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

TRAFFIC SAFETY FACTS
2009 Data

NHTSA
www.nhtsa.gov

DOT HS 811 392

Overview

Motor vehicle travel is the primary means of transportation in the United States, providing an unprecedented degree of mobility. Yet for all its advantages, injuries resulting from motor vehicle crashes are the leading cause of death for people of every age from 3 through 5, 8, 9, and 11 through 33 (based on 2007 data). The mission of the National Highway Traffic Safety Administration is to reduce deaths, injuries, and economic losses from motor vehicle crashes.

In 2009, 33,808 people were killed in the estimated 5,505,000 police-reported motor vehicle traffic crashes; 2,217,000 people were injured; and 3,957,000 crashes involved property damage only. Compared to 2008, this is a 10-percent decrease in the number of fatalities, and a 5-percent decrease in the number of police-reported motor vehicle traffic crashes, people injured, and crashes involving property damage.

In 2009, there were an estimated 5,505,000 police-reported traffic crashes, in which 33,808 people were killed and 2,217,000 people were injured; 3,957,000 crashes involved property damage only.

An average of 93 people died each day in motor vehicle crashes in 2009 — an average of one every 16 minutes.

Fortunately, much progress has been made in reducing the number of deaths and injuries on our Nation's highways. In 2009, the fatality rate per 100 million vehicle miles of travel (VMT) fell to a historic low of 1.13. The 2000 rate was 1.53 per 100 million VMT. The National Occupant Protection Use Survey (NOPUS) reported an 84-percent seat belt use rate nationwide for 2009. Data has also shown a decrease in the number of fatalities in alcohol-impaired-driving crashes — from 13,324 in 2000 to 10,839 in 2009. Fatalities in alcohol-impaired-driving crashes when compared to the previous year (2008) decreased by 7.4 percent from 11,711 to 10,839.

This overview fact sheet contains statistics on motor vehicle fatalities based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes within the 50 States, the District of Columbia, and Puerto Rico (although Puerto Rico is not included in U.S. totals). Crash and injury statistics are based on data from the National Automotive Sampling System General Estimates System (GES). GES is a probability-based sample of police-reported crashes, from 60 locations across the country, from which estimates of national totals for injury and property-damage-only crashes are derived.

An average of 93 people died each day in motor vehicle crashes in 2009 — an average of one every 16 minutes.

The following terms will be used to define motorcycle occupants: a motorcycle rider is the operator only; a passenger is any person seated on the motorcycle but not in control of the motorcycle; and any combined reference to the "motorcycle rider" (operator) as well as the "passenger" will be referred to as motorcyclists. NHTSA publications prior to 2007 may not reflect this terminology.

Table 1

People Killed and Injured and Fatality and Injury Rates, 2000-2009

Year	Killed	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
Killed									
2000	41,945	282,172	14.87	190,625	22.00	217,028	19.33	2,747	1.53
2001	42,196	285,082	14.80	191,276	22.06	221,230	19.07	2,797	1.51
2002	43,005	287,804	14.94	194,602	22.10	225,685	19.06	2,856	1.51
2003	42,884	290,326	14.77	196,166	21.86	230,633	18.59	2,890	1.48
2004	42,836	293,046	14.62	198,889	21.54	237,949	18.00	2,965	1.44
2005	43,510	295,753	14.71	200,549	21.70	245,628	17.71	2,989	1.46
2006	42,708	298,593	14.30	202,810	21.06	251,415	16.99	3,014	1.42
2007	41,259	301,580	13.68	205,742	20.05	255,748	16.13	3,032	1.36
2008	37,423	304,375	12.30	208,321	17.96	257,494	14.53	2,974	1.26
2009	33,808	307,007	11.01	-	-	258,781	13.06	2,979	1.13
Year	**Injured**	**Resident Population (Thousands)**	**Injury Rate per 100,000 population**	**Licensed Drivers (Thousands)**	**Injury Rate per 100,000 Licensed Drivers**	**Registered Motor Vehicles (Thousands)**	**Injury Rate per 100,000 Registered Vehicles**	**Vehicle Miles Traveled (Billions)**	**Injury Rate per 100 Million VMT**
Injured									
2000	3,189,000	282,172	1,130	190,625	1,673	217,028	1,469	2,747	116
2001	3,033,000	285,082	1,064	191,276	1,585	221,230	1,371	2,797	108
2002	2,926,000	287,804	1,017	194,602	1,503	225,685	1,296	2,856	102
2003	2,889,000	290,326	995	196,166	1,473	230,633	1,252	2,890	100
2004	2,788,000	293,046	952	198,889	1,402	237,949	1,172	2,965	94
2005	2,699,000	295,753	913	200,549	1,346	245,628	1,099	2,989	90
2006	2,575,000	298,593	862	202,810	1,269	251,415	1,024	3,014	85
2007	2,491,000	301,580	826	205,742	1,211	255,748	974	3,032	82
2008	2,346,000	304,375	771	208,321	1,126	257,494	911	2,974	79
2009	2,217,000	307,007	722	-	-	258,781	857	2,979	74

