U.S. Department of Transportation

National Highway Traffic Safety Administration

Traffic Safety Facts 2002

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

EARLY EDITION

2002 National Statistics

Police-Reported Motor Vehicle Traffic Crashes	
Fatal	38,309
Injury	1,929,000
Property Damage Only	4,348,000
Total	**6,316,000**

Traffic Crash Victims	Killed	Injured
Occupants		
Drivers	26,549	1,920,000
Passengers	10,571	880,000
Unknown	112	—
Nonmotorists		
Pedestrians	4,808	71,000
Pedalcyclists	662	48,000
Other/Unknown	113	7,000
Total	**42,815**	**2,926,000**

Other National Statistics	
Vehicle Miles Traveled	2,829,645,000,000
Resident Population	288,368,698
Registered Vehicles	NA
Licensed Drivers	NA
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	14.85
Fatalities per 100,000 Registered Vehicles	NA
Fatalities per 100,000 Licensed Drivers	NA

National Rates: Injured Persons	
Injured Persons per 100 Million Vehicle Miles Traveled	103
Injured Persons per 100,000 Population	1,015
Injured Persons per 100,000 Registered Vehicles	NA
Injured Persons per 100,000 Licensed Drivers	NA

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.
NA = data not available.

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

EARLY EDITION

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Traffic Safety Facts 2002:
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

EARLY EDITION

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

The National Highway Traffic Safety Administration is pleased to present its *Traffic Safety Facts 2002: 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. In 2002, the Nation's crash fatality rate per 100 million vehicle miles of travel reached an historic low of 1.51. Although this significant event is the result of much progress in reducing the number of deaths and injuries on our Nation's highways, total fatalities increased just slightly in 2002, reaching the highest level since 1990. Over 6.3 million police-reported motor vehicle crashes still occurred on our highways in 2002 — one every 5 seconds. On average, a person was injured in these crashes every 11 seconds, and someone was killed every 12 minutes.

Unfortunately, impaired driving and failure to use safety belts continued to be major contributors to fatalities on our highways. Alcohol-related fatalities remained at 41 percent of total highway deaths: 17,419 persons were killed in alcohol-related crashes in 2002, 15,019 of which involved a driver or nonoccupant with blood alcohol content of 0.08 or greater. Fifty-nine percent of the passenger vehicle occupants killed in 2002 — more than 19,000 of our friends and relatives — were unrestrained. About half of those people would be alive today had they been using safety belts or child safety seats.

During 2004, NHTSA will continue our work to keep our Nation's highways among the safest in the world. We will focus our efforts on increasing safety belt use, reducing impaired driving, improving inter-vehicle compatibility, 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.

NHTSA's efforts in this important mission could not be accomplished without the fine work performed by States and localities throughout the country — they collect, code, and report much of the information contained in this document. The dedication and hard work of the people involved throughout the data collection process have made NHTSA's crash data files the best source of crash data in the world. Special thanks are extended to the police officers who provide the lifesaving services of clearing crash scenes and aiding the victims of crashes, as well as reporting information about the 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.

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

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INTRODUCTION

In this annual report, *Traffic Safety Facts 2002: 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 2002 FARS data file used for the statistics in this report was created in June 2003; however, the 2002 FARS file will *officially* close in February 2004. 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 2001 are reflected in this report. The updated final counts for 2002 will be reflected in the 2003 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 2002 file used for the statistics in this report was completed in June 2003.

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 2002) and GES (1988 through 2002). The remaining chapters present data only from 2002. Chapter 2, "Crashes," describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crash. Chapter 3, "Vehicles," concentrates on the types of vehicles involved in crashes and the damage to the vehicles. Chapter 4, "People," is the largest chapter of this report, with statistics about drivers, passengers, pedestrians, and pedalcyclists. The last chapter of the report, "States," contains information about crashes for each state, the District of Columbia, and Puerto Rico. Terms used throughout the report are defined in the Glossary.

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

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

Changes from Last Year's Report

- In 1994, the restraint use attribute of *child safety seat used improperly* was introduced in the Fatality Analysis Reporting System. It was classified analytically as "No Restraint Used." In June 2003, the *child safety seat used improperly* attribute was reclassified as "Restraint Used." The change is reflected in both current and historical data in this year's report.

- The following tables, which show restraint use statistics, have been changed in this year's report. In previous years, these two tables included both passenger vehicles (passenger cars and light trucks) and large trucks (over 10,000 pounds gross vehicle weight rating). In this year's report, they include only passenger vehicles. The two tables affected are:

  - Table 84. Passenger Car and Light Truck Occupants Killed or Injured, by Age and Restraint Use (previously titled, "Passenger Car, Light Truck, *and Large Truck* Occupants Killed or Injured, by Age and Restraint Use")

  - Table 85. Passenger Car and Light Truck Occupant Survivors of Fatal Crashes, by Age and Restraint Use (previously titled, "Passenger Car, Light Truck, *and Large Truck* Occupant Survivors of Fatal Crashes, by Age and Restraint Use").

  A third table, which in previous years showed restraint use statistics for passenger cars only, now includes all passenger vehicles (both passenger cars and light trucks):

  - Table 112. Passenger Car and Light Truck Occupants Killed, by State and Restraint Use (previously titled, "*Passenger Car* Occupants Killed, by State and Restraint Use").

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 2002) or from GES (1988 through 2002) 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 2002 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 2002; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2002. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 2002. 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 (1.2 percent) from 2001 to 2002, and the fatality rate dropped to a new historic low of 1.51 fatalities per 100 million vehicle miles of travel in 2002.

- The injury rate per 100 million vehicle miles of travel decreased by 5.5 percent from 2001 to 2002.

- The occupant fatality rate per 100,000 population, which declined by 22.7 percent from 1975 to 1992, increased by 0.2 percent from 1992 to 2002.

- The occupant injury rate per 100,000 population, which declined by 13.6 percent from 1988 to 1992, decreased by 14.8 percent from 1992 to 2002.

- The nonmotorist fatality rate per 100,000 population has declined by 51.4 percent from 1975 to 2002.

- The nonmotorist injury rate per 100,000 population has declined by 44.3 percent from 1988 to 2002.

- The percent of alcohol-related fatalities has declined from 60 percent in 1982 to 41 percent in 2002.

Figure 1
Fatal Crashes, 1975-2002

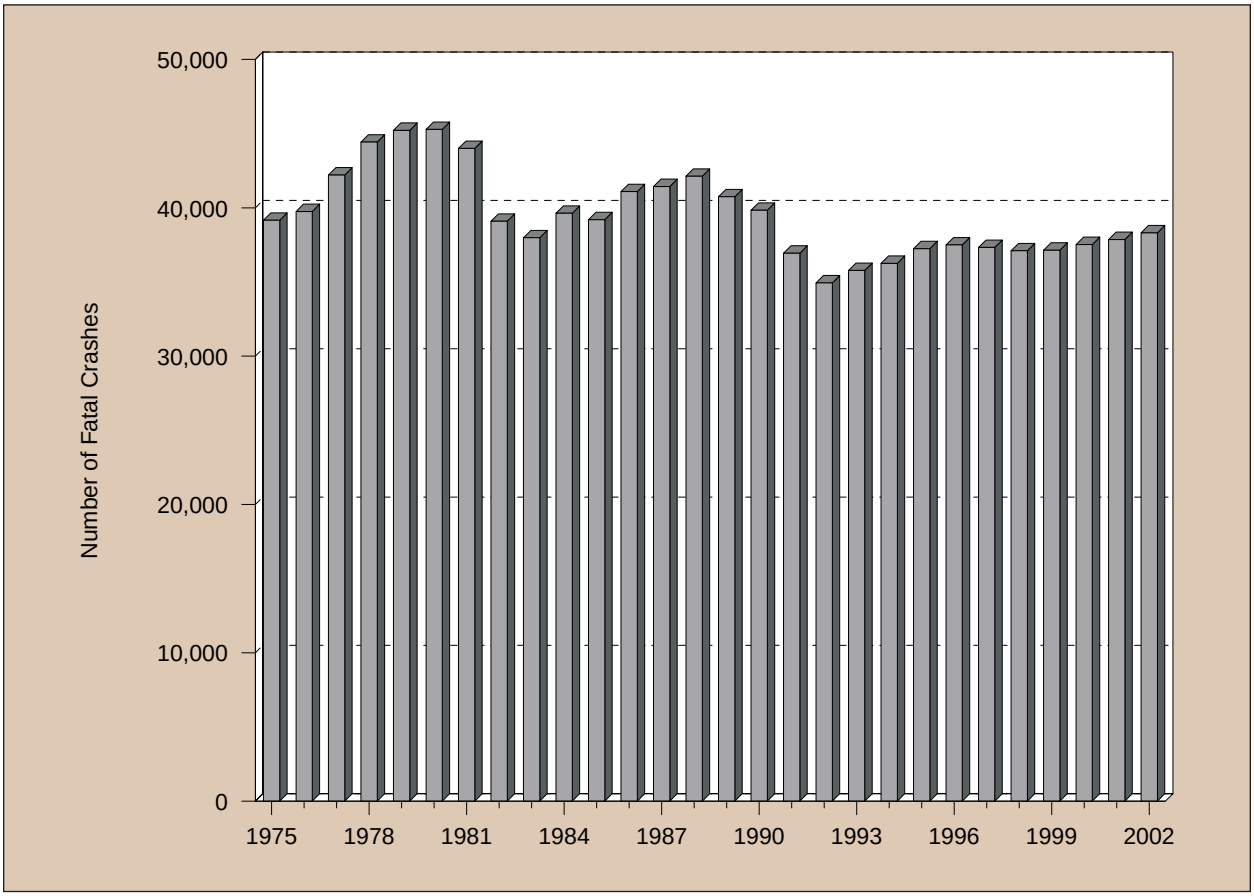


Table 1
Crashes by Crash Severity, 1988-2002

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

Table 2
Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2002

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	282,224	14.86	190,625	22.00	217,028	19.33	2,747	1.53
2001	42,196	285,318	14.79	191,276	22.06	221,230	19.07	2,781	1.52
2002	42,815	288,369	14.85	—	—	—	—	2,830	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	282,224	1,130	190,625	1,673	217,028	1,469	2,747	116
2001	3,033,000	285,318	1,063	191,276	1,585	221,230	1,371	2,781	109
2002	2,926,000	288,369	1,015	—	—	—	—	2,830	103

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-2002—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, 1975-2002—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Injured, 1988-2002—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, 1966-2002

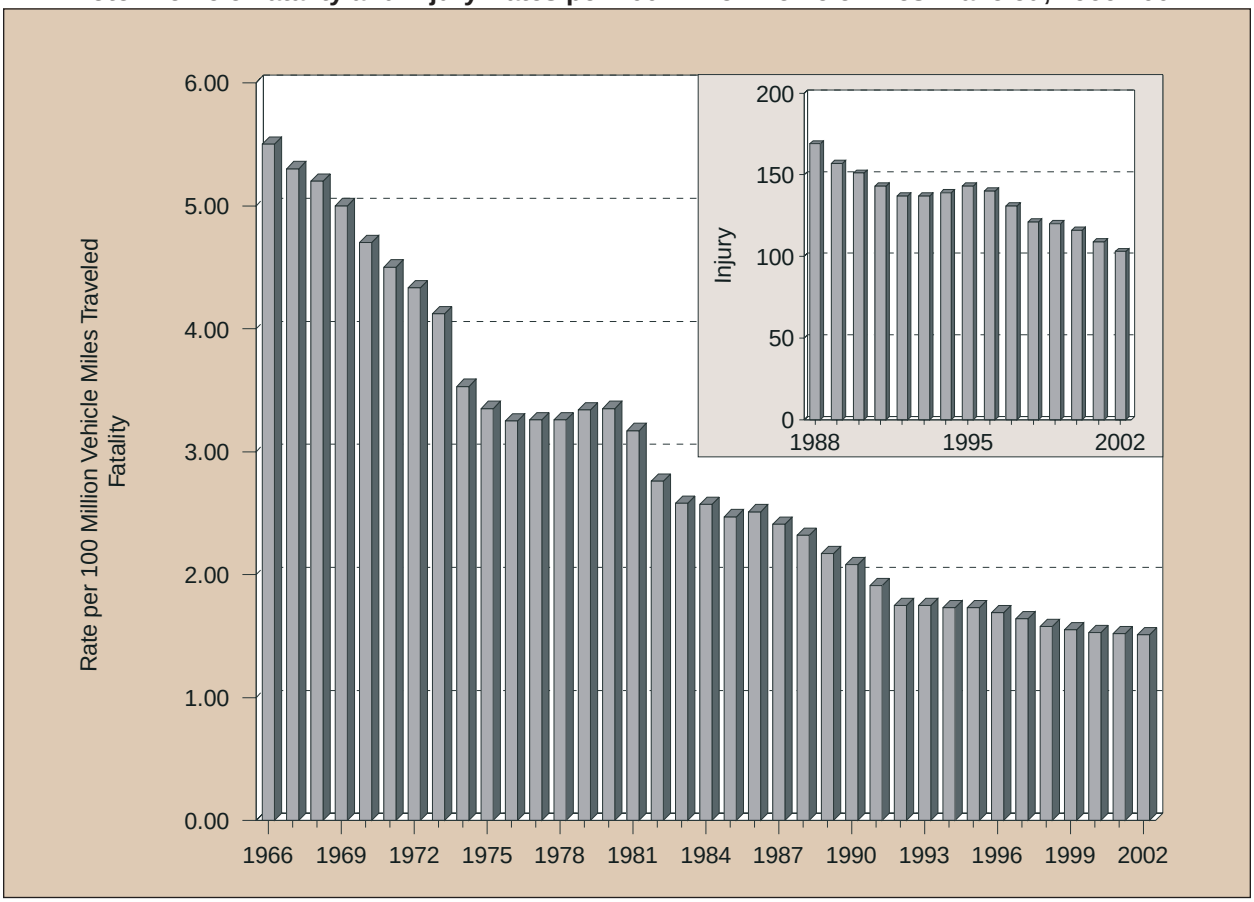


Table 3
Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2002

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Fatal Crashes												
1975	37,897	3.68	40.11	8,636	4.23	41.35	3,977	4.89	74.16	3,265	58.00	65.77
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	27,586	1.74	21.43	20,831	2.14	26.37	4,823	2.32	61.38	3,265	34.26	66.59
2002	27,102	—	—	21,477	—	—	4,542	—	—	3,339	—	—
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
2002	2,136,000	—	—	1,210,000	—	—	94,000	—	—	58,000	—	—
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
2002	4,443,000	—	—	2,757,000	—	—	336,000	—	—	17,000	—	—

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, 1975-2002

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	20,320	11,723	708	3,197	34	458	*36,440*	4,901	732	123	*5,756*	**42,196**
2002	20,416	12,182	684	3,244	45	661	*37,232*	4,808	662	113	*5,583*	**42,815**
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**
2002	1,805,000	879,000	26,000	65,000	19,000	6,000	*2,800,000*	71,000	48,000	7,000	*126,000*	**2,926,000**

*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, 1975-2002

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	41,548	95,779	43.38	14,829	95,471	15.53	56,380	191,250	29.48
2002	41,740	—	—	14,788	—	—	56,530	—	—
Drivers in Injury Crashes									
1988	2,423,000	84,099	2,881	1,485,000	78,661	1,887	3,907,000	162,760	2,401
1989	2,347,000	85,356	2,749	1,446,000	80,160	1,804	3,793,000	165,516	2,291
1990	2,285,000	85,769	2,664	1,458,000	81,203	1,795	3,743,000	166,972	2,242
1991	2,171,000	86,630	2,506	1,380,000	82,300	1,677	3,551,000	168,930	2,102
1992	2,114,000	88,363	2,392	1,439,000	84,716	1,699	3,553,000	173,079	2,053
1993	2,144,000	87,974	2,437	1,468,000	85,138	1,724	3,612,000	173,112	2,086
1994	2,264,000	89,165	2,539	1,574,000	86,183	1,826	3,838,000	175,347	2,189
1995	2,378,000	89,184	2,667	1,687,000	87,386	1,931	4,066,000	176,570	2,303
1996	2,378,000	90,503	2,627	1,711,000	89,007	1,922	4,089,000	179,510	2,278
1997	2,296,000	91,888	2,499	1,643,000	90,789	1,809	3,939,000	182,677	2,156
1998	2,158,000	93,023	2,319	1,576,000	91,805	1,717	3,734,000	184,828	2,020
1999	2,134,000	94,149	2,267	1,609,000	92,988	1,730	3,743,000	187,137	2,000
2000	2,192,000	95,782	2,289	1,573,000	94,816	1,659	3,765,000	190,598	1,975
2001	2,090,000	95,779	2,182	1,547,000	95,471	1,620	3,637,000	191,250	1,902
2002	2,000,000	—	—	1,481,000	—	—	3,482,000	—	—
Drivers in Property-Damage-Only Crashes									
1988	5,013,000	84,099	5,961	2,816,000	78,661	3,580	7,829,000	162,760	4,810
1989	4,915,000	85,356	5,758	2,687,000	80,160	3,352	7,602,000	165,516	4,593
1990	4,733,000	85,769	5,519	2,677,000	81,203	3,296	7,410,000	166,972	4,438
1991	4,419,000	86,630	5,101	2,600,000	82,300	3,159	7,019,000	168,930	4,155
1992	4,316,000	88,363	4,885	2,530,000	84,716	2,987	6,847,000	173,079	3,956
1993	4,402,000	87,974	5,003	2,561,000	85,138	3,008	6,963,000	173,112	4,022
1994	4,695,000	89,165	5,265	2,828,000	86,183	3,282	7,523,000	175,347	4,290
1995	4,847,000	89,184	5,434	2,905,000	87,386	3,325	7,752,000	176,570	4,390
1996	4,888,000	90,503	5,400	2,968,000	89,007	3,335	7,856,000	179,510	4,376
1997	4,808,000	91,888	5,232	2,967,000	90,789	3,268	7,775,000	182,677	4,256
1998	4,634,000	93,023	4,982	2,902,000	91,805	3,162	7,536,000	184,828	4,078
1999	4,509,000	94,149	4,789	2,800,000	92,988	3,011	7,309,000	187,137	3,906
2000	4,559,000	95,782	4,760	2,904,000	94,816	3,062	7,463,000	190,598	3,915
2001	4,518,000	95,779	4,717	2,903,000	95,471	3,041	7,421,000	191,250	3,880
2002	4,436,000	—	—	2,999,000	—	—	7,435,000	—	—

*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, 1975-2002

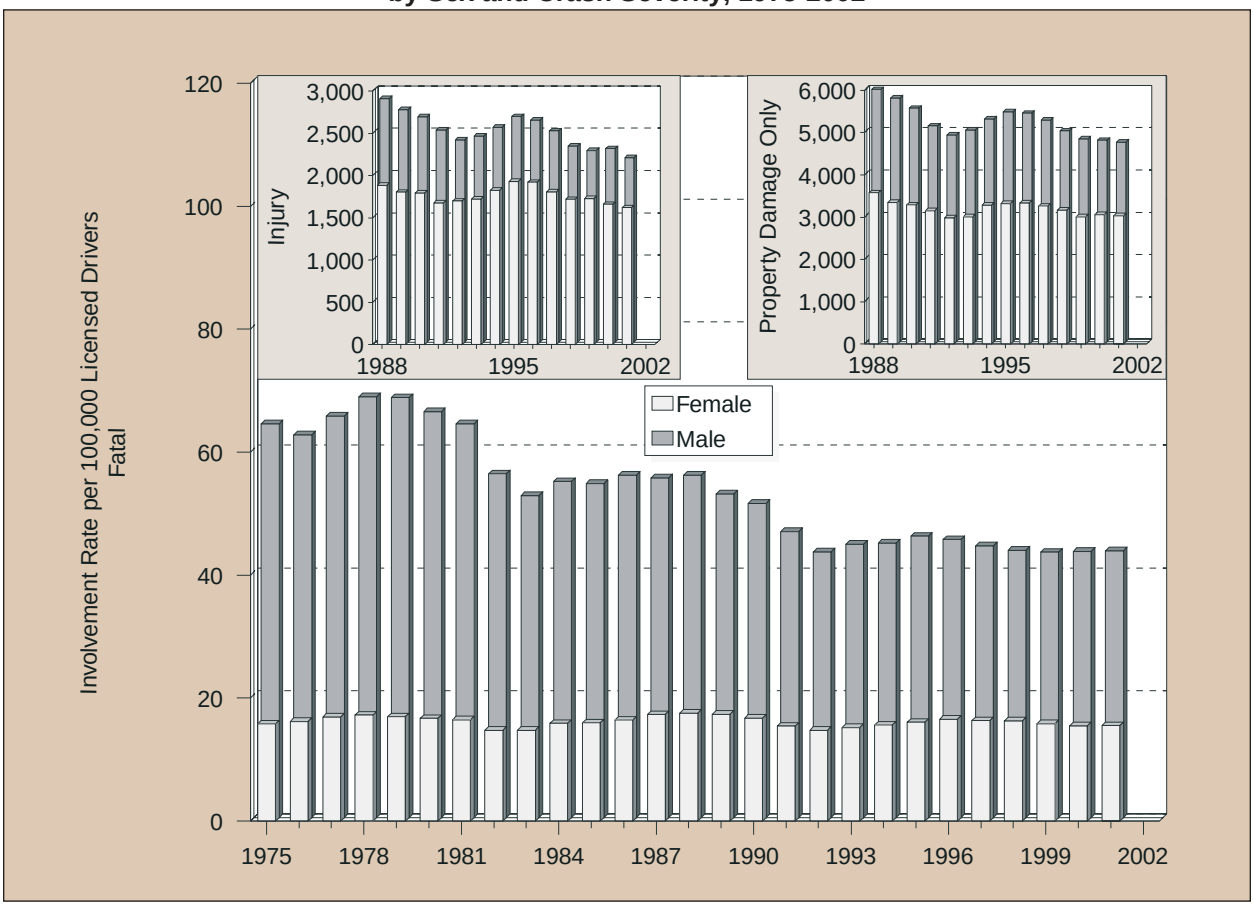


Table 6
Occupant Fatality and Injury Rates per Population by Age Group, 1975-2002

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	2.38	4.28	27.85	25.22	15.53	12.82	11.49	11.38	12.89	19.48	**12.88**
2001	2.67	2.26	3.79	28.02	24.96	15.54	12.91	11.39	10.92	12.80	19.21	**12.77**
2002	2.41	2.12	4.09	29.12	25.73	15.45	12.87	11.79	11.11	12.62	18.42	**12.91**
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	349	405	548	2,699	2,089	1,449	1,160	947	829	723	665	**1,082**
2001	309	371	512	2,474	2,034	1,380	1,092	934	747	669	574	**1,017**
2002	301	380	516	2,403	1,903	1,299	1,027	871	764	618	543	**971**

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, 1975-2002

Year	Registered Passenger Cars	Vehicle Miles Traveled (Millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million VMT	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million VMT
1975	94,478,029	1,030,376	25,929	27.44	2.52	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.44	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.43	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.48	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.50	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.48	*	*	*
1981	106,002,720	1,122,092	26,645	25.14	2.37	*	*	*
1982	106,936,590	1,145,828	23,330	21.82	2.04	*	*	*
1983	109,085,444	1,187,760	22,979	21.07	1.93	*	*	*
1984	112,177,361	1,226,461	23,620	21.06	1.93	*	*	*
1985	116,348,085	1,248,980	23,212	19.95	1.86	*	*	*
1986	117,268,114	1,277,550	24,944	21.27	1.95	*	*	*
1987	119,848,784	1,328,460	25,132	20.97	1.89	*	*	*
1988	121,519,139	1,384,047	25,808	21.24	1.86	2,585,000	2,127	187
1989	122,758,478	1,415,213	25,063	20.42	1.77	2,431,000	1,980	172
1990	123,276,600	1,427,178	24,092	19.54	1.69	2,376,000	1,928	167
1991	123,327,336	1,411,655	22,385	18.15	1.59	2,235,000	1,812	158
1992	120,346,747	1,436,035	21,387	17.77	1.49	2,232,000	1,854	155
1993	121,055,398	1,445,106	21,566	17.81	1.49	2,265,000	1,871	157
1994	121,996,580	1,459,208	21,997	18.03	1.51	2,364,000	1,937	162
1995	123,241,881	1,478,352	22,423	18.19	1.52	2,469,000	2,004	167
1996	124,612,787	1,499,139	22,505	18.06	1.50	2,458,000	1,973	164
1997	124,672,920	1,528,399	22,199	17.81	1.45	2,341,000	1,877	153
1998	125,965,709	1,555,901	21,194	16.83	1.36	2,201,000	1,748	141
1999	126,868,744	1,566,808	20,862	16.44	1.33	2,138,000	1,685	136
2000	127,720,809	1,580,493	20,699	16.21	1.31	2,052,000	1,606	130
2001	128,714,022	1,584,612	20,320	15.79	1.28	1,927,000	1,497	122
2002	129,906,797	—	20,416	15.72	—	1,805,000	1,389	—

*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, 1975-2002

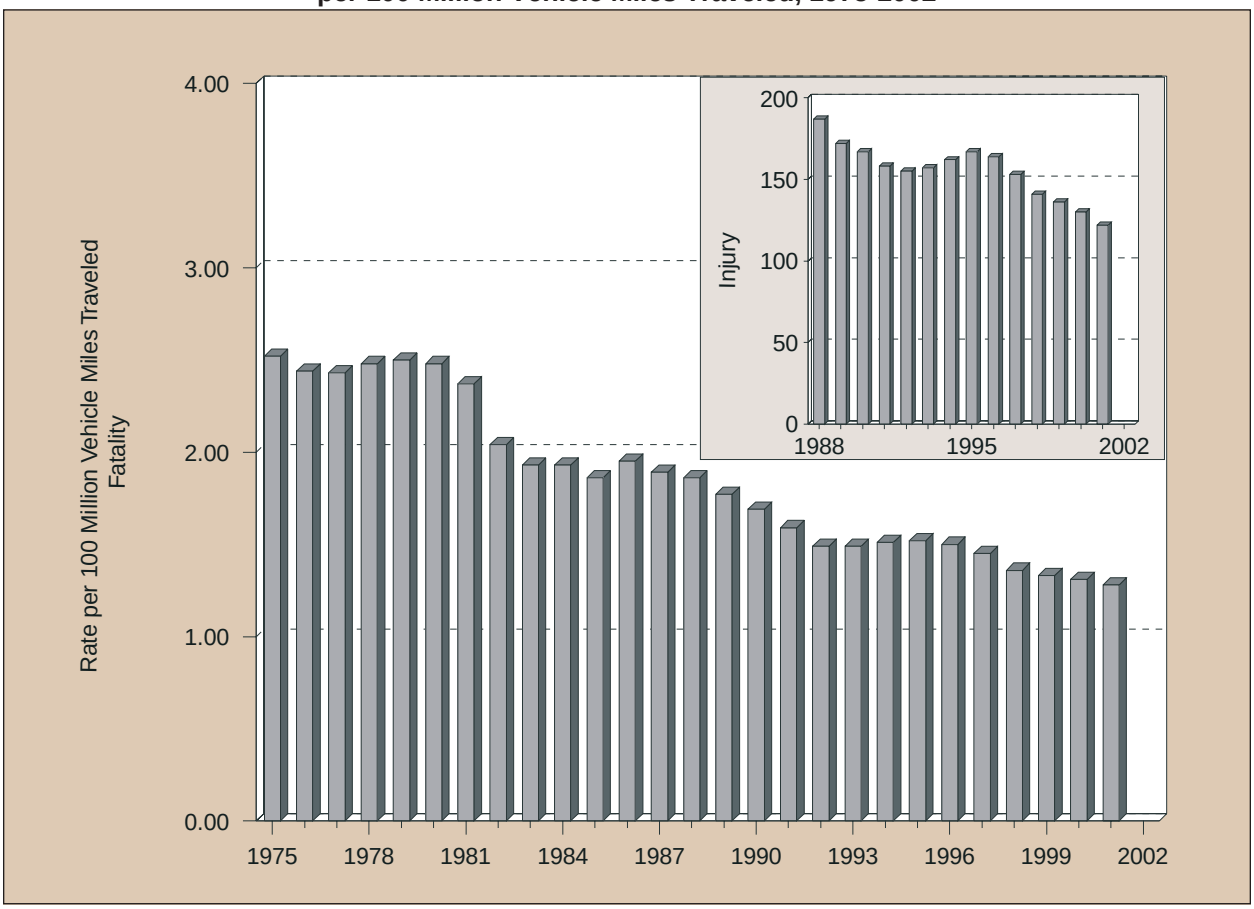


Table 8
Light Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2002

Year	Registered Light Trucks	Vehicle Miles Traveled (Millions)	Light Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million VMT	Light Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million VMT
1975	20,886,680	204,274	4,856	23.25	2.38	*	*	*
1976	22,794,702	233,382	5,438	23.86	2.33	*	*	*
1977	24,432,701	257,108	5,976	24.46	2.32	*	*	*
1978	27,285,497	289,463	6,745	24.72	2.33	*	*	*
1979	28,932,820	293,840	7,178	24.81	2.44	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.53	*	*	*
1981	31,236,287	307,583	7,081	22.67	2.30	*	*	*
1982	32,307,692	322,026	6,359	19.68	1.97	*	*	*
1983	33,068,138	334,937	6,202	18.76	1.85	*	*	*
1984	35,257,788	358,588	6,496	18.42	1.81	*	*	*
1985	37,665,180	388,779	6,689	17.76	1.72	*	*	*
1986	39,763,446	416,532	7,317	18.40	1.76	*	*	*
1987	41,695,017	444,392	8,058	19.33	1.81	*	*	*
1988	44,599,500	488,431	8,306	18.62	1.70	478,000	1,071	98
1989	47,134,148	522,483	8,551	18.14	1.64	511,000	1,084	98
1990	49,916,497	555,659	8,601	17.23	1.55	505,000	1,012	91
1991	52,062,064	595,924	8,391	16.12	1.41	563,000	1,081	94
1992	53,836,046	642,397	8,098	15.04	1.26	545,000	1,012	85
1993	56,573,835	675,353	8,511	15.04	1.26	601,000	1,062	89
1994	59,485,995	711,515	8,904	14.97	1.25	631,000	1,061	89
1995	62,520,872	749,971	9,568	15.30	1.28	722,000	1,156	96
1996	65,438,877	787,255	9,932	15.18	1.26	761,000	1,164	97
1997	67,287,470	824,896	10,249	15.23	1.24	755,000	1,122	92
1998	69,783,500	861,951	10,705	15.34	1.24	763,000	1,093	88
1999	73,143,777	903,314	11,265	15.40	1.25	847,000	1,158	94
2000	76,192,673	942,853	11,526	15.13	1.22	887,000	1,164	94
2001	79,005,848	972,649	11,723	14.84	1.21	861,000	1,089	88
2002	82,085,865	—	12,182	14.84	—	879,000	1,071	—

*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, 1975-2002

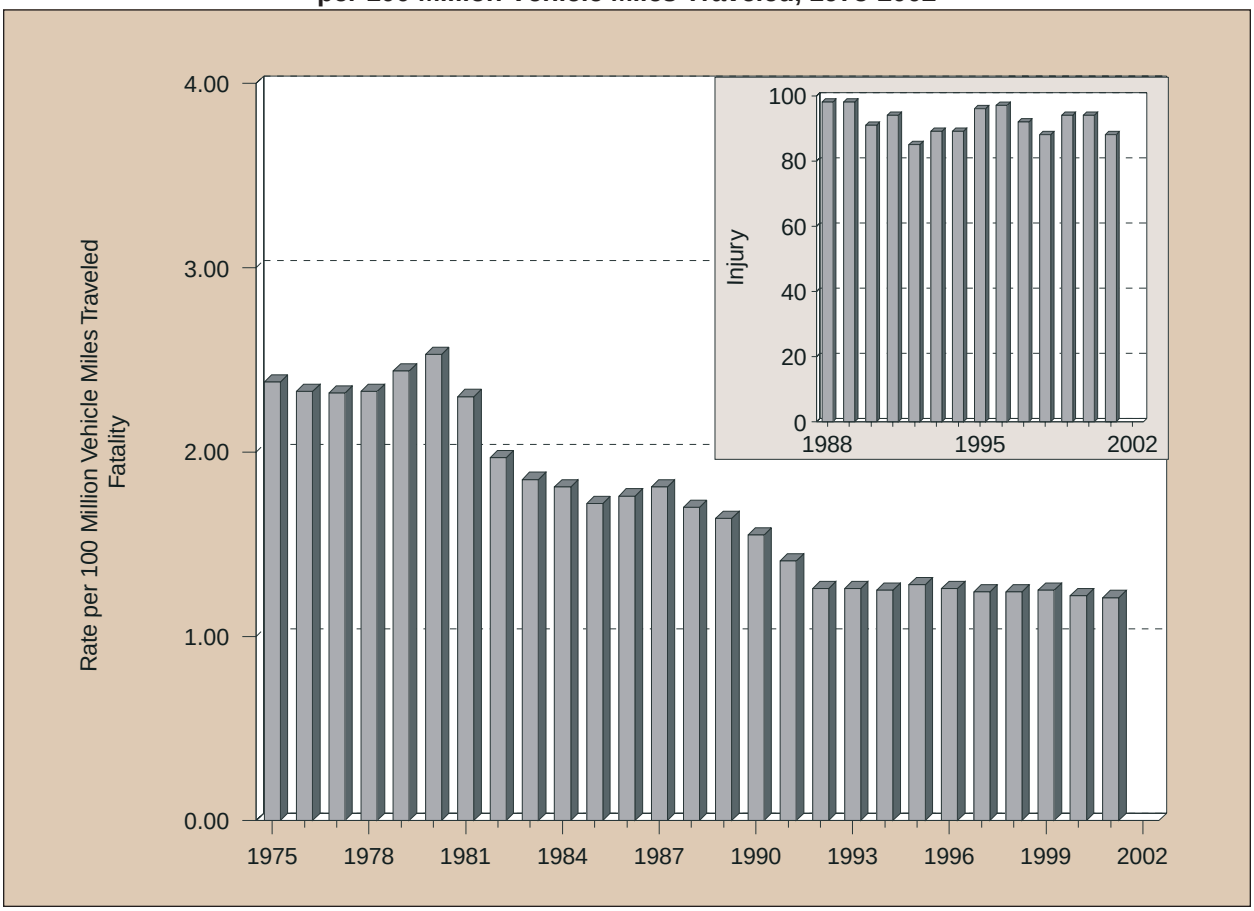


Table 9
Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2002

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	708	9.01	0.34	29,000	374	14
2002	—	—	684	—	—	26,000	—	—

*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, 1975-2002

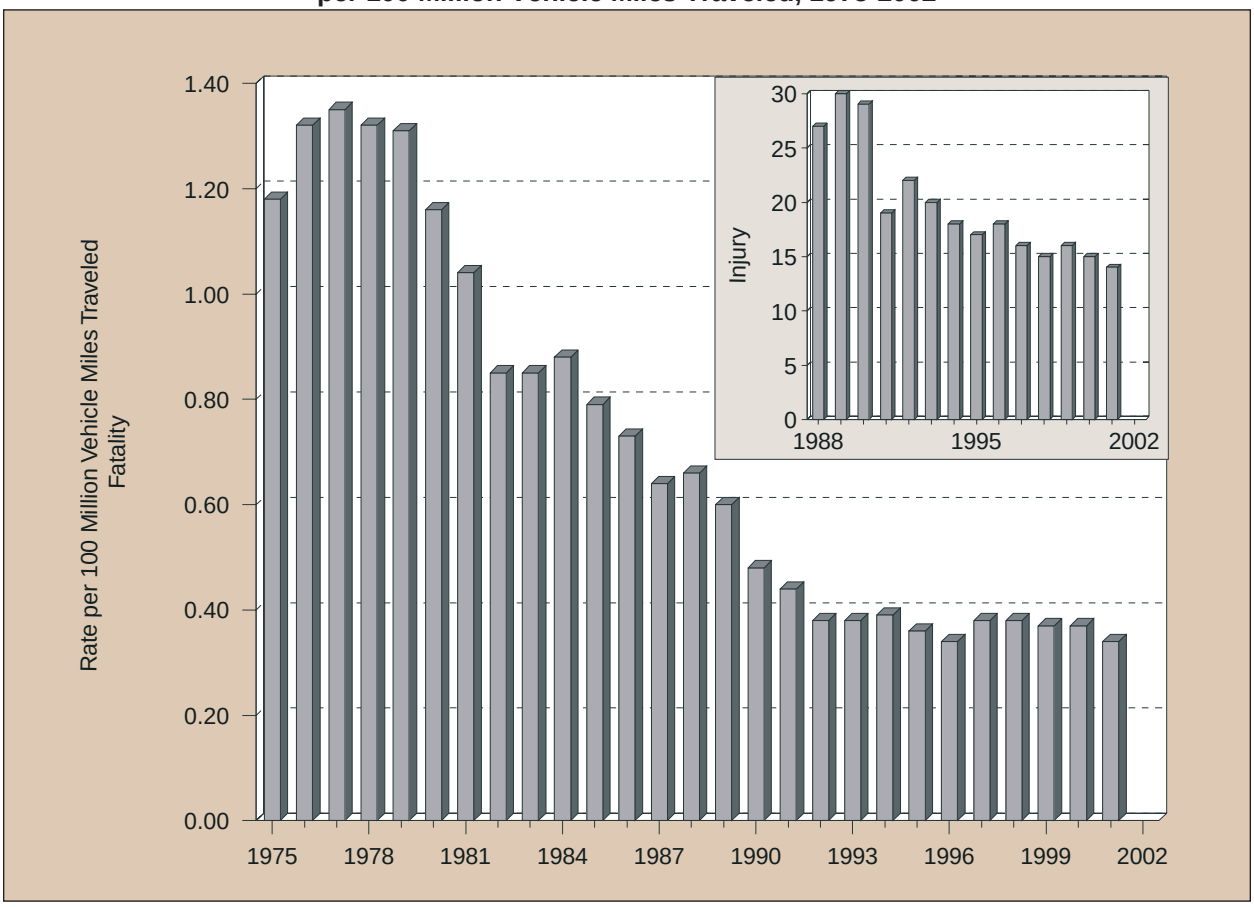


Table 10
Motorcycle Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2002

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	1,888	805
1990	4,259,462	9,557	3,244	76.16	33.94	84,000	1,979	882
1991	4,177,365	9,178	2,806	67.17	30.57	80,000	1,925	876
1992	4,065,118	9,557	2,395	58.92	25.06	65,000	1,601	681
1993	3,977,856	9,906	2,449	61.57	24.72	59,000	1,494	600
1994	3,756,555	10,240	2,320	61.76	22.66	57,000	1,528	561
1995	3,897,191	9,797	2,227	57.14	22.73	57,000	1,475	587
1996	3,871,599	9,920	2,161	55.82	21.78	55,000	1,428	557
1997	3,826,373	10,081	2,116	55.30	20.99	53,000	1,374	522
1998	3,879,450	10,283	2,294	59.13	22.31	49,000	1,262	476
1999	4,152,433	10,584	2,483	59.80	23.46	50,000	1,204	472
2000	4,346,068	10,469	2,897	66.66	27.67	58,000	1,328	551
2001	4,903,056	9,529	3,197	65.20	33.55	60,000	1,229	632
2002	—	—	3,244	—	—	65,000	—	—

*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, 1975-2002

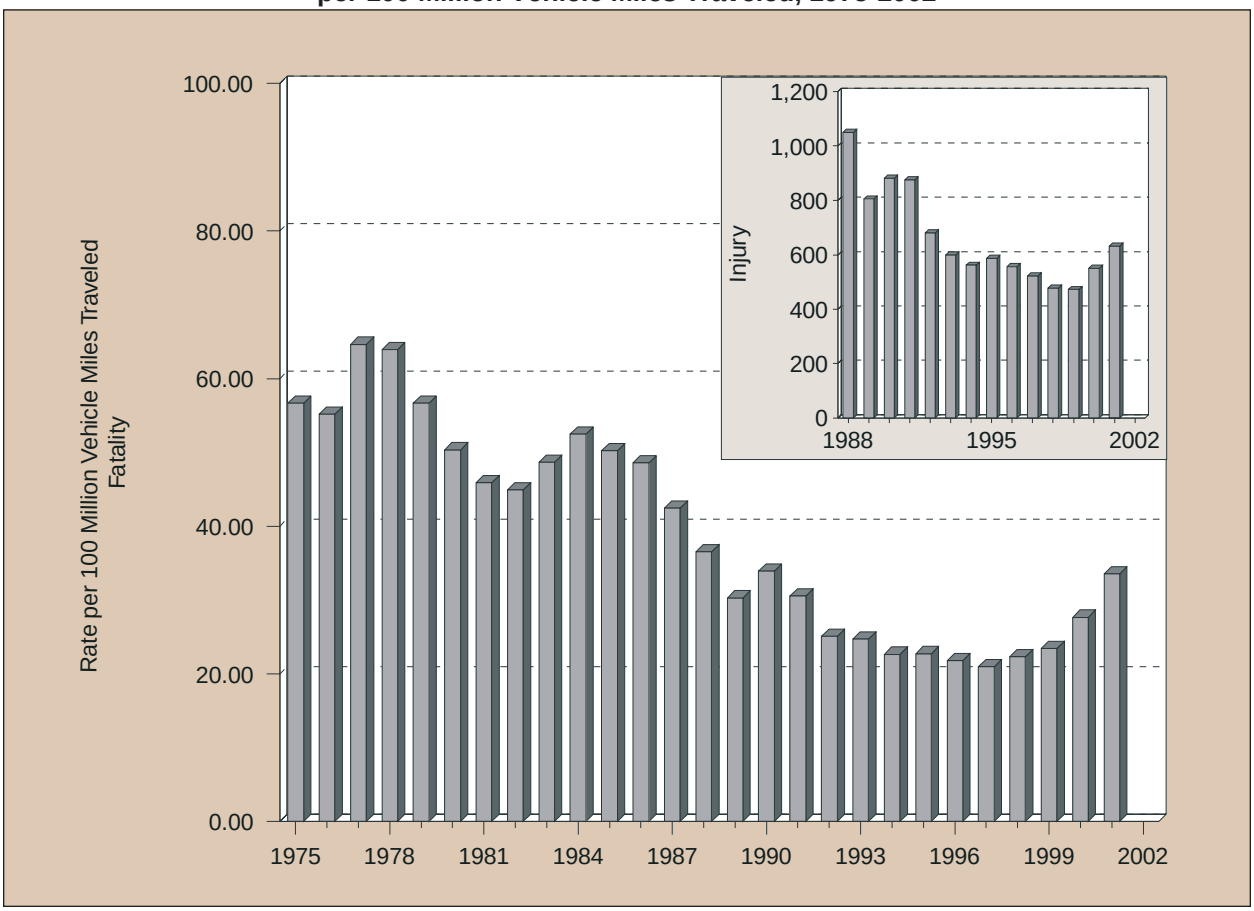


Table 11
Persons Killed or Injured in Crashes Involving a Large Truck by Person Type and Crash Type, 1975-2002

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	474	234	*708*	3,962	441	**5,111**
2002	447	237	*684*	3,853	360	**4,897**
Injured						
1988	17,000	20,000	*37,000*	89,000	4,000	**130,000**
1989	20,000	23,000	*43,000*	111,000	2,000	**156,000**
1990	16,000	26,000	*42,000*	106,000	2,000	**150,000**
1991	13,000	15,000	*28,000*	80,000	2,000	**110,000**
1992	13,000	20,000	*34,000*	102,000	3,000	**139,000**
1993	13,000	19,000	*32,000*	95,000	6,000	**133,000**
1994	11,000	19,000	*30,000*	99,000	3,000	**133,000**
1995	15,000	15,000	*30,000*	84,000	2,000	**117,000**
1996	15,000	18,000	*33,000*	95,000	3,000	**130,000**
1997	14,000	17,000	*31,000*	98,000	2,000	**131,000**
1998	14,000	14,000	*29,000*	97,000	2,000	**127,000**
1999	15,000	18,000	*33,000*	105,000	4,000	**142,000**
2000	16,000	14,000	*31,000*	106,000	3,000	**140,000**
2001	13,000	16,000	*29,000*	99,000	3,000	**131,000**
2002	12,000	14,000	*26,000*	100,000	4,000	**130,000**

Table 12
Nonmotorist Fatality and Injury Rates per Population by Age Group, 1975-2002

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	1.38	1.59	1.76	1.75	2.28	2.28	2.22	2.40	3.81	**1.98**
2001	0.70	1.06	1.33	1.79	2.01	1.67	2.36	2.39	2.11	2.45	4.07	**2.02**
2002	0.69	0.93	1.18	1.65	1.69	1.73	2.21	2.32	2.08	2.75	3.58	**1.94**
Injury Rate per 100,000 Population												
1988	35	178	195	116	117	74	45	38	35	25	45	**79**
1989	32	179	198	127	96	69	53	43	42	33	39	**79**
1990	34	139	181	128	109	76	52	37	26	29	38	**75**
1991	26	138	157	96	91	70	41	37	31	31	29	**66**
1992	33	120	165	93	98	57	45	35	29	30	27	**63**
1993	27	116	170	93	95	66	49	45	26	27	38	**66**
1994	24	112	151	119	88	60	47	36	33	24	29	**63**
1995	33	104	160	93	87	62	52	27	22	30	26	**62**
1996	31	91	156	87	80	57	38	36	26	26	22	**57**
1997	27	93	132	75	67	51	50	34	29	29	22	**55**
1998	19	77	121	70	68	49	40	33	25	21	17	**48**
1999	20	85	129	70	58	56	38	38	26	27	22	**51**
2000	18	99	91	65	71	50	41	30	29	21	20	**48**
2001	17	64	106	75	52	45	38	36	29	29	18	**46**
2002	16	60	93	62	37	54	40	29	35	26	20	**44**

