



2021



Traffic Safety Facts 2021

A Compilation of Motor Vehicle Traffic Crash Data



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



2021 National Statistics

Police-Reported Motor Vehicle Traffic Crashes

Fatal.....	39,508
Injury	1,727,608
Property-Damage-Only	4,335,820
Total.....	6,102,936

Traffic Crash Victims

	Killed	Injured
Occupants	28,358	2,297,890
Drivers.....	21,786	1,689,595
Passengers	6,527	607,024
Unknown	45	1,272
Motorcyclists.....	5,932	82,686
Nonoccupants	8,649	117,081
Pedestrians.....	7,388	60,577
Pedalcyclists	966	41,615
Other/Unknown.....	295	14,889
Total.....	42,939	2,497,657

Other National Statistics

Vehicle Miles Traveled.....	3,132,411,000,000
Population	331,893,745
Registered Vehicles.....	302,722,453
Licensed Drivers	232,781,797
Economic Cost of Traffic Crashes (2019) (Estimate for Reported and Unreported Crashes)	\$340 billion

National Rates: Fatalities

Fatalities per 100 Million Vehicle Miles Traveled	1.37
Fatalities per 100,000 Population.....	12.94
Fatalities per 100,000 Registered Vehicles.....	14.18
Fatalities per 100,000 Licensed Drivers.....	18.45

National Rates: People Injured

People Injured per 100 Million Vehicle Miles Traveled	80
People Injured per 100,000 Population.....	753
People Injured per 100,000 Registered Vehicles.....	825
People Injured per 100,000 Licensed Drivers.....	1,073

Sources: Crashes, Fatalities, Injuries, and Costs – National Highway Traffic Safety Administration (NHTSA)

Population – Census Bureau

Vehicle Miles Traveled (VMT) – Federal Highway Administration (FHWA)

Registered Vehicles – FHWA and Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.



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December 2023

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A Compilation of Motor Vehicle Traffic Crash Data

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For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. Additional data tools, such as the State Traffic Safety Information (STSI), Fatality and Injury Reporting System Tool (FIRST), fact sheet data visualizations, and more can be found at <https://cdan.nhtsa.gov/>. To report a vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www.nhtsa.gov/report-a-safety-problem.

Fact sheets available from NCSA are Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection in Passenger Vehicles, Older Population, Passenger Vehicles, Pedestrians, Rural/Urban Comparison of Motor Vehicle Traffic Fatalities, School-Transportation-Related Crashes, Speeding, State Alcohol-Impaired-Driving Estimates, State Traffic Data, Summary of Motor Vehicle Traffic Crashes, and Young Drivers. The fact sheets and annual Traffic Safety Facts reports can be found at <https://crashstats.nhtsa.dot.gov/>.

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Glossary

Alcohol Involvement

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

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

The terms “alcohol-related” and “alcohol-involved” do 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 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 an alcohol-impaired-driving fatality.

Blood Alcohol Concentration

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.

Glossary

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 because 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 a truck tractor 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 GVWR or less, including pickups, vans, truck-based station wagons, and utility vehicles (SUVs).

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 that are not head-on, rear-end, rear-to-rear, or sideswipe.

Head-on. A collision where the front of one vehicle collides with the front of another vehicle while the two 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.

Glossary

Motorcycle

A 2- or 3-wheeled motor vehicle designed to transport one or two people, including motor-scooters, minibikes, and mopeds.

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, fall 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, pedalcyclists, animals, or trains (e.g., spilled cargo in roadway).

Occupant

Any person who is in or on a motor vehicle in-transport. Includes the driver, passengers, and any person 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. 3-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, forklift, 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 powered solely by pedals.

Pedestrian

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

Glossary

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. 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 arterials with limited control of access not on the Interstate System.

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

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

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

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

Rollover

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 in this glossary.

vPIC

The NHTSA Product Information Catalog and Vehicle Listing (vPIC) is a consolidated platform that presents data collected within the manufacturer reported data from 49 CFR Parts 512 – 595 for use in a variety of modern tools. NHTSA's vPIC platform is intended to serve as a centralized source for basic Vehicle Identification Number (VIN) decoding, Manufacturer Information Database (MID), Manufacturer Equipment Plant Identification and associated data.

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 2021: A Compilation of Motor Vehicle Traffic Crash Data*, the National Highway Traffic Safety Administration 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 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, Congress, Federal agencies, research organizations, industry, the media, and the public.

FARS Operations

The Fatality Analysis Reporting System (FARS) became operational in 1975 and contains data on a census of fatal motor vehicle traffic crashes in the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic 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 traffic 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 are obtained solely from the States' existing documents.

Police Crash Reports (PCRs)	Death Certificates
State Vehicle Registration Files	Coroner/Medical Examiner Reports
State Driver Licensing Files	Emergency Medical Service Reports
State Highway Department Data	Other State Records
Vital Statistics	

From these documents 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 in FARS does 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 conforms 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 2021 FARS data file used for the statistics in this report was created in September 2022; however, the 2021 FARS file officially closed in early 2023. 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 2020 are reflected in this report. The updated final counts for 2021 will be reflected in the 2022 annual report.

GES Operations

Data from the National Automotive Sampling System (NASS) General Estimates System (GES) was obtained from a nationally representative probability sample selected from all police-reported crashes. The NASS GES began operation in 1988 and ended in 2015. For a crash to be eligible for the GES sample, a PCR 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, most 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 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 PCRs per year. The collectors obtained copies of the PCRs and sent them to the NASS quality control centers for coding. No other data was collected beyond the selected PCRs—no driver license, vehicle registration, or medical information was obtained.

Trained data entry personnel interpreted and coded data directly from the PCRs 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 was 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. NHTSA redesigned the nationally representative sample of police-reported traffic crashes in the United States. The new system, the Crash Report Sampling System (CRSS), replaced NASS GES in 2016.

The 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. For a crash 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 60 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 PCRs each year. The collectors obtain copies of the selected PCRs and send them to a central location for coding. No other data are collected beyond that in the selected crash reports.

Trained personnel interpret and code data directly from the PCRs 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 traffic 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 2021), GES (1988 to 2015), and CRSS (2016 to 2021). The remaining chapters present data only from 2021. Chapter 2, “Crashes,” describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crashes. 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, “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 people injured and are subject to sampling and non-sampling errors. (See Appendix C for more information on these errors.) **The 2016 and later year estimates from CRSS are not comparable to 2015 and earlier year estimates from NASS GES 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](#).^{1 2}

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 BAC test results. When the alcohol test results are unknown, BAC values in g/dL have been assigned to drivers and nonoccupants involved in fatal crashes, using a method of multiple imputation 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 a NHTSA technical report, [Multiple Imputation of Missing Blood Alcohol Concentration \(BAC\) Values in FARS](#).³

Changes From the *Traffic Safety Facts 2020* Report

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS, NASS GES, and CRSS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body

¹ Zhang, F., Noh, E. Y., Subramanian, R., & Chen, C.-L. (2019, May). *Crash Report Sampling System: Sample design and weighting* (Report No. DOT HS 812 706). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812706>

² Zhang, F., Subramanian, R., Chen, C.-L., & Noh, E. Y. (2019, April). *Crash Report Sampling System: Design overview, analytic guidance, and FAQs* (Report No. DOT HS 812 688). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812688>

³ Rubin, D. B., Schafer, J. L., & Subramanian, R. (1998, October). *Multiple imputation of missing blood alcohol concentration (BAC) values in FARS* (Report No. DOT HS 808 816). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/808816>

About This Report

type coding. NCSA has developed a vPIC dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS and CRSS data files. Starting with the release of 2021 FARS and CRSS data, all vehicle-related analysis for 2020 and later years will be based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at <https://vpic.nhtsa.dot.gov/>.

Age Group Changes

The following changes to age groups were made:

- From “10-15” to “10-14”;
- From “16-20” to “15-20”;
- From “<16” to “<15”;
- From “14 and Older” to “15 and Older”;
- From “>15” to “15-18”; and
- Removed the age restriction from Table 5.

Update to Table 37

The previous Table 37 titled “Vehicles Involved in Fatal Crashes, by Body Type” has been replaced with “Vehicles Involved in Fatal Crashes, by Vehicle Body Class.”

Update to Table 75

The previous Table 75 titled “Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Type” has been replaced with “Vehicle Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Class.”

Registered Vehicles and VMT by Vehicle Type

Vehicle registration data for passenger vehicles (passenger cars and light trucks) was 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 (Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.). Subsequently, overall registrations and passenger car and light-truck VMT were revised by NHTSA, using a combination of Polk and FHWA exposure data.

Polk enhanced the data quality of its NVPP, resulting in a complete rewrite of the data due to (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

About This Report

the table below. Consequently, the data in this report for vehicle registrations and VMT from 2011 to 2021 is not strictly comparable with the data for all prior years, which was based on Polk’s old NVPP.

Starting with 2020 data, passenger car and light-truck registrations were revised by NHTSA’s NCSA to align with vPIC, which is manufacturer-based data. Prior year data were revised to align with NHTSA’s NCSA body type, which is analyst-based data. Several vehicles previously classified as passenger cars are now classified as light trucks, with the vast majority as SUVs. Thus, 2020 and later year passenger car and light-truck registration counts are not comparable to prior year data.

Registered Vehicles: NCSA Revised Using Polk and FHWA Data

Year	Passenger Cars (Polk)	Light Trucks (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	8,664,108	983,231	12,229,216	290,335,891
2018 (New NVPP)	132,837,515	141,312,896	8,659,741	992,152	13,233,910	297,036,214
2019 (New NVPP)	129,838,156	146,751,968	8,596,314	995,033	13,085,643	299,267,114
2020 (New NVPP)	110,612,958	164,230,764	8,347,435	1,010,304	12,899,371	297,100,832
2021 (New NVPP)	107,934,093	170,108,546	9,881,414	939,219	13,859,181	302,722,453

VMT: 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	2,945,194
2012 (New NVPP)	1,377,486	1,286,574	21,385	14,781	269,207	2,963,497
2013 (New NVPP)	1,384,194	1,293,536	20,366	15,167	275,017	2,982,941
2014 (New NVPP)	1,396,098	1,314,458	19,970	15,999	279,132	3,020,377
2015 (New NVPP)	1,420,869	1,358,824	19,606	16,230	279,844	3,089,841
2016 (New NVPP)	1,439,678	1,410,040	20,445	16,350	287,895	3,173,815
2017 (New NVPP)	1,424,056	1,453,322	20,149	17,227	297,593	3,210,248
2018 (New NVPP)	1,403,760	1,493,323	20,076	18,303	304,864	3,240,327
2019 (New NVPP)	1,372,622	1,551,431	19,688	17,980	300,050	3,261,772
2020 (New NVPP)	1,035,519	1,537,469	17,947	15,037	297,649	2,903,622
2021 (New NVPP)	1,074,905	1,694,094	19,642	16,744	327,026	3,132,411

Note: NCSA revises FHWA’s passenger car and light-truck VMT using Polk’s registration counts. Starting with 2020 data, passenger car and light-truck revisions were based on vPIC vehicle classifications. As a result, the 2020 and later year passenger car and light-truck counts are not comparable to 2019 and earlier years.

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 2021), NASS GES (1988 to 2015), and CRSS (2016 to 2021) are available in several ways, including the following.

- Traffic Safety Facts Annual Report Tables can be obtained from the online portal at <https://cdan.dot.gov/tsftables/tsfar.htm>, which contains the most current data available, unlike the Traffic Safety Facts Annual Report publication. The 2020 and earlier year FARS data are final. Although the 2021 data file is a full year's worth of data, it is subject to change when it is finalized. Tables in this report 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 1994 to 2021 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.
- Data visualization tools for Traffic Safety fact sheets can be found at <https://cdan.dot.gov/Data-Visualization/DataVisualization.htm>.
- FARS and GES/CRSS data can be queried using the Fatality and Injury Reporting System Tool (FIRST) at <https://cdan.dot.gov/query>.
- FARS, NASS GES, and CRSS data can be obtained by downloading published files from www.nhtsa.gov/file-downloads?p=nhtsa/downloads/FARS/ (FARS), www.nhtsa.gov/file-downloads?p=nhtsa/downloads/GES/ (NASS GES), or www.nhtsa.gov/file-downloads?p=nhtsa/downloads/CRSS/ (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 at www.nhtsa.gov/data. Fact sheets, recent NCSA research notes, and abstracts of technical reports can be downloaded in PDF format. Comments and suggestions about the NCSA website can be emailed to NCSARequests@dot.gov.

Vehicle Safety Hotline

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

1



Trends

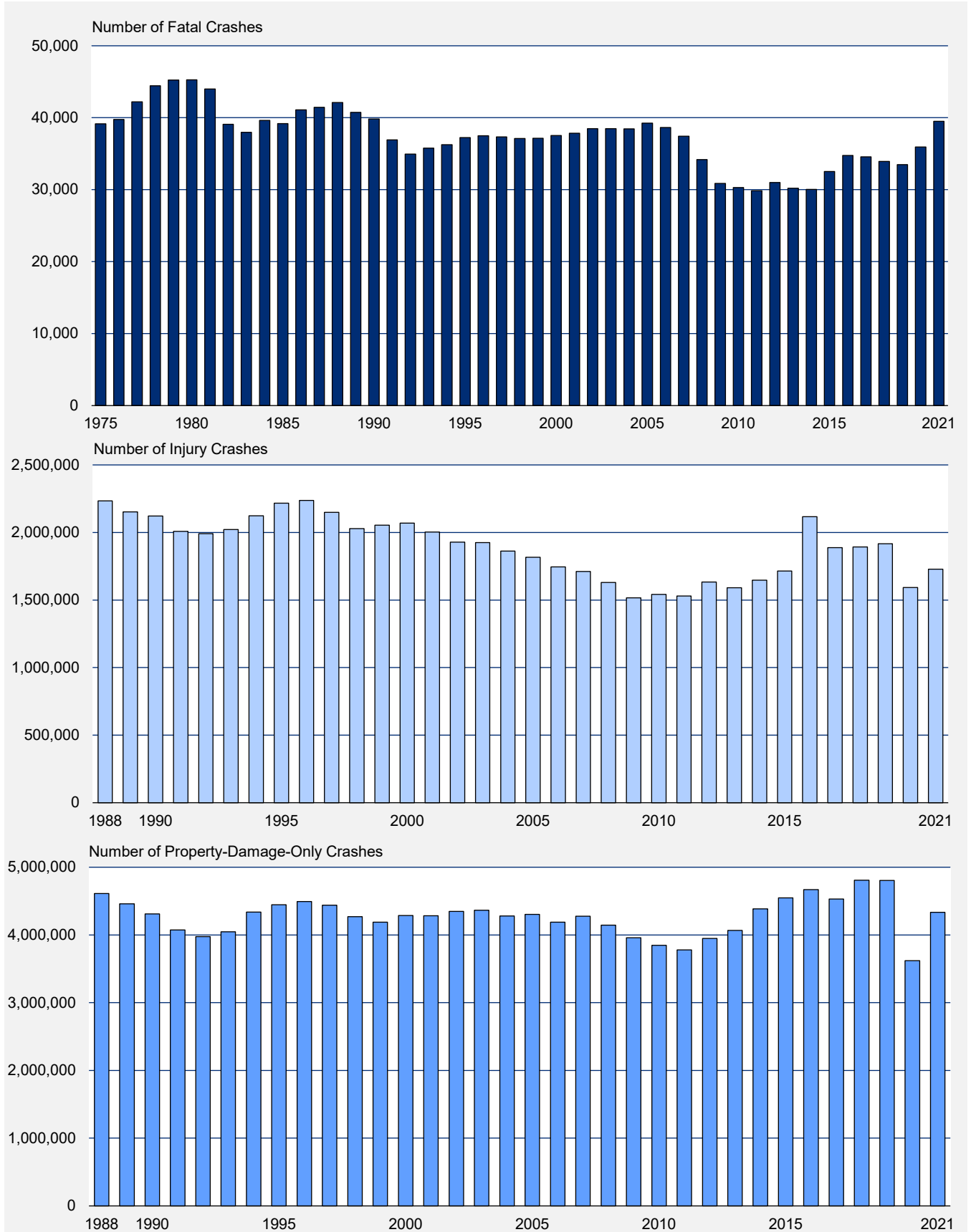
1. Trends

The tables in this chapter present statistics about police-reported motor vehicle traffic crashes over time. Trends for fatal traffic crashes and traffic fatalities generally are presented from 1975 (when FARS began operation) to 2021; however, tables with alcohol data from FARS show data only for the years this data are available: 1982 to 2021. Trends for nonfatal crashes are presented from NASS GES (1988 to 2015) and CRSS (2016 to 2021). Trends for people injured are presented from FARS (1988 to 2021) and NASS GES (1988 to 2015) or CRSS (2016 to 2021). **NASS GES data should not be compared to CRSS data.** Furthermore, care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from NASS 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 NASS 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 traffic crashes increased by 9.9 percent from 2020 to 2021, and the traffic fatality rate increased to 1.37 fatalities per 100 million VMT in 2021.
- The injury rate increased by 1.3 percent from 2020 to 2021, to 80 people injured per 100 million VMT.
- The occupant fatality rate (including motorcyclists) per 100,000 population has declined by 38 percent from 1975 to 2021.
- The occupant injury rate (including motorcyclists) per 100,000 population, which declined by 45 percent from 1988 to 2015, decreased by 20 percent from 2016 to 2021.
- The nonoccupant fatality rate per 100,000 population has declined by 34 percent from 1975 to 2021.
- The nonoccupant injury rate per 100,000 population, which declined by 51 percent from 1988 to 2015, decreased by 31 percent from 2016 to 2021.
- The percent of alcohol-impaired-driving fatalities has declined from 48 percent in 1982 to 31 percent in 2021.

1. Trends

Figure 1. Crashes, by Crash Severity, 1975-2021



1. Trends

Table 1. Crashes, by Crash Severity, 1988-2021

Year	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1988	42,130	0.6	2,233,321	32.4	4,611,349	67.0	6,886,800	100.0
1989	40,741	0.6	2,153,095	32.4	4,458,979	67.0	6,652,815	100.0
1990	39,836	0.6	2,121,921	32.8	4,309,446	66.6	6,471,202	100.0
1991	36,937	0.6	2,007,635	32.8	4,072,787	66.6	6,117,359	100.0
1992	34,942	0.6	1,991,178	33.2	3,974,190	66.2	6,000,310	100.0
1993	35,780	0.6	2,021,945	33.1	4,048,190	66.3	6,105,915	100.0
1994	36,254	0.6	2,123,257	32.7	4,336,477	66.8	6,495,988	100.0
1995	37,241	0.6	2,216,670	33.1	4,445,504	66.4	6,699,415	100.0
1996	37,494	0.6	2,238,065	33.1	4,494,024	66.4	6,769,583	100.0
1997	37,324	0.6	2,148,985	32.4	4,437,840	67.0	6,624,149	100.0
1998	37,107	0.6	2,028,941	32.0	4,268,525	67.4	6,334,573	100.0
1999	37,140	0.6	2,054,256	32.7	4,187,640	66.7	6,279,036	100.0
2000	37,526	0.6	2,069,905	32.4	4,286,194	67.0	6,393,624	100.0
2001	37,862	0.6	2,002,710	31.7	4,282,391	67.7	6,322,963	100.0
2002	38,491	0.6	1,928,984	30.5	4,348,233	68.8	6,315,708	100.0
2003	38,477	0.6	1,924,912	30.4	4,364,566	69.0	6,327,955	100.0
2004	38,444	0.6	1,861,617	30.1	4,280,966	69.3	6,181,027	100.0
2005	39,252	0.6	1,816,105	29.5	4,303,993	69.9	6,159,350	100.0
2006	38,648	0.6	1,745,924	29.2	4,188,641	70.1	5,973,213	100.0
2007	37,435	0.6	1,711,304	28.4	4,275,269	71.0	6,024,008	100.0
2008	34,172	0.6	1,630,420	28.1	4,146,254	71.4	5,810,846	100.0
2009	30,862	0.6	1,517,075	27.6	3,957,243	71.9	5,505,180	100.0
2010	30,296	0.6	1,542,104	28.5	3,847,045	71.0	5,419,445	100.0
2011	29,867	0.6	1,529,968	28.7	3,777,994	70.8	5,337,829	100.0
2012	31,006	0.6	1,634,180	29.1	3,949,858	70.3	5,615,045	100.0
2013	30,202	0.5	1,591,016	28.0	4,065,673	71.5	5,686,891	100.0
2014	30,056	0.5	1,647,726	27.2	4,386,502	72.3	6,064,284	100.0
2015	32,538	0.5	1,715,394	27.2	4,548,203	72.2	6,296,134	100.0
2016	34,748	0.5	2,116,308	31.0	4,670,073	68.5	6,821,129	100.0
2017	34,560	0.5	1,888,525	29.3	4,529,513	70.2	6,452,598	100.0
2018	33,919	0.5	1,893,704	28.1	4,807,058	71.4	6,734,681	100.0
2019	33,487	0.5	1,916,344	28.4	4,806,253	71.1	6,756,084	100.0
2020	35,935	0.7	1,593,390	30.3	3,621,681	69.0	5,251,006	100.0
2021	39,508	0.6	1,727,608	28.3	4,335,820	71.0	6,102,936	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 page 5 of this report.

1. Trends

Table 2. People Killed and Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT, 1966-2021

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	VMT (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	309,327,143	10.67	210,114,939	15.71	257,312,235	12.82	2,967,266	1.11
2011	32,479	311,583,481	10.42	211,874,649	15.33	265,043,362	12.25	2,945,194	1.10
2012	33,782	313,877,662	10.76	211,814,830	15.95	265,647,194	12.72	2,963,497	1.14
2013	32,893	316,059,947	10.41	212,159,728	15.50	269,294,302	12.21	2,982,941	1.10
2014	32,744	318,386,329	10.28	214,092,472	15.29	274,804,904	11.92	3,020,377	1.08
2015	35,484	320,738,994	11.06	218,084,465	16.27	281,312,446	12.61	3,089,841	1.15
2016	37,806	323,071,755	11.70	221,711,918	17.05	288,033,900	13.13	3,173,815	1.19
2017	37,473	325,122,128	11.53	225,346,257	16.63	290,335,891	12.91	3,210,248	1.17
2018	36,835	326,838,199	11.27	227,558,385	16.19	297,036,214	12.40	3,240,327	1.14
2019	36,355	328,329,953	11.07	228,915,520	15.88	299,267,114	12.15	3,261,772	1.11
2020	39,007	331,501,080	11.77	228,195,802	17.09	297,100,832	13.13	2,903,622	1.34
2021	42,939	331,893,745	12.94	232,781,797	18.45	302,722,453	14.18	3,132,411	1.37

Note: See footnotes at the end of Table 2.

1. Trends

Table 2. People Killed and Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT, 1966-2021 (Continued)

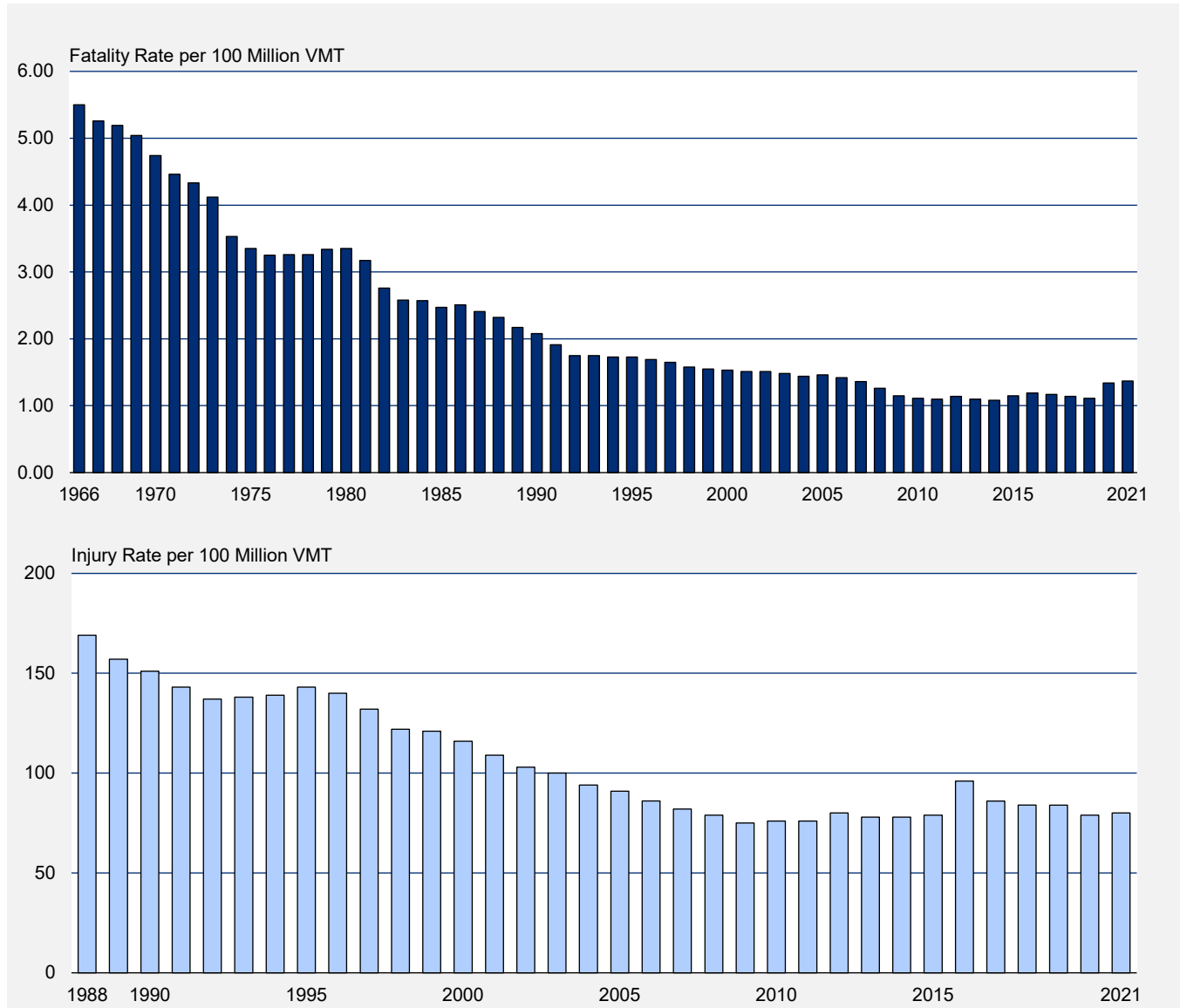
Injured									
Year	Injured	Population	Injury Rate per 100,000 Population	Licensed Drivers	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles	Injury Rate per 100,000 Registered Vehicles	VMT (millions)	Injury Rate per 100 Million VMT
1988	3,427,486	244,498,982	1,402	162,854,000	2,105	177,455,476	1,931	2,025,962	169
1989	3,292,053	246,819,230	1,334	165,554,000	1,989	181,164,568	1,817	2,096,487	157
1990	3,246,271	249,464,396	1,301	167,015,000	1,944	184,275,422	1,762	2,144,362	151
1991	3,106,984	252,153,092	1,232	168,995,000	1,839	186,370,190	1,667	2,172,050	143
1992	3,079,446	255,029,699	1,207	173,125,000	1,779	184,937,848	1,665	2,247,151	137
1993	3,163,411	257,782,608	1,227	173,149,000	1,827	188,349,676	1,680	2,296,378	138
1994	3,274,962	260,327,021	1,258	175,403,000	1,867	192,497,438	1,701	2,357,588	139
1995	3,476,261	262,803,276	1,323	176,628,482	1,968	197,064,868	1,764	2,422,823	143
1996	3,479,974	265,228,572	1,312	179,539,340	1,938	201,630,659	1,726	2,484,080	140
1997	3,360,383	267,783,607	1,255	182,709,204	1,839	203,567,637	1,651	2,552,233	132
1998	3,199,472	270,248,003	1,184	184,860,969	1,731	208,076,469	1,538	2,628,148	122
1999	3,249,784	272,690,813	1,192	187,170,420	1,736	212,685,157	1,528	2,690,241	121
2000	3,193,759	282,162,411	1,132	190,625,023	1,675	217,028,324	1,472	2,746,925	116
2001	3,042,284	284,968,955	1,068	191,275,719	1,591	221,230,149	1,375	2,795,610	109
2002	2,939,143	287,625,193	1,022	194,602,202	1,510	225,684,815	1,302	2,855,508	103
2003	2,901,753	290,107,933	1,000	196,165,667	1,479	230,633,079	1,258	2,890,221	100
2004	2,801,646	292,805,298	957	198,888,912	1,409	237,948,530	1,177	2,964,788	94
2005	2,709,099	295,516,599	917	200,548,972	1,351	245,628,199	1,103	2,989,430	91
2006	2,583,068	298,379,912	866	202,810,438	1,274	251,415,320	1,027	3,014,371	86
2007	2,498,785	301,231,207	830	205,741,845	1,215	257,472,378	971	3,031,124	82
2008	2,355,972	304,093,966	775	208,320,601	1,131	259,360,494	908	2,976,528	79
2009	2,223,537	306,771,529	725	209,618,386	1,061	258,957,503	859	2,956,764	75
2010	2,247,988	309,327,143	727	210,114,939	1,070	257,312,235	874	2,967,266	76
2011	2,227,209	311,583,481	715	211,874,649	1,051	265,043,362	840	2,945,194	76
2012	2,369,083	313,877,662	755	211,814,830	1,118	265,647,194	892	2,963,497	80
2013	2,318,992	316,059,947	734	212,159,728	1,093	269,294,302	861	2,982,941	78
2014	2,342,621	318,386,329	736	214,092,472	1,094	274,804,904	852	3,020,377	78
2015	2,454,778	320,738,994	765	218,084,465	1,126	281,312,446	873	3,089,841	79
2016	3,061,885	323,071,755	948	221,711,918	1,381	288,033,900	1,063	3,173,815	96
2017	2,745,268	325,122,128	844	225,346,257	1,218	290,335,891	946	3,210,248	86
2018	2,710,059	326,838,199	829	227,558,385	1,191	297,036,214	912	3,240,327	84
2019	2,740,141	328,329,953	835	228,915,520	1,197	299,267,114	916	3,261,772	84
2020	2,282,209	331,501,080	688	228,195,802	1,000	297,100,832	768	2,903,622	79
2021	2,497,657	331,893,745	753	232,781,797	1,073	302,722,453	825	3,132,411	80

Sources: VMT and Licensed Drivers—FHWA; Registered Vehicles, 1966-1974—FHWA; Registered Vehicles, 1975-2021—FHWA and Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.; 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, 1975-2020—FARS, NHTSA, 30-day traffic deaths; People Injured—FARS and NASS GES/CRSS

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 S&P Global Mobility, Copyright © 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 considered 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 6-7 of this report. 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 page 5 of this report.

1. Trends

Figure 2. Motor Vehicle Fatality and Injury Rates per 100 Million VMT, 1966-2021



Source: VMT—FHWA, revised by NHTSA for passenger cars and light trucks

1. Trends

Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2021

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Fatal Crashes												
1975	37,897	3.68	40.11	8,636	4.23	41.35	3,977	4.89	74.16	3,265	58.00	65.77
1976	37,206	3.48	38.35	9,300	3.98	40.80	4,435	5.15	79.55	3,343	55.69	67.76
1977	39,038	3.54	39.45	10,400	4.04	42.57	5,164	5.43	90.76	4,164	65.59	84.41
1978	40,544	3.57	39.81	11,898	4.11	43.61	5,759	5.45	98.28	4,643	64.86	95.38
1979	39,999	3.60	38.63	12,544	4.27	43.36	6,084	5.58	103.27	4,916	56.92	90.67
1980	39,059	3.53	37.28	12,680	4.29	42.18	5,379	4.96	92.89	5,194	50.85	91.22
1981	38,864	3.46	36.66	12,331	4.01	39.48	5,230	4.81	91.49	4,963	46.43	85.11
1982	34,334	3.00	32.11	11,317	3.51	35.03	4,646	4.17	83.11	4,495	45.36	78.12
1983	33,298	2.80	30.52	11,118	3.32	33.62	4,877	4.20	88.54	4,302	49.11	77.03
1984	34,648	2.83	30.89	11,973	3.34	33.96	5,124	4.21	94.87	4,659	53.04	85.02
1985	34,277	2.74	29.46	12,464	3.21	33.09	5,153	4.17	85.94	4,608	50.72	84.64
1986	36,195	2.83	30.87	13,327	3.20	33.52	5,097	4.02	89.09	4,570	48.63	87.90
1987	36,580	2.75	30.52	14,514	3.27	34.81	5,108	3.83	89.33	4,067	42.78	83.24
1988	36,977	2.67	30.43	15,286	3.13	34.27	5,241	3.80	85.40	3,715	37.06	81.04
1989	35,410	2.50	28.85	15,700	3.00	33.31	4,984	3.49	80.05	3,192	30.78	72.21
1990	34,085	2.39	27.65	15,620	2.81	31.29	4,776	3.27	77.08	3,276	34.28	76.91
1991	31,291	2.22	25.37	14,832	2.49	28.49	4,347	2.91	70.43	2,829	30.82	67.72
1992	29,817	2.08	24.78	14,648	2.28	27.21	4,035	2.63	66.75	2,439	25.52	60.00
1993	30,233	2.09	24.97	15,332	2.27	27.10	4,328	2.71	71.09	2,477	25.01	62.27
1994	30,273	2.07	24.81	16,353	2.30	27.49	4,644	2.73	70.49	2,339	22.84	62.26
1995	30,940	2.09	25.11	17,587	2.35	28.13	4,472	2.51	66.55	2,268	23.15	58.20
1996	30,727	2.05	24.66	18,246	2.32	27.88	4,755	2.60	67.81	2,176	21.94	56.20
1997	30,059	1.97	24.11	18,628	2.26	27.68	4,917	2.57	69.42	2,160	21.43	56.45
1998	29,040	1.87	23.05	19,363	2.25	27.75	4,955	2.52	64.08	2,334	22.70	60.16
1999	28,027	1.79	22.05	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	4,805	1.61	39.29	5,381	26.71	62.11
2018	20,594	1.47	15.50	19,902	1.33	14.08	4,909	1.61	37.09	5,172	25.76	59.72
2019	19,804	1.44	15.25	19,945	1.29	13.59	5,033	1.68	38.46	5,146	26.14	59.86
2020	19,186	1.85	17.35	22,440	1.46	13.66	4,821	1.62	37.37	5,639	31.42	67.55
2021	21,118	1.96	19.57	25,704	1.52	15.11	5,700	1.74	41.13	6,082	30.96	61.55

Note: See footnotes at the end of Table 3.

1. Trends

Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2021 (Continued)

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Injury Crashes												
1988	3,073,018	222	2,529	682,594	140	1,530	95,853	69	1,562	97,602	974	2,129
1989	2,891,518	204	2,355	727,055	139	1,543	110,195	77	1,770	75,911	732	1,717
1990	2,838,171	199	2,302	728,651	131	1,460	107,160	73	1,730	81,606	854	1,916
1991	2,614,871	185	2,120	788,695	132	1,515	77,999	52	1,264	78,605	856	1,882
1992	2,640,258	184	2,194	758,443	118	1,409	94,725	62	1,567	61,347	642	1,509
1993	2,631,176	182	2,174	842,671	125	1,490	96,522	60	1,585	55,970	565	1,407
1994	2,784,727	191	2,283	912,066	128	1,533	95,631	56	1,452	53,839	526	1,433
1995	2,914,074	197	2,365	1,024,272	137	1,638	83,594	47	1,244	51,888	530	1,331
1996	2,883,910	192	2,314	1,070,503	136	1,636	93,887	51	1,339	50,812	512	1,312
1997	2,736,459	179	2,195	1,064,246	129	1,582	95,545	50	1,349	50,535	501	1,321
1998	2,545,063	164	2,020	1,058,930	123	1,517	88,624	45	1,146	44,536	433	1,148
1999	2,437,505	155	1,918	1,165,266	129	1,598	100,630	50	1,292	46,116	436	1,111
2000	2,396,276	151	1,873	1,209,169	129	1,591	100,521	49	1,253	53,277	509	1,226
2001	2,278,583	143	1,766	1,217,799	125	1,548	89,824	43	1,143	56,628	588	1,155
2002	2,136,278	132	1,639	1,209,943	120	1,482	94,274	44	1,189	58,422	612	1,167
2003	2,129,232	132	1,617	1,232,615	118	1,449	88,797	41	1,145	63,644	665	1,185
2004	1,989,822	122	1,491	1,245,877	114	1,387	86,769	39	1,062	70,224	694	1,217
2005	1,893,402	117	1,399	1,208,917	107	1,275	82,388	37	971	80,363	769	1,291
2006	1,793,504	111	1,309	1,201,551	104	1,225	80,333	36	911	83,567	694	1,251
2007	1,708,363	110	1,239	1,162,733	102	1,153	75,749	25	705	98,061	458	1,374
2008	1,623,535	107	1,168	1,095,252	99	1,086	66,151	21	608	90,080	433	1,162
2009	1,506,595	100	1,098	1,066,231	95	1,045	53,411	19	487	84,420	405	1,065
2010	1,578,724	105	1,167	1,053,326	92	1,029	58,268	20	541	77,565	419	968
2011	1,571,452	115	1,238	1,025,935	80	864	62,534	23	609	76,545	413	907
2012	1,683,457	122	1,325	1,087,044	84	916	76,621	28	719	88,920	416	1,052
2013	1,662,150	120	1,289	1,076,076	83	893	73,089	27	690	84,099	413	1,001
2014	1,684,885	121	1,285	1,138,419	87	922	88,473	32	811	86,945	435	1,033
2015	1,784,972	126	1,340	1,198,413	88	941	87,307	31	779	84,309	430	980
2016	2,186,867	152	1,622	1,468,661	104	1,112	102,080	35	888	100,470	491	1,158
2017	1,956,133	137	1,472	1,334,165	92	984	106,733	36	873	85,165	423	983
2018	1,960,292	140	1,476	1,315,057	88	931	112,253	37	848	78,946	393	912
2019	1,958,397	143	1,508	1,376,632	89	938	118,527	40	906	80,541	409	937
2020	1,256,865	121	1,136	1,196,821	78	729	104,741	35	812	75,124	419	900
2021	1,371,340	128	1,271	1,345,007	79	791	117,312	36	846	79,084	403	800

Note: See footnotes at the end of Table 3.

1. Trends

Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2021 (Continued)

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Property-Damage-Only Crashes												
1988	6,050,002	437	4,979	1,542,468	316	3,458	296,969	215	4,839	20,756	207	453
1989	5,677,937	401	4,625	1,612,600	309	3,421	300,452	210	4,825	19,508	188	441
1990	5,485,396	384	4,450	1,654,283	298	3,314	273,299	187	4,411	19,896	208	467
1991	5,084,089	360	4,122	1,675,088	281	3,217	248,271	166	4,022	24,588	268	589
1992	4,851,763	338	4,031	1,703,913	265	3,165	277,243	181	4,586	9,574	100	236
1993	4,788,724	331	3,956	1,884,378	279	3,331	295,917	185	4,861	16,702	169	420
1994	5,126,409	351	4,202	2,022,852	284	3,401	360,135	212	5,467	13,097	128	349
1995	5,334,994	361	4,329	2,148,728	287	3,437	289,386	162	4,307	12,838	131	329
1996	5,280,700	352	4,238	2,273,930	289	3,475	295,154	161	4,209	13,728	138	355
1997	5,116,422	335	4,104	2,313,969	281	3,439	337,207	176	4,761	10,261	102	268
1998	4,895,876	315	3,887	2,314,874	269	3,317	318,073	162	4,114	8,612	84	222
1999	4,469,348	285	3,517	2,491,389	277	3,416	369,209	182	4,739	10,213	96	246
2000	4,466,805	282	3,491	2,621,407	279	3,450	351,159	171	4,377	13,937	133	321
2001	4,399,079	276	3,409	2,679,499	275	3,406	334,850	160	4,261	14,468	150	295
2002	4,442,683	275	3,408	2,756,622	273	3,376	335,517	156	4,232	16,518	173	330
2003	4,355,703	270	3,308	2,804,228	269	3,297	363,111	167	4,681	13,575	142	253
2004	4,216,289	259	3,160	2,885,596	263	3,213	324,369	147	3,970	13,334	132	231
2005	4,168,818	258	3,081	2,919,414	258	3,080	354,213	159	4,176	18,140	174	291
2006	4,046,479	250	2,953	2,932,390	254	2,990	299,707	135	3,398	15,371	128	230
2007	4,014,368	258	2,910	3,007,245	265	2,983	333,110	110	3,098	19,874	93	278
2008	3,930,970	258	2,827	2,848,471	258	2,824	309,368	100	2,845	18,244	88	235
2009	3,686,062	244	2,687	2,865,941	255	2,810	239,298	83	2,181	16,709	80	211
2010	3,753,670	249	2,774	2,704,499	237	2,642	213,940	75	1,986	14,241	77	178
2011	3,739,513	273	2,945	2,581,846	202	2,175	221,225	83	2,154	18,206	98	216
2012	3,875,068	281	3,049	2,705,815	210	2,280	252,837	94	2,372	17,863	84	211
2013	3,989,038	288	3,094	2,776,111	215	2,304	264,904	96	2,500	17,609	86	210
2014	4,278,990	306	3,263	3,028,097	230	2,452	345,873	124	3,171	18,836	94	224
2015	4,438,039	312	3,331	3,196,668	235	2,509	341,548	122	3,049	12,906	66	150
2016	4,534,775	315	3,363	3,181,475	226	2,409	351,138	122	3,054	28,353	139	327
2017	4,354,283	306	3,277	3,188,013	219	2,351	363,372	122	2,971	25,754	128	297
2018	4,677,339	333	3,521	3,335,291	223	2,360	413,805	136	3,127	24,949	124	288
2019	4,582,701	334	3,530	3,450,412	222	2,351	413,972	138	3,164	24,876	126	289
2020	2,705,586	261	2,446	2,799,961	182	1,705	321,859	108	2,495	15,544	87	186
2021	3,150,971	293	2,919	3,378,008	199	1,986	400,784	123	2,892	19,704	100	199

Sources: VMT—FHWA, revised by NHTSA for passenger cars and light trucks; Registered Passenger Cars and Light Trucks—Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.; Registered Large Trucks and Motorcycles—FHWA

Notes: See Tables 7 to 10 for notes regarding an enhanced methodology used to estimate registered vehicles and VMT 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 S&P Global Mobility, Copyright © 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 considered 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 6-7 of this report. 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 page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

1. Trends

Table 4. People Killed and Injured, by Person Type and Vehicle Type, 1975-2021

Year	Person Type											Total
	Occupants by Vehicle Type						Motorcyclists	Nonoccupants				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/Unknown	Total		Pedestrians	Pedalcyclists	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	546	25,130	5,226	6,075	806	236	7,117	37,473
2018	12,888	9,957	890	44	553	24,332	5,038	6,374	871	220	7,465	36,835
2019	12,355	10,017	893	35	591	23,891	5,044	6,272	859	289	7,420	36,355
2020	12,628	11,286	822	19	976	25,731	5,506	6,565	948	257	7,770	39,007
2021	13,529	12,796	1,008	14	1,011	28,358	5,932	7,388	966	295	8,649	42,939

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

Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

1. Trends

Table 4. People Killed and Injured, by Person Type and Vehicle Type, 1975-2021 (Continued)

Year	Person Type											Total
	Occupants by Vehicle Type						Motor-cyclists	Nonoccupants				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/Unknown	Total		Pedestrians	Pedalcyclists	Other/Unknown	Total	
Injured												
1988	2,589,729	482,033	37,884	15,441	4,463	3,129,550	105,257	110,398	74,560	7,721	192,679	3,427,486
1989	2,432,460	516,898	42,016	15,744	5,286	3,012,405	83,181	112,056	72,971	11,441	196,468	3,292,053
1990	2,384,199	510,956	41,929	33,508	3,950	2,974,542	84,635	105,198	74,829	7,067	187,093	3,246,271
1991	2,239,505	565,376	28,568	21,676	4,343	2,859,468	80,909	88,594	67,128	10,885	166,607	3,106,984
1992	2,235,970	549,417	33,653	20,904	12,642	2,852,586	65,166	88,923	62,720	10,052	161,695	3,079,446
1993	2,272,964	605,501	31,956	17,694	4,352	2,932,468	59,731	94,189	67,919	9,105	171,213	3,163,411
1994	2,368,302	634,089	30,324	16,436	3,806	3,052,956	57,629	92,298	62,519	9,559	164,377	3,274,962
1995	2,474,585	727,054	30,613	19,570	4,702	3,256,524	57,878	85,983	66,609	9,266	161,859	3,476,261
1996	2,453,195	762,572	32,807	20,800	4,393	3,273,767	55,385	81,877	57,765	11,179	150,821	3,479,974
1997	2,345,425	761,511	31,561	17,427	5,731	3,161,656	52,734	77,146	57,834	11,013	145,993	3,360,383
1998	2,205,226	765,412	28,241	15,997	4,440	3,019,315	49,218	69,150	53,413	8,375	130,939	3,199,472
1999	2,143,002	853,022	33,736	22,884	7,293	3,059,938	49,913	85,346	51,187	3,399	139,933	3,249,784
2000	2,057,089	886,198	30,659	17,462	9,874	3,001,281	57,792	77,941	51,184	5,560	134,685	3,193,759
2001	1,929,996	865,888	29,699	15,525	9,426	2,850,533	60,296	77,704	45,292	8,459	131,455	3,042,284
2002	1,810,510	885,373	26,741	19,437	6,143	2,748,204	65,005	70,888	47,939	7,107	125,934	2,939,143
2003	1,762,001	895,774	26,333	18,731	6,916	2,709,756	67,413	70,292	46,309	7,985	124,585	2,901,753
2004	1,649,483	905,696	27,594	17,008	7,119	2,606,901	76,239	68,146	41,063	9,298	118,507	2,801,646
2005	1,579,857	874,137	27,926	11,727	10,039	2,503,686	87,564	64,578	45,443	7,827	117,848	2,709,099
2006	1,478,909	859,687	23,414	10,376	11,066	2,383,452	87,866	61,107	43,724	6,919	111,750	2,583,068
2007	1,382,640	844,990	23,360	12,833	7,774	2,271,597	103,301	70,298	43,487	10,102	123,887	2,498,785
2008	1,307,512	773,276	23,645	15,801	9,400	2,129,634	96,041	68,988	52,428	8,882	130,298	2,355,972
2009	1,219,183	762,172	16,419	12,509	7,212	2,017,495	89,498	58,871	50,719	6,954	116,544	2,223,537
2010	1,256,101	737,152	19,937	17,586	4,794	2,035,571	82,300	70,267	51,688	8,162	130,117	2,247,988
2011	1,243,706	732,764	22,936	13,807	6,047	2,019,259	81,706	69,036	48,134	9,073	126,243	2,227,209
2012	1,330,250	766,295	25,372	12,410	5,846	2,140,173	93,251	76,129	49,300	10,231	135,659	2,369,083
2013	1,298,569	752,585	24,621	23,954	5,098	2,104,828	88,760	65,929	48,088	11,387	125,404	2,318,992
2014	1,294,030	783,906	27,146	13,697	6,359	2,125,137	91,987	65,072	50,414	10,010	125,497	2,342,621
2015	1,382,271	808,707	30,102	11,942	7,555	2,240,578	88,738	70,077	45,066	10,319	125,463	2,454,778
2016	1,690,359	1,034,963	36,183	24,562	5,133	2,791,199	104,442	86,399	64,218	15,628	166,245	3,061,885
2017	1,528,666	937,147	39,992	12,484	4,986	2,523,274	88,592	71,290	49,698	12,414	133,401	2,745,268
2018	1,510,852	921,272	39,200	15,011	5,295	2,491,630	81,859	75,157	46,536	14,877	136,570	2,710,059
2019	1,498,083	949,902	45,688	15,255	7,075	2,516,003	83,814	75,650	49,057	15,617	140,324	2,740,141
2020	1,022,587	884,424	41,566	7,985	140,459	2,097,022	78,944	54,771	38,886	12,587	106,244	2,282,209
2021	1,108,721	983,820	42,164	11,663	151,522	2,297,890	82,686	60,577	41,615	14,889	117,081	2,497,657

Notes: 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 page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

1. Trends

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2021

Year	Sex						Total*		
	Male			Female			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	45,651	70,505,000	64.75	9,457	59,286,000	15.95	55,142	129,791,000	42.49
1976	45,633	72,523,000	62.92	10,044	61,513,000	16.33	55,697	134,036,000	41.55
1977	49,134	74,467,000	65.98	10,892	63,654,000	17.11	60,049	138,121,000	43.48
1978	52,235	75,594,000	69.10	11,338	65,250,000	17.38	63,600	140,844,000	45.16
1979	52,783	76,532,000	68.97	11,409	66,753,000	17.09	64,231	143,284,000	44.83
1980	51,463	77,187,000	66.67	11,466	68,108,000	16.84	62,957	145,295,000	43.33
1981	50,336	77,888,000	64.63	11,509	69,187,000	16.63	62,154	147,075,000	42.26
1982	44,370	78,553,000	56.48	10,675	71,681,000	14.89	56,029	150,234,000	37.29
1983	42,812	80,894,000	52.92	10,958	73,495,000	14.91	54,656	154,389,000	35.40
1984	44,723	80,977,000	55.23	11,907	74,447,000	15.99	57,512	155,424,000	37.00
1985	44,846	81,592,000	54.96	12,142	75,276,000	16.13	57,883	156,868,000	36.90
1986	46,653	82,792,000	56.35	12,744	76,694,000	16.62	60,335	159,486,000	37.83
1987	46,884	83,987,000	55.82	13,614	77,829,000	17.49	61,442	161,816,000	37.97
1988	47,402	84,150,000	56.33	13,951	78,704,000	17.73	62,253	162,854,000	38.23
1989	45,448	85,377,000	53.23	14,054	80,177,000	17.53	60,435	165,554,000	36.50
1990	44,281	85,792,000	51.61	13,726	81,223,000	16.90	58,893	167,015,000	35.26
1991	40,731	86,665,000	47.00	12,825	82,330,000	15.58	54,391	168,995,000	32.18
1992	38,598	88,387,000	43.67	12,596	84,738,000	14.86	51,901	173,125,000	29.98
1993	39,556	87,993,000	44.95	13,082	85,156,000	15.36	53,401	173,149,000	30.84
1994	40,233	89,194,000	45.11	13,567	86,210,000	15.74	54,549	175,403,000	31.10
1995	41,235	89,214,367	46.22	14,184	87,414,115	16.23	56,164	176,628,482	31.80
1996	41,376	90,518,656	45.71	14,850	89,020,684	16.68	57,001	179,539,340	31.75
1997	40,954	91,905,105	44.56	14,954	90,804,099	16.47	56,688	179,709,204	31.03
1998	40,816	93,040,202	43.87	15,089	91,820,767	16.43	56,604	184,860,969	30.62
1999	41,012	94,166,321	43.55	14,835	93,004,099	15.95	56,502	187,170,420	30.19
2000	41,795	95,796,069	43.63	14,790	94,828,953	15.60	57,280	190,625,023	30.05
2001	41,901	95,792,245	43.74	14,919	95,483,474	15.62	57,586	191,275,719	30.11
2002	42,377	97,610,009	43.41	14,999	96,992,193	15.46	58,113	194,602,202	29.86
2003	42,586	98,228,365	43.35	15,211	97,937,302	15.53	58,517	196,165,667	29.83
2004	42,250	99,571,391	42.43	15,384	99,317,521	15.49	58,395	198,888,912	29.36
2005	43,282	100,252,145	43.17	15,059	100,296,827	15.01	59,220	200,548,972	29.53
2006	42,223	101,116,282	41.76	14,753	101,694,156	14.51	57,846	202,810,438	28.52
2007	41,053	102,464,936	40.07	14,184	103,276,909	13.73	56,019	205,741,845	27.23
2008	37,061	103,618,162	35.77	12,627	104,702,439	12.06	50,416	208,320,601	24.20
2009	32,882	104,261,813	31.54	11,864	105,356,573	11.26	45,337	209,618,386	21.63
2010	32,079	104,374,496	30.73	11,859	105,740,443	11.22	44,599	210,114,939	21.23
2011	31,918	104,899,893	30.43	11,265	106,974,756	10.53	43,840	211,874,649	20.69
2012	33,351	104,985,117	31.77	11,604	106,829,713	10.86	45,664	211,814,830	21.56
2013	32,608	105,007,670	31.05	11,429	107,152,058	10.67	44,803	212,159,728	21.12
2014	32,630	105,907,684	30.81	11,293	108,184,788	10.44	44,671	214,092,472	20.87
2015	35,850	107,649,686	33.30	12,382	110,434,779	11.21	49,163	218,084,465	22.54
2016	37,941	109,587,219	34.62	13,376	112,124,699	11.93	52,399	221,711,918	23.63
2017	38,028	111,401,056	34.14	13,673	113,945,201	12.00	52,752	225,346,257	23.41
2018	37,406	112,479,825	33.26	13,379	115,078,560	11.63	51,905	227,558,385	22.81
2019	37,196	112,961,761	32.93	13,000	115,953,759	11.21	51,302	228,915,520	22.41
2020	39,594	112,595,057	35.16	13,111	115,600,745	11.34	54,165	228,195,802	23.74
2021	44,036	115,215,219	38.22	15,130	117,566,578	12.87	60,904	232,781,797	26.16

Source: Licensed Drivers—FHWA

*Includes drivers of unknown sex.

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Licensed drivers may include drivers under 15, because individual age data are not available for those under 16.

1. Trends

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2021 (Continued)

Year	Sex						Total		
	Male			Female			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	2,443,929	84,150,000	2,904	1,494,115	78,704,000	1,898	3,938,044	162,854,000	2,418
1989	2,361,116	85,377,000	2,766	1,451,637	80,177,000	1,811	3,812,753	165,554,000	2,303
1990	2,299,781	85,792,000	2,681	1,463,294	81,223,000	1,802	3,763,075	167,015,000	2,253
1991	2,185,035	86,665,000	2,521	1,386,733	82,330,000	1,684	3,571,769	168,995,000	2,114
1992	2,125,994	88,387,000	2,405	1,446,570	84,738,000	1,707	3,572,563	173,125,000	2,064
1993	2,163,313	87,993,000	2,459	1,476,209	85,156,000	1,734	3,639,522	173,149,000	2,102
1994	2,276,186	89,194,000	2,552	1,580,905	86,210,000	1,834	3,857,091	175,403,000	2,199
1995	2,390,345	89,214,367	2,679	1,695,265	87,414,115	1,939	4,085,610	176,628,482	2,313
1996	2,390,306	90,518,656	2,641	1,721,196	89,020,684	1,933	4,111,502	179,539,340	2,290
1997	2,307,805	91,905,105	2,511	1,650,100	90,804,099	1,817	3,957,906	182,709,204	2,166
1998	2,168,679	93,040,202	2,331	1,582,754	91,820,767	1,724	3,751,433	184,860,969	2,029
1999	2,149,752	94,166,321	2,283	1,617,632	93,004,099	1,739	3,767,384	187,170,420	2,013
2000	2,200,227	95,796,069	2,297	1,576,933	94,828,953	1,663	3,777,160	190,625,023	1,981
2001	2,103,874	95,792,245	2,196	1,554,117	95,483,474	1,628	3,657,991	191,275,719	1,912
2002	2,022,375	97,610,009	2,072	1,488,510	96,992,193	1,535	3,510,885	194,602,202	1,804
2003	1,998,931	98,228,365	2,035	1,530,821	97,937,302	1,563	3,529,753	196,165,667	1,799
2004	1,920,355	99,571,391	1,929	1,487,779	99,317,521	1,498	3,408,134	198,888,912	1,714
2005	1,849,874	100,252,145	1,845	1,431,646	100,296,827	1,427	3,281,520	200,548,972	1,636
2006	1,780,412	101,116,282	1,761	1,395,653	101,694,156	1,372	3,176,066	202,810,438	1,566
2007	1,718,661	102,464,936	1,677	1,338,596	103,276,909	1,296	3,057,257	205,741,845	1,486
2008	1,609,058	103,618,162	1,553	1,280,485	104,702,439	1,223	2,889,542	208,320,601	1,387
2009	1,499,561	104,261,813	1,438	1,224,613	105,356,573	1,162	2,724,173	209,618,386	1,300
2010	1,516,323	104,374,496	1,453	1,265,053	105,740,443	1,196	2,781,377	210,114,939	1,324
2011	1,506,566	104,899,893	1,436	1,243,895	106,974,756	1,163	2,750,461	211,874,649	1,298
2012	1,634,884	104,985,117	1,557	1,314,534	106,829,713	1,230	2,949,419	211,814,830	1,392
2013	1,584,385	105,007,670	1,509	1,330,703	107,152,058	1,242	2,915,088	212,159,728	1,374
2014	1,659,476	105,907,684	1,567	1,351,171	108,184,788	1,249	3,010,648	214,092,472	1,406
2015	1,746,936	107,649,686	1,623	1,423,809	110,434,779	1,289	3,170,745	218,084,465	1,454
2016	2,132,182	109,587,219	1,946	1,743,694	112,124,699	1,555	3,875,876	221,711,918	1,748
2017	1,930,570	111,401,056	1,733	1,565,831	113,945,201	1,374	3,496,402	225,346,257	1,552
2018	1,933,093	112,479,825	1,719	1,548,752	115,078,560	1,346	3,481,844	227,558,385	1,530
2019	1,985,748	112,961,761	1,758	1,563,264	115,953,759	1,348	3,549,012	228,915,520	1,550
2020	1,646,716	112,595,057	1,463	1,194,171	115,600,745	1,033	2,840,887	228,195,802	1,245
2021	1,816,518	115,215,219	1,577	1,344,159	117,566,578	1,143	3,160,677	232,781,797	1,358

Source: Licensed Drivers—FHWA

Notes: 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 page 5 of this report. Licensed drivers may include drivers under 15, because individual age data are not available for those under 16.

