

# Maryland Traffic Safety and Injury Facts 2005



Maryland Department of Transportation  
State Highway Administration  
Office of Traffic and Safety



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# Introduction

This publication is a statistical review of reported motor vehicle traffic crashes and other data related to highway safety in the state of Maryland for the year 2005. Crash data are aggregated by Maryland State Police Central Records Division from the 144 Law Enforcement agencies statewide. Other data are provided through the Maryland Crash Outcome Data Evaluation System project sponsored by the National Highway Traffic Safety Administration (NHTSA). Alcohol fatalities are provided through NHTSA's Fatality Analysis Reporting System (FARS). FARS data are obtained solely from the state's existing documents:

Police Accident Reports  
Death Certificates  
State Vehicle Registration Files  
Coroner/Medical Examiner Reports  
State Driver Licensing Files  
Hospital Medical Reports  
State Highway Department Data  
Emergency Medical Service Reports  
Vital Statistics  
Other State Records

Report compiled by the University of Maryland's National Study Center for Trauma and EMS (<http://nsc.umaryland.edu>).

**\*\*Note:** In some cases, unknown data are not shown in the table so rows and columns may not add up to the given total.

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# **Chapter 1: Trends**



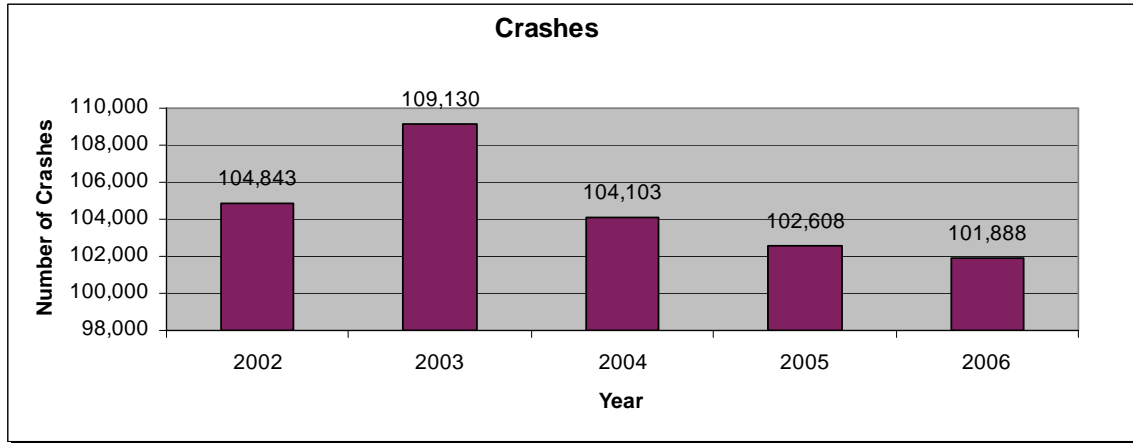


**Table 1 – Maryland Crash Summary**

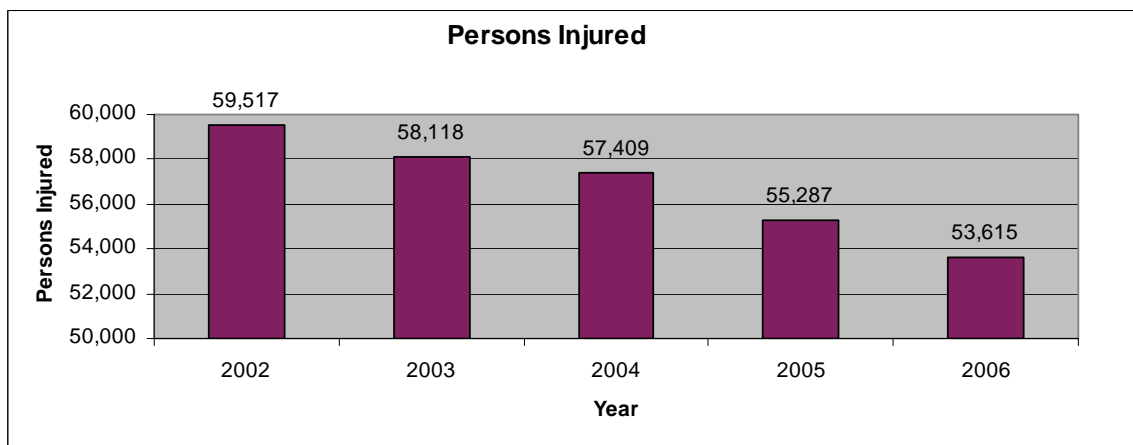
	2002	2003	2004	2005	2006	5 Year AVG.
<b>Fatal Crashes</b>	606	596	576	577	593	590
<b>Injury Crashes</b>	38,875	38,710	37,422	36,543	35,864	37,483
<b>Property Damage Only</b>	65,362	69,824	66,105	65,488	65,431	66,442
<b>Total Crashes</b>	104,843	109,130	104,103	102,608	101,888	104,514
<b>Total of All Fatalities</b>	661	651	643	614	651	644
<b>Total Number Injured</b>	59,517	58,118	57,409	55,287	53,615	56,789

\* Averages for all pages are 5 year averages.

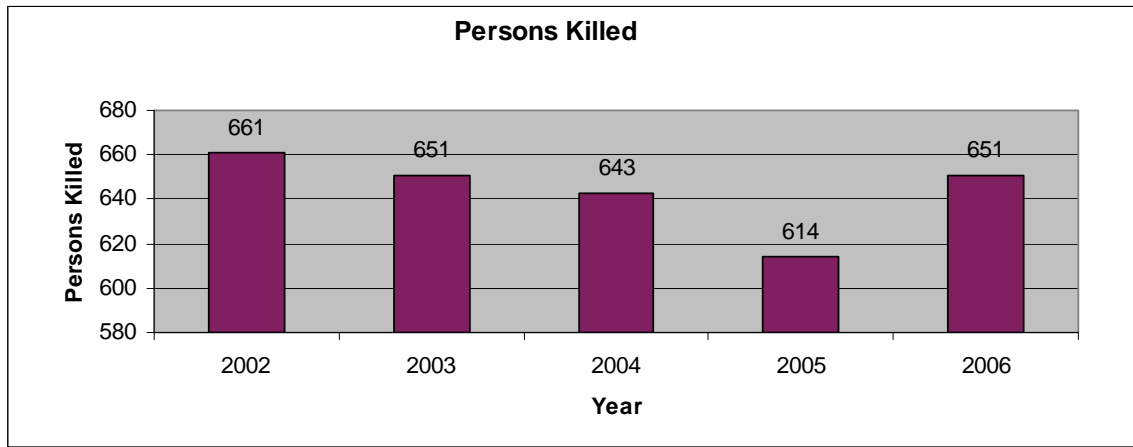
**Figure 1 – Crashes in Maryland**



**Figure 2 – Persons Injured in Crashes in Maryland**



**Figure 3 – Persons Killed in Crashes in Maryland**



**Table 2 - Crashes by Severity, 2001-2005**

Year	Fatal Crashes		Injury Crashes		Property Damage Only		Total Crashes	
	Number	%	Number	%	Number	%	Number	%
2001	602	0.6	38,523	38.0	62,286	61.4	101,411	100.0
2002	606	0.6	38,875	37.1	65,362	62.3	104,843	100.0
2003	596	0.5	38,710	35.5	69,824	64.0	109,130	100.0
2004	576	0.6	37,422	35.9	66,105	63.5	104,103	100.0
2005	577	0.6	36,548	35.6	65,499	63.8	102,624	100.0

**Table 3 - Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles and Vehicle Miles Traveled, 2001-2005**

<b>Killed</b>									
<b>Year</b>	<b>Fatalities</b>	<b>Resident Population (Thousands)</b>	<b>Fatality Rate per 100,000 Population</b>	<b>Licensed Drivers (Thousands)</b>	<b>Fatality Rate per 100,000 Licensed Drivers</b>	<b>Registered Motor Vehicles (Thousands)</b>	<b>Fatality Rate per 100,000 Registered Vehicles</b>	<b>Vehicle Miles Traveled*</b>	<b>Fatality Rate per 100 Million Vehicle Miles Traveled</b>
2001	662	5,375	12.31	3,626	18.26	4,348	15.23	52.0	1.27
2002	661	5,418	12.20	3,684	17.94	4,394	15.04	53.6	1.23
2003	651	5,509	11.82	3,763	17.30	4,481	14.53	54.7	1.19
2004	643	5,558	11.57	3,820	16.83	4,562	14.09	55.1	1.17
2005	614	5,600	10.96	3,872	15.86	4,498	13.65	56.7	1.08
<b>Injured</b>									
<b>Year</b>	<b>Injuries</b>	<b>Resident Population (Thousands)</b>	<b>Injury Rate per 100,000 Population</b>	<b>Licensed Drivers (Thousands)</b>	<b>Injury Rate per 100,000 Licensed Drivers</b>	<b>Registered Motor Vehicles (Thousands)</b>	<b>Injury Rate per 100,000 Registered Vehicles</b>	<b>Vehicle Miles Traveled*</b>	<b>Injury Rate per 100 Million Vehicle Miles Traveled</b>
2001	60,051	5,375	1,117.2	3,626	1,656.1	4,348	1,381.1	52.0	115.5
2002	59,517	5,418	1,098.5	3,684	1,615.6	4,394	1,354.5	53.6	110.6
2003	58,118	5,509	1,055.0	3,763	1,544.4	4,481	1,297.0	54.7	106.2
2004	57,409	5,558	1,032.9	3,820	1,502.8	4,562	1,258.4	55.1	97.6
2005	55,303	5,600	987.6	3,872	1,428.3	4,498	1,229.5	56.7	97.50

\*In billions

**Table 4 - Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicles by Vehicle Type and Crash Severity, 2001-2005**

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	No.	Rate per 100 Million VMT	Rate per 100,000 Registered Vehicles	No.	Rate per 100 Million VMT	Rate per 100,000 Registered Vehicles	No.	Rate per 100 Million VMT	Rate per 100,000 Registered Vehicles	No.	Rate per 100 Million VMT	Rate per 100,000 Registered Vehicles
<b>Fatal Crashes</b>												
2001	520	1.00	11.96	302	0.58	6.95	82	0.16	1.89	56	0.11	1.29
2002	542	1.01	12.34	303	0.56	6.90	71	0.13	1.62	57	0.11	1.30
2003	541	0.99	12.07	329	0.60	7.34	78	0.14	1.74	61	0.11	1.36
2004	447	0.81	9.80	274	0.50	6.01	94	0.17	2.06	68	0.12	1.49
2005	444	0.78	9.87	312	0.55	6.94	75	0.13	1.67	89	0.16	2.05
<b>Injury Crashes</b>												
2001	47,758	91.81	1098.46	20,372	39.16	468.57	2,208	4.24	50.79	1,136	2.18	26.13
2002	17,366	32.30	395.23	21,155	39.35	481.46	2,254	4.19	51.30	1,099	2.04	25.01
2003	45,358	82.95	1012.16	22,051	40.33	492.07	2,374	4.34	52.98	1,134	2.07	25.31
2004	42,135	76.44	923.58	21,182	38.43	464.30	2,315	4.20	50.74	1,339	2.43	29.35
2005	41,073	72.39	913.13	21,887	38.58	486.59	2,479	4.37	55.11	1,473	2.60	33.88
<b>Property-Damage-Only Crashes</b>												
2001	70,155	134.86	1613.60	30,612	58.85	704.09	4,554	8.75	104.74	289	0.56	6.65
2002	72,569	134.99	1651.58	32,993	61.37	750.88	4,895	9.11	111.40	261	0.49	5.94
2003	74,876	136.94	1670.85	35,992	65.83	803.16	5,463	9.99	121.91	285	0.52	6.36
2004	71,605	129.91	1569.55	35,001	63.50	767.21	5,211	9.45	114.22	354	0.64	7.76
2005	68,202	120.21	1516.26	35,721	62.96	794.14	5,395	9.51	119.94	358	0.63	8.23

**Table 5 - Persons Killed or Injured by Person Type and Vehicle Type,  
2001-2005**

Year	Person Type											Total
	Occupants by Vehicle Type						Motorcycle Riders	Nonoccupants				
	Passenger Cars	Light Truck	Large Truck	Buses	Other/Unknown	Total		Pedestrian	Pedalcyclist	Other/Unknown	Total	
<b>Killed</b>												
2001	327	158	21	1	1	549	41	99	13	1	113	662
2002	334	157	15	2	7	550	35	101	7	3	111	661
2003	308	158	13	1	6	526	40	118	6	1	125	651
2004	296	154	24	3	4	536	55	95	11	1	107	643
2005	271	152	12	2	7	503	59	101	7	3	111	614
<b>Injured</b>												
2001	36,471	16,538	991	787	755	56,469	927	2,680	764	138	3,582	60,051
2002	35,725	16,961	864	661	978	56,099	910	2,566	633	219	3,418	59,517
2003	33,530	17,373	928	687	1,143	54,623	962	2,724	659	112	3,495	58,118
2004	30,378	16,315	869	690	1,137	50,453	1,064	2,481	673	146	3,300	53,753
2005	30,403	17,431	917	694	1,242	51,892	1,205	2,625	629	157	3,411	55,303

**Table 6 - Drivers Involved in Crashes and Involvement Rates per Licensed Drivers by Sex and Crash Severity, 2001-2005**

Year	Sex						Total (>15 Years Old)		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers (Thousands)	Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Rate per 100,000 Licensed Drivers
<b>Drivers in Fatal Crashes</b>									
2001	667	1,752,779	38.05	262	1,865,520	14.04	929	3,618,299	25.68
2002	693	1,765,213	39.26	248	1,919,045	12.92	941	3,684,258	25.54
2003	722	1,846,781	39.10	264	1,916,250	13.78	986	3,763,031	26.20
2004	655	1,874,145	34.95	203	1,945,969	10.43	858	3,820,114	22.46
2005	670	1,899,500	35.27	232	1,972,071	11.76	902	3,871,571	23.30
<b>Drivers in Injury Crashes</b>									
2001	39,621	1,752,779	2,260.47	29,360	1,865,520	1,573.82	68,981	3,618,299	1,906.45
2002	39,520	1,765,213	2,238.82	30,170	1,919,045	1,572.14	69,690	3,684,258	1,891.56
2003	39,203	1,846,781	2,122.77	29,575	1,916,250	1,543.38	68,778	3,763,031	1,827.73
2004	36,303	1,874,145	1,937.04	27,714	1,945,969	1,424.17	64,017	3,820,114	1,675.79
2005	37,152	1,899,500	1,955.88	27,915	1,972,071	1,415.52	65,067	3,871,571	1,680.64
<b>Drivers in Property-Damage-Only Crashes</b>									
2001	55,166	1,752,779	3,147.34	33,543	1,865,520	1,798.05	88,709	3,618,299	2,451.68
2002	57,225	1,765,213	3,241.82	35,835	1,919,045	1,867.34	93,060	3,684,258	2,525.88
2003	61,332	1,846,781	3,321.02	37,502	1,916,250	1,957.05	98,834	3,763,031	2,626.45
2004	57,485	1,874,145	3,067.27	35,763	1,945,969	1,837.80	93,248	3,820,114	2,440.97
2005	57,187	1,899,500	3,010.63	35,785	1,972,071	1,814.59	92,972	3,871,571	2,401.40

**Table 7 - Motor Vehicle Occupants and Motorcycle Rider Fatality and Injury Rates per Population by Age Group, 2001-2005**

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	75+	
<b>Fatality Rate per 100,000 Population</b>												
2001	0.06	0.02	0.24	1.60	1.40	1.58	1.41	1.17	1.04	0.74	0.93	10.19
2002	0.11	0.18	0.13	1.42	1.11	1.83	1.61	0.96	0.98	0.76	0.94	10.02
2003	0.07	0.13	0.22	1.56	0.96	1.87	1.25	1.07	0.74	0.60	0.98	9.46
2004	0.11	0.11	0.29	1.57	1.26	1.66	1.19	1.01	0.83	0.68	0.90	9.59
2005	0.04	0.12	0.21	1.20	1.21	1.52	1.50	0.98	0.68	0.61	0.79	8.86
<b>Injury Rate per 100,000 Population</b>												
2001	22.88	26.14	45.60	162.05	107.21	202.68	190.55	129.59	68.76	37.50	30.27	1,023.21
2002	20.25	25.45	40.18	165.22	108.32	196.19	183.95	129.67	71.74	37.32	31.04	1,009.31
2003	19.75	23.16	37.25	150.03	105.28	190.78	173.85	130.46	73.10	36.12	29.82	969.61
2004	15.04	18.95	29.65	137.19	96.80	171.26	157.64	121.55	70.08	33.32	24.13	875.61
2005	17.50	21.25	36.10	139.24	100.78	170.47	160.10	124.71	73.21	33.75	27.18	904.28

**Table 8 – Passenger Car Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicles and Vehicle Miles of Travel, 2001-2005**

Year	Registered Vehicles	Vehicle Miles Traveled (Millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Vehicles	Fatality Rate per 100 Million Vehicle Miles Traveled	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Vehicles	Injury Rate per 100 Million Vehicle Miles Traveled
2001	4,347,733	52,019	326	7.50	0.63	36,458	838.55	70.09
2002	4,393,916	53,760	334	7.60	0.62	35,700	812.49	66.41
2003	4,481,302	54,678	308	6.87	0.56	33,518	747.95	61.30
2004	4,562,129	55,119	295	6.47	0.54	30,368	665.65	55.10
2005	4,498,048	56,736	270	6.00	0.48	30,378	675.36	53.54

**Table 9 – Light Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicles and Vehicle Miles of Travel, 2001-2005**

Year	Registered Vehicles	Vehicle Miles Traveled (Millions)	Light Truck Occupants Killed	Fatality Rate per 100,000 Registered Vehicles	Fatality Rate per 100 Million Vehicle Miles Traveled	Light Truck Occupants Injured	Injury Rate per 100,000 Registered Vehicles	Injury Rate per 100 Million Vehicle Miles Traveled
2001	4,347,733	52,019	150	3.45	0.29	15,899	365.68	30.56
2002	4,393,916	53,760	148	3.37	0.28	16,225	369.26	30.18
2003	4,481,302	54,678	148	3.30	0.27	16,661	371.79	30.47
2004	4,562,129	55,119	146	3.20	0.26	15,578	341.46	28.26
2005	4,498,048	56,736	145	3.22	0.26	16,652	370.21	29.35

**Table 10 – Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicles and Vehicle Miles of Travel, 2001-2005**

Year	Registered Vehicles	Vehicle Miles Traveled (Millions)	Large Truck Occupants Killed	Fatality Rate per 100,000 Registered Vehicles	Fatality Rate per 100 Million Vehicle Miles Traveled	Large Truck Occupants Injured	Injury Rate per 100,000 Registered Vehicles	Injury Rate per 100 Million Vehicle Miles Traveled
2001	4,347,733	52,019	29	0.67	0.06	1,630	37.49	3.13
2002	4,393,916	53,760	24	0.55	0.04	1,600	36.41	2.98
2003	4,481,302	54,678	23	0.51	0.04	1,640	36.60	3.00
2004	4,562,129	55,119	32	0.70	0.06	1,606	35.20	2.91
2005	4,498,048	56,736	19	0.42	0.03	1,696	37.71	2.99

**Table 11 – Motorcycle Riders Killed or Injured and Fatality and Injury Rates per Registered Vehicles and Vehicle Miles of Travel, 2001-2005**

Year	Registered Vehicles	Vehicle Miles Traveled (Millions)	Motorcycle Riders Killed	Fatality Rate per 100,000 Registered Vehicles	Fatality Rate per 100 Million Vehicle Miles Traveled	Motorcycle Riders Injured	Injury Rate per 100,000 Registered Vehicles	Injury Rate per 100 Million Vehicle Miles Traveled
2001	4,347,733	52,019	41	0.94	0.08	927	21.32	1.78
2002	4,393,916	53,760	35	0.80	0.07	910	20.71	1.69
2003	4,481,302	54,678	40	0.89	0.07	962	21.47	1.76
2004	4,562,129	55,119	55	1.21	0.10	1,064	23.32	1.93
2005	4,498,048	56,736	59	1.31	0.10	1,205	26.79	2.12



**Table 12 – Persons Killed or Injured in Crashes Involving a Large Truck by Person Type and Crash Type, 2001-2005**

Year	Person Type					Total
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonoccupants	
	Single Vehicle	Multiple Vehicle	Total			
<b>Killed</b>						
2001	3	21	24	46	8	<b>78</b>
2002	4	16	20	42	6	<b>68</b>
2003	2	18	20	48	8	<b>76</b>
2004	5	19	24	56	14	<b>94</b>
2005	4	13	17	48	10	<b>75</b>
<b>Injured</b>						
2001	217	1,165	1,382	2,089	73	<b>3,544</b>
2002	201	1,180	1,381	1,592	77	<b>3,050</b>
2003	223	1,191	1,414	1,674	88	<b>3,176</b>
2004	221	1,150	1,371	1,489	74	<b>2,934</b>
2005	210	1,251	1,461	1,619	76	<b>3,156</b>

**Table 13: Non-occupant Fatality and Injury Rates per Population by Age Group, 2001-2005**

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	74+	
<b>Fatality Rate per 100,000 Population</b>												
2001	0.56	2.09	2.09	2.76	3.10	1.64	2.17	1.52	1.64	2.17	5.56	2.10
2002	0.83	0.80	1.03	1.07	2.61	2.34	1.96	2.88	1.91	3.10	2.72	1.98
2003	0.54	1.35	1.43	1.31	1.78	1.81	2.64	4.17	2.18	3.40	1.65	2.23
2004	0.53	1.63	2.03	1.29	1.37	1.41	2.01	3.01	1.74	3.06	1.62	1.89
2005	0.52	0.27	1.22	1.26	1.00	2.42	2.27	2.85	1.51	3.95	3.49	1.98
<b>Injury Rate per 100,000 Population</b>												
2001	28.63	107.28	128.29	98.12	78.98	63.12	60.07	47.07	32.70	30.43	27.10	63.37
2002	22.50	90.15	118.12	103.06	91.61	55.26	57.97	43.69	32.69	30.12	25.12	59.64
2003	19.61	88.32	119.88	89.33	92.78	61.68	54.80	49.77	36.86	33.05	25.44	60.30
2004	16.26	83.31	114.60	96.64	82.72	55.10	46.79	45.70	32.23	25.11	27.23	55.56
2005	24.38	63.89	109.02	98.64	90.42	61.73	52.26	48.30	34.47	33.08	28.25	57.64

**Table 14 - Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 2001-2005**

Year	BAC=0.00		BAC=0.01--0.07		BAC=0.08+		Total Number	Total Fatalities in Alcohol--Related Crashes	
	Number	Percent	Number	Percent	Number	Percent		Number	Percent
2001	377	57	53	8	229	35	659	282	43
2002	385	58	54	8	223	34	661	276	42
2003	363	56	72	11	215	33	650	287	44
2004	357	56	52	8	234	36	643	286	44
2005	379	62	44	7	191	31	614	235	38

**Table 15 - Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Sex, 2001-2005**

Year	Male			Female		
	Total	BAC = 0.01+ (Percent)	BAC = 0.08+ (Percent)	Total	BAC = 0.01+ (Percent)	BAC = 0.08+ (Percent)
2001	679	28	20	247	16	14
2002	709	29	22	237	11	9
2003	719	27	20	262	14	10
2004	663	30	26	192	14	10
2005	674	25	19	215	12	9

**Table 16 – Drivers of Passenger Cars and Light Trucks in Crashes by Crash Severity and Restraint Use, 2001-2005**

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Fatal Crashes</b>								
2001	536	70.16	159	20.81	69	9.03	<b>764</b>	<b>100.00</b>
2002	589	74.94	116	14.76	81	10.31	<b>786</b>	<b>100.00</b>
2003	567	72.51	126	16.11	89	11.38	<b>782</b>	<b>100.00</b>
2004	467	70.76	122	18.48	71	10.76	<b>660</b>	<b>100.00</b>
2005	507	75.67	116	17.31	47	7.01	<b>670</b>	<b>100.00</b>
<b>Drivers in Injury Crashes</b>								
2001	52,950	79.74	2,553	3.84	10,897	16.41	<b>66,400</b>	<b>100.00</b>
2002	55,808	83.51	2,303	3.45	8,716	13.04	<b>66,827</b>	<b>100.00</b>
2003	57,107	86.74	1,893	2.88	6,837	10.38	<b>65,837</b>	<b>100.00</b>
2004	53,571	86.54	1,668	2.69	6,667	10.77	<b>61,906</b>	<b>100.00</b>
2005	53,049	86.55	1,653	2.70	6,592	10.75	<b>61,294</b>	<b>100.00</b>
<b>Drivers in Property-Damage-Only Crashes</b>								
2001	65,481	66.99	2,510	2.57	29,763	30.45	<b>97,754</b>	<b>100.00</b>
2002	71,922	70.15	2,155	2.10	28,451	27.75	<b>102,528</b>	<b>100.00</b>
2003	78,323	72.75	1,896	1.76	27,440	25.49	<b>107,659</b>	<b>100.00</b>
2004	74,477	71.82	1,804	1.74	27,424	26.44	<b>103,705</b>	<b>100.00</b>
2005	72,373	71.82	1,690	1.68	26,710	26.51	<b>100,773</b>	<b>100.00</b>

**Table 17 – Occupants of Passenger Cars and Light Trucks Killed or Injured, by Restraint Use, 2001-2005**

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>								
2001	226	53.05	177	41.55	23	5.40	<b>426</b>	<b>100.00</b>
2002	250	58.41	147	34.35	31	7.24	<b>428</b>	<b>100.00</b>
2003	206	53.65	151	39.32	27	7.03	<b>384</b>	<b>100.00</b>
2004	225	57.69	134	34.36	31	7.95	<b>390</b>	<b>100.00</b>
2005	195	56.36	131	37.86	20	5.78	<b>346</b>	<b>100.00</b>
<b>Occupants Injured</b>								
2001	40,912	81.51	4,032	8.03	5,247	10.45	<b>50,191</b>	<b>100.00</b>
2002	41,980	84.38	3,570	7.18	4,202	8.45	<b>49,752</b>	<b>100.00</b>
2003	42,117	87.71	3,079	6.41	2,820	5.87	<b>48,016</b>	<b>100.00</b>
2004	38,759	87.85	2,577	5.84	2,784	6.31	<b>44,120</b>	<b>100.00</b>
2005	39,353	88.14	2,618	5.86	2,679	6.00	<b>44,650</b>	<b>100.00</b>



# **Chapter 2: Crashes**



**Table 18 - Crashes and Crash Rates per 100 Million Vehicle Miles Traveled by Month and Crash Severity**

Month	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Rate	Number	Rate	Number	Rate	Number	Rate
January	42	0.07	2,837	5.00	5,958	10.50	<b>8,837</b>	<b>15.58</b>
February	34	0.06	2,438	4.30	4,880	8.60	<b>7,352</b>	<b>12.96</b>
March	36	0.06	2,675	4.71	4,960	8.74	<b>7,671</b>	<b>13.52</b>
April	53	0.09	3,095	5.46	5,226	9.21	<b>8,374</b>	<b>14.76</b>
May	40	0.07	3,365	5.93	5,582	9.84	<b>8,987</b>	<b>15.84</b>
June	47	0.08	3,303	5.82	5,638	9.94	<b>8,988</b>	<b>15.84</b>
July	52	0.09	3,227	5.69	5,365	9.46	<b>8,644</b>	<b>15.24</b>
August	55	0.10	3,102	5.47	5,247	9.25	<b>8,404</b>	<b>14.81</b>
September	59	0.10	3,328	5.87	6,261	11.04	<b>9,648</b>	<b>17.01</b>
October	50	0.09	3,032	5.34	4,979	8.78	<b>8,061</b>	<b>14.21</b>
November	55	0.10	3,178	5.60	5,538	9.76	<b>8,771</b>	<b>15.46</b>
December	54	0.10	2,968	5.23	5,865	10.34	<b>8,887</b>	<b>15.66</b>
<b>Total</b>	<b>577</b>	<b>1.02</b>	<b>36,548</b>	<b>64.42</b>	<b>65,499</b>	<b>115.45</b>	<b>102,624</b>	<b>180.88</b>

**Table 19 - Crashes by Time of Day, Day of Week, and Crash Severity**

Time of Day	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Friday	Thursday	Saturday	
<b>Fatal Crashes</b>								
Midnight to 3 am	22	4	7	6	11	4	23	77
3 am to 6 am	13	5	7	6	11	7	15	64
6 am to 9 am	6	9	3	7	9	8	6	48
9 am to Noon	4	5	6	9	11	8	6	49
Noon to 3 pm	7	12	12	13	10	7	16	77
3 pm to 6 pm	21	8	7	18	16	10	12	92
6 pm to 9 pm	13	13	10	13	9	12	17	87
9 pm to Midnight	4	9	10	12	14	16	18	83
<b>Total</b>	<b>90</b>	<b>65</b>	<b>62</b>	<b>84</b>	<b>91</b>	<b>72</b>	<b>113</b>	<b>577</b>
<b>Injury Crashes</b>								
Midnight to 3 am	559	179	146	173	269	181	585	2,092
3 am to 6 am	271	141	132	136	201	132	270	1,283
6 am to 9 am	249	708	882	856	859	768	344	4,666
9 am to Noon	475	659	766	692	838	675	771	4,876
Noon to 3 pm	699	888	938	957	1,072	884	986	6,424
3 pm to 6 pm	791	1,293	1,331	1,249	1,465	1,230	1,026	8,385
6 pm to 9 pm	650	721	792	742	962	809	742	5,418
9 pm to Midnight	439	391	374	405	644	463	688	3,404
<b>Total</b>	<b>4,133</b>	<b>4,980</b>	<b>5,361</b>	<b>5,210</b>	<b>6,310</b>	<b>5,142</b>	<b>5,412</b>	<b>36,548</b>
<b>Property-Damage-Only Crashes</b>								
Midnight to 3 am	1,277	507	413	411	723	556	1,336	5,223
3 am to 6 am	724	307	287	272	461	322	723	3,096
6 am to 9 am	499	1,295	1,519	1,428	1,489	1,316	726	8,272
9 am to Noon	797	1,224	1,312	1,277	1,406	1,240	1,281	8,537
Noon to 3 pm	1,171	1,517	1,505	1,617	1,876	1,590	1,684	10,960
3 pm to 6 pm	1,154	2,227	2,054	2,069	2,353	2,083	1,549	13,489
6 pm to 9 pm	1,052	1,261	1,278	1,227	1,543	1,338	1,359	9,058
9 pm to Midnight	859	824	758	865	1,236	916	1,400	6,858
Unknown	1	1	1	1	0	1	1	6
<b>Total</b>	<b>7,534</b>	<b>9,163</b>	<b>9,127</b>	<b>9,167</b>	<b>11,087</b>	<b>9,362</b>	<b>10,059</b>	<b>65,499</b>
<b>All Crashes</b>								
Midnight to 3 am	1,858	690	566	590	1,003	741	1,944	7,392
3 am to 6 am	1,008	453	426	414	673	461	1,008	4,443
6 am to 9 am	754	2,012	2,404	2,291	2,357	2,092	1,076	12,986
9 am to Noon	1,276	1,888	2,084	1,978	2,255	1,923	2,058	13,462
Noon to 3 pm	1,877	2,417	2,455	2,587	2,958	2,481	2,686	17,461
3 pm to 6 pm	1,966	3,528	3,392	3,336	3,834	3,323	2,587	21,966
6 pm to 9 pm	1,715	1,995	2,080	1,982	2,514	2,159	2,118	14,563
9 pm to Midnight	1,302	1,224	1,142	1,282	1,894	1,395	2,106	10,345
Unknown	1	1	1	1	0	1	1	6
<b>Total</b>	<b>11,757</b>	<b>14,208</b>	<b>14,550</b>	<b>14,461</b>	<b>17,488</b>	<b>14,576</b>	<b>15,584</b>	<b>102,624</b>



**Table 20 - Crashes by Weather Conditions, Light Condition, and Crash Severity**

	Light Condition					Total
	Daylight	Dawn/Dusk	Dark - Lights On	Dark - No Lights	NA / Other / Unknown	
<b>Fatal Crashes</b>						
Clear/Cloudy	233	16	120	124	0	<b>493</b>
Foggy	3	0	0	1	0	<b>4</b>
Raining	20	1	20	27	0	<b>68</b>
Snow/Sleet	4	0	5	2	0	<b>11</b>
Unknown	0	0	0	1	0	<b>1</b>
<b>Total</b>	<b>260</b>	<b>17</b>	<b>145</b>	<b>155</b>	<b>0</b>	<b>577</b>
<b>Injury Crashes</b>						
Clear/Cloudy	21,295	1,285	5,787	2,222	64	<b>30,653</b>
Foggy	114	37	62	40	1	<b>254</b>
Raining	2,685	272	1,182	376	11	<b>4,526</b>
Snow/Sleet	545	48	231	127	3	<b>954</b>
Severe Winds	21	2	5	3	0	<b>31</b>
Other	0	0	1	1	1	<b>3</b>
NA / Unknown	77	3	23	8	16	<b>127</b>
<b>Total</b>	<b>24,737</b>	<b>1,647</b>	<b>7,291</b>	<b>2,777</b>	<b>96</b>	<b>36,548</b>
<b>Property-Damage-Only Crashes</b>						
Clear/Cloudy	34,372	2,496	12,297	3,762	321	<b>53,248</b>
Foggy	221	58	135	75	6	<b>495</b>
Raining	4,737	513	2,498	751	36	<b>8,535</b>
Snow/Sleet	1,422	129	669	293	23	<b>2,536</b>
Severe Winds	39	7	12	14	0	<b>72</b>
Other	8	0	5	1	24	<b>38</b>
NA / Unknown	246	25	75	45	184	<b>575</b>
<b>Total</b>	<b>41,045</b>	<b>3,228</b>	<b>15,691</b>	<b>4,941</b>	<b>594</b>	<b>65,499</b>
<b>All Crashes</b>						
Clear/Cloudy	55,900	3,797	18,204	6,108	385	<b>84,394</b>
Foggy	338	95	197	116	7	<b>753</b>
Raining	7,442	786	3,700	1,154	47	<b>13,129</b>
Snow/Sleet	1,971	177	905	422	26	<b>3,501</b>
Severe Winds	60	9	17	17	0	<b>103</b>
Other	8	0	6	2	25	<b>41</b>
NA / Unknown	323	28	98	54	200	<b>703</b>
<b>Total</b>	<b>66,042</b>	<b>4,892</b>	<b>23,127</b>	<b>7,873</b>	<b>690</b>	<b>102,624</b>

**Table 21 - Crashes by Crash Type, Relation to Roadway, and Crash Severity**

Crash Type	Relation to Roadway					Total
	Median	Off Roadway	On Roadway	Other/Unknown	Shoulder	
<b>Fatal Crashes</b>						
Single	4	94	5	156	24	<b>283</b>
Multiple	1	2	4	214	5	<b>226</b>
Other/Unknown	0	5	2	53	8	<b>68</b>
<b>Total</b>	<b>5</b>	<b>101</b>	<b>11</b>	<b>423</b>	<b>37</b>	<b>577</b>
<b>Injury Crashes</b>						
Single	172	2,086	161	7,069	431	<b>9,919</b>
Multiple	15	84	749	22,163	55	<b>23,066</b>
Other/Unknown	7	102	83	3,215	156	<b>3,563</b>
<b>Total</b>	<b>194</b>	<b>2,272</b>	<b>993</b>	<b>32,447</b>	<b>642</b>	<b>36,548</b>
<b>Property-Damage-Only Crashes</b>						
Single	344	3,401	275	12,210	819	<b>17,049</b>
Multiple	18	146	1,192	30,503	86	<b>31,945</b>
Other/Unknown	16	305	419	15,363	402	<b>16,505</b>
<b>Total</b>	<b>378</b>	<b>3,852</b>	<b>1,886</b>	<b>58,076</b>	<b>1,307</b>	<b>65,499</b>
<b>All Crashes</b>						
Single	520	5,581	441	19,435	1,274	<b>27,251</b>
Multiple	34	232	1,945	52,880	146	<b>55,237</b>
Other/Unknown	23	412	504	18,631	566	<b>20,136</b>
<b>Total</b>	<b>577</b>	<b>6,225</b>	<b>2,890</b>	<b>90,946</b>	<b>1,986</b>	<b>102,624</b>

**Table 22 - Crashes by Speed Limit Crash Type, and Crash Severity**

Speed Limit	Crash Type						Total	
	Single Vehicle		Multiple Vehicle		Other/Unknown		Number	Percent
	Number	Percent	Number	Percent	Number	Percent		
<b>Fatal Crashes</b>								
30 mph or less	64	22.61	31	13.72	12	17.65	<b>107</b>	<b>18.54</b>
35 or 40 mph	89	31.45	60	26.55	18	26.47	<b>167</b>	<b>28.94</b>
45 or 50 mph	58	20.49	78	34.51	10	14.71	<b>146</b>	<b>25.3</b>
55 mph	51	18.02	47	20.8	21	30.88	<b>119</b>	<b>20.62</b>
60 mph or higher	16	5.65	8	3.54	7	10.29	<b>31</b>	<b>5.37</b>
No Statutory Limit / Unknown	5	1.77	2	0.88	0	0	<b>7</b>	<b>1.21</b>
<b>Total</b>	<b>283</b>	<b>100</b>	<b>226</b>	<b>100</b>	<b>68</b>	<b>100</b>	<b>577</b>	<b>100</b>
<b>Injury Crashes</b>								
30 mph or less	3,499	35.28	6,769	29.35	1,589	44.60	<b>11,857</b>	<b>32.44</b>
35 or 40 mph	2,672	26.94	8,468	36.71	739	20.74	<b>11,879</b>	<b>32.50</b>
45 or 50 mph	1,368	13.79	4,010	17.38	359	10.08	<b>5,737</b>	<b>15.70</b>
55 mph	1,196	12.06	2,732	11.84	272	7.63	<b>4,200</b>	<b>11.49</b>
60 mph or higher	561	5.66	601	2.61	124	3.48	<b>1,286</b>	<b>3.52</b>
No Statutory Limit / Unknown	623	6.28	486	2.11	480	13.47	<b>1,589</b>	<b>4.35</b>
<b>Total</b>	<b>9,919</b>	<b>100.00</b>	<b>23,066</b>	<b>100.00</b>	<b>3,563</b>	<b>100.00</b>	<b>36,548</b>	<b>100.00</b>
<b>Property-Damage-Only Crashes</b>								
30 mph or less	5,788	33.95	10,766	33.7	9,413	57.03	<b>25,967</b>	<b>39.64</b>
35 or 40 mph	4,159	24.39	11,568	36.21	1,698	10.29	<b>17,425</b>	<b>26.6</b>
45 or 50 mph	2,319	13.6	4,319	13.52	518	3.14	<b>7,156</b>	<b>10.93</b>
55 mph	2,283	13.39	3,430	10.74	442	2.68	<b>6,155</b>	<b>9.4</b>
60 mph or higher	1,033	6.06	905	2.83	173	1.05	<b>2,111</b>	<b>3.22</b>
No Statutory Limit / Unknown	1,467	8.60	957	2.99	2,261	25.82	<b>6,685</b>	<b>10.21</b>
<b>Total</b>	<b>17,049</b>	<b>100</b>	<b>31,945</b>	<b>100</b>	<b>16,505</b>	<b>100</b>	<b>65,499</b>	<b>100.00</b>
<b>All Crashes</b>								
30 mph or less	9,351	34.31	17,566	31.8	11,014	54.7	<b>37,931</b>	<b>36.96</b>
35 or 40 mph	6,920	25.39	20,096	36.38	2,455	12.19	<b>29,471</b>	<b>28.72</b>
45 or 50 mph	3,745	13.74	8,407	15.22	887	4.41	<b>13,039</b>	<b>12.71</b>
55 mph	3,530	12.95	6,209	11.24	735	3.65	<b>10,474</b>	<b>10.21</b>
60 mph or higher	1,610	5.91	1,514	2.74	304	1.51	<b>3,428</b>	<b>3.34</b>
No Statutory Limit / Unknown	2,095	7.69	1,445	2.61	4,741	23.54	<b>8,281</b>	<b>8.07</b>
<b>Total</b>	<b>27,251</b>	<b>100</b>	<b>55,237</b>	<b>100</b>	<b>20,136</b>	<b>100</b>	<b>102,624</b>	<b>100.00</b>

**Table 23- Fatal Crashes by Speed Limit and Land Use**

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	19	11.11	54	16.27	34	45.95	<b>107</b>	<b>18.54</b>
35 or 40 mph	37	21.64	115	34.64	15	20.27	<b>167</b>	<b>28.94</b>
45 or 50 mph	62	36.26	72	21.69	12	16.22	<b>146</b>	<b>25.30</b>
55 mph	37	21.64	74	22.29	8	10.81	<b>119</b>	<b>20.62</b>
60 mph or higher	16	9.36	14	4.22	1	1.35	<b>31</b>	<b>5.37</b>
No Statutory Limit / Unknown	0	0.00	3	0.90	4	5.40	<b>7</b>	<b>1.21</b>
<b>Total</b>	<b>171</b>	<b>100.00</b>	<b>332</b>	<b>100.00</b>	<b>74</b>	<b>100.00</b>	<b>577</b>	<b>100.00</b>

**Table 24 – Crashes by First Harmful Event, Manner of Collision, and Crash Severity**

First Harmful Event	Crash Severity						Total	
	Fatal Crashes		Injury Crashes		Property-Damage-Only Crashes			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport</b>								
Angle	49	140.00	6,531	17.87	7,180	10.96	<b>13,760</b>	<b>13.41</b>
Rear End	40	6.93	10,024	27.43	15,074	23.01	<b>25,138</b>	<b>24.50</b>
Sideswipe	22	3.81	1,698	4.65	4,436	6.77	<b>6,156</b>	<b>6.00</b>
Head On	112	19.41	4,399	12.04	4,126	6.30	<b>8,637</b>	<b>8.42</b>
Other/Unknown	21	3.64	1,379	3.77	4,054	6.19	<b>5,454</b>	<b>5.31</b>
<i>Subtotal</i>	<b>244</b>	<b>173.80</b>	<b>24,031</b>	<b>65.75</b>	<b>34,870</b>	<b>53.24</b>	<b>59,145</b>	<b>57.63</b>
<b>Collision with Fixed Object</b>								
Pole/Post	32	5.55	1,193	3.26	3,141	4.80	<b>4,366</b>	<b>4.25</b>
Culvert/Curb/Ditch	36	6.24	1,149	3.14	2,826	4.31	<b>4,011</b>	<b>3.91</b>
Shrubbery/Tree	46	7.97	1,082	2.96	1,354	2.07	<b>2,482</b>	<b>2.42</b>
Guard Rail	38	6.59	1,134	3.10	2,439	3.72	<b>3,611</b>	<b>3.52</b>
Embankment	10	1.73	401	1.10	512	0.78	<b>923</b>	<b>0.90</b>
Bridge	0	0.00	56	0.15	119	0.18	<b>175</b>	<b>0.17</b>
Other/Unknown	12	2.08	473	1.29	2,050	3.13	<b>2,535</b>	<b>2.47</b>
<i>Subtotal</i>	<b>174</b>	<b>30.16</b>	<b>5,488</b>	<b>15.02</b>	<b>12,441</b>	<b>18.99</b>	<b>18,103</b>	<b>17.64</b>
<b>Collision with Object Not Fixed</b>								
Parked Motor Vehicle	18	3.12	1,096	3.00	10,893	16.63	<b>12,007</b>	<b>11.70</b>
Animal	1	0.17	218	0.60	1,137	1.74	<b>1,356</b>	<b>1.32</b>
Pedestrian	93	16.12	2,375	6.50	375	0.57	<b>2,843</b>	<b>2.77</b>
Pedalcyclist	6	1.04	558	1.53	166	0.25	<b>730</b>	<b>0.71</b>
Train	0	0.00	10	0.03	30	0.05	<b>40</b>	<b>0.04</b>
Other/Unknown	5	0.87	304	0.83	733	1.12	<b>1,042</b>	<b>1.02</b>
<i>Subtotal</i>	<b>123</b>	<b>21.32</b>	<b>4,561</b>	<b>12.48</b>	<b>13,334</b>	<b>20.36</b>	<b>18,018</b>	<b>17.56</b>
<b>Noncollision</b>								
Rollover	11	1.91	575	1.57	420	0.64	<b>1,006</b>	<b>0.98</b>
Other/Unknown	17	2.95	972	2.66	1,670	2.55	<b>2,659</b>	<b>2.59</b>
<i>Subtotal</i>	<b>28</b>	<b>4.85</b>	<b>1,547</b>	<b>4.23</b>	<b>2,090</b>	<b>3.19</b>	<b>3,665</b>	<b>3.57</b>
Other/Unknown	8	1.39	921	2.52	2,764	4.22	<b>3,693</b>	<b>3.60</b>
<b>Total</b>	<b>577</b>	<b>231.51</b>	<b>36,548</b>	<b>100.00</b>	<b>65,499</b>	<b>100.00</b>	<b>102,624</b>	<b>100.00</b>

**Table 25 -- Two-Vehicle Crashes by Vehicle Type and Crash Severity**

Vehicle Type	Vehicle Type					
	Passenger Car	Light Truck	Large Truck	Motorcycle	Bus	Other/Unknown
<b>Fatal Crashes (Total =238)</b>						
Passenger Car	51	68	27	21	2	<b>3</b>
Light Truck		17	16	20	3	<b>1</b>
Large Truck			1	4	0	<b>1</b>
Motorcycle				2	0	<b>1</b>
Bus					0	<b>0</b>
Other/Unknown						<b>0</b>
<b>Injury Crashes (Total=21,391)</b>						
Passenger Car	7,785	7,707	981	385	244	<b>726</b>
Light Truck		2,185	475	224	131	<b>284</b>
Large Truck			61	19	16	<b>34</b>
Motorcycle				21	0	<b>27</b>
Bus					11	<b>12</b>
Other/Unknown						<b>63</b>
<b>Property-Damage-Only Crashes (Total=43,474)</b>						
Passenger Car	13,211	13,677	1,998	134	1,205	<b>4,671</b>
Light Truck		3,804	1,044	62	676	<b>1,762</b>
Large Truck			238	5	170	<b>231</b>
Motorcycle				1	2	<b>29</b>
Bus					87	<b>107</b>
Other/Unknown						<b>360</b>

**Table 26 – Crashes and Percent Alcohol Related by Time of Day, Crash Type, and Crash Severity**

Time of Day	Crash Type									Total		
	Single Vehicle			Multiple Vehicle			Unknown Number of Vehicles					
	No.	Alcohol Related	% Alcohol	No.	Alcohol Related	% Alcohol	No.	Alcohol Related	% Alcohol	No.	Alcohol Related	% Alcohol
<b>Fatal Crashes</b>												
Midnight to 3 am	58	38	65.52	12	2	16.67	7	6	85.71	<b>77</b>	<b>46</b>	<b>59.74</b>
3 am to 6 am	41	20	48.78	13	2	15.38	10	6	60.00	<b>64</b>	<b>28</b>	<b>43.75</b>
6 am to 9 am	17	3	17.65	22	2	9.09	9	0	0.00	<b>48</b>	<b>5</b>	<b>10.42</b>
9 am to Noon	13	3	23.08	26	1	3.85	10	0	0.00	<b>49</b>	<b>4</b>	<b>8.16</b>
Noon to 3 pm	25	3	12.00	42	1	2.38	10	2	20.00	<b>77</b>	<b>6</b>	<b>7.79</b>
3 pm to 6 pm	43	12	27.91	43	3	6.98	6	2	33.33	<b>92</b>	<b>17</b>	<b>18.48</b>
6 pm to 9 pm	43	15	34.88	37	6	16.22	7	1	14.29	<b>87</b>	<b>22</b>	<b>25.29</b>
9 pm to Midnight	43	20	46.51	31	7	22.58	9	2	22.22	<b>83</b>	<b>29</b>	<b>34.94</b>
<b>Total</b>	<b>283</b>	<b>114</b>	<b>40.28</b>	<b>226</b>	<b>24</b>	<b>10.62</b>	<b>68</b>	<b>19</b>	<b>27.94</b>	<b>577</b>	<b>157</b>	<b>27.21</b>
<b>Injury Crashes</b>												
Midnight to 3 am	1,069	396	37.04	697	65	9.33	326	82	25.15	<b>2,092</b>	<b>543</b>	<b>25.96</b>
3 am to 6 am	654	141	21.56	487	16	3.29	142	24	16.90	<b>1,283</b>	<b>181</b>	<b>14.11</b>
6 am to 9 am	1,119	47	4.20	3,165	21	0.66	382	11	2.88	<b>4,666</b>	<b>79</b>	<b>1.69</b>
9 am to Noon	1,087	25	2.30	3,317	9	0.27	472	10	2.12	<b>4,876</b>	<b>44</b>	<b>0.90</b>
Noon to 3 pm	1,426	56	3.93	4,386	33	0.75	612	15	2.45	<b>6,424</b>	<b>104</b>	<b>1.62</b>
3 pm to 6 pm	1,859	77	4.14	5,843	67	1.15	683	8	1.17	<b>8,385</b>	<b>152</b>	<b>1.81</b>
6 pm to 9 pm	1,508	169	11.21	3,366	66	1.96	544	44	8.09	<b>5,418</b>	<b>279</b>	<b>5.15</b>
9 pm to Midnight	1,197	242	20.22	1,805	86	4.76	402	59	14.68	<b>3,404</b>	<b>387</b>	<b>11.37</b>
<b>Total</b>	<b>9,919</b>	<b>1,153</b>	<b>11.62</b>	<b>23,066</b>	<b>363</b>	<b>1.57</b>	<b>3,563</b>	<b>253</b>	<b>7.10</b>	<b>36,548</b>	<b>1,769</b>	<b>4.84</b>
<b>Property-Damage-Only Crashes</b>												
Midnight to 3 am	2,460	572	23.25	1,094	155	14.17	1,669	300	17.97	<b>5,223</b>	<b>1,027</b>	<b>19.66</b>
3 am to 6 am	1,596	253	15.85	639	45	7.04	861	112	13.01	<b>3,096</b>	<b>410</b>	<b>13.24</b>
6 am to 9 am	2,105	71	3.37	4,382	42	0.96	1,785	38	2.13	<b>8,272</b>	<b>151</b>	<b>1.83</b>
9 am to Noon	1,853	43	2.32	4,416	49	1.11	2,268	51	2.25	<b>8,537</b>	<b>143</b>	<b>1.68</b>
Noon to 3 pm	2,153	51	2.37	6,036	64	1.06	2,771	38	1.37	<b>10,960</b>	<b>153</b>	<b>1.40</b>
3 pm to 6 pm	2,440	98	4.02	8,169	140	1.71	2,880	90	3.13	<b>13,489</b>	<b>328</b>	<b>2.43</b>
6 pm to 9 pm	2,121	193	9.10	4,694	206	4.39	2,243	142	6.33	<b>9,058</b>	<b>541</b>	<b>5.97</b>
9 pm to Midnight	2,319	325	14.01	2,515	241	9.58	2,024	227	11.22	<b>6,858</b>	<b>793</b>	<b>11.56</b>
Unknown	2	0	0.00	0	0	0.00	4	0	0.00	<b>6</b>	<b>0</b>	<b>0.00</b>
<b>Total</b>	<b>17,049</b>	<b>1,606</b>	<b>9.42</b>	<b>31,945</b>	<b>942</b>	<b>2.95</b>	<b>16,505</b>	<b>998</b>	<b>6.05</b>	<b>65,499</b>	<b>3,546</b>	<b>5.41</b>
<b>All Crashes</b>												
Midnight to 3 am	3,587	1,006	28.05	1,803	222	12.31	2,002	388	19.38	<b>7,392</b>	<b>1,616</b>	<b>21.86</b>
3 am to 6 am	2,291	414	18.07	1,139	63	5.53	1,013	142	14.02	<b>4,443</b>	<b>619</b>	<b>13.93</b>
6 am to 9 am	3,241	121	3.73	7,569	65	0.86	2,176	49	2.25	<b>12,986</b>	<b>235</b>	<b>1.81</b>
9 am to Noon	2,953	71	2.40	7,759	59	0.76	2,750	61	2.22	<b>13,462</b>	<b>191</b>	<b>1.42</b>

Time of Day	Crash Type									Total		
	Single Vehicle			Multiple Vehicle			Unknown Number of Vehicles					
	No.	Alcohol Related	% Alcohol	No.	Alcohol Related	% Alcohol	No.	Alcohol Related	% Alcohol	No.	Alcohol Related	% Alcohol
Noon to 3 pm	3,604	110	3.05	10,464	98	0.94	3,393	55	1.62	<b>17,461</b>	<b>263</b>	<b>1.51</b>
3 pm to 6 pm	4,342	187	4.31	14,055	210	1.49	3,569	100	2.80	<b>21,966</b>	<b>497</b>	<b>2.26</b>
6 pm to 9 pm	3,672	377	10.27	8,097	278	3.43	2,794	187	6.69	<b>14,563</b>	<b>842</b>	<b>5.78</b>
9 pm to Midnight	3,559	587	16.49	4,351	334	7.68	2,435	288	11.83	<b>10,345</b>	<b>1,209</b>	<b>11.69</b>
Unknown	2	0	0.00	0	0	0.00	4	0	0.00	<b>6</b>	<b>0</b>	<b>0.00</b>
<b>Total</b>	<b>27,251</b>	<b>2,873</b>	<b>10.54</b>	<b>55,237</b>	<b>1,329</b>	<b>2.41</b>	<b>20,136</b>	<b>1,270</b>	<b>6.31</b>	<b>102,624</b>	<b>5,472</b>	<b>5.33</b>



# **Chapter 3: Vehicles**



**Table 27 - Vehicles Involved in Crashes by Vehicle Type and Crash Severity**

Vehicle Type	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	444	46.69	41,073	59.17	68,202	56.13	<b>109,719</b>	<b>57.18</b>
Light Truck	312	32.81	21,887	31.53	35,721	29.40	<b>57,920</b>	<b>30.19</b>
Large Truck	75	7.89	2,479	3.57	5,395	4.44	<b>7,949</b>	<b>4.14</b>
Motorcycle	89	9.36	1,473	2.12	358	0.29	<b>1,920</b>	<b>1.00</b>
Bus	10	1.05	605	0.87	2,586	2.13	<b>3,201</b>	<b>1.67</b>
Other/Unknown	21	2.21	1,893	2.73	9,253	7.61	<b>11,167</b>	<b>5.82</b>
<b>Total</b>	<b>951</b>	<b>100.00</b>	<b>69,410</b>	<b>100.00</b>	<b>121,515</b>	<b>100.00</b>	<b>191,876</b>	<b>100.00</b>

