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

NHTSA

TRAFFIC SAFETY FACTS 2018

A Compilation of Motor Vehicle Crash Data

2018 NATIONAL STATISTICS

POLICE-REPORTED MOTOR VEHICLE CRASHES

Fatal	33,654
Injury	1,894,000
Property-Damage-Only	4,807,000
Total	**6,734,000**

TRAFFIC CRASH VICTIMS

	Killed	Injured
Occupants	**24,221**	**2,491,000**
Drivers	18,250	1,808,000
Passengers	5,915	681,000
Unknown	56	3,000
Motorcyclists	**4,985**	**82,000**
Nonoccupants	**7,354**	**137,000**
Pedestrians	6,283	75,000
Pedalcyclists	857	47,000
Other/Unknown	214	15,000
Total	**36,560**	**2,710,000**

OTHER NATIONAL STATISTICS

Vehicle Miles Traveled	3,240,327,000,000
Population	327,167,434
Registered Vehicles	297,042,658
Licensed Drivers	227,558,385
Economic Cost of Traffic Crashes (2010) (estimate for reported and unreported crashes)	$242 billion

NATIONAL RATES: FATALITIES

Fatalities per 100 Million Vehicle Miles Traveled	1.13
Fatalities per 100,000 Population	11.17
Fatalities per 100,000 Registered Vehicles	12.31
Fatalities per 100,000 Licensed Drivers	16.07

NATIONAL RATES: PEOPLE INJURED

People Injured per 100 Million Vehicle Miles Traveled	84
People Injured per 100,000 Population	828
People Injured per 100,000 Registered Vehicles	912
People Injured per 100,000 Licensed Drivers	1,191

Sources: Crashes, Fatalities, Injuries, and Costs – National Highway Traffic Safety Administration (NHTSA)
Population – Census Bureau
Vehicle Miles Traveled – Federal Highway Administration (FHWA)
Registered Vehicles – FHWA and Polk data from R. L. Polk & Co., a foundation of IHS Markit automotive solutions

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Traffic Safety Facts 2018

A Compilation of Motor Vehicle Crash Data

National Highway Traffic Safety Administration
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FOR MORE INFORMATION
Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NSA-230, 1200 New Jersey Avenue SE, Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at NCSARequests@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/data. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection in Passenger Vehicles, Older Population, Passenger Vehicles, Rural/Urban Comparison of Traffic Fatalities, School-Transportation-Related Crashes, Speeding, State Alcohol-Impaired-Driving Estimates, State Traffic Data, Summary of Motor Vehicle Crashes,* and *Young Drivers*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data*. The fact sheets and annual *Traffic Safety Facts* reports can be found at https://crashstats.nhtsa.dot.gov/.

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Alcohol Involvement

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

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

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

Alcohol-Impaired-Driving Crashes

Crashes that involve at least one driver or motorcycle rider (operator) with a BAC of .08 g/dL or higher. Thus, any crash involving a driver or motorcycle rider with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired-driving crash.

Alcohol-Impaired-Driving Fatalities

Fatalities in crashes that involve at least one driver or motorcycle rider (operator) with a BAC of .08 g/dL or higher. Thus, any fatality occurring in a crash involving a driver or motorcycle rider with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired-driving fatality.

Blood Alcohol Concentration

The BAC is measured as the weight of alcohol in a volume of blood (g/dL). A positive BAC level (.01 g/dL or higher) indicates that alcohol was consumed by the person tested; a BAC level of .08 g/dL or more indicates that the person was alcohol-impaired.

Body Type

Detailed type of motor vehicle within a vehicle type.

Bus

Any motor vehicle designed primarily to transport large groups of nine or more people, including the driver. Includes 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.

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 an occupant 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

The GVWR is 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.

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 (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 GVWR, including single-unit trucks and truck tractors.

Light Trucks

Trucks of 10,000 pounds GWVR 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.

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.

Motorcycle

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

Glossary

Motorcycle Rider

The operator (driver) of a motorcycle.

Motorcyclist

Any person riding on a motorcycle, including the motorcycle rider (operator) and any passenger (a person riding on, but not in control of, the motorcycle).

Night

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

Noncollision

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

Nonoccupant

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

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

Nonoccupant Location

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

Objects Not Fixed

Objects that are movable or moving but are not motor vehicles. Includes pedestrians, pedal-cyclists, 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 people 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 FHWA 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 State-wide 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

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 people 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.

INTRODUCTION

In this annual report, *Traffic Safety Facts 2018: A Compilation of Motor Vehicle Crash Data*, 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 three of NHTSA's primary data systems has been combined to create a single source for motor vehicle traffic crash statistics. The first data system, the Fatality Analysis Reporting System (FARS), is probably the better known of the three 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 (NASS GES), which began operation in 1988 and ended in 2015. NASS GES contains data from a nationally representative sample of police-reported crashes of all severities, including those that resulted in death, injury, or property damage. The third source is the new Crash Report Sampling System (CRSS), which replaced NASS GES in 2016. CRSS is the redesigned nationally representative sample of police-reported traffic crashes.

FARS, GES, and CRSS 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 is 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 nonoccupant within 30 days of the crash.

NHTSA has a cooperative agreement with an agency in each State's government to provide information on all qualifying fatal crashes in the State. These agreements are managed by the NCSA State Data System, Office of Data Acquisition. Trained State employees, called "FARS analysts," are responsible for gathering, translating, and transmitting their State's data to NCSA's standard format. The number of analysts varies by State, depending on the number of fatal crashes and the ease of obtaining data.

FARS data is obtained solely from the States' existing documents.

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

From these documents, the FARS analysts code more than 140 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 FARS 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 2018 FARS data file used for the statistics in this report was created in June 2019; however, the 2018 FARS file will officially close in January 2020. 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 2017 are reflected in this report. The updated final counts for 2018 will be reflected in the 2019 annual report.

GES OPERATIONS

Data from NASS GES was obtained from a nationally representative probability sample selected from all police-reported crashes. The NASS GES system began operation in 1988 and ended in 2015. To be eligible for the GES sample, a police crash report (also called a police accident report, PAR) must be completed for the crash, and the crash must involve at least one motor vehicle traveling on a trafficway and must result in property damage, injury, or death. Although various sources suggest that about half the motor vehicle crashes in the country are not reported to police, the majority of these unreported crashes involve only minor property damage and no significant personal injury. By restricting attention to police-reported crashes, the GES concentrated on those crashes of greatest concern to the highway safety community and the general public.

GES data collectors made weekly visits to 410 police jurisdictions in 60 sites across the United States, where they randomly sampled about 55,000 PARs per year. The collectors obtained copies of the PARs and sent them to the NASS quality control centers for coding. No other data were collected beyond the selected PARs—no driver license, vehicle registration, or medical information was obtained.

Trained data entry personnel interpreted and coded data directly from the PARs into an electronic data file. Approximately 90 data elements were coded into a common format. Some elements were 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) was coded. During data coding, the data were checked electronically for validity and consistency. After the data file was created, further quality checks were performed on the data through computer processing and by the data coding supervisors.

CRSS OPERATIONS

NHTSA developed and implemented the NASS in the 1970s to make estimates of the motor vehicle crash experience in the United States. In 1988 NHTSA split the NASS into two surveys, the GES and the Crashworthiness Data System (CDS). Since then, the same data collection sites have been used for GES data collection. Given the shifts in population and the vehicle fleet, and the changing analytic needs of the safety community, Congress authorized NHTSA to modernize its crash data collection system. NCSA redesigned the nationally representative sample of police-reported traffic crashes in the United States. The new system, called Crash Report Sampling System (CRSS), replaced NASS GES in 2016.

CRSS was designed independent of other NHTSA surveys. The target population for the CRSS is the same as that for the NASS GES: all police-reported motor vehicle crashes on trafficways. The CRSS obtains its data from a nationally representative probability sample selected from the more than 7 million police-reported crashes that occur annually. To be eligible for the CRSS sample, a crash report must be completed by the police; it must involve at least one motor vehicle traveling on a trafficway; and the crash must result in property damage, injury, or death.

These crash reports are chosen from 53 selected sites across the United States that reflect the geography, population, miles driven, and crashes in the United States. CRSS data collectors review crash reports from hundreds of law enforcement agencies within the sites, systematically sampling tens of thousands of crash reports each year. The collectors obtain copies of the selected crash reports and send them to a central location for coding. No other data is collected beyond that in the selected crash reports.

Trained personnel interpret and code data directly from the crash reports into an electronic data file. Approximately 120 data elements are coded into a common format. After coding, quality checks are performed on the data to ensure validity and consistency. When these are completed, CRSS data files and coding documentation become publicly available.

ABOUT THIS REPORT

Fatal crash data from FARS and nonfatal crash data from GES and CRSS are presented in this report in five chapters. Chapter 1, "Trends," presents data from all years of FARS (1975 to 2018), GES (1988 to 2015), and CRSS (2016 to 2018). The remaining chapters present data only from 2018. 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.

Statistics describing fatal crashes or fatalities have been derived from FARS. Statistics describing injury or property-damage-only crashes have been derived from GES (or CRSS) and statistics describing nonfatal injuries have been derived from both FARS and GES (or CRSS). The reader should be aware that FARS numbers are actual counts of fatalities or fatal crashes, whereas GES and CRSS numbers are estimates of counts of crashes and injuries and are subject to sampling and non-sampling errors. (See Appendix C for more information on these errors.) To emphasize this difference, FARS numbers are not rounded, while GES and CRSS 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 or CRSS data. The reason for this difference is that almost all the GES or CRSS 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 multiple imputation method, including detailed tabulations of alcohol involvement in various categories (age, sex, time of day, etc.), is available in NHTSA Technical Report No. DOT HS 809 403, *Transitioning to Multiple Imputation: A New Method to Estimate Missing Blood Alcohol Concentration (BAC) Values in FARS.*

Changes from the *Traffic Safety Facts 2017* Report

Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property–damage-only crashes in the US. The new system, CRSS, replaced NASS GES in 2016. However, the 2016 and later year estimates are not comparable to 2015 and earlier year estimates because of different sampling designs. For more information on CRSS, refer to *Crash Report Sampling System: Sample Design and Weighting* or *Crash Report Sampling System: Design Overview, Analytic Guidance, and FAQs.*

About This Report

The 2016 and 2017 CRSS data were not available at the time of publication of the *Traffic Safety Facts 2017*. Thus, nonfatal crash nor people injured data were presented for 2016 or 2017 in the Trends chapter. In addition, nonfatal crash nor people injured data were presented for 2017 in the Crashes, Vehicles, or People chapters. This report presents nonfatal crash and people injured data through 2018.

Methodology Change for Estimating People Injured

NCSA has changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach is to combine people nonfatally injured from both FARS and NASS GES/CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in nonfatal injury crashes from NASS GES/CRSS. The old approach was to extract people injured from only NASS GES/CRSS by selecting people nonfatally injured in all crashes, regardless of crash severity. This change in methodology caused some estimates of people injured to change for some prior years.

2016 FARS Final File Revision

Due to amendments made to the 2016 FARS Final file, the number of alcohol-impaired-driving fatalities for 2016 changed from 10,996 to 10,967. Also, the number of fatalities involving large trucks changed from 4,369 to 4,678 because of the light pickup truck classification revision. NCSA reviewed vehicles coded as a light pickup truck body type in the 2016 data collection year in FARS and, as applicable, reclassified them as an appropriate large truck body type. In all, 329 vehicles that were classified as light pickup trucks were reclassified as large trucks. These changes are reflected in the FARS 2016 Amended Final file. In addition, the coding of light and large pickup trucks on the FARS 2017 Final file and 2018 Annual Report File (ARF) was reviewed and where applicable, revised in accordance with the FARS 2016 Amended Final file guidelines. Any issues existing in 2015 and earlier year files were not addressed due to a lack of source materials needed to revise the original data.

Revisions to Table 28. Crashes by Crash Type, Relation to Roadway, and Crash Severity

Table 28 was revised to clearly delineate *On Roadway* and *Off Roadway*. In addition, *On Roadway* now includes "in parking lane/zone," which was previously included in the column labeled *Other/Unknown*. In previous years, the column labeled *Off Roadway* included on roadside, outside trafficway, and off roadway - location unknown; and the column labeled *Other/Unknown* included not only other off roadway locations, but unknown whether on or off roadway. The columns labeled *Off Roadway* and *Other/Unknown* were revised accordingly.

Registered Vehicles and Vehicle Miles Traveled by Vehicle Type

Vehicle registration data for passenger vehicles (cars and light trucks) were obtained from R. L. Polk's National Vehicle Population Profile (NVPP), which is a compilation of all passenger vehicles that have been registered in compliance with State requirements. (R.L. Polk is a foundation of IHS Markit automotive solutions.) Subsequently, overall registrations and passenger car and light truck vehicle miles traveled were revised by NHTSA, using a combination of Polk and Federal Highway Administration (FHWA) exposure data.

Polk enhanced the data quality of its NVPP, which resulted in a complete rewrite of the data, as a result of (1) enhanced business rules for vehicles on the road, (2) more consistent reporting/processing across States, and (3) upgraded basis for vehicle coding. A comparison of Polk's "old" NVPP and "new" NVPP for 2011 shows that the enhancements resulted in an increase of more than 3 percent in NHTSA's passenger vehicle registration counts, consisting of a 5.6 percent decrease in the 2011 passenger car count and a 14.6 percent increase in the 2011 light truck count from the old NVPP to the new NVPP, as shown in the table below. Consequently, the data in this report for vehicle registrations and vehicle miles traveled from 2011 to 2018 are not strictly comparable with the data for all prior years, which were based on Polk's old NVPP.

Registered Vehicles: NCSA Revised Using Polk and FHWA Data

Year	Passenger Cars (Polk)	Light Truck (Polk)	Motorcycles (FHWA)	Buses (FHWA)	Large Trucks (FHWA)	NCSA Revised Total
2009 (Old NVPP)	137,203,972	102,008,600	7,929,724	841,993	10,973,214	258,957,503
2010 (Old NVPP)	135,310,480	102,376,147	8,009,503	846,051	10,770,054	257,312,235
2011 (Old NVPP)	134,543,655	103,594,529	8,437,502	666,064	10,270,693	257,512,443
2011 (New NVPP)	126,966,714	118,702,389	8,437,502	666,064	10,270,693	265,043,362
2012 (New NVPP)	127,077,676	118,690,690	8,454,939	764,509	10,659,380	265,647,194
2013 (New NVPP)	128,936,225	120,491,485	8,404,687	864,549	10,597,356	269,294,302
2014 (New NVPP)	131,138,925	123,470,278	8,417,718	872,027	10,905,956	274,804,904
2015 (New NVPP)	133,218,366	127,401,053	8,600,936	888,907	11,203,184	281,312,446
2016 (New NVPP)	134,827,696	132,052,102	8,679,380	976,161	11,498,561	288,033,900
2017 (New NVPP)	132,864,363	135,594,973	8,715,204	983,231	12,229,216	290,386,987
2018 (New NVPP)	132,908,249	141,242,162	8,666,185	992,152	13,233,910	297,042,658

Vehicle Miles Traveled: Polk and FHWA

Year	Passenger Cars (Revised FHWA Using Polk)	Light Trucks (Revised FHWA Using Polk)	Motorcycles (FHWA)	Buses (FHWA)	Large Trucks (FHWA)	Total (FHWA)
2009 (Old NVPP)	1,510,339	1,122,909	20,822	14,387	288,306	2,956,764
2010 (Old NVPP)	1,507,716	1,140,740	18,513	13,770	286,527	2,967,266
2011 (Old NVPP)	1,497,460	1,152,998	18,542	13,807	267,594	2,950,402
2011 (New NVPP)	1,369,810	1,280,648	18,542	13,807	267,594	2,950,402
2012 (New NVPP)	1,377,486	1,286,574	21,385	14,781	269,207	2,969,433
2013 (New NVPP)	1,384,194	1,293,536	20,366	15,167	275,017	2,988,280
2014 (New NVPP)	1,396,098	1,314,458	19,970	15,999	279,132	3,025,656
2015 (New NVPP)	1,420,869	1,358,824	19,606	16,230	279,844	3,095,373
2016 (New NVPP)	1,439,678	1,410,040	20,445	16,350	287,895	3,174,408
2017 (New NVPP)	1,424,056	1,453,322	20,149	17,227	297,593	3,212,347
2018 (New NVPP)	1,404,507	1,492,576	20,076	18,303	304,864	3,240,327

Note: NHTSA NCSA revises FHWA's Passenger Car and Light Truck vehicle miles traveled (VMT) using Polk's registration counts.

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, NASS GES, and CRSS. Additional data from FARS (1975 to 2018), NASS GES (1988 to 2015), and CRSS (2016 to 2018) is available in several ways, including:

- Traffic Safety Facts Annual Report Tables can be obtained from the online portal at https://cdan.nhtsa.gov/tsftables/tsfar.htm. The online portal contains the most current data available, unlike the Traffic Safety Facts Annual Report publication. The 2017 and earlier year FARS data are final and generally not subject to change. Although the 2018 data file is a full year's worth of data, it is subject to change when it is finalized. Tables from Chapter 2 (Crashes), Chapter 3 (Vehicles), and Chapter 4 (People) can be rendered using the latest FARS and NASS GES (or CRSS) data available.
- FARS data can also be accessed at www-fars.nhtsa.dot.gov/Main/index.aspx. This website provides instant access to the 1995 to 2018 FARS data via Reports, which 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.
- FARS and GES/CRSS data can be queried using the new Fatality and Injury Reporting System Tool (FIRST) at https://cdan.dot.gov/query.
- FARS, NASS GES, and CRSS data can be obtained by downloading any of the published files from www.nhtsa.gov/node/97996/251 (FARS), www.nhtsa.gov/node/97996/256 (NASS GES), or www.nhtsa.gov/node/97996/221 (CRSS). The files are available in Statistical Analysis System (SAS) or Comma Separated Values (CSV) file formats. This will enable you to process the data using your own computer system.
- Modest requests for specific data will be answered by NCSA at no charge. Response usually requires about two weeks, depending on the nature and complexity of the data requested.

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

National Highway Traffic Safety Administration
National Center for Statistics and Analysis, NSA-230
1200 New Jersey Avenue, SE
Washington, DC 20590
800-934-8517
Email: NCSARequests@dot.gov

Additional information on all NHTSA's data files, including FARS, NASS GES, and CRSS can be found on the NCSA website: www.nhtsa.gov/data. Fact sheets, recent NCSA research notes, and abstracts of technical reports can be downloaded in PDF. Comments and suggestions about the NCSA website can be emailed to NCSARequests@dot.gov.

VEHICLE SAFETY HOTLINE

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

Chapter 1

TRENDS

CHAPTER 1: TRENDS

The tables in this chapter present statistics about police-reported motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 2018; however, tables with alcohol data from FARS show data only for the years this data is available— 1982 to 2018. Trends for nonfatal crashes are presented from NASS GES (1988 to 2015) and CRSS (2016 to 2018). Trends for people injured are presented from FARS (1988 to 2018) and NASS GES (1988 to 2015) or CRSS (2016 to 2018). Care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from GES and CRSS 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 or CRSS data (For more information on sampling error, see Appendix C). Below are some of the statistics you will find in this chapter:

- Fatal crashes decreased by 2.6 percent from 2017 to 2018, and the fatality rate decreased to 1.13 fatalities per 100 million vehicle miles traveled in 2018.
- The injury rate decreased by 1.2 percent from 2017 to 2018, to 84 people injured per 100 million vehicle miles traveled.
- The occupant fatality rate (including motorcyclists) per 100,000 population has declined by 46.4 percent from 1975 to 2018.
- The occupant injury rate (including motorcyclists) per 100,000 population, which declined by 45.1 percent from 1988 to 2015, decreased by 12.2 percent from 2016 to 2018.
- The nonoccupant fatality rate per 100,000 population has declined by 43.6 percent from 1975 to 2018.
- The nonoccupant injury rate per 100,000 population, which declined by 50.6 percent from 1988 to 2015, decreased by 17.6 percent from 2016 to 2018.
- The percent of alcohol-impaired-driving fatalities has declined from 48 percent in 1982 to 29 percent in 2018.

Figure 1. Fatal Crashes, 1975-2018

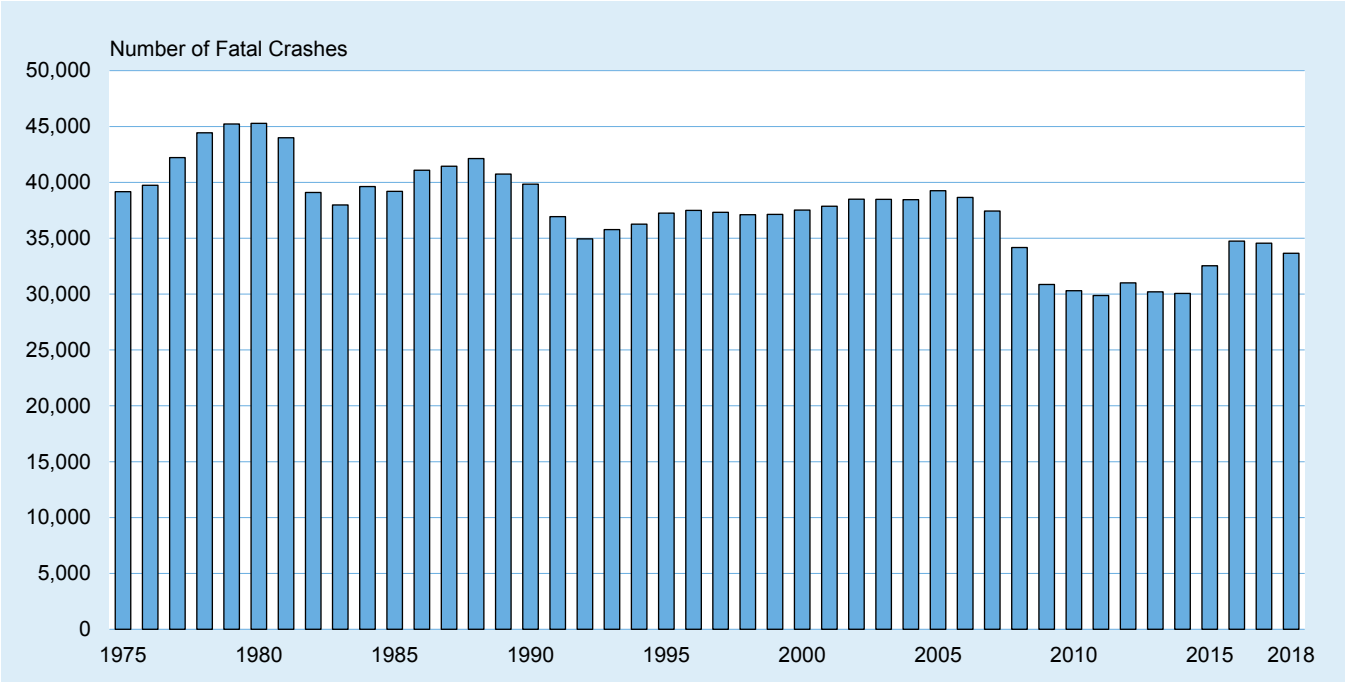


Table 1. Crashes, by Crash Severity, 1988-2018

Year	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1988	42,130	0.6	2,233,000	32.4	4,611,000	67.0	**6,887,000**	**100.0**
1989	40,741	0.6	2,153,000	32.4	4,459,000	67.0	**6,653,000**	**100.0**
1990	39,836	0.6	2,122,000	32.8	4,309,000	66.6	**6,471,000**	**100.0**
1991	36,937	0.6	2,008,000	32.8	4,073,000	66.6	**6,117,000**	**100.0**
1992	34,942	0.6	1,991,000	33.2	3,974,000	66.2	**6,000,000**	**100.0**
1993	35,780	0.6	2,022,000	33.1	4,048,000	66.3	**6,106,000**	**100.0**
1994	36,254	0.6	2,123,000	32.7	4,336,000	66.8	**6,496,000**	**100.0**
1995	37,241	0.6	2,217,000	33.1	4,446,000	66.4	**6,699,000**	**100.0**
1996	37,494	0.6	2,238,000	33.1	4,494,000	66.4	**6,770,000**	**100.0**
1997	37,324	0.6	2,149,000	32.4	4,438,000	67.0	**6,624,000**	**100.0**
1998	37,107	0.6	2,029,000	32.0	4,269,000	67.4	**6,335,000**	**100.0**
1999	37,140	0.6	2,054,000	32.7	4,188,000	66.7	**6,279,000**	**100.0**
2000	37,526	0.6	2,070,000	32.4	4,286,000	67.0	**6,394,000**	**100.0**
2001	37,862	0.6	2,003,000	31.7	4,282,000	67.7	**6,323,000**	**100.0**
2002	38,491	0.6	1,929,000	30.5	4,348,000	68.8	**6,316,000**	**100.0**
2003	38,477	0.6	1,925,000	30.4	4,365,000	69.0	**6,328,000**	**100.0**
2004	38,444	0.6	1,862,000	30.1	4,281,000	69.3	**6,181,000**	**100.0**
2005	39,252	0.6	1,816,000	29.5	4,304,000	69.9	**6,159,000**	**100.0**
2006	38,648	0.6	1,746,000	29.2	4,189,000	70.1	**5,973,000**	**100.0**
2007	37,435	0.6	1,711,000	28.4	4,275,000	71.0	**6,024,000**	**100.0**
2008	34,172	0.6	1,630,000	28.1	4,146,000	71.4	**5,811,000**	**100.0**
2009	30,862	0.6	1,517,000	27.6	3,957,000	71.9	**5,505,000**	**100.0**
2010	30,296	0.6	1,542,000	28.5	3,847,000	71.0	**5,419,000**	**100.0**
2011	29,867	0.6	1,530,000	28.7	3,778,000	70.8	**5,338,000**	**100.0**
2012	31,006	0.6	1,634,000	29.1	3,950,000	70.3	**5,615,000**	**100.0**
2013	30,202	0.5	1,591,000	28.0	4,066,000	71.5	**5,687,000**	**100.0**
2014	30,056	0.5	1,648,000	27.2	4,387,000	72.3	**6,064,000**	**100.0**
2015	32,538	0.5	1,715,000	27.2	4,548,000	72.2	**6,296,000**	**100.0**
2016	34,748	0.5	2,116,000	31.0	4,670,000	68.5	**6,821,000**	**100.0**
2017	34,560	0.5	1,889,000	29.3	4,530,000	70.2	**6,453,000**	**100.0**
2018	33,654	0.5	1,894,000	28.1	4,807,000	71.4	**6,734,000**	**100.0**

Note: Injury and property-damage-only crash estimates from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see pages 5 and 9-10, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Table 2. People Killed and Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2018

	Killed								
Year	Fatalities	Population	Fatality Rate per 100,000 Population	Licensed Drivers	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (millions)	Fatality Rate per 100 Million VMT
1966	50,894	196,560,338	25.89	100,998,000	50.39	95,703,030	53.18	925,899	5.50
1967	50,724	198,712,056	25.53	103,172,000	49.16	98,858,898	51.31	964,005	5.26
1968	52,725	200,706,052	26.27	105,410,000	50.02	102,987,134	51.20	1,015,869	5.19
1969	53,543	202,676,946	26.42	108,306,000	49.44	107,412,077	49.85	1,061,791	5.04
1970	52,627	205,052,174	25.67	111,543,000	47.18	111,242,295	47.31	1,109,724	4.74
1971	52,542	207,660,677	25.30	114,426,000	45.92	116,330,037	45.17	1,178,811	4.46
1972	54,589	209,896,021	26.01	118,414,000	46.10	122,556,550	44.54	1,259,786	4.33
1973	54,052	211,908,788	25.51	121,546,000	44.47	130,024,945	41.57	1,313,110	4.12
1974	45,196	213,853,928	21.13	125,427,000	36.03	134,899,955	33.50	1,280,544	3.53
1975	44,525	215,973,199	20.62	129,791,000	34.31	126,153,304	35.29	1,327,664	3.35
1976	45,523	218,035,164	20.88	134,036,000	33.96	130,793,242	34.81	1,402,380	3.25
1977	47,878	220,239,425	21.74	138,121,000	34.66	134,514,286	35.59	1,467,027	3.26
1978	50,331	222,584,545	22.61	140,844,000	35.74	140,374,064	35.85	1,544,704	3.26
1979	51,093	225,055,487	22.70	143,284,000	35.66	144,317,076	35.40	1,529,133	3.34
1980	51,091	227,224,681	22.48	145,295,000	35.16	146,845,134	34.79	1,527,295	3.35
1981	49,301	229,465,714	21.49	147,075,000	33.52	149,330,311	33.01	1,555,308	3.17
1982	43,945	231,664,458	18.97	150,234,000	29.25	151,147,755	29.07	1,595,010	2.76
1983	42,589	233,791,994	18.22	154,389,000	27.59	153,829,970	27.69	1,652,788	2.58
1984	44,257	235,824,902	18.77	155,424,000	28.48	158,899,717	27.85	1,720,269	2.57
1985	43,825	237,923,795	18.42	156,868,000	27.94	166,047,491	26.39	1,774,826	2.47
1986	46,087	240,132,887	19.19	159,486,000	28.90	168,545,286	27.34	1,834,872	2.51
1987	46,390	242,288,918	19.15	161,816,000	28.67	172,749,894	26.85	1,921,204	2.41
1988	47,087	244,498,982	19.26	162,854,000	28.91	177,455,476	26.53	2,025,962	2.32
1989	45,582	246,819,230	18.47	165,554,000	27.53	181,164,568	25.16	2,096,487	2.17
1990	44,599	249,464,396	17.88	167,015,000	26.70	184,275,422	24.20	2,144,362	2.08
1991	41,508	252,153,092	16.46	168,995,000	24.56	186,370,190	22.27	2,172,050	1.91
1992	39,250	255,029,699	15.39	173,125,000	22.67	184,937,848	21.22	2,247,151	1.75
1993	40,150	257,782,608	15.58	173,149,000	23.19	188,349,676	21.32	2,296,378	1.75
1994	40,716	260,327,021	15.64	175,403,000	23.21	192,497,438	21.15	2,357,588	1.73
1995	41,817	262,803,276	15.91	176,628,482	23.68	197,064,868	21.22	2,422,823	1.73
1996	42,065	265,228,572	15.86	179,539,340	23.43	201,630,659	20.86	2,484,080	1.69
1997	42,013	267,783,607	15.69	182,709,204	22.99	203,567,637	20.64	2,552,233	1.65
1998	41,501	270,248,003	15.36	184,860,969	22.45	208,076,469	19.95	2,628,148	1.58
1999	41,717	272,690,813	15.30	187,170,420	22.29	212,685,157	19.61	2,690,241	1.55
2000	41,945	282,162,411	14.87	190,625,023	22.00	217,028,324	19.33	2,746,925	1.53
2001	42,196	284,968,955	14.81	191,275,719	22.06	221,230,149	19.07	2,795,610	1.51
2002	43,005	287,625,193	14.95	194,602,202	22.10	225,684,815	19.06	2,855,508	1.51
2003	42,884	290,107,933	14.78	196,165,667	21.86	230,633,079	18.59	2,890,221	1.48
2004	42,836	292,805,298	14.63	198,888,912	21.54	237,948,530	18.00	2,964,788	1.44
2005	43,510	295,516,599	14.72	200,548,972	21.70	245,628,199	17.71	2,989,430	1.46
2006	42,708	298,379,912	14.31	202,810,438	21.06	251,415,320	16.99	3,014,371	1.42
2007	41,259	301,231,207	13.70	205,741,845	20.05	257,472,378	16.02	3,031,124	1.36
2008	37,423	304,093,966	12.31	208,320,601	17.96	259,360,494	14.43	2,976,528	1.26
2009	33,883	306,771,529	11.05	209,618,386	16.16	258,957,503	13.08	2,956,764	1.15
2010	32,999	309,326,085	10.67	210,114,939	15.71	257,312,235	12.82	2,967,266	1.11
2011	32,479	311,580,009	10.42	211,874,649	15.33	265,043,362	12.25	2,950,402	1.10
2012	33,782	313,874,218	10.76	211,814,830	15.95	265,647,194	12.72	2,969,433	1.14
2013	32,893	316,057,727	10.41	212,159,728	15.50	269,294,302	12.21	2,988,280	1.10
2014	32,744	318,386,421	10.28	214,092,472	15.29	274,804,904	11.92	3,025,656	1.08
2015	35,484	320,742,673	11.06	218,084,465	16.27	281,312,446	12.61	3,095,373	1.15
2016	37,806	323,071,342	11.70	221,711,918	17.05	288,033,900	13.13	3,174,408	1.19
2017	37,473	325,147,121	11.52	225,346,257	16.63	290,386,987	12.90	3,212,347	1.17
2018	36,560	327,167,434	11.17	227,558,385	16.07	297,042,658	12.31	3,240,327	1.13

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Due to an enhancement in the registration data provided by R. L. Polk & Co., a foundation of IHS Markit automotive solutions, for 2011 and later years, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicle 2010 and earlier years with those for 2011 and later years. For more details see pages 10-11, "Registered Vehicles and Vehicle Miles Traveled by Vehicle Type."

Sources: Vehicle Miles Traveled and Licensed Drivers—FHWA; Registered Vehicles, 1966-1974—FHWA; Registered Vehicles, 1975-2018—FHWA and Polk data from R. L. Polk & Co., a foundation of IHS Markit automotive solutions; Population—Census Bureau; 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, 1975-2018—FARS, NHTSA, 30-day traffic deaths

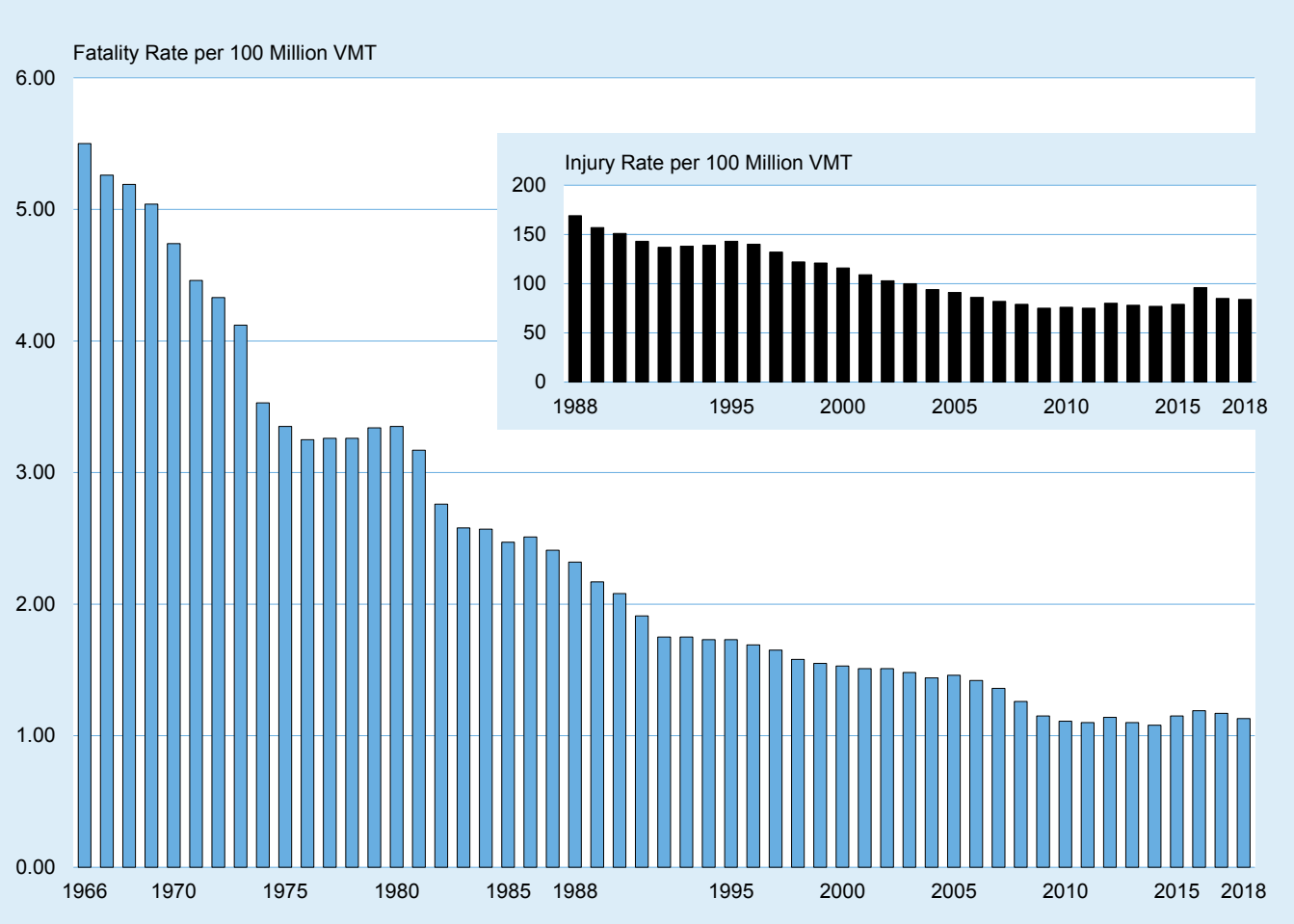
Table 2. People Killed and Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2018 (Continued)

	Injured								
Year	Injured	Population	Injury Rate per 100,000 Population	Licensed Drivers	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (millions)	Injury Rate per 100 Million VMT
1988	3,427,000	244,498,982	1,402	162,854,000	2,105	177,455,476	1,931	2,025,962	169
1989	3,292,000	246,819,230	1,334	165,554,000	1,989	181,164,568	1,817	2,096,487	157
1990	3,246,000	249,464,396	1,301	167,015,000	1,944	184,275,422	1,762	2,144,362	151
1991	3,107,000	252,153,092	1,232	168,995,000	1,839	186,370,190	1,667	2,172,050	143
1992	3,079,000	255,029,699	1,207	173,125,000	1,779	184,937,848	1,665	2,247,151	137
1993	3,163,000	257,782,608	1,227	173,149,000	1,827	188,349,676	1,680	2,296,378	138
1994	3,275,000	260,327,021	1,258	175,403,000	1,867	192,497,438	1,701	2,357,588	139
1995	3,476,000	262,803,276	1,323	176,628,482	1,968	197,064,868	1,764	2,422,823	143
1996	3,480,000	265,228,572	1,312	179,539,340	1,938	201,630,659	1,726	2,484,080	140
1997	3,360,000	267,783,607	1,255	182,709,204	1,839	203,567,637	1,651	2,552,233	132
1998	3,199,000	270,248,003	1,184	184,860,969	1,731	208,076,469	1,538	2,628,148	122
1999	3,250,000	272,690,813	1,192	187,170,420	1,736	212,685,157	1,528	2,690,241	121
2000	3,194,000	282,162,411	1,132	190,625,023	1,675	217,028,324	1,472	2,746,925	116
2001	3,042,000	284,968,955	1,068	191,275,719	1,591	221,230,149	1,375	2,795,610	109
2002	2,939,000	287,625,193	1,022	194,602,202	1,510	225,684,815	1,302	2,855,508	103
2003	2,902,000	290,107,933	1,000	196,165,667	1,479	230,633,079	1,258	2,890,221	100
2004	2,802,000	292,805,298	957	198,888,912	1,409	237,948,530	1,177	2,964,788	94
2005	2,709,000	295,516,599	917	200,548,972	1,351	245,628,199	1,103	2,989,430	91
2006	2,583,000	298,379,912	866	202,810,438	1,274	251,415,320	1,027	3,014,371	86
2007	2,499,000	301,231,207	830	205,741,845	1,215	257,472,378	971	3,031,124	82
2008	2,356,000	304,093,966	775	208,320,601	1,131	259,360,494	908	2,976,528	79
2009	2,224,000	306,771,529	725	209,618,386	1,061	258,957,503	859	2,956,764	75
2010	2,248,000	309,326,085	727	210,114,939	1,070	257,312,235	874	2,967,266	76
2011	2,227,000	311,580,009	715	211,874,649	1,051	265,043,362	840	2,950,402	75
2012	2,369,000	313,874,218	755	211,814,830	1,118	265,647,194	892	2,969,433	80
2013	2,319,000	316,057,727	734	212,159,728	1,093	269,294,302	861	2,988,280	78
2014	2,343,000	318,386,421	736	214,092,472	1,094	274,804,904	852	3,025,656	77
2015	2,455,000	320,742,673	765	218,084,465	1,126	281,312,446	873	3,095,373	79
2016	3,062,000	323,071,342	948	221,711,918	1,381	288,033,900	1,063	3,174,408	96
2017	2,745,000	325,147,121	844	225,346,257	1,218	290,386,987	945	3,212,347	85
2018	2,710,000	327,167,434	828	227,558,385	1,191	297,042,658	912	3,240,327	84

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Due to an enhancement in the registration data provided by R. L. Polk & Co., a foundation of IHS Markit automotive solutions, for 2011 and later years, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicle 2010 and earlier years with those for 2011 and later years. For more details see pages 10-11, "Registered Vehicles and Vehicle Miles Traveled by Vehicle Type." Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see pages 5 and 9-10, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Sources: Vehicle Miles Traveled and Licensed Drivers—FHWA; Registered Vehicles, 1966-1974—FHWA; Registered Vehicles, 1975-2018—FHWA and Polk data from R. L. Polk & Co., a foundation of IHS Markit automotive solutions; Population—Census Bureau

Figure 2. Motor Vehicle Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1966-2018



Source: Vehicle Miles Traveled—FHWA, revised by NHTSA for passenger cars and light trucks

Table 3. Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles Traveled and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2018

	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
Year	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
						Fatal Crashes						
1975	37,897	3.68	40.11	8,636	4.23	41.35	3,977	4.89	74.16	3,265	58.00	65.77
1976	37,206	3.48	38.35	9,300	3.98	40.80	4,435	5.15	79.55	3,343	55.69	67.76
1977	39,038	3.54	39.45	10,400	4.04	42.57	5,164	5.43	90.76	4,164	65.59	84.41
1978	40,544	3.57	39.81	11,898	4.11	43.61	5,759	5.45	98.28	4,643	64.86	95.38
1979	39,999	3.60	38.63	12,544	4.27	43.36	6,084	5.58	103.27	4,916	56.92	90.67
1980	39,059	3.53	37.28	12,680	4.29	42.18	5,379	4.96	92.89	5,194	50.85	91.22
1981	38,864	3.46	36.66	12,331	4.01	39.48	5,230	4.81	91.49	4,963	46.43	85.11
1982	34,334	3.00	32.11	11,317	3.51	35.03	4,646	4.17	83.11	4,495	45.36	78.12
1983	33,298	2.80	30.52	11,118	3.32	33.62	4,877	4.20	88.54	4,302	49.11	77.03
1984	34,648	2.83	30.89	11,973	3.34	33.96	5,124	4.21	94.87	4,659	53.04	85.02
1985	34,277	2.74	29.46	12,464	3.21	33.09	5,153	4.17	85.94	4,608	50.72	84.64
1986	36,195	2.83	30.87	13,327	3.20	33.52	5,097	4.02	89.09	4,570	48.63	87.90
1987	36,580	2.75	30.52	14,514	3.27	34.81	5,108	3.83	89.33	4,067	42.78	83.24
1988	36,977	2.67	30.43	15,286	3.13	34.27	5,241	3.80	85.40	3,715	37.06	81.04
1989	35,410	2.50	28.85	15,700	3.00	33.31	4,984	3.49	80.05	3,192	30.78	72.21
1990	34,085	2.39	27.65	15,620	2.81	31.29	4,776	3.27	77.08	3,276	34.28	76.91
1991	31,291	2.22	25.37	14,832	2.49	28.49	4,347	2.91	70.43	2,829	30.82	67.72
1992	29,817	2.08	24.78	14,648	2.28	27.21	4,035	2.63	66.75	2,439	25.52	60.00
1993	30,233	2.09	24.97	15,332	2.27	27.10	4,328	2.71	71.09	2,477	25.01	62.27
1994	30,273	2.07	24.81	16,353	2.30	27.49	4,644	2.73	70.49	2,339	22.84	62.26
1995	30,940	2.09	25.11	17,587	2.35	28.13	4,472	2.51	66.55	2,268	23.15	58.20
1996	30,727	2.05	24.66	18,246	2.32	27.88	4,755	2.60	67.81	2,176	21.94	56.20
1997	30,059	1.97	24.11	18,628	2.26	27.68	4,917	2.57	69.42	2,160	21.43	56.45
1998	29,040	1.87	23.05	19,363	2.25	27.75	4,955	2.52	64.08	2,334	22.70	60.16
1999	28,027	1.79	22.05	19,959	2.22	27.37	4,920	2.43	63.15	2,532	23.92	60.98
2000	27,802	1.76	21.73	20,498	2.18	26.98	4,995	2.43	62.26	2,975	28.42	68.45
2001	27,586	1.73	21.38	20,831	2.14	26.48	4,823	2.31	61.38	3,265	33.89	66.59
2002	27,374	1.70	21.00	21,668	2.14	26.54	4,587	2.14	57.86	3,365	35.23	67.24
2003	26,562	1.65	20.17	22,299	2.14	26.21	4,721	2.17	60.86	3,802	39.70	70.80
2004	25,682	1.58	19.25	22,486	2.05	25.04	4,902	2.22	59.99	4,121	40.71	71.45
2005	25,169	1.56	18.60	22,964	2.03	24.23	4,951	2.22	58.37	4,682	44.79	75.19
2006	24,260	1.50	17.70	22,411	1.94	22.85	4,766	2.14	54.04	4,963	41.19	74.31
2007	22,856	1.47	16.57	21,810	1.92	21.63	4,633	1.52	43.09	5,306	24.80	74.33
2008	20,474	1.34	14.73	19,179	1.73	19.01	4,089	1.32	37.61	5,409	25.99	69.77
2009	18,413	1.22	13.42	17,958	1.60	17.60	3,211	1.11	29.26	4,603	22.11	58.05
2010	17,804	1.18	13.16	17,491	1.53	17.09	3,494	1.22	32.44	4,651	25.12	58.07
2011	17,508	1.28	13.79	16,806	1.31	14.16	3,633	1.36	35.37	4,769	25.72	56.52
2012	18,269	1.33	14.38	17,350	1.35	14.62	3,825	1.42	35.88	5,113	23.91	60.47
2013	17,957	1.30	13.93	16,928	1.31	14.05	3,921	1.43	37.00	4,800	23.57	57.11
2014	17,895	1.28	13.65	17,160	1.31	13.90	3,749	1.34	34.38	4,705	23.56	55.89
2015	19,810	1.39	14.87	18,869	1.39	14.81	4,075	1.46	36.37	5,131	26.17	59.66
2016	21,077	1.46	15.63	19,920	1.41	15.08	4,562	1.58	39.67	5,467	26.74	62.99
2017	21,273	1.49	16.01	20,015	1.38	14.76	4,804	1.61	39.28	5,385	26.73	61.79
2018	20,333	1.45	15.30	19,775	1.32	14.00	4,862	1.59	36.74	5,115	25.48	59.02

Notes: See Tables 7 to 10 for notes regarding an enhanced methodology used to estimate registered vehicles and vehicle miles traveled for 2007 and after. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Due to an enhancement in the passenger car and light truck registration data provided by R. L. Polk & Co. for 2011 and later years, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicle for 2010 and earlier years with those for 2011 and later years. For more details see pages 10-11, "Registered Vehicles and Vehicle Miles Traveled by Vehicle Type."

Sources: Vehicle Miles Traveled—FHWA, revised by NHTSA for passenger cars and light trucks; Registered Passenger Cars and Light Trucks—Polk data from R. L. Polk & Co., a foundation of HIS Markit automotive solutions; Registered Large Trucks and Motorcycles—Federal Highway Administration

Table 3. Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles Traveled and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2018 (Continued)

	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
Year	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
						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	155	1,918	1,165,000	129	1,598	101,000	50	1,292	46,000	436	1,111
2000	2,396,000	151	1,873	1,209,000	129	1,591	101,000	49	1,253	53,000	509	1,226
2001	2,279,000	143	1,766	1,218,000	125	1,548	90,000	43	1,143	57,000	588	1,155
2002	2,136,000	132	1,639	1,210,000	120	1,482	94,000	44	1,189	58,000	612	1,167
2003	2,129,000	132	1,617	1,233,000	118	1,449	89,000	41	1,145	64,000	665	1,185
2004	1,990,000	122	1,491	1,246,000	114	1,387	87,000	39	1,062	70,000	694	1,217
2005	1,893,000	117	1,399	1,209,000	107	1,275	82,000	37	971	80,000	769	1,291
2006	1,794,000	111	1,309	1,202,000	104	1,225	80,000	36	911	84,000	694	1,251
2007	1,708,000	110	1,239	1,163,000	102	1,153	76,000	25	705	98,000	458	1,374
2008	1,624,000	107	1,168	1,095,000	99	1,086	66,000	21	608	90,000	433	1,162
2009	1,507,000	100	1,098	1,066,000	95	1,045	53,000	19	487	84,000	405	1,065
2010	1,579,000	105	1,167	1,053,000	92	1,029	58,000	20	541	78,000	419	968
2011	1,571,000	115	1,238	1,026,000	80	864	63,000	23	609	77,000	413	907
2012	1,683,000	122	1,325	1,087,000	84	916	77,000	28	719	89,000	416	1,052
2013	1,662,000	120	1,289	1,076,000	83	893	73,000	27	690	84,000	413	1,001
2014	1,685,000	121	1,285	1,138,000	87	922	88,000	32	811	87,000	435	1,033
2015	1,785,000	126	1,340	1,198,000	88	941	87,000	31	779	84,000	430	980
2016	2,187,000	152	1,622	1,469,000	104	1,112	102,000	35	888	100,000	491	1,158
2017	1,956,000	137	1,472	1,334,000	92	984	107,000	36	873	85,000	423	977
2018	1,960,000	140	1,475	1,315,000	88	931	112,000	37	848	79,000	393	911

Notes: See Tables 7 to 10 for notes regarding an enhanced methodology used to estimate registered vehicles and vehicle miles traveled for 2007 and after. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Due to an enhancement in the passenger car and light truck registration data provided by R. L. Polk & Co. for 2011 and later years, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicle for 2010 and earlier years with those for 2011 and later years. For more details see pages 10-11, "Registered Vehicles and Vehicle Miles Traveled by Vehicle Type." Estimates for vehicles involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see pages 5 and 9-10, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Sources: Vehicle Miles Traveled—FHWA, revised by NHTSA for passenger cars and light trucks; Registered Passenger Cars and Light Trucks—Polk data from R. L. Polk & Co., a foundation of HIS Markit automotive solutions; Registered Large Trucks and Motorcycles—Federal Highway Administration

Table 3. Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles Traveled and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2018 (Continued)

	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
Year	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
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	3,517	2,491,000	277	3,416	369,000	182	4,739	10,000	96	246
2000	4,467,000	282	3,491	2,621,000	279	3,450	351,000	171	4,377	14,000	133	321
2001	4,399,000	276	3,409	2,679,000	275	3,406	335,000	160	4,261	14,000	150	295
2002	4,443,000	275	3,408	2,757,000	273	3,376	336,000	156	4,232	17,000	173	330
2003	4,356,000	270	3,308	2,804,000	269	3,297	363,000	167	4,681	14,000	142	253
2004	4,216,000	259	3,160	2,886,000	263	3,213	324,000	147	3,970	13,000	132	231
2005	4,169,000	258	3,081	2,919,000	258	3,080	354,000	159	4,176	18,000	174	291
2006	4,046,000	250	2,953	2,932,000	254	2,990	300,000	135	3,398	15,000	128	230
2007	4,014,000	258	2,910	3,007,000	265	2,983	333,000	110	3,098	20,000	93	278
2008	3,931,000	258	2,827	2,848,000	258	2,824	309,000	100	2,845	18,000	88	235
2009	3,686,000	244	2,687	2,866,000	255	2,810	239,000	83	2,181	17,000	80	211
2010	3,754,000	249	2,774	2,704,000	237	2,642	214,000	75	1,986	14,000	77	178
2011	3,740,000	273	2,945	2,582,000	202	2,175	221,000	83	2,154	18,000	98	216
2012	3,875,000	281	3,049	2,706,000	210	2,280	253,000	94	2,372	18,000	84	211
2013	3,989,000	288	3,094	2,776,000	215	2,304	265,000	96	2,500	18,000	86	210
2014	4,279,000	306	3,263	3,028,000	230	2,452	346,000	124	3,171	19,000	94	224
2015	4,438,000	312	3,331	3,197,000	235	2,509	342,000	122	3,049	13,000	66	150
2016	4,535,000	315	3,363	3,181,000	226	2,409	351,000	122	3,054	28,000	139	327
2017	4,354,000	306	3,277	3,188,000	219	2,351	363,000	122	2,971	26,000	128	296
2018	4,677,000	333	3,519	3,335,000	223	2,361	414,000	136	3,127	25,000	124	288

Notes: See Tables 7 to 10 for notes regarding an enhanced methodology used to estimate registered vehicles and vehicle miles traveled for 2007 and after. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Due to an enhancement in the passenger car and light truck registration data provided by R. L. Polk & Co. for 2011 and later years, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicle for 2010 and earlier years with those for 2011 and later years. For more details see pages 10-11, "Registered Vehicles and Vehicle Miles Traveled by Vehicle Type." Estimates for vehicles involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see pages 5 and 9-10, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Sources: Vehicle Miles Traveled—FHWA, revised by NHTSA for passenger cars and light trucks; Registered Passenger Cars and Light Trucks—Polk data from R. L. Polk & Co., a foundation of HIS Markit automotive solutions; Registered Large Trucks and Motorcycles—Federal Highway Administration

Table 4. People Killed and Injured, by Person Type and Vehicle Type, 1975-2018

Year	Person Type											
	Occupants by Vehicle Type						Motor-cyclists	Nonoccupants				Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total		Pedestrian	Pedalcyclist	Other/ Unknown	Total	
	Killed											
1975	25,929	4,856	961	53	937	*32,736*	*3,189*	7,516	1,003	81	*8,600*	**44,525**
1976	26,166	5,438	1,132	73	981	*33,790*	*3,312*	7,427	914	80	*8,421*	**45,523**
1977	26,782	5,976	1,287	42	959	*35,046*	*4,104*	7,732	922	74	*8,728*	**47,878**
1978	28,153	6,745	1,395	41	622	*36,956*	*4,577*	7,795	892	111	*8,798*	**50,331**
1979	27,808	7,178	1,432	39	579	*37,036*	*4,894*	8,096	932	135	*9,163*	**51,093**
1980	27,449	7,486	1,262	46	540	*36,783*	*5,144*	8,070	965	129	*9,164*	**51,091**
1981	26,645	7,081	1,133	56	603	*35,518*	*4,906*	7,837	936	104	*8,877*	**49,301**
1982	23,330	6,359	944	35	525	*31,193*	*4,453*	7,331	883	85	*8,299*	**43,945**
1983	22,979	6,202	982	53	362	*30,578*	*4,265*	6,826	839	81	*7,746*	**42,589**
1984	23,620	6,496	1,074	46	440	*31,676*	*4,608*	7,025	849	99	*7,973*	**44,257**
1985	23,212	6,689	977	57	544	*31,479*	*4,564*	6,808	890	84	*7,782*	**43,825**
1986	24,944	7,317	926	39	442	*33,668*	*4,566*	6,779	941	133	*7,853*	**46,087**
1987	25,132	8,058	852	51	436	*34,529*	*4,036*	6,745	948	132	*7,825*	**46,390**
1988	25,808	8,306	911	54	429	*35,508*	*3,662*	6,870	911	136	*7,917*	**47,087**
1989	25,063	8,551	858	50	424	*34,946*	*3,141*	6,556	832	107	*7,495*	**45,582**
1990	24,092	8,601	705	32	460	*33,890*	*3,244*	6,482	859	124	*7,465*	**44,599**
1991	22,385	8,391	661	31	466	*31,934*	*2,806*	5,801	843	124	*6,768*	**41,508**
1992	21,387	8,098	585	28	387	*30,485*	*2,395*	5,549	723	98	*6,370*	**39,250**
1993	21,566	8,511	605	18	425	*31,125*	*2,449*	5,649	816	111	*6,576*	**40,150**
1994	21,997	8,904	670	18	409	*31,998*	*2,320*	5,489	802	107	*6,398*	**40,716**
1995	22,423	9,568	648	33	392	*33,064*	*2,227*	5,584	833	109	*6,526*	**41,817**
1996	22,505	9,932	621	21	455	*33,534*	*2,161*	5,449	765	154	*6,368*	**42,065***
1997	22,199	10,249	723	18	420	*33,609*	*2,116*	5,321	814	153	*6,288*	**42,013**
1998	21,194	10,705	742	38	409	*33,088*	*2,294*	5,228	760	131	*6,119*	**41,501**
1999	20,862	11,265	759	59	447	*33,392*	*2,483*	4,939	754	149	*5,842*	**41,717**
2000	20,699	11,526	754	22	450	*33,451*	*2,897*	4,763	693	141	*5,597*	**41,945**
2001	20,320	11,723	708	34	458	*33,243*	*3,197*	4,901	732	123	*5,756*	**42,196**
2002	20,569	12,274	689	45	528	*34,105*	*3,270*	4,851	665	114	*5,630*	**43,005**
2003	19,725	12,546	726	41	589	*33,627*	*3,714*	4,774	629	140	*5,543*	**42,884**
2004	19,192	12,674	766	42	602	*33,276*	*4,028*	4,675	727	130	*5,532*	**42,836**
2005	18,512	13,037	804	58	659	*33,070*	*4,576*	4,892	786	186	*5,864*	**43,510**
2006	17,925	12,761	805	27	601	*32,119*	*4,837*	4,795	772	185	*5,752*	**42,708**
2007	16,614	12,458	805	36	614	*30,527*	*5,174*	4,699	701	158	*5,558*	**41,259**
2008	14,646	10,816	682	67	580	*26,791*	*5,312*	4,414	718	188	*5,320*	**37,423**
2009	13,135	10,312	499	26	554	*24,526*	*4,469*	4,109	628	151	*4,888*	**33,883**
2010	12,491	9,782	530	44	524	*23,371*	*4,518*	4,302	623	185	*5,110*	**32,999**
2011	12,014	9,302	640	55	499	*22,510*	*4,630*	4,457	682	200	*5,339*	**32,479**
2012	12,361	9,418	697	39	502	*23,017*	*4,986*	4,818	734	227	*5,779*	**33,782**
2013	12,037	9,186	695	54	511	*22,483*	*4,692*	4,779	749	190	*5,718*	**32,893**
2014	11,947	9,103	656	44	557	*22,307*	*4,594*	4,910	729	204	*5,843*	**32,744**
2015	12,763	9,878	665	49	544	*23,899*	*5,029*	5,494	829	233	*6,556*	**35,484**
2016	13,508	10,279	815	64	610	*25,276*	*5,337*	6,080	853	260	*7,193*	**37,806**
2017	13,477	10,186	878	43	543	*25,127*	*5,229*	6,075	806	236	*7,117*	**37,473**
2018	12,775	9,922	885	43	596	*24,221*	*4,985*	6,283	857	214	*7,354*	**36,560**

*Includes 2 fatalities of unknown person type. This attribute was only available in 1996.

Table 4. People Killed and Injured, by Person Type and Vehicle Type, 1975-2018 (Continued)

Year	Person Type											Total
	Occupants by Vehicle Type						Motor-cyclists	Nonoccupants				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total		Pedestrian	Pedalcyclist	Other/ Unknown	Total	
	Injured											
1988	2,590,000	482,000	38,000	15,000	4,000	*3,130,000*	*105,000*	110,000	75,000	8,000	*193,000*	**3,427,000**
1989	2,432,000	517,000	42,000	16,000	5,000	*3,012,000*	*83,000*	112,000	73,000	11,000	*196,000*	**3,292,000**
1990	2,384,000	511,000	42,000	34,000	4,000	*2,975,000*	*85,000*	105,000	75,000	7,000	*187,000*	**3,246,000**
1991	2,240,000	565,000	29,000	22,000	4,000	*2,859,000*	*81,000*	89,000	67,000	11,000	*167,000*	**3,107,000**
1992	2,236,000	549,000	34,000	21,000	13,000	*2,853,000*	*65,000*	89,000	63,000	10,000	*162,000*	**3,079,000**
1993	2,273,000	606,000	32,000	18,000	4,000	*2,932,000*	*60,000*	94,000	68,000	9,000	*171,000*	**3,163,000**
1994	2,368,000	634,000	30,000	16,000	4,000	*3,053,000*	*58,000*	92,000	63,000	10,000	*164,000*	**3,275,000**
1995	2,475,000	727,000	31,000	20,000	5,000	*3,257,000*	*58,000*	86,000	67,000	9,000	*162,000*	**3,476,000**
1996	2,453,000	763,000	33,000	21,000	4,000	*3,274,000*	*55,000*	82,000	58,000	11,000	*151,000*	**3,480,000**
1997	2,345,000	762,000	32,000	17,000	6,000	*3,162,000*	*53,000*	77,000	58,000	11,000	*146,000*	**3,360,000**
1998	2,205,000	765,000	28,000	16,000	4,000	*3,019,000*	*49,000*	69,000	53,000	8,000	*131,000*	**3,199,000**
1999	2,143,000	853,000	34,000	23,000	7,000	*3,060,000*	*50,000*	85,000	51,000	3,000	*140,000*	**3,250,000**
2000	2,057,000	886,000	31,000	17,000	10,000	*3,001,000*	*58,000*	78,000	51,000	6,000	*135,000*	**3,194,000**
2001	1,930,000	866,000	30,000	16,000	9,000	*2,851,000*	*60,000*	78,000	45,000	8,000	*131,000*	**3,042,000**
2002	1,811,000	885,000	27,000	19,000	6,000	*2,748,000*	*65,000*	71,000	48,000	7,000	*126,000*	**2,939,000**
2003	1,762,000	896,000	26,000	19,000	7,000	*2,710,000*	*67,000*	70,000	46,000	8,000	*125,000*	**2,902,000**
2004	1,649,000	906,000	28,000	17,000	7,000	*2,607,000*	*76,000*	68,000	41,000	9,000	*119,000*	**2,802,000**
2005	1,580,000	874,000	28,000	12,000	10,000	*2,504,000*	*88,000*	65,000	45,000	8,000	*118,000*	**2,709,000**
2006	1,479,000	860,000	23,000	10,000	11,000	*2,383,000*	*88,000*	61,000	44,000	7,000	*112,000*	**2,583,000**
2007	1,383,000	845,000	23,000	13,000	8,000	*2,272,000*	*103,000*	70,000	43,000	10,000	*124,000*	**2,499,000**
2008	1,308,000	773,000	24,000	16,000	9,000	*2,130,000*	*96,000*	69,000	52,000	9,000	*130,000*	**2,356,000**
2009	1,219,000	762,000	16,000	13,000	7,000	*2,017,000*	*89,000*	59,000	51,000	7,000	*117,000*	**2,224,000**
2010	1,256,000	737,000	20,000	18,000	5,000	*2,036,000*	*82,000*	70,000	52,000	8,000	*130,000*	**2,248,000**
2011	1,244,000	733,000	23,000	14,000	6,000	*2,019,000*	*82,000*	69,000	48,000	9,000	*126,000*	**2,227,000**
2012	1,330,000	766,000	25,000	12,000	6,000	*2,140,000*	*93,000*	76,000	49,000	10,000	*136,000*	**2,369,000**
2013	1,299,000	753,000	25,000	24,000	5,000	*2,105,000*	*89,000*	66,000	48,000	11,000	*125,000*	**2,319,000**
2014	1,294,000	784,000	27,000	14,000	6,000	*2,125,000*	*92,000*	65,000	50,000	10,000	*125,000*	**2,343,000**
2015	1,382,000	809,000	30,000	12,000	8,000	*2,241,000*	*89,000*	70,000	45,000	10,000	*125,000*	**2,455,000**
2016	1,690,000	1,035,000	36,000	25,000	5,000	*2,791,000*	*104,000*	86,000	64,000	16,000	*166,000*	**3,062,000**
2017	1,529,000	937,000	40,000	12,000	5,000	*2,523,000*	*89,000*	71,000	50,000	12,000	*133,000*	**2,745,000**
2018	1,511,000	921,000	39,000	15,000	5,000	*2,491,000*	*82,000*	75,000	47,000	15,000	*137,000*	**2,710,000**

Note: Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see pages 5 and 9-10, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2018

Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers
Drivers in Fatal Crashes									
1975	45,087	70,435,000	64.01	9,356	59,233,000	15.80	54,445	129,668,000	41.99
1976	45,091	72,452,000	62.24	9,953	61,458,000	16.19	55,045	133,910,000	41.11
1977	48,548	74,385,000	65.27	10,775	63,591,000	16.94	59,324	137,976,000	43.00
1978	51,665	75,504,000	68.43	11,221	65,177,000	17.22	62,887	140,681,000	44.70
1979	52,208	76,458,000	68.28	11,308	66,695,000	16.95	63,518	143,152,000	44.37
1980	50,921	77,135,000	66.02	11,353	68,067,000	16.68	62,277	145,202,000	42.89
1981	49,838	77,831,000	64.03	11,396	69,142,000	16.48	61,238	146,972,000	41.67
1982	43,877	78,484,000	55.91	10,579	71,627,000	14.77	54,462	150,111,000	36.28
1983	42,329	80,823,000	52.37	10,854	73,440,000	14.78	53,184	154,263,000	34.48
1984	44,213	80,916,000	54.64	11,806	74,398,000	15.87	56,022	155,315,000	36.07
1985	44,290	81,537,000	54.32	12,031	75,231,000	15.99	56,322	156,769,000	35.93
1986	46,083	82,740,000	55.70	12,603	76,651,000	16.44	58,688	159,390,000	36.82
1987	46,337	83,939,000	55.20	13,492	77,789,000	17.34	59,829	161,728,000	36.99
1988	46,840	84,099,000	55.70	13,814	78,661,000	17.56	60,658	162,760,000	37.27
1989	44,941	85,356,000	52.65	13,927	80,160,000	17.37	58,870	165,516,000	35.57
1990	43,802	85,769,000	51.07	13,586	81,203,000	16.73	57,393	166,972,000	34.37
1991	40,288	86,630,000	46.51	12,716	82,300,000	15.45	53,007	168,930,000	31.38
1992	38,186	88,363,000	43.21	12,492	84,716,000	14.75	50,682	173,079,000	29.28
1993	39,118	87,974,000	44.47	12,960	85,138,000	15.22	52,080	173,112,000	30.08
1994	39,784	89,165,000	44.62	13,449	86,183,000	15.61	53,238	175,347,000	30.36
1995	40,799	89,183,534	45.75	14,043	87,386,288	16.07	54,847	176,569,822	31.06
1996	40,899	90,503,313	45.19	14,723	89,007,033	16.54	55,624	179,510,346	30.99
1997	40,594	91,887,958	44.18	14,816	90,788,673	16.32	55,412	182,676,631	30.33
1998	40,433	93,022,582	43.47	14,967	91,804,942	16.30	55,404	184,827,524	29.98
1999	40,639	94,148,778	43.16	14,717	92,988,393	15.83	55,359	187,137,172	29.58
2000	41,443	95,782,190	43.27	14,682	94,816,305	15.48	56,126	190,598,496	29.45
2001	41,548	95,779,213	43.38	14,829	95,471,117	15.53	56,380	191,250,330	29.48
2002	41,995	97,595,494	43.03	14,876	96,978,476	15.34	56,874	194,573,970	29.23
2003	42,177	98,209,330	42.95	15,106	97,918,920	15.43	57,285	196,128,258	29.21
2004	41,876	99,558,840	42.06	15,272	99,305,142	15.38	57,152	198,863,982	28.74
2005	42,947	100,240,223	42.84	14,967	100,284,847	14.92	57,921	200,525,070	28.88
2006	41,912	101,009,831	41.49	14,661	101,589,256	14.43	56,577	202,599,087	27.93
2007	40,764	102,337,867	39.83	14,101	103,152,416	13.67	54,872	205,490,283	26.70
2008	36,825	103,449,095	35.60	12,536	104,537,338	11.99	49,369	207,986,433	23.74
2009	32,690	104,055,994	31.42	11,797	105,152,866	11.22	44,492	209,208,860	21.27
2010	31,897	104,175,227	30.62	11,796	105,542,171	11.18	43,697	209,717,398	20.84
2011	31,771	104,719,657	30.34	11,227	106,793,946	10.51	43,001	211,513,603	20.33
2012	33,209	104,920,416	31.65	11,557	106,767,131	10.82	44,773	211,687,547	21.15
2013	32,457	104,976,180	30.92	11,382	107,121,195	10.63	43,848	212,097,375	20.67
2014	32,462	105,876,346	30.66	11,250	108,153,955	10.40	43,721	214,030,301	20.43
2015	35,679	107,617,191	33.15	12,333	110,402,159	11.17	48,030	218,019,350	22.03
2016	37,731	109,555,639	34.44	13,306	112,092,942	11.87	51,058	221,648,581	23.04
2017	37,856	111,363,028	33.99	13,619	113,906,630	11.96	51,488	225,269,658	22.86
2018	36,895	112,458,677	32.81	13,212	115,056,711	11.48	50,126	227,515,388	22.03

*Includes drivers (>15 years old) of unknown sex.