1. Trends

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2021 (Continued)

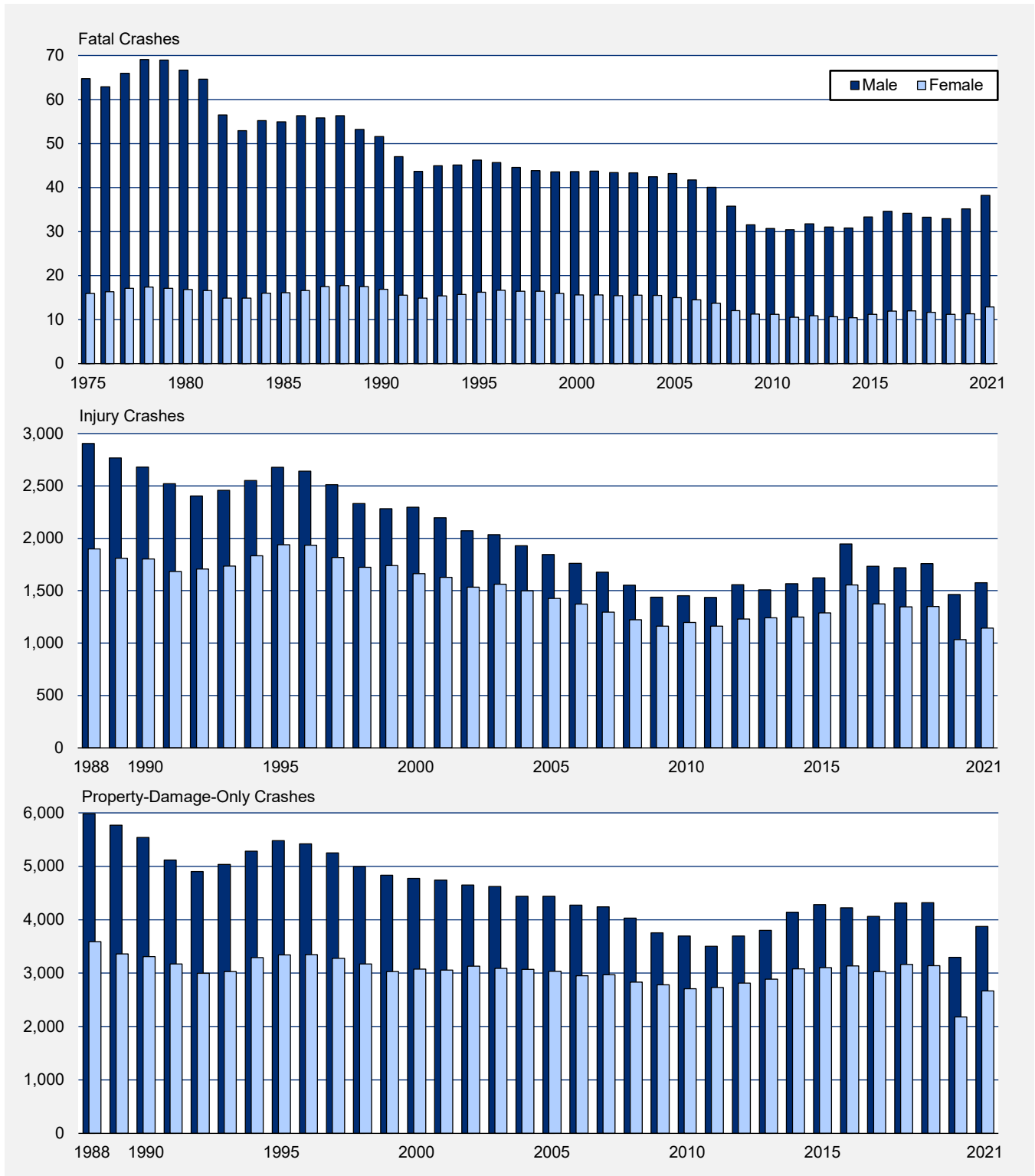
Year	Sex						Total		
	Male			Female			Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers
	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers			
Drivers in Property-Damage-Only Crashes									
1988	5,037,817	84,150,000	5,987	2,826,460	78,704,000	3,591	7,864,278	162,854,000	4,829
1989	4,926,029	85,377,000	5,770	2,694,771	80,177,000	3,361	7,620,801	165,554,000	4,603
1990	4,754,327	85,792,000	5,542	2,688,243	81,223,000	3,310	7,442,570	167,015,000	4,456
1991	4,433,701	86,665,000	5,116	2,609,840	82,330,000	3,170	7,043,541	168,995,000	4,168
1992	4,331,666	88,387,000	4,901	2,539,281	84,738,000	2,997	6,870,947	173,125,000	3,969
1993	4,429,731	87,993,000	5,034	2,581,163	85,156,000	3,031	7,010,895	173,149,000	4,049
1994	4,711,549	89,194,000	5,282	2,836,707	86,210,000	3,290	7,548,255	175,403,000	4,303
1995	4,888,163	89,214,367	5,479	2,922,081	87,414,115	3,343	7,810,244	176,628,482	4,422
1996	4,908,177	90,518,656	5,422	2,979,585	89,020,684	3,347	7,887,762	179,539,340	4,393
1997	4,825,853	91,905,105	5,251	2,976,456	90,804,099	3,278	7,802,309	182,709,204	4,270
1998	4,647,499	93,040,202	4,995	2,912,226	91,820,767	3,172	7,559,725	184,860,969	4,089
1999	4,550,405	94,166,321	4,832	2,819,411	93,004,099	3,031	7,369,816	187,170,420	3,937
2000	4,573,480	95,796,069	4,774	2,914,402	94,828,953	3,073	7,487,882	190,625,023	3,928
2001	4,539,479	95,792,245	4,739	2,917,870	95,483,474	3,056	7,457,350	191,275,719	3,899
2002	4,539,100	97,610,009	4,650	3,038,019	96,992,193	3,132	7,577,119	194,602,202	3,894
2003	4,540,831	98,228,365	4,623	3,026,397	97,937,302	3,090	7,567,228	196,165,667	3,858
2004	4,418,147	99,571,391	4,437	3,048,966	99,317,521	3,070	7,467,113	198,888,912	3,754
2005	4,448,934	100,252,145	4,438	3,042,729	100,296,827	3,034	7,491,663	200,548,972	3,736
2006	4,321,276	101,116,282	4,274	3,003,348	101,694,156	2,953	7,324,624	202,810,438	3,612
2007	4,345,252	102,464,936	4,241	3,065,666	103,276,909	2,968	7,410,919	205,741,845	3,602
2008	4,173,812	103,618,162	4,028	2,967,421	104,702,439	2,834	7,141,233	208,320,601	3,428
2009	3,913,473	104,261,813	3,754	2,931,260	105,356,573	2,782	6,844,733	209,618,386	3,265
2010	3,854,175	104,374,496	3,693	2,862,460	105,740,443	2,707	6,716,635	210,114,939	3,197
2011	3,674,834	104,899,893	3,503	2,920,843	106,974,756	2,730	6,595,677	211,874,649	3,113
2012	3,880,163	104,985,117	3,696	3,006,762	106,829,713	2,815	6,886,925	211,814,830	3,251
2013	3,990,473	105,007,670	3,800	3,092,383	107,152,058	2,886	7,082,856	212,159,728	3,338
2014	4,383,009	105,907,684	4,139	3,334,784	108,184,788	3,082	7,717,793	214,092,472	3,605
2015	4,607,504	107,649,686	4,280	3,424,586	110,434,779	3,101	8,032,090	218,084,465	3,683
2016	4,627,656	109,587,219	4,223	3,517,731	112,124,699	3,137	8,145,386	221,711,918	3,674
2017	4,523,758	111,401,056	4,061	3,449,884	113,945,201	3,028	7,973,642	225,346,257	3,538
2018	4,853,366	112,479,825	4,315	3,638,194	115,078,560	3,161	8,491,561	227,558,385	3,732
2019	4,877,680	112,961,761	4,318	3,641,617	115,953,759	3,141	8,519,297	228,915,520	3,722
2020	3,709,088	112,595,057	3,294	2,521,591	115,600,745	2,181	6,230,679	228,195,802	2,730
2021	4,463,098	115,215,219	3,874	3,136,348	117,566,578	2,668	7,599,446	232,781,797	3,265

Source: Licensed Drivers—FHWA

Notes: 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 page 5 of this report. Licensed drivers may include drivers under 15, because individual age data are not available for those under 16.

1. Trends

Figure 3. Driver Involvement Rates per 100,000 Licensed Drivers, by Sex and Crash Severity, 1975-2021



Source: Licensed Drivers—FHWA

1. Trends

Table 6. Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population, by Age Group, 1975-2021

Year	Age Group											Total
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	4.50	2.71	4.09	34.36	34.55	21.46	15.62	13.41	13.29	14.72	16.98	16.63
1976	4.50	2.56	4.44	36.25	34.69	21.17	15.22	13.71	13.58	14.92	17.26	17.02
1977	4.68	2.83	4.54	38.11	38.40	22.17	15.57	13.90	13.55	14.03	16.13	17.78
1978	4.61	2.66	4.70	39.50	40.39	24.15	16.67	14.07	13.44	14.79	16.36	18.66
1979	4.35	2.84	4.22	39.37	39.71	24.85	17.07	14.02	13.24	13.59	15.51	18.63
1980	4.24	2.67	4.13	38.48	39.86	24.82	16.85	14.51	12.83	12.96	15.27	18.45
1981	3.75	2.43	3.76	34.61	37.41	24.22	16.63	13.81	12.68	13.16	14.94	17.62
1982	3.67	2.22	3.65	30.92	32.75	20.45	14.30	11.84	11.24	11.85	14.89	15.39
1983	3.55	2.33	3.32	29.80	30.97	19.86	13.87	11.79	10.92	11.92	15.48	14.90
1984	3.13	2.33	3.72	31.36	32.89	20.26	13.91	11.86	11.16	12.98	16.18	15.39
1985	3.18	2.36	4.15	30.11	32.75	19.50	13.87	11.88	11.33	12.63	16.73	15.15
1986	3.42	2.30	4.21	34.10	33.72	21.04	13.82	11.50	11.38	13.46	17.71	15.92
1987	3.78	2.60	4.11	33.23	32.83	21.05	14.15	12.10	11.93	13.58	18.22	15.92
1988	3.82	2.64	4.30	34.20	33.63	20.50	14.20	12.33	12.15	14.12	19.26	16.02
1989	3.93	2.92	4.02	31.50	30.85	20.10	13.89	12.46	12.18	14.24	19.41	15.43
1990	3.30	2.50	3.73	30.91	30.62	19.81	13.34	12.20	11.91	13.36	18.48	14.89
1991	3.13	2.39	3.54	28.69	28.83	17.79	12.29	11.12	10.75	13.22	19.14	13.78
1992	2.99	2.41	3.36	25.67	25.96	16.54	11.71	10.62	10.53	13.27	18.81	12.89
1993	3.14	2.35	3.34	26.10	26.70	16.47	11.86	10.52	10.86	12.73	20.78	13.02
1994	3.46	2.35	3.70	27.35	26.27	16.07	11.79	11.15	10.71	13.99	20.71	13.18
1995	3.17	2.46	3.81	26.48	27.30	17.03	12.49	11.01	11.42	13.67	20.87	13.43
1996	3.40	2.34	3.72	26.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	13.46
1997	3.16	2.42	3.73	25.42	25.53	16.49	12.23	11.57	11.96	14.46	22.09	13.34
1998	3.03	2.60	3.55	24.64	25.06	15.81	12.60	11.44	11.53	14.31	21.28	13.09
1999	2.94	2.54	3.40	25.19	25.56	16.13	12.62	11.48	11.52	14.17	20.70	13.16
2000	2.82	2.38	3.15	24.79	25.29	15.55	12.81	11.51	11.38	12.88	19.51	12.88
2001	2.68	2.27	2.92	24.50	24.94	15.67	12.93	11.35	11.01	12.76	19.35	12.79
2002	2.44	2.13	3.06	25.60	25.88	15.75	13.03	11.85	11.10	12.61	18.81	12.99
2003	2.48	2.14	3.23	24.16	24.87	15.54	13.07	12.02	11.24	12.45	19.27	12.87
2004	2.57	2.28	3.26	23.75	24.94	15.82	12.48	12.07	11.05	12.30	18.16	12.74
2005	2.35	2.24	2.64	22.19	25.71	16.33	12.92	11.99	11.60	12.46	17.29	12.74
2006	2.32	1.85	2.45	21.69	26.07	16.37	12.68	11.80	10.95	11.31	15.73	12.39
2007	1.98	1.78	2.46	20.16	25.02	15.40	12.20	11.52	10.58	10.93	15.41	11.85
2008	1.50	1.44	1.83	16.52	21.56	14.28	11.03	10.54	9.82	10.02	14.16	10.56
2009	1.62	1.40	1.76	14.46	17.62	12.45	9.90	9.89	8.78	9.18	13.42	9.45
2010	1.48	1.26	1.54	12.34	17.60	11.84	9.46	9.15	8.88	8.95	14.01	9.02
2011	1.38	1.22	1.43	12.37	16.67	11.50	9.05	8.97	8.36	9.11	12.62	8.71
2012	1.54	1.17	1.33	11.72	16.94	12.19	9.54	9.27	8.87	9.12	12.17	8.92
2013	1.44	1.19	1.48	10.88	16.08	11.65	9.09	8.87	8.63	8.81	12.46	8.60
2014	1.24	1.23	1.34	10.99	15.90	11.53	8.70	9.00	8.40	8.23	12.17	8.45
2015	1.42	1.29	1.37	11.63	16.74	12.40	9.41	9.46	8.96	9.10	12.64	9.02
2016	1.54	1.42	1.53	11.80	17.72	13.23	10.08	9.60	9.44	9.39	13.38	9.48
2017	1.55	1.22	1.44	11.49	16.81	12.79	10.16	9.74	9.61	8.66	13.76	9.34
2018	1.38	1.25	1.31	10.57	16.06	12.48	9.60	9.47	9.46	8.94	12.52	8.99
2019	1.25	1.27	1.46	10.04	15.15	11.83	9.74	9.31	9.25	8.87	12.91	8.81
2020	1.25	1.21	1.68	11.63	17.32	14.25	10.75	9.72	9.47	8.24	11.23	9.42
2021	1.53	1.49	1.68	12.52	17.79	15.38	12.03	11.07	10.17	8.98	12.81	10.33

Source: Population—Census Bureau

Note: Population estimates for historical years are revised periodically.

1. Trends

Table 6. Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population, by Age Group, 1975-2021 (Continued)

Year	Age Group											Total
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Injury Rate per 100,000 Population												
1988	418	447	612	3,002	2,674	1,807	1,312	1,036	878	709	659	1,323
1989	373	471	580	2,969	2,468	1,675	1,285	987	801	712	613	1,254
1990	334	432	583	2,828	2,512	1,681	1,230	992	847	748	517	1,226
1991	388	470	602	2,681	2,331	1,579	1,147	981	797	726	523	1,166
1992	327	435	557	2,735	2,265	1,575	1,104	974	785	725	587	1,144
1993	373	475	540	2,632	2,320	1,611	1,199	957	825	710	595	1,161
1994	412	470	577	2,703	2,376	1,673	1,225	990	857	755	600	1,195
1995	420	486	628	2,880	2,465	1,728	1,295	1,134	928	756	625	1,261
1996	421	528	627	2,821	2,440	1,762	1,291	1,073	906	789	657	1,255
1997	403	467	576	2,689	2,412	1,695	1,261	1,014	823	762	641	1,200
1998	405	441	569	2,529	2,131	1,590	1,157	1,031	872	698	589	1,135
1999	389	479	534	2,596	2,181	1,603	1,138	1,029	802	762	616	1,140
2000	352	406	473	2,403	2,100	1,453	1,160	948	828	720	668	1,084
2001	313	373	449	2,193	2,028	1,393	1,098	935	755	671	581	1,021
2002	305	383	439	2,138	1,911	1,323	1,037	877	766	618	552	978
2003	307	379	411	2,018	1,862	1,341	1,026	876	731	609	524	957
2004	288	354	418	1,899	1,721	1,218	1,012	879	727	601	498	916
2005	269	324	415	1,760	1,724	1,228	954	833	683	541	467	877
2006	271	288	353	1,637	1,588	1,159	925	764	662	556	491	828
2007	268	290	306	1,537	1,529	1,136	843	753	628	550	432	788
2008	244	267	321	1,375	1,396	1,041	800	721	600	491	405	732
2009	220	263	287	1,213	1,382	967	736	697	566	504	398	687
2010	192	252	278	1,191	1,338	939	807	706	571	463	419	685
2011	232	245	273	1,128	1,260	961	789	692	585	459	387	674
2012	196	267	256	1,161	1,356	1,023	828	742	620	515	424	712
2013	230	264	271	1,107	1,347	976	778	720	627	504	439	694
2014	229	241	280	1,061	1,275	1,009	819	761	623	493	404	696
2015	237	282	288	1,188	1,386	1,026	850	746	646	533	407	726
2016	305	342	339	1,507	1,670	1,327	1,055	948	757	591	494	896
2017	263	304	293	1,337	1,471	1,164	949	845	703	577	468	803
2018	243	296	320	1,188	1,475	1,158	951	852	709	560	425	787
2019	223	293	308	1,249	1,413	1,157	964	877	721	547	443	792
2020	187	201	233	1,113	1,294	1,028	756	681	563	435	366	656
2021	232	236	274	1,196	1,374	1,080	871	732	616	472	424	717

Source: Population—Census Bureau

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 page 5 of this report.

1. Trends

Table 7. Passenger Car Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2021

Year	Registered Passenger Cars	Passenger Car VMT (millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million Passenger Car VMT	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million Passenger Car 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	2,589,729	2,131	187
1989	122,758,478	1,415,213	25,063	20.42	1.77	2,432,460	1,982	172
1990	123,276,600	1,427,178	24,092	19.54	1.69	2,384,199	1,934	167
1991	123,327,336	1,411,655	22,385	18.15	1.59	2,239,505	1,816	159
1992	120,346,747	1,436,035	21,387	17.77	1.49	2,235,970	1,858	156
1993	121,055,398	1,445,106	21,566	17.81	1.49	2,272,964	1,878	157
1994	121,996,580	1,459,208	21,997	18.03	1.51	2,368,302	1,941	162
1995	123,241,881	1,478,352	22,423	18.19	1.52	2,474,585	2,008	167
1996	124,612,787	1,499,139	22,505	18.06	1.50	2,453,195	1,969	164
1997	124,672,920	1,528,399	22,199	17.81	1.45	2,345,425	1,881	153
1998	125,965,709	1,555,901	21,194	16.83	1.36	2,205,226	1,751	142
1999	127,083,019	1,569,455	20,862	16.42	1.33	2,143,002	1,686	137
2000	127,933,707	1,583,127	20,699	16.18	1.31	2,057,089	1,608	130
2001	129,044,240	1,596,579	20,320	15.75	1.27	1,929,996	1,496	121
2002	130,349,393	1,613,749	20,569	15.78	1.27	1,810,510	1,389	112
2003	131,665,783	1,613,543	19,725	14.98	1.22	1,762,001	1,338	109
2004	133,414,552	1,629,955	19,192	14.39	1.18	1,649,483	1,236	101
2005	135,324,121	1,616,908	18,512	13.68	1.14	1,579,857	1,167	98
2006	137,031,279	1,616,328	17,925	13.08	1.11	1,478,909	1,079	91
2007	137,929,951	1,554,673	16,614	12.05	1.07	1,382,640	1,002	89
2008	139,028,041	1,524,331	14,646	10.53	0.96	1,307,512	940	86
2009	137,203,972	1,510,339	13,135	9.57	0.87	1,219,183	889	81
2010	135,310,480	1,507,716	12,491	9.23	0.83	1,256,101	928	83
2011	126,966,714	1,369,810	12,014	9.46	0.88	1,243,706	980	91
2012	127,077,676	1,377,486	12,361	9.73	0.90	1,330,250	1,047	97
2013	128,936,225	1,384,194	12,037	9.34	0.87	1,298,569	1,007	94
2014	131,138,925	1,396,098	11,947	9.11	0.86	1,294,030	987	93
2015	133,218,366	1,420,869	12,763	9.58	0.90	1,382,271	1,038	97
2016	134,827,696	1,439,678	13,508	10.02	0.94	1,690,359	1,254	117
2017	132,864,363	1,424,056	13,477	10.14	0.95	1,528,666	1,151	107
2018	132,837,515	1,403,760	12,888	9.70	0.92	1,510,852	1,137	108
2019	129,838,156	1,372,622	12,355	9.52	0.90	1,498,083	1,154	109
2020	110,612,958	1,035,519	12,628	11.42	1.22	1,022,587	924	99
2021	107,934,093	1,074,905	13,529	12.53	1.26	1,108,721	1,027	103

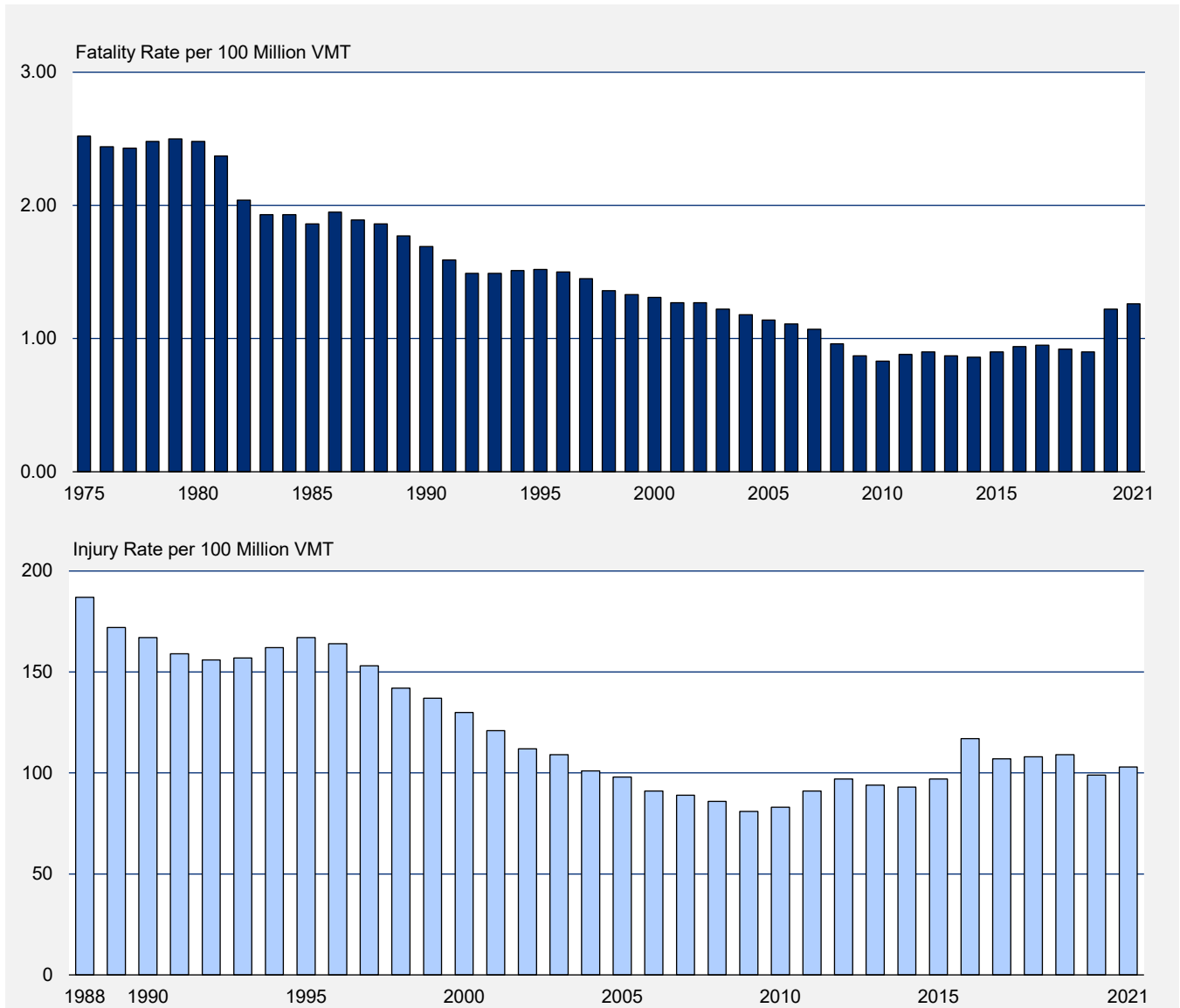
Sources: VMT—FHWA, revised by NHTSA; Registered Passenger Cars—Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.

*Injury data not available before 1988.

Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be considered 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 S&P Global Mobility, Copyright © 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 considered 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 6-7 of this report. 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 page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

1. Trends

Figure 4. Passenger Car Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2021



Sources: VMT—FHWA, revised by NHTSA

Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

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Table 8. Light-Truck Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2021

Year	Registered Light Trucks	Light-Truck VMT (millions)	Light-Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million Light-Truck VMT	Light-Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million Light-Truck 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	482,033	1,081	99
1989	47,134,148	522,483	8,551	18.14	1.64	516,898	1,097	99
1990	49,916,497	555,659	8,601	17.23	1.55	510,956	1,024	92
1991	52,062,064	595,924	8,391	16.12	1.41	565,376	1,086	95
1992	53,836,046	642,397	8,098	15.04	1.26	549,417	1,021	86
1993	56,573,835	675,353	8,511	15.04	1.26	605,501	1,070	90
1994	59,485,995	711,515	8,904	14.97	1.25	634,089	1,066	89
1995	62,520,872	749,971	9,568	15.30	1.28	727,054	1,163	97
1996	65,438,877	787,255	9,932	15.18	1.26	762,572	1,165	97
1997	67,287,470	824,896	10,249	15.23	1.24	761,511	1,132	92
1998	69,783,500	861,951	10,705	15.34	1.24	765,412	1,097	89
1999	72,929,502	900,667	11,265	15.45	1.25	853,022	1,170	95
2000	75,979,775	940,219	11,526	15.17	1.23	886,198	1,166	94
2001	78,675,630	973,401	11,723	14.90	1.20	865,888	1,101	89
2002	81,643,269	1,010,759	12,274	15.03	1.21	885,373	1,084	88
2003	85,063,823	1,042,444	12,546	14.75	1.20	895,774	1,053	86
2004	89,799,406	1,097,099	12,674	14.11	1.16	905,696	1,009	83
2005	94,787,880	1,132,564	13,037	13.75	1.15	874,137	922	77
2006	98,064,117	1,156,697	12,761	13.01	1.10	859,687	877	74
2007	100,817,496	1,136,361	12,458	12.36	1.10	844,990	838	74
2008	100,862,944	1,105,882	10,816	10.72	0.98	773,276	767	70
2009	102,008,600	1,122,909	10,312	10.11	0.92	762,172	747	68
2010	102,376,147	1,140,740	9,782	9.55	0.86	737,152	720	65
2011	118,702,389	1,280,648	9,302	7.84	0.73	732,764	617	57
2012	118,690,690	1,286,574	9,418	7.93	0.73	766,295	646	60
2013	120,491,485	1,293,536	9,186	7.62	0.71	752,585	625	58
2014	123,470,278	1,314,458	9,103	7.37	0.69	783,906	635	60
2015	127,401,053	1,358,824	9,878	7.75	0.73	808,707	635	60
2016	132,052,102	1,410,040	10,279	7.78	0.73	1,034,963	784	73
2017	135,594,973	1,453,322	10,186	7.51	0.70	937,147	691	64
2018	141,312,896	1,493,323	9,957	7.05	0.67	921,272	652	62
2019	146,751,968	1,551,431	10,017	6.83	0.65	949,902	647	61
2020	164,230,764	1,537,469	11,286	6.87	0.73	884,424	539	58
2021	170,108,546	1,694,094	12,796	7.52	0.76	983,820	578	58

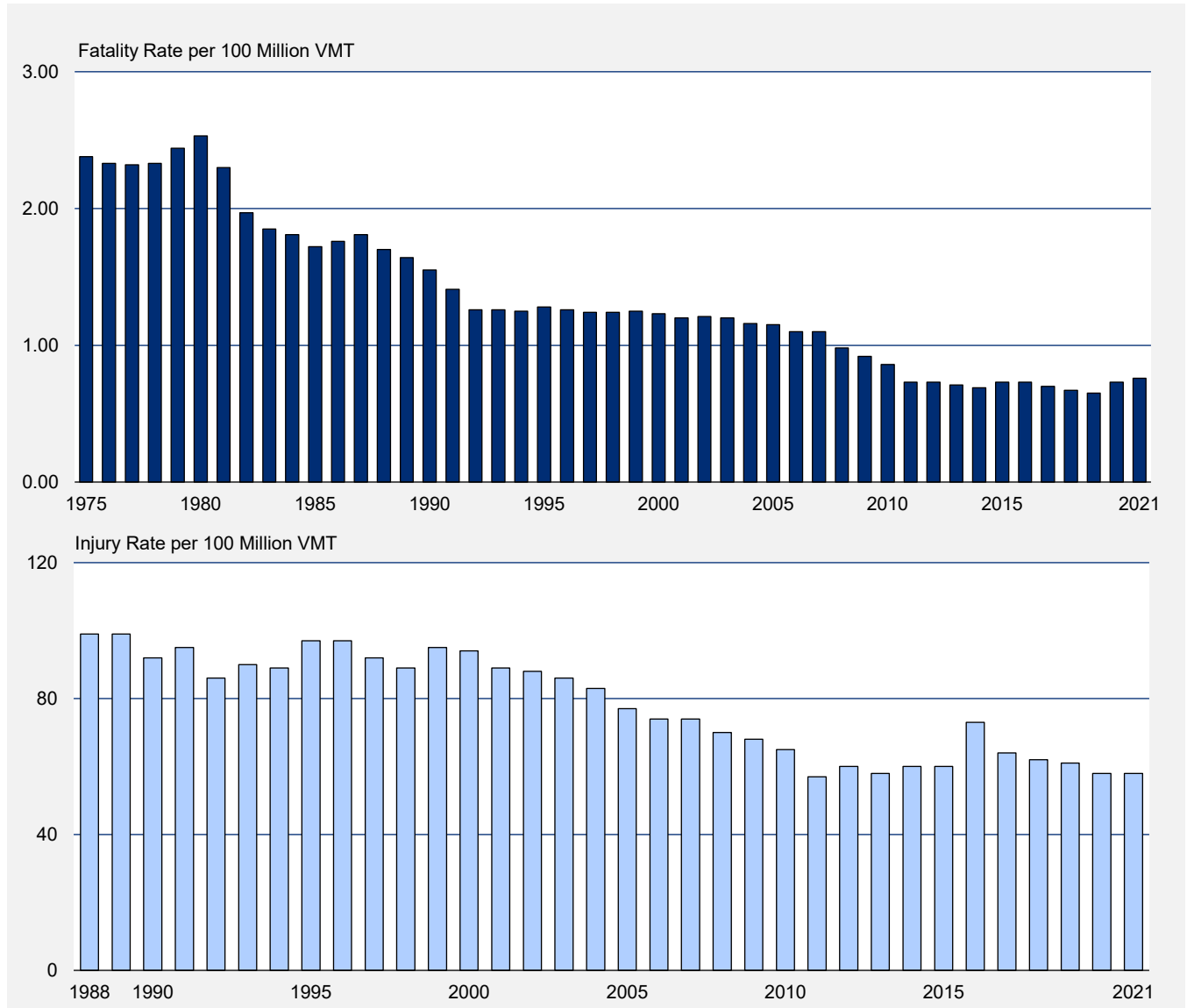
Sources: VMT—FHWA, revised by NHTSA; Registered Light Trucks—Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.

*Injury data not available before 1988.

Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be considered 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 S&P Global Mobility, Copyright © 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 considered 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 6-7 of this report. 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 page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

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Figure 5. Light-Truck Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2021



Sources: VMT—FHWA, revised by NHTSA

Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

1. Trends

Table 9. Large-Truck Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2021

Year	Registered Large Trucks	Large-Truck VMT (millions)	Large-Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million Large-Truck VMT	Large-Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million Large-Truck VMT
1975	5,362,369	81,330	961	17.92	1.18	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.32	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.35	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.32	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.31	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.16	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.04	*	*	*
1982	5,590,415	111,423	944	16.89	0.85	*	*	*
1983	5,508,392	116,132	982	17.83	0.85	*	*	*
1984	5,401,075	121,796	1,074	19.88	0.88	*	*	*
1985	5,996,337	123,504	977	16.29	0.79	*	*	*
1986	5,720,880	126,675	926	16.19	0.73	*	*	*
1987	5,718,266	133,517	852	14.90	0.64	*	*	*
1988	6,136,884	137,985	911	14.84	0.66	37,884	617	27
1989	6,226,482	142,749	858	13.78	0.60	42,016	675	29
1990	6,195,876	146,242	705	11.38	0.48	41,929	677	29
1991	6,172,146	149,543	661	10.71	0.44	28,568	463	19
1992	6,045,205	153,384	585	9.68	0.38	33,653	557	22
1993	6,088,155	159,888	605	9.94	0.38	31,956	525	20
1994	6,587,885	170,216	670	10.17	0.39	30,324	460	18
1995	6,719,421	178,156	648	9.64	0.36	30,613	456	17
1996	7,012,615	182,971	621	8.86	0.34	32,807	468	18
1997	7,083,326	191,477	723	10.21	0.38	31,561	446	16
1998	7,732,270	196,380	742	9.60	0.38	28,241	365	14
1999	7,791,426	202,688	759	9.74	0.37	33,736	433	17
2000	8,022,649	205,520	754	9.40	0.37	30,659	382	15
2001	7,857,675	208,928	708	9.01	0.34	29,699	378	14
2002	7,927,280	214,603	689	8.69	0.32	26,741	337	12
2003	7,756,888	217,876	726	9.36	0.33	26,333	339	12
2004	8,171,364	220,811	766	9.37	0.35	27,594	338	12
2005	8,481,999	222,523	804	9.48	0.36	27,926	329	13
2006	8,819,007	222,513	805	9.13	0.36	23,414	265	11
2007	10,752,019	304,178	805	7.49	0.26	23,360	217	8
2008	10,873,275	310,680	682	6.27	0.22	23,645	217	8
2009	10,973,214	288,306	499	4.55	0.17	16,419	150	6
2010	10,770,054	286,527	530	4.92	0.18	19,937	185	7
2011	10,270,693	267,594	640	6.23	0.24	22,936	223	9
2012	10,659,380	269,207	697	6.54	0.26	25,372	238	9
2013	10,597,356	275,017	695	6.56	0.25	24,621	232	9
2014	10,905,956	279,132	656	6.02	0.24	27,146	249	10
2015	11,203,184	279,844	665	5.94	0.24	30,102	269	11
2016	11,498,561	287,895	815	7.09	0.28	36,183	315	13
2017	12,229,216	297,593	878	7.18	0.30	39,992	327	13
2018	13,233,910	304,864	890	6.73	0.29	39,200	296	13
2019	13,085,643	300,050	893	6.82	0.30	45,688	349	15
2020	12,899,371	297,649	822	6.37	0.28	41,566	322	14
2021	13,859,181	327,026	1,008	7.27	0.31	42,164	304	13

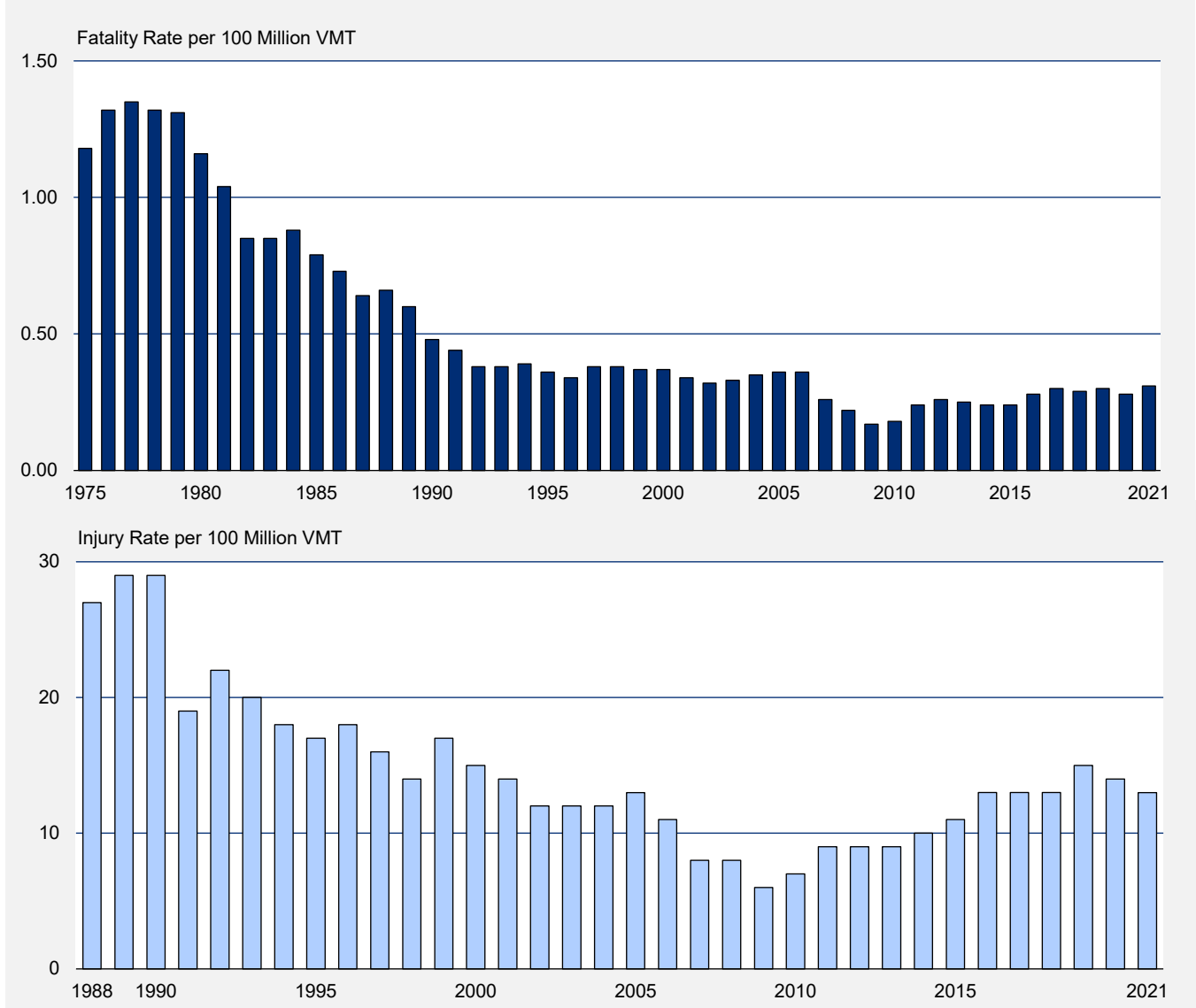
Source: Registered Large Trucks and VMT—FHWA

*Injury data not available before 1988.

Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be considered 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 6-7 of this report. 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 page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

1. Trends

Figure 6. Large-Truck Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2021



Sources: VMT—FHWA

Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

1. Trends

Table 10. Motorcyclists Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2021

Year	Registered Motorcycles	Motorcycle VMT (millions)	Motorcyclists Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million Motorcycle VMT	Motorcyclists Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million Motorcycle 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	105,257	2,296	1,050
1989	4,420,420	10,371	3,141	71.06	30.29	83,181	1,882	802
1990	4,259,462	9,557	3,244	76.16	33.94	84,635	1,987	886
1991	4,177,365	9,178	2,806	67.17	30.57	80,909	1,937	882
1992	4,065,118	9,557	2,395	58.92	25.06	65,166	1,603	682
1993	3,977,856	9,906	2,449	61.57	24.72	59,731	1,502	603
1994	3,756,555	10,240	2,320	61.76	22.66	57,629	1,534	563
1995	3,897,191	9,797	2,227	57.14	22.73	57,878	1,485	591
1996	3,871,599	9,920	2,161	55.82	21.78	55,385	1,431	558
1997	3,826,373	10,081	2,116	55.30	20.99	52,734	1,378	523
1998	3,879,450	10,283	2,294	59.13	22.31	49,218	1,269	479
1999	4,152,433	10,584	2,483	59.80	23.46	49,913	1,202	472
2000	4,346,068	10,469	2,897	66.66	27.67	57,792	1,330	552
2001	4,903,056	9,633	3,197	65.20	33.19	60,296	1,230	626
2002	5,004,156	9,552	3,270	65.35	34.23	65,005	1,299	681
2003	5,370,035	9,576	3,714	69.16	38.78	67,413	1,255	704
2004	5,767,934	10,122	4,028	69.83	39.79	76,239	1,322	753
2005	6,227,146	10,454	4,576	73.48	43.77	87,564	1,406	838
2006	6,678,958	12,049	4,837	72.42	40.14	87,866	1,316	729
2007	7,138,476	21,396	5,174	72.48	24.18	103,301	1,447	483
2008	7,752,926	20,811	5,312	68.52	25.52	96,041	1,239	461
2009	7,929,724	20,822	4,469	56.36	21.46	89,498	1,129	430
2010	8,009,503	18,513	4,518	56.41	24.40	82,300	1,028	445
2011	8,437,502	18,542	4,630	54.87	24.97	81,706	968	441
2012	8,454,939	21,385	4,986	58.97	23.32	93,251	1,103	436
2013	8,404,687	20,366	4,692	55.83	23.04	88,760	1,056	436
2014	8,417,718	19,970	4,594	54.58	23.00	91,987	1,093	461
2015	8,600,936	19,606	5,029	58.47	25.65	88,738	1,032	453
2016	8,679,380	20,445	5,337	61.49	26.10	104,442	1,203	511
2017	8,664,108	20,149	5,226	60.32	25.94	88,592	1,023	440
2018	8,659,741	20,076	5,038	58.18	25.09	81,859	945	408
2019	8,596,314	19,688	5,044	58.68	25.62	83,814	975	426
2020	8,347,435	17,947	5,506	65.96	30.68	78,944	946	440
2021	9,881,414	19,642	5,932	60.03	30.20	82,686	837	421

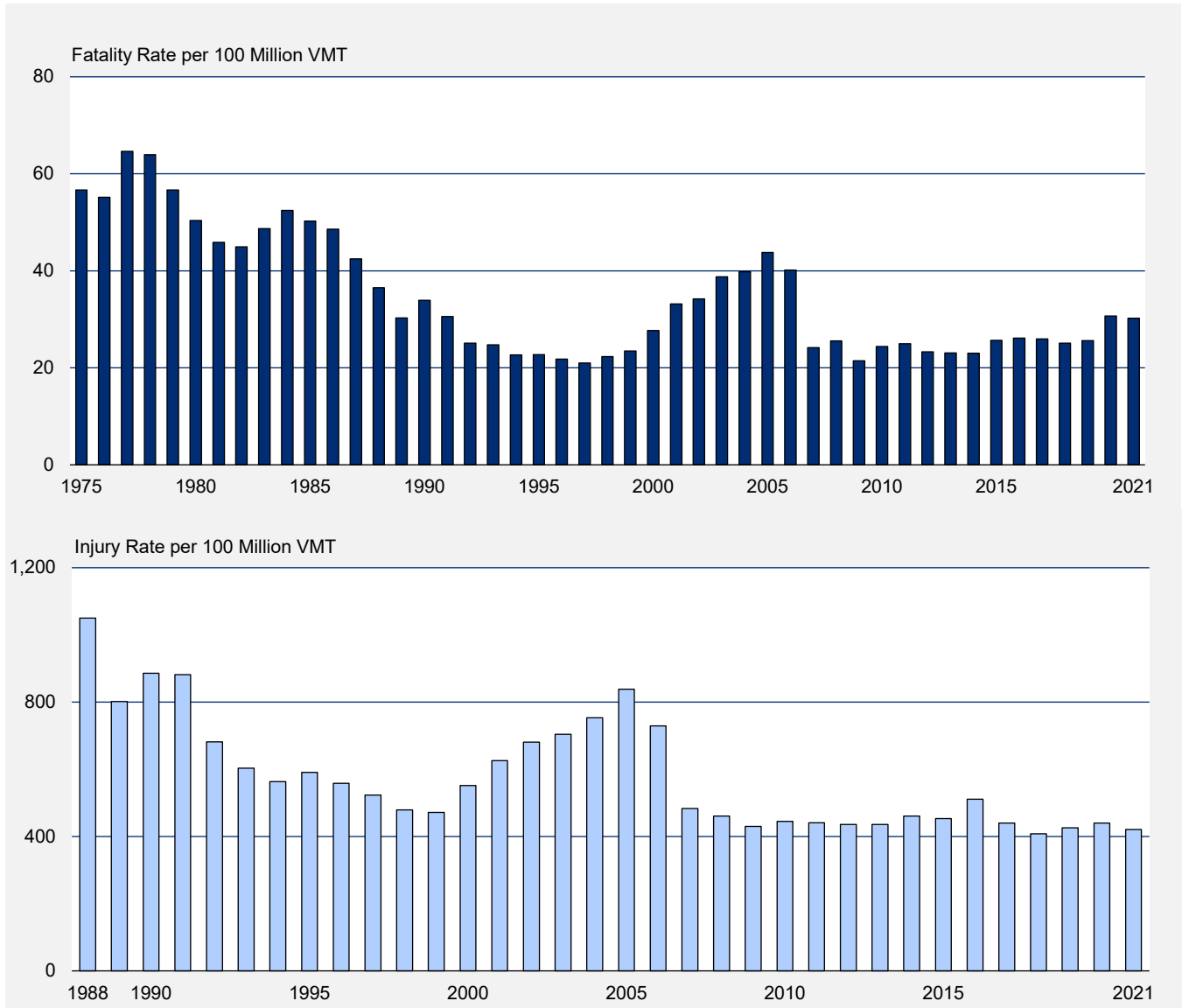
Source: Registered Motorcycles and VMT—FHWA

*Injury data not available before 1988.

Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be considered 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 6-7 of this report. 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 page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

1. Trends

Figure 7. Motorcyclist Fatality and Injury Rates per 100 Million VMT, 1975-2021



Source: VMT—FHWA

Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

1. Trends

Table 11. People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 1975-2021

Year	Person Type					Total
	Truck Occupants by Crash Type			Occupants of Other Vehicles	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	3,535	493	4,906
2018	538	352	890	3,563	553	5,006
2019	494	399	893	3,569	570	5,032
2020	504	318	822	3,501	622	4,945
2021	582	426	1,008	4,149	631	5,788

1. Trends

Table 11. People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 1975-2021 (Continued)

Year	Person Type					Total
	Truck Occupants by Crash Type			Occupants of Other Vehicles	Nonoccupants	
	Single Vehicle	Multiple Vehicle	Total			
Injured						
1988	17,135	20,749	37,884	89,845	4,266	131,995
1989	20,301	21,715	42,016	111,233	1,969	155,219
1990	15,951	25,978	41,929	106,554	2,325	150,808
1991	13,066	15,502	28,568	80,593	2,496	111,656
1992	13,517	20,136	33,653	102,345	3,364	139,362
1993	12,979	18,977	31,956	95,857	5,873	133,686
1994	10,680	19,644	30,324	99,081	3,387	132,792
1995	14,768	15,845	30,613	85,426	2,504	118,543
1996	15,239	17,568	32,807	95,894	2,574	131,276
1997	13,919	17,643	31,561	99,346	2,048	132,955
1998	13,608	14,633	28,241	97,149	2,050	127,440
1999	15,156	18,579	33,736	105,703	4,376	143,815
2000	16,475	14,185	30,659	105,963	3,146	139,768
2001	13,419	16,280	29,699	99,418	2,566	131,684
2002	12,319	14,423	26,741	100,326	3,838	130,905
2003	10,783	15,550	26,333	91,621	3,185	121,139
2004	13,264	14,330	27,594	86,447	3,709	117,750
2005	10,410	17,516	27,926	85,225	2,176	115,326
2006	10,625	12,789	23,414	81,684	2,253	107,351
2007	9,931	13,429	23,360	76,400	2,303	102,063
2008	9,991	13,654	23,645	64,882	2,866	91,393
2009	7,392	9,026	16,419	56,278	1,379	74,076
2010	9,106	10,830	19,937	58,948	2,010	80,894
2011	7,425	15,511	22,936	64,412	1,674	89,021
2012	8,893	16,478	25,372	76,342	2,740	104,454
2013	8,949	15,673	24,621	69,221	2,254	96,097
2014	10,280	16,865	27,146	82,282	2,389	111,817
2015	10,175	19,927	30,102	85,172	2,561	117,835
2016	12,941	23,241	36,183	94,958	3,587	134,727
2017	14,550	25,442	39,992	105,509	2,808	148,309
2018	13,480	25,719	39,200	108,490	3,480	151,170
2019	15,199	30,490	45,688	109,515	4,156	159,359
2020	14,969	26,597	41,566	97,595	2,452	141,613
2021	13,823	28,341	42,164	109,981	2,848	154,993

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 page 5 of this report.

1. Trends

Table 12. Nonoccupant Fatality and Injury Rates per Population, by Age Group, 1975-2021

Year	Age Group											Total
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	3.64	5.99	3.91	3.78	2.95	2.38	2.74	3.17	3.66	6.05	10.76	3.98
1976	3.52	5.62	3.63	3.77	3.01	2.42	2.62	3.30	3.60	5.58	10.12	3.86
1977	2.99	5.35	3.56	4.01	3.15	2.67	2.65	3.20	4.05	5.80	10.57	3.96
1978	3.14	5.45	3.68	4.04	3.48	2.89	2.77	3.33	3.77	5.36	8.93	3.95
1979	2.87	5.16	3.57	4.44	3.97	3.13	2.98	3.33	3.68	5.50	9.17	4.07
1980	2.67	4.68	3.48	4.44	4.34	3.17	2.80	3.39	3.69	5.00	9.89	4.03
1981	2.14	4.44	3.27	4.06	4.18	3.36	2.82	3.22	3.42	4.88	8.74	3.87
1982	2.15	3.89	2.98	4.03	4.27	3.06	3.00	3.05	3.05	4.45	7.41	3.58
1983	2.03	3.69	3.06	3.56	3.83	2.91	2.46	2.80	3.12	3.77	7.37	3.31
1984	1.92	3.61	3.09	3.52	3.63	2.95	2.58	2.93	3.34	4.01	7.64	3.38
1985	2.05	3.67	2.83	3.39	3.38	2.71	2.65	2.69	3.36	3.90	7.35	3.27
1986	1.89	3.58	3.11	3.49	3.54	2.93	2.51	2.98	2.86	3.64	7.34	3.27
1987	1.66	3.63	3.18	3.18	3.39	2.83	2.69	2.88	3.14	3.79	7.20	3.23
1988	1.69	3.65	2.84	2.95	3.37	2.94	2.70	2.77	3.04	3.94	7.70	3.24
1989	1.54	3.06	2.55	2.56	2.90	3.00	2.73	2.61	3.18	3.49	7.10	3.04
1990	1.60	2.65	2.23	2.59	2.84	2.97	2.77	2.63	3.09	3.67	6.97	2.99
1991	1.43	2.40	2.32	2.50	2.86	2.65	2.36	2.44	2.67	3.08	5.93	2.68
1992	1.29	2.25	2.02	2.22	2.21	2.38	2.39	2.41	2.56	3.10	5.42	2.50
1993	1.35	2.19	2.21	2.10	2.25	2.63	2.51	2.25	2.52	2.95	5.47	2.55
1994	1.31	2.20	2.13	1.99	2.22	2.34	2.46	2.35	2.41	2.82	5.50	2.46
1995	1.12	2.02	2.04	2.06	2.38	2.41	2.60	2.38	2.50	2.97	5.21	2.48
1996	1.22	1.87	1.90	1.99	2.38	2.17	2.49	2.40	2.63	2.94	4.76	2.40
1997	0.97	1.73	1.81	2.08	2.15	2.22	2.47	2.39	2.53	2.99	4.57	2.35
1998	0.96	1.42	1.63	1.83	2.12	2.06	2.46	2.41	2.61	2.74	4.68	2.26
1999	0.94	1.45	1.47	1.78	2.01	1.88	2.41	2.26	2.35	2.78	4.14	2.14
2000	0.88	1.17	1.33	1.59	1.75	1.75	2.28	2.28	2.22	2.40	3.82	1.98
2001	0.70	1.06	1.30	1.73	2.01	1.68	2.36	2.38	2.13	2.44	4.11	2.02
2002	0.71	0.94	1.10	1.63	1.71	1.77	2.24	2.37	2.10	2.76	3.68	1.96
2003	0.62	0.89	1.16	1.76	1.78	1.63	2.25	2.23	2.26	2.34	3.55	1.91
2004	0.63	0.87	1.06	1.51	1.84	1.72	2.15	2.39	2.03	2.41	3.55	1.89
2005	0.64	0.78	1.00	1.62	2.11	1.81	2.25	2.58	2.14	2.50	3.57	1.98
2006	0.59	0.81	0.88	1.49	1.97	1.87	2.11	2.61	2.19	2.32	3.35	1.93
2007	0.56	0.63	0.88	1.58	2.00	1.80	2.09	2.48	1.86	2.32	3.11	1.85
2008	0.53	0.55	0.78	1.56	1.94	1.67	1.86	2.47	2.02	2.03	2.76	1.75
2009	0.51	0.49	0.71	1.23	1.80	1.53	1.76	2.17	1.89	2.02	2.50	1.59
2010	0.52	0.47	0.66	1.47	1.89	1.63	1.64	2.17	2.06	2.01	2.79	1.65
2011	0.40	0.47	0.68	1.42	2.09	1.70	1.63	2.43	2.12	2.19	2.65	1.71
2012	0.49	0.54	0.70	1.56	2.19	1.85	1.72	2.54	2.36	2.19	2.96	1.84
2013	0.54	0.48	0.53	1.41	2.05	1.79	1.79	2.48	2.49	2.13	2.77	1.81
2014	0.46	0.49	0.50	1.53	1.94	1.87	1.79	2.34	2.61	2.21	2.86	1.84
2015	0.48	0.43	0.63	1.53	2.15	1.99	2.23	2.87	2.96	2.32	2.72	2.04
2016	0.46	0.45	0.70	1.67	2.34	2.27	2.33	2.95	3.17	2.67	3.09	2.23
2017	0.48	0.35	0.64	1.58	1.99	2.27	2.34	2.98	3.25	2.47	3.07	2.19
2018	0.40	0.40	0.43	1.52	2.32	2.42	2.57	3.01	3.42	2.71	3.13	2.28
2019	0.38	0.35	0.55	1.26	2.03	2.51	2.63	2.91	3.45	2.81	2.99	2.26
2020	0.38	0.31	0.52	1.33	2.14	2.69	2.92	3.04	3.58	2.64	2.66	2.34
2021	0.36	0.32	0.48	1.36	2.48	3.18	3.44	3.16	3.86	3.08	2.66	2.61

Source: Population—Census Bureau

Note: Population estimates for historical years are revised periodically.

1. Trends

Table 12. Nonoccupant Fatality and Injury Rates per Population, by Age Group, 1975-2021 (Continued)

Year	Age Group											Total
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Injury Rate per 100,000 Population												
1988	35	178	195	129	118	74	46	38	35	25	45	79
1989	32	180	190	144	96	69	53	43	43	33	39	80
1990	34	139	179	138	109	77	53	37	26	29	38	75
1991	27	138	164	101	91	70	41	36	31	31	30	66
1992	33	120	171	98	98	57	45	34	29	30	27	63
1993	28	117	181	96	94	66	49	45	26	27	38	66
1994	24	113	158	118	88	60	47	36	33	24	29	63
1995	33	104	159	106	86	62	52	27	21	30	26	62
1996	31	91	152	102	80	56	38	36	26	26	22	57
1997	25	93	137	80	68	51	51	34	29	29	22	55
1998	19	77	119	80	68	50	40	33	25	21	16	48
1999	20	85	131	78	57	57	38	38	26	27	22	51
2000	18	99	94	67	72	51	41	30	29	21	20	48
2001	17	64	108	78	52	46	39	36	30	29	18	46
2002	16	60	98	62	37	55	40	29	35	26	21	44
2003	15	59	88	71	50	47	42	32	26	24	22	43
2004	19	55	80	64	53	42	39	35	21	22	19	40
2005	17	62	71	75	58	34	28	34	37	22	16	40
2006	11	37	69	70	42	37	35	33	34	23	19	37
2007	12	44	73	70	63	48	38	38	24	23	22	41
2008	12	36	77	86	65	40	38	40	35	25	24	43
2009	14	39	59	66	72	47	23	38	29	20	18	38
2010	12	35	73	69	66	49	38	40	30	29	22	42
2011	11	31	54	86	64	43	33	39	37	27	21	41
2012	11	33	63	71	67	52	45	41	37	28	19	43
2013	8	23	49	71	81	53	36	40	29	22	21	40
2014	10	21	42	72	70	51	39	36	36	28	19	39
2015	9	18	47	66	62	46	38	45	38	31	16	39
2016	14	28	57	94	80	69	54	51	47	32	21	51
2017	9	22	49	73	65	52	44	41	40	25	18	41
2018	8	19	45	66	64	56	43	45	47	28	17	42
2019	7	23	48	71	67	54	45	40	48	31	20	43
2020	10	15	31	41	46	44	39	34	32	25	15	32
2021	7	16	34	51	54	45	41	37	38	26	19	35

Source: Population—Census Bureau

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 page 5 of this report.

