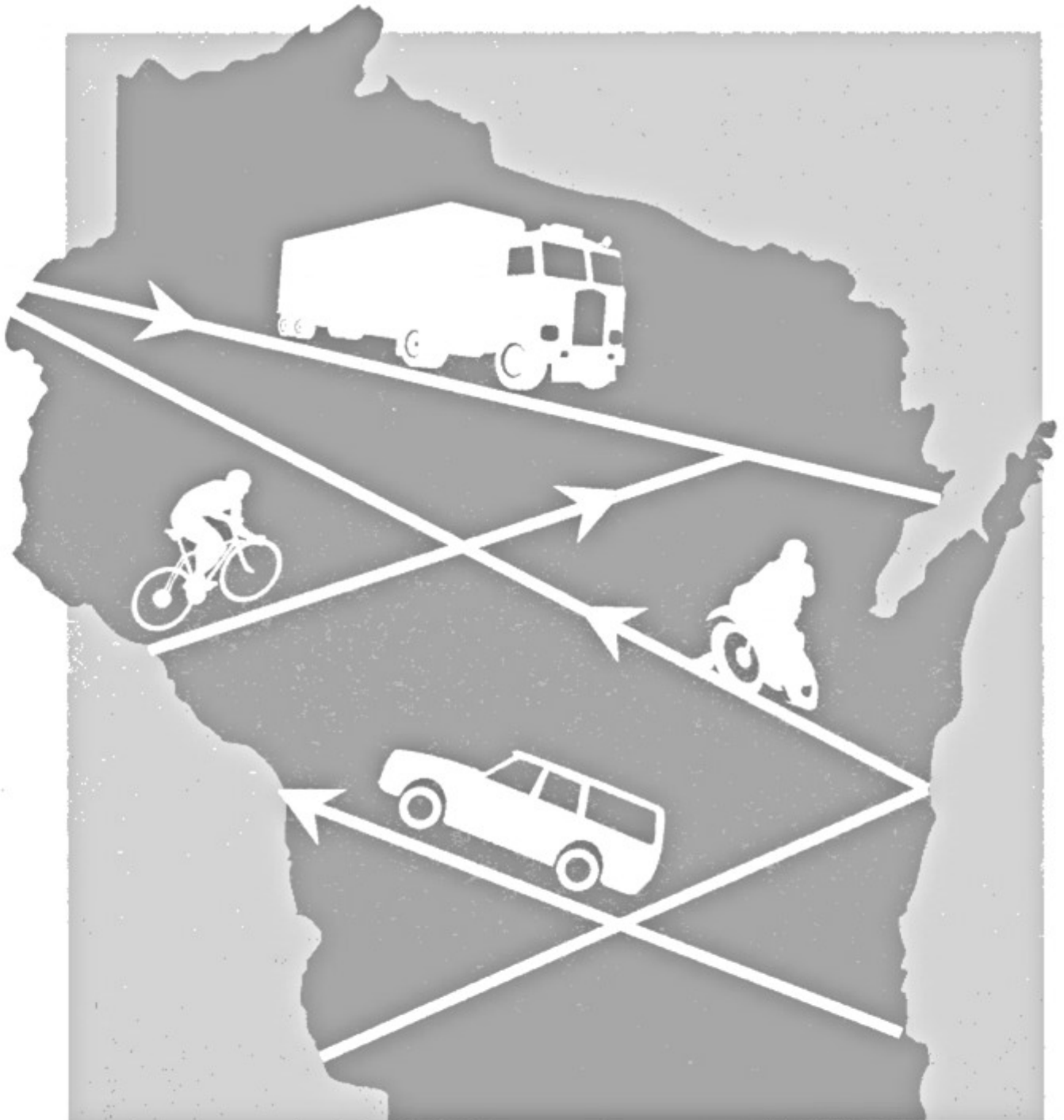


2001 WISCONSIN TRAFFIC CRASH FACTS



Prepared by the
Wisconsin Department
of Transportation

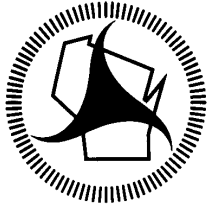
2001 Facts and Figures

- 764 persons were killed in Wisconsin motor vehicle traffic crashes (40% involved alcohol, 32% involved speed, and 16% involved both speed and alcohol).
- 58,279 persons were injured in 39,358 reported injury crashes and 684 fatal crashes. An average of two persons were killed every day on Wisconsin highways.
- The fatality rate per 100 million miles of travel was 1.33, compared to 1.40 in 2000.
- Of the 458 drivers who were killed and tested for alcohol concentration, 163 drivers (36%) had an alcohol concentration of .10 or above.
- 42 pedestrians were killed, compared to 50 in 2000.
- Of the 42 pedestrians killed, 19 (45%) were tested with a blood alcohol concentration of .10 or above.
- 9 bicyclists were killed, compared to 10 in 2000.
- 70 motorcyclists were killed, compared to 78 in 2000.
- 42% of people killed in passenger car crashes (for instances in which safety belt use could be determined) were using safety restraints.
- 79% of all motorcyclists killed in crashes (for instances in which helmet use could be determined) were not wearing helmets.
- 61% of all crashes occurred on county trunk highways and local roads.
- The total number of registered vehicles was 4,946,305 compared to 4,798,056 in 2000 (a 3.1% increase).
- The total number of licensed drivers was 3,835,549 compared to 3,667,497 in 2000 (a 4.6% increase).

NOTE: The definition of a "reportable crash" changed starting January 1, 1996. For a Property Damage Only crash, the reporting threshold was raised from \$500 to \$1,000 to "any one person's property." Government-owned property changed to \$1,000 for government-owned vehicles, and remained at \$200 for all other government-owned property. This change in the threshold most likely contributed to the decline in property damage crashes (and therefore, total crashes) as compared to prior years.

Crashes, Not Accidents

Traffic crashes are not accidents but avoidable events caused by a single variable or chain of variables. The Bureau of Transportation Safety is dedicated to reducing traffic injuries and fatalities by addressing the factors that cause them.



Wisconsin Department of Transportation

Scott McCallum
Governor

Thomas E. Carlsen, P.E.
Acting Secretary

Bureau of Transportation Safety
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September, 2002

Dear Traffic Safety Partners:

The Wisconsin Department of Transportation, Bureau of Transportation Safety is pleased to provide you with a copy of the 2001 edition of the *Wisconsin Traffic Crash Facts* book.

This book provides statewide information on traffic crashes, deaths and injuries. To help you identify current and emerging traffic safety issues, this information is provided in several levels of detail including: number and types of crashes; types of vehicles involved in crashes; severity of injuries; and age and gender of drivers. This information is provided as a resource for traffic safety professionals and those interested in making Wisconsin's roadways, sidewalks, and bicycle paths safe for all of us who travel them.

I want to offer special thanks to Mary Elizabeth Kunkel for her efforts to make this publication accurate and user friendly.

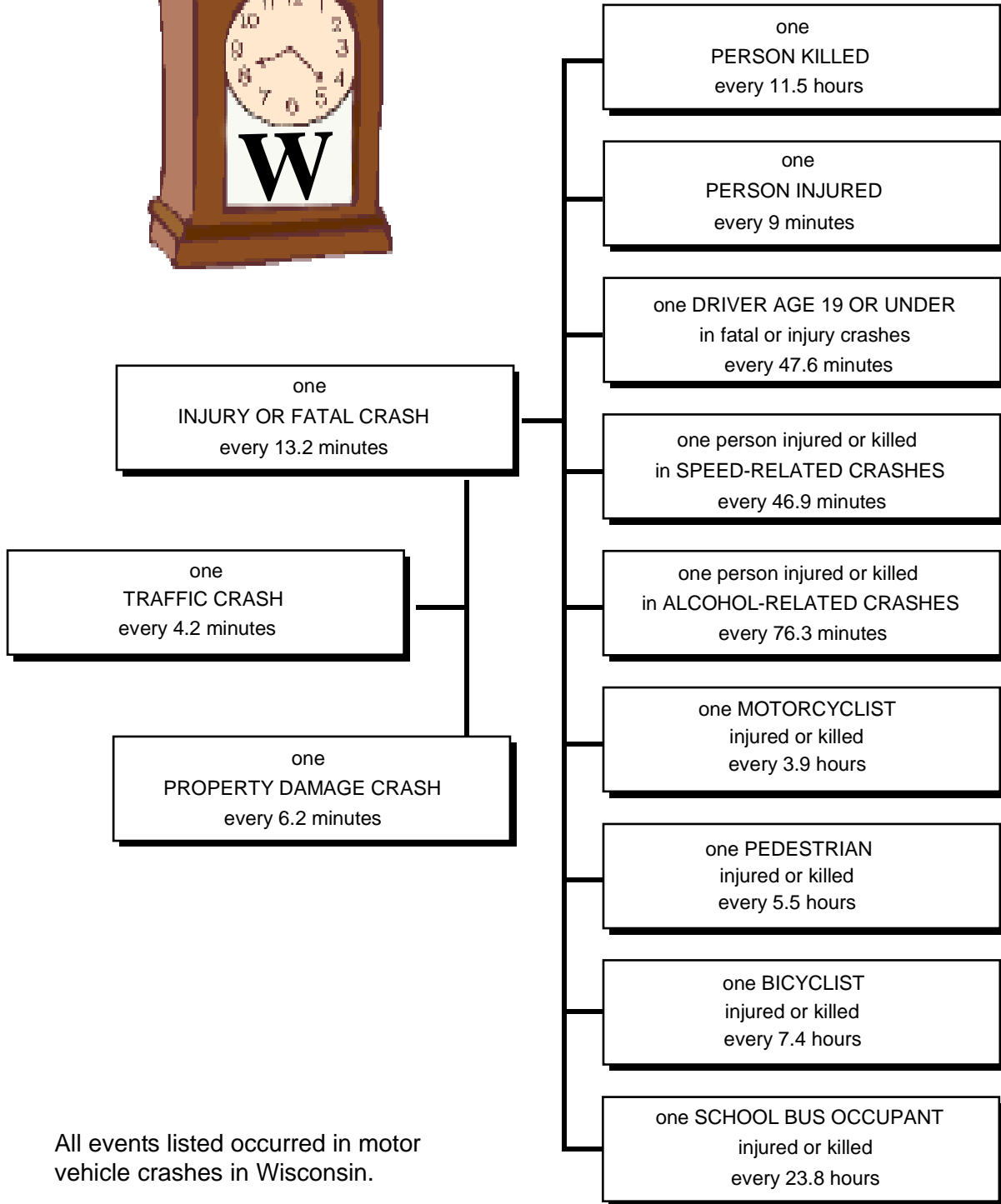
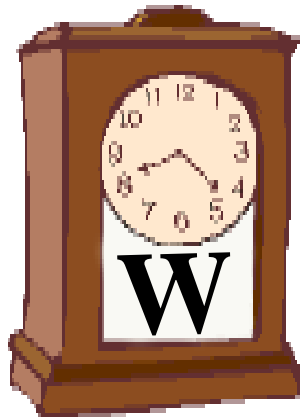
To view this publication online, visit <http://www.dot.state.wi.us/>. To obtain additional print copies of the *Wisconsin Traffic Crash Facts* book or more information about transportation safety in Wisconsin, please contact us.

Sincerely,

A handwritten signature in black ink, appearing to read "John H. Evans".

John H. Evans, Director
Bureau of Transportation Safety

Wisconsin's Highway Safety Clock 2001



All events listed occurred in motor vehicle crashes in Wisconsin.

2001 Wisconsin Traffic Crash Facts Table of Contents

| | Page |
|---|--------------|
| 2001 Facts and Figures | inside cover |
| Wisconsin's Highway Safety Clock 2001 | ii |

Section I: General Highlights

OVERVIEW

| | |
|--|---|
| -Total crashes by severity with licensed drivers and registered vehicles - 15 year summary | 2 |
| -State of traffic crashes in Wisconsin 2001 | 3 |

FATAL INFORMATION

| | |
|--|-----|
| -Wisconsin and U.S. motor vehicle fatality rates - 15 year summary | 4 |
| -Fatality rates of surrounding states | 4 |
| -Mileage fatality rates in Wisconsin & U.S. - 15 year summary | 5 |
| -Fatality rate and vehicle miles traveled - 15 year summary | 5 |
| -Fatal crashes by type of crash and manner of collision | 6 |
| -Persons killed by unit type and role | 6 |
| -Fatal crashes/persons killed by county (graphic) | 7 |
| -Fatal crashes and persons killed by county and month | 8,9 |
| -Persons killed by time of day and day of week | 10 |
| -Persons killed or injured by age and role | 11 |
| -Largest multi-fatality crashes in Wisconsin history and in 2001 | 11 |
| -Persons killed by age, role, gender (urban) | 12 |
| -Persons killed by age, role, gender (rural) | 13 |
| -Fatal crashes and persons killed by legal holiday 1994-2001 | 18 |

INJURY INFORMATION

| | |
|---|-------|
| -Largest multi-injury crashes in Wisconsin in 2001 | 11 |
| -Injury crashes and total persons injured by county and month | 14,15 |
| -Persons injured by age, role, gender (urban) | 16 |
| -Persons injured by age, role, gender (rural) | 17 |

Section II: Crashes

TIME AND SEVERITY

| | |
|---|----|
| -Crashes by month and severity, urban/rural, total killed/injured | 20 |
| -Total crashes by county (graphic) | 20 |
| -Crashes by time of day, day of week, by severity | 21 |
| -Percent of crashes by severity and time of day | 22 |
| -Fatal crashes by time of day and urban/rural | 22 |

LOCATION AND SEVERITY

| | |
|--|-------|
| -Crashes by municipality type and severity | 23 |
| -Hit & run crashes by location type and severity | 23 |
| -Crashes by location type and severity | 23 |
| -Crashes by county and highway class by severity | 24,25 |
| -Crashes by municipality, severity, and crash type with total killed/injured and economic loss | 26-28 |
| -Economic loss in crashes by urban/rural location and severity of crash | 29 |
| -Bicycle,work zone,deer,hit & run,motorcycle,pedestrian, and school bus crashes by county | 30,31 |

CRASH TYPE

| | |
|--|----|
| -Crashes by crash type and severity, total killed/injured, urban/rural | 32 |
| -Fire-related crashes by manner of collision and severity | 33 |
| -Average crash response time by month and reporting agency type, urban/rural | 33 |
| -Fixed objects struck by crash severity and urban/rural | 34 |
| -Fixed objects struck by owner type | 35 |

CONDITIONS

-Crashes by conditions (light, weather & road) and severity, total killed/injured 36
-Crashes by weather and light conditions 37
-Crashes by road and light conditions 37
-Crashes by road and weather conditions 37
-Highway possible contributing circumstances by crash severity, urban/rural 38
-Total crashes with and without highway possible contributing circumstances by severity, urban/rural 38

REPORTING AGENCY AND CITATIONS

-Crashes and citations by reporting agency type and severity 39
-Crashes by county and reporting agency type, by severity 40,41
-Crashes with citations issued by county and highway class 42,43
-Crash and citation summary by county 44,45

TRAFFIC CONTROLS

-Traffic controls for all vehicles by crash severity 46

MOST HARMFUL EVENT

-Most harmful event for all vehicles by crash severity, urban/rural 46

Section III: Driver Data

DRIVER AGE AND CRASH SEVERITY

-Drivers in crashes by age group 48
-Crash involvement rates by age group 48
-Drivers in crashes by age and crash severity by gender 49
-Crash involvement rates by age and gender 49
-Driver conditions by age and driver factor 50
-Drug use reported on the accident report 50
-Drivers by what drivers were doing and crash severity 51
-Primary driver contributing factors in crashes 51

SAFETY RESPONSIBILITY

-Safety Responsibility claims by type of claim and amounts 52
-Motorists subject to Safety Responsibility (SR) Law 52
-Drivers subject to Safety Responsibility (SR) Law by age 53
-Total Safety Responsibility claim amounts, 1991-2000 53

DRIVER PCCs

-Driver possible contributing circumstances by crash severity, urban/rural 54

OTHER

-In-state and out-of-state drivers in Wisconsin crashes by month 54

Section IV: Vehicle Data

VEHICLE TYPE AND PLATE TYPE

-Units involved in crashes by vehicle type and crash severity 56
-Vehicles in crashes by plate type and crash severity 57

DAMAGE

-Vehicles by damage severity and crash severity 58

TOTAL VEHICLES AND OCCUPANTS

-Crashes by total vehicles and crash severity 58
-Total occupants in vehicles in crashes by crash severity 58

PASSENGER CARS AND LIGHT TRUCKS

| | |
|---|----|
| -Passenger car and light truck crashes by month and severity, total killed/injured, urban/rural | 59 |
| -Passenger car and light truck crashes by manner of collision and highway class, urban/rural | 60 |
| -Vehicle possible contributing circumstances for passenger cars in crashes by severity, urban/rural | 61 |
| -Driver possible contributing circumstances comparison in passenger car crashes by crash severity | 61 |
| -Vehicle possible contributing circumstances for light trucks in crashes by severity, urban/rural | 62 |
| -Driver possible contributing circumstances comparison in light truck crashes by crash severity | 62 |

LARGE TRUCKS

| | |
|---|----|
| -Large truck crashes by month and severity, total killed/injured, urban/rural | 63 |
| -Large truck crash rates on rural interstate highways 1984-2001 | 63 |
| -Large truck crashes by manner of collision and highway class, urban/rural | 64 |
| -Commercial motor vehicle drivers in crashes by age and crash severity | 64 |
| -Vehicle possible contributing circumstances for large trucks in crashes by severity, urban/rural | 65 |
| -Driver possible contributing circumstances comparison in large truck crashes by crash severity | 65 |

MOTORCYCLES

| | |
|--|----|
| -Motorcycle crashes by month and severity, total killed/injured, urban/rural | 66 |
| -Motorcycle crashes by time of day | 66 |
| -Motorcycle crashes by day of week | 66 |
| -Motorcycle crashes by manner of collision and highway class, urban/rural | 67 |
| -Motorcycle crashes by time of day and day of week | 67 |
| -Vehicle possible contributing circumstances for motorcycles in crashes by severity, urban/rural | 68 |
| -Driver possible contributing circumstances comparison in motorcycle crashes by crash severity | 68 |
| -Motorcyclists injured or killed by age, injury severity and gender | 69 |
| -Single unit motorcycle crashes, primary driver contributing factors | 69 |
| -Fatal and injury motorcycle crashes, 15 year summary | 70 |

SCHOOL BUSES

| | |
|--|----|
| -School bus crashes by month and severity, total killed/injured, urban/rural | 71 |
| -School bus crashes by highway class | 71 |
| -School bus occupants injured or killed by age and injury severity by gender | 72 |
| -School bus drivers in crashes by age and crash severity | 72 |
| -Driver possible contributing circumstances comparison in school bus crashes by crash severity | 73 |
| -Total school bus crashes with and without driver PCCs by severity, urban/rural | 73 |
| -School bus crashes by time of day and day of week | 74 |
| -School bus crashes by road conditions | 74 |

PEDESTRIANS

| | |
|---|----|
| -Crashes involving pedestrians by month and severity, total injured/killed, urban/rural | 75 |
| -Pedestrian fatalities and injuries - 15 year summary | 75 |
| -Crashes involving pedestrians by manner of collision and highway class, urban/rural | 76 |
| -Pedestrian actions, locations in crashes | 76 |
| -Pedestrians involved in crashes by action and location | 77 |
| -Crashes involving pedestrians by time of day and day of week | 77 |
| -Pedestrians injured or killed by age and light conditions | 78 |
| -Pedestrian injuries and fatalities by age group | 78 |
| -Vehicles involved in pedestrian crashes by type and location | 79 |
| -Pedestrian crashes by time of day, day of week | 79 |

BICYCLES

| | |
|---|----|
| -Bicycle crashes by month and severity, total killed/injured, urban/rural | 80 |
| -Bicycle crashes by time of day and day of week | 80 |
| -Bicycle crashes by manner of collision and highway class, urban/rural | 81 |
| -Bicyclists injured or killed by age and injury severity by gender | 81 |

| | |
|---|----|
| TRAILERS | |
| -Trailer crashes by month and severity, total killed/injured, urban/rural..... | 82 |
| VEHICLE PCCs | |
| -Vehicle possible contributing circumstances for all vehicles in crashes by severity, urban/rural | 82 |

Section V: Alcohol

| | |
|--|-------|
| ALCOHOL | |
| -Drinking drivers (ability impaired and not impaired) in crashes by county and age | 84,85 |
| -Alcohol-related crashes by county and highway class by severity, total killed/injured | 86,87 |
| -Alcohol-related crashes by time of day and day of week, total killed/injured | 88,89 |
| -Drivers in fatal crashes by age and alcohol concentration (AC) test results | 90 |
| -Motorcycle driver fatalities by alcohol concentration (AC) test results | 91 |
| -Drinking rates for drivers, pedestrians, and bicyclists in crashes | 91 |
| -Pedestrian fatalities by alcohol concentration (AC) test results | 91 |
| -Crash rate for drinking drivers age 18, 19, 20, 21-24 and 25+ (20 year summary) | 92 |

Section VI. Speed-Related Crashes

| | |
|--|-------|
| SPEED-RELATED CRASHES | |
| -Drivers "Driving too fast" in crashes by age, gender and severity | 94 |
| -Speed-related crashes by month and road conditions | 95 |
| -Speed-related crashes by time of day, day of week, total killed/injured | 95 |
| -Speed-related crashes by county and highway class, total killed/injured | 96,97 |
| -Rural interstate crash rate summary | 98 |

Section VII. Safety Equipment

| | |
|--|---------|
| PASSENGER CARS | |
| -Safety equipment use in passenger cars by injury severity and seat position | 100 |
| -Safety equipment use in passenger cars in crashes by age of occupant | 100 |
| LIGHT TRUCKS | |
| -Safety equipment use in light trucks by injury severity and seat position | 101 |
| -Safety equipment use in light trucks in crashes by age of occupant..... | 101 |
| AIRBAGS | |
| -Occupants for whom airbag deployed in crash, manner of collision by injury severity | 102 |
| MOTORCYCLES | |
| -Safety equipment use on motorcycles by injury severity and seat position | 102 |
| -Motorcyclists injured by age, role by safety equipment use | 103 |
| -Motorcyclists killed by age, role, gender by safety equipment use | 104 |
| SEATING POSITION | |
| -Occupants and injury severity by seating position and safety equipment use | 105 |
| WISCONSIN MOTOR VEHICLE ACCIDENT REPORT MV4000 | 106,107 |
| GLOSSARY | 108,109 |

I. GENERAL HIGHLIGHTS

This section provides an overview of the number of licensed drivers, registered vehicles, property damage, personal injury and fatal crashes.

Specific attention is given to aspects of personal injury and fatal crashes.



Total Crashes by Severity with Licensed Drivers and Registered Vehicles Fifteen Year Summary

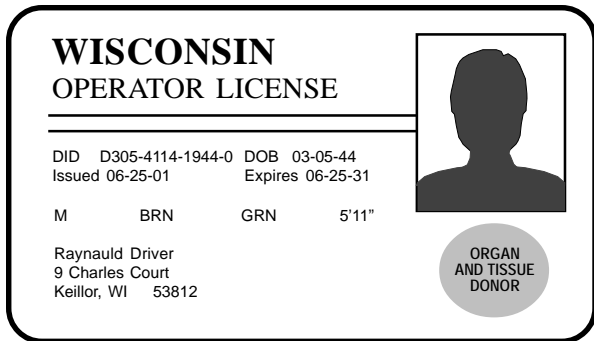
| Year | Fatal Crashes | Injury Crashes | Property Damage Crashes | Total Crashes | Persons Killed | Persons Injured | Licensed Drivers | Registered Vehicles |
|------|---------------|----------------|-------------------------|---------------|----------------|-----------------|------------------|---------------------|
| 1987 | 729 | 42,031 | 87,834 | 130,594 | 817 | 61,500 | 3,313,791 | 3,690,578 |
| 1988 | 710 | 40,769 | 92,791 | 134,270 | 813 | 58,925 | 3,329,557 | 3,764,880 |
| 1989 | 714 | 42,673 | 99,395 | 142,782 | 817 | 62,108 | 3,357,339 | 3,839,647 |
| 1990 | 672 | 42,395 | 99,889 | 142,956 | 763 | 62,529 | 3,394,203 | 3,907,343 |
| 1991 | 675 | 40,916 | 97,142 | 138,733 | 795 | 60,055 | 3,473,236 | 3,982,901 |
| 1992 | 579 | 40,792 | 96,451 | 137,822 | 645 | 60,142 | 3,481,421 | 4,018,786 |
| 1993 | 616 | 41,216 | 100,453 | 142,285 | 703 | 60,902 | 3,502,347 | 4,129,519 |
| 1994 | 616 | 43,775 | 103,934 | 148,325 | 706 | 66,403 | 3,554,003 | 4,172,462 |
| 1995 | 656 | 43,845 | 104,363 | 148,864 | 739 | 66,232 | 3,601,619 | 4,268,618 |
| 1996 | 656 | 43,773 | 92,269 | 136,698 | 759 | 66,048 | 3,723,685 | 4,241,260 |
| 1997 | 631 | 41,962 | 87,361 | 129,954 | 721 | 63,166 | 3,672,469 | 4,503,904 |
| 1998 | 628 | 41,594 | 83,609 | 125,831 | 709 | 62,236 | 3,709,957 | 4,449,217 |
| 1999 | 674 | 41,345 | 88,931 | 130,950 | 744 | 61,577 | 3,733,077 | 4,713,643 |
| 2000 | 718 | 43,145 | 95,647 | 139,510 | 801 | 63,890 | 3,667,497 | 4,798,056 |
| 2001 | 684 | 39,358 | 85,361 | 125,403 | 764 | 58,279 | 3,835,549 | 4,946,305 |

Recent Changes in Crash Reporting Threshold

- December 20, 1979** - Property damage threshold increased from \$200 to \$400 combined damage. \$200 threshold for government-owned property.
- July 31, 1981** - Property damage threshold \$500 to "any one person's property." \$200 threshold for government-owned property.
- April 19, 1988** - Property damage threshold \$500 to "any one person's property." Government-owned property changed to \$500 for government-owned vehicles, and \$200 for all other government-owned property.
- January 1, 1996** - Property damage threshold changed to \$1,000 to "any one person's property." Government-owned property changed to \$1,000 for government-owned vehicles, and remained at \$200 for all other government-owned property.

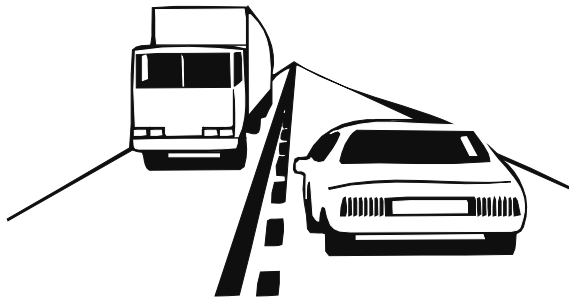
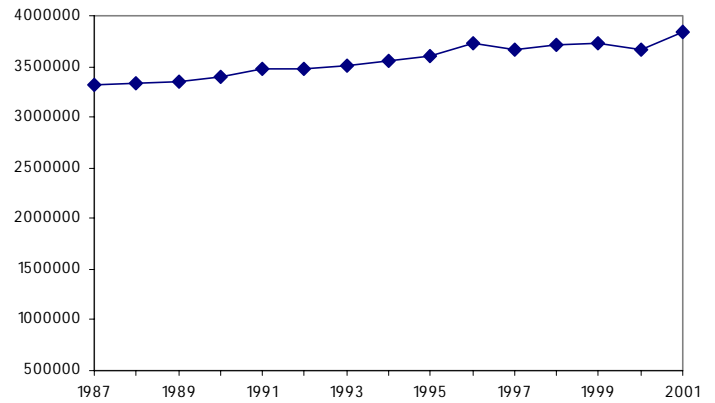
The "reporting threshold" is the minimum set of criteria that must be met before a crash is considered to be reportable. The above represent changes to the reporting threshold over recent years. See the Glossary at the end of the book for a full definition of a "reportable crash".

The State of Traffic Crashes in Wisconsin: 2001



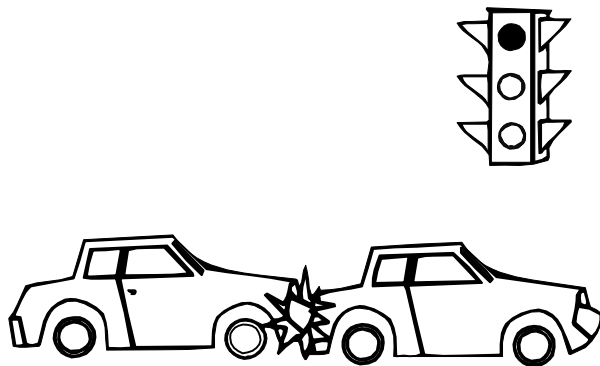
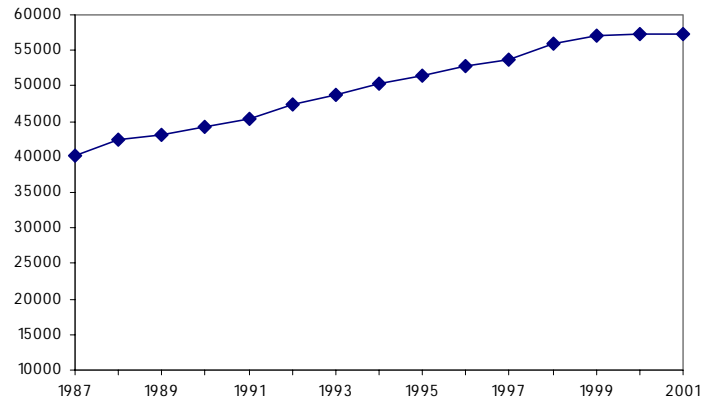
In 2001, there were 3,835,549 licensed drivers registered in Wisconsin.

Licensed Drivers



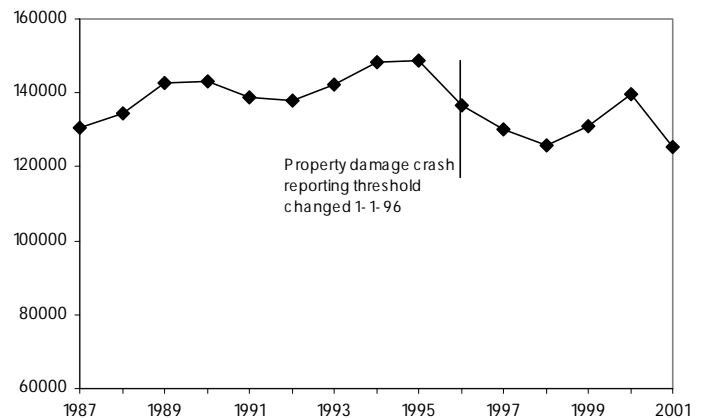
In 2001, there were 57.266 billion vehicle miles traveled in Wisconsin.

Vehicle Miles Traveled

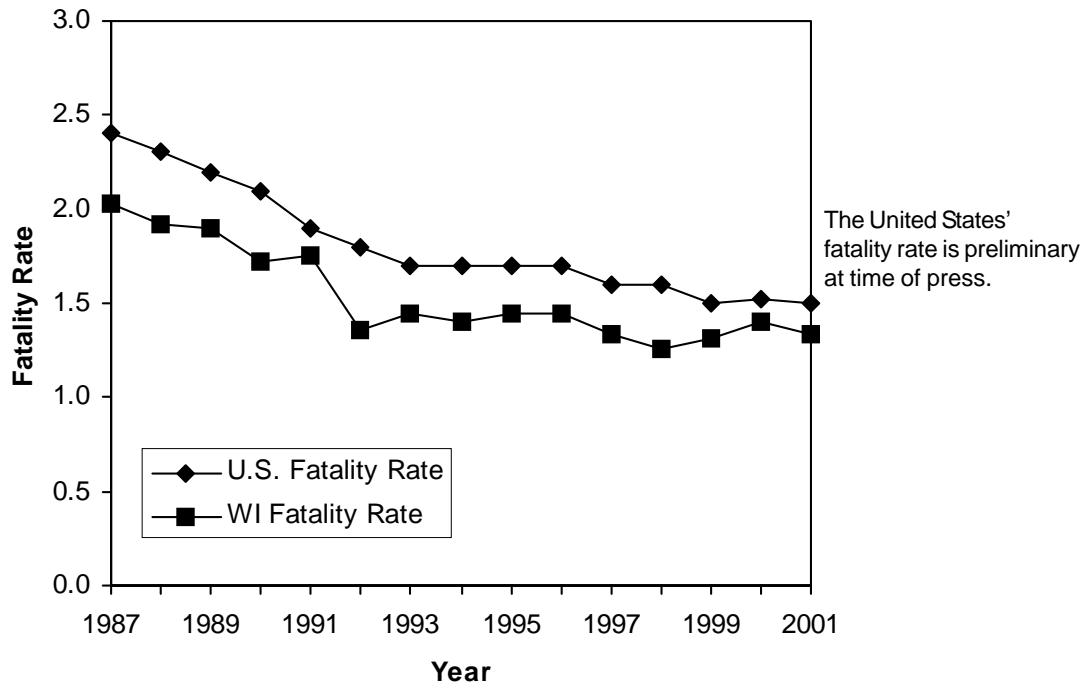


In 2001, there were 125,403 traffic crashes in Wisconsin.

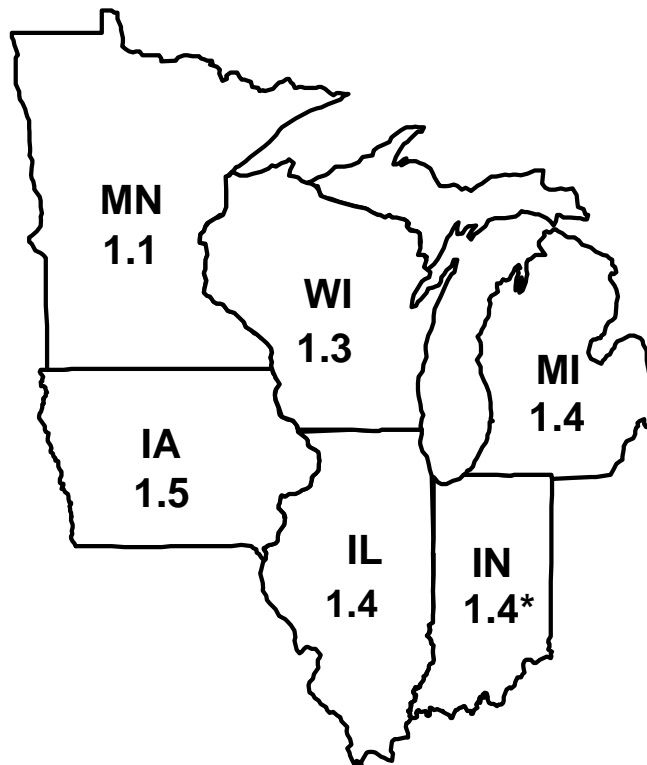
Total Crashes



Wisconsin and U.S. Motor Vehicle Fatality Rates Fifteen Year Summary



2001 Fatality Rates of Surrounding States



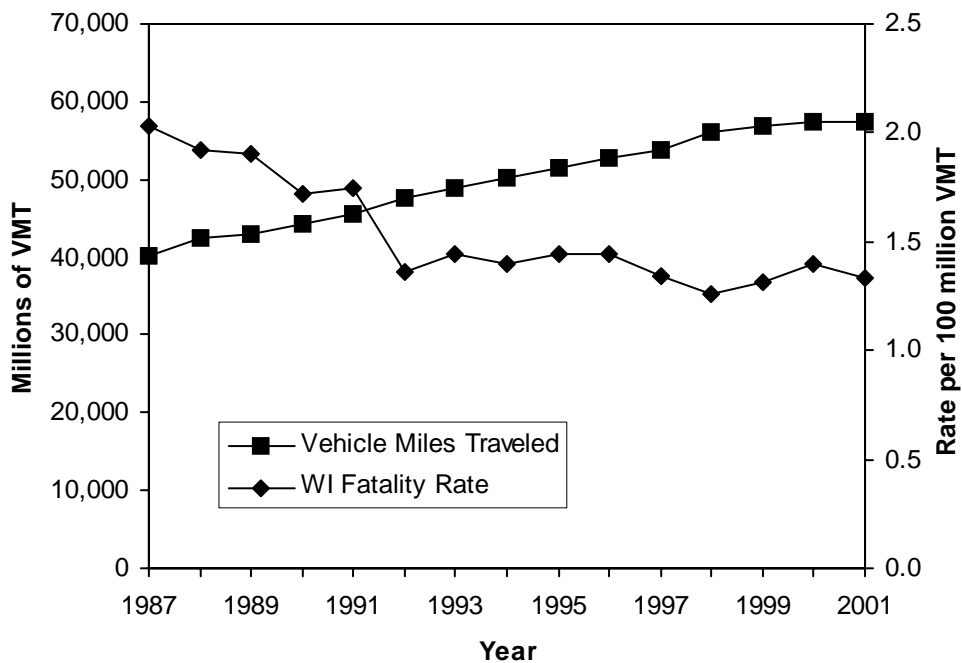
Fatality rate = deaths per 100 million miles of vehicle travel

The fatality rate for Indiana represents the calendar year 1999, the most recent year for which data is available.

Mileage Fatality Rates Fifteen Year Summary

| Year | U.S. Fatality Rate | Wisconsin Fatality Rate | Change in WI Fatality Rate | Estimated Motor Vehicle Miles of Travel | Change in VMT | Fatal Crash Rate | Change in Fatal Crash Rate |
|------|--------------------|-------------------------|----------------------------|---|---------------|------------------|----------------------------|
| 1987 | 2.4 | 2.03 | 3.2% | 40,194 Million | 4.6% | 1.81 | 5.4% |
| 1988 | 2.3 | 1.92 | -5.5% | 42,339 Million | 5.3% | 1.68 | -7.5% |
| 1989 | 2.2 | 1.90 | -1.3% | 43,087 Million | 1.8% | 1.66 | -1.2% |
| 1990 | 2.1 | 1.72 | -9.1% | 44,276 Million | 2.8% | 1.52 | -8.4% |
| 1991 | 1.9 | 1.75 | 1.7% | 45,456 Million | 2.7% | 1.48 | -2.5% |
| 1992 | 1.8 | 1.36 | -22.3% | 47,495 Million | 4.5% | 1.22 | -17.6% |
| 1993 | 1.7 | 1.44 | 5.9% | 48,805 Million | 2.8% | 1.26 | 3.3% |
| 1994 | 1.7 | 1.40 | -2.8% | 50,273 Million | 3.0% | 1.23 | -2.4% |
| 1995 | 1.7 | 1.44 | 2.9% | 51,395 Million | 2.2% | 1.28 | 4.1% |
| 1996 | 1.7 | 1.44 | 0.0% | 52,639 Million | 2.4% | 1.25 | -2.3% |
| 1997 | 1.6 | 1.34 | -6.9% | 53,729 Million | 2.1% | 1.17 | -6.4% |
| 1998 | 1.6 | 1.26 | -6.0% | 56,048 Million | 4.3% | 1.12 | -4.3% |
| 1999 | 1.5 | 1.31 | 4.0% | 56,960 Million | 1.6% | 1.18 | 5.4% |
| 2000 | 1.5 | 1.40 | 6.9% | 57,266 Million | 0.5% | 1.25 | 6.3% |
| 2001 | 1.5 | 1.33 | -5.0% | 57,266 Million | 0.0% | 1.19 | -4.7% |

Fatality Rate and Vehicle Miles Traveled Fifteen Year Summary



Fatality rate = deaths per 100 million vehicle miles traveled.

2001 Fatal Crashes by Type of Crash and Manner of Collision

| Type of Crash | Manner of Collision | | | | | | | | TOTAL |
|---|--|------------|-----------|-----------|---------------------|-----------------|--------------|-----------|------------|
| | No collision with motor vehicle in transit | Angle | Head on | Rear end | Side swipe opposite | Side swipe same | Rear to rear | Unknown | |
| Motor vehicle in transport | 16 | 149 | 71 | 26 | 16 | 10 | 0 | 3 | 291 |
| Fixed object | 210 | 5 | 1 | 0 | 1 | 0 | 0 | 2 | 219 |
| Overturn | 84 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 89 |
| Pedestrian | 36 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 39 |
| Bicycle | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| Parked motor vehicle | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| Deer | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| Train | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Motor vehicle in transport in other roadway | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Other object-not fixed | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Other animal | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Fire/explosion | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Other noncollision | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 10 |
| Immersion | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL | 376 | 163 | 75 | 31 | 17 | 11 | 0 | 11 | 684 |

2001 Persons Killed by Unit Type and Role

| Unit Type | Bicyclist | Driver | Motorcyclist | Moped User | Vehicle Passenger | Pedestrian | TOTAL |
|--------------|-----------|------------|--------------|------------|-------------------|------------|------------|
| Automobile | 0 | 341 | 0 | 0 | 153 | 0 | 494 |
| Truck | 0 | 113 | 0 | 0 | 29 | 0 | 142 |
| Motorcycle | 0 | 0 | 70 | 2 | 0 | 0 | 72 |
| Equipment | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| Bicycle | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| Pedestrian | 0 | 0 | 0 | 0 | 0 | 42 | 42 |
| TOTAL | 9 | 459 | 70 | 2 | 182 | 42 | 764 |

Motorcyclist includes motorcycle drivers and passengers.