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, 1982-2002

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	26,173	60
1983	17,955	42	2,594	6	22,041	52	42,589	24,635	58
1984	19,496	44	3,046	7	21,715	49	44,257	24,762	56
1985	20,659	47	3,081	7	20,086	46	43,825	23,167	53
1986	21,070	46	3,546	8	21,471	47	46,087	25,017	54
1987	22,297	48	3,398	7	20,696	45	46,390	24,094	52
1988	23,254	49	3,234	7	20,599	44	47,087	23,833	51
1989	23,159	51	2,893	6	19,531	43	45,582	22,424	49
1990	22,012	49	2,980	7	19,607	44	44,599	22,587	51
1991	21,349	51	2,560	6	17,599	42	41,508	20,159	49
1992	20,960	53	2,443	6	15,847	40	39,250	18,290	47
1993	22,242	55	2,361	6	15,547	39	40,150	17,908	45
1994	23,409	57	2,322	6	14,985	37	40,716	17,308	43
1995	24,085	58	2,490	6	15,242	36	41,817	17,732	42
1996	24,316	58	2,486	6	15,263	36	42,065	17,749	42
1997	25,302	60	2,290	5	14,421	34	42,013	16,711	40
1998	24,828	60	2,465	6	14,207	34	41,501	16,673	40
1999	25,145	60	2,321	6	14,250	34	41,717	16,572	40
2000	24,565	59	2,511	6	14,870	35	41,945	17,380	41
2001	24,796	59	2,542	6	14,858	35	42,196	17,400	41
2002	25,396	59	2,401	6	15,019	35	42,815	17,419	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, 1982-2002

Table 14
Persons Killed and Percent Alcohol-Related During Holiday Periods, 1982-2002

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	629 (4)	49
1997	192 (1)	67	511 (3)	49	508 (3)	51
1998	545 (4)	51	393 (3)	54	479 (3)	52
1999	354 (3)	55	500 (3)	52	509 (3)	46
2000	469 (3)	58	466 (3)	55	717 (4)	49
2001	357 (3)	51	515 (3)	55	207 (1)	62
2002	575 (4)	52	491 (3)	48	683 (4)	48
	Labor Day		Thanksgiving		Christmas	
1982	628 (3)	70	601 (4)	64	458 (3)	65
1983	636 (3)	72	533 (4)	62	352 (3)	65
1984	609 (3)	68	558 (4)	62	643 (4)	68
1985	605 (3)	64	566 (4)	59	152 (1)	66
1986	663 (3)	66	598 (4)	61	508 (4)	61
1987	630 (3)	66	659 (4)	57	409 (3)	59
1988	592 (3)	64	601 (4)	59	511 (3)	60
1989	588 (3)	61	561 (4)	58	553 (3)	62
1990	599 (3)	67	563 (4)	56	567 (4)	53
1991	577 (3)	56	546 (4)	53	135 (1)	52
1992	460 (3)	56	403 (4)	60	410 (3)	52
1993	522 (3)	59	569 (4)	49	402 (3)	56
1994	494 (3)	58	575 (4)	50	455 (3)	51
1995	511 (3)	51	527 (4)	53	358 (3)	50
1996	525 (3)	54	588 (4)	48	166 (1)	53
1997	507 (3)	52	571 (4)	41	480 (4)	45
1998	464 (3)	52	602 (4)	50	364 (3)	52
1999	485 (3)	48	581 (4)	46	485 (3)	50
2000	529 (3)	54	509 (4)	53	442 (3)	51
2001	481 (3)	51	590 (4)	48	604 (4)	48
2002	541 (3)	55	543 (4)	47	130 (1)	52

*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, 1982-2002

	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	30,802	11	8	25,864	43	37	57,001	26	22
1997	30,979	10	8	25,368	41	35	56,688	24	20
1998	31,389	10	8	24,879	42	36	56,604	24	20
1999	31,212	10	8	24,968	41	35	56,502	24	20
2000	31,236	11	8	25,710	43	37	57,280	26	21
2001	31,620	11	8	25,661	43	37	57,586	25	21
2002	30,978	11	8	26,498	42	36	57,803	25	21

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

Table 16
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Sex, 1982-2002

	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	41,376	29	25	14,850	16	13
1997	40,954	28	24	14,954	15	12
1998	40,816	28	23	15,089	15	12
1999	41,012	28	23	14,835	14	12
2000	41,795	29	24	14,790	16	13
2001	41,901	29	24	14,919	15	13
2002	42,134	29	25	14,911	15	12

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

Table 17
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Vehicle Type, 1982-2002

	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	30,595	27	23	18,118	28	24	4,703	3	2	2,175	43	35
1997	29,896	26	22	18,502	26	23	4,859	3	2	2,159	41	32
1998	28,907	26	21	19,247	26	22	4,905	2	1	2,333	41	34
1999	27,878	25	21	19,865	26	22	4,868	3	1	2,528	40	33
2000	27,661	28	24	20,393	26	22	4,948	3	1	2,971	40	32
2001	27,444	27	23	20,704	27	23	4,779	2	1	3,261	37	29
2002	26,966	27	22	21,373	27	23	4,508	3	2	3,337	39	31

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, 1982-2002

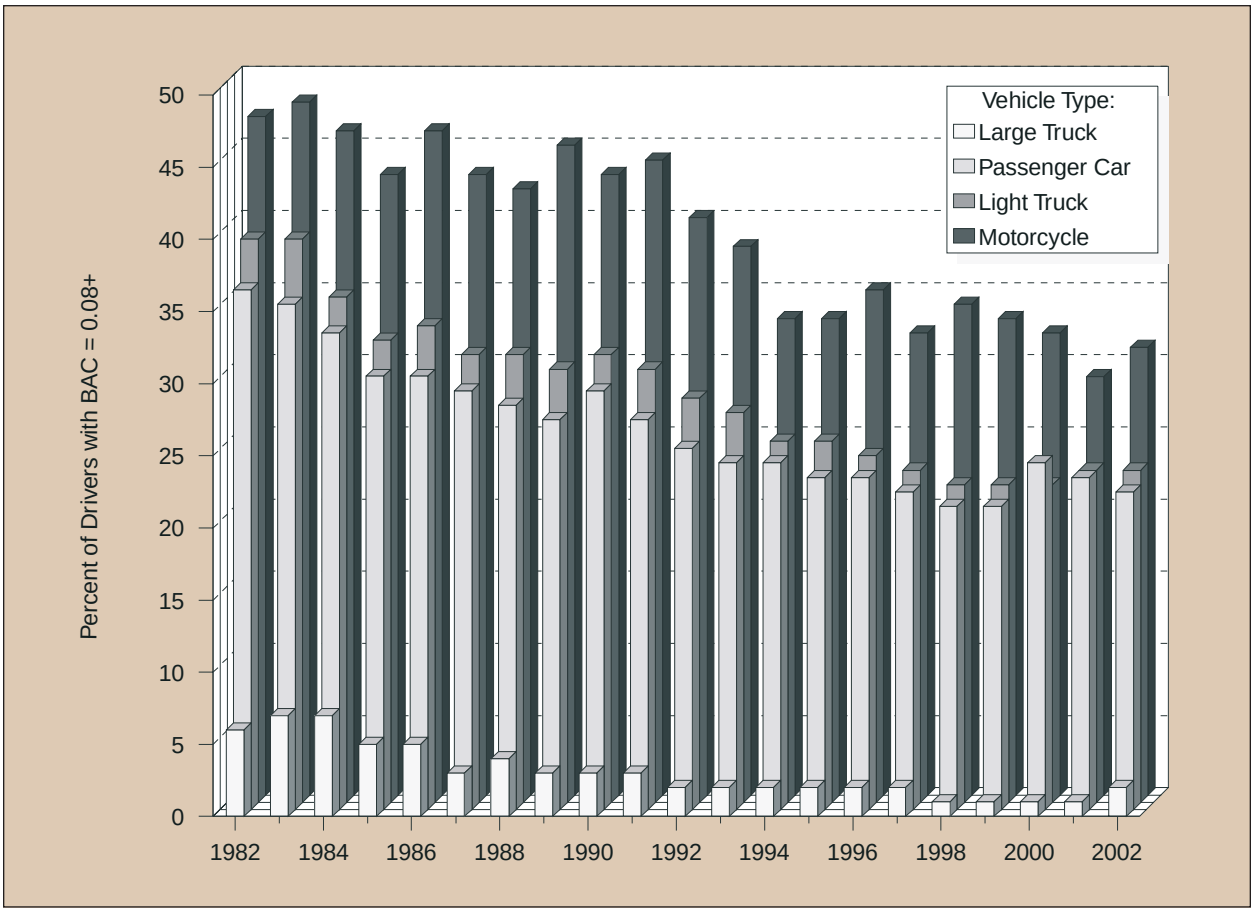


Table 18
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2002

	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	7,824	23	17	6,205	38	31
1997	345	11	8	7,719	22	17	5,705	36	30
1998	361	15	11	7,767	22	17	5,613	37	32
1999	333	13	10	7,985	22	17	5,639	38	31
2000	320	15	10	8,024	24	18	5,950	38	32
2001	293	16	12	7,992	23	18	6,037	39	33
2002	336	14	9	8,082	23	17	6,285	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	12,889	34	30	10,955	29	25	7,127	21	18
1997	12,453	32	27	10,904	29	26	7,522	20	17
1998	11,925	32	28	11,241	28	24	7,690	21	18
1999	11,763	32	28	11,059	28	25	7,708	20	17
2000	11,739	33	28	11,132	30	26	8,234	22	18
2001	11,584	32	28	11,261	29	25	8,346	22	19
2002	11,416	33	28	10,896	29	26	8,517	22	19
	55-64 Years			65-74 Years			>74 Years		
1982	3,941	25	21	2,343	17	14	1,551	11	8
1983	3,862	23	20	2,434	14	12	1,592	10	8
1984	4,059	22	18	2,620	16	13	1,696	10	7
1985	4,112	19	16	2,650	14	11	1,829	8	5
1986	4,019	20	16	2,844	14	11	2,037	8	5
1987	4,223	18	15	2,987	13	10	2,091	7	5
1988	4,320	18	15	3,079	14	10	2,297	8	5
1989	4,202	17	15	3,107	12	9	2,324	7	5
1990	4,068	17	14	3,161	12	9	2,340	8	5
1991	3,695	16	13	3,017	12	9	2,454	7	4
1992	3,688	16	13	3,024	12	9	2,450	6	4
1993	3,824	17	14	3,031	10	8	2,817	7	4
1994	3,828	15	12	3,194	11	9	2,867	6	4
1995	4,079	16	14	3,251	10	8	2,989	6	4
1996	4,237	15	12	3,319	11	8	3,068	6	5
1997	4,394	14	11	3,401	10	8	3,314	6	4
1998	4,478	14	11	3,399	9	7	3,291	6	4
1999	4,608	14	11	3,251	10	7	3,346	6	4
2000	4,766	15	12	3,134	11	8	3,147	6	4
2001	4,714	14	12	3,156	9	7	3,290	6	4
2002	5,063	15	12	3,076	9	7	3,195	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, 1982-2002

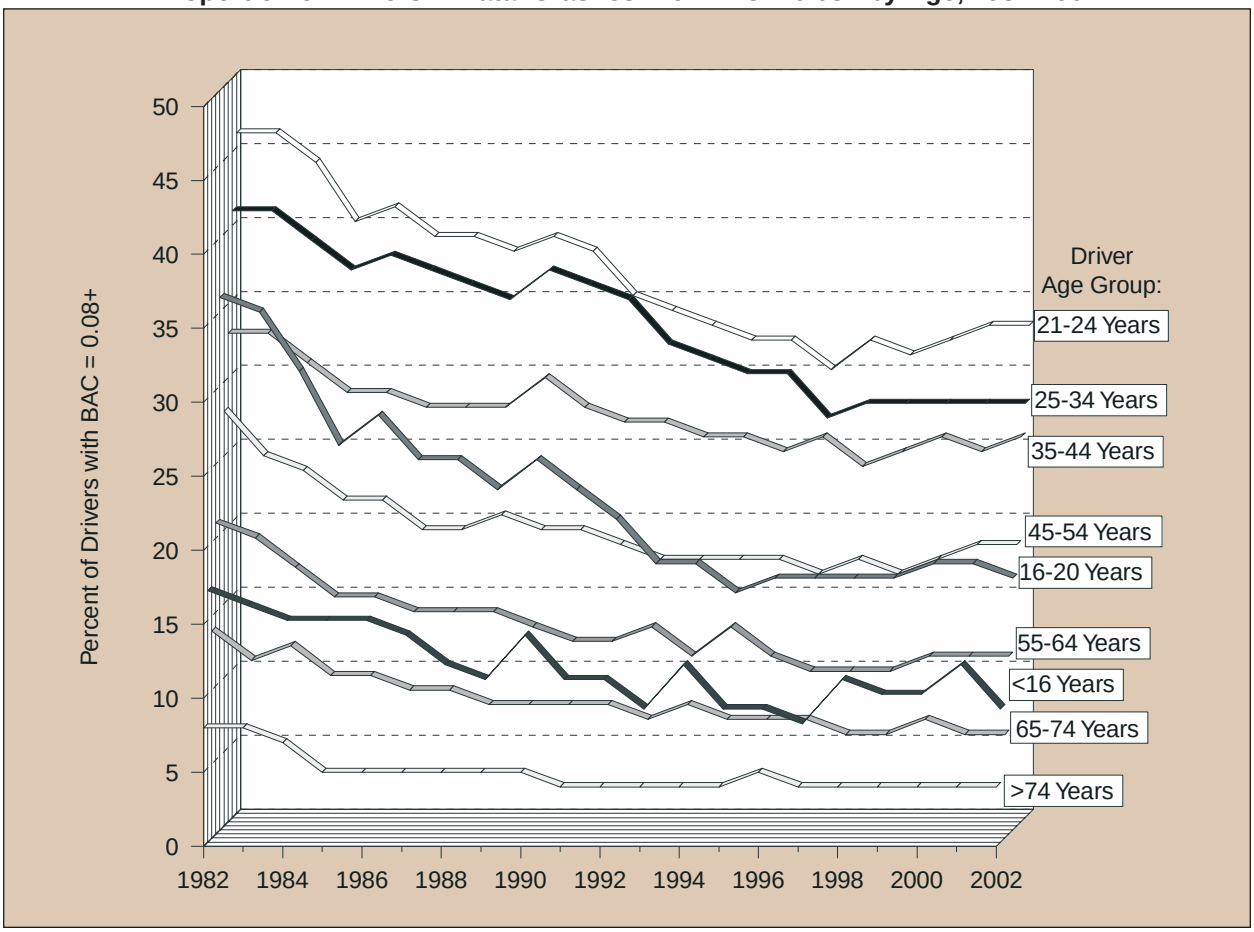


Table 19
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-2002

	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	33,075	2,816	18,765	**54,656**
1984	23,367	1,620	6,936	31,923	12,477	1,614	11,499	25,589	35,843	3,234	18,435	**57,512**
1985	24,921	1,451	6,174	32,546	12,960	1,692	10,685	25,337	37,880	3,143	16,860	**57,883**
1986	25,265	1,758	6,681	33,705	13,343	1,878	11,409	26,630	38,608	3,636	18,091	**60,335**
1987	26,570	1,612	6,426	34,609	14,054	1,722	11,058	26,833	40,624	3,334	17,484	**61,442**
1988	27,270	1,565	6,165	35,000	14,418	1,732	11,103	27,253	41,688	3,297	17,268	**62,253**
1989	27,193	1,301	5,552	34,046	14,246	1,507	10,637	26,389	41,438	2,808	16,189	**60,435**
1990	25,582	1,469	6,092	33,143	13,858	1,497	10,395	25,750	39,440	2,966	16,487	**58,893**
1991	24,157	1,245	5,059	30,461	13,138	1,307	9,485	23,930	37,295	2,552	14,544	**54,391**
1992	23,678	1,172	4,467	29,317	12,906	1,226	8,452	22,584	36,584	2,398	12,919	**51,901**
1993	24,858	1,147	4,254	30,259	13,652	1,168	8,322	23,142	38,510	2,315	12,576	**53,401**
1994	25,331	1,078	4,449	30,858	14,612	1,166	7,913	23,691	39,943	2,244	12,362	**54,549**
1995	26,633	1,082	4,059	31,774	14,841	1,242	8,307	24,390	41,474	2,324	12,366	**56,164**
1996	27,158	1,136	4,173	32,467	15,134	1,225	8,175	24,534	42,292	2,361	12,348	**57,001**
1997	27,258	1,027	3,736	32,021	15,670	1,154	7,843	24,667	42,929	2,180	11,579	**56,688**
1998	27,026	1,108	3,727	31,861	15,738	1,171	7,834	24,743	42,764	2,279	11,561	**56,604**
1999	26,733	983	3,529	31,245	16,126	1,213	7,918	25,257	42,858	2,196	11,447	**56,502**
2000	26,527	1,092	4,094	31,713	16,116	1,285	8,167	25,567	42,643	2,376	12,261	**57,280**
2001	26,601	1,135	3,981	31,717	16,332	1,285	8,253	25,869	42,932	2,420	12,233	**57,586**
2002	26,321	1,062	3,871	31,254	16,820	1,255	8,474	26,549	43,141	2,317	12,344	**57,803**

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), 1982-2002

	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	2,749	58	212	4	1,816	38	**4,777**	**100**
1997	2,889	61	177	4	1,649	35	**4,715**	**100**
1998	2,743	59	248	5	1,689	36	**4,680**	**100**
1999	2,568	58	194	4	1,657	37	**4,419**	**100**
2000	2,535	59	213	5	1,541	36	**4,288**	**100**
2001	2,666	60	220	5	1,567	35	**4,453**	**100**
2002	2,648	60	184	4	1,568	36	**4,400**	**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, 1975-2002

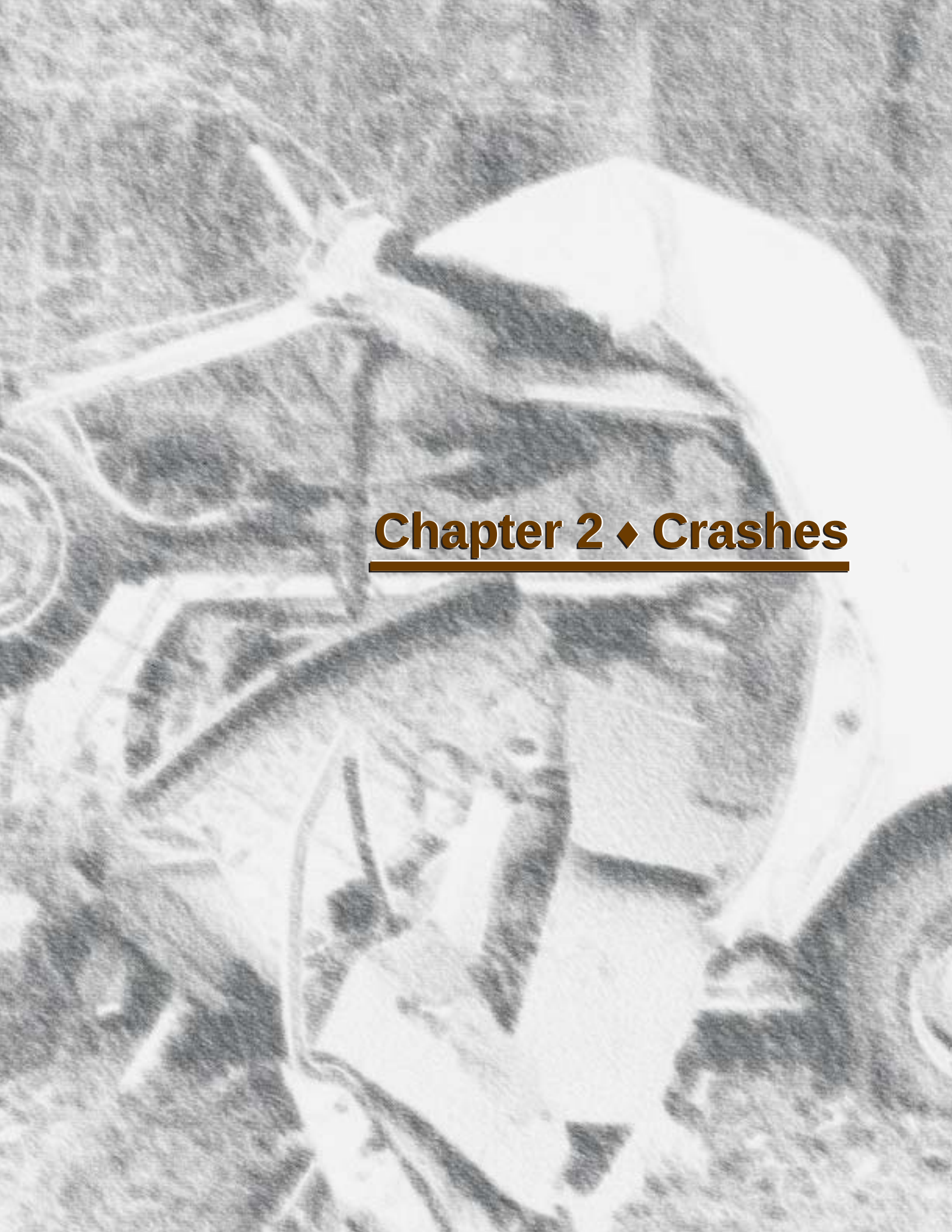
Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
1975	2,583	5.6	29,710	64.3	13,931	30.1	**46,224**	**100.0**
1976	2,062	4.5	29,905	64.7	14,239	30.8	**46,206**	**100.0**
1977	1,897	3.9	33,011	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	24,166	50.1	19,427	40.3	4,663	9.7	**48,256**	**100.0**
1996	25,207	51.7	18,759	38.5	4,747	9.7	**48,713**	**100.0**
1997	25,313	52.3	18,286	37.8	4,799	9.9	**48,398**	**100.0**
1998	25,854	53.7	17,601	36.6	4,699	9.8	**48,154**	**100.0**
1999	25,498	53.4	17,693	37.1	4,552	9.5	**47,743**	**100.0**
2000	26,690	55.5	16,995	35.4	4,369	9.1	**48,054**	**100.0**
2001	27,222	56.5	16,528	34.3	4,398	9.1	**48,148**	**100.0**
2002	27,503	56.9	16,567	34.3	4,269	8.8	**48,339**	**100.0**
Drivers in Injury Crashes								
1988	2,313,000	62.1	802,000	21.5	609,000	16.4	**3,724,000**	**100.0**
1989	2,267,000	62.8	749,000	20.8	592,000	16.4	**3,607,000**	**100.0**
1990	2,290,000	64.4	703,000	19.8	563,000	15.8	**3,556,000**	**100.0**
1991	2,308,000	68.0	581,000	17.1	505,000	14.9	**3,394,000**	**100.0**
1992	2,420,000	71.5	476,000	14.0	490,000	14.5	**3,386,000**	**100.0**
1993	2,557,000	73.8	435,000	12.6	475,000	13.7	**3,467,000**	**100.0**
1994	2,856,000	77.4	418,000	11.3	416,000	11.3	**3,690,000**	**100.0**
1995	3,118,000	79.3	388,000	9.9	425,000	10.8	**3,931,000**	**100.0**
1996	3,136,000	79.4	366,000	9.3	445,000	11.3	**3,947,000**	**100.0**
1997	3,003,000	79.1	339,000	8.9	452,000	11.9	**3,794,000**	**100.0**
1998	2,863,000	79.5	309,000	8.6	428,000	11.9	**3,600,000**	**100.0**
1999	2,897,000	80.5	293,000	8.1	409,000	11.4	**3,598,000**	**100.0**
2000	2,959,000	82.2	252,000	7.0	390,000	10.8	**3,600,000**	**100.0**
2001	2,882,000	82.5	234,000	6.7	376,000	10.8	**3,491,000**	**100.0**
2002	2,787,000	83.5	208,000	6.2	343,000	10.3	**3,338,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
1988	4,517,000	60.4	1,200,000	16.0	1,763,000	23.6	**7,481,000**	**100.0**
1989	4,531,000	62.6	1,015,000	14.0	1,691,000	23.4	**7,237,000**	**100.0**
1990	4,499,000	63.4	978,000	13.8	1,616,000	22.8	**7,094,000**	**100.0**
1991	4,516,000	67.2	712,000	10.6	1,490,000	22.2	**6,718,000**	**100.0**
1992	4,671,000	71.6	508,000	7.8	1,344,000	20.6	**6,523,000**	**100.0**
1993	4,986,000	75.0	451,000	6.8	1,209,000	18.2	**6,646,000**	**100.0**
1994	5,534,000	77.7	392,000	5.5	1,198,000	16.8	**7,124,000**	**100.0**
1995	5,914,000	79.3	356,000	4.8	1,184,000	15.9	**7,454,000**	**100.0**
1996	5,960,000	79.2	328,000	4.4	1,241,000	16.5	**7,529,000**	**100.0**
1997	5,841,000	78.9	311,000	4.2	1,255,000	16.9	**7,406,000**	**100.0**
1998	5,720,000	79.6	268,000	3.7	1,199,000	16.7	**7,187,000**	**100.0**
1999	5,637,000	81.3	236,000	3.4	1,058,000	15.3	**6,932,000**	**100.0**
2000	5,846,000	82.7	173,000	2.4	1,050,000	14.9	**7,069,000**	**100.0**
2001	5,897,000	83.6	161,000	2.3	1,000,000	14.2	**7,058,000**	**100.0**
2002	6,093,000	84.9	157,000	2.2	923,000	12.9	**7,173,000**	**100.0**

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, 1975-2002

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	9,642	31.2	18,636	60.3	2,623	8.5	**30,901**	**100.0**
1995	10,159	31.8	19,123	59.8	2,709	8.5	**31,991**	**100.0**
1996	10,716	33.0	18,848	58.1	2,873	8.9	**32,437**	**100.0**
1997	10,995	33.9	18,642	57.5	2,811	8.7	**32,448**	**100.0**
1998	11,213	35.2	18,022	56.5	2,664	8.4	**31,899**	**100.0**
1999	11,174	34.8	18,316	57.0	2,637	8.2	**32,127**	**100.0**
2000	11,787	36.6	17,810	55.3	2,628	8.2	**32,225**	**100.0**
2001	11,946	37.3	17,517	54.7	2,580	8.1	**32,043**	**100.0**
2002	12,432	38.1	17,651	54.1	2,515	7.7	**32,598**	**100.0**
Occupants Injured								
1988	1,752,000	57.2	912,000	29.8	399,000	13.0	**3,063,000**	**100.0**
1989	1,720,000	58.5	863,000	29.4	359,000	12.2	**2,942,000**	**100.0**
1990	1,737,000	60.3	820,000	28.4	325,000	11.3	**2,882,000**	**100.0**
1991	1,785,000	63.8	725,000	25.9	287,000	10.3	**2,797,000**	**100.0**
1992	1,854,000	66.8	622,000	22.4	300,000	10.8	**2,776,000**	**100.0**
1993	1,983,000	69.2	589,000	20.6	294,000	10.2	**2,866,000**	**100.0**
1994	2,208,000	73.7	564,000	18.8	223,000	7.4	**2,995,000**	**100.0**
1995	2,415,000	75.7	549,000	17.2	227,000	7.1	**3,192,000**	**100.0**
1996	2,468,000	76.7	520,000	16.1	231,000	7.2	**3,220,000**	**100.0**
1997	2,369,000	76.5	475,000	15.3	251,000	8.1	**3,095,000**	**100.0**
1998	2,297,000	77.5	437,000	14.7	230,000	7.8	**2,964,000**	**100.0**
1999	2,328,000	78.0	420,000	14.1	237,000	7.9	**2,984,000**	**100.0**
2000	2,369,000	80.6	369,000	12.6	200,000	6.8	**2,938,000**	**100.0**
2001	2,249,000	80.7	324,000	11.6	214,000	7.7	**2,787,000**	**100.0**
2002	2,195,000	81.8	284,000	10.6	205,000	7.7	**2,684,000**	**100.0**

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 2002. Almost one-third of these crashes resulted in an injury, with less than 1 percent of total crashes (38,309) resulting in a death.

- Midnight to 3 a.m. on Saturdays and Sundays proved to be the deadliest 3-hour periods throughout 2002, with 1,281 and 1,285 fatal crashes, respectively.

- Fifty-eight percent of fatal crashes involved only one vehicle, compared to 30 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 22 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 44 percent of fatal crashes.

- Forty-one percent of fatal crashes involved alcohol. For fatal crashes occurring from midnight to 3 a.m., 76 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	3,016	1.41	154,000	72	381,000	178	**538,000**	**252**
February	2,603	1.26	139,000	67	321,000	155	**462,000**	**224**
March	3,052	1.30	161,000	69	365,000	156	**529,000**	**226**
April	2,917	1.24	157,000	67	329,000	140	**489,000**	**208**
May	3,277	1.31	168,000	67	365,000	146	**537,000**	**215**
June	3,412	1.38	168,000	68	339,000	137	**510,000**	**207**
July	3,509	1.38	168,000	66	332,000	131	**504,000**	**198**
August	3,548	1.39	160,000	62	349,000	136	**513,000**	**200**
September	3,361	1.45	163,000	71	349,000	151	**516,000**	**223**
October	3,325	1.37	174,000	72	389,000	160	**567,000**	**233**
November	3,122	1.37	154,000	68	405,000	177	**562,000**	**246**
December	3,167	1.37	161,000	70	425,000	184	**590,000**	**255**
Total	**38,309**	**1.35**	**1,929,000**	**68**	**4,348,000**	**154**	**6,316,000**	**223**

*Crashes per 100 million vehicle miles traveled.
Source: Vehicle miles traveled, Federal Highway Administration, *Traffic Volume Trends* (March 2003).

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	1,285	429	410	439	533	651	1,281	**5,028**
3 am to 6 am	703	343	276	299	328	397	745	**3,091**
6 am to 9 am	434	563	554	563	520	579	488	**3,701**
9 am to Noon	496	507	581	472	496	586	574	**3,712**
Noon to 3 pm	701	695	684	738	663	774	767	**5,022**
3 pm to 6 pm	850	821	873	843	858	958	918	**6,122**
6 pm to 9 pm	904	717	691	771	778	1,013	1,025	**5,900**
9 pm to Midnight	640	566	636	676	698	1,064	1,124	**5,404**
Unknown	91	25	23	37	34	41	70	**329**
Total	**6,104**	**4,666**	**4,728**	**4,838**	**4,908**	**6,063**	**6,992**	***38,309**
Injury Crashes								
Midnight to 3 am	24,000	8,000	10,000	9,000	12,000	12,000	24,000	**99,000**
3 am to 6 am	14,000	6,000	5,000	6,000	7,000	8,000	13,000	**60,000**
6 am to 9 am	14,000	33,000	41,000	42,000	38,000	38,000	18,000	**225,000**
9 am to Noon	24,000	40,000	36,000	38,000	37,000	43,000	41,000	**259,000**
Noon to 3 pm	39,000	53,000	55,000	53,000	51,000	68,000	49,000	**369,000**
3 pm to 6 pm	45,000	79,000	74,000	70,000	70,000	85,000	52,000	**475,000**
6 pm to 9 pm	33,000	33,000	37,000	42,000	37,000	52,000	39,000	**273,000**
9 pm to Midnight	22,000	22,000	22,000	19,000	20,000	34,000	31,000	**170,000**
Total	**216,000**	**274,000**	**280,000**	**278,000**	**273,000**	**341,000**	**267,000**	**1,929,000**
Property-Damage-Only Crashes								
Midnight to 3 am	57,000	20,000	19,000	17,000	23,000	25,000	40,000	**200,000**
3 am to 6 am	27,000	21,000	13,000	21,000	16,000	21,000	31,000	**151,000**
6 am to 9 am	23,000	95,000	99,000	106,000	100,000	89,000	34,000	**546,000**
9 am to Noon	41,000	94,000	89,000	91,000	95,000	97,000	85,000	**593,000**
Noon to 3 pm	86,000	124,000	113,000	121,000	118,000	158,000	110,000	**830,000**
3 pm to 6 pm	73,000	176,000	176,000	172,000	164,000	201,000	103,000	**1,066,000**
6 pm to 9 pm	71,000	83,000	88,000	83,000	97,000	106,000	78,000	**606,000**
9 pm to Midnight	47,000	45,000	45,000	43,000	44,000	71,000	62,000	**356,000**
Total	**426,000**	**659,000**	**642,000**	**655,000**	**657,000**	**767,000**	**542,000**	**4,348,000**
All Crashes								
Midnight to 3 am	83,000	29,000	30,000	27,000	35,000	37,000	65,000	**305,000**
3 am to 6 am	42,000	27,000	19,000	28,000	24,000	30,000	45,000	**214,000**
6 am to 9 am	38,000	129,000	141,000	148,000	139,000	128,000	52,000	**774,000**
9 am to Noon	66,000	135,000	126,000	130,000	133,000	141,000	127,000	**856,000**
Noon to 3 pm	126,000	178,000	168,000	175,000	169,000	227,000	160,000	**1,204,000**
3 pm to 6 pm	119,000	256,000	251,000	243,000	235,000	288,000	156,000	**1,547,000**
6 pm to 9 pm	105,000	117,000	125,000	126,000	135,000	159,000	118,000	**885,000**
9 pm to Midnight	69,000	68,000	67,000	62,000	65,000	106,000	93,000	**531,000**
Total	**648,000**	**938,000**	**927,000**	**938,000**	**935,000**	**1,115,000**	**816,000**	**6,316,000**

*Includes 10 fatal crashes that occurred on unknown days.

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

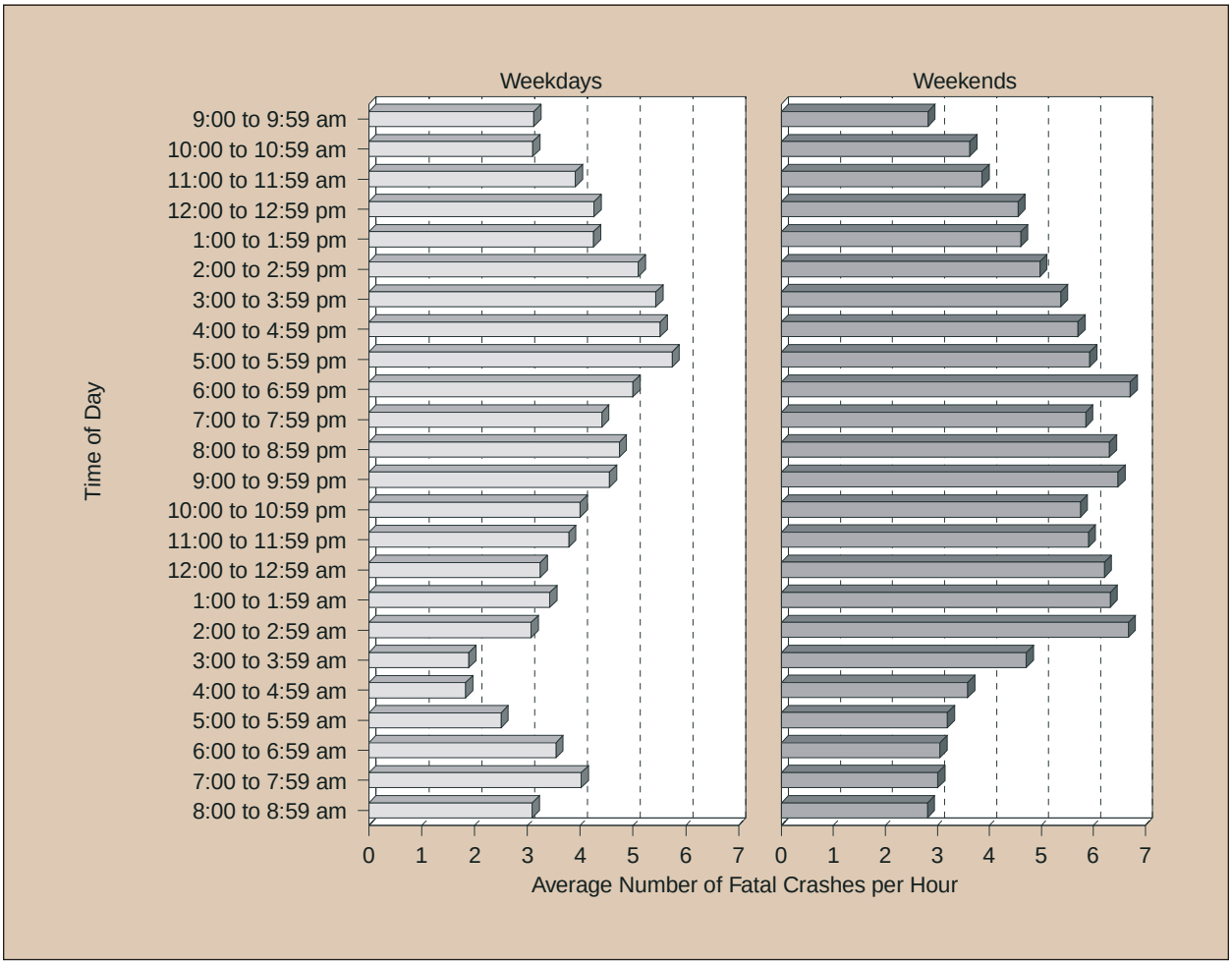


Table 25
Crashes by Weather Condition, Light Condition, and Crash Severity

Weather Condition	Light Condition				Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	
Fatal Crashes					
Normal	16,854	5,384	9,960	1,334	**33,585**
Rain	1,376	543	929	126	**2,981**
Snow/Sleet	374	68	246	41	**732**
Other	198	66	284	45	**594**
Unknown	66	13	62	6	**417**
Total	**18,868**	**6,074**	**11,481**	**1,552**	***38,309**
Injury Crashes					
Normal	1,181,000	248,000	172,000	59,000	**1,661,000**
Rain	137,000	41,000	22,000	7,000	**207,000**
Snow/Sleet	24,000	10,000	8,000	3,000	**45,000**
Other	9,000	2,000	4,000	2,000	**16,000**
Total	**1,352,000**	**301,000**	**206,000**	**70,000**	**1,929,000**
Property-Damage-Only Crashes					
Normal	2,608,000	517,000	421,000	128,000	**3,674,000**
Rain	304,000	93,000	58,000	24,000	**479,000**
Snow/Sleet	88,000	28,000	34,000	9,000	**159,000**
Other	17,000	6,000	8,000	5,000	**36,000**
Total	**3,018,000**	**645,000**	**521,000**	**165,000**	**4,348,000**
All Crashes					
Normal	3,807,000	770,000	603,000	188,000	**5,368,000**
Rain	443,000	135,000	81,000	31,000	**690,000**
Snow/Sleet	113,000	39,000	43,000	11,000	**205,000**
Other	26,000	8,000	12,000	7,000	**53,000**
Total	**4,389,000**	**951,000**	**738,000**	**237,000**	**6,316,000**

*Includes 334 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	11,265	82.3	7,580	53.1	138	2.1	23	0.4
11 to 20	1,629	11.9	4,933	34.6	1,309	19.6	174	2.7
21 to 30	410	3.0	1,180	8.3	1,625	24.3	647	10.0
31 to 40	126	0.9	374	2.6	1,323	19.8	1,201	18.6
41 to 50	75	0.5	108	0.8	891	13.3	1,466	22.7
51 to 60	75	0.5	52	0.4	571	8.6	1,009	15.6
61 to 120	115	0.8	44	0.3	821	12.3	1,932	29.9
Total*	**13,695**	**100.0**	**14,271**	**100.0**	**6,678**	**100.0**	**6,452**	**100.0**
Urban Fatal Crashes								
0 to 10	7,057	94.1	6,341	87.4	211	6.3	35	1.0
11 to 20	306	4.1	756	10.4	1,058	31.5	462	13.8
21 to 30	52	0.7	100	1.4	1,049	31.2	953	28.5
31 to 40	31	0.4	34	0.5	549	16.3	863	25.8
41 to 50	10	0.1	17	0.2	267	7.9	509	15.2
51 to 60	12	0.2	3	0.0	116	3.4	247	7.4
61 to 120	30	0.4	8	0.1	114	3.4	279	8.3
Total*	**7,498**	**100.0**	**7,259**	**100.0**	**3,364**	**100.0**	**3,348**	**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	6,214	12,360	2,021	1,077	414	**22,086**
Multiple Vehicle	15,453	289	234	171	76	**16,223**
Total	**21,667**	**12,649**	**2,255**	**1,248**	**490**	**38,309**
Injury Crashes						
Single Vehicle	159,000	336,000	9,000	42,000	30,000	**577,000**
Multiple Vehicle	1,336,000	6,000	1,000	7,000	2,000	**1,352,000**
Total	**1,496,000**	**343,000**	**10,000**	**49,000**	**32,000**	**1,929,000**
Property-Damage-Only Crashes						
Single Vehicle	351,000	579,000	15,000	73,000	287,000	**1,306,000**
Multiple Vehicle	3,006,000	12,000	6,000	13,000	6,000	**3,043,000**
Total	**3,357,000**	**591,000**	**21,000**	**86,000**	**293,000**	**4,348,000**
All Crashes						
Single Vehicle	516,000	927,000	26,000	116,000	318,000	**1,904,000**
Multiple Vehicle	4,358,000	19,000	7,000	20,000	8,000	**4,411,000**
Total	**4,874,000**	**946,000**	**33,000**	**137,000**	**325,000**	**6,316,000**

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	25,685	98	204	1,450	**27,437**
Junction:					
Intersection	1,732	2,239	2,913	203	**7,087**
Intersection Related	737	527	327	82	**1,673**
Other/Unknown	1,426	58	58	570	**2,112**
Total	**29,580**	**2,922**	**3,502**	**2,305**	**38,309**
Injury Crashes					
Nonjunction	696,000	1,000	0	61,000	**758,000**
Junction:					
Intersection	99,000	270,000	190,000	17,000	**576,000**
Intersection Related	107,000	190,000	40,000	23,000	**360,000**
Other/Unknown	183,000	14,000	11,000	27,000	**235,000**
Total	**1,085,000**	**476,000**	**240,000**	**128,000**	**1,929,000**
Property-Damage-Only Crashes					
Nonjunction	1,767,000	2,000	1,000	141,000	**1,910,000**
Junction:					
Intersection	168,000	346,000	285,000	34,000	**833,000**
Intersection Related	255,000	491,000	121,000	72,000	**939,000**
Other/Unknown	513,000	40,000	32,000	82,000	**667,000**
Total	**2,703,000**	**878,000**	**439,000**	**328,000**	**4,348,000**
All Crashes					
Nonjunction	2,488,000	3,000	1,000	203,000	**2,696,000**
Junction:					
Intersection	268,000	618,000	478,000	52,000	**1,416,000**
Intersection Related	363,000	681,000	161,000	95,000	**1,301,000**
Other/Unknown	697,000	55,000	43,000	109,000	**904,000**
Total	**3,818,000**	**1,356,000**	**683,000**	**459,000**	**6,316,000**

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

Speed Limit	Crash Type: Single Vehicle Number	Single Vehicle Percent	Multiple Vehicle Number	Multiple Vehicle Percent	Total Number	Total Percent
Fatal Crashes						
30 mph or less	2,756	12.5	1,028	6.3	**3,784**	**9.9**
35 or 40 mph	3,931	17.8	2,624	16.2	**6,555**	**17.1**
45 or 50 mph	3,662	16.6	3,313	20.4	**6,975**	**18.2**
55 mph	6,589	29.8	5,620	34.6	**12,209**	**31.9**
60 mph or higher	4,283	19.4	3,286	20.3	**7,569**	**19.8**
No Statutory Limit	83	0.4	16	0.1	**99**	**0.3**
Unknown	782	3.5	336	2.1	**1,118**	**2.9**
Total	**22,086**	**100.0**	**16,223**	**100.0**	**38,309**	**100.0**
Injury Crashes						
30 mph or less	155,000	26.9	265,000	19.6	**420,000**	**21.8**
35 or 40 mph	126,000	21.9	538,000	39.8	**665,000**	**34.5**
45 or 50 mph	83,000	14.5	308,000	22.7	**391,000**	**20.3**
55 mph	133,000	23.1	142,000	10.5	**276,000**	**14.3**
60 mph or higher	75,000	13.0	95,000	7.0	**170,000**	**8.8**
No Statutory Limit	4,000	0.6	4,000	0.3	**7,000**	**0.4**
Total	**577,000**	**100.0**	**1,352,000**	**100.0**	**1,929,000**	**100.0**
Property-Damage-Only Crashes						
30 mph or less	418,000	32.0	773,000	25.4	**1,191,000**	**27.4**
35 or 40 mph	218,000	16.7	1,092,000	35.9	**1,311,000**	**30.1**
45 or 50 mph	174,000	13.3	675,000	22.2	**849,000**	**19.5**
55 mph	330,000	25.3	285,000	9.4	**616,000**	**14.2**
60 mph or higher	152,000	11.7	201,000	6.6	**353,000**	**8.1**
No Statutory Limit	12,000	0.9	16,000	0.5	**28,000**	**0.6**
Total	**1,306,000**	**100.0**	**3,043,000**	**100.0**	**4,348,000**	**100.0**
All Crashes						
30 mph or less	576,000	30.2	1,040,000	23.6	**1,615,000**	**25.6**
35 or 40 mph	349,000	18.3	1,633,000	37.0	**1,982,000**	**31.4**
45 or 50 mph	261,000	13.7	986,000	22.4	**1,247,000**	**19.7**
55 mph	470,000	24.7	434,000	9.8	**904,000**	**14.3**
60 mph or higher	232,000	12.2	299,000	6.8	**531,000**	**8.4**
No Statutory Limit	16,000	0.8	19,000	0.4	**35,000**	**0.6**
Total	**1,904,000**	**100.0**	**4,411,000**	**100.0**	**6,316,000**	**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	932	24.6	2,830	74.8	22	0.6	**3,784**	**100.0**
35 or 40 mph	2,096	32.0	4,425	67.5	34	0.5	**6,555**	**100.0**
45 or 50 mph	3,653	52.4	3,287	47.1	35	0.5	**6,975**	**100.0**
55 mph	10,088	82.6	2,089	17.1	32	0.3	**12,209**	**100.0**
60 mph or higher	5,459	72.1	2,101	27.8	9	0.1	**7,569**	**100.0**
No Statutory Limit	82	82.8	17	17.2	0	0.0	**99**	**100.0**
Unknown	406	36.3	691	61.8	21	1.9	**1,118**	**100.0**
Total	**22,716**	**59.3**	**15,440**	**40.3**	**153**	**0.4**	**38,309**	**100.0**