Notes: Drivers in this table include motorcycle riders. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.

Source: Licensed Drivers—FHWA

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2018 (Continued)

Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers
	Drivers in Injury Crashes								
1988	2,423,000	84,099,000	2,881	1,485,000	78,661,000	1,887	3,907,000	162,760,000	2,401
1989	2,347,000	85,356,000	2,749	1,446,000	80,160,000	1,804	3,793,000	165,516,000	2,291
1990	2,285,000	85,769,000	2,664	1,458,000	81,203,000	1,795	3,743,000	166,972,000	2,242
1991	2,171,000	86,630,000	2,506	1,380,000	82,300,000	1,677	3,551,000	168,930,000	2,102
1992	2,114,000	88,363,000	2,392	1,439,000	84,716,000	1,699	3,553,000	173,079,000	2,053
1993	2,144,000	87,974,000	2,437	1,468,000	85,138,000	1,724	3,612,000	173,112,000	2,086
1994	2,264,000	89,165,000	2,539	1,574,000	86,183,000	1,826	3,838,000	175,347,000	2,189
1995	2,378,000	89,183,534	2,667	1,687,000	87,386,288	1,931	4,066,000	176,569,822	2,303
1996	2,378,000	90,503,313	2,627	1,711,000	89,007,033	1,922	4,089,000	179,510,346	2,278
1997	2,296,000	91,887,958	2,499	1,643,000	90,788,673	1,809	3,939,000	182,676,631	2,156
1998	2,158,000	93,022,582	2,319	1,576,000	91,804,942	1,717	3,734,000	184,827,524	2,020
1999	2,134,000	94,148,778	2,267	1,609,000	92,988,393	1,730	3,743,000	187,137,172	2,000
2000	2,192,000	95,782,190	2,289	1,573,000	94,816,305	1,659	3,765,000	190,598,496	1,975
2001	2,090,000	95,779,213	2,182	1,547,000	95,471,117	1,620	3,637,000	191,250,330	1,902
2002	2,000,000	97,595,494	2,049	1,481,000	96,978,476	1,528	3,482,000	194,573,970	1,789
2003	1,990,000	98,209,330	2,026	1,525,000	97,918,920	1,557	3,514,000	196,128,258	1,792
2004	1,912,000	99,558,840	1,920	1,482,000	99,305,142	1,493	3,394,000	198,863,982	1,707
2005	1,837,000	100,240,223	1,832	1,425,000	100,284,847	1,421	3,262,000	200,525,070	1,627
2006	1,763,000	101,009,831	1,745	1,387,000	101,589,256	1,366	3,150,000	202,599,087	1,555
2007	1,708,000	102,337,867	1,669	1,333,000	103,152,416	1,292	3,041,000	205,490,283	1,480
2008	1,596,000	103,449,095	1,543	1,276,000	104,537,338	1,221	2,872,000	207,986,433	1,381
2009	1,487,000	104,055,994	1,429	1,217,000	105,152,866	1,157	2,704,000	209,208,860	1,292
2010	1,511,000	104,175,227	1,451	1,261,000	105,542,171	1,195	2,773,000	209,717,398	1,322
2011	1,503,000	104,719,657	1,435	1,240,000	106,793,946	1,161	2,743,000	211,513,603	1,297
2012	1,630,000	104,920,416	1,553	1,311,000	106,767,131	1,228	2,940,000	211,687,547	1,389
2013	1,578,000	104,976,180	1,503	1,327,000	107,121,195	1,239	2,905,000	212,097,375	1,370
2014	1,639,000	105,876,346	1,548	1,336,000	108,153,955	1,236	2,976,000	214,030,301	1,390
2015	1,728,000	107,617,191	1,605	1,407,000	110,402,159	1,274	3,134,000	218,019,350	1,438
2016	2,124,000	109,555,639	1,939	1,737,000	112,092,942	1,550	3,862,000	221,648,581	1,742
2017	1,923,000	111,363,028	1,727	1,560,000	113,906,630	1,369	3,483,000	225,269,658	1,546
2018	1,927,000	112,458,677	1,713	1,542,000	115,056,711	1,340	3,469,000	227,515,388	1,525

*Includes drivers (>15 years old) of unknown sex.

Notes: Drivers in this table include motorcycle riders. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see pages 5 and 9-10, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Source: Licensed Drivers—FHWA

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2018 (Continued)

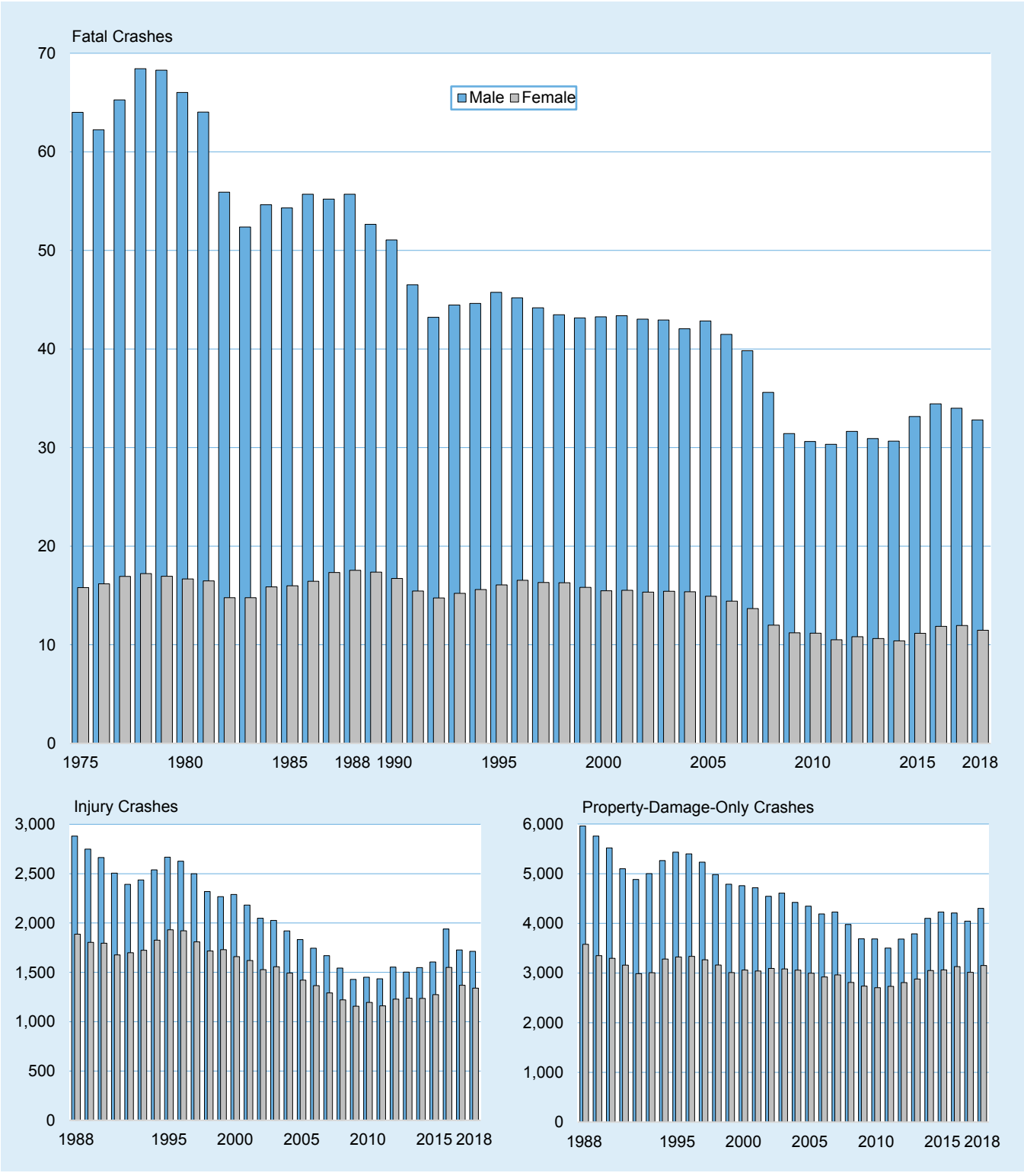
Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers
Drivers in Property-Damage-Only Crashes									
1988	5,013,000	84,099,000	5,961	2,816,000	78,661,000	3,580	7,829,000	162,760,000	4,810
1989	4,915,000	85,356,000	5,758	2,687,000	80,160,000	3,352	7,602,000	165,516,000	4,593
1990	4,733,000	85,769,000	5,519	2,677,000	81,203,000	3,296	7,410,000	166,972,000	4,438
1991	4,419,000	86,630,000	5,101	2,600,000	82,300,000	3,159	7,019,000	168,930,000	4,155
1992	4,316,000	88,363,000	4,885	2,530,000	84,716,000	2,987	6,847,000	173,079,000	3,956
1993	4,402,000	87,974,000	5,003	2,561,000	85,138,000	3,008	6,963,000	173,112,000	4,022
1994	4,695,000	89,165,000	5,265	2,828,000	86,183,000	3,282	7,523,000	175,347,000	4,290
1995	4,847,000	89,183,534	5,434	2,905,000	87,386,288	3,325	7,752,000	176,569,822	4,390
1996	4,888,000	90,503,313	5,400	2,968,000	89,007,033	3,335	7,856,000	179,510,346	4,376
1997	4,808,000	91,887,958	5,232	2,967,000	90,788,673	3,268	7,775,000	182,676,631	4,256
1998	4,634,000	93,022,582	4,982	2,902,000	91,804,942	3,162	7,536,000	184,827,524	4,078
1999	4,509,000	94,148,778	4,789	2,800,000	92,988,393	3,011	7,309,000	187,137,172	3,906
2000	4,559,000	95,782,190	4,760	2,904,000	94,816,305	3,062	7,463,000	190,598,496	3,915
2001	4,518,000	95,779,213	4,717	2,903,000	95,471,117	3,041	7,421,000	191,250,330	3,880
2002	4,436,000	97,595,494	4,545	2,999,000	96,978,476	3,093	7,435,000	194,573,970	3,821
2003	4,528,000	98,209,330	4,610	3,020,000	97,918,920	3,084	7,547,000	196,128,258	3,848
2004	4,405,000	99,558,840	4,424	3,037,000	99,305,142	3,058	7,442,000	198,863,982	3,742
2005	4,357,000	100,240,223	4,347	3,007,000	100,284,847	2,998	7,364,000	200,525,070	3,672
2006	4,232,000	101,009,831	4,190	2,968,000	101,589,256	2,922	7,200,000	202,599,087	3,554
2007	4,329,000	102,337,867	4,230	3,058,000	103,152,416	2,964	7,386,000	205,490,283	3,594
2008	4,115,000	103,449,095	3,978	2,940,000	104,537,338	2,812	7,055,000	207,986,433	3,392
2009	3,839,000	104,055,994	3,689	2,879,000	105,152,866	2,738	6,718,000	209,208,860	3,211
2010	3,841,000	104,175,227	3,687	2,855,000	105,542,171	2,705	6,696,000	209,717,398	3,193
2011	3,669,000	104,719,657	3,503	2,918,000	106,793,946	2,732	6,586,000	211,513,603	3,114
2012	3,867,000	104,920,416	3,685	2,998,000	106,767,131	2,808	6,865,000	211,687,547	3,243
2013	3,978,000	104,976,180	3,789	3,085,000	107,121,195	2,880	7,063,000	212,097,375	3,330
2014	4,342,000	105,876,346	4,101	3,299,000	108,153,955	3,051	7,641,000	214,030,301	3,570
2015	4,551,000	107,617,191	4,229	3,383,000	110,402,159	3,065	7,934,000	218,019,350	3,639
2016	4,612,000	109,555,639	4,209	3,508,000	112,092,942	3,130	8,120,000	221,648,581	3,664
2017	4,504,000	111,363,028	4,045	3,435,000	113,906,630	3,016	7,940,000	225,269,658	3,525
2018	4,838,000	112,458,677	4,302	3,626,000	115,056,711	3,151	8,464,000	227,515,388	3,720

*Includes drivers (>15 years old) of unknown sex.

Notes: Drivers in this table include motorcycle riders. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see pages 5 and 9-10, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Source: Licensed Drivers—FHWA

Figure 3. Driver Involvement Rates per 100,000 Licensed Drivers 16 and Older, by Sex and Crash Severity, 1975-2018



Source: Licensed Drivers—FHWA

Table 6. Motor Vehicle Occupant and Motorcyclists Fatality and Injury Rates per Population, by Age Group, 1975-2018

Year	Age Group										Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
	Fatality Rate per 100,000 Population											
1975	4.50	2.71	5.71	38.77	34.90	21.57	15.67	13.42	13.29	14.72	16.98	**16.67**
1976	4.50	2.56	6.14	40.95	35.01	21.27	15.27	13.71	13.58	14.92	17.27	**17.05**
1977	4.68	2.83	6.44	42.86	38.73	22.27	15.61	13.90	13.55	14.03	16.13	**17.81**
1978	4.61	2.66	6.60	44.45	40.75	24.26	16.72	14.07	13.44	14.79	16.36	**18.70**
1979	4.35	2.84	6.13	44.36	40.06	24.96	17.11	14.03	13.24	13.59	15.51	**18.67**
1980	4.24	2.67	6.00	42.94	39.86	24.82	16.85	14.51	12.83	12.96	15.27	**18.45**
1981	3.75	2.43	5.24	38.56	37.41	24.22	16.63	13.81	12.68	13.16	14.94	**17.62**
1982	3.67	2.22	4.85	34.51	32.75	20.45	14.30	11.84	11.24	11.85	14.89	**15.39**
1983	3.55	2.33	4.60	33.18	30.97	19.86	13.87	11.79	10.92	11.92	15.48	**14.90**
1984	3.13	2.33	5.21	34.94	32.89	20.26	13.91	11.86	11.16	12.98	16.18	**15.39**
1985	3.18	2.36	5.52	33.72	32.75	19.50	13.87	11.88	11.33	12.63	16.73	**15.15**
1986	3.42	2.30	6.07	38.16	33.72	21.04	13.82	11.50	11.38	13.46	17.71	**15.92**
1987	3.78	2.60	6.00	36.65	32.83	21.05	14.15	12.10	11.93	13.58	18.22	**15.92**
1988	3.82	2.64	5.74	37.95	33.63	20.50	14.20	12.33	12.15	14.12	19.26	**16.02**
1989	3.93	2.92	5.48	34.71	30.85	20.10	13.89	12.46	12.18	14.24	19.41	**15.43**
1990	3.30	2.50	5.25	34.14	30.62	19.81	13.34	12.20	11.91	13.36	18.48	**14.89**
1991	3.13	2.39	4.86	31.76	28.83	17.79	12.29	11.12	10.75	13.22	19.14	**13.78**
1992	2.99	2.41	4.75	28.37	25.96	16.54	11.71	10.62	10.53	13.27	18.81	**12.89**
1993	3.14	2.35	4.67	28.99	26.70	16.47	11.86	10.52	10.86	12.73	20.78	**13.02**
1994	3.46	2.35	5.07	30.46	26.27	16.07	11.79	11.15	10.71	13.99	20.71	**13.18**
1995	3.17	2.46	5.15	29.58	27.30	17.03	12.49	11.01	11.42	13.67	20.87	**13.43**
1996	3.40	2.34	5.07	29.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	**13.46**
1997	3.16	2.42	4.96	28.38	25.53	16.49	12.23	11.57	11.96	14.46	22.09	**13.34**
1998	3.03	2.60	4.60	27.61	25.06	15.81	12.60	11.44	11.53	14.31	21.28	**13.09**
1999	2.94	2.54	4.49	28.10	25.56	16.13	12.62	11.48	11.52	14.17	20.70	**13.16**
2000	2.82	2.38	4.27	27.76	25.29	15.55	12.81	11.51	11.38	12.88	19.51	**12.88**
2001	2.68	2.27	3.77	27.76	24.94	15.67	12.93	11.35	11.01	12.76	19.35	**12.79**
2002	2.44	2.13	4.07	28.84	25.88	15.75	13.03	11.85	11.10	12.61	18.81	**12.99**
2003	2.48	2.14	4.13	27.26	24.87	15.54	13.07	12.02	11.24	12.45	19.27	**12.87**
2004	2.57	2.28	4.25	26.69	24.94	15.82	12.48	12.07	11.05	12.30	18.16	**12.74**
2005	2.35	2.24	3.49	25.26	25.71	16.33	12.92	11.99	11.60	12.46	17.29	**12.74**
2006	2.32	1.85	3.31	24.59	26.07	16.37	12.68	11.80	10.95	11.31	15.73	**12.39**
2007	1.98	1.78	3.17	22.86	25.02	15.40	12.20	11.52	10.58	10.93	15.41	**11.85**
2008	1.50	1.44	2.42	18.71	21.56	14.28	11.03	10.54	9.82	10.02	14.16	**10.56**
2009	1.62	1.40	2.17	16.41	17.62	12.45	9.90	9.89	8.78	9.18	13.42	**9.45**
2010	1.48	1.26	1.95	13.92	17.60	11.84	9.46	9.15	8.88	8.95	14.01	**9.02**
2011	1.38	1.22	1.82	14.00	16.68	11.50	9.05	8.97	8.36	9.11	12.62	**8.71**
2012	1.54	1.17	1.70	13.27	16.94	12.19	9.54	9.27	8.87	9.12	12.17	**8.92**
2013	1.44	1.19	1.75	12.38	16.09	11.65	9.09	8.87	8.63	8.81	12.46	**8.60**
2014	1.24	1.23	1.70	12.46	15.91	11.53	8.69	9.00	8.40	8.22	12.17	**8.45**
2015	1.42	1.29	1.78	13.21	16.75	12.41	9.41	9.46	8.95	9.10	12.64	**9.02**
2016	1.55	1.42	1.87	13.44	17.73	13.24	10.08	9.59	9.44	9.39	13.38	**9.48**
2017	1.55	1.23	1.78	13.04	16.80	12.80	10.16	9.73	9.60	8.66	13.76	**9.34**
2018	1.36	1.25	1.59	11.93	15.90	12.37	9.55	9.38	9.42	8.90	12.41	**8.93**

Note: Population estimates for historical years are revised periodically.

Source: Population—Census Bureau

Table 6. Motor Vehicle Occupant and Motorcyclists Fatality and Injury Rates per Population, by Age Group, 1975-2018 (Continued)

Year	Age Group										Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
	Injury Rate per 100,000 Population											
1988	418	447	742	3,286	2,674	1,807	1,312	1,036	878	709	659	**1,323**
1989	373	471	731	3,222	2,468	1,675	1,285	987	801	712	613	**1,254**
1990	334	432	677	3,128	2,512	1,681	1,230	992	847	748	517	**1,226**
1991	388	470	714	2,932	2,331	1,579	1,147	981	797	726	523	**1,166**
1992	327	435	691	3,001	2,265	1,575	1,104	974	785	725	587	**1,144**
1993	373	475	664	2,896	2,320	1,611	1,199	957	825	710	595	**1,161**
1994	412	470	710	2,970	2,376	1,673	1,225	990	857	755	600	**1,195**
1995	420	486	747	3,206	2,465	1,728	1,295	1,134	928	756	625	**1,261**
1996	421	528	736	3,137	2,440	1,762	1,291	1,073	906	789	657	**1,255**
1997	403	467	685	2,990	2,412	1,695	1,261	1,014	823	762	641	**1,200**
1998	405	441	676	2,795	2,131	1,590	1,157	1,031	872	698	589	**1,135**
1999	389	479	664	2,841	2,181	1,603	1,138	1,029	802	762	616	**1,140**
2000	352	406	546	2,699	2,100	1,453	1,160	948	828	720	668	**1,084**
2001	313	373	515	2,459	2,028	1,393	1,098	935	755	671	581	**1,021**
2002	305	383	515	2,383	1,911	1,323	1,037	877	766	618	552	**978**
2003	307	379	473	2,264	1,862	1,341	1,026	876	731	609	524	**957**
2004	288	354	477	2,128	1,721	1,218	1,012	879	727	601	498	**916**
2005	269	324	471	1,974	1,724	1,228	954	833	683	541	467	**877**
2006	271	288	405	1,838	1,588	1,159	925	764	662	556	491	**828**
2007	268	290	356	1,724	1,529	1,136	843	753	628	550	432	**788**
2008	244	267	356	1,541	1,396	1,041	800	721	600	491	405	**732**
2009	220	263	324	1,348	1,382	967	736	697	566	504	398	**687**
2010	192	252	317	1,320	1,338	939	807	706	571	463	419	**685**
2011	232	245	303	1,255	1,261	961	789	692	585	459	387	**674**
2012	197	267	275	1,312	1,357	1,023	828	742	620	515	424	**712**
2013	230	264	285	1,252	1,348	976	778	719	627	504	439	**694**
2014	229	241	301	1,190	1,276	1,010	819	760	623	493	404	**696**
2015	237	282	309	1,343	1,387	1,026	850	746	645	533	407	**726**
2016	305	342	388	1,682	1,671	1,328	1,054	947	756	590	494	**896**
2017	263	304	333	1,492	1,470	1,166	949	844	703	577	468	**803**
2018	242	297	342	1,330	1,472	1,157	950	851	708	559	425	**787**

Notes: Population estimates for historical years are revised periodically. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see pages 5 and 9-10, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Source: Population—Census Bureau

Table 7. Passenger Car Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles Traveled, 1975-2018

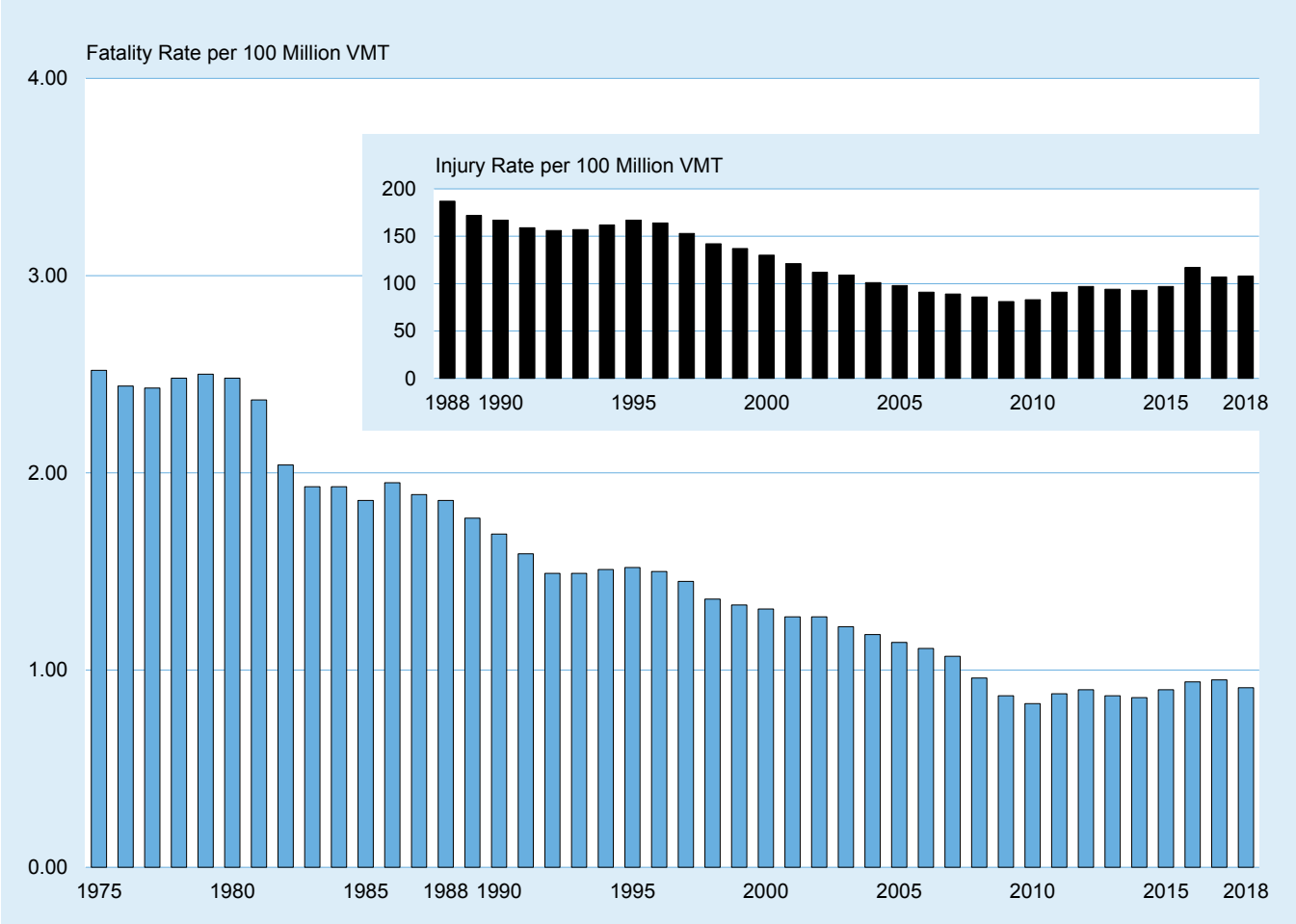
Year	Registered Passenger Cars	Vehicle Miles Traveled (millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 10 Million VMT	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million VMT
1975	94,478,029	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	2,590,000	2,131	187
1989	122,758,478	1,415,213	25,063	20.42	1.77	2,432,000	1,982	172
1990	123,276,600	1,427,178	24,092	19.54	1.69	2,384,000	1,934	167
1991	123,327,336	1,411,655	22,385	18.15	1.59	2,240,000	1,816	159
1992	120,346,747	1,436,035	21,387	17.77	1.49	2,236,000	1,858	156
1993	121,055,398	1,445,106	21,566	17.81	1.49	2,273,000	1,878	157
1994	121,996,580	1,459,208	21,997	18.03	1.51	2,368,000	1,941	162
1995	123,241,881	1,478,352	22,423	18.19	1.52	2,475,000	2,008	167
1996	124,612,787	1,499,139	22,505	18.06	1.50	2,453,000	1,969	164
1997	124,672,920	1,528,399	22,199	17.81	1.45	2,345,000	1,881	153
1998	125,965,709	1,555,901	21,194	16.83	1.36	2,205,000	1,751	142
1999	127,083,019	1,569,455	20,862	16.42	1.33	2,143,000	1,686	137
2000	127,933,707	1,583,127	20,699	16.18	1.31	2,057,000	1,608	130
2001	129,044,240	1,596,579	20,320	15.75	1.27	1,930,000	1,496	121
2002	130,349,393	1,613,749	20,569	15.78	1.27	1,811,000	1,389	112
2003	131,665,783	1,613,543	19,725	14.98	1.22	1,762,000	1,338	109
2004	133,414,552	1,629,955	19,192	14.39	1.18	1,649,000	1,236	101
2005	135,324,121	1,616,908	18,512	13.68	1.14	1,580,000	1,167	98
2006	137,031,279	1,616,328	17,925	13.08	1.11	1,479,000	1,079	91
2007	137,929,951	1,554,673	16,614	12.05	1.07	1,383,000	1,002	89
2008	139,028,041	1,524,331	14,646	10.53	0.96	1,308,000	940	86
2009	137,203,972	1,510,339	13,135	9.57	0.87	1,219,000	889	81
2010	135,310,480	1,507,716	12,491	9.23	0.83	1,256,000	928	83
2011	126,966,714	1,369,810	12,014	9.46	0.88	1,244,000	980	91
2012	127,077,676	1,377,486	12,361	9.73	0.90	1,330,000	1,047	97
2013	128,936,225	1,384,194	12,037	9.34	0.87	1,299,000	1,007	94
2014	131,138,925	1,396,098	11,947	9.11	0.86	1,294,000	987	93
2015	133,218,366	1,420,869	12,763	9.58	0.90	1,382,000	1,038	97
2016	134,827,696	1,439,678	13,508	10.02	0.94	1,690,000	1,254	117
2017	132,864,363	1,424,056	13,477	10.14	0.95	1,529,000	1,151	107
2018	132,908,249	1,404,507	12,775	9.61	0.91	1,511,000	1,137	108

*Injury data not available before 1988.

Notes: In 2011, the FHWA implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be taken into account when comparing registered vehicle counts and/or VMT for 2006 and earlier years with the numbers for 2007 and later years. Due to an enhancement in the passenger vehicle registration data provided by R. L. Polk & Co. for 2011 and later, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicles for passenger cars for 2010 and earlier years with those for 2011 and later years. For more details see pages 10-11, "Registered Vehicles and Vehicle Miles Traveled by Vehicle Type." Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see pages 5 and 9-10, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Sources: Vehicle Miles Traveled—FHWA, revised by NHTSA; Registered Passenger Cars—R. L. Polk & Co., a foundation of HIS Markit automotive solutions

Figure 4. Passenger Car Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2018



Sources: Vehicle Miles Traveled—FHWA, revised by NHTSA

Table 8. Light Truck Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles Traveled, 1975-2018

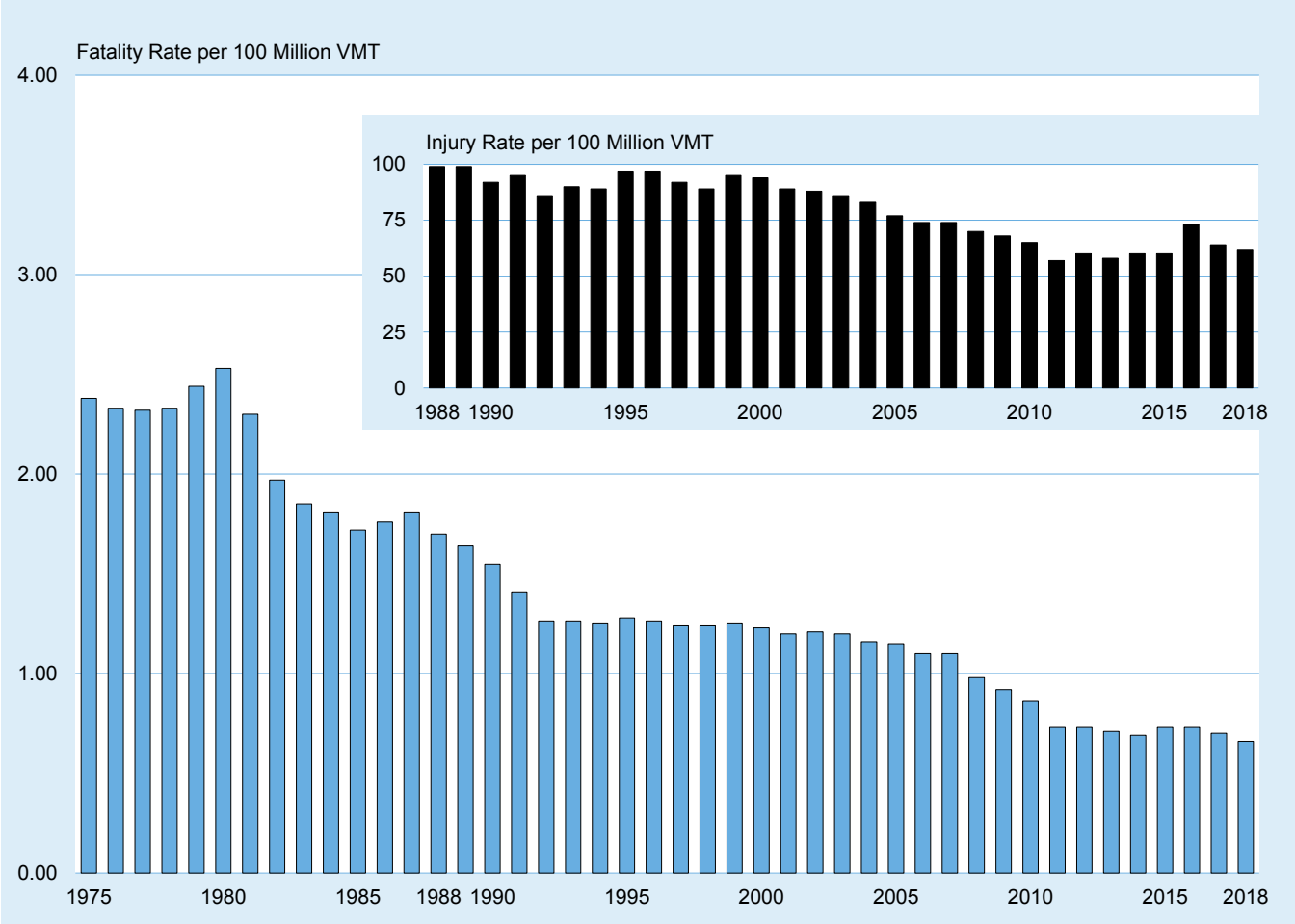
Year	Registered Light Trucks	Vehicle Miles Traveled (millions)	Light Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million VMT	Light Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million VMT
1975	20,886,680	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	482,000	1,081	99
1989	47,134,148	522,483	8,551	18.14	1.64	517,000	1,097	99
1990	49,916,497	555,659	8,601	17.23	1.55	511,000	1,024	92
1991	52,062,064	595,924	8,391	16.12	1.41	565,000	1,086	95
1992	53,836,046	642,397	8,098	15.04	1.26	549,000	1,021	86
1993	56,573,835	675,353	8,511	15.04	1.26	606,000	1,070	90
1994	59,485,995	711,515	8,904	14.97	1.25	634,000	1,066	89
1995	62,520,872	749,971	9,568	15.30	1.28	727,000	1,163	97
1996	65,438,877	787,255	9,932	15.18	1.26	763,000	1,165	97
1997	67,287,470	824,896	10,249	15.23	1.24	762,000	1,132	92
1998	69,783,500	861,951	10,705	15.34	1.24	765,000	1,097	89
1999	72,929,502	900,667	11,265	15.45	1.25	853,000	1,170	95
2000	75,979,775	940,219	11,526	15.17	1.23	886,000	1,166	94
2001	78,675,630	973,401	11,723	14.90	1.20	866,000	1,101	89
2002	81,643,269	1,010,759	12,274	15.03	1.21	885,000	1,084	88
2003	85,063,823	1,042,444	12,546	14.75	1.20	896,000	1,053	86
2004	89,799,406	1,097,099	12,674	14.11	1.16	906,000	1,009	83
2005	94,787,880	1,132,564	13,037	13.75	1.15	874,000	922	77
2006	98,064,117	1,156,697	12,761	13.01	1.10	860,000	877	74
2007	100,817,496	1,136,361	12,458	12.36	1.10	845,000	838	74
2008	100,862,944	1,105,882	10,816	10.72	0.98	773,000	767	70
2009	102,008,600	1,122,909	10,312	10.11	0.92	762,000	747	68
2010	102,376,147	1,140,740	9,782	9.55	0.86	737,000	720	65
2011	118,702,389	1,280,648	9,302	7.84	0.73	733,000	617	57
2012	118,690,690	1,286,574	9,418	7.93	0.73	766,000	646	60
2013	120,491,485	1,293,536	9,186	7.62	0.71	753,000	625	58
2014	123,470,278	1,314,458	9,103	7.37	0.69	784,000	635	60
2015	127,401,053	1,358,824	9,878	7.75	0.73	809,000	635	60
2016	132,052,102	1,410,040	10,279	7.78	0.73	1,035,000	784	73
2017	135,594,973	1,453,322	10,186	7.51	0.70	937,000	691	64
2018	141,242,162	1,492,576	9,922	7.02	0.66	921,000	652	62

*Injury data not available before 1988.

Notes: In 2011, the FHWA implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be taken into account when comparing registered vehicle counts and/or VMT for 2006 and earlier years with the numbers for 2007 and later years. Due to an enhancement in the passenger vehicle registration data provided by R. L. Polk & Co. for 2011 and later, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicles for passenger cars for 2010 and earlier years with those for 2011 and later years. For more details see pages 10-11, "Registered Vehicles and Vehicle Miles Traveled by Vehicle Type." Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see pages 5 and 9-10, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Sources: Vehicle Miles Traveled—FHWA, revised by NHTSA; Registered Light Trucks—R. L. Polk & Co., a foundation of HIS Markit automotive solutions

Figure 5. Light Truck Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2018



Source: Vehicle Miles Traveled—FHWA, revised by NHTSA

Table 9. Large Truck Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles Traveled, 1975-2018

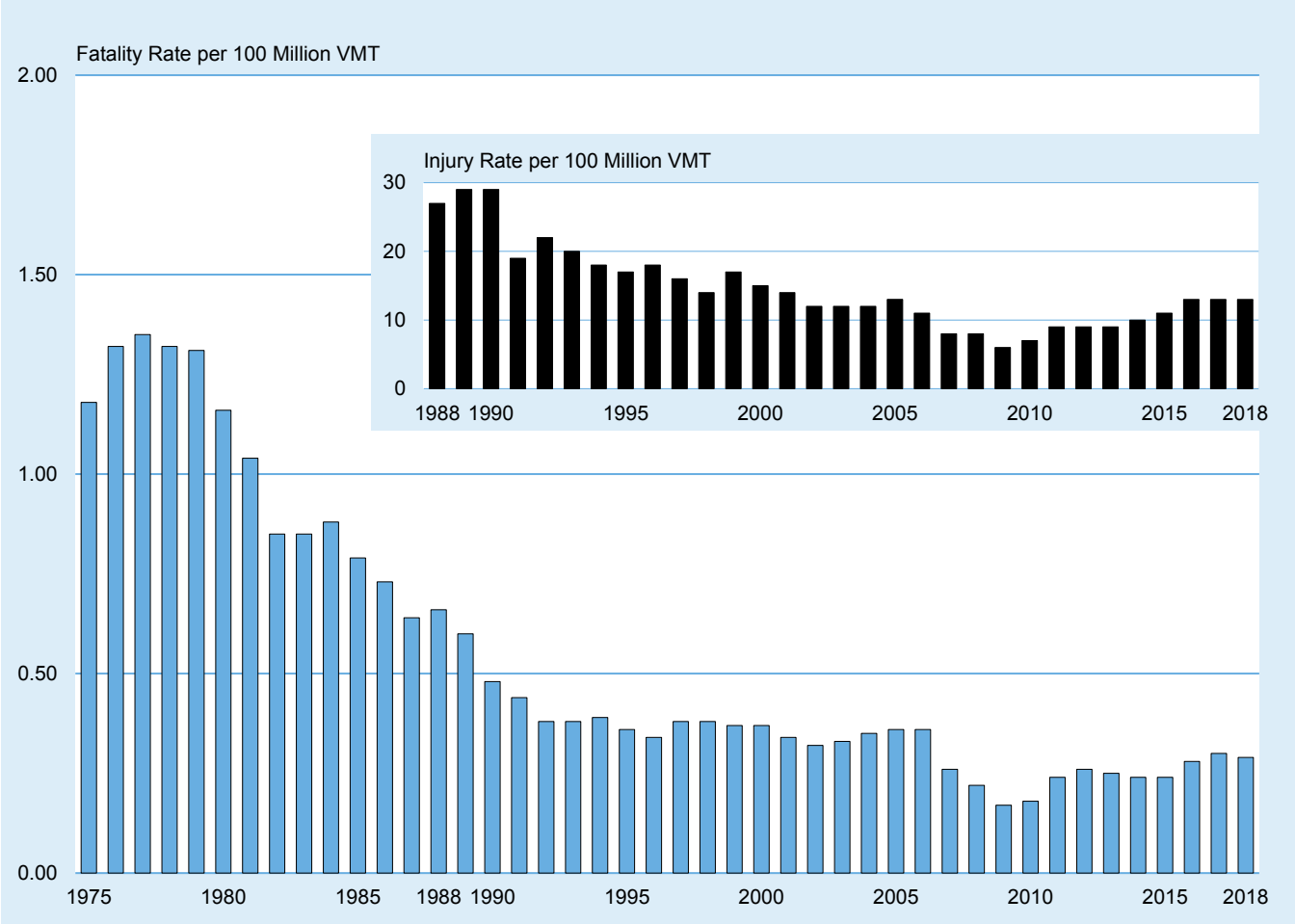
Year	Registered Large Trucks	Vehicle Miles Traveled (millions)	Large Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million VMT	Large Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million VMT
1975	5,362,369	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	38,000	617	27
1989	6,226,482	142,749	858	13.78	0.60	42,000	675	29
1990	6,195,876	146,242	705	11.38	0.48	42,000	677	29
1991	6,172,146	149,543	661	10.71	0.44	29,000	463	19
1992	6,045,205	153,384	585	9.68	0.38	34,000	557	22
1993	6,088,155	159,888	605	9.94	0.38	32,000	525	20
1994	6,587,885	170,216	670	10.17	0.39	30,000	460	18
1995	6,719,421	178,156	648	9.64	0.36	31,000	456	17
1996	7,012,615	182,971	621	8.86	0.34	33,000	468	18
1997	7,083,326	191,477	723	10.21	0.38	32,000	446	16
1998	7,732,270	196,380	742	9.60	0.38	28,000	365	14
1999	7,791,426	202,688	759	9.74	0.37	34,000	433	17
2000	8,022,649	205,520	754	9.40	0.37	31,000	382	15
2001	7,857,675	208,928	708	9.01	0.34	30,000	378	14
2002	7,927,280	214,603	689	8.69	0.32	27,000	337	12
2003	7,756,888	217,876	726	9.36	0.33	26,000	339	12
2004	8,171,364	220,811	766	9.37	0.35	28,000	338	12
2005	8,481,999	222,523	804	9.48	0.36	28,000	329	13
2006	8,819,007	222,513	805	9.13	0.36	23,000	265	11
2007	10,752,019	304,178	805	7.49	0.26	23,000	217	8
2008	10,873,275	310,680	682	6.27	0.22	24,000	217	8
2009	10,973,214	288,306	499	4.55	0.17	16,000	150	6
2010	10,770,054	286,527	530	4.92	0.18	20,000	185	7
2011	10,270,693	267,594	640	6.23	0.24	23,000	223	9
2012	10,659,380	269,207	697	6.54	0.26	25,000	238	9
2013	10,597,356	275,017	695	6.56	0.25	25,000	232	9
2014	10,905,956	279,132	656	6.02	0.24	27,000	249	10
2015	11,203,184	279,844	665	5.94	0.24	30,000	269	11
2016	11,498,561	287,895	815	7.09	0.28	36,000	315	13
2017	12,229,216	297,593	878	7.18	0.30	40,000	327	13
2018	13,233,910	304,864	885	6.69	0.29	39,000	296	13

*Injury data not available before 1988.

Notes: In 2011, the FHWA implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be taken into account when comparing registered vehicle counts and/or VMT for 2006 and earlier years with the numbers for 2007 and later years. For more details see pages 10-11, "Registered Vehicles and Vehicle Miles Traveled by Vehicle Type." Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see pages 5 and 9-10, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Source: Registered Large Trucks and Vehicle Miles Traveled—FHWA

Figure 6. Large Truck Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2018



Source: Vehicle Miles Traveled—FHWA

Table 10. Motorcyclists Killed and Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles Traveled, 1975-2018

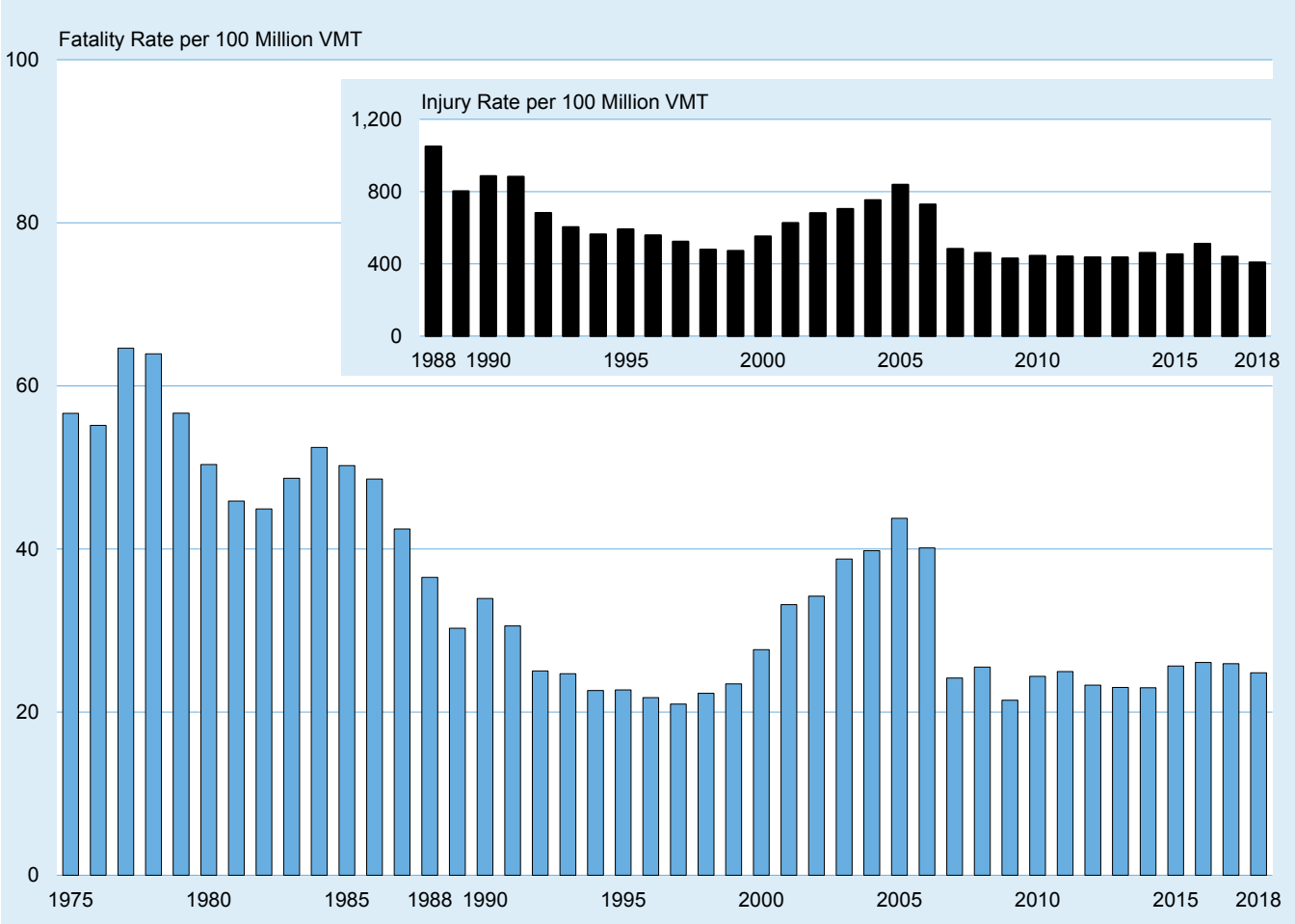
Year	Registered Motorcycles	Vehicle Miles Traveled (millions)	Motorcyclists Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million VMT	Motorcyclists Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million VMT
1975	4,964,070	5,629	3,189	64.24	56.65	*	*	*
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	2,296	1,050
1989	4,420,420	10,371	3,141	71.06	30.29	83,000	1,882	802
1990	4,259,462	9,557	3,244	76.16	33.94	85,000	1,987	886
1991	4,177,365	9,178	2,806	67.17	30.57	81,000	1,937	882
1992	4,065,118	9,557	2,395	58.92	25.06	65,000	1,603	682
1993	3,977,856	9,906	2,449	61.57	24.72	60,000	1,502	603
1994	3,756,555	10,240	2,320	61.76	22.66	58,000	1,534	563
1995	3,897,191	9,797	2,227	57.14	22.73	58,000	1,485	591
1996	3,871,599	9,920	2,161	55.82	21.78	55,000	1,431	558
1997	3,826,373	10,081	2,116	55.30	20.99	53,000	1,378	523
1998	3,879,450	10,283	2,294	59.13	22.31	49,000	1,269	479
1999	4,152,433	10,584	2,483	59.80	23.46	50,000	1,202	472
2000	4,346,068	10,469	2,897	66.66	27.67	58,000	1,330	552
2001	4,903,056	9,633	3,197	65.20	33.19	60,000	1,230	626
2002	5,004,156	9,552	3,270	65.35	34.23	65,000	1,299	681
2003	5,370,035	9,576	3,714	69.16	38.78	67,000	1,255	704
2004	5,767,934	10,122	4,028	69.83	39.79	76,000	1,322	753
2005	6,227,146	10,454	4,576	73.48	43.77	88,000	1,406	838
2006	6,678,958	12,049	4,837	72.42	40.14	88,000	1,316	729
2007	7,138,476	21,396	5,174	72.48	24.18	103,000	1,447	483
2008	7,752,926	20,811	5,312	68.52	25.52	96,000	1,239	461
2009	7,929,724	20,822	4,469	56.36	21.46	89,000	1,129	430
2010	8,009,503	18,513	4,518	56.41	24.40	82,000	1,028	445
2011	8,437,502	18,542	4,630	54.87	24.97	82,000	968	441
2012	8,454,939	21,385	4,986	58.97	23.32	93,000	1,103	436
2013	8,404,687	20,366	4,692	55.83	23.04	89,000	1,056	436
2014	8,417,718	19,970	4,594	54.58	23.00	92,000	1,093	461
2015	8,600,936	19,606	5,029	58.47	25.65	89,000	1,032	453
2016	8,679,380	20,445	5,337	61.49	26.10	104,000	1,203	511
2017	8,715,204	20,149	5,229	60.00	25.95	89,000	1,017	440
2018	8,666,185	20,076	4,985	57.52	24.83	82,000	944	408

*Injury data not available before 1988.

Notes: In 2011, the FHWA implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be taken into account when comparing registered vehicle counts and/or VMT for 2006 and earlier years with the numbers for 2007 and later years. For more details see pages 10-11, "Registered Vehicles and Vehicle Miles Traveled by Vehicle Type." Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see pages 5 and 9-10, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Source: Registered Motorcycles and Vehicle Miles Traveled—FHWA

Figure 7. Motorcyclist Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2018



Source: Vehicle Miles Traveled—FHWA

Table 11. People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 1975-2018

Year	Person Type					Total
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonoccupants	
	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	449	240	*689*	3,886	364	**4,939**
2003	457	269	*726*	3,919	391	**5,036**
2004	469	297	*766*	4,042	427	**5,235**
2005	478	326	*804*	3,971	465	**5,240**
2006	500	305	*805*	3,797	425	**5,027**
2007	502	303	*805*	3,608	409	**4,822**
2008	430	252	*682*	3,151	412	**4,245**
2009	333	166	*499*	2,558	323	**3,380**
2010	339	191	*530*	2,797	359	**3,686**
2011	408	232	*640*	2,713	428	**3,781**
2012	423	274	*697*	2,857	390	**3,944**
2013	431	264	*695*	2,845	441	**3,981**
2014	405	251	*656*	2,859	393	**3,908**
2015	395	270	*665*	3,017	413	**4,095**
2016	520	295	*815*	3,351	512	**4,678**
2017	525	353	*878*	3,534	493	**4,905**
2018	535	350	*885*	3,525	541	**4,951**

Table 11. People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 1975-2018 (Continued)

Year	Person Type					Total
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonoccupants	
	Single Vehicle	Multiple Vehicle	Total			
			Injured			
1988	17,000	21,000	*38,000*	90,000	4,000	**132,000**
1989	20,000	22,000	*42,000*	111,000	2,000	**155,000**
1990	16,000	26,000	*42,000*	107,000	2,000	**151,000**
1991	13,000	16,000	*29,000*	81,000	2,000	**112,000**
1992	14,000	20,000	*34,000*	102,000	3,000	**139,000**
1993	13,000	19,000	*32,000*	96,000	6,000	**134,000**
1994	11,000	20,000	*30,000*	99,000	3,000	**133,000**
1995	15,000	16,000	*31,000*	85,000	3,000	**119,000**
1996	15,000	18,000	*33,000*	96,000	3,000	**131,000**
1997	14,000	18,000	*32,000*	99,000	2,000	**133,000**
1998	14,000	15,000	*28,000*	97,000	2,000	**127,000**
1999	15,000	19,000	*34,000*	106,000	4,000	**144,000**
2000	16,000	14,000	*31,000*	106,000	3,000	**140,000**
2001	13,000	16,000	*30,000*	99,000	3,000	**132,000**
2002	12,000	14,000	*27,000*	100,000	4,000	**131,000**
2003	11,000	16,000	*26,000*	92,000	3,000	**121,000**
2004	13,000	14,000	*28,000*	86,000	4,000	**118,000**
2005	10,000	18,000	*28,000*	85,000	2,000	**115,000**
2006	11,000	13,000	*23,000*	82,000	2,000	**107,000**
2007	10,000	13,000	*23,000*	76,000	2,000	**102,000**
2008	10,000	14,000	*24,000*	65,000	3,000	**91,000**
2009	7,000	9,000	*16,000*	56,000	1,000	**74,000**
2010	9,000	11,000	*20,000*	59,000	2,000	**81,000**
2011	7,000	16,000	*23,000*	64,000	2,000	**89,000**
2012	9,000	16,000	*25,000*	76,000	3,000	**104,000**
2013	9,000	16,000	*25,000*	69,000	2,000	**96,000**
2014	10,000	17,000	*27,000*	82,000	2,000	**112,000**
2015	10,000	20,000	*30,000*	85,000	3,000	**118,000**
2016	13,000	23,000	*36,000*	95,000	4,000	**135,000**
2017	15,000	25,000	*40,000*	106,000	3,000	**148,000**
2018	13,000	26,000	*39,000*	108,000	3,000	**151,000**

Note: Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see pages 5 and 9-10, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Table 12. Nonoccupant Fatality and Injury Rates per Population, by Age Group, 1975-2018

Year	Age Group											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	1.58	1.75	1.75	2.28	2.28	2.22	2.40	3.82	**1.98**
2001	0.70	1.06	1.33	1.78	2.01	1.68	2.36	2.38	2.13	2.44	4.11	**2.02**
2002	0.71	0.94	1.18	1.64	1.71	1.77	2.24	2.37	2.10	2.76	3.68	**1.96**
2003	0.62	0.89	1.26	1.76	1.78	1.63	2.25	2.23	2.26	2.34	3.55	**1.91**
2004	0.63	0.87	1.10	1.56	1.84	1.72	2.15	2.39	2.03	2.41	3.55	**1.89**
2005	0.64	0.78	1.10	1.63	2.11	1.81	2.25	2.58	2.14	2.50	3.57	**1.98**
2006	0.59	0.81	0.93	1.56	1.97	1.87	2.11	2.61	2.19	2.32	3.35	**1.93**
2007	0.56	0.63	0.99	1.60	2.00	1.80	2.09	2.48	1.86	2.32	3.11	**1.85**
2008	0.53	0.55	0.89	1.59	1.94	1.67	1.86	2.47	2.02	2.03	2.76	**1.75**
2009	0.51	0.49	0.77	1.26	1.80	1.53	1.76	2.17	1.89	2.02	2.50	**1.59**
2010	0.52	0.47	0.75	1.51	1.89	1.63	1.64	2.17	2.06	2.01	2.79	**1.65**
2011	0.40	0.47	0.75	1.48	2.09	1.70	1.63	2.43	2.12	2.19	2.65	**1.71**
2012	0.49	0.54	0.78	1.63	2.19	1.85	1.72	2.53	2.36	2.19	2.96	**1.84**
2013	0.54	0.48	0.62	1.48	2.05	1.79	1.78	2.48	2.49	2.13	2.77	**1.81**
2014	0.46	0.49	0.57	1.66	1.94	1.87	1.79	2.34	2.61	2.21	2.86	**1.84**
2015	0.48	0.43	0.68	1.65	2.16	1.99	2.22	2.87	2.96	2.32	2.72	**2.04**
2016	0.46	0.46	0.79	1.76	2.35	2.27	2.32	2.95	3.17	2.67	3.09	**2.23**
2017	0.48	0.35	0.72	1.68	1.99	2.27	2.34	2.97	3.25	2.46	3.07	**2.19**
2018	0.37	0.39	0.49	1.65	2.31	2.37	2.54	2.95	3.31	2.62	3.06	**2.25**

Note: Population estimates for historical years are revised periodically.

Source: Population—Census Bureau

Table 12. Nonoccupant Fatality and Injury Rates per Population, by Age Group, 1975-2018 (Continued)

Year	Age Group											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
	Injury Rate per 100,000 Population											
1988	35	178	196	117	118	74	46	38	35	25	45	**79**
1989	32	180	198	128	96	69	53	43	43	33	39	**80**
1990	34	139	181	128	109	77	53	37	26	29	38	**75**
1991	27	138	158	96	91	70	41	36	31	31	30	**66**
1992	33	120	163	92	98	57	45	34	29	30	27	**63**
1993	28	117	170	93	94	66	49	45	26	27	38	**66**
1994	24	113	151	119	88	60	47	36	33	24	29	**63**
1995	33	104	160	94	86	62	52	27	21	30	26	**62**
1996	31	91	156	87	80	56	38	36	26	26	22	**57**
1997	25	93	131	76	68	51	51	34	29	29	22	**55**
1998	19	77	122	70	68	50	40	33	25	21	16	**48**
1999	20	85	129	70	57	57	38	38	26	27	22	**51**
2000	18	99	91	65	72	51	41	30	29	21	20	**48**
2001	17	64	106	75	52	46	39	36	30	29	18	**46**
2002	16	60	92	62	37	55	40	29	35	26	21	**44**
2003	15	59	92	63	50	47	42	32	26	24	22	**43**
2004	19	55	81	59	53	42	39	35	21	22	19	**40**
2005	17	62	78	68	58	34	28	34	37	22	16	**40**
2006	11	37	72	66	42	37	35	33	34	23	19	**37**
2007	12	44	76	66	63	48	38	38	24	23	22	**41**
2008	12	36	82	82	65	40	38	40	35	25	24	**43**
2009	14	39	65	61	72	47	23	38	29	20	18	**38**
2010	12	35	70	72	66	49	38	40	30	29	22	**42**
2011	11	31	58	88	64	43	33	39	37	27	21	**41**
2012	11	33	67	68	67	52	45	41	37	28	19	**43**
2013	8	23	52	72	81	53	36	40	29	22	21	**40**
2014	10	21	47	72	70	51	39	36	36	28	19	**39**
2015	9	18	51	65	62	46	38	45	38	31	16	**39**
2016	14	28	64	93	80	69	54	51	47	32	21	**51**
2017	9	22	52	74	65	52	44	41	40	25	18	**41**
2018	8	19	48	66	64	56	43	45	46	28	17	**42**

Notes: Population estimates for historical years are revised periodically. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see pages 5 and 9-10, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Source: Population—Census Bureau

Table 13. People Killed, by Highest Driver Blood Alcohol Concentration in the Crash, 1982-2018

Year	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving Fatalities (BAC = .08+)		BAC = .01+		Total Fatalities*	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	19,771	45	2,912	7	21,113	48	24,025	55	43,945	100
1983	19,787	46	2,588	6	20,051	47	22,639	53	42,589	100
1984	21,429	48	3,007	7	19,638	44	22,645	51	44,257	100
1985	22,589	52	2,974	7	18,125	41	21,098	48	43,825	100
1986	22,896	50	3,487	8	19,554	42	23,041	50	46,087	100
1987	24,186	52	3,238	7	18,813	41	22,051	48	46,390	100
1988	25,164	53	3,156	7	18,611	40	21,767	46	47,087	100
1989	25,152	55	2,793	6	17,521	38	20,314	45	45,582	100
1990	23,823	53	2,901	7	17,705	40	20,607	46	44,599	100
1991	23,025	55	2,480	6	15,827	38	18,307	44	41,508	100
1992	22,726	58	2,352	6	14,049	36	16,401	42	39,250	100
1993	23,979	60	2,300	6	13,739	34	16,039	40	40,150	100
1994	24,948	61	2,236	5	13,390	33	15,626	38	40,716	100
1995	25,768	62	2,416	6	13,478	32	15,893	38	41,817	100
1996	26,052	62	2,415	6	13,451	32	15,866	38	42,065	100
1997	26,902	64	2,216	5	12,757	30	14,973	36	42,013	100
1998	26,477	64	2,353	6	12,546	30	14,899	36	41,501	100
1999	26,798	64	2,235	5	12,555	30	14,790	35	41,717	100
2000	26,082	62	2,422	6	13,324	32	15,746	38	41,945	100
2001	26,334	62	2,441	6	13,290	31	15,731	37	42,196	100
2002	27,080	63	2,321	5	13,472	31	15,793	37	43,005	100
2003	27,328	64	2,327	5	13,096	31	15,423	36	42,884	100
2004	27,413	64	2,212	5	13,099	31	15,311	36	42,836	100
2005	27,423	63	2,404	6	13,582	31	15,985	37	43,510	100
2006	26,633	62	2,479	6	13,491	32	15,970	37	42,708	100
2007	25,611	62	2,494	6	13,041	32	15,534	38	41,259	100
2008	23,499	63	2,115	6	11,711	31	13,826	37	37,423	100
2009	21,051	62	1,972	6	10,759	32	12,731	38	33,883	100
2010	21,005	64	1,771	5	10,136	31	11,906	36	32,999	100
2011	20,848	64	1,662	5	9,865	30	11,527	35	32,479	100
2012	21,563	64	1,782	5	10,336	31	12,118	36	33,782	100
2013	20,865	63	1,834	6	10,084	31	11,918	36	32,893	100
2014	20,913	64	1,800	5	9,943	30	11,743	36	32,744	100
2015	23,165	65	1,930	5	10,280	29	12,210	34	35,484	100
2016	24,762	65	1,984	5	10,967	29	12,951	34	37,806	100
2017	24,580	66	1,876	5	10,908	29	12,785	34	37,473	100
2018	24,075	66	1,878	5	10,511	29	12,389	34	36,560	100

*Includes fatalities in crashes in which there was no driver present.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Figure 8. Proportion of People Killed, by Highest Driver Blood Alcohol Concentration in the Crash, 1982-2018

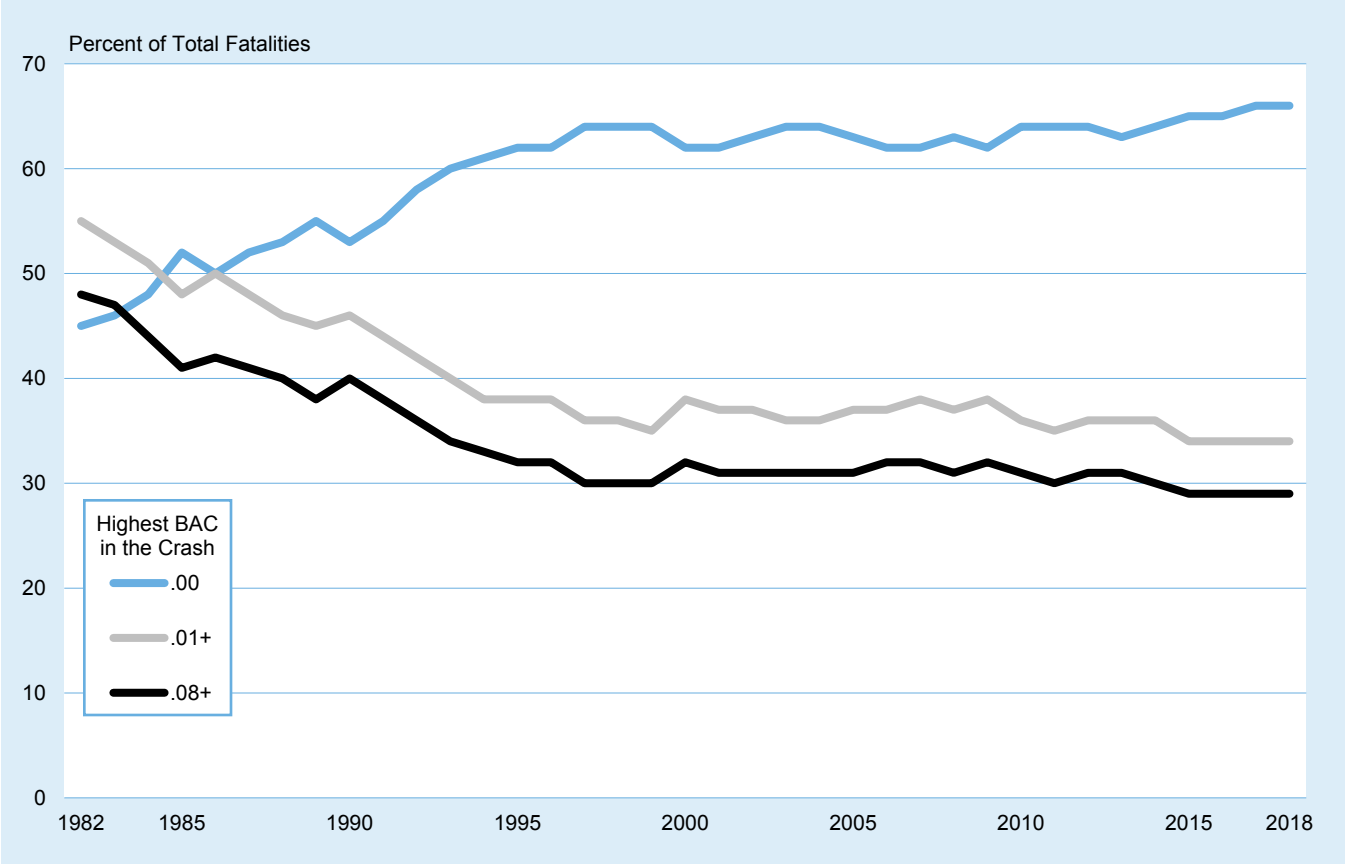


Table 14. People Killed and Percentage Alcohol-Impaired Driving During Holiday Periods, 1982-2018

Year	Holiday Period**					
	New Year's Day		Memorial Day		Fourth of July	
	Killed	Percent Alcohol-Impaired Driving*	Killed	Percent Alcohol-Impaired Driving*	Killed	Percent Alcohol-Impaired Driving*
1982	***	***	498 (3)	58	600 (3)	59
1983	375 (3)	60	539 (3)	55	620 (3)	55
1984	346 (3)	55	527 (3)	57	223 (1)	55
1985	496 (4)	50	557 (3)	51	689 (4)	49
1986	223 (1)	53	616 (3)	52	611 (3)	55
1987	535 (4)	48	519 (3)	51	556 (3)	48
1988	407 (3)	49	529 (3)	51	631 (3)	51
1989	443 (3)	41	594 (3)	47	748 (4)	47
1990	421 (3)	44	589 (3)	50	268 (1)	55
1991	441 (4)	47	533 (3)	50	718 (4)	45
1992	164 (1)	55	438 (3)	46	535 (3)	45
1993	370 (3)	46	454 (3)	40	525 (3)	42
1994	372 (3)	47	482 (3)	41	519 (3)	44
1995	392 (3)	38	483 (3)	40	661 (4)	37
1996	420 (3)	40	514 (3)	43	629 (4)	36
1997	192 (1)	53	511 (3)	40	508 (3)	40
1998	545 (4)	39	393 (3)	40	479 (3)	43
1999	354 (3)	43	500 (3)	42	509 (3)	35
2000	469 (3)	47	466 (3)	46	717 (4)	39
2001	357 (3)	40	515 (3)	44	207 (1)	44
2002	575 (4)	41	494 (3)	37	685 (4)	36
2003	220 (1)	49	481 (3)	37	519 (3)	43
2004	563 (4)	40	514 (3)	38	524 (3)	40
2005	472 (3)	38	532 (3)	39	591 (3)	44
2006	456 (3)	42	511 (3)	40	659 (4)	37
2007	391 (3)	40	492 (3)	37	202 (1)	45
2008	424 (4)	41	425 (3)	41	494 (3)	44
2009	467 (4)	40	473 (3)	42	412 (3)	39
2010	297 (3)	48	399 (3)	40	393 (3)	38
2011	318 (3)	43	408 (3)	40	429 (3)	37
2012	356 (3)	39	379 (3)	44	180 (1)	45
2013	366 (4)	44	385 (3)	38	513 (4)	39
2014	153 (1)	51	376 (3)	37	401 (3)	41
2015	391 (4)	36	428 (3)	39	410 (3)	35
2016	332 (3)	37	449 (3)	37	457 (3)	42
2017	375 (3)	37	403 (3)	38	603 (4)	38
2018	330 (3)	39	437 (3)	37	193 (1)	40

*Highest blood alcohol concentration among drivers or motorcycle riders involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

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

- If the holiday falls on Monday, the holiday period is from 6 p.m. Friday to 5:59 a.m. Tuesday.
- If the holiday falls on Tuesday, the holiday period is from 6 p.m. Friday to 5:59 a.m. Wednesday.
- If the holiday falls on Wednesday, the holiday period is from 6 p.m. Tuesday to 5:59 a.m. Thursday.
- If the holiday falls on Thursday, the holiday period is from 6 p.m. Wednesday to 5:59 a.m. Monday.
- If the holiday falls on Friday, the holiday period is from 6 p.m. Thursday to 5:59 a.m. Monday.
- Number of days and number of hours incorporated: 1 day (36 hours), 2 days (60 hours), 3 days (84 hours), 4 days (108 hours).

