

Technical Report Documentation Page

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16. Abstract Individual fact sheets for all 50 states, the District of Columbia, and Puerto Rico, present the emphasis areas each state has identified in their approved Strategic Highway Safety Plan (SHSP) as part of the overall strategy to reduce fatalities and serious injuries. A snapshot of transportation safety related fatality data is shown to give the reader insight regarding fatalities in their state. Data drawn from the Fatality Analysis Reporting System (FARS) show: <ul style="list-style-type: none"> • Ten-year trends in total fatalities and fatality rates per 100 million vehicle miles traveled (VMT); • Safety focus areas and their corresponding percentages of total crash fatalities; • Rural and urban roadway fatalities; and • Fatalities broken down by roadway classification. • For comparison, state data for the fatality trends, safety focus areas, and rural and urban roadway fatalities is presented alongside national statistics. For more information, each sheet includes web links and key contact information.			
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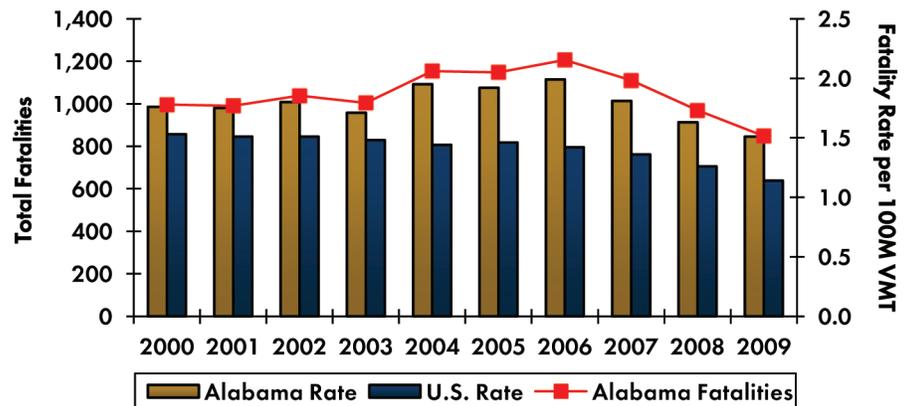


Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. These traffic crashes cost the Nation over \$230 billion each year. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Alabama has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: human behavior, infrastructure, traffic safety information systems, legislation, and safety stakeholder community outreach. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

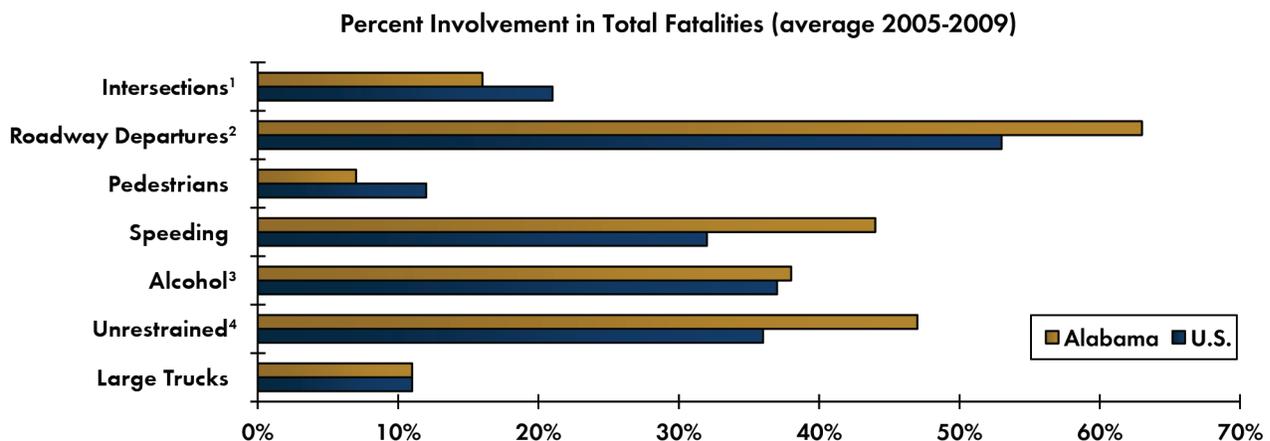
Indicators	AL	U.S.
Total Fatalities		
2009	848	33,808
Average: 2000-2009	1,047	41,157
Fatality Rate (per 100M VMT)		
2009	1.51	1.14
Average: 2000-2009	1.78	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

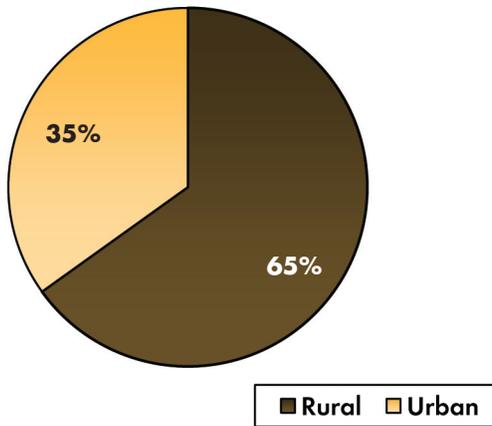
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

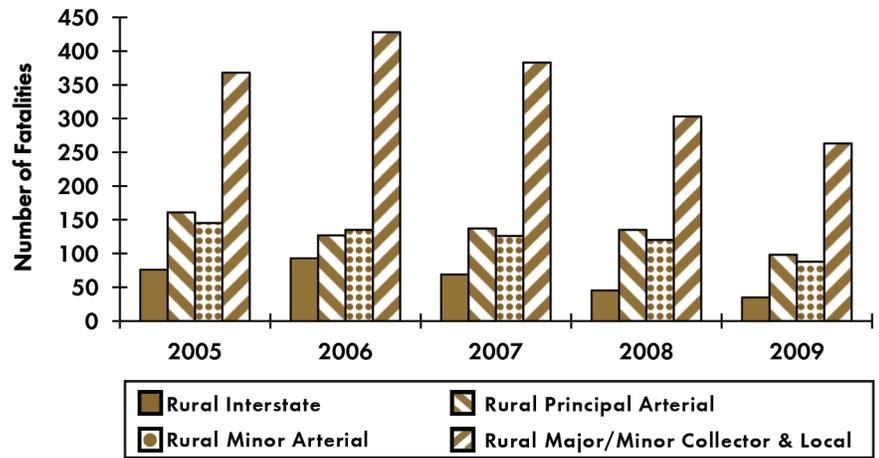
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

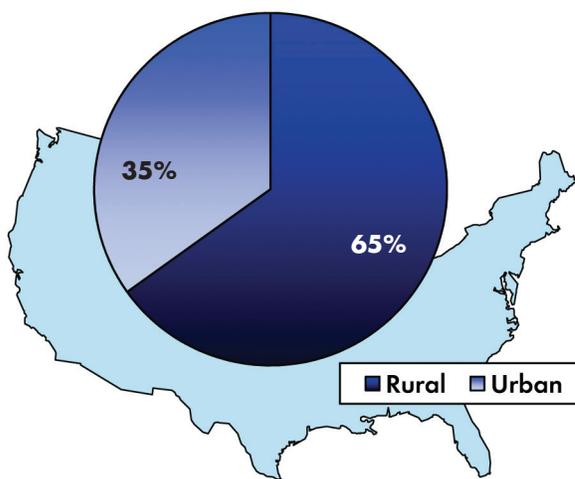
Alabama



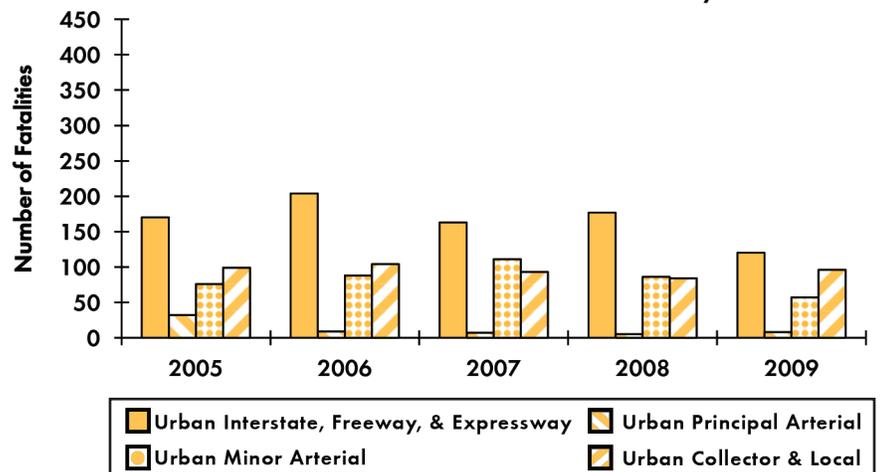
Alabama Fatalities on Rural Roadways



U.S.



Alabama Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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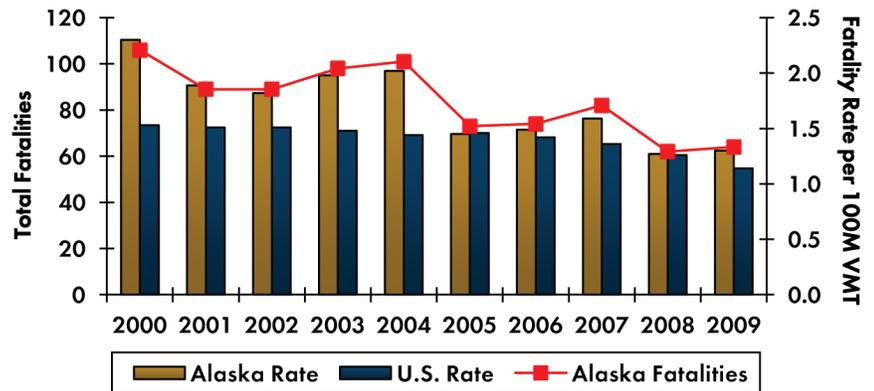
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Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Alaska has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: driver behavior (crashes involving impaired driving, speed and aggressive driving, young drivers, and unlicensed/suspended/revoked drivers), special users of the transportation system (crashes involving pedestrians, motorcyclists, and bicyclists), and highways (lane departure crashes, crashes at intersections, and crashes involving moose). To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

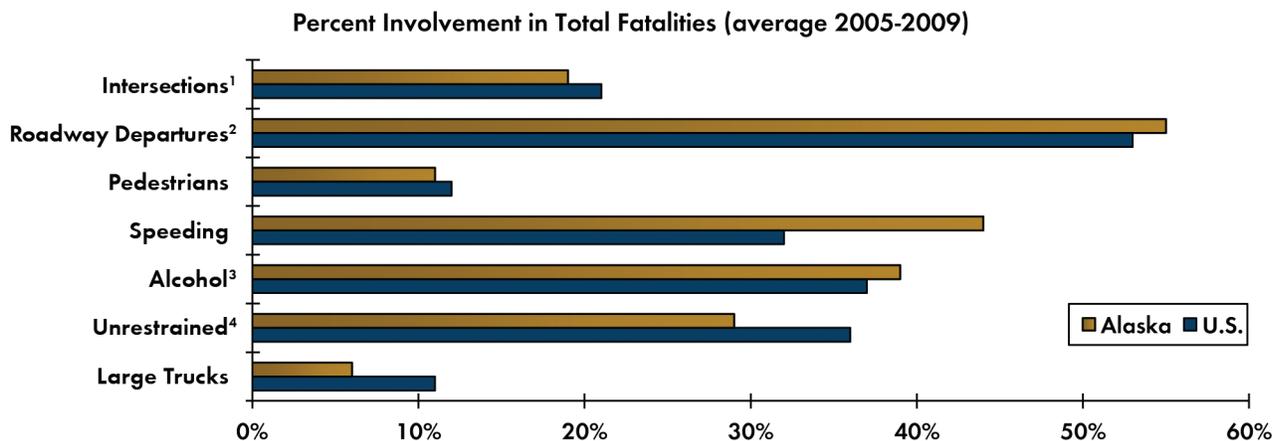
Indicators	AK	U.S.
Total Fatalities		
2009	64	33,808
Average: 2000-2009	84	41,157
Fatality Rate (per 100M VMT)		
2009	1.30	1.14
Average: 2000-2009	1.71	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



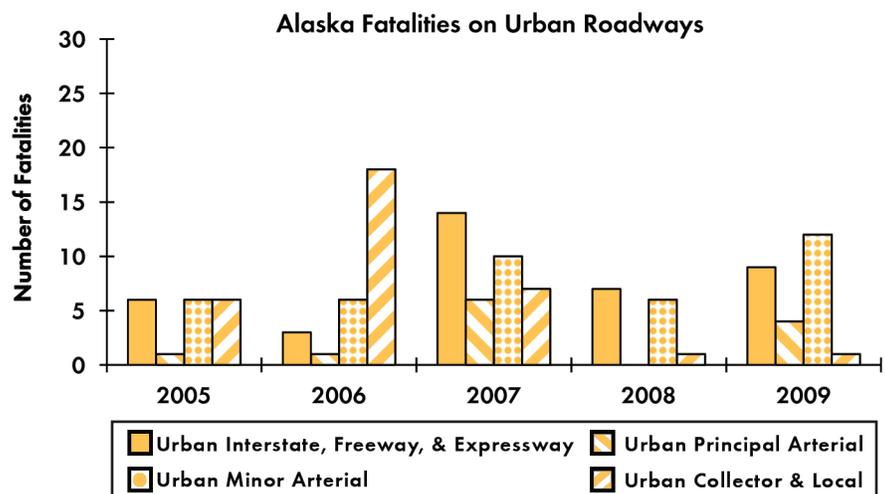
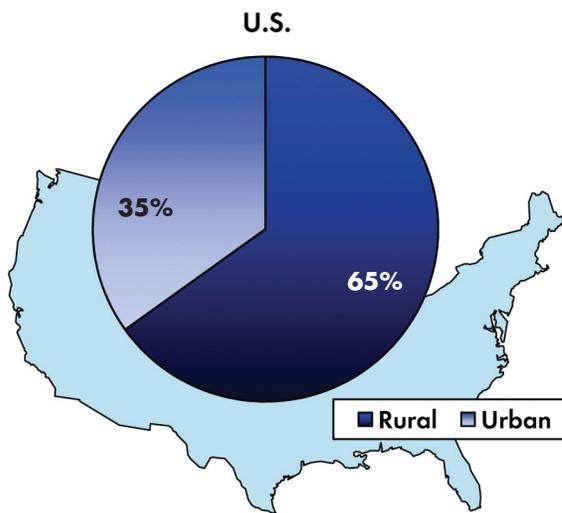
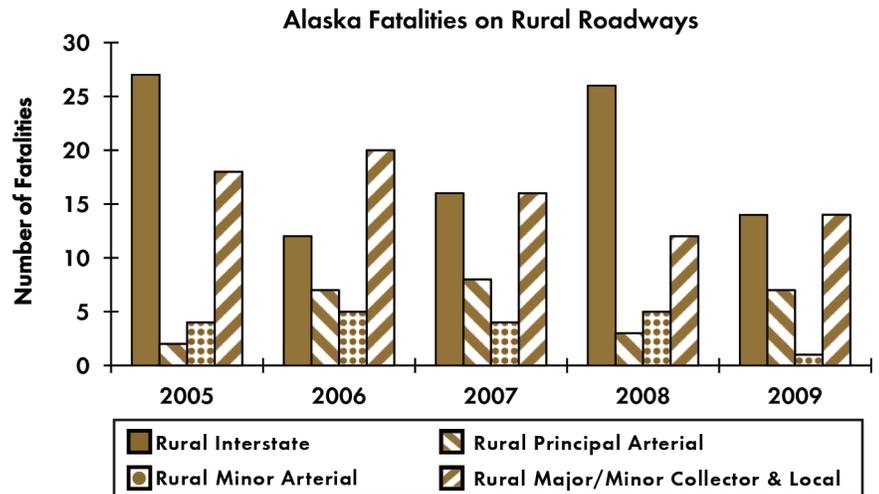
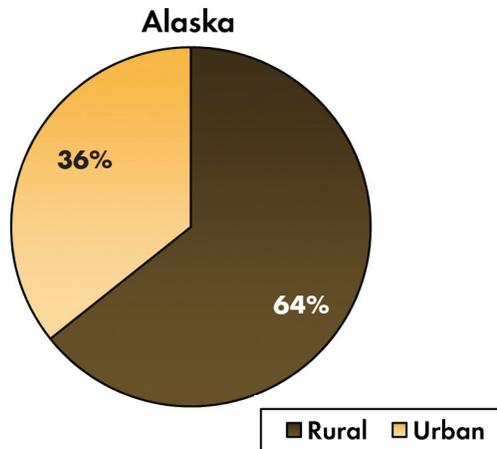
¹ Non-interchange intersection/intersection-related crashes.

² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

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Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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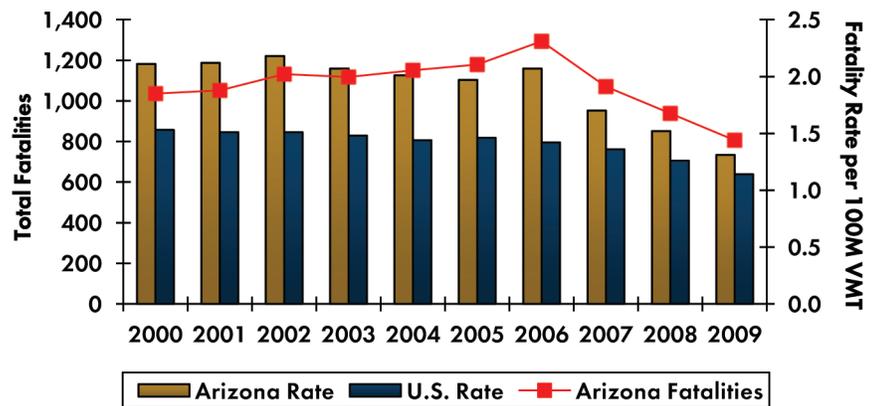


Motor vehicle crashes are a leading cause of death in the United States.

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Fatality Trends

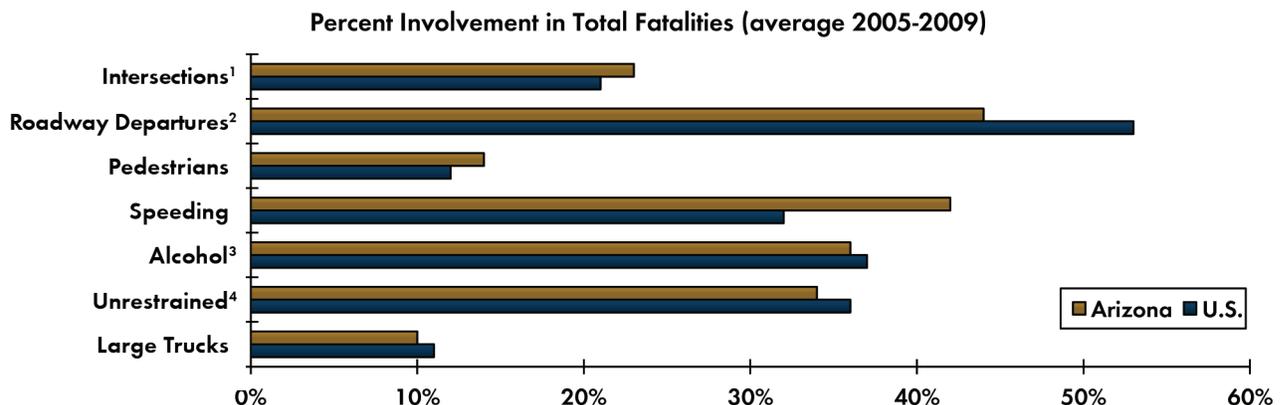
Indicators	AZ	U.S.
Total Fatalities		
2009	807	33,808
Average: 2000-2009	1,078	41,157
Fatality Rate (per 100M VMT)		
2009	1.31	1.14
Average: 2000-2009	1.91	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

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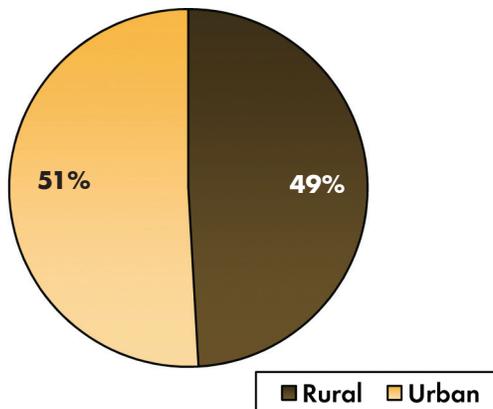
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

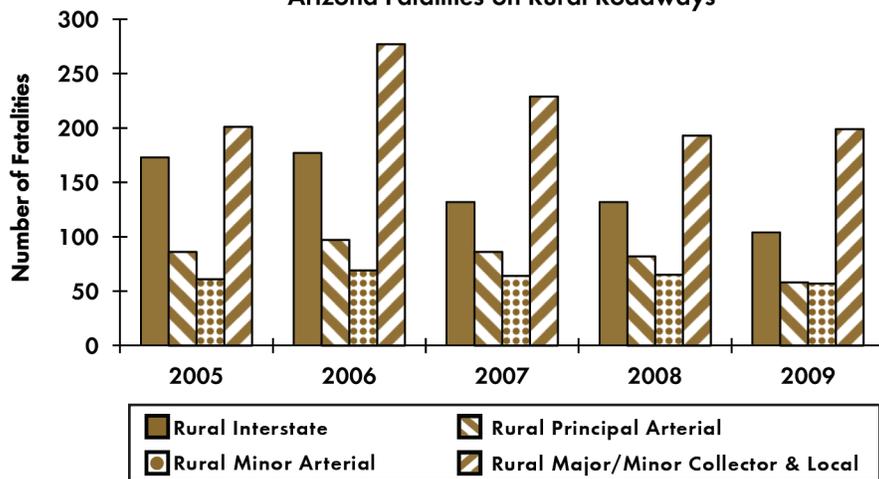
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

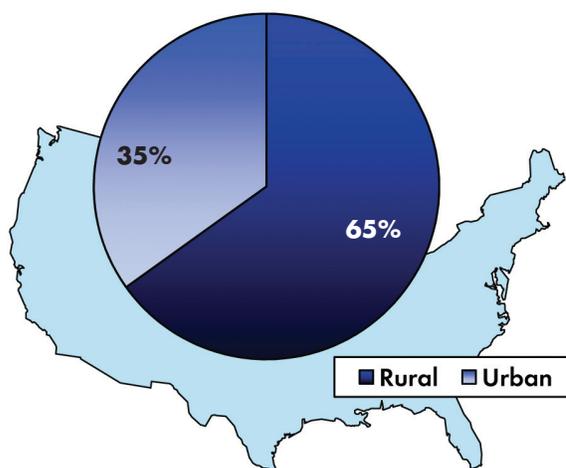
Arizona



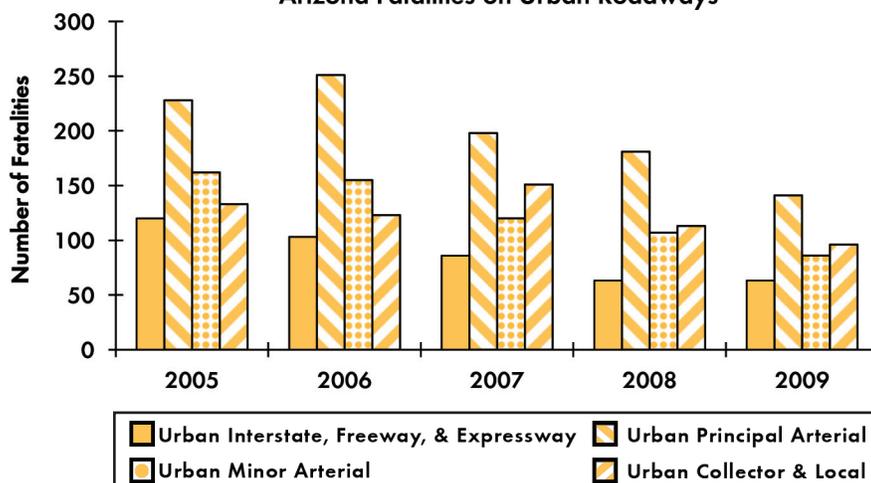
Arizona Fatalities on Rural Roadways



U.S.



Arizona Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

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Fatality Analysis Reporting System: www.nhtsa.gov/FARS

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Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

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Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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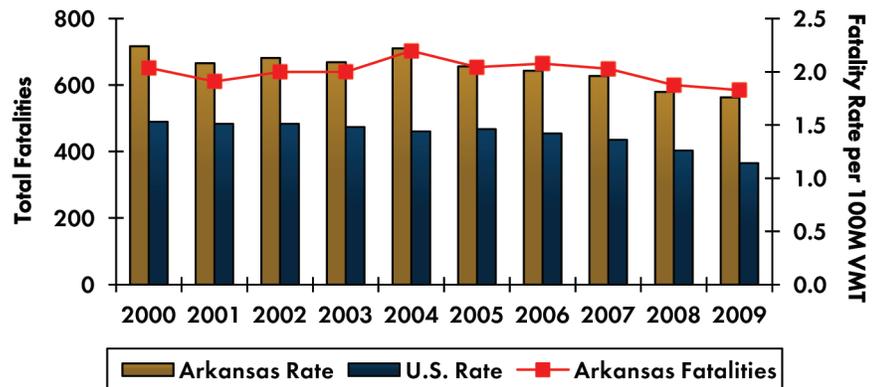
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According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. These traffic crashes cost the Nation over \$230 billion each year. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Arkansas has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: serious crash types (run-off-road, fixed objects, intersection, rear-end, head-on, work zone, and railroad crossing), high-risk drivers (occupant protection, drivers with BAC .08+, speeders/aggressive drivers, young drivers, older drivers, distracted or fatigued drivers, and unlicensed or revoked/suspended licenses), special vehicles (pickup trucks, commercial vehicles, and motorcycles), special roadway users (pedestrians and bicyclists), emergency medical services, and traffic records (data collection and entry, data analysis, and new technologies). To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

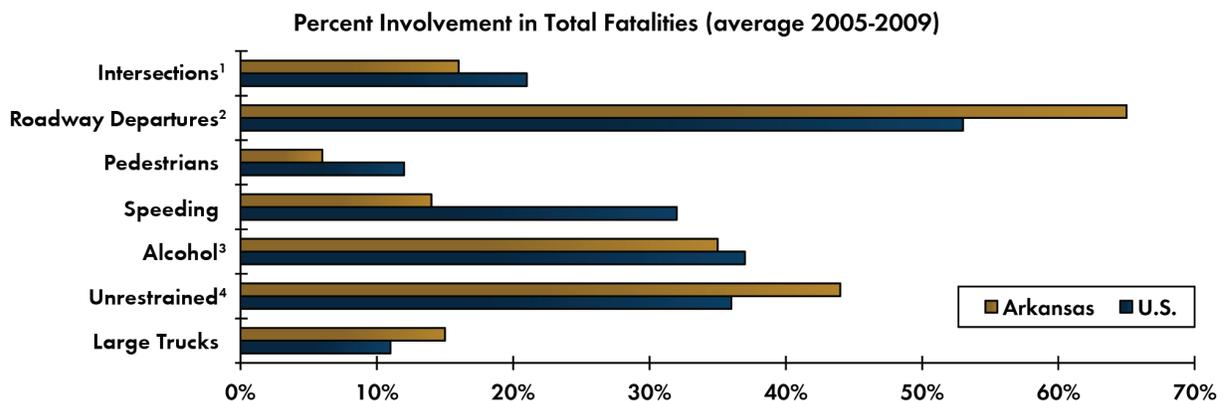
Indicators	AR	U.S.
Total Fatalities		
2009	585	33,808
Average: 2000-2009	640	41,157
Fatality Rate (per 100M VMT)		
2009	1.76	1.14
Average: 2000-2009	2.04	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

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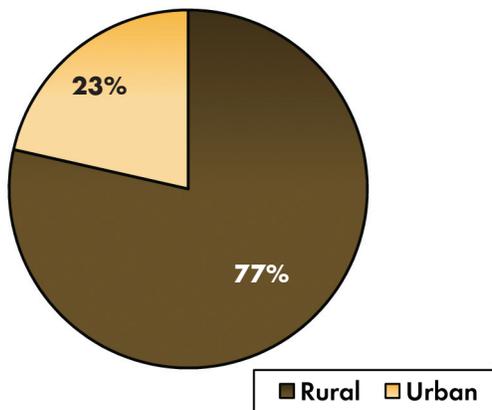
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

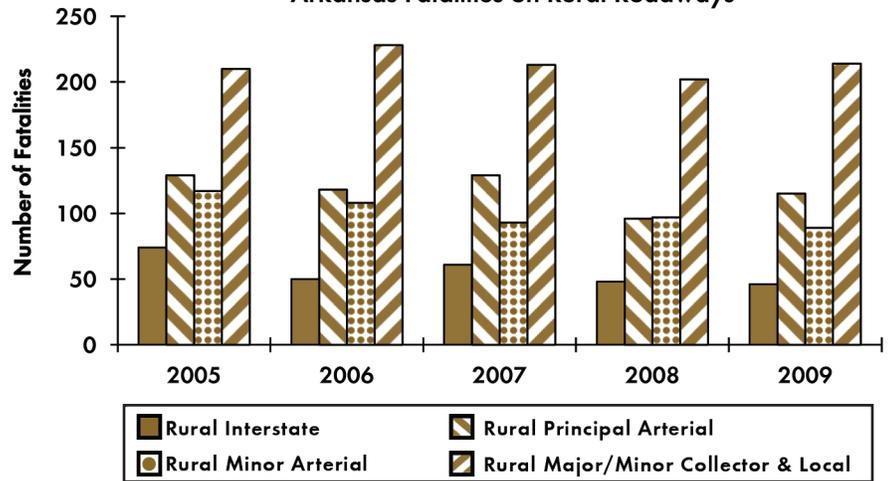
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

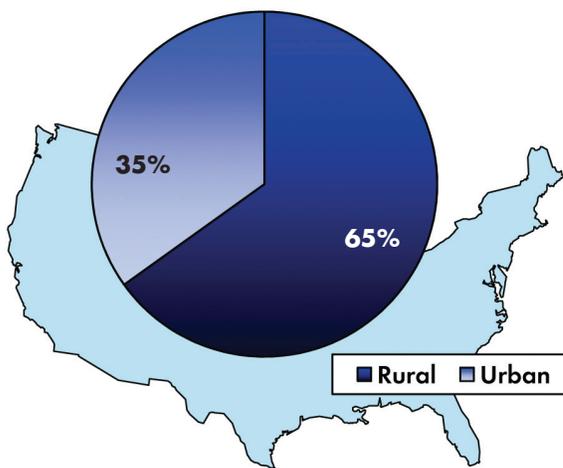
Arkansas



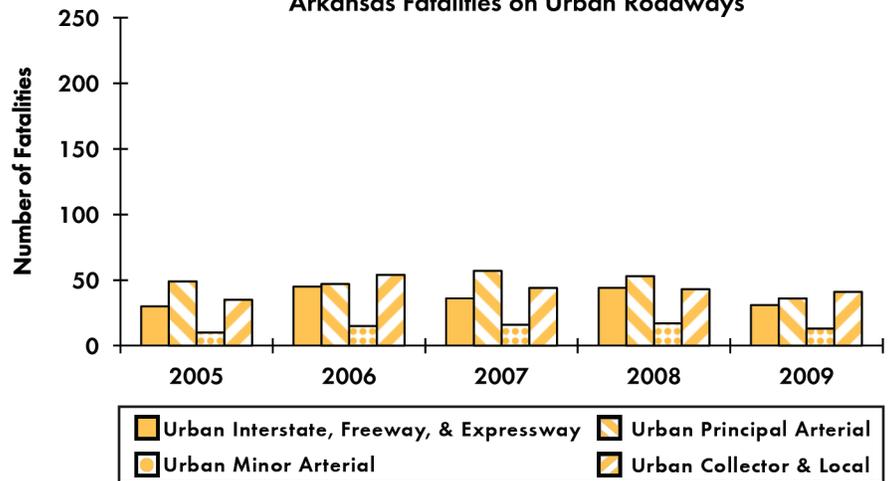
Arkansas Fatalities on Rural Roadways



U.S.



Arkansas Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

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Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

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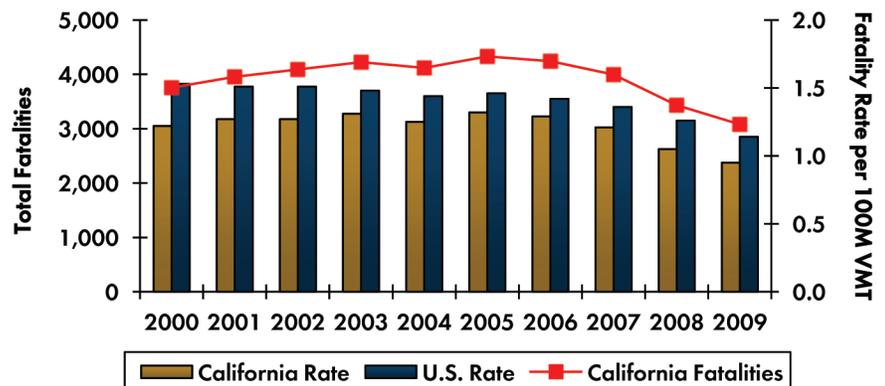


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Fatality Trends

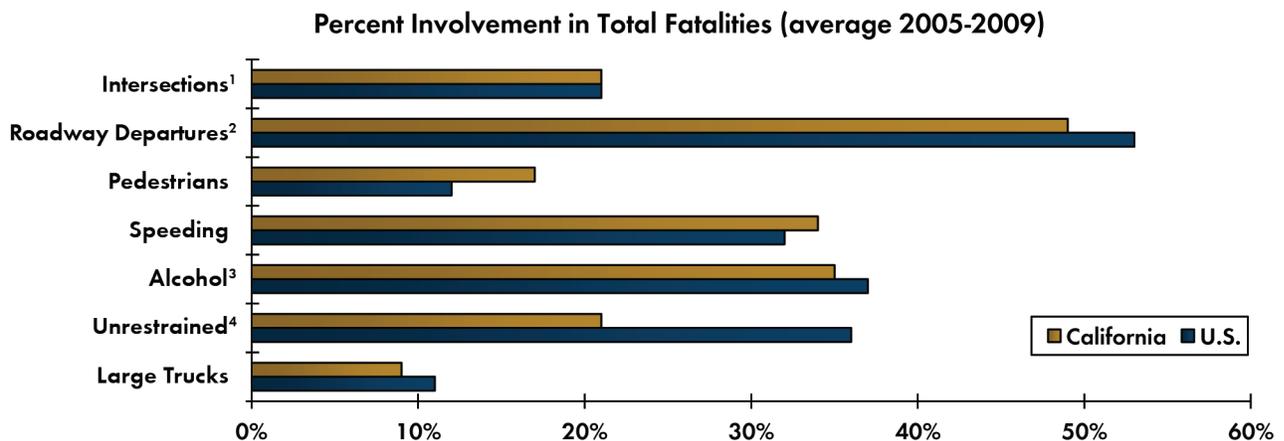
Indicators	CA	U.S.
Total Fatalities		
2009	3,081	33,808
Average: 2000-2009	3,922	41,157
Fatality Rate (per 100M VMT)		
2009	0.95	1.14
Average: 2000-2009	1.21	1.41



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Safety Focus Areas

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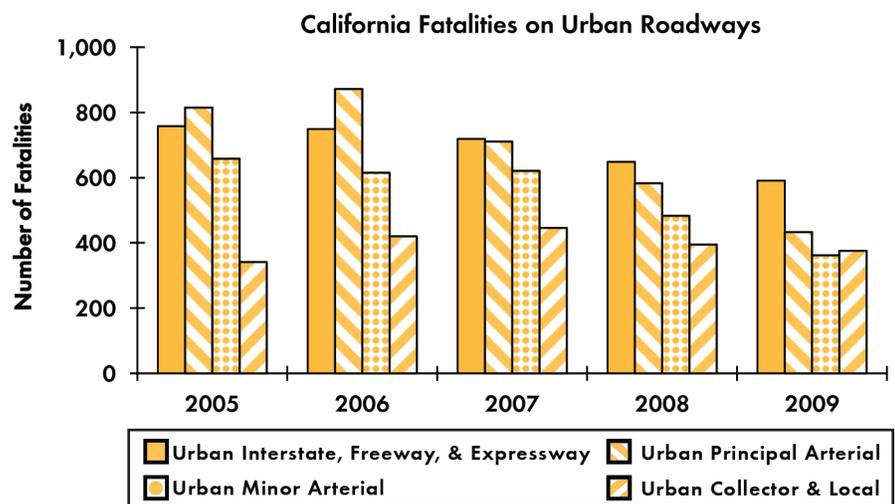
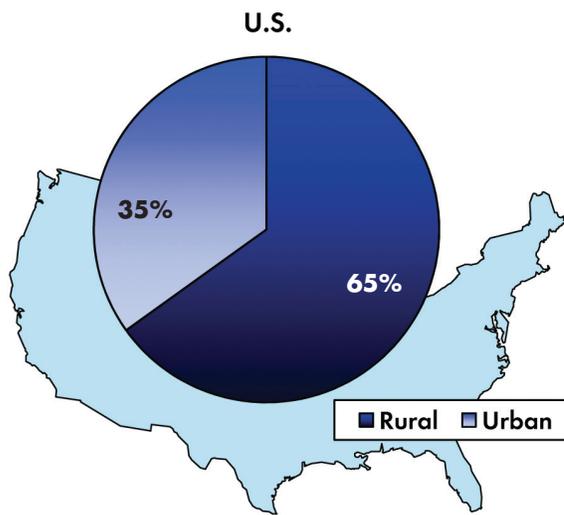
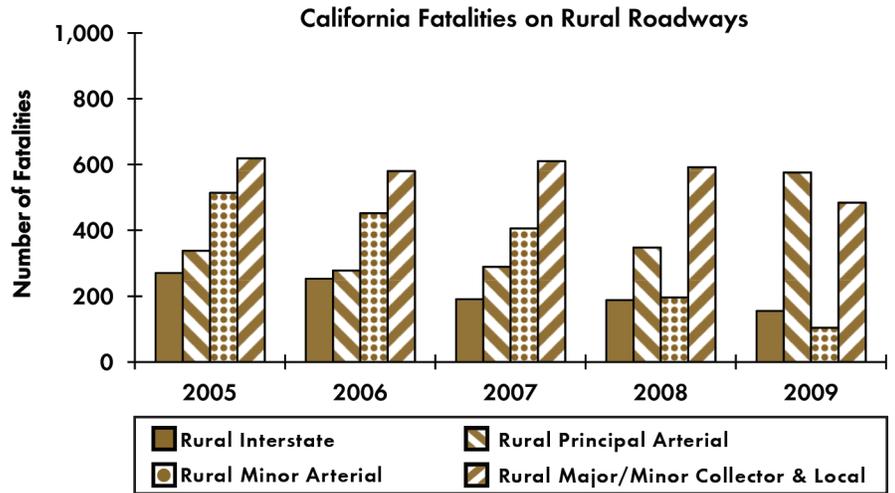
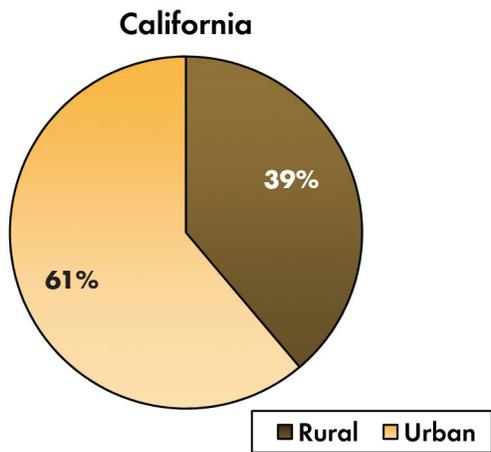
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Rural and Urban Roadway Fatalities



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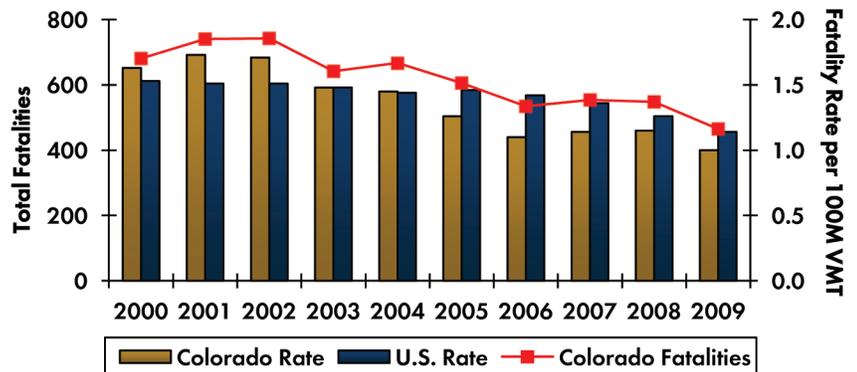
Safety and Design or
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Matteson, IL 60443
Phone: (708) 283-3500
Fax: (708) 283-3501

Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. These traffic crashes cost the Nation over \$230 billion each year. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Colorado has an approved Strategic Plan for Improving Roadway Safety (SPIRS), which identifies the following focus areas: locations with potential for crash reduction, rockfall, railroad crossings, access management, roadway engineering safety, traffic crash data systems, work zones, wildlife, occupant protection, impaired drivers, young drivers, aggressive drivers (distracted drivers), aging drivers, motorcycles, bicycles and pedestrians, safety routes to school, large trucks, and EMS vehicles. To obtain a copy of the SPIRS, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

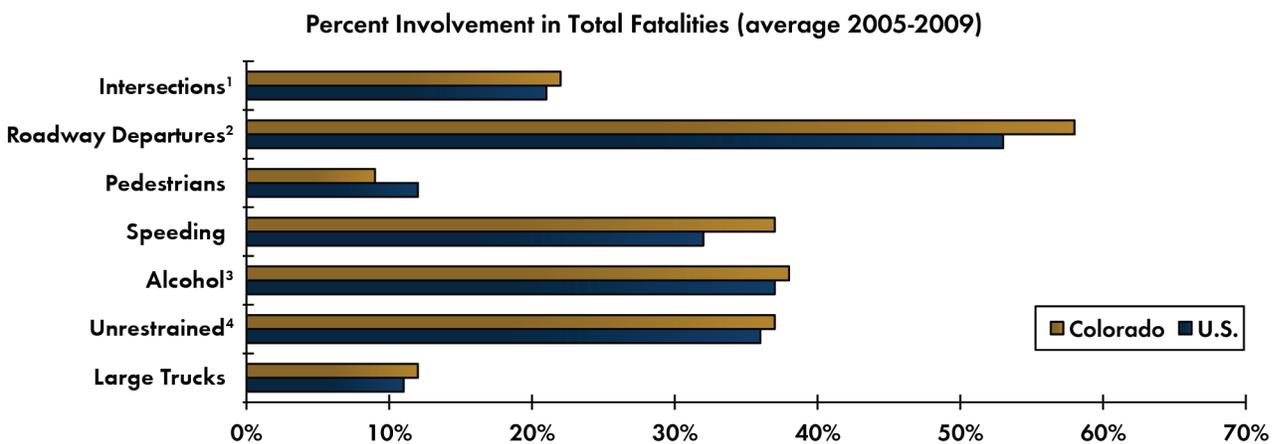
Indicators	CO	U.S.
Total Fatalities		
2009	465	33,808
Average: 2000-2009	618	41,157
Fatality Rate (per 100M VMT)		
2009	1.00	1.14
Average: 2000-2009	1.37	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

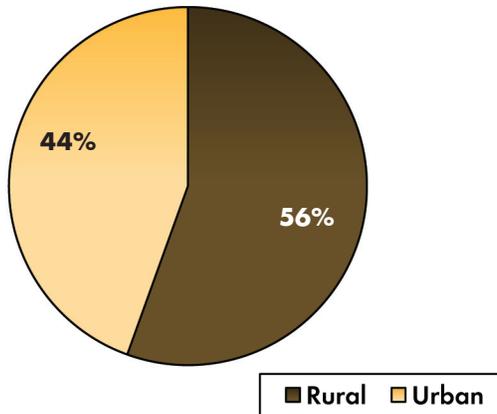
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

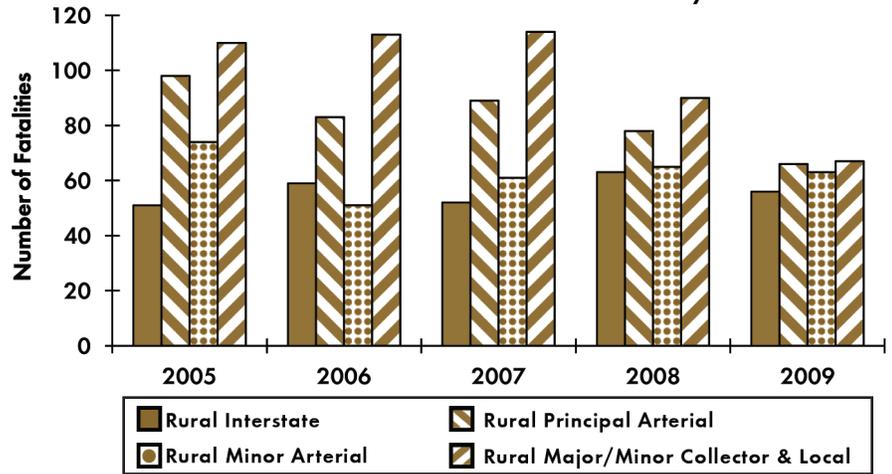
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

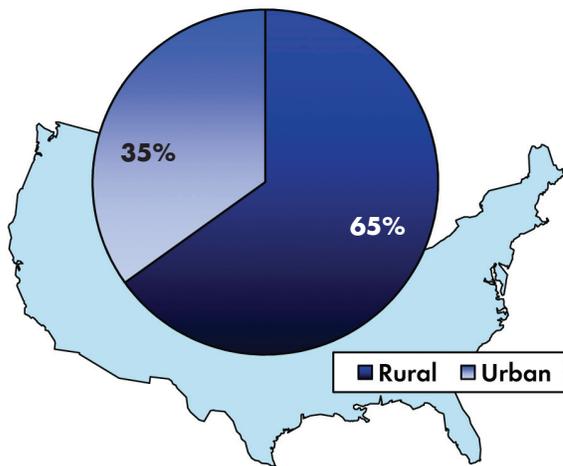
Colorado



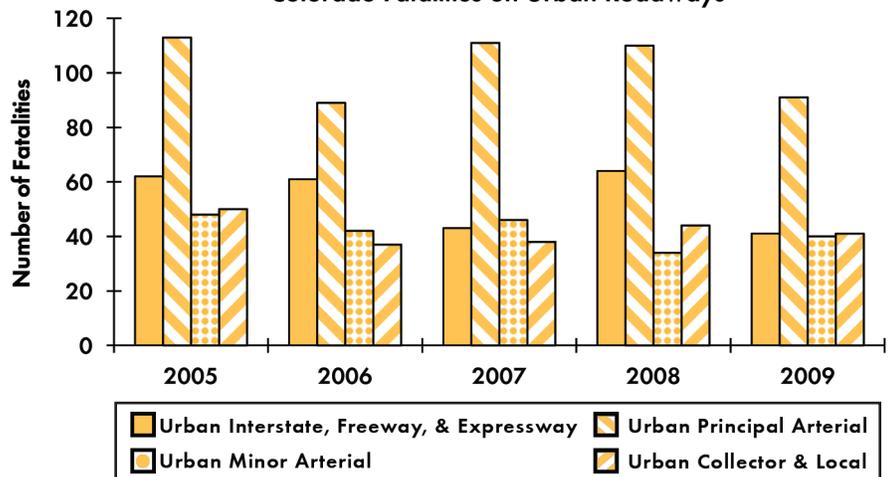
Colorado Fatalities on Rural Roadways



U.S.