**Table 28 – Vehicles Involved in Fatal Crashes by Body Type**

<b>Body Type</b>	<b>Number</b>	<b>Percent</b>
<b>Passenger Cars</b>	<b>444</b>	<b>46.7</b>
Automobile	427	44.9
Station Wagon	17	1.8
<b>Light Trucks</b>	<b>312</b>	<b>32.8</b>
Recreational Vehicle	142	14.9
Pickup Truck	116	12.2
Van	54	5.7
<b>Large Trucks</b>	<b>75</b>	<b>7.9</b>
Single Truck 2 Axles	31	3.3
Single Truck 3 Axles	6	0.6
Truck Tractor	38	4.0
<b>Motorcycles</b>	<b>89</b>	<b>9.4</b>
Motorcycle	88	9.3
Moped	1	0.1
<b>Buses</b>	<b>10</b>	<b>1.1</b>
Transit Bus	4	0.4
Cross Country Bus	2	0.2
School Bus	4	0.4
<b>Other Vehicles</b>	<b>10</b>	<b>1.1</b>
Limousine	1	0.1
Ambulance/Emergency	1	0.1
Ambulance/Non-Emergency	1	0.1
Fire Vehicle/Emergency	1	0.1
Police Vehicle/Non-Emergency	1	0.1
Other	5	0.5
<b>Unknown</b>	<b>11</b>	<b>1.2</b>
<b>Total</b>	<b>951</b>	<b>100.0</b>

**Table 29 – Vehicles Involved in Crashes by Vehicle Type, Rollover Occurrence, and Crash Severity (Excludes Motorcycles)**

Vehicle Type	Rollover Occurrence						Total	
	Yes		No		Unknown		Number	Percent
	Number	Percent	Number	Percent	Number	Percent		
<b>Fatal Crashes</b>								
Passenger Car	2	0.5	442	99.5	0	0	<b>444</b>	<b>100</b>
Light Truck								
Pickup	0	0	116	100	0	0	<b>116</b>	<b>100</b>
Van	0	0	54	100	0	0	<b>54</b>	<b>100</b>
Utility	5	3.5	137	96.5	0	0	<b>142</b>	<b>100</b>
Large Truck	0	0	75	100	0	0	<b>75</b>	<b>100</b>
Bus	0	0	10	100	0	0	<b>10</b>	<b>100</b>
Other/Unknown	0	0	21	100	0	0	<b>21</b>	<b>100</b>
<b>Total</b>	<b>7</b>	<b>0.8</b>	<b>855</b>	<b>99.2</b>	<b>0</b>	<b>0</b>	<b>862</b>	<b>100</b>
<b>Injury Crashes</b>								
Passenger Car	151	0.4	40,815	99.4	107	0.3	<b>41,073</b>	<b>100</b>
Light Truck								
Pickup	61	0.9	6,740	99	9	0.1	<b>6,810</b>	<b>100</b>
Van	26	0.5	5,727	99.2	18	0.3	<b>5,771</b>	<b>100</b>
Utility	126	1.4	9,163	98.5	17	0.2	<b>9,306</b>	<b>100</b>
Large Truck	53	2.1	2,418	97.5	8	0.3	<b>2,479</b>	<b>100</b>
Bus	0	0	603	99.7	2	0.3	<b>605</b>	<b>100</b>
Other/Unknown	18	1	1,868	98.7	7	0.4	<b>1,893</b>	<b>100</b>
<b>Total</b>	<b>435</b>	<b>0.6</b>	<b>67,334</b>	<b>99.1</b>	<b>168</b>	<b>0.2</b>	<b>67,937</b>	<b>100</b>
<b>Property-Damage-Only Crashes</b>								
Passenger Car	139	0.2	67,773	99.4	290	0.4	<b>68,202</b>	<b>100</b>
Light Truck								
Pickup	84	0.7	11,888	99	32	0.3	<b>12,004</b>	<b>100</b>
Van	19	0.2	9,233	99.5	29	0.3	<b>9,281</b>	<b>100</b>
Utility	108	0.7	14,289	99	39	0.3	<b>14,436</b>	<b>100</b>
Large Truck	64	1.2	5,314	98.5	17	0.3	<b>5,395</b>	<b>100</b>
Bus	0	0	2,581	99.8	5	0.2	<b>2,586</b>	<b>100</b>
Other/Unknown	5	0.1	9,131	98.7	117	1.3	<b>9,253</b>	<b>100</b>
<b>Total</b>	<b>419</b>	<b>0.3</b>	<b>120,209</b>	<b>99.2</b>	<b>529</b>	<b>0.4</b>	<b>121,157</b>	<b>100</b>
<b>All Crashes</b>								
Passenger Car	292	0.3	109,030	99.4	397	0.4	<b>109,719</b>	<b>100</b>
Light Truck								
Pickup	145	0.8	18,744	99	41	0.2	<b>18,930</b>	<b>100</b>
Van	45	0.3	15,014	99.4	47	0.3	<b>15,106</b>	<b>100</b>
Utility	239	1	23,589	98.8	56	0.2	<b>23,884</b>	<b>100</b>
Large Truck	117	1.5	7,807	98.2	25	0.3	<b>7,949</b>	<b>100</b>
Bus	0	0	3,194	99.8	7	0.2	<b>3,201</b>	<b>100</b>
Other/Unknown	23	0.2	11,020	98.7	124	1.1	<b>11,167</b>	<b>100</b>
<b>Total</b>	<b>861</b>	<b>0.5</b>	<b>188,398</b>	<b>99.2</b>	<b>697</b>	<b>0.4</b>	<b>189,956</b>	<b>100</b>

**Table 30 – Vehicles Involved in Crashes by Vehicle Type, Fire Occurrence, and Crash Severity**

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
Passenger Car	12	2.7	432	97.3	<b>444</b>	<b>100</b>
Light Truck	1	0.3	311	99.7	<b>312</b>	<b>100</b>
Large Truck	2	2.7	73	97.3	<b>75</b>	<b>100</b>
Bus	0	0	10	100	<b>10</b>	<b>100</b>
Other/Unknown	0	0	21	100	<b>21</b>	<b>100</b>
Motorcycle	0	0	89	100	<b>89</b>	<b>100</b>
<b>Total</b>	<b>15</b>	<b>1.6</b>	<b>936</b>	<b>98.4</b>	<b>951</b>	<b>100</b>
<b>Injury Crashes</b>						
Passenger Car	75	0.2	40,998	99.8	<b>41,073</b>	<b>100</b>
Light Truck	38	0.2	21,849	99.8	<b>21,887</b>	<b>100</b>
Large Truck	7	0.3	2,472	99.7	<b>2,479</b>	<b>100</b>
Bus	2	0.3	603	99.7	<b>605</b>	<b>100</b>
Other/Unknown	2	0.1	1,891	99.9	<b>1,893</b>	<b>100</b>
Motorcycle	3	0.2	1,470	99.8	<b>1,473</b>	<b>100</b>
<b>Total</b>	<b>127</b>	<b>0.2</b>	<b>69,283</b>	<b>99.8</b>	<b>69,410</b>	<b>100</b>
<b>Property-Damage-Only Crashes</b>						
Passenger Car	114	0.2	68,088	99.8	<b>68,202</b>	<b>100</b>
Light Truck	57	0.2	35,664	99.8	<b>35,721</b>	<b>100</b>
Large Truck	14	0.3	5,381	99.7	<b>5,395</b>	<b>100</b>
Bus	2	0.1	2,584	99.9	<b>2,586</b>	<b>100</b>
Other/Unknown	6	0.1	9,247	99.9	<b>9,253</b>	<b>100</b>
Motorcycle	0	0	358	100	<b>358</b>	<b>100</b>
<b>Total</b>	<b>193</b>	<b>0.2</b>	<b>121,322</b>	<b>99.8</b>	<b>121,515</b>	<b>100</b>
<b>All Crashes</b>						
Passenger Car	201	0.2	109,518	99.8	<b>109,719</b>	<b>100</b>
Light Truck	96	0.2	57,824	99.8	<b>57,920</b>	<b>100</b>
Large Truck	23	0.3	7,926	99.7	<b>7,949</b>	<b>100</b>
Bus	4	0.1	3,197	99.9	<b>3,201</b>	<b>100</b>
Other/Unknown	8	0.1	11,159	99.9	<b>11,167</b>	<b>100</b>
Motorcycle	3	0.2	1,917	99.8	<b>1,920</b>	<b>100</b>
<b>Total</b>	<b>335</b>	<b>0.2</b>	<b>191,541</b>	<b>99.8</b>	<b>191,876</b>	<b>100</b>

**Table 31 – Vehicles Involved in Single- and Two-Vehicle Crashes by Movement and Crash Severity**

Movement	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	%	Number	%	Number	%	Number	%
Accelerating	29	3.05	3,613	5.21	5,262	4.33	<b>8,904</b>	<b>4.64</b>
Backing	5	0.53	515	0.74	3,419	2.81	<b>3,939</b>	<b>2.05</b>
Changing Lanes	21	2.21	1,290	1.86	2,691	2.21	<b>4,002</b>	<b>2.09</b>
Driverless Moving Veh.	3	0.32	49	0.07	230	0.19	<b>282</b>	<b>0.15</b>
Making Left Turn	74	7.78	6,578	9.48	7,983	6.57	<b>14,635</b>	<b>7.63</b>
Making Right Turn	4	0.42	1,190	1.71	3,027	2.49	<b>4,221</b>	<b>2.20</b>
Making U-Turn	4	0.42	441	0.64	691	0.57	<b>1,136</b>	<b>0.59</b>
Moving Constant Speed	562	59.10	30,490	43.93	45,078	37.10	<b>76,130</b>	<b>39.68</b>
Parked	27	2.84	1,917	2.76	12,595	10.36	<b>14,539</b>	<b>7.58</b>
Parking	0	0.00	87	0.13	656	0.54	<b>743</b>	<b>0.39</b>
Passing	9	0.95	246	0.35	760	0.63	<b>1,015</b>	<b>0.53</b>
Right Turn on Red	0	0.00	21	0.03	55	0.05	<b>76</b>	<b>0.04</b>
Skidding	78	8.20	2,437	3.51	3,092	2.54	<b>5,607</b>	<b>2.92</b>
Slowing/Stopping	42	4.42	10,168	14.65	16,044	13.20	<b>26,254</b>	<b>13.68</b>
Starting From Lane	5	0.53	1,976	2.85	2,640	2.17	<b>4,621</b>	<b>2.41</b>
Starting From Parked	1	0.11	406	0.58	1,203	0.99	<b>1,610</b>	<b>0.84</b>
Stopped in Traffic Lane	41	4.31	7,056	10.17	9,439	7.77	<b>16,536</b>	<b>8.62</b>
Not Applicable	0	0.00	2	0.00	9	0.01	<b>11</b>	<b>0.01</b>
Other	0	0.00	4	0.01	8	0.01	<b>12</b>	<b>0.01</b>
Unknown	46	4.84	924	1.33	6,633	5.46	<b>7,603</b>	<b>3.96</b>
<b>Total</b>	<b>951</b>	<b>100.00</b>	<b>69,410</b>	<b>100.00</b>	<b>121,515</b>	<b>100.00</b>	<b>191,876</b>	<b>100.00</b>

**Table 32 – Passenger Cars Involved in Crashes by First Harmful Event and Crash Severity**

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Impact</b>								
Front	155	34.91	18,770	45.7	23,053	33.8	<b>41,978</b>	<b>38.26</b>
Left Side	23	5.18	3,131	7.62	3,664	5.37	<b>6,818</b>	<b>6.21</b>
Right Side	28	6.31	3,153	7.68	6,411	9.4	<b>9,592</b>	<b>8.74</b>
Rear	32	7.21	6,047	14.72	6,957	10.2	<b>13,036</b>	<b>11.88</b>
Other/Unknown	20	4.5	1,119	2.72	3,203	4.7	<b>4,342</b>	<b>3.96</b>
<i>Subtotal</i>	258	58.11	32,220	78.45	43,288	63.47	<b>75,766</b>	<b>69.05</b>
<b>Collision with Fixed Object</b>	<b>94</b>	<b>21.17</b>	<b>3,695</b>	<b>9</b>	<b>7,740</b>	<b>11.35</b>	<b>11,529</b>	<b>10.51</b>
<b>Collision with Object Not Fixed</b>	<b>74</b>	<b>16.67</b>	<b>3,527</b>	<b>8.59</b>	<b>13,078</b>	<b>19.18</b>	<b>16,679</b>	<b>15.2</b>
<b>Non Collision</b>	<b>14</b>	<b>3.15</b>	<b>617</b>	<b>1.5</b>	<b>1,172</b>	<b>1.72</b>	<b>1,803</b>	<b>1.64</b>
Unknown	4	0.9	1,014	2.47	2,924	4.29	<b>3,942</b>	<b>3.59</b>
<b>Total</b>	<b>444</b>	<b>100</b>	<b>41,073</b>	<b>100</b>	<b>68,202</b>	<b>100</b>	<b>109,719</b>	<b>100</b>



**Table 33 – Passenger Cars Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type**

	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	87	63.04	3,725	65.34	6,310	62.03	<b>10,122</b>	<b>63.22</b>
Left Side	27	19.57	463	8.12	1,049	10.31	<b>1,539</b>	<b>9.61</b>
Right Side	13	9.42	500	8.77	939	9.23	<b>1,452</b>	<b>9.07</b>
Rear	3	2.17	197	3.46	547	5.38	<b>747</b>	<b>4.67</b>
Noncollision	1	0.72	139	2.44	111	1.09	<b>251</b>	<b>1.57</b>
Other/Unknown	7	5.07	677	11.88	1,216	11.95	<b>1,900</b>	<b>11.87</b>
<b>Total</b>	<b>138</b>	<b>100.00</b>	<b>5,701</b>	<b>100.00</b>	<b>10,172</b>	<b>100.00</b>	<b>16,011</b>	<b>100.00</b>
<b>Multiple-Vehicle Crashes</b>								
Front	134	56.30	16,184	52.04	19,670	49.07	<b>35,988</b>	<b>50.39</b>
Left Side	43	18.07	3,422	11.00	4,757	11.87	<b>8,222</b>	<b>11.51</b>
Right Side	41	17.23	2,965	9.53	4,149	10.35	<b>7,155</b>	<b>10.02</b>
Rear	14	5.88	7,270	23.38	8,579	21.40	<b>15,863</b>	<b>22.21</b>
Noncollision	0	0.00	8	0.03	7	0.02	<b>15</b>	<b>0.02</b>
Other/Unknown	6	2.52	1,252	4.03	2,923	7.29	<b>4,181</b>	<b>5.85</b>
<b>Total</b>	<b>238</b>	<b>100.00</b>	<b>31,101</b>	<b>100.00</b>	<b>40,085</b>	<b>100.00</b>	<b>71,424</b>	<b>100.00</b>
<b>Crashes with Unknown Number of Vehicles Involved</b>								
Front	34	50.00	2,090	48.93	6,228	34.71	<b>8,352</b>	<b>37.48</b>
Left Side	11	16.18	626	14.66	3,377	18.82	<b>4,014</b>	<b>18.01</b>
Right Side	12	17.65	397	9.30	1,801	10.04	<b>2,210</b>	<b>9.92</b>
Rear	8	11.76	742	17.37	3,713	20.69	<b>4,463</b>	<b>20.03</b>
Noncollision	0	0.00	13	0.30	17	0.09	<b>30</b>	<b>0.13</b>
Other/Unknown	3	4.41	403	9.44	2,809	15.65	<b>3,215</b>	<b>14.43</b>
<b>Total</b>	<b>68</b>	<b>100.00</b>	<b>4,271</b>	<b>100.00</b>	<b>17,945</b>	<b>100.00</b>	<b>22,284</b>	<b>100.00</b>
<b>All Crashes</b>								
Front	255	57.43	21,999	53.56	32,208	47.22	<b>54,462</b>	<b>49.64</b>
Left Side	81	18.24	4,511	10.98	9,183	13.46	<b>13,775</b>	<b>12.55</b>
Right Side	66	14.86	3,862	9.40	6,889	10.10	<b>10,817</b>	<b>9.86</b>
Rear	25	5.63	8,209	19.99	12,839	18.82	<b>21,073</b>	<b>19.21</b>
Noncollision	1	0.23	160	0.39	135	0.20	<b>296</b>	<b>0.27</b>
Other/Unknown	16	3.60	2,332	5.68	6,948	10.19	<b>9,296</b>	<b>8.47</b>
<b>Total</b>	<b>444</b>	<b>100.00</b>	<b>41,073</b>	<b>100.00</b>	<b>68,202</b>	<b>100.00</b>	<b>109,719</b>	<b>100.00</b>

**Table 34 – Light Trucks Involved in Crashes by First Harmful Event and Crash Severity**

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Impact</b>								
Front	117	37.5	10,476	47.86	12,886	36.07	<b>23,479</b>	<b>40.54</b>
Left Side	18	5.77	1,482	6.77	1,715	4.8	<b>3,215</b>	<b>5.55</b>
Right Side	21	6.73	1,664	7.6	3,601	10.08	<b>5,286</b>	<b>9.13</b>
Rear	17	5.45	2,944	13.45	3,240	9.07	<b>6,201</b>	<b>10.71</b>
Other/Unknown	8	2.56	460	2.1	1,449	4.06	<b>1,917</b>	<b>3.31</b>
<i>Subtotal</i>	<i>181</i>	<i>58.01</i>	<i>17,026</i>	<i>77.79</i>	<i>22,891</i>	<i>64.08</i>	<b>40,098</b>	<b>69.23</b>
<b>Collision with Fixed Object</b>	<b>61</b>	<b>19.55</b>	<b>1,819</b>	<b>8.31</b>	<b>3,808</b>	<b>10.66</b>	<b>5,688</b>	<b>9.82</b>
<b>Collision with Object Not Fixed</b>	<b>56</b>	<b>17.95</b>	<b>1,970</b>	<b>9.2</b>	<b>6,651</b>	<b>18.62</b>	<b>8,677</b>	<b>14.98</b>
<b>Non Collision</b>	<b>11</b>	<b>3.53</b>	<b>564</b>	<b>2.58</b>	<b>811</b>	<b>2.27</b>	<b>1,386</b>	<b>2.39</b>
Unknown	3	0.96	508	2.32	1,560	4.37	<b>2,071</b>	<b>3.58</b>
<b>Total</b>	<b>312</b>	<b>100</b>	<b>21887</b>	<b>100</b>	<b>35,721</b>	<b>100</b>	<b>57,920</b>	<b>100</b>

**Table 35 – Light Trucks Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type**

	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	69	69.70	1,893	61.32	3,186	60.79	<b>5,148</b>	<b>61.09</b>
Left Side	8	8.08	245	7.94	473	9.02	<b>726</b>	<b>8.62</b>
Right Side	10	10.10	315	10.20	498	9.50	<b>823</b>	<b>9.77</b>
Rear	4	4.04	121	3.92	298	5.69	<b>423</b>	<b>5.02</b>
Noncollision	3	3.03	167	5.41	130	2.48	<b>300</b>	<b>3.56</b>
Other/Unknown	5	5.05	346	11.21	656	12.52	<b>1,007</b>	<b>11.95</b>
<b>Total</b>	<b>99</b>	<b>100.00</b>	<b>3,087</b>	<b>100.00</b>	<b>5,241</b>	<b>100.00</b>	<b>8,427</b>	<b>100.00</b>
<b>Multiple-Vehicle Crashes</b>								
Front	105	60.69	8,745	52.79	9,421	43.94	<b>18,271</b>	<b>47.85</b>
Left Side	21	12.14	1,633	9.86	2,426	11.31	<b>4,080</b>	<b>10.69</b>
Right Side	16	9.25	1,444	8.72	2,244	10.47	<b>3,704</b>	<b>9.70</b>
Rear	18	10.40	4,134	24.95	5,968	27.83	<b>10,120</b>	<b>26.51</b>
Noncollision	0	0.00	17	0.10	2	0.01	<b>19</b>	<b>0.05</b>
Other/Unknown	13	7.51	593	3.58	1,381	6.44	<b>1,987</b>	<b>5.20</b>
<b>Total</b>	<b>173</b>	<b>100.00</b>	<b>16,566</b>	<b>100.00</b>	<b>21,442</b>	<b>100.00</b>	<b>38,181</b>	<b>100.00</b>
<b>Crashes with Unknown Number of Vehicles Involved</b>								
Front	26	65.00	1,048	46.91	2,759	30.53	<b>3,833</b>	<b>33.88</b>
Left Side	4	10.00	296	13.25	1,516	16.77	<b>1,816</b>	<b>16.05</b>
Right Side	2	5.00	169	7.56	987	10.92	<b>1,158</b>	<b>10.24</b>
Rear	4	10.00	508	22.74	2,418	26.75	<b>2,930</b>	<b>25.90</b>
Noncollision	0	0.00	15	0.67	17	0.19	<b>32</b>	<b>0.28</b>
Other/Unknown	4	10.00	198	8.86	1,341	14.84	<b>1,543</b>	<b>13.64</b>
<b>Total</b>	<b>40</b>	<b>100.00</b>	<b>2,234</b>	<b>100.00</b>	<b>9,038</b>	<b>100.00</b>	<b>11,312</b>	<b>100.00</b>
<b>All Crashes</b>								
Front	200	64.10	11,686	53.39	15,366	43.02	<b>27,252</b>	<b>47.05</b>
Left Side	33	10.58	2,174	9.93	4,415	12.36	<b>6,622</b>	<b>11.43</b>
Right Side	28	8.97	1,928	8.81	3,729	10.44	<b>5,685</b>	<b>9.82</b>
Rear	26	8.33	4,763	21.76	8,684	24.31	<b>13,473</b>	<b>23.26</b>
Noncollision	3	0.96	199	0.91	149	0.42	<b>351</b>	<b>0.61</b>
Other/Unknown	22	7.05	1,137	5.19	3,378	9.46	<b>4,537</b>	<b>7.83</b>
<b>Total</b>	<b>312</b>	<b>100.00</b>	<b>21,887</b>	<b>100.00</b>	<b>35,721</b>	<b>100.00</b>	<b>57,920</b>	<b>100.00</b>

**Table 36 – Large Trucks Involved in Crashes by First Harmful Event and Crash Severity**

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Impact</b>								
Front	27	36	1,032	41.63	1,375	25.49	<b>2,434</b>	<b>30.62</b>
Left Side	2	2.67	100	4.03	171	3.17	<b>273</b>	<b>3.43</b>
Right Side	13	17.33	477	19.24	1,014	18.8	<b>1,504</b>	<b>18.92</b>
Rear	5	6.67	281	11.34	397	7.36	<b>683</b>	<b>8.59</b>
Other/Unknown	2	2.67	58	2.34	175	3.24	<b>235</b>	<b>2.96</b>
<i>Subtotal</i>	<i>49</i>	<i>65.33</i>	<i>1,948</i>	<i>78.58</i>	<i>3,132</i>	<i>58.05</i>	<i>5,129</i>	<i>64.52</i>
<b>Collision with Fixed Object</b>	<b>5</b>	<b>6.67</b>	<b>136</b>	<b>5.49</b>	<b>796</b>	<b>14.75</b>	<b>937</b>	<b>11.79</b>
<b>Collision with Object Not Fixed</b>	<b>19</b>	<b>125.33</b>	<b>216</b>	<b>8.71</b>	<b>997</b>	<b>18.48</b>	<b>1,232</b>	<b>15.5</b>
<b>Non Collision</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3.87</b>	<b>185</b>	<b>3.43</b>	<b>281</b>	<b>3.54</b>
Unknown	2	2.67	83	3.85	285	5.28	<b>370</b>	<b>4.65</b>
<b>Total</b>	<b>75</b>	<b>100</b>	<b>2,479</b>	<b>100</b>	<b>5,395</b>	<b>100</b>	<b>7,949</b>	<b>100</b>

**Table 37 – Large Trucks Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type**

	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	7	77.78	104	42.80	233	23.39	<b>344</b>	<b>27.56</b>
Left Side	0	0.00	22	9.05	77	7.73	<b>99</b>	<b>7.93</b>
Right Side	0	0.00	31	12.76	136	13.65	<b>167</b>	<b>13.38</b>
Rear	1	11.11	16	6.58	91	9.14	<b>108</b>	<b>8.65</b>
Noncollision	0	0.00	38	15.64	28	2.81	<b>66</b>	<b>5.29</b>
Other/Unknown	1	11.11	32	13.17	431	43.27	<b>464</b>	<b>37.18</b>
<b>Total</b>	<b>9</b>	<b>100.00</b>	<b>243</b>	<b>100.00</b>	<b>996</b>	<b>100.00</b>	<b>1,248</b>	<b>100.00</b>
<b>Multiple-Vehicle Crashes</b>								
Front	27	57.45	969	51.27	1,072	36.25	<b>2,068</b>	<b>42.26</b>
Left Side	4	8.51	213	11.27	392	13.26	<b>609</b>	<b>12.44</b>
Right Side	3	6.38	177	9.37	422	14.27	<b>602</b>	<b>12.30</b>
Rear	7	14.89	256	13.54	468	15.83	<b>731</b>	<b>14.94</b>
Noncollision	0	0.00	1	0.05	3	0.10	<b>4</b>	<b>0.08</b>
Other/Unknown	6	12.77	274	14.50	600	20.29	<b>880</b>	<b>17.98</b>
<b>Total</b>	<b>47</b>	<b>100.00</b>	<b>1,890</b>	<b>100.00</b>	<b>2,957</b>	<b>100.00</b>	<b>4,894</b>	<b>100.00</b>
<b>Crashes with Unknown Number of Vehicles Involved</b>								
Front	2	10.53	96	27.75	249	17.27	<b>347</b>	<b>19.20</b>
Left Side	1	5.26	42	12.14	169	11.72	<b>212</b>	<b>11.73</b>
Right Side	1	5.26	29	8.38	167	11.58	<b>197</b>	<b>10.90</b>
Rear	6	31.58	98	28.32	390	27.05	<b>494</b>	<b>27.34</b>
Noncollision	0	0.00	1	0.29	0	0.00	<b>1</b>	<b>0.06</b>
Other/Unknown	9	47.37	80	23.12	467	32.39	<b>556</b>	<b>30.77</b>
<b>Total</b>	<b>19</b>	<b>100.00</b>	<b>346</b>	<b>100.00</b>	<b>1,442</b>	<b>100.00</b>	<b>1,807</b>	<b>100.00</b>
<b>All Crashes</b>								
Front	36	48.00	1,169	47.16	1,554	28.80	<b>2,759</b>	<b>34.71</b>
Left Side	5	6.67	277	11.17	638	11.83	<b>920</b>	<b>11.57</b>
Right Side	4	5.33	237	9.56	725	13.44	<b>966</b>	<b>12.15</b>
Rear	14	18.67	370	14.93	949	17.59	<b>1,333</b>	<b>16.77</b>
Noncollision	0	0.00	40	1.61	31	0.57	<b>71</b>	<b>0.89</b>
Other/Unknown	16	21.33	386	15.57	1,498	27.77	<b>1,900</b>	<b>23.90</b>
<b>Total</b>	<b>75</b>	<b>100.00</b>	<b>2,479</b>	<b>100.00</b>	<b>5,395</b>	<b>100.00</b>	<b>7,949</b>	<b>100.00</b>

**Table 38 – Large Trucks Involved in Crashes by Truck Type, Rollover Occurrence, and Crash Severity**

	Rollover Occurrence						Total	
	Yes		No		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>								
Single Truck 2 Axles	31	100.00	0	0	0	0	31	100.00
Single Truck 3 Axles	6	100.00	0	0	0	0	6	100.00
Truck Tractor	38	100.00	0	0	0	0	38	100.00
<b>Total</b>	<b>75</b>	<b>100.00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>100.00</b>
<b>Injury Crashes</b>								
Single Truck 2 Axles	11	0.97	1,121	98.59	5	0.44	1,137	100.00
Single Truck 3 Axles	11	2.64	405	97.12	1	0.24	417	100.00
Truck Tractor	31	3.35	892	96.43	2	0.22	925	100.00
<b>Total</b>	<b>53</b>	<b>2.14</b>	<b>2,418</b>	<b>97.54</b>	<b>8</b>	<b>0.32</b>	<b>2,479</b>	<b>100.00</b>
<b>Property-Damage-Only Crashes</b>								
Single Truck 2 Axles	16	0.58	2,753	99.14	8	0.29	2,777	100.00
Single Truck 3 Axles	18	2.37	739	97.11	4	0.53	761	100.00
Truck Tractor	30	1.62	1,822	98.12	5	0.27	1,857	100.00
<b>Total</b>	<b>64</b>	<b>1.19</b>	<b>5,314</b>	<b>98.5</b>	<b>17</b>	<b>0.32</b>	<b>5,395</b>	<b>100.00</b>
<b>All Crashes</b>								
Single Truck 2 Axles	27	0.68	3,905	98.99	13	0.33	3,945	100.00
Single Truck 3 Axles	29	2.45	1,150	97.13	5	0.42	1,184	100.00
Truck Tractor	61	2.16	2,752	97.59	7	0.25	2,820	100.00
<b>Total</b>	<b>117</b>	<b>1.47</b>	<b>7,807</b>	<b>98.21</b>	<b>25</b>	<b>0.31</b>	<b>7,949</b>	<b>100.00</b>

**Table 39 – Motorcycles Involved in Crashes by First Harmful Event and Crash Severity**

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Impact</b>								
Front	29	32.58	333	22.61	87	24.3	<b>449</b>	<b>23.39</b>
Left Side	5	5.62	84	5.7	11	3.07	<b>100</b>	<b>5.21</b>
Right Side	5	5.62	90	6.11	33	9.22	<b>128</b>	<b>6.67</b>
Rear	4	4.89	124	8.42	38	10.61	<b>166</b>	<b>8.65</b>
Other/Unknown	6	6.74	36	2.44	24	6.7	<b>66</b>	<b>3.44</b>
<i>Subtotal</i>	<i>49</i>	<i>55.06</i>	<i>667</i>	<i>45.28</i>	<i>193</i>	<i>53.91</i>	<b>909</b>	<b>47.34</b>
<b>Collision with Fixed Object</b>	<b>26</b>	<b>29.21</b>	<b>240</b>	<b>16.29</b>	<b>38</b>	<b>10.61</b>	<b>304</b>	<b>15.83</b>
<b>Collision with Object Not Fixed</b>	<b>19</b>	<b>125.33</b>	<b>216</b>	<b>8.71</b>	<b>997</b>	<b>18.48</b>	<b>1,232</b>	<b>15.5</b>
Nonoccupant	3	3.37	134	9.1	54	15.08	<b>191</b>	<b>9.95</b>
Other	0	0	22	1.49	12	3.35	<b>34</b>	<b>1.77</b>
<i>Subtotal</i>	<i>3</i>	<i>3.37</i>	<i>156</i>	<i>10.59</i>	<i>66</i>	<i>18.44</i>	<b>225</b>	<b>11.72</b>
<b>Non Collision</b>	<b>6</b>	<b>6.74</b>	<b>333</b>	<b>22.61</b>	<b>45</b>	<b>12.57</b>	<b>384</b>	<b>20</b>
Unknown	5	5.62	77	5.23	16	4.47	<b>98</b>	<b>5.1</b>
<b>Total</b>	<b>89</b>	<b>100</b>	<b>1,473</b>	<b>100</b>	<b>358</b>	<b>100</b>	<b>1,920</b>	<b>100</b>

**Table 40 – Motorcycles Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type**

	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	14	42.42	219	33.90	35	35.35	<b>268</b>	<b>34.45</b>
Left Side	5	15.15	122	18.89	11	11.11	<b>138</b>	<b>17.74</b>
Right Side	3	9.09	119	18.42	19	19.19	<b>141</b>	<b>18.12</b>
Rear	1	3.03	4	0.62	0	0.00	<b>5</b>	<b>0.64</b>
Noncollision	5	15.15	88	13.62	15	15.15	<b>108</b>	<b>13.88</b>
Other/Unknown	5	15.15	94	14.55	19	19.19	<b>118</b>	<b>15.17</b>
<b>Total</b>	<b>33</b>	<b>100.00</b>	<b>646</b>	<b>100.00</b>	<b>99</b>	<b>100.00</b>	<b>778</b>	<b>100.00</b>
<b>Multiple-Vehicle Crashes</b>								
Front	31	72.09	341	54.04	79	46.75	<b>451</b>	<b>53.50</b>
Left Side	2	4.65	70	11.09	17	10.06	<b>89</b>	<b>10.56</b>
Right Side	1	2.33	51	8.08	16	9.47	<b>68</b>	<b>8.07</b>
Rear	3	6.98	67	10.62	22	13.02	<b>92</b>	<b>10.91</b>
Noncollision	2	4.65	22	3.49	3	1.78	<b>27</b>	<b>3.20</b>
Other/Unknown	4	9.30	80	12.68	32	18.93	<b>116</b>	<b>13.76</b>
<b>Total</b>	<b>43</b>	<b>100.00</b>	<b>631</b>	<b>100.00</b>	<b>169</b>	<b>100.00</b>	<b>843</b>	<b>100.00</b>
<b>Crashes with Unknown Number of Vehicles Involved</b>								
Front	6	46.15	77	39.29	25	27.78	<b>108</b>	<b>36.12</b>
Left Side	2	15.38	39	19.90	16	17.78	<b>57</b>	<b>19.06</b>
Right Side	0	0.00	27	13.78	6	6.67	<b>33</b>	<b>11.04</b>
Rear	0	0.00	2	1.02	2	2.22	<b>4</b>	<b>1.34</b>
Noncollision	1	7.69	13	6.63	3	3.33	<b>17</b>	<b>5.69</b>
Other/Unknown	4	30.77	38	19.39	38	42.22	<b>80</b>	<b>26.76</b>
<b>Total</b>	<b>13</b>	<b>100.00</b>	<b>196</b>	<b>100.00</b>	<b>90</b>	<b>100.00</b>	<b>299</b>	<b>100.00</b>
<b>All Crashes</b>								
Front	51	57.30	637	43.25	139	38.83	<b>827</b>	<b>43.07</b>
Left Side	9	10.11	231	15.68	44	12.29	<b>284</b>	<b>14.79</b>
Right Side	4	4.49	197	13.37	41	11.45	<b>242</b>	<b>12.60</b>
Rear	4	4.49	73	4.96	24	6.70	<b>101</b>	<b>5.26</b>
Noncollision	8	8.99	123	8.35	21	5.87	<b>152</b>	<b>7.92</b>
Other/Unknown	13	14.61	212	14.39	89	24.86	<b>314</b>	<b>16.35</b>
<b>Total</b>	<b>89</b>	<b>100.00</b>	<b>1,473</b>	<b>100.00</b>	<b>358</b>	<b>100.00</b>	<b>1,920</b>	<b>100.00</b>



**Table 41 – Buses Involved in Crashes by First Harmful Event and Crash Severity**

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Impact</b>								
Front	3	30.00	230	38.02	671	25.95	<b>904</b>	<b>28.24</b>
Left Side	1	10.00	44	7.27	139	5.38	<b>184</b>	<b>5.75</b>
Right Side	0	0.00	64	10.58	557	21.54	<b>621</b>	<b>19.40</b>
Rear	2	20.00	94	15.54	219	8.47	<b>315</b>	<b>9.84</b>
Other/Unknown	1	10.00	23	3.80	143	5.53	<b>167</b>	<b>5.22</b>
<i>Subtotal</i>	<i>7</i>	<i>70.00</i>	<i>455</i>	<i>75.21</i>	<i>1,729</i>	<i>66.86</i>	<i>2,191</i>	<i>68.45</i>
<b>Collision with Fixed Object</b>	<b>0</b>	<b>0.00</b>	<b>16</b>	<b>2.64</b>	<b>122</b>	<b>4.72</b>	<b>138</b>	<b>4.31</b>
<b>Collision with Object Not Fixed</b>	<b>3</b>	<b>30.00</b>	<b>106</b>	<b>17.52</b>	<b>609</b>	<b>23.55</b>	<b>718</b>	<b>22.43</b>
<b>Non Collision</b>	<b>0</b>	<b>0.00</b>	<b>15</b>	<b>2.48</b>	<b>10</b>	<b>0.39</b>	<b>25</b>	<b>0.78</b>
Unknown	0	0.00	13	2.15	116	4.49	<b>129</b>	<b>4.03</b>
<b>Total</b>	<b>10</b>	<b>100</b>	<b>605</b>	<b>100</b>	<b>2,586</b>	<b>100</b>	<b>3,201</b>	<b>100</b>

**Table 42 – Buses Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type**

	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	1	100.00	31	37.35	46	22.44	<b>78</b>	<b>26.99</b>
Left Side	0	0.00	3	3.61	19	9.27	<b>22</b>	<b>7.61</b>
Right Side	0	0.00	20	24.10	74	36.10	<b>94</b>	<b>32.53</b>
Rear	0	0.00	4	4.82	39	19.02	<b>43</b>	<b>14.88</b>
Noncollision	0	0.00	0	0.00	0	0.00	<b>0</b>	<b>0.00</b>
Other/Unknown	0	0.00	25	30.12	27	13.17	<b>52</b>	<b>17.99</b>
<b>Total</b>	<b>1</b>	<b>100.00</b>	<b>83</b>	<b>100.00</b>	<b>205</b>	<b>100.00</b>	<b>289</b>	<b>100.00</b>
<b>Multiple-Vehicle Crashes</b>								
Front	3	50.00	218	50.46	452	28.50	<b>673</b>	<b>33.25</b>
Left Side	1	16.67	64	14.81	421	26.54	<b>486</b>	<b>24.01</b>
Right Side	0	0.00	47	10.88	257	16.20	<b>304</b>	<b>15.02</b>
Rear	1	16.67	85	19.68	385	24.27	<b>471</b>	<b>23.27</b>
Noncollision	0	0.00	0	0.00	0	0.00	<b>0</b>	<b>0.00</b>
Other/Unknown	1	16.67	18	4.17	71	4.48	<b>90</b>	<b>4.45</b>
<b>Total</b>	<b>6</b>	<b>100.00</b>	<b>432</b>	<b>100.00</b>	<b>1,586</b>	<b>100.00</b>	<b>2,024</b>	<b>100.00</b>
<b>Crashes with Unknown Number of Vehicles Involved</b>								
Front	2	66.67	30	33.33	137	17.23	<b>169</b>	<b>19.03</b>
Left Side	0	0.00	9	10.00	132	16.60	<b>141</b>	<b>15.88</b>
Right Side	0	0.00	15	16.67	221	27.80	<b>236</b>	<b>26.58</b>
Rear	0	0.00	25	27.78	216	27.17	<b>241</b>	<b>27.14</b>
Noncollision	0	0.00	0	0.00	0	0.00	<b>0</b>	<b>0.00</b>
Other/Unknown	1	33.33	11	12.22	89	11.19	<b>101</b>	<b>11.37</b>
<b>Total</b>	<b>3</b>	<b>100.00</b>	<b>90</b>	<b>100.00</b>	<b>795</b>	<b>100.00</b>	<b>888</b>	<b>100.00</b>
<b>All Crashes</b>								
Front	6	60.00	279	46.12	635	24.56	<b>920</b>	<b>28.74</b>
Left Side	1	10.00	76	12.56	572	22.12	<b>649</b>	<b>20.27</b>
Right Side	0	0.00	82	13.55	552	21.35	<b>634</b>	<b>19.81</b>
Rear	1	10.00	114	18.84	640	24.75	<b>755</b>	<b>23.59</b>
Noncollision	0	0.00	0	0.00	0	0.00	<b>0</b>	<b>0.00</b>
Other/Unknown	2	20.00	54	8.93	187	7.23	<b>243</b>	<b>7.59</b>
<b>Total</b>	<b>10</b>	<b>100.00</b>	<b>605</b>	<b>100.00</b>	<b>2,586</b>	<b>100.00</b>	<b>3,201</b>	<b>100.00</b>

# **Chapter 4: People**



**Table 43 - Persons Killed or Injured by Person Type and Injury Severity**

Person Type	Person Killed	Person Injured by Injury Severity				Total Killed or Injured
		Incapacitating	Nonincapacitating	Possible	Total Injured	
<b>Vehicle Occupants</b>						
Driver	295	4,540	12,784	17,932	35,256	<b>35,551</b>
Passenger	122	1,659	4,883	8,491	15,033	<b>15,155</b>
Unknown Occupant	1	8	43	82	133	<b>134</b>
<i>Subtotal</i>	418	6,207	17,710	26,505	50,422	<b>50,840</b>
<b>Motorcycle Riders</b>	85	469	721	280	1,470	<b>1,555</b>
<b>Nonmotorists</b>						
Pedestrian	101	506	1,207	912	2,625	<b>2,726</b>
Pedalcyclist	7	75	338	201	614	<b>621</b>
Other/Unknown	3	30	76	66	172	<b>175</b>
<i>Subtotal</i>	111	611	1,621	1,179	3,411	<b>3,522</b>
<b>Total</b>	<b>614</b>	<b>7,287</b>	<b>20,052</b>	<b>27,964</b>	<b>55,303</b>	<b>55,917</b>

**Table 44 - Persons Killed or Injured, by Age and Injury Severity**

Age(Year)	Persons Killed	Person Injured by Injury Severity				Total Killed or Injured
		Incapacitating	Nonincapacitating	Possible	Total Injured	
<5	4	79	243	751	1,073	<b>1,077</b>
5-9	8	121	432	872	1,425	<b>1,433</b>
10-15	18	306	894	1,357	2,557	<b>2,575</b>
16-20	72	1,051	3,274	3,864	8,189	<b>8,261</b>
21-24	71	790	2,297	2,827	5,914	<b>5,985</b>
25-34	102	1,339	3,569	5,073	9,981	<b>10,083</b>
35-44	104	1,316	3,317	4,793	9,426	<b>9,530</b>
45-54	79	1,035	2,699	3,657	7,391	<b>7,470</b>
55-64	47	588	1,566	2,151	4,305	<b>4,352</b>
65-74	47	269	712	1,018	1,999	<b>2,046</b>
75+	55	262	669	797	1,728	<b>1,783</b>
Unknown	7	131	380	804	1,315	<b>1,322</b>
<b>Total</b>	<b>614</b>	<b>7,287</b>	<b>20,052</b>	<b>27,964</b>	<b>55,303</b>	<b>55,917</b>

**Table 45 - Persons Killed or Injured by Sex and Injury Severity**

Gender	Person Killed	Person Injured by Injury Severity				Total Killed or Injured
		Incapacitating	Nonincapacitating	Possible	Total Injured	
Female	157	3,368	10,007	14,951	28,326	<b>28,483</b>
Male	457	3,905	10,023	12,938	26,866	<b>27,323</b>
Unknown	0	14	22	75	111	<b>111</b>
<b>Total</b>	<b>614</b>	<b>7,287</b>	<b>20,052</b>	<b>27,964</b>	<b>55,303</b>	<b>55,917</b>

**Table 46 - Persons Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex**

Age(Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	1	194,277	0.51	3	187,210	1.60	4	381,487	1.05
5-9	5	187,604	2.67	3	180,192	1.66	8	367,796	2.18
10-15	12	251,143	4.78	6	239,591	2.50	18	490,734	3.67
16-20	55	203,679	27.00	17	192,727	8.82	72	396,406	18.16
21-24	59	153,656	38.40	12	144,944	8.28	71	298,600	23.78
25-34	87	344,590	25.25	15	358,522	4.18	102	703,112	14.51
35-44	77	425,158	18.11	27	455,092	5.93	104	880,250	11.81
45-54	58	403,571	14.37	21	439,125	4.78	79	842,696	9.37
55-64	35	282,704	12.38	12	312,043	3.85	47	594,747	7.90
65-74	29	149,343	19.42	18	180,158	9.99	47	329,501	14.26
75+	35	117,587	29.77	20	197,472	10.13	55	315,059	17.46
Unknown	4	*		3	*		7	*	
<b>Total</b>	<b>457</b>	<b>2,713,312</b>	<b>16.84</b>	<b>157</b>	<b>2,887,076</b>	<b>5.44</b>	<b>614</b>	<b>5,600,388</b>	<b>10.96</b>
Age(Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	503	194,277	258.91	564	187,210	301.27	1,073	381,487	281.27
5-9	746	187,604	397.65	676	180,192	375.16	1,425	367,796	387.44
10-15	1,220	251,143	485.78	1,328	239,591	554.28	2,557	490,734	521.06
16-20	3,985	203,679	1,956.51	4,193	192,727	2,175.62	8,189	396,406	2,065.81
21-24	2,975	153,656	1,936.14	2,931	144,944	2,022.16	5,914	298,600	1,980.58
25-34	5,007	344,590	1,453.03	4,968	358,522	1,385.69	9,981	703,112	1,419.55
35-44	4,596	425,158	1,081.01	4,817	455,092	1,058.47	9,426	880,250	1,070.83
45-54	3,464	403,571	858.34	3,923	439,125	893.37	7,391	842,696	877.07
55-64	2,018	282,704	713.82	2,284	312,043	731.95	4,305	594,747	723.84
65-74	956	149,343	640.14	1,042	180,158	578.38	1,999	329,501	606.67
75+	781	117,587	664.19	944	197,472	478.04	1,728	315,059	548.47
Unknown	615	*		656	*		1,315	*	
<b>Total</b>	<b>26,866</b>	<b>2,713,312</b>	<b>990.16</b>	<b>28,326</b>	<b>2,887,076</b>	<b>981.13</b>	<b>55,303</b>	<b>5,600,388</b>	<b>987.49</b>

**Table 47 - Persons Killed or Injured in Crashes by Weather Condition and Light Condition**

Weather Condition	Light Condition				Total
	Daylight	Dark, But lighted	Dark	Dawn or Dusk	
<b>Persons Killed</b>					
Clear/Cloudy	244	129	135	16	<b>524</b>
Raining	22	21	29	1	<b>73</b>
Snow/Sleet	4	5	3	0	<b>12</b>
Other	3	0	1	0	<b>4</b>
Unknown	0	0	1	0	<b>1</b>
<b>Total</b>	<b>273</b>	<b>155</b>	<b>169</b>	<b>17</b>	<b>614</b>
<b>Persons Injured</b>					
Clear/Cloudy	32,210	8,905	3,382	1,876	<b>46,456*</b>
Raining	4,041	1,820	556	446	<b>6,878*</b>
Snow/Sleet	774	329	198	70	<b>1,375*</b>
Other	195	93	60	59	<b>409*</b>
Unknown	112	34	10	5	<b>185*</b>
<b>Total</b>	<b>37,332</b>	<b>11,181</b>	<b>4,206</b>	<b>2,456</b>	<b>55,303*</b>



**Table 48 - Persons Killed or Injured in Crashes by Speed Limit and Crash Type**

Speed Limit	Crash Type						Total	
	Single Vehicle		Multiple Vehicle		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Persons Killed</b>								
30 mph or less	67	22.5	32	10.9	9	39.1	108	<b>17.6</b>
35 or 40 mph	92	30.9	83	28.3	4	17.4	179	<b>29.2</b>
45 or 50 mph	61	20.5	89	30.4	3	13	153	<b>24.9</b>
55 mph	53	17.8	68	23.2	5	21.7	126	<b>20.5</b>
60 mph or higher	16	5.4	16	5.5	2	8.7	34	<b>5.5</b>
No Statutory Limit / Unknown	9	3.0	5	1.7	0	0	14	<b>2.3</b>
<b>Total</b>	<b>298</b>	<b>100</b>	<b>293</b>	<b>100</b>	<b>23</b>	<b>100</b>	<b>614</b>	<b>100</b>
<b>Persons Injured</b>								
30 mph or less	3,985	33.3	12,250	29.4	785	46.3	17,020	<b>30.8</b>
35 or 40 mph	3,190	26.7	14,573	35	340	20.1	18,103	<b>32.7</b>
45 or 50 mph	1,687	14.1	7,340	17.6	164	9.7	9,191	<b>16.6</b>
55 mph	1,531	12.8	5,139	12.3	86	5.1	6,756	<b>12.2</b>
60 mph or higher	778	6.5	1,218	2.9	47	2.8	2,043	<b>3.7</b>
No Statutory Limit / Unknown	784	6.5	1,133	2.7	273	16.2	2,190	<b>4.0</b>
<b>Total</b>	<b>11,955</b>	<b>100</b>	<b>41,653</b>	<b>100</b>	<b>1,695</b>	<b>100</b>	<b>55,303</b>	<b>100</b>

**Table 49 - Persons Killed in Crashes by Speed Limit and Land Use**

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	18	16.7	56	51.9	34	31.5	108	100.0
35 or 40 mph	42	23.5	120	67.0	17	9.5	179	100.0
45 or 50 mph	66	43.1	75	49.0	12	7.8	153	100.0
55 mph	40	31.7	78	61.9	8	6.3	126	100.0
60 mph or higher	19	55.9	14	41.2	1	2.9	34	100.0
No Statutory Limit / Unknown	3	21.4	6	42.9	5	35.7	14	100.0
<b>Total</b>	<b>188</b>	<b>30.6</b>	<b>349</b>	<b>56.8</b>	<b>77</b>	<b>12.5</b>	<b>614</b>	<b>100.0</b>

**Table 50 - Persons Killed or Injured in Crashes and Percent Alcohol-Related by Time of Day and Crash Type**

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle			Number*	Alcohol-Related*	Percent Alcohol-Related*
	Number	Alcohol-Related	Percent Alcohol-Related	Number	Alcohol-Related	Percent Alcohol-Related			
<b>Persons Killed</b>									
Midnight to 3 am	65	38	58.5	19	7	36.8	<b>85*</b>	<b>0</b>	<b>0.0</b>
3 am to 6 am	42	20	47.6	23	6	26.1	<b>71*</b>	<b>28</b>	<b>39.4</b>
6 am to 9 am	17	3	17.6	32	2	6.3	<b>49*</b>	<b>5</b>	<b>10.2</b>
9 am to Noon	14	3	21.4	34	1	2.9	<b>51*</b>	<b>4</b>	<b>7.8</b>
Noon to 3 pm	27	3	11.1	53	3	5.7	<b>83*</b>	<b>6</b>	<b>7.2</b>
3 pm to 6 pm	44	12	27.3	49	5	10.2	<b>95*</b>	<b>17</b>	<b>17.9</b>
6 pm to 9 pm	44	15	34.1	42	7	16.7	<b>90*</b>	<b>22</b>	<b>24.4</b>
9 pm to Midnight	45	20	44.4	41	8	19.5	<b>90*</b>	<b>29</b>	<b>32.2</b>
<b>Total</b>	<b>298</b>	<b>114</b>	<b>38.3</b>	<b>293</b>	<b>39</b>	<b>13.3</b>	<b>614*</b>	<b>157</b>	<b>25.6</b>
<b>Persons Injured</b>									
Midnight to 3 am	1,353	451	33.3	1,601	202	12.6	<b>3,101*</b>	<b>663</b>	<b>0.2</b>
3 am to 6 am	789	157	19.9	979	61	6.2	<b>1,806*</b>	<b>222</b>	<b>12.3</b>
6 am to 9 am	1,366	53	3.9	5,355	39	0.7	<b>6,870*</b>	<b>93</b>	<b>1.4</b>
9 am to Noon	1,226	27	2.2	5,760	25	0.4	<b>7,208*</b>	<b>54</b>	<b>0.7</b>
Noon to 3 pm	1,698	58	3.4	7,762	69	0.9	<b>9,776*</b>	<b>127</b>	<b>1.3</b>
3 pm to 6 pm	2,225	81	3.6	10,243	106	1.0	<b>12,802*</b>	<b>188</b>	<b>1.5</b>
6 pm to 9 pm	1,777	177	10.0	6,307	139	2.2	<b>8,359*</b>	<b>327</b>	<b>3.9</b>
9 pm to Midnight	1,521	274	18.0	3,646	204	5.6	<b>5,381*</b>	<b>490</b>	<b>9.1</b>
<b>Total</b>	<b>11,955</b>	<b>1,278</b>	<b>10.7</b>	<b>41,653</b>	<b>845</b>	<b>2.0</b>	<b>55,303*</b>	<b>2,164</b>	<b>3.9</b>

\* Figures from FARS (NHTSA)

**Table 51 - Persons Killed in Construction/Maintenance Zones, by Roadway Function Class and Person Type**

Roadway Function Class	Person Type				Total
	Driver	Passenger	Pedestrian	Motorcycle Riders	
US	0	0	0	3	<b>3</b>
Maryland	1	0	2	1	<b>4</b>
County	0	1	1	0	<b>2</b>
Interstate	4	2	1	0	<b>7</b>
<b>Total</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>16</b>

**Table 52 - Driver Involvement Rates per 100,000 Licensed Drivers by Age, Sex and Crash Severity**

Age (Years)	Sex					Total	
	Male		Female		Unknown	Drivers	Involvement Rate
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers		
<b>Drivers in Fatal Crashes</b>							
<16	2	N/A	0	N/A	0	2	N/A
16-20	70	62.70	34	31.12	0	104	47.08
21-24	88	74.41	26	21.72	1	115	48.32
25-34	143	45.38	38	11.49	0	181	28.03
35-44	136	35.02	48	11.56	1	185	23.03
45-54	103	26.90	38	9.34	0	141	17.85
55-64	55	19.96	26	8.93	0	81	14.29
65-74	42	29.76	9	6.11	0	51	17.69
75+	32	33.17	13	11.94	0	45	21.91
Unknown	6	N/A	0	N/A	40	46	N/A
<b>Total</b>	<b>677</b>	<b>37.00</b>	<b>232</b>	<b>12.03</b>	<b>42</b>	<b>951</b>	<b>25.30</b>
<b>Drivers in Injury Crashes</b>							
<16	95	N/A	36	N/A	0	131	N/A
16-20	4,867	4,359.12	3,994	3,655.33	11	8,872	4,016.01
21-24	4,056	3,429.41	3,161	2,640.55	10	7,227	3,036.80
25-34	7,925	2,514.96	5,899	1,783.63	18	13,842	2,143.24
35-44	7,670	1,975.29	5,905	1,422.32	34	13,609	1,693.79
45-54	6,182	1,614.34	4,572	1,123.50	12	10,766	1,362.98
55-64	3,668	1,330.88	2,535	870.35	7	6,210	1,095.49
65-74	1,639	1,161.19	1,029	699.08	4	2,672	926.68
75+	1,124	1,164.98	811	744.88	3	1,938	943.72
Unknown	760	N/A	321	N/A	3,062	4,143	N/A
<b>Total</b>	<b>37,986</b>	<b>2,076.29</b>	<b>28,263</b>	<b>1,465.05</b>	<b>3,161</b>	<b>69,410</b>	<b>1,846.67</b>

(continued from previous page)

**Table 52 - Driver Involvement Rates per 100,000 Licensed Drivers by Age, Sex and Crash Severity**

Age (Years)	Sex					Total	
	Male		Female		Unknown	Drivers	Involvement Rate
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers		
<b>Drivers in Property-Damage-Only Crashes</b>							
<16	154	N/A	65	N/A	0	219	N/A
16-20	7,675	6,874.10	5,309	4,858.83	47	13,031	5,898.62
21-24	6,560	5,546.58	4,399	3,674.71	65	11,024	4,632.30
25-34	12,891	4,090.90	7,735	2,338.77	141	20,767	3,215.48
35-44	11,817	3,043.29	7,283	1,754.24	148	19,248	2,395.63
45-54	9,230	2,410.29	5,739	1,410.27	112	15,081	1,909.27
55-64	5,299	1,922.67	3,040	1,043.73	66	8,405	1,482.70
65-74	2,274	1,611.07	1,337	908.33	36	3,647	1,264.82
75+	1,384	1,434.46	919	844.08	12	2,315	1,127.30
Unknown	3,076	N/A	1,077	N/A	23,625	27,778	N/A
<b>Total</b>	<b>60,360</b>	<b>3,299.24</b>	<b>36,903</b>	<b>1,912.92</b>	<b>24,252</b>	<b>121,515</b>	<b>3,232.94</b>
<b>Drivers in All Crashes</b>							
<16	251	N/A	101	N/A	0	352	N/A
16-20	12,612	11,295.91	9,337	8,545.28	58	22,007	9,961.70
21-24	10,704	9,050.40	7,586	6,336.98	76	18,366	7,717.42
25-34	20,959	6,651.24	13,672	4,133.89	159	34,790	5,386.75
35-44	19,623	5,053.61	13,236	3,188.12	183	33,042	4,112.45
45-54	15,515	4,051.53	10,349	2,543.11	124	25,988	3,290.10
55-64	9,022	3,273.50	5,601	1,923.00	73	14,696	2,592.48
65-74	3,955	2,802.02	2,375	1,613.53	40	6,370	2,209.19
75+	2,540	2,632.62	1,743	1,600.90	15	4,298	2,092.93
Unknown	3,842	N/A	1,398	N/A	26,727	31,967	N/A
<b>Total</b>	<b>99,023</b>	<b>5,412.54</b>	<b>65,398</b>	<b>3,390.00</b>	<b>27,455</b>	<b>191,876</b>	<b>5,104.91</b>

**Table 53 - Related Factors for Drivers and Motorcycle Operators Involved in Fatal Crashes**

<b>Factors</b>	<b>Number</b>	<b>Percent</b>
Under influence of drugs	11	0.91
Under influence of alcohol	69	5.69
Under influence of medication	3	0.25
Under combined influence'	1	0.08
Physical/mental difficulty	9	0.74
Fell asleep, fainted, etc	18	1.49
Failed to give full time and attention	215	17.74
Did not comply with license restrictions	5	0.41
Failed to yield right of way	84	6.93
Failed to obey stop sign	8	0.66
Failed to obey traffic signal	15	1.24
Failed to obey other traffic control	16	1.32
Failed to keep right of center	75	6.19
Failed to stop for school bus	0	0.00
Wrong way on one way road	9	0.74
Exceeded speed limit	89	7.34
Too fast for conditions	88	7.26
Follow too closely	8	0.66
Improper turn	12	0.99
Improper lane change	13	1.07
Improper backing	2	0.17
Improper passing	4	0.33
Improper signal	0	0.00
Improper parking	1	0.08
Interference/Obstruction by passenger	0	0.00
Other factors	26	2.15
Not applicable	430	35.48
Unknown	1	0.08
<b>Total Drivers</b>	<b>1,212</b>	<b>100.00</b>

\* The sum of the numbers and percentages is greater than total drivers and operators involved as more than one factor may be present for the same person.

