

# Traffic Safety Facts

2004 Data

## Overview

*“In 2004, there were an estimated 6,181,000 police-reported traffic crashes, in which 42,636 people were killed and 2,788,000 people were injured; 4,281,000 crashes involved property damage only.”*

### 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 3 through 33 years old (based on 2002 data). Traffic fatalities accounted 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 2004, the fatality rate per 100 million vehicle miles of travel fell to a new historic low of 1.46. The 1994 rate was 1.73 per 100 million vehicle miles traveled. An 80 percent safety belt use rate nationwide and a reduction in the rate of alcohol involvement in fatal crashes — to 39 percent in 2004 from 43 percent in 1994 — 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 2004, 42,636 people were killed in the estimated 6,181,000 police-reported motor vehicle traffic crashes. 2,788,000 people were injured, and 4,281,000 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*.

*“An average of 117 people died each day in motor vehicle crashes in 2004 — one every 12 minutes.”*

## Summary

In 2004, 42,636 people lost their lives in motor vehicle crashes — a decrease of 0.6 percent from 2003 (42,884).

The fatality rate per 100 million vehicle miles of travel in 2004 was 1.46. The injury rate per 100 million vehicle miles of travel in 2004 was 100. The fatality rate per 100,000 population was 14.52 in 2004, a decrease of 2 percent from the 2003 rate of 14.75.

An average of 117 people died each day in motor vehicle crashes in 2004 — one every 12 minutes.

Motor vehicle crashes are the leading cause of death for every age from 3 through 33 years old.

Table 1  
Motor Vehicle Occupants and Nonoccupants Killed and Injured, 1994-2004

Year	Occupants							Nonoccupants				Total
	Passenger Cars	Light Trucks	Large Trucks	Motor-cycles	Buses	Other/Un-known	Total	Pedestrians	Pedal-cyclists	Other	Total	
<b>Killed</b>												
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	22,506	9,932	621	2,161	21	455	35,696	5,449	765	155	6,369	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	20,320	11,723	708	3,197	34	458	36,440	4,901	732	123	5,756	42,196
2002	20,569	12,274	689	3,270	45	528	37,375	4,851	665	114	5,630	43,005
2003	19,725	12,546	726	3,714	41	589	37,341	4,774	629	140	5,543	42,884
2004	19,091	12,602	761	4,008	41	639	37,142	4,641	725	128	5,494	42,636
<b>Injured</b>												
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
2002	1,805,000	879,000	26,000	65,000	19,000	6,000	2,800,000	71,000	48,000	7,000	126,000	2,926,000
2003	1,756,000	889,000	27,000	67,000	18,000	7,000	2,764,000	70,000	46,000	8,000	124,000	2,889,000
2004	1,643,000	900,000	27,000	76,000	16,000	7,000	2,670,000	68,000	41,000	9,000	118,000	2,788,000

### For more information:

Information on traffic safety is available from the National Center for Statistics and Analysis, NPO-101, 400 Seventh Street, SW., Washington, DC 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 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 [www.nhtsa.dot.gov/people/nhsa](http://www.nhtsa.dot.gov/people/nhsa). To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Table 2

**People Killed and Injured and Fatality and Injury Rates, 1994-2004**

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
<b>Killed</b>									
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	184,861	22.45	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	282,192	14.86	190,625	22.00	217,028	19.33	2,747	1.53
2001	42,196	285,102	14.80	191,276	22.06	221,230	19.07	2,797	1.51
2002	43,005	287,941	14.94	194,602	22.10	225,685	19.06	2,856	1.51
2003	42,884	290,789	14.75	196,166	21.86	230,788	18.58	2,891	1.48
2004	42,636	293,655	14.52	*	*	*	*	2,923	1.46
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
<b>Injured</b>									
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	184,861	1,727	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	282,192	1,130	190,625	1,673	217,028	1,469	2,747	116
2001	3,033,000	285,102	1,064	191,276	1,585	221,230	1,371	2,797	108
2002	2,926,000	287,941	1,016	194,602	1,503	225,685	1,296	2,856	102
2003	2,889,000	290,789	993	196,166	1,473	230,788	1,252	2,891	100
2004	2,788,000	293,655	950	*	*	*	*	2,923	95

\*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.

