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

Traffic Safety Facts 2001

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

2001 National Statistics

Police-Reported Motor Vehicle Traffic Crashes	
Fatal	37,795
Injury	2,003,000
Property Damage Only	4,282,000
Total	**6,323,000**

Traffic Crash Victims	Killed	Injured
Occupants		
Drivers	25,840	1,989,000
Passengers	10,441	913,000
Unknown	105	—
Nonmotorists		
Pedestrians	4,882	78,000
Pedalcyclists	728	45,000
Other/Unknown	120	8,000
Total	**42,116**	**3,033,000**

Other National Statistics	
Vehicle Miles Traveled	2,781,462,000,000
Resident Population	284,796,887
Registered Vehicles	221,230,148
Licensed Drivers	191,275,719
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	1.51
Fatalities per 100,000 Population	14.79
Fatalities per 100,000 Registered Vehicles	19.04
Fatalities per 100,000 Licensed Drivers	22.02

National Rates: Injured Persons	
Injured Persons per 100 Million Vehicle Miles Traveled	109
Injured Persons per 100,000 Population	1,065
Injured Persons per 100,000 Registered Vehicles	1,371
Injured Persons per 100,000 Licensed Drivers	1,585

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—Photographer: Detective James D. Bean, Fairfax County Police Department, Accident Reconstruction Section.

DOT HS 809 484

Traffic Safety Facts 2001: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System

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

December 2002

For more information:

Information on motor vehicle crashes is available from the National Center for Statistics and Analysis, NPO-121, 400 Seventh Street, S.W., Washington, D.C. 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 1-800-934-8517. FAX messages should be sent to (202) 366-7078. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393. General information on highway traffic safety, which can be accessed by Internet users at web site **http://www-nrd.nhtsa.dot.gov/people/ncsa**, includes the following annual NCSA fact sheets: *Overview*, *Alcohol*, *Occupant Protection*, *Older Population*, *Speeding*, *Children*, *Young Drivers*, *Pedestrians*, *Pedalcyclists*, *Motorcycles*, *Large Trucks*, *School Transportation-Related Crashes*, *State Traffic Data*, and *State Alcohol Estimates*.

ADMINISTRATOR'S MESSAGE

Dear Reader,

The National Highway Traffic Safety Administration is pleased to present its *Traffic Safety Facts 2001: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. This report combines data from two of our key crash databases, providing statistics on traffic crashes of all severities.

The mission of the National Highway Traffic Safety Administration is to reduce deaths, injuries, and economic losses from motor vehicle crashes. Fortunately, much progress has been made in reducing the number of deaths and serious injuries on our nation's highways. In 2001, the fatality rate per 100 million vehicle miles of travel reached a new historic low of 1.51. However, over 6.3 million police-reported motor vehicle crashes still occurred on our highways in 2001 — one every 5 seconds. On average, a person was injured in one of these crashes every 10 seconds, and someone was killed every 12 minutes.

Information about these crashes, contained in the tables in this report, helps us better understand the highway safety problem and develop effective solutions. Reducing highway fatalities and injuries requires the continued and combined efforts of state, local, and federal organizations, and our partners working towards this common goal.

During 2003, NHTSA will work to keep our nation's highways among the safest in the world. We will focus our efforts on increasing seat belt use, reducing impaired driving, improving inter-vehicle compatibility, reducing fatalities and injuries from rollover collisions, and working with our partners to improve the data systems that are the foundation for all of these efforts.

As we strive to heighten safety on the nation's roads we continue to rely on the fine work done by states and localities throughout the country for the collection, coding, and reporting of information contained in this report. All of us at NHTSA want to express our sincere appreciation for the hard work and dedication of those people who are responsible for helping to make our national crash data files the best source of crash information in the world. I want to extend special thanks to the police officers who provide the lifesaving services of clearing crash scenes and aiding the victims of crashes. I want you to know that the work you do in carefully collecting and recording the crash information that is embodied in this report also provides a lifesaving service.

I hope you find this publication useful.

Sincerely,

Jeffrey W. Runge, MD
Administrator
National Highway Traffic Safety Administration

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INTRODUCTION

In this annual report, *Traffic Safety Facts 2001: 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

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

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

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

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

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

Each analyst enters data into a local microcomputer data file, and daily updates are sent to NHTSA's central computer database. Data are automatically checked when entered for acceptable range values and for consistency, enabling the analyst to make corrections immediately. Several programs continually monitor and improve the completeness and accuracy of the data. The 2001 FARS data file used for the statistics in this report was created in June 2002; however, the 2001 FARS file will *officially* close in February 2003. 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 2000 are reflected in this report. The updated final counts for 2001 will be reflected in the 2002 annual report.

GES OPERATIONS

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

GES data collectors make weekly visits to approximately 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 2001 file used for the statistics in this report was completed in July 2002.

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 2001) and GES (1988 through 2001). The remaining chapters present data only from 2001. 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. BAC values have been assigned to drivers and nonoccupants involved in fatal crashes when the alcohol test results are unknown (see “Changes from Last Year’s Report” on the following page).

Changes from Last Year's Report

In 2001, NHTSA began using a revised method — *multiple imputation* — to estimate missing information about blood alcohol concentration (BAC) levels for persons involved in fatal crashes. The alcohol estimates in this report are based on the new imputation method. The new method will enable NHTSA to improve the scope of alcohol involvement statistics generated from FARS. NHTSA has also calculated historical estimates of alcohol involvement from 1982 through 2000 using the new method.

Instead of estimating alcohol involvement in the three categories used in the past (0.00, 0.01 to 0.09, and 0.10+ grams per deciliter [g/dl]), the new method estimates BAC levels over the entire range of plausible values from 0.00 to 0.94 g/dl. As a result, NHTSA will have the ability to report alcohol involvement at any BAC level. Because many states have adopted 0.08 g/dl as the legal threshhold for alcohol inoxication, NHTSA now estimates alcohol involvement in the following three categories: 0.00 g/dl, no alcohol; 0.01 to 0.07 g/dl, impaired; and 0.08+, intoxicated.

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*. The report is available from the National Center for Statistics and Analysis (NCSA) at the address given in the following section.

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 2001) or from GES (1988 through 2001) are available in four ways:

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

- 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) SQL file formats. This will enable you to process the data using your own computer system.

- FARS data can also be accessed on the world wide web at www-fars.nhtsa.dot.gov. This web site provides instant access to the 1994 through 2001 FARS data via the Create-a-Query, Create-a-Map, and Reports features. The Create-a-Query feature will enable you to process the data using our interactive user interface. The Create-a-Map feature will enable you to create state-by-state and county-by-county map displays from an inventory of report selections. The Reports feature is an inventory of the fatality statistical reports found in this publication. These are national reports for current and past years that may be customized by selection of state; and for state reports, county tabulation may be selected.

Auto Safety Hotline

To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393.

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, S.W.
Washington, D.C. 20590
(202) 366-4198 or 1-800-934-8517
(202) 366-7078 (FAX)

Additional information on all NHTSA's data files, including FARS and GES, can be found on the NCSA world wide web site: www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa. Current fact sheets, as well as 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

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 2001; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2001. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 2001. 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 slightly (0.7 percent) from 2000 to 2001, and the fatality rate dropped to a new historic low of 1.51 fatalities per 100 million vehicle miles of travel in 2001.

- The injury rate per 100 million vehicle miles of travel decreased by 6 percent from 2000 to 2001.

- The occupant fatality rate per 100,000 population, which declined by 23 percent from 1975 to 1992, decreased by 1 percent from 1992 to 2001.

- The occupant injury rate per 100,000 population, which declined by 14 percent from 1988 to 1992, decreased by 11 percent from 1992 to 2001.

- The nonmotorist fatality rate per 100,000 population has declined by 50 percent from 1975 to 2001.

- The nonmotorist injury rate per 100,000 population has declined by 42 percent from 1988 to 2001.

- The percent of alcohol-related fatalities has declined from 60 percent in 1982 to 41 percent in 2001.

Figure 1
Fatal Crashes, 1975-2001

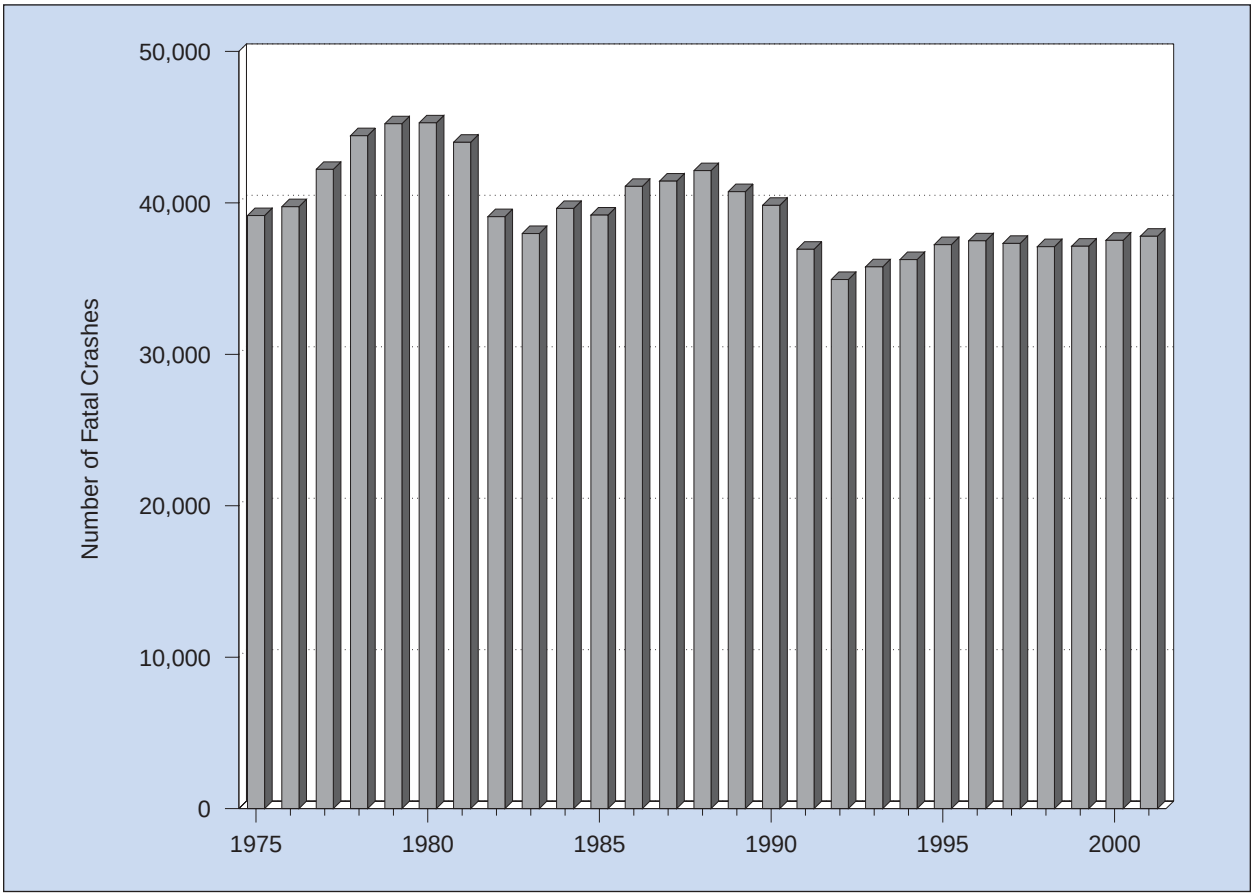


Table 1
Crashes by Crash Severity, 1988-2001

	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
Year	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	37,795	0.6	2,003,000	31.7	4,282,000	67.7	**6,323,000**	**100.0**

Table 2
Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2001

Killed									
Year	Fatalities	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
1966	50,894	196,560	25.89	100,998	50.39	95,703	53.18	926	5.50
1967	50,724	198,712	25.53	103,172	49.16	98,859	51.31	964	5.26
1968	52,725	200,706	26.27	105,410	50.02	102,987	51.20	1,016	5.19
1969	53,543	202,677	26.42	108,306	49.44	107,412	49.85	1,062	5.04
1970	52,627	205,052	25.67	111,543	47.18	111,242	47.31	1,110	4.74
1971	52,542	207,661	25.30	114,426	45.92	116,330	45.17	1,179	4.46
1972	54,589	209,896	26.01	118,414	46.10	122,557	44.54	1,260	4.33
1973	54,052	211,909	25.51	121,546	44.47	130,025	41.57	1,313	4.12
1974	45,196	213,854	21.13	125,427	36.03	134,900	33.50	1,281	3.53
1975	44,525	215,973	20.62	129,791	34.31	126,153	35.29	1,328	3.35
1976	45,523	218,035	20.88	134,036	33.96	130,793	34.81	1,402	3.25
1977	47,878	220,239	21.74	138,121	34.66	134,514	35.59	1,467	3.26
1978	50,331	222,585	22.61	140,844	35.74	140,374	35.85	1,545	3.26
1979	51,093	225,055	22.70	143,284	35.66	144,317	35.40	1,529	3.34
1980	51,091	227,225	22.48	145,295	35.16	146,845	34.79	1,527	3.35
1981	49,301	229,466	21.49	147,075	33.52	149,330	33.01	1,555	3.17
1982	43,945	231,664	18.97	150,234	29.25	151,148	29.07	1,595	2.76
1983	42,589	233,792	18.22	154,389	27.59	153,830	27.69	1,653	2.58
1984	44,257	235,825	18.77	155,424	28.48	158,900	27.85	1,720	2.57
1985	43,825	237,924	18.42	156,868	27.94	166,047	26.39	1,775	2.47
1986	46,087	240,133	19.19	159,486	28.90	168,545	27.34	1,835	2.51
1987	46,390	242,289	19.15	161,816	28.67	172,750	26.85	1,921	2.41
1988	47,087	244,499	19.26	162,854	28.91	177,455	26.53	2,026	2.32
1989	45,582	246,819	18.47	165,554	27.53	181,165	25.16	2,096	2.17
1990	44,599	249,464	17.88	167,015	26.70	184,275	24.20	2,144	2.08
1991	41,508	252,153	16.46	168,995	24.56	186,370	22.27	2,172	1.91
1992	39,250	255,030	15.39	173,125	22.67	184,938	21.22	2,247	1.75
1993	40,150	257,783	15.58	173,149	23.19	188,350	21.32	2,296	1.75
1994	40,716	260,327	15.64	175,403	23.21	192,497	21.15	2,358	1.73
1995	41,817	262,803	15.91	176,628	23.68	197,065	21.22	2,423	1.73
1996	42,065	265,229	15.86	179,539	23.43	201,631	20.86	2,486	1.69
1997	42,013	267,784	15.69	182,709	22.99	203,568	20.64	2,562	1.64
1998	41,501	270,248	15.36	184,861	22.45	208,076	19.95	2,632	1.58
1999	41,717	272,691	15.30	187,170	22.29	212,685	19.61	2,691	1.55
2000	41,945	282,125	14.87	190,625	22.00	217,028	19.33	2,747	1.53
2001	42,116	284,797	14.79	191,276	22.02	221,230	19.04	2,781	1.51

Injured									
Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 Population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million VMT
1988	3,416,000	244,499	1,397	162,854	2,098	177,455	1,925	2,026	169
1989	3,284,000	246,819	1,330	165,554	1,984	181,165	1,813	2,096	157
1990	3,231,000	249,464	1,295	167,015	1,934	184,275	1,753	2,144	151
1991	3,097,000	252,153	1,228	168,995	1,833	186,370	1,662	2,172	143
1992	3,070,000	255,030	1,204	173,125	1,773	184,938	1,660	2,247	137
1993	3,149,000	257,783	1,222	173,149	1,819	188,350	1,672	2,296	137
1994	3,266,000	260,327	1,255	175,403	1,862	192,497	1,697	2,358	139
1995	3,465,000	262,803	1,319	176,628	1,962	197,065	1,758	2,423	143
1996	3,483,000	265,229	1,313	179,539	1,940	201,631	1,728	2,486	140
1997	3,348,000	267,784	1,250	182,709	1,832	203,568	1,644	2,562	131
1998	3,192,000	270,248	1,181	184,861	1,727	208,076	1,534	2,632	121
1999	3,236,000	272,691	1,187	187,170	1,729	212,685	1,522	2,691	120
2000	3,189,000	282,125	1,130	190,625	1,673	217,028	1,469	2,747	116
2001	3,033,000	284,797	1,065	191,276	1,585	221,230	1,371	2,781	109

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-2001—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, 1975-2001—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Injured, 1988-2001—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, 1966-2001

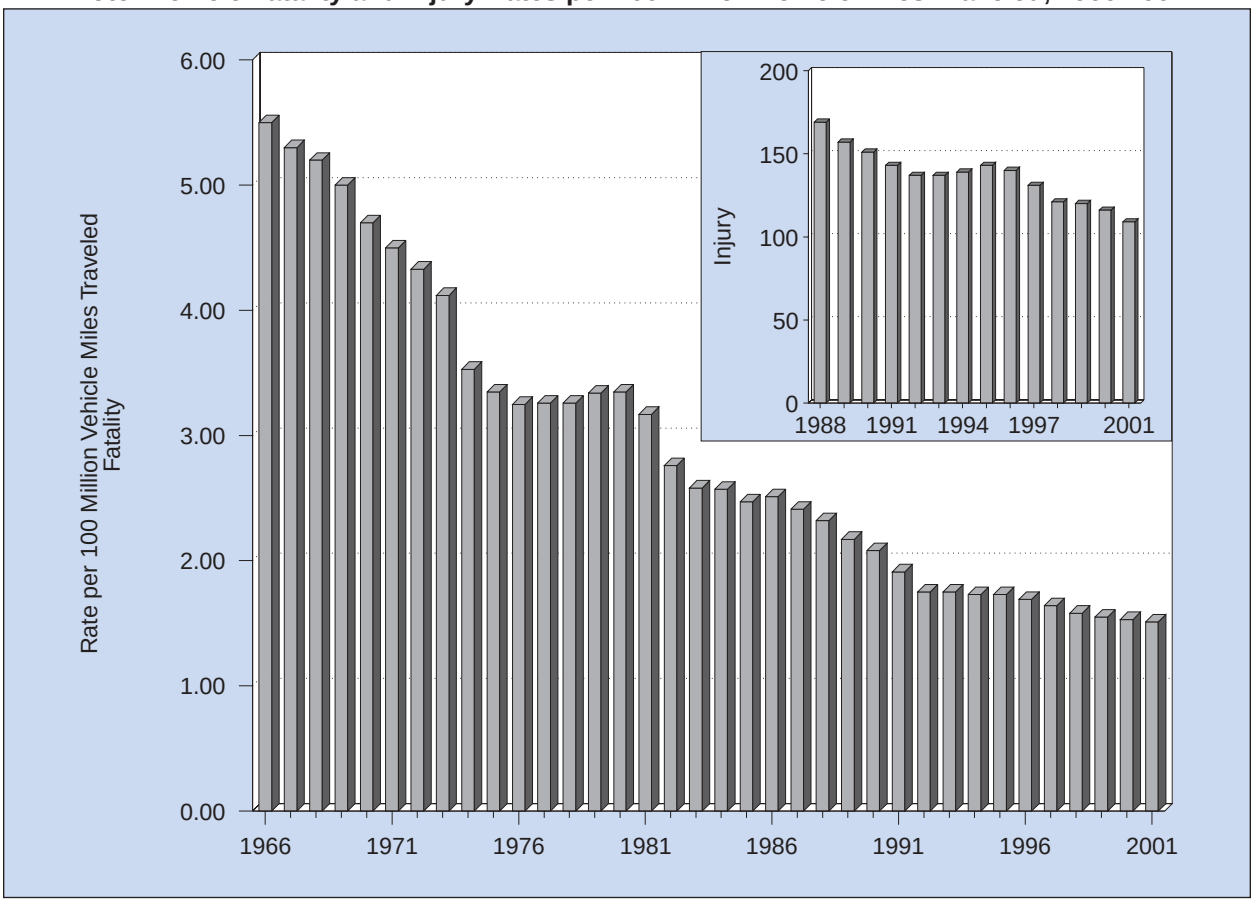


Table 3
Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2001

	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
Year	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
1976	37,206	3.48	38.35	9,300	3.98	40.80	4,435	5.15	79.55	3,343	55.69	67.76
1977	39,038	3.54	39.45	10,400	4.04	42.57	5,164	5.43	90.76	4,164	65.59	84.41
1978	40,544	3.57	39.81	11,898	4.11	43.61	5,759	5.45	98.28	4,643	64.86	95.38
1979	39,999	3.60	38.63	12,544	4.27	43.36	6,084	5.58	103.27	4,916	56.92	90.67
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
1981	38,864	3.46	36.66	12,331	4.01	39.48	5,230	4.81	91.49	4,963	46.43	85.11
1982	34,334	3.00	32.11	11,317	3.51	35.03	4,646	4.17	83.11	4,495	45.36	78.12
1983	33,298	2.80	30.52	11,118	3.32	33.62	4,877	4.20	88.54	4,302	49.11	77.03
1984	34,648	2.83	30.89	11,973	3.34	33.96	5,124	4.21	94.87	4,659	53.04	85.02
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	21.77	20,498	2.17	26.90	4,995	2.43	62.26	2,975	28.42	68.45
2001	27,429	1.73	21.31	20,722	2.13	26.23	4,793	2.31	61.00	3,249	34.10	66.26
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	144	1,770	1,218,000	125	1,541	90,000	43	1,143	57,000	594	1,155
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	3,440	351,000	171	4,377	14,000	133	321
2001	4,399,000	278	3,418	2,679,000	275	3,392	335,000	161	4,261	14,000	152	295

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, 1975-2001

Year	Person Type											Total
	Occupants by Vehicle Type							Nonmotorists				
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/ Unknown	Total	Pedestrian	Pedalcyclist	Other/ Unknown	Total	
						Killed						
1975	25,929	4,856	961	3,189	53	937	*35,925*	7,516	1,003	81	*8,600*	**44,525**
1976	26,166	5,438	1,132	3,312	73	981	*37,102*	7,427	914	80	*8,421*	**45,523**
1977	26,782	5,976	1,287	4,104	42	959	*39,150*	7,732	922	74	*8,728*	**47,878**
1978	28,153	6,745	1,395	4,577	41	622	*41,533*	7,795	892	111	*8,798*	**50,331**
1979	27,808	7,178	1,432	4,894	39	579	*41,930*	8,096	932	135	*9,163*	**51,093**
1980	27,449	7,486	1,262	5,144	46	540	*41,927*	8,070	965	129	*9,164*	**51,091**
1981	26,645	7,081	1,133	4,906	56	603	*40,424*	7,837	936	104	*8,877*	**49,301**
1982	23,330	6,359	944	4,453	35	525	*35,646*	7,331	883	85	*8,299*	**43,945**
1983	22,979	6,202	982	4,265	53	362	*34,843*	6,826	839	81	*7,746*	**42,589**
1984	23,620	6,496	1,074	4,608	46	440	*36,284*	7,025	849	99	*7,973*	**44,257**
1985	23,212	6,689	977	4,564	57	544	*36,043*	6,808	890	84	*7,782*	**43,825**
1986	24,944	7,317	926	4,566	39	442	*38,234*	6,779	941	133	*7,853*	**46,087**
1987	25,132	8,058	852	4,036	51	436	*38,565*	6,745	948	132	*7,825*	**46,390**
1988	25,808	8,306	911	3,662	54	429	*39,170*	6,870	911	136	*7,917*	**47,087**
1989	25,063	8,551	858	3,141	50	424	*38,087*	6,556	832	107	*7,495*	**45,582**
1990	24,092	8,601	705	3,244	32	460	*37,134*	6,482	859	124	*7,465*	**44,599**
1991	22,385	8,391	661	2,806	31	466	*34,740*	5,801	843	124	*6,768*	**41,508**
1992	21,387	8,098	585	2,395	28	387	*32,880*	5,549	723	98	*6,370*	**39,250**
1993	21,566	8,511	605	2,449	18	425	*33,574*	5,649	816	111	*6,576*	**40,150**
1994	21,997	8,904	670	2,320	18	409	*34,318*	5,489	802	107	*6,398*	**40,716**
1995	22,423	9,568	648	2,227	33	392	*35,291*	5,584	833	109	*6,526*	**41,817**
1996*	22,505	9,932	621	2,161	21	455	*35,695*	5,449	765	154	*6,368*	**42,065**
1997	22,199	10,249	723	2,116	18	420	*35,725*	5,321	814	153	*6,288*	**42,013**
1998	21,194	10,705	742	2,294	38	409	*35,382*	5,228	760	131	*6,119*	**41,501**
1999	20,862	11,265	759	2,483	59	447	*35,875*	4,939	754	149	*5,842*	**41,717**
2000	20,699	11,526	754	2,897	22	450	*36,348*	4,763	693	141	*5,597*	**41,945**
2001	20,233	11,677	704	3,181	34	557	*36,386*	4,882	728	120	*5,730*	**42,116**
						Injured						
1988	2,585,000	478,000	37,000	105,000	15,000	4,000	*3,224,000*	110,000	75,000	8,000	*192,000*	**3,416,000**
1989	2,431,000	511,000	43,000	83,000	15,000	5,000	*3,088,000*	112,000	73,000	11,000	*196,000*	**3,284,000**
1990	2,376,000	505,000	42,000	84,000	33,000	4,000	*3,044,000*	105,000	75,000	7,000	*187,000*	**3,231,000**
1991	2,235,000	563,000	28,000	80,000	21,000	4,000	*2,931,000*	88,000	67,000	11,000	*166,000*	**3,097,000**
1992	2,232,000	545,000	34,000	65,000	20,000	12,000	*2,908,000*	89,000	63,000	10,000	*162,000*	**3,070,000**
1993	2,265,000	601,000	32,000	59,000	17,000	4,000	*2,978,000*	94,000	68,000	9,000	*171,000*	**3,149,000**
1994	2,364,000	631,000	30,000	57,000	16,000	4,000	*3,102,000*	92,000	62,000	9,000	*164,000*	**3,266,000**
1995	2,469,000	722,000	30,000	57,000	19,000	4,000	*3,303,000*	86,000	67,000	10,000	*162,000*	**3,465,000**
1996	2,458,000	761,000	33,000	55,000	20,000	4,000	*3,332,000*	82,000	58,000	11,000	*151,000*	**3,483,000**
1997	2,341,000	755,000	31,000	53,000	17,000	6,000	*3,201,000*	77,000	58,000	11,000	*146,000*	**3,348,000**
1998	2,201,000	763,000	29,000	49,000	16,000	4,000	*3,061,000*	69,000	53,000	8,000	*131,000*	**3,192,000**
1999	2,138,000	847,000	33,000	50,000	22,000	7,000	*3,097,000*	85,000	51,000	3,000	*140,000*	**3,236,000**
2000	2,052,000	887,000	31,000	58,000	18,000	10,000	*3,055,000*	78,000	51,000	5,000	*134,000*	**3,189,000**
2001	1,927,000	861,000	29,000	60,000	15,000	9,000	*2,901,000*	78,000	45,000	8,000	*131,000*	**3,033,000**

*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, 1975-2001

Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers
Drivers in Fatal Crashes									
1975	45,087	70,435	64.01	9,356	59,233	15.80	54,445	129,668	41.99
1976	45,091	72,452	62.24	9,953	61,458	16.19	55,045	133,910	41.11
1977	48,548	74,385	65.27	10,775	63,591	16.94	59,324	137,976	43.00
1978	51,665	75,504	68.43	11,221	65,177	17.22	62,887	140,681	44.70
1979	52,208	76,458	68.28	11,308	66,695	16.95	63,518	143,152	44.37
1980	50,921	77,135	66.02	11,353	68,067	16.68	62,277	145,202	42.89
1981	49,838	77,831	64.03	11,396	69,142	16.48	61,238	146,972	41.67
1982	43,877	78,484	55.91	10,579	71,627	14.77	54,462	150,111	36.28
1983	42,329	80,823	52.37	10,854	73,440	14.78	53,184	154,263	34.48
1984	44,213	80,916	54.64	11,806	74,398	15.87	56,022	155,315	36.07
1985	44,290	81,537	54.32	12,031	75,231	15.99	56,322	156,769	35.93
1986	46,083	82,740	55.70	12,603	76,651	16.44	58,688	159,390	36.82
1987	46,337	83,939	55.20	13,492	77,789	17.34	59,829	161,728	36.99
1988	46,840	84,099	55.70	13,814	78,661	17.56	60,658	162,760	37.27
1989	44,941	85,356	52.65	13,927	80,160	17.37	58,870	165,516	35.57
1990	43,802	85,769	51.07	13,586	81,203	16.73	57,393	166,972	34.37
1991	40,288	86,630	46.51	12,716	82,300	15.45	53,007	168,930	31.38
1992	38,186	88,363	43.21	12,492	84,716	14.75	50,682	173,079	29.28
1993	39,118	87,974	44.47	12,960	85,138	15.22	52,080	173,112	30.08
1994	39,784	89,165	44.62	13,449	86,183	15.61	53,238	175,347	30.36
1995	40,799	89,184	45.75	14,043	87,386	16.07	54,847	176,570	31.06
1996	40,899	90,503	45.19	14,723	89,007	16.54	55,624	179,510	30.99
1997	40,594	91,888	44.18	14,816	90,789	16.32	55,412	182,677	30.33
1998	40,433	93,023	43.47	14,967	91,805	16.30	55,404	184,828	29.98
1999	40,639	94,149	43.16	14,717	92,988	15.83	55,359	187,137	29.58
2000	41,443	95,782	43.27	14,682	94,816	15.48	56,126	190,598	29.45
2001	41,361	95,779	43.18	14,776	95,471	15.48	56,140	191,250	29.35
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
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

*Total includes drivers (>15 years old) of unknown sex.
Source: Licensed Drivers—Federal Highway Administration.

Figure 3
Driver Involvement Rate per 100,000 Licensed Drivers 16 Years and Older by Sex and Crash Severity, 1975-2001

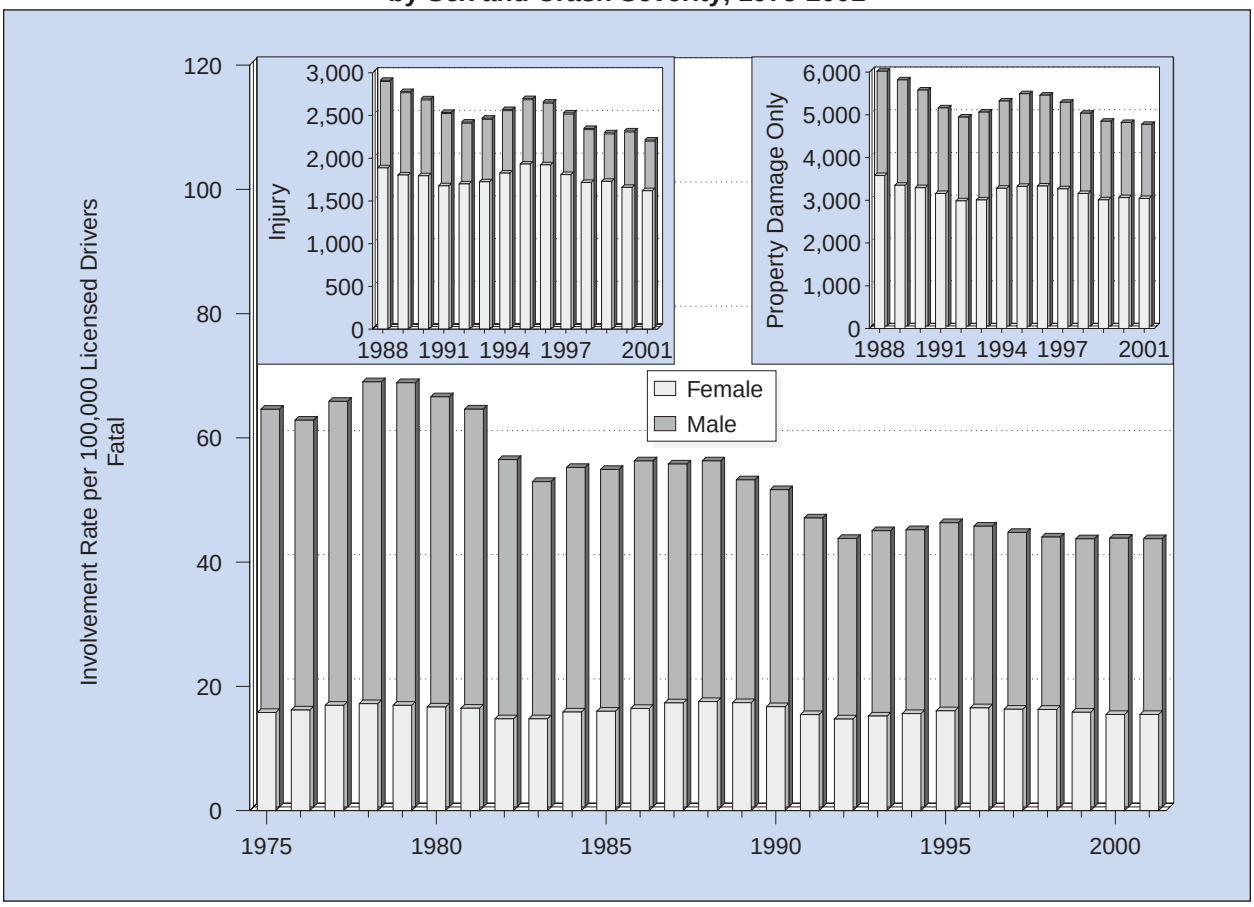


Table 6
Occupant Fatality and Injury Rates per Population by Age Group, 1975-2001

Year	Age Group (Years) <5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	Total
Fatality Rate per 100,000 Population												
1975	4.50	2.71	5.71	38.77	34.90	21.57	15.67	13.42	13.29	14.72	16.98	**16.67**
1976	4.50	2.56	6.14	40.95	35.01	21.27	15.27	13.71	13.58	14.92	17.27	**17.05**
1977	4.68	2.83	6.44	42.86	38.73	22.27	15.61	13.90	13.55	14.03	16.13	**17.81**
1978	4.61	2.66	6.60	44.45	40.75	24.26	16.72	14.07	13.44	14.79	16.36	**18.70**
1979	4.35	2.84	6.13	44.36	40.06	24.96	17.11	14.03	13.24	13.59	15.51	**18.67**
1980	4.24	2.67	6.00	42.94	39.86	24.82	16.85	14.51	12.83	12.96	15.27	**18.45**
1981	3.75	2.43	5.24	38.56	37.41	24.22	16.63	13.81	12.68	13.16	14.94	**17.62**
1982	3.67	2.22	4.85	34.51	32.75	20.45	14.30	11.84	11.24	11.85	14.89	**15.39**
1983	3.55	2.33	4.60	33.18	30.97	19.86	13.87	11.79	10.92	11.92	15.48	**14.90**
1984	3.13	2.33	5.21	34.94	32.89	20.26	13.91	11.86	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	2.37	4.29	27.87	25.47	15.52	12.82	11.61	11.45	12.88	19.61	**12.92**
2001	*	*	*	*	*	*	*	*	*	*	*	**12.78**
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	353	416	562	2,748	2,213	1,551	1,173	973	846	732	670	**1,085**
2001	*	*	*	*	*	*	*	*	*	*	*	**1,019**

*Population data by age not available for 2001.
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, 1975-2001

Year	Registered Passenger Cars	Vehicle Miles Traveled (Millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million VMT	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million VMT
1975	94,478,029	1,030,376	25,929	27.44	2.52	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.44	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.43	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.48	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.50	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.48	*	*	*
1981	106,002,720	1,122,092	26,645	25.14	2.37	*	*	*
1982	106,936,590	1,145,828	23,330	21.82	2.04	*	*	*
1983	109,085,444	1,187,760	22,979	21.07	1.93	*	*	*
1984	112,177,361	1,226,461	23,620	21.06	1.93	*	*	*
1985	116,348,085	1,248,981	23,212	19.95	1.86	*	*	*
1986	117,268,114	1,277,550	24,944	21.27	1.95	*	*	*
1987	119,848,784	1,328,460	25,132	20.97	1.89	*	*	*
1988	121,519,139	1,384,047	25,808	21.24	1.86	2,585,000	2,127	187
1989	122,758,478	1,415,213	25,063	20.42	1.77	2,431,000	1,980	172
1990	123,276,600	1,427,178	24,092	19.54	1.69	2,376,000	1,928	167
1991	123,327,336	1,411,655	22,385	18.15	1.59	2,235,000	1,812	158
1992	120,346,747	1,436,035	21,387	17.77	1.49	2,232,000	1,854	155
1993	121,055,398	1,445,106	21,566	17.81	1.49	2,265,000	1,871	157
1994	121,996,580	1,459,208	21,997	18.03	1.51	2,364,000	1,937	162
1995	123,241,881	1,478,352	22,423	18.19	1.52	2,469,000	2,004	167
1996	124,612,787	1,499,139	22,505	18.06	1.50	2,458,000	1,973	164
1997	124,672,920	1,528,399	22,199	17.81	1.45	2,341,000	1,877	153
1998	125,965,709	1,555,901	21,194	16.83	1.36	2,201,000	1,748	141
1999	126,868,744	1,566,808	20,862	16.44	1.33	2,138,000	1,685	136
2000	127,720,809	1,580,493	20,699	16.21	1.31	2,052,000	1,606	130
2001	128,714,022	1,584,612	20,233	15.72	1.28	1,927,000	1,497	122

*Injury data not available before 1988.
Note: Vehicle miles traveled (VMT) data in this table have been revised and are not based exclusively on Federal Highway Administration (FHWA) data as they have been in earlier reports. The change was made to reflect the different vehicle classification schemes used by FHWA and the National Highway Traffic Safety Administration (NHTSA).
Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Vehicles—R.L. Polk & Co.

Figure 4
Passenger Car Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2001

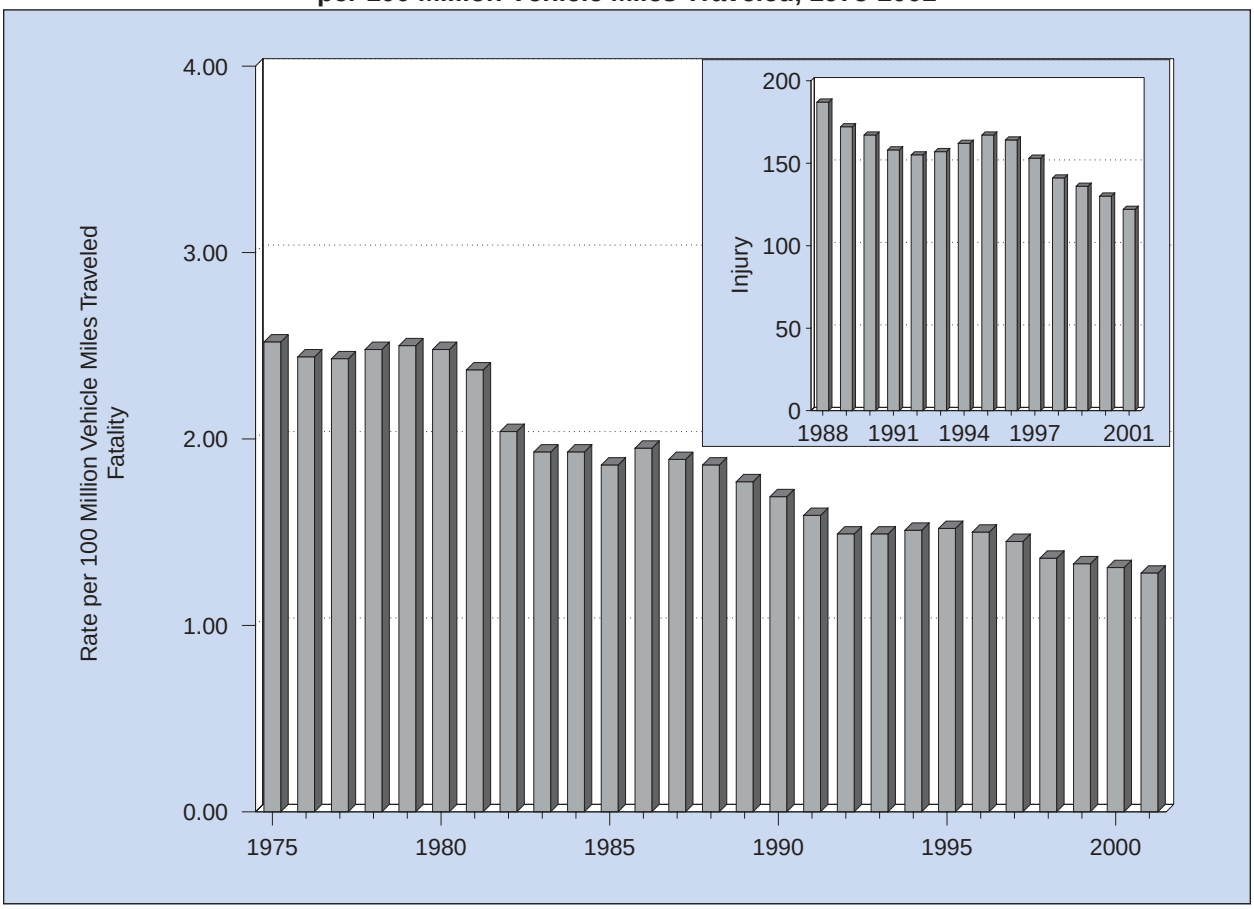


Table 8
Light Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2001

Year	Registered Light Trucks	Vehicle Miles Traveled (Millions)	Light Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million VMT	Light Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million VMT
1975	20,886,680	204,274	4,856	23.25	2.38	*	*	*
1976	22,794,702	233,382	5,438	23.86	2.33	*	*	*
1977	24,432,701	257,108	5,976	24.46	2.32	*	*	*
1978	27,285,497	289,463	6,745	24.72	2.33	*	*	*
1979	28,932,820	293,840	7,178	24.81	2.44	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.53	*	*	*
1981	31,236,287	307,583	7,081	22.67	2.30	*	*	*
1982	32,307,692	322,026	6,359	19.68	1.97	*	*	*
1983	33,068,138	334,937	6,202	18.76	1.85	*	*	*
1984	35,257,788	358,588	6,496	18.42	1.81	*	*	*
1985	37,665,180	388,778	6,689	17.76	1.72	*	*	*
1986	39,763,446	416,532	7,317	18.40	1.76	*	*	*
1987	41,695,017	444,392	8,058	19.33	1.81	*	*	*
1988	44,599,500	488,431	8,306	18.62	1.70	478,000	1,071	98
1989	47,134,148	522,483	8,551	18.14	1.64	511,000	1,084	98
1990	49,916,497	555,659	8,601	17.23	1.55	505,000	1,012	91
1991	52,062,064	595,924	8,391	16.12	1.41	563,000	1,081	94
1992	53,836,046	642,397	8,098	15.04	1.26	545,000	1,012	85
1993	56,573,835	675,353	8,511	15.04	1.26	601,000	1,062	89
1994	59,485,995	711,515	8,904	14.97	1.25	631,000	1,061	89
1995	62,520,872	749,971	9,568	15.30	1.28	722,000	1,156	96
1996	65,438,877	787,255	9,932	15.18	1.26	761,000	1,164	97
1997	67,287,470	824,896	10,249	15.23	1.24	755,000	1,122	92
1998	69,783,500	861,951	10,705	15.34	1.24	763,000	1,093	88
1999	73,143,777	903,314	11,265	15.40	1.25	847,000	1,158	94
2000	76,192,673	942,853	11,526	15.13	1.22	887,000	1,164	94
2001	79,005,848	972,649	11,677	14.78	1.20	861,000	1,089	88

*Injury data not available before 1988.
Note: Vehicle miles traveled (VMT) data in this table have been revised and are not based exclusively on Federal Highway Administration (FHWA) data as they have been in earlier reports. The change was made to reflect the different vehicle classification schemes used by FHWA and the National Highway Traffic Safety Administration (NHTSA).
Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Vehicles—R.L. Polk & Co.