**Table 54 - Vehicle Occupants Killed or Injured, by Vehicle Type, Person Type, and Injury Severity**

Vehicle and Person Type	Persons Killed	Persons Injured by Injury Severity				Total Killed or Injured
		Incapacitating	Nonincapacitating	Possible	Total Injured	
<b>Passenger Car</b>						
Drivers	191	2,971	8,475	11,987	23,433	<b>23,624</b>
Passengers	85	1,083	3,033	5,069	9,185	<b>9,270</b>
Subtotal	276	4,054	11,508	17,056	32,618	<b>32,894</b>
<b>Light Truck</b>						
Drivers	89	1,348	3,708	5,119	10,175	<b>10,264</b>
Passengers	31	511	1,575	2,727	4,813	<b>4,844</b>
Subtotal	120	1,859	5,283	7,846	14,988	<b>15,108</b>
<b>Large Truck</b>						
Drivers	9	71	207	330	608	<b>617</b>
Passengers	1	16	58	85	159	<b>160</b>
Subtotal	10	87	265	415	767	<b>777</b>
<b>Bus</b>						
Drivers	.	9	40	81	130	<b>130</b>
Passengers	2	16	142	460	618	<b>620</b>
Subtotal	2	25	182	541	748	<b>750</b>
<b>Other/Unknown</b>						
Drivers	6	117	305	402	824	<b>830</b>
Passengers	3	40	116	229	385	<b>388</b>
Subtotal	9	157	421	631	1,209	<b>1,218</b>
<b>Subtotal</b>						
Drivers	295	4,516	12,735	17,919	35,170	<b>35,465</b>
Passengers	122	1,666	4,924	8,570	15,160	<b>15,282</b>
Subtotal	417	6,182	17,659	26,489	50,330	<b>50,747</b>
<b>Motorcycle</b>						
Drivers	80	451	709	265	1,425	<b>1,505</b>
Passengers	6	43	63	31	137	<b>143</b>
Subtotal	86	494	772	296	1,562	<b>1,648</b>
<b>Total</b>	<b>503</b>	<b>6,676</b>	<b>18,431</b>	<b>26,785</b>	<b>51,892</b>	<b>52,395</b>



**Table 55 - Vehicle Occupants Killed or Injured, by Sex and Vehicle Type**

Sex	Vehicle Type							Total
	Passenger Car	Light Truck	Large Truck	Bus	Other/Unknown	Subtotal	Motorcycles	
<b>Occupants Killed</b>								
Male	187	93	10	0	8	298	80	<b>378</b>
Female	89	27	0	2	1	119	6	<b>125</b>
<b>Total</b>	<b>276</b>	<b>120</b>	<b>10</b>	<b>2</b>	<b>9</b>	<b>417</b>	<b>86</b>	<b>503</b>
<b>Occupants Injured</b>								
Male	13,794	7,830	648	375	746	23,393	1,343	<b>24,736</b>
Female	18,763	7,126	116	371	456	26,832	217	<b>27,049</b>
Unknown	61	32	3	2	7	105	2	<b>107</b>
<b>Total</b>	<b>32,618</b>	<b>14,988</b>	<b>767</b>	<b>748</b>	<b>1,209</b>	<b>50,330</b>	<b>1,562</b>	<b>51,892</b>

**Table 56 - Vehicle Occupants Killed or Injured, by Age and Vehicle Type**

Age (Year)	Vehicle Type						Subtotal	Motorcycle	Total
	Passenger Car	Light Truck	Large Truck	Bus	Other/Unknown				
<b>Occupants Killed</b>									
<5	1	1	0	0	0	2	0	2	
5-9	3	3	0	0	1	7	0	7	
10-15	9	2	0	0	1	12	0	12	
16-20	51	7	0	0	2	60	7	67	
21-24	41	14	1	0	0	56	12	68	
25-34	37	19	3	0	1	60	25	85	
35-44	38	25	2	0	0	65	19	84	
45-54	18	19	2	1	0	40	15	55	
55-64	19	11	0	0	3	33	5	38	
65-74	19	10	2	1	0	32	2	34	
75+	34	9	0	0	1	44	0	44	
Unknown	6	0	0	0	0	6	1	7	
<b>Total</b>	<b>276</b>	<b>120</b>	<b>10</b>	<b>2</b>	<b>9</b>	<b>417</b>	<b>86</b>	<b>503</b>	
<b>Occupants Injured</b>									
<5	601	360	2	6	11	980	.	980	
5-9	644	495	5	26	14	1,184	6	1,190	
10-15	1,081	738	4	120	47	1,990	32	2,022	
16-20	5,803	1,650	26	69	111	7,659	139	7,798	
21-24	4,112	1,124	57	38	120	5,451	193	5,644	
25-34	5,997	2,607	170	92	311	9,177	370	9,547	
35-44	4,682	3,277	200	130	270	8,559	407	8,966	
45-54	3,932	2,324	178	117	163	6,714	270	6,984	
55-64	2,534	1,278	74	54	59	3,999	101	4,100	
65-74	1,299	511	19	19	25	1,873	17	1,890	
75+	1,275	283	16	17	16	1,607	5	1,612	
Unknown	658	341	16	60	62	1,137	22	1,159	
<b>Total</b>	<b>32,618</b>	<b>14,988</b>	<b>767</b>	<b>748</b>	<b>1,209</b>	<b>50,330</b>	<b>1,562</b>	<b>51,892</b>	

**Table 57 - Vehicle Occupants Killed or Injured, by Age, Person Type, and Sex**

Age (Year)	Person Type											
	Drivers						Passengers					
	Male		Female		Total		Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>												
<5	0	0	0	0	0	0	2	100	2	100	2	100
5-9	0	0	0	0	0	0	5	71.4	2	28.6	7	100
10-15	2	100	0	0	2	100	5	50	5	50	10	100
16-20	31	73.8	11	26.2	42	100	20	80	5	20	25	100
21-24	45	84.9	8	15.1	53	100	12	80	3	20	15	100
25-34	62	87.3	9	12.7	71	100	9	64.3	5	35.7	14	100
35-44	55	76.4	17	23.6	72	100	8	66.7	4	33.3	12	100
45-54	38	80.9	9	19.1	47	100	3	37.5	5	62.5	8	100
55-64	24	80	6	20	30	100	5	62.5	3	37.5	8	100
65-74	21	77.8	6	22.2	27	100	0	0	7	100	7	100
75+	22	78.6	6	21.4	28	100	7	43.8	9	56.3	16	100
Unknown	3	100	0	0	3	100	1	25	3	75	4	100
<b>Total</b>	<b>303</b>	<b>80.8</b>	<b>72</b>	<b>19.2</b>	<b>375</b>	<b>100</b>	<b>75</b>	<b>58.6</b>	<b>53</b>	<b>41.4</b>	<b>128</b>	<b>100</b>
<b>Occupants Injured</b>												
<5	1	100	0	0	1	100	439	44.8	535	54.6	979	100
5-9	3	75	1	25	4	100	586	49.4	597	50.3	1,186	100
10-15	60	75	20	25	80	100	823	42.4	1,110	57.2	1,942	100
16-20	2,549	50	2,546	49.9	5,101	100	1,202	44.6	1,491	55.3	2,697	100
21-24	2,121	50.2	2,100	49.7	4,225	100	684	48.2	732	51.6	1,419	100
25-34	3,894	50.7	3,778	49.2	7,676	100	823	44	1,046	55.9	1,871	100
35-44	3,695	49.7	3,732	50.2	7,437	100	593	38.8	933	61	1,529	100
45-54	2,848	49.1	2,950	50.9	5,801	100	376	31.8	806	68.1	1,183	100
55-64	1,709	50.6	1,668	49.4	3,379	100	193	26.8	528	73.2	721	100
65-74	790	54.1	669	45.8	1,460	100	106	24.7	324	75.3	430	100
75+	580	52.7	520	47.3	1,100	100	140	27.3	369	72.1	512	100
Unknown	179	54.1	117	35.3	331	100	342	41.3	477	57.6	828	100
<b>Total</b>	<b>18,429</b>	<b>50.4</b>	<b>18,101</b>	<b>49.5</b>	<b>36,595</b>	<b>100</b>	<b>6,307</b>	<b>41.2</b>	<b>8,948</b>	<b>58.5</b>	<b>15,297</b>	<b>100</b>

**Table 58 - Vehicle Occupants Killed or Injured, by Vehicle Type and First Harmful Event**

Vehicle Type	First Harmful Event											Total	
	Collision With						Noncollision		Other/Unknown				
	Motor Vehicle in Transport		Object Not Fixed		Fixed Object								
Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
<b>Occupants Killed</b>													
Passenger Car	152	55.1	13	4.7	96	34.8	13	4.7	2	0.7	<b>276</b>	<b>100</b>	
Light Truck	49	40.8	5	4.2	56	46.7	10	8.3	0	0	<b>120</b>	<b>100</b>	
Large Truck	5	50	1	10	4	40	0	0	0	0	<b>10</b>	<b>100</b>	
Bus	2	100	0	0	0	0	0	0	0	0	<b>2</b>	<b>100</b>	
Other/Unknown	5	55.6	0	0	4	44.4	0	0	0	0	<b>9</b>	<b>100</b>	
Motorcycle	46	53.5	3	3.5	26	30.2	6	7	5	5.8	<b>86</b>	<b>100</b>	
<b>Total</b>	<b>259</b>	<b>51.5</b>	<b>22</b>	<b>4.4</b>	<b>186</b>	<b>37</b>	<b>29</b>	<b>5.8</b>	<b>7</b>	<b>1.4</b>	<b>503</b>	<b>100</b>	
<b>Occupants Injured</b>													
Passenger Car	25,485	78.1	1,177	3.6	4,384	13.4	744	2.3	828	2.5	<b>32,618</b>	<b>100</b>	
Light Truck	11,205	74.8	552	3.7	2,168	14.5	731	4.9	332	2.2	<b>14,988</b>	<b>100</b>	
Large Truck	477	62.2	45	5.9	125	16.3	96	12.5	24	3.1	<b>767</b>	<b>100</b>	
Bus	553	73.9	91	12.2	35	4.7	55	7.4	14	1.9	<b>748</b>	<b>100</b>	
Other/Unknown	918	75.9	81	6.7	115	9.5	52	4.3	43	3.6	<b>1,209</b>	<b>100</b>	
Motorcycle	708	45.3	154	9.9	261	16.7	353	22.6	86	5.5	<b>1,562</b>	<b>100</b>	
<b>Total</b>	<b>39,346</b>	<b>75.8</b>	<b>2,100</b>	<b>4</b>	<b>7,088</b>	<b>13.7</b>	<b>2,031</b>	<b>3.9</b>	<b>1,327</b>	<b>2.6</b>	<b>51,892</b>	<b>100</b>	

**Table 59 - Vehicle Occupants Killed or Injured, by Initial Point of Impact and Vehicle Type**

Initial Point of Impact	Vehicle Type							Total
	Passenger Car	Light Truck	Large Truck	Bus	Other/Unknown	Subtotal	Motorcycle	
<b>Occupants Killed</b>								
Front	135	68	5	0	5	213	51	<b>264</b>
Left	75	15	1	1	1	93	9	<b>102</b>
Right	49	17	3	0	0	69	3	<b>72</b>
Rear	9	7	1	1	0	18	3	<b>21</b>
Other	8	13	0	0	1	22	17	<b>39</b>
Unknown	0	0	0	0	2	2	3	<b>5</b>
<b>Total</b>	<b>276</b>	<b>120</b>	<b>10</b>	<b>2</b>	<b>9</b>	<b>417</b>	<b>86</b>	<b>503</b>
<b>Occupants Injured</b>								
Front	16,865	7,400	328	314	446	25,353	670	<b>26,023</b>
Left	3,918	1,705	98	87	159	5,967	249	<b>6,216</b>
Right	3,314	1,531	91	74	110	5,120	208	<b>5,328</b>
Rear	6,916	3,468	133	168	237	10,922	72	<b>10,994</b>
Other	787	562	70	45	47	1,511	232	<b>1,743</b>
Unknown	818	322	47	60	210	1,457	131	<b>1,588</b>
<b>Total</b>	<b>32,618</b>	<b>14,988</b>	<b>767</b>	<b>748</b>	<b>1,209</b>	<b>50,330</b>	<b>1,562</b>	<b>51,892</b>

**Table 60 - Vehicle Occupants Killed or Injured, by Vehicle Type and Ejection**

Vehicle Type	Ejected		Not Ejected		Other/Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>								
Passenger Car	32	11.6	242	87.7	2	0.7	<b>276</b>	<b>100</b>
Light Truck	38	31.7	81	67.5	1	0.8	<b>120</b>	<b>100</b>
Large Truck	3	30	7	70	.	.	<b>10</b>	<b>100</b>
Bus	.	.	2	100	.	.	<b>2</b>	<b>100</b>
Other/Unknown	7	77.8	2	22.2	.	.	<b>9</b>	<b>100</b>
Motorcycle	81	94.2	5	5.8	.	.	<b>86</b>	<b>100</b>
<b>Total</b>	<b>161</b>	<b>32</b>	<b>339</b>	<b>67.4</b>	<b>3</b>	<b>0.6</b>	<b>503</b>	<b>100</b>
<b>Occupants Injured</b>								
Passenger Car	191	0.6	31,621	96.9	806	2.5	<b>32,618</b>	<b>100</b>
Light Truck	173	1.2	14,515	96.8	300	2	<b>14,988</b>	<b>100</b>
Large Truck	8	1	728	94.9	31	4	<b>767</b>	<b>100</b>
Bus	.	.	733	98	15	2	<b>748</b>	<b>100</b>
Other/Unknown	104	8.6	1,046	86.5	59	4.9	<b>1,209</b>	<b>100</b>
Motorcycle	910	58.3	575	36.8	77	4.9	<b>1,562</b>	<b>100</b>
<b>Total</b>	<b>1,386</b>	<b>2.7</b>	<b>49,218</b>	<b>94.8</b>	<b>1,288</b>	<b>2.5</b>	<b>51,892</b>	<b>100</b>

**Table 61 - Occupants Killed or Injured in Two-Vehicle Crashes, by Vehicle Types Involved**

<b>Vehicle Type</b>	<b>Occupants Killed</b>	<b>Vehicle Type</b>	<b>Occupants Killed</b>	<b>Total Occupants Killed</b>
Passenger Car	-	Passenger Car	-	<b>50</b>
Passenger Car	59	Light Truck	10	<b>69</b>
Passenger Car	25	Large Truck	1	<b>26</b>
Passenger Car	0	Motorcycle	21	<b>21</b>
Passenger Car	2	Bus	0	<b>2</b>
Passenger Car	1	Other/Unknown	1	<b>2</b>
Light Truck	-	Light Truck	-	<b>18</b>
Light Truck	15	Large Truck	3	<b>18</b>
Light Truck	1	Motorcycle	20	<b>21</b>
Light Truck	0	Bus	2	<b>2</b>
Light Truck	0	Other/Unknown	1	<b>1</b>
Large Truck	-	Large Truck	-	<b>2</b>
Large Truck	1	Motorcycle	4	<b>5</b>
Large Truck	0	Bus	0	<b>0</b>
Large Truck	0	Other/Unknown	1	<b>1</b>
Motorcycle	-	Motorcycle	-	<b>3</b>
Motorcycle	0	Bus	0	<b>0</b>
Motorcycle	0	Other/Unknown	1	<b>1</b>
Bus	-	Bus	-	<b>0</b>
Bus	0	Other/Unknown	0	<b>0</b>
Other/Unknown	-	Other/Unknown	-	<b>0</b>
<b>Total Occupants Killed</b>	<b>104</b>		<b>65</b>	<b>242</b>
<b>Vehicle Type</b>	<b>Occupants Injured</b>	<b>Vehicle Type</b>	<b>Occupants Injured</b>	<b>Total Occupants Injured</b>
Passenger Car	-	Passenger Car	-	<b>12,312</b>
Passenger Car	7,359	Light Truck	4,761	<b>12,120</b>
Passenger Car	1,121	Large Truck	200	<b>1,321</b>
Passenger Car	44	Motorcycle	418	<b>462</b>
Passenger Car	206	Bus	266	<b>472</b>
Passenger Car	628	Other/Unknown	406	<b>1,034</b>
Light Truck	-	Light Truck	-	<b>3,616</b>
Light Truck	551	Large Truck	140	<b>691</b>
Light Truck	31	Motorcycle	245	<b>276</b>
Light Truck	104	Bus	210	<b>314</b>
Light Truck	190	Other/Unknown	221	<b>411</b>
Large Truck	-	Large Truck	-	<b>86</b>
Large Truck	1	Motorcycle	20	<b>21</b>
Large Truck	10	Bus	14	<b>24</b>

(continued from previous page)

**Table 61 - Occupants Killed or Injured in Two-Vehicle Crashes, by Vehicle Types Involved**

<b>Vehicle Type</b>	<b>Occupants Injured</b>	<b>Vehicle Type</b>	<b>Occupants Injured</b>	<b>Total Occupants Injured</b>
Large Truck	14	Other/Unknown	31	<b>45</b>
Motorcycle	-	Motorcycle	-	<b>44</b>
Motorcycle	0	Bus	0	<b>0</b>
Motorcycle	26	Other/Unknown	4	<b>30</b>
Bus	-	Bus	-	<b>30</b>
Bus	21	Other/Unknown	4	<b>25</b>
Other/Unknown	-	Other/Unknown	-	<b>179</b>
<b>Total Occupants Injured</b>	<b>10,306</b>		<b>6,940</b>	<b>33,513</b>



**Table 62 - Occupants Involved in Fatal Crashes and Occupant Fatalities by Vehicle Body Types**

Body Type		Occupants Involved		Occupants Killed	
		No.	%	No.	%
Passenger Cars	Automobile	711	47.5	265	52.7
	Station Wagon	26	1.7	11	2.2
	<b>Subtotal</b>	<b>737</b>	<b>49.3</b>	<b>276</b>	<b>54.9</b>
Light Trucks	Pickup Truck	151	10.1	47	9.3
	Recreational Vehicle	203	13.6	53	10.5
	Van	109	7.3	20	4
	<b>Subtotal</b>	<b>463</b>	<b>30.9</b>	<b>120</b>	<b>23.9</b>
Large Trucks	Single Truck 2 Axles	43	2.9	5	1
	Single Truck 3 Axles	8	0.5	1	0.2
	Truck Tractor	39	2.6	4	0.8
	<b>Subtotal</b>	<b>90</b>	<b>6</b>	<b>10</b>	<b>2</b>
Motorcycles	Moped	1	0.1	1	0.2
	Motorcycle	101	6.8	85	16.9
	<b>Subtotal</b>	<b>102</b>	<b>6.8</b>	<b>86</b>	<b>17.1</b>
Buses	Cross Country Bus	2	0.1	0	0
	School Bus	57	3.8	1	0.2
	Transit Bus	9	0.6	1	0.2
	<b>Subtotal</b>	<b>68</b>	<b>4.5</b>	<b>2</b>	<b>0.4</b>
Other Vehicles	Ambulance/Emergency	3	0.2	1	0.2
	Ambulance/Non-Emergency	3	0.2	0	0
	Fire Vehicle/Emergency	5	0.3	0	0
	Limousine	1	0.1	1	0.2
	Other	9	0.6	6	1.2
	Police Vehicle/Non-Emergency	1	0.1	0	0
	<b>Subtotal</b>	<b>22</b>	<b>1.5</b>	<b>8</b>	<b>1.6</b>
<b>Unknown Body Type</b>		14	0.9	1	0.2
<b>Total</b>		<b>1,496</b>	<b>100</b>	<b>503</b>	<b>100</b>

**Table 63 - Persons Injured in Alcohol Crashes, by Person Type and Injury Severity**

Person Type		Person Injured by Injury Severity			Total Injured
		Incapacitating	Nonincapacitating	Possible	
<b>Vehicle Occupants</b>	Driver	607	1,172	1,065	<b>2,844</b>
	Passenger	268	425	504	<b>1,197</b>
	Unknown Occupant	0	3	5	<b>8</b>
	Subtotal	875	1,600	1,574	<b>4,049</b>
<b>Motorcycle Rider</b>	Motorcycle Riders	61	56	24	<b>141</b>
	Subtotal	61	56	24	<b>141</b>
<b>Nonmotorists</b>	Pedestrian	94	118	67	<b>279</b>
	Pedalcyclist	1	19	7	<b>27</b>
	Other/Unknown	3	2	2	<b>7</b>
	Subtotal	98	139	76	<b>313</b>
<b>Total</b>		<b>1,034</b>	<b>1,795</b>	<b>1,674</b>	<b>4,503</b>

**Table 64 - Drivers and Motorcycle Operators Involved in Crashes, by Age, Alcohol Involvement, and Crash Severity**

Age (Year)	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Fatal Crashes</b>						
<16	0	0	2	100	2	100
16-20	18	17.3	86	82.7	104	100
21-24	41	35.7	74	64.3	115	100
25-34	36	19.9	145	80.1	181	100
35-44	43	23.2	142	76.8	185	100
45-54	23	16.3	118	83.7	141	100
55-64	14	17.3	67	82.7	81	100
65-74	5	9.8	46	90.2	51	100
75+	1	2.2	44	97.8	45	100
Unknown	1	2.2	45	97.8	46	100
<b>Total</b>	<b>182</b>	<b>19.1</b>	<b>769</b>	<b>80.9</b>	<b>951</b>	<b>100</b>
<b>Drivers in Injury Crashes</b>						
<16	4	3.4	127	96.6	131	100
16-20	335	3.8	8,537	96.2	8,872	100
21-24	464	6.4	6,763	93.6	7,227	100
25-34	724	5.2	13,118	94.8	13,842	100
35-44	609	4.5	13,000	95.5	13,609	100
45-54	380	3.5	10,386	96.5	10,766	100
55-64	177	2.9	6,033	97.1	6,210	100
65-74	42	1.6	2,630	98.4	2,672	100
75+	14	0.7	1,924	99.3	1,938	100
Unknown	52	1.3	4,091	98.7	4,143	100
<b>Total</b>	<b>2,801</b>	<b>4</b>	<b>66,609</b>	<b>96</b>	<b>69,410</b>	<b>100</b>
<b>Drivers in Property-Damage-Only Crashes</b>						
<16	9	4.1	210	95.9	219	100
16-20	464	3.6	12,567	96.4	13,031	100
21-24	782	7.1	10,242	92.9	11,024	100
25-34	1,206	5.8	19,561	94.2	20,767	100
35-44	938	4.9	18,310	95.1	19,248	100
45-54	597	4	14,484	96	15,081	100
55-64	230	2.7	8,175	97.3	8,405	100
65-74	87	2.4	3,560	97.6	3,647	100
75+	21	0.9	2,294	99.1	2,315	100
Unknown	259	0.9	27,519	99.1	27,778	100
<b>Total</b>	<b>4,593</b>	<b>3.8</b>	<b>116,922</b>	<b>96.2</b>	<b>121,515</b>	<b>100</b>

**Table 65 - Drivers and Motorcycle Operators Injured, by Time of Day, Day of Week, Age, Alcohol Involvement, and Crash Type**

Time of Day and Day of Week		Under 21			21 and Older		
		Number Injured	With Alcohol Involvement		Number Injured	With Alcohol Involvement	
			No	%		No	%
<b>Single-Vehicle Crashes</b>							
<b>Daytime</b>	Weekday	552	12	2.2	1,872	78	4.2
	Weekend	260	17	6.5	733	61	8.3
<b>Nighttime</b>	Weekday	449	89	19.8	1,004	266	26.5
	Weekend	571	136	23.8	1,109	410	37.0
<b>Total</b>		<b>1,832</b>	<b>254</b>	<b>13.9</b>	<b>4,718</b>	<b>815</b>	<b>17.3</b>
<b>Multiple-Vehicle Crashes</b>							
<b>Daytime</b>	Weekday	2,406	15	0.6	14,298	138	1.0
	Weekend	630	7	1.1	3,499	77	2.2
<b>Nighttime</b>	Weekday	761	32	4.2	3,471	194	5.6
	Weekend	793	48	6.1	3,161	314	9.9
<b>Total</b>		<b>4,590</b>	<b>102</b>	<b>2.2</b>	<b>24,429</b>	<b>723</b>	<b>3.0</b>

**Table 66 - Drivers and Motorcycle Operators Involved in Crashes, by Vehicle Type, Alcohol Involvement, and Crash Severity**

Vehicle Type	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Fatal Crashes</b>						
Passenger Car	99	22.30	345	77.70	<b>444</b>	<b>100</b>
Light Truck	60	19.30	251	80.70	<b>311</b>	<b>100</b>
Large Truck	1	1.30	74	98.70	<b>75</b>	<b>100</b>
Bus	0	0.00	10	100.00	<b>10</b>	<b>100</b>
Other/Unknown	1	4.50	21	95.50	<b>22</b>	<b>100</b>
<i>Subtotal</i>	<i>161</i>	<i>18.68</i>	<i>701</i>	<i>81.32</i>	<b>862</b>	<b>100</b>
Motorcycle	21	23.60	68	76.40	<b>89</b>	<b>100</b>
<b>Total</b>	<b>182</b>	<b>19.10</b>	<b>769</b>	<b>80.90</b>	<b>951</b>	<b>100</b>
<b>Drivers in Injury Crashes</b>						
Passenger Car	1,593	3.90	39,480	96.10	<b>41,073</b>	<b>100</b>
Light Truck	1,053	4.80	20,834	95.20	<b>21,887</b>	<b>100</b>
Large Truck	14	0.60	2,465	99.40	<b>2,479</b>	<b>100</b>
Bus	2	0.30	603	99.70	<b>605</b>	<b>100</b>
Other/Unknown	33	1.70	1,860	98.30	<b>1,893</b>	<b>100</b>
<i>Subtotal</i>	<i>2,695</i>	<i>3.97</i>	<i>65,242</i>	<i>96.03</i>	<b>67,937</b>	<b>100</b>
Motorcycle	106	7.20	1,367	92.80	<b>1,473</b>	<b>100</b>
<b>Total</b>	<b>2,801</b>	<b>4.00</b>	<b>66,609</b>	<b>96.00</b>	<b>69,410</b>	<b>100</b>

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**Table 66 - Drivers and Motorcycle Operators Involved in Crashes, by Vehicle Type, Alcohol Involvement, and Crash Severity**

Vehicle Type	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Property-Damage-Only Crashes</b>						
Passenger Car	2,772	4.10	65,430	95.90	<b>68,202</b>	<b>100</b>
Light Truck	1,652	4.60	34,069	95.40	<b>35,721</b>	<b>100</b>
Large Truck	47	0.90	5,348	99.10	<b>5,395</b>	<b>100</b>
Bus	10	0.40	2,576	99.60	<b>2,586</b>	<b>100</b>
Other/Unknown	91	1.00	9,162	99.00	<b>9,253</b>	<b>100</b>
<i>Subtotal</i>	<i>4,572</i>	<i>3.77</i>	<i>116,585</i>	<i>96.23</i>	<i>121,157</i>	<i>100</i>
Motorcycle	21	5.90	337	94.10	<b>358</b>	<b>100</b>
<b>Total</b>	<b>4,593</b>	<b>3.80</b>	<b>116,922</b>	<b>96.20</b>	<b>121,515</b>	<b>100</b>

**Table 67 - Drivers Involved in Crashes, by Vehicle Type, Restraint Use, and Crash Severity**

Vehicle Type	Restraint Use						Total	
	Used		Not Used		Other/Unknown		Number	Percent
	Number	Percent	Number	Percent	Number	Percent		
<b>Drivers in Fatal Crashes</b>								
Passenger Car	310	69.8	100	22.5	34	7.7	<b>444</b>	<b>100</b>
Light Truck	220	70.7	66	21.2	25	8	<b>311</b>	<b>100</b>
Large Truck	56	74.7	5	6.7	14	18.7	<b>75</b>	<b>100</b>
Bus	8	80	0	0	2	20	<b>10</b>	<b>100</b>
Other/Unknown	6	27.3	4	18.2	12	54.5	<b>22</b>	<b>100</b>
<b>Total</b>	<b>600</b>	<b>69.6</b>	<b>175</b>	<b>20.3</b>	<b>87</b>	<b>10.1</b>	<b>862</b>	<b>100</b>
<b>Drivers in Injury Crashes</b>								
Passenger Car	34,919	85	1,235	3	4,919	12	<b>41,073</b>	<b>100</b>
Light Truck	18,629	85.1	720	3.3	2,538	11.6	<b>21,887</b>	<b>100</b>
Large Truck	2,068	83.4	63	2.5	348	14	<b>2,479</b>	<b>100</b>
Bus	535	88.4	22	3.6	48	7.9	<b>605</b>	<b>100</b>
Other/Unknown	1,134	59.9	141	7.4	618	32.6	<b>1,893</b>	<b>100</b>
<b>Total</b>	<b>57,285</b>	<b>84.3</b>	<b>2,181</b>	<b>3.2</b>	<b>8,471</b>	<b>12.5</b>	<b>67,937</b>	<b>100</b>
<b>Drivers in Property-Damage-Only Crashes</b>								
Passenger Car	46,940	68.8	1,212	1.8	20,050	29.4	<b>68,202</b>	<b>100</b>
Light Truck	25,545	71.5	646	1.8	9,530	26.7	<b>35,721</b>	<b>100</b>
Large Truck	3,822	70.8	101	1.9	1,472	27.3	<b>5,395</b>	<b>100</b>
Bus	2,208	85.4	57	2.2	321	12.4	<b>2,586</b>	<b>100</b>
Other/Unknown	3,127	33.8	160	1.7	5,966	64.5	<b>9,253</b>	<b>100</b>
<b>Total</b>	<b>81,642</b>	<b>67.4</b>	<b>2,176</b>	<b>1.8</b>	<b>37,339</b>	<b>30.8</b>	<b>121,157</b>	<b>100</b>

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**Table 67 - Drivers Involved in Crashes, by Vehicle Type, Restraint Use, and Crash Severity**

Vehicle Type	Restraint Use						Total	
	Used		Not Used		Other/Unknown		Number	Percent
	Number	Percent	Number	Percent	Number	Percent		
<b>Drivers in All Crashes</b>								
Passenger Car	82,169	74.9	2,547	2.3	25,003	22.8	<b>109,719</b>	<b>100</b>
Light Truck	44,394	76.6	1,432	2.5	12,093	20.9	<b>57,919</b>	<b>100</b>
Large Truck	5,946	74.8	169	2.1	1,834	23.1	<b>7,949</b>	<b>100</b>
Bus	2,751	85.9	79	2.5	371	11.6	<b>3,201</b>	<b>100</b>
Other/Unknown	4,267	38.2	305	2.7	6,596	59.1	<b>11,168</b>	<b>100</b>
<b>Total</b>	<b>139,527</b>	<b>73.5</b>	<b>4,532</b>	<b>2.4</b>	<b>45,897</b>	<b>24.2</b>	<b>189,956</b>	<b>100</b>



**Table 68 - Passenger Car and Light Truck Occupants Killed or Injured by Age and Restraint Use**

Age (Years)	Restraint Use						Total	
	Used		Not Used		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>								
<5	0	0	1	50	1	50	2	100
5-9	4	66.7	1	16.7	1	16.7	6	100
10-15	2	18.2	7	63.6	2	18.2	11	100
16-20	30	51.7	26	44.8	2	3.4	58	100
21-24	27	49.1	26	47.3	2	3.6	55	100
25-34	20	35.7	33	58.9	3	5.4	56	100
35-44	29	46	32	50.8	2	3.2	63	100
45-54	26	70.3	9	24.3	2	5.4	37	100
55-64	14	46.7	14	46.7	2	6.7	30	100
65-74	19	65.5	8	27.6	2	6.9	29	100
75+	31	72.1	9	20.9	3	7	43	100
Unknown	2	33.3	1	16.7	3	50	6	100
<b>Total</b>	<b>204</b>	<b>51.5</b>	<b>167</b>	<b>42.2</b>	<b>25</b>	<b>6.3</b>	<b>396</b>	<b>100</b>
<b>Occupants Injured</b>								
<5	168	17.5	45	4.7	748	77.8	961	100
5-9	813	71.4	79	6.9	247	21.7	1,139	100
10-15	1,531	84.2	168	9.2	120	6.6	1,819	100
16-20	6,334	85	679	9.1	440	5.9	7,453	100
21-24	4,438	84.8	428	8.2	370	7.1	5,236	100
25-34	7,419	86.2	525	6.1	660	7.7	8,604	100
35-44	7,016	88.2	363	4.6	580	7.3	7,959	100
45-54	5,619	89.8	240	3.8	397	6.3	6,256	100
55-64	3,424	89.8	145	3.8	243	6.4	3,812	100
65-74	1,664	91.9	56	3.1	90	5	1,810	100
75+	1,385	88.9	69	4.4	104	6.7	1,558	100
Unknown	573	57.4	53	5.3	373	37.3	999	100
<b>Total</b>	<b>40,384</b>	<b>84.8</b>	<b>2,850</b>	<b>6</b>	<b>4,372</b>	<b>9.2</b>	<b>47,606</b>	<b>100</b>

**Table 69 - Passenger Car and Light Truck Occupants Survivors of Fatal Crashes, by Age and Restraint Use**

Age (Years)	Restraint Use						Total	
	Used		Not Used		Other/Unknown		Number	Percent
	Number	Percent	Number	Percent	Number	Percent		
<5	3	15.8	2	10.5	14	73.7	<b>19</b>	<b>100.0</b>
5-9	13	68.4	1	5.3	5	26.3	<b>19</b>	<b>100.0</b>
10-15	32	74.4	8	18.6	3	7.0	<b>43</b>	<b>100.0</b>
16-20	83	71.6	19	16.4	14	12.1	<b>116</b>	<b>100.0</b>
21-24	72	72.7	18	18.2	9	9.1	<b>99</b>	<b>100.0</b>
25-34	99	71.7	26	18.8	13	9.4	<b>138</b>	<b>100.0</b>
35-44	100	84.0	12	10.1	7	5.9	<b>119</b>	<b>100.0</b>
45-54	79	88.8	7	7.9	3	3.4	<b>89</b>	<b>100.0</b>
55-64	49	83.1	5	8.5	5	8.5	<b>59</b>	<b>100.0</b>
65-74	31	86.1	1	2.8	4	11.1	<b>36</b>	<b>100.0</b>
75+	22	81.5	2	7.4	3	11.1	<b>27</b>	<b>100.0</b>
Unknown	13	32.5	2	5.0	25	62.5	<b>40</b>	<b>100.0</b>
<b>Total</b>	<b>596</b>	<b>74.1</b>	<b>103</b>	<b>12.8</b>	<b>105</b>	<b>13.1</b>	<b>804</b>	<b>100.0</b>

**Table 70 - Passenger Car Occupants Killed or Injured, by Seating Position and Restraint Use**

Seating Position		Restraint Use						Total	
		Used		Not Used		Other/Unknown			
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Passenger Car Occupants Killed</b>									
<b>Front Seat</b>	Left	115	60.2	69	36.1	7	3.7	<b>191</b>	<b>100</b>
	Right	33	62.3	16	30.2	4	7.5	<b>53</b>	<b>100</b>
	<b>Subtotal</b>	<b>148</b>	<b>60.7</b>	<b>85</b>	<b>34.8</b>	<b>11</b>	<b>4.5</b>	<b>244</b>	<b>100</b>
<b>Second Seat</b>	Left	3	30	6	60	1	10	<b>10</b>	<b>100</b>
	Middle	0	0	1	50	1	50	<b>2</b>	<b>100</b>
	Right	4	20	12	60	4	20	<b>20</b>	<b>100</b>
	<b>Subtotal</b>	<b>7</b>	<b>21.9</b>	<b>19</b>	<b>59.4</b>	<b>6</b>	<b>18.8</b>	<b>32</b>	<b>100</b>
<b>Total</b>		<b>155</b>	<b>56.2</b>	<b>104</b>	<b>37.7</b>	<b>17</b>	<b>6.2</b>	<b>276</b>	<b>100</b>
<b>Passenger Car Occupants Injured</b>									
<b>Front Seat</b>	Left	20,805	88.7	947	4	1,697	7.2	<b>23,449</b>	<b>100</b>
	Middle	54	73	7	9.5	13	17.6	<b>74</b>	<b>100</b>
	Right	4,902	88.3	354	6.4	296	5.3	<b>5,552</b>	<b>100</b>
	<b>Subtotal</b>	<b>25,761</b>	<b>88.6</b>	<b>1,308</b>	<b>4.5</b>	<b>2,006</b>	<b>6.9</b>	<b>29,075</b>	<b>100</b>
<b>Second Seat</b>	Left	758	65.6	149	12.9	249	21.5	<b>1,156</b>	<b>100</b>
	Middle	179	45.1	75	18.9	143	36	<b>397</b>	<b>100</b>
	Right	1,040	62.4	223	13.4	403	24.2	<b>1,666</b>	<b>100</b>
	<b>Subtotal</b>	<b>1,977</b>	<b>61.4</b>	<b>447</b>	<b>13.9</b>	<b>795</b>	<b>24.7</b>	<b>3,219</b>	<b>100</b>
<b>Other</b>		<b>59</b>	<b>42.1</b>	<b>20</b>	<b>14.3</b>	<b>61</b>	<b>43.6</b>	<b>140</b>	<b>100</b>
<b>Unknown</b>		<b>108</b>	<b>58.7</b>	<b>17</b>	<b>9.2</b>	<b>59</b>	<b>32.1</b>	<b>184</b>	<b>100</b>
<b>Total</b>		<b>27,905</b>	<b>85.6</b>	<b>1,792</b>	<b>5.5</b>	<b>2,921</b>	<b>9</b>	<b>32,618</b>	<b>100</b>

**Table 71 - Light Truck Occupants Killed or Injured, by Seating Position and Restraint Use**

Seating Position		Restraint Use						Total	
		Used		Not Used		Other/Unknown			
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Light Truck Occupants Killed</b>									
<b>Front Seat</b>	Left	38	42.7	48	53.9	3	3.4	<b>89</b>	<b>100</b>
	Right	8	53.3	5	33.3	2	13.3	<b>15</b>	<b>100</b>
	<b>Subtotal</b>	<b>46</b>	<b>44.2</b>	<b>53</b>	<b>51</b>	<b>5</b>	<b>4.8</b>	<b>104</b>	<b>100</b>
<b>Second Seat</b>	Left	1	20	3	60	1	20	<b>5</b>	<b>100</b>
	Middle	1	25	2	50	1	25	<b>4</b>	<b>100</b>
	Right	1	20	4	80	0	0	<b>5</b>	<b>100</b>
	<b>Subtotal</b>	<b>3</b>	<b>21.4</b>	<b>9</b>	<b>64.3</b>	<b>2</b>	<b>14.3</b>	<b>14</b>	<b>100</b>
<b>Other</b>		<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>1</b>	<b>50</b>	<b>2</b>	<b>100</b>
<b>Total</b>		<b>49</b>	<b>40.8</b>	<b>63</b>	<b>52.5</b>	<b>8</b>	<b>6.7</b>	<b>120</b>	<b>100</b>
<b>Light Truck Occupants Injured</b>									
<b>Front Seat</b>	Left	8,967	88	535	5.3	684	6.7	<b>10,186</b>	<b>100</b>
	Middle	81	64.3	31	24.6	14	11.1	<b>126</b>	<b>100</b>
	Right	2,142	86.8	200	8.1	127	5.1	<b>2,469</b>	<b>100</b>
	<b>Subtotal</b>	<b>11,190</b>	<b>87.6</b>	<b>766</b>	<b>6</b>	<b>825</b>	<b>6.5</b>	<b>12,781</b>	<b>100</b>
<b>Second Seat</b>	Left	383	62.4	60	9.8	171	27.9	<b>614</b>	<b>100</b>
	Middle	160	53.2	42	14	99	32.9	<b>301</b>	<b>100</b>
	Right	493	64.7	85	11.2	184	24.1	<b>762</b>	<b>100</b>
	<b>Subtotal</b>	<b>1,036</b>	<b>61.8</b>	<b>187</b>	<b>11.2</b>	<b>454</b>	<b>27.1</b>	<b>1,677</b>	<b>100</b>
<b>Other</b>		<b>182</b>	<b>46.3</b>	<b>83</b>	<b>21.1</b>	<b>128</b>	<b>32.6</b>	<b>393</b>	<b>100</b>
<b>Unknown</b>		<b>71</b>	<b>51.8</b>	<b>22</b>	<b>16.1</b>	<b>44</b>	<b>32.1</b>	<b>137</b>	<b>100</b>
<b>Total</b>		<b>12,479</b>	<b>83.3</b>	<b>1,058</b>	<b>7.1</b>	<b>1,451</b>	<b>9.7</b>	<b>14,988</b>	<b>100</b>

**Table 72 - Passenger Car and Light Truck Occupants Killed or Injured, by Restraint Use and Type of Restraint**

Restraint Use and Type of Restraint		Vehicle Type			
		Passenger Car		Light Truck	
		Number	Percent	Number	Percent
<b>Occupants Killed</b>					
Restraint Used	Lap/Shoulder Belt	84	30.4	31	25.8
	Lap Belt Only	1	0.4	1	0.8
	Shoulder Belt Only	1	0.4	0	0
	Child/Youth Restraint	2	0.7	1	0.8
	Type Unknown	1	0.4	0	0
	Restraint Used, Airbag Deployed	56	20.3	14	11.7
	Safety Belt Used Improperly	13	4.7	3	2.5
	<i>Subtotal</i>	158	57.2	50	41.7
No Restraint Used		76	27.5	54	45
No Restraint Used Airbag Deployed		28	10.1	9	7.5
Other/Unknown		14	5.1	7	5.8
<b>Total</b>		<b>276</b>	<b>100</b>	<b>120</b>	<b>100</b>
<b>Occupants Injured</b>					
Restraint Used	Lap/Shoulder Belt	20,504	62.9	9,527	63.6
	Lap Belt Only	351	1.1	207	1.4
	Shoulder Belt Only	345	1.1	154	1
	Child/Youth Restraint	635	1.9	426	2.8
	Type Unknown	6	0	12	0.1
	Restraint Used, Airbag Deployed	6,628	20.3	2,542	17
	Safety Belt Used Improperly	77	0.2	49	0.3
	Child Safety Seat Used Improperly	2	0	2	0
	<i>Subtotal</i>	28,548	87.5	12,919	86.2
No Restraint Used		1,508	4.6	945	6.3
No Restraint Used, Airbag Deployed		284	0.9	113	0.8
Other/Unknown		2,278	7	1,011	6.7
<b>Total</b>		<b>32,618</b>	<b>100</b>	<b>14,988</b>	<b>100</b>

**Table 73 - Motorcycle Riders Killed or Injured, by Time of Day and Day of Week**

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
<b>Motorcycle Riders Killed</b>						
Midnight to 3 am	5	10.9	4	10	<b>9</b>	<b>10.5</b>
3 am to 6 am	.	.	1	2.5	<b>1</b>	<b>1.2</b>
6 am to 9 am	2	4.3	.	.	<b>2</b>	<b>2.3</b>
9 am to Noon	3	6.5	2	5	<b>5</b>	<b>5.8</b>
Noon to 3 pm	8	17.4	5	12.5	<b>13</b>	<b>15.1</b>
3 pm to 6 pm	9	19.6	12	30	<b>21</b>	<b>24.4</b>
6 pm to 9 pm	12	26.1	10	25	<b>22</b>	<b>25.6</b>
9 pm to Midnight	7	15.2	6	15	<b>13</b>	<b>15.1</b>
<b>Total</b>	<b>46</b>	<b>100</b>	<b>40</b>	<b>100</b>	<b>86</b>	<b>100</b>
<b>Motorcycle Riders Injured</b>						
Midnight to 3 am	17	2.2	51	6.2	<b>68</b>	<b>4.3</b>
3 am to 6 am	16	2.1	7	0.9	<b>23</b>	<b>1.5</b>
6 am to 9 am	68	8.9	17	2.1	<b>85</b>	<b>5.4</b>
9 am to Noon	71	9.3	77	9.4	<b>148</b>	<b>9.3</b>
Noon to 3 pm	142	18.6	147	17.9	<b>289</b>	<b>18.3</b>
3 pm to 6 pm	219	28.7	213	26	<b>432</b>	<b>27.3</b>
6 pm to 9 pm	158	20.7	199	24.3	<b>357</b>	<b>22.6</b>
9 pm to Midnight	73	9.6	108	13.2	<b>181</b>	<b>11.4</b>
<b>Total</b>	<b>764</b>	<b>100</b>	<b>819</b>	<b>100</b>	<b>1,583</b>	<b>100</b>

**Table 74 - Motorcycle Riders Killed, by Person Type and Helmet Use**

Person Type	Helmet Used						Total	
	Used		Not Used		Other/Unknown		Number	Percent
	Number	Percent	Number	Percent	Number	Percent		
Operators	68	85.0	10	12.5	2	2.5	<b>80</b>	<b>100.0</b>
Passengers	6	100.0	0	0	0	0	<b>6</b>	<b>100.0</b>
<b>Total</b>	<b>74</b>	<b>86.0</b>	<b>10</b>	<b>11.6</b>	<b>2</b>	<b>2.3</b>	<b>86</b>	<b>100.0</b>

*\*\*No pedestrians were killed in school bus-related crashes in Maryland in 2005.*

**Table 75 - Persons Killed or Injured in School Bus Related Crashes, by Person Type**

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	0	0	53	12.6
School Bus Passenger	1	100	158	37.5
Pedestrian	0	0	11	2.6
Pedalcyclist	0	0	1	0.2
Occupant of Other Vehicle	0	0	197	46.8
Other Nonoccupants	0	0	1	0.2
<b>Total</b>	<b>1</b>	<b>100</b>	<b>421</b>	<b>100.0</b>

**Table 76 - Pedestrians Killed or Injured, by Age and Location**

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedestrians Killed</b>						
<5	1	50	1	50	2	100
5-9	0	0	1	100	1	100
10-15	0	0	3	100	3	100
16-20	1	25	3	75	4	100
21-24	0	0	3	100	3	100
25-34	2	13.3	13	86.7	15	100
35-44	1	5.6	17	94.4	18	100
45-54	3	13	20	87	23	100
55-64	1	11.1	8	88.9	9	100
65-74	1	7.7	12	92.3	13	100
75+	2	20	8	80	10	100
<b>Total</b>	<b>12</b>	<b>11.9</b>	<b>89</b>	<b>88.1</b>	<b>101</b>	<b>100</b>
<b>Pedestrians Injured</b>						
<5	7	8.6	74	91.4	81	100
5-9	20	12.8	136	87.2	156	100
10-15	62	17.5	292	82.5	354	100
16-20	45	15.1	254	84.9	299	100
21-24	39	17.9	179	82.1	218	100
25-34	63	17.1	306	82.9	369	100
35-44	61	16.9	300	83.1	361	100
45-54	66	20.1	263	79.9	329	100
55-64	38	21	143	79	181	100
65-74	23	24	73	76	96	100
75+	15	18.1	68	81.9	83	100
Unknown	25	25.5	73	74.5	98	100
<b>Total</b>	<b>464</b>	<b>17.7</b>	<b>2,161</b>	<b>82.3</b>	<b>2,625</b>	<b>100</b>



**Table 77 - Pedestrians Killed or Injured and Fatality and Injury Rates per 100,000 Population, by Age and Sex**

Age(Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	1	194,277	0.51	1	187,210	0.53	2	381,487	0.52
5-9	0	187,604	0.00	1	180,192	0.55	1	367,796	0.27
10-15	2	251,143	0.80	1	239,591	0.42	3	490,734	0.61
16-20	3	203,679	1.47	1	192,727	0.52	4	396,406	1.01
21-24	2	153,656	1.30	1	144,944	0.69	3	298,600	1.00
25-34	14	344,590	4.06	1	358,522	0.28	15	703,112	2.13
35-44	12	425,158	2.82	6	455,092	1.32	18	880,250	2.04
45-54	16	403,571	3.96	7	439,125	1.59	23	842,696	2.73
55-64	6	282,704	2.12	3	312,043	0.96	9	594,747	1.51
65-74	8	149,343	5.36	5	180,158	2.78	13	329,501	3.95
75+	5	117,587	4.25	5	197,472	2.53	10	315,059	3.17
<b>Total</b>	<b>69</b>	<b>2,713,312</b>	<b>2.54</b>	<b>32</b>	<b>2,887,076</b>	<b>1.11</b>	<b>101</b>	<b>5,600,388</b>	<b>1.80</b>
Age(Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	57	194,277	29.34	23	187,210	12.29	81	381,487	21.23
5-9	93	187,604	49.57	63	180,192	34.96	156	367,796	42.41
10-15	183	251,143	72.87	171	239,591	71.37	354	490,734	72.14
16-20	153	203,679	75.12	145	192,727	75.24	299	396,406	75.43
21-24	134	153,656	87.21	83	144,944	57.26	218	298,600	73.01
25-34	235	344,590	68.20	134	358,522	37.38	369	703,112	52.48
35-44	229	425,158	53.86	132	455,092	29.01	361	880,250	41.01
45-54	172	403,571	42.62	157	439,125	35.75	329	842,696	39.04
55-64	97	282,704	34.31	83	312,043	26.60	181	594,747	30.43
65-74	51	149,343	34.15	45	180,158	24.98	96	329,501	29.13
75+	36	117,587	30.62	47	197,472	23.80	83	315,059	26.34
Unknown	56	*		42	*		98	*	
<b>Total</b>	<b>1,496</b>	<b>2,713,312</b>	<b>55.14</b>	<b>1,125</b>	<b>2,887,076</b>	<b>38.97</b>	<b>2,625</b>	<b>5,600,388</b>	<b>46.87</b>

**Table 78 - Pedestrians Killed or Injured by Time of Day and Day of Week**

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedestrians Killed</b>						
Midnight to 3 am	3	5.4	8	17.8	<b>11</b>	<b>10.9</b>
3 am to 6 am	7	12.5	10	22.2	<b>17</b>	<b>16.8</b>
6 am to 9 am	8	14.3	0	0	<b>8</b>	<b>7.9</b>
9 am to Noon	6	10.7	1	2.2	<b>7</b>	<b>6.9</b>
Noon to 3 pm	5	8.9	1	2.2	<b>6</b>	<b>5.9</b>
3 pm to 6 pm	10	17.9	2	4.4	<b>12</b>	<b>11.9</b>
6 pm to 9 pm	8	14.3	14	31.1	<b>22</b>	<b>21.8</b>
9 pm to Midnight	9	16.1	9	20	<b>18</b>	<b>17.8</b>
<b>Total</b>	<b>56</b>	<b>100</b>	<b>45</b>	<b>100</b>	<b>101</b>	<b>100</b>
<b>Pedestrians Injured</b>						
Midnight to 3 am	44	2.4	93	12	<b>137</b>	<b>5.2</b>
3 am to 6 am	35	1.9	18	2.3	<b>53</b>	<b>2</b>
6 am to 9 am	281	15.2	25	3.2	<b>306</b>	<b>11.7</b>
9 am to Noon	213	11.5	68	8.8	<b>281</b>	<b>10.7</b>
Noon to 3 pm	327	17.7	94	12.1	<b>421</b>	<b>16</b>
3 pm to 6 pm	523	28.3	112	14.4	<b>635</b>	<b>24.2</b>
6 pm to 9 pm	298	16.1	213	27.4	<b>511</b>	<b>19.5</b>
9 pm to Midnight	128	6.9	153	19.7	<b>281</b>	<b>10.7</b>
<b>Total</b>	<b>1,849</b>	<b>100</b>	<b>776</b>	<b>100</b>	<b>2,625</b>	<b>100</b>

**Table 79 - Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact**

Vehicle Type	Initial Point of Impact												Total	
	Front		Left		Right		Rear		Other		Unknown			
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
<b>Pedestrians Killed</b>														
Passenger Car	31	83.8	1	2.7	2	5.4	0	0	1	2.7	2	5.4	<b>37</b>	<b>100</b>
Light Truck	28	80	2	5.7	2	5.7	2	5.7	1	2.9	0	0	<b>35</b>	<b>100</b>
Large Truck	1	50	0	0	0	0	1	50	0	0	0	0	<b>2</b>	<b>100</b>
Other/Unknown	0	0	0	0	0	0	0	0	0	0	7	100	<b>7</b>	<b>100</b>
<b>Total</b>	<b>60</b>	<b>74.1</b>	<b>3</b>	<b>3.7</b>	<b>4</b>	<b>4.9</b>	<b>3</b>	<b>3.7</b>	<b>2</b>	<b>2.5</b>	<b>9</b>	<b>11.1</b>	<b>81</b>	<b>100</b>
<b>Pedestrians Injured</b>														
Passenger Car	691	52.4	98	7.4	151	11.5	77	5.8	44	3.3	257	19.5	<b>1,318</b>	<b>100</b>
Light Truck	357	53.7	54	8.1	83	12.5	46	6.9	19	2.9	106	15.9	<b>665</b>	<b>100</b>
Large Truck	12	31.6	6	15.8	4	10.5	8	21.1	1	2.6	7	18.4	<b>38</b>	<b>100</b>
Bus	19	42.2	2	4.4	10	22.2	3	6.7	4	8.9	7	15.6	<b>45</b>	<b>100</b>
Other/Unknown	26	12.3	5	2.4	14	6.6	3	1.4	2	0.9	161	76.3	<b>211</b>	<b>100</b>
Motorcycle	10	71.4	1	7.1	2	14.3	0	0	0	0	1	7.1	<b>14</b>	<b>100</b>
<b>Total</b>	<b>1,115</b>	<b>48.7</b>	<b>166</b>	<b>7.2</b>	<b>264</b>	<b>11.5</b>	<b>137</b>	<b>6</b>	<b>70</b>	<b>3.1</b>	<b>539</b>	<b>23.5</b>	<b>2,291</b>	<b>100</b>

**Table 80 - Pedestrians Killed, by Related Factors**

<b>Factors</b>	<b>Number</b>	<b>Percent</b>
Under influence of drugs	0	0.0
Under influence of alcohol	9	6.6
Under influence of medication	1	0.7
Under combined influence	0	0.0
Physical/mental difficulty	0	0.0
Fell asleep, fainted, etc	0	0.0
Failed to give full time and attention	5	3.7
Did not comply with license restrictions	0	0.0
Failed to yield right of way	11	8.1
Failed to obey stop sign	0	0.0
Failed to obey traffic signal	1	0.7
Failed to obey other traffic control	4	2.9
Illegally in roadway	51	37.5
Bicycle violation	0	0.0
Clothing not visible	18	13.2
Other factors	0	0.0
Not applicable / Unknown	36	26.5
<b>Total Pedestrians</b>	<b>136</b>	<b>100.0</b>

\* The sum of the numbers and percentages is greater than total pedestrians killed as more than one factor may be present for the same pedestrian.