Unit type refers to the unit of the person killed. See the glossary for definitions of the unit types.

2001 Fatal Crashes and Persons Killed by County and Month

| County | January | | February | | March | | April | | May | | June | | July | | August | | September | | October | | November | | December | | TOTAL | |
|-------------|---------|-----|----------|-----|-------|-----|-------|-----|-----|-----|------|-----|------|-----|--------|-----|-----------|-----|---------|-----|----------|-----|----------|-----|-------|-----|
| | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth |
| Adams | 1 | 1 | - | - | 2 | 3 | - | - | 1 | 1 | 1 | 1 | 1 | 2 | - | - | - | - | - | - | 1 | 1 | - | - | 7 | 9 |
| Ashland | - | - | - | - | - | - | 2 | 2 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 2 | 5 | 5 |
| Barron | - | - | 2 | 1 | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 2 | 2 | - | - | - | 1 | 2 | 2 | - | - | 10 | 10 |
| Bayfield | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | - | - | - | - | - | - | 1 | 1 | - | - | 2 | 2 |
| Brown | - | - | - | - | 1 | 1 | 2 | 5 | 2 | 2 | 2 | 2 | - | - | 3 | 3 | 5 | 5 | - | - | - | 1 | 1 | 1 | 16 | 19 |
| Buffalo | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 2 | 3 | 3 | 4 |
| Burnett | 2 | 2 | - | - | - | - | 2 | 2 | 1 | 1 | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | - | - | - | - | 7 | 7 |
| Calumet | - | - | - | - | - | - | 1 | 1 | - | - | - | - | - | - | 1 | 2 | - | - | - | - | - | - | 1 | 1 | 4 | 5 |
| Chippewa | - | - | - | - | - | - | - | - | - | - | 2 | 2 | - | - | 1 | 1 | 1 | 1 | - | - | 1 | 1 | 1 | 1 | 6 | 6 |
| Clark | - | - | - | - | - | - | - | - | 1 | 1 | - | - | - | - | - | 1 | 1 | 1 | - | - | 1 | 1 | 1 | 1 | 4 | 4 |
| Columbia | - | - | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | - | - | 1 | 1 | - | - | - | - | 1 | 2 | 1 | 1 | 2 | 2 | 9 | 11 |
| Crawford | - | - | - | - | - | - | - | - | 3 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 4 |
| Dane | 2 | 2 | 2 | 2 | - | - | 1 | 1 | 2 | 4 | 2 | 2 | 6 | 7 | 5 | 6 | 3 | 3 | 1 | 1 | 5 | 5 | 3 | 3 | 32 | 36 |
| Dodge | 1 | 1 | 1 | 1 | - | - | 3 | 4 | - | - | 3 | 3 | - | - | 4 | 4 | 1 | 1 | 1 | 1 | - | - | - | - | 14 | 15 |
| Door | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - | - | - | - | 3 | 3 |
| Douglas | - | - | 1 | 1 | - | - | 1 | 1 | - | - | - | - | - | - | - | - | 2 | 2 | - | - | 1 | 1 | 1 | 1 | 6 | 6 |
| Dunn | - | - | - | - | - | - | 2 | 3 | - | - | - | - | - | - | - | - | 2 | 2 | - | - | 1 | 1 | 1 | 1 | 6 | 7 |
| Eau Claire | 1 | 1 | 1 | 1 | - | - | - | - | 1 | 1 | - | - | - | - | - | - | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 9 | 9 |
| Florence | - | - | - | - | - | - | 1 | 1 | - | - | - | - | - | - | 1 | 1 | 1 | 1 | - | - | - | - | - | - | 3 | 3 |
| Fond du Lac | - | - | - | - | 4 | 5 | - | - | - | - | 2 | 2 | 1 | 1 | 1 | 1 | - | - | - | - | 1 | 1 | 1 | 1 | 10 | 11 |
| Forest | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 0 |
| Grant | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 3 | 4 | 4 | 3 | 3 | - | - | 1 | 1 | 1 | 1 | 11 | 12 |
| Green | - | - | - | - | - | - | 1 | 1 | - | - | - | - | 2 | 2 | 2 | 2 | - | - | 1 | 1 | - | - | - | - | 7 | 7 |
| Green Lake | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | - | - | - | - | - | - | - | - | 2 | 2 |
| Iowa | 2 | 3 | - | - | 1 | 2 | 1 | 1 | - | - | - | - | 1 | 1 | - | - | 3 | 3 | 2 | 2 | 1 | 1 | 1 | 1 | 12 | 15 |
| Iron | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 3 | - | - | 2 | 3 |
| Jackson | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 2 | - | - | - | - | 1 | 3 | 3 | 5 |
| Jefferson | - | - | 1 | 1 | 2 | 2 | 2 | 5 | - | - | 2 | 2 | 2 | 2 | 3 | 3 | 1 | 1 | 2 | 3 | - | - | 1 | 1 | 16 | 20 |
| Juneau | 1 | 1 | - | - | 1 | 1 | - | - | - | - | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | - | - | 1 | 1 | 8 | 10 |
| Kenosha | - | - | 3 | 3 | 1 | 1 | 4 | 4 | 3 | 5 | 6 | 6 | 3 | 3 | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 5 | 28 | 30 |
| Kewaunee | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 2 | 2 | - | - | - | - | - | - | 3 | 3 |
| La Crosse | - | - | 1 | 1 | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 6 | 6 |
| Lafayette | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 2 | - | - | - | - | 1 | 1 | - | - | 3 | 3 |
| Langlade | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | 1 | 1 | - | - | 4 | 4 |
| Lincoln | 1 | 1 | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 1 | - | - | 4 | 6 | 2 | 2 | 1 | 1 | - | - | 10 | 12 |
| Manitowoc | - | - | - | - | 1 | 1 | 1 | 1 | - | - | - | - | - | - | 3 | 3 | 2 | 2 | 1 | 1 | - | - | 3 | 3 | 11 | 11 |

continued

2001 Fatal Crashes and Persons Killed by County and Month

| County | January | | February | | March | | April | | May | | June | | July | | August | | September | | October | | November | | December | | TOTAL | | |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|----|
| | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | Crh | Dth | |
| Marathon | 2 | 3 | - | - | 1 | 3 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | - | - | 1 | 1 | 2 | 2 | 3 | 3 | - | - | 16 | 19 | |
| Marquette | - | - | - | - | 1 | 1 | - | - | 1 | 1 | 1 | 1 | - | - | 1 | 1 | - | - | - | 1 | 1 | 5 | 5 | - | - | 10 | 10 |
| Marquette | - | - | 1 | 1 | 1 | 1 | - | - | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - | - | 2 | 2 | - | - | 8 | 8 | |
| Menominee | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | - | - | - | - | 1 | 1 | 2 | 2 | |
| Milwaukee | 2 | 2 | 4 | 4 | 5 | 6 | 3 | 3 | 4 | 5 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 6 | 6 | 4 | 4 | 42 | 44 | |
| Monroe | 2 | 3 | - | - | - | - | 1 | 1 | - | - | 1 | 1 | 1 | 1 | - | - | - | - | 1 | 1 | - | - | - | - | 6 | 7 | |
| Oconto | 2 | 2 | - | - | 3 | 3 | - | - | 2 | 2 | 1 | 1 | 2 | 2 | 3 | 3 | 3 | 3 | 2 | 3 | - | - | - | - | 18 | 19 | |
| Oneida | 2 | 2 | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 3 | - | - | 9 | 11 | |
| Outagamie | 1 | 1 | - | - | 1 | 1 | 4 | 4 | 2 | 2 | - | - | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | - | - | 1 | 1 | 15 | 15 | |
| Ozaukee | 1 | 1 | - | - | - | - | - | - | - | - | 2 | 2 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - | - | 2 | 2 | 7 | 7 |
| Pepin | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | - | - | 1 | 1 | - | - | 2 | 2 |
| Pierce | 3 | 3 | - | - | - | - | - | - | - | - | - | - | 2 | 2 | 2 | 2 | 2 | 2 | - | - | 1 | 2 | - | - | 8 | 9 | |
| Polk | - | - | - | - | 1 | 1 | 1 | 1 | - | - | - | - | - | - | 1 | 2 | 2 | 3 | 4 | - | - | - | - | 2 | 2 | 8 | 10 |
| Portage | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 3 | 3 | 3 | 3 | - | - | - | - | 1 | 1 | 1 | 1 | 12 | 14 |
| Price | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 2 | - | - | - | - | 3 | 3 | |
| Racine | 1 | 1 | - | - | 2 | 3 | 2 | 2 | 1 | 1 | 3 | 3 | 2 | 2 | 1 | 1 | 1 | - | 3 | 3 | 5 | 5 | 1 | 1 | 21 | 22 | |
| Richland | - | - | - | - | 1 | 1 | 1 | 1 | - | - | - | - | - | - | - | - | - | 1 | 2 | - | - | - | - | 1 | 1 | 3 | 4 |
| Rock | - | - | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 1 | 4 | 4 | 2 | 2 | 1 | 2 | 1 | 2 | - | 6 | 6 | 3 | 3 | 1 | 1 | 23 | 24 |
| Rusk | - | - | - | - | - | - | - | - | 2 | 3 | - | - | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | 2 | 2 | 7 | 8 | |
| St. Croix | 1 | 2 | - | - | - | - | - | - | - | - | 2 | 2 | 1 | 1 | 3 | 4 | 2 | 2 | - | - | 2 | 3 | 2 | 2 | 13 | 16 | |
| Sauk | 1 | 1 | - | - | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - | - | 4 | 4 | 5 | 6 | - | - | 1 | 1 | 14 | 15 | |
| Sawyer | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | - | - | 3 | 3 | - | - | 11 | 11 | |
| Shawano | - | - | 1 | 1 | - | - | - | - | - | - | 2 | 2 | 1 | 2 | 1 | 1 | 3 | 4 | 2 | 3 | - | - | 1 | 1 | 11 | 14 | |
| Sheboygan | - | - | 1 | 1 | - | - | - | - | 1 | 1 | - | - | 2 | 2 | 1 | 1 | 1 | 3 | 3 | 1 | 2 | 3 | 3 | 1 | 1 | 14 | 15 |
| Taylor | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 2 | - | - | 1 | 1 | - | - | 2 | 3 | 5 | 6 | |
| Trempealeau | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - | - | - | - | 1 | 1 | 2 | 2 | 7 | 7 | |
| Vernon | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 4 | 1 | 1 | - | - | - | - | 1 | 1 | - | - | 3 | 6 | |
| Vilas | - | - | - | - | - | - | - | - | 1 | 1 | - | - | 3 | 3 | - | - | 1 | 1 | - | - | - | - | 1 | 1 | 8 | 10 | |
| Walworth | - | - | - | - | 2 | 2 | - | - | - | - | 3 | 5 | 4 | 3 | 3 | 4 | 1 | 3 | 4 | 4 | - | - | 1 | 1 | 14 | 19 | |
| Washburn | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | - | - | - | - | 1 | 1 | - | - | 3 | 3 | |
| Washington | - | - | - | - | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | - | - | 2 | 2 | 3 | 4 | 2 | 2 | 2 | 2 | 1 | 1 | 18 | 19 | |
| Waukesha | 1 | 1 | - | - | 4 | 4 | 2 | 2 | - | - | 4 | 5 | 1 | 1 | 3 | 3 | 2 | 2 | 3 | 3 | - | - | 4 | 4 | 24 | 25 | |
| Waupaca | - | - | - | - | 1 | 1 | - | - | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | - | - | 4 | 5 | 4 | 8 | 16 | 21 | |
| Waushara | - | - | 1 | 1 | - | - | - | - | 1 | 1 | - | - | - | - | - | - | - | - | - | - | 1 | 2 | - | - | 3 | 4 | |
| Winnebago | 4 | 5 | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | - | - | 1 | 1 | 1 | 1 | 1 | 1 | 9 | 10 | |
| Wood | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | - | - | 1 | 1 | - | - | 2 | 2 | - | - | 6 | 6 | |
| TOTAL | 34 | 39 | 25 | 25 | 43 | 51 | 49 | 57 | 46 | 53 | 61 | 67 | 63 | 72 | 79 | 85 | 78 | 87 | 59 | 65 | 75 | 82 | 72 | 81 | 684 | 764 | |

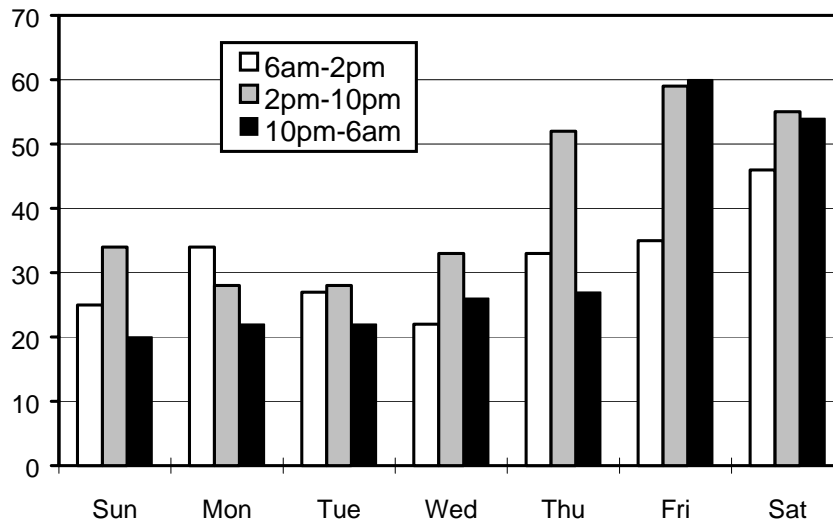
Crh = crashes Dth = deaths

2001 Persons Killed by Time of Day and Day of Week

| Time of Day | Day of Week | | | | | | | Total Persons Killed |
|--------------|-------------|-----------|-----------|-----------|------------|------------|------------|----------------------|
| | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | |
| 12-1 AM | 4 | 1 | 3 | 5 | 0 | 4 | 7 | 24 |
| 1-2 AM | 3 | 1 | 0 | 5 | 5 | 5 | 7 | 26 |
| 2-3 AM | 21 | 4 | 5 | 5 | 4 | 7 | 6 | 52 |
| 3-4 AM | 6 | 1 | 1 | 1 | 1 | 2 | 9 | 21 |
| 4-5 AM | 4 | 1 | 1 | 2 | 2 | 0 | 5 | 15 |
| 5-6 AM | 3 | 3 | 4 | 1 | 6 | 2 | 2 | 21 |
| 6-7 AM | 0 | 4 | 6 | 1 | 2 | 2 | 3 | 18 |
| 7-8 AM | 2 | 4 | 5 | 3 | 4 | 3 | 3 | 24 |
| 8-9 AM | 2 | 6 | 3 | 2 | 2 | 2 | 9 | 26 |
| 9-10 AM | 1 | 4 | 3 | 2 | 7 | 8 | 5 | 30 |
| 10-11 AM | 2 | 2 | 3 | 4 | 2 | 8 | 9 | 30 |
| 11-12 PM | 7 | 3 | 2 | 4 | 4 | 3 | 4 | 27 |
| 12-1 PM | 10 | 5 | 1 | 6 | 7 | 3 | 10 | 42 |
| 1-2 PM | 1 | 6 | 4 | 0 | 5 | 6 | 3 | 25 |
| 2-3 PM | 5 | 2 | 3 | 3 | 6 | 8 | 6 | 33 |
| 3-4 PM | 5 | 8 | 6 | 7 | 12 | 3 | 6 | 47 |
| 4-5 PM | 4 | 4 | 6 | 6 | 4 | 1 | 9 | 34 |
| 5-6 PM | 6 | 1 | 7 | 4 | 6 | 12 | 7 | 43 |
| 6-7 PM | 4 | 5 | 1 | 3 | 4 | 6 | 7 | 30 |
| 7-8 PM | 3 | 2 | 1 | 5 | 5 | 10 | 6 | 32 |
| 8-9 PM | 4 | 3 | 3 | 2 | 7 | 10 | 9 | 38 |
| 9-10 PM | 3 | 3 | 1 | 3 | 8 | 9 | 5 | 32 |
| 10-11 PM | 9 | 7 | 0 | 1 | 5 | 7 | 6 | 35 |
| 11-12 AM | 0 | 1 | 3 | 7 | 2 | 17 | 7 | 37 |
| Unknown | 9 | 6 | 0 | 2 | 2 | 1 | 2 | 22 |
| TOTAL | 118 | 87 | 72 | 84 | 112 | 139 | 152 | 764 |

Note: This report counts persons killed, not crashes.

2001 Persons Killed by Time of Day and Day of Week



The 10pm-6am group represents from 10pm on the day listed to 6am the following morning.

2001 Persons Killed or Injured by Age and Role

| Age | Bicyclist | | Driver | | Motorcyclist | | Moped User | | Vehicle Passenger | | Pedestrian | | Total Persons Injured or Killed | |
|--------------|-----------|--------------|------------|---------------|--------------|--------------|------------|-----------|-------------------|---------------|------------|--------------|---------------------------------|---------------|
| | K | I | K | I | K | I | K | I | K | I | K | I | K | I |
| 1-2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 321 | 0 | 17 | 2 | 339 |
| 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 195 | 1 | 22 | 2 | 218 |
| 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 249 | 0 | 44 | 1 | 299 |
| 5-9 | 1 | 135 | 0 | 2 | 0 | 4 | 0 | 0 | 9 | 1,258 | 2 | 219 | 12 | 1,618 |
| 10-14 | 3 | 370 | 0 | 43 | 0 | 11 | 0 | 1 | 10 | 1,758 | 1 | 232 | 14 | 2,415 |
| 15 | 0 | 68 | 1 | 76 | 0 | 3 | 0 | 0 | 5 | 780 | 0 | 39 | 6 | 966 |
| 16 | 0 | 42 | 8 | 1,311 | 0 | 10 | 0 | 3 | 4 | 970 | 2 | 47 | 14 | 2,383 |
| 17 | 0 | 25 | 15 | 1,590 | 1 | 17 | 0 | 5 | 4 | 927 | 1 | 45 | 21 | 2,609 |
| 18 | 0 | 31 | 13 | 1,591 | 1 | 52 | 1 | 6 | 8 | 758 | 0 | 42 | 23 | 2,480 |
| 19 | 0 | 26 | 17 | 1,393 | 1 | 77 | 0 | 1 | 8 | 644 | 0 | 34 | 26 | 2,175 |
| 20 | 0 | 25 | 9 | 1,267 | 0 | 71 | 0 | 6 | 4 | 547 | 0 | 35 | 13 | 1,951 |
| 21 | 0 | 25 | 23 | 1,215 | 2 | 71 | 0 | 2 | 12 | 523 | 0 | 37 | 37 | 1,873 |
| 22 | 0 | 21 | 15 | 1,135 | 6 | 63 | 0 | 3 | 8 | 400 | 0 | 28 | 29 | 1,650 |
| 23 | 0 | 21 | 9 | 1,002 | 1 | 55 | 0 | 1 | 4 | 338 | 0 | 16 | 14 | 1,433 |
| 24 | 0 | 18 | 8 | 870 | 1 | 62 | 0 | 0 | 2 | 318 | 1 | 26 | 12 | 1,294 |
| 25-34 | 0 | 114 | 77 | 7,211 | 12 | 466 | 0 | 3 | 23 | 1,979 | 6 | 158 | 118 | 9,931 |
| 35-44 | 1 | 116 | 79 | 6,847 | 21 | 541 | 0 | 7 | 16 | 1,630 | 9 | 175 | 126 | 9,316 |
| 45-54 | 1 | 83 | 63 | 4,994 | 17 | 484 | 0 | 12 | 12 | 1,273 | 11 | 160 | 104 | 7,006 |
| 55-64 | 2 | 24 | 48 | 2,562 | 5 | 135 | 1 | 3 | 6 | 750 | 3 | 59 | 65 | 3,533 |
| 65-74 | 1 | 15 | 30 | 1,543 | 2 | 29 | 0 | 1 | 10 | 592 | 2 | 42 | 45 | 2,222 |
| 75-84 | 0 | 5 | 28 | 1,077 | 0 | 10 | 0 | 2 | 16 | 454 | 2 | 42 | 46 | 1,590 |
| 85 & over | 0 | 2 | 16 | 239 | 0 | 0 | 0 | 0 | 8 | 138 | 1 | 17 | 25 | 396 |
| Unknown | 0 | 5 | 0 | 52 | 0 | 5 | 0 | 0 | 9 | 511 | 0 | 9 | 9 | 582 |
| TOTAL | 9 | 1,179 | 459 | 36,020 | 70 | 2,166 | 2 | 56 | 182 | 17,313 | 42 | 1,545 | 764 | 58,279 |

I = injured

K = killed

Motorcyclist includes both motorcycle drivers and passengers.

Largest Multi-Fatality Crashes in Wisconsin History

| Date | County | Total Killed |
|----------|------------|--------------|
| 05-30-37 | Manitowoc | 9 |
| 07-27-40 | Richland | 8 |
| 02-12-97 | Washington | 8 |
| 07-02-60 | Sauk | 7 |
| 08-09-80 | Dodge | 7 |
| 03-25-99 | Rock | 7 |

Largest Multi-Fatality Crashes in Wisconsin 2001

During calendar year 2001, four crashes resulted in the loss of four human lives each. These occurred on April 2 in Brown county, on April 20 in Jefferson county, on July 20 in Vernon county, and on December 30 in Waupaca county.

Largest Multi-Injury Crash in Wisconsin 2001

| Date | County | Total Injured |
|----------|-----------|---------------|
| 02-19-01 | Milwaukee | 43 |

This crash involved one school bus.

2001 Persons Killed by Age, Role, Gender- Urban Area

| Age | Role by Gender | | | | | | | | | | | | | | | Total Persons Killed | | |
|--------------|----------------|----------|----------|-----------|-----------|-----------|--------------|-----------|-----------|-------------------|-----------|-----------|------------|-----------|-----------|----------------------|------------|------------|
| | Bicyclist | | | Driver | | | Motorcyclist | | | Vehicle Passenger | | | Pedestrian | | | | | |
| | F | M | Tot | F | M | Tot | F | M | Tot | F | M | Tot | F | M | Tot | F | M | Tot |
| 1-2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | - | 1 | 1 |
| 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5-9 | - | - | - | - | - | - | - | - | 1 | 1 | 2 | - | 1 | 1 | 1 | 2 | 3 | 3 |
| 10-14 | - | 3 | 3 | - | - | - | - | - | 2 | - | 2 | - | - | - | - | 2 | 3 | 5 |
| 15 | - | - | - | - | - | - | - | - | 1 | - | 1 | - | - | - | - | 1 | - | 1 |
| 16 | - | - | - | - | - | - | - | - | - | 1 | 1 | - | 1 | 1 | - | 2 | 2 | 2 |
| 17 | - | - | - | 1 | 2 | 3 | - | - | 1 | - | 1 | - | - | - | 2 | 2 | 4 | 4 |
| 18 | - | - | - | 1 | 1 | 2 | - | - | 2 | 1 | 3 | - | - | - | 3 | 2 | 5 | 5 |
| 19 | - | - | - | - | 2 | 2 | - | - | - | - | - | - | - | - | - | 2 | 2 | 2 |
| 20 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 21 | - | - | - | 1 | 0 | 1 | - | - | 2 | 2 | 4 | - | - | - | 3 | 2 | 5 | 5 |
| 22 | - | - | - | 3 | 1 | 4 | 1 | 2 | 1 | 1 | 2 | - | - | - | 5 | 4 | 9 | 9 |
| 23 | - | - | - | - | 1 | 1 | - | 1 | - | - | - | - | - | - | - | 2 | 2 | 2 |
| 24 | - | - | - | 1 | 0 | 1 | - | - | - | - | - | - | 1 | 1 | 1 | 1 | 2 | 2 |
| 25-34 | - | - | - | 4 | 9 | 13 | 1 | 5 | - | 4 | 4 | - | 2 | 2 | 5 | 20 | 25 | 25 |
| 35-44 | - | - | - | 2 | 4 | 6 | - | 2 | 1 | 2 | 3 | 1 | 1 | 2 | 4 | 9 | 13 | 13 |
| 45-54 | - | - | - | 2 | 7 | 9 | - | 2 | 1 | 1 | 2 | 5 | 2 | 7 | 8 | 12 | 20 | 20 |
| 55-64 | - | 1 | 1 | 3 | 2 | 5 | - | 1 | - | - | - | 1 | 2 | 3 | 4 | 6 | 10 | 10 |
| 65-74 | - | 1 | 1 | 2 | 1 | 3 | - | - | 2 | 1 | 3 | 2 | - | 2 | 6 | 3 | 9 | 9 |
| 75-84 | - | - | - | 4 | 3 | 7 | - | - | 2 | 2 | 4 | - | - | - | 6 | 5 | 11 | 11 |
| 85 & over | - | - | - | - | 4 | 4 | - | - | 2 | - | 2 | 1 | - | 1 | 3 | 4 | 7 | 7 |
| Unknown | - | - | - | - | - | - | - | - | - | 2 | 2 | - | - | - | - | 2 | 2 | 2 |
| TOTAL | 0 | 5 | 5 | 24 | 37 | 61 | 2 | 13 | 18 | 18 | 36 | 10 | 11 | 21 | 54 | 84 | 138 | 138 |

F = females M = males Tot = total

Urban area = an incorporated area with a population of 5,000 or more.

Motorcyclist includes motorcycle drivers and passengers.

This report counts persons killed, not crashes.

2001 Persons Killed by Age, Role, Gender- Rural Area

| Age | Role by Gender | | | | | | | | | | | | | | | Total Persons Killed | | |
|--------------|----------------|----------|----------|------------|------------|------------|--------------|-----------|-----------|-------------------|-----------|------------|------------|-----------|-----------|----------------------|------------|------------|
| | Bicyclist | | | Driver | | | Motorcyclist | | | Vehicle Passenger | | | Pedestrian | | | | | |
| | F | M | Tot | F | M | Tot | F | M | Tot | F | M | Tot | F | M | Tot | F | M | Tot |
| 1-2 | - | - | - | - | - | - | - | - | - | 1 | 1 | 2 | - | - | - | 1 | 1 | 2 |
| 3 | - | - | - | - | - | - | - | - | - | 1 | - | 1 | - | - | - | 1 | 0 | 1 |
| 4 | - | - | - | - | - | - | - | - | - | - | 1 | 1 | - | - | - | 0 | 1 | 1 |
| 5-9 | - | 1 | 1 | - | - | - | - | - | - | 1 | 6 | 7 | - | 1 | 1 | 1 | 8 | 9 |
| 10-14 | - | - | - | - | - | - | - | - | - | 4 | 4 | 8 | 1 | - | 1 | 5 | 4 | 9 |
| 15 | - | - | - | - | 1 | 1 | - | - | - | 3 | 1 | 4 | - | - | - | 3 | 2 | 5 |
| 16 | - | - | - | 5 | 3 | 8 | - | - | - | 2 | 1 | 3 | - | 1 | 1 | 7 | 5 | 12 |
| 17 | - | - | - | 7 | 5 | 12 | - | 1 | 1 | 1 | 2 | 3 | - | 1 | 1 | 8 | 9 | 17 |
| 18 | - | - | - | 1 | 10 | 11 | - | 1 | 1 | 1 | 4 | 5 | - | - | - | 3 | 15 | 18 |
| 19 | - | - | - | 2 | 13 | 15 | - | 1 | 1 | 1 | 7 | 8 | - | - | - | 3 | 21 | 24 |
| 20 | - | - | - | 1 | 8 | 9 | - | - | - | 2 | 2 | 4 | - | - | - | 3 | 10 | 13 |
| 21 | - | - | - | 3 | 19 | 22 | - | 2 | 2 | 2 | 6 | 8 | - | - | - | 5 | 27 | 32 |
| 22 | - | - | - | 3 | 8 | 11 | 1 | 2 | 3 | 2 | 4 | 6 | - | - | - | 6 | 14 | 20 |
| 23 | - | - | - | 1 | 7 | 8 | - | - | - | 2 | 2 | 4 | - | - | - | 3 | 9 | 12 |
| 24 | - | - | - | 1 | 6 | 7 | - | 1 | 1 | - | 2 | 2 | - | - | - | 1 | 9 | 10 |
| 25-34 | - | - | - | 18 | 46 | 64 | 1 | 5 | 6 | 7 | 12 | 19 | 2 | 2 | 4 | 28 | 65 | 93 |
| 35-44 | - | 1 | 1 | 23 | 50 | 73 | 4 | 15 | 19 | 4 | 9 | 13 | 4 | 3 | 7 | 35 | 78 | 113 |
| 45-54 | - | 1 | 1 | 13 | 41 | 54 | 2 | 13 | 15 | 6 | 4 | 10 | 1 | 3 | 4 | 22 | 62 | 84 |
| 55-64 | - | 1 | 1 | 11 | 32 | 43 | - | 4 | 4 | 3 | 3 | 6 | - | - | - | 14 | 41 | 55 |
| 65-74 | - | - | - | 9 | 18 | 27 | - | 2 | 2 | 3 | 4 | 7 | - | - | - | 12 | 24 | 36 |
| 75-84 | - | - | - | 4 | 17 | 21 | - | - | - | 11 | 1 | 12 | 2 | - | 2 | 17 | 18 | 35 |
| 85 and over | - | - | - | 3 | 9 | 12 | - | - | - | 4 | 2 | 6 | - | - | - | 7 | 11 | 18 |
| Unknown | - | - | - | - | - | - | - | - | - | 5 | 2 | 7 | - | - | - | 5 | 2 | 7 |
| TOTAL | 0 | 4 | 4 | 105 | 293 | 398 | 8 | 47 | 55 | 66 | 80 | 146 | 10 | 11 | 21 | 190 | 436 | 626 |

F = females M = males Tot = total

Rural area = an unincorporated area or an incorporated area with a population under 5,000.

Motorcyclist includes motorcycle drivers and passengers.

This report counts persons killed, not crashes.

The *total persons killed* columns include one 18-year old female and one 55-64 year old male who died while using mopeds.

2001 Injury Crashes and Total Persons Injured* by County and Month

| County | January | | February | | March | | April | | May | | June | | July | | August | | September | | October | | November | | December | | TOTALS | |
|-------------|---------|-------|----------|-------|-------|-------|-------|-------|------|-------|------|-------|------|-------|--------|-------|-----------|-------|---------|-------|----------|-------|----------|-------|--------|-------|
| | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd |
| Adams | 5 | 7 | 19 | 21 | 8 | 10 | 8 | 10 | 17 | 22 | 8 | 12 | 16 | 22 | 17 | 23 | 15 | 20 | 12 | 19 | 11 | 20 | 8 | 13 | 144 | 199 |
| Ashland | 7 | 10 | 4 | 5 | 4 | 6 | 1 | 1 | 7 | 11 | 9 | 12 | 9 | 19 | 6 | 10 | 6 | 7 | 10 | 21 | 4 | 4 | 4 | 20 | 71 | 126 |
| Barron | 25 | 36 | 19 | 28 | 26 | 38 | 24 | 34 | 25 | 36 | 29 | 47 | 27 | 43 | 28 | 42 | 27 | 39 | 32 | 46 | 27 | 46 | 32 | 50 | 321 | 485 |
| Bayfield | 8 | 9 | 4 | 7 | 5 | 8 | 7 | 8 | 7 | 13 | 9 | 13 | 7 | 9 | 17 | 24 | 6 | 11 | 6 | 10 | 8 | 18 | 6 | 12 | 90 | 142 |
| Brown | 113 | 157 | 108 | 157 | 120 | 175 | 104 | 159 | 132 | 207 | 129 | 189 | 100 | 160 | 151 | 218 | 124 | 186 | 146 | 203 | 121 | 174 | 158 | 236 | 1,506 | 2,221 |
| Buffalo | 10 | 14 | 5 | 7 | 10 | 13 | 7 | 16 | 14 | 16 | 8 | 11 | 8 | 11 | 11 | 14 | 7 | 8 | 9 | 15 | 5 | 9 | 6 | 13 | 100 | 147 |
| Burnett | 2 | 3 | 10 | 13 | 6 | 14 | 9 | 14 | 5 | 13 | 13 | 23 | 9 | 11 | 10 | 15 | 13 | 17 | 11 | 14 | 15 | 19 | 16 | 21 | 119 | 177 |
| Calumet | 14 | 19 | 14 | 19 | 9 | 15 | 12 | 15 | 12 | 18 | 18 | 29 | 16 | 30 | 23 | 38 | 19 | 35 | 11 | 16 | 12 | 15 | 15 | 19 | 175 | 288 |
| Chippewa | 21 | 33 | 23 | 25 | 25 | 32 | 26 | 36 | 35 | 56 | 31 | 48 | 27 | 37 | 36 | 56 | 30 | 45 | 35 | 46 | 42 | 51 | 36 | 48 | 367 | 513 |
| Clark | 6 | 10 | 13 | 16 | 5 | 6 | 9 | 10 | 19 | 28 | 20 | 28 | 22 | 39 | 20 | 24 | 18 | 21 | 19 | 27 | 15 | 20 | 16 | 17 | 182 | 246 |
| Columbia | 28 | 37 | 38 | 54 | 34 | 46 | 32 | 44 | 31 | 52 | 45 | 60 | 48 | 70 | 44 | 78 | 37 | 70 | 35 | 51 | 35 | 47 | 32 | 59 | 439 | 668 |
| Crawford | 9 | 12 | 7 | 10 | 5 | 7 | 12 | 17 | 5 | 13 | 6 | 6 | 15 | 28 | 12 | 13 | 8 | 9 | 20 | 26 | 9 | 10 | 8 | 16 | 116 | 167 |
| Dane | 250 | 348 | 234 | 319 | 199 | 285 | 219 | 350 | 273 | 382 | 306 | 439 | 284 | 396 | 317 | 445 | 293 | 395 | 311 | 431 | 263 | 375 | 250 | 351 | 3,199 | 4,516 |
| Dodge | 25 | 34 | 43 | 70 | 26 | 34 | 31 | 47 | 47 | 64 | 44 | 80 | 40 | 56 | 48 | 68 | 35 | 48 | 35 | 45 | 37 | 45 | 41 | 63 | 452 | 684 |
| Door | 7 | 7 | 19 | 25 | 10 | 12 | 8 | 15 | 19 | 30 | 16 | 21 | 22 | 34 | 21 | 34 | 21 | 39 | 19 | 22 | 10 | 13 | 9 | 13 | 181 | 265 |
| Douglas | 25 | 32 | 25 | 34 | 24 | 39 | 16 | 25 | 24 | 31 | 25 | 38 | 25 | 36 | 25 | 38 | 24 | 36 | 20 | 29 | 25 | 40 | 26 | 43 | 284 | 421 |
| Dunn | 18 | 28 | 21 | 35 | 13 | 15 | 21 | 33 | 28 | 58 | 14 | 24 | 22 | 31 | 24 | 41 | 25 | 35 | 21 | 31 | 32 | 39 | 27 | 49 | 266 | 419 |
| Eau Claire | 55 | 91 | 48 | 69 | 41 | 52 | 54 | 79 | 51 | 74 | 56 | 90 | 65 | 97 | 73 | 126 | 54 | 83 | 69 | 109 | 77 | 120 | 78 | 113 | 721 | 1,103 |
| Florence | 3 | 3 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 3 | 4 | 5 | 4 | 4 | 2 | 4 | 3 | 4 | 2 | 2 | 5 | 11 | 4 | 4 | 31 | 43 |
| Fond du Lac | 63 | 91 | 65 | 91 | 65 | 95 | 48 | 63 | 76 | 105 | 72 | 109 | 63 | 95 | 86 | 122 | 54 | 86 | 48 | 63 | 56 | 76 | 44 | 61 | 740 | 1,057 |
| Forest | 6 | 6 | 3 | 4 | 2 | 4 | 4 | 4 | 5 | 6 | 2 | 4 | 5 | 9 | 2 | 4 | 9 | 15 | 3 | 8 | 4 | 5 | 8 | 10 | 53 | 79 |
| Grant | 19 | 27 | 32 | 43 | 21 | 32 | 21 | 28 | 26 | 35 | 26 | 44 | 32 | 45 | 23 | 34 | 27 | 46 | 22 | 29 | 37 | 55 | 23 | 27 | 309 | 445 |
| Green | 21 | 27 | 17 | 19 | 13 | 21 | 17 | 21 | 23 | 34 | 17 | 21 | 14 | 21 | 21 | 29 | 21 | 33 | 17 | 23 | 15 | 40 | 23 | 30 | 219 | 319 |
| Green Lake | 13 | 19 | 10 | 15 | 12 | 23 | 7 | 10 | 13 | 22 | 11 | 13 | 9 | 10 | 14 | 22 | 8 | 20 | 5 | 6 | 11 | 14 | 8 | 10 | 121 | 184 |
| Iowa | 13 | 21 | 17 | 19 | 6 | 7 | 13 | 19 | 15 | 32 | 17 | 24 | 13 | 19 | 15 | 20 | 12 | 18 | 16 | 20 | 11 | 13 | 14 | 22 | 162 | 234 |
| Iron | 4 | 5 | 2 | 3 | 3 | 3 | 6 | 7 | 3 | 6 | 4 | 5 | 1 | 2 | 3 | 5 | 3 | 4 | 6 | 9 | 0 | 0 | 8 | 8 | 43 | 57 |
| Jackson | 15 | 20 | 25 | 43 | 19 | 28 | 11 | 17 | 15 | 18 | 9 | 14 | 16 | 21 | 17 | 23 | 21 | 26 | 17 | 33 | 11 | 18 | 17 | 25 | 193 | 286 |
| Jefferson | 33 | 39 | 57 | 84 | 28 | 36 | 39 | 57 | 33 | 41 | 41 | 72 | 42 | 65 | 54 | 71 | 42 | 59 | 36 | 55 | 35 | 52 | 42 | 69 | 482 | 700 |
| Juneau | 15 | 22 | 19 | 31 | 8 | 15 | 12 | 14 | 16 | 23 | 17 | 24 | 21 | 31 | 17 | 25 | 17 | 21 | 16 | 24 | 15 | 21 | 25 | 33 | 198 | 284 |
| Kenosha | 110 | 186 | 64 | 98 | 102 | 151 | 81 | 136 | 130 | 211 | 135 | 214 | 127 | 210 | 141 | 215 | 125 | 228 | 113 | 179 | 125 | 172 | 102 | 151 | 1,355 | 2,151 |
| Keweenaw | 7 | 10 | 10 | 12 | 8 | 9 | 15 | 21 | 8 | 15 | 6 | 7 | 6 | 11 | 18 | 25 | 7 | 18 | 6 | 10 | 3 | 3 | 16 | 24 | 110 | 165 |
| La Crosse | 43 | 57 | 54 | 77 | 41 | 71 | 48 | 67 | 75 | 104 | 69 | 93 | 74 | 103 | 75 | 100 | 95 | 128 | 59 | 86 | 59 | 92 | 67 | 94 | 759 | 1,072 |
| Lafayette | 6 | 9 | 10 | 14 | 7 | 11 | 8 | 10 | 8 | 12 | 14 | 21 | 11 | 15 | 13 | 24 | 10 | 17 | 6 | 7 | 11 | 17 | 14 | 18 | 118 | 175 |
| Langlade | 7 | 9 | 6 | 10 | 5 | 6 | 10 | 12 | 13 | 30 | 11 | 22 | 19 | 30 | 12 | 18 | 5 | 10 | 10 | 14 | 11 | 16 | 16 | 22 | 125 | 199 |
| Lincoln | 19 | 24 | 6 | 8 | 10 | 14 | 18 | 26 | 19 | 35 | 21 | 24 | 16 | 24 | 14 | 18 | 26 | 45 | 13 | 27 | 20 | 32 | 23 | 34 | 205 | 311 |
| Manitowoc | 53 | 83 | 44 | 57 | 42 | 57 | 48 | 63 | 50 | 74 | 49 | 72 | 61 | 78 | 67 | 98 | 60 | 82 | 61 | 87 | 61 | 79 | 44 | 63 | 640 | 893 |

