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Motor Vehicle Traffic Crash Fatality Counts And Estimates of People Injured for 2007

Based on

The Fatality Analysis Reporting System (FARS)

and

The National Automotive Sampling System

General Estimates System (NASS GES)

DOT HS 811 034 ***September 2008***

2007 Annual Assessment

This report compares fatality counts and estimates of people injured resulting from motor vehicle traffic crashes occurring in 2007, with counts and estimates from final 2006 files. As usual, the final numbers reported are updated from the previously released annual file data; the 2006 final file shows an increase of 66 more fatalities.

Counts and estimates are based on Fatality Analysis Reporting System and NASS General Estimates System files, as indicated in the sources listed on page 4.

The fatality counts for 2007 will be finalized next year. Data from 2006 and prior years are final and will not be updated again.

2007 Annual Assessment

Since the fatality counts from FARS data are based on a census of fatal traffic crashes, the fatality data contained in the following tables is not subject to sampling variation.

However, the estimates of people injured from NASS GES data are based on a nationally representative sample of police-reported crashes and hence are subject to sampling errors.

The changes in people-injured data between 2006 and 2007 that are statistically significant (where applicable) are indicated in the respective tables with footnotes.

Data Sources

- **Crash Data**
  - **Fatality Analysis Reporting System**
    - **2006 (and prior years) Final File**
    - **2007 Annual Report File**
  - **NASS General Estimates System**
    - **2007 (and prior years) Annual File**
- **Exposure Data**
  - **Vehicle Miles of Travel (VMT)**
    - **2006 and Prior Years – FHWA's Annual Highway Statistics**
    - **2007 – FHWA's Traffic Volume Trends (June 2008)**
  - **Registered Vehicles**
    - **Based on NHTSA's Projections, R.L.Polk and FHWA**
  - **Population Estimates (based on 2000 Census)**
    - **Census Bureau**

2007 Annual Assessment
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2007 Annual Assessment Highlights

2007 Annual Assessment Highlights

In 2007 …

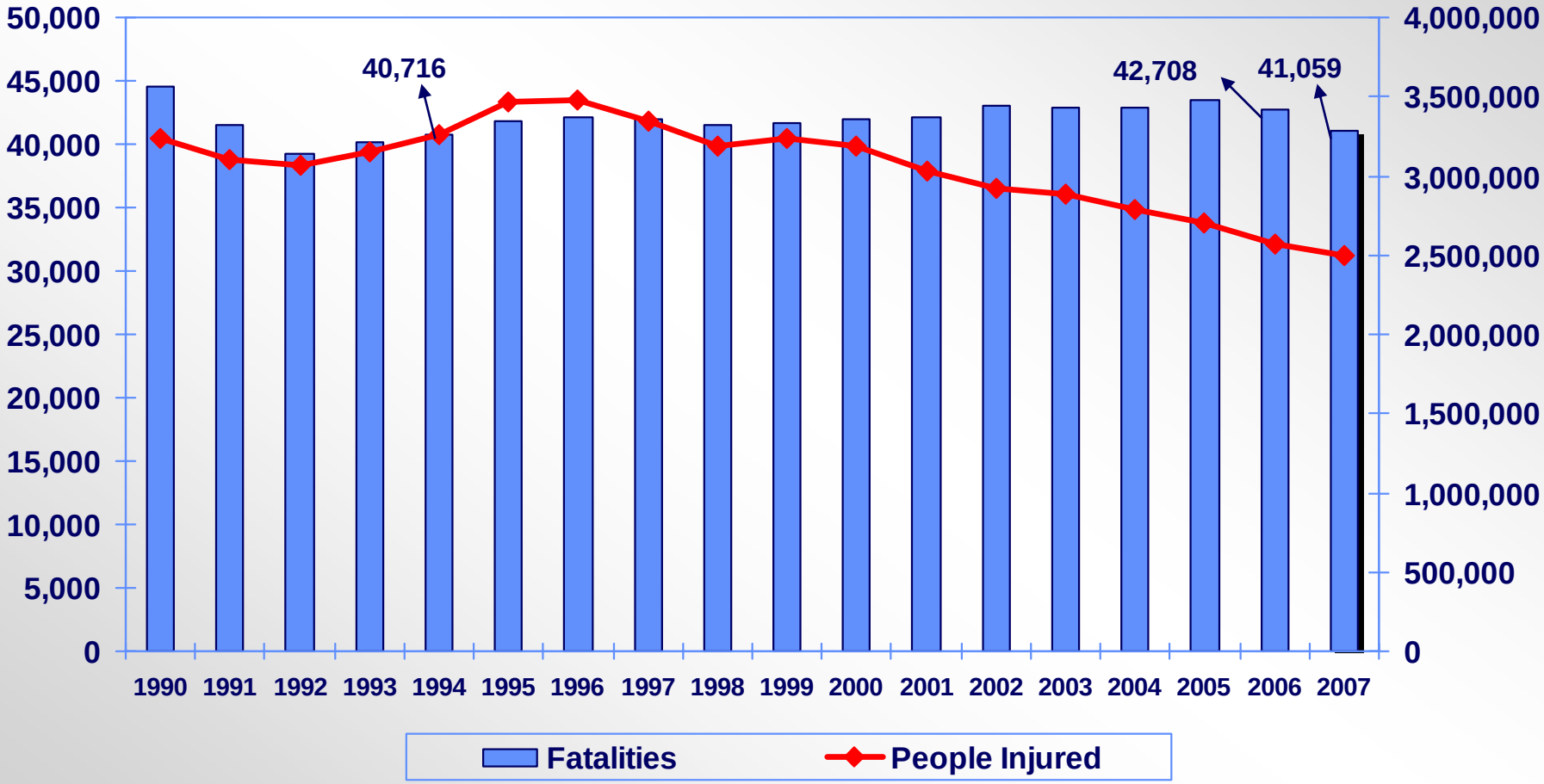
41,059 people were killed in motor vehicle crashes

- a 3.9% decline from 2006
- lowest level since 1994
- largest decline since 1992 in terms of number and percentage

2,491,000 people were injured

- a 3.3% decline from 2006
- below 2.5 million for the first time
- decline for the eighth year in a row

People Killed and Injured In Traffic Crashes, by Year



Source: FARS

2007 Annual Assessment Highlights

Exposure (VMT) decreased by 0.6%

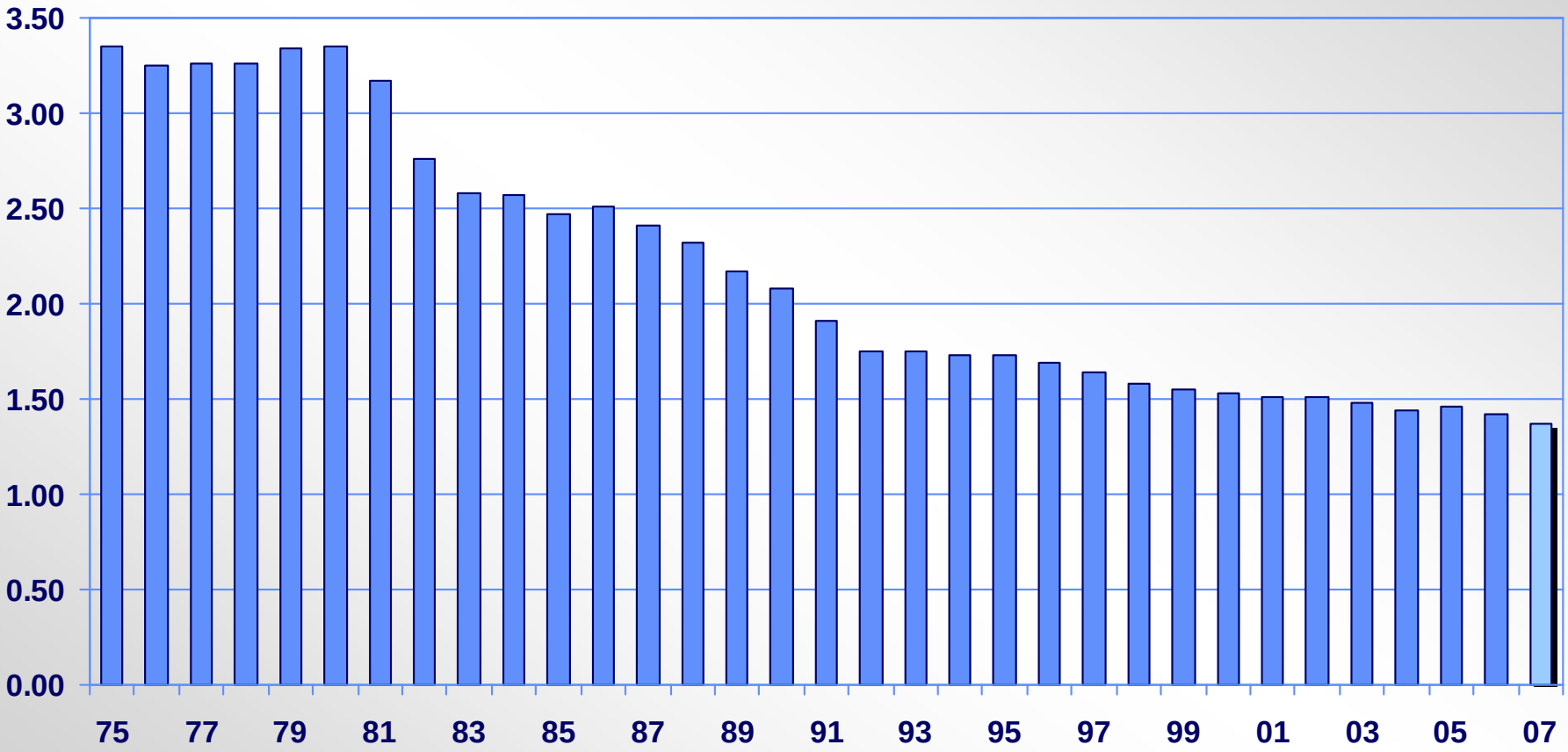
Motor vehicle crash fatality rate declined to 1.37 per 100 million VMT

Motor vehicle crash injury rate declined to 83 per 100 million VMT

Exposure Measure	Year		% Change
	2006	2007	
Vehicle Miles Traveled*	3,014,116*	2,996,409**	-0.6%
Fatality Rate/100M VMT	1.42	1.37	-3.5%
Injury Rate/100M VMT	85	83	-2.4%

** FHWA Annual Highway Statistics* ***FHWA Traffic Volume Trends (June 2008)* *Sources: FARS, FHWA*

Fatality Rate Per 100 Million VMT, by Year

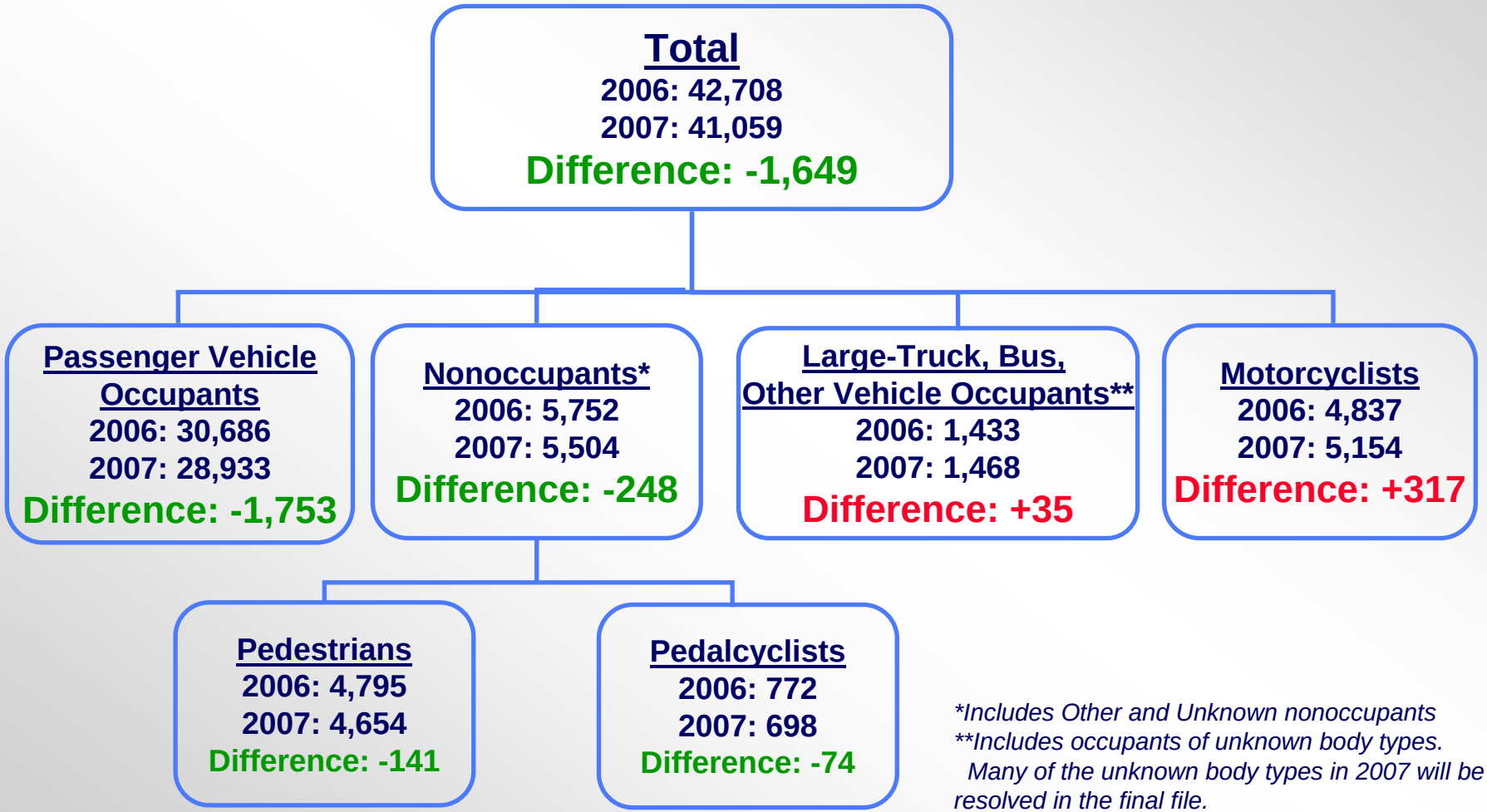


Sources: FARS, FHWA

2007 Annual Assessment Highlights

- **Passenger vehicle occupant fatalities declined**
  - Passenger car occupant fatalities dropped fifth year in a row
  - Light-truck occupant fatalities dropped for the second consecutive year
- **Nonoccupant fatalities declined**
- **Motorcyclist fatalities increased**
  - The 10^{th} year in a row
  - Highest number since 1975

Fatalities by Person Type



*Includes Other and Unknown nonoccupants
**Includes occupants of unknown body types.
Many of the unknown body types in 2007 will be resolved in the final file.

2007 Annual Assessment Highlights

- ***Occupants killed and injured in passenger vehicles declined for all vehicle types***
  - ***Among occupants killed, largest decline was for passenger cars – 7.8%***
  - ***Among occupants injured, largest decline was for passenger cars – 6.5% (statistically significant)***

Passenger Vehicle Occupants Killed and Injured in Motor Vehicle Crashes, by Type of Vehicle

Type of Vehicle	Year		% Change
	2006	2007	
Occupants Killed*	30,686	28,933	-5.7%
Passenger Cars	17,925	16,520	-7.8%
LTVs**	12,761	12,413	-2.7%
Vans	1,815	1,760	-3.0%
SUVs	4,928	4,809	-2.4%
Pickup Trucks	5,993	5,830	-2.7%
Occupants Injured*	2,331,000	2,221,000	-4.7%***
Passenger Cars	1,475,000	1,379,000	-6.5%***
LTVs**	857,000	841,000	-1.9%
Vans	179,000	175,000	-2.2%
SUVs	387,000	380,000	-1.8%
Pickup Trucks	276,000	271,000	-1.8%

*Includes occupants of other/unknown LTVs

Sources: FARS, GES

**LTV (Light Trucks & Vans) = Pickup Truck, Van, Sport Utility Vehicle, and other/unknown LTVs

***Changes are statistically significant at the 0.05 level (95% confidence intervals)

2007 Annual Assessment Highlights

Passenger vehicle occupants killed in rollover crashes declined by 5.1%

- ***largest decline for passenger cars by 7.7%***

Passenger Vehicle Occupants Killed in Rollover Crashes, by Type of Vehicle

Type of Vehicle	Year		% Change
	2006	2007	
Occupants Killed*	10,742	10,194	-5.1%
Passenger Cars	4,376	4,041	-7.7%
Vans	609	571	-6.2%
SUVs	2,899	2,842	-2.0%
Pickup Trucks	2,844	2,736	-3.8%

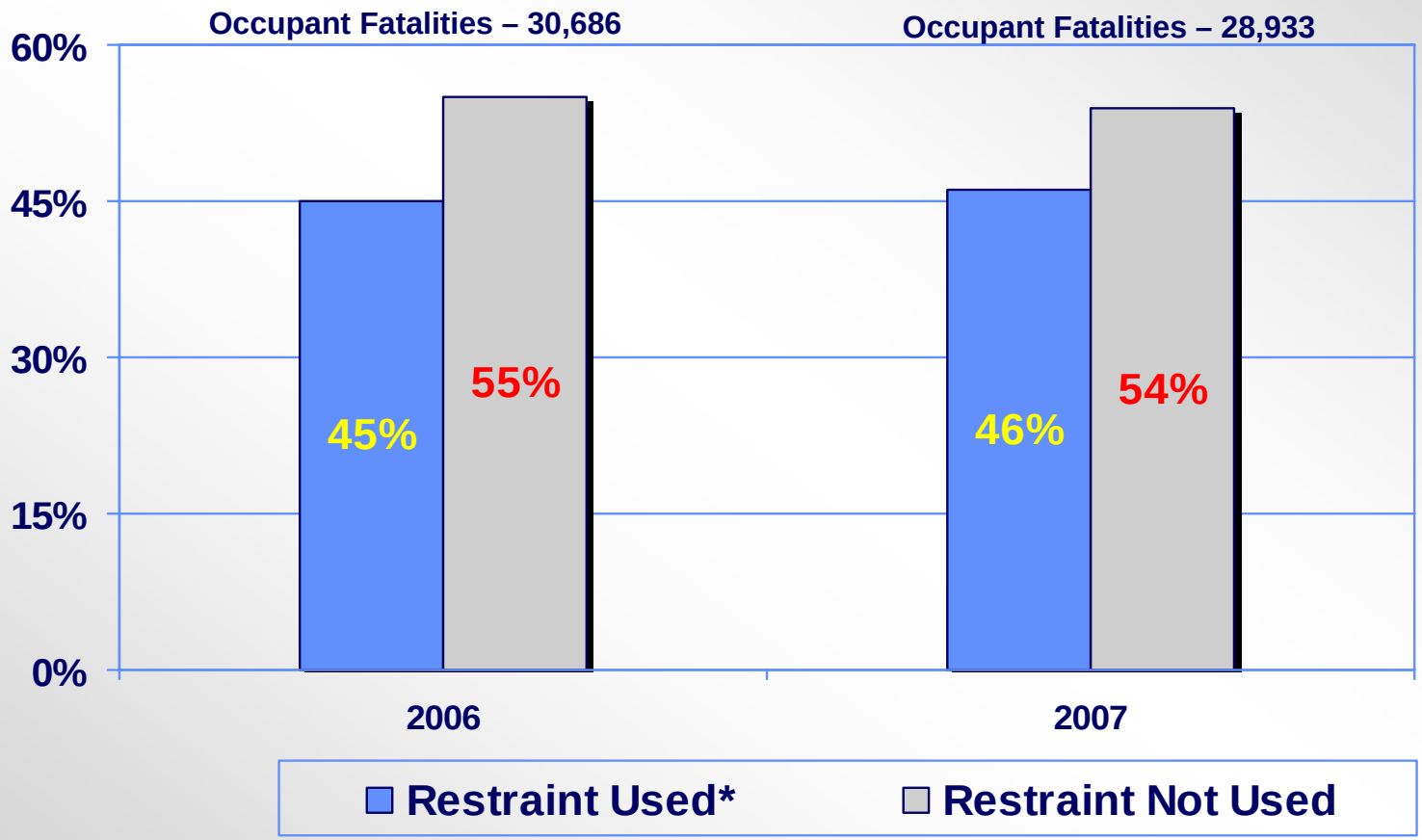
*Total Killed includes Occupants of Other Light Trucks

Source: FARS

2007 Annual Assessment Highlights

More than half (54%) of passenger vehicle occupants killed were unrestrained

Passenger Vehicle Occupant Fatalities (All Ages), by Restraint Use



Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories.
Restraint use was unknown for 8% of passenger vehicle occupant fatalities in 2006 and 8% in 2007.
**Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.*

Source: FARS

2007 Annual Assessment Highlights

Alcohol-impaired driving fatalities in crashes declined by 3.7%

Alcohol-Impaired Driving	Year		% Change
	2006	2007	
Fatalities	13,491	12,998	-3.7%
			Source: FARS

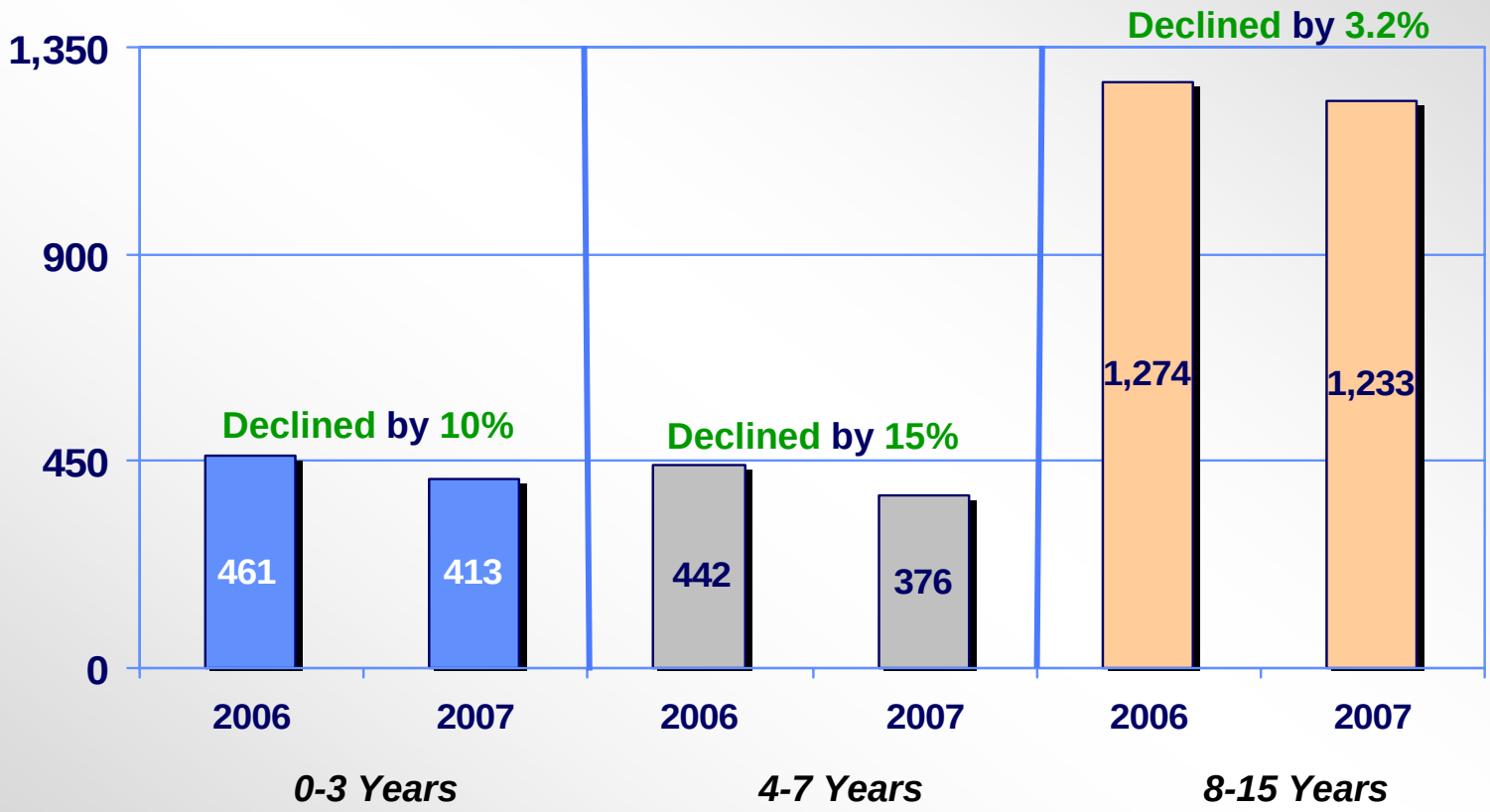
Alcohol-impaired driving fatalities: *Fatalities in crashes involving a driver or motorcycle rider (operator) with a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dL) or greater*