Vehicle occupants accounted for 78 percent and motorcycle riders accounted for 9 percent of traffic fatalities in 2004. The remaining 13 percent were pedestrians, pedalcyclists, and other nonoccupants.

### Occupant Protection

In 2004, 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.

From 1975 through 2004, it is estimated that safety belts saved 195,382 lives, including 15,434 lives saved in 2004. If ALL passenger vehicle occupants over age 4 wore safety belts, 21,273 lives (that is, an additional 5,839) could have been saved in 2004.

*“NHTSA estimates that 15,434 lives were saved in 2004 by the use of safety belts.”*

In 2004, an estimated 451 children under the age of 5 were saved as a result of child restraint use. An estimated 7,472 lives were saved by child restraints from 1975 through 2004.

*Children in rear-facing child safety seats should not be placed in the front seat of vehicles equipped with passenger-side 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 12 and younger sit in the rear seat away from the force of a deploying air bag.*

In 2004, 36 percent of passenger car occupants and 38 percent of light-truck occupants involved in fatal crashes were unrestrained.

*“Alcohol-related traffic fatalities fell to 16,694 in 2004 – 39 percent of all traffic fatalities for the year.”*

In fatal crashes, 74 percent of passenger vehicle 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 29 percent of the unrestrained occupants.

Table 3

**Restraint Use Rates for Passenger Vehicle Occupants in Fatal Crashes, 1994 and 2004**

Type of Occupant	Restraint Use (Percent)	
	1994	2004
Drivers	55	66
Passengers - Front Seat	52	65
- Rear Seat	39	56
- Age 5 and Older	43	57
- Age 4 and Younger	63	81
- All Passengers	45	59
All Occupants	50	63

## Alcohol

In 2004 there were 16,694 fatalities in alcohol-related crashes. This is a decrease of 2.4 percent compared to 2003 (17,105 fatalities), and it represents an average of one alcohol-related fatality every 31 minutes.

The 16,694 alcohol-related fatalities in 2004 (39% of total traffic fatalities for the year) represent a 4-percent reduction from the 17,308 alcohol-related fatalities reported in 1994 (43% of that year's total).

NHTSA estimates that alcohol was involved in 39 percent of fatal crashes and in 7 percent of all crashes in 2004.

In 2004, 14,409 fatalities (34%) occurred in crashes in which at least one driver or non-occupant had a BAC of .08 g/dL or higher. Of these 14,409 fatalities, 12,874 (30%) occurred in crashes where at least one driver (including motorcycle operators) had a BAC of .08 g/dL or higher.

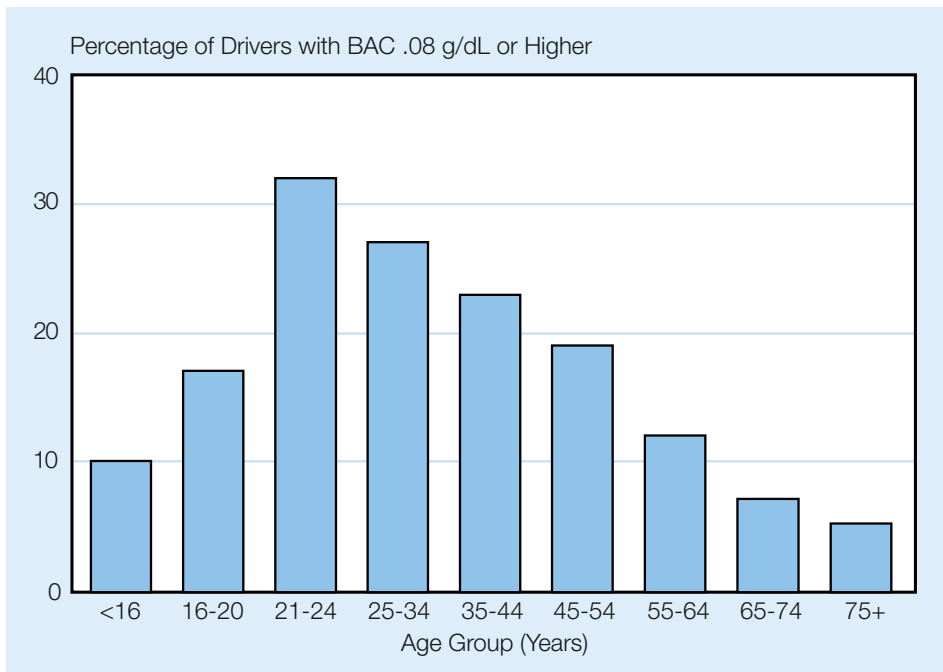
Approximately 1.4 million drivers were arrested in 2003 for driving under the influence of alcohol or narcotics. This is an arrest rate of 1 for every 135 licensed drivers in the United States (2004 data not yet available).