1. Trends

Table 13. People Killed, by Highest Driver BAC in the Crash, 1982-2021

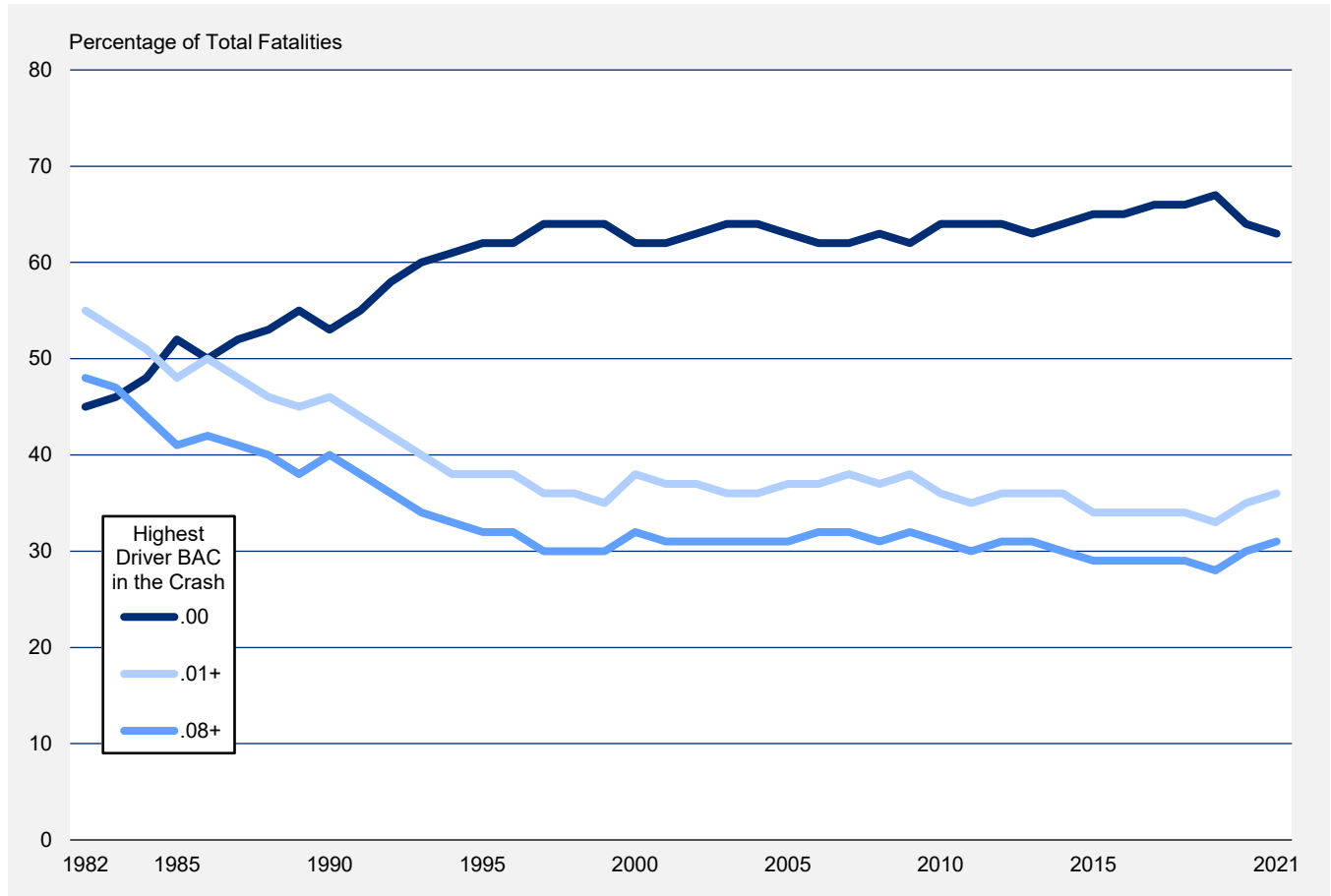
Year	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving Fatalities (BAC = .08+)		BAC = .01+		Total Fatalities*	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	19,771	45	2,912	7	21,113	48	24,025	55	43,945	100
1983	19,787	46	2,588	6	20,051	47	22,639	53	42,589	100
1984	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	24,589	66	1,895	5	10,880	29	12,775	34	37,473	100
2018	24,186	66	1,850	5	10,710	29	12,560	34	36,835	100
2019	24,251	67	1,834	5	10,196	28	12,029	33	36,355	100
2020	25,128	64	2,075	5	11,718	30	13,793	35	39,007	100
2021	27,221	63	2,266	5	13,384	31	15,650	36	42,939	100

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

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

1. Trends

Figure 8. Proportion of People Killed, by Highest Driver BAC in the Crash, 1982-2021



1. Trends

Table 14. People Killed and Percentage Alcohol-Impaired Driving During Holiday Periods, 1982-2021

Year	Holiday Period**					
	New Year's Day		Memorial Day		Fourth of July	
	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage 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)	37	603 (4)	38
2018	331 (3)	39	439 (3)	38	194 (1)	41
2019	438 (4)	36	464 (3)	37	516 (4)	39
2020	153 (1)	52	405 (3)	42	494 (3)	41
2021	406 (3)	40	480 (3)	40	538 (3)	39

*Highest BAC among drivers involved in the crash was .08 g/dL or greater.

**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.

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

1. Trends

Table 14. People Killed and Percentage Alcohol-Impaired Driving During Holiday Periods, 1982-2021 (Continued)

Year	Holiday Period**					
	Labor Day		Thanksgiving		Christmas	
	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage 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)	36	356 (3)	38
2018	448 (3)	36	442 (4)	31	435 (4)	35
2019	456 (3)	39	424 (4)	29	147 (1)	37
2020	533 (3)	38	523 (4)	36	347 (3)	37
2021	531 (3)	41	531 (4)	36	395 (3)	36

*Highest BAC among drivers involved in the crash was .08 g/dL or greater.

**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.

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

1. Trends

Table 15. Drivers in Fatal Crashes, by Their BACs and Time of Day, 1982-2021

Year	Day			Night			Total Drivers*		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	23,725	19	15	32,085	57	49	56,029	41	35
1983	24,381	18	15	30,037	57	50	54,656	39	34
1984	26,415	17	14	30,775	55	47	57,512	38	32
1985	27,578	16	12	30,008	52	44	57,883	35	29
1986	28,434	16	13	31,543	53	45	60,335	36	30
1987	29,227	15	12	31,854	51	43	61,442	34	28
1988	30,196	14	11	31,715	50	43	62,253	33	28
1989	29,953	13	11	30,170	49	42	60,435	31	27
1990	28,797	14	11	29,778	51	44	58,893	33	28
1991	26,829	13	10	27,249	49	43	54,391	31	27
1992	26,236	12	10	25,380	47	40	51,901	30	25
1993	27,770	11	9	25,355	46	39	53,401	28	24
1994	29,134	11	9	25,112	44	38	54,549	27	23
1995	30,066	11	9	25,755	43	37	56,164	26	22
1996	30,802	11	8	25,864	43	37	57,001	26	22
1997	30,979	10	8	25,368	41	35	56,688	24	20
1998	31,389	10	8	24,879	42	36	56,604	24	20
1999	31,212	10	8	24,968	41	35	56,502	24	20
2000	31,236	11	8	25,710	43	37	57,280	26	21
2001	31,620	11	8	25,661	43	37	57,586	25	21
2002	31,135	11	8	26,653	42	36	58,113	25	21
2003	31,863	10	8	26,258	41	36	58,517	24	21
2004	31,686	11	8	26,360	41	35	58,395	24	21
2005	31,820	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	27,035	12	9	24,629	36	31	51,905	23	20
2019	26,975	11	9	24,061	35	29	51,302	22	19
2020	27,044	13	10	26,790	36	31	54,165	24	21
2021	30,417	13	11	30,161	36	31	60,904	25	21

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 BACs when alcohol test results are unknown. For more details, see page 5 of this report.

1. Trends

Table 16. Drivers in Fatal Crashes, by Their BACs and Sex, 1982-2021

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	37,406	25	21	13,379	18	15
2019	37,196	24	20	13,000	17	14
2020	39,594	26	21	13,111	19	16
2021	44,036	26	22	15,130	20	17

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

1. Trends

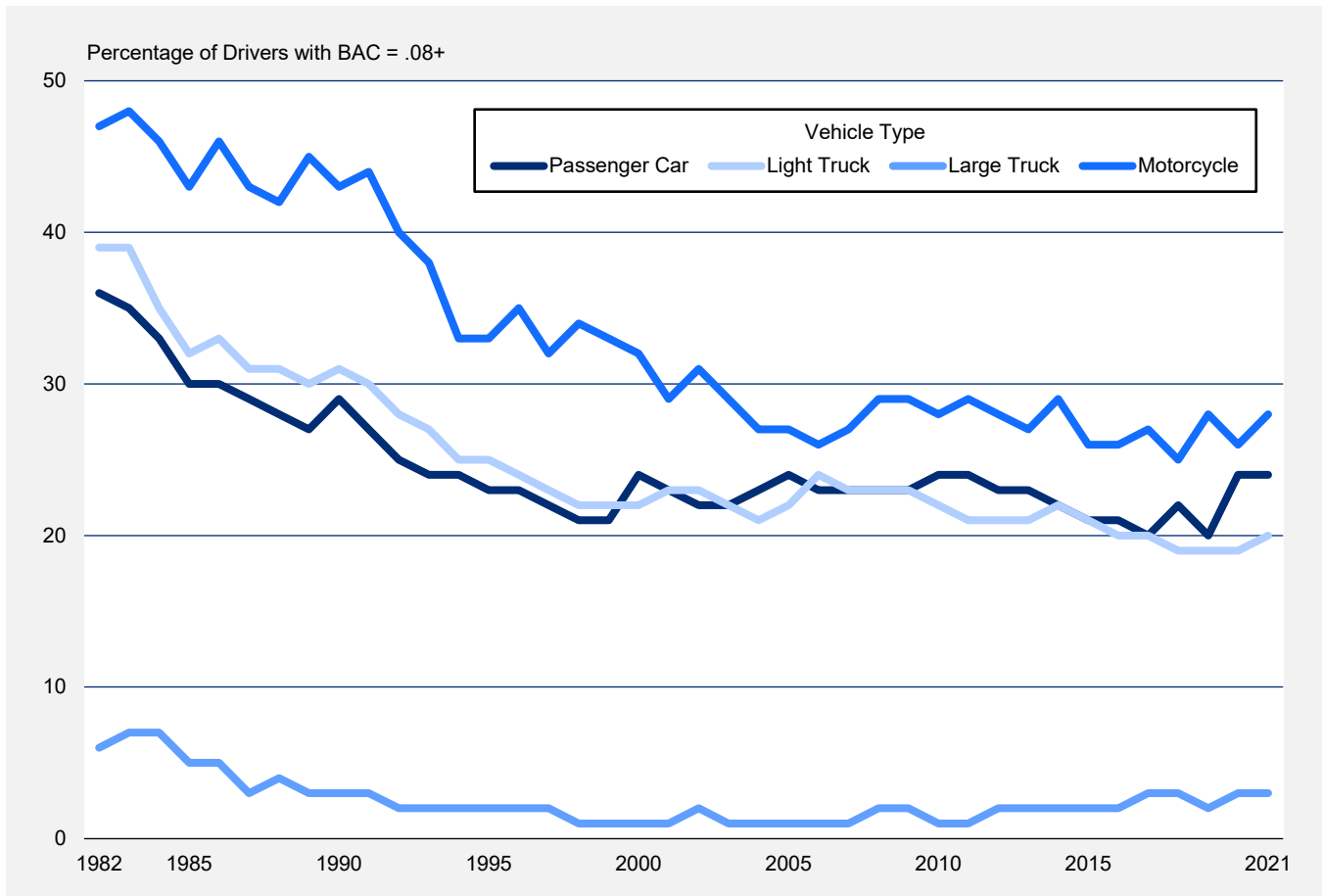
Table 17. Drivers in Fatal Crashes, by Their BACs and Vehicle Type, 1982-2021

Year	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Total	Percent		Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		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	5,372	34	27
2018	20,433	25	22	19,789	22	19	4,832	4	3	5,164	33	25
2019	19,689	24	20	19,817	22	19	4,977	3	2	5,143	36	28
2020	19,063	28	24	22,266	22	19	4,755	4	3	5,636	33	26
2021	20,959	28	24	25,525	23	20	5,634	5	3	6,080	35	28

Notes: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

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Figure 9. Proportion of Drivers in Fatal Crashes With BACs = .08+ g/dL, by Vehicle Type, 1982-2021



Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

1. Trends

Table 18. Drivers in Fatal Crashes, by Their BACs and Age Group, 1982-2021

Year	Age Group								
	<15 Years			15-20 Years			21-24 Years		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	190	14	11	10,080	44	36	9,018	53	46
1983	203	16	13	9,547	42	35	8,432	53	46
1984	204	16	11	10,046	40	31	8,963	52	44
1985	206	14	10	9,659	34	26	9,046	47	40
1986	197	16	11	10,470	37	28	9,129	49	41
1987	186	15	11	10,193	33	25	8,808	47	39
1988	204	11	8	10,415	32	24	8,555	47	39
1989	173	12	10	9,671	30	23	7,723	45	38
1990	178	15	13	9,052	32	25	7,195	46	39
1991	146	16	10	8,220	30	23	6,748	45	38
1992	139	19	12	7,403	27	21	6,323	42	35
1993	155	15	11	7,484	24	18	6,406	40	34
1994	152	13	9	7,968	24	18	6,291	39	33
1995	156	12	8	7,979	21	15	6,263	38	32
1996	163	10	7	8,074	22	17	6,205	38	31
1997	128	13	10	7,936	22	17	5,705	36	30
1998	141	13	9	7,987	22	17	5,613	37	32
1999	131	10	7	8,187	22	17	5,639	38	31
2000	120	16	12	8,224	23	18	5,950	38	32
2001	119	13	10	8,166	23	18	6,037	39	33
2002	138	13	9	8,325	23	18	6,316	39	33
2003	152	12	9	7,937	23	18	6,276	38	32
2004	158	12	8	7,942	23	18	6,413	39	33
2005	138	16	9	7,500	22	17	6,585	39	33
2006	99	13	10	7,493	24	19	6,480	39	33
2007	107	13	8	7,026	23	18	6,287	41	34
2008	79	8	5	5,886	22	17	5,342	40	34
2009	84	12	4	5,170	24	18	4,612	41	34
2010	61	5	4	4,603	22	17	4,608	40	34
2011	60	8	6	4,362	24	20	4,488	37	32
2012	49	15	10	4,313	22	17	4,765	38	32
2013	56	8	5	3,991	21	17	4,630	38	32
2014	55	7	6	3,897	22	17	4,664	36	30
2015	61	6	5	4,352	20	16	5,014	33	28
2016	76	8	7	4,555	19	15	5,284	32	27
2017	62	6	6	4,410	18	15	5,070	31	27
2018	43	7	6	4,176	18	15	4,832	33	28
2019	61	15	10	3,999	18	15	4,636	31	27
2020	88	13	11	4,588	22	17	4,911	31	26
2021	94	9	7	5,088	21	17	5,513	32	27

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

1. Trends

**Table 18. Drivers in Fatal Crashes, by Their BACs and Age Group, 1982-2021
(Continued)**

Year	Age Group								
	25-34 Years			35-44 Years			45-54 Years		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		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	10,853	31	26	8,188	25	21	7,939	22	19
2019	10,592	30	25	8,382	25	22	7,581	21	18
2020	12,011	31	26	8,956	26	22	7,778	23	19
2021	13,200	31	27	10,291	27	23	8,764	24	20

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

1. Trends

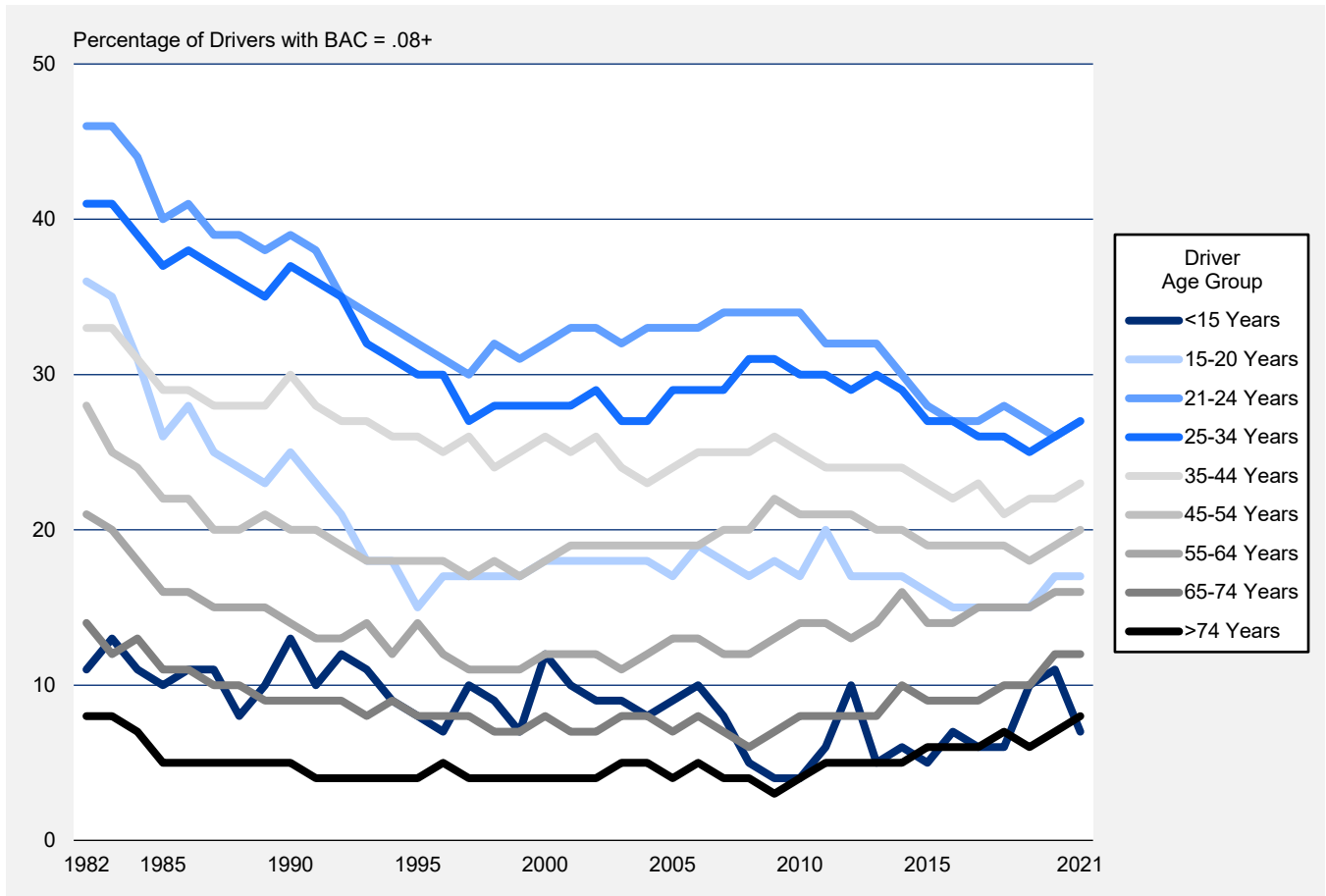
**Table 18. Drivers in Fatal Crashes, by Their BACs and Age Group, 1982-2021
(Continued)**

Year	Age Group								
	55-64 Years			65-74 Years			> 74 Years		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		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	7,319	19	15	4,250	13	10	3,120	9	7
2019	7,216	19	15	4,425	14	10	3,252	8	6
2020	7,316	19	16	4,129	15	12	2,824	9	7
2021	8,085	19	16	4,768	15	12	3,263	10	8

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

1. Trends

Figure 10. Proportion of Drivers in Fatal Crashes With BACs = .08+ g/dL, by Age Group, 1982-2021



1. Trends

Table 19. Drivers in Fatal Crashes, by Their BACs and Survival Status, 1982-2021

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total
1982	22,187	1,615	7,537	31,339	11,015	1,537	12,139	24,690	33,202	3,152	19,676	56,029
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	24,521	809	3,665	28,995	15,975	1,128	6,654	23,757	40,497	1,937	10,318	52,752
2018	24,143	808	3,909	28,860	15,592	1,103	6,349	23,045	39,735	1,911	10,259	51,905
2019	24,530	791	3,233	28,555	15,232	1,120	6,396	22,747	39,762	1,911	9,629	51,302
2020	24,485	920	3,900	29,305	16,439	1,205	7,216	24,860	40,924	2,124	11,116	54,165
2021	27,719	1,091	4,673	33,482	18,050	1,283	8,089	27,422	45,769	2,373	12,762	60,904

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

1. Trends

Table 20. Pedestrians Killed, 15 and Older, by Their BACs, 1982-2021

Year	BAC = .00		BAC = .01-.07		BAC = .08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,077	51	316	5	2,686	44	6,079	100
1983	2,852	51	295	5	2,498	44	5,645	100
1984	3,095	53	282	5	2,454	42	5,830	100
1985	3,017	53	339	6	2,283	40	5,639	100
1986	3,048	54	330	6	2,258	40	5,636	100
1987	3,145	56	342	6	2,179	38	5,667	100
1988	3,312	57	284	5	2,171	38	5,767	100
1989	3,115	56	299	5	2,190	39	5,604	100
1990	3,140	57	258	5	2,146	39	5,544	100
1991	2,810	57	235	5	1,903	38	4,948	100
1992	2,686	56	231	5	1,866	39	4,783	100
1993	2,731	57	198	4	1,863	39	4,792	100
1994	2,733	58	228	5	1,722	37	4,683	100
1995	2,820	58	225	5	1,797	37	4,842	100
1996	2,695	57	211	4	1,813	38	4,719	100
1997	2,852	61	177	4	1,644	35	4,673	100
1998	2,705	58	248	5	1,686	36	4,639	100
1999	2,531	58	192	4	1,653	38	4,375	100
2000	2,491	59	212	5	1,538	36	4,241	100
2001	2,626	60	220	5	1,563	35	4,409	100
2002	2,638	60	191	4	1,586	36	4,415	100
2003	2,593	60	192	4	1,566	36	4,351	100
2004	2,530	59	206	5	1,532	36	4,268	100
2005	2,749	61	196	4	1,564	35	4,508	100
2006	2,542	57	221	5	1,659	38	4,422	100
2007	2,554	59	207	5	1,593	37	4,353	100
2008	2,383	58	182	4	1,550	38	4,115	100
2009	2,265	59	174	5	1,404	37	3,843	100
2010	2,421	60	192	5	1,413	35	4,026	100
2011	2,466	59	198	5	1,545	37	4,209	100
2012	2,689	59	223	5	1,629	36	4,541	100
2013	2,727	60	193	4	1,590	35	4,510	100
2014	2,858	61	199	4	1,599	34	4,655	100
2015	3,211	62	236	5	1,766	34	5,213	100
2016	3,499	61	282	5	1,982	34	5,763	100
2017	3,639	63	267	5	1,883	33	5,789	100
2018	3,816	62	303	5	2,022	33	6,141	100
2019	3,807	63	331	5	1,920	32	6,058	100
2020	4,078	65	299	5	1,931	31	6,309	100
2021	4,621	65	312	4	2,171	31	7,103	100

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

1. Trends

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2021

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	27,533	68.5	9,297	23.1	3,392	8.4	40,222	100.0
2019	26,954	68.2	9,112	23.1	3,440	8.7	39,506	100.0
2020	26,601	64.4	10,704	25.9	4,024	9.7	41,329	100.0
2021	30,137	64.8	11,821	25.4	4,526	9.7	46,484	100.0

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

1. Trends

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2021 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Injury Crashes								
1988	2,311,770	62.1	803,120	21.6	609,451	16.4	3,724,341	100.0
1989	2,266,079	62.8	749,657	20.8	591,739	16.4	3,607,475	100.0
1990	2,288,848	64.4	704,281	19.8	563,279	15.8	3,556,408	100.0
1991	2,302,823	67.8	586,326	17.3	505,231	14.9	3,394,380	100.0
1992	2,420,476	71.5	475,529	14.0	490,015	14.5	3,386,020	100.0
1993	2,556,857	73.8	435,400	12.6	474,536	13.7	3,466,793	100.0
1994	2,855,709	77.4	417,746	11.3	416,072	11.3	3,689,526	100.0
1995	3,117,826	79.3	387,775	9.9	425,369	10.8	3,930,969	100.0
1996	3,135,401	79.4	366,251	9.3	445,267	11.3	3,946,919	100.0
1997	3,002,767	79.1	339,223	8.9	452,258	11.9	3,794,247	100.0
1998	2,862,534	79.5	308,865	8.6	428,113	11.9	3,599,512	100.0
1999	2,896,157	80.5	293,005	8.1	408,806	11.4	3,597,968	100.0
2000	2,958,319	82.2	252,405	7.0	389,594	10.8	3,600,319	100.0
2001	2,881,534	82.5	234,222	6.7	375,605	10.8	3,491,361	100.0
2002	2,787,264	83.5	207,536	6.2	343,464	10.3	3,338,265	100.0
2003	2,843,425	84.7	180,490	5.4	332,221	9.9	3,356,135	100.0
2004	2,785,384	86.2	138,048	4.3	306,783	9.5	3,230,216	100.0
2005	2,666,275	86.1	140,967	4.6	290,194	9.4	3,097,436	100.0
2006	2,577,219	86.2	123,632	4.1	289,629	9.7	2,990,480	100.0
2007	2,475,044	86.4	115,804	4.0	274,237	9.6	2,865,085	100.0
2008	2,368,847	87.2	105,125	3.9	241,303	8.9	2,715,275	100.0
2009	2,257,066	87.8	86,961	3.4	226,324	8.8	2,570,351	100.0
2010	2,294,206	87.3	84,440	3.2	250,394	9.5	2,629,040	100.0
2011	2,274,697	87.7	79,664	3.1	238,313	9.2	2,592,674	100.0
2012	2,427,854	87.8	82,495	3.0	255,077	9.2	2,765,427	100.0
2013	2,424,714	88.6	71,599	2.6	239,445	8.8	2,735,758	100.0
2014	2,478,273	87.9	74,823	2.7	266,404	9.4	2,819,499	100.0
2015	2,633,863	88.4	72,203	2.4	272,809	9.2	2,978,875	100.0
2016	3,183,995	87.2	88,803	2.4	378,677	10.4	3,651,474	100.0
2017	2,894,589	88.1	84,620	2.6	306,018	9.3	3,285,227	100.0
2018	2,847,013	87.1	78,550	2.4	344,077	10.5	3,269,640	100.0
2019	2,868,031	86.1	81,986	2.5	379,567	11.4	3,329,583	100.0
2020	2,115,302	86.3	82,654	3.4	252,237	10.3	2,450,192	100.0
2021	2,366,100	87.2	97,919	3.6	247,852	9.1	2,711,871	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 page 5 of this report.

1. Trends

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2021 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Property-Damage-Only Crashes								
1988	4,516,623	60.4	1,200,873	16.1	1,763,026	23.6	7,480,522	100.0
1989	4,530,165	62.6	1,015,243	14.0	1,691,491	23.4	7,236,899	100.0
1990	4,498,734	63.4	978,858	13.8	1,616,178	22.8	7,093,771	100.0
1991	4,513,490	67.2	714,558	10.6	1,490,369	22.2	6,718,417	100.0
1992	4,671,068	71.6	507,705	7.8	1,344,388	20.6	6,523,161	100.0
1993	4,986,437	75.0	450,824	6.8	1,208,528	18.2	6,645,789	100.0
1994	5,533,563	77.7	392,257	5.5	1,198,393	16.8	7,124,213	100.0
1995	5,914,114	79.3	355,548	4.8	1,184,200	15.9	7,453,861	100.0
1996	5,960,441	79.2	328,381	4.4	1,240,504	16.5	7,529,326	100.0
1997	5,841,056	78.9	310,533	4.2	1,254,544	16.9	7,406,133	100.0
1998	5,720,270	79.6	267,913	3.7	1,198,676	16.7	7,186,860	100.0
1999	5,636,080	81.3	237,572	3.4	1,058,407	15.3	6,932,059	100.0
2000	5,845,874	82.7	173,076	2.4	1,050,074	14.9	7,069,025	100.0
2001	5,896,967	83.6	161,026	2.3	999,507	14.2	7,057,500	100.0
2002	6,092,984	84.9	156,903	2.2	922,987	12.9	7,172,875	100.0
2003	6,042,495	84.7	134,994	1.9	959,518	13.4	7,137,006	100.0
2004	6,106,246	86.2	106,409	1.5	870,150	12.3	7,082,804	100.0
2005	6,086,932	86.1	104,241	1.5	879,641	12.4	7,070,813	100.0
2006	5,939,886	85.3	94,957	1.4	925,363	13.3	6,960,205	100.0
2007	6,010,985	85.8	91,363	1.3	900,251	12.9	7,002,599	100.0
2008	5,861,616	86.7	94,770	1.4	801,745	11.9	6,758,132	100.0
2009	5,708,185	87.4	70,967	1.1	751,413	11.5	6,530,565	100.0
2010	5,720,070	88.8	75,791	1.2	644,358	10.0	6,440,219	100.0
2011	5,598,833	88.8	54,880	0.9	652,045	10.3	6,305,758	100.0
2012	5,831,591	88.8	63,531	1.0	673,285	10.3	6,568,407	100.0
2013	6,018,170	89.2	56,624	0.8	674,641	10.0	6,749,435	100.0
2014	6,518,845	89.4	84,679	1.2	685,758	9.4	7,289,282	100.0
2015	6,842,929	89.8	66,949	0.9	709,909	9.3	7,619,787	100.0
2016	6,883,658	89.4	71,541	0.9	747,589	9.7	7,702,787	100.0
2017	6,720,770	89.3	65,549	0.9	739,998	9.8	7,526,317	100.0
2018	7,138,533	89.3	81,961	1.0	777,274	9.7	7,997,768	100.0
2019	7,180,783	89.6	86,719	1.1	749,253	9.3	8,016,755	100.0
2020	4,923,813	89.6	70,847	1.3	498,651	9.1	5,493,311	100.0
2021	5,821,109	89.3	90,989	1.4	603,917	9.3	6,516,016	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 page 5 of this report.

1. Trends

Table 22. Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-2021

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	11,055	48.4	9,845	43.1	1,945	8.5	22,845	100.0
2019	10,891	48.7	9,523	42.6	1,958	8.8	22,372	100.0
2020	10,532	44.0	10,925	45.7	2,457	10.3	23,914	100.0
2021	11,820	44.9	11,813	44.9	2,692	10.2	26,325	100.0

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

1. Trends

Table 22. Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-2021 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Injured								
1988	1,754,456	57.1	920,389	30.0	396,916	12.9	3,071,761	100.0
1989	1,721,884	58.4	869,217	29.5	358,257	12.1	2,949,358	100.0
1990	1,740,366	60.1	830,023	28.7	324,766	11.2	2,895,155	100.0
1991	1,783,557	63.6	733,264	26.1	288,060	10.3	2,804,881	100.0
1992	1,857,064	66.7	628,048	22.5	300,276	10.8	2,785,387	100.0
1993	1,987,166	69.0	596,158	20.7	295,142	10.3	2,878,465	100.0
1994	2,210,330	73.6	568,661	18.9	223,399	7.4	3,002,391	100.0
1995	2,417,449	75.5	555,478	17.3	228,711	7.1	3,201,639	100.0
1996	2,470,618	76.8	524,766	16.3	220,383	6.9	3,215,766	100.0
1997	2,372,667	76.4	481,888	15.5	252,382	8.1	3,106,937	100.0
1998	2,300,308	77.4	440,781	14.8	229,548	7.7	2,970,637	100.0
1999	2,333,453	77.9	424,422	14.2	238,150	7.9	2,996,025	100.0
2000	2,370,172	80.5	371,545	12.6	201,570	6.8	2,943,286	100.0
2001	2,253,406	80.6	328,124	11.7	214,354	7.7	2,795,883	100.0
2002	2,200,921	81.6	288,485	10.7	206,477	7.7	2,695,883	100.0
2003	2,210,030	83.2	253,299	9.5	194,447	7.3	2,657,775	100.0
2004	2,163,030	84.7	210,849	8.3	181,300	7.1	2,555,179	100.0
2005	2,084,187	84.9	208,093	8.5	161,715	6.6	2,453,994	100.0
2006	1,997,500	85.4	184,808	7.9	156,288	6.7	2,338,596	100.0
2007	1,898,860	85.2	170,927	7.7	157,843	7.1	2,227,630	100.0
2008	1,790,626	86.1	143,552	6.9	146,610	7.0	2,080,788	100.0
2009	1,719,551	86.8	126,314	6.4	135,491	6.8	1,981,355	100.0
2010	1,703,048	85.4	117,160	5.9	173,046	8.7	1,993,253	100.0
2011	1,685,439	85.3	115,720	5.9	175,310	8.9	1,976,469	100.0
2012	1,761,503	84.0	113,980	5.4	221,062	10.5	2,096,545	100.0
2013	1,728,547	84.3	100,871	4.9	221,736	10.8	2,051,154	100.0
2014	1,782,049	85.8	105,634	5.1	190,253	9.2	2,077,936	100.0
2015	1,894,334	86.5	101,140	4.6	195,504	8.9	2,190,979	100.0
2016	2,323,523	85.3	119,603	4.4	282,195	10.4	2,725,321	100.0
2017	2,135,549	86.6	115,517	4.7	214,747	8.7	2,465,813	100.0
2018	2,090,243	85.9	98,086	4.0	243,794	10.0	2,432,124	100.0
2019	2,055,765	84.0	104,468	4.3	287,751	11.8	2,447,985	100.0
2020	1,585,644	83.1	103,646	5.4	217,721	11.4	1,907,011	100.0
2021	1,780,506	85.1	121,070	5.8	190,966	9.1	2,092,541	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 page 5 of this report.

1. Trends

Table 23. Passenger Car and Light-Truck Occupants Killed, by Vehicle Type and Rollover Occurrence, 1982-2021

Year	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Number	Percent	Total Killed	Number	Percent	Total Killed	Number	Percent	Total Killed	Number	Percent	Total 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	12,888	2,607	20.2	4,267	1,701	39.9	4,554	1,965	43.1	1,081	259	24.0	22,845	6,566	28.7
2019	12,355	2,517	20.4	4,213	1,603	38.0	4,727	1,917	40.6	1,025	255	24.9	22,372	6,316	28.2
2020	12,628	2,794	22.1	4,333	1,783	41.1	6,015	2,361	39.3	938	219	23.3	23,914	7,157	29.9
2021	13,529	2,786	20.6	4,757	1,934	40.7	6,961	2,566	36.9	1,078	275	25.5	26,325	7,561	28.7

*Includes occupants of other and unknown light trucks.

Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

2



Crashes

2. Crashes

This chapter presents statistics about police-reported motor vehicle traffic crashes according to the most severe injury in the crash: **Fatal**, **Injury** (Nonfatal), and **Property Damage** (No Injury). The tables and figures are presented in four groups: Time, Location, Circumstances, and Alcohol. Below are some of the crash statistics you will find in this section.

- More than 6.1 million police-reported motor vehicle traffic crashes occurred in the United States in 2021. Twenty-eight percent of those crashes (1.7 million) resulted in an injury, and fewer than 1 percent (39,508) resulted in a death.
- Nine p.m. to 11:59 p.m. on Fridays and Saturdays proved to be the deadliest 3-hour periods throughout 2021, with 1,228 and 1,221 fatal crashes, respectively.
- Fifty-six percent of fatal traffic crashes involved only one vehicle, as compared with 30 percent of injury crashes and 30 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 18 percent of all crashes, but they accounted for 37 percent of fatal crashes.
- Thirty-one percent of all fatal traffic crashes involved alcohol-impaired driving, where the highest BAC among drivers involved in the crash was .08 g/dL or higher. For fatal traffic crashes occurring from midnight to 2:59 a.m., 55 percent involved alcohol-impaired driving.

2. Crashes

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	2,835	1.26	123,509	55	328,558	146	454,902	202
February	2,340	1.13	110,966	54	320,879	155	434,185	210
March	2,901	1.11	141,869	54	346,511	132	491,281	187
April	3,271	1.30	147,850	59	352,533	140	503,654	200
May	3,435	1.24	158,280	57	363,041	131	524,755	190
June	3,466	1.24	152,478	55	372,440	133	528,385	189
July	3,562	1.23	154,142	53	354,472	123	512,176	178
August	3,715	1.33	149,429	53	363,830	130	516,974	185
September	3,623	1.34	150,932	56	366,533	136	521,089	193
October	3,799	1.37	162,296	58	419,536	151	585,631	211
November	3,320	1.27	140,583	54	377,366	145	521,268	200
December	3,241	1.24	135,273	52	370,122	142	508,636	195
Total	39,508	1.26	1,727,608	55	4,335,820	138	6,102,936	195

Source: VMT—FHWA, Traffic Volume Trends, December 2022 (monthly), and 2021 Highway Statistics (VM-1) (annual)

*Crashes per 100 million VMT.

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

2. Crashes

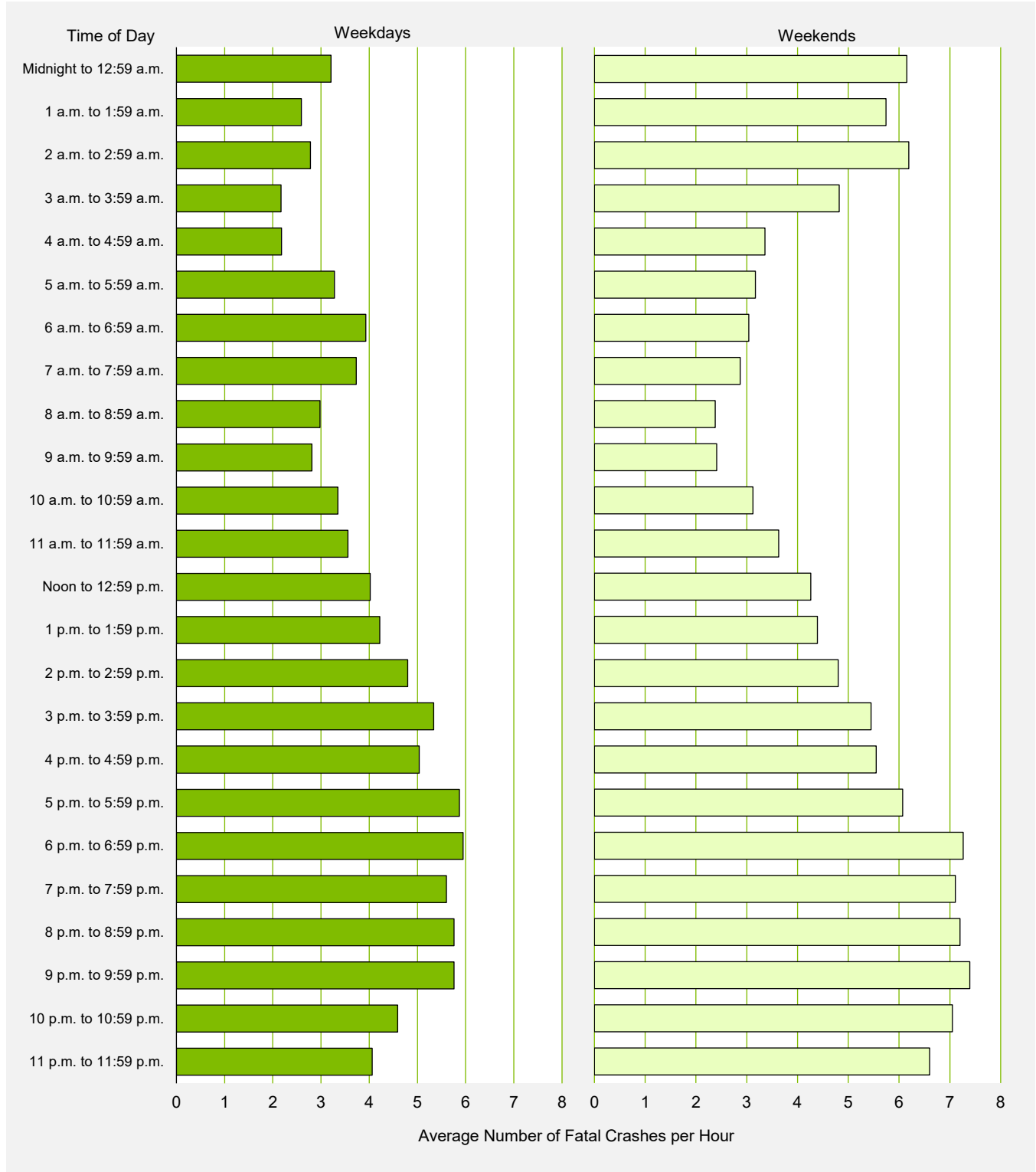
Table 25. Crashes, by Time of Day, Day of Week, and Crash Severity

Time of Day	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
Fatal Crashes								
Midnight to 2:59 a.m.	1,151	563	381	371	479	562	1,108	4,615
3 a.m. to 5:59 a.m.	735	438	350	359	420	465	597	3,364
6 a.m. to 8:59 a.m.	401	567	537	511	556	604	460	3,636
9 a.m. to 11:59 a.m.	458	507	486	467	507	569	494	3,488
Noon to 2:59 p.m.	656	709	639	653	661	742	743	4,803
3 p.m. to 5:59 p.m.	872	781	810	833	849	968	903	6,016
6 p.m. to 8:59 p.m.	1,052	884	861	898	956	1,175	1,160	6,986
9 p.m. to 11:59 p.m.	855	676	718	755	847	1,228	1,221	6,300
Unknown	63	36	37	40	30	45	49	300
Total	6,243	5,161	4,819	4,887	5,305	6,358	6,735	39,508
Injury Crashes								
Midnight to 2:59 a.m.	18,734	9,717	5,743	7,168	9,339	11,731	18,319	80,750
3 a.m. to 5:59 a.m.	14,299	7,023	9,517	8,272	10,033	8,677	13,478	71,299
6 a.m. to 8:59 a.m.	11,719	31,704	34,235	33,464	34,419	28,175	14,272	187,989
9 a.m. to 11:59 a.m.	23,281	32,682	28,986	33,269	33,103	36,249	34,984	222,555
Noon to 2:59 p.m.	42,686	43,304	47,793	49,284	46,352	54,402	46,452	330,273
3 p.m. to 5:59 p.m.	41,461	58,410	64,781	62,116	62,040	68,184	46,858	403,848
6 p.m. to 8:59 p.m.	35,107	34,076	35,113	38,393	41,819	46,215	41,847	272,571
9 p.m. to 11:59 p.m.	20,267	18,100	18,775	19,061	22,305	29,711	30,104	158,323
Total	207,553	235,016	244,943	251,027	259,411	283,344	246,314	1,727,608
Property-Damage-Only Crashes								
Midnight to 2:59 a.m.	46,873	22,966	18,327	23,723	17,954	22,563	36,898	189,303
3 a.m. to 5:59 a.m.	27,043	23,524	22,587	22,210	25,826	23,192	25,713	170,095
6 a.m. to 8:59 a.m.	31,172	85,830	98,825	93,818	100,989	91,922	40,059	542,614
9 a.m. to 11:59 a.m.	56,087	80,121	84,927	86,677	82,636	93,441	69,549	553,438
Noon to 2:59 p.m.	89,938	128,134	123,054	124,234	122,403	146,411	102,876	837,050
3 p.m. to 5:59 p.m.	87,935	151,686	161,911	164,908	175,089	187,259	104,046	1,032,833
6 p.m. to 8:59 p.m.	79,398	81,915	98,396	95,809	98,355	108,116	86,837	648,826
9 p.m. to 11:59 p.m.	53,849	37,133	44,111	45,573	47,277	65,404	68,312	361,659
Total	472,296	611,308	652,137	656,950	670,530	738,309	534,290	4,335,820
All Crashes								
Midnight to 2:59 a.m.	66,758	33,246	24,451	31,262	27,772	34,856	56,325	274,668
3 a.m. to 5:59 a.m.	42,077	30,985	32,454	30,841	36,280	32,335	39,788	244,758
6 a.m. to 8:59 a.m.	43,292	118,101	133,597	127,792	135,965	120,701	54,791	734,239
9 a.m. to 11:59 a.m.	79,826	113,310	114,399	120,413	116,247	130,259	105,026	779,482
Noon to 2:59 p.m.	133,280	172,148	171,486	174,171	169,416	201,554	150,071	1,172,126
3 p.m. to 5:59 p.m.	130,268	210,876	227,501	227,856	237,977	256,411	151,807	1,442,698
6 p.m. to 8:59 p.m.	115,557	116,875	134,370	135,101	141,130	155,506	129,845	928,383
9 p.m. to 11:59 p.m.	74,971	55,909	63,604	65,389	70,429	96,343	99,637	526,282
Unknown	63	36	37	40	30	45	49	300
Total	686,092	851,485	901,899	912,865	935,246	1,028,011	787,339	6,102,936

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

2. Crashes

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



2. Crashes

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	15,770	7,425	9,437	1,372	19	34,105
Rain	1,014	648	817	121	5	2,609
Snow/Sleet	186	58	131	20	0	395
Other	162	82	286	57	1	597
Unknown	764	282	501	58	1	1,802
Total	17,896	8,495	11,172	1,628	26	39,508
Injury Crashes						
Normal	1,067,974	271,085	155,136	57,861	155	1,552,210
Rain	90,486	29,185	17,146	6,473	232	143,523
Snow/Sleet	11,515	3,833	5,548	1,368	60	22,325
Other	3,618	1,987	3,059	886	0	9,550
Total	1,173,592	306,090	180,889	66,589	448	1,727,608
Property-Damage-Only Crashes						
Normal	2,676,852	569,556	428,188	142,213	775	3,817,584
Rain	244,520	75,557	55,038	17,939	104	393,158
Snow/Sleet	47,504	24,371	19,787	6,774	0	98,436
Other	11,148	2,334	9,501	3,660	0	26,643
Total	2,980,024	671,818	512,514	170,586	878	4,335,820
All Crashes						
Normal	3,760,596	848,066	592,761	201,445	949	5,403,899
Rain	336,020	105,390	73,001	24,534	341	539,290
Snow/Sleet	59,205	28,262	25,466	8,162	60	121,156
Other	14,927	4,403	12,846	4,603	1	36,790
Unknown	764	282	501	58	1	1,802
Total	4,171,512	986,403	704,575	238,803	1,352	6,102,936

*Includes fatal crashes for which light conditions were unknown.

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

2. Crashes

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 at Scene		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	5,050	87.7	3,331	48.2	119	3.9	28	1.0
11 to 20	404	7.0	2,540	36.8	360	11.8	115	3.9
21 to 30	125	2.2	656	9.5	604	19.7	290	9.9
31 to 40	62	1.1	229	3.3	649	21.2	462	15.8
41 to 50	28	0.5	84	1.2	497	16.2	499	17.1
51 to 60	16	0.3	33	0.5	352	11.5	442	15.1
61 to 120	70	1.2	35	0.5	478	15.6	1,088	37.2
Total*	5,755	100.0	6,908	100.0	3,059	100.0	2,924	100.0
Urban Fatal Crashes								
0 to 10	8,035	93.9	7,735	82.2	377	7.5	73	1.5
11 to 20	321	3.8	1,381	14.7	1,494	29.6	650	13.0
21 to 30	76	0.9	206	2.2	1,531	30.4	1,346	27.0
31 to 40	44	0.5	40	0.4	836	16.6	1,260	25.3
41 to 50	24	0.3	16	0.2	421	8.3	762	15.3
51 to 60	15	0.2	7	0.1	202	4.0	407	8.2
61 to 120	44	0.5	22	0.2	183	3.6	486	9.8
Total*	8,559	100.0	9,407	100.0	5,044	100.0	4,984	100.0

*Includes fatal crashes for which both times were known.

2. Crashes

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	8,424	10,616	503	1,289	1,226	98	22,156
Multiple Vehicle	16,585	338	120	240	57	12	17,352
Total	25,009	10,954	623	1,529	1,283	110	39,508
Injury Crashes							
Single Vehicle	188,311	257,712	5,051	38,762	20,930	415	511,181
Multiple Vehicle	1,205,672	3,909	1,686	4,477	684	0	1,216,428
Total	1,393,983	261,621	6,737	43,239	21,615	415	1,727,608
Property-Damage-Only Crashes							
Single Vehicle	580,024	543,121	14,398	87,441	55,123	841	1,280,946
Multiple Vehicle	3,033,588	9,263	4,190	7,480	353	0	3,054,874
Total	3,613,612	552,384	18,587	94,920	55,476	841	4,335,820
All Crashes							
Single Vehicle	776,759	811,449	19,952	127,492	77,279	1,353	1,814,283
Multiple Vehicle	4,255,845	13,509	5,996	12,197	1,095	12	4,288,653
Total	5,032,603	824,958	25,947	139,688	78,374	1,365	6,102,936

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

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

2. Crashes

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	7,183	18.2	518,151	30.0	877,793	20.2	1,403,127	23.0
Rear End	2,949	7.5	475,774	27.5	1,291,605	29.8	1,770,328	29.0
Sideswipe	1,184	3.0	123,304	7.1	706,517	16.3	831,005	13.6
Head On	4,295	10.9	77,399	4.5	80,146	1.8	161,840	2.7
Other/Unknown	188	0.5	5,004	0.3	55,428	1.3	60,621	1.0
<i>Subtotal</i>	<i>15,799</i>	<i>40.0</i>	<i>1,199,632</i>	<i>69.4</i>	<i>3,011,489</i>	<i>69.5</i>	<i>4,226,920</i>	<i>69.3</i>
Collision With Fixed Object:								
Pole/Post	1,593	4.0	53,192	3.1	154,172	3.6	208,957	3.4
Culvert/Curb/Ditch	2,838	7.2	73,644	4.3	158,463	3.7	234,946	3.8
Shrubbery/Tree	2,714	6.9	41,624	2.4	55,547	1.3	99,885	1.6
Guard Rail	1,036	2.6	28,214	1.6	65,052	1.5	94,302	1.5
Embankment	921	2.3	14,881	0.9	24,353	0.6	40,155	0.7
Bridge	237	0.6	3,268	0.2	9,586	0.2	13,092	0.2
Other/Unknown	2,079	5.3	73,376	4.2	187,564	4.3	263,018	4.3
<i>Subtotal</i>	<i>11,418</i>	<i>28.9</i>	<i>288,200</i>	<i>16.7</i>	<i>654,737</i>	<i>15.1</i>	<i>954,355</i>	<i>15.6</i>
Collision With Object Not Fixed:								
Parked Motor Vehicle	538	1.4	44,413	2.6	279,565	6.4	324,516	5.3
Animal	156	0.4	27,566	1.6	255,882	5.9	283,604	4.6
Pedestrian	6,790	17.2	54,440	3.2	743	0.0	61,974	1.0
Pedalcyclist	959	2.4	40,905	2.4	3,011	0.1	44,875	0.7
Train	92	0.2	614	0.0	1,119	0.0	1,825	0.0
Other/Unknown	481	1.2	16,097	0.9	65,684	1.5	82,262	1.3
<i>Subtotal</i>	<i>9,016</i>	<i>22.8</i>	<i>184,036</i>	<i>10.7</i>	<i>606,004</i>	<i>14.0</i>	<i>799,055</i>	<i>13.1</i>
Noncollision:								
Rollover	2,825	7.2	48,061	2.8	39,420	0.9	90,306	1.5
Other/Unknown	408	1.0	7,679	0.4	24,170	0.6	32,257	0.5
<i>Subtotal</i>	<i>3,233</i>	<i>8.2</i>	<i>55,740</i>	<i>3.2</i>	<i>63,590</i>	<i>1.5</i>	<i>122,564</i>	<i>2.0</i>
Total*	39,508	100.0	1,727,608	100.0	4,335,820	100.0	6,102,936	100.0

*Includes fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

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

2. Crashes

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 = 14,333)						
Passenger Car.....	1,583	3,936	1,269	1,052	49	215
Light Truck.....		2,107	1,436	1,645	39	288
Large Truck.....			184	251	6	44
Motorcycle.....				63	19	85
Bus.....					0	4
Other/Unknown.....						58
Injury Crashes (Total = 1,037,192)						
Passenger Car.....	210,525	382,705	33,410	17,391	2,831	52,610
Light Truck.....		208,511	31,257	16,847	2,912	32,936
Large Truck.....			3,413	1,366	303	4,255
Motorcycle.....				1,443	99	4,937
Bus.....					301	1,200
Other/Unknown.....						27,942
Property-Damage-Only Crashes (Total = 2,862,403)						
Passenger Car.....	501,444	1,100,352	114,796	3,732	9,726	161,831
Light Truck.....		617,779	120,562	4,891	11,918	96,819
Large Truck.....			19,080	793	3,926	15,704
Motorcycle.....				432	0	1,380
Bus.....					572	3,388
Other/Unknown.....						73,279

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

2. Crashes

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

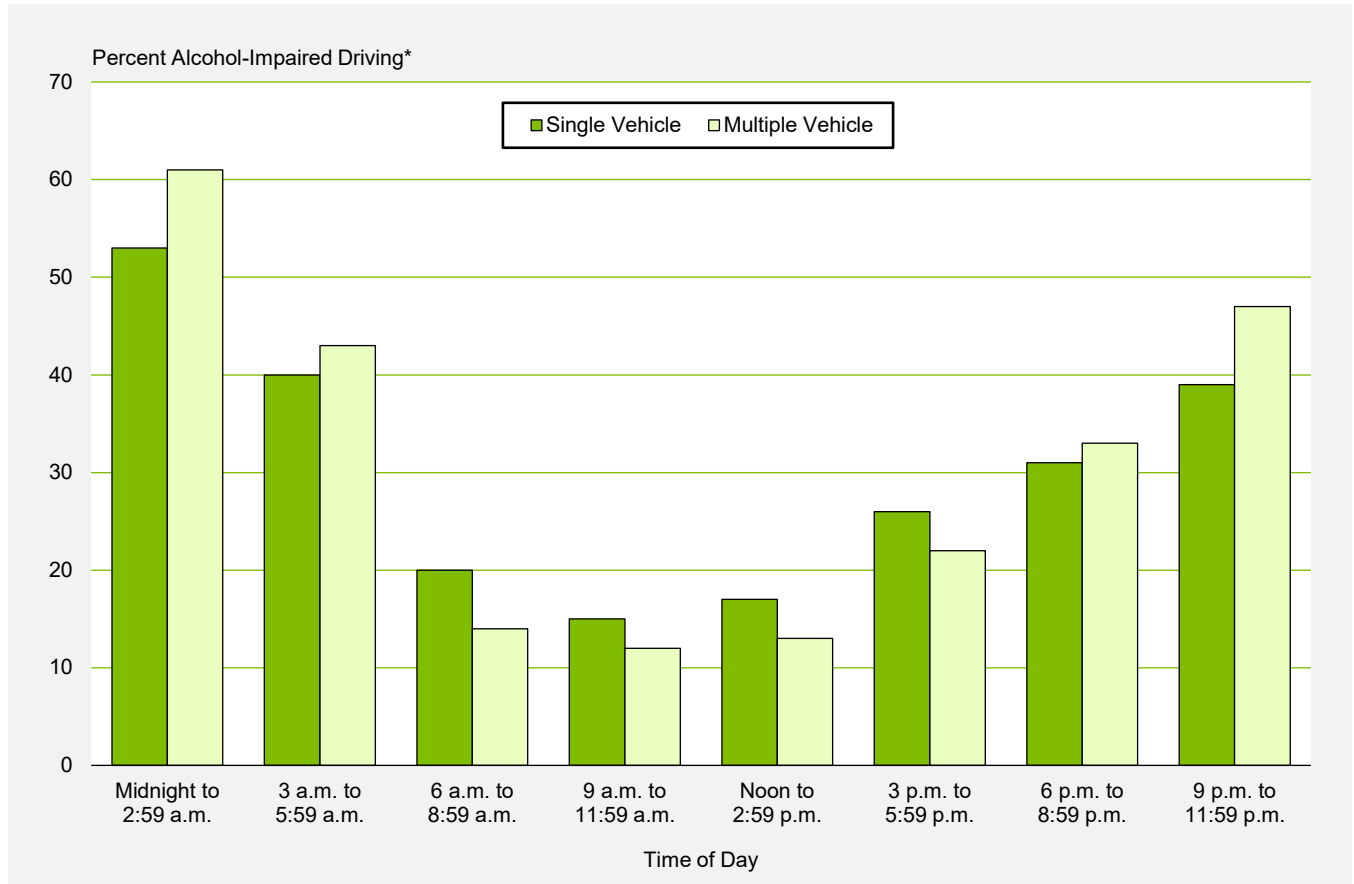
Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle			Number	Alcohol-Impaired Driving*	Percentage Alcohol-Impaired Driving*
	Number	Alcohol-Impaired Driving*	Percentage Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percentage Alcohol-Impaired Driving*			
Midnight to 2:59 a.m.	3,262	1,731	53	1,353	824	61	4,615	2,556	55
3 a.m. to 5:59 a.m.	2,235	901	40	1,129	482	43	3,364	1,384	41
6 a.m. to 8:59 a.m.	1,865	375	20	1,771	252	14	3,636	627	17
9 a.m. to 11:59 a.m.	1,596	232	15	1,892	220	12	3,488	452	13
Noon to 2:59 p.m.	2,049	340	17	2,754	362	13	4,803	703	15
3 p.m. to 5:59 p.m.	2,677	687	26	3,339	734	22	6,016	1,421	24
6 p.m. to 8:59 p.m.	4,085	1,283	31	2,901	964	33	6,986	2,247	32
9 p.m. to 11:59 p.m.	4,112	1,610	39	2,188	1,026	47	6,300	2,636	42
Unknown	275	130	47	25	7	27	300	137	46
Total	22,156	7,291	33	17,352	4,872	28	39,508	12,162	31

*Highest BAC among drivers involved in the crash was .08 g/dL or greater.