2007 Annual Assessment Highlights

The number of fatalities declined for children of all ages

- Largest decline was for 4- to 7-year-olds by 15%

Children, Age 0–15, Killed in Motor Vehicle Crashes, by Age Group

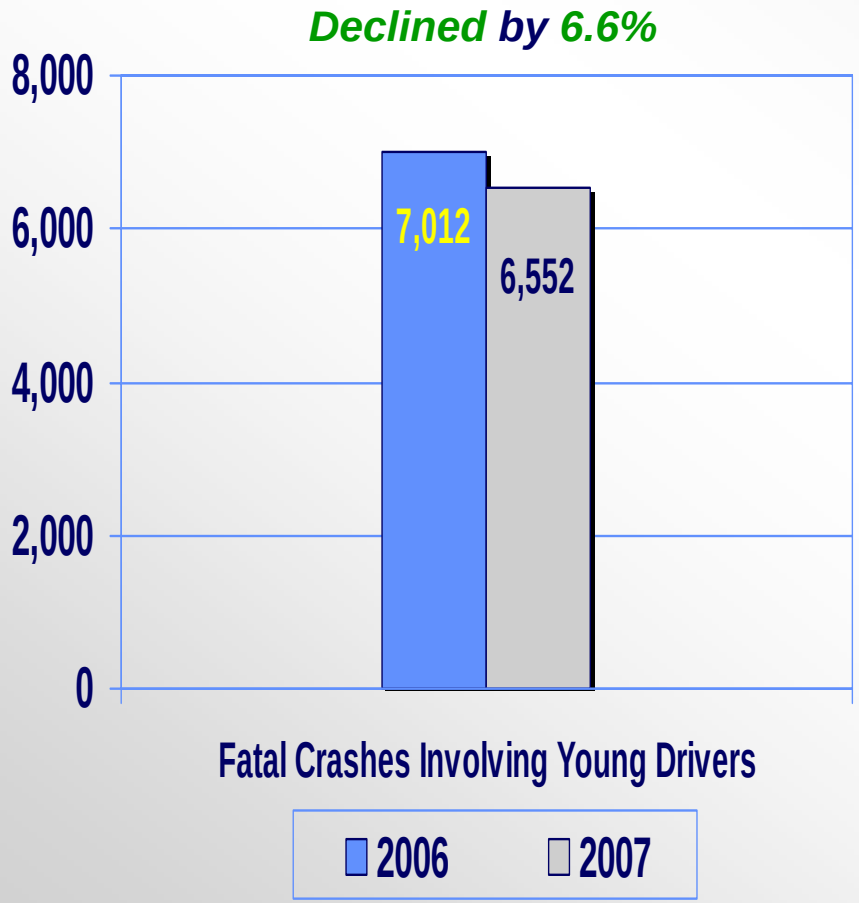


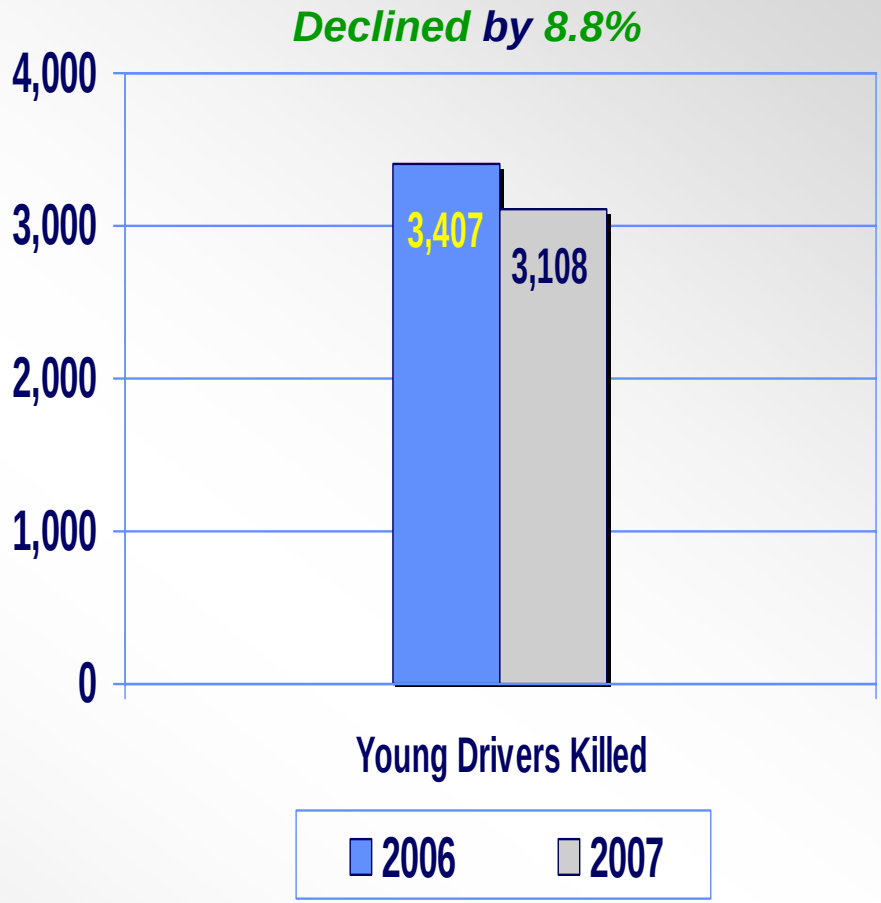
Source: FARS

2007 Annual Assessment Highlights

- Fatal young driver crashes declined by 6.6%
- The number of young drivers (age 16 to 20) killed declined by 8.8%

Number of Crashes Involving Young Drivers (Age 16 to 20) and Young Drivers Killed





Where are the declines?

A Macro Level Look At the Declines

- *Person type (by role)*
- *Month*
- *Weekend/Weekday*
- *Crash type (single/multi)*
- *Age group*

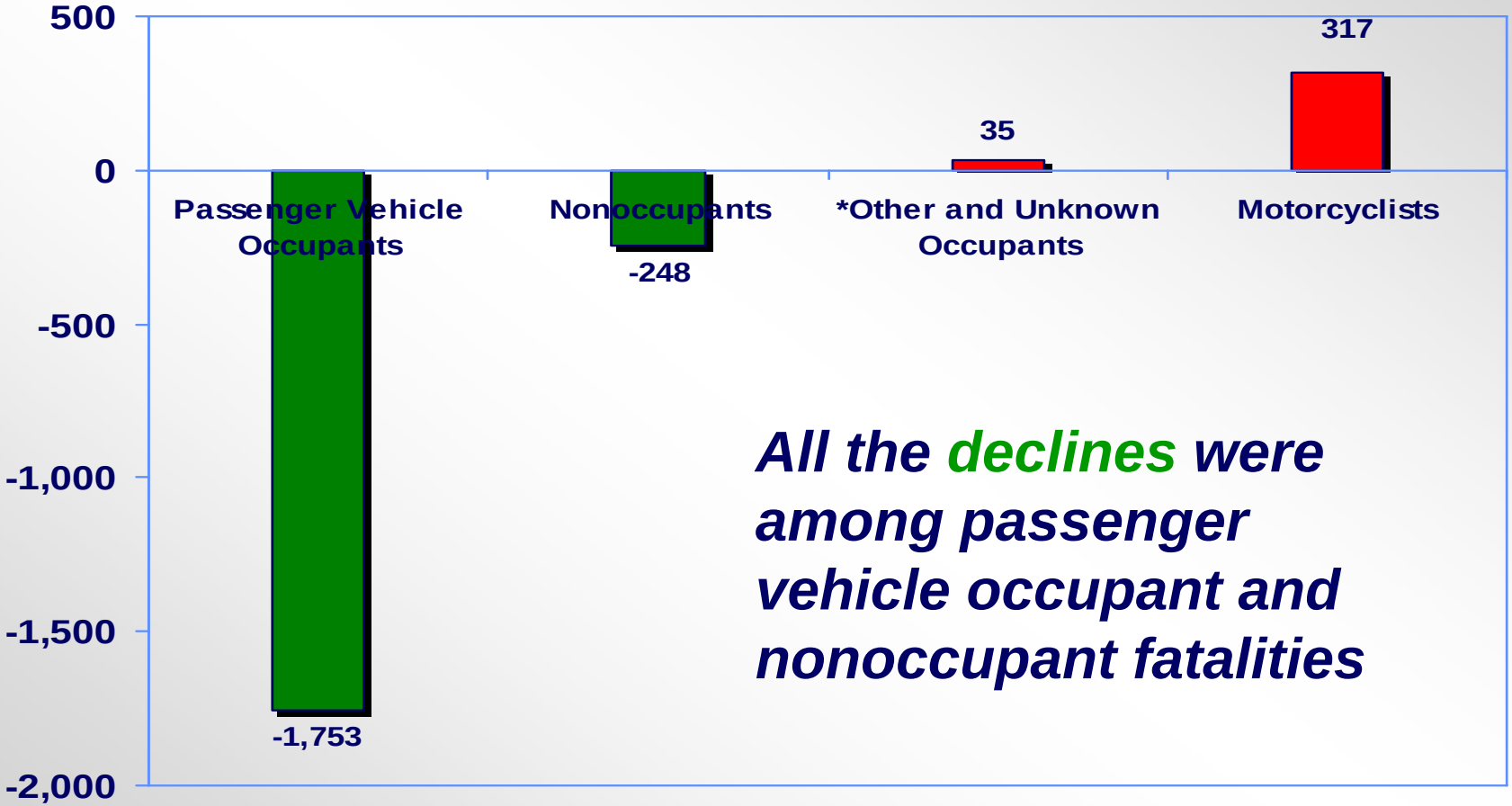
Summary of Decrease In Fatalities

- *1,649 overall decrease*

Contributing to this decrease were:

- *1,753 decline in passenger vehicle occupant fatalities*
  - *1,405 decline in passenger cars*
  - *348 in light trucks*
- *248 decline in nonoccupant fatalities, including*
  - *141 pedestrians*
  - *74 pedalcyclists*

Changes by Person type (by role)



All the declines were among passenger vehicle occupant and nonoccupant fatalities

** Include occupants of buses, large trucks, and other vehicles*

Source: FARS

Changes by Month

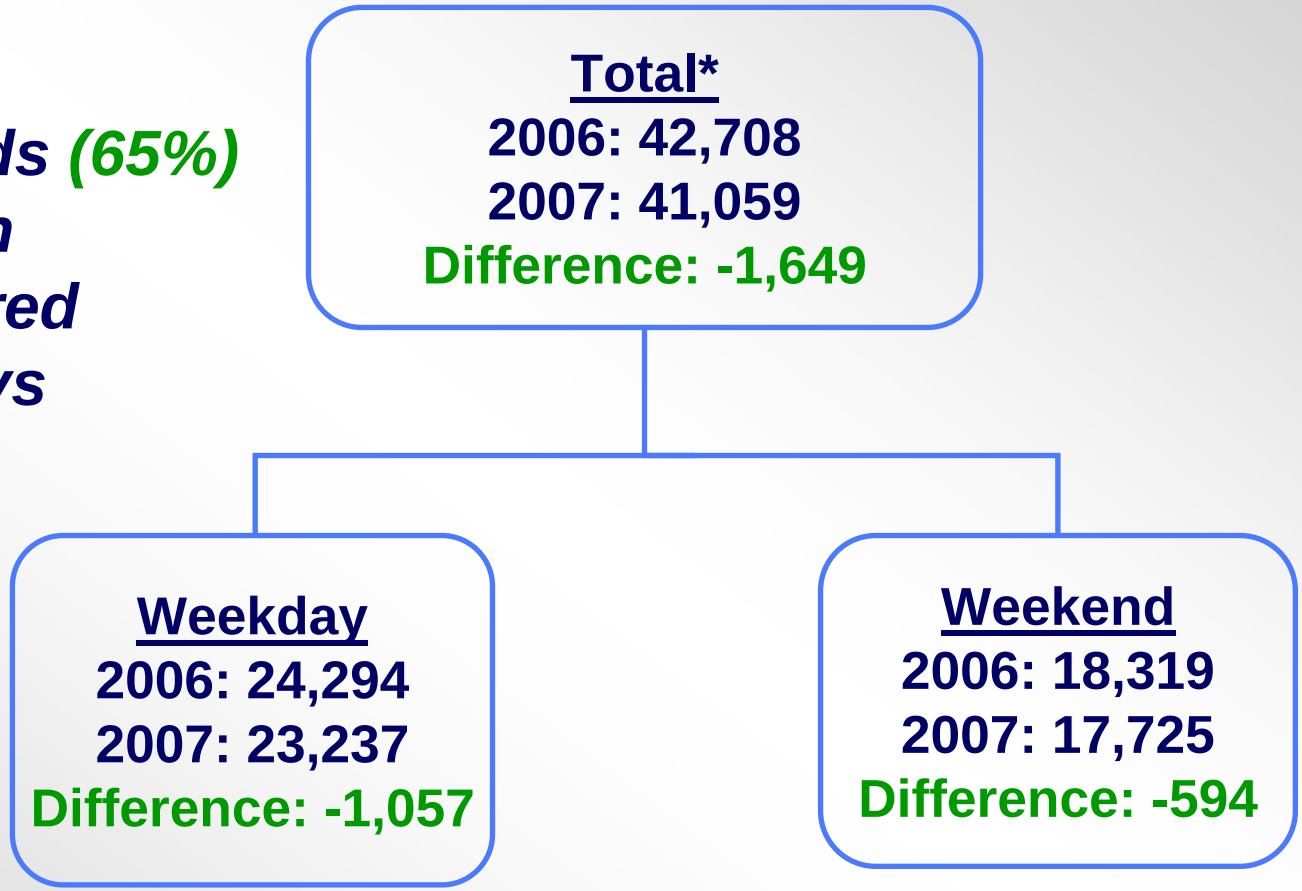
More than 40% of the decline in fatalities occurred in the last quarter of the year

Month	Year		Change by Month	Change by Quarter
	2006	2007		
January	3,216	3,028	-188	-230
February	2,966	2,876	-90	
March	3,376	3,424	+48	
April	3,498	3,351	-147	-352
May	3,718	3,631	-87	
June	3,726	3,608	-118	
July	3,870	3,800	-70	-380
August	3,835	3,653	-182	
September	3,690	3,562	-128	
October	3,836	3,569	-267	-687
November	3,507	3,322	-185	
December	3,470	3,235	-235	
TOTAL	42,708	41,059	-1,649	-1,649

Source: FARS

Changes by Weekend/Weekday

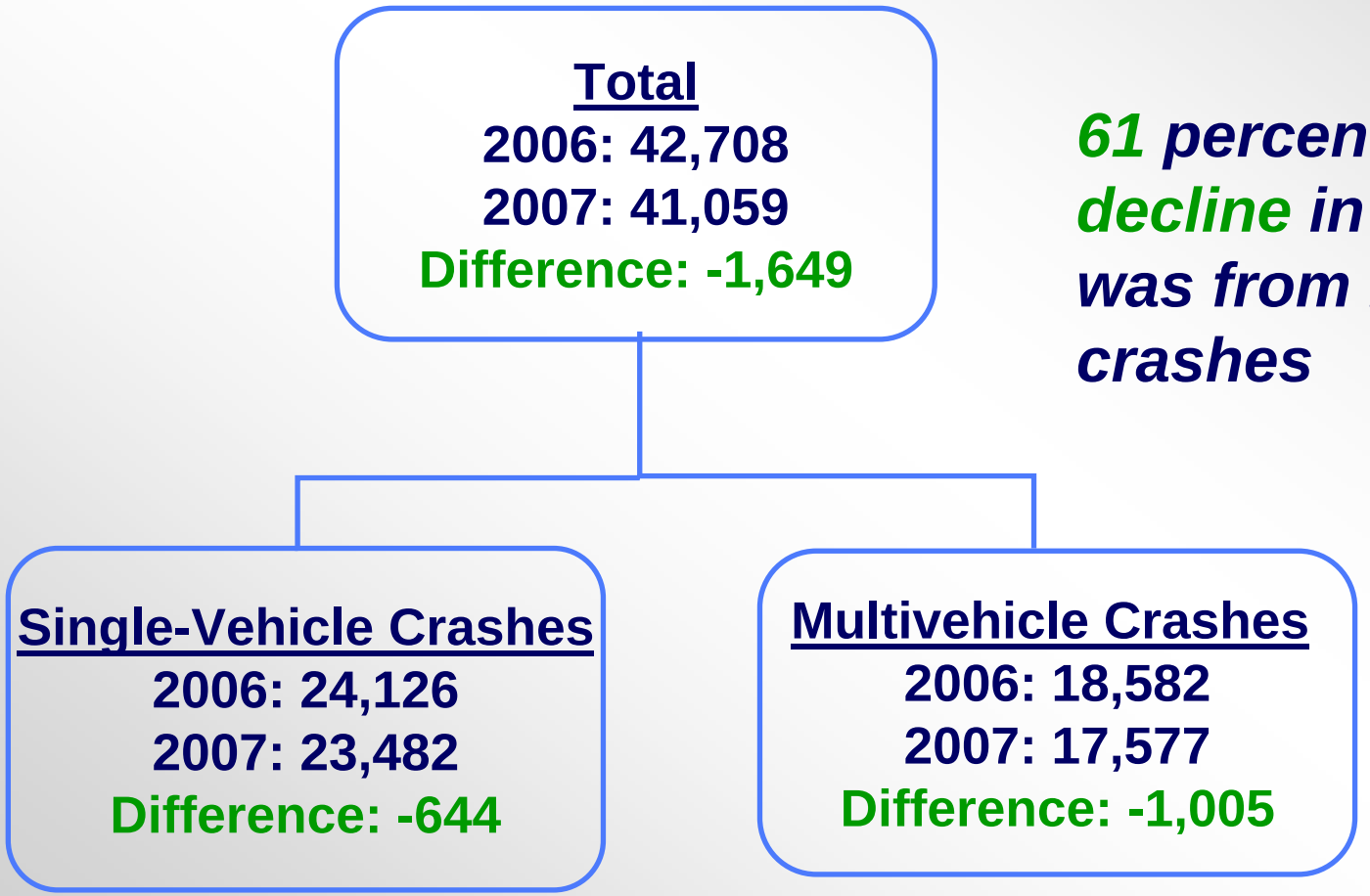
Nearly two-thirds (65%) of the decline in fatalities occurred during weekdays



Weekday = 6 a.m. Monday thru 5:59 p.m. Friday
Weekend = 6 p.m. Friday thru 5:59 a.m. Monday

*** Includes Fatalities when Time of Day was Unknown**

Changes by Crash Type



61 percent of the decline in fatalities was from multivehicle crashes

Changes by Age Group

Largest declines in fatality numbers were seen in the 25-34, 16-20, and 35-44 age groups

Age Group	Year		Change	% Change
	2006	2007		
<5	579	508	-71	-12%
5-9	519	470	-49	-9.4%
10-15	1,079	1,044	-35	-3.2%
16-20	5,661	5,338	-323	-5.7%
21-24	4,708	4,530	-178	-3.8%
25-34	7,185	6,796	-389	-5.4%
35-44	6,395	6,082	-313	-4.9%
45-54	6,236	6,130	-106	-1.7%
55-64	4,193	4,101	-92	-2.2%
65+	6,045	5,932	-113	-1.9%
Unknown	108	128	+20	+19%
Total	42,708	41,059	-1,649	-3.9%

Source: FARS

Comparison of 2007 Data to 2006 Data and Long-Term Trends

2007 Data Shows …

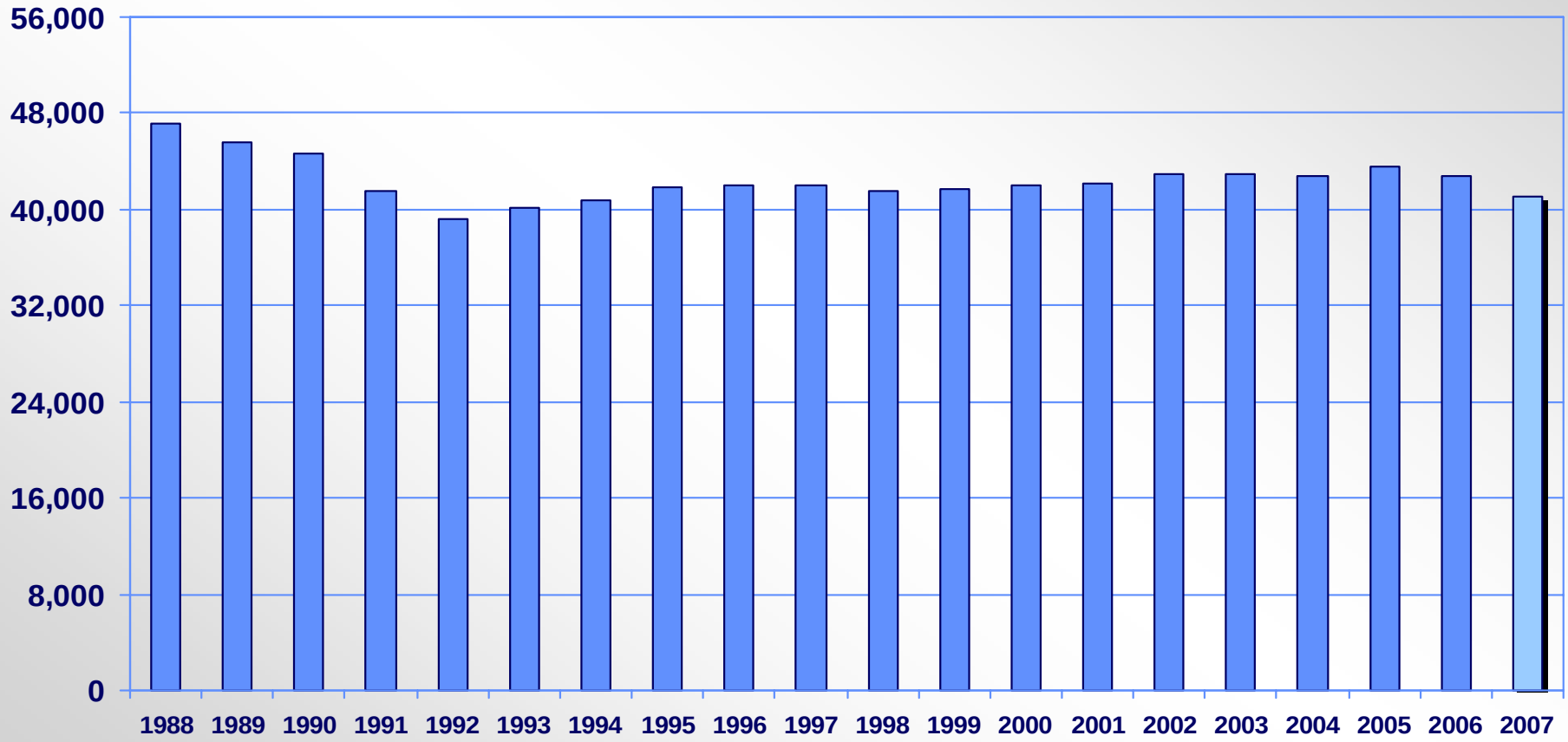
- The number of fatal crashes and the number of people killed declined
- The number of injury crashes and the number of people injured dropped
- However, the number of nonfatal crashes increased slightly
  - Property-damage-only crashes also increased