In fatal crashes in 2004, 27 percent of motorcycle operators had BAC levels of .08 g/dL or higher, as compared with 21 percent for drivers of light trucks, 22 percent for passenger car drivers, and 1 percent for drivers of large trucks.

In fatal crashes in 2004, the highest percentages of drivers with BAC levels of .08 g/dL or higher were recorded among drivers age 21-24 (32%), followed by ages 25-34 (27%) and 35-44 (23%).

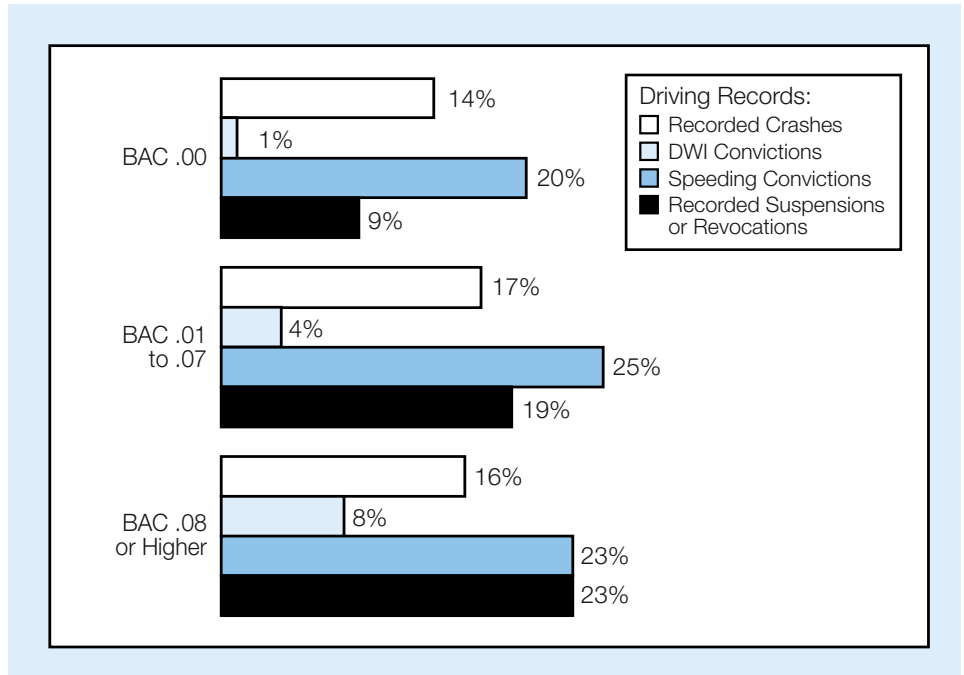
*“The highest percentage of drivers in fatal crashes who had BAC levels of .08 g/dL or higher was among drivers age 21 to 24.”*

Figure 1  
**Drivers with BAC Levels .08 g/dL or Higher Involved in Fatal Crashes by Age Group, 2004**



*“The economic cost of speeding-related crashes is estimated to be \$40.4 billion each year.”*