Colorado Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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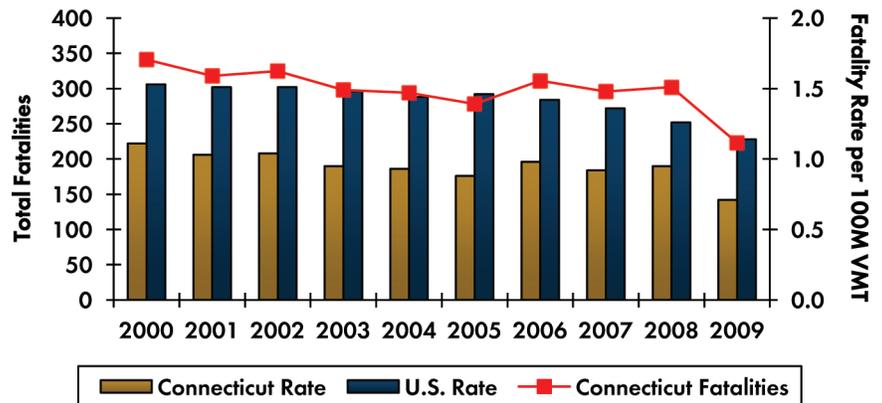
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Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Connecticut has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: traffic records and information systems, roadway departure, pedestrians and bicycles, work zones, driver behavior (alcohol, occupant protection, and speeding), motorcycle safety, commercial vehicles, and incident management. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

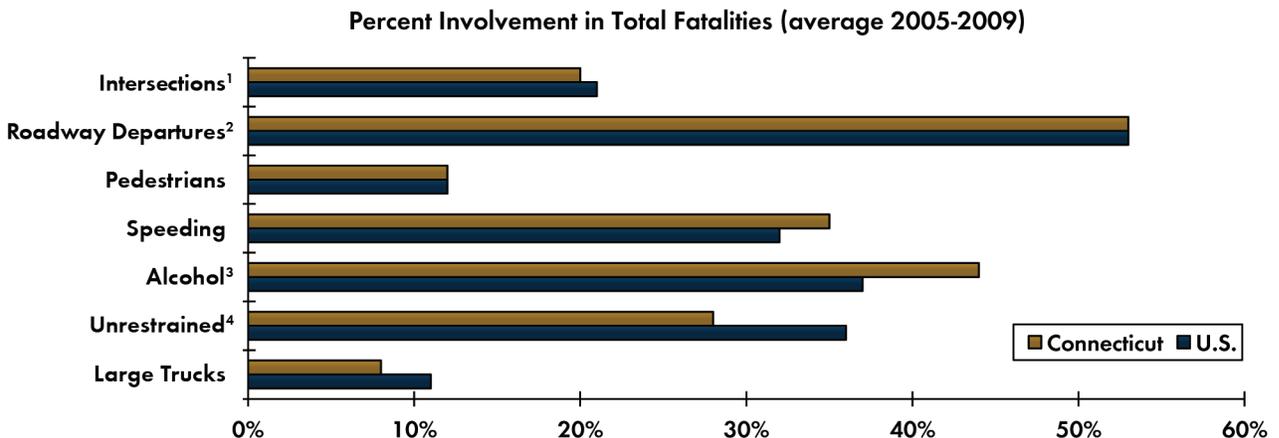
Indicators	CT	U.S.
Total Fatalities		
2009	223	33,808
Average: 2000-2009	299	41,157
Fatality Rate (per 100M VMT)		
2009	.71	1.14
Average: 2000-2009	.95	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

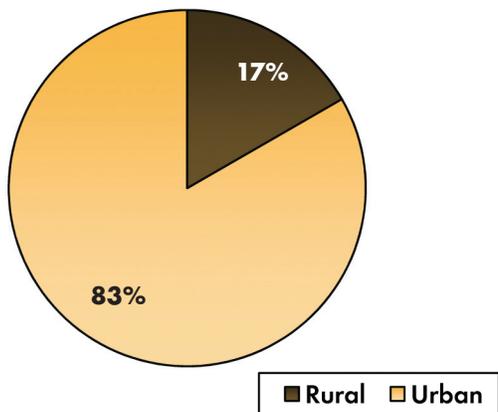
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

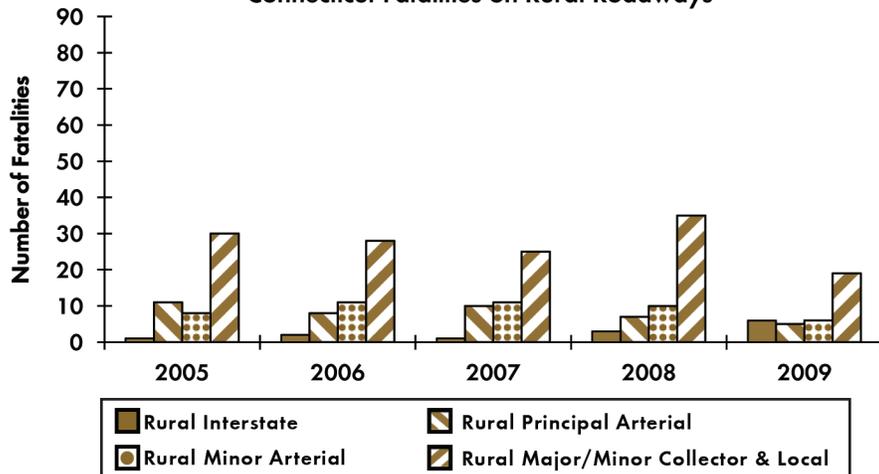
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

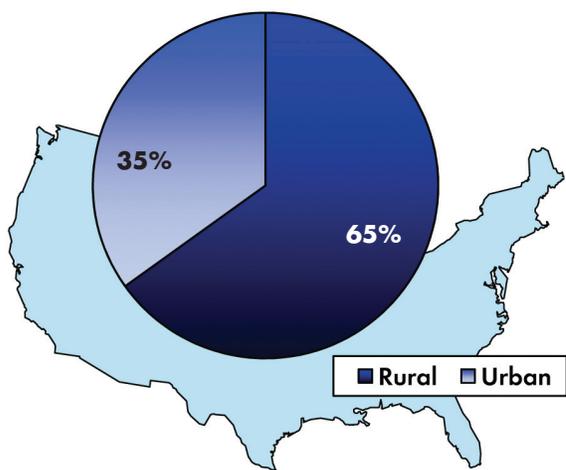
Connecticut



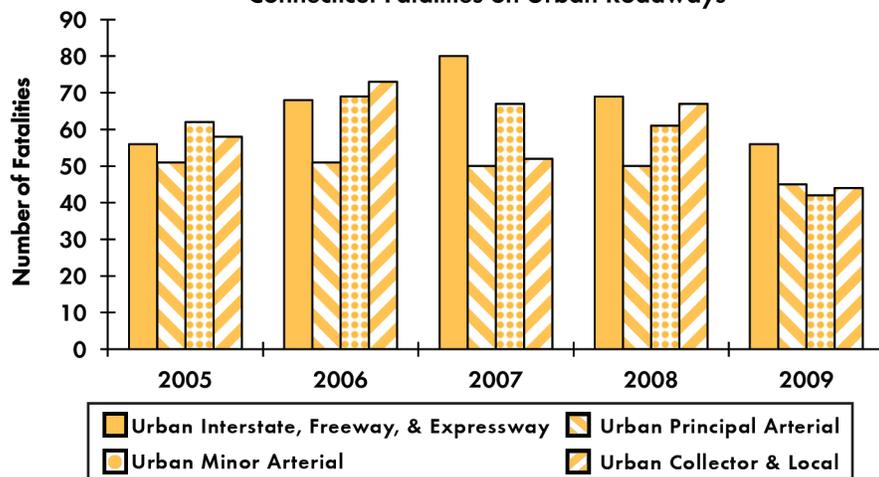
Connecticut Fatalities on Rural Roadways



U.S.



Connecticut Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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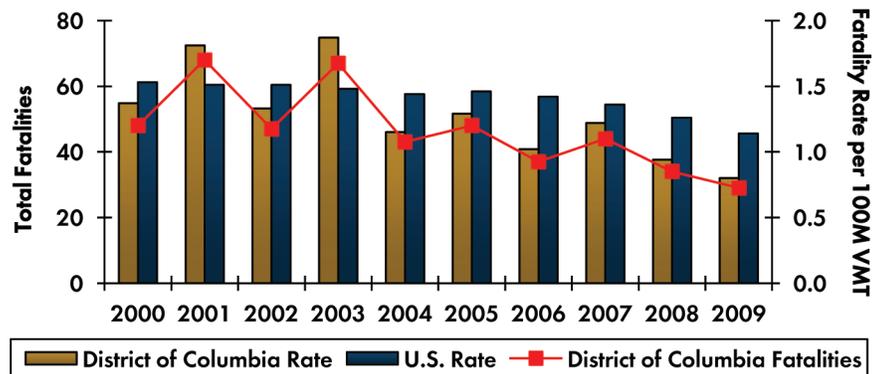
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Fatality Trends

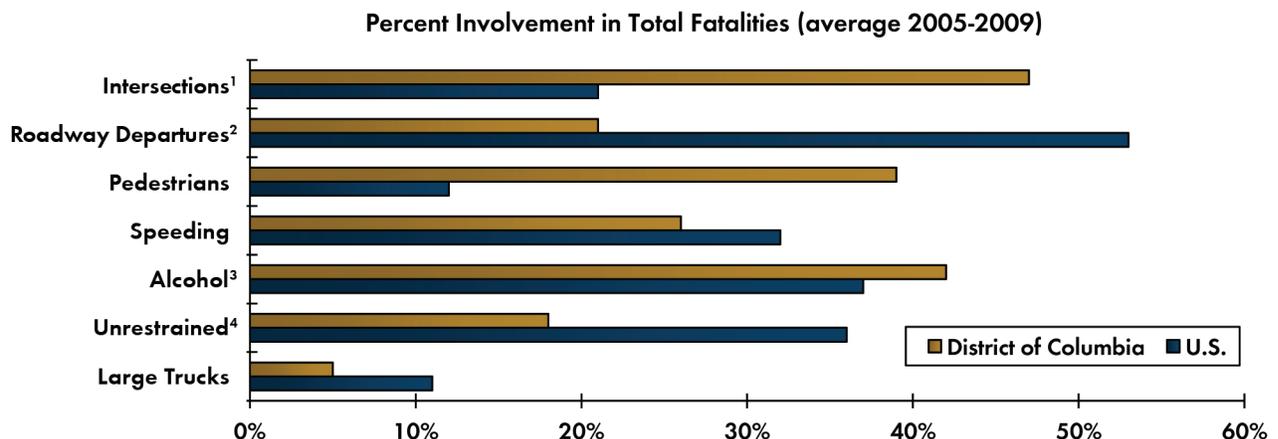
Indicators	DC	U.S.
Total Fatalities		
2009	29	33,808
Average: 2000-2009	47	41,157
Fatality Rate (per 100M VMT)		
2009	0.80	1.14
Average: 2000-2009	1.28	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

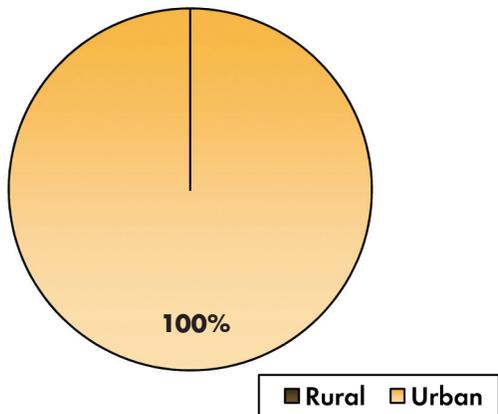
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

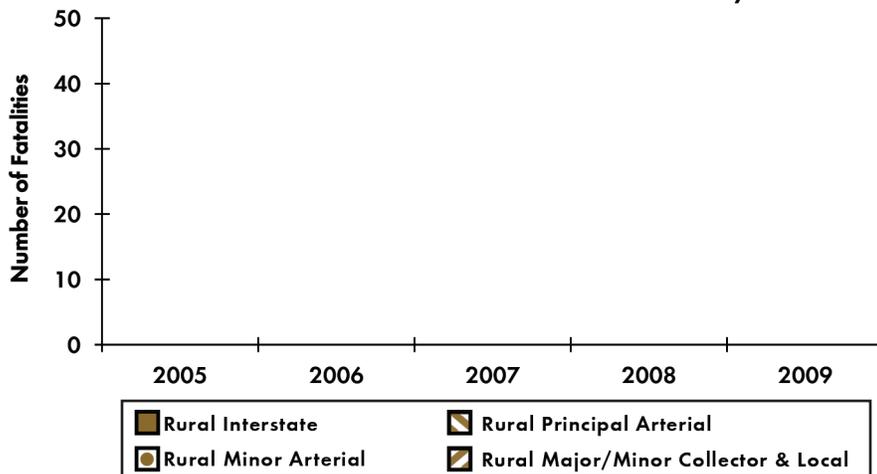
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

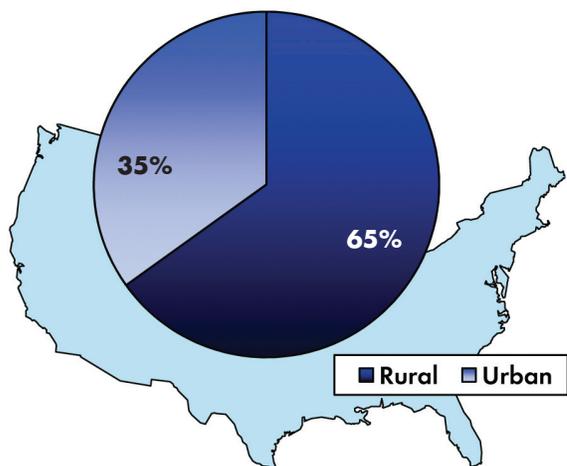
District of Columbia



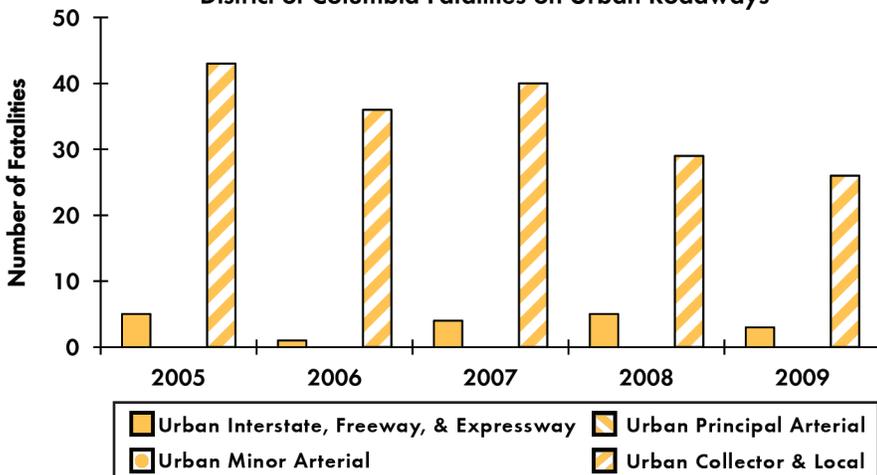
District of Columbia Fatalities on Rural Roadways



U.S.



District of Columbia Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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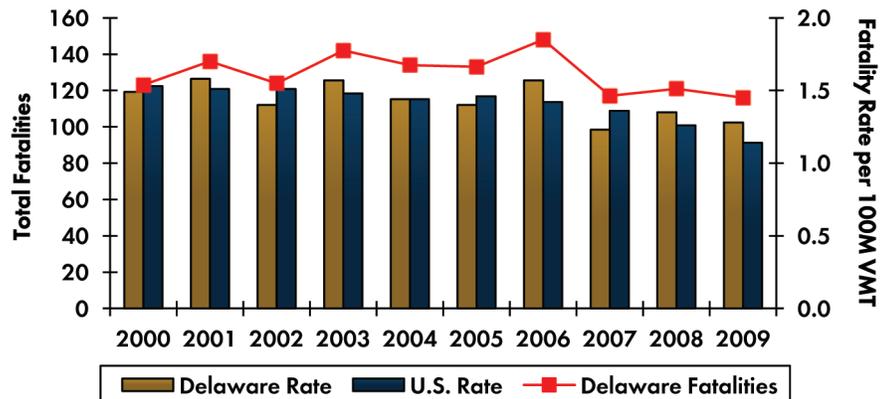


Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, state legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Delaware has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: curbing aggressive driving, reducing impaired driving, increasing seatbelt usage, improving pedestrian safety, making truck traffic safer, keeping vehicles on the roadway, minimizing the consequences of run-off-road crashes, designing safer work zones, and improving information and decision support services. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

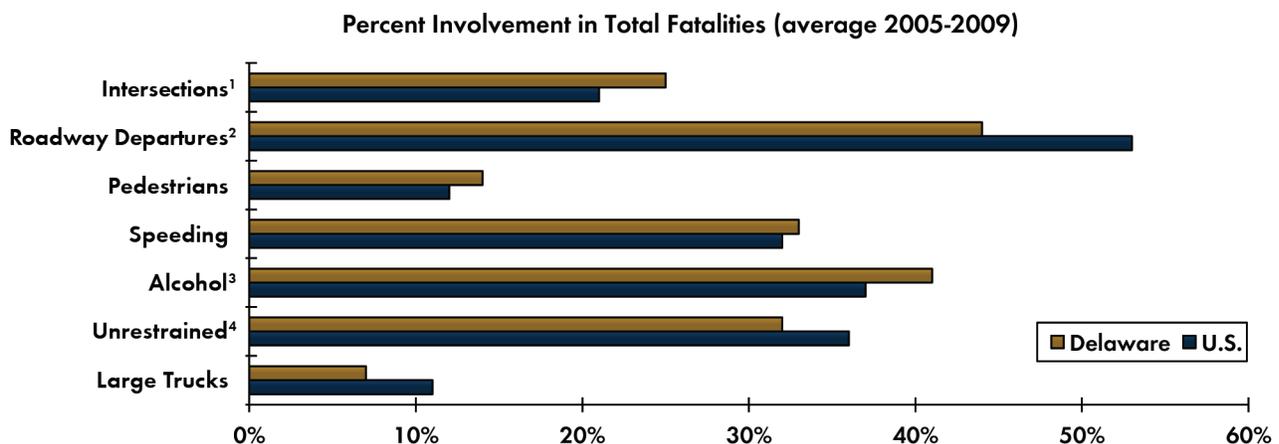
Indicators	DE	U.S.
Total Fatalities		
2009	116	33,808
Average: 2000-2009	129	41,157
Fatality Rate (per 100M VMT)		
2009	1.28	1.14
Average: 2000-2009	1.43	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

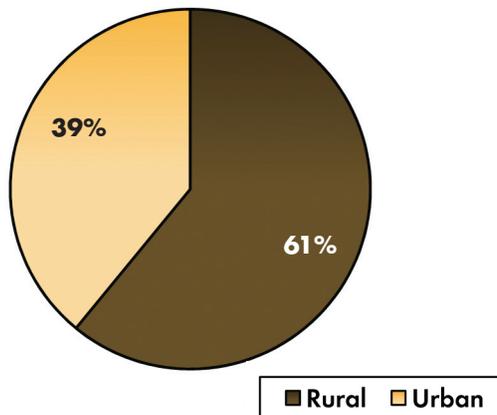
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

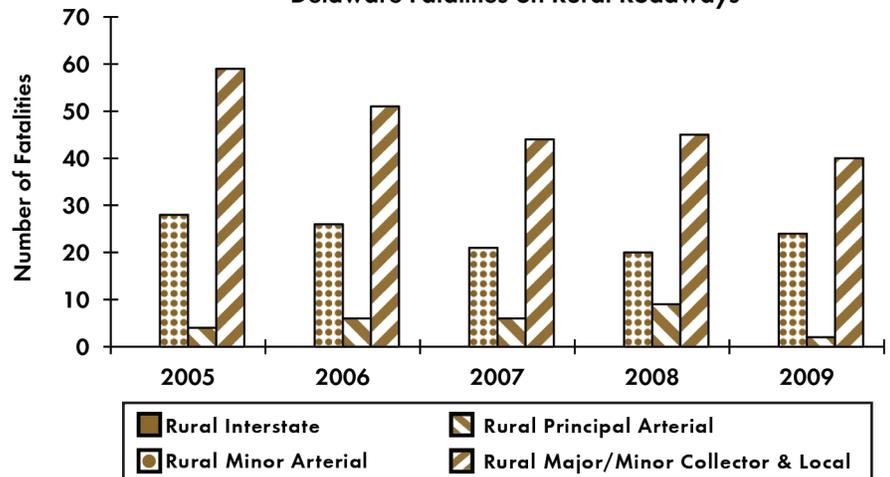
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

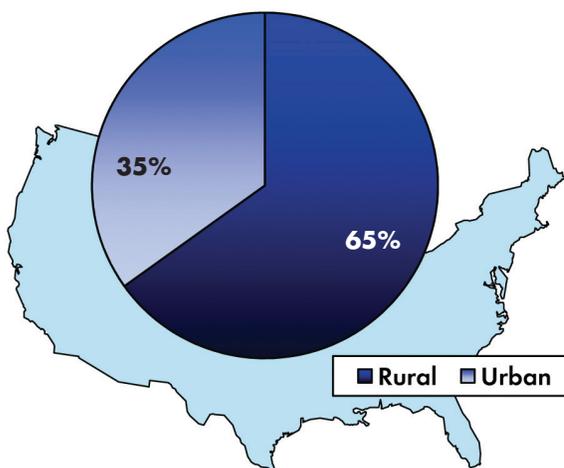
Delaware



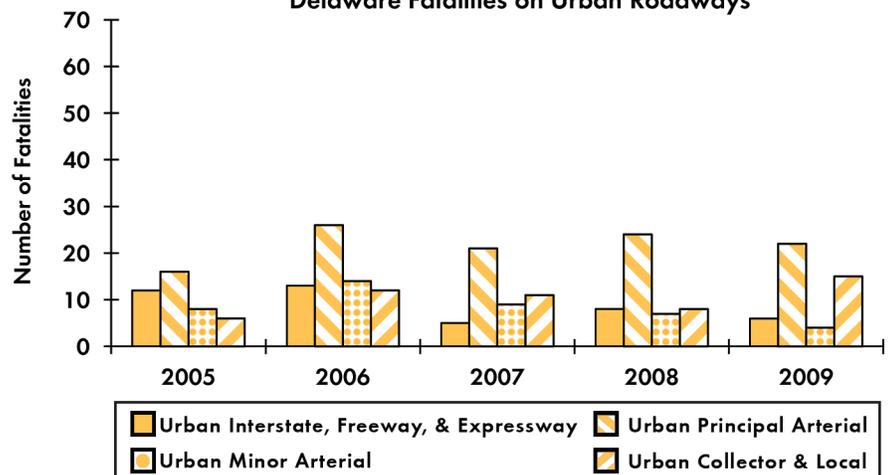
Delaware Fatalities on Rural Roadways



U.S.



Delaware Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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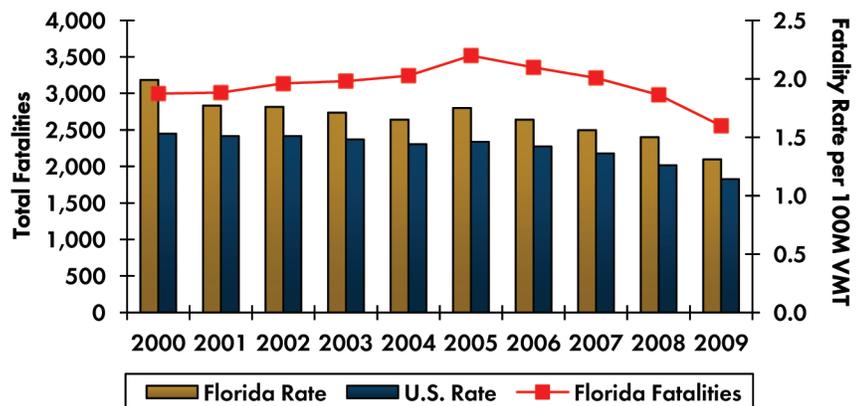
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Fatality Trends

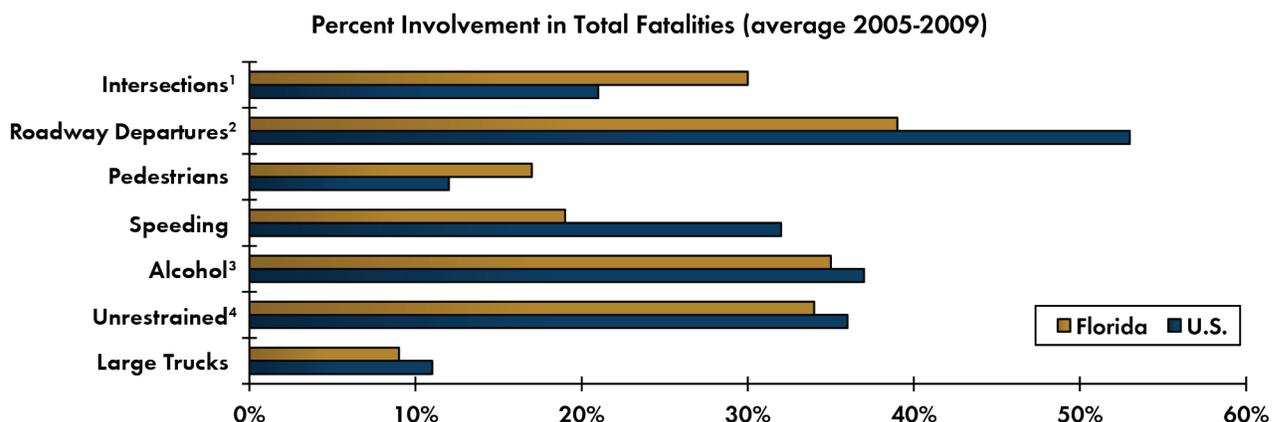
Indicators	FL	U.S.
Total Fatalities		
2009	2,558	33,808
Average: 2000-2009	3,119	41,157
Fatality Rate (per 100M VMT)		
2009	1.31	1.14
Average: 2000-2009	1.67	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

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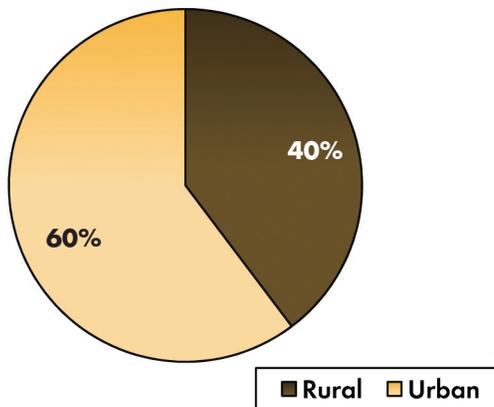
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

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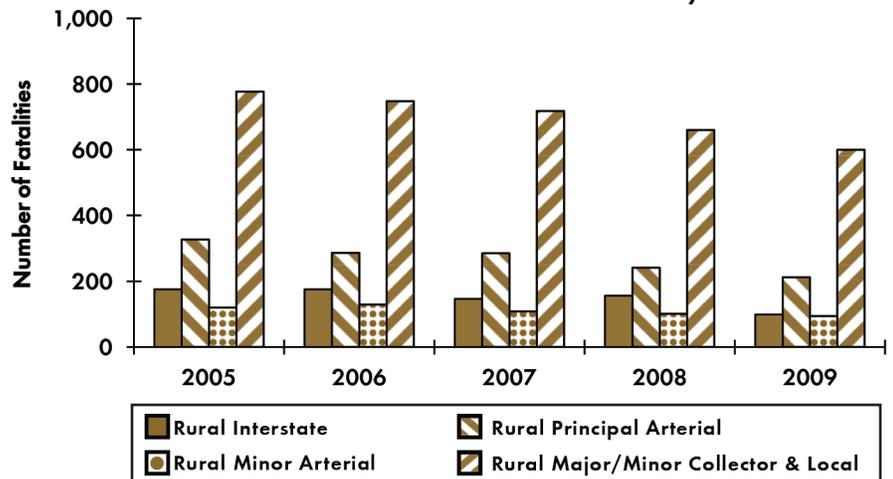
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

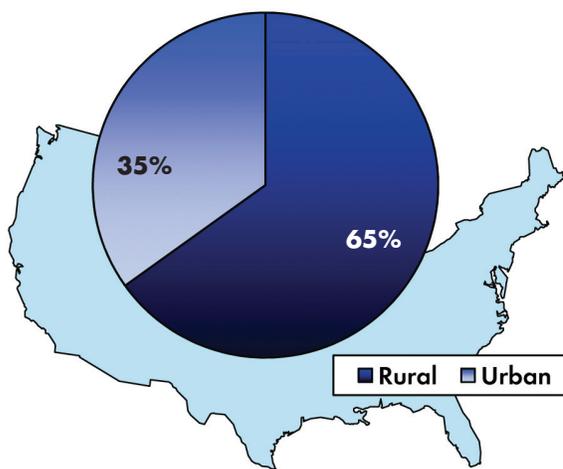
Florida



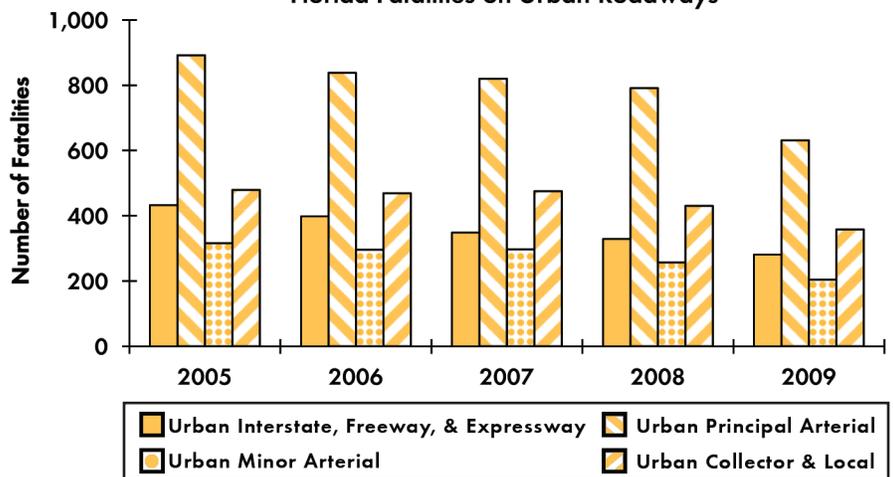
Florida Fatalities on Rural Roadways



U.S.



Florida Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

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Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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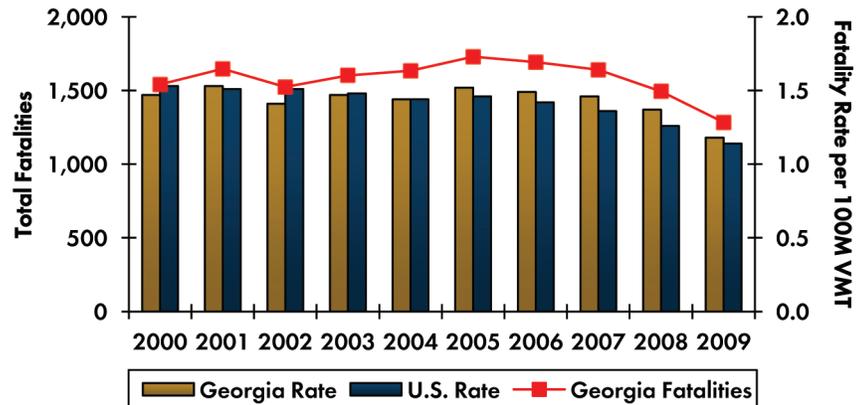


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According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Georgia has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: aggressive driving, occupant protection, intersections, roadway departure, work zones, impaired driver, younger adult drivers, older drivers, pedestrians, bicyclists, heavy trucks, motorcycles, trauma system/increasing EMS capabilities, traffic/crash records and data analysis, and traffic incident management. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

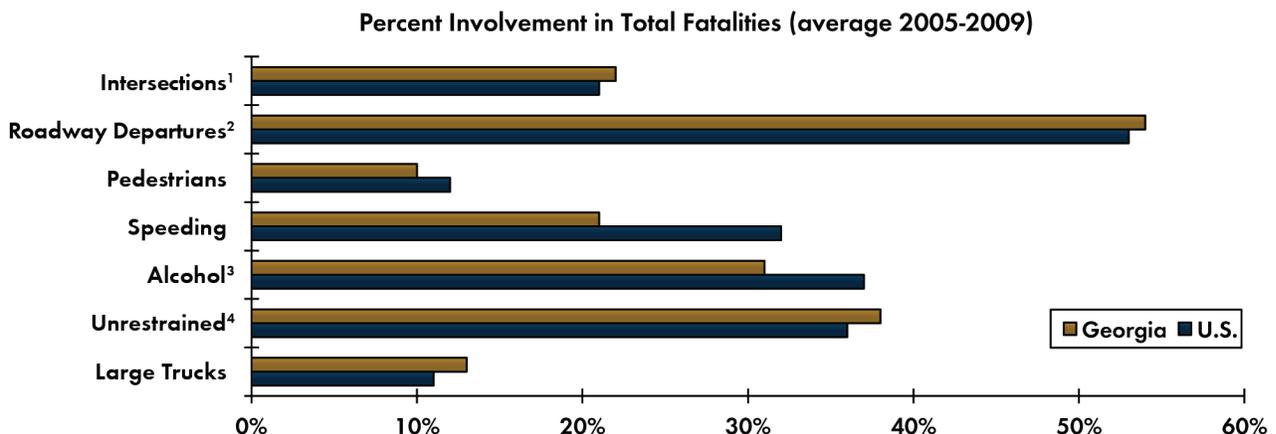
Indicators	GA	U.S.
Total Fatalities		
2009	1,284	33,808
Average: 2000-2009	1,579	41,157
Fatality Rate (per 100M VMT)		
2009	1.18	1.14
Average: 2000-2009	1.43	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

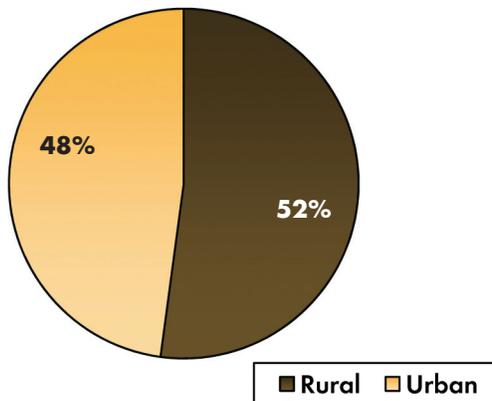
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

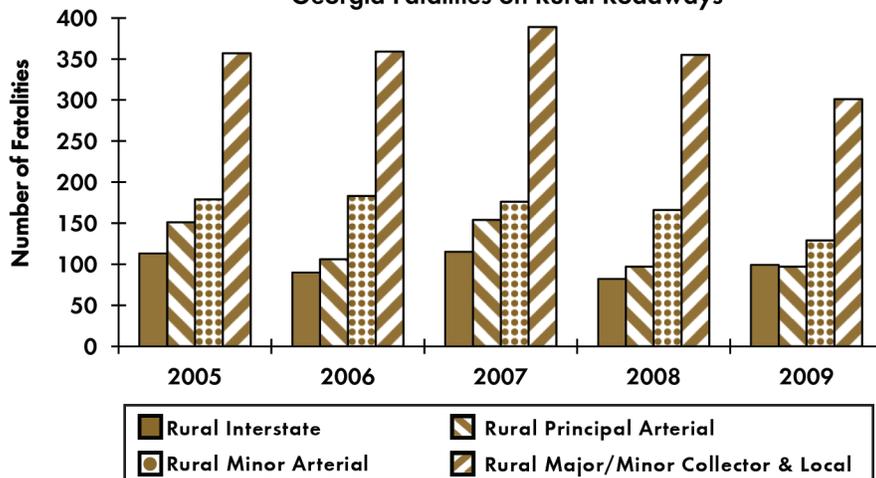
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

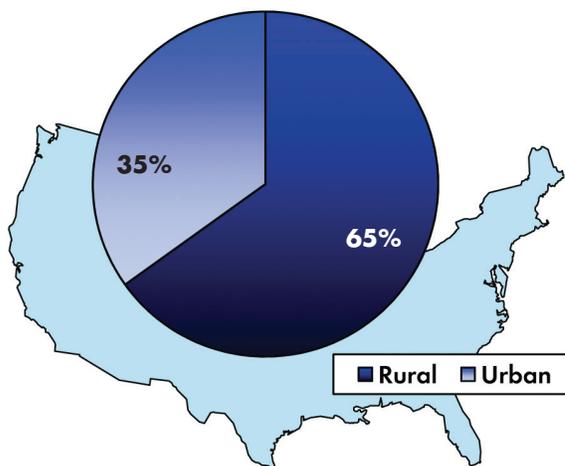
Georgia



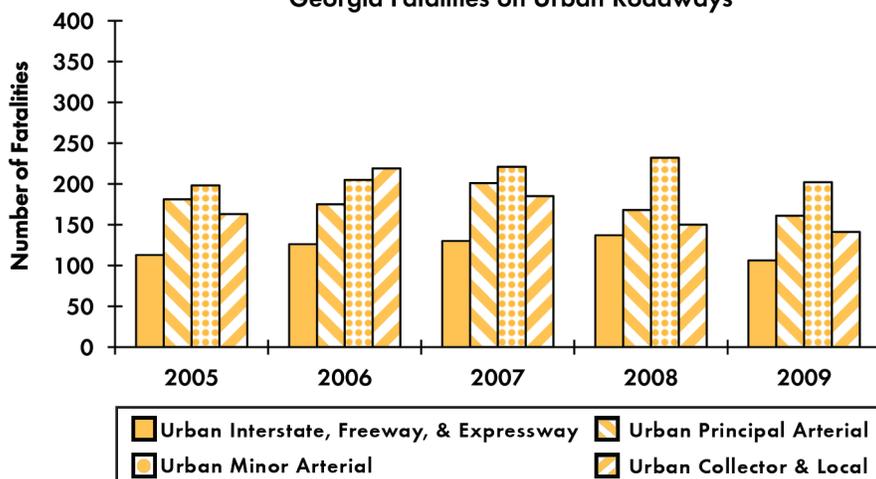
Georgia Fatalities on Rural Roadways



U.S.



Georgia Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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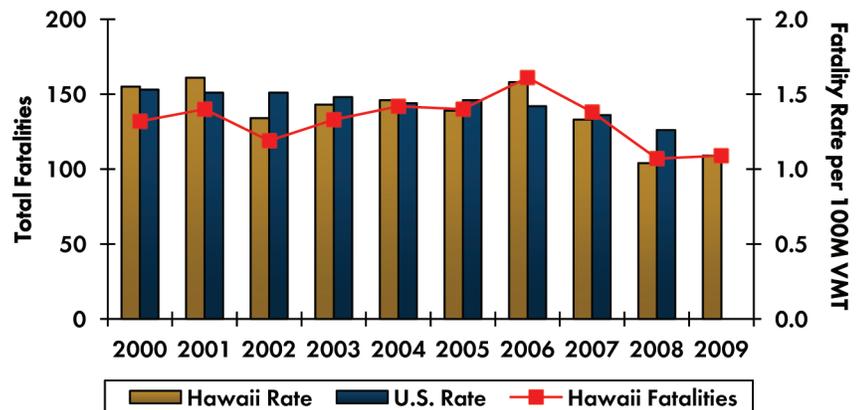
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Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, state legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Hawaii has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: aggressive driving, impaired driving, occupant protection, pedestrian and bicyclists, motorcycle and moped safety, facility design (roadway and intersection operations), and data and safety management. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

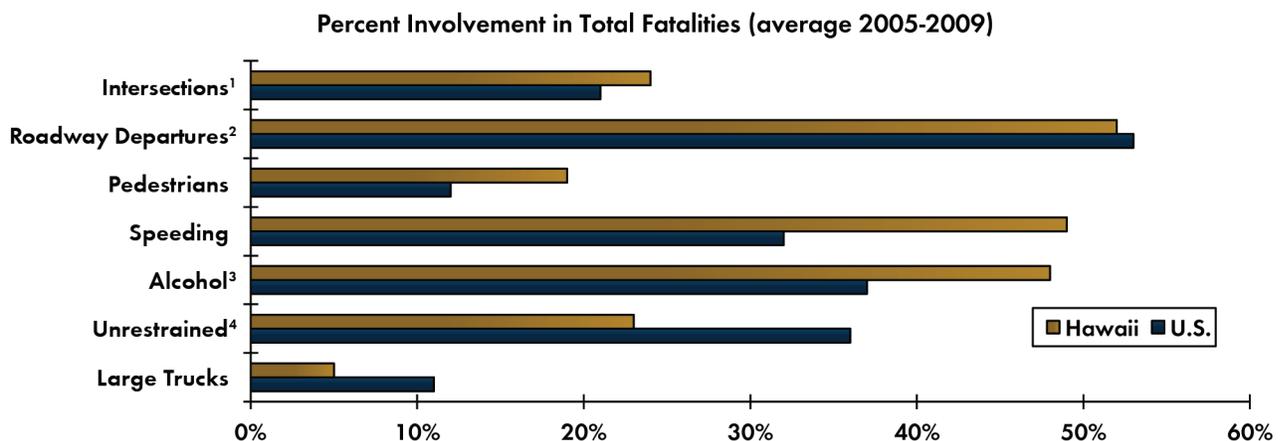
Indicators	HI	U.S.
Total Fatalities		
2009	109	33,808
Average: 2000-2009	132	41,157
Fatality Rate (per 100M VMT)		
2009	1.09	1.14
Average: 2000-2009	1.38	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

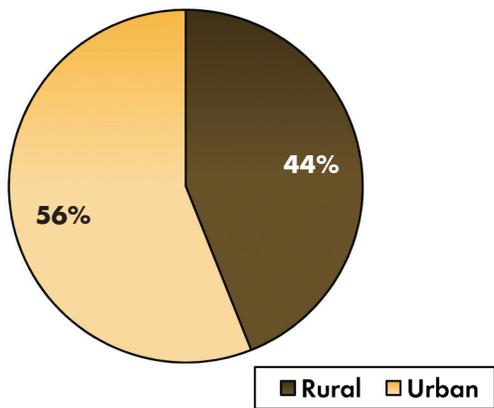
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

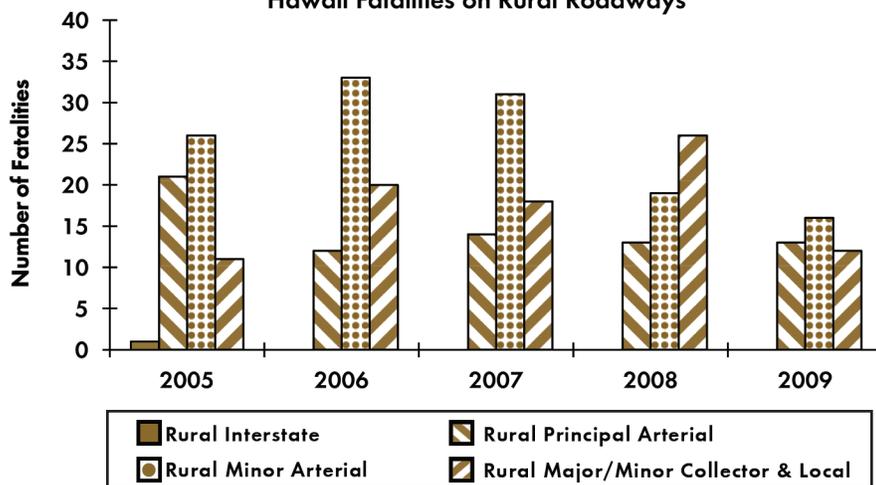
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

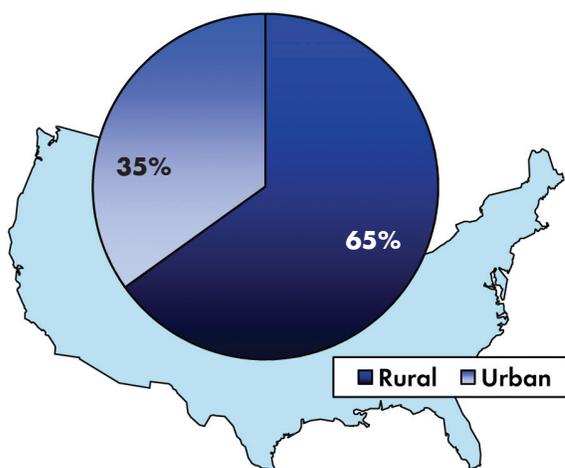
Hawaii



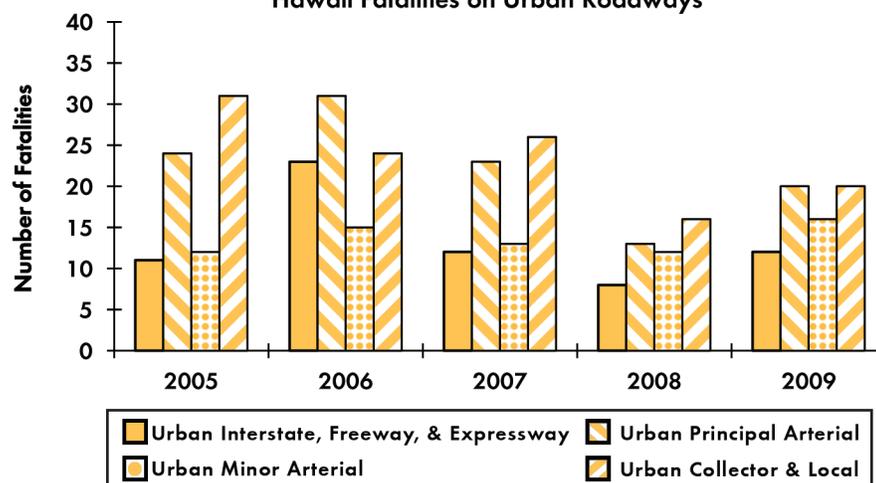
Hawaii Fatalities on Rural Roadways



U.S.



Hawaii Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

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Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

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Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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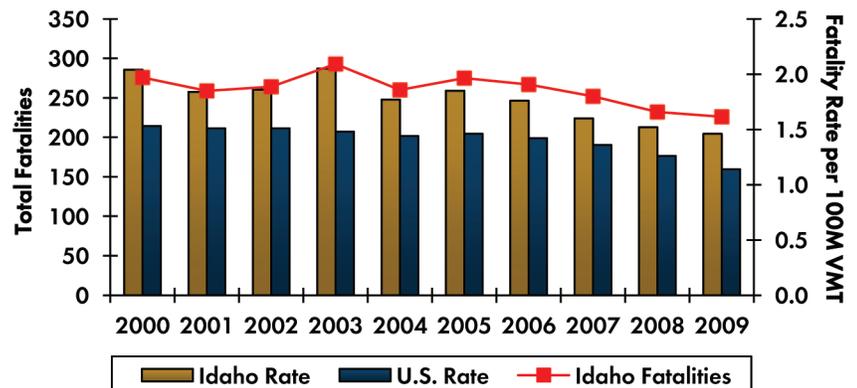


Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, state legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Idaho has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: aggressive driving, inattentive or distracted driving, safety restraints, impaired driving, youthful drivers, vulnerable users (bike, pedestrian, mature), commercial motor vehicles, motorcyclists, lane departure crashes, intersection crashes, and emergency response. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

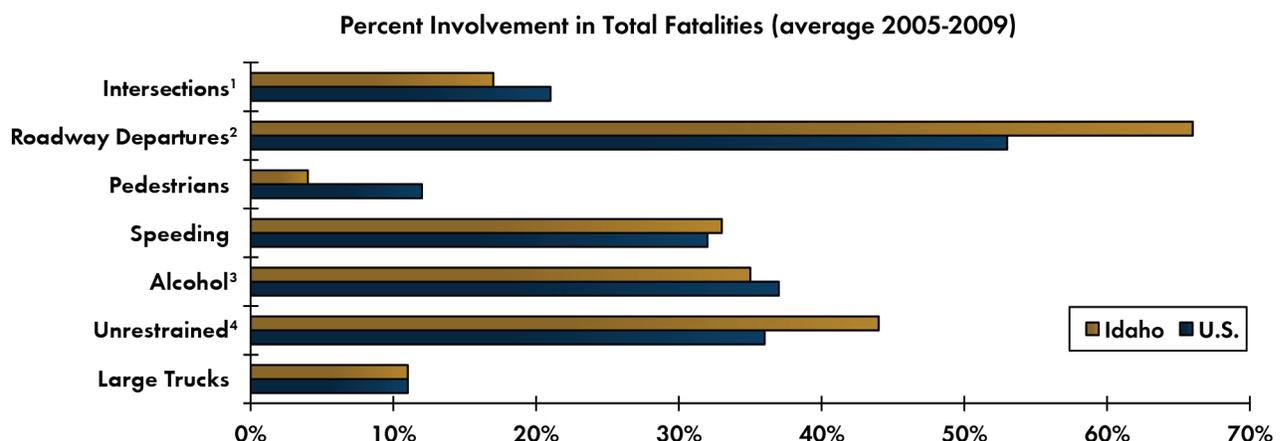
Indicators	ID	U.S.
Total Fatalities		
2009	226	33,808
Average: 2000-2009	260	41,157
Fatality Rate (per 100M VMT)		
2009	1.46	1.14
Average: 2000-2009	1.78	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



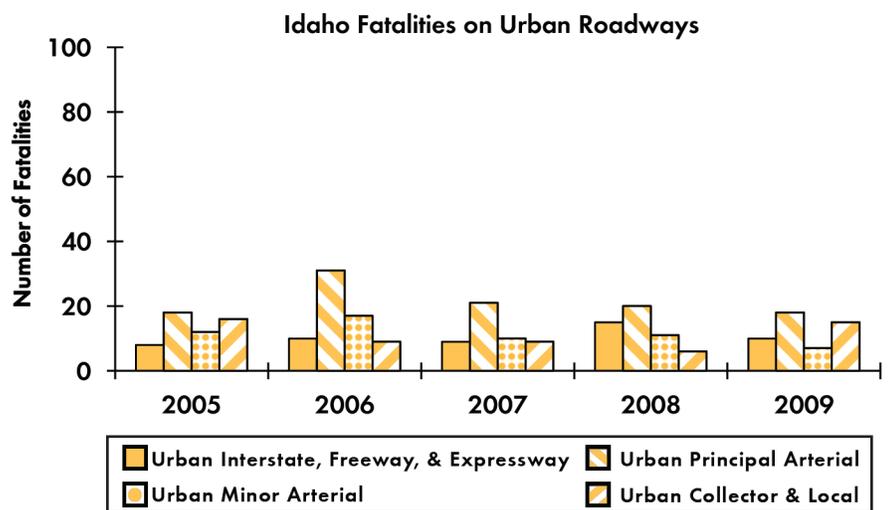
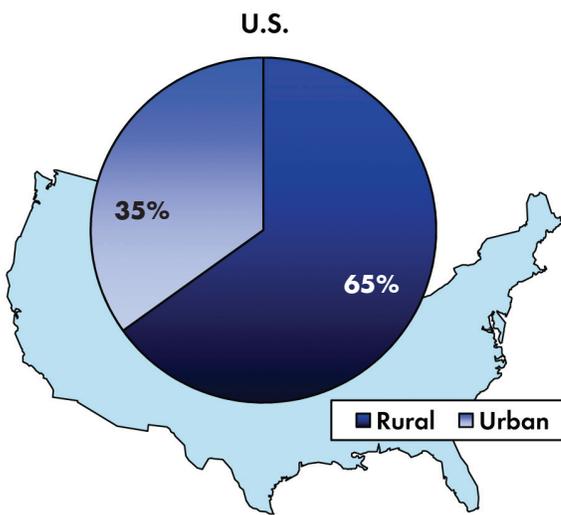
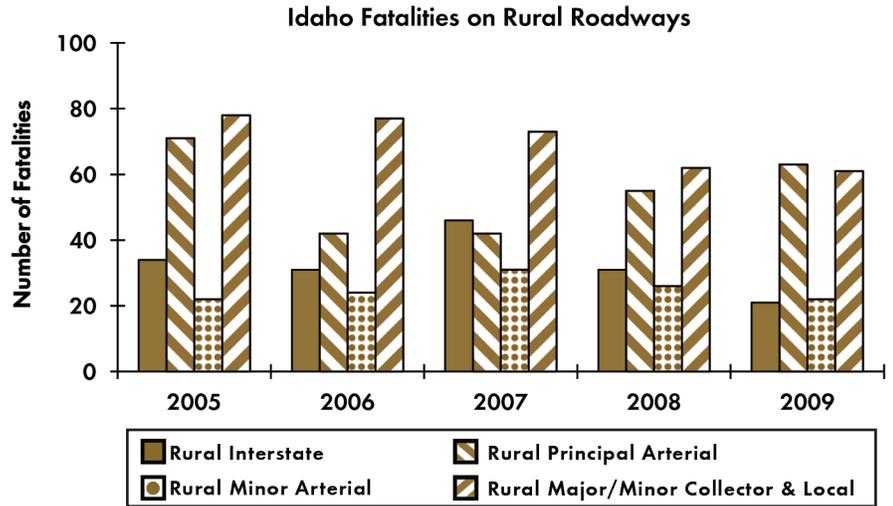
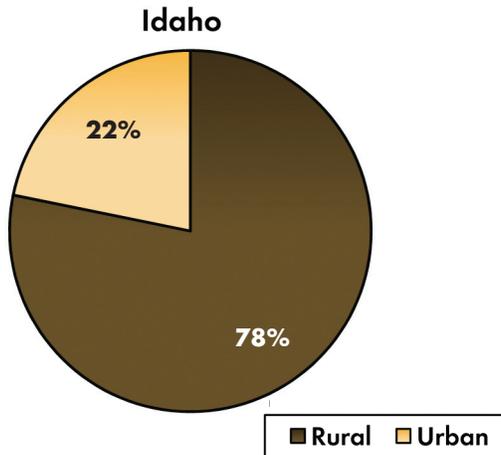
¹ Non-interchange intersection/intersection-related crashes.

² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

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Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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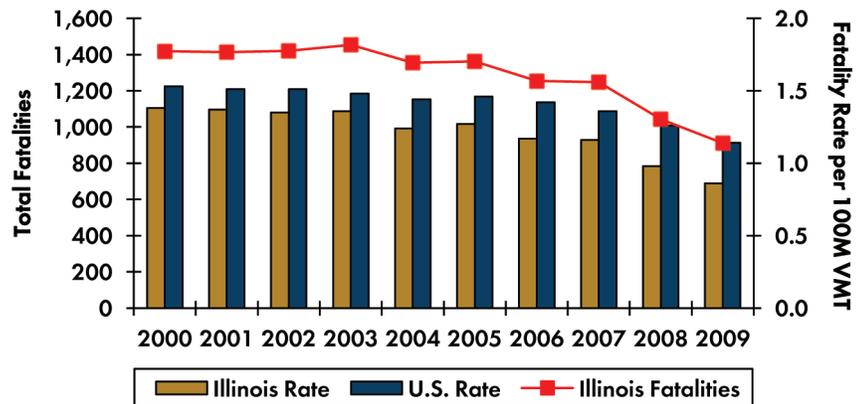


Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Illinois has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: alcohol and other impaired driving, driver behavior and awareness, highway-railroad grade crossings, information systems for decision-making, intersections, large trucks, roadway departure, safety belts/occupant protection, vulnerable users, and work zones. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

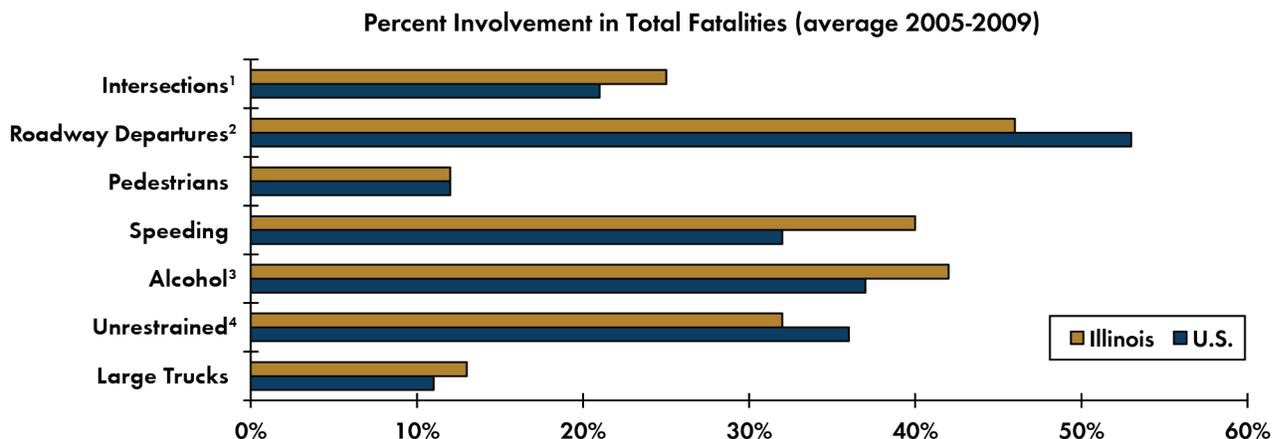
Indicators	IL	U.S.
Total Fatalities		
2009	911	33,808
Average: 2000-2009	1,288	41,157
Fatality Rate (per 100M VMT)		
2009	.86	1.14
Average: 2000-2009	1.21	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

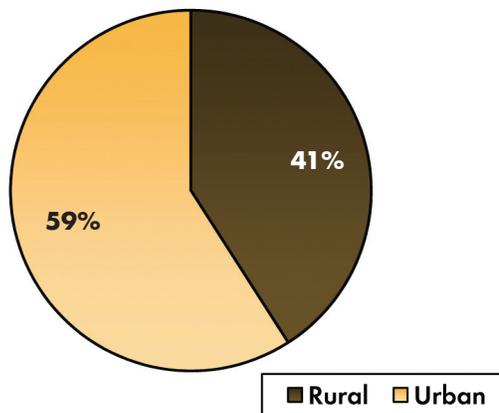
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

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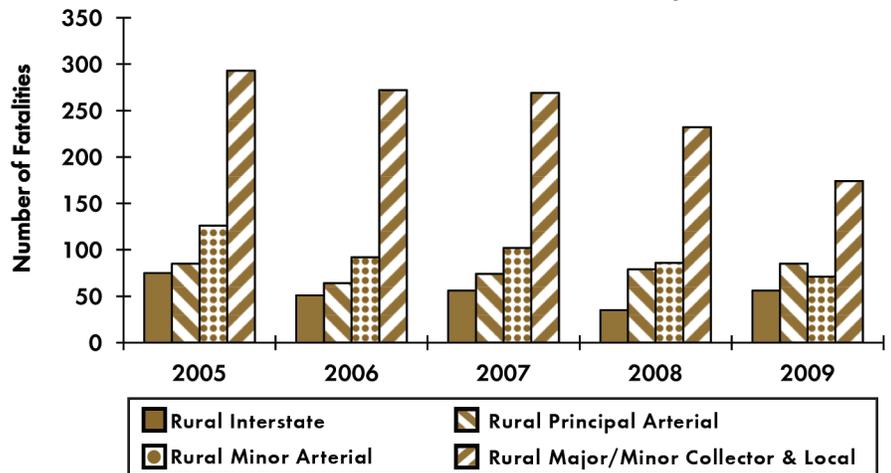
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

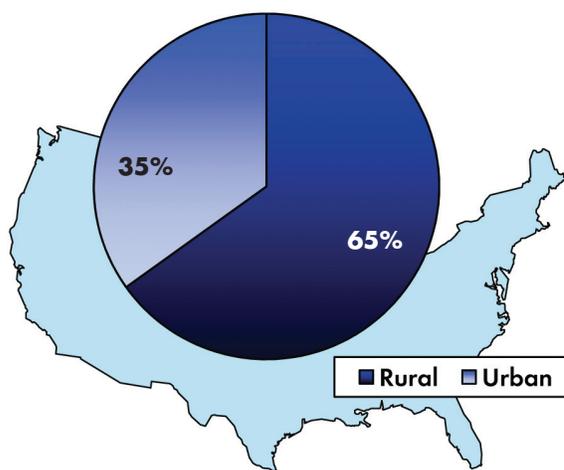
Illinois



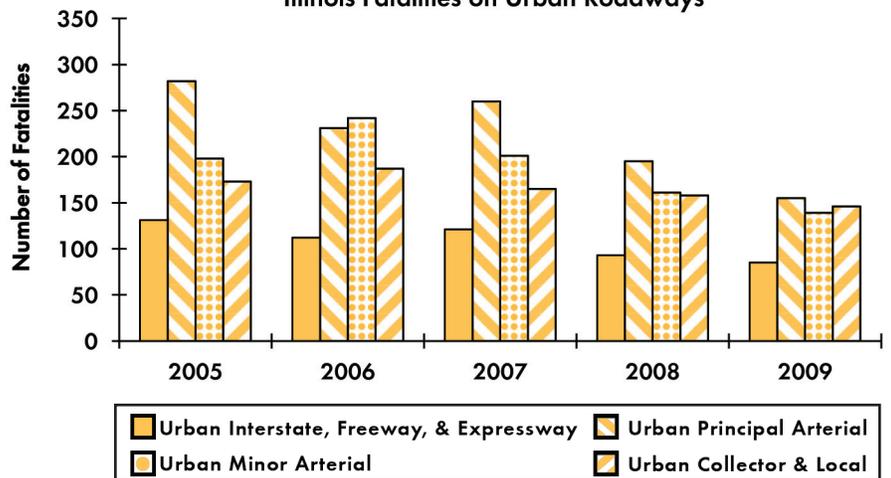
Illinois Fatalities on Rural Roadways



U.S.



Illinois Fatalities on Urban Roadways



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For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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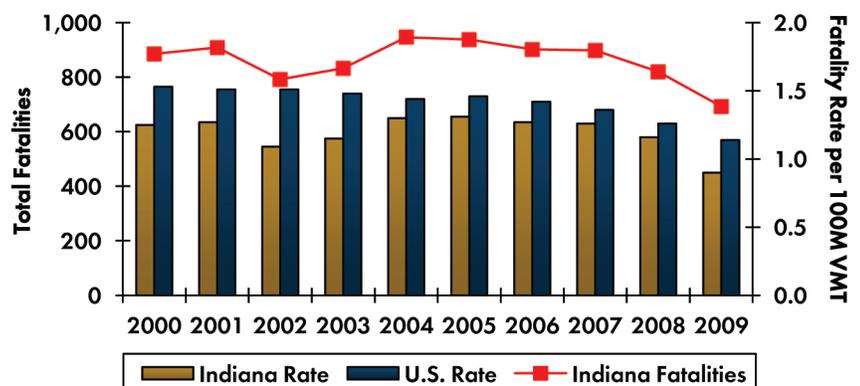
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According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, state legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Indiana has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: develop safer young drivers, increase occupant protection, reduce impaired drivers, improve motorcycle safety, reduce large truck crashes, reduce bicycle and pedestrian crashes, reduce “high risk” rural road crashes, minimize the possibility and consequences of leaving the roadway, improve safety at intersections, reduce crashes at highway railroad crossings, enhance emergency services response to traffic crashes, expedite crash clearance to reduce secondary crashes and congestion, and improve the quality of the data used to make safety improvement decisions. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

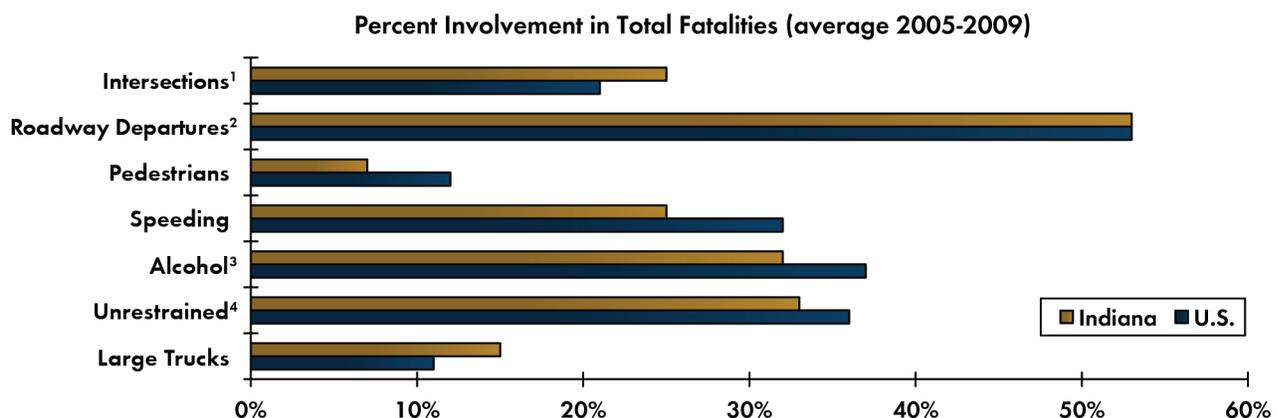
Indicators	IN	U.S.
Total Fatalities		
2009	693	33,808
Average: 2000-2009	862	41,157
Fatality Rate (per 100M VMT)		
2009	0.90	1.14
Average: 2000-2009	1.20	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

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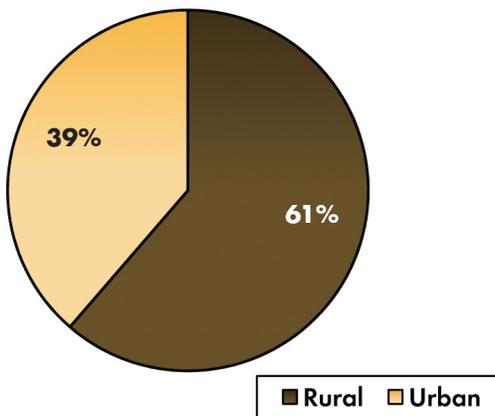
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

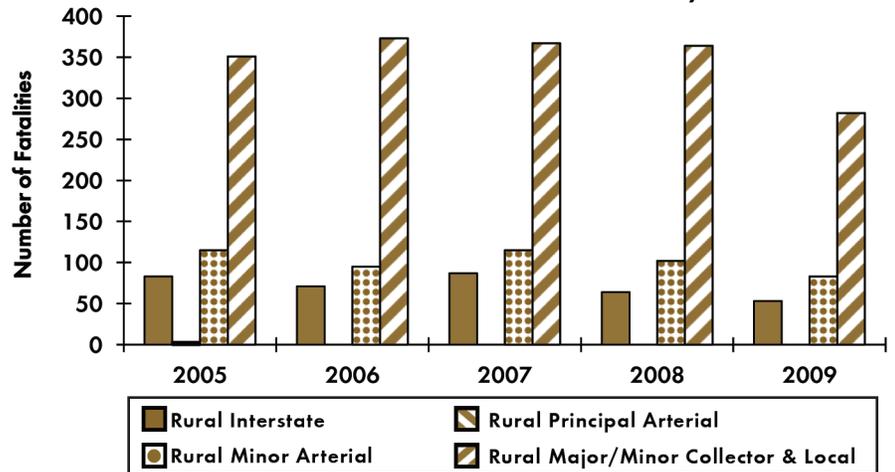
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

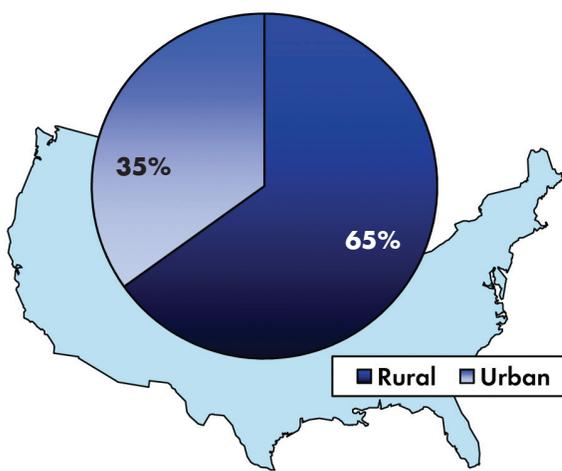
Indiana



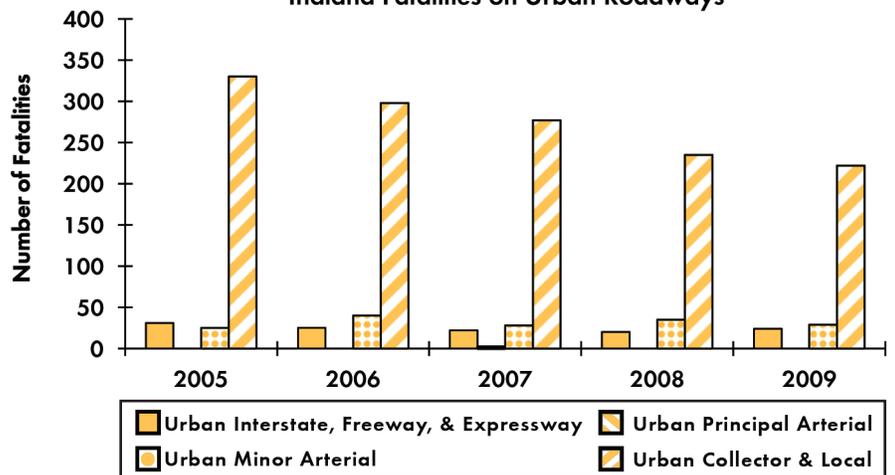
Indiana Fatalities on Rural Roadways



U.S.



Indiana Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

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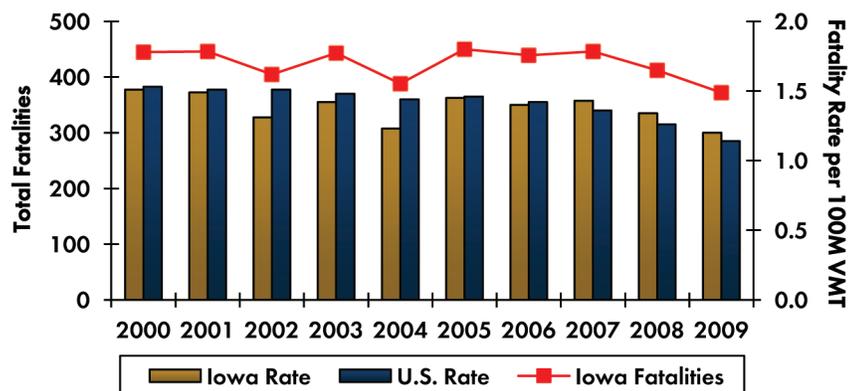


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Fatality Trends

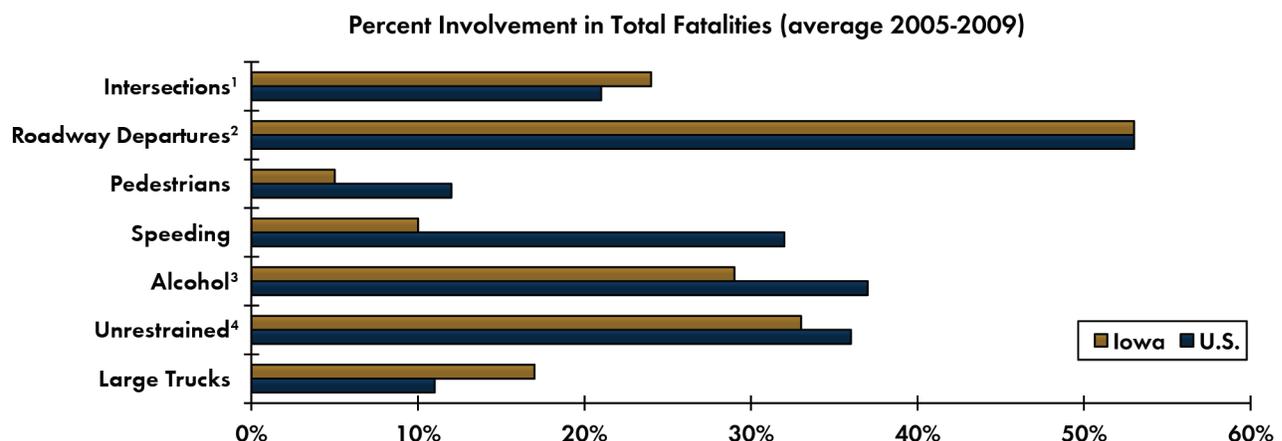
Indicators	IA	U.S.
Total Fatalities		
2009	372	33,808
Average: 2000-2009	425	41,157
Fatality Rate (per 100M VMT)		
2009	1.20	1.14
Average: 2000-2009	1.38	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



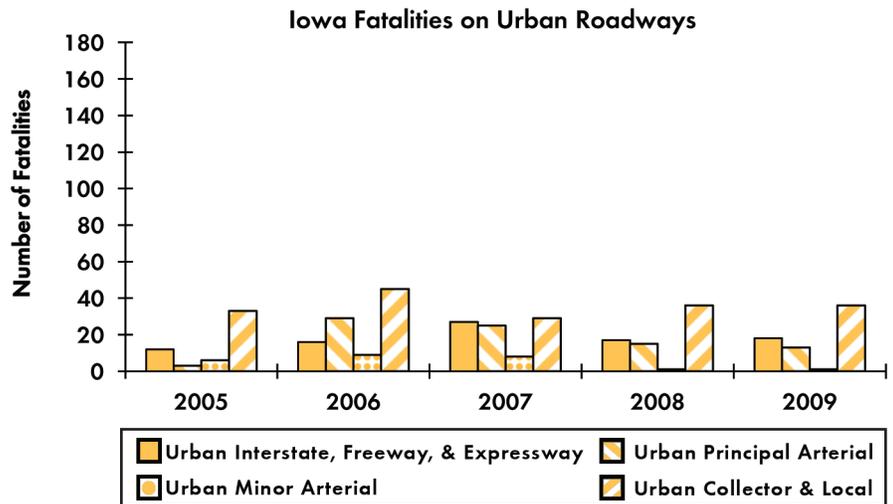
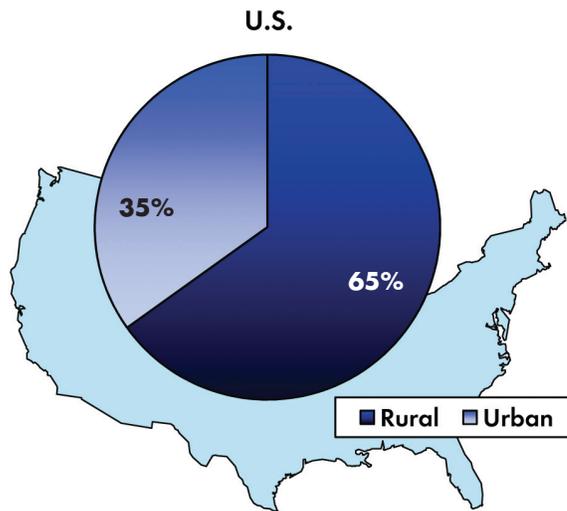
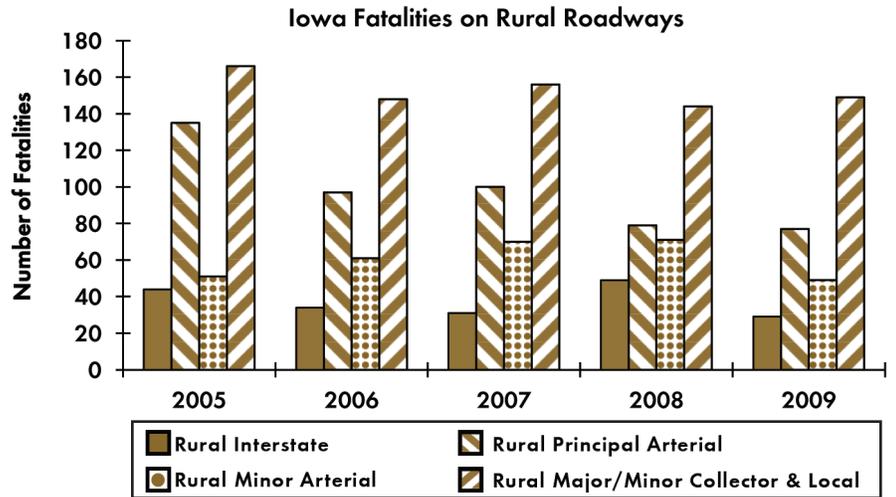
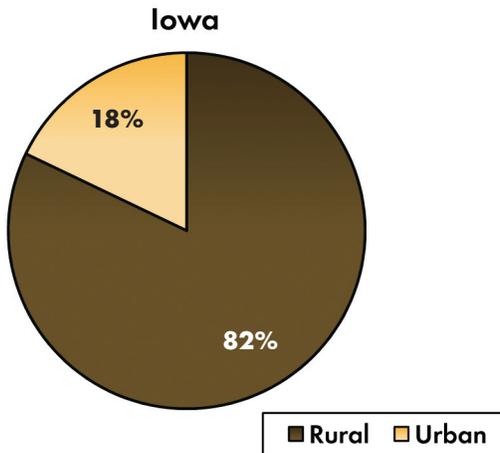
¹ Non-interchange intersection/intersection-related crashes.

² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

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Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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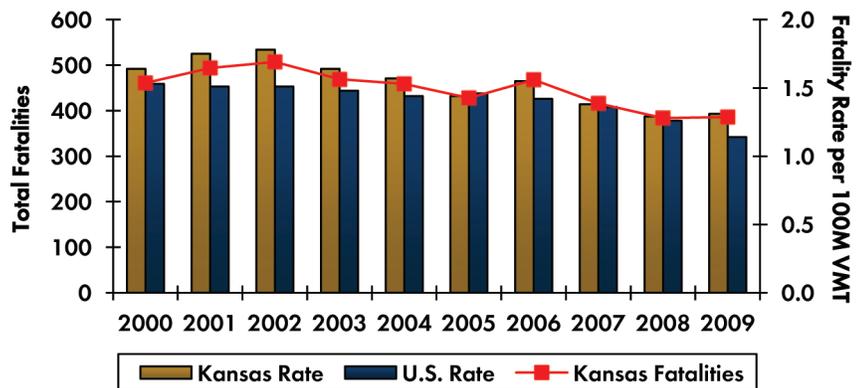
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Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, state legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Kansas has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: roadway departure, occupant protection, intersections, impaired driving, teen drivers, large commercial vehicles, and older drivers. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

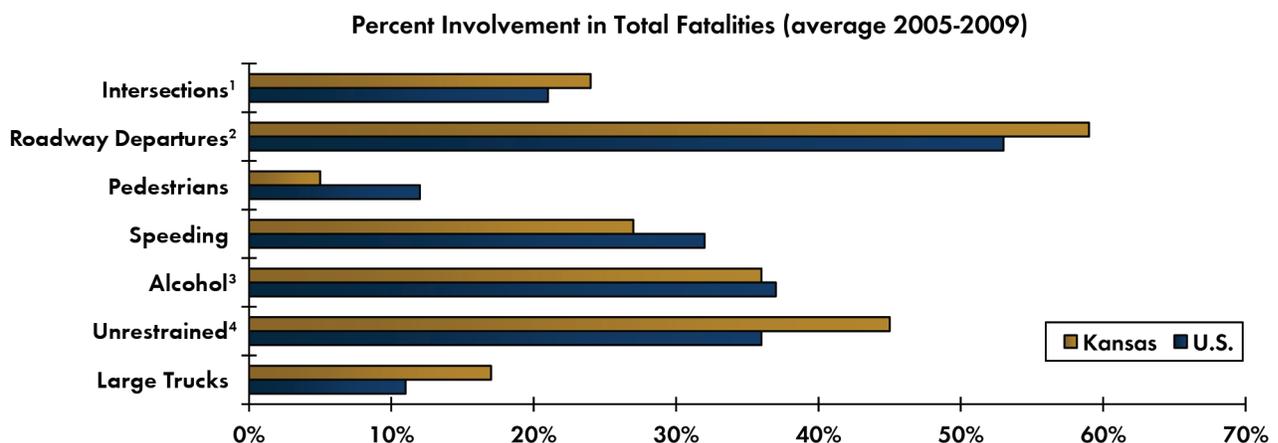
Indicators	KS	U.S.
Total Fatalities		
2009	386	33,808
Average: 2000-2009	447	41,157
Fatality Rate (per 100M VMT)		
2009	1.31	1.14
Average: 2000-2009	1.54	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

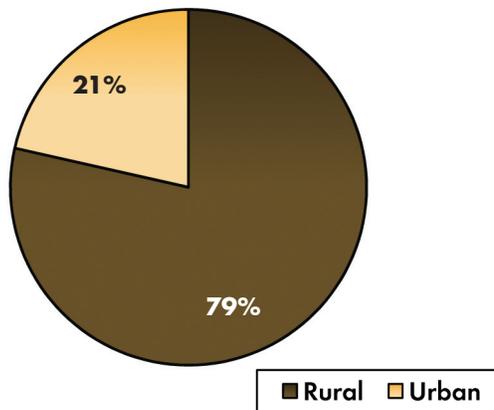
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

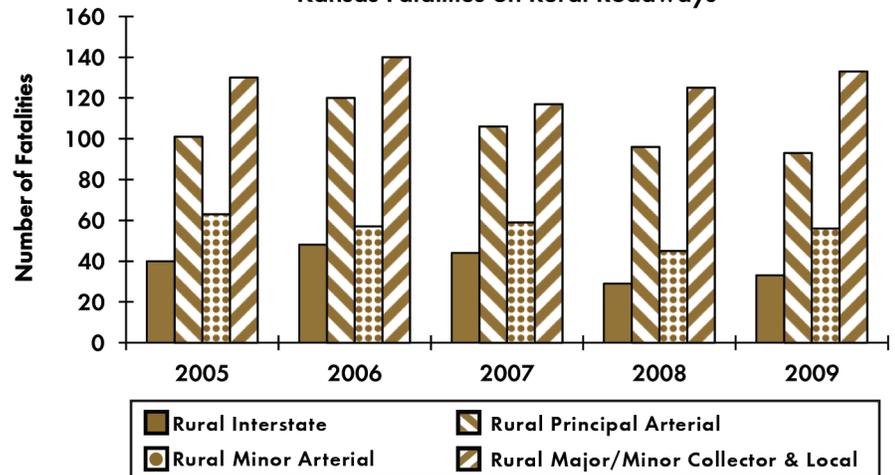
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

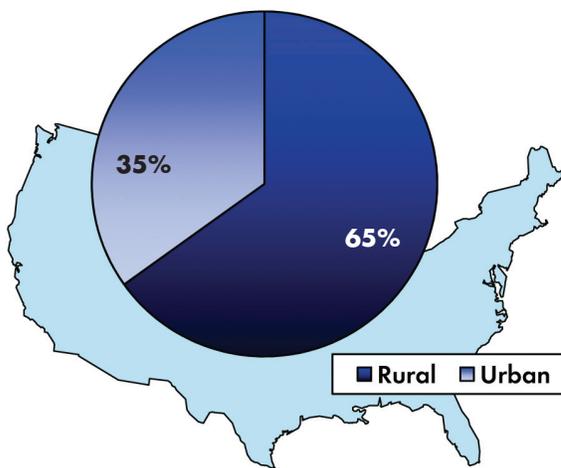
Kansas



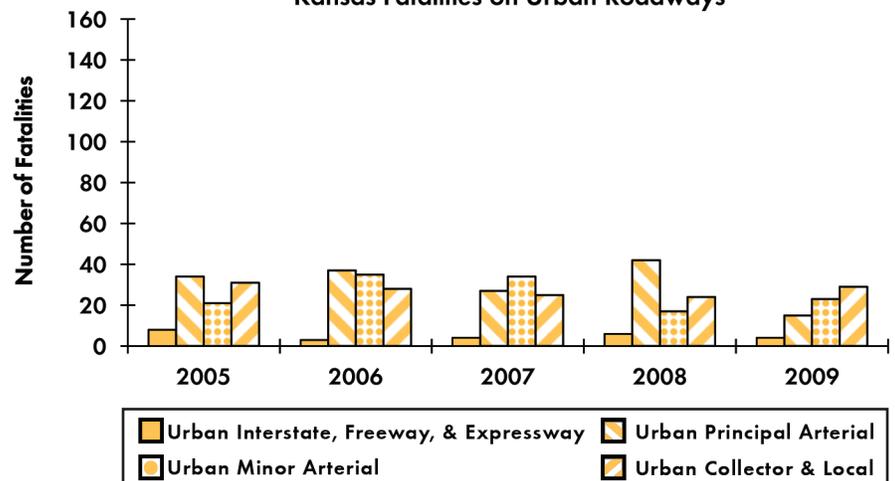
Kansas Fatalities on Rural Roadways



U.S.



Kansas Fatalities on Urban Roadways



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For More Information

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Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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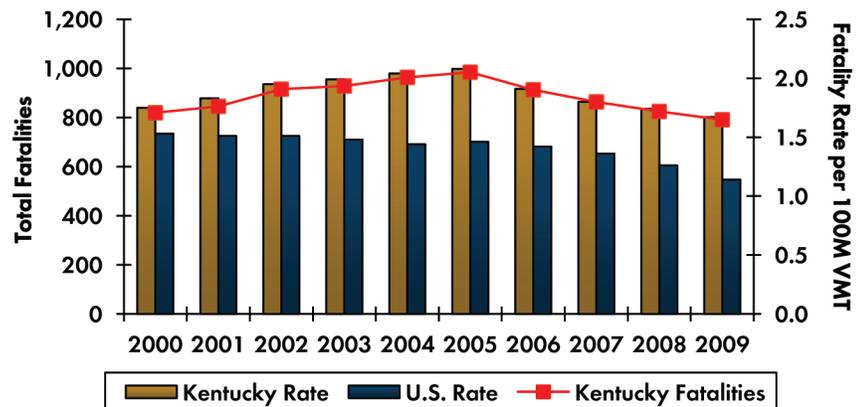
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Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Kentucky has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: impaired driving, lane departure, driver smart safety corridors, aggressive driving, young drivers, occupant protection, incident management, commercial vehicle safety, traffic records, and legislative issues. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

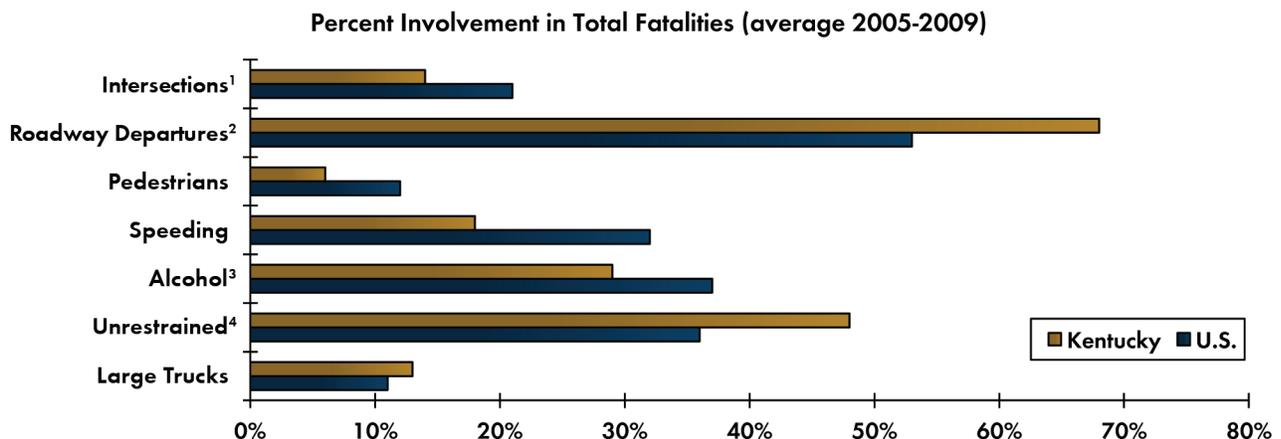
Indicators	KY	U.S.
Total Fatalities		
2009	791	33,808
Average: 2000-2009	885	41,157
Fatality Rate (per 100M VMT)		
2009	1.67	1.14
Average: 2000-2009	1.88	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

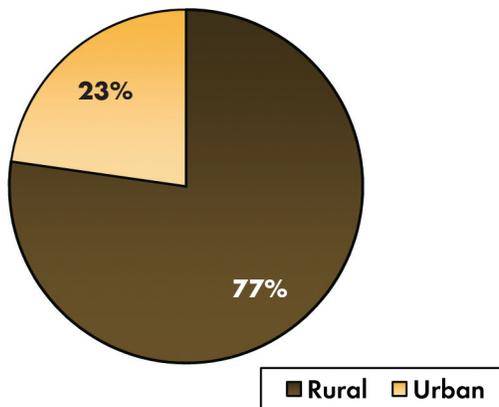
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

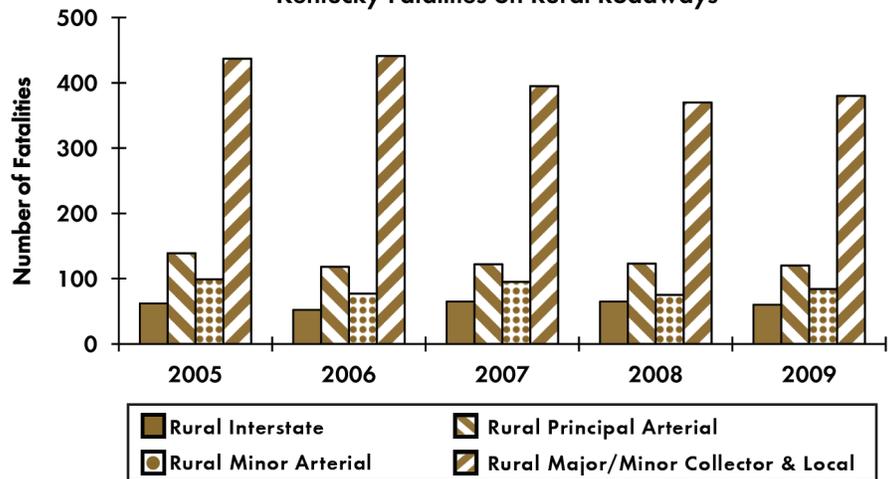
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

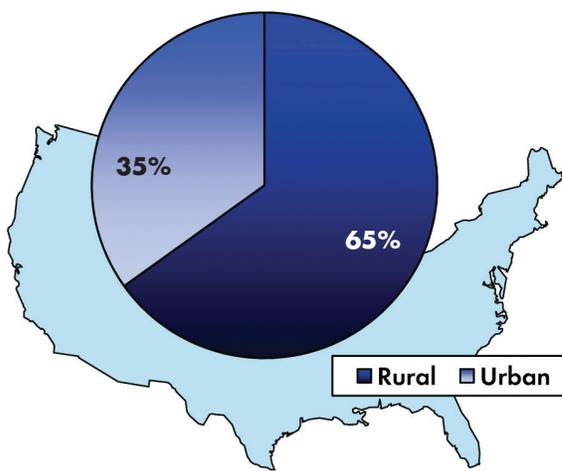
Kentucky



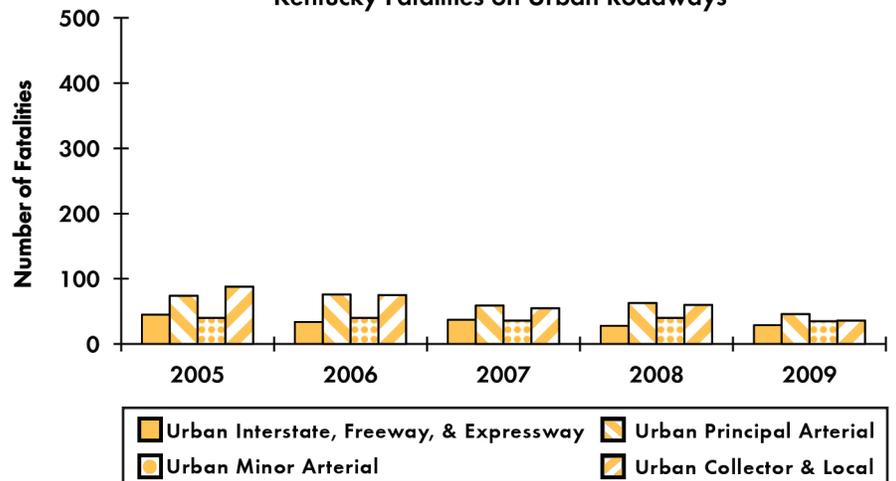
Kentucky Fatalities on Rural Roadways



U.S.



Kentucky Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

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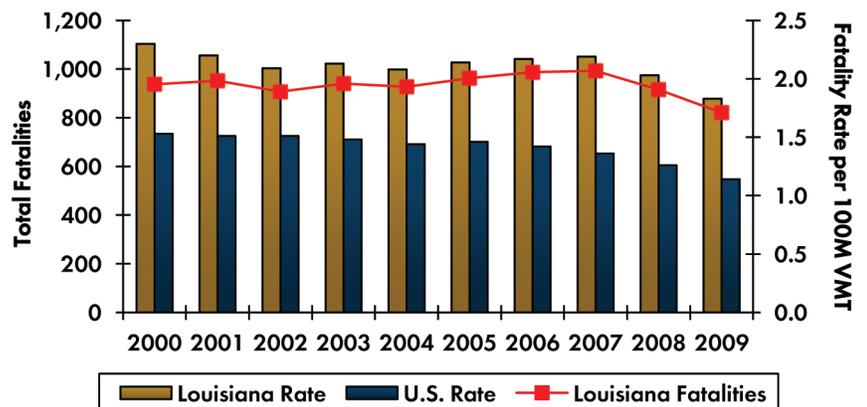
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Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Louisiana has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: alcohol-related driving, occupant protection, infrastructure and operations, and crashes involving young drivers. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

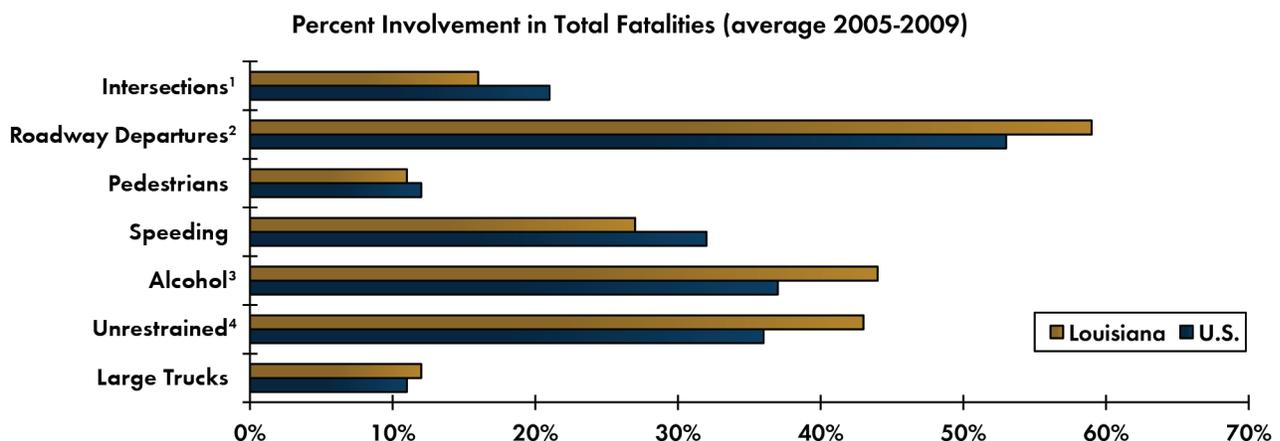
Indicators	LA	U.S.
Total Fatalities		
2009	821	33,808
Average: 2000-2009	934	41,157
Fatality Rate (per 100M VMT)		
2009	1.83	1.14
Average: 2000-2009	2.12	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

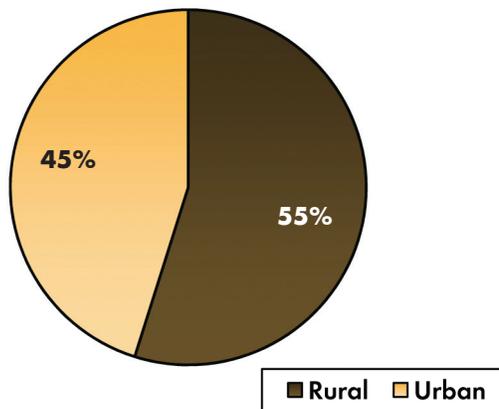
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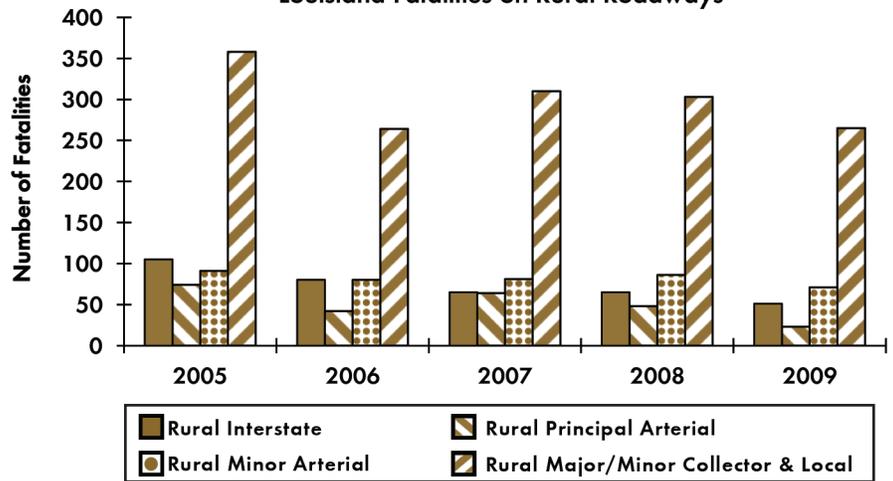
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

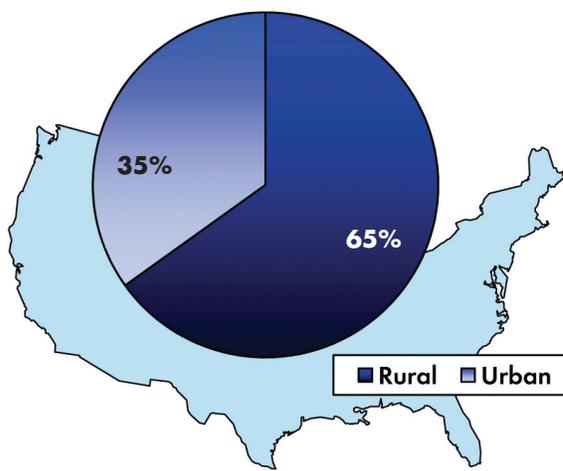
Louisiana



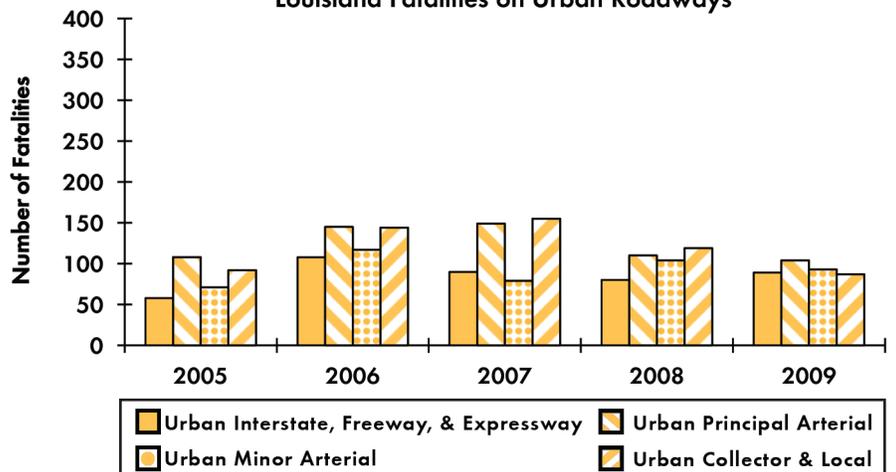
Louisiana Fatalities on Rural Roadways



U.S.



Louisiana Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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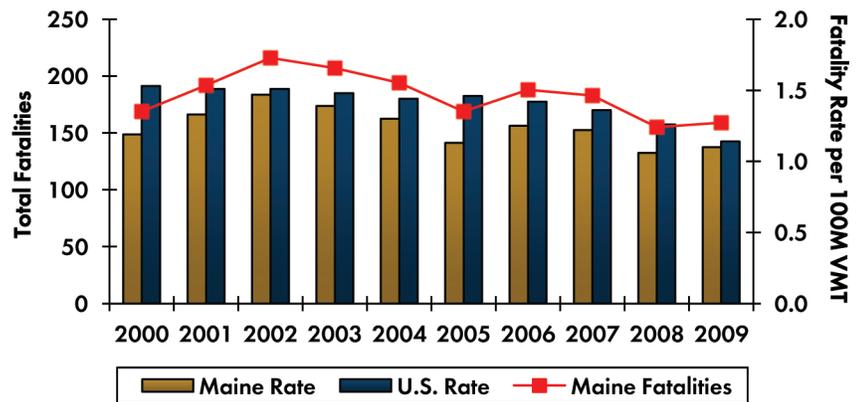
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Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Maine has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: lane departure, illegal/unsafe speed, safety belt use, young drivers, impaired driving, distracted driving, mature drivers (65+ years old), and motorcycles. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

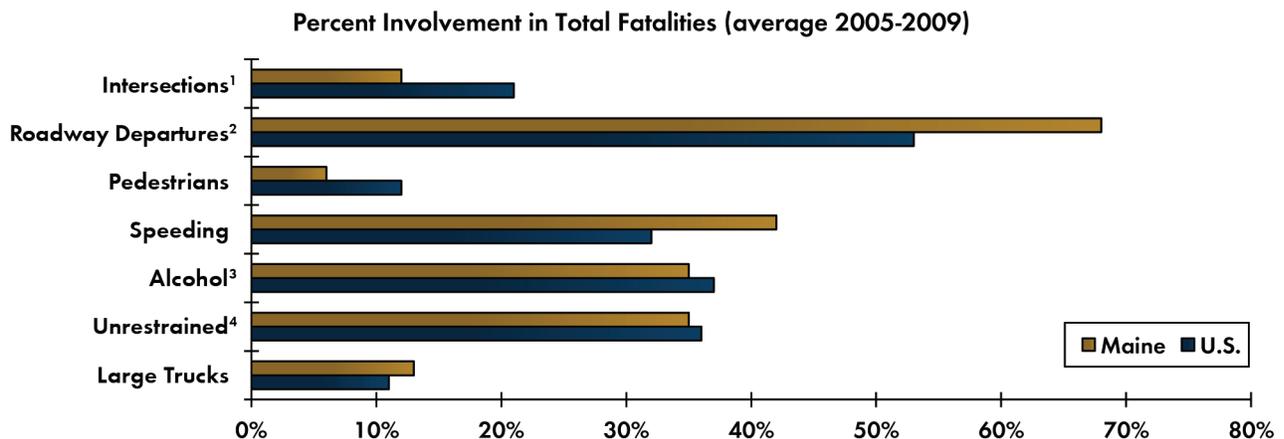
Indicators	ME	U.S.
Total Fatalities		
2009	159	33,808
Average: 2000-2009	183	41,157
Fatality Rate (per 100M VMT)		
2009	1.10	1.14
Average: 2000-2009	1.24	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

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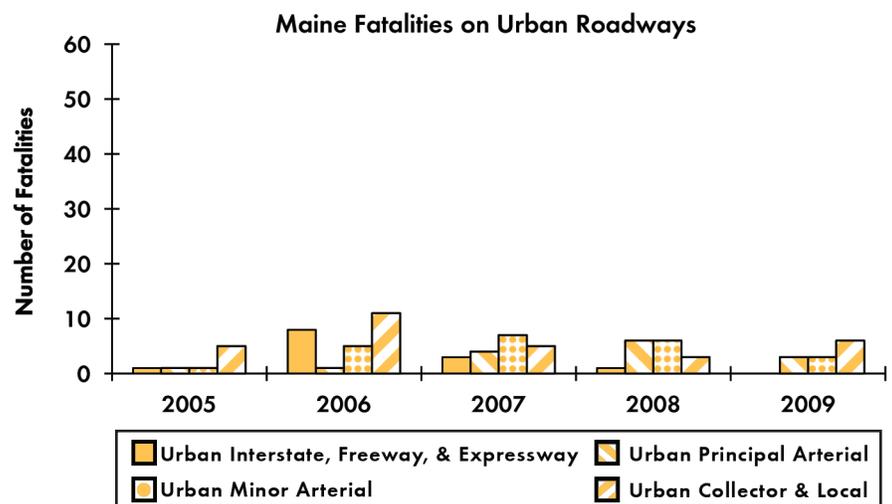
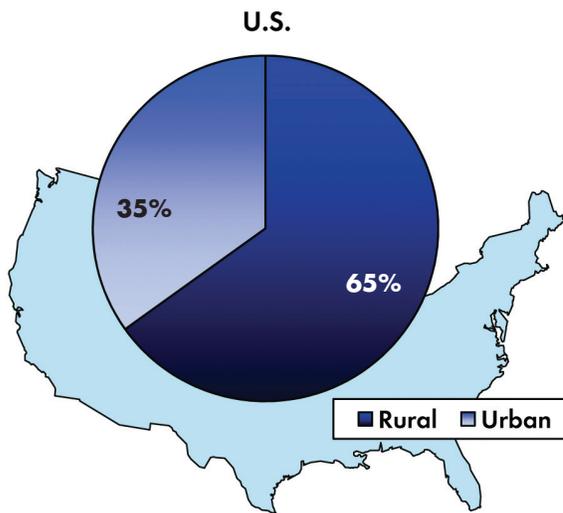
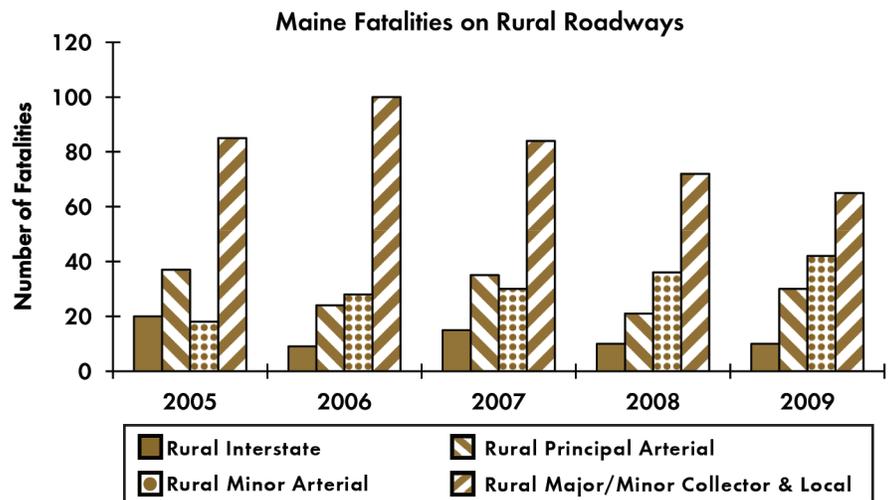
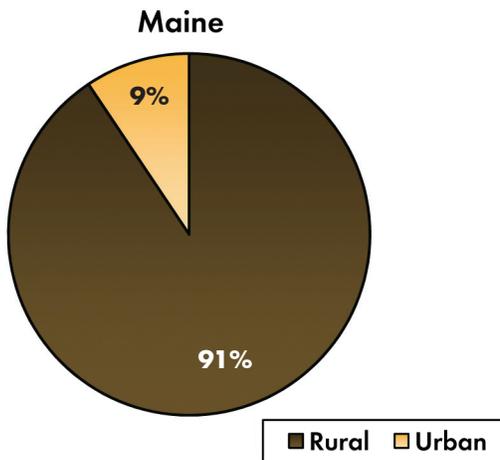
¹ Non-interchange intersection/intersection-related crashes.