People Killed and Injured and Number of Crashes

	Year		% Change
	2006	2007	
People Killed	42,708	41,059	-3.9%
People Injured	2,575,000	2,491,000	-3.3%
Fatal Crashes	38,648	37,248	-3.6%
Nonfatal Crashes	5,935,000	5,987,000	+0.9%
Injury Crashes	1,746,000	1,711,000	-2.0%
Property-Damage-Only	4,189,000	4,275,000	+2.1%

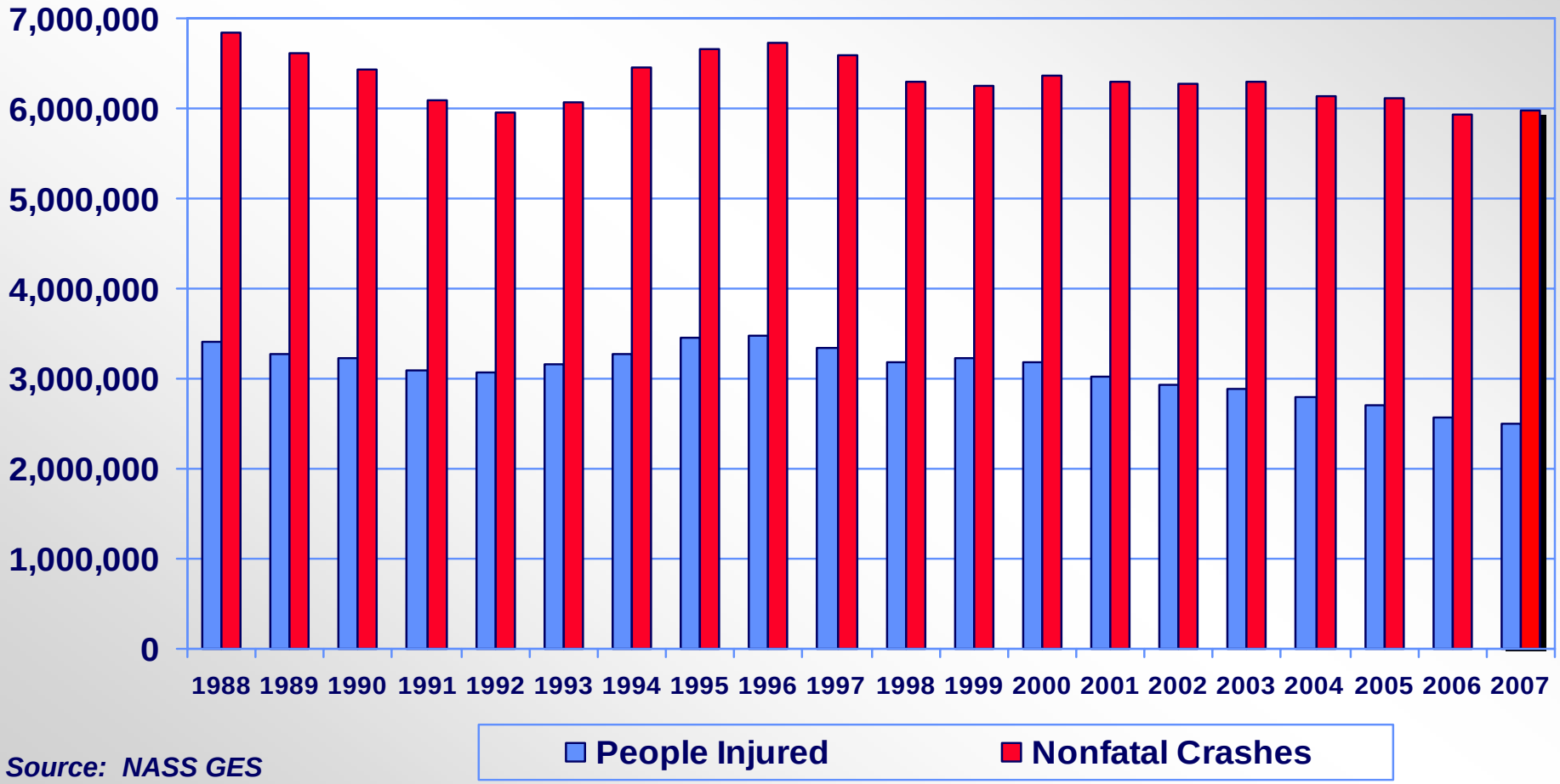
Sources: FARS, NASS GES

People Killed in Traffic Crashes, by Year



Source: FARS

Nonfatal Crashes and People Injured, by Year



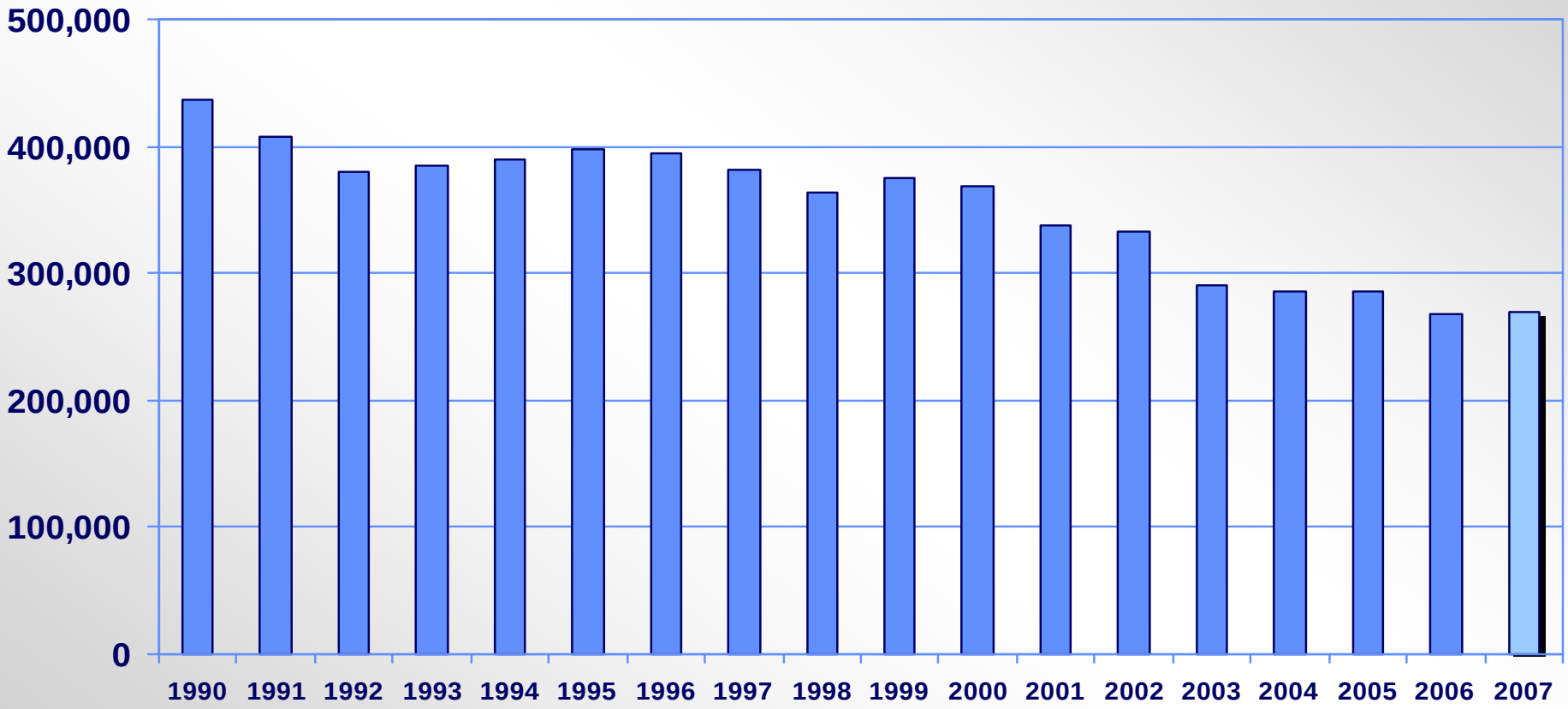
Source: NASS GES

2007 Data Shows …

- ***The estimate of occupants injured (incapacitated) in crashes increased by 0.7%***
  - ***38 percent decline from 1990 to 2007 among occupants injured (incapacitated) in crashes***

Occupants Injured	Year		% Change
	2006	2007	
Incapacitated	268,000	270,000	+0.7%
			Source: NASS, GES

Occupants Injured (Incapacitated) In Crashes, by Year



Source: NASS GES

2007 Data Shows …

- ***Measures of Exposure***

  Vehicle Miles Traveled
  Declined by 0.6 %

  Registered Vehicles and
  Total U.S. Population Increased

Exposure Data

Exposure Measure	Year		% Change
	2006	2007	
Vehicle Miles Traveled	3,014,116*	2,996,409**	-0.6%
Registered Vehicles	251,422,509[1]	257,708,000[2]	+2.5%
Population***	298,754,819	301,621,157	+1.0%

** FHWA Annual Highway Statistics*

***FHWA Traffic Volume Trends (June 2008)*

[1] FHWA Revised by NHTSA

[2] Based on NHTSA's Projections

****July 1 Census Bureau estimates, release date December 27, 2007*

Vehicle Miles Traveled in Millions

2007 Data Shows …

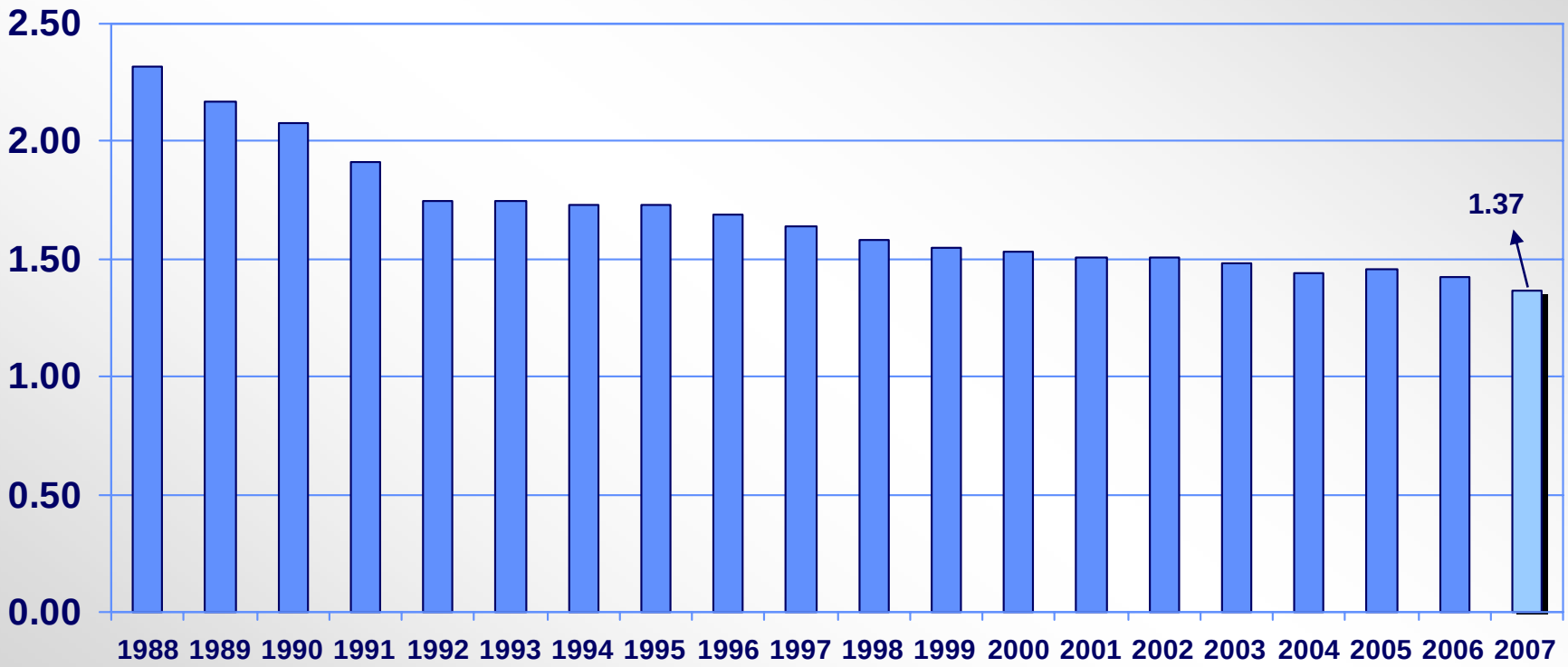
- Fatality and Injury rates declined
  - Fatalities per 100 million VMT declined by 3.5%
  - Dropped below 1.40 for the first time

Motor Vehicle Crash Fatality and Injury Rates

Rate	Year		% Change
	2006	2007	
People Killed			
/100M VMT	1.42	1.37	-3.5%
/100K Registered Vehicles	16.99	15.93	-6.2%
/100K Population	14.30	13.61	-4.8%
People Injured			
/100M VMT	85	83	-2.4%
/100K Registered Vehicles	1,024	966	-5.7%
/100K Population	862	826	-4.2%

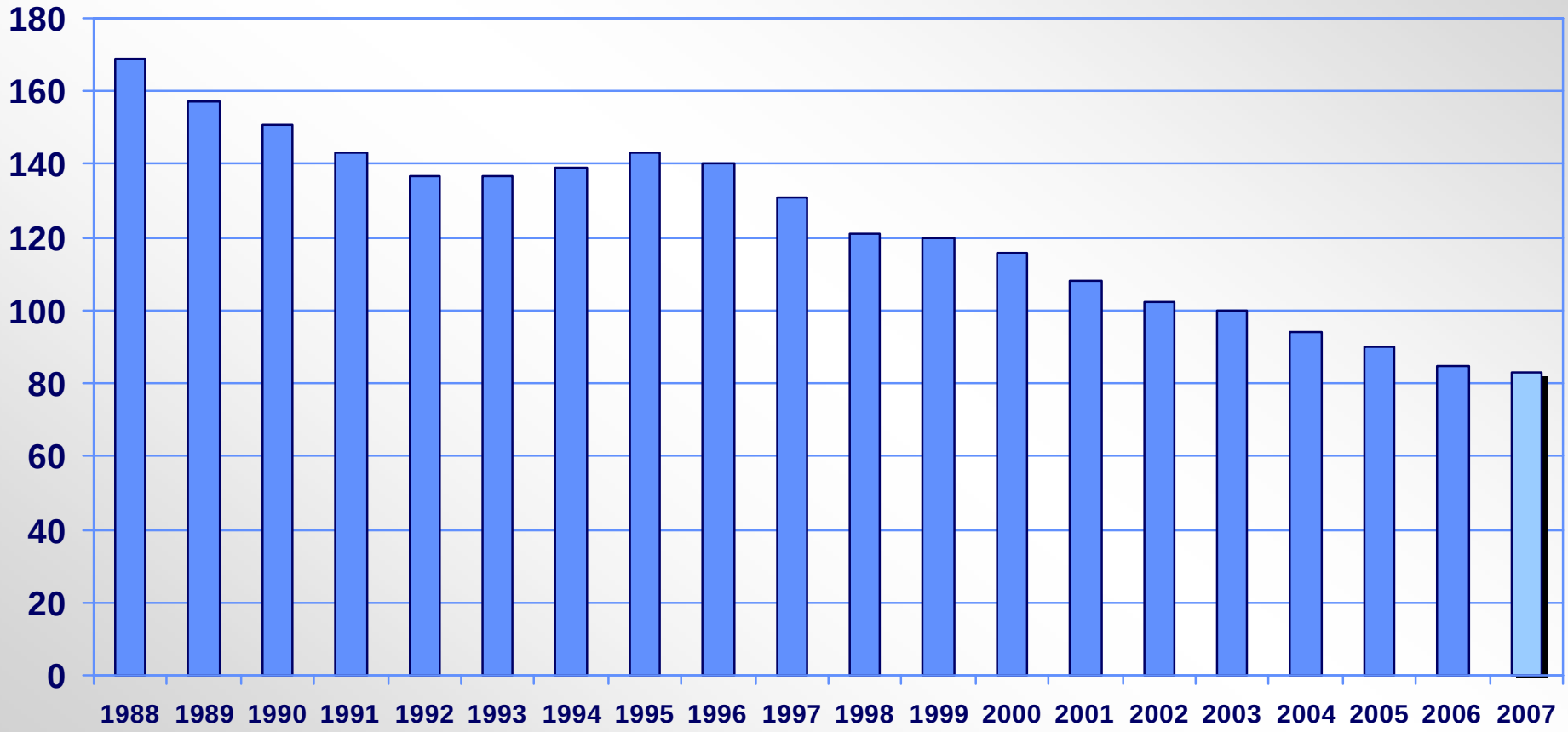
Sources: FARS, NASS GES, FHWA, and Census Bureau

Fatality Rate Per 100 Million VMT, by Year



Sources: FARS / FHWA VMT

Injury Rate Per 100 Million VMT, by Year



Sources: NASS GES / FHWA VMT

Fatalities by State

***35* States and Puerto Rico had *decreases* in total number of fatalities**

Largest absolute decreases:

California: -266

Arizona: -227

Texas: -168

Highest percentage decreases:

South Dakota, Vermont: -24%

Wyoming: -23%

Delaware: -21%

Fatalities by State

***14* States and the District of Columbia had *increases* in total number of fatalities**

Largest absolute increases:

- ***North Carolina: +121***
- ***Virginia: +65***
- ***Wisconsin: +32***

Highest percentage increases:

- ***District of Columbia: +19%***
- ***Alaska: +14%***
- ***North Carolina: +7.8%***

Number of People Killed in Motor Vehicle Traffic Crashes, by State

State	2006	2007	% Change	State	2006	2007	% Change
Alabama	1,207	1,110	-8.0%	Florida	3,357	3,214	-4.3%
Alaska	74	84	+14%	Georgia	1,693	1,641	-3.1%
Arizona	1,293	1,066	-18%	Hawaii	161	138	-14%
Arkansas	665	650	-2.3%	Idaho	267	252	-5.6%
California	4,240	3,974	-6.3%	Illinois	1,254	1,249	-0.4%
Colorado	535	554	+3.6%	Indiana	902	898	-0.4%
Connecticut	311	277	-11%	Iowa	439	445	+1.4%
Delaware	148	117	-21%	Kansas	468	416	-11%
Dist of Columbia	37	44	+19%	Kentucky	913	864	-5.4%

Source: FARS

Number of People Killed in Motor Vehicle Traffic Crashes, by State

State	2006	2007	% Change	State	2006	2007	% Change
Louisiana	987	985	-0.2%	Nebraska	269	256	-4.8%
Maine	188	183	-2.7%	Nevada	431	373	-13%
Maryland	652	614	-5.8%	New Hampshire	127	129	+1.6%
Massachusetts	429	417	-2.8%	New Jersey	771	724	-6.1%
Michigan	1,086	1,088	+0.2%	New Mexico	484	413	-15%
Minnesota	494	504	+2.0%	New York	1,454	1,333	-8.3%
Mississippi	911	884	-3.0%	North Carolina	1,554	1,675	+7.8%
Missouri	1,096	992	-9.5%	North Dakota	111	111	0.0%
Montana	264	277	+4.9%	Ohio	1,238	1,257	+1.5%

Source: FARS

Number of People Killed in Motor Vehicle Traffic Crashes, by State

State	2006	2007	% Change	State	2006	2007	% Change
Oklahoma	765	754	-1.4%	Utah	287	299	+4.2%
Oregon	478	455	-4.8%	Vermont	87	66	-24%
Pennsylvania	1,525	1,491	-2.2%	Virginia	962	1,027	+6.8%
Rhode Island	81	69	-15%	Washington	633	568	-10%
South Carolina	1,045	1,066	+2.0%	West Virginia	410	431	+5.1%
South Dakota	191	146	-24%	Wisconsin	724	756	+4.4%
Tennessee	1,284	1,210	-5.8%	Wyoming	195	150	-23%
Texas	3,531	3,363	-4.8%	National	42,708	41,059	-3.9%
				Puerto Rico	509	452	-11%

Source: FARS

Fatalities and People Injured by Person Role and Vehicle Characteristics

2007 Annual Assessment

Motor vehicle occupant fatalities declined by 5.3%

Nonoccupant fatalities declined by 4.3%

Motorcyclist fatalities increased by 6.6%

People Killed in Motor Vehicle Crashes, by Role

Role	Year		Change	% Change
	2006	2007		
Occupants*	32,119	30,401	-1,718	-5.3%
Drivers	22,831	21,647	-1,184	-5.2%
Passengers	9,187	8,657	-530	-5.8%
Motorcyclists	4,837	5,154	+317	+6.6%
Nonoccupants	5,752	5,504	-248	-4.3%
Pedestrians	4,795	4,654	-141	-2.9%
Pedalcyclists	772	698	-74	-9.6%
Other**	185	152	-33	-18%
TOTAL	42,708	41,059	-1,649	-3.9%

*Includes unknown occupants of motor vehicles in transport.

Source: FARS

**Includes occupants of motor vehicles not in transport and of nonmotor vehicle transport devices and unknown nonoccupants

People Injured in Motor Vehicle Crashes, by Role

Role	Year		% Change
	2006	2007	
Occupants*	2,375,000	2,264,000	-4.7%**
Drivers	1,666,000	1,571,000	-5.7%**
Passengers	709,000	692,000	-2.4%
Motorcyclists	88,000	103,000	+17%**
Nonoccupants	112,000	124,000	+11%
Pedestrians	61,000	70,000	+15%**
Pedalcyclists	44,000	43,000	-2.3%
Other***	7,000	10,000	+43%
TOTAL	2,575,000	2,491,000	-3.3%

** Includes unknown occupants of motor vehicles in transport.*

Source: NASS GES

Totals may not add due to rounding. Percentages computed after rounding.