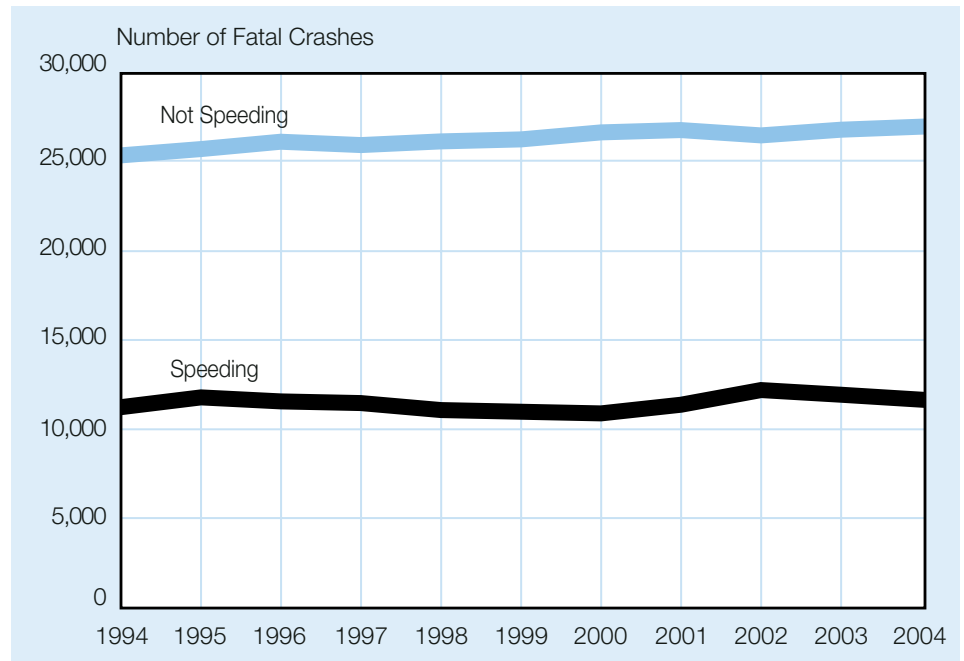
Figure 2  
**Previous Driving Records of Drivers Killed in Traffic Crashes, by Blood Alcohol Concentration, 2004**



**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.*

Figure 3  
**Fatal Crashes by Speeding Status, 1994-2004**



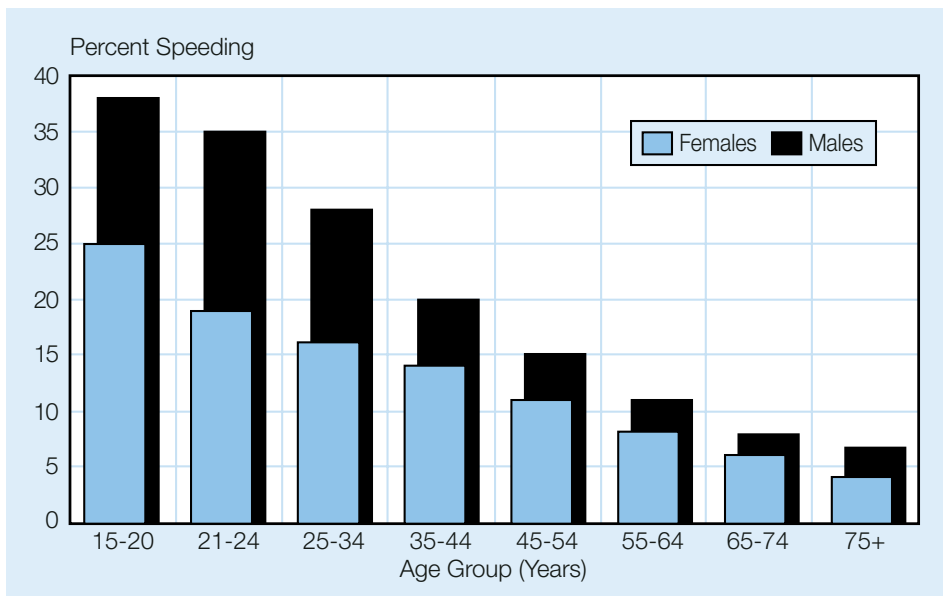
Speeding is one of the most prevalent factors contributing to traffic crashes. The economic cost to society of speeding-related crashes is estimated by NHTSA to be \$40.4 billion per year. In 2004, speeding was a contributing factor in 30 percent of all fatal crashes, and 13,192 lives were lost in speeding-related 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 2004, 38 percent of male drivers age 15 to 20 who were involved in fatal crashes were speeding at the time of the crash.