**Table 81 - Pedalcyclists Killed or Injured, by Age and Location**

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedalcyclists Killed</b>						
<5	0	0	0	0	0	0
5-9	0	0	0	0	0	0
10-15	1	50.0	1	50.0	2	100.0
16-20	0	0	1	100.0	1	100.0
21-24	0	0	0	0	0	0
25-34	1	100.0	0	0	1	100.0
35-44	0	0	2	100.0	2	100.0
45-54	1	100.0	0	0	1	100.0
55-64	0	0	0	0	0	0
65-74	0	0	0	0	0	0
75+	0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>42.9</b>	<b>4</b>	<b>57.1</b>	<b>7</b>	<b>100.0</b>
<b>Pedalcyclists Injured</b>						
<5	2	28.6	5	71.4	7	100.0
5-9	16	22.2	56	77.8	72	100.0
10-15	74	45.7	88	54.3	162	100.0
16-20	41	49.4	42	50.6	83	100.0
21-24	27	55.1	22	44.9	49	100.0
25-34	23	41.1	33	58.9	56	100.0
35-44	40	46.0	47	54.0	87	100.0
45-54	21	33.3	42	66.7	63	100.0
55-64	7	41.2	10	58.8	17	100.0
65-74	4	40.0	6	60.0	10	100.0
75+	2	33.3	4	66.7	6	100.0
Unknown	8	47.1	9	52.9	17	100.0
<b>Total</b>	<b>265</b>	<b>42.1</b>	<b>364</b>	<b>57.9</b>	<b>629</b>	<b>100.0</b>

**Table 82 - Pedalcyclists Killed or Injured and Fatality and Injury Rates per 100,000 Population, by Age and Sex**

Age(Years)	Male			Female			Total		
	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	0	194,277	0.00	0	187,210	0.00	0	381,487	0.00
5-9	0	187,604	0.00	0	180,192	0.00	0	367,796	0.00
10-15	2	251,143	0.80	0	239,591	0.00	2	490,734	0.41
16-20	1	203,679	0.49	0	192,727	0.00	1	396,406	0.25
21-24	0	153,656	0.00	0	144,944	0.00	0	298,600	0.00
25-34	1	344,590	0.29	0	358,522	0.00	1	703,112	0.14
35-44	2	425,158	0.47	0	455,092	0.00	2	880,250	0.23
45-54	1	403,571	0.25	0	439,125	0.00	1	842,696	0.12
55-64	0	282,704	0.00	0	312,043	0.00	0	594,747	0.00
65-74	0	149,343	0.00	0	180,158	0.00	0	329,501	0.00
75+	0	117,587	0.00	0	197,472	0.00	0	315,059	0.00
<b>Total</b>	<b>7</b>	<b>2,713,312</b>	<b>0.26</b>	<b>0</b>	<b>2,887,076</b>	<b>0.00</b>	<b>7</b>	<b>5,600,388</b>	<b>0.12</b>
Age(Years)	Male			Female			Total		
	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	4	194,277	2.06	3	187,210	1.60	7	381,487	1.83
5-9	59	187,604	31.45	13	180,192	7.21	72	367,796	19.58
10-15	140	251,143	55.75	22	239,591	9.18	162	490,734	33.01
16-20	73	203,679	35.84	10	192,727	5.19	83	396,406	20.94
21-24	33	153,656	21.48	16	144,944	11.04	49	298,600	16.41
25-34	48	344,590	13.93	8	358,522	2.23	56	703,112	7.96
35-44	72	425,158	16.93	15	455,092	3.30	87	880,250	9.88
45-54	60	403,571	14.87	3	439,125	0.68	63	842,696	7.48
55-64	15	282,704	5.31	2	312,043	0.64	17	594,747	2.86
65-74	8	149,343	5.36	2	180,158	1.11	10	329,501	3.03
75+	6	117,587	5.10	0	197,472	0.00	6	315,059	1.90
Unknown	15	*		2	*		17	*	
<b>Total</b>	<b>533</b>	<b>2,713,312</b>	<b>19.64</b>	<b>96</b>	<b>2,887,076</b>	<b>3.33</b>	<b>629</b>	<b>5,600,388</b>	<b>11.23</b>

**Table 83 - Pedalcyclists Killed or Injured by Time of Day and Day of Week**

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedalcyclists Killed</b>						
Midnight to 3 am	0	0	0	0	0	0
3 am to 6 am	0	0	1	20.0	1	14.3
6 am to 9 am	0	0	0	0	0	0
9 am to Noon	0	0	0	0	0	0
Noon to 3 pm	0	0	2	40.0	2	28.6
3 pm to 6 pm	0	0	1	20.0	1	14.3
6 pm to 9 pm	1	50.0	1	20.0	2	28.6
9 pm to Midnight	1	50.0	0	0	1	14.3
<b>Total</b>	<b>2</b>	<b>100.0</b>	<b>5</b>	<b>100.0</b>	<b>7</b>	<b>100.0</b>
<b>Pedalcyclists Injured</b>						
Midnight to 3 am	5	1.2	8	4.0	13	2.1
3 am to 6 am	2	0.5	1	0.5	3	0.5
6 am to 9 am	33	7.7	2	1.0	35	5.6
9 am to Noon	38	8.9	22	10.9	60	9.5
Noon to 3 pm	76	17.8	37	18.4	113	18.0
3 pm to 6 pm	147	34.3	42	20.9	189	30.0
6 pm to 9 pm	104	24.3	65	32.3	169	26.9
9 pm to Midnight	23	5.4	24	11.9	47	7.5
<b>Total</b>	<b>428</b>	<b>100.0</b>	<b>201</b>	<b>100.0</b>	<b>629</b>	<b>100.0</b>

**Table 84 - Pedalcyclists Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact**

Vehicle Type	Initial Point of Impact												Total		
	Front		Left		Right		Rear		Other		Unknown				
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
<b>Pedalcyclists Killed</b>															
Passenger Car	2	100.0	0	0	0	0	0	0	0	0	0	0	0	2	100.0
Light Truck	2	66.7	0	0	1	33.3	0	0	0	0	0	0	0	3	100.0
Large Truck	1	100.0	0	0	0	0	0	0	0	0	0	0	0	1	100.0
Other/Unknown	1	100.0	0	0	0	0	0	0	0	0	0	0	0	1	100.0
<b>Total</b>	<b>6</b>	<b>85.7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>14.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100.0</b>
<b>Pedalcyclists Injured</b>															
Passenger Car	184	55.9	34	10.3	49	14.9	8	2.4	5	1.5	49	14.9	329	100.0	
Light Truck	101	50.8	15	7.5	39	19.6	9	4.5	2	1.0	33	16.6	199	100.0	
Large Truck	5	50.0	2	20.0	2	20.0	0	0	1	10.0	0	0	10	100.0	
Bus	4	57.1	1	14.3	2	28.6	0	0	0	0	0	0	7	100.0	
Other/Unknown	7	30.4	0	0	2	8.7	1	4.3	0	0	13	56.5	23	100.0	
Motorcycle	3	50.0	0	0	0	0	0	0	3	50.0	0	0	6	100.0	
<b>Total</b>	<b>304</b>	<b>53.0</b>	<b>52</b>	<b>9.1</b>	<b>94</b>	<b>16.4</b>	<b>18</b>	<b>3.1</b>	<b>11</b>	<b>1.9</b>	<b>95</b>	<b>16.6</b>	<b>574</b>	<b>100.0</b>	



**Table 85 - Pedalcyclists Killed, by Related Factors**

<b>Factors</b>	<b>Number</b>	<b>Percent</b>
Under influence of drugs	1	9.1
Under influence of alcohol	0	0.0
Under influence of medication	0	0.0
Under combined influence	0	0.0
Physical/mental difficulty	0	0.0
Fell asleep, fainted, etc	0	0.0
Failed to give full time and attention	3	27.3
Did not comply with license restrictions	0	0.0
Failed to yield right of way	0	0.0
Failed to obey stop sign	1	9.1
Failed to obey traffic signal	0	0.0
Failed to obey other traffic control	0	0.0
Illegally in roadway	1	9.1
Bicycle violation	1	9.1
Clothing not visible	1	9.1
Other factors	0	0.0
Not applicable / Unknown	3	27.3
<b>Total Pedalcyclists</b>	<b>11</b>	<b>100.0</b>

*\*\* Since there are only seven pedalcyclists killed, all four contributing circumstances are included. The sum of the numbers and percentages is greater than total pedestrians killed as more than one factor may be present for the same pedestrian.*



# **Chapter 5: Counties**



**Table 86 - Fatality and Total Crash Rates per VMT, Population, Licensed Driver, and Registered Vehicle by County, 2005**

County	Fatalities	Total Crashes	VMT (mill.)	Pop.*	Licensed Drivers †	Regist. Vehicles †	Fatality Rates per**				Total Crash Rates per**			
							VMT	Pop.	Licen. Dr.	Regist. Veh.	VMT	Pop.	Licen. Dr.	Regist. Veh.
Allegany	11	761	862	73,639	50,655	63,120	1.28	1.49	2.2	1.74	88.3	103.3	150.2	120.6
Anne Arundel	54	9,457	5,769	510,878	377,298	515,673	0.94	1.06	1.4	1.05	163.9	185.1	250.7	183.4
Baltimore	73	15,558	8,260	786,113	570,072	660,261	0.88	0.93	1.3	1.11	188.4	197.9	272.9	235.6
Calvert	10	1,190	791	87,925	62,989	87,698	1.26	1.14	1.6	1.14	150.4	135.3	188.9	135.7
Caroline	10	463	406	31,822	24,480	35,540	2.46	3.14	4.1	2.81	114.0	145.5	189.1	130.3
Carroll	21	2,207	1,325	168,541	125,451	173,240	1.58	1.25	1.7	1.21	166.6	130.9	175.9	127.4
Cecil	21	1,652	1,249	97,796	69,718	90,384	1.68	2.15	3.0	2.32	132.3	168.9	237.0	182.8
Charles	40	2,807	1,329	138,822	97,969	N.A.	3.01	2.88	4.1	N.A.	211.2	202.2	286.5	N.A.
Dorchester	6	506	422	31,401	22,727	31,748	1.42	1.91	2.6	1.89	119.9	161.1	222.6	159.4
Frederick	33	2,995	2,974	220,701	164,904	216,844	1.11	1.50	2.0	1.52	100.7	135.7	181.6	138.1
Garrett	8	571	590	29,909	21,902	32,433	1.36	2.67	3.7	2.47	96.8	190.9	260.7	176.1
Harford	22	3,444	2,318	239,259	179,266	225,759	0.95	0.92	1.2	0.97	148.6	143.9	192.1	152.6
Howard	18	3,052	3,758	269,457	203,505	244,524	0.48	0.67	0.9	0.74	81.2	113.3	150.0	124.8
Kent	1	230	244	19,899	14,906	20,815	0.41	0.50	0.7	0.48	94.3	115.6	154.3	110.5
Montgomery	44	13,057	7,536	927,583	691,207	717,989	0.58	0.47	0.6	0.61	173.3	140.8	188.9	181.9
Prince George's	134	16,349	8,906	846,123	537,656	627,417	1.50	1.58	2.5	2.14	183.6	193.2	304.1	260.6
Queen Anne's	7	742	982	45,612	33,841	52,060	0.71	1.53	2.1	1.34	75.6	162.7	219.3	142.5
St. Mary's	14	1,394	834	96,518	67,172	95,134	1.68	1.45	2.1	1.47	167.1	144.4	207.5	146.5
Somerset	2	380	310	25,845	14,085	20,395	0.65	0.77	1.4	0.98	122.6	147.0	269.8	186.3
Talbot	7	905	624	35,683	28,822	41,372	1.12	1.96	2.4	1.69	145.0	253.6	314.0	218.7
Washington	21	2,832	2,008	141,895	101,877	133,904	1.05	1.48	2.1	1.57	141.0	199.6	278.0	211.5
Wicomico	13	2,082	930	90,402	64,205	83,374	1.40	1.44	2.0	1.56	223.9	230.3	324.3	249.7
Worcester	10	1,349	673	48,750	40,831	55,222	1.49	2.05	2.4	1.81	200.4	276.7	330.4	244.3
Baltimore City	34	18,641	3,636	635,815	306,033	273,142	0.94	0.53	1.1	1.24	512.7	293.2	609.1	682.5
<b>Total</b>	<b>614</b>	<b>102,624</b>	<b>56,736</b>	<b>5,600,388</b>	<b>3,871,571</b>	<b>4,498,048</b>	<b>1.08</b>	<b>1.10</b>	<b>1.6</b>	<b>1.36</b>	<b>180.9</b>	<b>183.2</b>	<b>265.1</b>	<b>228.2</b>

1. Source: \*Maryland Department of Planning † Maryland Motor Vehicle Administration

2. \*\* Fatality and Total Crash rates per VMT are calculated per 100 Million Vehicle Miles of Travel

Fatality and Total Crash rates per Population/Licensed Drivers/Registered Vehicles are calculated per 10,000

**Table 87 - 2005 Traffic Fatalities by County and Percent Change from 2004**

County	Fatalities		Percent Change
	2004	2005	
Allegany	9	11	22.2
Anne Arundel	53	54	1.9
Baltimore	80	73	-8.8
Calvert	16	10	-37.5
Caroline	11	10	-9.1
Carroll	19	21	10.5
Cecil	25	21	-16.0
Charles	16	40	150.0
Dorchester	7	6	-14.3
Frederick	28	33	17.9
Garrett	12	8	-33.3
Harford	19	22	15.8
Howard	33	18	-45.5
Kent	3	1	-66.7
Montgomery	79	44	-44.3
Prince Georges	121	134	10.7
Queen Annes	11	7	-36.4
St. Marys	4	14	250.0
Somerset	4	2	-50.0
Talbot	6	7	16.7
Washington	17	21	23.5
Wicomico	14	13	-7.1
Worcester	12	10	-16.7
Baltimore City	44	34	-22.7
<b>Maryland</b>	<b>643</b>	<b>614</b>	<b>-4.5</b>

**Table 88 - Fatal Crashes, by County and First Harmful Event**

County	First Harmful Event										Total Fatal Crashes	
	Collision With											
	Motor Vehicle in Transport		Object Not Fixed		Fixed Object		Noncollision		Other/Unknown			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Allegany	3	30	3	30	4	40	0	0	0	0	10	100
Anne Arundel	20	40	6	12	23	46	0	0	1	2	50	100
Baltimore	28	40	19	27.1	17	24.3	3	4.3	3	4.3	70	100
Baltimore City	14	42.4	14	42.4	5	15.2	0	0	0	0	33	100
Calvert	5	55.6	1	11.1	3	33.3	0	0	0	0	9	100
Caroline	3	33.3	3	33.3	3	33.3	0	0	0	0	9	100
Carroll	9	47.4	2	10.5	8	42.1	0	0	0	0	19	100
Cecil	8	38.1	1	4.8	8	38.1	3	14.3	1	4.8	21	100
Charles	12	35.3	6	17.6	13	38.2	3	8.8	0	0	34	100
Dorchester	2	33.3	0	0	4	66.7	0	0	0	0	6	100
Frederick	14	50	4	14.3	6	21.4	4	14.3	0	0	28	100
Garrett	3	50	0	0	3	50	0	0	0	0	6	100
Harford	14	73.7	0	0	4	21.1	1	5.3	0	0	19	100
Howard	4	22.2	3	16.7	10	55.6	0	0	1	5.6	18	100
Kent	0	0	0	0	1	100	0	0	0	0	1	100
Montgomery	17	39.5	14	32.6	10	23.3	0	0	2	4.7	43	100
Prince Georges	55	42.6	39	30.2	28	21.7	7	5.4	0	0	129	100
Queen Annes	4	57.1	2	28.6	0	0	1	14.3	0	0	7	100
Somerset	0	0	0	0	2	100	0	0	0	0	2	100
St. Marys	4	33.3	3	25	2	16.7	3	25	0	0	12	100
Talbot	3	42.9	0	0	3	42.9	1	14.3	0	0	7	100
Washington	8	38.1	0	0	12	57.1	1	4.8	0	0	21	100
Wicomico	9	69.2	2	15.4	1	7.7	1	7.7	0	0	13	100
Worcester	5	50	1	10	4	40	0	0	0	0	10	100
<b>Maryland</b>	<b>244</b>	<b>42.3</b>	<b>123</b>	<b>21.3</b>	<b>174</b>	<b>30.2</b>	<b>28</b>	<b>4.9</b>	<b>8</b>	<b>1.4</b>	<b>577</b>	<b>100</b>

**Table 89 - Fatal Crashes, by County and Roadway Function Class**

County	Roadway Function Class										Total Fatal Crashes
	Interstate			US	Maryland	County	City	Municipal	Other Public Road	Unknown	
	Rural	Urban	Unknown								
Allegany	3	0	0	4	1	1	0	1	0	0	10
Anne Arundel	0	6	0	1	30	11	0	1	0	1	50
Baltimore	2	15	0	5	28	20	0	0	0	0	70
Baltimore City	0	3	1	0	0	0	29	0	0	0	33
Calvert	0	0	0	0	5	2	0	0	2	0	9
Caroline	0	0	0	0	6	2	0	0	0	1	9
Carroll	0	0	0	0	11	8	0	0	0	0	19
Cecil	1	1	1	6	5	7	0	0	0	0	21
Charles	0	0	0	11	16	7	0	0	0	0	34
Dorchester	0	0	0	1	3	2	0	0	0	0	6
Frederick	2	4	0	5	11	6	0	0	0	0	28
Garrett	0	0	0	3	2	1	0	0	0	0	6
Harford	1	0	0	6	7	5	0	0	0	0	19
Howard	0	0	0	5	8	5	0	0	0	0	18
Kent	0	0	0	0	1	0	0	0	0	0	1
Montgomery	0	8	0	1	23	9	0	1	0	1	43
Prince Georges	0	13	1	13	64	35	0	1	0	2	129
Queen Annes	0	0	0	3	4	0	0	0	0	0	7
Somerset	0	0	0	0	0	2	0	0	0	0	2
St. Marys	0	0	0	0	10	2	0	0	0	0	12
Talbot	0	0	0	4	2	1	0	0	0	0	7
Washington	6	1	1	4	6	2	0	1	0	0	21
Wicomico	0	0	0	7	3	3	0	0	0	0	13
Worcester	0	0	0	3	6	1	0	0	0	0	10
<b>Maryland</b>	<b>15</b>	<b>51</b>	<b>4</b>	<b>82</b>	<b>252</b>	<b>132</b>	<b>29</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>577</b>



**Table 90 - Fatalities, by County and Roadway Function Class**

County	Roadway Function Class										Total Fatal Crashes
	Interstate			US	Maryland	County	City	Municipal	Other Public Road	Unknown	
	Rural	Urban	Unknown								
Allegany	3	0	0	5	1	1	0	1	0	0	11
Anne Arundel	0	6	0	1	33	12	0	1	0	1	54
Baltimore	2	16	0	5	29	21	0	0	0	0	73
Baltimore City	0	3	1	0	0	0	30	0	0	0	34
Calvert	0	0	0	0	5	3	0	0	2	0	10
Caroline	0	0	0	0	6	3	0	0	0	1	10
Carroll	0	0	0	0	11	10	0	0	0	0	21
Cecil	1	1	1	6	5	7	0	0	0	0	21
Charles	0	0	0	14	19	7	0	0	0	0	40
Dorchester	0	0	0	1	3	2	0	0	0	0	6
Frederick	3	5	0	7	12	6	0	0	0	0	33
Garrett	0	0	0	3	4	1	0	0	0	0	8
Harford	3	0	0	7	7	5	0	0	0	0	22
Howard	0	0	0	5	8	5	0	0	0	0	18
Kent	0	0	0	0	1	0	0	0	0	0	1
Montgomery	0	9	0	1	23	9	0	1	0	1	44
Prince Georges	0	14	1	13	64	39	0	1	0	2	134
Queen Annes	0	0	0	3	4	0	0	0	0	0	7
Somerset	0	0	0	0	0	2	0	0	0	0	2
St. Marys	0	0	0	0	12	2	0	0	0	0	14
Talbot	0	0	0	4	2	1	0	0	0	0	7
Washington	6	1	1	4	6	2	0	1	0	0	21
Wicomico	0	0	0	7	3	3	0	0	0	0	13
Worcester	0	0	0	3	6	1	0	0	0	0	10
<b>Maryland</b>	<b>18</b>	<b>55</b>	<b>4</b>	<b>89</b>	<b>264</b>	<b>142</b>	<b>30</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>614</b>

**Table 91 – Persons Killed, Licensed Drivers, Registered Vehicles, Population, and Fatality Rates by County**

County	Licensed Drivers	Fatalities per 100,000 Licensed Drivers	Registered Vehicles	Fatalities per 100,000 Registered Vehicles	Population	Fatalities per 100,000 Population	Total Killed
Allegany	50,655	21.72	63,120	17.43	73,639	14.94	<b>11</b>
Anne Arundel	377,298	14.31	515,673	10.47	510,878	10.57	<b>54</b>
Baltimore	570,072	12.81	660,261	11.06	786,113	9.29	<b>73</b>
Calvert	62,989	15.88	87,698	11.40	87,925	11.37	<b>10</b>
Caroline	24,480	40.85	35,540	28.14	31,822	31.42	<b>10</b>
Carroll	125,451	16.74	173,240	12.12	168,541	12.46	<b>21</b>
Cecil	69,718	30.12	90,384	23.23	97,796	21.47	<b>21</b>
Charles	97,969	40.83	N.A.	N.A.	138,822	28.81	<b>40</b>
Dorchester	22,727	26.40	31,748	18.90	31,401	19.11	<b>6</b>
Frederick	164,904	20.01	216,844	15.22	220,701	14.95	<b>33</b>
Garrett	21,902	36.53	32,433	24.67	29,909	26.75	<b>8</b>
Harford	179,266	12.27	225,759	9.74	239,259	9.20	<b>22</b>
Howard	203,505	8.84	244,524	7.36	269,457	6.68	<b>18</b>
Kent	14,906	6.71	20,815	4.80	19,899	5.03	<b>1</b>
Montgomery	691,207	6.37	717,989	6.13	927,583	4.74	<b>44</b>
Prince Georges	537,656	24.92	627,417	21.36	846,123	15.84	<b>134</b>
Queen Annes	33,841	20.68	52,060	13.45	45,612	15.35	<b>7</b>
St. Marys	67,172	20.84	95,134	14.72	96,518	14.51	<b>14</b>
Somerset	14,085	14.20	20,395	9.81	25,845	7.74	<b>2</b>
Talbot	28,822	24.29	41,372	16.92	35,683	19.62	<b>7</b>
Washington	101,877	20.61	133,904	15.68	141,895	14.80	<b>21</b>
Wicomico	64,205	20.25	83,374	15.59	90,402	14.38	<b>13</b>
Worcester	40,831	24.49	55,222	18.11	48,750	20.51	<b>10</b>
Baltimore City	306,033	11.11	273,142	12.45	635,815	5.35	<b>34</b>
<b>Maryland</b>	<b>3,871,571</b>	<b>15.86</b>	<b>4,498,048</b>	<b>13.65</b>	<b>5,600,388</b>	<b>10.96</b>	<b>614</b>

**Table 92 - Persons Killed, by County and Person Type**

County	Person Type												Total Killed	
	Driver		Passenger		Motorcycle Riders		Pedestrian		Pedalcyclist		Other/Unknown			
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Allegany	5	45.5	2	18.2	2	18.2	2	18.2	0	0	0	0	11	100.0
Anne Arundel	21	38.9	16	29.6	11	20.4	6	11.1	0	0	0	0	54	100.0
Baltimore	32	43.8	12	16.4	12	16.4	15	20.5	1	1.4	1	1.4	73	100.0
Baltimore City	13	38.2	5	14.7	3	8.8	12	35.3	1	2.9	0	0	34	100.0
Calvert	6	60.0	0	0	3	30.0	1	10.0	0	0	0	0	10	100.0
Caroline	3	30.0	3	30.0	1	10.0	3	30.0	0	0	0	0	10	100.0
Carroll	10	47.6	6	28.6	4	19.0	0	0	1	4.8	0	0	21	100.0
Cecil	10	47.6	5	23.8	6	28.6	0	0	0	0	0	0	21	100.0
Charles	21	52.5	9	22.5	4	10.0	5	12.5	1	2.5	0	0	40	100.0
Dorchester	5	83.3	1	16.7	0	0	0	0	0	0	0	0	6	100.0
Frederick	19	57.6	8	24.2	4	12.1	2	6.1	0	0	0	0	33	100.0
Garrett	5	62.5	3	37.5	0	0	0	0	0	0	0	0	8	100.0
Harford	9	40.9	8	36.4	4	18.2	0	0	0	0	1	4.5	22	100.0
Howard	10	55.6	3	16.7	2	11.1	3	16.7	0	0	0	0	18	100.0
Kent	1	100.0	0	0	0	0	0	0	0	0	0	0	1	100.0
Montgomery	16	36.4	11	25.0	5	11.4	9	20.5	2	4.5	1	2.3	44	100.0
Prince Georges	60	44.8	19	14.2	19	14.2	35	26.1	0	0	1	0.7	134	100.0
Queen Anne's	4	57.1	1	14.3	0	0	2	28.6	0	0	0	0	7	100.0
Somerset	2	100.0	0	0	0	0	0	0	0	0	0	0	2	100.0
St. Mary's	8	57.1	1	7.1	1	7.1	4	28.6	0	0	0	0	14	100.0
Talbot	5	71.4	2	28.6	0	0	0	0	0	0	0	0	7	100.0
Washington	17	81.0	2	9.5	2	9.5	0	0	0	0	0	0	21	100.0
Wicomico	6	46.2	4	30.8	1	7.7	1	7.7	1	7.7	0	0	13	100.0
Worcester	7	70.0	1	10.0	1	10.0	1	10.0	0	0	0	0	10	100.0
<b>Maryland</b>	<b>295</b>	<b>48.0</b>	<b>122</b>	<b>19.9</b>	<b>85</b>	<b>13.8</b>	<b>101</b>	<b>16.4</b>	<b>7</b>	<b>1.1</b>	<b>4</b>	<b>0.7</b>	<b>614</b>	<b>100.0</b>

**Table 93 - Persons Killed, by County and Age Group**

County	Age Group (Years)												Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	75+	Unknown	
Allegany	0	0	1	1	2	2	3	0	0	1	1	0	11
Anne Arundel	1	3	1	6	7	8	9	5	3	6	5	0	54
Baltimore	0	0	2	8	6	15	13	5	6	8	10	0	73
Baltimore City	0	0	3	2	4	3	3	8	4	4	2	1	34
Calvert	0	0	0	2	1	1	2	1	0	1	2	0	10
Caroline	1	0	1	1	1	1	2	0	1	1	1	0	10
Carroll	0	0	2	4	1	0	3	7	3	0	1	0	21
Cecil	0	0	0	3	3	2	2	5	3	0	1	2	21
Charles	0	1	0	7	3	5	6	7	3	3	4	1	40
Dorchester	0	0	0	1	0	1	3	0	0	1	0	0	6
Frederick	0	1	1	6	5	6	5	3	4	0	2	0	33
Garrett	0	0	1	1	1	2	1	0	0	1	1	0	8
Harford	0	1	2	1	3	2	3	2	2	2	4	0	22
Howard	0	0	0	4	3	5	2	2	1	0	1	0	18
Kent	0	0	0	0	0	0	0	0	0	1	0	0	1
Montgomery	1	0	1	4	4	10	7	5	2	2	8	0	44
Prince Georges	1	1	3	12	16	29	33	18	5	11	3	2	134
Queen Anne's	0	0	0	0	2	0	3	1	0	0	1	0	7
Somerset	0	0	0	0	0	1	0	1	0	0	0	0	2
St. Mary's	0	0	0	3	2	1	3	2	1	0	2	0	14
Talbot	0	0	0	1	2	0	0	1	1	1	1	0	7
Washington	0	0	0	3	4	3	0	3	4	2	2	0	21
Wicomico	0	1	0	0	1	3	1	0	2	2	2	1	13
Worcester	0	0	0	2	0	2	0	3	2	0	1	0	10
<b>Maryland</b>	<b>4</b>	<b>8</b>	<b>18</b>	<b>72</b>	<b>71</b>	<b>102</b>	<b>104</b>	<b>79</b>	<b>47</b>	<b>47</b>	<b>55</b>	<b>7</b>	<b>614</b>

**Table 94 - Occupants Killed, by County and Vehicle Type**

County	Vehicle Type												Total Occupants Killed	
	Passenger Car		Light Truck		Large Truck		Bus		Other/Unknown		Motorcycle			
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Allegany	3	33.3	3	33.3	1	11.1	0	0	0	0	2	22.2	9	100.0
Anne Arundel	28	58.3	9	18.8	0	0	0	0	0	0	11	22.9	48	100.0
Baltimore	29	51.8	11	19.6	3	5.4	0	0	1	1.8	12	21.4	56	100.0
Baltimore City	12	57.1	4	19.0	0	0	1	4.8	1	4.8	3	14.3	21	100.0
Calvert	5	55.6	1	11.1	0	0	0	0	0	0	3	33.3	9	100.0
Caroline	3	42.9	1	14.3	0	0	0	0	2	28.6	1	14.3	7	100.0
Carroll	11	55.0	5	25.0	0	0	0	0	0	0	4	20.0	20	100.0
Cecil	10	47.6	4	19.0	1	4.8	0	0	0	0	6	28.6	21	100.0
Charles	19	55.9	10	29.4	0	0	0	0	1	2.9	4	11.8	34	100.0
Dorchester	2	33.3	4	66.7	0	0	0	0	0	0	0	0	6	100.0
Frederick	16	51.6	11	35.5	0	0	0	0	0	0	4	12.9	31	100.0
Garrett	4	50.0	3	37.5	1	12.5	0	0	0	0	0	0	8	100.0
Harford	9	42.9	8	38.1	0	0	0	0	0	0	4	19.0	21	100.0
Howard	12	80.0	1	6.7	0	0	0	0	0	0	2	13.3	15	100.0
Kent	0	0	1	100.0	0	0	0	0	0	0	0	0	1	100.0
Montgomery	19	59.4	7	21.9	1	3.1	0	0	0	0	5	15.6	32	100.0
Prince Georges	57	57.6	20	20.2	1	1.0	0	0	2	2.0	19	19.2	99	100.0
Queen Anne's	3	60.0	2	40.0	0	0	0	0	0	0	0	0	5	100.0
Somerset	0	0	2	100.0	0	0	0	0	0	0	0	0	2	100.0
St. Mary's	7	70.0	2	20.0	0	0	0	0	0	0	1	10.0	10	100.0
Talbot	3	42.9	4	57.1	0	0	0	0	0	0	0	0	7	100.0
Washington	12	57.1	5	23.8	1	4.8	0	0	1	4.8	2	9.5	21	100.0
Wicomico	7	63.6	2	18.2	0	0	1	9.1	0	0	1	9.1	11	100.0
Worcester	5	55.6	0	0	1	11.1	0	0	1	11.1	2	22.2	9	100.0
<b>Maryland</b>	<b>276</b>	<b>54.9</b>	<b>120</b>	<b>23.9</b>	<b>10</b>	<b>2.0</b>	<b>2</b>	<b>0.4</b>	<b>9</b>	<b>1.8</b>	<b>86</b>	<b>17.1</b>	<b>503</b>	<b>100.0</b>

**Table 95 - Passenger Car and Light Truck Occupants Killed, by County and Restraint Use**

County	Restraint Use						Total Occupants Killed	
	Used		Not Used		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Allegany	3	50.0	3	50.0	0	0	<b>6</b>	<b>100.0</b>
Anne Arundel	17	45.9	18	48.6	2	5.4	<b>37</b>	<b>100.0</b>
Baltimore	17	42.5	20	50.0	3	7.5	<b>40</b>	<b>100.0</b>
Baltimore City	9	56.3	4	25.0	3	18.8	<b>16</b>	<b>100.0</b>
Calvert	3	50.0	2	33.3	1	16.7	<b>6</b>	<b>100.0</b>
Caroline	3	75.0	1	25.0	0	0	<b>4</b>	<b>100.0</b>
Carroll	12	75.0	4	25.0	0	0	<b>16</b>	<b>100.0</b>
Cecil	5	35.7	8	57.1	1	7.1	<b>14</b>	<b>100.0</b>
Charles	16	55.2	11	37.9	2	6.9	<b>29</b>	<b>100.0</b>
Dorchester	2	33.3	4	66.7	0	0	<b>6</b>	<b>100.0</b>
Frederick	18	66.7	8	29.6	1	3.7	<b>27</b>	<b>100.0</b>
Garrett	1	14.3	5	71.4	1	14.3	<b>7</b>	<b>100.0</b>
Harford	10	58.8	5	29.4	2	11.8	<b>17</b>	<b>100.0</b>
Howard	5	38.5	8	61.5	0	0	<b>13</b>	<b>100.0</b>
Kent	1	100.0	0	0	0	0	<b>1</b>	<b>100.0</b>
Montgomery	13	50.0	11	42.3	2	7.7	<b>26</b>	<b>100.0</b>
Prince Georges	43	55.8	31	40.3	3	3.9	<b>77</b>	<b>100.0</b>
Queen Anne's	3	60.0	2	40.0	0	0	<b>5</b>	<b>100.0</b>
Somerset	0	0	2	100.0	0	0	<b>2</b>	<b>100.0</b>
St. Mary's	6	66.7	3	33.3	0	0	<b>9</b>	<b>100.0</b>
Talbot	4	57.1	1	14.3	2	28.6	<b>7</b>	<b>100.0</b>
Washington	5	29.4	12	70.6	0	0	<b>17</b>	<b>100.0</b>
Wicomico	5	55.6	3	33.3	1	11.1	<b>9</b>	<b>100.0</b>
Worcester	3	60.0	1	20.0	1	20.0	<b>5</b>	<b>100.0</b>
<b>Maryland</b>	<b>204</b>	<b>51.5</b>	<b>167</b>	<b>42.2</b>	<b>25</b>	<b>6.3</b>	<b>396</b>	<b>100.0</b>

**Table 96 - 2005 Ranking of County Pedestrian Fatality Rates**

<b>Rank</b>	<b>County</b>	<b>Pedestrians Killed</b>	<b>Population</b>	<b>Pedestrian Fatality Rate per 100,000 Population</b>
1	Caroline	3	31,822	0.94
2	Queen Annes	2	45,612	0.44
3	Prince Georges	35	846,123	0.41
4	St. Mary's	4	96,518	0.41
5	Charles	5	138,822	0.36
6	Allegany	2	73,639	0.27
7	Worcester	1	48,750	0.21
8	Baltimore	15	786,113	0.19
9	Baltimore City	12	635,815	0.19
10	Anne Arundel	6	510,878	0.12
11	Calvert	1	87,925	0.11
12	Howard	3	269,457	0.11
13	Wicomico	1	90,402	0.11
14	Montgomery	9	927,583	0.1
15	Frederick	2	220,701	0.09
16	Carroll	-	168,541	0
17	Cecil	-	97,796	0
18	Dorchester	-	31,401	0
19	Garrett	-	29,909	0
20	Harford	-	239,259	0
21	Kent	-	19,899	0
22	Somerset	-	25,845	0
23	Talbot	-	35,683	0
24	Washington	-	141,895	0
	<b>Maryland</b>	<b>101</b>	<b>5,600,388</b>	<b>0.18</b>

**Table 97 – Persons Killed, by County and Highest Blood Alcohol Concentration (BAC) in the Crash**

County	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol--Related Crashes		Total Killed	
	BAC=0.00		BAC=0.01--0.07		BAC=0.08+		Number	Percent	Number	Percent
	Number	Percent	Number	Percent	Number	Percent				
Allegany	8	72	0	0	3	28	3	28	11	100
Anne Arundel	35	64	3	6	16	30	19	36	54	100
Baltimore	45	61	7	9	21	29	28	39	73	100
Calvert	4	39	1	11	5	50	6	61	10	100
Caroline	9	86	0	0	1	14	1	14	10	100
Carroll	9	43	6	29	6	28	12	57	21	100
Cecil	16	74	0	1	5	25	5	26	21	100
Charles	23	57	4	10	13	33	17	43	40	100
Dorchester	5	78	0	2	1	20	1	22	6	100
Frederick	21	63	2	5	11	32	12	37	33	100
Garrett	8	100	0	0	0	0	0	0	8	100
Harford	15	70	1	6	5	24	7	30	22	100
Howard	7	41	1	8	9	51	11	59	18	100
Kent	0	0	0	0	1	100	1	100	1	100
Montgomery	30	69	4	8	10	23	14	31	44	100
Prince George's	82	61	9	7	43	32	52	39	134	100
Queen Anne's	3	40	1	14	3	46	4	60	7	100
St. Mary's	6	42	0	0	8	58	8	58	14	100
Somerset	0	0	0	0	2	100	2	100	2	100
Talbot	4	61	1	17	2	21	3	39	7	100
Washington	14	65	2	8	6	27	7	35	21	100
Wicomico	11	81	0	1	2	18	3	19	13	100
Worcester	5	48	1	10	4	42	5	52	10	100
Baltimore	22	64	0	1	12	36	12	36	34	100
<b>Maryland</b>	<b>379</b>	<b>62</b>	<b>44</b>	<b>7</b>	<b>191</b>	<b>31</b>	<b>235</b>	<b>38</b>	<b>614</b>	<b>100</b>



**Table 98 – Drivers Involved in Fatal Crashes, by County and Blood Alcohol Concentration (BAC) of the Driver**

County	Blood Alcohol Concentration of the Driver								Total Drivers Involved in Fatal Crashes	
	BAC=0.00		BAC=0.01--0.07		BAC=0.08+		Any Alcohol (BAC = 0.01+)		Number	Percent
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
Allegany	12	82	0	0	3	18	3	18	14	100
Anne Arundel	62	81	2	3	13	16	15	19	77	100
Baltimore	82	75	6	6	21	19	28	25	110	100
Calvert	11	64	2	12	4	24	6	36	17	100
Caroline	12	89	0	0	1	11	1	11	13	100
Carroll	26	72	5	14	5	14	10	28	36	100
Cecil	25	82	0	1	5	17	5	18	30	100
Charles	34	72	3	7	10	21	13	28	47	100
Dorchester	7	84	0	1	1	15	1	16	8	100
Frederick	38	80	1	3	8	17	9	20	47	100
Garrett	9	100	0	0	0	0	0	0	9	100
Harford	29	83	1	3	5	13	6	17	35	100
Howard	14	63	1	6	7	31	9	37	23	100
Kent	0	0	0	0	1	100	1	100	1	100
Montgomery	58	83	4	5	9	12	12	17	70	100
Prince George's	166	83	6	3	28	14	34	17	200	100
Queen Anne's	9	73	1	8	2	18	3	27	12	100
St. Mary's	11	64	2	12	4	24	6	36	17	100
Somerset	0	0	0	0	2	100	2	100	2	100
Talbot	8	75	1	11	2	14	3	25	11	100
Washington	23	74	2	8	6	18	8	26	31	100
Wicomico	24	94	0	0	1	6	2	6	25	100
Worcester	11	67	1	7	4	26	5	33	16	100
Baltimore	42	80	1	3	9	17	10	20	52	100
<b>Maryland</b>	<b>710</b>	<b>79</b>	<b>42</b>	<b>5</b>	<b>151</b>	<b>17</b>	<b>193</b>	<b>21</b>	<b>903</b>	<b>100</b>

**Table 99 – Drivers Killed in Fatal Crashes, by County and Blood Alcohol Concentration (BAC) of the Driver**

County	Blood Alcohol Concentration of the Driver								Total Drivers Killed in Fatal Crashes	
	BAC=0.00		BAC=0.01--0.07		BAC=0.08+		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Allegany	4	67	0	0	2	33	2	33	6	100
Anne Arundel	21	69	0	0	10	31	10	31	31	100
Baltimore	28	63	2	5	14	33	16	37	44	100
Calvert	3	34	2	22	4	43	6	66	9	100
Caroline	3	75	0	0	1	25	1	25	4	100
Carroll	7	51	3	21	4	27	7	49	14	100
Cecil	11	73	0	0	4	27	4	27	15	100
Charles	13	53	2	8	10	38	12	47	25	100
Dorchester	4	76	0	2	1	22	1	24	5	100
Frederick	16	70	1	6	6	25	7	30	23	100
Garrett	5	100	0	0	0	0	0	0	5	100
Harford	9	69	1	8	3	23	4	31	13	100
Howard	7	61	0	1	5	38	5	39	12	100
Kent	0	0	0	0	1	100	1	100	1	100
Montgomery	15	73	1	5	4	22	5	27	20	100
Prince George's	62	77	1	1	17	22	19	23	80	100
Queen Anne's	1	25	1	25	2	50	3	75	4	100
St. Mary's	5	56	0	0	4	44	4	44	9	100
Somerset	0	0	0	0	2	100	2	100	2	100
Talbot	4	80	0	0	1	20	1	20	5	100
Washington	12	66	1	6	5	28	6	34	18	100
Wicomico	6	86	0	0	1	14	1	14	7	100
Worcester	4	57	0	0	3	43	3	43	7	100
Baltimore	13	82	0	1	3	17	3	18	16	100
<b>Maryland</b>	<b>253</b>	<b>67</b>	<b>16</b>	<b>4</b>	<b>106</b>	<b>28</b>	<b>122</b>	<b>33</b>	<b>375</b>	<b>100</b>

**Table 100 – Surviving Drivers Involved in Fatal Crashes, by County and Blood Alcohol Concentration (BAC) of the Driver**

County	Blood Alcohol Concentration of the Driver								Total Surviving Drivers in Fatal Crashes	
	BAC=0.00		BAC=0.01--0.07		BAC=0.08+		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Allegany	8	94	0	0	1	6	1	6	8	100
Anne Arundel	41	88	2	5	3	7	5	12	46	100
Baltimore	55	83	4	7	7	10	11	17	66	100
Calvert	8	98	0	1	0	1	0	3	8	100
Caroline	9	96	0	0	0	4	0	4	9	100
Carroll	19	85	2	10	1	5	3	15	22	100
Cecil	14	91	0	1	1	7	1	9	15	100
Charles	20	93	1	5	1	2	2	7	22	100
Dorchester	3	97	0	0	0	3	0	3	3	100
Frederick	22	90	0	0	2	9	2	10	24	100
Garrett	4	100	0	0	0	0	0	0	4	100
Harford	20	91	0	1	2	8	2	9	22	100
Howard	7	65	1	12	3	24	4	35	11	100
Kent	0	0	0	0	0	0	0	0	0	—
Montgomery	43	86	3	5	4	9	7	14	50	100
Prince George's	104	87	5	4	11	9	16	13	120	100
Queen Anne's	8	98	0	0	0	3	0	3	8	100
St. Mary's	6	73	2	26	0	1	2	28	8	100
Somerset	0	0	0	0	0	0	0	0	0	—
Talbot	4	72	1	20	1	8	2	28	6	100
Washington	11	85	1	11	1	5	2	15	13	100
Wicomico	18	97	0	1	0	2	1	3	18	100
Worcester	7	74	1	12	1	13	2	26	9	100
Baltimore	29	79	1	3	6	17	7	21	36	100
<b>Maryland</b>	<b>457</b>	<b>87</b>	<b>26</b>	<b>5</b>	<b>45</b>	<b>8</b>	<b>71</b>	<b>13</b>	<b>528</b>	<b>100</b>

**Table 101 - Fatalities and Fatality Rates by County, 2001-2005**

County	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	2001	2002	2003	2004	2005	Difference, 2001-2005	2001	2002	2003	2004	2005	Difference, 2001-2005
Allegany	11	10	8	9	11	<b>0</b>	1.25	1.11	0.95	1.09	1.28	<b>0.02</b>
Anne Arundel	46	57	66	53	54	<b>8</b>	0.87	1.05	1.18	0.94	0.94	<b>0.07</b>
Baltimore	82	80	87	80	73	<b>-9</b>	1.08	1.03	1.08	0.99	0.88	<b>-0.20</b>
Calvert	11	5	19	16	10	<b>-1</b>	1.69	0.71	2.63	2.11	1.26	<b>-0.43</b>
Caroline	5	7	8	11	10	<b>5</b>	1.36	1.82	2.33	3.12	2.46	<b>1.10</b>
Carroll	19	21	26	19	21	<b>2</b>	1.60	1.67	2.08	1.49	1.58	<b>-0.01</b>
Cecil	21	27	23	25	21	<b>0</b>	1.80	2.23	1.87	2.10	1.68	<b>-0.12</b>
Charles	21	27	20	16	40	<b>19</b>	1.82	2.37	1.70	1.28	3.01	<b>1.19</b>
Dorchester	12	5	7	7	6	<b>-6</b>	2.82	1.22	1.93	1.89	1.42	<b>-1.40</b>
Frederick	37	18	18	28	33	<b>-4</b>	1.45	0.67	0.66	0.98	1.11	<b>-0.34</b>
Garrett	5	3	16	12	8	<b>3</b>	0.95	0.55	3.29	2.38	1.36	<b>0.41</b>
Harford	34	34	35	19	22	<b>-12</b>	1.57	1.52	1.55	0.84	0.95	<b>-0.62</b>
Howard	21	25	20	33	18	<b>-3</b>	0.63	0.73	0.55	0.89	0.48	<b>-0.16</b>
Kent	7	4	1	3	1	<b>-6</b>	2.85	1.56	0.44	1.29	0.41	<b>-2.44</b>
Montgomery	60	67	52	79	44	<b>-16</b>	0.86	0.92	0.70	1.07	0.58	<b>-0.28</b>
Prince Georges	128	141	122	121	134	<b>6</b>	1.59	1.71	1.41	1.40	1.50	<b>-0.09</b>
Queen Annes	16	11	14	11	7	<b>-9</b>	1.85	1.23	1.54	1.18	0.71	<b>-1.14</b>
St. Marys	10	17	16	4	14	<b>4</b>	1.32	2.13	2.06	0.50	1.68	<b>0.36</b>
Somerset	9	5	3	4	2	<b>-7</b>	2.98	1.60	1.05	1.38	0.65	<b>-2.33</b>
Talbot	11	7	3	6	7	<b>-4</b>	1.87	1.10	0.48	1.00	1.12	<b>-0.75</b>
Washington	13	26	26	17	21	<b>8</b>	0.70	1.38	1.32	0.87	1.05	<b>0.35</b>
Wicomico	15	7	16	14	13	<b>-2</b>	1.73	0.77	1.90	1.58	1.40	<b>-0.33</b>
Worcester	14	15	9	12	10	<b>-4</b>	2.01	2.13	1.34	1.86	1.49	<b>-0.52</b>
Baltimore City	54	42	36	44	34	<b>-20</b>	1.51	1.13	0.99	1.22	0.94	<b>-0.58</b>
<b>Maryland</b>	<b>662</b>	<b>661</b>	<b>651</b>	<b>643</b>	<b>614</b>	<b>-48</b>	<b>1.27</b>	<b>1.23</b>	<b>1.19</b>	<b>1.17</b>	<b>1.08</b>	<b>-0.19</b>

# **Chapter 6: Program Areas**



## **2005 Brief Facts of Maryland\***

### **Total Number of:**

• Traffic Crashes	102,624	
➤ Persons Injured	55,303	
• Fatal Traffic Crashes	577	
➤ Persons Killed	614	100.0%
1. Drivers	294	47.9 %
2. Occupants	122	19.9%
3. Motorcyclists	85	13.8 %
4. Pedestrians	101	16.4%
5. Bicyclists/pedalcyclists	7	1.1%

### **On an average day in Maryland:**

- 281 traffic crashes occur.
- 152 persons are injured in a traffic crash.
- 1.7 persons are killed in a traffic crash.

### **In an average hour in Maryland:**

- 12 traffic crashes occur.
- 6 persons are injured in a traffic crash.

### **Based on Maryland's Population in 2005:**

- 1 out of every 9,120 people is killed in a traffic crash.
- 1 out of every 101 people is injured in a traffic crash.
- 1 out of every 22 people is involved in a traffic crash.

### **Other Maryland Traffic Facts:**

- 90 persons are injured for every traffic death.
  - 181 traffic crashes occur per 100,000,000 vehicle miles traveled.
  - 1.08 persons are killed per 100,000,000 vehicle miles traveled.

*\*Information compiled by the National Study Center for Trauma/EMS with support from MDDOT and MD CODES. For further information, please contact the NSC at 410-328-4244.*

# Maryland Traffic Safety Facts 2005

## Overview



Maryland Department of Transportation  
State Highway Administration  
Office of Traffic and Safety



Driving Safely in Maryland

### Introduction

The Maryland Traffic Safety Facts are published annually by the Traffic Safety Analysis Division (TSAD) of the State Highway Administration's Office of Traffic and Safety. Its purpose is to provide safety professionals, public officials, the private sector, and the general public information about traffic crashes throughout Maryland. It presents data extracted from motor vehicle crash reports submitted by more than 200 Maryland law enforcement agencies to the Maryland Automated Accident Reporting System (MAARS). The Central Records Division of the Maryland State Police manages MAARS and maintains the electronic crash database, which is shared with TSAD and other users for analysis and creation of a wide range of tabulations.

The National Study Center for Trauma & EMS, at the University of Maryland, Baltimore, assists the Maryland Highway Safety Office with the creation of these fact sheets.

**"In 2005 there were 102,624 traffic crashes resulting in 55,303 injuries and 614 deaths."**

The overview fact sheet presents information on crashes reported during calendar year 2005. In 2005 there were 102,624 traffic crashes resulting in 55,303 injuries and 614 deaths. However, to give an important historic perspective, trends in crashes over recent years are also presented. For example, fatality rates for Maryland have been decreasing from a high of over 1.59 per 100 million vehicle miles traveled (MVMT) in 1992 to a low of 1.08 per 100 MVMT in 2005. **The Maryland fatality rate has consistently been lower than the national rate for every year since 1992.**



### Summary

***“In 2005, 614 persons lost their lives in 102,624 crashes, which is a decrease of 4.5% compared to the previous year.”***

***“Compared to the 14 previous years, the Maryland fatality rate per 100 million vehicle miles traveled was lowest in 2005.”***

***“The fatality rate per 100,000 population was lower in 2005 than in any of the 14 previous years.”***

- ❑ In 2005, 614 persons lost their lives in 102,624 crashes, which is a decrease of 4.5% compared to the previous year.
- ❑ Compared to the 14 previous years, the Maryland fatality rate per 100 million vehicle miles traveled was lowest in 2005.
- ❑ The trend for persons injured has been going down since 1992; however, in 2005 there was a 2.9% increase compared to the previous year.
- ❑ Of the total 614 persons killed, 416 were drivers and passengers, 101 were pedestrians, 7 were pedalcyclists, 85 were motorcycle operators/passengers, 1 was a moped operator and 1 was other.
- ❑ The fatality rate per 100,000 population was lower in 2005 than in any of the 14 previous years.
- ❑ In 2005, Prince George’s County had the highest number of fatal and total crashes.
- ❑ Caroline County had the highest fatality rate- 3.14 per 10,000 population- more than triple the statewide rate of 1.01.