*** Changes are statistically significant at the 0.05 level (95% confidence intervals).*

**** Includes occupants of motor vehicles not in transport and of nonmotor vehicle transport devices and unknown nonoccupants*

2007 Data Shows ...

- Occupant fatalities in passenger cars declined by 7.8%
- Occupant fatalities in LTVs declined by 2.7%
  - decreased for all LTV types
- Occupant fatalities in large trucks declined slightly
- Occupants injured declined for all vehicle types

Occupants Killed in Motor Vehicle Crashes, by Type of Vehicle

Type of Vehicle	Year		Change	% Change
	2006	2007		
Passenger Vehicles	30,686	28,933	-1,753	-5.7%
Passenger Cars	17,925	16,520	-1,405	-7.8%
LTVs*	12,761	12,413	-348	-2.7%
Vans	1,815	1,760	-55	-3.0%
SUVs	4,928	4,809	-119	-2.4%
Pickup Trucks	5,993	5,830	-163	-2.7%
Large Trucks	805	802	-3	-0.4%
Medium Trucks	114	139	+25	+22%
Heavy Trucks	691	663	-28	-4.1%
Other Vehicles**	527	576	+49	+9.3%
Unknown Vehicle Type	101	90	-11	-11%

**LTV (Light Trucks & Vans) = Pickup Truck, Van, Sport Utility Vehicle, and other/unknown LTVs*
***Includes vehicle occupant fatalities in buses and other, e.g., farm equipment, construction equipment, etc., vehicle types. Excludes motorcyclists .*

Source: FARS

Occupants Injured in Motor Vehicle Crashes, by Type of Vehicle

Type of Vehicle	Year		% Change
	2006	2007	
Passenger Vehicles	2,331,000	2,221,000	-4.7%*
Passenger Cars	1,475,000	1,379,000	-6.5%*
LTVs**	857,000	841,000	-1.9%
Vans	179,000	175,000	-2.2%
SUVs	387,000	380,000	-1.8%
Pickup Trucks	276,000	271,000	-1.8%
Large Trucks	23,000	23,000	0.0%
Other Vehicles***	21,000	20,000	-4.8%

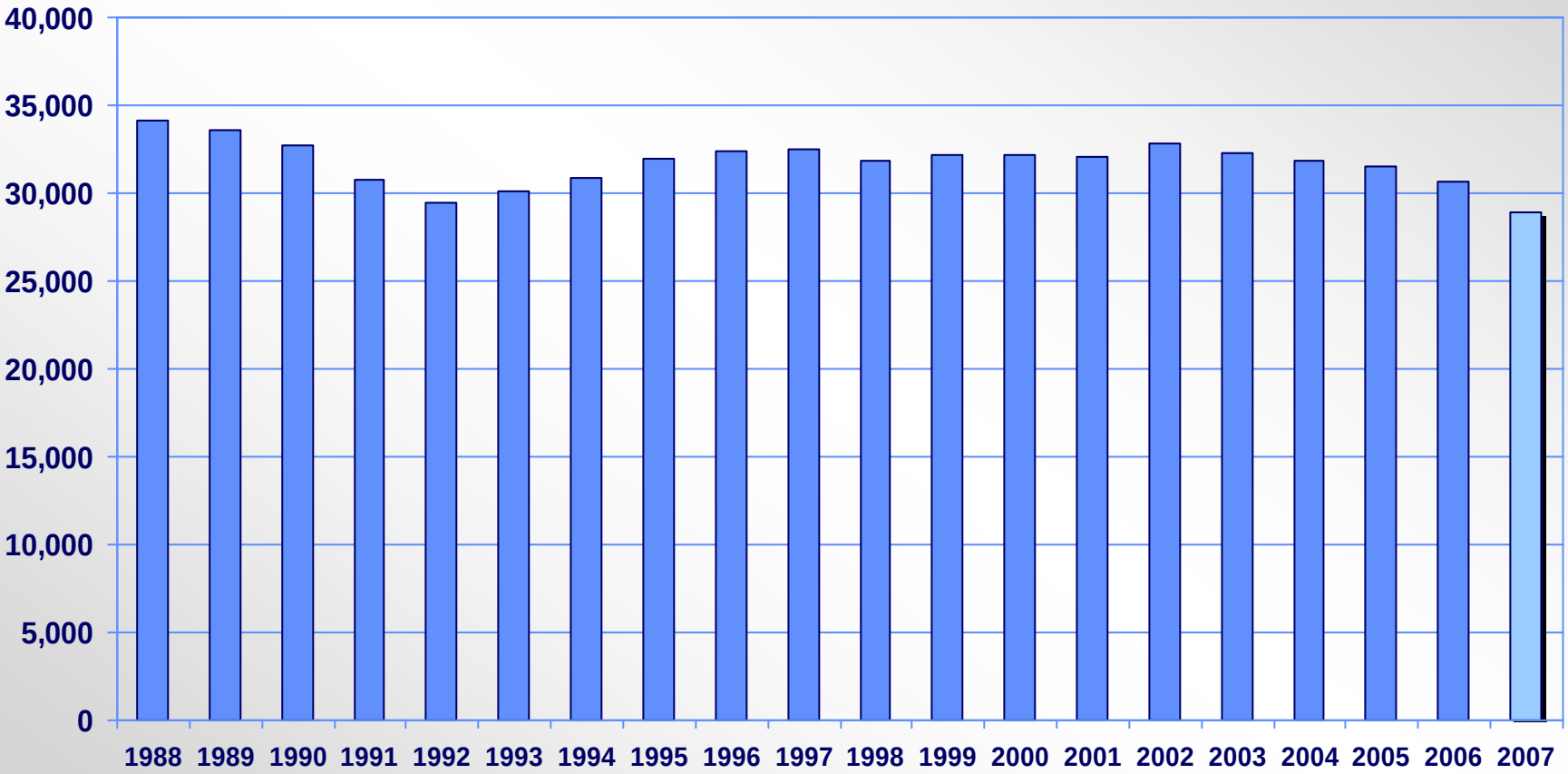
Totals may not add due to rounding. Percentages computed after rounding. **Source: NASS GES**

** Changes are statistically significant at the 0.05 level (95% confidence intervals)*

*** LTV = Pickup Truck, Van, Sport Utility Vehicle, and other/unknown LTVs*

**** Includes vehicle occupants injured in buses and other vehicle types. Excludes motorcyclists.*

Passenger Vehicle Occupant Fatalities, by Year



Source: FARS

2007 Annual Assessment Shows

- In 2006, the number of registered vehicles increased for all types of passenger vehicles
- In 2006, among all types of passenger vehicles, SUVs had the largest increase (7.1%) in registrations

Passenger vehicle registration data for 2007 not yet available.
The statements in this slide will be updated when data is available.

Registered Passenger Vehicles, by Vehicle Type

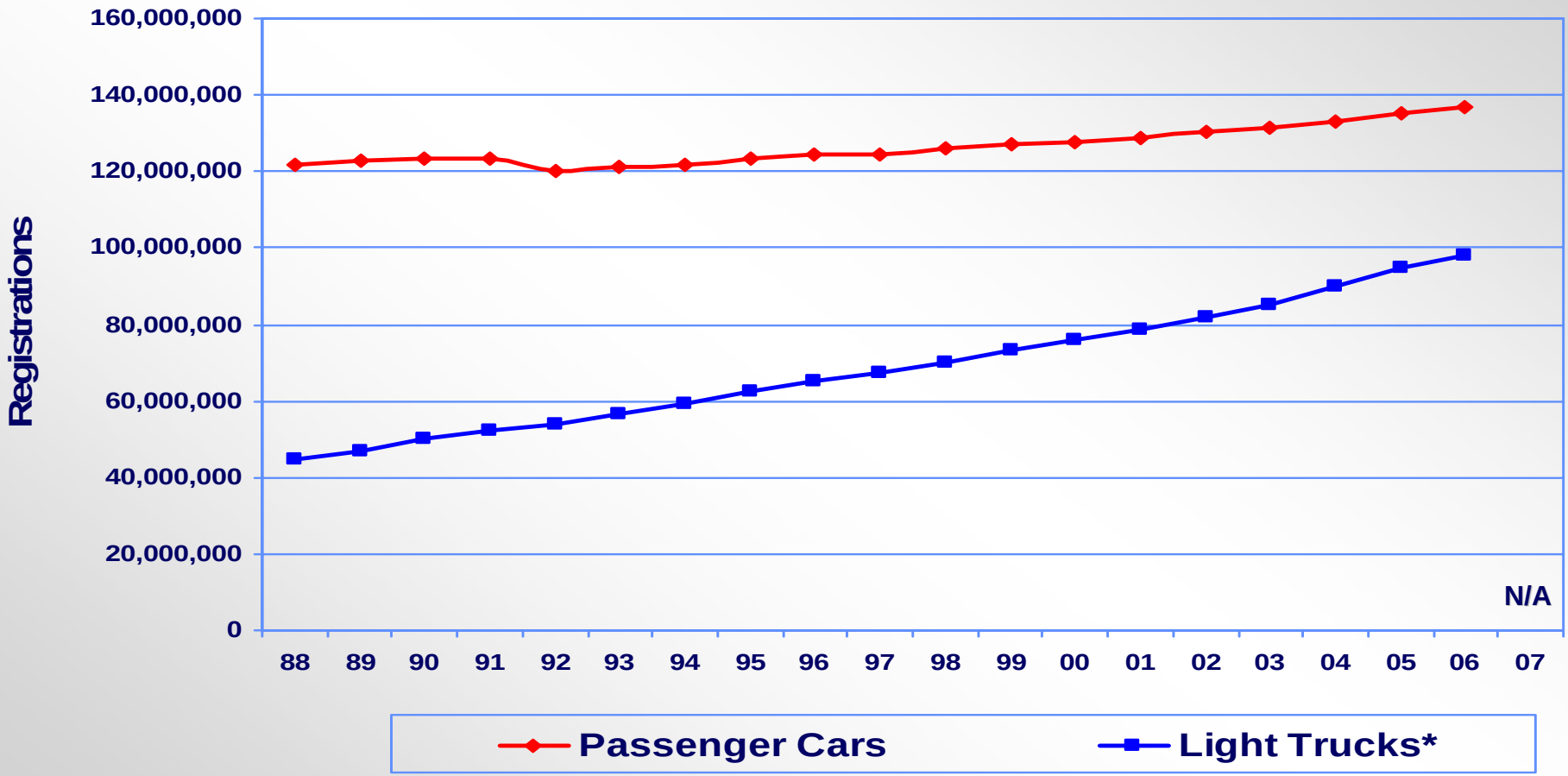
Type of Vehicle	2006	2007	% Change
Passenger Vehicles*	235,095,396	----	----
Passenger Cars	136,866,137	----	----
Light Trucks and Vans*	98,229,259	----	----
Vans	19,491,830	----	----
SUVs	37,168,577	----	----
Pickup Trucks	40,678,320	----	----

**Includes Other Light Trucks*

Source: R.L.Polk

Passenger Vehicle Registration data for 2007 not yet available

Passenger Vehicle Registrations by Year



**Light Trucks include SUVs, Vans, Pickup Trucks, and Other/Unknown Light Trucks*

Source: R.L. Polk

Passenger Vehicle Occupant Fatality Rate,* by Type of Vehicle

Type of Vehicle	2006	2007	% Change
All Passenger Vehicles**	13.05	----	----
Passenger Cars	13.10	----	----
Light Trucks and Vans	12.99	----	----
Vans	9.31	----	----
SUVs	13.26	----	----
Pickup Trucks	14.73	----	----

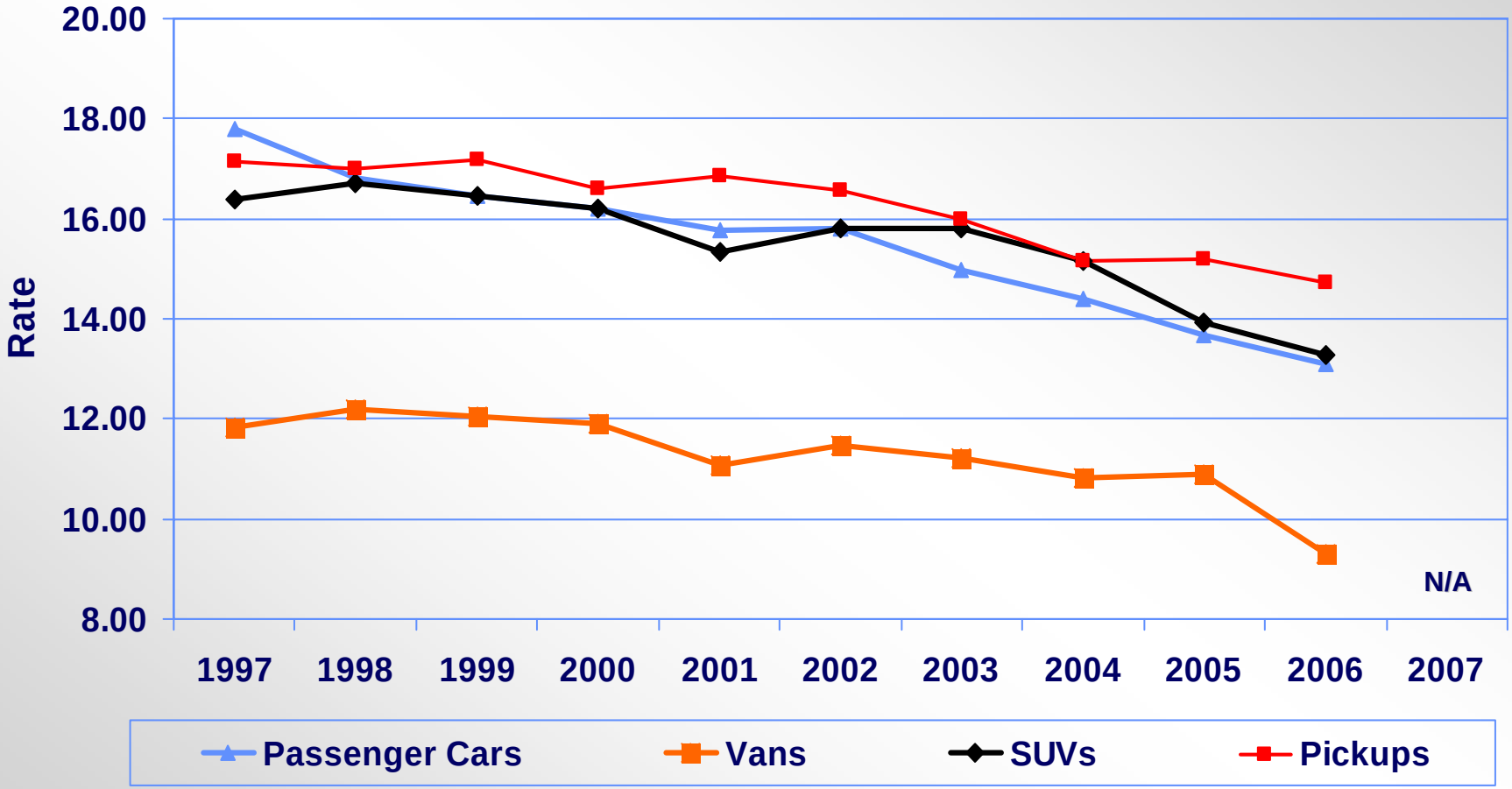
Passenger Vehicle Registration data for 2007 not yet available

*Rate per 100,000 Registered Vehicles

**Includes Other Light Trucks

Sources: FARS, R.L Polk

Passenger Vehicle Occupant Fatality Rate,* by Type of Vehicle and Year



*Rate per 100,000 Registered Vehicles

Sources: FARS, R.L. Polk

Program Areas

Alcohol-Impaired Driving
Seat Belts
Rollovers
Motorcycles
Large Trucks
Speeding
Vehicle Compatibility
Nonoccupants
Children and Youth
Young Drivers
Intersection-Related and Roadway Departure

Alcohol-Impaired Driving

Fatalities in alcohol-impaired driving crashes declined by 3.7%

Alcohol-Impaired Driving Fatalities (BAC .08+)						
	2006		2007		Change	% Change
	Number	Percent of Total	Number	Percent of Total		
Fatalities	13,491	32%	12,998	32%	-493	-3.7%

Source: FARS

Definition: *Drivers are considered to be alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. Thus, any fatality occurring in a crash involving a driver with a BAC of .08 or higher is considered to be an alcohol-impaired driving fatality. The term "driver" refers to the operator of any motor vehicle, including a motorcycle.*

Alcohol-Impaired Driving Fatalities, by State

- *32* States had *decreases* in the number of fatalities in impaired-driving crashes where the driver BAC was *.08 g/dL* or higher

- *31* States and the District of Columbia had *decreases* in the number of fatalities in impaired-driving crashes where the driver BAC was *.15 g/dL* or higher

Alcohol-Impaired Driving Fatalities, by State

State	2006 by BAC Level		2007 by BAC Level		% Change from 2006-2007 by BAC Level	
	.08+	.15+	.08+	.15+	.08+	.15+
Alabama	377	251	389	243	+3.2%	-3.2%
Alaska	19	15	30	21	+58%	+40%
Arizona	399	270	336	218	-16%	-19%
Arkansas	200	133	182	130	-9.0%	-2.3%
California	1,272	788	1,155	751	-9.2%	-4.7%
Colorado	179	134	170	121	-5.0%	-9.7%
Connecticut	113	84	101	67	-11%	-20%
Delaware	43	33	50	29	+16%	-12%
District of Columbia	13	7	15	5	+15%	-29%
Florida	926	602	890	611	-3.9%	+1.5%
Georgia	454	300	441	300	-2.9%	0.0%

Source: FARS

Alcohol-Impaired Driving Fatalities, by State

State	2006 by BAC Level		2007 by BAC Level		% Change from 2006-2007 by BAC Level	
	.08+	.15+	.08+	.15+	.08+	.15+
Hawaii	60	42	45	33	-25%	-21%
Idaho	86	59	70	52	-19%	-12%
Illinois	446	302	434	278	-2.7%	-7.9%
Indiana	245	167	230	161	-6.1%	-3.6%
Iowa	119	73	106	74	-11%	+1.4%
Kansas	125	88	114	77	-8.8%	-13%
Kentucky	216	131	210	136	-2.8%	+3.8%
Louisiana	371	232	368	235	-0.8%	+1.3%
Maine	52	28	66	47	+27%	+68%
Maryland	189	113	179	105	-5.3%	-7.1%
Massachusetts	144	94	146	86	+1.4%	-8.5%

Source: FARS

Alcohol-Impaired Driving Fatalities, by State

State	2006 by BAC Level		2007 by BAC Level		% Change from 2006-2007 by BAC Level	
	.08+	.15+	.08+	.15+	.08+	.15+
Michigan	335	227	305	210	-9.0%	-7.5%
Minnesota	149	104	158	117	+6.0%	+13%
Mississippi	335	212	302	192	-9.9%	-9.4%
Missouri	386	243	338	220	-12%	-9.5%
Montana	104	70	106	84	+1.9%	+20%
Nebraska	71	57	77	55	+8.5%	-3.5%
Nevada	144	102	118	79	-18%	-23%
New Hampshire	46	30	34	22	-26%	-27%
New Jersey	218	128	199	122	-8.7%	-4.7%
New Mexico	136	98	133	102	-2.2%	+4.1%
New York	433	273	384	232	-11%	-15%

Source: FARS

Alcohol-Impaired Driving Fatalities, by State

State	2006 by BAC Level		2007 by BAC Level		% Change from 2006-2007 by BAC Level	
	.08+	.15+	.08+	.15+	.08+	.15+
North Carolina	421	293	487	325	+16%	+11%
North Dakota	42	31	53	40	+26%	+29%
Ohio	386	258	391	275	+1.3%	+6.6%
Oklahoma	199	148	219	153	+10%	+3.4%
Oregon	148	106	150	107	+1.4%	+0.9%
Pennsylvania	492	359	500	356	+1.6%	-0.8%
Rhode Island	30	18	25	13	-17%	-28%
South Carolina	419	294	463	327	+11%	+11%
South Dakota	67	52	45	34	-33%	-35%
Tennessee	414	273	390	253	-5.8%	-7.3%
Texas	1,400	913	1,292	849	-7.7%	-7.0%

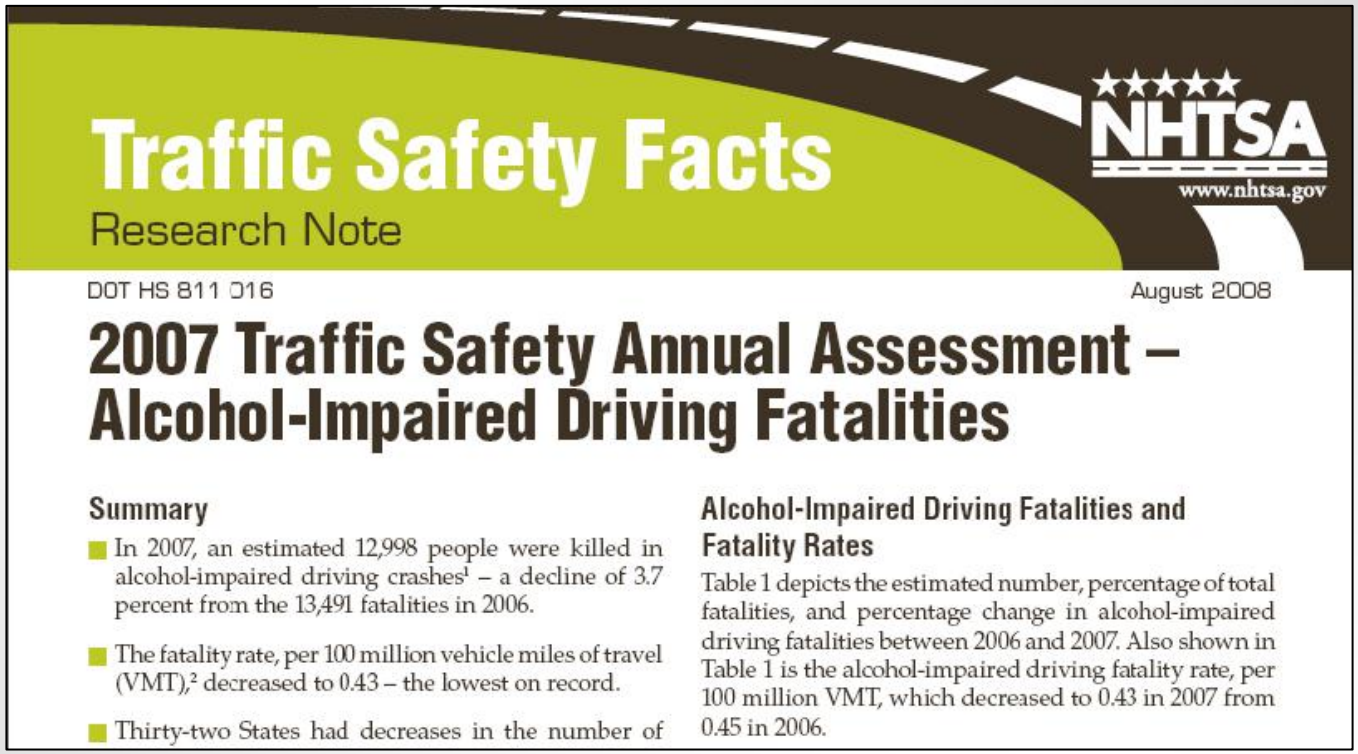
Source: FARS

Alcohol-Impaired Driving Fatalities, by State

State	2006 by BAC Level		2007 by BAC Level		% Change from 2006-2007 by BAC Level	
	.08+	.15+	.08+	.15+	.08+	.15+
Utah	53	34	51	30	-3.8%	-12%
Vermont	26	20	22	10	-15%	-50%
Virginia	298	196	332	225	+11%	+15%
Washington	221	150	195	129	-12%	-14%
West Virginia	105	69	142	90	+35%	+30%
Wisconsin	307	225	313	230	+2.0%	+2.2%
Wyoming	63	48	49	36	-22%	-25%
National	13,491	8,977	12,998	8,698	-3.7%	-3.1%
Puerto Rico	143	85	148	86	+3.5%	+1.2%

Source: FARS

Alcohol-Impaired Driving



Traffic Safety Facts
Research Note

NHTSA
www.nhtsa.gov

DOT HS 811 016 August 2008

2007 Traffic Safety Annual Assessment – Alcohol-Impaired Driving Fatalities

Summary

- In 2007, an estimated 12,998 people were killed in alcohol-impaired driving crashes[1] – a decline of 3.7 percent from the 13,491 fatalities in 2006.
- The fatality rate, per 100 million vehicle miles of travel (VMT),[2] decreased to 0.43 – the lowest on record.
- Thirty-two States had decreases in the number of

Alcohol-Impaired Driving Fatalities and Fatality Rates

Table 1 depicts the estimated number, percentage of total fatalities, and percentage change in alcohol-impaired driving fatalities between 2006 and 2007. Also shown in Table 1 is the alcohol-impaired driving fatality rate, per 100 million VMT, which decreased to 0.43 in 2007 from 0.45 in 2006.