In 2004, 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 2004, 40 percent of drivers with BAC levels of .08 g/dL or higher who were involved in fatal crashes were speeding, compared with only 15 percent of the drivers with a BAC level of .00 g/dL or no alcohol involved in fatal crashes.

Figure 4  
**Speeding Drivers in Fatal Crashes by Age and Sex, 2004**



*“In 2004, 38 percent of male drivers age 15 to 20 who were involved in fatal crashes were speeding.”*

*“Per vehicle mile traveled, motorcyclists were 32 times more likely than passenger car occupants to die in a traffic crash.”*

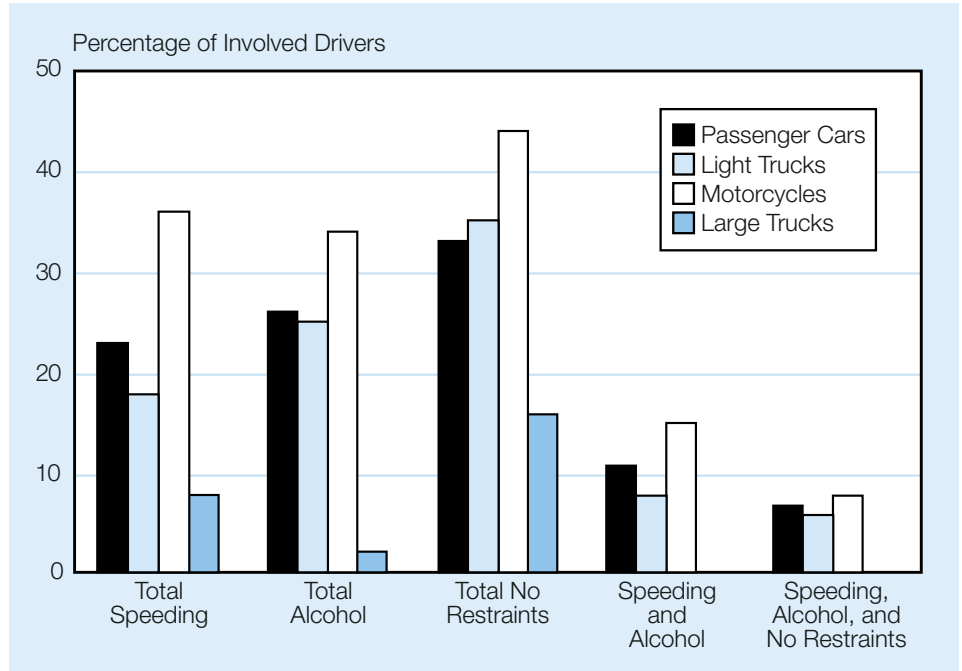
## Motorcycles

The 4,008 motorcyclist fatalities in 2004 accounted for 9 percent of all traffic fatalities for the year. An additional 76,000 motorcycle occupants were injured.

Per vehicle mile traveled in 2003, motorcyclists were 32 times more likely than passenger car occupants to die in a motor vehicle traffic crash and 6 times more likely to be injured.