**Table 1 Crashes by Severity, 1992-2005**

Year	Fatal Crashes		Injury Crashes		Property Damage Only		Total Crashes	
	Number	% Change	Number	% Change	Number	% Change	Number	% Change
1992	593	-8.20	47,180	5.29	51,708	-0.60	99,481	2.06
1993	604	1.85	38,029	-19.40	46,652	-9.78	85,285	-14.27
1994	605	0.17	43,051	13.21	53,208	14.05	96,864	13.58
1995	614	1.49	42,049	-2.33	54,018	1.52	96,681	-0.19
1996	563	-8.31	42,592	1.29	56,200	4.04	99,355	2.77
1997	570	1.24	40,062	-5.94	55,489	-1.27	96,121	-3.25
1998	551	-3.33	38,274	-4.46	55,214	-0.50	94,039	-2.17
1999	555	0.73	38,021	-0.66	58,436	5.84	97,012	3.16
2000	574	3.42	37,743	-0.73	60,985	4.36	99,302	2.36
2001	602	4.88	38,523	2.07	62,286	2.13	101,411	2.12
2002	606	0.66	38,875	0.91	65,362	4.94	104,843	3.38
2003	596	-1.65	38,710	-0.42	69,824	6.83	109,130	4.09
2004	576	-3.36	37,422	-3.33	66,105	-5.33	104,103	-4.61
2005	577	0.17	36,548	-2.34	65,499	-0.92	102,624	-1.42

**Table 2 Person Killed or Injured and Fatality and Injury Rates per Vehicle Miles Traveled, 1992-2005**

Year	Vehicle Miles Traveled*	Fatalities		MD Fatality Rate**	US Fatality Rate**	Persons Injured		MD Injured Person Rate**	US Injury Rate**
		Number	% Change			Number	% Change		
1992	41.8	664	-6.5	1.59	1.75	80,593	8.3	192.8	137
1993	43.3	671	1.1	1.55	1.75	62,976	-21.9	145.9	137
1994	44.2	657	-2.1	1.49	1.73	71,122	12.9	161.4	139
1995	44.9	684	4.1	1.52	1.73	69,247	-2.6	154.6	143
1996	45.9	614	-10.2	1.34	1.69	69,213	0.0	150.3	140
1997	47.0	610	-0.7	1.30	1.64	65,587	-5.2	139.9	131
1998	48.4	606	-0.7	1.25	1.58	60,751	-7.4	125.5	121
1999	49.1	598	-1.3	1.22	1.55	59,979	-1.3	122.2	120
2000	50.3	617	3.2	1.23	1.53	58,885	-2.0	117.1	116
2001	52.0	662	7.3	1.27	1.51	60,051	2.0	115.5	109
2002	53.6	661	-0.2	1.23	1.50	59,517	-0.9	110.6	103
2003	54.7	651	-1.5	1.19	1.48	58,118	-2.4	106.2	100
2004	55.1	643	-1.2	1.17	1.47	53,753	-7.5	97.6	N.A.
2005	56.7	614	-4.5	1.08	N.A.	55,303	2.9	97.5	N.A.

\* In billions \*\* per 100 million Vehicle Miles Traveled

**Table 3 Fatality Rates per Population, Licensed Drivers and Registered Vehicles, 1992-2005**

Year	Fatalities	Population (1,000)	Fatality Rate per 100,000 Population	Licensed Drivers (1,000)	Fatality Rate per 100,000 Licensed Drivers	Registered Vehicles (1,000)	Fatality Rate per 100,000 Registered Vehicles
1992	664	4,947	13.42	3,234	20.53	3,490	19.03
1993	671	5,023	13.36	3,474	19.31	3,594	18.67
1994	657	5,059	12.99	3,308	19.86	3,600	18.25
1995	684	5,059	13.52	3,343	20.46	3,721	18.38
1996	614	5,070	12.11	3,360	18.27	3,790	16.20
1997	610	5,090	11.98	3,387	18.01	3,885	15.70
1998	606	5,110	11.86	3,406	17.79	3,955	15.32
1999	598	5,193	11.52	3,431	17.43	4,031	14.84
2000	617	5,296	11.65	3,588	17.20	4,187	14.74
2001	662	5,375	12.31	3,626	18.26	4,348	15.23
2002	661	5,418	12.20	3,684	17.94	4,394	15.04
2003	651	5,509	11.82	3,763	17.30	4,481	14.53
2004	643	5,558	11.57	3,820	16.83	4,562	14.09
2005	614	5,600	10.96	N.A.	N.A.	N.A.	N.A.

**Table 4 Fatality by Victim Type, 1992-2005**

Year	Vehicle Driver* Fatalities	Passenger Fatalities	Pedestrian Fatalities	Pedalcyclist Fatalities	Motorcycle Driver Fatalities	Motorcycle Passenger Fatalities	Moped Driver Fatalities	Other Fatalities	Total
1992	331	163	98	16	47	7	2	0	664
1993	324	162	124	17	40	3	1	0	671
1994	329	155	126	16	26	4	0	1	657
1995	358	161	128	8	26	1	2	0	684
1996	313	142	123	8	25	1	2	0	614
1997	319	141	105	15	25	2	1	2	610
1998	301	158	101	11	31	2	1	1	606
1999	320	108	119	6	42	2	1	0	598
2000	325	132	99	6	48	5	2	0	617
2001	360	136	99	13	51	2	0	1	662
2002	359	141	101	7	48	1	1	3	661
2003	330	140	118	6	53	3	0	1	651
2004	328	140	95	11	63	4	1	1	643
2005	294	122	101	7	79	6	1	4	614

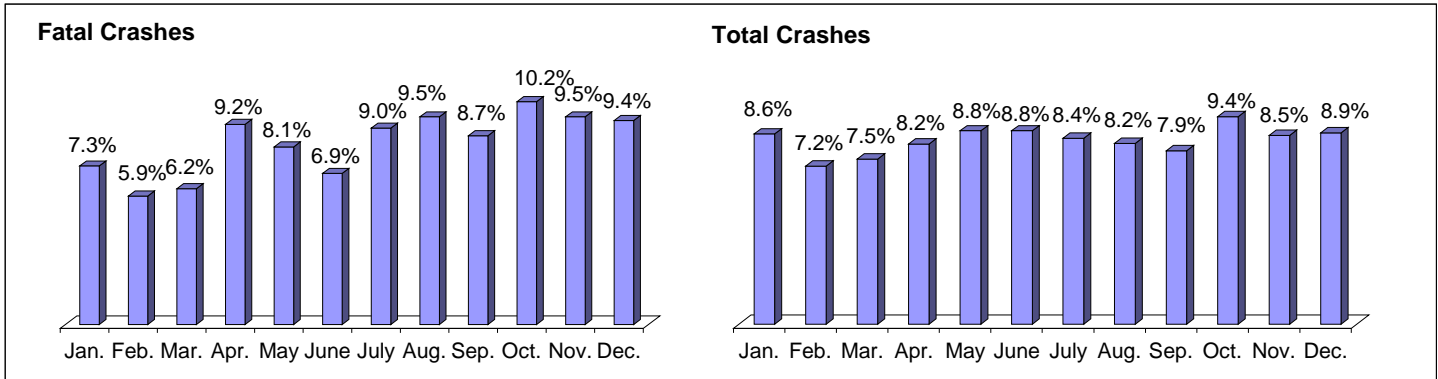
\* Excludes pedalcyclist, motorcyclist, and moped drivers

**Temporal Patterns**

***“In 2005, both fatal and total crashes were most frequent in October, 10.2% and 9.4% respectively.”***

- ❑ In 2005, both fatal and total crashes were most frequent in October, 10.2% and 9.4% respectively.
- ❑ Nearly 20% of the fatal crashes occurred on a Saturday, and total crashes were more frequent on Fridays (17%).
- ❑ Nearly 40% of the fatal and 50% of the total crashes occurred between the hours of 12 PM and 8PM.

**Figure 1 Fatal and Total Crashes by Month, 2005**



**Table 5 Crashes by Time of Day, 2005**

***“Nearly 20% of the fatal crashes occurred on a Saturday, and total crashes were more frequent on Fridays (17%).”***

Time of Day	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Sunday	90	15.6	11,757	11.5
Monday	65	11.3	14,208	13.8
Tuesday	62	10.7	14,550	14.2
Wednesday	84	14.6	14,461	14.1
Thursday	72	12.5	14,576	14.2
Friday	91	15.8	17,488	17.0
Saturday	113	19.6	15,584	15.2
<b>Total</b>	<b>577</b>	<b>100.0</b>	<b>102,624</b>	<b>100.0</b>

**Table 6 Crashes by Time of Day, 2005**

***“Nearly 40% of the fatal and 50% of the total crashes occurred between the hours of 12 PM and 8PM.”***

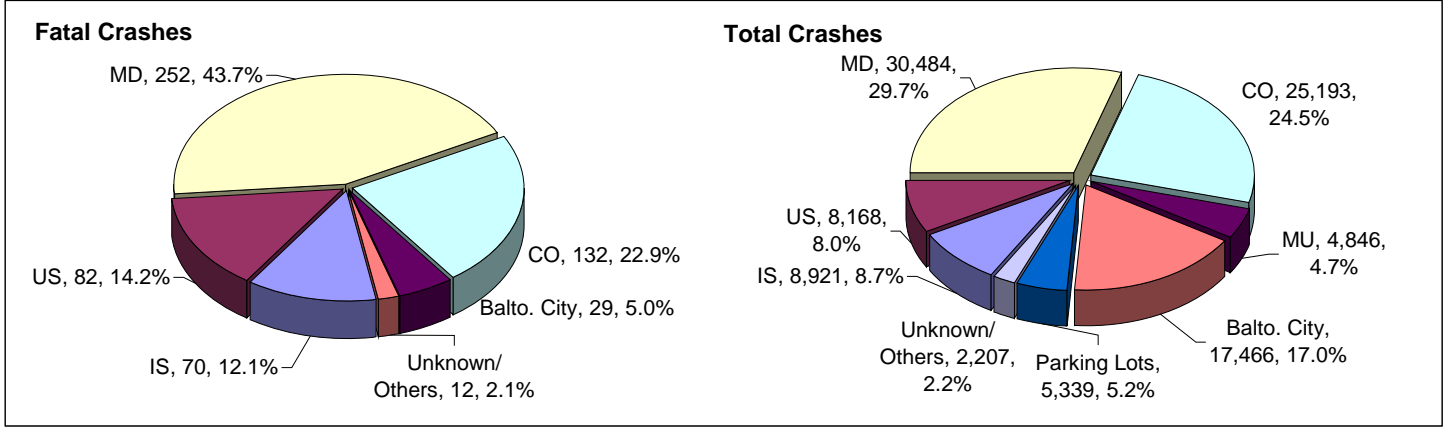
Time of Day	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
12:00AM-03:59AM	108	18.7	9,073	8.8
04:00AM-07:59AM	68	11.8	10,519	10.3
08:00AM-11:59AM	62	10.7	18,691	18.2
12:00PM-03:59PM	113	19.6	24,728	24.1
04:00PM-07:59PM	117	20.3	25,340	24.7
08:00PM-11:59PM	109	18.9	14,267	13.9
Unknown	-	0.0	6	0.0
<b>Total</b>	<b>577</b>	<b>100.0</b>	<b>102,624</b>	<b>100.0</b>

### Route Types

**“Two-thirds of the fatal crashes occurred on State or County highways, 43.7% and 22.9% respectively.”**

- ❑ Two-thirds of the fatal crashes occurred on State or County highways, 43.7% and 22.9% respectively.
- ❑ Approximately 71% of the total crashes occurred on State, County or Baltimore City roads.

**Figure 2 Fatal and Total Crashes by Route Type, 2005**

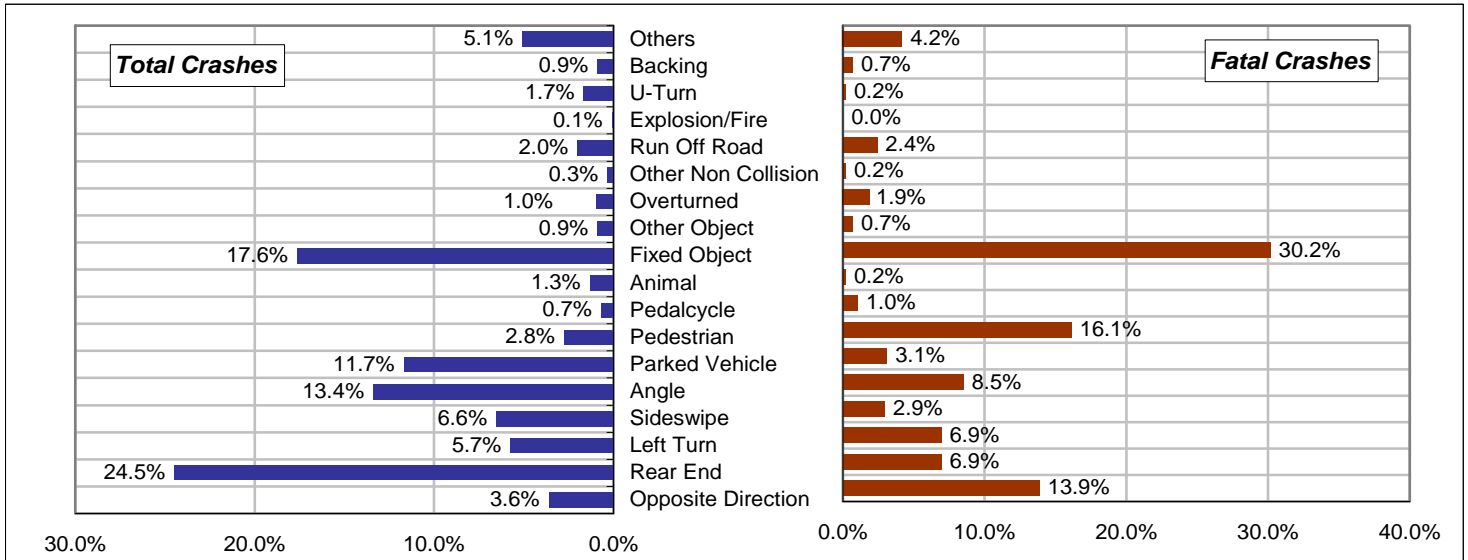


### Crash Types (First Harmful Event)

**“Fixed object and rear end crashes accounted for 42% of the total crashes in Maryland.”**

- ❑ Fixed object and rear end crashes accounted for 42% of the total crashes in Maryland.
- ❑ Fixed object crashes accounted for 30.2% of the fatal crashes, crashes involving pedestrians or driving in the opposite direction accounted for 16.1% and 13.9% respectively.

**Figure 3 Fatal and Total Crashes by Crash Type, 2005**



**“In 2005, 52% of the fatal crashes occurred in the dark and 64.4% of the total crashes occurred in daylight.”**

**Illuminations and Roadway Surfaces**

- In 2005, 52% of the fatal crashes occurred in the dark and 64.4% of the total crashes occurred in daylight.

**Table 7 Crashes by Illumination, 2004-2005**

Illumination	2004				2005			
	Fatal Crashes		Total Crashes		Fatal Crashes		Total Crashes	
	Number	%	Number	%	Number	%	Number	%
Daylight	251	43.6	66,239	63.6	260	45.1	66,042	64.4
Dawn / Dusk	23	4.0	4,893	4.7	17	2.9	4,892	4.8
Dark Lights On	<b>162</b>	<b>28.1</b>	<b>24,230</b>	<b>23.3</b>	<b>145</b>	<b>25.1</b>	<b>23,127</b>	<b>22.5</b>
Dark Lights Off	<b>140</b>	<b>24.3</b>	<b>8,220</b>	<b>7.9</b>	<b>155</b>	<b>26.9</b>	<b>7,873</b>	<b>7.7</b>
Other / Unknown	-	0.0	521	0.5	-	0.0	690	0.7
<b>Total</b>	<b>576</b>	<b>100.0</b>	<b>104,103</b>	<b>100.0</b>	<b>577</b>	<b>100.0</b>	<b>102,624</b>	<b>100.0</b>

- In 2005, the majority of fatal and total crashes occurred on dry surfaces. Almost 20% of the total and 16% of the fatal crashes occurred on wet surfaces.

**“In 2005, the majority of fatal and total crashes occurred on dry surfaces.”**

**Table 8 Crashes by Roadway Surface, 2004-2005**

Roadway Surface	2004				2005			
	Fatal Crashes		Total Crashes		Fatal Crashes		Total Crashes	
	Number	%	Number	%	Number	%	Number	%
Wet	104	18.1	23,190	22.3	90	15.6	19,559	19.1
Dry	460	79.9	76,353	73.3	471	81.6	77,892	75.9
Snow	4	0.7	1,486	1.4	7	1.2	2,948	2.9
Ice	8	1.4	2,467	2.4	8	1.4	1,645	1.6
Mud	-	0.0	-	0.0	-	0.0	-	0.0
Other / Unknown	-	0.0	607	0.6	1	0.2	580	0.6
<b>Total</b>	<b>576</b>	<b>100.0</b>	<b>104,103</b>	<b>100.0</b>	<b>577</b>	<b>100.0</b>	<b>102,624</b>	<b>100.0</b>

**Work Zones**

- There were more fatal work zone crashes in 2005 than in the previous 10 years. However, total work zone crashes decreased by 11% compared to the previous year.

**Table 9 Work Zone Crashes by Crash Severity, 2004-2005**

Year	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Fatal WZ Crashes	8	12	14	11	12	7	14	13	13	16
Work Zone Crashes	2,573	2,134	2,041	2,074	2,755	3,035	3,166	3,361	3,142	2,783
Work Zone Fatalities	9	12	16	11	14	7	16	13	16	16

## Alcohol-Related Crashes

**“Alcohol and/or drug-related crashes accounted for almost 9% of the total crashes in Maryland.”**

- ❑ Alcohol and/or drug-related crashes accounted for almost 9% of the total crashes in Maryland.
- ❑ In 2005, alcohol and/or drugs were involved in 36% of the fatal crashes.
- ❑ The vast majority of total crashes did not involve alcohol and/or drugs.
- ❑ Fatal crashes involving alcohol and drugs doubled in 2005 compared to the previous year.
- ❑ Of the total impaired crashes, nearly 3% were fatal.

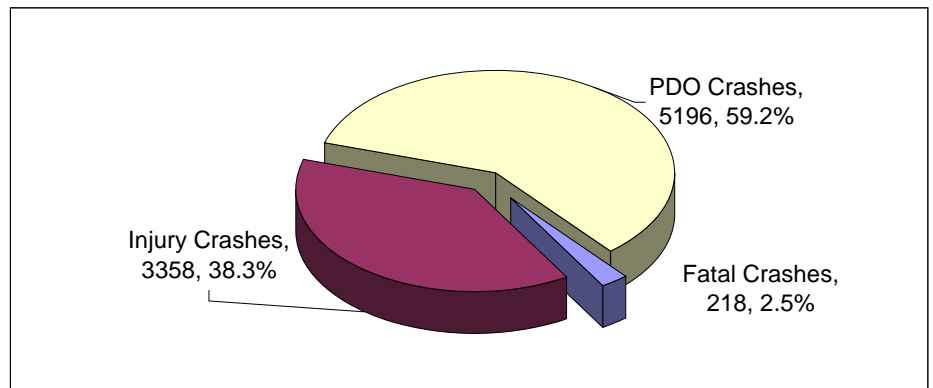
**Table 10 Crashes by Crash Condition, 2004-2005**

Alcohol Condition	2004				2005			
	Fatal Crashes		Total Crashes		Fatal Crashes		Total Crashes	
	Number	%	Number	%	Number	%	Number	%
Alcohol	174	30.2	7,535	7.2	<b>159</b>	27.6	7,399	7.2
Drugs	9	1.5	1,072	1.0	<b>11</b>	1.9	1,078	1.1
Alcohol & Drugs	24	4.2	252	0.2	<b>36</b>	6.2	283	0.3
No	369	64.1	95,244	91.6	371	64.3	93,864	91.5
Unknown	-	0.0	-	0.0	-	0.0	-	0.0
<b>Total</b>	<b>576</b>	<b>100.0</b>	<b>104,103</b>	<b>100.0</b>	<b>577</b>	<b>100.0</b>	<b>102,624</b>	<b>100.0</b>

**Table 11 Alcohol-Related Crashes by Crash Severity, 1999-2005**

Year	Fatal Crashes	Fatalities	Injury Crashes	Number Injured	Property Damage Only	Total
1999	192	205	3,679	5,894	4,669	8,540
2000	179	195	3,675	5,806	4,996	8,850
2001	197	216	3,759	5,839	5,078	9,034
2002	181	195	3,765	5,821	5,109	9,056
2003	163	179	3,500	5,187	5,426	9,089
2004	207	239	3,329	4,837	5,323	8,859
2005	<b>218</b>	235	3,358	5,121	5,196	8,772

**Figure 4 Alcohol-Related Crashes by Crash Severity, 2005**



**“In 2005, alcohol and/or drugs were involved in 36% of the fatal crashes.”**

**Vehicle Types**

- ❑ Automobiles, recreational vehicles and pick up trucks accounted for nearly 80% of the total vehicles involved in crashes.
- ❑ Compared to the previous year, fatal motorcycle crashes increased by 25% in 2005, accounting for 21% of all fatal crashes in Maryland.

**“Automobiles, recreational vehicles and pick up trucks accounted for nearly 80% of the total vehicles involved in crashes.”**

**Table 12 Vehicles Involved in Fatal and Total Crashes by Vehicle Type, 2004-2005**

Vehicle Types	2004 Vehicles Involved				2005 Vehicles Involved			
	In Fatal Crash.		In Total Crash.		In Fatal Crash.		In Total Crash.	
	Number	%	Number	%	Number	%	Number	%
Motorcycle	63	16.1	1,598	0.8	79	21.1	1,789	0.9
Automobile	201	51.3	110,921	57.1	182	48.7	106,624	55.6
Station Wagon	11	2.8	3,266	1.7	9	2.4	3,095	1.6
Limousine	1	0.3	45	0.0	1	0.3	51	0.0
Large Truck	12	3.1	7,620	3.9	9	2.4	7,949	4.1
Recreational Veh.	36	9.2	22,275	11.5	40	10.7	23,884	12.4
Farm Vehicle	1	0.3	67	0.0	-	0.0	70	0.0
Bus	-	0.0	3,174	1.6	-	0.0	3,201	1.7
Ambulance	1	0.3	341	0.2	-	0.0	372	0.2
Fire Vehicle	-	0.0	410	0.2	-	0.0	426	0.2
Police	1	0.3	2,138	1.1	-	0.0	2,293	1.2
Moped	1	0.3	163	0.1	1	0.3	131	0.1
Pickup Truck	45	11.5	18,906	9.7	41	11.0	18,930	9.9
Van	15	3.8	15,276	7.9	8	2.1	15,106	7.9
Other/Unknown	4	1.0	8,016	4.1	4	1.1	7,955	4.1
<b>Total Vehicles</b>	<b>392</b>	<b>100.0</b>	<b>194,216</b>	<b>100.0</b>	<b>374</b>	<b>100.0</b>	<b>191,876</b>	<b>100.0</b>

**Motorcycles**

- ❑ Nearly 5% of the total motorcycle-involved crashes were fatal.
- ❑ Compared to the previous year, total motorcycle-involved crashes increased by 11% and fatal crashes increased by 32%.
- ❑ Since 2002, the trend for all motorcycle-involved crashes has been going upwards.

**“Compared to the previous year, total motorcycle-involved crashes increased by 11% and fatal crashes increased by 32%.”**

**Table 13 Motorcycle-Involved Crashes by Crash Severity, 1999-2005**

Year	Fatal Crashes	Fatalities	Injury Crashes	Number Injured	Property Damage Only	Total
1999	44	46	770	947	256	1,070
2000	51	53	897	1,091	214	1,162
2001	53	53	1,031	1,237	255	1,339
2002	52	52	992	1,165	214	1,258
2003	56	58	1,026	1,235	241	1,323
2004	65	68	1,212	1,388	293	1,570
2005	86	88	1,348	1,599	315	1,749

## Large Trucks

**“Fatal large truck-involved crashes accounted for 12% and total large truck-involved crashes accounted for 7% of all fatal and total crashes in Maryland.”**

- Large truck-involved crashes increased by 4% compared to the previous year. Fatal large truck-involved crashes decreased from 83 in 2004 to 72 in 2005.
- Fatal large truck-involved crashes accounted for 12% and total large truck-involved crashes accounted for 7% of all fatal and total crashes in Maryland.
- Truck tractors were involved in 53.2% of the fatal large truck-involved crashes.
- In 2005, a total of 77 persons were killed and 3,391 persons were injured in large truck-involved crashes.

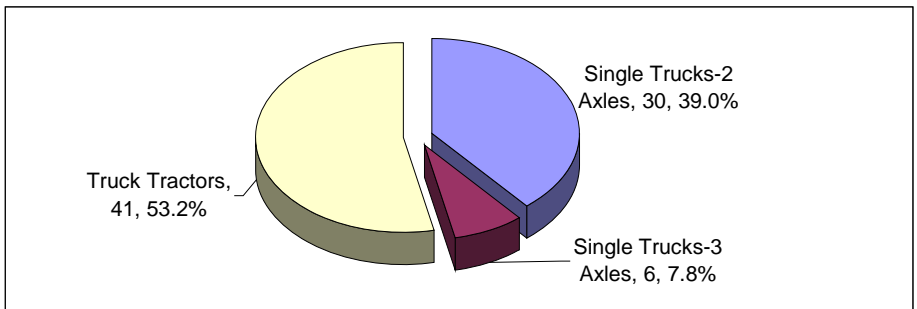
**Table 14 Large Truck-Involved Crashes by Crash Severity, 1999-2005**

Year	Fatal Crashes	Fatalities	Injury Crashes	Number Injured	Property Damage Only	Total
1999	60	64	2,585	3,932	5,078	7,723
2000	66	72	2,315	3,458	4,739	7,120
2001	75	83	2,092	3,162	4,315	6,482
2002	66	72	2,153	3,269	4,630	6,849
2003	70	79	2,253	3,402	5,183	7,506
2004	83	102	2,180	3,169	4,934	7,197
2005	72	77	2,335	3,391	5,074	7,481

**Table 15 Large Truck-Involved Fatalities by Truck Type, 1999-2005**

Year	Single Truck 2 axles	Single Truck 3 axles	Truck Tractor	Total
1999	19	15	30	64
2000	16	12	44	72
2001	22	15	46	83
2002	21	8	43	72
2003	26	16	37	79
2004	34	15	53	102
2005	30	6	41	77

**Figure 5 Large Truck-Involved Fatalities by Truck Type, 2005**



**“In 2005, a total of 77 persons were killed and 3,391 persons were injured in large truck-involved crashes.”**



**Drivers and Passengers**

- In 2005, 374 drivers and 129 passengers were killed in crashes.
- The age group of 20 to 24 had the highest percentages of drivers killed and involved in crashes, 17.9% and 12% respectively.
- Approximately 46% of all passengers killed were 24 years old or younger.

***“In 2005, 374 drivers and 129 passengers were killed in crashes.”***

**Table 16 Driver and Passenger Information by Age, 2005**

Driver Age	Drivers				Passengers			
	Killed		Involved		Killed		Involved	
	Number	%	Number	%	Number	%	Number	%
15 and Under	2	0.5	352	0.2	19	14.7	<b>21,754</b>	<b>33.5</b>
16 - 19	28	7.5	17,431	9.1	18	14.0	9,403	14.5
20 - 24	<b>67</b>	<b>17.9</b>	<b>22,942</b>	<b>12.0</b>	<b>22</b>	<b>17.1</b>	6,876	10.6
25 - 29	28	7.5	18,587	9.7	7	5.4	3,967	6.1
30 - 34	43	11.5	16,203	8.4	7	5.4	2,898	4.5
35 - 39	37	9.9	16,475	8.6	6	4.7	2,640	4.1
40 - 44	35	9.4	16,567	8.6	6	4.7	2,519	3.9
45 - 49	22	5.9	14,532	7.6	5	3.9	2,150	3.3
50 - 54	25	6.7	11,456	6.0	3	2.3	1,735	2.7
55 - 59	18	4.8	8,908	4.6	3	2.3	1,319	2.0
60 - 64	11	2.9	5,788	3.0	6	4.7	956	1.5
65 - 69	17	4.5	3,676	1.9	4	3.1	702	1.1
70 - 79	15	4.0	4,723	2.5	4	3.1	1,092	1.7
80 +	23	6.1	2,269	1.2	15	11.6	1,460	2.2
Unknown	3	0.8	31,967	16.7	4	3.1	5,470	8.4
<b>Total</b>	<b>374</b>	<b>100.0</b>	<b>191,876</b>	<b>100.0</b>	<b>129</b>	<b>100.0</b>	<b>64,941</b>	<b>100.0</b>

***“The age group of 20 to 24 had the highest percentages of drivers killed and involved in crashes, 17.9% and 12% respectively.”***

- Since 2001, more older than younger drivers have been killed in crashes. However, since 2001, there have been more young driver-involved than older driver-involved fatalities.
- Compared to the previous year, the number of both young and older drivers killed decreased.

***“Since 2001, more older than younger drivers have been killed in crashes.”***

**Table 17 Young and Older Driver Fatalities, 2001-2005**

Year	Young Drivers		Older Drivers	
	Young Driver-Involved Fatalities	Young Drivers Killed	Older Driver-Involved Fatalities	Older Drivers Killed
2001	135	55	113	68
2002	135	49	108	73
2003	146	52	108	65
2004	122	57	104	65
2005	113	42	96	55

**“In 2005, 37% of the passengers and 27% of the drivers killed were reported as not having used any safety equipment.”**

- In 2005, 37% of the passengers and 27% of the drivers killed were reported as not having used any safety equipment.
- Of all passengers killed, 54% were occupants in the right front seat.
- Compared to the previous year, passengers killed decreased by 10%, whereas passengers involved in crashes increased 20%.

**Table 18 Driver and Occupant Fatalities by Safety Equipment Used, 2004-2005**

Safety Equipment Used	2004 Fatalities				2005 Fatalities			
	Drivers		Passengers		Drivers		Passengers	
	Number	%	Number	%	Number	%	Number	%
Lap Belts Only	2	0.5	2	1.4	1	0.3	1	0.8
Harness Only	9	2.3	4	2.8	2	0.5	1	0.8
Belt and Harness	101	25.8	42	29.2	88	23.5	39	30.2
Child Restraint	-	-	7	4.9	-	-	3	2.3
Air Bag	26	6.6	6	4.2	32	8.6	5	3.9
Air Bag and Belts	63	16.1	18	12.5	67	17.9	11	8.5
Motorcycle Helmet	25	6.4	-	0.0	41	11.0	6	4.7
Eye Protection	-	0.0	-	0.0	1	0.3	-	0.0
Helmet/ Eye Protection	30	7.7	3	2.1	29	7.8	1	0.8
None	<b>105</b>	<b>26.8</b>	<b>48</b>	<b>33.3</b>	101	27.0	48	37.2
Not Stated	3	0.8	-	0.0	3	0.8	2	1.6
Other / Unknown	28	7.1	14	9.7	9	2.4	12	9.3
<b>Total</b>	<b>392</b>	<b>100.0</b>	<b>144</b>	<b>100.0</b>	<b>374</b>	<b>100.0</b>	<b>129</b>	<b>100.0</b>

**“Of all passengers killed, 54% were occupants in the right front seat.”**

**Table 19 Passengers by Seating Position, 2004-2005**

Passenger Seating Position	2004 Passengers				2005 Passengers			
	Killed		Involved		Killed		Involved	
	Number	%	Number	%	Number	%	Number	%
Not Applicable	-	0.0	4	0.0	-	0.0	18	0.0
Dr/MC Operator Lap	-	0.0	130	0.2	-	0.0	115	0.2
Center Front Seat	-	0.0	785	1.5	-	0.0	1,027	1.6
Right Front Seat	<b>93</b>	<b>64.6</b>	<b>24,881</b>	<b>46.0</b>	<b>70</b>	<b>54.3</b>	<b>29,410</b>	<b>45.3</b>
Left Rear & MC Pass.	20	13.9	6,460	11.9	22	17.1	7,629	11.7
Center Rear Seat	3	2.1	2,532	4.7	6	4.7	2,933	4.5
Right Rear Seat	20	13.9	8,502	15.7	25	19.4	9,970	15.4
Other in Vehicle	-	0.0	6,664	12.3	5	3.9	8,520	13.1
Cargo Area	3	2.1	239	0.4	-	0.0	303	0.5
Outside Vehicle	-	0.0	118	0.2	-	0.0	132	0.2
Other / Unknown	5	3.5	3,756	6.9	1	0.8	4,884	7.5
<b>Total</b>	<b>144</b>	<b>100.0</b>	<b>54,071</b>	<b>100.0</b>	<b>129</b>	<b>100.0</b>	<b>64,941</b>	<b>100.0</b>

**“Compared to the previous year, passengers killed decreased by 10%, whereas passengers involved in crashes increased 20%.”**

**Pedestrians**

**“In 2005, there were a total of 2,955 pedestrian-involved crashes leaving a total of 2,755 persons injured and 103 person killed.”**

- ❑ In 2005, there were a total of 2,955 pedestrian-involved crashes leaving a total of 2,755 persons injured and 103 person killed.
- ❑ Fatalities occurred in 3.5% of all pedestrian-involved crashes. This is significantly higher than the percentage of all crashes that are fatal (0.6%).
- ❑ Nearly 23% of the pedestrians killed were between the ages of 40 and 54.
- ❑ Of all pedestrians involved in crashes, 22% were below the age of 15.

**“Fatalities occurred in 3.5% of all pedestrian-involved crashes. This is significantly higher than the percentage of all crashes that are fatal (0.6%).”**

**Table 20 Pedestrian-Involved Crashes by Crash Severity, 2001-2005**

Year	Fatal Crashes	Fatalities* (**)	Injury Crashes	Number Injured	PDO	Total
2001	100	103 ( 98)	2,555	2,845	360	3,015
2002	100	102 (101)	2,486	2,566	360	2,946
2003	118	119 (118)	2,633	2,925	380	3,131
2004	95	96 ( 95)	2,405	2,626	343	2,843
2005	102	103 (101)	2,487	2,755	366	2,955

\* All persons killed in pedestrian-involved crashes (\*\* Pedestrians-on-foot killed).

**Table 21 Pedestrian Information by Age, 2005**

Ages	Pedestrian Fatalities		Pedestrians Involved	
	Number	Percent	Number	Percent
Under 5	2	2.0	109	3.5
5 - 9	1	1.0	181	5.8
10 - 15	3	3.0	412	13.1
16 - 19	3	3.0	284	9.0
20 - 24	4	4.0	310	9.9
25 - 29	7	6.9	234	7.4
30 - 34	8	7.9	198	6.3
35 - 39	9	8.9	210	6.7
40 - 44	9	8.9	217	6.9
45 - 49	12	11.9	228	7.3
50 - 54	11	10.9	177	5.6
55 - 59	6	5.9	133	4.2
60 - 64	3	3.0	83	2.6
65 - 69	7	6.9	61	1.9
70 - 79	10	9.9	90	2.9
80 +	6	5.9	68	2.2
Unknown	-	0.0	148	4.7
<b>Total</b>	<b>101</b>	<b>100.0</b>	<b>3,143</b>	<b>100.0</b>

**“Nearly 23% of the pedestrians killed were between the ages of 40 and 54.”**

## Speed Limit

**“Almost two-thirds of vehicles involved in crashes were on roads with a posted speed limit of 40 miles per hour or less when the crash occurred.”**

- ❑ Almost two-thirds of vehicles involved in crashes were on roads with a posted speed limit of 40 miles per hour or less when the crash occurred.
- ❑ Approximately 40% of the fatal crashes occurred on roads with speed limits of 50 or 55 miles per hour.
- ❑ In 2004 and 2005, the highest percentage of fatal crashes occurred on roads with 55 miles per hour as posted speed limit.

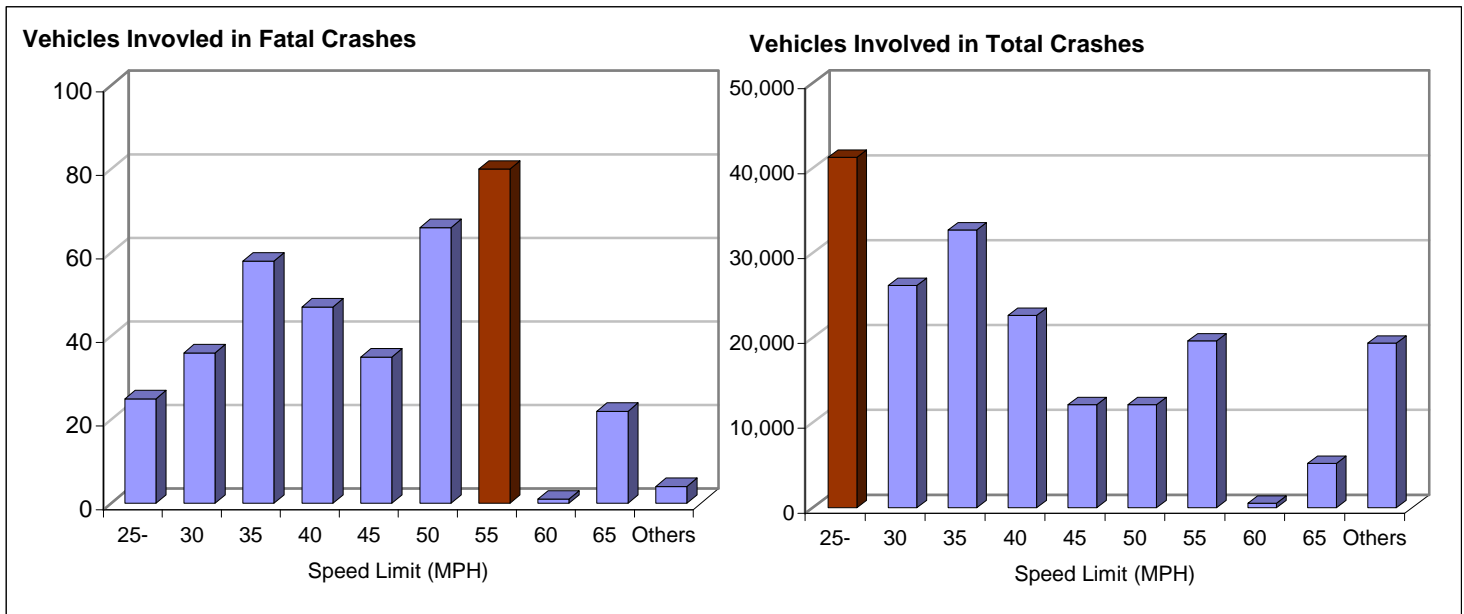
**“Approximately 40% of the fatal crashes occurred on roads with speed limits of 50 or 55 miles per hour.”**

**“In 2005, there were more traffic fatalities in Prince George’s County than in any other jurisdiction.”**

**Table 22 Vehicles Involved in Fatal and Total Crashes by Posted Speed Limit, 2004-2005**

Posted Speed Limits (mph)	2004 Vehicles Involved				2005 Vehicles Involved			
	In Fatal Crash.		In Total Crash.		In Fatal Crash.		In Total Crash.	
	Number	%	Number	%	Number	%	Number	%
25 or less	32	8.2	41,288	21.3	25	6.7	41,288	21.5
30	31	7.9	27,641	14.2	36	9.6	26,171	13.6
35	58	14.8	33,041	17.0	58	15.5	32,728	17.1
40	65	16.6	23,571	12.1	47	12.6	22,645	11.8
45	24	6.1	11,933	6.1	35	9.4	12,127	6.3
50	66	16.8	11,705	6.0	66	17.6	12,143	6.3
55	83	21.2	19,531	10.1	80	21.4	19,639	10.2
60	1	0.3	430	0.2	1	0.3	521	0.3
65	24	6.1	5,103	2.6	22	5.9	5,234	2.7
Other/ Unknown	8	2.0	19,973	10.3	4	1.1	19,380	10.1
<b>Total</b>	<b>392</b>	<b>100.0</b>	<b>194,216</b>	<b>100.0</b>	<b>374</b>	<b>100.0</b>	<b>191,876</b>	<b>100.0</b>

**Figure 6 Vehicles Involved in Fatal and Total Crashes by Posted Speed Limit, 2004**



## Maryland Traffic Safety Facts 2005 - Overview

### County

- ❑ In 2005, there were more traffic fatalities in Prince George's County than in any other jurisdiction.
- ❑ Baltimore City had the highest number of total crashes and the highest crash rate per 10,000 population and per million VMT.
- ❑ Caroline County had the highest fatality rate- 3.14 per 10,000 population - more than triple the statewide rate of 1.01.

***“Baltimore City had the highest number of total crashes and the highest crash rate per 10,000 population and per million VMT.”***

**Table 23 Fatality and Total Crash Rates per VMT, Population, Licensed Driver, and Registered Vehicle by County, 2005**

County	Fatalities	Total Crashes	VMT (mill.)	Pop.*	Licensed Drivers †	Regist. Vehicles †	Fatality Rates per**				Total Crash Rates per**			
							VMT	Pop.	Licen. Dr.	Regist. Veh.	VMT	Pop.	Licen. Dr.	Regist. Veh.
Allegany	11	761	862	73,639	N.A.	63,120	1.28	1.49	N.A.	1.74	88.3	103.3	N.A.	120.6
Anne Arundel	54	9,457	5,769	510,878	N.A.	515,673	0.94	1.06	N.A.	1.05	163.9	185.1	N.A.	183.4
Baltimore	73	15,558	8,260	786,113	N.A.	660,261	0.88	0.93	N.A.	1.11	188.4	197.9	N.A.	235.6
Calvert	10	1,190	791	87,925	N.A.	87,698	1.26	1.14	N.A.	1.14	150.4	135.3	N.A.	135.7
Caroline	10	463	406	31,822	N.A.	35,540	2.46	3.14	N.A.	2.81	114.0	145.5	N.A.	130.3
Carroll	21	2,207	1,325	168,541	N.A.	173,240	1.58	1.25	N.A.	1.21	166.6	130.9	N.A.	127.4
Cecil	21	1,652	1,249	97,796	N.A.	90,384	1.68	2.15	N.A.	2.32	132.3	168.9	N.A.	182.8
Charles	40	2,807	1,329	138,822	N.A.	N.A.	3.01	2.88	N.A.	N.A.	211.2	202.2	N.A.	N.A.
Dorchester	6	506	422	31,401	N.A.	31,748	1.42	1.91	N.A.	1.89	119.9	161.1	N.A.	159.4
Frederick	33	2,995	2,974	220,701	N.A.	216,844	1.11	1.50	N.A.	1.52	100.7	135.7	N.A.	138.1
Garrett	8	571	590	29,909	N.A.	32,433	1.36	2.67	N.A.	2.47	96.8	190.9	N.A.	176.1
Harford	22	3,444	2,318	239,259	N.A.	225,759	0.95	0.92	N.A.	0.97	148.6	143.9	N.A.	152.6
Howard	18	3,052	3,758	269,457	N.A.	244,524	0.48	0.67	N.A.	0.74	81.2	113.3	N.A.	124.8
Kent	1	230	244	19,899	N.A.	20,815	0.41	0.50	N.A.	0.48	94.3	115.6	N.A.	110.5
Montgomery	44	13,057	7,536	927,583	N.A.	717,989	0.58	0.47	N.A.	0.61	173.3	140.8	N.A.	181.9
Prince George's	134	16,349	8,906	846,123	N.A.	627,417	1.50	1.58	N.A.	2.14	183.6	193.2	N.A.	260.6
Queen Anne's	7	742	982	45,612	N.A.	52,060	0.71	1.53	N.A.	1.34	75.6	162.7	N.A.	142.5
St. Mary's	14	1,394	834	96,518	N.A.	95,134	1.68	1.45	N.A.	1.47	167.1	144.4	N.A.	146.5
Somerset	2	380	310	25,845	N.A.	20,395	0.65	0.77	N.A.	0.98	122.6	147.0	N.A.	186.3
Talbot	7	905	624	35,683	N.A.	41,372	1.12	1.96	N.A.	1.69	145.0	253.6	N.A.	218.7
Washington	21	2,832	2,008	141,895	N.A.	133,904	1.05	1.48	N.A.	1.57	141.0	199.6	N.A.	211.5
Wicomico	13	2,082	930	90,402	N.A.	83,374	1.40	1.44	N.A.	1.56	223.9	230.3	N.A.	249.7
Worcester	10	1,349	673	48,750	N.A.	55,222	1.49	2.05	N.A.	1.81	200.4	276.7	N.A.	244.3
Baltimore City	34	18,641	3,636	635,815	N.A.	273,142	0.94	0.53	N.A.	1.24	512.7	293.2	N.A.	682.5
<b>Total</b>	<b>614</b>	<b>102,624</b>	<b>56,736</b>	<b>5,600,388</b>	<b>N.A.</b>	<b>N.A.</b>	<b>1.08</b>	<b>1.10</b>	<b>N.A.</b>	<b>N.A.</b>	<b>180.9</b>	<b>183.2</b>	<b>N.A.</b>	<b>N.A.</b>

1. Source: \*Maryland Department of Planning † Maryland Motor Vehicle Administration

2. \*\* Fatality and Total Crash rates per VMT are calculated per 100 Million Vehicle Miles of Travel

Fatality and Total Crash rates per Population/Licensed Drivers/Registered Vehicles are calculated per 10,000

# Maryland Traffic Safety Facts 2005

## ALCOHOL/DRUG IMPAIRED



Maryland Department of Transportation  
State Highway Administration  
Office of Traffic and Safety



Driving Safely in Maryland

***“In 2005, there were 218 fatal alcohol/drug-impaired crashes in Maryland, which is a 10% increase compared to 2001.”***

***“The majority of drivers killed and drivers involved in alcohol/drug-impaired crashes were males.”***

### **Introduction**

In 2005, alcohol/drug-impaired crashes accounted for 38% of the fatal crashes and 9% of the total crashes in Maryland. In 2005, a total of 235 persons lost their lives in the 8,772 alcohol/drug-impaired crashes in Maryland.

### **Summary**

- ❑ In 2005, there were 218 fatal alcohol/drug-impaired crashes in Maryland, which is a 10% increase compared to 2001.
- ❑ In the 8,772 alcohol/drug-impaired crashes, more than 5,000 persons were injured.
- ❑ Fatal and total alcohol/drug-impaired crashes occurred more frequently on Saturdays and Sundays.
- ❑ Fatal alcohol/drug-impaired crashes occurred most frequently on MD numbered or County highways, 44.5% and 25.7% respectively.
- ❑ The majority of drivers killed and drivers involved in alcohol/drug-impaired crashes were males.
- ❑ Prince George’s County experienced more alcohol/drug impaired crashes and fatalities than any other Maryland jurisdiction (14.8% and 22% respectively).

**Alcohol/Drug-Impaired Crashes by Severity**

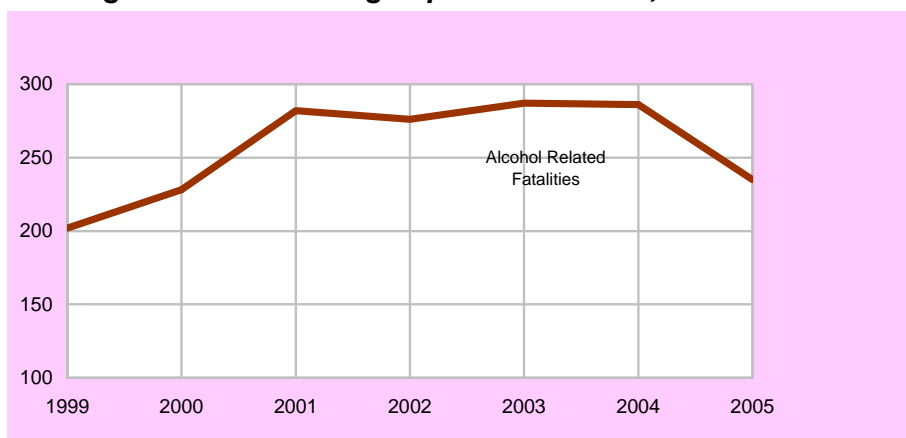
- In the 8,772 alcohol/drug-impaired crashes, more than 5,000 persons were injured.

**Table 1 Alcohol Fatalities and Alcohol/Drug-Impaired Crashes by Crash Severity, 2001-2005**

Year	Fatalities**	Injury Crashes	Number Injured	Property Damage Only	Total
2001	282	3,762	5,844	5,086	9,045
2002	276	3,765	5,821	5,109	9,056
2003	287	3,500	5,187	5,426	9,089
2004	286	3,389	5,151	5,263	8,859
2005	235	3,358	5,121	5,196	8,772

**“In 2005, there were 235 fatalities in alcohol/drug-impaired crashes. This represents an 18% decrease from the previous year.”**

**Figure 1 Alcohol/Drug-Impaired Fatalities, 1996-2005\*\***



- Alcohol-impairment accounted for the majority of fatal and total impaired crashes.
- Drug-impairment accounted for 6% of the fatal and 12% of the total crashes.

**“Alcohol-impairment accounted for the majority of fatal and total impaired crashes.”**

**Table 2 Alcohol/Drug-Impaired Crashes by Alcohol Condition, 2005**

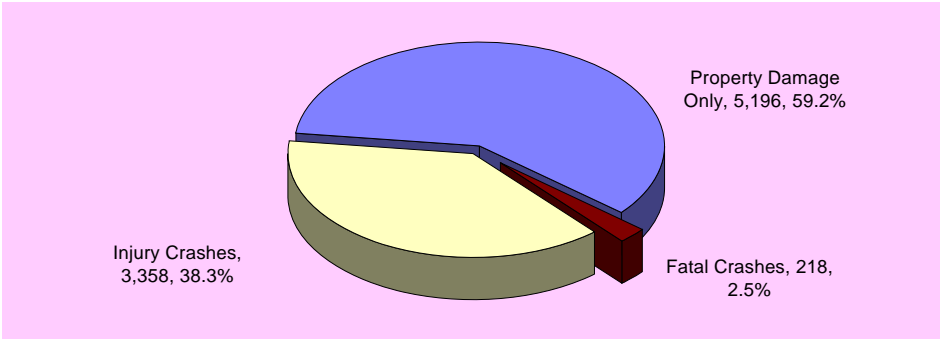
Alcohol/Drug Condition	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Alcohol	171	78.4	7,411	84.5
Drugs	13	6.0	1,080	12.3
Both (Alcohol & Drugs)	34	15.6	281	3.2
<b>Total</b>	<b>218</b>	<b>100.0</b>	<b>8,772</b>	<b>100.0</b>

- Approximately 60% of all alcohol/drug-impairment crashes were property damage only crashes.

\*\* Fatal data in Table 1 and Figure 1 is captured by the Fatality Analysis Reporting System (FARS). All other data is from the Maryland Automated Accident Reporting System (MAARS)

**Figure 2 Alcohol/Drug-Impaired Crashes by Crash Severity, 2005**

**“Approximately 60% of all alcohol/drug-impairment crashes were property damage only crashes.”**

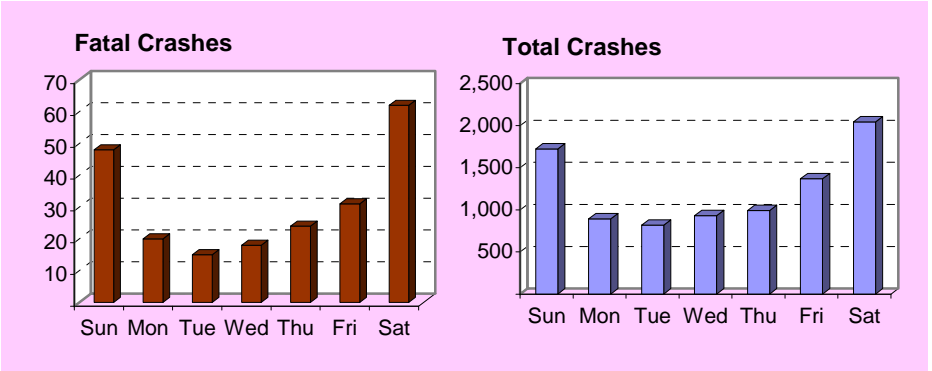


**Temporal Patterns**

- Fatal and total alcohol/drug-impaired crashes occurred more frequently on Saturdays and Sundays.

**Figure 3 Alcohol/Drug-Impaired Crashes by Day of Week, 2005**

**“Fatal and total alcohol/drug-impaired crashes occurred more frequently on Saturdays and Sundays.”**



- Approximately 65% of the fatal and 57% of the total alcohol/drug-impaired crashes occurred between the hours of 8PM and 4AM.

**Table 3 Alcohol/Drug-Impaired Crashes by Time of Day, 2005**

**“Approximately 65% of the fatal and 57% of the total alcohol/drug-impaired crashes occurred between the hours of 8PM and 4AM.”**

Time of Day	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
12:00AM-03:59AM	86	39.4	2,644	30.1
04:00AM-07:59AM	18	8.3	682	7.8
08:00AM-11:59AM	7	3.2	573	6.5
12:00PM-03:59PM	22	10.1	885	10.1
04:00PM-07:59PM	30	13.8	1,668	19.0
08:00PM-11:59PM	55	25.2	2,320	26.4
Unknown	-	0.0	-	0.0
<b>Total</b>	<b>218</b>	<b>100.0</b>	<b>8,772</b>	<b>100.0</b>

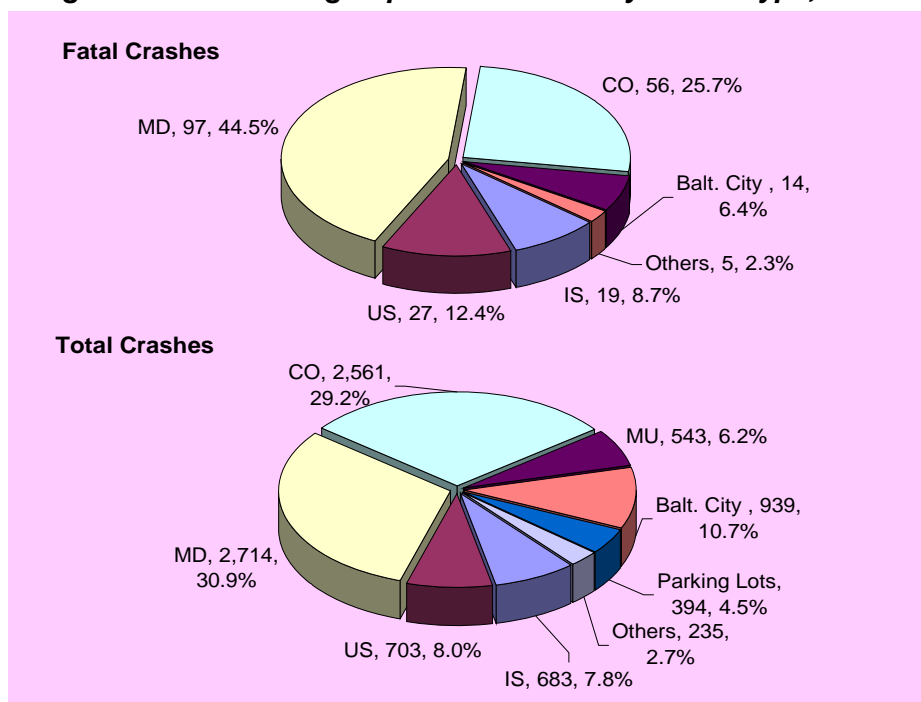


**Spatial Patterns**

**“Fatal alcohol/drug-impaired crashes occurred most frequently on MD numbered or County highways, 44.5% and 25.7% respectively.”**

- ❑ Fatal alcohol/drug-impaired crashes occurred most frequently on MD numbered or County highways, 44.5% and 25.7% respectively.
- ❑ Total alcohol/drug-impaired crashes were more frequent on MD numbered and County highways, 30.9% and 29.2% respectively.
- ❑ Approximately 11% of the total crashes occurred in Baltimore City.