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

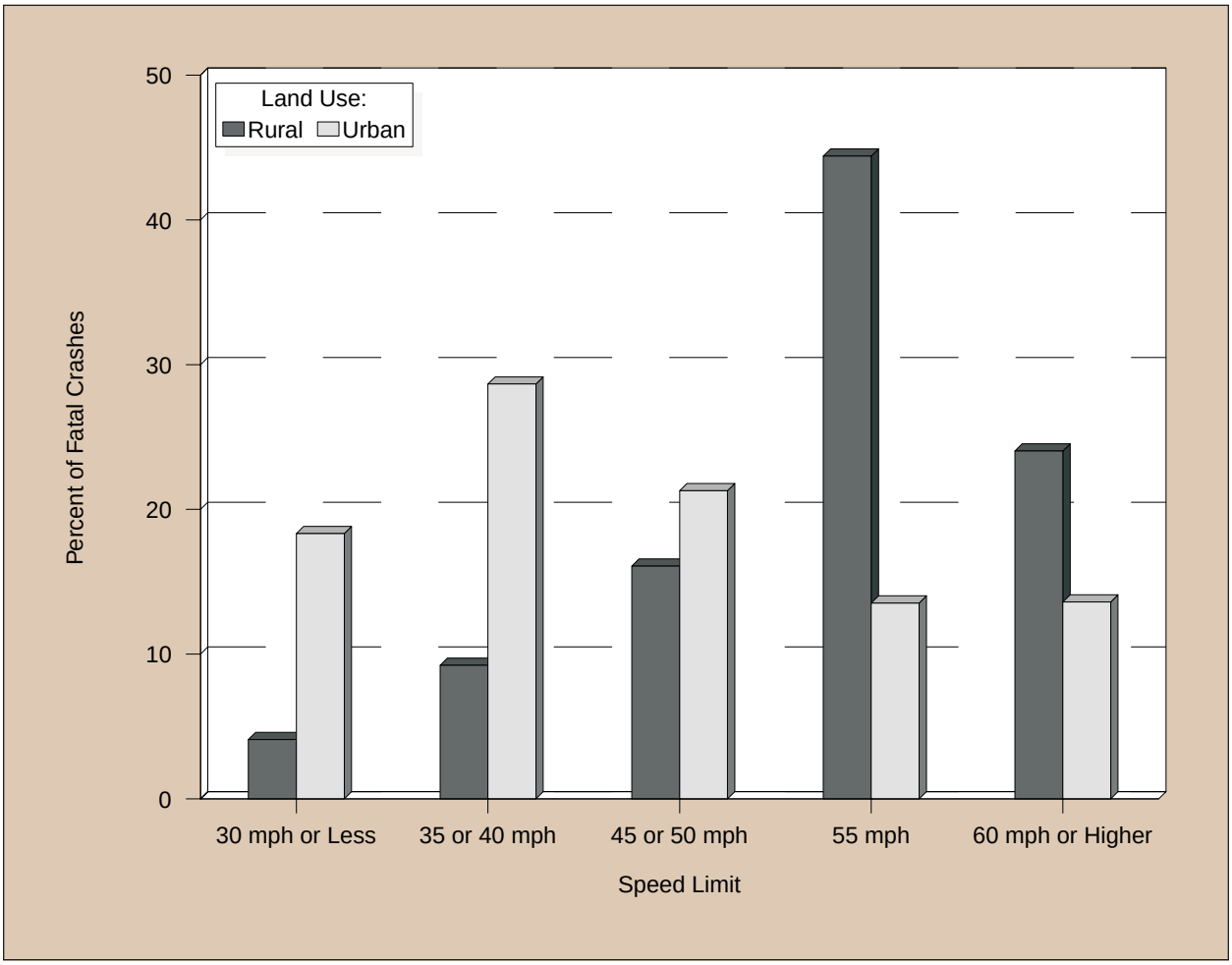


Table 31
Crashes by Number of Lanes, Trafficway Flow, and Crash Severity

Number of Lanes	Trafficway Flow				Total
	Not Divided	Divided	One-Way	Unknown	
Fatal Crashes					
One Lane	16	127	63	3	**209**
Two Lanes	22,009	7,237	145	18	**29,409**
Three Lanes	317	2,251	83	7	**2,658**
Four Lanes	1,923	2,200	28	16	**4,167**
More Than Four	235	733	8	3	**979**
Unknown	211	197	10	469	**887**
Total	**24,711**	**12,745**	**337**	**516**	**38,309**
Injury Crashes					
One Lane	4,000	8,000	27,000	1,000	**40,000**
Two Lanes	591,000	168,000	17,000	18,000	**794,000**
Three Lanes	64,000	149,000	11,000	3,000	**227,000**
Four Lanes	128,000	91,000	7,000	4,000	**230,000**
More Than Four	171,000	37,000	2,000	3,000	**214,000**
Unknown	124,000	35,000	12,000	254,000	**425,000**
Total	**1,082,000**	**489,000**	**75,000**	**283,000**	**1,929,000**
Property-Damage-Only Crashes					
One Lane	11,000	14,000	70,000	1,000	**95,000**
Two Lanes	1,272,000	361,000	39,000	55,000	**1,727,000**
Three Lanes	134,000	254,000	39,000	11,000	**438,000**
Four Lanes	269,000	135,000	14,000	12,000	**429,000**
More Than Four	326,000	63,000	6,000	6,000	**401,000**
Unknown	319,000	117,000	37,000	784,000	**1,257,000**
Total	**2,331,000**	**944,000**	**206,000**	**867,000**	**4,348,000**
All Crashes					
One Lane	15,000	22,000	97,000	1,000	**136,000**
Two Lanes	1,885,000	536,000	56,000	73,000	**2,550,000**
Three Lanes	199,000	406,000	50,000	14,000	**668,000**
Four Lanes	399,000	228,000	21,000	15,000	**663,000**
More Than Four	498,000	101,000	8,000	9,000	**616,000**
Unknown	443,000	153,000	49,000	1,038,000	**1,683,000**
Total	**3,438,000**	**1,446,000**	**281,000**	**1,151,000**	**6,316,000**

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

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport:								
Angle	8,388	21.9	635,000	32.9	1,257,000	28.9	**1,900,000**	**30.1**
Rear End	1,987	5.2	570,000	29.6	1,328,000	30.5	**1,900,000**	**30.1**
Sideswipe	838	2.2	58,000	3.0	354,000	8.1	**413,000**	**6.5**
Head On	3,841	10.0	72,000	3.7	59,000	1.3	**135,000**	**2.1**
Other/Unknown	180	0.5	*	*	2,000	*	**2,000**	*****
Subtotal	*15,234*	*39.8*	*1,335,000*	*69.2*	*2,999,000*	*69.0*	***4,350,000***	***68.9***
Collision with Fixed Object:								
Pole/Post	1,997	5.2	61,000	3.2	132,000	3.0	**195,000**	**3.1**
Culvert/Curb/Ditch	2,385	6.2	73,000	3.8	130,000	3.0	**206,000**	**3.3**
Shrubbery/Tree	3,258	8.5	60,000	3.1	77,000	1.8	**141,000**	**2.2**
Guard Rail	1,093	2.9	35,000	1.8	70,000	1.6	**106,000**	**1.7**
Embankment	1,308	3.4	31,000	1.6	30,000	0.7	**62,000**	**1.0**
Bridge	397	1.0	7,000	0.4	12,000	0.3	**19,000**	**0.3**
Other/Unknown	1,682	4.4	67,000	3.5	166,000	3.8	**235,000**	**3.7**
Subtotal	*12,120*	*31.6*	*335,000*	*17.4*	*617,000*	*14.2*	***964,000***	***15.3***
Collision with Object Not Fixed:								
Parked Motor Vehicle	453	1.2	28,000	1.5	307,000	7.1	**336,000**	**5.3**
Animal	158	0.4	19,000	1.0	279,000	6.4	**298,000**	**4.7**
Pedestrian	4,464	11.7	64,000	3.3	1,000	*	**70,000**	**1.1**
Pedalcyclist	650	1.7	47,000	2.4	3,000	0.1	**51,000**	**0.8**
Train	231	0.6	1,000	0.1	1,000	*	**2,000**	*****
Other/Unknown	236	0.6	10,000	0.5	40,000	0.9	**51,000**	**0.8**
Subtotal	*6,192*	*16.2*	*170,000*	*8.8*	*631,000*	*14.5*	***808,000***	***12.8***
Noncollision:								
Rollover	4,297	11.2	79,000	4.1	46,000	1.1	**130,000**	**2.1**
Other/Unknown	437	1.1	9,000	0.5	55,000	1.3	**64,000**	**1.0**
Subtotal	*4,734*	*12.4*	*89,000*	*4.6*	*101,000*	*2.3*	***194,000***	***3.1***
Total	****38,309**	**100.0**	**1,929,000**	**100.0**	**4,348,000**	**100.0**	**6,316,000**	**100.0**

*Less than 500 or less than 0.05 percent.
**Includes 29 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	2,671	4,905	1,517	654	97	171
Light Truck		1,455	1,032	625	34	154
Large Truck			86	110	6	31
Motorcycle				50	3	24
Other/Unknown						64
Injury Crashes (Total = 1,159,000)						
Passenger Car	446,000	469,000	40,000	14,000	7,000	2,000
Light Truck		144,000	17,000	10,000	3,000	2,000
Large Truck			2,000	*	1,000	*
Motorcycle				1,000	*	*
Property-Damage-Only Crashes (Total = 2,852,000)						
Passenger Car	983,000	1,212,000	133,000	6,000	27,000	5,000
Light Truck		387,000	67,000	4,000	12,000	3,000
Large Truck			10,000	*	1,000	*

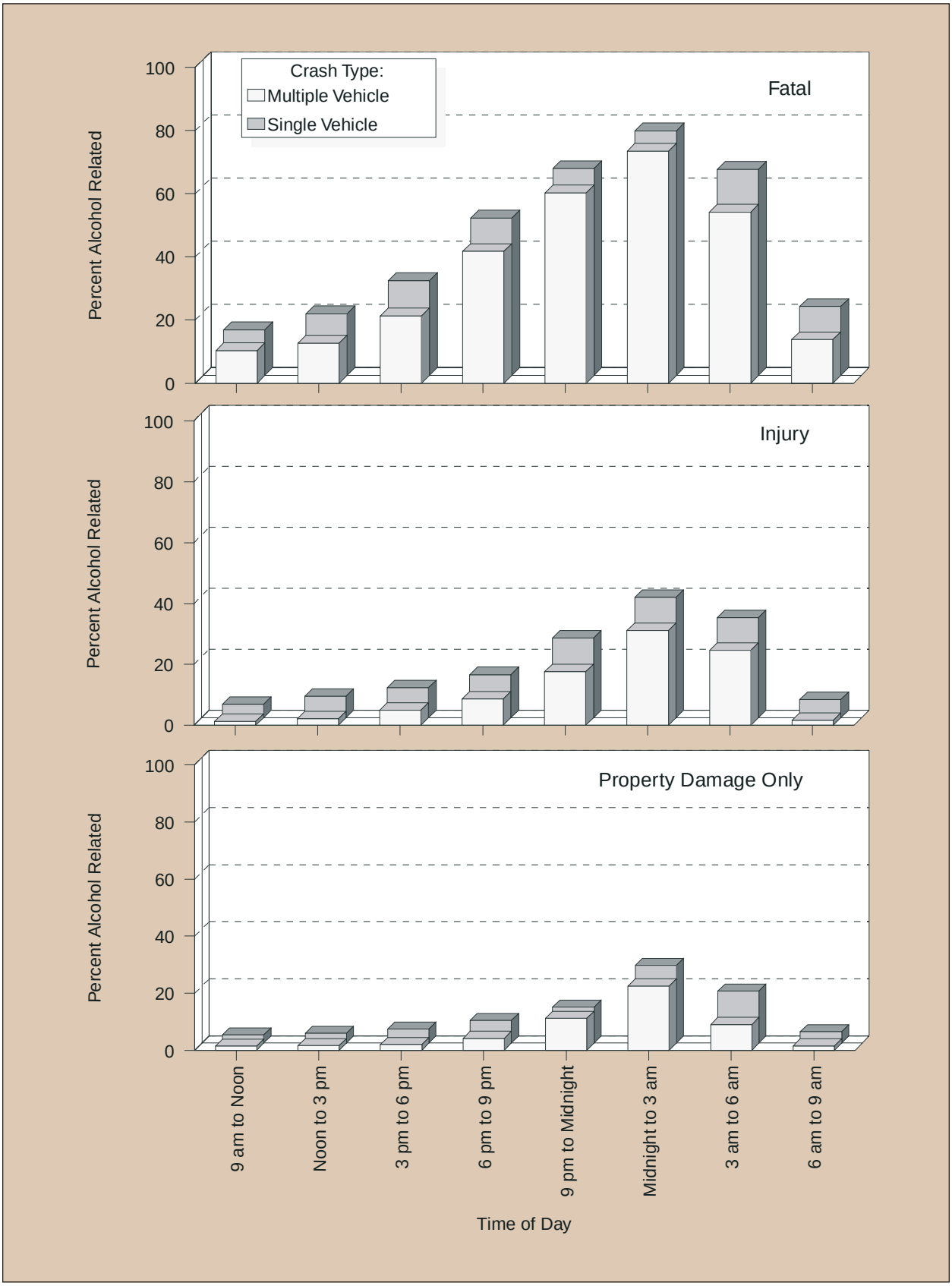
*Less than 500.

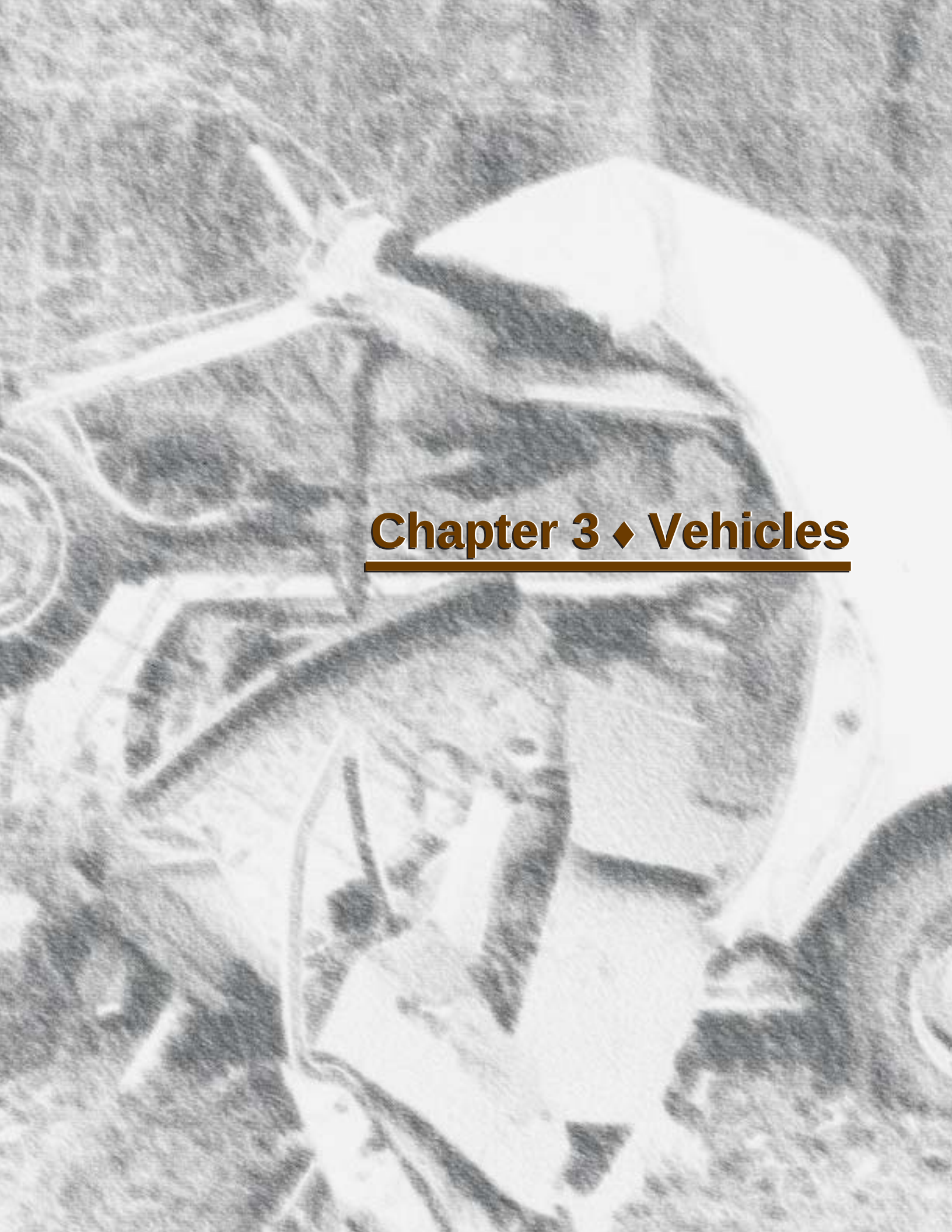
Table 34
Crashes and Percent Alcohol Related by Time of Day, Crash Type, and Crash Severity

Time of Day	Crash Type						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	3,855	2,981	77	1,173	862	73	**5,028**	**3,842**	**76**
3 am to 6 am	2,297	1,499	65	794	430	54	**3,091**	**1,929**	**62**
6 am to 9 am	1,877	409	22	1,824	251	14	**3,701**	**660**	**18**
9 am to Noon	1,587	227	14	2,125	218	10	**3,712**	**446**	**12**
Noon to 3 pm	2,147	419	20	2,875	365	13	**5,022**	**784**	**16**
3 pm to 6 pm	2,850	855	30	3,272	698	21	**6,122**	**1,552**	**25**
6 pm to 9 pm	3,508	1,749	50	2,392	998	42	**5,900**	**2,746**	**47**
9 pm to Midnight	3,644	2,385	65	1,760	1,061	60	**5,404**	**3,446**	**64**
Unknown	321	216	67	8	4	48	**329**	**220**	**67**
Total	**22,086**	**10,739**	**49**	**16,223**	**4,887**	**30**	**38,309**	**15,626**	**41**
Injury Crashes**									
Midnight to 3 am	61,000	24,000	39	38,000	12,000	31	**99,000**	**36,000**	**36**
3 am to 6 am	42,000	14,000	33	18,000	4,000	25	**60,000**	**18,000**	**30**
6 am to 9 am	66,000	4,000	6	158,000	3,000	2	**225,000**	**7,000**	**3**
9 am to Noon	62,000	3,000	4	197,000	2,000	1	**259,000**	**5,000**	**2**
Noon to 3 pm	82,000	6,000	7	287,000	6,000	2	**369,000**	**12,000**	**3**
3 pm to 6 pm	108,000	11,000	10	367,000	18,000	5	**475,000**	**29,000**	**6**
6 pm to 9 pm	81,000	11,000	14	191,000	16,000	9	**273,000**	**28,000**	**10**
9 pm to Midnight	74,000	19,000	26	96,000	17,000	18	**170,000**	**36,000**	**21**
Total	**577,000**	**92,000**	**16**	**1,352,000**	**78,000**	**6**	**1,929,000**	**170,000**	**9**
Property-Damage-Only Crashes**									
Midnight to 3 am	137,000	37,000	27	64,000	14,000	23	**200,000**	**52,000**	**26**
3 am to 6 am	112,000	20,000	18	39,000	4,000	9	**151,000**	**24,000**	**16**
6 am to 9 am	176,000	7,000	4	370,000	6,000	2	**546,000**	**13,000**	**2**
9 am to Noon	138,000	4,000	3	456,000	7,000	1	**593,000**	**11,000**	**2**
Noon to 3 pm	152,000	5,000	3	678,000	11,000	2	**830,000**	**16,000**	**2**
3 pm to 6 pm	190,000	9,000	5	876,000	17,000	2	**1,066,000**	**26,000**	**2**
6 pm to 9 pm	212,000	17,000	8	394,000	16,000	4	**606,000**	**33,000**	**5**
9 pm to Midnight	189,000	24,000	13	167,000	19,000	11	**356,000**	**42,000**	**12**
Total	**1,306,000**	**124,000**	**9**	**3,043,000**	**93,000**	**3**	**4,348,000**	**217,000**	**5**

*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 2002 were passenger cars or light trucks.

- Large trucks accounted for 7.8 percent of the vehicles in fatal crashes, but only 4 percent of the vehicles involved in injury and property-damage-only crashes. Of the 4,542 large trucks involved in fatal crashes, 76 percent were combination trucks.

- The proportion of vehicles that rolled over in fatal crashes (20.5 percent) was 4 times as high as the proportion in injury crashes (4.9 percent) and nearly 16 times as high as the proportion in property-damage-only crashes (1.3 percent).

- Compared with other vehicle types, utility vehicles experienced the highest rollover rates: 35.9 percent in fatal crashes, 9.7 percent in injury crashes, and 2.4 percent in property-damage-only crashes.

- Fires occurred in 0.2 percent of the vehicles involved in all traffic crashes in 2002. 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 (28.4 percent), and buses in fatal crashes had the lowest proportion (1.9 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	27,102	46.6	2,136,000	60.7	4,443,000	58.4	**6,606,000**	**59.1**
Light Truck	21,477	37.0	1,210,000	34.4	2,757,000	36.2	**3,988,000**	**35.7**
Large Truck	4,542	7.8	94,000	2.7	336,000	4.4	**434,000**	**3.9**
Motorcycle	3,339	5.7	58,000	1.7	17,000	0.2	**78,000**	**0.7**
Bus	270	0.5	13,000	0.4	45,000	0.6	**58,000**	**0.5**
Other	567	1.0	8,000	0.2	12,000	0.2	**20,000**	**0.2**
Total	***58,113**	**100.0**	**3,520,000**	**100.0**	**7,608,000**	**100.0**	**11,186,000**	**100.0**

*Includes 816 vehicles of unknown type involved in fatal crashes.

Figure 14
Proportion of Vehicles Involved in Traffic Crashes

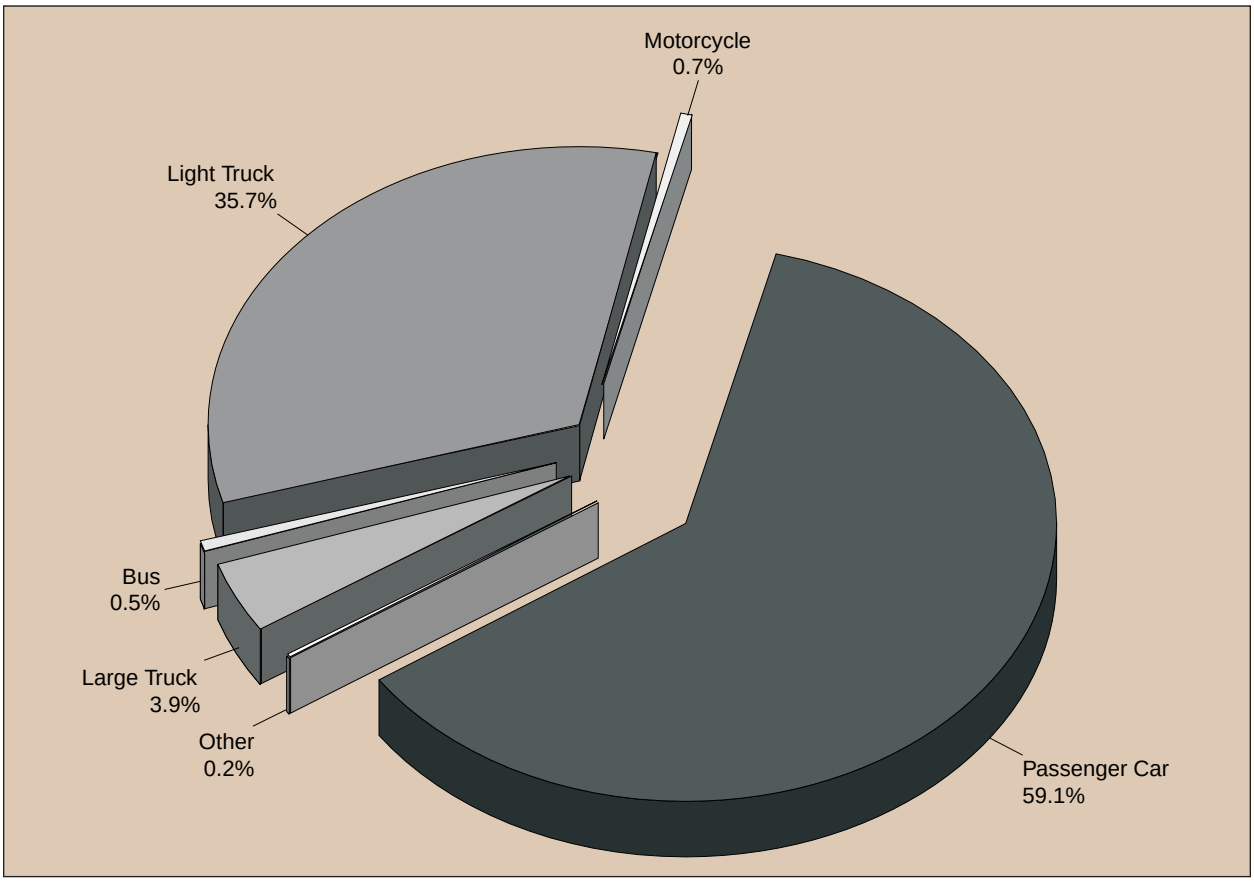


Table 36
Vehicles Involved in Fatal Crashes by Body Type

Body Type	Number	Percent
Passenger Cars	**27,102**	**46.6**
Convertible	418	0.7
2 Door Sedan, Hardtop, Coupe	6,235	10.7
3 Door/2 Door Hatchback	1,602	2.8
4 Door Sedan Hardtop	17,244	29.7
5 Door/4 Door Hatchback	276	0.5
Station Wagon	818	1.4
Hatchback, Doors Unknown	31	0.1
Other Auto	32	0.1
Unknown Auto	403	0.7
Auto-Based Pickup	41	0.1
Auto-Based Panel Truck	2	*
Light Trucks	**21,477**	**37.0**
Compact Utility	5,276	9.1
Large Utility	965	1.7
Utility Station Wagon	458	0.8
Utility, Unknown Body Type	14	*
Minivan	2,477	4.3
Large Van	1,097	1.9
Step Van	54	0.1
Van-Based School Bus	14	*
Van-Based Transit Bus	7	*
Other Van Type	16	*
Unknown Van Type	33	0.1
Compact Pickup	3,693	6.4
Standard Pickup	7,167	12.3
Pickup with Camper	37	0.1
Unknown Pickup Style Truck	80	0.1
Cab Chassis-Based Light Truck	74	0.1
Unknown Light Truck (not pickup)	4	*
Unknown Light Vehicle Type	5	*
Unknown Truck	6	*
Large Trucks	**4,542**	**7.8**
Step Van	26	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	153	0.3
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	254	0.4
Single Unit Heavy Truck (GVWR > 26,000 lb)	802	1.4
Single Unit Truck, Unknown GVWR	13	*
Truck Tractor	3,248	5.6
Medium/Heavy Pickup (Ford Super Duty 450/550)	12	*
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	5	*
Unknown Heavy Truck (GVWR > 26,000 lb)	4	*
Unknown Large Truck Type	25	*
Motorcycles	**3,339**	**5.7**
Motorcycle	3,213	5.5
Moped	34	0.1
Three Wheel Motorcycle or Moped	5	*
Off-Road Motorcycle (Two Wheel)	42	0.1
Other Motorcycle/Minibike	38	0.1
Unknown Motorcycle	7	*
Buses	**270**	**0.5**
School Bus	94	0.2
Cross Country/Intercity Bus	34	0.1
Transit Bus	98	0.2
Other Bus	26	*
Unknown Bus	18	*
Other Vehicles	**567**	**1.0**
Large Limousine	6	*
Van-Based Motorhome	25	*
Light Truck-Based Motorhome	2	*
Large Truck-Based Motorhome	40	0.1
Unknown Truck Camper/Motorhome	31	0.1
All Terrain Vehicle	264	0.5
Snowmobile	26	*
Farm Equipment Except Trucks	95	0.2
Construction Equipment Except Trucks	24	*
Other Vehicle	54	0.1
Unknown Body Type	**816**	**1.4**
Total	**58,113**	**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	4,465	16.5	22,637	83.5	**27,102**	**100.0**
Light Truck						
Pickup	2,853	26.0	8,124	74.0	**10,977**	**100.0**
Utility	2,407	35.9	4,306	64.1	**6,713**	**100.0**
Van	662	17.9	3,036	82.1	**3,698**	**100.0**
Other	13	14.6	76	85.4	**89**	**100.0**
Large Truck	602	13.3	3,940	86.7	**4,542**	**100.0**
Bus	10	3.7	260	96.3	**270**	**100.0**
Other/Unknown	205	14.8	1,178	85.2	**1,383**	**100.0**
Total*	**11,217**	**20.5**	**43,557**	**79.5**	**54,774**	**100.0**
Injury Crashes						
Passenger Car	73,000	3.4	2,063,000	96.6	**2,136,000**	**100.0**
Light Truck						
Pickup	38,000	7.2	481,000	92.8	**519,000**	**100.0**
Utility	39,000	9.7	366,000	90.3	**405,000**	**100.0**
Van	9,000	3.5	255,000	96.5	**264,000**	**100.0**
Other	1,000	4.2	21,000	95.8	**22,000**	**100.0**
Large Truck	8,000	8.6	86,000	91.4	**94,000**	**100.0**
Bus	**	0.9	13,000	99.1	**13,000**	**100.0**
Other/Unknown	1,000	14.8	7,000	85.2	**8,000**	**100.0**
Total*	**170,000**	**4.9**	**3,291,000**	**95.1**	**3,461,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	36,000	0.8	4,407,000	99.2	**4,443,000**	**100.0**
Light Truck						
Pickup	24,000	2.0	1,188,000	98.0	**1,212,000**	**100.0**
Utility	22,000	2.4	897,000	97.6	**920,000**	**100.0**
Van	5,000	0.8	575,000	99.2	**580,000**	**100.0**
Other	1,000	1.3	45,000	98.7	**45,000**	**100.0**
Large Truck	8,000	2.2	328,000	97.8	**336,000**	**100.0**
Bus	**	**	45,000	100.0	**45,000**	**100.0**
Other/Unknown	**	2.0	11,000	98.0	**12,000**	**100.0**
Total*	**95,000**	**1.3**	**7,496,000**	**98.7**	**7,591,000**	**100.0**
All Crashes						
Passenger Car	114,000	1.7	6,492,000	98.3	**6,606,000**	**100.0**
Light Truck						
Pickup	64,000	3.7	1,677,000	96.3	**1,742,000**	**100.0**
Utility	64,000	4.8	1,267,000	95.2	**1,331,000**	**100.0**
Van	15,000	1.7	833,000	98.3	**848,000**	**100.0**
Other	2,000	2.2	66,000	97.8	**67,000**	**100.0**
Large Truck	16,000	3.7	418,000	96.3	**434,000**	**100.0**
Bus	**	0.2	58,000	99.8	**58,000**	**100.0**
Other/Unknown	2,000	7.8	19,000	92.2	**21,000**	**100.0**
Total*	**276,000**	**2.5**	**10,831,000**	**97.5**	**11,107,000**	**100.0**

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

Figure 15
Percent Rollover Occurrence by Vehicle Type and Crash Severity

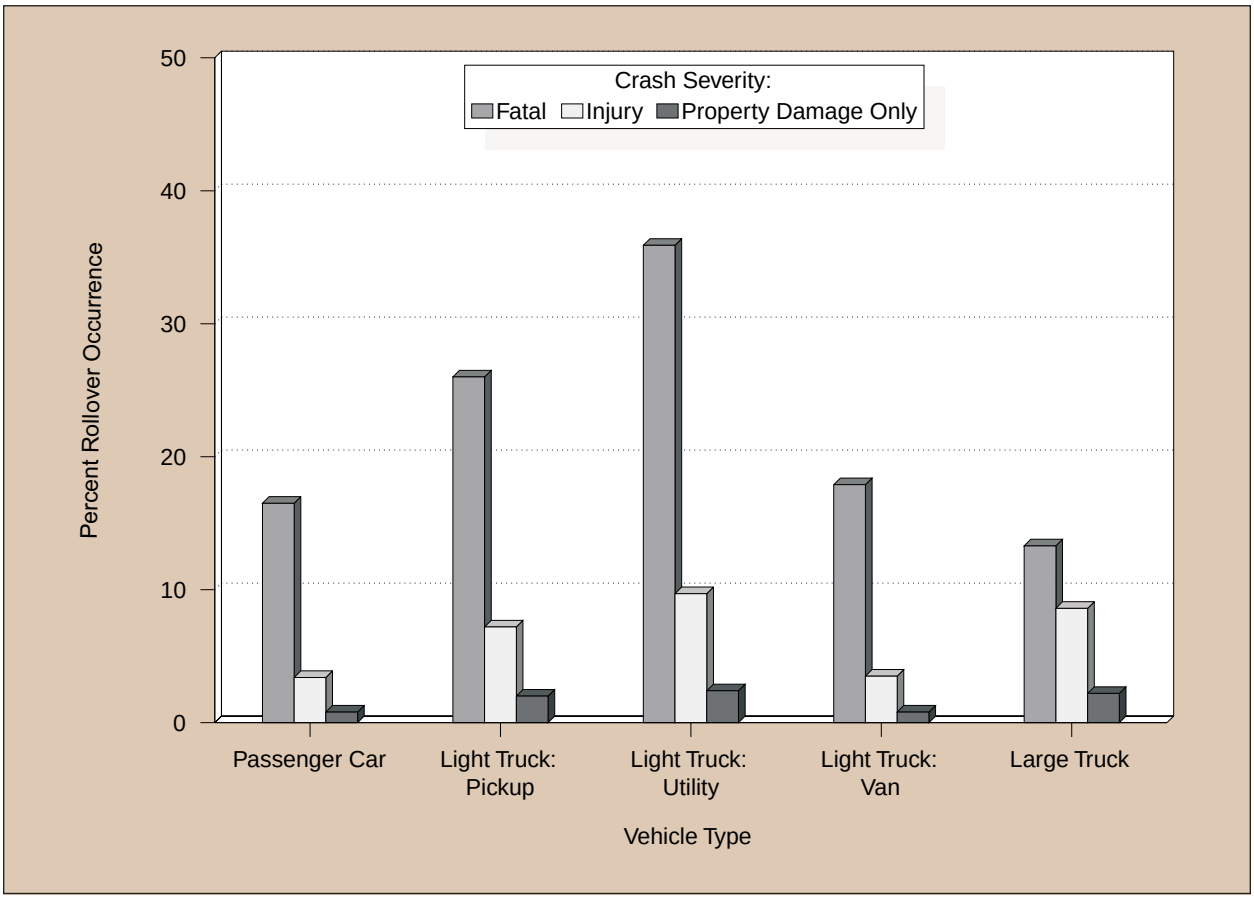


Table 38
Vehicles Involved in Crashes by Vehicle Type, Fire Occurrence, and Crash Severity

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Car	759	2.8	26,343	97.2	**27,102**	**100.0**
Light Truck	629	2.9	20,848	97.1	**21,477**	**100.0**
Large Truck	249	5.5	4,293	94.5	**4,542**	**100.0**
Motorcycle	52	1.6	3,287	98.4	**3,339**	**100.0**
Bus	3	1.1	267	98.9	**270**	**100.0**
Other/Unknown	18	1.3	1,365	98.7	**1,383**	**100.0**
Total	**1,710**	**2.9**	**56,403**	**97.1**	**58,113**	**100.0**
Injury Crashes						
Passenger Car	2,000	0.1	2,134,000	99.9	**2,136,000**	**100.0**
Light Truck	1,000	0.1	1,208,000	99.9	**1,210,000**	**100.0**
Large Truck	*	0.3	94,000	99.7	**94,000**	**100.0**
Motorcycle	*	0.5	58,000	99.5	**58,000**	**100.0**
Bus	*	*	13,000	100.0	**13,000**	**100.0**
Other/Unknown	*	*	8,000	100.0	**8,000**	**100.0**
Total	**4,000**	**0.1**	**3,515,000**	**99.9**	**3,520,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	6,000	0.1	4,437,000	99.9	**4,443,000**	**100.0**
Light Truck	3,000	0.1	2,754,000	99.9	**2,757,000**	**100.0**
Large Truck	2,000	0.5	334,000	99.5	**336,000**	**100.0**
Motorcycle	*	*	17,000	100.0	**17,000**	**100.0**
Bus	*	*	45,000	100.0	**45,000**	**100.0**
Other/Unknown	1,000	5.5	11,000	94.5	**12,000**	**100.0**
Total	**11,000**	**0.1**	**7,597,000**	**99.9**	**7,608,000**	**100.0**
All Crashes						
Passenger Car	9,000	0.1	6,597,000	99.9	**6,606,000**	**100.0**
Light Truck	5,000	0.1	3,983,000	99.9	**3,988,000**	**100.0**
Large Truck	2,000	0.5	432,000	99.5	**434,000**	**100.0**
Motorcycle	*	0.4	78,000	99.6	**78,000**	**100.0**
Bus	*	*	58,000	100.0	**58,000**	**100.0**
Other/Unknown	1,000	3.1	20,000	96.9	**21,000**	**100.0**
Total	**17,000**	**0.2**	**11,169,000**	**99.8**	**11,186,000**	**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

	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
Vehicle Maneuver	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Going Straight	34,260	69.3	1,625,000	56.3	3,431,000	49.1	**5,089,000**	**51.3**
Turning Left	2,950	6.0	364,000	12.6	703,000	10.1	**1,070,000**	**10.8**
Stopped in Traffic Lane	654	1.3	275,000	9.5	818,000	11.7	**1,094,000**	**11.0**
Turning Right	327	0.7	74,000	2.6	271,000	3.9	**345,000**	**3.5**
Slowed in Traffic Lane	324	0.7	129,000	4.5	399,000	5.7	**529,000**	**5.3**
Merging/Changing Lanes	854	1.7	59,000	2.0	306,000	4.4	**366,000**	**3.7**
Negotiating Curve	6,901	14.0	175,000	6.0	286,000	4.1	**468,000**	**4.7**
Backing Up	154	0.3	12,000	0.4	196,000	2.8	**209,000**	**2.1**
Passing Other Vehicle	1,052	2.1	31,000	1.1	109,000	1.6	**141,000**	**1.4**
Starting in Traffic Lane	495	1.0	77,000	2.7	195,000	2.8	**273,000**	**2.8**
Leaving Parking Space	43	0.1	15,000	0.5	90,000	1.3	**106,000**	**1.1**
Making U-Turn	201	0.4	16,000	0.6	38,000	0.5	**55,000**	**0.6**
Entering Parking Space	17	*	3,000	0.1	23,000	0.3	**26,000**	**0.3**
Disabled in Traffic Lane	20	*	4,000	0.1	10,000	0.1	**14,000**	**0.1**
Other Maneuver	713	1.4	28,000	1.0	105,000	1.5	**134,000**	**1.3**
Total	****49,464**	**100.0**	**2,887,000**	**100.0**	**6,981,000**	**100.0**	**9,917,000**	**100.0**

*Less than 0.05 percent.
**Includes 499 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	11	1,759	17	2,324	28	**4,083**
Other	15	1,675	42	5,526	57	**7,201**
Minor Arterial	3	1,811	26	4,487	29	**6,298**
Major Collector	7	3,262	18	4,447	25	**7,709**
Minor Collector	1	1,260	1	1,165	2	**2,425**
Local Road or Street	3	3,538	10	2,221	13	**5,759**
Unknown Rural	1	112	1	68	2	**180**
Total	**41**	**13,417**	**115**	**20,238**	**156**	**33,655**
Urban Fatal Crashes						
Principal Arterial						
Interstate	8	1,233	14	2,409	22	**3,642**
Freeway/Expressway	0	718	2	1,471	2	**2,189**
Other	1	2,185	10	5,643	11	**7,828**
Minor Arterial	2	1,612	7	2,951	9	**4,563**
Collector	0	636	1	879	1	**1,515**
Local Road or Street	0	2,175	4	2,276	4	**4,451**
Unknown Urban	0	23	0	12	0	**35**
Total	**11**	**8,582**	**38**	**15,641**	**49**	**24,223**
All Fatal Crashes						
Principal Arterial						
Interstate	19	2,992	31	4,733	50	**7,725**
Freeway/Expressway	0	718	2	1,471	2	**2,189**
Other	16	3,860	52	11,169	68	**15,029**
Minor Arterial	5	3,423	33	7,438	38	**10,861**
Collector	8	5,158	20	6,491	28	**11,649**
Local Road or Street	3	5,713	14	4,497	17	**10,210**
Unknown Rural	1	112	1	68	2	**180**
Unknown Urban	0	23	0	12	0	**35**
Unknown Rural or Urban	0	87	0	148	0	**235**
Total	**52**	**22,086**	**153**	**36,027**	**205**	**58,113**

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

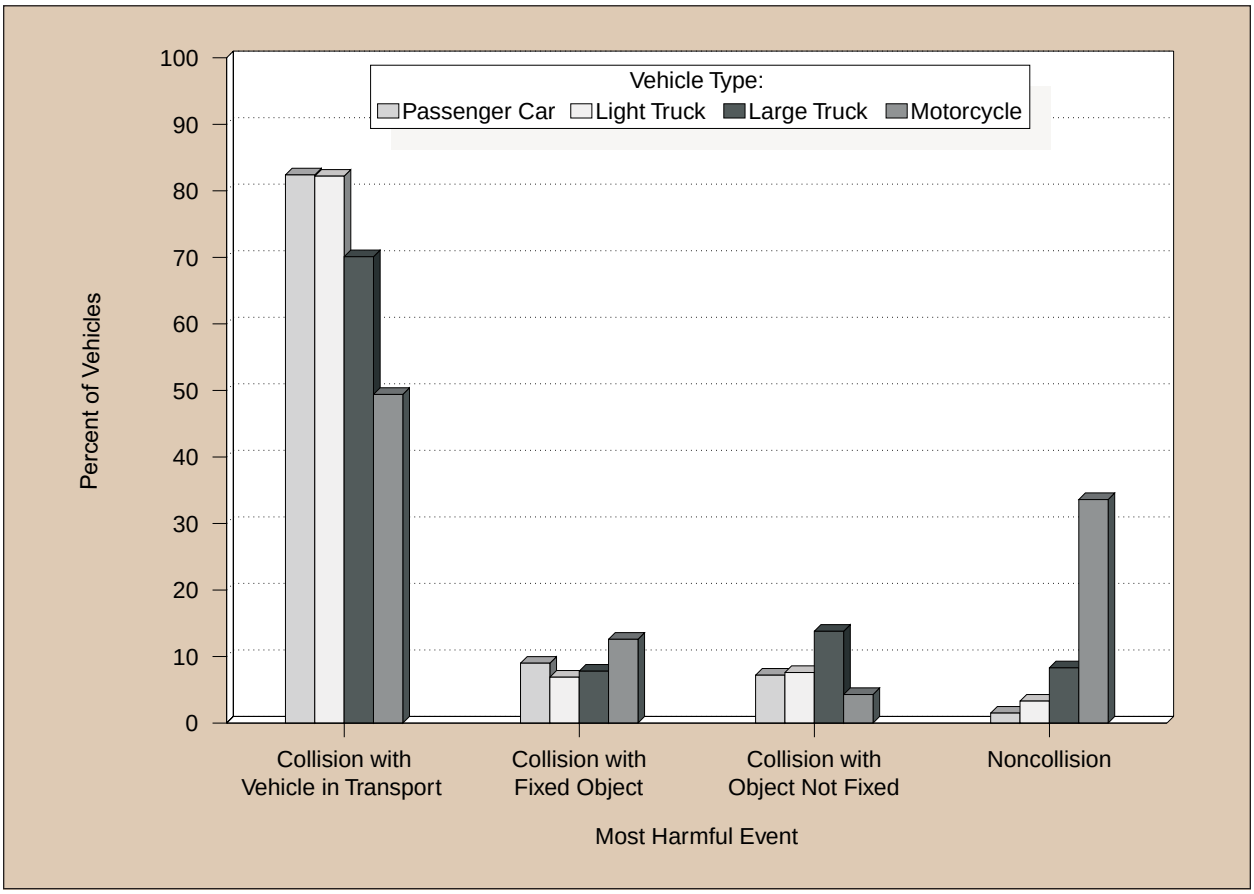
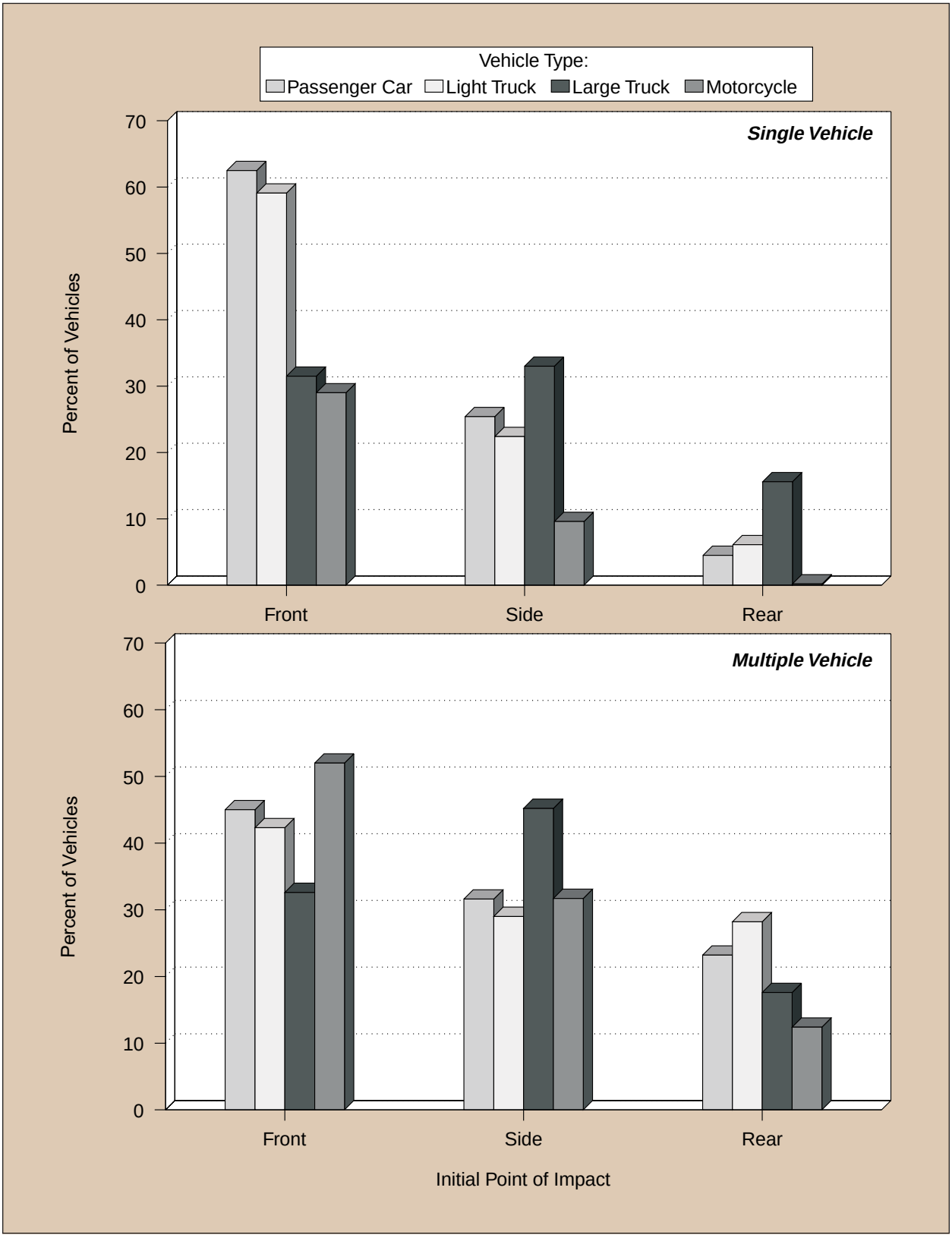