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Rural and Urban Roadway Fatalities



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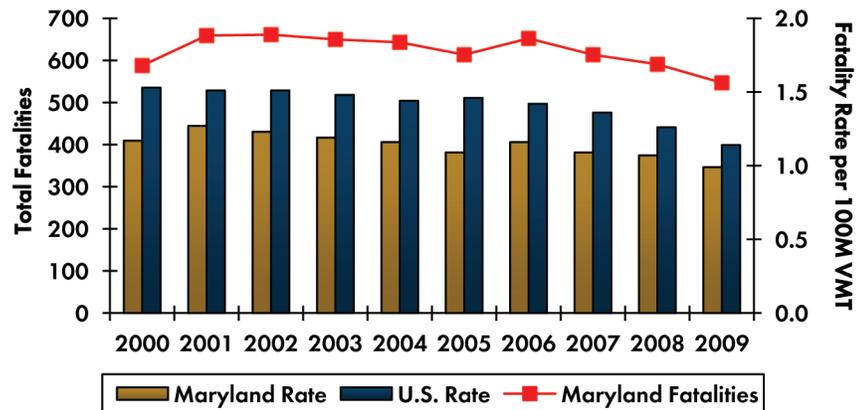
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Fatality Trends

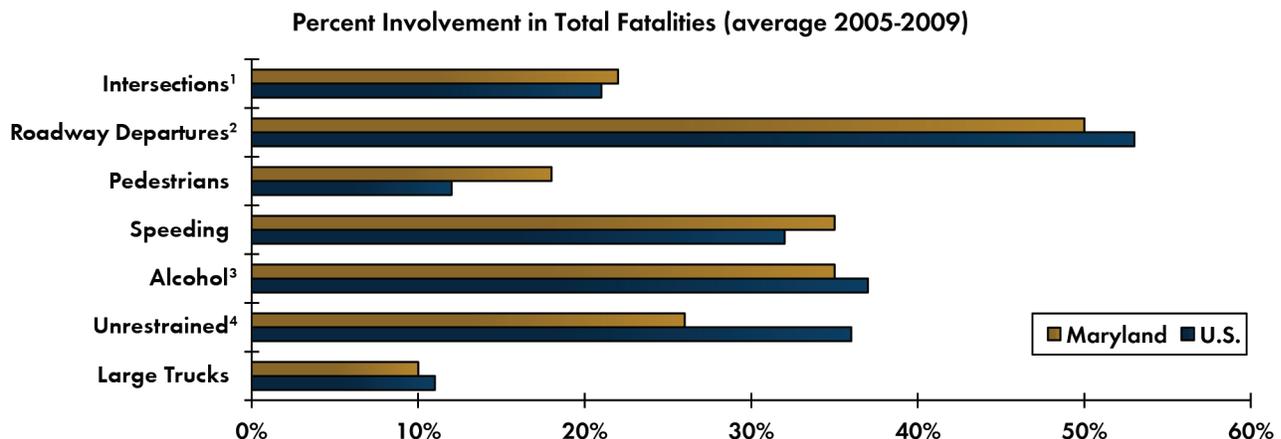
Indicators	MD	U.S.
Total Fatalities		
2009	547	33,808
Average: 2000-2009	622	41,157
Fatality Rate (per 100M VMT)		
2009	0.99	1.14
Average: 2000-2009	1.14	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

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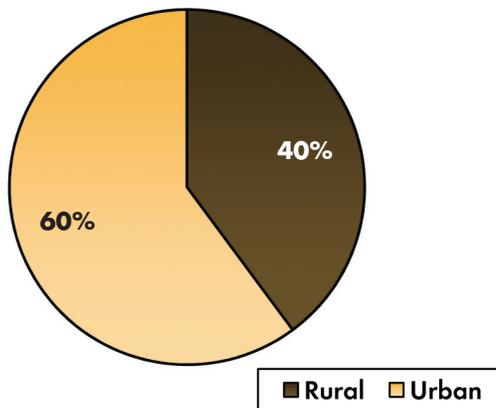
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

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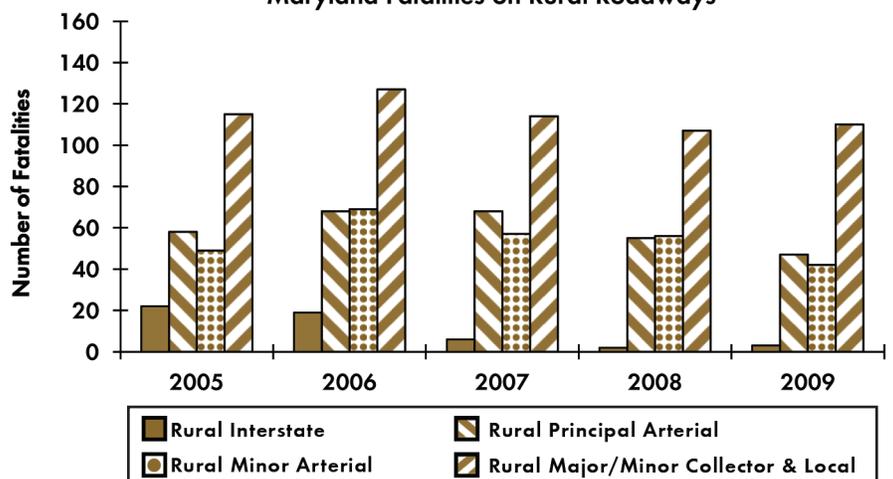
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

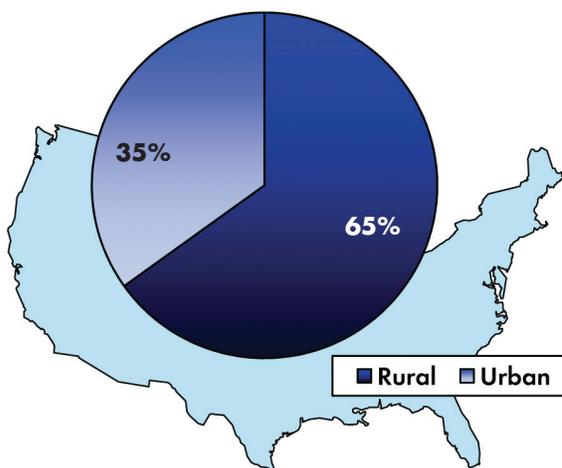
Maryland



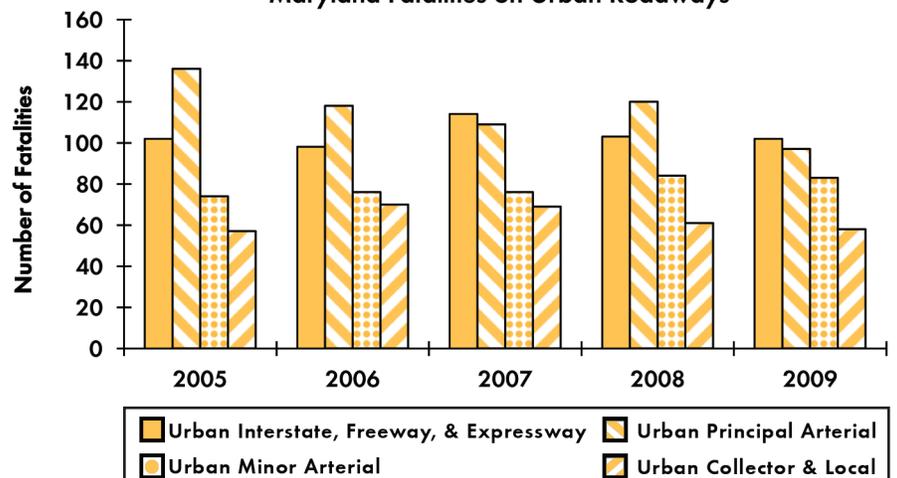
Maryland Fatalities on Rural Roadways



U.S.



Maryland Fatalities on Urban Roadways



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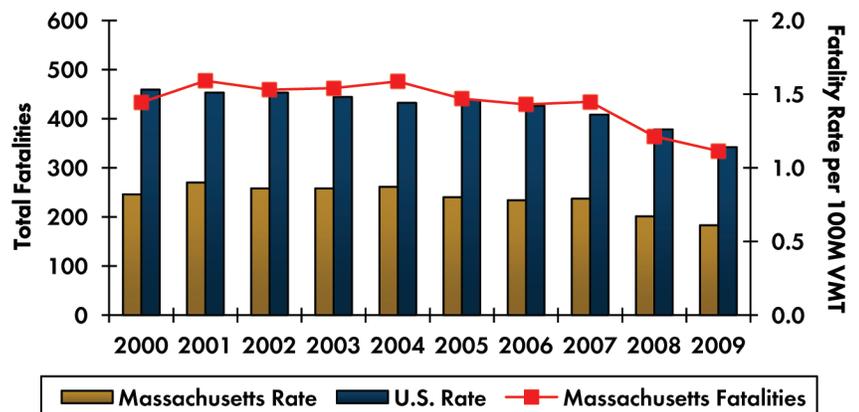
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Fax: (708) 283-3501

Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Massachusetts has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: data systems, infrastructure, at-risk driver behavior, higher-risk transportation system users, public education and media, and safety program management. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

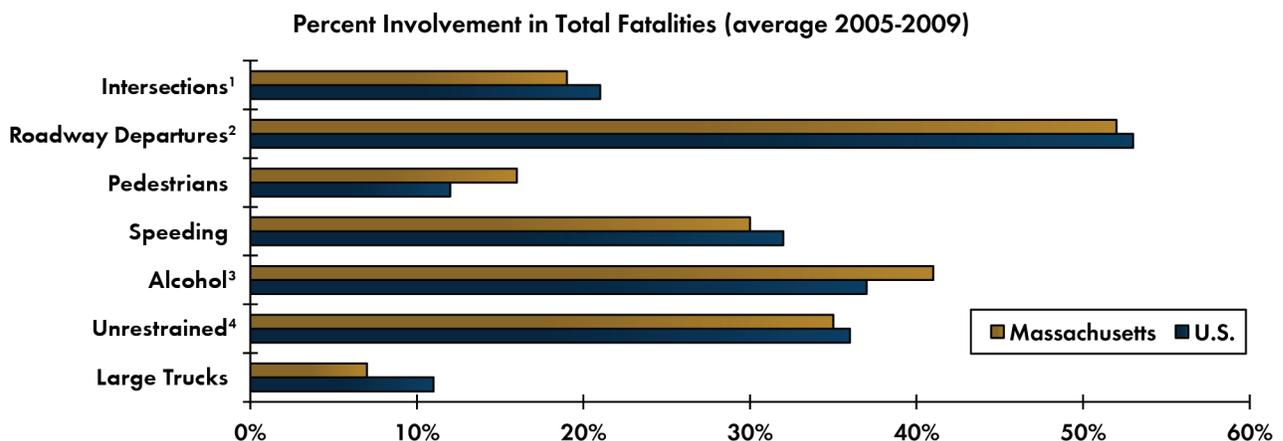
Indicators	MA	U.S.
Total Fatalities		
2009	334	33,808
Average: 2000-2009	431	41,157
Fatality Rate (per 100M VMT)		
2009	.61	1.14
Average: 2000-2009	.80	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

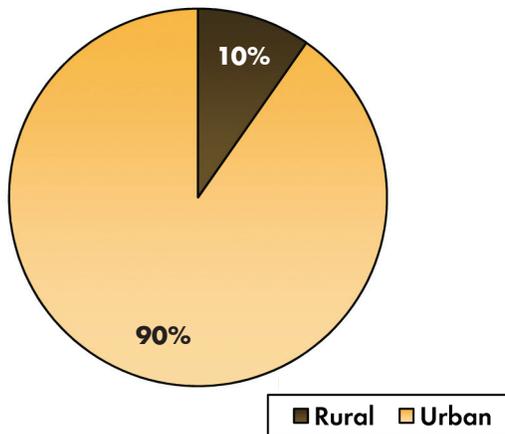
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

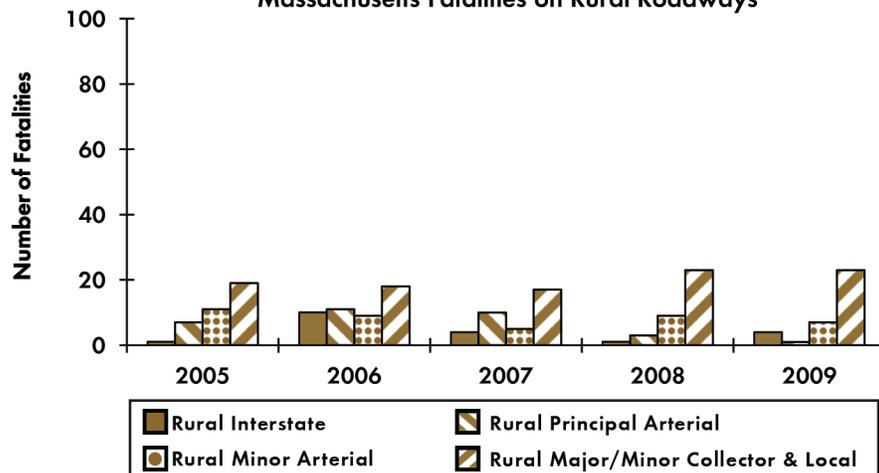
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

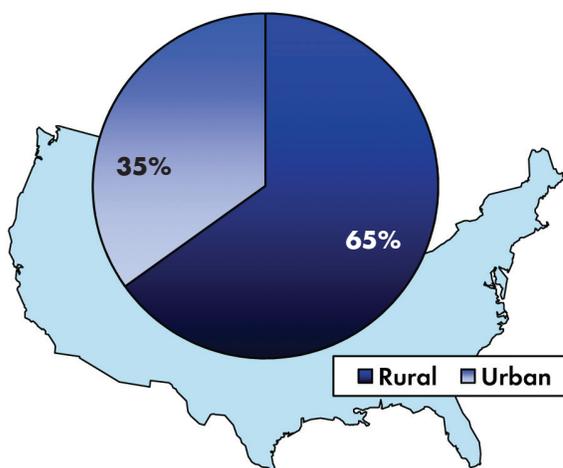
Massachusetts



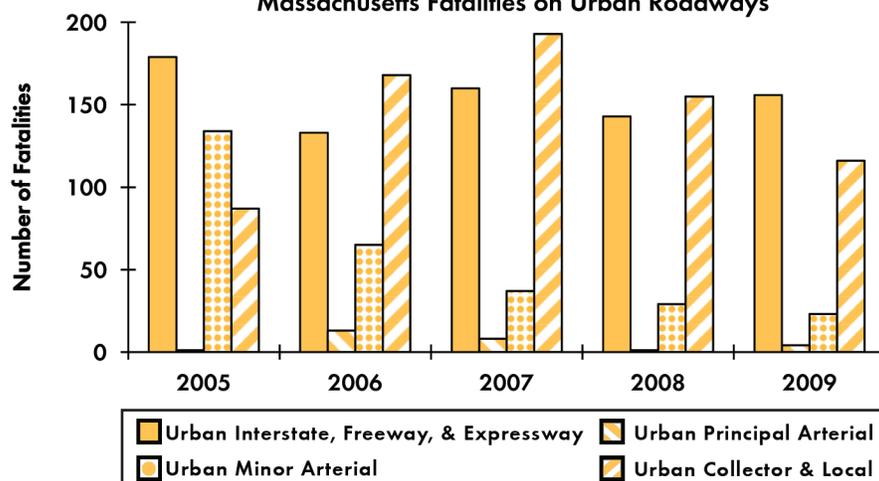
Massachusetts Fatalities on Rural Roadways



U.S.



Massachusetts Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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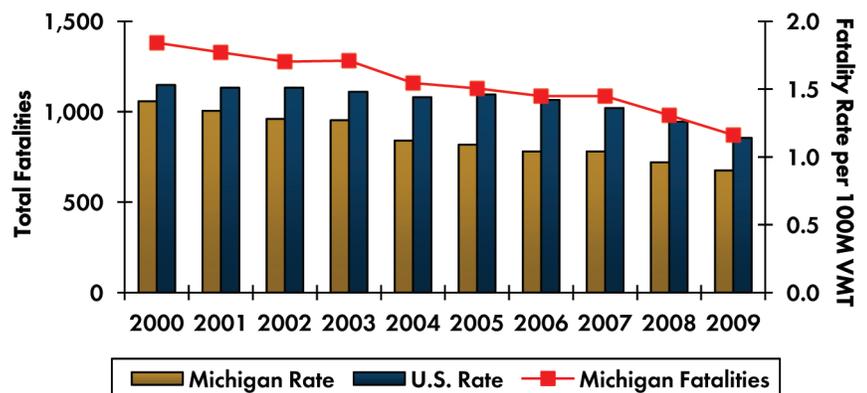
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Motor vehicle crashes are a leading cause of death in the United States.

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Fatality Trends

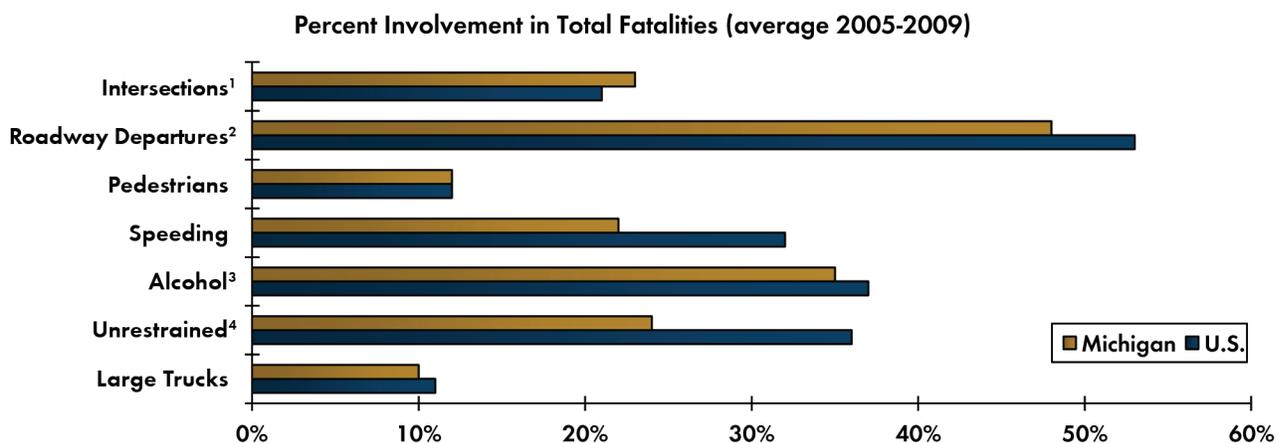
Indicators	MI	U.S.
Total Fatalities		
2009	871	33,808
Average: 2000-2009	1,158	41,157
Fatality Rate (per 100M VMT)		
2009	0.90	1.14
Average: 2000-2009	1.15	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

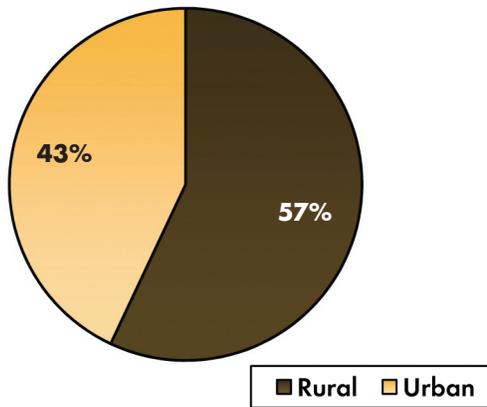
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

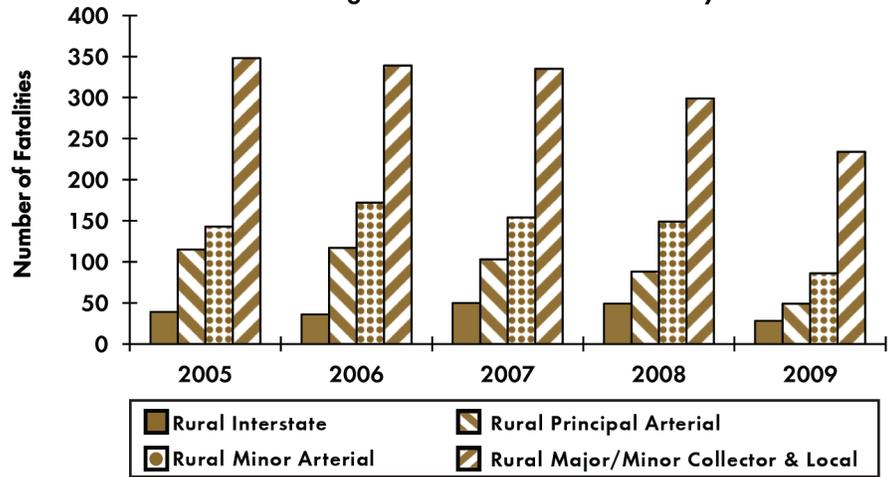
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

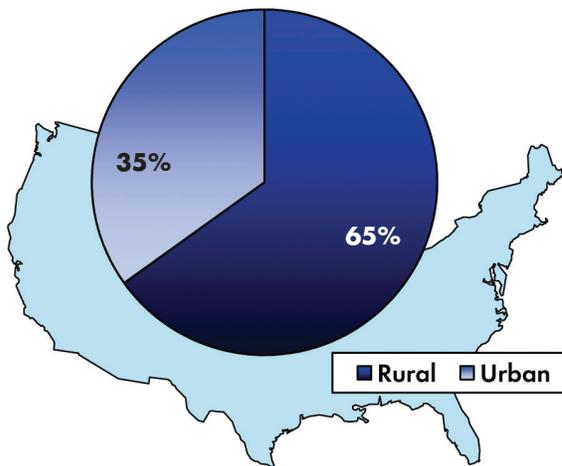
Michigan



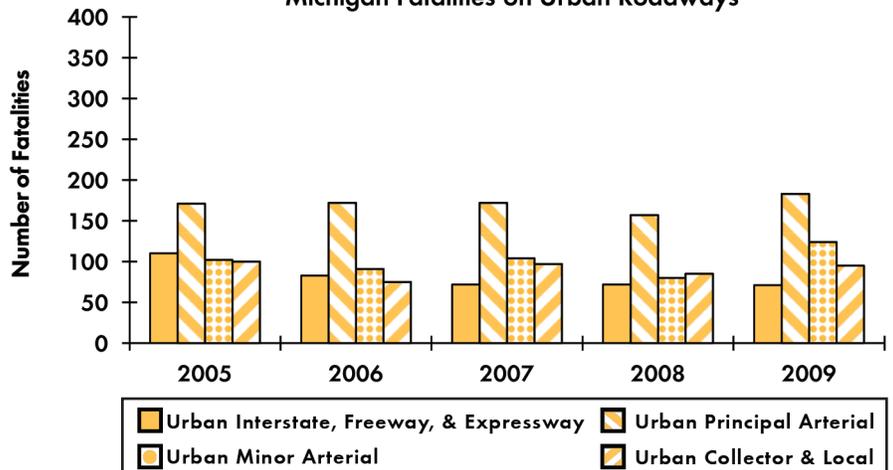
Michigan Fatalities on Rural Roadways



U.S.



Michigan Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

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Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

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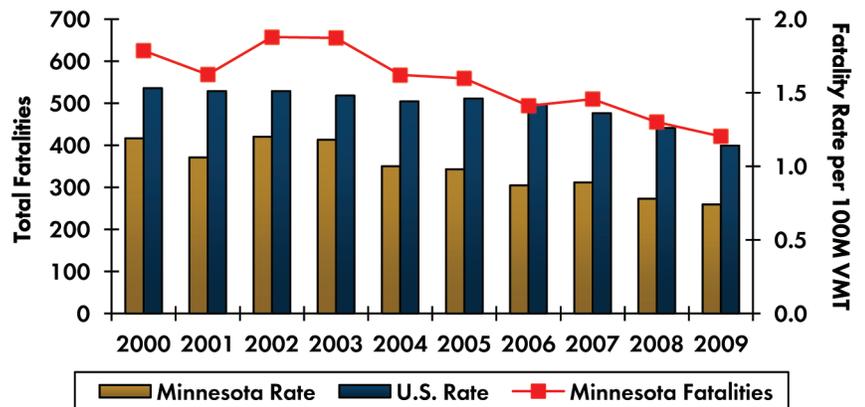


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Fatality Trends

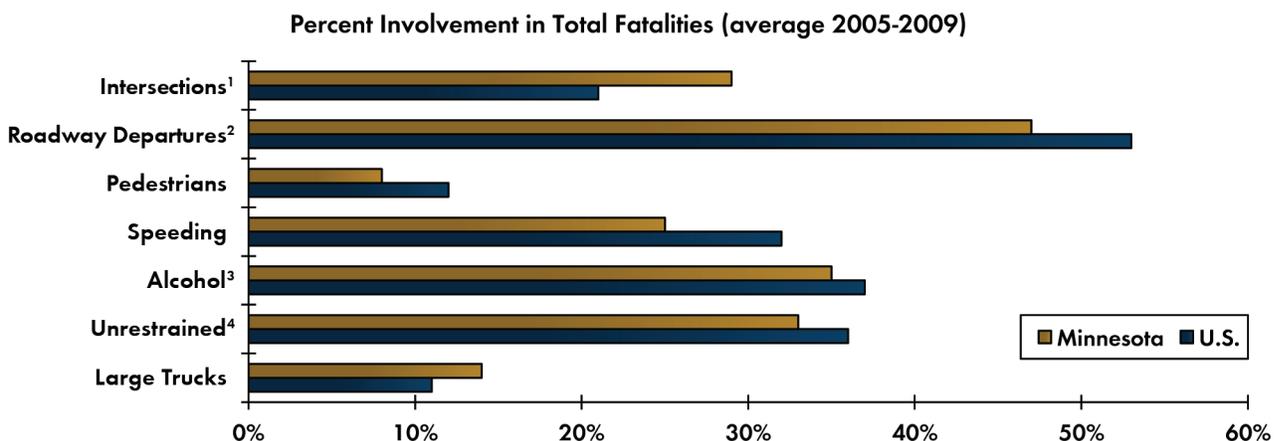
Indicators	MN	U.S.
Total Fatalities		
2009	421	33,808
Average: 2000-2009	551	41,157
Fatality Rate (per 100M VMT)		
2009	.74	1.14
Average: 2000-2009	.99	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



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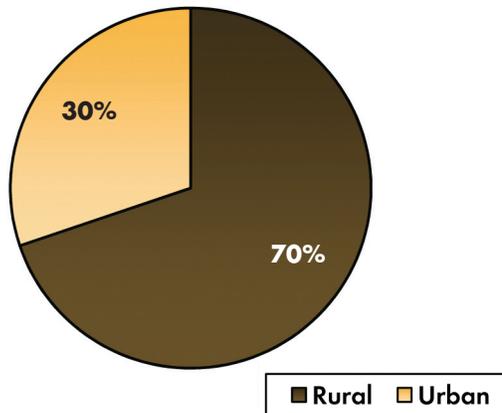
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

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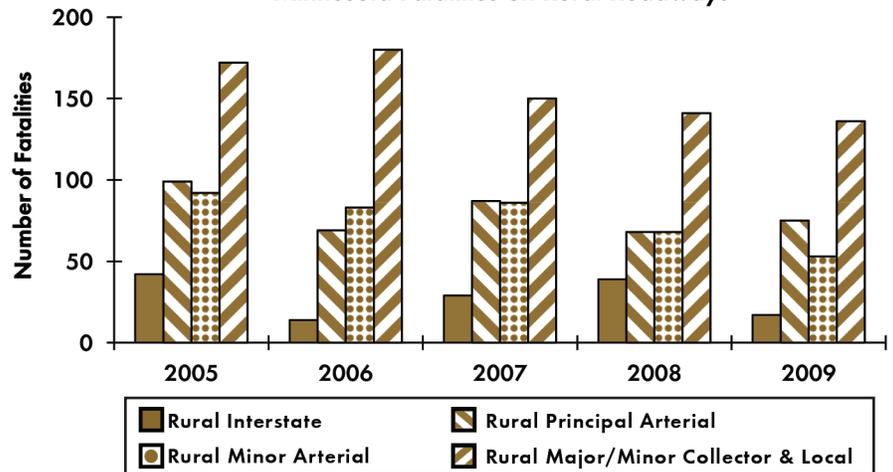
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

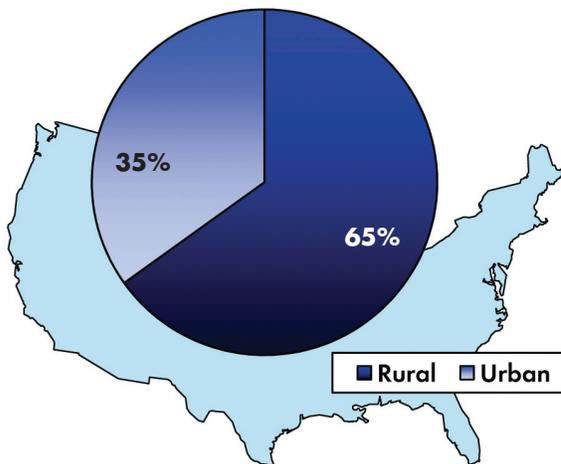
Minnesota



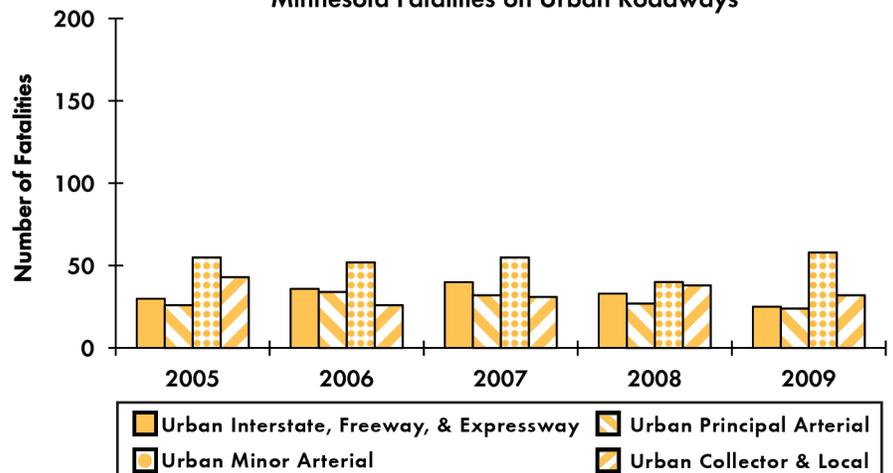
Minnesota Fatalities on Rural Roadways



U.S.



Minnesota Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

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Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

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Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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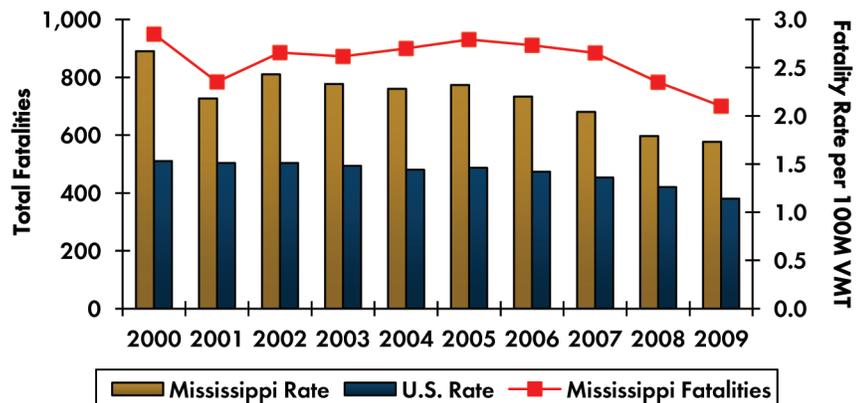
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According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. These traffic crashes cost the Nation over \$230 billion each year. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Mississippi has an approved Strategic Highway Safety Plan (SHSP), which identifies the following critical emphasis areas: reduce impaired driving, increase seat belt usage, prevent or reduce the severity of lane departure crashes, reduce the over involvement of young drivers, and curb aggressive driving. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

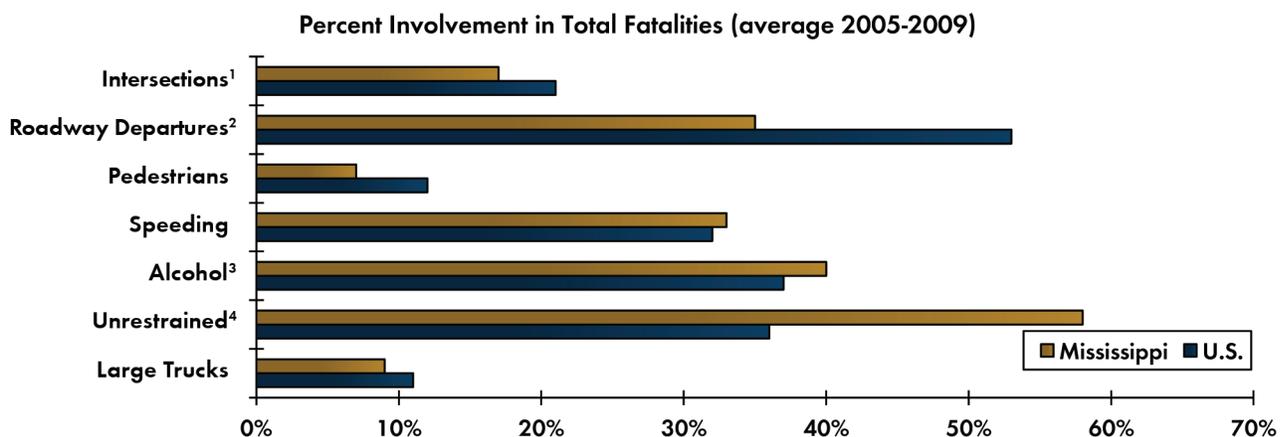
Indicators	MS	U.S.
Total Fatalities		
2009	700	33,808
Average: 2000-2009	860	41,157
Fatality Rate (per 100M VMT)		
2009	1.73	1.14
Average: 2000-2009	2.20	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

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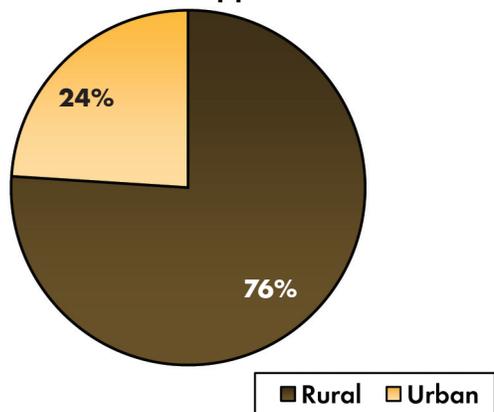
(2) Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

(3) Crashes involving a driver with a blood alcohol content (BAC) = .01+.

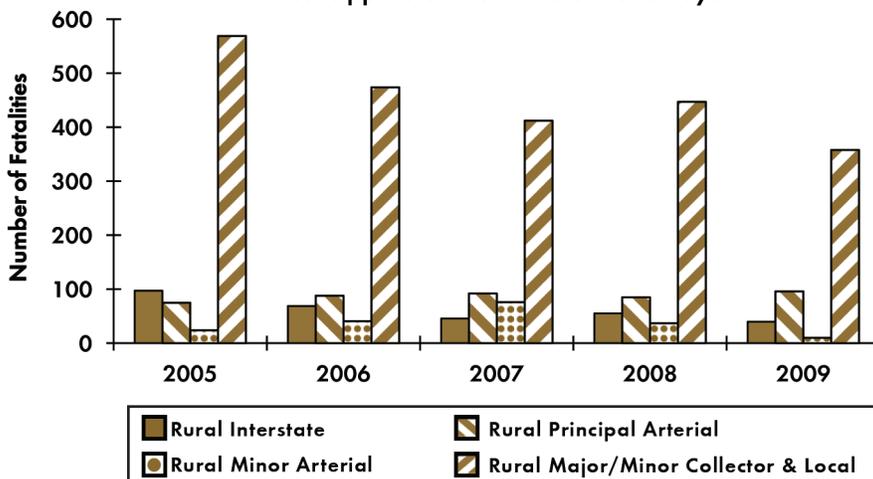
(4) Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

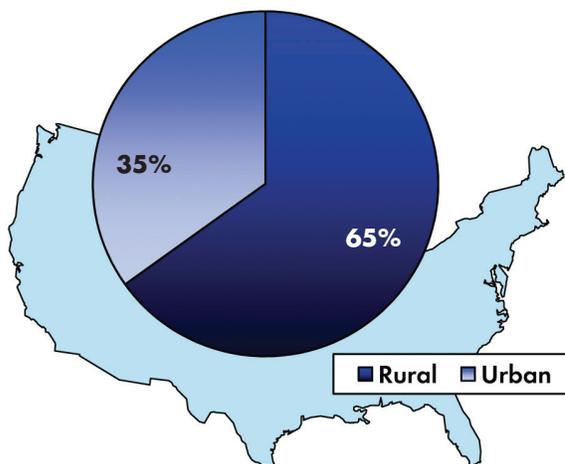
Mississippi



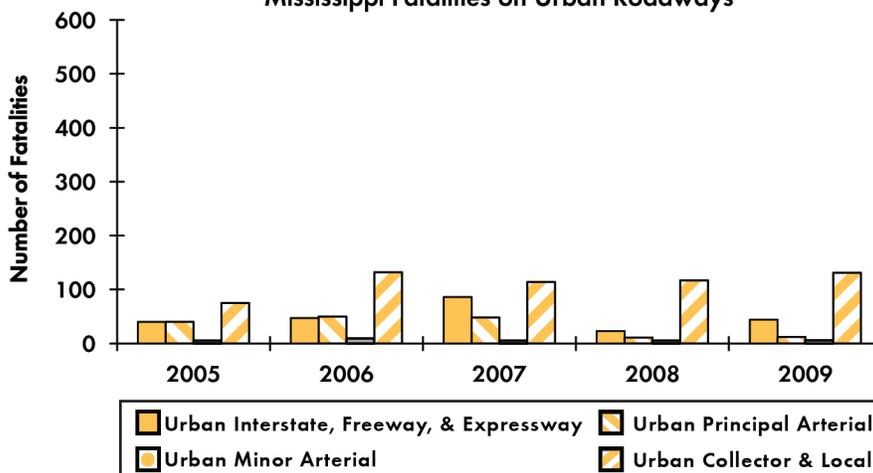
Mississippi Fatalities on Rural Roadways



U.S.



Mississippi Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

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Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

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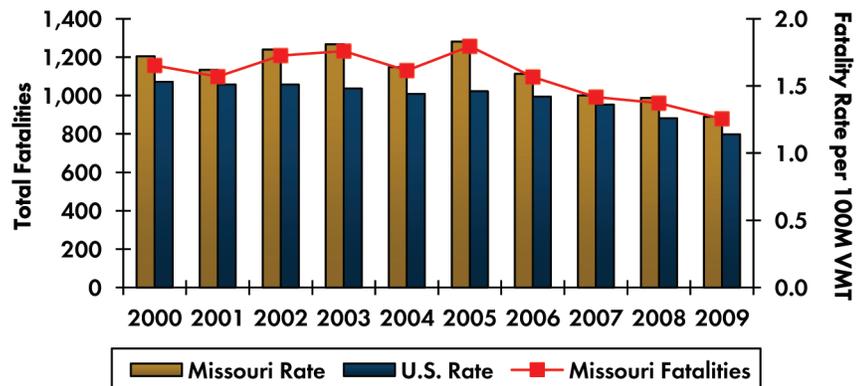


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Fatality Trends

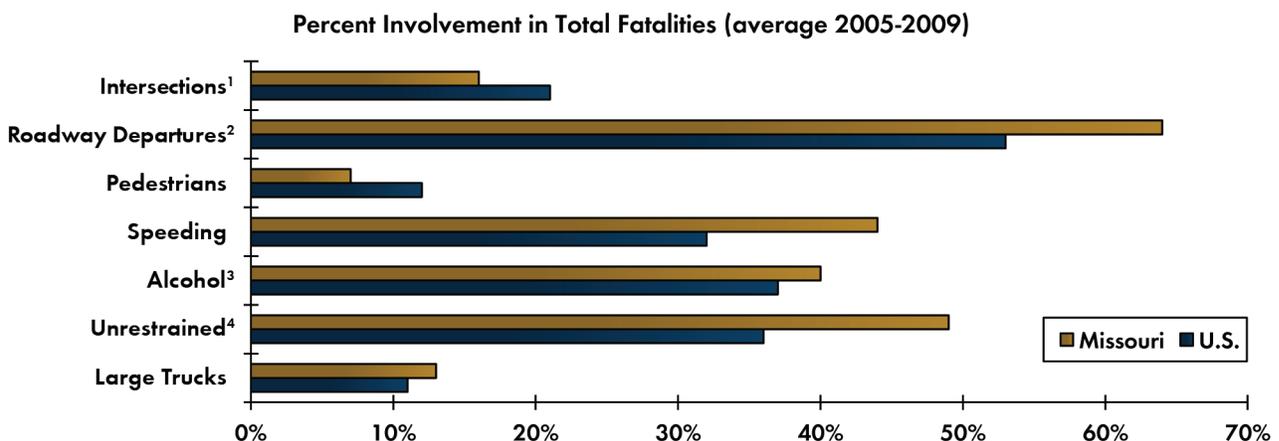
Indicators	MO	U.S.
Total Fatalities		
2009	878	33,808
Average: 2000-2009	1,101	41,157
Fatality Rate (per 100M VMT)		
2009	1.27	1.14
Average: 2000-2009	1.61	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

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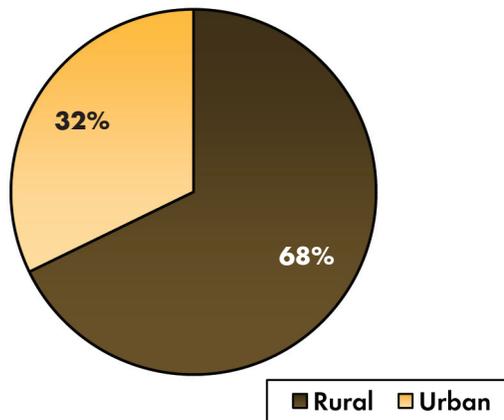
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

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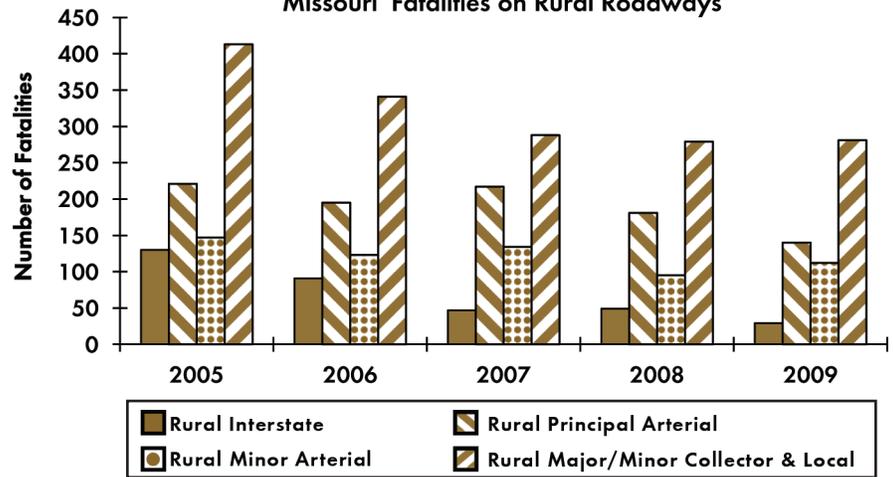
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

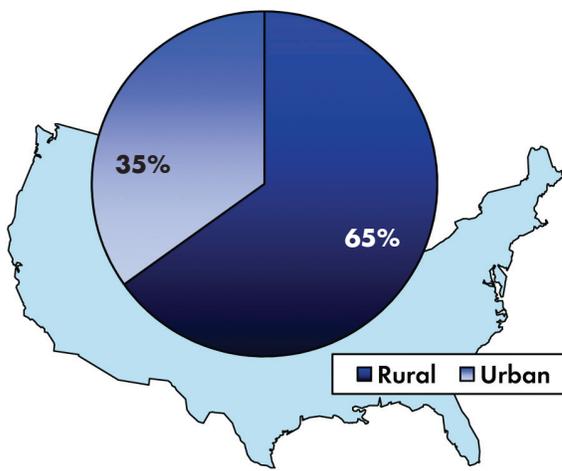
Missouri



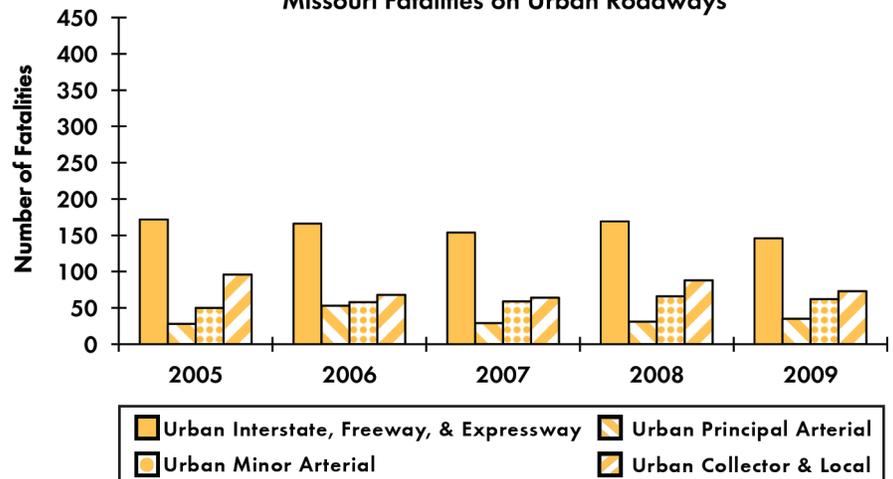
Missouri Fatalities on Rural Roadways



U.S.