Figure 5
Light Truck Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2001

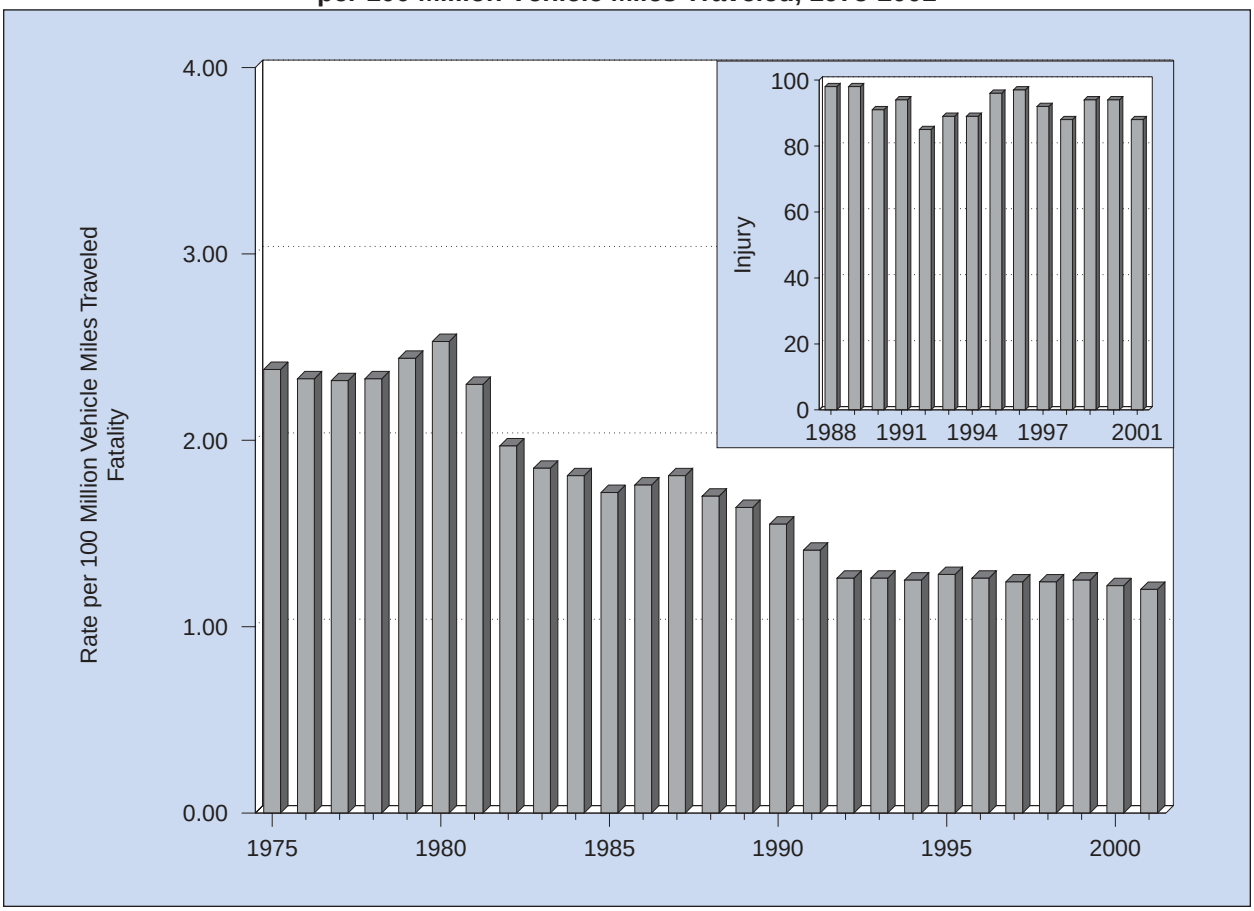


Table 9
Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2001

Year	Registered Large Trucks	Vehicle Miles Traveled (Millions)	Large Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million VMT	Large Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million VMT
1975	5,362,369	81,330	961	17.92	1.18	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.32	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.35	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.32	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.31	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.16	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.04	*	*	*
1982	5,590,415	111,423	944	16.89	0.85	*	*	*
1983	5,508,392	116,132	982	17.83	0.85	*	*	*
1984	5,401,075	121,796	1,074	19.88	0.88	*	*	*
1985	5,996,337	123,504	977	16.29	0.79	*	*	*
1986	5,720,880	126,675	926	16.19	0.73	*	*	*
1987	5,718,266	133,517	852	14.90	0.64	*	*	*
1988	6,136,884	137,985	911	14.84	0.66	37,000	611	27
1989	6,226,482	142,749	858	13.78	0.60	43,000	687	30
1990	6,195,876	146,242	705	11.38	0.48	42,000	675	29
1991	6,172,146	149,543	661	10.71	0.44	28,000	454	19
1992	6,045,205	153,384	585	9.68	0.38	34,000	559	22
1993	6,088,155	159,888	605	9.94	0.38	32,000	527	20
1994	6,587,885	170,216	670	10.17	0.39	30,000	459	18
1995	6,719,421	178,156	648	9.64	0.36	30,000	452	17
1996	7,012,615	182,971	621	8.86	0.34	33,000	467	18
1997	7,083,326	191,477	723	10.21	0.38	31,000	436	16
1998	7,732,270	196,380	742	9.60	0.38	29,000	372	15
1999	7,791,426	202,688	759	9.74	0.37	33,000	422	16
2000	8,022,649	205,520	754	9.40	0.37	31,000	384	15
2001	7,857,674	207,686	704	8.96	0.34	29,000	374	14

*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, 1975-2001

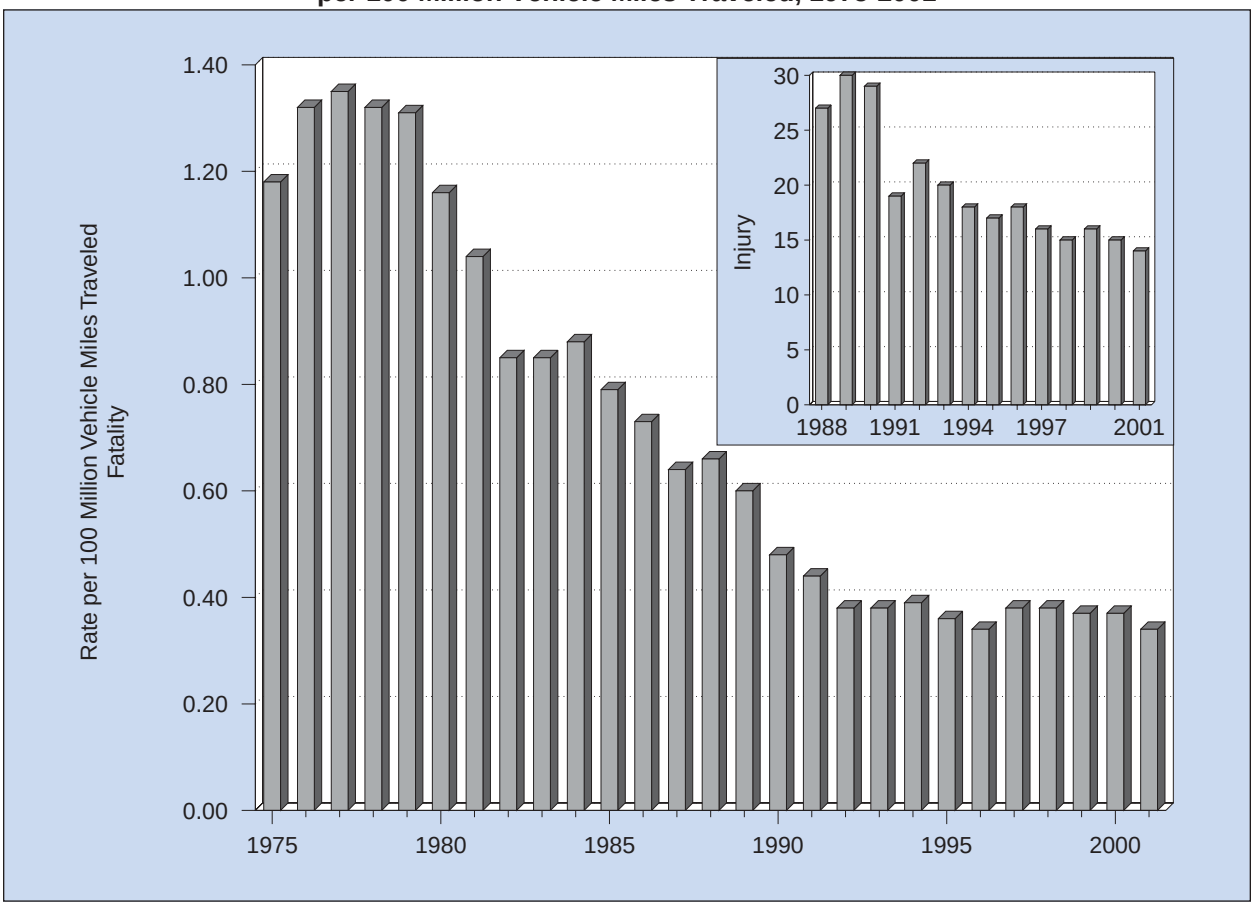


Table 10
Motorcycle Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2001

Year	Registered Motorcycles	Vehicle Miles Traveled (Millions)	Motorcycle Occupants Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million VMT	Motorcycle Occupants Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million VMT
1975	4,964,070	5,629	3,189	64.24	56.65	*	*	*
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	1,887	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	9,529	3,181	64.88	33.38	60,000	1,229	632

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

Figure 7
Motorcycle Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2001

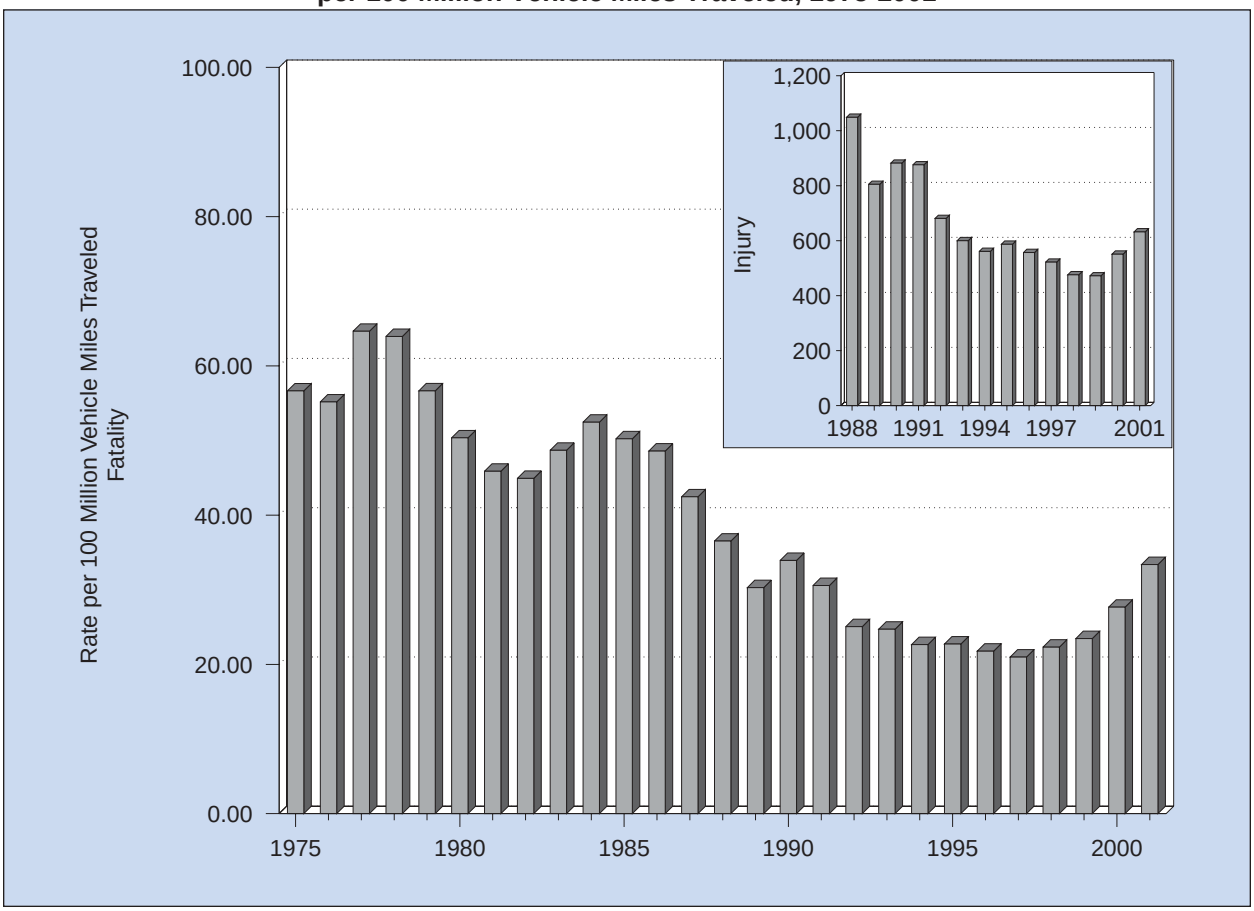


Table 11
Persons Killed or Injured in Crashes Involving a Large Truck by Person Type and Crash Type, 1975-2001

Year	Person Type					Total
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonmotorists	
	Single Vehicle	Multiple Vehicle	Total			
			Killed			
1975	643	318	*961*	3,106	416	**4,483**
1976	774	358	*1,132*	3,384	492	**5,008**
1977	884	403	*1,287*	3,925	511	**5,723**
1978	929	466	*1,395*	4,354	607	**6,356**
1979	967	465	*1,432*	4,615	655	**6,702**
1980	861	401	*1,262*	4,084	625	**5,971**
1981	785	348	*1,133*	4,126	547	**5,806**
1982	639	305	*944*	3,790	495	**5,229**
1983	676	306	*982*	3,941	568	**5,491**
1984	755	319	*1,074*	4,036	530	**5,640**
1985	634	343	*977*	4,227	530	**5,734**
1986	603	323	*926*	4,088	565	**5,579**
1987	571	281	*852*	4,194	552	**5,598**
1988	585	326	*911*	4,250	518	**5,679**
1989	550	308	*858*	4,142	490	**5,490**
1990	485	220	*705*	4,071	496	**5,272**
1991	448	213	*661*	3,705	455	**4,821**
1992	396	189	*585*	3,460	417	**4,462**
1993	389	216	*605*	3,855	396	**4,856**
1994	451	219	*670*	4,013	461	**5,144**
1995	425	223	*648*	3,846	424	**4,918**
1996	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	471	233	*704*	3,940	438	**5,082**
			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**

Table 12
Nonmotorist Fatality and Injury Rates per Population by Age Group, 1975-2001

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	3.64	5.99	3.89	3.79	2.98	2.39	2.75	3.17	3.66	6.05	10.76	**3.99**
1976	3.52	5.63	3.71	3.72	3.04	2.43	2.62	3.30	3.60	5.58	10.12	**3.87**
1977	2.99	5.35	3.68	3.98	3.18	2.68	2.66	3.20	4.05	5.80	10.57	**3.97**
1978	3.14	5.45	3.76	4.04	3.51	2.90	2.78	3.33	3.77	5.36	8.93	**3.96**
1979	2.87	5.16	3.68	4.51	4.01	3.14	2.99	3.34	3.68	5.50	9.17	**4.08**
1980	2.67	4.68	3.64	4.45	4.34	3.17	2.80	3.39	3.69	5.00	9.89	**4.03**
1981	2.14	4.44	3.27	4.20	4.18	3.36	2.82	3.22	3.42	4.88	8.74	**3.87**
1982	2.15	3.89	3.07	4.11	4.27	3.06	3.00	3.05	3.05	4.45	7.41	**3.58**
1983	2.03	3.69	3.05	3.67	3.83	2.91	2.46	2.80	3.12	3.77	7.37	**3.31**
1984	1.92	3.61	3.13	3.55	3.63	2.95	2.58	2.93	3.34	4.01	7.64	**3.38**
1985	2.05	3.67	3.01	3.31	3.38	2.71	2.65	2.69	3.36	3.90	7.35	**3.27**
1986	1.89	3.58	3.22	3.45	3.54	2.93	2.51	2.98	2.86	3.64	7.34	**3.27**
1987	1.66	3.63	3.24	3.12	3.39	2.83	2.69	2.88	3.14	3.79	7.20	**3.23**
1988	1.69	3.65	2.88	2.92	3.37	2.94	2.70	2.77	3.04	3.94	7.70	**3.24**
1989	1.54	3.06	2.53	2.58	2.90	3.00	2.73	2.61	3.18	3.49	7.10	**3.04**
1990	1.60	2.65	2.34	2.53	2.84	2.97	2.77	2.63	3.09	3.67	6.97	**2.99**
1991	1.43	2.40	2.39	2.45	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	1.39	1.59	1.76	1.75	2.28	2.30	2.23	2.40	3.84	**1.99**
2001	*	*	*	*	*	*	*	*	*	*	*	**2.01**
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	101	94	66	75	54	41	31	29	21	20	**48**
2001	*	*	*	*	*	*	*	*	*	*	*	**46**

*Population data by age not available for 2001.
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, 1982-2001

Year	BAC = 0.00		BAC = 0.01-0.07		BAC = 0.08+		Total	Total Fatalities in Alcohol-Related Crashes	
	Number	Percent	Number	Percent	Number	Percent	Number	Number	Percent
1982	17,773	40	2,927	7	23,246	53	43,945	26,172	60
1983	17,954	42	2,594	6	22,041	52	42,589	24,635	58
1984	19,495	44	3,046	7	21,715	49	44,257	24,762	56
1985	20,658	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	24,093	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	24,211	58	2,477	6	15,196	36	41,884	17,673	42
1997	25,302	60	2,289	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	24,668	59	2,515	6	14,933	35	42,116	17,448	41

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, 1982-2001

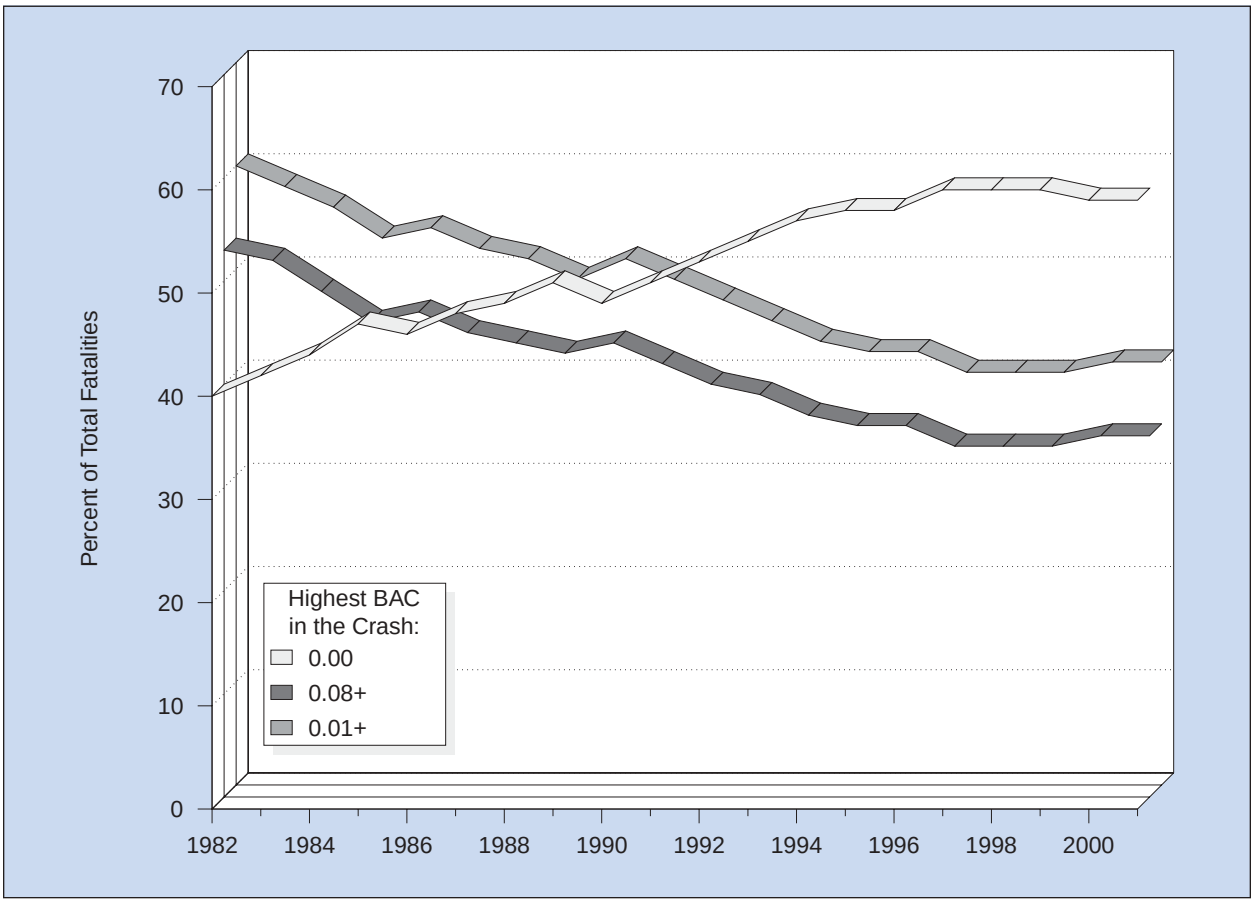


Table 14
Persons Killed and Percent Alcohol-Related During Holiday Periods, 1982-2001

Year	Holiday Period*					
	New Year's Day		Memorial Day		Fourth of July	
	Killed	Percent Alcohol-Related**	Killed	Percent Alcohol-Related**	Killed	Percent Alcohol-Related**
1982	***	***	498 (3)	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	627 (4)	49
1997	190 (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	206 (1)	62
	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	579 (4)	48	166 (1)	53
1997	507 (3)	52	571 (4)	41	480 (4)	45
1998	464 (3)	52	602 (4)	50	364 (3)	52
1999	485 (3)	48	581 (4)	46	485 (3)	50
2000	529 (3)	54	509 (4)	53	442 (3)	51
2001	482 (3)	52	585 (4)	48	601 (4)	47

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

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

**Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.
***No data available.

Table 15
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-2001

	Day*			Night*			Total Drivers		
		Percent			Percent			Percent	
Year	Total	BAC = 0.01+	BAC = 0.08+	Total	BAC = 0.01+	BAC = 0.08+	Total	BAC = 0.01+	BAC = 0.08+
1982	23,725	19	15	32,085	57	49	56,029	41	35
1983	24,381	18	15	30,037	57	50	54,656	39	34
1984	26,415	17	14	30,775	55	47	57,512	38	32
1985	27,578	16	12	30,008	52	44	57,883	35	29
1986	28,434	16	13	31,543	53	45	60,335	36	30
1987	29,227	15	12	31,854	51	43	61,442	34	28
1988	30,196	14	11	31,715	50	43	62,253	33	28
1989	29,953	13	11	30,170	49	42	60,435	31	27
1990	28,797	14	11	29,778	51	44	58,893	33	28
1991	26,829	13	10	27,249	49	43	54,391	31	27
1992	26,236	12	10	25,380	47	40	51,901	30	25
1993	27,770	11	9	25,355	46	39	53,401	28	24
1994	29,134	11	9	25,112	44	38	54,549	27	23
1995	30,066	11	9	25,755	43	37	56,164	26	22
1996	30,672	11	8	25,758	43	37	56,762	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	31,564	11	8	25,611	43	37	57,480	26	21

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

Table 16
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Sex, 1982-2001

	Male			Female		
		Percent			Percent	
Year	Total	BAC = 0.01+	BAC = 0.08+	Total	BAC = 0.01+	BAC = 0.08+
1982	44,370	44	38	10,675	27	22
1983	42,812	43	37	10,958	25	22
1984	44,723	41	35	11,907	25	20
1985	44,846	38	32	12,142	22	18
1986	46,653	40	33	12,744	22	17
1987	46,884	37	32	13,614	21	17
1988	47,402	37	31	13,951	20	16
1989	45,448	35	30	14,054	19	16
1990	44,281	37	32	13,726	20	16
1991	40,731	35	30	12,825	19	16
1992	38,598	33	28	12,596	18	15
1993	39,556	32	27	13,082	17	14
1994	40,233	30	26	13,567	17	14
1995	41,235	30	25	14,184	16	13
1996	41,199	29	25	14,792	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	41,711	29	24	14,867	16	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, 1982-2001

	Passenger Car			Light Truck			Large Truck			Motorcycle		
		Percent			Percent			Percent			Percent	
Year	Total	BAC = 0.01+	BAC = 0.08+	Total	BAC = 0.01+	BAC = 0.08+	Total	BAC = 0.01+	BAC = 0.08+	Total	BAC = 0.01+	BAC = 0.08+
1982	34,121	42	36	11,199	44	39	4,582	10	6	4,490	55	47
1983	33,069	40	35	11,017	43	39	4,790	10	7	4,288	57	48
1984	34,395	39	33	11,866	41	35	5,056	9	7	4,650	55	46
1985	34,071	36	30	12,372	37	32	5,091	7	5	4,598	53	43
1986	35,959	36	30	13,208	38	33	5,015	7	5	4,558	56	46
1987	36,371	35	29	14,407	37	31	5,046	5	3	4,061	51	43
1988	36,769	34	28	15,167	37	31	5,141	6	4	3,704	51	42
1989	35,204	32	27	15,579	35	30	4,903	4	3	3,182	53	45
1990	33,893	34	29	15,501	36	31	4,709	5	3	3,269	52	43
1991	31,102	31	27	14,702	35	30	4,291	4	3	2,816	52	44
1992	29,670	30	25	14,540	33	28	3,980	3	2	2,435	49	40
1993	30,060	28	24	15,207	31	27	4,271	4	2	2,471	45	38
1994	30,103	28	24	16,235	29	25	4,592	3	2	2,330	41	33
1995	30,773	27	23	17,483	29	25	4,410	4	2	2,262	42	33
1996	30,449	27	23	18,049	28	24	4,683	3	2	2,173	44	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	27,287	27	23	20,595	27	23	4,749	2	1	3,245	37	29

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

Figure 9
Proportion of Drivers Involved in Fatal Crashes with BAC = 0.08+ by Vehicle Type, 1982-2001

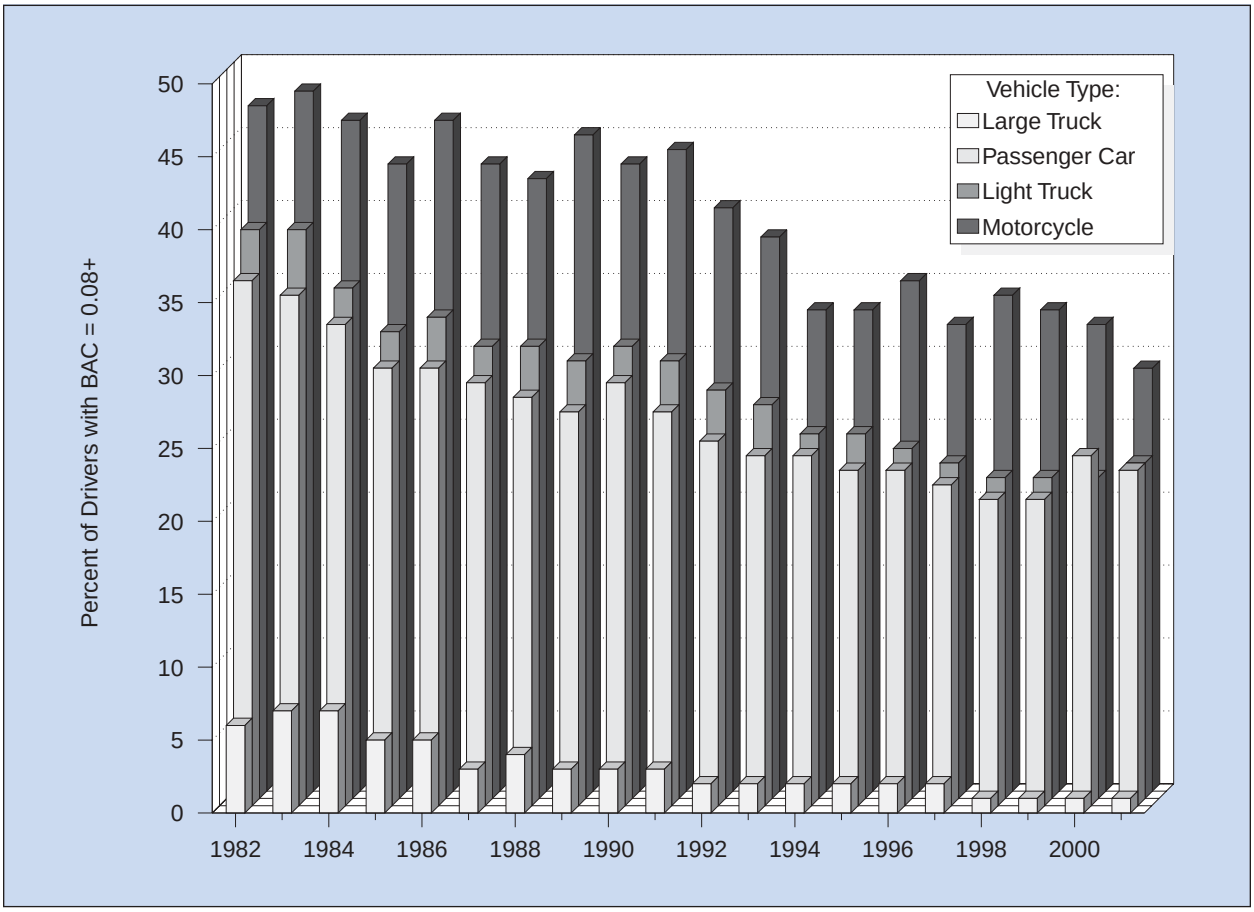


Table 18
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2001

	Age								
	<16 Years			16-20 Years			21-24 Years		
		Percent			Percent			Percent	
Year	Total	BAC = 0.01+	BAC = 0.08+	Total	BAC = 0.01+	BAC = 0.08+	Total	BAC = 0.01+	BAC = 0.08+
1982	412	20	17	9,858	45	36	9,018	53	46
1983	416	19	16	9,334	43	35	8,432	53	46
1984	446	20	15	9,804	40	31	8,963	52	44
1985	479	21	15	9,386	35	26	9,046	47	40
1986	504	22	15	10,163	37	28	9,129	49	41
1987	469	20	14	9,910	33	25	8,808	47	39
1988	448	17	12	10,171	33	25	8,555	47	39
1989	402	15	11	9,442	30	23	7,723	45	38
1990	409	19	14	8,821	33	25	7,195	46	39
1991	364	18	11	8,002	30	23	6,748	45	38
1992	350	18	11	7,192	27	21	6,323	42	35
1993	383	14	9	7,256	24	18	6,406	40	34
1994	397	16	12	7,723	24	18	6,291	39	33
1995	410	14	9	7,725	21	16	6,263	38	32
1996	413	13	9	7,803	23	17	6,170	38	32
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	290	15	11	7,963	23	18	6,016	39	33
	25-34 Years			35-44 Years			45-54 Years		
1982	14,787	46	41	7,984	38	33	4,980	32	28
1983	14,470	46	41	8,068	37	33	4,992	29	25
1984	15,233	44	39	8,563	35	31	5,084	28	24
1985	15,257	42	37	8,892	32	29	5,150	26	22
1986	16,179	43	38	9,240	33	29	5,077	26	22
1987	16,562	43	37	9,778	32	28	5,470	23	20
1988	16,398	42	36	10,077	32	28	5,761	23	20
1989	15,928	40	35	10,106	32	28	6,038	24	21
1990	15,764	43	37	10,177	33	30	5,867	24	20
1991	14,151	41	36	9,482	32	28	5,458	23	20
1992	13,049	40	35	9,284	31	27	5,672	22	19
1993	13,038	37	32	9,738	30	27	5,970	21	18
1994	12,891	36	31	9,951	29	26	6,493	21	18
1995	13,048	35	30	10,677	30	26	6,815	21	18
1996	12,842	34	30	10,914	29	25	7,091	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	11,534	33	28	11,201	30	25	8,307	22	19
	55-64 Years			65-74 Years			>74 Years		
1982	3,941	25	21	2,343	17	14	1,551	11	8
1983	3,862	23	20	2,434	14	12	1,592	10	8
1984	4,059	22	18	2,620	16	13	1,696	10	7
1985	4,112	19	16	2,650	14	11	1,829	8	5
1986	4,019	20	16	2,844	14	11	2,037	8	5
1987	4,223	18	15	2,987	13	10	2,091	7	5
1988	4,320	18	15	3,079	14	10	2,297	8	5
1989	4,202	17	15	3,107	12	9	2,324	7	5
1990	4,068	17	14	3,161	12	9	2,340	8	5
1991	3,695	16	13	3,017	12	9	2,454	7	4
1992	3,688	16	13	3,024	12	9	2,450	6	4
1993	3,824	17	14	3,031	10	8	2,817	7	4
1994	3,828	15	12	3,194	11	9	2,867	6	4
1995	4,079	16	14	3,251	10	8	2,989	6	4
1996	4,215	15	12	3,306	11	8	3,051	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	4,698	14	12	3,140	10	7	3,281	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 = 0.08+ by Age, 1982-2001

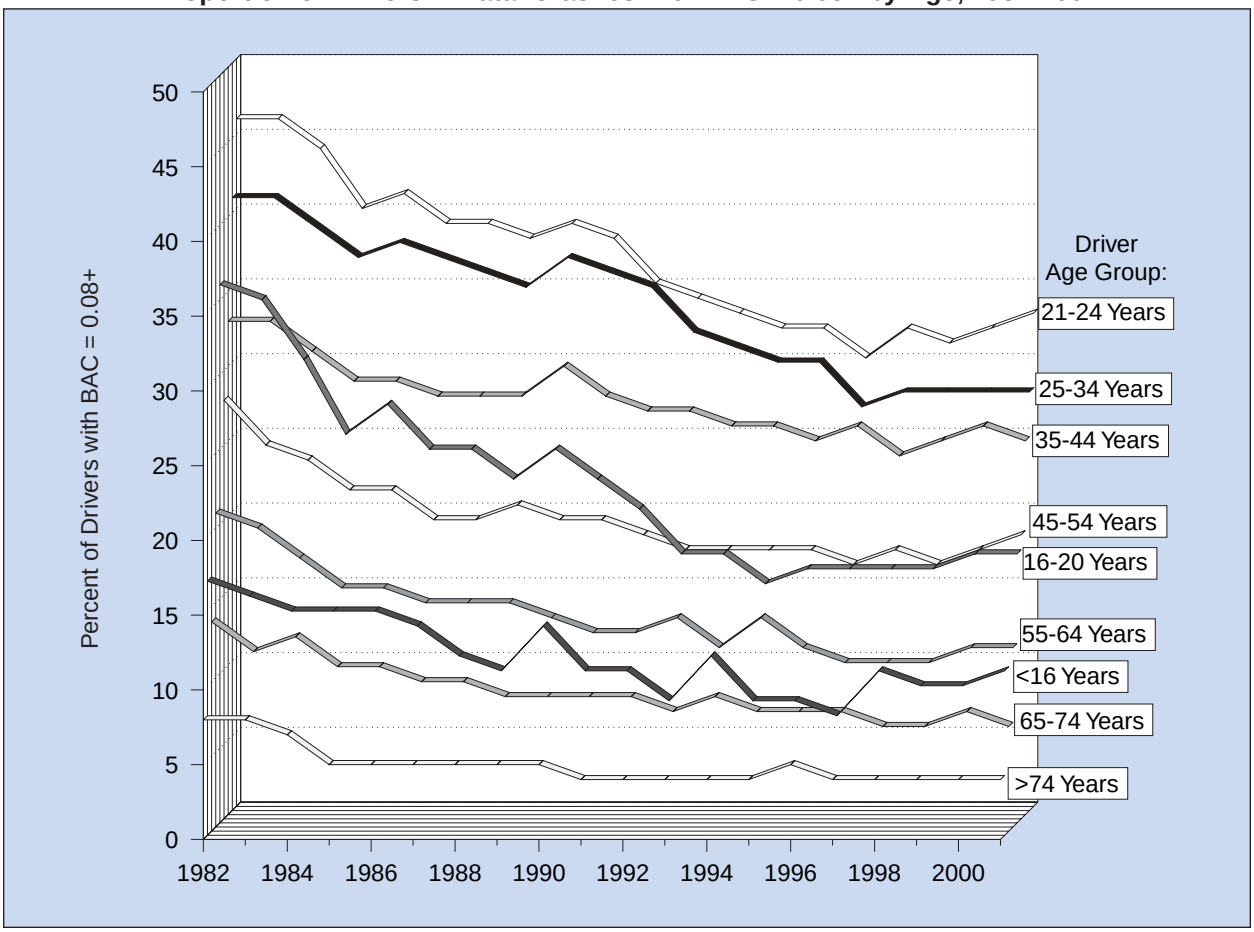


Table 19
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-2001

	Driver Survival Status											
	Surviving Drivers				Killed Drivers				All Drivers in Fatal Crashes			
Year	BAC = 0.00	BAC = 0.01-0.07	BAC = 0.08+	Total	BAC = 0.00	BAC = 0.01-0.07	BAC = 0.08+	Total	BAC = 0.00	BAC = 0.01-0.07	BAC = 0.08+	Total
1982	22,187	1,615	7,537	31,339	11,015	1,537	12,139	24,690	33,202	3,152	19,676	**56,029**
1983	21,885	1,410	7,223	30,518	11,189	1,406	11,543	24,138	33,074	2,816	18,765	**54,656**
1984	23,367	1,620	6,936	31,923	12,476	1,614	11,499	25,589	35,843	3,234	18,435	**57,512**
1985	24,921	1,451	6,174	32,546	12,960	1,692	10,685	25,337	37,880	3,143	16,860	**57,883**
1986	25,265	1,758	6,681	33,705	13,343	1,878	11,409	26,630	38,608	3,636	18,091	**60,335**
1987	26,570	1,612	6,426	34,609	14,053	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	27,035	1,130	4,155	32,320	15,076	1,224	8,142	24,442	42,111	2,354	12,297	**56,762**
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	26,507	1,149	3,985	31,640	16,267	1,265	8,308	25,840	42,774	2,414	12,293	**57,480**

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), 1982-2001

	BAC = 0.00		BAC = 0.01-0.07		BAC = 0.08+		Total	
Year	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,132	51	321	5	2,701	44	**6,154**	**100**
1983	2,905	51	297	5	2,508	44	**5,710**	**100**
1984	3,159	53	283	5	2,465	42	**5,907**	**100**
1985	3,072	54	342	6	2,288	40	**5,702**	**100**
1986	3,104	54	334	6	2,264	40	**5,702**	**100**
1987	3,188	56	344	6	2,183	38	**5,715**	**100**
1988	3,364	58	287	5	2,173	37	**5,825**	**100**
1989	3,164	56	300	5	2,193	39	**5,658**	**100**
1990	3,185	57	260	5	2,150	38	**5,595**	**100**
1991	2,862	57	236	5	1,907	38	**5,005**	**100**
1992	2,712	56	231	5	1,868	39	**4,812**	**100**
1993	2,792	57	199	4	1,869	38	**4,860**	**100**
1994	2,782	59	230	5	1,725	36	**4,737**	**100**
1995	2,871	59	225	5	1,801	37	**4,896**	**100**
1996	2,725	58	209	4	1,800	38	**4,734**	**100**
1997	2,889	61	177	4	1,649	35	**4,715**	**100**
1998	2,743	59	248	5	1,688	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	2,648	60	215	5	1,557	35	**4,420**	**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, 1975-2001

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
1975	2,583	5.6	29,710	64.3	13,931	30.1	**46,224**	**100.0**
1976	2,062	4.5	29,905	64.7	14,239	30.8	**46,206**	**100.0**
1977	1,897	3.9	33,011	67.3	14,154	28.8	**49,062**	**100.0**
1978	1,882	3.6	37,606	72.3	12,510	24.1	**51,998**	**100.0**
1979	1,680	3.2	38,326	73.5	12,123	23.3	**52,129**	**100.0**
1980	1,482	2.9	37,889	73.8	11,935	23.3	**51,306**	**100.0**
1981	1,488	2.9	38,353	75.6	10,905	21.5	**50,746**	**100.0**
1982	1,515	3.3	33,793	74.6	10,012	22.1	**45,320**	**100.0**
1983	1,835	4.2	32,332	73.3	9,919	22.5	**44,086**	**100.0**
1984	2,756	6.0	32,979	71.3	10,526	22.8	**46,261**	**100.0**
1985	6,172	13.3	29,705	64.0	10,566	22.8	**46,443**	**100.0**
1986	10,891	22.2	28,778	58.5	9,498	19.3	**49,167**	**100.0**
1987	14,474	28.5	28,154	55.4	8,150	16.1	**50,778**	**100.0**
1988	16,948	32.6	28,146	54.2	6,842	13.2	**51,936**	**100.0**
1989	17,545	34.5	26,764	52.7	6,474	12.7	**50,783**	**100.0**
1990	18,340	37.1	24,706	50.0	6,348	12.9	**49,394**	**100.0**
1991	18,457	40.3	21,843	47.7	5,504	12.0	**45,804**	**100.0**
1992	19,106	43.2	19,836	44.9	5,268	11.9	**44,210**	**100.0**
1993	20,932	46.2	19,139	42.3	5,196	11.5	**45,267**	**100.0**
1994	22,763	49.1	18,946	40.9	4,629	10.0	**46,338**	**100.0**
1995	24,165	50.1	19,428	40.3	4,663	9.7	**48,256**	**100.0**
1996	25,207	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	27,068	56.5	16,455	34.4	4,359	9.1	**47,882**	**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**
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**

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

Table 22
Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-2001

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
1975	986	3.2	21,076	68.5	8,723	28.3	**30,785**	**100.0**
1976	796	2.5	21,979	69.5	8,829	27.9	**31,604**	**100.0**
1977	778	2.4	23,593	72.0	8,387	25.6	**32,758**	**100.0**
1978	784	2.2	26,671	76.4	7,443	21.3	**34,898**	**100.0**
1979	683	2.0	27,130	77.5	7,173	20.5	**34,986**	**100.0**
1980	671	1.9	27,483	78.7	6,781	19.4	**34,935**	**100.0**
1981	649	1.9	26,974	80.0	6,103	18.1	**33,726**	**100.0**
1982	679	2.3	23,558	79.3	5,452	18.4	**29,689**	**100.0**
1983	827	2.8	23,080	79.1	5,274	18.1	**29,181**	**100.0**
1984	1,208	4.0	23,299	77.4	5,609	18.6	**30,116**	**100.0**
1985	2,391	8.0	22,131	74.0	5,379	18.0	**29,901**	**100.0**
1986	4,074	12.6	23,420	72.6	4,767	14.8	**32,261**	**100.0**
1987	5,249	15.8	23,799	71.7	4,142	12.5	**33,190**	**100.0**
1988	6,210	18.2	24,359	71.4	3,545	10.4	**34,114**	**100.0**
1989	6,546	19.5	23,613	70.2	3,455	10.3	**33,614**	**100.0**
1990	6,775	20.7	22,547	69.0	3,371	10.3	**32,693**	**100.0**
1991	7,332	23.8	20,488	66.6	2,956	9.6	**30,776**	**100.0**
1992	7,699	26.1	19,053	64.6	2,733	9.3	**29,485**	**100.0**
1993	8,679	28.9	18,553	61.7	2,845	9.5	**30,077**	**100.0**
1994	9,620	31.1	18,658	60.4	2,623	8.5	**30,901**	**100.0**
1995	10,115	31.6	19,167	59.9	2,709	8.5	**31,991**	**100.0**
1996	10,683	32.9	18,881	58.2	2,873	8.9	**32,437**	**100.0**
1997	10,961	33.8	18,676	57.6	2,811	8.7	**32,448**	**100.0**
1998	11,173	35.0	18,062	56.6	2,664	8.4	**31,899**	**100.0**
1999	11,127	34.6	18,363	57.2	2,637	8.2	**32,127**	**100.0**
2000	11,733	36.4	17,864	55.4	2,628	8.2	**32,225**	**100.0**
2001	11,868	37.2	17,471	54.8	2,571	8.1	**31,910**	**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**

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

Chapter 2 ♦ Crashes

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 6.3 million police-reported motor vehicle crashes occurred in the United States in 2001. Almost one-third of these crashes resulted in an injury, with less than 1 percent of total crashes (37,795) resulting in a death.

- Midnight to 3 a.m. on Saturdays and Sundays proved to be the deadliest 3-hour periods throughout 2001, with 1,247 and 1,236 fatal crashes, respectively.

- Fifty-seven percent of fatal crashes involved only one vehicle, compared to 29 percent of injury crashes and 30 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 18 percent of all crashes, but they accounted for 43 percent of fatal crashes.

- Forty-one percent of fatal crashes involved alcohol. For fatal crashes occurring from midnight to 3 a.m., 79 percent involved alcohol.

Table 23
Crashes and Crash Rates by Month and Crash Severity

Month	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Rate*	Number	Rate*	Number	Rate*	Number	Rate*
January	2,655	1.27	166,000	79	384,000	184	**553,000**	**265**
February	2,471	1.24	144,000	72	336,000	169	**482,000**	**242**
March	2,795	1.21	177,000	77	353,000	153	**533,000**	**230**
April	2,930	1.27	167,000	72	331,000	143	**501,000**	**217**
May	3,272	1.34	183,000	75	345,000	141	**531,000**	**218**
June	3,215	1.33	170,000	70	333,000	137	**506,000**	**209**
July	3,476	1.40	164,000	66	331,000	133	**499,000**	**200**
August	3,523	1.40	173,000	69	347,000	138	**524,000**	**208**
September	3,301	1.47	150,000	67	332,000	148	**486,000**	**217**
October	3,479	1.45	172,000	72	384,000	160	**559,000**	**233**
November	3,349	1.46	164,000	72	403,000	176	**571,000**	**249**
December	3,329	1.46	173,000	76	401,000	176	**578,000**	**254**
Total	**37,795**	**1.36**	**2,003,000**	**72**	**4,282,000**	**154**	**6,323,000**	**228**

*Crashes per 100 million vehicle miles traveled.
Source: Vehicle miles traveled, Federal Highway Administration, *Traffic Volume Trends* (April 2002).

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	1,236	436	357	412	446	588	1,247	**4,722**
3 am to 6 am	703	286	266	273	315	349	694	**2,886**
6 am to 9 am	409	562	531	524	556	604	530	**3,716**
9 am to Noon	478	561	535	522	530	568	599	**3,793**
Noon to 3 pm	713	682	681	676	651	825	765	**4,993**
3 pm to 6 pm	935	884	868	841	782	1,022	925	**6,257**
6 pm to 9 pm	901	715	703	693	768	995	1,037	**5,812**
9 pm to Midnight	591	609	607	628	724	1,111	1,051	**5,321**
Unknown	68	42	26	28	27	38	49	**295**
Total	**6,034**	**4,777**	**4,574**	**4,597**	**4,799**	**6,100**	**6,897**	***37,795**
Injury Crashes								
Midnight to 3 am	24,000	10,000	7,000	7,000	10,000	12,000	26,000	**97,000**
3 am to 6 am	13,000	8,000	7,000	8,000	5,000	9,000	17,000	**67,000**
6 am to 9 am	15,000	41,000	42,000	40,000	45,000	44,000	20,000	**247,000**
9 am to Noon	25,000	35,000	39,000	36,000	36,000	45,000	43,000	**260,000**
Noon to 3 pm	42,000	59,000	56,000	54,000	52,000	61,000	54,000	**378,000**
3 pm to 6 pm	47,000	75,000	77,000	73,000	80,000	92,000	48,000	**492,000**
6 pm to 9 pm	36,000	34,000	44,000	43,000	39,000	52,000	43,000	**289,000**
9 pm to Midnight	21,000	18,000	20,000	22,000	26,000	33,000	31,000	**172,000**
Total	**225,000**	**280,000**	**292,000**	**283,000**	**293,000**	**348,000**	**282,000**	**2,003,000**
Property-Damage-Only Crashes								
Midnight to 3 am	53,000	23,000	19,000	16,000	20,000	24,000	46,000	**200,000**
3 am to 6 am	26,000	17,000	17,000	15,000	15,000	17,000	25,000	**133,000**
6 am to 9 am	23,000	101,000	107,000	93,000	92,000	87,000	40,000	**543,000**
9 am to Noon	45,000	90,000	92,000	82,000	84,000	106,000	88,000	**587,000**
Noon to 3 pm	84,000	126,000	108,000	125,000	110,000	141,000	109,000	**803,000**
3 pm to 6 pm	84,000	176,000	167,000	162,000	164,000	198,000	104,000	**1,055,000**
6 pm to 9 pm	74,000	75,000	89,000	93,000	85,000	108,000	86,000	**610,000**
9 pm to Midnight	41,000	40,000	38,000	45,000	53,000	71,000	63,000	**351,000**
Total	**430,000**	**648,000**	**638,000**	**632,000**	**623,000**	**751,000**	**561,000**	**4,282,000**
All Crashes								
Midnight to 3 am	78,000	33,000	26,000	24,000	30,000	37,000	74,000	**302,000**
3 am to 6 am	40,000	26,000	24,000	23,000	21,000	27,000	43,000	**204,000**
6 am to 9 am	39,000	142,000	149,000	134,000	137,000	131,000	61,000	**793,000**
9 am to Noon	71,000	126,000	132,000	119,000	120,000	151,000	132,000	**851,000**
Noon to 3 pm	126,000	186,000	165,000	180,000	163,000	203,000	163,000	**1,187,000**
3 pm to 6 pm	132,000	252,000	244,000	236,000	245,000	291,000	153,000	**1,553,000**
6 pm to 9 pm	111,000	110,000	134,000	137,000	124,000	160,000	129,000	**906,000**
9 pm to Midnight	63,000	59,000	59,000	67,000	80,000	105,000	95,000	**528,000**
Total	**660,000**	**933,000**	**934,000**	**919,000**	**921,000**	**1,106,000**	**850,000**	**6,323,000**

*Includes 17 fatal crashes that occurred on unknown days.

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

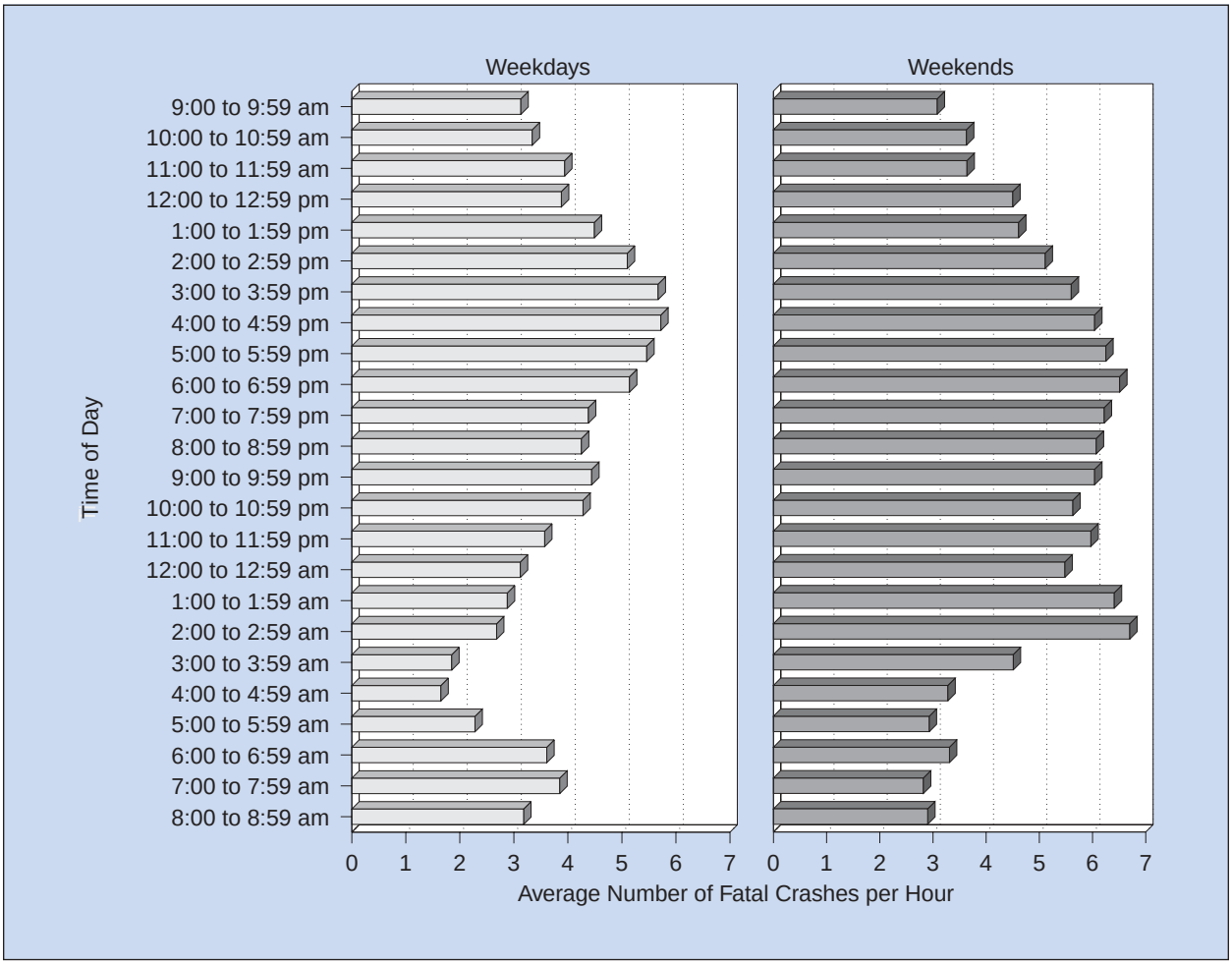


Table 25
Crashes by Weather Condition, Light Condition, and Crash Severity

Weather Condition	Light Condition				Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	
Fatal Crashes					
Normal	17,192	5,243	9,518	1,306	**33,311**
Rain	1,381	495	823	121	**2,826**
Snow/Sleet	347	72	228	42	**690**
Other	186	89	332	66	**677**
Unknown	50	12	46	0	**291**
Total	**19,156**	**5,911**	**10,947**	**1,535**	***37,795**
Injury Crashes					
Normal	1,229,000	261,000	172,000	66,000	**1,729,000**
Rain	133,000	43,000	24,000	11,000	**211,000**
Snow/Sleet	24,000	8,000	10,000	2,000	**45,000**
Other	7,000	3,000	5,000	3,000	**18,000**
Total	**1,394,000**	**316,000**	**211,000**	**82,000**	**2,003,000**
Property-Damage-Only Crashes					
Normal	2,587,000	496,000	406,000	140,000	**3,629,000**
Rain	302,000	84,000	59,000	28,000	**473,000**
Snow/Sleet	70,000	28,000	31,000	9,000	**138,000**
Other	20,000	6,000	12,000	4,000	**42,000**
Total	**2,980,000**	**615,000**	**507,000**	**181,000**	**4,282,000**
All Crashes					
Normal	3,834,000	763,000	587,000	208,000	**5,392,000**
Rain	436,000	128,000	83,000	39,000	**686,000**
Snow/Sleet	95,000	36,000	41,000	11,000	**184,000**
Other	28,000	10,000	17,000	7,000	**61,000**
Total	**4,393,000**	**937,000**	**728,000**	**265,000**	**6,323,000**

*Includes 246 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	10,460	81.7	7,039	53.6	156	2.7	27	0.5
11 to 20	1,599	12.5	4,611	35.1	1,136	19.8	188	3.4
21 to 30	352	2.7	1,004	7.7	1,375	23.9	650	11.7
31 to 40	131	1.0	300	2.3	1,132	19.7	1,118	20.1
41 to 50	84	0.7	100	0.8	788	13.7	1,187	21.4
51 to 60	57	0.4	26	0.2	448	7.8	878	15.8
61 to 120	123	1.0	43	0.3	709	12.3	1,509	27.2
Total*	**12,806**	**100.0**	**13,123**	**100.0**	**5,744**	**100.0**	**5,557**	**100.0**
Urban Fatal Crashes								
0 to 10	6,346	93.8	5,638	87.2	182	6.1	33	1.1
11 to 20	266	3.9	679	10.5	996	33.2	435	14.7
21 to 30	73	1.1	105	1.6	910	30.3	908	30.6
31 to 40	25	0.4	21	0.3	491	16.4	738	24.9
41 to 50	20	0.3	12	0.2	211	7.0	414	13.9
51 to 60	14	0.2	6	0.1	97	3.2	213	7.2
61 to 120	19	0.3	8	0.1	115	3.8	227	7.6
Total*	**6,763**	**100.0**	**6,469**	**100.0**	**3,002**	**100.0**	**2,968**	**100.0**

*Includes crashes for which both times were known.