***No data available.

Table 14. People Killed and Percentage Alcohol-Impaired Driving During Holiday Periods, 1982-2018 (Continued)

Year	Holiday Period**					
	Labor Day		Thanksgiving		Christmas	
	Killed	Percent Alcohol-Impaired Driving*	Killed	Percent Alcohol-Impaired Driving*	Killed	Percent Alcohol-Impaired Driving*
1982	628 (3)	55	601 (4)	51	458 (3)	50
1983	636 (3)	60	533 (4)	50	352 (3)	54
1984	609 (3)	53	558 (4)	51	643 (4)	54
1985	605 (3)	51	566 (4)	47	152 (1)	47
1986	663 (3)	52	598 (4)	48	508 (4)	48
1987	630 (3)	53	659 (4)	45	409 (3)	47
1988	592 (3)	52	601 (4)	47	511 (3)	48
1989	588 (3)	48	561 (4)	47	553 (3)	49
1990	599 (3)	52	563 (4)	44	567 (4)	42
1991	577 (3)	46	546 (4)	42	135 (1)	36
1992	460 (3)	42	403 (4)	47	410 (3)	39
1993	522 (3)	47	569 (4)	38	402 (3)	43
1994	494 (3)	46	575 (4)	40	455 (3)	40
1995	511 (3)	40	527 (4)	41	358 (3)	40
1996	525 (3)	43	588 (4)	38	167 (1)	37
1997	507 (3)	42	571 (4)	31	480 (4)	33
1998	464 (3)	40	602 (4)	38	364 (3)	41
1999	485 (3)	38	581 (4)	36	485 (3)	41
2000	529 (3)	43	509 (4)	41	442 (3)	40
2001	481 (3)	40	590 (4)	39	604 (4)	39
2002	543 (3)	45	551 (4)	36	131 (1)	40
2003	507 (3)	38	562 (4)	36	520 (4)	37
2004	502 (3)	38	574 (4)	30	389 (3)	38
2005	507 (3)	40	629 (4)	37	402 (3)	40
2006	508 (3)	37	635 (4)	34	395 (3)	42
2007	520 (3)	42	553 (4)	35	478 (4)	38
2008	493 (3)	40	507 (4)	35	426 (4)	32
2009	362 (3)	38	413 (4)	34	262 (3)	36
2010	406 (3)	35	431 (4)	40	264 (3)	35
2011	382 (3)	37	384 (4)	32	267 (3)	36
2012	394 (3)	38	421 (4)	41	374 (4)	35
2013	424 (3)	39	411 (4)	34	106 (1)	38
2014	403 (3)	42	467 (4)	34	406 (4)	34
2015	463 (3)	34	455 (4)	35	330 (3)	36
2016	438 (3)	37	497 (4)	36	365 (3)	35
2017	383 (3)	37	536 (4)	37	356 (3)	38
2018	439 (3)	38	428 (4)	31	425 (4)	37

*Highest blood alcohol concentration among drivers or motorcycle riders involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

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

- If the holiday falls on Monday, the holiday period is from 6 p.m. Friday to 5:59 a.m. Tuesday.
- If the holiday falls on Tuesday, the holiday period is from 6 p.m. Friday to 5:59 a.m. Wednesday.
- If the holiday falls on Wednesday, the holiday period is from 6 p.m. Tuesday to 5:59 a.m. Thursday.
- If the holiday falls on Thursday, the holiday period is from 6 p.m. Wednesday to 5:59 a.m. Monday.
- If the holiday falls on Friday, the holiday period is from 6 p.m. Thursday to 5:59 a.m. Monday.
- Number of days and number of hours incorporated: 1 day (36 hours), 2 days (60 hours), 3 days (84 hours), 4 days (108 hours).

***No data available.

Table 15. Drivers in Fatal Crashes, by Blood Alcohol Concentration and Time of Day, 1982-2018

	Day*			Night*			Total Drivers		
		Percent			Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	23,725	19	15	32,085	57	49	56,029	41	35
1983	24,381	18	15	30,037	57	50	54,656	39	34
1984	26,415	17	14	30,775	55	47	57,512	38	32
1985	27,578	16	12	30,008	52	44	57,883	35	29
1986	28,434	16	13	31,543	53	45	60,335	36	30
1987	29,227	15	12	31,854	51	43	61,442	34	28
1988	30,196	14	11	31,715	50	43	62,253	33	28
1989	29,953	13	11	30,170	49	42	60,435	31	27
1990	28,797	14	11	29,778	51	44	58,893	33	28
1991	26,829	13	10	27,249	49	43	54,391	31	27
1992	26,236	12	10	25,380	47	40	51,901	30	25
1993	27,770	11	9	25,355	46	39	53,401	28	24
1994	29,134	11	9	25,112	44	38	54,549	27	23
1995	30,066	11	9	25,755	43	37	56,164	26	22
1996	30,802	11	8	25,864	43	37	57,001	26	22
1997	30,979	10	8	25,368	41	35	56,688	24	20
1998	31,389	10	8	24,879	42	36	56,604	24	20
1999	31,212	10	8	24,968	41	35	56,502	24	20
2000	31,236	11	8	25,710	43	37	57,280	26	21
2001	31,620	11	8	25,661	43	37	57,586	25	21
2002	31,135	11	8	26,653	42	36	58,113	25	21
2003	31,863	10	8	26,258	41	36	58,517	24	21
2004	31,686	11	8	26,360	41	35	58,395	24	21
2005	31,820	11	9	27,085	41	36	59,220	25	21
2006	30,566	12	9	26,949	42	36	57,846	26	22
2007	29,307	11	9	26,367	42	36	56,019	26	22
2008	26,377	11	9	23,760	42	36	50,416	26	22
2009	23,673	11	9	21,379	43	37	45,337	26	22
2010	23,840	11	9	20,541	42	36	44,599	26	22
2011	23,460	11	8	20,178	41	36	43,840	25	21
2012	24,068	12	9	21,346	40	34	45,664	25	21
2013	23,894	12	9	20,682	41	35	44,803	25	21
2014	23,514	12	9	20,925	40	34	44,671	25	21
2015	25,917	12	9	22,991	37	31	49,163	24	20
2016	27,305	11	9	24,825	37	32	52,399	24	20
2017	27,697	11	9	24,775	36	31	52,752	23	20
2018	26,854	12	9	24,371	36	31	51,490	23	19

*Day – 6 a.m. to 5:59 p.m. Night – 6 p.m. to 5:59 a.m. Includes drivers with time of day unknown.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 16. Drivers in Fatal Crashes, by Blood Alcohol Concentration and Sex, 1982-2018

Year	Male			Female		
	Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	44,370	44	38	10,675	27	22
1983	42,812	43	37	10,958	25	22
1984	44,723	41	35	11,907	25	20
1985	44,846	38	32	12,142	22	18
1986	46,653	40	33	12,744	22	17
1987	46,884	37	32	13,614	21	17
1988	47,402	37	31	13,951	20	16
1989	45,448	35	30	14,054	19	16
1990	44,281	37	32	13,726	20	16
1991	40,731	35	30	12,825	19	16
1992	38,598	33	28	12,596	18	15
1993	39,556	32	27	13,082	17	14
1994	40,233	30	26	13,567	17	14
1995	41,235	30	25	14,184	16	13
1996	41,376	29	25	14,850	16	13
1997	40,954	28	24	14,954	15	12
1998	40,816	28	23	15,089	15	12
1999	41,012	28	23	14,835	14	12
2000	41,795	29	24	14,790	16	13
2001	41,901	29	24	14,919	15	13
2002	42,377	29	25	14,999	15	12
2003	42,586	28	24	15,211	14	12
2004	42,250	28	24	15,384	15	12
2005	43,282	28	24	15,059	16	13
2006	42,223	29	24	14,753	18	15
2007	41,053	29	24	14,184	16	13
2008	37,061	29	25	12,627	16	13
2009	32,882	30	25	11,864	16	13
2010	32,079	28	24	11,859	17	15
2011	31,918	28	24	11,265	16	14
2012	33,351	28	24	11,604	16	14
2013	32,608	28	23	11,429	18	14
2014	32,630	28	23	11,293	18	15
2015	35,850	26	22	12,382	17	14
2016	37,941	26	21	13,376	17	14
2017	38,028	25	21	13,673	17	14
2018	37,062	25	21	13,269	17	14

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 17. Drivers in Fatal Crashes, by Blood Alcohol Concentration and Vehicle Type, 1982-2018

	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
		Percent			Percent			Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	34,121	42	36	11,199	44	39	4,582	10	6	4,490	55	47
1983	33,069	40	35	11,017	43	39	4,790	10	7	4,288	57	48
1984	34,395	39	33	11,866	41	35	5,056	9	7	4,650	55	46
1985	34,071	36	30	12,372	37	32	5,091	7	5	4,598	53	43
1986	35,959	36	30	13,208	38	33	5,015	7	5	4,558	56	46
1987	36,371	35	29	14,407	37	31	5,046	5	3	4,061	51	43
1988	36,769	34	28	15,167	37	31	5,141	6	4	3,704	51	42
1989	35,204	32	27	15,579	35	30	4,903	4	3	3,182	53	45
1990	33,893	34	29	15,501	36	31	4,709	5	3	3,269	52	43
1991	31,102	31	27	14,702	35	30	4,291	4	3	2,816	52	44
1992	29,670	30	25	14,540	33	28	3,980	3	2	2,435	49	40
1993	30,060	28	24	15,207	31	27	4,271	4	2	2,471	45	38
1994	30,103	28	24	16,235	29	25	4,592	3	2	2,330	41	33
1995	30,773	27	23	17,483	29	25	4,410	4	2	2,262	42	33
1996	30,595	27	23	18,118	28	24	4,703	3	2	2,175	43	35
1997	29,896	26	22	18,502	26	23	4,859	3	2	2,159	41	32
1998	28,907	26	21	19,247	26	22	4,905	2	1	2,333	41	34
1999	27,878	25	21	19,865	26	22	4,868	3	1	2,528	40	33
2000	27,661	28	24	20,393	26	22	4,948	3	1	2,971	40	32
2001	27,444	27	23	20,704	27	23	4,779	2	1	3,261	37	29
2002	27,236	27	22	21,562	27	23	4,550	3	2	3,363	39	31
2003	26,422	26	22	22,172	25	22	4,658	2	1	3,800	36	29
2004	25,568	27	23	22,367	25	21	4,837	2	1	4,116	34	27
2005	25,046	28	24	22,879	25	22	4,900	3	1	4,679	34	27
2006	24,162	27	23	22,307	28	24	4,729	2	1	4,961	34	26
2007	22,765	27	23	21,719	27	23	4,601	2	1	5,306	35	27
2008	20,379	27	23	19,095	26	23	4,040	3	2	5,405	36	29
2009	18,344	27	23	17,878	27	23	3,182	3	2	4,601	36	29
2010	17,710	27	24	17,385	25	22	3,456	2	1	4,647	36	28
2011	17,401	27	24	16,706	25	21	3,594	3	1	4,761	37	29
2012	18,171	26	23	17,230	25	21	3,774	3	2	5,108	35	28
2013	17,850	27	23	16,810	25	21	3,872	4	2	4,795	35	27
2014	17,802	26	22	17,040	25	22	3,702	3	2	4,703	37	29
2015	19,689	25	21	18,762	24	21	4,020	2	2	5,126	34	26
2016	20,965	25	21	19,802	23	20	4,503	4	2	5,460	33	26
2017	21,133	24	20	19,878	23	20	4,746	4	3	5,375	34	27
2018	20,175	24	21	19,663	22	19	4,786	5	3	5,108	33	25

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Figure 9. Proportion of Drivers in Fatal Crashes With BAC = .08+, by Vehicle Type, 1982-2018

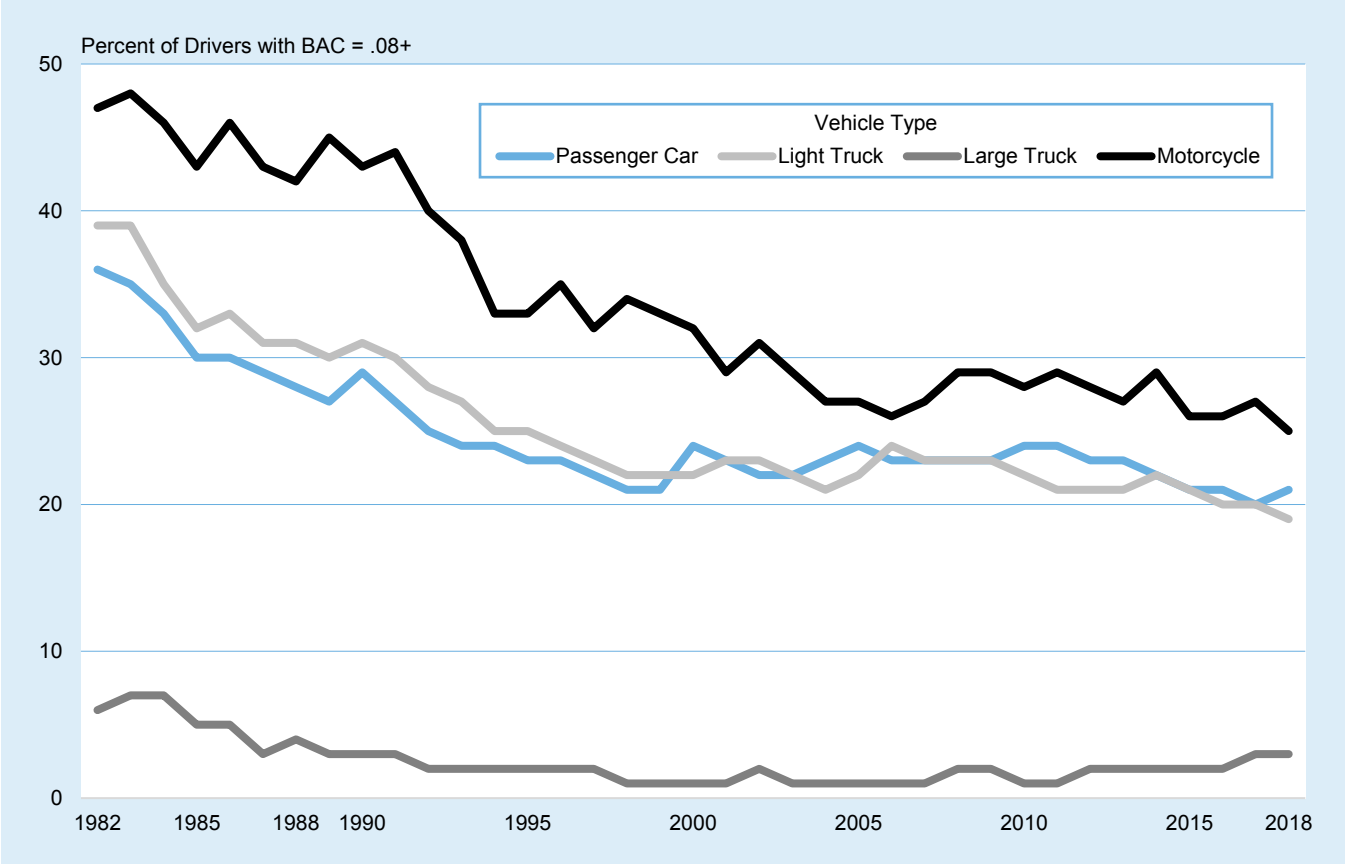


Table 18. Drivers in Fatal Crashes, by Blood Alcohol Concentration and Age Group, 1982-2018

Year	Age Group								
	<16 Years			16-20 Years			21-24 Years		
		Percent			Percent			Percent	
	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .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	335	13	9	8,128	23	18	6,316	39	33
2003	345	13	9	7,744	24	19	6,276	38	32
2004	345	14	10	7,755	23	18	6,413	39	33
2005	304	16	10	7,334	22	17	6,585	39	33
2006	277	16	12	7,315	24	19	6,480	39	33
2007	239	17	12	6,894	23	18	6,287	41	34
2008	215	12	9	5,750	22	17	5,342	40	34
2009	181	11	6	5,073	24	19	4,612	41	34
2010	159	7	6	4,505	22	18	4,608	40	34
2011	115	11	8	4,307	24	20	4,488	37	32
2012	121	11	8	4,241	22	18	4,765	38	32
2013	139	10	7	3,908	22	17	4,630	38	32
2014	137	7	6	3,815	22	17	4,664	36	30
2015	155	12	9	4,258	20	16	5,014	33	28
2016	178	14	11	4,453	19	15	5,284	32	27
2017	145	10	7	4,327	19	15	5,070	32	27
2018	126	11	8	4,061	19	15	4,777	32	27

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 18. Drivers in Fatal Crashes, by Blood Alcohol Concentration and Age Group, 1982-2018 (Continued)

Year	Age Group								
	25-34 Years			35-44 Years			45-54 Years		
		Percent			Percent			Percent	
	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	14,787	46	41	7,984	38	33	4,980	32	28
1983	14,470	46	41	8,068	37	33	4,992	29	25
1984	15,233	44	39	8,563	35	31	5,084	28	24
1985	15,257	42	37	8,892	32	29	5,150	26	22
1986	16,179	43	38	9,240	33	29	5,077	26	22
1987	16,562	43	37	9,778	32	28	5,470	23	20
1988	16,398	42	36	10,077	32	28	5,761	23	20
1989	15,928	40	35	10,106	32	28	6,038	24	21
1990	15,764	43	37	10,177	33	30	5,867	24	20
1991	14,151	41	36	9,482	32	28	5,458	23	20
1992	13,049	40	35	9,284	31	27	5,672	22	19
1993	13,038	37	32	9,738	30	27	5,970	21	18
1994	12,891	36	31	9,951	29	26	6,493	21	18
1995	13,048	35	30	10,677	30	26	6,815	21	18
1996	12,889	34	30	10,955	29	25	7,127	21	18
1997	12,453	32	27	10,904	29	26	7,522	20	17
1998	11,925	32	28	11,241	28	24	7,690	21	18
1999	11,763	32	28	11,059	28	25	7,708	20	17
2000	11,739	33	28	11,132	30	26	8,234	22	18
2001	11,584	32	28	11,261	29	25	8,346	22	19
2002	11,483	33	29	10,973	29	26	8,558	22	19
2003	11,288	31	27	11,053	28	24	9,024	22	19
2004	11,242	32	27	10,743	27	23	9,148	22	19
2005	11,467	33	29	10,793	28	24	9,434	23	19
2006	11,279	34	29	10,379	29	25	9,234	23	19
2007	10,773	34	29	9,936	28	25	9,028	24	20
2008	9,800	36	31	8,806	29	25	8,355	24	20
2009	8,630	36	31	7,779	30	26	7,686	26	22
2010	8,567	35	30	7,333	29	25	7,517	25	21
2011	8,549	34	30	7,084	28	24	7,513	24	21
2012	9,019	34	29	7,365	28	24	7,660	24	21
2013	8,808	35	30	7,220	28	24	7,376	24	20
2014	8,992	33	29	6,910	28	24	7,370	24	20
2015	9,994	31	27	7,768	27	23	7,915	23	19
2016	10,913	32	27	8,179	26	22	8,023	23	19
2017	11,006	30	26	8,284	26	23	8,186	23	19
2018	10,738	30	25	8,110	25	21	7,863	22	19

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 18. Drivers in Fatal Crashes, by Blood Alcohol Concentration and Age Group, 1982-2018 (Continued)

Year	Age Group								
	55-64 Years			65-74 Years			>74 Years		
		Percent			Percent			Percent	
	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	3,941	25	21	2,343	17	14	1,551	11	8
1983	3,862	23	20	2,434	14	12	1,592	10	8
1984	4,059	22	18	2,620	16	13	1,696	10	7
1985	4,112	19	16	2,650	14	11	1,829	8	5
1986	4,019	20	16	2,844	14	11	2,037	8	5
1987	4,223	18	15	2,987	13	10	2,091	7	5
1988	4,320	18	15	3,079	14	10	2,297	8	5
1989	4,202	17	15	3,107	12	9	2,324	7	5
1990	4,068	17	14	3,161	12	9	2,340	8	5
1991	3,695	16	13	3,017	12	9	2,454	7	4
1992	3,688	16	13	3,024	12	9	2,450	6	4
1993	3,824	17	14	3,031	10	8	2,817	7	4
1994	3,828	15	12	3,194	11	9	2,867	6	4
1995	4,079	16	14	3,251	10	8	2,989	6	4
1996	4,237	15	12	3,319	11	8	3,068	6	5
1997	4,394	14	11	3,401	10	8	3,314	6	4
1998	4,478	14	11	3,399	9	7	3,291	6	4
1999	4,608	14	11	3,251	10	7	3,346	6	4
2000	4,766	15	12	3,134	11	8	3,147	6	4
2001	4,714	14	12	3,156	9	7	3,290	6	4
2002	5,093	14	12	3,100	9	7	3,223	6	4
2003	5,455	14	11	3,116	10	8	3,329	6	5
2004	5,612	15	12	3,070	10	8	3,169	7	5
2005	6,075	16	13	3,217	10	7	3,016	6	4
2006	5,894	17	13	3,029	11	8	2,967	7	5
2007	6,037	15	12	3,038	10	7	2,879	6	4
2008	5,717	16	12	2,927	9	6	2,672	6	4
2009	5,276	15	13	2,876	9	7	2,560	5	3
2010	5,577	17	14	2,902	10	8	2,688	6	4
2011	5,572	17	14	2,960	10	8	2,528	7	5
2012	5,930	16	13	3,239	11	8	2,554	7	5
2013	5,947	17	14	3,373	11	8	2,586	7	5
2014	6,004	19	16	3,316	12	10	2,650	7	5
2015	6,525	18	14	3,794	12	9	2,762	8	6
2016	7,037	18	14	4,155	12	9	3,014	7	6
2017	7,316	19	15	4,148	12	9	3,151	7	6
2018	7,261	19	15	4,218	13	10	3,098	9	7

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Figure 10. Proportion of Drivers in Fatal Crashes With BAC = .08+, by Age Group, 1982-2018

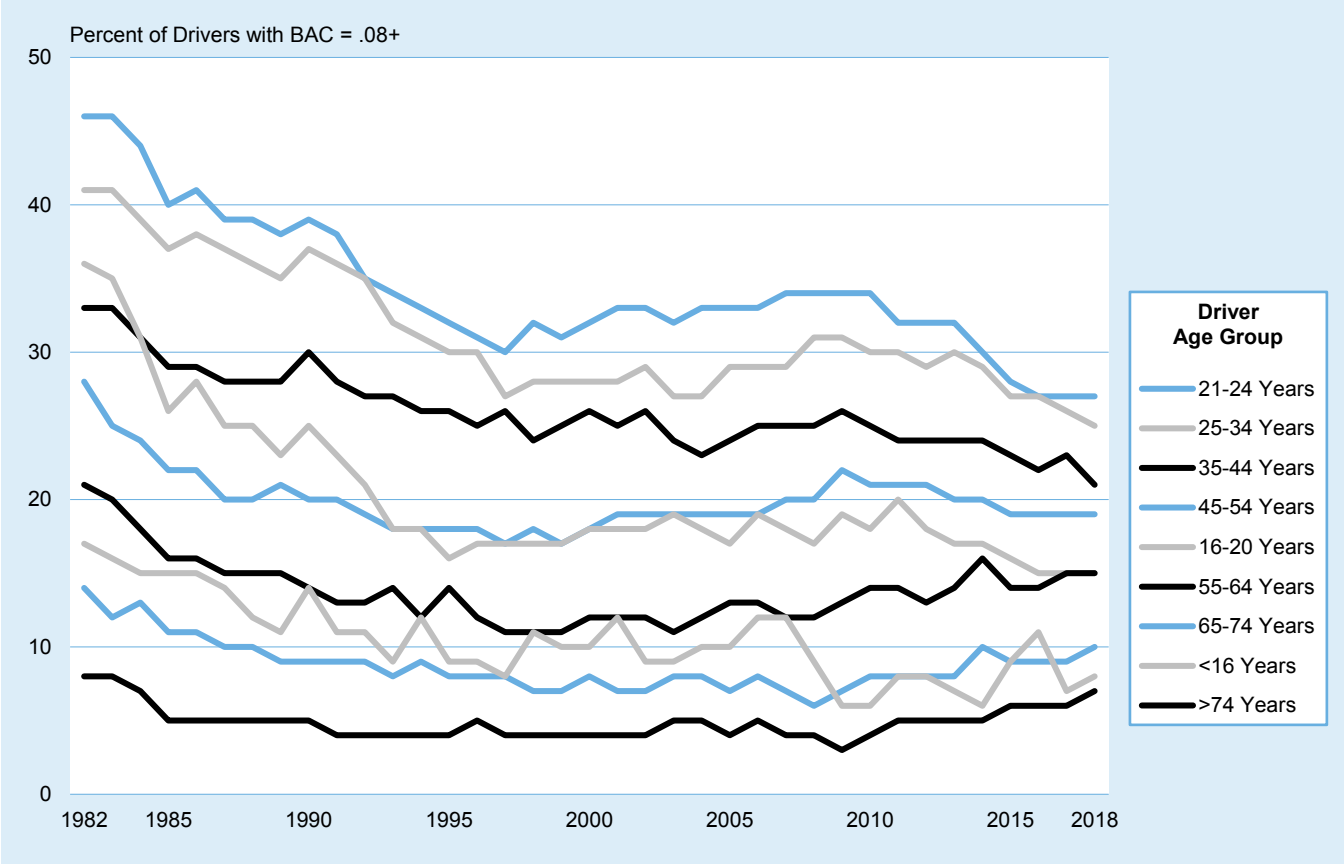


Table 19. Drivers in Fatal Crashes, by Blood Alcohol Concentration and Survival Status, 1982-2018

	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
Year	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total
1982	22,187	1,615	7,537	31,339	11,015	1,537	12,139	24,690	33,202	3,152	19,676	**56,029**
1983	21,885	1,410	7,223	30,518	11,189	1,406	11,543	24,138	33,075	2,816	18,765	**54,656**
1984	23,367	1,620	6,936	31,923	12,477	1,614	11,499	25,589	35,843	3,234	18,435	**57,512**
1985	24,921	1,451	6,174	32,546	12,960	1,692	10,685	25,337	37,880	3,143	16,860	**57,883**
1986	25,265	1,758	6,681	33,705	13,343	1,878	11,409	26,630	38,608	3,636	18,091	**60,335**
1987	26,570	1,612	6,426	34,609	14,054	1,722	11,058	26,833	40,624	3,334	17,484	**61,442**
1988	27,270	1,565	6,165	35,000	14,418	1,732	11,103	27,253	41,688	3,297	17,268	**62,253**
1989	27,193	1,301	5,552	34,046	14,246	1,507	10,637	26,389	41,438	2,808	16,189	**60,435**
1990	25,582	1,469	6,092	33,143	13,858	1,497	10,395	25,750	39,440	2,966	16,487	**58,893**
1991	24,157	1,245	5,059	30,461	13,138	1,307	9,485	23,930	37,295	2,552	14,544	**54,391**
1992	23,678	1,172	4,467	29,317	12,906	1,226	8,452	22,584	36,584	2,398	12,919	**51,901**
1993	24,858	1,147	4,254	30,259	13,652	1,168	8,322	23,142	38,510	2,315	12,576	**53,401**
1994	25,331	1,078	4,449	30,858	14,612	1,166	7,913	23,691	39,943	2,244	12,362	**54,549**
1995	26,633	1,082	4,059	31,774	14,841	1,242	8,307	24,390	41,474	2,324	12,366	**56,164**
1996	27,158	1,136	4,173	32,467	15,134	1,225	8,175	24,534	42,292	2,361	12,348	**57,001**
1997	27,258	1,027	3,736	32,021	15,670	1,154	7,843	24,667	42,929	2,180	11,579	**56,688**
1998	27,026	1,108	3,727	31,861	15,738	1,171	7,834	24,743	42,764	2,279	11,561	**56,604**
1999	26,733	983	3,529	31,245	16,126	1,213	7,918	25,257	42,858	2,196	11,447	**56,502**
2000	26,527	1,092	4,094	31,713	16,116	1,285	8,167	25,567	42,643	2,376	12,261	**57,280**
2001	26,601	1,135	3,981	31,717	16,332	1,285	8,253	25,869	42,932	2,420	12,233	**57,586**
2002	26,524	1,040	3,889	31,454	16,863	1,281	8,515	26,659	43,388	2,321	12,405	**58,113**
2003	27,081	976	3,681	31,738	17,107	1,319	8,354	26,779	44,187	2,295	12,035	**58,517**
2004	26,661	960	3,903	31,524	17,450	1,266	8,155	26,871	44,111	2,226	12,057	**58,395**
2005	26,650	998	4,082	31,729	17,628	1,374	8,489	27,491	44,278	2,371	12,571	**59,220**
2006	25,509	1,016	3,973	30,498	17,315	1,455	8,578	27,348	42,823	2,472	12,551	**57,846**
2007	24,831	1,136	3,483	29,449	16,591	1,361	8,617	26,570	41,422	2,497	12,100	**56,019**
2008	22,312	913	2,937	26,162	15,067	1,226	7,961	24,254	37,379	2,139	10,898	**50,416**
2009	19,803	883	2,816	23,502	13,520	1,102	7,213	21,835	33,324	1,985	10,029	**45,337**
2010	19,747	761	3,019	23,527	13,442	1,051	6,579	21,072	33,190	1,812	9,598	**44,599**
2011	19,615	647	2,762	23,025	13,290	1,001	6,524	20,815	32,906	1,648	9,287	**43,840**
2012	20,519	709	2,946	24,174	13,674	1,082	6,735	21,490	34,193	1,791	9,680	**45,664**
2013	20,106	825	2,929	23,860	13,372	1,025	6,546	20,943	33,478	1,850	9,475	**44,803**
2014	20,010	863	3,010	23,883	13,428	974	6,387	20,788	33,438	1,837	9,396	**44,671**
2015	22,627	877	3,310	26,813	14,903	1,087	6,360	22,350	37,529	1,964	9,670	**49,163**
2016	24,062	943	3,680	28,684	15,943	1,098	6,674	23,715	40,005	2,041	10,353	**52,399**
2017	24,501	804	3,691	28,995	15,977	1,117	6,664	23,757	40,478	1,920	10,354	**52,752**
2018	24,045	873	3,647	28,565	15,495	1,066	6,364	22,925	39,541	1,939	10,011	**51,490**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 20. Pedestrians Killed, 14 and Older, by Blood Alcohol Concentration, 1982-2018

Year	BAC = .00		BAC = .01-.07		BAC = .08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,132	51	321	5	2,701	44	**6,154**	**100**
1983	2,905	51	297	5	2,508	44	**5,710**	**100**
1984	3,159	53	283	5	2,465	42	**5,907**	**100**
1985	3,072	54	342	6	2,288	40	**5,702**	**100**
1986	3,104	54	334	6	2,264	40	**5,702**	**100**
1987	3,188	56	344	6	2,183	38	**5,715**	**100**
1988	3,364	58	287	5	2,173	37	**5,825**	**100**
1989	3,164	56	300	5	2,193	39	**5,658**	**100**
1990	3,185	57	260	5	2,150	38	**5,595**	**100**
1991	2,862	57	236	5	1,907	38	**5,005**	**100**
1992	2,712	56	231	5	1,868	39	**4,812**	**100**
1993	2,792	57	199	4	1,869	38	**4,860**	**100**
1994	2,782	59	230	5	1,725	36	**4,737**	**100**
1995	2,871	59	225	5	1,801	37	**4,896**	**100**
1996	2,749	58	212	4	1,816	38	**4,777**	**100**
1997	2,889	61	177	4	1,649	35	**4,715**	**100**
1998	2,743	59	248	5	1,689	36	**4,680**	**100**
1999	2,568	58	194	4	1,657	37	**4,419**	**100**
2000	2,535	59	213	5	1,541	36	**4,288**	**100**
2001	2,666	60	220	5	1,567	35	**4,453**	**100**
2002	2,670	60	193	4	1,589	36	**4,451**	**100**
2003	2,621	60	192	4	1,570	36	**4,383**	**100**
2004	2,563	60	208	5	1,535	36	**4,306**	**100**
2005	2,778	61	197	4	1,566	34	**4,541**	**100**
2006	2,580	58	222	5	1,661	37	**4,463**	**100**
2007	2,585	59	207	5	1,594	36	**4,386**	**100**
2008	2,409	58	183	4	1,553	37	**4,145**	**100**
2009	2,290	59	174	5	1,404	36	**3,869**	**100**
2010	2,447	60	192	5	1,416	35	**4,055**	**100**
2011	2,498	59	198	5	1,546	36	**4,241**	**100**
2012	2,715	59	223	5	1,629	36	**4,568**	**100**
2013	2,743	61	193	4	1,591	35	**4,527**	**100**
2014	2,880	62	199	4	1,600	34	**4,679**	**100**
2015	3,241	62	236	5	1,767	34	**5,244**	**100**
2016	3,526	61	282	5	1,985	34	**5,793**	**100**
2017	3,662	63	267	5	1,884	32	**5,813**	**100**
2018	3,756	62	286	5	1,997	33	**6,039**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2018

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
	Drivers in Fatal Crashes							
1975	2,580	5.6	29,713	64.3	13,931	30.1	**46,224**	**100.0**
1976	2,059	4.5	29,908	64.7	14,239	30.8	**46,206**	**100.0**
1977	1,895	3.9	33,013	67.3	14,154	28.8	**49,062**	**100.0**
1978	1,878	3.6	37,610	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	1,481	2.9	37,890	73.9	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	1,513	3.3	33,795	74.6	10,012	22.1	**45,320**	**100.0**
1983	1,834	4.2	32,333	73.3	9,919	22.5	**44,086**	**100.0**
1984	2,755	6.0	32,980	71.3	10,526	22.8	**46,261**	**100.0**
1985	6,169	13.3	29,708	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	14,472	28.5	28,156	55.4	8,150	16.1	**50,778**	**100.0**
1988	16,946	32.6	28,148	54.2	6,842	13.2	**51,936**	**100.0**
1989	17,542	34.5	26,767	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	18,456	40.3	21,844	47.7	5,504	12.0	**45,804**	**100.0**
1992	19,104	43.2	19,838	44.9	5,268	11.9	**44,210**	**100.0**
1993	20,930	46.2	19,141	42.3	5,196	11.5	**45,267**	**100.0**
1994	22,759	49.1	18,950	40.9	4,629	10.0	**46,338**	**100.0**
1995	24,160	50.1	19,433	40.3	4,663	9.7	**48,256**	**100.0**
1996	25,206	51.7	18,760	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	27,812	57.0	16,711	34.2	4,275	8.8	**48,798**	**100.0**
2003	28,822	59.3	15,491	31.9	4,281	8.8	**48,594**	**100.0**
2004	29,072	60.6	15,120	31.5	3,743	7.8	**47,935**	**100.0**
2005	29,263	61.1	14,985	31.3	3,677	7.7	**47,925**	**100.0**
2006	28,283	60.9	14,436	31.1	3,750	8.1	**46,469**	**100.0**
2007	27,622	62.1	13,215	29.7	3,647	8.2	**44,484**	**100.0**
2008	24,649	62.4	11,770	29.8	3,055	7.7	**39,474**	**100.0**
2009	22,963	63.4	10,486	28.9	2,773	7.7	**36,222**	**100.0**
2010	22,712	64.7	9,598	27.3	2,785	7.9	**35,095**	**100.0**
2011	22,183	65.0	9,321	27.3	2,603	7.6	**34,107**	**100.0**
2012	23,191	65.5	9,431	26.6	2,779	7.9	**35,401**	**100.0**
2013	23,089	66.6	8,729	25.2	2,842	8.2	**34,660**	**100.0**
2014	23,347	67.0	8,636	24.8	2,859	8.2	**34,842**	**100.0**
2015	26,084	67.8	9,162	23.8	3,205	8.3	**38,451**	**100.0**
2016	27,672	67.9	9,670	23.7	3,425	8.4	**40,767**	**100.0**
2017	28,040	68.4	9,567	23.3	3,404	8.3	**41,011**	**100.0**
2018	27,229	68.3	9,220	23.1	3,389	8.5	**39,838**	**100.0**

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

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2018 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
	Drivers in Injury Crashes							
1988	2,312,000	62.1	803,000	21.6	609,000	16.4	**3,724,000**	**100.0**
1989	2,266,000	62.8	750,000	20.8	592,000	16.4	**3,607,000**	**100.0**
1990	2,289,000	64.4	704,000	19.8	563,000	15.8	**3,556,000**	**100.0**
1991	2,303,000	67.8	586,000	17.3	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	3,135,000	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	2,896,000	80.5	293,000	8.1	409,000	11.4	**3,598,000**	**100.0**
2000	2,958,000	82.2	252,000	7.0	390,000	10.8	**3,600,000**	**100.0**
2001	2,882,000	82.5	234,000	6.7	376,000	10.8	**3,491,000**	**100.0**
2002	2,787,000	83.5	208,000	6.2	343,000	10.3	**3,338,000**	**100.0**
2003	2,843,000	84.7	180,000	5.4	332,000	9.9	**3,356,000**	**100.0**
2004	2,785,000	86.2	138,000	4.3	307,000	9.5	**3,230,000**	**100.0**
2005	2,666,000	86.1	141,000	4.6	290,000	9.4	**3,097,000**	**100.0**
2006	2,577,000	86.2	124,000	4.1	290,000	9.7	**2,990,000**	**100.0**
2007	2,475,000	86.4	116,000	4.0	274,000	9.6	**2,865,000**	**100.0**
2008	2,369,000	87.2	105,000	3.9	241,000	8.9	**2,715,000**	**100.0**
2009	2,257,000	87.8	87,000	3.4	226,000	8.8	**2,570,000**	**100.0**
2010	2,294,000	87.3	84,000	3.2	250,000	9.5	**2,629,000**	**100.0**
2011	2,275,000	87.7	80,000	3.1	238,000	9.2	**2,593,000**	**100.0**
2012	2,428,000	87.8	82,000	3.0	255,000	9.2	**2,765,000**	**100.0**
2013	2,425,000	88.6	72,000	2.6	239,000	8.8	**2,736,000**	**100.0**
2014	2,478,000	87.9	75,000	2.7	266,000	9.4	**2,819,000**	**100.0**
2015	2,634,000	88.4	72,000	2.4	273,000	9.2	**2,979,000**	**100.0**
2016	3,184,000	87.2	89,000	2.4	379,000	10.4	**3,651,000**	**100.0**
2017	2,895,000	88.1	85,000	2.6	306,000	9.3	**3,285,000**	**100.0**
2018	2,847,000	87.1	79,000	2.4	344,000	10.5	**3,270,000**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see pages 5 and 9-10, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2018 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Property-Damage-Only Crashes								
1988	4,517,000	60.4	1,201,000	16.1	1,763,000	23.6	**7,481,000**	**100.0**
1989	4,530,000	62.6	1,015,000	14.0	1,691,000	23.4	**7,237,000**	**100.0**
1990	4,499,000	63.4	979,000	13.8	1,616,000	22.8	**7,094,000**	**100.0**
1991	4,513,000	67.2	715,000	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	5,636,000	81.3	238,000	3.4	1,058,000	15.3	**6,932,000**	**100.0**
2000	5,846,000	82.7	173,000	2.4	1,050,000	14.9	**7,069,000**	**100.0**
2001	5,897,000	83.6	161,000	2.3	1,000,000	14.2	**7,058,000**	**100.0**
2002	6,093,000	84.9	157,000	2.2	923,000	12.9	**7,173,000**	**100.0**
2003	6,042,000	84.7	135,000	1.9	960,000	13.4	**7,137,000**	**100.0**
2004	6,106,000	86.2	106,000	1.5	870,000	12.3	**7,083,000**	**100.0**
2005	6,087,000	86.1	104,000	1.5	880,000	12.4	**7,071,000**	**100.0**
2006	5,940,000	85.3	95,000	1.4	925,000	13.3	**6,960,000**	**100.0**
2007	6,011,000	85.8	91,000	1.3	900,000	12.9	**7,003,000**	**100.0**
2008	5,862,000	86.7	95,000	1.4	802,000	11.9	**6,758,000**	**100.0**
2009	5,708,000	87.4	71,000	1.1	751,000	11.5	**6,531,000**	**100.0**
2010	5,720,000	88.8	76,000	1.2	644,000	10.0	**6,440,000**	**100.0**
2011	5,599,000	88.8	55,000	0.9	652,000	10.3	**6,306,000**	**100.0**
2012	5,832,000	88.8	64,000	1.0	673,000	10.3	**6,568,000**	**100.0**
2013	6,018,000	89.2	57,000	0.8	675,000	10.0	**6,749,000**	**100.0**
2014	6,519,000	89.4	85,000	1.2	686,000	9.4	**7,289,000**	**100.0**
2015	6,843,000	89.8	67,000	0.9	710,000	9.3	**7,620,000**	**100.0**
2016	6,884,000	89.4	72,000	0.9	748,000	9.7	**7,703,000**	**100.0**
2017	6,721,000	89.3	66,000	0.9	740,000	9.8	**7,526,000**	**100.0**
2018	7,139,000	89.3	82,000	1.0	777,000	9.7	**7,998,000**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see pages 5 and 9-10, "Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)."

Table 22. Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-2018

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
	Occupants Killed							
1975	984	3.2	21,078	68.5	8,723	28.3	**30,785**	**100.0**
1976	793	2.5	21,982	69.6	8,829	27.9	**31,604**	**100.0**
1977	777	2.4	23,594	72.0	8,387	25.6	**32,758**	**100.0**
1978	781	2.2	26,674	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	670	1.9	27,484	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	677	2.3	23,560	79.4	5,452	18.4	**29,689**	**100.0**
1983	825	2.8	23,082	79.1	5,274	18.1	**29,181**	**100.0**
1984	1,207	4.0	23,300	77.4	5,609	18.6	**30,116**	**100.0**
1985	2,389	8.0	22,133	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	6,209	18.2	24,360	71.4	3,545	10.4	**34,114**	**100.0**
1989	6,544	19.5	23,615	70.3	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	7,331	23.8	20,489	66.6	2,956	9.6	**30,776**	**100.0**
1992	7,698	26.1	19,054	64.6	2,733	9.3	**29,485**	**100.0**
1993	8,677	28.8	18,555	61.7	2,845	9.5	**30,077**	**100.0**
1994	9,641	31.2	18,637	60.3	2,623	8.5	**30,901**	**100.0**
1995	10,152	31.7	19,130	59.8	2,709	8.5	**31,991**	**100.0**
1996	10,713	33.0	18,851	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	12,532	38.2	17,798	54.2	2,513	7.7	**32,843**	**100.0**
2003	12,967	40.2	16,764	51.9	2,540	7.9	**32,271**	**100.0**
2004	13,250	41.6	16,432	51.6	2,184	6.9	**31,866**	**100.0**
2005	13,063	41.4	16,248	51.5	2,238	7.1	**31,549**	**100.0**
2006	12,710	41.4	15,635	51.0	2,341	7.6	**30,686**	**100.0**
2007	12,322	42.4	14,446	49.7	2,304	7.9	**29,072**	**100.0**
2008	10,691	42.0	12,925	50.8	1,846	7.3	**25,462**	**100.0**
2009	10,190	43.5	11,545	49.2	1,712	7.3	**23,447**	**100.0**
2010	9,969	44.8	10,590	47.5	1,714	7.7	**22,273**	**100.0**
2011	9,471	44.4	10,215	47.9	1,630	7.6	**21,316**	**100.0**
2012	9,746	44.7	10,370	47.6	1,663	7.6	**21,779**	**100.0**
2013	9,840	46.4	9,622	45.3	1,761	8.3	**21,223**	**100.0**
2014	9,961	47.3	9,410	44.7	1,679	8.0	**21,050**	**100.0**
2015	10,763	47.5	9,975	44.1	1,903	8.4	**22,641**	**100.0**
2016	11,343	47.7	10,463	44.0	1,981	8.3	**23,787**	**100.0**
2017	11,488	48.5	10,116	42.8	2,059	8.7	**23,663**	**100.0**
2018	10,978	48.4	9,778	43.1	1,941	8.6	**22,697**	**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, 1975-2018 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
	Occupants Injured							
1988	1,754,000	57.1	920,000	30.0	397,000	12.9	**3,072,000**	**100.0**
1989	1,722,000	58.4	869,000	29.5	358,000	12.1	**2,949,000**	**100.0**
1990	1,740,000	60.1	830,000	28.7	325,000	11.2	**2,895,000**	**100.0**
1991	1,784,000	63.6	733,000	26.1	288,000	10.3	**2,805,000**	**100.0**
1992	1,857,000	66.7	628,000	22.5	300,000	10.8	**2,785,000**	**100.0**
1993	1,987,000	69.0	596,000	20.7	295,000	10.3	**2,878,000**	**100.0**
1994	2,210,000	73.6	569,000	18.9	223,000	7.4	**3,002,000**	**100.0**
1995	2,417,000	75.5	555,000	17.3	229,000	7.1	**3,202,000**	**100.0**
1996	2,471,000	76.8	525,000	16.3	220,000	6.9	**3,216,000**	**100.0**
1997	2,373,000	76.4	482,000	15.5	252,000	8.1	**3,107,000**	**100.0**
1998	2,300,000	77.4	441,000	14.8	230,000	7.7	**2,971,000**	**100.0**
1999	2,333,000	77.9	424,000	14.2	238,000	7.9	**2,996,000**	**100.0**
2000	2,370,000	80.5	372,000	12.6	202,000	6.8	**2,943,000**	**100.0**
2001	2,253,000	80.6	328,000	11.7	214,000	7.7	**2,796,000**	**100.0**
2002	2,201,000	81.6	288,000	10.7	206,000	7.7	**2,696,000**	**100.0**
2003	2,210,000	83.2	253,000	9.5	194,000	7.3	**2,658,000**	**100.0**
2004	2,163,000	84.7	211,000	8.3	181,000	7.1	**2,555,000**	**100.0**
2005	2,084,000	84.9	208,000	8.5	162,000	6.6	**2,454,000**	**100.0**
2006	1,997,000	85.4	185,000	7.9	156,000	6.7	**2,339,000**	**100.0**
2007	1,899,000	85.2	171,000	7.7	158,000	7.1	**2,228,000**	**100.0**
2008	1,791,000	86.1	144,000	6.9	147,000	7.0	**2,081,000**	**100.0**
2009	1,720,000	86.8	126,000	6.4	135,000	6.8	**1,981,000**	**100.0**
2010	1,703,000	85.4	117,000	5.9	173,000	8.7	**1,993,000**	**100.0**
2011	1,685,000	85.3	116,000	5.9	175,000	8.9	**1,976,000**	**100.0**
2012	1,762,000	84.0	114,000	5.4	221,000	10.5	**2,097,000**	**100.0**
2013	1,729,000	84.3	101,000	4.9	222,000	10.8	**2,051,000**	**100.0**
2014	1,782,000	85.8	106,000	5.1	190,000	9.2	**2,078,000**	**100.0**
2015	1,894,000	86.5	101,000	4.6	196,000	8.9	**2,191,000**	**100.0**
2016	2,324,000	85.3	120,000	4.4	282,000	10.4	**2,725,000**	**100.0**
2017	2,136,000	86.6	116,000	4.7	215,000	8.7	**2,466,000**	**100.0**
2018	2,090,000	85.9	98,000	4.0	244,000	10.0	**2,432,000**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see pages 5 and 9-10, “Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES).”

Table 23. Passenger Car and Light Truck Occupants Killed, by Vehicle Type and Rollover Occurrence, 1982-2018

	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total	Rollover		Total	Rollover		Total	Rollover		Total	Rollover		Total	Rollover	
Year	Killed	Number	Percent	Killed	Number	Percent	Killed	Number	Percent	Killed	Number	Percent	Killed	Number	Percent
1982	23,330	5,529	23.7	4,605	1,895	41.2	735	504	68.6	814	285	35.0	**29,689**	**8,298**	**27.9**
1983	22,979	5,434	23.6	4,496	1,903	42.3	769	527	68.5	712	267	37.5	**29,181**	**8,219**	**28.2**
1984	23,620	5,569	23.6	4,686	1,994	42.6	723	496	68.6	764	299	39.1	**30,116**	**8,497**	**28.2**
1985	23,212	5,290	22.8	4,640	1,972	42.5	855	567	66.3	791	314	39.7	**29,901**	**8,284**	**27.7**
1986	24,944	6,015	24.1	5,090	2,301	45.2	927	608	65.6	879	349	39.7	**32,261**	**9,474**	**29.4**
1987	25,132	6,028	24.0	5,502	2,497	45.4	1,050	688	65.5	1,025	384	37.5	**33,190**	**9,801**	**29.5**
1988	25,808	6,248	24.2	5,880	2,713	46.1	1,040	651	62.6	1,001	374	37.4	**34,114**	**10,138**	**29.7**
1989	25,063	5,707	22.8	5,870	2,660	45.3	1,135	722	63.6	1,214	463	38.1	**33,614**	**9,689**	**28.8**
1990	24,092	5,593	23.2	5,979	2,698	45.1	1,214	762	62.8	1,154	451	39.1	**32,693**	**9,619**	**29.4**
1991	22,385	5,328	23.8	5,671	2,543	44.8	1,476	882	59.8	1,143	472	41.3	**30,776**	**9,258**	**30.1**
1992	21,387	4,738	22.2	5,385	2,460	45.7	1,335	834	62.5	1,292	564	43.7	**29,485**	**8,636**	**29.3**
1993	21,566	4,648	21.6	5,538	2,403	43.4	1,521	934	61.4	1,365	541	39.6	**30,077**	**8,561**	**28.5**
1994	21,997	4,870	22.1	5,574	2,409	43.2	1,757	1,063	60.5	1,508	610	40.5	**30,901**	**8,981**	**29.1**
1995	22,423	5,076	22.6	5,938	2,571	43.3	1,935	1,210	62.5	1,639	650	39.7	**31,991**	**9,537**	**29.8**
1996	22,505	4,997	22.2	5,904	2,545	43.1	2,147	1,384	64.5	1,832	681	37.2	**32,437**	**9,624**	**29.7**
1997	22,199	4,765	21.5	5,887	2,479	42.1	2,380	1,489	62.6	1,914	768	40.1	**32,448**	**9,527**	**29.4**
1998	21,194	4,672	22.0	5,921	2,560	43.2	2,713	1,705	62.8	2,042	823	40.3	**31,899**	**9,773**	**30.6**
1999	20,862	4,718	22.6	6,127	2,724	44.5	3,026	1,902	62.9	2,088	784	37.5	**32,127**	**10,140**	**31.6**
2000	20,699	4,548	22.0	6,003	2,558	42.6	3,358	2,064	61.5	2,129	771	36.2	**32,225**	**9,959**	**30.9**
2001	20,320	4,559	22.4	6,139	2,651	43.2	3,530	2,149	60.9	2,019	786	38.9	**32,043**	**10,157**	**31.7**
2002	20,569	4,794	23.3	6,100	2,755	45.2	4,031	2,471	61.3	2,109	699	33.1	**32,843**	**10,729**	**32.7**
2003	19,725	4,464	22.6	5,957	2,580	43.3	4,483	2,661	59.4	2,080	728	35.0	**32,271**	**10,442**	**32.4**
2004	19,192	4,353	22.7	5,838	2,597	44.5	4,760	2,929	61.5	2,046	695	34.0	**31,866**	**10,590**	**33.2**
2005	18,512	4,371	23.6	6,067	2,796	46.1	4,831	2,895	59.9	2,112	794	37.6	**31,549**	**10,870**	**34.5**
2006	17,925	4,376	24.4	5,993	2,844	47.5	4,928	2,899	58.8	1,815	609	33.6	**30,686**	**10,742**	**35.0**
2007	16,614	4,055	24.4	5,847	2,748	47.0	4,834	2,861	59.2	1,764	572	32.4	**29,072**	**10,240**	**35.2**
2008	14,646	3,653	24.9	5,097	2,435	47.8	4,214	2,435	57.8	1,492	514	34.5	**25,462**	**9,043**	**35.5**
2009	13,135	3,230	24.6	4,801	2,295	47.8	4,104	2,303	56.1	1,396	457	32.7	**23,447**	**8,291**	**35.4**
2010	12,491	2,933	23.5	4,486	2,098	46.8	3,942	2,264	57.4	1,346	413	30.7	**22,273**	**7,710**	**34.6**
2011	12,014	2,849	23.7	4,270	1,993	46.7	3,884	2,172	55.9	1,128	375	33.2	**21,316**	**7,400**	**34.7**
2012	12,361	3,025	24.5	4,343	2,012	46.3	3,885	2,161	55.6	1,167	326	27.9	**21,779**	**7,527**	**34.6**
2013	12,037	2,823	23.5	4,175	1,903	45.6	3,831	1,966	51.3	1,142	326	28.5	**21,223**	**7,030**	**33.1**
2014	11,947	2,663	22.3	4,249	1,907	44.9	3,800	1,965	51.7	1,021	305	29.9	**21,050**	**6,849**	**32.5**
2015	12,763	2,878	22.5	4,471	1,942	43.4	4,213	2,073	49.2	1,128	308	27.3	**22,641**	**7,224**	**31.9**
2016	13,508	2,973	22.0	4,470	1,933	43.2	4,462	2,160	48.4	1,240	347	28.0	**23,787**	**7,466**	**31.4**
2017	13,477	2,891	21.5	4,335	1,831	42.2	4,610	2,122	46.0	1,175	326	27.7	**23,663**	**7,195**	**30.4**
2018	12,775	2,579	20.2	4,253	1,694	39.8	4,534	1,948	43.0	1,077	258	24.0	**22,697**	**6,514**	**28.7**

*Total includes occupants of other and unknown light trucks.

Chapter 2

CRASHES

CHAPTER 2: CRASHES

This chapter presents statistics about police-reported motor vehicle crashes according to the most severe injury in the crash: **Fatal**, **Injury** (Nonfatal), 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 6.7 million police-reported motor vehicle crashes occurred in the United States in 2018. Twenty-eight percent of those crashes (1.8 million) resulted in an injury, and fewer than 1 percent (33,654) resulted in a death.
- Nine p.m. to midnight and 6 p.m. to 9 p.m. on Saturdays proved to be the deadliest 3-hour periods throughout 2018, with 992 and 967 fatal crashes, respectively.
- Fifty-seven percent of fatal crashes involved only one vehicle, as compared with 29 percent of injury crashes and 28 percent of property-damage-only crashes.
- Collision with another motor vehicle in transport was the most common first harmful event for fatal, injury, and property-damage-only crashes. Collisions with fixed objects and noncollisions accounted for only 17 percent of all crashes, but they accounted for 38 percent of fatal crashes.
- Twenty-eight percent of all fatal crashes involved alcohol-impaired driving, where the highest blood alcohol concentration among drivers involved in the crash was .08 g/dL or higher. For fatal crashes occurring from midnight to 3 a.m., 57 percent involved alcohol-impaired driving.

Table 24. Crashes and Crash Rates, by Month and Crash Severity

Month	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Rate*	Number	Rate*	Number	Rate*	Number	Rate*
January	2,626	1.07	153,000	62	429,000	175	**584,000**	**239**
February	2,315	1.02	137,000	60	377,000	166	**517,000**	**227**
March	2,610	0.96	155,000	57	400,000	148	**558,000**	**206**
April	2,559	0.93	147,000	53	371,000	135	**521,000**	**189**
May	2,965	1.05	167,000	59	412,000	145	**581,000**	**205**
June	3,019	1.07	156,000	55	375,000	133	**534,000**	**189**
July	3,045	1.05	157,000	54	359,000	123	**519,000**	**178**
August	2,986	1.05	168,000	59	386,000	135	**557,000**	**195**
September	3,022	1.13	169,000	63	380,000	142	**552,000**	**207**
October	3,081	1.09	169,000	60	440,000	157	**613,000**	**218**
November	2,743	1.05	165,000	63	454,000	174	**622,000**	**239**
December	2,683	0.99	152,000	56	423,000	157	**578,000**	**214**
Total	**33,654**	**1.04**	**1,894,000**	**58**	**4,807,000**	**148**	**6,734,000**	**208**

*Crashes per 100 million vehicle miles traveled.

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

Source: Vehicle miles traveled—FHWA, *Traffic Volume Trends*, December 2019 (monthly), and *2018 Highway Statistics* (VM-1) (annual)

Table 25. 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 a.m.	936	416	295	312	387	438	922	**3,706**
3 a.m. to 6 a.m.	541	363	309	326	338	386	541	**2,804**
6 a.m. to 9 a.m.	383	524	552	496	534	492	421	**3,402**
9 a.m. to Noon	404	489	431	438	485	472	485	**3,204**
Noon to 3 p.m.	535	639	633	644	556	644	639	**4,290**
3 p.m. to 6 p.m.	697	724	730	691	726	836	775	**5,179**
6 p.m. to 9 p.m.	833	784	750	720	772	938	967	**5,764**
9 p.m. to Midnight	680	592	567	635	674	921	992	**5,061**
Unknown	44	33	23	23	27	42	52	**244**
Total	**5,053**	**4,564**	**4,290**	**4,285**	**4,499**	**5,169**	**5,794**	**33,654**
Injury Crashes								
Midnight to 3 a.m.	23,000	12,000	9,000	8,000	9,000	11,000	22,000	**93,000**
3 a.m. to 6 a.m.	13,000	8,000	9,000	8,000	7,000	10,000	12,000	**67,000**
6 a.m. to 9 a.m.	14,000	45,000	45,000	47,000	42,000	38,000	17,000	**248,000**
9 a.m. to Noon	26,000	38,000	38,000	36,000	36,000	40,000	36,000	**249,000**
Noon to 3 p.m.	38,000	50,000	46,000	45,000	47,000	56,000	50,000	**332,000**
3 p.m. to 6 pm	40,000	77,000	72,000	69,000	81,000	79,000	47,000	**465,000**
6 p.m. to 9 p.m.	29,000	37,000	40,000	44,000	44,000	48,000	39,000	**281,000**
9 p.m. to Midnight	20,000	20,000	20,000	21,000	23,000	28,000	28,000	**159,000**
Total	**201,000**	**285,000**	**279,000**	**277,000**	**290,000**	**310,000**	**251,000**	**1,894,000**
Property-Damage-Only Crashes								
Midnight to 3 a.m.	47,000	27,000	17,000	18,000	19,000	18,000	40,000	**185,000**
3 a.m. to 6 a.m.	24,000	26,000	20,000	23,000	20,000	23,000	28,000	**164,000**
6 a.m. to 9 a.m.	31,000	116,000	136,000	136,000	125,000	104,000	42,000	**691,000**
9 a.m. to Noon	54,000	96,000	102,000	93,000	97,000	113,000	88,000	**643,000**
Noon to 3 p.m.	95,000	124,000	125,000	133,000	126,000	149,000	118,000	**870,000**
3 p.m. to 6 pm	93,000	174,000	204,000	199,000	198,000	217,000	109,000	**1,194,000**
6 p.m. to 9 p.m.	79,000	93,000	97,000	98,000	108,000	129,000	87,000	**690,000**
9 p.m. to Midnight	49,000	46,000	42,000	44,000	55,000	68,000	66,000	**370,000**
Total	**472,000**	**702,000**	**742,000**	**744,000**	**747,000**	**821,000**	**579,000**	**4,807,000**
All Crashes								
Midnight to 3 a.m.	71,000	39,000	26,000	26,000	29,000	29,000	62,000	**282,000**
3 a.m. to 6 a.m.	37,000	35,000	29,000	31,000	27,000	33,000	41,000	**234,000**
6 a.m. to 9 a.m.	45,000	161,000	182,000	183,000	168,000	143,000	59,000	**942,000**
9 a.m. to Noon	80,000	135,000	141,000	129,000	133,000	153,000	124,000	**895,000**
Noon to 3 p.m.	133,000	174,000	171,000	179,000	174,000	206,000	169,000	**1,207,000**
3 p.m. to 6 pm	133,000	251,000	276,000	268,000	280,000	297,000	157,000	**1,664,000**
6 p.m. to 9 p.m.	110,000	130,000	137,000	143,000	152,000	178,000	127,000	**977,000**
9 p.m. to Midnight	70,000	66,000	62,000	66,000	79,000	96,000	96,000	**534,000**
Total	**678,000**	**992,000**	**1,025,000**	**1,026,000**	**1,042,000**	**1,136,000**	**835,000**	**6,734,000**

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

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

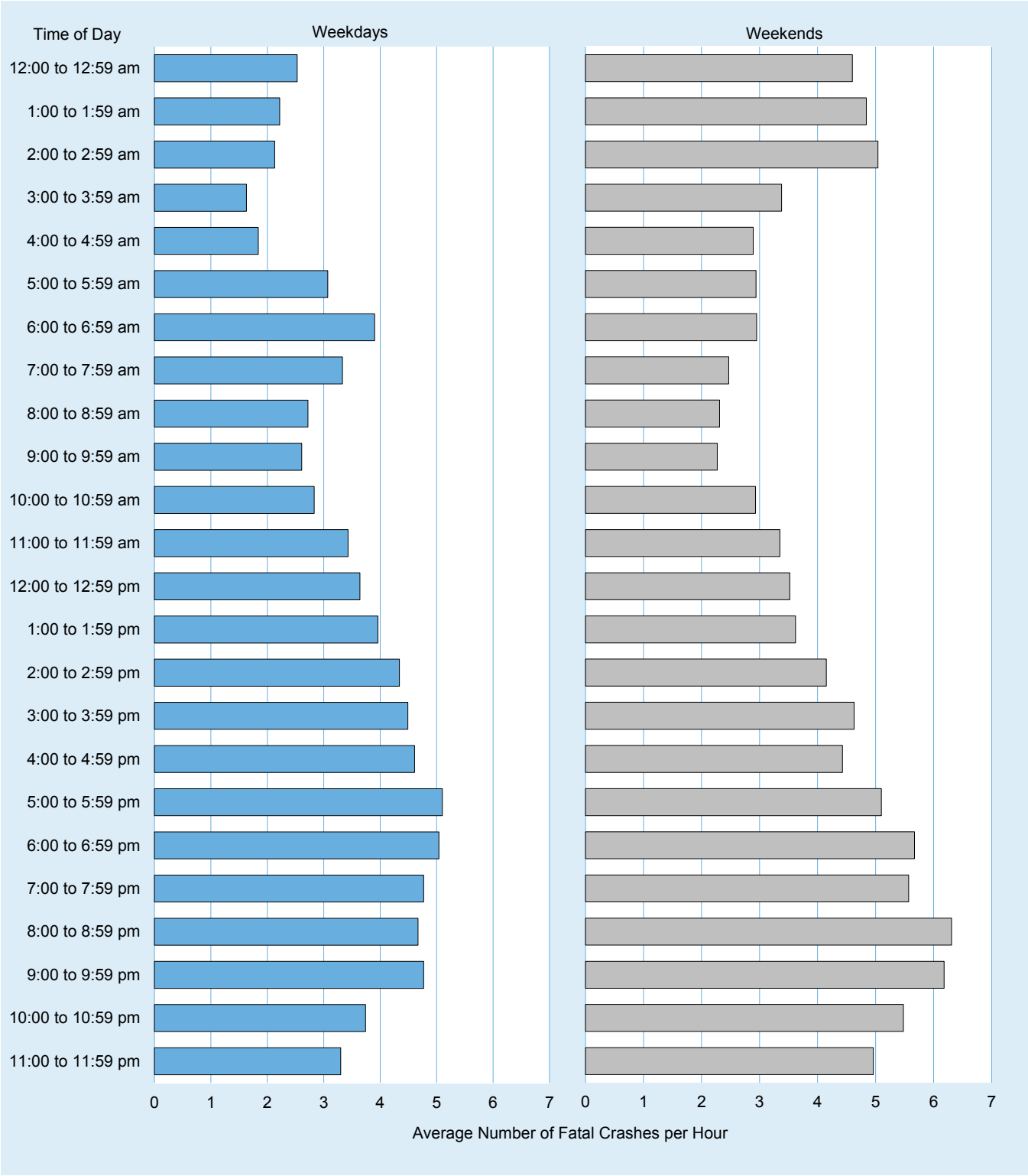


Table 26. Crashes, by Weather Condition, Light Condition, and Crash Severity

Weather Condition	Light Condition					Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	Other	
Fatal Crashes						
Normal	12,923	5,423	7,576	1,177	9	**27,159**
Rain	1,186	641	803	116	2	**2,755**
Snow/Sleet	243	66	173	28	0	**512**
Other	132	73	218	35	4	**467**
Unknown	1,300	445	749	100	2	**2,761**
Total	**15,784**	**6,648**	**9,519**	**1,456**	**17**	**33,654***
Injury Crashes						
Normal	1,161,000	275,000	154,000	55,000	**	**1,646,000**
Rain	118,000	43,000	26,000	11,000	**	**197,000**
Snow/Sleet	20,000	7,000	10,000	2,000	**	**39,000**
Other	5,000	2,000	4,000	1,000	**	**13,000**
Total	**1,304,000**	**328,000**	**194,000**	**68,000**	**	**1,894,000**
Property-Damage-Only Crashes						
Normal	2,933,000	564,000	443,000	150,000	2,000	**4,092,000**
Rain	335,000	107,000	72,000	29,000	**	**543,000**
Snow/Sleet	83,000	26,000	29,000	8,000	**	**146,000**
Other	9,000	4,000	9,000	4,000	**	**26,000**
Total	**3,360,000**	**702,000**	**552,000**	**191,000**	**2,000**	**4,807,000**
All Crashes						
Normal	4,107,000	845,000	604,000	206,000	2,000	**5,765,000**
Rain	454,000	150,000	98,000	40,000	**	**743,000**
Snow/Sleet	103,000	34,000	39,000	10,000	**	**185,000**
Other/Unknown	16,000	7,000	14,000	5,000	**	**42,000**
Total	**4,680,000**	**1,036,000**	**755,000**	**261,000**	**2,000**	**6,734,000**

*Includes 230 fatal crashes for which light conditions were unknown.

**Estimates less than 500.

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

Table 27. Fatal Crashes, by Emergency Medical Services Response Times Within Designated Minutes and 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	5,126	86.4	3,628	49.3	94	2.6	19	0.6
11 to 20	503	8.5	2,664	36.2	398	11.1	131	3.8
21 to 30	143	2.4	677	9.2	700	19.5	309	9.0
31 to 40	46	0.8	244	3.3	785	21.9	557	16.2
41 to 50	31	0.5	85	1.2	586	16.3	563	16.4
51 to 60	25	0.4	29	0.4	427	11.9	528	15.4
61 to 120	61	1.0	27	0.4	602	16.8	1,330	38.7
Total*	**5,935**	**100.0**	**7,354**	**100.0**	**3,592**	**100.0**	**3,437**	**100.0**
Urban Fatal Crashes								
0 to 10	6,205	94.3	6,195	82.8	294	6.3	63	1.4
11 to 20	226	3.4	1,067	14.3	1,402	30.0	588	12.8
21 to 30	56	0.9	158	2.1	1,421	30.5	1,298	28.2
31 to 40	24	0.4	34	0.5	799	17.1	1,131	24.6
41 to 50	16	0.2	11	0.1	375	8.0	682	14.8
51 to 60	17	0.3	5	0.1	180	3.9	374	8.1
61 to 120	37	0.6	14	0.2	195	4.2	469	10.2
Total*	**6,581**	**100.0**	**7,484**	**100.0**	**4,666**	**100.0**	**4,605**	**100.0**

*Includes crashes for which both times were known.

