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

Traffic Safety Facts 2001

Overview

NHTSA
People Saving People
http://www.nhtsa.dot.gov

NCSA
National Center for Statistics & Analysis
of the National Highway Traffic Safety Administration

"In 2001, there were an estimated 6,323,000 police-reported traffic crashes, in which 42,116 people were killed and 3,033,000 people were injured; 4,282,000 crashes involved property damage only."

A Public Information Fact Sheet on Motor Vehicle and Traffic Safety Published by the National Highway Traffic Safety Administration's National Center for Statistics and Analysis

Introduction

Motor vehicle travel is the primary means of transportation in the United States, providing an unprecedented degree of mobility. Yet for all its advantages, deaths and injuries resulting from motor vehicle crashes are the leading cause of death for persons of every age from 4 through 33 years old (based on 1998 data). Traffic fatalities account for more than 90 percent of transportation-related fatalities. The mission of the National Highway Traffic Safety Administration is to reduce deaths, injuries, and economic losses from motor vehicle crashes.

Fortunately, much progress has been made in reducing the number of deaths and serious injuries on our nation's highways. In 2001, the fatality rate per 100 million vehicle miles of travel fell to a new historic low of 1.52. The 1991 rate was 1.91 per 100 million vehicle miles traveled. A 73 percent safety belt use rate nationwide and a reduction in the rate of alcohol involvement in fatal crashes — to 41 percent in 2001 from 49 percent in 1991 — were significant contributions to maintaining this consistently low fatality rate. However, much remains to be done. The economic cost alone of motor vehicle crashes in 2000 was $230.6 billion.

In 2001, 42,116 people were killed in the estimated 6,323,000 police-reported motor vehicle traffic crashes, 3,033,000 people were injured, and 4,282,000 crashes involved property damage only.

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 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.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol*, *Occupant Protection*, *Speeding*, *Children*, *Young Drivers*, *Older Population*, *Pedestrians*, *Pedalcyclists*, *Motorcycles*, *Large Trucks*, *School Transportation-Related Crashes*, *State Traffic Data*, and *State Alcohol Estimates*. 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*.

Summary

In 2001, 42,116 people lost their lives in motor vehicle crashes — an increase of 0.4 percent from 2000 (41,945).

The fatality rate per 100 million vehicle miles of travel in 2001 was 1.52. The injury rate per 100 million vehicle miles of travel in 2001 was 109. The fatality rate per 100,000 population was 14.79 in 2001, slightly lower than the 2000 rate of 14.87.

An average of 115 persons died each day in motor vehicle crashes in 2001 — one every 12 minutes.

Motor vehicle crashes are the leading cause of death for every age from 4 through 33 years old.

Vehicle occupants accounted for 86 percent of traffic fatalities in 2001. The remaining 14 percent were pedestrians, pedalcyclists, and other nonoccupants.

"An average of 115 persons died each day in motor vehicle crashes in 2001 — one every 12 minutes."

Table 1. Motor Vehicle Occupants and Nonoccupants Killed and Injured, 1991-2001

Year	Occupants							Nonoccupants				Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/ Unknown	Total	Pedestrian	Pedalcyclist	Other	Total	
Killed												
1991	22,385	8,391	661	2,806	31	466	*34,740*	5,801	843	124	*6,768*	**41,508**
1992	21,387	8,098	585	2,395	28	387	*32,880*	5,549	723	98	*6,370*	**39,250**
1993	21,566	8,511	605	2,449	18	425	*33,574*	5,649	816	111	*6,576*	**40,150**
1994	21,997	8,904	670	2,320	18	409	*34,318*	5,489	802	107	*6,398*	**40,716**
1995	22,423	9,568	648	2,227	33	392	*35,291*	5,584	833	109	*6,526*	**41,817**
1996	22,505	9,932	621	2,161	21	455	*35,695*	5,449	765	154	*6,368*	**42,065**
1997	22,199	10,249	723	2,116	18	420	*35,725*	5,321	814	153	*6,288*	**42,013**
1998	21,194	10,705	742	2,294	38	409	*35,382*	5,228	760	131	*6,119*	**41,501**
1999	20,862	11,265	759	2,483	59	447	*35,875*	4,939	754	149	*5,842*	**41,717**
2000	20,699	11,526	754	2,897	22	450	*36,348*	4,763	693	141	*5,597*	**41,945**
2001	20,233	11,677	704	3,181	34	557	*36,386*	4,882	728	120	*5,730*	**42,116**
Injured												
1991	2,235,000	563,000	28,000	80,000	21,000	4,000	*2,931,000*	88,000	67,000	11,000	*166,000*	**3,097,000**
1992	2,232,000	545,000	34,000	65,000	20,000	12,000	*2,908,000*	89,000	63,000	10,000	*162,000*	**3,070,000**
1993	2,265,000	601,000	32,000	59,000	17,000	4,000	*2,978,000*	94,000	68,000	9,000	*171,000*	**3,149,000**
1994	2,364,000	631,000	30,000	57,000	16,000	4,000	*3,102,000*	92,000	62,000	9,000	*164,000*	**3,266,000**
1995	2,469,000	722,000	30,000	57,000	19,000	4,000	*3,303,000*	86,000	67,000	10,000	*162,000*	**3,465,000**
1996	2,458,000	761,000	33,000	55,000	20,000	4,000	*3,332,000*	82,000	58,000	11,000	*151,000*	**3,483,000**
1997	2,341,000	755,000	31,000	53,000	17,000	6,000	*3,201,000*	77,000	58,000	11,000	*146,000*	**3,348,000**
1998	2,201,000	763,000	29,000	49,000	16,000	4,000	*3,061,000*	69,000	53,000	8,000	*131,000*	**3,192,000**
1999	2,138,000	847,000	33,000	50,000	22,000	7,000	*3,097,000*	85,000	51,000	3,000	*140,000*	**3,236,000**
2000	2,052,000	887,000	31,000	58,000	18,000	10,000	*3,055,000*	78,000	51,000	5,000	*134,000*	**3,189,000**
2001	1,927,000	861,000	29,000	60,000	15,000	9,000	*2,901,000*	78,000	45,000	8,000	*131,000*	**3,033,000**