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

Crash Type	Relation to Roadway					Total
	On Roadway	Off Roadway	Shoulder	Median	Other/Unknown	
Fatal Crashes						
Single Vehicle	6,426	11,711	1,963	1,027	350	**21,477**
Multiple Vehicle	15,520	285	244	206	63	**16,318**
Total	**21,946**	**11,996**	**2,207**	**1,233**	**413**	**37,795**
Injury Crashes						
Single Vehicle	165,000	329,000	28,000	37,000	30,000	**589,000**
Multiple Vehicle	1,397,000	7,000	5,000	3,000	1,000	**1,414,000**
Total	**1,562,000**	**336,000**	**33,000**	**40,000**	**32,000**	**2,003,000**
Property-Damage-Only Crashes						
Single Vehicle	342,000	543,000	52,000	58,000	302,000	**1,297,000**
Multiple Vehicle	2,963,000	7,000	5,000	5,000	5,000	**2,985,000**
Total	**3,306,000**	**550,000**	**58,000**	**62,000**	**307,000**	**4,282,000**
All Crashes						
Single Vehicle	513,000	883,000	83,000	95,000	333,000	**1,907,000**
Multiple Vehicle	4,376,000	14,000	10,000	8,000	6,000	**4,416,000**
Total	**4,890,000**	**898,000**	**93,000**	**104,000**	**339,000**	**6,323,000**

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	25,974	76	238	1,052	**27,340**
Junction:					
Intersection	1,684	2,282	2,832	195	**6,993**
Intersection Related	639	522	286	50	**1,497**
Other/Unknown	1,369	45	52	499	**1,965**
Total	**29,666**	**2,925**	**3,408**	**1,796**	**37,795**
Injury Crashes					
Nonjunction	728,000	2,000	1,000	45,000	**776,000**
Junction:					
Intersection	100,000	279,000	196,000	17,000	**592,000**
Intersection Related	124,000	198,000	35,000	22,000	**378,000**
Other/Unknown	201,000	14,000	14,000	26,000	**256,000**
Total	**1,153,000**	**493,000**	**247,000**	**110,000**	**2,003,000**
Property-Damage-Only Crashes					
Nonjunction	1,749,000	5,000	1,000	113,000	**1,868,000**
Junction:					
Intersection	165,000	361,000	281,000	40,000	**847,000**
Intersection Related	266,000	447,000	124,000	58,000	**895,000**
Other/Unknown	513,000	44,000	35,000	80,000	**672,000**
Total	**2,694,000**	**857,000**	**441,000**	**291,000**	**4,282,000**
All Crashes					
Nonjunction	2,504,000	7,000	2,000	160,000	**2,672,000**
Junction:					
Intersection	267,000	642,000	480,000	57,000	**1,446,000**
Intersection Related	391,000	646,000	159,000	79,000	**1,275,000**
Other/Unknown	715,000	58,000	50,000	107,000	**930,000**
Total	**3,877,000**	**1,353,000**	**691,000**	**402,000**	**6,323,000**

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

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
30 mph or less	2,792	13.0	1,138	7.0	**3,930**	**10.4**
35 or 40 mph	3,871	18.0	2,708	16.6	**6,579**	**17.4**
45 or 50 mph	3,479	16.2	3,281	20.1	**6,760**	**17.9**
55 mph	6,236	29.0	5,562	34.1	**11,798**	**31.2**
60 mph or higher	4,253	19.8	3,292	20.2	**7,545**	**20.0**
No Statutory Limit	107	0.5	13	0.1	**120**	**0.3**
Unknown	739	3.4	324	2.0	**1,063**	**2.8**
Total	**21,477**	**100.0**	**16,318**	**100.0**	**37,795**	**100.0**
Injury Crashes						
30 mph or less	161,000	27.3	281,000	19.9	**442,000**	**22.1**
35 or 40 mph	131,000	22.2	577,000	40.8	**708,000**	**35.3**
45 or 50 mph	84,000	14.3	305,000	21.6	**389,000**	**19.4**
55 mph	130,000	22.0	153,000	10.8	**283,000**	**14.1**
60 mph or higher	81,000	13.7	96,000	6.8	**177,000**	**8.8**
No Statutory Limit	3,000	0.4	2,000	0.1	**4,000**	**0.2**
Total	**589,000**	**100.0**	**1,414,000**	**100.0**	**2,003,000**	**100.0**
Property-Damage-Only Crashes						
30 mph or less	415,000	32.0	758,000	25.4	**1,173,000**	**27.4**
35 or 40 mph	221,000	17.0	1,074,000	36.0	**1,295,000**	**30.2**
45 or 50 mph	169,000	13.0	654,000	21.9	**823,000**	**19.2**
55 mph	334,000	25.7	282,000	9.4	**615,000**	**14.4**
60 mph or higher	153,000	11.8	213,000	7.1	**366,000**	**8.5**
No Statutory Limit	6,000	0.4	5,000	0.2	**10,000**	**0.2**
Total	**1,297,000**	**100.0**	**2,985,000**	**100.0**	**4,282,000**	**100.0**
All Crashes						
30 mph or less	579,000	30.3	1,040,000	23.6	**1,619,000**	**25.6**
35 or 40 mph	356,000	18.6	1,654,000	37.5	**2,009,000**	**31.8**
45 or 50 mph	257,000	13.5	963,000	21.8	**1,219,000**	**19.3**
55 mph	469,000	24.6	440,000	10.0	**910,000**	**14.4**
60 mph or higher	238,000	12.5	312,000	7.1	**550,000**	**8.7**
No Statutory Limit	8,000	0.4	6,000	0.1	**15,000**	**0.2**
Total	**1,907,000**	**100.0**	**4,416,000**	**100.0**	**6,323,000**	**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	894	22.7	2,776	70.6	260	6.6	**3,930**	**100.0**
35 or 40 mph	1,993	30.3	4,107	62.4	479	7.3	**6,579**	**100.0**
45 or 50 mph	3,340	49.4	2,806	41.5	614	9.1	**6,760**	**100.0**
55 mph	9,457	80.2	1,955	16.6	386	3.3	**11,798**	**100.0**
60 mph or higher	5,280	70.0	2,036	27.0	229	3.0	**7,545**	**100.0**
No Statutory Limit	105	87.5	12	10.0	3	2.5	**120**	**100.0**
Unknown	414	38.9	539	50.7	110	10.3	**1,063**	**100.0**
Total	**21,483**	**56.8**	**14,231**	**37.7**	**2,081**	**5.5**	**37,795**	**100.0**

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

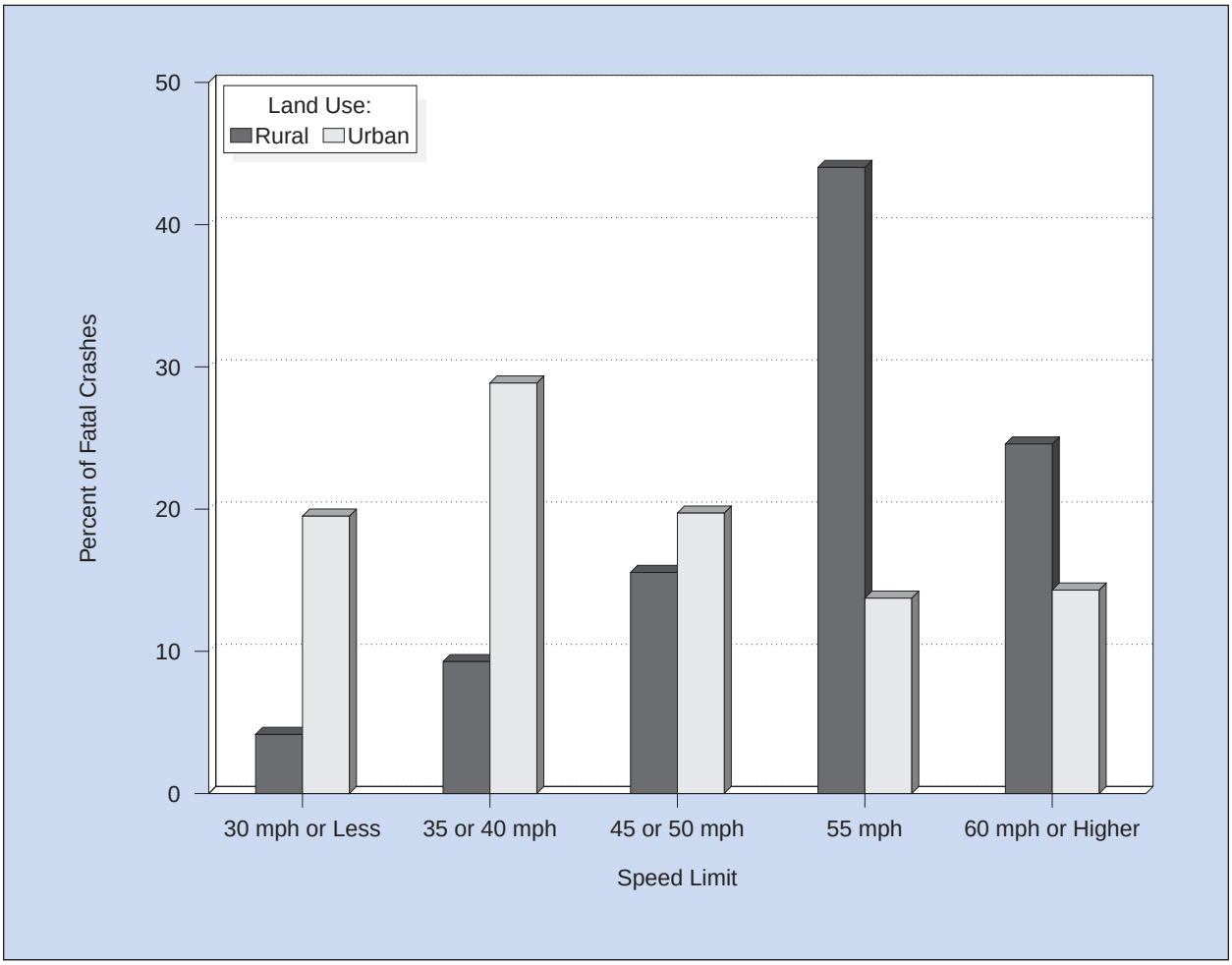


Table 31
Crashes by Number of Lanes, Trafficway Flow, and Crash Severity

Number of Lanes	Trafficway Flow				Total
	Not Divided	Divided	One-Way	Unknown	
Fatal Crashes					
One Lane	14	110	76	4	**204**
Two Lanes	21,441	7,017	169	17	**28,644**
Three Lanes	348	2,251	89	14	**2,702**
Four Lanes	1,840	2,298	29	4	**4,171**
More Than Four	268	780	11	4	**1,063**
Unknown	226	219	18	548	**1,011**
Total	**24,137**	**12,675**	**392**	**591**	**37,795**
Injury Crashes					
One Lane	2,000	9,000	23,000	1,000	**35,000**
Two Lanes	633,000	213,000	16,000	19,000	**881,000**
Three Lanes	54,000	151,000	11,000	5,000	**221,000**
Four Lanes	139,000	89,000	8,000	3,000	**239,000**
More Than Four	145,000	43,000	3,000	2,000	**192,000**
Unknown	96,000	45,000	9,000	285,000	**436,000**
Total	**1,069,000**	**549,000**	**69,000**	**314,000**	**2,003,000**
Property-Damage-Only Crashes					
One Lane	5,000	26,000	70,000	1,000	**102,000**
Two Lanes	1,289,000	403,000	47,000	67,000	**1,807,000**
Three Lanes	127,000	243,000	24,000	15,000	**409,000**
Four Lanes	251,000	144,000	14,000	12,000	**421,000**
More Than Four	275,000	68,000	4,000	4,000	**350,000**
Unknown	195,000	118,000	21,000	859,000	**1,193,000**
Total	**2,143,000**	**1,003,000**	**179,000**	**958,000**	**4,282,000**
All Crashes					
One Lane	8,000	35,000	93,000	1,000	**137,000**
Two Lanes	1,943,000	624,000	62,000	86,000	**2,716,000**
Three Lanes	182,000	396,000	35,000	20,000	**633,000**
Four Lanes	392,000	235,000	22,000	16,000	**665,000**
More Than Four	420,000	111,000	6,000	6,000	**543,000**
Unknown	292,000	164,000	30,000	1,144,000	**1,629,000**
Total	**3,236,000**	**1,565,000**	**249,000**	**1,273,000**	**6,323,000**

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

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport:								
Angle	7,434	19.7	669,000	33.4	1,257,000	29.3	**1,933,000**	**30.6**
Rear End	1,963	5.2	600,000	30.0	1,278,000	29.8	**1,880,000**	**29.7**
Sideswipe	662	1.8	65,000	3.2	357,000	8.3	**423,000**	**6.7**
Head On	5,174	13.7	62,000	3.1	47,000	1.1	**113,000**	**1.8**
Other/Unknown	57	0.2	*	*	2,000	0.1	**3,000**	*****
Subtotal	*15,290*	*40.5*	*1,395,000*	*69.7*	*2,941,000*	*68.7*	***4,352,000***	***68.8***
Collision with Fixed Object:								
Pole/Post	1,918	5.1	65,000	3.3	129,000	3.0	**197,000**	**3.1**
Culvert/Curb/Ditch	2,254	6.0	73,000	3.6	133,000	3.1	**208,000**	**3.3**
Shrubbery/Tree	3,088	8.2	58,000	2.9	75,000	1.8	**136,000**	**2.2**
Guard Rail	1,143	3.0	34,000	1.7	64,000	1.5	**99,000**	**1.6**
Embankment	1,229	3.3	34,000	1.7	30,000	0.7	**66,000**	**1.0**
Bridge	365	1.0	7,000	0.3	8,000	0.2	**15,000**	**0.2**
Other/Unknown	1,671	4.4	66,000	3.3	147,000	3.4	**215,000**	**3.4**
Subtotal	*11,668*	*30.9*	*337,000*	*16.8*	*587,000*	*13.7*	***936,000***	***14.8***
Collision with Object Not Fixed:								
Parked Motor Vehicle	433	1.1	33,000	1.6	323,000	7.5	**356,000**	**5.6**
Animal	165	0.4	19,000	0.9	273,000	6.4	**292,000**	**4.6**
Pedestrian	4,528	12.0	70,000	3.5	1,000	*	**76,000**	**1.2**
Pedalcyclist	729	1.9	44,000	2.2	5,000	0.1	**50,000**	**0.8**
Train	261	0.7	1,000	*	*	*	**1,000**	*****
Other/Unknown	254	0.7	10,000	0.5	46,000	1.1	**56,000**	**0.9**
Subtotal	*6,370*	*16.9*	*177,000*	*8.8*	*648,000*	*15.1*	***831,000***	***13.1***
Noncollision:								
Rollover	3,964	10.5	82,000	4.1	52,000	1.2	**138,000**	**2.2**
Other/Unknown	478	1.3	12,000	0.6	54,000	1.3	**66,000**	**1.0**
Subtotal	*4,442*	*11.8*	*94,000*	*4.7*	*105,000*	*2.5*	***204,000***	***3.2***
Total	****37,795**	**100.0**	**2,003,000**	**100.0**	**4,282,000**	**100.0**	**6,323,000**	**100.0**

*Less than 500 or less than 0.05 percent.
**Includes 25 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 = 13,689)						
Passenger Car	2,775	4,838	1,572	667	74	158
Light Truck		1,381	1,036	634	52	140
Large Truck			99	85	7	29
Motorcycle				41	5	37
Bus					1	4
Other/Unknown						54
Injury Crashes (Total = 1,209,000)						
Passenger Car	476,000	501,000	39,000	17,000	6,000	3,000
Light Truck		131,000	17,000	10,000	3,000	2,000
Large Truck			2,000	1,000	1,000	*
Motorcycle				1,000	*	*
Property-Damage-Only Crashes (Total = 2,799,000)						
Passenger Car	995,000	1,171,000	141,000	4,000	21,000	4,000
Light Truck		364,000	68,000	3,000	11,000	2,000
Large Truck			14,000	*	2,000	*

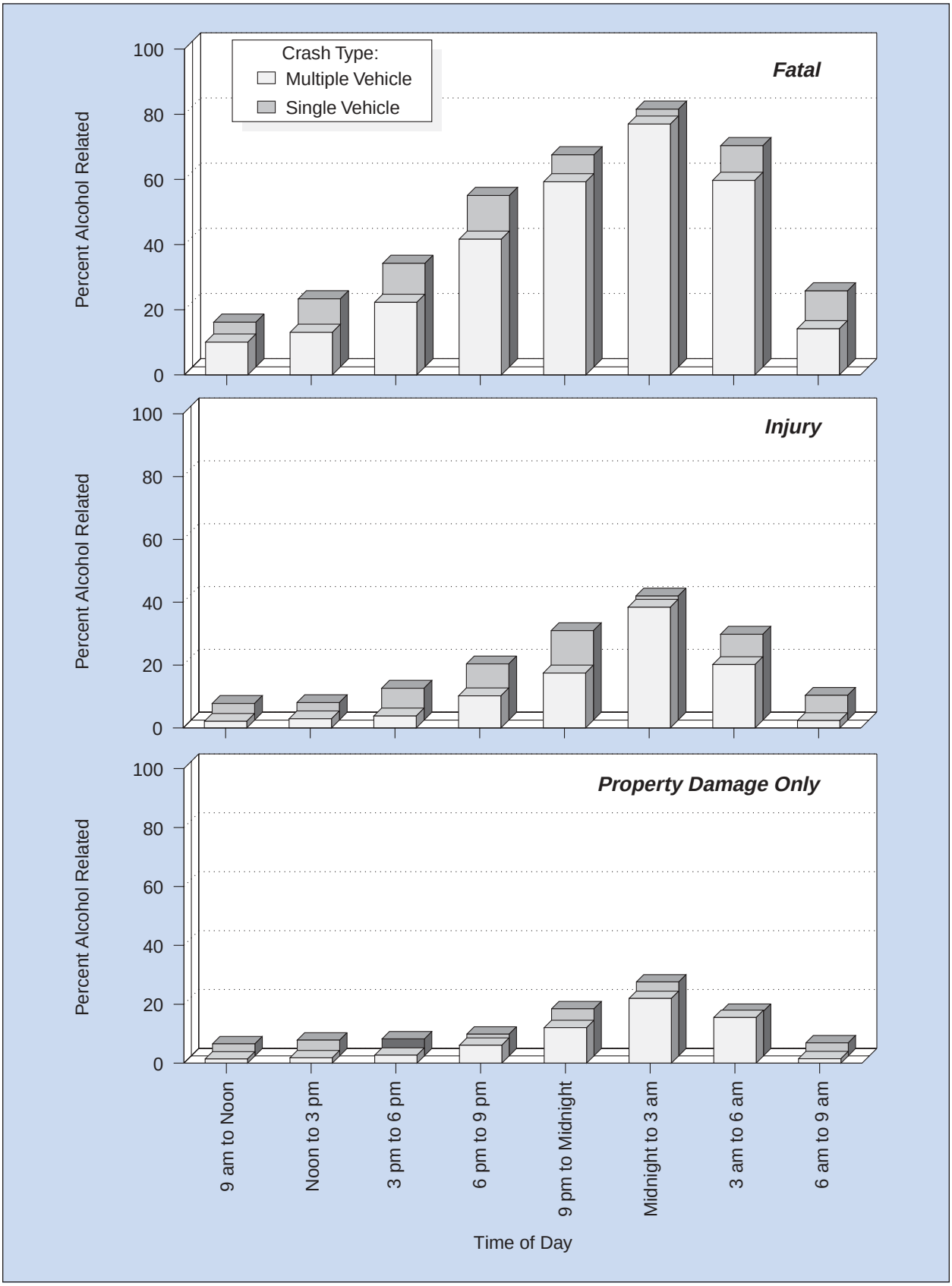
*Less than 500.

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	3,570	2,823	79	1,152	887	77	**4,722**	**3,710**	**79**
3 am to 6 am	2,138	1,451	68	748	447	60	**2,886**	**1,897**	**66**
6 am to 9 am	1,864	434	23	1,852	262	14	**3,716**	**696**	**19**
9 am to Noon	1,599	219	14	2,194	221	10	**3,793**	**440**	**12**
Noon to 3 pm	2,085	435	21	2,908	380	13	**4,993**	**815**	**16**
3 pm to 6 pm	2,861	908	32	3,396	756	22	**6,257**	**1,664**	**27**
6 pm to 9 pm	3,500	1,840	53	2,312	963	42	**5,812**	**2,803**	**48**
9 pm to Midnight	3,576	2,326	65	1,745	1,034	59	**5,321**	**3,360**	**63**
Unknown	284	198	70	11	2	22	**295**	**201**	**68**
Total	**21,477**	**10,634**	**50**	**16,318**	**4,952**	**30**	**37,795**	**15,585**	**41**
Injury Crashes**									
Midnight to 3 am	63,000	25,000	39	34,000	13,000	38	**97,000**	**38,000**	**39**
3 am to 6 am	45,000	12,000	27	23,000	5,000	20	**67,000**	**17,000**	**25**
6 am to 9 am	71,000	6,000	8	175,000	4,000	2	**247,000**	**10,000**	**4**
9 am to Noon	61,000	3,000	5	198,000	4,000	2	**260,000**	**7,000**	**3**
Noon to 3 pm	79,000	4,000	6	300,000	9,000	3	**378,000**	**13,000**	**3**
3 pm to 6 pm	105,000	11,000	10	387,000	15,000	4	**492,000**	**25,000**	**5**
6 pm to 9 pm	89,000	16,000	18	200,000	20,000	10	**289,000**	**36,000**	**13**
9 pm to Midnight	75,000	21,000	28	97,000	17,000	17	**172,000**	**38,000**	**22**
Total	**589,000**	**98,000**	**17**	**1,414,000**	**87,000**	**6**	**2,003,000**	**185,000**	**9**
Property-Damage-Only Crashes**									
Midnight to 3 am	144,000	36,000	25	56,000	12,000	22	**200,000**	**48,000**	**24**
3 am to 6 am	99,000	15,000	15	35,000	5,000	16	**133,000**	**20,000**	**15**
6 am to 9 am	154,000	7,000	4	389,000	6,000	2	**543,000**	**13,000**	**2**
9 am to Noon	144,000	6,000	4	443,000	6,000	1	**587,000**	**12,000**	**2**
Noon to 3 pm	152,000	8,000	5	651,000	12,000	2	**803,000**	**20,000**	**2**
3 pm to 6 pm	196,000	11,000	6	859,000	23,000	3	**1,055,000**	**34,000**	**3**
6 pm to 9 pm	218,000	16,000	7	393,000	24,000	6	**610,000**	**40,000**	**7**
9 pm to Midnight	191,000	30,000	16	160,000	19,000	12	**351,000**	**50,000**	**14**
Total	**1,297,000**	**129,000**	**10**	**2,985,000**	**108,000**	**4**	**4,282,000**	**238,000**	**6**

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

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



Chapter 3 ♦ Vehicles

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:

- Ninety-five percent of the 11 million vehicles involved in motor vehicle crashes in 2001 were passenger cars or light trucks.

- Large trucks accounted for 8 percent of the vehicles in fatal crashes, but only 4 percent of the vehicles involved in injury and property-damage-only crashes. Of the 4,793 large trucks involved in fatal crashes, 74 percent were combination trucks.

- The proportion of vehicles that rolled over in fatal crashes (19.5 percent) was nearly 4 times as high as the proportion in injury crashes (5.1 percent) and nearly 14 times as high as the proportion in property-damage-only crashes (1.4 percent).

- Compared with other vehicle types, utility vehicles experienced the highest rollover rates: 35.2 percent in fatal crashes, 10.8 percent in injury crashes, and 2.9 percent in property-damage-only crashes.

- Fires occurred in 0.1 percent of the vehicles involved in all traffic crashes in 2001. For fatal crashes, however, fires occurred in nearly 3 percent of the vehicles involved.

- Regardless of crash severity, the majority of vehicles in single- and two-vehicle crashes were going straight prior to the crash. The next most common vehicle maneuver differed by crash severity: negotiating a curve for fatal crashes, turning left for injury crashes, and stopped in traffic lane for property-damage-only crashes.

- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (28.2 percent), and buses in fatal crashes had the lowest proportion (2.1 percent).

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

	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	27,429	47.4	2,279,000	62.2	4,399,000	58.8	**6,705,000**	**59.9**
Light Truck	20,722	35.8	1,218,000	33.2	2,679,000	35.8	**3,918,000**	**35.0**
Large Truck	4,793	8.3	90,000	2.5	335,000	4.5	**429,000**	**3.8**
Motorcycle	3,249	5.6	57,000	1.5	14,000	0.2	**74,000**	**0.7**
Bus	292	0.5	12,000	0.3	42,000	0.6	**54,000**	**0.5**
Other	551	1.0	9,000	0.2	10,000	0.1	**19,000**	**0.2**
Total	***57,813**	**100.0**	**3,663,000**	**100.0**	**7,480,000**	**100.0**	**11,201,000**	**100.0**

*Includes 777 vehicles of unknown type involved in fatal crashes.

Figure 14
Proportion of Vehicles Involved in Traffic Crashes

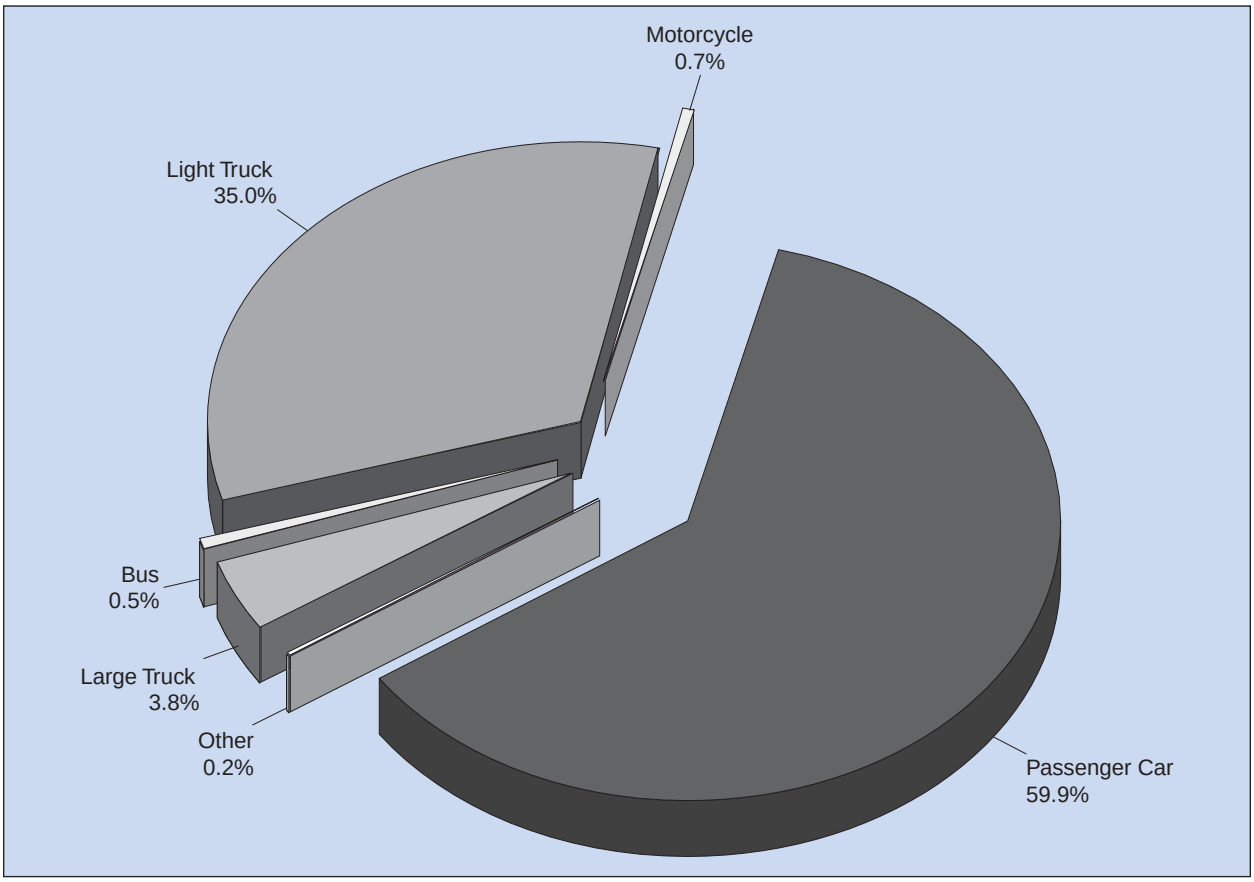


Table 36
Vehicles Involved in Fatal Crashes by Body Type

Body Type	Number	Percent
Passenger Cars	**27,429**	**47.4**
Convertible	399	0.7
2 Door Sedan, Hardtop, Coupe	6,622	11.5
3 Door/2 Door Hatchback	1,678	2.9
4 Door Sedan Hardtop	16,941	29.3
5 Door/4 Door Hatchback	286	0.5
Station Wagon	917	1.6
Hatchback, Doors Unknown	50	0.1
Other Auto	39	0.1
Unknown Auto	449	0.8
Auto-Based Pickup	42	0.1
Auto-Based Panel Truck	6	*
Light Trucks	**20,722**	**35.8**
Compact Utility	4,679	8.1
Large Utility	876	1.5
Utility Station Wagon	363	0.6
Utility, Unknown Body Type	4	*
Minivan	2,427	4.2
Large Van	1,167	2.0
Step Van	60	0.1
Van-Based School Bus	8	*
Van-Based Transit Bus	5	*
Other Van Type	18	*
Unknown Van Type	45	0.1
Compact Pickup	3,976	6.9
Standard Pickup	6,884	11.9
Pickup with Camper	42	0.1
Convertible Pickup	59	0.1
Unknown Pickup Style Truck	88	0.2
Cab Chassis-Based Light Truck	2	*
Truck-Based Panel Truck	1	*
Unknown Light Truck (not pickup)	5	*
Unknown Light Vehicle Type	8	*
Unknown Truck	5	*
Large Trucks	**4,793**	**8.3**
Step Van	39	0.1
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	186	0.3
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	283	0.5
Single Unit Heavy Truck (GVWR > 26,000 lb)	852	1.5
Single Unit Truck, Unknown GVWR	9	*
Truck Tractor	3,355	5.8
Medium/Heavy Pickup (Ford Super Duty 450/550)	23	*
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	3	*
Unknown Heavy Truck (GVWR > 26,000 lb)	7	*
Unknown Large Truck Type	36	0.1
Motorcycles	**3,249**	**5.6**
Motorcycle	3,128	5.4
Moped	32	0.1
Three Wheel Motorcycle or Moped	6	*
Off-Road Motorcycle (Two Wheel)	52	0.1
Other Motorcycle/Minibike	24	*
Unknown Motorcycle	7	*
Buses	**292**	**0.5**
School Bus	118	0.2
Cross Country/Intercity Bus	38	0.1
Transit Bus	104	0.2
Other Bus	16	*
Unknown Bus	16	*
Other Vehicles	**551**	**1.0**
Large Limousine	5	*
Van-Based Motorhome	34	0.1
Light Truck-Based Motorhome	2	*
Large Truck-Based Motorhome	35	0.1
Unknown Truck Camper/Motorhome	30	0.1
All Terrain Vehicle	235	0.4
Snowmobile	42	0.1
Farm Equipment Except Trucks	91	0.2
Construction Equipment Except Trucks	15	*
Other Vehicle	62	0.1
Unknown Body Type	**777**	**1.3**
Total	**57,813**	**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	4,294	15.7	23,135	84.3	**27,429**	**100.0**
Light Truck						
Pickup	2,755	25.1	8,206	74.9	**10,961**	**100.0**
Utility	2,086	35.2	3,836	64.8	**5,922**	**100.0**
Van	716	19.2	3,014	80.8	**3,730**	**100.0**
Other	15	13.8	94	86.2	**109**	**100.0**
Large Truck	622	13.0	4,171	87.0	**4,793**	**100.0**
Bus	9	3.1	283	96.9	**292**	**100.0**
Other/Unknown	150	11.3	1,178	88.7	**1,328**	**100.0**
Total*	**10,647**	**19.5**	**43,917**	**80.5**	**54,564**	**100.0**
Injury Crashes						
Passenger Car	77,000	3.4	2,201,000	96.6	**2,279,000**	**100.0**
Light Truck						
Pickup	43,000	7.8	507,000	92.2	**550,000**	**100.0**
Utility	41,000	10.8	344,000	89.2	**385,000**	**100.0**
Van	9,000	3.3	259,000	96.7	**268,000**	**100.0**
Other	1,000	3.5	15,000	96.5	**15,000**	**100.0**
Large Truck	11,000	11.8	79,000	88.2	**90,000**	**100.0**
Bus	**	0.7	11,000	99.3	**12,000**	**100.0**
Other/Unknown	2,000	21.3	7,000	78.7	**9,000**	**100.0**
Total*	**183,000**	**5.1**	**3,424,000**	**94.9**	**3,607,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	39,000	0.9	4,360,000	99.1	**4,399,000**	**100.0**
Light Truck						
Pickup	26,000	2.1	1,205,000	97.9	**1,231,000**	**100.0**
Utility	23,000	2.9	794,000	97.1	**817,000**	**100.0**
Van	6,000	1.1	579,000	98.9	**585,000**	**100.0**
Other	**	0.5	46,000	99.5	**46,000**	**100.0**
Large Truck	7,000	2.1	328,000	97.9	**335,000**	**100.0**
Bus	**	**	42,000	100.0	**42,000**	**100.0**
Other/Unknown	**	2.9	10,000	97.1	**10,000**	**100.0**
Total*	**102,000**	**1.4**	**7,364,000**	**98.6**	**7,466,000**	**100.0**
All Crashes						
Passenger Car	120,000	1.8	6,585,000	98.2	**6,705,000**	**100.0**
Light Truck						
Pickup	72,000	4.0	1,720,000	96.0	**1,792,000**	**100.0**
Utility	67,000	5.5	1,141,000	94.5	**1,208,000**	**100.0**
Van	16,000	1.8	841,000	98.2	**857,000**	**100.0**
Other	1,000	1.3	61,000	98.7	**61,000**	**100.0**
Large Truck	18,000	4.2	411,000	95.8	**429,000**	**100.0**
Bus	**	0.2	54,000	99.8	**54,000**	**100.0**
Other/Unknown	2,000	11.7	18,000	88.3	**20,000**	**100.0**
Total*	**296,000**	**2.7**	**10,831,000**	**97.3**	**11,127,000**	**100.0**

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

Figure 15
Percent Rollover Occurrence by Vehicle Type and Crash Severity

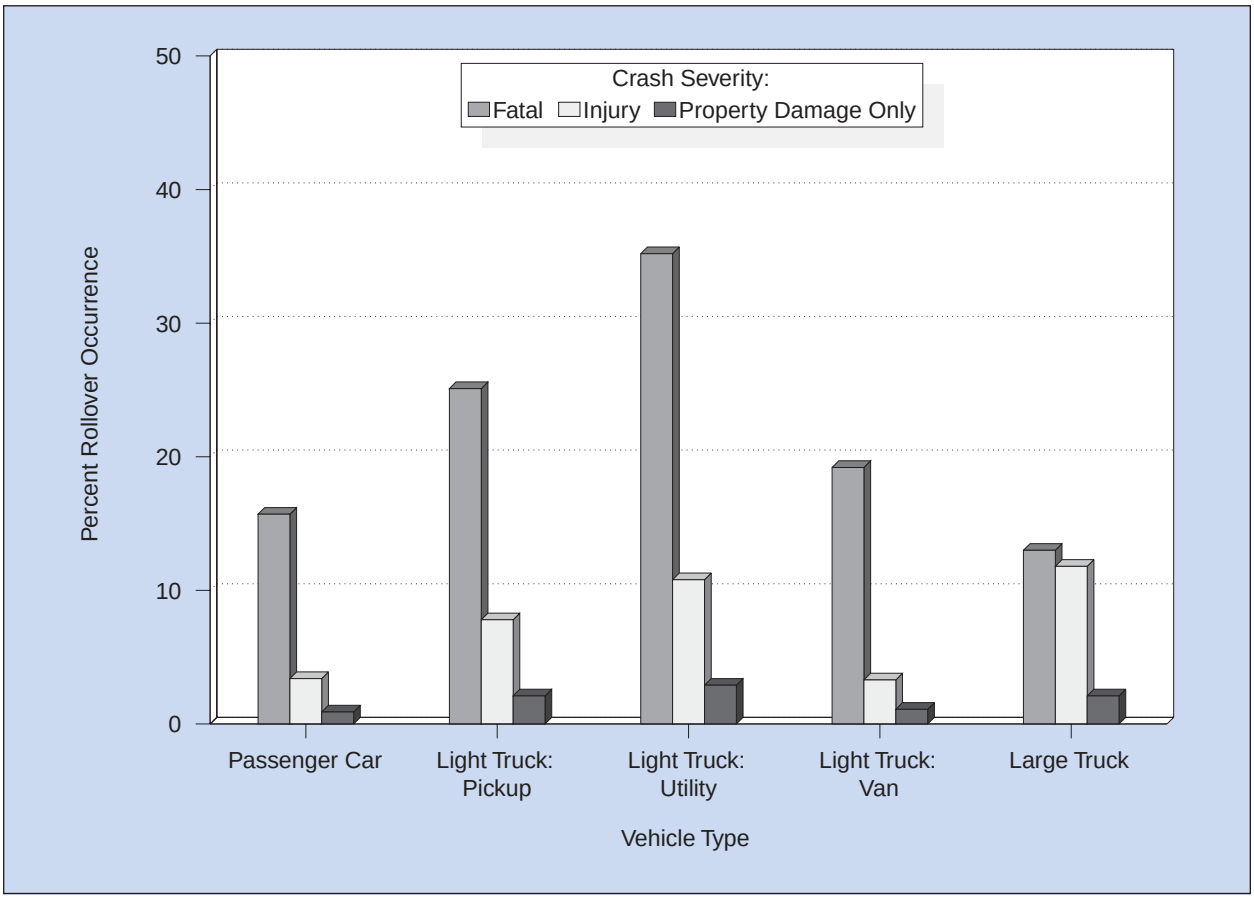


Table 38
Vehicles Involved in Crashes by Vehicle Type, Fire Occurrence, and Crash Severity

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Car	736	2.7	26,693	97.3	**27,429**	**100.0**
Light Truck	612	3.0	20,110	97.0	**20,722**	**100.0**
Large Truck	249	5.2	4,544	94.8	**4,793**	**100.0**
Motorcycle	42	1.3	3,207	98.7	**3,249**	**100.0**
Bus	7	2.4	285	97.6	**292**	**100.0**
Other/Unknown	11	0.8	1,317	99.2	**1,328**	**100.0**
Total	**1,657**	**2.9**	**56,156**	**97.1**	**57,813**	**100.0**
Injury Crashes						
Passenger Car	3,000	0.1	2,276,000	99.9	**2,279,000**	**100.0**
Light Truck	2,000	0.1	1,216,000	99.9	**1,218,000**	**100.0**
Large Truck	*	0.5	89,000	99.5	**90,000**	**100.0**
Motorcycle	*	0.3	56,000	99.7	**57,000**	**100.0**
Bus	*	*	12,000	100.0	**12,000**	**100.0**
Other/Unknown	*	3.5	9,000	96.5	**9,000**	**100.0**
Total	**5,000**	**0.1**	**3,658,000**	**99.9**	**3,663,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	2,000	*	4,397,000	100.0	**4,399,000**	**100.0**
Light Truck	4,000	0.1	2,676,000	99.9	**2,679,000**	**100.0**
Large Truck	2,000	0.5	333,000	99.5	**335,000**	**100.0**
Motorcycle	*	*	14,000	100.0	**14,000**	**100.0**
Bus	*	*	42,000	100.0	**42,000**	**100.0**
Other/Unknown	*	3.2	10,000	96.8	**10,000**	**100.0**
Total	**8,000**	**0.1**	**7,473,000**	**99.9**	**7,480,000**	**100.0**
All Crashes						
Passenger Car	5,000	0.1	6,700,000	99.9	**6,705,000**	**100.0**
Light Truck	6,000	0.2	3,912,000	99.8	**3,918,000**	**100.0**
Large Truck	2,000	0.5	427,000	99.5	**429,000**	**100.0**
Motorcycle	*	0.3	74,000	99.7	**74,000**	**100.0**
Bus	*	*	54,000	100.0	**54,000**	**100.0**
Other/Unknown	1,000	3.2	20,000	96.8	**20,000**	**100.0**
Total	**14,000**	**0.1**	**11,187,000**	**99.9**	**11,201,000**	**100.0**

*Less than 500 or less than 0.05 percent.

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

Vehicle Maneuver	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Going Straight	33,612	68.8	1,691,000	56.3	3,431,000	49.9	**5,156,000**	**52.0**
Turning Left	2,865	5.9	375,000	12.5	696,000	10.1	**1,075,000**	**10.8**
Stopped in Traffic Lane	673	1.4	289,000	9.6	777,000	11.3	**1,067,000**	**10.8**
Turning Right	313	0.6	77,000	2.5	271,000	3.9	**348,000**	**3.5**
Slowed in Traffic Lane	303	0.6	124,000	4.1	368,000	5.3	**492,000**	**5.0**
Merging/Changing Lanes	726	1.5	70,000	2.3	273,000	4.0	**343,000**	**3.5**
Negotiating Curve	6,977	14.3	180,000	6.0	275,000	4.0	**462,000**	**4.7**
Backing Up	140	0.3	18,000	0.6	198,000	2.9	**216,000**	**2.2**
Passing Other Vehicle	1,015	2.1	29,000	1.0	108,000	1.6	**137,000**	**1.4**
Starting in Traffic Lane	514	1.1	78,000	2.6	169,000	2.5	**247,000**	**2.5**
Leaving Parking Space	35	0.1	4,000	0.1	50,000	0.7	**54,000**	**0.5**
Making U-Turn	215	0.4	17,000	0.6	38,000	0.6	**55,000**	**0.6**
Entering Parking Space	11	*	2,000	0.1	23,000	0.3	**24,000**	**0.2**
Disabled in Traffic Lane	18	*	4,000	0.1	8,000	0.1	**12,000**	**0.1**
Other Maneuver	998	2.0	46,000	1.5	187,000	2.7	**234,000**	**2.4**
Total	****48,855**	**100.0**	**3,002,000**	**100.0**	**6,872,000**	**100.0**	**9,923,000**	**100.0**

*Less than 0.05 percent.
**Includes 440 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	7	1,683	19	2,394	26	**4,077**
Other	5	1,598	40	5,349	45	**6,947**
Minor Arterial	11	1,606	22	4,069	33	**5,675**
Major Collector	7	3,031	10	4,127	17	**7,158**
Minor Collector	1	1,056	5	1,061	6	**2,117**
Local Road or Street	2	2,992	6	1,945	8	**4,937**
Unknown Rural	1	491	2	800	3	**1,291**
Total	**34**	**12,457**	**104**	**19,745**	**138**	**32,202**
Urban Fatal Crashes						
Principal Arterial						
Interstate	0	1,202	14	2,289	14	**3,491**
Freeway/Expressway	0	667	4	1,299	4	**1,966**
Other	3	2,010	22	5,046	25	**7,056**
Minor Arterial	1	1,430	3	2,829	4	**4,259**
Collector	1	560	1	773	2	**1,333**
Local Road or Street	2	1,880	2	1,935	4	**3,815**
Unknown Urban	1	160	1	210	2	**370**
Total	**8**	**7,909**	**47**	**14,381**	**55**	**22,290**
All Fatal Crashes						
Principal Arterial						
Interstate	7	2,885	33	4,683	40	**7,568**
Freeway/Expressway	0	667	4	1,299	4	**1,966**
Other	8	3,608	62	10,395	70	**14,003**
Minor Arterial	12	3,036	25	6,898	37	**9,934**
Collector	9	4,647	16	5,961	25	**10,608**
Local Road or Street	4	4,872	8	3,880	12	**8,752**
Unknown Rural	1	491	2	800	3	**1,291**
Unknown Urban	1	160	1	210	2	**370**
Unknown Rural or Urban	2	1,111	11	2,210	13	**3,321**
Total	**44**	**21,477**	**162**	**36,336**	**206**	**57,813**

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

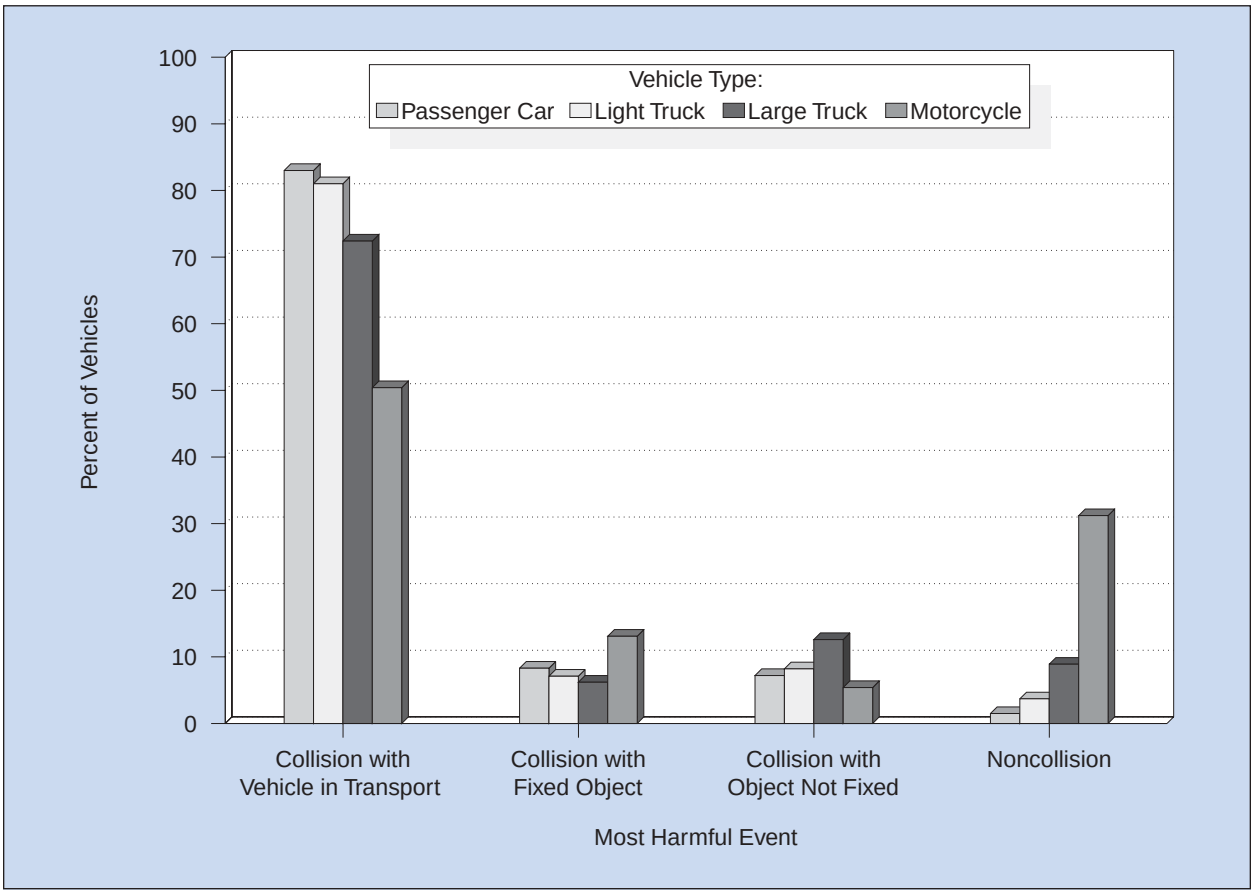
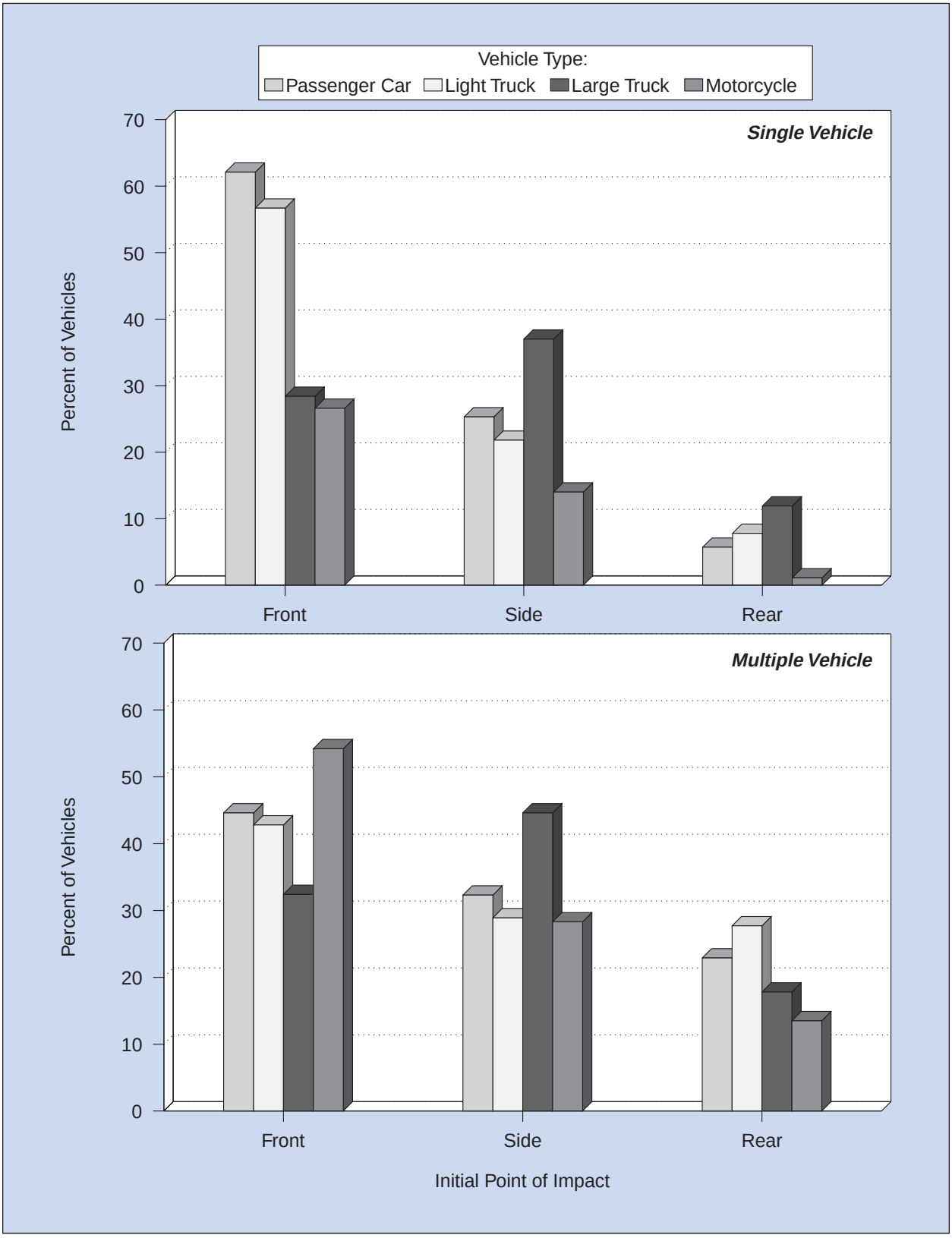