Table 28. Crashes, by Crash Type, Relation to Roadway, and Crash Severity

Crash Type	Relation to Roadway					Unknown	Total
	On Roadway	Off Roadway					
		Roadside	Shoulder	Median	Other/Unknown Location*		
Fatal Crashes							
Single Vehicle	7,195	9,272	415	1,026	1,098	110	**19,116**
Multiple Vehicle	13,880	299	99	210	34	16	**14,538**
Total	**21,075**	**9,571**	**514**	**1,236**	**1,132**	**126**	**33,654**
Injury Crashes							
Single Vehicle	207,000	266,000	12,000	37,000	25,000	2,000	**548,000**
Multiple Vehicle	1,335,000	4,000	1,000	5,000	1,000	1,000	**1,346,000**
Total	**1,542,000**	**270,000**	**13,000**	**42,000**	**25,000**	**2,000**	**1,894,000**
Property-Damage-Only Crashes							
Single Vehicle	605,000	572,000	29,000	87,000	71,000	3,000	**1,367,000**
Multiple Vehicle	3,420,000	8,000	3,000	7,000	1,000	1,000	**3,440,000**
Total	**4,025,000**	**581,000**	**32,000**	**93,000**	**73,000**	**4,000**	**4,807,000**
All Crashes							
Single Vehicle	819,000	847,000	41,000	125,000	97,000	5,000	**1,933,000**
Multiple Vehicle	4,769,000	13,000	3,000	12,000	2,000	2,000	**4,801,000**
Total	**5,588,000**	**860,000**	**45,000**	**136,000**	**99,000**	**7,000**	**6,734,000**

*Includes outside trafficway, gore, separator, pedestrian refuge island or traffic island, and off roadway - location unknown.

Notes: This table was revised to clearly delineate *On Roadway* and *Off Roadway*. For more details, see page 10, "Revisions to Table 28. Crashes by Crash Type, Relation to Roadway, and Crash Severity."

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

Table 29. 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	6,037	17.9	515,000	27.2	929,000	19.3	**1,450,000**	**21.5**
Rear End	2,439	7.2	594,000	31.4	1,579,000	32.8	**2,175,000**	**32.3**
Sideswipe	909	2.7	129,000	6.8	734,000	15.3	**863,000**	**12.8**
Head On	3,651	10.8	80,000	4.2	83,000	1.7	**167,000**	**2.5**
Other/Unknown	158	0.5	10,000	0.5	74,000	1.5	**84,000**	**1.2**
Subtotal	*13,194*	*39.2*	*1,327,000*	*70.1*	*3,399,000*	*70.7*	***4,739,000***	***70.4***
Collision with Fixed Object:								
Pole/Post	1,384	4.1	52,000	2.7	155,000	3.2	**208,000**	**3.1**
Culvert/Curb/Ditch	2,259	6.7	80,000	4.2	174,000	3.6	**256,000**	**3.8**
Shrubbery/Tree	2,386	7.1	44,000	2.3	68,000	1.4	**114,000**	**1.7**
Guard Rail	947	2.8	29,000	1.6	73,000	1.5	**103,000**	**1.5**
Embankment	789	2.3	20,000	1.0	29,000	0.6	**50,000**	**0.7**
Bridge	180	0.5	2,000	0.1	10,000	0.2	**13,000**	**0.2**
Other/Unknown	1,727	5.1	71,000	3.7	183,000	3.8	**256,000**	**3.8**
Subtotal	*9,672*	*28.7*	*297,000*	*15.7*	*692,000*	*14.4*	***999,000***	***14.8***
Collision with Object Not Fixed:								
Parked Motor Vehicle	407	1.2	51,000	2.7	307,000	6.4	**358,000**	**5.3**
Animal	185	0.5	26,000	1.3	286,000	6.0	**312,000**	**4.6**
Pedestrian	5,821	17.3	68,000	3.6	1,000	*	**74,000**	**1.1**
Pedalcyclist	844	2.5	46,000	2.4	3,000	0.1	**50,000**	**0.7**
Train	108	0.3	*	*	1,000	*	**1,000**	*
Other/Unknown	367	1.1	16,000	0.9	58,000	1.2	**75,000**	**1.1**
Subtotal	*7,732*	*23.0*	*206,000*	*10.9*	*656,000*	*13.7*	***870,000***	***12.9***
Noncollision:								
Rollover	2,620	7.8	55,000	2.9	35,000	0.7	**93,000**	**1.4**
Other/Unknown	400	1.2	8,000	0.4	25,000	0.5	**33,000**	**0.5**
Subtotal	*3,020*	*9.0*	*62,000*	*3.3*	*60,000*	*1.3*	***126,000***	***1.9***
Total	**33,654****	**100.0**	**1,894,000**	**100.0**	**4,807,000**	**100.0**	**6,734,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

**Includes 36 fatal crashes with unknown first harmful events.

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

Table 30. 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 = 12,004)						
Passenger Car	1,696	3,430	1,225	1,032	57	136
Light Truck		1,372	1,086	1,204	34	110
Large Truck			156	221	11	22
Motorcycle				85	24	59
Bus					1	2
Other/Unknown						41
Injury Crashes (Total = 1,148,000)						
Passenger Car	376,000	481,000	44,000	22,000	7,000	3,000
Light Truck		162,000	28,000	15,000	3,000	2,000
Large Truck			3,000	1,000	*	*
Motorcycle				1,000	*	*
Property-Damage-Only Crashes (Total = 3,211,000)						
Passenger Car	998,000	1,375,000	148,000	10,000	19,000	3,000
Light Truck		505,000	105,000	6,000	12,000	2,000
Large Truck			23,000	*	4,000	1,000

*Estimates less than 500.

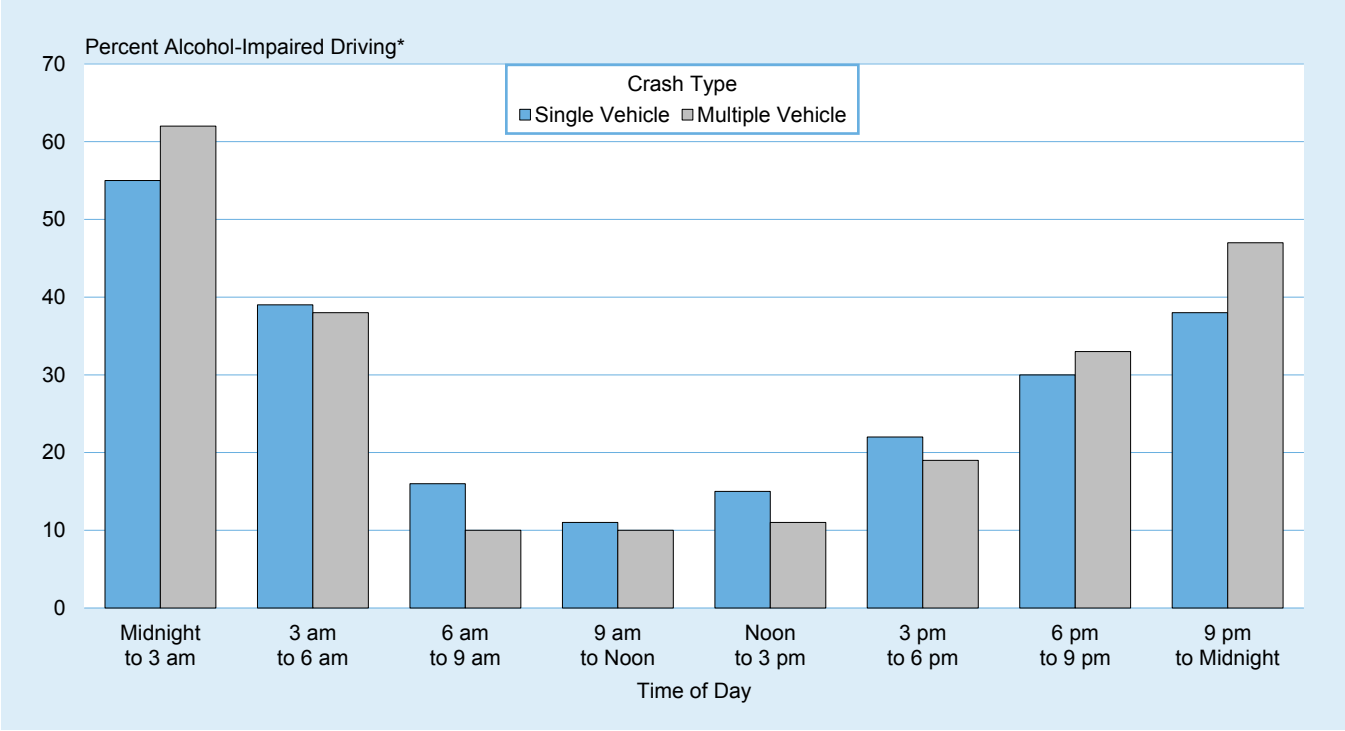
Note: Totals may not equal sum of components due to independent rounding.

Table 31. Fatal Crashes and Percentage Alcohol-Impaired Driving, by Time of Day and Crash Type

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*
Midnight to 3 a.m.	2,696	1,482	55	1,010	623	62	**3,706**	**2,105**	**57**
3 a.m. to 6 a.m.	1,852	727	39	952	366	38	**2,804**	**1,094**	**39**
6 a.m. to 9 a.m.	1,776	290	16	1,626	163	10	**3,402**	**453**	**13**
9 a.m. to Noon	1,490	162	11	1,714	169	10	**3,204**	**331**	**10**
Noon to 3 p.m.	1,906	285	15	2,384	265	11	**4,290**	**550**	**13**
3 p.m. to 6 pm	2,376	533	22	2,803	534	19	**5,179**	**1,067**	**21**
6 p.m. to 9 p.m.	3,444	1,020	30	2,320	768	33	**5,764**	**1,787**	**31**
9 p.m. to Midnight	3,353	1,262	38	1,708	807	47	**5,061**	**2,068**	**41**
Unknown	223	100	45	21	4	17	**244**	**104**	**42**
Total	**19,116**	**5,861**	**31**	**14,538**	**3,697**	**25**	**33,654**	**9,557**	**28**

*Highest blood alcohol concentration among drivers or motorcycle riders involved in the crash was .08 g/dL or greater.

Figure 12. Percentage of Fatal Crashes Involving Alcohol-Impaired Driving, by Time of Day and Crash Type



*Highest blood alcohol concentration among drivers or motorcycle riders involved in the crash was .08 g/dL or greater.

Chapter 3

VEHICLES

CHAPTER 3: VEHICLES

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

- Ninety-four percent of the 12 million vehicles involved in motor vehicle crashes in 2018 were passenger cars or light trucks.
- Large trucks accounted for 9 percent of the vehicles in fatal crashes, but only 3 percent of the vehicles involved in injury crashes and 5 percent of the vehicles involved in property-damage-only crashes. Of the 4,862 large trucks involved in fatal crashes, 66 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal crashes (16.0 percent) was more than 4 times as high as the proportion in injury crashes (3.9 percent) and more than 14 times as high as the proportion in property-damage-only crashes (1.1 percent).
- Compared with passenger cars, pickup trucks, vans, large trucks, and buses, utility vehicles experienced the highest rollover rate in fatal crashes (22.3 percent). Large trucks experienced the highest rollover rate in injury crashes (6.8 percent) and property-damage-only crashes (2.7 percent).
- Fires occurred in 0.1 percent of the vehicles involved in all traffic crashes in 2018. For fatal crashes, however, fires occurred in 3.4 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 (21.9 percent), and buses in fatal crashes had the lowest proportion (1.7 percent).

Table 32. Vehicles Involved in 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	31,129	96	12	1,485	**32,722**
Junction:					
Intersection	4,184	3,761	2,102	202	**10,249**
Intersection Related	2,025	1,846	437	154	**4,462**
Other/Unknown	3,793	145	107	394	**4,439**
Total	**41,131**	**5,848**	**2,658**	**2,235**	**51,872**
Injury Crashes					
Nonjunction	1,235,000	21,000	1,000	71,000	**1,328,000**
Junction:					
Intersection	333,000	495,000	179,000	40,000	**1,047,000**
Intersection Related	227,000	416,000	63,000	52,000	**758,000**
Other/Unknown	307,000	15,000	10,000	22,000	**355,000**
Total	**2,102,000**	**947,000**	**253,000**	**186,000**	**3,488,000**
Property-Damage-Only Crashes					
Nonjunction	3,265,000	48,000	6,000	232,000	**3,550,000**
Junction:					
Intersection	616,000	760,000	345,000	86,000	**1,806,000**
Intersection Related	653,000	1,121,000	199,000	158,000	**2,131,000**
Other/Unknown	854,000	59,000	37,000	71,000	**1,022,000**
Total	**5,388,000**	**1,988,000**	**587,000**	**547,000**	**8,509,000**
All Crashes					
Nonjunction	4,530,000	69,000	7,000	305,000	**4,911,000**
Junction:					
Intersection	953,000	1,259,000	526,000	126,000	**2,863,000**
Intersection Related	882,000	1,539,000	263,000	210,000	**2,894,000**
Other/Unknown	1,165,000	74,000	47,000	94,000	**1,381,000**
Total	**7,531,000**	**2,941,000**	**843,000**	**735,000**	**12,049,000**

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

Table 33. Vehicles Involved in Crashes, by Speed Limit, Crash Type, and Crash Severity

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
30 mph or less	2,626	13.7	2,226	6.8	**4,852**	**9.4**
35 or 40 mph	3,950	20.7	5,280	16.1	**9,230**	**17.8**
45 or 50 mph	3,521	18.4	6,852	20.9	**10,373**	**20.0**
55 mph	4,462	23.3	8,750	26.7	**13,212**	**25.5**
60 mph or higher	3,716	19.4	8,296	25.3	**12,012**	**23.2**
No Statutory Limit	122	0.6	278	0.8	**400**	**0.8**
Unknown	719	3.8	1,074	3.3	**1,793**	**3.5**
Total	**19,116**	**100.0**	**32,756**	**100.0**	**51,872**	**100.0**
Injury Crashes						
30 mph or less	107,000	19.5	377,000	12.8	**484,000**	**13.9**
35 or 40 mph	113,000	20.7	830,000	28.2	**943,000**	**27.0**
45 or 50 mph	72,000	13.2	691,000	23.5	**763,000**	**21.9**
55 mph	78,000	14.3	245,000	8.3	**324,000**	**9.3**
60 mph or higher	73,000	13.3	327,000	11.1	**400,000**	**11.5**
No Statutory Limit	10,000	1.9	63,000	2.1	**73,000**	**2.1**
Unknown	94,000	17.2	408,000	13.9	**502,000**	**14.4**
Total	**548,000**	**100.0**	**2,941,000**	**100.0**	**3,488,000**	**100.0**
Property-Damage-Only Crashes						
30 mph or less	285,000	20.9	1,061,000	14.9	**1,346,000**	**15.8**
35 or 40 mph	209,000	15.3	1,974,000	27.6	**2,183,000**	**25.7**
45 or 50 mph	175,000	12.8	1,600,000	22.4	**1,776,000**	**20.9**
55 mph	225,000	16.5	513,000	7.2	**738,000**	**8.7**
60 mph or higher	195,000	14.2	748,000	10.5	**942,000**	**11.1**
No Statutory Limit	49,000	3.6	224,000	3.1	**273,000**	**3.2**
Unknown	228,000	16.7	1,022,000	14.3	**1,250,000**	**14.7**
Total	**1,367,000**	**100.0**	**7,143,000**	**100.0**	**8,509,000**	**100.0**
All Crashes						
30 mph or less	394,000	20.4	1,441,000	14.2	**1,835,000**	**15.2**
35 or 40 mph	326,000	16.9	2,809,000	27.8	**3,135,000**	**26.0**
45 or 50 mph	251,000	13.0	2,298,000	22.7	**2,549,000**	**21.2**
55 mph	308,000	15.9	767,000	7.6	**1,075,000**	**8.9**
60 mph or higher	271,000	14.0	1,083,000	10.7	**1,354,000**	**11.2**
No Statutory Limit	59,000	3.1	288,000	2.8	**347,000**	**2.9**
Unknown	323,000	16.7	1,431,000	14.1	**1,754,000**	**14.6**
Total	**1,933,000**	**100.0**	**10,116,000**	**100.0**	**12,049,000**	**100.0**

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

Table 34. Vehicles Involved in 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	734	15.1	3,961	81.6	157	3.2	**4,852**	**100.0**
35 or 40 mph	1,601	17.3	7,400	80.2	229	2.5	**9,230**	**100.0**
45 or 50 mph	3,232	31.2	6,836	65.9	305	2.9	**10,373**	**100.0**
55 mph	9,270	70.2	3,877	29.3	65	0.5	**13,212**	**100.0**
60 mph or higher	6,755	56.2	5,174	43.1	83	0.7	**12,012**	**100.0**
No Statutory Limit	129	32.3	248	62.0	23	5.8	**400**	**100.0**
Unknown	564	31.5	1,174	65.5	55	3.1	**1,793**	**100.0**
Total	**22,285**	**43.0**	**28,670**	**55.3**	**917**	**1.8**	**51,872**	**100.0**

Table 35. Vehicles Involved in Crashes, by Number of Lanes, Trafficway Flow, and Crash Severity

Number of Lanes	Trafficway Flow					Total
	Not Divided	Divided	One-Way	Entrance/Exit Ramps	Unknown	
Fatal Crashes						
One Lane	32	130	141	374	6	**683**
Two Lanes	23,682	8,230	251	264	16	**32,443**
Three Lanes	1,763	4,564	180	40	9	**6,556**
Four Lanes	2,485	3,293	54	7	4	**5,843**
More Than Four	3,677	1,558	19	2	27	**5,283**
Unknown	214	150	9	10	356	**739**
Total*	**31,853**	**17,925**	**654**	**697**	**418**	**51,872**
Injury Crashes						
One Lane	3,000	18,000	11,000	21,000	3,000	**56,000**
Two Lanes	703,000	292,000	23,000	23,000	30,000	**1,072,000**
Three Lanes	108,000	297,000	13,000	7,000	9,000	**435,000**
Four Lanes	148,000	207,000	5,000	2,000	6,000	**369,000**
More Than Four	251,000	169,000	1,000	0	7,000	**429,000**
Unknown	221,000	199,000	10,000	20,000	605,000	**1,055,000**
Total*	**1,434,000**	**1,183,000**	**64,000**	**74,000**	**660,000**	**3,488,000**
Property-Damage-Only Crashes						
One Lane	11,000	39,000	46,000	62,000	5,000	**163,000**
Two Lanes	1,628,000	666,000	74,000	55,000	74,000	**2,496,000**
Three Lanes	289,000	641,000	48,000	21,000	20,000	**1,019,000**
Four Lanes	351,000	415,000	18,000	7,000	28,000	**818,000**
More Than Four	514,000	322,000	2,000	3,000	32,000	**873,000**
Unknown	572,000	675,000	42,000	75,000	1,503,000	**2,867,000**
Total*	**3,365,000**	**2,758,000**	**230,000**	**223,000**	**1,661,000**	**8,509,000**
All Crashes						
One Lane	14,000	57,000	58,000	84,000	7,000	**220,000**
Two Lanes	2,355,000	967,000	97,000	78,000	103,000	**3,600,000**
Three Lanes	398,000	943,000	62,000	28,000	29,000	**1,461,000**
Four Lanes	501,000	625,000	23,000	9,000	34,000	**1,193,000**
More Than Four	768,000	493,000	4,000	3,000	39,000	**1,307,000**
Unknown	793,000	874,000	52,000	95,000	2,109,000	**3,923,000**
Total*	**4,830,000**	**3,958,000**	**295,000**	**298,000**	**2,322,000**	**12,049,000**

*Includes vehicles in non-trafficway areas.

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

Table 36. Vehicles Involved in Crashes, by Vehicle Type and Crash Severity

Vehicle Type	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Cars	20,333	39.2	1,960,000	56.2	4,677,000	55.0	**6,658,000**	**55.3**
Light Trucks	19,775	38.1	1,315,000	37.7	3,335,000	39.2	**4,670,000**	**38.8**
Large Trucks	4,862	9.4	112,000	3.2	414,000	4.9	**531,000**	**4.4**
Motorcycles	5,115	9.9	79,000	2.3	25,000	0.3	**109,000**	**0.9**
Buses	234	0.5	15,000	0.4	50,000	0.6	**65,000**	**0.5**
Other	565	1.1	7,000	0.2	8,000	0.1	**15,000**	**0.1**
Total	**51,872***	**100.0**	**3,488,000**	**100.0**	**8,509,000**	**100.0**	**12,049,000**	**100.0**

*Includes 988 vehicles of unknown type involved in fatal crashes.

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

Figure 13. Proportion of Vehicles Involved in Traffic Crashes

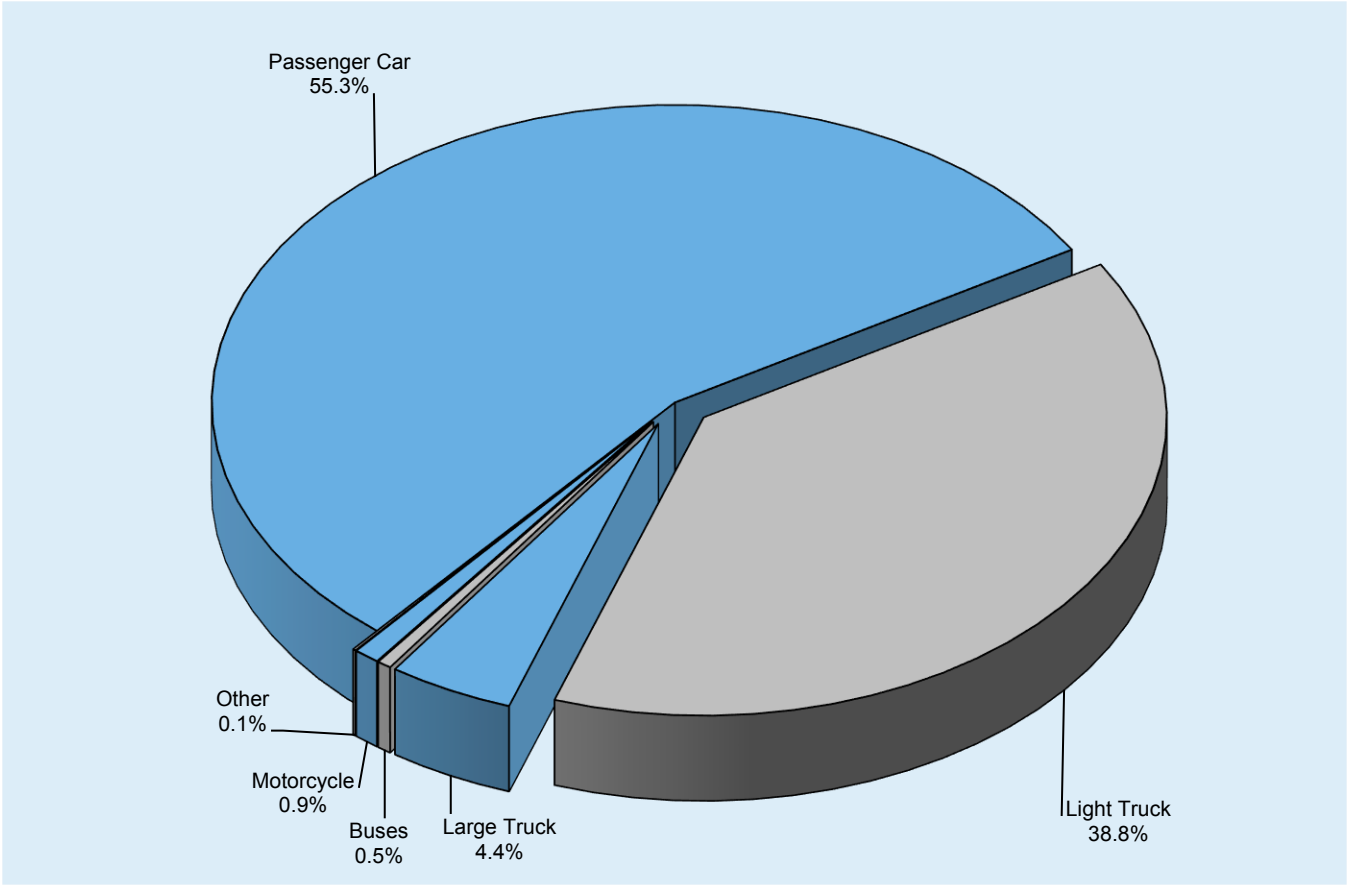


Table 37. Vehicles Involved in Fatal Crashes, by Body Type

Body Type	Number	Percent
Passenger Cars	**20,333**	**39.2**
Convertible	393	0.8
2-Door Sedan, Hardtop, Coupe	1,918	3.7
3-Door/2-Door Hatchback	519	1.0
4-Door Sedan, Hardtop	14,413	27.8
5-Door/4-Door Hatchback	971	1.9
Station Wagon	1,932	3.7
Sedan/Hardtop, Doors Unknown	20	*
Other or Unknown Automobile Type	145	0.3
Auto-Based Pickup	13	*
Auto-Based Panel	1	*
3-Door Coupe	8	*
Light Trucks	**19,775**	**38.1**
Compact Utility	6,568	12.7
Large Utility	2,108	4.1
Utility Station Wagon	243	0.5
Utility, Unknown Body Type	8	*
Minivan	1,508	2.9
Large Van (includes Van-Based Buses)	556	1.1
Step Van (GVWR less than or equal to 10,000 lbs)	9	*
Other Van Type	4	*
Unknown Van Type	4	*
Light Pickup	8,610	16.6
Unknown Pickup Style	42	0.1
Cab Chassis-Based Light Truck	64	0.1
Other Conventional Light Truck	2	*
Unknown Light Truck Type	8	*
Unknown Light Vehicle Type	37	0.1
Unknown Truck Type (Light, Medium, Heavy) with No Trailing Unit	4	*
Large Trucks	**4,862**	**9.4**
Step Van (GVWR greater than 10,000 lbs)	15	*
Single-Unit Truck (GVWR range 10,001 to 19,500 lbs)	459	0.9
Single-Unit Truck (GVWR range 19,501 to 26,000 lbs)	298	0.6
Single-Unit Heavy Truck (GVWR greater than 26,000 lbs)	652	1.3
Single-Unit Truck (GVWR unknown)	47	0.1
Truck Tractor	2,954	5.7
Medium/Heavy Pickup (GVWR greater than 10,000 lbs)	400	0.8
Unknown Medium Truck (GVWR range 10,001 to 26,000 lbs)	3	*
Unknown Heavy Truck (GVWR greater than 26,000 lbs)	9	*
Unknown Medium/Heavy Truck Type	21	*
Unknown Truck Type (Light, Medium, Heavy) with a Trailing Unit	4	*

Body Type	Number	Percent
Motorcycles	**5,115**	**9.9**
2-Wheel Motorcycle (excluding Motor Scooters)	4,688	9.0
Moped or Motorized Bicycle	86	0.2
3-Wheel Motorcycle (2 Rear Wheels)	38	0.1
Off-Road Motorcycle	89	0.2
Motor Scooter	162	0.3
Unenclosed 3-Wheel Motorcycle/ Unenclosed Autocycle (1 Rear Wheel)	16	*
Enclosed 3-Wheel Motorcycle/ Enclosed Autocycle (1 Rear Wheel)	1	*
Unknown 3-Wheel Motorcycle Type	2	*
Other Motored Cycle Type (Mini-Bikes, Pocket Motorcycles “Pocket Bikes”)	12	*
Unknown Motored Cycle Type	21	*
Buses	**234**	**0.5**
School Bus	85	0.2
Cross Country/Intercity Bus	15	*
Transit Bus	85	0.2
Van-Based Bus (GVWR greater than 10,000 lbs)	26	0.1
Other Bus Type	20	*
Unknown Bus Type	3	*
Other Vehicles	**565**	**1.1**
Large Limousine	2	*
3-Wheel Automobile or Automobile Derivative	1	*
Medium/Heavy Truck Based Motorhome	29	0.1
Camper/Motorhome, Unknown Truck Type	9	*
All-Terrain Vehicle/All-Terrain Cycle	303	0.6
Snowmobile	11	*
Farm Equipment Except Trucks	98	0.2
Construction Equipment Except Trucks	7	*
Low Speed Vehicle/Neighborhood Electric Vehicle	3	*
Golf Cart	18	*
Recreational Off-Highway Vehicle	53	0.1
Other Vehicle Type	31	0.1
Unknown Body Type	**988**	**1.9**
Total	**51,872**	**100.0**

*Less than 0.05 percent.

Table 38. 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 Cars	2,467	12.1	17,866	87.9	**20,333**	**100.0**
Light Trucks						
Pickup	1,853	21.4	6,799	78.6	**8,652**	**100.0**
Utility	1,990	22.3	6,937	77.7	**8,927**	**100.0**
Van	254	12.2	1,827	87.8	**2,081**	**100.0**
Other	38	33.0	77	67.0	**115**	**100.0**
Large Trucks	592	12.2	4,270	87.8	**4,862**	**100.0**
Buses	13	5.6	221	94.4	**234**	**100.0**
Other/Unknown	281	18.1	1,272	81.9	**1,553**	**100.0**
Total*	**7,488**	**16.0**	**39,269**	**84.0**	**46,757**	**100.0**
Injury Crashes						
Passenger Cars	55,000	2.8	1,905,000	97.2	**1,960,000**	**100.0**
Light Trucks						
Pickup	29,000	6.6	407,000	93.4	**436,000**	**100.0**
Utility	37,000	5.2	670,000	94.8	**707,000**	**100.0**
Van	3,000	2.1	163,000	97.9	**166,000**	**100.0**
Other	1,000	10.1	5,000	89.9	**6,000**	**100.0**
Large Trucks	8,000	6.8	105,000	93.2	**112,000**	**100.0**
Buses	**	1.9	15,000	98.1	**15,000**	**100.0**
Other/Unknown	1,000	14.0	6,000	86.0	**7,000**	**100.0**
Total*	**134,000**	**3.9**	**3,275,000**	**96.1**	**3,409,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Cars	31,000	0.7	4,646,000	99.3	**4,677,000**	**100.0**
Light Trucks						
Pickup	21,000	1.9	1,098,000	98.1	**1,118,000**	**100.0**
Utility	26,000	1.5	1,742,000	98.5	**1,768,000**	**100.0**
Van	3,000	0.6	426,000	99.4	**429,000**	**100.0**
Other	**	1.2	20,000	98.8	**20,000**	**100.0**
Large Trucks	11,000	2.7	403,000	97.3	**414,000**	**100.0**
Buses	**	0.3	50,000	99.7	**50,000**	**100.0**
Other/Unknown	1,000	6.9	7,000	93.1	**8,000**	**100.0**
Total*	**93,000**	**1.1**	**8,391,000**	**98.9**	**8,484,000**	**100.0**
All Crashes						
Passenger Cars	89,000	1.3	6,569,000	98.7	**6,658,000**	**100.0**
Light Trucks						
Pickup	52,000	3.3	1,511,000	96.7	**1,563,000**	**100.0**
Utility	65,000	2.6	2,419,000	97.4	**2,484,000**	**100.0**
Van	6,000	1.1	590,000	98.9	**597,000**	**100.0**
Other	1,000	3.4	26,000	96.6	**26,000**	**100.0**
Large Trucks	19,000	3.7	512,000	96.3	**531,000**	**100.0**
Buses	**	0.6	65,000	99.4	**65,000**	**100.0**
Other/Unknown	2,000	10.9	14,000	89.1	**16,000**	**100.0**
Total*	**234,000**	**2.0**	**11,706,000**	**98.0**	**11,940,000**	**100.0**

*Excludes motorcycles.

**Estimates less than 500.

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

Figure 14. Percentage Rollover Occurrence, by Vehicle Type and Crash Severity

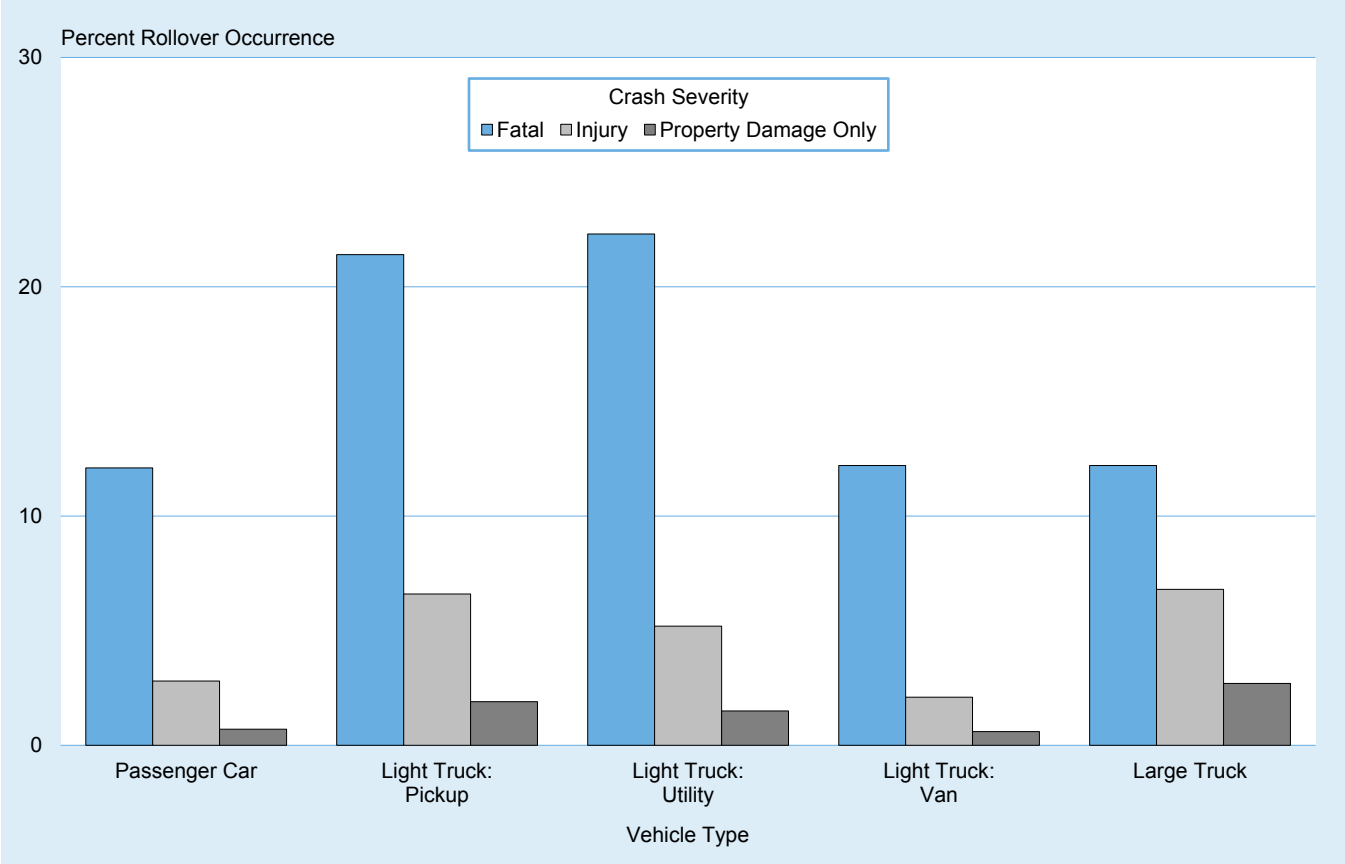


Table 39. Vehicles Involved in Crashes, by Vehicle Type, Fire Occurrence, and Crash Severity

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Cars	699	3.4	19,634	96.6	**20,333**	**100.0**
Light Trucks	634	3.2	19,141	96.8	**19,775**	**100.0**
Large Trucks	289	5.9	4,573	94.1	**4,862**	**100.0**
Motorcycles	107	2.1	5,008	97.9	**5,115**	**100.0**
Buses	7	3.0	227	97.0	**234**	**100.0**
Other/Unknown	13	0.8	1,540	99.2	**1,553**	**100.0**
Total	**1,749**	**3.4**	**50,123**	**96.6**	**51,872**	**100.0**
Injury Crashes						
Passenger Cars	3,000	0.2	1,957,000	99.8	**1,960,000**	**100.0**
Light Trucks	2,000	0.2	1,313,000	99.8	**1,315,000**	**100.0**
Large Trucks	*	0.3	112,000	99.7	**112,000**	**100.0**
Motorcycles	*	0.4	79,000	99.6	**79,000**	**100.0**
Buses	*	*	15,000	100.0	**15,000**	**100.0**
Other/Unknown	*	*	7,000	100.0	**7,000**	**100.0**
Total	**6,000**	**0.2**	**3,482,000**	**99.8**	**3,488,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Cars	5,000	0.1	4,673,000	99.9	**4,677,000**	**100.0**
Light Trucks	3,000	0.1	3,332,000	99.9	**3,335,000**	**100.0**
Large Trucks	1,000	0.2	413,000	99.8	**414,000**	**100.0**
Motorcycles	*	*	25,000	100.0	**25,000**	**100.0**
Buses	*	0.3	50,000	99.7	**50,000**	**100.0**
Other/Unknown	*	*	8,000	100.0	**8,000**	**100.0**
Total	**9,000**	**0.1**	**8,500,000**	**99.9**	**8,509,000**	**100.0**
All Crashes						
Passenger Cars	8,000	0.1	6,650,000	99.9	**6,658,000**	**100.0**
Light Trucks	6,000	0.1	4,664,000	99.9	**4,670,000**	**100.0**
Large Trucks	1,000	0.3	530,000	99.7	**531,000**	**100.0**
Motorcycles	*	0.4	109,000	99.6	**109,000**	**100.0**
Buses	*	0.2	65,000	99.8	**65,000**	**100.0**
Other/Unknown	*	0.1	16,000	99.9	**16,000**	**100.0**
Total	**16,000**	**0.1**	**12,033,000**	**99.9**	**12,049,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

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

Table 40. Vehicles Involved in Single- and Two-Vehicle Crashes, by Vehicle Maneuver and Crash Severity

Vehicle Maneuver	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Going Straight	27,379	63.8	1,554,000	54.7	3,809,000	49.0	**5,390,000**	**50.6**
Turning Left	3,162	7.4	357,000	12.6	744,000	9.6	**1,104,000**	**10.4**
Stopped in Traffic Lane	598	1.4	301,000	10.6	988,000	12.7	**1,289,000**	**12.1**
Turning Right	397	0.9	94,000	3.3	352,000	4.5	**446,000**	**4.2**
Slowed in Traffic Lane	363	0.8	132,000	4.6	429,000	5.5	**561,000**	**5.3**
Merging/Changing Lanes	724	1.7	82,000	2.9	460,000	5.9	**543,000**	**5.1**
Negotiating Curve	7,923	18.5	190,000	6.7	415,000	5.3	**613,000**	**5.8**
Backing Up	116	0.3	17,000	0.6	184,000	2.4	**200,000**	**1.9**
Passing Other Vehicle	709	1.7	20,000	0.7	90,000	1.2	**111,000**	**1.0**
Starting in Traffic Lane	242	0.6	48,000	1.7	143,000	1.8	**192,000**	**1.8**
Leaving Parking Space	31	0.1	7,000	0.2	37,000	0.5	**44,000**	**0.4**
Making U-Turn	188	0.4	18,000	0.6	50,000	0.6	**68,000**	**0.6**
Entering Parking Space	7	0.0	3,000	0.1	19,000	0.2	**22,000**	**0.2**
Disabled or Parked in Traffic Lane	45	0.1	1,000	*	4,000	*	**5,000**	*
Other Maneuver	414	1.0	15,000	0.5	48,000	0.6	**64,000**	**0.6**
Total	**42,881****	**100.0**	**2,838,000**	**100.0**	**7,772,000**	**100.0**	**10,653,000**	**100.0**

*Estimates less than 0.05 percent.

**Includes 583 vehicles involved in fatal crashes with unknown vehicle maneuver.

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

Table 41. Vehicles Involved in Fatal Crashes, by Roadway Function Class, Crash Type, and Hazardous Cargo

Roadway Function Class	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Hazardous Cargo	Total	Hazardous Cargo	Total	Hazardous Cargo	Total
Rural Fatal Crashes						
Principal Arterial						
Interstate	8	989	17	1,774	**25**	**2,763**
Freeway/Expressway	2	186	1	367	**3**	**553**
Other	5	1,590	29	4,858	**34**	**6,448**
Minor Arterial	2	1,421	13	3,209	**15**	**4,630**
Major Collector	3	1,937	15	2,433	**18**	**4,370**
Minor Collector	1	568	0	376	**1**	**944**
Local Road or Street	0	1,756	1	795	**1**	**2,551**
Unknown	0	18	0	8	**0**	**26**
Total	**21**	**8,465**	**76**	**13,820**	**97**	**22,285**
Urban Fatal Crashes						
Principal Arterial						
Interstate	3	1,429	23	3,171	**26**	**4,600**
Freeway/Expressway	1	600	4	1,169	**5**	**1,769**
Other	2	3,203	15	7,071	**17**	**10,274**
Minor Arterial	1	2,285	4	4,167	**5**	**6,452**
Major Collector	0	1,011	1	1,257	**1**	**2,268**
Minor Collector	0	200	0	237	**0**	**437**
Local Road or Street	0	1,547	2	1,305	**2**	**2,852**
Unknown	0	12	0	6	**0**	**18**
Total	**7**	**10,287**	**49**	**18,383**	**56**	**28,670**
All Fatal Crashes*						
Principal Arterial						
Interstate	11	2,418	40	4,947	**51**	**7,365**
Freeway/Expressway	3	786	5	1,536	**8**	**2,322**
Other	7	4,794	44	11,933	**51**	**16,727**
Minor Arterial	3	3,706	17	7,376	**20**	**11,082**
Major Collector	3	2,950	16	3,690	**19**	**6,640**
Minor Collector	1	768	0	613	**1**	**1,381**
Local Road or Street	0	3,312	3	2,102	**3**	**5,414**
Unknown	0	382	0	559	**0**	**941**
Total	**28**	**19,116**	**125**	**32,756**	**153**	**51,872**

*Includes unknown rural or urban.

Figure 15. Percentage of Vehicles in Crashes, by Most Harmful Event and Vehicle Type

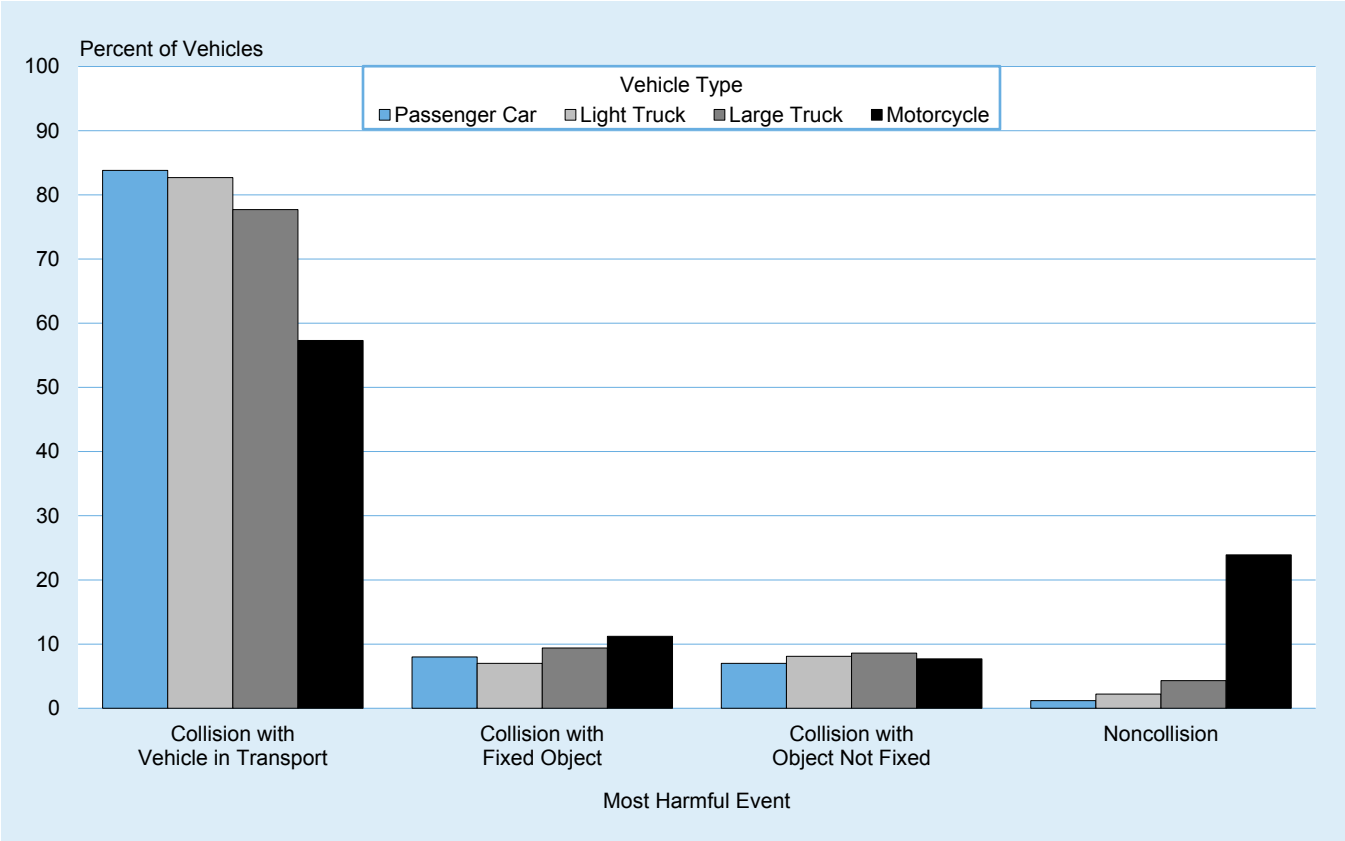
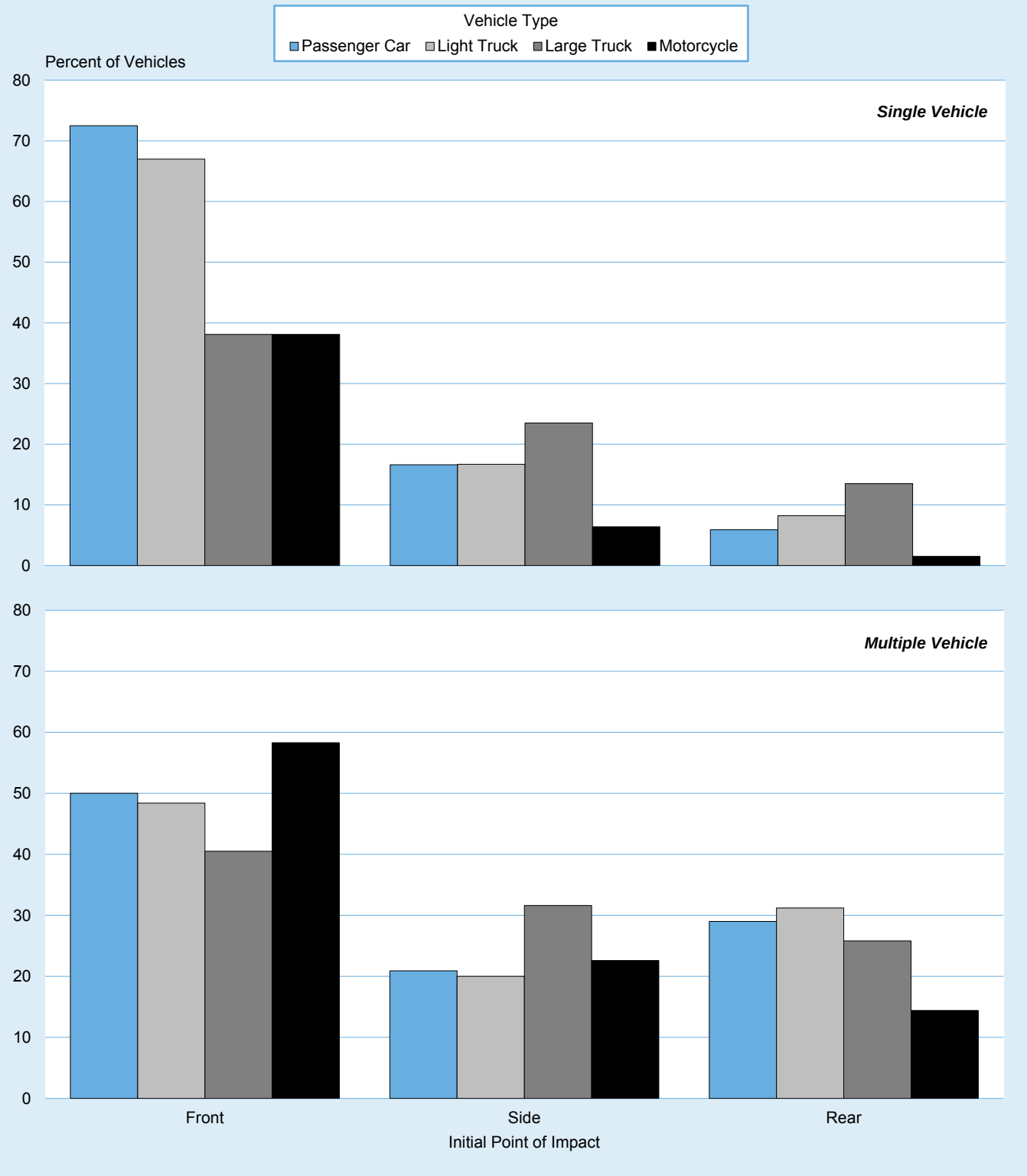


Figure 16. Percentage of Vehicles in Crashes, by Initial Point of Impact, Crash Type, and Vehicle Type



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

Table 42. Passenger Cars Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	6,991	34.4	868,000	44.3	1,910,000	40.8	**2,785,000**	**41.8**
Left Side	1,663	8.2	161,000	8.2	447,000	9.6	**610,000**	**9.2**
Right Side	1,388	6.8	145,000	7.4	406,000	8.7	**552,000**	**8.3**
Rear	1,376	6.8	474,000	24.2	1,155,000	24.7	**1,630,000**	**24.5**
Other/Unknown	144	0.7	*	*	*	*	**1,000**	*
Subtotal	*11,562*	*56.9*	*1,649,000*	*84.1*	*3,917,000*	*83.7*	***5,578,000***	***83.8***
Collision with Fixed Object	*3,199*	*15.7*	*151,000*	*7.7*	*380,000*	*8.1*	***534,000***	***8.0***
Collision with Object Not Fixed:								
Nonoccupant	3,175	15.6	68,000	3.5	3,000	0.1	**74,000**	**1.1**
Other	614	3.0	50,000	2.6	344,000	7.4	**395,000**	**5.9**
Subtotal	*3,789*	*18.6*	*118,000*	*6.0*	*348,000*	*7.4*	***469,000***	***7.0***
Noncollision	*1,776*	*8.7*	*43,000*	*2.2*	*33,000*	*0.7*	***77,000***	***1.2***
Total	**20,333****	**100.0**	**1,960,000**	**100.0**	**4,677,000**	**100.0**	**6,658,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

**Includes 7 passenger cars involved in fatal crashes with unknown most harmful event.

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

Table 43. 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	5,132	69.0	216,000	74.9	517,000	71.5	**738,000**	**72.5**
Left Side	507	6.8	18,000	6.3	46,000	6.4	**65,000**	**6.4**
Right Side	498	6.7	28,000	9.6	75,000	10.4	**103,000**	**10.2**
Rear	115	1.5	8,000	2.9	51,000	7.1	**60,000**	**5.9**
Noncollision	505	6.8	14,000	4.9	16,000	2.3	**31,000**	**3.1**
Other/Unknown	680	9.1	4,000	1.5	16,000	2.3	**21,000**	**2.1**
Total	**7,437**	**100.0**	**288,000**	**100.0**	**722,000**	**100.0**	**1,018,000**	**100.0**
Multiple-Vehicle Crashes								
Front	7,795	60.4	879,000	52.6	1,934,000	48.9	**2,820,000**	**50.0**
Left Side	1,771	13.7	165,000	9.9	451,000	11.4	**618,000**	**11.0**
Right Side	1,499	11.6	150,000	9.0	408,000	10.3	**560,000**	**9.9**
Rear	1,489	11.5	476,000	28.4	1,157,000	29.2	**1,634,000**	**29.0**
Noncollision	16	0.1	1,000	*	*	*	**1,000**	*
Other/Unknown	326	2.5	2,000	0.1	5,000	0.1	**7,000**	**0.1**
Total	**12,896**	**100.0**	**1,672,000**	**100.0**	**3,955,000**	**100.0**	**5,640,000**	**100.0**
All Crashes								
Front	12,927	63.6	1,095,000	55.8	2,450,000	52.4	**3,558,000**	**53.4**
Left Side	2,278	11.2	183,000	9.4	497,000	10.6	**683,000**	**10.3**
Right Side	1,997	9.8	177,000	9.1	484,000	10.3	**663,000**	**10.0**
Rear	1,604	7.9	484,000	24.7	1,208,000	25.8	**1,693,000**	**25.4**
Noncollision	521	2.6	15,000	0.8	17,000	0.4	**32,000**	**0.5**
Other/Unknown	1,006	4.9	6,000	0.3	21,000	0.5	**29,000**	**0.4**
Total	**20,333**	**100.0**	**1,960,000**	**100.0**	**4,677,000**	**100.0**	**6,658,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

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

Table 44. Light Trucks Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	7,455	37.7	579,000	44.1	1,286,000	38.6	**1,873,000**	**40.1**
Left Side	1,105	5.6	104,000	7.9	284,000	8.5	**388,000**	**8.3**
Right Side	855	4.3	91,000	7.0	290,000	8.7	**383,000**	**8.2**
Rear	1,246	6.3	313,000	23.8	905,000	27.1	**1,220,000**	**26.1**
Other/Unknown	117	0.6	*	*	*	*	*	*
Subtotal	*10,778*	*54.5*	*1,088,000*	*82.7*	*2,765,000*	*82.9*	***3,864,000***	***82.7***
Collision with Fixed Object	*2,510*	*12.7*	*93,000*	*7.1*	*231,000*	*6.9*	***326,000***	***7.0***
Collision with Object Not Fixed:								
Nonoccupant	3,014	15.2	47,000	3.6	2,000	0.1	**52,000**	**1.1**
Other	488	2.5	36,000	2.7	289,000	8.7	**325,000**	**7.0**
Subtotal	*3,502*	*17.7*	*83,000*	*6.3*	*290,000*	*8.7*	***376,000***	***8.1***
Noncollision	*2,971*	*15.0*	*52,000*	*3.9*	*49,000*	*1.5*	***104,000***	***2.2***
Total	**19,775****	**100.0**	**1,315,000**	**100.0**	**3,335,000**	**100.0**	**4,670,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

**Includes 14 light trucks involved in fatal crashes with unknown most harmful event.

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

Table 45. Light Trucks Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	5,045	65.1	143,000	69.4	353,000	66.1	**502,000**	**67.0**
Left Side	354	4.6	14,000	6.6	31,000	5.9	**45,000**	**6.1**
Right Side	376	4.8	21,000	10.4	58,000	10.8	**79,000**	**10.6**
Rear	110	1.4	7,000	3.3	55,000	10.2	**62,000**	**8.2**
Noncollision	1,311	16.9	19,000	9.3	28,000	5.3	**49,000**	**6.5**
Other/Unknown	558	7.2	2,000	1.1	10,000	1.8	**12,000**	**1.6**
Total	**7,754**	**100.0**	**207,000**	**100.0**	**535,000**	**100.0**	**749,000**	**100.0**
Multiple-Vehicle Crashes								
Front	8,084	67.2	587,000	52.9	1,301,000	46.5	**1,896,000**	**48.4**
Left Side	1,224	10.2	107,000	9.6	285,000	10.2	**393,000**	**10.0**
Right Side	971	8.1	96,000	8.7	294,000	10.5	**391,000**	**10.0**
Rear	1,392	11.6	316,000	28.5	907,000	32.4	**1,225,000**	**31.2**
Noncollision	49	0.4	*	*	1,000	*	**1,000**	*
Other/Unknown	301	2.5	2,000	0.2	12,000	0.4	**15,000**	**0.4**
Total	**12,021**	**100.0**	**1,109,000**	**100.0**	**2,801,000**	**100.0**	**3,921,000**	**100.0**
All Crashes								
Front	13,129	66.4	730,000	55.5	1,655,000	49.6	**2,398,000**	**51.3**
Left Side	1,578	8.0	121,000	9.2	316,000	9.5	**438,000**	**9.4**
Right Side	1,347	6.8	118,000	8.9	352,000	10.5	**471,000**	**10.1**
Rear	1,502	7.6	323,000	24.5	962,000	28.8	**1,286,000**	**27.5**
Noncollision	1,360	6.9	20,000	1.5	29,000	0.9	**50,000**	**1.1**
Other/Unknown	859	4.3	5,000	0.3	22,000	0.6	**27,000**	**0.6**
Total	**19,775**	**100.0**	**1,315,000**	**100.0**	**3,335,000**	**100.0**	**4,670,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

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

Table 46. Large Trucks Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	2,137	44.0	47,000	41.4	120,000	29.0	**169,000**	**31.8**
Left Side	352	7.2	12,000	11.0	51,000	12.4	**64,000**	**12.1**
Right Side	184	3.8	11,000	9.5	59,000	14.1	**69,000**	**13.1**
Rear	860	17.7	25,000	22.2	84,000	20.3	**110,000**	**20.7**
Other/Unknown	63	1.3	*	0.1	*	0.1	**1,000**	**0.1**
Subtotal	*3,596*	*74.0*	*95,000*	*84.3*	*315,000*	*76.0*	***413,000***	***77.7***
Collision with Fixed Object	*239*	*4.9*	*5,000*	*4.8*	*44,000*	*10.6*	***50,000***	***9.4***
Collision with Object Not Fixed:								
Nonoccupant	485	10.0	2,000	1.8	*	*	**3,000**	**0.5**
Other	122	2.5	3,000	3.0	40,000	9.6	**43,000**	**8.1**
Subtotal	*607*	*12.5*	*5,000*	*4.8*	*40,000*	*9.6*	***45,000***	***8.6***
Noncollision	*419*	*8.6*	*7,000*	*6.1*	*16,000*	*3.8*	***23,000***	***4.3***
Total	**4,862****	**100.0**	**112,000**	**100.0**	**414,000**	**100.0**	**531,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

**Includes 1 large truck involved in fatal crashes with unknown most harmful event.

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

Table 47. 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	565	59.7	7,000	49.3	32,000	36.0	**40,000**	**38.1**
Left Side	27	2.9	1,000	3.9	6,000	6.4	**6,000**	**6.0**
Right Side	72	7.6	2,000	11.8	16,000	18.5	**18,000**	**17.5**
Rear	39	4.1	1,000	5.6	13,000	14.9	**14,000**	**13.5**
Noncollision	164	17.3	4,000	27.3	12,000	13.6	**16,000**	**15.5**
Other/Unknown	80	8.4	*	2.0	9,000	10.6	**10,000**	**9.4**
Total	**947**	**100.0**	**14,000**	**100.0**	**88,000**	**100.0**	**104,000**	**100.0**
Multiple-Vehicle Crashes								
Front	2,316	59.2	48,000	48.9	123,000	37.8	**173,000**	**40.5**
Left Side	387	9.9	13,000	13.1	52,000	15.9	**65,000**	**15.2**
Right Side	197	5.0	11,000	11.2	59,000	18.1	**70,000**	**16.4**
Rear	881	22.5	25,000	25.6	84,000	25.9	**110,000**	**25.8**
Noncollision	27	0.7	*	0.3	1,000	0.3	**1,000**	**0.3**
Other/Unknown	107	2.7	1,000	1.0	7,000	2.1	**8,000**	**1.8**
Total	**3,915**	**100.0**	**98,000**	**100.0**	**325,000**	**100.0**	**427,000**	**100.0**
All Crashes								
Front	2,881	59.3	55,000	48.9	155,000	37.4	**213,000**	**40.0**
Left Side	414	8.5	13,000	11.9	57,000	13.9	**71,000**	**13.4**
Right Side	269	5.5	13,000	11.3	75,000	18.2	**88,000**	**16.6**
Rear	920	18.9	26,000	23.0	98,000	23.6	**124,000**	**23.4**
Noncollision	191	3.9	4,000	3.7	13,000	3.1	**17,000**	**3.3**
Other/Unknown	187	3.8	1,000	1.1	16,000	3.9	**17,000**	**3.3**
Total	**4,862**	**100.0**	**112,000**	**100.0**	**414,000**	**100.0**	**531,000**	**100.0**

*Estimates less than 500.

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

Table 48. 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	252	15.1	1,421	84.9	**1,673**	**100.0**
Combination Truck	340	10.7	2,849	89.3	**3,189**	**100.0**
Total	**592**	**12.2**	**4,270**	**87.8**	**4,862**	**100.0**
Injury Crashes						
Single-Unit Truck	4,000	7.1	51,000	92.9	**55,000**	**100.0**
Combination Truck	4,000	6.4	53,000	93.6	**57,000**	**100.0**
Total	**8,000**	**6.8**	**105,000**	**93.2**	**112,000**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	4,000	2.1	193,000	97.9	**197,000**	**100.0**
Combination Truck	7,000	3.3	209,000	96.7	**217,000**	**100.0**
Total	**11,000**	**2.7**	**403,000**	**97.3**	**414,000**	**100.0**
All Crashes						
Single-Unit Truck	8,000	3.2	246,000	96.8	**254,000**	**100.0**
Combination Truck	11,000	4.0	266,000	96.0	**277,000**	**100.0**
Total	**19,000**	**3.7**	**512,000**	**96.3**	**531,000**	**100.0**

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

Table 49. 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	160	5.9	2,546	94.1	**2,706**	**100.0**
Two or More	12	8.9	123	91.1	**135**	**100.0**
Total	**172**	**6.1**	**2,669**	**93.9**	**2,841**	**100.0**
Injury Crashes						
One	2,000	3.5	43,000	96.5	**45,000**	**100.0**
Two or More	0	0.0	1,000	100.0	**1,000**	**100.0**
Total	**2,000**	**3.4**	**44,000**	**96.6**	**45,000**	**100.0**
Property-Damage-Only Crashes						
One	6,000	3.6	169,000	96.4	**175,000**	**100.0**
Two or More	*	3.0	4,000	97.0	**4,000**	**100.0**
Unknown Number	0	0.0	*	100.0	*	**100.0**
Total	**6,000**	**3.6**	**173,000**	**96.4**	**180,000**	**100.0**
All Crashes						
One	8,000	3.6	215,000	96.4	**223,000**	**100.0**
Two or More	*	2.7	5,000	97.3	**5,000**	**100.0**
Unknown Number	0	0.0	*	100.0	*	**100.0**
Total	**8,000**	**3.6**	**220,000**	**96.4**	**228,000**	**100.0**

*Estimates less than 500.

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

Table 50. Motorcycles Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	2,161	42.2	26,000	32.9	10,000	38.4	**38,000**	**34.6**
Left Side	166	3.2	6,000	7.0	3,000	10.5	**8,000**	**7.6**
Right Side	108	2.1	4,000	5.5	2,000	6.6	**6,000**	**5.6**
Rear	251	4.9	5,000	6.7	4,000	15.0	**9,000**	**8.5**
Other/Unknown	195	3.8	1,000	1.1	*	*	**1,000**	**1.0**
Subtotal	*2,881*	*56.3*	*42,000*	*53.2*	*18,000*	*70.5*	***62,000***	***57.3***
Collision with Fixed Object	*1,121*	*21.9*	*8,000*	*10.0*	*3,000*	*12.7*	***12,000***	***11.2***
Collision with Object Not Fixed:								
Nonoccupant	50	1.0	1,000	1.2	*	*	**1,000**	**0.9**
Other	231	4.5	4,000	5.2	3,000	12.2	**7,000**	**6.7**
Subtotal	*281*	*5.5*	*5,000*	*6.4*	*3,000*	*12.2*	***8,000***	***7.7***
Noncollision	*821*	*16.1*	*24,000*	*30.4*	*1,000*	*4.6*	***26,000***	***23.9***
Total	**5,115****	**100.0**	**79,000**	**100.0**	**25,000**	**100.0**	**109,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

**Includes 11 motorcycles involved in fatal crashes with unknown most harmful event.

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

Table 51. 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	910	47.6	11,000	32.6	4,000	62.9	**17,000**	**38.1**
Left Side	77	4.0	1,000	2.4	*	3.6	**1,000**	**2.7**
Right Side	87	4.5	1,000	2.4	1,000	10.2	**2,000**	**3.7**
Rear	20	1.0	*	0.4	*	6.7	**1,000**	**1.5**
Noncollision	570	29.8	22,000	62.2	1,000	16.5	**23,000**	**53.5**
Other/Unknown	249	13.0	*	*	*	*	*	**0.6**
Total	**1,913**	**100.0**	**35,000**	**100.0**	**7,000**	**100.0**	**44,000**	**100.0**
Multiple-Vehicle Crashes								
Front	2,270	70.9	26,000	59.4	10,000	53.3	**38,000**	**58.3**
Left Side	183	5.7	6,000	13.0	3,000	14.6	**9,000**	**13.1**
Right Side	124	3.9	4,000	10.1	2,000	9.1	**6,000**	**9.5**
Rear	262	8.2	5,000	12.3	4,000	20.8	**9,000**	**14.4**
Noncollision	243	7.6	2,000	5.0	*	*	**2,000**	**3.8**
Other/Unknown	120	3.7	*	0.2	*	2.3	**1,000**	**0.9**
Total	**3,202**	**100.0**	**44,000**	**100.0**	**18,000**	**100.0**	**65,000**	**100.0**
All Crashes								
Front	3,180	62.2	38,000	47.6	14,000	56.0	**55,000**	**50.2**
Left Side	260	5.1	7,000	8.3	3,000	11.5	**10,000**	**8.9**
Right Side	211	4.1	5,000	6.7	2,000	9.4	**8,000**	**7.2**
Rear	282	5.5	6,000	7.1	4,000	16.9	**10,000**	**9.3**
Noncollision	813	15.9	24,000	30.2	1,000	4.6	**26,000**	**23.7**
Other/Unknown	369	7.2	*	0.1	*	1.6	**1,000**	**0.8**
Total	**5,115**	**100.0**	**79,000**	**100.0**	**25,000**	**100.0**	**109,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

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

Table 52. Buses Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport by Initial Point of Impact:								
Front	93	39.7	6,000	37.0	11,000	21.2	**16,000**	**24.8**
Left Side	14	6.0	1,000	10.0	10,000	20.6	**12,000**	**18.1**
Right Side	8	3.4	2,000	10.4	4,000	8.4	**6,000**	**8.8**
Rear	41	17.5	4,000	29.3	12,000	23.7	**16,000**	**24.9**
Other/Unknown	3	1.3	*	*	*	*	*	*
Subtotal	*159*	*67.9*	*13,000*	*86.7*	*37,000*	*73.8*	***50,000***	***76.7***
Collision with Fixed Object	*4*	*1.7*	*	*1.8*	*3,000*	*5.9*	***3,000***	***5.0***
Collision with Object Not Fixed:								
Nonoccupant	59	25.2	1,000	8.4	*	*	**1,000**	**2.0**
Other	0	0.0	*	2.2	10,000	20.0	**10,000**	**15.9**
Subtotal	*59*	*25.2*	*2,000*	*10.6*	*10,000*	*20.0*	***12,000***	***17.9***
Noncollision	*12*	*5.1*	*	*0.9*	*	*0.3*	*	***0.4***
Total	**234**	**100.0**	**15,000**	**100.0**	**50,000**	**100.0**	**65,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

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

Table 53. 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	43	63.2	1,000	52.0	4,000	27.6	**5,000**	**31.0**
Left Side	4	5.9	*	6.5	1,000	6.3	**1,000**	**6.3**
Right Side	6	8.8	1,000	32.4	4,000	31.5	**5,000**	**31.5**
Rear	2	2.9	*	9.1	4,000	33.6	**5,000**	**30.2**
Noncollision	4	5.9	*	*	*	*	*	*
Other/Unknown	9	13.2	*	*	*	1.1	*	**1.0**
Total	**68**	**100.0**	**2,000**	**100.0**	**13,000**	**100.0**	**15,000**	**100.0**
Multiple-Vehicle Crashes								
Front	97	58.4	6,000	42.8	11,000	28.8	**16,000**	**32.5**
Left Side	15	9.0	1,000	11.5	10,000	27.7	**12,000**	**23.4**
Right Side	8	4.8	2,000	12.0	4,000	11.3	**6,000**	**11.4**
Rear	42	25.3	4,000	33.7	12,000	32.3	**16,000**	**32.6**
Noncollision	0	0.0	*	*	*	*	*	*
Other/Unknown	4	2.4	*	*	*	*	*	*
Total	**166**	**100.0**	**13,000**	**100.0**	**37,000**	**100.0**	**50,000**	**100.0**
All Crashes								
Front	140	59.8	7,000	44.0	14,000	28.5	**21,000**	**32.1**
Left Side	19	8.1	2,000	10.9	11,000	22.2	**13,000**	**19.5**
Right Side	14	6.0	2,000	14.7	8,000	16.5	**10,000**	**16.0**
Rear	44	18.8	5,000	30.5	16,000	32.6	**21,000**	**32.1**
Noncollision	4	1.7	*	*	*	*	*	*
Other/Unknown	13	5.6	*	*	*	0.3	*	**0.2**
Total	**234**	**100.0**	**15,000**	**100.0**	**50,000**	**100.0**	**65,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

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

Chapter 4

PEOPLE

CHAPTER 4: PEOPLE

This chapter presents statistics about the Drivers, Passengers, Pedestrians, and Pedalcyclists involved in police-reported motor vehicle crashes in 2018. The tables and figures are presented in nine groups: all killed and injured people, 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 36,560 people lost their lives in motor vehicle crashes in 2018. Another 2.71 million people were injured.
- The majority of people killed and injured in traffic crashes were drivers (66 percent), followed by passengers (25 percent), motorcyclists (3 percent), pedestrians (3 percent), and pedalcyclists (2 percent).
- Per 100,000 population, people 21 to 24 years old had the highest fatality rate and the highest injury rate. Children 5 to 9 years old had the lowest fatality rate, and children under 5 years old had the lowest injury rate per 100,000 population.
- For every age group, the fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was higher for females than for males in every age group, except for people 65 to 74 years old and people over 74 years old.
- Of the people who were killed in 2018 in traffic crashes, 29 percent died in alcohol-impaired-driving crashes.