For more information:

Information on traffic safety is available from the National Center for Statistics and Analysis, NPO-121, 400 Seventh Street, S.W., Washington, D.C. 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 1-800-934-8517. FAX messages should be sent to (202) 366-7078. General information on highway traffic safety can be accessed by Internet users at http://www-nrd.nhtsa.dot.gov/people/ncsa. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393.

Table 2. Persons Killed and Injured and Fatality and Injury Rates, 1991-2001

Killed									
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
1991	41,508	252,153	16.46	168,995	24.56	186,370	22.27	2,172	1.91
1992	39,250	255,030	15.39	173,125	22.67	184,938	21.22	2,247	1.75
1993	40,150	257,783	15.58	173,149	23.19	188,350	21.32	2,296	1.75
1994	40,716	260,327	15.64	175,403	23.21	192,497	21.15	2,358	1.73
1995	41,817	262,803	15.91	176,628	23.68	197,065	21.22	2,423	1.73
1996	42,065	265,229	15.86	179,539	23.43	201,631	20.86	2,486	1.69
1997	42,013	267,784	15.69	182,709	22.99	203,568	20.64	2,562	1.64
1998	41,501	270,248	15.36	184,980	22.44	208,076	19.95	2,632	1.58
1999	41,717	272,691	15.30	187,170	22.29	212,685	19.61	2,691	1.55
2000	41,945	282,125	14.87	190,625	22.00	217,028	19.33	2,750	1.53
2001	42,116	284,797	14.79	*	*	*	*	2,778	1.52

Injured									
Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 Population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million VMT
1991	3,097,000	252,153	1,228	168,995	1,833	186,370	1,662	2,172	143
1992	3,070,000	255,030	1,204	173,125	1,773	184,938	1,660	2,247	137
1993	3,149,000	257,783	1,222	173,149	1,819	188,350	1,672	2,296	137
1994	3,266,000	260,327	1,255	175,403	1,862	192,497	1,697	2,358	139
1995	3,465,000	262,803	1,319	176,628	1,962	197,065	1,758	2,423	143
1996	3,483,000	265,229	1,313	179,539	1,940	201,631	1,728	2,486	140
1997	3,348,000	267,784	1,250	182,709	1,832	203,568	1,644	2,562	131
1998	3,192,000	270,248	1,181	184,980	1,726	208,076	1,534	2,632	121
1999	3,236,000	272,691	1,187	187,170	1,729	212,685	1,522	2,691	120
2000	3,189,000	282,125	1,130	190,625	1,673	217,028	1,469	2,750	116
2001	3,033,000	284,797	1,065	*	*	*	*	2,778	109

*Data not available.
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.

Occupant Protection

In 2001, 49 states and the District of Columbia had safety 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.

"NHTSA estimates that 12,144 lives were saved in 2001 by the use of safety belts."

From 1975 through 2001, it is estimated that safety belts saved 147,246 lives, including 12,144 lives saved in 2001. If *ALL* passenger vehicle occupants over age 4 wore safety belts, 21,311 lives (that is, an additional 9,167) could have been saved in 2001.

In 2001, it is estimated that 269 children under age 5 were saved as a result of child restraint use. An estimated 5,085 lives were saved by child restraints from 1975 through 2001.

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

In 2001, 39 percent of passenger car occupants and 44 percent of light truck occupants involved in fatal crashes were unrestrained.

In fatal crashes, 75 percent of passenger car occupants who were totally ejected from the vehicle were killed. Safety belts are effective in preventing total ejections: only 1 percent of the occupants reported to have been using restraints were totally ejected, compared with 24 percent of the unrestrained occupants.