Figure 17
Percent of Vehicles in Crashes by Initial Point of Impact, Crash Type, and Vehicle Type



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

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

	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
Most Harmful Event	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	9,575	34.9	905,000	39.7	1,569,000	35.7	**2,484,000**	**37.0**
Left Side	2,730	10.0	277,000	12.1	666,000	15.1	**945,000**	**14.1**
Right Side	2,214	8.1	253,000	11.1	599,000	13.6	**855,000**	**12.7**
Rear	1,360	5.0	476,000	20.9	807,000	18.3	**1,284,000**	**19.1**
Other/Unknown	207	0.8	*	*	*	*	**1,000**	*****
Subtotal	*16,086*	*58.6*	*1,912,000*	*83.9*	*3,640,000*	*82.8*	***5,568,000***	***83.0***
Collision with Fixed Object	**4,796**	**17.5**	**192,000**	**8.4**	**357,000**	**8.1**	**554,000**	**8.3**
Collision with Object Not Fixed:								
Nonmotorist	2,756	10.0	74,000	3.3	5,000	0.1	**82,000**	**1.2**
Other	444	1.6	40,000	1.8	361,000	8.2	**401,000**	**6.0**
Subtotal	*3,200*	*11.7*	*114,000*	*5.0*	*366,000*	*8.3*	***483,000***	***7.2***
Noncollision	**3,338**	**12.2**	**61,000**	**2.7**	**36,000**	**0.8**	**100,000**	**1.5**
Total	****27,429**	**100.0**	**2,279,000**	**100.0**	**4,399,000**	**100.0**	**6,705,000**	**100.0**

*Less than 500 or less than 0.05 percent.
**Includes 9 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	6,631	64.3	231,000	67.1	432,000	59.6	**670,000**	**62.1**
Left Side	863	8.4	32,000	9.2	78,000	10.7	**110,000**	**10.2**
Right Side	867	8.4	40,000	11.6	122,000	16.9	**163,000**	**15.1**
Rear	267	2.6	10,000	2.8	52,000	7.1	**62,000**	**5.7**
Noncollision	995	9.6	26,000	7.5	20,000	2.8	**47,000**	**4.4**
Other/Unknown	691	6.7	6,000	1.8	21,000	2.9	**28,000**	**2.6**
Total	**10,314**	**100.0**	**344,000**	**100.0**	**725,000**	**100.0**	**1,080,000**	**100.0**
Multiple-Vehicle Crashes								
Front	10,141	59.3	914,000	47.2	1,585,000	43.2	**2,509,000**	**44.6**
Left Side	2,860	16.7	282,000	14.6	671,000	18.3	**956,000**	**17.0**
Right Side	2,301	13.4	258,000	13.3	602,000	16.4	**863,000**	**15.3**
Rear	1,480	8.6	478,000	24.7	808,000	22.0	**1,288,000**	**22.9**
Noncollision	18	0.1	1,000	0.1	4,000	0.1	**5,000**	**0.1**
Other/Unknown	315	1.8	1,000	0.1	3,000	0.1	**4,000**	**0.1**
Total	**17,115**	**100.0**	**1,935,000**	**100.0**	**3,674,000**	**100.0**	**5,626,000**	**100.0**
All Crashes								
Front	16,772	61.1	1,145,000	50.2	2,018,000	45.9	**3,179,000**	**47.4**
Left Side	3,723	13.6	313,000	13.7	749,000	17.0	**1,066,000**	**15.9**
Right Side	3,168	11.5	298,000	13.1	725,000	16.5	**1,026,000**	**15.3**
Rear	1,747	6.4	488,000	21.4	860,000	19.5	**1,350,000**	**20.1**
Noncollision	1,013	3.7	27,000	1.2	24,000	0.5	**52,000**	**0.8**
Other/Unknown	1,006	3.7	7,000	0.3	24,000	0.5	**32,000**	**0.5**
Total	**27,429**	**100.0**	**2,279,000**	**100.0**	**4,399,000**	**100.0**	**6,705,000**	**100.0**

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

	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
Most Harmful Event	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	8,587	41.4	489,000	40.1	867,000	32.4	**1,365,000**	**34.8**
Left Side	1,059	5.1	132,000	10.9	336,000	12.5	**469,000**	**12.0**
Right Side	834	4.0	110,000	9.0	334,000	12.5	**444,000**	**11.3**
Rear	963	4.6	262,000	21.5	631,000	23.6	**895,000**	**22.8**
Other/Unknown	133	0.6	*	*	*	*	*	*
Subtotal	*11,576*	*55.9*	*993,000*	*81.5*	*2,168,000*	*80.9*	***3,173,000***	***81.0***
Collision with Fixed Object	**2,409**	**11.6**	**92,000**	**7.6**	**185,000**	**6.9**	**279,000**	**7.1**
Collision with Object Not Fixed:								
Nonmotorist	2,087	10.1	40,000	3.3	2,000	0.1	**44,000**	**1.1**
Other	297	1.4	20,000	1.6	257,000	9.6	**277,000**	**7.1**
Subtotal	*2,384*	*11.5*	*60,000*	*4.9*	*258,000*	*9.6*	***320,000***	***8.2***
Noncollision	**4,346**	**21.0**	**73,000**	**6.0**	**69,000**	**2.6**	**146,000**	**3.7**
Total	****20,722**	**100.0**	**1,218,000**	**100.0**	**2,679,000**	**100.0**	**3,918,000**	**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	4,652	57.3	115,000	57.2	267,000	56.5	**387,000**	**56.7**
Left Side	366	4.5	17,000	8.4	43,000	9.2	**61,000**	**8.9**
Right Side	505	6.2	24,000	11.7	64,000	13.6	**88,000**	**13.0**
Rear	143	1.8	4,000	1.8	50,000	10.5	**53,000**	**7.8**
Noncollision	1,937	23.9	38,000	18.9	39,000	8.2	**79,000**	**11.5**
Other/Unknown	511	6.3	4,000	2.1	10,000	2.0	**14,000**	**2.1**
Total	**8,114**	**100.0**	**201,000**	**100.0**	**473,000**	**100.0**	**682,000**	**100.0**
Multiple-Vehicle Crashes								
Front	9,101	72.2	496,000	48.7	880,000	39.9	**1,385,000**	**42.8**
Left Side	1,168	9.3	138,000	13.5	340,000	15.4	**479,000**	**14.8**
Right Side	942	7.5	117,000	11.5	339,000	15.3	**456,000**	**14.1**
Rear	1,144	9.1	264,000	26.0	632,000	28.6	**898,000**	**27.7**
Noncollision	35	0.3	2,000	0.2	16,000	0.7	**18,000**	**0.5**
Other/Unknown	218	1.7	1,000	0.1	*	*	**1,000**	*****
Total	**12,608**	**100.0**	**1,017,000**	**100.0**	**2,206,000**	**100.0**	**3,236,000**	**100.0**
All Crashes								
Front	13,753	66.4	610,000	50.1	1,147,000	42.8	**1,771,000**	**45.2**
Left Side	1,534	7.4	155,000	12.7	383,000	14.3	**539,000**	**13.8**
Right Side	1,447	7.0	140,000	11.5	403,000	15.0	**545,000**	**13.9**
Rear	1,287	6.2	268,000	22.0	682,000	25.4	**951,000**	**24.3**
Noncollision	1,972	9.5	40,000	3.3	54,000	2.0	**96,000**	**2.5**
Other/Unknown	729	3.5	5,000	0.4	10,000	0.4	**16,000**	**0.4**
Total	**20,722**	**100.0**	**1,218,000**	**100.0**	**2,679,000**	**100.0**	**3,918,000**	**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

	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
Most Harmful Event	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	2,457	51.3	30,000	33.5	72,000	21.5	**105,000**	**24.4**
Left Side	365	7.6	15,000	16.4	57,000	16.9	**72,000**	**16.7**
Right Side	217	4.5	15,000	17.2	60,000	17.8	**75,000**	**17.5**
Rear	643	13.4	11,000	12.6	47,000	14.1	**59,000**	**13.8**
Other/Unknown	81	1.7	*	0.3	*	*	*****	**0.1**
Subtotal	*3,763*	*78.5*	*72,000*	*79.9*	*235,000*	*70.3*	***311,000***	***72.4***
Collision with Fixed Object	**170**	**3.5**	**3,000**	**3.5**	**23,000**	**6.9**	**27,000**	**6.2**
Collision with Object Not Fixed:								
Nonmotorist	403	8.4	2,000	2.3	*	*	**2,000**	**0.6**
Other	47	1.0	1,000	0.7	51,000	15.2	**51,000**	**12.0**
Subtotal	*450*	*9.4*	*3,000*	*3.0*	*51,000*	*15.2*	***54,000***	***12.5***
Noncollision	**409**	**8.5**	**12,000**	**13.5**	**26,000**	**7.6**	**38,000**	**8.9**
Total	****4,793**	**100.0**	**90,000**	**100.0**	**335,000**	**100.0**	**429,000**	**100.0**

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

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	418	51.6	3,000	23.9	24,000	28.9	**27,000**	**28.4**
Left Side	33	4.1	1,000	4.2	6,000	7.7	**7,000**	**7.2**
Right Side	83	10.2	3,000	19.4	26,000	31.8	**29,000**	**29.8**
Rear	40	4.9	*	0.7	11,000	14.0	**12,000**	**11.9**
Noncollision	141	17.4	7,000	49.3	10,000	12.7	**18,000**	**18.2**
Other/Unknown	95	11.7	*	2.4	4,000	4.8	**4,000**	**4.5**
Total	**810**	**100.0**	**14,000**	**100.0**	**81,000**	**100.0**	**96,000**	**100.0**
Multiple-Vehicle Crashes								
Front	2,594	65.1	31,000	40.7	75,000	29.4	**108,000**	**32.4**
Left Side	391	9.8	15,000	20.3	57,000	22.5	**73,000**	**21.9**
Right Side	229	5.7	16,000	20.8	60,000	23.6	**76,000**	**22.7**
Rear	661	16.6	11,000	15.0	47,000	18.6	**59,000**	**17.8**
Noncollision	7	0.2	2,000	2.7	14,000	5.6	**16,000**	**4.9**
Other/Unknown	101	2.5	*	0.4	1,000	0.3	**1,000**	**0.3**
Total	**3,983**	**100.0**	**76,000**	**100.0**	**253,000**	**100.0**	**333,000**	**100.0**
All Crashes								
Front	3,012	62.8	34,000	38.1	98,000	29.3	**135,000**	**31.5**
Left Side	424	8.8	16,000	17.8	63,000	18.9	**80,000**	**18.6**
Right Side	312	6.5	19,000	20.6	86,000	25.6	**104,000**	**24.3**
Rear	701	14.6	11,000	12.8	59,000	17.5	**71,000**	**16.5**
Noncollision	148	3.1	9,000	10.1	25,000	7.3	**34,000**	**7.9**
Other/Unknown	196	4.1	1,000	0.7	5,000	1.4	**5,000**	**1.3**
Total	**4,793**	**100.0**	**90,000**	**100.0**	**335,000**	**100.0**	**429,000**	**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	186	14.8	1,075	85.2	**1,261**	**100.0**
Combination Truck	436	12.3	3,096	87.7	**3,532**	**100.0**
Total	**622**	**13.0**	**4,171**	**87.0**	**4,793**	**100.0**
Injury Crashes						
Single-Unit Truck	5,000	11.8	36,000	88.2	**41,000**	**100.0**
Combination Truck	6,000	11.7	43,000	88.3	**49,000**	**100.0**
Total	**11,000**	**11.8**	**79,000**	**88.2**	**90,000**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	2,000	1.4	166,000	98.6	**169,000**	**100.0**
Combination Truck	5,000	2.8	161,000	97.2	**166,000**	**100.0**
Total	**7,000**	**2.1**	**328,000**	**97.9**	**335,000**	**100.0**
All Crashes						
Single-Unit Truck	7,000	3.5	204,000	96.5	**211,000**	**100.0**
Combination Truck	11,000	4.9	207,000	95.1	**218,000**	**100.0**
Total	**18,000**	**4.2**	**411,000**	**95.8**	**429,000**	**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	243	8.0	2,798	92.0	**3,041**	**100.0**
Two or More	19	10.7	158	89.3	**177**	**100.0**
Total	**262**	**8.1**	**2,956**	**91.9**	**3,218**	**100.0**
Injury Crashes						
One	1,000	3.5	40,000	96.5	**42,000**	**100.0**
Two or More	*	7.5	2,000	92.5	**2,000**	**100.0**
Total	**2,000**	**3.7**	**42,000**	**96.3**	**44,000**	**100.0**
Property-Damage-Only Crashes						
One	3,000	2.0	135,000	98.0	**138,000**	**100.0**
Two or More	*	3.8	3,000	96.2	**3,000**	**100.0**
Unknown Number	*	*	*	100.0	*****	**100.0**
Total	**3,000**	**2.0**	**138,000**	**98.0**	**141,000**	**100.0**
All Crashes						
One	4,000	2.4	178,000	97.6	**183,000**	**100.0**
Two or More	*	5.4	5,000	94.6	**5,000**	**100.0**
Unknown Number	*	*	*	100.0	*****	**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

	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
Most Harmful Event	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	1,227	37.8	16,000	28.8	4,000	27.2	**21,000**	**28.9**
Left Side	161	5.0	4,000	7.6	*	1.1	**5,000**	**6.2**
Right Side	132	4.1	4,000	6.5	2,000	14.9	**6,000**	**8.0**
Rear	100	3.1	4,000	6.9	1,000	8.3	**5,000**	**7.0**
Other/Unknown	65	2.0	*	0.3	*	*	*****	**0.3**
Subtotal	*1,685*	*51.9*	*28,000*	*50.1*	*7,000*	*51.4*	***37,000***	***50.4***
Collision with Fixed Object	**916**	**28.2**	**7,000**	**12.1**	**2,000**	**13.4**	**10,000**	**13.1**
Collision with Object Not Fixed:								
Nonmotorist	24	0.7	1,000	1.1	*	*	**1,000**	**0.9**
Other	106	3.3	2,000	2.8	2,000	11.4	**3,000**	**4.5**
Subtotal	*130*	*4.0*	*2,000*	*3.9*	*2,000*	*11.4*	***4,000***	***5.4***
Noncollision	**513**	**15.8**	**19,000**	**33.9**	**3,000**	**23.8**	**23,000**	**31.2**
Total	****3,249**	**100.0**	**57,000**	**100.0**	**14,000**	**100.0**	**74,000**	**100.0**

*Less than 500 or less than 0.05 percent.
**Includes 5 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	821	56.5	6,000	24.6	2,000	27.5	**9,000**	**26.6**
Left Side	78	5.4	1,000	3.9	*	3.8	**1,000**	**4.0**
Right Side	103	7.1	2,000	8.5	1,000	16.5	**3,000**	**10.0**
Rear	9	0.6	*	0.4	*	3.9	*****	**1.1**
Noncollision	295	20.3	16,000	60.8	3,000	48.3	**19,000**	**56.5**
Other/Unknown	148	10.2	*	1.8	*	*	**1,000**	**1.8**
Total	**1,454**	**100.0**	**26,000**	**100.0**	**7,000**	**100.0**	**34,000**	**100.0**
Multiple-Vehicle Crashes								
Front	1,271	70.8	17,000	53.7	4,000	52.3	**22,000**	**54.2**
Left Side	168	9.4	5,000	14.8	*	3.2	**5,000**	**12.4**
Right Side	145	8.1	4,000	13.2	2,000	28.6	**6,000**	**15.9**
Rear	105	5.8	4,000	13.3	1,000	16.0	**5,000**	**13.5**
Noncollision	27	1.5	2,000	4.9	*	*	**2,000**	**3.8**
Other/Unknown	79	4.4	*	*	*	*	*****	**0.2**
Total	**1,795**	**100.0**	**31,000**	**100.0**	**8,000**	**100.0**	**40,000**	**100.0**
All Crashes								
Front	2,092	64.4	23,000	40.5	6,000	40.4	**31,000**	**41.5**
Left Side	246	7.6	6,000	9.9	1,000	3.5	**6,000**	**8.5**
Right Side	248	7.6	6,000	11.1	3,000	22.8	**10,000**	**13.2**
Rear	114	3.5	4,000	7.4	1,000	10.2	**6,000**	**7.8**
Noncollision	322	9.9	17,000	30.3	3,000	23.2	**21,000**	**28.0**
Other/Unknown	227	7.0	*	0.8	*	*	**1,000**	**0.9**
Total	**3,249**	**100.0**	**57,000**	**100.0**	**14,000**	**100.0**	**74,000**	**100.0**

*Less than 500 or less than 0.05 percent.

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

	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
Most Harmful Event	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	125	42.8	5,000	39.5	7,000	16.1	**12,000**	**21.2**
Left Side	10	3.4	2,000	17.2	10,000	22.8	**12,000**	**21.5**
Right Side	10	3.4	1,000	7.9	8,000	19.8	**9,000**	**17.2**
Rear	35	12.0	3,000	26.2	10,000	22.8	**13,000**	**23.5**
Other/Unknown	3	1.0	*	*	*	*	*****	*****
Subtotal	*183*	*62.7*	*10,000*	*90.8*	*35,000*	*81.6*	***45,000***	***83.4***
Collision with Fixed Object	**6**	**2.1**	*****	**2.7**	**2,000**	**3.8**	**2,000**	**3.5**
Collision with Object Not Fixed:								
Nonmotorist	93	31.8	1,000	4.7	*	*	**1,000**	**1.2**
Other	1	0.3	*	0.7	6,000	14.7	**6,000**	**11.7**
Subtotal	*94*	*32.2*	*1,000*	*5.4*	*6,000*	*14.7*	***7,000***	***12.8***
Noncollision	**9**	**3.1**	*****	**1.2**	*****	*****	*****	**0.3**
Total	**292**	**100.0**	**12,000**	**100.0**	**42,000**	**100.0**	**54,000**	**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	69	69.0	*	29.7	1,000	13.8	**1,000**	**16.0**
Left Side	7	7.0	*	6.0	*	5.9	**1,000**	**5.9**
Right Side	7	7.0	*	55.1	5,000	63.0	**5,000**	**61.5**
Rear	1	1.0	*	*	1,000	17.4	**1,000**	**15.4**
Noncollision	2	2.0	*	6.3	*	*	*****	**0.7**
Other/Unknown	14	14.0	*	2.9	*	*	*****	**0.5**
Total	**100**	**100.0**	**1,000**	**100.0**	**8,000**	**100.0**	**9,000**	**100.0**
Multiple-Vehicle Crashes								
Front	130	67.7	5,000	43.8	7,000	19.6	**12,000**	**25.5**
Left Side	13	6.8	2,000	18.6	10,000	28.5	**12,000**	**26.1**
Right Side	11	5.7	1,000	8.6	8,000	24.1	**9,000**	**20.4**
Rear	35	18.2	3,000	28.3	10,000	27.8	**13,000**	**27.9**
Noncollision	0	0.0	*	0.8	*	*	*****	**0.2**
Other/Unknown	3	1.6	*	*	*	*	*****	*****
Total	**192**	**100.0**	**11,000**	**100.0**	**35,000**	**100.0**	**46,000**	**100.0**
All Crashes								
Front	199	68.2	5,000	42.7	8,000	18.6	**13,000**	**24.0**
Left Side	20	6.8	2,000	17.6	10,000	24.5	**12,000**	**22.9**
Right Side	18	6.2	1,000	12.1	13,000	31.0	**15,000**	**26.9**
Rear	36	12.3	3,000	26.2	11,000	25.9	**14,000**	**25.9**
Noncollision	2	0.7	*	1.2	*	*	*****	**0.3**
Other/Unknown	17	5.8	*	0.2	*	*	*****	**0.1**
Total	**292**	**100.0**	**12,000**	**100.0**	**42,000**	**100.0**	**54,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Chapter 4 ♦ People

4. PEOPLE

This chapter presents statistics about the Drivers, Passengers, Pedestrians, and Pedalcyclists involved in police-reported motor vehicle crashes in 2001. The tables and figures are presented in nine groups: all killed or injured persons, crash-involved drivers, occupants (drivers and passengers), alcohol, restraints, motorcycle related, school bus related, pedestrians, and pedalcyclists. Below are some of the statistics you will find in this section:

- A total of 42,116 people lost their lives in motor vehicle crashes in 2001. Another 3.0 million people were injured.

- The majority of persons killed or injured in traffic crashes were drivers (66 percent), followed by passengers (30 percent), pedestrians (3 percent), and pedalcyclists (1 percent).

- Persons 16 to 20 years old had the highest fatality and injury rates per 100,000 population. Children 5 to 9 years old had the lowest fatality rates, and children under 5 years old had the lowest injury rates.*

- For every age group, the fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was lower for females than for males for people under 5 years old, 21 to 24 years old, and over 74 years old.*

- Forty-one percent of the persons who were killed in traffic crashes in 2001 died in alcohol-related crashes. Nine percent of the injured persons received their injuries in alcohol-related crashes.

*Based on 2000 data. Population data by age and sex not available for 2001.

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	25,840	238,000	514,000	1,236,000	1,989,000	**2,014,000**
Passenger	10,441	100,000	226,000	587,000	913,000	**923,000**
Unknown Occupant	105	*	*	*	*	*
Subtotal	*36,386*	*338,000*	*740,000*	*1,823,000*	*2,901,000*	***2,938,000***
Nonmotorists						
Pedestrian	4,882	18,000	27,000	33,000	78,000	**83,000**
Pedalcyclist	728	6,000	25,000	14,000	45,000	**46,000**
Other/Unknown	120	1,000	3,000	4,000	8,000	**8,000**
Subtotal	*5,730*	*25,000*	*55,000*	*51,000*	*131,000*	***137,000***
Total	**42,116**	**363,000**	**795,000**	**1,874,000**	**3,033,000**	**3,075,000**

*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	649	6,000	14,000	43,000	63,000	**64,000**
5-9	664	11,000	28,000	49,000	88,000	**89,000**
10-15	1,275	19,000	50,000	85,000	154,000	**156,000**
16-20	6,051	64,000	155,000	299,000	518,000	**525,000**
21-24	4,200	40,000	89,000	196,000	325,000	**329,000**
25-34	6,832	66,000	141,000	360,000	567,000	**574,000**
35-44	6,864	57,000	122,000	331,000	510,000	**517,000**
45-54	5,378	46,000	84,000	250,000	381,000	**386,000**
55-64	3,282	24,000	47,000	126,000	197,000	**200,000**
65-74	2,778	16,000	32,000	80,000	128,000	**131,000**
>74	3,941	14,000	31,000	56,000	101,000	**105,000**
Total	***42,116**	**363,000**	**795,000**	**1,874,000**	**3,033,000**	**3,075,000**

*Includes 202 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	28,878	188,000	435,000	835,000	1,458,000	**1,487,000**
Female	13,168	175,000	360,000	1,039,000	1,574,000	**1,587,000**
Total	***42,116**	**363,000**	**795,000**	**1,874,000**	**3,033,000**	**3,075,000**

*Includes 70 fatalities of unknown sex.

Figure 18
Percent of Persons Killed or Injured, by Age

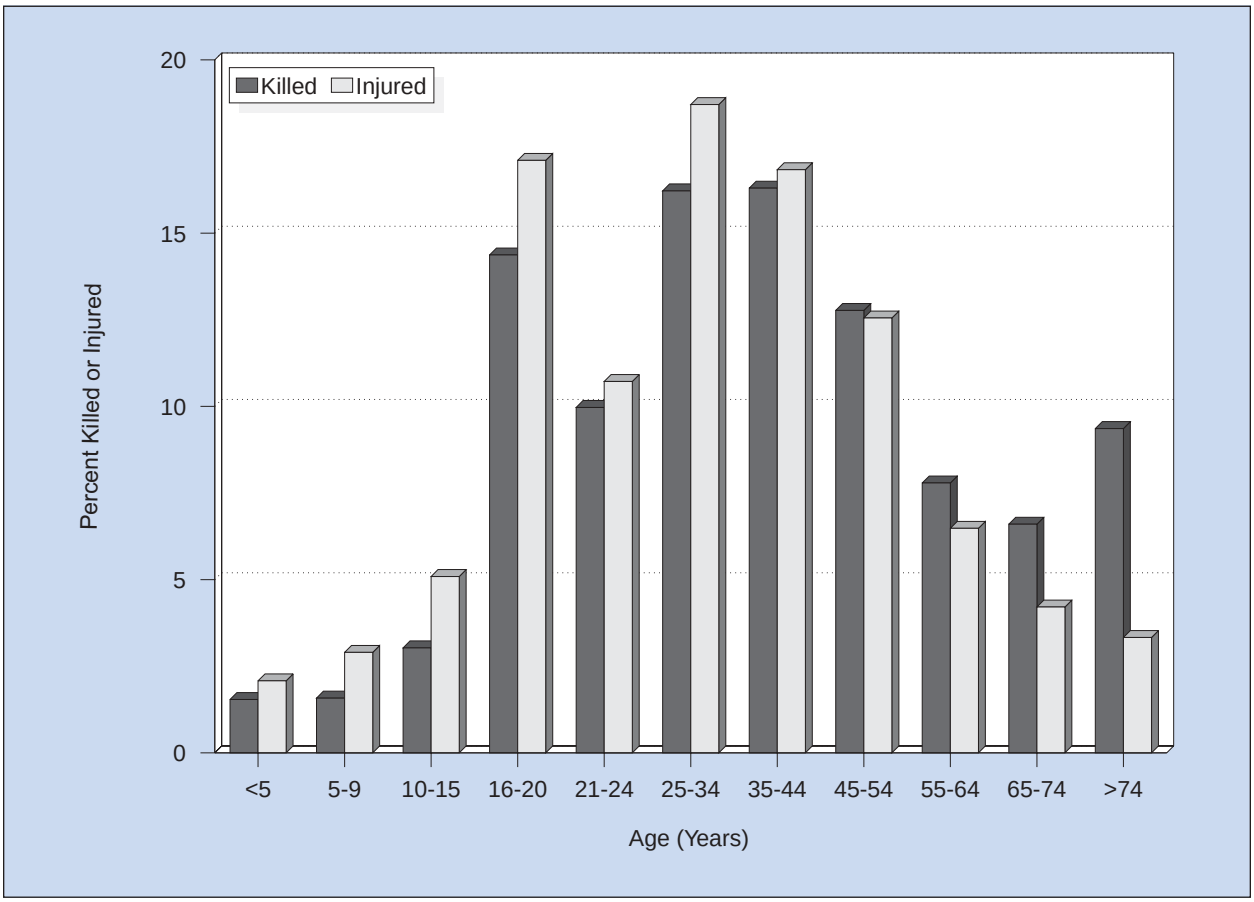


Table 56
Persons Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex, 2000

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	383	9,811	3.90	327	9,365	3.49	**710**	**19,176**	**3.70**
5-9	397	10,523	3.77	330	10,026	3.29	**727**	**20,550**	**3.54**
10-15	828	12,585	6.58	566	11,962	4.73	**1,394**	**24,547**	**5.68**
16-20	4,149	10,397	39.91	1,816	9,853	18.43	**5,966**	**20,250**	**29.46**
21-24	3,060	7,617	40.18	1,001	7,298	13.72	**4,061**	**14,915**	**27.23**
25-34	5,135	20,121	25.52	1,753	19,771	8.87	**6,889**	**39,892**	**17.27**
35-44	4,855	22,448	21.63	1,960	22,701	8.63	**6,815**	**45,149**	**15.09**
45-54	3,676	18,497	19.87	1,565	19,181	8.16	**5,241**	**37,678**	**13.91**
55-64	2,187	11,645	18.78	1,135	12,629	8.99	**3,322**	**24,275**	**13.69**
65-74	1,636	8,303	19.70	1,173	10,088	11.63	**2,809**	**18,391**	**15.27**
>74	2,155	6,106	35.29	1,737	10,494	16.55	**3,892**	**16,601**	**23.44**
Unknown	84	*	*	33	*	*	**119**	*****	*****
Total	**28,545**	**138,054**	**20.68**	**13,396**	**143,368**	**9.34**	****41,945**	**281,422**	**14.90**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	37,000	9,811	381	33,000	9,365	355	**71,000**	**19,176**	**368**
5-9	51,000	10,523	488	52,000	10,026	515	**103,000**	**20,550**	**501**
10-15	77,000	12,585	611	81,000	11,962	675	**158,000**	**24,547**	**642**
16-20	268,000	10,397	2,573	293,000	9,853	2,970	**560,000**	**20,250**	**2,766**
21-24	172,000	7,617	2,260	153,000	7,298	2,100	**325,000**	**14,915**	**2,182**
25-34	291,000	20,121	1,446	306,000	19,771	1,550	**597,000**	**39,892**	**1,498**
35-44	261,000	22,448	1,161	282,000	22,701	1,240	**542,000**	**45,149**	**1,201**
45-54	170,000	18,497	920	202,000	19,181	1,051	**372,000**	**37,678**	**987**
55-64	93,000	11,645	796	117,000	12,629	926	**210,000**	**24,275**	**864**
65-74	62,000	8,303	742	75,000	10,088	745	**137,000**	**18,391**	**743**
>74	50,000	6,106	820	64,000	10,494	612	**114,000**	**16,601**	**689**
Total	**1,531,000**	**138,054**	**1,109**	**1,657,000**	**143,368**	**1,156**	**3,189,000**	**281,422**	**1,133**

*Not applicable.
**Includes 4 fatalities of unknown sex.
Source: Population—Bureau of the Census.
Notes: Totals may not equal sum of components due to independent rounding. Population data by age and sex not available for 2001.

Figure 19
Fatality and Injury Rates per 100,000 Population by Age and Sex, 2000

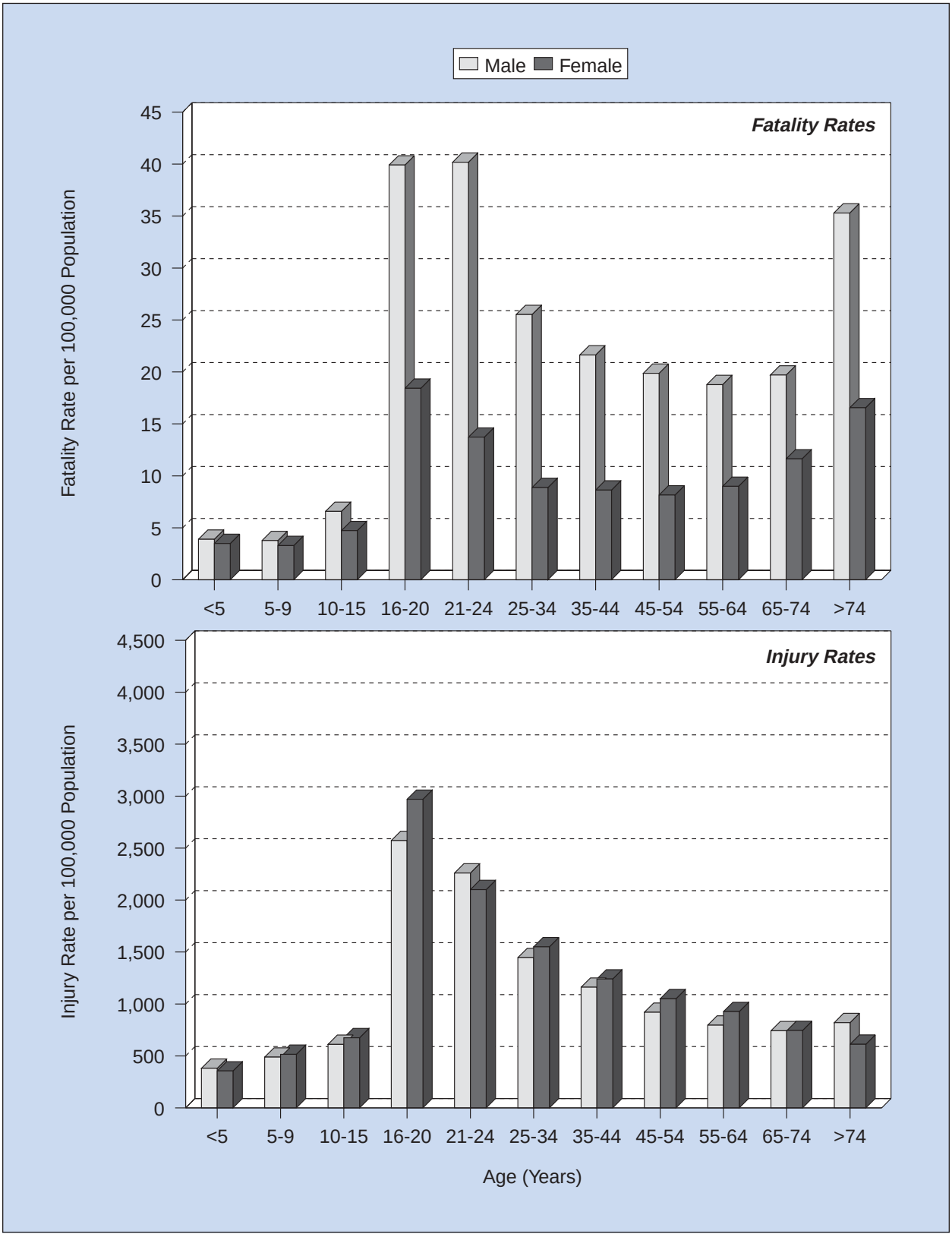


Table 57
Persons Killed or Injured in Crashes by Weather Condition and Light Condition

Weather Condition	Light Condition				Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	
			Persons Killed		
Normal	19,036	5,733	10,735	1,456	**37,014**
Rain	1,578	542	944	138	**3,214**
Snow/Sleet	408	75	248	49	**781**
Other	219	100	383	72	**779**
Unknown	52	13	56	0	**328**
Total	**21,293**	**6,463**	**12,366**	**1,715**	***42,116**
			Persons Injured		
Normal	1,874,000	407,000	256,000	99,000	**2,635,000**
Rain	193,000	66,000	34,000	16,000	**309,000**
Snow/Sleet	34,000	12,000	14,000	2,000	**61,000**
Other	12,000	5,000	6,000	4,000	**28,000**
Total	**2,113,000**	**490,000**	**309,000**	**121,000**	**3,033,000**

*Includes 207 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	2,951	12.8	1,240	6.5	**4,191**	**10.0**
35 or 40 mph	4,097	17.8	2,965	15.5	**7,062**	**16.8**
45 or 50 mph	3,685	16.0	3,731	19.5	**7,416**	**17.6**
55 mph	6,671	29.0	6,647	34.8	**13,318**	**31.6**
60 mph or higher	4,727	20.5	4,136	21.7	**8,863**	**21.0**
No Statutory Limit	115	0.5	13	0.1	**128**	**0.3**
Unknown	773	3.4	365	1.9	**1,138**	**2.7**
Total	**23,019**	**100.0**	**19,097**	**100.0**	**42,116**	**100.0**
			Persons Injured			
30 mph or less	189,000	26.0	424,000	18.4	**614,000**	**20.2**
35 or 40 mph	155,000	21.2	933,000	40.5	**1,088,000**	**35.9**
45 or 50 mph	103,000	14.1	503,000	21.8	**606,000**	**20.0**
55 mph	166,000	22.8	278,000	12.1	**444,000**	**14.7**
60 mph or higher	112,000	15.3	163,000	7.1	**275,000**	**9.1**
No Statutory Limit	4,000	0.6	2,000	0.1	**6,000**	**0.2**
Total	**728,000**	**100.0**	**2,304,000**	**100.0**	**3,033,000**	**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	956	22.8	2,959	70.6	276	6.6	**4,191**	**100.0**
35 or 40 mph	2,151	30.5	4,405	62.4	506	7.2	**7,062**	**100.0**
45 or 50 mph	3,706	50.0	3,044	41.0	666	9.0	**7,416**	**100.0**
55 mph	10,687	80.2	2,192	16.5	439	3.3	**13,318**	**100.0**
60 mph or higher	6,289	71.0	2,311	26.1	263	3.0	**8,863**	**100.0**
No Statutory Limit	111	86.7	14	10.9	3	2.3	**128**	**100.0**
Unknown	447	39.3	569	50.0	122	10.7	**1,138**	**100.0**
Total	**24,347**	**57.8**	**15,494**	**36.8**	**2,275**	**5.4**	**42,116**	**100.0**

Figure 20
Percent of Fatalities by Speed Limit and Land Use

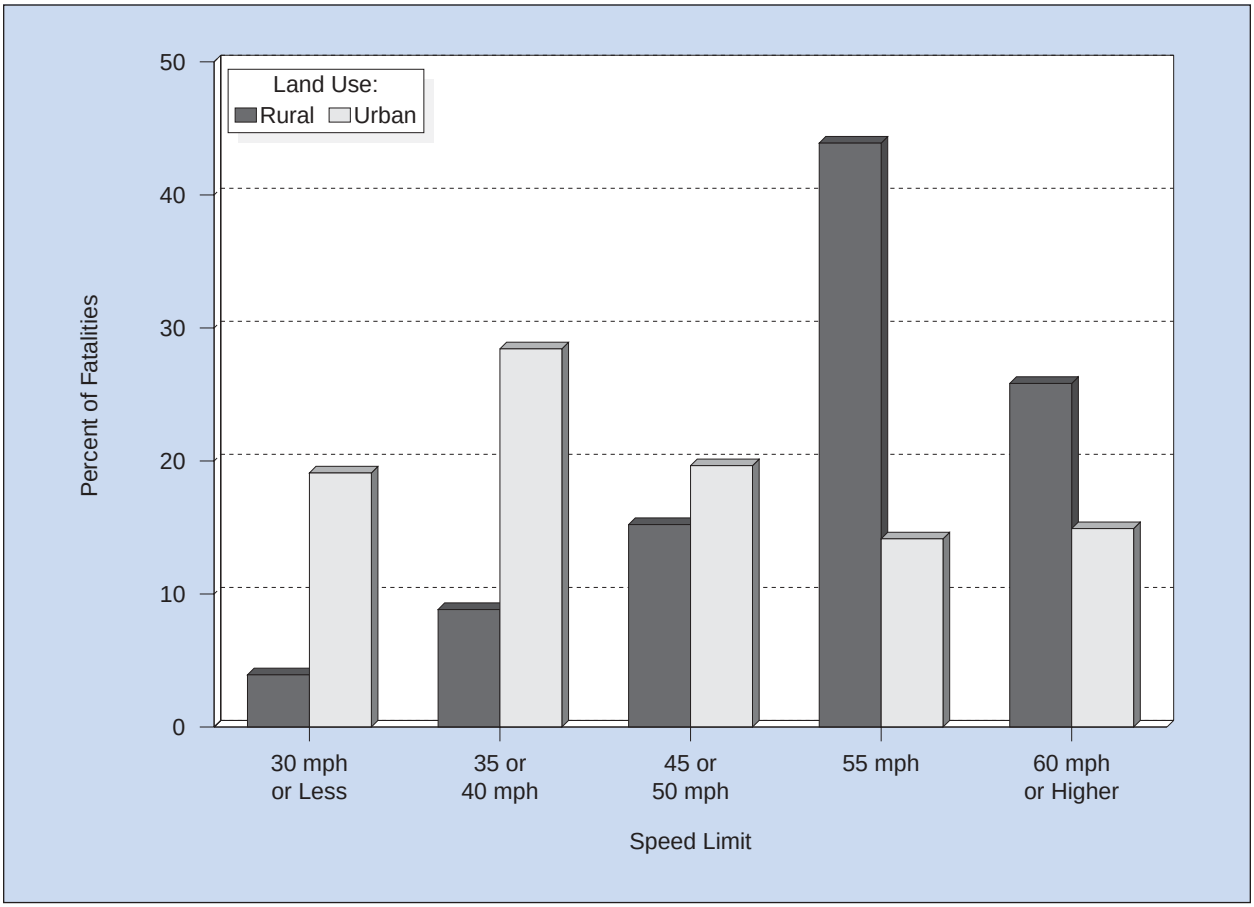


Table 60
Persons Killed or Injured in Crashes and Percent Alcohol Related by Time of Day and Crash Type

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	3,904	3,094	79	1,428	1,118	78	**5,332**	**4,212**	**79**
3 am to 6 am	2,348	1,584	67	917	546	60	**3,265**	**2,130**	**65**
6 am to 9 am	1,981	455	23	2,101	311	15	**4,082**	**767**	**19**
9 am to Noon	1,695	231	14	2,515	273	11	**4,210**	**505**	**12**
Noon to 3 pm	2,209	455	21	3,387	461	14	**5,596**	**917**	**16**
3 pm to 6 pm	3,049	973	32	3,946	904	23	**6,995**	**1,877**	**27**
6 pm to 9 pm	3,698	1,938	52	2,727	1,154	42	**6,425**	**3,091**	**48**
9 pm to Midnight	3,824	2,478	65	2,065	1,255	61	**5,889**	**3,733**	**63**
Unknown	311	215	69	11	2	22	**322**	**217**	**68**
Total	**23,019**	**11,423**	**50**	**19,097**	**6,024**	**32**	**42,116**	**17,448**	**41**
Persons Injured**									
Midnight to 3 am	81,000	32,000	39	63,000	25,000	39	**144,000**	**56,000**	**39**
3 am to 6 am	56,000	15,000	27	39,000	9,000	23	**95,000**	**24,000**	**25**
6 am to 9 am	82,000	7,000	8	271,000	7,000	3	**354,000**	**14,000**	**4**
9 am to Noon	74,000	4,000	6	315,000	7,000	2	**389,000**	**11,000**	**3**
Noon to 3 pm	98,000	5,000	5	484,000	14,000	3	**583,000**	**19,000**	**3**
3 pm to 6 pm	127,000	13,000	10	616,000	25,000	4	**744,000**	**38,000**	**5**
6 pm to 9 pm	115,000	20,000	17	340,000	37,000	11	**455,000**	**56,000**	**12**
9 pm to Midnight	94,000	25,000	27	174,000	32,000	18	**268,000**	**57,000**	**21**
Total	**728,000**	**121,000**	**17**	**2,304,000**	**155,000**	**7**	**3,033,000**	**275,000**	**9**

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

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

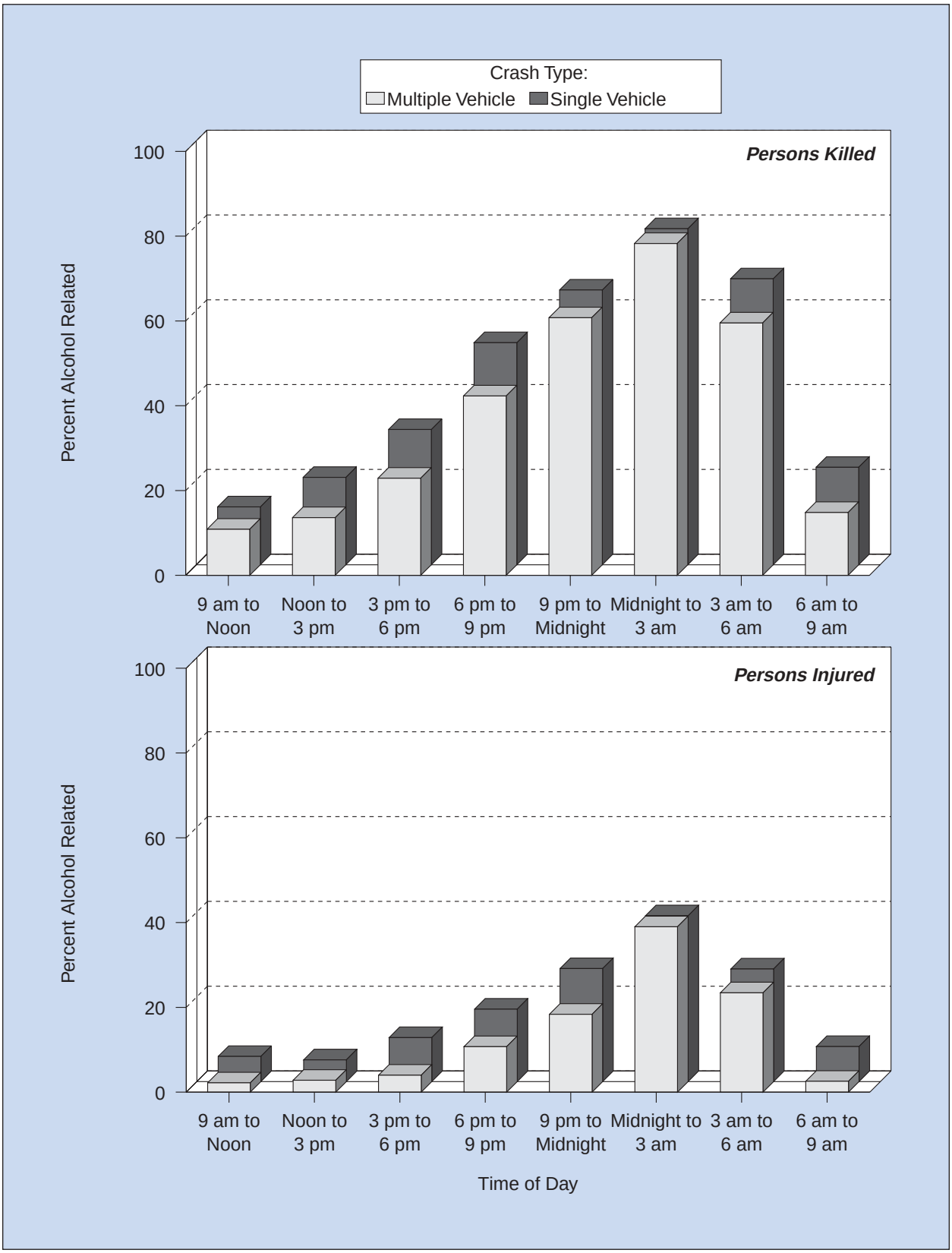


Table 61
Persons Killed in Construction/Maintenance Zones, by Roadway Function Class and Person Type

Roadway Function Class	Person Type					Total
	Driver	Passenger	Pedestrian	Pedalcyclist	Other Nonmotorist	
Principal Arterial						
Interstate	182	104	34	2	2	**324**
Freeway/Expressway	43	14	14	0	1	**72**
Other	152	62	36	5	1	**256**
Minor Arterial	94	28	32	2	1	**157**
Collector	77	28	11	1	0	**117**
Local Road or Street	58	32	6	2	0	**98**
Unknown	35	13	6	1	0	**55**
Total	**641**	**281**	**139**	**13**	**5**	**1,079**

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	0	0	1	1	**1**	**1**
Ambulance Passenger	5	3	4	3	**9**	**6**
Occupant of Other Vehicle	0	0	16	8	**16**	**8**
Pedestrian	1	0	1	0	**2**	**0**
Pedalcyclist	1	1	0	0	**1**	**1**
Total	**7**	**4**	**22**	**12**	**29**	**16**
Fire Truck						
Fire Truck Driver	2	2	0	0	**2**	**2**
Fire Truck Passenger	2	2	0	0	**2**	**2**
Occupant of Other Vehicle	0	0	13	6	**13**	**6**
Pedestrian	3	0	1	1	**4**	**1**
Pedalcyclist	0	0	0	0	**0**	**0**
Total	**7**	**4**	**14**	**7**	**21**	**11**
Police Vehicle						
Police Vehicle Driver	13	4	15	3	**28**	**7**
Police Vehicle Passenger	3	1	4	3	**7**	**4**
Occupant of Other Vehicle	0	0	67	21	**67**	**21**
Pedestrian	21	5	2	1	**23**	**6**
Pedalcyclist	1	0	0	0	**1**	**0**
Total	**38**	**10**	**88**	**28**	**126**	**38**