Sources: Vehicle Miles of Travel and Licensed Drivers — Federal Highway Administration; Registered Vehicles — R.L. Polk & Co. and Federal Highway Administration; Population — U.S. Bureau of the Census. 2009 Licensed Driver data not available.

The fatality rate per 100 million VMT in 2009 was 1.13, a decrease of 10 percent from 1.26 in 2008. The injury rate per 100 million VMT in 2009 was 74. The fatality rate per 100,000 population was 11.01 in 2009, a decrease of 10 percent from the 2008 rate of 12.30.

Vehicle occupants accounted for 72 percent and motorcyclists accounted for 13 percent of traffic fatalities in 2009. The remaining 14 percent were pedestrians, pedalcyclists, and other nonoccupants. Males accounted for 70 percent of all traffic fatalities, 69 percent of all pedestrian fatalities, and 87 percent of all pedalcyclist fatalities in 2009.

Table 2

Motor Vehicle Occupants, Motorcyclists, and Nonoccupants Killed and Injured, 2000-2009

Year	Occupants by Vehicle Type						Motor-cyclist	Nonoccupants				Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total		Pedes-trian	Pedal-cyclist	Other/ Unknown	Total	
Killed												
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	13,095	10,287	503	26	563	24,474	4,462	4,092	630	150	4,872	33,808
Injured												
2000	2,052,000	887,000	31,000	18,000	10,000	2,997,000	58,000	78,000	51,000	5,000	134,000	3,189,000
2001	1,927,000	861,000	29,000	15,000	9,000	2,841,000	60,000	78,000	45,000	8,000	131,000	3,033,000
2002	1,805,000	879,000	26,000	19,000	6,000	2,735,000	65,000	71,000	48,000	7,000	126,000	2,926,000
2003	1,756,000	889,000	27,000	18,000	7,000	2,697,000	67,000	70,000	46,000	8,000	124,000	2,889,000
2004	1,643,000	900,000	27,000	16,000	7,000	2,594,000	76,000	68,000	41,000	9,000	118,000	2,788,000
2005	1,573,000	872,000	27,000	11,000	10,000	2,494,000	87,000	64,000	45,000	8,000	118,000	2,699,000
2006	1,475,000	857,000	23,000	10,000	11,000	2,375,000	88,000	61,000	44,000	7,000	112,000	2,575,000
2007	1,379,000	841,000	23,000	12,000	8,000	2,264,000	103,000	70,000	43,000	10,000	124,000	2,491,000
2008	1,304,000	768,000	23,000	15,000	9,000	2,120,000	96,000	69,000	52,000	9,000	130,000	2,346,000
2009	1,216,000	759,000	17,000	12,000	7,000	2,011,000	90,000	59,000	51,000	7,000	116,000	2,217,000

Occupant Protection

In 2009, 49 States and the District of Columbia had seat belt use laws in effect. Use rates vary widely from State to State, reflecting factors such as differences in public attitudes, enforcement practices, legal provisions, and public information and education programs.

From 1975 through 2009, NHTSA estimates that seat belts saved the lives of 267,890 passenger vehicle occupants age 5 and older, including 12,713 lives saved in 2009. If all passenger vehicle occupants over age 4 wore seat belts, an estimated 16,401 lives (that is, an additional 3,688) would have been saved in 2009.

In 2009, it is estimated that 309 children under age 5 were saved as a result of child restraint use, which includes child safety seats and seat belts. Among children, an estimated 9,310 lives were saved by restraints from 1975 through 2009.

NHTSA estimates that 12,713 lives were saved in 2009 by the use of seat belts.

In 2009, 31 percent of passenger car occupants and 35 percent of light-truck occupants involved in fatal crashes were unrestrained.

In fatal crashes, 77 percent of passenger vehicle occupants who were totally ejected from vehicles were killed. Seat belts are effective in preventing total ejections: only 1 percent of the occupants reported to have been using restraints were totally ejected, compared with 31 percent of the unrestrained occupants.