Table 3. Restraint Use Rates for Passenger Car Occupants in Fatal Crashes, 1991 and 2001

Type of Occupant	Restraint Use Rate (Percent)	
	1991	2001
Drivers	48	64
Passengers		
Front Seat	46	63
Rear Seat	31	47
5 Years Old and Over	38	54
4 Years Old and Under	55	74
All Passengers	39	56
All Occupants	**44**	**61**

"Alcohol-related traffic fatalities rose to 17,448 in 2001 — 41 percent of all traffic fatalities for the year."

Alcohol

*In 2001, NHTSA began using a revised method — **multiple imputation** — to estimate missing information about blood alcohol concentration (BAC) levels for persons involved in fatal crashes. The alcohol estimates in this fact sheet are based on the new imputation method. The new method will enable NHTSA to improve the scope of alcohol involvement statistics generated from the Fatality Analysis Reporting System (FARS). NHTSA has also calculated historical estimates of alcohol involvement from 1982 through 2000 using the new method. Instead of estimating alcohol involvement in the three categories used in the past (0.00, 0.01 to 0.09, and 0.10+ grams per deciliter [g/dl]), the new method estimates BAC levels over the entire range of plausible values from 0.00 to 0.94 g/dl. As a result, NHTSA will have the ability to report alcohol involvement at any BAC level. Because many states have adopted 0.08 g/dl as the legal threshhold for alcohol inoxication, NHTSA now estimates alcohol involvement in the following three categories: 0.00 g/dl, no alcohol; 0.01 to 0.07 g/dl, impaired; and 0.08+, intoxicated. More information on the new multiple imputation method, including detailed tabulations of alcohol involvement in various categories (age, sex, time of day, etc.), is available in NHTSA Technical Report DOT HS 809 403,* Transitioning to Multiple Imputation: A New Method to Estimate Missing Blood Alcohol Concentration (BAC) Values in FARS.

In 2001 there were 17,448 fatalities in alcohol-related crashes. This is a slight increase compared to 2000 (17,380 fatalities), and it represents an average of one alcohol-related fatality every 30 minutes.

The 17,448 alcohol-related fatalities in 2001 (41 percent of total traffic fatalities for the year) represent a 13 percent reduction from the 20,159 alcohol-related fatalities reported in 1991 (49 percent of the total).

NHTSA estimates that alcohol was involved in 41 percent of fatal crashes and in 7 percent of all crashes in 2001.

In 2001, 35 percent of all traffic fatalities occurred in crashes in which at least one driver or nonoccupant had a BAC of 0.08 g/dl or greater.

All states and the District of Columbia now have 21-year-old minimum drinking age laws. NHTSA estimates that these laws have reduced traffic fatalities involving drivers 18 to 20 years old by 13 percent and have saved an estimated 20,970 lives since 1975. In 2001, an estimated 927 lives were saved by minimum drinking age laws.

Approximately 1.5 million drivers were arrested in 2000 for driving under the influence of alcohol or narcotics. This is an arrest rate of 1 for every 130 licensed drivers in the United States (2001 data not yet available).

Intoxication rates for drivers in fatal crashes in 2001 were 29 percent for motorcycles, 23 percent for light trucks, 23 percent for passenger cars, and 1 percent for large trucks.

"From 1991 to 2001, intoxication rates decreased for drivers of all age groups involved in fatal crashes."

From 1991 to 2001, intoxication rates (BAC of 0.08 g/dl or greater) decreased for drivers of all age groups involved in fatal crashes.