*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

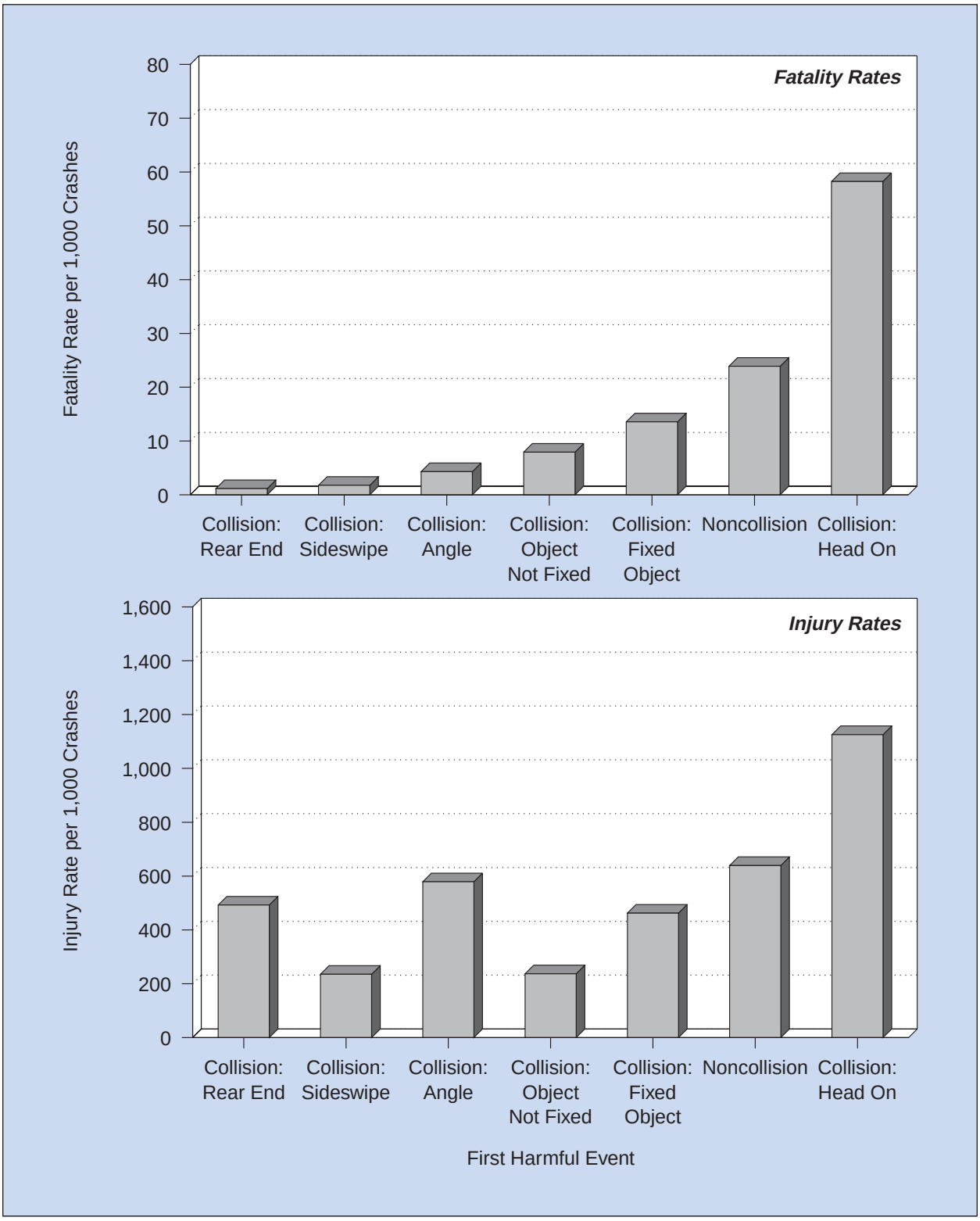


Figure 23
Fatality and Injury Rates per 1,000 Crashes by Time of Day

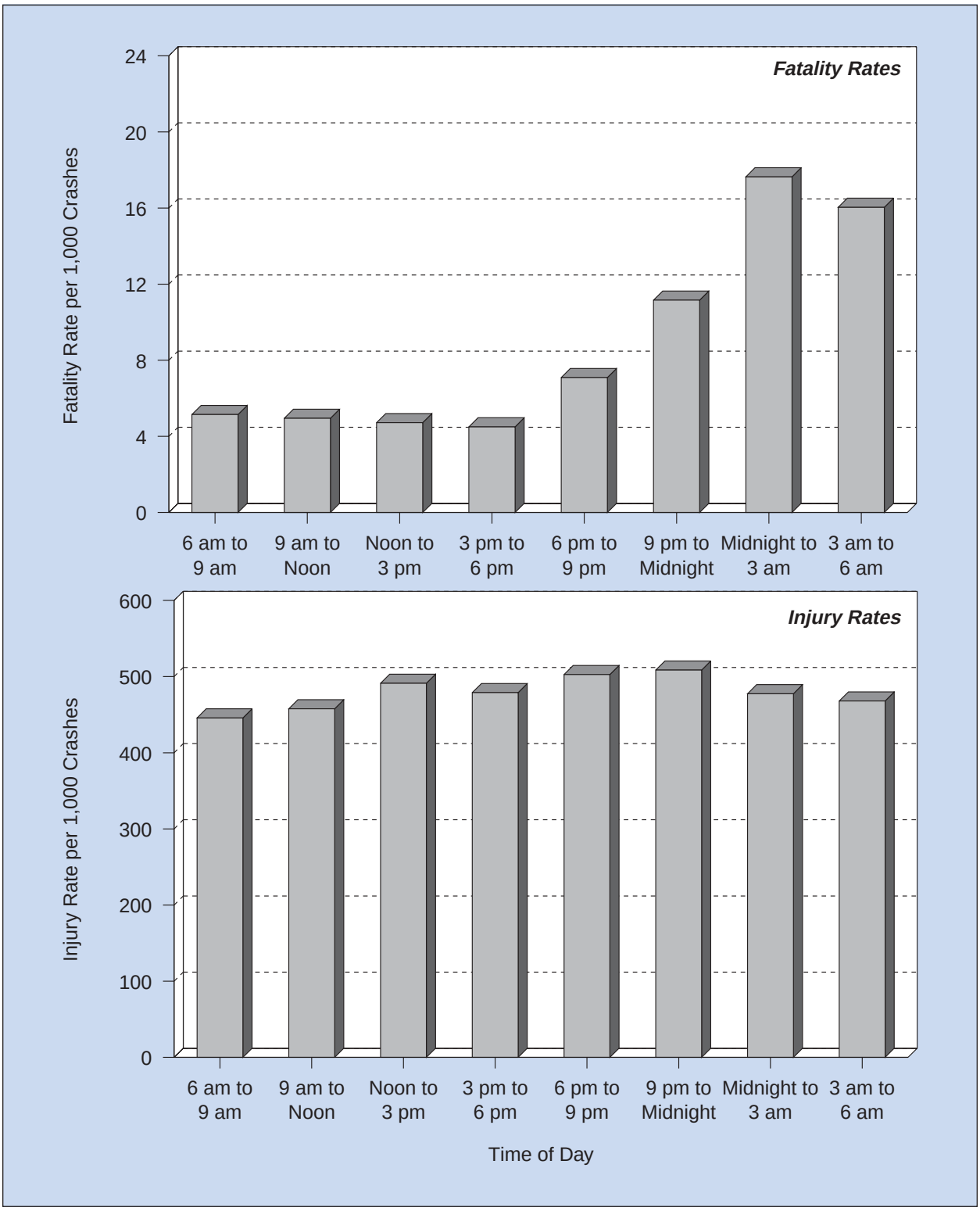


Figure 24
Fatality and Injury Rates per 1,000 Crashes by Speed Limit

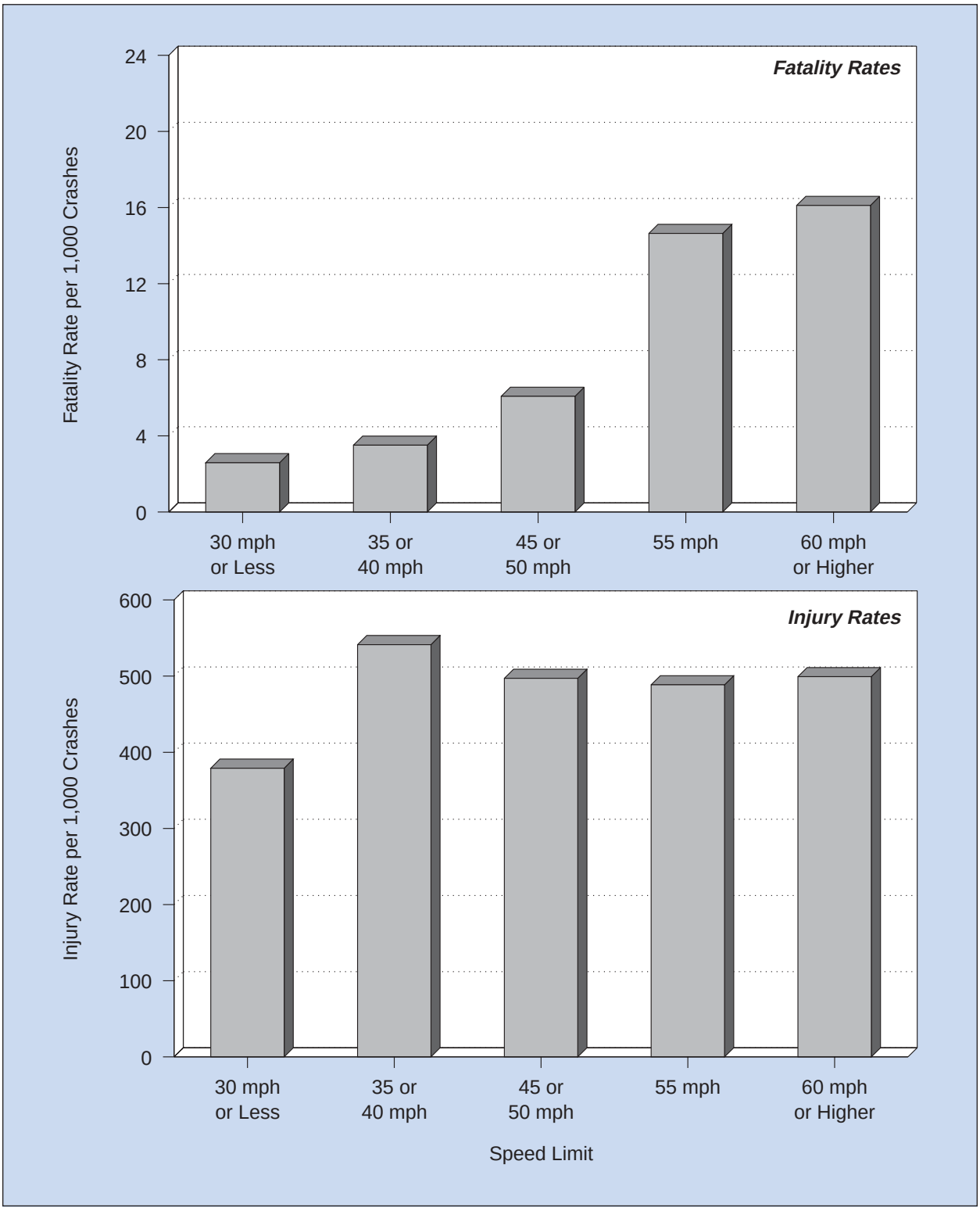


Table 63
Driver Involvement Rates per 100,000 Licensed Drivers by Age, Sex, and Crash Severity

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	216	*	74	*	**290**	*****
16-20	5,640	87.24	2,323	38.06	**7,963**	**63.36**
21-24	4,682	70.48	1,334	20.79	**6,016**	**46.06**
25-34	8,717	47.42	2,816	15.89	**11,534**	**31.95**
35-44	8,257	39.70	2,943	14.21	**11,201**	**26.99**
45-54	6,164	33.63	2,142	11.56	**8,307**	**22.54**
55-64	3,503	29.72	1,195	10.12	**4,698**	**19.92**
65-69	1,141	27.21	472	11.13	**1,613**	**19.12**
>69	3,257	35.48	1,551	15.58	**4,808**	**25.12**
Unknown	134	*	17	*	**1,050**	*****
Total	**41,711**	**43.54**	**14,867**	**15.57**	****57,480**	**30.05**
Drivers in Injury Crashes						
<16	14,000	*	7,000	*	**21,000**	*****
16-20	348,000	5,388	270,000	4,421	**618,000**	**4,919**
21-24	244,000	3,666	171,000	2,664	**414,000**	**3,173**
25-34	449,000	2,441	326,000	1,839	**775,000**	**2,146**
35-44	407,000	1,956	315,000	1,519	**721,000**	**1,738**
45-54	303,000	1,653	229,000	1,239	**532,000**	**1,444**
55-64	170,000	1,439	115,000	974	**285,000**	**1,207**
65-69	53,000	1,267	36,000	856	**89,000**	**1,061**
>69	117,000	1,272	85,000	853	**202,000**	**1,054**
Total	**2,104,000**	**2,196**	**1,554,000**	**1,628**	**3,658,000**	**1,912**
Drivers in Property-Damage-Only Crashes						
<16	22,000	*	15,000	*	**36,000**	*****
16-20	706,000	10,925	506,000	8,286	**1,212,000**	**9,644**
21-24	552,000	8,303	328,000	5,105	**879,000**	**6,731**
25-34	937,000	5,098	614,000	3,465	**1,551,000**	**4,296**
35-44	877,000	4,219	616,000	2,974	**1,493,000**	**3,598**
45-54	757,000	4,132	414,000	2,237	**1,172,000**	**3,180**
55-64	361,000	3,060	205,000	1,735	**566,000**	**2,397**
65-69	112,000	2,667	72,000	1,703	**184,000**	**2,182**
>69	215,000	2,346	149,000	1,494	**364,000**	**1,903**
Total	**4,539,000**	**4,739**	**2,918,000**	**3,056**	**7,457,000**	**3,899**
Drivers in All Crashes						
<16	36,000	*	22,000	*	**58,000**	*****
16-20	1,060,000	16,400	778,000	12,746	**1,838,000**	**14,626**
21-24	800,000	12,039	500,000	7,790	**1,300,000**	**9,951**
25-34	1,394,000	7,586	943,000	5,320	**2,337,000**	**6,474**
35-44	1,292,000	6,215	933,000	4,507	**2,226,000**	**5,363**
45-54	1,067,000	5,818	646,000	3,488	**1,713,000**	**4,647**
55-64	534,000	4,529	321,000	2,719	**855,000**	**3,624**
65-69	166,000	3,962	109,000	2,570	**275,000**	**3,262**
>69	335,000	3,654	235,000	2,363	**571,000**	**2,982**
Unknown	***	*	***	*	**1,000**	*****
Total	**6,685,000**	**6,979**	**4,487,000**	**4,699**	**11,173,000**	**5,841**

*Not applicable.
**Includes 902 drivers of unknown sex.
***Less than 500.
Source: Licensed Drivers—Federal Highway Administration.

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

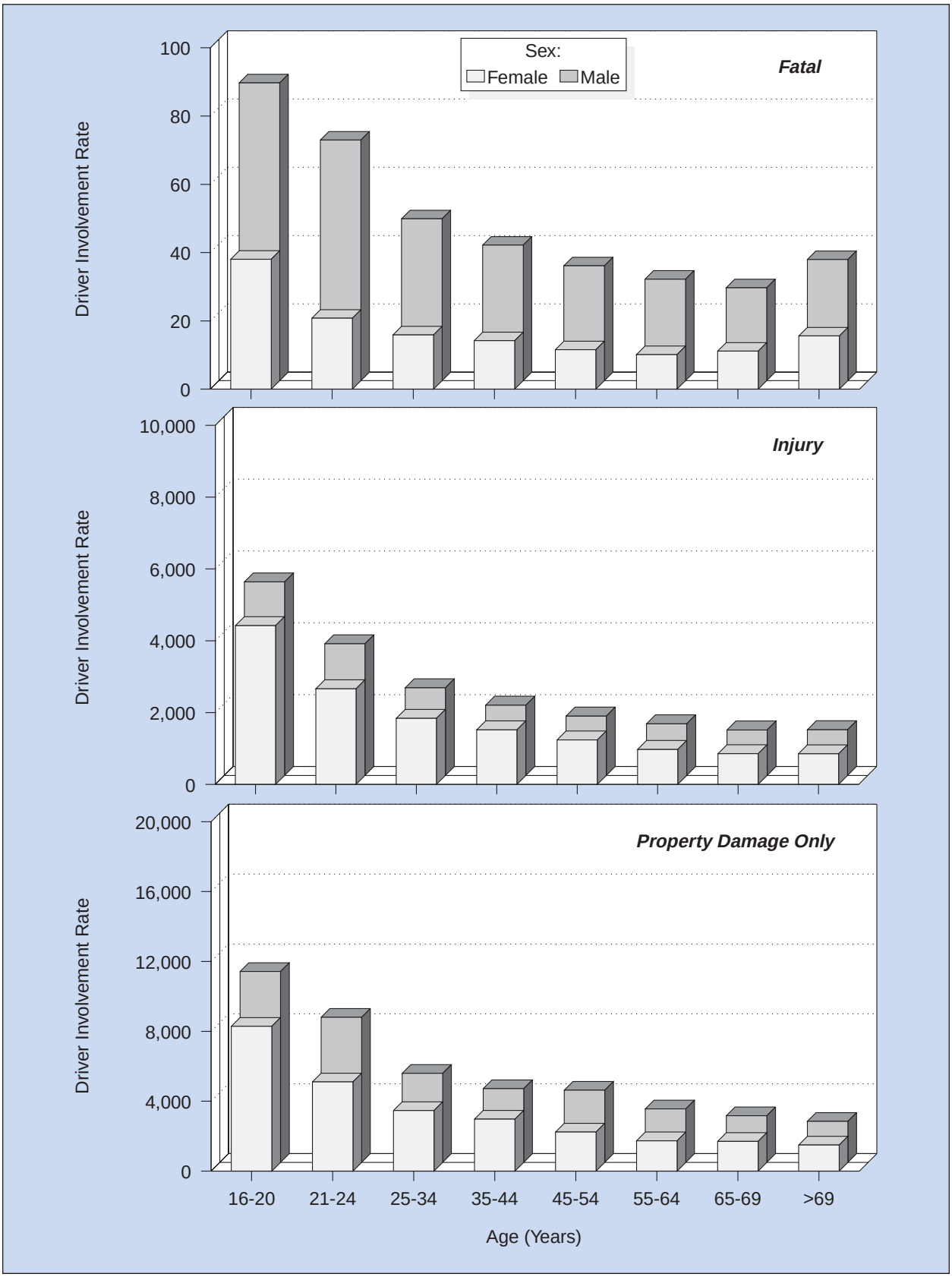


Table 64
Drivers Involved in Fatal Crashes by Previous Driving Record and License Status

Previous Convictions	Valid License (49,636)		Invalid License (6,107)		Total (55,743)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	7,321	14.7	827	13.5	**8,148**	**14.6**
Previous Recorded Suspensions or Revocations	4,037	8.1	2,895	47.4	**6,932**	**12.4**
Previous DWI Convictions	1,050	2.1	838	13.7	**1,888**	**3.4**
Previous Speeding Convictions	10,926	22.0	1,134	18.6	**12,060**	**21.6**
Previous Other Harmful Moving Convictions	8,421	17.0	1,398	22.9	**9,819**	**17.6**
Drivers with No Previous Convictions	28,967	58.4	2,695	44.1	**31,662**	**56.8**

Notes: Table does not include 1,737 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. Data do not include commercial driver's licenses (CDLs).

Table 65
Related Factors for Drivers Involved in Fatal Crashes

Factors	Number	Percent
Failure to keep in proper lane or running off road	18,274	31.8
Driving too fast for conditions or in excess of posted speed limit or racing	11,371	19.8
Failure to yield right of way	4,802	8.4
Inattentive (talking, eating, etc.)	4,014	7.0
Operating vehicle in erratic, reckless, careless, or negligent manner	3,385	5.9
Failure to obey traffic signs, signals, or officer	3,016	5.2
Overcorrecting/oversteering	2,000	3.5
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	1,852	3.2
Drowsy, asleep, fatigued, ill, or blackout	1,677	2.9
Making improper turn	1,434	2.5
Driving wrong way on one-way trafficway or on wrong side of road	1,152	2.0
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,050	1.8
Other factors	8,604	15.0
None reported	21,070	36.7
Unknown	912	1.6
Total Drivers	**57,480**	**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	13,812	143,000	329,000	854,000	1,326,000	**1,340,000**
Passengers	6,368	61,000	144,000	395,000	601,000	**607,000**
Unknown	53	*	*	*	*	*
Subtotal	*20,233*	*204,000*	*473,000*	*1,249,000*	*1,927,000*	***1,947,000***
Light Truck						
Drivers	8,048	74,000	149,000	351,000	575,000	**583,000**
Passengers	3,587	35,000	75,000	175,000	286,000	**290,000**
Unknown	42	*	*	*	*	*
Subtotal	*11,677*	*109,000*	*225,000*	*527,000*	*861,000*	***872,000***
Large Truck						
Drivers	599	4,000	8,000	12,000	24,000	**25,000**
Passengers	105	1,000	2,000	3,000	5,000	**5,000**
Subtotal	*704*	*5,000*	*10,000*	*15,000*	*29,000*	***30,000***
Motorcycle						
Operators	2,942	15,000	24,000	15,000	54,000	**57,000**
Passengers	239	2,000	3,000	2,000	6,000	**6,000**
Subtotal	*3,181*	*17,000*	*27,000*	*17,000*	*60,000*	***63,000***
Bus	*34*	*1,000*	*2,000*	*12,000*	*15,000*	***15,000***
Other/Unknown	*557*	*2,000*	*4,000*	*4,000*	*9,000*	***10,000***
Total	**36,386**	**338,000**	**740,000**	**1,823,000**	**2,901,000**	**2,938,000**

*Less than 500.

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

Sex	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/ Unknown	
Occupants Killed							
Male	12,167	8,570	665	2,891	23	419	**24,735**
Female	8,061	3,107	39	290	11	82	**11,590**
Unknown	5	0	0	0	0	56	**61**
Total	**20,233**	**11,677**	**704**	**3,181**	**34**	**557**	**36,386**
Occupants Injured							
Male	796,000	483,000	27,000	52,000	6,000	7,000	**1,370,000**
Female	1,130,000	378,000	3,000	9,000	9,000	2,000	**1,531,000**
Total	**1,927,000**	**861,000**	**29,000**	**60,000**	**15,000**	**9,000**	**2,901,000**

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

Age (Years)	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/ Unknown	
Occupants Killed							
<5	317	180	4	1	1	10	**513**
5-9	251	177	4	7	1	13	**453**
10-15	501	339	7	35	5	57	**944**
16-20	3,852	1,489	12	256	4	70	**5,683**
21-24	2,318	1,105	39	390	0	34	**3,886**
25-34	3,115	1,959	144	857	7	86	**6,168**
35-44	2,620	2,143	181	789	4	71	**5,808**
45-54	1,962	1,699	171	573	3	46	**4,454**
55-64	1,337	1,080	99	189	6	43	**2,754**
65-74	1,426	776	37	61	3	28	**2,331**
>74	2,490	704	4	21	0	38	**3,257**
Unknown	44	26	2	2	0	61	**135**
Total	**20,233**	**11,677**	**704**	**3,181**	**34**	**557**	**36,386**
Occupants Injured							
<5	39,000	21,000	*	*	*	*	**60,000**
5-9	46,000	27,000	*	*	1,000	*	**75,000**
10-15	81,000	39,000	*	1,000	4,000	3,000	**128,000**
16-20	373,000	120,000	1,000	6,000	1,000	1,000	**503,000**
21-24	225,000	82,000	2,000	7,000	*	1,000	**317,000**
25-34	363,000	162,000	7,000	14,000	2,000	1,000	**549,000**
35-44	293,000	175,000	8,000	14,000	3,000	1,000	**493,000**
45-54	212,000	132,000	8,000	13,000	2,000	1,000	**367,000**
55-64	126,000	55,000	3,000	4,000	1,000	1,000	**189,000**
65-74	88,000	32,000	1,000	1,000	*	*	**123,000**
>74	82,000	16,000	*	*	*	*	**98,000**
Total	**1,927,000**	**861,000**	**29,000**	**60,000**	**15,000**	**9,000**	**2,901,000**

*Less than 500.

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

Age (Years)	Person Type											
	Drivers						Passengers					
	Sex				Total		Sex				Total	
	Male		Female				Male		Female			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	1	100.0	0	0.0	1	100.0	247	48.2	265	51.8	**512**	**100.0**
5-9	3	75.0	1	25.0	4	100.0	234	52.1	215	47.9	**449**	**100.0**
10-15	116	77.9	33	22.1	149	100.0	425	53.5	370	46.5	**795**	**100.0**
16-20	2,550	72.3	979	27.7	3,529	100.0	1,371	63.6	783	36.4	**2,154**	**100.0**
21-24	2,200	80.4	536	19.6	2,736	100.0	802	69.7	348	30.3	**1,150**	**100.0**
25-34	3,775	78.8	1,013	21.2	4,788	100.0	862	62.5	518	37.5	**1,380**	**100.0**
35-44	3,485	73.9	1,229	26.1	4,714	100.0	571	52.2	523	47.8	**1,094**	**100.0**
45-54	2,744	75.2	905	24.8	3,649	100.0	366	45.5	439	54.5	**805**	**100.0**
55-64	1,617	72.8	603	27.2	2,220	100.0	188	35.2	346	64.8	**534**	**100.0**
65-74	1,150	67.6	550	32.4	1,700	100.0	190	30.1	441	69.9	**631**	**100.0**
>74	1,535	66.7	766	33.3	2,301	100.0	255	26.7	701	73.3	**956**	**100.0**
Unknown	8	16.3	2	4.1	49	100.0	40	46.5	24	27.9	**86**	**100.0**
Total	**19,184**	**74.2**	**6,617**	**25.6**	***25,840**	**100.0**	**5,551**	**52.6**	**4,973**	**47.2**	***10,546**	**100.0**
Occupants Injured												
<5	**	89.0	**	11.0	**	100.0	31,000	51.2	29,000	48.8	**60,000**	**100.0**
5-9	1,000	100.0	**	**	1,000	100.0	37,000	49.5	38,000	50.5	**74,000**	**100.0**
10-15	4,000	58.5	3,000	41.5	7,000	100.0	50,000	41.3	71,000	58.7	**120,000**	**100.0**
16-20	167,000	50.0	167,000	50.0	333,000	100.0	71,000	41.8	99,000	58.2	**170,000**	**100.0**
21-24	121,000	52.4	110,000	47.6	232,000	100.0	41,000	48.0	44,000	52.0	**85,000**	**100.0**
25-34	218,000	51.6	204,000	48.4	423,000	100.0	53,000	42.2	73,000	57.8	**127,000**	**100.0**
35-44	197,000	50.0	197,000	50.0	394,000	100.0	33,000	33.2	66,000	66.8	**99,000**	**100.0**
45-54	146,000	50.0	146,000	50.0	291,000	100.0	22,000	29.4	53,000	70.6	**75,000**	**100.0**
55-64	74,000	49.3	77,000	50.7	151,000	100.0	9,000	23.2	29,000	76.8	**38,000**	**100.0**
65-74	48,000	53.4	42,000	46.6	90,000	100.0	8,000	24.2	25,000	75.8	**33,000**	**100.0**
>74	33,000	48.8	34,000	51.2	67,000	100.0	6,000	21.1	24,000	78.9	**30,000**	**100.0**
Total	**1,009,000**	**50.7**	**979,000**	**49.3**	**1,989,000**	**100.0**	**361,000**	**39.5**	**552,000**	**60.5**	**913,000**	**100.0**

*Includes 39 drivers and 22 passengers of unknown sex.
**Less than 500 or less than 0.05 percent.

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	10,952	54.1	470	2.3	5,242	25.9	3,561	17.6	**20,233**	**100.0**
Light Truck	4,210	36.1	305	2.6	2,530	21.7	4,628	39.6	**11,677**	**100.0**
Large Truck	175	24.9	31	4.4	163	23.2	335	47.6	**704**	**100.0**
Motorcycle	1,631	51.3	112	3.5	934	29.4	499	15.7	**3,181**	**100.0**
Bus	14	41.2	1	2.9	6	17.6	13	38.2	**34**	**100.0**
Other/Unknown	196	35.2	16	2.9	117	21.0	158	28.4	**557**	**100.0**
Total	**17,178**	**47.2**	**935**	**2.6**	**8,992**	**24.7**	**9,194**	**25.3**	***36,386**	**100.0**
Occupants Injured										
Passenger Car	1,555,000	80.7	46,000	2.4	242,000	12.6	84,000	4.3	**1,927,000**	**100.0**
Light Truck	625,000	72.6	20,000	2.3	112,000	13.0	104,000	12.1	**861,000**	**100.0**
Large Truck	14,000	49.2	**	1.3	3,000	11.0	11,000	38.5	**29,000**	**100.0**
Motorcycle	29,000	48.7	2,000	3.1	7,000	12.0	22,000	36.2	**60,000**	**100.0**
Bus	14,000	91.7	**	1.0	**	2.5	1,000	4.7	**15,000**	**100.0**
Other/Unknown	5,000	49.6	**	4.8	1,000	9.2	3,000	36.3	**9,000**	**100.0**
Total	**2,242,000**	**77.3**	**69,000**	**2.4**	**366,000**	**12.6**	**225,000**	**7.7**	**2,901,000**	**100.0**

*Includes 87 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	Motorcycles	Buses	Other/ Unknown	
Occupants Killed							
Front	10,552	6,107	399	2,068	26	211	**19,363**
Left Side	3,591	1,151	41	236	1	51	**5,071**
Right Side	3,156	1,150	57	245	4	30	**4,642**
Rear	1,064	555	13	98	0	36	**1,766**
Other*	509	288	31	79	0	6	**913**
Noncollision	1,098	2,185	143	316	2	111	**3,855**
Unknown	263	241	20	139	1	112	**776**
Total	**20,233**	**11,677**	**704**	**3,181**	**34**	**557**	**36,386**
Occupants Injured							
Front	877,000	355,000	10,000	24,000	4,000	3,000	**1,273,000**
Left Side	290,000	120,000	4,000	6,000	3,000	1,000	**424,000**
Right Side	262,000	101,000	3,000	6,000	1,000	1,000	**376,000**
Rear	452,000	221,000	3,000	4,000	6,000	1,000	**687,000**
Other*	9,000	6,000	1,000	**	**	1,000	**16,000**
Noncollision	36,000	59,000	8,000	19,000	**	2,000	**125,000**
Total	**1,927,000**	**861,000**	**29,000**	**60,000**	**15,000**	**9,000**	**2,901,000**

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

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

Vehicle Type	Ejected*		Not Ejected		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
Passenger Car	4,316	21.3	15,831	78.2	86	0.4	**20,233**	**100.0**
Light Truck	4,746	40.6	6,885	59.0	46	0.4	**11,677**	**100.0**
Large Truck	210	29.8	488	69.3	6	0.9	**704**	**100.0**
Bus	7	20.6	23	67.6	4	11.8	**34**	**100.0**
Other/Unknown	189	33.9	262	47.0	106	19.0	**557**	**100.0**
Total**	**9,468**	**28.5**	**23,489**	**70.7**	**248**	**0.7**	**33,205**	**100.0**
Occupants Injured								
Passenger Car	9,000	0.5	1,918,000	99.5	****	****	**1,927,000**	**100.0**
Light Truck	12,000	1.4	848,000	98.6	****	****	**861,000**	**100.0**
Large Truck	***	0.9	29,000	99.1	****	****	**29,000**	**100.0**
Bus	***	0.7	15,000	99.3	****	****	**15,000**	**100.0**
Other/Unknown	3,000	28.6	7,000	71.4	****	****	**9,000**	**100.0**
Total**	**24,000**	**0.9**	**2,817,000**	**99.1**	****	****	**2,841,000**	**100.0**

*Includes total and partial ejection.
**Excludes motorcycle occupants.
***Less than 500.
****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	—	**3,289**
Passenger Car	4,375	Light Truck	1,150	**5,525**
Passenger Car	1,739	Large Truck	25	**1,764**
Passenger Car	21	Motorcycle	686	**707**
Passenger Car	81	Bus	0	**81**
Passenger Car	103	Other/Unknown	43	**146**
Light Truck	—	Light Truck	—	**1,608**
Light Truck	1,183	Large Truck	36	**1,219**
Light Truck	5	Motorcycle	645	**650**
Light Truck	58	Bus	3	**61**
Light Truck	54	Other/Unknown	92	**146**
Large Truck	—	Large Truck	—	**102**
Large Truck	0	Motorcycle	89	**89**
Large Truck	2	Bus	7	**9**
Large Truck	5	Other/Unknown	23	**28**
Motorcycle	—	Motorcycle	—	**45**
Motorcycle	5	Bus	0	**5**
Motorcycle	36	Other/Unknown	3	**39**
Bus	—	Bus	—	**1**
Bus	0	Other/Unknown	3	**3**
Other/Unknown	—	Other/Unknown	—	**61**
Total Occupants Killed				**15,578**

Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	**767,000**
Passenger Car	472,000	Light Truck	306,000	**779,000**
Passenger Car	50,000	Large Truck	6,000	**56,000**
Passenger Car	2,000	Motorcycle	18,000	**21,000**
Passenger Car	6,000	Bus	5,000	**11,000**
Passenger Car	1,000	Other/Unknown	2,000	**3,000**
Light Truck	—	Light Truck	—	**207,000**
Light Truck	21,000	Large Truck	5,000	**26,000**
Light Truck	1,000	Motorcycle	11,000	**11,000**
Light Truck	2,000	Bus	5,000	**6,000**
Light Truck	1,000	Other/Unknown	2,000	**2,000**
Large Truck	—	Large Truck	—	**2,000**
Total Occupants Injured				**1,895,000**

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

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Passenger Cars	**46,003**	**48.7**	**20,233**	**55.6**
Convertible	626	0.7	275	0.8
2 Door Sedan, Hardtop, Coupe	11,025	11.7	5,111	14.0
3 Door/2 Door Hatchback	2,824	3.0	1,376	3.8
4 Door Sedan Hardtop	28,653	30.3	12,252	33.7
5 Door/4 Door Hatchback	478	0.5	233	0.6
Station Wagon	1,536	1.6	659	1.8
Hatchback, Doors Unknown	70	0.1	42	0.1
Other Auto	61	0.1	26	0.1
Unknown Auto	664	0.7	230	0.6
Auto-Based Pickup	53	0.1	27	0.1
Auto-Based Panel Truck	13	*	2	*
Light Trucks	**36,461**	**38.6**	**11,677**	**32.1**
Compact Utility	8,483	9.0	2,869	7.9
Large Utility	1,751	1.9	457	1.3
Utility Station Wagon	887	0.9	189	0.5
Utility, Unknown Body Type	4	*	0	0.0
Minivan	5,453	5.8	1,409	3.9
Large Van	2,795	3.0	562	1.5
Step Van	97	0.1	22	0.1
Van-Based School Bus	17	*	2	*
Van-Based Transit Bus	19	*	0	0.0
Other Van Type	30	*	7	*
Unknown Van Type	72	0.1	9	*
Compact Pickup	5,694	6.0	2,551	7.0
Standard Pickup	10,857	11.5	3,512	9.7
Pickup with Camper	70	0.1	30	0.1
Unknown Pickup	72	0.1	23	0.1
Cab Chassis-Based Light Truck	132	0.1	23	0.1
Truck-Based Panel Truck	5	*	2	*
Other Conventional Light Truck	1	*	1	*
Unknown Light Truck (not pickup)	7	*	4	*
Unknown Light Vehicle Type	9	*	3	*
Unknown Truck	6	*	2	*
Large Trucks	**5,548**	**5.9**	**704**	**1.9**
Step Van	48	0.1	5	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	240	0.3	38	0.1
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	361	0.4	36	0.1
Single Unit Heavy Truck (GVWR > 26,000 lb)	997	1.1	138	0.4
Single Unit Truck, Unknown GVWR	10	*	1	*
Truck Tractor	3,789	4.0	472	1.3
Medium/Heavy Pickup (Ford Super Duty 450/550)	37	*	7	*
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	3	*	1	*
Unknown Heavy Truck (GVWR > 26,000 lb)	9	*	1	*
Unknown Large Truck Type	54	0.1	5	*
Motorcycles	**3,706**	**3.9**	**3,181**	**8.7**
Motorcycle	3,563	3.8	3,064	8.4
Moped	35	*	31	0.1
Three Wheel Motorcycle or Moped	9	*	6	*
Off-Road Motorcycle (Two Wheel)	63	0.1	48	0.1
Other Motorcycle/Minibike	29	*	25	0.1
Unknown Motorcycle	7	*	7	*
Buses**	**1,020**	**1.1**	**34**	**0.1**
School Bus	424	0.4	16	*
Cross Country/Intercity Bus	263	0.3	3	*
Transit Bus	225	0.2	4	*
Other Bus	58	0.1	7	*
Unknown Bus	50	0.1	4	*
Other Vehicles	**816**	**0.9**	**396**	**1.1**
Large Limousine	7	*	2	*
Van-Based Motorhome	69	0.1	15	*
Light Truck-Based Motorhome	3	*	0	0.0
Large Truck-Based Motorhome	84	0.1	7	*
Unknown Truck Camper/Motorhome	50	0.1	13	*
All Terrain Vehicle	321	0.3	225	0.6
Snowmobile	46	*	35	0.1
Farm Equipment Except Trucks	128	0.1	48	0.1
Construction Equipment Except Trucks	20	*	3	*
Other Vehicle	88	0.1	48	0.1
Unknown Body Type	**972**	**1.0**	**161**	**0.4**
Total	**94,526**	**100.0**	**36,386**	**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)	1,655	3.6	881	4.4	53.2
Subcompact (95 to 99 inches)	7,271	15.8	3,536	17.5	48.6
Compact (100 to 104 inches)	15,045	32.7	6,718	33.2	44.7
Intermediate (105 to 109 inches)	12,816	27.9	5,401	26.7	42.1
Full Size (110 to 114 inches)	5,660	12.3	2,304	11.4	40.7
Largest Size (115 inches and over)	2,200	4.8	864	4.3	39.3
Unknown	1,356	2.9	529	2.6	39.0
Total	**46,003**	**100.0**	**20,233**	**100.0**	**44.0**

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	10,781	38,000	63,000	77,000	**179,000**
Passenger	3,928	16,000	25,000	41,000	**83,000**
Unknown Occupant	50	***	***	***	***
Subtotal	*14,759*	*54,000*	*89,000*	*119,000*	***262,000***
Nonmotorists					
Pedestrian	2,369	3,000	4,000	4,000	**11,000**
Pedalcyclist	281	***	2,000	***	**2,000**
Other/Unknown	39	***	***	***	**1,000**
Subtotal	*2,689*	*4,000*	*6,000*	*4,000*	***14,000***
Total	**17,448**	**58,000**	**94,000**	**123,000**	**275,000**

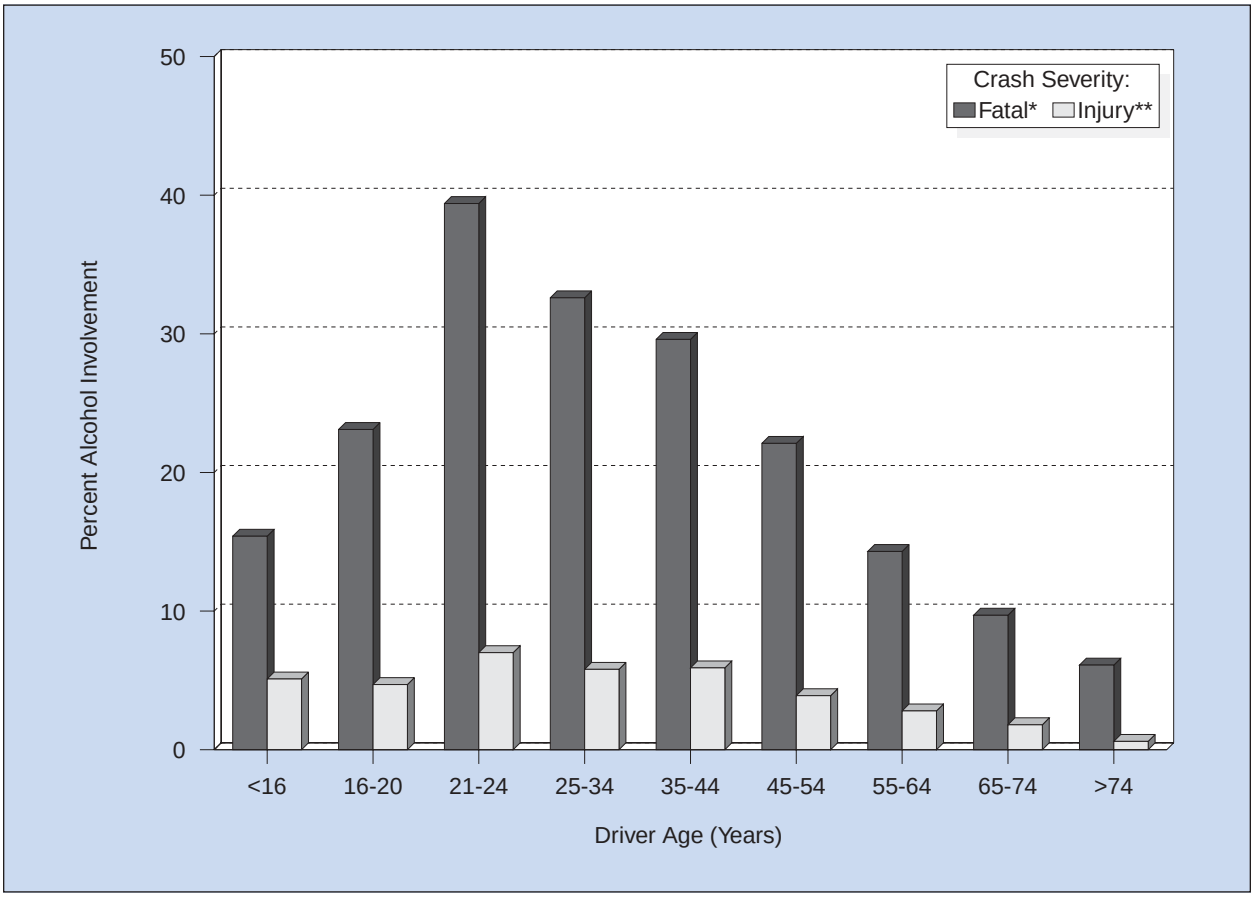
*Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater in the crash. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.
**Police-reported alcohol involvement in the crash.
***Less than 500.

Table 77
Drivers 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	45	15	245	85	**290**	**100**
16-20	1,839	23	6,124	77	**7,963**	**100**
21-24	2,371	39	3,645	61	**6,016**	**100**
25-34	3,759	33	7,775	67	**11,534**	**100**
35-44	3,320	30	7,881	70	**11,201**	**100**
45-54	1,837	22	6,470	78	**8,307**	**100**
55-64	671	14	4,027	86	**4,698**	**100**
65-74	303	10	2,837	90	**3,140**	**100**
>74	199	6	3,082	94	**3,281**	**100**
Unknown	362	34	688	66	**1,050**	**100**
Total	**14,706**	**26**	**42,774**	**74**	**57,480**	**100**
Drivers in Injury Crashes**						
<16	1,000	5	20,000	95	**21,000**	**100**
16-20	29,000	5	589,000	95	**618,000**	**100**
21-24	29,000	7	385,000	93	**414,000**	**100**
25-34	45,000	6	729,000	94	**775,000**	**100**
35-44	42,000	6	679,000	94	**721,000**	**100**
45-54	21,000	4	512,000	96	**532,000**	**100**
55-64	8,000	3	277,000	97	**285,000**	**100**
65-74	3,000	2	165,000	98	**168,000**	**100**
>74	1,000	1	122,000	99	**123,000**	**100**
Total	**179,000**	**5**	**3,479,000**	**95**	**3,658,000**	**100**
Drivers in Property-Damage-Only Crashes**						
<16	2,000	7	34,000	93	**36,000**	**100**
16-20	32,000	3	1,180,000	97	**1,212,000**	**100**
21-24	49,000	6	830,000	94	**879,000**	**100**
25-34	51,000	3	1,500,000	97	**1,551,000**	**100**
35-44	51,000	3	1,442,000	97	**1,493,000**	**100**
45-54	38,000	3	1,134,000	97	**1,172,000**	**100**
55-64	11,000	2	554,000	98	**566,000**	**100**
65-74	4,000	1	329,000	99	**333,000**	**100**
>74	1,000	1	214,000	99	**215,000**	**100**
Total	**239,000**	**3**	**7,218,000**	**97**	**7,457,000**	**100**

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

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



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

Table 78
Drivers 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	**665**	**17**	**4,360**	**29**	**47,000**	**6**	**170,000**	**9**
Weekday	429	12	2,829	24	33,000	4	121,000	8
Weekend	236	26	1,531	38	13,000	13	49,000	13
Nighttime	**1,363**	**52**	**6,003**	**74**	**58,000**	**18**	**151,000**	**34**
Weekday	572	48	2,720	69	27,000	14	72,000	29
Weekend	791	55	3,283	78	31,000	20	79,000	39
Multiple-Vehicle Crashes								
Daytime	**930**	**9**	**7,552**	**11**	**162,000**	**1**	**1,016,000**	**1**
Weekday	692	8	5,761	11	132,000	1	822,000	1
Weekend	238	13	1,791	15	30,000	1	195,000	1
Nighttime	**697**	**27**	**3,982**	**44**	**75,000**	**5**	**310,000**	**7**
Weekday	310	23	1,921	39	38,000	4	164,000	6
Weekend	387	30	2,061	49	37,000	6	145,000	9

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

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

Age (Years)	Driver's BAC								Total	
	0.00		0.01-0.07		0.08 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	128	83	7	5	19	12	26	17	**154**	**100**
16-20	2,446	69	211	6	873	25	1,083	31	**3,529**	**100**
21-24	1,289	47	183	7	1,265	46	1,447	53	**2,736**	**100**
25-34	2,390	50	263	6	2,135	45	2,399	50	**4,788**	**100**
35-44	2,408	51	263	6	2,043	43	2,306	49	**4,714**	**100**
45-54	2,286	63	144	4	1,219	33	1,364	37	**3,649**	**100**
55-64	1,702	77	85	4	433	20	518	23	**2,220**	**100**
65-74	1,457	86	58	3	185	11	243	14	**1,700**	**100**
>74	2,136	93	48	2	117	5	165	7	**2,301**	**100**
Unknown	27	54	2	5	20	41	22	46	**49**	**100**
Total	**16,267**	**63**	**1,265**	**5**	**8,308**	**32**	**9,573**	**37**	**25,840**	**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 ≥ 0.01) for Drivers Killed, by Driver Age, Crash Type, Time of Day, and Day of Week

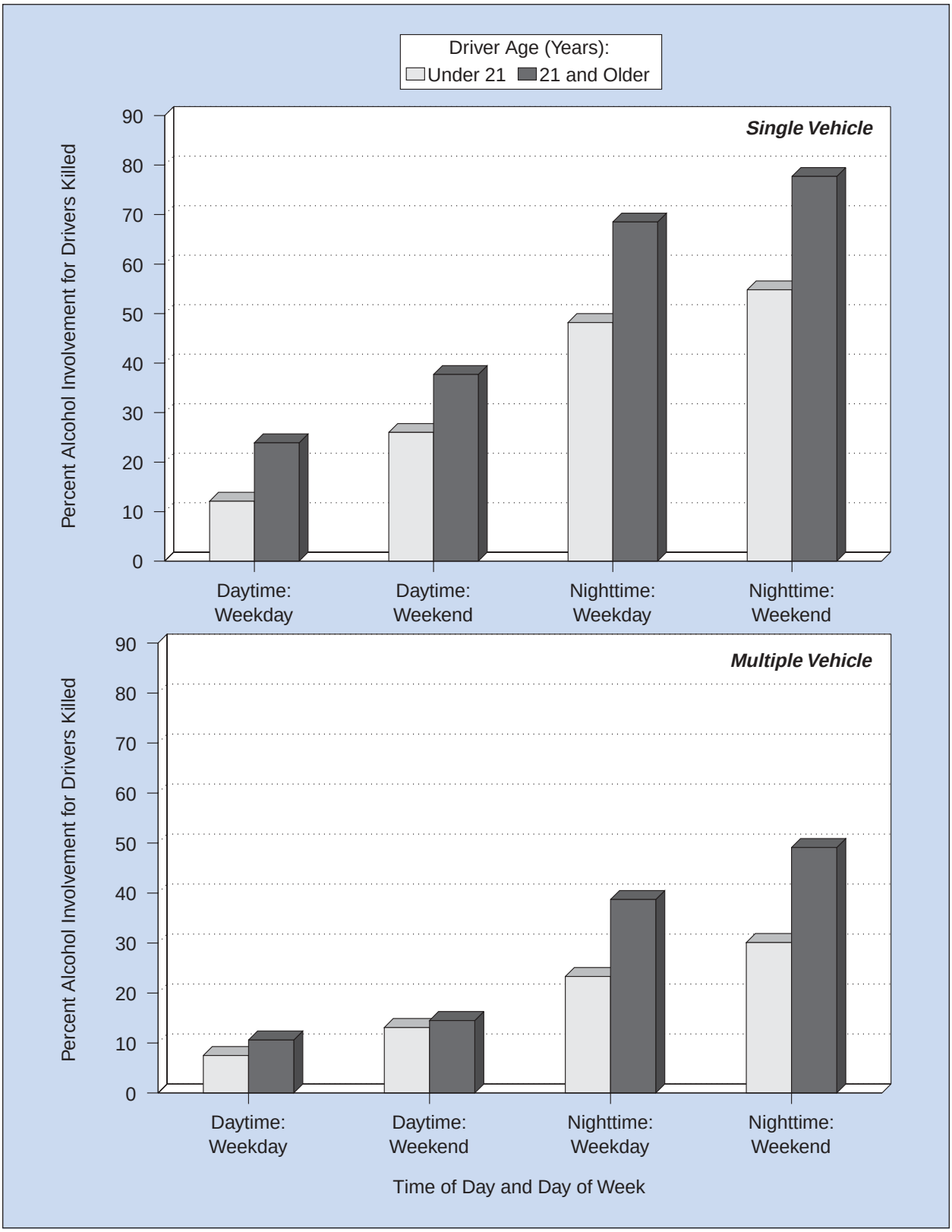


Table 80
Drivers Involved in Crashes by Vehicle Type, Alcohol Involvement, and Crash Severity

Vehicle Type	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes*						
Passenger Car	7,413	27	19,874	73	**27,287**	**100**
Light Truck	5,545	27	15,050	73	**20,595**	**100**
Large Truck	117	2	4,632	98	**4,749**	**100**
Motorcycle	1,191	37	2,054	63	**3,245**	**100**
Bus	3	1	288	99	**291**	**100**
Other/Unknown	436	33	877	67	**1,313**	**100**
Total	**14,706**	**26**	**42,774**	**74**	**57,480**	**100**
Drivers in Injury Crashes**						
Passenger Car	108,000	5	2,168,000	95	**2,276,000**	**100**
Light Truck	65,000	5	1,150,000	95	**1,215,000**	**100**
Large Truck	1,000	1	88,000	99	**89,000**	**100**
Motorcycle	5,000	8	52,000	92	**57,000**	**100**
Bus	***	***	12,000	100	**12,000**	**100**
Other/Unknown	1,000	6	8,000	94	**9,000**	**100**
Total	**179,000**	**5**	**3,479,000**	**95**	**3,658,000**	**100**
Drivers in Property-Damage-Only Crashes**						
Passenger Car	149,000	3	4,238,000	97	**4,387,000**	**100**
Light Truck	88,000	3	2,583,000	97	**2,671,000**	**100**
Large Truck	1,000	***	333,000	100	**333,000**	**100**
Motorcycle	1,000	10	13,000	90	**14,000**	**100**
Bus	***	***	42,000	100	**42,000**	**100**
Other/Unknown	***	3	9,000	97	**10,000**	**100**
Total	**239,000**	**3**	**7,218,000**	**97**	**7,457,000**	**100**

*Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.
**Police-reported alcohol involvement.
***Less than 500 or less than 0.5 percent.