Table 3 shows belt use for passenger vehicle occupants for 2009 compared to belt use in 2000.

Important Safety Information

Children in rear-facing child safety seats should not be placed in the front seat of cars equipped with passenger-side frontal air bags. The impact of a deploying air bag striking a rear-facing child safety seat could result in injury to the child. NHTSA also recommends that children age 12 and under sit in the rear seat away from the force of a deploying frontal air bag.

Table 3
Restraint Use Rates for Passenger Vehicle Occupants in Fatal Crashes, 2000 and 2009

Type of Occupant	Restraint Use Rate (Percent)	
	2000	2009
Drivers	61	69
All Passengers	53	64
Front Seat	60	70
Rear Seat	50	62
4 Years Old and Younger	76	86
5 Years Old and Older	51	62
All Occupants	58	67

Alcohol

Drivers are considered to be alcohol-impaired when their blood alcohol concentration (BAC) is .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.

In 2009, there were 10,839 alcohol-impaired-driving fatalities. This is a decrease of 7.4 percent compared to 2008 (11,711), and it represents an average of one alcohol-related fatality every 48 minutes.

Alcohol-impaired-driving fatalities fell to 10,839 in 2009 – 32 percent of all traffic fatalities for the year.

The 10,839 alcohol-impaired-driving fatalities in 2009 (32% of total traffic fatalities) represent a 19-percent decrease from the 13,324 alcohol impaired-driving fatalities reported in 2000 (32% of the total).

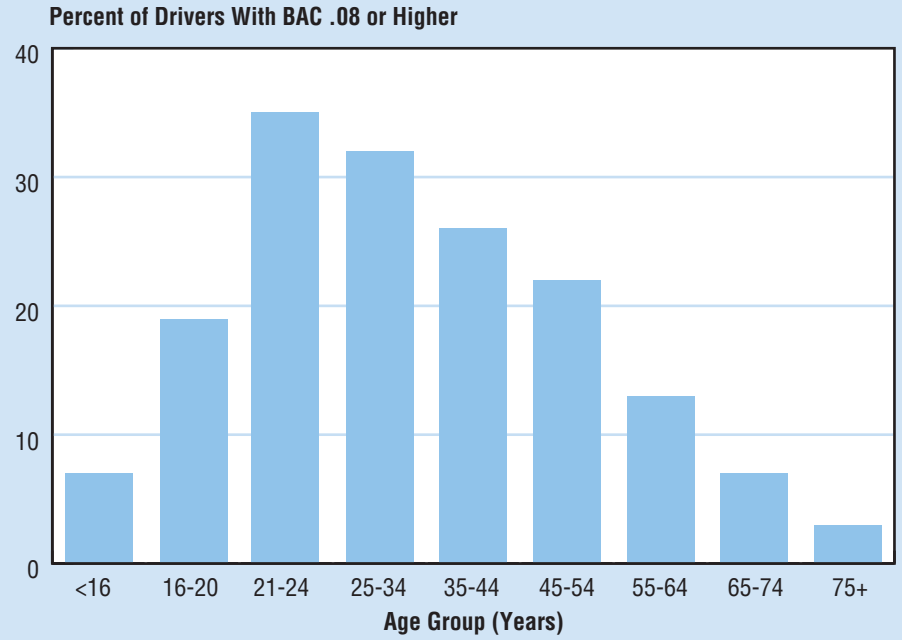
Over 1.48 million drivers were arrested in 2008 for driving under the influence of alcohol or narcotics (FBI's Uniform Crime Report, 2008). This is an arrest rate of 1 for every 141 licensed drivers in the United States (based on 2008 figures).

In fatal crashes in 2009, 29 percent of motorcycle riders had a BAC level of .08 g/dL or higher, as compared with 23 percent for drivers of light trucks, 23 percent for passenger car drivers, and 2 percent for drivers of large trucks.

In fatal crashes in 2009, the highest percentages of drivers with BAC levels of .08 g/dL or higher were recorded for drivers 21 to 24 years old (35%), followed by ages 25 to 34 (32%) and 35 to 44 (26%).