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

2. Crashes

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



*Highest BAC among drivers involved in the crash was .08 g/dL or greater.

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

3



Vehicles

3. Vehicles

Statistics about the vehicles involved in police-reported motor vehicle traffic 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 [GVWR] of 10,000 pounds or less), large trucks (including single-unit trucks and truck tractors with a GVWR of more than 10,000 pounds), motorcycles (including two- and three-wheeled motorcycles, off-road motorcycles, mopeds, motor scooters, minibikes, and pocket bikes), 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.

- Eighty-six percent of the 10.8 million vehicles involved in motor vehicle traffic crashes in 2021 were passenger cars or light trucks.
- Large trucks accounted for 9.3 percent of the vehicles in fatal traffic crashes, but only 3.7 percent of the vehicles involved in injury crashes and 5.3 percent of the vehicles involved in property-damage-only crashes. Of the 5,700 large trucks involved in fatal crashes, 65.9 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal traffic crashes (16.2%) was more than 3 times as high as the proportion in injury crashes (4.3%) and more than 12 times as high as the proportion in property-damage-only crashes (1.3%).
- Compared with passenger cars, utility vehicles, vans, large trucks, and buses, pickup trucks experienced the highest rollover rate in fatal traffic crashes (22.2%). Large trucks experienced the highest rollover rate in injury crashes (7.2%) and property-damage-only crashes (3.3%).
- Fires occurred in 0.2 percent of the vehicles involved in all traffic crashes in 2021. For fatal traffic crashes, however, fires occurred in 3.7 percent of the vehicles involved.
- Regardless of crash severity, most 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 traffic crashes, turning left for injury crashes, and stopped in roadway for property-damage-only crashes.
- Motorcycles in fatal traffic crashes had the highest proportion of collisions with fixed objects (24.4%), and buses in fatal traffic crashes had the lowest proportion (0.5%).

3. Vehicles

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	31,336	184	17	6,663	38,200
Junction:					
Intersection	4,477	5,025	2,507	955	12,964
Intersection-Related	1,611	2,071	491	367	4,540
Other/Unknown	4,329	122	81	1,096	5,628
Total	41,753	7,402	3,096	9,081	61,332
Injury Crashes					
Nonjunction	825,836	5,175	186	277,766	1,108,963
Junction:					
Intersection	221,204	497,510	182,370	128,191	1,029,275
Intersection-Related	116,729	361,318	47,316	68,571	593,934
Other/Unknown	310,132	10,080	10,586	103,274	434,072
Total	1,473,901	874,084	240,457	577,801	3,166,243
Property-Damage-Only Crashes					
Nonjunction	2,365,382	10,354	1,026	695,209	3,071,972
Junction:					
Intersection	383,259	711,191	326,573	209,401	1,630,424
Intersection-Related	341,683	1,017,529	195,851	209,952	1,765,016
Other/Unknown	870,662	27,505	24,742	225,844	1,148,753
Total	3,960,987	1,766,580	548,191	1,340,407	7,616,165
All Crashes					
Nonjunction	3,222,555	15,713	1,229	979,638	4,219,134
Junction:					
Intersection	608,940	1,213,726	511,450	338,547	2,672,663
Intersection-Related	460,022	1,380,919	243,658	278,890	2,363,489
Other/Unknown	1,185,123	37,708	35,408	330,213	1,588,453
Total	5,476,641	2,648,066	791,745	1,927,288	10,843,740

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

3. Vehicles

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	2,897	13.1	2,873	7.3	5,770	9.4
35 or 40 mph	4,643	21.0	6,565	16.8	11,208	18.3
45 or 50 mph	4,314	19.5	8,174	20.9	12,488	20.4
55 mph	5,001	22.6	9,848	25.1	14,849	24.2
60 mph or higher	4,254	19.2	9,616	24.5	13,870	22.6
No Statutory Limit	102	0.5	509	1.3	611	1.0
Unknown	945	4.3	1,591	4.1	2,536	4.1
Total	22,156	100.0	39,176	100.0	61,332	100.0
Injury Crashes						
30 mph or less	103,157	20.2	344,382	13.0	447,539	14.1
35 or 40 mph	103,752	20.3	730,893	27.5	834,645	26.4
45 or 50 mph	72,537	14.2	639,316	24.1	711,853	22.5
55 mph	73,305	14.3	248,414	9.4	321,719	10.2
60 mph or higher	68,242	13.3	290,618	10.9	358,860	11.3
No Statutory Limit	9,252	1.8	57,904	2.2	67,156	2.1
Unknown	80,936	15.8	343,535	12.9	424,471	13.4
Total	511,181	100.0	2,655,062	100.0	3,166,243	100.0
Property-Damage-Only Crashes						
30 mph or less	307,898	24.0	1,006,249	15.9	1,314,147	17.3
35 or 40 mph	198,703	15.5	1,760,449	27.8	1,959,152	25.7
45 or 50 mph	156,824	12.2	1,474,174	23.3	1,630,998	21.4
55 mph	199,658	15.6	436,975	6.9	636,633	8.4
60 mph or higher	165,800	12.9	669,908	10.6	835,708	11.0
No Statutory Limit	35,831	2.8	196,604	3.1	232,435	3.1
Unknown	216,233	16.9	790,859	12.5	1,007,092	13.2
Total	1,280,946	100.0	6,335,218	100.0	7,616,165	100.0
All Crashes						
30 mph or less	413,952	22.8	1,353,504	15.0	1,767,456	16.3
35 or 40 mph	307,098	16.9	2,497,907	27.7	2,805,005	25.9
45 or 50 mph	233,675	12.9	2,121,664	23.5	2,355,339	21.7
55 mph	277,964	15.3	695,236	7.7	973,200	9.0
60 mph or higher	238,296	13.1	970,142	10.7	1,208,438	11.1
No Statutory Limit	45,185	2.5	255,017	2.8	300,202	2.8
Unknown	298,114	16.4	1,135,985	12.6	1,434,099	13.2
Total	1,814,283	100.0	9,029,457	100.0	10,843,740	100.0

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

3. Vehicles

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	651	11.3	5,054	87.6	65	1.1	5,770	100.0
35 or 40 mph	1,421	12.7	9,755	87.0	32	0.3	11,208	100.0
45 or 50 mph	3,198	25.6	9,256	74.1	34	0.3	12,488	100.0
55 mph	9,859	66.4	4,975	33.5	15	0.1	14,849	100.0
60 mph or higher	7,355	53.0	6,514	47.0	1	0.0	13,870	100.0
No Statutory Limit	184	30.1	401	65.6	26	4.3	611	100.0
Unknown	605	23.9	1,849	72.9	82	3.2	2,536	100.0
Total	23,273	37.9	37,804	61.6	255	0.4	61,332	100.0

3. Vehicles

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	30	220	158	496	4	908
Two Lanes	26,077	10,102	370	318	46	36,913
Three Lanes	2,065	5,665	242	62	12	8,046
Four Lanes	2,790	3,821	105	14	11	6,741
More Than Four	4,967	2,125	17	10	11	7,130
Unknown	389	254	10	7	355	1,015
Total*	36,318	22,187	902	907	439	61,332
Injury Crashes						
One Lane	2,000	19,882	9,080	22,025	1,678	54,665
Two Lanes	708,454	275,895	19,961	21,376	34,266	1,059,952
Three Lanes	119,648	300,587	12,485	7,262	7,858	447,840
Four Lanes	154,535	189,230	6,474	2,731	5,616	358,586
More Than Four	260,326	141,585	906	375	5,173	408,365
Unknown	194,206	176,821	7,373	14,350	377,289	770,040
Total*	1,439,169	1,104,000	56,279	68,120	431,880	3,166,243
Property-Damage-Only Crashes						
One Lane	6,760	68,848	22,232	67,491	4,603	169,934
Two Lanes	1,564,918	609,474	56,685	59,150	81,022	2,371,249
Three Lanes	280,871	627,346	34,484	14,577	17,590	974,868
Four Lanes	290,153	388,263	13,460	7,185	19,485	718,546
More Than Four	584,677	278,383	6,224	1,050	9,098	879,432
Unknown	554,520	588,635	31,133	53,417	1,042,594	2,270,299
Total*	3,281,899	2,560,950	164,218	202,869	1,174,390	7,616,165
All Crashes						
One Lane	8,791	88,950	31,471	90,011	6,285	225,507
Two Lanes	2,299,448	895,471	77,016	80,844	115,334	3,468,114
Three Lanes	402,585	933,599	47,210	21,901	25,459	1,430,754
Four Lanes	447,478	581,313	20,039	9,930	25,112	1,083,872
More Than Four	849,970	422,093	7,147	1,435	14,282	1,294,926
Unknown	749,115	765,711	38,516	67,775	1,420,238	3,041,354
Total*	4,757,386	3,687,137	221,399	271,896	1,606,709	10,843,740

*Includes vehicles in non-trafficway areas.

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

3. Vehicles

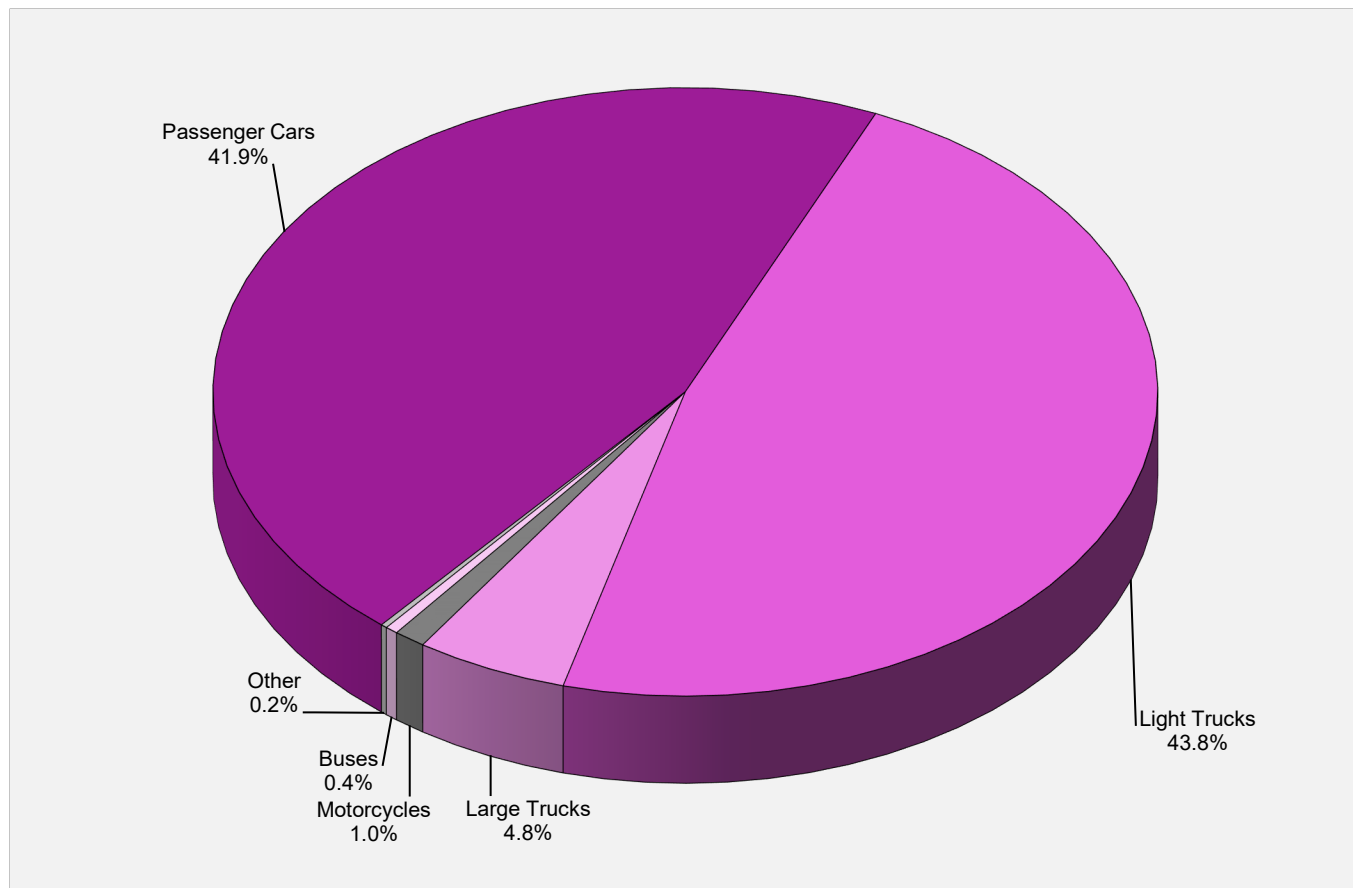
Table 36. Vehicles Involved in Crashes, by Vehicle Type and Crash Severity

Vehicle Type	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Cars	21,118	34.4	1,371,340	43.3	3,150,971	41.4	4,543,429	41.9
Light Trucks	25,704	41.9	1,345,007	42.5	3,378,008	44.4	4,748,719	43.8
Large Trucks	5,700	9.3	117,312	3.7	400,784	5.3	523,796	4.8
Motorcycles	6,082	9.9	79,084	2.5	19,704	0.3	104,870	1.0
Buses	204	0.3	10,175	0.3	38,268	0.5	48,647	0.4
Other	904	1.5	10,688	0.3	7,926	0.1	19,518	0.2
Total*	61,332	100.0	3,166,243	100.0	7,616,165	100.0	10,843,740	100.0

*Includes vehicles of unknown type involved in crashes.

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

Figure 13. Proportion of Vehicles Involved in Traffic Crashes



3. Vehicles

Table 37. Vehicles Involved in Fatal Crashes, by Vehicle Body Class

Vehicle Body Class	Number	Percent
Passenger Cars	21,118	34.4
Convertible	465	0.8
Sedan	16,723	27.3
Coupe	1,823	3.0
Hatchback	1,794	2.9
Wagon	313	0.5
Light Trucks	25,704	41.9
Utility	13,704	22.3
Minivan	1,213	2.0
Cargo Van	550	0.9
Step Van	2	0.0
Other Van Type	402	0.7
Light Pickup	9,822	16.0
Other Light Truck	11	0.0
Large Trucks	5,700	9.3
Cargo Van	37	0.1
Step Van	23	0.0
Other Van Type	27	0.0
Large Pickup	734	1.2
Single-Unit Truck	1,408	2.3
Truck Tractor	3,425	5.6
Other Large Truck	46	0.1
Motorcycles	6,082	9.9
2-Wheel Motorcycle (excluding Motor Scooters)	5,496	9.0
Moped or Motorized Bicycle	95	0.2
3-Wheel Motorcycle (2 Rear Wheels)	77	0.1
Unenclosed 3-Wheel Motorcycle/Unenclosed Autocycle (1 Rear Wheel)	62	0.1
Motor Scooter	262	0.4
Other Motored Cycle Type (Minibikes, Pocket Bikes)	14	0.0
Unknown Motored Cycle Type	76	0.1
Buses	204	0.3
School Bus	81	0.1
Intercity Bus	17	0.0
Transit Bus	78	0.1
Other Bus	28	0.0
Other Vehicle Type	904	1.5
Limousine	1	0.0
Motorhome	49	0.1
All-Terrain Vehicle	296	0.5
Recreational Off-Road Vehicle	211	0.3
Snowmobile	11	0.0
Farm Equipment	103	0.2
Construction Equipment	19	0.0
Low-Speed Vehicle	3	0.0
Golf Cart	28	0.0
Other Vehicle	183	0.3
Unknown Vehicle Type	1,620	2.6
Total	61,332	100.0

3. Vehicles

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

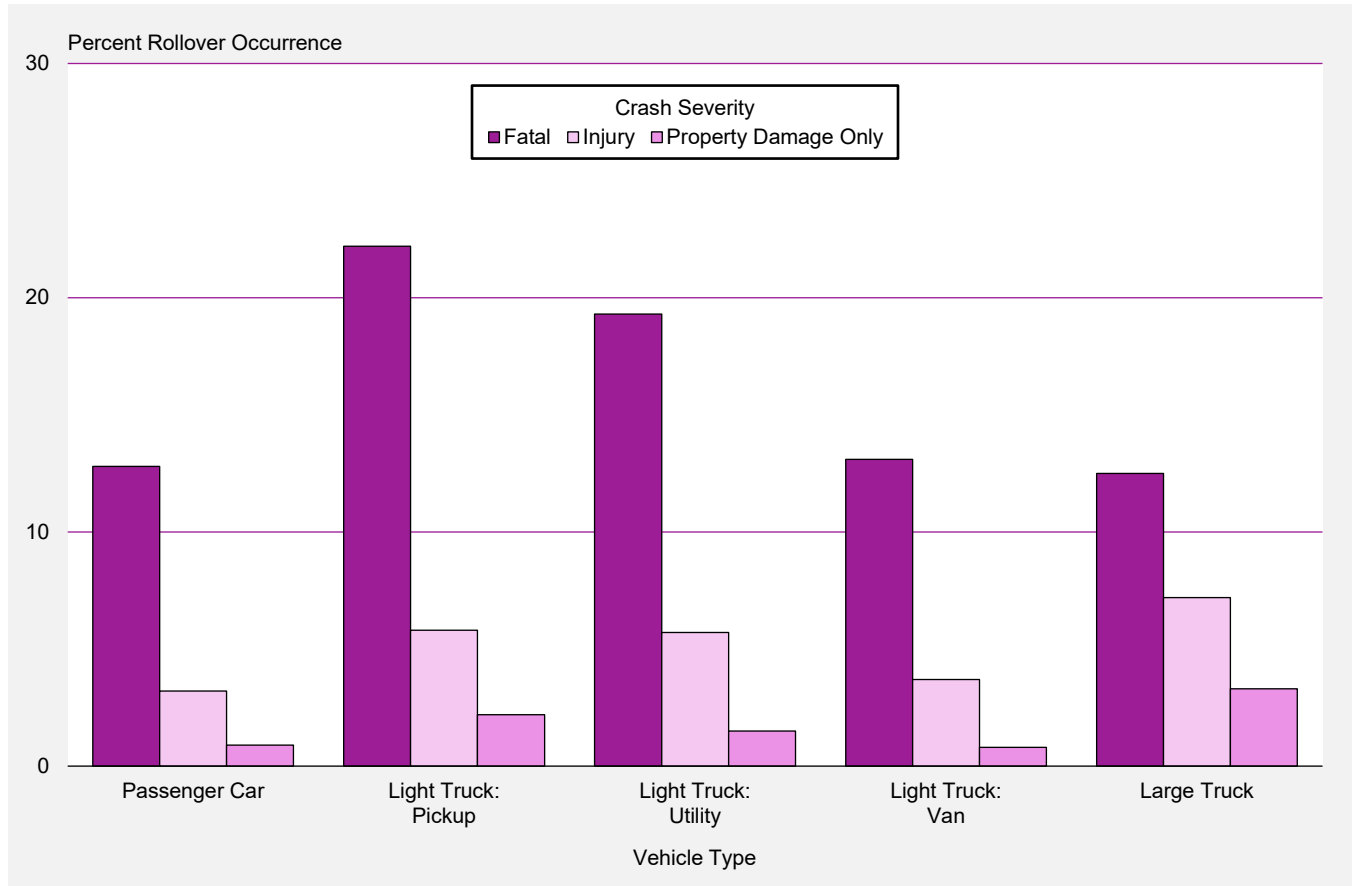
Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Cars	2,693	12.8	18,425	87.2	21,118	100.0
Light Trucks						
Pickup	2,185	22.2	7,647	77.8	9,832	100.0
Utility	2,641	19.3	11,063	80.7	13,704	100.0
Van	285	13.1	1,883	86.9	2,168	100.0
Large Trucks	714	12.5	4,986	87.5	5,700	100.0
Buses	5	2.5	199	97.5	204	100.0
Other/Unknown	404	16.0	2,120	84.0	2,524	100.0
Total*	8,927	16.2	46,323	83.8	55,250	100.0
Injury Crashes						
Passenger Cars	43,959	3.2	1,327,380	96.8	1,371,340	100.0
Light Trucks						
Pickup	21,751	5.8	354,730	94.2	376,482	100.0
Utility	47,976	5.7	791,643	94.3	839,619	100.0
Van	4,766	3.7	124,141	96.3	128,906	100.0
Large Trucks	8,504	7.2	108,808	92.8	117,312	100.0
Buses	0	0.0	10,175	100.0	10,175	100.0
Other/Unknown	7,084	2.9	236,241	97.1	243,324	100.0
Total*	134,040	4.3	2,953,119	95.7	3,087,159	100.0
Property-Damage-Only Crashes						
Passenger Cars	27,799	0.9	3,123,172	99.1	3,150,971	100.0
Light Trucks						
Pickup	22,102	2.2	977,568	97.8	999,669	100.0
Utility	29,697	1.5	2,012,627	98.5	2,042,324	100.0
Van	2,798	0.8	333,217	99.2	336,015	100.0
Large Trucks	13,027	3.3	387,757	96.7	400,784	100.0
Buses	0	0.0	38,268	100.0	38,268	100.0
Other/Unknown	2,019	0.3	626,411	99.7	628,430	100.0
Total*	97,441	1.3	7,499,019	98.7	7,596,461	100.0
All Crashes						
Passenger Cars	74,451	1.6	4,468,978	98.4	4,543,429	100.0
Light Trucks						
Pickup	46,038	3.3	1,339,945	96.7	1,385,983	100.0
Utility	80,314	2.8	2,815,333	97.2	2,895,647	100.0
Van	7,849	1.7	459,241	98.3	467,090	100.0
Large Trucks	22,245	4.2	501,551	95.8	523,796	100.0
Buses	5	0.0	48,642	100.0	48,647	100.0
Other/Unknown	9,507	1.1	864,771	98.9	874,278	100.0
Total*	240,408	2.2	10,498,461	97.8	10,738,869	100.0

*Excludes motorcycles.

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

3. Vehicles

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



3. Vehicles

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	835	4.0	20,283	96.0	21,118	100.0
Light Trucks	964	3.8	24,740	96.2	25,704	100.0
Large Trucks	311	5.5	5,389	94.5	5,700	100.0
Motorcycles	108	1.8	5,974	98.2	6,082	100.0
Buses	4	2.0	200	98.0	204	100.0
Other/Unknown	36	1.4	2,488	98.6	2,524	100.0
Total	2,258	3.7	59,074	96.3	61,332	100.0
Injury Crashes						
Passenger Cars	4,208	0.3	1,367,132	99.7	1,371,340	100.0
Light Trucks	2,290	0.2	1,342,717	99.8	1,345,007	100.0
Large Trucks	591	0.5	116,721	99.5	117,312	100.0
Motorcycles	92	0.1	78,992	99.9	79,084	100.0
Buses	0	0.0	10,175	100.0	10,175	100.0
Other/Unknown	491	0.2	242,834	99.8	243,324	100.0
Total	7,671	0.2	3,158,572	99.8	3,166,243	100.0
Property-Damage-Only Crashes						
Passenger Cars	2,928	0.1	3,148,043	99.9	3,150,971	100.0
Light Trucks	3,531	0.1	3,374,478	99.9	3,378,008	100.0
Large Trucks	2,353	0.6	398,430	99.4	400,784	100.0
Motorcycles	468	2.4	19,237	97.6	19,704	100.0
Buses	0	0.0	38,268	100.0	38,268	100.0
Other/Unknown	423	0.1	628,007	99.9	628,430	100.0
Total	9,703	0.1	7,606,462	99.9	7,616,165	100.0
All Crashes						
Passenger Cars	7,971	0.2	4,535,458	99.8	4,543,429	100.0
Light Trucks	6,784	0.1	4,741,935	99.9	4,748,719	100.0
Large Trucks	3,256	0.6	520,540	99.4	523,796	100.0
Motorcycles	668	0.6	104,203	99.4	104,870	100.0
Buses	4	0.0	48,643	100.0	48,647	100.0
Other/Unknown	949	0.1	873,329	99.9	874,278	100.0
Total	19,632	0.2	10,824,108	99.8	10,843,740	100.0

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

3. Vehicles

Table 40. Vehicles Involved in Single-Vehicle 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	32,038	63.4	1,465,050	56.8	3,571,558	51.1	5,068,646	52.7
Turning Left	3,810	7.5	343,437	13.3	666,088	9.5	1,013,335	10.5
Stopped in Roadway	785	1.6	231,267	9.0	831,736	11.9	1,063,788	11.1
Turning Right	444	0.9	84,002	3.3	318,434	4.6	402,880	4.2
Decelerating in Road	403	0.8	101,291	3.9	316,275	4.5	417,969	4.3
Merging/Changing Lanes	859	1.7	81,347	3.2	454,333	6.5	536,540	5.6
Negotiating a Curve	9,326	18.4	169,903	6.6	381,913	5.5	561,142	5.8
Backing Up (Other Than for Parking Position)	127	0.3	14,836	0.6	163,967	2.3	178,930	1.9
Passing or Overtaking Another Vehicle	985	1.9	22,472	0.9	89,015	1.3	112,473	1.2
Starting in Road	266	0.5	29,862	1.2	80,809	1.2	110,937	1.2
Leaving a Parking Position	37	0.1	4,460	0.2	30,774	0.4	35,271	0.4
Making a U-Turn	247	0.5	21,767	0.8	46,242	0.7	68,256	0.7
Entering a Parking Position	17	0.0	3,047	0.1	13,128	0.2	16,192	0.2
Disabled or "Parked" in Travel Lane	76	0.2	1,251	0.0	3,884	0.1	5,211	0.1
Other Maneuver	390	0.8	7,524	0.3	21,406	0.3	29,320	0.3
Total*	50,568	100.0	2,581,515	100.0	6,989,565	100.0	9,621,648	100.0

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

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

3. Vehicles

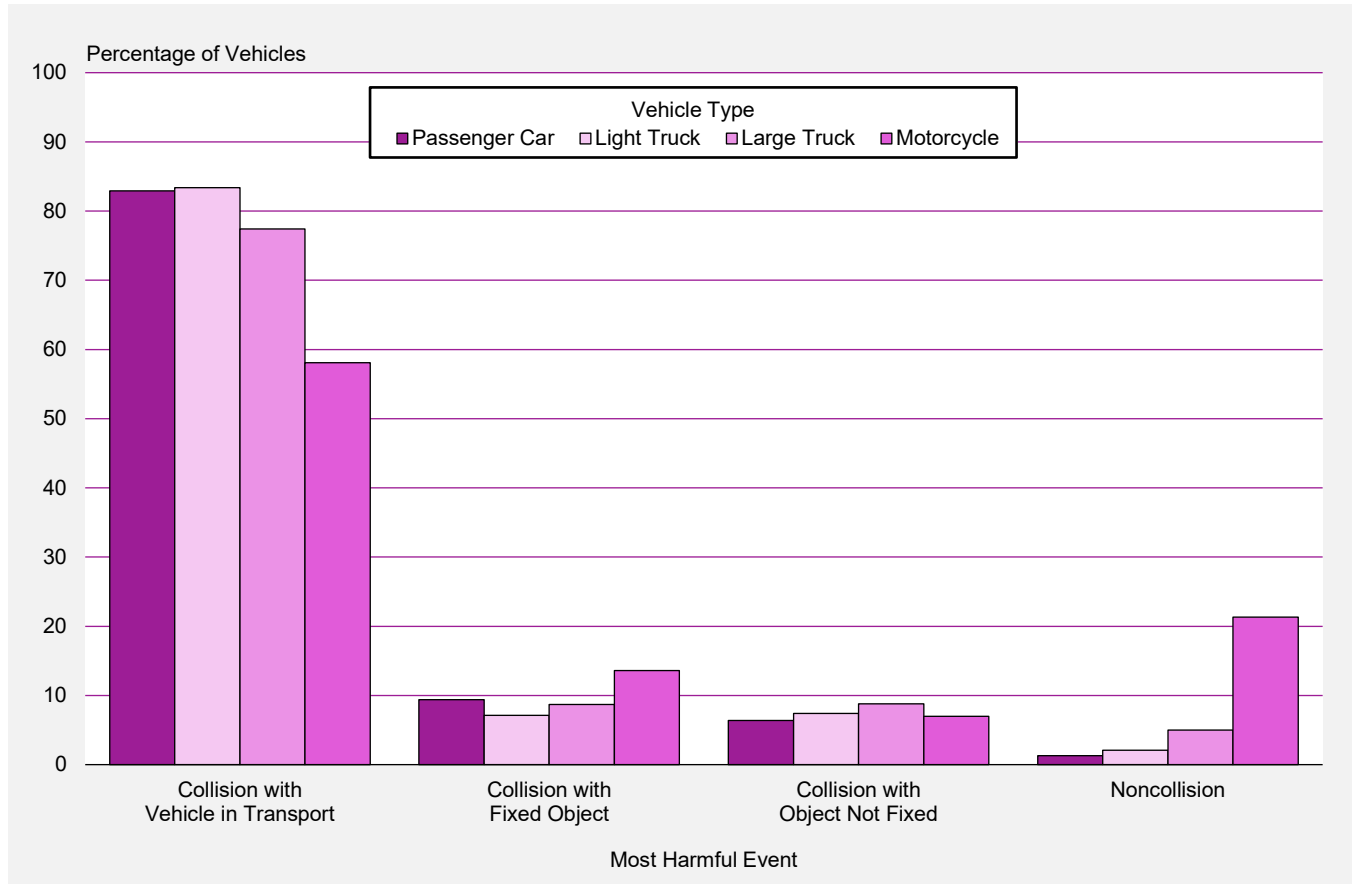
Table 41. Vehicles Involved in Fatal Crashes, by Roadway Function Class, Crash Type, and Hazardous Cargo

Roadway Function Class	Crash Type				Total	
	Single Vehicle		Multiple Vehicle		Total	
	Hazardous Cargo	Total	Hazardous Cargo	Total	Hazardous Cargo	Total
Rural Fatal Crashes						
Principal Arterial						
Interstate	9	963	19	1,926	28	2,889
Freeway/Expressway	2	128	2	297	4	425
Other	4	1,321	28	4,662	32	5,983
Minor Arterial	0	1,495	12	3,596	12	5,091
Major Collector	4	2,334	11	2,939	15	5,273
Minor Collector	0	689	0	489	0	1,178
Local Road or Street	2	1,715	0	702	2	2,417
Unknown	0	17	0	0	0	17
Total	21	8,662	72	14,611	93	23,273
Urban Fatal Crashes						
Principal Arterial						
Interstate	7	1,784	20	3,925	27	5,709
Freeway/Expressway	3	881	3	1,608	6	2,489
Other	2	4,053	14	9,457	16	13,510
Minor Arterial	1	3,052	10	5,688	11	8,740
Major Collector	0	1,552	0	2,212	0	3,764
Minor Collector	0	256	0	306	0	562
Local Road or Street	0	1,707	0	1,308	0	3,015
Unknown	0	9	0	6	0	15
Total	13	13,294	47	24,510	60	37,804
All Fatal Crashes*						
Principal Arterial						
Interstate	16	2,747	39	5,853	55	8,600
Freeway/Expressway	5	1,010	5	1,905	10	2,915
Other	6	5,376	42	14,119	48	19,495
Minor Arterial	1	4,548	22	9,284	23	13,832
Major Collector	4	3,887	11	5,151	15	9,038
Minor Collector	0	945	0	795	0	1,740
Local Road or Street	2	3,433	0	2,014	2	5,447
Unknown	0	210	0	55	0	265
Total	34	22,156	119	39,176	153	61,332

*Includes unknown rural or urban.

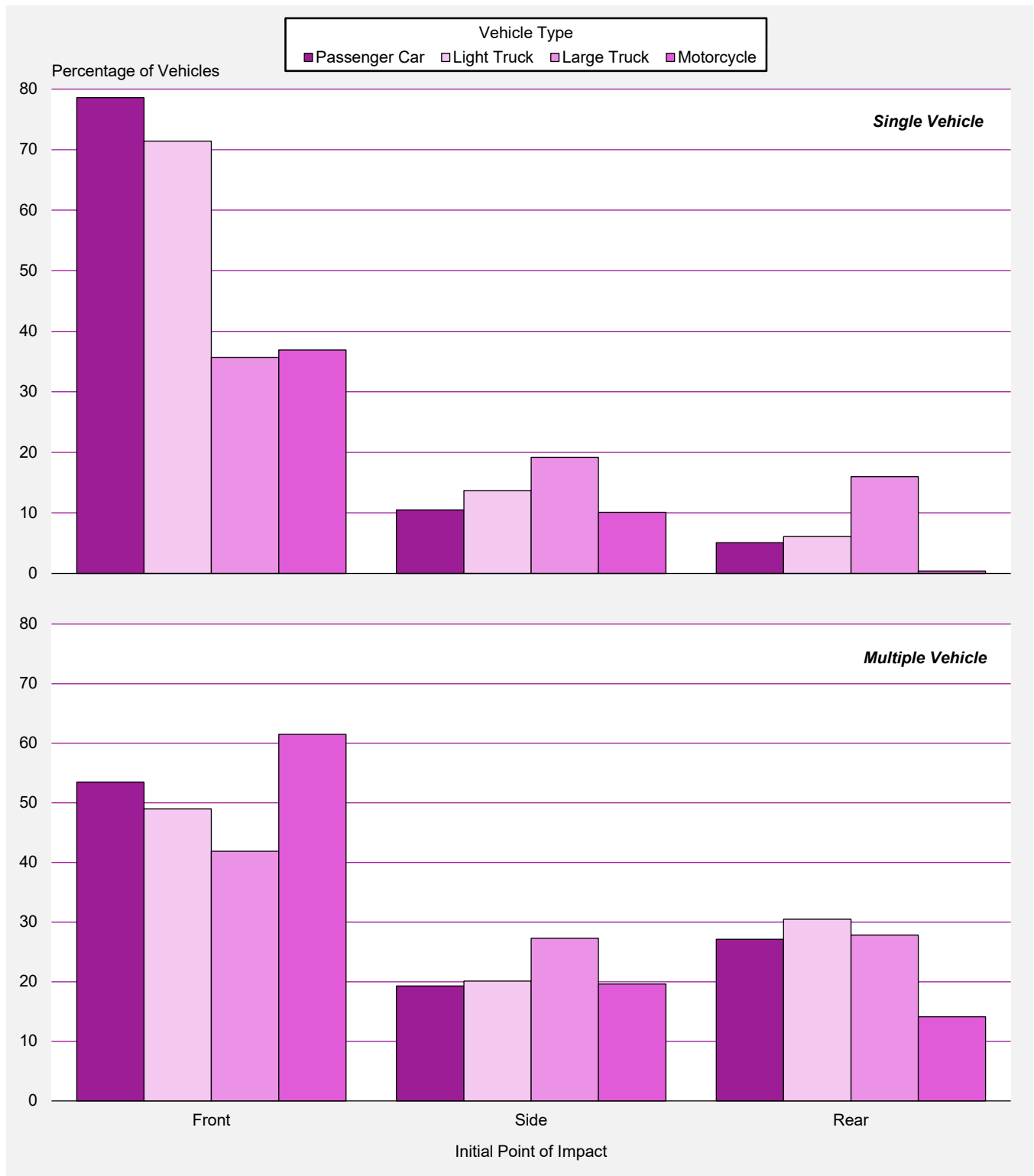
3. Vehicles

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



3. Vehicles

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.

3. Vehicles

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	7,235	34.3	645,113	47.0	1,359,858	43.2	2,012,207	44.3
Left Side	1,682	8.0	107,735	7.9	279,742	8.9	389,159	8.6
Right Side	1,480	7.0	96,989	7.1	241,473	7.7	339,942	7.5
Rear	1,308	6.2	286,050	20.9	739,248	23.5	1,026,606	22.6
Other/Unknown	222	1.1	130	0.0	184	0.0	536	0.0
<i>Subtotal</i>	<i>11,927</i>	<i>56.5</i>	<i>1,136,018</i>	<i>82.8</i>	<i>2,620,505</i>	<i>83.2</i>	<i>3,768,450</i>	<i>82.9</i>
Collision With Fixed Object	3,514	16.6	127,266	9.3	295,734	9.4	426,514	9.4
Collision With Object Not Fixed:								
Nonoccupant	3,142	14.9	39,166	2.9	1,450	0.0	43,758	1.0
Other	589	2.8	36,530	2.7	208,338	6.6	245,458	5.4
<i>Subtotal</i>	<i>3,731</i>	<i>17.7</i>	<i>75,697</i>	<i>5.5</i>	<i>209,788</i>	<i>6.7</i>	<i>289,216</i>	<i>6.4</i>
Noncollision	1,910	9.0	32,360	2.4	24,944	0.8	59,214	1.3
Total*	21,118	100.0	1,371,340	100.0	3,150,971	100.0	4,543,429	100.0

*Includes vehicles in fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

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

3. Vehicles

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	5,600	71.8	172,298	79.2	397,404	78.4	575,302	78.6
Left Side	424	5.4	9,066	4.2	19,069	3.8	28,559	3.9
Right Side	440	5.6	14,404	6.6	33,475	6.6	48,319	6.6
Rear	92	1.2	7,008	3.2	30,538	6.0	37,638	5.1
Noncollision	496	6.4	11,194	5.1	14,254	2.8	25,944	3.5
Other/Unknown	746	9.6	3,544	1.6	11,925	2.4	16,215	2.2
Total	7,798	100.0	217,514	100.0	506,665	100.0	731,976	100.0
Multiple-Vehicle Crashes								
Front	8,105	60.8	654,759	56.7	1,374,527	52.0	2,037,391	53.5
Left Side	1,793	13.5	109,599	9.5	281,700	10.7	393,091	10.3
Right Side	1,588	11.9	99,053	8.6	244,219	9.2	344,860	9.0
Rear	1,398	10.5	288,797	25.0	740,976	28.0	1,031,172	27.1
Noncollision	22	0.2	515	0.0	467	0.0	1,003	0.0
Other/Unknown	414	3.1	1,104	0.1	2,418	0.1	3,935	0.1
Total	13,320	100.0	1,153,826	100.0	2,644,307	100.0	3,811,453	100.0
All Crashes								
Front	13,705	64.9	827,057	60.3	1,771,931	56.2	2,612,693	57.5
Left Side	2,217	10.5	118,665	8.7	300,769	9.5	421,650	9.3
Right Side	2,028	9.6	113,457	8.3	277,694	8.8	393,179	8.7
Rear	1,490	7.1	295,805	21.6	771,514	24.5	1,068,810	23.5
Noncollision	518	2.5	11,709	0.9	14,721	0.5	26,947	0.6
Other/Unknown	1,160	5.5	4,647	0.3	14,343	0.5	20,150	0.4
Total	21,118	100.0	1,371,340	100.0	3,150,971	100.0	4,543,429	100.0

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

3. Vehicles

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	9,589	37.3	603,673	44.9	1,330,034	39.4	1,943,296	40.9
Left Side	1,598	6.2	106,862	7.9	287,513	8.5	395,973	8.3
Right Side	1,310	5.1	98,210	7.3	302,649	9.0	402,169	8.5
Rear	1,693	6.6	318,683	23.7	899,068	26.6	1,219,444	25.7
Other/Unknown	221	0.9	98	0.0	378	0.0	698	0.0
<i>Subtotal</i>	<i>14,411</i>	<i>56.1</i>	<i>1,127,526</i>	<i>83.8</i>	<i>2,819,642</i>	<i>83.5</i>	<i>3,961,580</i>	<i>83.4</i>
Collision With Fixed Object	3,153	12.3	96,509	7.2	235,994	7.0	335,656	7.1
Collision With Object Not Fixed:								
Nonoccupant	3,869	15.1	40,502	3.0	2,505	0.1	46,876	1.0
Other	690	2.7	33,706	2.5	270,489	8.0	304,885	6.4
<i>Subtotal</i>	<i>4,559</i>	<i>17.7</i>	<i>74,208</i>	<i>5.5</i>	<i>272,994</i>	<i>8.1</i>	<i>351,761</i>	<i>7.4</i>
Noncollision	3,491	13.6	46,764	3.5	49,378	1.5	99,633	2.1
Total*	25,704	100.0	1,345,007	100.0	3,378,008	100.0	4,748,719	100.0

*Includes vehicles in fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

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

3. Vehicles

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	6,458	68.7	146,497	75.0	364,038	70.1	516,994	71.4
Left Side	359	3.8	9,634	4.9	31,681	6.1	41,674	5.8
Right Side	422	4.5	14,037	7.2	43,333	8.3	57,792	8.0
Rear	103	1.1	5,931	3.0	38,391	7.4	44,425	6.1
Noncollision	1,286	13.7	16,265	8.3	27,380	5.3	44,931	6.2
Other/Unknown	772	8.2	2,999	1.5	14,760	2.8	18,531	2.6
Total	9,400	100.0	195,363	100.0	519,583	100.0	724,346	100.0
Multiple-Vehicle Crashes								
Front	10,629	65.2	614,058	53.4	1,347,995	47.2	1,972,682	49.0
Left Side	1,822	11.2	110,644	9.6	290,159	10.2	402,624	10.0
Right Side	1,473	9.0	101,089	8.8	304,874	10.7	407,437	10.1
Rear	1,886	11.6	321,775	28.0	901,884	31.6	1,225,545	30.5
Noncollision	45	0.3	861	0.1	3,050	0.1	3,956	0.1
Other/Unknown	449	2.8	1,217	0.1	10,463	0.4	12,129	0.3
Total	16,304	100.0	1,149,644	100.0	2,858,425	100.0	4,024,373	100.0
All Crashes								
Front	17,087	66.5	760,556	56.5	1,712,033	50.7	2,489,675	52.4
Left Side	2,181	8.5	120,278	8.9	321,840	9.5	444,299	9.4
Right Side	1,895	7.4	115,126	8.6	348,208	10.3	465,229	9.8
Rear	1,989	7.7	327,705	24.4	940,275	27.8	1,269,970	26.7
Noncollision	1,331	5.2	17,126	1.3	30,430	0.9	48,887	1.0
Other/Unknown	1,221	4.8	4,216	0.3	25,223	0.7	30,660	0.6
Total	25,704	100.0	1,345,007	100.0	3,378,008	100.0	4,748,719	100.0

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

3. Vehicles

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	2,456	43.1	47,941	40.9	122,531	30.6	172,929	33.0
Left Side	449	7.9	14,075	12.0	45,416	11.3	59,940	11.4
Right Side	248	4.4	8,818	7.5	45,507	11.4	54,573	10.4
Rear	1,019	17.9	28,100	24.0	88,139	22.0	117,259	22.4
Other/Unknown	71	1.2	164	0.1	618	0.2	853	0.2
<i>Subtotal</i>	4,243	74.4	99,099	84.5	302,212	75.4	405,554	77.4
Collision With Fixed Object	226	4.0	5,204	4.4	40,327	10.1	45,757	8.7
Collision With Object Not Fixed:								
Nonoccupant	566	9.9	1,669	1.4	0	0.0	2,235	0.4
Other	128	2.2	3,526	3.0	40,438	10.1	44,092	8.4
<i>Subtotal</i>	694	12.2	5,195	4.4	40,438	10.1	46,327	8.8
Noncollision	515	9.0	7,813	6.7	17,807	4.4	26,135	5.0
Total*	5,700	100.0	117,312	100.0	400,784	100.0	523,796	100.0

*Includes vehicles in fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

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

3. Vehicles

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	622	58.5	7,899	53.3	27,471	32.4	35,992	35.7
Left Side	40	3.8	214	1.4	4,830	5.7	5,084	5.0
Right Side	72	6.8	1,035	7.0	13,137	15.5	14,244	14.1
Rear	37	3.5	682	4.6	15,434	18.2	16,153	16.0
Noncollision	195	18.3	4,391	29.6	13,989	16.5	18,575	18.4
Other/Unknown	98	9.2	611	4.1	10,039	11.8	10,748	10.7
Total	1,064	100.0	14,833	100.0	84,900	100.0	100,796	100.0
Multiple-Vehicle Crashes								
Front	2,673	57.7	48,963	47.8	125,784	39.8	177,420	41.9
Left Side	489	10.5	14,241	13.9	45,893	14.5	60,623	14.3
Right Side	269	5.8	9,148	8.9	45,810	14.5	55,227	13.1
Rear	1,053	22.7	28,129	27.4	88,475	28.0	117,656	27.8
Noncollision	28	0.6	1,261	1.2	1,891	0.6	3,180	0.8
Other/Unknown	124	2.7	738	0.7	8,031	2.5	8,893	2.1
Total	4,636	100.0	102,479	100.0	315,884	100.0	422,999	100.0
All Crashes								
Front	3,295	57.8	56,862	48.5	153,255	38.2	213,412	40.7
Left Side	529	9.3	14,456	12.3	50,723	12.7	65,708	12.5
Right Side	341	6.0	10,183	8.7	58,947	14.7	69,471	13.3
Rear	1,090	19.1	28,811	24.6	103,909	25.9	133,810	25.5
Noncollision	223	3.9	5,652	4.8	15,880	4.0	21,755	4.2
Other/Unknown	222	3.9	1,349	1.1	18,070	4.5	19,641	3.7
Total	5,700	100.0	117,312	100.0	400,784	100.0	523,796	100.0

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

3. Vehicles

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	271	14.0	1,670	86.0	1,941	100.0
Combination Truck	443	11.8	3,316	88.2	3,759	100.0
Total	714	12.5	4,986	87.5	5,700	100.0
Injury Crashes						
Single-Unit Truck	3,923	6.9	52,780	93.1	56,703	100.0
Combination Truck	4,581	7.6	56,028	92.4	60,609	100.0
Total	8,504	7.2	108,808	92.8	117,312	100.0
Property-Damage-Only Crashes						
Single-Unit Truck	4,081	2.2	181,470	97.8	185,552	100.0
Combination Truck	8,946	4.2	206,287	95.8	215,232	100.0
Total	13,027	3.3	387,757	96.7	400,784	100.0
All Crashes						
Single-Unit Truck	8,276	3.4	235,920	96.6	244,195	100.0
Combination Truck	13,969	5.0	265,631	95.0	279,600	100.0
Total	22,245	4.2	501,551	95.8	523,796	100.0

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

3. Vehicles

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	106	3.4	3,001	96.6	3,107	100.0
Two or More	6	4.6	124	95.4	130	100.0
Total	112	3.5	3,125	96.5	3,237	100.0
Injury Crashes						
One	939	1.9	48,403	98.1	49,341	100.0
Two or More	167	8.7	1,751	91.3	1,918	100.0
Unknown Number	0	0.0	32	100.0	32	100.0
Total	1,106	2.2	50,185	97.8	51,291	100.0
Property-Damage-Only Crashes						
One	3,215	1.9	168,920	98.1	172,135	100.0
Two or More	324	6.2	4,881	93.8	5,205	100.0
Unknown Number	0	0.0	138	100.0	138	100.0
Total	3,540	2.0	173,939	98.0	177,478	100.0
All Crashes						
One	4,260	1.9	220,323	98.1	224,584	100.0
Two or More	498	6.9	6,756	93.1	7,253	100.0
Unknown Number	0	0.0	147	100.0	147	100.0
Total	4,758	2.1	227,249	97.9	232,007	100.0

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

3. Vehicles

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	2,531	41.6	29,218	36.9	7,149	36.3	38,898	37.1
Left Side	231	3.8	5,659	7.2	919	4.7	6,809	6.5
Right Side	161	2.6	4,346	5.5	703	3.6	5,209	5.0
Rear	306	5.0	4,915	6.2	3,720	18.9	8,941	8.5
Other/Unknown	242	4.0	820	1.0	0	0.0	1,062	1.0
<i>Subtotal</i>	<i>3,471</i>	<i>57.1</i>	<i>44,958</i>	<i>56.8</i>	<i>12,490</i>	<i>63.4</i>	60,919	58.1
Collision With Fixed Object	<i>1,487</i>	<i>24.4</i>	<i>10,368</i>	<i>13.1</i>	<i>2,443</i>	<i>12.4</i>	14,298	13.6
Collision With Object Not Fixed:								
Nonoccupant	66	1.1	889	1.1	0	0.0	955	0.9
Other	251	4.1	3,991	5.0	2,146	10.9	6,388	6.1
<i>Subtotal</i>	<i>317</i>	<i>5.2</i>	<i>4,880</i>	<i>6.2</i>	<i>2,146</i>	<i>10.9</i>	7,343	7.0
Noncollision	<i>793</i>	<i>13.0</i>	<i>18,878</i>	<i>23.9</i>	<i>2,625</i>	<i>13.3</i>	22,296	21.3
Total*	6,082	100.0	79,084	100.0	19,704	100.0	104,870	100.0

*Includes vehicles in fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

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

3. Vehicles

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	1,092	47.4	11,438	35.8	2,409	38.8	14,939	36.9
Left Side	84	3.6	1,473	4.6	0	0.0	1,557	3.8
Right Side	116	5.0	1,116	3.5	1,302	21.0	2,534	6.3
Rear	15	0.7	160	0.5	0	0.0	175	0.4
Noncollision	681	29.6	17,656	55.3	2,492	40.2	20,830	51.5
Other/Unknown	314	13.6	98	0.3	0	0.0	412	1.0
Total	2,302	100.0	31,942	100.0	6,204	100.0	40,447	100.0
Multiple-Vehicle Crashes								
Front	2,620	69.3	29,666	62.9	7,331	54.3	39,617	61.5
Left Side	249	6.6	5,712	12.1	919	6.8	6,879	10.7
Right Side	175	4.6	4,427	9.4	1,164	8.6	5,765	8.9
Rear	314	8.3	5,063	10.7	3,720	27.6	9,097	14.1
Noncollision	260	6.9	2,252	4.8	367	2.7	2,879	4.5
Other/Unknown	162	4.3	23	0.0	0	0.0	185	0.3
Total	3,780	100.0	47,142	100.0	13,501	100.0	64,423	100.0
All Crashes								
Front	3,712	61.0	41,103	52.0	9,741	49.4	54,556	52.0
Left Side	333	5.5	7,184	9.1	919	4.7	8,436	8.0
Right Side	291	4.8	5,543	7.0	2,466	12.5	8,300	7.9
Rear	329	5.4	5,223	6.6	3,720	18.9	9,272	8.8
Noncollision	941	15.5	19,908	25.2	2,859	14.5	23,709	22.6
Other/Unknown	476	7.8	122	0.2	0	0.0	598	0.6
Total	6,082	100.0	79,084	100.0	19,704	100.0	104,870	100.0

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

3. Vehicles

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	80	39.2	3,384	33.3	8,433	22.0	11,897	24.5
Left Side	16	7.8	1,509	14.8	8,770	22.9	10,295	21.2
Right Side	11	5.4	1,475	14.5	3,077	8.0	4,563	9.4
Rear	35	17.2	2,481	24.4	10,745	28.1	13,261	27.3
Other/Unknown	2	1.0	28	0.3	0	0.0	30	0.1
<i>Subtotal</i>	144	70.6	8,877	87.2	31,025	81.1	40,046	82.3
Collision With Fixed Object	1	0.5	310	3.1	2,282	6.0	2,593	5.3
Collision With Object Not Fixed:								
Nonoccupant	52	25.5	727	7.1	0	0.0	779	1.6
Other	2	1.0	261	2.6	4,960	13.0	5,224	10.7
<i>Subtotal</i>	54	26.5	988	9.7	4,960	13.0	6,003	12.3
Noncollision	5	2.5	0	0.0	0	0.0	5	0.0
Total	204	100.0	10,175	100.0	38,268	100.0	48,647	100.0

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

3. Vehicles

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	35	64.8	625	48.1	592	8.3	1,251	14.8
Left Side	1	1.9	167	12.9	637	9.0	806	9.5
Right Side	6	11.1	362	27.9	2,280	32.1	2,649	31.3
Rear	2	3.7	144	11.1	3,183	44.7	3,328	39.3
Noncollision	1	1.9	0	0.0	0	0.0	1	0.0
Other/Unknown	9	16.7	0	0.0	420	5.9	429	5.1
Total	54	100.0	1,298	100.0	7,113	100.0	8,465	100.0
Multiple-Vehicle Crashes								
Front	84	56.0	3,384	38.1	8,563	27.5	12,031	29.9
Left Side	16	10.7	1,509	17.0	8,770	28.1	10,295	25.6
Right Side	11	7.3	1,475	16.6	3,077	9.9	4,563	11.4
Rear	36	24.0	2,481	27.9	10,745	34.5	13,262	33.0
Noncollision	0	0.0	0	0.0	0	0.0	0	0.0
Other/Unknown	3	2.0	28	0.3	0	0.0	31	0.1
Total	150	100.0	8,877	100.0	31,155	100.0	40,182	100.0
All Crashes								
Front	119	58.3	4,009	39.4	9,154	23.9	13,282	27.3
Left Side	17	8.3	1,677	16.5	9,407	24.6	11,101	22.8
Right Side	17	8.3	1,837	18.1	5,358	14.0	7,212	14.8
Rear	38	18.6	2,624	25.8	13,928	36.4	16,590	34.1
Noncollision	1	0.5	0	0.0	0	0.0	1	0.0
Other/Unknown	12	5.9	28	0.3	420	1.1	461	0.9
Total	204	100.0	10,175	100.0	38,268	100.0	48,647	100.0

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

4



People

4. People

This chapter presents statistics about the drivers, passengers, pedestrians, and pedalcyclists involved in police-reported motor vehicle traffic crashes in 2021. 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 42,939 people lost their lives in motor vehicle traffic crashes in 2021. Another 2.5 million people were injured.
- Most people killed and injured in traffic crashes were drivers (67%), followed by passengers (24%), motorcyclists (3%), pedestrians (3%), and pedalcyclists (2%).
- 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.
- The fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was nearly the same for females and males.
- Of the people who were killed in 2021 in traffic crashes, 31 percent died in alcohol-impaired-driving crashes.

4. People

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

Person Type	People Killed	People Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
Vehicle Occupants						
Drivers	21,786	103,534	581,547	1,004,514	1,689,595	1,711,381
Passengers	6,527	34,232	179,646	393,147	607,024	613,551
Unknown	45	129	378	764	1,272	1,317
<i>Subtotal</i>	<i>28,358</i>	<i>137,895</i>	<i>761,570</i>	<i>1,398,425</i>	<i>2,297,890</i>	2,326,248
Motorcyclists	5,932	25,060	38,116	19,509	82,686	88,618
Nonoccupants						
Pedestrians	7,388	14,683	25,107	20,787	60,577	67,965
Pedalcyclists	966	5,123	21,428	15,064	41,615	42,581
Other/Unknown	295	1,444	6,183	7,262	14,889	15,184
<i>Subtotal</i>	<i>8,649</i>	<i>21,250</i>	<i>52,717</i>	<i>43,114</i>	<i>117,081</i>	125,730
Total	42,939	184,204	852,404	1,461,048	2,497,657	2,540,596

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

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

Age Group	People Killed	People Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
<5	355	1,575	12,300	31,072	44,947	45,302
5-9	366	2,500	14,781	33,882	51,163	51,529
10-14	463	3,391	20,714	42,084	66,189	66,652
15-20	3,597	19,129	123,150	180,712	322,991	326,588
21-24	3,482	18,422	90,884	136,025	245,331	248,813
25-34	8,448	41,466	172,049	298,325	511,841	520,289
35-44	6,716	31,618	135,578	228,722	395,918	402,634
45-54	5,789	24,250	99,523	189,207	312,980	318,769
55-64	6,005	22,856	88,730	168,393	279,980	285,985
65-74	4,059	12,292	59,997	95,445	167,734	171,793
>74	3,430	6,607	34,625	57,099	98,330	101,760
Total*	42,939	184,204	852,404	1,461,048	2,497,657	2,540,596

*Includes people killed and injured 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

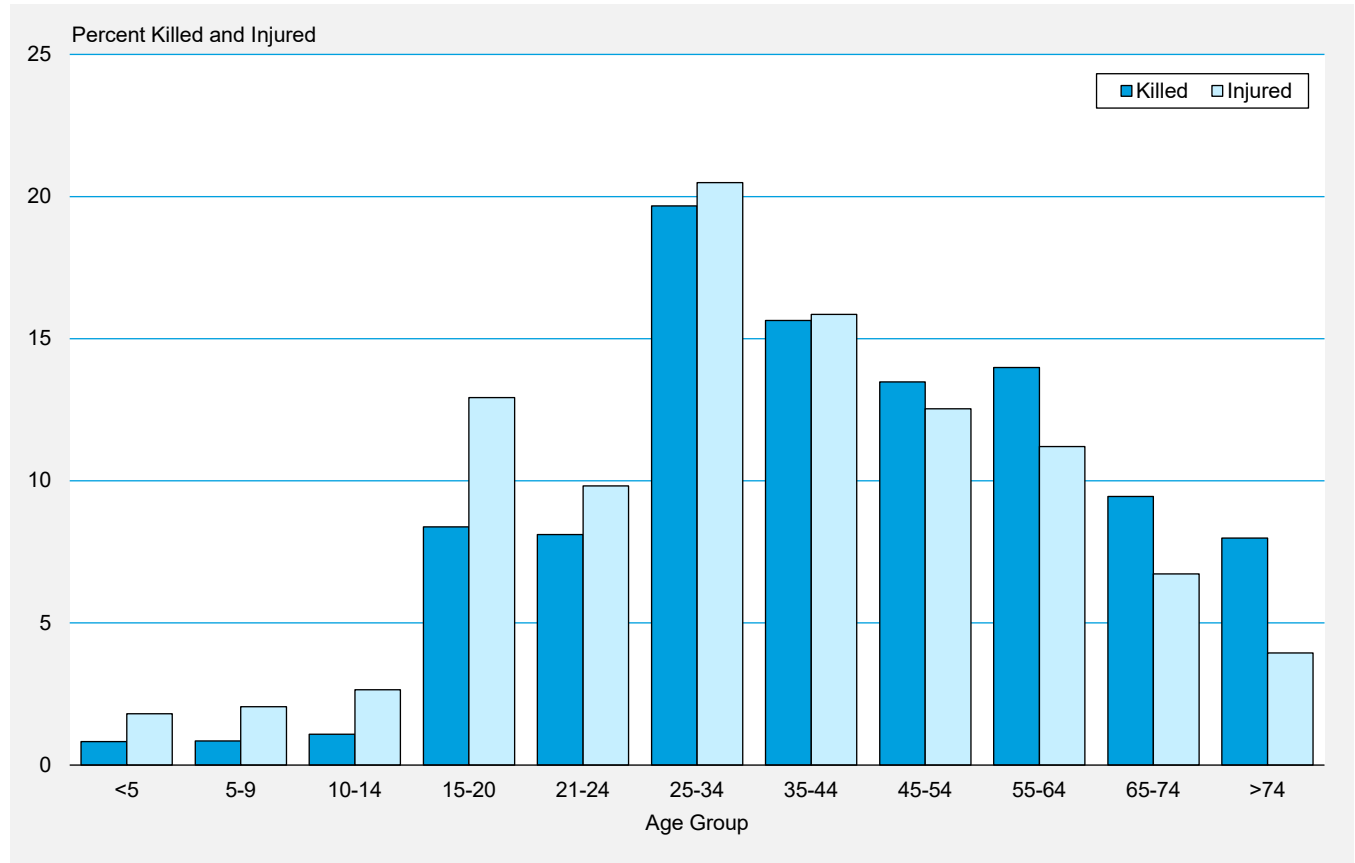
Sex	People Killed	People Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
Male	30,747	114,042	441,025	681,092	1,236,159	1,266,906
Female	12,051	70,128	411,329	779,906	1,261,363	1,273,414
Total*	42,939	184,204	852,404	1,461,048	2,497,657	2,540,596

*Includes people killed and injured of unknown sex.