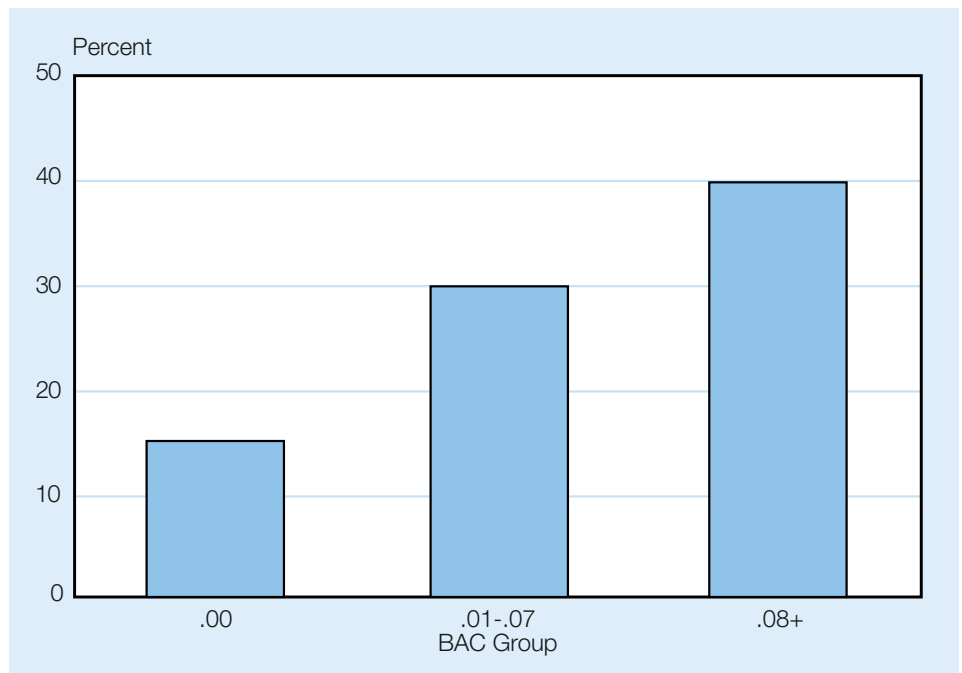
Figure 5  
**Speeding, Alcohol Involvement, and Failure To Use Restraints  
 Among Drivers Involved in Fatal Crashes by Vehicle Type, 2004**

*“Speeding involvement for motorcyclists in fatal crashes was about twice as high as for drivers of cars and light trucks.”*



In 2004, 36 percent of all motorcycle operators involved in fatal crashes were speeding. The percentage of speeding involvement in fatal crashes was nearly twice as high for motorcyclists as for drivers of passenger cars or light trucks, and the percentage of alcohol involvement was 31 percent higher for motorcyclists.

Figure 6  
**Percentage of All Drivers Involved in Fatal Crashes That Were Speeding,  
 by BAC Level, 2004**



In 2004, 44 percent of fatally injured motorcycle operators and 53 percent of fatally injured passengers were not wearing helmets at the time of the crash.

Nearly one out of four motorcycle operators (24 percent) involved in fatal crashes in 2004 was operating the vehicle with an invalid license at the time of the collision.

The percentage of motorcycle operators involved in fatal crashes in 2004 who had BAC levels of .08 g/dL or higher — 27 percent — was higher than for any other type of motor vehicle driver.

NHTSA estimates that helmets saved the lives of 1,173 motorcyclists in 2004. If all motorcyclists had worn helmets, an additional 671 lives could have been saved.

## Large Trucks

In 2004, 12 percent (5,190) of all 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, 77 percent were occupants of another vehicle, 8 percent were nonoccupants, and 15 percent were occupants of a large truck.

*“One out of eight traffic fatalities in 2004 resulted from a collision involving a large truck.”*

Table 4

### Fatalities and Injuries in Crashes Involving Large Trucks, 2004

Type of Fatality	Number	Percentage of Total
Occupants of Large Trucks	761	15
<b>Single-Vehicle Crashes</b>	466	9
<b>Multiple-Vehicle Crashes</b>	295	6
Occupants of Other Vehicles in Crashes Involving Large Trucks	4,006	77
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	423	8
<b>Total</b>	<b>5,190</b>	<b>100</b>
Type of Injury	Number	Percentage of Total
Occupants of Large Trucks	27,000	23
<b>Single-Vehicle Crashes</b>	13,000	11
<b>Multiple-Vehicle Crashes</b>	14,000	12
Occupants of Other Vehicles in Crashes Involving Large Trucks	85,000	73
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	4,000	3
<b>Total</b>	<b>116,000</b>	<b>100</b>

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 2004.

More than three-quarters (77%) of the large trucks involved in fatal crashes in 2004 collided with another motor vehicle in transport.