**Figure 4 Alcohol/Drug-Impaired Crashes by Route Type, 2005**



**“Two-thirds of the total crashes occurred on roads with posted speed limit of 40 MPH or less.”**

- ❑ One-third of the fatal alcohol/drug-impaired crashes occurred on roads with posted speed limit of 50 to 55 MPH.
- ❑ Two-thirds of the total crashes occurred on roads with posted speed limit of 40 MPH or less.

**Table 4 Vehicles Operated by Impaired Drivers Involved in Crashes by Posted Speed Limit, 2005**

Posted Speed Limits (MPH)	Vehicles Involved In Fatal Crashes		Vehicles Involved In Total Crashes	
	Number	%	Number	%
25 or less	11	8.1	2,111	24.1
30	21	15.6	1,179	13.5
35	22	16.3	1,368	15.6
40	22	16.3	1,149	13.1
45	9	6.7	583	6.7
50	28	20.7	733	8.4
55	17	12.6	893	10.2
60	1	0.7	19	0.2
65	3	2.2	245	2.8
Other/ Unknown	1	0.7	474	5.4
<b>Total</b>	<b>135</b>	<b>100.0</b>	<b>8,754</b>	<b>100.0</b>

## Drivers and Pedestrians

- The majority of drivers killed and drivers involved in alcohol/drug-impaired crashes were males.

**Table 5 Alcohol/Drug Impaired Drivers Involved in Crashes by Gender, 2005**

Driver Gender	Driver Fatalities		Drivers Involved in Crashes	
	Number	Percent	Number	Percent
Male	113	83.7	6,504	74.3
Female	22	16.3	1,898	21.7
Unknown	-	0.0	352	4.0
<b>Total</b>	<b>135</b>	<b>100.0</b>	<b>8,754</b>	<b>100.0</b>

- Three-quarters of the drivers involved in crashes were alcohol-impaired and 4.3% were influenced by drugs.
- Of the drivers killed, 42% were alcohol-impaired and in nearly 36%, the driver condition was unknown.

**Table 6 Alcohol/Drug Impaired Drivers Involved Crashes by Driver Condition, 2005**

Driver Condition	Driver Fatalities		Drivers Involved in Crashes	
	Number	Percent	Number	Percent
Not Stated	0	0.0	125	1.4
No Apparent Defects	27	20.0	915	10.5
Alcohol	57	42.2	6,631	75.7
Drugs	2	1.5	380	4.3
Physical Handicap	1	0.7	8	0.1
Illness	0	0.0	3	0.0
Fatigue	0	0.0	14	0.2
Apparently Asleep	0	0.0	18	0.2
Unknown	48	35.6	660	7.5
<b>Total</b>	<b>135</b>	<b>100.0</b>	<b>8,754</b>	<b>100.0</b>

**“Three-quarters of the drivers involved in crashes were alcohol-impaired and 4.3% were influenced by drugs.”**

- Three-quarters of the pedestrians involved in impaired crashes and 27% of the pedestrians killed were influenced by alcohol.

**Table 7 Alcohol/Drug Impaired Pedestrians Involved in Crashes by Pedestrian Condition, 2005**

Pedestrian Condition	Pedestrian Fatalities		Pedestrians Involved in Crashes	
	Number	Percent	Number	Percent
Not Stated	4	8.2	10	3.0
No Apparent Defects	8	16.3	31	9.2
Alcohol	13	26.5	253	74.9
Drugs	4	8.2	14	4.1
Physical Handicap	-	0.0	-	0.0
Illness	-	0.0	-	0.0
Fatigue	-	0.0	-	0.0
Unknown	20	40.8	30	8.9
<b>Total</b>	<b>49</b>	<b>100.0</b>	<b>338</b>	<b>100.0</b>

**“Three-quarters of the pedestrians involved in impaired crashes and 27% of the pedestrians killed were influenced by alcohol.”**

- Nearly 40% of the drivers killed in alcohol/drug-impaired crashes were between the ages of 16 and 29.

**“Nearly 40% of the drivers killed in alcohol/drug-impaired crashes were between the ages of 16 and 29.”**

**Table 8 Alcohol/Drug Impaired Drivers Involved in Crashes by Age, 2005**

Driver Age	Driver Fatalities		Drivers Involved in Alcohol/Drug-Impaired Crashes	
	Number	Percent	Number	Percent
15 and Under	-	0.0	14	0.2
16 - 19	3	2.2	659	7.5
20 - 24	36	26.7	1,696	19.4
25 - 29	12	8.9	1,288	14.7
30 - 34	15	11.1	937	10.7
35 - 39	18	13.3	883	10.1
40 - 44	14	10.4	921	10.5
45 - 49	3	2.2	714	8.2
50 - 54	15	11.1	452	5.2
55 - 59	7	5.2	340	3.9
60 - 64	6	4.4	159	1.8
65 - 69	2	1.5	89	1.0
70 - 79	4	3.0	89	1.0
80 +	-	0.0	30	0.3
Unknown	-	0.0	483	5.5
<b>Total</b>	<b>135</b>	<b>100.0</b>	<b>8,754</b>	<b>100.0</b>

**Crash Types – First Harmful Events**

- Fixed object crashes accounted for almost 44% of the fatal and 31% of the total alcohol/drug-impaired crashes in Maryland.
- Approximately 20% of the fatal crashes occurred in crashes with pedestrians.

**“Fixed object crashes accounted for almost 44% of the fatal and 31% of the total alcohol/drug-impaired crashes in Maryland.”**

**Table 9 Alcohol/Drug-Impaired Crashes by Collision Type, 2005**

Collision Types	Fatal Alcohol/Drug-Impaired Crashes		Total Alcohol/Drug-Impaired Crashes	
	Number	Percent	Number	Percent
Opposite Direction	19	8.7	404	4.6
Rear End	10	4.6	1,642	18.7
Left Turn	7	3.2	250	2.8
Sideswipe	5	2.3	349	4.0
Angle	10	4.6	635	7.2
Parked Vehicle	6	2.8	1,292	14.7
Pedestrian	42	19.3	321	3.7
Pedalcycle	2	0.9	42	0.5
Fixed Object	95	43.6	2,734	31.2
Other Object	2	0.9	71	0.8
Overtaken	2	0.9	112	1.3
Run Off Road	9	4.1	381	4.3
U-Turn	1	0.5	117	1.3
Other/unknown	8	3.7	422	4.8
<b>Total</b>	<b>218</b>	<b>100.0</b>	<b>8,772</b>	<b>100.0</b>

## County

**“Prince George’s County experienced more alcohol/drug impaired crashes and fatalities than any other Maryland jurisdiction (14.8% and 22% respectively).”**

- Prince George’s County experienced more alcohol/drug impaired crashes and fatalities than any other Maryland jurisdiction (14.8% and 22% respectively).
- Charles County had the highest fatality rate per 10,000 population (1.15).
- Kent County had the lowest percentage of total crashes and Garrett County was the only county in Maryland where there were no alcohol/drug-impaired fatalities.

**Table 10 Alcohol/Drug-Impaired Crashes, Fatalities, and Fatality Rates by County, 2005**

County	Alcohol/Drug-Impaired Crashes				Alcohol/Drug-Impaired Fatalities	VMT (millions)	Fatality Rates (per 100 MVMT)	Pop.*	Fatality Rates (per 10,000 Pop.)
	Total	%	Fatal	%					
Allegany	102	1.2	2	0.9	2	862	0.23	73,639	0.27
Anne Arundel	953	10.9	15	6.9	17	5,769	0.26	510,878	0.29
Baltimore	1,283	14.6	27	12.4	27	8,260	0.33	786,113	0.34
Calvert	136	1.6	4	1.8	4	791	0.51	87,925	0.45
Caroline	75	0.9	1	0.5	1	406	0.25	31,822	0.31
Carroll	229	2.6	11	5.0	13	1,325	0.83	168,541	0.65
Cecil	169	1.9	7	3.2	7	1,249	0.56	97,796	0.72
Charles	258	2.9	16	7.3	20	1,329	1.20	138,822	1.15
Dorchester	54	0.6	2	0.9	2	422	0.47	31,401	0.64
Frederick	316	3.6	12	5.5	15	2,974	0.40	220,701	0.54
Garrett	59	0.7	-	0.0	-	590	0.00	29,909	0.00
Harford	392	4.5	6	2.8	7	2,318	0.26	239,259	0.25
Howard	267	3.0	11	5.0	11	3,758	0.29	269,457	0.41
Kent	32	0.4	1	0.5	1	244	0.41	19,899	0.50
Montgomery	1,048	11.9	12	5.5	13	7,536	0.16	927,583	0.13
Prince George's	1,296	14.8	48	22.0	49	8,906	0.54	846,123	0.57
Queen Anne's	98	1.1	4	1.8	4	982	0.41	45,612	0.88
St. Mary's	140	1.6	6	2.8	8	834	0.72	96,518	0.62
Somerset	56	0.6	2	0.9	2	310	0.65	25,845	0.77
Talbot	90	1.0	3	1.4	3	624	0.48	35,683	0.84
Washington	288	3.3	7	3.2	7	2,008	0.35	141,895	0.49
Wicomico	214	2.4	2	0.9	2	930	0.22	90,402	0.22
Worcester	193	2.2	5	2.3	5	673	0.74	48,750	1.03
Baltimore City	1,024	11.7	14	6.4	15	3,636	0.39	635,815	0.22
<b>Total</b>	<b>8,772</b>	<b>100.0</b>	<b>218</b>	<b>100.0</b>	<b>235</b>	<b>56,736</b>	<b>0.38</b>	<b>5,600,388</b>	<b>0.39</b>

**“Charles County had the highest fatality rate per 10,000 population (1.15).”**

# Maryland Traffic Safety Facts 2005

## YOUNG DRIVERS



Maryland Department of Transportation  
State Highway Administration  
Office of Traffic and Safety



### Driving Safely in

### Maryland

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***“Alcohol was involved in 23 of the 100 fatal young driver-involved crashes.”***

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#### Introduction

In this fact sheet young drivers are defined as being 20 years old or younger. In 2005, young driver involved fatalities comprised 18% of the total fatalities in Maryland. There were a total of 20,318 young driver-involved crashes, accounting for 20% of the total crashes in Maryland. Nearly 60% were property damage only crashes and 13,281 persons were injured.

#### Summary

- ❑ In 2005, there were 20,318 young driver-involved crashes, accounting for nearly 20% of the total crashes in Maryland.
- ❑ Approximately 53% of the total young driver-involved crashes occurred between the hours of 12PM and 8PM.
- ❑ Two-thirds of the total young driver-involved crashes occurred on state or county highways, 34.8% and 31.8% respectively.
- ❑ Alcohol was involved in 23 of the 100 fatal young driver-involved crashes.
- ❑ Nearly 74% of the young drivers killed and 57.3% of the young drivers involved in crashes were male.
- ❑ Young driver-involved crashes occurred most frequently in Baltimore, Prince George’s and Montgomery Counties, 16.7%, 12.8% and 11.5% respectively.

## Young Driver-Involved Crash Trend and Severity

- In 2005, there were 20,318 young driver-involved crashes, accounting for nearly 20% of the total crashes in Maryland.
- There were a total of 113 young driver-involved fatalities, which accounted for 18% of all fatalities in Maryland. In 2005, 42 young drivers were killed in crashes.

**“In 2005, there were 20,318 young driver-involved crashes, accounting for nearly 20% of the total crashes in Maryland.”**

**Table 1 Young Driver-Involved Fatalities, 1996-2005**

Year	Young Driver-Involved Fatalities		Young Drivers Killed		All Fatalities	
	Number	Percent	Number	Percent	Number	Percent
1996	125	20.4	46	7.5	614	100.0
1997	111	18.2	38	6.2	610	100.0
1998	128	21.1	45	7.4	606	100.0
1999	156	26.1	66	11.0	598	100.0
2000	134	21.7	51	8.3	617	100.0
2001	135	20.4	55	8.3	661	100.0
2002	135	20.4	49	7.4	661	100.0
2003	146	22.4	52	8.0	651	100.0
2004	122	19.0	57	8.9	643	100.0
2005	113	18.1	42	6.7	<b>614</b>	100.0

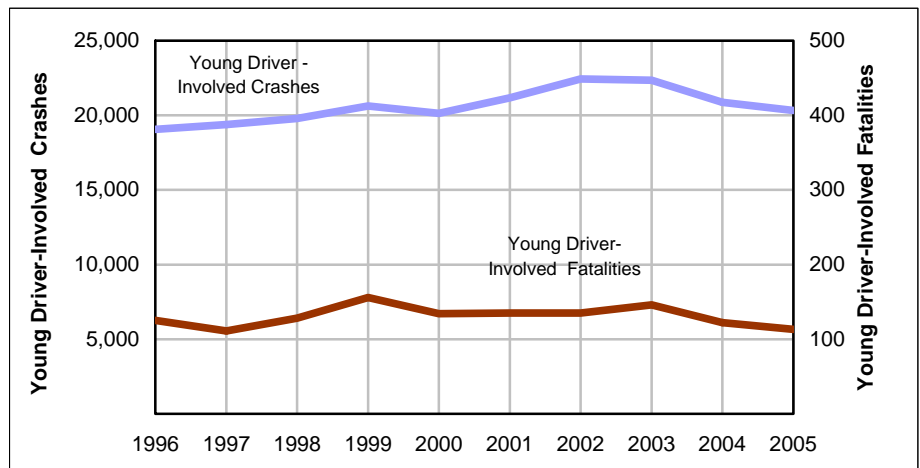
- Property damage only crashes accounted for nearly 60% of the total young driver-involved crashes, and a total of 13,281 persons were injured.

**“Property damage only crashes accounted for nearly 60% of the total young driver-involved crashes, and a total of 13,281 persons were injured.”**

**Table 2 Young Driver-Involved Crashes by Crash Severity, 2001-2005**

Year	Fatal Crashes	Fatalities	Injury Crashes	Number Injured*	Property Damage Only	Total
2001	121	135	9,029	15,059	12,038	21,188
2002	115	135	9,368	15,300	12,947	22,430
2003	125	146	8,855	14,373	13,374	22,354
2004	109	122	8,315	12,980	12,458	20,882
2005	100	113	8,174	13,281	12,044	20,318

**Figure 1 Young Driver-Involved Crashes and Fatalities, 1996-2005**

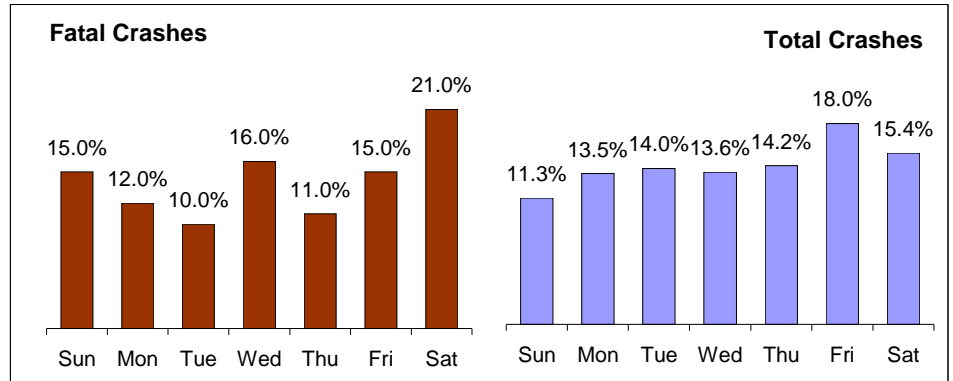


**Temporal Patterns**

- ❑ One-third of the young driver-involved crashes occurred on Fridays and Saturdays.
- ❑ In 2005, 21% of all fatal young driver-involved crashes occurred on Saturdays.

**“One-third of the young driver-involved total crashes occurred on Fridays and Saturdays.”**

**Figure 2 Young Driver-Involved Crashes by Day of Week, 2005**



- ❑ Approximately 53% of the total young driver-involved crashes occurred between the hours of 12PM and 8PM.
- ❑ Almost half of the fatal crashes occurred between 4PM and 12 AM.

**“Approximately 53% of the total young driver-involved crashes occurred between the hours of 12PM and 8PM.”**

**Table 3 Young Driver-Involved Crashes by Time of Day, 2005**

Time of Day	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
12:00AM-03:59AM	18	18.0	1,600	7.9
04:00AM-07:59AM	9	9.0	1,774	8.7
08:00AM-11:59AM	12	12.0	2,815	13.9
12:00PM-03:59PM	16	16.0	5,185	25.5
04:00PM-07:59PM	25	25.0	5,540	27.3
08:00PM-11:59PM	20	20.0	3,403	16.7
Unknown	-	0.0	1	0.0
<b>Total</b>	<b>100</b>	<b>100.0</b>	<b>20,318</b>	<b>100.0</b>

**Spatial Patterns**

- ❑ The majority of the total young driver-involved crashes occurred in daylight, whereas 53% of the fatal crashes occurred at nighttime.

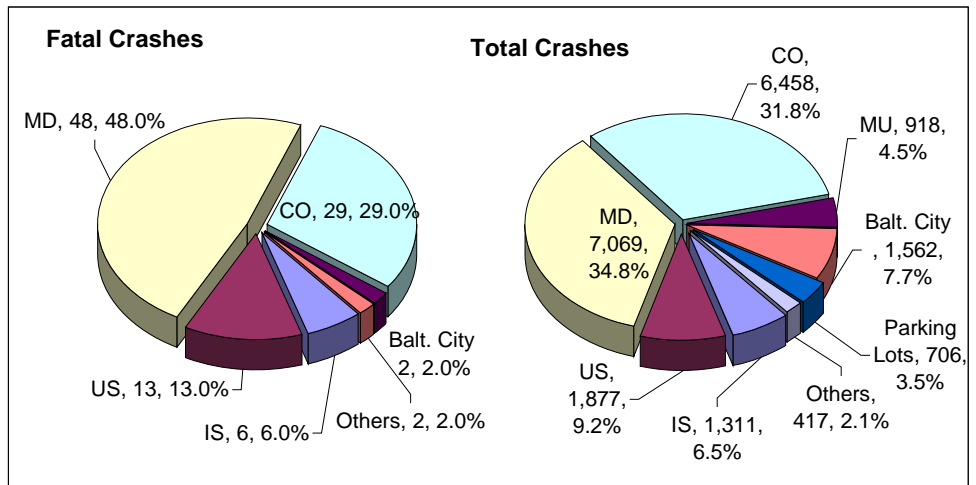
**Table 4 Young Driver-Involved Crashes by Illumination, 2005**

Illumination	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Daylight	43	43.0	12,906	63.5
Dawn / Dusk	4	4.0	874	4.3
Dark Lights On	24	24.0	4,583	22.6
Dark Lights Off	29	29.0	1,903	9.4
Other / Unknown	-	0.0	52	0.3
<b>Total</b>	<b>100</b>	<b>100.0</b>	<b>20,318</b>	<b>100.0</b>

**“The majority of the total young driver-involved crashes occurred in daylight, whereas 53% of the fatal crashes occurred at nighttime.”**

- Two-thirds of the total young driver-involved crashes occurred on state or county highways, 34.8% and 31.8% respectively.
- More than three-quarters of the fatal crashes occurred on state or county highways, 48% and 29% respectively.

**Figure 3 Fatal and Total Young Driver Crashes by Route Type, 2005**



**“Two-thirds of the total young driver-involved crashes occurred on state or county highways, 34.8% and 31.8% respectively.”**

- Nearly 70% of the vehicles involved in young driver crashes were on roads with posted speed limit of 40MPH or less.

**Table 5 Vehicles Involved in Fatal and Total Young Driver Crashes by Posted Speed Limit, 2005**

Posted Speed Limits (mph)	Vehicles Involved in Fatal Crashes		Vehicles Involved in Total Crashes	
	Number	%	Number	%
25 or less	4	9.5	4,093	18.6
30	4	9.5	3,431	15.6
35	9	21.4	4,029	18.3
40	6	14.3	3,569	16.2
45	5	11.9	1,672	7.6
50	9	21.4	1,865	8.5
55	3	7.1	2,044	9.3
60	-	0.0	69	0.3
65	2	4.8	452	2.1
Other/ Unknown	-	0.0	783	3.6
<b>Total</b>	<b>42</b>	<b>100.0</b>	<b>22,007</b>	<b>100.0</b>

**“Nearly 70% of the vehicles involved in young driver crashes were on roads with posted speed limit of 40MPH or less.”**



**Young Driver Age and Gender**

- ❑ One-third of the young drivers killed were 20 years old.
- ❑ Of all young drivers involved, those aged 16 had the fewest crashes.

**“One-third of the young drivers killed were 20 years old.”**

**Table 6 Young Driver Information by Age, 2005**

Young Driver Age	Young Driver Fatalities		Young Drivers Involved in Crashes	
	Number	Percent	Number	Percent
16	7	16.7	2,751	12.5
17	7	16.7	4,836	22.0
18	5	11.9	5,118	23.3
19	9	21.4	4,726	21.5
20	14	33.3	4,576	20.8
<b>Total</b>	<b>42</b>	<b>100.0</b>	<b>22,007</b>	<b>100.0</b>

- ❑ Nearly 74% of the young drivers killed and 57.3% of the young drivers involved in crashes were male.

**Table 7 Young Driver information by Gender, 2005**

Gender	Young Driver Fatalities		Total Young Drivers Involved in Crashes	
	Number	Percent	Number	Percent
Male	31	73.8	12,612	57.3
Female	11	26.2	9,337	42.4
Unknown	-	0.0	58	0.3
<b>Total</b>	<b>42</b>	<b>100.0</b>	<b>22,007</b>	<b>100.0</b>

**“Nearly 74% of the young drivers killed and 57.3% of the young drivers involved in crashes were male.”**

**Alcohol-Related Crashes**

- ❑ Alcohol was noted to be involved in 23 of the 100 fatal young driver-involved crashes.
- ❑ Approximately 7% of the total young driver crashes reportedly involved alcohol, drugs or both.

**“Alcohol was involved in 23 of the 100 fatal young driver-involved crashes.”**

**Table 8 Young Driver Crashes by Alcohol/Drug Condition, 2005**

Crash Condition	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Alcohol	23	23.0	1,095	5.4
Drugs	1	1.0	202	1.0
Both (Alcohol & Drugs)	3	3.0	40	0.2
No	73	73.0	18,981	93.4
Unknown	-	0.0	-	0.0
<b>Total</b>	<b>100</b>	<b>100.0</b>	<b>20,318</b>	<b>100.0</b>

- Nearly 90% of the young drivers involved in crashes had no apparent defects; however, 3.4% were reported as alcohol-impaired and in nearly 4% the driver condition was unknown.

**Table 9 Young Driver Information by Driver Condition, 2005**

Driver Condition	Driver Fatalities		Young Drivers Involved in Crashes	
	Number	Percent	Number	Percent
Not Stated	-	0.0	455	2.1
No Apparent Defects	22	52.4	19,765	89.8
Alcohol	5	11.9	751	3.4
Drugs	-	0.0	36	0.2
Physical Handicap	-	0.0	10	0.0
Illness	-	0.0	6	0.0
Fatigue	1	2.4	84	0.4
Apparently Asleep	-	0.0	69	0.3
Unknown	14	33.3	831	3.8
<b>Total</b>	<b>42</b>	<b>100.0</b>	<b>22,007</b>	<b>100.0</b>

**“Nearly 90% of the young drivers involved in crashes had no apparent defects; however, 3.4% were alcohol-impaired and in nearly 4% the driver condition was unknown.”**

### Passenger Ages

- Nearly 81% of the passengers involved and 22 out of the 26 passengers killed were between the ages of 10 and 24.

**Table 10 Passengers Involved in Young Driver Crashes by Age, 2005**

Age	Passenger Fatalities		Passengers Involved	
	Number	Percent	Number	Percent
Under 5	1	3.8	340	3.5
5 - 9	-	0.0	141	1.4
10 - 15	6	23.1	1,490	15.3
16 - 19	12	46.2	4,919	50.4
20 - 24	4	15.4	1,467	15.0
25 - 29	-	0.0	254	2.6
30 - 34	2	7.7	82	0.8
35 - 39	-	0.0	112	1.1
40 - 44	-	0.0	132	1.4
45 - 49	-	0.0	128	1.3
50 - 54	-	0.0	84	0.9
55 - 59	-	0.0	40	0.4
60 - 64	-	0.0	12	0.1
65 - 69	-	0.0	17	0.2
70 - 79	-	0.0	18	0.2
80 +	-	0.0	90	0.9
Unknown	1	3.8	443	4.5
<b>Total</b>	<b>26</b>	<b>100.0</b>	<b>9,769</b>	<b>100.0</b>

**“Nearly 81% of the passengers involved and 22 out of the 26 passengers killed were between the ages of 10 and 24.”**

**Safety Equipments Used**

- ❑ Nearly 88% of all young drivers involved in crashes were properly belted.
- ❑ Of the 42 young drivers killed, 15 did not use any safety equipment.

**“Of the 42 young drivers killed, 15 did not use any safety equipment.”**

**Table 11 Young Drivers Information by Safety Equipment Used, 2005**

Young Drivers Safety Equipment Used	Young Drivers Fatalities		Young Drivers Involved	
	Number	Percent	Number	Percent
Lap Belts Only	-	0.0	87	0.4
Harnesses Only	-	0.0	198	0.9
Belt and Harness	9	21.4	15,380	69.9
Air Bag	4	9.5	104	0.5
Air Bag and Belts	10	23.8	3,876	17.6
Motorcycle Helmet	3	7.1	44	0.2
Eye Protection.	-	0.0	-	0.0
Helmet / Eye Protection	-	0.0	55	0.2
None	15	35.7	644	2.9
Not Stated	-	0.0	316	1.4
Other/Unknown	1	2.4	1,303	5.9
<b>Total</b>	<b>42</b>	<b>100.0</b>	<b>22,007</b>	<b>100.0</b>

**Crash Types**

- ❑ Rear end, angle and fixed object crash types accounted for almost 65% of the total young driver-involved crashes.
- ❑ Fixed object crashes and driving in opposite direction accounted for more than half of the fatal young driver-involved crashes.

**Table 12 Young Driver-Involved Crashes by Crash Type, 2005**

Crash Type	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Opposite Direction	26	26.0	945	4.7
Rear End	9	9.0	5,755	28.3
Left Turn	6	6.0	1,608	7.9
Sideswipe	1	1.0	1,142	5.6
Angle	10	10.0	3,475	17.1
Parked Vehicle	-	0.0	937	4.6
Pedestrian	8	8.0	231	1.1
Pedalcycle	-	0.0	54	0.3
Animal	-	0.0	112	0.6
Fixed Object	30	30.0	3,859	19.0
Other Object	-	0.0	135	0.7
Overturned	3	3.0	191	0.9
Other Non Collision	-	0.0	47	0.2
Run Off Road	3	3.0	532	2.6
U-Turn	1	1.0	255	1.3
Backing	1	1.0	222	1.1
Other/unknown	2	2.0	818	4.0
<b>Total</b>	<b>100</b>	<b>100.0</b>	<b>20,318</b>	<b>100.0</b>

## County

- ❑ Young driver-involved crashes occurred most frequently in Baltimore, Prince George's and Montgomery Counties, 16.7%, 12.8% and 11.5% respectively.
- ❑ Fatal young driver-involved crashes were highest in Baltimore and Prince George's Counties.
- ❑ The young driver crash rate per 100MVMT and per 10,000 population was highest in Talbot County.

**Table 13 Total and Fatal Young Driver-Involved Crashes and Crash Rates by County, 2005**

County	Young Driver Crashes				VMT (millions)	Crash Rates (per 100M VMT)	Pop. *	Crash Rates (per 10,000 pop.)
	Total	Percent	Fatal	Percent				
Allegany	200	1.0	1	1.0	862	0.12	73,639	0.14
Anne Arundel	2,153	10.6	9	9.0	5,769	0.16	510,878	0.18
Baltimore	3,397	16.7	15	15.0	8,260	0.18	786,113	0.19
Calvert	389	1.9	1	1.0	791	0.13	87,925	0.11
Caroline	130	0.6	1	1.0	406	0.25	31,822	0.31
Carroll	700	3.4	6	6.0	1,325	0.45	168,541	0.36
Cecil	428	2.1	5	5.0	1,249	0.40	97,796	0.51
Charles	776	3.8	8	8.0	1,329	0.60	138,822	0.58
Dorchester	115	0.6	1	1.0	422	0.24	31,401	0.32
Frederick	857	4.2	5	5.0	2,974	0.17	220,701	0.23
Garrett	144	0.7	1	1.0	590	0.17	29,909	0.33
Harford	1,006	5.0	3	3.0	2,318	0.13	239,259	0.13
Howard	728	3.6	5	5.0	3,758	0.13	269,457	0.19
Kent	57	0.3	-	0.0	244	0.00	19,899	0.00
Montgomery	2,340	11.5	8	8.0	7,536	0.11	927,583	0.09
Prince George's	2,600	12.8	16	16.0	8,906	0.18	846,123	0.19
Queen Anne's	193	0.9	-	0.0	982	0.00	45,612	0.00
St. Mary's	487	2.4	4	4.0	834	0.48	96,518	0.41
Somerset	96	0.5	-	0.0	310	0.00	25,845	0.00
Talbot	219	1.1	4	4.0	624	0.64	35,683	1.12
Washington	708	3.5	3	3.0	2,008	0.15	141,895	0.21
Wicomico	548	2.7	1	1.0	930	0.11	90,402	0.11
Worcester	394	1.9	1	1.0	673	0.15	48,750	0.21
Baltimore City	1,653	8.1	2	2.0	3,636	0.06	635,815	0.03
<b>Total</b>	<b>20,318</b>	<b>100.0</b>	<b>100</b>	<b>100.0</b>	<b>56,736</b>	<b>0.18</b>	<b>5,600,388</b>	<b>0.18</b>

1. Source: \* Maryland Department of Planning

**“Young driver-involved crashes occurred most frequently in Baltimore, Prince George’s and Montgomery Counties, 16.7%, 12.8% and 11.5% respectively.”**

**“Fatal young driver-involved crashes were highest in Baltimore and Prince George’s Counties.”**

# Maryland Traffic Safety Facts 2005

## MOTORCYCLES



Maryland Department of Transportation  
State Highway Administration  
Office of Traffic and Safety



Driving Safely in Maryland

### Introduction

Motorcycle crashes accounted for 2% of the total crashes in Maryland in 2005. Fatal motorcycle crashes comprised nearly 15% of all fatal crashes in Maryland in 2005.

In 2005, there were 88 fatalities among 1,749 motorcycle-involved crashes.

### Summary

- ❑ In 2005, there were a total of 1,749 motorcycle-involved crashes; 86 were fatal (88 total fatalities), 1,348 resulted in injury and 315 were property damage only crashes.
- ❑ Nearly 60% of the fatal motorcycle-involved crashes occurred on a weekend (Friday- Sunday).
- ❑ Nearly 75% of the fatal motorcycle-involved crashes occurred on state or county highways, 43% and 31.4% respectively.
- ❑ Approximately two-thirds of the total motorcycle-involved crashes occurred on roads with posted speed limits of 40 MPH or less.
- ❑ The majority of fatal and total motorcycle-involved crashes occurred in daylight.
- ❑ Most operators involved (91.7%) or killed (98.7%) in a motorcycle crash were males.

***“Nearly 60% of the fatal motorcycle-crashes occurred on a weekend (Friday-Sunday).”***

***“The majority of fatal and total motorcycle-involved crashes occurred during the daytime.”***

## Motorcycle-Involved Crash Trends and Severity

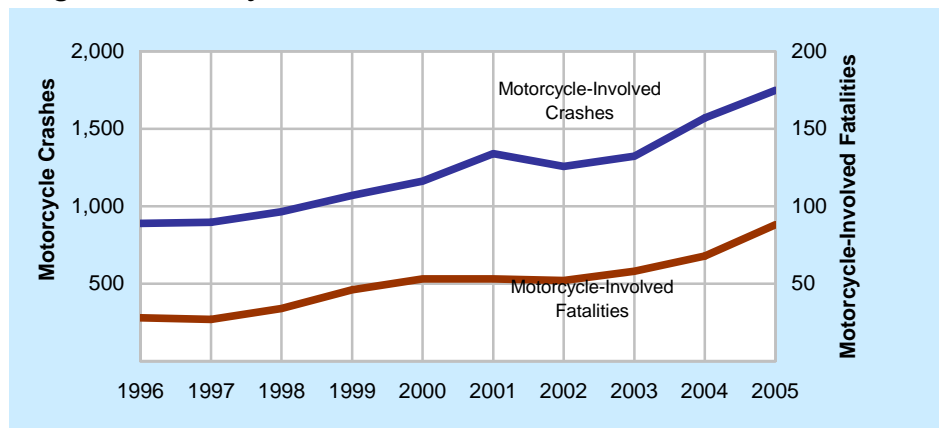
**“In 2005, there were a total of 1,749 motorcycle crashes; 86 were fatal (88 fatalities), 1,348 were injury, and 315 were property damage only crashes.”**

- ❑ In 2005, there were a total of 1,749 motorcycle-involved crashes; 86 were fatal, 1,348 were injury and 315 were property damage only crashes.
- ❑ Compared to the previous year, fatal motorcycle-involved crashes increased by 32% and injury crashes increased by 29%.
- ❑ The number of motorcycle-involved crashes has been increasing for the past 4 years.

**Table 1 Motorcycle-Involved Crashes by Crash Severity, 2001-2005**

Year	Fatal Crashes	Fatalities	Injury Crashes	Number Injured	PDO	Total
2001	53	53	1,031	1,237	255	1,339
2002	52	52	992	1,165	214	1,258
2003	56	58	1,026	1,235	241	1,323
2004	65	68	1,212	1,388	293	1,570
2005	86	88	1,348	1,599	315	1,749

**Figure 1 Motorcycle-Involved Crashes and Fatalities, 1996-2005**

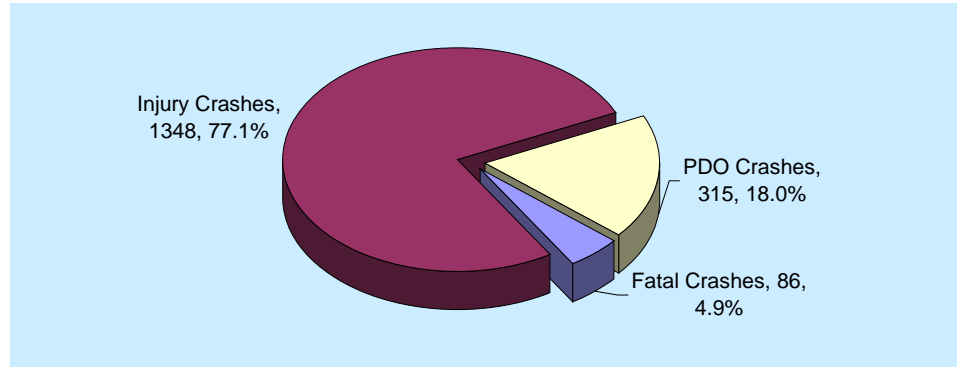


**“Compared to the previous year, fatal motorcycle involved crashes increased by 32% and injury crashes increased by 29%.”**

**Table 2 Motorcycle-Involved Fatalities and Injured Persons, 1996-2005**

Year	Fatalities				Injured Persons			
	Motorcycle Operators	Motorcycle Passengers	Other Fatalities	Total	Motorcycle Operators	Motorcycle Passengers	Other Injured Persons	Total
1996	25	1	2	28	663	85	112	860
1997	25	2	-	27	674	80	81	835
1998	31	2	1	34	733	80	100	913
1999	42	2	2	46	761	83	103	947
2000	48	5	-	53	878	91	122	1,091
2001	51	2	-	53	1,016	101	120	1,237
2002	48	1	3	52	972	85	108	1,165
2003	53	3	2	58	1,001	114	120	1,235
2004	63	4	1	68	1,186	102	100	1,388
<b>2005</b>	<b>79</b>	<b>6</b>	<b>3</b>	<b>88</b>	<b>1,339</b>	<b>131</b>	<b>129</b>	<b>1,599</b>
<b>% (2005)</b>	<b>89.8</b>	<b>6.8</b>	<b>3.4</b>	<b>100.0</b>	<b>83.7</b>	<b>8.2</b>	<b>8.1</b>	<b>100.0</b>

Figure 2 Motorcycle-Involved Crashes by Crash Severity, 2005



**“Nearly 60% of the fatal motorcycle-involved crashes occurred on a weekend (Friday-Sunday).”**

**Temporal Patterns**

- ❑ Nearly 60% of the fatal motorcycle-involved crashes occurred on a weekend (Friday- Sunday).
- ❑ One-quarter of the fatal motorcycle-involved crashes occurred on a Sunday.
- ❑ Almost one- half of the total motorcycle-involved crashes occurred on a Saturday or a Sunday.

Table 3 Motorcycle Crashes by Day of Week, 2005

Time of Day	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Sunday	22	25.6	386	22.1
Monday	10	11.6	181	10.3
Tuesday	9	10.5	200	11.4
Wednesday	8	9.3	202	11.5
Thursday	8	9.3	206	11.8
Friday	14	16.3	201	11.5
Saturday	15	17.4	373	21.3
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>1,749</b>	<b>100.0</b>

**“Almost one-half of the total motorcycle-involved crashes occurred on a Saturday or a Sunday.”**

- ❑ More than one-third of the total and over 30% of the fatal motorcycle-involved crashes occurred between the hours of 4PM and 8PM.

Table 4 Motorcycle Crashes by Time of Day, 2005

Time of Day	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
12:00AM-03:59AM	9	10.5	94	5.4
04:00AM-07:59AM	3	3.5	94	5.4
08:00AM-11:59AM	5	5.8	192	11.0
12:00PM-03:59PM	22	25.6	449	25.7
04:00PM-07:59PM	26	30.2	610	34.9
08:00PM-11:59PM	21	24.4	310	17.7
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>1,749</b>	<b>100.0</b>

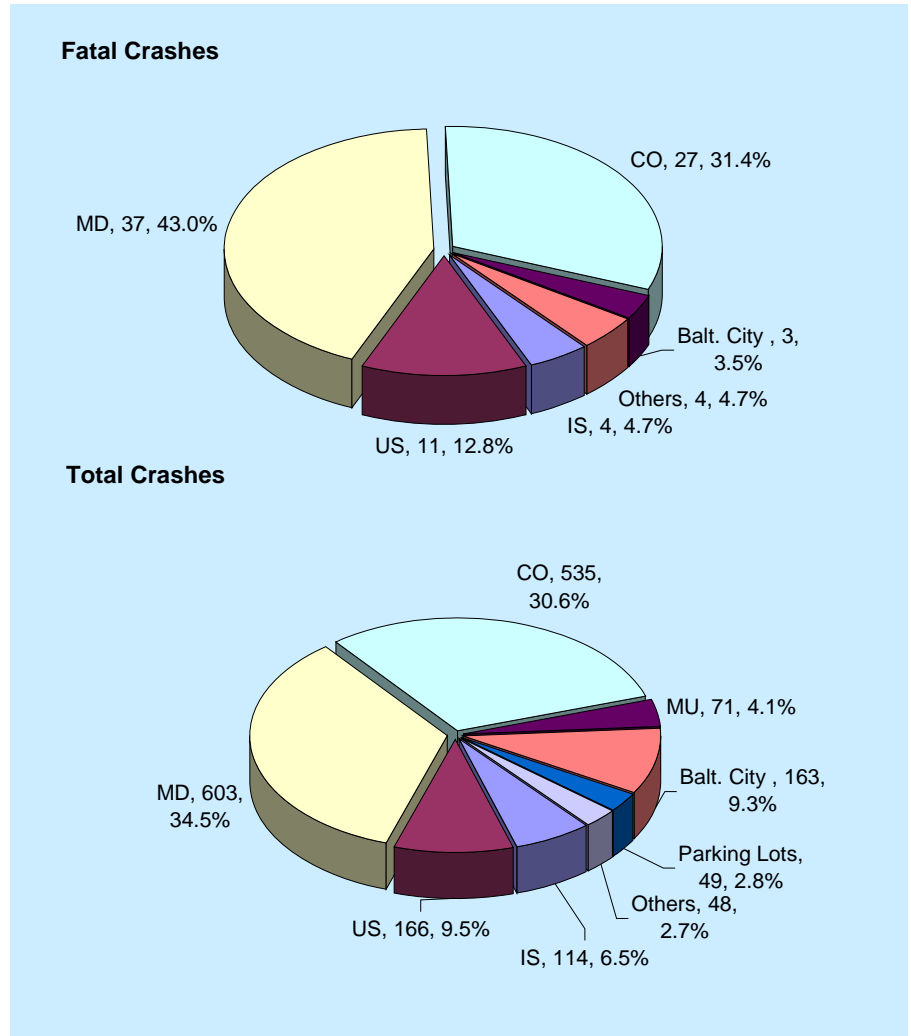
**“More than one-third of the total and over 30% of the fatal motorcycle-involved crashes occurred between the hours of 4PM and 8PM.”**

### Spatial Patterns

- Nearly 75% of the fatal motorcycle-involved crashes occurred on state or county highways, 43% and 31.4% respectively.
- Of the total motorcycle-involved crashes, more than 60% occurred on state or county highways, and nearly 20% on US route types (9.5%) and in Baltimore City (9.3%).

**“Nearly 75% of the fatal motorcycle-involved crashes occurred on state or county highways, 43% and 31.4% respectively.”**

**Figure 3 Motorcycle-Involved Crashes by Route Type, 2005**



**“Approximately two-thirds of the total motorcycle-involved crashes occurred on roads with posted speed limits of 40 or less.”**

- Approximately two-thirds of the total motorcycle-involved crashes occurred on roads with posted speed limits of 40 MPH or less.
- More than 50% of the fatal motorcycle-involved crashes occurred on roads with posted speed limits of 40 MPH or less.



## Maryland Traffic Safety Facts 2005 - Motorcycles

**Table 5 Motorcycles Involved in Motorcycle-Involved Crashes by Posted Speed Limit, 2005**

Posted Speed Limits (MPH)	MC Involved In Fatal Crashes		MC Involved In Total Crashes	
	Number	%	Number	%
25 or less	5	6.3	332	18.6
30	14	17.7	263	14.7
35	11	13.9	304	17.0
40	15	19.0	250	14.0
45	3	3.8	112	6.3
50	10	12.7	200	11.2
55	16	20.3	203	11.3
60	-	0.0	4	0.2
65	3	3.8	46	2.6
Other/ Unknown	2	2.5	75	4.2
<b>Total</b>	<b>79</b>	<b>100.0</b>	<b>1,789</b>	<b>100.0</b>

- The majority of fatal and total motorcycle-involved crashes occurred in daylight.
- Nearly 25% of the fatal motorcycle-involved crashes occurred in the dark with lights on.

**“The vast majority of fatal and total motorcycle-involved crashes occurred on dry surfaces.”**

**Table 6 Motorcycle-Involved Crashes by Illumination, 2005**

Illumination	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Daylight	47	54.7	1,214	69.4
Dawn / Dusk	3	3.5	96	5.5
Dark Lights On	20	23.3	296	16.9
Dark Lights Off	16	18.6	136	7.8
Other / Unknown	-	0.0	7	0.4
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>1,749</b>	<b>100.0</b>

- The vast majority of fatal and total motorcycle-involved crashes occurred on dry surfaces.

**Table 7 Motorcycle-Involved Crashes by Roadway Surface, 2005**

Roadway Surface	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Wet	2	2.3	93	5.3
Dry	84	97.7	1,647	94.2
Snow	-	0.0	2	0.1
Ice	-	0.0	3	0.2
Mud	-	0.0	-	0.0
Other / Unknown	-	0.0	4	0.2
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>1,749</b>	<b>100.0</b>

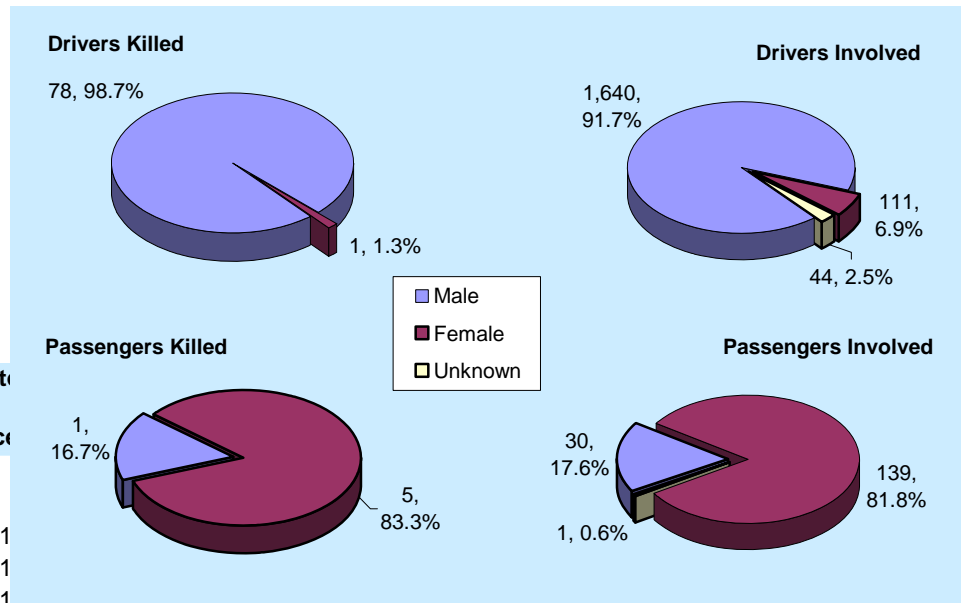
## Motorcycle Operators and Passengers

- Almost 60% of motorcycle operators killed were between the ages of 20 and 39.

**Table 8 Motorcycle Operators Involved in Crashes by Operator Age, 2005**

Operator Age	Motorcycle Operator Fatalities		Total	Percentage
	Number	Percentage		
15 and Under	-	0.0	0	0.0
16 - 19	4	5.1	78	98.7
20 - 24	13	16.5	78	98.7
25 - 29	11	14.1	78	98.7
30 - 34	13	16.5	78	98.7
35 - 39	10	12.7	215	12.0
40 - 44	8	10.1	236	13.2
45 - 49	7	8.9	160	8.9
50 - 54	6	7.6	148	8.3
55 - 59	3	3.8	74	4.1
60 - 64	1	1.3	44	2.5
65 - 69	2	2.5	14	0.8
70 - 79	-	0.0	3	0.2
80 +	-	0.0	1	0.1
Unknown	1	1.3	93	5.2
<b>Total</b>	<b>79</b>	<b>100.0</b>	<b>1,789</b>	<b>100.0</b>

**Figure 4 Victims Killed/Involved in MC Crashes by Gender, 2005**



- Most operators involved (91.7%) or killed (98.7%) in a motorcycle crash were males.

## Maryland Traffic Safety Facts 2005 - Motorcycles

- In 2005, 10% of the motorcycle operators killed were identified as alcohol-impaired by the crash report, 44.3% were reported as having no apparent defects and in 40% of the fatalities, the operator condition was unknown.

**Table 9 Motorcycle Operators by Operator Condition, 2005**

Operator Condition	Operator Fatalities		Operators Involved in Crashes	
	Number	Percent	Number	Percent
Not Stated	3	3.8	43	2.4
No Apparent Defects	35	44.3	1,435	80.2
Alcohol	8	10.1	122	6.8
Drugs	0	0.0	2	0.1
Physical Handicap	0	0.0	0	0.0
Illness	1	1.3	1	0.1
Fatigue	0	0.0	1	0.1
Apparently Asleep	0	0.0	0	0.0
Unknown	32	40.5	185	10.3
<b>Total</b>	<b>79</b>	<b>100.0</b>	<b>1,789</b>	<b>100.0</b>

**“In 2005, 10% of the motorcycle operators killed were alcohol-impaired, 44.3% were reported as having no apparent defects and in 40% of the fatalities, the operator condition was unknown.”**

- In 2005, 10% of the operators killed in motorcycle crashes reportedly did not use any safety equipment.
- All 6 of the motorcycle passengers killed in a crash were noted to be using safety equipment.

**Table 10 Motorcycle Operators and Passengers by Safety Equipment Used, 2005**

Safety Equipment Used	Operator / Passenger Fatalities		Operators / Passengers Involved in Crashes	
	Number	Percent	Number	Percent
<b>Operators</b>				
Motorcycle Helmet	40	50.6	670	37.5
Eye Protection	1	1.3	9	0.5
Helmet / Eye Protection	28	35.4	660	36.9
None	8	10.1	192	10.7
Not Stated	1	1.3	103	5.8
Other/ Unknown	1	1.3	155	8.7
<b>Total</b>	<b>79</b>	<b>100.0</b>	<b>1,789</b>	<b>100.0</b>
<b>Motorcycle Passengers</b>				
Motorcycle Helmet	5	83.3	82	48.2
Eye Protection	-	0.0	1	0.6
Helmet / Eye Protection	1	16.7	45	26.5
None	-	0.0	18	10.6
Not Stated	-	0.0	12	7.1
Other/ Unknown	-	0.0	8	4.7
<b>Total</b>	<b>6</b>	<b>100.0</b>	<b>170</b>	<b>100.0</b>

**“In 2005, 10% of the operators killed in motorcycle crashes reportedly did not use any safety equipment.”**

## County

- ❑ In 2005, more than 20% of the fatal motorcycle crashes occurred in Prince George's County.
- ❑ Baltimore, Prince George's and Anne Arundel Counties had the highest percentage of motorcycle-involved crashes, 15.6%, 15.1% and 10.3% respectively.
- ❑ The motorcycle crash rate per 10,000 population was highest in Worcester and Charles Counties with 9.0 and 6.3 respectively.
- ❑ Cecil County had the highest fatal crash rate per 10,000 population.

**"In 2005, more than 20% of the fatal motorcycle crashes occurred in Prince George's County."**

**Table 11 Total and Fatal Motorcycle Crashes and Crash Rates per 10,000 population by County, 2005**

County	Motorcycle Crashes				Population	Motorcycle Crash Rates (per 10,000 population)	Fatal MC Crash Rates (per 10,000 population)
	Total	%	Fatal	%			
Allegany	19	1.1	2	2.3	73,639	2.6	0.27
Anne Arundel	180	10.3	11	12.8	510,878	3.5	0.22
Baltimore	273	15.6	13	15.1	786,113	3.5	0.17
Calvert	31	1.8	2	2.3	87,925	3.5	0.23
Caroline	8	0.5	1	1.2	31,822	2.5	0.31
Carroll	62	3.5	4	4.7	168,541	3.7	0.24
Cecil	53	3.0	6	7.0	97,796	5.4	0.61
Charles	88	5.0	4	4.7	138,822	6.3	0.29
Dorchester	11	0.6	-	0.0	31,401	3.5	0.00
Frederick	76	4.3	4	4.7	220,701	3.4	0.18
Garrett	18	1.0	-	0.0	29,909	6.0	0.00
Harford	71	4.1	4	4.7	239,259	3.0	0.17
Howard	53	3.0	2	2.3	269,457	2.0	0.07
Kent	8	0.5	-	0.0	19,899	4.0	0.00
Montgomery	145	8.3	5	5.8	927,583	1.6	0.05
Prince George's	264	15.1	20	23.3	846,123	3.1	0.24
Queen Anne's	24	1.4	-	0.0	45,612	5.3	0.00
St. Mary's	31	1.8	1	1.2	96,518	3.2	0.10
Somerset	4	0.2	-	0.0	25,845	1.5	0.00
Talbot	17	1.0	-	0.0	35,683	4.8	0.00
Washington	62	3.5	2	2.3	141,895	4.4	0.14
Wicomico	35	2.0	1	1.2	90,402	3.9	0.11
Worcester	44	2.5	1	1.2	48,750	9.0	0.21
Baltimore City	172	9.8	3	3.5	635,815	2.7	0.05
<b>Total</b>	<b>1,749</b>	<b>100.0</b>	<b>86</b>	<b>100.0</b>	<b>5,600,388</b>	<b>3.1</b>	<b>0.15</b>

**"Cecil County had the highest fatal crash rate per 10,000 population."**

# Maryland Traffic Safety Facts 2005

## PEDESTRIANS



Maryland Department of Transportation  
State Highway Administration  
Office of Traffic and Safety



## Driving Safely in

## Maryland

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***“In 2005, 101 pedestrians were killed, accounting for 16.4% of all fatalities in Maryland.”***

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***“Approximately 70% of the total pedestrian-involved crashes occurred on roads with a posted speed limit of 35 MPH or less.”***

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### Introduction

Pedestrian-involved crashes accounted for 3% of the total crashes in Maryland. In 2005, 101 pedestrians were killed and a total of 2,755 persons were injured.

### Summary

- ❑ In 2005, 101 pedestrians were killed, accounting for 16.4% of all fatalities in Maryland.
- ❑ In 2005, there were 2,955 pedestrian-involved crashes accounting for nearly 3% of the total crashes in Maryland.
- ❑ More than half of the total pedestrian-involved crashes occurred between the hours of 12PM and 8PM.
- ❑ Approximately 70% of the total pedestrian-involved crashes occurred on roads with a posted speed limit of 35 MPH or less.
- ❑ Nearly 70% of the pedestrians killed were males.
- ❑ In 2005, Baltimore City had the highest percentage of pedestrian crashes (31.6%) as well as the highest crash rate per 10,000 population.