Figure 17
Percent of Vehicles in Crashes by Initial Point of Impact, Crash Type, and Vehicle Type



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	9,124	33.7	853,000	39.9	1,591,000	35.8	**2,453,000**	**37.1**
Left Side	2,782	10.3	260,000	12.2	654,000	14.7	**917,000**	**13.9**
Right Side	2,302	8.5	222,000	10.4	577,000	13.0	**801,000**	**12.1**
Rear	1,251	4.6	436,000	20.4	836,000	18.8	**1,273,000**	**19.3**
Other/Unknown	171	0.6	*	*	1,000	*	**1,000**	*****
Subtotal	*15,630*	*57.7*	*1,771,000*	*82.9*	*3,658,000*	*82.3*	***5,445,000***	***82.4***
Collision with Fixed Object	**4,970**	**18.3**	**199,000**	**9.3**	**387,000**	**8.7**	**591,000**	**9.0**
Collision with Object Not Fixed:								
Nonmotorist	2,627	9.7	73,000	3.4	3,000	0.1	**79,000**	**1.2**
Other	453	1.7	41,000	1.9	352,000	7.9	**394,000**	**6.0**
Subtotal	*3,080*	*11.4*	*114,000*	*5.3*	*356,000*	*8.0*	***473,000***	***7.2***
Noncollision	**3,407**	**12.6**	**52,000**	**2.4**	**41,000**	**0.9**	**97,000**	**1.5**
Total	****27,102**	**100.0**	**2,136,000**	**100.0**	**4,443,000**	**100.0**	**6,606,000**	**100.0**

*Less than 500 or less than 0.05 percent.
**Includes 15 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	6,595	63.5	224,000	65.6	454,000	61.1	**685,000**	**62.5**
Left Side	938	9.0	36,000	10.5	76,000	10.2	**113,000**	**10.3**
Right Side	810	7.8	42,000	12.4	122,000	16.4	**165,000**	**15.1**
Rear	284	2.7	6,000	1.7	43,000	5.8	**49,000**	**4.5**
Noncollision	1,054	10.2	26,000	7.6	24,000	3.3	**51,000**	**4.7**
Other/Unknown	698	6.7	8,000	2.2	23,000	3.2	**32,000**	**2.9**
Total	**10,379**	**100.0**	**342,000**	**100.0**	**744,000**	**100.0**	**1,095,000**	**100.0**
Multiple-Vehicle Crashes								
Front	9,726	58.2	862,000	48.0	1,609,000	43.5	**2,481,000**	**45.0**
Left Side	2,894	17.3	266,000	14.8	662,000	17.9	**930,000**	**16.9**
Right Side	2,429	14.5	226,000	12.6	582,000	15.7	**810,000**	**14.7**
Rear	1,386	8.3	438,000	24.4	838,000	22.7	**1,277,000**	**23.2**
Noncollision	21	0.1	1,000	0.1	6,000	0.2	**7,000**	**0.1**
Other/Unknown	267	1.6	1,000	0.1	3,000	0.1	**4,000**	**0.1**
Total	**16,723**	**100.0**	**1,795,000**	**100.0**	**3,699,000**	**100.0**	**5,511,000**	**100.0**
All Crashes								
Front	16,321	60.2	1,086,000	50.8	2,064,000	46.4	**3,166,000**	**47.9**
Left Side	3,832	14.1	302,000	14.1	738,000	16.6	**1,043,000**	**15.8**
Right Side	3,239	12.0	269,000	12.6	704,000	15.8	**976,000**	**14.8**
Rear	1,670	6.2	444,000	20.8	881,000	19.8	**1,327,000**	**20.1**
Noncollision	1,075	4.0	27,000	1.3	30,000	0.7	**58,000**	**0.9**
Other/Unknown	965	3.6	9,000	0.4	27,000	0.6	**36,000**	**0.5**
Total	**27,102**	**100.0**	**2,136,000**	**100.0**	**4,443,000**	**100.0**	**6,606,000**	**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	8,710	40.6	484,000	40.0	897,000	32.6	**1,390,000**	**34.8**
Left Side	1,129	5.3	133,000	11.0	343,000	12.4	**476,000**	**11.9**
Right Side	877	4.1	113,000	9.3	358,000	13.0	**471,000**	**11.8**
Rear	940	4.4	268,000	22.2	669,000	24.3	**938,000**	**23.5**
Other/Unknown	133	0.6	*	*	*	*	**1,000**	*****
Subtotal	*11,789*	*54.9*	*997,000*	*82.4*	*2,267,000*	*82.3*	***3,276,000***	***82.2***
Collision with Fixed Object	**2,678**	**12.5**	**93,000**	**7.7**	**181,000**	**6.5**	**276,000**	**6.9**
Collision with Object Not Fixed:								
Nonmotorist	2,155	10.0	37,000	3.1	1,000	*	**40,000**	**1.0**
Other	279	1.3	17,000	1.4	245,000	8.9	**262,000**	**6.6**
Subtotal	*2,434*	*11.3*	*54,000*	*4.4*	*246,000*	*8.9*	***302,000***	***7.6***
Noncollision	**4,568**	**21.3**	**66,000**	**5.5**	**63,000**	**2.3**	**134,000**	**3.3**
Total	****21,477**	**100.0**	**1,210,000**	**100.0**	**2,757,000**	**100.0**	**3,988,000**	**100.0**

*Less than 500 or less than 0.05 percent.
**Includes 8 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	4,927	57.2	110,000	58.4	270,000	59.4	**385,000**	**59.1**
Left Side	431	5.0	16,000	8.7	34,000	7.5	**51,000**	**7.8**
Right Side	471	5.5	23,000	12.1	71,000	15.7	**95,000**	**14.5**
Rear	160	1.9	3,000	1.7	36,000	8.0	**40,000**	**6.1**
Noncollision	2,066	24.0	32,000	17.0	33,000	7.3	**67,000**	**10.4**
Other/Unknown	561	6.5	4,000	2.1	9,000	2.0	**14,000**	**2.1**
Total	**8,616**	**100.0**	**188,000**	**100.0**	**454,000**	**100.0**	**651,000**	**100.0**
Multiple-Vehicle Crashes								
Front	9,259	72.0	490,000	47.9	911,000	39.6	**1,410,000**	**42.3**
Left Side	1,259	9.8	139,000	13.6	347,000	15.1	**488,000**	**14.6**
Right Side	969	7.5	119,000	11.7	361,000	15.7	**481,000**	**14.4**
Rear	1,123	8.7	270,000	26.5	670,000	29.1	**941,000**	**28.2**
Noncollision	33	0.3	3,000	0.3	13,000	0.6	**16,000**	**0.5**
Other/Unknown	218	1.7	*	*	*	*	**1,000**	*****
Total	**12,861**	**100.0**	**1,022,000**	**100.0**	**2,303,000**	**100.0**	**3,337,000**	**100.0**
All Crashes								
Front	14,186	66.1	600,000	49.6	1,181,000	42.9	**1,795,000**	**45.0**
Left Side	1,690	7.9	156,000	12.9	381,000	13.8	**539,000**	**13.5**
Right Side	1,440	6.7	142,000	11.7	432,000	15.7	**576,000**	**14.4**
Rear	1,283	6.0	274,000	22.6	706,000	25.6	**981,000**	**24.6**
Noncollision	2,099	9.8	35,000	2.9	46,000	1.7	**83,000**	**2.1**
Other/Unknown	779	3.6	4,000	0.4	10,000	0.3	**15,000**	**0.4**
Total	**21,477**	**100.0**	**1,210,000**	**100.0**	**2,757,000**	**100.0**	**3,988,000**	**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	2,290	50.4	34,000	35.6	67,000	20.0	**103,000**	**23.7**
Left Side	381	8.4	15,000	15.5	53,000	15.9	**68,000**	**15.7**
Right Side	224	4.9	16,000	16.8	59,000	17.7	**75,000**	**17.4**
Rear	650	14.3	12,000	13.1	44,000	13.1	**57,000**	**13.1**
Other/Unknown	61	1.3	*	0.5	*	0.1	**1,000**	**0.2**
Subtotal	*3,606*	*79.4*	*77,000*	*81.4*	*224,000*	*66.8*	***304,000***	***70.1***
Collision with Fixed Object	**160**	**3.5**	**4,000**	**3.8**	**30,000**	**9.0**	**34,000**	**7.8**
Collision with Object Not Fixed:								
Nonmotorist	318	7.0	3,000	3.3	*	0.1	**4,000**	**0.9**
Other	61	1.3	1,000	1.3	55,000	16.4	**56,000**	**13.0**
Subtotal	*379*	*8.3*	*4,000*	*4.6*	*55,000*	*16.5*	**60,000**	**13.8**
Noncollision	**396**	**8.7**	**10,000**	**10.3**	**26,000**	**7.7**	***36,000***	***8.3***
Total	****4,542**	**100.0**	**94,000**	**100.0**	**336,000**	**100.0**	**434,000**	**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	416	57.5	5,000	38.0	29,000	30.4	**35,000**	**31.5**
Left Side	28	3.9	1,000	4.3	5,000	5.7	**6,000**	**5.5**
Right Side	60	8.3	2,000	13.0	29,000	29.8	**30,000**	**27.5**
Rear	48	6.6	1,000	4.3	17,000	17.3	**17,000**	**15.6**
Noncollision	117	16.2	5,000	36.9	11,000	11.5	**16,000**	**14.8**
Other/Unknown	54	7.5	*	3.4	5,000	5.3	**6,000**	**5.1**
Total	**723**	**100.0**	**14,000**	**100.0**	**96,000**	**1 00.0**	**111,000**	**100.0**
Multiple-Vehicle Crashes								
Front	2,428	63.6	34,000	42.7	69,000	28.7	**105,000**	**32.6**
Left Side	401	10.5	15,000	18.9	55,000	22.8	**70,000**	**21.7**
Right Side	236	6.2	16,000	20.1	60,000	25.0	**76,000**	**23.5**
Rear	670	17.5	12,000	15.4	44,000	18.4	**57,000**	**17.6**
Noncollision	5	0.1	2,000	2.5	12,000	5.0	**14,000**	**4.3**
Other/Unknown	79	2.1	*	0.5	*	0.1	**1,000**	**0.2**
Total	**3,819**	**100.0**	**80,000**	**100.0**	**240,000**	**100.0**	**324,000**	**100.0**
All Crashes								
Front	2,844	62.6	40,000	42.0	98,000	29.2	**140,000**	**32.3**
Left Side	429	9.4	16,000	16.7	60,000	17.9	**76,000**	**17.6**
Right Side	296	6.5	18,000	19.0	88,000	26.4	**107,000**	**24.6**
Rear	718	15.8	13,000	13.7	61,000	18.1	**74,000**	**17.1**
Noncollision	122	2.7	7,000	7.6	23,000	6.9	**30,000**	**7.0**
Other/Unknown	133	2.9	1,000	1.0	5,000	1.6	**6,000**	**1.5**
Total	**4,542**	**100.0**	**94,000**	**100.0**	**336,000**	**100.0**	**434,000**	**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	172	15.7	921	84.3	**1,093**	**100.0**
Combination Truck	430	12.5	3,019	87.5	**3,449**	**100.0**
Total	**602**	**13.3**	**3,940**	**86.7**	**4,542**	**100.0**
Injury Crashes						
Single-Unit Truck	3,000	6.3	41,000	93.7	**44,000**	**100.0**
Combination Truck	5,000	10.5	45,000	89.5	**50,000**	**100.0**
Total	**8,000**	**8.6**	**86,000**	**91.4**	**94,000**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	3,000	1.7	173,000	98.3	**176,000**	**100.0**
Combination Truck	4,000	2.8	155,000	97.2	**159,000**	**100.0**
Total	**8,000**	**2.2**	**328,000**	**97.8**	**336,000**	**100.0**
All Crashes						
Single-Unit Truck	6,000	2.7	215,000	97.3	**221,000**	**100.0**
Combination Truck	10,000	4.8	203,000	95.2	**213,000**	**100.0**
Total	**16,000**	**3.7**	**418,000**	**96.3**	**434,000**	**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	234	8.0	2,703	92.0	**2,937**	**100.0**
Two or More	18	11.5	139	88.5	**157**	**100.0**
Unknown Number	0	0.0	1	100.0	**1**	**100.0**
Total	**252**	**8.1**	**2,843**	**91.9**	**3,095**	**100.0**
Injury Crashes						
One	2,000	4.6	40,000	95.4	**42,000**	**100.0**
Two or More	*	5.6	1,000	94.4	**1,000**	**100.0**
Unknown Number	*	*	*	100.0	*****	**100.0**
Total	**2,000**	**4.6**	**42,000**	**95.4**	**44,000**	**100.0**
Property-Damage-Only Crashes						
One	3,000	2.4	125,000	97.6	**128,000**	**100.0**
Two or More	*	0.9	4,000	99.1	**4,000**	**100.0**
Unknown Number	*	*	*	100.0	*****	**100.0**
Total	**3,000**	**2.4**	**129,000**	**97.6**	**132,000**	**100.0**
All Crashes						
One	5,000	3.1	168,000	96.9	**173,000**	**100.0**
Two or More	*	2.5	5,000	97.5	**5,000**	**100.0**
Unknown Number	*	*	*	100.0	*****	**100.0**
Total	**5,000**	**3.0**	**173,000**	**97.0**	**179,000**	**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	1,280	38.3	14,000	24.7	5,000	32.1	**21,000**	**26.8**
Left Side	144	4.3	6,000	10.5	1,000	6.2	**7,000**	**9.3**
Right Side	103	3.1	3,000	5.5	2,000	10.8	**5,000**	**6.5**
Rear	113	3.4	2,000	3.8	3,000	17.1	**5,000**	**6.6**
Other/Unknown	37	1.1	*	0.1	*	*	*****	**0.1**
Subtotal	*1,677*	*50.2*	*26,000*	*44.6*	*11,000*	*66.2*	***39,000***	***49.4***
Collision with Fixed Object	**948**	**28.4**	**7,000**	**12.4**	**2,000**	**10.3**	**10,000**	**12.6**
Collision with Object Not Fixed:								
Nonmotorist	31	0.9	*	0.6	*	*	*****	**0.5**
Other	113	3.4	3,000	4.3	*	2.1	**3,000**	**3.8**
Subtotal	*144*	*4.3*	*3,000*	*4.9*	*	*2.1*	***3,000***	***4.3***
Noncollision	**567**	**17.0**	**22,000**	**38.1**	**4,000**	**21.3**	**26,000**	**33.6**
Total	****3,339**	**100.0**	**58,000**	**100.0**	**17,000**	**100.0**	**78,000**	**100.0**

*Less than 500 or less than 0.05 percent.
**Includes 3 motorcycles involved in fatal crashes with unknown most harmful event.

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	824	54.0	7,000	24.9	2,000	43.5	**11,000**	**29.0**
Left Side	92	6.0	1,000	4.9	*	*	**2,000**	**4.2**
Right Side	102	6.7	2,000	6.3	*	*	**2,000**	**5.4**
Rear	11	0.7	*	0.2	*	*	*****	**0.2**
Noncollision	341	22.4	18,000	62.6	3,000	56.5	**22,000**	**60.0**
Other/Unknown	155	10.2	*	1.0	*	*	*****	**1.3**
Total	**1,525**	**100.0**	**29,000**	**100.0**	**6,000**	**100.0**	**36,000**	**100.0**
Multiple-Vehicle Crashes								
Front	1,331	73.4	15,000	51.9	5,000	48.5	**22,000**	**52.0**
Left Side	165	9.1	7,000	23.0	1,000	9.3	**8,000**	**18.9**
Right Side	113	6.2	4,000	12.0	2,000	16.3	**5,000**	**12.9**
Rear	117	6.4	2,000	7.8	3,000	25.8	**5,000**	**12.4**
Noncollision	35	1.9	2,000	5.2	*	*	**2,000**	**3.7**
Other/Unknown	53	2.9	*	0.1	*	*	*****	**0.2**
Total	**1,814**	**100.0**	**29,000**	**100.0**	**11,000**	**100.0**	**42,000**	**100.0**
All Crashes								
Front	2,155	64.5	22,000	38.4	8,000	46.8	**32,000**	**41.3**
Left Side	257	7.7	8,000	14.0	1,000	6.2	**9,000**	**12.0**
Right Side	215	6.4	5,000	9.2	2,000	10.8	**7,000**	**9.4**
Rear	128	3.8	2,000	4.0	3,000	17.1	**5,000**	**6.7**
Noncollision	376	11.3	20,000	33.9	3,000	19.1	**23,000**	**29.8**
Other/Unknown	208	6.2	*	0.5	*	*	**1,000**	**0.7**
Total	**3,339**	**100.0**	**58,000**	**100.0**	**17,000**	**100.0**	**78,000**	**100.0**

*Less than 500 or less than 0.05 percent.

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

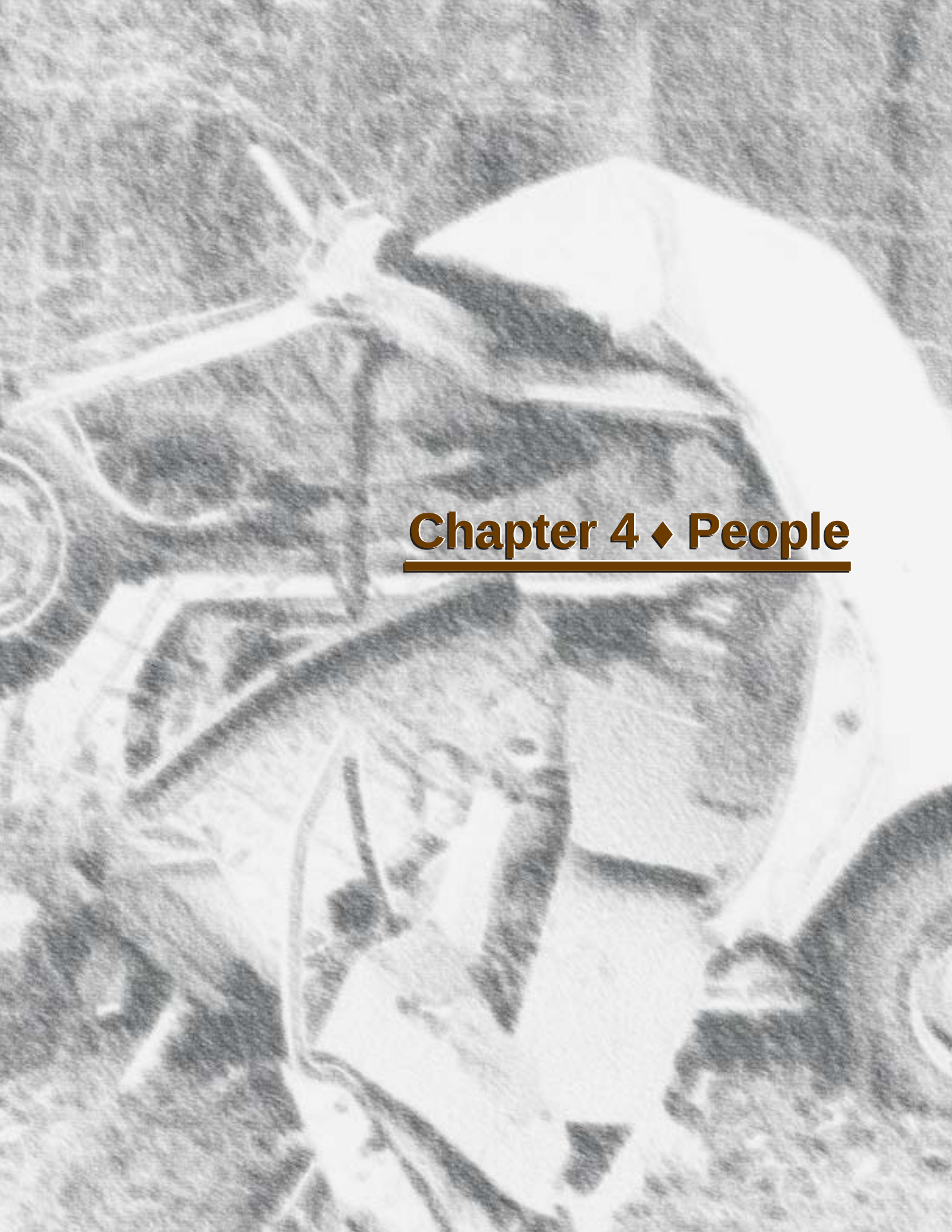
	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
Most Harmful Event	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	109	40.4	4,000	34.2	10,000	22.0	**14,000**	**24.8**
Left Side	11	4.1	2,000	19.6	11,000	24.5	**14,000**	**23.3**
Right Side	6	2.2	2,000	13.1	11,000	25.0	**13,000**	**22.3**
Rear	36	13.3	3,000	24.3	7,000	16.2	**10,000**	**17.9**
Other/Unknown	3	1.1	*	*	*	*	*****	*****
Subtotal	*165*	*61.1*	*12,000*	*91.3*	*40,000*	*87.7*	***51,000***	***88.4***
Collision with Fixed Object	**5**	**1.9**	*****	**0.9**	**1,000**	**2.3**	**1,000**	**2.0**
Collision with Object Not Fixed:								
Nonmotorist	88	32.6	1,000	4.1	*	*	**1,000**	**1.0**
Other	1	0.4	*	2.9	4,000	8.5	**4,000**	**7.2**
Subtotal	*89*	*33.0*	*1,000*	*7.0*	*4,000*	*8.5*	***5,000***	***8.3***
Noncollision	**11**	**4.1**	*****	**0.9**	**1,000**	**1.5**	**1,000**	**1.4**
Total	**270**	**100.0**	**13,000**	**100.0**	**45,000**	**100.0**	**58,000**	**100.0**

*Less than 500 or less than 0.05 percent.

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	54	58.1	*	15.5	1,000	16.6	**1,000**	**17.2**
Left Side	6	6.5	*	*	*	*	*****	**0.1**
Right Side	12	12.9	1,000	71.6	3,000	74.7	**4,000**	**73.0**
Rear	5	5.4	*	*	*	8.4	*****	**6.8**
Noncollision	2	2.2	*	10.9	*	*	*****	**2.1**
Other/Unknown	14	15.1	*	2.0	*	0.2	*****	**0.8**
Total	**93**	**100.0**	**1,000**	**100.0**	**4,000**	**100.0**	**5,000**	**100.0**
Multiple-Vehicle Crashes								
Front	118	66.7	4,000	38.0	11,000	26.0	**15,000**	**28.8**
Left Side	11	6.2	2,000	21.3	11,000	26.9	**14,000**	**25.6**
Right Side	8	4.5	2,000	14.3	11,000	27.6	**13,000**	**24.6**
Rear	37	20.9	3,000	26.4	7,000	17.8	**10,000**	**19.7**
Noncollision	0	0.0	*	*	1,000	1.7	**1,000**	**1.3**
Other/Unknown	3	1.7	*	*	*	*	*****	*****
Total	**177**	**100.0**	**12,000**	**100.0**	**41,000**	**100.0**	**53,000**	**100.0**
All Crashes								
Front	172	63.7	5,000	36.2	11,000	25.1	**16,000**	**27.7**
Left Side	17	6.3	2,000	19.6	11,000	24.5	**14,000**	**23.3**
Right Side	20	7.4	2,000	18.8	14,000	31.9	**17,000**	**29.0**
Rear	42	15.6	3,000	24.3	8,000	16.9	**11,000**	**18.5**
Noncollision	2	0.7	*	0.9	1,000	1.5	**1,000**	**1.4**
Other/Unknown	17	6.3	*	0.2	*	*	*****	**0.1**
Total	**270**	**100.0**	**13,000**	**100.0**	**45,000**	**100.0**	**58,000**	**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 2002. 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 42,815 people lost their lives in motor vehicle crashes in 2002. 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 (2 percent).

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

- For every age group, the fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was lower for females than for males for people 5 to 9 years old, 21 to 24 years old, 65 to 74 years old, and over 74 years old.

- Forty-one percent of the persons who were killed in traffic crashes in 2002 died in alcohol-related crashes. Nine percent of the injured persons received their injuries in alcohol-related crashes.

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

Person Type	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Vehicle Occupants						
Driver	26,549	228,000	526,000	1,165,000	1,920,000	**1,946,000**
Passenger	10,571	104,000	237,000	540,000	880,000	**891,000**
Unknown Occupant	112	*	*	*	*	*
Subtotal	*37,232*	*333,000*	*763,000*	*1,705,000*	*2,800,000*	***2,837,000***
Nonmotorists						
Pedestrian	4,808	15,000	26,000	30,000	71,000	**75,000**
Pedalcyclist	662	7,000	22,000	19,000	48,000	**49,000**
Other/Unknown	113	1,000	2,000	4,000	7,000	**7,000**
Subtotal	*5,583*	*23,000*	*50,000*	*53,000*	*126,000*	***131,000***
Total	**42,815**	**356,000**	**813,000**	**1,757,000**	**2,926,000**	**2,969,000**

*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	607	7,000	17,000	38,000	62,000	**63,000**
5-9	607	9,000	30,000	49,000	88,000	**88,000**
10-15	1,328	18,000	47,000	88,000	153,000	**155,000**
16-20	6,277	61,000	161,000	281,000	503,000	**509,000**
21-24	4,415	40,000	97,000	176,000	312,000	**317,000**
25-34	6,860	63,000	142,000	335,000	540,000	**547,000**
35-44	6,776	56,000	118,000	306,000	479,000	**486,000**
45-54	5,657	46,000	86,000	229,000	361,000	**366,000**
55-64	3,508	24,000	51,000	137,000	213,000	**216,000**
65-74	2,809	16,000	35,000	67,000	118,000	**120,000**
>74	3,813	16,000	30,000	52,000	98,000	**101,000**
Total	***42,815**	**356,000**	**813,000**	**1,757,000**	**2,926,000**	**2,969,000**

*Includes 158 fatalities of unknown age.

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

Sex	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Male	29,327	186,000	438,000	775,000	1,398,000	**1,428,000**
Female	13,474	170,000	375,000	983,000	1,527,000	**1,541,000**
Total	***42,815**	**356,000**	**813,000**	**1,757,000**	**2,926,000**	**2,969,000**

*Includes 14 fatalities of unknown sex.

Figure 18
Percent of Persons Killed or Injured, by Age

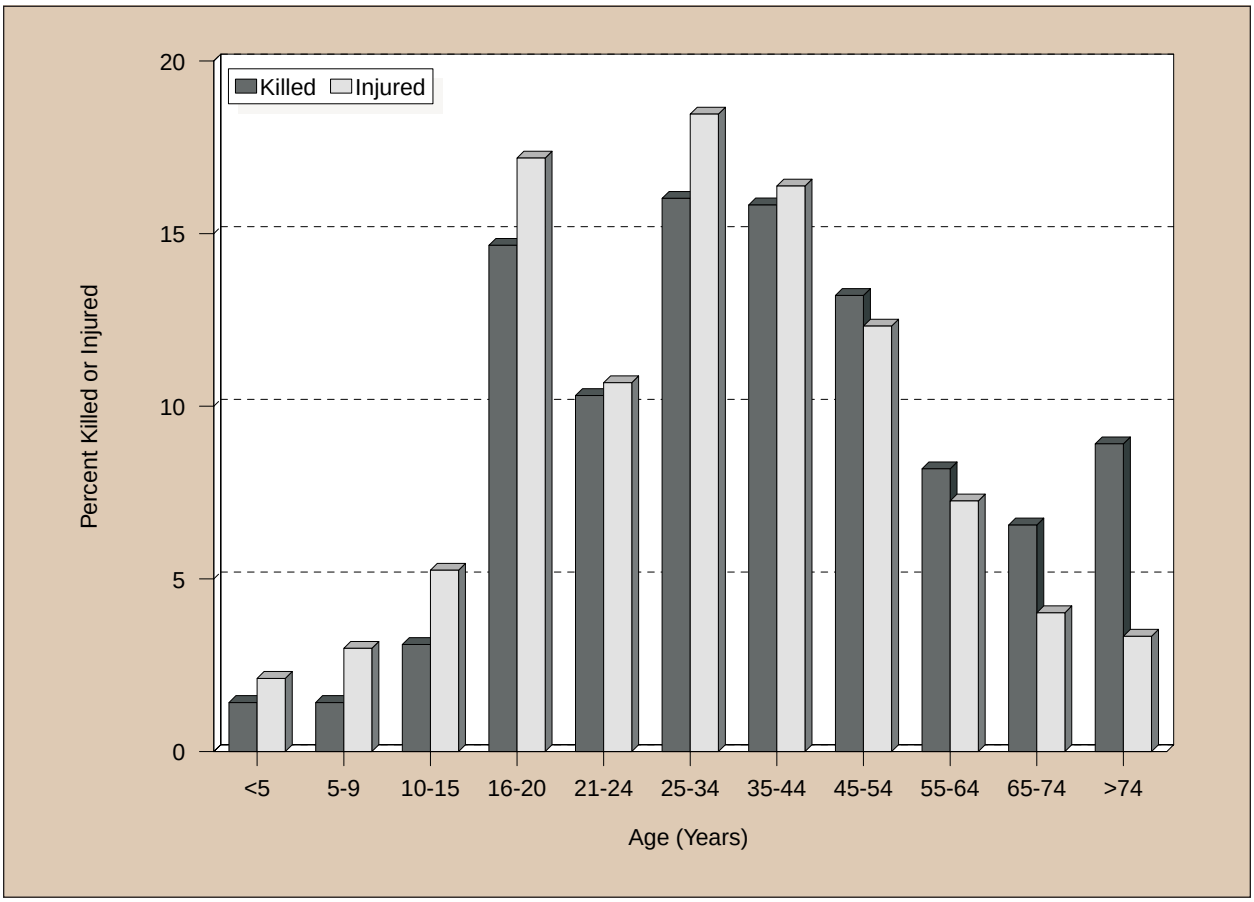


Table 56
Persons Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	347	10,025	3.46	259	9,584	2.70	**607**	**19,609**	**3.10**
5-9	351	10,188	3.45	255	9,713	2.63	**607**	**19,901**	**3.05**
10-15	782	12,920	6.05	546	12,308	4.44	**1,328**	**25,228**	**5.26**
16-20	4,315	10,488	41.14	1,962	9,909	19.80	**6,277**	**20,397**	**30.77**
21-24	3,365	8,238	40.85	1,048	7,863	13.33	**4,415**	**16,101**	**27.42**
25-34	5,188	20,203	25.68	1,672	19,726	8.48	**6,860**	**39,928**	**17.18**
35-44	4,770	22,367	21.33	2,005	22,550	8.89	**6,776**	**44,917**	**15.09**
45-54	3,954	19,676	20.10	1,703	20,408	8.34	**5,657**	**40,084**	**14.11**
55-64	2,343	12,784	18.33	1,165	13,817	8.43	**3,508**	**26,602**	**13.19**
65-74	1,702	8,301	20.50	1,106	9,973	11.09	**2,809**	**18,274**	**15.37**
>74	2,094	6,471	32.36	1,718	10,857	15.82	**3,813**	**17,328**	**22.01**
Unknown	116	*	*	35	*	*	**158**	*****	*****
Total	**29,327**	**141,661**	**20.70**	**13,474**	**146,708**	**9.18**	****42,815**	**288,369**	**14.85**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	31,000	10,025	312	31,000	9,584	323	**62,000**	**19,609**	**317**
5-9	45,000	10,188	440	43,000	9,713	439	**88,000**	**19,901**	**440**
10-15	70,000	12,920	541	84,000	12,308	679	**153,000**	**25,228**	**608**
16-20	237,000	10,488	2,263	265,000	9,909	2,679	**503,000**	**20,397**	**2,465**
21-24	166,000	8,238	2,011	147,000	7,863	1,865	**312,000**	**16,101**	**1,940**
25-34	264,000	20,203	1,306	276,000	19,726	1,400	**540,000**	**39,928**	**1,353**
35-44	225,000	22,367	1,004	254,000	22,550	1,128	**479,000**	**44,917**	**1,067**
45-54	166,000	19,676	844	195,000	20,408	953	**361,000**	**40,084**	**899**
55-64	97,000	12,784	758	116,000	13,817	837	**213,000**	**26,602**	**799**
65-74	55,000	8,301	658	63,000	9,973	632	**118,000**	**18,274**	**644**
>74	43,000	6,471	669	54,000	10,857	500	**98,000**	**17,328**	**563**
Total	**1,398,000**	**141,661**	**987**	**1,527,000**	**146,708**	**1,041**	**2,926,000**	**288,369**	**1,015**

*Not applicable.
**Includes 14 fatalities of unknown sex.
Source: Population—Bureau of the Census.
Notes: Totals may not equal sum of components due to independent rounding.

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

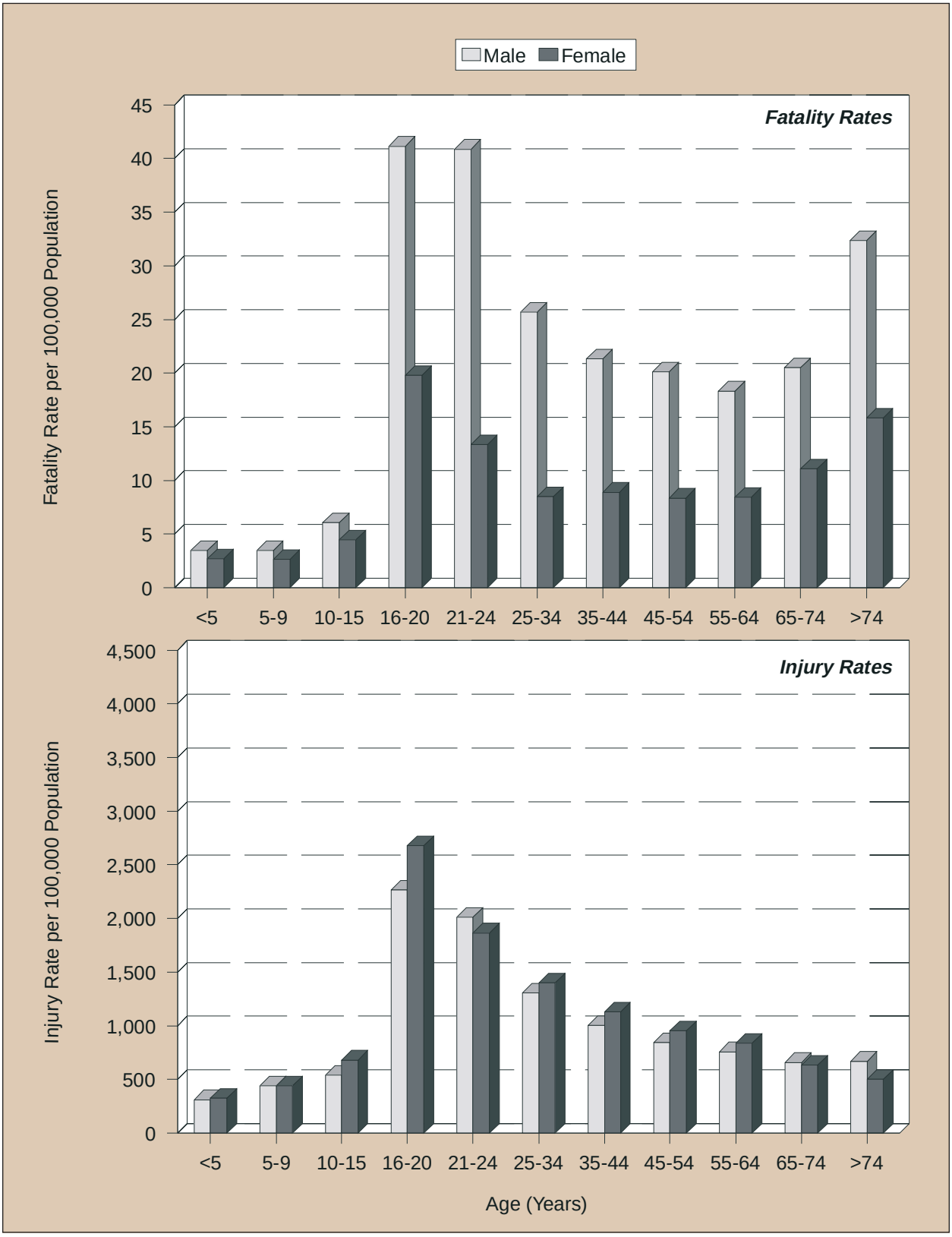


Table 57
Persons Killed or Injured in Crashes by Weather Condition and Light Condition

Weather Condition	Light Condition				Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	
Persons Killed					
Normal	18,919	5,873	11,118	1,514	**37,481**
Rain	1,559	576	1,043	139	**3,325**
Snow/Sleet	429	74	285	45	**837**
Other	247	71	340	53	**713**
Unknown	75	15	66	8	**459**
Total	**21,229**	**6,609**	**12,852**	**1,759**	***42,815**
Persons Injured					
Normal	1,793,000	388,000	254,000	90,000	**2,526,000**
Rain	202,000	66,000	32,000	11,000	**311,000**
Snow/Sleet	36,000	15,000	11,000	4,000	**65,000**
Other	14,000	2,000	5,000	2,000	**24,000**
Total	**2,044,000**	**471,000**	**302,000**	**107,000**	**2,926,000**

*Includes 366 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	2,919	12.3	1,118	5.8	**4,037**	**9.4**
35 or 40 mph	4,151	17.5	2,855	14.9	**7,006**	**16.4**
45 or 50 mph	3,888	16.4	3,749	19.6	**7,637**	**17.8**
55 mph	7,068	29.8	6,757	35.3	**13,825**	**32.3**
60 mph or higher	4,744	20.0	4,243	22.2	**8,987**	**21.0**
No Statutory Limit	102	0.4	18	0.1	**120**	**0.3**
Unknown	827	3.5	376	2.0	**1,203**	**2.8**
Total	**23,699**	**100.0**	**19,116**	**100.0**	**42,815**	**100.0**
Persons Injured						
30 mph or less	179,000	25.0	406,000	18.4	**585,000**	**20.0**
35 or 40 mph	152,000	21.2	879,000	39.8	**1,031,000**	**35.2**
45 or 50 mph	105,000	14.6	509,000	23.1	**614,000**	**21.0**
55 mph	171,000	23.8	252,000	11.4	**423,000**	**14.4**
60 mph or higher	106,000	14.7	156,000	7.1	**261,000**	**8.9**
No Statutory Limit	5,000	0.6	7,000	0.3	**11,000**	**0.4**
Total	**718,000**	**100.0**	**2,208,000**	**100.0**	**2,926,000**	**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	1,007	24.9	3,007	74.5	23	0.6	**4,037**	**100.0**
35 or 40 mph	2,258	32.2	4,712	67.3	36	0.5	**7,006**	**100.0**
45 or 50 mph	4,013	52.5	3,581	46.9	43	0.6	**7,637**	**100.0**
55 mph	11,441	82.8	2,345	17.0	39	0.3	**13,825**	**100.0**
60 mph or higher	6,579	73.2	2,398	26.7	10	0.1	**8,987**	**100.0**
No Statutory Limit	99	82.5	21	17.5	0	0.0	**120**	**100.0**
Unknown	452	37.6	728	60.5	23	1.9	**1,203**	**100.0**
Total	**25,849**	**60.4**	**16,792**	**39.2**	**174**	**0.4**	**42,815**	**100.0**

Figure 20
Percent of Fatalities by Speed Limit and Land Use

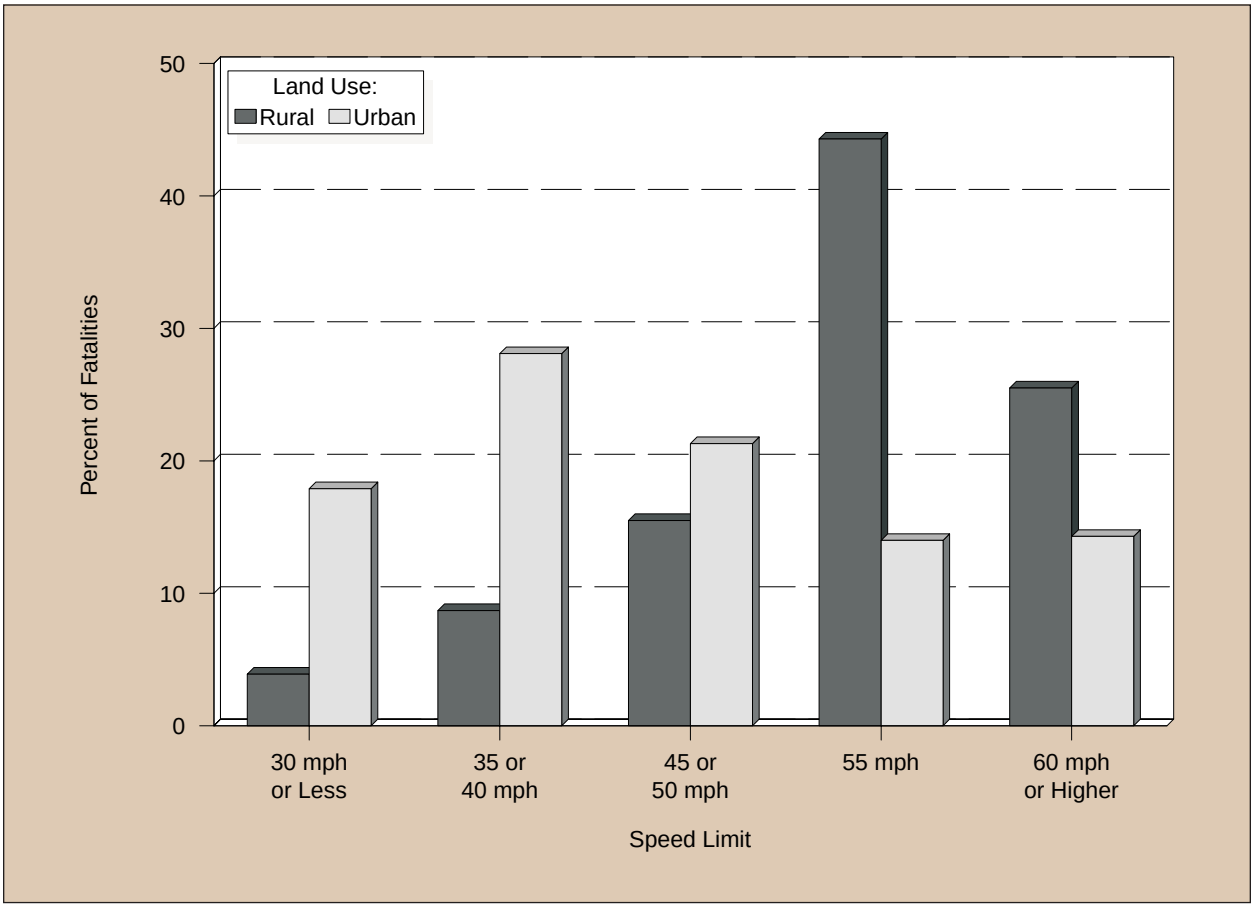


Table 60
Persons Killed or Injured in Crashes and Percent Alcohol Related by Time of Day and Crash Type

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related
Persons Killed*									
Midnight to 3 am	4,178	3,230	77	1,448	1,060	73	**5,626**	**4,290**	**76**
3 am to 6 am	2,468	1,615	65	953	519	54	**3,421**	**2,134**	**62**
6 am to 9 am	2,035	450	22	2,102	314	15	**4,137**	**763**	**18**
9 am to Noon	1,687	237	14	2,448	257	10	**4,135**	**494**	**12**
Noon to 3 pm	2,319	451	19	3,356	443	13	**5,675**	**894**	**16**
3 pm to 6 pm	3,059	915	30	3,829	826	22	**6,888**	**1,741**	**25**
6 pm to 9 pm	3,698	1,825	49	2,850	1,215	43	**6,548**	**3,040**	**46**
9 pm to Midnight	3,904	2,536	65	2,121	1,296	61	**6,025**	**3,832**	**64**
Unknown	351	227	65	9	5	52	**360**	**232**	**64**
Total	**23,699**	**11,485**	**48**	**19,116**	**5,934**	**31**	**42,815**	**17,419**	**41**
Persons Injured**									
Midnight to 3 am	79,000	32,000	40	69,000	23,000	33	**149,000**	**55,000**	**37**
3 am to 6 am	54,000	18,000	33	30,000	8,000	27	**84,000**	**26,000**	**31**
6 am to 9 am	78,000	5,000	6	242,000	5,000	2	**319,000**	**9,000**	**3**
9 am to Noon	78,000	3,000	4	306,000	4,000	1	**384,000**	**7,000**	**2**
Noon to 3 pm	99,000	7,000	7	470,000	11,000	2	**569,000**	**18,000**	**3**
3 pm to 6 pm	130,000	13,000	10	594,000	29,000	5	**725,000**	**42,000**	**6**
6 pm to 9 pm	104,000	14,000	14	329,000	31,000	9	**433,000**	**45,000**	**10**
9 pm to Midnight	95,000	25,000	26	168,000	31,000	18	**263,000**	**56,000**	**21**
Total	**718,000**	**116,000**	**16**	**2,208,000**	**141,000**	**6**	**2,926,000**	**258,000**	**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