For additional analysis, data, and information on alcohol-impaired driving crashes and fatalities see the research note "2007 Traffic Safety Annual Assessment – Alcohol-Impaired Driving Fatalities" (DOT HS 811 016) at: www-nrd.nhtsa.dot.gov/Pubs/811016.PDF

Seat Belts

- More than half (54%) of the passenger vehicle occupants killed were unrestrained
- Almost two-thirds (63%) of the passenger vehicle occupants killed during the night were unrestrained, compared to 45% during the day

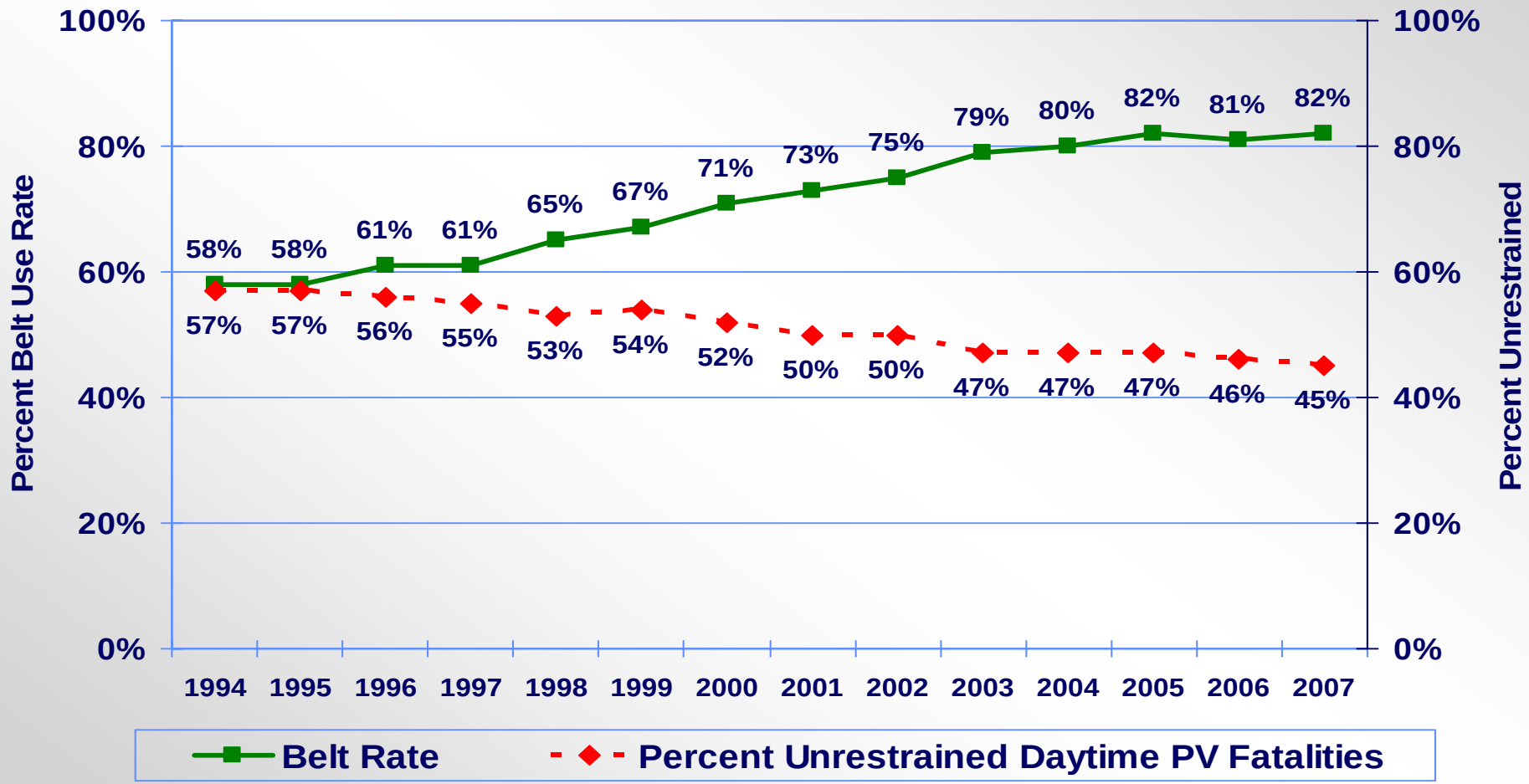
Passenger Vehicle Occupant Fatalities (All Ages), by Restraint Use*

Restraint Use	Year			
	2006		2007	
People Killed	30,686		28,933	
Restraint Used**	13,760	45%	13,306	46%
Restraint Not Used	16,926	55%	15,627	54%
Day (6 a.m. – 5:59 p.m.)				
Restraint Used**	8,194	54%	7,874	55%
Restraint Not Used	7,094	46%	6,344	45%
Night (6 p.m. – 5:59 a.m.)				
Restraint Used**	5,472	36%	5,322	37%
Restraint Not Used	9,674	64%	9,142	63%

**Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories. Restraint use was unknown for 8% of passenger vehicle occupant fatalities in 2006 and 2007.*

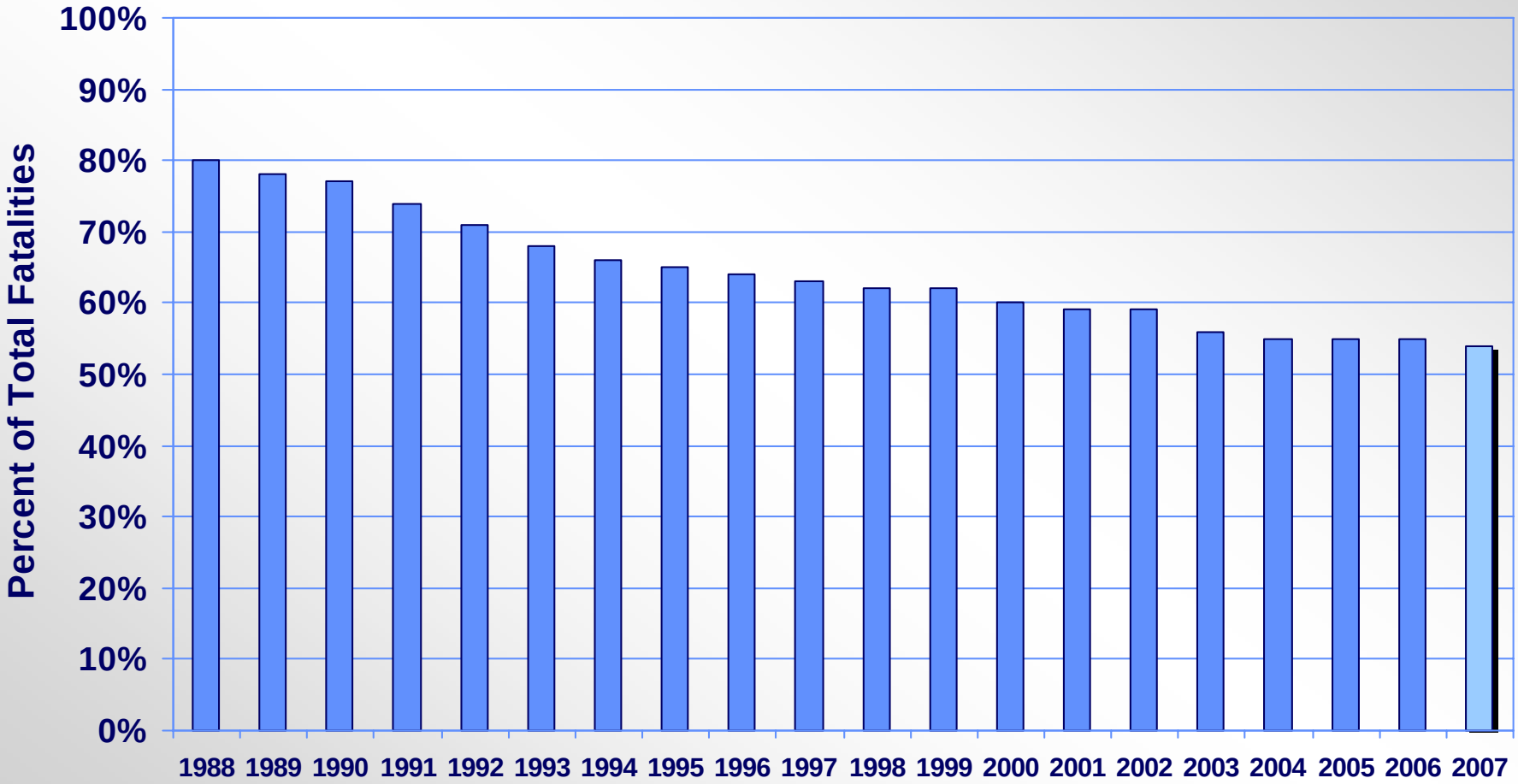
*** Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.* **Source: FARS**

Comparison of Percent Unrestrained Passenger Vehicle (PV) Occupant Fatalities During Daytime And Daytime Seat Belt Use Rate



Source: NOPUS, FARS

Percent of Total Passenger Vehicle Occupant Fatalities Who Were Unrestrained, by Year



Source: FARS

Rollovers

- ***The number of passenger vehicle occupants killed in rollover crashes declined***
  - ***declined for all passenger vehicle types***

- ***The number of passenger vehicle occupants injured in rollover crashes increased***
  - ***Increased for all passenger vehicle types except vans***
  - ***declined for vans by 6.7%***

Passenger Vehicle Occupants Killed and Injured in Rollover Crashes, By Type of Vehicle

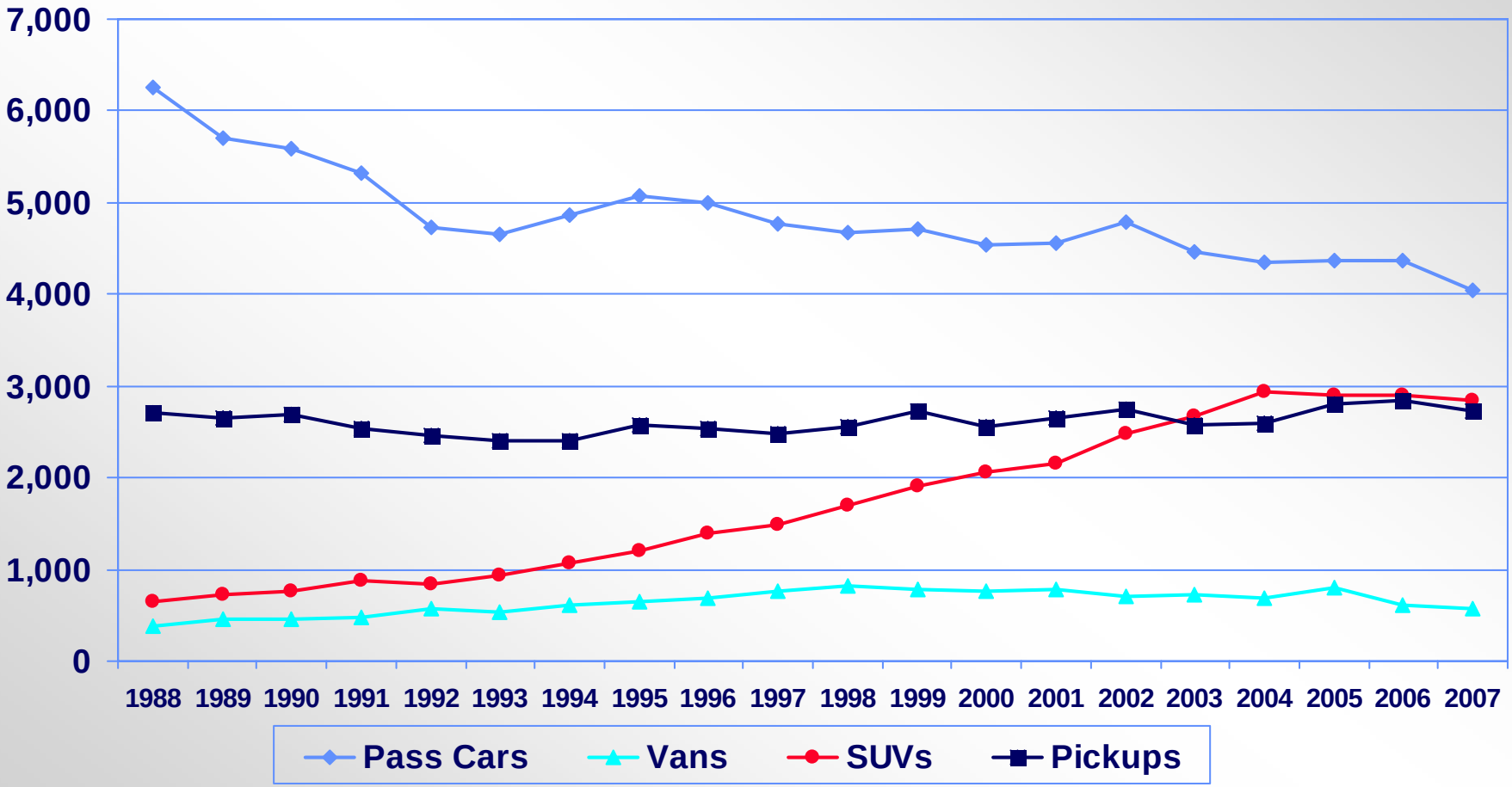
Type of Vehicle	Year		% Change
	2006	2007	
Occupants Killed*	10,742	10,194	-5.1%
Passenger Cars	4,376	4,041	-7.7%
Vans	609	571	-6.2%
SUVs	2,899	2,842	-2.0%
Pickup Trucks	2,844	2,736	-3.8%
Occupants Injured*	207,000	224,000	+8.2%
Passenger Cars	81,000	88,000	+8.6%
Vans	15,000	14,000	-6.7%
SUVs	70,000	73,000	+4.3%
Pickup Trucks	40,000	47,000	+18%

Totals for injured may not add due to rounding. Percentages computed after rounding.

**Sources: FARS, NASS GES*

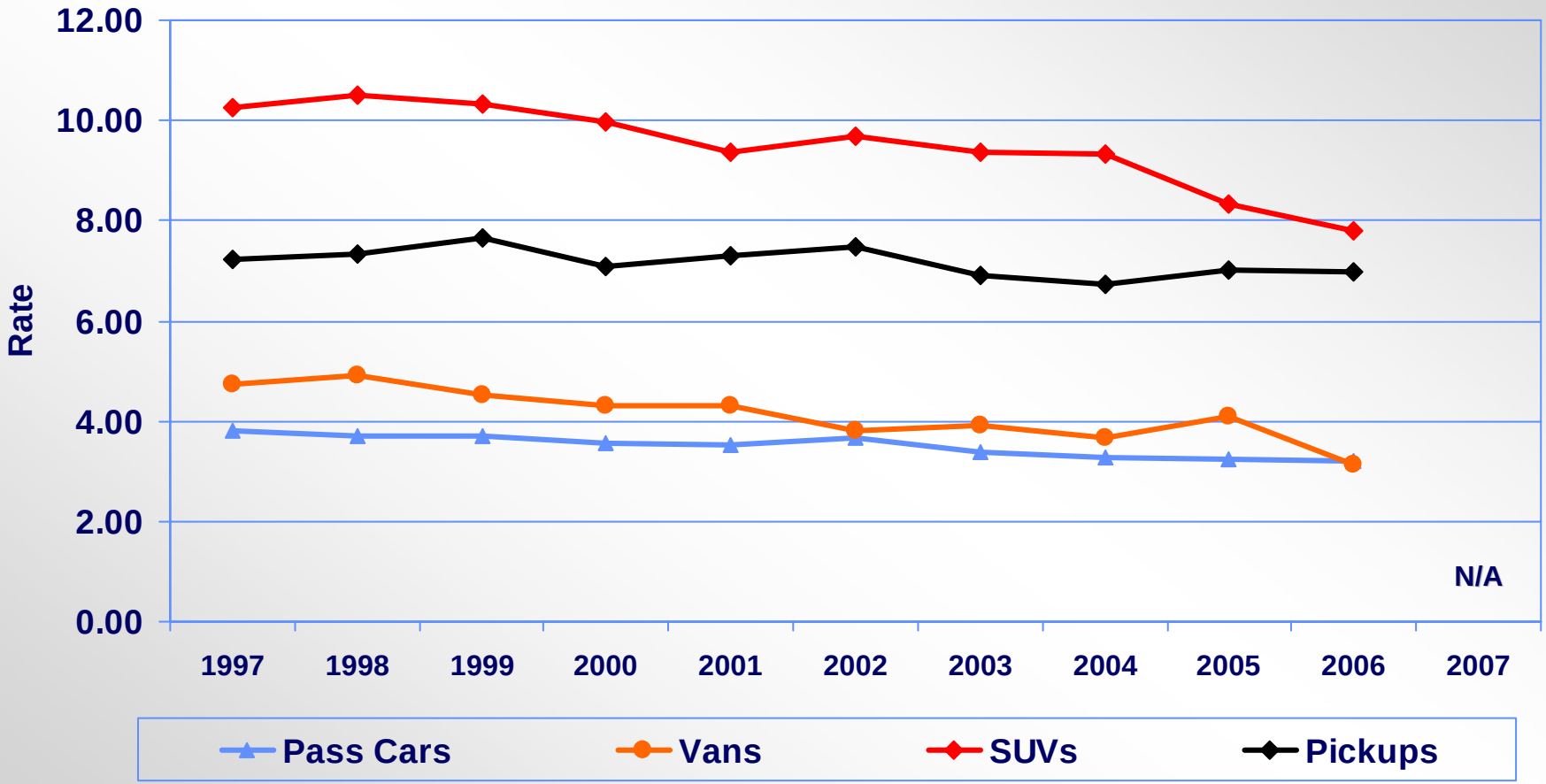
*Total Killed and Injured includes Occupants of Other Light Trucks

Passenger Vehicle Occupants Killed In Rollover Crashes, by Type of Vehicle and Year



Source: FARS

Passenger Vehicle Occupant Fatality Rate* in Rollover Crashes, By Type of Vehicle and Year



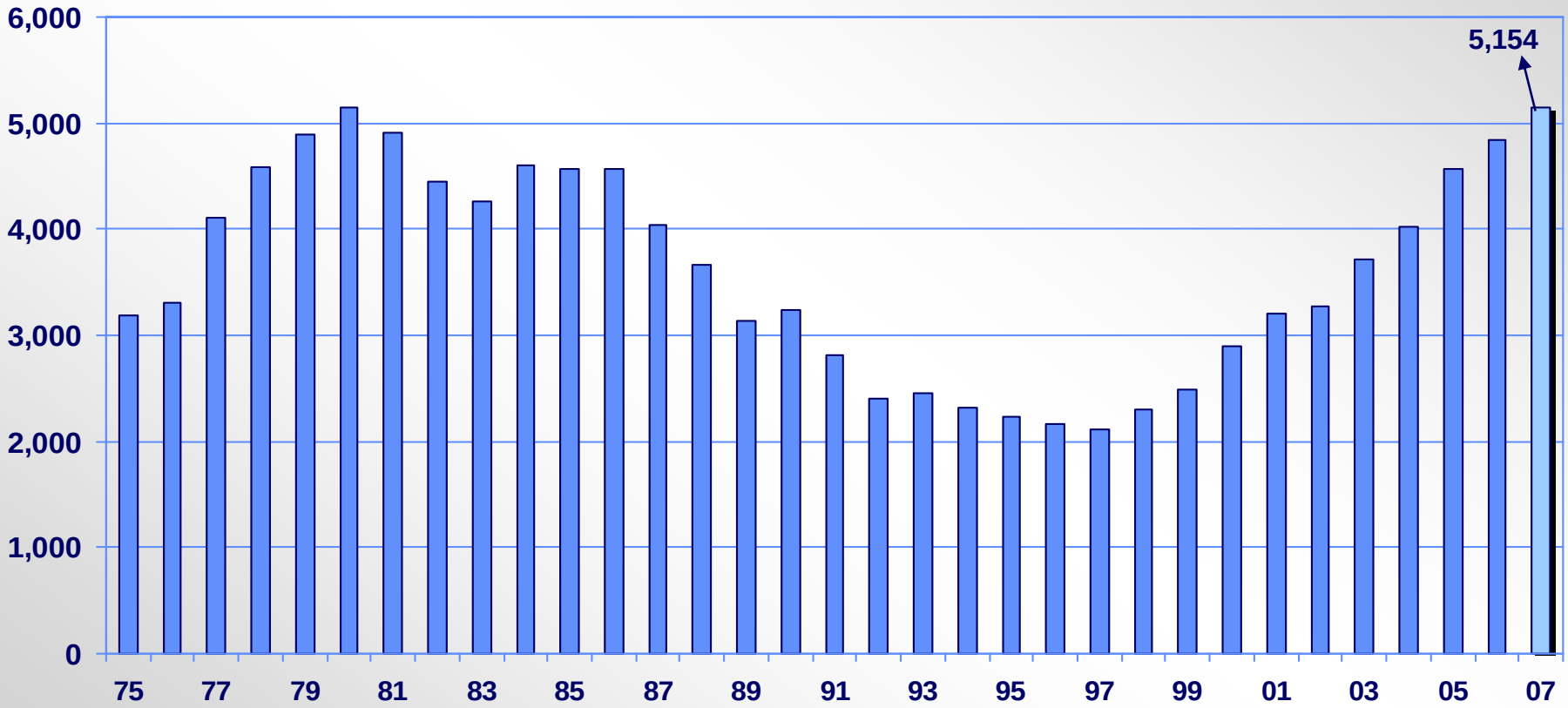
*Rate per 100,000 Registered Vehicles

Sources: FARS, R.L. Polk

Motorcycles

- Motorcyclist fatalities increased for the 10th year in a row
  - Account for 13% of total fatalities
  - Highest number since 1975
    - Previous highest in 1980 - 5,144

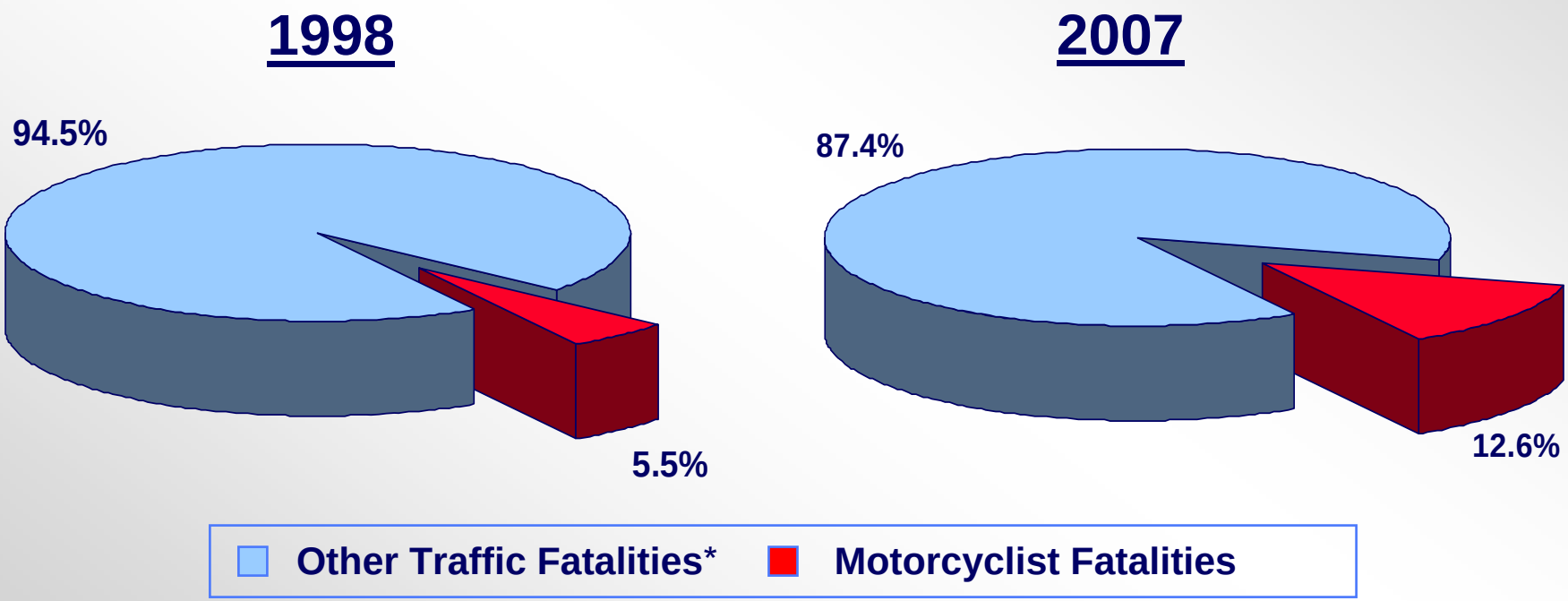
Motorcyclists Killed, by Year



Source: FARS

Proportion of Total Fatalities, By Role and Year

Motorcyclist fatalities increased to 12.6% of all motor vehicle traffic crash fatalities compared to 5.5% in 1998



* Passenger Vehicle Occupants, Other occupants, and Nonoccupants

Source: FARS

Total vs. Motorcyclist Fatalities by Year, 1998-2007

Year	Overall Fatalities		Motorcyclist Fatalities			
	Total	Change in Total	Fatalities	Change in Fatalities	Percent Change	Percent of Total Fatalities
1998	41,501	---	2,294	---	---	5.5%
1999	41,717	+216	2,483	+189	+8.2%	6.0%
2000	41,945	+228	2,897	+414	+17%	6.9%
2001	42,196	+251	3,197	+300	+10%	7.6%
2002	43,005	+809	3,270	+73	+2.3%	7.6%
2003	42,884	-121	3,714	+444	+14%	8.7%
2004	42,836	-48	4,028	+314	+8.5%	9.4%
2005	43,510	+674	4,576	+548	+14%	10.5%
2006	42,708	-802	4,837	+261	+5.1%	11.3%
2007	41,059	-1,649	5,154	+317	+6.6%	12.6%

Source: FARS

2007 Data Shows …

- *Motorcyclist fatalities and motorcycle registrations have both been on the rise since 1997*

- *However, in most of these years the rate of increase in motorcyclist fatalities has been higher than the rate of increase in motorcycle registrations (as reflected in the rate increase)*

2007 rate not yet available since VMT and registration are not yet released.