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

4. People

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



4. People

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

Age Group	Male			Female			Total*		
	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	182	9,624,352	1.89	170	9,202,986	1.85	355	18,827,338	1.89
5-9	191	10,376,158	1.84	173	9,915,390	1.74	366	20,291,548	1.80
10-14	289	10,988,223	2.63	173	10,459,561	1.65	463	21,447,784	2.16
15-20	2,459	13,242,042	18.57	1,130	12,669,303	8.92	3,597	25,911,345	13.88
21-24	2,527	8,754,172	28.87	950	8,423,146	11.28	3,482	17,177,318	20.27
25-34	6,298	23,053,362	27.32	2,134	22,441,743	9.51	8,448	45,495,105	18.57
35-44	4,931	21,857,613	22.56	1,774	21,546,241	8.23	6,716	43,403,854	15.47
45-54	4,323	20,311,959	21.28	1,454	20,376,477	7.14	5,789	40,688,436	14.23
55-64	4,501	20,963,318	21.47	1,491	21,839,746	6.83	6,005	42,803,064	14.03
65-74	2,863	15,869,086	18.04	1,188	17,797,036	6.68	4,059	33,666,122	12.06
>74	2,062	9,344,457	22.07	1,362	12,837,374	10.61	3,430	22,181,831	15.46
Unknown	121	**	**	52	**	**	229	**	**
Total	30,747	164,384,742	18.70	12,051	167,509,003	7.19	42,939	331,893,745	12.94

Age Group	Male			Female			Total*		
	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	24,956	9,624,352	259	19,990	9,202,986	217	44,947	18,827,338	239
5-9	23,442	10,376,158	226	27,719	9,915,390	280	51,163	20,291,548	252
10-14	32,712	10,988,223	298	33,475	10,459,561	320	66,189	21,447,784	309
15-20	152,766	13,242,042	1,154	170,211	12,669,303	1,343	322,991	25,911,345	1,247
21-24	120,273	8,754,172	1,374	125,052	8,423,146	1,485	245,331	17,177,318	1,428
25-34	264,778	23,053,362	1,149	247,050	22,441,743	1,101	511,841	45,495,105	1,125
35-44	195,218	21,857,613	893	200,691	21,546,241	931	395,918	43,403,854	912
45-54	156,494	20,311,959	770	156,478	20,376,477	768	312,980	40,688,436	769
55-64	140,305	20,963,318	669	139,674	21,839,746	640	279,980	42,803,064	654
65-74	79,873	15,869,086	503	87,860	17,797,036	494	167,734	33,666,122	498
>74	45,248	9,344,457	484	53,081	12,837,374	413	98,330	22,181,831	443
Total***	1,236,159	164,384,742	752	1,261,363	167,509,003	753	2,497,657	331,893,745	753

Source: Population—Census Bureau

*Includes people killed and injured of unknown sex.

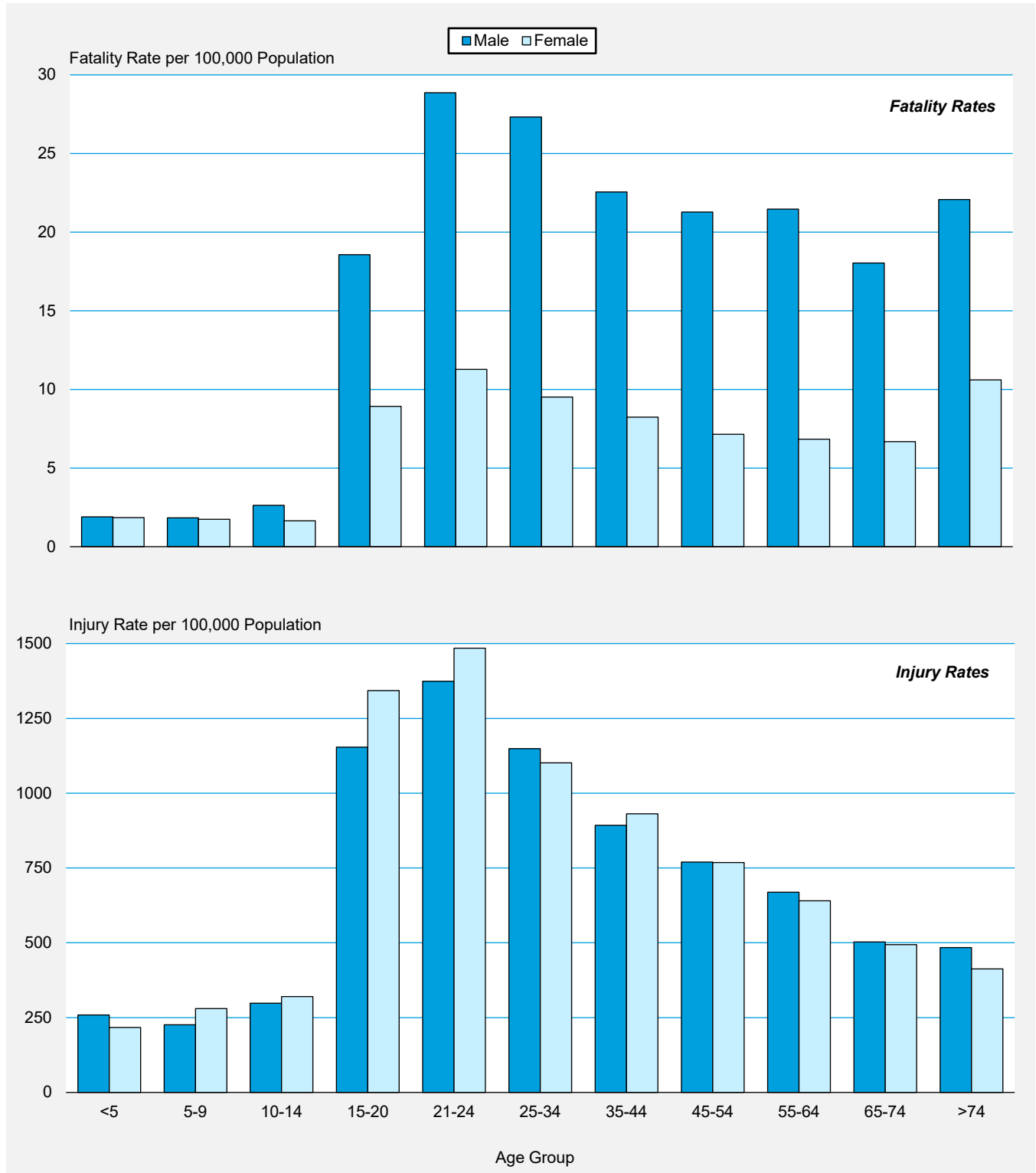
**Not applicable.

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

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

4. People

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



4. People

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	17,187	8,003	10,244	1,490	19	37,033
Rain	1,163	689	873	135	5	2,869
Snow/Sleet	200	63	139	25	0	427
Other	186	89	307	61	1	653
Unknown	828	307	546	59	1	1,957
Total	19,564	9,151	12,109	1,770	26	42,939
People Injured						
Normal	1,551,331	397,285	213,904	84,792	168	2,247,495
Rain	127,504	42,338	24,298	8,933	233	203,307
Snow/Sleet	15,861	5,269	7,858	2,028	60	31,076
Other	5,346	3,250	4,678	1,367	0	14,647
Total**	1,700,588	448,398	251,023	97,141	462	2,497,657

*Includes people killed and injured in crashes with unknown light conditions.

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

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

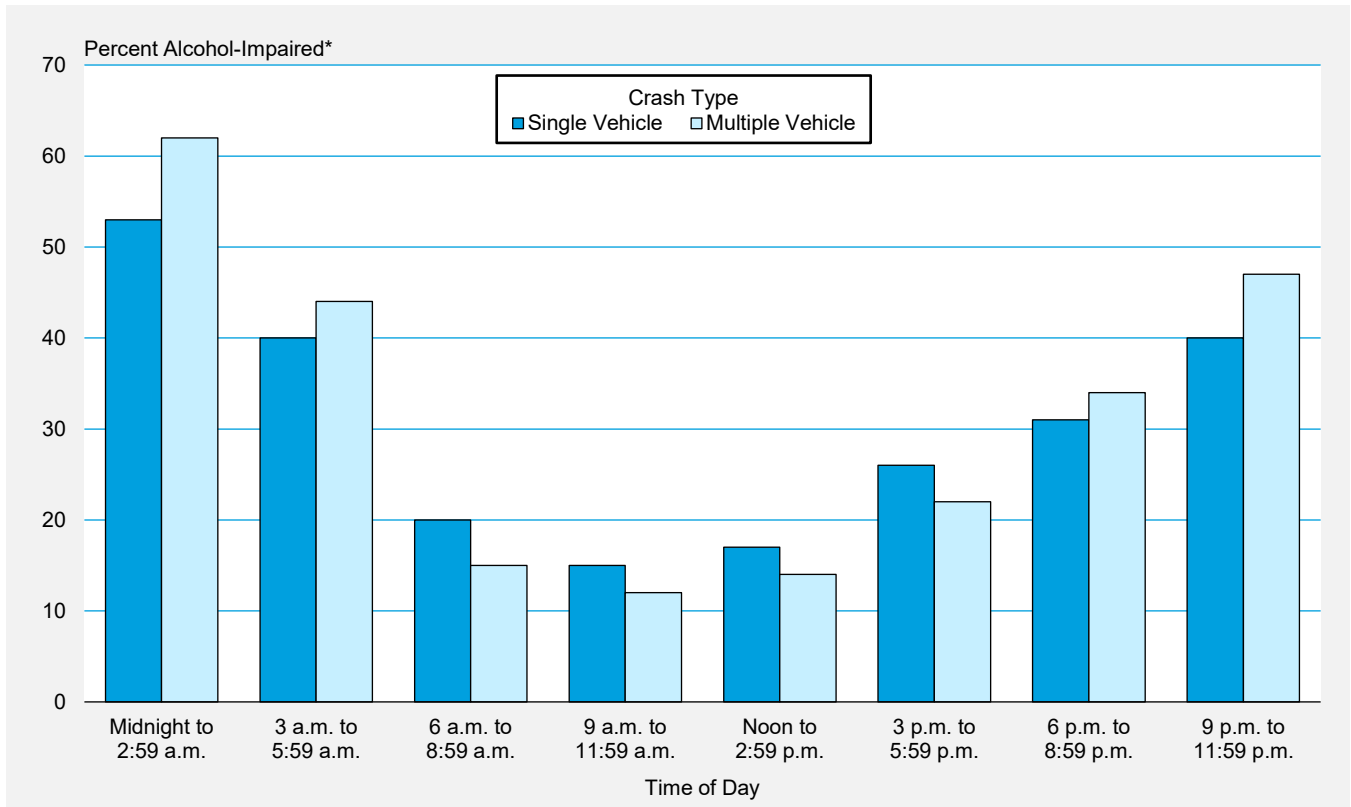
Table 59. People Killed in Crashes and Percentage Alcohol-Impaired-Driving Fatalities, by Time of Day and Crash Type

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		Number	Percent		Number	Number
Midnight to 2:59 a.m.	3,459	1,847	53	1,616	999	62	5,075	2,846	56
3 a.m. to 5:59 a.m.	2,344	945	40	1,285	565	44	3,629	1,510	42
6 a.m. to 8:59 a.m.	1,947	392	20	1,993	298	15	3,940	690	18
9 a.m. to 11:59 a.m.	1,658	244	15	2,136	257	12	3,794	500	13
Noon to 2:59 p.m.	2,141	358	17	3,142	426	14	5,283	784	15
3 p.m. to 5:59 p.m.	2,787	718	26	3,758	831	22	6,545	1,549	24
6 p.m. to 8:59 p.m.	4,222	1,330	31	3,297	1,126	34	7,519	2,456	33
9 p.m. to 11:59 p.m.	4,277	1,697	40	2,550	1,202	47	6,827	2,900	42
Unknown	294	137	47	33	13	38	327	150	46
Total	23,129	7,668	33	19,810	5,716	29	42,939	13,384	31

*Highest BAC among drivers involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

4. People

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



4. People

Table 60. People Killed in Work Zones, by Functional System and Person Type

Functional System	Person Type					Total
	Drivers	Passengers	Pedestrians	Pedalcyclists	Other Nonoccupants	
Principal Arterial						
Interstate	202	72	63	0	3	340
Freeway/Expressway	55	16	7	1	0	79
Other	137	35	48	11	1	232
Minor Arterial						
Collector	61	15	19	2	0	97
Local Road or Street	45	8	13	0	0	66
Unknown	13	5	5	0	0	23
Unknown	17	2	1	0	0	20
Total	530	153	156	14	4	857

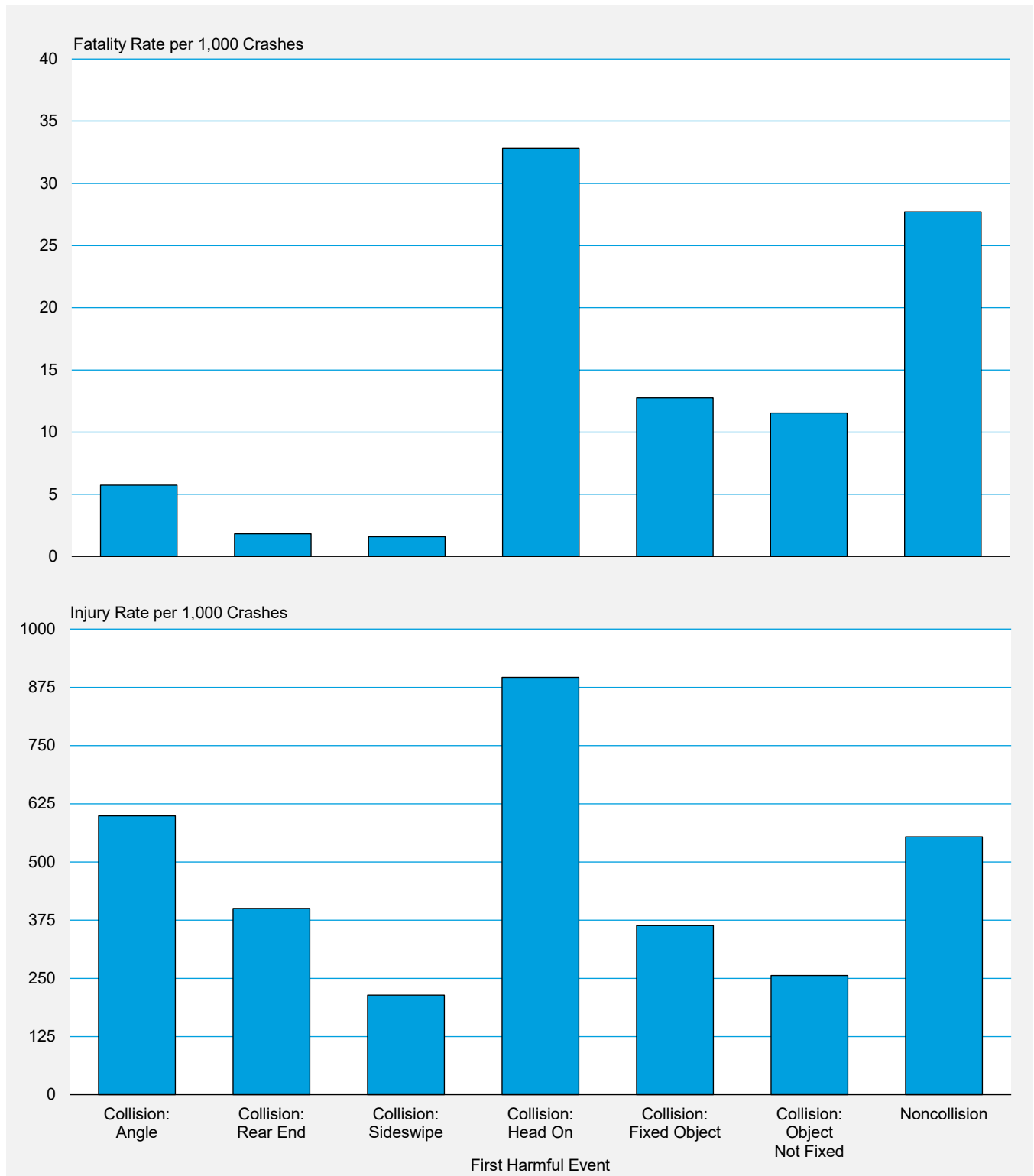
Table 61. People Killed in Crashes Involving Emergency Vehicles, by Person Type, Crash Type, and Vehicle Type

Person Type	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Total	In Emergency Use*	Total	In Emergency Use*	Total	In Emergency Use*
Ambulance						
Ambulance Drivers	0	0	3	0	3	0
Ambulance Passengers	1	0	4	0	5	0
Occupants of Other Vehicle	0	0	28	13	28	13
Pedestrians	0	0	3	2	3	2
Pedalcyclists	0	0	0	0	0	0
Other Nonoccupants	0	0	0	0	0	0
Total	1	0	38	15	39	15
Fire Truck						
Fire Truck Drivers	1	1	1	1	2	2
Fire Truck Passengers	0	0	0	0	0	0
Occupants of Other Vehicle	0	0	15	11	15	11
Pedestrians	3	3	4	4	7	7
Pedalcyclists	0	0	0	0	0	0
Other Nonoccupants	0	0	0	0	0	0
Total	4	4	20	16	24	20
Police Vehicle						
Police Vehicle Drivers	7	2	17	9	24	11
Police Vehicle Passengers	0	0	1	1	1	1
Occupants of Other Vehicle	0	0	58	28	58	28
Pedestrians	30	7	8	7	38	14
Pedalcyclists	3	2	0	0	3	2
Other Nonoccupants	1	0	0	0	1	0
Total	41	11	84	45	125	56

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

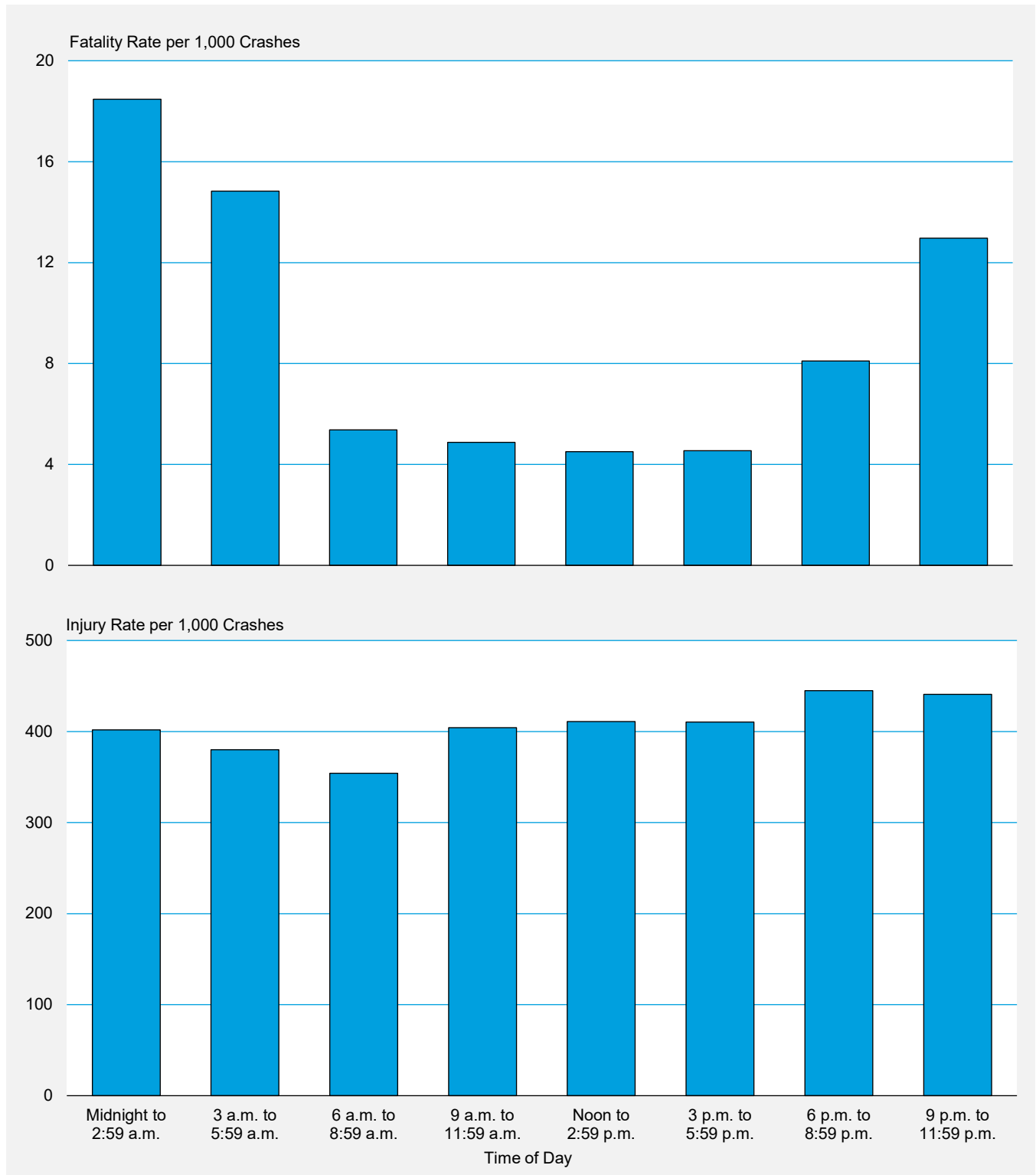
4. People

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



4. People

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



4. People

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

Age Group	Sex				Total*	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<15	70	**	24	**	94	**
15-20	3,603	60.28	1,471	25.51	5,088	43.33
21-24	4,013	55.31	1,493	21.49	5,513	38.82
25-34	9,785	47.96	3,390	16.74	13,200	32.47
35-44	7,609	38.67	2,665	13.41	10,291	26.02
45-54	6,741	36.21	2,014	10.70	8,764	23.41
55-64	6,228	31.93	1,852	9.21	8,085	20.41
65-74	3,568	23.79	1,197	7.47	4,768	15.36
>74	2,274	25.90	988	10.11	3,263	17.59
Unknown	145	**	36	**	1,838	**
Total	44,036	38.22	15,130	12.87	60,904	26.16
Drivers in Injury Crashes						
<15	2,313	**	1,986	**	4,299	**
15-20	210,791	3,527	170,641	2,960	381,432	3,248
21-24	188,714	2,601	148,414	2,137	337,128	2,374
25-34	407,929	1,999	306,809	1,515	714,738	1,758
35-44	320,595	1,629	239,754	1,207	560,349	1,417
45-54	262,368	1,409	180,756	960	443,124	1,183
55-64	230,283	1,180	153,362	763	383,645	968
65-74	125,409	836	92,511	577	217,919	702
>74	68,119	776	49,924	511	118,043	636
Total	1,816,518	1,577	1,344,159	1,143	3,160,677	1,358
Drivers in Property-Damage-Only Crashes						
<15	4,746	**	3,059	**	7,806	**
15-20	521,856	8,731	441,251	7,654	963,106	8,202
21-24	464,183	6,397	346,476	4,988	810,659	5,708
25-34	1,003,080	4,916	718,086	3,546	1,721,166	4,234
35-44	781,466	3,972	535,808	2,697	1,317,274	3,331
45-54	664,440	3,569	418,241	2,222	1,082,681	2,891
55-64	560,947	2,875	344,932	1,716	905,880	2,287
65-74	316,842	2,113	226,503	1,413	543,345	1,751
>74	145,538	1,658	101,992	1,044	247,530	1,334
Total	4,463,098	3,874	3,136,348	2,668	7,599,446	3,265
Drivers in All Crashes						
<15	7,129	**	5,070	**	12,198	**
15-20	736,249	12,319	613,363	10,639	1,349,626	11,494
21-24	656,910	9,054	496,383	7,146	1,153,299	8,121
25-34	1,420,794	6,964	1,028,286	5,078	2,449,104	6,024
35-44	1,109,669	5,640	778,227	3,917	1,887,913	4,774
45-54	933,549	5,014	601,011	3,193	1,534,569	4,098
55-64	797,458	4,088	500,147	2,488	1,297,610	3,276
65-74	445,819	2,972	320,211	1,997	766,032	2,468
>74	215,931	2,460	152,904	1,565	368,837	1,988
Unknown	145	**	36	**	1,838	**
Total	6,323,652	5,489	4,495,637	3,824	10,821,027	4,649

Source: Licensed Drivers—FHWA

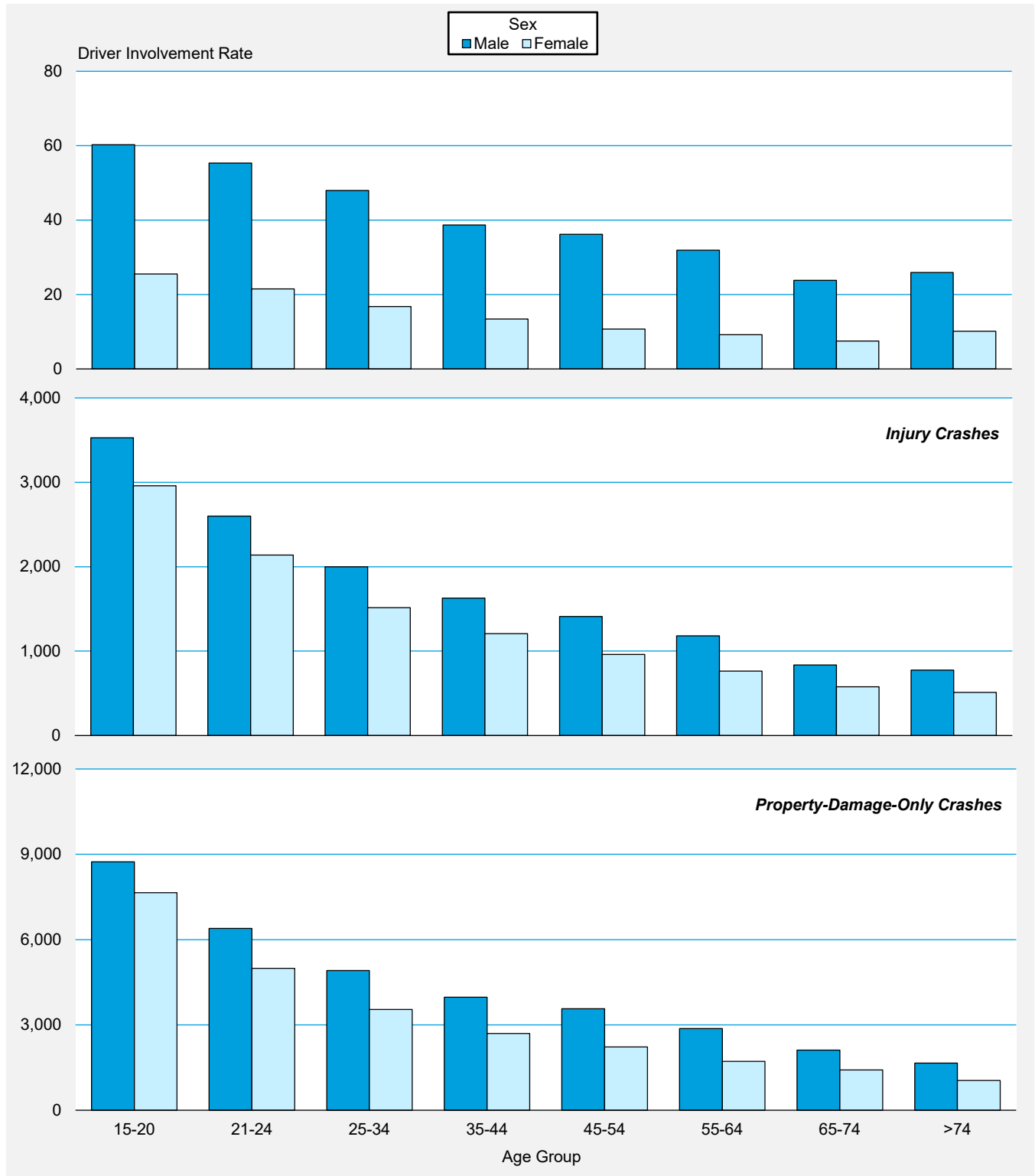
*Includes drivers in fatal crashes of unknown sex.

**Not applicable.

Notes: 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. Licensed drivers age 15 to 20 may include drivers under 15, because individual age data are not available for those under 16.

4. People

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



Notes: Licensed drivers age 15 to 20 may include drivers under 15, because individual age data are not available for those under 16.

4. People

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

Previous Convictions	Valid License (47,606)		Invalid License (10,777)		Total (58,383)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	8,181	17.2	1,850	17.2	10,031	17.2
Previous Recorded Suspensions or Revocations	3,776	7.9	3,426	31.8	7,202	12.3
Previous DWI Convictions	833	1.7	904	8.4	1,737	3.0
Previous Speeding Convictions	8,452	17.8	1,823	16.9	10,275	17.6
Previous Other Harmful Moving Convictions	7,917	16.6	2,642	24.5	10,559	18.1
Drivers with No Previous Convictions	26,903	56.5	4,721	43.8	31,624	54.2

Notes: Table does not include 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 compliance refers to the type of driver 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 Involved in Fatal Crashes

Factors	Number	Percent
Driving too fast for conditions, in excess of posted speed limit, or racing.....	11,254	18.5
Under the influence of alcohol, drugs, or medication	6,835	11.2
Operating vehicle in a careless manner	4,601	7.6
Failure to yield right-of-way	4,239	7.0
Failure to keep in proper lane.....	4,042	6.6
Distracted (phone, talking, eating, object, etc.).....	3,346	5.5
Operating vehicle in erratic, reckless or negligent manner	2,615	4.3
Failure to obey traffic signs, signals, or officer.....	2,450	4.0
Overcorrecting/oversteering	1,845	3.0
Vision obscured (rain, snow, glare, lights, building, trees, etc.).....	1,584	2.6
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc.....	1,310	2.2
Driving wrong way on one-way trafficway or wrong side of road.....	1,278	2.1
Drowsy, asleep, fatigued, ill, or blackout	1,179	1.9
Making improper turn.....	445	0.7
Other factors	5,825	9.6
None reported.....	9,576	15.7
Unknown.....	19,636	32.2
Total Drivers.....	60,904	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.

4. People

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 Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
Passenger Car						
Drivers	10,219	49,505	291,926	488,010	829,441	839,660
Passengers	3,290	16,417	84,987	177,054	278,457	281,747
Unknown	20	81	269	472	823	843
<i>Subtotal</i>	<i>13,529</i>	<i>66,003</i>	<i>377,182</i>	<i>665,536</i>	<i>1,108,721</i>	<i>1,122,250</i>
Light Truck						
Drivers	9,849	43,018	248,566	418,112	709,696	719,545
Passengers	2,925	14,951	81,122	177,629	273,702	276,627
Unknown	22	46	107	269	422	444
<i>Subtotal</i>	<i>12,796</i>	<i>58,015</i>	<i>329,795</i>	<i>596,010</i>	<i>983,820</i>	<i>996,616</i>
Large Truck						
Drivers	856	3,735	13,699	15,306	32,740	33,596
Passengers	151	884	3,277	5,264	9,424	9,575
Unknown	1	0	0	0	0	1
<i>Subtotal</i>	<i>1,008</i>	<i>4,619</i>	<i>16,975</i>	<i>20,570</i>	<i>42,164</i>	<i>43,172</i>
Bus						
Drivers	9	5	736	1,323	2,064	2,073
Passengers	5	77	2,745	6,777	9,599	9,604
Unknown	0	0	0	0	0	0
<i>Subtotal</i>	<i>14</i>	<i>82</i>	<i>3,481</i>	<i>8,100</i>	<i>11,663</i>	<i>11,677</i>
Other/Unknown						
Drivers	853	7,270	26,620	81,763	115,653	116,506
Passengers	156	1,903	7,515	26,423	35,842	35,998
Unknown	2	2	2	24	28	30
<i>Subtotal</i>	<i>1,011</i>	<i>9,175</i>	<i>34,138</i>	<i>108,210</i>	<i>151,522</i>	<i>152,533</i>
Subtotal*	28,358	137,895	761,571	1,398,426	2,297,890	2,326,248
Motorcycle						
Riders	5,636	23,112	35,219	18,313	76,645	82,281
Passengers	296	1,948	2,874	1,196	6,018	6,314
Unknown	0	0	23	0	23	23
Subtotal	5,932	25,060	38,116	19,509	82,686	88,618
Total	34,290	162,955	799,687	1,417,935	2,380,576	2,414,866

*Excludes motorcycles.

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

4. People

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	1,729	11.2	1,369	7.2	3,098	9.0
35 or 40 mph	2,593	16.8	3,089	16.4	5,682	16.6
45 or 50 mph	2,721	17.7	3,850	20.4	6,571	19.2
55 mph	4,202	27.3	5,002	26.5	9,204	26.8
60 mph or higher	3,573	23.2	4,535	24.0	8,108	23.6
No Statutory Limit	32	0.2	287	1.5	319	0.9
Unknown	550	3.6	758	4.0	1,308	3.8
Total	15,400	100.0	18,890	100.0	34,290	100.0
Occupants Injured						
30 mph or less	83,468	17.4	249,769	13.1	333,237	14.0
35 or 40 mph	96,042	20.0	526,038	27.7	622,080	26.1
45 or 50 mph	72,939	15.2	455,664	24.0	528,603	22.2
55 mph	83,311	17.4	181,944	9.6	265,255	11.1
60 mph or higher	81,232	16.9	200,760	10.6	281,991	11.8
No Statutory Limit	2,515	0.5	35,377	1.9	37,892	1.6
Unknown	60,616	12.6	250,902	13.2	311,518	13.1
Total	480,121	100.0	1,900,455	100.0	2,380,576	100.0

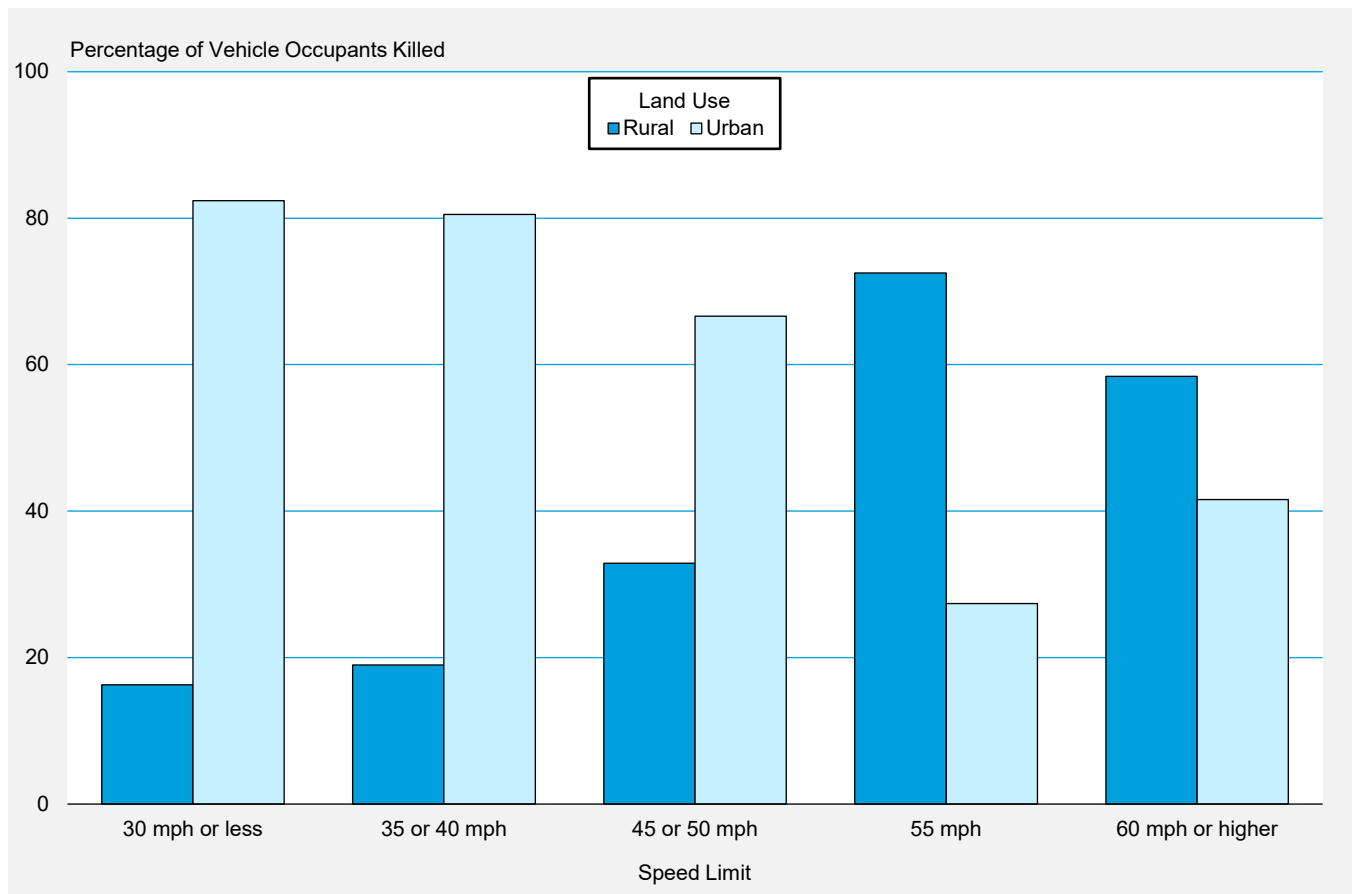
Note: Totals may not equal sum of components due to independent rounding.

4. People

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	504	16.3	2,552	82.4	42	1.4	3,098	100.0
35 or 40 mph	1,079	19.0	4,576	80.5	27	0.5	5,682	100.0
45 or 50 mph	2,164	32.9	4,376	66.6	31	0.5	6,571	100.0
55 mph	6,675	72.5	2,518	27.4	11	0.1	9,204	100.0
60 mph or higher	4,735	58.4	3,372	41.6	1	0.0	8,108	100.0
No Statutory Limit	126	39.5	189	59.2	4	1.3	319	100.0
Unknown	479	36.6	770	58.9	59	4.5	1,308	100.0
Total	15,762	46.0	18,353	53.5	175	0.5	34,290	100.0

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



4. People

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	8,510	8,793	934	7	842	19,086	5,439	24,525
Female	4,994	3,985	73	7	161	9,220	485	9,705
Unknown	25	18	1	0	8	52	8	60
Total	13,529	12,796	1,008	14	1,011	28,358	5,932	34,290
Occupants Injured								
Male	497,869	466,865	37,737	5,922	76,767	1,085,159	71,670	1,156,828
Female	610,815	516,917	4,423	5,731	74,725	1,212,612	11,015	1,223,627
Total*	1,108,721	983,820	42,164	11,663	151,522	2,297,890	82,686	2,380,576

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

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

4. People

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

Age Group	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
<5	161	125	1	0	1	288	0	288
5-9	156	134	3	0	8	301	1	302
10-14	133	154	3	1	59	350	10	360
15-20	1,825	983	31	0	112	2,951	294	3,245
21-24	1,564	896	41	0	83	2,584	472	3,056
25-34	3,015	2,256	160	1	174	5,606	1,393	6,999
35-44	1,856	1,928	174	1	165	4,124	1,099	5,223
45-54	1,317	1,736	222	4	138	3,417	1,087	4,504
55-64	1,252	1,772	240	4	113	3,381	970	4,351
65-74	957	1,387	100	1	88	2,533	489	3,022
>74	1,250	1,387	33	2	60	2,732	109	2,841
Unknown	43	38	0	0	10	91	8	99
Total	13,529	12,796	1,008	14	1,011	28,358	5,932	34,290
Occupants Injured								
<5	20,176	21,606	37	283	1,498	43,600	28	43,628
5-9	20,399	24,462	487	253	2,213	47,814	111	47,925
10-14	21,209	28,631	581	2,142	5,512	58,076	768	58,844
15-20	183,946	94,830	1,898	2,300	21,716	304,689	5,139	309,828
21-24	143,638	65,406	3,390	207	13,858	226,499	9,556	236,055
25-34	246,650	180,412	7,988	1,215	32,561	468,824	22,353	491,177
35-44	157,064	172,411	9,122	1,004	23,007	362,609	15,608	378,217
45-54	114,933	138,643	8,272	1,445	21,622	284,914	12,977	297,891
55-64	100,966	127,281	7,736	1,800	15,309	253,092	10,728	263,820
65-74	61,604	81,532	2,267	676	8,195	154,274	4,585	158,859
>74	38,048	48,516	383	336	5,995	93,278	829	94,106
Total*	1,108,721	983,820	42,164	11,663	151,522	2,297,890	82,686	2,380,576

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

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

4. People

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

Age Group	Person Type											
	Drivers						Passengers					
	Sex				Total*		Sex				Total**	
	Male		Female				Male		Female			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	0	0.0	0	0.0	0	0.0	144	50.0	144	50.0	288	100.0
5-9	2	66.7	1	33.3	3	100.0	151	50.5	146	48.8	299	100.0
10-14	48	85.7	8	14.3	56	100.0	173	56.9	131	43.1	304	100.0
15-20	1,599	75.6	512	24.2	2,116	100.0	621	55.0	505	44.7	1,129	100.0
21-24	1,860	77.6	536	22.4	2,398	100.0	361	54.9	296	45.0	658	100.0
25-34	4,645	78.9	1,233	20.9	5,889	100.0	585	52.7	523	47.1	1,110	100.0
35-44	3,505	78.3	970	21.7	4,478	100.0	349	46.8	395	53.0	745	100.0
45-54	3,141	79.7	800	20.3	3,943	100.0	242	43.1	318	56.7	561	100.0
55-64	3,038	80.0	758	20.0	3,799	100.0	211	38.2	340	61.6	552	100.0
65-74	1,980	77.3	579	22.6	2,562	100.0	134	29.1	326	70.9	460	100.0
>74	1,485	69.8	643	30.2	2,129	100.0	198	27.8	512	71.9	712	100.0
Unknown	26	53.1	9	18.4	49	100.0	27	54.0	20	40.0	50	100.0
Total	21,329	77.8	6,049	22.1	27,422	100.0	3,196	46.5	3,656	53.2	6,868	100.0
Occupants Injured												
<5	0	0.0	0	0.0	0	0.0	23,970	54.9	19,656	45.1	43,628	100.0
5-9	47	67.9	22	32.1	69	100.0	21,489	44.9	26,364	55.1	47,856	100.0
10-14	1,702	57.2	1,274	42.8	2,976	100.0	26,017	46.6	29,849	53.4	55,868	100.0
15-20	101,321	49.8	101,931	50.1	203,256	100.0	42,500	39.9	64,062	60.1	106,572	100.0
21-24	94,672	50.4	93,093	49.6	187,767	100.0	19,621	40.6	28,663	59.4	48,288	100.0
25-34	212,576	53.0	188,327	47.0	400,911	100.0	38,084	42.2	52,179	57.8	90,267	100.0
35-44	157,187	50.9	151,908	49.1	309,103	100.0	25,401	36.8	43,712	63.2	69,114	100.0
45-54	131,255	53.1	115,986	46.9	247,245	100.0	15,094	29.8	35,548	70.2	50,646	100.0
55-64	116,746	53.5	101,644	46.5	218,390	100.0	11,942	26.3	33,488	73.7	45,431	100.0
65-74	66,040	52.8	59,143	47.2	125,182	100.0	7,951	23.6	25,725	76.4	33,677	100.0
>74	37,278	52.3	33,998	47.7	71,276	100.0	5,848	25.6	16,981	74.4	22,830	100.0
Unknown	18	28.1	11	17.2	64	100.0	69	42.9	63	39.1	161	100.0
Total	918,842	52.0	847,336	48.0	1,766,239	100.0	237,986	38.7	376,291	61.3	614,337	100.0

*Includes drivers of unknown sex.

**Includes passengers of unknown sex.

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

4. People

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

Vehicle Type	Most Harmful Event								Total*	
	Collision With						Noncollision			
	Motor Vehicle in Transport		Object Not Fixed		Fixed Object					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed										
Passenger Car	7,458	55.1	321	2.4	3,734	27.6	2,013	14.9	13,529	100.0
Light Truck	5,618	43.9	307	2.4	3,267	25.5	3,596	28.1	12,796	100.0
Large Truck	326	32.3	38	3.8	216	21.4	427	42.4	1,008	100.0
Bus	11	78.6	0	0.0	1	7.1	2	14.3	14	100.0
Other/Unknown	367	36.3	28	2.8	209	20.7	389	38.5	1,011	100.0
<i>Subtotal</i>	<i>13,780</i>	<i>48.6</i>	<i>694</i>	<i>2.4</i>	<i>7,427</i>	<i>26.2</i>	<i>6,427</i>	<i>22.7</i>	28,358	100.0
Motorcycle	3,369	56.8	247	4.2	1,517	25.6	784	13.2	5,932	100.0
Total	17,149	50.0	941	2.7	8,944	26.1	7,211	21.0	34,290	100.0
Occupants Injured										
Passenger Car	882,564	79.6	37,729	3.4	147,183	13.3	41,224	3.7	1,108,721	100.0
Light Truck	778,017	79.1	33,968	3.5	112,425	11.4	59,346	6.0	983,820	100.0
Large Truck	26,533	62.9	1,879	4.5	5,691	13.5	8,050	19.1	42,164	100.0
Bus	8,529	73.1	944	8.1	2,122	18.2	68	0.6	11,663	100.0
Other/Unknown	116,970	77.2	11,792	7.8	14,743	9.7	8,018	5.3	151,522	100.0
<i>Subtotal</i>	<i>1,812,613</i>	<i>78.9</i>	<i>86,311</i>	<i>3.8</i>	<i>282,164</i>	<i>12.3</i>	<i>116,706</i>	<i>5.1</i>	2,297,890	100.0
Motorcycle	46,227	55.9	4,953	6.0	10,978	13.3	20,528	24.8	82,686	100.0
Total	1,858,839	78.1	91,265	3.8	293,142	12.3	137,234	5.8	2,380,576	100.0

*Includes people killed and injured where the most harmful event was unknown or there was a harmful event, but the details were not reported.

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

4. People

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	7,970	7,600	621	9	404	16,604	3,662	20,266
Left Side	1,746	1,318	49	2	73	3,188	316	3,504
Right Side	1,662	1,069	37	2	65	2,835	286	3,121
Rear	777	638	27	0	92	1,534	275	1,809
Other	138	145	10	0	11	304	17	321
Noncollision	550	1,402	213	1	273	2,439	931	3,370
Unknown	686	624	51	0	93	1,454	445	1,899
Total	13,529	12,796	1,008	14	1,011	28,358	5,932	34,290
Occupants Injured								
Front	635,785	524,048	22,351	3,920	80,058	1,266,162	42,736	1,308,899
Left Side	101,055	98,493	3,253	3,571	15,756	222,129	7,411	229,540
Right Side	97,009	83,383	2,366	1,154	14,148	198,060	5,558	203,619
Rear	256,217	252,486	8,087	3,014	36,366	556,170	5,230	561,400
Other	3,929	3,598	798	0	567	8,893	127	9,019
Noncollision	14,364	21,434	5,240	4	4,599	45,641	21,584	67,225
Unknown	363	376	69	0	27	835	40	875
Total	1,108,721	983,820	42,164	11,663	151,522	2,297,890	82,686	2,380,576

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

4. People

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	2,367	17.5	11,080	81.9	82	0.6	13,529	100.0
Light Truck	3,500	27.4	9,212	72.0	84	0.7	12,796	100.0
Large Truck	267	26.5	731	72.5	10	1.0	1,008	100.0
Bus	5	35.7	9	64.3	0	0.0	14	100.0
Other/Unknown	360	35.6	588	58.2	63	6.2	1,011	100.0
Total**	6,499	22.9	21,620	76.2	239	0.8	28,358	100.0
Occupants Injured								
Passenger Car	4,795	0.4	1,103,823	99.6	103	0.0	1,108,721	100.0
Light Truck	6,660	0.7	976,989	99.3	171	0.0	983,820	100.0
Large Truck	740	1.8	41,416	98.2	8	0.0	42,164	100.0
Bus	6	0.1	11,656	99.9	1	0.0	11,663	100.0
Other/Unknown	2,591	1.7	148,914	98.3	17	0.0	151,522	100.0
Total**	14,793	0.6	2,282,798	99.3	300	0.0	2,297,890	100.0

*Includes total and partial ejection.

**Excludes motorcyclists.

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

4. People

Table 74. Vehicle 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	—	1,754
Passenger Car	3,247	Light Truck	1,125	4,372
Passenger Car	1,375	Large Truck	41	1,416
Passenger Car	13	Motorcycle	1,057	1,070
Passenger Car	52	Bus	1	53
Passenger Car	69	Other/Unknown	99	168
Light Truck	—	Light Truck	—	2,384
Light Truck	1,549	Large Truck	63	1,612
Light Truck	24	Motorcycle	1,678	1,702
Light Truck	38	Bus	3	41
Light Truck	73	Other/Unknown	181	254
Large Truck	—	Large Truck	—	207
Large Truck	0	Motorcycle	253	253
Large Truck	4	Bus	4	8
Large Truck	7	Other/Unknown	37	44
Motorcycle	—	Motorcycle	—	64
Motorcycle	19	Bus	0	19
Motorcycle	88	Other/Unknown	3	91
Bus	—	Bus	—	0
Bus	0	Other/Unknown	4	4
Other/Unknown	—	Other/Unknown	—	47
Total Occupants Killed				15,563
Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	330,349
Passenger Car	327,268	Light Truck	259,360	586,627
Passenger Car	37,580	Large Truck	8,962	46,543
Passenger Car	2,071	Motorcycle	18,465	20,537
Passenger Car	1,932	Bus	2,455	4,387
Passenger Car	41,256	Other/Unknown	30,838	72,094
Light Truck	—	Light Truck	—	327,145
Light Truck	35,327	Large Truck	8,195	43,522
Light Truck	2,044	Motorcycle	17,527	19,572
Light Truck	2,008	Bus	3,936	5,944
Light Truck	26,299	Other/Unknown	21,642	47,941
Large Truck	—	Large Truck	—	4,874
Large Truck	68	Motorcycle	1,477	1,545
Large Truck	1	Bus	330	331
Large Truck	1,037	Other/Unknown	4,153	5,191
Total Occupants Injured				1,516,603

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

4. People

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

Vehicle Body Class	Occupants Involved		Occupants Killed	
	Number	Percent	Number	Percent
Passenger Cars	30,732	35.3	13,529	39.5
Convertible	634	0.7	336	1.0
Sedan	24,525	28.1	10,552	30.8
Coupe	2,560	2.9	1,245	3.6
Hatchback	2,550	2.9	1,192	3.5
Wagon	463	0.5	204	0.6
Light Trucks	39,343	45.1	12,796	37.3
Utility	21,813	25.0	6,961	20.3
Minivan	2,297	2.6	652	1.9
Cargo Van	775	0.9	209	0.6
Step Van	3	0.0	0	0.0
Other Van Type	766	0.9	216	0.6
Light Pickup	13,676	15.7	4,755	13.9
Other Light Truck	13	0.0	3	0.0
Large Trucks	6,868	7.9	1,008	2.9
Cargo Van	44	0.1	10	0.0
Step Van	25	0.0	8	0.0
Other Van Type	51	0.1	9	0.0
Large Pickup	1,097	1.3	180	0.5
Single-Unit Truck	1,791	2.1	264	0.8
Truck Tractor	3,763	4.3	531	1.5
Other Large Truck	97	0.1	6	0.0
Motorcycles	6,634	7.6	5,932	17.3
2-Wheel Motorcycle (excluding Motor Scooters)	5,984	6.9	5,357	15.6
Moped or Motorized Bicycle	98	0.1	95	0.3
3-Wheel Motorcycle (2 Rear Wheels)	97	0.1	77	0.2
Unenclosed 3-Wheel Motorcycle/Unenclosed Autocycle (1 Rear Wheel)	80	0.1	60	0.2
Motor Scooter	278	0.3	259	0.8
Other Motored Cycle Type (Minibikes, Pocket Bikes)	14	0.0	14	0.0
Unknown Motored Cycle Type	83	0.1	70	0.2
Buses*	586	0.7	14	0.0
School Bus	297	0.3	8	0.0
Intercity Bus	64	0.1	0	0.0
Transit Bus	156	0.2	4	0.0
Other Bus	69	0.1	2	0.0
Other Vehicle Type	1,262	1.4	778	2.3
Limousine	1	0.0	1	0.0
Motorhome	93	0.1	23	0.1
All-Terrain Vehicle	379	0.4	291	0.8
Recreational Off-Road Vehicle	367	0.4	204	0.6
Snowmobile	12	0.0	11	0.0
Farm Equipment	126	0.1	48	0.1
Construction Equipment	34	0.0	4	0.0
Low-Speed Vehicle	7	0.0	3	0.0
Golf Cart	53	0.1	27	0.1
Other Vehicle	190	0.2	166	0.5
Unknown Vehicle Type	1,719	2.0	233	0.7
Total	87,144	100.0	34,290	100.0

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

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Table 76. Passenger Car and Light-Truck Occupants Involved in Fatal Crashes and Occupants Killed, by Vehicle Age and Vehicle Type

Vehicle Age (Years)	Passenger Cars			Light Trucks								
				Pickup			Utility			Van		
	Occupants Involved	Occupants Killed		Occupants Involved	Occupants Killed		Occupants Involved	Occupants Killed		Occupants Involved	Occupants Killed	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent
0-3	4,305	1,588	36.89	2,088	468	22.41	4,726	1,207	25.54	655	125	19.08
4-7	6,725	2,445	36.36	2,256	481	21.32	4,620	1,277	27.64	750	166	22.13
8-11	5,973	2,410	40.35	1,614	440	27.26	3,373	999	29.62	576	127	22.05
12-15	6,211	2,952	47.53	2,120	758	35.75	3,182	1,004	31.55	654	207	31.65
16-19	4,234	2,270	53.61	2,652	1,115	42.04	3,862	1,509	39.07	701	265	37.80
20+	3,175	1,848	58.20	2,923	1,488	50.91	1,990	959	48.19	491	188	38.29
Unknown	109	16	14.68	34	7	20.59	60	6	10.00	16	0	0.00
Total	30,732	13,529	44.02	13,687	4,757	34.76	21,813	6,961	31.91	3,843	1,078	28.05

Notes: Vehicle age = crash year – model year. Vehicle age 0 includes model years 2021 and newer.