Figure 1. Intoxicated Drivers in Fatal Crashes by Age Group, 1991-2001

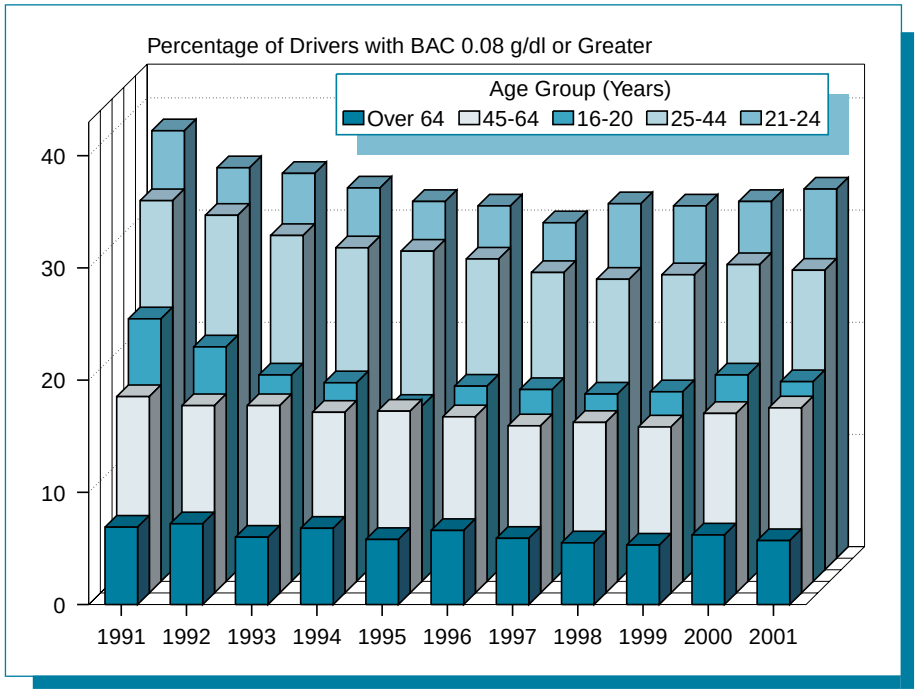
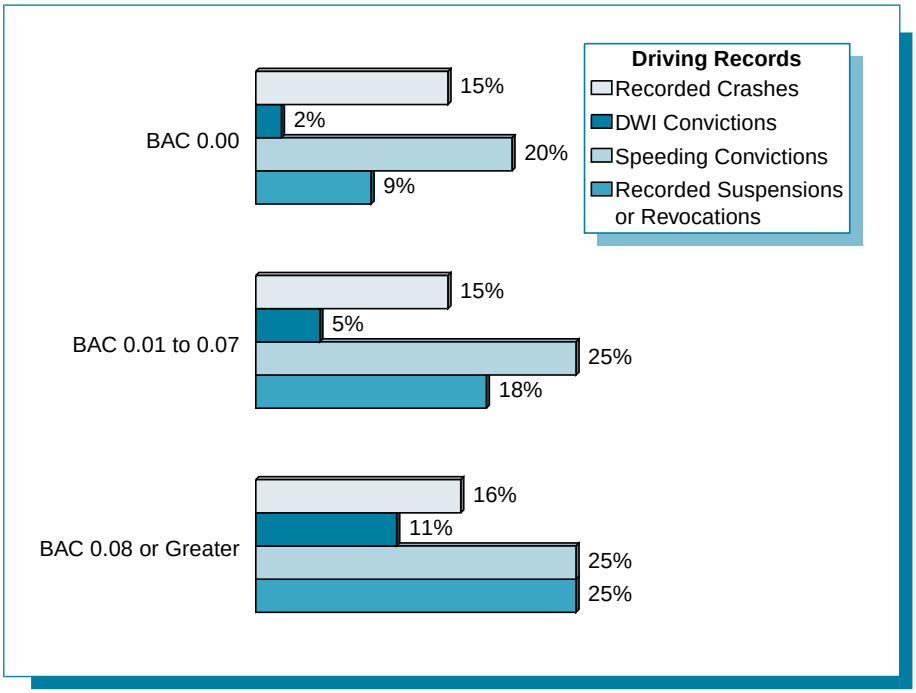


Figure 2. Previous Driving Records of Drivers Killed in Traffic Crashes, by Blood Alcohol Concentration, 2001

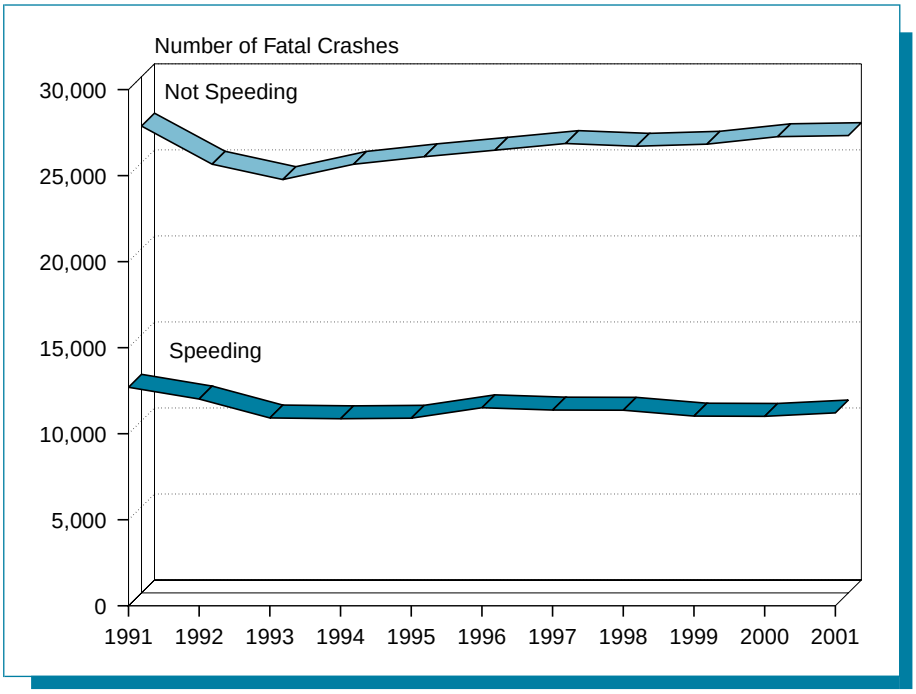


Speeding

NHTSA has revised the definition of a speeding-related crash. A crash is considered 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.