Table 54. People Killed and Injured, by Person Type and Injury Severity

Person Type	People Killed	People Injured by Injury Severity			Total Injured	Total Killed and Injured
		Incapacitating	Nonincapacitating	Other		
Vehicle Occupants						
Driver	18,250	121,000	521,000	1,166,000	1,808,000	**1,826,000**
Passenger	5,915	38,000	180,000	463,000	681,000	**687,000**
Unknown	56	1,000	*	2,000	3,000	**3,000**
Subtotal	*24,221*	*159,000*	*702,000*	*1,630,000*	*2,491,000*	***2,516,000***
Motorcyclists	*4,985*	*21,000*	*39,000*	*22,000*	*82,000*	***87,000***
Nonoccupants						
Pedestrian	6,283	14,000	28,000	33,000	75,000	**81,000**
Pedalcyclist	857	5,000	22,000	20,000	47,000	**47,000**
Other/Unknown	214	1,000	5,000	9,000	15,000	**15,000**
Subtotal	*7,354*	*20,000*	*54,000*	*62,000*	*137,000*	***144,000***
Total	**36,560**	**201,000**	**795,000**	**1,714,000**	**2,710,000**	**2,746,000**

*Estimates less than 500.

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

Table 55. People Killed and Injured, by Age and Injury Severity

Age	People Killed	People Injured by Injury Severity			Total Injured	Total Killed and Injured
		Incapacitating	Nonincapacitating	Other		
<5	344	2,000	12,000	36,000	50,000	**50,000**
5-9	331	3,000	16,000	44,000	64,000	**64,000**
10-15	521	5,000	29,000	64,000	98,000	**98,000**
16-20	2,883	22,000	96,000	179,000	297,000	**299,000**
21-24	3,204	21,000	84,000	165,000	270,000	**274,000**
25-34	6,733	44,000	162,000	348,000	554,000	**561,000**
35-44	4,989	30,000	117,000	263,000	410,000	**415,000**
45-54	5,136	27,000	102,000	244,000	373,000	**378,000**
55-64	5,380	25,000	91,000	203,000	319,000	**324,000**
65-74	3,513	14,000	52,000	113,000	179,000	**183,000**
>74	3,394	8,000	33,000	56,000	97,000	**100,000**
Total	**36,560***	**201,000**	**795,000**	**1,714,000**	**2,710,000**	**2,746,000**

*Includes 132 fatalities of unknown age.

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

Table 56. People Killed and Injured, by Sex and Injury Severity

Sex	People Killed	People Injured by Injury Severity			Total Injured	Total Killed and Injured
		Incapacitating	Nonincapacitating	Other		
Male	25,841	117,000	414,000	765,000	1,297,000	**1,323,000**
Female	10,676	83,000	381,000	949,000	1,413,000	**1,424,000**
Total	**36,560***	**201,000**	**795,000**	**1,714,000**	**2,710,000**	**2,746,000**

*Includes 43 fatalities of unknown sex.

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

Figure 17. Percentage of People Killed and Injured, by Age

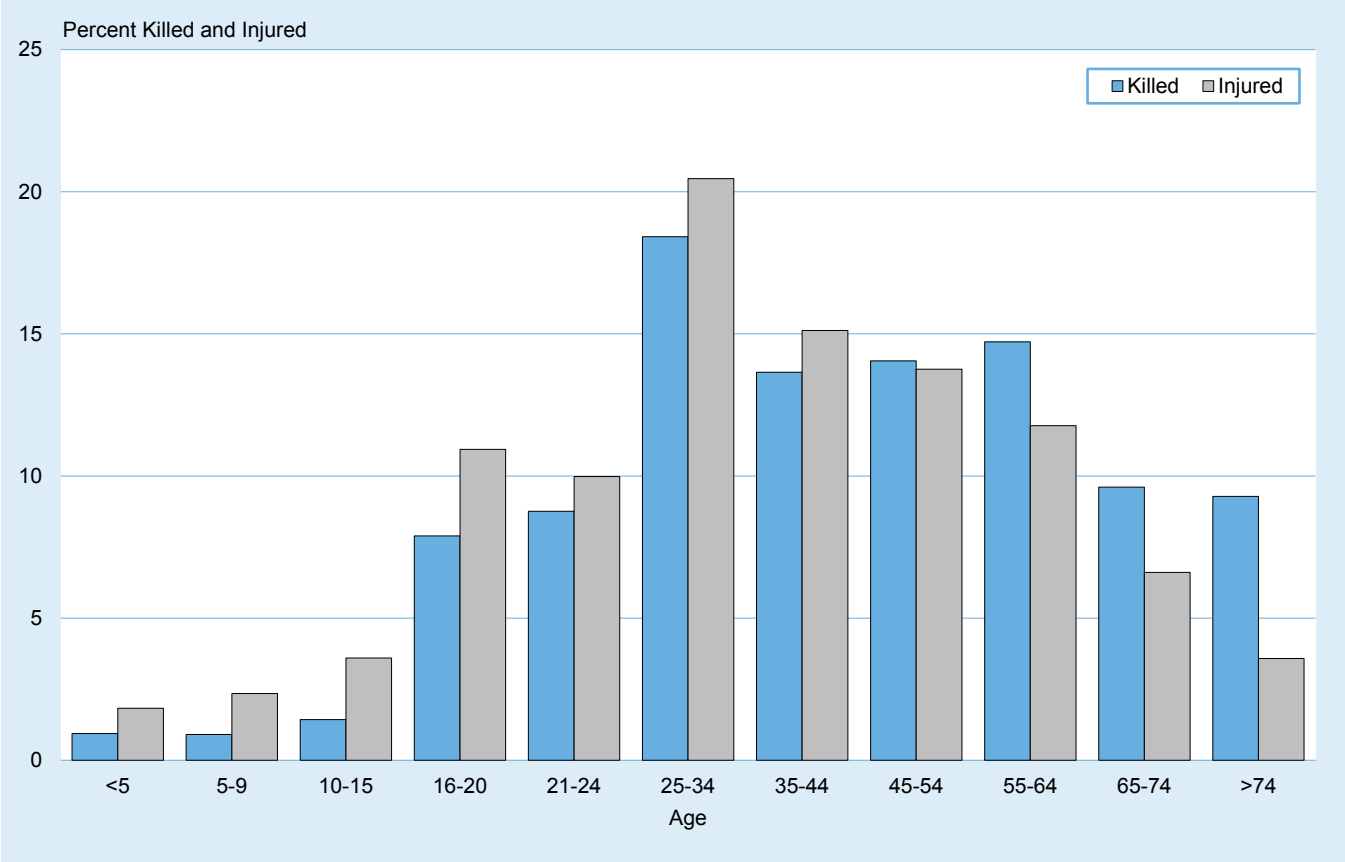


Table 57. People Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age and Sex

Age	Male			Female			Total		
	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	185	10,132,202	1.83	159	9,678,073	1.64	**344**	**19,810,275**	**1.74**
5-9	171	10,315,990	1.66	160	9,879,652	1.62	**331**	**20,195,642**	**1.64**
10-15	296	12,770,466	2.32	225	12,250,279	1.84	**521**	**25,020,745**	**2.08**
16-20	1,884	10,849,895	17.36	998	10,379,930	9.61	**2,883**	**21,229,825**	**13.58**
21-24	2,389	9,014,934	26.50	814	8,584,823	9.48	**3,204**	**17,599,757**	**18.20**
25-34	5,016	23,210,709	21.61	1,712	22,487,065	7.61	**6,733**	**45,697,774**	**14.73**
35-44	3,644	20,587,600	17.70	1,345	20,690,288	6.50	**4,989**	**41,277,888**	**12.09**
45-54	3,813	20,541,202	18.56	1,321	21,090,497	6.26	**5,136**	**41,631,699**	**12.34**
55-64	3,923	20,398,863	19.23	1,455	21,873,773	6.65	**5,380**	**42,272,636**	**12.73**
65-74	2,399	14,246,085	16.84	1,114	16,246,231	6.86	**3,513**	**30,492,316**	**11.52**
>74	2,048	9,060,733	22.60	1,346	12,878,144	10.45	**3,394**	**21,938,877**	**15.47**
Unknown	73	*	*	27	*	*	**132**	*	*
Total	**25,841**	**161,128,679**	**16.04**	**10,676**	**166,038,755**	**6.43**	**36,560****	**327,167,434**	**11.17**

Age	Male			Female			Total		
	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	25,000	10,132,202	246	25,000	9,678,073	256	**50,000**	**19,810,275**	**251**
5-9	28,000	10,315,990	275	35,000	9,879,652	358	**64,000**	**20,195,642**	**315**
10-15	46,000	12,770,466	358	52,000	12,250,279	423	**98,000**	**25,020,745**	**390**
16-20	137,000	10,849,895	1,260	160,000	10,379,930	1,540	**297,000**	**21,229,825**	**1,397**
21-24	126,000	9,014,934	1,402	144,000	8,584,823	1,677	**270,000**	**17,599,757**	**1,536**
25-34	274,000	23,210,709	1,178	281,000	22,487,065	1,249	**554,000**	**45,697,774**	**1,213**
35-44	197,000	20,587,600	956	213,000	20,690,288	1,029	**410,000**	**41,277,888**	**993**
45-54	180,000	20,541,202	874	193,000	21,090,497	916	**373,000**	**41,631,699**	**895**
55-64	154,000	20,398,863	753	165,000	21,873,773	756	**319,000**	**42,272,636**	**755**
65-74	87,000	14,246,085	609	92,000	16,246,231	568	**179,000**	**30,492,316**	**587**
>74	45,000	9,060,733	493	52,000	12,878,144	406	**97,000**	**21,938,877**	**442**
Total	**1,297,000**	**161,128,679**	**805**	**1,413,000**	**166,038,755**	**851**	**2,710,000**	**327,167,434**	**828**

*Not applicable.

**Includes 43 fatalities of unknown sex.

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

Source: Population—Census Bureau

Figure 18. Fatality and Injury Rates per 100,000 Population, by Age and Sex

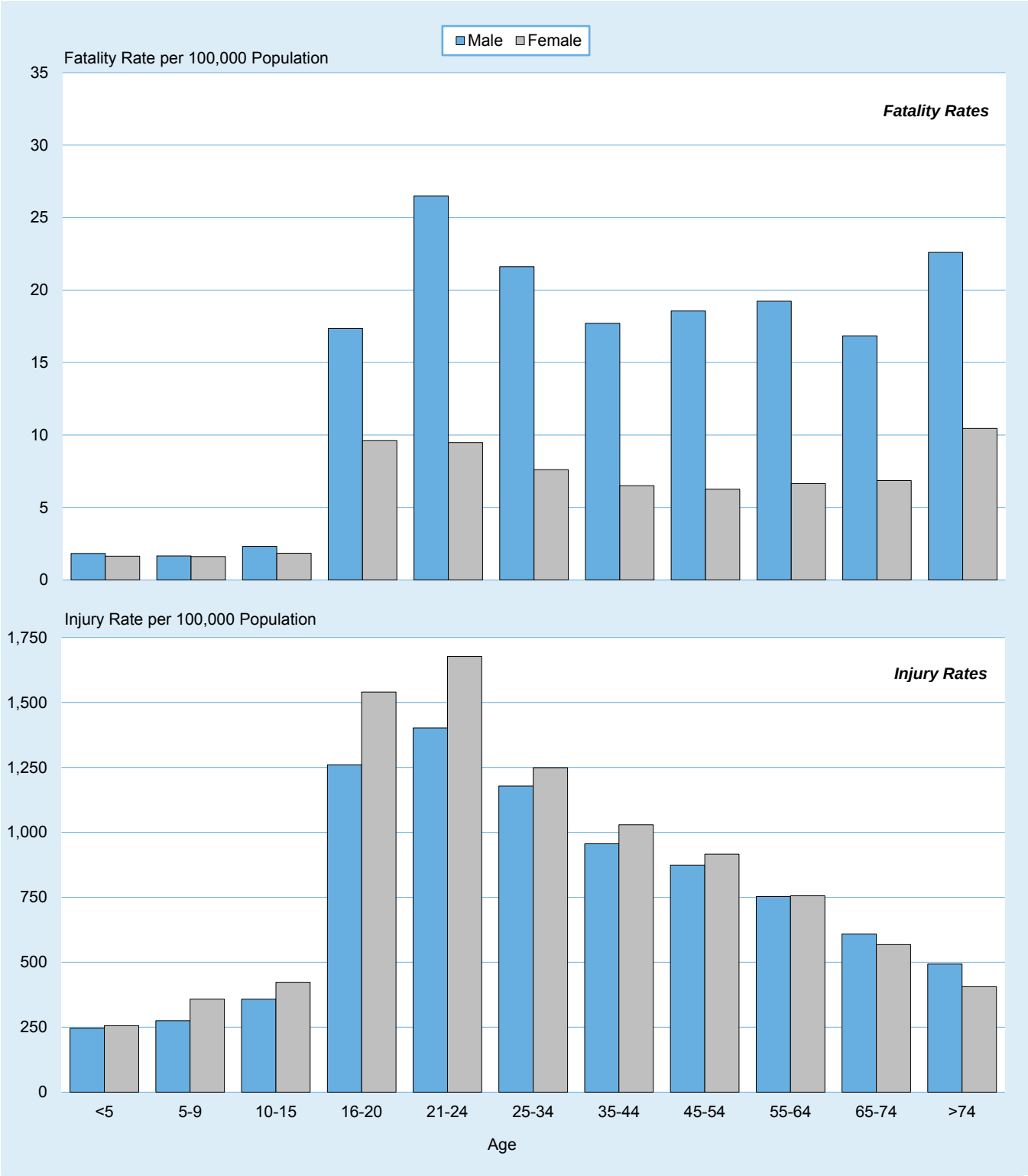


Table 58. People Killed and Injured in Crashes, by Weather Condition and Light Condition

Weather Condition	Light Condition					Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	Other	
People Killed						
Normal	14,147	5,766	8,280	1,285	10	**29,539**
Rain	1,340	678	868	123	2	**3,018**
Snow/Sleet	263	66	187	31	0	**549**
Other	146	79	237	36	4	**507**
Unknown	1,398	465	809	103	2	**2,947**
Total	**17,294**	**7,054**	**10,381**	**1,578**	**18**	**36,560***
People Injured						
Normal	1,670,000	397,000	214,000	78,000	**	**2,359,000**
Rain	167,000	60,000	35,000	17,000	**	**279,000**
Snow/Sleet	26,000	10,000	13,000	2,000	**	**52,000**
Other	8,000	3,000	6,000	1,000	**	**18,000**
Total* **	**1,872,000**	**470,000**	**269,000**	**98,000**	**1,000**	**2,710,000**

*Includes 235 fatalities in crashes with unknown light conditions.

**Estimates less than 500.

***Includes people injured in fatal crashes from FARS with unknown weather condition.

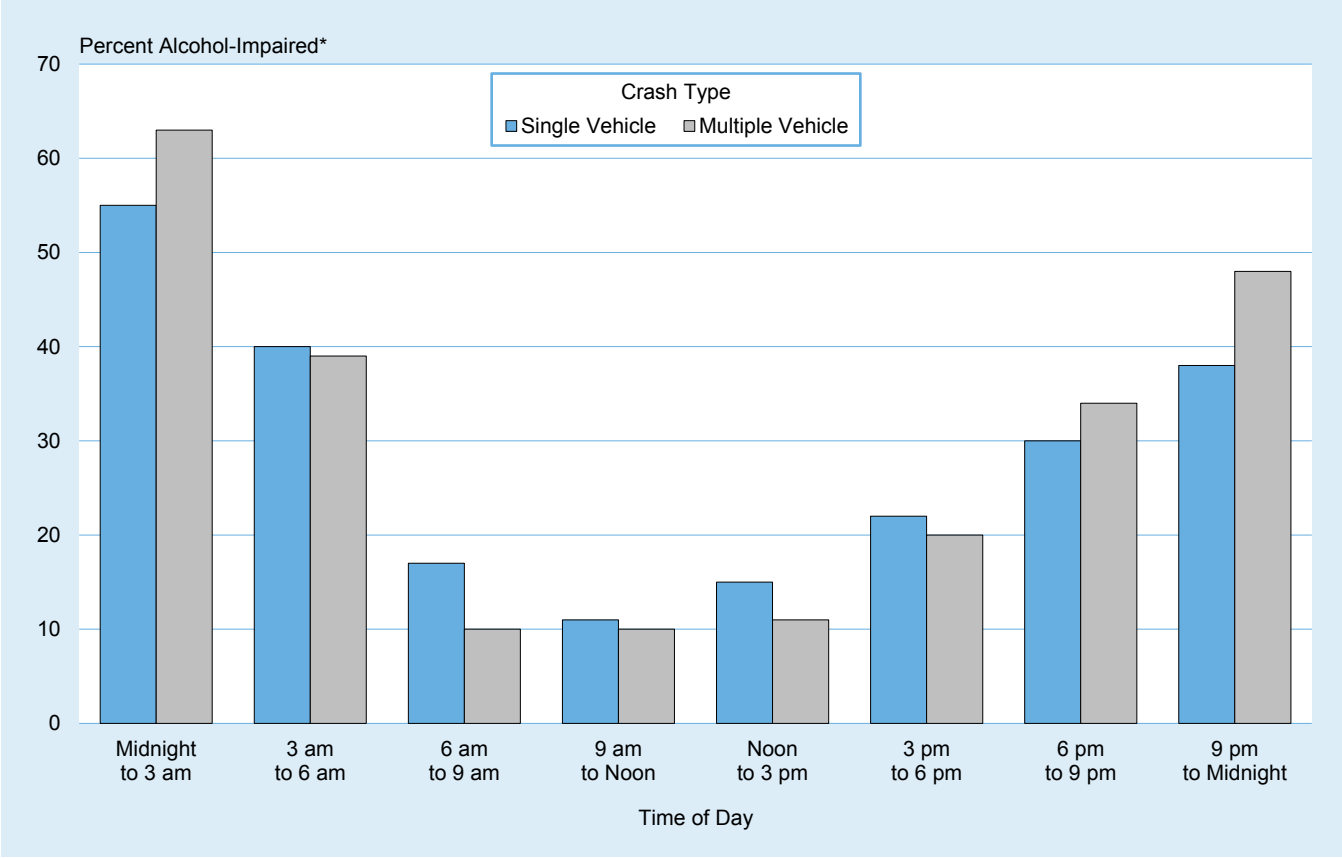
Note: Totals may not equal sum of components due to independent rounding.

Table 59. People Killed in Crashes and Percentage Alcohol-Impaired-Driving Fatalities, by Time of Day and Crash Type

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol-Impaired Driving*		Number	Alcohol-Impaired Driving*		Number	Alcohol-Impaired Driving*	
		Number	Percent		Number	Percent		Number	Percent
Midnight to 3 a.m.	2,862	1,578	55	1,217	761	63	**4,079**	**2,339**	**57**
3 a.m. to 6 a.m.	1,936	771	40	1,059	409	39	**2,995**	**1,180**	**39**
6 a.m. to 9 a.m.	1,847	307	17	1,834	191	10	**3,681**	**498**	**14**
9 a.m. to Noon	1,564	172	11	1,952	203	10	**3,516**	**375**	**11**
Noon to 3 p.m.	2,010	300	15	2,705	310	11	**4,715**	**610**	**13**
3 p.m. to 6 pm	2,490	554	22	3,178	626	20	**5,668**	**1,180**	**21**
6 p.m. to 9 p.m.	3,553	1,066	30	2,651	894	34	**6,204**	**1,961**	**32**
9 p.m. to Midnight	3,487	1,323	38	1,964	941	48	**5,451**	**2,264**	**42**
Unknown	229	101	44	22	4	16	**251**	**105**	**42**
Total	**19,978**	**6,172**	**31**	**16,582**	**4,339**	**26**	**36,560**	**10,511**	**29**

*Highest blood alcohol concentration among drivers or motorcycle riders involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Figure 19. Percentage of People Killed in Alcohol-Impaired-Driving Crashes, by Time of Day and Crash Type



*Highest blood alcohol concentration among drivers or motorcycle riders involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 60. People Killed in Work Zones, by Roadway Function Class and Person Type

Roadway Function Class	Person Type					Total
	Driver*	Passenger**	Pedestrian	Pedalcyclist	Other Nonoccupant	
Principal Arterial						
Interstate	208	71	52	1	0	**332**
Freeway/Expressway	43	12	11	0	1	**67**
Other	125	34	36	3	2	**200**
Minor Arterial	55	17	13	2	1	**88**
Collector	22	6	4	1	0	**33**
Local Road or Street	16	5	6	0	0	**27**
Unknown	4	1	0	1	1	**7**
Total	**473**	**146**	**122**	**8**	**5**	**754**

*Includes motorcycle riders.

**Includes motorcycle passengers.

Table 61. People 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	1	0	1	0	**2**	**0**
Ambulance Passenger	10	3	12	6	**22**	**9**
Occupant of Other Vehicle	0	0	21	9	**21**	**9**
Pedestrian	0	0	1	0	**1**	**0**
Pedalcyclist	0	0	1	1	**1**	**1**
Total	**11**	**3**	**36**	**16**	**47**	**19**
Fire Truck						
Fire Truck Driver	1	0	0	0	**1**	**0**
Fire Truck Passenger	2	2	0	0	**2**	**2**
Occupant of Other Vehicle	0	0	10	8	**10**	**8**
Pedestrian	0	0	1	1	**1**	**1**
Pedalcyclist	0	0	0	0	**0**	**0**
Total	**3**	**2**	**11**	**9**	**14**	**11**
Police Vehicle						
Police Vehicle Driver	8	2	11	4	**19**	**6**
Police Vehicle Passenger	1	1	0	0	**1**	**1**
Occupant of Other Vehicle	0	0	61	29	**61**	**29**
Pedestrian	16	8	3	3	**19**	**11**
Pedalcyclist	2	1	1	0	**3**	**1**
Total	**27**	**12**	**76**	**36**	**103**	**48**

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

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

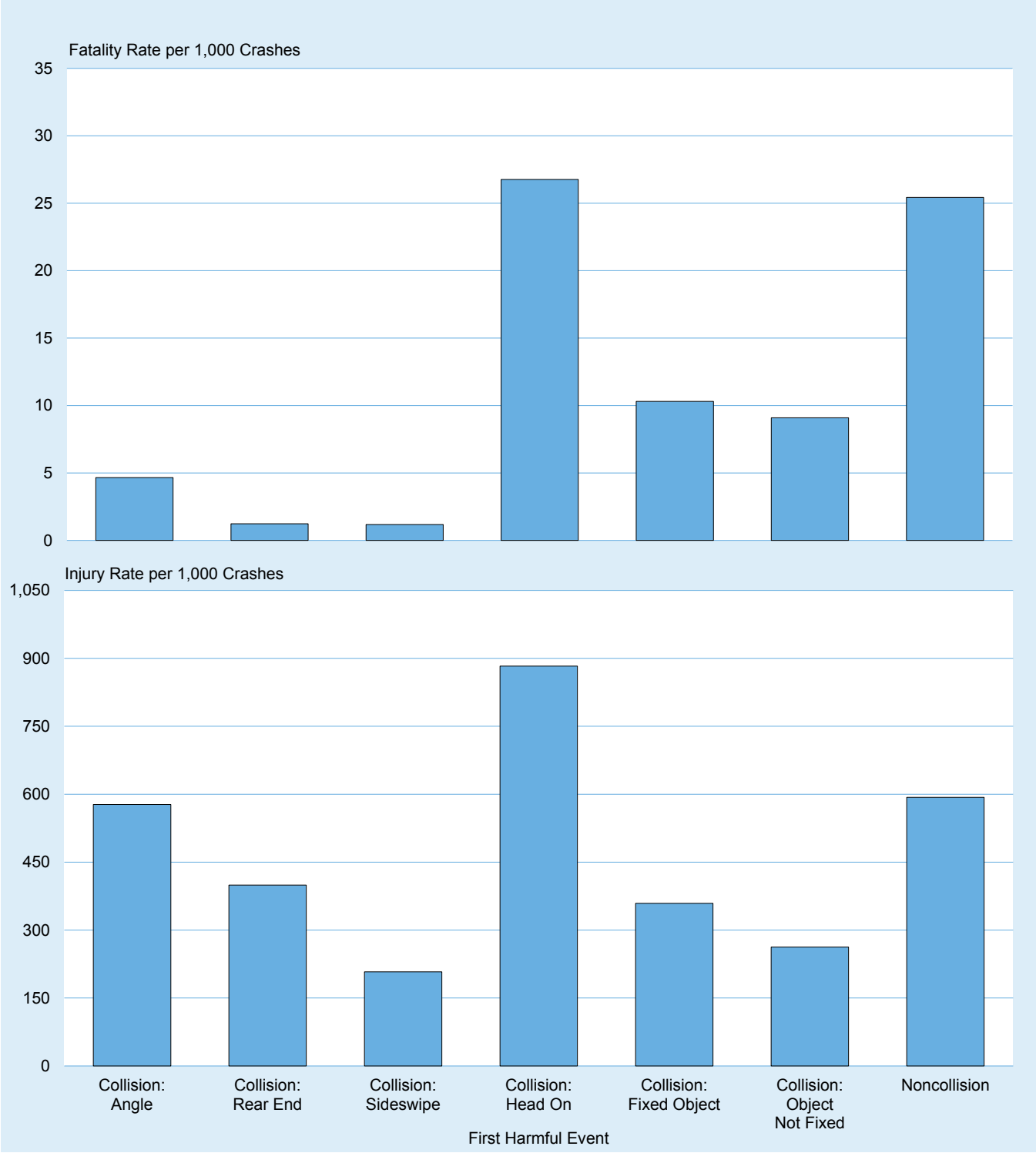


Figure 21. Fatality and Injury Rates per 1,000 Crashes, by Time of Day

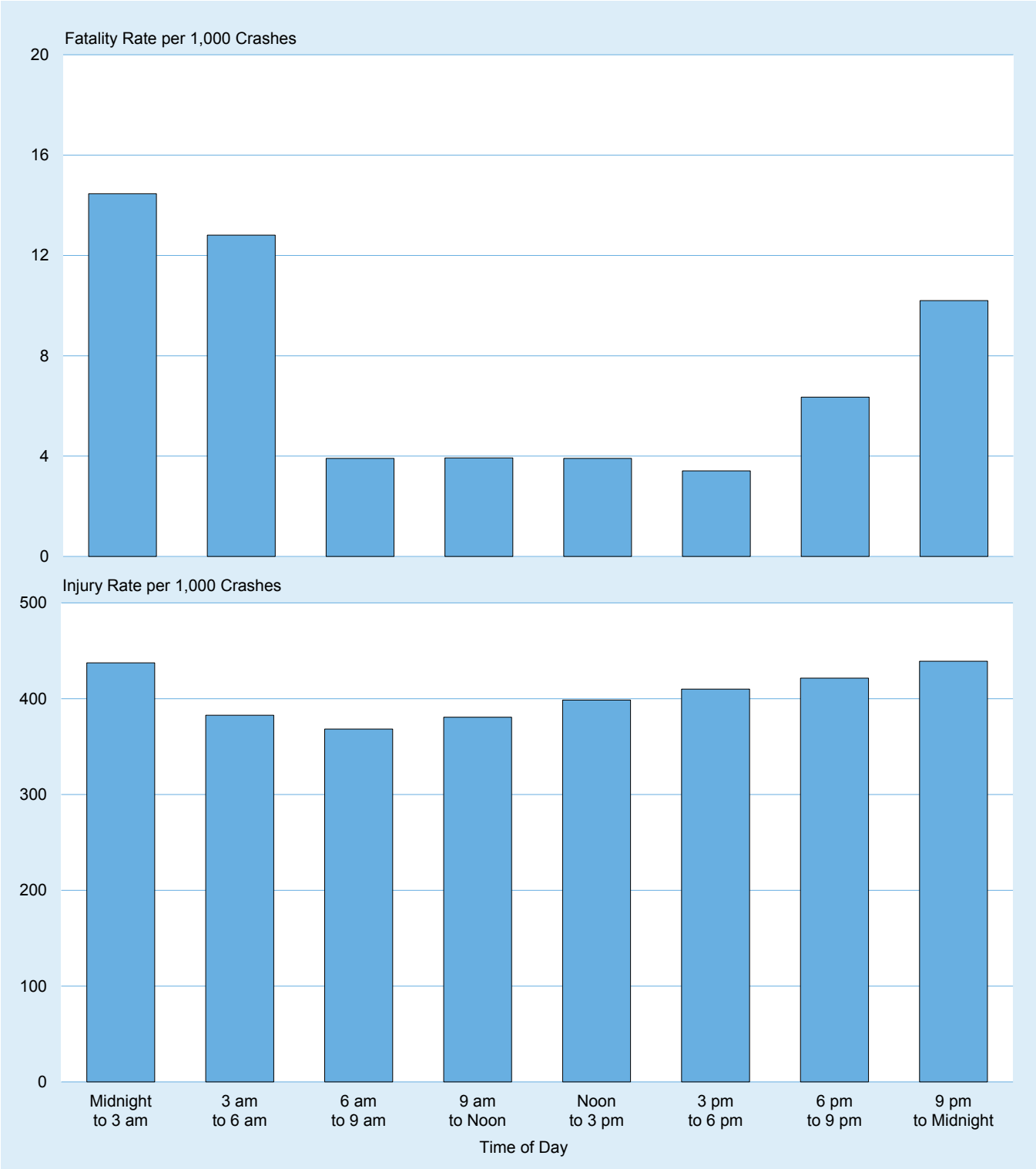


Table 62. Driver Involvement Rates per 100,000 Licensed Drivers, by Age, Sex, and Crash Severity

Age	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	88	*	38	*	**126**	*
16-20	2,744	45.22	1,316	22.33	**4,061**	**33.95**
21-24	3,479	48.20	1,297	18.39	**4,777**	**33.48**
25-34	7,911	39.45	2,823	14.04	**10,738**	**26.73**
35-44	6,046	32.36	2,061	10.87	**8,110**	**21.54**
45-54	5,993	31.19	1,867	9.61	**7,863**	**20.35**
55-64	5,513	28.33	1,742	8.66	**7,261**	**18.34**
65-74	3,092	22.53	1,125	7.77	**4,218**	**14.96**
>74	2,117	26.33	981	10.88	**3,098**	**18.16**
Unknown	79	*	19	*	**1,238**	*
Total	**37,062**	**32.95**	**13,269**	**11.53**	**51,490****	**22.63**
Drivers in Injury Crashes						
<16	6,000	*	7,000	*	**13,000**	*
16-20	201,000	3,315	172,000	2,926	**374,000**	**3,124**
21-24	200,000	2,770	168,000	2,382	**368,000**	**2,578**
25-34	434,000	2,163	364,000	1,812	**798,000**	**1,987**
35-44	331,000	1,773	271,000	1,430	**603,000**	**1,601**
45-54	302,000	1,573	233,000	1,202	**536,000**	**1,386**
55-64	249,000	1,282	181,000	900	**431,000**	**1,088**
65-74	143,000	1,039	100,000	688	**242,000**	**859**
>74	66,000	826	52,000	572	**118,000**	**692**
Total	**1,933,000**	**1,719**	**1,549,000**	**1,346**	**3,482,000**	**1,530**
Drivers in Property-Damage-Only Crashes						
<16	15,000	*	13,000	*	**28,000**	*
16-20	548,000	9,031	456,000	7,745	**1,004,000**	**8,397**
21-24	479,000	6,629	394,000	5,582	**872,000**	**6,112**
25-34	1,055,000	5,260	819,000	4,070	**1,873,000**	**4,664**
35-44	834,000	4,462	638,000	3,363	**1,471,000**	**3,908**
45-54	785,000	4,084	524,000	2,698	**1,309,000**	**3,387**
55-64	643,000	3,304	424,000	2,109	**1,067,000**	**2,697**
65-74	328,000	2,390	244,000	1,688	**572,000**	**2,030**
>74	168,000	2,086	126,000	1,401	**294,000**	**1,724**
Total	**4,853,000**	**4,315**	**3,638,000**	**3,161**	**8,492,000**	**3,732**
Drivers in All Crashes						
<16	21,000	*	20,000	*	**41,000**	*
16-20	752,000	12,391	630,000	10,693	**1,382,000**	**11,555**
21-24	682,000	9,448	563,000	7,983	**1,245,000**	**8,724**
25-34	1,496,000	7,462	1,186,000	5,896	**2,682,000**	**6,678**
35-44	1,171,000	6,268	911,000	4,804	**2,082,000**	**5,530**
45-54	1,093,000	5,687	760,000	3,910	**1,852,000**	**4,794**
55-64	898,000	4,615	607,000	3,018	**1,505,000**	**3,803**
65-74	474,000	3,452	345,000	2,384	**819,000**	**2,904**
>74	236,000	2,939	179,000	1,984	**415,000**	**2,434**
Unknown	79	*	19	*	**1,238**	*
Total	**6,824,000**	**6,066**	**5,200,000**	**4,519**	**12,025,000**	**5,284**

*Not applicable.

**Includes 1,159 drivers of unknown sex.

Notes: Drivers include motorcycle riders. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.

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

Source: Licensed Drivers—Federal Highway Administration

Figure 22. Driver Involvement Rates per 100,000 Licensed Drivers, by Age, Sex, and Crash Severity

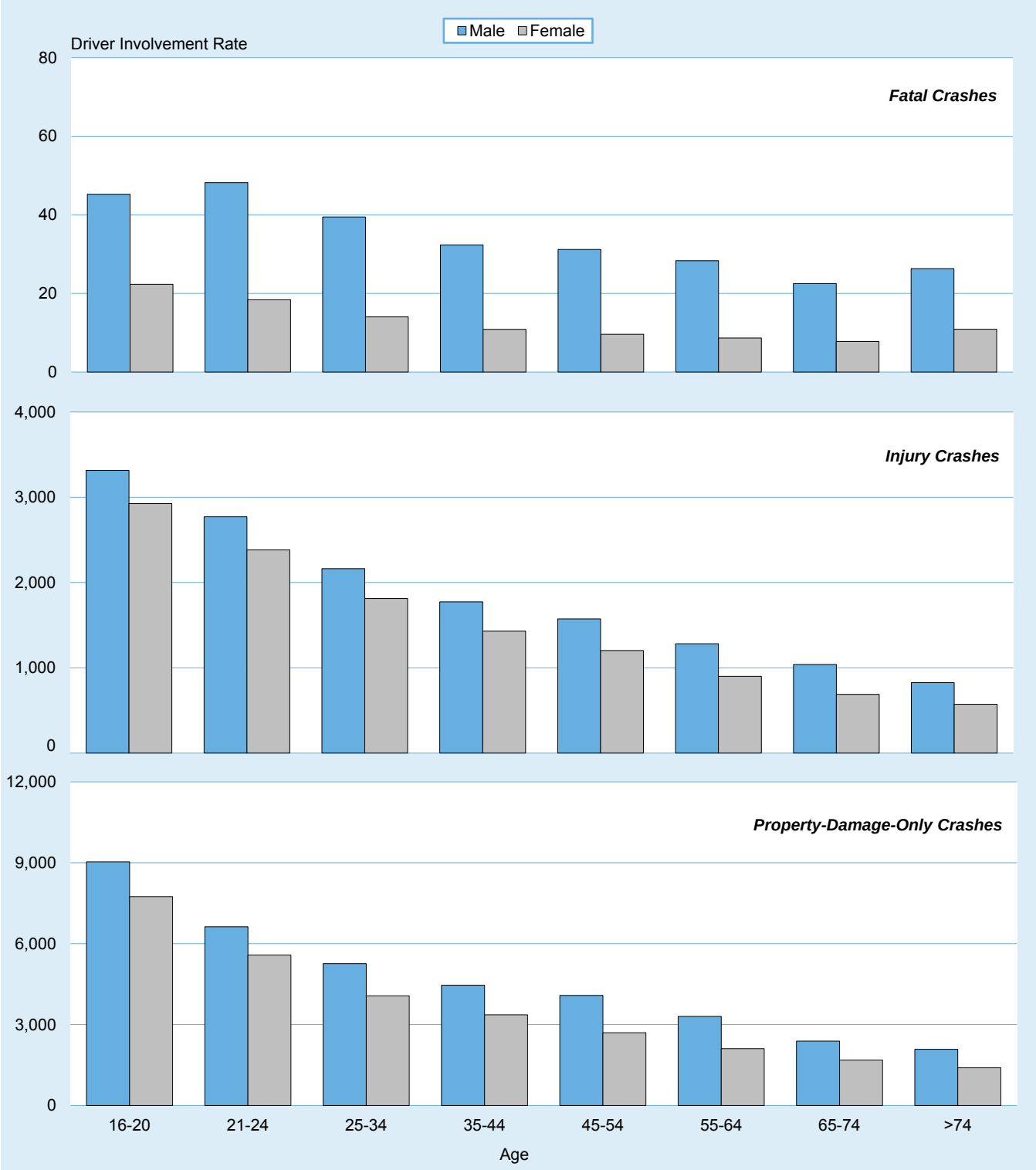


Table 63. Drivers and Motorcycle Riders Involved in Fatal Crashes, by Previous Driving Record and License Compliance

Previous Convictions	Valid License (42,646)		Invalid License (7,075)		Total (49,721)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	7,229	17.0	1,176	16.6	**8,405**	**16.9**
Previous Recorded Suspensions or Revocations	4,310	10.1	2,940	41.6	**7,250**	**14.6**
Previous DWI Convictions	876	2.1	696	9.8	**1,572**	**3.2**
Previous Speeding Convictions	8,292	19.4	1,340	18.9	**9,632**	**19.4**
Previous Other Harmful Moving Convictions	7,386	17.3	1,930	27.3	**9,316**	**18.7**
Drivers with No Previous Convictions	22,105	51.8	2,659	37.6	**24,764**	**49.8**

Notes: Table does not include 1,769 drivers with unknown license compliance. FARS records prior driving records (convictions only, not violations) for events occurring within 5 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 64. Related Factors for Drivers and Motorcycle Riders Involved in Fatal Crashes

Factors	Number	Percent
Driving too fast for conditions or in excess of posted speed limit	8,596	16.7
Under the influence of alcohol, drugs, or medication	5,175	10.1
Failure to keep in proper lane	3,706	7.2
Failure to yield right of way	3,579	7.0
Operating vehicle in a careless manner	2,797	5.4
Distracted (phone, talking, eating, object, etc.)	2,688	5.2
Failure to obey traffic signs, signals, or officer	1,990	3.9
Operating vehicle in erratic, reckless or negligent manner	1,955	3.8
Overcorrecting/oversteering	1,617	3.1
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,540	3.0
Driving wrong way on one-way trafficway or wrong side of road	1,243	2.4
Drowsy, asleep, fatigued, ill, or blackout	1,221	2.4
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	1,176	2.3
Making improper turn	635	1.2
Other factors	5,505	10.7
None reported	9,167	17.8
Unknown	16,012	31.1
Total Drivers	**51,490**	**100.0**

Notes: 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 65. Vehicle Occupants Killed and Injured, by Vehicle Type, Person Type, and Injury Severity

Vehicle and Person Type	Occupants Killed	Occupants Injured by Injury Severity			Total Injured	Total Killed and Injured
		Incapacitating	Nonincapacitating	Other		
Passenger Car						
Drivers	9,583	67,000	314,000	730,000	1,112,000	**1,121,000**
Passengers	3,173	20,000	104,000	273,000	397,000	**400,000**
Unknown	19	1,000	*	1,000	2,000	**2,000**
Subtotal	*12,775*	*88,000*	*418,000*	*1,005,000*	*1,511,000*	***1,524,000***
Light Truck						
Drivers	7,453	49,000	195,000	413,000	656,000	**664,000**
Passengers	2,453	16,000	71,000	177,000	264,000	**266,000**
Unknown	16	*	*	*	1,000	**1,000**
Subtotal	*9,922*	*65,000*	*266,000*	*590,000*	*921,000*	***931,000***
Large Truck						
Drivers	739	4,000	10,000	18,000	32,000	**33,000**
Passengers	145	1,000	2,000	4,000	7,000	**7,000**
Unknown	1	*	*	*	*	*
Subtotal	*885*	*5,000*	*12,000*	*22,000*	*39,000*	***40,000***
Bus	43	1,000	3,000	11,000	15,000	**15,000**
Other/Unknown	596	1,000	2,000	2,000	5,000	**6,000**
Subtotal*	***24,221***	***159,000***	***702,000***	***1,630,000***	***2,491,000***	***2,516,000***
Motorcycle						
Riders	4,675	19,000	36,000	20,000	76,000	**81,000**
Passengers	310	2,000	3,000	2,000	6,000	**6,000**
Subtotal	***4,985***	***21,000***	***39,000***	***22,000***	***82,000***	***87,000***
Total	**29,206**	**180,000**	**741,000**	**1,652,000**	**2,573,000**	**2,602,000**

*Estimates less than 500.

**Excludes motorcycles.

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

Table 66. Vehicle Occupants Killed and Injured in Crashes, by Speed Limit and Crash Type

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Occupants Killed						
30 mph or less	1,487	11.1	1,060	6.7	**2,547**	**8.7**
35 or 40 mph	2,160	16.2	2,464	15.6	**4,624**	**15.8**
45 or 50 mph	2,214	16.6	3,218	20.3	**5,432**	**18.6**
55 mph	3,825	28.6	4,500	28.4	**8,325**	**28.5**
60 mph or higher	3,203	24.0	3,874	24.5	**7,077**	**24.2**
No Statutory Limit	62	0.5	147	0.9	**209**	**0.7**
Unknown	416	3.1	576	3.6	**992**	**3.4**
Total	**13,367**	**100.0**	**15,839**	**100.0**	**29,206**	**100.0**
Occupants Injured						
30 mph or less	80,000	15.9	269,000	13.0	**349,000**	**13.6**
35 or 40 mph	101,000	20.2	596,000	28.8	**697,000**	**27.1**
45 or 50 mph	72,000	14.4	489,000	23.6	**561,000**	**21.8**
55 mph	91,000	18.1	181,000	8.7	**272,000**	**10.6**
60 mph or higher	91,000	18.2	218,000	10.5	**309,000**	**12.0**
No Statutory Limit	3,000	0.5	37,000	1.8	**40,000**	**1.5**
Unknown	64,000	12.8	282,000	13.6	**346,000**	**13.4**
Total	**503,000**	**100.0**	**2,071,000**	**100.0**	**2,573,000**	**100.0**

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

Table 67. Vehicle Occupants 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	548	21.5	1,921	75.4	78	3.1	**2,547**	**100.0**
35 or 40 mph	1,188	25.7	3,334	72.1	102	2.2	**4,624**	**100.0**
45 or 50 mph	2,141	39.4	3,154	58.1	137	2.5	**5,432**	**100.0**
55 mph	6,291	75.6	1,993	23.9	41	0.5	**8,325**	**100.0**
60 mph or higher	4,368	61.7	2,659	37.6	50	0.7	**7,077**	**100.0**
No Statutory Limit	90	43.1	109	52.2	10	4.8	**209**	**100.0**
Unknown	424	42.7	540	54.4	28	2.8	**992**	**100.0**
Total	**15,050**	**51.5**	**13,710**	**46.9**	**446**	**1.5**	29,206	**100.0**

Figure 23. Percentage of Vehicle Occupants Killed, by Speed Limit and Land Use

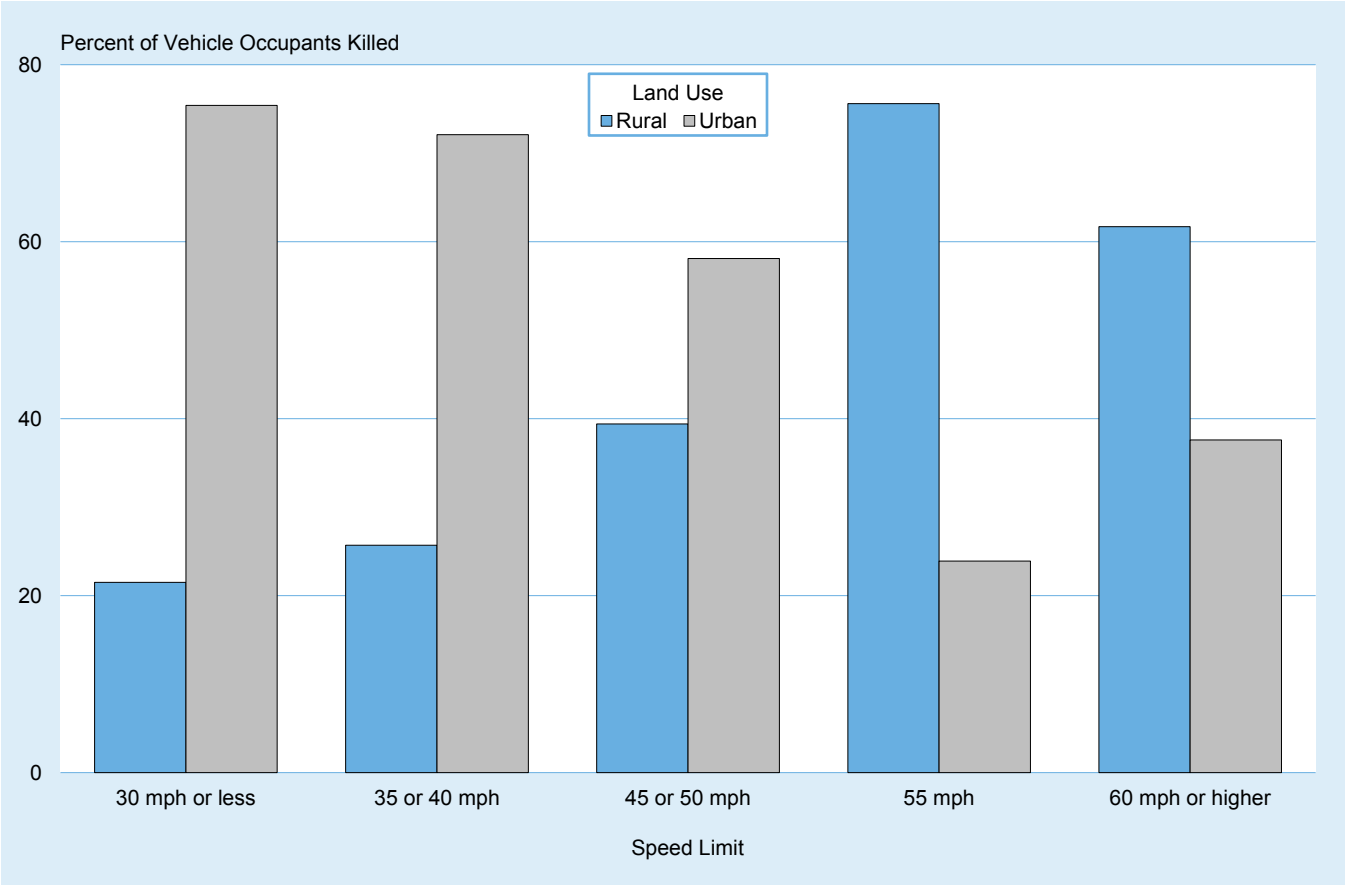


Table 68. Vehicle Occupants Killed and Injured, by Sex and Vehicle Type

Sex	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	*Subtotal*	Motorcycles	
Occupants Killed								
Male	7,758	6,950	830	22	484	*16,044*	4,537	**20,581**
Female	5,011	2,968	55	21	107	*8,162*	446	**8,608**
Unknown	6	4	0	0	5	*15*	2	**17**
Total	**12,775**	**9,922**	**885**	**43**	**596**	***24,221***	**4,985**	**29,206**
Occupants Injured								
Male	626,000	463,000	35,000	8,000	4,000	*1,136,000*	72,000	**1,208,000**
Female	885,000	459,000	4,000	7,000	1,000	*1,356,000*	10,000	**1,365,000**
Total*	**1,511,000**	**921,000**	**39,000**	**15,000**	**5,000**	***2,491,000***	**82,000**	**2,573,000**

*Includes people injured in fatal crashes from FARS with unknown sex.

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

Table 69. Vehicle Occupants Killed and Injured, by Age and Vehicle Type

Age	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	*Subtotal*	Motorcycles	
Occupants Killed								
<5	160	105	1	0	3	*269*	1	**270**
5-9	118	118	2	2	11	*251*	2	**253**
10-15	183	157	9	3	30	*382*	17	**399**
16-20	1,485	744	16	1	47	*2,293*	240	**2,533**
21-24	1,481	742	49	1	47	*2,320*	478	**2,798**
25-34	2,576	1,689	149	5	103	*4,522*	1,130	**5,652**
35-44	1,545	1,317	163	1	86	*3,112*	829	**3,941**
45-54	1,325	1,369	199	9	82	*2,984*	923	**3,907**
55-64	1,277	1,534	206	8	84	*3,109*	871	**3,980**
65-74	1,090	1,094	65	11	40	*2,300*	414	**2,714**
>74	1,515	1,044	26	2	58	*2,645*	78	**2,723**
Unknown	20	9	0	0	5	*34*	2	**36**
Total	**12,775**	**9,922**	**885**	**43**	**596**	***24,221***	**4,985**	**29,206**
Occupants Injured								
<5	26,000	22,000	*	*	*	*48,000*	*	**48,000**
5-9	34,000	25,000	*	*	*	*60,000*	*	**60,000**
10-15	44,000	38,000	*	2,000	1,000	*85,000*	1,000	**85,000**
16-20	194,000	81,000	1,000	1,000	1,000	*277,000*	6,000	**282,000**
21-24	178,000	68,000	3,000	1,000	*	*250,000*	9,000	**259,000**
25-34	333,000	164,000	10,000	2,000	1,000	*509,000*	19,000	**529,000**
35-44	213,000	154,000	8,000	3,000	1,000	*379,000*	13,000	**392,000**
45-54	186,000	142,000	8,000	3,000	1,000	*339,000*	15,000	**354,000**
55-64	158,000	117,000	8,000	3,000	*	*286,000*	13,000	**299,000**
65-74	88,000	75,000	1,000	1,000	*	*166,000*	4,000	**170,000**
>74	56,000	36,000	1,000	*	*	*92,000*	1,000	**93,000**
Total**	**1,511,000**	**921,000**	**39,000**	**15,000**	**5,000**	***2,491,000***	**82,000**	**2,573,000**

*Estimates less than 500.

**Includes people injured in fatal crashes from FARS with unknown age.

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

Table 70. Vehicle Occupants Killed and Injured, by Age, Person Type, and Sex

Age	Person Type											
	Driver						Passenger					
	Sex						Sex					
	Male		Female		Total		Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	0	0.0	0	0.0	**0**	**0.0**	137	50.7	133	49.3	**270**	**100.0**
5-9	1	50.0	1	50.0	**2**	**100.0**	125	49.8	126	50.2	**251**	**100.0**
10-15	46	78.0	13	22.0	**59**	**100.0**	170	50.0	170	50.0	**340**	**100.0**
16-20	1,194	70.9	489	29.1	**1,683**	**100.0**	448	52.7	401	47.2	**850**	**100.0**
21-24	1,751	78.5	479	21.5	**2,230**	**100.0**	331	58.3	236	41.5	**568**	**100.0**
25-34	3,689	78.9	984	21.0	**4,676**	**100.0**	537	55.0	438	44.9	**976**	**100.0**
35-44	2,575	78.9	688	21.1	**3,263**	**100.0**	329	48.5	349	51.5	**678**	**100.0**
45-54	2,631	79.8	665	20.2	**3,296**	**100.0**	262	42.9	349	57.1	**611**	**100.0**
55-64	2,649	77.9	749	22.0	**3,399**	**100.0**	239	41.1	341	58.7	**581**	**100.0**
65-74	1,695	75.1	563	24.9	**2,258**	**100.0**	135	29.6	321	70.4	**456**	**100.0**
>74	1,389	68.1	651	31.9	**2,040**	**100.0**	229	33.5	454	66.5	**683**	**100.0**
Unknown	12	63.2	2	10.5	**19**	**100.0**	7	41.2	6	35.3	**17**	**100.0**
Total	**17,632**	**76.9**	**5,284**	**23.0**	**22,925***	**100.0**	**2,949**	**47.0**	**3,324**	**52.9**	**6,281****	**100.0**
Occupants Injured												
<5	***	***	***	***	***	***	24,000	49.9	24,000	50.1	**48,000**	**100.0**
5-9	***	***	***	***	***	***	26,000	43.5	34,000	56.5	**60,000**	**100.0**
10-15	3,000	41.0	5,000	59.0	**8,000**	**100.0**	34,000	44.2	43,000	55.8	**77,000**	**100.0**
16-20	94,000	48.7	99,000	51.3	**193,000**	**100.0**	33,000	37.5	56,000	62.5	**89,000**	**100.0**
21-24	98,000	48.8	102,000	51.2	**200,000**	**100.0**	21,000	36.1	38,000	63.9	**59,000**	**100.0**
25-34	215,000	49.8	216,000	50.2	**431,000**	**100.0**	42,000	43.1	56,000	56.9	**98,000**	**100.0**
35-44	158,000	49.4	162,000	50.6	**320,000**	**100.0**	27,000	38.0	45,000	62.0	**72,000**	**100.0**
45-54	143,000	49.3	147,000	50.7	**290,000**	**100.0**	23,000	36.5	41,000	63.5	**64,000**	**100.0**
55-64	124,000	52.2	114,000	47.8	**238,000**	**100.0**	17,000	27.4	45,000	72.6	**61,000**	**100.0**
65-74	73,000	54.2	61,000	45.8	**134,000**	**100.0**	9,000	23.7	28,000	76.3	**36,000**	**100.0**
>74	36,000	52.0	33,000	48.0	**69,000**	**100.0**	6,000	26.7	18,000	73.3	**24,000**	**100.0**
Total	**944,000**	**50.1**	**940,000**	**49.9**	**1,884,000**	**100.0**	**264,000**	**38.3**	**426,000**	**61.7**	**689,000**	**100.0**

*Includes 9 drivers of unknown sex.

**Includes 8 passengers of unknown sex.

***Estimates less than 500.

Notes: Drivers include motorcycle riders; passengers include motorcycle passengers.

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

Table 71. Vehicle Occupants Killed and Injured, by Vehicle Type and Most Harmful Event

Vehicle Type	Most Harmful Event: Collision with Motor Vehicle in Transport		Collision with Object Not Fixed		Collision with Fixed Object		Noncollision		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed										
Passenger Car	7,195	56.3	298	2.3	3,394	26.6	1,887	14.8	**12,775**	**100.0**
Light Truck	4,015	40.5	250	2.5	2,589	26.1	3,067	30.9	**9,922**	**100.0**
Large Truck	255	28.8	37	4.2	232	26.2	361	40.8	**885**	**100.0**
Bus	23	53.5	0	0.0	4	9.3	16	37.2	**43**	**100.0**
Other/Unknown	161	27.0	15	2.5	147	24.7	253	42.4	**596**	**100.0**
Subtotal	*11,649*	*48.1*	*600*	*2.5*	*6,366*	*26.3*	*5,584*	*23.1*	***24,221***	***100.0***
Motorcycle	2,821	56.6	225	4.5	1,132	22.7	796	16.0	**4,985**	**100.0**
Total	**14,470**	**49.5**	**825**	**2.8**	**7,498**	**25.7**	**6,380**	**21.8**	**29,206***	**100.0**
Occupants Injured										
Passenger Car	1,228,000	81.3	51,000	3.3	178,000	11.8	54,000	3.5	**1,511,000**	**100.0**
Light Truck	713,000	77.4	35,000	3.8	105,000	11.4	67,000	7.3	**921,000**	**100.0**
Large Truck	24,000	60.8	2,000	5.5	6,000	15.2	7,000	18.6	**39,000**	**100.0**
Bus	14,000	93.9	**	1.2	**	2.2	**	2.6	**15,000**	**100.0**
Other/Unknown	3,000	62.1	1,000	10.1	**	9.3	1,000	18.6	**5,000**	**100.0**
Subtotal	*1,983,000*	*79.6*	*89,000*	*3.6*	*291,000*	*11.7*	*129,000*	*5.2*	***2,491,000***	***100.0***
Motorcycle	43,000	52.2	5,000	6.3	8,000	10.1	26,000	31.4	**82,000**	**100.0**
Total	**2,025,000**	**78.7**	**94,000**	**3.7**	**299,000**	**11.6**	**155,000**	**6.0**	**2,573,000**	**100.0**

*Includes 33 fatalities with unknown most harmful event.

**Estimates less than 500.

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

Table 72. Vehicle Occupants Killed and Injured, by Initial Point of Impact and Vehicle Type

Initial Point of Impact	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	*Subtotal*	Motorcycles	
Occupants Killed								
Front	7,240	5,554	548	32	185	*13,559*	3,151	**16,710**
Left Side	1,829	1,002	45	3	41	*2,920*	256	**3,176**
Right Side	1,654	847	46	0	39	*2,586*	203	**2,789**
Rear	793	516	18	3	51	*1,381*	227	**1,608**
Other	128	133	11	1	6	*279*	15	**294**
Noncollision	548	1,460	177	4	183	*2,372*	794	**3,166**
Unknown	583	410	40	0	91	*1,124*	339	**1,463**
Total	**12,775**	**9,922**	**885**	**43**	**596**	***24,221***	**4,985**	**29,206**
Occupants Injured								
Front	766,000	457,000	19,000	6,000	3,000	*1,251,000*	39,000	**1,290,000**
Left Side	162,000	92,000	4,000	2,000	1,000	*261,000*	7,000	**268,000**
Right Side	145,000	89,000	4,000	1,000	0	*240,000*	5,000	**245,000**
Rear	412,000	253,000	7,000	6,000	1,000	*679,000*	5,000	**685,000**
Other	6,000	3,000	1,000	*	*	*11,000*	*	**11,000**
Noncollision	18,000	26,000	4,000	*	*	*48,000*	26,000	**74,000**
Unknown	*	*	*	*	*	*1,000*	*	**1,000**
Total	**1,511,000**	**921,000**	**39,000**	**15,000**	**5,000**	***2,491,000***	**82,000**	**2,573,000**

*Estimates less than 500.

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

Table 73. Vehicle Occupants Killed and 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	2,031	15.9	10,691	83.7	53	0.4	**12,775**	**100.0**
Light Truck	2,772	27.9	7,088	71.4	62	0.6	**9,922**	**100.0**
Large Truck	226	25.5	645	72.9	14	1.6	**885**	**100.0**
Bus	7	16.3	35	81.4	1	2.3	**43**	**100.0**
Other/Unknown	294	49.3	251	42.1	51	8.6	**596**	**100.0**
Total**	**5,330**	**22.0**	**18,710**	**77.2**	**181**	**0.7**	**24,221**	**100.0**
Occupants Injured								
Passenger Car	6,000	0.4	1,505,000	99.6	****	****	**1,511,000**	**100.0**
Light Truck	6,000	0.6	915,000	99.4	****	****	**921,000**	**100.0**
Large Truck	1,000	1.9	38,000	98.1	****	****	**39,000**	**100.0**
Bus	***	1.0	15,000	98.7	****	****	**15,000**	**100.0**
Other/Unknown	2,000	28.6	4,000	71.3	****	****	**5,000**	**100.0**
Total**	**14,000**	**0.5**	**2,478,000**	**99.4**	****	****	**2,491,000**	**100.0**

*Includes total and partial ejection.

**Excludes motorcyclists.

***Estimates less than 500.

****Not applicable.

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

Table 74. Occupants Killed and Injured in Two-Vehicle Crashes, by Vehicle Types Involved

Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	Total Occupants Killed
Passenger Car	—	Passenger Car	—	**1,844**
Passenger Car	2,946	Light Truck	870	**3,816**
Passenger Car	1,293	Large Truck	41	**1,334**
Passenger Car	14	Motorcycle	1,046	**1,060**
Passenger Car	66	Bus	1	**67**
Passenger Car	54	Other/Unknown	51	**105**
Light Truck	—	Light Truck	—	**1,550**
Light Truck	1,136	Large Truck	60	**1,196**
Light Truck	3	Motorcycle	1,241	**1,244**
Light Truck	32	Bus	2	**34**
Light Truck	30	Other/Unknown	69	**99**
Large Truck	—	Large Truck	—	**165**
Large Truck	0	Motorcycle	228	**228**
Large Truck	2	Bus	20	**22**
Large Truck	3	Other/Unknown	17	**20**
Motorcycle	—	Motorcycle	—	**91**
Motorcycle	24	Bus	0	**24**
Motorcycle	58	Other/Unknown	3	**61**
Bus	—	Bus	—	**0**
Bus	0	Other/Unknown	2	**2**
Other/Unknown	—	Other/Unknown	—	**26**
Total Occupants Killed				**12,988**

Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	**550,000**
Passenger Car	418,000	Light Truck	303,000	**720,000**
Passenger Car	47,000	Large Truck	9,000	**55,000**
Passenger Car	3,000	Motorcycle	23,000	**27,000**
Passenger Car	5,000	Bus	9,000	**14,000**
Passenger Car	2,000	Other/Unknown	1,000	**3,000**
Light Truck	—	Light Truck	—	**254,000**
Light Truck	30,000	Large Truck	9,000	**39,000**
Light Truck	2,000	Motorcycle	15,000	**17,000**
Light Truck	2,000	Bus	3,000	**6,000**
Light Truck	1,000	Other/Unknown	2,000	**3,000**
Large Truck	—	Large Truck	—	**5,000**
Large Truck	*	Motorcycle	1,000	**1,000**
Large Truck	*	Bus	1,000	**1,000**
Large Truck	*	Other/Unknown	*	*
Total Occupants Injured				**1,695,000**

*Estimates less than 500.