continued

2001 Injury Crashes and Total Persons Injured* by County and Month

| County | January | | February | | March | | April | | May | | June | | July | | August | | September | | October | | November | | December | | TOTALS | |
|-------------|---------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|-----------|-------|---------|-------|----------|-------|----------|-------|--------|--------|
| | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd | Crsh | Injrd |
| Marathon | 66 | 98 | 75 | 107 | 49 | 70 | 70 | 105 | 61 | 91 | 87 | 118 | 81 | 122 | 61 | 91 | 71 | 91 | 76 | 113 | 62 | 90 | 85 | 118 | 844 | 1,214 |
| Mannette | 13 | 20 | 20 | 28 | 22 | 30 | 18 | 25 | 20 | 32 | 24 | 40 | 29 | 45 | 28 | 47 | 26 | 41 | 21 | 34 | 33 | 45 | 28 | 41 | 282 | 428 |
| Marquette | 4 | 5 | 9 | 12 | 10 | 14 | 7 | 10 | 10 | 18 | 11 | 13 | 6 | 16 | 6 | 11 | 6 | 8 | 13 | 18 | 5 | 6 | 11 | 13 | 98 | 144 |
| Menominee | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 3 | 2 | 2 | 0 | 0 | 1 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 2 | 2 | 12 | 20 |
| Milwaukee | 716 | 1,066 | 573 | 894 | 601 | 927 | 696 | 1,077 | 771 | 1,155 | 785 | 1,162 | 778 | 1,138 | 792 | 1,166 | 713 | 1,096 | 751 | 1,138 | 771 | 1,189 | 666 | 966 | 8,613 | 12,994 |
| Monroe | 19 | 32 | 31 | 45 | 16 | 24 | 16 | 26 | 23 | 36 | 30 | 44 | 15 | 21 | 34 | 47 | 32 | 43 | 15 | 20 | 23 | 39 | 26 | 41 | 280 | 418 |
| Oconto | 20 | 25 | 26 | 33 | 9 | 16 | 7 | 8 | 24 | 36 | 22 | 31 | 30 | 42 | 28 | 54 | 30 | 50 | 16 | 27 | 27 | 38 | 24 | 31 | 263 | 391 |
| Oneida | 15 | 19 | 9 | 11 | 13 | 18 | 11 | 17 | 28 | 48 | 19 | 29 | 20 | 26 | 31 | 49 | 22 | 36 | 24 | 38 | 21 | 30 | 38 | 48 | 251 | 369 |
| Outagamie | 80 | 119 | 89 | 116 | 89 | 140 | 82 | 128 | 121 | 183 | 105 | 148 | 97 | 145 | 111 | 169 | 75 | 112 | 95 | 132 | 94 | 135 | 113 | 170 | 1,151 | 1,697 |
| Ozaukee | 41 | 74 | 25 | 35 | 17 | 19 | 22 | 32 | 43 | 63 | 28 | 50 | 40 | 53 | 33 | 42 | 35 | 53 | 41 | 61 | 28 | 37 | 31 | 42 | 384 | 561 |
| Pepin | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 7 | 8 | 5 | 8 | 4 | 4 | 3 | 4 | 3 | 5 | 4 | 8 | 3 | 7 | 3 | 3 | 40 | 57 |
| Pierce | 12 | 18 | 11 | 12 | 1 | 19 | 16 | 20 | 17 | 27 | 18 | 23 | 17 | 21 | 10 | 24 | 17 | 29 | 15 | 21 | 21 | 27 | 17 | 26 | 183 | 267 |
| Polk | 16 | 23 | 17 | 21 | 16 | 26 | 17 | 27 | 18 | 28 | 31 | 53 | 18 | 32 | 29 | 50 | 18 | 37 | 11 | 15 | 15 | 15 | 23 | 43 | 229 | 374 |
| Portage | 30 | 35 | 29 | 41 | 40 | 52 | 45 | 60 | 36 | 43 | 33 | 50 | 47 | 79 | 31 | 52 | 53 | 74 | 38 | 54 | 31 | 42 | 36 | 61 | 449 | 643 |
| Price | 1 | 1 | 2 | 3 | 5 | 5 | 6 | 10 | 7 | 12 | 7 | 8 | 9 | 14 | 4 | 5 | 4 | 4 | 6 | 9 | 8 | 12 | 10 | 12 | 69 | 95 |
| Racine | 108 | 152 | 104 | 136 | 115 | 180 | 134 | 214 | 150 | 234 | 171 | 264 | 179 | 265 | 165 | 245 | 152 | 225 | 127 | 186 | 145 | 207 | 152 | 245 | 1,702 | 2,555 |
| Richland | 10 | 14 | 7 | 10 | 5 | 10 | 9 | 14 | 12 | 15 | 13 | 21 | 11 | 12 | 9 | 11 | 11 | 22 | 11 | 20 | 8 | 13 | 17 | 21 | 123 | 183 |
| Rock | 93 | 136 | 92 | 120 | 67 | 110 | 77 | 119 | 105 | 139 | 96 | 132 | 107 | 162 | 112 | 167 | 121 | 172 | 119 | 176 | 90 | 114 | 88 | 139 | 1,167 | 1,686 |
| Rusk | 4 | 5 | 5 | 6 | 2 | 2 | 5 | 7 | 8 | 16 | 9 | 16 | 8 | 15 | 15 | 28 | 7 | 13 | 8 | 13 | 5 | 12 | 16 | 19 | 92 | 150 |
| St. Croix | 42 | 59 | 51 | 75 | 27 | 34 | 43 | 55 | 53 | 79 | 40 | 68 | 45 | 66 | 45 | 81 | 42 | 63 | 32 | 43 | 49 | 87 | 38 | 63 | 507 | 773 |
| Sauk | 34 | 56 | 36 | 43 | 34 | 62 | 45 | 76 | 49 | 76 | 68 | 100 | 68 | 119 | 67 | 119 | 51 | 85 | 54 | 87 | 40 | 63 | 59 | 82 | 605 | 968 |
| Sawyer | 4 | 7 | 7 | 8 | 6 | 8 | 5 | 8 | 8 | 11 | 14 | 17 | 14 | 21 | 11 | 24 | 5 | 10 | 7 | 7 | 7 | 15 | 9 | 15 | 97 | 151 |
| Shawano | 23 | 32 | 18 | 24 | 22 | 27 | 29 | 39 | 22 | 40 | 23 | 44 | 31 | 43 | 26 | 39 | 17 | 28 | 35 | 45 | 24 | 36 | 27 | 37 | 297 | 434 |
| Sheboygan | 58 | 80 | 57 | 83 | 66 | 87 | 46 | 75 | 69 | 98 | 64 | 90 | 68 | 105 | 63 | 90 | 62 | 91 | 66 | 96 | 46 | 69 | 53 | 82 | 718 | 1,046 |
| Taylor | 9 | 11 | 11 | 12 | 4 | 6 | 6 | 12 | 14 | 30 | 15 | 19 | 12 | 17 | 16 | 22 | 2 | 2 | 9 | 17 | 13 | 16 | 16 | 28 | 127 | 192 |
| Trempealeau | 9 | 11 | 15 | 22 | 14 | 19 | 8 | 11 | 17 | 25 | 10 | 18 | 14 | 18 | 12 | 18 | 17 | 24 | 12 | 15 | 16 | 18 | 18 | 27 | 162 | 226 |
| Vernon | 7 | 10 | 11 | 18 | 12 | 14 | 6 | 15 | 9 | 13 | 17 | 24 | 13 | 20 | 12 | 16 | 12 | 14 | 12 | 17 | 14 | 21 | 23 | 29 | 148 | 211 |
| Vilas | 17 | 21 | 11 | 18 | 6 | 13 | 13 | 15 | 15 | 17 | 13 | 21 | 14 | 25 | 21 | 24 | 12 | 17 | 10 | 15 | 9 | 14 | 17 | 26 | 158 | 226 |
| Walworth | 34 | 47 | 47 | 57 | 32 | 47 | 45 | 65 | 55 | 79 | 61 | 114 | 42 | 58 | 48 | 70 | 48 | 65 | 48 | 79 | 30 | 37 | 21 | 27 | 511 | 745 |
| Washington | 3 | 4 | 10 | 10 | 5 | 6 | 2 | 2 | 11 | 21 | 11 | 19 | 15 | 25 | 11 | 19 | 7 | 8 | 10 | 19 | 8 | 14 | 13 | 17 | 106 | 164 |
| Washington | 57 | 89 | 46 | 57 | 53 | 84 | 47 | 74 | 56 | 93 | 50 | 77 | 71 | 103 | 77 | 118 | 76 | 121 | 62 | 84 | 56 | 90 | 52 | 77 | 703 | 1,067 |
| Waukesha | 194 | 299 | 168 | 252 | 143 | 214 | 159 | 238 | 205 | 291 | 195 | 295 | 171 | 254 | 203 | 312 | 176 | 256 | 199 | 296 | 193 | 274 | 196 | 265 | 2,202 | 3,246 |
| Waupaca | 20 | 30 | 27 | 40 | 26 | 37 | 34 | 43 | 30 | 33 | 27 | 50 | 32 | 52 | 37 | 56 | 34 | 62 | 26 | 32 | 21 | 34 | 23 | 46 | 337 | 515 |
| Waushara | 9 | 9 | 15 | 24 | 7 | 14 | 13 | 19 | 13 | 19 | 18 | 21 | 18 | 27 | 16 | 22 | 13 | 24 | 13 | 17 | 11 | 14 | 9 | 10 | 165 | 220 |
| Winnebago | 93 | 125 | 84 | 116 | 88 | 124 | 78 | 121 | 98 | 152 | 138 | 192 | 124 | 180 | 124 | 183 | 87 | 128 | 137 | 210 | 91 | 132 | 93 | 129 | 1,235 | 1,792 |
| Wood | 38 | 62 | 37 | 54 | 27 | 46 | 41 | 67 | 43 | 55 | 45 | 56 | 38 | 64 | 40 | 50 | 35 | 49 | 44 | 63 | 35 | 47 | 39 | 53 | 462 | 666 |
| TOTAL | 2,979 | 4,342 | 2,872 | 4,088 | 2,624 | 3,896 | 2,872 | 4,334 | 3,510 | 5,249 | 3,616 | 5,393 | 3,562 | 5,331 | 3,809 | 5,691 | 3,400 | 5,125 | 3,444 | 5,070 | 3,292 | 4,825 | 3,358 | 4,935 | 39,358 | 56,279 |

* Total Injured includes persons injured in fatal and injury crashes.

Crsh = crashes

Injrd = injured

2001 Persons Injured by Age, Role, Gender - Urban Area

| Age | Role by Gender | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|----------------|-----|-------|--------|-------|-----|--------------|-----|-----|------------|----|-----|-------------------|-------|-----|------------|-------|-----|-----------------------|-------|--------|--------|-------|--------|
| | Bicyclist | | | Driver | | | Motorcyclist | | | Moped User | | | Vehicle Passenger | | | Pedestrian | | | Total Persons Injured | | | | | |
| | F | M | Total | F | M | Unk | Total | F | M | Total | F | M | Total | F | M | Unk | Total | F | M | Unk | Total | | | |
| 1-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 100 | 0 | 185 | 8 | 9 | 0 | 17 | 93 | 109 | 0 | 202 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 43 | 0 | 113 | 9 | 9 | 0 | 18 | 79 | 52 | 0 | 131 |
| 4 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 79 | 0 | 152 | 14 | 27 | 0 | 41 | 87 | 111 | 0 | 198 |
| 5-9 | 26 | 76 | 102 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 388 | 359 | 3 | 750 | 74 | 125 | 0 | 199 | 488 | 562 | 3 | 1,053 |
| 10-14 | 85 | 232 | 317 | 5 | 9 | 0 | 14 | 1 | 2 | 3 | 0 | 0 | 590 | 400 | 7 | 997 | 91 | 106 | 0 | 197 | 772 | 749 | 7 | 1,528 |
| 15 | 13 | 45 | 58 | 14 | 10 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 247 | 113 | 2 | 362 | 13 | 20 | 0 | 33 | 287 | 188 | 2 | 477 |
| 16 | 7 | 28 | 35 | 296 | 208 | 0 | 504 | 1 | 1 | 2 | 3 | 270 | 173 | 3 | 446 | 20 | 16 | 1 | 37 | 595 | 428 | 4 | 1,027 | |
| 17 | 6 | 17 | 23 | 444 | 324 | 0 | 768 | 4 | 5 | 9 | 0 | 0 | 326 | 175 | 4 | 505 | 20 | 17 | 0 | 37 | 800 | 538 | 4 | 1,342 |
| 18 | 7 | 23 | 30 | 460 | 327 | 0 | 787 | 3 | 19 | 22 | 3 | 2 | 238 | 179 | 0 | 417 | 15 | 19 | 0 | 34 | 726 | 569 | 0 | 1,295 |
| 19 | 12 | 11 | 23 | 419 | 305 | 0 | 724 | 5 | 35 | 40 | 0 | 1 | 215 | 139 | 0 | 354 | 17 | 10 | 0 | 27 | 668 | 501 | 0 | 1,169 |
| 20 | 6 | 16 | 22 | 393 | 301 | 0 | 694 | 4 | 30 | 34 | 1 | 2 | 179 | 131 | 2 | 312 | 16 | 15 | 0 | 31 | 599 | 495 | 2 | 1,096 |
| 21 | 6 | 14 | 20 | 369 | 309 | 0 | 678 | 4 | 30 | 34 | 1 | 1 | 168 | 132 | 0 | 300 | 18 | 13 | 0 | 31 | 566 | 499 | 0 | 1,065 |
| 22 | 7 | 10 | 17 | 398 | 250 | 0 | 648 | 4 | 24 | 28 | 0 | 2 | 127 | 103 | 1 | 231 | 5 | 16 | 0 | 21 | 541 | 405 | 1 | 947 |
| 23 | 5 | 15 | 20 | 342 | 239 | 0 | 581 | 3 | 29 | 32 | 0 | 1 | 121 | 92 | 1 | 214 | 4 | 10 | 0 | 14 | 475 | 386 | 1 | 862 |
| 24 | 3 | 12 | 15 | 328 | 197 | 0 | 525 | 4 | 21 | 25 | 0 | 0 | 121 | 79 | 1 | 201 | 8 | 15 | 0 | 23 | 464 | 324 | 1 | 789 |
| 25-34 | 33 | 69 | 102 | 2,362 | 1,957 | 0 | 4,319 | 24 | 200 | 224 | 0 | 2 | 754 | 486 | 4 | 1,244 | 76 | 58 | 0 | 134 | 3,249 | 2,772 | 4 | 6,025 |
| 35-44 | 19 | 73 | 92 | 2,180 | 1,788 | 0 | 3,968 | 43 | 173 | 216 | 2 | 1 | 641 | 365 | 1 | 1,007 | 72 | 67 | 0 | 139 | 2,957 | 2,467 | 1 | 5,425 |
| 45-54 | 9 | 51 | 60 | 1,679 | 1,291 | 0 | 2,970 | 33 | 146 | 179 | 2 | 4 | 541 | 195 | 2 | 738 | 71 | 71 | 0 | 142 | 2,335 | 1,758 | 2 | 4,095 |
| 55-64 | 3 | 14 | 17 | 758 | 749 | 0 | 1,507 | 6 | 41 | 47 | 0 | 2 | 314 | 96 | 2 | 412 | 18 | 29 | 0 | 47 | 1,099 | 931 | 2 | 2,032 |
| 65-74 | 2 | 10 | 12 | 458 | 467 | 0 | 925 | 3 | 11 | 14 | 0 | 1 | 275 | 67 | 0 | 342 | 22 | 19 | 0 | 41 | 760 | 575 | 0 | 1,335 |
| 75-84 | 0 | 4 | 4 | 334 | 309 | 0 | 643 | 0 | 3 | 3 | 0 | 2 | 202 | 48 | 0 | 250 | 19 | 18 | 0 | 37 | 555 | 384 | 0 | 939 |
| 85 and over | 0 | 0 | 0 | 70 | 73 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 74 | 10 | 0 | 84 | 10 | 4 | 0 | 14 | 154 | 87 | 0 | 241 |
| Unknown | 3 | 1 | 4 | 7 | 12 | 16 | 35 | 1 | 0 | 1 | 0 | 0 | 139 | 121 | 12 | 272 | 5 | 4 | 0 | 9 | 155 | 138 | 28 | 321 |
| TOTAL | 252 | 726 | 978 | 11,316 | 9,125 | 16 | 20,457 | 143 | 772 | 915 | 10 | 23 | 6,158 | 3,695 | 45 | 9,888 | 625 | 697 | 1 | 1,323 | 18,504 | 15,028 | 62 | 33,594 |

F = females M = males Unk = unknown
Urban area = an incorporated area with a population of 5,000 or more.
Motorcyclist includes motorcycle drivers and passengers.
This report counts persons injured, not crashes.

2001 Persons Injured by Age, Role, Gender - Rural Area

| Age | Role by Gender | | | | | | | | | | | | | | | Total Persons Injured | | | | | | | | | | |
|-------------|----------------|-----|-------|--------|-------|-------|--------------|-----|-------|------------|-------|-------|-------------------|----|-------|-----------------------|-----|-------|-----|-----|-----|--------|--------|-----|--------|-------|
| | Bicyclist | | | Driver | | | Motorcyclist | | | Moped User | | | Vehicle Passenger | | | Pedestrian | | | F | M | Unk | Total | | | | |
| | F | M | Total | F | M | Total | F | M | Total | F | M | Total | F | M | Total | F | M | Total | | | | | | | | |
| 1-2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 67 | 0 | 136 | 0 | 0 | 0 | 69 | 68 | 0 | 137 |
| 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 43 | 0 | 82 | 2 | 2 | 4 | 42 | 45 | 0 | 87 |
| 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 47 | 1 | 97 | 0 | 3 | 3 | 49 | 51 | 1 | 101 |
| 5-9 | 9 | 24 | 33 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 253 | 255 | 0 | 508 | 8 | 12 | 20 | 272 | 293 | 0 | 565 |
| 10-14 | 12 | 41 | 53 | 6 | 23 | 0 | 29 | 2 | 6 | 0 | 8 | 0 | 1 | 1 | 1 | 448 | 312 | 1 | 761 | 14 | 21 | 35 | 482 | 404 | 1 | 887 |
| 15 | 4 | 6 | 10 | 16 | 36 | 0 | 52 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 223 | 192 | 3 | 418 | 2 | 4 | 6 | 246 | 240 | 3 | 489 |
| 16 | 1 | 6 | 7 | 436 | 371 | 0 | 807 | 1 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 266 | 257 | 1 | 524 | 2 | 8 | 10 | 706 | 649 | 1 | 1,356 |
| 17 | 0 | 2 | 2 | 398 | 424 | 0 | 822 | 3 | 5 | 0 | 8 | 1 | 4 | 5 | 211 | 211 | 0 | 422 | 5 | 3 | 8 | 618 | 649 | 0 | 1,267 | |
| 18 | 0 | 1 | 1 | 377 | 427 | 0 | 804 | 3 | 27 | 0 | 30 | 1 | 0 | 1 | 164 | 177 | 0 | 341 | 0 | 8 | 8 | 545 | 640 | 0 | 1,185 | |
| 19 | 0 | 3 | 3 | 289 | 380 | 0 | 669 | 1 | 36 | 0 | 37 | 0 | 0 | 0 | 136 | 154 | 0 | 290 | 2 | 5 | 7 | 428 | 578 | 0 | 1,006 | |
| 20 | 1 | 2 | 3 | 257 | 316 | 0 | 573 | 5 | 32 | 0 | 37 | 1 | 2 | 3 | 119 | 116 | 0 | 235 | 0 | 4 | 4 | 383 | 472 | 0 | 855 | |
| 21 | 1 | 4 | 5 | 207 | 330 | 0 | 537 | 5 | 32 | 0 | 37 | 0 | 0 | 0 | 80 | 143 | 0 | 223 | 0 | 6 | 6 | 293 | 515 | 0 | 808 | |
| 22 | 2 | 2 | 4 | 203 | 284 | 0 | 487 | 4 | 31 | 0 | 35 | 0 | 1 | 1 | 63 | 105 | 1 | 169 | 2 | 5 | 7 | 274 | 428 | 1 | 703 | |
| 23 | 0 | 1 | 1 | 165 | 256 | 0 | 421 | 5 | 18 | 0 | 23 | 0 | 0 | 0 | 52 | 71 | 1 | 124 | 0 | 2 | 2 | 222 | 348 | 1 | 571 | |
| 24 | 1 | 2 | 3 | 144 | 201 | 0 | 345 | 3 | 34 | 0 | 37 | 0 | 0 | 0 | 47 | 70 | 0 | 117 | 2 | 1 | 3 | 197 | 308 | 0 | 505 | |
| 25-34 | 5 | 7 | 12 | 1,231 | 1,661 | 0 | 2,892 | 54 | 188 | 0 | 242 | 1 | 0 | 1 | 380 | 354 | 1 | 735 | 3 | 21 | 24 | 1,674 | 2,231 | 1 | 3,906 | |
| 35-44 | 8 | 16 | 24 | 1,285 | 1,594 | 0 | 2,879 | 79 | 246 | 0 | 325 | 1 | 3 | 4 | 383 | 239 | 1 | 623 | 9 | 27 | 36 | 1,765 | 2,125 | 1 | 3,891 | |
| 45-54 | 7 | 16 | 23 | 930 | 1,094 | 0 | 2,024 | 66 | 239 | 0 | 305 | 3 | 3 | 6 | 373 | 159 | 3 | 535 | 7 | 11 | 18 | 1,386 | 1,522 | 3 | 2,911 | |
| 55-64 | 3 | 4 | 7 | 447 | 608 | 0 | 1,055 | 15 | 73 | 0 | 88 | 1 | 0 | 1 | 251 | 86 | 1 | 338 | 7 | 5 | 12 | 724 | 776 | 1 | 1,501 | |
| 65-74 | 0 | 3 | 3 | 254 | 364 | 0 | 618 | 1 | 14 | 0 | 15 | 0 | 0 | 0 | 193 | 57 | 0 | 250 | 0 | 1 | 1 | 448 | 439 | 0 | 887 | |
| 75-84 | 0 | 1 | 1 | 191 | 243 | 0 | 434 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 155 | 49 | 0 | 204 | 2 | 3 | 5 | 348 | 303 | 0 | 651 | |
| 85 and over | 0 | 2 | 2 | 42 | 54 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 14 | 1 | 54 | 3 | 0 | 3 | 84 | 70 | 1 | 155 | |
| Unknown | 0 | 1 | 1 | 2 | 9 | 6 | 17 | 2 | 1 | 1 | 4 | 0 | 0 | 0 | 112 | 117 | 10 | 239 | 0 | 0 | 0 | 116 | 128 | 17 | 261 | |
| TOTAL | 55 | 146 | 201 | 6,880 | 8,677 | 6 | 15,563 | 252 | 998 | 1 | 1,251 | 9 | 14 | 23 | 4,105 | 3,295 | 25 | 7,425 | 70 | 152 | 222 | 11,371 | 13,282 | 32 | 24,685 | |

F = females M = males Unk = unknown

Rural area = an unincorporated area or an incorporated area with a population under 5,000.

Motorcyclist includes motorcycle drivers and passengers.

This report counts persons injured, not crashes.

Fatal Crashes and Persons Killed by Legal Holiday 1994-2001

| Holiday | Year | Time | Dates | Hours | Actual Holiday | Total Killed | Fatal Crashes |
|---------------------|-------------|-------------|--------------|--------------|-----------------------|---------------------|----------------------|
| New Years | 1993/1994 | 6PM-12AM | 12/31-01/02 | 54 | Saturday | 10 | 9 |
| | 1994/1995 | 6PM-12AM | 12/30-01/02 | 78 | Sunday | 7 | 6 |
| | 1995/1996 | 6PM-12AM | 12/29-01/01 | 78 | Monday | 13 | 11 |
| | 1996/1997 | 6PM-12AM | 12/30-01/01 | 54 | Wednesday | 5 | 5 |
| | 1997/1998 | 6PM-12AM | 12/31-01/04 | 102 | Thursday | 15 | 10 |
| | 1998/1999 | 6PM-12AM | 12/31-01/03 | 78 | Friday | 2 | 2 |
| | 1999/2000 | 6PM-12AM | 12/31-01/02 | 54 | Saturday | 13 | 11 |
| | 2000/2001 | 6PM-12AM | 12/29-01/01 | 78 | Monday | 4 | 3 |
| Memorial Day | 1994 | 6PM-12AM | 05/27-05/30 | 78 | Monday | 15 | 14 |
| | 1995 | 6PM-12AM | 05/26-05/29 | 78 | Monday | 12 | 11 |
| | 1996 | 6PM-12AM | 05/24-05/27 | 78 | Monday | 8 | 8 |
| | 1997 | 6PM-12AM | 05/23-05/26 | 78 | Monday | 11 | 10 |
| | 1998 | 6PM-12AM | 05/22-05/25 | 78 | Monday | 10 | 8 |
| | 1999 | 6PM-12AM | 05/28-05/31 | 78 | Monday | 12 | 10 |
| | 2000 | 6PM-12AM | 05/26-05/29 | 78 | Monday | 7 | 7 |
| | 2001 | 6PM-12AM | 05/25-05/28 | 78 | Monday | 8 | 6 |
| 4th of July | 1994 | 6PM-12AM | 07/01-07/04 | 78 | Monday | 13 | 12 |
| | 1995 | 6PM-12AM | 06/30-07/04 | 102 | Tuesday | 14 | 13 |
| | 1996 | 6PM-12AM | 07/03-07/07 | 102 | Thursday | 14 | 13 |
| | 1997 | 6PM-12AM | 07/03-07/06 | 78 | Friday | 12 | 10 |
| | 1998 | 6PM-12AM | 07/03-07/05 | 54 | Saturday | 4 | 4 |
| | 1999 | 6PM-12AM | 07/02-07/05 | 78 | Sunday | 11 | 10 |
| | 2000 | 6PM-12AM | 06/30-07/04 | 102 | Tuesday | 13 | 12 |
| | 2001 | 6PM-12AM | 07/03-07/04 | 30 | Wednesday | 4 | 4 |
| Labor Day | 1994 | 6PM-12AM | 09/02-09/05 | 78 | Monday | 10 | 9 |
| | 1995 | 6PM-12AM | 09/01-09/04 | 78 | Monday | 10 | 10 |
| | 1996 | 6PM-12AM | 08/30-09/02 | 78 | Monday | 7 | 7 |
| | 1997 | 6PM-12AM | 08/29-09/01 | 78 | Monday | 8 | 7 |
| | 1998 | 6PM-12AM | 09/04-09/07 | 78 | Monday | 11 | 11 |
| | 1999 | 6PM-12AM | 09/03-09/06 | 78 | Monday | 10 | 10 |
| | 2000 | 6PM-12AM | 09/01-09/04 | 78 | Monday | 11 | 9 |
| | 2001 | 6PM-12AM | 08/31-09/03 | 78 | Monday | 9 | 9 |
| Thanksgiving | 1994 | 6PM-12AM | 11/23-11/27 | 102 | Thursday | 4 | 4 |
| | 1995 | 6PM-12AM | 11/22-11/26 | 102 | Thursday | 9 | 9 |
| | 1996 | 6PM-12AM | 11/27-12/01 | 102 | Thursday | 10 | 10 |
| | 1997 | 6PM-12AM | 11/26-11/30 | 102 | Thursday | 5 | 5 |
| | 1998 | 6PM-12AM | 11/25-11/29 | 102 | Thursday | 12 | 11 |
| | 1999 | 6PM-12AM | 11/24-11/28 | 102 | Thursday | 8 | 7 |
| | 2000 | 6PM-12AM | 11/23-11/27 | 102 | Thursday | 4 | 4 |
| | 2001 | 6PM-12AM | 11/21-11/25 | 102 | Thursday | 11 | 10 |
| Christmas | 1994 | 6PM-12AM | 12/23-12/26 | 78 | Sunday | 9 | 5 |
| | 1995 | 6PM-12AM | 12/22-12/26 | 102 | Monday | 10 | 7 |
| | 1996 | 6PM-12AM | 12/20-12/25 | 126 | Wednesday | 13 | 13 |
| | 1997 | 6PM-12AM | 12/24-12/28 | 102 | Thursday | 13 | 10 |
| | 1998 | 6PM-12AM | 12/24-12/27 | 78 | Friday | 8 | 8 |
| | 1999 | 6PM-12AM | 12/24-12/26 | 54 | Saturday | 6 | 5 |
| | 2000 | 6PM-12AM | 12/22-12/26 | 102 | Monday | 13 | 10 |
| | 2001 | 6PM-12AM | 12/21-12/25 | 102 | Tuesday | 15 | 12 |

II. CRASHES

This section includes various subsets of crashes, including:

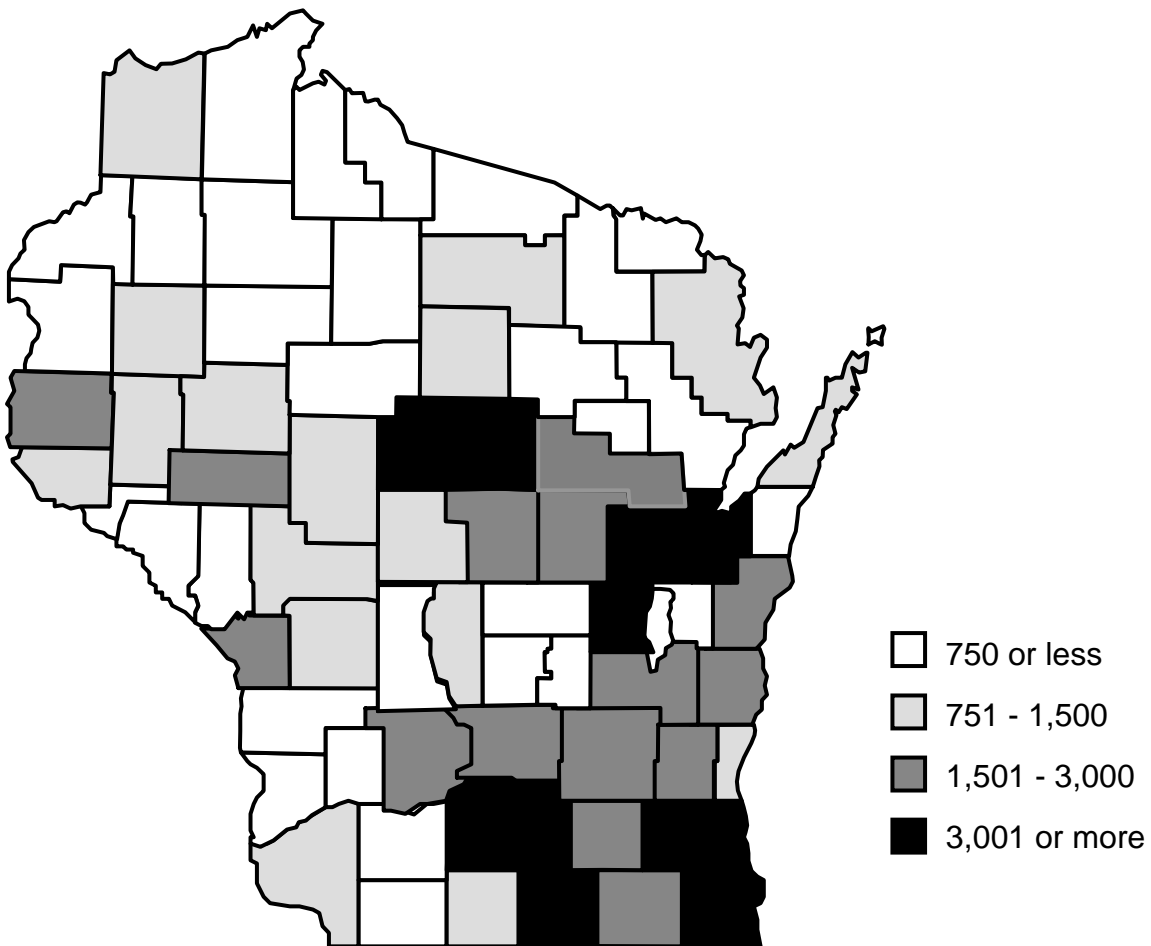
- Type of Crash
- Citations Issued
- County and Municipality
- Construction Zone
- Economic Loss
- Fixed Objects Struck
- Manner of Collision
- Reporting Agency
- Weather, Road and Light Conditions



2001 Crashes by Month and Severity by Urban/Rural Location with Total Injured and Total Killed

| Month | Severity | | | | | | | | | TOTAL | | | Total | |
|--------------|------------|------------|------------|---------------|---------------|---------------|-----------------|---------------|---------------|---------------|---------------|----------------|----------------|-----------------|
| | Fatal | | | Injury | | | Property Damage | | | | | | Persons Killed | Persons Injured |
| | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total | | |
| January | 29 | 5 | 34 | 1,188 | 1,791 | 2,979 | 3,195 | 4,141 | 7,336 | 4,412 | 5,937 | 10,349 | 39 | 4,342 |
| February | 18 | 7 | 25 | 1,352 | 1,520 | 2,872 | 3,461 | 3,506 | 6,967 | 4,831 | 5,033 | 9,864 | 25 | 4,088 |
| March | 33 | 10 | 43 | 1,074 | 1,550 | 2,624 | 2,730 | 3,068 | 5,798 | 3,837 | 4,628 | 8,465 | 51 | 3,896 |
| April | 42 | 7 | 49 | 1,139 | 1,733 | 2,872 | 2,453 | 3,168 | 5,621 | 3,634 | 4,908 | 8,542 | 57 | 4,334 |
| May | 35 | 11 | 46 | 1,392 | 2,118 | 3,510 | 3,071 | 3,483 | 6,554 | 4,498 | 5,612 | 10,110 | 53 | 5,249 |
| June | 45 | 16 | 61 | 1,518 | 2,098 | 3,616 | 3,288 | 3,455 | 6,743 | 4,851 | 5,569 | 10,420 | 67 | 5,393 |
| July | 53 | 10 | 63 | 1,586 | 1,996 | 3,582 | 2,980 | 3,349 | 6,329 | 4,619 | 5,355 | 9,974 | 72 | 5,331 |
| August | 66 | 13 | 79 | 1,623 | 2,186 | 3,809 | 2,691 | 3,488 | 6,179 | 4,380 | 5,687 | 10,067 | 85 | 5,691 |
| September | 65 | 13 | 78 | 1,425 | 1,975 | 3,400 | 2,927 | 3,316 | 6,243 | 4,417 | 5,304 | 9,721 | 87 | 5,125 |
| October | 48 | 11 | 59 | 1,378 | 2,066 | 3,444 | 4,757 | 3,815 | 8,572 | 6,183 | 5,892 | 12,075 | 65 | 5,070 |
| November | 59 | 16 | 75 | 1,314 | 1,978 | 3,292 | 6,589 | 3,955 | 10,544 | 7,962 | 5,949 | 13,911 | 82 | 4,825 |
| December | 62 | 10 | 72 | 1,520 | 1,838 | 3,358 | 4,577 | 3,898 | 8,475 | 6,159 | 5,746 | 11,905 | 81 | 4,935 |
| TOTAL | 555 | 129 | 684 | 16,509 | 22,849 | 39,358 | 42,719 | 42,642 | 85,361 | 59,783 | 65,620 | 125,403 | 764 | 58,279 |