4. People

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

Person Type	Total Killed	Alcohol-Impaired-Driving Fatalities*	
		Number	Percent
Vehicle Occupants			
Drivers	21,786	7,668	35
Passengers	6,527	2,078	32
Unknown	45	8	18
<i>Subtotal</i>	<i>28,358</i>	<i>9,754</i>	<i>34</i>
Motorcyclists	5,932	2,023	34
Nonoccupants			
Pedestrians	7,388	1,383	19
Pedalcyclists	966	157	16
Other/Unknown	295	67	23
<i>Subtotal</i>	<i>8,649</i>	<i>1,607</i>	<i>19</i>
Total	42,939	13,384	31

*Fatalities in crashes involving a driver with a BAC of .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

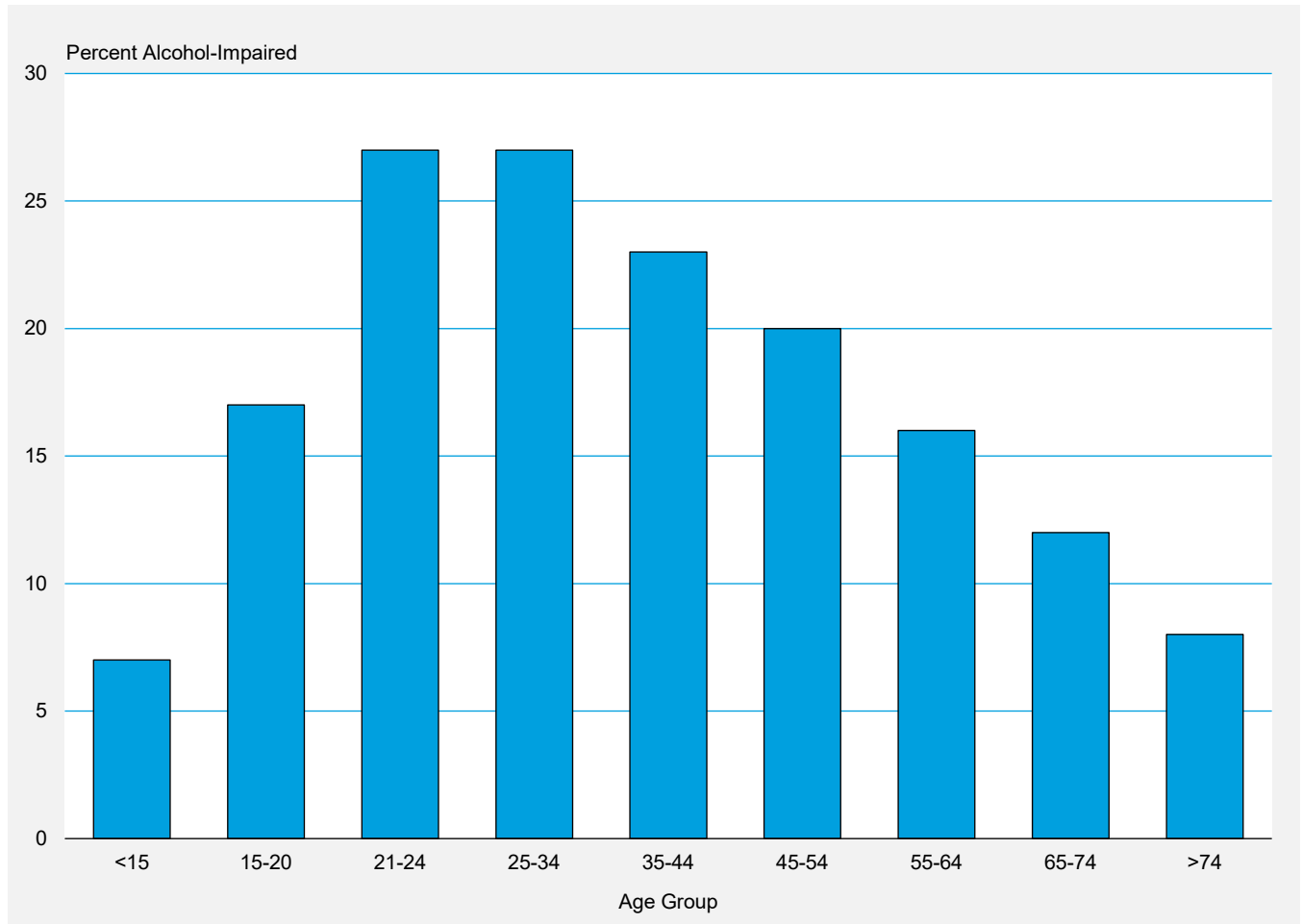
Table 78. Drivers Involved in Fatal Crashes, by Age Group and Their BACs

Age Group	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<15	85	91	2	2	7	7	9	9	94	100
15-20	4,008	79	196	4	884	17	1,080	21	5,088	100
21-24	3,754	68	260	5	1,499	27	1,759	32	5,513	100
25-34	9,126	69	543	4	3,531	27	4,074	31	13,200	100
35-44	7,484	73	390	4	2,417	23	2,807	27	10,291	100
45-54	6,694	76	335	4	1,735	20	2,070	24	8,764	100
55-64	6,522	81	279	3	1,284	16	1,563	19	8,085	100
65-74	4,039	85	140	3	589	12	729	15	4,768	100
>74	2,947	90	63	2	253	8	316	10	3,263	100
Unknown	1,109	60	165	9	563	31	729	40	1,838	100
Total	45,769	75	2,373	4	12,762	21	15,135	25	60,904	100

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

4. People

Figure 24. Percentage Alcohol Impairment (BAC = .08+ g/dL) for Drivers Involved in Fatal Crashes, by Age Group



4. People

Table 79. Drivers Killed in Crashes, by Time of Day, Day of Week, Age Group, 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	425	15	4,843	25
Weekday	263	11	3,197	22
Weekend	162	22	1,646	32
Nighttime	666	39	6,394	57
Weekday	295	34	2,832	50
Weekend	371	42	3,562	62
Multiple-Vehicle Crashes				
Daytime	563	8	8,004	10
Weekday	428	7	6,070	9
Weekend	135	10	1,934	13
Nighttime	511	21	5,732	31
Weekday	214	14	2,768	27
Weekend	297	25	2,964	35

*Highest BAC among drivers involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

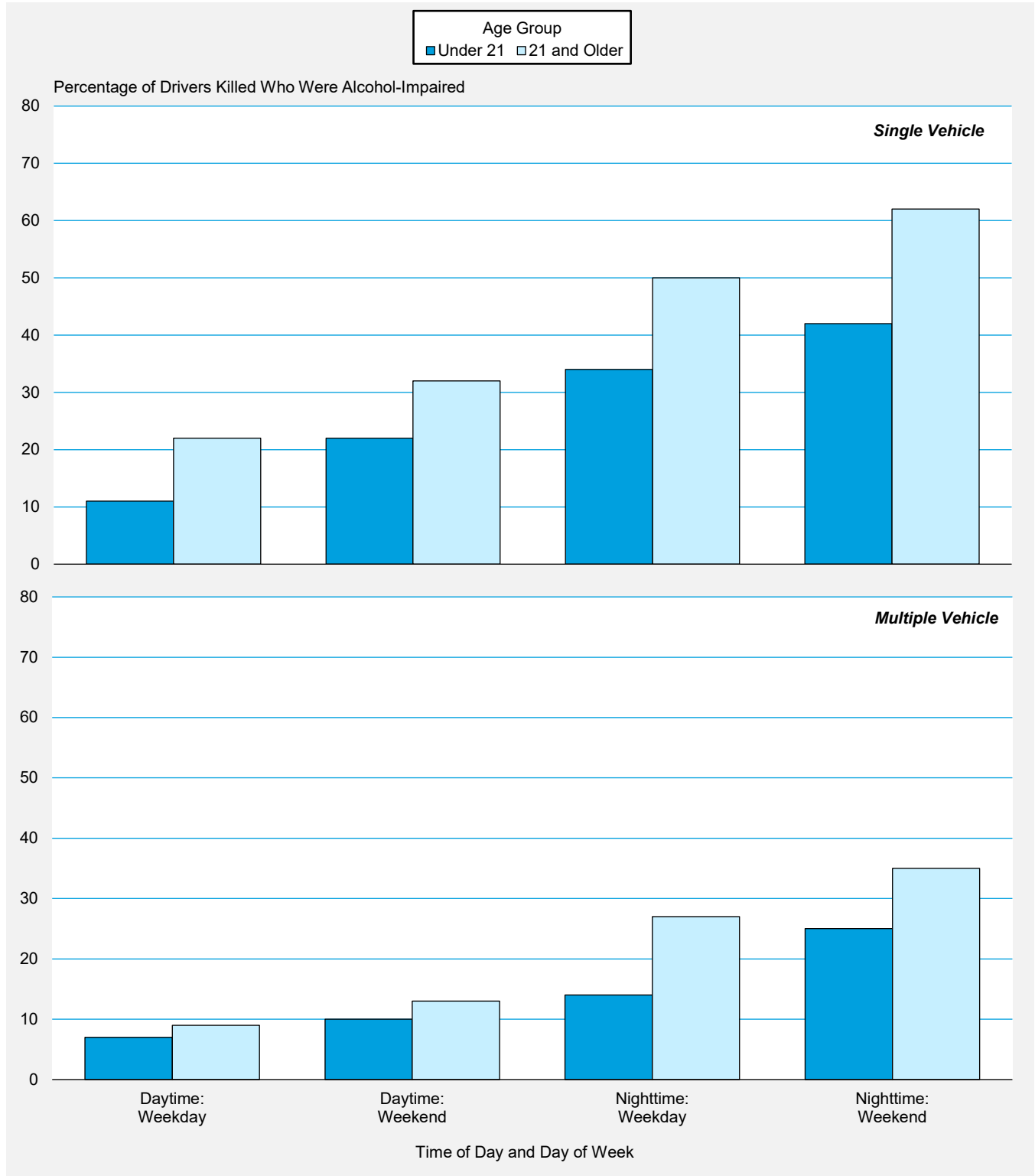
Table 80. Drivers Killed in Crashes, by Age Group and Their BACs

Age Group	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<15	54	92	2	3	4	6	5	8	59	100
15-20	1,552	73	93	4	471	22	564	27	2,116	100
21-24	1,356	57	128	5	914	38	1,042	43	2,398	100
25-34	3,325	56	282	5	2,282	39	2,564	44	5,889	100
35-44	2,604	58	235	5	1,639	37	1,874	42	4,478	100
45-54	2,482	63	209	5	1,252	32	1,461	37	3,943	100
55-64	2,709	71	182	5	908	24	1,090	29	3,799	100
65-74	2,031	79	101	4	430	17	531	21	2,562	100
>74	1,905	89	49	2	174	8	224	11	2,129	100
Unknown	31	63	3	7	15	30	18	37	49	100
Total	18,050	66	1,283	5	8,089	29	9,372	34	27,422	100

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

4. People

Figure 25. Percentage of Drivers Killed Who Were Alcohol-Impaired (BAC = .08+ g/dL), by Age Group, Crash Type, Time of Day, and Day of Week



4. People

Table 81. Drivers Involved in Fatal Crashes, by Vehicle Type and Their BACs

Vehicle Type	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	15,083	72	819	4	5,057	24	5,876	28	20,959	100
Light Truck	19,738	77	795	3	4,992	20	5,787	23	25,525	100
Large Truck	5,357	95	127	2	150	3	277	5	5,634	100
Bus	182	89	5	3	17	8	22	11	204	100
Other/Unknown	1,486	59	198	8	818	33	1,017	41	2,502	100
<i>Subtotal</i>	<i>41,846</i>	<i>76</i>	<i>1,944</i>	<i>4</i>	<i>11,035</i>	<i>20</i>	<i>12,979</i>	<i>24</i>	<i>54,824</i>	<i>100</i>
Motorcycle	3,923	65	429	7	1,727	28	2,157	35	6,080	100
Total	45,769	75	2,373	4	12,762	21	15,135	25	60,904	100

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

Table 82. People Killed, by Age Group and Highest Driver BAC in the Crash

Age Group	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	246	69	20	6	87	25	107	30	355	100
5-9	247	67	14	4	105	29	119	33	366	100
10-14	338	73	18	4	102	22	120	26	463	100
15-20	2,359	66	203	6	1,023	28	1,227	34	3,597	100
21-24	1,876	54	211	6	1,388	40	1,598	46	3,482	100
25-34	4,614	55	471	6	3,354	40	3,824	45	8,448	100
35-44	3,834	57	385	6	2,487	37	2,872	43	6,716	100
45-54	3,553	61	327	6	1,908	33	2,235	39	5,789	100
55-64	4,090	68	320	5	1,585	26	1,904	32	6,005	100
65-74	3,055	75	184	5	814	20	998	25	4,059	100
>74	2,852	83	103	3	471	14	575	17	3,430	100
Unknown	158	69	9	4	61	27	70	31	229	100
Total	27,221	63	2,266	5	13,384	31	15,650	36	42,939	100

*Includes people killed in crashes in which there was no driver present.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

Table 83. Pedestrians Killed, by Pedestrian and Driver BAC

Pedestrian's BAC	Driver's BAC						Total	
	.00		.01-.07		.08+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
.00	3,815	52	183	3	809	11	4,808	66
.01-.07	239	3	16	0	60	1	315	4
.08+	1,658	23	107	1	420	6	2,186	30
Total*	5,713	78	306	4	1,290	18	7,309	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 details, see page 5 of this report.

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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	13,219	63.1	5,504	26.3	2,236	10.7	20,959	100.0
Light Truck	16,918	66.3	6,317	24.7	2,290	9.0	25,525	100.0
Large Truck	4,689	83.2	539	9.6	406	7.2	5,634	100.0
Bus	181	88.7	9	4.4	14	6.9	204	100.0
Other/Unknown	217	8.7	976	39.0	1,309	52.3	2,502	100.0
Total*	35,224	64.2	13,345	24.3	6,255	11.4	54,824	100.0
Drivers in Injury Crashes								
Passenger Car	1,194,612	87.3	51,258	3.7	123,079	9.0	1,368,949	100.0
Light Truck	1,171,488	87.2	46,661	3.5	124,773	9.3	1,342,922	100.0
Large Truck	100,543	86.3	2,756	2.4	13,202	11.3	116,500	100.0
Bus	9,418	92.9	165	1.6	555	5.5	10,138	100.0
Other/Unknown	151,950	62.5	11,265	4.6	79,925	32.9	243,140	100.0
Total*	2,628,011	85.3	112,104	3.6	341,533	11.1	3,081,648	100.0
Drivers in Property-Damage-Only Crashes								
Passenger Car	2,808,987	89.3	46,321	1.5	289,810	9.2	3,145,119	100.0
Light Truck	3,012,122	89.4	44,668	1.3	314,107	9.3	3,370,897	100.0
Large Truck	348,297	87.4	5,108	1.3	44,897	11.3	398,302	100.0
Bus	34,382	89.8	408	1.1	3,478	9.1	38,268	100.0
Other/Unknown	341,024	54.4	10,016	1.6	276,314	44.0	627,354	100.0
Total*	6,544,812	86.3	106,521	1.4	928,606	12.3	7,579,939	100.0
All Crashes								
Passenger Car	4,016,818	88.6	103,083	2.3	415,125	9.2	4,535,026	100.0
Light Truck	4,200,528	88.6	97,646	2.1	441,170	9.3	4,739,344	100.0
Large Truck	453,529	87.1	8,402	1.6	58,505	11.2	520,436	100.0
Bus	43,981	90.5	581	1.2	4,047	8.3	48,609	100.0
Other/Unknown	493,191	56.5	22,257	2.5	357,547	41.0	872,995	100.0
Total*	9,208,048	85.9	231,970	2.2	1,276,394	11.9	10,716,411	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.

4. People

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

Age Group	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
<5	180	62.9	80	28.0	26	9.1	286	100.0
5-9	147	50.7	106	36.6	37	12.8	290	100.0
10-14	134	46.7	122	42.5	31	10.8	287	100.0
15-20	1,081	38.5	1,377	49.0	350	12.5	2,808	100.0
21-24	925	37.6	1,247	50.7	288	11.7	2,460	100.0
25-34	1,806	34.3	2,854	54.1	611	11.6	5,271	100.0
35-44	1,407	37.2	1,960	51.8	417	11.0	3,784	100.0
45-54	1,345	44.1	1,396	45.7	312	10.2	3,053	100.0
55-64	1,525	50.4	1,232	40.7	267	8.8	3,024	100.0
65-74	1,417	60.5	762	32.5	165	7.0	2,344	100.0
>74	1,828	69.3	651	24.7	158	6.0	2,637	100.0
Unknown	25	30.9	26	32.1	30	37.0	81	100.0
Total	11,820	44.9	11,813	44.9	2,692	10.2	26,325	100.0
Occupants Injured								
<5	37,386	89.5	1,937	4.6	2,460	5.9	41,782	100.0
5-9	38,699	86.3	2,564	5.7	3,598	8.0	44,861	100.0
10-14	42,290	84.9	4,038	8.1	3,512	7.0	49,840	100.0
15-20	232,644	83.5	18,453	6.6	27,679	9.9	278,775	100.0
21-24	175,223	83.8	14,645	7.0	19,175	9.2	209,043	100.0
25-34	356,533	83.5	29,548	6.9	40,980	9.6	427,061	100.0
35-44	276,747	84.0	20,008	6.1	32,719	9.9	329,475	100.0
45-54	216,399	85.3	11,917	4.7	25,259	10.0	253,576	100.0
55-64	201,160	88.1	9,276	4.1	17,811	7.8	228,247	100.0
65-74	125,999	88.0	6,160	4.3	10,977	7.7	143,137	100.0
>74	77,333	89.3	2,498	2.9	6,733	7.8	86,564	100.0
Total*	1,780,506	85.1	121,070	5.8	190,966	9.1	2,092,541	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.

4. People

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

Age Group	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,280	86.0	139	9.3	69	4.6	1,488	100.0
5-9	1,234	80.0	192	12.5	116	7.5	1,542	100.0
10-14	1,270	76.5	250	15.1	141	8.5	1,661	100.0
15-20	4,241	68.1	1,307	21.0	676	10.9	6,224	100.0
21-24	3,149	70.8	836	18.8	463	10.4	4,448	100.0
25-34	6,359	72.8	1,454	16.6	925	10.6	8,738	100.0
35-44	4,831	78.4	802	13.0	527	8.6	6,160	100.0
45-54	3,843	83.8	422	9.2	320	7.0	4,585	100.0
55-64	3,416	87.2	245	6.3	258	6.6	3,919	100.0
65-74	2,145	89.6	122	5.1	128	5.3	2,395	100.0
>74	1,369	91.7	69	4.6	55	3.7	1,493	100.0
Unknown	227	20.7	84	7.7	786	71.6	1,097	100.0
Total	33,364	76.3	5,922	13.5	4,464	10.2	43,750	100.0

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

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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	6,004	48.3	5,134	41.3	1,283	10.3	12,421	100.0
Left	4,864	47.6	4,318	42.2	1,043	10.2	10,225	100.0
Middle	1	25.0	3	75.0	0	0.0	4	100.0
Right	1,138	52.1	810	37.1	238	10.9	2,186	100.0
Other/Unknown	1	16.7	3	50.0	2	33.3	6	100.0
Second Seat	362	37.2	501	51.5	110	11.3	973	100.0
Left	140	40.1	178	51.0	31	8.9	349	100.0
Middle	39	30.2	70	54.3	20	15.5	129	100.0
Right	180	39.1	231	50.2	49	10.7	460	100.0
Other/Unknown	3	8.6	22	62.9	10	28.6	35	100.0
Other	1	5.9	14	82.4	2	11.8	17	100.0
Unknown	12	10.2	59	50.0	47	39.8	118	100.0
Total	6,379	47.2	5,708	42.2	1,442	10.7	13,529	100.0
Passenger Car Occupants Injured								
Front Seat	871,401	86.1	55,552	5.5	85,026	8.4	1,011,979	100.0
Left	713,693	86.0	45,174	5.4	70,967	8.6	829,833	100.0
Middle	2,184	98.4	35	1.6	1	0.0	2,219	100.0
Right	155,522	86.4	10,340	5.7	14,058	7.8	179,920	100.0
Other/Unknown	3	50.0	3	50.0	0	0.0	6	100.0
Second Seat	80,420	83.3	8,977	9.3	7,122	7.4	96,519	100.0
Left	30,869	82.7	3,352	9.0	3,083	8.3	37,305	100.0
Middle	6,750	70.6	1,698	17.8	1,115	11.7	9,563	100.0
Right	42,789	86.5	3,770	7.6	2,893	5.9	49,452	100.0
Other/Unknown	12	6.0	157	78.8	30	15.1	199	100.0
Other	1	1.2	82	95.3	3	3.5	86	100.0
Total*	951,837	85.8	64,661	5.8	92,224	8.3	1,108,721	100.0

*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.

4. People

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	5,072	43.4	5,513	47.2	1,098	9.4	11,683	100.0
Left	4,161	42.2	4,762	48.3	929	9.4	9,852	100.0
Middle	4	23.5	13	76.5	0	0.0	17	100.0
Right	907	50.3	729	40.4	168	9.3	1,804	100.0
Other/Unknown	0	0.0	9	90.0	1	10.0	10	100.0
Second Seat	324	39.8	411	50.4	80	9.8	815	100.0
Left	135	44.4	144	47.4	25	8.2	304	100.0
Middle	45	40.9	57	51.8	8	7.3	110	100.0
Right	144	37.9	195	51.3	41	10.8	380	100.0
Other/Unknown	0	0.0	15	71.4	6	28.6	21	100.0
Other	38	25.2	100	66.2	13	8.6	151	100.0
Unknown	7	4.8	81	55.1	59	40.1	147	100.0
Total	5,441	42.5	6,105	47.7	1,250	9.8	12,796	100.0
Light-Truck Occupants Injured								
Front Seat	743,753	84.4	49,266	5.6	88,180	10.0	881,199	100.0
Left	597,399	84.2	39,532	5.6	72,202	10.2	709,133	100.0
Middle	1,735	75.0	375	16.2	203	8.8	2,313	100.0
Right	144,617	85.2	9,356	5.5	15,775	9.3	169,748	100.0
Other/Unknown	2	40.0	3	60.0	0	0.0	5	100.0
Second Seat	76,800	84.5	6,031	6.6	8,044	8.9	90,875	100.0
Left	29,676	83.0	2,292	6.4	3,784	10.6	35,752	100.0
Middle	8,867	85.4	900	8.7	619	6.0	10,387	100.0
Right	38,061	85.6	2,792	6.3	3,631	8.2	44,484	100.0
Other/Unknown	194	77.2	47	18.8	10	4.0	252	100.0
Other	8,080	70.2	1,019	8.8	2,416	21.0	11,516	100.0
Total*	828,669	84.2	56,409	5.7	98,742	10.0	983,820	100.0

*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.

4. People

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	1,248	9.2	1,434	11.2
Lap Belt	17	0.1	22	0.2
Shoulder Belt	10	0.1	6	0.0
Child Safety Seat	65	0.5	47	0.4
Other/Type Unknown	23	0.2	34	0.3
Restraint Used, Air Bag Deployed	4,914	36.3	3,795	29.7
Safety Belt Used Improperly	81	0.6	84	0.7
Child Safety Seat Used Improperly	21	0.2	19	0.1
<i>Subtotal</i>	6,379	47.2	5,441	42.5
No Restraint Used	1,592	11.8	2,812	22.0
No Restraint Used, Air Bag Deployed	4,116	30.4	3,293	25.7
Restraint Use Unknown	1,442	10.7	1,250	9.8
Total	13,529	100.0	12,796	100.0
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	481,323	43.4	448,393	45.6
Lap Belt	5,969	0.5	4,161	0.4
Shoulder Belt	4,135	0.4	3,567	0.4
Child Safety Seat	14,519	1.3	16,839	1.7
Other/Type Unknown	2,082	0.2	1,986	0.2
Restraint Used, Air Bag Deployed	433,078	39.1	343,900	35.0
Safety Belt Used Improperly	10,007	0.9	9,047	0.9
Child Safety Seat Used Improperly	724	0.1	775	0.1
<i>Subtotal</i>	951,837	85.8	828,669	84.2
No Restraint Used	29,613	2.7	29,875	3.0
No Restraint Used, Air Bag Deployed	35,047	3.2	26,534	2.7
Restraint Use Unknown	92,224	8.3	98,742	10.0
Total	1,108,721	100.0	983,820	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.

4. People

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	2,148	38.8	3,391	61.2	5,539	100.0
Light Trucks						
Pickup	1,474	54.5	1,231	45.5	2,705	100.0
Utility	1,848	56.1	1,447	43.9	3,295	100.0
Van	177	47.7	194	52.3	371	100.0
Total	5,647	47.4	6,263	52.6	11,910	100.0
Multiple-Vehicle Crashes						
Passenger Cars	638	8.0	7,352	92.0	7,990	100.0
Light Trucks						
Pickup	460	22.4	1,592	77.6	2,052	100.0
Utility	718	19.6	2,948	80.4	3,666	100.0
Van	98	13.9	609	86.1	707	100.0
Total	1,914	13.3	12,501	86.7	14,415	100.0
All Crashes						
Passenger Cars	2,786	20.6	10,743	79.4	13,529	100.0
Light Trucks						
Pickup	1,934	40.7	2,823	59.3	4,757	100.0
Utility	2,566	36.9	4,395	63.1	6,961	100.0
Van	275	25.5	803	74.5	1,078	100.0
Total	7,561	28.7	18,764	71.3	26,325	100.0

4. People

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

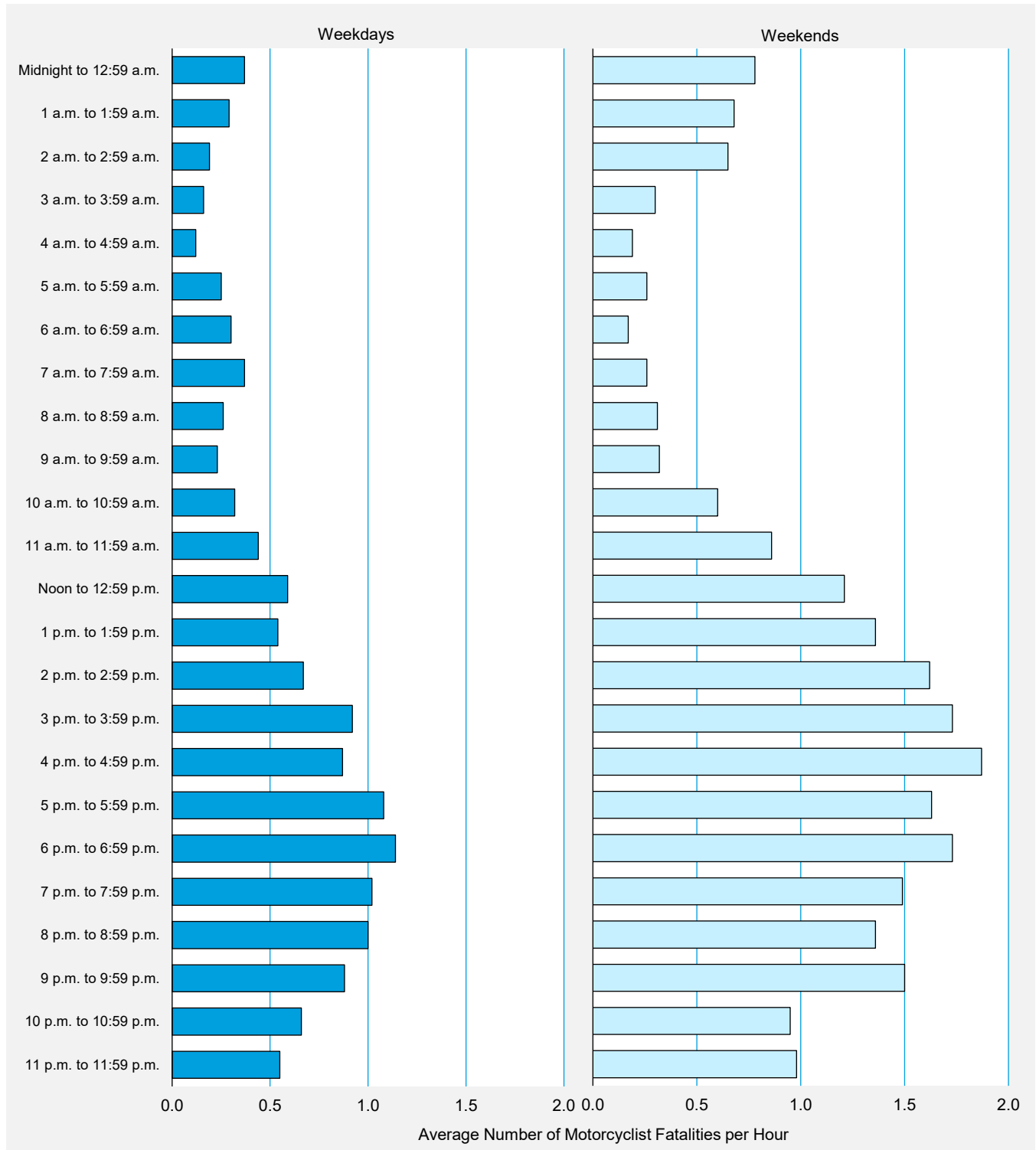
Time of Day	Day of Week				Total*	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcyclists Killed						
Midnight to 2:59 a.m.	176	5.8	325	11.3	501	8.4
3 a.m. to 5:59 a.m.	111	3.7	116	4.0	227	3.8
6 a.m. to 8:59 a.m.	239	7.9	76	2.6	315	5.3
9 a.m. to 11:59 a.m.	253	8.3	181	6.3	434	7.3
Noon to 2:59 p.m.	460	15.1	427	14.8	887	15.0
3 p.m. to 5:59 p.m.	737	24.3	529	18.3	1,266	21.3
6 p.m. to 8:59 p.m.	628	20.7	692	24.0	1,320	22.3
9 p.m. to 11:59 p.m.	422	13.9	522	18.1	944	15.9
Unknown	13	0.4	17	0.6	38	0.6
Total	3,039	100.0	2,885	100.0	5,932	100.0
Motorcyclists Injured						
Midnight to 2:59 a.m.	1,378	2.9	2,269	6.4	3,647	4.4
3 a.m. to 5:59 a.m.	710	1.5	941	2.6	1,651	2.0
6 a.m. to 8:59 a.m.	3,907	8.3	773	2.2	4,680	5.7
9 a.m. to 11:59 a.m.	5,387	11.4	3,756	10.6	9,143	11.1
Noon to 2:59 p.m.	8,598	18.2	7,155	20.1	15,753	19.1
3 p.m. to 5:59 p.m.	14,205	30.1	6,693	18.8	20,898	25.3
6 p.m. to 8:59 p.m.	8,780	18.6	9,095	25.6	17,876	21.6
9 p.m. to 11:59 p.m.	4,205	8.9	4,832	13.6	9,037	10.9
Total	47,172	100.0	35,513	100.0	82,686	100.0

*Includes motorcyclists killed on unknown day of week.

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

4. People

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



4. People

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	3,350	59.4	2,099	37.2	187	3.3	5,636	100.0
Passengers	137	46.3	152	51.4	7	2.4	296	100.0
Total	3,487	58.8	2,251	37.9	194	3.3	5,932	100.0

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

Age Group	License Compliance					Total
	Not Licensed	No Motorcycle License Required	No Valid Motorcycle License	Valid Motorcycle License	Unknown	
<15	3	0	0	0	2	5
15-20	44	4	104	133	7	292
21-24	39	7	168	270	4	488
25-34	103	10	598	716	17	1,444
35-44	75	10	373	661	7	1,126
45-54	47	10	319	750	6	1,132
55-64	32	8	191	749	7	987
65-74	12	1	56	412	3	484
>74	3	0	2	102	1	108
Unknown	0	0	0	2	12	14
Total	358	50	1,811	3,795	66	6,080

4. People

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

Age Group	Vehicle Type		Total
	Bus	Other Vehicle	
<5	1	0	1
5-9	3	1	4
10-14	0	0	0
15-18	0	1	1
>18	12	3	15
Total	16	5	21

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

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Drivers	6	5.6	1,360	13.7
School Bus Passengers	5	4.6	4,142	41.6
Pedestrians	21	19.4	184	1.9
Pedalcyclists	2	1.9	192	1.9
Occupants of Other Vehicle	74	68.5	4,071	40.9
Other Nonoccupants	0	0.0	0	0.0
Total	108	100.0	9,950	100.0

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

4. People

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

Age Group	Location						Total**	
	At Intersection		Not At Intersection		Other*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed								
<5	4	6.6	43	70.5	14	23.0	61	100.0
5-9	10	20.0	33	66.0	7	14.0	50	100.0
10-14	12	18.5	39	60.0	13	20.0	65	100.0
15-20	37	13.6	205	75.4	24	8.8	272	100.0
21-24	35	9.4	312	83.9	20	5.4	372	100.0
25-34	123	9.4	1,046	79.7	118	9.0	1,312	100.0
35-44	151	11.4	1,042	78.7	109	8.2	1,324	100.0
45-54	152	13.8	834	75.5	103	9.3	1,105	100.0
55-64	249	18.5	952	70.9	119	8.9	1,343	100.0
65-74	213	24.3	583	66.5	75	8.6	877	100.0
>74	146	29.3	306	61.4	39	7.8	498	100.0
Unknown	13	11.9	84	77.1	9	8.3	109	100.0
Total	1,145	15.5	5,479	74.2	650	8.8	7,388	100.0
Pedestrians Injured								
<5	309	36.7	470	55.9	62	7.3	841	100.0
5-9	188	14.2	1,012	76.3	126	9.5	1,325	100.0
10-14	1,254	42.7	1,380	46.9	306	10.4	2,940	100.0
15-20	2,043	40.1	2,549	50.0	317	6.2	5,098	100.0
21-24	2,296	44.7	2,244	43.6	567	11.0	5,142	100.0
25-34	3,728	31.9	6,056	51.8	1,620	13.9	11,686	100.0
35-44	2,914	33.0	3,960	44.9	1,759	19.9	8,825	100.0
45-54	3,014	34.9	4,082	47.3	1,268	14.7	8,632	100.0
55-64	3,581	42.2	3,536	41.6	1,192	14.0	8,492	100.0
65-74	2,590	51.7	1,720	34.3	591	11.8	5,009	100.0
>74	1,412	54.9	844	32.8	313	12.2	2,571	100.0
Total***	23,330	38.5	27,857	46.0	8,132	13.4	60,577	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 pedestrians killed and injured at unknown locations.

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

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

4. People

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

Age Group	Male			Female			Total*		
	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	37	9,624,352	0.38	22	9,202,986	0.24	61	18,827,338	0.32
5-9	28	10,376,158	0.27	22	9,915,390	0.22	50	20,291,548	0.25
10-14	35	10,988,223	0.32	29	10,459,561	0.28	65	21,447,784	0.30
15-20	180	13,242,042	1.36	92	12,669,303	0.73	272	25,911,345	1.05
21-24	258	8,754,172	2.95	112	8,423,146	1.33	372	17,177,318	2.17
25-34	948	23,053,362	4.11	361	22,441,743	1.61	1,312	45,495,105	2.88
35-44	933	21,857,613	4.27	386	21,546,241	1.79	1,324	43,403,854	3.05
45-54	795	20,311,959	3.91	302	20,376,477	1.48	1,105	40,688,436	2.72
55-64	983	20,963,318	4.69	354	21,839,746	1.62	1,343	42,803,064	3.14
65-74	613	15,869,086	3.86	261	17,797,036	1.47	877	33,666,122	2.60
>74	302	9,344,457	3.23	195	12,837,374	1.52	498	22,181,831	2.25
Unknown	59	**	**	18	**	**	109	**	**
Total	5,171	164,384,742	3.15	2,154	167,509,003	1.29	7,388	331,893,745	2.23

Age Group	Male			Female			Total*		
	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	573	9,624,352	6	268	9,202,986	3	841	18,827,338	4
5-9	694	10,376,158	7	631	9,915,390	6	1,325	20,291,548	7
10-14	1,637	10,988,223	15	1,302	10,459,561	12	2,940	21,447,784	14
15-20	2,829	13,242,042	21	2,269	12,669,303	18	5,098	25,911,345	20
21-24	2,741	8,754,172	31	2,401	8,423,146	28	5,142	17,177,318	30
25-34	6,941	23,053,362	30	4,744	22,441,743	21	11,686	45,495,105	26
35-44	5,668	21,857,613	26	3,157	21,546,241	15	8,825	43,403,854	20
45-54	4,873	20,311,959	24	3,759	20,376,477	18	8,632	40,688,436	21
55-64	5,205	20,963,318	25	3,287	21,839,746	15	8,492	42,803,064	20
65-74	2,855	15,869,086	18	2,154	17,797,036	12	5,009	33,666,122	15
>74	1,208	9,344,457	13	1,363	12,837,374	11	2,571	22,181,831	12
Total***	35,230	164,384,742	21	25,338	167,509,003	15	60,577	331,893,745	18

Source: Population—Census Bureau

*Includes pedestrians killed and injured of unknown sex.

**Not applicable.

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

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

4. People

Table 98. Pedestrians Killed and Injured, by Time of Day and Day of Week

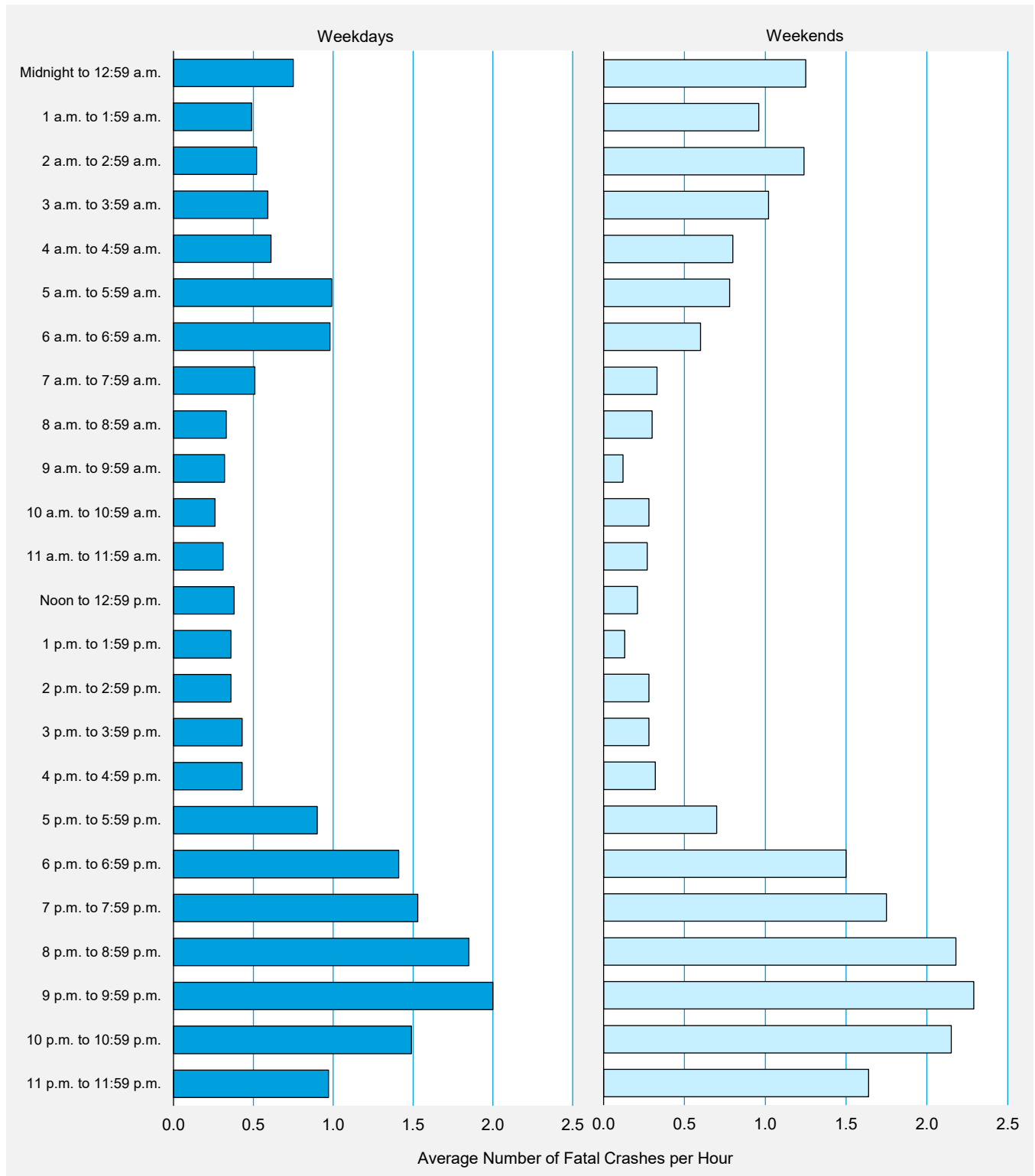
Time of Day	Day of Week				Total*	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
Midnight to 2:59 a.m.	368	8.7	537	17.0	905	12.2
3 a.m. to 5:59 a.m.	458	10.9	405	12.8	863	11.7
6 a.m. to 8:59 a.m.	476	11.3	127	4.0	603	8.2
9 a.m. to 11:59 a.m.	231	5.5	69	2.2	300	4.1
Noon to 2:59 p.m.	286	6.8	65	2.1	351	4.8
3 p.m. to 5:59 p.m.	457	10.8	135	4.3	592	8.0
6 p.m. to 8:59 p.m.	996	23.6	853	27.0	1,849	25.0
9 p.m. to 11:59 p.m.	926	22.0	955	30.2	1,881	25.5
Unknown	16	0.4	18	0.6	44	0.6
Total	4,214	100.0	3,164	100.0	7,388	100.0
Pedestrians Injured						
Midnight to 2:59 a.m.	1,439	3.5	2,101	10.8	3,540	5.8
3 a.m. to 5:59 a.m.	1,349	3.3	802	4.1	2,151	3.6
6 a.m. to 8:59 a.m.	5,265	12.8	454	2.3	5,719	9.4
9 a.m. to 11:59 a.m.	5,159	12.6	1,284	6.6	6,443	10.6
Noon to 2:59 p.m.	6,914	16.8	2,046	10.5	8,960	14.8
3 p.m. to 5:59 p.m.	9,489	23.1	2,298	11.8	11,787	19.5
6 p.m. to 8:59 p.m.	7,194	17.5	6,250	32.1	13,443	22.2
9 p.m. to 11:59 p.m.	4,291	10.4	4,243	21.8	8,534	14.1
Total	41,100	100.0	19,477	100.0	60,577	100.0

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

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

4. People

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



4. People

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	2,053	92.3	26	1.2	25	1.1	11	0.5	110	4.9	2,225	100.0
Light Truck	2,521	91.3	51	1.8	42	1.5	31	1.1	117	4.2	2,762	100.0
Large Truck	297	72.6	27	6.6	15	3.7	28	6.8	42	10.3	409	100.0
Bus	31	73.8	2	4.8	0	0.0	2	4.8	7	16.7	42	100.0
Other/Unknown	486	54.7	10	1.1	6	0.7	4	0.5	382	43.0	888	100.0
Total	5,388	85.2	116	1.8	88	1.4	76	1.2	658	10.4	6,326	100.0
Pedestrians Injured												
Passenger Car	16,522	79.9	1,606	7.8	1,032	5.0	1,107	5.4	412	2.0	20,680	100.0
Light Truck	15,444	74.6	2,162	10.4	1,769	8.5	1,065	5.1	266	1.3	20,706	100.0
Other/Unknown	10,805	77.8	1,582	11.4	602	4.3	777	5.6	129	0.9	13,895	100.0
Total	42,771	77.4	5,350	9.7	3,403	6.2	2,948	5.3	807	1.5	55,280	100.0

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	3,794	51.4
Improper crossing of roadway or intersection	1,360	18.4
In roadway improperly (standing, lying, working, playing).....	908	12.3
Not visible (dark clothing, no lighting, etc.)	766	10.4
Under the influence of alcohol, drugs, or medication	715	9.7
Wrong-way walking	621	8.4
Darting or running into road	571	7.7
Distracted (phone, talking, eating, object, etc.).....	259	3.5
Failure to obey traffic signs, signals, or officer.....	244	3.3
Traveling on prohibited trafficway	203	2.7
Physical impairment.....	115	1.6
Entering/exiting parked or stopped vehicle.....	41	0.6
Emotional (e.g., depression, angry, disturbed)	41	0.6
Vision obscured (by rain, snow, parked vehicle, sign, etc.).....	12	0.2
Ill, blackout.....	10	0.1
Asleep or fatigued.....	9	0.1
Non-motorist pushing vehicle.....	7	0.1
Other factors	259	3.5
None reported.....	109	1.5
Unknown.....	1,470	19.9
Total Pedestrians.....	7,388	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.

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Table 101. Pedalcyclists Killed and Injured, by Age Group and Location

Age Group	Location						Total**	
	At Intersection		Not At Intersection		Other*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed								
<5	0	0.0	2	50.0	2	50.0	4	100.0
5-9	4	44.4	4	44.4	1	11.1	9	100.0
10-14	8	32.0	14	56.0	3	12.0	25	100.0
15-20	17	34.0	29	58.0	3	6.0	50	100.0
21-24	10	31.3	19	59.4	2	6.3	32	100.0
25-34	29	28.7	61	60.4	8	7.9	101	100.0
35-44	36	25.2	90	62.9	12	8.4	143	100.0
45-54	35	25.4	86	62.3	16	11.6	138	100.0
55-64	69	27.2	162	63.8	21	8.3	254	100.0
65-74	41	33.9	69	57.0	11	9.1	121	100.0
>74	25	35.2	35	49.3	8	11.3	71	100.0
Unknown	1	5.6	13	72.2	1	5.6	18	100.0
Total	275	28.5	584	60.5	88	9.1	966	100.0
Pedalcyclists Injured								
<5	82	74.8	28	25.2	0	0.0	109	100.0
5-9	533	41.5	679	52.9	72	5.6	1,283	100.0
10-14	2,557	68.3	946	25.3	227	6.1	3,745	100.0
15-20	3,988	66.1	1,279	21.2	767	12.7	6,034	100.0
21-24	1,775	55.4	781	24.4	597	18.6	3,204	100.0
25-34	3,491	56.6	1,704	27.6	944	15.3	6,167	100.0
35-44	3,121	50.1	1,917	30.8	1,138	18.3	6,235	100.0
45-54	3,061	58.5	1,072	20.5	1,063	20.3	5,231	100.0
55-64	3,114	51.6	1,797	29.8	1,078	17.9	6,035	100.0
65-74	1,611	58.5	647	23.5	496	18.0	2,754	100.0
>74	388	47.6	202	24.8	225	27.6	814	100.0
Total***	23,722	57.0	11,052	26.6	6,606	15.9	41,615	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 pedalcyclists killed and injured at unknown locations.

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

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

4. People

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

Age Group	Male			Female			Total*		
	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	1	9,624,352	0.01	2	9,202,986	0.02	4	18,827,338	0.02
5-9	7	10,376,158	0.07	2	9,915,390	0.02	9	20,291,548	0.04
10-14	22	10,988,223	0.20	3	10,459,561	0.03	25	21,447,784	0.12
15-20	36	13,242,042	0.27	14	12,669,303	0.11	50	25,911,345	0.19
21-24	29	8,754,172	0.33	3	8,423,146	0.04	32	17,177,318	0.19
25-34	88	23,053,362	0.38	13	22,441,743	0.06	101	45,495,105	0.22
35-44	126	21,857,613	0.58	15	21,546,241	0.07	143	43,403,854	0.33
45-54	117	20,311,959	0.58	20	20,376,477	0.10	138	40,688,436	0.34
55-64	224	20,963,318	1.07	27	21,839,746	0.12	254	42,803,064	0.59
65-74	109	15,869,086	0.69	10	17,797,036	0.06	121	33,666,122	0.36
>74	61	9,344,457	0.65	9	12,837,374	0.07	71	22,181,831	0.32
Unknown	9	**	**	3	**	**	18	**	**
Total	829	164,384,742	0.50	121	167,509,003	0.07	966	331,893,745	0.29

Age Group	Male			Female			Total*		
	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	109	9,624,352	1	**	9,202,986	**	109	18,827,338	1
5-9	973	10,376,158	9	310	9,915,390	3	1,283	20,291,548	6
10-14	2,865	10,988,223	26	880	10,459,561	8	3,745	21,447,784	17
15-20	4,669	13,242,042	35	1,366	12,669,303	11	6,034	25,911,345	23
21-24	2,467	8,754,172	28	737	8,423,146	9	3,204	17,177,318	19
25-34	4,806	23,053,362	21	1,361	22,441,743	6	6,167	45,495,105	14
35-44	4,993	21,857,613	23	1,242	21,546,241	6	6,235	43,403,854	14
45-54	4,471	20,311,959	22	761	20,376,477	4	5,231	40,688,436	13
55-64	5,235	20,963,318	25	799	21,839,746	4	6,035	42,803,064	14
65-74	2,472	15,869,086	16	282	17,797,036	2	2,754	33,666,122	8
>74	768	9,344,457	8	47	12,837,374	0	814	22,181,831	4
Total***	33,830	164,384,742	21	7,784	167,509,003	5	41,615	331,893,745	13

Source: Population—Census Bureau

*Includes pedalcyclists killed and injured of unknown sex.

**Not applicable.

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

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

4. People

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 2:59 a.m.	28	4.8	48	12.6	76	7.9
3 a.m. to 5:59 a.m.	44	7.5	33	8.7	77	8.0
6 a.m. to 8:59 a.m.	70	12.0	34	8.9	104	10.8
9 a.m. to 11:59 a.m.	62	10.6	33	8.7	95	9.8
Noon to 2:59 p.m.	67	11.5	21	5.5	88	9.1
3 p.m. to 5:59 p.m.	107	18.4	41	10.8	148	15.3
6 p.m. to 8:59 p.m.	123	21.1	87	22.8	210	21.7
9 p.m. to 11:59 p.m.	82	14.1	83	21.8	165	17.1
Unknown	0	0.0	1	0.3	3	0.3
Total	583	100.0	381	100.0	966	100.0
Pedalcyclists Injured						
Midnight to 2:59 a.m.	397	1.3	455	3.9	852	2.0
3 a.m. to 5:59 a.m.	437	1.5	194	1.7	631	1.5
6 a.m. to 8:59 a.m.	2,915	9.7	722	6.2	3,637	8.7
9 a.m. to 11:59 a.m.	4,035	13.5	1,636	14.0	5,672	13.6
Noon to 2:59 p.m.	5,872	19.6	1,801	15.4	7,672	18.4
3 p.m. to 5:59 p.m.	9,125	30.5	2,039	17.4	11,164	26.8
6 p.m. to 8:59 p.m.	4,914	16.4	3,257	27.9	8,172	19.6
9 p.m. to 11:59 p.m.	2,229	7.4	1,586	13.6	3,815	9.2
Total	29,924	100.0	11,691	100.0	41,615	100.0

*Includes pedalcyclists killed of unknown day of week.

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

4. People

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	293	92.7	10	3.2	3	0.9	2	0.6	8	2.5	316	100.0
Light Truck	364	86.5	23	5.5	12	2.9	5	1.2	17	4.0	421	100.0
Large Truck	37	56.9	14	21.5	3	4.6	3	4.6	8	12.3	65	100.0
Bus	2	33.3	2	33.3	1	16.7	0	0.0	1	16.7	6	100.0
Other/Unknown	60	57.7	3	2.9	0	0.0	1	1.0	40	38.5	104	100.0
Total	756	82.9	52	5.7	19	2.1	11	1.2	74	8.1	912	100.0
Pedalcyclists Injured												
Passenger Car	11,071	72.1	2,112	13.8	1,379	9.0	714	4.6	79	0.5	15,355	100.0
Light Truck	11,985	71.2	2,959	17.6	1,053	6.3	778	4.6	68	0.4	16,845	100.0
Other/Unknown	5,789	65.1	1,904	21.4	513	5.8	633	7.1	59	0.7	8,897	100.0
Total	28,846	70.2	6,975	17.0	2,946	7.2	2,125	5.2	206	0.5	41,097	100.0

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.

4. People

Table 105. Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right-of-way	296	30.6
Failure to obey traffic signs, signals, or officer	98	10.1
Not visible (dark clothing, no lighting, etc.)	87	9.0
Wrong-way riding	82	8.5
Making improper turn	58	6.0
Under the influence of alcohol, drugs, or medication	45	4.7
Distracted (phone, talking, eating, object, etc.)	31	3.2
Riding on wrong side of the road	26	2.7
Making improper entry or exit from trafficway	22	2.3
Operating without required equipment	21	2.2
Failing to have lights on when required	20	2.1
Improper lane usage	20	2.1
Improper or erratic lane changing	9	0.9
Traveling on prohibited trafficways	7	0.7
Darting into road	6	0.6
Erratic, reckless, careless, or negligent operation	6	0.6
Vision obscured (by reflected glare, parked vehicle, sign, etc.)	5	0.5
Physical impairment	4	0.4
In roadway improperly (standing, lying, working, playing)	2	0.2
Improper passing	2	0.2
Ill, blackout	1	0.1
Other factors	33	3.4
None reported	37	3.8
Unknown	328	34.0
Total Pedalcyclists	966	100.0

Note: 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.

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States

5. States

Fatal traffic crash and traffic 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 increased by 10 percent from 2020 to 2021 for the Nation as a whole. Seven States showed decreases, ranging from 0 percent to as much as 13 percent.
- About 2.2 percent of all traffic crash fatalities in 2021 were pedalcyclists. South Dakota, Vermont, West Virginia, and Wyoming reported no pedalcyclists killed.
- The pedestrian fatality rate per 100,000 population was 2.23 for the Nation. New Mexico had the highest rate (4.82), and New Hampshire had the lowest rate (0.58).
- In 2021 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 (New Hampshire) has no 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 18 States, the District of Columbia, and Puerto Rico in 2021. Twenty-nine 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 2021 it was a criminal offense to operate a motor vehicle at a BAC of .08 g/dL or above in all 50 States, the District of Columbia, and Puerto Rico. Note: Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018.