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

Table 75. Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Type

Vehicle Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Passenger Cars	**30,143**	**40.0**	**12,775**	**43.7**
Convertible	534	0.7	293	1.0
2-Door Sedan, Hardtop, Coupe	2,689	3.6	1,358	4.6
3-Door/2-Door Hatchback	728	1.0	403	1.4
4-Door Sedan, Hardtop	21,465	28.5	9,087	31.1
5-Door/4-Door Hatchback	1,414	1.9	563	1.9
Station Wagon	3,080	4.1	982	3.4
Sedan/Hardtop, Doors Unknown	29	*	12	*
Other or Unknown Automobile Type	177	0.2	59	0.2
Auto-Based Pickup	15	*	11	*
Auto-Based Panel	1	*	1	*
3-Door Coupe	11	*	6	*
Light Trucks	**31,056**	**41.2**	**9,922**	**34.0**
Compact Utility	10,384	13.8	3,490	11.9
Large Utility	3,962	5.3	887	3.0
Utility Station Wagon	494	0.7	154	0.5
Utility, Unknown Body Type	11	*	3	*
Minivan	2,877	3.8	825	2.8
Large Van (includes Van-Based Buses)	1,063	1.4	248	0.8
Step Van (GVWR less than or equal to 10,000 lbs)	14	*	2	*
Other Van Type	21	*	1	*
Unknown Van Type	4	*	1	*
Light Pickup	12,016	15.9	4,237	14.5
Unknown Pickup Style	56	0.1	16	0.1
Cab Chassis-Based Light Truck	86	0.1	39	0.1
Other Conventional Light Truck	2	*	2	*
Unknown Light Truck Type	14	*	2	*
Unknown Light Vehicle Type	47	0.1	15	0.1
Unknown Truck Type (Light, Medium, Heavy) with No Trailing Unit	5	*	0	*
Large Trucks	**5,780**	**7.7**	**885**	**3.0**
Step Van (GVWR greater than 10,000 lbs)	14	*	0	*
Single-Unit Truck (GVWR range 10,001 to 19,500 lbs)	655	0.9	126	0.4
Single-Unit Truck (GVWR range 19,501 to 26,000 lbs)	394	0.5	56	0.2
Single-Unit Heavy Truck (GVWR greater than 26,000 lbs)	752	1.0	122	0.4
Single-Unit Truck (GVWR unknown)	62	0.1	6	*
Truck Tractor	3,259	4.3	463	1.6
Medium/Heavy Pickup (GVWR greater than 10,000 lbs)	606	0.8	104	0.4
Unknown Medium Truck (GVWR range 10,001 to 26,000 lbs)	2	*	1	*
Unknown Heavy Truck (GVWR greater than 26,000 lbs)	9	*	3	*
Unknown Medium/Heavy Truck Type	23	*	4	*
Unknown Truck Type (Light, Medium, Heavy) with a Trailing Unit	4	*	0	*

Vehicle Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Motorcycles	**5,671**	**7.5**	**4,985**	**17.1**
2-Wheel Motorcycle (excluding Motor Scooters)	5,192	6.9	4,569	15.6
Moped or Motorized Bicycle	94	0.1	84	0.3
3-Wheel Motorcycle (2 Rear Wheels)	53	0.1	38	0.1
Off-Road Motorcycle	95	0.1	80	0.3
Motor Scooter	176	0.2	161	0.6
Unenclosed 3-Wheel Motorcycle/ Unenclosed Autocycle (1 Rear Wheel)	19	*	15	0.1
Enclosed 3-Wheel Motorcycle/ Enclosed Autocycle (1 Rear Wheel)	2	*	2	*
Unknown 3-Wheel Motorcycle	3	*	2	*
Other Motored Cycle Type (Mini-Bikes, Pocket Motorcycles “Pocket Bikes”)	13	*	12	*
Unknown Motored Cycle Type	24	*	22	0.1
Buses**	**922**	**1.2**	**43**	**0.1**
School Bus	309	0.4	12	*
Cross Country/Intercity Bus	188	0.2	13	*
Transit Bus	224	0.3	2	*
Van-Based Bus (GVWR greater than 10,000 lbs)	55	0.1	10	*
Other Bus Type	142	0.2	6	*
Unknown Bus Type	4	*	0	*
Other Vehicles	**823**	**1.1**	**486**	**1.7**
Large Limousine	2	*	0	*
3-Wheel Automobile or Automobile Derivative	1	*	1	*
Medium/Heavy Truck Based Motorhome	52	0.1	13	*
Camper/Motorhome, Unknown Truck Type	30	*	9	*
All-Terrain Vehicle/All-Terrain Cycle	401	0.5	303	1.0
Snowmobile	14	*	11	*
Farm Equipment Except Trucks	117	0.2	45	0.2
Construction Equipment Except Trucks	7	*	2	*
Low Speed Vehicle/Neighborhood Electric Vehicle	5	*	3	*
Golf Cart	32	*	18	0.1
Recreational Off-Highway Vehicle	119	0.2	56	0.2
Other Vehicle	43	0.1	25	0.1
Unknown Body Type	**1,041**	**1.4**	**110**	**0.4**
Total	**75,436**	**100.0**	**29,206**	**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 76. 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)	279	0.9	176	1.4	63.1
Subcompact (95 to 99 inches)	1,568	5.2	859	6.7	54.8
Compact (100 to 104 inches)	6,549	21.7	3,252	25.5	49.7
Intermediate (105 to 109 inches)	11,964	39.7	4,801	37.6	40.1
Full Size (110 to 114 inches)	6,316	21.0	2,482	19.4	39.3
Largest Size (115 inches and over)	2,283	7.6	794	6.2	34.8
Unknown	1,184	3.9	411	3.2	34.7
Total	**30,143**	**100.0**	**12,775**	**100.0**	**42.4**

Table 77. People Killed and Alcohol-Impaired-Driving Fatalities, by Person Type

Person Type	Total Killed	Alcohol-Impaired-Driving Fatalities*	
		Number	Percent
Vehicle Occupants			
Driver	18,250	6,022	33
Passenger	5,915	1,761	30
Unknown	56	1	1
Subtotal	*24,221*	*7,784*	*32*
Motorcyclists	*4,985*	*1,549*	*31*
Nonoccupants			
Pedestrian	6,283	1,004	16
Pedalcyclist	857	130	15
Other/Unknown	214	44	21
Subtotal	*7,354*	*1,178*	*16*
Total	**36,560**	**10,511**	**29**

*Fatalities in crashes involving a driver or motorcycle rider with a blood alcohol concentration of .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 78. Drivers and Motorcycle Riders Involved in Fatal Crashes, by Age and Driver's Blood Alcohol Concentration

Age	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	113	89	4	3	10	8	14	11	**126**	**100**
16-20	3,298	81	141	3	622	15	763	19	**4,061**	**100**
21-24	3,244	68	228	5	1,305	27	1,533	32	**4,777**	**100**
25-34	7,534	70	473	4	2,731	25	3,204	30	**10,738**	**100**
35-44	6,096	75	297	4	1,716	21	2,014	25	**8,110**	**100**
45-54	6,125	78	280	4	1,458	19	1,738	22	**7,863**	**100**
55-64	5,905	81	254	3	1,102	15	1,356	19	**7,261**	**100**
65-74	3,659	87	124	3	435	10	559	13	**4,218**	**100**
>74	2,822	91	60	2	216	7	276	9	**3,098**	**100**
Unknown	744	60	80	6	414	33	494	40	**1,238**	**100**
Total	**39,541**	**77**	**1,939**	**4**	**10,011**	**19**	**11,950**	**23**	**51,490**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Figure 24. Percentage Alcohol Impairment (BAC .08 or Higher) for Drivers and Motorcycle Riders Involved in Fatal Crashes, by Age

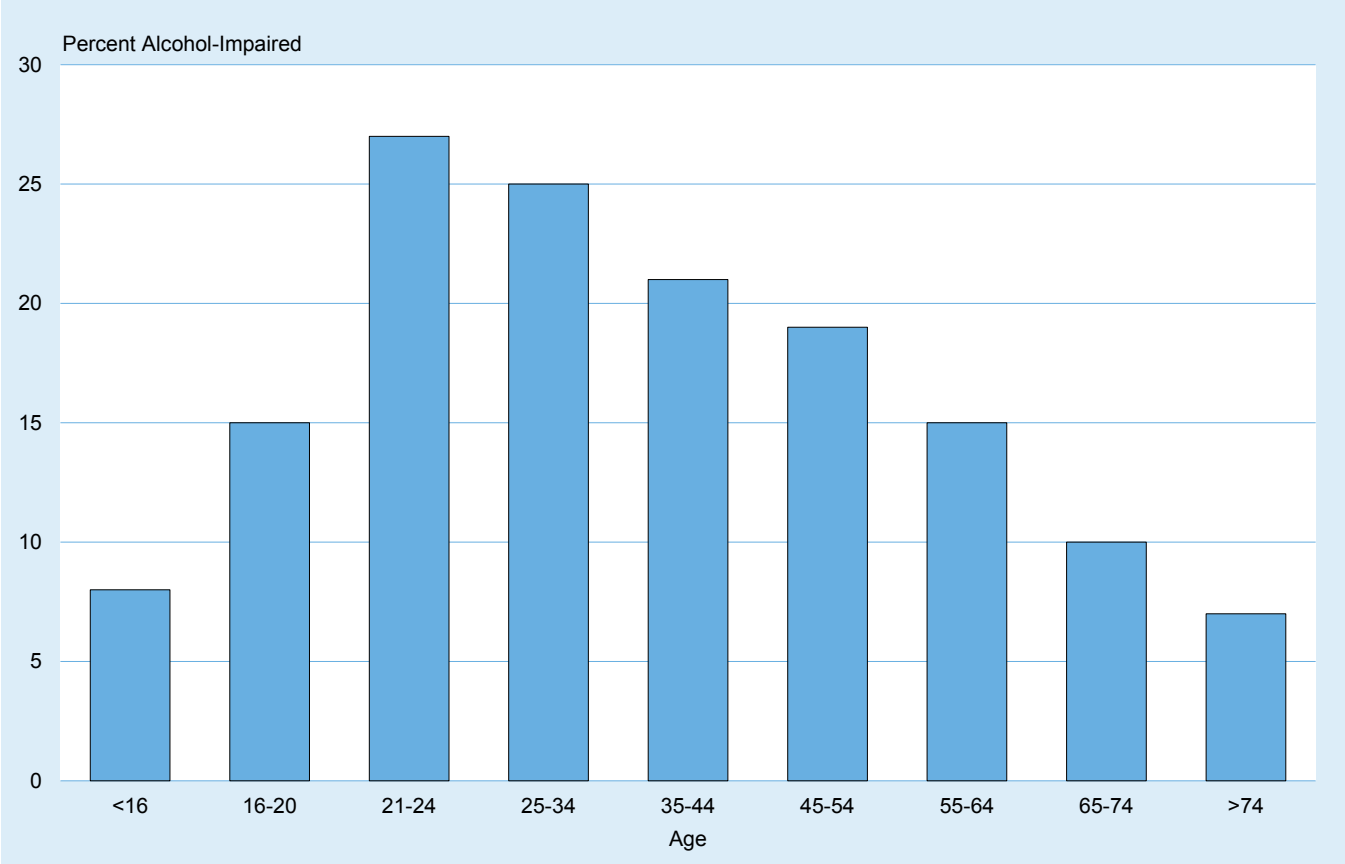


Table 79. Drivers and Motorcycle Riders Killed in Crashes, by Time of Day, Day of Week, Age, Alcohol Impairment, and Crash Type

Time of Day and Day of Week	Under 21		21 and Older	
	Number Killed	Percent Alcohol-Impaired*	Number Killed	Percent Alcohol-Impaired*
Single-Vehicle Crashes				
Daytime	374	10	4,341	22
Weekday	253	6	2,936	19
Weekend	121	18	1,405	28
Nighttime	538	38	5,192	57
Weekday	227	33	2,378	51
Weekend	311	41	2,814	63
Multiple-Vehicle Crashes				
Daytime	471	5	6,948	9
Weekday	366	5	5,305	8
Weekend	105	5	1,643	11
Nighttime	341	17	4,514	31
Weekday	168	13	2,225	26
Weekend	173	21	2,289	36

*Highest blood alcohol concentration among drivers or motorcycle riders involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 80. Drivers and Motorcycle Riders Killed in Crashes, by Age and Driver's Blood Alcohol Concentration

Age	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	56	92	2	3	3	5	5	8	**61**	**100**
16-20	1,283	76	71	4	329	20	400	24	**1,683**	**100**
21-24	1,254	56	120	5	856	38	976	44	**2,230**	**100**
25-34	2,641	56	246	5	1,789	38	2,035	44	**4,676**	**100**
35-44	1,971	60	169	5	1,123	34	1,292	40	**3,263**	**100**
45-54	2,134	65	168	5	994	30	1,162	35	**3,296**	**100**
55-64	2,446	72	162	5	790	23	953	28	**3,399**	**100**
65-74	1,854	82	87	4	317	14	404	18	**2,258**	**100**
>74	1,845	90	38	2	157	8	195	10	**2,040**	**100**
Unknown	11	55	2	9	7	36	9	45	**19**	**100**
Total	**15,495**	**68**	**1,066**	**5**	**6,364**	**28**	**7,430**	**32**	**22,925**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Figure 25. Percentage of Drivers and Motorcycle Riders Killed Who Were Alcohol-Impaired (BAC .08 or Higher), by Driver Age, Crash Type, Time of Day, and Day of Week

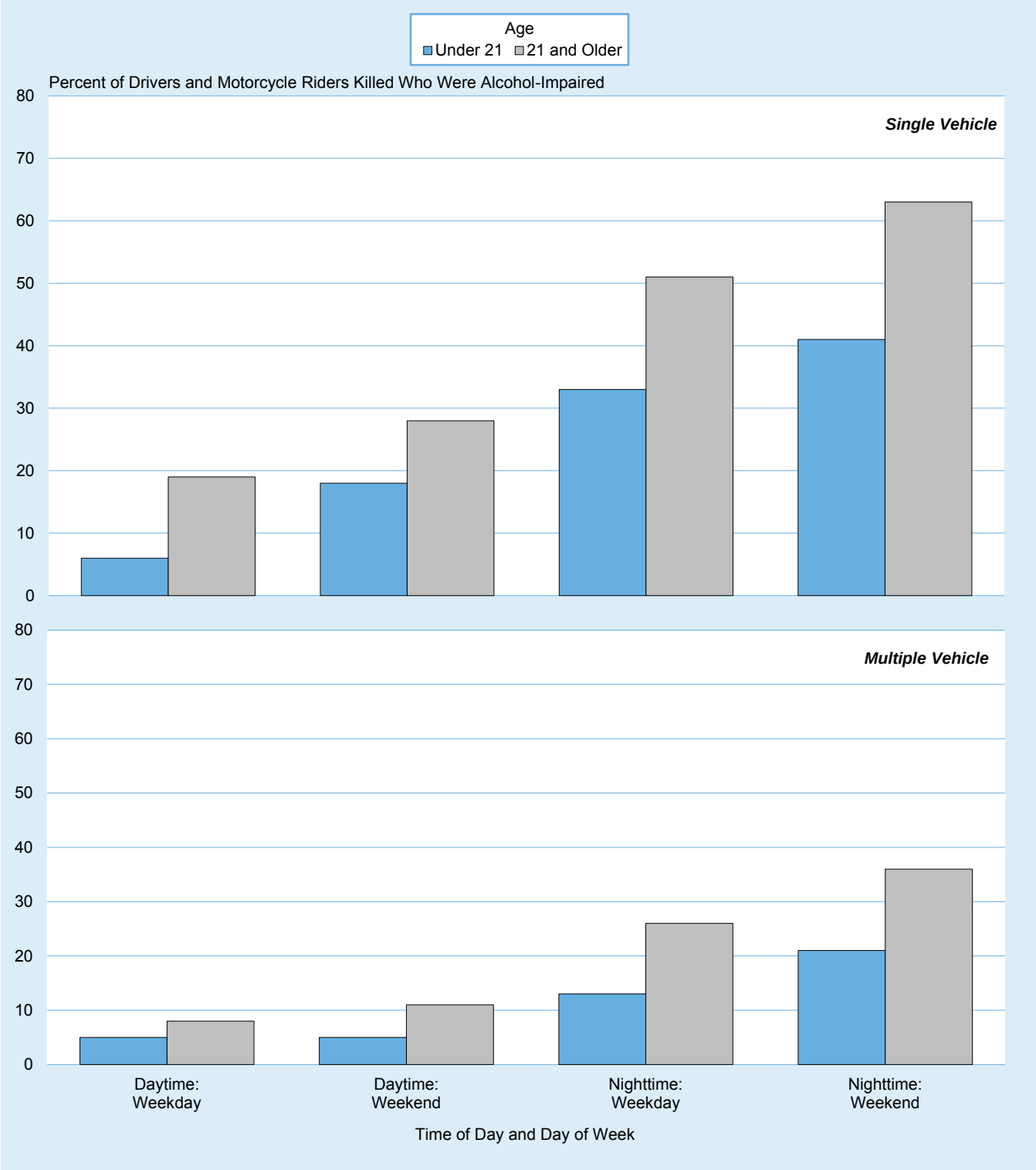


Table 81. Drivers and Motorcycle Riders Involved in Fatal Crashes, by Vehicle Type and Driver's Blood Alcohol Concentration

Vehicle Type	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	15,252	76	705	3	4,217	21	4,923	24	**20,175**	**100**
Light Truck	15,248	78	633	3	3,782	19	4,415	22	**19,663**	**100**
Large Truck	4,567	95	73	2	146	3	219	5	**4,786**	**100**
Bus	214	93	4	2	12	5	16	7	**230**	**100**
Other/Unknown	853	56	115	8	560	37	675	44	**1,528**	**100**
Subtotal	*36,135*	*78*	*1,531*	*3*	*8,716*	*19*	*10,248*	*22*	***46,382***	***100***
Motorcycle	3,406	67	408	8	1,295	25	1,702	33	**5,108**	**100**
Total	**39,541**	**77**	**1,939**	**4**	**10,011**	**19**	**11,950**	**23**	**51,490**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 82. People Killed, by Age and Highest Driver Blood Alcohol Concentration in the Crash

Age	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving Fatalities (BAC = .08+)		BAC = .01+		Total*	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	250	73	13	4	80	23	93	27	**344**	**100**
5-9	245	74	16	5	69	21	85	26	**331**	**100**
10-15	381	73	24	5	115	22	139	27	**521**	**100**
16-20	2,005	70	155	5	716	25	871	30	**2,883**	**100**
21-24	1,710	53	194	6	1,294	40	1,488	46	**3,204**	**100**
25-34	3,689	55	410	6	2,623	39	3,033	45	**6,733**	**100**
35-44	2,982	60	280	6	1,712	34	1,992	40	**4,989**	**100**
45-54	3,288	64	274	5	1,558	30	1,831	36	**5,136**	**100**
55-64	3,781	70	270	5	1,314	24	1,584	29	**5,380**	**100**
65-74	2,751	78	143	4	613	17	756	22	**3,513**	**100**
>74	2,900	85	95	3	386	11	481	14	**3,394**	**100**
Unknown	94	71	5	4	32	24	37	28	**132**	**100**
Total	**24,075**	**66**	**1,878**	**5**	**10,511**	**29**	**12,389**	**34**	**36,560**	**100**

*Includes fatalities in crashes in which there was no driver present.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 83. Pedestrians Killed, by Pedestrian's and Driver's Blood Alcohol Concentration

Pedestrian's BAC	Driver's BAC						Total	
	.00		.01-.07		.08+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
.00	3,260	53	121	2	529	9	**3,910**	**63**
.01-.07	227	4	12	0	48	1	**286**	**5**
.08+	1,561	25	94	2	353	6	**2,007**	**32**
Total*	**5,048**	**81**	**226**	**4**	**929**	**15**	**6,203**	**100**

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

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 84. Drivers Involved in Crashes, by Vehicle Type, Restraint Use, and Crash Severity

Vehicle Type	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
Passenger Car	13,849	68.6	4,560	22.6	1,766	8.8	**20,175**	**100.0**
Light Truck	13,380	68.0	4,660	23.7	1,623	8.3	**19,663**	**100.0**
Large Truck	3,956	82.7	463	9.7	367	7.7	**4,786**	**100.0**
Bus	194	84.3	15	6.5	21	9.1	**230**	**100.0**
Other/Unknown	85	5.6	438	28.7	1,005	65.8	**1,528**	**100.0**
Total*	**31,464**	**67.8**	**10,136**	**21.9**	**4,782**	**10.3**	**46,382**	**100.0**
Drivers in Injury Crashes								
Passenger Car	1,707,000	87.2	47,000	2.4	203,000	10.4	**1,957,000**	**100.0**
Light Truck	1,140,000	86.9	32,000	2.4	141,000	10.7	**1,313,000**	**100.0**
Large Truck	96,000	86.3	3,000	2.4	13,000	11.4	**112,000**	**100.0**
Bus	13,000	86.0	1,000	3.9	2,000	10.1	**15,000**	**100.0**
Other/Unknown	2,000	34.0	3,000	48.2	1,000	17.8	**7,000**	**100.0**
Total*	**2,959,000**	**86.9**	**85,000**	**2.5**	**359,000**	**10.6**	**3,403,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	4,164,000	89.2	47,000	1.0	459,000	9.8	**4,669,000**	**100.0**
Light Truck	2,975,000	89.4	35,000	1.1	319,000	9.6	**3,329,000**	**100.0**
Large Truck	362,000	88.0	4,000	1.0	45,000	11.0	**411,000**	**100.0**
Bus	46,000	91.7	1,000	1.7	3,000	6.6	**50,000**	**100.0**
Other/Unknown	5,000	67.0	1,000	14.7	1,000	18.3	**8,000**	**100.0**
Total*	**7,552,000**	**89.2**	**88,000**	**1.0**	**827,000**	**9.8**	**8,467,000**	**100.0**
All Crashes								
Passenger Car	5,884,000	88.5	98,000	1.5	664,000	10.0	**6,646,000**	**100.0**
Light Truck	4,129,000	88.6	72,000	1.5	461,000	9.9	**4,661,000**	**100.0**
Large Truck	463,000	87.6	7,000	1.3	58,000	11.0	**528,000**	**100.0**
Bus	59,000	90.4	1,000	2.2	5,000	7.4	**65,000**	**100.0**
Other/Unknown	7,000	47.2	5,000	30.1	4,000	22.7	**16,000**	**100.0**
Total*	**10,542,000**	**88.5**	**183,000**	**1.5**	**1,191,000**	**10.0**	**11,916,000**	**100.0**

*Excludes motorcycle riders.

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

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

Table 85. Passenger Car and Light Truck Occupants Killed and Injured, by Age and Restraint Use

Age	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
<5	190	71.7	55	20.8	20	7.5	**265**	**100.0**
5-9	133	56.4	80	33.9	23	9.7	**236**	**100.0**
10-15	157	46.2	149	43.8	34	10.0	**340**	**100.0**
16-20	938	42.1	1,064	47.7	227	10.2	**2,229**	**100.0**
21-24	837	37.7	1,141	51.3	245	11.0	**2,223**	**100.0**
25-34	1,544	36.2	2,304	54.0	417	9.8	**4,265**	**100.0**
35-44	1,205	42.1	1,389	48.5	268	9.4	**2,862**	**100.0**
45-54	1,239	46.0	1,245	46.2	210	7.8	**2,694**	**100.0**
55-64	1,484	52.8	1,117	39.7	210	7.5	**2,811**	**100.0**
65-74	1,389	63.6	638	29.2	157	7.2	**2,184**	**100.0**
>74	1,854	72.5	585	22.9	120	4.7	**2,559**	**100.0**
Unknown	8	27.6	11	37.9	10	34.5	**29**	**100.0**
Total	**10,978**	**48.4**	**9,778**	**43.1**	**1,941**	**8.6**	**22,697**	**100.0**
Occupants Injured								
<5	44,000	91.8	2,000	3.5	2,000	4.7	**48,000**	**100.0**
5-9	53,000	90.1	2,000	4.2	3,000	5.8	**59,000**	**100.0**
10-15	70,000	85.2	4,000	4.3	9,000	10.5	**82,000**	**100.0**
16-20	233,000	85.0	14,000	5.2	27,000	9.8	**274,000**	**100.0**
21-24	203,000	82.4	15,000	6.2	28,000	11.4	**246,000**	**100.0**
25-34	415,000	83.5	24,000	4.8	58,000	11.7	**497,000**	**100.0**
35-44	312,000	84.8	15,000	4.0	41,000	11.2	**368,000**	**100.0**
45-54	286,000	87.3	10,000	3.0	32,000	9.7	**328,000**	**100.0**
55-64	244,000	88.9	6,000	2.4	24,000	8.7	**274,000**	**100.0**
65-74	147,000	89.9	3,000	1.8	14,000	8.3	**163,000**	**100.0**
>74	83,000	90.6	3,000	3.1	6,000	6.3	**92,000**	**100.0**
Total*	**2,090,000**	**85.9**	**98,000**	**4.0**	**244,000**	**10.0**	**2,432,000**	**100.0**

*Includes people injured in fatal crashes from FARS with unknown age.

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

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

Table 86. Passenger Car and Light Truck Occupant Survivors of Fatal Crashes, by Age and Restraint Use

Age	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,287	87.7	111	7.6	69	4.7	**1,467**	**100.0**
5-9	1,172	82.1	154	10.8	102	7.1	**1,428**	**100.0**
10-15	1,517	75.3	344	17.1	153	7.6	**2,014**	**100.0**
16-20	3,358	72.8	860	18.6	396	8.6	**4,614**	**100.0**
21-24	2,702	72.9	643	17.4	360	9.7	**3,705**	**100.0**
25-34	5,590	76.0	1,058	14.4	711	9.7	**7,359**	**100.0**
35-44	4,181	81.1	570	11.1	404	7.8	**5,155**	**100.0**
45-54	3,709	85.0	377	8.6	277	6.3	**4,363**	**100.0**
55-64	3,227	88.0	225	6.1	214	5.8	**3,666**	**100.0**
65-74	2,058	89.8	126	5.5	109	4.8	**2,293**	**100.0**
>74	1,367	90.1	83	5.5	68	4.5	**1,518**	**100.0**
Unknown	189	20.5	55	6.0	676	73.5	**920**	**100.0**
Total	**30,357**	**78.8**	**4,606**	**12.0**	**3,539**	**9.2**	**38,502**	**100.0**

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

Table 87. Passenger Car Occupants Killed and Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car Occupants Killed								
Front Seat	***6,295***	***53.9***	***4,385***	***37.5***	***1,001***	***8.6***	***11,681***	***100.0***
Left	5,093	53.1	3,689	38.5	803	8.4	**9,585**	**100.0**
Middle	2	40.0	1	20.0	2	40.0	**5**	**100.0**
Right	1,199	57.5	694	33.3	194	9.3	**2,087**	**100.0**
Other/Unknown	1	25.0	1	25.0	2	50.0	**4**	**100.0**
Second Seat	***428***	***42.9***	***470***	***47.1***	***99***	***9.9***	***997***	***100.0***
Left	148	43.9	154	45.7	35	10.4	**337**	**100.0**
Middle	29	27.6	64	61.0	12	11.4	**105**	**100.0**
Right	245	47.6	224	43.5	46	8.9	**515**	**100.0**
Other/Unknown	6	15.0	28	70.0	6	15.0	**40**	**100.0**
Other	***3***	***15.8***	***16***	***84.2***	***0***	***0.0***	***19***	***100.0***
Unknown	***8***	***10.3***	***43***	***55.1***	***27***	***34.6***	***78***	***100.0***
Total	**6,734**	**52.7**	**4,914**	**38.5**	**1,127**	**8.8**	**12,775**	**100.0**
Passenger Car Occupants Injured								
Front Seat	***1,191,000***	***86.9***	***48,000***	***3.5***	***132,000***	***9.6***	***1,371,000***	***100.0***
Left	963,000	86.5	38,000	3.4	112,000	10.1	**1,113,000**	**100.0**
Middle	5,000	83.6	*	1.4	1,000	15.0	**6,000**	**100.0**
Right	224,000	88.6	10,000	4.1	18,000	7.3	**252,000**	**100.0**
Other/Unknown	*	26.9	*	72.1	*	0.9	*	**100.0**
Second Seat	***116,000***	***84.2***	***9,000***	***6.9***	***12,000***	***9.0***	***138,000***	***100.0***
Left	42,000	85.1	3,000	6.7	4,000	8.1	**49,000**	**100.0**
Middle	13,000	82.8	1,000	8.2	1,000	9.0	**15,000**	**100.0**
Right	61,000	83.8	5,000	6.7	7,000	9.5	**73,000**	**100.0**
Other/Unknown	*	76.0	*	20.1	*	3.8	*	**100.0**
Other	***2,000***	***82.0***	*****	***5.6***	*****	***12.4***	***2,000***	***100.0***
Total**	**1,309,000**	**86.6**	**58,000**	**3.8**	**144,000**	**9.5**	**1,511,000**	**100.0**

*Estimates less than 500.

**Includes people injured in fatal crashes from FARS with unknown seating position.

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

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

Table 88. Light Truck Occupants Killed and Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Light Truck Occupants Killed								
Front Seat	***3,934***	***44.2***	***4,268***	***47.9***	***699***	***7.9***	***8,901***	***100.0***
Left	3,241	43.5	3,627	48.7	585	7.8	**7,453**	**100.0**
Middle	4	18.2	16	72.7	2	9.1	**22**	**100.0**
Right	689	48.4	623	43.8	112	7.9	**1,424**	**100.0**
Other/Unknown	0	0.0	2	100.0	0	0.0	**2**	**100.0**
Second Seat	***259***	***38.4***	***356***	***52.7***	***60***	***8.9***	***675***	***100.0***
Left	101	40.1	128	50.8	23	9.1	**252**	**100.0**
Middle	31	32.0	59	60.8	7	7.2	**97**	**100.0**
Right	124	40.1	157	50.8	28	9.1	**309**	**100.0**
Other/Unknown	3	17.6	12	70.6	2	11.8	**17**	**100.0**
Other	***43***	***18.0***	***175***	***73.2***	***21***	***8.8***	***239***	***100.0***
Unknown	***8***	***7.5***	***65***	***60.7***	***34***	***31.8***	***107***	***100.0***
Total	**4,244**	**42.8**	**4,864**	**49.0**	**814**	**8.2**	**9,922**	**100.0**
Light Truck Occupants Injured								
Front Seat	***690,000***	***84.6***	***33,000***	***4.1***	***93,000***	***11.3***	***816,000***	***100.0***
Left	553,000	84.1	26,000	3.9	79,000	12.0	**657,000**	**100.0**
Middle	3,000	75.7	*	10.4	1,000	13.9	**5,000**	**100.0**
Right	134,000	86.9	7,000	4.4	13,000	8.7	**154,000**	**100.0**
Other/Unknown	*	94.6	*	5.4	*	*	*	**100.0**
Second Seat	***85,000***	***88.0***	***5,000***	***5.6***	***6,000***	***6.5***	***97,000***	***100.0***
Left	33,000	89.9	2,000	4.4	2,000	5.7	**37,000**	**100.0**
Middle	11,000	89.4	1,000	5.9	1,000	4.7	**13,000**	**100.0**
Right	40,000	86.0	3,000	6.4	3,000	7.5	**46,000**	**100.0**
Other/Unknown	*	89.2	*	3.8	*	7.0	*	**100.0**
Other	***6,000***	***74.7***	***1,000***	***17.3***	***1,000***	***8.1***	***9,000***	***100.0***
Total**	**782,000**	**84.8**	**40,000**	**4.3**	**100,000**	**10.8**	**921,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

**Includes people injured in fatal crashes from FARS with unknown seating position.

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

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

Table 89. 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 Cars		Light Trucks	
	Number	Percent	Number	Percent
Occupants Killed				
Restraint Used				
Lap/Shoulder Belt	1,617	12.7	1,436	14.5
Lap Belt	35	0.3	27	0.3
Shoulder Belt	25	0.2	12	0.1
Child Safety Seat	81	0.6	61	0.6
Type Unknown	24	0.2	21	0.2
Restraint Used, Air Bag Deployed	4,902	38.4	2,640	26.6
Safety Belt Used Improperly	31	0.2	34	0.3
Child Safety Seat Used Improperly	19	0.1	13	0.1
Subtotal	*6,734*	*52.7*	*4,244*	*42.8*
No Restraint Used	1,630	12.8	2,700	27.2
No Restraint Used, Air Bag Deployed	3,284	25.7	2,164	21.8
Restraint Use Unknown	1,127	8.8	814	8.2
Total	**12,775**	**100.0**	**9,922**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	752,000	49.8	489,000	53.0
Lap Belt	8,000	0.5	4,000	0.4
Shoulder Belt	5,000	0.3	3,000	0.4
Child Safety Seat	23,000	1.5	19,000	2.0
Type Unknown	23,000	1.5	18,000	2.0
Restraint Used, Air Bag Deployed	493,000	32.6	246,000	26.7
Safety Belt Used Improperly	5,000	0.3	2,000	0.3
Child Safety Seat Used Improperly	1,000	0.1	1,000	0.1
Subtotal	*1,309,000*	*86.6*	*782,000*	*84.8*
No Restraint Used	31,000	2.0	26,000	2.9
No Restraint Used, Air Bag Deployed	28,000	1.8	14,000	1.5
Restraint Use Unknown	144,000	9.5	100,000	10.8
Total	**1,511,000**	**100.0**	**921,000**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors.
Totals may not equal sum of components due to independent rounding.

Table 90. Passenger Car and Light Truck Occupants Killed, by Crash Type, Vehicle Type, and Rollover Occurrence

Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes						
Passenger Cars	2,056	40.1	3,072	59.9	**5,128**	**100.0**
Light Trucks						
Pickup	1,326	54.1	1,126	45.9	**2,452**	**100.0**
Utility	1,491	59.9	998	40.1	**2,489**	**100.0**
Van	177	44.9	217	55.1	**394**	**100.0**
Other	22	75.9	7	24.1	**29**	**100.0**
Total	**5,072**	**48.3**	**5,420**	**51.7**	**10,492**	**100.0**
Multiple-Vehicle Crashes						
Passenger Cars	523	6.8	7,124	93.2	**7,647**	**100.0**
Light Trucks						
Pickup	368	20.4	1,433	79.6	**1,801**	**100.0**
Utility	457	22.3	1,588	77.7	**2,045**	**100.0**
Van	81	11.9	602	88.1	**683**	**100.0**
Other	13	44.8	16	55.2	**29**	**100.0**
Total	**1,442**	**11.8**	**10,763**	**88.2**	**12,205**	**100.0**
All Crashes						
Passenger Cars	2,579	20.2	10,196	79.8	**12,775**	**100.0**
Light Trucks						
Pickup	1,694	39.8	2,559	60.2	**4,253**	**100.0**
Utility	1,948	43.0	2,586	57.0	**4,534**	**100.0**
Van	258	24.0	819	76.0	**1,077**	**100.0**
Other	35	60.3	23	39.7	**58**	**100.0**
Total	**6,514**	**28.7**	**16,183**	**71.3**	**22,697**	**100.0**

Table 91. Motorcyclists Killed and Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcyclists Killed						
Midnight to 3 a.m.	145	5.6	251	10.5	**396**	**7.9**
3 a.m. to 6 a.m.	82	3.2	110	4.6	**192**	**3.9**
6 a.m. to 9 a.m.	221	8.6	66	2.8	**287**	**5.8**
9 a.m. to Noon	258	10.0	187	7.8	**445**	**8.9**
Noon to 3 p.m.	428	16.6	359	15.0	**787**	**15.8**
3 p.m. to 6 pm	641	24.9	426	17.8	**1,067**	**21.4**
6 p.m. to 9 p.m.	482	18.7	568	23.7	**1,050**	**21.1**
9 p.m. to Midnight	310	12.0	415	17.3	**725**	**14.5**
Unknown	11	0.4	15	0.6	**36**	**0.7**
Total	**2,578**	**100.0**	**2,397**	**100.0**	**4,985***	**100.0**
Motorcyclists Injured						
Midnight to 3 a.m.	1,000	2.7	2,000	7.1	**4,000**	**4.5**
3 a.m. to 6 a.m.	1,000	2.1	1,000	3.5	**2,000**	**2.7**
6 a.m. to 9 a.m.	5,000	10.4	1,000	3.3	**6,000**	**7.4**
9 a.m. to Noon	6,000	12.2	3,000	9.9	**9,000**	**11.3**
Noon to 3 p.m.	8,000	17.6	6,000	17.2	**14,000**	**17.4**
3 p.m. to 6 pm	14,000	29.7	8,000	22.7	**22,000**	**26.7**
6 p.m. to 9 p.m.	8,000	17.5	8,000	23.6	**16,000**	**20.1**
9 p.m. to Midnight	4,000	7.9	4,000	12.7	**8,000**	**9.9**
Total	**47,000**	**100.0**	**34,000**	**100.0**	**82,000**	**100.0**

*Includes 10 motorcyclists killed on unknown day of week.

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

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

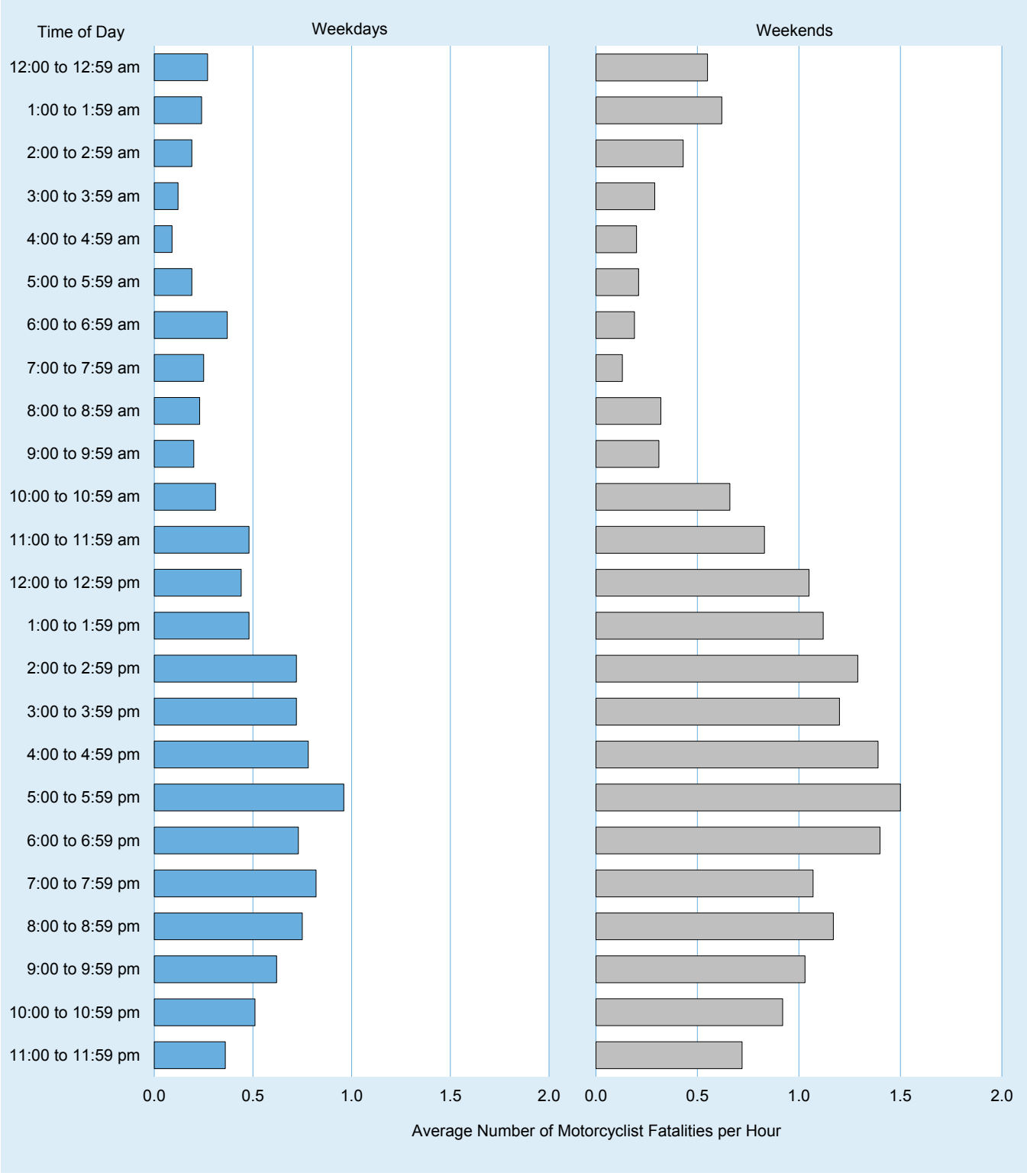


Table 92. Motorcyclists Killed, by Person Type and Helmet Use

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Riders	2,824	60.4	1,704	36.4	147	3.1	**4,675**	**100.0**
Passengers	158	51.0	143	46.1	9	2.9	**310**	**100.0**
Total	**2,982**	**59.8**	**1,847**	**37.1**	**156**	**3.1**	**4,985**	**100.0**

Table 93. Motorcycle Riders Involved in Fatal Crashes, by Age and License Compliance

Age	License Compliance					Total
	Not Licensed	No Motorcycle License Required	No Valid Motorcycle License	Valid Motorcycle License	Unknown	
<16	10	3	1	1	0	**15**
16-20	26	5	58	138	3	**230**
21-24	26	8	147	298	8	**487**
25-34	76	9	356	714	6	**1,161**
35-44	33	7	252	552	9	**853**
45-54	34	11	221	690	9	**965**
55-64	17	5	140	726	16	**904**
65-74	5	6	26	371	9	**417**
>74	2	0	5	67	0	**74**
Unknown	0	0	0	0	2	**2**
Total	**229**	**54**	**1,206**	**3,557**	**62**	**5,108**

Table 94. Pedestrians Killed in School-Bus-Related Crashes, by Age and Striking Vehicle

Age	Vehicle Type		Total
	Bus	Other Vehicle	
<5	0	0	**0**
5-9	1	5	**6**
10-15	1	4	**5**
>15	8	2	**10**
Total	**11**	**11**	**22***

*Includes 1 fatality of unknown age.

Table 95. People Killed and Injured in School-Bus-Related Crashes, by Person Type

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	4	3.4	2,000	11.6
School Bus Passenger	10	8.5	4,000	27.0
Pedestrian	22	18.8	1,000	5.1
Pedalcyclist	2	1.7	*	0.2
Occupant of Other Vehicle	79	67.5	7,000	55.7
Other Nonoccupants	0	0.0	*	0.3
Total	**117**	**100.0**	**13,000**	**100.0**

*Estimates less than 500.

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

Table 96. Pedestrians Killed and Injured, by Age and Location

Age	Location						Total	
	At Intersection		Not at Intersection		Other*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed								
<5	7	11.1	41	65.1	14	22.2	**63**	**100.0**
5-9	5	8.6	43	74.1	10	17.2	**58**	**100.0**
10-15	12	15.2	50	63.3	16	20.3	**79**	**100.0**
16-20	43	15.3	208	74.0	26	9.3	**281**	**100.0**
21-24	37	10.3	277	77.4	38	10.6	**358**	**100.0**
25-34	91	9.4	754	78.0	98	10.1	**967**	**100.0**
35-44	98	10.6	713	77.2	89	9.6	**924**	**100.0**
45-54	160	15.4	746	71.9	104	10.0	**1,038**	**100.0**
55-64	195	16.7	840	72.0	106	9.1	**1,166**	**100.0**
65-74	171	25.3	445	65.8	47	7.0	**676**	**100.0**
>74	185	30.9	357	59.6	46	7.7	**599**	**100.0**
Unknown	13	17.6	49	66.2	7	9.5	**74**	**100.0**
Total	**1,017**	**16.2**	**4,523**	**72.0**	**601**	**9.6**	**6,283****	**100.0**
Pedestrians Injured								
<5	***	21.7	1,000	61.0	***	14.5	**1,000**	**100.0**
5-9	1,000	23.5	2,000	67.4	***	9.1	**3,000**	**100.0**
10-15	2,000	41.7	3,000	50.1	***	7.1	**6,000**	**100.0**
16-20	3,000	46.4	3,000	39.0	1,000	12.8	**7,000**	**100.0**
21-24	2,000	43.3	2,000	42.3	1,000	13.7	**6,000**	**100.0**
25-34	6,000	41.5	6,000	44.2	2,000	12.9	**14,000**	**100.0**
35-44	4,000	42.0	4,000	37.4	2,000	18.4	**11,000**	**100.0**
45-54	4,000	42.8	4,000	40.0	1,000	15.3	**10,000**	**100.0**
55-64	5,000	43.4	5,000	44.5	1,000	10.2	**11,000**	**100.0**
65-74	3,000	50.3	2,000	41.0	***	7.6	**5,000**	**100.0**
>74	2,000	50.9	1,000	34.9	***	12.2	**3,000**	**100.0**
Total**	**32,000**	**42.7**	**32,000**	**43.0**	**10,000**	**12.7**	**75,000*****	**100.0**

*Includes sidewalk, bicycle lane, median/crossing island, parking lane/zone, shoulder/roadside, driveway access, shared-use path, and non-traffic area, which may or may not have been at intersection, but were not distinguished by collected data. Thus, “At Intersection” and “Not at Intersection” do not include those in the “Other” category that were at intersection or not at intersection.

**Includes 142 pedestrians killed at unknown locations.

***Estimates less than 500.

****Includes people injured in fatal crashes from FARS with unknown age.

*****Includes pedestrians injured at unknown locations.

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

Table 97. Pedestrians Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age and Sex

Age	Male			Female			Total		
	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	41	10,132,202	0.40	22	9,678,073	0.23	**63**	**19,810,275**	**0.32**
5-9	32	10,315,990	0.31	26	9,879,652	0.26	**58**	**20,195,642**	**0.29**
10-15	45	12,770,466	0.35	34	12,250,279	0.28	**79**	**25,020,745**	**0.32**
16-20	184	10,849,895	1.70	97	10,379,930	0.93	**281**	**21,229,825**	**1.32**
21-24	269	9,014,934	2.98	89	8,584,823	1.04	**358**	**17,599,757**	**2.03**
25-34	692	23,210,709	2.98	274	22,487,065	1.22	**967**	**45,697,774**	**2.12**
35-44	640	20,587,600	3.11	284	20,690,288	1.37	**924**	**41,277,888**	**2.24**
45-54	758	20,541,202	3.69	278	21,090,497	1.32	**1,038**	**41,631,699**	**2.49**
55-64	836	20,398,863	4.10	330	21,873,773	1.51	**1,166**	**42,272,636**	**2.76**
65-74	459	14,246,085	3.22	217	16,246,231	1.34	**676**	**30,492,316**	**2.22**
>74	367	9,060,733	4.05	232	12,878,144	1.80	**599**	**21,938,877**	**2.73**
Unknown	40	*	*	16	*	*	**74**	*	*
Total	**4,363**	**161,128,679**	**2.71**	**1,899**	**166,038,755**	**1.14**	**6,283****	**327,167,434**	**1.92**

Age	Male			Female			Total		
	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	1,000	10,132,202	6	***	9,678,073	5	**1,000**	**19,810,275**	**5**
5-9	2,000	10,315,990	15	1,000	9,879,652	10	**3,000**	**20,195,642**	**13**
10-15	3,000	12,770,466	25	3,000	12,250,279	22	**6,000**	**25,020,745**	**24**
16-20	3,000	10,849,895	32	3,000	10,379,930	31	**7,000**	**21,229,825**	**32**
21-24	3,000	9,014,934	35	3,000	8,584,823	29	**6,000**	**17,599,757**	**32**
25-34	8,000	23,210,709	32	6,000	22,487,065	27	**14,000**	**45,697,774**	**30**
35-44	6,000	20,587,600	27	5,000	20,690,288	24	**11,000**	**41,277,888**	**25**
45-54	6,000	20,541,202	27	4,000	21,090,497	19	**10,000**	**41,631,699**	**23**
55-64	6,000	20,398,863	32	5,000	21,873,773	21	**11,000**	**42,272,636**	**26**
65-74	3,000	14,246,085	21	2,000	16,246,231	15	**5,000**	**30,492,316**	**18**
>74	2,000	9,060,733	17	1,000	12,878,144	11	**3,000**	**21,938,877**	**13**
Total**	**42,000**	**161,128,679**	**26**	**33,000**	**166,038,755**	**20**	**75,000**	**327,167,434**	**23**

*Not applicable.

**Includes 21 pedestrians killed of unknown sex.

***Estimates less than 500.

****Includes people injured in fatal crashes from FARS with unknown age.

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

Source: Population—Census Bureau

Table 98. Pedestrians Killed and 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 a.m.	322	8.8	441	17.0	**763**	**12.1**
3 a.m. to 6 a.m.	336	9.1	338	13.0	**674**	**10.7**
6 a.m. to 9 a.m.	445	12.1	99	3.8	**544**	**8.7**
9 a.m. to Noon	225	6.1	68	2.6	**293**	**4.7**
Noon to 3 p.m.	254	6.9	66	2.5	**320**	**5.1**
3 p.m. to 6 pm	395	10.7	133	5.1	**528**	**8.4**
6 p.m. to 9 p.m.	905	24.6	706	27.2	**1,611**	**25.6**
9 p.m. to Midnight	783	21.3	729	28.1	**1,512**	**24.1**
Unknown	11	0.3	14	0.5	**38**	**0.6**
Total	**3,676**	**100.0**	**2,594**	**100.0**	**6,283***	**100.0**
Pedestrians Injured						
Midnight to 3 a.m.	2,000	2.9	3,000	11.2	**4,000**	**5.4**
3 a.m. to 6 a.m.	1,000	2.4	1,000	4.1	**2,000**	**2.9**
6 a.m. to 9 a.m.	9,000	17.0	1,000	3.4	**10,000**	**12.8**
9 a.m. to Noon	6,000	11.0	1,000	5.8	**7,000**	**9.4**
Noon to 3 p.m.	8,000	16.2	2,000	9.4	**11,000**	**14.1**
3 p.m. to 6 pm	12,000	23.5	3,000	13.8	**15,000**	**20.6**
6 p.m. to 9 p.m.	9,000	18.1	8,000	33.6	**17,000**	**22.8**
9 p.m. to Midnight	5,000	8.9	4,000	18.9	**9,000**	**11.9**
Total	**52,000**	**100.0**	**23,000**	**100.0**	**75,000**	**100.0**

*Includes 13 pedestrians killed at unknown time of day and day of week.

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

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

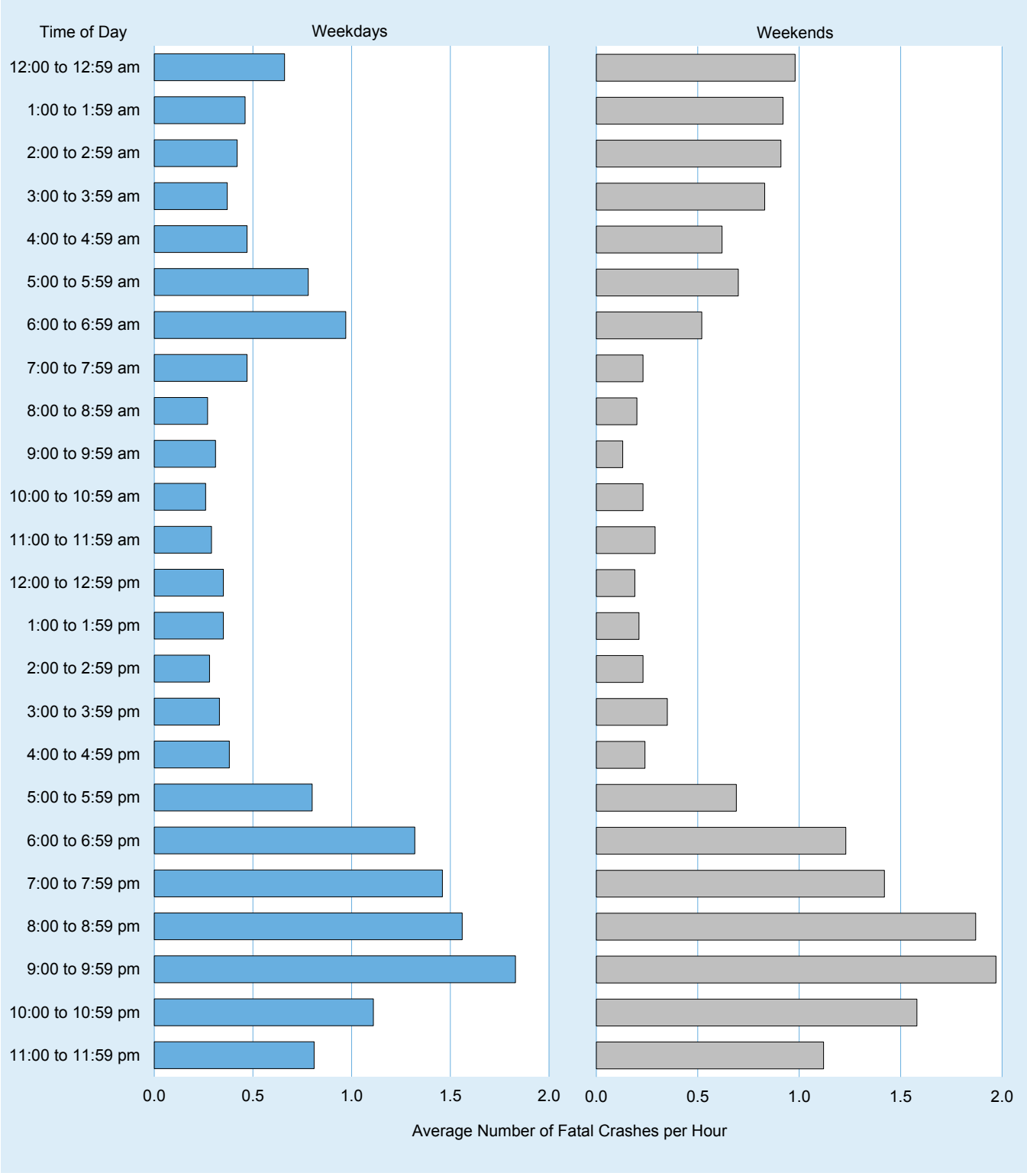


Table 99. Pedestrians Killed and Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed												
Passenger Car	2,070	91.4	52	2.3	35	1.5	16	0.7	91	4.0	**2,264**	**100.0**
Light Truck	2,022	89.9	64	2.8	30	1.3	34	1.5	100	4.4	**2,250**	**100.0**
Large Truck	246	77.1	20	6.3	5	1.6	21	6.6	27	8.5	**319**	**100.0**
Bus	31	70.5	3	6.8	3	6.8	0	0.0	7	15.9	**44**	**100.0**
Other/Unknown	263	47.6	4	0.7	4	0.7	2	0.4	279	50.5	**552**	**100.0**
Total	**4,632**	**85.3**	**143**	**2.6**	**77**	**1.4**	**73**	**1.3**	**504**	**9.3**	**5,429**	**100.0**
Pedestrians Injured												
Passenger Car	30,000	77.9	4,000	10.6	2,000	6.4	2,000	4.3	*	0.7	**38,000**	**100.0**
Light Truck	21,000	76.3	3,000	10.0	2,000	7.4	2,000	6.2	*	0.1	**28,000**	**100.0**
Other/Unknown	2,000	51.9	1,000	23.8	*	9.9	*	13.0	*	1.3	**3,000**	**100.0**
Total	**53,000**	**76.1**	**8,000**	**10.9**	**5,000**	**7.0**	**4,000**	**5.4**	*	**0.5**	**69,000**	**100.0**

*Estimates less than 500.

Notes: Only includes crashes where the first harmful event was a collision with a pedestrian.

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

Table 100. Pedestrians Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	2,837	45.2
Improper crossing of roadway or intersection	1,253	19.9
In roadway improperly (standing, lying, working, playing)	922	14.7
Not visible (dark clothing, no lighting, etc.)	856	13.6
Under the influence of alcohol, drugs, or medication	605	9.6
Darting or running into road	577	9.2
Failure to obey traffic signs, signals, or officer	278	4.4
Inattentive (talking, eating, etc.)	125	2.0
Physical impairment	125	2.0
Traveling on prohibited trafficway	104	1.7
Wrong-way walking	76	1.2
Entering/exiting parked or stopped vehicle	42	0.7
Emotional (e.g. depression, angry, disturbed)	36	0.6
Ill, blackout	14	0.2
Vision obscured (by rain, snow, parked vehicle, sign, etc.)	7	0.1
Portable electronics	7	0.1
Asleep or fatigued	4	0.1
Nonmotorist pushing vehicle	3	0.0
Other factors	191	3.0
None reported	503	8.0
Unknown	1,123	17.9
Total Pedestrians	**6,283**	**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 101. Pedalcyclists Killed and Injured, by Age and Location

Age	Location						Total	
	At Intersection		Not at Intersection		Other*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed								
<5	1	20.0	3	60.0	1	20.0	**5**	**100.0**
5-9	6	46.2	6	46.2	1	7.7	**13**	**100.0**
10-15	12	42.9	15	53.6	1	3.6	**28**	**100.0**
16-20	16	28.6	36	64.3	3	5.4	**56**	**100.0**
21-24	9	23.7	21	55.3	7	18.4	**38**	**100.0**
25-34	26	26.3	60	60.6	11	11.1	**99**	**100.0**
35-44	28	25.2	73	65.8	8	7.2	**111**	**100.0**
45-54	50	30.9	88	54.3	18	11.1	**162**	**100.0**
55-64	51	27.7	104	56.5	22	12.0	**184**	**100.0**
65-74	24	25.8	58	62.4	11	11.8	**93**	**100.0**
>74	17	35.4	24	50.0	6	12.5	**48**	**100.0**
Unknown	5	25.0	14	70.0	1	5.0	**20**	**100.0**
Total	**245**	**28.6**	**502**	**58.6**	**90**	**10.5**	**857****	**100.0**
Pedalcyclists Injured								
<5	***	***	***	48.9	***	51.1	***	**100.0**
5-9	***	45.3	***	31.0	***	20.4	**1,000**	**100.0**
10-15	3,000	61.4	1,000	20.8	1,000	15.5	**6,000**	**100.0**
16-20	3,000	61.1	1,000	22.2	1,000	16.1	**6,000**	**100.0**
21-24	3,000	61.9	1,000	20.7	1,000	16.1	**5,000**	**100.0**
25-34	4,000	48.2	2,000	28.3	2,000	22.3	**8,000**	**100.0**
35-44	3,000	51.9	2,000	27.9	1,000	19.2	**6,000**	**100.0**
45-54	3,000	51.6	2,000	35.1	1,000	13.3	**6,000**	**100.0**
55-64	3,000	48.9	2,000	32.1	1,000	18.4	**6,000**	**100.0**
65-74	2,000	61.7	1,000	20.0	1,000	18.2	**3,000**	**100.0**
>74	***	62.8	***	19.5	***	17.6	**1,000**	**100.0**
Total**	**25,000**	**54.6**	**12,000**	**26.7**	**8,000**	**17.7**	**47,000*****	**100.0**

*Includes sidewalk, bicycle lane, median/crossing island, parking lane/zone, shoulder/roadside, driveway access, shared-use path, and non-traffic area, which may or may not have been at intersection, but were not distinguished by collected data. Thus, “At Intersection” and “Not at Intersection” do not include those in the “Other” category that were at intersection or not at intersection.

**Includes 20 pedalcyclists killed at unknown locations.

***Estimates less than 500 or less than 0.05 percent.

****Includes people injured in fatal crashes from FARS with unknown age.

*****Includes pedalcyclists injured at unknown locations.

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

Table 102. Pedalcyclists Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age and Sex

Age	Male			Female			Total		
	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	3	10,132,202	0.03	2	9,678,073	0.02	**5**	**19,810,275**	**0.03**
5-9	8	10,315,990	0.08	5	9,879,652	0.05	**13**	**20,195,642**	**0.06**
10-15	25	12,770,466	0.20	3	12,250,279	0.02	**28**	**25,020,745**	**0.11**
16-20	47	10,849,895	0.43	9	10,379,930	0.09	**56**	**21,229,825**	**0.26**
21-24	30	9,014,934	0.33	8	8,584,823	0.09	**38**	**17,599,757**	**0.22**
25-34	84	23,210,709	0.36	15	22,487,065	0.07	**99**	**45,697,774**	**0.22**
35-44	90	20,587,600	0.44	21	20,690,288	0.10	**111**	**41,277,888**	**0.27**
45-54	143	20,541,202	0.70	19	21,090,497	0.09	**162**	**41,631,699**	**0.39**
55-64	165	20,398,863	0.81	19	21,873,773	0.09	**184**	**42,272,636**	**0.44**
65-74	84	14,246,085	0.59	9	16,246,231	0.06	**93**	**30,492,316**	**0.30**
>74	46	9,060,733	0.51	2	12,878,144	0.02	**48**	**21,938,877**	**0.22**
Unknown	12	*	8	3	*	*	**20**	*	*
Total	**737**	**161,128,679**	**0.46**	**115**	**166,038,755**	**0.07**	**857****	**327,167,434**	**0.26**
Age	**Male**			**Female**			**Total**		
	Injured	**Population**	**Rate**	**Injured**	**Population**	**Rate**	**Injured**	**Population**	**Rate**
<5	***	10,132,202	***	***	9,678,073	***	***	**19,810,275**	***
5-9	1,000	10,315,990	6	***	9,879,652	3	**1,000**	**20,195,642**	**5**
10-15	4,000	12,770,466	35	1,000	12,250,279	9	**6,000**	**25,020,745**	**22**
16-20	4,000	10,849,895	41	1,000	10,379,930	11	**6,000**	**21,229,825**	**26**
21-24	4,000	9,014,934	43	1,000	8,584,823	11	**5,000**	**17,599,757**	**27**
25-34	7,000	23,210,709	29	2,000	22,487,065	7	**8,000**	**45,697,774**	**18**
35-44	5,000	20,587,600	23	1,000	20,690,288	5	**6,000**	**41,277,888**	**14**
45-54	6,000	20,541,202	28	1,000	21,090,497	3	**6,000**	**41,631,699**	**15**
55-64	5,000	20,398,863	23	1,000	21,873,773	5	**6,000**	**42,272,636**	**13**
65-74	2,000	14,246,085	15	1,000	16,246,231	4	**3,000**	**30,492,316**	**9**
>74	1,000	9,060,733	7	***	12,878,144	***	**1,000**	**21,938,877**	**3**
Total**	**38,000**	**161,128,679**	**24**	**8,000**	**166,038,755**	**5**	**47,000**	**327,167,434**	**14**

*Not applicable.

**Includes 5 pedestrian fatalities of unknown sex.

***Estimates less than 500 or less than 0.05 percent.

****Includes people injured in fatal crashes from FARS with unknown age.

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

Source: Population—Census Bureau

Table 103. Pedalcyclists Killed and 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 a.m.	26	4.8	40	12.8	**66**	**7.7**
3 a.m. to 6 a.m.	30	5.5	26	8.3	**56**	**6.5**
6 a.m. to 9 a.m.	72	13.2	25	8.0	**97**	**11.3**
9 a.m. to Noon	49	9.0	33	10.6	**82**	**9.6**
Noon to 3 p.m.	73	13.4	23	7.4	**96**	**11.2**
3 p.m. to 6 pm	97	17.8	30	9.6	**127**	**14.8**
6 p.m. to 9 p.m.	105	19.3	73	23.4	**178**	**20.8**
9 p.m. to Midnight	91	16.7	61	19.6	**152**	**17.7**
Unknown	2	0.4	1	0.3	**3**	**0.4**
Total	**545**	**100.0**	**312**	**100.0**	**857**	**100.0**
Pedalcyclists Injured						
Midnight to 3 a.m.	1,000	1.6	1,000	5.2	**1,000**	**2.5**
3 a.m. to 6 a.m.	*	0.6	*	2.5	**1,000**	**1.1**
6 a.m. to 9 a.m.	6,000	16.1	1,000	7.0	**6,000**	**13.7**
9 a.m. to Noon	5,000	15.2	2,000	14.4	**7,000**	**15.0**
Noon to 3 p.m.	6,000	18.8	2,000	17.7	**9,000**	**18.5**
3 p.m. to 6 pm	10,000	28.8	2,000	17.4	**12,000**	**25.8**
6 p.m. to 9 p.m.	5,000	15.3	3,000	23.4	**8,000**	**17.4**
9 p.m. to Midnight	1,000	3.6	2,000	12.6	**3,000**	**5.9**
Total	**35,000**	**100.0**	**12,000**	**100.0**	**47,000**	**100.0**

*Estimates less than 500.

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

Table 104. Pedalcyclists Killed and 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	256	87.1	15	5.1	9	3.1	3	1.0	11	3.7	**294**	**100.0**
Light Truck	313	87.9	19	5.3	10	2.8	4	1.1	10	2.8	**356**	**100.0**
Large Truck	32	45.1	17	23.9	5	7.0	9	12.7	8	11.3	**71**	**100.0**
Bus	4	57.1	2	28.6	0	0.0	0	0.0	1	14.3	**7**	**100.0**
Other/Unknown	45	67.2	1	1.5	2	3.0	0	0.0	19	28.4	**67**	**100.0**
Total	**650**	**81.8**	**54**	**6.8**	**26**	**3.3**	**16**	**2.0**	**49**	**6.2**	**795**	**100.0**
Pedalcyclists Injured												
Passenger Car	20,000	75.2	4,000	15.1	2,000	6.0	1,000	3.6	*	*	**27,000**	**100.0**
Light Truck	12,000	68.8	4,000	20.1	1,000	5.9	1,000	4.8	*	0.4	**18,000**	**100.0**
Other/Unknown	1,000	70.4	*	22.5	*	*	*	7.2	*	*	**1,000**	**100.0**
Total	**33,000**	**72.6**	**8,000**	**17.3**	**3,000**	**5.8**	**2,000**	**4.2**	*****	**0.1**	**46,000**	**100.0**

*Estimates less than 500 or less than 0.05 percent.

Notes: Only includes crashes where the first harmful event was a collision with a pedalcyclist.

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

Table 105. Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	249	29.1
Failure to obey traffic signs, signals, or officer	85	9.9
Not visible (dark clothing, no lighting, etc.)	85	9.9
Under the influence of alcohol, drugs, or medication	53	6.2
Improper crossing of roadway or intersection	45	5.3
Wrong-way riding	36	4.2
Operating without required equipment	33	3.9
Making improper turn	27	3.2
Riding on wrong side of the road	26	3.0
Failure to keep in proper lane or running off road	21	2.5
Inattentive (talking, eating, etc.)	16	1.9
Improper or erratic lane changing	16	1.9
Making improper entry or exit from trafficway	15	1.8
Failing to have lights on when required	9	1.1
Traveling on prohibited trafficways	7	0.8
Physical impairment	6	0.7
Erratic, reckless, careless, or negligent operation	5	0.6
Darting or running into road	4	0.5
Vision obscured (reflected glare, parked vehicle, sign, etc.)	4	0.5
Passing with insufficient distance	3	0.4
Improper passing	2	0.2
Ill, blackout	1	0.1
Other factors	38	4.4
None reported	122	14.2
Unknown	230	26.8
Total Pedalcyclists	**857**	**100.0**

Notes: The sums of the numbers and percentages are greater than total pedalcyclists killed as more than one factor may be present for the same pedalcyclist.

Chapter 5

STATES

CHAPTER 5: STATES

Fatal crash and fatality statistics for each of the 50 States, the District of Columbia, and Puerto Rico are presented in this chapter. Several tables display State fatality rates based on population, licensed drivers, and registered vehicles. The last page describes the States' occupant restraint and motorcycle helmet laws. Below are some of the State statistics you will find in this chapter:

- Traffic fatalities decreased by 2 percent from 2017 to 2018 for the Nation as a whole. Thirty States showed decreases, ranging from 1 percent to as much as 30 percent.
- The pedestrian fatality rate per 100,000 population was 1.92 for the Nation. New Mexico had the highest rate (3.96), and Maine had the lowest rate (0.52).
- About 2.3 percent of all traffic crash fatalities in 2018 were pedalcyclists. Alaska, Nebraska, South Dakota, Vermont, and Wyoming reported no pedalcyclists killed.
- In 2018, there were 34 States, the District of Columbia, and Puerto Rico that had primary seat belt laws in effect and 15 States had secondary seat belt laws. Only one State was without a seat belt law for adults.
- All 50 States, the District of Columbia, and Puerto Rico have laws requiring children of certain ages to be restrained in child safety seats.
- Motorcycle helmets were required for all riders in 19 States, the District of Columbia, and Puerto Rico in 2018. Twenty-Eight States had helmet requirements with exceptions (age, rider type, roadway type), and 3 States (Illinois, Iowa, and New Hampshire) did not require helmets at all.
- In 2018 it was a criminal offense to operate a motor vehicle at a blood alcohol concentration of .08 g/dL or above in all 50 States, the District of Columbia, and Puerto Rico.