"The economic cost of speeding-related crashes is estimated to be $40.4 billion each year."

Figure 3. Fatal Crashes by Speeding Status, 1991-2001



Speeding is one of the most prevalent factors contributing to traffic crashes. The economic cost to society of speeding-related crashes is estimated by NHTSA to be $40.4 billion per year. In 2001, speeding was a contributing factor in 30 percent of all fatal crashes, and 12,850 lives were lost in speeding-related crashes.

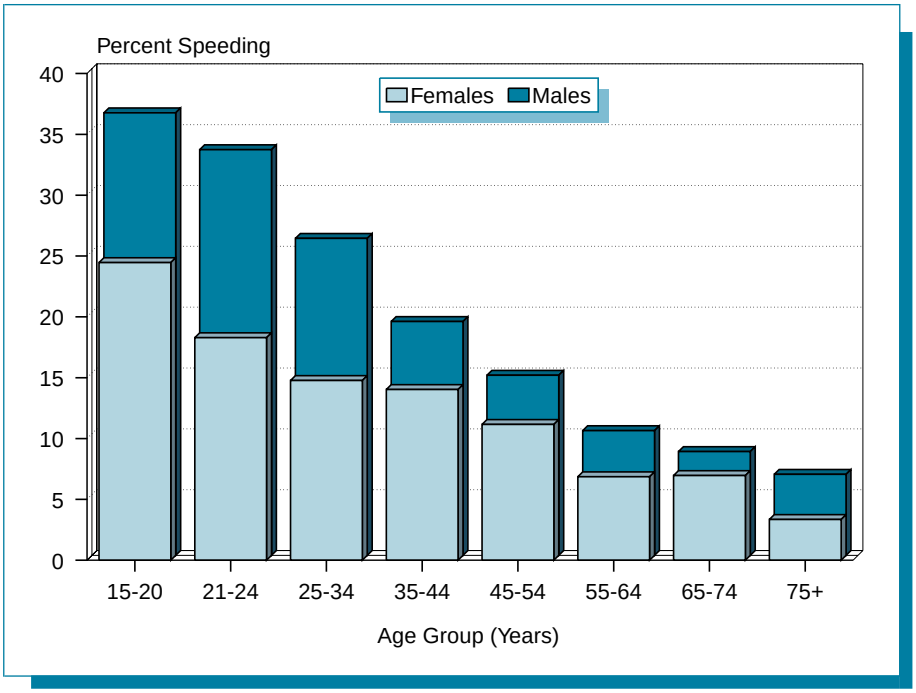
For drivers involved in fatal crashes, young males are the most likely to be speeding. The proportion of all crashes that are speeding-related decreases with increasing driver age. In 2001, 36 percent of the male drivers 15 to 20 years old who were involved in fatal crashes were speeding at the time of the crash.

In 2001, 86 percent of speeding-related fatalities occurred on roads that were not Interstate highways.

Alcohol and speeding are clearly a deadly combination. Speeding involvement is prevalent for drivers involved in alcohol-related crashes. In 2001, 39 percent of the *intoxicated* drivers (BAC = 0.08 or higher) involved in fatal crashes were speeding, compared with only 14 percent of the *sober* drivers (BAC = 0.00) involved in fatal crashes.

"In 2001, 36 percent of male drivers 15 to 20 years old involved in fatal crashes were speeding."