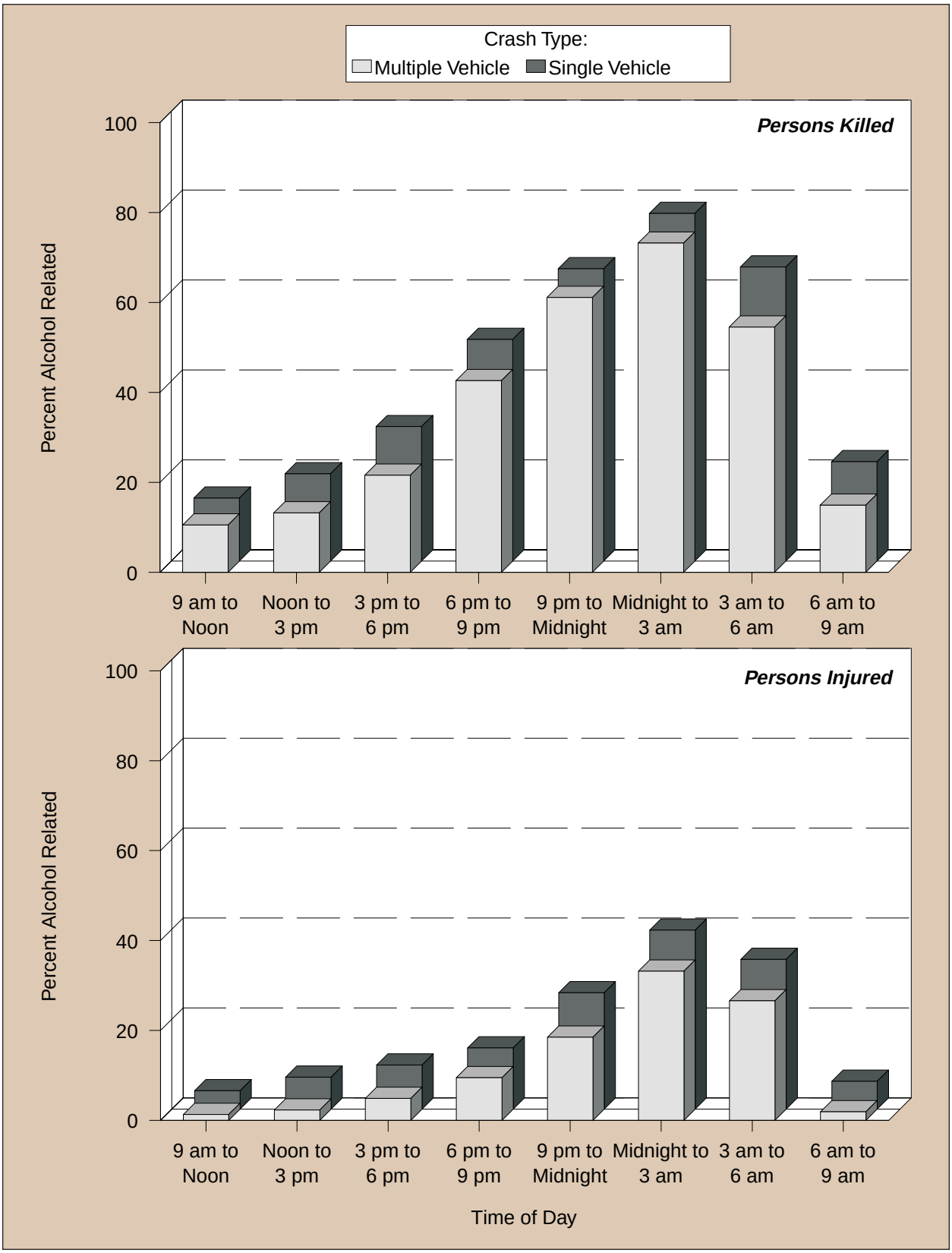


Table 61
Persons Killed in Construction/Maintenance Zones, by Roadway Function Class and Person Type

Roadway Function Class	Person Type					Total
	Driver	Passenger	Pedestrian	Pedalcyclist	Other Nonmotorist	
Principal Arterial						
Interstate	179	143	38	1	0	**361**
Freeway/Expressway	44	19	7	0	2	**72**
Other	193	80	35	4	1	**313**
Minor Arterial	105	39	24	3	0	**171**
Collector	84	35	10	2	1	**132**
Local Road or Street	71	24	20	4	0	**119**
Unknown	8	5	0	0	0	**13**
Total	**684**	**345**	**134**	**14**	**4**	**1,181**

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	0	0	**0**	**0**
Ambulance Passenger	1	0	2	1	**3**	**1**
Occupant of Other Vehicle	0	0	16	8	**16**	**8**
Pedestrian	2	0	1	1	**3**	**1**
Pedalcyclist	0	0	0	0	**0**	**0**
Total	**3**	**0**	**19**	**10**	**22**	**10**
Fire Truck						
Fire Truck Driver	3	2	0	0	**3**	**2**
Fire Truck Passenger	1	1	1	1	**2**	**2**
Occupant of Other Vehicle	0	0	6	3	**6**	**3**
Pedestrian	1	1	0	0	**1**	**1**
Pedalcyclist	0	0	0	0	**0**	**0**
Total	**5**	**4**	**7**	**4**	**12**	**8**
Police Vehicle						
Police Vehicle Driver	13	5	12	7	**25**	**12**
Police Vehicle Passenger	1	0	2	2	**3**	**2**
Occupant of Other Vehicle	0	0	69	35	**69**	**35**
Pedestrian	18	7	4	3	**22**	**10**
Pedalcyclist	0	0	0	0	**0**	**0**
Total	**32**	**12**	**87**	**47**	**119**	**59**

*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

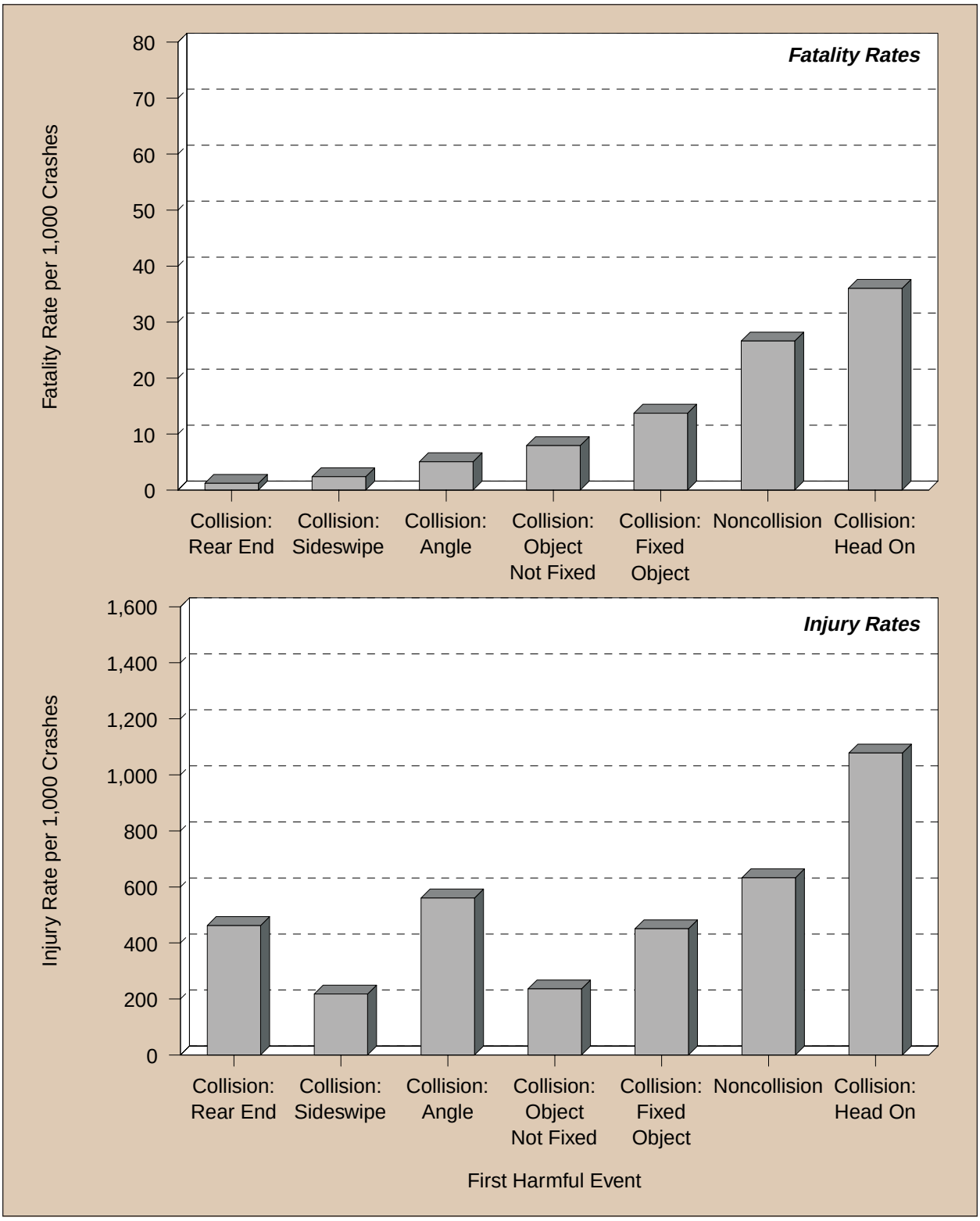


Figure 23
Fatality and Injury Rates per 1,000 Crashes by Time of Day

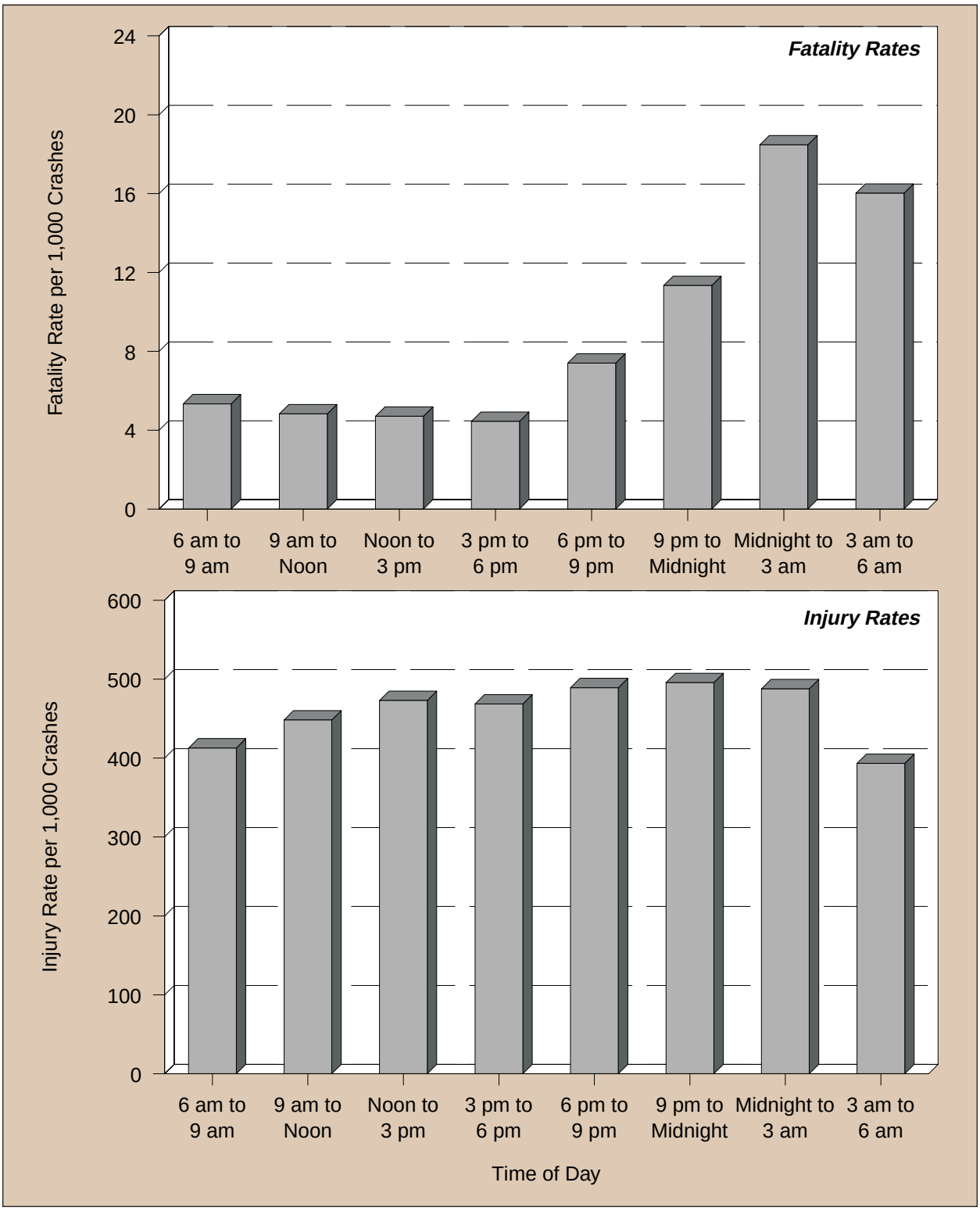


Figure 24
Fatality and Injury Rates per 1,000 Crashes by Speed Limit

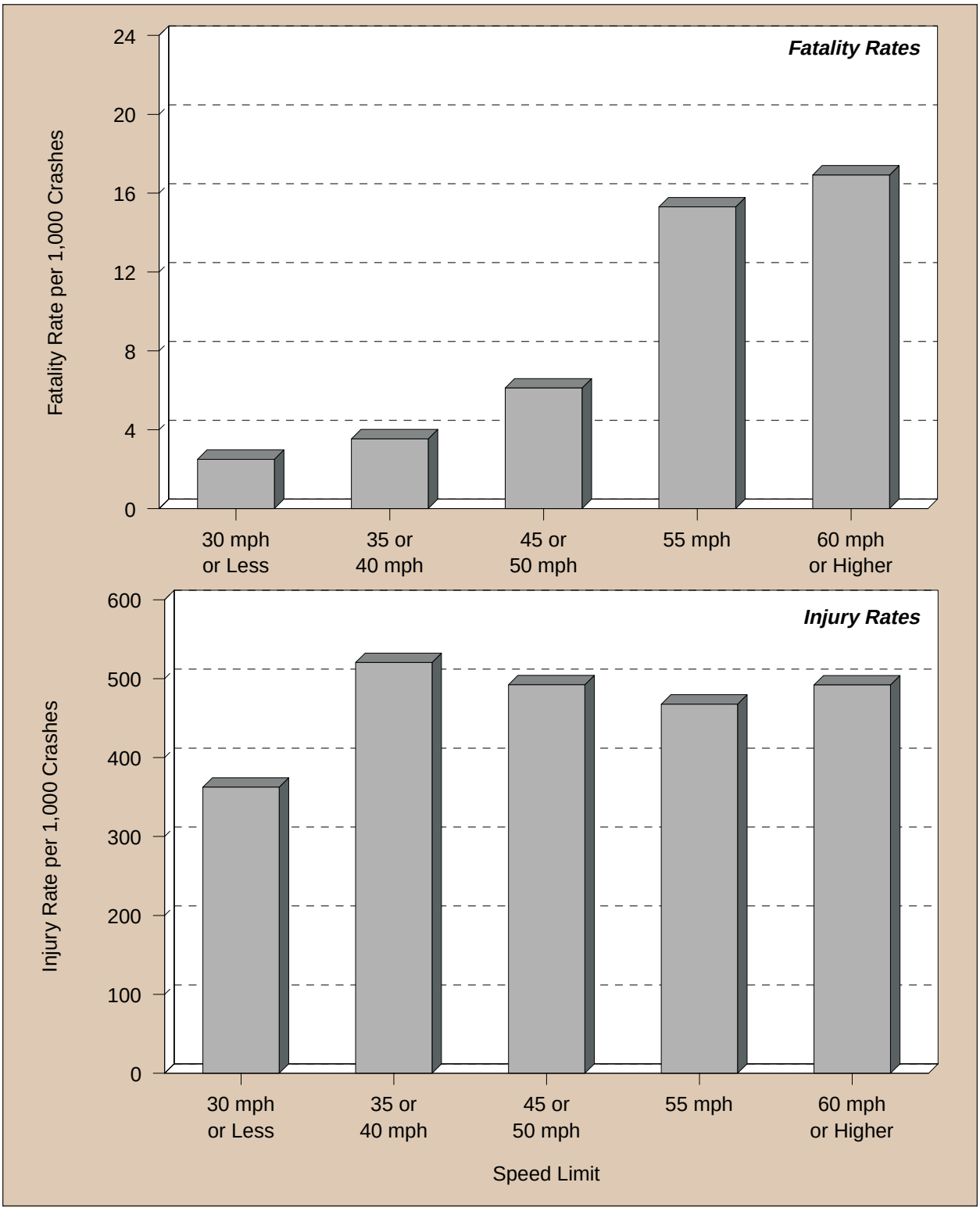


Table 63
Driver Involvement Rates per 100,000 Licensed Drivers by Age, Sex, and Crash Severity, 2001

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	219	*	74	*	**293**	*****
16-20	5,664	87.61	2,328	38.15	**7,992**	**63.59**
21-24	4,696	70.69	1,341	20.89	**6,037**	**46.22**
25-34	8,758	47.64	2,825	15.94	**11,584**	**32.09**
35-44	8,301	39.92	2,959	14.29	**11,261**	**27.13**
45-54	6,197	33.81	2,148	11.60	**8,346**	**22.65**
55-64	3,515	29.82	1,199	10.16	**4,714**	**19.98**
65-69	1,147	27.35	477	11.24	**1,624**	**19.25**
>69	3,270	35.62	1,552	15.59	**4,822**	**25.20**
Unknown	134	*	16	*	**913**	*****
Total	**41,901**	**43.74**	**14,919**	**15.62**	****57,586**	**30.11**
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	1,395,000	7,586	943,000	5,320	**2,337,000**	**6,474**
35-44	1,293,000	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 758 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, 2001

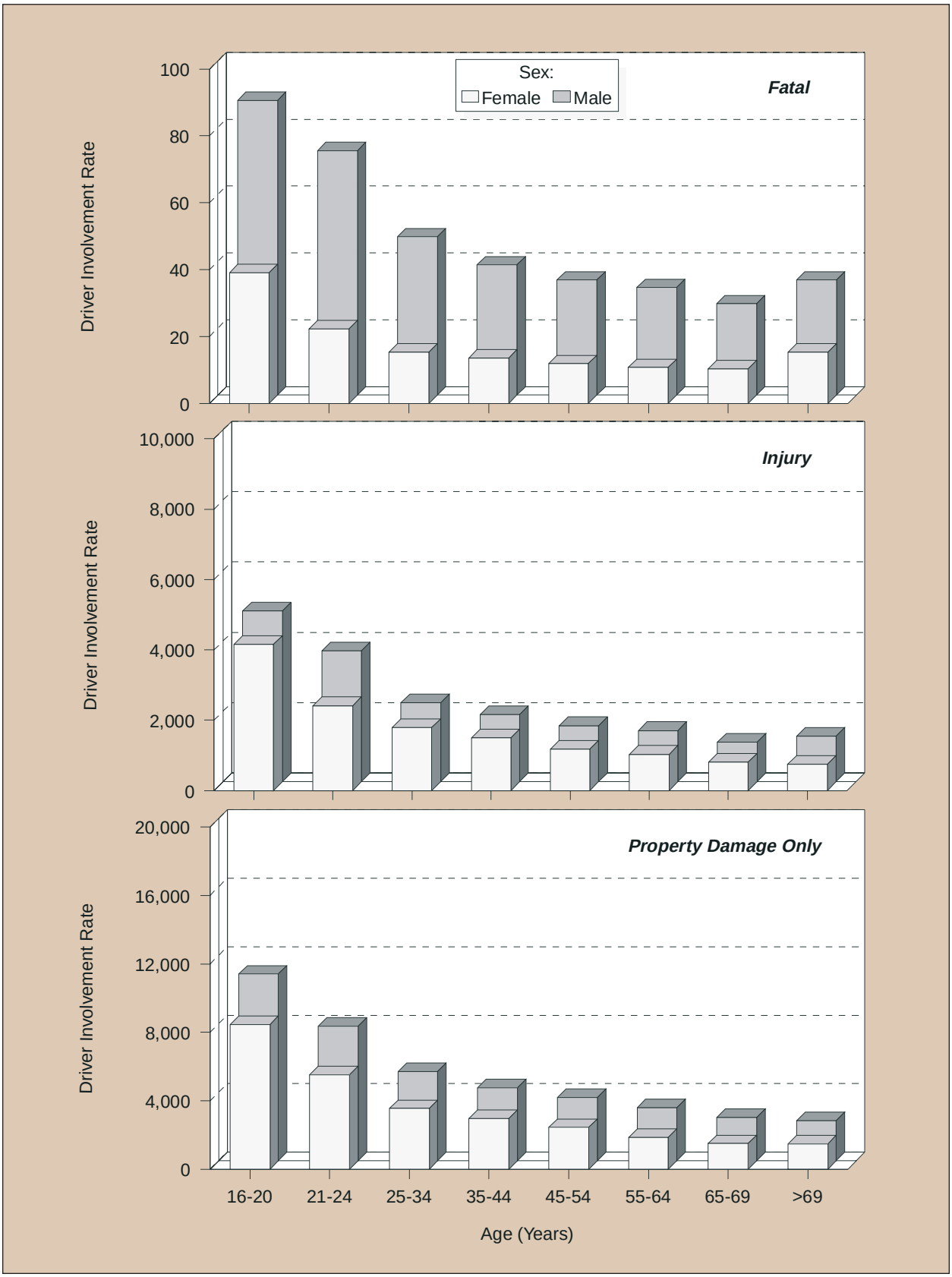


Table 64
Drivers Involved in Fatal Crashes by Previous Driving Record and License Type Compliance

Previous Convictions	Valid License (48,897)		Invalid License (7,135)		Total (56,032)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	7,122	14.6	934	13.1	**8,056**	**14.4**
Previous Recorded Suspensions or Revocations	3,834	7.8	3,092	43.3	**6,926**	**12.4**
Previous DWI Convictions	968	2.0	878	12.3	**1,846**	**3.3**
Previous Speeding Convictions	10,485	21.4	1,334	18.7	**11,819**	**21.1**
Previous Other Harmful Moving Convictions	8,118	16.6	1,638	23.0	**9,756**	**17.4**
Drivers with No Previous Convictions	28,851	59.0	3,242	45.4	**32,093**	**57.3**

Notes: Table does not include 1,771 drivers with unknown license status. FARS records prior driving records (convictions only, not violations) for events occurring within 3 years of the date of the crash. The same driver can have one or more of these convictions. License type compliance refers to the type of drivers license possessed or not possessed by the driver for the class of vehicle being driven at the time of the crash.

Table 65
Related Factors for Drivers Involved in Fatal Crashes

Factors	Number	Percent
Failure to keep in proper lane or running off road	18,937	32.8
Driving too fast for conditions or in excess of posted speed limit or racing	12,328	21.3
Failure to yield right of way	4,751	8.2
Inattentive (talking, eating, etc.)	3,731	6.5
Operating vehicle in erratic, reckless, careless, or negligent manner	3,729	6.5
Failure to obey traffic signs, signals, or officer	3,023	5.2
Overcorrecting/oversteering	2,470	4.3
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	2,150	3.7
Drowsy, asleep, fatigued, ill, or blackout	1,674	2.9
Making improper turn	1,515	2.6
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,141	2.0
Driving wrong way on one-way trafficway or on wrong side of road	998	1.7
Other factors	9,988	17.3
None reported	20,013	34.6
Unknown	854	1.5
Total Drivers	**57,803**	**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	14,007	138,000	330,000	775,000	1,242,000	**1,256,000**
Passengers	6,357	63,000	145,000	355,000	563,000	**569,000**
Unknown	52	*	*	*	*	*
Subtotal	*20,416*	*201,000*	*474,000*	*1,129,000*	*1,805,000*	***1,825,000***
Light Truck						
Drivers	8,440	66,000	160,000	365,000	591,000	**600,000**
Passengers	3,711	37,000	82,000	169,000	288,000	**292,000**
Unknown	31	*	*	*	*	*
Subtotal	*12,182*	*102,000*	*242,000*	*534,000*	*879,000*	***892,000***
Large Truck						
Drivers	588	4,000	7,000	10,000	21,000	**21,000**
Passengers	95	1,000	2,000	3,000	5,000	**6,000**
Unknown	1	*	*	*	*	*
Subtotal	*684*	*5,000*	*8,000*	*13,000*	*26,000*	***27,000***
Motorcycle						
Operators	3,010	18,000	27,000	12,000	57,000	**60,000**
Passengers	232	3,000	4,000	2,000	8,000	**8,000**
Unknown	2	*	*	*	*	*
Subtotal	*3,244*	*20,000*	*31,000*	*13,000*	*65,000*	***68,000***
Bus	*45*	*1,000*	*4,000*	*13,000*	*19,000*	***19,000***
Other/Unknown	*661*	*3,000*	*3,000*	*1,000*	*6,000*	***7,000***
Total	**37,232**	**333,000**	**763,000**	**1,705,000**	**2,800,000**	**2,837,000**

*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	12,400	8,864	645	2,937	18	521	**25,385**
Female	8,010	3,313	39	307	27	139	**11,835**
Unknown	6	5	0	0	0	1	**12**
Total	**20,416**	**12,182**	**684**	**3,244**	**45**	**661**	**37,232**
Occupants Injured							
Male	747,000	476,000	24,000	54,000	11,000	5,000	**1,317,000**
Female	1,058,000	403,000	2,000	11,000	8,000	1,000	**1,483,000**
Total	**1,805,000**	**879,000**	**26,000**	**65,000**	**19,000**	**6,000**	**2,800,000**

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	291	168	5	0	0	8	**472**
5-9	205	195	4	2	2	14	**422**
10-15	542	384	4	26	4	71	**1,031**
16-20	4,042	1,583	7	225	3	80	**5,940**
21-24	2,511	1,165	29	376	0	62	**4,143**
25-34	3,102	2,055	119	786	3	105	**6,170**
35-44	2,555	2,176	177	778	6	91	**5,783**
45-54	1,952	1,840	171	685	8	70	**4,726**
55-64	1,367	1,141	122	267	4	54	**2,955**
65-74	1,389	751	35	73	4	54	**2,306**
>74	2,409	696	11	23	10	43	**3,192**
Unknown	51	28	0	3	1	9	**92**
Total	**20,416**	**12,182**	**684**	**3,244**	**45**	**661**	**37,232**
Occupants Injured							
<5	37,000	21,000	*	*	*	*	**59,000**
5-9	44,000	28,000	*	*	3,000	*	**76,000**
10-15	78,000	45,000	*	2,000	4,000	1,000	**130,000**
16-20	360,000	117,000	1,000	8,000	3,000	2,000	**490,000**
21-24	218,000	78,000	2,000	6,000	1,000	*	**306,000**
25-34	325,000	167,000	7,000	16,000	3,000	1,000	**519,000**
35-44	259,000	179,000	6,000	14,000	2,000	1,000	**461,000**
45-54	204,000	124,000	6,000	12,000	2,000	*	**349,000**
55-64	127,000	68,000	3,000	5,000	1,000	*	**203,000**
65-74	79,000	32,000	1,000	1,000	*	*	**113,000**
>74	74,000	19,000	*	*	*	*	**94,000**
Total	**1,805,000**	**879,000**	**26,000**	**65,000**	**19,000**	**6,000**	**2,800,000**

*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	0	0.0	0	0.0	**0**	**0.0**	257	54.4	214	45.3	**472**	**100.0**
5-9	3	60.0	2	40.0	**5**	**100.0**	233	55.9	183	43.9	**417**	**100.0**
10-15	139	70.9	57	29.1	**196**	**100.0**	435	52.1	400	47.9	**835**	**100.0**
16-20	2,670	71.7	1,053	28.3	**3,723**	**100.0**	1,389	62.7	828	37.3	**2,217**	**100.0**
21-24	2,344	79.8	594	20.2	**2,938**	**100.0**	796	66.1	407	33.8	**1,205**	**100.0**
25-34	3,788	79.5	978	20.5	**4,766**	**100.0**	887	63.2	517	36.8	**1,404**	**100.0**
35-44	3,498	74.6	1,194	25.4	**4,692**	**100.0**	546	50.0	544	49.9	**1,091**	**100.0**
45-54	2,891	74.7	981	25.3	**3,872**	**100.0**	367	43.0	487	57.0	**854**	**100.0**
55-64	1,738	73.1	641	26.9	**2,379**	**100.0**	215	37.3	361	62.7	**576**	**100.0**
65-74	1,202	70.2	511	29.8	**1,713**	**100.0**	176	29.7	417	70.3	**593**	**100.0**
>74	1,477	66.0	760	34.0	**2,238**	**100.0**	268	28.1	686	71.9	**954**	**100.0**
Unknown	23	85.2	3	11.1	**27**	**100.0**	43	66.2	17	26.2	**65**	**100.0**
Total	**19,773**	**74.5**	**6,774**	**25.5**	***26,549**	**100.0**	**5,612**	**52.5**	**5,061**	**47.4**	***10,683**	**100.0**
Occupants Injured												
<5	**	**	**	**	****	****	29,000	49.6	30,000	50.4	**59,000**	**100.0**
5-9	1,000	50.7	1,000	49.3	**1,000**	**100.0**	36,000	48.3	38,000	51.7	**74,000**	**100.0**
10-15	5,000	60.9	3,000	39.1	**8,000**	**100.0**	50,000	41.0	72,000	59.0	**122,000**	**100.0**
16-20	154,000	48.3	165,000	51.7	**319,000**	**100.0**	77,000	44.7	95,000	55.3	**171,000**	**100.0**
21-24	121,000	54.1	102,000	45.9	**223,000**	**100.0**	40,000	48.1	43,000	51.9	**83,000**	**100.0**
25-34	201,000	50.0	201,000	50.0	**401,000**	**100.0**	49,000	42.2	68,000	57.8	**117,000**	**100.0**
35-44	183,000	48.8	192,000	51.2	**375,000**	**100.0**	30,000	34.9	56,000	65.1	**86,000**	**100.0**
45-54	138,000	49.1	143,000	50.9	**281,000**	**100.0**	19,000	28.7	48,000	71.3	**68,000**	**100.0**
55-64	82,000	50.8	79,000	49.2	**161,000**	**100.0**	8,000	19.1	34,000	80.9	**42,000**	**100.0**
65-74	43,000	51.5	41,000	48.5	**84,000**	**100.0**	9,000	29.5	21,000	70.5	**29,000**	**100.0**
>74	36,000	55.5	29,000	44.5	**65,000**	**100.0**	6,000	21.3	23,000	78.7	**29,000**	**100.0**
Total	**964,000**	**50.2**	**956,000**	**49.8**	**1,920,000**	**100.0**	**353,000**	**40.1**	**527,000**	**59.9**	**880,000**	**100.0**

*Includes 2 drivers and 10 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	10,793	52.9	484	2.4	5,454	26.7	3,673	18.0	**20,416**	**100.0**
Light Truck	4,238	34.8	278	2.3	2,806	23.0	4,853	39.8	**12,182**	**100.0**
Large Truck	168	24.6	39	5.7	147	21.5	330	48.2	**684**	**100.0**
Motorcycle	1,614	49.8	114	3.5	961	29.6	553	17.0	**3,244**	**100.0**
Bus	13	28.9	0	0.0	10	22.2	22	48.9	**45**	**100.0**
Other/Unknown	238	36.0	22	3.3	190	28.7	192	29.0	**661**	**100.0**
Total	**17,064**	**45.8**	**937**	**2.5**	**9,568**	**25.7**	**9,623**	**25.8**	***37,232**	**100.0**
Occupants Injured										
Passenger Car	1,434,000	79.5	46,000	2.5	251,000	13.9	74,000	4.1	**1,805,000**	**100.0**
Light Truck	655,000	74.4	18,000	2.1	113,000	12.8	94,000	10.6	**879,000**	**100.0**
Large Truck	12,000	47.1	1,000	3.7	4,000	15.4	9,000	33.9	**26,000**	**100.0**
Motorcycle	28,000	43.9	3,000	5.0	8,000	12.5	25,000	38.6	**65,000**	**100.0**
Bus	18,000	97.6	**	**	**	1.8	**	0.6	**19,000**	**100.0**
Other/Unknown	3,000	53.7	**	1.4	1,000	21.1	1,000	23.8	**6,000**	**100.0**
Total	**2,151,000**	**76.8**	**69,000**	**2.5**	**377,000**	**13.5**	**203,000**	**7.2**	**2,800,000**	**100.0**

*Includes 87 fatalities with unknown most harmful event.
**Less than 500 or less than 0.05 percent.

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	10,471	6,399	432	2,123	30	237	**19,692**
Left Side	3,656	1,221	32	245	1	54	**5,209**
Right Side	3,210	1,110	41	202	2	38	**4,603**
Rear	1,123	548	23	106	5	48	**1,853**
Other*	503	341	18	86	0	14	**962**
Noncollision	1,166	2,301	123	366	7	110	**4,073**
Unknown	287	262	15	116	0	160	**840**
Total	**20,416**	**12,182**	**684**	**3,244**	**45**	**661**	**37,232**
Occupants Injured							
Front	811,000	368,000	10,000	25,000	8,000	3,000	**1,225,000**
Left Side	271,000	122,000	3,000	9,000	5,000	1,000	**411,000**
Right Side	252,000	108,000	3,000	6,000	2,000	1,000	**371,000**
Rear	422,000	227,000	3,000	3,000	4,000	**	**659,000**
Other*	10,000	4,000	1,000	**	**	**	**15,000**
Noncollision	38,000	51,000	6,000	22,000	**	1,000	**119,000**
Total	**1,805,000**	**879,000**	**26,000**	**65,000**	**19,000**	**6,000**	**2,800,000**

*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	4,241	20.8	16,080	78.8	95	0.5	**20,416**	**100.0**
Light Truck	4,854	39.8	7,254	59.5	74	0.6	**12,182**	**100.0**
Large Truck	210	30.7	466	68.1	8	1.2	**684**	**100.0**
Bus	19	42.2	22	48.9	4	8.9	**45**	**100.0**
Other/Unknown	219	33.1	286	43.3	156	23.6	**661**	**100.0**
Total**	**9,543**	**28.1**	**24,108**	**70.9**	**337**	**1.0**	**33,988**	**100.0**
Occupants Injured								
Passenger Car	10,000	0.5	1,795,000	99.5	****	****	**1,805,000**	**100.0**
Light Truck	11,000	1.3	868,000	98.7	****	****	**879,000**	**100.0**
Large Truck	***	1.5	26,000	98.5	****	****	**26,000**	**100.0**
Bus	***	***	19,000	100.0	****	****	**19,000**	**100.0**
Other/Unknown	3,000	41.6	4,000	58.4	****	****	**6,000**	**100.0**
Total**	**24,000**	**0.9**	**2,712,000**	**99.1**	****	****	**2,735,000**	**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	—	**3,121**
Passenger Car	4,465	Light Truck	1,125	**5,590**
Passenger Car	1,702	Large Truck	27	**1,729**
Passenger Car	15	Motorcycle	662	**677**
Passenger Car	99	Bus	2	**101**
Passenger Car	113	Other/Unknown	54	**167**
Light Truck	—	Light Truck	—	**1,719**
Light Truck	1,158	Large Truck	36	**1,194**
Light Truck	6	Motorcycle	645	**651**
Light Truck	38	Bus	6	**44**
Light Truck	64	Other/Unknown	96	**160**
Large Truck	—	Large Truck	—	**89**
Large Truck	0	Motorcycle	114	**114**
Large Truck	1	Bus	12	**13**
Large Truck	6	Other/Unknown	23	**29**
Motorcycle	—	Motorcycle	—	**52**
Motorcycle	3	Bus	0	**3**
Motorcycle	22	Other/Unknown	1	**23**
Other/Unknown	—	Other/Unknown	—	**65**
Total Occupants Killed				**15,541**

Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	**712,000**
Passenger Car	440,000	Light Truck	295,000	**735,000**
Passenger Car	49,000	Large Truck	4,000	**53,000**
Passenger Car	1,000	Motorcycle	16,000	**18,000**
Passenger Car	5,000	Bus	8,000	**14,000**
Passenger Car	3,000	Other/Unknown	1,000	**3,000**
Light Truck	—	Light Truck	—	**236,000**
Light Truck	22,000	Large Truck	3,000	**25,000**
Light Truck	1,000	Motorcycle	11,000	**11,000**
Light Truck	3,000	Bus	7,000	**9,000**
Light Truck	1,000	Other/Unknown	2,000	**3,000**
Large Truck	—	Large Truck	—	**3,000**
Total Occupants Injured				**1,823,000**

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

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Passenger Cars	**45,254**	**47.7**	**20,416**	**54.8**
Convertible	647	0.7	330	0.9
2 Door Sedan, Hardtop, Coupe	10,190	10.7	4,912	13.2
3 Door/2 Door Hatchback	2,657	2.8	1,368	3.7
4 Door Sedan Hardtop	29,185	30.8	12,681	34.1
5 Door/4 Door Hatchback	447	0.5	225	0.6
Station Wagon	1,361	1.4	605	1.6
Hatchback, Doors Unknown	52	0.1	26	0.1
Other Auto	50	0.1	21	0.1
Unknown Auto	604	0.6	217	0.6
Auto-Based Pickup	58	0.1	31	0.1
Auto-Based Panel Truck	3	*	0	0.0
Light Trucks	**37,748**	**39.8**	**12,182**	**32.7**
Compact Utility	9,373	9.9	3,174	8.5
Large Utility	2,116	2.2	527	1.4
Utility Station Wagon	1,148	1.2	286	0.8
Utility, Unknown Body Type	22	*	8	*
Minivan	5,655	6.0	1,569	4.2
Large Van	2,391	2.5	491	1.3
Step Van	88	0.1	17	*
Van-Based School Bus	17	*	1	*
Van-Based Transit Bus	35	*	4	*
Other Van Type	38	*	4	*
Unknown Van Type	47	*	9	*
Compact Pickup	5,202	5.5	2,446	6.6
Standard Pickup	11,299	11.9	3,564	9.6
Pickup with Camper	53	0.1	19	0.1
Unknown Pickup	113	0.1	28	0.1
Cab Chassis-Based Light Truck	115	0.1	29	0.1
Unknown Light Truck (not pickup)	7	*	1	*
Unknown Light Vehicle Type	8	*	1	*
Unknown Truck	21	*	4	*
Large Trucks	**5,210**	**5.5**	**684**	**1.8**
Step Van	27	*	6	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	209	0.2	41	0.1
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	310	0.3	39	0.1
Single Unit Heavy Truck (GVWR > 26,000 lb)	915	1.0	126	0.3
Single Unit Truck, Unknown GVWR	15	*	1	*
Truck Tractor	3,672	3.9	465	1.2
Medium/Heavy Pickup (Ford Super Duty 450/550)	21	*	0	0.0
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	7	*	0	0.0
Unknown Heavy Truck (GVWR > 26,000 lb)	4	*	2	*
Unknown Large Truck Type	30	*	4	*
Motorcycles	**3,796**	**4.0**	**3,244**	**8.7**
Motorcycle	3,661	3.9	3,126	8.4
Moped	36	*	32	0.1
Three Wheel Motorcycle or Moped	6	*	4	*
Off-Road Motorcycle (Two Wheel)	45	*	39	0.1
Other Motorcycle/Minibike	40	*	35	0.1
Unknown Motorcycle	8	*	8	*
Buses**	**1,043**	**1.1**	**45**	**0.1**
School Bus	347	0.4	2	*
Cross Country/Intercity Bus	241	0.3	20	0.1
Transit Bus	234	0.2	6	*
Other Bus	89	0.1	9	*
Unknown Bus	132	0.1	8	*
Other Vehicles	**821**	**0.9**	**422**	**1.1**
Large Limousine	18	*	3	*
Van-Based Motorhome	51	0.1	8	*
Light Truck-Based Motorhome	2	*	0	0.0
Large Truck-Based Motorhome	84	0.1	20	0.1
Unknown Truck Camper/Motorhome	80	0.1	6	*
All Terrain Vehicle	353	0.4	250	0.7
Snowmobile	32	*	26	0.1
Farm Equipment Except Trucks	102	0.1	51	0.1
Construction Equipment Except Trucks	24	*	10	*
Other Vehicle	75	0.1	48	0.1
Unknown Body Type	**997**	**1.1**	**239**	**0.6**
Total	**94,869**	**100.0**	**37,232**	**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)	1,453	3.2	806	3.9	55.5
Subcompact (95 to 99 inches)	6,931	15.3	3,420	16.8	49.3
Compact (100 to 104 inches)	15,014	33.2	7,002	34.3	46.6
Intermediate (105 to 109 inches)	12,666	28.0	5,473	26.8	43.2
Full Size (110 to 114 inches)	5,866	13.0	2,412	11.8	41.1
Largest Size (115 inches and over)	2,137	4.7	821	4.0	38.4
Unknown	1,187	2.6	482	2.4	40.6
Total	**45,254**	**100.0**	**20,416**	**100.0**	**45.1**

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	10,932	33,000	68,000	68,000	**169,000**
Passenger	3,878	15,000	29,000	32,000	**76,000**
Unknown Occupant	51	***	***	***	***
Subtotal	*14,861*	*47,000*	*98,000*	*100,000*	***245,000***
Nonmotorists					
Pedestrian	2,278	4,000	3,000	3,000	**10,000**
Pedalcyclist	243	***	1,000	1,000	**2,000**
Other/Unknown	37	***	***	***	**1,000**
Subtotal	*2,558*	*4,000*	*5,000*	*3,000*	***13,000***
Total	**17,419**	**52,000**	**103,000**	**103,000**	**258,000**

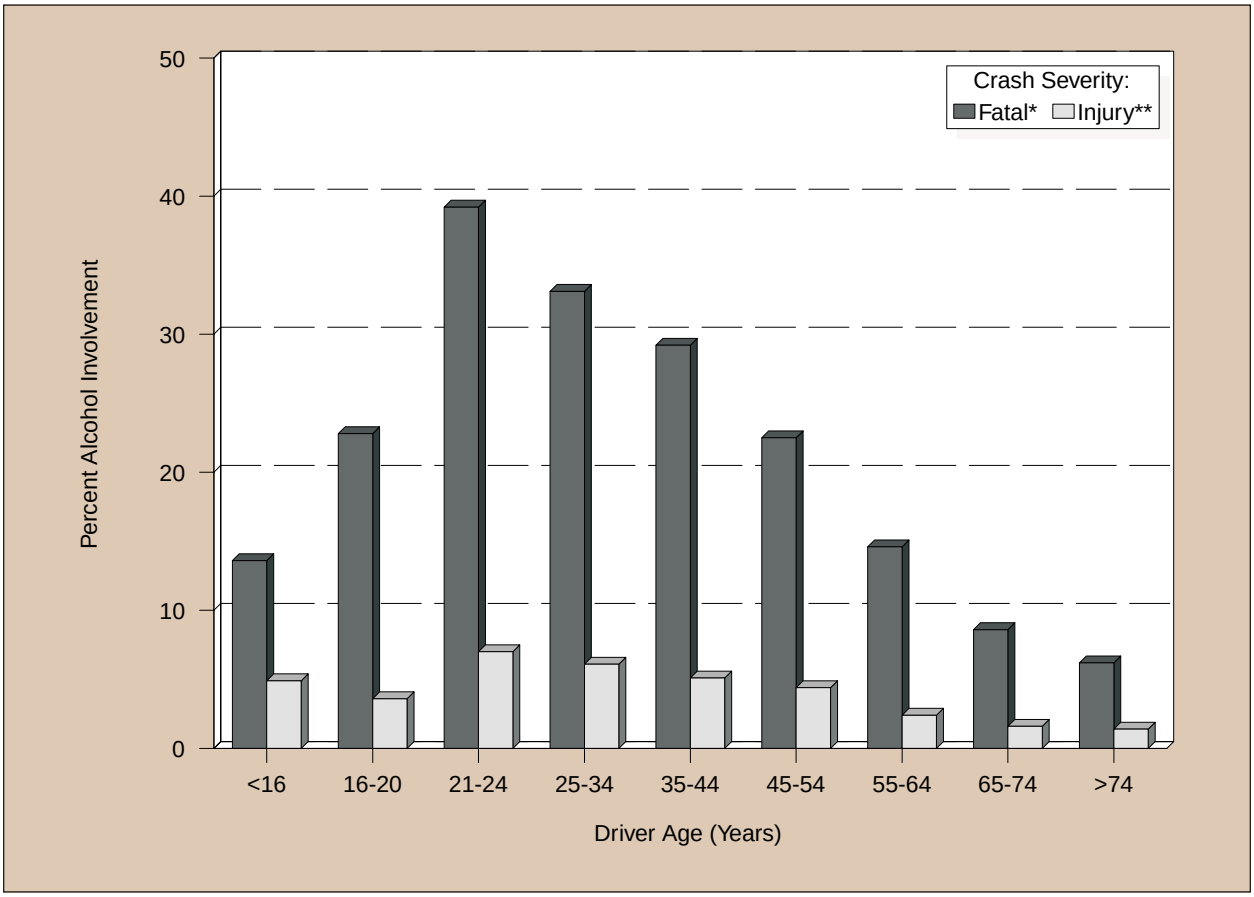
*Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater in the crash. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.
**Police-reported alcohol involvement in the crash.
***Less than 500.