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

Age (Years)	Highest BAC in Crash								Total	
	0.00		0.01-0.07		0.08 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	503	78	33	5	113	17	146	22	**649**	**100**
5-9	521	78	34	5	109	16	143	22	**664**	**100**
10-15	980	77	65	5	230	18	295	23	**1,275**	**100**
16-20	3,685	61	467	8	1,899	31	2,366	39	**6,051**	**100**
21-24	1,779	42	327	8	2,094	50	2,421	58	**4,200**	**100**
25-34	3,032	44	434	6	3,366	49	3,800	56	**6,832**	**100**
35-44	3,156	46	435	6	3,274	48	3,709	54	**6,864**	**100**
45-54	2,996	56	296	6	2,086	39	2,382	44	**5,378**	**100**
55-64	2,243	68	161	5	878	27	1,039	32	**3,282**	**100**
65-74	2,220	80	124	4	434	16	558	20	**2,778**	**100**
>74	3,460	88	123	3	357	9	481	12	**3,941**	**100**
Unknown	92	46	14	7	96	47	110	54	**202**	**100**
Total	**24,668**	**59**	**2,515**	**6**	**14,933**	**35**	**17,448**	**41**	**42,116**	**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	
	0.00		0.01-0.07		0.08 or Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0.00	2,553	53	112	2	357	7	**3,022**	**63**
0.01-0.07	171	4	11	0	37	1	**219**	**5**
0.08 or Higher	1,195	25	95	2	288	6	**1,578**	**33**
Total*	**3,918**	**81**	**218**	**5**	**682**	**14**	**4,819**	**100**

*Does not include pedestrians 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	15,753	57.7	8,897	32.6	2,637	9.7	**27,287**	**100.0**
Light Truck	11,315	54.9	7,558	36.7	1,722	8.4	**20,595**	**100.0**
Large Truck	3,503	73.8	797	16.8	449	9.5	**4,749**	**100.0**
Bus	219	75.3	29	10.0	43	14.8	**291**	**100.0**
Other/Unknown	200	15.2	398	30.3	715	54.5	**1,313**	**100.0**
Total*	**30,990**	**57.1**	**17,679**	**32.6**	**5,566**	**10.3**	**54,235**	**100.0**
Drivers in Injury Crashes								
Passenger Car	1,874,000	82.3	142,000	6.3	260,000	11.4	**2,276,000**	**100.0**
Light Truck	1,007,000	82.9	92,000	7.6	116,000	9.5	**1,215,000**	**100.0**
Large Truck	69,000	77.1	6,000	6.9	14,000	16.1	**89,000**	**100.0**
Bus	9,000	78.8	1,000	10.4	1,000	10.8	**12,000**	**100.0**
Other/Unknown	2,000	24.2	6,000	66.5	1,000	9.3	**9,000**	**100.0**
Total*	**2,962,000**	**82.2**	**248,000**	**6.9**	**392,000**	**10.9**	**3,601,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	3,619,000	82.5	96,000	2.2	672,000	15.3	**4,387,000**	**100.0**
Light Truck	2,279,000	85.3	65,000	2.4	327,000	12.3	**2,671,000**	**100.0**
Large Truck	224,000	67.4	16,000	4.7	93,000	28.0	**333,000**	**100.0**
Bus	34,000	78.9	3,000	5.9	6,000	15.2	**42,000**	**100.0**
Other/Unknown	5,000	53.2	2,000	20.6	3,000	26.2	**10,000**	**100.0**
Total*	**6,161,000**	**82.8**	**181,000**	**2.4**	**1,102,000**	**14.8**	**7,443,000**	**100.0**
Drivers in All Crashes								
Passenger Car	5,508,000	82.3	247,000	3.7	935,000	14.0	**6,690,000**	**100.0**
Light Truck	3,297,000	84.4	164,000	4.2	445,000	11.4	**3,907,000**	**100.0**
Large Truck	297,000	69.5	22,000	5.3	108,000	25.3	**427,000**	**100.0**
Bus	43,000	78.9	4,000	6.9	8,000	14.2	**54,000**	**100.0**
Other/Unknown	8,000	37.7	8,000	41.9	4,000	20.4	**20,000**	**100.0**
Total*	**9,153,000**	**82.5**	**446,000**	**4.0**	**1,499,000**	**13.5**	**11,099,000**	**100.0**

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

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

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
<5	237	47.3	228	45.5	36	7.2	**501**	**100.0**
5-9	197	45.6	206	47.7	29	6.7	**432**	**100.0**
10-15	259	30.6	515	60.8	73	8.6	**847**	**100.0**
16-20	1,687	31.5	3,212	60.0	454	8.5	**5,353**	**100.0**
21-24	948	27.4	2,202	63.6	312	9.0	**3,462**	**100.0**
25-34	1,527	29.3	3,240	62.1	451	8.6	**5,218**	**100.0**
35-44	1,519	30.7	3,042	61.5	383	7.7	**4,944**	**100.0**
45-54	1,438	37.5	2,054	53.6	340	8.9	**3,832**	**100.0**
55-64	1,165	46.3	1,147	45.6	204	8.1	**2,516**	**100.0**
65-74	1,173	52.4	903	40.3	163	7.3	**2,239**	**100.0**
>74	1,859	58.1	1,084	33.9	255	8.0	**3,198**	**100.0**
Unknown	21	29.2	35	48.6	16	22.2	**72**	**100.0**
Total	**12,030**	**36.9**	**17,868**	**54.8**	**2,716**	**8.3**	**32,614**	**100.0**
Occupants Injured								
<5	49,000	82.6	6,000	10.6	4,000	6.8	**59,000**	**100.0**
5-9	60,000	81.9	9,000	12.2	4,000	5.8	**74,000**	**100.0**
10-15	87,000	72.7	25,000	20.8	8,000	6.5	**120,000**	**100.0**
16-20	373,000	75.5	83,000	16.9	38,000	7.6	**494,000**	**100.0**
21-24	235,000	75.9	46,000	14.9	29,000	9.2	**309,000**	**100.0**
25-34	426,000	80.0	63,000	11.7	44,000	8.2	**532,000**	**100.0**
35-44	392,000	82.5	47,000	10.0	36,000	7.5	**476,000**	**100.0**
45-54	298,000	84.9	25,000	7.1	28,000	8.0	**351,000**	**100.0**
55-64	160,000	87.0	13,000	6.9	11,000	6.1	**184,000**	**100.0**
65-74	106,000	87.8	6,000	5.2	8,000	7.0	**121,000**	**100.0**
>74	86,000	88.2	6,000	5.7	6,000	6.1	**97,000**	**100.0**
Total	**2,272,000**	**80.7**	**329,000**	**11.7**	**216,000**	**7.7**	**2,817,000**	**100.0**

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

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

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,707	77.3	427	19.3	73	3.3	**2,207**	**100.0**
5-9	1,346	65.9	572	28.0	126	6.2	**2,044**	**100.0**
10-15	1,830	54.6	1,276	38.1	244	7.3	**3,350**	**100.0**
16-20	5,070	54.0	3,482	37.1	834	8.9	**9,386**	**100.0**
21-24	3,232	55.5	2,036	35.0	555	9.5	**5,823**	**100.0**
25-34	6,262	64.4	2,615	26.9	854	8.8	**9,731**	**100.0**
35-44	6,041	70.9	1,755	20.6	727	8.5	**8,523**	**100.0**
45-54	4,506	75.9	978	16.5	455	7.7	**5,939**	**100.0**
55-64	2,602	79.1	465	14.1	223	6.8	**3,290**	**100.0**
65-74	1,660	80.7	278	13.5	120	5.8	**2,058**	**100.0**
>74	1,253	80.2	199	12.7	110	7.0	**1,562**	**100.0**
Unknown	392	26.4	257	17.3	836	56.3	**1,485**	**100.0**
Total	**35,901**	**64.8**	**14,340**	**25.9**	**5,157**	**9.3**	**55,398**	**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	**8,142**	**44.8**	**8,540**	**47.0**	**1,485**	**8.2**	**18,167**	**100.0**
Left	6,170	44.7	6,496	47.0	1,146	8.3	**13,812**	**100.0**
Middle	9	19.1	31	66.0	7	14.9	**47**	**100.0**
Right	1,962	45.7	2,001	46.6	329	7.7	**4,292**	**100.0**
Other/Unknown	1	6.3	12	75.0	3	18.8	**16**	**100.0**
Second Seat	**508**	**27.7**	**1,142**	**62.3**	**182**	**9.9**	**1,832**	**100.0**
Left	201	30.3	392	59.1	70	10.6	**663**	**100.0**
Middle	53	20.7	184	71.9	19	7.4	**256**	**100.0**
Right	249	28.7	529	61.0	89	10.3	**867**	**100.0**
Other/Unknown	5	10.9	37	80.4	4	8.7	**46**	**100.0**
Other	**1**	**3.0**	**26**	**78.8**	**6**	**18.2**	**33**	**100.0**
Unknown	**6**	**3.0**	**128**	**63.7**	**67**	**33.3**	**201**	**100.0**
Total	**8,657**	**42.8**	**9,836**	**48.6**	**1,740**	**8.6**	**20,233**	**100.0**
Passenger Car Occupants Injured								
Front Seat	**1,445,000**	**82.9**	**160,000**	**9.2**	**137,000**	**7.9**	**1,742,000**	**100.0**
Left	1,113,000	83.5	112,000	8.4	109,000	8.2	**1,334,000**	**100.0**
Middle	4,000	61.1	1,000	21.4	1,000	17.5	**6,000**	**100.0**
Right	328,000	81.5	47,000	11.7	27,000	6.8	**402,000**	**100.0**
Second Seat	**125,000**	**68.1**	**41,000**	**22.3**	**18,000**	**9.6**	**183,000**	**100.0**
Left	50,000	68.3	16,000	21.8	7,000	10.0	**74,000**	**100.0**
Middle	14,000	64.0	6,000	26.3	2,000	9.7	**22,000**	**100.0**
Right	60,000	69.1	19,000	21.7	8,000	9.3	**87,000**	**100.0**
Other	**1,000**	**50.3**	*****	**24.5**	*****	**25.1**	**2,000**	**100.0**
Total	**1,570,000**	**81.5**	**201,000**	**10.4**	**155,000**	**8.1**	**1,927,000**	**100.0**

*Less than 500.
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	**2,967**	**29.0**	**6,548**	**64.1**	**699**	**6.8**	**10,214**	**100.0**
Left	2,340	29.1	5,147	64.0	560	7.0	**8,047**	**100.0**
Middle	14	10.4	115	85.8	5	3.7	**134**	**100.0**
Right	612	30.4	1,273	63.1	131	6.5	**2,016**	**100.0**
Other/Unknown	1	5.9	13	76.5	3	17.6	**17**	**100.0**
Second Seat	**196**	**22.5**	**617**	**70.7**	**60**	**6.9**	**873**	**100.0**
Left	89	27.1	220	66.9	20	6.1	**329**	**100.0**
Middle	20	13.5	115	77.7	13	8.8	**148**	**100.0**
Right	87	23.8	252	68.9	27	7.4	**366**	**100.0**
Other/Unknown	0	0.0	30	100.0	0	0.0	**30**	**100.0**
Other	**43**	**10.8**	**339**	**84.8**	**18**	**4.5**	**400**	**100.0**
Unknown	**5**	**2.6**	**131**	**68.9**	**54**	**28.4**	**190**	**100.0**
Total	**3,211**	**27.5**	**7,635**	**65.4**	**831**	**7.1**	**11,677**	**100.0**
Light Truck Occupants Injured								
Front Seat	**616,000**	**79.5**	**105,000**	**13.5**	**54,000**	**7.0**	**774,000**	**100.0**
Left	468,000	80.7	69,000	11.9	43,000	7.4	**579,000**	**100.0**
Middle	6,000	56.9	5,000	41.1	*	2.0	**11,000**	**100.0**
Right	142,000	77.0	31,000	17.0	11,000	6.0	**184,000**	**100.0**
Second Seat	**57,000**	**76.4**	**14,000**	**18.5**	**4,000**	**5.1**	**74,000**	**100.0**
Left	22,000	78.2	5,000	16.4	2,000	5.5	**28,000**	**100.0**
Middle	9,000	72.7	3,000	25.3	*	2.0	**13,000**	**100.0**
Right	25,000	76.4	6,000	17.7	2,000	6.0	**33,000**	**100.0**
Other	**7,000**	**56.5**	**5,000**	**38.7**	**1,000**	**4.8**	**12,000**	**100.0**
Total	**679,000**	**78.9**	**123,000**	**14.3**	**58,000**	**6.8**	**861,000**	**100.0**

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

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

Restraint Use and Type of Restraint	Vehicle Type			
	Passenger Car		Light Truck	
	Number	Percent	Number	Percent
Occupants Killed				
Restraint Used				
Lap/Shoulder Belt	5,291	26.2	2,116	18.1
Lap Belt	206	1.0	120	1.0
Shoulder Belt	235	1.2	8	0.1
Child Safety Seat	128	0.6	50	0.4
Type Unknown	353	1.7	116	1.0
Restraint Used, Airbag Deployed	2,403	11.9	783	6.7
Safety Belt Used Improperly	41	0.2	18	0.2
Subtotal	8,657	42.8	3,211	27.5
No Restraint Used	7,725	38.2	6,553	56.1
No Restraint Used, Airbag Deployed	2,091	10.3	1,072	9.2
Child Safety Seat Used Improperly	20	0.1	10	0.1
Restraint Use Unknown	1,740	8.6	831	7.1
Total	**20,233**	**100.0**	**11,677**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	1,091,000	56.6	499,000	57.9
Lap Belt	44,000	2.3	26,000	3.0
Shoulder Belt	14,000	0.7	3,000	0.4
Child Safety Seat	23,000	1.2	13,000	1.5
Type Unknown	115,000	6.0	54,000	6.3
Restraint Used, Airbag Deployed	283,000	14.7	84,000	9.8
Subtotal	1,570,000	81.5	679,000	78.9
No Restraint Used	175,000	9.1	114,000	13.2
No Restraint Used, Airbag Deployed	26,000	1.4	9,000	1.1
Restraint Use Unknown	155,000	8.1	58,000	6.8
Total	**1,927,000**	**100.0**	**861,000**	**100.0**

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

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

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcycle Occupants Killed						
Midnight to 3 am	117	7.7	227	13.7	**344**	**10.8**
3 am to 6 am	44	2.9	61	3.7	**105**	**3.3**
6 am to 9 am	89	5.9	41	2.5	**130**	**4.1**
9 am to Noon	128	8.5	132	8.0	**260**	**8.2**
Noon to 3 pm	240	15.9	240	14.5	**480**	**15.1**
3 pm to 6 pm	375	24.8	328	19.8	**703**	**22.1**
6 pm to 9 pm	289	19.1	370	22.3	**659**	**20.7**
9 pm to Midnight	227	15.0	249	15.0	**476**	**15.0**
Unknown	4	0.3	8	0.5	**24**	**0.8**
Total	**1,513**	**100.0**	**1,656**	**100.0**	***3,181**	**100.0**
Motorcycle Occupants Injured						
Midnight to 3 am	1,000	2.4	2,000	9.0	**3,000**	**5.3**
3 am to 6 am	1,000	2.0	**	1.8	**1,000**	**1.9**
6 am to 9 am	3,000	9.2	1,000	3.4	**4,000**	**6.7**
9 am to Noon	4,000	10.5	3,000	10.1	**6,000**	**10.4**
Noon to 3 pm	8,000	23.7	5,000	20.1	**13,000**	**22.1**
3 pm to 6 pm	9,000	27.0	5,000	20.3	**15,000**	**24.1**
6 pm to 9 pm	6,000	16.9	6,000	21.5	**11,000**	**18.9**
9 pm to Midnight	3,000	8.2	4,000	13.7	**6,000**	**10.6**
Total	**34,000**	**100.0**	**26,000**	**100.0**	**60,000**	**100.0**

*Includes 12 motorcycle operators killed on unknown day of week.
**Less than 500.

Figure 28
Average Number of Motorcyclists Killed per Hour by Time of Day and Day of Week

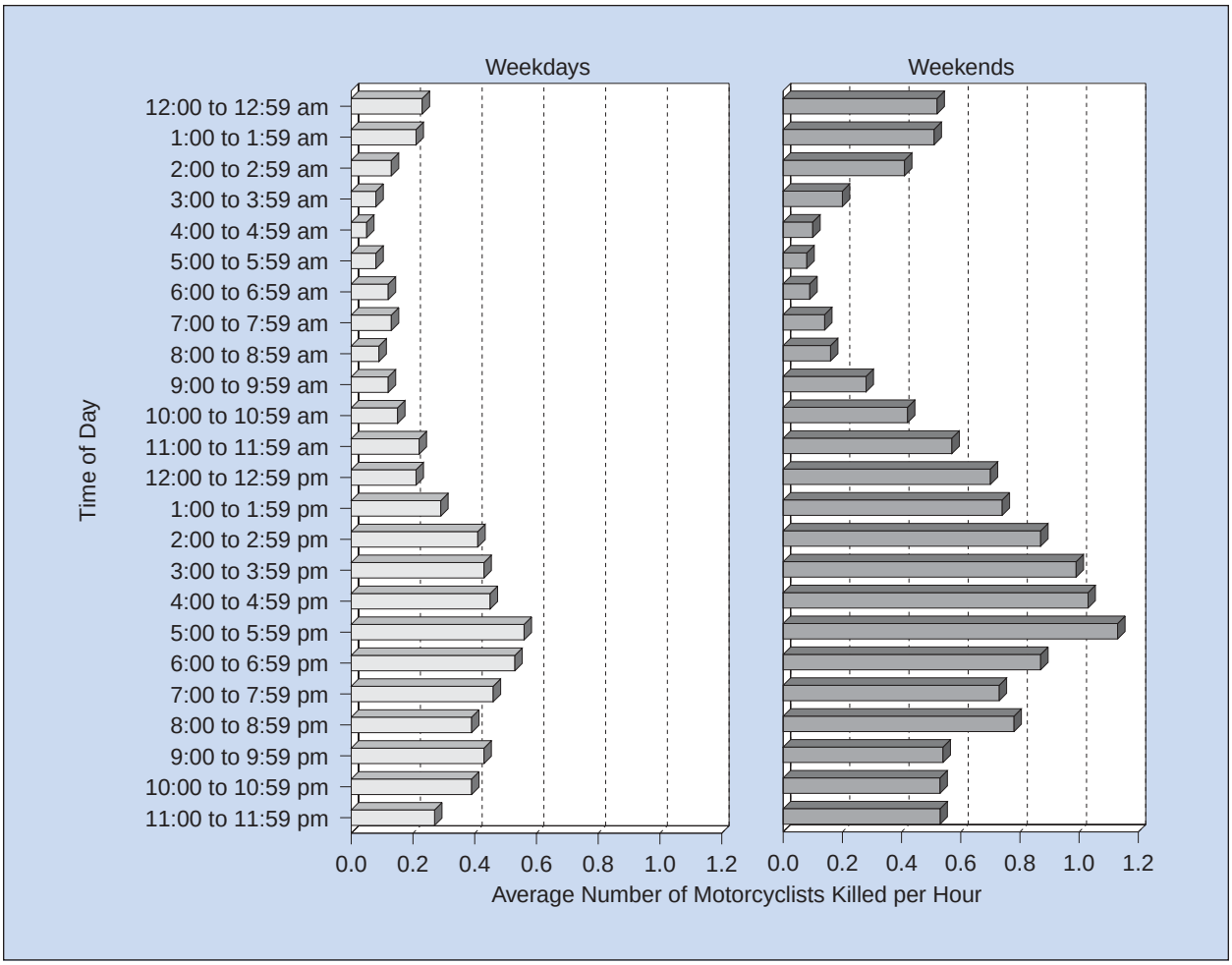


Table 90
Motorcyclists Killed, by Person Type and Helmet Use

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Operators	1,497	50.9	1,338	45.5	107	3.6	**2,942**	**100.0**
Passengers	97	40.6	139	58.2	3	1.3	**239**	**100.0**
Total	**1,594**	**50.1**	**1,477**	**46.4**	**110**	**3.5**	**3,181**	**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	25	2	0	2	0	**29**
16-20	20	5	86	138	6	**255**
21-24	18	1	138	234	4	**395**
25-34	30	4	254	595	9	**892**
35-44	16	3	184	605	5	**813**
45-54	7	2	73	486	7	**575**
55-64	1	1	14	182	2	**200**
65-74	1	1	7	51	1	**61**
>74	1	0	0	20	0	**21**
Unknown	0	0	1	1	2	**4**
Total	**119**	**19**	**757**	**2,314**	**36**	**3,245**

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

Age (Years)	Vehicle Type		Total
	Bus	Other Vehicle	
<5	3	0	**3**
5-9	5	1	**6**
10-15	1	3	**4**
>15	9	0	**9**
Total	**18**	**4**	**22**

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

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	6	4.3	1,000	9.2
School Bus Passenger	12	8.5	6,000	46.1
Pedestrian	22	15.6	*	1.4
Pedalcyclist	4	2.8	*	0.3
Occupant of Other Vehicle	95	67.4	5,000	43.1
Other Non-Motorists	2	1.4	*	*
Total	**141**	**100.0**	**13,000**	**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	16	13.0	105	85.4	**123**	**100.0**
5-9	28	19.0	119	81.0	**147**	**100.0**
10-15	47	22.0	166	77.6	**214**	**100.0**
16-20	51	17.2	245	82.5	**297**	**100.0**
21-24	36	13.1	236	86.1	**274**	**100.0**
25-34	55	9.8	501	89.0	**563**	**100.0**
35-44	128	14.1	766	84.6	**905**	**100.0**
45-54	163	20.7	618	78.3	**789**	**100.0**
55-64	93	20.3	362	78.9	**459**	**100.0**
65-74	123	30.7	273	68.1	**401**	**100.0**
>74	249	38.4	399	61.6	**648**	**100.0**
Unknown	14	22.6	41	66.1	**62**	**100.0**
Total	**1,003**	**20.5**	**3,831**	**78.5**	***4,882**	**100.0**
Pedestrians Injured						
<5	***	12.3	2,000	72.5	**3,000**	**100.0**
5-9	2,000	21.9	6,000	76.7	**7,000**	**100.0**
10-15	5,000	38.0	8,000	58.7	**13,000**	**100.0**
16-20	3,000	50.3	3,000	46.9	**7,000**	**100.0**
21-24	3,000	52.4	2,000	40.4	**5,000**	**100.0**
25-34	5,000	41.6	6,000	52.7	**11,000**	**100.0**
35-44	5,000	44.7	6,000	50.5	**11,000**	**100.0**
45-54	3,000	37.8	6,000	60.9	**9,000**	**100.0**
55-64	2,000	41.1	3,000	53.6	**5,000**	**100.0**
65-74	2,000	64.7	1,000	29.2	**3,000**	**100.0**
>74	2,000	75.6	1,000	22.4	**2,000**	**100.0**
Total	**32,000**	**41.7**	**42,000**	**54.0**	****78,000**	**100.0**

*Includes 48 pedestrians killed at other or unknown locations.
**Includes 3,000 pedestrians injured at other or unknown locations.
***Less than 500.

Table 95
Pedestrians Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex, 2000

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	97	9,811	0.99	57	9,365	0.61	**154**	**19,176**	**0.80**
5-9	93	10,523	0.88	73	10,026	0.73	**166**	**20,550**	**0.81**
10-15	115	12,585	0.91	89	11,962	0.74	**204**	**24,547**	**0.83**
16-20	186	10,397	1.79	77	9,853	0.78	**263**	**20,250**	**1.30**
21-24	174	7,617	2.28	53	7,298	0.73	**227**	**14,915**	**1.52**
25-34	475	20,121	2.36	141	19,771	0.71	**616**	**39,892**	**1.54**
35-44	642	22,448	2.86	239	22,701	1.05	**881**	**45,149**	**1.95**
45-54	538	18,497	2.91	201	19,181	1.05	**739**	**37,678**	**1.96**
55-64	323	11,645	2.77	147	12,629	1.16	**470**	**24,275**	**1.94**
65-74	246	8,303	2.96	153	10,088	1.52	**399**	**18,391**	**2.17**
>74	322	6,106	5.27	275	10,494	2.62	**597**	**16,601**	**3.60**
Unknown	40	*	*	7	*	*	**47**	*****	*****
Total	**3,251**	**138,054**	**2.35**	**1,512**	**143,368**	**1.05**	**4,763**	**281,422**	**1.69**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	1,000	9,811	13	2,000	9,365	17	**3,000**	**19,176**	**15**
5-9	7,000	10,523	68	5,000	10,026	47	**12,000**	**20,550**	**57**
10-15	5,000	12,585	37	5,000	11,962	38	**9,000**	**24,547**	**38**
16-20	5,000	10,397	44	3,000	9,853	28	**7,000**	**20,250**	**36**
21-24	3,000	7,617	41	3,000	7,298	45	**6,000**	**14,915**	**43**
25-34	7,000	20,121	35	5,000	19,771	23	**12,000**	**39,892**	**29**
35-44	7,000	22,448	30	4,000	22,701	16	**10,000**	**45,149**	**23**
45-54	5,000	18,497	25	3,000	19,181	15	**7,000**	**37,678**	**20**
55-64	3,000	11,645	22	2,000	12,629	15	**5,000**	**24,275**	**19**
65-74	2,000	8,303	19	2,000	10,088	15	**3,000**	**18,391**	**17**
>74	1,000	6,106	23	2,000	10,494	15	**3,000**	**16,601**	**18**
Total	**45,000**	**138,054**	**32**	**33,000**	**143,368**	**23**	**78,000**	**281,422**	**28**

*Not applicable.
Source: Population—Bureau of the Census.
Notes: Totals may not equal sum of components due to independent rounding. Population data by age and sex not available for 2001.

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	192	6.8	339	16.7	**531**	**10.9**
3 am to 6 am	173	6.1	203	10.0	**376**	**7.7**
6 am to 9 am	347	12.2	83	4.1	**430**	**8.8**
9 am to Noon	230	8.1	64	3.2	**294**	**6.0**
Noon to 3 pm	292	10.3	83	4.1	**375**	**7.7**
3 pm to 6 pm	478	16.8	144	7.1	**622**	**12.7**
6 pm to 9 pm	625	22.0	569	28.1	**1,194**	**24.5**
9 pm to Midnight	495	17.4	535	26.4	**1,030**	**21.1**
Unknown	10	0.4	8	0.4	**30**	**0.6**
Total	**2,842**	**100.0**	**2,028**	**100.0**	***4,882**	**100.0**
Pedestrians Injured						
Midnight to 3 am	1,000	2.0	3,000	11.2	**4,000**	**4.8**
3 am to 6 am	1,000	1.4	1,000	3.3	**2,000**	**2.0**
6 am to 9 am	10,000	19.0	1,000	2.8	**11,000**	**14.0**
9 am to Noon	7,000	12.9	1,000	5.4	**8,000**	**10.5**
Noon to 3 pm	9,000	15.9	2,000	9.5	**11,000**	**14.0**
3 pm to 6 pm	15,000	27.2	5,000	20.0	**19,000**	**25.0**
6 pm to 9 pm	8,000	14.6	7,000	31.0	**15,000**	**19.7**
9 pm to Midnight	4,000	7.0	4,000	16.8	**8,000**	**10.0**
Total	**54,000**	**100.0**	**24,000**	**100.0**	**78,000**	**100.0**

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

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

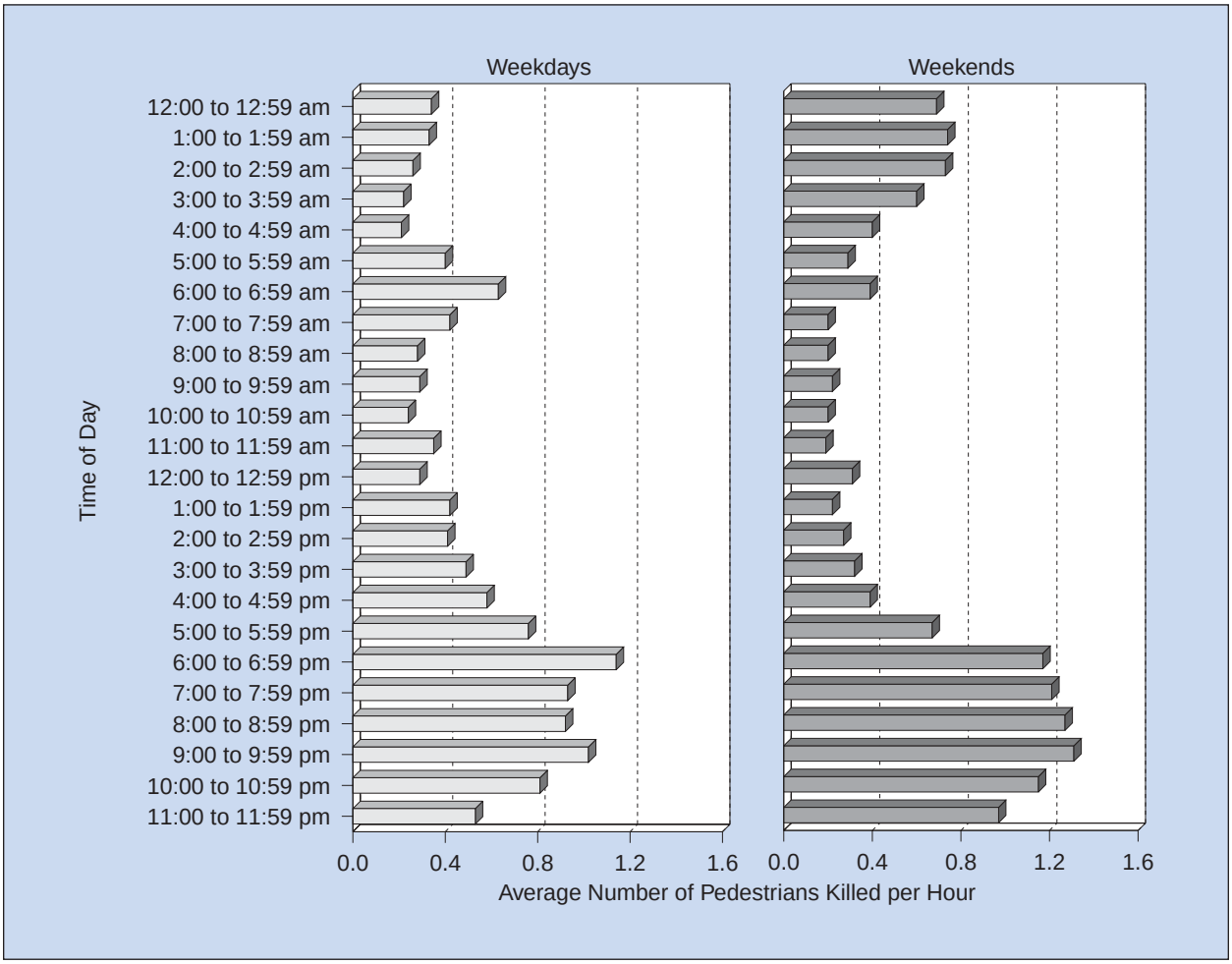


Table 97
Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

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	1,917	90.6	48	2.3	25	1.2	23	1.1	104	4.9	**2,117**	**100.0**
Light Truck	1,448	89.9	39	2.4	15	0.9	43	2.7	66	4.1	**1,611**	**100.0**
Large Truck	182	62.1	34	11.6	12	4.1	26	8.9	39	13.3	**293**	**100.0**
Bus	54	75.0	2	2.8	6	8.3	0	0.0	10	13.9	**72**	**100.0**
Other/Unknown	202	54.9	2	0.5	1	0.3	2	0.5	161	43.8	**368**	**100.0**
Total	**3,803**	**85.2**	**125**	**2.8**	**59**	**1.3**	**94**	**2.1**	**380**	**8.5**	**4,461**	**100.0**
Pedestrians Injured												
Passenger Car	36,000	76.2	6,000	13.0	4,000	8.2	1,000	2.5	*	0.1	**47,000**	**100.0**
Light Truck	17,000	67.7	4,000	17.3	2,000	8.4	1,000	5.5	*	1.2	**26,000**	**100.0**
Other	1,000	46.4	1,000	45.8	*	3.0	*	2.9	*	1.9	**2,000**	**100.0**
Total	**54,000**	**72.5**	**11,000**	**15.4**	**6,000**	**8.1**	**3,000**	**3.5**	*****	**0.5**	**75,000**	**100.0**

*Less than 500.

Table 98
Pedestrians Killed, by Related Factors

Factors	Number	Percent
Improper crossing of roadway or intersection	1,367	28.0
Walking, playing, working, etc., in roadway	1,271	26.0
Failure to yield right of way	691	14.2
Darting or running into road	552	11.3
Not visible	460	9.4
Inattentive (talking, eating, etc.)	146	3.0
Failure to obey traffic signs, signals, or officer	93	1.9
Physical impairment	65	1.3
Ill, blackout	35	0.7
Emotional (e.g., depression, angry, disturbed)	18	0.4
Getting on/off/in/out of transport vehicle	17	0.3
Nonmotorist pushing vehicle	15	0.3
Other factors	102	2.1
None Reported	1,422	29.1
Unknown	105	2.2
Total Pedestrians	**4,882**	**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	0	0.0	3	100.0	**3**	**100.0**
5-9	12	21.8	43	78.2	**55**	**100.0**
10-15	31	31.6	67	68.4	**98**	**100.0**
16-20	17	28.3	42	70.0	**60**	**100.0**
21-24	10	27.8	26	72.2	**36**	**100.0**
25-34	26	30.6	55	64.7	**85**	**100.0**
35-44	43	32.1	90	67.2	**134**	**100.0**
45-54	28	23.1	92	76.0	**121**	**100.0**
55-64	18	28.6	45	71.4	**63**	**100.0**
65-74	16	40.0	24	60.0	**40**	**100.0**
>74	8	28.6	20	71.4	**28**	**100.0**
Unknown	1	20.0	3	60.0	**5**	**100.0**
Total	**210**	**28.8**	**510**	**70.1**	***728**	**100.0**
Pedalcyclists Injured						
<5	***	42.4	***	57.6	***	**100.0**
5-9	2,000	44.8	3,000	54.7	**5,000**	**100.0**
10-15	8,000	67.0	4,000	30.1	**12,000**	**100.0**
16-20	5,000	73.8	2,000	25.0	**7,000**	**100.0**
21-24	2,000	63.6	1,000	33.7	**3,000**	**100.0**
25-34	3,000	62.1	2,000	31.2	**5,000**	**100.0**
35-44	3,000	52.1	2,000	40.4	**5,000**	**100.0**
45-54	3,000	63.5	1,000	35.1	**4,000**	**100.0**
55-64	1,000	62.0	1,000	35.2	**2,000**	**100.0**
65-74	1,000	57.9	1,000	40.1	**1,000**	**100.0**
>74	1,000	77.8	***	22.2	**1,000**	**100.0**
Total	**28,000**	**62.3**	**16,000**	**34.6**	****45,000**	**100.0**

*Includes 8 pedalcyclists killed at other or unknown location.
**Includes 1,000 pedalcyclists injured at other or unknown locations.
***Less than 500.

Table 100
Pedalcyclists Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex, 2000

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	7	9,811	0.07	2	9,365	0.02	**9**	**19,176**	**0.05**
5-9	50	10,523	0.48	13	10,026	0.13	**63**	**20,550**	**0.31**
10-15	107	12,585	0.85	14	11,962	0.12	**121**	**24,547**	**0.49**
16-20	42	10,397	0.40	5	9,853	0.05	**47**	**20,250**	**0.23**
21-24	25	7,617	0.33	3	7,298	0.04	**28**	**14,915**	**0.19**
25-34	53	20,121	0.26	12	19,771	0.06	**65**	**39,892**	**0.16**
35-44	121	22,448	0.54	7	22,701	0.03	**128**	**45,149**	**0.28**
45-54	95	18,497	0.51	10	19,181	0.05	**105**	**37,678**	**0.28**
55-64	54	11,645	0.46	5	12,629	0.04	**59**	**24,275**	**0.24**
65-74	33	8,303	0.40	2	10,088	0.02	**35**	**18,391**	**0.19**
>74	27	6,106	0.44	4	10,494	0.04	**31**	**16,601**	**0.19**
Unknown	2	*	*	0	*	*	**2**	*****	*****
Total	**616**	**138,054**	**0.45**	**77**	**143,368**	**0.05**	**693**	**281,422**	**0.25**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	**	9,811	2	**	9,365	***	******	**19,176**	**1**
5-9	5,000	10,523	51	3,000	10,026	26	**8,000**	**20,550**	**38**
10-15	10,000	12,585	77	3,000	11,962	23	**12,000**	**24,547**	**51**
16-20	4,000	10,397	37	2,000	9,853	17	**6,000**	**20,250**	**27**
21-24	3,000	7,617	43	**	7,298	4	**4,000**	**14,915**	**24**
25-34	6,000	20,121	29	2,000	19,771	9	**8,000**	**39,892**	**19**
35-44	6,000	22,448	27	1,000	22,701	5	**7,000**	**45,149**	**16**
45-54	3,000	18,497	16	1,000	19,181	3	**4,000**	**37,678**	**9**
55-64	2,000	11,645	17	**	12,629	1	**2,000**	**24,275**	**9**
65-74	1,000	8,303	8	**	10,088	***	**1,000**	**18,391**	**4**
>74	**	6,106	4	**	10,494	***	******	**16,601**	**2**
Total	**40,000**	**138,054**	**29**	**11,000**	**143,368**	**8**	**51,000**	**281,422**	**18**

*Not applicable.
**Less than 500.
***Less than 0.5.
Source: Population—Bureau of the Census.
Notes: Totals may not equal sum of components due to independent rounding. Population data by age and sex not available for 2001.

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	23	5.0	23	8.6	**46**	**6.3**
3 am to 6 am	15	3.3	19	7.1	**34**	**4.7**
6 am to 9 am	67	14.7	18	6.7	**85**	**11.7**
9 am to Noon	43	9.4	17	6.3	**60**	**8.2**
Noon to 3 pm	60	13.1	24	8.9	**84**	**11.5**
3 pm to 6 pm	100	21.9	32	11.9	**132**	**18.1**
6 pm to 9 pm	94	20.6	67	24.9	**161**	**22.1**
9 pm to Midnight	55	12.0	69	25.7	**124**	**17.0**
Unknown	0	0.0	0	0.0	**2**	**0.3**
Total	**457**	**100.0**	**269**	**100.0**	***728**	**100.0**
Pedalcyclists Injured						
Midnight to 3 am	**	0.2	1,000	4.8	**1,000**	**1.3**
3 am to 6 am	**	0.5	**	0.6	**	**0.5**
6 am to 9 am	5,000	13.3	**	2.4	**5,000**	**10.6**
9 am to Noon	3,000	9.4	2,000	15.3	**5,000**	**10.9**
Noon to 3 pm	7,000	19.5	2,000	21.5	**9,000**	**20.0**
3 pm to 6 pm	13,000	37.2	2,000	18.3	**15,000**	**32.5**
6 pm to 9 pm	5,000	15.2	3,000	26.4	**8,000**	**18.0**
9 pm to Midnight	2,000	4.6	1,000	10.7	**3,000**	**6.1**
Total	**34,000**	**100.0**	**11,000**	**100.0**	**45,000**	**100.0**

*Includes 2 pedalcyclists killed on unknown 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	294	89.6	15	4.6	8	2.4	0	0.0	11	3.4	**328**	**100.0**
Light Truck	238	89.1	15	5.6	3	1.1	3	1.1	8	3.0	**267**	**100.0**
Large Truck	31	47.7	13	20.0	3	4.6	8	12.3	10	15.4	**65**	**100.0**
Bus	5	38.5	3	23.1	1	7.7	1	7.7	3	23.1	**13**	**100.0**
Other/Unknown	16	50.0	2	6.3	0	0.0	1	3.1	13	40.6	**32**	**100.0**
Total	**584**	**82.8**	**48**	**6.8**	**15**	**2.1**	**13**	**1.8**	**45**	**6.4**	**705**	**100.0**
Pedalcyclists Injured												
Passenger Car	18,000	63.6	5,000	15.9	5,000	18.8	*	1.7	*	*	**29,000**	**100.0**
Light Truck	10,000	65.7	3,000	21.6	2,000	12.2	*	0.5	*	*	**15,000**	**100.0**
Other	*	21.8	1,000	69.4	*	8.8	*	*	*	*	**1,000**	**100.0**
Total	**29,000**	**63.3**	**9,000**	**19.2**	**7,000**	**16.3**	**1,000**	**1.2**	*****	*****	**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	134	18.4
Walking, playing, working, etc., in roadway	112	15.4
Improper crossing of roadway or intersection	102	14.0
Failure to obey (e.g., signs, control devices, officers)	45	6.2
Not visible	38	5.2
Operating without required equipment	35	4.8
Failure to keep in proper lane or running off road	33	4.5
Inattentive (talking, eating, etc.)	31	4.3
Darting into road	25	3.4
Making improper turn	19	2.6
Failing to have lights on when required	17	2.3
Riding on wrong side of road	12	1.6
Improper lane changing	10	1.4
Improper entry to or exit from trafficway	4	0.5
Erratic, reckless, careless, or negligent operation	4	0.5
Other	46	6.3
None Reported	241	33.1
Unknown	20	2.7
Total Pedalcyclists	**728**	**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

5. STATES

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

- Traffic fatalities increased slightly (by 0.4 percent) from 2000 to 2001 for the nation as a whole. Thirty states showed increases, ranging from less than 1 percent to as much as 22 percent.

- The pedestrian fatality rate per 100,000 population was 1.71 for the nation. New Mexico had the highest rate (3.94) and North Dakota had the lowest (0.47).

- Nearly 2 percent of all traffic crash fatalities in 2001 were pedalcyclists. Vermont and North Dakota were the only states that reported no pedalcyclists killed.

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

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

- Motorcycle helmets are required for all riders in 20 states, the District of Columbia, and Puerto Rico. Twenty-seven states have helmet requirements with exceptions (age, rider type, roadway type), and three states do not require helmets at all.

- State laws in 21 states make it a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of 0.10 g/dl. Twenty-nine states and the District of Columbia have adopted 0.08 g/dl. One state and Puerto Rico do not have illegal per se BAC levels.

Table 104
2001 Traffic Fatalities by State and Percent Change from 2000

State	Fatalities			State	Fatalities		
	2000	2001	Percent Change		2000	2001	Percent Change
AL	996	994	-0	NE	276	246	-11
AK	106	85	-20	NV	323	313	-3
AZ	1,036	1,048	+1	NH	126	142	+13
AR	652	611	-6	NJ	731	747	+2
CA	3,753	3,956	+5	NM	432	463	+7
CO	681	736	+8	NY	1,460	1,548	+6
CT	341	312	-9	NC	1,557	1,530	-2
DE	123	136	+11	ND	86	105	+22
DC	48	68	+42	OH	1,366	1,378	+1
FL	2,999	3,011	+0	OK	650	676	+4
GA	1,541	1,615	+5	OR	451	488	+8
HI	132	140	+6	PA	1,520	1,530	+1
ID	276	259	-6	RI	80	81	+1
IL	1,418	1,414	-0	SC	1,065	1,059	-1
IN	886	909	+3	SD	173	171	-1
IA	445	447	+0	TN	1,307	1,251	-4
KS	461	494	+7	TX	3,779	3,724	-1
KY	820	845	+3	UT	373	292	-22
LA	938	954	+2	VT	76	92	+21
ME	169	192	+14	VA	929	935	+1
MD	588	660	+12	WA	631	649	+3
MA	433	477	+10	WV	411	376	-9
MI	1,382	1,328	-4	WI	799	763	-5
MN	625	568	-9	WY	152	186	+22
MS	949	784	-17	**USA**	**41,945**	**42,116**	**+0**
MO	1,157	1,098	-5				
MT	237	230	-3	PR	568	481	-15

Figure 30
2001 Traffic Fatalities by State and Percent Change from 2000

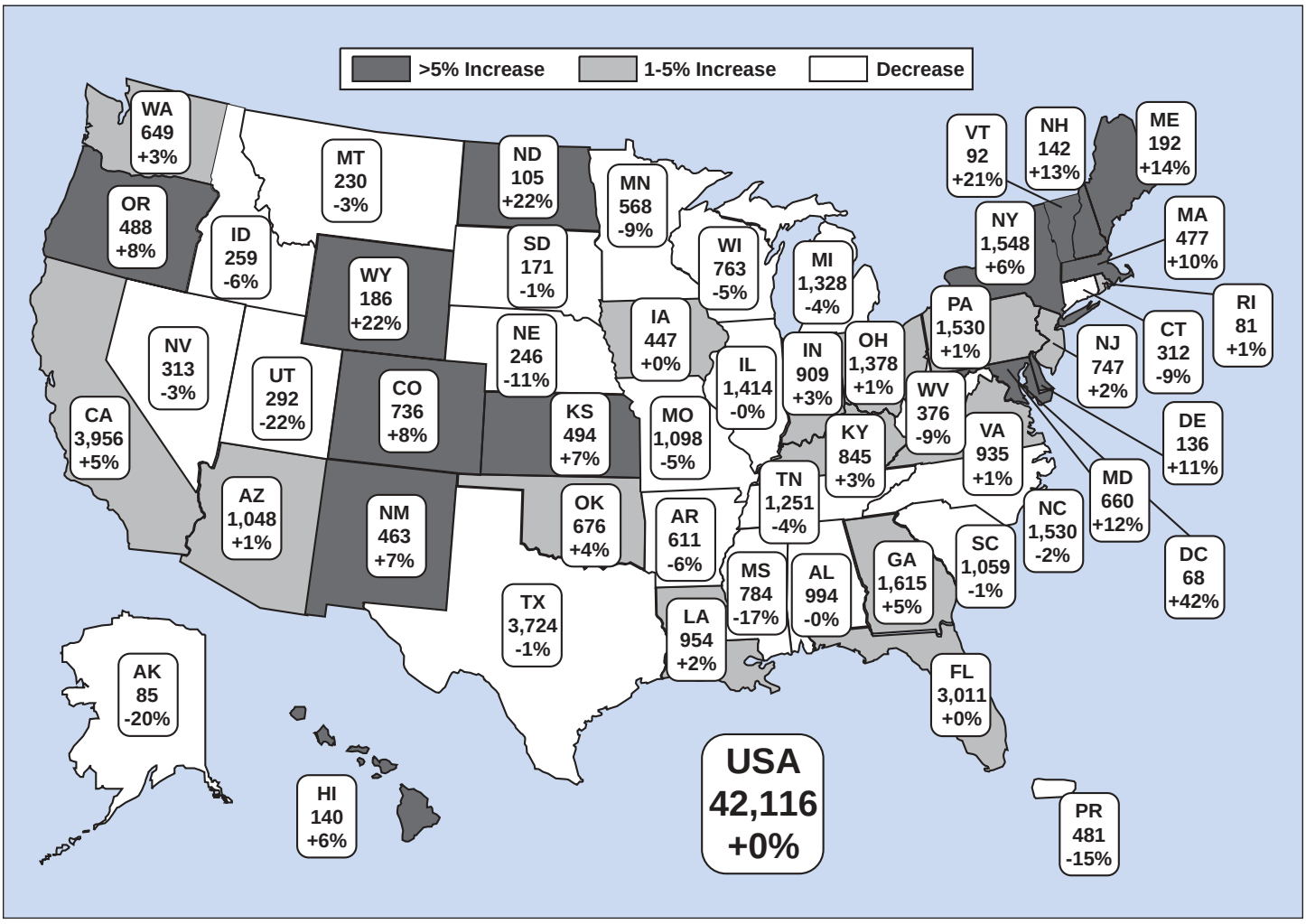


Table 105
Fatal Crashes by State and First Harmful Event

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Non-Motorist		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	371	41.2	66	7.3	352	39.1	16	1.8	87	9.7	9	1.0	**901**	**100.0**
AK	38	50.0	7	9.2	14	18.4	6	7.9	11	14.5	0	0.0	**76**	**100.0**
AZ	354	37.9	179	19.1	167	17.9	17	1.8	184	19.7	18	1.9	**935**	**100.0**
AR	211	39.2	40	7.4	182	33.8	21	3.9	74	13.8	10	1.9	**538**	**100.0**
CA	1,182	33.4	765	21.6	1,089	30.7	117	3.3	361	10.2	28	0.8	**3,543**	**100.0**
CO	248	38.6	69	10.7	194	30.2	12	1.9	116	18.0	4	0.6	**643**	**100.0**
CT	97	34.0	36	12.6	127	44.6	7	2.5	18	6.3	0	0.0	**285**	**100.0**
DE	52	44.4	19	16.2	38	32.5	5	4.3	3	2.6	0	0.0	**117**	**100.0**
DC	22	37.9	13	22.4	20	34.5	2	3.4	1	1.7	0	0.0	**58**	**100.0**
FL	1,195	44.0	599	22.1	613	22.6	50	1.8	231	8.5	26	1.0	**2,714**	**100.0**
GA	661	45.9	160	11.1	441	30.6	43	3.0	125	8.7	11	0.8	**1,441**	**100.0**
HI	40	30.3	37	28.0	46	34.8	2	1.5	5	3.8	2	1.5	**132**	**100.0**
ID	83	36.9	12	5.3	63	28.0	4	1.8	56	24.9	7	3.1	**225**	**100.0**
IL	542	42.5	206	16.2	359	28.2	34	2.7	110	8.6	23	1.8	**1,274**	**100.0**
IN	381	46.2	66	8.0	302	36.6	37	4.5	37	4.5	2	0.2	**825**	**100.0**
IA	203	52.7	19	4.9	74	19.2	18	4.7	63	16.4	8	2.1	**385**	**100.0**
KS	183	42.4	25	5.8	141	32.6	15	3.5	62	14.4	6	1.4	**432**	**100.0**
KY	333	43.7	60	7.9	280	36.7	14	1.8	67	8.8	8	1.0	**762**	**100.0**
LA	340	39.4	116	13.5	296	34.3	30	3.5	70	8.1	10	1.2	**862**	**100.0**
ME	72	42.4	13	7.6	57	33.5	6	3.5	19	11.2	3	1.8	**170**	**100.0**
MD	254	42.3	103	17.1	217	36.1	13	2.2	8	1.3	6	1.0	**601**	**100.0**
MA	137	30.7	85	19.1	190	42.6	17	3.8	12	2.7	5	1.1	**446**	**100.0**
MI	567	47.0	170	14.1	336	27.9	39	3.2	82	6.8	12	1.0	**1,206**	**100.0**
MN	240	47.2	50	9.8	103	20.3	17	3.3	94	18.5	4	0.8	**508**	**100.0**
MS	277	39.3	65	9.2	252	35.8	36	5.1	71	10.1	3	0.4	**704**	**100.0**
MO	366	37.6	81	8.3	373	38.3	26	2.7	101	10.4	25	2.6	**973**	**100.0**
MT	64	31.8	9	4.5	51	25.4	1	0.5	70	34.8	6	3.0	**201**	**100.0**
NE	108	50.2	16	7.4	36	16.7	9	4.2	45	20.9	1	0.5	**215**	**100.0**
NV	110	38.7	46	16.2	49	17.3	5	1.8	73	25.7	1	0.4	**284**	**100.0**
NH	51	41.1	11	8.9	40	32.3	2	1.6	16	12.9	3	2.4	**124**	**100.0**