Figure 1

Drivers With BAC Levels of .08 or Higher Involved in Fatal Crashes by Age Group, 2009

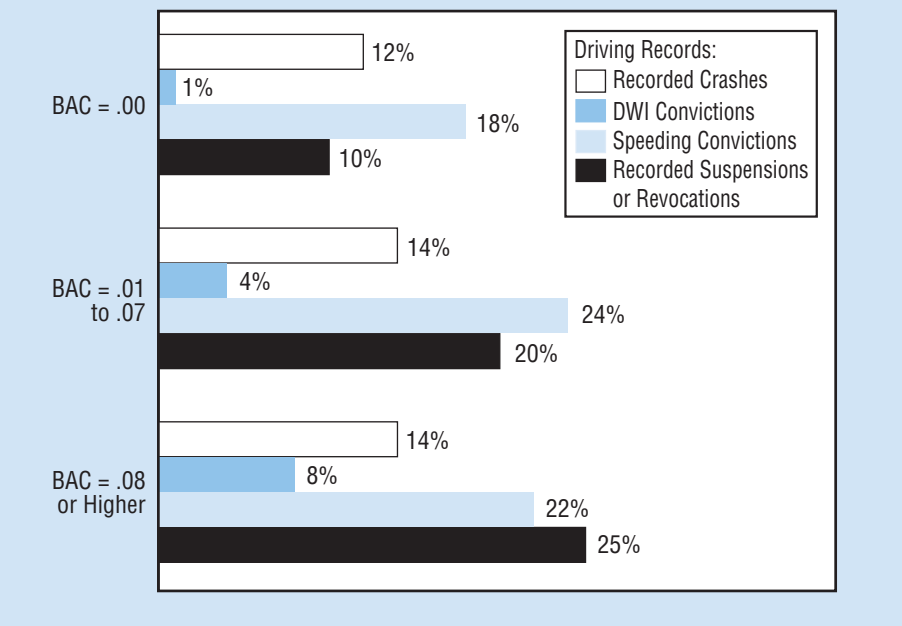


The highest percentage of drivers in fatal crashes who had BAC levels of .08 g/dL or higher was for drivers 21 to 24 years old.

Drivers with a BAC of .08 g/dL or higher involved in fatal crashes were eight times more likely to have a prior conviction for driving while impaired (DWI) than were drivers with no alcohol (8% and 1%, respectively).

Figure 2

Previous Driving Records of Drivers Involved in Fatal Traffic Crashes by BAC, 2009



Drivers with a BAC level of .08 or higher in fatal crashes were eight times more likely to have a prior conviction for driving while impaired than were drivers with no alcohol.

Speeding

NHTSA considers a crash to be speeding-related if the driver was charged with a speeding-related offense or if an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash.

Table 4

Fatalities in Motor Vehicle Traffic Crashes by Speeding Involvement, 2000–2009

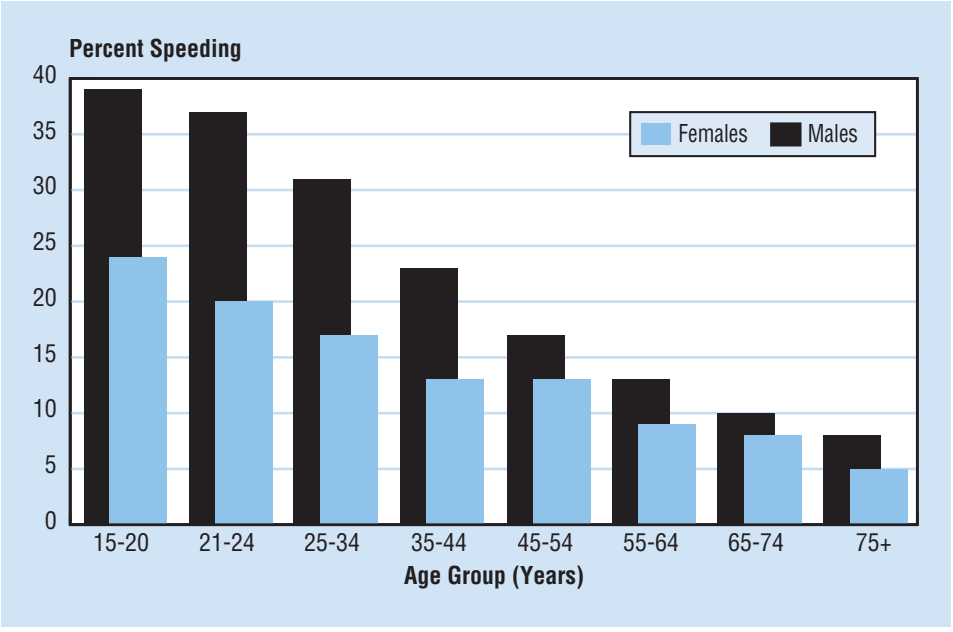
Year	Speeding		Not Speeding	
	Number	Percent	Number	Percent
2000	12,552	30	29,393	70
2001	12,924	31	29,272	69
2002	13,799	32	29,206	68
2003	13,499	31	29,385	69
2004	13,291	31	29,545	69
2005	13,583	31	29,927	69
2006	13,609	32	29,099	68
2007	13,140	32	28,119	68
2008	11,767	31	25,656	69
2009	10,591	31	23,217	69