Missouri Fatalities on Urban Roadways



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For More Information

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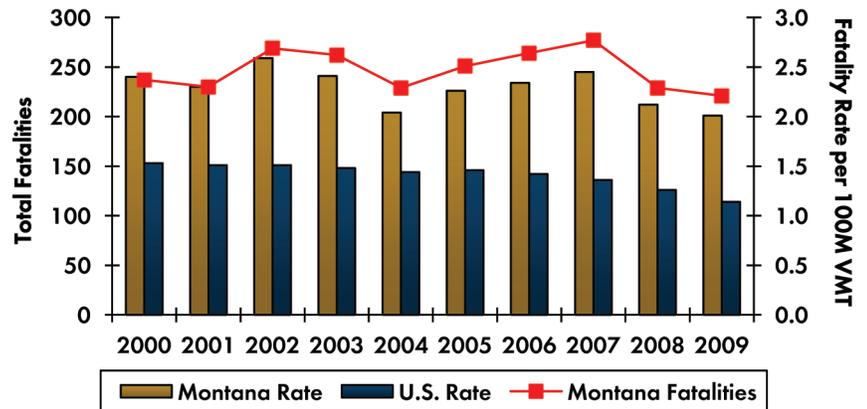


Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Montana has an approved Comprehensive Highway Safety Plan (CHSP), which identifies the following emphasis areas: safety belt use, alcohol and drug-impaired driving crashes, Native American crashes, single vehicle run-off-the-road crashes, traffic records management, young driver crashes, high-crash corridors/high-crash locations, truck crashes, emergency medical services delivery, urban area crashes, motorcycle crashes, and older driver crashes. To obtain a copy of the CHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

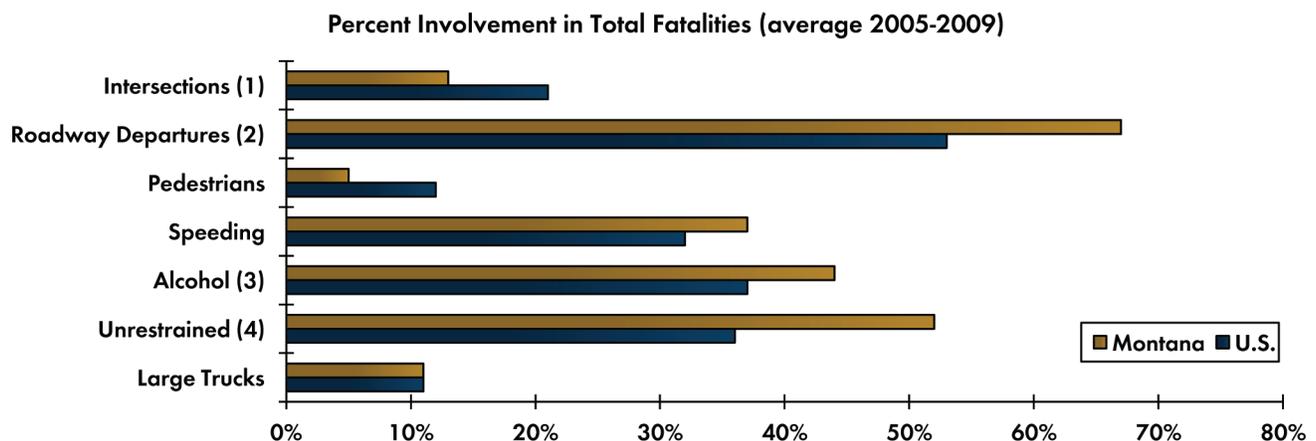
Indicators	MT	U.S.
Total Fatalities		
2009	221	33,808
Average: 2000-2009	247	41,157
Fatality Rate (per 100M VMT)		
2009	2.01	1.14
Average: 2000-2009	2.29	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



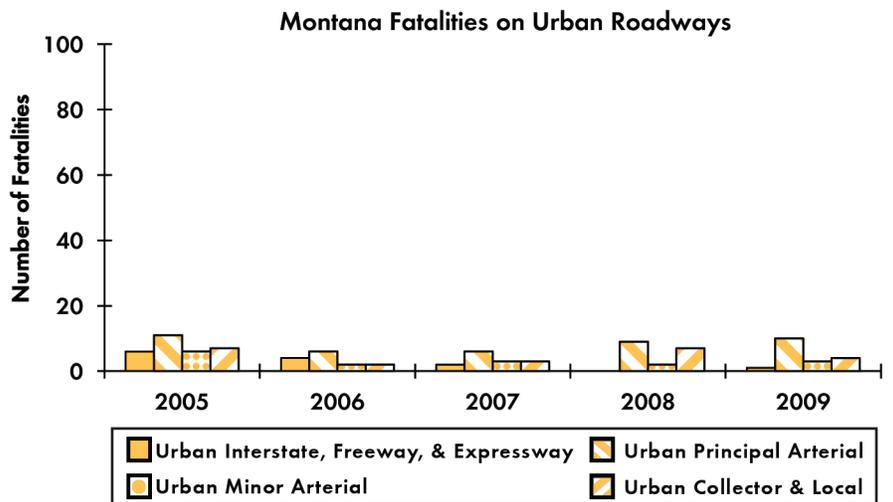
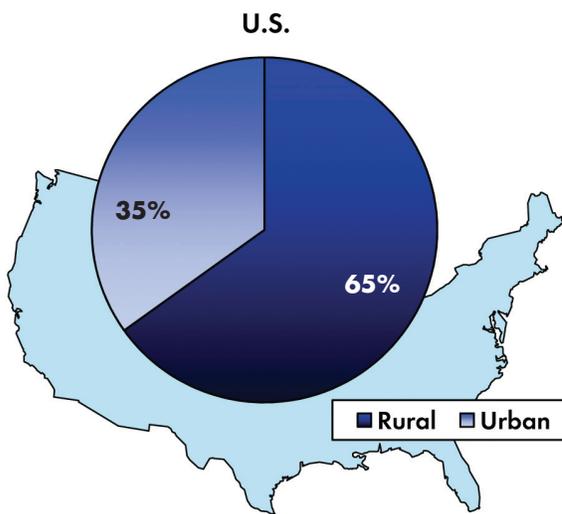
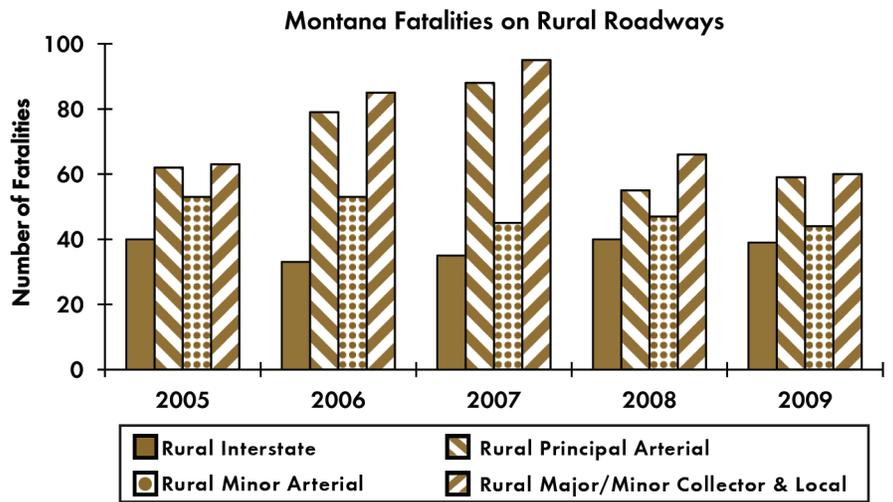
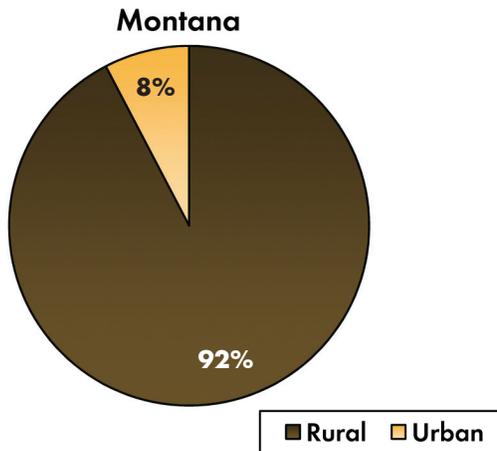
¹ Non-interchange intersection/intersection-related crashes.

² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadways Fatalities



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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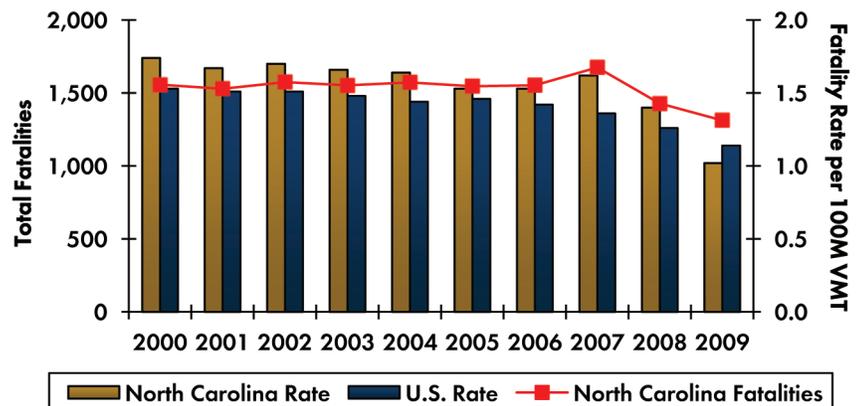
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Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, North Carolina has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: lane departure, ensuring drivers are fully licensed, curbing aggressive driving, increasing safety belt usage, keeping drivers alert, speed, intersection safety, older drivers, motorcycles, commercial motor vehicles, public information, bicycle and pedestrian safety, incident management, and driver's education. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

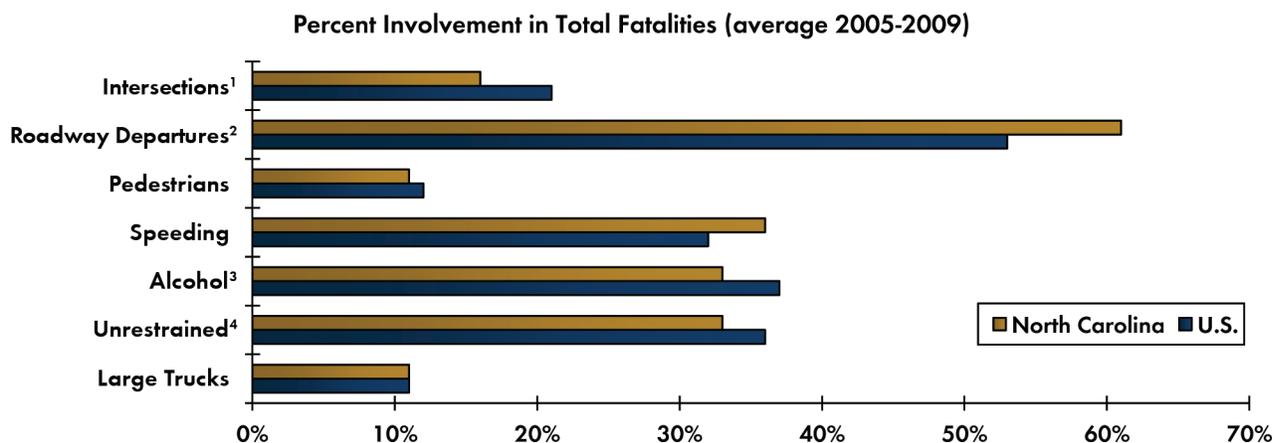
Indicators	NC	U.S.
Total Fatalities		
2009	1,314	33,808
Average: 2000-2009	1,531	41,157
Fatality Rate (per 100M VMT)		
2009	1.02	1.14
Average: 2000-2009	1.55	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

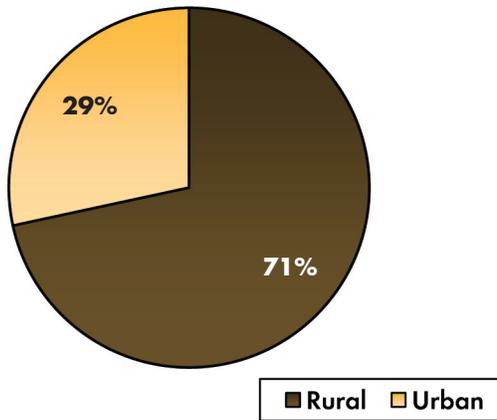
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

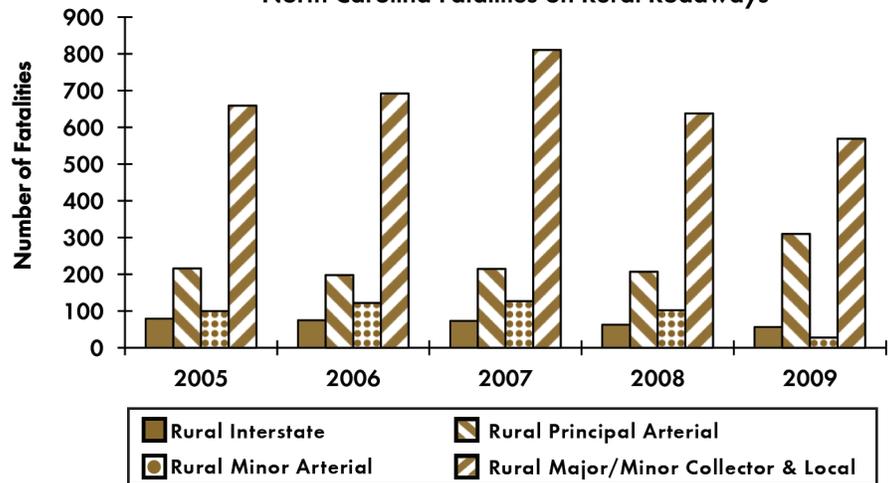
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

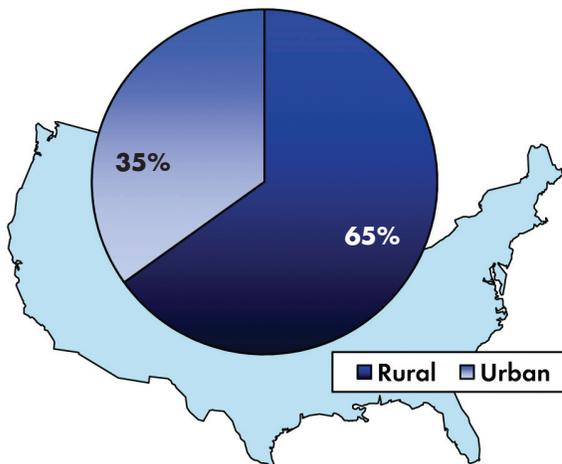
North Carolina



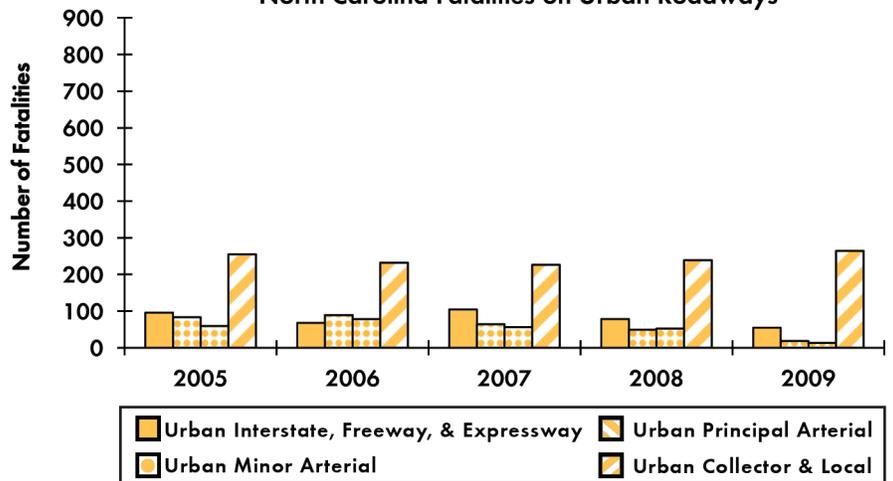
North Carolina Fatalities on Rural Roadways



U.S.



North Carolina Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

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Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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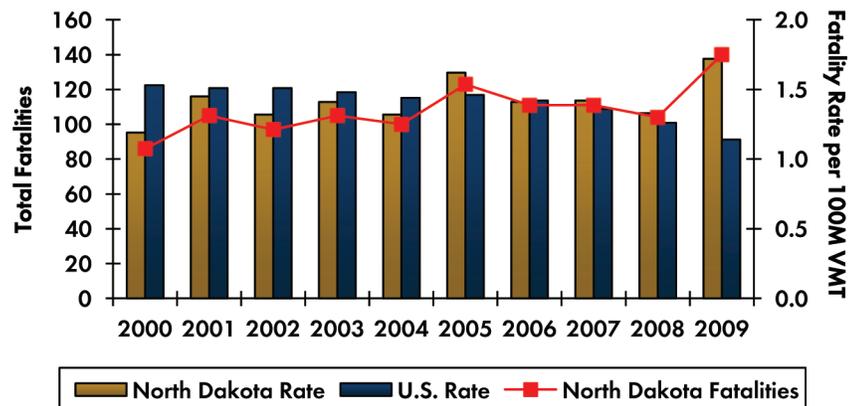


Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, North Dakota has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: reduce alcohol impaired driving, increase the use of safety restraints for all occupants, younger driver/older driver safety, curb aggressive driving, improvement to address lane departure crashes, enhancing emergency medical capabilities to increase survivability, and improve intersection safety. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

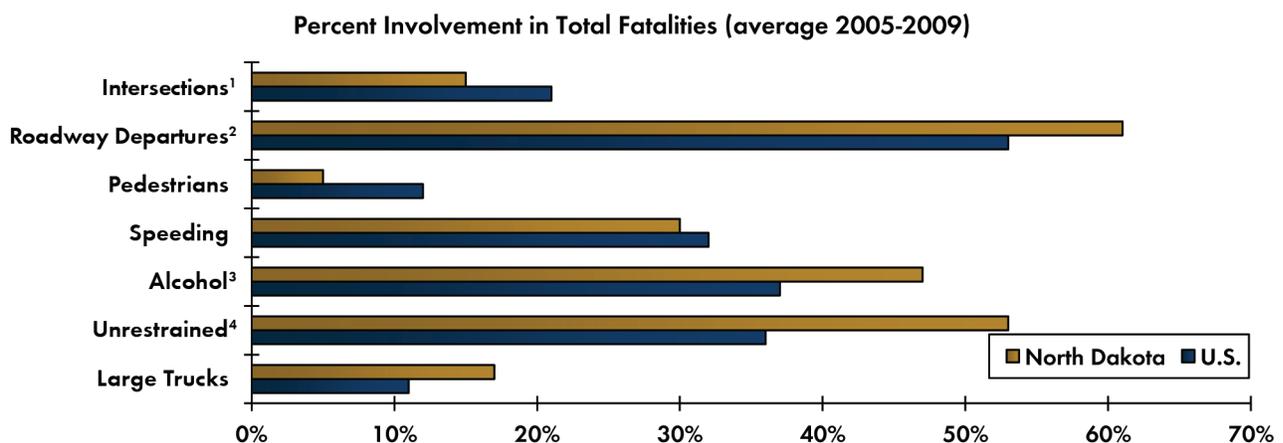
Indicators	ND	U.S.
Total Fatalities		
2009	140	33,808
Average: 2000-2009	108	41,157
Fatality Rate (per 100M VMT)		
2009	1.72	1.14
Average: 2000-2009	1.42	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

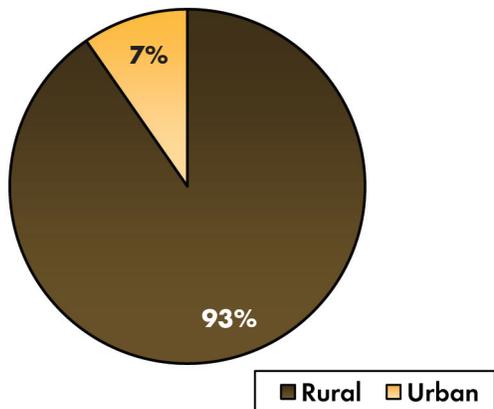
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

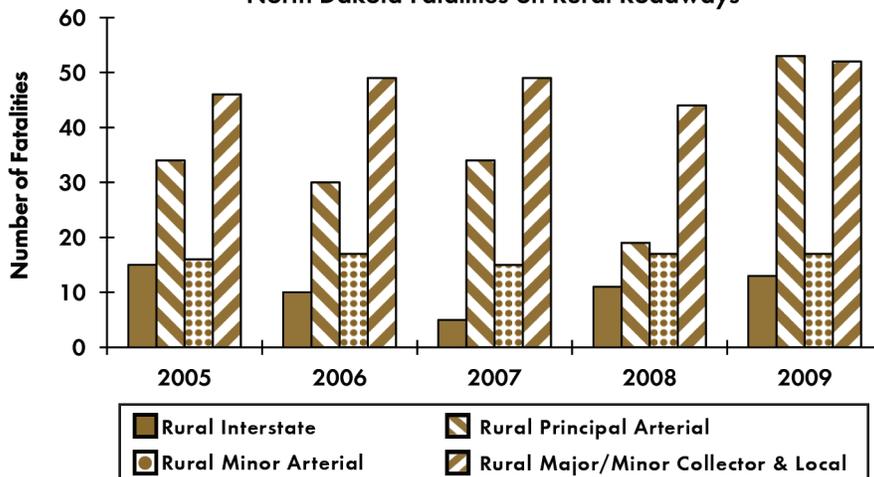
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

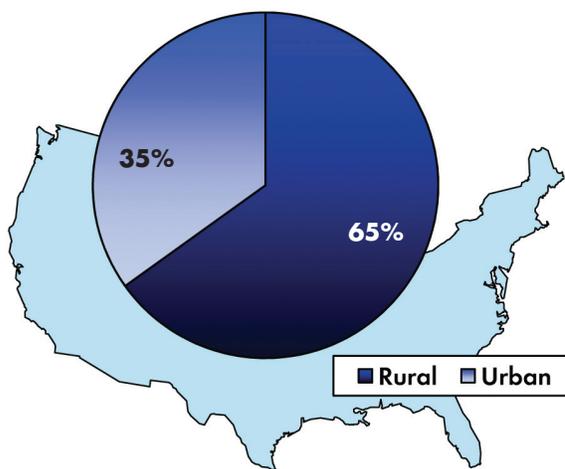
North Dakota



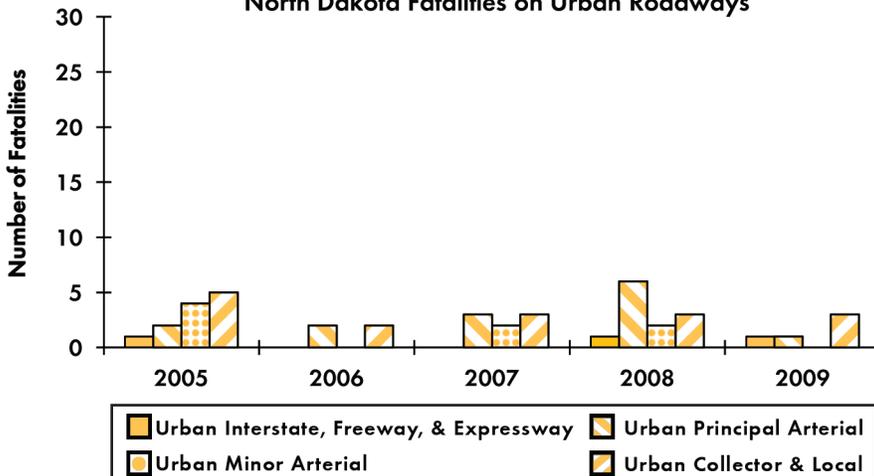
North Dakota Fatalities on Rural Roadways



U.S.



North Dakota Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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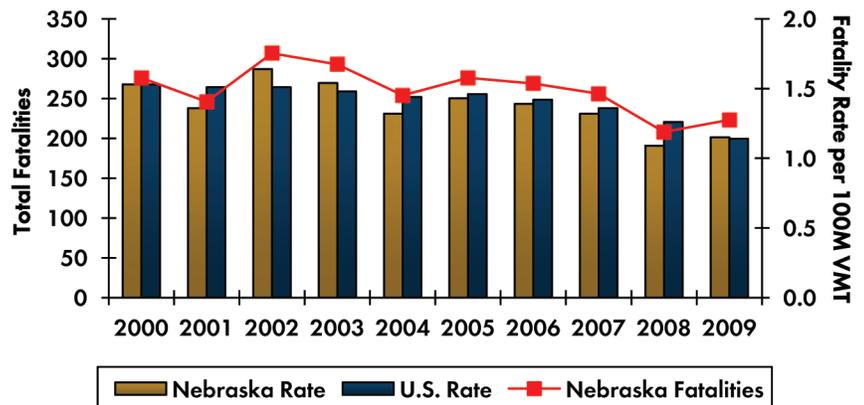
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Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Nebraska has an approved Strategic Highway Safety Plan (SHSP), which identifies the following critical emphasis areas: increasing safety belt usage; reducing impaired driving crashes, reducing lane departure crashes, reducing intersection crashes, and addressing the over involvement of young drivers. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

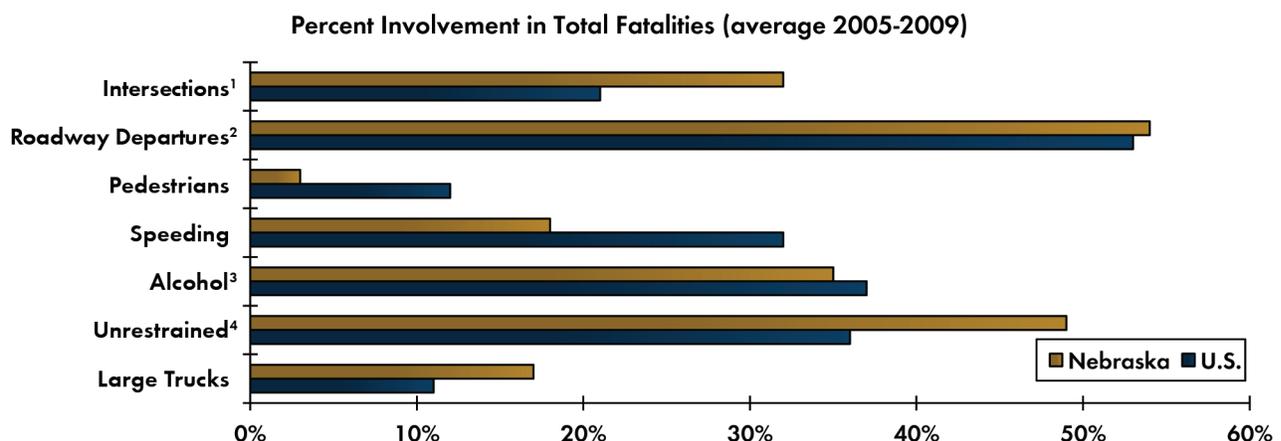
Indicators	NE	U.S.
Total Fatalities		
2009	223	33,808
Average: 2000-2009	261	41,157
Fatality Rate (per 100M VMT)		
2009	1.15	1.14
Average: 2000-2009	1.38	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

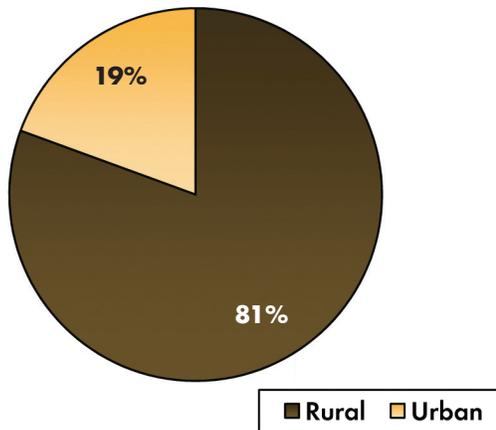
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

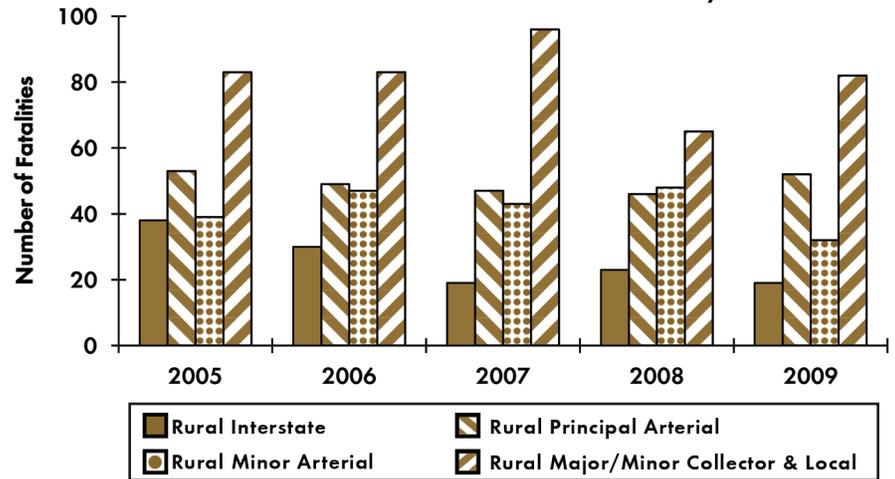
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

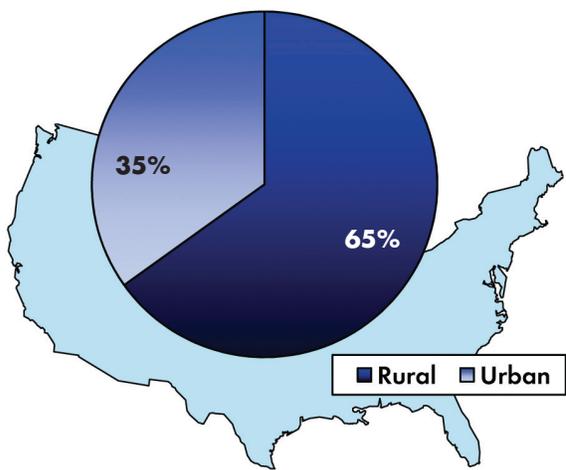
Nebraska



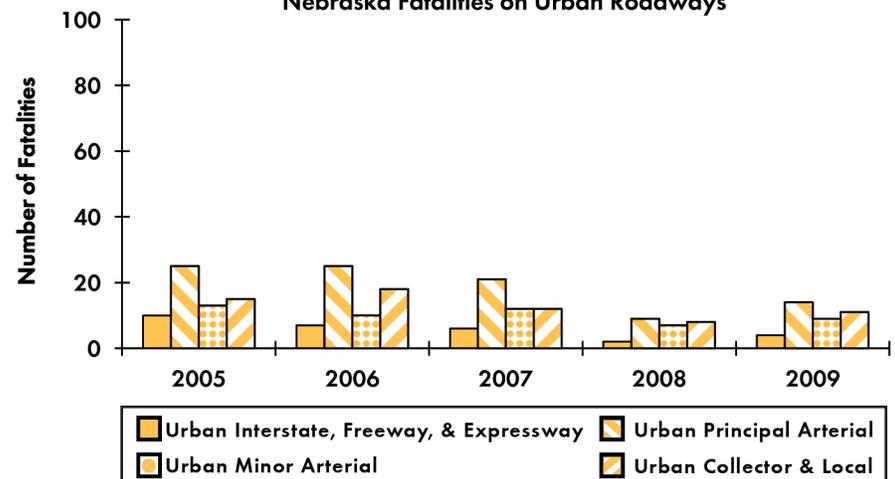
Nebraska Fatalities on Rural Roadways



U.S.



Nebraska Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

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Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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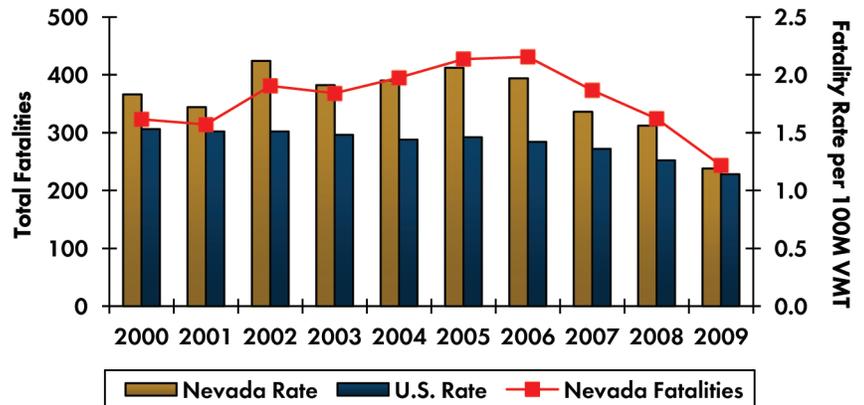
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Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Nevada has an approved Strategic Highway Safety Plan (SHSP), which identifies the following critical emphasis areas: making walking and street crossing safer; reducing impaired driving; increasing seat belt usage; improving the design and operation of intersections; and keeping vehicles on the roadway, minimizing the consequences of leaving the road, and reducing head-on and across-median crashes. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

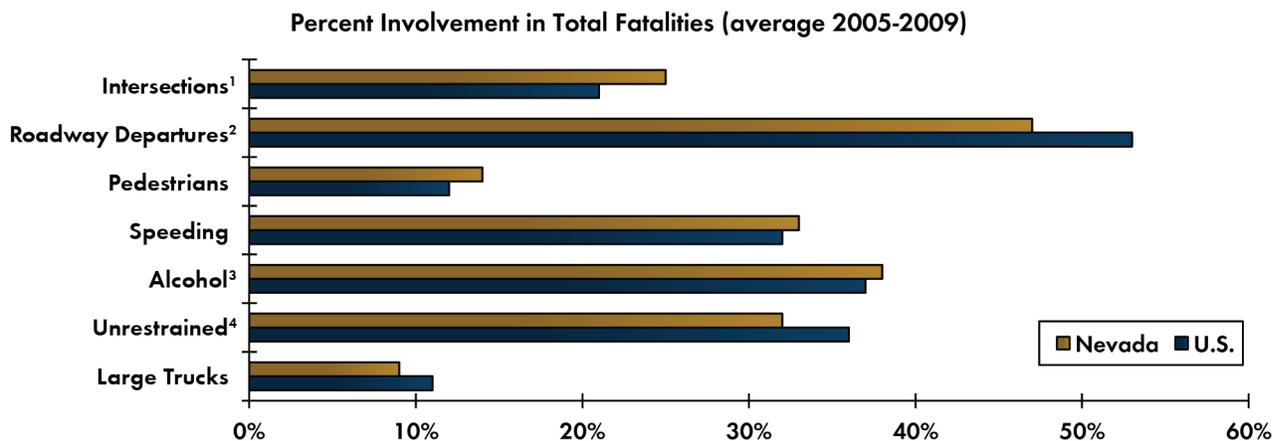
Indicators	NV	U.S.
Total Fatalities		
2009	243	33,808
Average: 2000-2009	358	41,157
Fatality Rate (per 100M VMT)		
2009	1.19	1.14
Average: 2000-2009	1.80	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

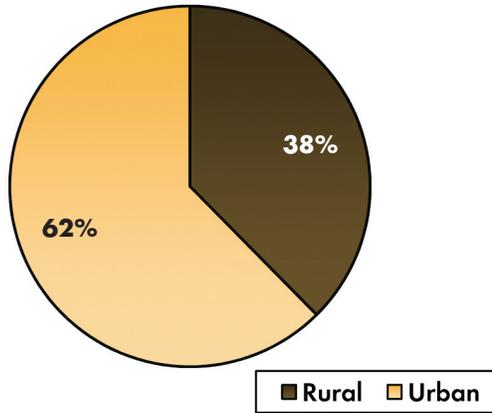
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

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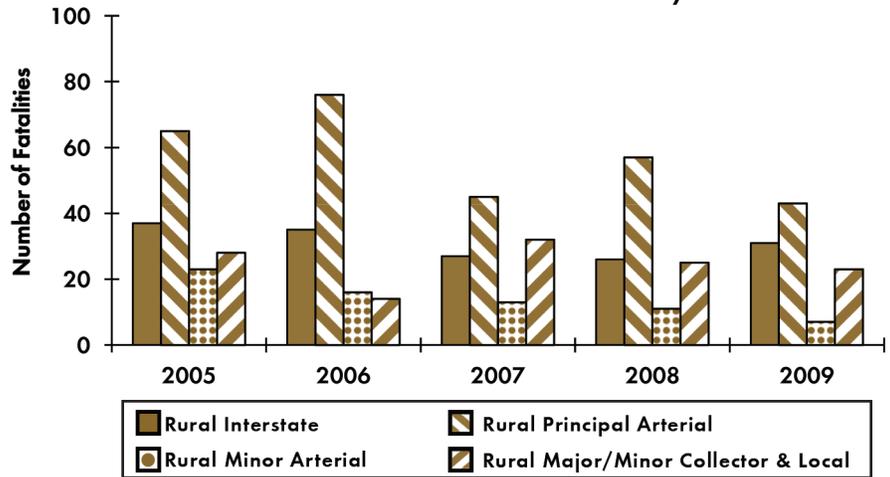
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

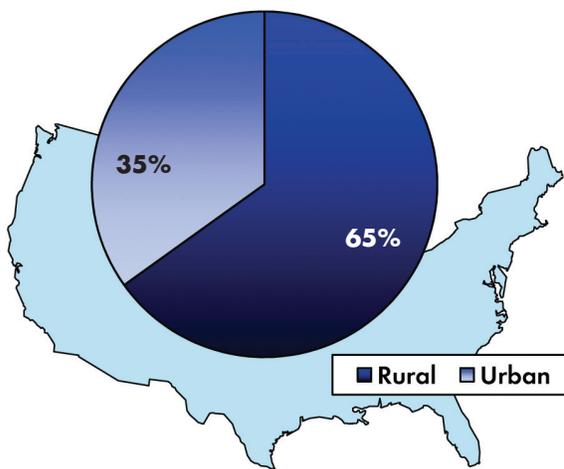
Nevada



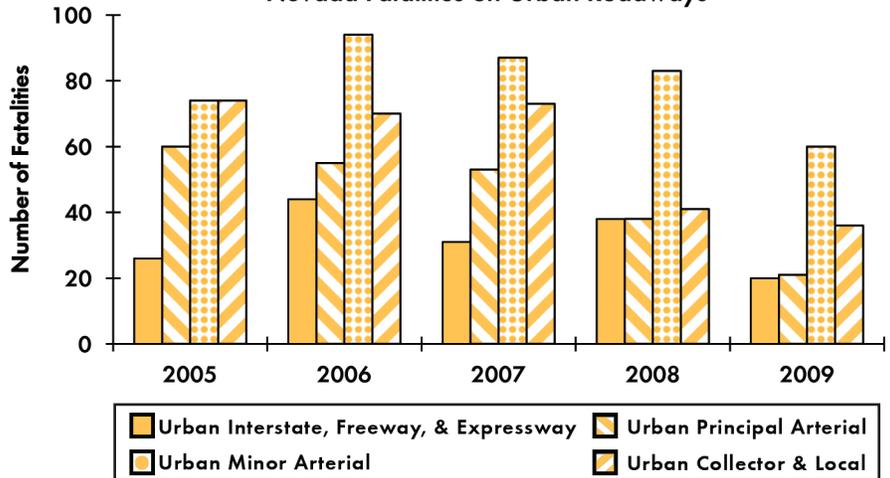
Nevada Fatalities on Rural Roadways



U.S.



Nevada Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

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Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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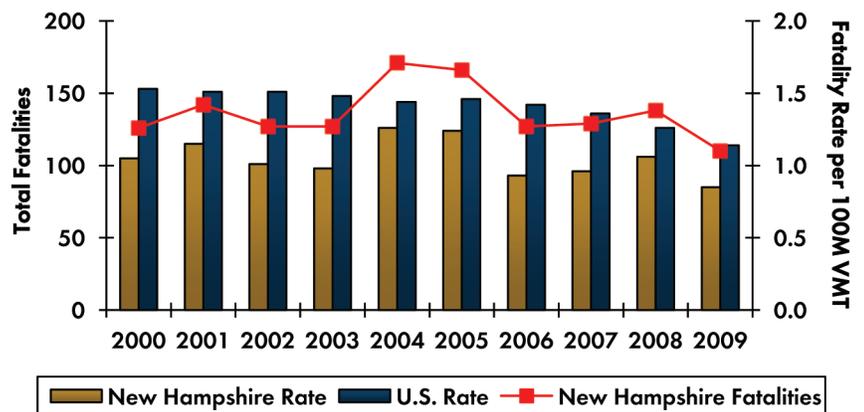


Motor vehicle crashes are a leading cause of death in the United States.

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Fatality Trends

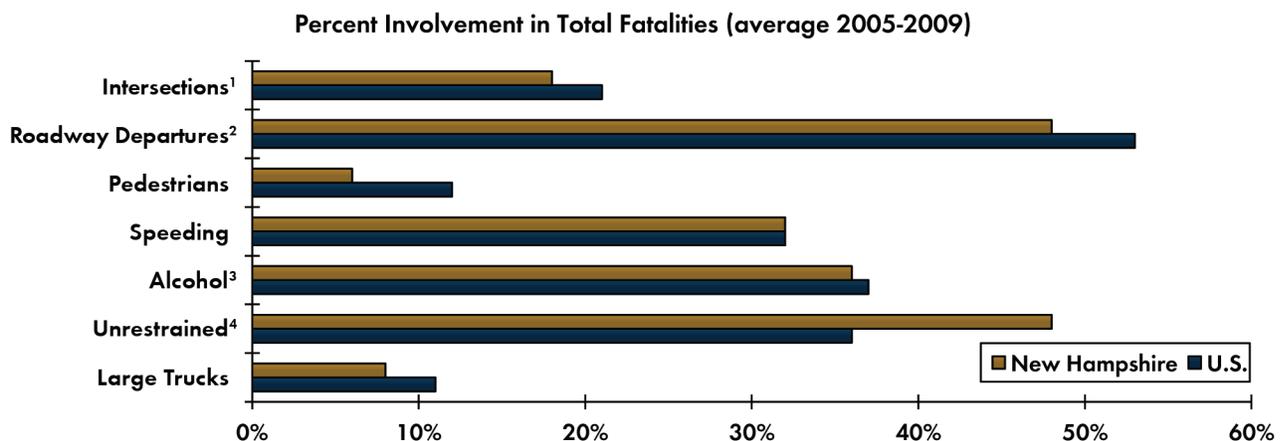
Indicators	NH	U.S.
Total Fatalities		
2009	110	33,808
Average: 2000-2009	136	41,157
Fatality Rate (per 100M VMT)		
2009	0.85	1.14
Average: 2000-2009	1.05	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

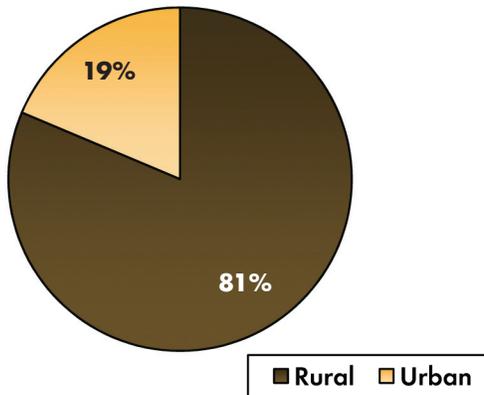
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

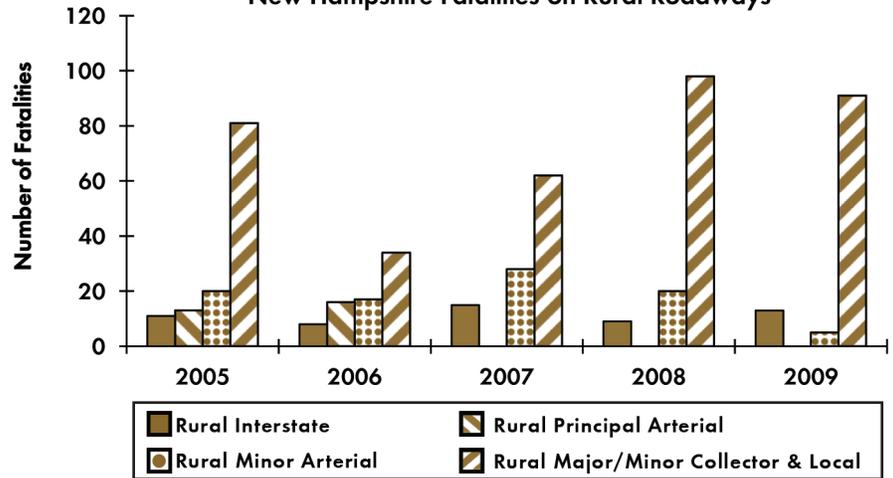
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

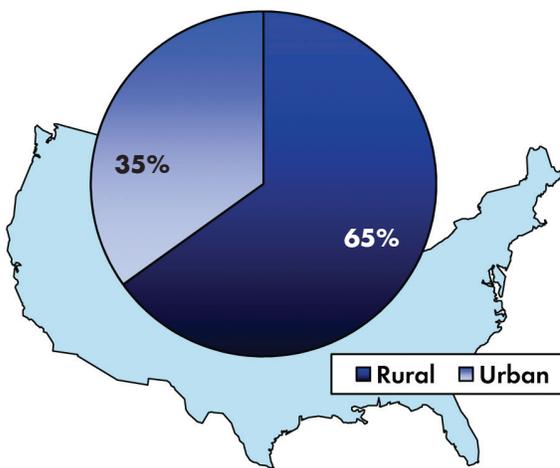
New Hampshire



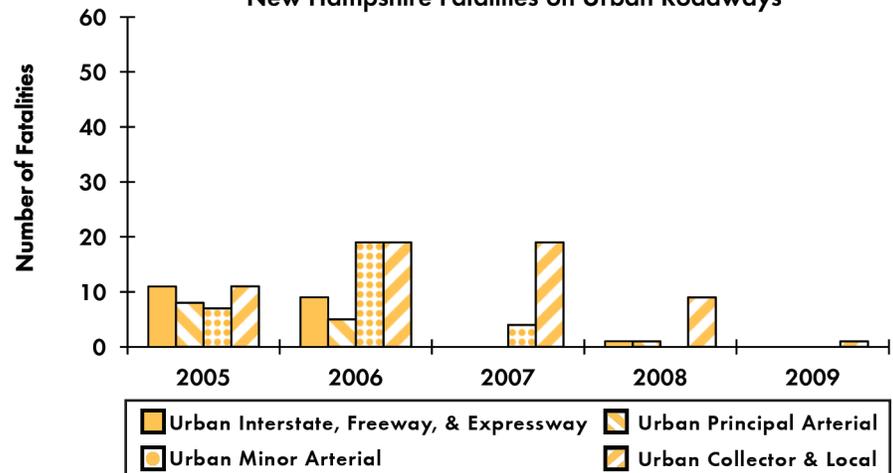
New Hampshire Fatalities on Rural Roadways



U.S.



New Hampshire Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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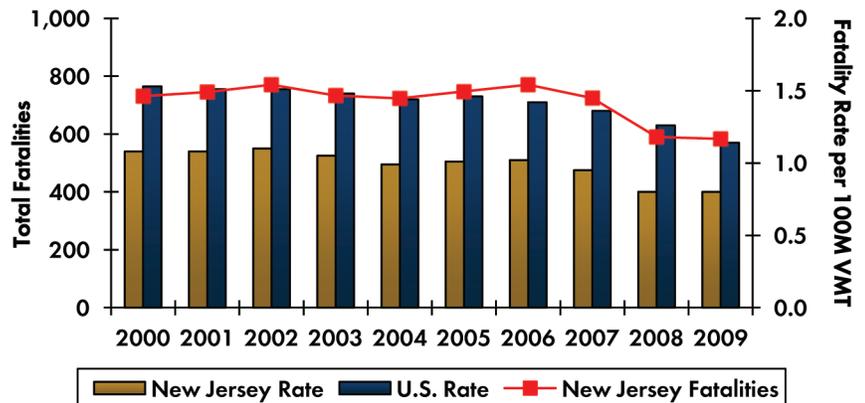
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Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, New Jersey has an approved Comprehensive Strategic Highway Safety Plan (CSHSP), which identifies the following emphasis areas: curb aggressive driving, improve design/operations of intersections, increase driver safety awareness, minimize roadway departure crashes, reduce young driver crashes, reduce impaired driving, reduce pedestrian, bicycle, rail, and vehicular conflicts, and sustain proficiency in older drivers. To obtain a copy of the CSHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

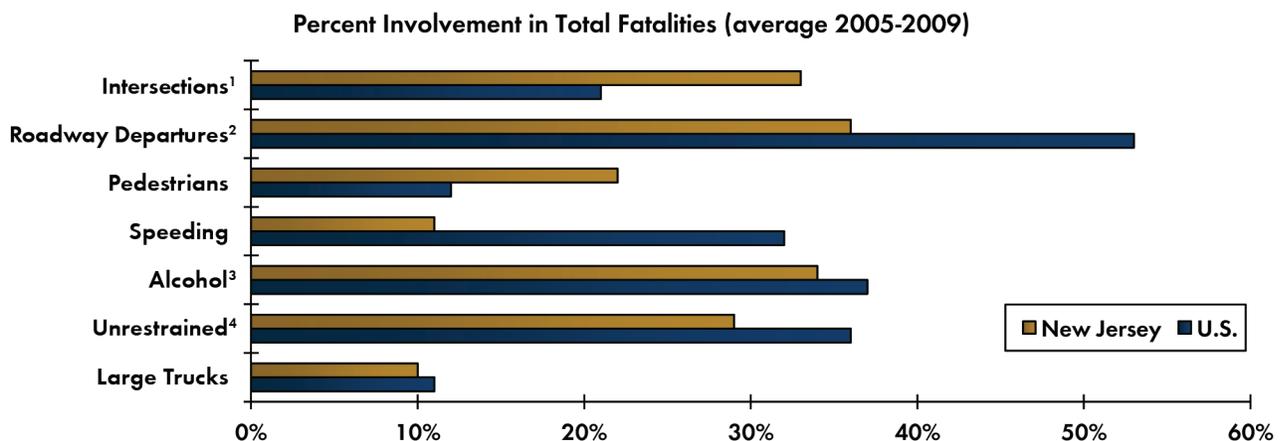
Indicators	NJ	U.S.
Total Fatalities		
2009	583	33,808
Average: 2000-2009	712	41,157
Fatality Rate (per 100M VMT)		
2009	0.80	1.14
Average: 2000-2009	0.99	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

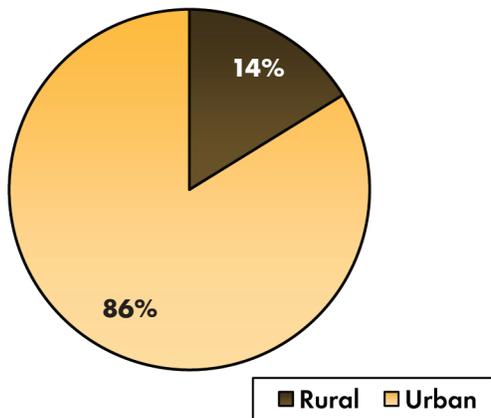
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

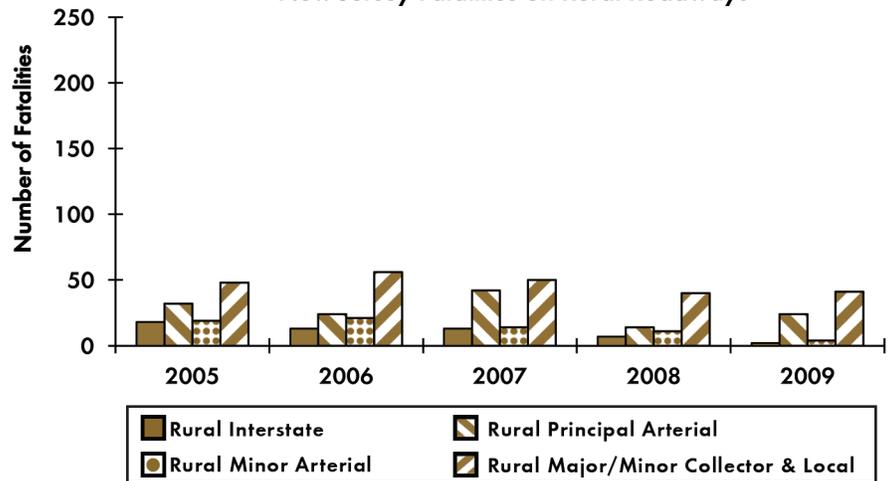
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

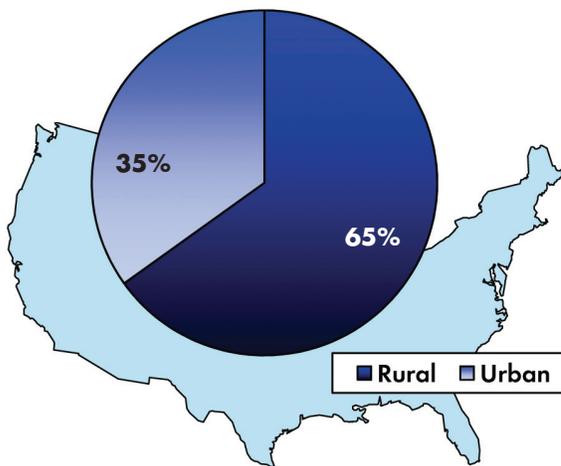
New Jersey



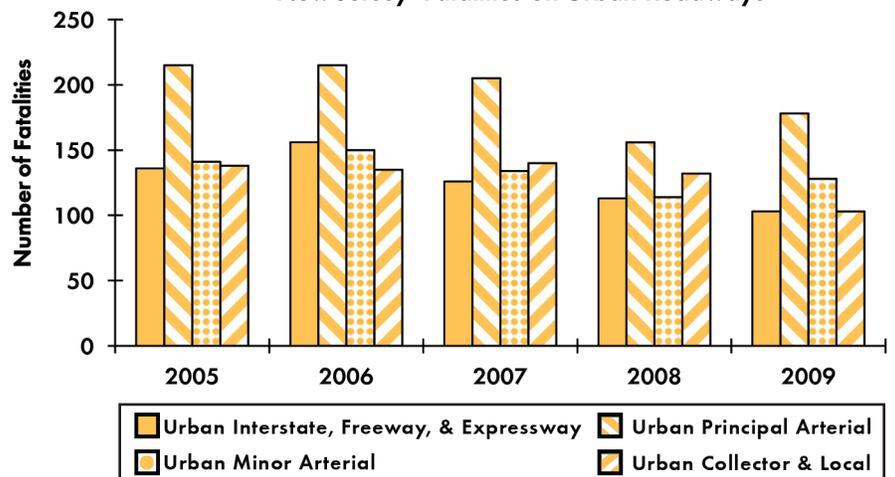
New Jersey Fatalities on Rural Roadways



U.S.