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

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Non-Motorist		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	279	40.7	152	22.2	213	31.1	18	2.6	11	1.6	12	1.8	**685**	**100.0**
NM	127	30.7	77	18.6	76	18.4	7	1.7	117	28.3	8	1.9	**414**	**100.0**
NY	541	38.0	357	25.1	441	30.9	29	2.0	41	2.9	16	1.1	**1,425**	**100.0**
NC	593	43.6	171	12.6	465	34.2	24	1.8	98	7.2	9	0.7	**1,360**	**100.0**
ND	36	37.5	3	3.1	22	22.9	1	1.0	34	35.4	0	0.0	**96**	**100.0**
OH	531	42.2	107	8.5	512	40.7	40	3.2	52	4.1	15	1.2	**1,257**	**100.0**
OK	254	43.5	45	7.7	204	34.9	13	2.2	51	8.7	17	2.9	**584**	**100.0**
OR	160	37.4	69	16.1	121	28.3	10	2.3	61	14.3	7	1.6	**428**	**100.0**
PA	568	41.2	192	13.9	511	37.1	35	2.5	54	3.9	16	1.2	**1,377**	**100.0**
RI	24	30.8	11	14.1	31	39.7	3	3.8	9	11.5	0	0.0	**78**	**100.0**
SC	356	37.0	129	13.4	359	37.3	27	2.8	83	8.6	8	0.8	**962**	**100.0**
SD	55	35.7	16	10.4	32	20.8	8	5.2	38	24.7	5	3.2	**154**	**100.0**
TN	447	39.7	71	6.3	460	40.9	33	2.9	108	9.6	7	0.6	**1,126**	**100.0**
TX	1,406	42.5	454	13.7	804	24.3	111	3.4	494	14.9	39	1.2	**3,310**	**100.0**
UT	110	42.5	35	13.5	35	13.5	9	3.5	68	26.3	2	0.8	**259**	**100.0**
VT	31	36.9	5	6.0	33	39.3	2	2.4	11	13.1	2	2.4	**84**	**100.0**
VA	317	37.1	110	12.9	315	36.8	14	1.6	49	5.7	50	5.8	**855**	**100.0**
WA	221	38.9	80	14.1	168	29.6	13	2.3	80	14.1	6	1.1	**568**	**100.0**
WV	117	33.0	32	9.0	133	37.5	9	2.5	54	15.2	10	2.8	**355**	**100.0**
WI	290	42.5	54	7.9	195	28.6	23	3.4	113	16.5	7	1.0	**683**	**100.0**
WY	45	29.0	6	3.9	36	23.2	1	0.6	66	42.6	1	0.6	**155**	**100.0**
USA	**15,290**	**40.5**	**5,319**	**14.1**	**11,668**	**30.9**	**1,051**	**2.8**	**3,964**	**10.5**	**478**	**1.3**	***37,795**	**100.0**
PR	128	28.1	171	37.5	120	26.3	17	3.7	8	1.8	12	2.6	**456**	**100.0**

*Total includes 25 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	74	50	0	237	81	270	184	5	**901**
AK	22	11	1	8	15	11	5	3	**76**
AZ	135	46	25	258	167	181	112	11	**935**
AR	46	34	7	135	91	120	105	0	**538**
CA	208	310	327	1,010	838	505	328	17	**3,543**
CO	82	31	27	211	111	86	95	0	**643**
CT	7	44	26	74	64	40	30	0	**285**
DE	0	10	0	35	16	33	21	2	**117**
DC	0	4	6	11	7	0	30	0	**58**
FL	113	104	26	385	112	21	318	1,635	**2,714**
GA	100	94	12	271	275	230	195	264	**1,441**
HI	1	7	7	37	34	24	20	2	**132**
ID	37	7	1	58	35	51	30	6	**225**
IL	58	102	4	302	254	198	356	0	**1,274**
IN	93	0	5	83	117	219	307	1	**825**
IA	31	14	0	111	51	106	71	1	**385**
KS	26	22	13	128	81	104	58	0	**432**
KY	43	25	7	170	106	274	136	1	**762**
LA	94	41	4	193	97	312	111	10	**862**
ME	13	4	3	34	34	54	26	2	**170**
MD	20	48	28	167	110	106	70	52	**601**
MA	7	49	14	133	115	58	70	0	**446**
MI	46	77	24	275	282	303	195	4	**1,206**
MN	21	35	13	133	120	113	72	1	**508**
MS	71	0	0	0	2	360	268	3	**704**
MO	58	93	57	209	105	214	233	4	**973**
MT	35	2	3	75	26	32	28	0	**201**
NE	16	6	7	58	41	29	58	0	**215**
NV	34	15	28	56	75	38	19	19	**284**
NH	8	6	7	37	18	26	16	6	**124**

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	8	63	62	182	119	87	154	10	**685**
NM	101	13	12	93	42	83	69	1	**414**
NY	69	52	91	402	249	239	322	1	**1,425**
NC	55	43	23	248	180	399	412	0	**1,360**
ND	9	1	2	28	12	23	21	0	**96**
OH	78	45	0	3	12	3	121	995	**1,257**
OK	35	42	26	113	87	171	107	3	**584**
OR	25	5	2	164	79	101	52	0	**428**
PA	50	59	23	333	324	251	281	56	**1,377**
RI	0	15	7	28	12	13	3	0	**78**
SC	98	12	2	187	227	371	7	58	**962**
SD	18	1	2	41	33	35	23	1	**154**
TN	79	61	18	233	253	284	179	19	**1,126**
TX	232	296	220	694	420	581	866	1	**3,310**
UT	69	11	0	0	82	2	94	1	**259**
VT	7	0	1	18	20	18	19	1	**84**
VA	52	49	7	197	213	227	108	2	**855**
WA	45	37	18	136	90	110	130	2	**568**
WV	41	10	0	46	80	135	42	1	**355**
WI	22	13	7	177	144	192	128	0	**683**
WY	45	4	0	41	18	31	16	0	**155**
USA	**2,637**	**2,123**	**1,205**	**8,258**	**6,176**	**7,474**	**6,721**	**3,201**	**37,795**
PR	25	63	8	86	81	127	66	0	**456**

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	85	59	0	264	93	287	201	5	**994**
AK	27	14	1	8	15	12	5	3	**85**
AZ	157	48	28	292	183	206	123	11	**1,048**
AR	61	37	10	150	102	135	116	0	**611**
CA	258	348	361	1,113	921	575	363	17	**3,956**
CO	99	33	31	242	131	99	101	0	**736**
CT	8	49	30	79	73	42	31	0	**312**
DE	0	15	0	35	16	45	23	2	**136**
DC	0	4	7	14	7	0	36	0	**68**
FL	135	121	32	436	133	23	340	1,791	**3,011**
GA	129	111	13	298	307	261	209	287	**1,615**
HI	1	7	7	40	37	24	22	2	**140**
ID	44	8	1	67	38	61	33	7	**259**
IL	80	125	5	332	273	215	384	0	**1,414**
IN	103	0	5	91	136	243	330	1	**909**
IA	39	17	0	135	58	119	78	1	**447**
KS	30	25	13	145	92	124	65	0	**494**
KY	52	30	8	200	121	292	141	1	**845**
LA	109	45	4	215	105	341	125	10	**954**
ME	15	4	3	40	40	61	27	2	**192**
MD	23	54	31	182	122	115	77	56	**660**
MA	8	51	15	142	126	60	75	0	**477**
MI	50	84	32	302	305	338	213	4	**1,328**
MN	25	38	14	145	145	123	77	1	**568**
MS	81	0	0	0	2	410	288	3	**784**
MO	75	102	61	243	117	239	257	4	**1,098**
MT	40	2	3	89	30	36	30	0	**230**
NE	22	7	8	69	49	30	61	0	**246**
NV	41	15	34	64	79	38	21	21	**313**
NH	9	6	7	48	20	30	16	6	**142**

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	8	68	69	206	121	102	163	10	**747**
NM	114	17	13	112	46	83	77	1	**463**
NY	78	54	95	438	271	266	345	1	**1,548**
NC	63	49	26	282	209	446	455	0	**1,530**
ND	10	1	2	32	13	25	22	0	**105**
OH	83	59	0	3	13	3	127	1,090	**1,378**
OK	37	46	29	134	107	197	122	4	**676**
OR	31	5	3	192	86	115	56	0	**488**
PA	58	65	28	367	360	278	307	67	**1,530**
RI	0	15	7	29	13	14	3	0	**81**
SC	111	13	2	206	252	405	7	63	**1,059**
SD	20	1	2	48	33	39	26	2	**171**
TN	91	66	21	264	293	302	195	19	**1,251**
TX	272	317	247	796	492	662	937	1	**3,724**
UT	73	12	0	0	104	2	100	1	**292**
VT	7	0	1	19	23	20	21	1	**92**
VA	68	54	7	210	232	248	114	2	**935**
WA	49	41	18	164	99	128	148	2	**649**
WV	43	11	0	49	83	144	44	2	**376**
WI	24	14	7	208	154	213	143	0	**763**
WY	59	4	0	49	21	36	17	0	**186**
USA	**3,105**	**2,371**	**1,341**	**9,288**	**6,901**	**8,312**	**7,297**	**3,501**	**42,116**
PR	25	66	9	92	88	133	68	0	**481**

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	3,560	27.92	4,290	23.17	4,464	22.27	**994**
AK	472	18.01	615	13.82	635	13.39	**85**
AZ	3,550	29.52	4,158	25.20	5,307	19.75	**1,048**
AR	1,962	31.14	1,893	32.28	2,692	22.70	**611**
CA	21,624	18.29	29,268	13.52	34,501	11.47	**3,956**
CO	3,288	22.38	4,844	15.19	4,418	16.66	**736**
CT	2,650	11.77	2,969	10.51	3,425	9.11	**312**
DE	564	24.11	666	20.42	796	17.08	**136**
DC	328	20.73	250	27.20	572	11.89	**68**
FL	12,743	23.63	14,646	20.56	16,397	18.36	**3,011**
GA	5,834	27.68	7,397	21.83	8,384	19.26	**1,615**
HI	788	17.77	890	15.73	1,224	11.43	**140**
ID	897	28.87	1,363	19.00	1,321	19.61	**259**
IL	7,810	18.10	10,118	13.98	12,482	11.33	**1,414**
IN	4,117	22.08	5,752	15.80	6,115	14.87	**909**
IA	1,979	22.59	3,456	12.93	2,923	15.29	**447**
KS	1,871	26.40	2,383	20.73	2,695	18.33	**494**
KY	2,757	30.65	3,672	23.01	4,066	20.78	**845**
LA	2,718	35.10	3,659	26.07	4,465	21.36	**954**
ME	943	20.36	1,050	18.29	1,287	14.92	**192**
MD	3,452	19.12	3,994	16.52	5,375	12.28	**660**
MA	4,611	10.34	5,313	8.98	6,379	7.48	**477**
MI	6,977	19.03	8,653	15.35	9,991	13.29	**1,328**
MN	2,961	19.18	4,706	12.07	4,972	11.42	**568**
MS	1,859	42.17	1,981	39.58	2,858	27.43	**784**
MO	3,862	28.43	4,272	25.70	5,630	19.50	**1,098**
MT	683	33.67	1,060	21.70	904	25.43	**230**
NE	1,267	19.42	1,657	14.85	1,713	14.36	**246**
NV	1,421	22.03	1,312	23.86	2,106	14.86	**313**
NH	942	15.07	1,153	12.32	1,259	11.28	**142**

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	5,715	13.07	6,706	11.14	8,484	8.80	**747**
NM	1,232	37.58	1,457	31.78	1,829	25.31	**463**
NY	11,015	14.05	10,315	15.01	19,011	8.14	**1,548**
NC	5,885	26.00	6,267	24.41	8,186	18.69	**1,530**
ND	456	23.03	726	14.46	634	16.55	**105**
OH	7,736	17.81	10,824	12.73	11,374	12.12	**1,378**
OK	2,172	31.12	3,359	20.13	3,460	19.54	**676**
OR	2,534	19.26	3,112	15.68	3,473	14.05	**488**
PA	8,226	18.60	9,869	15.50	12,287	12.45	**1,530**
RI	660	12.27	786	10.31	1,059	7.65	**81**
SC	2,850	37.16	3,199	33.10	4,063	26.06	**1,059**
SD	545	31.38	835	20.48	757	22.60	**171**
TN	4,188	29.87	5,223	23.95	5,740	21.79	**1,251**
TX	13,046	28.55	14,572	25.56	21,325	17.46	**3,724**
UT	1,496	19.52	1,791	16.30	2,270	12.86	**292**
VT	515	17.86	558	16.49	613	15.01	**92**
VA	4,921	19.00	6,236	14.99	7,188	13.01	**935**
WA	4,238	15.31	5,303	12.24	5,988	10.84	**649**
WV	1,317	28.55	1,480	25.41	1,802	20.87	**376**
WI	3,667	20.81	4,682	16.30	5,402	14.12	**763**
WY	371	50.13	594	31.31	494	37.62	**186**
USA	**191,276**	**22.02**	**221,230**	**19.04**	**284,797**	**14.79**	**42,116**
PR	2,308	20.84	2,134	22.54	3,840	12.53	**481**

Note: The number shown for registered vehicles for the USA is approximately 6 percent lower than the sum of the registered vehicle numbers shown for the individual states, due to differing data sources.
Sources: Fatalities—Fatality Analysis Reporting System (FARS); Licensed Drivers (estimated)—Federal Highway Administration; Registered Vehicles by State (estimated)—Federal Highway Administration; Registered Vehicles for USA—R.L. Polk & Co. 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		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	681	68.5	236	23.7	68	6.8	6	0.6	3	0.3	**994**	**100.0**
AK	61	71.8	17	20.0	6	7.1	1	1.2	0	0.0	**85**	**100.0**
AZ	519	49.5	320	30.5	159	15.2	28	2.7	22	2.1	**1,048**	**100.0**
AR	410	67.1	159	26.0	41	6.7	1	0.2	0	0.0	**611**	**100.0**
CA	2,075	52.5	1,035	26.2	711	18.0	105	2.7	30	0.8	**3,956**	**100.0**
CO	444	60.3	220	29.9	61	8.3	11	1.5	0	0.0	**736**	**100.0**
CT	211	67.6	64	20.5	33	10.6	2	0.6	2	0.6	**312**	**100.0**
DE	77	56.6	38	27.9	17	12.5	2	1.5	2	1.5	**136**	**100.0**
DC	34	50.0	21	30.9	11	16.2	2	2.9	0	0.0	**68**	**100.0**
FL	1,698	56.4	691	22.9	489	16.2	127	4.2	6	0.2	**3,011**	**100.0**
GA	1,025	63.5	415	25.7	146	9.0	20	1.2	9	0.6	**1,615**	**100.0**
HI	81	57.9	22	15.7	30	21.4	7	5.0	0	0.0	**140**	**100.0**
ID	158	61.0	82	31.7	12	4.6	2	0.8	5	1.9	**259**	**100.0**
IL	847	59.9	352	24.9	186	13.2	27	1.9	2	0.1	**1,414**	**100.0**
IN	613	67.4	217	23.9	56	6.2	12	1.3	11	1.2	**909**	**100.0**
IA	299	66.9	123	27.5	19	4.3	3	0.7	3	0.7	**447**	**100.0**
KS	347	70.2	117	23.7	24	4.9	2	0.4	4	0.8	**494**	**100.0**
KY	569	67.3	213	25.2	53	6.3	8	0.9	2	0.2	**845**	**100.0**
LA	607	63.6	218	22.9	98	10.3	23	2.4	8	0.8	**954**	**100.0**
ME	120	62.5	54	28.1	12	6.3	4	2.1	2	1.0	**192**	**100.0**
MD	411	62.3	136	20.6	101	15.3	11	1.7	1	0.2	**660**	**100.0**
MA	287	60.2	97	20.3	79	16.6	9	1.9	5	1.0	**477**	**100.0**
MI	821	61.8	314	23.6	162	12.2	24	1.8	7	0.5	**1,328**	**100.0**
MN	365	64.3	150	26.4	43	7.6	7	1.2	3	0.5	**568**	**100.0**
MS	551	70.3	166	21.2	59	7.5	8	1.0	0	0.0	**784**	**100.0**
MO	738	67.2	265	24.1	83	7.6	6	0.5	6	0.5	**1,098**	**100.0**
MT	156	67.8	60	26.1	9	3.9	1	0.4	4	1.7	**230**	**100.0**
NE	160	65.0	66	26.8	12	4.9	5	2.0	3	1.2	**246**	**100.0**
NV	181	57.8	82	26.2	45	14.4	4	1.3	1	0.3	**313**	**100.0**
NH	98	69.0	33	23.2	9	6.3	1	0.7	1	0.7	**142**	**100.0**

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

State	Person Type										Total Killed	
	Driver		Passenger		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	421	56.4	168	22.5	132	17.7	26	3.5	0	0.0	**747**	**100.0**
NM	242	52.3	141	30.5	72	15.6	7	1.5	1	0.2	**463**	**100.0**
NY	825	53.3	329	21.3	347	22.4	41	2.6	6	0.4	**1,548**	**100.0**
NC	955	62.4	399	26.1	149	9.7	24	1.6	3	0.2	**1,530**	**100.0**
ND	84	80.0	17	16.2	3	2.9	0	0.0	1	1.0	**105**	**100.0**
OH	944	68.5	314	22.8	99	7.2	16	1.2	5	0.4	**1,378**	**100.0**
OK	428	63.3	190	28.1	50	7.4	2	0.3	6	0.9	**676**	**100.0**
OR	282	57.8	132	27.0	58	11.9	15	3.1	1	0.2	**488**	**100.0**
PA	965	63.1	346	22.6	188	12.3	14	0.9	17	1.1	**1,530**	**100.0**
RI	54	66.7	15	18.5	10	12.3	1	1.2	1	1.2	**81**	**100.0**
SC	685	64.7	236	22.3	108	10.2	24	2.3	6	0.6	**1,059**	**100.0**
SD	103	60.2	50	29.2	15	8.8	1	0.6	2	1.2	**171**	**100.0**
TN	849	67.9	313	25.0	78	6.2	5	0.4	6	0.5	**1,251**	**100.0**
TX	2,248	60.4	965	25.9	449	12.1	46	1.2	16	0.4	**3,724**	**100.0**
UT	169	57.9	87	29.8	33	11.3	3	1.0	0	0.0	**292**	**100.0**
VT	62	67.4	23	25.0	5	5.4	0	0.0	2	2.2	**92**	**100.0**
VA	600	64.2	219	23.4	101	10.8	13	1.4	2	0.2	**935**	**100.0**
WA	392	60.4	173	26.7	73	11.2	8	1.2	3	0.5	**649**	**100.0**
WV	247	65.7	97	25.8	28	7.4	3	0.8	1	0.3	**376**	**100.0**
WI	521	68.3	184	24.1	45	5.9	9	1.2	4	0.5	**763**	**100.0**
WY	120	64.5	60	32.3	5	2.7	1	0.5	0	0.0	**186**	**100.0**
USA	**25,840**	**61.4**	**10,441**	**24.8**	**4,882**	**11.6**	**728**	**1.7**	**225**	**0.5**	**42,116**	**100.0**
PR	196	40.7	100	20.8	167	34.7	16	3.3	2	0.4	**481**	**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	18	18	36	160	97	171	160	117	77	56	83	1	**994**
AK	2	2	3	12	10	15	6	16	8	7	4	0	**85**
AZ	24	20	29	143	88	206	181	124	86	59	86	2	**1,048**
AR	19	12	23	98	59	92	99	80	45	34	48	2	**611**
CA	60	75	114	536	414	672	628	527	323	248	349	10	**3,956**
CO	10	11	28	109	65	139	149	99	42	42	42	0	**736**
CT	5	1	4	58	39	65	48	30	21	13	28	0	**312**
DE	2	1	4	21	10	33	16	19	8	10	12	0	**136**
DC	0	0	5	6	6	17	10	9	8	2	3	2	**68**
FL	25	42	77	356	278	478	498	412	255	211	358	21	**3,011**
GA	28	27	59	230	169	262	276	212	116	111	122	3	**1,615**
HI	3	1	2	16	13	22	17	27	14	11	14	0	**140**
ID	5	1	14	52	23	30	38	31	20	21	24	0	**259**
IL	23	17	40	214	156	218	228	167	114	87	150	0	**1,414**
IN	14	18	22	152	95	116	153	106	73	69	84	7	**909**
IA	8	10	14	58	54	50	92	44	30	33	51	3	**447**
KS	8	5	21	93	49	64	60	67	39	39	49	0	**494**
KY	9	14	22	127	88	141	146	86	75	69	68	0	**845**
LA	22	24	24	141	94	152	185	122	69	52	65	4	**954**
ME	2	1	4	32	15	25	28	23	15	25	22	0	**192**
MD	4	9	21	94	83	98	99	76	67	45	63	1	**660**
MA	3	1	12	81	39	73	81	54	41	27	62	3	**477**
MI	16	28	46	188	124	203	215	167	96	91	154	0	**1,328**
MN	8	8	19	82	62	89	85	62	43	43	66	1	**568**
MS	20	12	28	98	68	133	135	108	63	51	66	2	**784**
MO	11	18	36	185	106	167	189	134	81	78	91	2	**1,098**
MT	1	8	7	27	19	39	39	38	25	13	14	0	**230**
NE	3	5	9	46	24	31	41	34	12	14	25	2	**246**
NV	3	3	8	32	27	54	45	53	36	24	26	2	**313**
NH	0	2	5	17	15	14	24	21	13	8	23	0	**142**

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	12	8	14	97	80	127	100	81	61	55	107	**5**	**747**
NM	6	12	16	47	38	89	82	71	39	26	33	**4**	**463**
NY	22	16	41	220	159	240	239	167	103	122	213	**6**	**1,548**
NC	21	23	56	203	153	257	247	203	126	102	134	**5**	**1,530**
ND	1	1	4	15	11	12	20	21	6	9	5	**0**	**105**
OH	17	18	37	201	134	230	223	202	105	86	124	**1**	**1,378**
OK	14	10	29	102	68	102	120	78	52	39	56	**6**	**676**
OR	10	13	22	55	44	54	74	79	42	44	51	**0**	**488**
PA	14	24	35	238	144	227	226	174	92	101	187	**68**	**1,530**
RI	2	0	2	15	8	13	9	12	5	4	11	**0**	**81**
SC	10	17	34	148	106	196	193	148	79	57	66	**5**	**1,059**
SD	2	6	11	21	21	29	23	16	15	10	16	**1**	**171**
TN	18	14	33	182	138	221	206	173	108	83	75	**0**	**1,251**
TX	87	61	121	581	354	642	622	443	265	225	293	**30**	**3,724**
UT	9	7	15	51	33	41	39	39	18	20	19	**1**	**292**
VT	0	0	2	8	7	20	16	16	5	6	12	**0**	**92**
VA	11	10	17	138	89	138	148	129	77	67	109	**2**	**935**
WA	12	10	15	100	77	105	96	78	55	36	65	**0**	**649**
WV	11	5	9	51	39	68	62	52	25	30	24	**0**	**376**
WI	10	12	20	98	92	117	128	101	66	46	73	**0**	**763**
WY	4	3	6	16	16	35	20	30	23	17	16	**0**	**186**
USA	**649**	**664**	**1,275**	**6,051**	**4,200**	**6,832**	**6,864**	**5,378**	**3,282**	**2,778**	**3,941**	**202**	**42,116**
PR	2	4	18	53	60	89	63	57	58	39	28	**10**	**481**

Table 111
Occupants Killed, by State and Vehicle Type

State	Vehicle Type												Unknown		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Motorcycles		Buses		Other Vehicles					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	514	55.9	321	34.9	28	3.0	43	4.7	0	0.0	13	1.4	0	0.0	**919**	**100.0**
AK	32	41.0	32	41.0	3	3.8	7	9.0	0	0.0	4	5.1	0	0.0	**78**	**100.0**
AZ	406	47.6	328	38.5	11	1.3	73	8.6	0	0.0	5	0.6	30	3.5	**853**	**100.0**
AR	265	46.6	230	40.4	21	3.7	38	6.7	4	0.7	11	1.9	0	0.0	**569**	**100.0**
CA	1,793	57.6	938	30.1	56	1.8	299	9.6	3	0.1	26	0.8	0	0.0	**3,115**	**100.0**
CO	341	51.4	217	32.7	16	2.4	84	12.7	0	0.0	6	0.9	0	0.0	**664**	**100.0**
CT	183	66.5	40	14.5	6	2.2	46	16.7	0	0.0	0	0.0	0	0.0	**275**	**100.0**
DE	79	68.1	27	23.3	0	0.0	10	8.6	0	0.0	0	0.0	0	0.0	**116**	**100.0**
DC	40	72.7	8	14.5	0	0.0	5	9.1	0	0.0	0	0.0	2	3.6	**55**	**100.0**
FL	1,318	55.2	713	29.8	38	1.6	287	12.0	6	0.3	22	0.9	5	0.2	**2,389**	**100.0**
GA	779	53.9	511	35.4	43	3.0	94	6.5	0	0.0	16	1.1	2	0.1	**1,445**	**100.0**
HI	60	58.3	22	21.4	1	1.0	15	14.6	0	0.0	2	1.9	3	2.9	**103**	**100.0**
ID	98	40.0	117	47.8	4	1.6	19	7.8	1	0.4	6	2.4	0	0.0	**245**	**100.0**
IL	703	58.6	321	26.8	16	1.3	140	11.7	2	0.2	14	1.2	3	0.3	**1,199**	**100.0**
IN	479	57.2	262	31.3	18	2.2	75	9.0	0	0.0	3	0.4	0	0.0	**837**	**100.0**
IA	227	53.5	136	32.1	13	3.1	39	9.2	0	0.0	9	2.1	0	0.0	**424**	**100.0**
KS	252	54.2	165	35.5	18	3.9	25	5.4	0	0.0	5	1.1	0	0.0	**465**	**100.0**
KY	450	57.5	253	32.4	9	1.2	59	7.5	0	0.0	11	1.4	0	0.0	**782**	**100.0**
LA	440	52.9	300	36.1	22	2.6	63	7.6	0	0.0	6	0.7	0	0.0	**831**	**100.0**
ME	101	58.0	51	29.3	3	1.7	14	8.0	0	0.0	5	2.9	0	0.0	**174**	**100.0**
MD	350	64.0	137	25.0	7	1.3	53	9.7	0	0.0	0	0.0	0	0.0	**547**	**100.0**
MA	245	63.1	88	22.7	0	0.0	53	13.7	0	0.0	2	0.5	0	0.0	**388**	**100.0**
MI	672	59.2	337	29.7	9	0.8	97	8.5	0	0.0	20	1.8	0	0.0	**1,135**	**100.0**
MN	275	53.4	180	35.0	7	1.4	42	8.2	0	0.0	11	2.1	0	0.0	**515**	**100.0**
MS	396	55.2	267	37.2	14	2.0	30	4.2	0	0.0	9	1.3	1	0.1	**717**	**100.0**
MO	572	56.7	349	34.6	19	1.9	53	5.3	3	0.3	12	1.2	1	0.1	**1,009**	**100.0**
MT	86	39.1	106	48.2	10	4.5	13	5.9	0	0.0	5	2.3	0	0.0	**220**	**100.0**
NE	113	49.8	79	34.8	13	5.7	12	5.3	4	1.8	6	2.6	0	0.0	**227**	**100.0**
NV	135	51.3	95	36.1	8	3.0	21	8.0	1	0.4	3	1.1	0	0.0	**263**	**100.0**
NH	76	58.0	33	25.2	0	0.0	22	16.8	0	0.0	0	0.0	0	0.0	**131**	**100.0**

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

State	Vehicle Type												Unknown		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Motorcycles		Buses		Other Vehicles					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NJ	365	62.0	105	17.8	10	1.7	72	12.2	0	0.0	3	0.5	34	5.8	**589**	**100.0**
NM	158	41.3	176	46.0	12	3.1	31	8.1	0	0.0	3	0.8	3	0.8	**383**	**100.0**
NY	723	62.5	244	21.1	13	1.1	146	12.6	4	0.3	20	1.7	7	0.6	**1,157**	**100.0**
NC	834	61.5	373	27.5	25	1.8	109	8.0	0	0.0	13	1.0	1	0.1	**1,355**	**100.0**
ND	50	49.0	42	41.2	1	1.0	4	3.9	0	0.0	5	4.9	0	0.0	**102**	**100.0**
OH	778	61.7	329	26.1	17	1.3	124	9.8	0	0.0	13	1.0	0	0.0	**1,261**	**100.0**
OK	323	52.0	239	38.5	16	2.6	36	5.8	0	0.0	7	1.1	0	0.0	**621**	**100.0**
OR	225	54.3	142	34.3	6	1.4	32	7.7	0	0.0	6	1.4	3	0.7	**414**	**100.0**
PA	795	60.1	301	22.8	23	1.7	128	9.7	0	0.0	17	1.3	58	4.4	**1,322**	**100.0**
RI	47	68.1	15	21.7	0	0.0	6	8.7	1	1.4	0	0.0	0	0.0	**69**	**100.0**
SC	522	56.3	307	33.1	12	1.3	82	8.8	0	0.0	4	0.4	0	0.0	**927**	**100.0**
SD	77	50.0	51	33.1	3	1.9	17	11.0	0	0.0	6	3.9	0	0.0	**154**	**100.0**
TN	655	56.2	396	34.0	26	2.2	78	6.7	1	0.1	10	0.9	0	0.0	**1,166**	**100.0**
TX	1,573	48.9	1,309	40.7	65	2.0	243	7.6	2	0.1	20	0.6	2	0.1	**3,214**	**100.0**
UT	113	44.1	102	39.8	8	3.1	28	10.9	2	0.8	3	1.2	0	0.0	**256**	**100.0**
VT	50	57.5	18	20.7	3	3.4	11	12.6	0	0.0	5	5.7	0	0.0	**87**	**100.0**
VA	497	60.6	252	30.7	15	1.8	45	5.5	0	0.0	5	0.6	6	0.7	**820**	**100.0**
WA	343	60.6	160	28.3	6	1.1	55	9.7	0	0.0	2	0.4	0	0.0	**566**	**100.0**
WV	181	52.6	116	33.7	13	3.8	21	6.1	0	0.0	13	3.8	0	0.0	**344**	**100.0**
WI	386	54.4	231	32.6	12	1.7	72	10.2	0	0.0	8	1.1	0	0.0	**709**	**100.0**
WY	58	32.2	106	58.9	5	2.8	10	5.6	0	0.0	1	0.6	0	0.0	**180**	**100.0**
USA	**20,233**	**55.6**	**11,677**	**32.1**	**704**	**1.9**	**3,181**	**8.7**	**34**	**0.1**	**396**	**1.1**	**161**	**0.4**	**36,386**	**100.0**
PR	192	64.9	50	16.9	8	2.7	46	15.5	0	0.0	0	0.0	0	0.0	**296**	**100.0**

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

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	262	51.0	232	45.1	20	3.9	**514**	**100.0**
AK	15	46.9	17	53.1	0	0.0	**32**	**100.0**
AZ	144	35.5	208	51.2	54	13.3	**406**	**100.0**
AR	80	30.2	162	61.1	23	8.7	**265**	**100.0**
CA	962	53.7	539	30.1	292	16.3	**1,793**	**100.0**
CO	146	42.8	195	57.2	0	0.0	**341**	**100.0**
CT	71	38.8	87	47.5	25	13.7	**183**	**100.0**
DE	34	43.0	43	54.4	2	2.5	**79**	**100.0**
DC	13	32.5	13	32.5	14	35.0	**40**	**100.0**
FL	559	42.4	738	56.0	21	1.6	**1,318**	**100.0**
GA	366	47.0	289	37.1	124	15.9	**779**	**100.0**
HI	23	38.3	27	45.0	10	16.7	**60**	**100.0**
ID	33	33.7	60	61.2	5	5.1	**98**	**100.0**
IL	253	36.0	332	47.2	118	16.8	**703**	**100.0**
IN	200	41.8	211	44.1	68	14.2	**479**	**100.0**
IA	116	51.1	87	38.3	24	10.6	**227**	**100.0**
KS	77	30.6	152	60.3	23	9.1	**252**	**100.0**
KY	153	34.0	291	64.7	6	1.3	**450**	**100.0**
LA	163	37.0	220	50.0	57	13.0	**440**	**100.0**
ME	43	42.6	44	43.6	14	13.9	**101**	**100.0**
MD	191	54.6	135	38.6	24	6.9	**350**	**100.0**
MA	50	20.4	130	53.1	65	26.5	**245**	**100.0**
MI	357	53.1	244	36.3	71	10.6	**672**	**100.0**
MN	109	39.6	134	48.7	32	11.6	**275**	**100.0**
MS	114	28.8	271	68.4	11	2.8	**396**	**100.0**
MO	176	30.8	334	58.4	62	10.8	**572**	**100.0**
MT	29	33.7	55	64.0	2	2.3	**86**	**100.0**
NE	33	29.2	62	54.9	18	15.9	**113**	**100.0**
NV	48	35.6	82	60.7	5	3.7	**135**	**100.0**
NH	29	38.2	38	50.0	9	11.8	**76**	**100.0**

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

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	149	40.8	199	54.5	17	4.7	**365**	**100.0**
NM	65	41.1	85	53.8	8	5.1	**158**	**100.0**
NY	369	51.0	281	38.9	73	10.1	**723**	**100.0**
NC	408	48.9	350	42.0	76	9.1	**834**	**100.0**
ND	19	38.0	30	60.0	1	2.0	**50**	**100.0**
OH	297	38.2	418	53.7	63	8.1	**778**	**100.0**
OK	129	39.9	193	59.8	1	0.3	**323**	**100.0**
OR	147	65.3	73	32.4	5	2.2	**225**	**100.0**
PA	238	29.9	432	54.3	125	15.7	**795**	**100.0**
RI	13	27.7	34	72.3	0	0.0	**47**	**100.0**
SC	188	36.0	322	61.7	12	2.3	**522**	**100.0**
SD	24	31.2	47	61.0	6	7.8	**77**	**100.0**
TN	201	30.7	420	64.1	34	5.2	**655**	**100.0**
TX	891	56.6	640	40.7	42	2.7	**1,573**	**100.0**
UT	49	43.4	57	50.4	7	6.2	**113**	**100.0**
VT	21	42.0	27	54.0	2	4.0	**50**	**100.0**
VA	194	39.0	274	55.1	29	5.8	**497**	**100.0**
WA	162	47.2	175	51.0	6	1.7	**343**	**100.0**
WV	70	38.7	107	59.1	4	2.2	**181**	**100.0**
WI	150	38.9	206	53.4	30	7.8	**386**	**100.0**
WY	24	41.4	34	58.6	0	0.0	**58**	**100.0**
USA	**8,657**	**42.8**	**9,836**	**48.6**	**1,740**	**8.6**	**20,233**	**100.0**
PR	69	35.9	123	64.1	0	0.0	**192**	**100.0**

Table 113
2001 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	New Mexico	72	1,829	3.94
2	Arizona	159	5,307	3.00
3	Florida	489	16,397	2.98
4	South Carolina	108	4,063	2.66
5	Hawaii	30	1,224	2.45
6	Louisiana	98	4,465	2.19
7	Nevada	45	2,106	2.14
8	Delaware	17	796	2.14
9	Texas	449	21,325	2.11
10	Mississippi	59	2,858	2.06
11	California	711	34,501	2.06
12	South Dakota	15	757	1.98
13	District of Columbia	11	572	1.92
14	Maryland	101	5,375	1.88
15	New York	347	19,011	1.83
16	North Carolina	149	8,186	1.82
17	Georgia	146	8,384	1.74
18	Oregon	58	3,473	1.67
19	Michigan	162	9,991	1.62
20	New Jersey	132	8,484	1.56
21	West Virginia	28	1,802	1.55
22	Pennsylvania	188	12,287	1.53
23	Alabama	68	4,464	1.52
24	Arkansas	41	2,692	1.52
25	Illinois	186	12,482	1.49
26	Missouri	83	5,630	1.47
27	Utah	33	2,270	1.45
28	Oklahoma	50	3,460	1.45

Table 113
2001 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
29	Virginia	101	7,188	1.41
30	Colorado	61	4,418	1.38
31	Tennessee	78	5,740	1.36
32	Kentucky	53	4,066	1.30
33	Massachusetts	79	6,379	1.24
34	Washington	73	5,988	1.22
35	Wyoming	5	494	1.01
36	Montana	9	904	1.00
37	Connecticut	33	3,425	0.96
38	Alaska	6	635	0.95
39	Rhode Island	10	1,059	0.94
40	Maine	12	1,287	0.93
41	Indiana	56	6,115	0.92
42	Idaho	12	1,321	0.91
43	Kansas	24	2,695	0.89
44	Ohio	99	11,374	0.87
45	Minnesota	43	4,972	0.86
46	Wisconsin	45	5,402	0.83
47	Vermont	5	613	0.82
48	New Hampshire	9	1,259	0.71
49	Nebraska	12	1,713	0.70
50	Iowa	19	2,923	0.65
51	North Dakota	3	634	0.47
	USA	**4,882**	**284,797**	**1.71**
	Puerto Rico	167	3,840	4.35

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

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = 0.00		BAC = 0.01-0.07		BAC = 0.08+					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	618	62	39	4	336	34	376	38	**994**	**100**
AK	42	50	4	4	39	46	43	50	**85**	**100**
AZ	560	53	64	6	424	40	488	47	**1,048**	**100**
AR	418	68	44	7	150	25	193	32	**611**	**100**
CA	2,387	60	292	7	1,277	32	1,569	40	**3,956**	**100**
CO	408	55	50	7	278	38	328	45	**736**	**100**
CT	154	49	19	6	139	45	158	51	**312**	**100**
DE	71	52	8	6	58	42	65	48	**136**	**100**
DC	30	45	5	8	32	48	38	55	**68**	**100**
FL	1,748	58	175	6	1,088	36	1,264	42	**3,011**	**100**
GA	1,058	65	91	6	466	29	557	35	**1,615**	**100**
HI	80	57	9	7	51	36	60	43	**140**	**100**
ID	162	63	11	4	85	33	97	37	**259**	**100**
IL	794	56	86	6	535	38	620	44	**1,414**	**100**
IN	572	63	54	6	283	31	337	37	**909**	**100**
IA	292	65	29	6	126	28	155	35	**447**	**100**
KS	300	61	25	5	169	34	194	39	**494**	**100**
KY	598	71	35	4	213	25	247	29	**845**	**100**
LA	509	53	62	6	383	40	445	47	**954**	**100**
ME	127	66	5	3	60	31	65	34	**192**	**100**
MD	370	56	51	8	239	36	290	44	**660**	**100**
MA	244	51	28	6	206	43	234	49	**477**	**100**
MI	810	61	77	6	441	33	518	39	**1,328**	**100**
MN	342	60	30	5	196	34	226	40	**568**	**100**
MS	502	64	29	4	253	32	282	36	**784**	**100**
MO	575	52	82	7	441	40	523	48	**1,098**	**100**
MT	126	55	8	4	96	42	104	45	**230**	**100**
NE	150	61	17	7	79	32	96	39	**246**	**100**
NV	180	58	21	7	112	36	133	42	**313**	**100**
NH	73	51	15	10	55	39	70	49	**142**	**100**

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

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = 0.00		BAC = 0.01-0.07		BAC = 0.08+					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	450	60	53	7	244	33	297	40	**747**	**100**
NM	249	54	35	7	179	39	214	46	**463**	**100**
NY	1,050	68	94	6	404	26	498	32	**1,548**	**100**
NC	997	65	77	5	456	30	533	35	**1,530**	**100**
ND	52	50	8	8	44	42	53	50	**105**	**100**
OH	774	56	89	6	515	37	604	44	**1,378**	**100**
OK	410	61	33	5	233	34	266	39	**676**	**100**
OR	298	61	34	7	157	32	190	39	**488**	**100**
PA	867	57	83	5	580	38	663	43	**1,530**	**100**
RI	32	40	9	11	40	49	49	60	**81**	**100**
SC	467	44	73	7	519	49	592	56	**1,059**	**100**
SD	87	51	9	5	75	44	84	49	**171**	**100**
TN	714	57	75	6	462	37	537	43	**1,251**	**100**
TX	1,935	52	205	5	1,584	43	1,789	48	**3,724**	**100**
UT	224	77	12	4	56	19	68	23	**292**	**100**
VT	57	62	2	2	33	35	35	38	**92**	**100**
VA	595	64	54	6	287	31	340	36	**935**	**100**
WA	368	57	42	6	239	37	281	43	**649**	**100**
WV	241	64	16	4	119	32	135	36	**376**	**100**
WI	399	52	39	5	325	43	364	48	**763**	**100**
WY	105	56	11	6	71	38	81	44	**186**	**100**
USA	**24,668**	**59**	**2,515**	**6**	**14,933**	**35**	**17,448**	**41**	**42,116**	**100**
PR	235	49	36	7	210	44	246	51	**481**	**100**

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

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

State	Blood Alcohol Concentration of Driver								Total Drivers Involved in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	1,025	75	39	3	298	22	337	25	**1,362**	**100**
AK	80	64	8	6	37	30	44	36	**124**	**100**
AZ	1,030	73	59	4	316	22	375	27	**1,405**	**100**
AR	639	80	35	4	127	16	162	20	**801**	**100**
CA	4,045	76	251	5	1,006	19	1,257	24	**5,302**	**100**
CO	701	72	51	5	226	23	277	28	**978**	**100**
CT	284	67	21	5	117	28	138	33	**422**	**100**
DE	132	72	7	4	45	24	51	28	**183**	**100**
DC	55	63	6	7	25	29	32	37	**86**	**100**
FL	3,350	78	159	4	795	18	954	22	**4,304**	**100**
GA	1,858	80	88	4	371	16	459	20	**2,317**	**100**
HI	133	71	10	6	45	24	55	29	**188**	**100**
ID	238	75	12	4	68	21	79	25	**317**	**100**
IL	1,447	74	86	4	435	22	521	26	**1,968**	**100**
IN	977	76	55	4	253	20	308	24	**1,285**	**100**
IA	471	78	29	5	105	17	135	22	**605**	**100**
KS	474	74	24	4	142	22	166	26	**640**	**100**
KY	945	81	32	3	183	16	215	19	**1,160**	**100**
LA	904	71	60	5	314	25	374	29	**1,278**	**100**
ME	207	79	5	2	49	19	55	21	**262**	**100**
MD	694	74	57	6	189	20	246	26	**940**	**100**
MA	406	66	30	5	182	29	212	34	**618**	**100**
MI	1,495	77	70	4	367	19	437	23	**1,932**	**100**
MN	600	76	32	4	157	20	189	24	**789**	**100**
MS	759	75	29	3	222	22	251	25	**1,010**	**100**
MO	982	68	83	6	377	26	460	32	**1,442**	**100**
MT	174	65	10	4	83	31	93	35	**267**	**100**
NE	258	74	17	5	72	21	88	26	**346**	**100**
NV	328	75	19	4	91	21	110	25	**438**	**100**
NH	136	70	15	8	44	23	59	30	**195**	**100**

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

State	Blood Alcohol Concentration of Driver								Total Drivers Involved in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	816	76	54	5	206	19	260	24	**1,076**	**100**
NM	403	71	29	5	137	24	166	29	**569**	**100**
NY	1,687	81	77	4	307	15	384	19	**2,071**	**100**
NC	1,663	80	68	3	360	17	428	20	**2,091**	**100**
ND	83	62	8	6	43	32	50	38	**133**	**100**
OH	1,391	72	84	4	453	24	537	28	**1,928**	**100**
OK	668	76	31	3	184	21	215	24	**883**	**100**
OR	480	76	30	5	123	19	152	24	**632**	**100**
PA	1,560	73	80	4	495	23	575	27	**2,135**	**100**
RI	69	60	8	7	39	34	46	40	**115**	**100**
SC	881	63	77	6	433	31	511	37	**1,391**	**100**
SD	149	68	11	5	59	27	70	32	**218**	**100**
TN	1,223	72	77	4	404	24	480	28	**1,703**	**100**
TX	3,560	69	221	4	1,357	26	1,578	31	**5,138**	**100**
UT	336	86	9	2	46	12	55	14	**391**	**100**
VT	90	76	2	2	27	23	29	24	**119**	**100**
VA	1,034	77	49	4	253	19	302	23	**1,336**	**100**
WA	629	74	39	5	187	22	226	26	**855**	**100**
WV	382	75	16	3	108	21	125	25	**506**	**100**
WI	702	69	39	4	279	27	318	31	**1,020**	**100**
WY	143	69	8	4	55	27	63	31	**206**	**100**
USA	**42,774**	**74**	**2,414**	**4**	**12,293**	**21**	**14,706**	**26**	**57,480**	**100**
PR	421	68	37	6	162	26	198	32	**619**	**100**

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

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

State	Blood Alcohol Concentration of Driver								Total Drivers Killed	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	439	64	22	3	220	32	242	36	**681**	**100**
AK	34	55	5	8	23	37	27	45	**61**	**100**
AZ	309	60	27	5	182	35	210	40	**519**	**100**
AR	279	68	24	6	108	26	131	32	**410**	**100**
CA	1,345	65	117	6	613	30	730	35	**2,075**	**100**
CO	270	61	30	7	144	33	174	39	**444**	**100**
CT	120	57	11	5	81	38	92	43	**211**	**100**
DE	45	59	3	4	29	37	32	41	**77**	**100**
DC	17	51	2	5	15	44	17	49	**34**	**100**
FL	1,113	66	78	5	507	30	585	34	**1,698**	**100**
GA	704	69	48	5	274	27	321	31	**1,025**	**100**
HI	48	59	3	3	31	38	33	41	**81**	**100**
ID	104	66	4	3	49	31	54	34	**158**	**100**
IL	514	61	51	6	283	33	333	39	**847**	**100**
IN	399	65	28	5	187	30	215	35	**613**	**100**
IA	200	67	20	7	79	27	99	33	**299**	**100**
KS	218	63	15	4	113	33	129	37	**347**	**100**
KY	412	72	18	3	139	24	157	28	**569**	**100**
LA	358	59	32	5	217	36	249	41	**607**	**100**
ME	83	69	2	2	35	29	37	31	**120**	**100**
MD	258	63	34	8	119	29	154	37	**411**	**100**
MA	165	58	13	5	109	38	122	42	**287**	**100**
MI	531	65	33	4	257	31	290	35	**821**	**100**
MN	229	63	17	5	119	33	137	37	**365**	**100**
MS	365	66	20	4	166	30	186	34	**551**	**100**
MO	436	59	45	6	257	35	302	41	**738**	**100**
MT	85	55	7	4	64	41	71	45	**156**	**100**
NE	99	62	11	7	51	32	62	38	**160**	**100**
NV	119	66	10	5	52	29	62	34	**181**	**100**
NH	54	55	9	9	35	36	44	45	**98**	**100**

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

State	Blood Alcohol Concentration of Driver								Total Drivers Killed	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	290	69	24	6	107	25	131	31	**421**	**100**
NM	141	58	16	7	85	35	101	42	**242**	**100**
NY	591	72	45	5	189	23	234	28	**825**	**100**
NC	663	69	41	4	250	26	292	31	**955**	**100**
ND	45	54	5	6	33	40	39	46	**84**	**100**
OH	553	59	50	5	341	36	391	41	**944**	**100**
OK	286	67	17	4	125	29	142	33	**428**	**100**
OR	175	62	19	7	88	31	107	38	**282**	**100**
PA	573	59	39	4	354	37	393	41	**965**	**100**
RI	25	46	5	10	24	45	29	54	**54**	**100**
SC	341	50	40	6	305	45	345	50	**685**	**100**
SD	56	55	5	5	42	40	47	45	**103**	**100**
TN	509	60	36	4	305	36	340	40	**849**	**100**
TX	1,322	59	100	4	826	37	926	41	**2,248**	**100**
UT	138	81	4	2	28	16	31	19	**169**	**100**
VT	41	65	2	3	19	31	22	35	**62**	**100**
VA	403	67	29	5	168	28	197	33	**600**	**100**
WA	240	61	20	5	132	34	152	39	**392**	**100**
WV	155	63	9	4	83	33	92	37	**247**	**100**
WI	303	58	16	3	202	39	218	42	**521**	**100**
WY	69	58	6	5	45	38	51	43	**120**	**100**
USA	**16,267**	**63**	**1,265**	**5**	**8,308**	**32**	**9,573**	**37**	**25,840**	**100**
PR	107	54	12	6	77	39	89	46	**196**	**100**

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

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

State	Blood Alcohol Concentration of Driver								Total Surviving Drivers in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	586	86	17	2	78	11	95	14	**681**	**100**
AK	46	73	3	4	14	22	17	27	**63**	**100**
AZ	721	81	32	4	133	15	165	19	**886**	**100**
AR	360	92	11	3	20	5	31	8	**391**	**100**
CA	2,700	84	134	4	393	12	527	16	**3,227**	**100**
CO	432	81	21	4	82	15	103	19	**534**	**100**
CT	165	78	10	5	36	17	46	22	**211**	**100**
DE	87	82	4	4	16	15	20	18	**106**	**100**
DC	37	72	5	9	10	19	15	28	**52**	**100**
FL	2,238	86	81	3	287	11	368	14	**2,606**	**100**
GA	1,154	89	40	3	98	8	138	11	**1,292**	**100**
HI	85	80	8	7	14	13	22	20	**107**	**100**
ID	133	84	7	5	18	12	26	16	**159**	**100**
IL	933	83	36	3	152	14	188	17	**1,121**	**100**
IN	579	86	27	4	66	10	94	14	**672**	**100**
IA	271	88	10	3	26	8	35	12	**306**	**100**
KS	256	87	8	3	29	10	37	13	**293**	**100**
KY	533	90	14	2	44	7	58	10	**591**	**100**
LA	546	81	28	4	97	14	125	19	**671**	**100**
ME	125	88	3	2	14	10	18	12	**142**	**100**
MD	436	82	23	4	69	13	93	18	**529**	**100**
MA	241	73	17	5	73	22	90	27	**331**	**100**
MI	964	87	37	3	110	10	147	13	**1,111**	**100**
MN	372	88	15	3	38	9	53	12	**424**	**100**
MS	394	86	9	2	57	12	65	14	**459**	**100**
MO	546	78	38	5	120	17	158	22	**704**	**100**
MT	88	80	4	3	19	17	23	20	**111**	**100**
NE	159	86	6	3	21	11	27	14	**186**	**100**
NV	209	81	10	4	39	15	48	19	**257**	**100**
NH	83	85	5	6	9	9	14	15	**97**	**100**

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

State	Blood Alcohol Concentration of Driver								Total Surviving Drivers in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	526	80	30	5	99	15	129	20	**655**	**100**
NM	262	80	13	4	52	16	65	20	**327**	**100**
NY	1,096	88	32	3	118	9	150	12	**1,246**	**100**
NC	1,000	88	26	2	110	10	136	12	**1,136**	**100**
ND	37	76	2	5	9	19	12	24	**49**	**100**
OH	838	85	34	3	112	11	146	15	**984**	**100**
OK	382	84	13	3	60	13	73	16	**455**	**100**
OR	305	87	11	3	34	10	45	13	**350**	**100**
PA	988	84	41	4	141	12	182	16	**1,170**	**100**
RI	44	72	2	4	15	24	17	28	**61**	**100**
SC	540	76	38	5	128	18	166	24	**706**	**100**
SD	92	80	6	5	17	15	23	20	**115**	**100**
TN	714	84	41	5	99	12	140	16	**854**	**100**
TX	2,238	77	120	4	532	18	652	23	**2,890**	**100**
UT	199	89	5	2	18	8	24	11	**222**	**100**
VT	49	87	0	0	8	13	8	13	**57**	**100**
VA	631	86	20	3	84	11	105	14	**736**	**100**
WA	389	84	19	4	55	12	74	16	**463**	**100**
WV	227	87	7	3	25	10	32	13	**259**	**100**
WI	399	80	23	5	77	15	100	20	**499**	**100**
WY	74	86	3	3	10	11	12	14	**86**	**100**
USA	**26,507**	**84**	**1,149**	**4**	**3,985**	**13**	**5,133**	**16**	**31,640**	**100**
PR	314	74	25	6	84	20	109	26	**423**	**100**

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	994	351	48	2	97	8	111	22	28	19
AK	85	35	12	6	6	3	6	0	1	0
AZ	1,048	383	58	13	37	25	71	51	30	35
AR	611	143	13	3	76	1	10	3	15	16
CA	3,956	1,443	225	14	357	63	132	99	170	139
CO	736	341	24	22	48	13	51	38	47	44
CT	312	143	8	11	9	9	18	10	17	59
DE	136	37	5	1	5	14	0	3	5	3
DC	68	19	0	1	0	1	4	5	1	6
FL	3,011	529	41	1	38	7	46	22	27	26
GA	1,615	341	33	12	96	5	39	15	39	27
HI	140	38	0	4	3	0	7	0	16	8
ID	259	84	13	1	13	13	10	0	9	6
IL	1,414	537	44	55	194	10	51	55	72	54
IN	909	229	18	14	74	14	21	27	24	31
IA	447	63	5	2	32	2	1	2	4	11
KS	494	150	8	2	57	6	10	9	5	22
KY	845	156	14	7	95	2	10	0	13	7
LA	954	127	14	4	61	5	13	3	15	8
ME	192	73	3	1	5	9	28	5	10	9
MD	660	230	13	10	23	33	16	37	37	32
MA	477	144	14	6	0	8	8	12	11	59
MI	1,328	307	24	7	148	8	18	13	21	48
MN	568	153	13	14	69	9	0	5	5	26
MS	784	149	19	2	38	7	43	4	13	9
MO	1,098	444	46	14	135	10	21	28	40	57
MT	230	99	22	0	3	0	8	0	5	4
NE	246	66	9	1	3	19	6	6	3	11
NV	313	121	23	1	8	2	22	1	20	8
NH	142	29	1	1	6	4	0	5	6	5

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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
NJ	747	75	3	4	4	21	7	10	4	18
NM	463	154	17	4	27	3	17	9	18	23
NY	1,548	486	7	25	183	14	27	29	31	75
NC	1,530	574	25	12	333	14	112	2	53	7
ND	105	59	5	1	35	2	4	1	0	1
OH	1,378	242	21	4	6	0	0	0	7	8
OK	676	286	35	3	42	11	61	19	24	9
OR	488	130	6	3	73	6	5	7	9	16
PA	1,530	551	24	20	145	9	101	73	112	53
RI	81	50	2	4	1	5	0	4	13	21
SC	1,059	490	41	6	153	13	91	25	72	34
SD	171	59	4	0	20	6	5	2	5	3
TN	1,251	288	21	6	84	7	52	33	25	44
TX	3,724	1,416	184	36	178	53	93	114	117	128
UT	292	83	21	2	6	7	5	9	7	7
VT	92	49	3	1	1	23	1	10	5	3
VA	935	224	27	10	106	4	32	6	20	16
WA	649	237	34	2	18	32	12	30	62	25
WV	376	97	7	1	40	0	13	6	18	10
WI	763	258	12	1	151	1	22	5	18	37
WY	186	78	18	0	10	0	1	4	0	2
USA	**42,116**	***12,850**	**1,287**	**377**	**3,352**	**541**	**1,442**	**878**	**1,329**	**1,329**
PR	481	230	1	51	4	3	39	25	84	23

*Of the total number of speeding-related fatalities in 2001, 5,627 occurred on roads with posted speed limits between 55 and 65 mph, and 914 occurred on roads with speed limits above 65 mph.
Notes: Totals may not equal sum of components due to independent rounding. The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown.