For drivers involved in fatal crashes, young males are the most likely to be speeding. In 2009, 39 percent of the 15- to 20-year-old male drivers who were involved in fatal crashes were speeding at the time of the crash.

Speeding is one of the most prevalent factors contributing to traffic crashes. In 2009, speeding was a contributing factor in 31 percent of all fatal crashes, and 10,591 lives were lost in speeding-related crashes.

Figure 3

Speeding Drivers in Fatal Crashes by Age and Sex, 2009



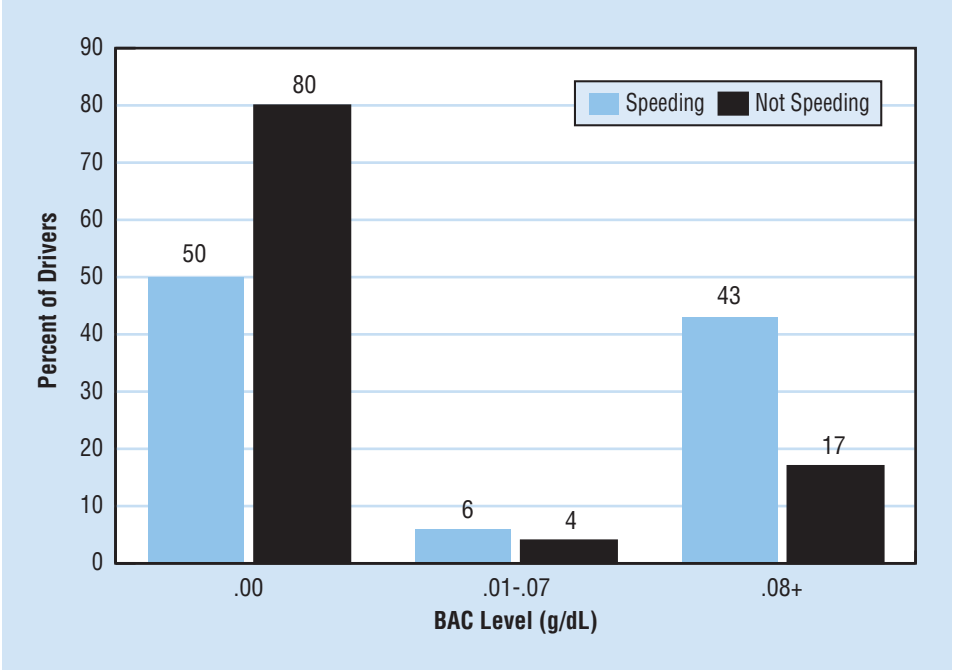
In 2009, 88 percent of speeding-related fatalities occurred on roads that were not Interstate highways.

Alcohol involvement was prevalent for drivers who were speeding in fatal crashes in 2009. Forty-three percent of the drivers who were speeding in fatal crashes in 2009 had a BAC level of .08 g/dL or higher, compared with only 17 percent for drivers who were not speeding.

In 2009, 88 percent of speeding-related fatalities occurred on roads that were not Interstate highways.