2001 Total Crashes by County

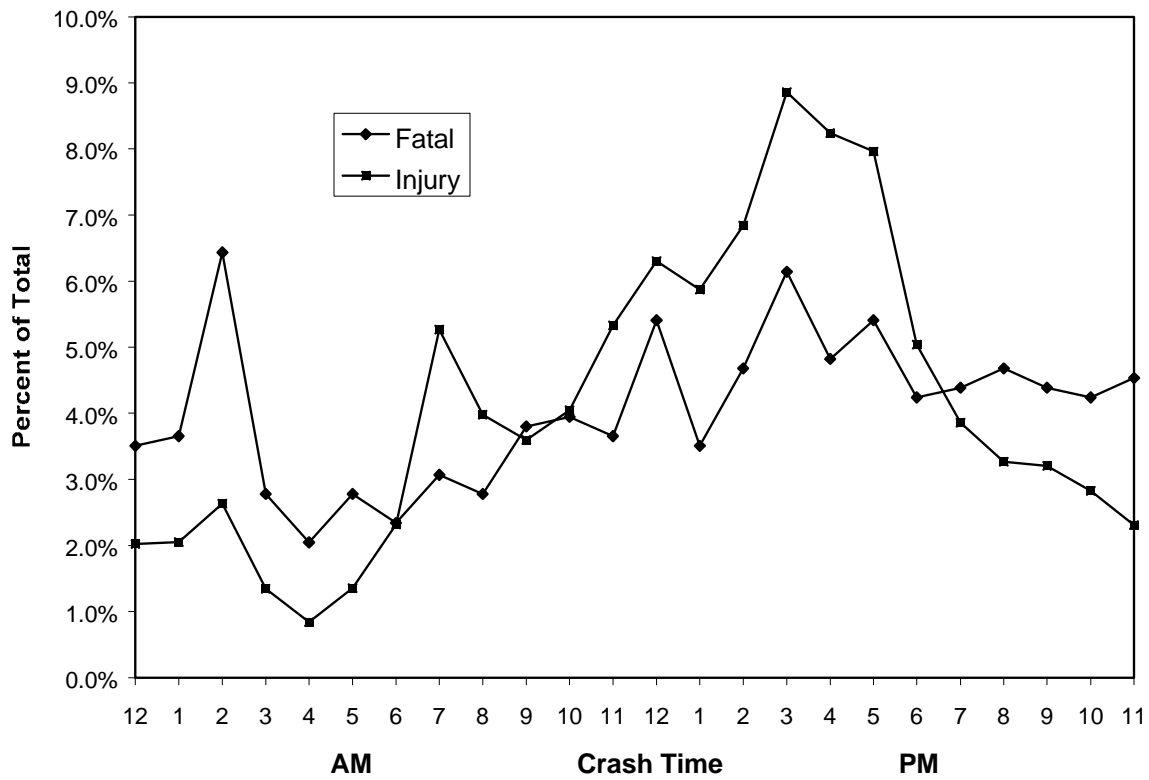


2001 Crashes by Time of Day and Day of Week

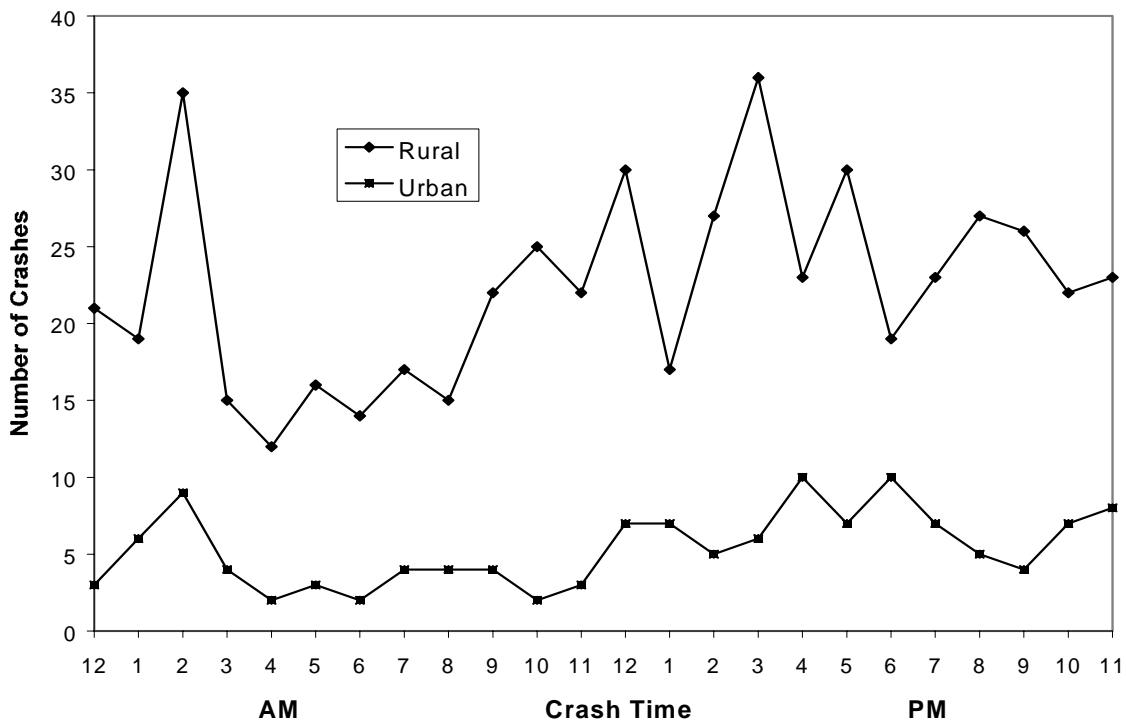
| Time of Day | Sunday | | | Monday | | | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | TOTAL | | | | | | | | | | |
|-------------|--------|-------|--------|--------|-----|-------|---------|--------|-----|-----------|--------|--------|----------|-------|--------|--------|-----|-------|----------|--------|-----|-------|--------|--------|-----|-------|--------|--------|-----|--------|--------|---------|
| | FtI | Inj | PD | Tot | FtI | Inj | PD | Tot | FtI | Inj | PD | Tot | FtI | Inj | PD | Tot | FtI | Inj | PD | Tot | FtI | Inj | PD | Tot | | | | | | | | |
| 12-1 AM | 4 | 208 | 448 | 660 | 1 | 66 | 216 | 283 | 3 | 57 | 172 | 232 | 5 | 75 | 195 | 275 | 0 | 99 | 244 | 343 | 4 | 102 | 252 | 358 | 7 | 190 | 435 | 632 | 24 | 797 | 1,962 | 2,783 |
| 1-2 AM | 3 | 189 | 434 | 626 | 1 | 70 | 156 | 227 | 0 | 63 | 143 | 206 | 5 | 67 | 185 | 257 | 5 | 84 | 213 | 302 | 5 | 122 | 233 | 360 | 6 | 213 | 426 | 645 | 25 | 808 | 1,790 | 2,623 |
| 2-3 AM | 18 | 287 | 590 | 895 | 4 | 70 | 172 | 246 | 4 | 72 | 127 | 203 | 5 | 62 | 149 | 216 | 3 | 96 | 182 | 281 | 4 | 129 | 233 | 366 | 6 | 320 | 487 | 813 | 44 | 1,036 | 1,940 | 3,020 |
| 3-4 AM | 5 | 175 | 322 | 502 | 1 | 44 | 109 | 154 | 1 | 35 | 94 | 130 | 1 | 44 | 81 | 126 | 1 | 43 | 136 | 180 | 2 | 51 | 110 | 163 | 8 | 138 | 311 | 457 | 19 | 530 | 1,163 | 1,712 |
| 4-5 AM | 4 | 100 | 204 | 308 | 1 | 29 | 173 | 203 | 1 | 30 | 159 | 190 | 1 | 30 | 126 | 157 | 2 | 35 | 156 | 193 | 0 | 31 | 177 | 208 | 5 | 76 | 218 | 299 | 14 | 331 | 1,213 | 1,558 |
| 5-6 AM | 2 | 77 | 208 | 287 | 3 | 70 | 334 | 407 | 3 | 83 | 328 | 414 | 1 | 56 | 277 | 334 | 6 | 75 | 288 | 369 | 2 | 65 | 306 | 373 | 2 | 107 | 256 | 365 | 19 | 533 | 1,997 | 2,549 |
| 6-7 AM | 0 | 74 | 192 | 266 | 3 | 167 | 526 | 696 | 5 | 166 | 477 | 648 | 1 | 163 | 439 | 603 | 2 | 125 | 483 | 610 | 2 | 130 | 465 | 597 | 3 | 87 | 283 | 373 | 16 | 912 | 2,865 | 3,793 |
| 7-8 AM | 1 | 62 | 190 | 253 | 3 | 391 | 730 | 1,124 | 5 | 393 | 786 | 1,184 | 2 | 387 | 785 | 1,174 | 4 | 362 | 686 | 1,052 | 3 | 315 | 642 | 960 | 3 | 162 | 287 | 452 | 21 | 2,072 | 4,106 | 6,199 |
| 8-9 AM | 1 | 100 | 239 | 340 | 3 | 252 | 541 | 796 | 2 | 253 | 490 | 745 | 1 | 267 | 513 | 781 | 2 | 267 | 493 | 762 | 2 | 243 | 484 | 729 | 8 | 184 | 375 | 567 | 19 | 1,566 | 3,135 | 4,720 |
| 9-10 AM | 1 | 133 | 281 | 415 | 3 | 211 | 406 | 620 | 2 | 203 | 373 | 578 | 2 | 186 | 369 | 557 | 6 | 199 | 380 | 585 | 7 | 233 | 420 | 660 | 5 | 250 | 511 | 766 | 26 | 1,415 | 2,740 | 4,181 |
| 10-11 AM | 2 | 191 | 348 | 541 | 2 | 244 | 434 | 680 | 3 | 189 | 408 | 600 | 4 | 203 | 384 | 604 | 2 | 202 | 430 | 634 | 7 | 254 | 523 | 784 | 7 | 310 | 540 | 857 | 27 | 1,593 | 3,077 | 4,697 |
| 11-12 PM | 6 | 239 | 529 | 774 | 3 | 296 | 554 | 853 | 2 | 217 | 482 | 701 | 4 | 282 | 486 | 772 | 4 | 280 | 497 | 781 | 3 | 381 | 696 | 1,080 | 3 | 403 | 657 | 1,063 | 25 | 2,098 | 3,901 | 6,024 |
| 12-1 PM | 10 | 309 | 506 | 825 | 5 | 341 | 683 | 1,029 | 1 | 295 | 569 | 865 | 5 | 335 | 613 | 953 | 5 | 303 | 564 | 872 | 3 | 470 | 794 | 1,267 | 8 | 428 | 692 | 1,128 | 37 | 2,481 | 4,421 | 6,939 |
| 1-2 PM | 1 | 291 | 463 | 755 | 5 | 332 | 625 | 962 | 4 | 284 | 548 | 836 | 0 | 336 | 578 | 914 | 5 | 311 | 478 | 794 | 6 | 371 | 659 | 1,036 | 3 | 385 | 621 | 1,009 | 24 | 2,310 | 3,972 | 6,306 |
| 2-3 PM | 5 | 321 | 473 | 799 | 2 | 397 | 716 | 1,115 | 3 | 377 | 586 | 966 | 3 | 402 | 627 | 1,032 | 6 | 353 | 567 | 926 | 7 | 455 | 773 | 1,235 | 6 | 389 | 596 | 991 | 32 | 2,694 | 4,338 | 7,064 |
| 3-4 PM | 5 | 302 | 585 | 892 | 6 | 533 | 929 | 1,468 | 6 | 518 | 837 | 1,361 | 5 | 538 | 884 | 1,427 | 11 | 584 | 854 | 1,449 | 3 | 653 | 1,092 | 1,748 | 6 | 358 | 588 | 952 | 42 | 3,486 | 5,769 | 9,297 |
| 4-5 PM | 4 | 316 | 524 | 844 | 4 | 477 | 878 | 1,359 | 6 | 448 | 893 | 1,347 | 6 | 515 | 918 | 1,439 | 4 | 503 | 864 | 1,371 | 1 | 613 | 1,078 | 1,692 | 8 | 371 | 588 | 967 | 33 | 3,243 | 5,743 | 9,019 |
| 5-6 PM | 4 | 336 | 686 | 1,026 | 1 | 443 | 1,047 | 1,491 | 6 | 471 | 1,104 | 1,581 | 4 | 512 | 1,120 | 1,636 | 5 | 493 | 1,076 | 1,574 | 10 | 539 | 1,217 | 1,766 | 7 | 339 | 726 | 1,072 | 37 | 3,133 | 6,976 | 10,146 |
| 6-7 PM | 4 | 224 | 624 | 852 | 4 | 272 | 708 | 984 | 1 | 274 | 689 | 964 | 3 | 310 | 811 | 1,124 | 4 | 282 | 720 | 1,006 | 6 | 318 | 943 | 1,267 | 7 | 303 | 665 | 975 | 29 | 1,983 | 5,160 | 7,172 |
| 7-8 PM | 3 | 193 | 590 | 786 | 2 | 186 | 542 | 730 | 1 | 222 | 498 | 721 | 4 | 174 | 597 | 775 | 4 | 230 | 596 | 830 | 10 | 257 | 751 | 1,018 | 6 | 257 | 639 | 902 | 30 | 1,519 | 4,213 | 5,762 |
| 8-9 PM | 4 | 193 | 549 | 746 | 3 | 150 | 506 | 659 | 3 | 140 | 452 | 595 | 2 | 191 | 542 | 735 | 5 | 163 | 534 | 702 | 6 | 241 | 684 | 931 | 9 | 209 | 634 | 852 | 32 | 1,287 | 3,901 | 5,220 |
| 9-10 PM | 3 | 161 | 474 | 638 | 2 | 135 | 474 | 611 | 1 | 141 | 505 | 647 | 3 | 169 | 503 | 675 | 8 | 188 | 558 | 754 | 8 | 236 | 764 | 1,008 | 5 | 231 | 621 | 857 | 30 | 1,261 | 3,899 | 5,190 |
| 10-11 PM | 5 | 113 | 354 | 472 | 6 | 121 | 322 | 449 | 0 | 110 | 351 | 461 | 1 | 155 | 374 | 530 | 5 | 142 | 380 | 527 | 7 | 250 | 623 | 880 | 5 | 223 | 540 | 768 | 29 | 1,114 | 2,944 | 4,087 |
| 11-12 AM | 0 | 83 | 248 | 331 | 1 | 65 | 261 | 327 | 3 | 95 | 274 | 372 | 6 | 112 | 317 | 435 | 2 | 102 | 305 | 409 | 14 | 236 | 509 | 759 | 5 | 215 | 523 | 743 | 31 | 908 | 2,437 | 3,376 |
| Unknown | 6 | 41 | 303 | 350 | 6 | 37 | 230 | 273 | 0 | 23 | 172 | 195 | 2 | 31 | 200 | 233 | 2 | 32 | 210 | 244 | 1 | 29 | 250 | 280 | 2 | 56 | 333 | 391 | 19 | 249 | 1,698 | 1,966 |
| TOTAL | 101 | 4,718 | 10,364 | 15,183 | 75 | 5,399 | 12,272 | 17,746 | 66 | 5,159 | 11,517 | 16,742 | 76 | 5,602 | 12,083 | 17,764 | 103 | 5,553 | 11,894 | 17,550 | 123 | 6,724 | 14,678 | 21,525 | 140 | 6,204 | 12,552 | 18,896 | 684 | 39,359 | 85,360 | 125,403 |

FtI = fatal Inj = injury PD = property damage Tot = total

2001 Percent of Crashes by Severity and Time of Day



2001 Fatal Crashes by Time of Day and Urban/Rural



Reports those crashes for which crash time was recorded.

2001 Crashes by Municipality Type and Severity

| Municipality | Severity | | | TOTAL |
|--------------|------------|---------------|-----------------|----------------|
| | Fatal | Injury | Property Damage | |
| City | 130 | 22,408 | 42,321 | 64,859 |
| Town | 521 | 14,238 | 36,858 | 51,617 |
| Village | 33 | 2,713 | 6,181 | 8,927 |
| TOTAL | 684 | 39,359 | 85,360 | 125,403 |

2001 Hit and Run Crashes by Location Type and Severity

| Location | Severity | | | TOTAL |
|------------------|-----------|--------------|-----------------|---------------|
| | Fatal | Injury | Property Damage | |
| Intersection | 3 | 1,415 | 3,419 | 4,837 |
| Non-Intersection | 13 | 1,470 | 7,147 | 8,630 |
| Parking Lot | 0 | 140 | 3,320 | 3,460 |
| Private Property | 0 | 62 | 734 | 796 |
| TOTAL | 16 | 3,087 | 14,620 | 17,723 |

Crash totals are higher on this report than elsewhere in the book because they include parking lot locations and private property.

2001 Crashes by Location Type and Severity

| Location | Severity | | | TOTAL |
|------------------|------------|---------------|-----------------|----------------|
| | Fatal | Injury | Property Damage | |
| Intersection | 177 | 18,996 | 28,528 | 47,701 |
| Non-Intersection | 507 | 20,363 | 56,832 | 77,702 |
| Parking Lot | 5 | 1,076 | 8,948 | 10,029 |
| Private Property | 2 | 475 | 2,079 | 2,556 |
| TOTAL | 691 | 40,910 | 96,387 | 137,988 |

Crash totals are higher on this report than elsewhere in the book because they include parking lot locations and private property. The *Total* figures include two crashes whose location was unknown.

2001 Crashes by County and Highway Class by Severity

| County | Local Street/Road | | | County Highway | | | State Highway | | | Interstate System | | | TOTAL | | | Licensed Vehicles* | Licensed Cycles | | | | | |
|-------------|-------------------|-------|-------|----------------|-----|-----|---------------|-----|-----|-------------------|-------|-------|-------|-----|-----|--------------------|-----------------|-------|-------|--------|---------|--------|
| | FtI | Inj | PD | Tot | FtI | Inj | PD | Tot | FtI | Inj | PD | Tot | FtI | Inj | PD | | | Tot | | | | |
| Adams | 3 | 51 | 172 | 226 | 2 | 37 | 185 | 224 | 2 | 56 | 267 | 325 | 0 | 0 | 0 | 0 | 7 | 144 | 624 | 775 | 22,804 | 912 |
| Ashland | 1 | 30 | 123 | 154 | 0 | 5 | 11 | 16 | 4 | 36 | 104 | 144 | 0 | 0 | 0 | 0 | 5 | 71 | 238 | 314 | 16,081 | 626 |
| Barron | 2 | 165 | 358 | 525 | 5 | 38 | 60 | 103 | 3 | 118 | 149 | 270 | 0 | 0 | 0 | 0 | 10 | 321 | 567 | 898 | 47,493 | 1,732 |
| Bayfield | 0 | 28 | 59 | 87 | 0 | 20 | 38 | 58 | 2 | 42 | 126 | 170 | 0 | 0 | 0 | 0 | 2 | 90 | 223 | 315 | 17,229 | 812 |
| Brown | 5 | 804 | 1,413 | 2,222 | 3 | 98 | 246 | 347 | 8 | 559 | 933 | 1,500 | 0 | 45 | 99 | 144 | 16 | 1,506 | 2,691 | 4,213 | 208,392 | 8,484 |
| Buffalo | 0 | 32 | 64 | 96 | 0 | 23 | 30 | 53 | 3 | 45 | 99 | 147 | 0 | 0 | 0 | 0 | 3 | 100 | 193 | 296 | 16,509 | 825 |
| Burnett | 2 | 32 | 60 | 94 | 1 | 32 | 39 | 72 | 4 | 55 | 83 | 142 | 0 | 0 | 0 | 0 | 7 | 119 | 182 | 308 | 18,075 | 666 |
| Calumet | 1 | 75 | 204 | 280 | 1 | 24 | 67 | 92 | 2 | 76 | 221 | 299 | 0 | 0 | 0 | 0 | 4 | 175 | 492 | 671 | 37,605 | 1,571 |
| Chippewa | 2 | 124 | 375 | 501 | 1 | 82 | 177 | 260 | 3 | 161 | 410 | 574 | 0 | 0 | 0 | 0 | 6 | 367 | 962 | 1,335 | 57,675 | 2,331 |
| Clark | 1 | 84 | 215 | 300 | 2 | 34 | 170 | 206 | 1 | 64 | 306 | 371 | 0 | 0 | 0 | 0 | 4 | 182 | 691 | 877 | 33,490 | 1,314 |
| Columbia | 0 | 122 | 314 | 436 | 4 | 65 | 240 | 309 | 2 | 191 | 582 | 775 | 3 | 61 | 169 | 233 | 9 | 439 | 1,305 | 1,753 | 54,383 | 2,171 |
| Crawford | 0 | 49 | 86 | 135 | 0 | 12 | 17 | 29 | 3 | 55 | 137 | 195 | 0 | 0 | 0 | 0 | 3 | 116 | 240 | 359 | 16,961 | 649 |
| Dane | 16 | 2,129 | 4,295 | 6,440 | 3 | 198 | 663 | 864 | 13 | 754 | 1,541 | 2,308 | 0 | 118 | 355 | 473 | 32 | 3,199 | 6,854 | 10,085 | 382,569 | 12,893 |
| Dodge | 1 | 155 | 427 | 583 | 1 | 112 | 253 | 366 | 12 | 185 | 541 | 738 | 0 | 0 | 0 | 0 | 14 | 452 | 1,221 | 1,687 | 83,833 | 3,537 |
| Door | 1 | 84 | 212 | 297 | 0 | 26 | 140 | 166 | 2 | 71 | 252 | 325 | 0 | 0 | 0 | 0 | 3 | 181 | 604 | 788 | 34,075 | 1,726 |
| Douglas | 2 | 110 | 299 | 411 | 1 | 37 | 67 | 105 | 3 | 134 | 305 | 442 | 0 | 3 | 5 | 8 | 6 | 284 | 676 | 966 | 42,724 | 1,532 |
| Dunn | 0 | 71 | 202 | 273 | 2 | 42 | 161 | 205 | 2 | 109 | 344 | 455 | 2 | 44 | 133 | 179 | 6 | 266 | 840 | 1,112 | 38,643 | 1,659 |
| Eau Claire | 2 | 364 | 866 | 1,232 | 2 | 72 | 191 | 265 | 3 | 233 | 466 | 702 | 2 | 52 | 134 | 188 | 9 | 721 | 1,657 | 2,387 | 83,160 | 3,097 |
| Florence | 1 | 12 | 35 | 48 | 1 | 7 | 42 | 50 | 1 | 12 | 53 | 66 | 0 | 0 | 0 | 0 | 3 | 31 | 130 | 164 | 5,994 | 243 |
| Fond du Lac | 2 | 368 | 845 | 1,215 | 3 | 76 | 250 | 329 | 5 | 296 | 714 | 1,015 | 0 | 0 | 0 | 0 | 10 | 740 | 1,809 | 2,559 | 96,067 | 3,933 |
| Forest | 0 | 13 | 52 | 65 | 0 | 12 | 34 | 46 | 0 | 28 | 117 | 145 | 0 | 0 | 0 | 0 | 0 | 53 | 203 | 256 | 10,527 | 403 |
| Grant | 0 | 119 | 235 | 354 | 2 | 44 | 197 | 243 | 9 | 146 | 360 | 515 | 0 | 0 | 0 | 0 | 11 | 309 | 792 | 1,112 | 49,580 | 1,968 |
| Green | 2 | 96 | 229 | 327 | 4 | 49 | 163 | 216 | 1 | 74 | 243 | 318 | 0 | 0 | 0 | 0 | 7 | 219 | 635 | 861 | 35,078 | 1,587 |
| Green Lake | 1 | 40 | 127 | 168 | 1 | 38 | 183 | 222 | 0 | 43 | 190 | 233 | 0 | 0 | 0 | 0 | 2 | 121 | 500 | 623 | 21,312 | 726 |
| Iowa | 0 | 40 | 117 | 157 | 4 | 36 | 85 | 125 | 8 | 86 | 197 | 291 | 0 | 0 | 0 | 0 | 12 | 162 | 399 | 573 | 24,241 | 861 |
| Iron | 0 | 15 | 29 | 44 | 0 | 3 | 10 | 13 | 2 | 25 | 57 | 84 | 0 | 0 | 0 | 0 | 2 | 43 | 96 | 141 | 7,500 | 289 |
| Jackson | 1 | 62 | 125 | 188 | 2 | 31 | 125 | 158 | 0 | 38 | 222 | 260 | 0 | 62 | 131 | 193 | 3 | 193 | 603 | 799 | 21,735 | 830 |
| Jefferson | 4 | 152 | 372 | 528 | 5 | 93 | 195 | 293 | 5 | 197 | 421 | 623 | 2 | 40 | 121 | 163 | 16 | 482 | 1,109 | 1,607 | 76,590 | 3,180 |
| Juneau | 1 | 39 | 120 | 160 | 1 | 32 | 71 | 104 | 6 | 77 | 168 | 251 | 0 | 50 | 133 | 183 | 8 | 198 | 492 | 698 | 27,068 | 1,158 |
| Kenosha | 12 | 598 | 1,090 | 1,700 | 4 | 205 | 234 | 443 | 10 | 495 | 601 | 1,106 | 2 | 57 | 91 | 150 | 28 | 1,355 | 2,016 | 3,399 | 122,157 | 6,178 |
| Kewaunee | 2 | 46 | 55 | 103 | 1 | 29 | 26 | 56 | 0 | 35 | 28 | 63 | 0 | 0 | 0 | 0 | 3 | 110 | 109 | 222 | 21,940 | 1,103 |
| La Crosse | 1 | 379 | 1,003 | 1,383 | 2 | 62 | 156 | 220 | 3 | 285 | 631 | 919 | 0 | 33 | 77 | 110 | 6 | 759 | 1,867 | 2,632 | 94,006 | 3,501 |
| Lafayette | 2 | 43 | 101 | 146 | 0 | 27 | 70 | 97 | 1 | 48 | 142 | 191 | 0 | 0 | 0 | 0 | 3 | 118 | 313 | 434 | 18,281 | 537 |
| Langlade | 0 | 44 | 61 | 105 | 2 | 26 | 40 | 68 | 2 | 55 | 87 | 144 | 0 | 0 | 0 | 0 | 4 | 125 | 188 | 317 | 22,420 | 834 |
| Lincoln | 1 | 72 | 238 | 311 | 3 | 41 | 89 | 133 | 6 | 92 | 260 | 358 | 0 | 0 | 0 | 0 | 10 | 205 | 587 | 802 | 30,401 | 1,236 |
| Manitowoc | 3 | 289 | 619 | 911 | 5 | 80 | 196 | 281 | 2 | 224 | 373 | 599 | 1 | 47 | 115 | 163 | 11 | 640 | 1,303 | 1,954 | 83,449 | 4,502 |

continued

2001 Crashes by County and Highway Class by Severity

| County | Local Street/Road | | | County Highway | | | State Highway | | | Interstate System | | | TOTAL | | | Licensed Vehicles* | Licensed Cycles | | | | | |
|-------------|-------------------|--------|--------|----------------|-----|-------|---------------|--------|-----|-------------------|--------|--------|-------|-------|-------|--------------------|-----------------|--------|--------|---------|-----------|---------|
| | Ftl | Inj | Tot | Ftl | Inj | Tot | Ftl | Inj | Tot | Ftl | Inj | Tot | Ftl | Inj | Tot | | | | | | | |
| Marathon | 5 | 354 | 827 | 1,186 | 4 | 158 | 508 | 670 | 7 | 309 | 821 | 1,137 | 0 | 23 | 83 | 106 | 16 | 844 | 2,239 | 3,099 | 124,656 | 4,954 |
| Marinette | 4 | 112 | 250 | 366 | 5 | 54 | 98 | 157 | 1 | 116 | 217 | 334 | 0 | 0 | 0 | 0 | 10 | 282 | 565 | 857 | 47,545 | 1,951 |
| Marquette | 2 | 19 | 78 | 99 | 3 | 38 | 141 | 182 | 3 | 28 | 119 | 150 | 0 | 13 | 70 | 83 | 8 | 98 | 408 | 514 | 17,657 | 663 |
| Menominee | 0 | 2 | 8 | 10 | 2 | 5 | 9 | 16 | 0 | 5 | 13 | 18 | 0 | 0 | 0 | 0 | 2 | 12 | 30 | 44 | 744 | 24 |
| Milwaukee | 33 | 6,245 | 10,908 | 17,186 | 0 | 0 | 0 | 0 | 5 | 1,315 | 1,952 | 3,272 | 4 | 1,053 | 2,198 | 3,255 | 42 | 8,613 | 15,058 | 23,713 | 629,180 | 21,472 |
| Monroe | 0 | 74 | 283 | 357 | 1 | 41 | 116 | 158 | 3 | 125 | 385 | 513 | 2 | 40 | 162 | 204 | 6 | 280 | 946 | 1,232 | 40,702 | 1,711 |
| Oconto | 5 | 82 | 132 | 219 | 5 | 77 | 78 | 160 | 8 | 104 | 173 | 285 | 0 | 0 | 0 | 0 | 18 | 263 | 383 | 664 | 39,392 | 2,024 |
| Oneida | 4 | 103 | 263 | 370 | 0 | 33 | 96 | 129 | 5 | 115 | 332 | 452 | 0 | 0 | 0 | 0 | 9 | 251 | 691 | 951 | 40,548 | 1,731 |
| Outagamie | 0 | 472 | 1,040 | 1,512 | 6 | 208 | 433 | 647 | 9 | 471 | 910 | 1,390 | 0 | 0 | 0 | 0 | 15 | 1,151 | 2,383 | 3,549 | 160,458 | 6,650 |
| Ozaukee | 1 | 156 | 360 | 517 | 0 | 63 | 158 | 221 | 4 | 113 | 198 | 315 | 2 | 52 | 125 | 179 | 7 | 384 | 841 | 1,232 | 73,692 | 3,312 |
| Pepin | 0 | 8 | 39 | 47 | 1 | 15 | 24 | 40 | 1 | 17 | 66 | 84 | 0 | 0 | 0 | 0 | 2 | 40 | 129 | 171 | 8,317 | 370 |
| Pierce | 1 | 58 | 210 | 269 | 3 | 38 | 79 | 120 | 4 | 87 | 291 | 382 | 0 | 0 | 0 | 0 | 8 | 183 | 580 | 771 | 36,934 | 1,620 |
| Polk | 3 | 88 | 175 | 266 | 3 | 45 | 66 | 114 | 2 | 96 | 153 | 251 | 0 | 0 | 0 | 0 | 8 | 229 | 394 | 631 | 44,706 | 1,902 |
| Portage | 4 | 146 | 470 | 620 | 2 | 75 | 277 | 354 | 3 | 178 | 439 | 620 | 3 | 50 | 150 | 203 | 12 | 449 | 1,336 | 1,797 | 61,490 | 2,441 |
| Price | 1 | 21 | 38 | 60 | 0 | 13 | 18 | 31 | 2 | 35 | 113 | 150 | 0 | 0 | 0 | 0 | 3 | 69 | 169 | 241 | 17,358 | 694 |
| Racine | 8 | 851 | 1,346 | 2,205 | 5 | 155 | 162 | 322 | 6 | 613 | 781 | 1,400 | 2 | 83 | 187 | 272 | 21 | 1,702 | 2,476 | 4,199 | 154,539 | 7,237 |
| Richland | 0 | 30 | 83 | 113 | 1 | 33 | 91 | 125 | 2 | 60 | 194 | 256 | 0 | 0 | 0 | 0 | 3 | 123 | 368 | 494 | 17,752 | 694 |
| Rock | 6 | 596 | 1,322 | 1,924 | 6 | 75 | 191 | 272 | 7 | 415 | 732 | 1,154 | 4 | 81 | 183 | 268 | 23 | 1,167 | 2,428 | 3,618 | 142,594 | 5,760 |
| Rusk | 2 | 40 | 59 | 101 | 2 | 20 | 19 | 41 | 3 | 32 | 46 | 81 | 0 | 0 | 0 | 0 | 7 | 92 | 124 | 223 | 15,949 | 485 |
| St. Croix | 3 | 166 | 421 | 590 | 3 | 95 | 260 | 358 | 6 | 176 | 458 | 640 | 1 | 70 | 212 | 283 | 13 | 507 | 1,351 | 1,871 | 69,843 | 3,208 |
| Sauk | 3 | 179 | 410 | 592 | 2 | 67 | 186 | 255 | 8 | 316 | 624 | 948 | 1 | 43 | 91 | 135 | 14 | 605 | 1,311 | 1,930 | 58,636 | 2,531 |
| Sawyer | 2 | 27 | 69 | 98 | 6 | 33 | 53 | 92 | 3 | 37 | 87 | 127 | 0 | 0 | 0 | 0 | 11 | 97 | 209 | 317 | 17,487 | 533 |
| Shawano | 0 | 111 | 368 | 479 | 3 | 46 | 292 | 341 | 8 | 140 | 551 | 699 | 0 | 0 | 0 | 0 | 11 | 297 | 1,211 | 1,519 | 40,493 | 1,545 |
| Sheboygan | 3 | 394 | 898 | 1,295 | 8 | 125 | 285 | 418 | 3 | 167 | 534 | 704 | 0 | 32 | 105 | 137 | 14 | 718 | 1,822 | 2,554 | 100,895 | 5,039 |
| Taylor | 1 | 40 | 135 | 176 | 2 | 37 | 162 | 201 | 2 | 50 | 190 | 242 | 0 | 0 | 0 | 0 | 5 | 127 | 487 | 619 | 21,890 | 867 |
| Trempealeau | 1 | 45 | 104 | 150 | 2 | 29 | 55 | 86 | 4 | 81 | 128 | 213 | 0 | 7 | 13 | 20 | 7 | 162 | 300 | 469 | 29,947 | 1,093 |
| Vernon | 2 | 45 | 112 | 159 | 1 | 29 | 86 | 116 | 0 | 74 | 283 | 357 | 0 | 0 | 0 | 0 | 3 | 148 | 481 | 632 | 27,708 | 1,019 |
| Vilas | 2 | 61 | 117 | 180 | 1 | 27 | 80 | 108 | 5 | 70 | 228 | 303 | 0 | 0 | 0 | 0 | 8 | 158 | 425 | 591 | 25,426 | 898 |
| Walworth | 4 | 201 | 475 | 680 | 4 | 73 | 130 | 207 | 5 | 219 | 503 | 727 | 1 | 18 | 68 | 87 | 14 | 511 | 1,176 | 1,701 | 95,404 | 4,252 |
| Washburn | 0 | 21 | 59 | 80 | 0 | 21 | 32 | 53 | 3 | 64 | 177 | 244 | 0 | 0 | 0 | 0 | 3 | 106 | 268 | 377 | 18,064 | 636 |
| Washington | 8 | 295 | 642 | 945 | 5 | 91 | 168 | 264 | 5 | 317 | 701 | 1,023 | 0 | 0 | 0 | 0 | 18 | 703 | 1,511 | 2,232 | 110,080 | 6,005 |
| Waukesha | 9 | 1,119 | 2,550 | 3,678 | 4 | 189 | 362 | 555 | 9 | 703 | 1,451 | 2,163 | 2 | 191 | 398 | 591 | 24 | 2,202 | 4,761 | 6,987 | 341,103 | 15,468 |
| Waupaca | 2 | 138 | 454 | 594 | 7 | 82 | 269 | 358 | 7 | 117 | 519 | 643 | 0 | 0 | 0 | 0 | 16 | 337 | 1,242 | 1,595 | 52,791 | 2,059 |
| Waushara | 1 | 40 | 89 | 130 | 1 | 45 | 148 | 194 | 0 | 59 | 171 | 230 | 1 | 11 | 40 | 52 | 3 | 155 | 448 | 606 | 27,472 | 924 |
| Winnebago | 3 | 651 | 1,200 | 1,854 | 0 | 97 | 298 | 395 | 6 | 487 | 973 | 1,466 | 0 | 0 | 0 | 0 | 9 | 1,235 | 2,471 | 3,715 | 141,469 | 5,577 |
| Wood | 1 | 216 | 511 | 728 | 1 | 48 | 73 | 122 | 4 | 198 | 344 | 546 | 0 | 0 | 0 | 0 | 6 | 462 | 928 | 1,396 | 81,638 | 3,621 |
| TOTAL | 196 | 20,142 | 41,702 | 62,040 | 167 | 4,128 | 10,424 | 14,719 | 286 | 12,709 | 27,587 | 40,582 | 35 | 2,379 | 5,648 | 8,062 | 684 | 39,358 | 85,361 | 125,403 | 4,946,305 | 201,143 |

* Licensed vehicles counts all licensed motor vehicles, including motorcycles. The Total figures include some out-of-state vehicles and vehicles whose county was unknown.

Ftl = fatal Inj = injury PD = property damage Tot = total

2001 Crashes by Municipality, Severity and Crash Type with Total Killed, Total Injured and Economic Loss

| Population 5,000-9,999 | Crash Severity | | | Total Killed | Total Injured | Economic Loss | Bike Crash | Pedestrian Crash | Motorcycle Crash | Alcohol Crash | Deer/ Animal Crash |
|---------------------------|----------------|--------------|--------------------|-----------------|------------------|---------------------|---------------|---------------------|---------------------|------------------|--------------------------|
| | Fatal | Injury | Property Damage | | | | | | | | |
| Altoona | 0 | 27 | 59 | 0 | 52 | \$1,374,900 | 1 | 1 | 3 | 4 | 16 |
| Antigo | 0 | 43 | 76 | 0 | 63 | \$1,750,000 | 4 | 1 | 0 | 11 | 0 |
| Ashland | 0 | 33 | 128 | 0 | 43 | \$1,916,900 | 3 | 1 | 3 | 16 | 12 |
| Berlin | 0 | 20 | 42 | 0 | 28 | \$944,000 | 2 | 2 | 0 | 5 | 2 |
| Burlington | 1 | 82 | 149 | 1 | 111 | \$4,194,800 | 3 | 4 | 4 | 17 | 7 |
| DeForest | 1 | 17 | 69 | 1 | 22 | \$2,057,500 | 0 | 2 | 3 | 7 | 5 |
| Delafield | 0 | 52 | 141 | 0 | 69 | \$2,247,900 | 0 | 0 | 5 | 11 | 17 |
| Delavan | 0 | 38 | 90 | 0 | 48 | \$1,727,200 | 3 | 4 | 0 | 10 | 2 |
| Elkhorn | 0 | 43 | 108 | 0 | 67 | \$1,853,200 | 4 | 1 | 3 | 14 | 4 |
| Elm Grove | 0 | 51 | 80 | 0 | 71 | \$1,749,700 | 1 | 0 | 1 | 8 | 1 |
| Fox Point | 0 | 13 | 27 | 0 | 16 | \$515,200 | 0 | 1 | 1 | 0 | 0 |
| Hales Corners | 0 | 78 | 116 | 0 | 109 | \$3,468,400 | 3 | 3 | 5 | 4 | 2 |
| Hartland | 1 | 18 | 63 | 1 | 24 | \$1,930,600 | 2 | 0 | 2 | 5 | 7 |
| Holmen | 0 | 13 | 45 | 0 | 16 | \$601,100 | 2 | 1 | 0 | 1 | 3 |
| Hudson | 0 | 84 | 181 | 0 | 136 | \$3,485,900 | 0 | 4 | 6 | 19 | 10 |
| Jefferson | 0 | 25 | 43 | 0 | 37 | \$998,200 | 2 | 1 | 0 | 6 | 0 |
| Kimberly | 0 | 16 | 33 | 0 | 17 | \$619,000 | 3 | 1 | 0 | 1 | 0 |
| Lake Geneva | 0 | 53 | 95 | 0 | 67 | \$2,004,900 | 3 | 7 | 3 | 20 | 1 |
| McFarland | 0 | 13 | 40 | 0 | 17 | \$652,400 | 1 | 0 | 0 | 4 | 1 |
| Milton | 0 | 18 | 34 | 0 | 23 | \$714,100 | 2 | 1 | 0 | 4 | 0 |
| Monona | 0 | 71 | 138 | 0 | 108 | \$2,764,200 | 2 | 3 | 0 | 14 | 2 |
| Mount Horeb | 0 | 9 | 47 | 0 | 11 | \$522,000 | 3 | 0 | 1 | 4 | 4 |
| Mukwonago | 1 | 44 | 100 | 1 | 72 | \$3,000,600 | 1 | 0 | 5 | 5 | 4 |
| New London | 0 | 47 | 126 | 0 | 80 | \$2,693,200 | 3 | 2 | 0 | 16 | 22 |
| New Richmond | 0 | 21 | 76 | 0 | 26 | \$1,027,400 | 1 | 2 | 4 | 9 | 5 |
| Oregon | 0 | 14 | 66 | 0 | 20 | \$856,700 | 0 | 0 | 1 | 4 | 4 |
| Pewaukee (Village) | 0 | 33 | 81 | 0 | 46 | \$1,461,300 | 1 | 0 | 0 | 3 | 8 |
| Platteville | 1 | 44 | 9 | 1 | 73 | \$2,667,700 | 1 | 4 | 1 | 11 | 0 |
| Plymouth | 0 | 34 | 75 | 0 | 49 | \$1,479,600 | 2 | 5 | 3 | 9 | 2 |
| Portage | 0 | 73 | 124 | 0 | 112 | \$2,778,600 | 4 | 6 | 2 | 14 | 24 |
| Prairie du Chien | 0 | 24 | 61 | 0 | 26 | \$934,200 | 3 | 2 | 4 | 6 | 2 |
| Reedsburg | 0 | 60 | 115 | 0 | 84 | \$2,333,100 | 7 | 2 | 3 | 11 | 7 |
| Rhineland | 0 | 71 | 150 | 0 | 104 | \$3,136,900 | 4 | 4 | 4 | 17 | 14 |
| Rice Lake | 1 | 92 | 198 | 1 | 134 | \$4,711,500 | 0 | 4 | 0 | 11 | 2 |
| Richland Center | 0 | 27 | 52 | 0 | 40 | \$1,073,100 | 1 | 0 | 1 | 3 | 3 |
| Ripon | 0 | 18 | 68 | 0 | 22 | \$903,200 | 0 | 2 | 1 | 3 | 1 |
| Rothschild | 1 | 47 | 108 | 1 | 68 | \$2,987,300 | 0 | 1 | 6 | 13 | 9 |
| Saint Francis | 0 | 39 | 59 | 0 | 51 | \$1,545,500 | 1 | 2 | 1 | 10 | 0 |
| Shawano | 0 | 56 | 105 | 0 | 81 | \$2,372,100 | 2 | 4 | 6 | 11 | 7 |
| Sheboygan Falls | 0 | 13 | 64 | 0 | 14 | \$754,600 | 1 | 1 | 1 | 0 | 5 |
| Sparta | 1 | 36 | 122 | 1 | 52 | \$2,903,600 | 1 | 4 | 2 | 11 | 4 |
| Sturgeon Bay | 2 | 59 | 113 | 2 | 89 | \$4,544,300 | 6 | 2 | 3 | 10 | 12 |
| Sturtevant | 0 | 33 | 52 | 0 | 49 | \$1,110,500 | 2 | 1 | 1 | 8 | 0 |
| Sussex | 1 | 26 | 78 | 1 | 41 | \$2,345,100 | 4 | 1 | 1 | 5 | 10 |
| Tomah | 1 | 47 | 165 | 1 | 75 | \$3,541,300 | 4 | 1 | 2 | 10 | 14 |
| Verona | 0 | 11 | 42 | 0 | 13 | \$514,000 | 0 | 0 | 2 | 5 | 3 |
| Waunakee | 1 | 28 | 60 | 2 | 36 | \$3,192,500 | 4 | 1 | 4 | 3 | 2 |
| Waupaca | 0 | 37 | 115 | 0 | 54 | \$1,890,200 | 2 | 1 | 1 | 7 | 24 |
| TOTAL | 13 | 1,851 | 4,188 | 14 | 2,666 | \$94,850,200 | 99 | 90 | 99 | 400 | 284 |

2001 Crashes by Municipality, Severity and Crash Type with Total Killed, Total Injured and Economic Loss

| Population 10,000-24,999 | Crash Severity | | | Total Killed | Total Injured | Economic Loss | Bike Crash | Pedestrian Crash | Motorcycle Crash | Alcohol Crash | Deer/ Animal Crash |
|-----------------------------|----------------|-------------|--------------------|-----------------|------------------|----------------------|---------------|---------------------|---------------------|------------------|--------------------------|
| | Fatal | Injury | Property Damage | | | | | | | | |
| Allouez | 0 | 64 | 161 | 0 | 93 | \$2,532,100 | 2 | 2 | 2 | 14 | 1 |
| Ashwaubenon | 1 | 200 | 359 | 1 | 295 | \$8,754,200 | 5 | 5 | 7 | 41 | 17 |
| Baraboo | 0 | 64 | 140 | 0 | 105 | \$2,647,000 | 1 | 1 | 4 | 6 | 0 |
| Beaver Dam | 1 | 66 | 197 | 1 | 92 | \$4,255,400 | 5 | 4 | 2 | 22 | 1 |
| Brown Deer | 0 | 100 | 129 | 0 | 144 | \$3,250,700 | 1 | 0 | 3 | 10 | 1 |
| Cedarburg | 0 | 25 | 86 | 0 | 33 | \$1,112,800 | 2 | 0 | 0 | 2 | 0 |
| Chippewa Falls | 2 | 80 | 251 | 2 | 105 | \$5,765,100 | 5 | 5 | 4 | 20 | 25 |
| Cudahy | 0 | 91 | 162 | 0 | 127 | \$3,737,900 | 5 | 5 | 7 | 23 | 0 |
| DePere | 0 | 80 | 207 | 0 | 109 | \$3,698,600 | 3 | 3 | 1 | 19 | 10 |
| Fitchburg | 1 | 116 | 295 | 1 | 166 | \$6,436,000 | 4 | 5 | 5 | 27 | 73 |
| Fort Atkinson | 0 | 59 | 133 | 0 | 82 | \$2,506,300 | 2 | 3 | 0 | 17 | 4 |
| Germantown | 3 | 90 | 271 | 3 | 119 | \$7,385,500 | 2 | 1 | 5 | 24 | 51 |
| Glendale | 0 | 150 | 250 | 0 | 221 | \$5,626,000 | 4 | 8 | 2 | 11 | 1 |
| Grafton | 0 | 33 | 66 | 0 | 45 | \$1,313,000 | 1 | 0 | 2 | 6 | 2 |
| Greendale | 0 | 22 | 73 | 0 | 34 | \$1,103,400 | 2 | 0 | 2 | 5 | 11 |
| Hartford | 0 | 57 | 104 | 0 | 89 | \$2,428,400 | 3 | 3 | 5 | 15 | 11 |
| Howard | 1 | 118 | 256 | 1 | 175 | \$6,441,600 | 2 | 1 | 4 | 32 | 52 |
| Kaukauna | 0 | 49 | 105 | 0 | 68 | \$2,224,700 | 4 | 3 | 1 | 11 | 9 |
| Little Chute | 0 | 36 | 84 | 0 | 53 | \$1,676,600 | 0 | 0 | 1 | 9 | 5 |
| Marinette | 1 | 68 | 130 | 1 | 97 | \$3,686,500 | 5 | 8 | 4 | 19 | 3 |
| Marshfield | 0 | 119 | 286 | 0 | 174 | \$4,928,100 | 4 | 8 | 2 | 13 | 13 |
| Menasha | 0 | 92 | 116 | 0 | 138 | \$3,519,800 | 7 | 3 | 3 | 18 | 1 |
| Menomonie | 2 | 98 | 199 | 2 | 141 | \$6,233,300 | 5 | 2 | 4 | 20 | 13 |
| Mequon | 2 | 99 | 176 | 2 | 159 | \$6,111,700 | 2 | 0 | 5 | 15 | 39 |
| Merrill | 0 | 44 | 162 | 0 | 64 | \$2,092,100 | 2 | 0 | 1 | 15 | 13 |
| Middleton | 1 | 101 | 279 | 1 | 133 | \$5,208,600 | 4 | 1 | 6 | 28 | 6 |
| Monroe | 0 | 58 | 116 | 0 | 76 | \$2,225,400 | 3 | 1 | 4 | 11 | 2 |
| Muskego | 1 | 83 | 130 | 1 | 130 | \$4,862,200 | 1 | 2 | 9 | 22 | 11 |
| Neenah | 0 | 146 | 229 | 0 | 212 | \$5,478,600 | 12 | 6 | 6 | 23 | 4 |
| Oconomowoc | 2 | 50 | 171 | 2 | 80 | \$4,759,300 | 4 | 2 | 3 | 10 | 4 |
| Onalaska | 0 | 79 | 209 | 0 | 107 | \$3,933,500 | 2 | 1 | 7 | 7 | 23 |
| Pewaukee (City) | 1 | 135 | 309 | 1 | 193 | \$7,283,500 | 2 | 1 | 9 | 24 | 71 |
| Pleasant Prairie | 4 | 140 | 161 | 4 | 247 | \$9,491,200 | 2 | 2 | 6 | 38 | 15 |
| Plover | 0 | 36 | 73 | 0 | 54 | \$1,738,000 | 1 | 0 | 2 | 4 | 15 |
| Port Washington | 0 | 29 | 86 | 0 | 38 | \$1,543,200 | 4 | 2 | 5 | 11 | 4 |
| River Falls | 1 | 49 | 183 | 1 | 73 | \$3,727,300 | 2 | 6 | 2 | 7 | 18 |
| Shorewood | 0 | 47 | 98 | 0 | 64 | \$1,961,800 | 2 | 5 | 2 | 4 | 0 |
| South Milwaukee | 0 | 79 | 158 | 0 | 106 | \$3,096,800 | 8 | 2 | 12 | 25 | 1 |
| Stevens Point | 0 | 179 | 434 | 0 | 241 | \$7,240,100 | 17 | 6 | 8 | 38 | 32 |
| Stoughton | 1 | 27 | 109 | 1 | 34 | \$2,467,400 | 2 | 2 | 1 | 12 | 1 |
| Sun Prairie | 1 | 97 | 184 | 1 | 125 | \$4,881,800 | 10 | 0 | 4 | 20 | 8 |
| Two Rivers | 0 | 70 | 119 | 0 | 93 | \$2,608,800 | 3 | 3 | 2 | 7 | 12 |
| Watertown | 2 | 114 | 254 | 2 | 161 | \$6,758,300 | 8 | 8 | 2 | 16 | 2 |
| Waupun | 0 | 34 | 77 | 0 | 45 | \$1,387,300 | 1 | 0 | 4 | 7 | 1 |
| Weston | 0 | 44 | 116 | 0 | 57 | \$1,854,300 | 1 | 2 | 2 | 11 | 32 |
| Whitefish Bay | 0 | 28 | 96 | 0 | 37 | \$1,477,700 | 1 | 4 | 2 | 5 | 0 |
| Whitewater | 0 | 52 | 138 | 0 | 75 | \$2,406,300 | 4 | 3 | 3 | 19 | 3 |
| Wisconsin Rapids | 0 | 155 | 328 | 0 | 206 | \$5,969,100 | 11 | 6 | 8 | 23 | 10 |
| TOTAL | 28 | 3852 | 8455 | 28 | 5515 | \$191,827,300 | 183 | 135 | 185 | 786 | 631 |

Note: Economic loss is calculated using 2000 National Safety Council estimates plus 2.8% to account for inflation. Costs used were: Fatality: \$1,028,000, Incapacitating injury: \$49,300, Nonincapacitating injury: \$16,400, Possible injury: \$9,400, and Property damage: \$6,600.