Table 106. 2018 Traffic Fatalities, by State and Percentage Change from 2017

State	Fatalities			State	Fatalities		
	2017	2018	Percent Change		2017	2018	Percent Change
AL	948	953	+1	NE	228	230	+1
AK	79	80	+1	NV	311	330	+6
AZ	998	1,010	+1	NH	102	147	+44
AR	525	516	-2	NJ	624	564	-10
CA	3,884	3,563	-8	NM	380	391	+3
CO	648	632	-2	NY	1,006	943	-6
CT	281	294	+5	NC	1,412	1,437	+2
DE	119	111	-7	ND	116	105	-9
DC	31	31	0	OH	1,179	1,068	-9
FL	3,116	3,133	+1	OK	657	655	-0
GA	1,540	1,504	-2	OR	439	506	+15
HI	107	117	+9	PA	1,137	1,190	+5
ID	245	231	-6	RI	84	59	-30
IL	1,090	1,031	-5	SC	989	1,037	+5
IN	916	858	-6	SD	129	130	+1
IA	330	318	-4	TN	1,024	1,041	+2
KS	461	404	-12	TX	3,732	3,642	-2
KY	782	724	-7	UT	273	260	-5
LA	770	768	-0	VT	69	68	-1
ME	173	137	-21	VA	839	820	-2
MD	558	501	-10	WA	563	546	-3
MA	347	360	+4	WV	304	294	-3
MI	1,031	974	-6	WI	613	588	-4
MN	358	381	+6	WY	123	111	-10
MS	685	664	-3	**USA**	**37,473**	**36,560**	**-2**
MO	932	921	-1				
MT	186	182	-2	PR	290	308	+6

Figure 28. 2018 Traffic Fatalities, by State and Percentage Change from 2017

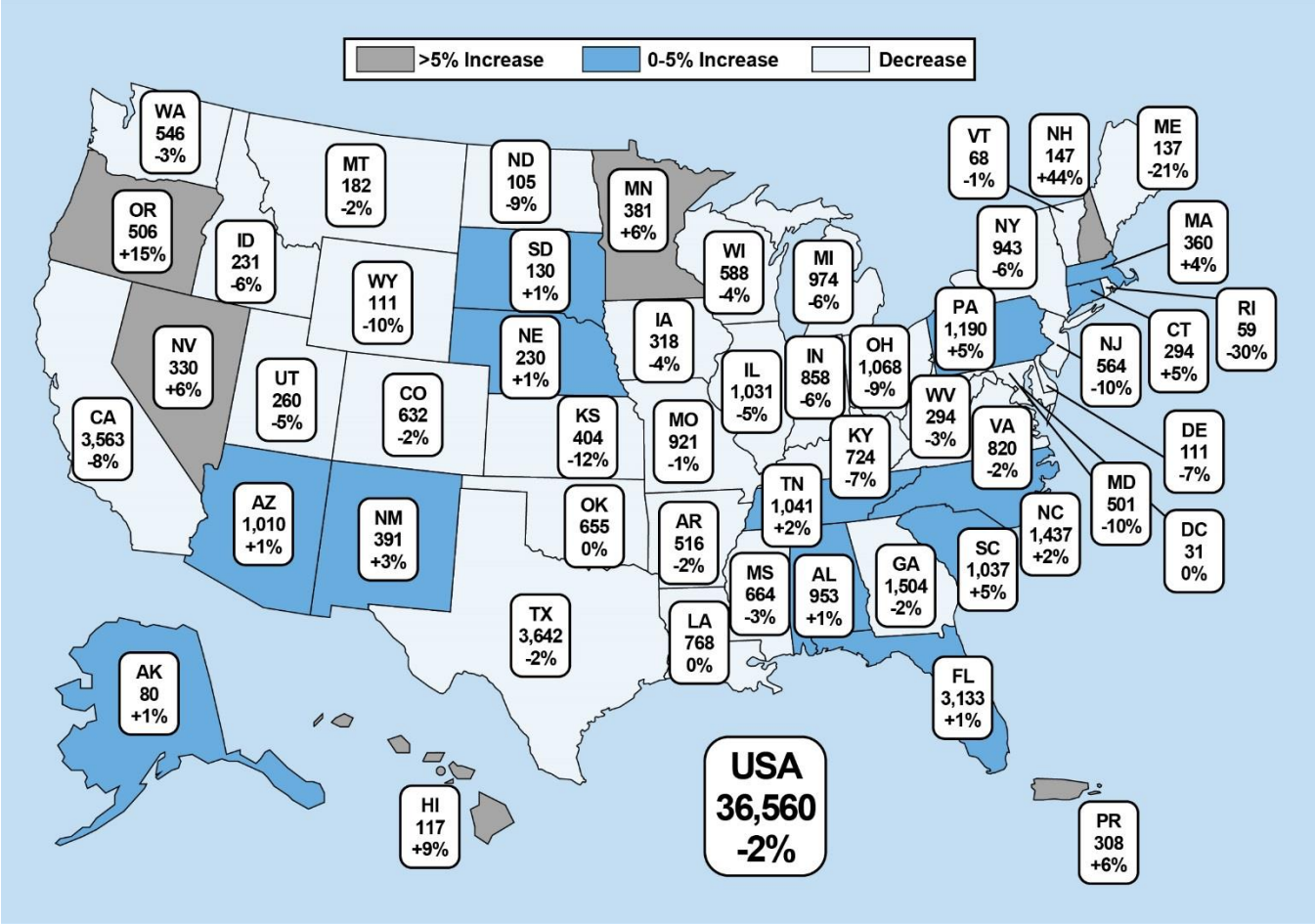


Table 107. Fatal Crashes, by State and First Harmful Event

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Nonoccupant		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	356	40.6	115	13.1	323	36.9	20	2.3	59	6.7	3	0.3	**876**	**100.0**
AK	22	31.9	15	21.7	16	23.2	4	5.8	10	14.5	2	2.9	**69**	**100.0**
AZ	322	35.2	251	27.4	178	19.4	10	1.1	116	12.7	15	1.6	**916**	**100.0**
AR	183	38.8	61	12.9	171	36.2	10	2.1	43	9.1	4	0.8	**472**	**100.0**
CA	1,132	34.7	990	30.4	805	24.7	96	2.9	213	6.5	23	0.7	**3,259**	**100.0**
CO	227	38.6	111	18.9	149	25.3	7	1.2	91	15.5	3	0.5	**588**	**100.0**
CT	97	35.1	57	20.7	106	38.4	4	1.4	10	3.6	2	0.7	**276**	**100.0**
DE	45	43.3	30	28.8	21	20.2	4	3.8	3	2.9	1	1.0	**104**	**100.0**
DC	11	36.7	13	43.3	5	16.7	0	0.0	1	3.3	0	0.0	**30**	**100.0**
FL	1,194	41.0	833	28.6	619	21.2	56	1.9	190	6.5	23	0.8	**2,915**	**100.0**
GA	549	39.0	285	20.3	448	31.8	21	1.5	80	5.7	23	1.6	**1,407**	**100.0**
HI	32	29.1	41	37.3	30	27.3	3	2.7	3	2.7	1	0.9	**110**	**100.0**
ID	81	38.2	21	9.9	53	25.0	8	3.8	47	22.2	2	0.9	**212**	**100.0**
IL	390	41.1	182	19.2	266	28.1	39	4.1	56	5.9	15	1.6	**948**	**100.0**
IN	349	45.1	127	16.4	214	27.6	36	4.7	35	4.5	13	1.7	**774**	**100.0**
IA	142	48.8	26	8.9	60	20.6	12	4.1	45	15.5	6	2.1	**291**	**100.0**
KS	162	44.3	28	7.7	103	28.1	9	2.5	58	15.8	4	1.1	**366**	**100.0**
KY	263	39.6	79	11.9	241	36.3	24	3.6	43	6.5	14	2.1	**664**	**100.0**
LA	255	35.6	191	26.7	208	29.1	9	1.3	45	6.3	8	1.1	**716**	**100.0**
ME	42	32.8	9	7.0	55	43.0	5	3.9	17	13.3	0	0.0	**128**	**100.0**
MD	178	37.6	125	26.4	137	28.9	18	3.8	12	2.5	4	0.8	**474**	**100.0**
MA	115	33.5	71	20.7	131	38.2	17	5.0	7	2.0	2	0.6	**343**	**100.0**
MI	417	46.1	158	17.5	230	25.4	28	3.1	60	6.6	12	1.3	**905**	**100.0**
MN	156	44.7	47	13.5	90	25.8	15	4.3	36	10.3	5	1.4	**349**	**100.0**
MS	236	39.5	87	14.6	205	34.3	9	1.5	55	9.2	5	0.8	**597**	**100.0**
MO	343	40.4	83	9.8	293	34.6	30	3.5	86	10.1	13	1.5	**848**	**100.0**
MT	40	23.8	15	8.9	59	35.1	7	4.2	42	25.0	4	2.4	**168**	**100.0**

Table 107. Fatal Crashes, by State and First Harmful Event (Continued)

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Nonoccupant		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	100	49.8	23	11.4	41	20.4	12	6.0	24	11.9	1	0.5	**201**	**100.0**
NV	110	36.7	81	27.0	58	19.3	11	3.7	37	12.3	3	1.0	**300**	**100.0**
NH	49	36.6	13	9.7	63	47.0	4	3.0	2	1.5	3	2.2	**134**	**100.0**
NJ	174	33.1	177	33.7	134	25.5	20	3.8	14	2.7	6	1.1	**525**	**100.0**
NM	115	32.9	90	25.7	66	18.9	7	2.0	67	19.1	5	1.4	**350**	**100.0**
NY	300	33.7	277	31.2	258	29.0	26	2.9	19	2.1	9	1.0	**889**	**100.0**
NC	561	42.5	227	17.2	427	32.3	23	1.7	69	5.2	14	1.1	**1,321**	**100.0**
ND	40	42.1	8	8.4	26	27.4	5	5.3	13	13.7	3	3.2	**95**	**100.0**
OH	423	42.5	140	14.1	350	35.1	33	3.3	41	4.1	8	0.8	**996**	**100.0**
OK	276	45.8	76	12.6	154	25.5	24	4.0	65	10.8	8	1.3	**603**	**100.0**
OR	167	37.1	89	19.8	119	26.4	13	2.9	55	12.2	5	1.1	**450**	**100.0**
PA	429	38.9	206	18.7	360	32.6	48	4.4	39	3.5	19	1.7	**1,103**	**100.0**
RI	20	35.7	9	16.1	24	42.9	1	1.8	1	1.8	0	0.0	**56**	**100.0**
SC	376	38.8	178	18.4	332	34.2	15	1.5	67	6.9	2	0.2	**970**	**100.0**
SD	33	30.0	11	10.0	31	28.2	4	3.6	29	26.4	2	1.8	**110**	**100.0**
TN	420	43.1	137	14.1	316	32.4	20	2.1	55	5.6	25	2.6	**974**	**100.0**
TX	1,345	40.7	641	19.4	871	26.4	91	2.8	323	9.8	34	1.0	**3,305**	**100.0**
UT	88	37.1	40	16.9	58	24.5	8	3.4	41	17.3	2	0.8	**237**	**100.0**
VT	22	36.7	6	10.0	24	40.0	2	3.3	5	8.3	1	1.7	**60**	**100.0**
VA	273	35.1	125	16.1	319	41.0	17	2.2	29	3.7	15	1.9	**778**	**100.0**
WA	169	34.0	118	23.7	133	26.8	10	2.0	64	12.9	3	0.6	**497**	**100.0**
WV	109	41.1	23	8.7	95	35.8	8	3.0	24	9.1	5	1.9	**265**	**100.0**
WI	221	41.7	55	10.4	180	34.0	18	3.4	39	7.4	17	3.2	**530**	**100.0**
WY	35	35.0	6	6.0	17	17.0	4	4.0	35	35.0	3	3.0	**100**	**100.0**
USA	**13,194**	**39.2**	**6,807**	**20.2**	**9,672**	**28.7**	**925**	**2.7**	**2,620**	**7.8**	**400**	**1.2**	**33,654***	**100.0**
PR	87	29.5	118	40.0	74	25.1	6	2.0	4	1.4	6	2.0	**295**	**100.0**

* Includes 36 crashes with unknown first harmful event.

Table 108. 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															
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	55	6.3	47	5.4	3	0.3	227	25.9	207	23.6	217	24.8	120	13.7	0	0.0	**876**	**100.0**
AK	12	17.4	10	14.5	0	0.0	19	27.5	11	15.9	15	21.7	2	2.9	0	0.0	**69**	**100.0**
AZ	78	8.5	60	6.6	44	4.8	279	30.5	243	26.5	118	12.9	79	8.6	15	1.6	**916**	**100.0**
AR	26	5.5	42	8.9	2	0.4	173	36.7	71	15.0	72	15.3	86	18.2	0	0.0	**472**	**100.0**
CA	109	3.3	354	10.9	498	15.3	899	27.6	594	18.2	488	15.0	315	9.7	2	0.1	**3,259**	**100.0**
CO	39	6.6	50	8.5	24	4.1	224	38.1	119	20.2	74	12.6	58	9.9	0	0.0	**588**	**100.0**
CT	0	0.0	45	16.3	29	10.5	60	21.7	80	29.0	29	10.5	30	10.9	3	1.1	**276**	**100.0**
DE	0	0.0	8	7.7	8	7.7	29	27.9	15	14.4	29	27.9	15	14.4	0	0.0	**104**	**100.0**
DC	0	0.0	1	3.3	1	3.3	0	0.0	1	3.3	1	3.3	26	86.7	0	0.0	**30**	**100.0**
FL	125	4.3	131	4.5	98	3.4	945	32.4	518	17.8	328	11.3	257	8.8	513	17.6	**2,915**	**100.0**
GA	35	2.5	156	11.1	16	1.1	346	24.6	396	28.1	274	19.5	184	13.1	0	0.0	**1,407**	**100.0**
HI	0	0.0	9	8.2	0	0.0	68	61.8	30	27.3	0	0.0	3	2.7	0	0.0	**110**	**100.0**
ID	27	12.7	11	5.2	0	0.0	79	37.3	33	15.6	33	15.6	29	13.7	0	0.0	**212**	**100.0**
IL	56	5.9	88	9.3	2	0.2	276	29.1	251	26.5	175	18.5	100	10.5	0	0.0	**948**	**100.0**
IN	48	6.2	32	4.1	10	1.3	215	27.8	171	22.1	192	24.8	105	13.6	1	0.1	**774**	**100.0**
IA	27	9.3	8	2.7	0	0.0	94	32.3	51	17.5	67	23.0	44	15.1	0	0.0	**291**	**100.0**
KS	37	10.1	21	5.7	11	3.0	107	29.2	52	14.2	65	17.8	72	19.7	1	0.3	**366**	**100.0**
KY	47	7.1	26	3.9	10	1.5	165	24.8	132	19.9	191	28.8	90	13.6	3	0.5	**664**	**100.0**
LA	27	3.8	75	10.5	8	1.1	179	25.0	150	20.9	160	22.3	116	16.2	1	0.1	**716**	**100.0**
ME	5	3.9	2	1.6	1	0.8	25	19.5	18	14.1	51	39.8	25	19.5	1	0.8	**128**	**100.0**
MD	1	0.2	62	13.1	18	3.8	159	33.5	101	21.3	67	14.1	58	12.2	8	1.7	**474**	**100.0**
MA	3	0.9	55	16.0	7	2.0	99	28.9	97	28.3	38	11.1	43	12.5	1	0.3	**343**	**100.0**
MI	19	2.1	73	8.1	34	3.8	247	27.3	229	25.3	192	21.2	110	12.2	1	0.1	**905**	**100.0**
MN	10	2.9	18	5.2	8	2.3	72	20.6	121	34.7	78	22.3	40	11.5	2	0.6	**349**	**100.0**
MS	36	6.0	44	7.4	0	0.0	168	28.1	117	19.6	157	26.3	74	12.4	1	0.2	**597**	**100.0**
MO	47	5.5	78	9.2	56	6.6	182	21.5	179	21.1	196	23.1	110	13.0	0	0.0	**848**	**100.0**
MT	23	13.7	1	0.6	1	0.6	50	29.8	29	17.3	30	17.9	34	20.2	0	0.0	**168**	**100.0**

Table 108. 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															
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NE	20	10.0	4	2.0	10	5.0	54	26.9	52	25.9	29	14.4	32	15.9	0	0.0	**201**	**100.0**
NV	17	5.7	16	5.3	7	2.3	110	36.7	90	30.0	22	7.3	35	11.7	3	1.0	**300**	**100.0**
NH	7	5.2	11	8.2	0	0.0	42	31.3	20	14.9	14	10.4	40	29.9	0	0.0	**134**	**100.0**
NJ	3	0.6	54	10.3	46	8.8	198	37.7	100	19.0	43	8.2	79	15.0	2	0.4	**525**	**100.0**
NM	29	8.3	23	6.6	1	0.3	145	41.4	51	14.6	56	16.0	43	12.3	2	0.6	**350**	**100.0**
NY	35	3.9	23	2.6	36	4.0	282	31.7	88	9.9	38	4.3	387	43.5	0	0.0	**889**	**100.0**
NC	57	4.3	66	5.0	48	3.6	634	48.0	118	8.9	131	9.9	266	20.1	1	0.1	**1,321**	**100.0**
ND	11	11.6	0	0.0	0	0.0	41	43.2	14	14.7	20	21.1	9	9.5	0	0.0	**95**	**100.0**
OH	26	2.6	73	7.3	39	3.9	192	19.3	208	20.9	295	29.6	148	14.9	15	1.5	**996**	**100.0**
OK	44	7.3	37	6.1	9	1.5	140	23.2	133	22.1	162	26.9	77	12.8	1	0.2	**603**	**100.0**
OR	17	3.8	9	2.0	0	0.0	183	40.7	123	27.3	94	20.9	24	5.3	0	0.0	**450**	**100.0**
PA	40	3.6	60	5.4	34	3.1	323	29.3	261	23.7	176	16.0	203	18.4	6	0.5	**1,103**	**100.0**
RI	1	1.8	11	19.6	5	8.9	19	33.9	5	8.9	0	0.0	14	25.0	1	1.8	**56**	**100.0**
SC	83	8.6	48	4.9	12	1.2	306	31.5	404	41.6	40	4.1	77	7.9	0	0.0	**970**	**100.0**
SD	12	10.9	2	1.8	4	3.6	40	36.4	19	17.3	19	17.3	14	12.7	0	0.0	**110**	**100.0**
TN	44	4.5	76	7.8	12	1.2	282	29.0	244	25.1	191	19.6	125	12.8	0	0.0	**974**	**100.0**
TX	188	5.7	438	13.3	243	7.4	1,001	30.3	624	18.9	581	17.6	225	6.8	5	0.2	**3,305**	**100.0**
UT	11	4.6	31	13.1	0	0.0	116	48.9	26	11.0	26	11.0	25	10.5	2	0.8	**237**	**100.0**
VT	7	11.7	0	0.0	0	0.0	10	16.7	15	25.0	18	30.0	9	15.0	1	1.7	**60**	**100.0**
VA	47	6.0	60	7.7	15	1.9	185	23.8	194	24.9	170	21.9	82	10.5	25	3.2	**778**	**100.0**
WA	25	5.0	46	9.3	0	0.0	181	36.4	83	16.7	90	18.1	62	12.5	10	2.0	**497**	**100.0**
WV	18	6.8	20	7.5	0	0.0	69	26.0	57	21.5	72	27.2	29	10.9	0	0.0	**265**	**100.0**
WI	26	4.9	22	4.2	8	1.5	163	30.8	116	21.9	117	22.1	75	14.2	3	0.6	**530**	**100.0**
WY	25	25.0	1	1.0	0	0.0	42	42.0	8	8.0	14	14.0	9	9.0	1	1.0	**100**	**100.0**
USA	**1,685**	**5.0**	**2,638**	**7.8**	**1,418**	**4.2**	**10,144**	**30.1**	**7,069**	**21.0**	**5,755**	**17.1**	**4,314**	**12.8**	**631**	**1.9**	**33,654**	**100.0**
PR	26	8.8	23	7.8	2	0.7	96	32.5	70	23.7	62	21.0	16	5.4	0	0.0	**295**	**100.0**

Table 109. 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															
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	61	6.4	55	5.8	3	0.3	246	25.8	236	24.8	227	23.8	125	13.1	0	0.0	953	**100.0**
AK	19	23.8	10	12.5	0	0.0	20	25.0	12	15.0	17	21.3	2	2.5	0	0.0	80	**100.0**
AZ	91	9.0	69	6.8	48	4.8	297	29.4	266	26.3	132	13.1	90	8.9	17	1.7	1,010	**100.0**
AR	30	5.8	47	9.1	2	0.4	190	36.8	81	15.7	75	14.5	91	17.6	0	0.0	516	**100.0**
CA	134	3.8	401	11.3	551	15.5	972	27.3	647	18.2	525	14.7	331	9.3	2	0.1	3,563	**100.0**
CO	49	7.8	55	8.7	24	3.8	239	37.8	129	20.4	77	12.2	59	9.3	0	0.0	632	**100.0**
CT	0	0.0	51	17.3	32	10.9	64	21.8	84	28.6	30	10.2	30	10.2	3	1.0	294	**100.0**
DE	0	0.0	8	7.2	13	11.7	30	27.0	15	13.5	30	27.0	15	13.5	0	0.0	111	**100.0**
DC	0	0.0	1	3.2	1	3.2	0	0.0	1	3.2	1	3.2	27	87.1	0	0.0	31	**100.0**
FL	140	4.5	145	4.6	111	3.5%	1,011	32.3	568	18.1	344	11.0	265	8.5	549	17.5	3,133	**100.0**
GA	38	2.5	167	11.1	17	1.1%	369	24.5	425	28.3	295	19.6	193	12.8	0	0.0	1,504	**100.0**
HI	0	0.0	9	7.7	0	0.0	74	63.2	31	26.5	0	0.0	3	2.6	0	0.0	117	**100.0**
ID	29	12.6	14	6.1	0	0.0	83	35.9	37	16.0	34	14.7	34	14.7	0	0.0	231	**100.0**
IL	63	6.1	96	9.3	2	0.2	303	29.4	276	26.8	184	17.8	107	10.4	0	0.0	1,031	**100.0**
IN	54	6.3	38	4.4	11	1.3	236	27.5	190	22.1	220	25.6	108	12.6	1	0.1	858	**100.0**
IA	31	9.7	10	3.1	0	0.0	101	31.8	58	18.2	69	21.7	49	15.4	0	0.0	318	**100.0**
KS	40	9.9	23	5.7	12	3.0	128	31.7	55	13.6	72	17.8	73	18.1	1	0.2	404	**100.0**
KY	49	6.8	29	4.0	11	1.5	181	25.0	154	21.3	200	27.6	97	13.4	3	0.4	724	**100.0**
LA	29	3.8	85	11.1	8	1.0	192	25.0	162	21.1	170	22.1	121	15.8	1	0.1	768	**100.0**
ME	5	3.6	2	1.5	1	0.7	27	19.7	21	15.3	55	40.1	25	18.2	1	0.7	137	**100.0**
MD	2	0.4	70	14.0	19	3.8	164	32.7	109	21.8	70	14.0	59	11.8	8	1.6	501	**100.0**
MA	3	0.8	56	15.6	7	1.9	105	29.2	102	28.3	41	11.4	45	12.5	1	0.3	360	**100.0**
MI	19	2.0	79	8.1	37	3.8	274	28.1	243	24.9	206	21.1	115	11.8	1	0.1	974	**100.0**
MN	10	2.6	21	5.5	8	2.1	79	20.7	130	34.1	87	22.8	43	11.3	3	0.8	381	**100.0**
MS	42	6.3	47	7.1	0	0.0	194	29.2	133	20.0	168	25.3	79	11.9	1	0.2	664	**100.0**
MO	52	5.6	83	9.0	64	6.9	207	22.5	193	21.0	209	22.7	113	12.3	0	0.0	921	**100.0**
MT	27	14.8	1	0.5	1	0.5	58	31.9	31	17.0	30	16.5	34	18.7	0	0.0	182	**100.0**

Table 109. 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															
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NE	27	11.7	4	1.7	11	4.8	61	26.5	61	26.5	33	14.3	33	14.3	0	0.0	**230**	**100.0**
NV	20	6.1	22	6.7	7	2.1	125	37.9	95	28.8	23	7.0	35	10.6	3	0.9	**330**	**100.0**
NH	8	5.4	11	7.5	0	0.0	47	32.0	22	15.0	18	12.2	41	27.9	0	0.0	**147**	**100.0**
NJ	3	0.5	60	10.6	55	9.8	215	38.1	105	18.6	45	8.0	79	14.0	2	0.4	**564**	**100.0**
NM	41	10.5	25	6.4	1	0.3	155	39.6	59	15.1	63	16.1	45	11.5	2	0.5	**391**	**100.0**
NY	37	3.9	23	2.4	38	4.0	300	31.8	107	11.3	39	4.1	399	42.3	0	0.0	**943**	**100.0**
NC	61	4.2	76	5.3	52	3.6	702	48.9	125	8.7	138	9.6	282	19.6	1	0.1	**1,437**	**100.0**
ND	14	13.3	0	0.0	0	0.0	47	44.8	14	13.3	21	20.0	9	8.6	0	0.0	**105**	**100.0**
OH	28	2.6	84	7.9	45	4.2	204	19.1	220	20.6	311	29.1	159	14.9	17	1.6	**1,068**	**100.0**
OK	48	7.3	38	5.8	9	1.4	153	23.4	147	22.4	179	27.3	80	12.2	1	0.2	**655**	**100.0**
OR	21	4.2	9	1.8	0	0.0	206	40.7	141	27.9	104	20.6	25	4.9	0	0.0	**506**	**100.0**
PA	45	3.8	66	5.5	38	3.2	343	28.8	295	24.8	187	15.7	210	17.6	6	0.5	**1,190**	**100.0**
RI	1	1.7	11	18.6	6	10.2	20	33.9	5	8.5	0	0.0	15	25.4	1	1.7	**59**	**100.0**
SC	88	8.5	53	5.1	14	1.4	327	31.5	426	41.1	45	4.3	84	8.1	0	0.0	**1,037**	**100.0**
SD	13	10.0	2	1.5	8	6.2	44	33.8	24	18.5	24	18.5	15	11.5	0	0.0	**130**	**100.0**
TN	49	4.7	81	7.8	12	1.2	295	28.3	277	26.6	196	18.8	131	12.6	0	0.0	**1,041**	**100.0**
TX	225	6.2	469	12.9	259	7.1	1,108	30.4	717	19.7	627	17.2	232	6.4	5	0.1	**3,642**	**100.0**
UT	11	4.2	34	13.1	0	0.0	130	50.0	30	11.5	28	10.8	25	9.6	2	0.8	**260**	**100.0**
VT	10	14.7	0	0.0	0	0.0	10	14.7	20	29.4	18	26.5	9	13.2	1	1.5	**68**	**100.0**
VA	50	6.1	63	7.7	15	1.8	198	24.1	203	24.8	181	22.1	82	10.0	28	3.4	**820**	**100.0**
WA	30	5.5	50	9.2	0	0.0	203	37.2	93	17.0	95	17.4	65	11.9	10	1.8	**546**	**100.0**
WV	23	7.8	22	7.5	0	0.0	79	26.9	64	21.8	76	25.9	30	10.2	0	0.0	**294**	**100.0**
WI	35	6.0	23	3.9	8	1.4	178	30.3	131	22.3	127	21.6	83	14.1	3	0.5	**588**	**100.0**
WY	26	23.4	1	0.9	0	0.0	51	45.9	9	8.1	14	12.6	9	8.1	1	0.9	**111**	**100.0**
USA	**1,931**	**5.3**	**2,899**	**7.9**	**1,561**	**4.3**	**11,045**	**30.2**	**7,779**	**21.3**	**6,160**	**16.8**	**4,510**	**12.3**	**675**	**1.8**	**36,560**	**100.0**
PR	28	9.1	25	8.1	3	1.0	99	32.1	74	24.0	63	20.5	16	5.2	0	0.0	**308**	**100.0**

Table 110. People Killed, Population, Licensed Drivers, Registered Vehicles, and Fatality Rates, by State

State	Total Killed	Population	Fatality Rate per 100,000 Population	Licensed Drivers	Fatality Rate per 100,000 Licensed Drivers	Registered Vehicles	Fatality Rate per 100,000 Registered Vehicles
AL	953	4,887,871	19.50	3,999,057	23.83	5,300,199	17.98
AK	80	737,438	10.85	536,033	14.92	803,684	9.95
AZ	1,010	7,171,646	14.08	5,284,970	19.11	5,806,313	17.39
AR	516	3,013,825	17.12	2,145,334	24.05	2,817,145	18.32
CA	3,563	39,557,045	9.01	27,039,400	13.18	31,022,328	11.49
CO	632	5,695,564	11.10	4,244,713	14.89	5,356,018	11.80
CT	294	3,572,665	8.23	2,605,612	11.28	2,879,802	10.21
DE	111	967,171	11.48	786,504	14.11	1,008,468	11.01
DC	31	702,455	4.41	527,731	5.87	351,933	8.81
FL	3,133	21,299,325	14.71	15,368,695	20.39	17,496,002	17.91
GA	1,504	10,519,475	14.30	7,168,733	20.98	8,512,550	17.67
HI	117	1,420,491	8.24	948,417	12.34	1,267,385	9.23
ID	231	1,754,208	13.17	1,252,535	18.44	1,879,670	12.29
IL	1,031	12,741,080	8.09	8,714,788	11.83	10,588,910	9.74
IN	858	6,691,878	12.82	4,589,405	18.70	6,190,736	13.86
IA	318	3,156,145	10.08	2,260,271	14.07	3,691,892	8.61
KS	404	2,911,505	13.88	2,149,430	18.80	2,684,010	15.05
KY	724	4,468,402	16.20	3,032,530	23.87	4,368,285	16.57
LA	768	4,659,978	16.48	3,425,435	22.42	3,885,119	19.77
ME	137	1,338,404	10.24	1,040,582	13.17	1,125,588	12.17
MD	501	6,042,718	8.29	4,407,973	11.37	4,204,846	11.91
MA	360	6,902,149	5.22	4,944,666	7.28	5,061,499	7.11
MI	974	9,995,915	9.74	7,153,645	13.62	8,386,831	11.61
MN	381	5,611,179	6.79	3,391,057	11.24	5,404,277	7.05
MS	664	2,986,530	22.23	2,058,036	32.26	2,067,498	32.12
MO	921	6,126,452	15.03	4,272,960	21.55	5,498,675	16.75
MT	182	1,062,305	17.13	806,204	22.57	1,845,338	9.86

Table 110. People Killed, Population, Licensed Drivers, Registered Vehicles, and Fatality Rates, by State (Continued)

State	Total Killed	Population	Fatality Rate per 100,000 Population	Licensed Drivers	Fatality Rate per 100,000 Licensed Drivers	Registered Vehicles	Fatality Rate per 100,000 Registered Vehicles
NE	230	1,929,268	11.92	1,420,317	16.19	1,961,309	11.73
NV	330	3,034,392	10.88	1,983,453	16.64	2,514,338	13.12
NH	147	1,356,458	10.84	1,161,665	12.65	1,346,318	10.92
NJ	564	8,908,520	6.33	6,342,876	8.89	6,055,389	9.31
NM	391	2,095,428	18.66	1,458,433	26.81	1,824,217	21.43
NY	943	19,542,209	4.83	12,194,360	7.73	11,482,229	8.21
NC	1,437	10,383,620	13.84	7,509,231	19.14	8,210,213	17.50
ND	105	760,077	13.81	561,333	18.71	899,953	11.67
OH	1,068	11,689,442	9.14	8,032,665	13.30	10,913,773	9.79
OK	655	3,943,079	16.61	2,504,253	26.16	3,699,022	17.71
OR	506	4,190,713	12.07	2,930,702	17.27	3,942,875	12.83
PA	1,190	12,807,060	9.29	8,991,370	13.23	10,727,715	11.09
RI	59	1,057,315	5.58	756,966	7.79	872,344	6.76
SC	1,037	5,084,127	20.40	3,846,069	26.96	4,457,519	23.26
SD	130	882,235	14.74	638,428	20.36	1,269,415	10.24
TN	1,041	6,770,010	15.38	5,422,429	19.20	5,770,874	18.04
TX	3,642	28,701,845	12.69	17,370,383	20.97	22,186,241	16.42
UT	260	3,161,105	8.22	2,030,644	12.80	2,372,800	10.96
VT	68	626,299	10.86	564,892	12.04	619,694	10.97
VA	820	8,517,685	9.63	5,929,031	13.83	7,604,646	10.78
WA	546	7,535,591	7.25	5,909,967	9.24	7,152,413	7.63
WV	294	1,805,832	16.28	1,136,775	25.86	1,693,719	17.36
WI	588	5,813,568	10.11	4,288,171	13.71	5,683,061	10.35
WY	111	577,737	19.21	419,256	26.48	837,024	13.26
USA	**36,560**	**327,167,434**	**11.17**	**227,558,385**	**16.07**	**297,042,658**	**12.31**
PR	308	3,195,153	9.64	NA	NA	2,647,064	11.64

NA= not available.

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

Sources: Fatalities—FARS; Licensed Drivers (estimated)—FHWA; Registered Vehicles for States—FHWA; Registered Vehicles for USA—FHWA and Polk data from R. L. Polk & Co., a foundation of IHS Markit automotive solutions; Population—Census Bureau

Table 111. People Killed, by State and Person Type

State	Person Type												Total Killed	
	Driver		Passenger		Motorcyclist		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	593	62.2	156	16.4	82	8.6	107	11.2	9	0.9	6	0.6	**953**	**100.0**
AK	36	45.0	17	21.3	12	15.0	14	17.5	0	0.0	1	1.3	**80**	**100.0**
AZ	406	40.2	166	16.4	149	14.8	237	23.5	23	2.3	29	2.9	**1,010**	**100.0**
AR	308	59.7	77	14.9	66	12.8	62	12.0	3	0.6	0	0.0	**516**	**100.0**
CA	1,425	40.0	566	15.9	488	13.7	893	25.1	155	4.4	36	1.0	**3,563**	**100.0**
CO	297	47.0	120	19.0	103	16.3	89	14.1	22	3.5	1	0.2	**632**	**100.0**
CT	133	45.2	51	17.3	49	16.7	60	20.4	1	0.3	0	0.0	**294**	**100.0**
DE	47	42.3	17	15.3	17	15.3	23	20.7	6	5.4	1	0.9	**111**	**100.0**
DC	5	16.1	3	9.7	8	25.8	11	35.5	3	9.7	1	3.2	**31**	**100.0**
FL	1,224	39.1	434	13.9	574	18.3	704	22.5	161	5.1	36	1.1	**3,133**	**100.0**
GA	804	53.5	250	16.6	154	10.2	261	17.4	30	2.0	5	0.3	**1,504**	**100.0**
HI	27	23.1	10	8.5	34	29.1	42	35.9	2	1.7	2	1.7	**117**	**100.0**
ID	130	56.3	42	18.2	38	16.5	17	7.4	2	0.9	2	0.9	**231**	**100.0**
IL	542	52.6	175	17.0	119	11.5	165	16.0	24	2.3	6	0.6	**1,031**	**100.0**
IN	462	53.8	135	15.7	117	13.6	114	13.3	22	2.6	8	0.9	**858**	**100.0**
IA	198	62.3	48	15.1	43	13.5	22	6.9	7	2.2	0	0.0	**318**	**100.0**
KS	241	59.7	63	15.6	64	15.8	29	7.2	5	1.2	2	0.5	**404**	**100.0**
KY	422	58.3	117	16.2	95	13.1	73	10.1	10	1.4	7	1.0	**724**	**100.0**
LA	385	50.1	108	14.1	79	10.3	164	21.4	29	3.8	3	0.4	**768**	**100.0**
ME	82	59.9	23	16.8	23	16.8	7	5.1	2	1.5	0	0.0	**137**	**100.0**
MD	221	44.1	82	16.4	62	12.4	128	25.5	5	1.0	3	0.6	**501**	**100.0**
MA	177	49.2	39	10.8	59	16.4	78	21.7	4	1.1	3	0.8	**360**	**100.0**
MI	502	51.5	160	16.4	143	14.7	142	14.6	21	2.2	6	0.6	**974**	**100.0**
MN	206	54.1	60	15.7	59	15.5	42	11.0	7	1.8	7	1.8	**381**	**100.0**
MS	405	61.0	123	18.5	41	6.2	88	13.3	6	0.9	1	0.2	**664**	**100.0**
MO	543	59.0	159	17.3	113	12.3	95	10.3	2	0.2	9	1.0	**921**	**100.0**
MT	116	63.7	28	15.4	21	11.5	15	8.2	2	1.1	0	0.0	**182**	**100.0**

Table 111. People Killed, by State and Person Type (Continued)

State	Person Type												Total Killed	
	Driver		Passenger		Motorcyclist		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	130	56.5	53	23.0	23	10.0	24	10.4	0	0.0	0	0.0	**230**	**100.0**
NV	139	42.1	40	12.1	59	17.9	79	23.9	8	2.4	5	1.5	**330**	**100.0**
NH	82	55.8	23	15.6	28	19.0	9	6.1	2	1.4	3	2.0	**147**	**100.0**
NJ	225	39.9	93	16.5	53	9.4	173	30.7	18	3.2	2	0.4	**564**	**100.0**
NM	165	42.2	86	22.0	45	11.5	83	21.2	11	2.8	1	0.3	**391**	**100.0**
NY	386	40.9	114	12.1	149	15.8	262	27.8	29	3.1	3	0.3	**943**	**100.0**
NC	761	53.0	239	16.6	191	13.3	225	15.7	18	1.3	3	0.2	**1,437**	**100.0**
ND	62	59.0	19	18.1	16	15.2	6	5.7	2	1.9	0	0.0	**105**	**100.0**
OH	597	55.9	168	15.7	145	13.6	127	11.9	22	2.1	9	0.8	**1,068**	**100.0**
OK	377	57.6	106	16.2	91	13.9	60	9.2	16	2.4	5	0.8	**655**	**100.0**
OR	238	47.0	99	19.6	78	15.4	80	15.8	9	1.8	2	0.4	**506**	**100.0**
PA	624	52.4	178	15.0	165	13.9	197	16.6	18	1.5	8	0.7	**1,190**	**100.0**
RI	22	37.3	10	16.9	18	30.5	7	11.9	1	1.7	1	1.7	**59**	**100.0**
SC	564	54.4	141	13.6	141	13.6	165	15.9	23	2.2	3	0.3	**1,037**	**100.0**
SD	74	56.9	29	22.3	16	12.3	10	7.7	0	0.0	1	0.8	**130**	**100.0**
TN	552	53.0	174	16.7	168	16.1	136	13.1	8	0.8	3	0.3	**1,041**	**100.0**
TX	1,866	51.2	651	17.9	416	11.4	612	16.8	69	1.9	28	0.8	**3,642**	**100.0**
UT	122	46.9	50	19.2	47	18.1	36	13.8	3	1.2	2	0.8	**260**	**100.0**
VT	40	58.8	15	22.1	7	10.3	6	8.8	0	0.0	0	0.0	**68**	**100.0**
VA	458	55.9	127	15.5	100	12.2	118	14.4	12	1.5	5	0.6	**820**	**100.0**
WA	245	44.9	99	18.1	80	14.7	102	18.7	16	2.9	4	0.7	**546**	**100.0**
WV	167	56.8	59	20.1	39	13.3	22	7.5	5	1.7	2	0.7	**294**	**100.0**
WI	348	59.2	92	15.6	83	14.1	56	9.5	4	0.7	5	0.9	**588**	**100.0**
WY	69	62.2	21	18.9	15	13.5	6	5.4	0	0.0	0	0.0	**111**	**100.0**
USA	**18,250**	**49.9**	**5,915**	**16.2**	**4,985**	**13.6**	**6,283**	**17.2**	**857**	**2.3**	**270**	**0.7**	36,560	100.0
PR	97	31.5	41	13.3	44	14.3	116	37.7	9	2.9	1	0.3	**308**	**100.0**

Table 112. People Killed, by State and Age Group

State	Age Group												Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	Unknown	
AL	15	11	14	81	78	173	142	138	132	82	85	2	**953**
AK	0	4	2	3	5	20	14	7	15	5	5	0	**80**
AZ	12	9	19	80	79	179	127	127	165	136	69	8	**1,010**
AR	5	7	6	49	35	99	71	73	82	55	34	0	**516**
CA	36	24	48	284	362	687	489	465	557	321	285	5	**3,563**
CO	9	11	6	57	39	119	89	94	98	53	57	0	**632**
CT	0	1	0	20	38	59	43	47	40	18	28	0	**294**
DE	1	2	2	9	10	23	15	12	15	9	13	0	**111**
DC	0	0	1	4	3	7	5	3	4	3	1	0	**31**
FL	24	22	31	238	277	569	379	421	461	318	316	77	**3,133**
GA	16	12	22	109	141	285	214	210	237	145	112	1	**1,504**
HI	0	2	1	7	7	18	19	18	16	18	11	0	**117**
ID	2	1	5	30	27	19	41	28	35	22	21	0	**231**
IL	7	6	8	70	83	200	164	148	150	96	98	1	**1,031**
IN	4	7	19	91	62	149	127	114	130	80	74	1	**858**
IA	1	2	6	39	31	54	35	45	46	30	28	1	**318**
KS	6	3	10	42	28	61	65	53	63	39	34	0	**404**
KY	8	4	9	56	51	110	108	117	120	62	79	0	**724**
LA	8	10	8	60	72	160	107	120	108	73	38	4	**768**
ME	0	2	1	10	10	26	16	14	24	17	17	0	**137**
MD	5	5	8	41	49	95	64	78	70	47	39	0	**501**
MA	3	3	1	27	30	66	42	42	56	35	55	0	**360**
MI	10	9	15	71	94	176	123	134	138	95	109	0	**974**
MN	6	5	7	34	29	60	39	55	73	40	33	0	**381**
MS	8	8	8	58	52	120	86	117	95	55	56	1	**664**
MO	7	4	12	85	89	165	117	133	136	82	90	1	**921**
MT	2	4	3	18	19	36	24	25	22	13	16	0	**182**

Table 112. People Killed, by State and Age Group (Continued)

State	Age Group												Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	Unknown	
NE	3	2	7	26	23	46	31	27	27	12	26	0	**230**
NV	1	3	4	26	26	43	48	46	62	30	37	4	**330**
NH	0	2	1	12	10	19	22	19	34	13	15	0	**147**
NJ	2	5	5	36	49	84	71	84	80	63	85	0	**564**
NM	2	6	9	27	34	81	67	55	49	36	25	0	**391**
NY	7	4	15	52	85	161	112	130	133	114	129	1	**943**
NC	16	9	21	99	137	263	213	190	213	134	142	0	**1,437**
ND	1	2	0	2	17	19	10	12	20	11	11	0	**105**
OH	15	10	14	89	90	169	163	159	160	95	104	0	**1,068**
OK	10	3	8	50	44	101	88	109	96	71	75	0	**655**
OR	3	6	7	31	33	94	70	59	80	53	68	2	**506**
PA	8	9	11	67	93	221	139	161	190	120	169	2	**1,190**
RI	0	2	1	2	9	14	6	8	5	6	6	0	**59**
SC	9	12	15	80	88	207	159	139	142	111	75	0	**1,037**
SD	5	1	1	17	9	22	16	14	14	15	16	0	**130**
TN	8	9	13	86	74	193	135	171	154	103	94	1	**1,041**
TX	37	47	76	295	341	743	544	540	449	316	241	13	**3,642**
UT	2	3	12	21	31	47	36	35	27	20	25	1	**260**
VT	1	0	1	7	6	10	9	9	11	7	7	0	**68**
VA	5	7	11	67	62	161	103	123	111	85	82	3	**820**
WA	3	6	5	46	44	130	71	69	76	48	45	3	**546**
WV	5	1	3	22	20	47	39	42	36	37	42	0	**294**
WI	5	3	7	38	68	99	59	81	108	53	67	0	**588**
WY	1	1	2	12	11	24	13	16	15	11	5	0	**111**
USA	**344**	**331**	**521**	**2,883**	**3,204**	**6,733**	**4,989**	**5,136**	**5,380**	**3,513**	**3,394**	**132**	**36,560**
PR	3	0	4	25	26	50	32	45	44	32	23	24	**308**

Table 113. Occupants Killed, by State and Vehicle Type

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		*Subtotal*					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	*No.*	*%*	No.	%	No.	%
AL	410	49.2	306	36.7	23	2.8	2	0.2	11	1.3	0	0.0	*752*	*90.2*	82	9.8	**834**	**100.0**
AK	15	23.1	30	46.2	2	3.1	0	0.0	6	9.2	0	0.0	*53*	*81.5*	12	18.5	**65**	**100.0**
AZ	271	36.6	230	31.0	18	2.4	0	0.0	18	2.4	55	7.4	*592*	*79.9*	149	20.1	**741**	**100.0**
AR	166	36.8	184	40.8	26	5.8	1	0.2	8	1.8	0	0.0	*385*	*85.4*	66	14.6	**451**	**100.0**
CA	1,219	49.1	704	28.4	45	1.8	0	0.0	24	1.0	1	0.0	*1,993*	*80.3*	488	19.7	**2,481**	**100.0**
CO	177	34.0	225	43.3	13	2.5	1	0.2	1	0.2	0	0.0	*417*	*80.2*	103	19.8	**520**	**100.0**
CT	123	52.8	50	21.5	9	3.9	0	0.0	2	0.9	0	0.0	*184*	*79.0*	49	21.0	**233**	**100.0**
DE	35	43.2	27	33.3	1	1.2	1	1.2	0	0.0	0	0.0	*64*	*79.0*	17	21.0	**81**	**100.0**
DC	7	43.8	1	6.3	0	0.0	0	0.0	0	0.0	0	0.0	*8*	*50.0*	8	50.0	**16**	**100.0**
FL	995	44.5	587	26.2	53	2.4	0	0.0	25	1.1	4	0.2	*1,664*	*74.4*	574	25.6	**2,238**	**100.0**
GA	541	44.8	453	37.5	34	2.8	1	0.1	24	2.0	1	0.1	*1,054*	*87.3*	154	12.7	**1,208**	**100.0**
HI	16	22.5	21	29.6	0	0.0	0	0.0	0	0.0	0	0.0	*37*	*52.1*	34	47.9	**71**	**100.0**
ID	73	34.8	76	36.2	12	5.7	0	0.0	11	5.2	0	0.0	*172*	*81.9*	38	18.1	**210**	**100.0**
IL	403	48.1	261	31.2	31	3.7	5	0.6	18	2.2	0	0.0	*718*	*85.8*	119	14.2	**837**	**100.0**
IN	330	46.2	231	32.4	24	3.4	1	0.1	11	1.5	0	0.0	*597*	*83.6*	117	16.4	**714**	**100.0**
IA	116	40.1	107	37.0	8	2.8	1	0.3	14	4.8	0	0.0	*246*	*85.1*	43	14.9	**289**	**100.0**
KS	136	36.8	142	38.4	21	5.7	0	0.0	5	1.4	2	0.5	*306*	*82.7*	64	17.3	**370**	**100.0**
KY	288	45.1	226	35.4	17	2.7	0	0.0	12	1.9	0	0.0	*543*	*85.1*	95	14.9	**638**	**100.0**
LA	241	42.1	224	39.1	17	3.0	1	0.2	9	1.6	2	0.3	*494*	*86.2*	79	13.8	**573**	**100.0**
ME	53	41.4	48	37.5	0	0.0	0	0.0	4	3.1	0	0.0	*105*	*82.0*	23	18.0	**128**	**100.0**
MD	193	52.9	99	27.1	9	2.5	0	0.0	2	0.5	0	0.0	*303*	*83.0*	62	17.0	**365**	**100.0**
MA	136	49.1	71	25.6	8	2.9	0	0.0	3	1.1	0	0.0	*218*	*78.7*	59	21.3	**277**	**100.0**
MI	367	45.5	273	33.9	10	1.2	0	0.0	13	1.6	0	0.0	*663*	*82.3*	143	17.7	**806**	**100.0**
MN	135	41.3	117	35.8	4	1.2	1	0.3	11	3.4	0	0.0	*268*	*82.0*	59	18.0	**327**	**100.0**
MS	262	46.0	230	40.4	18	3.2	2	0.4	11	1.9	5	0.9	*528*	*92.8*	41	7.2	**569**	**100.0**
MO	350	42.6	305	37.1	31	3.8	0	0.0	22	2.7	0	0.0	*708*	*86.2*	113	13.8	**821**	**100.0**
MT	43	26.1	89	53.9	6	3.6	0	0.0	6	3.6	0	0.0	*144*	*87.3*	21	12.7	**165**	**100.0**

Table 113. Occupants Killed, by State and Vehicle Type (Continued)

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		*Subtotal*					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	*No.*	*%*	No.	%	No.	%
NE	87	42.2	78	37.9	12	5.8	0	0.0	6	2.9	0	0.0	*183*	*88.8*	23	11.2	**206**	**100.0**
NV	101	42.4	71	29.8	3	1.3	0	0.0	4	1.7	0	0.0	*179*	*75.2*	59	24.8	**238**	**100.0**
NH	54	40.6	44	33.1	7	5.3	0	0.0	0	0.0	0	0.0	*105*	*78.9*	28	21.1	**133**	**100.0**
NJ	201	54.2	97	26.1	13	3.5	3	0.8	4	1.1	0	0.0	*318*	*85.7*	53	14.3	**371**	**100.0**
NM	109	36.8	113	38.2	16	5.4	11	3.7	2	0.7	0	0.0	*251*	*84.8*	45	15.2	**296**	**100.0**
NY	296	45.6	171	26.3	10	1.5	0	0.0	22	3.4	1	0.2	*500*	*77.0*	149	23.0	**649**	**100.0**
NC	560	47.0	398	33.4	25	2.1	0	0.0	15	1.3	2	0.2	*1,000*	*84.0*	191	16.0	**1,191**	**100.0**
ND	22	22.7	54	55.7	3	3.1	0	0.0	2	2.1	0	0.0	*81*	*83.5*	16	16.5	**97**	**100.0**
OH	458	50.3	270	29.6	27	3.0	0	0.0	11	1.2	0	0.0	*766*	*84.1*	145	15.9	**911**	**100.0**
OK	230	40.1	215	37.5	30	5.2	0	0.0	7	1.2	1	0.2	*483*	*84.1*	91	15.9	**574**	**100.0**
OR	144	34.7	146	35.2	12	2.9	0	0.0	3	0.7	32	7.7	*337*	*81.2*	78	18.8	**415**	**100.0**
PA	460	47.5	288	29.7	20	2.1	4	0.4	32	3.3	0	0.0	*804*	*83.0*	165	17.0	**969**	**100.0**
RI	18	36.0	12	24.0	0	0.0	0	0.0	2	4.0	0	0.0	*32*	*64.0*	18	36.0	**50**	**100.0**
SC	373	44.1	305	36.1	21	2.5	2	0.2	4	0.5	0	0.0	*705*	*83.3*	141	16.7	**846**	**100.0**
SD	43	36.1	51	42.9	5	4.2	0	0.0	4	3.4	0	0.0	*103*	*86.6*	16	13.4	**119**	**100.0**
TN	392	43.8	292	32.7	23	2.6	0	0.0	18	2.0	1	0.1	*726*	*81.2*	168	18.8	**894**	**100.0**
TX	1,132	38.6	1,213	41.4	137	4.7	4	0.1	29	1.0	2	0.1	*2,517*	*85.8*	416	14.2	**2,933**	**100.0**
UT	84	38.4	72	32.9	8	3.7	0	0.0	8	3.7	0	0.0	*172*	*78.5*	47	21.5	**219**	**100.0**
VT	34	54.8	18	29.0	2	3.2	0	0.0	1	1.6	0	0.0	*55*	*88.7*	7	11.3	**62**	**100.0**
VA	333	48.6	221	32.3	25	3.6	1	0.1	5	0.7	0	0.0	*585*	*85.4*	100	14.6	**685**	**100.0**
WA	185	43.6	146	34.4	9	2.1	1	0.2	3	0.7	0	0.0	*344*	*81.1*	80	18.9	**424**	**100.0**
WV	104	39.2	93	35.1	13	4.9	0	0.0	16	6.0	0	0.0	*226*	*85.3*	39	14.7	**265**	**100.0**
WI	229	43.5	185	35.2	14	2.7	0	0.0	14	2.7	1	0.2	*443*	*84.2*	83	15.8	**526**	**100.0**
WY	25	23.8	52	49.5	10	9.5	0	0.0	3	2.9	0	0.0	*90*	*85.7*	15	14.3	**105**	**100.0**
USA	**12,775**	**43.7**	**9,922**	**34.0**	**885**	**3.0**	**43**	**0.1**	**486**	**1.7**	**110**	**0.4**	***24,221***	***82.9***	**4,985**	**17.1**	**29,206**	**100.0**
PR	90	49.5	44	24.2	3	1.6	0	0.0	1	0.5	0	0.0	*138*	*75.8*	44	24.2	**182**	**100.0**

Table 114. Passenger Car and Light Truck Occupants Killed, by State and Restraint Use

State	Restraint Use						Total Occupants Killed	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	299	41.8	354	49.4	63	8.8	**716**	**100.0**
AK	20	44.4	20	44.4	5	11.1	**45**	**100.0**
AZ	197	39.3	237	47.3	67	13.4	**501**	**100.0**
AR	143	40.9	177	50.6	30	8.6	**350**	**100.0**
CA	1,169	60.8	598	31.1	156	8.1	**1,923**	**100.0**
CO	171	42.5	216	53.7	15	3.7	**402**	**100.0**
CT	74	42.8	69	39.9	30	17.3	**173**	**100.0**
DE	29	46.8	32	51.6	1	1.6	**62**	**100.0**
DC	3	37.5	1	12.5	4	50.0	**8**	**100.0**
FL	848	53.6	695	43.9	39	2.5	**1,582**	**100.0**
GA	448	45.1	441	44.4	105	10.6	**994**	**100.0**
HI	12	32.4	16	43.2	9	24.3	**37**	**100.0**
ID	58	38.9	78	52.3	13	8.7	**149**	**100.0**
IL	327	49.2	245	36.9	92	13.9	**664**	**100.0**
IN	273	48.7	210	37.4	78	13.9	**561**	**100.0**
IA	120	53.8	78	35.0	25	11.2	**223**	**100.0**
KS	129	46.4	127	45.7	22	7.9	**278**	**100.0**
KY	235	45.7	279	54.3	0	0.0	**514**	**100.0**
LA	207	44.5	222	47.7	36	7.7	**465**	**100.0**
ME	51	50.5	50	49.5	0	0.0	**101**	**100.0**
MD	159	54.5	104	35.6	29	9.9	**292**	**100.0**
MA	64	30.9	103	49.8	40	19.3	**207**	**100.0**
MI	353	55.2	183	28.6	104	16.3	**640**	**100.0**
MN	123	48.8	84	33.3	45	17.9	**252**	**100.0**
MS	206	41.9	281	57.1	5	1.0	**492**	**100.0**
MO	232	35.4	379	57.9	44	6.7	**655**	**100.0**
MT	45	34.1	85	64.4	2	1.5	**132**	**100.0**

Table 114. Passenger Car and Light Truck Occupants Killed, by State and Restraint Use (Continued)

State	Restraint Use						Total Occupants Killed	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	57	34.5	88	53.3	20	12.1	**165**	**100.0**
NV	89	51.7	76	44.2	7	4.1	**172**	**100.0**
NH	28	28.6	68	69.4	2	2.0	**98**	**100.0**
NJ	161	54.0	126	42.3	11	3.7	**298**	**100.0**
NM	87	39.2	112	50.5	23	10.4	**222**	**100.0**
NY	258	55.2	153	32.8	56	12.0	**467**	**100.0**
NC	523	54.6	393	41.0	42	4.4	**958**	**100.0**
ND	29	38.2	37	48.7	10	13.2	**76**	**100.0**
OH	320	44.0	333	45.7	75	10.3	**728**	**100.0**
OK	205	46.1	205	46.1	35	7.9	**445**	**100.0**
OR	156	53.8	76	26.2	58	20.0	**290**	**100.0**
PA	263	35.2	384	51.3	101	13.5	**748**	**100.0**
RI	13	43.3	13	43.3	4	13.3	**30**	**100.0**
SC	315	46.5	330	48.7	33	4.9	**678**	**100.0**
SD	29	30.9	59	62.8	6	6.4	**94**	**100.0**
TN	348	50.9	290	42.4	46	6.7	**684**	**100.0**
TX	1,221	52.1	926	39.5	198	8.4	**2,345**	**100.0**
UT	87	55.8	50	32.1	19	12.2	**156**	**100.0**
VT	20	38.5	30	57.7	2	3.8	**52**	**100.0**
VA	260	46.9	294	53.1	0	0.0	**554**	**100.0**
WA	183	55.3	109	32.9	39	11.8	**331**	**100.0**
WV	94	47.7	70	35.5	33	16.8	**197**	**100.0**
WI	204	49.3	153	37.0	57	13.8	**414**	**100.0**
WY	33	42.9	39	50.6	5	6.5	**77**	**100.0**
USA	**10,978**	**48.4**	**9,778**	**43.1**	**1,941**	**8.6**	**22,697**	**100.0**
PR	57	42.5	77	57.5	0	0.0	**134**	**100.0**

Table 115. Passenger Car and Light Truck Occupants Killed, by State, Vehicle Type, and Rollover Occurrence

Year	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
AL	410	85	20.7	149	69	46.3	137	56	40.9	19	4	21.1	**716**	**214**	**29.9**
AK	15	2	13.3	10	6	60.0	13	9	69.2	7	1	14.3	**45**	**18**	**40.0**
AZ	271	74	27.3	104	53	51.0	105	55	52.4	17	5	29.4	**501**	**189**	**37.7**
AR	166	33	19.9	101	40	39.6	74	35	47.3	5	1	20.0	**350**	**111**	**31.7**
CA	1,219	296	24.3	245	115	46.9	372	201	54.0	77	18	23.4	**1,923**	**637**	**33.1**
CO	177	59	33.3	82	47	57.3	125	86	68.8	17	6	35.3	**402**	**199**	**49.5**
CT	123	20	16.3	13	3	23.1	30	8	26.7	7	0	0.0	**173**	**31**	**17.9**
DE	35	5	14.3	8	1	12.5	13	3	23.1	6	1	16.7	**62**	**10**	**16.1**
DC	7	3	42.9	0	0	0.0	1	0	0.0	0	0	0.0	**8**	**3**	**37.5**
FL	995	144	14.5	252	110	43.7	261	107	41.0	74	15	20.3	**1,582**	**376**	**23.8**
GA	541	95	17.6	215	69	32.1	193	86	44.6	44	14	31.8	**994**	**265**	**26.7**
HI	16	1	6.3	15	7	46.7	3	1	33.3	3	0	0.0	**37**	**9**	**24.3**
ID	73	29	39.7	33	16	48.5	33	17	51.5	10	4	40.0	**149**	**66**	**44.3**
IL	403	69	17.1	88	34	38.6	127	41	32.3	42	6	14.3	**664**	**153**	**23.0**
IN	330	55	16.7	87	24	27.6	101	29	28.7	43	6	14.0	**561**	**114**	**20.3**
IA	116	28	24.1	48	24	50.0	38	15	39.5	19	6	31.6	**223**	**74**	**33.2**
KS	136	34	25.0	67	29	43.3	64	29	45.3	11	3	27.3	**278**	**95**	**34.2**
KY	288	68	23.6	116	41	35.3	89	33	37.1	21	7	33.3	**514**	**149**	**29.0**
LA	241	40	16.6	127	38	29.9	80	37	46.3	15	2	13.3	**465**	**119**	**25.6**
ME	53	19	35.8	17	7	41.2	24	11	45.8	7	2	28.6	**101**	**39**	**38.6**
MD	193	24	12.4	36	9	25.0	55	17	30.9	8	2	25.0	**292**	**52**	**17.8**
MA	136	31	22.8	23	7	30.4	40	11	27.5	6	1	16.7	**207**	**50**	**24.2**
MI	367	63	17.2	91	27	29.7	139	45	32.4	43	12	27.9	**640**	**147**	**23.0**
MN	135	28	20.7	43	20	46.5	55	18	32.7	17	1	5.9	**252**	**67**	**26.6**
MS	262	59	22.5	114	42	36.8	105	60	57.1	11	2	18.2	**492**	**163**	**33.1**
MO	350	91	26.0	133	67	50.4	134	61	45.5	38	11	28.9	**655**	**230**	**35.1**
MT	43	14	32.6	44	29	65.9	37	23	62.2	8	4	50.0	**132**	**70**	**53.0**

Table 115. Passenger Car and Light Truck Occupants Killed, by State, Vehicle Type, and Rollover Occurrence (Continued)

Year	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
NE	87	19	21.8	37	9	24.3	34	16	47.1	7	0	0.0	**165**	**44**	**26.7**
NV	101	23	22.8	23	18	78.3	40	19	47.5	8	3	37.5	**172**	**63**	**36.6**
NH	54	8	14.8	11	5	45.5	31	10	32.3	2	0	0.0	**98**	**23**	**23.5**
NJ	201	31	15.4	25	7	28.0	53	7	13.2	19	6	31.6	**298**	**51**	**17.1**
NM	109	33	30.3	55	27	49.1	49	32	65.3	8	5	62.5	**222**	**98**	**44.1**
NY	296	58	19.6	52	16	30.8	99	24	24.2	19	2	10.5	**467**	**101**	**21.6**
NC	560	96	17.1	164	45	27.4	186	77	41.4	47	14	29.8	**958**	**232**	**24.2**
ND	22	2	9.1	35	14	40.0	11	4	36.4	6	1	16.7	**76**	**23**	**30.3**
OH	458	74	16.2	103	32	31.1	129	39	30.2	35	5	14.3	**728**	**152**	**20.9**
OK	230	44	19.1	112	42	37.5	84	38	45.2	19	5	26.3	**445**	**129**	**29.0**
OR	144	26	18.1	55	28	50.9	71	21	29.6	20	5	25.0	**290**	**80**	**27.6**
PA	460	73	15.9	95	27	28.4	148	49	33.1	45	10	22.2	**748**	**159**	**21.3**
RI	18	6	33.3	4	0	0.0	8	2	25.0	0	0	0.0	**30**	**8**	**26.7**
SC	373	79	21.2	129	55	42.6	138	54	39.1	35	10	28.6	**678**	**199**	**29.4**
SD	43	17	39.5	17	10	58.8	25	21	84.0	9	6	66.7	**94**	**54**	**57.4**
TN	392	76	19.4	123	33	26.8	145	56	38.6	22	6	27.3	**684**	**173**	**25.3**
TX	1,132	238	21.0	643	265	41.2	455	220	48.4	108	27	25.0	**2,345**	**754**	**32.2**
UT	84	21	25.0	33	20	60.6	33	21	63.6	6	3	50.0	**156**	**65**	**41.7**
VT	34	11	32.4	10	3	30.0	8	0	0.0	0	0	0.0	**52**	**14**	**26.9**
VA	333	75	22.5	74	16	21.6	116	45	38.8	30	5	16.7	**554**	**142**	**25.6**
WA	185	32	17.3	56	26	46.4	78	38	48.7	9	3	33.3	**331**	**100**	**30.2**
WV	104	15	14.4	43	14	32.6	39	16	41.0	11	4	36.4	**197**	**49**	**24.9**
WI	229	46	20.1	59	25	42.4	91	33	36.3	35	4	11.4	**414**	**108**	**26.1**
WY	25	7	28.0	34	23	67.6	15	12	80.0	2	0	0.0	**77**	**43**	**55.8**
USA	**12,775**	**2,579**	**20.2**	**4,253**	**1,694**	**39.8**	**4,534**	**1,948**	**43.0**	**1,077**	**258**	**24.0**	**22,697**	**6,514**	**28.7**
PR	90	6	6.7	8	2	25.0	34	5	14.7	2	0	0.0	**134**	**13**	**9.7**

*Total includes occupants of other and unknown light trucks.

Table 116. 2018 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population	Pedestrian Fatality Rate per 100,000 Population
1	New Mexico	83	2,095,428	3.96
2	Louisiana	164	4,659,978	3.52
3	Florida	704	21,299,325	3.31
4	Arizona	237	7,171,646	3.30
5	South Carolina	165	5,084,127	3.25
6	Hawaii	42	1,420,491	2.96
7	Mississippi	88	2,986,530	2.95
8	Nevada	79	3,034,392	2.60
9	Georgia	261	10,519,475	2.48
10	Delaware	23	967,171	2.38
11	California	893	39,557,045	2.26
12	Alabama	107	4,887,871	2.19
13	North Carolina	225	10,383,620	2.17
14	Texas	612	28,701,845	2.13
15	Maryland	128	6,042,718	2.12
16	Arkansas	62	3,013,825	2.06
17	Tennessee	136	6,770,010	2.01
18	New Jersey	173	8,908,520	1.94
19	Oregon	80	4,190,713	1.91
20	Alaska	14	737,438	1.90
21	Indiana	114	6,691,878	1.70
22	Connecticut	60	3,572,665	1.68
23	Kentucky	73	4,468,402	1.63
24	District of Columbia	11	702,455	1.57
25	Colorado	89	5,695,564	1.56
26	Missouri	95	6,126,452	1.55
27	Pennsylvania	197	12,807,060	1.54

Table 116. 2018 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population	Pedestrian Fatality Rate per 100,000 Population
28	Oklahoma	60	3,943,079	1.52
29	Michigan	142	9,995,915	1.42
30	Montana	15	1,062,305	1.41
31	Virginia	118	8,517,685	1.39
32	Washington	102	7,535,591	1.35
33	New York	262	19,542,209	1.34
34	Illinois	165	12,741,080	1.30
35	Nebraska	24	1,929,268	1.24
36	West Virginia	22	1,805,832	1.22
37	Utah	36	3,161,105	1.14
38	South Dakota	10	882,235	1.13
39	Massachusetts	78	6,902,149	1.13
40	Ohio	127	11,689,442	1.09
41	Wyoming	6	577,737	1.04
42	Kansas	29	2,911,505	1.00
43	Idaho	17	1,754,208	0.97
44	Wisconsin	56	5,813,568	0.96
45	Vermont	6	626,299	0.96
46	North Dakota	6	760,077	0.79
47	Minnesota	42	5,611,179	0.75
48	Iowa	22	3,156,145	0.70
49	New Hampshire	9	1,356,458	0.66
50	Rhode Island	7	1,057,315	0.66
51	Maine	7	1,338,404	0.52
	USA	**6,283**	**327,167,434**	**1.92**
	Puerto Rico	116	3,195,153	3.63

Source: Population—Census Bureau

Table 117. People Killed, by State and Highest Driver Blood Alcohol Concentration in the Crash

State	Highest Driver* BAC in the Crash								Total Killed**	
	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving Fatalities (BAC = .08+)		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	654	69	49	5	246	26	295	31	**953**	**100**
AK	44	55	7	9	29	36	36	45	**80**	**100**
AZ	655	65	50	5	285	28	334	33	**1,010**	**100**
AR	343	66	38	7	134	26	172	33	**516**	**100**
CA	2,322	65	166	5	1,069	30	1,235	35	**3,563**	**100**
CO	411	65	31	5	188	30	219	35	**632**	**100**
CT	162	55	17	6	115	39	132	45	**294**	**100**
DE	76	68	8	7	28	25	35	32	**111**	**100**
DC	21	66	2	5	9	29	11	34	**31**	**100**
FL	2,175	69	135	4	814	26	950	30	**3,133**	**100**
GA	1,054	70	72	5	375	25	447	30	**1,504**	**100**
HI	71	61	10	9	35	30	45	38	**117**	**100**
ID	165	72	8	4	58	25	66	28	**231**	**100**
IL	653	63	66	6	309	30	375	36	**1,031**	**100**
IN	587	68	39	5	227	26	266	31	**858**	**100**
IA	218	68	13	4	85	27	98	31	**318**	**100**
KS	306	76	9	2	88	22	96	24	**404**	**100**
KY	552	76	31	4	137	19	169	23	**724**	**100**
LA	516	67	35	5	216	28	251	33	**768**	**100**
ME	88	64	8	6	42	30	49	36	**137**	**100**
MD	346	69	32	6	122	24	154	31	**501**	**100**
MA	214	59	24	7	120	33	145	40	**360**	**100**
MI	649	67	56	6	267	27	323	33	**974**	**100**
MN	251	66	20	5	105	28	126	33	**381**	**100**
MS	466	70	35	5	163	25	198	30	**664**	**100**
MO	639	69	39	4	240	26	279	30	**921**	**100**
MT	95	52	8	4	79	43	87	48	**182**	**100**

Table 117. People Killed, by State and Highest Driver Blood Alcohol Concentration in the Crash (Continued)

State	Highest Driver* BAC in the Crash								Total Killed**	
	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving-Fatalities (BAC = .08+)		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	152	66	12	5	66	29	78	34	**230**	**100**
NV	220	67	22	7	87	26	110	33	**330**	**100**
NH	92	63	7	5	48	33	55	37	**147**	**100**
NJ	404	72	35	6	125	22	159	28	**564**	**100**
NM	251	64	30	8	108	28	138	35	**391**	**100**
NY	580	61	53	6	307	33	361	38	**943**	**100**
NC	952	66	61	4	421	29	482	34	**1,437**	**100**
ND	72	68	4	4	29	27	33	32	**105**	**100**
OH	724	68	45	4	294	28	340	32	**1,068**	**100**
OK	477	73	33	5	145	22	179	27	**655**	**100**
OR	321	63	31	6	153	30	184	36	**506**	**100**
PA	801	67	53	4	334	28	387	33	**1,190**	**100**
RI	34	57	5	8	20	34	25	43	**59**	**100**
SC	702	68	44	4	291	28	335	32	**1,037**	**100**
SD	80	62	5	4	45	35	50	38	**130**	**100**
TN	752	72	46	4	243	23	289	28	**1,041**	**100**
TX	1,965	54	235	6	1,439	40	1,673	46	**3,642**	**100**
UT	190	73	9	3	61	23	70	27	**260**	**100**
VT	45	66	8	12	15	23	23	34	**68**	**100**
VA	534	65	45	6	240	29	285	35	**820**	**100**
WA	351	64	30	5	166	30	195	36	**546**	**100**
WV	223	76	14	5	57	19	71	24	**294**	**100**
WI	353	60	36	6	199	34	235	40	**588**	**100**
WY	72	64	6	5	34	30	40	36	**111**	**100**
USA	**24,075**	**66**	**1,878**	**5**	**10,511**	**29**	**12,389**	**34**	**36,560**	**100**
PR	160	52	24	8	123	40	147	48	**308**	**100**

*Includes motorcycle riders.