Figure 4

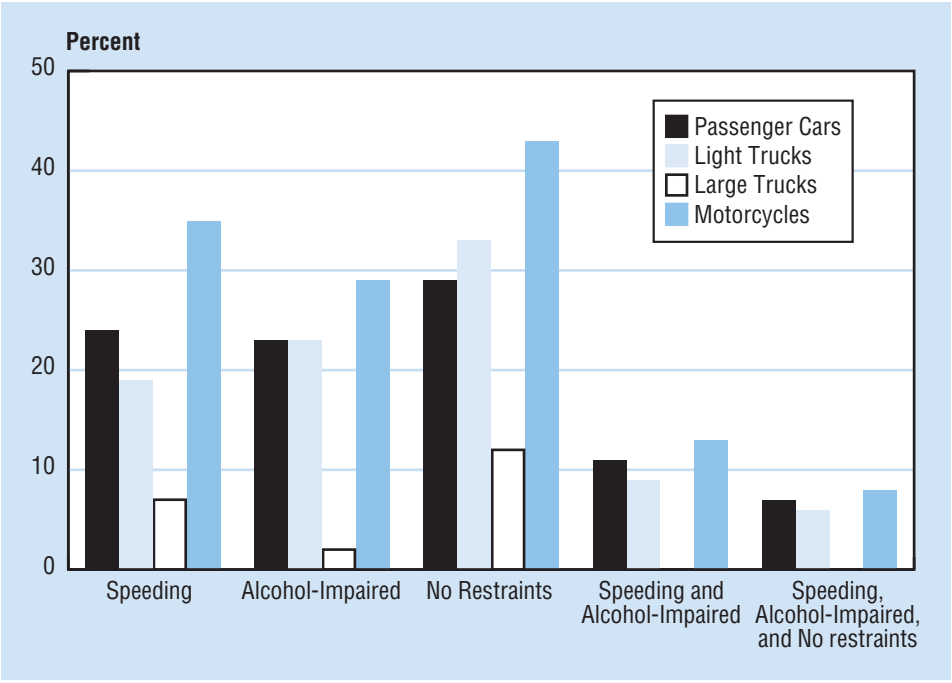
Percentage of All Drivers in Fatal Crashes by Speeding Involvement and BAC Level, 2009



In fatal crashes, 35 percent of motorcycle riders were speeding.

In 2009, 35 percent of all motorcycle riders involved in fatal crashes were speeding, as compared to 23 percent for passenger car drivers, 19 percent for light-truck drivers, and 7 percent for large-truck drivers.

Figure 5
Speeding, Alcohol-Impaired, and Failure to Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 2009



Note: Among large-truck drivers, speeding and alcohol-impairment; as well as speeding, alcohol-impairment, and failure to use restraints was less than 0.5 percent.

Per vehicle mile traveled in 2008, motorcyclists were 39 times more likely than passenger vehicle occupants to die in a motor vehicle traffic crash.

Motorcycles

The 4,462 motorcyclist fatalities in 2009 accounted for 13 percent of all traffic fatalities for the year. An additional 90,000 motorcyclists were injured.

Per vehicle mile traveled in 2008, motorcyclists were 39 times more likely than passenger vehicle occupants to die in a motor vehicle traffic crash and 9 times more likely to be injured (motorcycle VMT data is not available for 2009).

In 2009, 43 percent of fatally injured motorcycle riders and 57 percent of fatally injured motorcycle passengers were not wearing helmets at the time of the crash.

More than one-fifth of motorcycle riders (22%) involved in fatal crashes in 2009 were driving the vehicles with invalid licenses at the time of the collision.

The percentage of motorcycle riders involved in fatal crashes in 2009 who had BAC levels of .08 g/dL or higher — 29 percent — was higher than for any other type of motor vehicle driver (as shown in Figure 5).

NHTSA estimates that helmets saved the lives of 1,483 motorcyclists in 2009. If all motorcyclists had worn helmets, an additional 732 lives could have been saved.

Large Trucks

In 2009, 10 percent (3,380) of all the motor vehicle traffic fatalities involved large trucks (gross vehicle weight rating greater than 10,000 pounds).

Of the fatalities that resulted from crashes involving large trucks, 75 percent were occupants of other vehicles, 15 percent were occupants of large trucks, and 10 percent were nonoccupants.

Ten percent of all motor vehicle traffic fatalities in 2009 involved large trucks.

Table 5
Persons Killed and Injured in Crashes Involving Large Trucks, 2009

		Number	Percentage of Total
Killed	Occupants of Large Trucks	503	15
	in Single-Vehicle Crashes	*337*	*10*
	in Multiple-Vehicle Crashes	*166*	*5*
	Occupants of Other Vehicles in Crashes Involving Large Trucks	2,551	75
	Nonoccupants (Pedestrians, Pedalcyclists, etc.)	326	10
	Total	**3,380**	**100**
Injured	Occupants of Large Trucks	17,000	22
	in Single-Vehicle Crashes	*7,000*	*10*
	in Multiple-Vehicle Crashes	*9,000*	*13*
	Occupants of Other Vehicles in Crashes Involving Large Trucks	56,000	76
	Nonoccupants (Pedestrians, Pedalcyclists, etc.)	1,000	2
	Total	**74,000**	**100**

Large trucks accounted for 7 percent of all vehicles involved in fatal crashes and 3 percent of all vehicles involved in injury and property-damage-only crashes in 2009.