## Pedestrian Crash Trend and Severity

- In 2005, 101 pedestrians were killed, accounting for 16.4% of all fatalities in Maryland.

**Table 1 Pedestrian Fatalities, 1996-2005**

Year	Pedestrian Fatalities		Other Fatalities		Total Fatalities	
	Number	Percent	Number	Percent	Number	Percent
1996	123	20.0	491	80.0	614	100.0
1997	105	17.2	505	82.8	610	100.0
1998	101	16.7	505	83.3	606	100.0
1999	119	19.9	479	80.1	598	100.0
2000	99	16.0	518	84.0	617	100.0
2001	98	14.8	563	85.2	661	100.0
2002	101	15.3	560	84.7	661	100.0
2003	118	18.1	533	81.9	651	100.0
2004	95	14.8	548	85.2	643	100.0
2005	101	16.4	513	83.6	614	100.0

**“In 2005, 101 pedestrians were killed, accounting for 16.4% of all fatalities in Maryland.”**

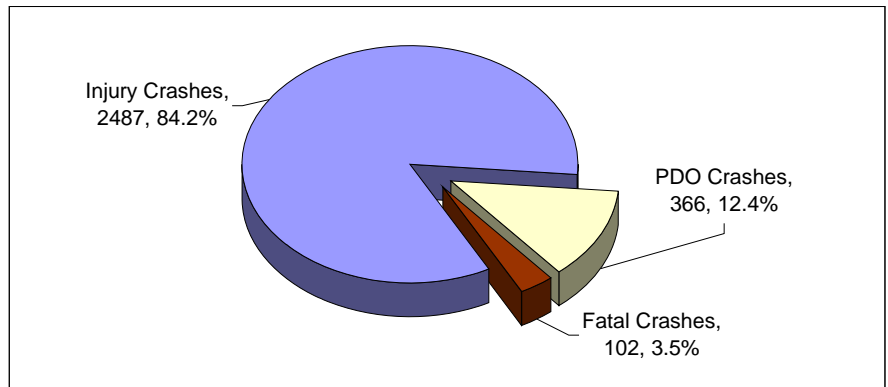
- In 2005, there were 2,955 pedestrian-involved crashes accounting for nearly 3% of the total crashes in Maryland.
- There were 366 property damage only crashes and a total of 2,755 persons were injured.

**Table 2 Pedestrian (On Foot)-Involved Crashes by Crash Severity, 2001-2005**

Year	Fatal Crashes	Fatalities (*)	Injury Crashes	Number Injured	Property Damage Only	Total
2001	100	102 ( 98)	2,555	2,845	360	3,015
2002	100	101 (101)	2,486	2,737	360	2,946
2003	118	119 (118)	2,633	2,925	380	3,131
2004	95	96 ( 95)	2,405	2,626	343	2,843
2005	102	103 (101)	2,487	2,755	366	2,955

(\*) Only Pedestrian Fatalities.

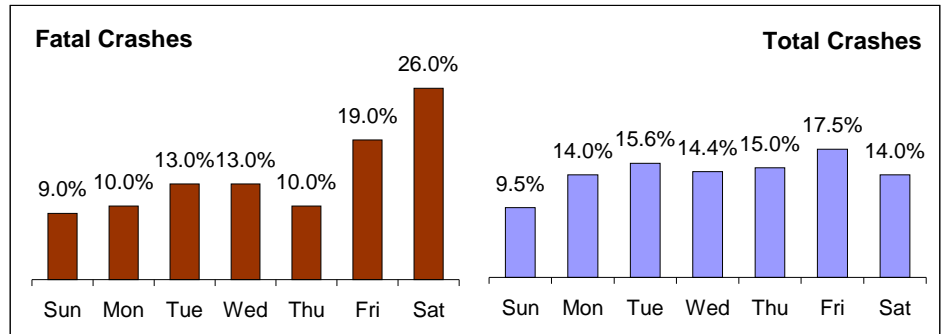
**Figure 1 Pedestrian Crashes by Crash Severity, 2005**



**Temporal Patterns**

- Fatal pedestrian-involved crashes were most frequent on Saturdays (26%) and total crashes were most frequent on Fridays (17.5%).

**Figure 2 Pedestrian-Involved Crashes by Day of Week, 2005**



**“More than half of the total pedestrian-involved crashes occurred between the hours of 12PM and 8PM.”**

- More than half of the total pedestrian-involved crashes occurred between the hours of 12PM and 8PM.

**Table 3 Pedestrian Crashes by Time of Day, 2005**

Time of Day	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
12:00AM-03:59AM	19	19.0	158	5.6
04:00AM-07:59AM	15	15.0	216	7.6
08:00AM-11:59AM	8	8.0	420	14.8
12:00PM-03:59PM	12	12.0	680	23.9
04:00PM-07:59PM	24	24.0	912	32.1
08:00PM-11:59PM	22	22.0	457	16.1
<b>Total</b>	<b>100</b>	<b>100.0</b>	<b>2,843</b>	<b>100.0</b>

**Spatial Patterns**

- The majority of the total pedestrian-involved crashes occurred in daylight.
- Nearly three-quarters of the fatal pedestrian-involved crashes occurred in the dark.

**Table 4 Pedestrian Crashes by Illumination, 2005**

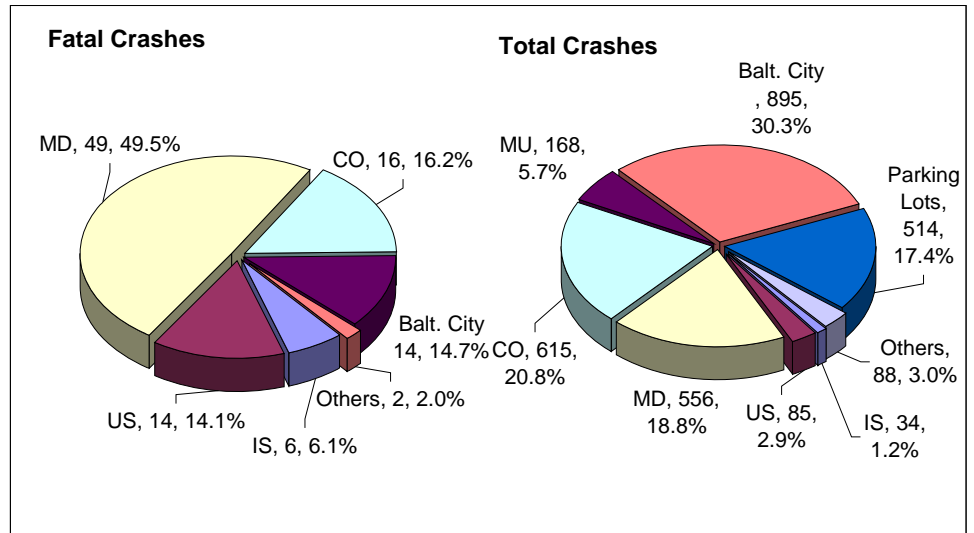
Illumination	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Daylight	27	27.0	1,866	63.1
Dawn / Dusk	1	1.0	147	5.0
Dark Lights On	39	39.0	760	25.7
Dark Lights Off	33	33.0	176	6.0
Other / Unknown	-	0.0	6	0.2
<b>Total</b>	<b>100</b>	<b>100.0</b>	<b>2,955</b>	<b>100.0</b>

**“Nearly three-quarters of the fatal pedestrian-involved crashes occurred in the dark.”**

- Nearly half of the fatal crashes occurred on MD numbered roads.
- Total pedestrian-involved crashes were more frequent on Baltimore City roads.

**“Total pedestrian-involved crashes were more frequent on Baltimore City roads.”**

**Figure 3 Fatal and Total Pedestrian Crashes by Route Type, 2005**



**“Approximately 70% of the total pedestrian-involved crashes occurred on roads with a posted speed limit of 35 MPH or less.”**

- Approximately 70% of the total pedestrian-involved crashes occurred on roads with a posted speed limit of 35 MPH or less.

**Table 5 Vehicles Involved in Fatal and Total Pedestrian Crashes by Posted Speed Limit, 2005**

Posted Speed Limits (mph)	Vehicles Involved in Fatal Crashes		Vehicles Involved in Total Crashes	
	Number	%	Number	%
25 or less	8	6.5	1,297	40.1
30	15	12.1	510	15.8
35	25	20.2	443	13.7
40	19	15.3	199	6.1
45	8	6.5	96	3.0
50	9	7.3	43	1.3
55	29	23.4	91	2.8
60	2	1.6	4	0.1
65	-	0.0	14	0.4
Other/ Unknown	9	7.3	539	16.7
<b>Total</b>	<b>124</b>	<b>100.0</b>	<b>3,236</b>	<b>100.0</b>



**Pedestrian Gender and Age**

- Nearly 70% of the pedestrians killed were males.
- Of the total pedestrians involved in crashes 57.4% were male and 42.1% were female.

**“Nearly 70% of the pedestrians killed were males”**

**Table 6 Pedestrian information by Pedestrian Gender, 2005**

Gender	Pedestrian Fatalities		Total Pedestrians Involved in Crashes	
	Number	Percent	Number	Percent
Male	69	68.3	1,793	57.4
Female	32	31.7	1,317	42.1
Unknown	-	0.0	16	0.5
<b>Total</b>	<b>101</b>	<b>100.0</b>	<b>3,126</b>	<b>100.0</b>

- Nearly 25% of all pedestrians killed were between the ages of 45 and 54 years old.
- Pedestrians aged between 10 and 15 years old had the highest percentage of pedestrians involved in crashes.

**“Nearly 25% of all pedestrians killed were between the ages of 45 and 54 years old.”**

**Table 7 Pedestrian information by Pedestrian Age, 2005**

Pedestrian Age	Pedestrian Fatalities		Total Pedestrians Involved in Crashes	
	Number	Percent	Number	Percent
Under 5	2	2.0	109	3.5
5 - 9	1	1.0	181	5.8
10 - 15	3	3.0	412	13.2
16 - 19	3	3.0	284	9.1
20 - 24	4	4.0	310	9.9
25 - 29	7	6.9	234	7.5
30 - 34	8	7.9	198	6.3
35 - 39	9	8.9	210	6.7
40 - 44	9	8.9	217	6.9
45 - 49	12	11.9	228	7.3
50 - 54	11	10.9	177	5.7
55 - 59	6	5.9	133	4.3
60 - 64	3	3.0	83	2.7
65 - 69	7	6.9	61	2.0
70 - 79	10	9.9	90	2.9
80 +	6	5.9	68	2.2
Unknown	-	0.0	131	4.2
<b>Total</b>	<b>101</b>	<b>100.0</b>	<b>3,126</b>	<b>100.0</b>

- The majority of pedestrians involved in crashes were reported as having no apparent defects.
- Of the pedestrians killed, 38% had no apparent defects, 14% were alcohol-impaired and in almost 37%, the conditions were unknown.

**“Of the pedestrians killed, 38% had no apparent defects, 14% were alcohol-impaired and in almost 37%, the conditions were unknown.”**

**Table 8 Pedestrian Information by Pedestrian Condition, 2005**

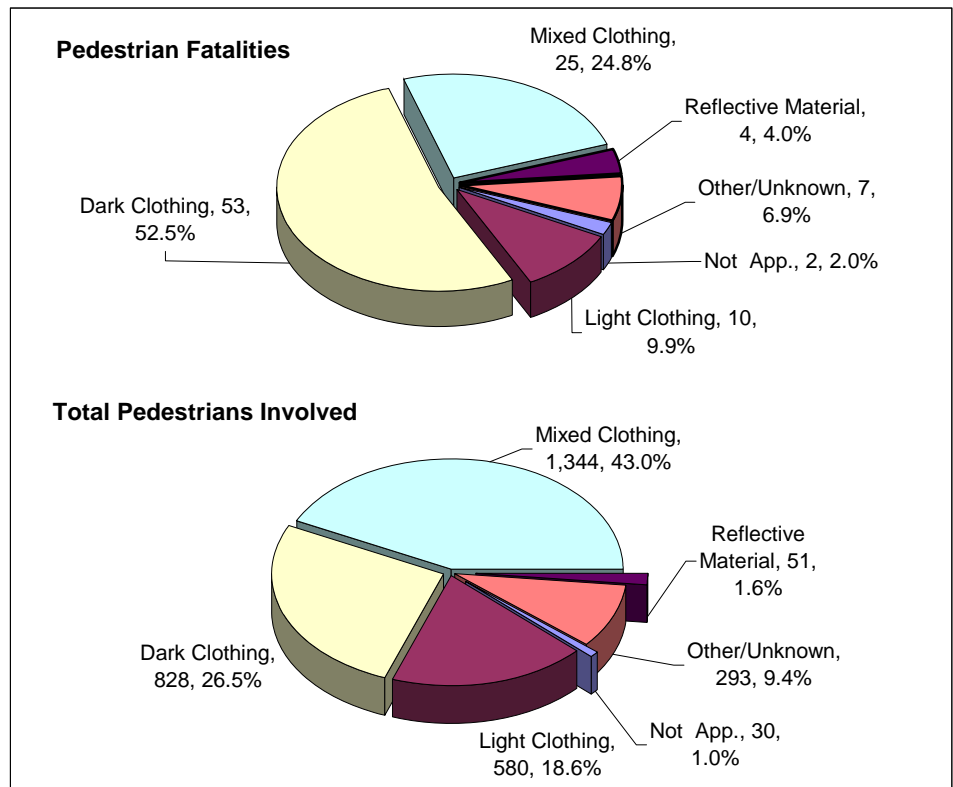
Pedestrian Condition	Pedestrian Fatalities		Total Pedestrians Involved in Crashes	
	Number	Percent	Number	Percent
Not Stated	7	6.9	212	6.8
No Apparent Defects	38	37.6	2,148	68.7
Alcohol	14	13.9	235	7.5
Drugs	4	4.0	11	0.4
Physical Handicap	1	1.0	22	0.7
Illness	-	0.0	1	0.0
Fatigue	-	0.0	2	0.1
Apparently Asleep	-	0.0	1	0.0
Unknown	37	36.6	494	15.8
<b>Total Pedestrians</b>	<b>101</b>	<b>100.0</b>	<b>3,126</b>	<b>100.0</b>

**“More than half of all pedestrians killed were wearing dark clothing and nearly 25% were wearing mixed clothing.”**

**Pedestrian Visibility, Location, and Movement**

- More than half of all pedestrians killed were wearing dark clothing and nearly 25% were wearing mixed clothing.
- Of the total pedestrians involved in crashes, only 1.6% were wearing reflecting materials.

**Figure 4 Pedestrian Information by Pedestrian Visibility, 2005**



**“Of the total pedestrians involved in crashes, only 1.6% were wearing reflecting materials.”**

- The majority of total and fatal pedestrian-involved crashes occurred on roads without crosswalks.

**Table 9 Pedestrian Information by Pedestrian Location, 2005**

Pedestrian Location	Pedestrian Fatalities		Total Pedestrians Involved in Crashes	
	Number	Percent	Number	Percent
Not Applicable	1	1.0	55	1.8
Shoulder	6	5.9	130	4.2
Curb	-	0.0	95	3.0
Sidewalk	3	3.0	147	4.7
Outside Right of Way	-	0.0	87	2.8
On Rd. at Crosswalk	7	6.9	575	18.4
On Rd. Not at Crosswalk	79	78.2	1,695	54.2
In School Bus Zone	-	0.0	6	0.2
In Bikeway	-	0.0	4	0.1
Other/Unknown	5	5.0	332	10.6
<b>Total Pedestrians</b>	<b>101</b>	<b>100.0</b>	<b>3,126</b>	<b>100.0</b>

***“The majority of total and fatal pedestrian-involved crashes occurred on roads without crosswalks.”***

- Nearly 52% of the pedestrian fatalities and 35% of the total pedestrians involved in crashes occurred by crossing a road, not at the intersection.

**Table 10 Pedestrian Information by Pedestrian Movement, 2005**

Pedestrian Movement	Pedestrian Fatalities		Total Pedestrians Involved in Crashes	
	Number	Percent	Number	Percent
Cross. at Intersection	12	11.9	646	20.7
Cross. Not at Inter.	52	51.5	1,095	35.0
Walk/Ride with Traffic	4	4.0	171	5.5
Walk/Ride against Traffic	6	5.9	163	5.2
Playing	2	2.0	79	2.5
Standing	11	10.9	375	12.0
Getting On/Off Vehicles	1	1.0	58	1.9
Push/Work on Vehicles	1	1.0	18	0.6
Other Working	3	3.0	75	2.4
Hitchhiking	-	0.0	3	0.1
On/Off School Bus	-	0.0	11	0.4
Other/Unknown	9	8.9	432	13.8
<b>Total Pedestrians</b>	<b>101</b>	<b>100.0</b>	<b>3,126</b>	<b>100.0</b>

***“Nearly 52% of the pedestrian fatalities and 35% of the total pedestrians involved in crashes occurred by crossing a road, not at the intersection.”***

- In nearly three-quarters of the pedestrian fatalities, the pedestrians were at fault.

**Table 11 Pedestrian Fault Information, 2005**

Pedestrian Fault	Pedestrian Fatalities		Pedestrians Involved	
	Number	Percent	Number	Percent
Yes	73	72.3	1,258	40.2
No	16	15.8	1,194	38.2
Other/Unknown	12	11.9	674	21.6
<b>Total Pedestrians</b>	<b>101</b>	<b>100.0</b>	<b>3,126</b>	<b>100.0</b>

***“In nearly three-quarters of the pedestrian fatalities, the pedestrians were at fault.”***

## County

- In 2005, Baltimore City had the highest percentage of pedestrian crashes (31.6%) as well as the highest crash rate per 10,000 population.
- Prince George's County had the highest number of pedestrians killed (35).
- Pedestrian fatality rate per 10,000 population was highest in Caroline County.

***"In 2005, Baltimore City had the highest percentage of pedestrian crashes (31.6%)."***

**Table 12 Pedestrian Crashes, Fatalities and Fatality Rates by County, 2005**

County	Pedestrian Crashes				Ped. Fatalities	%	Pop.*	Ped. Crash Rates per 10,000 pop.	Ped. Fatality Rates per 10,000 Pop.)
	Total	%	Fatal	%					
Allegany	15	0.5	2	2.0	2	2.0	73,639	2.04	0.27
Anne Arundel	206	7.0	6	6.0	6	5.9	510,878	4.03	0.12
Baltimore	420	14.2	15	15.0	15	14.9	786,113	5.34	0.19
Calvert	30	1.0	1	1.0	1	1.0	87,925	3.41	0.11
Caroline	5	0.2	3	3.0	3	3.0	31,822	1.57	0.94
Carroll	45	1.5	-	0.0	-	0.0	168,541	2.67	0.00
Cecil	18	0.6	-	0.0	-	0.0	97,796	1.84	0.00
Charles	47	1.6	5	5.0	5	5.0	138,822	3.39	0.36
Dorchester	12	0.4	-	0.0	-	0.0	31,401	3.82	0.00
Frederick	37	1.3	2	2.0	2	2.0	220,701	1.68	0.09
Garrett	5	0.2	-	0.0	-	0.0	29,909	1.67	0.00
Harford	54	1.8	-	0.0	-	0.0	239,259	2.26	0.00
Howard	38	1.3	3	3.0	3	3.0	269,457	1.41	0.11
Kent	3	0.1	-	0.0	-	0.0	19,899	1.51	0.00
Montgomery	430	14.6	9	9.0	9	8.9	927,583	4.64	0.10
Prince George's	487	16.5	35	35.0	35	34.7	846,123	5.76	0.41
Queen Anne's	5	0.2	2	2.0	2	2.0	45,612	1.10	0.44
St. Mary's	21	0.7	3	3.0	4	4.0	96,518	2.18	0.41
Somerset	1	0.0	-	0.0	-	0.0	25,845	0.39	0.00
Talbot	10	0.3	-	0.0	-	0.0	35,683	2.80	0.00
Washington	55	1.9	-	0.0	-	0.0	141,895	3.88	0.00
Wicomico	34	1.2	1	1.0	1	1.0	90,402	3.76	0.11
Worcester	43	1.5	1	1.0	1	1.0	48,750	8.82	0.21
Baltimore City	934	31.6	12	12.0	12	11.9	635,815	14.69	0.19
<b>Total</b>	<b>2,955</b>	<b>100.0</b>	<b>100</b>	<b>100.0</b>	<b>101</b>	<b>100.0</b>	<b>5,600,388</b>	<b>5.28</b>	<b>0.18</b>

1. Source: \* Maryland Department of Planning

***"Prince George's County had the highest number of pedestrians killed (35)."***

# Maryland Traffic Safety Facts 2005

## PEDALCYCLISTS



Maryland Department of Transportation  
State Highway Administration  
Office of Traffic and Safety

## Driving Safely in Maryland

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***“Almost 40% of the pedalcyclists involved in crashes were below the age of 15.”***

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***“Baltimore City and Prince George’s County had the highest percentage of pedalcycle-involved crashes, 18.2% and 16.4% respectively.”***

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### Introduction

Since 1996, the trend for pedalcycle-involved crashes has been going downwards. There were a total of 775 pedalcycle-involved crashes in 2005, leaving 7 persons dead and 655 persons injured.

### Summary

- In 2005, 7 pedalcyclists were killed, accounting for 1.1% of all fatalities in Maryland.
- Approximately two-thirds of all pedalcycle-involved crashes occurred between the months of May and September.
- Almost 40% of the pedalcyclists involved in crashes were below the age of 15.
- The vast majority of pedalcyclists involved in fatal and total crashes were reported as not having used drugs or alcohol.
- Nearly 46% of all pedalcycle-involved in crashes occurred on road while riding with or against traffic, 19.9% and 26% respectively.
- Baltimore City and Prince George’s County had the highest percentage of pedalcycle-involved crashes, 18.2% and 16.4% respectively.

## Pedalcycle-Involved Crash Trend and Severity

- In 2005, 7 pedalcyclists were killed, accounting for 1.1% of all fatalities in Maryland. Since 1996, the trend for pedalcycle-involved crashes has been going downwards

**Table 1 Pedalcycle-Involved Fatalities and Pedalcyclists Killed, 2001-2005**

Year	Pedalcycle-Involved Fatalities						All Fatalities	
	Pedalcyclists Killed		Other Fatalities		Subtotal		Num.	%
	Num.	%	Num.	%	Num.	%		
2001	13	2.0	-	-	13	2.0	661	100.0
2002	7	1.1	-	-	7	1.1	661	100.0
2003	6	0.9	-	-	6	0.9	651	100.0
2004	11	1.7	1	0.2	12	1.9	643	100.0
2005	7	1.1	-	-	7	1.1	614	100.0

**“In 2005, 7 pedalcyclist were killed, accounting for 1.1% of all fatalities in Maryland.”**

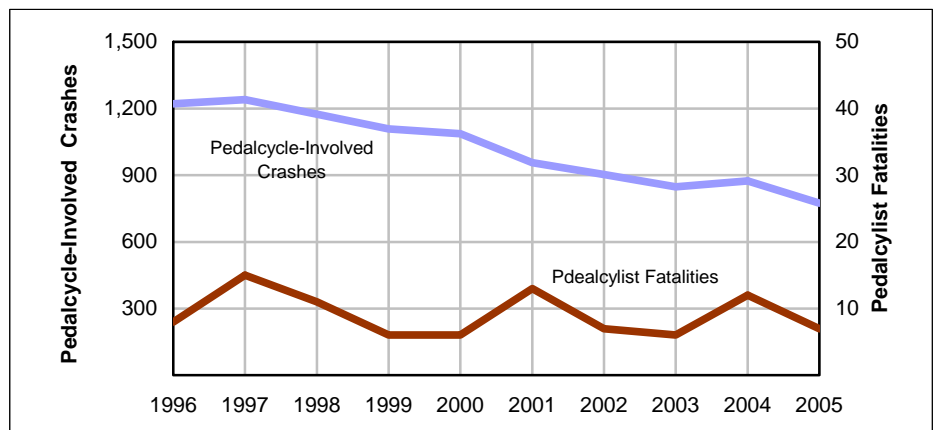
**Table 2 Pedalcycle Crashes by Crash Severity, 2001-2005**

Year	Fatal Crashes	Fatalities	Injury Crashes	Number Injured	Property Damage Only	Total
2001	13	13	754	792	189	956
2002	7	7	727	757	170	904
2003	6	6	653	676	188	847
2004	12	12	665	702	198	875
2005	7	7	624	655	144	775

**Table 3 Pedalcyclists Killed or Injured by Severity, 2001-2005**

Year	Pedalcyclists Killed or Injured	Pedalcyclists Killed	Pedalcyclists Injured			
			Total	Incapacitating Injured Pedalcyclists	Non-Incapacitating Injured Pedalcyclists	Possible Injured Pedalcyclists
2001	777	13	764	135	377	252
2002	740	7	733	103	391	239
2003	665	6	659	89	333	237
2004	684	11	673	91	356	226
2005	636	7	629	76	344	209

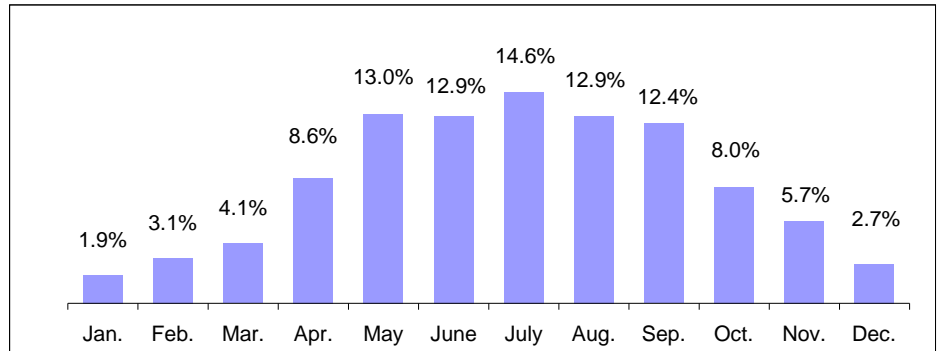
**Figure 1 Pedalcycle-Involved Crashes and Fatalities, 1996-2005**



**Temporal Patterns**

- Approximately two-thirds of all pedalcycle-involved crashes occurred between the months of May and September.

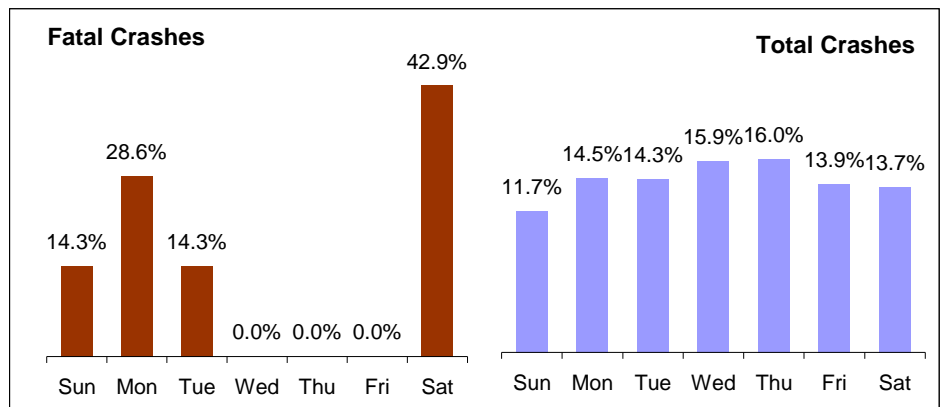
**Figure 2 Pedalcycle-Involved Crashes by Month, 2005**



**“Approximately two-thirds of all pedalcycle-involved crashes occurred between the months of May and September.”**

- Nearly 32% of the pedalcycle-involved crashes occurred on a Wednesday or Thursday.

**Figure 3 Pedalcycle-Involved Crashes by Day of Week, 2005**



**“Approximately 70% of all pedalcycle-involved crashes occurred between the hours of 4PM and 8PM.”**

- Approximately 60% of all pedalcycle-involved crashes occurred between the hours of 4PM and 8PM.

**Table 4 Pedalcycle-Involved Crashes by Time of Day, 2005**

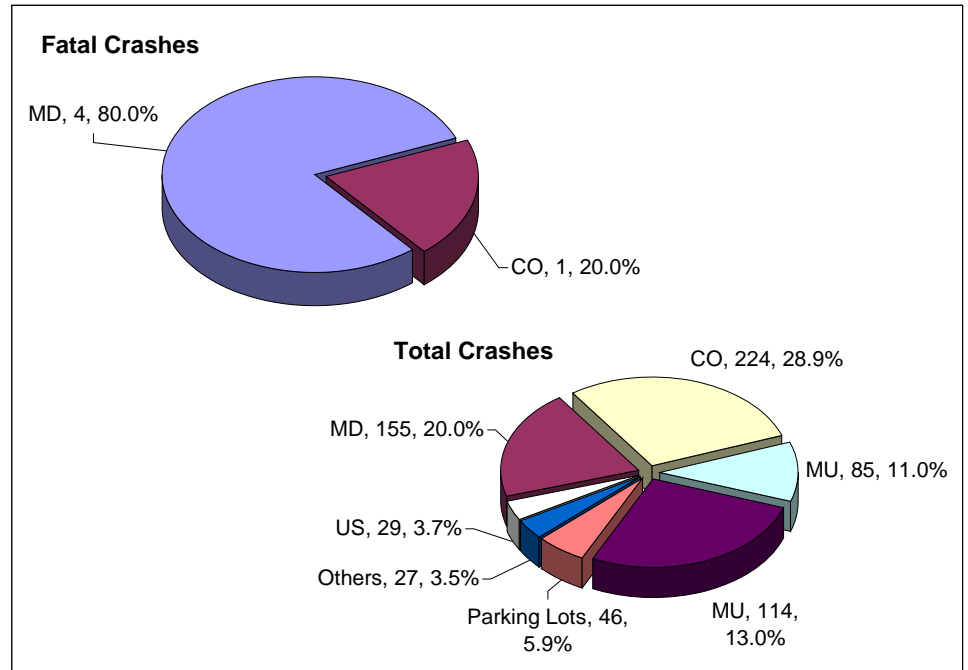
Time of Day	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
12:00AM-03:59AM	1	14.3	16	2.1
04:00AM-07:59AM	-	0.0	28	3.6
08:00AM-11:59AM	-	0.0	93	12.0
12:00PM-03:59PM	2	28.6	198	25.5
04:00PM-07:59PM	3	42.9	331	42.7
08:00PM-11:59PM	1	14.3	109	14.1
<b>Total</b>	<b>7</b>	<b>100.0</b>	<b>775</b>	<b>100.0</b>

## Spatial Patterns

- Only 20% of all pedalcycle-involved crashes were on state roads, however 4 of the 5 fatal crashes were on state roads.

**“Only 20% of all pedalcycle-involved crashes were on state roads, however 4 of the 5 fatal crashes were on state roads.”**

**Figure 4 Pedalcycle-Involved Crashes by Route Type, 2005**



- Three-quarters of all pedalcycle-involved crashes occurred in daylight.

**Table 5 Pedalcycle-Involved Crashes by Illumination, 2005**

Illumination	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Daylight	4	57.1	584	75.4
Dawn / Dusk	1	14.3	48	6.2
Dark Lights On	2	28.6	110	14.2
Dark Lights Off	-	0.0	31	4.0
Other / Unknown	-	0.0	2	0.3
<b>Total</b>	<b>7</b>	<b>100.0</b>	<b>775</b>	<b>100.0</b>

- Of all pedalcycle-involved crashes, 51% occurred at an intersection.

**Table 6 Pedalcycle-Involved Crashes in Intersections, 2005**

In Intersection	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Yes	3	42.9	395	51.0
No	4	57.1	380	49.0
Unknown	-	0.0	-	0.0
<b>Total</b>	<b>7</b>	<b>100.0</b>	<b>775</b>	<b>100.0</b>



**Pedalcyclist Ages**

- ❑ Almost 40% of the pedalcyclists involved in crashes were below the age of 15.
- ❑ Of the 7 pedalcyclists killed, 3 were between the ages of 10 and 19, 3 between the ages of 30 and 39 and 1 was between 50 and 54 years old.

**Table 7 Pedalcyclist Information by Age, 2005**

Pedal-cyclist Ages	Pedalcyclist Fatalities		Pedalcyclists Involved in Crashes	
	Number	Percent	Number	Percent
Under 5	-	0.0	10	1.3
5 - 9	-	0.0	89	11.3
10 - 15	2	28.6	203	25.9
16 - 19	1	14.3	76	9.7
20 - 24	-	0.0	83	10.6
25 - 29	-	0.0	40	5.1
30 - 34	1	14.3	31	3.9
35 - 39	2	28.6	51	6.5
40 - 44	-	0.0	56	7.1
45 - 49	-	0.0	44	5.6
50 - 54	1	14.3	30	3.8
55 - 59	-	0.0	18	2.3
60 - 64	-	0.0	5	0.6
65 - 69	-	0.0	5	0.6
70 - 79	-	0.0	9	1.1
80 +	-	0.0	3	0.4
Unknown	-	0.0	32	4.1
<b>Total</b>	<b>7</b>	<b>100.0</b>	<b>785</b>	<b>100.0</b>

**Alcohol-Related Crashes**

- ❑ The vast majority of pedalcyclists involved in fatal and total crashes were reported as not having used drugs or alcohol.

**Table 8 Pedalcycle-Involved Crashes by Alcohol/Drug Condition, 2005**

Crash Condition	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Alcohol	-	0.0	28	3.6
Drugs	2	28.6	11	1.4
Both (Alcohol & Drugs)	-	0.0	3	0.4
No	5	71.4	733	94.6
<b>Total</b>	<b>7</b>	<b>100.0</b>	<b>775</b>	<b>100.0</b>

**Pedalcyclist Locations, Movements, and Fault Information**

- ❑ The majority of pedalcycle-involved crashes occurred on roads, 15% at crosswalks and 55.8% not at crosswalks.

**Table 9 Pedalcyclist Information by Location, 2005**

Pedalcyclist Location	Pedalcyclist Fatalities		Total Pedalcyclists Involved in Crashes	
	Number	Percent	Number	Percent
Not Applicable	-	0.0	10	1.3
Shoulder	1	14.3	50	6.4
Curb	-	0.0	10	1.3
Sidewalk	-	0.0	41	5.2
Outside Right of Way	-	0.0	45	5.7
On Rd. at Crosswalk	2	28.6	118	15.0
On Rd. Not at Crosswalk	3	42.9	438	55.8
In School Bus Zone	-	0.0	-	0.0
In Bikeway	-	0.0	12	1.5
Other/Unknown	1	14.3	61	7.8
<b>Total</b>	<b>7</b>	<b>100.0</b>	<b>785</b>	<b>100.0</b>

**“Nearly 46% of all pedalcycle-involved crashes occurred on road while riding with or against traffic, 19.9% and 26% respectively.”**

- Nearly 46% of all pedalcycle-involved crashes occurred on road while riding with or against traffic, 19.9% and 26% respectively.
- In more than 50% of the fatal and total pedalcycle-involved crashes, the pedalcyclists were at fault.

**Table 10 Pedalcyclist Information by Movement, 2005**

Pedalcyclist Movement	Pedalcyclist Fatalities		Pedalcyclists Involved in Crashes	
	Number	Percent	Number	Percent
Cross. At Intersection	3	42.9	125	15.9
Cross. Not at Inter.	1	14.3	75	9.6
Walk/Ride with Traffic	2	28.6	156	19.9
Walk/Ride against Traffic	-	0.0	204	26.0
Playing	-	0.0	17	2.2
Standing	-	0.0	5	0.6
Getting On/Off Vehicles	-	0.0	2	0.3
Push/Work on Vehicles	-	0.0	-	0.0
Other Working	-	0.0	-	0.0
Hitchhiking	-	0.0	-	0.0
On/Off School Bus	-	0.0	-	0.0
Other/Unknown	1	14.3	201	25.6
<b>Total</b>	<b>7</b>	<b>100.0</b>	<b>785</b>	<b>100.0</b>

**“In more than 50% of the fatal and total pedalcycle-involved crashes, the pedalcyclists were at fault.”**

**Table 11 At-Fault Pedalcyclists Killed and Involved, 2005**

Pedestrian Fault	Pedalcyclist Fatalities		Pedalcyclists Involved in Crashes	
	Number	Percent	Number	Percent
Yes	4	57.1	430	54.8
No	1	14.3	226	28.8
Other/Unknown	2	28.6	129	16.4
<b>Total</b>	<b>7</b>	<b>100.0</b>	<b>785</b>	<b>100.0</b>

**“Baltimore City and Prince George’s County had the highest percentage of pedalcycle-involved crashes, 18.2% and 16.4% respectively.”**

- Baltimore City and Prince George’s County had the highest percentage of pedalcycle-involved crashes, 18.2% and 16.4% respectively.
- Worcester County had the highest crash rate per 10,000 population, 6.56.
- Baltimore City had the highest crash rate per 100 million VMT (5.78).

**Table 12 Total and Fatal Pedalcycle-Involved Crashes and Crash Rates by County, 2005**

County	Pedalcycle-Involved Crashes				VMT (millions)	Crashes Rate (per 100M VMT)	Population	Crashes Rate (per 10K Pop.)
	Total	Percent	Fatal	Percent				
Allegany	3	0		0.8	862	0.35	73,639	0.41
Anne Arundel	80	10.9		16.4	5,769	1.39	510,878	1.57
Baltimore	104	10.9	1	20.1	8,260	1.26	786,113	1.32
Calvert	5	0		0.7	791	0.63	87,925	0.57
Caroline	2	0		0.4	406	0.49	31,822	0.63
Carroll	11	5.5	1	2.4	1,325	0.83	168,541	0.65
Cecil	9	1.8		0.5	1,249	0.72	97,796	0.92
Charles	14	5.5	1	2	1,329	1.05	138,822	1.01
Dorchester	9	1.8		0.4	422	2.13	31,401	2.87
Frederick	16	5.5		3.3	2,974	0.54	220,701	0.72
Garrett	1	1.8		0.4	590	0.17	29,909	0.33
Harford	14	10.9		2.8	2,318	0.60	239,259	0.59
Howard	15	5.5		3.7	3,758	0.40	269,457	0.56
Kent	2	0		0.1	244	0.82	19,899	1.01
Montgomery	92	1.8	2	11.4	7,536	1.22	927,583	0.99
Prince George's	89	16.4		12.5	8,906	1.00	846,123	1.05
Queen Anne's	3	1.8		0.8	982	0.31	45,612	0.66
St. Mary's	9	0		0.8	834	1.08	96,518	0.93
Somerset	3	0		0.2	310	0.97	25,845	1.16
Talbot	11	0		0.7	624	1.76	35,683	3.08
Washington	29	0		1.9	2,008	1.44	141,895	2.04
Wicomico	12	1.8	1	1.5	930	1.29	90,402	1.33
Worcester	32	0		1.4	673	4.75	48,750	6.56
Baltimore City	210	18.2	1	14.8	3,636	5.78	635,815	3.30
<b>Total</b>	<b>775</b>	<b>100</b>	<b>7</b>	<b>100</b>	<b>56,736</b>	<b>1.37</b>	<b>5,600,388</b>	<b>1.38</b>

1. Source: \* Maryland Department of Planning

**“Worcester County had the highest crash rate per 10,000 population, 6.56.”**

# Maryland Traffic Safety Facts 2005

## LARGE TRUCKS



Maryland Department of Transportation  
State Highway Administration  
Office of Traffic and Safety



Driving Safely in Maryland

### Introduction

In the last 10 years, large truck-involved fatalities accounted for 10-16% of all motor vehicle-related fatalities in Maryland. Large trucks are defined as vehicles whose GVW (gross vehicle weight) rating exceeds 10,000 pounds. In 2005, there were 7,481 large truck-involved crashes in Maryland, which resulted in 3,391 injuries and 77 fatalities.

### Summary

- ❑ In 2005, large truck-involved crashes accounted for 7% of the total crashes in Maryland.
- ❑ Total large truck-involved crashes were most frequent Monday through Friday.
- ❑ Fatal large truck-involved crashes occurred mostly on US, interstate and state roadways (29.2% each).
- ❑ Nearly 80% of the total and 53% of the fatal large truck-involved crashes occurred in daylight.
- ❑ Rear end crashes and driving in the opposite direction accounted for nearly 40% of the fatal large truck-involved crashes.
- ❑ Almost 14% of the fatal large truck-involved crashes were alcohol-related.

***“Fatal large truck-involved crashes occurred mostly on US, interstate and state roadways (29.2% each).”***

***“Almost 14% of the fatal large truck-involved crashes were alcohol-related.”***

**Large Truck-Involved Crash Trends and Severity**

- ❑ In 2005, large truck-involved crashes accounted for 7% of the total crashes in Maryland.
- ❑ Compared to the previous year, large truck-involved crashes increased by 5% and large truck-involved fatalities decreased by 25%.
- ❑ More than two-thirds of the large-truck involved crashes were property damage only crashes.

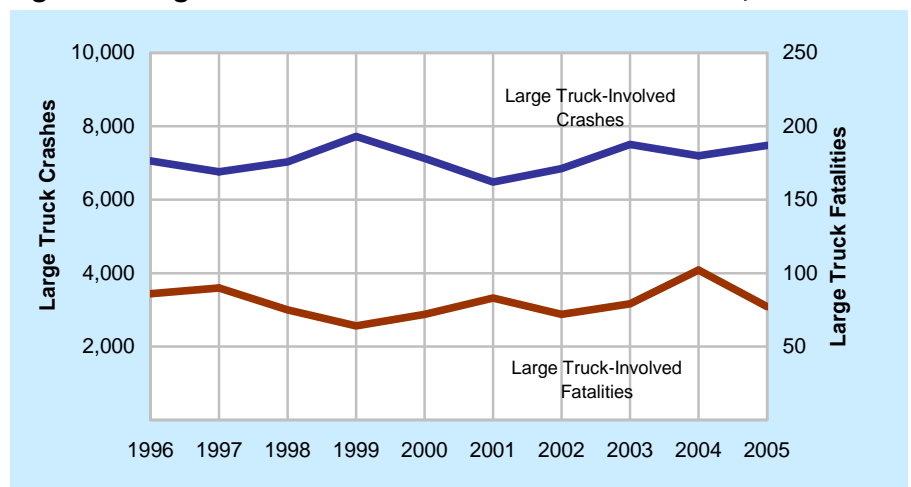
**“In 2005, large truck-involved crashes accounted for 7% of the total crashes in Maryland.”**

**Table 1 Large Truck-Involved Crashes by Crash Severity, 2001-2005**

Year	Fatal Crashes	Fatalities	Injury Crashes	Number Injured	PDO	Total
2001	75	83	2,092	3,162	4,315	6,482
2002	66	72	2,153	3,269	4,630	6,849
2003	70	79	2,253	3,402	5,183	7,506
2004	83	102	2,222	3,396	4,892	7,197
2005	72	77	2,335	3,391	5,074	7,481

**“Compared to the previous year, large truck-involved crashes increased by 5% and large truck-involved fatalities decreased by 25%.”**

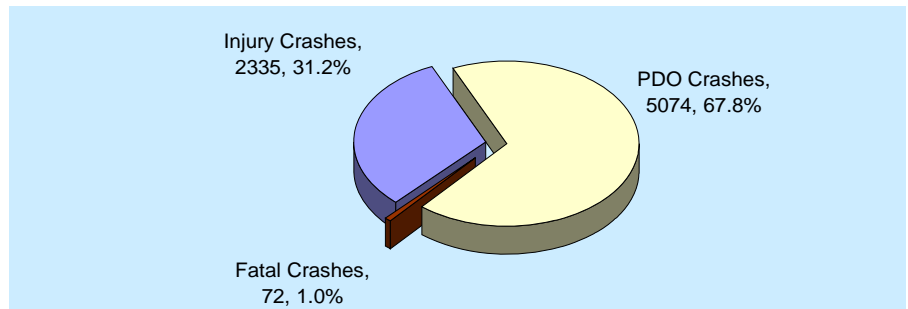
**Figure 1 Large Truck-Involved Crashes and Fatalities, 1996-2005**



**Table 2 Large Truck-Involved Fatal Crashes and Fatalities by Large Truck Type, 1995-2004**

Year	Fatal Crashes				Fatalities			
	Single Truck 2 Axles	Single Truck 3 Axles	Truck Tractor	Total	Single Truck 2 Axles	Single Truck 3 Axles	Truck Tractor Fatalities	Total
1996	24	16	40	80	25	17	44	86
1997	17	11	56	84	19	11	60	90
1998	18	9	40	67	20	11	44	75
1999	16	15	29	60	19	15	30	64
2000	15	11	40	66	16	12	44	72
2001	20	15	40	75	22	15	46	83
2002	18	7	41	66	21	8	43	72
2003	21	14	35	70	26	16	37	79
2004	30	13	40	83	34	15	53	102
2005	29	6	37	72	30	6	41	77
<b>10 Yr. Avg.</b>	<b>21</b>	<b>12</b>	<b>40</b>	<b>72</b>	<b>23</b>	<b>13</b>	<b>44</b>	<b>80</b>
<b>Avg %</b>	<b>28.8</b>	<b>16.2</b>	<b>55.0</b>	<b>100.0</b>	<b>29.0</b>	<b>15.8</b>	<b>55.2</b>	<b>100.0</b>

**Figure 2 Large Truck-Involved Crashes by Crash Severity, 2005**

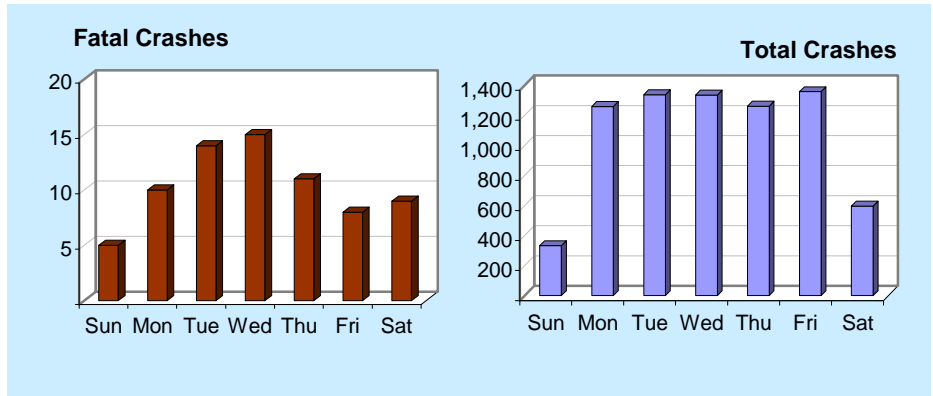


**“Fatal large truck-involved crashes occurred most frequently on Tuesdays and Wednesdays.”**

**Temporal Patterns**

- ❑ Fatal large truck-involved crashes occurred most frequently on Tuesdays and Wednesdays.
- ❑ Total large truck-involved crashes were most frequent Monday through Friday.

**Figure 3 Large truck-Involved Crashes by Day of Week, 2005**



**“Total large truck-involved crashes were most frequent Monday through Friday.”**

- ❑ Approximately 60% of the total large truck-involved crashes occurred between the hours of a normal working day; 8AM to 4PM.

**Table 3 Large Truck-Involved Crashes by Time of Day, 2005**

Time of Day	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
12:00AM-03:59AM	12	16.7	370	4.9
04:00AM-07:59AM	15	20.8	987	13.2
08:00AM-11:59AM	16	22.2	2,208	29.5
12:00PM-03:59PM	14	19.4	2,216	29.6
04:00PM-07:59PM	6	8.3	1,230	16.4
08:00PM-11:59PM	9	12.5	470	6.3
Unknown	-	0.0	-	0.0
<b>Total</b>	<b>72</b>	<b>100.0</b>	<b>7,481</b>	<b>100.0</b>

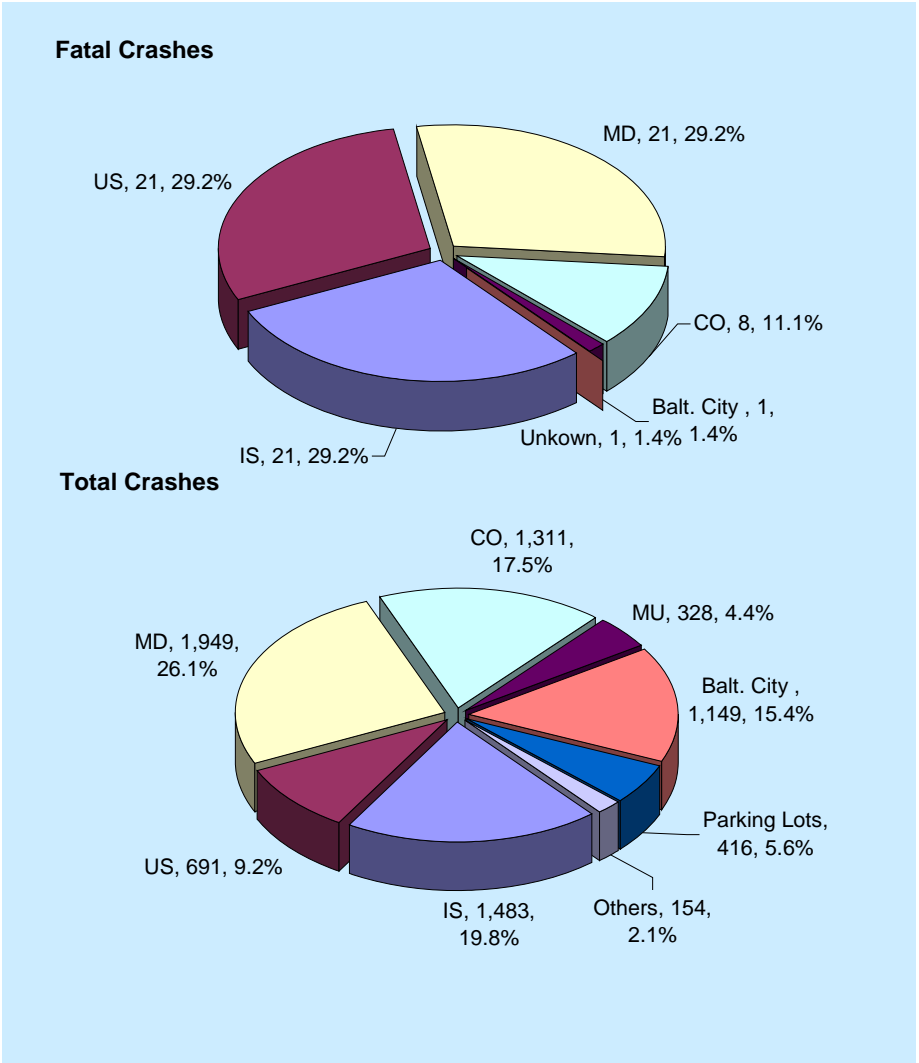
**“Approximately 60% of the total large truck-involved crashes occurred between the hours of a normal working day; 8AM to 4PM.”**

**Spatial Patterns**

- ❑ Fatal large truck-involved crashes occurred mostly on US, interstate and state roadways (29.2% each).
- ❑ Total large truck-involved crashes were spread out among the roads in Maryland. State highways accounted for 26.1%, interstate roads for 19.8% and county roads for 17.5% of the total crashes.

**“Fatal large truck-involved crashes occurred mostly on US, interstate and state roadways (29.2% each).”**

**Figure 4 Large Truck-Involved Crashes by Route Type, 2005**



**“Approximately 43% of the total large truck-involved crashes occurred on roads with a posted speed limit of 35 MPH or less. “**

- ❑ Approximately 43% of the total large truck-involved crashes occurred on roads with a posted speed limit of 35 MPH or less.
- ❑ Of the 9 large trucks involved in fatal crashes, 6 occurred on roads with 55MPH as the posted speed limit.

**Table 4 Large Trucks Involved by Posted Speed Limit, 2005**

Posted Speed Limits (MPH)	Large Trucks Involved In Fatal Crashes		Large Trucks Involved In Total Crashes	
	Number	%	Number	%
25 or less	-	0.0	1,629	20.5
30	1	11.1	827	10.4
35	-	0.0	988	12.4
40	1	11.1	697	8.8
45	-	0.0	424	5.3
50	-	0.0	591	7.4
55	6	66.7	1,483	18.7
60	-	0.0	59	0.7
65	1	11.1	570	7.2
Other/ Unknown	-	0.0	681	8.6
<b>Total</b>	<b>9</b>	<b>100.0</b>	<b>7,949</b>	<b>100.0</b>

- Nearly 80% of the total and 53% of the fatal large truck-involved crashes occurred in daylight.

**Table 5 Large Truck-Involved Crashes by Illumination, 2005**

Illumination	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Daylight	38	52.8	5,880	78.6
Dawn / Dusk	3	4.2	267	3.6
Dark Lights On	18	25.0	969	13.0
Dark Lights Off	13	18.1	336	4.5
Other / Unknown	-	0.0	29	0.4
<b>Total</b>	<b>72</b>	<b>100.0</b>	<b>7,481</b>	<b>100.0</b>

**“Nearly 80% of the total and 53% of the fatal large truck-involved crashes occurred in daylight.”**

- The vast majority of large truck-involved crashes occurred on dry surfaces.
- Nearly 20% of the fatal and 16% of the total large truck-involved crashes occurred on wet surfaces.

**Table 6 Large Truck-Involved Crashes by Roadway Surface, 2005**

Roadway Surface	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Wet	14	19.4	1,198	16.0
Dry	56	77.8	5,842	78.1
Snow	1	1.4	310	4.1
Ice	1	1.4	100	1.3
Mud	-	0.0	-	0.0
Other / Unknown	-	0.0	31	0.4
<b>Total</b>	<b>72</b>	<b>100.0</b>	<b>7,481</b>	<b>100.0</b>

**“The vast majority of large truck-involved crashes occurred on dry surfaces.”**



**“Rear end crashes and driving in the opposite direction accounted for nearly 40% of the fatal large truck-involved crashes.”**

### Crash Types

- ❑ Rear end crashes and driving in the opposite direction accounted for nearly 40% of the fatal large truck-involved crashes.
- ❑ Rear end crashes accounted for nearly 30% of the total large truck-involved crashes.