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

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	NA	NA	NA	NA	NA	NA	NA	NA	**631**
AK	4.60	18.6	17.03	16.3	42.04	39.5	56.32	41.9	**43**
AZ	4.98	32.5	16.73	31.6	49.78	98.0	64.00	98.2	**453**
AR	6.29	16.4	11.62	7.6	36.66	81.9	58.49	82.9	**420**
CA	2.43	99.5	11.25	99.7	34.00	99.9	59.50	99.9	**1,335**
CO	7.77	16.5	12.82	7.9	38.85	52.7	55.85	53.7	**393**
CT	1.22	33.3	6.92	21.3	37.26	49.3	44.21	49.3	**75**
DE	6.29	5.1	6.86	1.7	31.35	42.4	38.56	45.8	**59**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**2**
FL	5.58	12.4	9.57	7.5	NA	NA	NA	NA	**563**
GA	1.82	10.5	9.00	8.8	39.92	33.2	49.19	34.4	**713**
HI	3.70	23.0	12.67	19.7	40.06	70.5	53.65	72.1	**61**
ID	7.81	4.8	12.36	2.1	12.00	99.5	18.00	99.5	**187**
IL	4.58	14.2	15.00	99.6	NA	NA	NA	NA	**521**
IN	NA	NA	NA	NA	NA	NA	NA	NA	**648**
IA	6.63	11.0	10.87	8.3	39.32	32.1	51.93	36.2	**290**
KS	9.21	24.8	12.61	15.1	39.40	41.5	57.13	45.6	**318**
KY	5.39	10.5	10.97	8.9	37.60	38.3	49.60	40.8	**574**
LA	6.97	14.8	12.72	7.1	40.36	37.5	56.46	39.1	**581**
ME	7.39	8.3	10.02	0.7	40.52	26.9	55.89	27.6	**145**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**247**
MA	4.37	47.1	6.98	40.2	32.90	55.2	42.90	55.2	**87**
MI	4.25	25.9	9.25	22.9	NA	NA	NA	NA	**633**
MN	3.76	21.2	11.83	19.7	31.63	45.3	44.92	47.4	**340**
MS	13.35	42.6	14.13	43.0	16.61	41.0	43.50	40.3	**702**
MO	7.86	17.8	12.20	4.9	36.52	64.9	53.63	66.0	**629**
MT	8.74	12.5	13.02	7.3	36.95	42.2	55.15	43.2	**192**
NE	7.41	27.7	9.93	20.6	32.29	50.3	46.69	52.3	**155**
NV	11.24	33.9	15.55	26.6	41.66	54.8	57.54	56.5	**124**
NH	1.60	6.0	10.12	2.4	31.80	21.7	42.69	22.9	**83**

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	3.00	99.4	37.00	99.4	NA	NA	NA	NA	**158**
NM	9.00	99.7	NA	NA	30.00	99.7	36.00	99.7	**293**
NY	3.66	28.9	7.83	25.2	34.87	51.0	44.30	52.0	**827**
NC	5.82	36.2	10.74	35.1	39.10	53.2	52.98	55.1	**920**
ND	16.51	15.2	12.77	6.5	37.91	40.2	56.55	46.7	**92**
OH	8.43	66.0	11.78	71.3	39.19	92.2	51.15	91.6	**861**
OK	9.09	55.0	10.92	35.2	39.26	54.6	52.60	56.7	**418**
OR	6.31	9.5	11.41	4.8	42.19	42.5	53.62	44.4	**315**
PA	6.58	61.4	10.01	55.6	36.46	70.2	46.45	71.3	**721**
RI	2.50	9.1	7.09	0.0	45.60	9.1	54.30	9.1	**11**
SC	9.97	6.9	16.16	5.3	NA	NA	NA	NA	**857**
SD	10.20	23.4	13.15	19.7	39.35	39.4	53.71	46.7	**137**
TN	9.45	54.1	11.32	36.0	34.38	84.4	45.55	85.4	**713**
TX	9.02	33.3	14.52	32.7	NA	NA	NA	NA	**1,783**
UT	3.54	26.2	13.06	25.8	40.38	94.8	37.00	95.6	**248**
VT	5.31	33.8	10.22	16.9	39.35	33.8	51.69	36.4	**77**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**529**
WA	5.95	27.7	9.85	20.5	44.58	48.1	56.85	49.0	**347**
WV	5.48	5.6	11.45	0.3	43.99	30.1	56.59	34.1	**302**
WI	4.53	10.9	10.98	6.4	35.83	43.8	48.81	46.6	**534**
WY	5.89	16.2	17.68	12.5	NA	NA	NA	NA	**136**
USA	**6.70**	**40.4**	**11.86**	**38.9**	**36.74**	**73.3**	**50.76**	**74.1**	**21,483**
PR	9.96	84.8	14.00	84.3	NA	NA	NA	NA	**178**

*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	NA	NA	NA	NA	NA	NA	NA	NA	**265**
AK	5.23	9.1	4.72	3.0	18.19	21.2	26.50	21.2	**33**
AZ	1.94	41.0	6.50	38.5	24.11	96.3	33.74	96.0	**481**
AR	3.16	18.6	6.00	5.1	27.24	75.4	31.25	76.3	**118**
CA	3.70	98.8	4.60	98.6	30.56	99.6	36.50	99.2	**2,207**
CO	3.54	14.0	5.95	8.8	24.10	36.8	32.92	37.2	**250**
CT	1.75	28.6	6.01	22.9	26.61	49.5	33.78	49.0	**210**
DE	4.19	5.4	6.69	3.6	18.10	30.4	27.23	28.6	**56**
DC	6.75	78.6	8.00	98.2	NA	NA	23.00	98.2	**56**
FL	2.95	19.4	4.96	14.0	NA	NA	NA	NA	**556**
GA	1.72	9.9	6.94	10.3	29.05	24.6	37.09	24.8	**464**
HI	2.35	26.1	7.96	23.2	24.10	71.0	35.25	71.0	**69**
ID	2.33	5.3	5.05	2.6	NA	NA	NA	NA	**38**
IL	2.86	6.9	10.29	99.1	15.50	99.7	17.50	99.7	**753**
IN	NA	NA	NA	NA	NA	NA	NA	NA	**176**
IA	4.94	9.5	5.11	6.3	27.63	24.2	35.19	27.4	**95**
KS	3.08	13.2	5.41	14.9	23.33	34.2	31.88	35.1	**114**
KY	3.14	9.6	6.95	6.9	26.29	27.7	36.06	27.7	**188**
LA	4.11	16.2	7.68	8.1	25.34	28.4	36.24	29.2	**271**
ME	4.00	0.0	5.29	0.0	22.65	29.2	30.82	29.2	**24**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**304**
MA	5.22	57.7	5.67	47.4	28.44	55.4	36.15	56.3	**359**
MI	2.52	41.5	5.34	40.8	15.00	99.8	19.00	99.8	**571**
MN	2.61	28.6	6.98	25.6	25.34	44.6	33.70	45.2	**168**
MS	NA	NA	NA	NA	NA	NA	NA	NA	**0**
MO	4.57	20.4	6.84	9.3	23.92	53.1	33.02	54.8	**343**
MT	1.50	11.1	5.71	22.2	25.43	22.2	32.43	22.2	**9**
NE	3.27	1.7	5.00	0.0	19.67	18.3	27.63	20.0	**60**
NV	3.35	20.6	6.00	11.9	25.88	40.6	35.28	40.0	**160**
NH	2.15	2.9	7.94	0.0	25.70	22.9	35.37	22.9	**35**

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	2.00	99.6	NA	NA	NA	NA	NA	NA	**524**
NM	NA	NA	NA	NA	NA	NA	NA	NA	**121**
NY	2.19	72.1	5.62	69.9	27.98	78.1	33.80	78.8	**598**
NC	2.94	30.5	7.90	30.2	28.58	45.5	38.65	46.1	**440**
ND	5.50	0.0	4.75	0.0	17.67	25.0	27.67	25.0	**4**
OH	5.33	95.6	7.58	96.5	41.14	97.9	37.17	98.2	**340**
OK	3.52	58.4	6.79	39.2	29.43	51.2	37.65	53.0	**166**
OR	1.30	1.8	5.43	1.8	28.10	38.1	33.99	38.9	**113**
PA	4.49	62.7	6.32	53.6	25.48	62.1	31.65	63.2	**601**
RI	3.17	38.8	5.76	0.0	27.95	16.4	33.18	16.4	**67**
SC	7.76	12.4	9.55	11.4	NA	NA	NA	NA	**105**
SD	3.06	0.0	5.63	5.9	20.21	17.6	31.87	11.8	**17**
TN	5.07	82.2	7.51	75.6	28.74	92.1	33.24	92.6	**394**
TX	4.77	33.0	7.63	32.1	NA	NA	NA	NA	**1,526**
UT	3.50	45.5	5.80	54.6	77.00	90.9	89.00	90.9	**11**
VT	1.60	28.6	5.83	14.3	17.80	28.6	23.25	42.9	**7**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**324**
WA	3.78	22.4	5.96	11.9	36.94	36.5	44.29	37.9	**219**
WV	3.35	3.8	6.45	0.0	29.77	26.4	39.08	26.4	**53**
WI	2.49	7.4	5.51	2.0	32.00	24.8	36.58	27.5	**149**
WY	2.44	5.3	6.33	5.3	16.00	94.7	21.00	94.7	**19**
USA	**3.40**	**52.5**	**6.52**	**54.5**	**27.15**	**78.9**	**35.19**	**79.1**	**14,231**
PR	11.40	82.7	10.80	82.0	NA	NA	NA	NA	**278**

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

Table 121
Persons Killed, Population, and Fatality Rates by City, 2000

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
New York	NY	361	178	49.3	8,008,278	4.51
Los Angeles	CA	310	96	31.0	3,694,820	8.39
Chicago	IL	265	73	27.5	2,896,016	9.15
Houston	TX	249	51	20.5	1,953,631	12.75
Philadelphia	PA	119	39	32.8	1,517,550	7.84
Phoenix	AZ	184	54	29.3	1,321,045	13.93
San Diego	CA	102	36	35.3	1,223,400	8.34
Dallas	TX	171	36	21.1	1,188,580	14.39
San Antonio	TX	134	31	23.1	1,144,646	11.71
Detroit	MI	149	45	30.2	951,270	15.66
San Jose	CA	50	19	38.0	894,943	5.59
Indianapolis	IN	32	9	28.1	791,926	4.04
San Francisco	CA	49	30	61.2	776,733	6.31
Jacksonville	FL	102	20	19.6	735,617	13.87
Columbus	OH	43	8	18.6	711,470	6.04
Austin	TX	72	12	16.7	656,562	10.97
Baltimore	MD	5	1	20.0	651,154	0.77
Memphis	TN	85	16	18.8	650,100	13.07
Milwaukee	WI	41	10	24.4	596,974	6.87
Boston	MA	25	17	68.0	589,141	4.24
Washington	DC	48	18	37.5	572,059	8.39
Nashville-Davidson	TN	99	14	14.1	569,891	17.37
El Paso	TX	56	13	23.2	563,662	9.94
Seattle	WA	31	5	16.1	563,374	5.50
Denver	CO	83	35	42.2	554,636	14.96
Charlotte	NC	70	15	21.4	540,828	12.94
Fort Worth	TX	76	15	19.7	534,694	14.21
Portland	OR	27	10	37.0	529,121	5.10
Oklahoma City	OK	55	10	18.2	506,132	10.87
Tucson	AZ	61	15	24.6	486,699	12.53
New Orleans	LA	50	12	24.0	484,674	10.32
Las Vegas	NV	44	9	20.5	478,434	9.20
Cleveland	OH	32	5	15.6	478,403	6.69

Source: Population—Bureau of the Census. Population data by city not available for 2001.

Table 121
Persons Killed, Population, and Fatality Rates by City, 2000 (Continued)

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Long Beach	CA	34	7	20.6	461,522	7.37
Albuquerque	NM	54	16	29.6	448,607	12.04
Kansas City	MO	69	9	13.0	441,545	15.63
Fresno	CA	25	6	24.0	427,652	5.85
Virginia Beach	VA	24	0	0.0	425,257	5.64
Atlanta	GA	68	15	22.1	416,474	16.33
Sacramento	CA	32	5	15.6	407,018	7.86
Oakland	CA	33	7	21.2	399,484	8.26
Mesa	AZ	32	3	9.4	396,375	8.07
Tulsa	OK	44	7	15.9	393,049	11.19
Omaha	NE	20	6	30.0	390,007	5.13
Minneapolis	MN	20	2	10.0	382,618	5.23
Honolulu	HI	29	12	41.4	371,657	7.80
Miami	FL	56	27	48.2	362,470	15.45
Colorado Springs	CO	31	6	19.4	360,890	8.59
St. Louis	MO	42	17	40.5	348,189	12.06
Wichita	KS	10	1	10.0	344,284	2.90
Santa Ana	CA	22	7	31.8	337,977	6.51
Pittsburgh	PA	29	5	17.2	334,563	8.67
Arlington	TX	31	6	19.4	332,969	9.31
Cincinnati	OH	24	7	29.2	331,285	7.24
Anaheim	CA	20	6	30.0	328,014	6.10
Toledo	OH	22	4	18.2	313,619	7.01
Tampa	FL	69	20	29.0	303,447	22.74
Buffalo	NY	13	5	38.5	292,648	4.44
St. Paul	MN	21	5	23.8	287,151	7.31
Corpus Christi	TX	26	7	26.9	277,454	9.37
Aurora	CO	16	4	25.0	276,393	5.79
Raleigh	NC	35	4	11.4	276,093	12.68
Newark	NJ	37	13	35.1	273,546	13.53
Lexington-Fayette	KY	23	2	8.7	260,512	8.83
Anchorage	AK	26	4	15.4	260,283	9.99
Louisville	KY	83	18	21.7	256,231	32.39

Source: Population—Bureau of the Census. Population data by city not available for 2001.

Table 121
Persons Killed, Population, and Fatality Rates by City, 2000 (Continued)

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Riverside	CA	19	4	21.1	255,166	7.45
St. Petersburg	FL	31	6	19.4	248,232	12.49
Bakersfield	CA	18	3	16.7	247,057	7.29
Stockton	CA	22	6	27.3	243,771	9.02
Birmingham	AL	31	5	16.1	242,820	12.77
Jersey City	NJ	15	6	40.0	240,055	6.25
Norfolk	VA	23	4	17.4	234,403	9.81
Baton Rouge	LA	44	9	20.5	227,818	19.31
Hialeah	FL	20	5	25.0	226,419	8.83
Lincoln	NE	14	1	7.1	225,581	6.21
Greensboro	NC	27	6	22.2	223,891	12.06
Plano	TX	13	2	15.4	222,030	5.86
Rochester	NY	7	2	28.6	219,773	3.19
Glendale	AZ	27	3	11.1	218,812	12.34
Akron	OH	18	1	5.6	217,074	8.29
Garland	TX	13	0	0.0	215,768	6.02
Madison	WI	12	2	16.7	208,054	5.77
Fort Wayne	IN	9	1	11.1	205,727	4.37
Fremont	CA	9	0	0.0	203,413	4.42
Scottsdale	AZ	21	0	0.0	202,705	10.36
Montgomery	AL	19	2	10.5	201,568	9.43
Shreveport	LA	20	2	10.0	200,145	9.99
Augusta-Richmond Co.	GA	20	1	5.0	199,775	10.01
Lubbock	TX	14	0	0.0	199,564	7.02
Chesapeake	VA	12	2	16.7	199,184	6.02
Mobile	AL	25	5	20.0	198,915	12.57
Des Moines	IA	11	2	18.2	198,682	5.54
Grand Rapids	MI	7	2	28.6	197,800	3.54
Richmond	VA	21	5	23.8	197,790	10.62
Yonkers	NY	12	4	33.3	196,086	6.12
Spokane	WA	11	2	18.2	195,629	5.62
Glendale	CA	13	4	30.8	194,973	6.67
Tacoma	WA	21	6	28.6	193,556	10.85
Irving	TX	12	3	25.0	191,615	6.26
Huntington Beach	CA	8	3	37.5	189,594	4.22

Source: Population—Bureau of the Census. Population data by city not available for 2001.

Table 121
Persons Killed, Population, and Fatality Rates by City, 2000 (Continued)

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Modesto	CA	13	3	23.1	188,856	6.88
Durham	NC	19	6	31.6	187,035	10.16
Columbus	GA	18	3	16.7	186,291	9.66
Orlando	FL	34	6	17.6	185,951	18.28
Boise City	ID	6	1	16.7	185,787	3.23
Winston-Salem	NC	25	6	24.0	185,776	13.46
San Bernardino	CA	28	6	21.4	185,401	15.10
Jackson	MS	39	6	15.4	184,256	21.17
Little Rock	AR	28	6	21.4	183,133	15.29
Salt Lake City	UT	32	9	28.1	181,743	17.61
Reno	NV	14	5	35.7	180,480	7.76
Newport News	VA	10	3	30.0	180,150	5.55
Chandler	AZ	4	0	0.0	176,581	2.27
Laredo	TX	9	2	22.2	176,576	5.10
Henderson	NV	9	1	11.1	175,381	5.13
Knoxville	TN	35	2	5.7	173,890	20.13
Amarillo	TX	18	5	27.8	173,627	10.37
Providence	RI	14	0	0.0	173,618	8.06
Chula Vista	CA	12	4	33.3	173,556	6.91
Worcester	MA	15	7	46.7	172,648	8.69
Oxnard	CA	13	3	23.1	170,358	7.63
Dayton	OH	27	4	14.8	166,179	16.25
Garden Grove	CA	8	3	37.5	165,196	4.84
Oceanside	CA	11	3	27.3	161,029	6.83
Tempe	AZ	19	5	26.3	158,625	11.98
Huntsville	AL	22	4	18.2	158,216	13.91
Ontario	CA	16	3	18.8	158,007	10.13
Chattanooga	TN	36	6	16.7	155,554	23.14
Fort Lauderdale	FL	24	8	33.3	152,397	15.75
Springfield	MA	14	6	42.9	152,082	9.21
Springfield	MO	12	3	25.0	151,580	7.92
Santa Clarita	CA	12	3	25.0	151,088	7.94
Salinas	CA	1	0	0.0	151,060	0.66
Tallahassee	FL	15	2	13.3	150,624	9.96
Rockford	IL	13	1	7.7	150,115	8.66

Source: Population—Bureau of the Census. Population data by city not available for 2001.

Table 122
Fatalities and Fatality Rates by State, 1975-2001

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1985	1990	1995	2001	Difference, 1975-2001	1975	1985	1990	1995	2001	Difference, 1975-2001
AL	902	882	1,121	1,114	994	**+10%**	3.63	2.51	2.65	2.20	1.75	**-52%**
AK	112	127	98	87	85	**-24%**	4.38	3.17	2.51	2.11	1.80	**-59%**
AZ	670	893	869	1,035	1,048	**+56%**	4.19	4.14	2.45	2.61	2.06	**-51%**
AR	559	534	604	631	611	**+9%**	4.01	3.12	2.87	2.37	2.08	**-48%**
CA	4,092	4,960	5,192	4,192	3,956	**-3%**	3.09	2.39	2.01	1.52	1.27	**-59%**
CO	581	579	544	645	736	**+27%**	3.50	2.21	2.00	1.84	1.71	**-51%**
CT	389	448	385	317	312	**-20%**	2.13	2.00	1.46	1.13	1.01	**-53%**
DE	122	104	138	121	136	**+11%**	3.37	1.94	2.11	1.61	1.58	**-53%**
DC	70	60	48	58	68	**-3%**	2.27	1.86	1.41	1.74	1.81	**-20%**
FL	1,998	2,832	2,891	2,805	3,011	**+51%**	3.24	3.22	2.63	2.19	1.93	**-40%**
GA	1,360	1,361	1,562	1,488	1,615	**+19%**	3.46	2.53	2.22	1.74	1.50	**-57%**
HI	144	126	177	130	140	**-3%**	3.47	1.86	2.19	1.64	1.61	**-54%**
ID	281	255	244	262	259	**-8%**	4.78	3.31	2.48	2.13	1.84	**-62%**
IL	2,041	1,534	1,589	1,586	1,414	**-31%**	3.56	2.17	1.91	1.68	1.37	**-62%**
IN	1,128	974	1,049	960	909	**-19%**	3.02	2.39	1.95	1.49	1.27	**-58%**
IA	670	474	465	527	447	**-33%**	3.75	2.35	2.02	2.03	1.49	**-60%**
KS	509	486	444	442	494	**-3%**	3.29	2.52	1.94	1.76	1.75	**-47%**
KY	863	712	849	849	845	**-2%**	3.50	2.50	2.52	2.07	1.83	**-48%**
LA	934	931	959	894	954	**+2%**	4.60	2.79	2.53	2.31	2.32	**-50%**
ME	223	206	213	187	192	**-14%**	3.14	2.22	1.79	1.49	1.33	**-58%**
MD	670	729	707	671	660	**-1%**	2.66	2.19	1.74	1.50	1.27	**-52%**
MA	864	742	605	444	477	**-45%**	2.75	1.87	1.31	0.92	0.90	**-67%**
MI	1,779	1,545	1,571	1,530	1,328	**-25%**	3.06	2.29	1.94	1.79	1.34	**-56%**
MN	754	608	566	597	568	**-25%**	2.94	1.86	1.45	1.35	1.06	**-64%**
MS	546	662	750	868	784	**+44%**	3.80	3.45	3.07	2.94	2.18	**-43%**
MO	1,045	931	1,097	1,109	1,098	**+5%**	3.41	2.37	2.16	1.87	1.62	**-52%**
MT	291	223	212	215	230	**-21%**	5.08	3.03	2.54	2.28	2.30	**-55%**
NE	369	237	262	254	246	**-33%**	3.29	1.97	1.88	1.61	1.36	**-59%**
NV	218	259	343	313	313	**+44%**	4.74	3.42	3.36	2.24	1.71	**-64%**
NH	151	191	158	118	142	**-6%**	2.85	2.53	1.61	1.11	1.15	**-60%**

Table 122
Fatalities and Fatality Rates by State, 1975-2001 (Continued)

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1985	1990	1995	2001	Difference, 1975-2001	1975	1985	1990	1995	2001	Difference, 1975-2001
NJ	1,043	964	886	774	747	**-28%**	2.15	1.83	1.50	1.27	1.09	**-49%**
NM	555	535	499	485	463	**-17%**	5.59	4.03	3.09	2.29	1.99	**-64%**
NY	2,366	2,006	2,217	1,679	1,548	**-35%**	3.63	2.22	2.07	1.46	1.18	**-67%**
NC	1,506	1,482	1,385	1,448	1,530	**+2%**	4.14	2.97	2.21	1.90	1.67	**-60%**
ND	167	90	112	74	105	**-37%**	3.71	1.61	1.90	1.13	1.45	**-61%**
OH	1,766	1,646	1,638	1,360	1,378	**-22%**	2.75	2.18	1.79	1.35	1.29	**-53%**
OK	757	744	641	669	676	**-11%**	3.33	2.39	1.93	1.74	1.55	**-53%**
OR	562	559	579	574	488	**-13%**	3.53	2.61	2.17	1.91	1.42	**-60%**
PA	2,078	1,771	1,646	1,480	1,530	**-26%**	3.26	2.35	1.92	1.57	1.49	**-54%**
RI	110	109	84	69	81	**-26%**	1.94	1.87	1.14	1.00	1.01	**-48%**
SC	820	951	979	881	1,059	**+29%**	3.98	3.56	2.85	2.28	2.27	**-43%**
SD	195	130	153	158	171	**-12%**	3.76	2.07	2.19	2.06	2.00	**-47%**
TN	1,126	1,101	1,177	1,259	1,251	**+11%**	3.42	3.03	2.52	2.24	1.85	**-46%**
TX	3,372	3,678	3,250	3,183	3,724	**+10%**	3.99	2.57	2.08	1.76	1.72	**-57%**
UT	272	303	272	325	292	**+7%**	3.42	2.52	1.86	1.73	1.25	**-63%**
VT	143	115	90	106	92	**-36%**	4.32	2.45	1.54	1.71	0.96	**-78%**
VA	993	976	1,079	900	935	**-6%**	2.87	2.04	1.79	1.29	1.27	**-56%**
WA	758	744	825	653	649	**-14%**	3.16	2.16	1.85	1.33	1.21	**-62%**
WV	461	420	481	376	376	**-18%**	4.36	3.32	3.12	2.16	1.91	**-56%**
WI	930	744	769	745	763	**-18%**	3.25	2.03	1.74	1.45	1.33	**-59%**
WY	210	152	125	170	186	**-11%**	5.36	2.81	2.14	2.41	2.16	**-60%**
USA	**44,525**	**43,825**	**44,599**	**41,817**	**42,116**	**-5%**	**3.35**	**2.47**	**2.08**	**1.73**	**1.51**	**-55%**
PR	496	600	473	595	481	**-3%**	7.27	5.74	3.68	3.83	2.70	**-63%**

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

Table 123
Child Passenger Protection Laws

State	Effective Date	Restraint Requirement Age[1,2]	Safety Seat Required	Must Use Safety Seat or Seat Belt	Penalty
AL	7/83	Under 6	Under 6	Age 4 or 5	$10
AK	6/85	Under 16	Under 4	No	$50, 2 points
AZ	8/83	Under 5	Under 5	No	$50
AR	8/83	Under 5	Under 6	No	$25-$100
CA	1/83	Under 16	Under 6 [3]	No	$100, 1 point [4]
CO	1/84	Under 16	Under 4 [5]	No	$50 + $6 surcharge
CT	5/82	Under 16	Under 4 [5]	Over 40 pounds	$100-$2,000 [6]
DE	6/82	Under 16[7]	Under 4	No	$28.75
DC	7/83	Under 16	Under 3	Age 3 through 16	$55, 2 points
FL	7/83	Under 18	Under 6	Age 4 or 5	$60 + $10 court cost, 3 points
GA	7/84	Under 16	Under 5	Age 3 or 4	$50-$100, 1-2 points
HI	7/83	Under 15	Under 4	No	$100-$500
ID	1/85	Under 4	Under 4 [5]	No	$100
IL	7/83	Under 16	Under 4	Age 4 or 5	$25-$50
IN	1/84	Under 12	Under 4	Age 4 through 11	$25, 4 points
IA	1/85	Under 6	Under 3	Age 3 through 5	$25
KS	1/82	Under 14	Under 4	No	$20
KY	7/82	Under 16	40 in. and under	No	$50
LA	9/84	Under 13	Under 3	Age 3 through 12	$50-$100
ME	9/83	Under 18	Under 4	Age 4 through 18	$25-$500
MD	1/84	Under 16	Under 4 [3]	Over 40 pounds	$25
MA	1/82	Under 12	Under 5	Age 5 through 11	$25
MI	4/82	Under 16	Under 4	No	$10
MN	8/83	Under 11	Under 4	No	$50
MS	7/83	Under 8	Under 4	No	$25
MO	1/84	Under 16	Under 4	No	$25 + court costs
MT	1/84	Under 16	Under 2	Age 2 through 4	$100
NE	8/83	Under 16	Under 4 [5]	Over 40 pounds	$25-$500
NV	7/83	Under 16	Under 5 [5]	No	$35-$100
NH	7/83	Under 16	Under 4	No	$25-$50
NJ	4/83	Under 16	Under 5	Age 1-1/2 through 4	$10-$25
NM	6/83	Under 11	Under 5	Age 1 through 5 in rear	$25
NY	4/82	Under 16	Under 4	No	$25-$100, 3 points
NC	7/82	Under 16	Under 5	Age 4 through 15	$25
ND	1/84	Under 18	Under 4	Age 4 through 17	No fine, 1 point
OH	3/83	Under 4 [3]	Under 4 [5]	No	$100-$250 [8]
OK	11/83	Under 13	Under 4 [3]	Age 4 through 12	$10 + $15 court costs
OR	1/84	Under 16	Under 4 [3]	Age 4 or Over	$75
PA	1/84	Under 16	Under 4	No	$25
RI	7/80	Under 16	Under 7 [9]	Age 4 or 5	$50
SC	7/83	Under 16	Under 6	Age 4 or 5	$25
SD	7/84	Under 16	Under 5	Over 40 pounds	$20
TN	1/78	Under 16	Under 4	Age 4 through 15	$50 maximum [10]
TX	10/84	Under 15	Under 4	Age 3 or 4	$100-$200
UT	7/84	Under 16	Under 5	No	$45
VT	7/84	Under 16	Under 5	No	$25
VA	1/83	Under 16	Under 4	Age 3 [11]	$50, 3 points
WA	1/84	Under 16	Under 3	Age 3 through 10	$250 maximum
WV	7/81	Under 16	Under 3	Age 3 through 8	$10-$20
WI	11/82	Under 8	Under 4	Age 4 through 8	$30-$75
WY	4/85	Under 12	Under 5 [5]	No	$50-$100
PR	1/89	Under 16	Under 4	No	$10

[1] Table covers laws applicable to children under 16 years old. [2] All States have laws requiring front seat occupants under 16 years of age to be restrained by seat belts or child safety seats. [3] Or less than 60 pounds. [4] Second or subsequent offense. [5] And less than 40 pounds. [6] Third offense can result in 1 year imprisonment. [7] Children under 12 years old and less than 66 inches tall may not occupy front seat if equipped with passenger-side airbag. [8] Subsequent offenses can result in 30 days imprisonment. [9] Children under age 6 must be transported in the back seat. [10] Can result in 30 days imprisonment. [11] Seat belts can be substituted only if the size and weight of the child make the use of a seat belt practical and the use of a child restraint device impractical.

Table 124
Status of State Motorcycle Helmet Use Requirements

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

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

Table 125
Impaired Driving High-Priority Legislation

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

Table 125
Impaired Driving High-Priority Legislation (Continued)

State	Administrative Per Se (BAC Level)	Illegal Per Se (BAC Level)	Lower BAC for Youthful DWI Offenders (BAC Level and Age)	License Sanction (Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
NJ	N	0.10	Y-0.01 (<21)	R-6 mos	R-2 yrs	R-10 yrs
NM	Y-0.08	0.08	Y-0.02 (<21)	—	R-30 days	R-30 days
NY	A	0.10	Y-0.02 (<21)	—	R-1 yr	R-1 yr
NC	Y-0.08	0.08	Y-0.00 (<21)	—	R-2 yrs	R-3 yrs
ND	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-365 days	S-2 yrs
OH	Y-0.10	0.10	Y-0.02 (<21)	S-15 days	S-30 days	S-180 days
OK	Y-0.08	0.08	Y-0.00 (<21)	—	R-1 yr	R-1 yr
OR	Y-0.08	0.08	Y-0.00 (<21)	—	S-90 days	S-1 yr
PA	N	0.10	Y-0.02 (<21)	S-1 mo	S-12 mos	S-12 mos
RI	N	0.08	Y-0.02 (<21)	S-3 mos	S-1 yr	S-2 yrs
SC	Y-0.15	0.10	Y-0.02 (<21)	—	S-1 yr	S-4 yrs
SD	N	0.10	Y-0.02 (<21)	—	R-1 yr	R-1 yr
TN	N	0.10	Y-0.02 (<21)	—	R-2 yrs	R-3 yrs
TX	Y-0.08	0.08	Y-0.00 (<21)	—	S-1 yr	S-1 yr
UT	Y-0.08	0.08	Y-0.00 (<21)	S-90 days	R-1 yr	R-1 yr
VT	Y-0.08	0.08	Y-0.02 (<21)	S-90 days	S-18 mos	R-2 yrs
VA	Y-0.08	0.08	Y-0.02 (<21)	—	R-1 yr	R-3 yrs
WA	Y-0.08	0.08	Y-0.02 (<21)	S-30 days	R-1 yr	R-2 yrs
WV	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-1 yr	R-1 yr
WI	Y-0.10	0.10	Y-0.02 (<21)	—	R-1 yr	R-1 yr
WY	Y-0.10	0.10	Y-0.02 (<21)	—	S-1 yr	R-3 yrs
USA	**Y - 42**	**0.08 - 29** **0.10 - 21** **No - 1**	**Y - 51**	**S - 19** **R - 9**	**S - 16** **R - 30**	**S - 14** **R - 34**
	Y = Yes N = No A = Alternative		Y = Yes		S = Suspension R = Revocation	
PR	N	No	—	—	—	—

Notes: An “administrative per se law” refers to a statute that allows a state’s driver licensing agency to either suspend or revoke a driver’s license based either on a specific alcohol (or drug) concentration or on some other criterion related to alcohol or drug use and driving. Such action is completely independent of any licensing action related to a DWI criminal offense. The term “illegal per se” refers to state laws that make it a criminal offense to operate a motor vehicle at or above a specified alcohol (or drug) concentration in the blood, breath, or urine. In those columns showing mandatory sanctions, a “blank” space does not mean that a state does not have a sanction. It only means that the state does not have a mandatory sanction for that offense or violation.
Source: “Digest of State Alcohol-Highway Safety Related Legislation,” U.S. Department of Transportation/ National Highway Traffic Administration, DOT HS 809 216.

Table 126
Key Provisions of Safety Belt Use Laws

State	Effective [1]	Enforcement	Fine	Seats	Vehicles Exempted [2]
AL	07/18/92	Primary	$25	Front	Designed for more than 10 passengers; model year before 1965.
AK	09/12/90	Secondary	$15	All	School bus.
AZ	01/01/91	Secondary	$10	Front	Designed for more than 10 passengers; model year before 1972.
AR	07/15/91	Secondary	$25	Front	School bus, church bus, public bus; model year before 1968.
CA	01/01/86	Primary	$20	All	None.
CO	07/01/87	Secondary [3]	$15	Front [3]	Passenger bus, school bus.
CT	01/01/86	Primary	$37	Front	Truck or bus over 15,000 lbs.
DE	01/01/92	Secondary	$20	Front	Postal service vehicles.
DC	12/12/85	Primary	$50 [4]	All	Seating more than 8 people.
FL	07/01/86	Secondary	$30	Front	School bus, public bus, truck over 5,000 lbs.
GA	09/01/88	Primary	$15	Front	Designed for more than 10 passengers; pickup.
HI	02/16/85	Primary	$20	Front	Bus or school bus over 10,000 lbs.
ID	07/01/86	Secondary	$ 5	Front	Over 8,000 lbs.
IL	07/01/85	Secondary	$25	Front	None.
IN	07/01/87	Primary	$25	Front	Truck, tractor, RV.
IA	07/01/86	Primary	$25	Front	None.
KS	07/01/86	Secondary	$10	Front	Designed for more than 10 people; truck over 12,000 lbs.
KY	07/13/94	Secondary	$25	All	Designed for more than 10 people.
LA	07/01/86	Primary	$25	Front	Designed for more than 10 people; model year before 1981.
ME	12/27/95	Secondary	$60	All	Manufactured without seat belts.
MD	07/01/86	Primary	$25	Front	Historic vehicle.
MA	02/01/94	Secondary	$25	All	Truck over 18,000 lbs.; bus and taxi operators.
MI	07/01/85	Primary	$25	Front	Taxi, bus, school bus.
MN	08/01/86	Secondary	$25	Front	Farm pickup truck.
MS	03/20/90	Secondary	$25	Front	Farm vehicle, bus.
MO	09/28/85	Secondary	$10	Front	Designed for more than 10 people, truck over 12,000 lbs.
MT	10/01/87	Secondary	$20	All	None.
NE	01/01/93	Secondary	$25	Front	Model year before 1973.
NV	07/01/87	Secondary	$25	All	Taxi, bus, school bus.
NH	—				
NJ	03/01/85	Primary	$42	Front	None.
NM	01/01/86	Primary	$25 [4]	All	Over 10,000 lbs.
NY	12/01/84	Primary	$50	Front	Bus, school bus, taxi, emergency vehicle.
NC	10/01/85	Primary	$25	Front	Designed for more than 10 people.
ND	07/14/94	Secondary [5]	$20	Front	Designed for more than 10 people.
OH	05/06/86	Secondary	$25	Front	None.
OK	02/01/87	Primary	$20	Front	Farm vehicle, truck, truck tractor, RV.
OR	12/07/90	Primary	$75	All	Newspaper, mail, meter, transit vehicle.
PA	11/23/87	Secondary	$10	Front	Truck over 7,000 lbs.
RI	06/18/91	Secondary	$50	All	None.
SC	07/01/89	Secondary	$10	All	School bus, public bus; vehicle with no belts in rear.
SD	01/01/95	Secondary [5]	$20	Front	Bus, school bus.
TN	04/21/86	Secondary	$10	Front	Over 8,500 lbs.
TX	09/01/85	Primary	$50	Front	Designed for more than 10 people, truck over 15,000 lbs.
UT	04/28/86	Secondary [6]	$45	All	None.
VT	01/01/94	Secondary	$10	All	Bus, taxi.
VA	01/01/88	Secondary	$25	Front	Designed for more than 10 people, taxi.
WA	06/11/86	Secondary	$71	All	Designed for more than 10 people.
WV	09/01/93	Secondary	$25	Front	Designed for more than 10 people.
WI	12/01/87	Secondary	$10	All	Taxi, farm truck.
WY	06/08/89	Secondary	$25 [7]	All	Designed for more than 11 people, bus.
PR	01/19/75	Primary	$50	All	None.

[1] Effective date of first belt law in the state. [2] Most states exempt vehicles not manufactured with seat belts. [3] Primary enforcement for all positions if driver is under 17 years. [4] Plus 2 points on license. [5] Primary enforcement for all positions if driver is under 18 years. [6] Primary enforcement for all positions if driver is under 19 years. [7] Fine for driver is $25; fine for passengers over 12 years is $10.
Total states with safety belt use laws: 49 plus DC and Puerto Rico.

APPENDIX A ♦ FARS DATA ELEMENTS

2001 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 Nonmotorist Forms Submitted
Number of Person Forms Submitted
Number of Travel Lanes
Number of Vehicle Forms Submitted
Rail Grade Crossing Identifier
Related Factors—Crash Level
Relation to Junction
Relation to Roadway
Roadway Alignment
Roadway Function Class
Roadway Profile
Roadway Surface Condition
Roadway Surface Type
Route Signing
School Bus Related
Special Jurisdiction
Speed Limit
State
Time
Traffic Control Device
Traffic Control Device Functioning
Trafficway Flow
Trafficway Identifier

Vehicle Level

Body Type
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
Special Use
Travel Speed
Truck Fuel Type

Vehicle Level (Continued)

Truck Gross Vehicle Weight Rating
Truck Series
Underride/Override
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

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
Nonmotorist Location
Nonmotorist 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

2001 General Estimates System Data Elements

Crash Level

Alcohol Involved in Crash
Atmospheric Condition
Day of Week
First Harmful Event
Hour of Crash
Interstate Highway
Land Use
Light Condition
Manner of Collision
Maximum Injury Severity
Minute of Crash
Month of Crash
Number Injured in Crash
Number of Nonmotorists
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/Driver Level (Continued)

Vehicle Make
Vehicle Model
Vehicle Number
Vehicle Role
Vehicle Trailing
Violations Charged

Person Level

Age
Air Bag Availability/Function
Ejection
Injury Severity
Nonmotorist Action
Nonmotorist Location
Nonmotorist Safety Equipment Use
Nonmotorist Striking Vehicle Number
Person Number
Person Type
Person's Physical Impairment
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Restraint System Use
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 the following table. By adding and subtracting two standard errors, a 95 percent confidence interval can be created for the GES estimates in this report. For example, the estimated number of injury crashes that occurred in the month of February is given in Table 23 as 144,000. To calculate one standard error for this crash estimate, use the table on the following page. Since 144,000 does not appear in the Crash Estimate column, use linear interpolation from the standard error values for 100,000 (8,100) and 200,000 (14,400). One standard error would be approximately 10,900. The 95 percent confidence interval for this estimate would be 144,000 ± 2 × 10,900 or 122,200 to 165,800.

2001 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	1,000
6,000	1,100	10,000	1,500	10,000	1,400
7,000	1,200	20,000	2,300	20,000	2,200
8,000	1,300	30,000	3,100	30,000	2,900
9,000	1,400	40,000	3,800	40,000	3,600
10,000	1,500	50,000	4,500	50,000	4,200
20,000	2,400	60,000	5,200	60,000	4,800
30,000	3,200	70,000	5,900	70,000	5,400
40,000	4,000	80,000	6,500	80,000	6,000
50,000	4,700	90,000	7,100	90,000	6,500
60,000	5,400	100,000	7,800	100,000	7,100
70,000	6,100	200,000	13,800	200,000	12,200
80,000	6,800	300,000	19,600	300,000	17,100
90,000	7,400	400,000	25,300	400,000	21,900
100,000	8,100	500,000	30,900	500,000	26,500
200,000	14,400	600,000	36,600	600,000	31,100
300,000	20,500	700,000	42,200	700,000	35,700
400,000	26,500	800,000	47,900	800,000	40,300
500,000	32,500	900,000	53,600	900,000	44,900
600,000	38,500	1,000,000	59,300	1,000,000	49,400
700,000	44,500	2,000,000	117,500	2,000,000	95,200
800,000	50,500	3,000,000	178,000	3,000,000	141,700
900,000	56,500	4,000,000	240,800	4,000,000	189,100
1,000,000	62,600	5,000,000	305,500	5,000,000	237,500
2,000,000	124,600	6,000,000	372,100	6,000,000	286,800
3,000,000	189,400	7,000,000	440,400	7,000,000	337,000
4,000,000	256,600	8,000,000	510,300	8,000,000	388,100
5,000,000	326,100	9,000,000	581,700	9,000,000	439,900
6,000,000	397,700	10,000,000	654,600	10,000,000	492,400
6,500,000	434,200	11,000,000	728,800	11,000,000	545,700
7,000,000	471,200	12,000,000	804,300	12,000,000	599,700
$*SE = e^{a + b(\ln x)^2}$, *where* $a = 4.350780$, $b = 0.035070$		$**SE = e^{a + b(\ln x)^2}$, *where* $a = 4.337980$, $b = 0.034850$		$***SE = e^{a + b(\ln x)^2}$, *where* $a = 4.443040$, $b = 0.033350$	

Unknowns

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

Percent of Unknowns for 2001 GES Data Elements

Crash Level			
Alcohol Involved in Crash	6.2%	Manner of Collision	0.2%
Atmospheric Condition	1.7%	Minute of Crash	0.6%
Crash Severity	3.5%	Relation to Junction	0.1%
Day of Week	0.0%	Relation to Roadway	0.2%
First Harmful Event	0.1%	Roadway Surface Condition	1.8%
Hour of Crash	0.6%	Speed Limit	17.1%
Light Condition	1.3%	Traffic Control Device	2.6%
Vehicle/Driver Level			
Driver Drinking in Vehicle	8.6%	Rollover Type	1.0%
Initial Point of Impact	1.9%	Vehicle Type	1.4%
Most Harmful Event	0.1%		
Person Level			
Age	8.6%	Seating Position	0.9%
Injury Severity	4.2%	Sex	6.0%
Police-Reported Alcohol Involvement	4.1%		

GLOSSARY

Alcohol Involvement

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

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

Blood Alcohol Concentration

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

Body Type

Detailed type of motor vehicle within a vehicle type.

Bus

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

Combination Truck

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

Construction/Maintenance Zone

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

Crash

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

Crash Severity

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

Crash Type
Single-vehicle or multiple-vehicle crash.

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

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

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

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

Fixed Object
Stationary structures or substantial vegetation attached to the terrain.

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

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

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

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

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

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

Land Use
The crash location (urban or rural).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Nonmotorist Location

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

Objects Not Fixed

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

Occupant

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

Other Vehicle

Consists of the following types of vehicles:

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

Passenger

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

Passenger Car

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

Pedalcyclist

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

Pedestrian

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

Restraint Use

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Vehicle
See *Motor Vehicle in Transport*.

Vehicle Type

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

Weekday

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

Weekend

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

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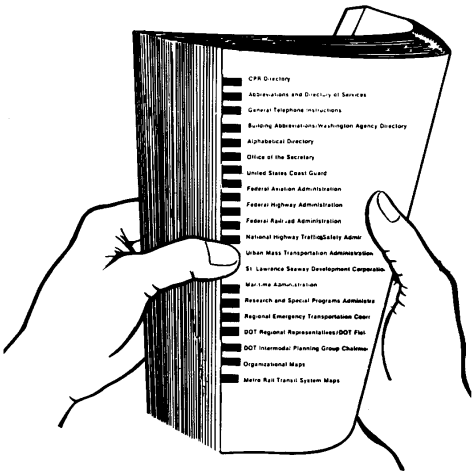

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