Motorcyclist Fatality Rates, by Year

Rate	Calendar Year									
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007*
Motorcyclists Killed	2,294	2,483	2,897	3,197	3,270	3,714	4,028	4,576	4,837	5,154
/100M Motorcycle Miles Traveled	22.31	23.46	27.67	33.17	34.23	38.78	39.79	43.77	39.00	N/A
/100K Registered Motorcycles	59.13	59.80	66.66	65.20	65.35	69.16	69.83	73.48	72.34	N/A

Source: FARS, FHWA

* VMT and Registration data not available for 2007

2007 Data Shows …

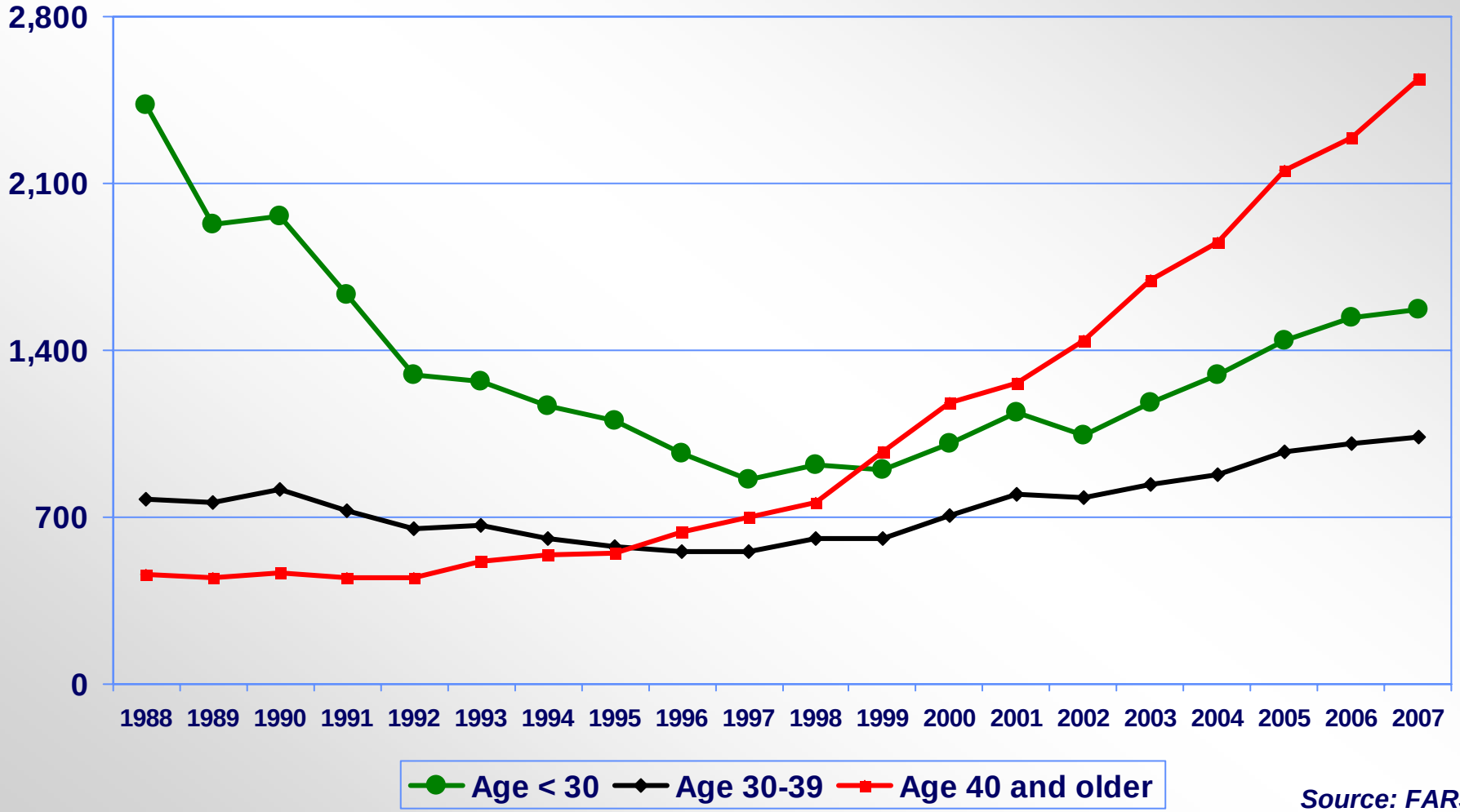
- *Motorcyclist fatalities increased for every age group*
- *Larger increase in the 50-and-above age group*
  - *Largest percentage increase in the 60-69 age group, followed by the 70-and-older and 50-59 age groups*

Motorcyclists Killed, by Age Group

Age Group	Year		Change	% Change
	2006	2007		
Under 20	238	248	+10	+4.2%
20-29	1,300	1,325	+25	+1.9%
30-39	1,008	1,039	+31	+3.1%
40-49	1,109	1,165	+56	+5.0%
50+	1,181	1,372	+191	+16%
50-59	846	931	+85	+10%
60-69	258	352	+94	+36%
70 and Older	77	89	+12	+16%
Unknown	1	5	+4	-------
Total	4,837	5,154	+317	+6.6%

Source: FARS

Motorcyclists Killed, by Age Group and Year



Source: FARS

2007 Data Shows …

- *About two-thirds (63%) of the fatally injured motorcyclists were not wearing helmets in States without universal helmet laws compared to 14% in States with universal helmet laws.*

Fatally Injured Motorcyclists in States With Universal Helmet Laws vs. Without Universal Helmet Laws

	Year			
	2006		2007	
Total in States With Universal Helmet Laws	2,151	100%	2,242	100%
Helmeted	1,869	87%	1,939	86%
Not Helmeted	282	13%	303	14%
Total in States Without Universal Helmet Laws	2,686	100%	2,912	100%
Helmeted	939	35%	1,064	37%
Not Helmeted	1,747	65%	1,848	63%

Total fatalities may not add due to rounding. **Source: FARS**

Motorcyclist fatalities whose helmet use was unknown were distributed proportionally to the known use categories.

Helmet use was unknown for 3% of motorcyclist fatalities in 2006 and 2% in 2007.

Large Trucks

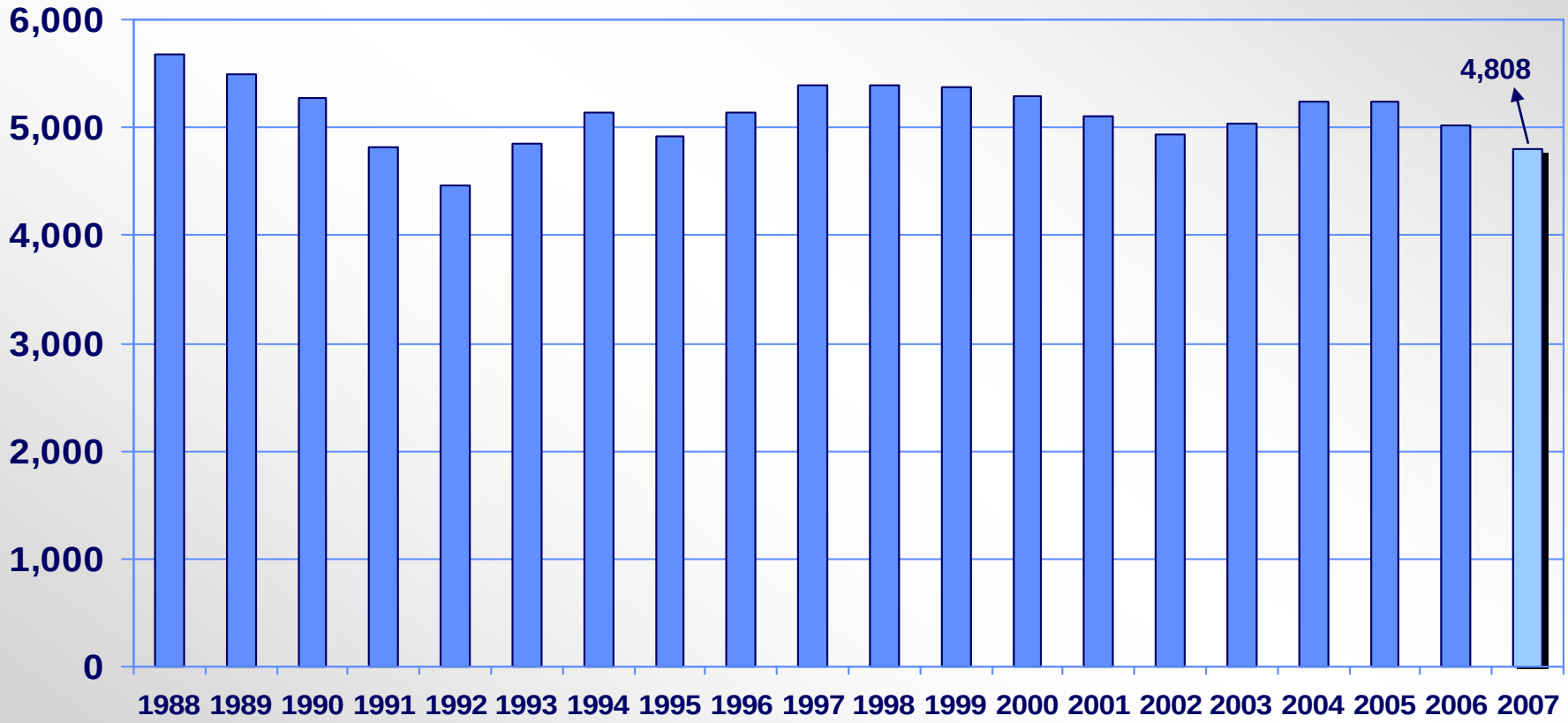
- *The number of people killed in crashes involving large trucks declined by 4.4%*
  - *Truck occupant fatalities declined slightly*
- *Fatalities in large-truck crashes declined for the second consecutive year*
- *Large-truck occupants injured remained the same*
  - *Large-truck occupants injured in single-vehicle crashes declined*
  - *Large-truck occupants injured in multivehicle crashes increased*

Persons Killed in Large-Truck Crashes, by Type

Type	Year		% Change
	2006	2007	
Truck Occupants	805	802	-0.4%
Single-Vehicle	500	502	+0.4%
Multivehicle	305	300	-1.6%
Other Vehicle Occupants	3,797	3,601	-5.2%
Nonoccupants	425	405	-4.7%
Total	5,027	4,808	-4.4%

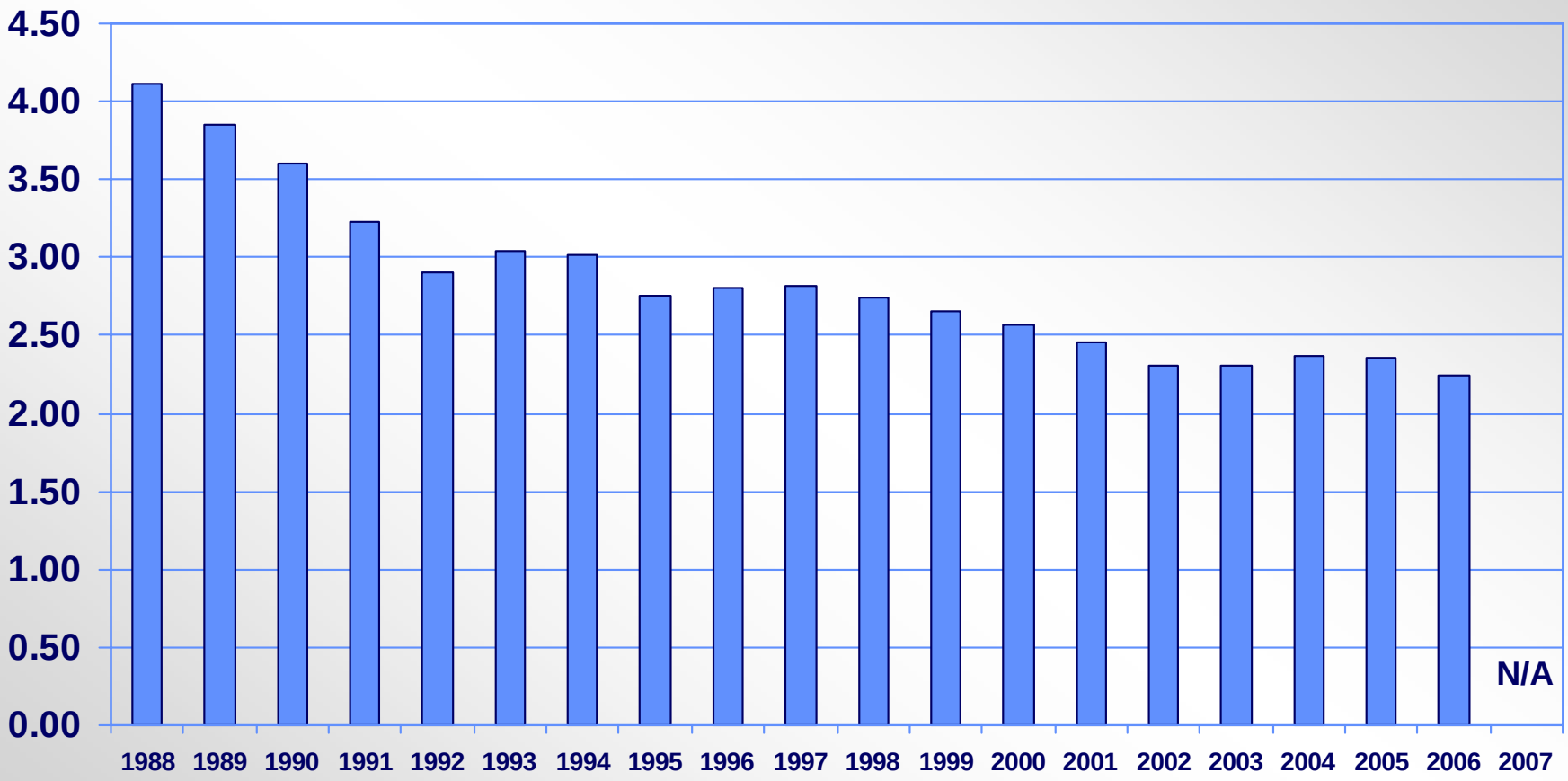
Source: FARS

Persons Killed in Large-Truck Crashes, by Year



Source: FARS

Fatality Rate* in Large-Truck Crashes, by Year



*Per 100M Large Truck VMT. Large Truck VMT for 2007 not yet available

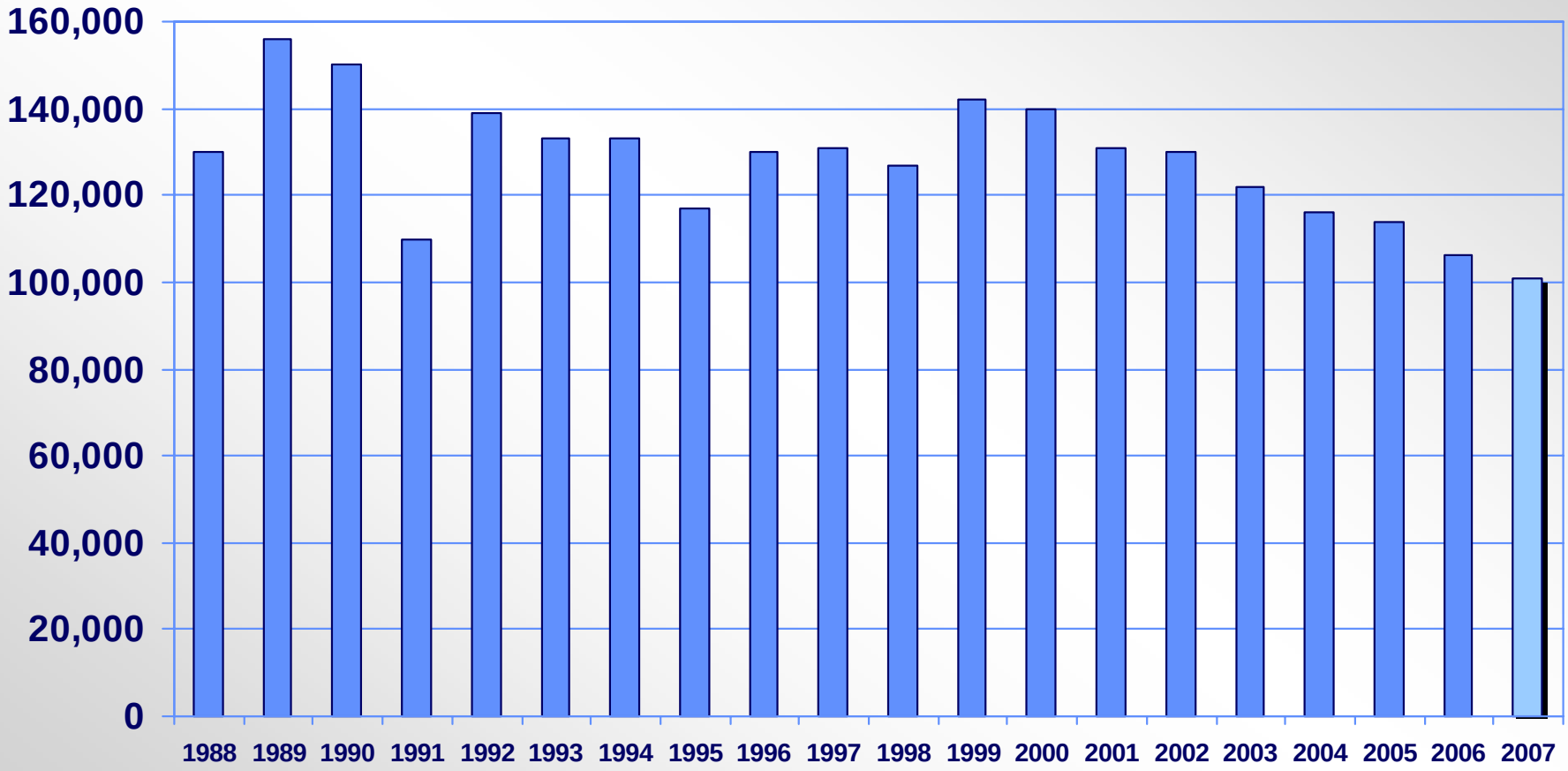
Sources: FARS, FHWA

People Injured in Large-Truck Crashes, by Type

Type	Year		% Change
	2006	2007	
Truck Occupants	23,000	23,000	0.0%
Single-Vehicle	11,000	10,000	-9.1%
Multivehicle	12,000	13,000	+8.3%
Other Vehicle Occupants	81,000	75,000	-7.4%
Nonoccupants	2,000	2,000	0.0%
Total*	106,000	101,000	-4.7%

Totals may not add due to rounding. Percentages computed after rounding.* **Source: NASS GES

People Injured in Large-Truck Crashes, by Year



Source: NASS GES

Speeding

- ***Fatalities in speeding-related crashes declined by 4.2%***

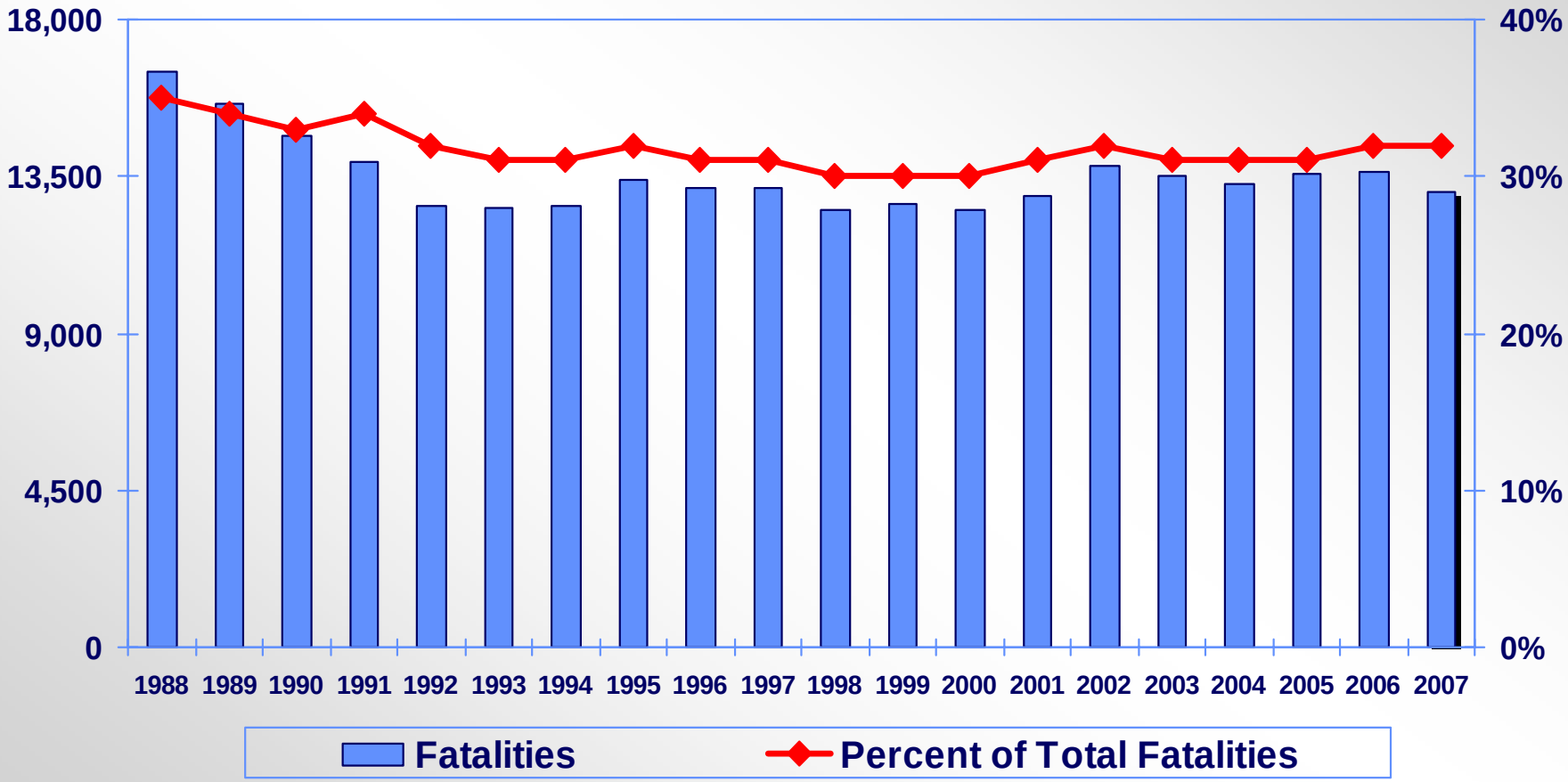
- ***However, the percentage of speeding-related fatalities among overall fatalities remained unchanged from 2006***