Three-quarters (74%) of the large trucks involved in fatal crashes in 2009 collided with other motor vehicles in transport.

Twenty-seven percent of all passenger vehicle occupants killed were ejected from the vehicle.

Passenger Vehicles

In 2009, 23,382 passenger vehicle occupants were fatally injured, accounting for 81 percent of all occupant fatalities (passenger cars 45%, light trucks 36%). Light trucks consist of SUVs, pickups, and vans. An additional 1,976,000 passenger vehicle occupants were injured, representing 94 percent of all occupants injured (passenger cars 58%, light trucks 36%).

In 2009, 55 percent of passenger vehicle occupant fatalities occurred in vehicles that sustained frontal damage.

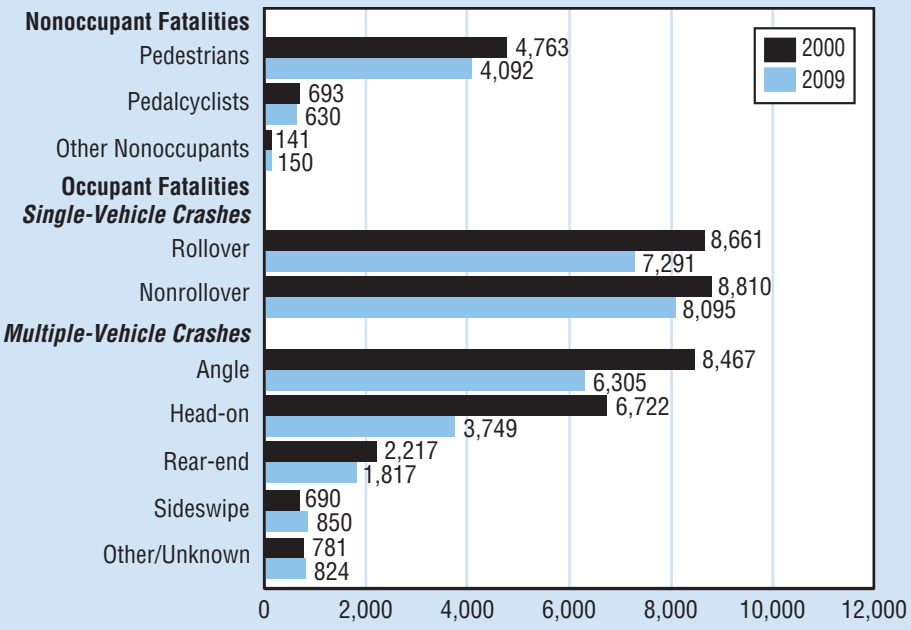
Ejection from the vehicle accounted for 27 percent of all passenger vehicle occupant fatalities. The ejection rate for occupants of passenger cars in fatal crashes was 19 percent and for light trucks was 37 percent.

More than half (53%) of the passenger vehicle occupants killed in traffic crashes in 2009 were unrestrained.

Fifty-three percent of the passenger vehicle occupants killed in traffic crashes in 2009 were unrestrained.

SUVs had the highest rollover involvement rate of any vehicle type in fatal crashes — 32 percent, as compared with 28 percent for pickups, 17 percent for vans, and 16 percent for passenger cars.

Figure 6
Fatalities in Traffic Crashes, 2000 and 2009



In 2009, older people (65+) made up 16 percent of all traffic fatalities and 19 percent of all pedestrian fatalities.

Older Population

In 2009, 13 percent (about 40 million) of the total U.S. resident population were people age 65 and older.

In 2009, 187,000 older individuals (65+) were injured in traffic crashes, accounting for 8 percent of all the people injured in traffic crashes during the year. Older individuals made up 16 percent of all traffic fatalities, 15 percent of all vehicle occupant fatalities, and 19 percent of all pedestrian fatalities.

The percentage of older drivers involved in fatal crashes in 2009 who had BAC levels of .08 g/dL or higher (5%) was lower than for any other group of adult drivers.

In two-vehicle fatal crashes involving an older driver and a younger driver (64 and below), the vehicle driven by the older person was 1.7 times as likely to be the one that was struck (58% and 34%, respectively). In 46 percent of these crashes, both vehicles were proceeding straight at the time of the collision. In 24 percent, the older drivers were turning left — 4 times more likely, compared to the younger drivers.