Figure 4. Speeding Drivers in Fatal Crashes by Age and Sex, 2001



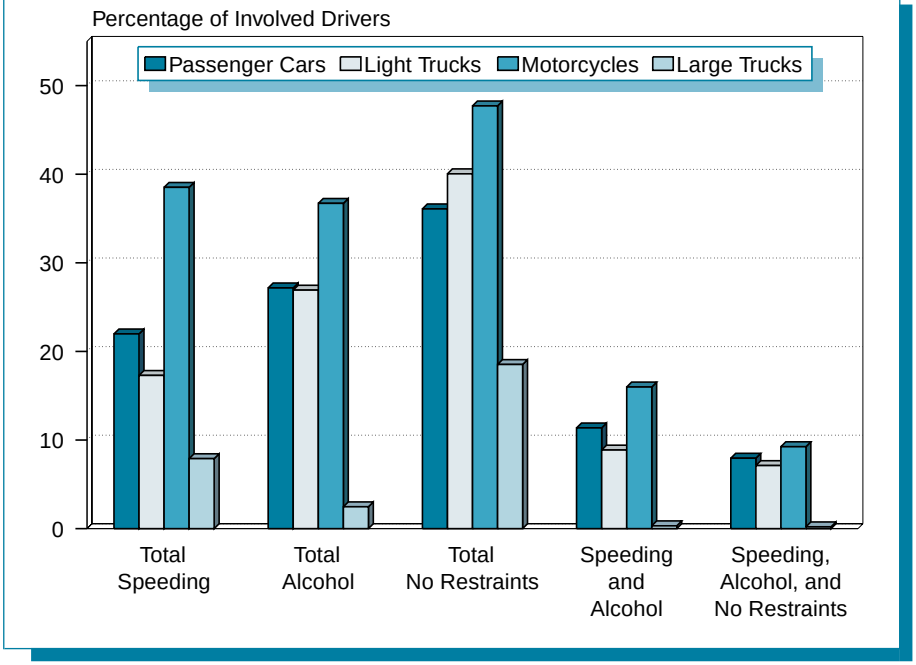
Motorcycles

The 3,181 motorcyclist fatalities in 2001 accounted for 8 percent of all traffic fatalities for the year. An additional 60,000 motorcycle occupants were injured.

"Per vehicle mile, motorcyclists were 21 times as likely as passenger car occupants to die in a traffic crash."

Per vehicle mile traveled in 2000, motorcyclists were 21 times as likely as passenger car occupants to die in a motor vehicle traffic crash and 4 times as likely to be injured.

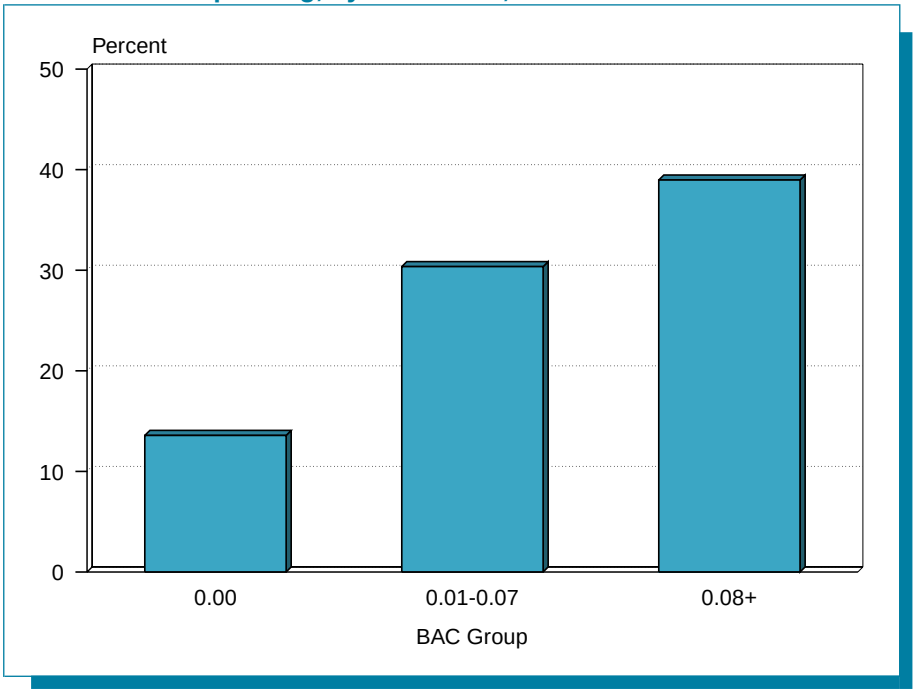
Figure 5. Speeding, Alcohol Involvement, and Failure To Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 2001



"Speeding involvement for motorcyclists in fatal crashes was twice as high as for car and light truck drivers."

In 2001, 39 percent of all motorcycle drivers involved in fatal crashes were speeding. The percentage of speeding involvement in fatal crashes was approximately twice as high for motorcyclists as for drivers of passenger cars or light trucks, and the percentage of alcohol involvement was 37 percent higher for motorcyclists.

Figure 6. Percentage of All Drivers Involved in Fatal Crashes That Were Speeding, by BAC Level, 2001



In 2001, 47 percent of fatally injured motorcycle operators and 59 percent of fatally injured passengers were not wearing helmets at the time of the crash.

More than one out of four motorcycle operators (27 percent) involved in fatal crashes in 2001 was operating the vehicle with an invalid license at the time of the collision.

Motorcycle operators involved in fatal crashes in 2001 had higher intoxication rates (BAC of 0.08 g/dl or greater) than any other type of motor vehicle driver. The intoxication rate for motorcycle operators involved in fatal crashes was 29 percent.

NHTSA estimates that helmets saved the lives of 674 motorcyclists in 2001. If all motorcyclists had worn helmets, an additional 444 lives could have been saved.

Large Trucks

"One out of eight traffic fatalities in 2001 resulted from a collision involving a large truck."

In 2001, 12 percent (5,082) of all the motor vehicle traffic fatalities reported involved large trucks (gross vehicle weight rating greater than 10,000 pounds).

Of the fatalities that resulted from crashes involving large trucks (gross vehicle weight rating greater than 10,000 pounds), 78 percent were occupants of another vehicle, 9 percent were nonoccupants, and 14 percent were occupants of a large truck.