2001 Crashes by Municipality, Severity and Crash Type with Total Killed, Total Injured and Economic Loss

| Population 25,000-49,999 | Crash Severity | | | Total Killed | Total Injured | Economic Loss | Bike Crash | Pedestrian Crash | Motorcycle Crash | Alcohol Crash | Deer/ Animal Crash |
|-----------------------------|----------------|--------------|--------------------|-----------------|------------------|----------------------|---------------|---------------------|---------------------|------------------|--------------------------|
| | Fatal | Injury | Property Damage | | | | | | | | |
| Beloit | 6 | 247 | 508 | 6 | 368 | \$16,926,200 | 17 | 16 | 15 | 83 | 12 |
| Brookfield | 0 | 366 | 662 | 0 | 548 | \$13,172,900 | 4 | 2 | 15 | 23 | 59 |
| Fond du Lac | 1 | 366 | 756 | 1 | 545 | \$15,496,200 | 13 | 21 | 18 | 68 | 13 |
| Franklin | 0 | 96 | 203 | 0 | 137 | \$4,055,000 | 5 | 2 | 2 | 25 | 41 |
| Greenfield | 1 | 360 | 574 | 1 | 528 | \$14,440,700 | 7 | 12 | 20 | 57 | 7 |
| Manitowoc | 1 | 292 | 559 | 1 | 390 | \$12,091,700 | 21 | 9 | 11 | 47 | 23 |
| Menomonee Falls | 1 | 173 | 416 | 1 | 255 | \$8,184,200 | 6 | 2 | 9 | 28 | 63 |
| New Berlin | 3 | 192 | 342 | 3 | 277 | \$10,841,300 | 5 | 0 | 13 | 35 | 33 |
| Oak Creek | 1 | 224 | 449 | 1 | 335 | \$11,137,700 | 3 | 2 | 16 | 45 | 33 |
| Superior | 1 | 177 | 424 | 1 | 251 | \$8,562,500 | 8 | 9 | 3 | 75 | 22 |
| Wausau | 5 | 292 | 582 | 7 | 423 | \$18,408,600 | 10 | 15 | 12 | 61 | 13 |
| Wauwatosa | 1 | 513 | 882 | 1 | 734 | \$19,527,500 | 18 | 15 | 21 | 53 | 19 |
| West Bend | 2 | 157 | 315 | 2 | 233 | \$8,137,600 | 7 | 4 | 10 | 29 | 15 |
| TOTAL | 23 | 3,455 | 6,672 | 25 | 5,024 | \$160,982,100 | 124 | 109 | 165 | 629 | 353 |

| Population 50,000-99,999 | Crash Severity | | | Total Killed | Total Injured | Economic Loss | Bike Crash | Pedestrian Crash | Motorcycle Crash | Alcohol Crash | Deer/ Animal Crash |
|-----------------------------|----------------|--------------|--------------------|-----------------|------------------|----------------------|---------------|---------------------|---------------------|------------------|--------------------------|
| | Fatal | Injury | Property Damage | | | | | | | | |
| Appleton | 1 | 477 | 823 | 1 | 689 | \$20,072,800 | 26 | 13 | 28 | 104 | 6 |
| Eau Claire | 3 | 482 | 1,038 | 3 | 737 | \$22,278,400 | 15 | 20 | 19 | 64 | 49 |
| Janesville | 2 | 460 | 812 | 2 | 658 | \$20,026,400 | 17 | 15 | 14 | 85 | 20 |
| Kenosha | 8 | 739 | 1,218 | 8 | 1,127 | \$38,016,800 | 38 | 43 | 43 | 176 | 4 |
| La Crosse | 1 | 508 | 1,094 | 1 | 740 | \$21,490,500 | 36 | 26 | 23 | 126 | 15 |
| Oshkosh | 3 | 478 | 814 | 4 | 697 | \$22,297,800 | 30 | 27 | 28 | 95 | 17 |
| Racine | 1 | 842 | 1,241 | 1 | 1,243 | \$30,703,700 | 45 | 67 | 35 | 122 | 0 |
| Sheboygan | 1 | 335 | 658 | 1 | 470 | \$14,644,000 | 27 | 15 | 16 | 72 | 17 |
| Waukesha | 1 | 373 | 900 | 1 | 526 | \$16,933,700 | 11 | 15 | 19 | 78 | 15 |
| West Allis | 3 | 741 | 1,182 | 3 | 1,063 | \$29,089,700 | 28 | 33 | 37 | 125 | 2 |
| TOTAL | 24 | 5,435 | 9,780 | 25 | 7,950 | \$235,553,800 | 273 | 274 | 262 | 1,047 | 145 |

| Population 100,000-249,999 | Crash Severity | | | Total Killed | Total Injured | Economic Loss | Bike Crash | Pedestrian Crash | Motorcycle Crash | Alcohol Crash | Deer/ Animal Crash |
|-------------------------------|----------------|--------------|--------------------|-----------------|------------------|----------------------|---------------|---------------------|---------------------|------------------|--------------------------|
| | Fatal | Injury | Property Damage | | | | | | | | |
| Green Bay | 6 | 771 | 950 | 9 | 1,162 | \$35,544,800 | 26 | 30 | 30 | 196 | 54 |
| Madison | 6 | 1,824 | 2,890 | 7 | 2,564 | \$72,969,900 | 113 | 107 | 71 | 404 | 48 |
| TOTAL | 12 | 2,595 | 3,840 | 16 | 3,726 | \$108,514,700 | 139 | 137 | 101 | 600 | 102 |

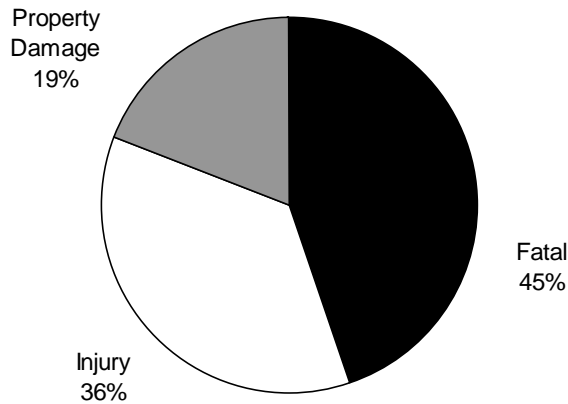
| Population 250,000 - Over | Crash Severity | | | Total Killed | Total Injured | Economic Loss | Bike Crash | Pedestrian Crash | Motorcycle Crash | Alcohol Crash | Deer/ Animal Crash |
|------------------------------|----------------|-------------|--------------------|-----------------|------------------|----------------------|---------------|---------------------|---------------------|------------------|--------------------------|
| | Fatal | Injury | Property Damage | | | | | | | | |
| Milwaukee | 35 | 5938 | 10,438 | 37 | 9,154 | \$267,931,700 | 200 | 577 | 213 | 608 | 41 |
| TOTAL | 35 | 5938 | 10,438 | 37 | 9,154 | \$267,931,700 | 200 | 577 | 213 | 608 | 41 |

Note: Economic loss is calculated using 2000 National Safety Council estimates plus 2.8% to account for inflation. Costs used were: Fatality: \$1,028,000, Incapacitating injury: \$49,300, Nonincapacitating injury: \$16,400, Possible injury: \$9,400, and Property damage: \$6,600.

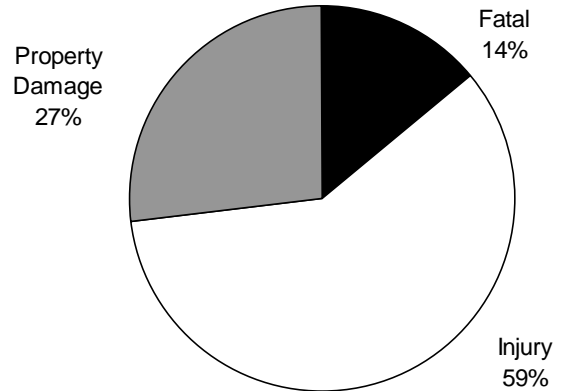
2001 Economic Loss by Crash Severity and Urban/Rural Location

| Type of Crash | Fatal | Injury | Property Damage | TOTAL |
|---------------|---------------|-----------------|-----------------|-----------------|
| Rural | \$661,703,400 | \$531,572,300 | \$281,938,800 | \$1,475,214,500 |
| Urban | \$146,427,600 | \$611,817,500 | \$281,437,200 | \$1,039,682,300 |
| TOTAL | \$808,131,000 | \$1,143,389,800 | \$563,376,000 | \$2,514,896,800 |

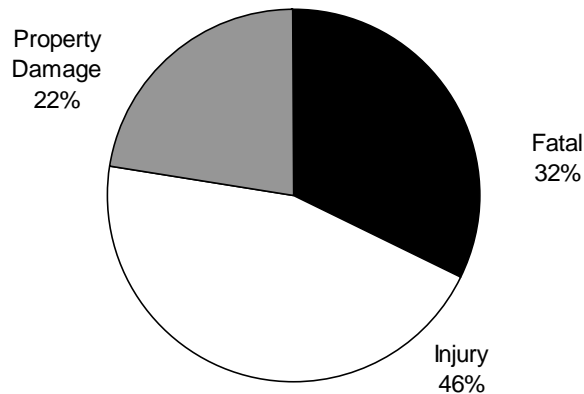
Economic Loss in Rural Crashes



Economic Loss in Urban Crashes



Economic Loss in Total Crashes



Note: Economic loss is calculated using 2000 National Safety Council estimates plus 2.8% to account for inflation. Costs used were: Fatality: \$1,028,000, Incapacitating injury: \$49,300, Nonincapacitating injury: \$16,400, Possible injury: \$9,400, and Property damage: \$6,600.

Although this method of calculating economic loss is the same one used for the 1999 and 2000 *Wisconsin Traffic Crash Facts* books, it differs from that used in some prior *Wisconsin Traffic Crash Facts* books where a single cost figure was used for all non-fatal injuries, regardless of severity.

2001 Bicycle, Work Zone, Deer, Hit & Run, Motorcycle, Pedestrian, and School Bus Crashes by County and Severity

| County | Bicycle Crashes | | | Work Zone Crashes | | | Deer Crashes | | | Hit & Run Crashes | | | Motorcycle Crashes | | | Pedestrian Crashes | | | School Bus Crashes | | | | | | | | | | | |
|-------------|-----------------|-----|----|-------------------|-----|-----|--------------|-----|-----|-------------------|-------|-------|--------------------|-----|-------|--------------------|-----|-----|--------------------|-----|-----|-----|----|-----|---|---|----|----|---|---|
| | FtI | Inj | PD | Tot | FtI | Inj | PD | Tot | FtI | Inj | PD | Tot | FtI | Inj | PD | Tot | FtI | Inj | PD | Tot | FtI | Inj | PD | Tot | | | | | | |
| Adams | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 11 | 435 | 447 | 0 | 5 | 19 | 24 | 1 | 16 | 1 | 18 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | | | | |
| Ashland | 0 | 3 | 0 | 3 | 0 | 4 | 8 | 0 | 2 | 44 | 46 | 0 | 3 | 17 | 20 | 0 | 5 | 1 | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | | | | |
| Barren | 0 | 4 | 0 | 4 | 0 | 8 | 6 | 14 | 0 | 5 | 33 | 42 | 0 | 5 | 44 | 49 | 1 | 12 | 0 | 13 | 0 | 8 | 0 | 8 | 0 | 1 | 4 | | | |
| Bayfield | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 5 | 98 | 103 | 0 | 2 | 5 | 7 | 0 | 5 | 1 | 6 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 3 | | | |
| Brown | 0 | 40 | 0 | 40 | 1 | 30 | 29 | 60 | 0 | 13 | 428 | 441 | 0 | 123 | 271 | 394 | 3 | 49 | 9 | 61 | 0 | 47 | 1 | 48 | 0 | 5 | 12 | 17 | | |
| Buffalo | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 3 | 48 | 52 | 0 | 6 | 18 | 24 | 0 | 14 | 2 | 16 | 0 | 2 | 0 | 2 | 0 | 0 | 3 | 3 | | |
| Burnett | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 42 | 44 | 0 | 2 | 13 | 15 | 0 | 6 | 1 | 7 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 3 | 3 | | |
| Calumet | 0 | 4 | 0 | 4 | 0 | 5 | 11 | 16 | 0 | 4 | 161 | 165 | 0 | 3 | 21 | 24 | 1 | 5 | 1 | 7 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 3 | | |
| Chippewa | 0 | 6 | 0 | 6 | 0 | 5 | 3 | 8 | 1 | 15 | 269 | 285 | 0 | 11 | 73 | 84 | 3 | 21 | 5 | 29 | 0 | 8 | 0 | 8 | 0 | 1 | 5 | 6 | | |
| Clark | 0 | 2 | 0 | 2 | 0 | 1 | 3 | 4 | 0 | 6 | 370 | 376 | 0 | 2 | 18 | 20 | 0 | 7 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | |
| Columbia | 0 | 7 | 0 | 7 | 0 | 2 | 4 | 6 | 0 | 11 | 690 | 701 | 0 | 17 | 56 | 73 | 0 | 32 | 4 | 36 | 0 | 17 | 0 | 17 | 0 | 2 | 2 | 4 | | |
| Crawford | 0 | 4 | 0 | 4 | 0 | 2 | 0 | 2 | 0 | 2 | 43 | 45 | 0 | 4 | 14 | 18 | 1 | 9 | 1 | 11 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | |
| Dane | 0 | 152 | 1 | 153 | 0 | 45 | 81 | 126 | 0 | 34 | 1,176 | 1,210 | 0 | 246 | 1,042 | 1,288 | 3 | 134 | 15 | 152 | 3 | 119 | 4 | 126 | 0 | 8 | 21 | 29 | | |
| Dodge | 0 | 8 | 1 | 9 | 0 | 4 | 12 | 16 | 0 | 7 | 369 | 376 | 0 | 25 | 88 | 113 | 1 | 22 | 7 | 30 | 1 | 8 | 0 | 9 | 0 | 2 | 5 | 7 | | |
| Door | 1 | 8 | 0 | 9 | 0 | 2 | 7 | 9 | 0 | 5 | 323 | 328 | 0 | 14 | 41 | 55 | 0 | 10 | 1 | 11 | 0 | 3 | 0 | 3 | 0 | 0 | 2 | 2 | 0 | |
| Douglas | 0 | 8 | 0 | 8 | 0 | 8 | 3 | 11 | 0 | 6 | 130 | 136 | 0 | 21 | 81 | 102 | 0 | 10 | 0 | 10 | 1 | 8 | 0 | 9 | 0 | 2 | 1 | 3 | 0 | |
| Dunn | 0 | 5 | 0 | 5 | 0 | 7 | 19 | 26 | 0 | 8 | 335 | 343 | 0 | 9 | 36 | 45 | 1 | 14 | 2 | 17 | 0 | 5 | 0 | 5 | 0 | 2 | 3 | 5 | 0 | |
| Eau Claire | 1 | 16 | 0 | 17 | 0 | 3 | 10 | 13 | 0 | 15 | 377 | 392 | 0 | 51 | 154 | 205 | 0 | 30 | 6 | 36 | 1 | 21 | 0 | 22 | 0 | 2 | 5 | 7 | 0 | |
| Florence | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 68 | 72 | 0 | 0 | 3 | 3 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | |
| Fond du Lac | 0 | 22 | 0 | 22 | 0 | 8 | 35 | 43 | 0 | 11 | 497 | 508 | 0 | 43 | 153 | 196 | 3 | 43 | 2 | 48 | 0 | 22 | 1 | 23 | 0 | 2 | 4 | 6 | 0 | |
| Forest | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 97 | 101 | 0 | 2 | 11 | 13 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grant | 0 | 6 | 0 | 6 | 0 | 1 | 1 | 2 | 0 | 6 | 297 | 303 | 0 | 16 | 58 | 74 | 1 | 24 | 4 | 29 | 0 | 6 | 0 | 6 | 0 | 1 | 2 | 3 | 0 | |
| Green | 0 | 5 | 0 | 5 | 0 | 5 | 15 | 20 | 0 | 9 | 263 | 272 | 0 | 13 | 52 | 65 | 3 | 15 | 5 | 23 | 1 | 3 | 0 | 4 | 0 | 2 | 4 | 6 | 0 | |
| Green Lake | 0 | 4 | 0 | 4 | 0 | 2 | 4 | 6 | 0 | 8 | 315 | 323 | 0 | 5 | 13 | 18 | 0 | 2 | 1 | 3 | 0 | 5 | 0 | 5 | 0 | 1 | 2 | 3 | 0 | |
| Iowa | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 9 | 110 | 119 | 0 | 6 | 20 | 26 | 2 | 11 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | |
| Iron | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 4 | 12 | 16 | 0 | 0 | 7 | 7 | 0 | 3 | 1 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jackson | 0 | 3 | 1 | 4 | 0 | 1 | 4 | 5 | 0 | 6 | 321 | 327 | 0 | 6 | 30 | 36 | 0 | 8 | 0 | 8 | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 |
| Jefferson | 0 | 12 | 1 | 13 | 0 | 16 | 24 | 40 | 0 | 13 | 297 | 310 | 0 | 17 | 91 | 108 | 2 | 22 | 3 | 27 | 2 | 16 | 0 | 18 | 0 | 2 | 2 | 4 | 0 | |
| Juneau | 0 | 1 | 0 | 1 | 0 | 1 | 9 | 10 | 0 | 5 | 189 | 194 | 0 | 10 | 28 | 38 | 0 | 12 | 0 | 12 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | |
| Kenosha | 0 | 45 | 1 | 46 | 0 | 37 | 56 | 93 | 0 | 7 | 126 | 133 | 1 | 131 | 330 | 462 | 2 | 76 | 5 | 83 | 4 | 46 | 2 | 52 | 0 | 3 | 14 | 17 | 0 | |
| Kewaunee | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 12 | 15 | 0 | 4 | 15 | 19 | 0 | 9 | 1 | 10 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| La Crosse | 0 | 41 | 4 | 45 | 0 | 24 | 35 | 59 | 0 | 4 | 286 | 290 | 0 | 45 | 227 | 272 | 1 | 47 | 7 | 55 | 0 | 30 | 0 | 30 | 0 | 0 | 7 | 7 | 0 | |
| Lafayette | 0 | 1 | 0 | 1 | 0 | 2 | 7 | 9 | 0 | 5 | 121 | 126 | 0 | 6 | 26 | 32 | 1 | 9 | 0 | 10 | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 |
| Lanigade | 0 | 4 | 0 | 4 | 0 | 3 | 0 | 3 | 0 | 7 | 38 | 45 | 0 | 4 | 7 | 11 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 0 |
| Lincoln | 0 | 4 | 0 | 4 | 0 | 2 | 13 | 15 | 1 | 13 | 224 | 238 | 0 | 10 | 38 | 48 | 4 | 19 | 4 | 27 | 0 | 1 | 0 | 1 | 0 | 3 | 2 | 5 | 0 | |
| Manitowoc | 0 | 26 | 0 | 26 | 0 | 20 | 43 | 63 | 0 | 18 | 346 | 364 | 0 | 33 | 106 | 139 | 1 | 33 | 4 | 38 | 1 | 14 | 0 | 15 | 0 | 4 | 6 | 10 | 0 | |

continued

2001 Bicycle, Work Zone, Deer, Hit & Run, Motorcycle, Pedestrian, and School Bus Crashes by County and Severity

| County | Bicycle Crashes | | | Work Zone Crashes | | | Deer Crashes | | | Hit & Run Crashes | | | Motorcycle Crashes | | | Pedestrian Crashes | | | School Bus Crashes | | | | | | | | | |
|-------------|-----------------|-------|----|-------------------|-----|-----|--------------|-------|-----|-------------------|--------|----|--------------------|--------|--------|--------------------|-------|-----|--------------------|-----|-------|-----|-------|----|-----|-----|-----|---|
| | Ftl | Inj | PD | Ftl | Inj | PD | Ftl | Inj | PD | Ftl | Inj | PD | Ftl | Inj | PD | Ftl | Inj | PD | Ftl | Inj | PD | Tot | | | | | | |
| Marathon | 0 | 17 | 0 | 17 | 28 | 45 | 0 | 27 | 716 | 743 | 1 | 35 | 133 | 169 | 1 | 43 | 3 | 47 | 0 | 21 | 1 | 22 | 0 | 5 | 8 | 13 | | |
| Marquette | 0 | 5 | 0 | 5 | 1 | 2 | 1 | 11 | 82 | 94 | 0 | 20 | 56 | 76 | 2 | 16 | 0 | 18 | 1 | 10 | 0 | 11 | 0 | 0 | 3 | 3 | | |
| Marquette | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 6 | 255 | 261 | 0 | 0 | 12 | 12 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| Menominee | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 7 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| Milwaukee | 3 | 269 | 21 | 293 | 1 | 195 | 349 | 545 | 0 | 161 | 175 | 6 | 1,106 | 4,286 | 5,398 | 5 | 284 | 62 | 351 | 10 | 645 | 16 | 671 | 2 | 132 | 218 | 352 | |
| Monroe | 1 | 7 | 0 | 8 | 0 | 7 | 12 | 19 | 0 | 6 | 347 | 1 | 17 | 84 | 102 | 0 | 17 | 5 | 22 | 0 | 4 | 1 | 5 | 0 | 2 | 2 | 4 | |
| Oconto | 0 | 1 | 1 | 2 | 2 | 9 | 11 | 22 | 1 | 62 | 75 | 0 | 9 | 22 | 31 | 1 | 22 | 7 | 30 | 2 | 1 | 0 | 3 | 0 | 1 | 2 | 3 | |
| Oneida | 0 | 6 | 1 | 7 | 0 | 4 | 4 | 8 | 0 | 6 | 238 | 0 | 9 | 24 | 33 | 1 | 12 | 1 | 14 | 0 | 9 | 0 | 9 | 0 | 0 | 4 | 4 | |
| Outagamie | 0 | 35 | 1 | 36 | 0 | 11 | 24 | 35 | 1 | 8 | 506 | 0 | 52 | 160 | 212 | 1 | 45 | 13 | 59 | 1 | 22 | 0 | 23 | 0 | 4 | 14 | 18 | |
| Ozaukee | 0 | 13 | 0 | 13 | 0 | 8 | 20 | 28 | 0 | 9 | 205 | 0 | 15 | 58 | 73 | 2 | 22 | 4 | 28 | 0 | 10 | 0 | 10 | 0 | 2 | 6 | 8 | |
| Pepin | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 62 | 0 | 2 | 2 | 4 | 0 | 9 | 0 | 9 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | |
| Pierce | 0 | 2 | 2 | 4 | 0 | 1 | 4 | 5 | 0 | 4 | 222 | 0 | 8 | 49 | 57 | 2 | 13 | 3 | 18 | 0 | 7 | 0 | 7 | 0 | 1 | 4 | 5 | |
| Polk | 0 | 5 | 0 | 5 | 0 | 3 | 6 | 9 | 0 | 7 | 69 | 0 | 3 | 14 | 17 | 0 | 10 | 1 | 11 | 0 | 3 | 0 | 3 | 0 | 1 | 3 | 4 | |
| Portage | 0 | 16 | 3 | 19 | 0 | 6 | 9 | 15 | 0 | 12 | 573 | 0 | 16 | 79 | 95 | 0 | 20 | 2 | 22 | 0 | 11 | 0 | 11 | 1 | 3 | 6 | 10 | |
| Price | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 58 | 0 | 1 | 5 | 6 | 0 | 3 | 2 | 5 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | |
| Racine | 1 | 63 | 1 | 65 | 1 | 78 | 170 | 249 | 0 | 3 | 119 | 2 | 182 | 487 | 671 | 3 | 76 | 14 | 93 | 1 | 83 | 1 | 85 | 0 | 13 | 23 | 36 | |
| Richland | 0 | 2 | 0 | 2 | 0 | 0 | 3 | 3 | 0 | 4 | 173 | 0 | 4 | 11 | 15 | 0 | 12 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| Rock | 1 | 36 | 2 | 39 | 0 | 6 | 15 | 21 | 0 | 10 | 446 | 0 | 112 | 418 | 530 | 1 | 56 | 7 | 64 | 1 | 38 | 2 | 41 | 1 | 3 | 9 | 13 | |
| Rusk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 14 | 0 | 3 | 9 | 12 | 0 | 4 | 1 | 5 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | |
| St. Croix | 0 | 2 | 0 | 2 | 0 | 13 | 25 | 38 | 1 | 20 | 493 | 1 | 9 | 69 | 79 | 2 | 33 | 8 | 43 | 0 | 9 | 0 | 9 | 0 | 1 | 3 | 4 | |
| Sauk | 0 | 19 | 0 | 19 | 1 | 16 | 22 | 39 | 0 | 17 | 399 | 0 | 25 | 99 | 124 | 1 | 49 | 9 | 59 | 0 | 8 | 0 | 8 | 0 | 2 | 4 | 6 | |
| Sawyer | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 6 | 31 | 0 | 4 | 17 | 21 | 1 | 3 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | |
| Shawano | 0 | 4 | 0 | 4 | 0 | 2 | 2 | 4 | 1 | 24 | 802 | 1 | 6 | 31 | 38 | 1 | 19 | 1 | 21 | 2 | 5 | 0 | 7 | 0 | 1 | 2 | 3 | |
| Sheboygan | 0 | 35 | 0 | 35 | 0 | 16 | 18 | 34 | 0 | 9 | 555 | 0 | 52 | 176 | 228 | 1 | 39 | 6 | 46 | 0 | 23 | 0 | 23 | 1 | 2 | 9 | 12 | |
| Taylor | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 8 | 309 | 0 | 3 | 9 | 12 | 0 | 7 | 0 | 7 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | |
| Trempealeau | 0 | 2 | 0 | 2 | 0 | 0 | 5 | 5 | 0 | 6 | 17 | 23 | 0 | 7 | 26 | 33 | 1 | 11 | 0 | 12 | 1 | 4 | 0 | 5 | 0 | 2 | 4 | |
| Vernon | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 7 | 237 | 0 | 5 | 7 | 12 | 0 | 12 | 0 | 12 | 0 | 2 | 0 | 2 | 0 | 0 | 3 | 3 | |
| Vilas | 0 | 5 | 0 | 5 | 0 | 2 | 11 | 13 | 0 | 9 | 143 | 0 | 6 | 22 | 28 | 0 | 8 | 0 | 8 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 3 | |
| Walworth | 1 | 16 | 4 | 21 | 0 | 1 | 7 | 8 | 0 | 7 | 259 | 1 | 30 | 114 | 145 | 0 | 35 | 6 | 41 | 1 | 17 | 1 | 19 | 0 | 3 | 8 | 11 | |
| Washburn | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 100 | 0 | 4 | 9 | 13 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | |
| Washington | 0 | 14 | 0 | 14 | 0 | 9 | 7 | 16 | 0 | 19 | 341 | 0 | 42 | 121 | 163 | 5 | 51 | 7 | 63 | 1 | 15 | 0 | 16 | 0 | 2 | 8 | 10 | |
| Waukesha | 0 | 48 | 2 | 50 | 0 | 77 | 133 | 210 | 0 | 14 | 623 | 2 | 89 | 378 | 469 | 2 | 129 | 15 | 146 | 2 | 37 | 0 | 39 | 1 | 21 | 38 | 60 | |
| Waupaca | 0 | 11 | 1 | 12 | 1 | 4 | 12 | 17 | 0 | 13 | 719 | 0 | 12 | 61 | 73 | 0 | 18 | 4 | 22 | 1 | 10 | 0 | 11 | 0 | 4 | 2 | 6 | |
| Wausara | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 15 | 267 | 0 | 3 | 16 | 19 | 0 | 12 | 0 | 12 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | |
| Winnebago | 0 | 57 | 0 | 57 | 0 | 22 | 47 | 69 | 0 | 15 | 611 | 0 | 73 | 197 | 270 | 1 | 57 | 6 | 64 | 0 | 41 | 0 | 41 | 0 | 10 | 11 | 21 | |
| Wood | 0 | 18 | 0 | 18 | 0 | 5 | 13 | 18 | 0 | 10 | 43 | 53 | 0 | 21 | 76 | 97 | 0 | 29 | 3 | 32 | 0 | 15 | 0 | 15 | 0 | 1 | 4 | 5 |
| TOTAL | 9 | 1,159 | 48 | 1,216 | 7 | 773 | 1,412 | 2,192 | 9 | 661 | 19,244 | 16 | 2,885 | 10,566 | 13,467 | 69 | 1,928 | 288 | 2,285 | 43 | 1,473 | 31 | 1,547 | 7 | 268 | 525 | 800 | |

Ftl = fatal Inj = injury PD = property damage Tot = total

2001 Crashes by Crash Type and Severity with Total Killed, Total Injured by Urban/Rural Location

| Collision of a motor vehicle with: | Fatal Crashes | | | Injury Crashes | | | Property Damage Crashes | | | Total Crashes | | | TOTAL | |
|---|--------------------------|------------|------------|----------------|---------------|---------------|-------------------------|---------------|---------------|---------------|---------------|----------------|----------------|-----------------|
| | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot | Persons Killed | Persons Injured |
| | Motor vehicle in transit | 229 | 62 | 291 | 7,096 | 17,846 | 24,942 | 11,183 | 30,850 | 42,033 | 18,508 | 48,758 | 67,266 | 336 |
| Fixed object | 188 | 31 | 219 | 5,376 | 2,200 | 7,576 | 8,604 | 5,140 | 13,744 | 14,168 | 7,371 | 21,539 | 245 | 9,895 |
| Deer | 9 | 0 | 9 | 605 | 56 | 661 | 17,820 | 1,424 | 19,244 | 18,434 | 1,480 | 19,914 | 9 | 801 |
| Parked motor vehicle | 3 | 2 | 5 | 151 | 519 | 670 | 1,016 | 4,379 | 5,395 | 1,170 | 4,900 | 6,070 | 5 | 822 |
| Overturn | 85 | 4 | 89 | 2,347 | 219 | 2,566 | 2,194 | 138 | 2,332 | 4,626 | 361 | 4,987 | 94 | 3,404 |
| Pedestrian | 18 | 21 | 39 | 166 | 970 | 1,136 | 1 | 17 | 18 | 185 | 1,008 | 1,193 | 39 | 1,208 |
| Other object - not fixed | 2 | 1 | 3 | 134 | 69 | 203 | 523 | 273 | 796 | 659 | 343 | 1,002 | 4 | 253 |
| Other non-collision | 6 | 4 | 10 | 270 | 211 | 481 | 294 | 114 | 408 | 570 | 329 | 899 | 10 | 575 |
| Bicycle | 2 | 3 | 5 | 148 | 701 | 849 | 6 | 25 | 31 | 156 | 729 | 885 | 5 | 878 |
| Fire/explosion | 0 | 1 | 1 | 14 | 3 | 17 | 428 | 132 | 560 | 442 | 136 | 578 | 1 | 20 |
| Other animal | 2 | 0 | 2 | 86 | 5 | 91 | 356 | 15 | 371 | 444 | 20 | 464 | 2 | 105 |
| Motor vehicle in transit on other roadway | 2 | 0 | 2 | 43 | 24 | 67 | 79 | 65 | 144 | 124 | 89 | 213 | 3 | 103 |
| Jackknife | 0 | 0 | 0 | 19 | 0 | 19 | 113 | 19 | 132 | 132 | 19 | 151 | 0 | 28 |
| Train | 6 | 0 | 6 | 29 | 9 | 38 | 21 | 16 | 37 | 56 | 25 | 81 | 8 | 45 |
| Immersion | 2 | 0 | 2 | 2 | 2 | 4 | 34 | 2 | 36 | 38 | 4 | 42 | 2 | 4 |
| Unknown | 1 | 0 | 1 | 23 | 15 | 38 | 47 | 33 | 80 | 71 | 48 | 119 | 1 | 51 |
| Total | 555 | 129 | 684 | 16,509 | 22,849 | 39,358 | 42,719 | 42,642 | 85,361 | 59,783 | 65,620 | 125,403 | 764 | 58,279 |

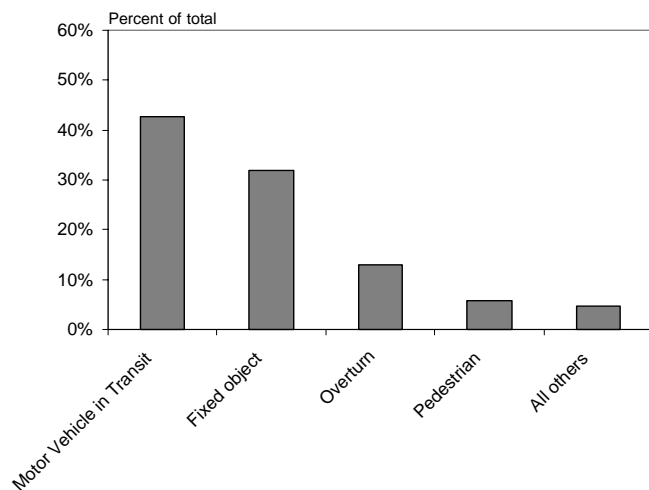
Rural = an unincorporated area or an incorporated area with a population under 5,000.

Urban = an incorporated area with a population of 5,000 or more.

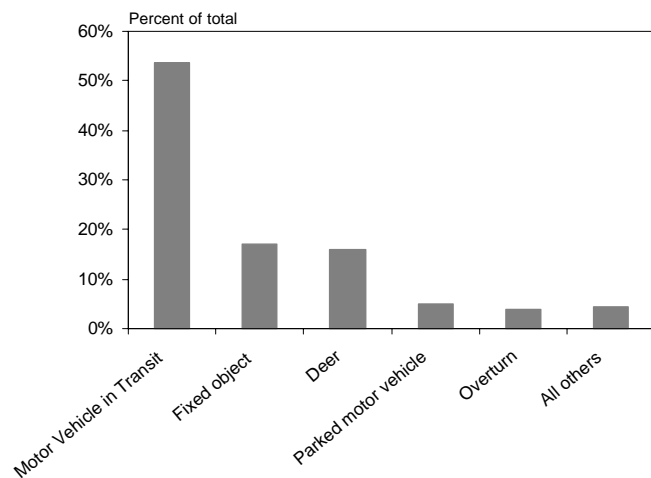
Note: Crash type is based on the first harmful event in a crash, which is defined as the first occurrence of injury or property damage.

2001 Crashes by Crash Type

Fatal Crashes



Total Crashes



2001 Fire-Related Crashes by Manner of Collision and Severity

| Manner of Collision | Fatal | Injury | Property Damage | TOTAL |
|--|-----------|------------|-----------------|------------|
| No collision with motor vehicle in transport | 15 | 98 | 579 | 692 |
| Angle | 7 | 27 | 11 | 45 |
| Rear end | 1 | 11 | 8 | 20 |
| Head on | 12 | 5 | 0 | 17 |
| Side swipe same direction | 1 | 5 | 2 | 8 |
| Side swipe opposite | 1 | 3 | 0 | 4 |
| Rear to rear | 0 | 0 | 0 | 0 |
| Unknown | 0 | 4 | 33 | 37 |
| TOTAL | 37 | 153 | 633 | 823 |

2001 Average Crash Response Time by Month and Reporting Agency by Urban/Rural Location

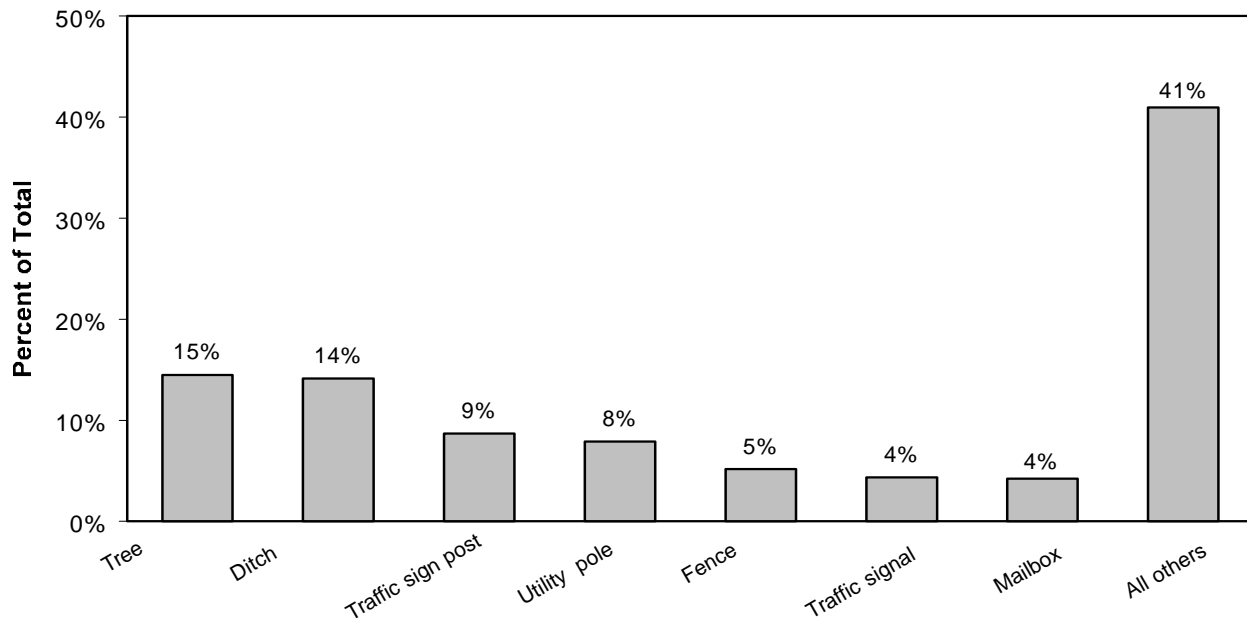
| Month | State Patrol | | County Sheriff | | City Police | | Village Police | | Town Police | | Other | | Monthly Avg. Time | |
|------------|--------------|-------------|----------------|-------------|-------------|-------------|----------------|-------------|-------------|-------------|-------------|-------------|-------------------|-------------|
| | Rur | Urb | Rur | Urb | Rur | Urb | Rur | Urb | Rur | Urb | Rur | Urb | Rur | Urb |
| Jan | 0:10 | 0:07 | 0:18 | 0:07 | 0:06 | 0:08 | 0:08 | 0:04 | 0:06 | 0:00 | 0:06 | 0:12 | 0:15 | 0:07 |
| Feb | 0:10 | 0:08 | 0:18 | 0:07 | 0:06 | 0:08 | 0:06 | 0:06 | 0:06 | 0:00 | 0:19 | 0:03 | 0:15 | 0:08 |
| Mar | 0:12 | 0:11 | 0:17 | 0:12 | 0:04 | 0:06 | 0:11 | 0:08 | 0:06 | 0:00 | 0:04 | 0:05 | 0:14 | 0:07 |
| Apr | 0:10 | 0:14 | 0:16 | 0:08 | 0:04 | 0:06 | 0:04 | 0:07 | 0:06 | 0:00 | 0:09 | 0:04 | 0:13 | 0:06 |
| May | 0:09 | 0:06 | 0:17 | 0:13 | 0:05 | 0:06 | 0:10 | 0:04 | 0:06 | 0:00 | 0:04 | 0:06 | 0:14 | 0:07 |
| Jun | 0:10 | 0:09 | 0:16 | 0:07 | 0:05 | 0:06 | 0:05 | 0:09 | 0:11 | 0:11 | 0:06 | 0:06 | 0:13 | 0:06 |
| Jul | 0:10 | 0:07 | 0:16 | 0:09 | 0:12 | 0:06 | 0:04 | 0:05 | 0:06 | 0:20 | 0:09 | 0:03 | 0:14 | 0:06 |
| Aug | 0:12 | 0:08 | 0:15 | 0:09 | 0:10 | 0:07 | 0:13 | 0:06 | 0:10 | 0:05 | 0:08 | 0:00 | 0:14 | 0:07 |
| Sep | 0:12 | 0:06 | 0:16 | 0:06 | 0:04 | 0:07 | 0:04 | 0:08 | 0:06 | 0:00 | 0:03 | 0:02 | 0:13 | 0:07 |
| Oct | 0:10 | 0:07 | 0:16 | 0:08 | 0:04 | 0:06 | 0:08 | 0:07 | 0:08 | 0:41 | 0:08 | 0:02 | 0:14 | 0:06 |
| Nov | 0:12 | 0:10 | 0:18 | 0:08 | 0:05 | 0:07 | 0:05 | 0:05 | 0:12 | 0:00 | 0:05 | 0:05 | 0:15 | 0:07 |
| Dec | 0:11 | 0:21 | 0:19 | 0:07 | 0:08 | 0:07 | 0:10 | 0:06 | 0:09 | 0:05 | 0:06 | 0:09 | 0:16 | 0:07 |
| Avg | 0:11 | 0:09 | 0:17 | 0:08 | 0:06 | 0:07 | 0:07 | 0:06 | 0:08 | 0:13 | 0:08 | 0:05 | 0:14 | 0:07 |

Average response time is the difference between time notified and time of arrival as reported by the investigating officer. Times are shown in hours and minutes. The enforcement agency type *County Traffic* is included in the *Other* column.