Speeding-Related Fatal Crashes And Fatalities, by Year

	Year		Change	% Change
	2006	2007		
Fatal Crashes				
Speeding	12,082	11,659	-423	-3.5%
Not Speeding	26,566	25,589	-977	-3.7%
Percent Speeding	31%	31%		
Fatalities				
Speeding	13,609	13,040	-569	-4.2%
Not Speeding	29,099	28,019	-1,080	-3.7%
Percent Speeding	32%	32%		

Source: FARS

Fatalities in Speeding-Related Crashes and Percent of Total Fatalities, by Year



Source: FARS

Two-Vehicle Crashes Between Passenger Cars and LTVs

2007 Data Shows …

- ***The number of occupants killed and injured in two-vehicle crashes between a passenger car and an LTV (pickup truck, van, or SUV) declined***

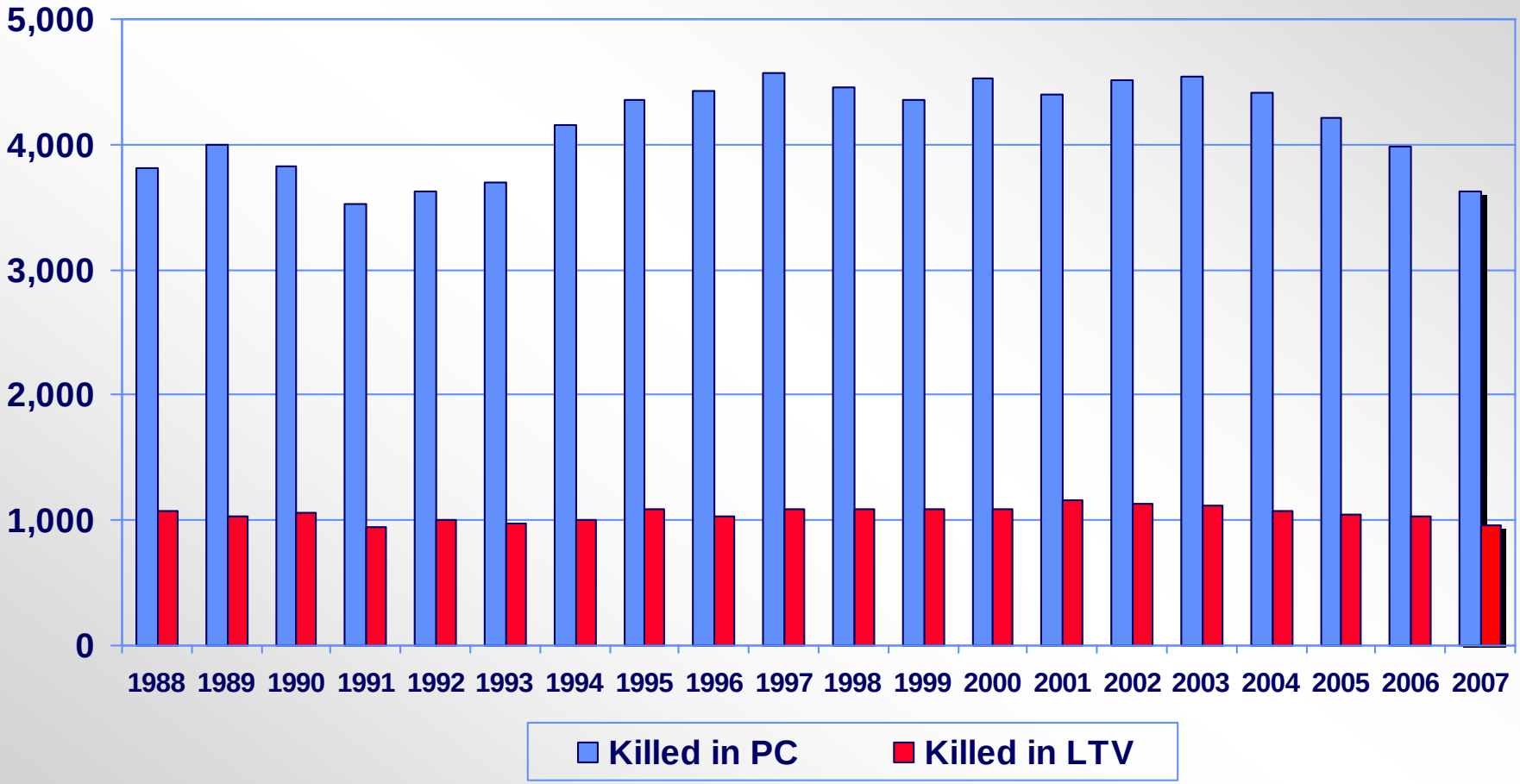
Occupants Killed and Injured in Two-Vehicle Crashes Involving a Passenger Car and an LTV*

	Year		% Change
	2006	2007	
Fatal Crashes			
Killed in PC	3,980	3,623	-9.0%
Killed in LTV*	1,025	954	-6.9%
Injury Crashes			
Injured in PC	397,000	376,000	-5.3%
Injured in LTV*	275,000	258,000	-6.2%

PC = Passenger Car
**LTV = Pickup Truck, Van, and Sport Utility Vehicle*

Sources: FARS, NASS GES

Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car And an LTV,* by Year



*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

Two-Vehicle Crashes Involving a Passenger Car and an LTV* continued…

- In head-on collisions, 3.6 times as many passenger car occupants were killed as LTV occupants.
- When LTVs were struck in the side by a passenger cars, 1.6 times as many LTV occupants were killed as passenger car occupants.
- When passenger cars was struck in the side by LTVs, 18 times as many passenger car occupants were killed as LTV occupants.

*Include Pickup Trucks, SUVs, and Vans

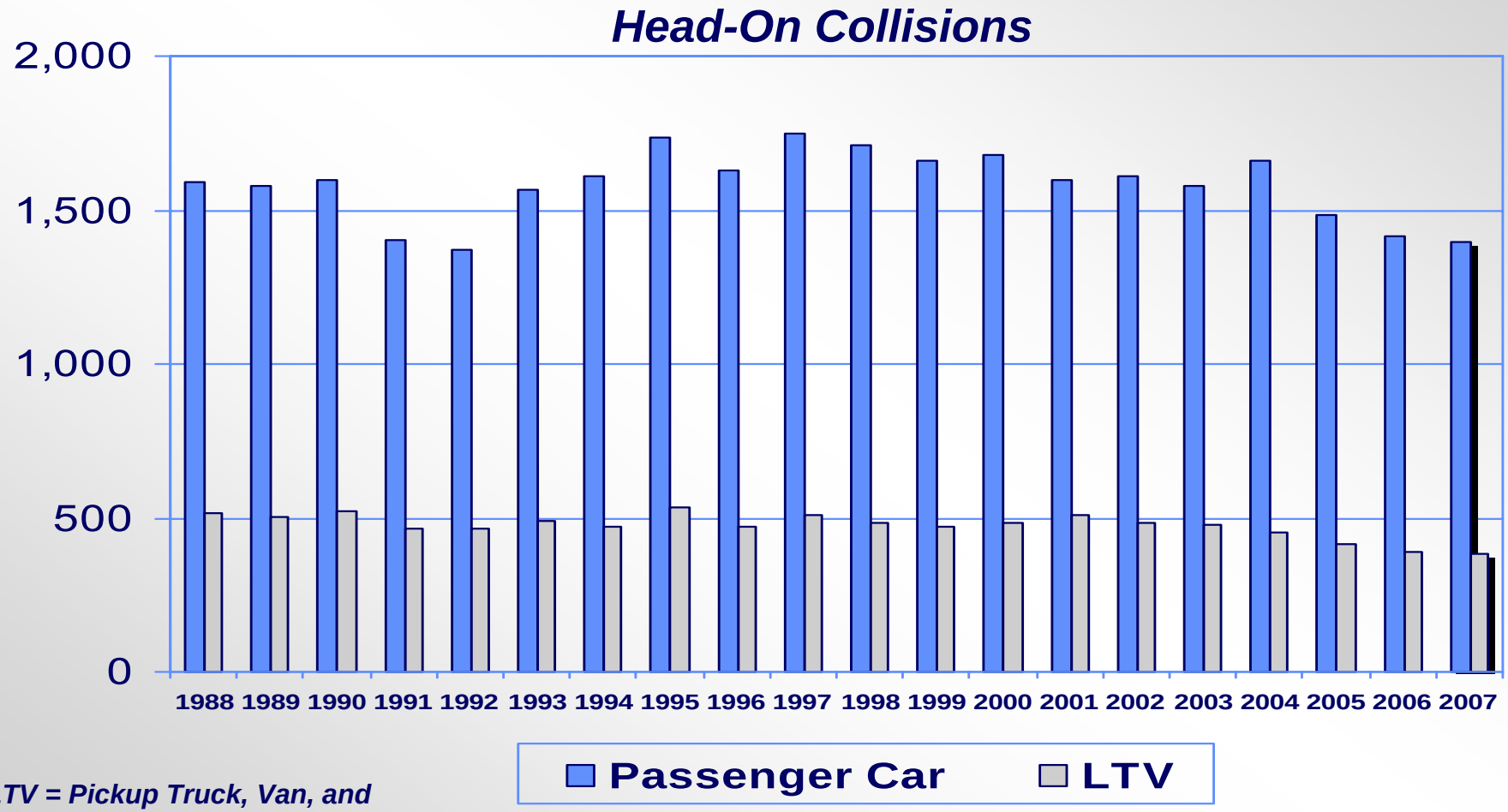
Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car And an LTV,* by Collision Type

	Year		% Change
	2006	2007	
Head-On Collisions			
Killed in PC	1,414	1,396	-1.3%
Killed in LTV	392	384	-2.0%
Passenger Car Front To LTV Side			
Killed in PC	199	146	-27%
Killed in LTV	306	234	-24%
LTV Front To Passenger Car Side			
Killed in PC	1,956	1,721	-12%
Killed in LTV	79	98	+24%

PC = Passenger Car
**LTV = Light Trucks include Pickup Trucks, Vans, and Sport Utility Vehicles*

Source: FARS

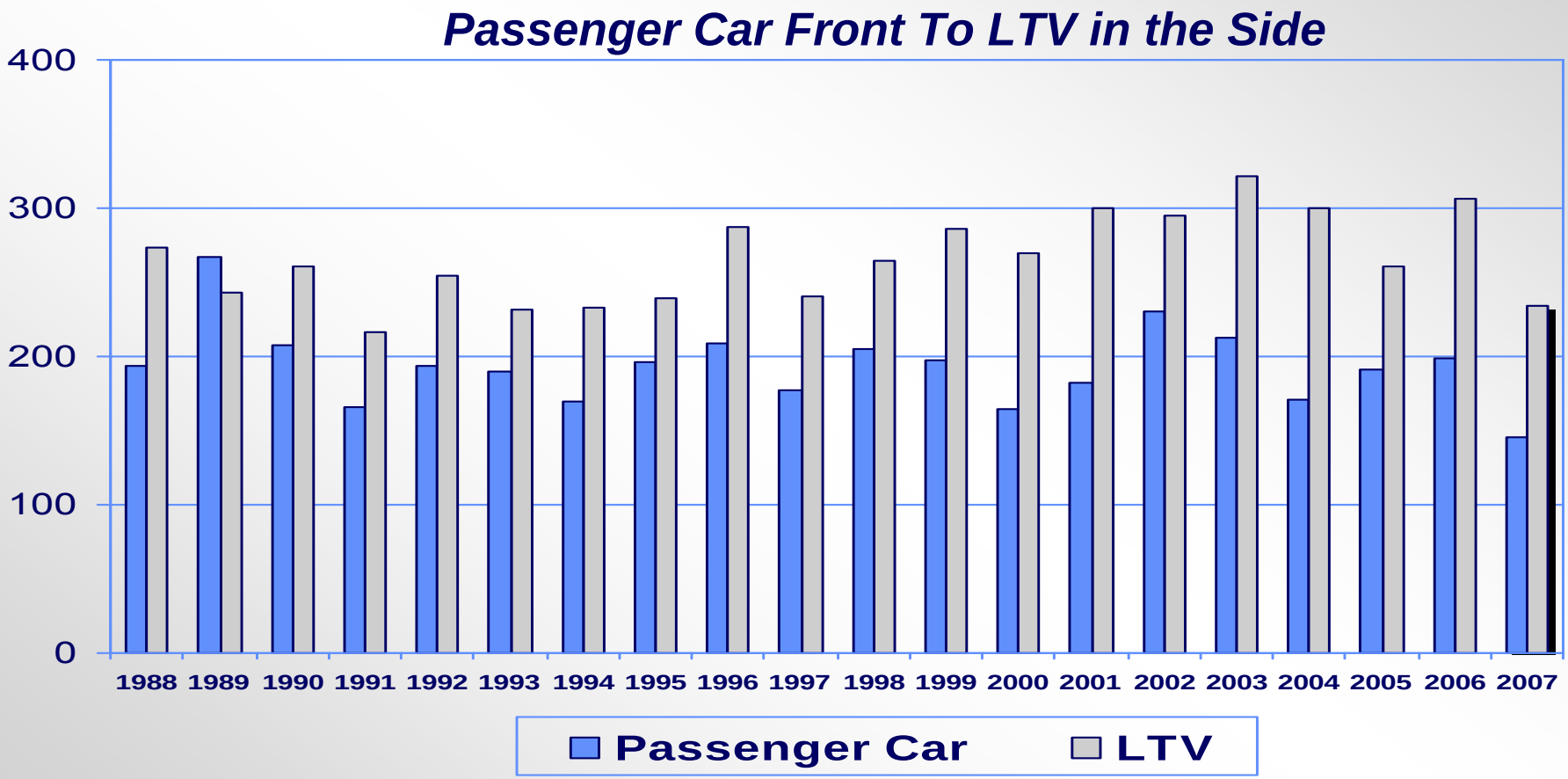
Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car And an LTV,* by Year



*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

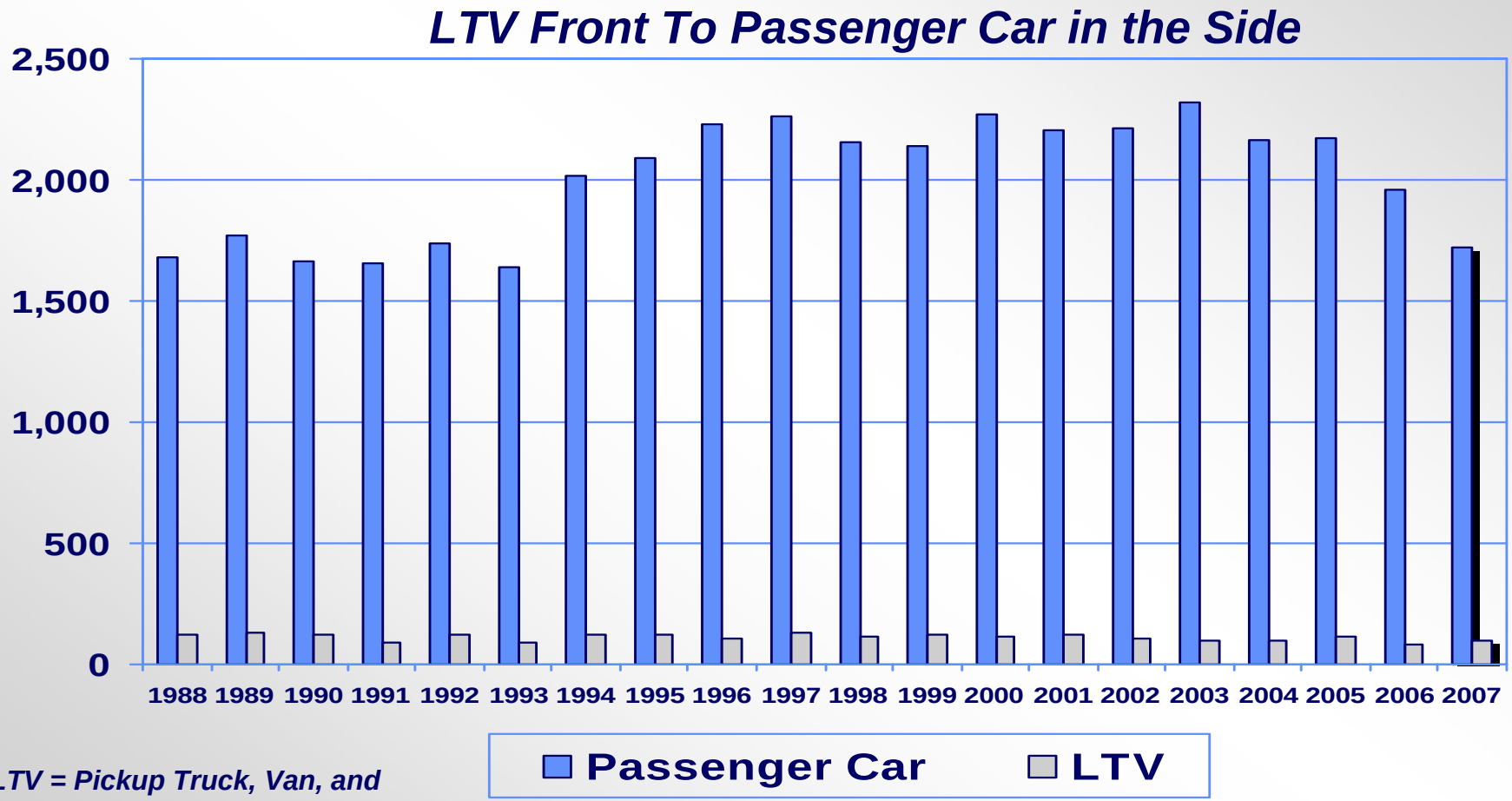
Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car And an LTV,* by Year



*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car And an LTV,* by Year



*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

Nonoccupants

- **Fatalities declined for all nonoccupants**
  - Largest decline among pedalcyclists – 9.6%
- **Nonoccupants injured increased by 11%**

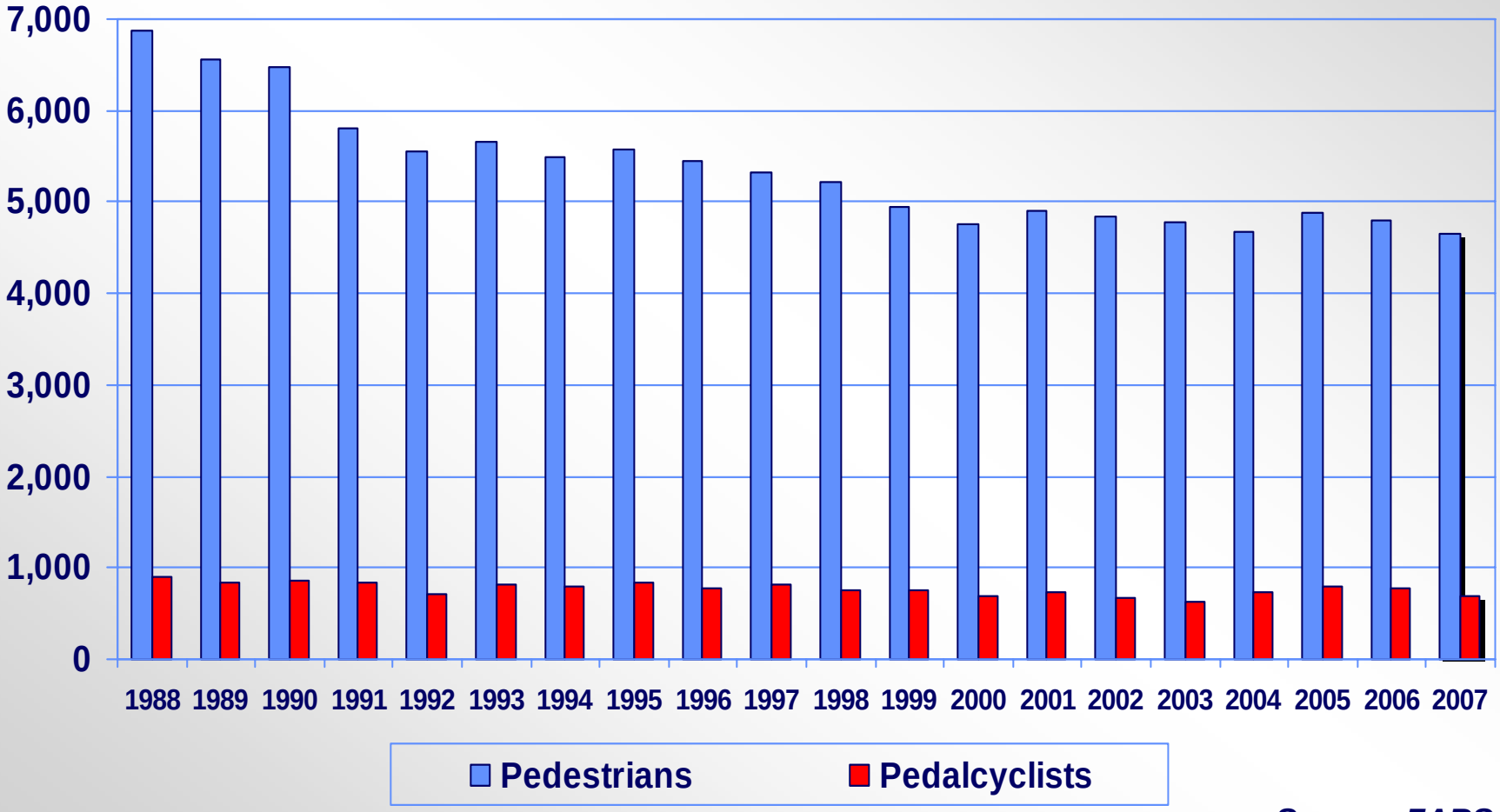
Nonoccupants Killed or Injured, by Type

Type	Year		% Change
	2006	2007	
Nonoccupants Killed	5,752	5,504	-4.3%
Pedestrians	4,795	4,654	-2.9%
Pedalcyclists	772	698	-9.6%
Others **	185	152	-18%
Nonoccupants Injured*	112,000	124,000	+11%
Pedestrians	61,000	70,000	+15%
Pedalcyclists	44,000	43,000	-2.3%
Others **	7,000	10,000	+43%