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	46	14	290	86	**336**	**100**
16-20	1,842	23	6,240	77	**8,082**	**100**
21-24	2,461	39	3,824	61	**6,285**	**100**
25-34	3,780	33	7,636	67	**11,416**	**100**
35-44	3,181	29	7,715	71	**10,896**	**100**
45-54	1,916	22	6,601	78	**8,517**	**100**
55-64	738	15	4,325	85	**5,063**	**100**
65-74	265	9	2,811	91	**3,076**	**100**
>74	198	6	2,997	94	**3,195**	**100**
Unknown	235	25	702	75	**937**	**100**
Total	**14,662**	**25**	**43,141**	**75**	**57,803**	**100**
Drivers in Injury Crashes**						
<16	1,000	5	28,000	95	**29,000**	**100**
16-20	21,000	4	547,000	96	**568,000**	**100**
21-24	28,000	7	373,000	93	**401,000**	**100**
25-34	45,000	6	684,000	94	**729,000**	**100**
35-44	36,000	5	671,000	95	**707,000**	**100**
45-54	22,000	4	488,000	96	**511,000**	**100**
55-64	7,000	2	285,000	98	**292,000**	**100**
65-74	2,000	2	156,000	98	**158,000**	**100**
>74	2,000	1	114,000	99	**116,000**	**100**
Total	**164,000**	**5**	**3,347,000**	**95**	**3,511,000**	**100**
Drivers in Property-Damage-Only Crashes**						
<16	10,000	7	132,000	93	**142,000**	**100**
16-20	28,000	2	1,194,000	98	**1,221,000**	**100**
21-24	36,000	4	842,000	96	**878,000**	**100**
25-34	49,000	3	1,539,000	97	**1,588,000**	**100**
35-44	42,000	3	1,462,000	97	**1,504,000**	**100**
45-54	37,000	3	1,091,000	97	**1,129,000**	**100**
55-64	11,000	2	573,000	98	**584,000**	**100**
65-74	3,000	1	310,000	99	**313,000**	**100**
>74	2,000	1	217,000	99	**219,000**	**100**
Total	**218,000**	**3**	**7,359,000**	**97**	**7,577,000**	**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	**798**	**15**	**4,380**	**27**	**51,000**	**3**	**173,000**	**9**
Weekday	518	11	2,939	23	35,000	3	120,000	7
Weekend	280	23	1,441	35	16,000	5	53,000	13
Nighttime	**1,469**	**52**	**6,475**	**72**	**55,000**	**19**	**145,000**	**33**
Weekday	632	45	2,949	66	25,000	14	73,000	30
Weekend	837	56	3,526	77	30,000	23	72,000	36
Multiple-Vehicle Crashes								
Daytime	**949**	**6**	**7,403**	**11**	**157,000**	**1**	**965,000**	**1**
Weekday	689	4	5,622	9	129,000	***	790,000	1
Weekend	260	10	1,781	16	29,000	2	175,000	2
Nighttime	**666**	**28**	**4,116**	**43**	**65,000**	**3**	**309,000**	**8**
Weekday	307	23	2,027	37	31,000	3	156,000	5
Weekend	359	33	2,089	48	34,000	3	152,000	10

*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	169	84	11	5	22	11	32	16	**201**	**100**
16-20	2,612	70	219	6	892	24	1,111	30	**3,723**	**100**
21-24	1,398	48	199	7	1,342	46	1,541	52	**2,938**	**100**
25-34	2,314	49	260	5	2,192	46	2,452	51	**4,766**	**100**
35-44	2,451	52	216	5	2,025	43	2,241	48	**4,692**	**100**
45-54	2,436	63	185	5	1,251	32	1,436	37	**3,872**	**100**
55-64	1,837	77	69	3	473	20	542	23	**2,379**	**100**
65-74	1,515	88	43	2	156	9	199	12	**1,713**	**100**
>74	2,077	93	54	2	108	5	161	7	**2,238**	**100**
Unknown	13	46	1	3	14	51	15	54	**27**	**100**
Total	**16,820**	**63**	**1,255**	**5**	**8,474**	**32**	**9,729**	**37**	**26,549**	**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

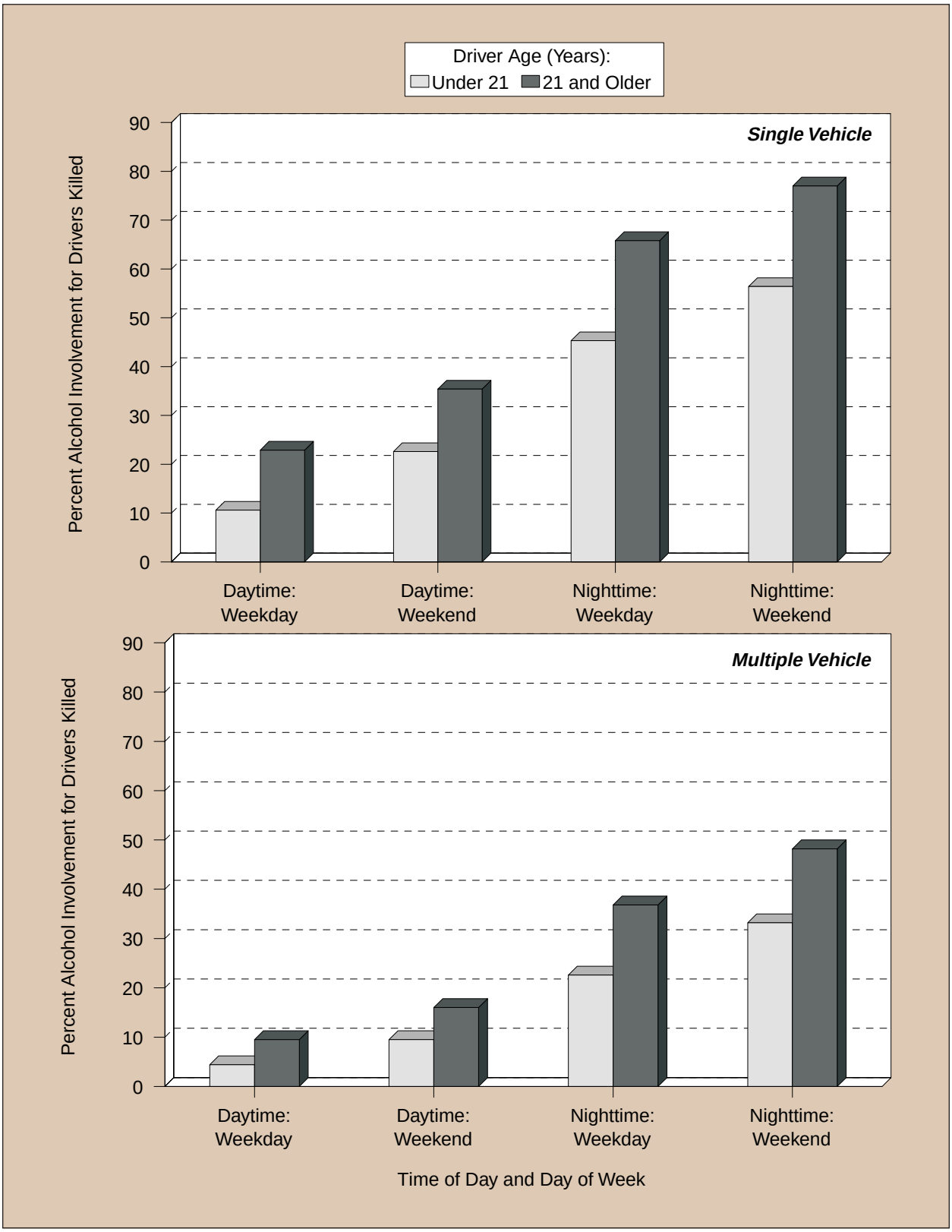


Table 80
Drivers Involved in Crashes by Vehicle Type, Alcohol Involvement, and Crash Severity

Vehicle Type	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes*						
Passenger Car	7,162	27	19,804	73	**26,966**	**100**
Light Truck	5,733	27	15,640	73	**21,373**	**100**
Large Truck	115	3	4,393	97	**4,508**	**100**
Motorcycle	1,300	39	2,037	61	**3,337**	**100**
Bus	16	6	252	94	**268**	**100**
Other/Unknown	336	25	1,015	75	**1,351**	**100**
Total	**14,662**	**25**	**43,141**	**75**	**57,803**	**100**
Drivers in Injury Crashes**						
Passenger Car	96,000	5	2,034,000	95	**2,131,000**	**100**
Light Truck	60,000	5	1,148,000	95	**1,208,000**	**100**
Large Truck	***	1	93,000	99	**94,000**	**100**
Motorcycle	6,000	10	53,000	90	**58,000**	**100**
Bus	***	1	13,000	99	**13,000**	**100**
Other/Unknown	2,000	21	6,000	79	**8,000**	**100**
Total	**164,000**	**5**	**3,347,000**	**95**	**3,511,000**	**100**
Drivers in Property-Damage-Only Crashes**						
Passenger Car	147,000	3	4,279,000	97	**4,426,000**	**100**
Light Truck	69,000	3	2,678,000	97	**2,747,000**	**100**
Large Truck	1,000	***	331,000	100	**332,000**	**100**
Motorcycle	***	3	16,000	97	**16,000**	**100**
Bus	***	***	45,000	100	**45,000**	**100**
Other/Unknown	***	4	11,000	96	**11,000**	**100**
Total	**218,000**	**3**	**7,359,000**	**97**	**7,577,000**	**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	466	77	31	5	111	18	141	23	**607**	**100**
5-9	482	79	23	4	102	17	125	21	**607**	**100**
10-15	1,022	77	64	5	243	18	306	23	**1,328**	**100**
16-20	3,948	63	464	7	1,865	30	2,329	37	**6,277**	**100**
21-24	1,874	42	345	8	2,197	50	2,541	58	**4,415**	**100**
25-34	3,025	44	431	6	3,404	50	3,835	56	**6,860**	**100**
35-44	3,224	48	361	5	3,191	47	3,552	52	**6,776**	**100**
45-54	3,182	56	318	6	2,158	38	2,476	44	**5,657**	**100**
55-64	2,443	70	145	4	920	26	1,065	30	**3,508**	**100**
65-74	2,279	81	100	4	430	15	530	19	**2,809**	**100**
>74	3,371	88	112	3	330	9	442	12	**3,813**	**100**
Unknown	80	51	8	5	70	44	78	49	**158**	**100**
Total	**25,396**	**59**	**2,401**	**6**	**15,019**	**35**	**17,419**	**41**	**42,815**	**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	2,570	54	89	2	327	7	2,986	63
0.01-0.07	154	3	8	0	29	1	191	4
0.08 or Higher	1,269	27	67	1	242	5	1,577	33
Total*	**3,992**	**84**	**163**	**3**	**598**	**13**	**4,754**	**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	15,469	57.4	8,927	33.1	2,570	9.5	**26,966**	**100.0**
Light Truck	12,034	56.3	7,640	35.7	1,699	7.9	**21,373**	**100.0**
Large Truck	3,373	74.8	759	16.8	376	8.3	**4,508**	**100.0**
Bus	207	77.2	29	10.8	32	11.9	**268**	**100.0**
Other/Unknown	210	15.5	440	32.6	701	51.9	**1,351**	**100.0**
Total*	**31,293**	**57.5**	**17,795**	**32.7**	**5,378**	**9.9**	**54,466**	**100.0**
Drivers in Injury Crashes								
Passenger Car	1,766,000	82.9	130,000	6.1	235,000	11.0	**2,131,000**	**100.0**
Light Truck	1,021,000	84.6	77,000	6.4	109,000	9.0	**1,208,000**	**100.0**
Large Truck	71,000	75.7	5,000	5.5	18,000	18.8	**94,000**	**100.0**
Bus	10,000	78.7	1,000	5.5	2,000	15.8	**13,000**	**100.0**
Other/Unknown	2,000	25.4	5,000	57.6	1,000	17.0	**8,000**	**100.0**
Total*	**2,870,000**	**83.1**	**218,000**	**6.3**	**364,000**	**10.6**	**3,452,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	3,710,000	83.8	101,000	2.3	616,000	13.9	**4,426,000**	**100.0**
Light Truck	2,383,000	86.8	56,000	2.0	307,000	11.2	**2,747,000**	**100.0**
Large Truck	221,000	66.7	14,000	4.4	96,000	29.0	**332,000**	**100.0**
Bus	34,000	77.0	2,000	3.4	9,000	19.5	**45,000**	**100.0**
Other/Unknown	5,000	47.2	5,000	45.9	1,000	6.9	**11,000**	**100.0**
Total*	**6,354,000**	**84.0**	**178,000**	**2.4**	**1,029,000**	**13.6**	**7,561,000**	**100.0**
Drivers in All Crashes								
Passenger Car	5,491,000	83.4	240,000	3.6	853,000	13.0	**6,583,000**	**100.0**
Light Truck	3,417,000	85.9	141,000	3.6	418,000	10.5	**3,976,000**	**100.0**
Large Truck	295,000	68.7	20,000	4.7	114,000	26.6	**430,000**	**100.0**
Bus	45,000	77.4	2,000	3.9	11,000	18.7	**58,000**	**100.0**
Other/Unknown	8,000	36.7	10,000	49.5	3,000	13.8	**21,000**	**100.0**
Total*	**9,255,000**	**83.6**	**414,000**	**3.7**	**1,398,000**	**12.6**	**11,068,000**	**100.0**

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

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

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
<5	263	57.3	178	38.8	18	3.9	**459**	**100.0**
5-9	188	47.0	178	44.5	34	8.5	**400**	**100.0**
10-15	322	34.8	531	57.3	73	7.9	**926**	**100.0**
16-20	1,842	32.7	3,341	59.4	442	7.9	**5,625**	**100.0**
21-24	1,099	29.9	2,269	61.7	308	8.4	**3,676**	**100.0**
25-34	1,449	28.1	3,292	63.8	416	8.1	**5,157**	**100.0**
35-44	1,529	32.3	2,842	60.1	360	7.6	**4,731**	**100.0**
45-54	1,549	40.8	1,976	52.1	267	7.0	**3,792**	**100.0**
55-64	1,189	47.4	1,140	45.5	179	7.1	**2,508**	**100.0**
65-74	1,175	54.9	832	38.9	133	6.2	**2,140**	**100.0**
>74	1,809	58.3	1,024	33.0	272	8.8	**3,105**	**100.0**
Unknown	18	22.8	48	60.8	13	16.5	**79**	**100.0**
Total	**12,432**	**38.1**	**17,651**	**54.1**	**2,515**	**7.7**	**32,598**	**100.0**
Occupants Injured								
<5	48,000	82.0	6,000	10.5	4,000	7.4	**59,000**	**100.0**
5-9	57,000	78.9	9,000	12.7	6,000	8.4	**72,000**	**100.0**
10-15	91,000	74.2	19,000	15.8	12,000	10.0	**123,000**	**100.0**
16-20	371,000	77.8	71,000	14.9	35,000	7.3	**476,000**	**100.0**
21-24	223,000	75.3	44,000	14.7	30,000	10.0	**296,000**	**100.0**
25-34	404,000	82.1	53,000	10.8	35,000	7.2	**492,000**	**100.0**
35-44	371,000	84.7	36,000	8.2	31,000	7.1	**438,000**	**100.0**
45-54	279,000	84.7	24,000	7.3	26,000	8.0	**329,000**	**100.0**
55-64	171,000	87.6	11,000	5.5	13,000	6.9	**195,000**	**100.0**
65-74	100,000	90.0	5,000	4.9	6,000	5.1	**111,000**	**100.0**
>74	81,000	86.9	6,000	5.9	7,000	7.1	**93,000**	**100.0**
Total	**2,195,000**	**81.8**	**284,000**	**10.6**	**205,000**	**7.7**	**2,684,000**	**100.0**

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

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

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,654	79.4	354	17.0	76	3.6	**2,084**	**100.0**
5-9	1,241	66.3	520	27.8	111	5.9	**1,872**	**100.0**
10-15	1,905	58.4	1,132	34.7	225	6.9	**3,262**	**100.0**
16-20	5,141	55.3	3,415	36.8	734	7.9	**9,290**	**100.0**
21-24	3,054	55.1	1,948	35.2	536	9.7	**5,538**	**100.0**
25-34	5,568	64.8	2,220	25.8	811	9.4	**8,599**	**100.0**
35-44	4,876	71.2	1,394	20.3	581	8.5	**6,851**	**100.0**
45-54	3,799	77.3	756	15.4	358	7.3	**4,913**	**100.0**
55-64	2,370	80.2	385	13.0	201	6.8	**2,956**	**100.0**
65-74	1,571	81.7	239	12.4	114	5.9	**1,924**	**100.0**
>74	1,278	82.2	184	11.8	92	5.9	**1,554**	**100.0**
Unknown	424	27.2	249	16.0	888	56.9	**1,561**	**100.0**
Total	**32,881**	**65.2**	**12,796**	**25.4**	**4,727**	**9.4**	**50,404**	**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	*8,290*	*45.3*	*8,550*	*46.7*	*1,472*	*8.0*	***18,312***	***100.0***
Left	6,214	44.4	6,651	47.5	1,141	8.1	**14,006**	**100.0**
Middle	3	8.8	25	73.5	6	17.6	**34**	**100.0**
Right	2,071	48.6	1,870	43.9	322	7.6	**4,263**	**100.0**
Other/Unknown	2	22.2	4	44.4	3	33.3	**9**	**100.0**
Second Seat	*571*	*30.3*	*1,182*	*62.8*	*129*	*6.9*	***1,882***	***100.0***
Left	217	30.3	447	62.5	51	7.1	**715**	**100.0**
Middle	51	21.7	167	71.1	17	7.2	**235**	**100.0**
Right	299	33.7	531	59.9	57	6.4	**887**	**100.0**
Other/Unknown	4	8.9	37	82.2	4	8.9	**45**	**100.0**
Other	*0*	*0.0*	*37*	*92.5*	*3*	*7.5*	***40***	***100.0***
Unknown	*8*	*4.4*	*111*	*61.0*	*63*	*34.6*	***182***	***100.0***
Total	**8,869**	**43.4**	**9,880**	**48.4**	**1,667**	**8.2**	**20,416**	**100.0**
Passenger Car Occupants Injured								
Front Seat	*1,352,000*	*83.3*	*142,000*	*8.7*	*129,000*	*7.9*	***1,623,000***	***100.0***
Left	1,053,000	83.7	101,000	8.0	105,000	8.3	**1,259,000**	**100.0**
Middle	3,000	50.5	1,000	19.1	2,000	30.4	**6,000**	**100.0**
Right	296,000	82.6	40,000	11.2	22,000	6.3	**359,000**	**100.0**
Second Seat	*127,000*	*70.6*	*35,000*	*19.4*	*18,000*	*10.0*	***181,000***	***100.0***
Left	50,000	71.6	12,000	17.2	8,000	11.2	**70,000**	**100.0**
Middle	15,000	60.1	7,000	27.3	3,000	12.6	**25,000**	**100.0**
Right	62,000	72.9	16,000	18.8	7,000	8.3	**85,000**	**100.0**
Other	*1,000*	*70.7*	***	*22.6*	***	*6.7*	***1,000***	***100.0***
Total	**1,481,000**	**82.0**	**177,000**	**9.8**	**147,000**	**8.2**	**1,805,000**	**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	***3,249***	***30.4***	***6,744***	***63.0***	***708***	***6.6***	***10,701***	***100.0***
Left	2,509	29.7	5,355	63.5	575	6.8	**8,439**	**100.0**
Middle	18	14.0	105	81.4	6	4.7	**129**	**100.0**
Right	722	34.0	1,274	60.0	126	5.9	**2,122**	**100.0**
Other/Unknown	0	0.0	10	90.9	1	9.1	**11**	**100.0**
Second Seat	***243***	***25.9***	***633***	***67.4***	***63***	***6.7***	***939***	***100.0***
Left	109	29.1	242	64.5	24	6.4	**375**	**100.0**
Middle	26	16.8	116	74.8	13	8.4	**155**	**100.0**
Right	108	27.7	256	65.6	26	6.7	**390**	**100.0**
Other/Unknown	0	0.0	19	100.0	0	0.0	**19**	**100.0**
Other	***60***	***16.3***	***277***	***75.5***	***30***	***8.2***	***367***	***100.0***
Unknown	***11***	***6.3***	***117***	***66.9***	***47***	***26.9***	***175***	***100.0***
Total	**3,563**	**29.2**	**7,771**	**63.8**	**848**	**7.0**	**12,182**	**100.0**
Light Truck Occupants Injured								
Front Seat	***643,000***	***82.1***	***88,000***	***11.2***	***53,000***	***6.7***	***783,000***	***100.0***
Left	499,000	82.7	60,000	10.0	44,000	7.4	**603,000**	**100.0**
Middle	5,000	55.5	3,000	33.9	1,000	10.5	**8,000**	**100.0**
Right	140,000	81.1	25,000	14.6	7,000	4.2	**172,000**	**100.0**
Second Seat	***65,000***	***78.5***	***14,000***	***17.0***	***4,000***	***4.5***	***83,000***	***100.0***
Left	28,000	78.7	6,000	17.3	1,000	4.0	**35,000**	**100.0**
Middle	10,000	71.8	3,000	18.8	1,000	9.4	**14,000**	**100.0**
Right	28,000	81.0	5,000	15.9	1,000	3.1	**34,000**	**100.0**
Other	***6,000***	***50.4***	***4,000***	***34.8***	***2,000***	***14.8***	***13,000***	***100.0***
Total	**715,000**	**81.3**	**107,000**	**12.1**	**58,000**	**6.6**	**879,000**	**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	5,245	25.7	2,240	18.4
Lap Belt	200	1.0	127	1.0
Shoulder Belt	260	1.3	12	0.1
Child Safety Seat	114	0.6	67	0.5
Type Unknown	303	1.5	100	0.8
Restraint Used, Airbag Deployed	2,682	13.1	986	8.1
Safety Belt Used Improperly	44	0.2	21	0.2
Child Safety Seat Used Improperly	21	0.1	10	0.1
Subtotal	*8,869*	*43.4*	*3,563*	*29.2*
No Restraint Used	7,477	36.6	6,579	54.0
No Restraint Used, Airbag Deployed	2,403	11.8	1,192	9.8
Restraint Use Unknown	1,667	8.2	848	7.0
Total	**20,416**	**100.0**	**12,182**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	1,034,000	57.3	538,000	61.2
Lap Belt	45,000	2.5	25,000	2.9
Shoulder Belt	14,000	0.8	4,000	0.5
Child Safety Seat	25,000	1.4	15,000	1.7
Type Unknown	90,000	5.0	46,000	5.3
Restraint Used, Airbag Deployed	273,000	15.1	86,000	9.7
Subtotal	*1,481,000*	*82.0*	*715,000*	*81.3*
No Restraint Used	152,000	8.4	95,000	10.8
No Restraint Used, Airbag Deployed	25,000	1.4	11,000	1.3
Restraint Use Unknown	147,000	8.2	58,000	6.6
Total	**1,805,000**	**100.0**	**879,000**	**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	132	8.5	222	13.2	**354**	**10.9**
3 am to 6 am	43	2.8	67	4.0	**110**	**3.4**
6 am to 9 am	79	5.1	48	2.9	**127**	**3.9**
9 am to Noon	121	7.8	118	7.0	**239**	**7.4**
Noon to 3 pm	296	19.0	235	14.0	**531**	**16.4**
3 pm to 6 pm	349	22.4	304	18.1	**653**	**20.1**
6 pm to 9 pm	296	19.0	398	23.7	**694**	**21.4**
9 pm to Midnight	230	14.8	277	16.5	**507**	**15.6**
Unknown	10	0.6	12	0.7	**29**	**0.9**
Total	**1,556**	**100.0**	**1,681**	**100.0**	***3,244**	**100.0**
Motorcycle Occupants Injured						
Midnight to 3 am	1,000	3.0	2,000	5.5	**3,000**	**4.3**
3 am to 6 am	**	1.2	1,000	2.6	**1,000**	**1.9**
6 am to 9 am	2,000	6.0	1,000	2.3	**3,000**	**4.1**
9 am to Noon	4,000	12.1	4,000	11.1	**8,000**	**11.6**
Noon to 3 pm	7,000	22.7	7,000	21.7	**14,000**	**22.2**
3 pm to 6 pm	10,000	31.1	8,000	26.1	**19,000**	**28.6**
6 pm to 9 pm	5,000	14.6	7,000	22.7	**12,000**	**18.7**
9 pm to Midnight	3,000	9.3	3,000	8.0	**6,000**	**8.6**
Total	**32,000**	**100.0**	**32,000**	**100.0**	**65,000**	**100.0**

*Includes 7 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

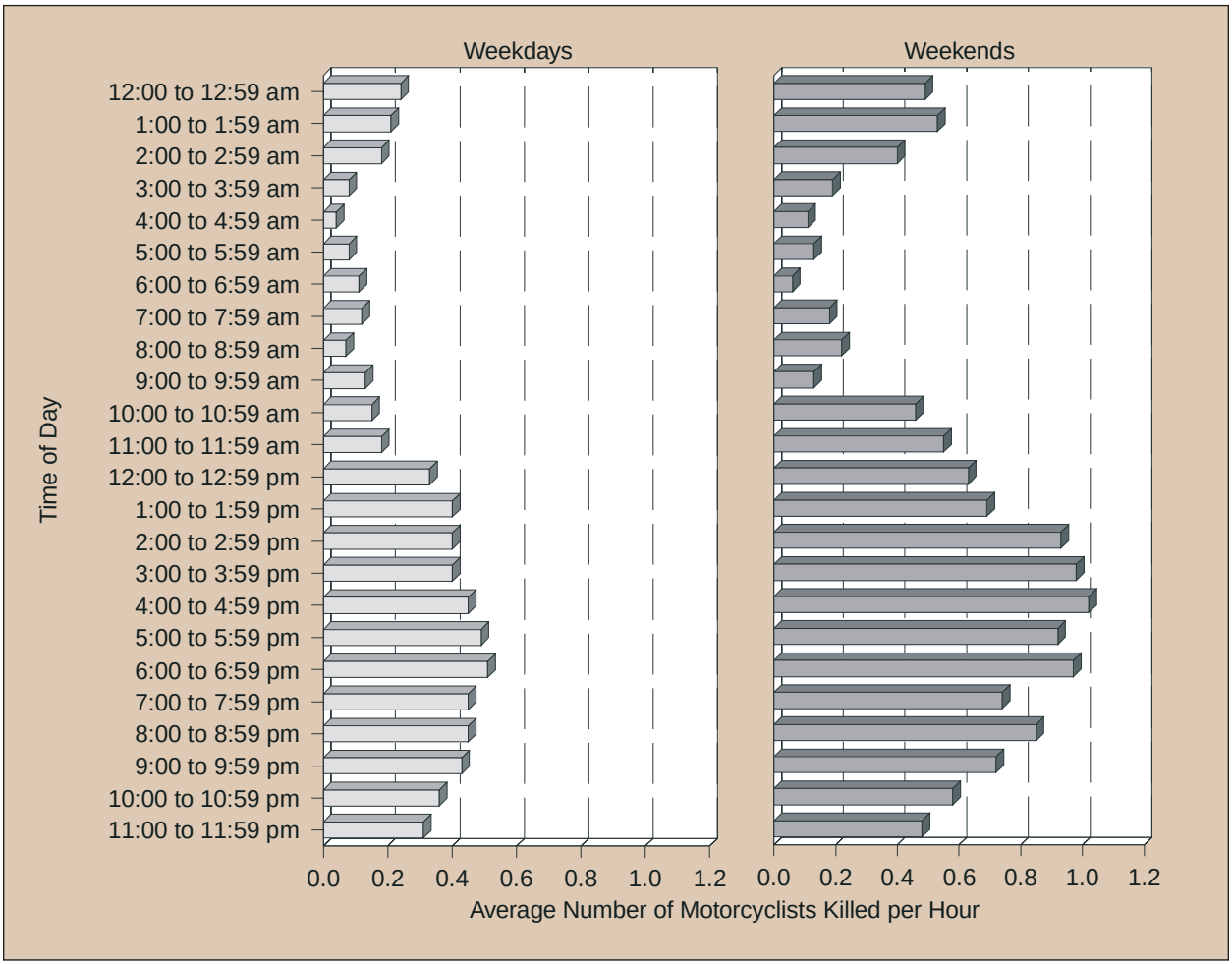


Table 90
Motorcyclists Killed, by Person Type and Helmet Use

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Operators	1,550	51.5	1,369	45.5	91	3.0	**3,010**	**100.0**
Passengers	92	39.3	134	57.3	8	3.4	**234**	**100.0**
Total	**1,642**	**50.6**	**1,503**	**46.3**	**99**	**3.1**	**3,244**	**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	18	2	1	2	0	**23**
16-20	24	3	79	110	1	**217**
21-24	16	4	128	232	2	**382**
25-34	33	4	232	547	6	**822**
35-44	9	3	162	632	8	**814**
45-54	3	1	98	595	7	**704**
55-64	5	1	23	237	5	**271**
65-74	1	4	4	69	0	**78**
>74	2	1	0	19	0	**22**
Unknown	0	0	0	1	3	**4**
Total	**111**	**23**	**727**	**2,444**	**32**	**3,337**

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

Age (Years)	Vehicle Type		Total
	Bus	Other Vehicle	
<5	0	0	**0**
5-9	8	3	**11**
10-15	1	0	**1**
>15	7	1	**8**
Total	**16**	**4**	**20**

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	1	0.8	1,000	7.9
School Bus Passenger	2	1.6	9,000	48.1
Pedestrian	20	15.7	1,000	4.7
Pedalcyclist	5	3.9	*	0.1
Occupant of Other Vehicle	98	77.2	7,000	39.1
Other Non-Motorists	1	0.8	*	*
Total	**127**	**100.0**	**18,000**	**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	23	19.3	96	80.7	**119**	**100.0**
5-9	25	18.0	112	80.6	**139**	**100.0**
10-15	43	24.4	131	74.4	**176**	**100.0**
16-20	32	11.3	249	88.0	**283**	**100.0**
21-24	33	13.6	206	84.8	**243**	**100.0**
25-34	97	16.2	495	82.9	**597**	**100.0**
35-44	157	18.4	684	80.4	**851**	**100.0**
45-54	157	19.6	633	79.2	**799**	**100.0**
55-64	131	26.6	355	72.2	**492**	**100.0**
65-74	136	29.4	314	67.8	**463**	**100.0**
>74	199	33.8	379	64.5	**588**	**100.0**
Unknown	13	22.4	42	72.4	**58**	**100.0**
Total	**1,046**	**21.8**	**3,696**	**76.9**	***4,808**	**100.0**
Pedestrians Injured						
<5	***	13.5	2,000	85.4	**3,000**	**100.0**
5-9	1,000	25.4	4,000	72.6	**5,000**	**100.0**
10-15	4,000	39.0	6,000	59.3	**10,000**	**100.0**
16-20	4,000	50.5	4,000	49.2	**7,000**	**100.0**
21-24	1,000	33.8	1,000	52.9	**2,000**	**100.0**
25-34	7,000	51.9	6,000	45.6	**13,000**	**100.0**
35-44	4,000	43.0	5,000	50.6	**10,000**	**100.0**
45-54	3,000	47.0	4,000	51.5	**7,000**	**100.0**
55-64	3,000	48.4	3,000	49.7	**6,000**	**100.0**
65-74	2,000	45.4	1,000	42.3	**3,000**	**100.0**
>74	1,000	47.2	1,000	48.0	**3,000**	**100.0**
Total	**31,000**	**43.2**	**38,000**	**53.4**	****71,000**	**100.0**

*Includes 66 pedestrians killed at other or unknown locations.
**Includes 2,000 pedestrians injured at other or unknown locations.
***Less than 500.

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

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	76	10,025	0.76	43	9,584	0.45	**119**	**19,609**	**0.61**
5-9	84	10,188	0.82	55	9,713	0.57	**139**	**19,901**	**0.70**
10-15	110	12,920	0.85	66	12,308	0.54	**176**	**25,228**	**0.70**
16-20	206	10,488	1.96	77	9,909	0.78	**283**	**20,397**	**1.39**
21-24	200	8,238	2.43	43	7,863	0.55	**243**	**16,101**	**1.51**
25-34	433	20,203	2.14	164	19,726	0.83	**597**	**39,928**	**1.50**
35-44	596	22,367	2.66	255	22,550	1.13	**851**	**44,917**	**1.89**
45-54	573	19,676	2.91	226	20,408	1.11	**799**	**40,084**	**1.99**
55-64	340	12,784	2.66	152	13,817	1.10	**492**	**26,602**	**1.85**
65-74	288	8,301	3.47	174	9,973	1.74	**463**	**18,274**	**2.53**
>74	320	6,471	4.95	268	10,857	2.47	**588**	**17,328**	**3.39**
Unknown	42	*	*	15	*	*	**58**	*****	*****
Total	**3,268**	**141,661**	**2.31**	**1,538**	**146,708**	**1.05**	**4,808**	**288,369**	**1.67**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	2,000	10,025	17	1,000	9,584	12	**3,000**	**19,609**	**14**
5-9	4,000	10,188	35	2,000	9,713	16	**5,000**	**19,901**	**26**
10-15	5,000	12,920	41	5,000	12,308	39	**10,000**	**25,228**	**40**
16-20	3,000	10,488	31	4,000	9,909	42	**7,000**	**20,397**	**36**
21-24	2,000	8,238	21	1,000	7,863	9	**2,000**	**16,101**	**15**
25-34	8,000	20,203	40	5,000	19,726	24	**13,000**	**39,928**	**32**
35-44	6,000	22,367	27	4,000	22,550	20	**10,000**	**44,917**	**23**
45-54	5,000	19,676	27	2,000	20,408	10	**7,000**	**40,084**	**18**
55-64	4,000	12,784	33	2,000	13,817	14	**6,000**	**26,602**	**23**
65-74	2,000	8,301	21	2,000	9,973	16	**3,000**	**18,274**	**18**
>74	1,000	6,471	9	2,000	10,857	22	**3,000**	**17,328**	**17**
Total	**41,000**	**141,661**	**29**	**29,000**	**146,708**	**20**	**71,000**	**288,369**	**25**

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

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

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
Midnight to 3 am	208	7.4	362	18.3	**570**	**11.9**
3 am to 6 am	176	6.2	195	9.9	**371**	**7.7**
6 am to 9 am	353	12.5	57	2.9	**410**	**8.5**
9 am to Noon	220	7.8	68	3.4	**288**	**6.0**
Noon to 3 pm	250	8.9	76	3.8	**326**	**6.8**
3 pm to 6 pm	506	17.9	115	5.8	**622**	**12.9**
6 pm to 9 pm	620	22.0	556	28.1	**1,176**	**24.5**
9 pm to Midnight	481	17.0	537	27.2	**1,018**	**21.2**
Unknown	10	0.4	11	0.6	**27**	**0.6**
Total	**2,824**	**100.0**	**1,977**	**100.0**	***4,808**	**100.0**
Pedestrians Injured						
Midnight to 3 am	1,000	1.9	3,000	14.7	**4,000**	**5.4**
3 am to 6 am	1,000	2.5	**	1.7	**2,000**	**2.3**
6 am to 9 am	6,000	11.6	1,000	3.8	**7,000**	**9.5**
9 am to Noon	6,000	11.4	1,000	7.0	**7,000**	**10.2**
Noon to 3 pm	8,000	15.3	2,000	10.9	**10,000**	**14.1**
3 pm to 6 pm	16,000	30.9	5,000	23.4	**20,000**	**28.9**
6 pm to 9 pm	10,000	19.8	4,000	22.0	**14,000**	**20.4**
9 pm to Midnight	3,000	6.6	3,000	16.6	**7,000**	**9.3**
Total	**51,000**	**100.0**	**19,000**	**100.0**	**71,000**	**100.0**

*Includes 7 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

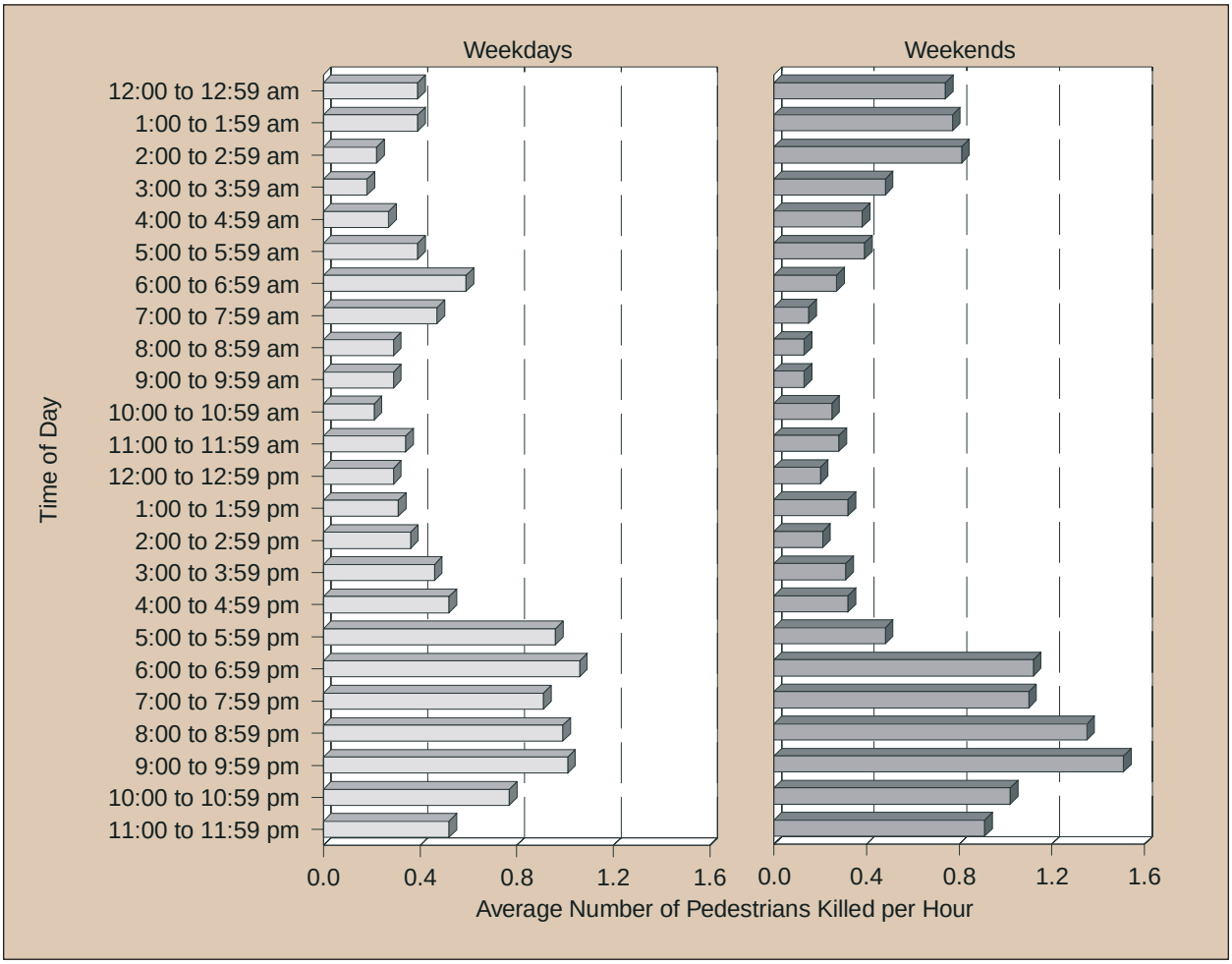


Table 97
Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

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	1,869	92.8	22	1.1	20	1.0	17	0.8	85	4.2	**2,013**	**100.0**
Light Truck	1,535	88.8	36	2.1	32	1.9	47	2.7	78	4.5	**1,728**	**100.0**
Large Truck	157	69.2	16	7.0	6	2.6	27	11.9	21	9.3	**227**	**100.0**
Bus	45	63.4	10	14.1	3	4.2	3	4.2	10	14.1	**71**	**100.0**
Other/Unknown	172	47.1	4	1.1	1	0.3	3	0.8	185	50.7	**365**	**100.0**
Total	**3,778**	**85.8**	**88**	**2.0**	**62**	**1.4**	**97**	**2.2**	**379**	**8.6**	**4,404**	**100.0**
Pedestrians Injured												
Passenger Car	29,000	69.6	6,000	13.8	5,000	12.3	2,000	3.9	*	0.4	**42,000**	**100.0**
Light Truck	14,000	67.3	3,000	14.6	3,000	11.7	1,000	5.1	*	1.2	**21,000**	**100.0**
Other	2,000	49.6	1,000	19.2	1,000	15.7	1,000	15.5	*	*	**4,000**	**100.0**
Total	**46,000**	**67.7**	**10,000**	**14.4**	**8,000**	**12.3**	**3,000**	**4.9**	*****	**0.6**	**67,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 98
Pedestrians Killed, by Related Factors

Factors	Number	Percent
Improper crossing of roadway or intersection	1,488	30.9
Walking, playing, working, etc., in roadway	1,181	24.6
Failure to yield right of way	658	13.7
Darting or running into road	581	12.1
Not visible	564	11.7
Inattentive (talking, eating, etc.)	112	2.3
Failure to obey traffic signs, signals, or officer	86	1.8
Physical impairment	62	1.3
Ill, blackout	26	0.5
Emotional (e.g., depression, angry, disturbed)	18	0.4
Getting on/off/in/out of transport vehicle	10	0.2
Nonmotorist pushing vehicle	7	0.1
Other factors	116	2.4
None reported	1,265	26.3
Unknown	129	2.7
Total Pedestrians	**4,808**	**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	2	22.2	7	77.8	**9**	**100.0**
5-9	20	51.3	19	48.7	**39**	**100.0**
10-15	42	39.3	65	60.7	**107**	**100.0**
16-20	16	35.6	28	62.2	**45**	**100.0**
21-24	6	26.1	17	73.9	**23**	**100.0**
25-34	22	28.6	55	71.4	**77**	**100.0**
35-44	36	28.3	89	70.1	**127**	**100.0**
45-54	30	25.2	87	73.1	**119**	**100.0**
55-64	20	37.7	33	62.3	**53**	**100.0**
65-74	8	23.5	26	76.5	**34**	**100.0**
>74	9	42.9	12	57.1	**21**	**100.0**
Unknown	2	25.0	6	75.0	**8**	**100.0**
Total	**213**	**32.2**	**444**	**67.1**	***662**	**100.0**
Pedalcyclists Injured						
<5	***	64.1	***	35.9	***	**100.0**
5-9	2,000	38.5	4,000	55.4	**6,000**	**100.0**
10-15	8,000	62.3	4,000	34.4	**12,000**	**100.0**
16-20	4,000	72.2	1,000	27.0	**5,000**	**100.0**
21-24	2,000	76.0	1,000	20.9	**3,000**	**100.0**
25-34	5,000	69.8	2,000	28.8	**7,000**	**100.0**
35-44	4,000	69.2	2,000	30.1	**6,000**	**100.0**
45-54	3,000	75.1	1,000	23.9	**4,000**	**100.0**
55-64	2,000	63.7	1,000	29.5	**3,000**	**100.0**
65-74	1,000	83.8	***	10.6	**1,000**	**100.0**
>74	***	65.8	***	21.9	***	**100.0**
Total	**31,000**	**64.7**	**16,000**	**32.3**	****48,000**	**100.0**

*Includes 5 pedalcyclists killed at other or unknown location.
**Includes 1,000 pedalcyclists injured at other or unknown locations.
***Less than 500.

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

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	9	10,025	0.09	0	9,584	0.00	**9**	**19,609**	**0.05**
5-9	26	10,188	0.26	13	9,713	0.13	**39**	**19,901**	**0.20**
10-15	88	12,920	0.68	19	12,308	0.15	**107**	**25,228**	**0.42**
16-20	42	10,488	0.40	3	9,909	0.03	**45**	**20,397**	**0.22**
21-24	20	8,238	0.24	3	7,863	0.04	**23**	**16,101**	**0.14**
25-34	70	20,203	0.35	7	19,726	0.04	**77**	**39,928**	**0.19**
35-44	120	22,367	0.54	7	22,550	0.03	**127**	**44,917**	**0.28**
45-54	110	19,676	0.56	9	20,408	0.04	**119**	**40,084**	**0.30**
55-64	45	12,784	0.35	8	13,817	0.06	**53**	**26,602**	**0.20**
65-74	32	8,301	0.39	2	9,973	0.02	**34**	**18,274**	**0.19**
>74	20	6,471	0.31	1	10,857	0.01	**21**	**17,328**	**0.12**
Unknown	8	*	*	0	*	*	**8**	*****	*****
Total	**590**	**141,661**	**0.42**	**72**	**146,708**	**0.05**	**662**	**288,369**	**0.23**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	**	10,025	1	**	9,584	***	******	**19,609**	**1**
5-9	4,000	10,188	43	2,000	9,713	21	**6,000**	**19,901**	**32**
10-15	9,000	12,920	66	4,000	12,308	29	**12,000**	**25,228**	**48**
16-20	3,000	10,488	30	2,000	9,909	17	**5,000**	**20,397**	**24**
21-24	3,000	8,238	34	**	7,863	4	**3,000**	**16,101**	**19**
25-34	5,000	20,203	25	2,000	19,726	9	**7,000**	**39,928**	**17**
35-44	5,000	22,367	22	1,000	22,550	5	**6,000**	**44,917**	**14**
45-54	3,000	19,676	16	1,000	20,408	4	**4,000**	**40,084**	**10**
55-64	2,000	12,784	18	**	13,817	2	**3,000**	**26,602**	**10**
65-74	1,000	8,301	13	**	9,973	2	**1,000**	**18,274**	**7**
>74	**	6,471	6	**	10,857	1	******	**17,328**	**3**
Total	**36,000**	**141,661**	**25**	**12,000**	**146,708**	**8**	**48,000**	**288,369**	**17**

*Not applicable.
**Less than 500.
***Less than 0.5.
Source: Population—Bureau of the Census.
Notes: Totals may not equal sum of components due to independent rounding.