Table 4. Fatalities and Injuries in Crashes Involving Large Trucks, 2001

Type of Fatality	Number	Percentage of Total
Occupants of Large Trucks	704	14
Single-Vehicle Crashes	471	9
Multiple-Vehicle Crashes	233	5
Occupants of Other Vehicles in Crashes Involving Large Trucks	3,940	78
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	438	9
Total	**5,082**	**100**
Type of Injury	**Number**	**Percentage of Total**
Occupants of Large Trucks	29,000	23
Single-Vehicle Crashes	13,000	10
Multiple-Vehicle Crashes	16,000	12
Occupants of Other Vehicles in Crashes Involving Large Trucks	99,000	75
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	3,000	2
Total	**131,000**	**100**

Large trucks accounted for 8 percent of all vehicles involved in fatal crashes and 4 percent of all vehicles involved in injury and property-damage-only crashes in 2001.

More than three-quarters (79 percent) of the large trucks involved in fatal crashes in 2001 collided with another motor vehicle in transport.

Only 1 percent of the drivers of large trucks involved in fatal crashes in 2001 were intoxicated, compared with 23 percent for passenger cars, 23 percent for light trucks, and 29 percent for motorcycles.

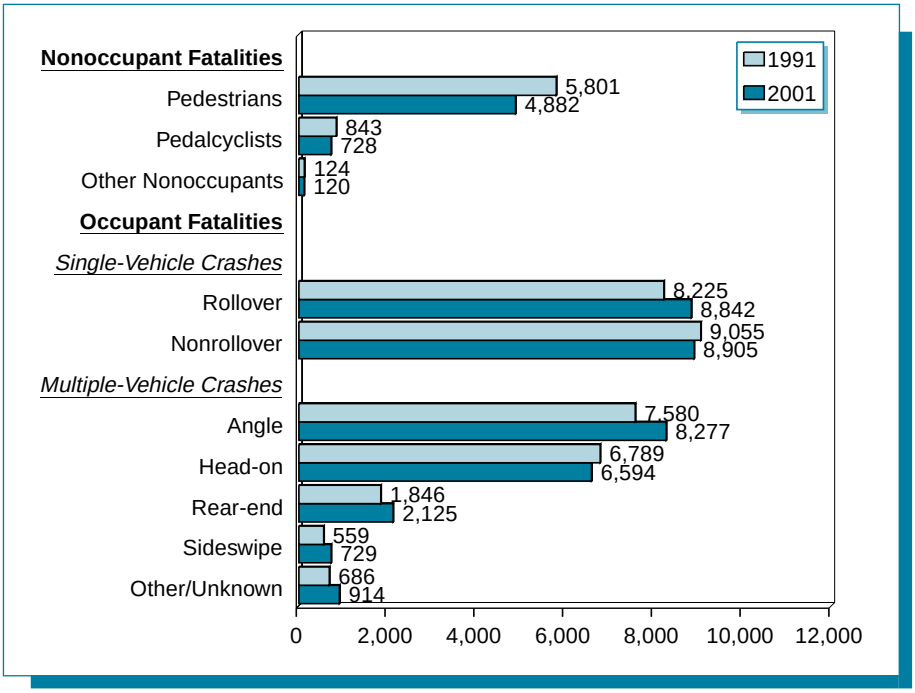
Cars, Light Trucks, and Vans

In 2001, 31,910 occupants of passenger vehicles were killed in traffic crashes and an additional 2,787,000 were injured, accounting for 88 percent of all occupant fatalities (passenger cars 56 percent, light trucks and vans 32 percent) and 96 percent of all occupants injured (passenger cars 66 percent, light trucks and vans 30 percent).

"Ejection from the vehicle accounted for 29 percent of all passenger vehicle occupant fatalities."

Occupant fatalities in single-vehicle crashes accounted for 42 percent of all motor vehicle fatalities in 2001. Occupant fatalities in multiple-vehicle crashes accounted for 44 percent of all fatalities, and the remaining 14 percent were nonoccupant fatalities (pedestrians, pedalcyclists, etc.).

Figure 7. Fatalities in Traffic Crashes, 1991 and 2001



In 2001, 59 percent of passenger vehicle occupant fatalities occurred in vehicles that sustained frontal damage.

Ejection from the vehicle accounted for 29 percent of all passenger vehicle occupant fatalities. The ejection rate for occupants of light trucks in fatal crashes was nearly twice the rate for passenger car occupants.

"Nearly two-thirds of the passenger vehicle occupants killed in traffic crashes in 2001 were unrestrained."

Nearly two-thirds (60 percent) of the passenger vehicle occupants killed in traffic crashes in 2001 were unrestrained.

The intoxication rates for drivers of light trucks and drivers of passenger cars involved in fatal crashes were the same in 2001 (23 percent).

Utility vehicles had the highest rollover involvement rate of any vehicle type in fatal crashes — 35 percent, as compared with 25 percent for pickups, 19 percent for vans, and 16 percent for passenger cars.