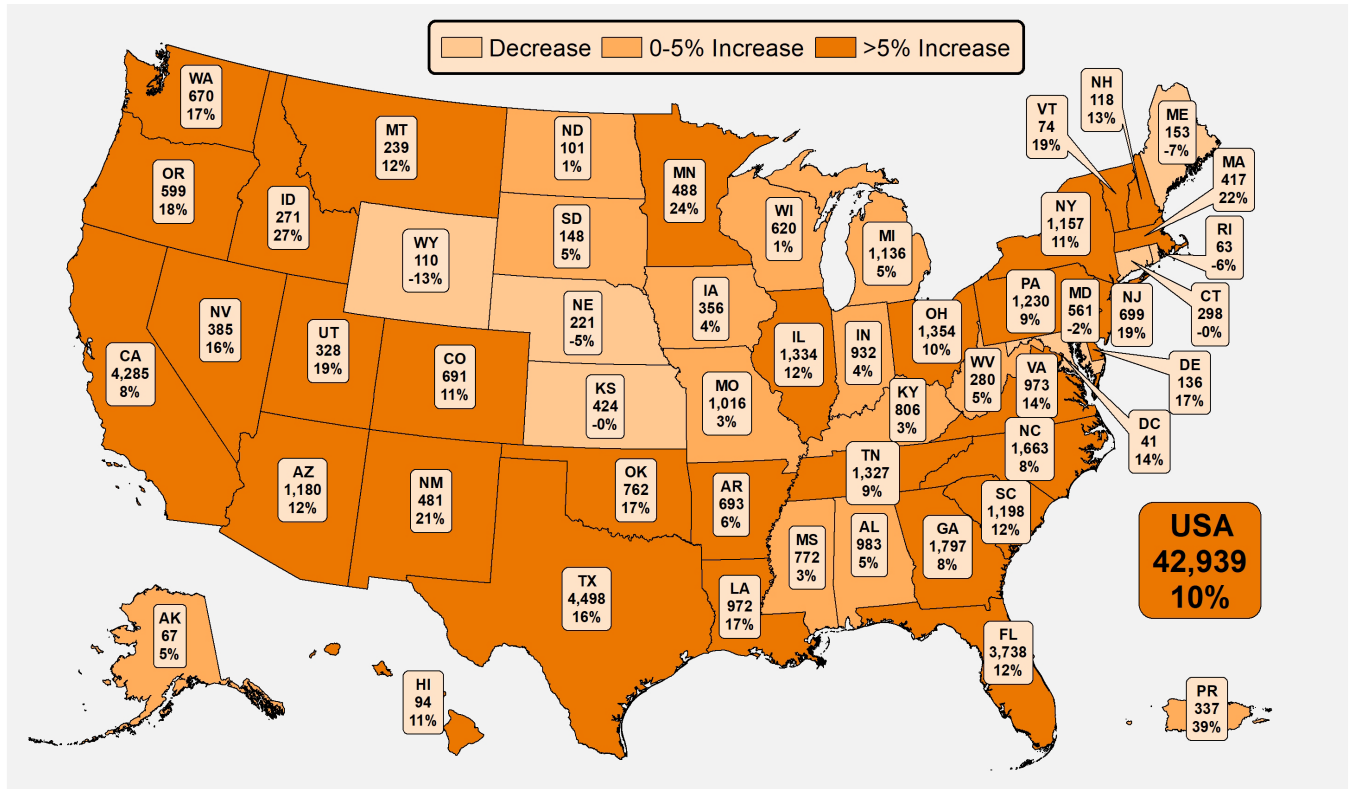
5. States

Table 106. Traffic Fatalities, by State and Percentage Change, 2020-2021

State	Fatalities			State	Fatalities		
	2020	2021	Percentage Change		2020	2021	Percentage Change
AL	934	983	+5	NE	233	221	-5
AK	64	67	+5	NV	333	385	+16
AZ	1,053	1,180	+12	NH	104	118	+13
AR	651	693	+6	NJ	586	699	+19
CA	3,980	4,285	+8	NM	398	481	+21
CO	622	691	+11	NY	1,045	1,157	+11
CT	299	298	-0	NC	1,538	1,663	+8
DE	116	136	+17	ND	100	101	+1
DC	36	41	+14	OH	1,230	1,354	+10
FL	3,329	3,738	+12	OK	653	762	+17
GA	1,658	1,797	+8	OR	507	599	+18
HI	85	94	+11	PA	1,129	1,230	+9
ID	214	271	+27	RI	67	63	-6
IL	1,193	1,334	+12	SC	1,066	1,198	+12
IN	897	932	+4	SD	141	148	+5
IA	343	356	+4	TN	1,217	1,327	+9
KS	426	424	-0	TX	3,876	4,498	+16
KY	780	806	+3	UT	276	328	+19
LA	828	972	+17	VT	62	74	+19
ME	164	153	-7	VA	850	973	+14
MD	573	561	-2	WA	574	670	+17
MA	343	417	+22	WV	267	280	+5
MI	1,086	1,136	+5	WI	612	620	+1
MN	394	488	+24	WY	127	110	-13
MS	748	772	+3	USA	39,007	42,939	+10
MO	987	1,016	+3	PR	242	337	+39
MT	213	239	+12				

5. States

Figure 28. Traffic Fatalities, by State and Percentage Change, 2020-2021



5. States

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		
AL	378	42.7	127	14.4	295	33.3	27	3.1	55	6.2	3	0.3	885	100.0
AK	26	44.1	18	30.5	6	10.2	2	3.4	6	10.2	0	0.0	59	100.0
AZ	420	39.5	287	27.0	210	19.8	20	1.9	98	9.2	8	0.8	1,063	100.0
AR	258	40.9	85	13.5	198	31.4	15	2.4	68	10.8	7	1.1	631	100.0
CA	1,408	35.4	1,166	29.3	1,016	25.5	106	2.7	255	6.4	31	0.8	3,983	100.0
CO	270	42.3	99	15.5	180	28.2	11	1.7	77	12.1	1	0.2	638	100.0
CT	120	42.4	47	16.6	96	33.9	6	2.1	12	4.2	2	0.7	283	100.0
DE	62	47.0	29	22.0	35	26.5	1	0.8	5	3.8	0	0.0	132	100.0
DC	16	40.0	19	47.5	5	12.5	0	0.0	0	0.0	0	0.0	40	100.0
FL	1,474	42.7	988	28.6	728	21.1	63	1.8	163	4.7	35	1.0	3,451	100.0
GA	701	42.0	313	18.7	525	31.4	26	1.6	94	5.6	9	0.5	1,670	100.0
HI	25	26.6	29	30.9	26	27.7	1	1.1	6	6.4	7	7.4	94	100.0
ID	97	39.8	23	9.4	55	22.5	7	2.9	58	23.8	4	1.6	244	100.0
IL	510	42.1	231	19.1	339	28.0	49	4.0	66	5.5	12	1.0	1,210	100.0
IN	389	45.1	128	14.8	243	28.2	36	4.2	53	6.1	14	1.6	863	100.0
IA	124	37.7	42	12.8	116	35.3	15	4.6	28	8.5	4	1.2	329	100.0
KS	181	47.5	43	11.3	104	27.3	9	2.4	41	10.8	2	0.5	381	100.0
KY	310	42.2	81	11.0	271	36.9	21	2.9	42	5.7	9	1.2	734	100.0
LA	343	38.7	201	22.7	277	31.2	18	2.0	35	3.9	12	1.4	887	100.0
ME	46	34.1	17	12.6	60	44.4	1	0.7	10	7.4	1	0.7	135	100.0
MD	208	39.8	127	24.3	161	30.8	14	2.7	9	1.7	3	0.6	522	100.0
MA	144	36.3	70	17.6	155	39.0	10	2.5	13	3.3	4	1.0	397	100.0
MI	468	43.7	196	18.3	286	26.7	37	3.5	73	6.8	11	1.0	1,072	100.0
MN	187	41.5	58	12.9	114	25.3	10	2.2	78	17.3	4	0.9	451	100.0
MS	282	40.5	102	14.6	232	33.3	8	1.1	69	9.9	4	0.6	697	100.0
MO	379	40.7	111	11.9	308	33.1	26	2.8	98	10.5	9	1.0	931	100.0
MT	55	24.8	20	9.0	83	37.4	15	6.8	45	20.3	4	1.8	222	100.0

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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		
NE	93	48.4	16	8.3	46	24.0	6	3.1	30	15.6	1	0.5	192	100.0
NV	138	38.3	88	24.4	82	22.8	10	2.8	40	11.1	2	0.6	360	100.0
NH	30	28.3	11	10.4	48	45.3	1	0.9	16	15.1	0	0.0	106	100.0
NJ	209	31.2	220	32.9	177	26.5	30	4.5	21	3.1	12	1.8	669	100.0
NM	162	37.9	108	25.3	66	15.5	3	0.7	83	19.4	3	0.7	427	100.0
NY	379	34.5	321	29.2	312	28.4	33	3.0	41	3.7	13	1.2	1,099	100.0
NC	609	39.7	257	16.7	549	35.8	30	2.0	85	5.5	5	0.3	1,535	100.0
ND	38	44.7	10	11.8	15	17.6	0	0.0	20	23.5	2	2.4	85	100.0
OH	521	41.9	191	15.4	423	34.1	51	4.1	50	4.0	5	0.4	1,242	100.0
OK	285	41.9	113	16.6	174	25.6	21	3.1	81	11.9	7	1.0	681	100.0
OR	212	38.4	105	19.0	186	33.7	12	2.2	26	4.7	7	1.3	552	100.0
PA	456	39.5	186	16.1	382	33.1	50	4.3	63	5.5	14	1.2	1,153	100.0
RI	26	42.6	8	13.1	23	37.7	1	1.6	1	1.6	2	3.3	61	100.0
SC	460	41.4	203	18.3	369	33.2	31	2.8	46	4.1	3	0.3	1,112	100.0
SD	44	33.6	13	9.9	34	26.0	4	3.1	34	26.0	2	1.5	131	100.0
TN	544	44.3	165	13.4	419	34.1	30	2.4	51	4.1	20	1.6	1,229	100.0
TX	1,657	40.7	847	20.8	1,068	26.3	112	2.8	318	7.8	64	1.6	4,068	100.0
UT	124	42.3	49	16.7	72	24.6	5	1.7	42	14.3	1	0.3	293	100.0
VT	24	34.8	8	11.6	28	40.6	1	1.4	8	11.6	0	0.0	69	100.0
VA	311	34.3	138	15.2	370	40.8	29	3.2	49	5.4	9	1.0	906	100.0
WA	234	38.8	145	24.0	161	26.7	9	1.5	46	7.6	8	1.3	603	100.0
WV	93	36.2	34	13.2	97	37.7	5	1.9	25	9.7	3	1.2	257	100.0
WI	234	40.9	52	9.1	165	28.8	30	5.2	66	11.5	25	4.4	572	100.0
WY	35	34.3	10	9.8	28	27.5	3	2.9	26	25.5	0	0.0	102	100.0
USA	15,799	40.0	7,955	20.1	11,418	28.9	1,061	2.7	2,825	7.2	408	1.0	39,508	100.0
PR	111	33.6	103	31.2	94	28.5	7	2.1	5	1.5	10	3.0	330	100.0

*Includes fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

5. States

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	62	7.0	71	8.0	4	0.5	248	28.0	201	22.7	214	24.2	85	9.6	0	0.0	885	100.0
AK	9	15.3	7	11.9	0	0.0	19	32.2	7	11.9	9	15.3	8	13.6	0	0.0	59	100.0
AZ	35	3.3	33	3.1	86	8.1	297	27.9	420	39.5	129	12.1	19	1.8	44	4.1	1,063	100.0
AR	37	5.9	58	9.2	10	1.6	153	24.2	132	20.9	106	16.8	135	21.4	0	0.0	631	100.0
CA	148	3.7	450	11.3	421	10.6	1,196	30.0	781	19.6	705	17.7	280	7.0	2	0.1	3,983	100.0
CO	50	7.8	61	9.6	21	3.3	264	41.4	112	17.6	80	12.5	48	7.5	2	0.3	638	100.0
CT	1	0.4	47	16.6	28	9.9	68	24.0	74	26.1	48	17.0	15	5.3	2	0.7	283	100.0
DE	0	0.0	7	5.3	9	6.8	41	31.1	27	20.5	32	24.2	16	12.1	0	0.0	132	100.0
DC	0	0.0	1	2.5	3	7.5	10	25.0	16	40.0	3	7.5	7	17.5	0	0.0	40	100.0
FL	83	2.4	244	7.1	110	3.2	1,411	40.9	708	20.5	561	16.3	332	9.6	2	0.1	3,451	100.0
GA	35	2.1	108	6.5	140	8.4	415	24.9	488	29.2	277	16.6	207	12.4	0	0.0	1,670	100.0
HI	0	0.0	3	3.2	0	0.0	51	54.3	38	40.4	0	0.0	0	0.0	2	2.1	94	100.0
ID	23	9.4	15	6.1	3	1.2	71	29.1	39	16.0	54	22.1	38	15.6	1	0.4	244	100.0
IL	42	3.5	128	10.6	11	0.9	351	29.0	272	22.5	237	19.6	162	13.4	7	0.6	1,210	100.0
IN	36	4.2	62	7.2	8	0.9	255	29.5	187	21.7	189	21.9	124	14.4	2	0.2	863	100.0
IA	18	5.5	12	3.6	1	0.3	102	31.0	47	14.3	88	26.7	59	17.9	2	0.6	329	100.0
KS	24	6.3	28	7.3	24	6.3	64	16.8	108	28.3	96	25.2	34	8.9	3	0.8	381	100.0
KY	45	6.1	39	5.3	7	1.0	162	22.1	172	23.4	186	25.3	122	16.6	1	0.1	734	100.0
LA	54	6.1	91	10.3	14	1.6	206	23.2	183	20.6	158	17.8	179	20.2	2	0.2	887	100.0
ME	6	4.4	4	3.0	1	0.7	26	19.3	20	14.8	45	33.3	29	21.5	4	3.0	135	100.0
MD	5	1.0	63	12.1	59	11.3	171	32.8	111	21.3	78	14.9	24	4.6	11	2.1	522	100.0
MA	5	1.3	66	16.6	22	5.5	109	27.5	110	27.7	47	11.8	37	9.3	1	0.3	397	100.0
MI	28	2.6	70	6.5	42	3.9	310	28.9	271	25.3	195	18.2	143	13.3	13	1.2	1,072	100.0
MN	11	2.4	24	5.3	18	4.0	92	20.4	135	29.9	116	25.7	52	11.5	3	0.7	451	100.0
MS	46	6.6	42	6.0	2	0.3	203	29.1	135	19.4	171	24.5	25	3.6	73	10.5	697	100.0
MO	40	4.3	85	9.1	64	6.9	233	25.0	180	19.3	186	20.0	140	15.0	3	0.3	931	100.0
MT	35	15.8	12	5.4	0	0.0	65	29.3	31	14.0	47	21.2	30	13.5	2	0.9	222	100.0

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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.	%		
NE	16	8.3	9	4.7	8	4.2	62	32.3	47	24.5	25	13.0	25	13.0	0	0.0	192	100.0
NV	20	5.6	33	9.2	1	0.3	125	34.7	89	24.7	26	7.2	65	18.1	1	0.3	360	100.0
NH	6	5.7	5	4.7	7	6.6	23	21.7	23	21.7	28	26.4	13	12.3	1	0.9	106	100.0
NJ	7	1.0	67	10.0	81	12.1	230	34.4	131	19.6	71	10.6	77	11.5	5	0.7	669	100.0
NM	68	15.9	27	6.3	2	0.5	139	32.6	73	17.1	77	18.0	38	8.9	3	0.7	427	100.0
NY	6	0.5	81	7.4	87	7.9	328	29.8	240	21.8	147	13.4	209	19.0	1	0.1	1,099	100.0
NC	53	3.5	110	7.2	60	3.9	341	22.2	303	19.7	408	26.6	259	16.9	1	0.1	1,535	100.0
ND	6	7.1	4	4.7	3	3.5	39	45.9	2	2.4	13	15.3	17	20.0	1	1.2	85	100.0
OH	27	2.2	106	8.5	31	2.5	250	20.1	285	22.9	340	27.4	192	15.5	11	0.9	1,242	100.0
OK	43	6.3	47	6.9	0	0.0	205	30.1	132	19.4	173	25.4	80	11.7	1	0.1	681	100.0
OR	26	4.7	27	4.9	4	0.7	222	40.2	111	20.1	119	21.6	43	7.8	0	0.0	552	100.0
PA	57	4.9	66	5.7	40	3.5	319	27.7	242	21.0	195	16.9	230	19.9	4	0.3	1,153	100.0
RI	1	1.6	9	14.8	3	4.9	24	39.3	12	19.7	10	16.4	2	3.3	0	0.0	61	100.0
SC	80	7.2	45	4.0	12	1.1	283	25.4	412	37.1	154	13.8	126	11.3	0	0.0	1,112	100.0
SD	15	11.5	3	2.3	6	4.6	35	26.7	27	20.6	33	25.2	12	9.2	0	0.0	131	100.0
TN	60	4.9	138	11.2	24	2.0	350	28.5	319	26.0	209	17.0	129	10.5	0	0.0	1,229	100.0
TX	183	4.5	453	11.1	222	5.5	1,250	30.7	751	18.5	936	23.0	266	6.5	7	0.2	4,068	100.0
UT	35	11.9	27	9.2	6	2.0	117	39.9	52	17.7	37	12.6	19	6.5	0	0.0	293	100.0
VT	7	10.1	1	1.4	0	0.0	13	18.8	17	24.6	19	27.5	12	17.4	0	0.0	69	100.0
VA	68	7.5	80	8.8	31	3.4	253	27.9	205	22.6	179	19.8	79	8.7	11	1.2	906	100.0
WA	27	4.5	61	10.1	53	8.8	172	28.5	115	19.1	132	21.9	39	6.5	4	0.7	603	100.0
WV	16	6.2	18	7.0	0	0.0	67	26.1	49	19.1	76	29.6	30	11.7	1	0.4	257	100.0
WI	27	4.7	25	4.4	12	2.1	159	27.8	127	22.2	146	25.5	74	12.9	2	0.3	572	100.0
WY	14	13.7	7	6.9	0	0.0	35	34.3	8	7.8	24	23.5	12	11.8	2	2.0	102	100.0
USA	1,746	4.4	3,280	8.3	1,801	4.6	11,634	29.4	8,777	22.2	7,634	19.3	4,398	11.1	238	0.6	39,508	100.0
PR	26	7.9	29	8.8	0	0.0	106	32.1	85	25.8	69	20.9	15	4.5	0	0.0	330	100.0

5. States

Table 109. People Killed, by State and Roadway Function Class

State	Roadway Function Class																Total Killed	
	Principal Arterial								Minor Arterial	Collector	Local	Unknown						
	Interstate				Freeway and Expressway		Other											
	Rural		Urban															
No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
AL	80	8.1	81	8.2	4	0.4	281	28.6	217	22.1	232	23.6	88	9.0	0	0.0	983	100.0
AK	12	17.9	8	11.9	0	0.0	21	31.3	7	10.4	10	14.9	9	13.4	0	0.0	67	100.0
AZ	42	3.6	36	3.1	104	8.8	334	28.3	452	38.3	145	12.3	22	1.9	45	3.8	1,180	100.0
AR	43	6.2	61	8.8	12	1.7	169	24.4	148	21.4	115	16.6	145	20.9	0	0.0	693	100.0
CA	168	3.9	478	11.2	442	10.3	1,291	30.1	839	19.6	773	18.0	292	6.8	2	0.0	4,285	100.0
CO	55	8.0	62	9.0	21	3.0	299	43.3	117	16.9	85	12.3	50	7.2	2	0.3	691	100.0
CT	1	0.3	49	16.4	29	9.7	73	24.5	80	26.8	49	16.4	15	5.0	2	0.7	298	100.0
DE	0	0.0	7	5.1	10	7.4	41	30.1	28	20.6	33	24.3	17	12.5	0	0.0	136	100.0
DC	0	0.0	1	2.4	3	7.3	10	24.4	16	39.0	3	7.3	8	19.5	0	0.0	41	100.0
FL	93	2.5	279	7.5	119	3.2	1,526	40.8	766	20.5	608	16.3	345	9.2	2	0.1	3,738	100.0
GA	38	2.1	114	6.3	155	8.6	458	25.5	523	29.1	293	16.3	216	12.0	0	0.0	1,797	100.0
HI	0	0.0	3	3.2	0	0.0	51	54.3	38	40.4	0	0.0	0	0.0	2	2.1	94	100.0
ID	26	9.6	15	5.5	3	1.1	80	29.5	46	17.0	60	22.1	40	14.8	1	0.4	271	100.0
IL	57	4.3	147	11.0	14	1.0	380	28.5	296	22.2	259	19.4	172	12.9	9	0.7	1,334	100.0
IN	41	4.4	67	7.2	11	1.2	271	29.1	198	21.2	208	22.3	134	14.4	2	0.2	932	100.0
IA	19	5.3	15	4.2	1	0.3	116	32.6	48	13.5	91	25.6	64	18.0	2	0.6	356	100.0
KS	28	6.6	32	7.5	29	6.8	72	17.0	118	27.8	101	23.8	41	9.7	3	0.7	424	100.0
KY	58	7.2	44	5.5	7	0.9	178	22.1	186	23.1	206	25.6	126	15.6	1	0.1	806	100.0
LA	69	7.1	102	10.5	16	1.6	224	23.0	205	21.1	164	16.9	190	19.5	2	0.2	972	100.0
ME	6	3.9	5	3.3	3	2.0	33	21.6	23	15.0	48	31.4	31	20.3	4	2.6	153	100.0
MD	5	0.9	65	11.6	67	11.9	183	32.6	119	21.2	87	15.5	24	4.3	11	2.0	561	100.0
MA	5	1.2	74	17.7	25	6.0	111	26.6	115	27.6	49	11.8	37	8.9	1	0.2	417	100.0
MI	31	2.7	75	6.6	45	4.0	333	29.3	288	25.4	203	17.9	148	13.0	13	1.1	1,136	100.0
MN	11	2.3	26	5.3	18	3.7	102	20.9	148	30.3	127	26.0	53	10.9	3	0.6	488	100.0
MS	54	7.0	46	6.0	2	0.3	235	30.4	148	19.2	179	23.2	28	3.6	80	10.4	772	100.0
MO	48	4.7	98	9.6	68	6.7	255	25.1	197	19.4	204	20.1	143	14.1	3	0.3	1,016	100.0
MT	39	16.3	14	5.9	0	0.0	67	28.0	33	13.8	48	20.1	36	15.1	2	0.8	239	100.0

5. States

Table 109. People Killed, by State and Roadway Function Class (Continued)

State	Roadway Function Class																Total Killed	
	Principal Arterial								Minor Arterial	Collector	Local	Unknown						
	Interstate				Freeway and Expressway		Other											
	Rural		Urban		No.	%	No.	%	No.	%	No.	%	No.	%				
NE	18	8.1	10	4.5	9	4.1	79	35.7	50	22.6	27	12.2	28	12.7	0	0.0	221	100.0
NV	22	5.7	36	9.4	1	0.3	139	36.1	92	23.9	27	7.0	67	17.4	1	0.3	385	100.0
NH	8	6.8	5	4.2	8	6.8	26	22.0	26	22.0	31	26.3	13	11.0	1	0.8	118	100.0
NJ	8	1.1	71	10.2	85	12.2	244	34.9	134	19.2	72	10.3	80	11.4	5	0.7	699	100.0
NM	88	18.3	30	6.2	2	0.4	151	31.4	77	16.0	90	18.7	40	8.3	3	0.6	481	100.0
NY	7	0.6	87	7.5	95	8.2	341	29.5	256	22.1	149	12.9	221	19.1	1	0.1	1,157	100.0
NC	55	3.3	116	7.0	73	4.4	371	22.3	330	19.8	442	26.6	275	16.5	1	0.1	1,663	100.0
ND	9	8.9	4	4.0	4	4.0	47	46.5	2	2.0	13	12.9	21	20.8	1	1.0	101	100.0
OH	31	2.3	122	9.0	35	2.6	284	21.0	305	22.5	365	27.0	201	14.8	11	0.8	1,354	100.0
OK	55	7.2	48	6.3	0	0.0	232	30.4	147	19.3	195	25.6	84	11.0	1	0.1	762	100.0
OR	29	4.8	31	5.2	4	0.7	242	40.4	122	20.4	128	21.4	43	7.2	0	0.0	599	100.0
PA	63	5.1	71	5.8	43	3.5	345	28.0	262	21.3	203	16.5	239	19.4	4	0.3	1,230	100.0
RI	1	1.6	11	17.5	3	4.8	24	38.1	12	19.0	10	15.9	2	3.2	0	0.0	63	100.0
SC	92	7.7	55	4.6	13	1.1	298	24.9	441	36.8	167	13.9	132	11.0	0	0.0	1,198	100.0
SD	16	10.8	5	3.4	7	4.7	44	29.7	28	18.9	36	24.3	12	8.1	0	0.0	148	100.0
TN	66	5.0	153	11.5	26	2.0	389	29.3	343	25.8	218	16.4	132	9.9	0	0.0	1,327	100.0
TX	207	4.6	503	11.2	241	5.4	1,420	31.6	823	18.3	1,013	22.5	284	6.3	7	0.2	4,498	100.0
UT	45	13.7	32	9.8	6	1.8	129	39.3	56	17.1	40	12.2	20	6.1	0	0.0	328	100.0
VT	8	10.8	2	2.7	0	0.0	14	18.9	18	24.3	19	25.7	13	17.6	0	0.0	74	100.0
VA	77	7.9	90	9.2	33	3.4	268	27.5	222	22.8	189	19.4	83	8.5	11	1.1	973	100.0
WA	32	4.8	68	10.1	58	8.7	188	28.1	132	19.7	143	21.3	43	6.4	6	0.9	670	100.0
WV	18	6.4	20	7.1	0	0.0	79	28.2	52	18.6	78	27.9	32	11.4	1	0.4	280	100.0
WI	33	5.3	28	4.5	16	2.6	173	27.9	136	21.9	156	25.2	76	12.3	2	0.3	620	100.0
WY	16	14.5	7	6.4	0	0.0	38	34.5	9	8.2	26	23.6	12	10.9	2	1.8	110	100.0
USA	2,033	4.7	3,609	8.4	1,970	4.6	12,759	29.7	9,474	22.1	8,217	19.1	4,627	10.8	250	0.6	42,939	100.0
PR	26	7.7	30	8.9	0	0.0	112	33.2	85	25.2	69	20.5	15	4.5	0	0.0	337	100.0

5. States

Table 110. People Killed, Population, Licensed Drivers, Registered Vehicles, VMT, 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	VMT (millions)	Fatality Rate per 100 Million VMT
AL	983	5,039,877	19.50	4,061,837	24.20	5,463,966	17.99	71,892	1.37
AK	67	732,673	9.14	519,288	12.90	686,142	9.76	5,752	1.16
AZ	1,180	7,276,316	16.22	5,795,216	20.36	6,064,542	19.46	73,760	1.60
AR	693	3,025,891	22.90	2,306,921	30.04	3,555,142	19.49	38,427	1.80
CA	4,285	39,237,836	10.92	27,112,595	15.80	31,349,073	13.67	310,823	1.38
CO	691	5,812,069	11.89	4,411,587	15.66	5,096,394	13.56	53,840	1.28
CT	298	3,605,597	8.26	2,606,396	11.43	2,756,485	10.81	28,989	1.03
DE	136	1,003,384	13.55	848,504	16.03	472,175	28.80	10,152	1.34
DC	41	670,050	6.12	510,985	8.02	363,287	11.29	3,248	1.26
FL	3,738	21,781,128	17.16	16,144,302	23.15	19,180,165	19.49	217,566	1.72
GA	1,797	10,799,566	16.64	7,663,847	23.45	9,142,656	19.66	120,685	1.49
HI	94	1,441,553	6.52	917,464	10.25	1,235,473	7.61	9,972	0.94
ID	271	1,900,923	14.26	1,343,453	20.17	1,976,199	13.71	19,308	1.40
IL	1,334	12,671,469	10.53	8,364,843	15.95	11,003,729	12.12	97,530	1.37
IN	932	6,805,985	13.69	4,636,114	20.10	6,241,291	14.93	78,640	1.19
IA	356	3,193,079	11.15	2,345,355	15.18	3,839,312	9.27	33,039	1.08
KS	424	2,934,582	14.45	2,089,707	20.29	2,606,313	16.27	31,693	1.34
KY	806	4,509,394	17.87	2,980,331	27.04	4,408,730	18.28	48,111	1.68
LA	972	4,624,047	21.02	3,437,733	28.27	3,862,490	25.17	54,728	1.78
ME	153	1,372,247	11.15	1,056,535	14.48	1,387,656	11.03	14,560	1.05
MD	561	6,165,129	9.10	4,439,757	12.64	4,910,674	11.42	56,601	0.99
MA	417	6,984,723	5.97	4,899,931	8.51	5,207,052	8.01	59,115	0.71
MI	1,136	10,050,811	11.30	7,982,471	14.23	9,556,452	11.89	96,744	1.17
MN	488	5,707,390	8.55	4,143,272	11.78	5,511,960	8.85	57,171	0.85
MS	772	2,949,965	26.17	2,032,775	37.98	2,385,768	32.36	40,853	1.89
MO	1,016	6,168,187	16.47	4,275,228	23.76	5,603,939	18.13	79,791	1.27
MT	239	1,104,271	21.64	856,696	27.90	2,140,014	11.17	13,482	1.77

5. States

Table 110. People Killed, Population, Licensed Drivers, Registered Vehicles, VMT, 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	VMT (millions)	Fatality Rate per 100 Million VMT
NE	221	1,963,692	11.25	1,438,842	15.36	1,933,528	11.43	21,210	1.04
NV	385	3,143,991	12.25	2,150,707	17.90	2,676,143	14.39	27,077	1.42
NH	118	1,388,992	8.50	1,174,826	10.04	1,417,949	8.32	13,130	0.90
NJ	699	9,267,130	7.54	6,461,950	10.82	6,249,905	11.18	73,673	0.95
NM	481	2,115,877	22.73	1,477,213	32.56	1,862,673	25.82	26,823	1.79
NY	1,157	19,835,913	5.83	11,879,057	9.74	9,408,796	12.30	106,870	1.08
NC	1,663	10,551,162	15.76	7,765,109	21.42	8,707,506	19.10	117,734	1.41
ND	101	774,948	13.03	549,721	18.37	925,186	10.92	9,256	1.09
OH	1,354	11,780,017	11.49	8,283,546	16.35	10,892,377	12.43	112,923	1.20
OK	762	3,986,639	19.11	2,597,441	29.34	3,353,167	22.72	44,760	1.70
OR	599	4,246,155	14.11	3,029,912	19.77	4,010,635	14.94	36,842	1.63
PA	1,230	12,964,056	9.49	9,098,570	13.52	10,927,881	11.26	102,686	1.20
RI	63	1,095,610	5.75	754,507	8.35	801,654	7.86	7,526	0.84
SC	1,198	5,190,705	23.08	3,990,909	30.02	5,091,679	23.53	57,492	2.08
SD	148	895,376	16.53	671,149	22.05	1,433,044	10.33	9,994	1.48
TN	1,327	6,975,218	19.02	5,009,697	26.49	6,712,722	19.77	82,596	1.61
TX	4,498	29,527,941	15.23	18,297,900	24.58	23,012,990	19.55	285,028	1.58
UT	328	3,337,975	9.83	2,207,208	14.86	2,838,505	11.56	33,638	0.98
VT	74	645,570	11.46	469,624	15.76	614,340	12.05	6,625	1.12
VA	973	8,642,274	11.26	5,912,644	16.46	7,652,036	12.72	80,102	1.21
WA	670	7,738,692	8.66	5,868,509	11.42	7,966,147	8.41	57,797	1.16
WV	280	1,782,959	15.70	1,138,290	24.60	1,219,024	22.97	16,079	1.74
WI	620	5,895,908	10.52	4,340,851	14.28	5,769,058	10.75	64,983	0.95
WY	110	578,803	19.00	430,472	25.55	870,969	12.63	11,097	0.99
USA	42,939	331,893,745	12.94	232,781,797	18.45	302,722,453	14.18	3,132,411	1.37
PR	337	3,263,584	10.33	NA	NA	NA	NA	13,869	2.43

Sources: Fatalities—FARS; VMT and Licensed Drivers (estimated)—FHWA; Registered Vehicles for States—FHWA; Registered Vehicles for USA—FHWA and Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.; Population—Census Bureau; NA= not available.

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

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Table 111. People Killed, by State and Person Type

State	Person Type												Total Killed	
	Drivers		Passengers		Motorcyclists		Pedestrians		Pedalcyclists		Other/Unknown*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	590	60.0	179	18.2	77	7.8	128	13.0	7	0.7	2	0.2	983	100.0
AK	28	41.8	13	19.4	6	9.0	16	23.9	2	3.0	2	3.0	67	100.0
AZ	526	44.6	202	17.1	150	12.7	248	21.0	45	3.8	9	0.8	1,180	100.0
AR	390	56.3	117	16.9	96	13.9	79	11.4	10	1.4	1	0.1	693	100.0
CA	1,850	43.2	595	13.9	565	13.2	1,108	25.9	125	2.9	42	1.0	4,285	100.0
CO	338	48.9	109	15.8	135	19.5	92	13.3	15	2.2	2	0.3	691	100.0
CT	151	50.7	24	8.1	65	21.8	53	17.8	3	1.0	2	0.7	298	100.0
DE	60	44.1	22	16.2	23	16.9	29	21.3	2	1.5	0	0.0	136	100.0
DC	11	26.8	2	4.9	7	17.1	18	43.9	3	7.3	0	0.0	41	100.0
FL	1,510	40.4	526	14.1	651	17.4	817	21.9	197	5.3	37	1.0	3,738	100.0
GA	992	55.2	282	15.7	185	10.3	306	17.0	15	0.8	17	0.9	1,797	100.0
HI	22	23.4	10	10.6	33	35.1	25	26.6	4	4.3	0	0.0	94	100.0
ID	164	60.5	50	18.5	31	11.4	21	7.7	3	1.1	2	0.7	271	100.0
IL	688	51.6	213	16.0	174	13.0	209	15.7	34	2.5	16	1.2	1,334	100.0
IN	524	56.2	136	14.6	134	14.4	111	11.9	21	2.3	6	0.6	932	100.0
IA	192	53.9	50	14.0	68	19.1	30	8.4	11	3.1	5	1.4	356	100.0
KS	259	61.1	69	16.3	47	11.1	43	10.1	4	0.9	2	0.5	424	100.0
KY	482	59.8	133	16.5	105	13.0	75	9.3	10	1.2	1	0.1	806	100.0
LA	514	52.9	151	15.5	83	8.5	184	18.9	34	3.5	6	0.6	972	100.0
ME	85	55.6	26	17.0	21	13.7	19	12.4	2	1.3	0	0.0	153	100.0
MD	267	47.6	79	14.1	77	13.7	129	23.0	6	1.1	3	0.5	561	100.0
MA	221	53.0	45	10.8	72	17.3	74	17.7	5	1.2	0	0.0	417	100.0
MI	584	51.4	158	13.9	174	15.3	174	15.3	29	2.6	17	1.5	1,136	100.0
MN	282	57.8	72	14.8	69	14.1	50	10.2	9	1.8	6	1.2	488	100.0
MS	490	63.5	132	17.1	38	4.9	94	12.2	16	2.1	2	0.3	772	100.0
MO	564	55.5	164	16.1	158	15.6	117	11.5	7	0.7	6	0.6	1,016	100.0
MT	148	61.9	42	17.6	26	10.9	18	7.5	3	1.3	2	0.8	239	100.0

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

State	Person Type												Total Killed	
	Drivers		Passengers		Motorcyclists		Pedestrians		Pedalcyclists		Other/Unknown*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	143	64.7	39	17.6	21	9.5	15	6.8	1	0.5	2	0.9	221	100.0
NV	156	40.5	51	13.2	87	22.6	80	20.8	6	1.6	5	1.3	385	100.0
NH	64	54.2	17	14.4	26	22.0	8	6.8	2	1.7	1	0.8	118	100.0
NJ	276	39.5	83	11.9	99	14.2	212	30.3	23	3.3	6	0.9	699	100.0
NM	223	46.4	93	19.3	51	10.6	102	21.2	6	1.2	6	1.2	481	100.0
NY	470	40.6	132	11.4	218	18.8	293	25.3	33	2.9	11	1.0	1,157	100.0
NC	926	55.7	229	13.8	230	13.8	248	14.9	23	1.4	7	0.4	1,663	100.0
ND	58	57.4	24	23.8	8	7.9	10	9.9	1	1.0	0	0.0	101	100.0
OH	707	52.2	211	15.6	223	16.5	168	12.4	30	2.2	15	1.1	1,354	100.0
OK	433	56.8	126	16.5	80	10.5	106	13.9	12	1.6	5	0.7	762	100.0
OR	328	54.8	77	12.9	84	14.0	87	14.5	18	3.0	5	0.8	599	100.0
PA	617	50.2	184	15.0	222	18.0	176	14.3	21	1.7	10	0.8	1,230	100.0
RI	32	50.8	9	14.3	13	20.6	7	11.1	2	3.2	0	0.0	63	100.0
SC	639	53.3	165	13.8	177	14.8	190	15.9	23	1.9	4	0.3	1,198	100.0
SD	85	57.4	27	18.2	22	14.9	14	9.5	0	0.0	0	0.0	148	100.0
TN	758	57.1	210	15.8	166	12.5	177	13.3	7	0.5	9	0.7	1,327	100.0
TX	2,270	50.5	768	17.1	515	11.4	817	18.2	91	2.0	37	0.8	4,498	100.0
UT	166	50.6	70	21.3	39	11.9	43	13.1	6	1.8	4	1.2	328	100.0
VT	43	58.1	8	10.8	15	20.3	8	10.8	0	0.0	0	0.0	74	100.0
VA	558	57.3	158	16.2	111	11.4	123	12.6	16	1.6	7	0.7	973	100.0
WA	308	46.0	107	16.0	90	13.4	142	21.2	14	2.1	9	1.3	670	100.0
WV	175	62.5	40	14.3	27	9.6	36	12.9	0	0.0	2	0.7	280	100.0
WI	351	56.6	84	13.5	121	19.5	48	7.7	9	1.5	7	1.1	620	100.0
WY	68	61.8	14	12.7	17	15.5	11	10.0	0	0.0	0	0.0	110	100.0
USA	21,786	50.7	6,527	15.2	5,932	13.8	7,388	17.2	966	2.2	340	0.8	42,939	100.0
PR	128	38.0	35	10.4	67	19.9	92	27.3	12	3.6	3	0.9	337	100.0

*Includes unknown occupants and other/unknown nonoccupants.

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Table 112. People Killed, by State and Age Group

State	Age Group												Total Killed
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	Unknown	
AL	15	12	10	96	74	191	162	135	128	80	71	9	983
AK	1	0	1	3	7	13	14	6	9	6	7	0	67
AZ	6	12	14	99	101	217	192	169	169	114	73	14	1,180
AR	3	7	11	41	53	128	128	101	93	63	64	1	693
CA	23	38	38	340	395	965	687	582	598	349	255	15	4,285
CO	6	4	5	70	54	134	123	90	97	59	49	0	691
CT	1	0	4	27	26	63	61	32	41	25	17	1	298
DE	1	1	3	13	10	23	19	19	16	10	21	0	136
DC	1	1	0	2	6	7	7	6	6	4	1	0	41
FL	25	19	49	267	281	704	540	504	577	366	332	74	3,738
GA	14	14	19	141	160	352	296	247	239	169	130	16	1,797
HI	0	0	1	8	4	16	19	13	11	13	9	0	94
ID	4	3	2	32	32	46	34	36	36	29	17	0	271
IL	13	12	16	122	91	258	188	194	180	121	112	27	1,334
IN	15	6	13	94	78	177	148	119	113	87	65	17	932
IA	1	3	7	35	23	59	46	42	59	45	36	0	356
KS	2	7	4	45	32	60	55	67	58	51	43	0	424
KY	7	6	9	61	62	138	126	125	122	76	74	0	806
LA	14	7	14	96	73	183	184	141	129	65	62	4	972
ME	2	1	1	11	11	20	22	20	24	23	18	0	153
MD	7	1	4	36	39	152	99	76	71	39	36	1	561
MA	2	0	0	30	45	74	50	58	67	43	48	0	417
MI	8	10	10	104	89	225	183	159	147	104	97	0	1,136
MN	5	2	5	38	37	87	70	59	69	56	60	0	488
MS	12	9	6	69	76	133	150	78	111	65	55	8	772
MO	8	8	12	94	69	197	154	137	150	99	86	2	1,016
MT	1	2	3	36	14	45	40	28	30	26	14	0	239

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

State	Age Group												Total Killed
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	Unknown	
NE	2	3	3	25	16	34	28	28	37	28	17	0	221
NV	2	8	3	12	35	87	57	55	50	52	23	1	385
NH	0	3	1	6	8	23	24	20	8	14	11	0	118
NJ	3	10	3	48	51	144	104	83	93	76	82	2	699
NM	6	7	8	38	36	124	72	62	66	37	23	2	481
NY	12	6	10	76	96	229	168	153	166	118	116	7	1,157
NC	13	15	23	143	133	346	242	220	232	158	135	3	1,663
ND	2	4	0	14	13	15	15	8	10	12	8	0	101
OH	8	11	13	118	95	259	216	178	186	146	124	0	1,354
OK	6	10	12	68	56	126	113	122	100	80	69	0	762
OR	2	4	3	35	47	108	102	85	86	72	55	0	599
PA	10	11	10	97	90	207	178	162	186	128	151	0	1,230
RI	0	0	0	8	6	7	5	11	14	5	7	0	63
SC	5	15	12	102	100	270	177	165	170	111	71	0	1,198
SD	0	1	1	14	10	32	20	17	28	17	8	0	148
TN	15	10	10	121	104	261	205	201	181	115	104	0	1,327
TX	47	43	53	386	423	964	721	585	599	368	288	21	4,498
UT	3	3	7	39	28	46	53	47	36	37	29	0	328
VT	1	0	0	10	6	9	11	9	14	6	8	0	74
VA	7	8	13	73	73	198	127	114	144	110	104	2	973
WA	6	4	5	59	63	125	108	88	96	62	53	1	670
WV	3	1	3	18	9	43	51	42	36	42	32	0	280
WI	4	4	6	66	38	101	104	81	97	66	52	1	620
WY	1	0	3	11	4	23	18	10	20	12	8	0	110
USA	355	366	463	3,597	3,482	8,448	6,716	5,789	6,005	4,059	3,430	229	42,939
PR	0	2	1	25	39	70	47	38	39	31	31	14	337

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Table 113. Vehicle Occupants Killed, by State and Vehicle Type

State	Vehicle Type																Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		Subtotal		Motorcycles			
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	368	43.5	353	41.7	23	2.7	0	0.0	24	2.8	1	0.1	769	90.9	77	9.1	846	100.0
AK	16	33.3	23	47.9	1	2.1	0	0.0	2	4.2	0	0.0	42	87.5	6	12.5	48	100.0
AZ	307	35.0	295	33.6	27	3.1	0	0.0	27	3.1	72	8.2	728	82.9	150	17.1	878	100.0
AR	206	34.2	242	40.1	30	5.0	0	0.0	29	4.8	0	0.0	507	84.1	96	15.9	603	100.0
CA	1,413	46.9	931	30.9	48	1.6	1	0.0	51	1.7	5	0.2	2,449	81.3	565	18.7	3,014	100.0
CO	170	29.2	259	44.5	15	2.6	0	0.0	3	0.5	0	0.0	447	76.8	135	23.2	582	100.0
CT	119	49.6	50	20.8	2	0.8	0	0.0	3	1.3	1	0.4	175	72.9	65	27.1	240	100.0
DE	53	50.5	26	24.8	1	1.0	0	0.0	2	1.9	0	0.0	82	78.1	23	21.9	105	100.0
DC	8	40.0	2	10.0	1	5.0	0	0.0	2	10.0	0	0.0	13	65.0	7	35.0	20	100.0
FL	1,089	40.5	841	31.3	46	1.7	1	0.0	54	2.0	7	0.3	2,038	75.8	651	24.2	2,689	100.0
GA	613	41.9	569	38.9	42	2.9	0	0.0	50	3.4	3	0.2	1,277	87.3	185	12.7	1,462	100.0
HI	12	18.5	18	27.7	1	1.5	0	0.0	1	1.5	0	0.0	32	49.2	33	50.8	65	100.0
ID	83	33.7	104	42.3	9	3.7	0	0.0	19	7.7	0	0.0	215	87.4	31	12.6	246	100.0
IL	471	43.8	373	34.7	26	2.4	0	0.0	21	2.0	11	1.0	902	83.8	174	16.2	1,076	100.0
IN	332	41.8	282	35.5	34	4.3	0	0.0	11	1.4	1	0.1	660	83.1	134	16.9	794	100.0
IA	102	32.6	117	37.4	18	5.8	0	0.0	8	2.6	0	0.0	245	78.3	68	21.7	313	100.0
KS	121	32.3	179	47.7	18	4.8	0	0.0	9	2.4	1	0.3	328	87.5	47	12.5	375	100.0
KY	281	39.0	272	37.8	32	4.4	0	0.0	30	4.2	0	0.0	615	85.4	105	14.6	720	100.0
LA	293	39.0	335	44.5	23	3.1	0	0.0	16	2.1	2	0.3	669	89.0	83	11.0	752	100.0
ME	39	29.5	68	51.5	2	1.5	0	0.0	2	1.5	0	0.0	111	84.1	21	15.9	132	100.0
MD	209	49.4	125	29.6	5	1.2	0	0.0	7	1.7	0	0.0	346	81.8	77	18.2	423	100.0
MA	141	41.7	105	31.1	4	1.2	0	0.0	1	0.3	15	4.4	266	78.7	72	21.3	338	100.0
MI	316	34.5	375	40.9	20	2.2	0	0.0	29	3.2	2	0.2	742	81.0	174	19.0	916	100.0
MN	152	35.9	170	40.2	18	4.3	0	0.0	14	3.3	0	0.0	354	83.7	69	16.3	423	100.0
MS	289	43.7	294	44.5	12	1.8	0	0.0	10	1.5	18	2.7	623	94.3	38	5.7	661	100.0
MO	313	35.2	344	38.7	30	3.4	0	0.0	40	4.5	3	0.3	730	82.2	158	17.8	888	100.0
MT	54	24.8	119	54.6	10	4.6	0	0.0	6	2.8	3	1.4	192	88.1	26	11.9	218	100.0

5. States

Table 113. Vehicle 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	68	33.2	97	47.3	17	8.3	0	0.0	2	1.0	0	0.0	184	89.8	21	10.2	205	100.0	
NV	79	26.9	112	38.1	10	3.4	1	0.3	2	0.7	3	1.0	207	70.4	87	29.6	294	100.0	
NH	36	33.6	42	39.3	1	0.9	0	0.0	2	1.9	0	0.0	81	75.7	26	24.3	107	100.0	
NJ	215	46.9	122	26.6	17	3.7	1	0.2	3	0.7	1	0.2	359	78.4	99	21.6	458	100.0	
NM	115	31.2	163	44.2	26	7.0	0	0.0	12	3.3	2	0.5	318	86.2	51	13.8	369	100.0	
NY	307	37.4	245	29.9	14	1.7	0	0.0	30	3.7	6	0.7	602	73.4	218	26.6	820	100.0	
NC	604	43.6	513	37.0	24	1.7	1	0.1	13	0.9	0	0.0	1,155	83.4	230	16.6	1,385	100.0	
ND	21	23.3	47	52.2	3	3.3	0	0.0	6	6.7	5	5.6	82	91.1	8	8.9	90	100.0	
OH	458	40.1	396	34.7	34	3.0	0	0.0	17	1.5	14	1.2	919	80.5	223	19.5	1,142	100.0	
OK	234	36.4	297	46.3	20	3.1	0	0.0	10	1.6	1	0.2	562	87.5	80	12.5	642	100.0	
OR	176	36.0	194	39.7	13	2.7	1	0.2	9	1.8	12	2.5	405	82.8	84	17.2	489	100.0	
PA	389	38.0	343	33.5	29	2.8	2	0.2	35	3.4	3	0.3	801	78.3	222	21.7	1,023	100.0	
RI	27	50.0	14	25.9	0	0.0	0	0.0	0	0.0	0	0.0	41	75.9	13	24.1	54	100.0	
SC	410	41.8	354	36.1	19	1.9	1	0.1	19	1.9	1	0.1	804	82.0	177	18.0	981	100.0	
SD	55	41.0	50	37.3	2	1.5	0	0.0	5	3.7	0	0.0	112	83.6	22	16.4	134	100.0	
TN	457	40.3	444	39.2	32	2.8	0	0.0	30	2.6	5	0.4	968	85.4	166	14.6	1,134	100.0	
TX	1,315	36.9	1,503	42.2	170	4.8	4	0.1	54	1.5	3	0.1	3,049	85.5	515	14.5	3,564	100.0	
UT	101	36.7	116	42.2	16	5.8	0	0.0	3	1.1	0	0.0	236	85.8	39	14.2	275	100.0	
VT	23	34.8	22	33.3	3	4.5	0	0.0	3	4.5	0	0.0	51	77.3	15	22.7	66	100.0	
VA	358	43.3	323	39.1	24	2.9	1	0.1	10	1.2	0	0.0	716	86.6	111	13.4	827	100.0	
WA	231	45.6	165	32.5	11	2.2	0	0.0	10	2.0	0	0.0	417	82.2	90	17.8	507	100.0	
WV	71	29.3	113	46.7	7	2.9	0	0.0	24	9.9	0	0.0	215	88.8	27	11.2	242	100.0	
WI	193	34.7	195	35.1	12	2.2	0	0.0	33	5.9	2	0.4	435	78.2	121	21.8	556	100.0	
WY	16	16.2	55	55.6	6	6.1	0	0.0	4	4.0	1	1.0	82	82.8	17	17.2	99	100.0	
USA	13,529	39.5	12,796	37.3	1,008	2.9	14	0.0	807	2.4	204	0.6	28,358	82.7	5,932	17.3	34,290	100.0	
PR	105	45.7	49	21.3	2	0.9	0	0.0	7	3.0	0	0.0	163	70.9	67	29.1	230	100.0	

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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	316	43.8	354	49.1	51	7.1	721	100.0
AK	17	43.6	13	33.3	9	23.1	39	100.0
AZ	212	35.2	290	48.2	100	16.6	602	100.0
AR	180	40.2	228	50.9	40	8.9	448	100.0
CA	1,245	53.1	878	37.5	221	9.4	2,344	100.0
CO	179	41.7	222	51.7	28	6.5	429	100.0
CT	70	41.4	74	43.8	25	14.8	169	100.0
DE	36	45.6	40	50.6	3	3.8	79	100.0
DC	5	50.0	5	50.0	0	0.0	10	100.0
FL	1,013	52.5	884	45.8	33	1.7	1,930	100.0
GA	515	43.6	555	47.0	112	9.5	1,182	100.0
HI	10	33.3	19	63.3	1	3.3	30	100.0
ID	68	36.4	106	56.7	13	7.0	187	100.0
IL	311	36.8	332	39.3	201	23.8	844	100.0
IN	258	42.0	245	39.9	111	18.1	614	100.0
IA	106	48.4	87	39.7	26	11.9	219	100.0
KS	126	42.0	134	44.7	40	13.3	300	100.0
KY	267	48.3	286	51.7	0	0.0	553	100.0
LA	226	36.0	334	53.2	68	10.8	628	100.0
ME	52	48.6	55	51.4	0	0.0	107	100.0
MD	151	45.2	147	44.0	36	10.8	334	100.0
MA	91	37.0	111	45.1	44	17.9	246	100.0
MI	321	46.5	235	34.0	135	19.5	691	100.0
MN	164	50.9	99	30.7	59	18.3	322	100.0
MS	258	44.3	238	40.8	87	14.9	583	100.0
MO	207	31.5	402	61.2	48	7.3	657	100.0
MT	54	31.2	109	63.0	10	5.8	173	100.0

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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	63	38.2	76	46.1	26	15.8	165	100.0
NV	96	50.3	71	37.2	24	12.6	191	100.0
NH	15	19.2	48	61.5	15	19.2	78	100.0
NJ	146	43.3	160	47.5	31	9.2	337	100.0
NM	101	36.3	165	59.4	12	4.3	278	100.0
NY	314	56.9	184	33.3	54	9.8	552	100.0
NC	558	50.0	515	46.1	44	3.9	1,117	100.0
ND	30	44.1	31	45.6	7	10.3	68	100.0
OH	305	35.7	440	51.5	109	12.8	854	100.0
OK	231	43.5	260	49.0	40	7.5	531	100.0
OR	174	47.0	116	31.4	80	21.6	370	100.0
PA	266	36.3	367	50.1	99	13.5	732	100.0
RI	19	46.3	18	43.9	4	9.8	41	100.0
SC	342	44.8	379	49.6	43	5.6	764	100.0
SD	31	29.5	65	61.9	9	8.6	105	100.0
TN	416	46.2	393	43.6	92	10.2	901	100.0
TX	1,330	47.2	1,172	41.6	316	11.2	2,818	100.0
UT	114	52.5	78	35.9	25	11.5	217	100.0
VT	17	37.8	27	60.0	1	2.2	45	100.0
VA	339	49.8	336	49.3	6	0.9	681	100.0
WA	198	50.0	149	37.6	49	12.4	396	100.0
WV	77	41.8	74	40.2	33	17.9	184	100.0
WI	154	39.7	164	42.3	70	18.0	388	100.0
WY	26	36.6	43	60.6	2	2.8	71	100.0
USA	11,820	44.9	11,813	44.9	2,692	10.2	26,325	100.0
PR	42	27.3	112	72.7	0	0.0	154	100.0

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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	Number	Percent	Number	Percent	Percent
AL	368	80	21.7	131	44	33.6	182	69	37.9	40	13	32.5	721	206	28.6
AK	16	1	6.3	11	5	45.5	11	2	18.2	1	0	0.0	39	8	20.5
AZ	307	54	17.6	102	45	44.1	173	80	46.2	20	5	25.0	602	184	30.6
AR	206	46	22.3	97	34	35.1	123	58	47.2	22	2	9.1	448	140	31.3
CA	1,413	362	25.6	358	160	44.7	506	229	45.3	67	18	26.9	2,344	769	32.8
CO	170	48	28.2	88	44	50.0	155	85	54.8	16	5	31.3	429	182	42.4
CT	119	18	15.1	8	2	25.0	38	16	42.1	4	0	0.0	169	36	21.3
DE	53	10	18.9	6	1	16.7	17	8	47.1	3	1	33.3	79	20	25.3
DC	8	1	12.5	0	0	0.0	2	0	0.0	0	0	0.0	10	1	10.0
FL	1,089	140	12.9	292	113	38.7	481	152	31.6	68	23	33.8	1,930	428	22.2
GA	613	129	21.0	238	93	39.1	285	100	35.1	46	12	26.1	1,182	334	28.3
HI	12	6	50.0	10	4	40.0	8	4	50.0	0	0	0.0	30	14	46.7
ID	83	30	36.1	48	30	62.5	47	17	36.2	9	2	22.2	187	79	42.2
IL	471	84	17.8	91	30	33.0	240	70	29.2	42	11	26.2	844	195	23.1
IN	332	58	17.5	81	24	29.6	165	57	34.5	36	5	13.9	614	144	23.5
IA	102	32	31.4	50	25	50.0	55	13	23.6	12	5	41.7	219	75	34.2
KS	121	38	31.4	80	33	41.3	86	37	43.0	13	1	7.7	300	109	36.3
KY	281	52	18.5	117	43	36.8	138	51	37.0	17	3	17.6	553	149	26.9
LA	293	58	19.8	185	63	34.1	139	44	31.7	11	4	36.4	628	169	26.9
ME	39	9	23.1	25	12	48.0	36	11	30.6	7	2	28.6	107	34	31.8
MD	209	22	10.5	30	7	23.3	78	13	16.7	17	3	17.6	334	45	13.5
MA	141	22	15.6	20	4	20.0	79	31	39.2	6	1	16.7	246	58	23.6
MI	316	65	20.6	116	37	31.9	228	72	31.6	31	8	25.8	691	182	26.3
MN	152	36	23.7	56	22	39.3	96	40	41.7	18	9	50.0	322	107	33.2
MS	289	65	22.5	130	51	39.2	148	64	43.2	16	7	43.8	583	187	32.1
MO	313	80	25.6	132	51	38.6	188	77	41.0	24	7	29.2	657	215	32.7
MT	54	28	51.9	46	35	76.1	64	41	64.1	9	2	22.2	173	106	61.3

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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	Number	Percent	Number	Percent	Percent
NE	68	10	14.7	38	17	44.7	47	17	36.2	12	5	41.7	165	49	29.7
NV	79	17	21.5	37	15	40.5	60	38	63.3	15	2	13.3	191	72	37.7
NH	36	5	13.9	9	8	88.9	31	10	32.3	2	1	50.0	78	24	30.8
NJ	215	39	18.1	23	10	43.5	83	25	30.1	16	6	37.5	337	80	23.7
NM	115	28	24.3	75	45	60.0	80	50	62.5	8	2	25.0	278	125	45.0
NY	307	43	14.0	59	19	32.2	161	44	27.3	25	9	36.0	552	115	20.8
NC	604	160	26.5	192	76	39.6	263	98	37.3	58	19	32.8	1,117	353	31.6
ND	21	7	33.3	10	9	90.0	27	17	63.0	10	3	30.0	68	36	52.9
OH	458	83	18.1	115	46	40.0	214	67	31.3	67	12	17.9	854	208	24.4
OK	234	56	23.9	129	50	38.8	156	64	41.0	12	2	16.7	531	172	32.4
OR	176	42	23.9	83	34	41.0	92	30	32.6	19	2	10.5	370	108	29.2
PA	389	67	17.2	97	42	43.3	216	60	27.8	30	5	16.7	732	174	23.8
RI	27	0	0.0	2	0	0.0	11	3	27.3	1	0	0.0	41	3	7.3
SC	410	81	19.8	124	45	36.3	203	67	33.0	27	10	37.0	764	203	26.6
SD	55	24	43.6	17	10	58.8	30	10	33.3	3	1	33.3	105	45	42.9
TN	457	74	16.2	154	59	38.3	254	76	29.9	36	10	27.8	901	219	24.3
TX	1,315	253	19.2	712	309	43.4	698	244	35.0	93	14	15.1	2,818	820	29.1
UT	101	20	19.8	37	23	62.2	66	27	40.9	13	5	38.5	217	75	34.6
VT	23	7	30.4	7	6	85.7	14	7	50.0	1	1	100.0	45	21	46.7
VA	358	91	25.4	101	31	30.7	190	59	31.1	32	7	21.9	681	188	27.6
WA	231	46	19.9	62	17	27.4	93	37	39.8	10	3	30.0	396	103	26.0
WV	71	16	22.5	48	15	31.3	57	15	26.3	8	4	50.0	184	50	27.2
WI	193	38	19.7	51	18	35.3	123	43	35.0	21	2	9.5	388	101	26.0
WY	16	5	31.3	27	18	66.7	24	17	70.8	4	1	25.0	71	41	57.7
USA	13,529	2,786	20.6	4,757	1,934	40.7	6,961	2,566	36.9	1,078	275	25.5	26,325	7,561	28.7
PR	105	13	12.4	8	2	25.0	37	8	21.6	4	0	0.0	154	23	14.9

*Includes occupants of other and unknown light trucks.