**Table 7 Large Truck-Involved Crashes by Crash Type, 2005**

Crash Type	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Opposite Direction	14	19.4	348	4.7
Rear End	14	19.4	2,025	27.1
Left Turn	3	4.2	196	2.6
Sideswipe	6	8.3	1,329	17.8
Angle	7	9.7	665	8.9
Parked Vehicle	11	15.3	967	12.9
Pedestrian	8	11.1	61	0.8
Pedalcycle	-	0.0	14	0.2
Fixed Object	5	6.9	919	12.3
Other Object	-	0.0	79	1.1
Overtaken	-	0.0	117	1.6
Jackknife	-	0.0	17	0.2
Other Non Collision	-	0.0	33	0.4
Run Off Road	-	0.0	73	1.0
Explosion or Fire	-	0.0	15	0.2
U-Turn	1	1.4	225	3.0
Backing	-	0.0	60	0.8
Other/unknown	3	4.2	338	4.5
<b>Total</b>	<b>72</b>	<b>100.0</b>	<b>7,481</b>	<b>100.0</b>

### Alcohol-related Crashes

**“Almost 14% of the fatal large truck-involved crashes were alcohol-related.”**

- ❑ Almost 14% of the fatal large truck-involved crashes were alcohol-related.

**Table 8 Alcohol-Related Large Truck-Involved Crashes, 2005**

Alcohol Condition	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Alcohol	10	13.9	236	3.2
Drugs	1	1.4	74	1.0
Alcohol & Drugs	5	6.9	13	0.2
No	56	77.8	7,158	95.7
<b>Total</b>	<b>72</b>	<b>100.0</b>	<b>7,481</b>	<b>100.0</b>

### Drivers Involved in Large Truck Crashes

- ❑ In almost 80% of the total drivers involved in large truck crashes, the driver condition was reported as having no apparent defects.

**Table 9 Large Truck Drivers Killed/ Involved by Driver Condition, 2005**

Driver Condition	Driver Fatalities		Total Drivers Involved	
	Number	Percent	Number	Percent
Not Stated	0	0.0	222	2.8
No Apparent Defects	2	22.2	6,262	78.8
Alcohol	0	0.0	42	0.5
Drugs	0	0.0	2	0.0
Physical Handicap	0	0.0	5	0.1
Illness	0	0.0	9	0.1
Fatigue	0	0.0	14	0.2
Apparently Asleep	0	0.0	15	0.2
Unknown	7	77.8	1,378	17.3
<b>Total</b>	<b>9</b>	<b>100.0</b>	<b>7,949</b>	<b>100.0</b>

**“Almost 60% of the large truck drivers involved in crashes were between the ages of 30 and 54.”**

- Almost 60% of the large truck drivers involved in crashes were between the ages of 30 and 54.

**Table 10 Large Truck Drivers Killed/Involved by Driver Age, 2005**

Driver Age	Large Truck Drivers Killed		Large Truck Drivers Involved in Crashes	
	Number	Percent	Number	Percent
15 and Under	-	0.0	3	0.0
16 - 19	-	0.0	62	0.8
20 - 24	1	11.1	429	5.4
25 - 29	-	0.0	714	9.0
30 - 34	3	33.3	829	10.4
35 - 39	1	11.1	964	12.1
40 - 44	1	11.1	1,020	12.8
45 - 49	1	11.1	987	12.4
50 - 54	-	0.0	793	10.0
55 - 59	-	0.0	482	6.1
60 - 64	-	0.0	292	3.7
65 - 69	2	22.2	121	1.5
70 - 79	-	0.0	74	0.9
80 +	-	0.0	9	0.1
Unknown	-	0.0	1,170	14.7
<b>Total</b>	<b>9</b>	<b>100.0</b>	<b>7,949</b>	<b>100.0</b>

- More than half of the truck drivers killed were reportedly not using any safety restraints.

**Table 11 LT Drivers Killed/Involved by Safety Equipment Used, 2005**

Safety Equipment Used	Large Truck Drivers Killed		Large Truck Drivers Involved in Crashes	
	Number	Percent	Number	Percent
Lap Belts Only	0	0.0	203	2.6
Harness Only	0	0.0	128	1.6
Belt and Harness	3	33.3	5,338	67.2
Air Bag	0	0.0	3	0.0
Air Bag and Belts	1	11.1	277	3.5
None	5	55.6	166	2.1
Not Stated	0	0.0	195	2.5
Other / Unknown	0	0.0	1,639	20.6
<b>Total Drivers</b>	<b>9</b>	<b>100.0</b>	<b>7,949</b>	<b>100.0</b>

**“More than half of the truck drivers killed were reportedly not using any safety restraints.”**

## Maryland Traffic Safety Facts 2005 – Large Trucks

### County

- ❑ Baltimore City and Prince George’s County had the highest percentage of large truck-involved crashes, 17.6% and 16.7% respectively.
- ❑ Baltimore County and Prince George’s County had the highest percentage of fatal large truck-involved crashes, 15.3% and 18.1% respectively.
- ❑ Kent County had the lowest percentage of large truck-involved crashes.

**“Baltimore City and Prince George’s County had the highest percentage of large truck-involved crashes, 17.6% and 16.7% respectively.”**

**Table 12 Large Truck-Involved Crashes and Crash Rates per 100 million VMT by County, 2005**

County	Large Truck-Involved Crashes				VMT* (millions)	Total Crash Rates (per 100M VMT)	Fatal Crash Rates (per 100M VMT)
	Total	%	Fatal	%			
Allegany	72	1.0	2	2.8	862	8.4	0.23
Anne Arundel	660	8.8	3	4.2	5,769	11.4	0.05
Baltimore	1,118	14.9	11	15.3	8,260	13.5	0.13
Calvert	52	0.7		0.0	791	6.6	0.00
Caroline	22	0.3	1	1.4	406	5.4	0.25
Carroll	184	2.5	5	6.9	1,325	13.9	0.38
Cecil	164	2.2	2	2.8	1,249	13.1	0.16
Charles	165	2.2	2	2.8	1,329	12.4	0.15
Dorchester	40	0.5	1	1.4	422	9.5	0.24
Frederick	236	3.2	6	8.3	2,974	7.9	0.20
Garrett	55	0.7	2	2.8	590	9.3	0.34
Harford	249	3.3	3	4.2	2,318	10.7	0.13
Howard	301	4.0	1	1.4	3,758	8.0	0.03
Kent	13	0.2		0.0	244	5.3	0.00
Montgomery	853	11.4	7	9.7	7,536	11.3	0.09
Prince George's	1,247	16.7	13	18.1	8,906	14.0	0.15
Queen Anne's	92	1.2	1	1.4	982	9.4	0.10
St. Mary's	63	0.8	2	2.8	834	7.6	0.24
Somerset	19	0.3		0.0	310	6.1	0.00
Talbot	76	1.0	1	1.4	624	12.2	0.16
Washington	272	3.6	3	4.2	2,008	13.5	0.15
Wicomico	115	1.5	1	1.4	930	12.4	0.11
Worcester	94	1.3	2	2.8	673	14.0	0.30
Baltimore City	1,319	17.6	3	4.2	3,636	36.3	0.08
<b>Total</b>	<b>7,481</b>	<b>100.0</b>	<b>72</b>	<b>100.0</b>	<b>56,736</b>	<b>13.2</b>	<b>0.13</b>

**“Baltimore County and Prince George’s County had the highest percentage of fatal large truck-involved crashes, 15.3% and 18.1% respectively.”**

\* County Large Truck Miles of Travel is not available.

# Maryland Traffic Safety Facts 2005

## SPEEDING



Maryland Department of Transportation  
State Highway Administration  
Office of Traffic and Safety



## Driving Safely in Maryland

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***“Speeding fatal crashes accounted for 27.4% of all fatal crashes in Maryland.”***

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***“Approximately half of the drivers killed and involved in total speeding crashes were between the ages of 16 and 29.”***

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### Introduction

A speed-related crash is defined as any reportable crash in which speed was listed as a contributing factor, whether or not the driver was noted as going over the posted speed limit. The contributing factors include “Exceed Speed Limit” and “Too Fast for Conditions”. In 2005, there were 158 fatal speeding crashes, accounting for 27% of all fatal crashes in Maryland. A total of 11,005 persons were injured in the 18,714 speeding crashes

### Summary

- ❑ Fatal speeding crashes accounted for 27.4% of all fatal crashes in Maryland.
- ❑ Rear end and fixed object crashes accounted for 70% of the total speeding crashes
- ❑ In 2005, 77% of the fatal and nearly 53% of the total speeding crashes occurred on dry surfaces.
- ❑ Fatal and total speeding crashes occurred most frequently on state and county roads.
- ❑ Approximately half of the drivers killed and involved in speeding crashes were between the ages of 16 and 29.
- ❑ Baltimore and Prince George’s Counties had the highest number and percentage of speeding crashes.

**Table 1 Speeding Fatal Crashes, Fatalities, and Speeding Crashes, 1996-2005**

Year	Speeding Fatal Crashes	All Fatal Crashes	Percent of All Fatal	Speeding Fatalities	All Fatalities	Percent of All Fatalities	Total Speeding Crashes	Total Crashes	Percent of Total
1996	123	563	21.8	136	614	22.1	15,349	99,355	15.4
1997	152	570	26.7	162	610	26.6	14,809	96,121	15.4
1998	137	551	24.9	155	606	25.6	15,277	94,039	16.2
1999	137	555	24.7	156	598	26.1	15,236	97,012	15.7
2000	155	574	27.0	173	617	28.0	14,833	99,302	14.9
2001	139	602	23.1	160	662	24.2	14,725	101,411	14.5
2002	155	606	25.6	168	661	25.4	16,139	104,843	15.4
2003	142	574	24.7	156	651	23.9	19,261	109,130	17.6
2004	140	576	24.3	155	643	24.1	17,632	104,103	16.9
2005	158	577	27.4	173	614	28.2	18,714	102,624	18.2

**Speeding Crash Severity**

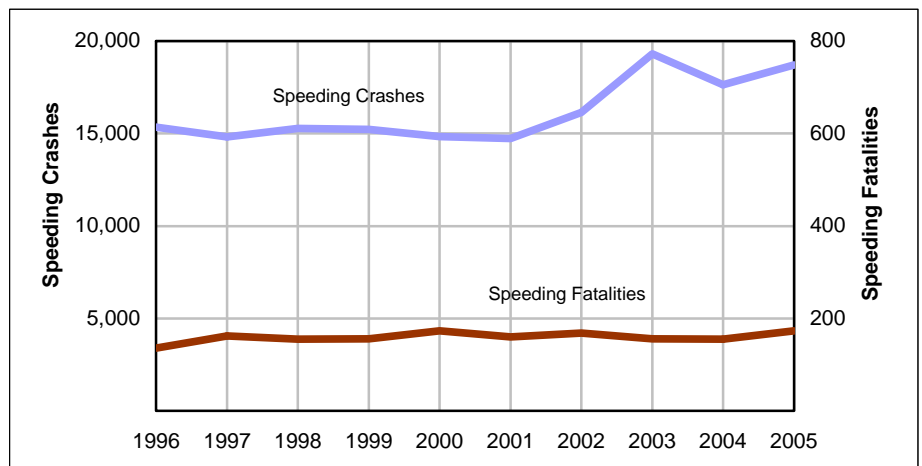
- ❑ Fatal speeding crashes accounted for 27.4% of all fatal crashes in Maryland.
- ❑ There were more fatal speeding crashes in 2005 than compared to any of the other 10 previous years. Compared to 1996 fatal speeding crashes increased by nearly 30%.

**“Speeding fatal crashes accounted for 27.4% of all fatal crashes in Maryland.”**

**Table 2 Speeding Crashes by Severity, 2001-2005**

Year	Fatal Crashes	Fatalities	Injury Crashes	Number Injured	PDO	Total Speeding Crashes
2001	139	160	6,097	9,702	8,489	14,725
2002	155	168	6,397	9,896	9,587	16,139
2003	142	156	7,397	11,080	11,722	19,261
2004	140	155	6,557	9,950	10,835	17,632
2005	158	173	7,252	11,005	11,304	18,714

**Figure 1 Speeding Crashes and Fatalities, 1996-2005**



## Collision Types

- Rear end and fixed object crashes accounted for 70% of the total speeding crashes
- Fixed object crashes accounted for 50% of the fatal speeding crashes in Maryland.

**Table 3 Speeding Crashes by Collision Type, 2005**

Crash Type	Fatal Speeding Crashes		Total Speeding Crashes	
	Number	Percent	Number	Percent
Opposite Direction	17	10.8	722	3.9
Rear End	12	7.6	6,837	36.5
Left Turn	6	3.8	214	1.1
Sideswipe	6	3.8	546	2.9
Angle	7	4.4	779	4.2
Parked Vehicle	6	3.8	1,182	6.3
Pedestrian	5	3.2	104	0.6
Animal	-	0.0	29	0.2
Fixed Object	79	50.0	6,304	33.7
Other Object	1	0.6	171	0.9
Overtuned	4	2.5	417	2.2
Other Non Collision	1	0.6	76	0.4
Run Off Road	5	3.2	720	3.8
U-Turn	1	0.6	43	0.2
Backing	2	1.3	43	0.2
Other/unknown	6	3.8	527	2.8
<b>Total</b>	<b>158</b>	<b>100.0</b>	<b>18,714</b>	<b>100.0</b>

## Illumination

- Nearly 63% of the total speeding crashes occurred in daylight.
- Approximately 61%% of the fatal speeding crashes occurred in the dark; 34.8% with lights off and 26.6% with lights on.

**Table 4 Speeding Crashes by Illumination, 2005**

Illumination	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Daylight	54	34.2	11,527	61.6
Dawn / Dusk	7	4.4	952	5.1
Dark Lights On	42	26.6	4,108	22.0
Dark Lights Off	55	34.8	2,062	11.0
Unknown	-	0.0	65	0.3
<b>Total</b>	<b>158</b>	<b>100.0</b>	<b>18,714</b>	<b>100.0</b>

**“Fixed object crashes accounted for 50% of the fatal speeding crashes in Maryland.”**

**“Nearly 63% of the total speeding crashes occurred in daylight.”**

**“Approximately 61%% of the fatal speeding crashes occurred in the dark; 34.8% with lights off and 26.6% with lights on.”**

**In 2005, 77% of the fatal and nearly 53% of the total speeding crashes occurred on dry surfaces.”**

**Surface Types**

- In 2005, 77% of the fatal and nearly 53% of the total speeding crashes occurred on dry surfaces.
- More than one-third of the total and 18% of the fatal speeding crashes occurred on wet surfaces.

**Table 5 Speeding Crashes by Surface Type, 2005**

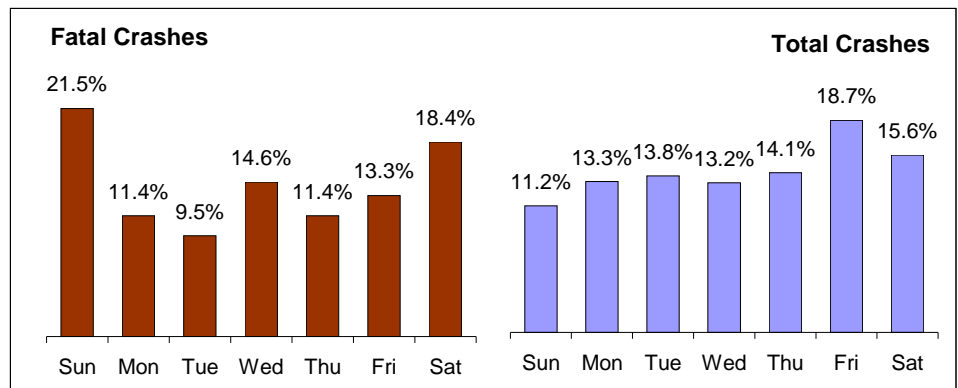
Surface Type	Fatal Crashes		Total Speeding Crashes	
	Number	Percent	Number	Percent
Wet	28	17.7	6,589	35.2
Dry	122	77.2	9,886	52.8
Snow	2	1.3	1,389	7.4
Ice	6	3.8	799	4.3
Mud	-	0.0	-	0.0
Other / Unknown	-	0.0	51	0.3
<b>Total</b>	<b>158</b>	<b>100.0</b>	<b>18,714</b>	<b>100.0</b>

**Temporal Patterns**

- Nearly 40% of the fatal speeding crashes occurred on Saturdays and Sundays.

**“Nearly 40% of the fatal speeding crashes occurred on Saturdays and Sundays.”**

**Figure 2 Speeding Driving Crashes by Day of Week, 2005**



- In 2005, 46% of the total speeding crashes occurred between the hours of 12PM and 8PM.

**“In 2005, 43% of the total speeding crashes occurred between the hours of 12PM and 8PM.”**

**Table 6 Speeding Crashes by Time of Day, 2005**

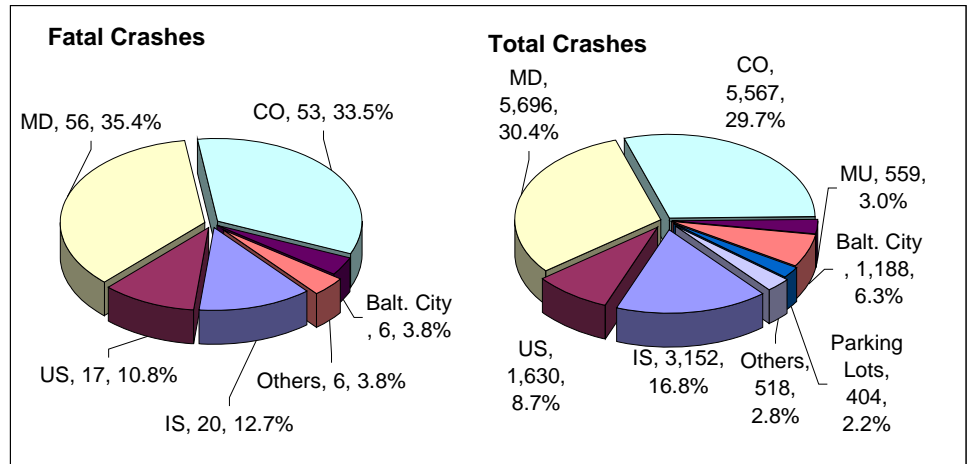
Time of Day	Fatal Crashes		Total Speeding Crashes	
	Number	Percent	Number	Percent
12:00AM-03:59AM	39	24.7	1,871	10.0
04:00AM-07:59AM	18	11.4	2,274	12.2
08:00AM-11:59AM	15	9.5	3,252	17.4
12:00PM-03:59PM	22	13.9	4,324	23.1
04:00PM-07:59PM	28	17.7	4,306	23.0
08:00PM-11:59PM	36	22.8	2,686	14.4
Unknown	-	0.0	1	0.0
<b>Total</b>	<b>158</b>	<b>100.0</b>	<b>18,714</b>	<b>100.0</b>

## Route Types

- ❑ Fatal and total speeding crashes occurred most frequently on state and county roads.

**“Fatal and total speeding crashes occurred most frequently on state and county roads.”**

**Figure 3 Speeding Crashes by Route Type, 2005**



## Speed Limits

- ❑ Approximately 60% of the vehicles involved in crashes were on roads with a posted speed limit if 40 MPH or less.
- ❑ More than 50% of the fatal speeding crashes occurred on roads with a posted speed limit of 40 MPH or less.
- ❑ One-third of the fatal speeding crashes occurred on roads with a posted speed limit between 50 and 55 MPH.

**Table 7 Vehicles Involved in Fatal and Total Speeding Crashes by Posted Speed Limit, 2005**

Posted Speed Limits (mph)	Vehicles Involved in Fatal Crashes		Vehicles Involved in Total Crashes	
	Number	%	Number	%
25 or less	11	9.6	3,062	15.9
30	15	13.0	2,516	13.1
35	19	16.5	3,356	17.5
40	16	13.9	2,491	13.0
45	9	7.8	1,321	6.9
50	21	18.3	1,589	8.3
55	17	14.8	3,198	16.6
60	-	0.0	118	0.6
65	7	6.1	1,018	5.3
Other/ Unknown	-	0.0	554	2.9
<b>Total</b>	<b>115</b>	<b>100.0</b>	<b>19,223</b>	<b>100.0</b>

**“Approximately 60% of the vehicles involved in crashes were on roads with a posted speed limit of 40 MPH or less.”**



**Drivers Involved in Speeding Crashes**

- Approximately half of the drivers killed and involved in total speeding crashes were between the ages of 16 and 29.
- The majority of the drivers killed or involved in speeding crashes were male.

**“Approximately half of the drivers killed and involved in total speeding crashes were between the ages of 16 and 29.”**

**Table 8 Drivers Involved in Speeding Crashes by Driver Age, 2005**

Driver Age	Driver Fatalities		Total Drivers Involved in Crashes	
	Number	Percent	Number	Percent
15 and Under	2	1.7	85	0.4
16 - 19	13	11.3	3,503	18.2
20 - 24	33	28.7	3,640	18.9
25 - 29	14	12.2	2,279	11.9
30 - 34	16	13.9	1,601	8.3
35 - 39	13	11.3	1,526	7.9
40 - 44	6	5.2	1,376	7.2
45 - 49	6	5.2	1,132	5.9
50 - 54	6	5.2	814	4.2
55 - 59	2	1.7	621	3.2
60 - 64	-	0.0	359	1.9
65 - 69	1	0.9	194	1.0
70 - 79	1	0.9	253	1.3
80 +	2	1.7	149	0.8
Unknown	-	0.0	1,691	8.8
<b>Total</b>	<b>115</b>	<b>100.0</b>	<b>19,223</b>	<b>100.0</b>

**Table 9 Drivers Involved in Speeding Crashes by Driver Gender, 2005**

Driver Gender	Driver Fatalities		Drivers Involved in Crashes	
	Number	Percent	Number	Percent
Male	102	88.7	12,170	63.3
Female	13	11.3	5,868	30.5
Unknown	-	0.0	1,185	6.2
<b>Total</b>	<b>115</b>	<b>100.0</b>	<b>19,223</b>	<b>100.0</b>

**“In nearly 40% of the fatal speeding crashes, alcohol was reportedly involved.”**

**Alcohol Related**

- In nearly 40% of the fatal speeding crashes, alcohol was reportedly involved.

**Table 10 Speeding Crashes by Alcohol/Drug Condition, 2005**

Crash Condition	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Alcohol	61	38.6	1,233	6.6
Drugs	2	1.3	128	0.7
Both (Alcohol & Drugs)	4	2.5	24	0.1
No	91	57.6	17,329	92.6
<b>Total</b>	<b>158</b>	<b>100.0</b>	<b>18,714</b>	<b>100.0</b>

- Almost 23% of the drivers killed were noted to be alcohol-impaired.
- Approximately 81% of the drivers involved in crashes had no apparent defects.

**Table 11 Drivers Involved in Speeding Crashes by Driver Condition, 2005**

Driver Condition	Driver Fatalities		Drivers Involved in Crashes	
	Number	Percent	Number	Percent
Not Stated	5	4.3	416	2.2
No Apparent Defects	41	35.7	15,493	80.6
Alcohol	26	22.6	1,085	5.6
Drugs	-	0.0	44	0.2
Physical Handicap	-	0.0	26	0.1
Illness	-	0.0	15	0.1
Fatigue	-	0.0	37	0.2
Apparently Asleep	-	0.0	15	0.1
Unknown	43	37.4	2,092	10.9
<b>Total</b>	<b>115</b>	<b>100.0</b>	<b>19,223</b>	<b>100.0</b>

**“Almost 23% of the drivers killed were noted to be alcohol-impaired.”**

### Vehicle Types

- Automobiles, motorcycles and pickup trucks accounted for nearly 90% of vehicles involved in fatal speeding crashes.
- Of the total vehicles involved in crashes, automobiles accounted for 60% of the total speeding crashes.

**Table 12 Vehicles in Speeding Crashes by Vehicle Type, 2005**

Vehicle Types	Vehicles Involved in Fatal Crashes		Total Vehicles Involved	
	Number	Percent	Number	Percent
Motorcycle	34	29.6	448	2.3
Automobile	50	43.5	11,594	60.3
Station Wagon	1	0.9	272	1.4
Limousine	-	0.0	3	0.0
Single TRK 2 Axles	-	0.0	253	1.3
Single TRK 3 Axles	-	0.0	108	0.6
Truck Tractor	2	1.7	247	1.3
Recreational Vehicle	9	7.8	2,483	12.9
Farm Vehicle	-	0.0	4	0.0
Transit Bus	-	0.0	33	0.2
Cross Country Bus	-	0.0	4	0.0
School Bus	-	0.0	43	0.2
Ambulance - Emerg.	-	0.0	10	0.1
Fire Veh. - Emerg.	-	0.0	9	0.0
Fire Veh. - Non-Emerg.	-	0.0	6	0.0
Police - Emerg.	-	0.0	56	0.3
Police - Non-Emerg.	-	0.0	46	0.2
Moped	-	0.0	19	0.1
Pickup Truck	16	13.9	2,085	10.8
Van	1	0.9	1,237	6.4
Other	2	1.7	34	0.2
Unknown	-	0.0	229	1.2
<b>Total Vehicles</b>	<b>115</b>	<b>100.0</b>	<b>19,223</b>	<b>100.0</b>

**“Automobiles, motorcycles and pickup trucks accounted for nearly 90% of vehicles involved in fatal speeding crashes.”**

## Maryland Traffic Safety Facts 2005 - Speeding

### County

- ❑ Baltimore and Prince George’s Counties had the highest number and percentage of speeding crashes.
- ❑ Prince George’s County had the highest percentage of fatal crashes in Maryland.
- ❑ Somerset County had the lowest percentage of total and fatal speeding crashes, and the lowest fatal crash rates per 100 MVMT and per 10,000 population.

**“Baltimore and Prince George’s Counties had the highest number and percentage of speeding crashes.”**

**Table 13 Total and Fatal Speeding Crashes and Fatal Crash Rates by County, 2005**

County	Speeding Crashes				VMT (millions)	Fatal Crash Rate (per 100 MVMT)	Pop.*	Fatal Crash Rate (per 10,000 Pop.)
	Total	Percent	Fatal	Percent				
Allegany	134	0.7	7	4.4	862	0.81	73,639	0.95
Anne Arundel	1,969	10.5	15	9.5	5,769	0.26	510,878	0.29
Baltimore	3,362	18.0	19	12.0	8,260	0.23	786,113	0.24
Calvert	259	1.4	3	1.9	791	0.38	87,925	0.34
Caroline	93	0.5	3	1.9	406	0.74	31,822	0.94
Carroll	426	2.3	5	3.2	1,325	0.38	168,541	0.30
Cecil	323	1.7	6	3.8	1,249	0.48	97,796	0.61
Charles	611	3.3	6	3.8	1,329	0.45	138,822	0.43
Dorchester	79	0.4	2	1.3	422	0.47	31,401	0.64
Frederick	719	3.8	9	5.7	2,974	0.30	220,701	0.41
Garrett	139	0.7	3	1.9	590	0.51	29,909	1.00
Harford	707	3.8	6	3.8	2,318	0.26	239,259	0.25
Howard	773	4.1	7	4.4	3,758	0.19	269,457	0.26
Kent	50	0.3		0.0	244	0.00	19,899	0.00
Montgomery	2,507	13.4	7	4.4	7,536	0.09	927,583	0.08
Prince George's	3,258	17.4	37	23.4	8,906	0.42	846,123	0.44
Queen Anne's	173	0.9		0.0	982	0.00	45,612	0.00
St. Mary's	332	1.8	2	1.3	834	0.24	96,518	0.21
Somerset	37	0.2		0.0	310	0.00	25,845	0.00
Talbot	157	0.8	2	1.3	624	0.32	35,683	0.56
Washington	603	3.2	8	5.1	2,008	0.40	141,895	0.56
Wicomico	364	1.9	2	1.3	930	0.22	90,402	0.22
Worcester	173	0.9	1	0.6	673	0.15	48,750	0.21
Baltimore City	1,466	7.8	8	5.1	3,636	0.22	635,815	0.13
<b>Total</b>	<b>18,714</b>	<b>100.0</b>	<b>158</b>	<b>100.0</b>	<b>56,736</b>	<b>0.28</b>	<b>5,600,388</b>	<b>0.28</b>

1. Source: \* Maryland Department of Planning

**“Prince George’s County had the highest percentage of fatal crashes in Maryland.”**

# Maryland Traffic Safety Facts 2005

## Aggressive Driving



Maryland Department of Transportation  
State Highway Administration  
Office of Traffic and Safety



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***“Nearly 43% of the total aggressive driving crashes were rear end crashes.”***

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***“Baltimore County had the highest percentage of both total and fatal aggressive driving crashes of all the counties in Maryland.”***

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### Introduction

An aggressive driving crash is defined as two or more consecutive contributing circumstances causing the accident. The contributing circumstances include: “Failed to Yield Right of Way”, “Failed to Obey Stop Sign”, “Failed to Obey Traffic Signal”, “Failed to Obey Other Traffic Control”, “Failed to Keep Right of Center”, “Failed to Stop for School Bus”, “Exceeding Speed Limit”, “Too Fast for Conditions”, “Followed Too Closely”, “Improper Lane Change”, and “Improper Passing”.

In 2005, a total of 62 persons lost their lives in the total of 5,653 aggressive driving crashes.

### Summary

- ❑ In 2005, there were 5,653 aggressive driving crashes accounting for 5.5% of the total crashes in Maryland.
- ❑ Nearly 43% of the total aggressive driving crashes were rear end crashes.
- ❑ Nearly 88% of the fatal and 73% of the total aggressive driving crashes occurred on dry surfaces.
- ❑ The vast majority of drivers killed in aggressive driving crashes were males.
- ❑ The most common contributing circumstance for 41% of the aggressive driver fatalities was exceeding the speed limit.
- ❑ Baltimore County had the highest percentage of both total and fatal aggressive driving crashes of all the counties in Maryland.

**Table 1 Aggressive Driving Fatal Crashes, Fatalities, and Total Aggressive Driving Crashes, 1996-2005**

Year	Aggressive driving Fatal Crashes	Total Fatal Crashes	Percent of Total	Aggressive driving Fatalities	Total Fatalities	Percent of Total	Total Aggressive driving Crashes	Total Crashes	Percent of Total
1996	53	563	9.4	58	614	9.4	3,394	99,355	3.4
1997	61	570	10.7	65	610	10.7	3,424	96,121	3.6
1998	49	551	8.9	58	606	9.6	3,234	94,039	3.4
1999	61	555	11.0	77	598	12.9	3,113	97,012	3.2
2000	52	574	9.1	60	617	9.7	2,860	99,302	2.9
2001	55	602	9.1	61	662	9.2	3,004	101,411	3.0
2002	63	606	10.4	71	661	10.7	3,183	104,843	3.0
2003	55	596	9.2	62	651	9.5	3,900	109,130	3.6
2004	52	576	9.0	58	643	9.0	3,909	104,103	3.8
2005	56	577	9.7	62	614	10.1	5,653	102,624	5.5

## Aggressive Driving Crash Severity

- In 2005, there were 5,653 aggressive driving crashes accounting for 5.5% of the total crashes in Maryland.
- Since 2002, fatal aggressive driving crashes decreased by 11%.
- Total aggressive crashes increased almost 45% compared to the previous year; however, the increase is partly due to improved coding of the “Contributing Circumstances” data field.

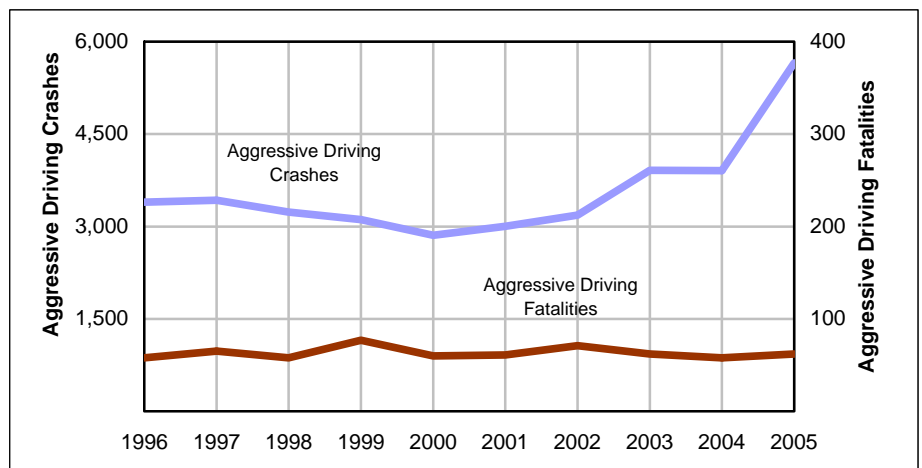
**“In 2005, there were 5,653 aggressive driving crashes accounting for 5.5% of the total crashes in Maryland.”**

**Table 2 Aggressive Driving Crashes by Severity, 2000-2004**

Year	Fatal Crashes	Fatalities	Injury Crashes	Number Injured	PDO	Total Crashes
2001	55	61	1,341	2,420	1,608	3,004
2002	63	71	1,383	2,471	1,737	3,183
2003	55	62	1,637	2,739	2,208	3,900
2004	52	58	1,624	2,626	2,233	3,909
2005	56	62	2,415	4,060	3,182	5,653

**“Since 2002, aggressive driving crashes decreased by 11%.”**

**Figure 1 Aggressive Driving Crashes and Fatalities, 1996-2005**



**Collision Types**

- ❑ Angle and fixed object crashes accounted for approximately 45% of all fatal aggressive driving crashes.
- ❑ Nearly 43% of the total aggressive driving crashes were rear end crashes.

**Table 3 Aggressive Driving Crashes by Collision Type, 2005**

Crash Type	Fatal Aggressive Driving Crashes		Total Aggressive Driving Crashes	
	Number	Percent	Number	Percent
Opposite Direction	9	16.1	312	5.5
Rear End	2	3.6	2,402	42.5
Left Turn	4	7.1	228	4.0
Sideswipe	5	8.9	525	9.3
Angle	12	21.4	973	17.2
Parked Vehicle	2	3.6	158	2.8
Pedestrian	-	0.0	22	0.4
Fixed Object	13	23.2	647	11.4
Overtaken	2	3.6	45	0.8
Other Non Collision	1	1.8	10	0.2
Run Off Road	3	5.4	103	1.8
Backing	1	1.8	22	0.4
Other/unknown	2	3.6	206	3.6
<b>Total</b>	<b>56</b>	<b>100.0</b>	<b>5,653</b>	<b>100.0</b>

**“Nearly 43% of the total aggressive driving crashes were rear end crashes.”**

**Illumination**

- ❑ Approximately 70% of all aggressive driving crashes occurred in daylight.
- ❑ One-half of the fatal aggressive driving crashes occurred in the dark; 25% with the lights on and 25% with the lights off.

**Table 4 Aggressive Driving Crashes by Illumination, 2005**

Illumination	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Daylight	25	44.6	3,893	68.9
Dawn / Dusk	3	5.4	275	4.9
Dark Lights On	14	25.0	1,059	18.7
Dark Lights Off	14	25.0	408	7.2
Unknown	-	0.0	18	0.3
<b>Total</b>	<b>56</b>	<b>100.0</b>	<b>5,653</b>	<b>100.0</b>

**“One-half of the fatal aggressive driving crashes occurred in the dark; 25% with the lights on and 25% with the lights off.”**

## Surface Types

- Nearly 88% of the fatal and 73% of the total aggressive driving crashes occurred on dry surfaces.
- Wet surfaces accounted for nearly 11% of the fatal and 23% of the total aggressive driving crashes.

**“Nearly 88% of the fatal and 73% of the total aggressive driving crashes occurred on dry surfaces.”**

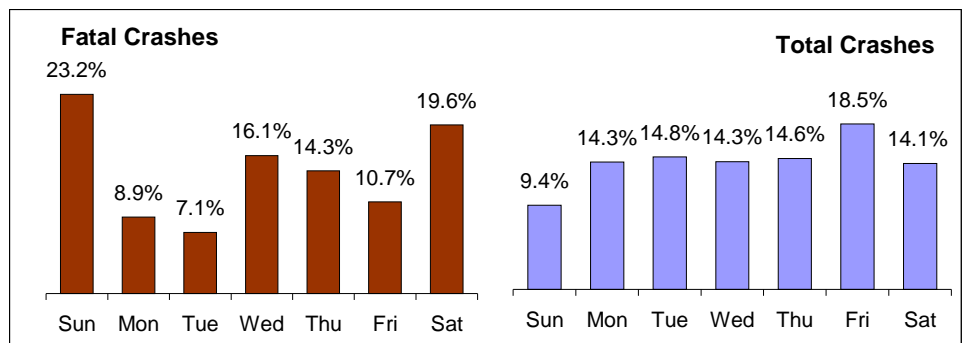
**Table 5 Aggressive Driving Crashes by Surface Type, 2005**

Surface Type	Fatal Aggressive Driving Crashes		Total Aggressive Driving Crashes	
	Number	Percent	Number	Percent
Wet	6	10.7	1,321	23.4
Dry	49	87.5	4,129	73.0
Snow	-	0.0	136	2.4
Ice	1	1.8	55	1.0
Mud	-	0.0	-	0.0
Other / Unknown	-	0.0	12	0.2
<b>Total</b>	<b>56</b>	<b>100.0</b>	<b>5,653</b>	<b>100.0</b>

## Temporal Patterns

- Approximately 43% of the fatal aggressive driving crashes occurred on a Saturday or Sunday.

**Figure 2 Aggressive Driving Crashes by Day of Week, 2005**



- More than 50% of the total aggressive driving crashes occurred between the hours of 12PM and 8PM, whereas almost one-third of the fatal crashes occurred between 4PM and 8PM.

**Table 6 Aggressive Driving Crashes by Time of Day, 2005**

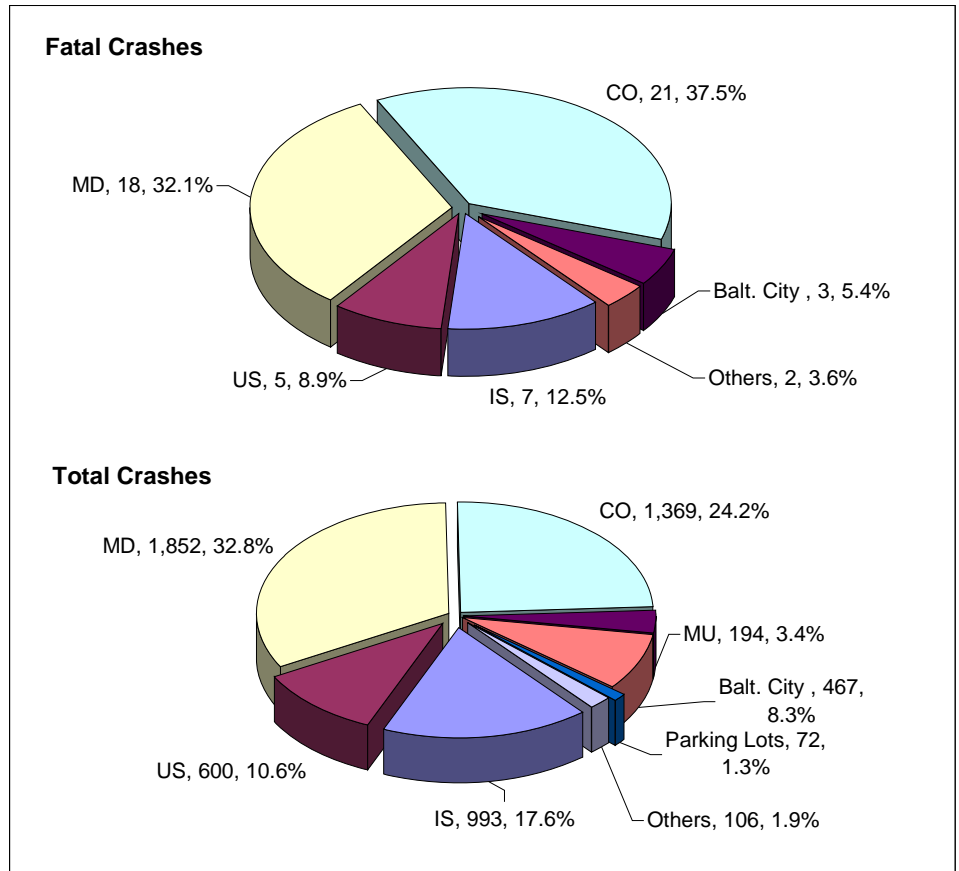
Time of Day	Fatal Aggressive Driving Crashes		Total Aggressive Driving Crashes	
	Number	Percent	Number	Percent
12:00AM-03:59AM	8	14.3	369	6.5
04:00AM-07:59AM	7	12.5	607	10.7
08:00AM-11:59AM	7	12.5	1,083	19.2
12:00PM-03:59PM	5	8.9	1,413	25.0
04:00PM-07:59PM	18	32.1	1,478	26.1
08:00PM-11:59PM	11	19.6	703	12.4
<b>Total</b>	<b>56</b>	<b>100.0</b>	<b>5,653</b>	<b>100.0</b>



**Route Types**

- Approximately 40% of the fatal aggressive driving crashes occurred on county roadways.
- Nearly 60% of the total crashes occurred on state or county highways, 32.8% and 24.2% respectively.

**Figure 3 Aggressive Driving Crashes by Route Type, 2005**



**“Approximately 40% of the fatal aggressive driving crashes occurred on county roadways.”**

**“The vast majority of drivers killed in aggressive driving crashes were males.”**

**Drivers**

- The vast majority of drivers killed in aggressive driving crashes were males.

**Table 7 Aggressive Driver Information by Driver Gender, 2005**

Driver Gender	Driver Fatalities		Drivers Involved in Crashes	
	Number	Percent	Number	Percent
Male	34	87.2	3,611	62.4
Female	5	12.8	1,754	30.3
Unknown	-	0.0	421	7.3
<b>Total Drivers</b>	<b>39</b>	<b>100.0</b>	<b>5,786</b>	<b>100.0</b>

- More than 50% of the drivers killed were 24 years old or younger.
- Approximately 43% of the drivers involved in crashes were between the ages of 16 and 29.

**Table 8 Aggressive Driver Information by Driver Age, 2005**

Driver Age	Driver Fatalities		Total Drivers Involved in Crashes	
	Number	Percent	Number	Percent
15 and Under	1	2.6	23	0.4
16 - 19	6	15.4	921	15.9
20 - 24	13	33.3	971	16.8
25 - 29	1	2.6	577	10.0
30 - 34	5	12.8	488	8.4
35 - 39	6	15.4	447	7.7
40 - 44	2	5.1	485	8.4
45 - 49	2	5.1	342	5.9
50 - 54	1	2.6	275	4.8
55 - 59	-	0.0	204	3.5
60 - 64	-	0.0	132	2.3
65 - 69	1	2.6	81	1.4
70 - 79	-	0.0	118	2.0
80 +	1	2.6	86	1.5
Unknown	-	0.0	636	11.0
<b>Total</b>	<b>39</b>	<b>100.0</b>	<b>5,786</b>	<b>100.0</b>

**“More than 50% of the drivers killed were 24 years old or younger.”**

**Table 9 Aggressive Driving Crashes at Intersection, 2005**

Intersection	Fatal Aggressive Driving Crashes		Total Aggressive Driving Crashes	
	Number	Percent	Number	Percent
Lap Belts Only	-	0.0	21	0.4
Harness Only	-	0.0	41	0.7
Belt and Harness	9	23.1	3,427	59.2
Air Bag	1	2.6	37	0.6
Air Bag and Belts	6	15.4	1,070	18.5
Motorcycle Helmet	6	15.4	33	0.6
Eye Protection	-	0.0	-	0.0
Helmet / Eye Protection	4	10.3	59	1.0
None	11	28.2	195	3.4
Not Stated	1	2.6	92	1.6
Other / Unknown	1	2.6	811	14.0
<b>Total Drivers</b>	<b>39</b>	<b>100.0</b>	<b>5,786</b>	<b>100.0</b>

**Alcohol-Related Crashes**

- The majority of persons killed or involved in crashes did not use any drugs or alcohol. Of the persons that were killed, 30% were reportedly alcohol-impaired.

**Table 10 Aggressive Driving Crashes by Alcohol/Drug Condition, 2005**

Crash Condition	Fatal Crashes		Total Crashes	
	Number	Percent	Number	Percent
Alcohol	15	26.8	220	3.9
Drugs	-	0.0	30	0.5
Both (Alcohol & Drugs)	-	0.0	7	0.1
No	41	73.2	5,396	95.5
<b>Total Crashes</b>	<b>56</b>	<b>100.0</b>	<b>5,653</b>	<b>100.0</b>

- ❑ More than 80% of the drivers involved in crashes reported having no apparent defects.
- ❑ Of the drivers killed, 41% did not have any apparent defects, and in 41% of the drivers, the condition was unknown.

**“More than 80% of the drivers involved in crashes reported having no apparent defects.”**

**Table 11 Aggressive Driver Information by Driver Condition, 2005**

Driver Condition	Driver Fatalities		Drivers Involved in Crashes	
	Number	Percent	Number	Percent
Not Stated	3	7.7	144	2.5
No Apparent Defects	16	41.0	4,710	81.4
Alcohol	4	10.3	176	3.0
Drugs	-	0.0	11	0.2
Physical Handicap	-	0.0	4	0.1
Illness	-	0.0	3	0.1
Fatigue	-	0.0	4	0.1
Apparently Asleep	-	0.0	1	0.0
Unknown	16	41.0	733	12.7
<b>Total</b>	<b>39</b>	<b>100.0</b>	<b>5,786</b>	<b>100.0</b>

**“The primary contributing circumstance for 41% of the aggressive driver fatalities was exceeding the speed limit.”**

**Contributing Circumstances**

- ❑ The primary contributing circumstance for 41% of the aggressive driver fatalities was exceeding the speed limit.
- ❑ Approximately 30% of the drivers involved in aggressive driving crashes were driving too fast for the conditions.

**Table 12 Aggressive Driver Information by Contributing Circumstance, 2005**

Contributing Circumstance	Driver Fatalities		Total Drivers Involved	
	Number	Percent	Number	Percent
Fail to Yield Right of Way	2	5.1	821	14.2
Fail to Obey Stop Sign	1	2.6	285	4.9
Fail to Obey Signal	3	7.7	309	5.3
Fail to Obey Oth. Controls	1	2.6	288	5.0
Fail to Keep Right of Center	10	25.6	360	6.2
Fail to Stop School Bus	-	0.0	7	0.1
Exceed Speed Limit	16	41.0	570	9.9
Too Fast for Conditions	3	7.7	1,726	29.8
Followed Too Close	-	0.0	936	16.2
Improper Lane Change	2	5.1	352	6.1
Improper Passing	1	2.6	132	2.3
<b>Total</b>	<b>39</b>	<b>100.0</b>	<b>5,786</b>	<b>100.0</b>

## County

**“Baltimore County had the highest percentage of both total and fatal aggressive driving crashes of all the counties in Maryland.”**

- Baltimore County had the highest percentage of both total and fatal aggressive driving crashes of all the counties in Maryland.
- Talbot County had the highest crash rate per 10,000 population for aggressive driving crashes.
- Kent and Somerset Counties had the lowest percentage of aggressive driving crashes.

**Table 13 Total and Fatal Aggressive Driving Crashes and Crash Rates by County, 2005**

County	Aggressive Driving Crashes				VMT (millions)	Crash Rate (per 100M VMT)	Pop.*	Crash Rate (per 10K Pop.)
	Total	%	Fatal	%				
Allegany	25	0.4	1	1.8	862	2.9	73,639	3.4
Anne Arundel	686	12.1	5	8.9	5,769	11.9	510,878	13.4
Baltimore	1,063	18.8	13	23.2	8,260	12.9	786,113	13.5
Calvert	85	1.5	1	1.8	791	10.7	87,925	9.7
Caroline	30	0.5	1	1.8	406	7.4	31,822	9.4
Carroll	122	2.2	-	0.0	1,325	9.2	168,541	7.2
Cecil	81	1.4	4	7.1	1,249	6.5	97,796	8.3
Charles	170	3.0	1	1.8	1,329	12.8	138,822	12.2
Dorchester	29	0.5	-	0.0	422	6.9	31,401	9.2
Frederick	210	3.7	4	7.1	2,974	7.1	220,701	9.5
Garrett	17	0.3	-	0.0	590	2.9	29,909	5.7
Harford	192	3.4	2	3.6	2,318	8.3	239,259	8.0
Howard	251	4.4	4	7.1	3,758	6.7	269,457	9.3
Kent	9	0.2	-	0.0	244	3.7	19,899	4.5
Montgomery	683	12.1	1	1.8	7,536	9.1	927,583	7.4
Prince George's	781	13.8	11	19.6	8,906	8.8	846,123	9.2
Queen Anne's	65	1.1	-	0.0	982	6.6	45,612	14.3
St. Mary's	99	1.8	1	1.8	834	11.9	96,518	10.3
Somerset	11	0.2	-	0.0	310	3.5	25,845	4.3
Talbot	76	1.3	1	1.8	624	12.2	35,683	21.3
Washington	158	2.8	1	1.8	2,008	7.9	141,895	11.1
Wicomico	136	2.4	1	1.8	930	14.6	90,402	15.0
Worcester	43	0.8	1	1.8	673	6.4	48,750	8.8
Baltimore City	631	11.2	3	5.4	3,636	17.4	635,815	9.9
<b>Total</b>	<b>5,653</b>	<b>100.0</b>	<b>56</b>	<b>100.0</b>	<b>56,736</b>	<b>10.0</b>	<b>5,600,388</b>	<b>10.1</b>

1. Source: \* Maryland Department of Planning

**“Kent and Somerset Counties had the lowest percentage of aggressive driving crashes.”**

# Glossary

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## **Alcohol-Related Crash**

Any Reportable crash in which one or more of the drivers, pedestrians or pedalcyclists involved in the crash was reported to have been drinking.

## **Alcohol-Related Fatality**

A person who died within 30 days as a result of a traffic crash involving alcohol.

## **Blood Alcohol Concentration (BAC)**

The BAC is measured as a percentage by weight of alcohol in the blood (grams/deciliter). A positive BAC level (0.01 g/d and higher) indicates that alcohol was consumed by the person tested. A BAC level of .08 g/dl or more indicates that the person was intoxicated.

## **Body Type**

Detailed type of motor vehicle within a vehicle type.

## **Bus**

Large motor vehicles used to carry more than ten passengers, including school buses, inter-city buses, and transit buses.

## **Child Passenger Restraint System**

A combination of an approved child safety seat and existing vehicle safety belt restraints.

## **Collision Diagram**

A diagram which shows all the crashes in a intersection and the directions and types of crashes.

## **Construction Zone**

The area between the first advance warning sign and the point beyond the work area where traffic is no longer affected.

# Glossary

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## Crash

An occurrence that originates or terminates on a traffic way, which involves at least one motor vehicle in transport and results in injury or death to any person, or damage to any property.

## Crash Rates

VMT - The number of crashes per 100 million vehicle miles traveled.

Population - The number of crashes per 100,000 population.

Licensed Drivers - The number of crashes per 100,000 licensed drivers.

Registered Vehicles - The number of crashes per 100,000 registered vehicles.

## Crash Severity

1. Fatal Crash - A motor vehicle traffic crash in which one or more persons were killed.
2. Injury Crash - A motor vehicle traffic crash involving one or more persons who were physically harmed or who complained of physical harm but were not killed.
3. Property Damage Crash - A motor vehicle traffic crash involving property damage and no injury or death.

## Crash Type

The category that best describes the general type of collision which was the first harmful event, that is, the first occurrence of injury or damage.

## DUI

Driving Under the Influence.

## DWI

Driving While Impaired

## Ejection

Refers to occupants being totally or partially thrown from the vehicle as a result of an impact or rollover.

# Glossary

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## **Fatality**

A person who dies as the result of a motor vehicle traffic crash. (For record keeping purposes, the death must occur within 30 days of the crash).

## **Fatality Rate**

VMT - The number of persons killed per 100 million vehicle miles traveled.

Population - The number of persons killed per 100,000 population.

Licensed Drivers - The number of persons killed per 100,000 licensed drivers.

Registered Vehicles - The number of persons killed per 100,000 registered vehicles.

## **First Harmful Event**

The first occurrence of injury or property damage in a motor vehicle crash.

## **Fixed Object**

Stationary structures or substantial vegetation attached to the terrain.

## **Hazardous Material Spillage**

A load spilled from a cargo carrying vehicle which is considered dangerous or involves risk.

## **Holidays**

The holiday weekend begins at 6:00 PM of the last working day before the holiday and ends at midnight on the last day of the holiday. Pre-Holiday weekends and post-holiday weekends are time periods equivalent to that of the weekend before or the weekend after the holiday, respectively. The same applies to holidays during the middle of the work week where no weekend is involved.

## **Intersection**

An area which contains a crossing or connection of two or more roadways not classified as driveway access and within the prolongation of the lateral curb lines. If no curb exists, it is the area within the extension of the lateral boundary lines of the roadway of two joined traffic ways.

# Glossary

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## **Intersection Related**

A crash resulting from an activity, behavior or traffic control that affects a unit's movement in relation to an intersection, whether or not the point of origin or first harmful event occurred within the intersection.

## **Land Use**

The crash location (urban or rural).

## **Most Harmful Event**

The event during a crash for a particular vehicle that is judged to have produced the greatest personal injury or property damage.

## **Non-motorist**

Any person who is not an occupant of a motor vehicle in transport and includes the following:

1. Pedestrians
2. Pedalcyclists
3. Occupants of parked motor vehicles
4. Others such as skateboard riders, people riding on animals, and persons riding in animal drawn conveyances.

## **Occupant**

Any person who is in or upon a vehicle, including the driver, passenger, and persons riding on the outside of the vehicle.

## **Pedalcyclist**

A person on a vehicle that is powered solely by pedals.

## **Pedestrian**

Any person on foot, not in or upon a motor vehicle or other vehicle.

## **Passenger**

Any occupant of a vehicle who is not the driver.



# Glossary

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## **Passenger Car**

Motor vehicles used primarily for carrying passengers, including utility vehicles, sedans, convertibles and station wagons.

## **Reportable Crash**

A crash resulting in a death within the 30 days of the crash, or injury, in any degree, to any person involved; or crashes resulting in damage to any vehicle serious enough to require towing.

## **Restraint Use**

The occupant's use of available vehicle restraints including lap belt, shoulder belt, or automatic belt.

## **Roadway**

That part of a traffic-way designed, improved, and ordinarily used for motor vehicle travel.

## **Seating Position**

The location of the occupants in the vehicle. More than one can be assigned the same seat position.

## **Speed-Related Crash**

Any reportable crash in which speed was listed as a contributing factor, whether or not the driver was noted as going over the posted speed limit.

## **Vehicle Miles of Travel (VMT)**

A measure which indicates the number of miles traveled by vehicles on Maryland roadways.

## **Work Zone**

The area between the first advance warning sign and the point beyond the work area where traffic is no longer affected (same as construction zone).

# Glossary

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## Internet Websites

Maryland State Highway Administration - [www.sha.state.md.us](http://www.sha.state.md.us)

US DOT NHTSA website - [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)

National Study Center for Trauma and EMS (CODES) – [nsc.umaryland.edu](http://nsc.umaryland.edu)

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