Young Drivers

In 2009, 5,148 15- to 20-year-old drivers were involved in fatal crashes — a 37-percent decrease from the 8,224 involved in 2000. Driver fatalities for this age group decreased by 35 percent between 2000 and 2009.

Of all (45,230) drivers involved in fatal crashes, 11 percent (5,148) were young drivers, and of all (9,614,000) drivers involved in police-reported crashes, 14 percent (1,337,000) were young drivers.

In 2009, 33 percent of the young drivers (15 to 20 years old) who were killed in crashes had a BAC of .01 g/dL or higher; 28 percent had a BAC of .08 g/dL or higher.

Drivers are less likely to use restraints when they have been drinking. In 2009, 60 percent of the young drivers of passenger vehicles involved in fatal crashes who had been drinking were unrestrained. Of the young drivers who had been drinking and were killed in crashes, 70 percent were unrestrained.

In 2009, 11 percent of all the drivers involved in fatal crashes were between 15 and 20 years old.

Children

In 2009, of the 33,808 traffic fatalities in the United States, the 14-and-younger age group accounted for 4 percent (1,314). This age group accounted for 3 percent (970) of all vehicle occupant fatalities, 8 percent (179,000) of all the people injured in motor vehicle crashes, and 7 percent (156,000) of all the vehicle occupants injured in crashes. During 2009, fatalities in this age group (1,314) decreased 3 percent from the 1,350 fatalities in 2008.

One-fifth (19%) of all children between the ages of 5 and 9 who were killed in motor vehicle traffic crashes were pedestrians. Among fatalities in children age 14 and younger, pedestrian fatalities accounted for 19 percent in 2009.

In 2009, a total of 1,314 children age 14 and younger were killed in motor vehicle traffic crashes. Of those 1,314 fatalities, 181 (14%) occurred in alcohol-impaired driving crashes. Out of those 181 deaths, half (92) were occupants of a vehicle with a driver who had a BAC level of .08 g/dL or higher. Another 27 children were pedestrians or pedalcyclists who were struck by drivers with a BAC of .08 g/dL or higher.

Pedestrians

In 2009, 59,000 pedestrians were injured and 4,092 were killed in traffic crashes in the United States, representing 3 percent of all the people injured in traffic crashes and 12 percent of all traffic fatalities.

On average, a pedestrian is killed in a motor vehicle crash every 128 minutes, and one is injured every 9 minutes.

Alcohol involvement — either for the driver or the pedestrian — was reported in 48 percent of the traffic crashes that resulted in pedestrian fatalities. Of the pedestrians involved, 35 percent had BAC levels of .08 g/dL or higher. Of the drivers involved in these fatal crashes, only 13 percent had BAC levels of .08 g/dL or higher. In 6 percent of the crashes, both the driver and the pedestrian had BAC levels of .08 g/dL or higher.

Pedestrian fatalities in 2009 were 14 percent lower than in 2000.

Thirteen percent of the pedalcyclists killed in traffic crashes in 2009 were between 5 and 15 years old.

Pedalcyclists

In 2009, 630 pedalcyclists were killed and an additional 51,000 were injured in traffic crashes. Pedalcyclists made up 2 percent of all traffic fatalities and 2 percent of all the people injured in traffic crashes during the year.

Most of the pedalcyclists injured or killed in 2009 were males (80% and 87%, respectively).

During 2009, 13 percent of the pedalcyclists killed in traffic crashes were between the ages of 5 and 15.

Table 6
Nonoccupant Traffic Fatalities, 2000-2009

Year	Pedestrian	Pedalcyclist	Other/Unknown Nonoccupants	Total
2000	4,763	693	141	5,597
2001	4,901	732	123	5,756
2002	4,851	665	114	5,630
2003	4,774	629	140	5,543
2004	4,675	727	130	5,532
2005	4,892	786	186	5,864
2006	4,795	772	185	5,752
2007	4,699	701	158	5,558
2008	4,414	718	188	5,320
2009	4,092	630	150	4,872

For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NVS-424, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or via the following e-mail address: ncsaweb@dot.gov. General information on highway traffic safety can be accessed by Internet users at www.nhtsa.gov/NCSA. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection, Older Population, Passenger Vehicles, Pedestrians, Race and Ethnicity, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol Estimates, State Traffic Data,* and *Young Drivers.* Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System.* The fact sheets and annual Traffic Safety Facts report can be accessed online at www-nrd.nhtsa.dot.gov/CATS/index.aspx.