2001 Fixed Objects Struck by Crash Severity and Urban/Rural Location

| Type of Fixed Object | Fatal | | | Injury | | | Property Damage | | | TOTAL | | |
|--------------------------|------------|-----------|------------|--------------|--------------|---------------|-----------------|--------------|---------------|---------------|---------------|---------------|
| | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| Ditch | 49 | 2 | 51 | 1,636 | 110 | 1,746 | 2,040 | 170 | 2,210 | 3,725 | 282 | 4,007 |
| Tree | 69 | 6 | 75 | 1,255 | 520 | 1,775 | 1,437 | 619 | 2,056 | 2,761 | 1,145 | 3,906 |
| Traffic sign post | 15 | 4 | 19 | 457 | 285 | 742 | 945 | 695 | 1,640 | 1,417 | 984 | 2,401 |
| Utility pole | 25 | 3 | 28 | 530 | 385 | 915 | 667 | 572 | 1,239 | 1,222 | 960 | 2,182 |
| Fence | 10 | 5 | 15 | 334 | 141 | 475 | 635 | 305 | 940 | 979 | 451 | 1,430 |
| Mailbox | 18 | 0 | 18 | 248 | 76 | 324 | 711 | 153 | 864 | 977 | 229 | 1,206 |
| Traffic signal | 3 | 4 | 7 | 44 | 194 | 238 | 175 | 748 | 923 | 222 | 946 | 1,168 |
| Guardrail face | 5 | 1 | 6 | 252 | 104 | 356 | 616 | 182 | 798 | 873 | 287 | 1,160 |
| Embankment | 21 | 0 | 21 | 491 | 44 | 535 | 487 | 61 | 548 | 999 | 105 | 1,104 |
| Median barrier | 1 | 0 | 1 | 80 | 352 | 432 | 139 | 491 | 630 | 220 | 843 | 1,063 |
| Other post | 5 | 1 | 6 | 181 | 64 | 245 | 403 | 163 | 566 | 589 | 228 | 817 |
| Lum. light support | 2 | 4 | 6 | 26 | 195 | 221 | 71 | 498 | 569 | 99 | 697 | 796 |
| Curb | 1 | 2 | 3 | 60 | 199 | 259 | 117 | 382 | 499 | 178 | 583 | 761 |
| Culvert | 17 | 0 | 17 | 271 | 23 | 294 | 219 | 28 | 247 | 507 | 51 | 558 |
| Guardrail end | 2 | 1 | 3 | 99 | 15 | 114 | 126 | 35 | 161 | 227 | 51 | 278 |
| Bridge/pier/abut | 3 | 3 | 6 | 40 | 25 | 65 | 80 | 86 | 166 | 123 | 114 | 237 |
| Bridge rail | 2 | 0 | 2 | 58 | 30 | 88 | 101 | 46 | 147 | 161 | 76 | 237 |
| Bridge parapet end | 1 | 0 | 1 | 13 | 7 | 20 | 13 | 7 | 20 | 27 | 14 | 41 |
| Impact attenuator | 2 | 0 | 2 | 5 | 5 | 10 | 10 | 17 | 27 | 17 | 22 | 39 |
| Overhead sign post | 1 | 0 | 1 | 6 | 8 | 14 | 4 | 4 | 8 | 11 | 12 | 23 |
| Other fixed object | 13 | 13 | 26 | 428 | 576 | 1,004 | 752 | 984 | 1,736 | 1,193 | 1,573 | 2,766 |
| Other object (not fixed) | 7 | 1 | 8 | 186 | 103 | 289 | 604 | 340 | 944 | 797 | 444 | 1,241 |
| Unknown | 3 | 0 | 3 | 36 | 36 | 72 | 73 | 47 | 120 | 112 | 83 | 195 |
| TOTAL | 275 | 50 | 325 | 6,736 | 3,497 | 10,233 | 10,425 | 6,633 | 17,058 | 17,436 | 10,180 | 27,616 |

2001 Fixed Objects Struck in All Crashes



2001 Fixed Objects Struck by Owner Type

| Type of Fixed Object | Owner Type | | | TOTAL |
|--------------------------|----------------|---------------|------------------|---------------|
| | Non-Government | Federal/State | County/Municipal | |
| Ditch | 3,770 | 76 | 161 | 4,007 |
| Tree | 3,106 | 89 | 711 | 3,906 |
| Traffic sign post | 379 | 535 | 1,487 | 2,401 |
| Utility pole | 1,854 | 38 | 290 | 2,182 |
| Fence | 1,037 | 274 | 119 | 1,430 |
| Mailbox | 1,189 | 9 | 8 | 1,206 |
| Traffic signal | 193 | 329 | 646 | 1,168 |
| Guardrail face | 312 | 487 | 361 | 1,160 |
| Embankment | 1,021 | 32 | 51 | 1,104 |
| Median barrier | 235 | 777 | 51 | 1,063 |
| Other post | 384 | 172 | 261 | 817 |
| Lum. light support | 192 | 81 | 523 | 796 |
| Curb | 516 | 90 | 155 | 761 |
| Culvert | 464 | 17 | 77 | 558 |
| Guardrail end | 46 | 105 | 127 | 278 |
| Bridge rail | 105 | 65 | 67 | 237 |
| Bridge/pier/abut | 107 | 96 | 34 | 237 |
| Bridge parapet end | 18 | 11 | 12 | 41 |
| Impact attenuator | 10 | 23 | 6 | 39 |
| Overhead sign post | 10 | 7 | 6 | 23 |
| Other fixed object | 2,016 | 173 | 577 | 2,766 |
| Other object (not fixed) | 1,194 | 12 | 35 | 1,241 |
| Unknown | 159 | 12 | 24 | 195 |
| TOTAL | 18,317 | 3,510 | 5,789 | 27,616 |

This report counts fixed objects struck, not crashes, and it only counts fixed objects struck for which the owner type was known. *Owner Type* refers to who owned the fixed object that was struck. For example, a culvert under owner type *County/Municipal* was a struck culvert owned by the county or by a municipality.

**2001 Crashes by Crash Conditions
and Severity with Total Killed, Total Injured**

Light Conditions

| Light Conditions | Fatal Crashes | Injury Crashes | Property Damage Crashes | Total Crashes | TOTAL | |
|------------------|---------------|----------------|-------------------------|----------------|----------------|-----------------|
| | | | | | Persons Killed | Persons Injured |
| Daylight | 339 | 26,489 | 43,633 | 70,461 | 378 | 39,768 |
| Dark/lighted | 70 | 5,438 | 11,011 | 16,519 | 73 | 8,166 |
| Dark/unlit | 239 | 5,547 | 9,406 | 15,192 | 274 | 7,707 |
| Dusk | 16 | 1,072 | 1,769 | 2,857 | 18 | 1,604 |
| Dawn | 14 | 589 | 1,156 | 1,759 | 15 | 759 |
| Unknown | 6 | 223 | 18,386 | 18,615 | 6 | 275 |
| TOTAL | 684 | 39,358 | 85,361 | 125,403 | 764 | 58,279 |

Weather Conditions

| Weather Conditions | Fatal Crashes | Injury Crashes | Property Damage Crashes | Total Crashes | TOTAL | |
|------------------------|---------------|----------------|-------------------------|----------------|----------------|-----------------|
| | | | | | Persons Killed | Persons Injured |
| Clear | 375 | 20,035 | 32,665 | 53,075 | 424 | 29,986 |
| Cloudy | 203 | 12,803 | 22,099 | 35,105 | 226 | 18,842 |
| Rain | 39 | 3,593 | 6,230 | 9,862 | 41 | 5,346 |
| Snow | 26 | 1,346 | 3,384 | 4,756 | 29 | 1,927 |
| Fog/smog/smoke | 19 | 425 | 622 | 1,066 | 22 | 593 |
| Sleet/hail | 4 | 484 | 1,070 | 1,558 | 4 | 712 |
| Blowing sand/dirt/snow | 3 | 87 | 194 | 284 | 3 | 127 |
| Severe Crosswinds | 1 | 36 | 67 | 104 | 1 | 42 |
| Other | 0 | 7 | 11 | 18 | 0 | 8 |
| Unknown | 14 | 542 | 19,019 | 19,575 | 14 | 696 |
| TOTAL | 684 | 39,358 | 85,361 | 125,403 | 764 | 58,279 |

Road Conditions

| Road Conditions | Fatal Crashes | Injury Crashes | Property Damage Crashes | Total Crashes | TOTAL | |
|-------------------|---------------|----------------|-------------------------|----------------|----------------|-----------------|
| | | | | | Persons Killed | Persons Injured |
| Dry | 533 | 28,445 | 46,114 | 75,092 | 598 | 42,614 |
| Snow/slush | 27 | 1,615 | 4,358 | 6,000 | 29 | 2,226 |
| Wet | 78 | 6,313 | 10,806 | 17,197 | 83 | 9,395 |
| Ice | 23 | 1,594 | 3,901 | 5,518 | 28 | 2,144 |
| Sand/mud/dirt/oil | 1 | 130 | 190 | 321 | 2 | 172 |
| Other | 3 | 105 | 104 | 212 | 3 | 151 |
| Unknown | 19 | 1,156 | 19,888 | 21,063 | 21 | 1,577 |
| TOTAL | 684 | 39,358 | 85,361 | 125,403 | 764 | 58,279 |

2001 Crashes by Weather and Light Conditions

| Weather Conditions | Light Conditions | | | | | | TOTAL |
|------------------------|------------------|---------------|---------------|--------------|--------------|---------------|----------------|
| | Daylight | Dark/lighted | Dark/unlit | Dusk | Dawn | Unknown | |
| Clear | 37,476 | 7,181 | 6,371 | 1,200 | 601 | 246 | 53,075 |
| Cloudy | 22,798 | 5,713 | 4,716 | 1,097 | 634 | 147 | 35,105 |
| Rain | 5,762 | 2,211 | 1,369 | 302 | 174 | 44 | 9,862 |
| Snow | 2,613 | 771 | 1,121 | 146 | 86 | 19 | 4,756 |
| Fog/smog/smoke | 295 | 130 | 491 | 16 | 126 | 8 | 1,066 |
| Sleet/hail | 673 | 219 | 515 | 46 | 98 | 7 | 1,558 |
| Blowing sand/dirt/snow | 103 | 16 | 149 | 9 | 7 | 0 | 284 |
| Severe crosswinds | 62 | 7 | 31 | 3 | 1 | 0 | 104 |
| Other | 10 | 1 | 5 | 0 | 2 | 0 | 18 |
| Unknown | 669 | 270 | 424 | 38 | 30 | 18,144 | 19,575 |
| TOTAL | 70,461 | 16,519 | 15,192 | 2,857 | 1,759 | 18,615 | 125,403 |

2001 Crashes by Road and Light Conditions

| Road Conditions | Light Conditions | | | | | | TOTAL |
|-------------------|------------------|---------------|---------------|--------------|--------------|---------------|----------------|
| | Daylight | Dark/lighted | Dark/unlit | Dusk | Dawn | Unknown | |
| Dry | 51,777 | 10,847 | 9,087 | 1,959 | 912 | 510 | 75,092 |
| Wet | 10,362 | 3,715 | 2,157 | 504 | 369 | 90 | 17,197 |
| Snow/slush | 3,386 | 914 | 1,347 | 186 | 99 | 68 | 6,000 |
| Ice | 2,718 | 515 | 1,820 | 113 | 312 | 40 | 5,518 |
| Sand/mud/dirt/oil | 175 | 22 | 98 | 14 | 10 | 2 | 321 |
| Other | 128 | 18 | 48 | 11 | 5 | 2 | 212 |
| Unknown | 1,915 | 488 | 635 | 70 | 52 | 17,903 | 21,063 |
| TOTAL | 70,461 | 16,519 | 15,192 | 2,857 | 1,759 | 18,615 | 125,403 |

2001 Crashes by Weather and Road Conditions

| Weather Conditions | Road Conditions | | | | | | | TOTAL |
|------------------------|-----------------|---------------|--------------|--------------|-------------------|------------|---------------|----------------|
| | Dry | Wet | Snow/slush | Ice | Sand/mud/dirt/oil | Other | Unknown | |
| Clear | 48,528 | 948 | 772 | 1,172 | 178 | 133 | 1,344 | 53,075 |
| Cloudy | 25,240 | 5,761 | 1,394 | 1,655 | 104 | 61 | 890 | 35,105 |
| Rain | 90 | 9,077 | 86 | 386 | 18 | 6 | 199 | 9,862 |
| Snow | 64 | 443 | 3,183 | 867 | 1 | 0 | 198 | 4,756 |
| Fog/smog/smoke | 510 | 332 | 14 | 154 | 9 | 7 | 40 | 1,066 |
| Sleet/hail | 6 | 204 | 241 | 1,041 | 0 | 0 | 66 | 1,558 |
| Blowing sand/dirt/snow | 4 | 10 | 157 | 99 | 0 | 0 | 14 | 284 |
| Severe crosswinds | 71 | 19 | 0 | 12 | 0 | 0 | 2 | 104 |
| Other | 5 | 5 | 1 | 5 | 0 | 1 | 1 | 18 |
| Unknown | 574 | 398 | 152 | 127 | 11 | 4 | 18,309 | 19,575 |
| TOTAL | 75,092 | 17,197 | 6,000 | 5,518 | 321 | 212 | 21,063 | 125,403 |

2001 Highway Possible Contributing Circumstances (PCCs) by Crash Severity and Urban/Rural Location

| Highway PCCs | Crash Severity | | | | | | | | | Total Highway PCCs | | |
|--------------------------|----------------|-----------|------------|----------------|--------------|---------------|-------------------------|---------------|---------------|--------------------|---------------|---------------|
| | Fatal Crashes | | | Injury Crashes | | | Property Damage Crashes | | | | | |
| | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| Snow/ice/wet | 96 | 24 | 120 | 4,104 | 4,007 | 8,111 | 7,944 | 7,551 | 15,495 | 12,144 | 11,582 | 23,726 |
| Visibility obscured | 26 | 5 | 31 | 573 | 1,009 | 1,582 | 725 | 1,432 | 2,157 | 1,324 | 2,446 | 3,770 |
| Construction zone | 2 | 1 | 3 | 340 | 421 | 761 | 540 | 696 | 1,236 | 882 | 1,118 | 2,000 |
| Loose gravel | 13 | 1 | 14 | 330 | 58 | 388 | 306 | 67 | 373 | 649 | 126 | 775 |
| Other debris | 0 | 0 | 0 | 81 | 52 | 133 | 238 | 140 | 378 | 319 | 192 | 511 |
| Narrow shoulder | 1 | 0 | 1 | 155 | 15 | 170 | 198 | 34 | 232 | 354 | 49 | 403 |
| Low shoulder | 2 | 0 | 2 | 66 | 2 | 68 | 91 | 2 | 93 | 159 | 4 | 163 |
| Soft shoulder | 2 | 0 | 2 | 93 | 5 | 98 | 92 | 11 | 103 | 187 | 16 | 203 |
| Debris from prior crash | 2 | 0 | 2 | 29 | 11 | 40 | 30 | 39 | 69 | 61 | 50 | 111 |
| Sign obscured or missing | 0 | 0 | 0 | 13 | 32 | 45 | 17 | 49 | 66 | 30 | 81 | 111 |
| Rough pavement | 4 | 1 | 5 | 20 | 13 | 33 | 30 | 29 | 59 | 54 | 43 | 97 |
| Narrow bridge | 1 | 0 | 1 | 7 | 1 | 8 | 19 | 2 | 21 | 27 | 3 | 30 |
| Other | 8 | 1 | 9 | 344 | 265 | 609 | 515 | 565 | 1,080 | 867 | 831 | 1,698 |
| TOTAL | 157 | 33 | 190 | 6,155 | 5,891 | 12,046 | 10,745 | 10,617 | 21,362 | 17,057 | 16,541 | 33,598 |

The numbers in this table represent the number of times a given highway PCC was cited as a possible contributing circumstance for a vehicle in a crash. These numbers do not represent numbers of crashes.

2001 Total Crashes With and Without Highway PCCs by Crash Severity and Urban/Rural Location

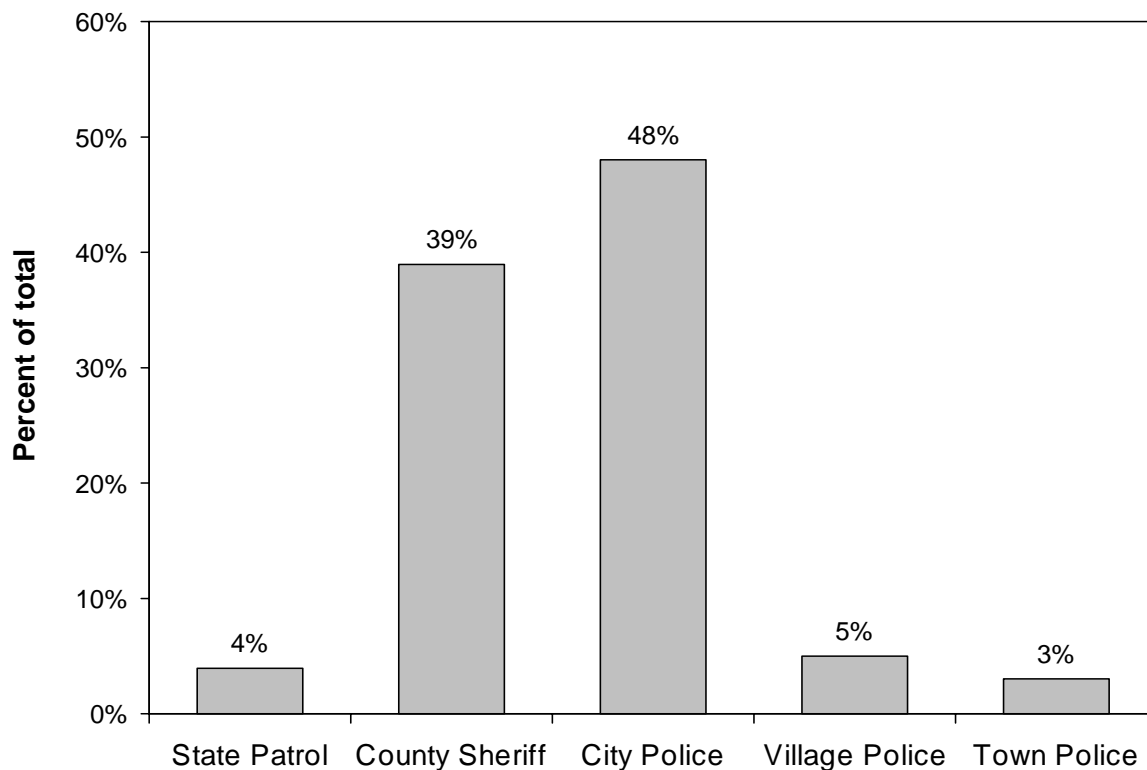
| Crashes with and Without Highway PCCs | Crash Severity | | | | | | | | | Total Crashes | | |
|---------------------------------------|----------------|------------|------------|----------------|---------------|---------------|-------------------------|---------------|---------------|---------------|---------------|----------------|
| | Fatal Crashes | | | Injury Crashes | | | Property Damage Crashes | | | | | |
| | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| With PCCs | 107 | 22 | 129 | 4,557 | 3,663 | 8,220 | 8,389 | 7,114 | 15,503 | 13,053 | 10,799 | 23,852 |
| Without PCCs | 448 | 107 | 555 | 11,952 | 19,186 | 31,138 | 34,330 | 35,528 | 69,858 | 46,730 | 54,821 | 101,551 |
| TOTAL | 555 | 129 | 684 | 16,509 | 22,849 | 39,358 | 42,719 | 42,642 | 85,361 | 59,783 | 65,620 | 125,403 |

PCC = possible contributing circumstance

2001 Crashes and Citations by Reporting Agency and Severity

| Reporting Agency | Fatal Crashes | | | Injury Crashes | | | Property Damage Crashes | | | TOTAL | | |
|------------------|---------------|---------------------------------|------------|----------------|---------------------------------|------------|-------------------------|---------------------------------|------------|----------------|---------------------------------|------------|
| | Total Crash | With At Least 1 Citation Issued | | Total Crash | With At Least 1 Citation Issued | | Total Crash | With At Least 1 Citation Issued | | Total Crash | With At Least 1 Citation Issued | |
| | | Total | Percent | | Total | Percent | | Total | Percent | | Total | Percent |
| State Patrol | 62 | 10 | 16% | 1,600 | 1,000 | 63% | 3,845 | 1,210 | 31% | 5,507 | 2,220 | 40% |
| County Sheriff | 470 | 100 | 21% | 13,617 | 7,951 | 58% | 35,382 | 8,468 | 24% | 49,469 | 16,519 | 33% |
| City Police | 114 | 25 | 22% | 20,818 | 14,382 | 69% | 38,881 | 21,168 | 54% | 59,813 | 35,575 | 59% |
| Village Police | 19 | 6 | 32% | 1,956 | 1,290 | 66% | 4,465 | 2,053 | 46% | 6,440 | 3,349 | 52% |
| Town Police | 16 | 3 | 19% | 1,313 | 782 | 60% | 2,620 | 914 | 35% | 3,949 | 1,699 | 43% |
| Other | 3 | 0 | 0% | 54 | 25 | 46% | 168 | 45 | 27% | 225 | 70 | 31% |
| TOTAL | 684 | 144 | 21% | 39,358 | 25,430 | 65% | 85,361 | 33,858 | 40% | 125,403 | 59,432 | 47% |

2001 Crashes by Reporting Agency



2001 Crashes by County and Reporting Agency Type by Severity

| County | State Patrol | | | County Sheriff | | | City Police | | | Village Police | | | Town Police | | | Other | | | TOTAL | | | | | | | | | |
|-------------|--------------|-----|-----|----------------|-----|-----|-------------|-------|-----|----------------|-------|-------|-------------|-----|-----|-------|-----|-----|-------|-----|-----|-----|----|-----|----|-------|-------|--------|
| | Ftl | Inj | PD | Tot | Ftl | Inj | PD | Tot | Ftl | Inj | PD | Tot | Ftl | Inj | PD | Tot | Ftl | Inj | PD | Tot | Ftl | Inj | PD | Tot | | | | |
| Adams | 1 | 23 | 46 | 70 | 6 | 104 | 501 | 611 | 0 | 8 | 25 | 33 | 0 | 0 | 0 | 0 | 0 | 9 | 52 | 61 | 0 | 0 | 0 | 0 | 7 | 144 | 624 | 775 |
| Ashland | 1 | 3 | 2 | 6 | 4 | 30 | 91 | 125 | 0 | 33 | 137 | 170 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 7 | 0 | 3 | 3 | 6 | 5 | 71 | 238 | 314 |
| Barron | 2 | 28 | 49 | 79 | 6 | 159 | 217 | 382 | 2 | 119 | 275 | 396 | 0 | 15 | 26 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 321 | 567 | 898 |
| Bayfield | 0 | 5 | 2 | 7 | 2 | 68 | 178 | 248 | 0 | 6 | 30 | 36 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 13 | 0 | 5 | 6 | 11 | 2 | 90 | 223 | 315 |
| Brown | 0 | 21 | 61 | 82 | 9 | 418 | 1,073 | 1,500 | 6 | 843 | 1,130 | 1,979 | 1 | 202 | 367 | 570 | 0 | 10 | 11 | 21 | 0 | 12 | 49 | 61 | 16 | 1,506 | 2,691 | 4,213 |
| Buffalo | 1 | 6 | 11 | 18 | 1 | 87 | 152 | 240 | 1 | 7 | 30 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 193 | 296 |
| Burnett | 0 | 3 | 8 | 11 | 5 | 100 | 134 | 239 | 0 | 0 | 0 | 0 | 2 | 9 | 29 | 40 | 0 | 6 | 8 | 14 | 0 | 1 | 3 | 4 | 7 | 119 | 182 | 308 |
| Calumet | 1 | 9 | 17 | 27 | 3 | 105 | 302 | 410 | 0 | 61 | 173 | 234 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 175 | 492 | 671 |
| Chippewa | 0 | 19 | 47 | 66 | 4 | 186 | 475 | 665 | 2 | 110 | 338 | 450 | 0 | 3 | 10 | 13 | 0 | 49 | 91 | 140 | 0 | 0 | 1 | 1 | 6 | 367 | 962 | 1,335 |
| Clark | 1 | 7 | 30 | 38 | 3 | 150 | 560 | 713 | 0 | 25 | 99 | 124 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 182 | 691 | 877 |
| Columbia | 3 | 42 | 119 | 164 | 6 | 270 | 917 | 1,193 | 0 | 120 | 239 | 359 | 0 | 7 | 30 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 439 | 1,305 | 1,753 |
| Crawford | 0 | 5 | 10 | 15 | 3 | 86 | 167 | 256 | 0 | 23 | 60 | 83 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 116 | 240 | 359 |
| Dane | 2 | 124 | 382 | 508 | 17 | 588 | 1,931 | 2,536 | 10 | 2,223 | 3,829 | 6,062 | 2 | 122 | 401 | 525 | 1 | 137 | 296 | 434 | 0 | 5 | 15 | 20 | 32 | 3,199 | 6,854 | 10,085 |
| Dodge | 3 | 37 | 113 | 153 | 9 | 244 | 639 | 892 | 2 | 140 | 408 | 550 | 0 | 10 | 36 | 46 | 0 | 21 | 25 | 46 | 0 | 0 | 0 | 0 | 14 | 452 | 1,221 | 1,687 |
| Door | 0 | 5 | 19 | 24 | 1 | 113 | 465 | 579 | 2 | 59 | 110 | 171 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 13 | 0 | 0 | 1 | 1 | 3 | 181 | 604 | 788 |
| Douglas | 0 | 3 | 8 | 11 | 5 | 103 | 226 | 334 | 1 | 177 | 423 | 601 | 0 | 1 | 16 | 17 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 6 | 284 | 676 | 966 |
| Dunn | 3 | 47 | 145 | 195 | 3 | 126 | 491 | 620 | 0 | 87 | 172 | 259 | 0 | 6 | 26 | 32 | 0 | 0 | 5 | 5 | 0 | 0 | 1 | 1 | 6 | 266 | 840 | 1,112 |
| Eau Claire | 2 | 53 | 145 | 200 | 4 | 169 | 441 | 614 | 3 | 497 | 1,059 | 1,559 | 0 | 1 | 6 | 7 | 0 | 0 | 1 | 1 | 0 | 1 | 5 | 6 | 9 | 721 | 1,657 | 2,387 |
| Florence | 0 | 0 | 1 | 1 | 3 | 31 | 129 | 163 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 31 | 130 | 164 |
| Fond du Lac | 0 | 38 | 98 | 136 | 9 | 283 | 791 | 1,083 | 1 | 394 | 832 | 1,227 | 0 | 16 | 29 | 45 | 0 | 9 | 59 | 68 | 0 | 0 | 0 | 0 | 10 | 740 | 1,809 | 2,559 |
| Forest | 0 | 8 | 14 | 22 | 0 | 40 | 163 | 203 | 0 | 3 | 13 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 15 | 0 | 0 | 0 | 0 | 0 | 53 | 203 | 256 |
| Grant | 1 | 39 | 62 | 102 | 8 | 179 | 596 | 783 | 2 | 81 | 110 | 193 | 0 | 9 | 23 | 32 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 11 | 309 | 792 | 1,112 |
| Green | 0 | 10 | 7 | 17 | 7 | 136 | 468 | 611 | 0 | 67 | 131 | 198 | 0 | 6 | 29 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 219 | 635 | 861 |
| Green Lake | 0 | 10 | 14 | 24 | 1 | 84 | 415 | 500 | 1 | 27 | 71 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 121 | 500 | 623 |
| Iowa | 1 | 18 | 36 | 55 | 8 | 117 | 280 | 405 | 3 | 26 | 81 | 110 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 162 | 399 | 573 |
| Iron | 0 | 1 | 4 | 5 | 2 | 33 | 69 | 104 | 0 | 9 | 23 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 43 | 96 | 141 |
| Jackson | 0 | 58 | 138 | 196 | 3 | 100 | 381 | 484 | 0 | 34 | 82 | 116 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 193 | 603 | 799 |
| Jefferson | 0 | 33 | 80 | 113 | 14 | 258 | 579 | 851 | 2 | 186 | 425 | 613 | 0 | 5 | 12 | 17 | 0 | 0 | 6 | 6 | 0 | 0 | 7 | 7 | 16 | 482 | 1,109 | 1,607 |
| Juneau | 0 | 54 | 140 | 194 | 7 | 116 | 261 | 384 | 0 | 27 | 85 | 112 | 1 | 1 | 5 | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 8 | 198 | 492 | 698 |
| Kenosha | 0 | 27 | 37 | 64 | 18 | 454 | 610 | 1,082 | 8 | 733 | 1,206 | 1,947 | 2 | 139 | 161 | 302 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 28 | 1,355 | 2,016 | 3,399 |
| Kewaunee | 0 | 2 | 5 | 7 | 3 | 91 | 56 | 150 | 0 | 16 | 42 | 58 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 110 | 109 | 222 |
| La Crosse | 0 | 24 | 55 | 79 | 5 | 122 | 384 | 511 | 1 | 577 | 1,293 | 1,871 | 0 | 24 | 96 | 120 | 0 | 11 | 39 | 50 | 0 | 1 | 0 | 1 | 6 | 759 | 1,867 | 2,632 |
| Lafayette | 0 | 6 | 3 | 9 | 3 | 99 | 270 | 372 | 0 | 9 | 32 | 41 | 0 | 4 | 8 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 118 | 313 | 434 |
| Langlade | 1 | 9 | 10 | 20 | 3 | 74 | 102 | 179 | 0 | 42 | 76 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 125 | 188 | 317 |
| Lincoln | 1 | 18 | 33 | 52 | 9 | 125 | 346 | 480 | 0 | 62 | 208 | 270 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 205 | 587 | 802 |
| Manitowoc | 0 | 21 | 44 | 65 | 10 | 248 | 556 | 814 | 1 | 366 | 684 | 1,051 | 0 | 5 | 19 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 640 | 1,303 | 1,954 |

continued

2001 Crashes by County and Reporting Agency Type by Severity

| County | State Patrol | | | County Sheriff | | | City Police | | | Village Police | | | Town Police | | | Other | | | TOTAL | | | | | | | | | | | | |
|-------------|--------------|-------|-------|----------------|-----|--------|-------------|--------|-----|----------------|--------|--------|-------------|-------|-------|-------|-----|-------|-------|-------|-----|-----|-----|-----|-----|--------|--------|---------|--------|-----|-----|
| | Ftl | Inj | PD | Tot | Ftl | Inj | PD | Tot | Ftl | Inj | PD | Tot | Ftl | Inj | PD | Tot | Ftl | Inj | PD | Tot | Ftl | Inj | PD | Tot | | | | | | | |
| Marathon | 0 | 27 | 87 | 114 | 10 | 353 | 1,205 | 1,568 | 5 | 411 | 825 | 1,241 | 1 | 53 | 122 | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 844 | 2,239 | 3,089 | | | |
| Marquette | 1 | 12 | 33 | 46 | 8 | 181 | 338 | 527 | 1 | 83 | 177 | 261 | 0 | 6 | 17 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 282 | 565 | 857 | | | |
| Marquette | 5 | 25 | 89 | 119 | 3 | 71 | 280 | 354 | 0 | 1 | 18 | 19 | 0 | 1 | 21 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 98 | 408 | 514 | | | |
| Menominee | 0 | 3 | 3 | 6 | 0 | 9 | 27 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 12 | 30 | 44 | | | | |
| Milwaukee | 1 | 2 | 12 | 15 | 6 | 1,276 | 2,790 | 4,072 | 35 | 6,990 | 11,602 | 18,627 | 0 | 345 | 646 | 991 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 42 | 8,613 | 15,058 | 23,713 | | |
| Monroe | 2 | 49 | 172 | 223 | 3 | 151 | 482 | 636 | 1 | 79 | 275 | 355 | 0 | 1 | 17 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 280 | 946 | 1,232 | | | |
| Oconto | 0 | 13 | 41 | 54 | 18 | 216 | 256 | 490 | 0 | 30 | 78 | 108 | 0 | 4 | 8 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 263 | 383 | 664 | | | |
| Oneida | 1 | 5 | 22 | 28 | 5 | 115 | 386 | 506 | 0 | 70 | 148 | 218 | 0 | 0 | 0 | 0 | 3 | 61 | 135 | 199 | 0 | 0 | 0 | 0 | 9 | 251 | 691 | 951 | | | |
| Outagamie | 2 | 25 | 48 | 75 | 13 | 304 | 837 | 1,154 | 0 | 478 | 851 | 1,329 | 0 | 65 | 163 | 228 | 0 | 271 | 458 | 729 | 0 | 8 | 26 | 34 | 15 | 1,151 | 2,383 | 3,549 | | | |
| Ozaukee | 1 | 32 | 78 | 111 | 5 | 147 | 339 | 491 | 0 | 140 | 309 | 449 | 1 | 65 | 115 | 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 384 | 841 | 1,232 | | |
| Pepin | 0 | 0 | 6 | 6 | 2 | 31 | 94 | 127 | 0 | 8 | 21 | 29 | 0 | 1 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 40 | 129 | 171 | | | |
| Pierce | 1 | 3 | 5 | 9 | 6 | 125 | 380 | 511 | 0 | 42 | 153 | 195 | 1 | 13 | 42 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 183 | 580 | 771 | | |
| Polk | 0 | 37 | 54 | 91 | 8 | 151 | 239 | 398 | 0 | 24 | 54 | 78 | 0 | 16 | 45 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 8 | 229 | 394 | 631 |
| Portage | 2 | 16 | 35 | 53 | 10 | 226 | 810 | 1,046 | 0 | 172 | 416 | 588 | 0 | 35 | 75 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 449 | 1,336 | 1,797 | | | |
| Price | 0 | 3 | 12 | 15 | 3 | 50 | 117 | 170 | 0 | 16 | 40 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 69 | 169 | 241 | | |
| Racine | 2 | 42 | 78 | 122 | 12 | 413 | 523 | 948 | 1 | 915 | 1,376 | 2,292 | 0 | 35 | 51 | 86 | 6 | 297 | 448 | 751 | 0 | 0 | 0 | 0 | 0 | 21 | 1,702 | 2,476 | 4,199 | | |
| Richland | 0 | 11 | 20 | 31 | 3 | 86 | 299 | 388 | 0 | 26 | 48 | 74 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 123 | 368 | 494 | | |
| Rock | 4 | 77 | 175 | 256 | 12 | 327 | 785 | 1,124 | 6 | 697 | 1,358 | 2,061 | 0 | 5 | 27 | 32 | 1 | 61 | 83 | 145 | 0 | 0 | 0 | 0 | 0 | 23 | 1,167 | 2,428 | 3,618 | | |
| Rusk | 2 | 10 | 21 | 33 | 5 | 68 | 59 | 132 | 0 | 14 | 44 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 92 | 124 | 223 | | |
| St. Croix | 1 | 72 | 192 | 265 | 11 | 298 | 790 | 1,099 | 1 | 109 | 300 | 410 | 0 | 28 | 69 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 507 | 1,351 | 1,871 | | |
| Sauk | 1 | 51 | 95 | 147 | 12 | 308 | 760 | 1,080 | 0 | 147 | 289 | 436 | 1 | 99 | 159 | 259 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 3 | 14 | 605 | 1,311 | 1,930 | | |
| Sawyer | 1 | 6 | 4 | 11 | 10 | 71 | 158 | 239 | 0 | 19 | 45 | 64 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 97 | 209 | 317 | | |
| Shawano | 2 | 22 | 110 | 134 | 9 | 215 | 953 | 1,177 | 0 | 53 | 105 | 158 | 0 | 7 | 43 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 297 | 1,211 | 1,519 | | |
| Sheboygan | 0 | 31 | 58 | 89 | 13 | 300 | 912 | 1,225 | 1 | 378 | 784 | 1,163 | 0 | 9 | 68 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 718 | 1,822 | 2,554 | | | |
| Taylor | 0 | 6 | 9 | 15 | 5 | 93 | 431 | 529 | 0 | 26 | 41 | 67 | 0 | 2 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 127 | 487 | 619 | | | |
| Trempealeau | 0 | 15 | 17 | 32 | 7 | 119 | 192 | 318 | 0 | 24 | 84 | 108 | 0 | 4 | 7 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 162 | 300 | 469 | | |
| Vernon | 1 | 6 | 15 | 22 | 2 | 122 | 391 | 515 | 0 | 19 | 55 | 74 | 0 | 1 | 20 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 148 | 481 | 632 | | |
| Vilas | 3 | 7 | 14 | 24 | 4 | 115 | 327 | 446 | 0 | 19 | 42 | 61 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 11 | 1 | 14 | 34 | 49 | 8 | 158 | 425 | 591 | | | |
| Walworth | 0 | 2 | 11 | 13 | 13 | 187 | 385 | 585 | 0 | 181 | 421 | 602 | 0 | 39 | 119 | 158 | 1 | 102 | 239 | 342 | 0 | 0 | 1 | 1 | 14 | 511 | 1,176 | 1,701 | | | |
| Washington | 1 | 13 | 36 | 50 | 2 | 80 | 172 | 254 | 0 | 9 | 50 | 59 | 0 | 4 | 10 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 106 | 268 | 377 | | | |
| Washington | 0 | 13 | 34 | 47 | 13 | 334 | 687 | 1,034 | 2 | 210 | 404 | 616 | 3 | 142 | 374 | 519 | 0 | 4 | 12 | 16 | 0 | 0 | 0 | 0 | 18 | 703 | 1,511 | 2,232 | | | |
| Waukesha | 2 | 69 | 144 | 215 | 8 | 460 | 950 | 1,418 | 8 | 1,132 | 2,420 | 3,560 | 3 | 354 | 819 | 1,176 | 3 | 187 | 428 | 618 | 0 | 0 | 0 | 0 | 24 | 2,202 | 4,761 | 6,987 | | | |
| Waupaca | 1 | 13 | 12 | 26 | 14 | 234 | 945 | 1,193 | 1 | 86 | 267 | 354 | 0 | 4 | 18 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 337 | 1,242 | 1,595 | | | |
| Wausara | 0 | 12 | 18 | 30 | 2 | 119 | 364 | 485 | 0 | 10 | 24 | 34 | 1 | 11 | 28 | 40 | 0 | 3 | 14 | 17 | 0 | 0 | 0 | 0 | 3 | 155 | 448 | 606 | | | |
| Winnebago | 1 | 52 | 89 | 142 | 4 | 413 | 1,048 | 1,465 | 4 | 726 | 1,196 | 1,926 | 0 | 5 | 9 | 14 | 0 | 39 | 129 | 168 | 0 | 0 | 0 | 0 | 9 | 1,235 | 2,471 | 3,715 | | | |
| Wood | 0 | 2 | 1 | 3 | 5 | 153 | 255 | 413 | 0 | 277 | 630 | 907 | 0 | 11 | 12 | 23 | 1 | 19 | 30 | 50 | 0 | 0 | 0 | 0 | 6 | 462 | 928 | 1,396 | | | |
| TOTAL | 62 | 1,600 | 3,845 | 5,507 | 470 | 13,617 | 35,382 | 49,469 | 114 | 20,818 | 38,881 | 59,813 | 19 | 1,956 | 4,465 | 6,440 | 16 | 1,313 | 2,620 | 3,949 | 3 | 54 | 168 | 225 | 684 | 39,358 | 85,361 | 125,403 | | | |