Totals may not add due to rounding. Percentages computed after rounding. **Sources: FARS, NASS GES**

**Includes occupants of motor vehicles not in transport and of non-motor-vehicle transport devices and unknown nonoccupants

Pedestrians and Pedalcyclists Killed, by Year



Source: FARS

Children and Youth

- Fatalities for children age 0–3 declined
  - Occupant fatalities declined by 12%
- Children age 0-3 injured increased by 2.3%

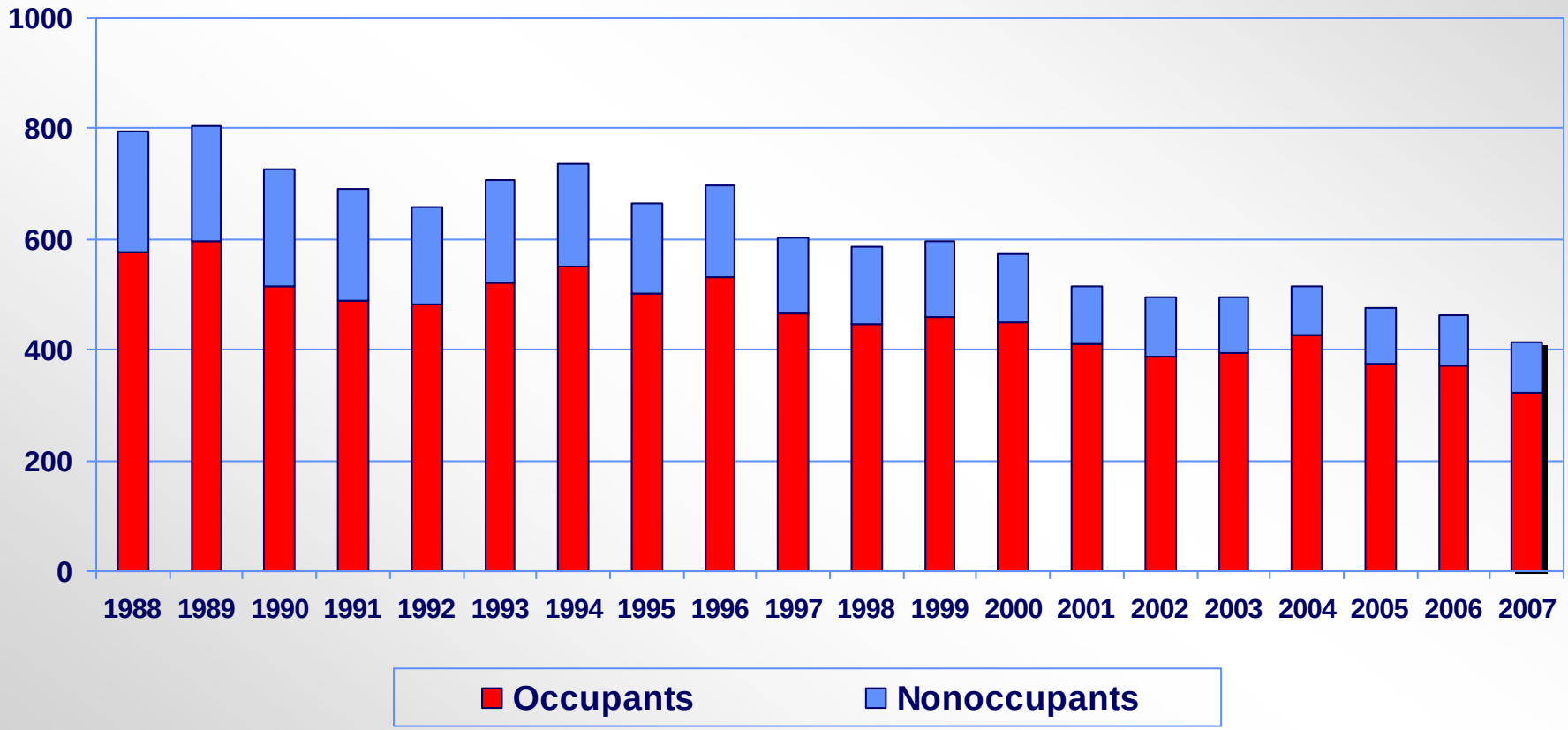
Children Age 0-3 Killed or Injured, by Role

Role	Year		% Change
	2006	2007	
Killed	461	413	-10%
Occupants	370	324	-12%
Nonoccupants	91	89	-2.2%
Injured*	43,000	44,000	+2.3%
Occupants	42,000	42,000	0.0%
Nonoccupants	1,000	2,000	+100%

Sources: FARS, NASS GES

**Totals may not add due to rounding. Percentages computed after rounding.*

Children Age 0-3 Killed, by Year and Role



Source: FARS

Children and Youth

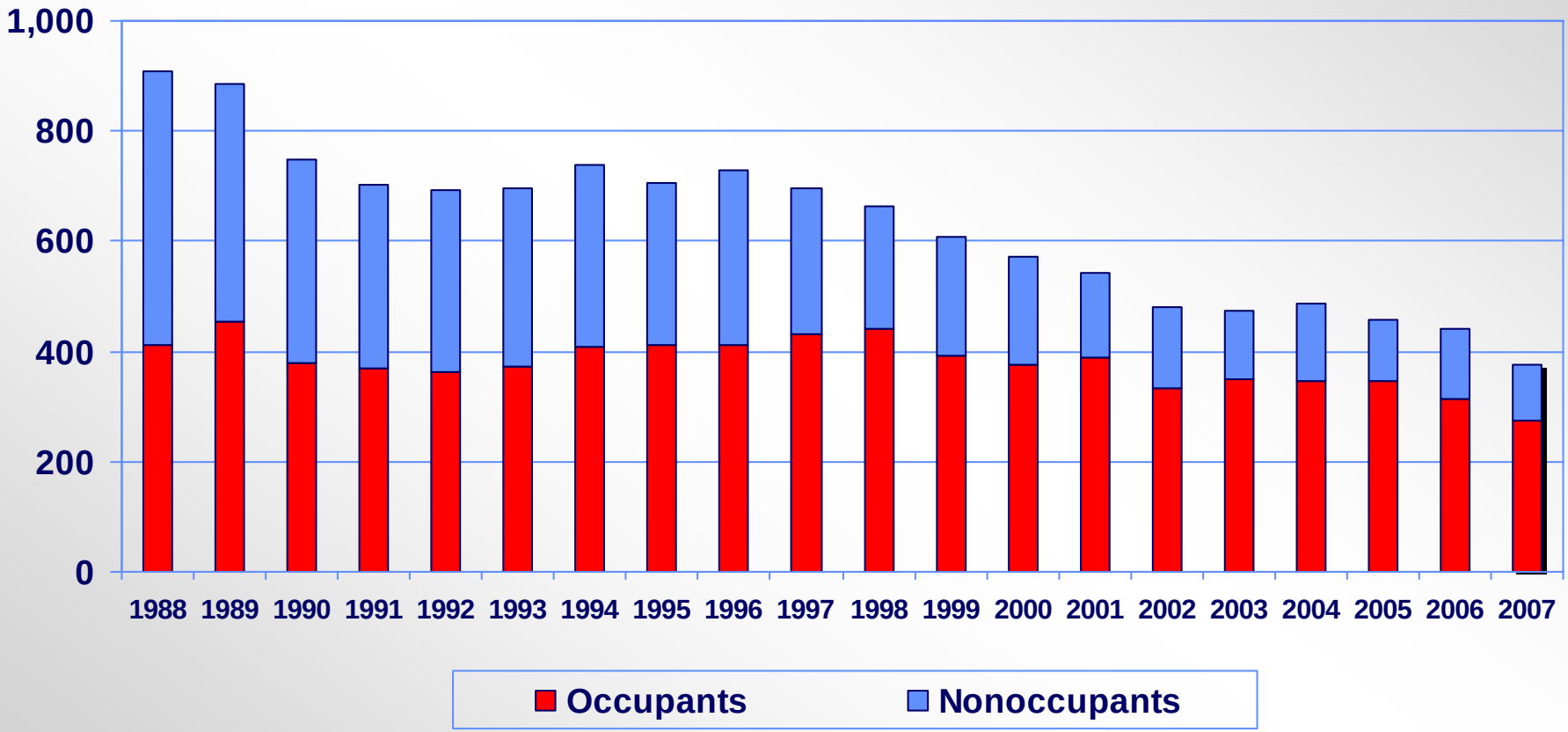
- Fatalities for children age 4–7 declined by 15%
  - Declined for both occupants and nonoccupants
- Fatalities for children age 4–7 dropped below 400 for the first time
- Children age 4–7 injured increased by 2.0%

Children Age 4-7 Killed or Injured, by Role

Role	Year		% Change
	2006	2007	
Killed	442	376	-15%
Occupants	314	275	-12%
Nonoccupants	128	101	-21%
Injured	49,000	50,000	+2.0%
Occupants	44,000	45,000	+2.3%
Nonoccupants	5,000	5,000	0.0%

Sources: FARS, NASS GES

Children Age 4-7 Killed, by Year and Role



Source: FARS

Children and Youth

- ***Fatalities in children and youth age 8–15 declined by 3.2%***
- ***Children and youth, age 8–15 injured in crashes declined by 8.1%***

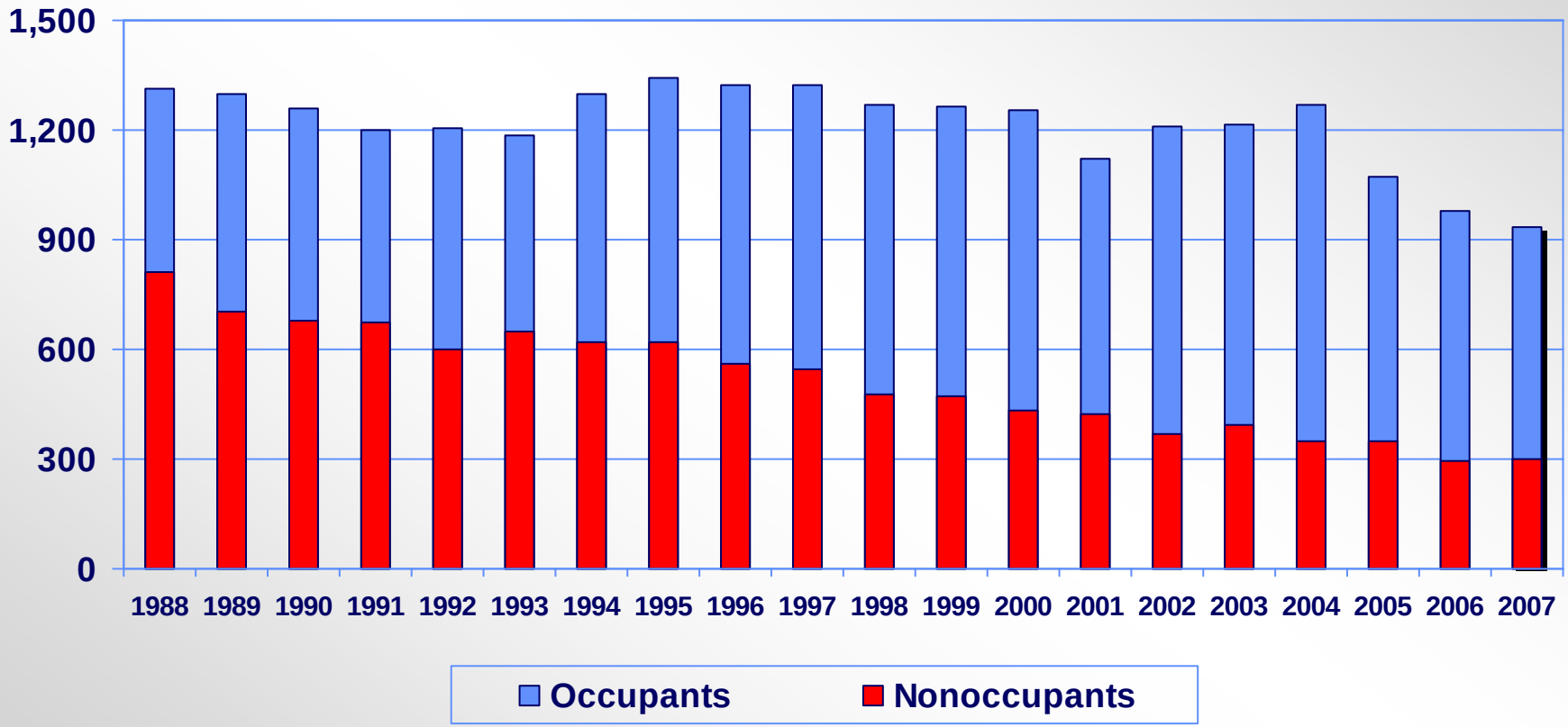
Children and Youth Age 8-15 Killed or Injured, by Role

Role	Year		% Change
	2006	2007	
Killed	1,274	1,233	-3.2%
Occupants	981	935	-4.7%
Nonoccupants	293	298	+1.7%
Injured*	148,000	136,000	-8.1%
Occupants	126,000	113,000	-10%**
Nonoccupants	22,000	23,000	+4.5%

**Totals may not add due to rounding. Percentages computed after rounding.*
***Change in occupants injured is statistically significant at the 0.05 level (95% confidence intervals)*

Sources: FARS, NASS GES

Children and Youth Age 8-15 Killed, by Year and Role



Source: FARS

Young Drivers

- Fatal young-driver crashes declined by 6.6%
- Injury crashes also declined by 6.7%
- Property damage only crashes increased
- The number of young drivers (age 16–20) killed declined by 8.8%
- Passengers and others killed in young-driver (16-20) crashes declined

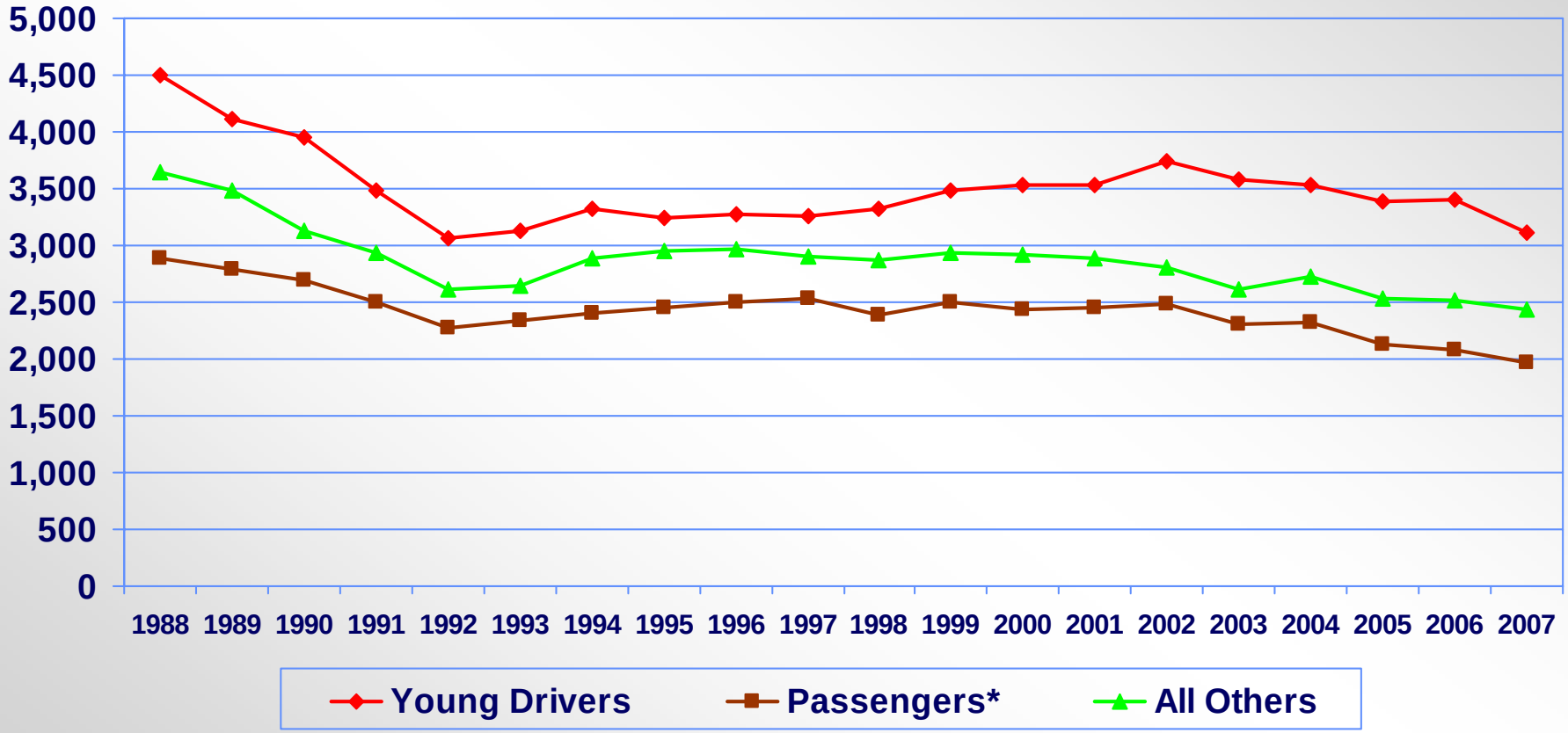
Number of Crashes and People Killed in Crashes Involving Young Drivers (Age 16-20)

Crashes and Persons Killed	Year		% Change
	2006	2007	
Crashes			
Fatal	7,012	6,552	-6.6%
Injury	461,000	430,000	-6.7%*
PDO	993,000	1,037,000	+4.4%*
People Killed			
Young Drivers	3,407	3,108	-8.8%
Male	2,513	2,284	-9.1%
Female	894	824	-7.8%
Passengers**	2,086	1,967	-5.7%
All Others	2,516	2,437	-3.1%

**Change is statistically significant at the 0.05 level (95% confidence intervals)*
***In vehicles with young drivers*

Sources: FARS, NASS GES

People Killed in Crashes Involving Young Drivers (Age 16-20), By Year and Role



*In vehicles with young drivers

Source: FARS

2007 Data Shows…

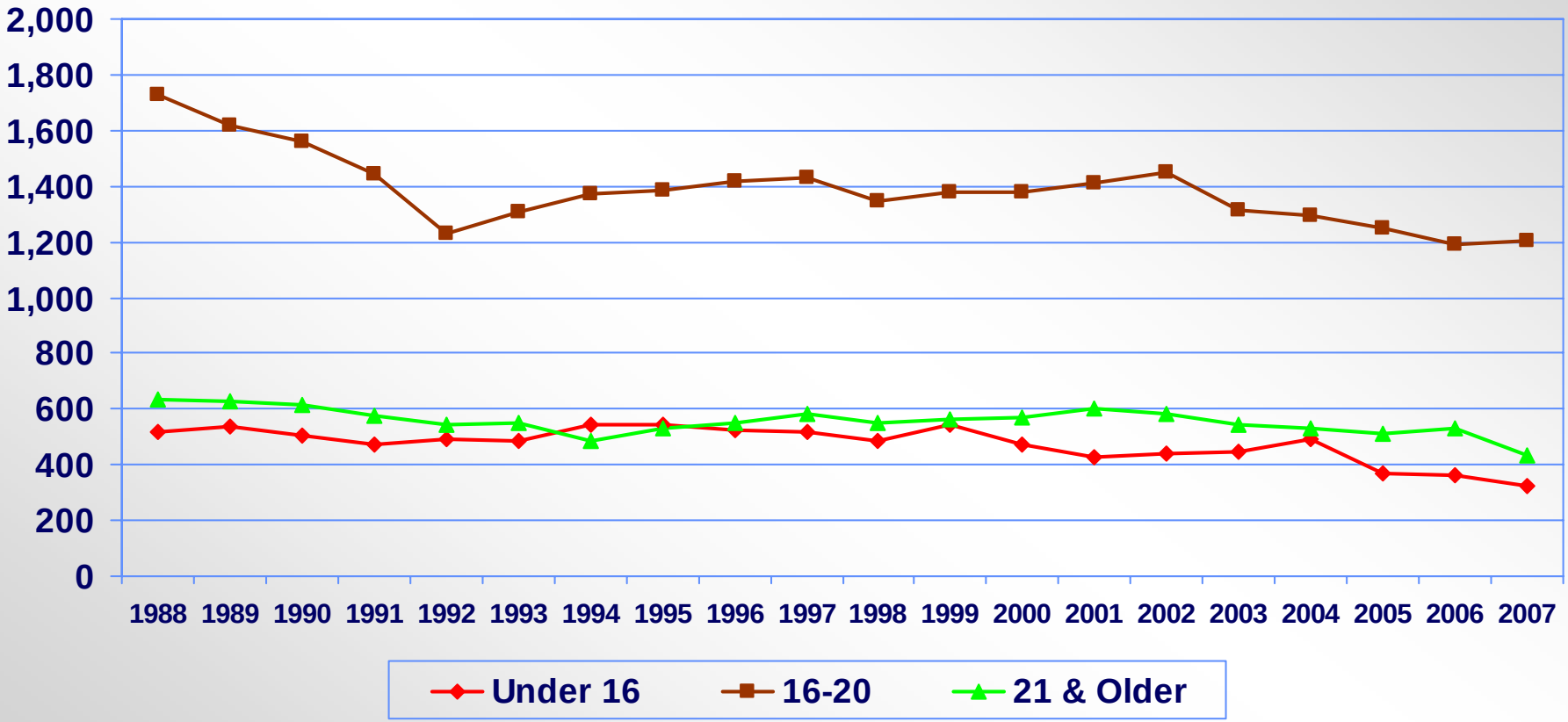
- After declining for four years in a row, fatalities *increased* among 16- to 20-year-old passengers of young drivers by *1.3%*

Passenger Fatalities in Vehicles with Young Drivers (Age 16-20)

Passenger Age	Year		% Change
	2006	2007	
Under 16	363	323	-11%
16-20	1,189	1,204	+1.3%
21 & Older	529	433	-18%
Unknown	5	7	+40%
Total	2,086	1,967	-5.7%

Source: FARS

Passenger Fatalities in Vehicles Driven by 16- to 20-Year-Olds, By Year and Age of Passenger



Source: FARS

Intersection-Related and Roadway Departure

- ***Intersection and intersection-related* fatalities declined by 2.2%***

- ***Roadway departure** fatalities declined by 3.3%***

**A crash is intersection-related if the first harmful event occurs within the limits of an intersection or at an approach to or exit from an intersection only within a noninterchange area.*
*** A crash is considered a roadway departure crash if it is:*
• a single-vehicle crash occurring off the roadway OR
• a multiple-vehicle crash where the manner of collision was head-on or a sideswipe in opposite direction.

Intersection, Intersection-Related, and Roadway Departure Fatalities, by Year

	Year		Change	% Change
	2006	2007		
Intersection and Intersection-Related*	8,850	8,657	-193	-2.2%
Roadway Departure**	24,960	24,147	-813	-3.3%

**FHWA Definition*

Source: FARS

**A crash is intersection-related if the first harmful event occurs within the limits of an intersection or at an approach to or exit from an intersection only within a noninterchange area.*

*** A crash is considered a roadway departure crash if it is:*

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- *a multiple-vehicle crash where the manner of collision was head-on or a sideswipe in opposite direction.*

Questions about the data in this report may be e-mailed to:

ncsaweb@nhtsa.dot.gov

or

made by phone to:

800-934-8517