*“Ejection from a vehicle accounted for 27 percent of all passenger vehicle occupant fatalities.”*

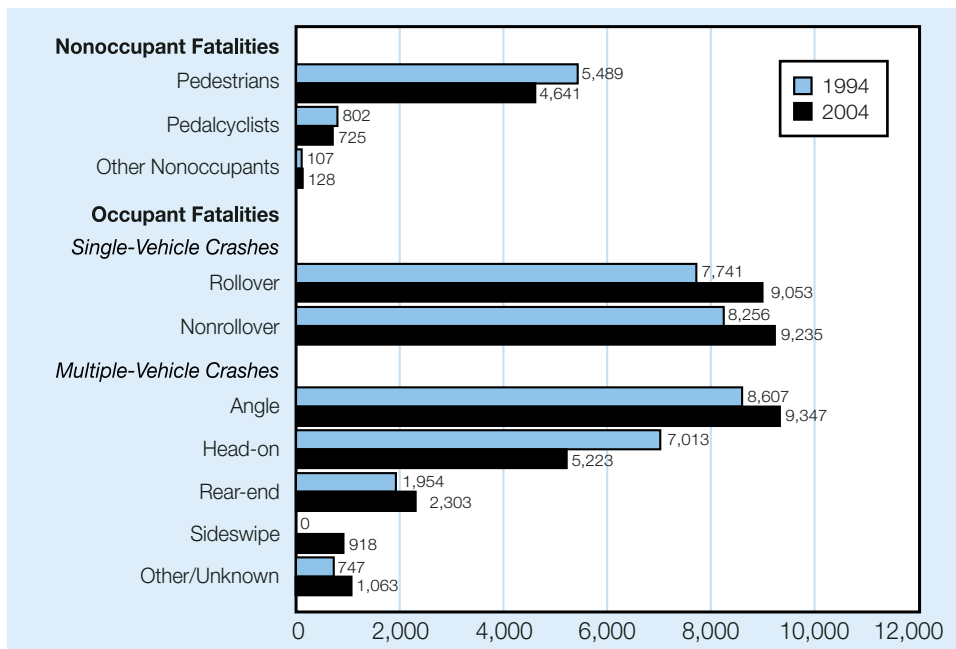
Only 1 percent of the drivers of large trucks involved in fatal crashes in 2004 had BAC levels .08 g/dL or higher, compared with 22 percent for passenger cars, 21 percent for light trucks, and 27 percent for motorcycles.

### Cars, Light Trucks, and Vans

In 2004, 31,693 occupants of passenger vehicles were killed in traffic crashes and an additional 2,543,000 were injured, accounting for 85 percent of all occupant fatalities (51% in passenger cars and 34% in light trucks and vans) and 95 percent of all occupants injured (62% in passenger cars and 34% in light trucks and vans).

Occupant fatalities in single-vehicle crashes accounted for 43 percent of all motor vehicle fatalities in 2004. Occupant fatalities in multiple-vehicle crashes accounted for 44 percent of all fatalities, and the remaining 13 percent were nonoccupant fatalities (pedestrians, pedalcyclists, etc.).

Figure 7  
**Fatalities in Traffic Crashes, 1994 and 2004**



*“More than half of passenger vehicle occupants killed in traffic crashes in 2004 were unrestrained.”*

In 2004, 58 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 light trucks in fatal crashes was twice the rate for passenger car occupants.

More than half (55%) of the passenger vehicle occupants killed in traffic crashes in 2004 were unrestrained.

SUVs had the highest rollover involvement rate of any vehicle type in fatal crashes — 36 percent, as compared with 25 percent for pickups, 17 percent for vans, and 16 percent for passenger cars.

SUVs also had the highest rollover rate for passenger vehicles in injury crashes — 10 percent, compared with 7 percent for pickups, 4 percent for vans, and 3 percent for passenger cars.

## Driver Age

There are over 26 million people age 70 and older in the United States. In 2004, this age group made up 9 percent of the total U.S. resident population, compared with 8.9 percent in 1994. From 1994 to 2004, the growth rate for this older segment of the population was 4 percent higher than the growth rate of the total population.

In 2004, 141,000 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 12 percent of all traffic fatalities, 11 percent of all vehicle occupant fatalities, and 16 percent of all pedestrian fatalities.