New Jersey Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

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Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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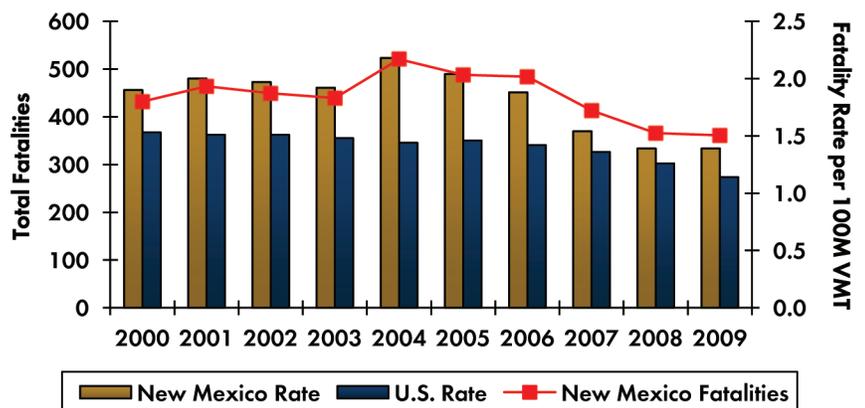
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Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, New Mexico has an approved Comprehensive Transportation Safety Plan (CTSP), which identifies the following emphasis areas: aggressive driving and speeding, alcohol/impaired driving, emergency services response, fatigued and distracted drivers, intersection crashes, lane departure crashes, Native Americans, occupant protection, public education and media, special users, traffic records, and young driver crashes. To obtain a copy of the CTSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

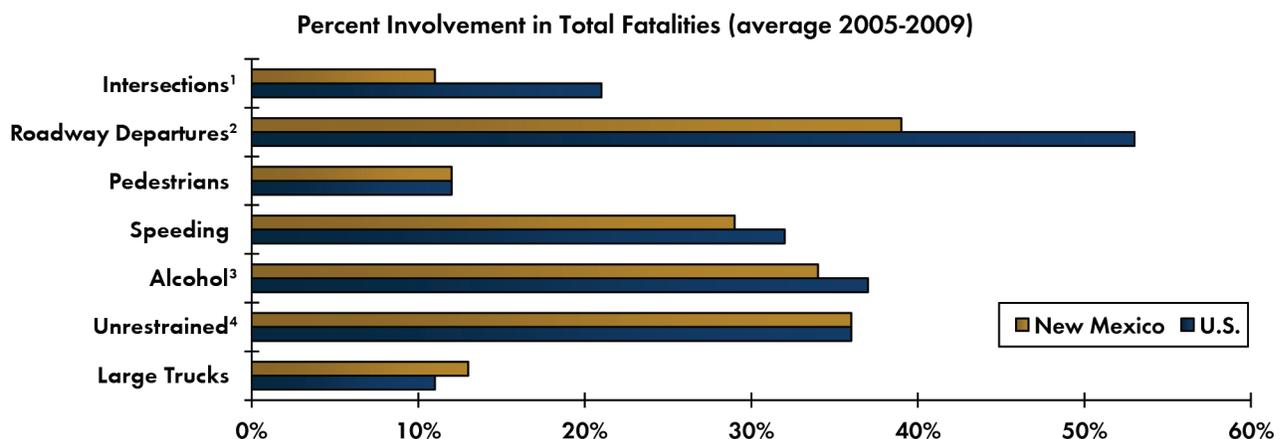
Indicators	NM	U.S.
Total Fatalities		
2009	361	33,808
Average: 2000-2009	442	41,157
Fatality Rate (per 100M VMT)		
2009	1.39	1.14
Average: 2000-2009	1.82	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



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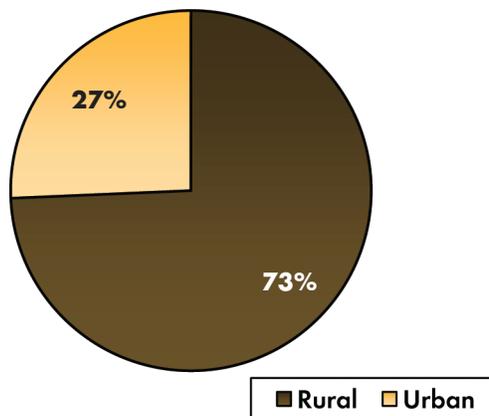
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

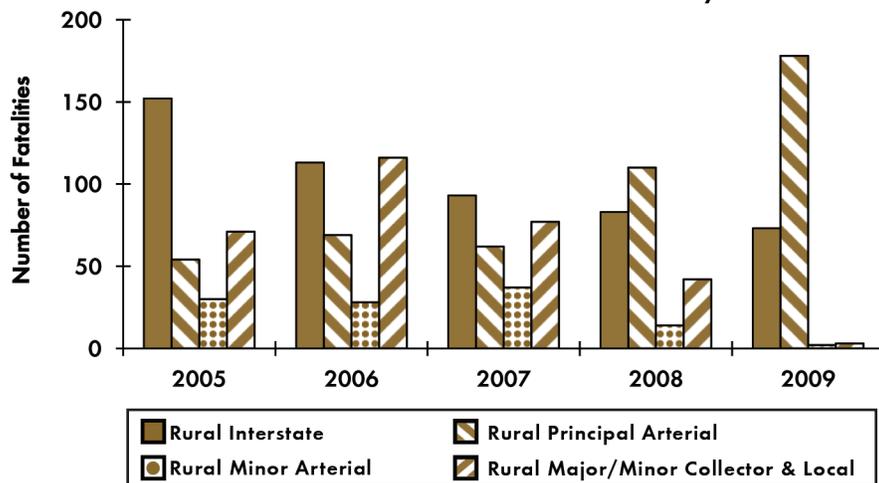
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

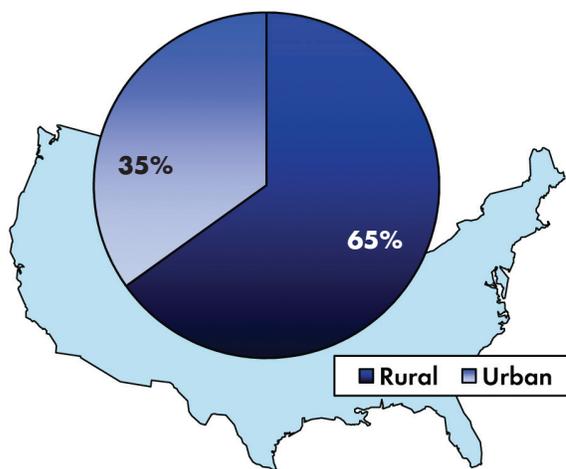
New Mexico



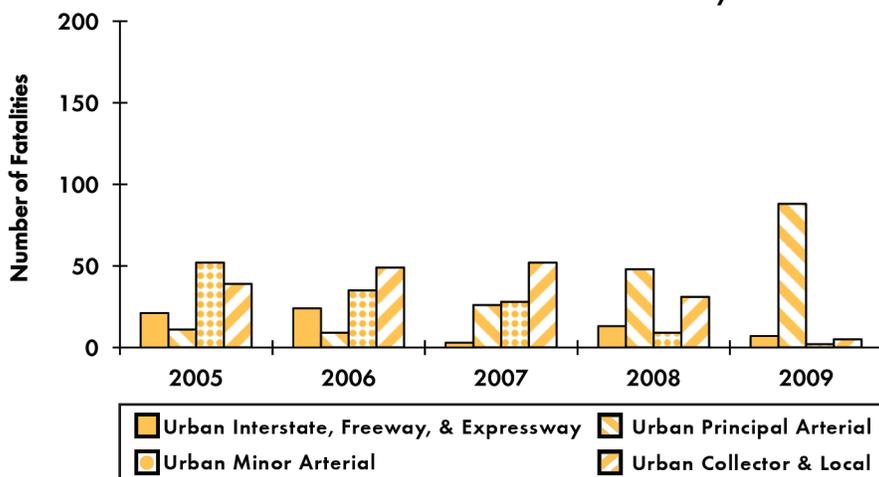
New Mexico Fatalities on Rural Roadways



U.S.



New Mexico Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

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Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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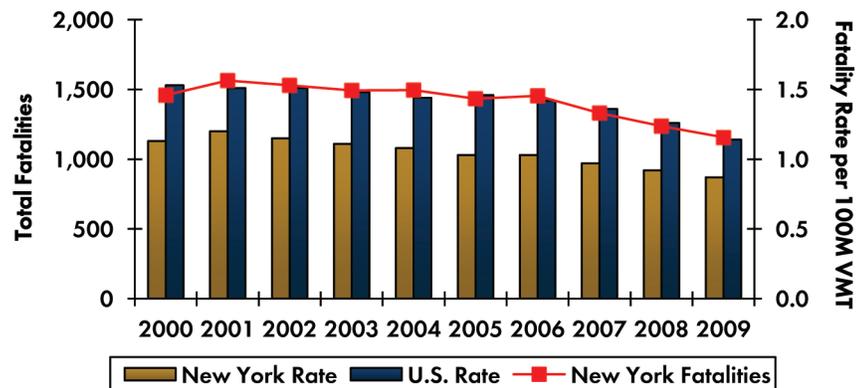
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Motor vehicle crashes are a leading cause of death in the United States.

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Fatality Trends

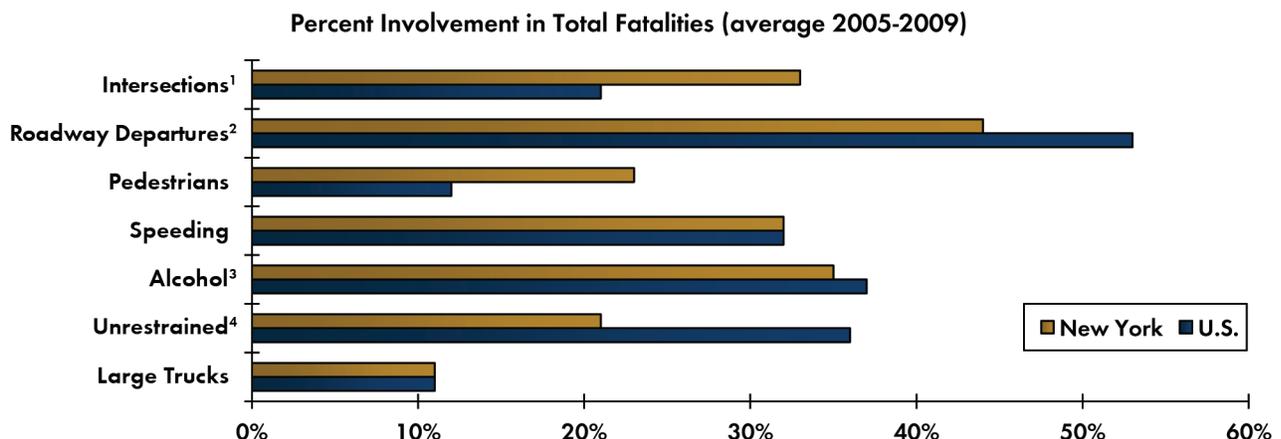
Indicators	NY	U.S.
Total Fatalities		
2009	1,156	33,808
Average: 2000-2009	1,416	41,157
Fatality Rate (per 100M VMT)		
2009	0.87	1.14
Average: 2000-2009	1.05	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

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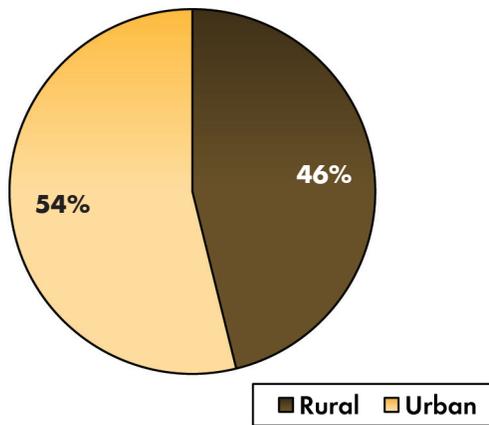
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

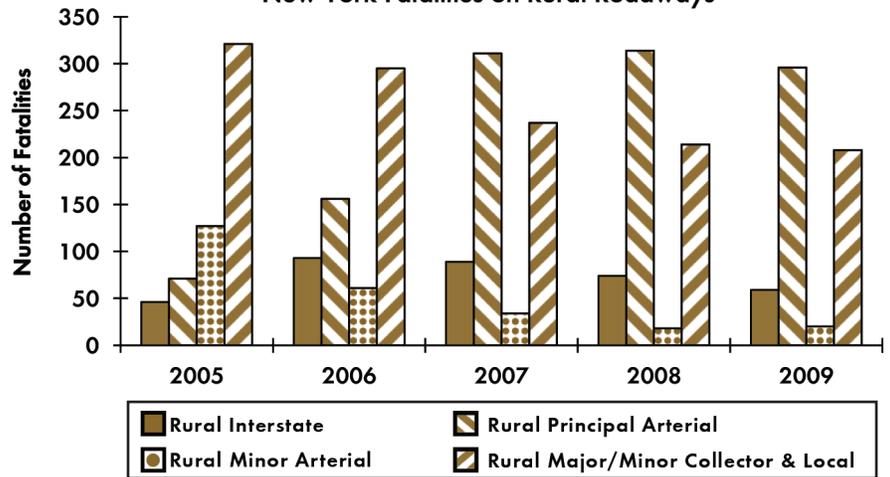
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

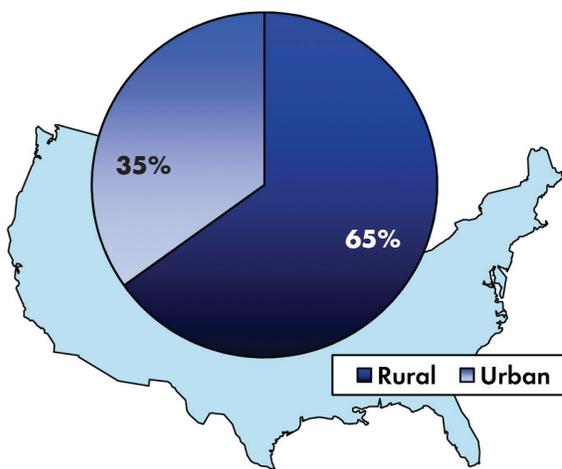
New York



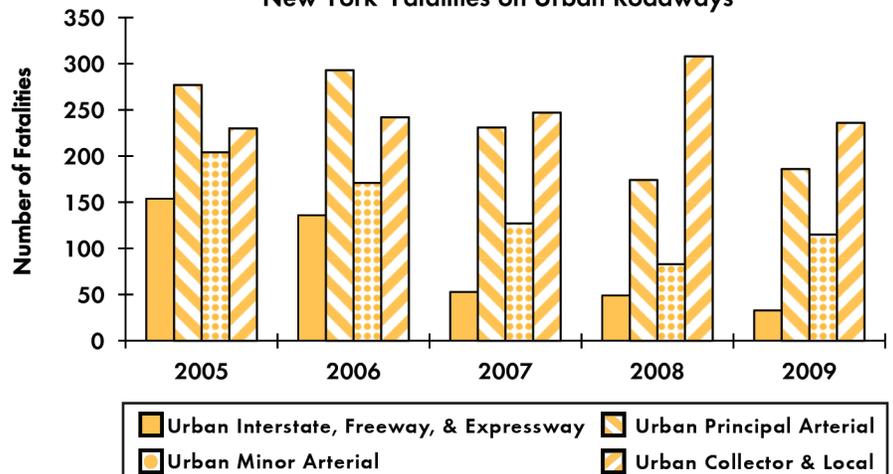
New York Fatalities on Rural Roadways



U.S.



New York Fatalities on Urban Roadways



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For More Information

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Fatality Analysis Reporting System: www.nhtsa.gov/FARS

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Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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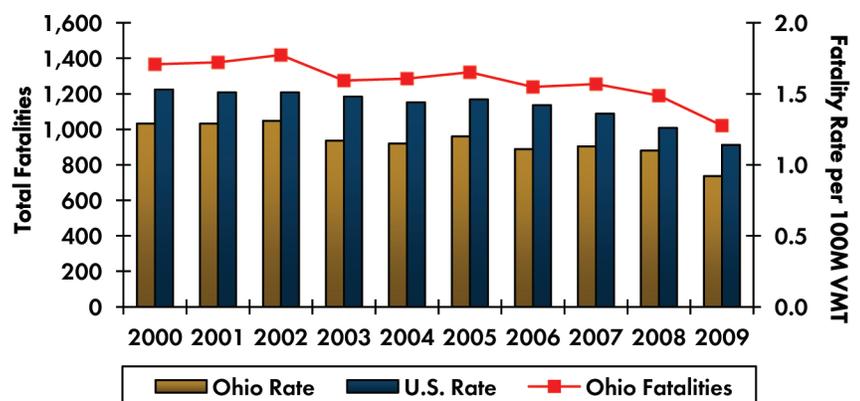
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Fatality Trends

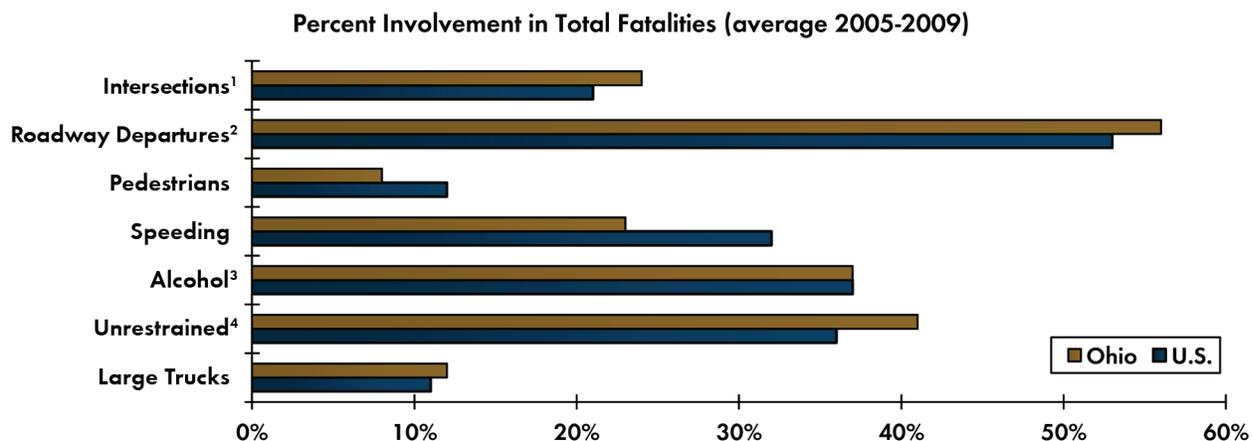
Indicators	OH	U.S.
Total Fatalities		
2009	1,021	33,808
Average: 2000-2009	1,275	41,157
Fatality Rate (per 100M VMT)		
2009	0.92	1.14
Average: 2000-2009	1.17	1.41



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Safety Focus Areas

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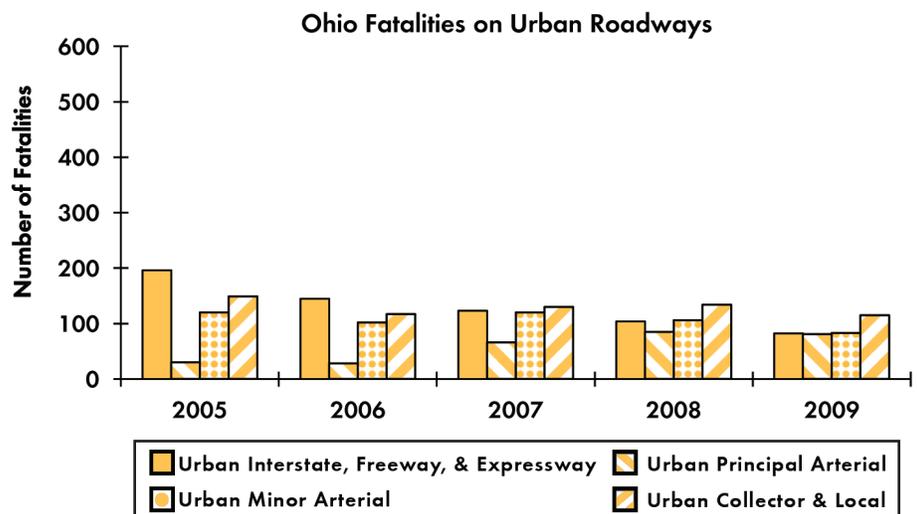
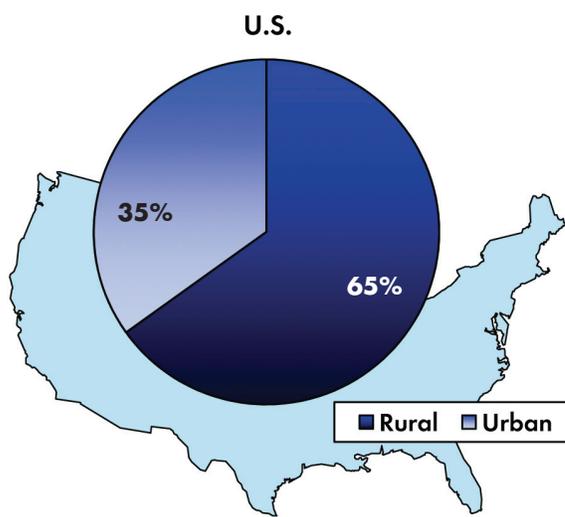
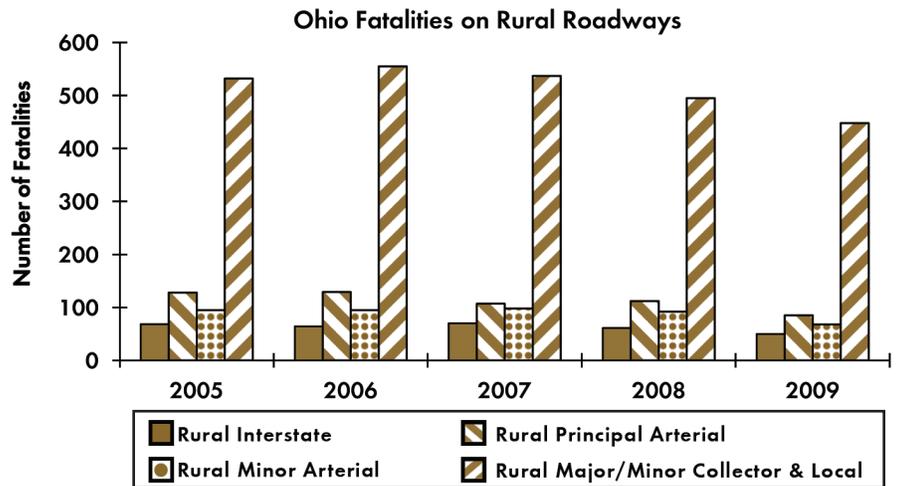
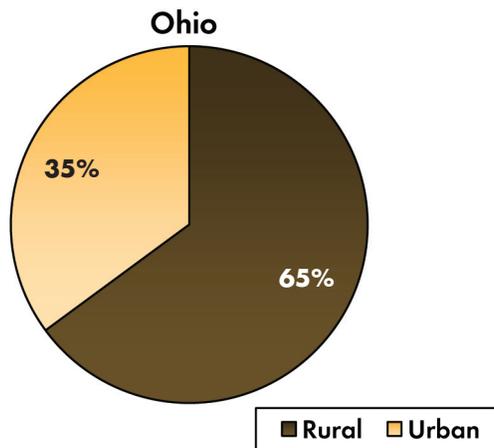
¹ Non-interchange intersection/intersection-related crashes.

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Rural and Urban Roadway Fatalities



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

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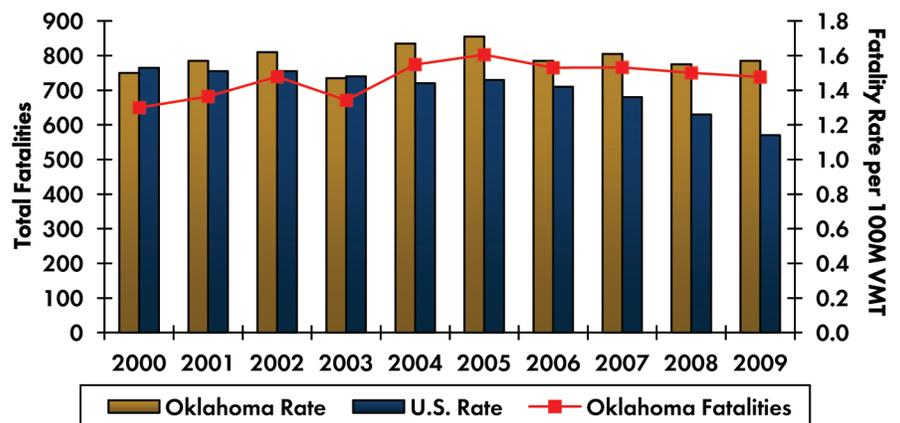


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Fatality Trends

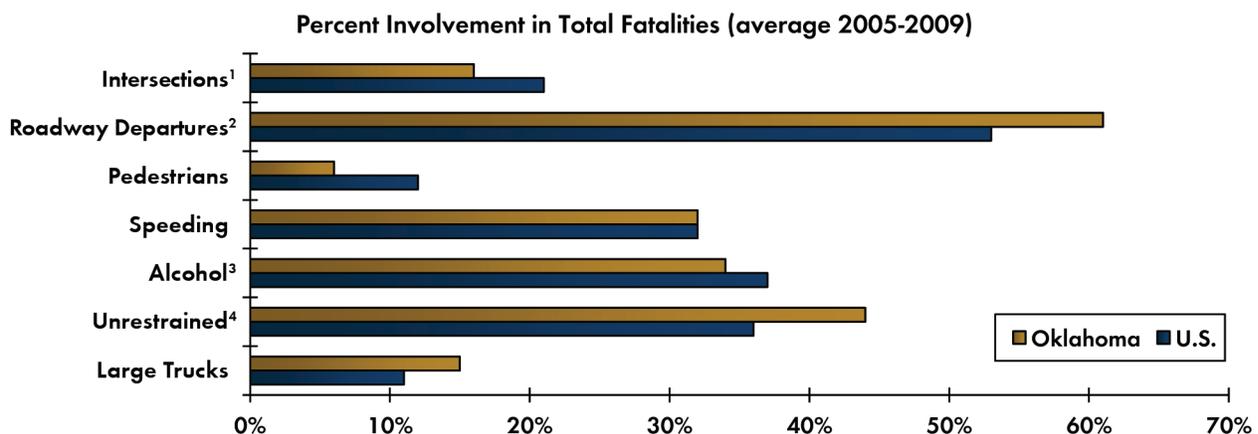
Indicators	OK	U.S.
Total Fatalities		
2009	738	33,808
Average: 2000-2009	734	41,157
Fatality Rate (per 100M VMT)		
2009	1.57	1.14
Average: 2000-2009	1.58	1.41



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Safety Focus Areas

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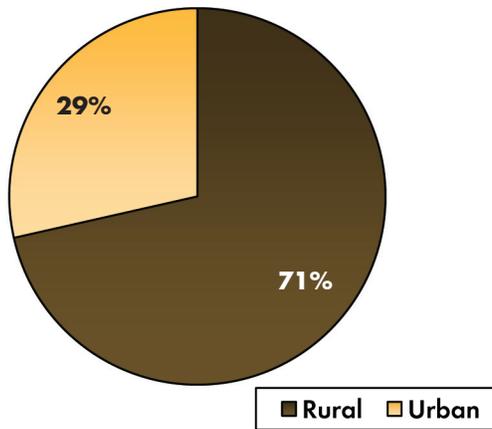
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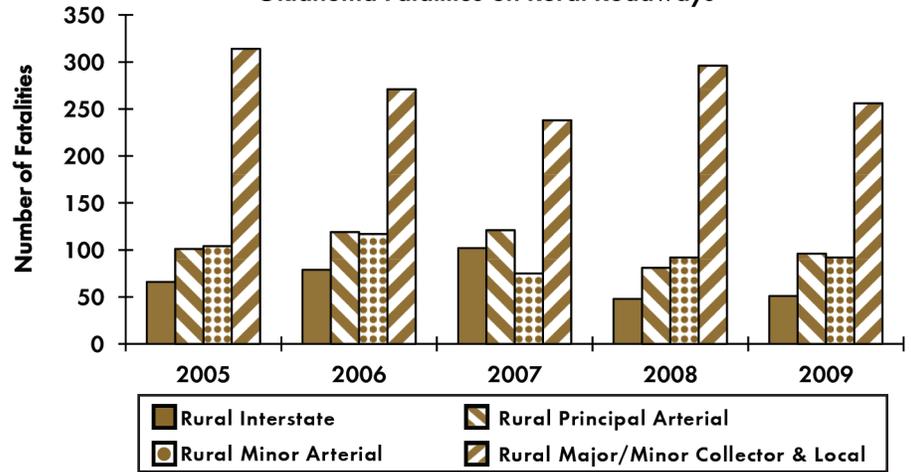
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

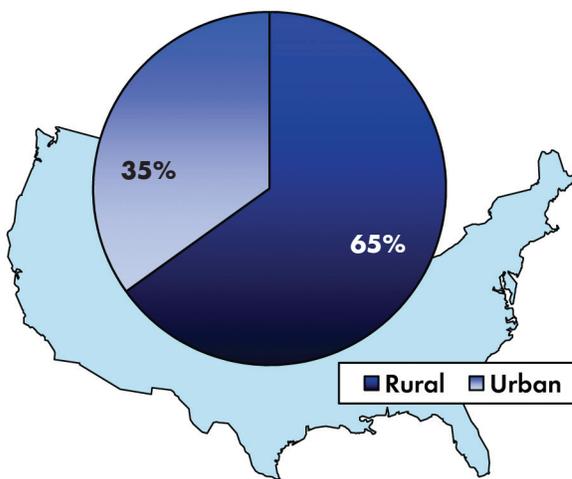
Oklahoma



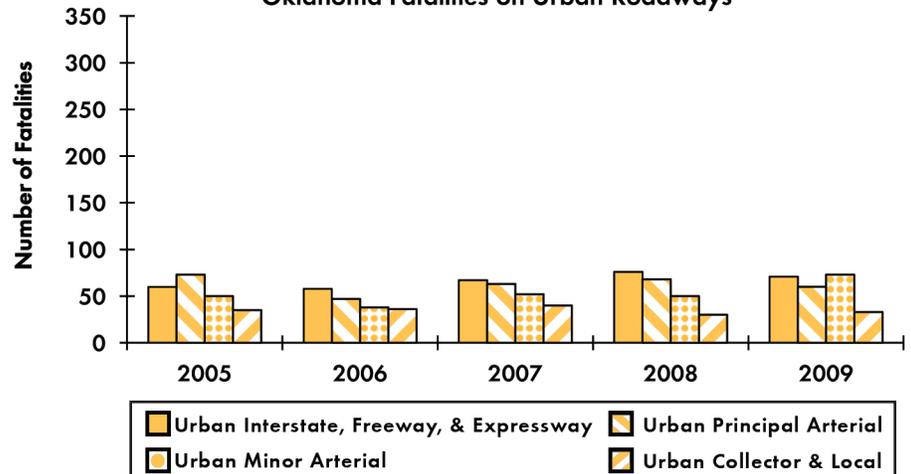
Oklahoma Fatalities on Rural Roadways



U.S.



Oklahoma Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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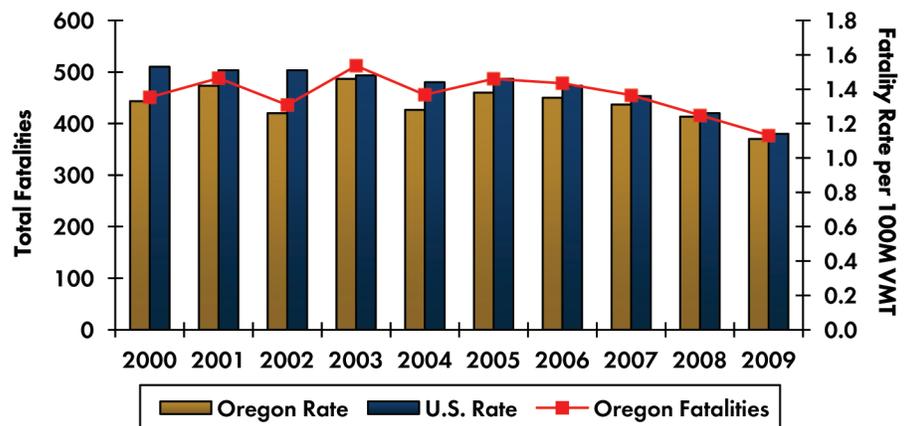


Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Oregon has an approved Transportation Safety Action Plan (TSAP), which identifies the following key safety emphasis areas: rural non-signalized intersection crashes, high speed signalized intersection crashes, lane departure crashes, and pedestrian crashes. To obtain a copy of the TSAP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

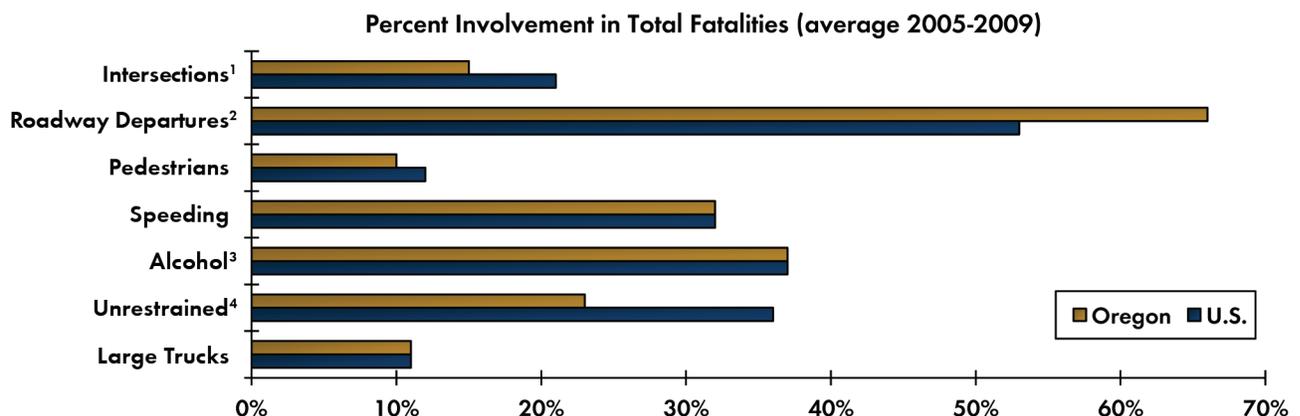
Indicators	OR	U.S.
Total Fatalities		
2009	377	33,808
Average: 2000-2009	456	41,157
Fatality Rate (per 100M VMT)		
2009	1.11	1.14
Average: 2000-2009	1.31	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

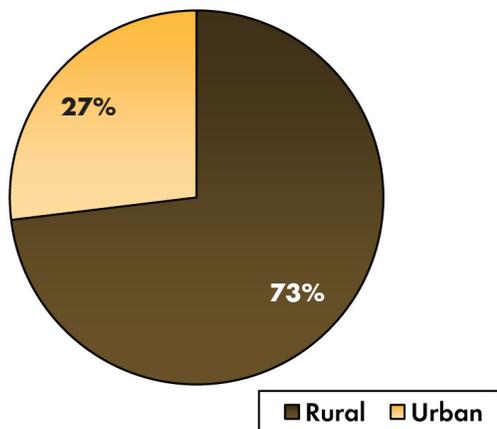
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

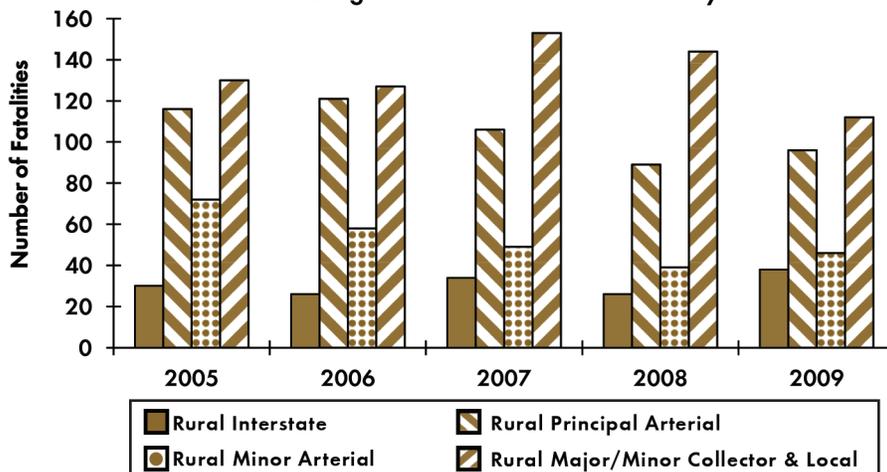
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

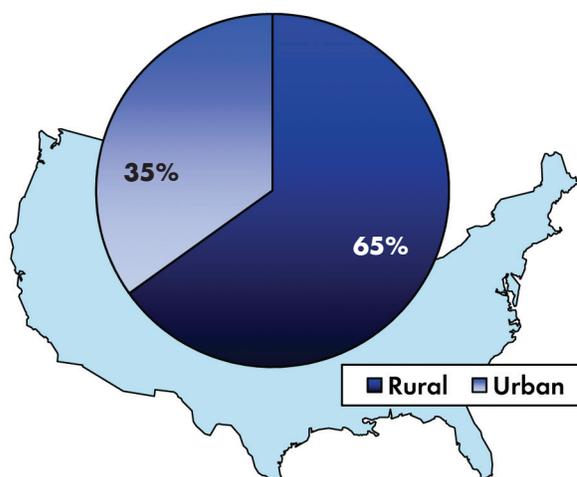
Oregon



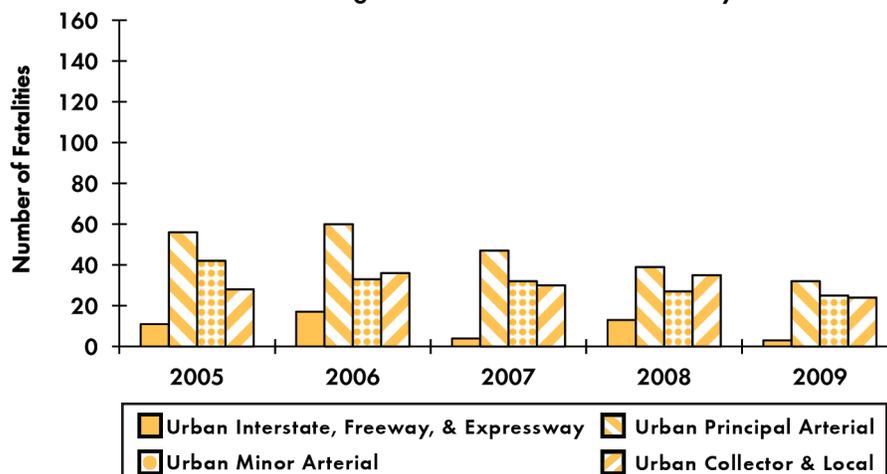
Oregon Fatalities on Rural Roadways



U.S.



Oregon Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

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Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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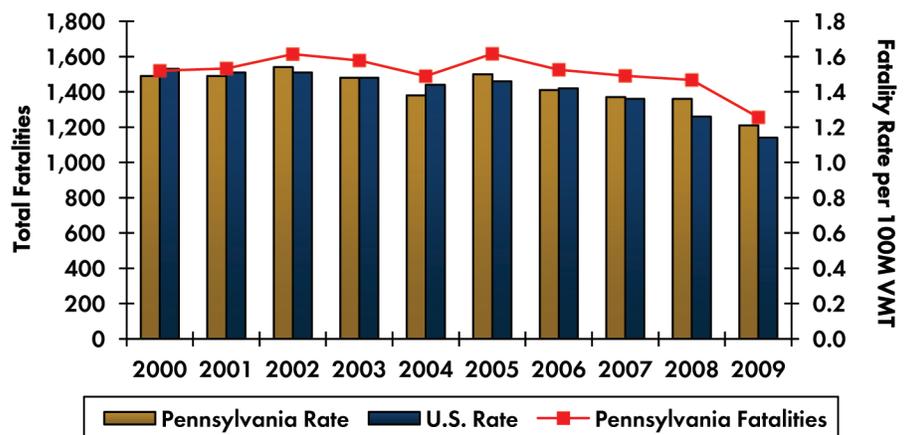


Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Pennsylvania has an approved Strategic Highway Safety Plan (SHSP), which identifies the following “vital seven” safety focus areas: reducing aggressive driving, reducing impaired driving (DUI), increasing seatbelt usage, infrastructure improvements (reducing head-on and cross-median crashes, improving intersection safety, reducing run-off-road crashes, and reducing the severity and frequency of hit fixed object crashes), improving traffic records data, motorcycle safety, and mature driver safety. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

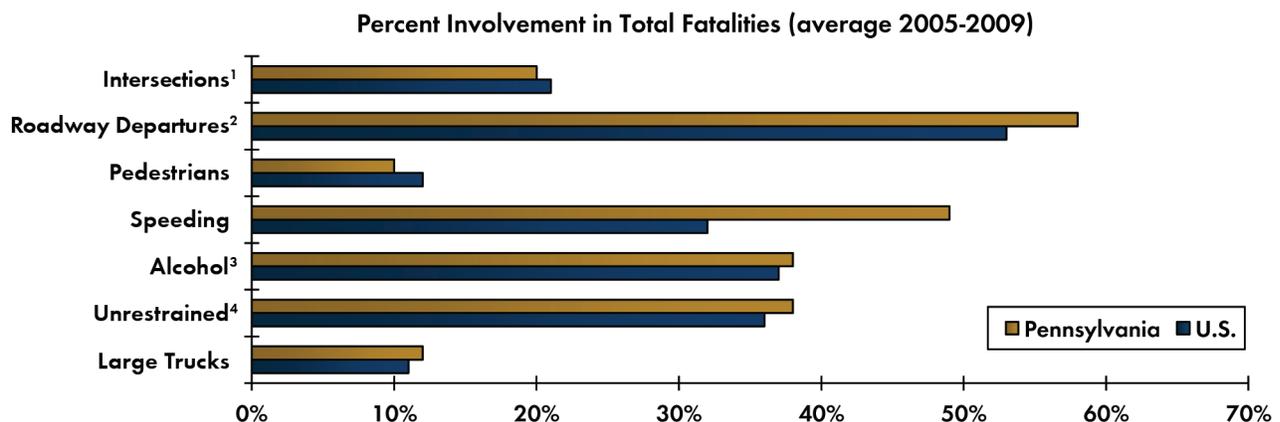
Indicators	PA	U.S.
Total Fatalities		
2009	1,256	33,808
Average: 2000-2009	1,509	41,157
Fatality Rate (per 100M VMT)		
2009	1.21	1.14
Average: 2000-2009	1.42	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

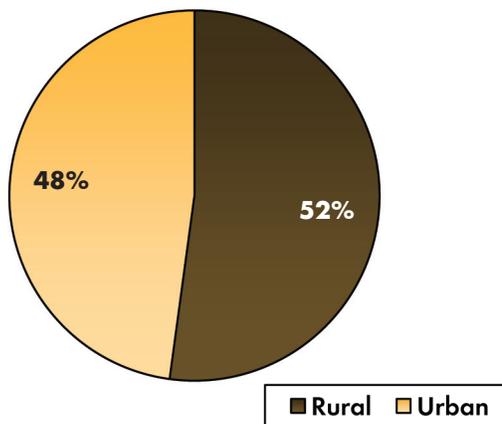
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

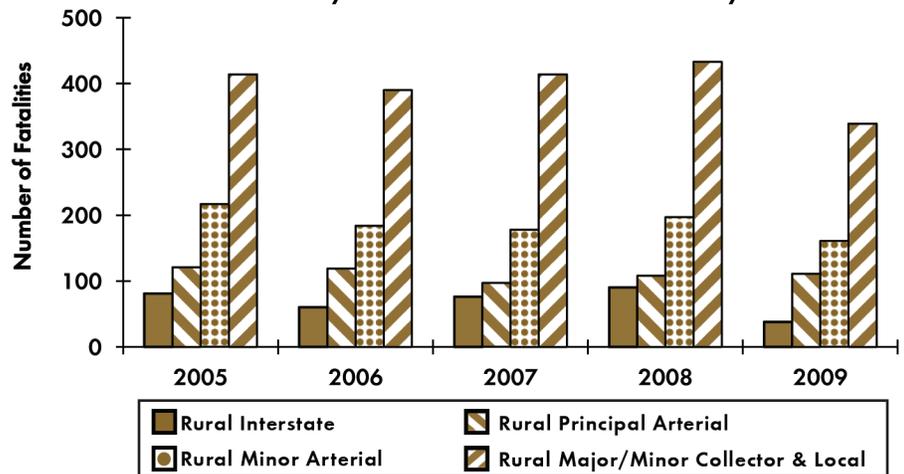
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

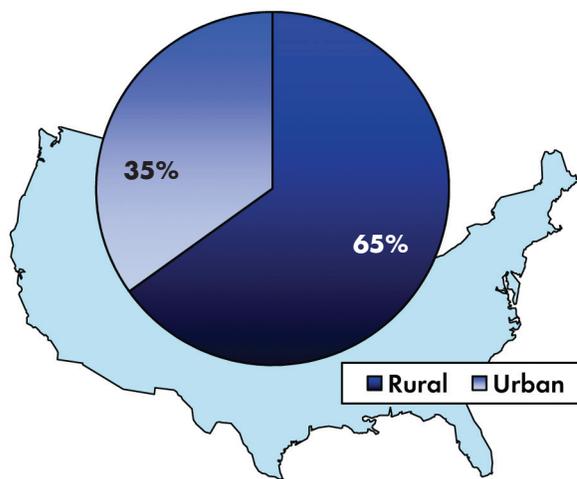
Pennsylvania



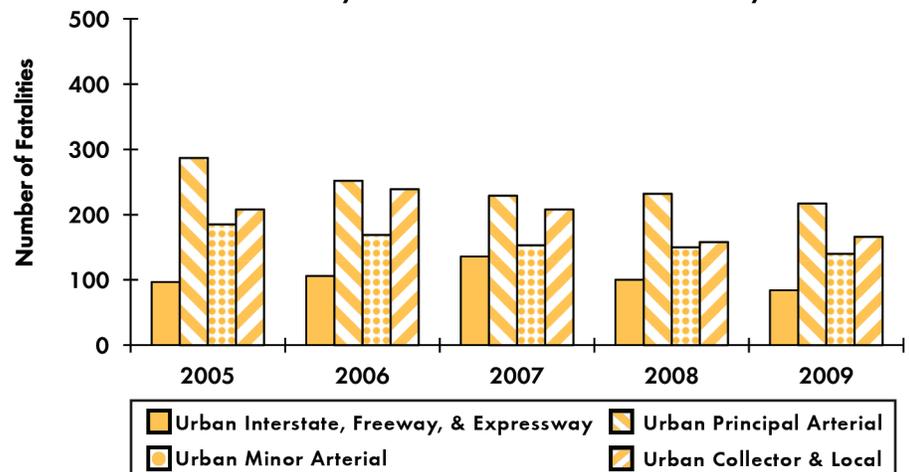
Pennsylvania Fatalities on Rural Roadways



U.S.



Pennsylvania Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

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Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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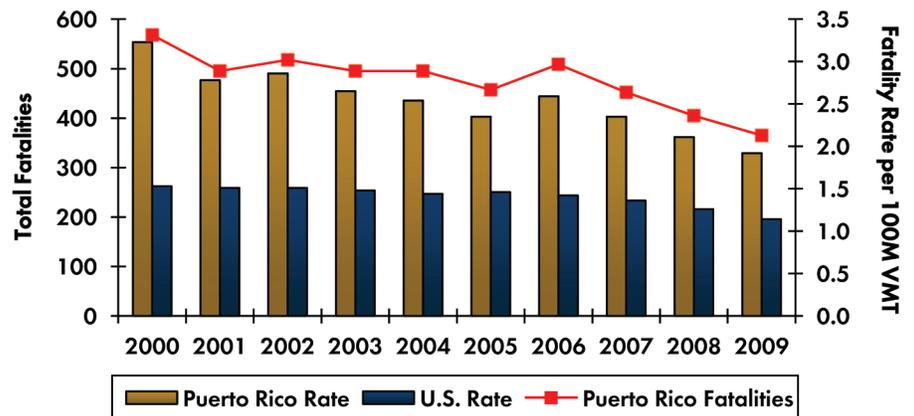
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Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues.