Ftl = fatal crashes Inj = injury crashes PD = property damage crashes Tot = total crashes

2001 Crashes with Citations Issued by County and Highway Class

| County | Local Street/Road | | County Highway | | State Highway | | Interstate | |
|-------------|-------------------|-----------------------|----------------|-----------------------|---------------|-----------------------|---------------|-----------------------|
| | Total Crashes | Crashes with Citation | Total Crashes | Crashes with Citation | Total Crashes | Crashes with Citation | Total Crashes | Crashes with Citation |
| Adams | 226 | 63 | 224 | 39 | 325 | 58 | 0 | 0 |
| Ashland | 154 | 60 | 16 | 5 | 144 | 44 | 0 | 0 |
| Barron | 525 | 286 | 103 | 47 | 270 | 119 | 0 | 0 |
| Bayfield | 87 | 36 | 58 | 17 | 170 | 38 | 0 | 0 |
| Brown | 2,222 | 1,415 | 347 | 144 | 1,500 | 897 | 144 | 55 |
| Buffalo | 96 | 28 | 53 | 17 | 147 | 45 | 0 | 0 |
| Burnett | 94 | 20 | 72 | 16 | 142 | 33 | 0 | 0 |
| Calumet | 280 | 147 | 92 | 27 | 299 | 111 | 0 | 0 |
| Chippewa | 501 | 207 | 260 | 102 | 574 | 209 | 0 | 0 |
| Clark | 300 | 66 | 206 | 29 | 371 | 54 | 0 | 0 |
| Columbia | 436 | 157 | 309 | 80 | 775 | 223 | 233 | 70 |
| Crawford | 135 | 61 | 29 | 12 | 195 | 90 | 0 | 0 |
| Dane | 6,440 | 4,208 | 864 | 277 | 2,308 | 1,111 | 473 | 148 |
| Dodge | 583 | 331 | 366 | 129 | 738 | 318 | 0 | 0 |
| Door | 297 | 116 | 166 | 38 | 325 | 93 | 0 | 0 |
| Douglas | 411 | 145 | 105 | 32 | 442 | 125 | 8 | 3 |
| Dunn | 273 | 136 | 205 | 57 | 455 | 190 | 179 | 60 |
| Eau Claire | 1,232 | 698 | 265 | 84 | 702 | 376 | 188 | 53 |
| Florence | 48 | 8 | 50 | 9 | 66 | 5 | 0 | 0 |
| Fond du Lac | 1,215 | 731 | 329 | 90 | 1,015 | 464 | 0 | 0 |
| Forest | 65 | 20 | 46 | 4 | 145 | 22 | 0 | 0 |
| Grant | 354 | 158 | 243 | 60 | 515 | 179 | 0 | 0 |
| Green | 327 | 150 | 216 | 70 | 318 | 84 | 0 | 0 |
| Green Lake | 168 | 54 | 222 | 46 | 233 | 49 | 0 | 0 |
| Iowa | 157 | 40 | 125 | 31 | 291 | 74 | 0 | 0 |
| Iron | 44 | 24 | 13 | 3 | 84 | 27 | 0 | 0 |
| Jackson | 188 | 49 | 158 | 30 | 260 | 34 | 193 | 48 |
| Jefferson | 528 | 278 | 293 | 89 | 623 | 295 | 163 | 48 |
| Juneau | 160 | 76 | 104 | 42 | 251 | 111 | 183 | 86 |
| Kenosha | 1,700 | 1,072 | 443 | 234 | 1,106 | 776 | 150 | 65 |
| Kewaunee | 103 | 52 | 56 | 24 | 63 | 34 | 0 | 0 |
| La Crosse | 1,383 | 1,008 | 220 | 72 | 919 | 583 | 110 | 43 |
| Lafayette | 146 | 46 | 97 | 20 | 191 | 44 | 0 | 0 |
| Langlade | 105 | 47 | 68 | 32 | 144 | 63 | 0 | 0 |
| Lincoln | 311 | 124 | 133 | 27 | 358 | 67 | 0 | 0 |
| Manitowoc | 911 | 595 | 281 | 99 | 599 | 359 | 163 | 44 |

continued

2001 Crashes with Citations Issued by County and Highway Class

| County | Local Street/Road | | County Highway | | State Highway | | Interstate | |
|--------------|-------------------|-----------------------|----------------|-----------------------|---------------|-----------------------|---------------|-----------------------|
| | Total Crashes | Crashes with Citation | Total Crashes | Crashes with Citation | Total Crashes | Crashes with Citation | Total Crashes | Crashes with Citation |
| Marathon | 1,186 | 606 | 670 | 195 | 1,137 | 491 | 106 | 22 |
| Marinette | 366 | 178 | 157 | 49 | 334 | 132 | 0 | 0 |
| Marquette | 99 | 31 | 182 | 46 | 150 | 35 | 83 | 18 |
| Menominee | 10 | 2 | 16 | 7 | 18 | 10 | 0 | 0 |
| Milwaukee | 17,186 | 8,873 | 0 | 0 | 3,272 | 2,131 | 3,255 | 2,319 |
| Monroe | 357 | 114 | 158 | 42 | 513 | 138 | 204 | 58 |
| Oconto | 219 | 98 | 160 | 61 | 285 | 84 | 0 | 0 |
| Oneida | 370 | 105 | 129 | 32 | 452 | 82 | 0 | 0 |
| Outagamie | 1,512 | 936 | 647 | 226 | 1,390 | 662 | 0 | 0 |
| Ozaukee | 517 | 308 | 221 | 95 | 315 | 199 | 179 | 65 |
| Pepin | 47 | 19 | 40 | 13 | 84 | 19 | 0 | 0 |
| Pierce | 269 | 76 | 120 | 32 | 382 | 83 | 0 | 0 |
| Polk | 266 | 85 | 114 | 44 | 251 | 73 | 0 | 0 |
| Portage | 620 | 239 | 354 | 76 | 620 | 236 | 203 | 38 |
| Price | 60 | 24 | 31 | 8 | 150 | 50 | 0 | 0 |
| Racine | 2,205 | 1,513 | 322 | 217 | 1,400 | 1,002 | 272 | 166 |
| Richland | 113 | 42 | 125 | 26 | 256 | 65 | 0 | 0 |
| Rock | 1,924 | 1,168 | 272 | 98 | 1,154 | 674 | 268 | 104 |
| Rusk | 101 | 38 | 41 | 13 | 81 | 30 | 0 | 0 |
| St. Croix | 590 | 193 | 358 | 74 | 640 | 167 | 283 | 83 |
| Sauk | 592 | 197 | 255 | 63 | 948 | 341 | 135 | 52 |
| Sawyer | 98 | 21 | 92 | 22 | 127 | 36 | 0 | 0 |
| Shawano | 479 | 159 | 341 | 63 | 699 | 135 | 0 | 0 |
| Sheboygan | 1,295 | 830 | 418 | 181 | 704 | 322 | 137 | 42 |
| Taylor | 176 | 22 | 201 | 21 | 242 | 37 | 0 | 0 |
| Trempealeau | 150 | 67 | 86 | 41 | 213 | 104 | 20 | 8 |
| Vernon | 159 | 37 | 116 | 15 | 357 | 70 | 0 | 0 |
| Vilas | 180 | 66 | 108 | 26 | 303 | 66 | 0 | 0 |
| Walworth | 680 | 283 | 207 | 82 | 727 | 258 | 87 | 10 |
| Washburn | 80 | 20 | 53 | 12 | 244 | 62 | 0 | 0 |
| Washington | 945 | 453 | 264 | 83 | 1,023 | 407 | 0 | 0 |
| Waukesha | 3,678 | 2,087 | 555 | 241 | 2,163 | 1,183 | 591 | 219 |
| Waupaca | 594 | 166 | 358 | 49 | 643 | 114 | 0 | 0 |
| Waushara | 130 | 56 | 194 | 52 | 230 | 63 | 52 | 9 |
| Winnebago | 1,854 | 832 | 395 | 107 | 1,466 | 525 | 0 | 0 |
| Wood | 728 | 429 | 122 | 65 | 546 | 310 | 0 | 0 |
| TOTAL | 62,040 | 33,085 | 14,719 | 4,611 | 40,582 | 17,800 | 8,062 | 3,936 |

The column *Crashes with Citation* counts crashes where at least one citation was issued to at least one driver. More than one citation may have been issued for one or more drivers in the crash.

2001 Crash and Citation Summary by County

| County | Crashes | | Citations | | | | | | Total Citations Adjudicated |
|-------------|---------|---------------------|-----------|-------|-----------|-------|-----------------|--------|-----------------------------|
| | Total | Total with Citation | Hazardous | | | | Non - hazardous | | |
| | | | Speeding | OWI | Equipment | Other | Total | | |
| Adams | 775 | 160 | 1,522 | 241 | 6 | 139 | 1,908 | 798 | 2,706 |
| Ashland | 314 | 109 | 499 | 140 | 11 | 101 | 751 | 902 | 1,653 |
| Barron | 898 | 452 | 1,929 | 356 | 14 | 590 | 2,889 | 2,444 | 5,333 |
| Bayfield | 315 | 91 | 1,160 | 135 | 7 | 200 | 1,502 | 1,589 | 3,091 |
| Brown | 4,213 | 2,511 | 7,957 | 1,732 | 99 | 3,387 | 13,175 | 10,730 | 23,905 |
| Buffalo | 296 | 90 | 631 | 83 | 2 | 89 | 805 | 540 | 1,345 |
| Burnett | 308 | 69 | 297 | 232 | 3 | 65 | 597 | 367 | 964 |
| Calumet | 671 | 285 | 1,062 | 190 | 11 | 261 | 1,524 | 956 | 2,480 |
| Chippewa | 1,335 | 518 | 2,504 | 431 | 30 | 602 | 3,567 | 2,141 | 5,708 |
| Clark | 877 | 149 | 2,807 | 197 | 10 | 219 | 3,233 | 1,050 | 4,283 |
| Columbia | 1,753 | 530 | 4,768 | 640 | 85 | 661 | 6,154 | 3,082 | 9,236 |
| Crawford | 359 | 163 | 1,322 | 74 | 5 | 182 | 1,583 | 1,111 | 2,694 |
| Dane | 10,085 | 5,744 | 21,983 | 2,948 | 265 | 8,369 | 33,565 | 20,102 | 53,667 |
| Dodge | 1,687 | 778 | 4,681 | 526 | 49 | 895 | 6,151 | 3,360 | 9,511 |
| Door | 788 | 247 | 2,080 | 294 | 40 | 426 | 2,840 | 1,176 | 4,016 |
| Douglas | 966 | 305 | 1,375 | 382 | 22 | 381 | 2,160 | 1,419 | 3,579 |
| Dunn | 1,112 | 443 | 2,264 | 362 | 18 | 542 | 3,186 | 1,784 | 4,970 |
| Eau Claire | 2,387 | 1,211 | 4,306 | 815 | 30 | 1,459 | 6,610 | 4,633 | 11,243 |
| Florence | 164 | 22 | 148 | 40 | 2 | 22 | 212 | 120 | 332 |
| Fond du Lac | 2,559 | 1,285 | 6,939 | 627 | 44 | 1,290 | 8,900 | 4,994 | 13,894 |
| Forest | 256 | 46 | 496 | 121 | 5 | 59 | 681 | 469 | 1,150 |
| Grant | 1,112 | 397 | 2,193 | 301 | 29 | 445 | 2,968 | 2,225 | 5,193 |
| Green | 861 | 304 | 1,499 | 244 | 12 | 338 | 2,093 | 1,174 | 3,267 |
| Green Lake | 623 | 149 | 931 | 202 | 23 | 170 | 1,326 | 993 | 2,319 |
| Iowa | 573 | 145 | 2,090 | 151 | 15 | 216 | 2,472 | 1,157 | 3,629 |
| Iron | 141 | 54 | 173 | 77 | 1 | 25 | 276 | 170 | 446 |
| Jackson | 799 | 161 | 1,472 | 162 | 11 | 157 | 1,802 | 1,033 | 2,835 |
| Jefferson | 1,607 | 710 | 6,334 | 513 | 76 | 998 | 7,921 | 4,770 | 12,691 |
| Juneau | 698 | 315 | 2,473 | 269 | 10 | 295 | 3,047 | 1,897 | 4,944 |
| Kenosha | 3,399 | 2,147 | 7,004 | 954 | 208 | 2,641 | 10,807 | 7,545 | 18,352 |
| Kewaunee | 222 | 110 | 457 | 141 | 4 | 78 | 680 | 486 | 1,166 |
| La Crosse | 2,632 | 1,706 | 5,577 | 833 | 65 | 2,273 | 8,748 | 7,142 | 15,890 |
| Lafayette | 434 | 110 | 1,063 | 52 | 6 | 199 | 1,320 | 639 | 1,959 |
| Langlade | 317 | 142 | 1,080 | 140 | 7 | 151 | 1,378 | 636 | 2,014 |
| Lincoln | 802 | 218 | 1,376 | 210 | 15 | 218 | 1,819 | 1,496 | 3,315 |
| Manitowoc | 1,954 | 1,097 | 3,383 | 801 | 58 | 1,027 | 5,269 | 3,808 | 9,077 |

continued

2001 Crash and Citation Summary by County

| County | Crashes | | Citations | | | | | | Total Citations Adjudicated |
|--------------|----------------|---------------------|----------------|---------------|--------------|---------------|-----------------|----------------|-----------------------------|
| | Total | Total with Citation | Hazardous | | | | Non - hazardous | | |
| | | | Speeding | OWI | Equipment | Other | Total | Total | |
| Marathon | 3,099 | 1,314 | 5,611 | 881 | 51 | 1,594 | 8,137 | 4,931 | 13,068 |
| Marinette | 857 | 359 | 1,509 | 423 | 22 | 507 | 2,461 | 1,570 | 4,031 |
| Marquette | 514 | 130 | 1,704 | 138 | 7 | 117 | 1,966 | 669 | 2,635 |
| Menominee | 44 | 19 | 134 | 30 | 2 | 15 | 181 | 112 | 293 |
| Milwaukee | 23,713 | 13,323 | 60,372 | 3,657 | 6,189 | 26,928 | 97,146 | 98,048 | 195,194 |
| Monroe | 1,232 | 352 | 2,511 | 329 | 12 | 435 | 3,287 | 2,471 | 5,758 |
| Oconto | 664 | 243 | 1,896 | 174 | 15 | 272 | 2,357 | 1,645 | 4,002 |
| Oneida | 951 | 219 | 1,389 | 386 | 5 | 245 | 2,025 | 1,143 | 3,168 |
| Outagamie | 3,549 | 1,824 | 6,167 | 1,453 | 84 | 2,583 | 10,287 | 7,748 | 18,035 |
| Ozaukee | 1,232 | 667 | 5,398 | 574 | 161 | 1,050 | 7,183 | 4,936 | 12,119 |
| Pepin | 171 | 51 | 268 | 53 | 3 | 39 | 363 | 252 | 615 |
| Pierce | 771 | 191 | 764 | 266 | 8 | 269 | 1,307 | 827 | 2,134 |
| Polk | 631 | 202 | 1,357 | 442 | 13 | 203 | 2,015 | 1,031 | 3,046 |
| Portage | 1,797 | 589 | 3,274 | 526 | 16 | 604 | 4,420 | 2,441 | 6,861 |
| Price | 241 | 82 | 752 | 153 | 6 | 162 | 1,073 | 691 | 1,764 |
| Racine | 4,199 | 2,898 | 9,167 | 1,176 | 244 | 4,146 | 14,733 | 14,703 | 29,436 |
| Richland | 494 | 133 | 845 | 105 | 5 | 157 | 1,112 | 960 | 2,072 |
| Rock | 3,618 | 2,044 | 5,184 | 1,150 | 76 | 2,051 | 8,461 | 7,436 | 15,897 |
| Rusk | 223 | 81 | 492 | 104 | 1 | 125 | 722 | 683 | 1,405 |
| St. Croix | 1,871 | 517 | 4,137 | 616 | 34 | 647 | 5,434 | 2,298 | 7,732 |
| Sauk | 1,930 | 653 | 2,609 | 692 | 24 | 737 | 4,062 | 2,663 | 6,725 |
| Sawyer | 317 | 79 | 423 | 180 | 7 | 88 | 698 | 777 | 1,475 |
| Shawano | 1,519 | 357 | 2,401 | 415 | 20 | 386 | 3,222 | 2,821 | 6,043 |
| Sheboygan | 2,554 | 1,375 | 4,378 | 889 | 60 | 1,488 | 6,815 | 6,118 | 12,933 |
| Taylor | 619 | 80 | 560 | 132 | 3 | 101 | 796 | 337 | 1,133 |
| Trempealeau | 469 | 220 | 1,514 | 279 | 9 | 203 | 2,005 | 1,212 | 3,217 |
| Vernon | 632 | 122 | 872 | 167 | 3 | 122 | 1,164 | 639 | 1,803 |
| Vilas | 591 | 158 | 830 | 277 | 0 | 104 | 1,211 | 492 | 1,703 |
| Walworth | 1,701 | 633 | 6,859 | 1,004 | 61 | 1,063 | 8,987 | 3,843 | 12,830 |
| Washburn | 377 | 94 | 845 | 152 | 6 | 184 | 1,187 | 849 | 2,036 |
| Washington | 2,232 | 943 | 4,647 | 725 | 156 | 1,089 | 6,617 | 4,808 | 11,425 |
| Waukesha | 6,987 | 3,730 | 20,041 | 2,521 | 787 | 5,821 | 29,170 | 21,363 | 50,533 |
| Waupaca | 1,595 | 329 | 2,603 | 511 | 7 | 293 | 3,414 | 1,963 | 5,377 |
| Waushara | 606 | 180 | 2,853 | 170 | 12 | 223 | 3,258 | 1,226 | 4,484 |
| Winnebago | 3,715 | 1,464 | 4,847 | 1,450 | 57 | 1,984 | 8,338 | 6,414 | 14,752 |
| Wood | 1,396 | 804 | 2,127 | 568 | 35 | 1,047 | 3,777 | 4,133 | 7,910 |
| TOTAL | 125,403 | 59,432 | 279,175 | 38,384 | 9,499 | 86,252 | 413,310 | 313,191 | 726,501 |

This report is from the citation file and represents only the citations for the year 2001 that have been adjudicated as of July 31, 2002. It does not consider the outcome of the adjudication. *Hazardous* citations are those issued in circumstances where the driver or vehicle condition has increased the risk of a crash. *Other hazardous* citations include offenses such as *failure to yield* right of way and *inattentive driving*. *Nonhazardous* citations include offenses such as *no or expired registration* and *no license plates*. An OWI arrest often results in two citations being issued (one for *operating under the influence* of an intoxicant and one for having a *prohibited alcohol concentration*). This table counts only one OWI citation per arrest.

2001 Traffic Controls for All Vehicles by Crash Severity

| Traffic Controls | Crash Severity | | | Total Traffic Controls |
|--------------------------|----------------|---------------|-----------------|------------------------|
| | Fatal | Injury | Property Damage | |
| No control | 838 | 44,408 | 82,712 | 127,958 |
| Traffic signal operating | 64 | 15,945 | 20,618 | 36,627 |
| Stop sign | 98 | 7,597 | 11,966 | 19,661 |
| Yield sign | 4 | 856 | 1,503 | 2,363 |
| Warning | 34 | 585 | 616 | 1,235 |
| Traffic signal flashing | 7 | 640 | 940 | 1,587 |
| Traffic control person | 0 | 152 | 169 | 321 |
| Stop sign w/flasher | 3 | 110 | 167 | 280 |
| RR xing signal | 3 | 97 | 131 | 231 |
| Warning sign w/flasher | 0 | 56 | 74 | 130 |
| Other | 4 | 386 | 770 | 1,160 |
| Unknown | 14 | 903 | 18,945 | 19,862 |
| TOTAL | 1,069 | 71,735 | 138,611 | 211,415 |

2001 Most Harmful Event for All Vehicles by Crash Severity and Urban/Rural Location

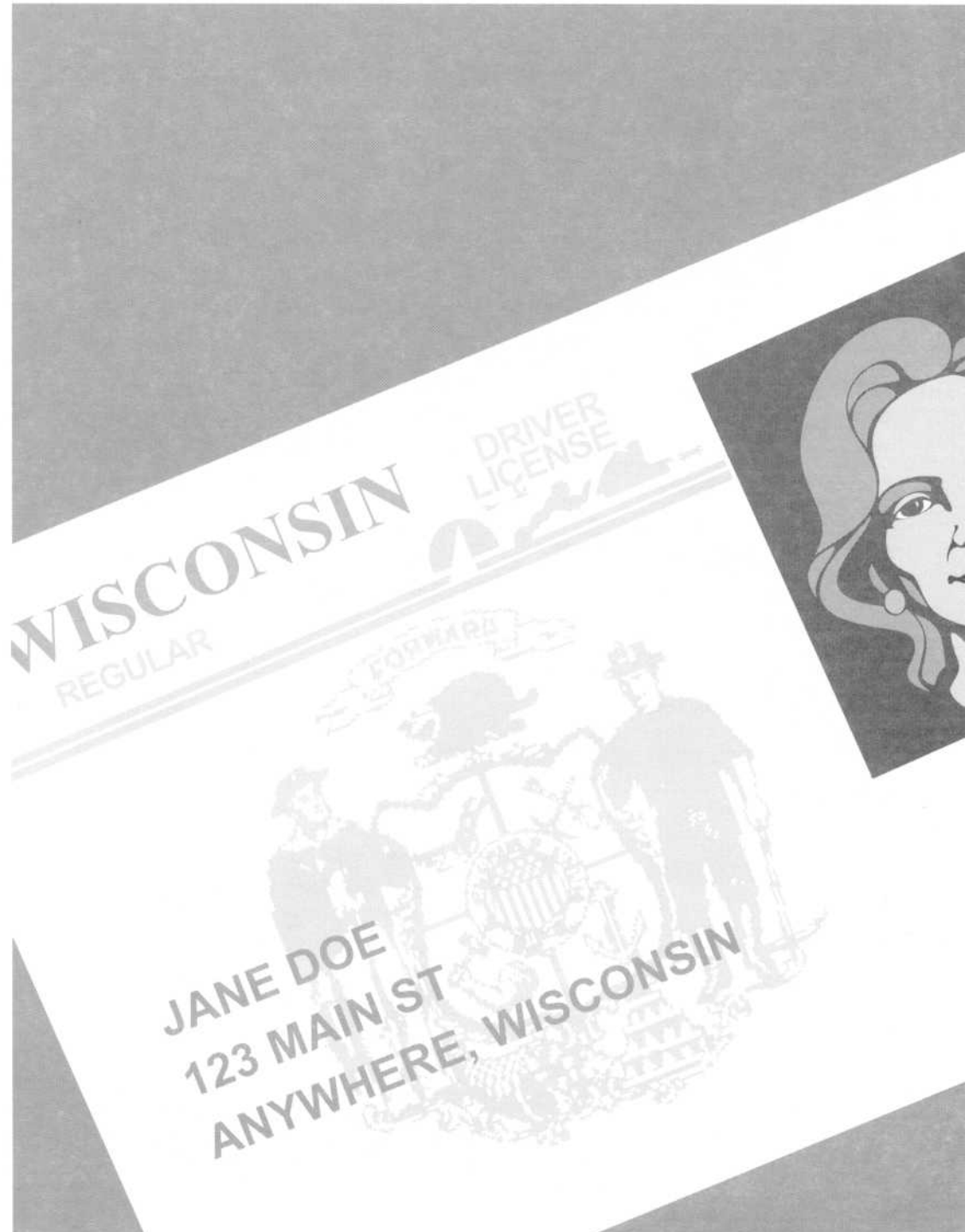
| Collision of a motor vehicle with: | Fatal Crashes | | | Injury Crashes | | | Property Damage Crashes | | | Total Crashes | | |
|---|----------------------------|------------|--------------|----------------|---------------|---------------|-------------------------|---------------|----------------|---------------|----------------|----------------|
| | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot |
| | Motor vehicle in transport | 482 | 150 | 632 | 15,382 | 39,752 | 55,134 | 23,387 | 67,011 | 90,398 | 39,251 | 106,913 |
| Deer | 8 | 0 | 8 | 550 | 55 | 605 | 17,699 | 1,415 | 19,114 | 18,257 | 1,470 | 19,727 |
| Fixed object | 154 | 23 | 177 | 4,542 | 1,880 | 6,422 | 7,824 | 4,803 | 12,627 | 12,520 | 6,706 | 19,226 |
| Parked motor vehicle | 3 | 6 | 9 | 257 | 870 | 1,127 | 1,561 | 6,419 | 7,980 | 1,821 | 7,295 | 9,116 |
| Overturn | 110 | 5 | 115 | 2,977 | 283 | 3,260 | 2,590 | 167 | 2,757 | 5,677 | 455 | 6,132 |
| Other non-collision | 9 | 5 | 14 | 421 | 409 | 830 | 593 | 399 | 992 | 1,023 | 813 | 1,836 |
| Pedestrian | 21 | 20 | 41 | 166 | 1,045 | 1,211 | 1 | 15 | 16 | 188 | 1,080 | 1,268 |
| Bicycle | 4 | 5 | 9 | 187 | 959 | 1,146 | 9 | 39 | 48 | 200 | 1,003 | 1,203 |
| Other object - not fixed | 8 | 1 | 9 | 147 | 109 | 256 | 582 | 350 | 932 | 737 | 460 | 1,197 |
| Motor vehicle in transport in other roadway | 5 | 0 | 5 | 98 | 118 | 216 | 186 | 218 | 404 | 289 | 336 | 625 |
| Fire/explosion | 6 | 1 | 7 | 31 | 4 | 35 | 439 | 131 | 570 | 476 | 136 | 612 |
| Other animal | 2 | 0 | 2 | 85 | 5 | 90 | 379 | 14 | 393 | 466 | 19 | 485 |
| Jackknife | 0 | 0 | 0 | 11 | 2 | 13 | 111 | 17 | 128 | 122 | 19 | 141 |
| Train | 7 | 0 | 7 | 31 | 9 | 40 | 27 | 22 | 49 | 65 | 31 | 96 |
| Immersion | 2 | 0 | 2 | 4 | 0 | 4 | 42 | 4 | 46 | 48 | 4 | 52 |
| Unknown | 24 | 8 | 32 | 626 | 720 | 1,346 | 1,068 | 1,089 | 2,157 | 1,718 | 1,817 | 3,535 |
| TOTAL | 845 | 224 | 1,069 | 25,515 | 46,220 | 71,735 | 56,498 | 82,113 | 138,611 | 82,858 | 128,557 | 211,415 |

Most harmful event = the event that produces the greatest injury or damage to the vehicle in the crash.

III. DRIVER DATA

This section includes correlation of driver factors and crashes, including:

- Driver Age
- Driver Factors
- In-State and Out-of-State Drivers
- Possible Contributing Circumstances
- Safety Responsibility and Crashes
- What Drivers Were Doing

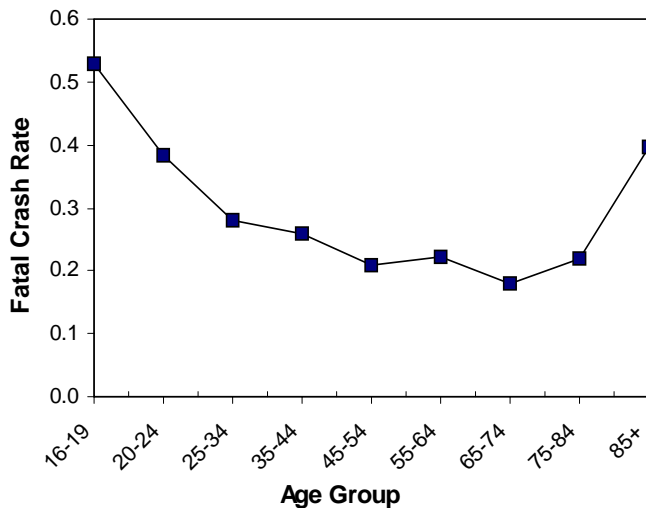


2001 Drivers in Crashes by Age Group

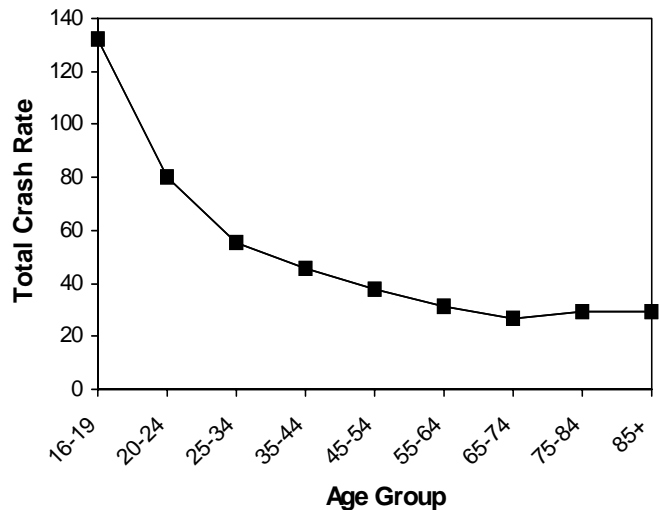
| Age of Driver | Licensed Drivers | Percent of Total Drivers | Percent of Total Drivers in Crashes | Percent of Drivers in Age Group Involved in Crashes | Number of Drivers in Age Group Involved in Crashes* | Drivers in Fatal Crashes | Drivers in Injury Crashes | Drivers in Property Damage Crashes |
|---------------|------------------|--------------------------|-------------------------------------|---|---|--------------------------|---------------------------|------------------------------------|
| 14 & under | 0 | 0.0% | 0.1% | | 188 | 0 | 70 | 118 |
| 15 | 0 | 0.0% | 0.2% | | 376 | 2 | 145 | 229 |
| 16 | 35,153 | 0.9% | 3.3% | 19.5% | 6,859 | 19 | 2,449 | 4,391 |
| 17 | 58,135 | 1.5% | 3.7% | 13.5% | 7,848 | 35 | 2,874 | 4,939 |
| 18 | 64,517 | 1.7% | 3.7% | 12.0% | 7,774 | 35 | 2,888 | 4,851 |
| 19 | 65,118 | 1.7% | 3.4% | 10.8% | 7,046 | 29 | 2,534 | 4,483 |
| 20 | 68,830 | 1.8% | 3.0% | 9.3% | 6,391 | 20 | 2,331 | 4,040 |
| 21 | 71,273 | 1.9% | 2.9% | 8.6% | 6,158 | 38 | 2,193 | 3,927 |
| 22 | 72,075 | 1.9% | 2.6% | 7.6% | 5,483 | 35 | 1,997 | 3,451 |
| 23 | 64,537 | 1.7% | 2.3% | 7.7% | 4,939 | 22 | 1,808 | 3,109 |
| 24 | 67,280 | 1.8% | 2.1% | 6.7% | 4,484 | 17 | 1,657 | 2,810 |
| 25-34 | 675,336 | 17.6% | 17.9% | 5.6% | 37,533 | 190 | 13,429 | 23,914 |
| 35-44 | 827,239 | 21.6% | 18.1% | 4.6% | 37,961 | 214 | 13,017 | 24,730 |
| 45-54 | 745,443 | 19.4% | 13.5% | 3.8% | 28,394 | 156 | 9,719 | 18,519 |
| 55-64 | 461,588 | 12.0% | 6.9% | 3.1% | 14,518 | 102 | 4,892 | 9,524 |
| 65-74 | 319,068 | 8.3% | 4.1% | 2.7% | 8,615 | 57 | 2,945 | 5,613 |
| 75-84 | 197,152 | 5.1% | 2.7% | 2.9% | 5,744 | 43 | 2,064 | 3,637 |
| 85 & over | 42,805 | 1.1% | 0.6% | 2.9% | 1,248 | 17 | 437 | 794 |
| Unknown | 0 | 0.0% | 8.9% | | 18,634 | 30 | 3,113 | 15,491 |
| TOTAL | 3,835,549 | 100.0% | 100.0% | N/A | 210,193 | 1,061 | 70,562 | 138,570 |

*This is the number of times a driver in this age group was involved in a crash. If a driver had more than one crash, the driver would be counted more than once.

2001 Fatal Crash Rates by Age Group



2001 Total Crash Rates by Age Group



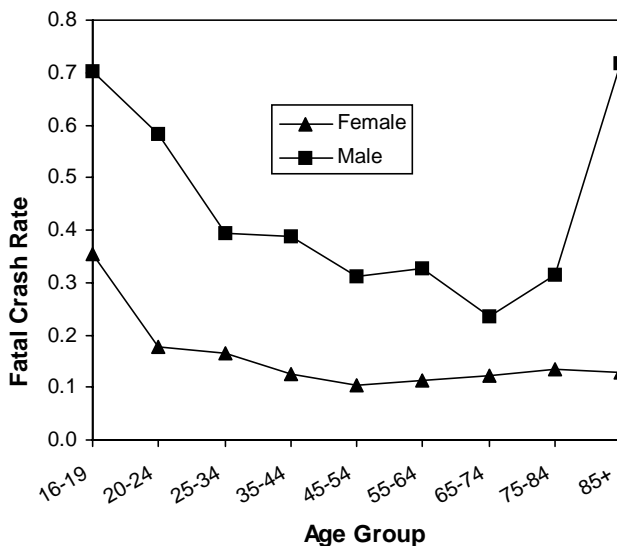
Crash rate = drivers in crashes per 1,000 licensed drivers.

2001 Drivers in Crashes by Age and Crash Severity by Gender

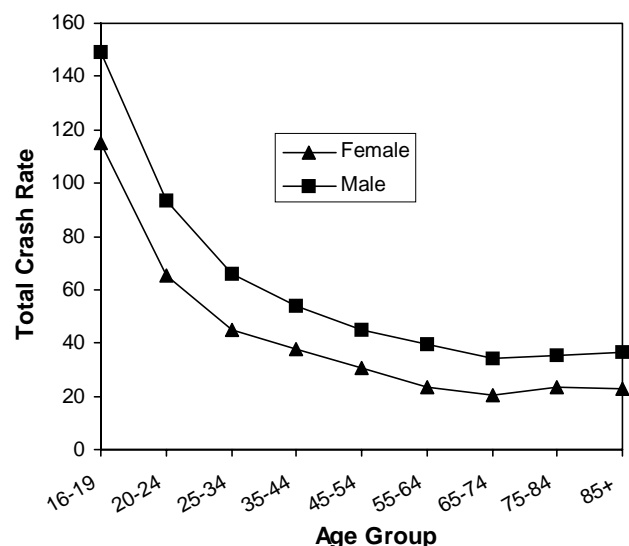
| Age | Licensed Drivers | | Drivers in Fatal Crashes | | Drivers in Injury Crashes | | Drivers in Property Damage Crashes | | Drivers in Total Crashes | |
|--------------|------------------|------------------|--------------------------|------------|---------------------------|---------------|------------------------------------|---------------|--------------------------|----------------|
| | Female | Male | Female | Male | Female | Male | Female | Male | Female | Male |
| 14 & under | 0 | 0 | 0 | 0 | 18 | 52 | 37 | 81 | 55 | 133 |
| 15 | 0 | 0 | 0 | 2 | 63 | 82 | 91 | 138 | 154 | 222 |
| 16 | 17,849 | 17,304 | 9 | 10 | 1,234 | 1,215 | 1,968 | 2,423 | 3,211 | 3,648 |
| 17 | 28,846 | 29,289 | 17 | 18 | 1,358 | 1,516 | 2,092 | 2,846 | 3,467 | 4,380 |
| 18 | 31,620 | 32,897 | 9 | 26 | 1,274 | 1,614 | 1,871 | 2,980 | 3,154 | 4,620 |
| 19 | 32,001 | 33,117 | 4 | 25 | 1,125 | 1,409 | 1,745 | 2,738 | 2,874 | 4,172 |
| 20 | 33,826 | 35,004 | 2 | 18 | 1,001 | 1,330 | 1,629 | 2,411 | 2,632 | 3,759 |
| 21 | 35,014 | 36,259 | 8 | 30 | 868 | 1,325 | 1,504 | 2,423 | 2,380 | 3,778 |
| 22 | 35,150 | 36,925 | 11 | 24 | 898 | 1,099 | 1,336 | 2,115 | 2,245 | 3,238 |
| 23 | 31,715 | 32,822 | 3 | 19 | 786 | 1,022 | 1,192 | 1,916 | 1,981 | 2,957 |
| 24 | 33,067 | 34,213 | 6 | 11 | 750 | 907 | 1,058 | 1,752 | 1,814 | 2,670 |
| 25-34 | 330,268 | 345,068 | 54 | 136 | 5,669 | 7,760 | 9,097 | 14,816 | 14,820 | 22,712 |
| 35-44 | 410,973 | 416,266 | 52 | 162 | 5,603 | 7,414 | 9,826 | 14,904 | 15,481 | 22,480 |
| 45-54 | 366,898 | 378,545 | 38 | 118 | 4,150 | 5,569 | 7,131 | 11,387 | 11,319 | 17,074 |
| 55-64 | 229,636 | 231,952 | 26 | 76 | 1,868 | 3,024 | 3,420 | 6,103 | 5,314 | 9,203 |
| 65-74 | 162,272 | 156,796 | 20 | 37 | 1,175 | 1,770 | 2,101 | 3,512 | 3,296 | 5,319 |
| 75-84 | 105,223 | 91,929 | 14 | 29 | 893 | 1,171 | 1,565 | 2,072 | 2,472 | 3,272 |
| 85 & over | 23,293 | 19,512 | 3 | 14 | 198 | 239 | 328 | 466 | 529 | 719 |
| Unknown | 0 | 0 | 0 | 4 | 136 | 576 | 258 | 1,612 | 394 | 2,192 |
| TOTAL | 1,907,651 | 1,927,898 | 276 | 759 | 29,067 | 39,094 | 48,249 | 76,695 | 77,592 | 116,548 |

This table does not include drivers in crashes for whom gender was unknown.

2001 Fatal Crash Rates by Age Group and Gender



2001 Total Crash Rates by Age Group and Gender



Crash rate = drivers in crashes per 1,000 licensed drivers.