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Table 116. Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population	Pedestrian Fatality Rate per 100,000 Population
1	New Mexico	102	2,115,877	4.82
2	Louisiana	184	4,624,047	3.98
3	Florida	817	21,781,128	3.75
4	South Carolina	190	5,190,705	3.66
5	Arizona	248	7,276,316	3.41
6	Mississippi	94	2,949,965	3.19
7	Delaware	29	1,003,384	2.89
8	Georgia	306	10,799,566	2.83
9	California	1,108	39,237,836	2.82
10	Texas	817	29,527,941	2.77
11	District of Columbia	18	670,050	2.69
12	Oklahoma	106	3,986,639	2.66
13	Arkansas	79	3,025,891	2.61
14	Nevada	80	3,143,991	2.54
15	Alabama	128	5,039,877	2.54
16	Tennessee	177	6,975,218	2.54
17	North Carolina	248	10,551,162	2.35
18	New Jersey	212	9,267,130	2.29
19	Alaska	16	732,673	2.18
20	Maryland	129	6,165,129	2.09
21	Oregon	87	4,246,155	2.05
22	West Virginia	36	1,782,959	2.02
23	Wyoming	11	578,803	1.90
24	Missouri	117	6,168,187	1.90
25	Washington	142	7,738,692	1.83
26	Hawaii	25	1,441,553	1.73
27	Michigan	174	10,050,811	1.73

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

Rank	State	Pedestrians Killed	Population	Pedestrian Fatality Rate per 100,000 Population
28	Kentucky	75	4,509,394	1.66
29	Illinois	209	12,671,469	1.65
30	Indiana	111	6,805,985	1.63
31	Montana	18	1,104,271	1.63
32	Colorado	92	5,812,069	1.58
33	South Dakota	14	895,376	1.56
34	New York	293	19,835,913	1.48
35	Connecticut	53	3,605,597	1.47
36	Kansas	43	2,934,582	1.47
37	Ohio	168	11,780,017	1.43
38	Virginia	123	8,642,274	1.42
39	Maine	19	1,372,247	1.38
40	Pennsylvania	176	12,964,056	1.36
41	North Dakota	10	774,948	1.29
42	Utah	43	3,337,975	1.29
43	Vermont	8	645,570	1.24
44	Idaho	21	1,900,923	1.10
45	Massachusetts	74	6,984,723	1.06
46	Iowa	30	3,193,079	0.94
47	Minnesota	50	5,707,390	0.88
48	Wisconsin	48	5,895,908	0.81
49	Nebraska	15	1,963,692	0.76
50	Rhode Island	7	1,095,610	0.64
51	New Hampshire	8	1,388,992	0.58
	USA	7,388	331,893,745	2.23
	Puerto Rico	92	3,263,584	2.82

Source: Population—Census Bureau

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Table 117. People Killed, by State and Highest Driver BAC 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	656	67	47	5	281	29	328	33	983	100
AK	39	58	4	5	22	33	26	39	67	100
AZ	698	59	61	5	421	36	482	41	1,180	100
AR	459	66	49	7	185	27	234	34	693	100
CA	2,658	62	250	6	1,370	32	1,619	38	4,285	100
CO	433	63	41	6	216	31	256	37	691	100
CT	162	54	23	8	112	38	135	45	298	100
DE	96	70	5	4	34	25	39	29	136	100
DC	25	62	2	6	12	30	15	36	41	100
FL	2,562	69	158	4	1,019	27	1,176	31	3,738	100
GA	1,318	73	82	5	391	22	473	26	1,797	100
HI	57	60	10	11	28	29	38	40	94	100
ID	176	65	5	2	85	31	91	33	271	100
IL	785	59	86	6	461	35	547	41	1,334	100
IN	649	70	49	5	234	25	283	30	932	100
IA	206	58	28	8	118	33	146	41	356	100
KS	299	70	16	4	109	26	125	30	424	100
KY	583	72	31	4	190	24	221	27	806	100
LA	622	64	50	5	299	31	349	36	972	100
ME	94	61	15	9	45	29	60	39	153	100
MD	335	60	31	6	195	35	226	40	561	100
MA	243	58	22	5	150	36	172	41	417	100
MI	751	66	60	5	325	29	385	34	1,136	100
MN	335	69	22	4	130	27	152	31	488	100
MS	589	76	26	3	155	20	182	24	772	100
MO	655	65	68	7	290	29	358	35	1,016	100
MT	126	53	7	3	104	44	111	47	239	100

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Table 117. People Killed, by State and Highest Driver BAC 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	142	64	14	6	65	29	79	36	221	100
NV	243	63	26	7	116	30	142	37	385	100
NH	65	55	8	7	45	38	53	45	118	100
NJ	479	69	42	6	178	25	220	31	699	100
NM	301	63	22	5	154	32	176	37	481	100
NY	705	61	64	6	388	34	452	39	1,157	100
NC	1,132	68	66	4	466	28	531	32	1,663	100
ND	63	62	5	5	33	33	38	38	101	100
OH	744	55	79	6	531	39	610	45	1,354	100
OK	523	69	45	6	192	25	236	31	762	100
OR	335	56	47	8	215	36	263	44	599	100
PA	834	68	59	5	337	27	395	32	1,230	100
RI	34	54	5	7	24	39	29	46	63	100
SC	745	62	52	4	401	33	453	38	1,198	100
SD	86	58	10	6	52	35	62	42	148	100
TN	907	68	65	5	355	27	420	32	1,327	100
TX	2,320	52	263	6	1,906	42	2,169	48	4,498	100
UT	238	73	10	3	79	24	89	27	328	100
VT	47	64	4	6	23	31	27	36	74	100
VA	637	65	54	6	281	29	335	34	973	100
WA	369	55	37	6	262	39	299	45	670	100
WV	197	70	17	6	65	23	82	29	280	100
WI	399	64	22	4	199	32	221	36	620	100
WY	69	62	4	3	38	34	41	38	110	100
USA	27,221	63	2,266	5	13,384	31	15,650	36	42,939	100
PR	191	57	30	9	116	34	146	43	337	100

*Includes people killed in crashes in which there was no driver present.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

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Table 118. Drivers Involved in Fatal Crashes, by State and Their BACs

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	1,071	78	46	3	252	18	298	22	1,369	100
AK	72	79	4	4	15	17	19	21	91	100
AZ	1,238	73	64	4	401	24	465	27	1,703	100
AR	731	76	50	5	175	18	225	24	956	100
CA	4,488	74	245	4	1,306	22	1,551	26	6,038	100
CO	762	75	42	4	209	21	251	25	1,013	100
CT	290	67	26	6	117	27	142	33	432	100
DE	166	81	5	2	34	17	39	19	205	100
DC	48	75	3	5	13	20	16	25	64	100
FL	4,341	80	162	3	943	17	1,106	20	5,447	100
GA	2,156	82	85	3	376	14	461	18	2,617	100
HI	89	70	10	8	28	22	38	30	127	100
ID	289	77	6	2	79	21	84	23	373	100
IL	1,369	72	93	5	432	23	525	28	1,894	100
IN	1,116	80	49	4	223	16	271	20	1,387	100
IA	344	70	30	6	115	24	145	30	489	100
KS	478	80	15	3	102	17	117	20	595	100
KY	945	82	32	3	179	15	210	18	1,155	100
LA	1,033	75	55	4	280	20	336	25	1,369	100
ME	141	72	13	7	41	21	54	28	195	100
MD	584	73	34	4	182	23	216	27	800	100
MA	411	71	25	4	146	25	171	29	582	100
MI	1,271	77	64	4	313	19	377	23	1,648	100
MN	525	79	22	3	121	18	143	21	668	100
MS	873	84	24	2	141	14	165	16	1,037	100
MO	1,079	76	65	5	277	19	342	24	1,420	100
MT	182	64	8	3	96	34	104	36	286	100

5. States

Table 118. Drivers Involved in Fatal Crashes, by State and Their BACs (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	236	77	14	5	58	19	72	23	308	100
NV	431	76	26	5	110	19	136	24	567	100
NH	102	69	7	4	39	26	46	31	148	100
NJ	756	78	41	4	170	18	211	22	967	100
NM	479	75	23	4	140	22	162	25	641	100
NY	1,131	71	72	5	392	25	463	29	1,594	100
NC	1,843	78	69	3	439	19	507	22	2,350	100
ND	108	78	4	3	26	19	31	22	138	100
OH	1,305	68	93	5	524	27	617	32	1,922	100
OK	855	79	43	4	178	17	220	21	1,075	100
OR	575	69	49	6	206	25	255	31	830	100
PA	1,362	78	63	4	322	18	385	22	1,747	100
RI	65	69	5	5	24	25	28	31	93	100
SC	1,289	75	57	3	379	22	437	25	1,726	100
SD	126	70	8	4	45	25	53	30	179	100
TN	1,557	79	69	4	334	17	404	21	1,961	100
TX	4,268	66	301	5	1,874	29	2,175	34	6,443	100
UT	389	82	11	2	74	16	84	18	473	100
VT	75	74	5	5	22	21	27	26	102	100
VA	1,005	75	55	4	273	20	329	25	1,334	100
WA	652	69	41	4	252	27	294	31	945	100
WV	300	79	17	5	63	17	81	21	381	100
WI	669	76	21	2	189	21	209	24	878	100
WY	103	72	4	3	35	25	39	28	142	100
USA	45,769	75	2,373	4	12,762	21	15,135	25	60,904	100
PR	310	66	37	8	120	26	157	34	467	100

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

5. States

Table 119. Drivers Killed in Crashes, by State and Their BACs

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	451	68	30	5	181	27	211	32	662	100
AK	25	74	0	0	9	26	9	26	34	100
AZ	444	66	25	4	202	30	226	34	670	100
AR	325	67	27	6	131	27	158	33	483	100
CA	1,524	63	125	5	754	31	878	37	2,402	100
CO	292	63	25	5	149	32	174	37	466	100
CT	125	58	15	7	75	35	90	42	215	100
DE	60	73	2	3	20	25	22	27	82	100
DC	10	58	2	13	5	29	8	42	18	100
FL	1,433	68	87	4	602	28	689	32	2,122	100
GA	870	74	55	5	250	21	305	26	1,175	100
HI	28	52	6	12	19	36	26	48	54	100
ID	128	66	3	2	63	33	67	34	195	100
IL	516	61	51	6	284	33	335	39	851	100
IN	465	72	21	3	161	25	182	28	647	100
IA	159	62	19	7	78	30	97	38	256	100
KS	226	75	10	3	68	22	77	25	303	100
KY	424	73	19	3	135	23	154	27	578	100
LA	380	64	29	5	186	31	215	36	595	100
ME	63	60	8	7	33	32	41	40	104	100
MD	213	62	17	5	113	33	130	38	342	100
MA	168	58	15	5	104	36	119	42	287	100
MI	517	69	30	4	204	27	234	31	751	100
MN	240	69	18	5	91	26	109	31	349	100
MS	424	81	10	2	91	17	101	19	525	100
MO	476	67	41	6	197	28	239	33	715	100
MT	91	53	3	2	79	46	82	47	173	100

5. States

Table 119. Drivers Killed in Crashes, by State and Their BACs (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	109	67	8	5	47	29	55	33	164	100
NV	161	67	14	6	65	27	79	33	240	100
NH	48	56	4	5	34	39	38	44	86	100
NJ	243	66	28	7	100	27	128	34	371	100
NM	171	63	14	5	88	32	101	37	272	100
NY	447	65	33	5	202	30	236	35	682	100
NC	806	71	38	3	294	26	332	29	1,138	100
ND	42	68	3	5	17	27	20	32	62	100
OH	546	60	53	6	310	34	363	40	909	100
OK	362	71	23	5	123	24	146	29	508	100
OR	256	63	24	6	126	31	150	37	406	100
PA	566	68	41	5	221	27	262	32	828	100
RI	25	55	3	7	17	38	20	45	45	100
SC	478	59	35	4	293	36	328	41	806	100
SD	65	63	5	5	34	32	39	37	104	100
TN	654	72	44	5	216	24	260	28	914	100
TX	1,625	59	124	4	1,017	37	1,141	41	2,766	100
UT	156	77	3	1	45	22	48	23	204	100
VT	37	63	3	5	18	32	21	37	58	100
VA	433	65	38	6	194	29	232	35	665	100
WA	242	62	22	6	129	33	151	38	393	100
WV	141	70	14	7	46	23	61	30	201	100
WI	308	67	14	3	141	30	155	33	463	100
WY	52	62	3	4	28	34	32	38	83	100
USA	18,050	66	1,283	5	8,089	29	9,372	34	27,422	100
PR	105	54	22	11	66	34	88	46	193	100

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

5. States

Table 120. Surviving Drivers Involved in Fatal Crashes, by State and Their BACs

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	620	88	16	2	71	10	87	12	707	100
AK	47	82	4	6	6	11	10	18	57	100
AZ	795	77	40	4	199	19	239	23	1,033	100
AR	406	86	23	5	44	9	67	14	473	100
CA	2,964	82	120	3	552	15	672	18	3,636	100
CO	470	86	17	3	60	11	77	14	547	100
CT	165	76	11	5	41	19	52	24	217	100
DE	106	86	2	2	14	12	17	14	123	100
DC	37	81	1	2	8	17	9	19	46	100
FL	2,908	87	76	2	341	10	417	13	3,325	100
GA	1,286	89	31	2	126	9	156	11	1,442	100
HI	61	83	4	5	9	12	13	17	73	100
ID	161	90	2	1	15	9	17	10	178	100
IL	853	82	42	4	148	14	190	18	1,043	100
IN	651	88	28	4	62	8	90	12	740	100
IA	185	79	11	5	37	16	48	21	233	100
KS	252	86	6	2	35	12	40	14	292	100
KY	521	90	13	2	44	8	56	10	577	100
LA	653	84	27	3	94	12	121	16	774	100
ME	78	85	6	6	8	8	13	15	91	100
MD	371	81	17	4	70	15	87	19	458	100
MA	243	83	10	3	42	14	52	17	295	100
MI	755	84	34	4	109	12	143	16	897	100
MN	285	89	4	1	30	9	34	11	319	100
MS	448	88	14	3	50	10	64	12	512	100
MO	602	85	24	3	79	11	103	15	705	100
MT	91	81	4	4	17	15	22	19	113	100

5. States

Table 120. Surviving Drivers Involved in Fatal Crashes, by State and Their BACs (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	127	88	6	4	11	7	17	12	144	100
NV	270	83	11	3	45	14	57	17	327	100
NH	54	88	2	4	5	9	8	12	62	100
NJ	513	86	14	2	70	12	83	14	596	100
NM	308	83	9	3	52	14	61	17	369	100
NY	684	75	38	4	190	21	228	25	912	100
NC	1,036	86	31	3	145	12	176	14	1,212	100
ND	66	86	1	1	9	12	11	14	76	100
OH	759	75	40	4	214	21	254	25	1,013	100
OK	493	87	20	4	54	10	74	13	567	100
OR	319	75	25	6	80	19	106	25	424	100
PA	796	87	23	2	100	11	123	13	919	100
RI	40	83	2	4	6	13	8	17	48	100
SC	812	88	22	2	86	9	108	12	920	100
SD	61	81	3	3	12	16	14	19	75	100
TN	903	86	26	2	118	11	144	14	1,047	100
TX	2,643	72	177	5	857	23	1,034	28	3,677	100
UT	232	86	8	3	28	11	37	14	269	100
VT	38	87	2	5	3	8	6	13	44	100
VA	572	86	18	3	79	12	97	14	669	100
WA	410	74	19	3	124	22	142	26	552	100
WV	160	89	3	2	17	10	20	11	180	100
WI	360	87	7	2	48	11	55	13	415	100
WY	51	87	1	1	7	12	8	13	59	100
USA	27,719	83	1,091	3	4,673	14	5,763	17	33,482	100
PR	205	75	15	6	54	20	69	25	274	100

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

5. States

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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
		Total*	Interstate		Non-Interstate				
			Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
AL	983	274	36	15	0	46	59	83	35
AK	67	27	6	3	0	7	1	5	5
AZ	1,180	373	15	15	39	90	141	55	8
AR	693	148	8	11	1	26	27	21	54
CA	4,285	1,509	59	166	161	450	308	252	113
CO	691	202	11	12	3	86	36	29	25
CT	298	119	1	10	11	26	36	30	5
DE	136	46	0	4	2	13	9	14	4
DC	41	19	0	0	1	5	9	0	4
FL	3,738	391	8	18	3	145	83	85	49
GA	1,797	369	8	26	23	82	91	77	62
HI	94	45	0	2	0	28	15	0	0
ID	271	59	5	3	1	11	5	18	16
IL	1,334	487	24	76	9	123	111	82	57
IN	932	252	16	22	4	64	43	57	46
IA	356	84	2	3	0	23	12	26	17
KS	424	98	7	6	3	12	26	33	11
KY	806	143	13	8	1	28	35	27	31
LA	972	281	30	24	2	54	68	45	58
ME	153	26	0	0	0	4	3	13	5
MD	561	168	2	16	21	48	34	37	9
MA	417	114	2	21	8	29	25	16	13
MI	1,136	321	5	25	16	86	64	67	53
MN	488	167	2	13	6	34	53	39	18
MS	772	122	5	1	0	35	19	35	10
MO	1,016	404	11	42	27	104	65	80	75
MT	239	86	14	8	0	17	9	16	20

5. States

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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
		Total*	Interstate		Non-Interstate				
			Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
NE	221	36	5	5	2	5	5	7	7
NV	385	112	2	6	0	36	30	12	26
NH	118	40	1	1	4	11	6	11	6
NJ	699	178	3	9	22	61	35	20	27
NM	481	186	24	12	1	51	32	43	21
NY	1,157	418	4	42	39	109	75	50	99
NC	1,663	478	9	26	29	102	92	124	96
ND	101	29	2	0	0	14	1	2	9
OH	1,354	341	4	50	11	54	66	94	56
OK	762	181	3	10	0	50	20	66	32
OR	599	154	5	5	0	44	40	45	15
PA	1,230	500	34	29	27	130	91	86	102
RI	63	20	0	4	2	6	4	3	1
SC	1,198	486	55	23	6	73	186	74	69
SD	148	35	3	0	0	7	12	8	5
TN	1,327	231	9	15	7	77	61	32	30
TX	4,498	1,568	68	171	79	424	296	386	141
UT	328	109	15	10	3	38	21	14	8
VT	74	30	2	0	0	3	8	9	8
VA	973	337	13	42	13	66	79	87	34
WA	670	206	11	24	14	38	39	60	18
WV	280	64	9	8	0	11	4	20	12
WI	620	212	6	9	2	55	51	53	35
WY	110	45	8	1	0	18	1	11	5
USA	42,939	12,330	585	1,052	603	3,159	2,642	2,559	1,665
PR	337	112	11	12	0	33	28	23	5

*Includes speeding-related fatalities that occurred on roadways for which the function class was unknown or unknown whether rural or urban interstate.

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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	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
AL	6.69	25.4	17.10	18.3	43.18	67.8	70.66	68.5	460
AK	6.39	23.3	15.92	16.7	42.28	40.0	49.33	50.0	30
AZ	3.53	23.5	17.60	17.3	51.80	85.8	64.92	86.5	289
AR	5.74	17.9	14.25	16.3	43.78	76.0	60.69	76.6	363
CA	7.92	93.6	20.13	93.4	4.00	99.9	6.00	99.9	1,133
CO	6.23	60.2	12.49	59.5	38.46	82.2	52.78	82.6	259
CT	0.97	30.2	8.25	16.3	39.39	58.1	48.00	58.1	43
DE	3.63	28.6	7.43	4.8	28.35	45.2	38.61	45.2	42
DC	NA	NA	NA	NA	NA	NA	NA	NA	NA
FL	2.26	94.9	11.05	93.9	NA	NA	NA	NA	686
GA	6.08	25.5	11.27	10.2	39.77	55.3	52.50	56.9	548
HI	4.42	0.0	16.47	0.0	39.29	63.2	54.86	63.2	19
ID	4.31	11.6	13.45	7.3	NA	NA	NA	NA	164
IL	2.89	27.1	10.61	24.3	39.00	99.7	51.00	99.7	325
IN	NA	NA	NA	NA	NA	NA	NA	NA	382
IA	10.25	65.2	13.14	57.7	35.32	63.9	51.99	65.6	227
KS	8.12	10.7	11.90	3.6	38.22	46.4	51.73	49.6	224
KY	4.82	21.3	11.66	0.9	36.44	44.7	50.35	47.9	445
LA	6.18	19.3	15.49	8.5	48.28	46.8	65.37	49.0	363
ME	4.66	41.6	11.14	35.6	39.82	55.4	52.20	56.4	101
MD	NA	NA	NA	NA	NA	NA	NA	NA	39
MA	4.44	28.0	11.80	0.0	39.75	52.0	49.42	52.0	25
MI	4.11	41.8	9.60	42.6	NA	NA	NA	NA	385
MN	3.12	6.6	11.17	4.1	43.24	58.9	53.96	60.2	241
MS	0.00	99.5	4.00	99.5	13.00	99.8	15.00	99.8	413
MO	8.26	49.8	15.77	41.8	46.35	53.9	67.10	56.5	462
MT	12.88	27.5	15.32	6.6	46.00	49.1	54.64	55.1	167

5. States

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	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
NE	6.08	39.4	13.38	34.3	31.94	64.2	46.76	67.2	137
NV	1.50	98.3	17.00	98.3	49.00	99.1	82.00	99.1	116
NH	2.20	13.2	8.80	15.1	42.92	52.8	46.26	56.6	53
NJ	7.95	34.4	9.58	14.8	40.63	50.8	53.28	52.5	61
NM	0.00	99.5	32.00	99.5	NA	NA	NA	NA	215
NY	2.72	13.2	10.13	9.5	44.39	69.0	54.64	69.8	242
NC	11.02	86.9	10.82	49.5	33.41	75.8	39.63	77.3	719
ND	5.67	27.0	14.81	6.3	43.41	41.3	58.00	49.2	63
OH	5.53	29.9	11.25	10.2	37.75	49.6	53.09	50.2	472
OK	7.38	79.3	19.34	61.4	48.91	74.0	67.94	76.4	381
OR	4.63	25.4	14.81	23.8	43.85	78.5	58.98	80.4	311
PA	4.40	72.3	12.12	44.0	42.40	70.8	53.94	71.0	452
RI	8.33	25.0	8.83	0.0	28.60	16.7	40.70	16.7	12
SC	NA	NA	NA	NA	NA	NA	NA	NA	613
SD	5.25	38.0	15.53	17.6	40.33	55.6	52.07	57.4	108
TN	7.05	79.6	12.14	69.7	27.83	82.2	42.09	82.4	489
TX	10.09	99.3	17.75	99.2	57.45	99.3	80.30	99.3	1,510
UT	5.87	17.5	18.41	5.0	44.82	53.3	63.27	56.7	120
VT	3.57	28.1	10.80	4.7	43.62	46.9	57.09	46.9	64
VA	NA	NA	NA	NA	NA	NA	NA	NA	496
WA	NA	NA	NA	NA	NA	NA	NA	NA	234
WV	8.02	65.4	19.20	64.8	45.52	79.2	63.31	81.8	159
WI	4.70	30.4	10.43	31.0	36.41	74.5	48.82	74.5	381
WY	5.28	41.8	17.43	29.1	37.68	68.4	55.56	68.4	79
USA	5.63	62.4	13.12	54.9	40.75	80.0	55.32	80.9	15,322
PR	5.12	77.3	12.74	76.7	NA	NA	NA	NA	150

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

5. States

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	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
AL	3.85	12.9	10.03	8.9	28.33	65.2	44.94	65.6	425
AK	1.00	24.1	6.15	6.9	18.29	41.4	26.06	41.4	29
AZ	1.70	45.6	7.06	44.0	23.47	70.9	30.74	70.6	732
AR	4.13	13.8	7.92	13.1	27.75	68.7	40.65	69.0	268
CA	6.12	93.3	17.44	93.9	9.00	100.0	32.17	99.8	2,848
CO	1.60	21.8	5.25	20.7	19.49	56.8	26.30	56.5	377
CT	2.22	34.2	6.20	25.4	27.83	53.3	35.35	52.9	240
DE	2.12	24.4	5.96	14.4	21.92	30.0	29.66	32.2	90
DC	5.44	32.5	6.00	27.5	34.30	75.0	46.20	75.0	40
FL	1.91	97.5	7.35	96.9	NA	NA	NA	NA	2,763
GA	5.11	22.3	8.68	14.5	32.83	47.1	45.05	47.7	1,122
HI	3.60	6.8	7.13	1.4	30.95	46.6	39.56	46.6	73
ID	2.03	16.5	6.66	6.3	17.60	93.7	23.80	93.7	79
IL	2.59	33.5	6.33	33.5	59.00	99.9	66.00	99.9	877
IN	NA	NA	NA	NA	NA	NA	NA	NA	479
IA	4.91	55.0	6.28	47.0	22.33	51.0	30.66	53.0	100
KS	4.40	13.0	6.74	8.4	26.43	37.0	36.47	40.3	154
KY	3.28	10.8	6.57	2.8	29.25	30.2	37.99	31.6	288
LA	4.29	33.0	9.80	25.5	35.06	53.6	46.78	55.0	522
ME	3.41	10.0	6.18	6.7	25.20	33.3	35.00	33.3	30
MD	NA	NA	NA	NA	NA	NA	NA	NA	472
MA	3.94	17.0	6.33	2.2	28.64	35.6	36.46	36.7	371
MI	3.01	57.6	6.32	54.1	NA	NA	NA	NA	675
MN	2.64	5.7	6.86	7.2	23.67	50.2	31.65	50.2	209
MS	NA	NA	NA	NA	NA	NA	NA	NA	212
MO	3.38	35.3	7.88	24.2	26.49	37.9	36.33	37.9	467
MT	2.40	34.0	6.12	20.8	25.95	62.3	35.74	64.2	53

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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	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
NE	3.04	9.1	5.31	7.3	23.82	49.1	29.86	49.1	55
NV	2.00	67.2	6.33	66.0	19.16	67.6	27.11	67.6	244
NH	3.04	13.5	8.91	9.6	26.31	44.2	37.62	44.2	52
NJ	4.78	25.5	7.22	14.3	31.89	43.5	41.05	45.0	593
NM	NA	NA	NA	NA	NA	NA	NA	NA	209
NY	1.96	36.1	6.66	45.1	26.99	71.0	34.39	70.7	856
NC	4.67	71.4	6.89	50.1	25.27	72.4	31.50	74.4	815
ND	2.71	4.5	6.64	0.0	21.52	4.5	30.60	9.1	22
OH	4.38	16.0	6.29	5.1	22.99	35.5	32.72	36.9	758
OK	4.45	65.2	9.61	53.8	28.01	60.9	39.12	62.2	299
OR	1.56	26.1	6.14	24.9	25.10	68.0	33.34	68.0	241
PA	2.80	47.9	7.11	31.4	30.06	54.4	37.71	54.5	697
RI	3.65	10.4	4.94	2.1	27.97	20.8	36.11	20.8	48
SC	NA	NA	NA	NA	NA	NA	NA	NA	499
SD	2.90	13.0	7.00	13.0	23.27	52.2	35.10	56.5	23
TN	5.46	89.3	12.00	84.2	22.84	89.3	36.09	89.3	740
TX	4.69	98.6	9.28	98.5	26.77	98.6	39.28	98.4	2,553
UT	2.84	15.0	6.10	5.8	25.09	32.9	32.93	34.1	173
VT	1.00	40.0	5.20	0.0	18.00	40.0	24.33	40.0	5
VA	NA	NA	NA	NA	NA	NA	NA	NA	407
WA	NA	NA	NA	NA	NA	NA	NA	NA	366
WV	4.00	69.1	9.61	68.0	24.63	80.4	35.05	80.4	97
WI	3.84	32.8	6.38	37.6	27.96	70.4	38.31	69.3	189
WY	2.63	30.4	7.24	8.7	18.70	56.5	28.80	56.5	23
USA	3.50	64.3	7.46	60.7	27.44	78.9	36.92	79.2	23,959
PR	5.73	77.8	14.10	77.2	NA	NA	NA	NA	180

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

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

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed			Total	Pedestrian
			Number	Percentage of Total Killed			
New York	NY	252	115	45.6	8,467,513	2.98	1.36
Los Angeles	CA	332	142	42.8	3,849,297	8.62	3.69
Chicago	IL	233	67	28.8	2,696,555	8.64	2.48
Houston	TX	337	103	30.6	2,288,250	14.73	4.50
Phoenix	AZ	291	98	33.7	1,624,569	17.91	6.03
Philadelphia	PA	133	43	32.3	1,576,251	8.44	2.73
San Antonio	TX	200	65	32.5	1,451,853	13.78	4.48
San Diego	CA	118	47	39.8	1,381,611	8.54	3.40
Dallas	TX	228	61	26.8	1,288,457	17.70	4.73
San Jose	CA	76	28	36.8	983,489	7.73	2.85
Austin	TX	118	42	35.6	964,177	12.24	4.36
Jacksonville	FL	180	41	22.8	954,614	18.86	4.29
Fort Worth	TX	128	38	29.7	935,508	13.68	4.06
Columbus	OH	97	25	25.8	906,528	10.70	2.76
Indianapolis	IN	144	31	21.5	882,039	16.33	3.51
Charlotte	NC	109	25	22.9	879,709	12.39	2.84
San Francisco	CA	31	15	48.4	815,201	3.80	1.84
Seattle	WA	45	22	48.9	733,919	6.13	3.00
Denver	CO	68	17	25.0	711,463	9.56	2.39
Oklahoma City	OK	100	26	26.0	687,725	14.54	3.78
Nashville-Davidson	TN	118	33	28.0	678,851	17.38	4.86
El Paso	TX	82	16	19.5	678,415	12.09	2.36
Washington	DC	41	18	43.9	670,050	6.12	2.69
Boston	MA	32	9	28.1	654,776	4.89	1.37
Las Vegas	NV	34	14	41.2	646,790	5.26	2.16
Portland	OR	63	23	36.5	641,162	9.83	3.59
Detroit	MI	150	44	29.3	632,464	23.72	6.96
Louisville-Jefferson Co.	KY	106	23	21.7	628,594	16.86	3.66
Memphis	TN	238	55	23.1	628,127	37.89	8.76
Baltimore	MD	48	21	43.8	576,498	8.33	3.64
Milwaukee	WI	71	16	22.5	569,330	12.47	2.81
Albuquerque	NM	133	49	36.8	562,599	23.64	8.71
Fresno	CA	81	31	38.3	544,510	14.88	5.69
Tucson	AZ	114	39	34.2	543,242	20.99	7.18
Sacramento	CA	70	25	35.7	525,041	13.33	4.76
Mesa	AZ	56	10	17.9	509,475	10.99	1.96
Kansas City	MO	81	16	19.8	508,394	15.93	3.15
Atlanta	GA	102	32	31.4	496,461	20.55	6.45
Omaha	NE	29	4	13.8	487,300	5.95	0.82

Source: Population—Census Bureau

5. States

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

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed			Total	Pedestrian
			Number	Percentage of Total Killed			
Colorado Springs	CO	49	12	24.5	483,956	10.12	2.48
Raleigh	NC	34	6	17.6	469,124	7.25	1.28
Virginia Beach	VA	34	4	11.8	457,672	7.43	0.87
Long Beach	CA	32	18	56.3	456,062	7.02	3.95
Miami	FL	73	27	37.0	439,890	16.60	6.14
Oakland	CA	15	5	33.3	433,823	3.46	1.15
Minneapolis	MN	27	10	37.0	425,336	6.35	2.35
Tulsa	OK	81	23	28.4	411,401	19.69	5.59
Bakersfield	CA	53	18	34.0	407,615	13.00	4.42
Wichita	KS	50	9	18.0	395,699	12.64	2.27
Arlington	TX	53	9	17.0	392,786	13.49	2.29
Aurora	CO	41	8	19.5	389,347	10.53	2.05
Tampa	FL	79	27	34.2	387,050	20.41	6.98
New Orleans	LA	68	21	30.9	376,971	18.04	5.57
Cleveland	OH	73	15	20.5	367,991	19.84	4.08
Anaheim	CA	27	9	33.3	345,940	7.80	2.60
Honolulu	HI	18	6	33.3	345,510	5.21	1.74
Henderson	NV	5	2	40.0	322,178	1.55	0.62
Stockton	CA	34	9	26.5	322,120	10.56	2.79
Lexington-Fayette	KY	42	7	16.7	321,793	13.05	2.18
Corpus Christi	TX	41	11	26.8	317,773	12.90	3.46
Riverside	CA	35	12	34.3	317,261	11.03	3.78
Santa Ana	CA	25	13	52.0	309,441	8.08	4.20
Orlando	FL	54	21	38.9	309,154	17.47	6.79
Irvine	CA	7	0	0.0	309,031	2.27	0.00
Cincinnati	OH	47	8	17.0	308,935	15.21	2.59
Newark	NJ	37	17	45.9	307,220	12.04	5.53
St. Paul	MN	23	6	26.1	307,193	7.49	1.95
Pittsburgh	PA	22	4	18.2	300,431	7.32	1.33
Greensboro	NC	49	14	28.6	298,263	16.43	4.69
St. Louis	MO	71	22	31.0	293,310	24.21	7.50
Lincoln	NE	13	1	7.7	292,657	4.44	0.34
Plano	TX	11	1	9.1	288,253	3.82	0.35
Anchorage	AK	20	11	55.0	288,121	6.94	3.82
Durham	NC	17	3	17.6	285,527	5.95	1.05
Jersey City	NJ	15	7	46.7	283,927	5.28	2.47
Chandler	AZ	17	5	29.4	279,458	6.08	1.79
Chula Vista	CA	14	7	50.0	277,220	5.05	2.53
Buffalo	NY	22	6	27.3	276,807	7.95	2.17

Source: Population—Census Bureau

5. States

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

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed			Total	Pedestrian
			Number	Percentage of Total Killed			
North Las Vegas	NV	6	1	16.7	274,133	2.19	0.36
Gilbert	AZ	17	2	11.8	273,136	6.22	0.73
Madison	WI	17	5	29.4	269,196	6.32	1.86
Reno	NV	8	2	25.0	268,851	2.98	0.74
Toledo	OH	44	9	20.5	268,508	16.39	3.35
Fort Wayne	IN	33	6	18.2	265,974	12.41	2.26
Lubbock	TX	45	11	24.4	260,993	17.24	4.21
St. Petersburg	FL	41	13	31.7	258,201	15.88	5.03
Laredo	TX	19	4	21.1	256,153	7.42	1.56
Irving	TX	25	9	36.0	254,198	9.83	3.54
Chesapeake	VA	23	3	13.0	251,269	9.15	1.19
Winston-Salem	NC	34	9	26.5	250,320	13.58	3.60
Glendale	AZ	50	12	24.0	249,630	20.03	4.81
Scottsdale	AZ	16	4	25.0	242,753	6.59	1.65
Garland	TX	16	1	6.3	242,035	6.61	0.41
Boise City	ID	7	2	28.6	237,446	2.95	0.84
Norfolk	VA	28	9	32.1	235,089	11.91	3.83
Spokane	WA	28	9	32.1	229,071	12.22	3.93
Fremont	CA	17	4	23.5	227,514	7.47	1.76
Richmond	VA	17	4	23.5	226,604	7.50	1.77
Santa Clarita	CA	5	0	0.0	224,593	2.23	0.00
San Bernardino	CA	36	17	47.2	222,203	16.20	7.65
Baton Rouge	LA	80	19	23.8	222,185	36.01	8.55
Hialeah	FL	31	5	16.1	220,490	14.06	2.27
Tacoma	WA	26	5	19.2	219,205	11.86	2.28
Modesto	CA	20	10	50.0	218,771	9.14	4.57
Port St. Lucie	FL	16	2	12.5	217,523	7.36	0.92
Huntsville	AL	24	7	29.2	216,963	11.06	3.23
Des Moines	IA	23	3	13.0	212,031	10.85	1.41
Moreno Valley	CA	21	4	19.0	211,600	9.92	1.89
Fontana	CA	23	3	13.0	210,761	10.91	1.42
Frisco	TX	6	1	16.7	210,719	2.85	0.47
Rochester	NY	32	9	28.1	210,606	15.19	4.27
Yonkers	NY	10	1	10.0	209,530	4.77	0.48
Fayetteville	NC	21	2	9.5	208,778	10.06	0.96
Worcester	MA	8	1	12.5	205,918	3.89	0.49
Columbus	GA	27	8	29.6	205,617	13.13	3.89
Cape Coral	FL	10	1	10.0	204,510	4.89	0.49
McKinney	TX	4	0	0.0	202,690	1.97	0.00

Source: Population—Census Bureau

5. States

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

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed			Total	Pedestrian
			Number	Percentage of Total Killed			
Little Rock	AR	31	11	35.5	201,998	15.35	5.45
Oxnard	CA	1	0	0.0	201,879	0.50	0.00
Amarillo	TX	30	5	16.7	201,234	14.91	2.48
Augusta-Richmond Co.	GA	38	1	2.6	201,196	18.89	0.50
Salt Lake City	UT	25	10	40.0	200,478	12.47	4.99
Montgomery	AL	31	7	22.6	198,665	15.60	3.52
Birmingham	AL	47	13	27.7	197,575	23.79	6.58
Grand Rapids	MI	15	6	40.0	197,416	7.60	3.04
Grand Prairie	TX	18	2	11.1	197,347	9.12	1.01
Overland Park	KS	6	0	0.0	197,106	3.04	0.00
Tallahassee	FL	25	4	16.0	197,102	12.68	2.03
Huntington Beach	CA	15	6	40.0	196,652	7.63	3.05
Sioux Falls	SD	10	0	0.0	196,528	5.09	0.00
Peoria	AZ	17	4	23.5	194,917	8.72	2.05
Knoxville	TN	51	11	21.6	192,648	26.47	5.71
Glendale	CA	4	3	75.0	192,366	2.08	1.56
Vancouver	WA	9	4	44.4	192,169	4.68	2.08
Providence	RI	12	2	16.7	189,692	6.33	1.05
Akron	OH	25	3	12.0	189,347	13.20	1.58
Brownsville	TX	10	4	40.0	187,831	5.32	2.13
Mobile	AL	33	11	33.3	184,952	17.84	5.95
Newport News	VA	16	8	50.0	184,587	8.67	4.33
Tempe	AZ	24	6	25.0	184,118	13.04	3.26
Shreveport	LA	28	8	28.6	184,021	15.22	4.35
Chattanooga	TN	33	6	18.2	182,113	18.12	3.29
Fort Lauderdale	FL	48	16	33.3	181,668	26.42	8.81
Aurora	IL	7	2	28.6	179,266	3.90	1.12
Elk Grove	CA	4	0	0.0	178,997	2.23	0.00
Ontario	CA	23	7	30.4	177,963	12.92	3.93
Salem	OR	20	7	35.0	177,723	11.25	3.94
Cary	NC	2	0	0.0	176,987	1.13	0.00
Santa Rosa	CA	5	0	0.0	176,938	2.83	0.00
Rancho Cucamonga	CA	12	3	25.0	175,142	6.85	1.71
Eugene	OR	10	4	40.0	175,096	5.71	2.28
Oceanside	CA	16	4	25.0	172,982	9.25	2.31
Clarksville	TN	25	5	20.0	170,957	14.62	2.92
Garden Grove	CA	17	5	29.4	170,488	9.97	2.93
Lancaster	CA	19	7	36.8	170,150	11.17	4.11
Springfield	MO	29	4	13.8	169,724	17.09	2.36

Source: Population—Census Bureau

5. States

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

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed			Total	Pedestrian
			Number	Percentage of Total Killed			
Pembroke Pines	FL	12	3	25.0	169,391	7.08	1.77
Fort Collins	CO	11	3	27.3	168,538	6.53	1.78
Palmdale	CA	30	10	33.3	165,761	18.10	6.03
Salinas	CA	5	2	40.0	162,791	3.07	1.23
Hayward	CA	9	7	77.8	159,827	5.63	4.38
Corona	CA	17	3	17.6	159,743	10.64	1.88
Paterson	NJ	6	3	50.0	157,794	3.80	1.90
Murfreesboro	TN	5	0	0.0	157,519	3.17	0.00
Macon-Bibb Co.	GA	47	15	31.9	156,762	29.98	9.57
Lakewood	CO	18	2	11.1	156,605	11.49	1.28
Killeen	TX	16	7	43.8	156,261	10.24	4.48
Springfield	MA	6	3	50.0	154,789	3.88	1.94
Alexandria	VA	7	5	71.4	154,706	4.52	3.23
Kansas City	KS	24	9	37.5	154,545	15.53	5.82
Sunnyvale	CA	3	1	33.3	152,258	1.97	0.66
Hollywood	FL	23	7	30.4	152,131	15.12	4.60
Roseville	CA	10	1	10.0	151,901	6.58	0.66
Charleston	SC	22	8	36.4	151,612	14.51	5.28
Escondido	CA	14	6	42.9	150,665	9.29	3.98
Joliet	IL	17	1	5.9	150,372	11.31	0.67

Source: Population—Census Bureau

5. States

Table 125. Fatalities and Fatality Rates, by State, 1975-2021

State	Fatalities									Fatality Rate per 100 Million VMT								
	1975	1985	1995	2000	2005	2010	2015	2021	Difference, 1975-2021	1975	1985	1995	2000	2005	2010	2015	2021	Difference, 1975-2021
AL	902	882	1,114	996	1,148	862	850	983	+9%	3.63	2.51	2.20	1.76	1.92	1.34	1.26	1.37	-62%
AK	112	127	87	106	73	56	65	67	-40%	4.38	3.17	2.11	2.30	1.45	1.17	1.29	1.16	-74%
AZ	670	893	1,035	1,036	1,179	759	897	1,180	+76%	4.19	4.14	2.61	2.11	1.97	1.27	1.38	1.60	-62%
AR	559	534	631	652	654	571	550	693	+24%	4.01	3.12	2.37	2.24	2.05	1.70	1.58	1.80	-55%
CA	4,092	4,960	4,192	3,753	4,333	2,720	3,387	4,285	+5%	3.09	2.39	1.52	1.22	1.32	0.84	1.01	1.38	-55%
CO	581	579	645	681	606	450	547	691	+19%	3.50	2.21	1.84	1.63	1.26	0.96	1.08	1.28	-63%
CT	389	448	317	341	278	320	270	298	-23%	2.13	2.00	1.13	1.11	0.88	1.02	0.85	1.03	-52%
DE	122	104	121	123	133	101	131	136	+11%	3.37	1.94	1.61	1.49	1.40	1.13	1.32	1.34	-60%
DC	70	60	58	48	48	24	23	41	-41%	2.27	1.86	1.67	1.37	1.29	0.67	0.65	1.26	-44%
FL	1,998	2,832	2,805	2,999	3,518	2,444	2,938	3,738	+87%	3.24	3.22	2.19	1.99	1.75	1.25	1.42	1.72	-47%
GA	1,360	1,361	1,488	1,541	1,729	1,247	1,432	1,797	+32%	3.46	2.53	1.74	1.47	1.52	1.12	1.21	1.49	-57%
HI	144	126	130	132	140	113	93	94	-35%	3.47	1.86	1.64	1.55	1.39	1.13	0.90	0.94	-73%
ID	281	255	262	276	275	209	216	271	-4%	4.78	3.31	2.13	2.04	1.85	1.32	1.30	1.40	-71%
IL	2,041	1,534	1,586	1,418	1,363	927	998	1,334	-35%	3.56	2.17	1.68	1.38	1.27	0.88	0.95	1.37	-62%
IN	1,128	974	960	886	938	754	817	932	-17%	3.02	2.39	1.49	1.25	1.31	1.00	1.04	1.19	-61%
IA	670	474	527	445	450	390	320	356	-47%	3.75	2.35	2.03	1.51	1.45	1.24	0.96	1.08	-71%
KS	509	486	442	461	428	431	355	424	-17%	3.29	2.52	1.76	1.64	1.44	1.44	1.13	1.34	-59%
KY	863	712	849	820	985	760	761	806	-7%	3.50	2.50	2.07	1.75	2.08	1.58	1.56	1.68	-52%
LA	934	931	894	938	963	721	752	972	+4%	4.60	2.79	2.31	2.30	2.14	1.59	1.56	1.78	-61%
ME	223	206	187	169	169	161	156	153	-31%	3.14	2.22	1.49	1.19	1.13	1.11	1.07	1.05	-67%
MD	670	729	671	588	614	496	520	561	-16%	2.66	2.19	1.50	1.17	1.09	0.88	0.90	0.99	-63%
MA	864	742	444	433	441	347	344	417	-52%	2.75	1.87	0.92	0.82	0.80	0.64	0.58	0.71	-74%
MI	1,779	1,545	1,530	1,382	1,129	942	967	1,136	-36%	3.06	2.29	1.79	1.41	1.09	0.97	0.99	1.17	-62%
MN	754	608	597	625	559	411	411	488	-35%	2.94	1.86	1.35	1.19	0.98	0.73	0.72	0.85	-71%
MS	546	662	868	949	931	641	677	772	+41%	3.80	3.45	2.94	2.67	2.32	1.61	1.70	1.89	-50%
MO	1,045	931	1,109	1,157	1,257	821	870	1,016	-3%	3.41	2.37	1.87	1.72	1.83	1.16	1.21	1.27	-63%
MT	291	223	215	237	251	189	224	239	-18%	5.08	3.03	2.28	2.40	2.26	1.69	1.81	1.77	-65%

5. States

Table 125. Fatalities and Fatality Rates, by State, 1975-2021 (Continued)

State	Fatalities									Fatality Rate per 100 Million VMT								
	1975	1985	1995	2000	2005	2010	2015	2021	Difference, 1975-2021	1975	1985	1995	2000	2005	2010	2015	2021	Difference, 1975-2021
NE	369	237	254	276	276	190	246	221	-40%	3.29	1.97	1.61	1.53	1.43	0.98	1.22	1.04	-68%
NV	218	259	313	323	427	257	326	385	+77%	4.74	3.42	2.24	1.83	2.06	1.16	1.26	1.42	-70%
NH	151	191	118	126	166	128	114	118	-22%	2.85	2.53	1.11	1.05	1.24	0.98	0.87	0.90	-68%
NJ	1,043	964	774	731	747	556	561	699	-33%	2.15	1.83	1.27	1.08	1.01	0.76	0.74	0.95	-56%
NM	555	535	485	432	488	349	298	481	-13%	5.59	4.03	2.29	1.90	2.04	1.38	1.09	1.79	-68%
NY	2,366	2,006	1,679	1,460	1,434	1,201	1,136	1,157	-51%	3.63	2.22	1.46	1.13	1.03	0.92	0.93	1.08	-70%
NC	1,506	1,482	1,448	1,557	1,547	1,320	1,379	1,663	+10%	4.14	2.97	1.90	1.74	1.53	1.29	1.23	1.41	-66%
ND	167	90	74	86	123	105	131	101	-40%	3.71	1.61	1.13	1.19	1.62	1.27	1.31	1.09	-71%
OH	1,766	1,646	1,360	1,366	1,321	1,080	1,110	1,354	-23%	2.75	2.18	1.35	1.29	1.20	0.97	0.98	1.20	-56%
OK	757	744	669	650	803	668	645	762	+1%	3.33	2.39	1.74	1.50	1.71	1.40	1.35	1.70	-49%
OR	562	559	574	451	487	317	446	599	+7%	3.53	2.61	1.91	1.33	1.38	0.94	1.24	1.63	-54%
PA	2,078	1,771	1,480	1,520	1,616	1,324	1,200	1,230	-41%	3.26	2.35	1.57	1.49	1.50	1.32	1.19	1.20	-63%
RI	110	109	69	80	87	67	45	63	-43%	1.94	1.87	1.00	0.96	1.05	0.81	0.57	0.84	-57%
SC	820	951	881	1,065	1,094	809	979	1,198	+46%	3.98	3.56	2.28	2.34	2.21	1.65	1.89	2.08	-48%
SD	195	130	158	173	186	140	134	148	-24%	3.76	2.07	2.06	2.05	2.22	1.58	1.44	1.48	-61%
TN	1,126	1,101	1,259	1,307	1,270	1,032	962	1,327	+18%	3.42	3.03	2.24	1.99	1.79	1.47	1.25	1.61	-53%
TX	3,372	3,678	3,183	3,779	3,536	3,023	3,582	4,498	+33%	3.99	2.57	1.76	1.72	1.50	1.29	1.39	1.58	-60%
UT	272	303	325	373	282	253	278	328	+21%	3.42	2.52	1.73	1.65	1.12	0.95	0.94	0.98	-71%
VT	143	115	106	76	73	71	57	74	-48%	4.32	2.45	1.71	1.12	0.95	0.98	0.78	1.12	-74%
VA	993	976	900	929	947	740	754	973	-2%	2.87	2.04	1.29	1.24	1.18	0.90	0.91	1.21	-58%
WA	758	744	653	631	649	460	551	670	-12%	3.16	2.16	1.33	1.18	1.17	0.80	0.92	1.16	-63%
WV	461	420	376	411	374	315	268	280	-39%	4.36	3.32	2.16	2.14	1.82	1.64	1.35	1.74	-60%
WI	930	744	745	799	815	572	566	620	-33%	3.25	2.03	1.45	1.40	1.36	0.96	0.91	0.95	-71%
WY	210	152	170	152	170	155	145	110	-48%	5.36	2.81	2.41	1.88	1.88	1.66	1.51	0.99	-82%
USA	44,525	43,825	41,817	41,945	43,510	32,999	35,484	42,939	-4%	3.35	2.47	1.73	1.53	1.46	1.11	1.15	1.37	-59%
PR	496	600	595	568	457	340	310	337	-32%	7.27	5.74	3.83	3.23	2.35	1.83	2.13	2.43	-67%

Source: VMT—FHWA

5. States

Restraint Use and Motorcycle Helmet Use Laws

Restraint Use Laws

The first mandatory seat belt use law was enacted in New York in 1984. Adult seat 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 seat belt use and thereby reduce deaths and injuries in motor vehicle crashes.

In 2021 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 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 website 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 2021 seat belt use rates in the United States ranged from 75.5 percent in New Hampshire to 97.2 percent in California. 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 2021 was 90.4 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 2021 can be found in [Seat Belt Use in 2021—Use Rates in the States and Territories](#).⁴

Motorcycle Helmet Use Laws

In 2021 there were 18 States, the District of Columbia, and Puerto Rico that required helmet use by all motorcyclists. In 29 States helmet use was required for only a subset of motorcyclists (typically, motorcyclists under age 18), and three 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 website at www.ghsa.org/state-laws/issues/motorcyclists.

⁴ National Center for Statistics and Analysis. (2022, May). *Seat belt use in 2021 — Use rates in the States and Territories* (Traffic Safety Facts Crash•Stats. Report No. DOT HS 813 307). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813307>

5. States

According to results from NOPUS, the overall rate of DOT-compliant motorcycle helmet use in the United States was 64.9 percent in 2021. Helmet use continued to be significantly higher in States that required all motorcyclists to be helmeted than in other States. In 2021 DOT compliant motorcycle helmet use in States requiring all to use helmets was 86.1 percent compared to 53.4 percent in other States. Information on motorcycle helmet use in 2021 can be found in [Motorcycle Helmet Use in 2021—Overall Results](#).⁵

⁵ National Center for Statistics and Analysis. (2022, March). *Motorcycle helmet use in 2021 – Overall results* (Traffic Safety Facts Research Note. Report No. DOT HS 813 270). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813270>

Appendix

Appendix A: FARS Data Elements

2021 Fatality Analysis Reporting System Data Elements

Crash Level

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

Vehicle Level

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

Appendix A: FARS Data Elements

Driver Level

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

Person (Motor Vehicle Occupant) Level

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

Person (Not Motor Vehicle Occupant) Level

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

Appendix B: CRSS Data Elements

2021 Crash Report Sampling System Data Elements

Crash Level

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

Vehicle Level

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

Appendix B: CRSS Data Elements

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
Helmet Use
Injury Severity
Person Number
Person Type

Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Related Factors—Person
(Motor Vehicle Occupant) Level
Restraint System
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 Distracted By
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 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. For more information see Appendix C of [National Automotive Sampling System \(NASS\) General Estimates System \(GES\) Analytical User's Manual 1988-2015](#).⁶ Information on the GVFs for CRSS, which replaced NASS GES in 2016, can be found in Appendix C of [Crash Report Sampling System: Generalized Variance Functions](#)⁷ and Appendix F of [Crash Report Sampling System Analytical User's Manual, 2016-2021](#).⁸

⁶ National Highway Traffic Safety Administration. (2019, June). *National Automotive Sampling System (NASS) General Estimates System (GES) analytical user's manual, 1988-2015* (Report No. DOT HS 812 320). <https://crashstats.nhtsa.dot.gov/Api/Public/Publication/812320>

⁷ Zhang, F., Diaz, E. (2020, December). *Crash Report Sampling System: Generalized variance functions* (Report No. DOT HS 813 041). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813041>

⁸ National Center for Statistics and Analysis. (2023, April). *Crash Report Sampling System analytical user's manual, 2016-2021* (Report No. DOT HS 813 436). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813436>

Unknowns

CRSS data are obtained either directly from an item on the PCR 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 PCR. 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*.⁹

Starting with 2010 data and continuing when CRSS replaced NASS GES, a different statistical procedure called imputation by sequential regression replaced the univariate and hot-deck imputation procedures. Imputation by sequential regression uses a software package called IVEware that was developed by the University of Michigan. In this procedure, covariates are selected automatically using the stepwise regression method before the unknown values are imputed. The only exception is vehicle body type, where its unknown values have been imputed by the univariate and hot-deck imputation procedures. Table C1 below gives the reader the proportions of unknown values prior to imputation for variables with imputed values for 2021.

Table C1. Percentage of Unknowns for 2021 CRSS Data Elements

Crash Level			
Atmospheric Condition.....	3.3%	Light Condition	0.6%
Crash Severity	3.1%	Manner of Collision.....	0.2%
Day of Week	0.0%	Minute of Crash.....	0.9%
First Harmful Event	<0.1%	Relation to Junction—Specific Location	0.3%
Hour of Crash	0.9%	Relation to Trafficway	<0.1%
Vehicle/Driver Level			
Initial Point of Impact.....	1.8%	Speed Limit	13.2%
Most Harmful Event	<0.1%	Traffic Control Device.....	16.0%
Roadway Surface Condition.....	8.8%	Vehicle Body Type	2.1%
Person Level			
Age.....	7.8%	Seating Position	1.5%
Injury Severity	4.5%	Sex.....	5.4%

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

⁹ Shelton, T. S. (1993). *Imputation in the NASS General Estimates System* (Report No. DOT HS 807 985). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/807985>

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Motor Vehicle Traffic Fatalities and Fatality Rates, 1899-2021

Year	Total Fatalities	VMT (millions)	Fatality Rate per 100 Million VMT	Year	Total Fatalities	VMT (millions)	Fatality Rate per 100 Million VMT	Year	Total Fatalities	VMT (millions)	Fatality Rate per 100 Million VMT
1899	26	—	—	1940	32,914	302,188	10.89	1981	49,301	1,555,308	3.17
1900	36	—	—	1941	38,142	333,612	11.43	1982	43,945	1,595,010	2.76
1901	54	—	—	1942	27,007	268,224	10.07	1983	42,589	1,652,788	2.58
1902	79	—	—	1943	22,727	208,192	10.92	1984	44,257	1,720,269	2.57
1903	117	—	—	1944	23,165	212,713	10.89	1985	43,825	1,774,826	2.47
1904	172	—	—	1945	26,785	250,173	10.71	1986	46,087	1,834,872	2.51
1905	252	—	—	1946	31,874	340,880	9.35	1987	46,390	1,921,204	2.41
1906	338	—	—	1947	31,193	370,894	8.41	1988	47,087	2,025,962	2.32
1907	581	—	—	1948	30,775	397,957	7.73	1989	45,582	2,096,487	2.17
1908	751	—	—	1949	30,246	424,461	7.13	1990	44,599	2,144,362	2.08
1909	1,174	—	—	1950	33,186	458,246	7.24	1991	41,508	2,172,050	1.91
1910	1,599	—	—	1951	35,309	491,093	7.19	1992	39,250	2,247,151	1.75
1911	2,043	—	—	1952	36,088	513,581	7.03	1993	40,150	2,296,378	1.75
1912	2,968	—	—	1953	36,190	544,433	6.65	1994	40,716	2,357,588	1.73
1913	4,079	—	—	1954	33,890	561,963	6.03	1995	41,817	2,422,823	1.73
1914	4,468	—	—	1955	36,688	605,646	6.06	1996	42,065	2,484,080	1.69
1915	6,779	—	—	1956	37,965	627,843	6.05	1997	42,013	2,552,233	1.65
1916	7,766	—	—	1957	36,932	647,004	5.71	1998	41,501	2,628,148	1.58
1917	9,630	—	—	1958	35,331	664,653	5.32	1999	41,717	2,690,241	1.55
1918	10,390	—	—	1959	36,223	700,480	5.17	2000	41,945	2,746,925	1.53
1919	10,896	—	—	1960	36,399	718,762	5.06	2001	42,196	2,795,610	1.51
1920	12,155	—	—	1961	36,285	737,421	4.92	2002	43,005	2,855,508	1.51
1921	13,253	55,027	24.08	1962	38,980	766,734	5.08	2003	42,884	2,890,221	1.48
1922	14,859	67,697	21.95	1963	41,723	805,249	5.18	2004	42,836	2,964,788	1.44
1923	17,870	84,995	21.02	1964	45,645	846,298	5.39	2005	43,510	2,989,430	1.46
1924	18,400	104,838	17.55	1965	47,089	887,812	5.30	2006	42,708	3,014,371	1.42
1925	20,771	122,346	16.98	1966	50,894	925,899	5.50	2007	41,259	3,031,124	1.36
1926	22,194	140,735	15.77	1967	50,724	964,005	5.26	2008	37,423	2,976,528	1.26
1927	24,470	158,453	15.44	1968	52,725	1,015,869	5.19	2009	33,883	2,956,764	1.15
1928	26,557	172,856	15.36	1969	53,543	1,061,791	5.04	2010	32,999	2,967,266	1.11
1929	29,592	197,720	14.97	1970	52,627	1,109,724	4.74	2011	32,479	2,945,194	1.10
1930	31,204	206,320	15.12	1971	52,542	1,178,811	4.46	2012	33,782	2,963,497	1.14
1931	31,963	216,151	14.79	1972	54,589	1,259,786	4.33	2013	32,893	2,982,941	1.10
1932	27,979	200,517	13.95	1973	54,052	1,313,110	4.12	2014	32,744	3,020,377	1.08
1933	29,746	200,642	14.83	1974	45,196	1,280,544	3.53	2015	35,484	3,089,841	1.15
1934	34,240	215,563	15.88	1975	44,525	1,327,664	3.35	2016	37,806	3,173,815	1.19
1935	34,494	228,568	15.09	1976	45,523	1,402,380	3.25	2017	37,473	3,210,248	1.17
1936	36,126	252,128	14.33	1977	47,878	1,467,027	3.26	2018	36,835	3,240,327	1.14
1937	37,819	270,110	14.00	1978	50,331	1,544,704	3.26	2019	36,355	3,261,772	1.11
1938	31,083	271,177	11.46	1979	51,093	1,529,133	3.34	2020	39,007	2,903,622	1.34
1939	30,895	285,402	10.83	1980	51,091	1,527,295	3.35	2021	42,939	3,132,411	1.37

Total Traffic Fatalities (1899-2021): 3,912,796

Sources: **Traffic fatalities, 1899-1974:** National Center for Health Statistics, *HEW and State Accident Summaries* (adjusted to 30-Day Traffic Deaths by NHTSA); **1975-2021:** NHTSA, FARS. VMT—FHWA - Not Available for Years 1899-1920.

Note: A traffic fatality is defined as a death that occurs within 30 days after a traffic crash.

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 to 2021 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.

DOT HS 813 527
December 2023



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