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

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
Midnight to 3 am	15	3.6	25	10.2	**40**	**6.0**
3 am to 6 am	13	3.1	8	3.3	**21**	**3.2**
6 am to 9 am	52	12.5	9	3.7	**61**	**9.2**
9 am to Noon	45	10.8	17	6.9	**62**	**9.4**
Noon to 3 pm	57	13.7	28	11.4	**85**	**12.8**
3 pm to 6 pm	106	25.4	29	11.8	**135**	**20.4**
6 pm to 9 pm	78	18.7	76	31.0	**154**	**23.3**
9 pm to Midnight	50	12.0	51	20.8	**101**	**15.3**
Unknown	1	0.2	2	0.8	**3**	**0.5**
Total	**417**	**100.0**	**245**	**100.0**	**662**	**100.0**
Pedalcyclists Injured						
Midnight to 3 am	*	1.4	*	1.9	**1,000**	**1.5**
3 am to 6 am	1,000	1.6	*	0.9	**1,000**	**1.4**
6 am to 9 am	4,000	11.4	*	1.5	**4,000**	**8.8**
9 am to Noon	5,000	14.1	1,000	7.6	**6,000**	**12.4**
Noon to 3 pm	7,000	18.4	3,000	21.9	**9,000**	**19.3**
3 pm to 6 pm	12,000	32.8	3,000	26.8	**15,000**	**31.2**
6 pm to 9 pm	5,000	15.1	3,000	21.3	**8,000**	**16.7**
9 pm to Midnight	2,000	5.2	2,000	18.2	**4,000**	**8.6**
Total	**35,000**	**100.0**	**13,000**	**100.0**	**48,000**	**100.0**

*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	259	92.8	8	2.9	2	0.7	2	0.7	8	2.9	**279**	**100.0**
Light Truck	213	89.5	14	5.9	4	1.7	1	0.4	6	2.5	**238**	**100.0**
Large Truck	29	45.3	17	26.6	3	4.7	11	17.2	4	6.3	**64**	**100.0**
Bus	2	18.2	2	18.2	2	18.2	2	18.2	3	27.3	**11**	**100.0**
Other/Unknown	25	75.8	1	3.0	0	0.0	0	0.0	7	21.2	**33**	**100.0**
Total	**528**	**84.5**	**42**	**6.7**	**11**	**1.8**	**16**	**2.6**	**28**	**4.5**	**625**	**100.0**
Pedalcyclists Injured												
Passenger Car	20,000	62.5	7,000	23.5	4,000	13.4	*	0.5	*	0.1	**31,000**	**100.0**
Light Truck	10,000	66.5	3,000	20.7	2,000	11.5	*	1.2	*	*	**16,000**	**100.0**
Other	1,000	62.4	*	28.7	*	7.4	*	1.5	*	*	**1,000**	**100.0**
Total	**31,000**	**63.8**	**11,000**	**22.7**	**6,000**	**12.7**	*****	**0.8**	*****	*****	**48,000**	**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	116	17.5
Improper crossing of roadway or intersection	88	13.3
Walking, playing, working, etc., in roadway	68	10.3
Failure to obey (e.g., signs, control devices, officers)	58	8.8
Operating without required equipment	56	8.5
Darting into road	42	6.3
Not visible	41	6.2
Failure to keep in proper lane or running off road	36	5.4
Inattentive (talking, eating, etc.)	31	4.7
Making improper turn	24	3.6
Riding on wrong side of road	17	2.6
Improper lane changing	16	2.4
Failing to have lights on when required	9	1.4
Improper entry to or exit from trafficway	6	0.9
Erratic, reckless, careless, or negligent operation	4	0.6
Other factors	30	4.5
None reported	219	33.1
Unknown	18	2.7
Total Pedalcyclists	**662**	**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 1.5 percent) from 2001 to 2002 for the nation as a whole. Twenty-eight states showed increases, ranging from less than 1 percent to as much as 25 percent.

- The pedestrian fatality rate per 100,000 population was 1.67 for the nation. New Mexico had the highest rate (3.23) and North Dakota had the lowest (0.32).

- About 1.5 percent of all traffic crash fatalities in 2002 were pedalcyclists. Alaska, Maine, and New Hampshire 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
2002 Traffic Fatalities by State and Percent Change from 2001

State	Fatalities			State	Fatalities		
	2001	2002	Percent Change		2001	2002	Percent Change
AL	991	1,033	+4	NE	246	307	+25
AK	89	87	-2	NV	314	381	+21
AZ	1,051	1,117	+6	NH	142	127	-11
AR	611	640	+5	NJ	745	773	+4
CA	3,956	4,078	+3	NM	464	449	-3
CO	741	742	+0	NY	1,564	1,522	-3
CT	318	322	+1	NC	1,530	1,575	+3
DE	136	124	-9	ND	105	97	-8
DC	68	47	-31	OH	1,378	1,418	+3
FL	3,012	3,132	+4	OK	682	734	+8
GA	1,647	1,523	-8	OR	488	436	-11
HI	140	119	-15	PA	1,532	1,614	+5
ID	259	264	+2	RI	81	84	+4
IL	1,414	1,411	-0	SC	1,060	1,053	-1
IN	909	792	-13	SD	171	180	+5
IA	446	404	-9	TN	1,251	1,175	-6
KS	494	512	+4	TX	3,736	3,725	-0
KY	845	915	+8	UT	291	328	+13
LA	952	875	-8	VT	92	78	-15
ME	192	216	+13	VA	935	914	-2
MD	659	659	0	WA	649	659	+2
MA	477	459	-4	WV	376	439	+17
MI	1,328	1,277	-4	WI	763	803	+5
MN	568	657	+16	WY	186	176	-5
MS	784	885	+13	**USA**	**42,196**	**42,815**	**+1**
MO	1,098	1,208	+10				
MT	230	270	+17	PR	495	510	+3

Figure 30
2002 Traffic Fatalities by State and Percent Change from 2001

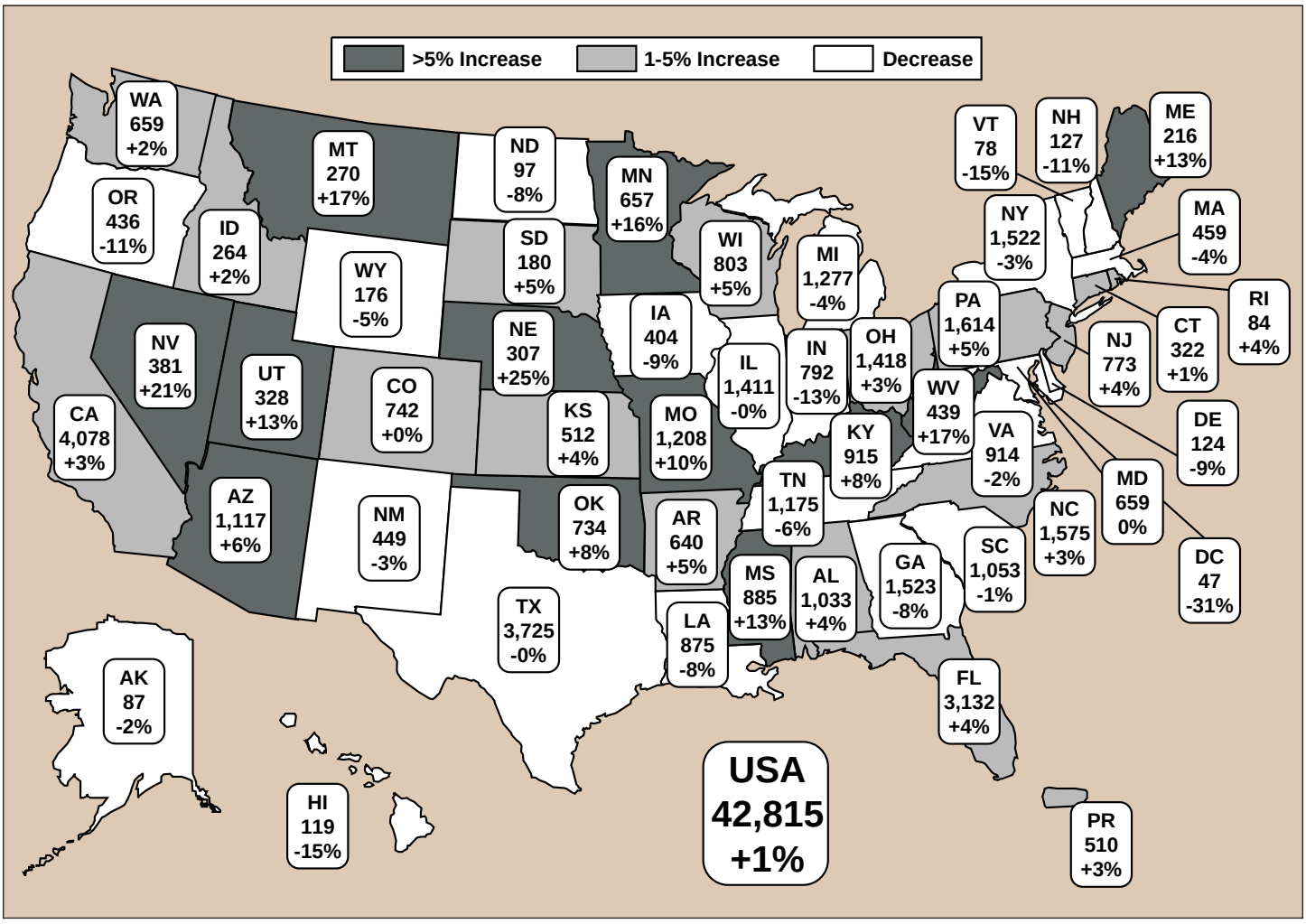


Table 105
Fatal Crashes by State and First Harmful Event

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	362	39.1	60	6.5	382	41.3	20	2.2	96	10.4	6	0.6	**926**	**100.0**
AK	31	40.8	16	21.1	23	30.3	1	1.3	5	6.6	0	0.0	**76**	**100.0**
AZ	374	38.5	160	16.5	174	17.9	16	1.6	209	21.5	18	1.9	**972**	**100.0**
AR	216	38.8	39	7.0	183	32.9	21	3.8	89	16.0	8	1.4	**556**	**100.0**
CA	1,282	35.2	757	20.8	1,078	29.6	103	2.8	389	10.7	34	0.9	**3,643**	**100.0**
CO	214	31.7	75	11.1	225	33.3	22	3.3	133	19.7	7	1.0	**676**	**100.0**
CT	94	31.5	49	16.4	126	42.3	12	4.0	16	5.4	1	0.3	**298**	**100.0**
DE	43	37.7	20	17.5	33	28.9	4	3.5	14	12.3	0	0.0	**114**	**100.0**
DC	22	51.2	7	16.3	12	27.9	2	4.7	0	0.0	0	0.0	**43**	**100.0**
FL	1,249	44.5	580	20.7	634	22.6	66	2.4	231	8.2	47	1.7	**2,807**	**100.0**
GA	593	43.6	163	12.0	419	30.8	31	2.3	134	9.8	19	1.4	**1,361**	**100.0**
HI	40	34.8	37	32.2	25	21.7	2	1.7	6	5.2	5	4.3	**115**	**100.0**
ID	99	43.0	16	7.0	64	27.8	7	3.0	41	17.8	3	1.3	**230**	**100.0**
IL	509	40.3	197	15.6	388	30.7	35	2.8	124	9.8	11	0.9	**1,264**	**100.0**
IN	349	48.9	57	8.0	240	33.6	29	4.1	35	4.9	4	0.6	**714**	**100.0**
IA	180	48.5	23	6.2	76	20.5	10	2.7	79	21.3	3	0.8	**371**	**100.0**
KS	204	45.3	25	5.6	129	28.7	17	3.8	72	16.0	3	0.7	**450**	**100.0**
KY	351	43.3	62	7.7	323	39.9	18	2.2	55	6.8	1	0.1	**810**	**100.0**
LA	312	39.8	106	13.5	264	33.7	26	3.3	68	8.7	6	0.8	**784**	**100.0**
ME	78	41.9	12	6.5	68	36.6	8	4.3	17	9.1	3	1.6	**186**	**100.0**
MD	257	42.7	102	16.9	215	35.7	10	1.7	12	2.0	6	1.0	**602**	**100.0**
MA	145	33.5	62	14.3	192	44.3	11	2.5	20	4.6	3	0.7	**433**	**100.0**
MI	563	48.0	182	15.5	305	26.0	34	2.9	79	6.7	10	0.9	**1,173**	**100.0**
MN	254	43.1	54	9.2	148	25.1	16	2.7	110	18.6	8	1.4	**590**	**100.0**
MS	306	39.8	59	7.7	275	35.8	28	3.6	100	13.0	1	0.1	**769**	**100.0**
MO	416	38.4	96	8.9	384	35.5	36	3.3	135	12.5	15	1.4	**1,082**	**100.0**
MT	64	27.6	15	6.5	68	29.3	7	3.0	72	31.0	6	2.6	**232**	**100.0**
NE	107	39.3	12	4.4	62	22.8	12	4.4	77	28.3	2	0.7	**272**	**100.0**
NV	123	37.3	61	18.5	75	22.7	5	1.5	65	19.7	1	0.3	**330**	**100.0**
NH	48	41.0	6	5.1	48	41.0	2	1.7	13	11.1	0	0.0	**117**	**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	234	33.4	179	25.5	239	34.1	18	2.6	25	3.6	6	0.9	**701**	**100.0**
NM	134	33.7	62	15.6	81	20.4	3	0.8	116	29.1	2	0.5	**398**	**100.0**
NY	519	37.0	358	25.5	437	31.1	26	1.9	49	3.5	15	1.1	**1,404**	**100.0**
NC	566	39.7	187	13.1	547	38.4	28	2.0	89	6.2	9	0.6	**1,426**	**100.0**
ND	40	47.6	3	3.6	15	17.9	1	1.2	24	28.6	1	1.2	**84**	**100.0**
OH	572	44.5	95	7.4	514	40.0	39	3.0	49	3.8	16	1.2	**1,285**	**100.0**
OK	272	42.9	54	8.5	219	34.5	32	5.0	46	7.3	10	1.6	**634**	**100.0**
OR	138	35.6	54	13.9	108	27.8	4	1.0	72	18.6	12	3.1	**388**	**100.0**
PA	560	38.3	162	11.1	617	42.2	43	2.9	60	4.1	19	1.3	**1,462**	**100.0**
RI	29	35.8	10	12.3	35	43.2	1	1.2	6	7.4	0	0.0	**81**	**100.0**
SC	348	36.7	103	10.9	394	41.5	21	2.2	77	8.1	6	0.6	**949**	**100.0**
SD	50	31.4	7	4.4	38	23.9	8	5.0	52	32.7	4	2.5	**159**	**100.0**
TN	409	38.7	68	6.4	437	41.4	30	2.8	105	9.9	7	0.7	**1,056**	**100.0**
TX	1,343	41.3	423	13.0	805	24.7	101	3.1	540	16.6	41	1.3	**3,255**	**100.0**
UT	94	34.3	29	10.6	35	12.8	13	4.7	101	36.9	2	0.7	**274**	**100.0**
VT	32	46.4	5	7.2	23	33.3	1	1.4	8	11.6	0	0.0	**69**	**100.0**
VA	301	36.3	93	11.2	345	41.6	5	0.6	58	7.0	28	3.4	**830**	**100.0**
WA	220	37.5	77	13.1	178	30.4	12	2.0	90	15.4	9	1.5	**586**	**100.0**
WV	139	34.8	28	7.0	163	40.8	4	1.0	61	15.3	5	1.3	**400**	**100.0**
WI	306	42.4	55	7.6	209	29.0	19	2.6	122	16.9	10	1.4	**721**	**100.0**
WY	43	28.5	6	4.0	43	28.5	4	2.6	51	33.8	4	2.6	**151**	**100.0**
USA	**15,234**	**39.8**	**5,168**	**13.5**	**12,120**	**31.6**	**1,024**	**2.7**	**4,297**	**11.2**	**437**	**1.1**	***38,309**	**100.0**
PR	149	30.6	183	37.6	122	25.1	11	2.3	7	1.4	15	3.1	**487**	**100.0**

*Total includes 29 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	86	50	12	195	52	265	266	0	**926**
AK	16	7	3	8	21	14	3	4	**76**
AZ	142	38	36	267	171	182	127	9	**972**
AR	42	31	7	131	110	114	121	0	**556**
CA	239	286	302	1,024	881	537	360	14	**3,643**
CO	94	40	36	192	133	99	82	0	**676**
CT	7	40	17	69	80	39	46	0	**298**
DE	0	5	0	45	13	18	29	4	**114**
DC	0	2	1	6	2	0	32	0	**43**
FL	187	173	55	1,071	426	48	832	15	**2,807**
GA	100	83	7	273	331	263	248	56	**1,361**
HI	1	9	5	37	28	22	10	3	**115**
ID	23	11	3	69	34	50	32	8	**230**
IL	66	105	14	296	222	213	348	0	**1,264**
IN	60	0	0	23	121	170	336	4	**714**
IA	22	10	0	107	66	110	56	0	**371**
KS	20	26	12	124	90	107	71	0	**450**
KY	43	28	6	172	111	291	159	0	**810**
LA	77	30	2	209	116	250	91	9	**784**
ME	14	1	3	32	30	59	39	8	**186**
MD	22	53	39	175	117	108	81	7	**602**
MA	5	47	25	122	105	85	43	1	**433**
MI	41	63	28	266	216	321	201	37	**1,173**
MN	29	33	15	111	159	166	77	0	**590**
MS	85	1	0	2	1	405	269	6	**769**
MO	77	87	50	230	103	261	267	7	**1,082**
MT	48	0	5	58	37	39	45	0	**232**
NE	43	2	5	59	49	44	70	0	**272**
NV	36	21	14	90	92	51	26	0	**330**
NH	10	4	2	33	20	27	21	0	**117**

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	22	57	57	190	98	88	188	1	**701**
NM	94	27	11	54	54	85	59	14	**398**
NY	49	52	120	345	289	252	294	3	**1,404**
NC	64	57	21	207	149	422	505	1	**1,426**
ND	8	0	7	24	10	19	16	0	**84**
OH	46	72	57	183	218	440	256	13	**1,285**
OK	54	42	13	137	120	140	126	2	**634**
OR	25	4	0	139	61	95	64	0	**388**
PA	60	52	29	340	350	293	334	4	**1,462**
RI	1	18	8	25	10	11	8	0	**81**
SC	82	11	4	172	233	370	2	75	**949**
SD	19	1	1	36	29	50	23	0	**159**
TN	84	57	8	227	228	277	175	0	**1,056**
TX	190	283	224	697	415	613	831	2	**3,255**
UT	73	24	2	8	75	4	88	0	**274**
VT	5	0	3	17	16	19	8	1	**69**
VA	54	63	19	175	178	207	124	10	**830**
WA	29	30	20	121	103	145	134	4	**586**
WV	36	12	0	67	96	130	59	0	**400**
WI	21	22	8	169	158	189	154	0	**721**
WY	46	7	1	42	13	29	10	3	**151**
USA	**2,697**	**2,177**	**1,317**	**8,871**	**6,840**	**8,236**	**7,846**	**325**	**38,309**
PR	39	52	10	73	100	140	73	0	**487**

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	112	52	16	211	57	294	291	0	**1,033**
AK	21	8	3	12	22	14	3	4	**87**
AZ	175	40	44	298	201	214	135	10	**1,117**
AR	55	39	8	150	128	129	131	0	**640**
CA	294	317	340	1,142	987	599	384	15	**4,078**
CO	108	48	39	210	144	108	85	0	**742**
CT	7	45	17	76	88	40	49	0	**322**
DE	0	5	0	49	16	19	31	4	**124**
DC	0	2	1	6	2	0	36	0	**47**
FL	239	200	67	1,179	473	50	905	19	**3,132**
GA	130	97	10	317	365	284	257	63	**1,523**
HI	1	9	5	41	28	22	10	3	**119**
ID	26	12	3	81	36	58	40	8	**264**
IL	75	112	17	327	253	231	396	0	**1,411**
IN	78	0	0	29	138	187	356	4	**792**
IA	25	12	0	118	72	112	65	0	**404**
KS	23	28	13	152	101	116	79	0	**512**
KY	59	34	10	189	126	324	173	0	**915**
LA	94	33	2	232	125	277	103	9	**875**
ME	14	3	3	35	33	63	56	9	**216**
MD	23	62	47	184	127	123	86	7	**659**
MA	5	52	25	131	111	89	45	1	**459**
MI	48	67	30	295	237	343	215	42	**1,277**
MN	33	40	16	119	182	186	81	0	**657**
MS	101	1	0	3	1	470	303	6	**885**
MO	91	100	55	268	112	278	297	7	**1,208**
MT	59	0	5	73	43	45	45	0	**270**
NE	56	2	6	68	54	46	75	0	**307**
NV	43	22	17	110	101	59	29	0	**381**
NH	10	5	2	39	22	27	22	0	**127**

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

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	27	68	66	207	107	100	197	1	**773**
NM	118	31	13	58	60	89	65	15	**449**
NY	62	56	130	378	303	274	316	3	**1,522**
NC	75	62	22	232	167	480	536	1	**1,575**
ND	12	0	7	27	10	24	17	0	**97**
OH	53	81	63	202	243	480	279	17	**1,418**
OK	74	44	16	156	142	163	137	2	**734**
OR	26	4	0	167	70	103	66	0	**436**
PA	69	59	30	372	399	312	368	5	**1,614**
RI	1	19	8	27	10	11	8	0	**84**
SC	100	11	5	189	262	403	2	81	**1,053**
SD	20	1	2	41	34	58	24	0	**180**
TN	109	69	10	246	251	294	196	0	**1,175**
TX	236	314	248	806	483	711	922	5	**3,725**
UT	87	26	4	14	93	9	95	0	**328**
VT	5	0	3	19	20	21	9	1	**78**
VA	61	71	24	188	192	233	133	12	**914**
WA	30	39	20	134	119	162	149	6	**659**
WV	39	16	0	74	111	139	60	0	**439**
WI	33	25	8	198	174	206	159	0	**803**
WY	55	9	1	52	13	31	12	3	**176**
USA	**3,297**	**2,452**	**1,481**	**9,931**	**7,648**	**9,110**	**8,533**	**363**	**42,815**
PR	41	56	11	80	105	144	73	0	**510**

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	—	—	—	—	4,487	23.02	**1,033**
AK	—	—	—	—	644	13.51	**87**
AZ	—	—	—	—	5,456	20.47	**1,117**
AR	—	—	—	—	2,710	23.62	**640**
CA	—	—	—	—	35,116	11.61	**4,078**
CO	—	—	—	—	4,507	16.46	**742**
CT	—	—	—	—	3,461	9.31	**322**
DE	—	—	—	—	807	15.36	**124**
DC	—	—	—	—	571	8.23	**47**
FL	—	—	—	—	16,713	18.74	**3,132**
GA	—	—	—	—	8,560	17.79	**1,523**
HI	—	—	—	—	1,245	9.56	**119**
ID	—	—	—	—	1,341	19.68	**264**
IL	—	—	—	—	12,601	11.20	**1,411**
IN	—	—	—	—	6,159	12.86	**792**
IA	—	—	—	—	2,937	13.76	**404**
KS	—	—	—	—	2,716	18.85	**512**
KY	—	—	—	—	4,093	22.36	**915**
LA	—	—	—	—	4,483	19.52	**875**
ME	—	—	—	—	1,294	16.69	**216**
MD	—	—	—	—	5,458	12.07	**659**
MA	—	—	—	—	6,428	7.14	**459**
MI	—	—	—	—	10,050	12.71	**1,277**
MN	—	—	—	—	5,020	13.09	**657**
MS	—	—	—	—	2,872	30.82	**885**
MO	—	—	—	—	5,673	21.30	**1,208**
MT	—	—	—	—	909	29.69	**270**
NE	—	—	—	—	1,729	17.75	**307**
NV	—	—	—	—	2,173	17.53	**381**
NH	—	—	—	—	1,275	9.96	**127**

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

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
NJ	—	—	—	—	8,590	9.00	**773**
NM	—	—	—	—	1,855	24.20	**449**
NY	—	—	—	—	19,158	7.94	**1,522**
NC	—	—	—	—	8,320	18.93	**1,575**
ND	—	—	—	—	634	15.30	**97**
OH	—	—	—	—	11,421	12.42	**1,418**
OK	—	—	—	—	3,494	21.01	**734**
OR	—	—	—	—	3,522	12.38	**436**
PA	—	—	—	—	12,335	13.08	**1,614**
RI	—	—	—	—	1,070	7.85	**84**
SC	—	—	—	—	4,107	25.64	**1,053**
SD	—	—	—	—	761	23.65	**180**
TN	—	—	—	—	5,797	20.27	**1,175**
TX	—	—	—	—	21,780	17.10	**3,725**
UT	—	—	—	—	2,316	14.16	**328**
VT	—	—	—	—	617	12.65	**78**
VA	—	—	—	—	7,294	12.53	**914**
WA	—	—	—	—	6,069	10.86	**659**
WV	—	—	—	—	1,802	24.36	**439**
WI	—	—	—	—	5,441	14.76	**803**
WY	—	—	—	—	499	35.29	**176**
USA	**—**	**—**	**—**	**—**	**288,369**	**14.85**	**42,815**
PR	—	—	—	—	3,859	13.22	**510**

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	696	67.4	266	25.8	60	5.8	5	0.5	6	0.6	**1,033**	**100.0**
AK	53	60.9	19	21.8	14	16.1	0	0.0	1	1.1	**87**	**100.0**
AZ	566	50.7	338	30.3	154	13.8	16	1.4	43	3.8	**1,117**	**100.0**
AR	431	67.3	166	25.9	33	5.2	8	1.3	2	0.3	**640**	**100.0**
CA	2,202	54.0	1,036	25.4	707	17.3	116	2.8	17	0.4	**4,078**	**100.0**
CO	472	63.6	189	25.5	69	9.3	9	1.2	3	0.4	**742**	**100.0**
CT	192	59.6	76	23.6	50	15.5	4	1.2	0	0.0	**322**	**100.0**
DE	72	58.1	32	25.8	16	12.9	4	3.2	0	0.0	**124**	**100.0**
DC	28	59.6	11	23.4	7	14.9	1	2.1	0	0.0	**47**	**100.0**
FL	1,792	57.2	734	23.4	487	15.5	110	3.5	9	0.3	**3,132**	**100.0**
GA	956	62.8	387	25.4	161	10.6	13	0.9	6	0.4	**1,523**	**100.0**
HI	54	45.4	28	23.5	33	27.7	4	3.4	0	0.0	**119**	**100.0**
ID	172	65.2	73	27.7	15	5.7	2	0.8	2	0.8	**264**	**100.0**
IL	861	61.0	338	24.0	186	13.2	22	1.6	4	0.3	**1,411**	**100.0**
IN	546	68.9	182	23.0	53	6.7	9	1.1	2	0.3	**792**	**100.0**
IA	283	70.0	98	24.3	19	4.7	4	1.0	0	0.0	**404**	**100.0**
KS	353	68.9	126	24.6	23	4.5	5	1.0	5	1.0	**512**	**100.0**
KY	630	68.9	221	24.2	55	6.0	9	1.0	0	0.0	**915**	**100.0**
LA	544	62.2	214	24.5	93	10.6	20	2.3	4	0.5	**875**	**100.0**
ME	146	67.6	56	25.9	14	6.5	0	0.0	0	0.0	**216**	**100.0**
MD	407	61.8	143	21.7	104	15.8	5	0.8	0	0.0	**659**	**100.0**
MA	293	63.8	100	21.8	59	12.9	6	1.3	1	0.2	**459**	**100.0**
MI	796	62.3	279	21.8	175	13.7	22	1.7	5	0.4	**1,277**	**100.0**
MN	430	65.4	168	25.6	50	7.6	7	1.1	2	0.3	**657**	**100.0**
MS	590	66.7	235	26.6	55	6.2	5	0.6	0	0.0	**885**	**100.0**
MO	791	65.5	310	25.7	87	7.2	16	1.3	4	0.3	**1,208**	**100.0**
MT	181	67.0	72	26.7	14	5.2	1	0.4	2	0.7	**270**	**100.0**
NE	214	69.7	78	25.4	12	3.9	2	0.7	1	0.3	**307**	**100.0**
NV	205	53.8	114	29.9	52	13.6	6	1.6	4	1.0	**381**	**100.0**
NH	100	78.7	21	16.5	6	4.7	0	0.0	0	0.0	**127**	**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	419	54.2	157	20.3	178	23.0	15	1.9	4	0.5	**773**	**100.0**
NM	247	55.0	139	31.0	60	13.4	3	0.7	0	0.0	**449**	**100.0**
NY	808	53.1	324	21.3	336	22.1	37	2.4	17	1.1	**1,522**	**100.0**
NC	1,017	64.6	358	22.7	176	11.2	17	1.1	7	0.4	**1,575**	**100.0**
ND	68	70.1	26	26.8	2	2.1	1	1.0	0	0.0	**97**	**100.0**
OH	981	69.2	329	23.2	87	6.1	15	1.1	6	0.4	**1,418**	**100.0**
OK	473	64.4	201	27.4	53	7.2	6	0.8	1	0.1	**734**	**100.0**
OR	263	60.3	118	27.1	48	11.0	6	1.4	1	0.2	**436**	**100.0**
PA	1,078	66.8	347	21.5	153	9.5	23	1.4	13	0.8	**1,614**	**100.0**
RI	59	70.2	15	17.9	9	10.7	1	1.2	0	0.0	**84**	**100.0**
SC	695	66.0	244	23.2	98	9.3	12	1.1	4	0.4	**1,053**	**100.0**
SD	119	66.1	48	26.7	8	4.4	1	0.6	4	2.2	**180**	**100.0**
TN	793	67.5	302	25.7	72	6.1	3	0.3	5	0.4	**1,175**	**100.0**
TX	2,274	61.0	985	26.4	397	10.7	50	1.3	19	0.5	**3,725**	**100.0**
UT	181	55.2	117	35.7	25	7.6	5	1.5	0	0.0	**328**	**100.0**
VT	52	66.7	21	26.9	4	5.1	1	1.3	0	0.0	**78**	**100.0**
VA	575	62.9	237	25.9	88	9.6	12	1.3	2	0.2	**914**	**100.0**
WA	419	63.6	155	23.5	69	10.5	11	1.7	5	0.8	**659**	**100.0**
WV	300	68.3	108	24.6	28	6.4	1	0.2	2	0.5	**439**	**100.0**
WI	558	69.5	181	22.5	50	6.2	9	1.1	5	0.6	**803**	**100.0**
WY	114	64.8	49	27.8	4	2.3	2	1.1	7	4.0	**176**	**100.0**
USA	**26,549**	**62.0**	**10,571**	**24.7**	**4,808**	**11.2**	**662**	**1.5**	**225**	**0.5**	**42,815**	**100.0**
PR	234	45.9	86	16.9	172	33.7	15	2.9	3	0.6	**510**	**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	19	20	32	141	113	184	171	129	94	66	64	0	**1,033**
AK	1	0	5	10	6	17	17	11	7	10	3	0	**87**
AZ	16	12	42	136	109	179	177	165	93	82	102	4	**1,117**
AR	14	2	22	91	80	110	100	80	54	45	41	1	**640**
CA	70	66	110	615	420	641	669	555	348	240	343	1	**4,078**
CO	11	14	24	114	88	130	115	97	63	36	49	1	**742**
CT	1	1	5	57	33	50	51	43	20	15	46	0	**322**
DE	4	2	4	16	14	20	23	13	10	8	10	0	**124**
DC	0	0	0	3	7	16	6	7	2	1	4	1	**47**
FL	43	36	71	353	285	490	558	416	282	220	346	32	**3,132**
GA	27	31	38	204	150	256	260	218	116	93	126	4	**1,523**
HI	1	1	5	14	14	16	12	13	15	9	19	0	**119**
ID	6	4	10	32	28	40	49	33	24	15	23	0	**264**
IL	13	20	50	205	168	247	192	164	99	117	135	1	**1,411**
IN	5	13	24	133	83	113	118	110	60	55	74	4	**792**
IA	4	10	13	48	40	60	55	51	51	18	52	2	**404**
KS	9	5	20	98	46	63	75	68	41	35	52	0	**512**
KY	9	7	28	154	78	154	150	118	64	55	96	2	**915**
LA	12	17	29	133	87	162	132	128	68	40	60	7	**875**
ME	3	1	3	38	19	27	36	27	14	18	30	0	**216**
MD	12	12	11	80	72	119	100	80	59	55	57	2	**659**
MA	2	4	3	66	55	80	80	55	29	34	49	2	**459**
MI	21	13	59	191	112	189	204	164	93	84	141	6	**1,277**
MN	12	12	33	96	62	94	93	92	55	34	73	1	**657**
MS	17	16	34	120	70	151	148	119	84	60	62	4	**885**
MO	11	16	44	184	136	185	195	161	96	76	104	0	**1,208**
MT	4	2	8	37	24	38	35	52	27	22	21	0	**270**
NE	3	4	13	55	42	36	37	44	22	29	22	0	**307**
NV	8	3	12	50	29	46	57	67	48	27	33	1	**381**
NH	1	2	0	12	16	25	20	14	14	6	17	0	**127**

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

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
NJ	8	9	25	85	76	104	107	103	54	71	114	17	**773**
NM	9	9	17	76	48	62	80	47	55	24	17	5	**449**
NY	18	20	40	226	145	238	221	190	117	103	186	18	**1,522**
NC	22	25	39	211	153	265	273	211	164	95	116	1	**1,575**
ND	0	0	4	18	7	11	13	13	7	10	14	0	**97**
OH	11	17	46	218	135	219	243	186	115	98	129	1	**1,418**
OK	14	13	29	110	65	117	120	97	56	52	60	1	**734**
OR	4	5	17	63	34	54	45	72	46	38	58	0	**436**
PA	16	17	46	267	175	242	247	194	109	104	188	9	**1,614**
RI	0	1	2	11	11	10	19	8	6	7	9	0	**84**
SC	12	12	33	143	112	207	176	136	76	74	67	5	**1,053**
SD	2	2	12	27	12	28	25	27	16	11	18	0	**180**
TN	14	20	36	199	130	177	186	144	100	63	106	0	**1,175**
TX	76	70	116	568	442	680	596	474	243	240	197	23	**3,725**
UT	7	8	16	60	35	46	38	37	33	25	23	0	**328**
VT	3	0	2	10	12	8	12	9	3	9	10	0	**78**
VA	4	5	30	165	100	143	132	126	85	51	72	1	**914**
WA	11	10	22	104	73	109	103	91	50	41	45	0	**659**
WV	3	5	13	65	59	60	64	55	39	36	39	1	**439**
WI	10	9	24	136	90	107	118	116	66	43	84	0	**803**
WY	4	4	7	29	15	35	23	27	16	9	7	0	**176**
USA	**607**	**607**	**1,328**	**6,277**	**4,415**	**6,860**	**6,776**	**5,657**	**3,508**	**2,809**	**3,813**	**158**	**42,815**
PR	4	3	15	63	57	112	61	48	55	44	34	**14**	**510**

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	552	57.1	335	34.7	20	2.1	43	4.5	0	0.0	15	1.6	1	0.1	**966**	**100.0**
AK	29	40.3	25	34.7	0	0.0	12	16.7	0	0.0	6	8.3	0	0.0	**72**	**100.0**
AZ	445	47.1	336	35.6	15	1.6	94	10.0	0	0.0	11	1.2	43	4.6	**944**	**100.0**
AR	284	47.5	243	40.6	21	3.5	38	6.4	0	0.0	8	1.3	4	0.7	**598**	**100.0**
CA	1,817	56.0	1,022	31.5	57	1.8	323	10.0	4	0.1	17	0.5	2	0.1	**3,242**	**100.0**
CO	305	46.1	271	40.9	8	1.2	73	11.0	0	0.0	5	0.8	0	0.0	**662**	**100.0**
CT	164	61.2	53	19.8	3	1.1	47	17.5	0	0.0	1	0.4	0	0.0	**268**	**100.0**
DE	64	61.5	31	29.8	2	1.9	7	6.7	0	0.0	0	0.0	0	0.0	**104**	**100.0**
DC	26	66.7	5	12.8	0	0.0	7	17.9	0	0.0	1	2.6	0	0.0	**39**	**100.0**
FL	1,323	52.4	820	32.5	45	1.8	319	12.6	1	0.0	18	0.7	0	0.0	**2,526**	**100.0**
GA	708	52.7	492	36.6	29	2.2	85	6.3	3	0.2	19	1.4	8	0.6	**1,344**	**100.0**
HI	37	45.1	18	22.0	1	1.2	24	29.3	0	0.0	2	2.4	0	0.0	**82**	**100.0**
ID	105	42.5	114	46.2	6	2.4	12	4.9	0	0.0	10	4.0	0	0.0	**247**	**100.0**
IL	732	61.1	335	27.9	20	1.7	100	8.3	0	0.0	11	0.9	1	0.1	**1,199**	**100.0**
IN	425	58.2	198	27.1	17	2.3	88	12.1	0	0.0	1	0.1	1	0.1	**730**	**100.0**
IA	206	54.1	114	29.9	13	3.4	41	10.8	1	0.3	6	1.6	0	0.0	**381**	**100.0**
KS	257	53.3	176	36.5	10	2.1	32	6.6	1	0.2	4	0.8	2	0.4	**482**	**100.0**
KY	455	53.5	306	36.0	18	2.1	45	5.3	0	0.0	25	2.9	2	0.2	**851**	**100.0**
LA	375	49.3	297	39.1	15	2.0	66	8.7	0	0.0	7	0.9	0	0.0	**760**	**100.0**
ME	118	58.4	64	31.7	2	1.0	13	6.4	0	0.0	5	2.5	0	0.0	**202**	**100.0**
MD	358	65.1	132	24.0	5	0.9	50	9.1	0	0.0	3	0.5	2	0.4	**550**	**100.0**
MA	244	62.1	87	22.1	1	0.3	58	14.8	0	0.0	1	0.3	2	0.5	**393**	**100.0**
MI	634	58.9	327	30.4	8	0.7	87	8.1	0	0.0	21	1.9	0	0.0	**1,077**	**100.0**
MN	341	56.8	196	32.7	9	1.5	47	7.8	0	0.0	7	1.2	0	0.0	**600**	**100.0**
MS	503	61.0	277	33.6	13	1.6	26	3.2	0	0.0	6	0.7	0	0.0	**825**	**100.0**
MO	584	52.9	411	37.3	24	2.2	60	5.4	0	0.0	23	2.1	1	0.1	**1,103**	**100.0**
MT	88	34.5	136	53.3	5	2.0	24	9.4	0	0.0	2	0.8	0	0.0	**255**	**100.0**
NE	151	51.5	105	35.8	14	4.8	15	5.1	0	0.0	8	2.7	0	0.0	**293**	**100.0**
NV	155	48.6	122	38.2	2	0.6	35	11.0	0	0.0	4	1.3	1	0.3	**319**	**100.0**
NH	70	57.9	35	28.9	2	1.7	12	9.9	0	0.0	1	0.8	1	0.8	**121**	**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	315	54.5	87	15.1	7	1.2	41	7.1	0	0.0	7	1.2	121	20.9	**578**	**100.0**
NM	155	40.2	168	43.5	17	4.4	32	8.3	5	1.3	7	1.8	2	0.5	**386**	**100.0**
NY	706	61.7	257	22.5	13	1.1	141	12.3	6	0.5	11	1.0	10	0.9	**1,144**	**100.0**
NC	800	58.1	413	30.0	33	2.4	123	8.9	1	0.1	6	0.4	0	0.0	**1,376**	**100.0**
ND	42	44.7	45	47.9	4	4.3	1	1.1	0	0.0	1	1.1	1	1.1	**94**	**100.0**
OH	805	61.3	335	25.5	21	1.6	133	10.1	0	0.0	18	1.4	2	0.2	**1,314**	**100.0**
OK	341	50.6	259	38.4	24	3.6	38	5.6	0	0.0	12	1.8	0	0.0	**674**	**100.0**
OR	195	51.2	147	38.6	4	1.0	26	6.8	0	0.0	4	1.0	5	1.3	**381**	**100.0**
PA	921	64.5	330	23.1	20	1.4	134	9.4	2	0.1	18	1.3	2	0.1	**1,427**	**100.0**
RI	55	74.3	9	12.2	0	0.0	9	12.2	0	0.0	1	1.4	0	0.0	**74**	**100.0**
SC	530	56.2	305	32.3	10	1.1	89	9.4	0	0.0	9	1.0	0	0.0	**943**	**100.0**
SD	76	44.4	69	40.4	6	3.5	19	11.1	0	0.0	1	0.6	0	0.0	**171**	**100.0**
TN	631	57.5	353	32.2	22	2.0	74	6.7	0	0.0	17	1.5	0	0.0	**1,097**	**100.0**
TX	1,609	49.3	1,317	40.4	57	1.7	247	7.6	10	0.3	21	0.6	2	0.1	**3,263**	**100.0**
UT	123	41.3	135	45.3	10	3.4	18	6.0	6	2.0	6	2.0	0	0.0	**298**	**100.0**
VT	42	57.5	24	32.9	1	1.4	5	6.8	0	0.0	1	1.4	0	0.0	**73**	**100.0**
VA	481	59.1	240	29.5	17	2.1	54	6.6	0	0.0	2	0.2	20	2.5	**814**	**100.0**
WA	324	56.3	179	31.1	10	1.7	54	9.4	0	0.0	9	1.6	0	0.0	**576**	**100.0**
WV	235	57.3	120	29.3	10	2.4	29	7.1	0	0.0	16	3.9	0	0.0	**410**	**100.0**
WI	412	55.7	227	30.7	7	0.9	82	11.1	5	0.7	4	0.5	3	0.4	**740**	**100.0**
WY	63	38.4	80	48.8	6	3.7	12	7.3	0	0.0	3	1.8	0	0.0	**164**	**100.0**
USA	**20,416**	**54.8**	**12,182**	**32.7**	**684**	**1.8**	**3,244**	**8.7**	**45**	**0.1**	**422**	**1.1**	**239**	**0.6**	**37,232**	**100.0**
PR	197	61.6	55	17.2	7	2.2	60	18.8	0	0.0	0	0.0	1	0.3	**320**	**100.0**

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

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	343	38.7	507	57.2	37	4.2	**887**	**100.0**
AK	27	50.0	24	44.4	3	5.6	**54**	**100.0**
AZ	252	32.3	425	54.4	104	13.3	**781**	**100.0**
AR	147	27.9	341	64.7	39	7.4	**527**	**100.0**
CA	1,333	47.0	1,070	37.7	436	15.4	**2,839**	**100.0**
CO	193	33.5	381	66.1	2	0.3	**576**	**100.0**
CT	78	35.9	107	49.3	32	14.7	**217**	**100.0**
DE	32	33.7	60	63.2	3	3.2	**95**	**100.0**
DC	13	41.9	9	29.0	9	29.0	**31**	**100.0**
FL	781	36.4	1,336	62.3	26	1.2	**2,143**	**100.0**
GA	467	38.9	596	49.7	137	11.4	**1,200**	**100.0**
HI	22	40.0	28	50.9	5	9.1	**55**	**100.0**
ID	80	36.5	131	59.8	8	3.7	**219**	**100.0**
IL	325	30.5	561	52.6	181	17.0	**1,067**	**100.0**
IN	254	40.8	302	48.5	67	10.8	**623**	**100.0**
IA	119	37.2	156	48.8	45	14.1	**320**	**100.0**
KS	115	26.6	263	60.7	55	12.7	**433**	**100.0**
KY	274	36.0	484	63.6	3	0.4	**761**	**100.0**
LA	202	30.1	397	59.1	73	10.9	**672**	**100.0**
ME	72	39.6	72	39.6	38	20.9	**182**	**100.0**
MD	274	55.9	188	38.4	28	5.7	**490**	**100.0**
MA	80	24.2	189	57.1	62	18.7	**331**	**100.0**
MI	499	51.9	347	36.1	115	12.0	**961**	**100.0**
MN	212	39.5	300	55.9	25	4.7	**537**	**100.0**
MS	204	26.2	547	70.1	29	3.7	**780**	**100.0**
MO	265	26.6	649	65.2	81	8.1	**995**	**100.0**
MT	57	25.4	159	71.0	8	3.6	**224**	**100.0**
NE	64	25.0	162	63.3	30	11.7	**256**	**100.0**
NV	105	37.9	163	58.8	9	3.2	**277**	**100.0**
NH	38	36.2	63	60.0	4	3.8	**105**	**100.0**

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

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	176	43.8	201	50.0	25	6.2	**402**	**100.0**
NM	116	35.9	192	59.4	15	4.6	**323**	**100.0**
NY	430	44.7	440	45.7	93	9.7	**963**	**100.0**
NC	527	43.4	595	49.1	91	7.5	**1,213**	**100.0**
ND	21	24.1	64	73.6	2	2.3	**87**	**100.0**
OH	433	38.0	682	59.8	25	2.2	**1,140**	**100.0**
OK	239	39.8	358	59.7	3	0.5	**600**	**100.0**
OR	185	54.1	132	38.6	25	7.3	**342**	**100.0**
PA	355	28.4	708	56.6	188	15.0	**1,251**	**100.0**
RI	16	25.0	47	73.4	1	1.6	**64**	**100.0**
SC	270	32.3	528	63.2	37	4.4	**835**	**100.0**
SD	35	24.1	98	67.6	12	8.3	**145**	**100.0**
TN	314	31.9	612	62.2	58	5.9	**984**	**100.0**
TX	1,416	48.4	1,420	48.5	90	3.1	**2,926**	**100.0**
UT	104	40.3	148	57.4	6	2.3	**258**	**100.0**
VT	26	39.4	36	54.5	4	6.1	**66**	**100.0**
VA	233	32.3	439	60.9	49	6.8	**721**	**100.0**
WA	233	46.3	241	47.9	29	5.8	**503**	**100.0**
WV	115	32.4	224	63.1	16	4.5	**355**	**100.0**
WI	214	33.5	375	58.7	50	7.8	**639**	**100.0**
WY	47	32.9	94	65.7	2	1.4	**143**	**100.0**
USA	**12,432**	**38.1**	**17,651**	**54.1**	**2,515**	**7.7**	**32,598**	**100.0**
PR	91	36.1	161	63.9	0	0.0	**252**	**100.0**

Table 113
2002 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	New Mexico	60	1,855	3.23
2	Florida	487	16,713	2.91
3	Arizona	154	5,456	2.82
4	Hawaii	33	1,245	2.65
5	Nevada	52	2,173	2.39
6	South Carolina	98	4,107	2.39
7	Alaska	14	644	2.17
8	North Carolina	176	8,320	2.12
9	Louisiana	93	4,483	2.07
10	New Jersey	178	8,590	2.07
11	California	707	35,116	2.01
12	Delaware	16	807	1.98
13	Mississippi	55	2,872	1.92
14	Maryland	104	5,458	1.91
15	Georgia	161	8,560	1.88
16	Texas	397	21,780	1.82
17	New York	336	19,158	1.75
18	Michigan	175	10,050	1.74
19	West Virginia	28	1,802	1.55
20	Montana	14	909	1.54
21	Missouri	87	5,673	1.53
22	Colorado	69	4,507	1.53
23	Oklahoma	53	3,494	1.52
24	Illinois	186	12,601	1.48
25	Connecticut	50	3,461	1.44
26	Oregon	48	3,522	1.36
27	Kentucky	55	4,093	1.34
28	Alabama	60	4,487	1.34

Table 113
2002 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
29	Tennessee	72	5,797	1.24
30	Pennsylvania	153	12,335	1.24
31	District of Columbia	7	571	1.23
32	Arkansas	33	2,710	1.22
33	Virginia	88	7,294	1.21
34	Washington	69	6,069	1.14
35	Idaho	15	1,341	1.12
36	Maine	14	1,294	1.08
37	Utah	25	2,316	1.08
38	South Dakota	8	761	1.05
39	Minnesota	50	5,020	1.00
40	Wisconsin	50	5,441	0.92
41	Massachusetts	59	6,428	0.92
42	Indiana	53	6,159	0.86
43	Kansas	23	2,716	0.85
44	Rhode Island	9	1,070	0.84
45	Wyoming	4	499	0.80
46	Ohio	87	11,421	0.76
47	Nebraska	12	1,729	0.69
48	Vermont	4	617	0.65
49	Iowa	19	2,937	0.65
50	New Hampshire	6	1,275	0.47
51	North Dakota	2	634	0.32
	USA	**4,808**	**288,369**	**1.67**
	Puerto Rico	172	3,859	4.46