The percentage of older drivers involved in fatal crashes in 2004 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, the vehicle driven by the older person was twice as likely to be the one that was struck (64% and 29%, respectively). In 44 percent of these crashes, both vehicles were proceeding straight at the time of the collision. In 27 percent, the older driver was turning left — 7 times more often than the younger driver.

## Youth

In 2004, 16- to 24-year-olds represented 24 percent of all traffic fatalities, compared with 6 percent for age 15 and younger, 45 percent for ages 25 to 54, and 24 percent for ages 55 and older.

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

In 2004, 17 percent of 16- to 20-year-old drivers involved in fatal crashes had BAC levels of .08 g/dL or higher. The highest percentages were for drivers ages 21 to 24 and 25 to 34 (32% and 27%, respectively).

Nearly one-fifth (19%) of all children between the ages of 5 and 9 who were killed in motor vehicle traffic crashes were pedestrians. Children age 15 and younger accounted for 15 percent of the pedestrian fatalities in 2004.

Passenger vehicle occupants age 10 to 24 involved in fatal crashes had the lowest restraint use rate (55%), and those over age 65 had the highest rate (75%).

## Male/Female Fatal Crash Involvement

In 2004, the fatal crash involvement rate per 100,000 population was almost 3 times higher for male drivers than for females.

Males accounted for 69 percent of all traffic fatalities, 69 percent of all pedestrian fatalities, and 87 percent of all pedalcyclist fatalities in 2004.

*“In 2004, older people accounted for 12 percent of all traffic fatalities and 16 percent of all pedestrian fatalities.”*

*“Males accounted for 69 percent of all traffic fatalities, 69 percent of all pedestrian fatalities, and 87 percent of all pedalcyclist fatalities in 2004.”*

*“Pedestrian fatalities in 2004 were 15 percent lower than in 1994”*

Among male drivers involved in fatal crashes in 2004, 23 percent had BAC levels of .08 g/dL or higher, compared with 12 percent of the female drivers involved in fatal crashes.

Among female drivers of passenger vehicles involved in fatal crashes in 2004, 25 percent were unrestrained at the time of the collision, compared with 39 percent of male drivers in fatal crashes.

### **Pedestrians**

In 2004, 68,000 pedestrians were injured and 4,641 were killed in traffic crashes in the United States, representing 2 percent of all the people injured in traffic crashes and 11 percent of all traffic fatalities.

On average, a pedestrian is killed in a motor vehicle crash every 113 minutes, and one is injured every 8 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, 34 percent had BAC levels of .08 g/dL or higher. Of the drivers involved in 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.

*“Nearly one-fifth of the pedalcyclists killed in traffic crashes in 2004 were between the ages of 5 and 15.”*

### **Pedalcyclists**

In 2004, 725 pedalcyclists were killed and an additional 41,000 were injured in traffic crashes. Pedalcyclists accounted for 2 percent of all traffic fatalities and 1 percent of all people injured in traffic crashes during the year.

Most of the pedalcyclists injured or killed in 2004 were males (76% and 87%, respectively), and most were between the ages of 5 and 44 years (78% and 58%, respectively).

Nearly one-fifth (19%) of the pedalcyclists killed in traffic crashes in 2004 were between the ages of 5 and 15.

Table 5

#### **Nonoccupant Traffic Fatalities, 1994-2004**

<b>Year</b>	<b>Pedestrian</b>	<b>Pedalcyclist</b>	<b>Other</b>	<b>Total</b>
1994	5,489	802	107	<b>6,398</b>
1995	5,584	833	109	<b>6,526</b>
1996	5,449	765	154	<b>6,368</b>
1997	5,321	814	153	<b>6,288</b>
1998	5,228	760	131	<b>6,119</b>
1999	4,939	754	149	<b>5,842</b>
2000	4,763	693	141	<b>5,597</b>
2001	4,901	732	123	<b>5,756</b>
2002	4,851	665	114	<b>5,630</b>
2003	4,774	629	140	<b>5,543</b>
2004	4,641	725	128	<b>5,494</b>