Fatality Trends

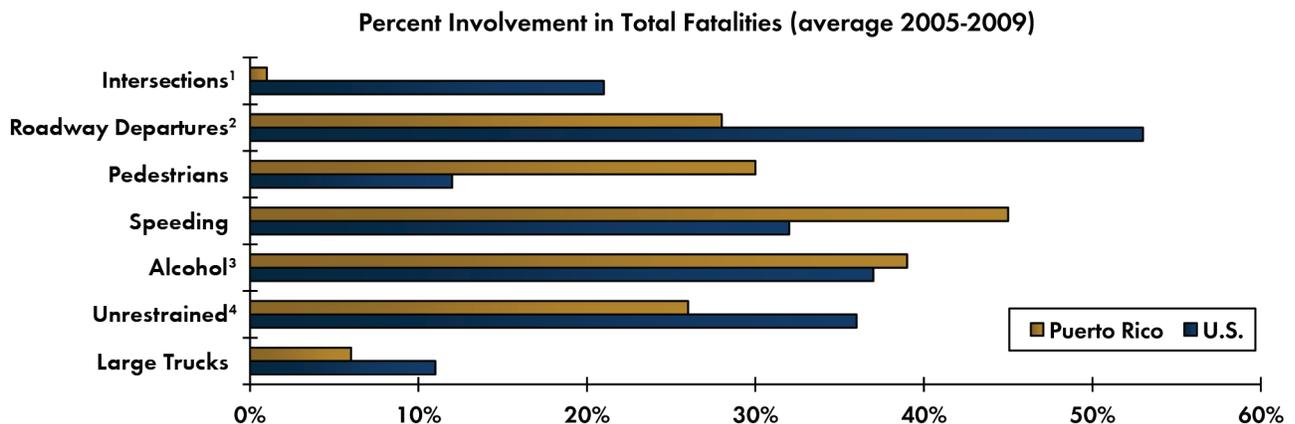
Indicators	PR	U.S.
Total Fatalities		
2009	365	33,808
Average: 2000-2009	476	41,157
Fatality Rate (per 100M VMT)		
2009	1.92	1.14
Average: 2000-2009	2.54	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

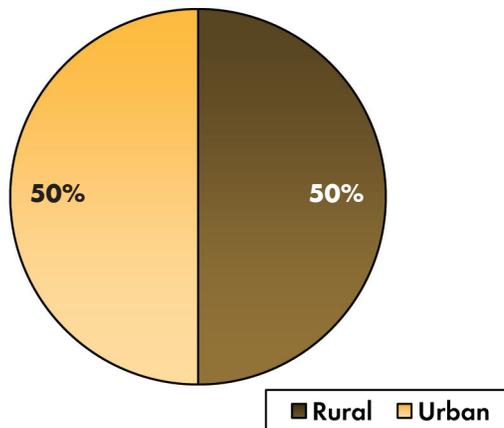
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

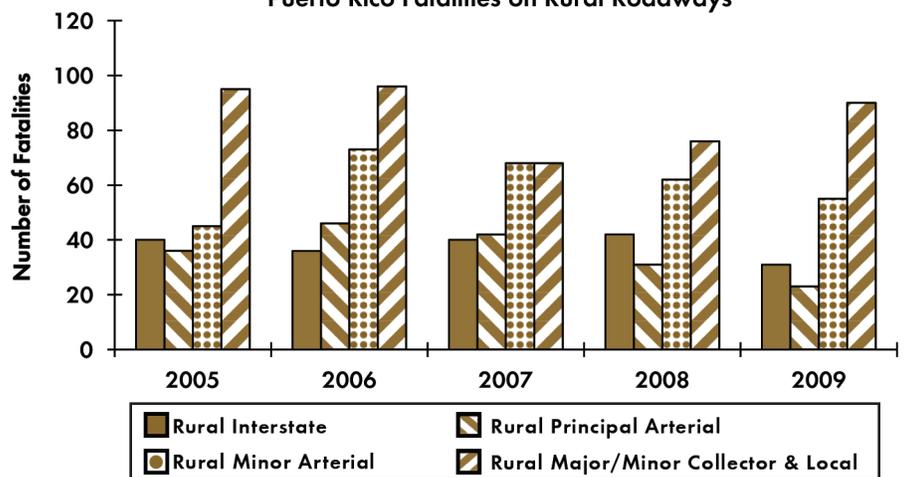
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

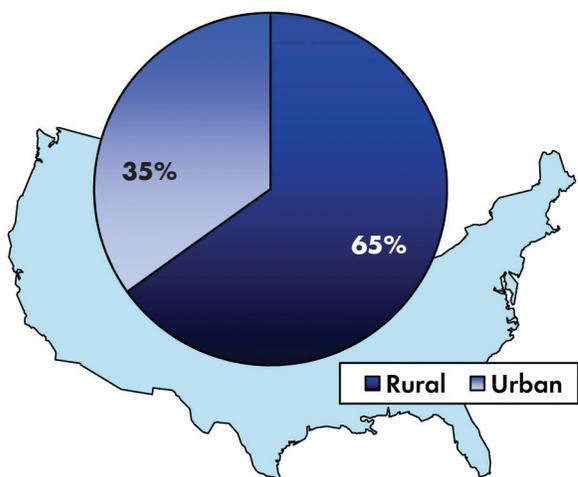
Puerto Rico



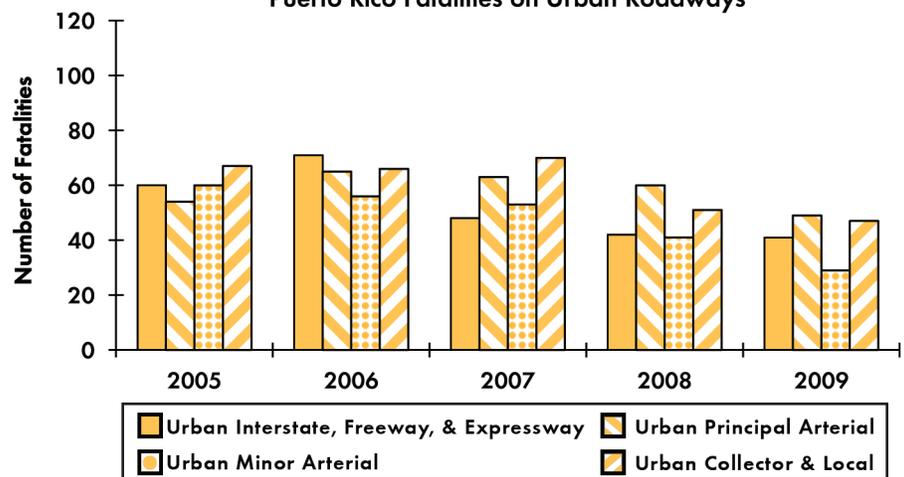
Puerto Rico Fatalities on Rural Roadways



U.S.



Puerto Rico Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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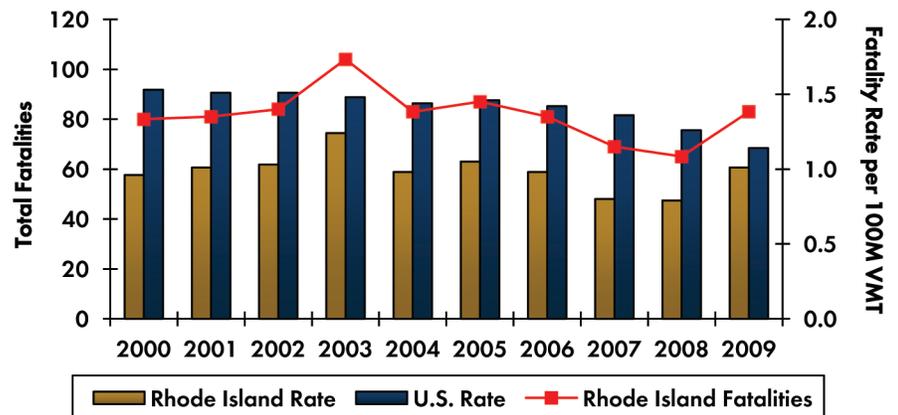
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Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Rhode Island has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: impaired driving, speed and aggressive driving, intersections and run-off-the-road, occupant protection, and young drivers. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

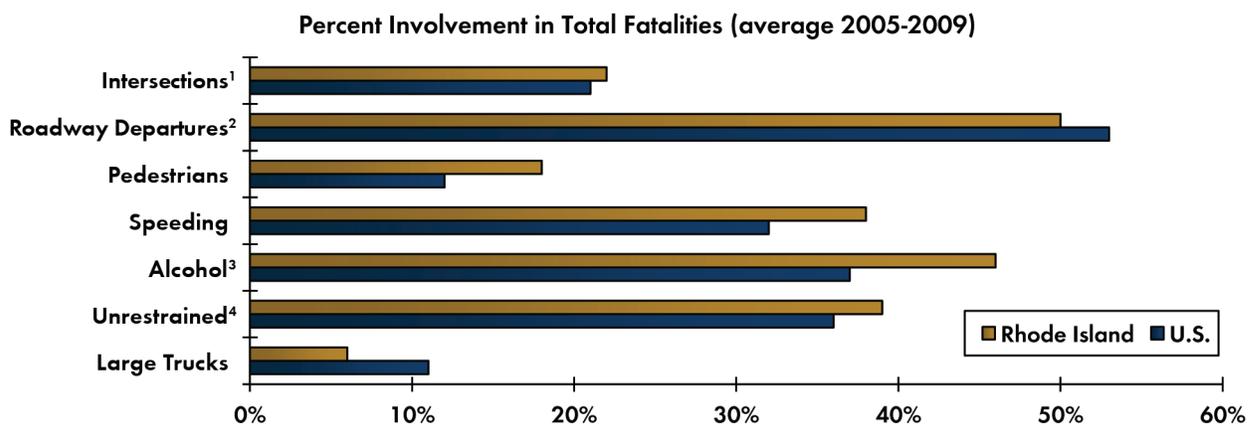
Indicators	RI	U.S.
Total Fatalities		
2009	83	33,808
Average: 2000-2009	82	41,157
Fatality Rate (per 100M VMT)		
2009	1.01	1.14
Average: 2000-2009	.99	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

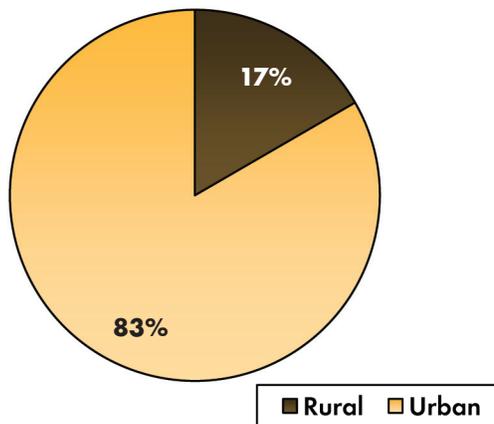
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

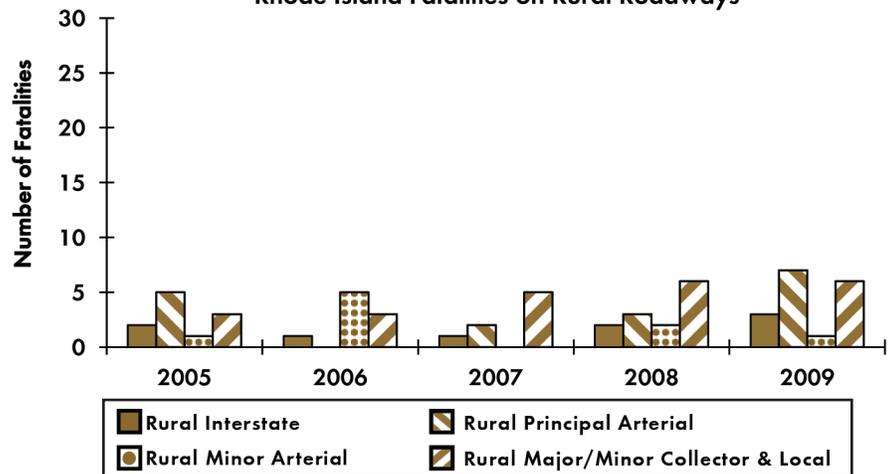
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

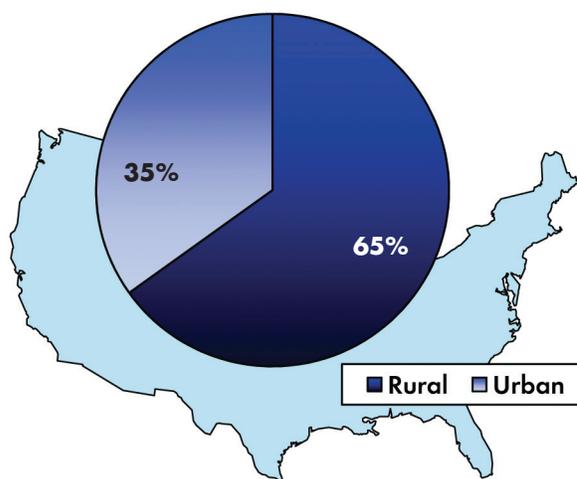
Rhode Island



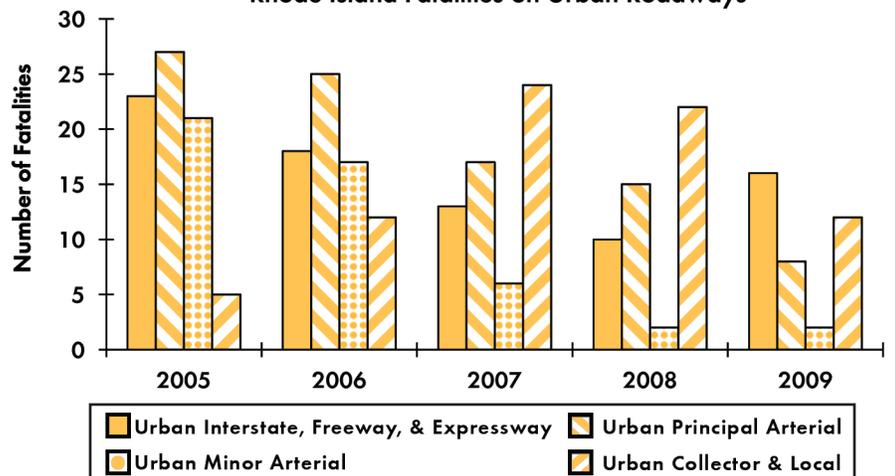
Rhode Island Fatalities on Rural Roadways



U.S.



Rhode Island Fatalities on Urban Roadways



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For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

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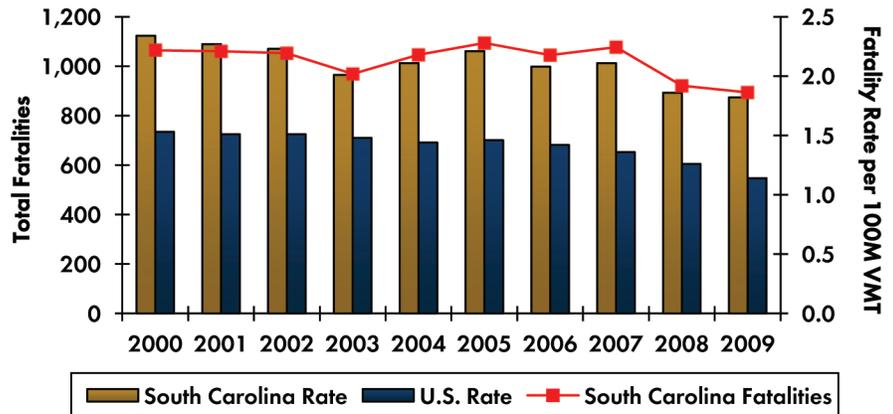
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Fatality Trends

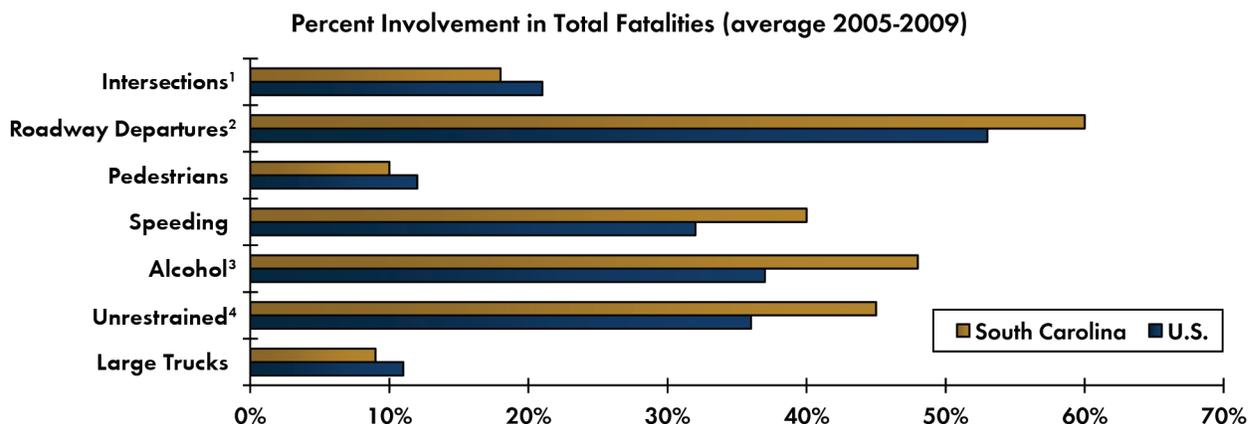
Indicators	SC	U.S.
Total Fatalities		
2009	894	33,808
Average: 2000-2009	1,022	41,157
Fatality Rate (per 100M VMT)		
2009	1.82	1.14
Average: 2000-2009	2.10	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

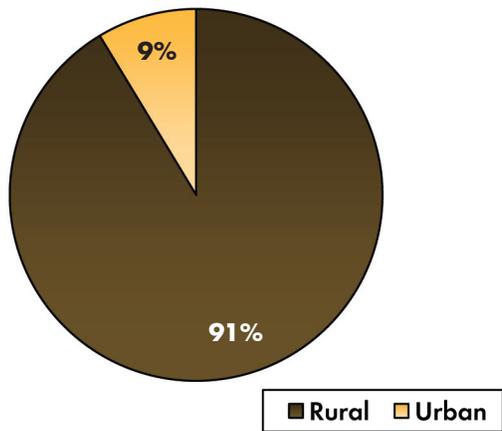
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

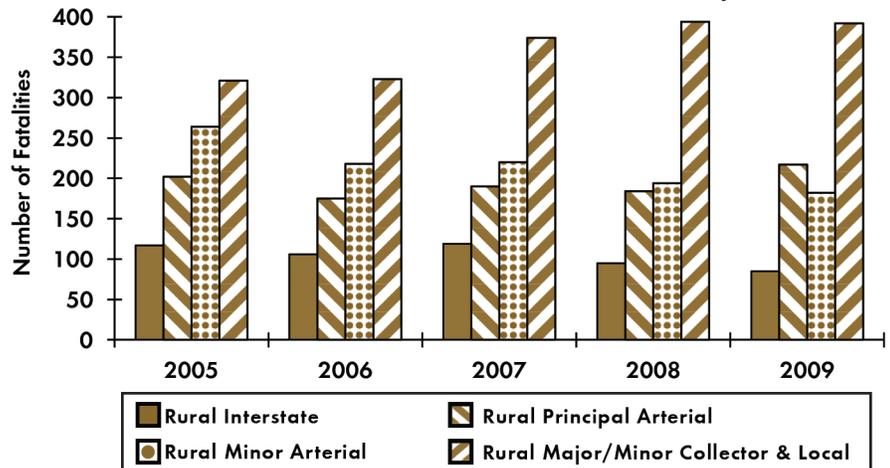
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

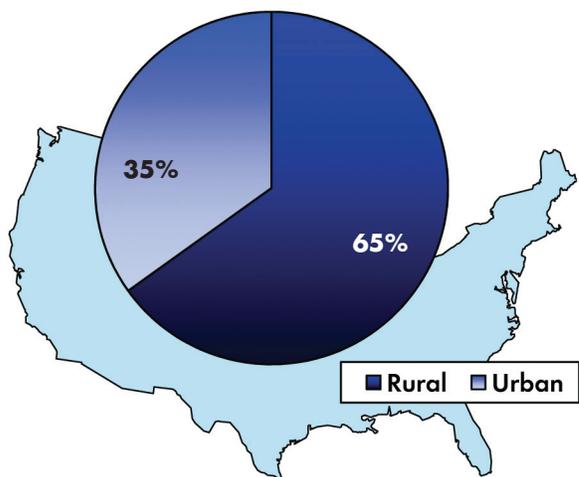
South Carolina



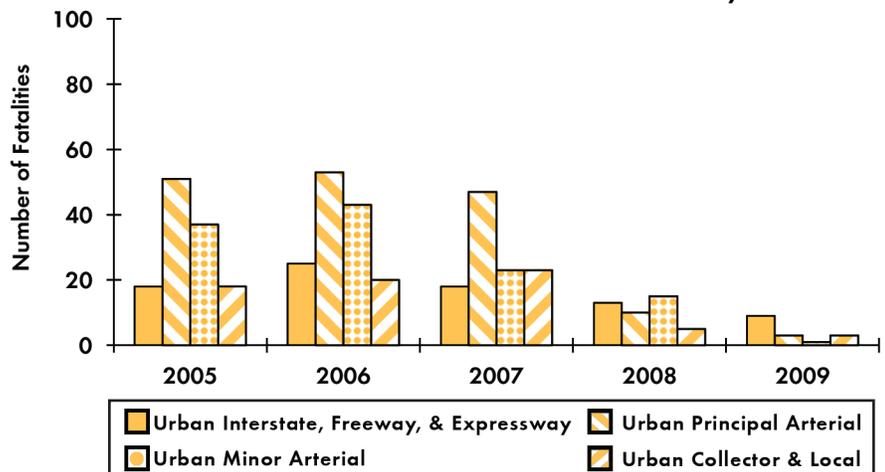
South Carolina Fatalities on Rural Roadways



U.S.



South Carolina Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

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Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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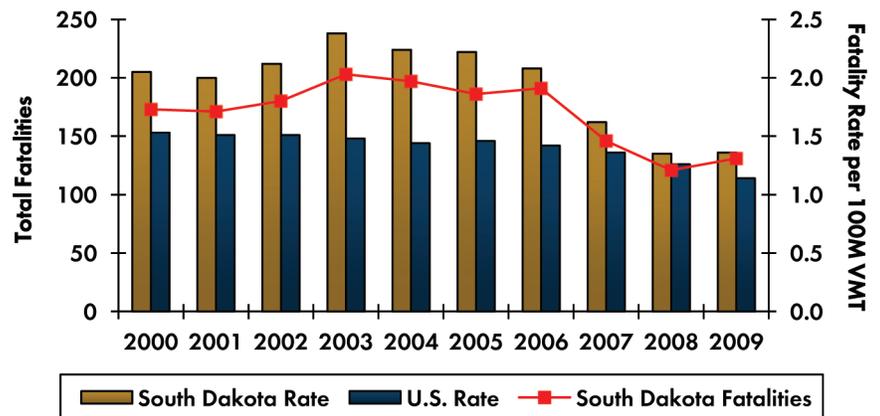


Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, South Dakota has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: impaired drivers, occupant protection, run off road crashes and head on collisions, preventing crash fatalities and injuries among young drivers, speed management, emergency response services, preventing deer-auto collisions, improving data collection, and improving data analysis. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

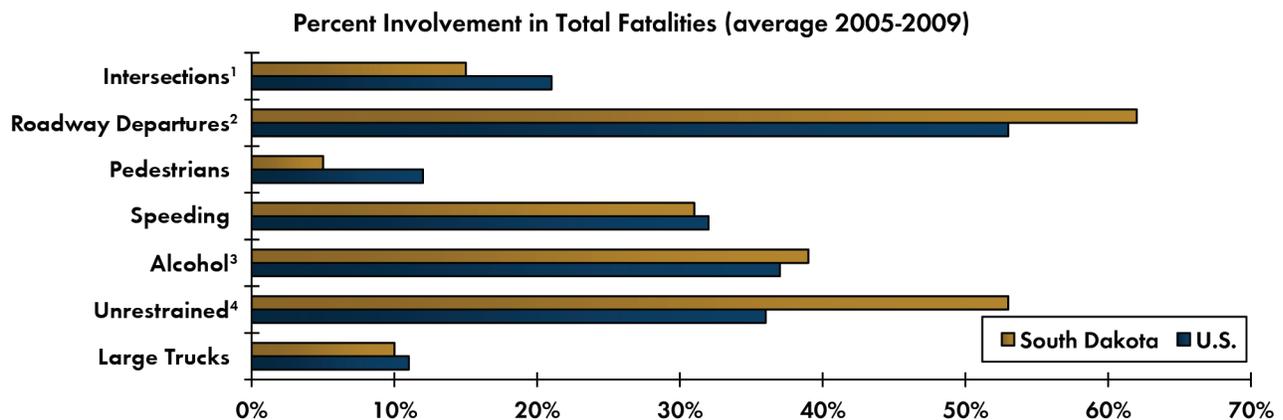
Indicators	SD	U.S.
Total Fatalities		
2009	131	33,808
Average: 2000-2009	170	41,157
Fatality Rate (per 100M VMT)		
2009	1.36	1.14
Average: 2000-2009	1.94	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

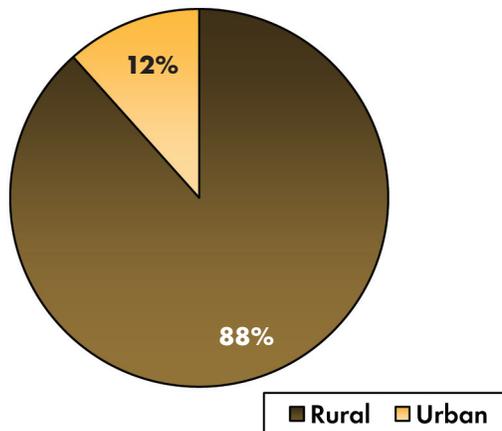
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

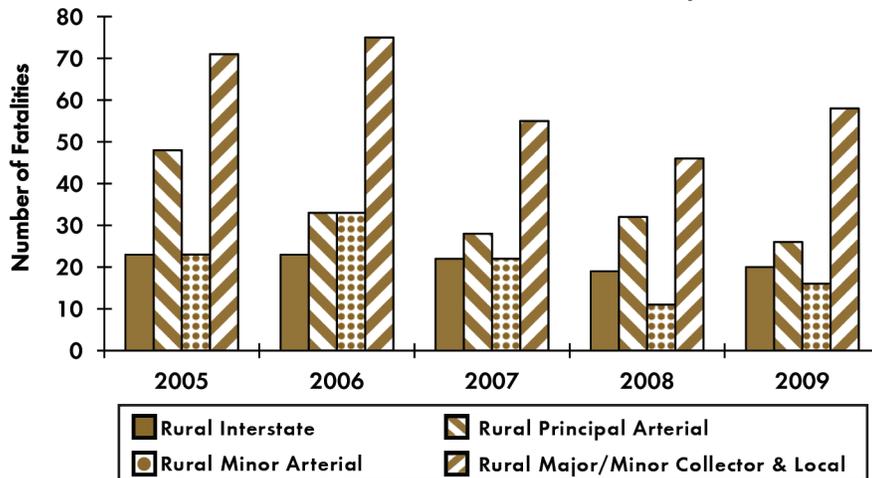
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

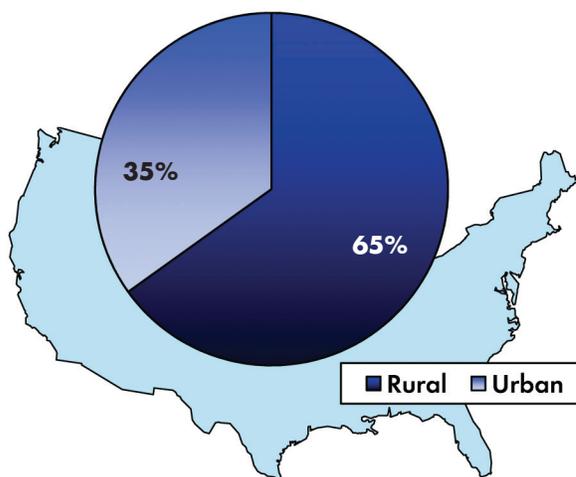
South Dakota



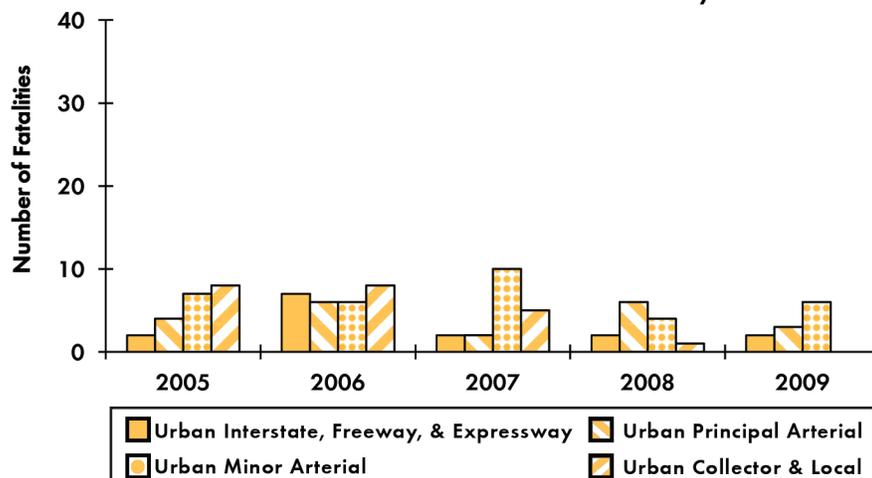
South Dakota Fatalities on Rural Roadways



U.S.



South Dakota Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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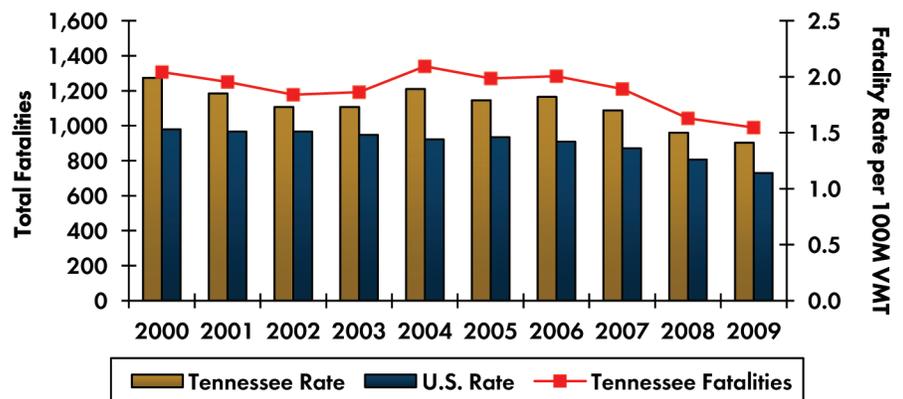


Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, state legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Tennessee has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: improve crash data, reduce lane departures, improve intersection safety, improve work zone safety, improve motor carrier safety, improve driver behavior, strengthen legislation, and enhance education and awareness programs. To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

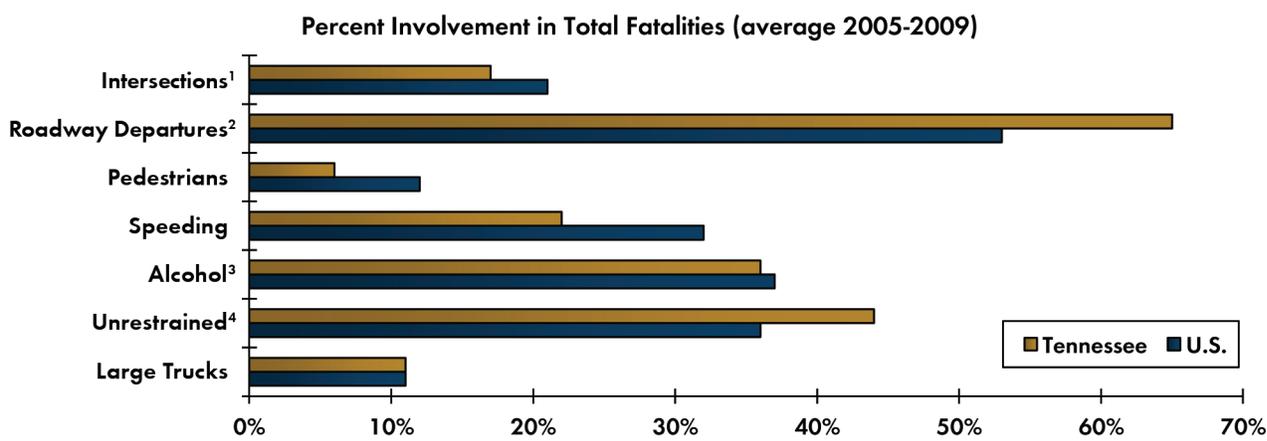
Indicators	TN	U.S.
Total Fatalities		
2009	989	33,808
Average: 2000-2009	1,206	41,157
Fatality Rate (per 100M VMT)		
2009	1.41	1.14
Average: 2000-2009	1.74	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

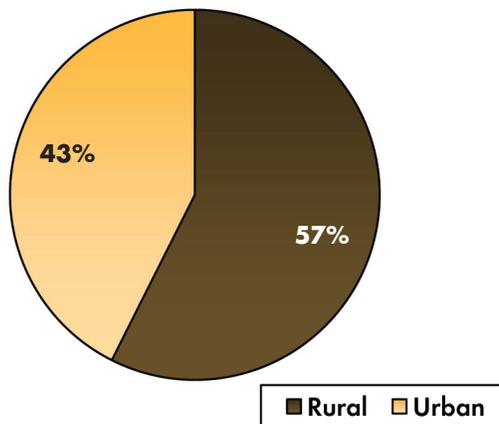
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

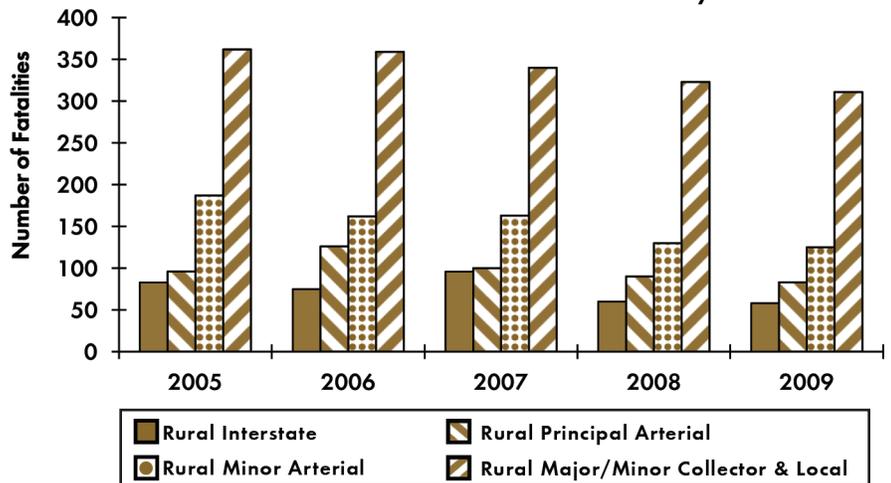
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

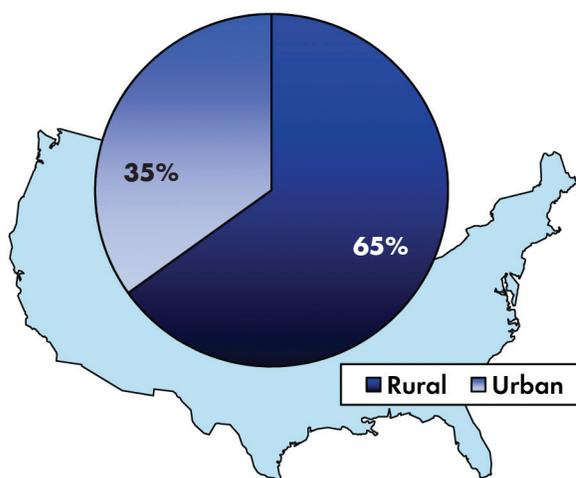
Tennessee



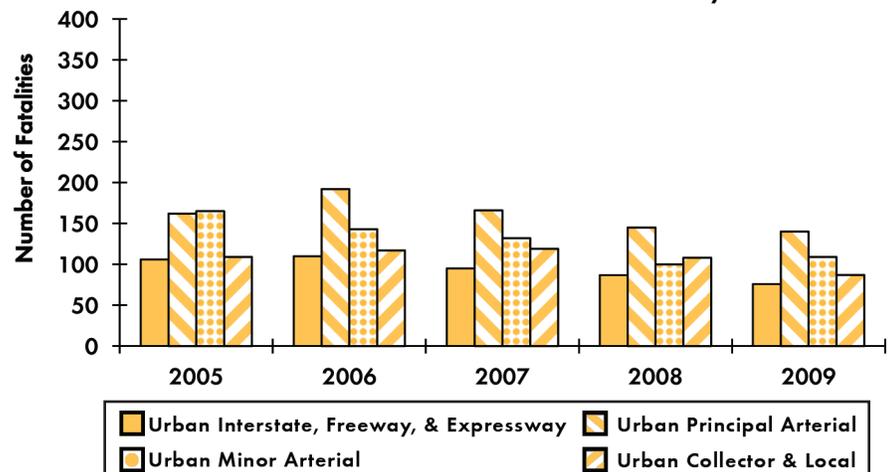
Tennessee Fatalities on Rural Roadways



U.S.



Tennessee Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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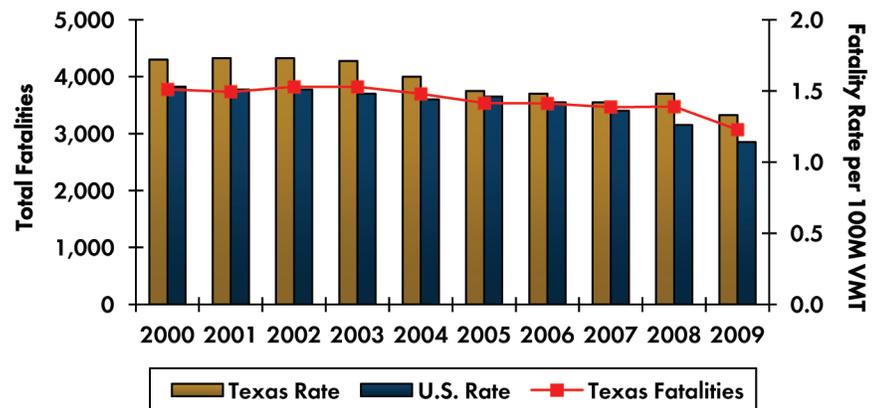
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Fatality Trends

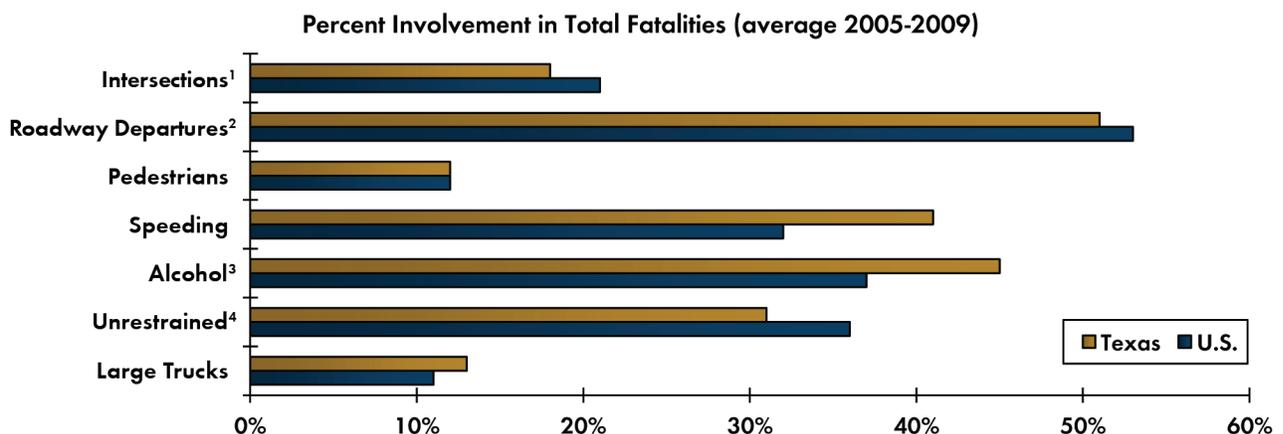
Indicators	TX	U.S.
Total Fatalities		
2009	3,071	33,808
Average: 2000-2009	3,594	41,157
Fatality Rate (per 100M VMT)		
2009	1.33	1.14
Average: 2000-2009	1.57	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

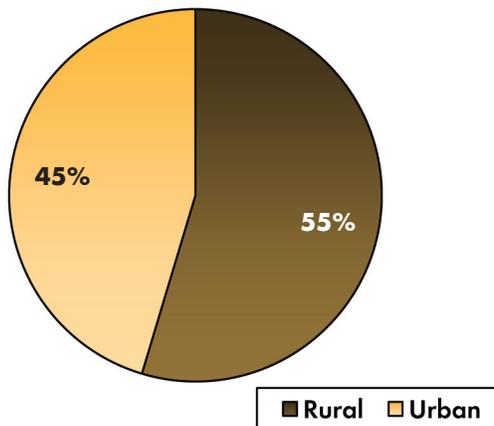
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

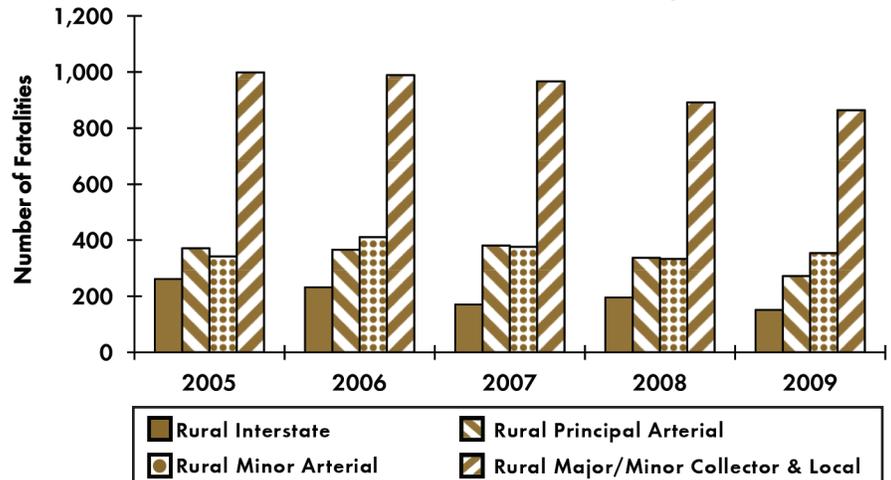
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

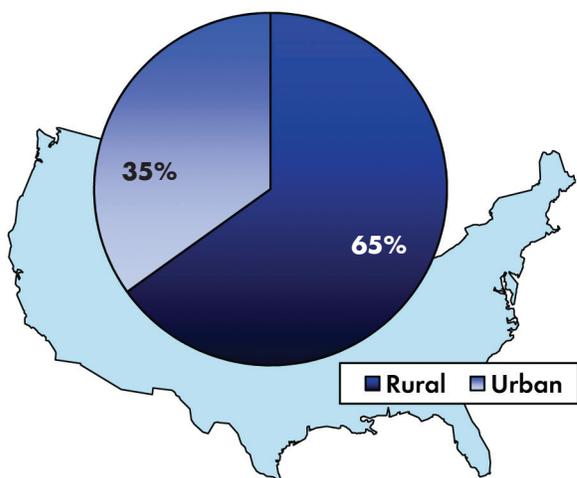
Texas



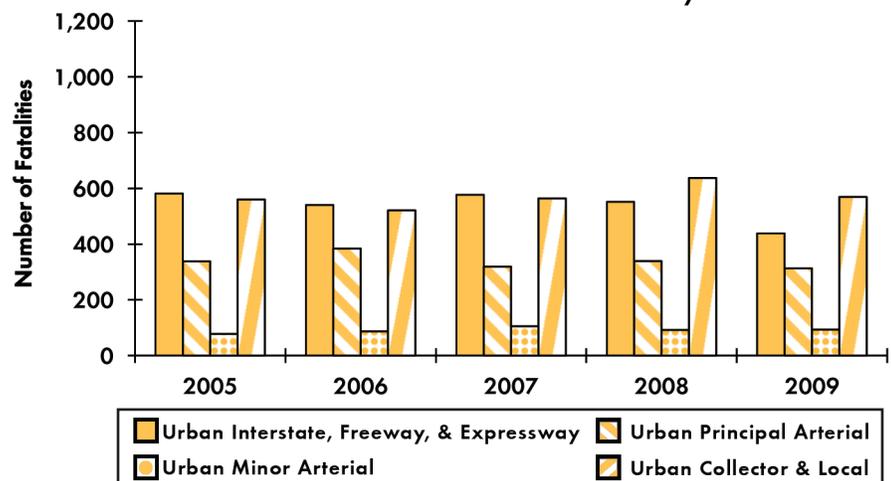
Texas Fatalities on Rural Roadways



U.S.



Texas Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

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Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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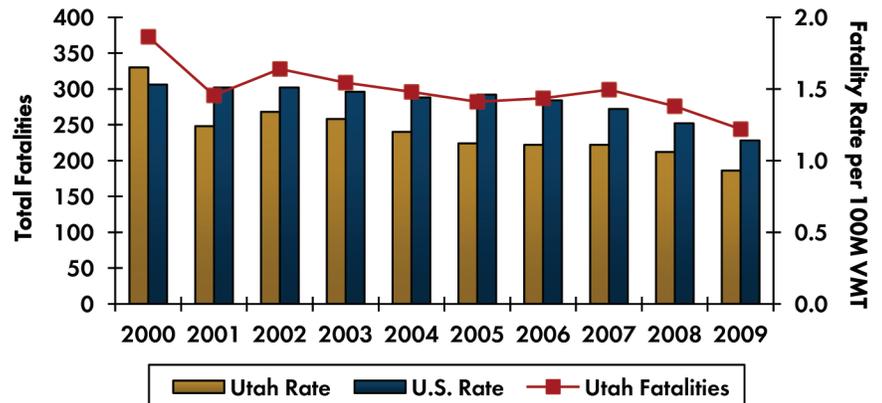
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Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Utah has an approved Comprehensive Safety Plan (CSP), which identifies the following emphasis areas: reduce roadway departure crashes, increase the use of safety restraints, reduce impaired driving, reduce aggressive driving, reduce drowsy driving, reduce distracted driving, improve intersection safety, and improve younger driver safety. To obtain a copy of the CSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

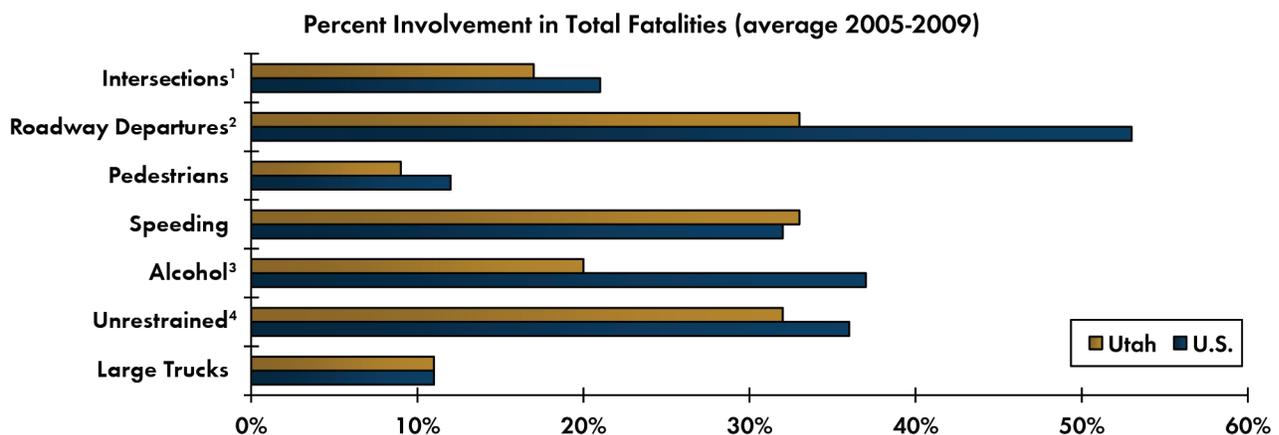
Indicators	UT	U.S.
Total Fatalities		
2009	244	33,808
Average: 2000-2009	299	41,157
Fatality Rate (per 100M VMT)		
2009	0.93	1.14
Average: 2000-2009	1.21	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



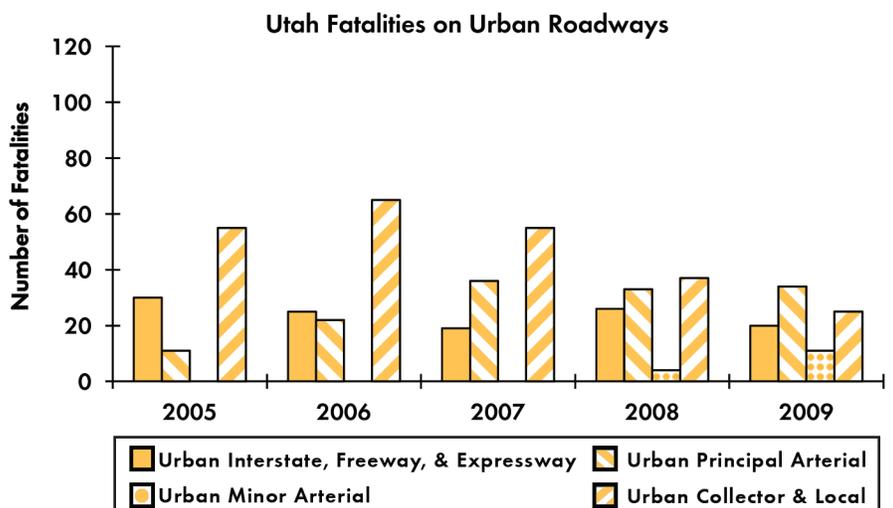
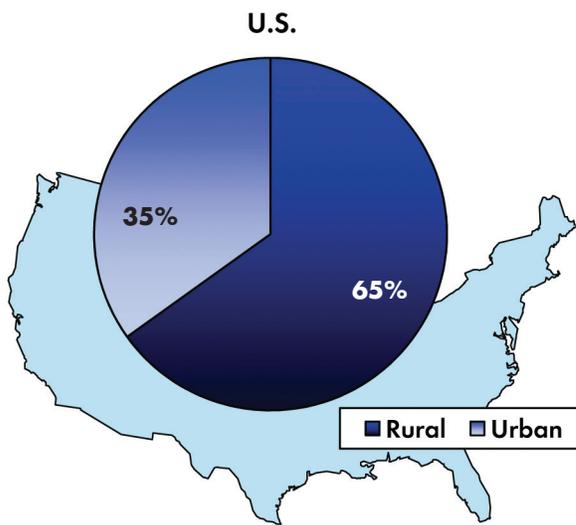
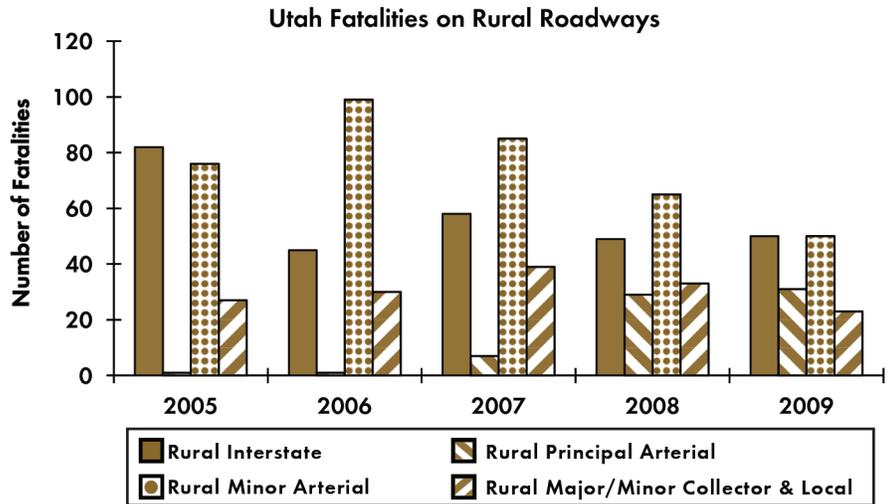
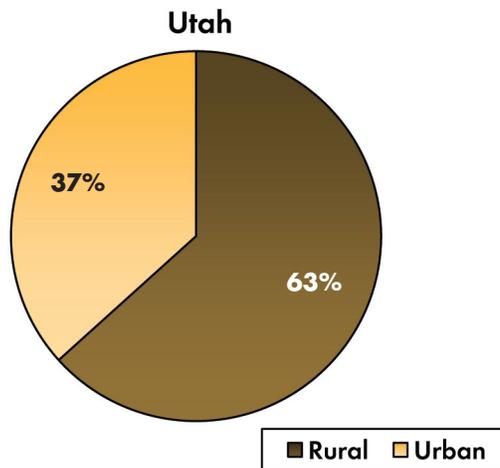
¹ Non-interchange intersection/intersection-related crashes.

² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

Federal Highway Administration, Office of Planning: www.fhwa.dot.gov/planning/index.htm

Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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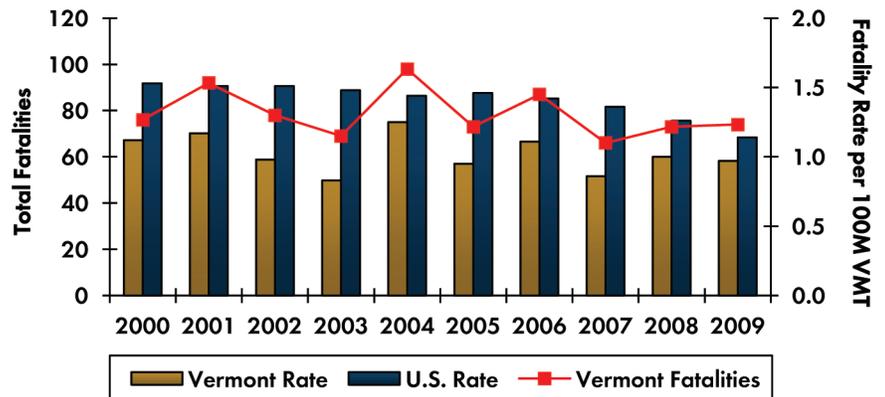


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Fatality Trends

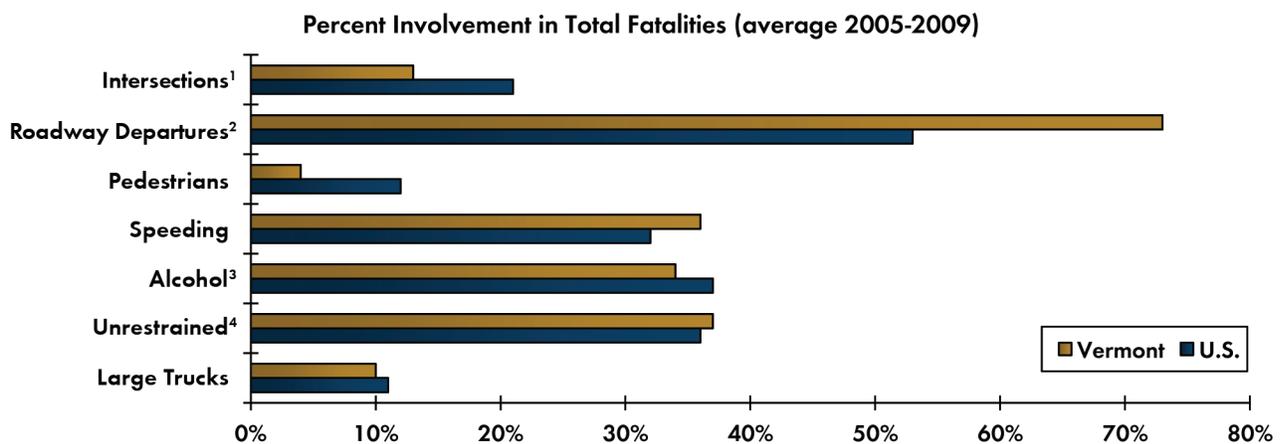
Indicators	VT	U.S.
Total Fatalities		
2009	74	33,808
Average: 2000-2009	79	41,157
Fatality Rate (per 100M VMT)		
2009	0.97	1.14
Average: 2000-2009	1.02	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

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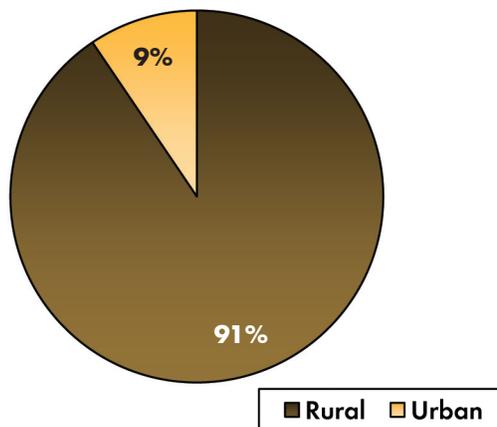
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

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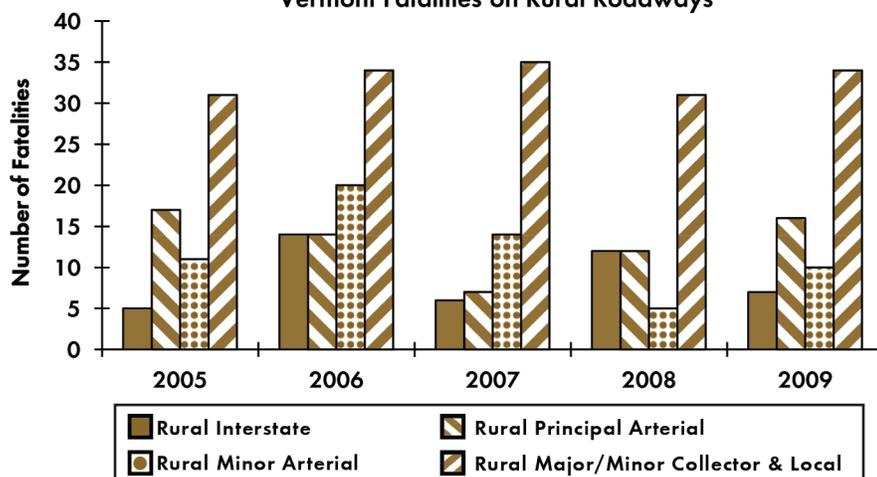
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

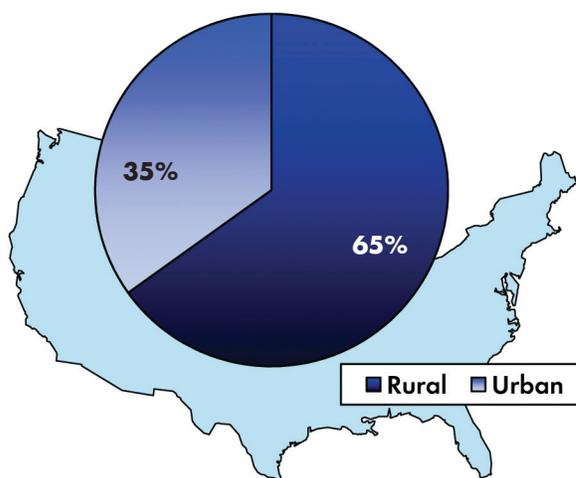
Vermont



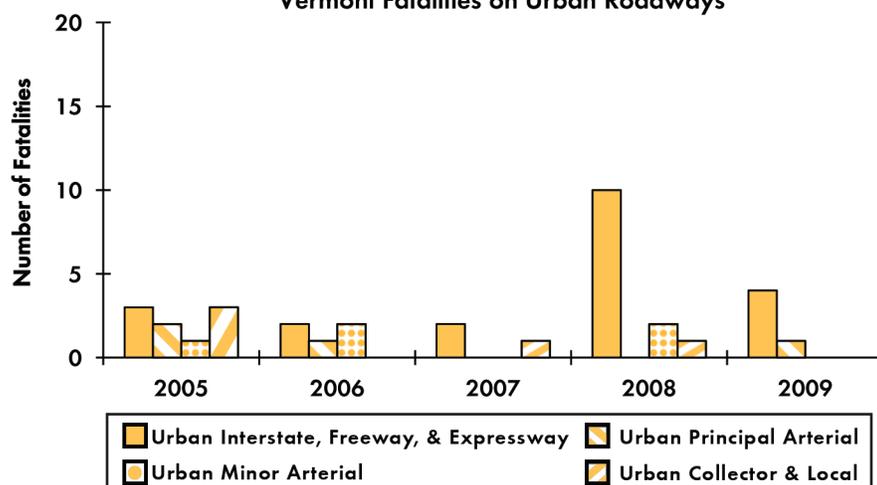
Vermont Fatalities on Rural Roadways



U.S.



Vermont Fatalities on Urban Roadways



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For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

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Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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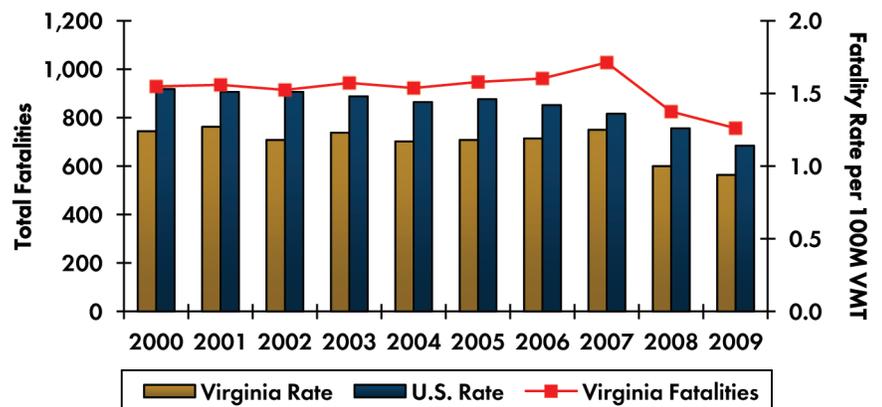
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Fatality Trends

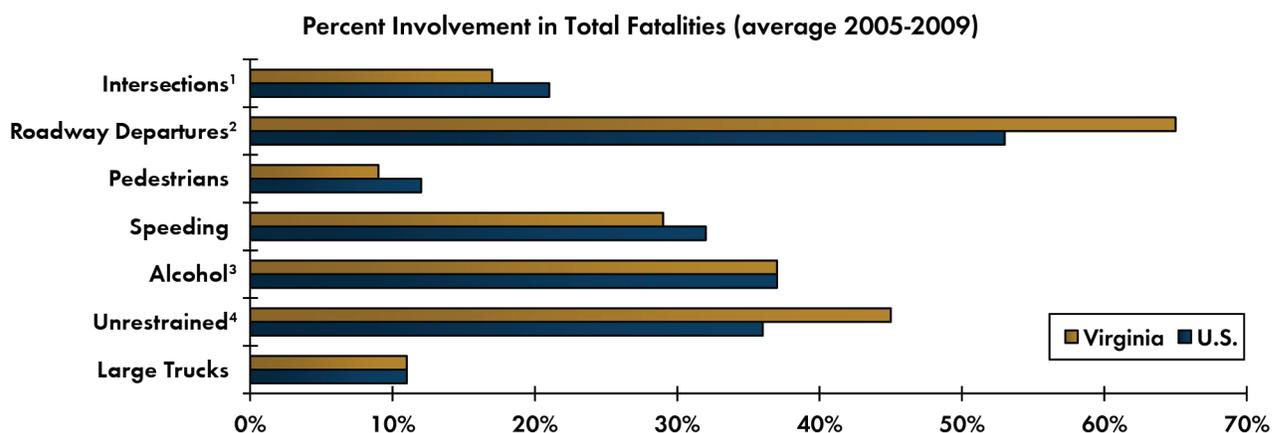
Indicators	VA	U.S.
Total Fatalities		
2009	757	33,808
Average: 2000-2009	916	41,157
Fatality Rate (per 100M VMT)		
2009	0.94	1.14
Average: 2000-2009	1.17	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



¹ Non-interchange intersection/intersection-related crashes.

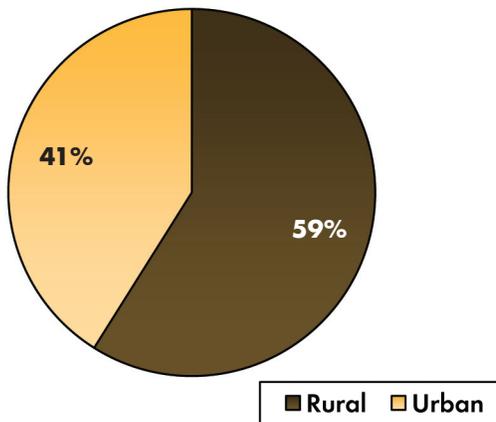
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

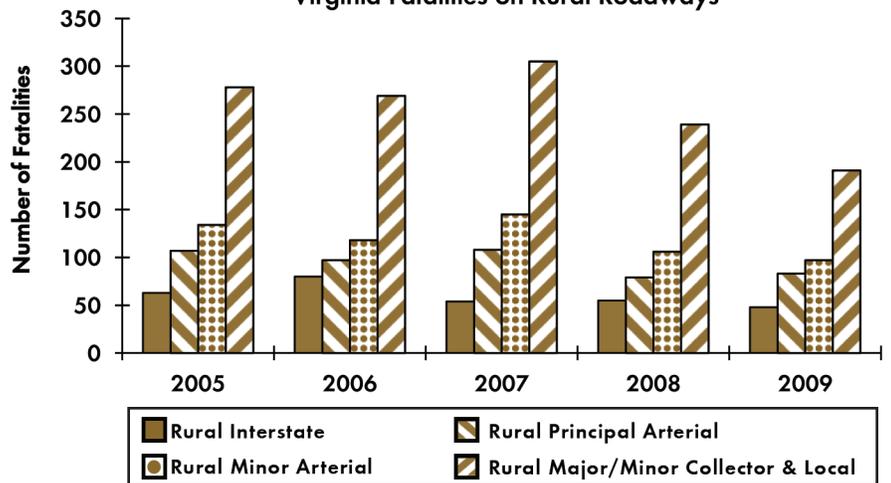
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

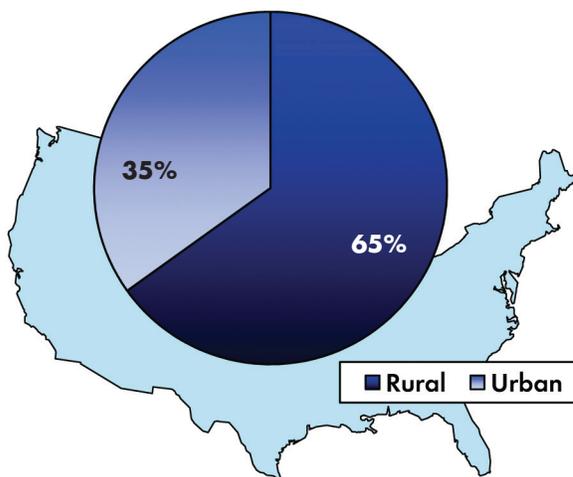
Virginia



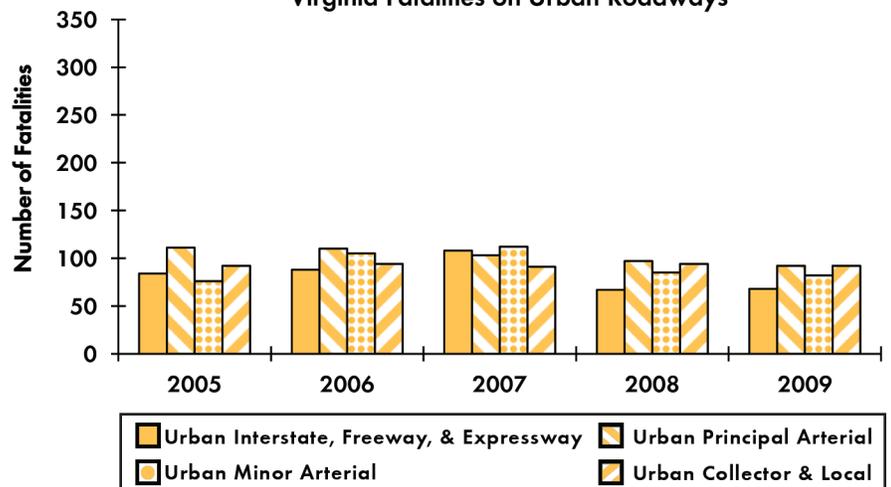
Virginia Fatalities on Rural Roadways



U.S.



Virginia Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

National Highway Traffic Safety Administration: www.nhtsa.dot.gov

Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

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Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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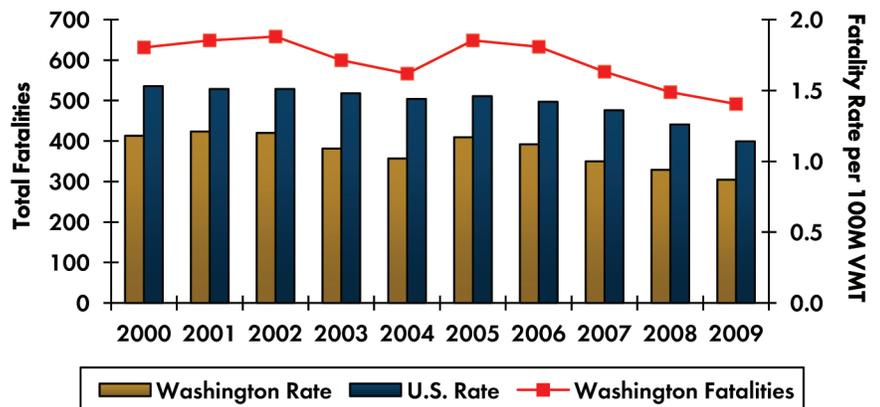
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Motor vehicle crashes are a leading cause of death in the United States.

According to the National Highway Traffic Safety Administration, the number of people who died in crashes across the country decreased from 37,423 in 2008 to 33,808 in 2009. In addition, the number of people injured declined for the ninth year in a row to just over 2.2 million. Even in light of these reductions, motor vehicle crashes remain a significant problem. To improve safety, a coordinated response is needed from all levels and branches of government – Federal agencies, State legislatures, city and county councils, and local agencies. A coordinated response should result in increased safety funding, more effective safety laws, and enhanced education, enforcement, engineering, and emergency response efforts targeting critical safety issues. As part of the overall strategy to reduce fatalities and serious injuries, Washington has an approved Strategic Highway Safety Plan (SHSP), which identifies the following emphasis areas: priority level one (impaired drivers, run-off-the-road collisions, and speeding), priority level two (young drivers, distracted drivers, unrestrained vehicle occupants, intersections, and traffic data systems), and priority level three (opposite direction multivehicle collision, motorcycles, pedestrians, heavy trucks, emergency medical services, and unlicensed drivers). To obtain a copy of the SHSP, contact the State DOT or FHWA Division Office Safety Specialist.

Fatality Trends

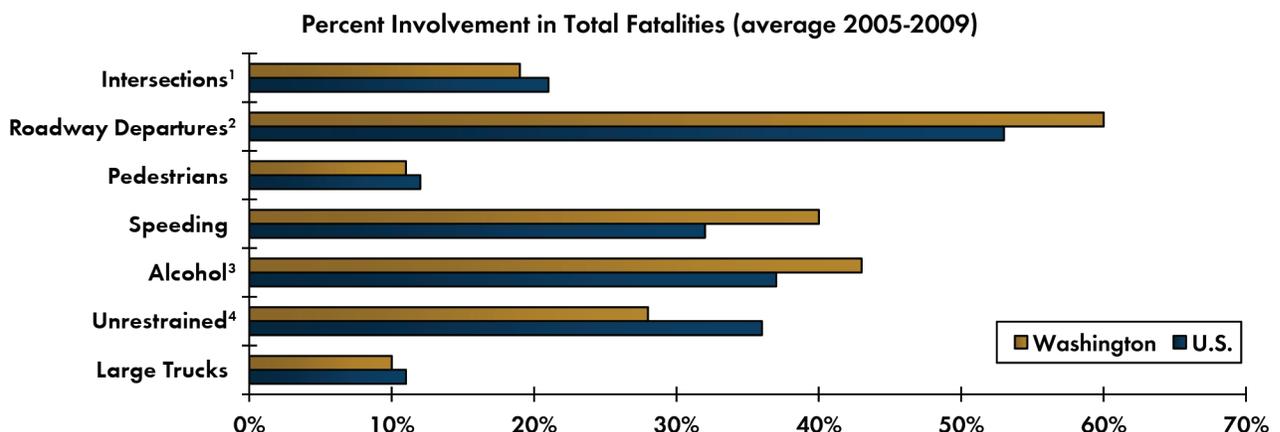
Indicators	WA	U.S.
Total Fatalities		
2009	492	33,808
Average: 2000-2009	597	41,157
Fatality Rate (per 100M VMT)		
2009	0.87	1.14
Average: 2000-2009	1.08	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



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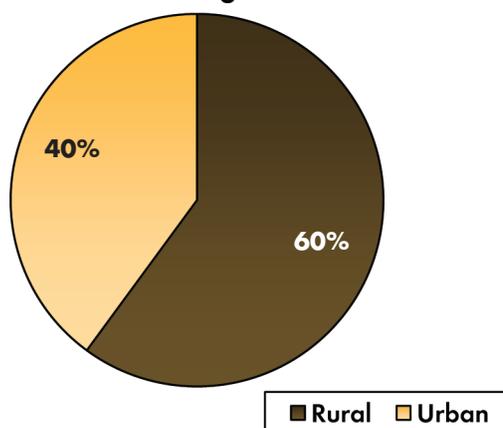
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

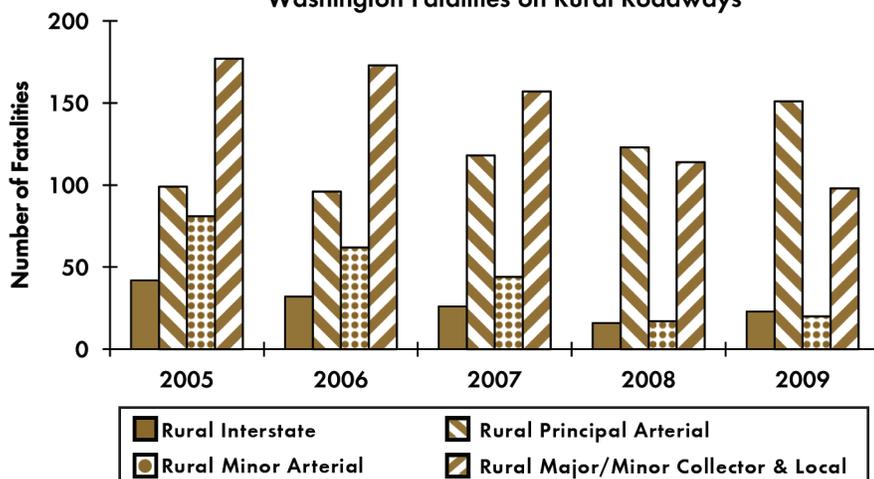
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

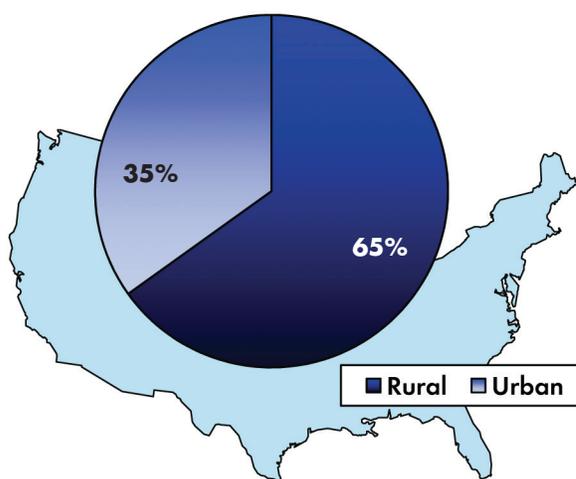
Washington



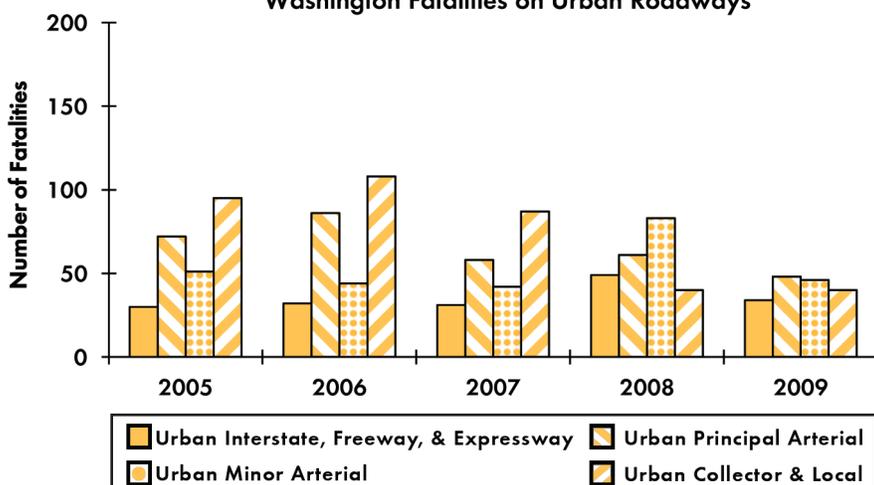
Washington Fatalities on Rural Roadways



U.S.



Washington Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

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Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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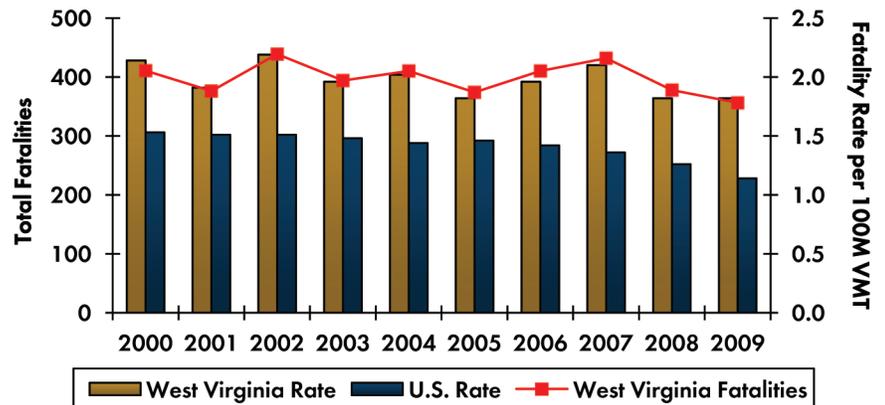
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Fatality Trends

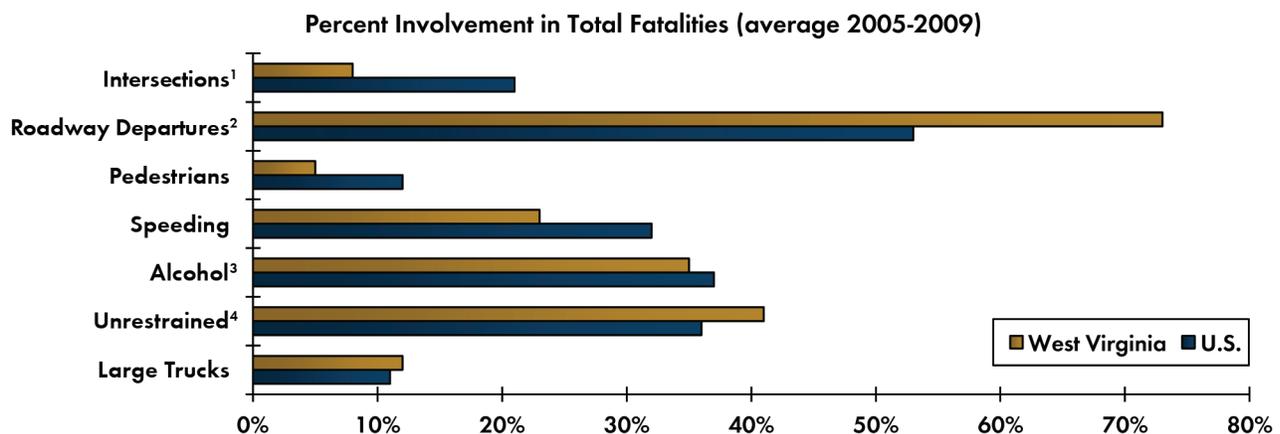
Indicators	WV	U.S.
Total Fatalities		
2009	356	33,808
Average: 2000-2009	398	41,157
Fatality Rate (per 100M VMT)		
2009	1.82	1.14
Average: 2000-2009	1.97	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

This chart represents national safety focus areas and their corresponding percentages of total crash fatalities in the State and in the Nation. More than one of these focus areas may be involved as contributing factors in a single crash.



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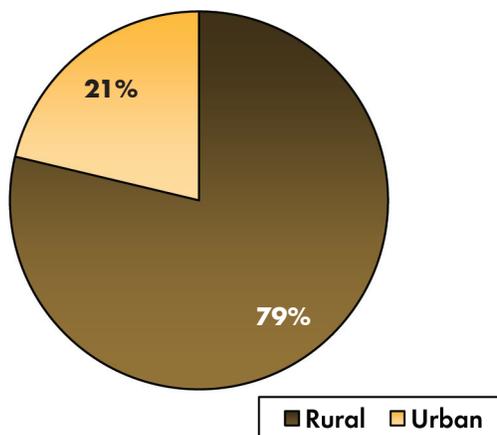
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

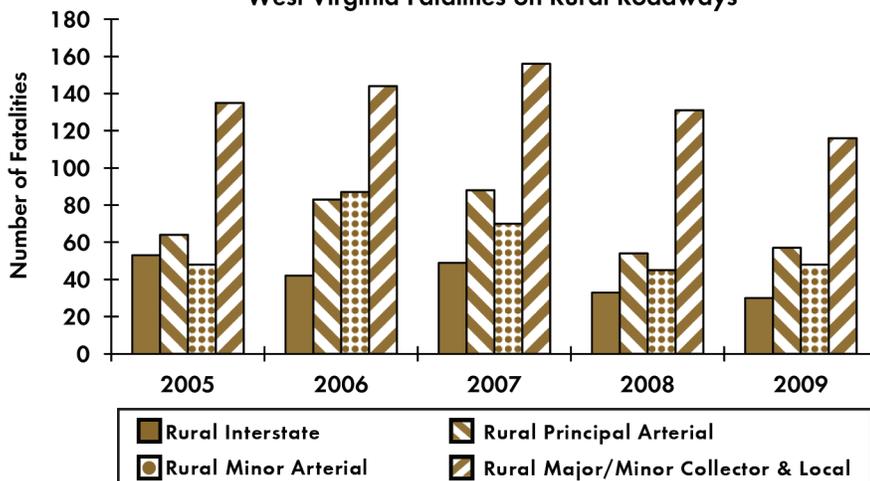
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

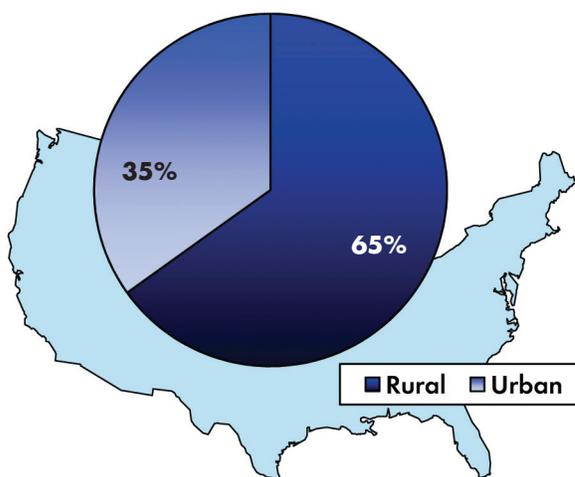
West Virginia



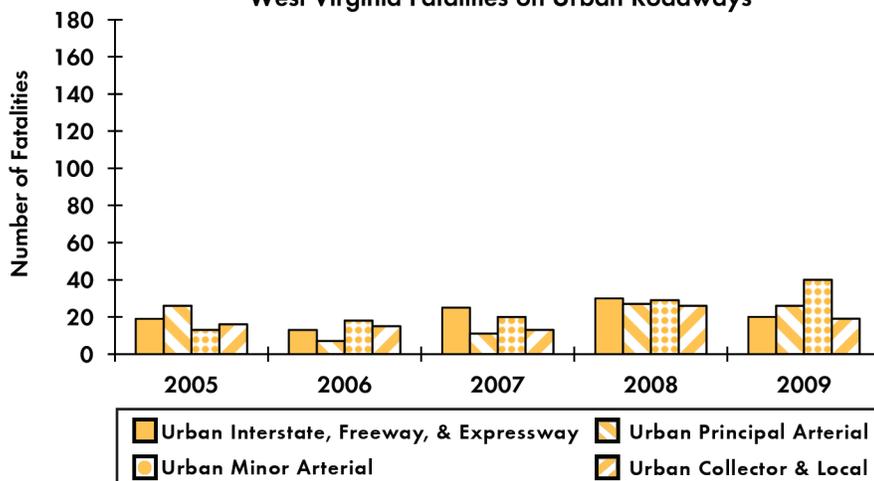
West Virginia Fatalities on Rural Roadways



U.S.



West Virginia Fatalities on Urban Roadways



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

For More Information

The Transportation Safety Planning Working Group: tsp.trb.org

Fatality Analysis Reporting System: www.nhtsa.gov/FARS

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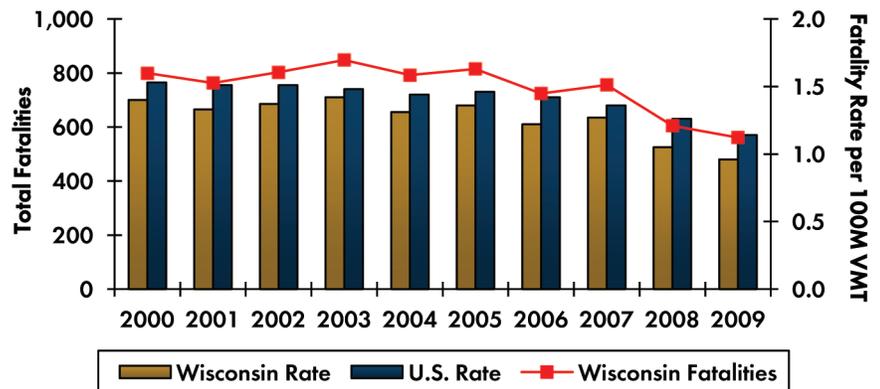
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Fatality Trends

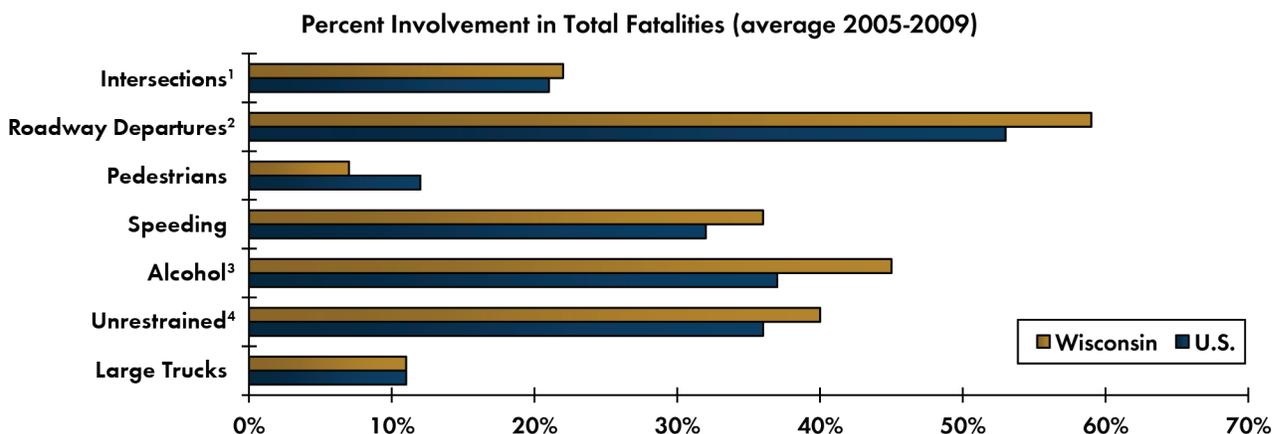
Indicators	WI	U.S.
Total Fatalities		
2009	561	33,808
Average: 2000-2009	747	41,157
Fatality Rate (per 100M VMT)		
2009	0.96	1.14
Average: 2000-2009	1.27	1.41



Fatality rate is calculated based on State fatalities per 100 million vehicle miles traveled (VMT). Total fatalities are taken from the Fatality Analysis Reporting System (FARS): www.nhtsa.gov/FARS

Safety Focus Areas

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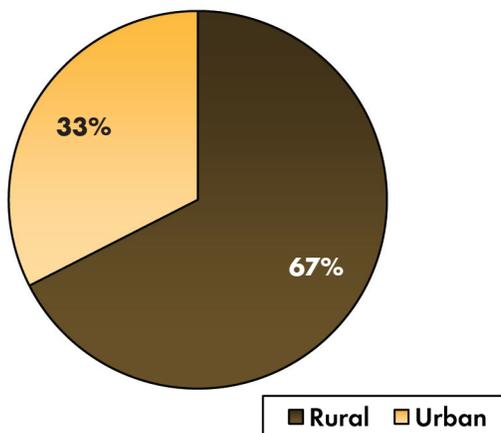
² Non-intersection crashes in which a vehicle crosses an edge line, a centerline, or leaves the traveled way. Includes intersections at interchange areas.

³ Crashes involving a driver with a blood alcohol content (BAC) = .01+.

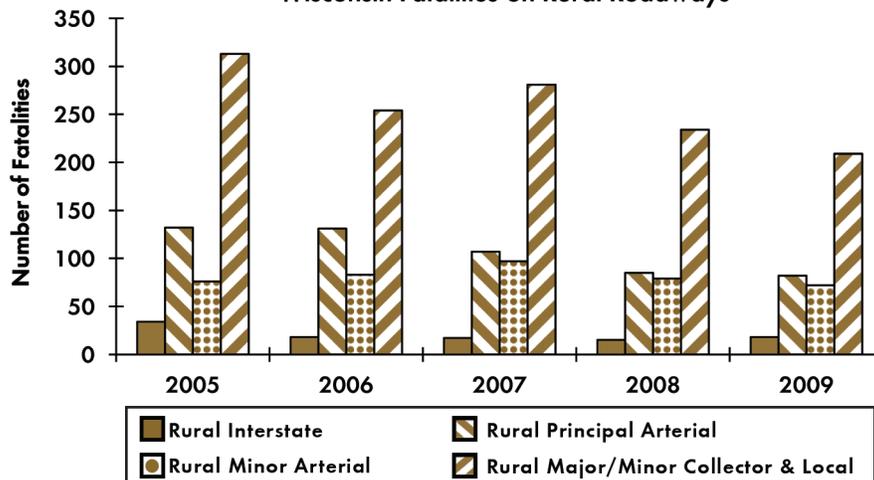
⁴ Unrestrained passenger vehicles occupant fatalities. Does not include unknown restraint use.

Rural and Urban Roadway Fatalities

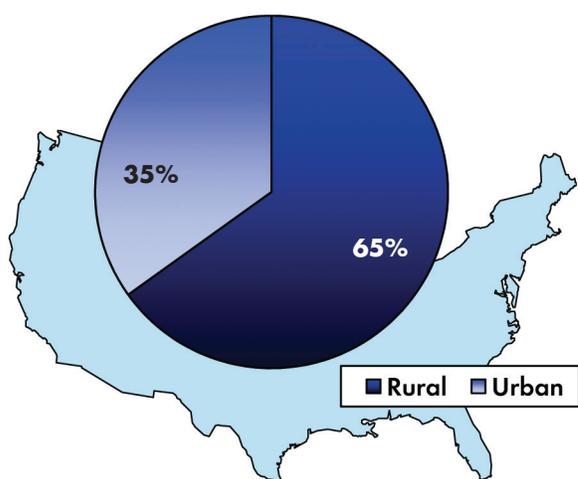
Wisconsin



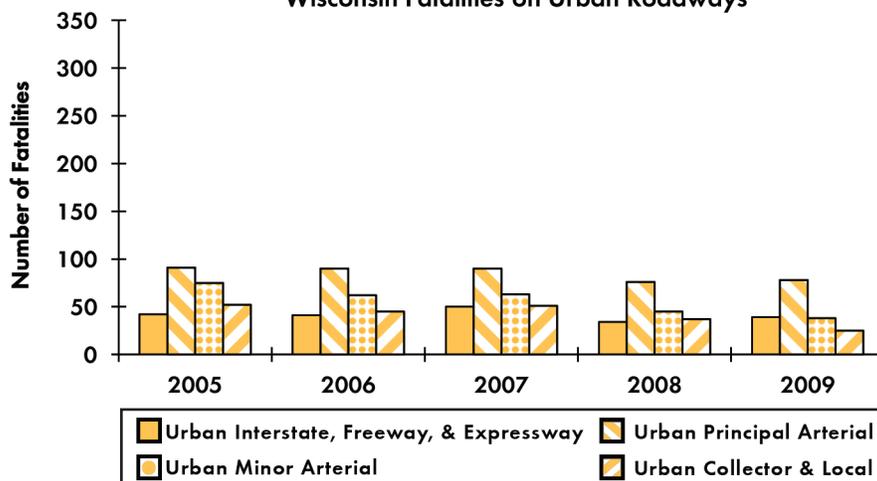
Wisconsin Fatalities on Rural Roadways



U.S.



Wisconsin Fatalities on Urban Roadways



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For More Information

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Fatality Analysis Reporting System: www.nhtsa.gov/FARS

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Federal Highway Administration Division Office Contacts: www.fhwa.dot.gov/field.html

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Federal Highway Administration, Office of Safety: safety.fhwa.dot.gov

Federal Highway Administration Resource Center: www.fhwa.dot.gov/resourcecenter/misc/techassist.cfm

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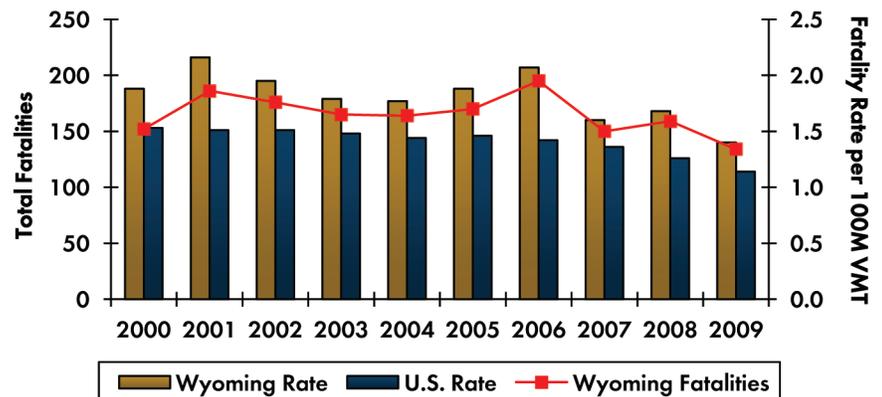
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Fatality Trends

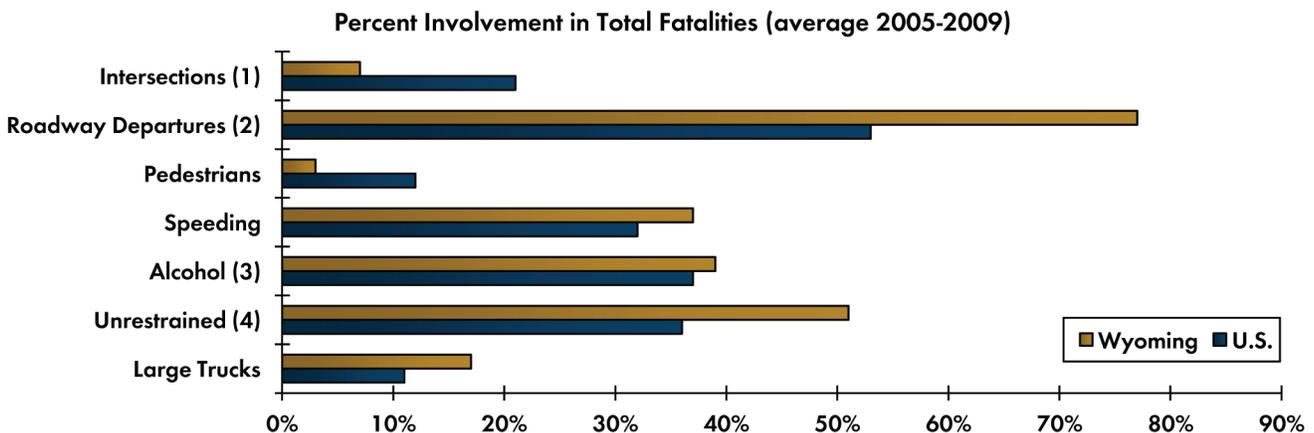
Indicators	WY	U.S.
Total Fatalities		
2009	134	33,808
Average: 2000-2009	165	41,157
Fatality Rate (per 100M VMT)		
2009	1.40	1.14
Average: 2000-2009	1.82	1.41



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Safety Focus Areas

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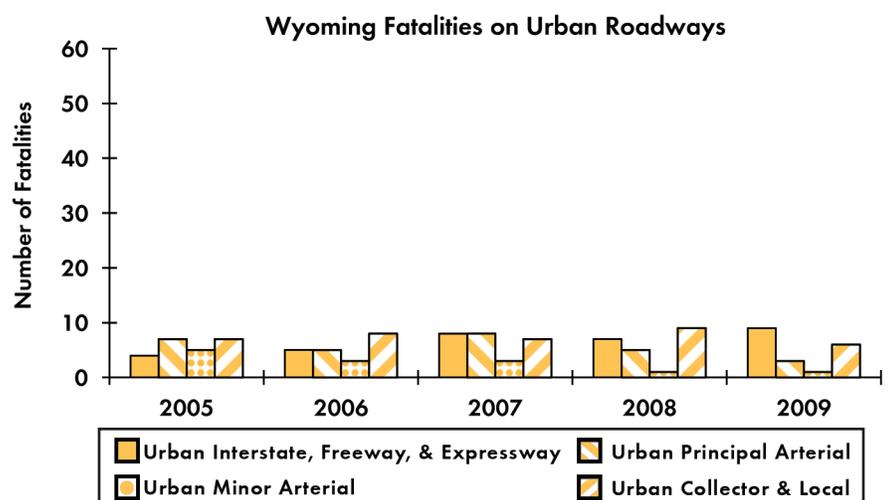
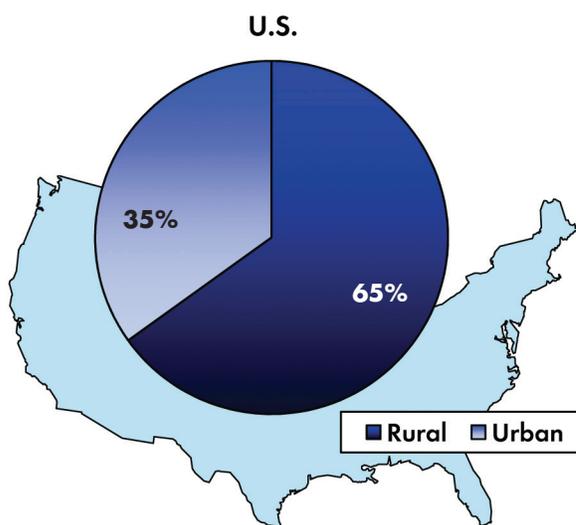
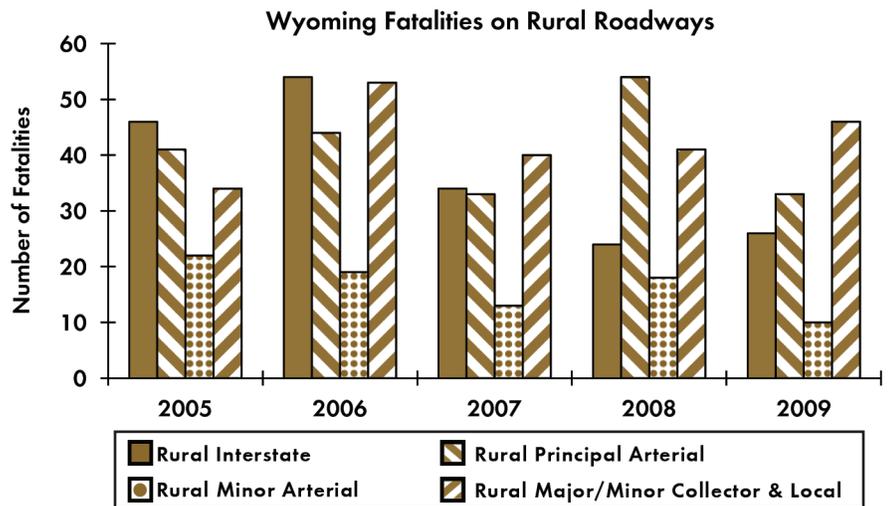
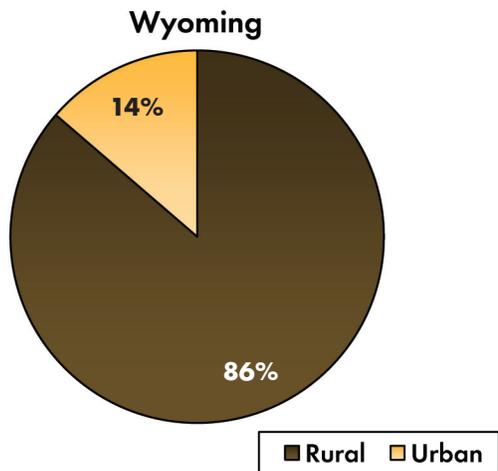
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Rural and Urban Roadway Fatalities



For the purposes of this document, the terms urban and rural are based on the definition published in the American National Standard (ANSI D16.1-1996).

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