**Total includes fatalities in crashes in which there was no driver or motorcycle rider present.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 118. Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration of the Driver

State	BAC of Driver*								Total Drivers* Involved in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	1,038	79	50	4	227	17	277	21	**1,315**	**100**
AK	69	66	9	8	26	25	35	34	**104**	**100**
AZ	1,057	76	57	4	271	20	328	24	**1,385**	**100**
AR	569	78	35	5	126	17	161	22	**730**	**100**
CA	3,763	76	170	3	996	20	1,166	24	**4,929**	**100**
CO	679	76	33	4	179	20	212	24	**890**	**100**
CT	279	67	20	5	116	28	136	33	**415**	**100**
DE	131	79	9	5	27	16	36	21	**167**	**100**
DC	32	73	2	4	10	23	12	27	**44**	**100**
FL	3,603	80	144	3	784	17	928	20	**4,530**	**100**
GA	1,709	80	76	4	362	17	438	20	**2,147**	**100**
HI	110	70	11	7	35	22	46	30	**156**	**100**
ID	254	81	10	3	51	16	61	19	**315**	**100**
IL	1,110	75	62	4	301	20	363	25	**1,473**	**100**
IN	978	81	35	3	199	16	234	19	**1,212**	**100**
IA	378	81	12	3	76	16	89	19	**466**	**100**
KS	474	84	9	2	79	14	87	16	**561**	**100**
KY	872	85	32	3	125	12	157	15	**1,029**	**100**
LA	828	78	34	3	204	19	238	22	**1,065**	**100**
ME	131	73	7	4	41	23	48	27	**179**	**100**
MD	579	79	31	4	119	16	150	21	**729**	**100**
MA	344	70	30	6	115	23	144	30	**488**	**100**
MI	1,162	79	57	4	252	17	309	21	**1,471**	**100**
MN	411	77	23	4	101	19	123	23	**534**	**100**
MS	710	80	35	4	147	16	182	20	**892**	**100**
MO	1,061	80	40	3	227	17	267	20	**1,328**	**100**
MT	134	62	8	4	73	34	80	38	**214**	**100**

Table 118. Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration of the Driver (Continued)

State	BAC of Driver*								Total Drivers* Involved in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	281	80	11	3	61	17	72	20	**353**	**100**
NV	345	76	20	4	87	19	106	24	**451**	**100**
NH	144	75	6	3	43	22	49	25	**193**	**100**
NJ	623	80	32	4	121	16	153	20	**776**	**100**
NM	384	75	31	6	100	19	131	25	**515**	**100**
NY	908	71	61	5	310	24	371	29	**1,279**	**100**
NC	1,596	78	61	3	395	19	455	22	**2,051**	**100**
ND	112	78	4	3	28	19	32	22	**144**	**100**
OH	1,241	79	45	3	280	18	325	21	**1,566**	**100**
OK	798	82	31	3	140	14	170	18	**968**	**100**
OR	488	74	29	4	145	22	174	26	**662**	**100**
PA	1,303	78	55	3	318	19	374	22	**1,677**	**100**
RI	58	70	6	7	19	23	25	30	**82**	**100**
SC	1,146	78	41	3	278	19	320	22	**1,465**	**100**
SD	106	71	6	4	37	25	42	29	**148**	**100**
TN	1,234	81	43	3	238	16	281	19	**1,515**	**100**
TX	3,473	67	273	5	1,422	28	1,695	33	**5,168**	**100**
UT	316	84	8	2	53	14	60	16	**376**	**100**
VT	65	76	6	7	14	17	21	24	**86**	**100**
VA	867	76	48	4	231	20	279	24	**1,146**	**100**
WA	575	75	30	4	157	21	187	25	**762**	**100**
WV	339	83	13	3	55	14	68	17	**407**	**100**
WI	579	73	35	4	180	23	216	27	**795**	**100**
WY	99	72	5	4	32	24	38	28	**137**	**100**
USA	**39,541**	**77**	**1,939**	**4**	**10,011**	**19**	**11,950**	**23**	**51,490**	**100**
PR	254	63	28	7	124	30	152	37	**406**	**100**

*Includes motorcycle riders.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 119. Drivers Killed in Crashes, by State and Blood Alcohol Concentration of the Driver

State	BAC of Driver*								Total Drivers* Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	477	71	32	5	164	24	197	29	**673**	**100**
AK	24	52	3	6	19	42	21	48	**45**	**100**
AZ	361	66	34	6	153	28	187	34	**548**	**100**
AR	256	70	20	5	90	25	110	30	**366**	**100**
CA	1,233	65	80	4	584	31	664	35	**1,897**	**100**
CO	255	64	19	5	122	31	141	36	**396**	**100**
CT	104	58	10	6	67	37	77	42	**181**	**100**
DE	40	63	4	7	19	30	23	37	**63**	**100**
DC	10	74	0	2	3	25	3	26	**13**	**100**
FL	1,220	69	79	4	472	27	551	31	**1,771**	**100**
GA	669	70	46	5	237	25	283	30	**952**	**100**
HI	34	58	8	14	17	29	25	42	**59**	**100**
ID	120	73	4	2	42	25	45	27	**165**	**100**
IL	425	66	33	5	190	29	223	34	**648**	**100**
IN	401	71	23	4	139	25	162	29	**563**	**100**
IA	173	73	9	4	55	23	64	27	**237**	**100**
KS	234	79	4	1	60	20	64	21	**298**	**100**
KY	396	78	20	4	92	18	112	22	**508**	**100**
LA	303	66	18	4	139	30	157	34	**460**	**100**
ME	66	64	7	6	31	30	37	36	**103**	**100**
MD	196	70	20	7	63	22	83	30	**279**	**100**
MA	139	59	22	9	75	32	96	41	**235**	**100**
MI	442	70	22	4	167	26	189	30	**631**	**100**
MN	170	65	12	5	81	31	93	35	**263**	**100**
MS	319	72	22	5	103	23	125	28	**444**	**100**
MO	463	72	20	3	161	25	181	28	**644**	**100**
MT	72	53	5	4	59	43	65	47	**137**	**100**

Table 119. Drivers Killed in Crashes, by State and Blood Alcohol Concentration of the Driver (Continued)

State	BAC of Driver*								Total Drivers* Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	107	70	5	3	41	27	45	30	**152**	**100**
NV	132	67	11	6	53	27	64	33	**196**	**100**
NH	74	68	3	3	32	30	35	32	**109**	**100**
NJ	186	68	18	7	72	26	90	32	**276**	**100**
NM	126	60	21	10	62	30	83	40	**208**	**100**
NY	333	63	30	6	165	31	195	37	**527**	**100**
NC	653	69	28	3	262	28	290	31	**942**	**100**
ND	51	67	3	4	22	29	25	33	**76**	**100**
OH	509	71	25	3	188	26	212	29	**721**	**100**
OK	352	76	18	4	92	20	110	24	**462**	**100**
OR	207	66	20	6	84	27	104	34	**311**	**100**
PA	525	68	33	4	219	28	252	32	**777**	**100**
RI	25	61	3	9	12	30	16	39	**40**	**100**
SC	472	68	24	3	198	29	222	32	**694**	**100**
SD	54	61	4	4	32	36	35	39	**89**	**100**
TN	522	74	25	4	162	23	187	26	**709**	**100**
TX	1,364	60	130	6	769	34	898	40	**2,262**	**100**
UT	126	76	3	2	37	22	40	24	**166**	**100**
VT	28	61	6	13	12	26	18	39	**46**	**100**
VA	368	66	31	5	158	28	188	34	**556**	**100**
WA	214	67	15	5	92	29	107	33	**321**	**100**
WV	160	79	8	4	36	17	43	21	**203**	**100**
WI	259	62	23	6	138	33	161	38	**420**	**100**
WY	50	60	4	5	29	35	33	40	**83**	**100**
USA	**15,495**	**68**	**1,066**	**5**	**6,364**	**28**	**7,430**	**32**	**22,925**	**100**
PR	58	43	14	10	64	47	78	57	**136**	**100**

*Includes motorcycle riders.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 120. Surviving Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration of the Driver

State	BAC of Driver*								Total Surviving Drivers* in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	562	87	17	3	63	10	81	13	**642**	**100**
AK	45	77	6	10	8	13	14	23	**59**	**100**
AZ	696	83	23	3	118	14	141	17	**837**	**100**
AR	313	86	15	4	36	10	51	14	**364**	**100**
CA	2,531	83	90	3	411	14	501	17	**3,032**	**100**
CO	423	86	14	3	56	11	71	14	**494**	**100**
CT	175	75	10	4	49	21	60	25	**234**	**100**
DE	91	88	5	4	8	8	13	12	**104**	**100**
DC	23	73	2	5	7	22	8	27	**31**	**100**
FL	2,383	86	65	2	312	11	376	14	**2,759**	**100**
GA	1,040	87	30	2	125	10	155	13	**1,195**	**100**
HI	76	78	3	3	18	19	21	22	**97**	**100**
ID	135	90	6	4	10	6	15	10	**150**	**100**
IL	685	83	30	4	111	13	140	17	**825**	**100**
IN	577	89	12	2	60	9	72	11	**649**	**100**
IA	205	89	4	2	21	9	25	11	**229**	**100**
KS	240	91	4	2	19	7	24	9	**263**	**100**
KY	476	91	12	2	34	6	45	9	**521**	**100**
LA	524	87	16	3	65	11	81	13	**605**	**100**
ME	65	86	1	1	10	13	11	14	**76**	**100**
MD	383	85	11	2	56	13	67	15	**450**	**100**
MA	205	81	8	3	40	16	48	19	**253**	**100**
MI	721	86	34	4	85	10	120	14	**840**	**100**
MN	241	89	10	4	20	7	30	11	**271**	**100**
MS	391	87	13	3	44	10	58	13	**448**	**100**
MO	598	87	20	3	66	10	86	13	**684**	**100**
MT	61	80	2	3	13	17	16	20	**77**	**100**

Table 120. Surviving Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration of the Driver (Continued)

State	BAC of Driver*								Total Surviving Drivers* in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	174	87	7	3	20	10	27	13	**201**	**100**
NV	213	83	9	3	33	13	42	17	**255**	**100**
NH	71	84	3	4	10	12	13	16	**84**	**100**
NJ	437	87	14	3	50	10	63	13	**500**	**100**
NM	259	84	10	3	38	12	49	16	**307**	**100**
NY	575	76	32	4	145	19	177	24	**752**	**100**
NC	943	85	33	3	133	12	166	15	**1,109**	**100**
ND	61	90	1	1	6	9	7	10	**68**	**100**
OH	732	87	21	2	92	11	113	13	**845**	**100**
OK	446	88	13	2	48	9	60	12	**506**	**100**
OR	281	80	9	3	61	17	70	20	**351**	**100**
PA	778	86	22	2	100	11	122	14	**900**	**100**
RI	33	79	2	6	7	16	9	21	**42**	**100**
SC	674	87	17	2	80	10	98	13	**771**	**100**
SD	52	88	2	4	5	8	7	12	**59**	**100**
TN	712	88	18	2	76	9	94	12	**806**	**100**
TX	2,109	73	143	5	653	22	797	27	**2,906**	**100**
UT	189	90	5	2	16	8	21	10	**210**	**100**
VT	37	94	0	1	2	6	3	7	**40**	**100**
VA	499	85	18	3	73	12	91	15	**590**	**100**
WA	361	82	15	3	65	15	80	18	**441**	**100**
WV	179	88	5	3	20	10	25	12	**204**	**100**
WI	321	85	12	3	42	11	55	15	**375**	**100**
WY	49	91	1	3	4	7	5	9	**54**	**100**
USA	**24,045**	**84**	**873**	**3**	**3,647**	**13**	**4,520**	**16**	**28,565**	**100**
PR	196	73	14	5	60	22	74	27	**270**	**100**

*Includes motorcycle riders.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 9 of this report.

Table 121. Speeding-Related Traffic Fatalities, by State and Roadway Function Class

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
			Interstate		Non-Interstate				
		Total	Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
AL	953	**262**	16	18	0	48	54	90	36
AK	80	**42**	9	6	0	6	6	14	1
AZ	1,010	**285**	38	25	22	57	74	34	31
AR	516	**131**	6	9	0	37	23	19	37
CA	3,563	**927**	39	133	117	259	153	121	105
CO	632	**210**	12	15	7	69	50	31	26
CT	294	**90**	0	14	11	15	25	12	13
DE	111	**33**	0	2	5	5	3	12	6
DC	31	**15**	0	1	0	0	1	0	13
FL	3,133	**303**	6	11	11	89	61	39	42
GA	1,504	**267**	4	29	5	53	69	59	48
HI	117	**51**	0	6	0	26	19	0	0
ID	231	**46**	2	2	0	14	8	8	12
IL	1,031	**434**	22	55	0	113	105	82	57
IN	858	**188**	14	11	0	44	34	61	24
IA	318	**62**	10	5	0	11	11	13	12
KS	404	**94**	13	7	4	17	10	14	29
KY	724	**111**	9	4	1	27	22	32	15
LA	768	**136**	6	17	1	30	22	33	27
ME	137	**42**	1	1	0	8	9	17	6
MD	501	**123**	2	18	5	27	32	16	18
MA	360	**95**	0	16	2	23	26	13	14
MI	974	**245**	5	30	13	44	61	52	40
MN	381	**113**	5	9	0	21	42	25	9
MS	664	**48**	0	4	0	7	7	18	12
MO	921	**367**	19	25	24	82	80	74	63
MT	182	**67**	8	1	1	22	6	13	16

Table 121. Speeding-Related Traffic Fatalities, by State and Roadway Function Class (Continued)

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
			Interstate		Non-Interstate				
		Total	Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
NE	230	**29**	8	0	0	3	6	7	5
NV	330	**92**	6	5	5	27	27	10	11
NH	147	**71**	6	7	0	18	10	8	22
NJ	564	**114**	1	6	9	42	25	8	23
NM	391	**132**	8	5	0	45	18	29	26
NY	943	**274**	13	10	18	75	28	14	116
NC	1,437	**327**	10	32	6	149	30	33	67
ND	105	**40**	6	0	0	15	5	9	5
OH	1,068	**290**	9	24	9	39	46	92	64
OK	655	**147**	4	12	6	27	31	38	29
OR	506	**110**	4	0	0	37	30	30	9
PA	1,190	**455**	23	33	22	89	108	92	88
RI	59	**27**	1	5	5	6	2	0	8
SC	1,037	**447**	44	25	9	90	211	19	49
SD	130	**52**	7	1	5	15	9	7	8
TN	1,041	**167**	3	15	2	30	43	38	36
TX	3,642	**990**	50	136	64	268	164	220	87
UT	260	**70**	5	6	0	30	10	10	8
VT	68	**25**	4	0	0	2	5	8	6
VA	820	**241**	8	23	3	51	56	67	25
WA	546	**179**	8	23	0	48	39	40	18
WV	294	**88**	4	9	0	16	17	27	15
WI	588	**186**	5	11	4	53	32	41	39
WY	111	**38**	8	0	0	14	3	8	5
USA	**36,560**	**9,378***	**491**	**862**	**396**	**2,343**	**1,968**	**1,757**	**1,481**
PR	308	**82**	12	6	2	17	18	21	6

*Includes 80 speeding-related fatalities that occurred on roadways for which the function class was unknown.

Table 122. Rural Fatal Crashes, by State and Average Emergency Medical Services 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	5.35	47.4	14.02	43.1	39.83	84.1	59.25	84.8	**492**
AK	3.60	67.7	15.23	58.1	40.43	77.4	55.83	80.6	**31**
AZ	3.12	34.2	17.05	28.1	54.79	87.5	67.75	87.8	**263**
AR	5.57	14.2	14.16	12.4	NA	NA	NA	NA	**282**
CA	NA	NA	58.00	99.9	NA	NA	91.00	99.9	**934**
CO	3.94	65.5	14.27	66.4	42.56	85.2	48.53	86.9	**229**
CT	0.95	51.3	7.94	12.8	47.55	48.7	54.90	48.7	**39**
DE	3.32	14.6	9.64	6.3	37.19	25.0	47.14	27.1	**48**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**1**
FL	2.71	97.9	10.47	97.7	NA	NA	NA	NA	**657**
GA	5.94	38.3	11.92	25.4	44.57	57.0	59.06	58.7	**472**
HI	3.13	4.0	14.61	8.0	38.89	64.0	57.44	64.0	**25**
ID	4.30	13.6	12.86	5.8	NA	NA	76.00	99.4	**154**
IL	5.11	97.4	10.50	99.4	NA	NA	NA	NA	**349**
IN	NA	NA	NA	NA	NA	NA	NA	NA	**467**
IA	7.92	58.7	13.51	54.0	34.03	72.3	49.35	73.6	**235**
KS	7.65	24.8	10.58	14.4	35.44	54.0	49.82	56.5	**278**
KY	4.91	18.9	11.10	2.3	37.80	42.7	50.69	45.2	**471**
LA	5.62	16.0	14.11	9.2	45.44	51.4	64.10	52.1	**282**
ME	7.41	20.4	13.23	6.5	40.66	37.0	56.77	38.9	**108**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**86**
MA	2.83	14.7	9.03	5.9	38.13	55.9	48.00	55.9	**34**
MI	3.10	37.8	10.53	35.6	34.00	99.7	49.00	99.7	**376**
MN	2.19	10.6	11.54	8.1	43.08	52.0	56.65	52.5	**198**
MS	3.17	46.3	10.78	45.0	27.67	71.5	39.58	71.8	**393**
MO	7.43	42.6	14.89	33.8	46.20	50.2	65.51	53.4	**470**
MT	9.66	23.6	14.02	7.1	43.67	50.7	59.65	53.6	**140**

Table 122. Rural Fatal Crashes, by State and Average Emergency Medical Services 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	
NE	4.74	55.2	12.15	50.3	32.17	58.6	46.67	62.8	**145**
NV	4.56	88.0	12.63	89.3	30.50	94.7	47.50	94.7	**75**
NH	0.69	3.0	11.28	0.0	34.23	35.8	44.32	38.8	**67**
NJ	NA	NA	NA	NA	NA	NA	NA	NA	**43**
NM	7.70	61.1	18.11	33.8	44.63	71.7	56.31	74.2	**198**
NY	3.70	19.8	9.17	17.4	43.90	59.5	51.77	60.5	**420**
NC	7.97	75.8	10.86	20.9	42.49	63.9	51.15	64.7	**770**
ND	7.46	40.7	13.00	24.7	37.74	56.8	56.58	59.3	**81**
OH	7.61	22.2	12.14	3.7	38.18	33.7	54.36	35.8	**436**
OK	7.02	66.4	15.79	46.9	49.89	66.9	67.19	69.8	**384**
OR	4.53	20.1	14.03	18.0	36.28	84.5	50.54	85.3	**278**
PA	3.48	74.0	11.02	49.3	40.99	77.6	50.91	77.8	**477**
RI	1.56	30.8	5.18	15.4	40.10	23.1	46.30	23.1	**13**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**642**
SD	4.82	37.1	15.93	37.1	35.52	68.0	51.70	69.1	**97**
TN	9.88	56.2	13.42	4.4	48.17	48.6	57.17	52.5	**434**
TX	9.23	80.3	16.27	77.7	45.42	78.7	65.47	80.2	**1,307**
UT	8.87	13.9	23.19	1.3	41.08	54.4	61.03	59.5	**79**
VT	5.52	36.5	11.67	5.8	43.32	34.6	58.79	34.6	**52**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**444**
WA	NA	NA	NA	NA	NA	NA	NA	NA	**213**
WV	7.98	66.7	12.87	66.0	40.37	76.5	56.50	75.3	**162**
WI	4.71	23.8	11.61	31.1	40.15	75.3	54.99	75.0	**344**
WY	7.43	21.2	19.59	20.0	48.13	64.7	62.52	70.6	**85**
USA	**5.70**	**59.8**	**12.84**	**50.2**	**41.78**	**75.7**	**55.90**	**76.7**	**14,760**
PR	5.91	93.5	10.36	93.5	NA	NA	NA	NA	**169**

*Includes crashes for which both times were known.

NA = not available or not applicable.

Table 123. Urban Fatal Crashes, by State and Average Emergency Medical Services Response Times

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	3.16	41.4	8.86	36.7	31.16	79.9	45.08	80.2	**384**
AK	1.92	34.2	7.19	28.9	22.47	60.5	32.21	63.2	**38**
AZ	1.30	40.1	6.28	37.6	22.18	63.3	27.76	63.1	**643**
AR	3.71	19.5	6.85	16.8	8.00	99.5	14.00	99.5	**190**
CA	8.50	99.9	9.00	100.0	NA	NA	24.86	99.7	**2,324**
CO	1.71	27.9	5.33	39.3	21.38	58.5	27.45	58.8	**359**
CT	3.98	46.6	6.28	41.5	26.25	62.0	35.84	62.4	**234**
DE	4.41	17.9	7.44	10.7	24.96	50.0	34.18	50.0	**56**
DC	2.50	72.4	3.67	69.0	19.50	93.1	30.00	93.1	**29**
FL	5.04	96.7	8.33	96.7	23.50	99.9	30.50	99.9	**1,745**
GA	4.44	40.4	8.69	33.2	33.43	51.6	44.26	52.0	**935**
HI	4.38	0.0	8.86	0.0	27.59	42.4	40.04	42.4	**85**
ID	2.08	10.3	7.46	6.9	NA	NA	NA	NA	**58**
IL	0.54	97.8	3.25	99.3	34.00	99.8	38.00	99.8	**599**
IN	NA	NA	NA	NA	NA	NA	NA	NA	**306**
IA	2.43	33.9	6.55	32.1	22.18	41.1	31.21	41.1	**56**
KS	2.88	20.7	6.46	20.7	23.17	47.1	32.93	48.3	**87**
KY	2.66	12.5	6.38	5.7	28.68	37.0	36.57	37.5	**192**
LA	4.24	22.4	9.19	12.5	30.33	47.1	42.03	47.6	**433**
ME	9.76	10.5	11.94	10.5	36.82	42.1	32.78	52.6	**19**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**380**
MA	3.49	15.9	5.70	1.9	28.33	32.5	34.86	34.1	**308**
MI	2.28	59.1	6.32	55.7	NA	NA	NA	NA	**528**
MN	2.41	12.8	7.37	8.7	27.36	43.6	36.61	44.3	**149**
MS	2.74	44.1	8.07	43.1	21.31	66.7	32.42	67.2	**204**
MO	3.72	38.1	7.98	21.4	26.36	39.9	36.16	41.0	**378**
MT	1.67	3.6	4.67	3.6	23.88	42.9	29.75	42.9	**28**

Table 123. Urban Fatal Crashes, by State and Average Emergency Medical Services 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	
NE	1.69	30.4	6.22	26.8	18.24	33.9	24.97	37.5	**56**
NV	2.29	78.0	5.42	76.7	21.98	82.1	30.50	82.1	**223**
NH	0.73	0.0	7.60	0.0	29.54	25.4	37.26	25.4	**67**
NJ	7.00	99.8	4.00	99.8	NA	NA	NA	NA	**472**
NM	5.19	32.0	7.03	22.7	20.34	57.3	29.44	60.7	**150**
NY	2.28	50.3	5.73	51.2	24.54	69.9	31.20	69.3	**469**
NC	3.34	54.2	8.10	21.8	30.70	55.3	38.58	56.4	**550**
ND	3.50	28.6	5.45	21.4	15.71	50.0	24.29	50.0	**14**
OH	4.40	16.7	6.86	2.6	24.09	30.1	34.45	30.6	**545**
OK	2.09	44.5	7.86	28.9	27.22	52.8	36.37	53.2	**218**
OR	2.52	48.3	5.95	40.1	24.70	82.6	35.47	82.6	**172**
PA	2.51	52.4	6.82	38.1	29.36	54.7	37.04	55.3	**620**
RI	4.00	31.0	6.30	4.8	26.94	14.3	35.14	14.3	**42**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**328**
SD	5.30	23.1	6.10	23.1	16.14	46.2	25.29	46.2	**13**
TN	4.89	29.4	8.04	4.1	32.54	34.4	41.10	36.3	**540**
TX	4.78	73.2	8.27	69.4	28.86	71.1	40.21	71.6	**1,987**
UT	2.96	9.6	8.45	2.6	32.13	53.8	39.29	55.1	**156**
VT	1.83	14.3	5.57	0.0	30.00	42.9	36.50	42.9	**7**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**331**
WA	18.00	99.6	31.00	99.6	74.00	99.6	NA	NA	**278**
WV	7.68	69.9	6.87	69.9	39.26	77.7	45.86	78.6	**103**
WI	2.52	30.6	7.56	35.5	26.72	67.2	36.59	67.8	**183**
WY	2.00	21.4	7.75	14.3	27.22	35.7	35.78	35.7	**14**
USA	**3.42**	**64.0**	**7.42**	**59.1**	**27.93**	**74.5**	**37.07**	**74.8**	**18,285**
PR	6.11	84.9	11.16	84.9	NA	NA	NA	NA	**126**

*Includes crashes for which both times were known.

NA = not available or not applicable.

Table 124. People Killed, Population, and Fatality Rates in Cities With a Population of 150,000 or Greater

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
			Pedestrians Killed				
		Total Killed	Number	Percent of Total Killed		Total	Pedestrian
New York	NY	195	112	57.4	8,398,748	2.32	1.33
Los Angeles	CA	273	117	42.9	3,990,456	6.84	2.93
Chicago	IL	131	46	35.1	2,705,994	4.84	1.70
Houston	TX	204	63	30.9	2,325,502	8.77	2.71
Phoenix	AZ	245	110	44.9	1,660,272	14.76	6.63
Philadelphia	PA	102	41	40.2	1,584,138	6.44	2.59
San Antonio	TX	148	46	31.1	1,532,233	9.66	3.00
San Diego	CA	95	44	46.3	1,425,976	6.66	3.09
Dallas	TX	198	54	27.3	1,345,047	14.72	4.01
San Jose	CA	60	22	36.7	1,030,119	5.82	2.14
Austin	TX	71	30	42.3	964,254	7.36	3.11
Jacksonville	FL	136	34	25.0	903,889	15.05	3.76
Fort Worth	TX	102	33	32.4	895,008	11.40	3.69
Columbus	OH	66	15	22.7	892,533	7.39	1.68
San Francisco	CA	24	14	58.3	883,305	2.72	1.58
Charlotte	NC	96	29	30.2	872,498	11.00	3.32
Indianapolis	IN	103	26	25.2	867,125	11.88	3.00
Seattle	WA	20	8	40.0	744,955	2.68	1.07
Denver	CO	60	19	31.7	716,492	8.37	2.65
Washington	DC	31	11	35.5	702,455	4.41	1.57
Boston	MA	15	9	60.0	694,583	2.16	1.30
El Paso	TX	70	32	45.7	682,669	10.25	4.69
Detroit	MI	107	34	31.8	672,662	15.91	5.05
Nashville-Davidson	TN	71	21	29.6	669,053	10.61	3.14
Portland	OR	37	17	45.9	653,115	5.67	2.60
Memphis	TN	117	30	25.6	650,618	17.98	4.61
Oklahoma City	OK	73	12	16.4	649,021	11.25	1.85
Las Vegas	NV	59	23	39.0	644,644	9.15	3.57
Louisville-Jefferson Co.	KY	66	17	25.8	620,118	10.64	2.74
Baltimore	MD	34	9	26.5	602,495	5.64	1.49
Milwaukee	WI	61	16	26.2	592,025	10.30	2.70
Albuquerque	NM	85	34	40.0	560,218	15.17	6.07
Tucson	AZ	81	25	30.9	545,975	14.84	4.58
Fresno	CA	21	12	57.1	530,093	3.96	2.26
Mesa	AZ	44	9	20.5	508,958	8.65	1.77
Sacramento	CA	50	19	38.0	508,529	9.83	3.74
Atlanta	GA	61	19	31.1	498,044	12.25	3.81
Kansas City	MO	84	21	25.0	491,918	17.08	4.27
Colorado Springs	CO	48	13	27.1	472,688	10.15	2.75

Source: Population—Census Bureau

Table 124. People Killed, Population, and Fatality Rates in Cities With a Population of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed			Total	Pedestrian
			Number	Percent of Total Killed			
Miami	FL	64	24	37.5	470,914	13.59	5.10
Raleigh	NC	30	9	30.0	469,298	6.39	1.92
Omaha	NE	35	8	22.9	468,262	7.47	1.71
Long Beach	CA	32	6	18.8	467,354	6.85	1.28
Virginia Beach	VA	37	2	5.4	450,189	8.22	0.44
Oakland	CA	23	5	21.7	429,082	5.36	1.17
Minneapolis	MN	16	3	18.8	425,403	3.76	0.71
Tulsa	OK	51	11	21.6	400,669	12.73	2.75
Arlington	TX	27	7	25.9	398,112	6.78	1.76
Tampa	FL	48	20	41.7	392,890	12.22	5.09
New Orleans	LA	41	19	46.3	391,006	10.49	4.86
Wichita	KS	40	9	22.5	389,255	10.28	2.31
Cleveland	OH	36	6	16.7	383,793	9.38	1.56
Bakersfield	CA	20	7	35.0	383,579	5.21	1.82
Aurora	CO	32	8	25.0	374,114	8.55	2.14
Anaheim	CA	19	5	26.3	352,005	5.40	1.42
Honolulu	HI	24	12	50.0	347,397	6.91	3.45
Santa Ana	CA	14	6	42.9	332,725	4.21	1.80
Riverside	CA	26	3	11.5	330,063	7.88	0.91
Corpus Christi	TX	28	14	50.0	326,554	8.57	4.29
Lexington-Fayette	KY	32	13	40.6	323,780	9.88	4.02
Stockton	CA	37	17	45.9	311,178	11.89	5.46
Henderson	NV	10	4	40.0	310,390	3.22	1.29
St. Paul	MN	8	1	12.5	307,695	2.60	0.32
St. Louis	MO	51	13	25.5	302,838	16.84	4.29
Cincinnati	OH	32	8	25.0	302,605	10.57	2.64
Pittsburgh	PA	14	5	35.7	301,048	4.65	1.66
Greensboro	NC	27	5	18.5	294,722	9.16	1.70
Anchorage	AK	23	7	30.4	291,538	7.89	2.40
Plano	TX	9	2	22.2	288,061	3.12	0.69
Lincoln	NE	9	2	22.2	287,401	3.13	0.70
Orlando	FL	33	8	24.2	285,713	11.55	2.80
Irvine	CA	13	3	23.1	282,572	4.60	1.06
Newark	NJ	22	11	50.0	282,090	7.80	3.90
Toledo	OH	27	6	22.2	274,975	9.82	2.18
Durham	NC	24	6	25.0	274,291	8.75	2.19
Chula Vista	CA	18	8	44.4	271,651	6.63	2.94
Fort Wayne	IN	27	5	18.5	267,633	10.09	1.87
Jersey City	NJ	11	7	63.6	265,549	4.14	2.64

Source: Population—Census Bureau

Table 124. People Killed, Population, and Fatality Rates in Cities With a Population of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percent of Total Killed		Total	Pedestrian
St. Petersburg	FL	45	13	28.9	265,098	16.97	4.90
Laredo	TX	30	6	20.0	261,639	11.47	2.29
Madison	WI	7	2	28.6	258,054	2.71	0.78
Chandler	AZ	18	3	16.7	257,165	7.00	1.17
Buffalo	NY	10	3	30.0	256,304	3.90	1.17
Lubbock	TX	16	5	31.3	255,885	6.25	1.95
Scottsdale	AZ	24	6	25.0	255,310	9.40	2.35
Reno	NV	20	7	35.0	250,998	7.97	2.79
Glendale	AZ	25	11	44.0	250,702	9.97	4.39
Gilbert	AZ	8	1	12.5	248,279	3.22	0.40
Winston-Salem	NC	32	10	31.3	246,328	12.99	4.06
North Las Vegas	NV	20	7	35.0	245,949	8.13	2.85
Norfolk	VA	16	6	37.5	244,076	6.56	2.46
Chesapeake	VA	20	5	25.0	242,634	8.24	2.06
Garland	TX	14	2	14.3	242,507	5.77	0.82
Irving	TX	8	3	37.5	242,242	3.30	1.24
Hialeah	FL	33	18	54.5	238,942	13.81	7.53
Fremont	CA	8	2	25.0	237,807	3.36	0.84
Boise City	ID	12	3	25.0	228,790	5.24	1.31
Richmond	VA	15	2	13.3	228,783	6.56	0.87
Baton Rouge	LA	52	8	15.4	221,599	23.47	3.61
Spokane	WA	8	4	50.0	219,190	3.65	1.82
Des Moines	IA	11	1	9.1	216,853	5.07	0.46
Tacoma	WA	18	7	38.9	216,279	8.32	3.24
San Bernardino	CA	32	10	31.3	215,941	14.82	4.63
Modesto	CA	29	8	27.6	215,030	13.49	3.72
Fontana	CA	20	9	45.0	213,739	9.36	4.21
Santa Clarita	CA	7	0	0.0	210,089	3.33	0.00
Birmingham	AL	45	12	26.7	209,880	21.44	5.72
Oxnard	CA	7	4	57.1	209,877	3.34	1.91
Fayetteville	NC	22	2	9.1	209,468	10.50	0.95
Moreno Valley	CA	12	4	33.3	209,050	5.74	1.91
Rochester	NY	17	7	41.2	206,284	8.24	3.39
Glendale	CA	4	2	50.0	201,361	1.99	0.99
Huntington Beach	CA	14	4	28.6	200,641	6.98	1.99
Salt Lake City	UT	14	5	35.7	200,591	6.98	2.49
Grand Rapids	MI	12	4	33.3	200,217	5.99	2.00
Amarillo	TX	20	3	15.0	199,924	10.00	1.50
Yonkers	NY	1	1	100.0	199,663	0.50	0.50

Source: Population—Census Bureau

Table 124. People Killed, Population, and Fatality Rates in Cities With a Population of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percent of Total Killed		Total	Pedestrian
Aurora	IL	8	3	37.5	199,602	4.01	1.50
Montgomery	AL	26	8	30.8	198,218	13.12	4.04
Akron	OH	21	1	4.8	198,006	10.61	0.51
Little Rock	AR	40	14	35.0	197,881	20.21	7.07
Huntsville	AL	23	5	21.7	197,318	11.66	2.53
Augusta-Richmond Co.	GA	22	7	31.8	196,939	11.17	3.55
Port St. Lucie	FL	12	3	25.0	195,248	6.15	1.54
Grand Prairie	TX	11	2	18.2	194,614	5.65	1.03
Columbus	GA	18	5	27.8	194,160	9.27	2.58
Tallahassee	FL	18	7	38.9	193,551	9.30	3.62
Overland Park	KS	3	0	0.0	192,536	1.56	0.00
Tempe	AZ	22	5	22.7	192,364	11.44	2.60
McKinney	TX	6	2	33.3	191,645	3.13	1.04
Mobile	AL	33	3	9.1	189,572	17.41	1.58
Cape Coral	FL	8	2	25.0	189,343	4.23	1.06
Shreveport	LA	35	11	31.4	188,987	18.52	5.82
Frisco	TX	3	0	0.0	188,170	1.59	0.00
Knoxville	TN	42	7	16.7	187,500	22.40	3.73
Worcester	MA	14	3	21.4	185,877	7.53	1.61
Brownsville	TX	18	7	38.9	183,392	9.82	3.82
Vancouver	WA	16	4	25.0	183,012	8.74	2.19
Fort Lauderdale	FL	39	14	35.9	182,595	21.36	7.67
Sioux Falls	SD	5	1	20.0	181,883	2.75	0.55
Ontario	CA	16	2	12.5	181,107	8.83	1.10
Chattanooga	TN	27	7	25.9	180,557	14.95	3.88
Providence	RI	8	1	12.5	179,335	4.46	0.56
Newport News	VA	17	4	23.5	178,626	9.52	2.24
Rancho Cucamonga	CA	4	1	25.0	177,751	2.25	0.56
Santa Rosa	CA	8	2	25.0	177,586	4.50	1.13
Oceanside	CA	7	1	14.3	176,080	3.98	0.57
Salem	OR	10	2	20.0	173,442	5.77	1.15
Elk Grove	CA	3	0	0.0	172,886	1.74	0.00
Garden Grove	CA	11	4	36.4	172,646	6.37	2.32
Pembroke Pines	FL	12	4	33.3	172,374	6.96	2.32
Peoria	AZ	16	3	18.8	172,259	9.29	1.74
Eugene	OR	6	2	33.3	171,245	3.50	1.17
Corona	CA	5	1	20.0	168,819	2.96	0.59
Cary	NC	3	1	33.3	168,160	1.78	0.59
Springfield	MO	18	3	16.7	168,122	10.71	1.78

Source: Population—Census Bureau

Table 124. People Killed, Population, and Fatality Rates in Cities With a Population of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percent of Total Killed		Total	Pedestrian
Fort Collins	CO	13	0	0.0	167,830	7.75	0.00
Jackson	MS	29	11	37.9	164,422	17.64	6.69
Alexandria	VA	5	3	60.0	160,530	3.11	1.87
Hayward	CA	8	2	25.0	159,620	5.01	1.25
Lancaster	CA	29	6	20.7	159,053	18.23	3.77
Lakewood	CO	17	7	41.2	156,798	10.84	4.46
Clarksville	TN	19	5	26.3	156,794	12.12	3.19
Palmdale	CA	22	3	13.6	156,667	14.04	1.91
Salinas	CA	10	4	40.0	156,259	6.40	2.56
Springfield	MA	18	7	38.9	155,032	11.61	4.52
Hollywood	FL	16	5	31.3	154,823	10.33	3.23
Pasadena	TX	5	2	40.0	153,219	3.26	1.31
Sunnyvale	CA	9	5	55.6	153,185	5.88	3.26
Macon-Bibb Co.	GA	28	11	39.3	153,095	18.29	7.19
Kansas City	KS	16	2	12.5	152,958	10.46	1.31
Pomona	CA	16	10	62.5	152,361	10.50	6.56
Escondido	CA	7	2	28.6	152,213	4.60	1.31

Source: Population—Census Bureau

Table 125. Fatalities and Fatality Rates, by State, 1975-2018

State	Fatalities									Fatality Rate per 100 Million VMT								
	1975	1985	1995	2000	2005	2010	2015	2018	Difference, 1975-2018	1975	1985	1995	2000	2005	2010	2015	2018	Difference, 1975-2018
AL	902	882	1,114	996	1,148	862	850	953	**+6%**	3.63	2.51	2.20	1.76	1.92	1.34	1.26	1.34	**-63%**
AK	112	127	87	106	73	56	65	80	**-29%**	4.38	3.17	2.11	2.30	1.45	1.17	1.29	1.46	**-67%**
AZ	670	893	1,035	1,036	1,179	759	897	1,010	**+51%**	4.19	4.14	2.61	2.11	1.97	1.27	1.38	1.53	**-63%**
AR	559	534	631	652	654	571	550	516	**-8%**	4.01	3.12	2.37	2.24	2.05	1.70	1.58	1.41	**-65%**
CA	4,092	4,960	4,192	3,753	4,333	2,720	3,387	3,563	**-13%**	3.09	2.39	1.52	1.22	1.32	0.84	1.01	1.02	**-67%**
CO	581	579	645	681	606	450	547	632	**+9%**	3.50	2.21	1.84	1.63	1.26	0.96	1.08	1.17	**-67%**
CT	389	448	317	341	278	320	270	294	**24%**	2.13	2.00	1.13	1.11	0.88	1.02	0.85	0.93	**-56%**
DE	122	104	121	123	133	101	131	111	**-9%**	3.37	1.94	1.61	1.49	1.40	1.13	1.32	1.09	**-68%**
DC	70	60	58	48	48	24	23	31	**-56%**	2.27	1.86	1.67	1.37	1.29	0.67	0.65	0.84	**-63%**
FL	1,998	2,832	2,805	2,999	3,518	2,444	2,938	3,133	**+57%**	3.24	3.22	2.19	1.99	1.75	1.25	1.42	1.41	**-56%**
GA	1,360	1,361	1,488	1,541	1,729	1,247	1,432	1,504	**+11%**	3.46	2.53	1.74	1.47	1.52	1.12	1.21	1.14	**-67%**
HI	144	126	130	132	140	113	93	117	**-19%**	3.47	1.86	1.64	1.55	1.39	1.13	0.90	1.07	**-69%**
ID	281	255	262	276	275	209	216	231	**-18%**	4.78	3.31	2.13	2.04	1.85	1.32	1.30	1.30	**-73%**
IL	2,041	1,534	1,586	1,418	1,363	927	998	1,031	**-49%**	3.56	2.17	1.68	1.38	1.27	0.88	0.95	0.96	**-73%**
IN	1,128	974	960	886	938	754	817	858	**-24%**	3.02	2.39	1.49	1.25	1.31	1.00	1.04	1.05	**-65%**
IA	670	474	527	445	450	390	320	318	**-53%**	3.75	2.35	2.03	1.51	1.45	1.24	0.96	0.96	**-74%**
KS	509	486	442	461	428	431	355	404	**-21%**	3.29	2.52	1.76	1.64	1.44	1.44	1.13	1.26	**-62%**
KY	863	712	849	820	985	760	761	724	**-16%**	3.50	2.50	2.07	1.75	2.08	1.58	1.56	1.46	**-58%**
LA	934	931	894	938	963	721	752	768	**-18%**	4.60	2.79	2.31	2.30	2.14	1.59	1.56	1.53	**-67%**
ME	223	206	187	169	169	161	156	137	**-39%**	3.14	2.22	1.49	1.19	1.13	1.11	1.07	0.93	**-70%**
MD	670	729	671	588	614	496	520	501	**-25%**	2.66	2.19	1.50	1.17	1.09	0.88	0.90	0.84	**-68%**
MA	864	742	444	433	441	347	344	360	**-58%**	2.75	1.87	0.92	0.82	0.80	0.64	0.58	0.54	**-80%**
MI	1,779	1,545	1,530	1,382	1,129	942	967	974	**-45%**	3.06	2.29	1.79	1.41	1.09	0.97	0.99	0.95	**-69%**
MN	754	608	597	625	559	411	411	381	**-49%**	2.94	1.86	1.35	1.19	0.98	0.73	0.72	0.63	**-79%**
MS	546	662	868	949	931	641	677	664	**+22%**	3.80	3.45	2.94	2.67	2.32	1.61	1.70	1.63	**-57%**
MO	1,045	931	1,109	1,157	1,257	821	870	921	**-12%**	3.41	2.37	1.87	1.72	1.83	1.16	1.21	1.20	**-65%**
MT	291	223	215	237	251	189	224	182	**-37%**	5.08	3.03	2.28	2.40	2.26	1.69	1.81	1.43	**-72%**

Table 125. Fatalities and Fatality Rates by State, 1975-2018 (Continued)

State	Fatalities									Fatality Rate per 100 Million VMT								
	1975	1985	1995	2000	2005	2010	2015	2018	Difference, 1975-2018	1975	1985	1995	2000	2005	2010	2015	2018	Difference, 1975-2018
NE	369	237	254	276	276	190	246	230	**-38%**	3.29	1.97	1.61	1.53	1.43	0.98	1.22	1.10	**-67%**
NV	218	259	313	323	427	257	326	330	**+51%**	4.74	3.42	2.24	1.83	2.06	1.16	1.26	1.17	**-75%**
NH	151	191	118	126	166	128	114	147	**-3%**	2.85	2.53	1.11	1.05	1.24	0.98	0.87	1.07	**-62%**
NJ	1,043	964	774	731	747	556	561	564	**-46%**	2.15	1.83	1.27	1.08	1.01	0.76	0.74	0.73	**-66%**
NM	555	535	485	432	488	349	298	391	**-30%**	5.59	4.03	2.29	1.90	2.04	1.38	1.09	1.43	**-74%**
NY	2,366	2,006	1,679	1,460	1,434	1,201	1,136	943	**-60%**	3.63	2.22	1.46	1.13	1.03	0.92	0.89	0.76	**-79%**
NC	1,506	1,482	1,448	1,557	1,547	1,320	1,379	1,437	**-5%**	4.14	2.97	1.90	1.74	1.53	1.29	1.23	1.19	**-71%**
ND	167	90	74	86	123	105	131	105	**-37%**	3.71	1.61	1.13	1.19	1.62	1.27	1.31	1.07	**-71%**
OH	1,766	1,646	1,360	1,366	1,321	1,080	1,110	1,068	**-40%**	2.75	2.18	1.35	1.29	1.20	0.97	0.98	0.93	**-66%**
OK	757	744	669	650	803	668	645	655	**-13%**	3.33	2.39	1.74	1.50	1.71	1.40	1.35	1.44	**-57%**
OR	562	559	574	451	487	317	446	506	**-10%**	3.53	2.61	1.91	1.33	1.38	0.94	1.24	1.37	**-61%**
PA	2,078	1,771	1,480	1,520	1,616	1,324	1,200	1,190	**-43%**	3.26	2.35	1.57	1.49	1.50	1.32	1.19	1.17	**-64%**
RI	110	109	69	80	87	67	45	59	**-46%**	1.94	1.87	1.00	0.96	1.05	0.81	0.57	0.74	**-62%**
SC	820	951	881	1,065	1,094	809	979	1,037	**+26%**	3.98	3.56	2.28	2.34	2.21	1.65	1.89	1.83	**-54%**
SD	195	130	158	173	186	140	134	130	**-33%**	3.76	2.07	2.06	2.05	2.22	1.58	1.44	1.34	**-64%**
TN	1,126	1,101	1,259	1,307	1,270	1,032	962	1,041	**-8%**	3.42	3.03	2.24	1.99	1.79	1.47	1.25	1.28	**-63%**
TX	3,372	3,678	3,183	3,779	3,536	3,023	3,582	3,642	**+8%**	3.99	2.57	1.76	1.72	1.50	1.29	1.39	1.29	**-68%**
UT	272	303	325	373	282	253	278	260	**-4%**	3.42	2.52	1.73	1.65	1.12	0.95	0.94	0.81	**-76%**
VT	143	115	106	76	73	71	57	68	**-52%**	4.32	2.45	1.71	1.12	0.95	0.98	0.78	0.93	**-78%**
VA	993	976	900	929	947	740	754	820	**-17%**	2.87	2.04	1.29	1.24	1.18	0.90	0.91	0.96	**-67%**
WA	758	744	653	631	649	460	551	546	**-28%**	3.16	2.16	1.33	1.18	1.17	0.80	0.92	0.88	**-72%**
WV	461	420	376	411	374	315	268	294	**-36%**	4.36	3.32	2.16	2.14	1.82	1.64	1.35	1.51	**-65%**
WI	930	744	745	799	815	572	566	588	**-37%**	3.25	2.03	1.45	1.40	1.36	0.96	0.91	0.89	**-73%**
WY	210	152	170	152	170	155	145	111	**-47%**	5.36	2.81	2.41	1.88	1.88	1.66	1.51	1.06	**-80%**
USA	**44,525**	**43,825**	**41,817**	**41,945**	**43,510**	**32,999**	**35,484**	**36,560**	**-18%**	**3.35**	**2.47**	**1.73**	**1.53**	**1.46**	**1.11**	**1.15**	**1.13**	**-66%**
PR	496	600	595	568	457	340	310	308	**-38%**	7.27	5.74	3.83	3.23	2.35	1.83	2.13	2.05	**-72%**

Sources: Fatalities—FARS. Vehicle Miles Traveled—Federal Highway Administration

Restraint Use and Motorcycle Helmet Use Laws

Restraint Use Laws

The first mandatory belt use law was enacted in the State of New York in 1984. Adult belt use laws are now in effect in 49 States, the District of Columbia, and Puerto Rico. The laws differ from State to State, according to the type and age of the vehicle, occupant age and seating position, etc. The goal of these laws is to promote belt use and thereby reduce deaths and injuries in motor vehicle crashes.

In 2018, there were 34 States, the District of Columbia, and Puerto Rico that had primary seat belt laws in effect, enabling law enforcement officers to stop vehicles and write citations when they observed violations of the seat belt law. In 15 States the laws specified secondary enforcement, meaning that law enforcement officers were permitted to write citations only after a vehicle was stopped for some other traffic infraction. New Hampshire is the only State without a seat belt law for adults, although it does have a primary child passenger safety law that covers all drivers and passengers under age 18.

The first mandatory child restraint use law was implemented in the State of Tennessee in 1978. Since 1985 all 50 States and the District of Columbia have had child restraint use laws in effect. Child restraint use laws differ from State to State, in terms of the ages of children covered and in other important ways, including height and weight limits, seating position requirements, and various exemptions and exceptions.

The most current information on seat belt laws and child passenger safety laws is available on the Web site of the Governors Highway Safety Association (GHSA) at www.ghsa.org.

- Seat belt laws—www.ghsa.org/html/stateinfo/laws/seatbelt_laws.html
- Child passenger safety laws—www.ghsa.org/html/stateinfo/laws/childsafety_laws.html

In 2018 seat belt use rates in the United States ranged from 76.4 percent in New Hampshire to 97.8 percent in Hawaii. Twenty-Four States and the District of Columbia achieved belt use rates of 90.0 percent or higher. These results are from probability-based observational surveys conducted by 50 States, the District of Columbia, and U.S. Territories. The nationwide seat belt use rate in 2018 was 89.6 percent, as measured by NHTSA's National Occupant Protection Use Survey (NOPUS). NOPUS is a national probability-based survey, which is independent from State belt use surveys. Observed seat belt use rates for the States and the Nation in 2018 can be found in *Seat Belt Use in 2018—Use Rates in the States and Territories*, DOT HS 812 763, https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812763.

Motorcycle Helmet Use Laws

In 2018 there were 19 States, the District of Columbia, and Puerto Rico that required helmet use by all motorcyclists. In 28 States helmet use was required for only a subset of motorcyclists (typically, motorcyclists under age 18), and 3 States (Illinois, Iowa, and New Hampshire) do not require helmet use for motorcyclists of any age. The most current information on helmet use laws is available on the GHSA Web site at www.ghsa.org/html/stateinfo/laws/helmet_laws.html.

Chapter 5: States

According to results from NOPUS, the overall rate of DOT-compliant motorcycle helmet use in the United States was 71.0 percent in 2018. Helmet use continued to be significantly higher in States that required all motorcyclists to be helmeted than in other States. Information on motorcycle helmet use in 2018 can be found in *Motorcycle Helmet Use in 2018—Overall Results*, DOT HS 812 720, https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812720.

APPENDICES

APPENDIX A: FARS DATA ELEMENTS

2018 Fatality Analysis Reporting System Data Elements

Crash Level

Arrival Time EMS
Atmospheric Conditions
City
County
Crash Date
Crash Events
Crash Time
EMS Time at Hospital
First Harmful Event
Global Position
Land Use and Functional System
Light Condition
Manner of Collision
Milepoint
National Highway System
Notification Time EMS
Number of Forms Submitted for Persons Not in Motor Vehicles
Number of Motor Vehicle Occupant Forms Submitted
Number of Vehicle Forms Submitted
Rail Grade Crossing Identifier
Related Factors—Crash Level
Relation to Junction
Relation to Trafficway
Road Ownership
Route Signing
School Bus Related
Special Jurisdiction
State
Trafficway Identifier
Type of Intersection
Work Zone

Vehicle Level

Areas of Impact—Initial Contact Point
Areas of Impact—Damaged Areas
Attempted Avoidance Maneuver
Body Type
Bus Use
Cargo Body Type
Contributing Circumstances, Motor Vehicle
Crash Type
Critical Event
Device Functioning
Emergency Motor Vehicle Use
Extent of Damage
Fire Occurrence
Gross Vehicle Weight Rating/ Gross Combination Weight Rating
Hazardous Material Involvement/Placard
Hit-and-Run
Jackknife
Location of Rollover
Most Harmful Event
Motor Carrier Identification Number
Number of Occupants
Pre-Event Movement (Prior to Recognition of Critical Event)
Pre-Impact Location
Pre-Impact Stability
Registered Vehicle Owner
Registration State
Related Factors—Vehicle Level
Roadway Alignment
Roadway Grade
Roadway Surface Conditions
Roadway Surface Type
Rollover
Sequence of Events
Special Use
Speed Limit
Total Lanes in Roadway
Traffic Control Device
Trafficway Description
Trailer Vehicle Identification Number
Travel Speed
Underride/Override
Unit Type
Vehicle Configuration
Vehicle Identification Number
Vehicle Make
Vehicle Model
Vehicle Model Year
Vehicle Number
Vehicle Removal
Vehicle Trailing

2018 Fatality Analysis Reporting System Data Elements (Continued)

Driver Level

Commercial Motor Vehicle License Status
Compliance with Commercial Driver's License (CDL) Endorsements
Compliance with License Restrictions
Condition (Impairment) at Time of Crash
Date of First Crash, Suspension, Conviction
Date of Last Crash, Suspension, Conviction
Driver Distracted By
Driver Height
Driver Maneuvered to Avoid
Driver Presence
Driver Weight
Driver's License State
Driver's Vision Obscured By
Driver's ZIP Code
License Compliance with Class of Vehicle
Non-CDL License Type/Status
Previous DWI Convictions
Previous Other Moving Violation Convictions
Previous Recorded Crashes
Previous Recorded Suspensions, Revocations, and Withdrawals
Previous Speeding Convictions
Related Factors—Driver Level
Speeding Related
Vehicle Number
Violations Charged

Person (Motor Vehicle Occupant) Level

Age
Air Bag Deployed
Alcohol Test
Any Indication of Misuse—Restraint System/Helmet Use
Death Date
Death Time
Died at Scene/En Route
Drug Test
Ejection
Ejection Path
Extrication
Fatal Injury at Work
Injury Severity
Method of Alcohol Determination by Police
Method of Drug Determination by Police
Number
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Race/Hispanic Origin
Related Factors—Person (Motor Vehicle Occupant) Level
Restraint System/Helmet Use
Seating Position
Sex
Transported to First Medical Facility By

Person (Not Motor Vehicle Occupant) Level

Age
Alcohol Test
Condition (Impairment) at Time of Crash
Death Date
Death Time
Died at Scene/En Route
Drug Test
Fatal Injury at Work
Injury Severity
Method of Alcohol Determination by Police
Method of Drug Determination by Police
Non-Motorist Action/Circumstances at Time of Crash
Non-Motorist Action/Circumstances Prior to Crash
Non-Motorist Location at Time of Crash
Non-Motorist Safety Equipment
Pedestrian/Bike Typing
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Race/Hispanic Origin
Related Factors—Person (Not a Motor Vehicle Occupant) Level
Sex
Transported to First Medical Facility By
Vehicle Number of Motor Vehicle Striking Non-Motorist

APPENDIX B: CRSS DATA ELEMENTS

2018 Crash Report Sampling System Data Elements

Crash Level

Atmospheric Conditions
Crash Events
Crash Month
Crash Time
First Harmful Event
Interstate Highway
Light Condition
Manner of Collision
Number of Non-Motorists
Number of Vehicle Forms Submitted
Related Factors—Crash Level
Relation to Junction
(Non-Interchange vs. Interchange)
Relation to Junction (Specific Location)
Relation to Trafficway
School Bus Related
Type of Intersection
Urbanicity
Work Zone

Vehicle Level

Areas of Impact—Initial Contact Point
Areas of Impact—Damaged Areas
Attempted Avoidance Maneuver
Body Type
Bus Use
Cargo Body Type
Contributing Circumstances, Motor Vehicle
Corrective Action Attempted
Crash Type
Critical Event
Device Functioning
Emergency Motor Vehicle Use
Extent of Damage
Fire Occurrence
GVWR/GCWR
Hazardous Material Involvement/Placard
Hit-and-Run
Jackknife
Location of Rollover
Most Harmful Event
Motor Carrier Identification Number
Number of Occupants
Number of Occupants Coded
Pre-Event Movement
(Prior to Recognition of Critical Event)
Pre-Impact Location
Pre-Impact Stability
Related Factors—Vehicle Level
Roadway Alignment
Roadway Grade
Roadway Surface Conditions
Rollover
Sequence of Events
Special Use
Speed Limit
Total Lanes in Roadway
Traffic Control Device
Trafficway Description
Travel Speed
Unit Type
Vehicle Configuration
Vehicle Identification Number
Vehicle Make
Vehicle Model
Vehicle Model Year
Vehicle Number
Vehicle Removal
Vehicle Trailing

2018 Crash Report Sampling System Data Elements (Continued)

Driver Level

Condition (Impairment) at Time of Crash
Driver Distracted By
Driver Maneuvered to Avoid
Driver Presence
Driver's Vision Obscured By
Driver's ZIP Code
Related Factors—Driver Level
Speeding Related
Vehicle Number
Violations Charged

Person (Motor Vehicle Occupant) Level

Age
Air Bag Deployed
Alcohol Test
Any Indication of Misuse—Restraint System/ Helmet Use
Ejection
Injury Severity
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Related Factors—Person (Motor Vehicle Occupant) Level
Restraint System/Helmet Use
Seating Position
Sex
Transported to First Medical Facility By
Vehicle Number

Person (Not Motor Vehicle Occupant) Level

Age
Alcohol Test
Condition (Impairment) at Time of Crash
Injury Severity
Non-Motorist Action/Circumstances at Time of Crash
Non-Motorist Action/Circumstances Prior to Crash
Non-Motorist Location at Time of Crash
Non-Motorist Safety Equipment
Pedestrian/Bike Typing
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Related Factors—Person (Not a Motor Vehicle Occupant) Level
Sex
Transported to First Medical Facility By
Vehicle Number of Motor Vehicle Striking Non-Motorist

APPENDIX C: CRSS TECHNICAL NOTES

Standard Errors

The estimates generated using CRSS data are subject to sampling errors, because they are based on a probability sample of crashes instead of all crashes. The sampling error is a measure of the variability of an estimator from its mean under repeated sample selections. The magnitude of the sampling error depends on the study variable, the estimator used, and the CRSS sample design.

The CRSS sample was selected with design features such as stratification, clustering, and unequal selection probabilities (see Crash Report Sampling System: Sample Design and Weighting for more details). As a result, the CRSS sample is not a simple random sample. Failing to consider these design features in the estimation can cause bias in both the CRSS point estimates and the associated standard error estimates.

Estimation methods and computer software have been developed in order to make estimates from complex survey data like CRSS. Specialized procedures for analysis of complex survey data, such as SAS PROC SURVEY procedures and SUDAAN procedures, should be used for CRSS data analysis, along with proper design statements. See Crash Report Sampling System: Design Overview, Analytic Guidance, and FAQs for some basic concepts of complex survey data analysis and examples.

For readers who do not have access to the specialized software, the generalized variance function (GVF) method can be used to generate ballpark standard error estimates for a large quantity of estimates in a simpler way. With the GVF, readers can plug in the point estimate and calculate its estimated standard error directly. In Traffic Safety Facts annual reports for prior years, NHTSA published separate GVF estimates for the NASS GES crash, vehicle, and people characteristics. At the time of this publication, the GVF was not available for CRSS, which replaced NASS GES in 2016. NHTSA will issue updates to the GVF when the analysis required to generate the new GVFs has been completed.

Unknowns

CRSS data is 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 provided complete information, data can be missing. Prior to 2010 data, two different statistical procedures were used on NASS GES data to complete values for unknown data. These procedures, univariate and hot-deck imputation, are described in a technical report available from NCSA, *Imputation in the NASS General Estimates System* (Report No. DOT HS 807 985). Imputation by sequential regression was instituted in 2010, and continued in 2016 when CRSS replaced NASS GES, using a software package called IVEware that was developed at the University of Michigan. In this method, covariates are selected automatically using stepwise regression. Because it can be done in an automated fashion, this method replaced both univariate and hot-deck imputation in 2010. The only exception is body type, which is imputed in a univariate method. Table C1 below gives the reader the proportions of unknown values prior to imputation for variables with imputed values for 2018.

Table C1. Percentage of Unknowns for 2018 CRSS Data Elements

Crash Level			
Atmospheric Condition	6.1%	Light Condition	1.4%
Crash Severity	2.5%	Manner of Collision	0.6%
Day of Week	0.0%	Minute of Crash	0.7%
First Harmful Event	<0.1%	Relation to Junction—Specific Location	6.1%
Hour of Crash	0.7%	Relation to Trafficway	0.1%
Vehicle/Driver Level			
Initial Point of Impact	2.6%	Speed Limit	14.6%
Most Harmful Event	<0.1%	Traffic Control Device	3.1%
Roadway Surface Condition	1.6%	Vehicle Type	2.0%
Person Level			
Age	6.4%	Seating Position	1.5%
Injury Severity	3.6%	Sex	4.7%

Note: For some data elements, counts for the CRSS category "Not Reported" were combined with counts for "Unknown" in the frequencies above.

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Motor Vehicle Traffic Fatalities and Fatality Rates, 1899-2018

Year	Total Fatalities	Vehicle Miles Traveled (millions)	Fatality Rate per 100 Million Vehicle Miles Traveled	Year	Total Fatalities	Million Vehicle Miles Traveled	Fatality Rate per Million Vehicle Miles Traveled	Year	Total Fatalities	Million Vehicle Miles Traveled	Fatality Rate per Million Vehicle Miles Traveled
1899	26	—	—	1939	30,895	285,402	10.83	1979	51,093	1,529,133	3.34
1900	36	—	—	1940	32,914	302,188	10.89	1980	51,091	1,527,295	3.35
1901	54	—	—	1941	38,142	333,612	11.43	1981	49,301	1,555,308	3.17
1902	79	—	—	1942	27,007	268,224	10.07	1982	43,945	1,595,010	2.76
1903	117	—	—	1943	22,727	208,192	10.92	1983	42,589	1,652,788	2.58
1904	172	—	—	1944	23,165	212,713	10.89	1984	44,257	1,720,269	2.57
1905	252	—	—	1945	26,785	250,173	10.71	1985	43,825	1,774,826	2.47
1906	338	—	—	1946	31,874	340,880	9.35	1986	46,087	1,834,872	2.51
1907	581	—	—	1947	31,193	370,894	8.41	1987	46,390	1,921,204	2.41
1908	751	—	—	1948	30,775	397,957	7.73	1988	47,087	2,025,962	2.32
1909	1,174	—	—	1949	30,246	424,461	7.13	1989	45,582	2,096,487	2.17
1910	1,599	—	—	1950	33,186	458,246	7.24	1990	44,599	2,144,362	2.08
1911	2,043	—	—	1951	35,309	491,093	7.19	1991	41,508	2,172,050	1.91
1912	2,968	—	—	1952	36,088	513,581	7.03	1992	39,250	2,247,151	1.75
1913	4,079	—	—	1953	36,190	544,433	6.65	1993	40,150	2,296,378	1.75
1914	4,468	—	—	1954	33,890	561,963	6.03	1994	40,716	2,357,588	1.73
1915	6,779	—	—	1955	36,688	605,646	6.06	1995	41,817	2,422,823	1.73
1916	7,766	—	—	1956	37,965	627,843	6.05	1996	42,065	2,484,080	1.69
1917	9,630	—	—	1957	36,932	647,004	5.71	1997	42,013	2,552,233	1.65
1918	10,390	—	—	1958	35,331	664,653	5.32	1998	41,501	2,628,148	1.58
1919	10,896	—	—	1959	36,223	700,480	5.17	1999	41,717	2,690,241	1.55
1920	12,155	—	—	1960	36,399	718,762	5.06	2000	41,945	2,746,925	1.53
1921	13,253	55,027	24.08	1961	36,285	737,421	4.92	2001	42,196	2,795,610	1.51
1922	14,859	67,697	21.95	1962	38,980	766,734	5.08	2002	43,005	2,855,508	1.51
1923	17,870	84,995	21.02	1963	41,723	805,249	5.18	2003	42,884	2,890,221	1.48
1924	18,400	104,838	17.55	1964	45,645	846,298	5.39	2004	42,836	2,964,788	1.44
1925	20,771	122,346	16.98	1965	47,089	887,812	5.30	2005	43,510	2,989,430	1.46
1926	22,194	140,735	15.77	1966	50,894	925,899	5.50	2006	42,708	3,014,371	1.42
1927	24,470	158,453	15.44	1967	50,724	964,005	5.26	2007	41,259	3,031,124	1.36
1928	26,557	172,856	15.36	1968	52,725	1,015,869	5.19	2008	37,423	2,976,528	1.26
1929	29,592	197,720	14.97	1969	53,543	1,061,791	5.04	2009	33,883	2,956,764	1.15
1930	31,204	206,320	15.12	1970	52,627	1,109,724	4.74	2010	32,999	2,967,266	1.11
1931	31,963	216,151	14.79	1971	52,542	1,178,811	4.46	2011	32,479	2,950,402	1.10
1932	27,979	200,517	13.95	1972	54,589	1,259,786	4.33	2012	33,782	2,969,433	1.14
1933	29,746	200,642	14.83	1973	54,052	1,313,110	4.12	2013	32,893	2,988,280	1.10
1934	34,240	215,563	15.88	1974	45,196	1,280,544	3.53	2014	32,744	3,025,656	1.08
1935	34,494	228,568	15.09	1975	44,525	1,327,664	3.35	2015	35,484	3,095,373	1.15
1936	36,126	252,128	14.33	1976	45,523	1,402,380	3.25	2016	37,806	3,174,408	1.19
1937	37,819	270,110	14.00	1977	47,878	1,467,027	3.26	2017	37,473	3,212,347	1.17
1938	31,083	271,177	11.46	1978	50,331	1,544,704	3.26	2018	36,560	3,240,327	1.13

Total Traffic Fatalities (1899-2018): 3,794,220

Note: A traffic fatality is defined as a death that occurs within 30 days after a traffic crash.
Sources: **Traffic fatalities, 1899-1974:** National Center for Health Statistics, *HEW and State Accident Summaries* (adjusted to 30-Day Traffic Deaths by NHTSA); **1975-2018:** NHTSA, FARS. Vehicle Miles Traveled—FHWA - Not Available for Years 1899-1920.

Lives Saved by Restraint Use and 21-Year-Old Minimum Legal Drinking Age Laws, and Additional Lives That Would Have Been Saved at 100-Percent Seat Belt and Motorcycle Helmet Use, 1975-2017

Year	Lives Saved, Age 4 and Younger	Lives Saved, Age 5 and Older	Lives Saved, Age 13 and Older	Lives Saved, All Ages	Lives Saved	Additional Lives That Would Have Been Saved at 100 Percent Use	
	Child Restraints	Seat Belts	Frontal Air Bags	Motorcycle Helmets	Minimum Drinking Age Law*	Seat Belts	Motorcycle Helmets
1975	36	978	0	823	412	13,301	1,164
1976	20	796	0	788	436	13,851	1,189
1977	35	682	0	970	474	14,460	1,472
1978	25	679	0	900	509	15,541	1,588
1979	49	594	0	885	575	15,726	1,676
1980	49	575	0	871	595	15,730	1,744
1981	69	548	0	843	633	15,222	1,667
1982	75	678	0	816	578	13,250	1,528
1983	105	809	0	735	609	12,913	1,450
1984	126	1,197	0	813	709	13,227	759
1985	153	2,435	0	788	701	12,508	764
1986	166	4,094	0	807	840	12,728	751
1987	213	5,141	2	667	1,071	12,678	697
1988	248	5,959	5	622	1,148	12,674	644
1989	238	6,333	8	561	1,093	12,256	553
1990	222	6,592	37	655	1,033	11,761	541
1991	253	6,838	71	595	941	10,812	467
1992	292	7,020	108	641	795	10,195	323
1993	313	7,773	190	671	816	10,212	336
1994	420	9,219	309	625	848	9,507	339
1995	408	9,882	536	624	851	9,781	326
1996	480	10,710	783	617	846	9,459	324
1997	444	11,259	973	627	846	9,096	315
1998	438	11,680	1,208	660	861	8,690	369
1999	447	11,941	1,491	745	901	8,809	396
2000	479	12,882	1,716	872	922	8,245	478
2001	388	13,295	1,978	947	927	8,016	558
2002	383	14,264	2,324	992	922	6,837	576
2003	447	15,095	2,519	1,173	918	6,151	651
2004	455	15,548	2,660	1,324	927	5,874	673
2005	424	15,688	2,752	1,554	882	5,667	731
2006	427	15,458	2,824	1,667	888	5,468	756
2007	388	15,223	2,800	1,788	831	5,048	805
2008	286	13,312	2,557	1,836	716	4,171	827
2009	307	12,757	2,481	1,486	636	3,690	733
2010	303	12,670	2,403	1,551	560	3,356	711
2011	262	12,071	2,341	1,622	543	3,396	707
2012	285	12,386	2,422	1,715	537	3,030	782
2013	263	12,644	2,398	1,640	507	2,771	717
2014	253	12,801	2,400	1,673	486	2,877	661
2015	273	14,062	2,597	1,800	542	2,715	742
2016	334	14,753	2,774	1,885	556	2,471	805
2017	325	14,955	2,790	1,872	538	2,549	749
Total	**11,606**	**374,276**	**50,457**	**45,746**	**31,959**	**386,719**	**34,044**

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

The table above presents estimates of the lives saved in 2017 and previous years (2018 not available) by various protective devices or laws. The estimates were obtained by combining information from fatal traffic crashes with estimates of the effectiveness of each device or law in saving lives. For seat belts and motorcycle helmets, the table also estimates the numbers of additional lives that could have been saved if the devices had been used by more people.

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