Utility vehicles also had the highest rollover rate for passenger vehicles in injury crashes — 11 percent, compared with 8 percent for pickups, 3 percent for vans, and 3 percent for passenger cars.

Driver Age

There were more than 25 million people age 70 years and older in the United States in 2000 (2001 population data not available). This age group made up 9 percent of the total U.S. resident population, compared to 8 percent in 1990. From 1990 to 2000, this older segment of the population grew nearly twice as fast as the total population.

"In 2001, older people made up 13 percent of all traffic fatalities and 18 percent of all pedestrian fatalities."

In 2001, 159,000 older individuals were injured in traffic crashes, accounting for 5 percent of all the people injured in traffic crashes during the year. These older individuals made up 13 percent of all traffic fatalities, 12 percent of all vehicle occupant fatalities, and 18 percent of all pedestrian fatalities.

Older drivers involved in fatal crashes in 2001 had the lowest intoxication rate (5 percent) of all adult drivers.

In two-vehicle fatal crashes involving an older driver and a younger driver, the vehicle driven by the older person was almost 3 times as likely to be the one that was struck (56 percent and 20 percent, respectively). In 46 percent of these crashes, both vehicles were proceeding straight at the time of the collision. In 26 percent, the older driver was turning left — 6 times as often as the younger driver.

Youth

In 2001, 16- to 24-year-olds represented 24 percent of all traffic fatalities, compared with 6 percent for ages 0 to 15, 46 percent for ages 25 to 54, and 24 percent for ages 55 and over.

On a per population basis, drivers under the age of 25 had the highest rate of involvement in fatal crashes of any age group.

The intoxication rate for 16- to 20-year-old drivers involved in fatal crashes in 2001 was 18 percent. The highest intoxication rates were for drivers 21 to 24 and 25 to 34 years old (33 percent and 28 percent, respectively).

More than one-fifth (22 percent) of all children between the ages of 5 and 9 years who were killed in motor vehicle traffic crashes were pedestrians. Nearly one-fifth (19 percent) of the traffic fatalities under age 16 were pedestrians.

"Males accounted for 69 percent of all traffic fatalities, 70 percent of all pedestrian fatalities, and 90 percent of all pedalcyclist fatalities in 2001."

Passenger vehicle occupants 10 to 24 years old involved in fatal crashes had the lowest restraint use rate (50 percent), and those over age 65 had the highest rate (71 percent).

Male/Female Fatal Crash Involvement

In 2000, the fatal crash involvement rate per 100,000 population was almost 3 times as high for male drivers as for females.

Males accounted for 69 percent of all traffic fatalities, 70 percent of all pedestrian fatalities, and 90 percent of all pedalcyclist fatalities in 2001.

The intoxication rate for male drivers involved in fatal crashes was 24 percent, compared with 13 percent for female drivers.

Among female drivers of passenger vehicles involved in fatal crashes in 2001, 28 percent were unrestrained at the time of the collision, compared with 42 percent of male drivers in fatal crashes.

Pedestrians

In 2001, 78,000 pedestrians were injured and 4,882 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.

"Pedestrian fatalities in 2001 were 16 percent lower than in 1991."

On average, a pedestrian is killed in a motor vehicle crash every 108 minutes, and one is injured every 7 minutes.

Alcohol involvement — either for the driver or the pedestrian — was reported in 47 percent of the traffic crashes that resulted in pedestrian fatalities. Of the pedestrians involved, 33 percent were intoxicated. The intoxication rate for the drivers involved was only 15 percent. In 6 percent of the crashes, both the driver and the pedestrian were intoxicated.

Pedalcyclists

In 2001, 728 pedalcyclists were killed and an additional 45,000 were injured in traffic crashes. Pedalcyclists made up 2 percent of all traffic fatalities and 1 percent of all the people injured in traffic crashes during the year.

Most of the pedalcyclists injured or killed in 2001 were males (79 percent and 90 percent, respectively), and most were between the ages of 5 and 44 years (81 percent and 65 percent, respectively).

More than one-fifth (21 percent) of the pedalcyclists killed in traffic crashes in 2001 were between 5 and 15 years old.

"More than one-fifth of the pedalcyclists killed in traffic crashes in 2001 were between 5 and 15 years old."

Table 5. Nonoccupant Traffic Fatalities, 1991-2001

Year	Pedestrian	Pedalcyclist	Other	Total
1991	5,801	843	124	**6,768**
1992	5,549	723	98	**6,370**
1993	5,649	816	111	**6,576**
1994	5,489	802	107	**6,398**
1995	5,584	833	109	**6,526**
1996	5,449	765	154	**6,368**
1997	5,321	814	153	**6,288**
1998	5,228	760	131	**6,119**
1999	4,939	754	149	**5,842**
2000	4,763	693	141	**5,597**
2001	4,882	728	120	**5,730**