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	620	60	43	4	370	36	413	40	**1,033**	**100**
AK	52	59	2	2	34	39	35	41	**87**	**100**
AZ	640	57	58	5	420	38	477	43	**1,117**	**100**
AR	398	62	35	5	207	32	242	38	**640**	**100**
CA	2,466	60	300	7	1,312	32	1,612	40	**4,078**	**100**
CO	435	59	39	5	268	36	307	41	**742**	**100**
CT	182	57	17	5	123	38	140	43	**322**	**100**
DE	73	59	8	6	43	34	51	41	**124**	**100**
DC	22	48	3	5	22	47	25	52	**47**	**100**
FL	1,856	59	177	6	1,099	35	1,276	41	**3,132**	**100**
GA	994	65	90	6	439	29	529	35	**1,523**	**100**
HI	69	58	10	8	41	34	50	42	**119**	**100**
ID	173	66	17	7	74	28	91	34	**264**	**100**
IL	763	54	97	7	552	39	648	46	**1,411**	**100**
IN	523	66	46	6	223	28	269	34	**792**	**100**
IA	273	68	24	6	107	27	131	32	**404**	**100**
KS	283	55	23	5	205	40	229	45	**512**	**100**
KY	614	67	39	4	263	29	301	33	**915**	**100**
LA	462	53	62	7	351	40	413	47	**875**	**100**
ME	165	76	4	2	47	22	51	24	**216**	**100**
MD	394	60	49	7	216	33	265	40	**659**	**100**
MA	238	52	30	6	192	42	221	48	**459**	**100**
MI	787	62	68	5	422	33	490	38	**1,277**	**100**
MN	402	61	46	7	209	32	255	39	**657**	**100**
MS	553	62	41	5	292	33	332	38	**885**	**100**
MO	683	57	68	6	457	38	525	43	**1,208**	**100**
MT	143	53	21	8	106	39	127	47	**270**	**100**
NE	190	62	21	7	97	31	117	38	**307**	**100**
NV	210	55	23	6	148	39	171	45	**381**	**100**
NH	76	60	5	4	46	36	51	40	**127**	**100**

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

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = 0.00		BAC = 0.01-0.07		BAC = 0.08+					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	474	61	45	6	254	33	299	39	**773**	**100**
NM	234	52	27	6	189	42	215	48	**449**	**100**
NY	1,044	69	77	5	400	26	478	31	**1,522**	**100**
NC	974	62	67	4	533	34	601	38	**1,575**	**100**
ND	49	50	8	8	40	41	48	50	**97**	**100**
OH	856	60	66	5	496	35	562	40	**1,418**	**100**
OK	485	66	35	5	215	29	249	34	**734**	**100**
OR	257	59	26	6	153	35	179	41	**436**	**100**
PA	958	59	88	5	568	35	656	41	**1,614**	**100**
RI	38	45	8	9	38	45	46	55	**84**	**100**
SC	502	48	64	6	487	46	551	52	**1,053**	**100**
SD	88	49	13	7	80	44	92	51	**180**	**100**
TN	704	60	61	5	410	35	471	40	**1,175**	**100**
TX	1,980	53	194	5	1,551	42	1,745	47	**3,725**	**100**
UT	255	78	7	2	67	20	73	22	**328**	**100**
VT	51	65	5	6	22	28	27	35	**78**	**100**
VA	544	59	48	5	323	35	371	41	**914**	**100**
WA	361	55	32	5	265	40	298	45	**659**	**100**
WV	259	59	20	5	160	36	180	41	**439**	**100**
WI	440	55	39	5	325	40	364	45	**803**	**100**
WY	107	61	7	4	62	35	70	39	**176**	**100**
USA	**25,396**	**59**	**2,401**	**6**	**15,019**	**35**	**17,419**	**41**	**42,815**	**100**
PR	270	53	42	8	199	39	241	47	**510**	**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	990	73	41	3	318	24	359	27	**1,349**	**100**
AK	80	72	3	3	28	25	31	28	**111**	**100**
AZ	1,068	74	56	4	313	22	369	26	**1,437**	**100**
AR	612	75	31	4	169	21	200	25	**812**	**100**
CA	4,239	77	269	5	995	18	1,264	23	**5,503**	**100**
CO	708	73	37	4	226	23	263	27	**971**	**100**
CT	286	70	20	5	105	25	125	30	**411**	**100**
DE	133	77	6	4	34	20	40	23	**173**	**100**
DC	49	68	3	5	19	27	23	32	**72**	**100**
FL	3,431	78	166	4	816	18	982	22	**4,413**	**100**
GA	1,752	81	82	4	341	16	423	19	**2,175**	**100**
HI	121	72	10	6	37	22	47	28	**168**	**100**
ID	276	79	18	5	56	16	74	21	**350**	**100**
IL	1,369	71	97	5	454	24	550	29	**1,919**	**100**
IN	908	79	44	4	199	17	243	21	**1,151**	**100**
IA	475	80	20	3	101	17	121	20	**596**	**100**
KS	472	70	26	4	178	26	204	30	**676**	**100**
KY	968	79	37	3	218	18	255	21	**1,223**	**100**
LA	815	70	60	5	294	25	354	30	**1,169**	**100**
ME	228	84	4	2	39	14	43	16	**271**	**100**
MD	731	76	52	5	175	18	227	24	**958**	**100**
MA	413	66	35	6	176	28	211	34	**624**	**100**
MI	1,445	78	64	3	340	18	404	22	**1,849**	**100**
MN	670	75	37	4	182	20	219	25	**889**	**100**
MS	818	74	39	3	250	23	288	26	**1,106**	**100**
MO	1,176	72	68	4	396	24	464	28	**1,640**	**100**
MT	193	63	24	8	87	28	111	37	**304**	**100**
NE	308	75	20	5	83	20	103	25	**411**	**100**
NV	382	75	23	5	108	21	131	25	**513**	**100**
NH	135	74	8	4	41	22	49	26	**184**	**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	773	76	44	4	205	20	249	24	**1,022**	**100**
NM	404	71	26	5	141	25	167	29	**571**	**100**
NY	1,683	82	63	3	305	15	368	18	**2,051**	**100**
NC	1,661	78	62	3	414	19	476	22	**2,137**	**100**
ND	83	66	6	5	36	29	42	34	**125**	**100**
OH	1,480	74	71	4	440	22	511	26	**1,991**	**100**
OK	758	78	32	3	183	19	215	22	**973**	**100**
OR	412	74	21	4	122	22	144	26	**556**	**100**
PA	1,610	73	82	4	499	23	580	27	**2,190**	**100**
RI	73	62	8	6	38	32	45	38	**118**	**100**
SC	896	65	62	5	414	30	476	35	**1,372**	**100**
SD	136	63	12	5	67	31	79	37	**214**	**100**
TN	1,143	74	58	4	351	23	410	26	**1,553**	**100**
TX	3,494	70	216	4	1,304	26	1,520	30	**5,014**	**100**
UT	330	84	7	2	58	15	64	16	**394**	**100**
VT	82	76	5	5	21	20	26	24	**108**	**100**
VA	896	74	44	4	271	22	315	26	**1,211**	**100**
WA	614	71	34	4	216	25	250	29	**864**	**100**
WV	415	72	16	3	145	25	161	28	**576**	**100**
WI	804	71	42	4	288	25	330	29	**1,134**	**100**
WY	144	72	6	3	51	25	57	28	**201**	**100**
USA	**43,141**	**75**	**2,317**	**4**	**12,344**	**21**	**14,662**	**25**	**57,803**	**100**
PR	468	71	47	7	142	22	189	29	**656**	**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	444	64	19	3	233	33	252	36	**696**	**100**
AK	29	55	1	3	22	42	24	45	**53**	**100**
AZ	352	62	25	4	189	33	214	38	**566**	**100**
AR	280	65	15	4	136	32	151	35	**431**	**100**
CA	1,453	66	138	6	611	28	749	34	**2,202**	**100**
CO	297	63	18	4	157	33	175	37	**472**	**100**
CT	111	58	12	6	69	36	81	42	**192**	**100**
DE	48	66	3	4	21	30	24	34	**72**	**100**
DC	15	54	2	6	11	39	13	46	**28**	**100**
FL	1,177	66	76	4	539	30	615	34	**1,792**	**100**
GA	669	70	51	5	237	25	288	30	**956**	**100**
HI	30	56	4	7	20	37	24	44	**54**	**100**
ID	113	66	13	8	46	27	59	34	**172**	**100**
IL	487	57	51	6	323	37	374	43	**861**	**100**
IN	375	69	27	5	145	26	171	31	**546**	**100**
IA	205	72	10	3	68	24	78	28	**283**	**100**
KS	220	62	14	4	119	34	133	38	**353**	**100**
KY	440	70	23	4	166	26	190	30	**630**	**100**
LA	313	57	33	6	199	37	231	43	**544**	**100**
ME	110	75	3	2	33	22	36	25	**146**	**100**
MD	255	63	32	8	120	30	152	37	**407**	**100**
MA	168	57	19	6	106	36	125	43	**293**	**100**
MI	542	68	33	4	221	28	254	32	**796**	**100**
MN	273	63	22	5	135	31	157	37	**430**	**100**
MS	377	64	27	5	186	32	213	36	**590**	**100**
MO	499	63	35	4	257	33	292	37	**791**	**100**
MT	100	55	12	7	69	38	81	45	**181**	**100**
NE	142	66	10	4	63	29	72	34	**214**	**100**
NV	136	66	8	4	61	30	69	34	**205**	**100**
NH	62	62	5	5	33	33	38	38	**100**	**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	280	67	22	5	117	28	139	33	**419**	**100**
NM	142	58	16	6	89	36	105	42	**247**	**100**
NY	575	71	36	4	197	24	233	29	**808**	**100**
NC	681	67	38	4	298	29	336	33	**1,017**	**100**
ND	36	53	4	6	28	41	32	48	**68**	**100**
OH	610	62	44	4	328	33	371	38	**981**	**100**
OK	327	69	19	4	127	27	147	31	**473**	**100**
OR	155	59	14	5	95	36	109	41	**263**	**100**
PA	648	60	45	4	384	36	430	40	**1,078**	**100**
RI	29	49	5	8	25	42	30	51	**59**	**100**
SC	360	52	37	5	298	43	335	48	**695**	**100**
SD	60	51	9	8	50	42	59	49	**119**	**100**
TN	503	63	29	4	261	33	290	37	**793**	**100**
TX	1,335	59	109	5	830	36	939	41	**2,274**	**100**
UT	144	79	5	3	33	18	38	21	**181**	**100**
VT	34	65	4	8	14	27	18	35	**52**	**100**
VA	368	64	24	4	183	32	207	36	**575**	**100**
WA	243	58	16	4	160	38	176	42	**419**	**100**
WV	183	61	10	3	106	35	117	39	**300**	**100**
WI	317	57	23	4	218	39	242	43	**558**	**100**
WY	69	60	3	3	42	37	45	40	**114**	**100**
USA	**16,820**	**63**	**1,255**	**5**	**8,474**	**32**	**9,729**	**37**	**26,549**	**100**
PR	132	56	21	9	81	34	102	44	**234**	**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	546	84	22	3	85	13	107	16	**653**	**100**
AK	51	87	2	3	6	10	7	13	**58**	**100**
AZ	716	82	31	4	125	14	155	18	**871**	**100**
AR	332	87	15	4	33	9	49	13	**381**	**100**
CA	2,786	84	131	4	384	12	515	16	**3,301**	**100**
CO	411	82	19	4	70	14	89	18	**499**	**100**
CT	175	80	8	4	36	16	44	20	**219**	**100**
DE	85	84	3	3	13	13	16	16	**101**	**100**
DC	34	78	2	3	8	19	10	23	**44**	**100**
FL	2,254	86	90	3	277	11	367	14	**2,621**	**100**
GA	1,083	89	32	3	104	9	136	11	**1,219**	**100**
HI	91	80	6	5	17	15	23	20	**114**	**100**
ID	162	91	5	3	11	6	16	9	**178**	**100**
IL	882	83	45	4	131	12	176	17	**1,058**	**100**
IN	534	88	17	3	54	9	72	12	**605**	**100**
IA	270	86	10	3	32	10	43	14	**313**	**100**
KS	252	78	12	4	59	18	71	22	**323**	**100**
KY	528	89	14	2	51	9	65	11	**593**	**100**
LA	502	80	27	4	96	15	123	20	**625**	**100**
ME	118	94	1	1	6	5	7	6	**125**	**100**
MD	476	86	20	4	55	10	75	14	**551**	**100**
MA	245	74	16	5	70	21	86	26	**331**	**100**
MI	903	86	31	3	119	11	150	14	**1,053**	**100**
MN	397	87	15	3	47	10	62	13	**459**	**100**
MS	441	86	11	2	64	12	75	14	**516**	**100**
MO	678	80	33	4	138	16	172	20	**849**	**100**
MT	93	76	12	10	18	14	30	24	**123**	**100**
NE	166	84	10	5	20	10	31	16	**197**	**100**
NV	246	80	16	5	46	15	62	20	**308**	**100**
NH	74	88	2	3	8	9	10	12	**84**	**100**

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

State	Blood Alcohol Concentration of Driver								Total Surviving Drivers in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.07)		High Alcohol (BAC = 0.08+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	493	82	23	4	87	14	110	18	**603**	**100**
NM	262	81	10	3	53	16	62	19	**324**	**100**
NY	1,107	89	27	2	108	9	136	11	**1,243**	**100**
NC	980	87	24	2	116	10	140	13	**1,120**	**100**
ND	47	83	2	3	8	14	10	17	**57**	**100**
OH	870	86	27	3	113	11	140	14	**1,010**	**100**
OK	432	86	12	2	56	11	69	14	**500**	**100**
OR	258	88	8	3	28	9	35	12	**293**	**100**
PA	961	86	36	3	114	10	151	14	**1,112**	**100**
RI	44	74	3	4	13	21	15	26	**59**	**100**
SC	536	79	25	4	116	17	141	21	**677**	**100**
SD	75	79	2	2	17	18	20	21	**95**	**100**
TN	640	84	29	4	90	12	120	16	**760**	**100**
TX	2,159	79	107	4	474	17	581	21	**2,740**	**100**
UT	186	87	2	1	25	12	27	13	**213**	**100**
VT	48	85	1	2	7	13	8	15	**56**	**100**
VA	528	83	20	3	88	14	108	17	**636**	**100**
WA	371	83	17	4	56	13	74	17	**445**	**100**
WV	232	84	6	2	39	14	44	16	**276**	**100**
WI	487	85	19	3	70	12	89	15	**576**	**100**
WY	75	86	3	3	9	10	12	14	**87**	**100**
USA	**26,321**	**84**	**1,062**	**3**	**3,871**	**12**	**4,933**	**16**	**31,254**	**100**
PR	335	79	26	6	61	14	87	21	**422**	**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	1,033	411	40	2	104	8	138	24	51	27
AK	87	33	10	4	4	0	9	1	2	2
AZ	1,117	436	55	7	71	19	74	44	44	40
AR	640	125	9	1	64	1	16	12	11	9
CA	4,078	1,468	228	15	389	46	123	113	168	155
CO	742	319	30	24	43	17	39	31	40	46
CT	322	154	9	19	5	6	7	16	21	68
DE	124	40	1	0	4	17	2	1	0	8
DC	47	17	0	0	0	0	0	0	3	14
FL	3,132	558	55	20	92	16	137	26	69	81
GA	1,523	313	13	5	96	5	58	16	78	20
HI	119	41	1	5	2	0	6	2	10	13
ID	264	88	10	0	17	9	8	0	14	3
IL	1,411	530	29	58	205	6	42	47	82	61
IN	792	185	12	8	69	5	21	21	22	24
IA	404	49	2	2	27	2	2	1	4	8
KS	512	300	24	0	93	8	10	13	9	36
KY	915	179	26	3	98	3	16	1	19	8
LA	875	107	5	2	47	3	13	6	16	4
ME	216	83	4	3	1	7	23	4	16	6
MD	659	213	11	17	19	30	12	30	35	52
MA	459	176	16	2	4	10	11	21	32	71
MI	1,277	287	27	3	161	7	20	9	20	18
MN	657	179	18	13	92	7	3	10	2	21
MS	885	232	31	1	82	8	40	15	20	13
MO	1,208	509	57	8	171	5	49	17	66	31
MT	270	102	16	1	2	2	4	1	8	5
NE	307	44	10	4	7	14	0	0	4	3
NV	381	148	26	4	29	3	25	2	18	19
NH	127	38	1	2	3	6	1	5	11	8

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	773	49	3	2	2	5	1	9	3	19
NM	449	177	33	10	25	12	11	8	15	19
NY	1,522	486	13	32	185	15	26	39	14	85
NC	1,575	601	38	7	351	4	115	2	65	7
ND	97	33	4	0	17	0	1	0	0	5
OH	1,418	245	14	9	112	3	20	4	38	37
OK	734	306	48	3	41	8	73	9	13	12
OR	436	135	5	3	67	0	12	10	10	13
PA	1,614	729	40	19	151	17	150	109	132	66
RI	84	46	4	10	1	4	1	3	7	16
SC	1,053	495	51	0	142	11	121	19	46	37
SD	180	78	9	0	27	2	5	3	8	6
TN	1,175	293	16	12	61	9	69	32	25	54
TX	3,725	1,546	153	69	278	56	132	98	120	153
UT	328	100	28	0	13	5	3	9	7	13
VT	78	36	2	0	0	27	0	2	3	0
VA	914	251	36	14	101	6	43	4	27	14
WA	659	260	25	0	25	65	15	11	53	39
WV	439	136	7	0	58	3	25	16	10	12
WI	803	276	20	1	167	0	20	7	21	30
WY	176	71	25	0	7	2	3	0	0	1
USA	**42,815**	***13,713**	**1,350**	**424**	**3,832**	**524**	**1,755**	**883**	**1,512**	**1,512**
PR	510	253	19	37	2	7	31	29	90	37

*Of the total number of speeding-related fatalities in 2002, 6,129 occurred on roads with posted speed limits between 55 and 65 mph, and 910 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	**684**
AK	2.38	43.2	16.93	27.0	48.11	48.6	58.63	48.6	**37**
AZ	4.39	36.5	16.28	30.5	47.41	94.4	63.67	94.4	**482**
AR	6.41	16.7	12.96	8.5	NA	NA	NA	NA	**424**
CA	16.20	99.7	5.50	99.9	NA	NA	NA	NA	**1,464**
CO	7.41	22.3	12.96	14.0	37.58	56.0	52.25	58.0	**386**
CT	1.28	34.1	6.97	18.2	41.68	58.0	48.76	58.0	**88**
DE	5.04	1.4	7.85	0.0	29.88	26.8	41.88	28.2	**71**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**0**
FL	5.62	21.4	8.68	14.3	20.00	99.9	36.00	99.9	**1,232**
GA	2.98	7.8	9.53	6.9	39.12	35.1	50.24	36.1	**798**
HI	3.53	18.9	9.60	18.9	30.67	83.8	42.67	83.8	**37**
ID	5.15	7.6	13.23	3.3	NA	NA	NA	NA	**184**
IL	4.73	14.1	23.33	99.4	NA	NA	NA	NA	**495**
IN	NA	NA	NA	NA	NA	NA	NA	NA	**570**
IA	6.57	18.6	11.92	13.3	35.24	31.2	51.11	35.1	**285**
KS	6.90	26.0	11.41	23.7	40.73	56.2	51.39	59.5	**338**
KY	5.78	10.1	11.50	7.3	36.98	41.1	51.92	43.2	**613**
LA	7.36	13.4	12.00	7.4	38.26	32.5	55.08	33.8	**529**
ME	7.00	4.2	9.16	1.8	40.74	35.3	54.54	35.9	**167**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**244**
MA	1.46	84.7	8.00	83.5	31.63	90.6	41.88	90.6	**85**
MI	3.57	26.9	9.57	23.7	NA	NA	NA	NA	**659**
MN	3.53	23.2	12.36	23.5	33.86	51.6	49.26	53.3	**426**
MS	13.88	40.9	15.09	40.7	17.14	38.1	45.45	38.1	**761**
MO	9.02	36.9	13.53	28.9	33.14	62.2	55.14	63.5	**762**
MT	10.02	12.6	15.07	3.3	40.03	43.5	57.64	47.2	**214**
NE	6.51	29.9	10.16	24.0	28.19	52.0	44.36	52.9	**221**
NV	9.88	40.1	18.08	29.6	44.43	60.6	62.73	64.1	**142**
NH	2.94	6.0	9.48	2.4	26.70	11.9	39.11	13.1	**84**

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

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	NA	NA	NA	NA	NA	NA	NA	NA	**166**
NM	10.00	99.6	NA	NA	NA	NA	NA	NA	**268**
NY	3.59	22.1	8.60	14.7	38.31	47.4	49.04	48.9	**614**
NC	5.87	28.4	10.64	27.8	39.96	47.5	53.70	49.1	**1,027**
ND	14.23	16.4	15.93	6.8	43.89	35.6	59.85	46.6	**73**
OH	6.94	45.0	10.80	46.1	37.78	68.3	52.77	69.2	**837**
OK	9.27	50.8	10.45	26.7	40.06	53.2	53.07	54.7	**457**
OR	4.68	10.9	11.94	2.6	44.37	38.4	56.22	41.4	**302**
PA	6.29	54.9	10.21	42.2	38.11	68.6	49.88	70.8	**893**
RI	0.90	37.5	7.73	6.3	37.30	37.5	41.80	37.5	**16**
SC	8.99	6.1	18.23	2.8	NA	NA	NA	NA	**847**
SD	8.98	17.5	15.30	11.9	36.62	34.3	57.16	37.8	**143**
TN	9.44	58.6	11.88	45.8	36.38	83.1	48.16	83.8	**662**
TX	8.85	35.9	14.31	34.6	39.04	73.1	60.65	73.8	**1,785**
UT	4.04	21.1	17.51	20.6	40.60	97.4	60.00	97.9	**194**
VT	5.90	36.5	11.80	3.2	40.09	31.7	56.38	36.5	**63**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**498**
WA	8.02	32.9	10.82	17.8	46.82	49.1	60.24	51.2	**377**
WV	5.30	4.7	11.70	0.0	45.78	31.2	59.59	35.0	**343**
WI	5.63	11.6	10.99	6.8	35.81	44.3	49.60	46.1	**542**
WY	8.32	7.9	18.21	4.7	35.80	84.3	58.75	84.3	**127**
USA	**6.61**	**39.7**	**12.11**	**37.2**	**36.99**	**70.6**	**52.66**	**71.6**	**22,716**
PR	10.68	81.6	13.38	80.3	NA	NA	NA	NA	**239**

*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	5.00	99.6	6.00	99.6	NA	NA	NA	NA	**242**
AK	1.81	7.7	5.51	5.1	16.57	28.2	23.11	28.2	**39**
AZ	2.13	36.7	6.28	34.6	26.07	94.3	37.45	94.1	**488**
AR	3.80	12.9	5.79	3.8	NA	NA	NA	NA	**132**
CA	4.60	99.5	6.50	99.6	20.00	99.9	30.25	99.8	**2,179**
CO	3.21	18.3	5.67	11.0	22.63	42.4	30.15	43.1	**290**
CT	1.11	29.5	5.64	23.3	27.21	49.0	33.80	47.1	**210**
DE	2.52	15.4	5.38	0.0	23.81	30.8	30.65	33.3	**39**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**43**
FL	3.61	28.1	5.40	22.7	NA	NA	NA	NA	**1,560**
GA	1.92	11.2	6.73	11.6	30.16	34.6	38.60	34.8	**508**
HI	2.25	36.0	6.38	40.0	16.60	93.3	26.80	93.3	**75**
ID	1.70	4.3	6.59	4.3	NA	NA	NA	NA	**46**
IL	2.76	6.9	6.75	99.5	NA	NA	NA	NA	**769**
IN	NA	NA	NA	NA	NA	NA	NA	NA	**140**
IA	3.29	11.6	5.79	5.8	25.45	27.9	32.05	31.4	**86**
KS	3.93	26.8	8.11	24.1	25.08	52.7	35.02	52.7	**112**
KY	3.75	15.7	6.52	15.2	26.05	37.1	34.81	37.1	**197**
LA	3.75	17.5	7.08	8.9	27.21	30.1	37.16	32.1	**246**
ME	3.64	6.7	4.47	0.0	18.42	20.0	26.42	20.0	**15**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**353**
MA	4.98	86.5	5.81	83.3	23.23	86.5	32.72	86.8	**348**
MI	2.29	45.5	5.32	43.2	NA	NA	NA	NA	**488**
MN	1.95	26.2	6.77	26.8	24.26	48.8	31.62	48.2	**164**
MS	17.50	0.0	16.50	0.0	19.00	0.0	53.00	0.0	**2**
MO	4.99	37.8	6.81	30.3	23.85	54.4	34.14	54.7	**320**
MT	3.29	5.6	5.44	0.0	18.50	44.4	25.80	44.4	**18**
NE	3.29	17.6	6.84	13.7	19.95	27.5	29.59	27.5	**51**
NV	3.15	16.0	6.60	11.2	23.78	41.5	33.46	41.5	**188**
NH	0.94	3.0	5.00	0.0	26.13	3.0	31.90	6.1	**33**

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

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	0.00	99.4	3.33	99.4	49.50	99.6	52.50	99.6	**535**
NM	NA	NA	NA	NA	NA	NA	NA	NA	**130**
NY	2.51	62.4	5.82	60.7	25.96	73.5	34.21	73.6	**789**
NC	3.70	22.6	6.51	22.1	27.69	38.6	37.67	38.6	**399**
ND	4.90	9.1	5.20	9.1	15.63	27.3	25.50	27.3	**11**
OH	4.73	64.7	6.50	63.2	25.78	70.8	36.14	71.2	**448**
OK	3.13	56.3	7.51	29.0	27.16	42.0	34.97	42.0	**176**
OR	0.89	7.0	5.62	4.7	28.69	47.7	35.44	47.7	**86**
PA	4.07	65.9	5.82	57.8	25.60	70.1	32.71	70.7	**566**
RI	2.69	44.6	5.46	0.0	25.67	20.0	30.29	20.0	**65**
SC	9.07	5.9	15.64	3.9	NA	NA	NA	NA	**102**
SD	3.81	0.0	6.00	0.0	20.08	18.8	26.31	18.8	**16**
TN	6.51	86.0	7.60	79.4	26.71	91.1	34.59	91.4	**394**
TX	4.73	30.5	8.06	29.9	29.74	68.8	41.85	68.7	**1,468**
UT	1.83	25.0	5.71	18.8	26.75	95.0	42.40	93.8	**80**
VT	2.40	16.7	6.80	16.7	19.67	50.0	29.33	50.0	**6**
VA	NA	NA	NA	NA	5.00	99.7	5.00	99.7	**322**
WA	2.80	21.8	5.42	6.3	35.61	33.5	42.46	33.5	**206**
WV	3.06	8.8	6.12	0.0	31.23	38.6	38.48	42.1	**57**
WI	2.38	14.0	6.98	5.0	30.14	32.4	37.77	33.5	**179**
WY	5.95	8.3	6.30	4.2	23.57	70.8	37.86	70.8	**24**
USA	**3.38**	**51.4**	**6.51**	**53.0**	**27.06**	**78.2**	**35.99**	**78.3**	**15,440**
PR	6.76	83.1	11.36	83.1	NA	NA	NA	NA	**248**

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

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

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
New York	NY	355	162	45.6	8,084,316	4.39
Los Angeles	CA	275	87	31.6	3,798,981	7.24
Chicago	IL	228	71	31.1	2,886,251	7.90
Houston	TX	252	48	19.0	2,009,834	12.54
Philadelphia	PA	121	24	19.8	1,492,231	8.11
Phoenix	AZ	232	59	25.4	1,371,960	16.91
San Diego	CA	95	37	38.9	1,259,532	7.54
Dallas	TX	159	35	22.0	1,211,467	13.12
San Antonio	TX	145	23	15.9	1,194,222	12.14
Detroit	MI	150	53	35.3	925,051	16.22
San Jose	CA	55	22	40.0	900,443	6.11
Indianapolis	IN	37	6	16.2	783,612	4.72
San Francisco	CA	39	21	53.8	764,049	5.10
Jacksonville	FL	117	20	17.1	762,461	15.35
Columbus	OH	60	8	13.3	725,228	8.27
Austin	TX	65	11	16.9	671,873	9.67
Memphis	TN	93	20	21.5	648,882	14.33
Baltimore	MD	0	0	0.0	638,614	0.00
Milwaukee	WI	39	11	28.2	590,895	6.60
Boston	MA	31	11	35.5	589,281	5.26
Charlotte	NC	59	13	22.0	580,597	10.16
El Paso	TX	67	9	13.4	577,415	11.60
Washington	DC	47	7	14.9	570,898	8.23
Seattle	WA	26	8	30.8	570,426	4.56
Fort Worth	TX	73	20	27.4	567,516	12.86
Denver	CO	65	25	38.5	560,415	11.60
Nashville-Davidson	TN	73	8	11.0	545,915	13.37
Portland	OR	41	10	24.4	539,438	7.60
Oklahoma City	OK	62	12	19.4	519,034	11.95
Las Vegas	NV	47	14	29.8	508,604	9.24
Tucson	AZ	57	16	28.1	503,151	11.33
New Orleans	LA	40	11	27.5	473,681	8.44
Long Beach	CA	21	9	42.9	472,412	4.45
Cleveland	OH	25	1	4.0	467,851	5.34
Albuquerque	NM	50	14	28.0	463,874	10.78
Fresno	CA	59	19	32.2	445,227	13.25

Source: Population—Bureau of the Census.

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

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Kansas City	MO	78	19	24.4	443,471	17.59
Sacramento	CA	43	14	32.6	435,245	9.88
Virginia Beach	VA	28	3	10.7	433,934	6.45
Mesa	AZ	28	2	7.1	426,841	6.56
Atlanta	GA	73	18	24.7	424,868	17.18
Oakland	CA	35	16	45.7	402,777	8.69
Omaha	NE	23	2	8.7	399,357	5.76
Tulsa	OK	37	6	16.2	391,908	9.44
Honolulu CDP	HI	27	13	48.1	378,155	7.14
Minneapolis	MN	14	6	42.9	375,635	3.73
Miami	FL	69	26	37.7	374,791	18.41
Colorado Springs	CO	22	5	22.7	371,182	5.93
Wichita	KS	41	3	7.3	355,126	11.55
Arlington	TX	31	2	6.5	349,944	8.86
Santa Ana	CA	25	8	32.0	343,413	7.28
St. Louis	MO	53	9	17.0	338,353	15.66
Anaheim	CA	24	7	29.2	332,642	7.21
Pittsburgh	PA	27	3	11.1	327,898	8.23
Cincinnati	OH	40	1	2.5	323,885	12.35
Tampa	FL	71	16	22.5	315,140	22.53
Toledo	OH	20	2	10.0	309,106	6.47
Raleigh	NC	26	7	26.9	306,944	8.47
Buffalo	NY	16	3	18.8	287,698	5.56
Aurora	CO	26	4	15.4	286,028	9.09
St. Paul	MN	13	1	7.7	284,037	4.58
Corpus Christi	TX	16	6	37.5	278,520	5.74
Newark	NJ	28	10	35.7	277,000	10.11
Riverside	CA	35	3	8.6	274,226	12.76
Anchorage	AK	28	8	28.6	268,983	10.41
Lexington-Fayette	KY	32	6	18.8	263,618	12.14
Stockton	CA	35	9	25.7	262,835	13.32
Bakersfield	CA	23	2	8.7	260,969	8.81
Louisville	KY	69	10	14.5	251,399	27.45
St. Petersburg	FL	32	4	12.5	248,546	12.87
Jersey City	NJ	14	6	42.9	240,100	5.83
Birmingham	AL	39	7	17.9	239,416	16.29

Source: Population—Bureau of the Census.

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

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Norfolk	VA	10	2	20.0	239,036	4.18
Plano	TX	11	3	27.3	238,091	4.62
Lincoln	NE	11	0	0.0	232,362	4.73
Glendale	AZ	22	6	27.3	230,564	9.54
Greensboro	NC	22	4	18.2	228,217	9.64
Hialeah	FL	28	4	14.3	228,149	12.27
Baton Rouge	LA	31	10	32.3	225,702	13.73
Garland	TX	9	2	22.2	219,646	4.10
Rochester	NY	15	5	33.3	217,158	6.91
Scottsdale	AZ	28	1	3.6	215,779	12.98
Madison	WI	18	1	5.6	215,211	8.36
Akron	OH	15	2	13.3	214,349	7.00
Fort Wayne	IN	6	0	0.0	210,070	2.86
Fremont	CA	15	4	26.7	206,856	7.25
Chesapeake	VA	19	0	0.0	206,665	9.19
Henderson	NV	18	3	16.7	206,153	8.73
Lubbock	TX	15	1	6.7	203,715	7.36
Modesto	CA	18	3	16.7	203,555	8.84
Chandler	AZ	11	1	9.1	202,016	5.45
Montgomery	AL	28	3	10.7	201,425	13.90
Glendale	CA	5	3	60.0	199,430	2.51
Shreveport	LA	22	3	13.6	199,033	11.05
Des Moines	IA	16	1	6.3	198,076	8.08
Tacoma	WA	14	2	14.3	197,553	7.09
Richmond	VA	16	2	12.5	197,456	8.10
Yonkers	NY	16	5	31.3	197,234	8.11
Grand Rapids	MI	8	2	25.0	196,595	4.07
Spokane	WA	7	3	42.9	196,305	3.57
Irving	TX	17	2	11.8	196,119	8.67
Durham	NC	12	4	33.3	195,914	6.13
Mobile	AL	26	7	26.9	194,862	13.34
Chula Vista	CA	19	3	15.8	193,919	9.80
Huntington Beach	CA	17	5	29.4	193,799	8.77
Orlando	FL	38	11	28.9	193,722	19.62
Augusta-Richmond Co	GA	28	5	17.9	193,101	14.50
San Bernardino	CA	32	11	34.4	191,631	16.70

Source: Population—Bureau of the Census.

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

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Laredo	TX	9	3	33.3	191,538	4.70
Reno	NV	15	6	40.0	190,248	7.88
Arlington CDP	VA	0	0	0.0	189,927	0.00
Boise City	ID	10	3	30.0	189,847	5.27
Winston-Salem	NC	25	7	28.0	188,934	13.23
Columbus	GA	20	2	10.0	185,948	10.76
Little Rock	AR	20	2	10.0	184,055	10.87
Salt Lake City	UT	18	2	11.1	181,266	9.93
Jackson	MS	29	6	20.7	180,881	16.03
Newport News	VA	11	3	27.3	180,272	6.10
Oxnard	CA	9	5	55.6	177,984	5.06
Amarillo	TX	13	4	30.8	177,010	7.34
Providence	RI	17	4	23.5	175,901	9.66
Worcester	MA	15	6	40.0	174,962	8.57
Knoxville	TN	44	2	4.5	173,661	25.34
Garden Grove	CA	11	3	27.3	167,429	6.57
Oceanside	CA	18	2	11.1	165,880	10.85
Ontario	CA	14	3	21.4	165,064	8.48
Dayton	OH	20	2	10.0	162,669	12.29
Huntsville	AL	13	5	38.5	162,536	8.00
Irvine	CA	6	0	0.0	162,122	3.70
Santa Clarita	CA	17	3	17.6	160,554	10.59
Tempe	AZ	20	3	15.0	159,508	12.54
Overland Park	KS	4	0	0.0	158,430	2.52
Fort Lauderdale	FL	25	6	24.0	158,194	15.80
Aurora	IL	10	2	20.0	156,974	6.37
Chattanooga	TN	19	3	15.8	155,404	12.23
Tallahassee	FL	13	2	15.4	155,171	8.38
Pomona	CA	16	2	12.5	153,555	10.42
Santa Rosa	CA	12	2	16.7	153,489	7.82
Springfield	MA	15	5	33.3	151,915	9.87
Rockford	IL	8	1	12.5	151,068	5.30
Springfield	MO	18	2	11.1	151,010	11.92
Moreno Valley	CA	6	0	0.0	150,773	3.98
Paterson	NJ	9	3	33.3	150,750	5.97
Brownsville	TX	13	5	38.5	150,425	8.64

Source: Population—Bureau of the Census.

Table 122
Fatalities and Fatality Rates by State, 1975-2002

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1985	1990	1995	2002	Difference, 1975-2002	1975	1985	1990	1995	2002	Difference, 1975-2002
AL	902	882	1,121	1,114	1,033	**+15%**	3.63	2.51	2.65	2.20	—	—
AK	112	127	98	87	87	**-22%**	4.38	3.17	2.51	2.11	—	—
AZ	670	893	869	1,035	1,117	**+67%**	4.19	4.14	2.45	2.61	—	—
AR	559	534	604	631	640	**+14%**	4.01	3.12	2.87	2.37	—	—
CA	4,092	4,960	5,192	4,192	4,078	**+0%**	3.09	2.39	2.01	1.52	—	—
CO	581	579	544	645	742	**+28%**	3.50	2.21	2.00	1.84	—	—
CT	389	448	385	317	322	**-17%**	2.13	2.00	1.46	1.13	—	—
DE	122	104	138	121	124	**+2%**	3.37	1.94	2.11	1.61	—	—
DC	70	60	48	58	47	**-33%**	2.27	1.86	1.41	1.74	—	—
FL	1,998	2,832	2,891	2,805	3,132	**+57%**	3.24	3.22	2.63	2.19	—	—
GA	1,360	1,361	1,562	1,488	1,523	**+12%**	3.46	2.53	2.22	1.74	—	—
HI	144	126	177	130	119	**-17%**	3.47	1.86	2.19	1.64	—	—
ID	281	255	244	262	264	**-6%**	4.78	3.31	2.48	2.13	—	—
IL	2,041	1,534	1,589	1,586	1,411	**-31%**	3.56	2.17	1.91	1.68	—	—
IN	1,128	974	1,049	960	792	**-30%**	3.02	2.39	1.95	1.49	—	—
IA	670	474	465	527	404	**-40%**	3.75	2.35	2.02	2.03	—	—
KS	509	486	444	442	512	**+1%**	3.29	2.52	1.94	1.76	—	—
KY	863	712	849	849	915	**+6%**	3.50	2.50	2.52	2.07	—	—
LA	934	931	959	894	875	**-6%**	4.60	2.79	2.53	2.31	—	—
ME	223	206	213	187	216	**-3%**	3.14	2.22	1.79	1.49	—	—
MD	670	729	707	671	659	**-2%**	2.66	2.19	1.74	1.50	—	—
MA	864	742	605	444	459	**-47%**	2.75	1.87	1.31	0.92	—	—
MI	1,779	1,545	1,571	1,530	1,277	**-28%**	3.06	2.29	1.94	1.79	—	—
MN	754	608	566	597	657	**-13%**	2.94	1.86	1.45	1.35	—	—
MS	546	662	750	868	885	**+62%**	3.80	3.45	3.07	2.94	—	—
MO	1,045	931	1,097	1,109	1,208	**+16%**	3.41	2.37	2.16	1.87	—	—
MT	291	223	212	215	270	**-7%**	5.08	3.03	2.54	2.28	—	—
NE	369	237	262	254	307	**-17%**	3.29	1.97	1.88	1.61	—	—
NV	218	259	343	313	381	**+75%**	4.74	3.42	3.36	2.24	—	—
NH	151	191	158	118	127	**-16%**	2.85	2.53	1.61	1.11	—	—

Table 122
Fatalities and Fatality Rates by State, 1975-2002 (Continued)

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1985	1990	1995	2002	Difference, 1975-2002	1975	1985	1990	1995	2002	Difference, 1975-2002
NJ	1,043	964	886	774	773	**-26%**	2.15	1.83	1.50	1.27	—	—
NM	555	535	499	485	449	**-19%**	5.59	4.03	3.09	2.29	—	—
NY	2,366	2,006	2,217	1,679	1,522	**-36%**	3.63	2.22	2.07	1.46	—	—
NC	1,506	1,482	1,385	1,448	1,575	**+5%**	4.14	2.97	2.21	1.90	—	—
ND	167	90	112	74	97	**-42%**	3.71	1.61	1.90	1.13	—	—
OH	1,766	1,646	1,638	1,360	1,418	**-20%**	2.75	2.18	1.79	1.35	—	—
OK	757	744	641	669	734	**-3%**	3.33	2.39	1.93	1.74	—	—
OR	562	559	579	574	436	**-22%**	3.53	2.61	2.17	1.91	—	—
PA	2,078	1,771	1,646	1,480	1,614	**-22%**	3.26	2.35	1.92	1.57	—	—
RI	110	109	84	69	84	**-24%**	1.94	1.87	1.14	1.00	—	—
SC	820	951	979	881	1,053	**+28%**	3.98	3.56	2.85	2.28	—	—
SD	195	130	153	158	180	**-8%**	3.76	2.07	2.19	2.06	—	—
TN	1,126	1,101	1,177	1,259	1,175	**+4%**	3.42	3.03	2.52	2.24	—	—
TX	3,372	3,678	3,250	3,183	3,725	**+10%**	3.99	2.57	2.08	1.76	—	—
UT	272	303	272	325	328	**+21%**	3.42	2.52	1.86	1.73	—	—
VT	143	115	90	106	78	**-45%**	4.32	2.45	1.54	1.71	—	—
VA	993	976	1,079	900	914	**-8%**	2.87	2.04	1.79	1.29	—	—
WA	758	744	825	653	659	**-13%**	3.16	2.16	1.85	1.33	—	—
WV	461	420	481	376	439	**-5%**	4.36	3.32	3.12	2.16	—	—
WI	930	744	769	745	803	**-14%**	3.25	2.03	1.74	1.45	—	—
WY	210	152	125	170	176	**-16%**	5.36	2.81	2.14	2.41	—	—
USA	**44,525**	**43,825**	**44,599**	**41,817**	**42,815**	**-4%**	**3.35**	**2.47**	**2.08**	**1.73**	**—**	**—**
PR	496	600	473	595	510	**+3%**	7.27	5.74	3.68	3.83	—	—

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

Table 123
Child Passenger Protection Laws, 2001

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, 2001

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, 2001 (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, 2001

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

2002 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

2002 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
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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 139,000. To calculate one standard error for this crash estimate, use the table on the following page. Since 139,000 does not appear in the Crash Estimate column, use linear interpolation from the standard error values for 100,000 (8,300) and 200,000 (14,800). One standard error would be approximately 10,800. The 95 percent confidence interval for this estimate would be 139,000 ± 2 × 10,800 or 117,400 to 160,600.

2002 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	1,600	10,000	1,500
7,000	1,200	20,000	2,500	20,000	2,300
8,000	1,300	30,000	3,300	30,000	3,100
9,000	1,400	40,000	4,100	40,000	3,700
10,000	1,500	50,000	4,800	50,000	4,400
20,000	2,500	60,000	5,500	60,000	5,000
30,000	3,300	70,000	6,200	70,000	5,600
40,000	4,100	80,000	6,900	80,000	6,200
50,000	4,800	90,000	7,500	90,000	6,800
60,000	5,500	100,000	8,200	100,000	7,300
70,000	6,300	200,000	14,500	200,000	12,600
80,000	6,900	300,000	20,600	300,000	17,600
90,000	7,600	400,000	26,500	400,000	22,500
100,000	8,300	500,000	32,500	500,000	27,300
200,000	14,800	600,000	38,400	600,000	32,000
300,000	21,100	700,000	44,300	700,000	36,700
400,000	27,400	800,000	50,200	800,000	41,400
500,000	33,600	900,000	56,100	900,000	46,000
600,000	39,800	1,000,000	62,000	1,000,000	50,700
700,000	46,100	2,000,000	122,600	2,000,000	97,200
800,000	52,300	3,000,000	185,400	3,000,000	144,500
900,000	58,600	4,000,000	250,500	4,000,000	192,600
1,000,000	64,900	5,000,000	317,500	5,000,000	241,600
2,000,000	129,600	6,000,000	386,300	6,000,000	291,600
3,000,000	197,200	7,000,000	456,900	7,000,000	342,300
4,000,000	267,700	8,000,000	529,000	8,000,000	393,900
5,000,000	340,500	9,000,000	602,700	9,000,000	446,200
6,000,000	415,600	10,000,000	677,800	10,000,000	499,300
6,500,000	454,000	11,000,000	754,300	11,000,000	553,000
7,000,000	492,800	12,000,000	832,000	12,000,000	607,500
$*SE = e^{a+b(\ln x)^2}$, *where* a = 4.355970, b = 0.035230		$**SE = e^{a+b(\ln x)^2}$, *where* a = 4.414370, b = 0.034690		$***SE = e^{a+b(\ln x)^2}$, *where* a = 4.498340, b = 0.033190	

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 2002 GES Data Elements

Crash Level			
Alcohol Involved in Crash	7.4%	Manner of Collision	0.2%
Atmospheric Condition	1.8%	Minute of Crash	0.6%
Crash Severity	3.3%	Relation to Junction	0.1%
Day of Week	0.0%	Relation to Roadway	0.2%
First Harmful Event	0.1%	Roadway Surface Condition	1.7%
Hour of Crash	0.6%	Speed Limit	16.5%
Light Condition	1.2%	Traffic Control Device	3.5%
Vehicle/Driver Level			
Driver Drinking in Vehicle	10.5%	Most Harmful Event	< 0.1%
Initial Point of Impact	1.8%	Vehicle Type	1.3%
Person Level			
Age	8.7%	Seating Position	1.1%
Injury Severity	4.4%	Sex	6.0%
Police-Reported Alcohol Involvement	4.3%		

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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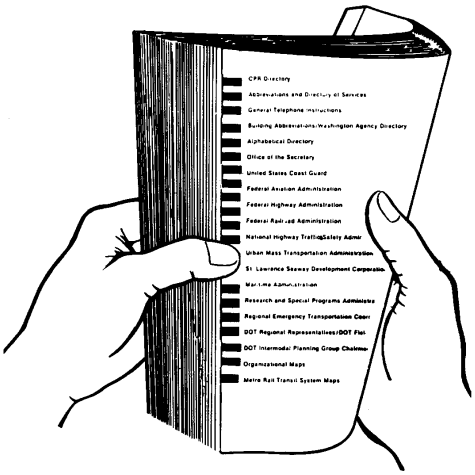

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