have Been Saved at 100 Percent Safety Belt and Motorcycle Helmet Use, 1975-2005

Year	Lives Saved					Additional Lives That Would Have Been Saved at 100% Use	
	Passenger Vehicle Restraints						
	Child Restraints	Safety Belts	Air Bags	Motorcycle Helmets	21-Year-Old Drinking Age*	Safety Belts	Motorcycle Helmets
1975	36	978	0	823	412	13,301	1,164
1976	20	796	0	788	436	13,851	1,189
1977	35	682	0	970	474	14,460	1,472
1978	25	679	0	900	509	15,541	1,588
1979	49	594	0	885	575	15,726	1,676
1980	49	575	0	871	595	15,730	1,744
1981	69	548	0	843	633	15,222	1,667
1982	75	678	0	816	578	13,250	1,528
1983	105	809	0	735	609	12,913	1,450
1984	126	1,197	0	813	709	13,227	759
1985	153	2,435	0	788	701	12,508	764
1986	166	4,094	0	807	840	12,728	751
1987	213	5,141	2	667	1,071	12,678	697
1988	248	5,959	5	622	1,148	12,674	644
1989	238	6,333	8	561	1,093	12,256	553
1990	222	6,592	37	655	1,033	11,761	541
1991	253	6,838	71	595	941	10,812	467
1992	292	7,020	108	641	795	10,195	323
1993	313	7,773	190	671	816	10,212	336
1994	420	9,219	309	625	848	9,507	339
1995	408	9,882	536	624	851	9,781	326
1996	480	10,710	783	617	846	9,459	324
1997	444	11,259	973	627	846	9,096	315
1998	438	11,680	1,208	660	861	8,690	369
1999	447	11,941	1,491	745	901	8,809	396
2000	479	12,882	1,716	872	922	8,245	478
2001	388	13,295	1,978	947	927	8,016	558
2002	383	14,264	2,324	992	922	6,837	576
2003	447	15,095	2,519	1,173	918	6,151	651
2004	455	15,548	2,660	1,324	927	5,874	673
2005	420	15,632	2,741	1,546	823	5,328	728
Total	**7,896**	**211,128**	**19,659**	**25,203**	**24,560**	**344,838**	**25,046**

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

The table above presents estimates of the lives saved in 2005 and previous years by various protective devices or laws. The estimates were obtained by combining information from fatal traffic crashes with estimates of the effectiveness of each device or law in saving lives. For safety belts and motorcycle helmets, the table also estimates the numbers of additional lives that could have been saved if the devices had been used by more people.

U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**
DOT HS 810 631