2001 Driver Conditions by Age and Driver Factor

| Age of Driver | No Alcohol or Drugs Used | | | | Use of Alcohol* | | | | Use of Drugs | | | | Use of Alcohol* and Drugs | | | |
|---------------|--------------------------|--------------|------------|----------------|-----------------|--------------|--------------|--------------|--------------|-----------|-----------|------------|---------------------------|-----------|------------|------------|
| | Norm | RA | AI | Total | Norm | RA | AI | Total | Norm | RA | AI | Total | Norm | RA | AI | Total |
| 5-9 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10-14 | 107 | 2 | 1 | 110 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 15 | 239 | 2 | 1 | 242 | 0 | 2 | 11 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 16 | 4,892 | 32 | 0 | 4,924 | 14 | 13 | 56 | 83 | 3 | 2 | 3 | 8 | 0 | 0 | 1 | 1 |
| 17 | 5,554 | 39 | 4 | 5,597 | 11 | 30 | 122 | 163 | 1 | 6 | 2 | 9 | 1 | 1 | 2 | 4 |
| 18 | 5,341 | 59 | 6 | 5,406 | 11 | 38 | 173 | 222 | 3 | 1 | 4 | 8 | 0 | 0 | 4 | 4 |
| 19 | 4,732 | 46 | 3 | 4,781 | 18 | 48 | 205 | 271 | 4 | 0 | 3 | 7 | 0 | 1 | 7 | 8 |
| 20 | 4,234 | 40 | 6 | 4,280 | 24 | 41 | 250 | 315 | 2 | 0 | 0 | 2 | 1 | 1 | 4 | 6 |
| 21 | 3,851 | 24 | 4 | 3,879 | 85 | 79 | 353 | 517 | 6 | 2 | 2 | 10 | 0 | 0 | 6 | 6 |
| 22 | 3,569 | 25 | 8 | 3,602 | 63 | 61 | 297 | 421 | 1 | 1 | 0 | 2 | 0 | 1 | 7 | 8 |
| 23 | 3,134 | 22 | 6 | 3,162 | 50 | 44 | 235 | 329 | 3 | 0 | 1 | 4 | 0 | 1 | 3 | 4 |
| 24 | 2,946 | 20 | 9 | 2,975 | 42 | 41 | 209 | 292 | 4 | 1 | 1 | 6 | 0 | 0 | 3 | 3 |
| 25-34 | 24,563 | 166 | 56 | 24,785 | 267 | 242 | 1,477 | 1,986 | 12 | 8 | 8 | 28 | 0 | 1 | 45 | 46 |
| 35-44 | 24,391 | 143 | 70 | 24,604 | 215 | 241 | 1,382 | 1,838 | 13 | 11 | 23 | 47 | 0 | 3 | 47 | 50 |
| 45-54 | 18,747 | 132 | 59 | 18,938 | 88 | 115 | 652 | 855 | 9 | 10 | 7 | 26 | 2 | 1 | 20 | 23 |
| 55-64 | 9,808 | 87 | 31 | 9,926 | 37 | 35 | 225 | 297 | 12 | 4 | 2 | 18 | 0 | 0 | 2 | 2 |
| 65-74 | 6,073 | 101 | 26 | 6,200 | 18 | 15 | 61 | 94 | 5 | 3 | 0 | 8 | 0 | 0 | 0 | 0 |
| 75-84 | 4,082 | 156 | 32 | 4,270 | 13 | 10 | 16 | 39 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 |
| 85 & over | 884 | 63 | 12 | 959 | 3 | 2 | 3 | 8 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Unknown | 109 | 2 | 0 | 111 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 127,258 | 1,161 | 334 | 128,753 | 959 | 1,060 | 5,733 | 7,752 | 85 | 51 | 56 | 192 | 4 | 11 | 152 | 167 |

Norm = normal RA = reduced alertness AI = ability impaired

*This report counts only the driver conditions where the officer noted that the driver factor was observed and where the presence of alcohol or alcohol and drugs was noted. For the total number of drivers noted as *Had Been Drinking* see the tables on pages 84 and 85.

2001 Drug Use Reported on the Accident Report

| Type of Drug | Crash Severity | | | TOTAL |
|-----------------------|----------------|------------|--------------|------------|
| | Fatal | Injury | Prop. Damage | |
| Marijuana | 6 | 35 | 52 | 93 |
| Cocaine | 2 | 13 | 16 | 31 |
| Amphetamines | 0 | 1 | 3 | 4 |
| Opiates | 1 | 1 | 4 | 6 |
| PCP | 0 | 2 | 3 | 5 |
| Other drug medication | 0 | 75 | 57 | 132 |
| TOTAL | 9 | 127 | 135 | 271 |

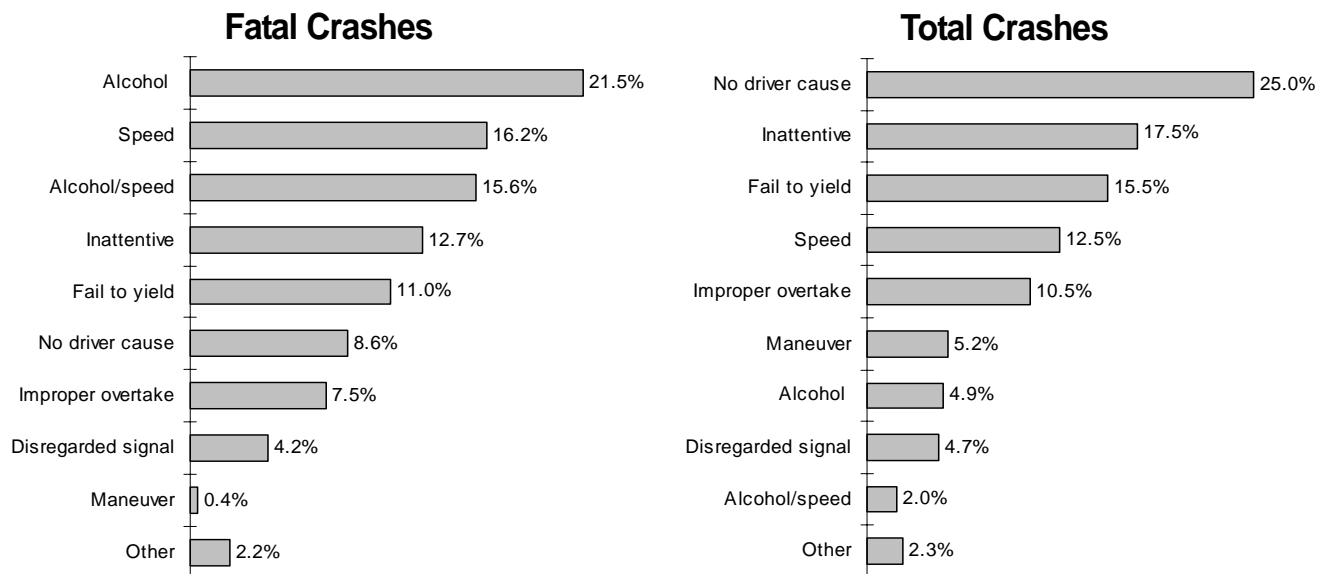
This table counts drugs noted on the accident report, not drivers. A driver may have used more than one drug. The *Other drug medication* category may include medications that are available by prescription or in stores.

2001 Drivers by What Drivers Were Doing at the Time of the Crash by Crash Severity

| What Drivers Were Doing | Crash Severity | | | TOTAL |
|---------------------------|----------------|---------------|-----------------|----------------|
| | Fatal | Injury | Property Damage | |
| Going straight | 716 | 38,909 | 59,220 | 98,845 |
| Left turn | 59 | 7,899 | 12,900 | 20,858 |
| Slow/stopping | 17 | 5,898 | 9,221 | 15,136 |
| Stop in traffic | 23 | 7,288 | 8,030 | 15,341 |
| Legally parked | 18 | 1,514 | 8,569 | 10,101 |
| Right turn | 3 | 2,127 | 5,886 | 8,016 |
| Negotiating curve | 163 | 3,027 | 3,993 | 7,183 |
| Backing | 1 | 390 | 3,845 | 4,236 |
| Changing lanes | 7 | 910 | 2,727 | 3,644 |
| Overtake left | 18 | 401 | 939 | 1,358 |
| Merging | 1 | 325 | 1,020 | 1,346 |
| U-turn | 3 | 236 | 489 | 728 |
| Overtake right | 3 | 169 | 503 | 675 |
| Illegally parked | 3 | 120 | 361 | 484 |
| Parking maneuver | 1 | 40 | 487 | 528 |
| Violating no passing zone | 4 | 38 | 79 | 121 |
| Turn on red | 0 | 7 | 20 | 27 |
| Other | 10 | 583 | 1,570 | 2,163 |
| Unknown | 11 | 681 | 18,711 | 19,403 |
| TOTAL | 1,061 | 70,562 | 138,570 | 210,193 |

This report does not count what pedestrians or bicyclists were doing.

2001 Primary Driver Contributing Factors in Crashes



This report counts Primary Driver Possible Contributing Circumstances (PCCs) marked on the accident report form as well as citations issued by law enforcement officers. It does not address contributing factors on the part of pedestrians. It only counts one of the PCCs or citations per crash and counts some PCCs before others. Therefore, for example, the portion of primary PCCs noted as inattentive represents only PCCs for inattention that were the sole PCC given. The numbers for this report were calculated differently than in prior years and may not directly compare.

2000 Safety Responsibility (SR) Program Results*

The Wisconsin Safety Responsibility Law requires all motorists involved in reportable crashes to submit evidence to the Division of Motor Vehicles of their financial ability to pay for damages they caused in the crash. A crash is reportable if an injury or death occurs, if \$200 or more damage is done to government property (except a government-owned vehicle), or if \$1,000 or more damage is done to any one person's property (including government-owned vehicles).

1997's Wisconsin Act 84 changed the name of all new Safety Responsibility and Damage Judgment case *withdrawals* to *suspensions*, regardless of the crash date. Future proof of insurance remains a requirement for reinstatement. Act 84 became effective on May 1, 2001.

2000 is the most recent year for which Safety Responsibility Program results are available. In 2000, there were 10,418 claims made against 13,182 uninsured drivers and/or owners exceeding \$39 million in damages. A claim is verification of damages or injuries filed against an uninsured negligent driver and/or vehicle owner resulting from a crash. The claim amount includes estimated court costs.

2000 Safety Responsibility (SR) Claims by Type of Claim and Amounts

| Claim Type | Total Claims | Total Amount |
|-------------------|--------------|--------------|
| Fatalities | 77 | \$1,876,015 |
| Personal Injuries | 1,643 | \$7,106,708 |
| Property Damage | 685 | \$1,876,314 |
| Vehicle Damage | 8,013 | \$28,803,969 |
| TOTAL | 10,418 | \$39,663,006 |

2000 Motorists Subject to Safety Responsibility (SR) Law

| | |
|--------|--|
| 13,182 | Notices of Suspension were sent to the drivers and owners of 10,088 vehicles in 2000. In over one-third of the crashes, the drivers and owners were different persons. |
| 4,623 | (35%) responded to the Notice of Suspension by settling the claims prior to suspension. |
| 331 | Posted the required security deposit. |
| 8,559 | Drivers and owners failed to comply with the requirements given on the Notice of Suspension and their operating and registration privileges were suspended. |
| 2,889 | Suspended motorists complied with the Safety Responsibility requirements after the Suspension Orders were entered. |
| 4,422 | Motorists accepted the one year suspension of privileges. |
| 1,246 | Drivers and owners were still withdrawn as of April 12, 2002 |

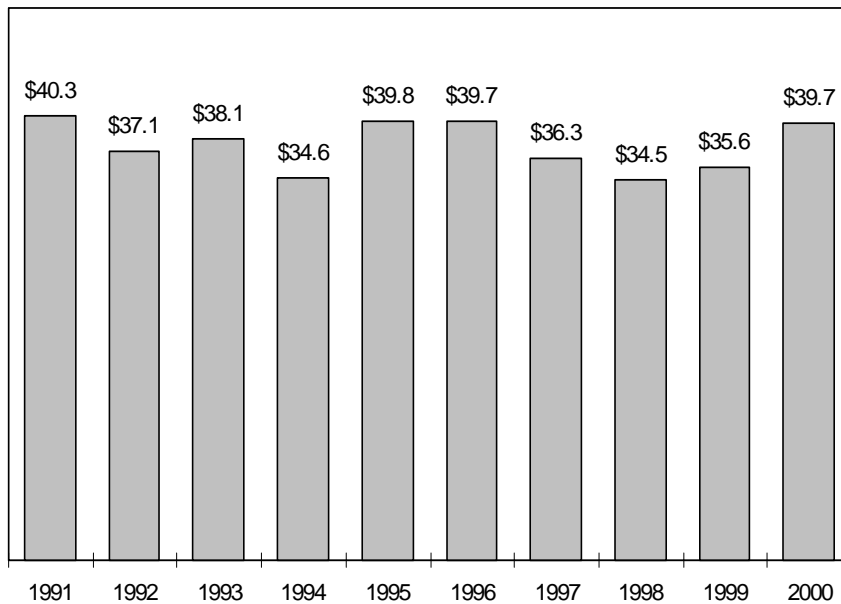
Out of 229,505 vehicles involved in reportable crashes in 2000, only 2% were uninsured, failed to pay for the damages and accepted a one year suspension of privileges.

2000 Drivers Subject to Safety Responsibility (SR) Law by Age

| Age of Drivers | Total Licensed Drivers | Total Drivers in Crashes | Drivers Subject to SR Law | Percent Total Drivers in Crashes | Percent Drivers Subject to SR Law |
|----------------|------------------------|--------------------------|---------------------------|----------------------------------|-----------------------------------|
| 14 & under | 0 | 177 | 27 | 0.1% | 0.3% |
| 15 | 0 | 399 | 42 | 0.2% | 0.5% |
| 16 | 36,270 | 8,632 | 212 | 3.7% | 2.4% |
| 17 | 56,914 | 9,071 | 311 | 3.9% | 3.6% |
| 18 | 64,626 | 9,152 | 467 | 3.9% | 5.4% |
| 19 | 63,094 | 7,943 | 522 | 3.4% | 6.0% |
| 20 | 66,875 | 7,353 | 521 | 3.1% | 6.0% |
| 21 | 66,577 | 6,761 | 472 | 2.9% | 5.4% |
| 22 | 65,005 | 5,856 | 393 | 2.5% | 4.5% |
| 23 | 59,860 | 5,399 | 387 | 2.3% | 4.4% |
| 24 | 60,281 | 4,872 | 338 | 2.1% | 3.9% |
| 25-34 | 650,984 | 42,938 | 2,399 | 18.3% | 27.5% |
| 35-44 | 732,787 | 43,154 | 1,511 | 18.4% | 17.3% |
| 45-54 | 703,284 | 30,580 | 709 | 13.1% | 8.1% |
| 55-64 | 430,112 | 15,642 | 223 | 6.7% | 2.6% |
| 65-74 | 310,091 | 9,418 | 108 | 4.0% | 1.2% |
| 75-84 | 188,812 | 6,222 | 51 | 2.7% | 0.6% |
| 85 & over | 30,469 | 1,141 | 14 | 0.5% | 0.2% |
| Unknown | 0 | 19,386 | 2 | 8.3% | 0.0% |
| TOTAL | 3,586,041 | 234,096 | 8,709 | 100.0% | 100.0% |

1991-2000 Total Safety Responsibility Claim Amounts

Million \$



2001 Driver Possible Contributing Circumstances (PCCs) by Crash Severity and Urban/Rural Location

| Driver PCCs | Crash Severity | | | | | | | | | Total Driver PCCs | | |
|-----------------------------|----------------|------------|--------------|---------------|---------------|---------------|-----------------|---------------|---------------|-------------------|---------------|----------------|
| | Fatal | | | Injury | | | Property Damage | | | | | |
| | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot |
| Inattentive driving | 103 | 21 | 124 | 4,398 | 5,549 | 9,947 | 5,855 | 9,521 | 15,376 | 10,356 | 15,091 | 25,447 |
| Fail to yield right-of-way | 90 | 28 | 118 | 2,762 | 6,917 | 9,679 | 3,386 | 10,361 | 13,747 | 6,238 | 17,306 | 23,544 |
| Failure to have control | 195 | 35 | 230 | 4,861 | 2,684 | 7,545 | 6,202 | 5,504 | 11,706 | 11,258 | 8,223 | 19,481 |
| Speed too fast/conditions | 112 | 13 | 125 | 3,355 | 1,713 | 5,068 | 5,075 | 3,056 | 8,131 | 8,542 | 4,782 | 13,324 |
| Following too close | 4 | 0 | 4 | 1,060 | 3,081 | 4,141 | 1,534 | 4,559 | 6,093 | 2,598 | 7,640 | 10,238 |
| Driver condition | 132 | 25 | 157 | 2,491 | 1,586 | 4,077 | 1,780 | 2,033 | 3,813 | 4,403 | 3,644 | 8,047 |
| Disregarded traffic control | 28 | 17 | 45 | 565 | 2,571 | 3,136 | 513 | 2,650 | 3,163 | 1,106 | 5,238 | 6,344 |
| Improper turn | 3 | 0 | 3 | 329 | 614 | 943 | 774 | 2,421 | 3,195 | 1,106 | 3,035 | 4,141 |
| Unsafe backing | 0 | 0 | 0 | 109 | 181 | 290 | 1,046 | 2,073 | 3,119 | 1,155 | 2,254 | 3,409 |
| Exceeding speed limit | 94 | 28 | 122 | 865 | 953 | 1,818 | 711 | 1,034 | 1,745 | 1,670 | 2,015 | 3,685 |
| Left of center | 81 | 5 | 86 | 708 | 249 | 957 | 678 | 428 | 1,106 | 1,467 | 682 | 2,149 |
| Improper overtaking | 13 | 0 | 13 | 284 | 254 | 538 | 719 | 809 | 1,528 | 1,016 | 1,063 | 2,079 |
| Physically disabled | 3 | 2 | 5 | 41 | 40 | 81 | 28 | 40 | 68 | 72 | 82 | 154 |
| Other | 19 | 14 | 33 | 685 | 1,384 | 2,069 | 1,064 | 3,020 | 4,084 | 1,768 | 4,418 | 6,186 |
| TOTAL | 877 | 188 | 1,065 | 22,513 | 27,776 | 50,289 | 29,365 | 47,509 | 76,874 | 52,755 | 75,473 | 128,228 |

The numbers in this table represent the number of times a given driver PCC was cited as a possible contributing circumstance in a crash. They do not represent numbers of crashes or drivers. 93,735 of the 125,403 total crashes (75%) had driver PCCs listed for a driver in the crash. 618 of the 684 fatal crashes (90%) and 34,927 of the 39,358 injury crashes (89%) had driver PCCs cited.

2001 In-State and Out-of-State Drivers in Wisconsin Crashes by Month

| Month | Driver License State of Issue | | | | | | Total Drivers |
|--------------|-------------------------------|-------------------|----------------|-------------------|--------------------|-------------------|----------------|
| | Wisconsin | | Out-of-State | | Unknown/No License | | |
| | Killed Drivers | All Other Drivers | Killed Drivers | All Other Drivers | Killed Drivers | All Other Drivers | |
| January | 22 | 15,007 | 4 | 752 | 0 | 2,222 | 18,007 |
| February | 15 | 14,204 | 2 | 777 | 0 | 1,543 | 16,541 |
| March | 32 | 12,182 | 2 | 654 | 0 | 1,431 | 14,301 |
| April | 32 | 12,618 | 3 | 685 | 1 | 1,408 | 14,747 |
| May | 37 | 14,703 | 0 | 912 | 0 | 1,711 | 17,363 |
| June | 39 | 14,945 | 2 | 1,060 | 0 | 1,649 | 17,695 |
| July | 42 | 14,168 | 6 | 1,260 | 1 | 1,762 | 17,239 |
| August | 55 | 14,843 | 2 | 1,164 | 1 | 1,753 | 17,818 |
| September | 56 | 13,934 | 4 | 981 | 0 | 1,644 | 16,619 |
| October | 43 | 16,866 | 2 | 991 | 1 | 1,647 | 19,550 |
| November | 55 | 18,342 | 3 | 1,089 | 1 | 1,680 | 21,170 |
| December | 57 | 16,456 | 2 | 969 | 1 | 1,658 | 19,143 |
| TOTAL | 485 | 178,268 | 32 | 11,294 | 6 | 20,108 | 210,193 |

IV. VEHICLE DATA

WISCONS

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This section contains vehicle and crash information, including:

- Bicycle Crashes
- Damage to Vehicle
- Highway Class and Vehicle Crashes
- Motorcycle Crashes
- Pedestrian Information
- Plate Types and Crashes
- School Bus Crashes
- Trailer Crashes
- Vehicle Types and Crashes

2001 Units Involved in Crashes by Vehicle Type and Crash Severity

| Type of Vehicle | Crash Severity | | | TOTAL | Percent of Total |
|---------------------------------|----------------|---------------|-----------------|----------------|------------------|
| | Fatal | Injury | Property Damage | | |
| Passenger car | 650 | 54,534 | 102,983 | 158,167 | 74.8 |
| Utility truck | 202 | 9,800 | 22,839 | 32,841 | 15.5 |
| Straight truck (insert truck) | 44 | 1,392 | 3,327 | 4,763 | 2.3 |
| Truck tractor (semi attached) | 55 | 993 | 3,000 | 4,048 | 1.9 |
| Motorcycle | 74 | 1,995 | 297 | 2,366 | 1.1 |
| Bicycle | 9 | 1,174 | 48 | 1,231 | 0.6 |
| Pupil transportation-school bus | 7 | 279 | 527 | 813 | 0.4 |
| Passenger bus | 1 | 151 | 269 | 421 | 0.2 |
| Snow plow | 1 | 30 | 139 | 170 | 0.1 |
| Police on emergency | 0 | 57 | 79 | 136 | 0.1 |
| Farm tractor/self-propelled | 3 | 84 | 114 | 201 | 0.1 |
| Other working machine | 0 | 35 | 76 | 111 | 0.1 |
| Snowmobile/ATV | 5 | 75 | 60 | 140 | 0.1 |
| Truck tractor (not attached) | 2 | 17 | 39 | 58 | 0.0 |
| Truck tractor (double bottom) | 0 | 3 | 13 | 16 | 0.0 |
| Motor home | 0 | 25 | 82 | 107 | 0.1 |
| Ambulance on emergency | 0 | 3 | 5 | 8 | 0.0 |
| Fire truck on emergency | 1 | 6 | 9 | 16 | 0.0 |
| Moped | 2 | 59 | 3 | 64 | 0.0 |
| Railway train | 6 | 43 | 54 | 103 | 0.0 |
| Miscellaneous | 1 | 15 | 21 | 37 | 0.0 |
| Fire fighter on emergency | 0 | 1 | 4 | 5 | 0.0 |
| Unknown | 6 | 964 | 4,623 | 5,593 | 2.6 |
| TOTAL | 1,069 | 71,735 | 138,611 | 211,415 | 100 |

This report counts all units in crashes, except pedestrians. These numbers do not represent crashes. A *fire fighter on emergency* is a fire fighter or emergency medical technician / first responder (paid or volunteer) who is responding to an emergency summons using a vehicle not owned by a fire fighting or emergency agency.

2001 Vehicles in Crashes by Plate Type and Crash Severity

| License Plate Type | Crash Severity | | | TOTAL |
|-----------------------------|----------------|---------------|-----------------|----------------|
| | Fatal | Injury | Property Damage | |
| ABC annual truck | 173 | 8,426 | 17,438 | 26,037 |
| Amateur radio | 1 | 41 | 63 | 105 |
| Apportioned vehicle | 38 | 775 | 2,159 | 2,972 |
| Auto | 559 | 48,584 | 83,517 | 132,660 |
| BX-bus | 0 | 0 | 3 | 3 |
| Civilian group | 65 | 4,055 | 7,796 | 11,916 |
| Collector-special | 0 | 31 | 40 | 71 |
| Collector vehicle | 1 | 65 | 119 | 185 |
| Dealer | 4 | 181 | 242 | 427 |
| Disabled person | 11 | 404 | 575 | 990 |
| Disabled veteran | 0 | 40 | 58 | 98 |
| Distributor | 0 | 0 | 1 | 1 |
| Driver ed vehicle | 0 | 1 | 2 | 3 |
| Dual purpose farm | 3 | 89 | 215 | 307 |
| Dual purpose vehicle | 0 | 28 | 69 | 97 |
| Ex-POW | 0 | 9 | 18 | 27 |
| Farm-regular | 5 | 293 | 568 | 866 |
| Farm - heavy | 3 | 18 | 39 | 60 |
| Government | 2 | 22 | 63 | 87 |
| Higher education group | 0 | 52 | 143 | 195 |
| Hobbyist | 0 | 5 | 4 | 9 |
| In-transit (temp) | 0 | 3 | 3 | 6 |
| Insert bus | 0 | 15 | 35 | 50 |
| Insert truck | 41 | 1,248 | 2,878 | 4,167 |
| In Transit Transporter | 0 | 0 | 1 | 1 |
| Lac du Flambeau | 1 | 4 | 10 | 15 |
| Manufacturer | 1 | 5 | 5 | 11 |
| Menominee nation | 1 | 32 | 29 | 62 |
| Military group | 3 | 174 | 357 | 534 |
| Mobile Home | 0 | 0 | 3 | 3 |
| Moped | 1 | 66 | 2 | 69 |
| Motor home | 0 | 17 | 72 | 89 |
| Motorcycle | 73 | 1,831 | 240 | 2,144 |
| Municipal-cycle | 0 | 7 | 3 | 10 |
| Municipal-general | 3 | 344 | 861 | 1,208 |
| Municipal-official | 0 | 204 | 399 | 603 |
| National Guard | 1 | 14 | 23 | 38 |
| Oneida Nation | 0 | 4 | 11 | 15 |
| School bus | 7 | 279 | 520 | 806 |
| Semitrailer | 0 | 0 | 1 | 1 |
| Special mobile equipment UX | 2 | 11 | 38 | 51 |
| Special mobile equipment Z | 0 | 10 | 24 | 34 |
| Special X | 0 | 5 | 16 | 21 |
| State owned vehicle | 1 | 49 | 96 | 146 |
| Temporary operation | 0 | 176 | 285 | 461 |
| Tractor | 9 | 237 | 687 | 933 |
| Other/unknown | 60 | 3,881 | 18,880 | 22,821 |
| TOTAL | 1,069 | 71,735 | 138,611 | 211,415 |

This report counts vehicles with license plates in crashes, not crashes. Many of the unknown plate types are a result of hit and run crashes.

2001 Vehicles by Damage Severity and Crash Severity

| Vehicle Damage | Crash Severity | | | | | | | | | | | | Vehicle Total |
|----------------|----------------|------------|-----------|--------------|---------------|---------------|--------------|---------------|-----------------|---------------|---------------|----------------|----------------|
| | Fatal | | | | Injury | | | | Property Damage | | | | |
| | Towed | | | Total | Towed | | | Total | Towed | | | Total | |
| | Yes | No | Unk | | Yes | No | Unk | | Yes | No | Unk | | |
| Very severe | 529 | 4 | 18 | 551 | 7,708 | 222 | 136 | 8,066 | 2,832 | 364 | 59 | 3,255 | 11,872 |
| Severe | 196 | 4 | 5 | 205 | 14,764 | 1,846 | 252 | 16,862 | 9,840 | 3,842 | 216 | 13,898 | 30,965 |
| Moderate | 103 | 35 | 4 | 142 | 9,929 | 13,883 | 403 | 24,215 | 12,282 | 42,472 | 596 | 55,350 | 79,707 |
| Minor | 18 | 26 | 6 | 50 | 891 | 9,137 | 313 | 10,341 | 1,623 | 26,896 | 413 | 28,932 | 39,323 |
| Very minor | 3 | 16 | 2 | 21 | 137 | 5,279 | 271 | 5,687 | 199 | 10,478 | 178 | 10,855 | 16,563 |
| None | 2 | 12 | 2 | 16 | 33 | 2,793 | 282 | 3,108 | 26 | 3,652 | 136 | 3,814 | 6,938 |
| Unknown | 59 | 13 | 12 | 84 | 880 | 1,750 | 826 | 3,456 | 714 | 6,066 | 15,727 | 22,507 | 26,047 |
| TOTAL | 910 | 110 | 49 | 1,069 | 34,342 | 34,910 | 2,483 | 71,735 | 27,516 | 93,770 | 17,325 | 138,611 | 211,415 |

The Yes/No categories here represent whether or not the vehicle needed to be towed following the crash. These numbers represent vehicles, not crashes.

2001 Crashes by Total Vehicles and Crash Severity

| Total Vehicles | Crash Severity | | | Total |
|----------------|----------------|---------------|-----------------|----------------|
| | Fatal | Injury | Property Damage | |
| 1 | 366 | 13,128 | 36,366 | 49,860 |
| 2 | 265 | 22,232 | 45,391 | 67,888 |
| 3 | 47 | 3,246 | 3,129 | 6,422 |
| 4 | 6 | 608 | 372 | 986 |
| 5 | 0 | 107 | 86 | 193 |
| 6 | 0 | 25 | 13 | 38 |
| 7 | 0 | 6 | 2 | 8 |
| 8 | 0 | 1 | 0 | 1 |
| 9 | 0 | 2 | 2 | 4 |
| 10 or more | 0 | 3 | 0 | 3 |
| TOTAL | 684 | 39,358 | 85,361 | 125,403 |

This report does not include pedestrians, bicyclists or heavy machinery.

2001 Total Occupants in Vehicles in Crashes by Crash Severity

| Occupants in the Vehicle | Crash Severity | | | Total |
|--------------------------|----------------|---------------|-----------------|----------------|
| | Fatal | Injury | Property Damage | |
| 0 | 16 | 1,603 | 9,454 | 11,073 |
| 1 | 653 | 44,093 | 88,355 | 133,101 |
| 2 | 253 | 15,740 | 24,963 | 40,956 |
| 3 | 67 | 4,771 | 6,630 | 11,468 |
| 4 | 38 | 2,184 | 3,018 | 5,240 |
| 5 | 19 | 733 | 905 | 1,657 |
| 6 | 4 | 223 | 278 | 505 |
| 7 | 1 | 76 | 108 | 185 |
| 8 | 0 | 45 | 41 | 86 |
| 9 | 0 | 17 | 20 | 37 |
| 10-19 | 2 | 62 | 87 | 151 |
| 20-29 | 1 | 29 | 32 | 62 |
| 30-39 | 0 | 9 | 31 | 40 |
| 40-49 | 0 | 6 | 11 | 17 |
| 50 & over | 0 | 6 | 7 | 13 |
| TOTAL | 1,054 | 69,597 | 133,940 | 204,591 |

This report does not include pedestrians, bicyclists or occupants of unknown vehicle types.

2001 Passenger Car and Light Truck Crashes by Month and Severity with Total Killed and Total Injured by Urban/Rural Location

| Month | Fatal Crashes | | | Injury Crashes | | | Property Damage Crashes | | | Total Crashes | | | Total Persons Killed | | | Total Persons Injured | | |
|--------------|---------------|------------|------------|----------------|---------------|---------------|-------------------------|---------------|---------------|---------------|---------------|----------------|----------------------|------------|------------|-----------------------|---------------|---------------|
| | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot |
| Jan | 29 | 5 | 34 | 1,161 | 1,756 | 2,917 | 3,090 | 4,032 | 7,122 | 4,280 | 5,793 | 10,073 | 33 | 6 | 39 | 1,704 | 2,568 | 4,272 |
| Feb | 18 | 5 | 23 | 1,326 | 1,496 | 2,822 | 3,366 | 3,416 | 6,782 | 4,710 | 4,917 | 9,627 | 18 | 5 | 23 | 1,837 | 2,198 | 4,035 |
| Mar | 32 | 8 | 40 | 1,037 | 1,515 | 2,552 | 2,641 | 2,960 | 5,601 | 3,710 | 4,483 | 8,193 | 37 | 11 | 48 | 1,545 | 2,263 | 3,808 |
| Apr | 33 | 5 | 38 | 1,040 | 1,664 | 2,704 | 2,354 | 3,068 | 5,422 | 3,427 | 4,737 | 8,164 | 37 | 5 | 42 | 1,559 | 2,579 | 4,138 |
| May | 34 | 10 | 44 | 1,252 | 2,022 | 3,274 | 2,923 | 3,357 | 6,280 | 4,209 | 5,389 | 9,598 | 40 | 11 | 51 | 2,019 | 2,964 | 4,983 |
| Jun | 38 | 12 | 50 | 1,332 | 1,996 | 3,328 | 3,154 | 3,325 | 6,479 | 4,524 | 5,333 | 9,857 | 44 | 12 | 56 | 2,069 | 2,990 | 5,059 |
| Jul | 42 | 8 | 50 | 1,382 | 1,890 | 3,272 | 2,852 | 3,245 | 6,097 | 4,276 | 5,143 | 9,419 | 50 | 9 | 59 | 2,221 | 2,747 | 4,968 |
| Aug | 58 | 12 | 70 | 1,458 | 2,080 | 3,538 | 2,556 | 3,365 | 5,921 | 4,072 | 5,457 | 9,529 | 64 | 12 | 76 | 2,323 | 3,066 | 5,389 |
| Sep | 58 | 12 | 70 | 1,290 | 1,893 | 3,183 | 2,807 | 3,228 | 6,035 | 4,155 | 5,133 | 9,288 | 66 | 12 | 78 | 2,067 | 2,805 | 4,872 |
| Oct | 47 | 9 | 56 | 1,307 | 2,005 | 3,312 | 4,580 | 3,685 | 8,265 | 5,934 | 5,699 | 11,633 | 53 | 9 | 62 | 1,970 | 2,951 | 4,921 |
| Nov | 55 | 13 | 68 | 1,244 | 1,929 | 3,173 | 6,378 | 3,830 | 10,208 | 7,677 | 5,772 | 13,449 | 62 | 13 | 75 | 1,818 | 2,873 | 4,691 |
| Dec | 59 | 10 | 69 | 1,487 | 1,805 | 3,292 | 4,456 | 3,792 | 8,248 | 6,002 | 5,607 | 11,609 | 68 | 10 | 78 | 2,155 | 2,683 | 4,838 |
| TOTAL | 503 | 109 | 612 | 15,316 | 22,051 | 37,367 | 41,157 | 41,303 | 82,460 | 56,976 | 63,463 | 120,439 | 572 | 115 | 687 | 23,287 | 32,687 | 55,974 |

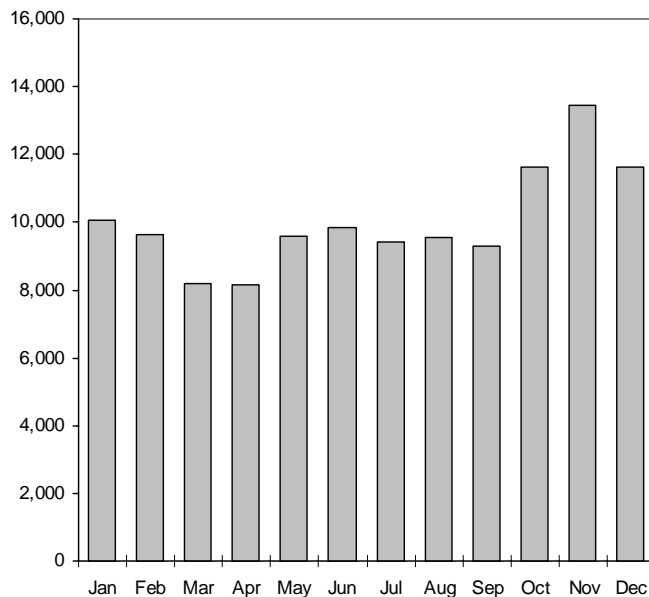
Rural = an unincorporated area or an incorporated area with a population under 5,000.

Urban = an incorporated area with a population of 5,000 or more.

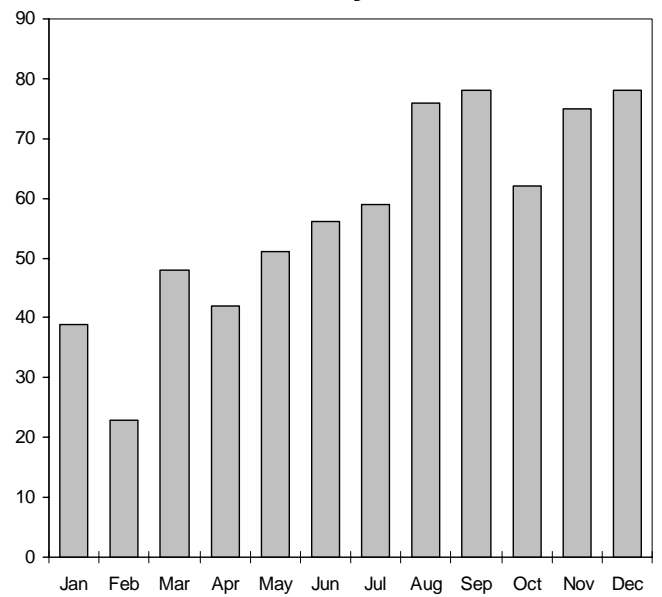
Tot = total

These numbers represent crashes involving at least one passenger car or light truck.

2001 Passenger Car and Light Truck Crashes by Month



2001 Persons Killed in Passenger Car and Light Truck Crashes by Month



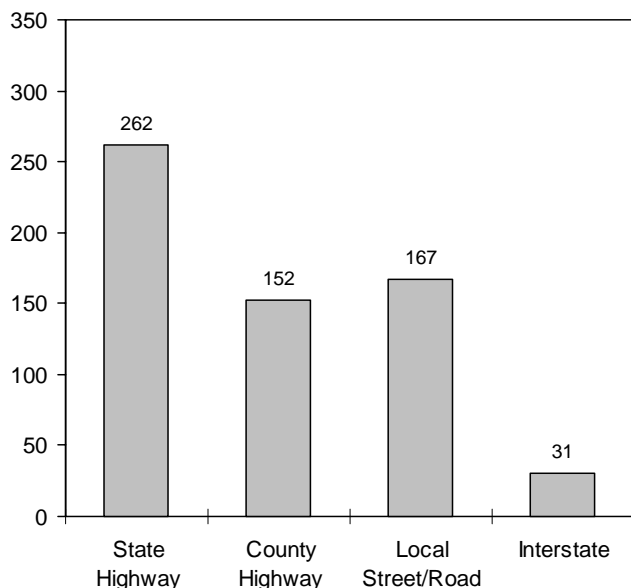
2001 Passenger Car and Light Truck Crashes by Manner of Collision and Highway Class by Urban/Rural Location

| Manner of Collision | Local Street/Road | | | County Highway | | State Highway | | | Interstate | | | TOTAL | | |
|-----------------------------------|-------------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|---------------|----------------|
| | Rural | Urban | Total | Rural | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| No collision w/vehicle in transit | 7,047 | 7,510 | 14,557 | 6,321 | 6,321 | 7,882 | 2,006 | 9,888 | 1,694 | 984 | 2,678 | 22,944 | 10,500 | 33,444 |
| Angle | 2,650 | 17,643 | 20,293 | 1,522 | 1,522 | 3,243 | 5,083 | 8,326 | 100 | 130 | 230 | 7,515 | 22,856 | 30,371 |
| Rear end | 1,568 | 10,730 | 12,298 | 1,044 | 1,044 | 3,691 | 5,521 | 9,212 | 628 | 2,037 | 2,665 | 6,931 | 18,288 | 25,219 |
| Side swipe same | 702 | 4,859 | 5,561 | 383 | 383 | 1,195 | 1,435 | 2,630 | 371 | 599 | 970 | 2,651 | 6,893 | 9,544 |
| Side swipe opposite | 454 | 1,109 | 1,563 | 208 | 208 | 447 | 207 | 654 | 11 | 11 | 22 | 1,120 | 1,327 | 2,447 |
| Head on | 298 | 930 | 1,228 | 161 | 161 | 324 | 239 | 563 | 8 | 14 | 22 | 791 | 1,183 | 1,974 |
| Rear to rear | 48 | 238 | 286 | 16 | 16 | 41 | 75 | 116 | 5 | 22 | 27 | 110 | 335 | 445 |
| Unknown | 2,586 | 1,349 | 3,935 | 4,409 | 4,409 | 7,078 | 614 | 7,692 | 841 | 118 | 959 | 14,914 | 2,081 | 16,995 |
| TOTAL | 15,353 | 44,368 | 59,721 | 14,064 | 14,064 | 23,901 | 15,180 | 39,081 | 3,658 | 3,915 | 7,573 | 56,976 | 63,463 | 120,439 |

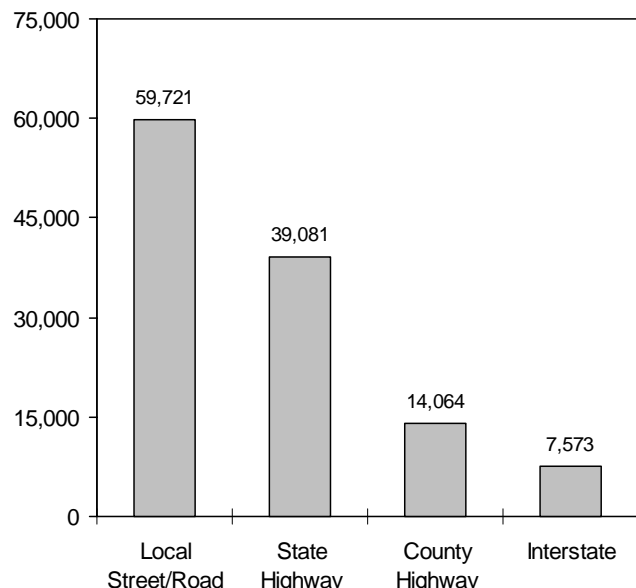
Rural = an unincorporated area or an incorporated area with a population under 5,000.
 Urban = an incorporated area with a population of 5,000 or more.

2001 Passenger Car and Light Truck Crashes by Highway Class

Fatal Crashes



Total Crashes



2001 Vehicle Possible Contributing Circumstances (PCCs) for Passenger Cars in Crashes by Severity and Urban/Rural Location

| Vehicle PCCs for Passenger Cars | Crash Severity | | | | | | | | | TOTAL | | |
|---------------------------------|----------------|----------|-----------|------------|------------|--------------|-----------------|--------------|--------------|--------------|--------------|--------------|
| | Fatal | | | Injury | | | Property Damage | | | | | |
| | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| Brakes | 0 | 1 | 1 | 139 | 279 | 418 | 192 | 406 | 598 | 331 | 686 | 1,017 |
| Tires | 9 | 2 | 11 | 201 | 107 | 308 | 311 | 181 | 492 | 521 | 290 | 811 |
| Steering | 0 | 0 | 0 | 42 | 27 | 69 | 57 | 83 | 140 | 99 | 110 | 209 |
| Other disabled | 0 | 0 | 0 | 10 | 23 | 33 | 25 | 39 | 64 | 35 | 62 | 97 |
| Head lamps | 0 | 0 | 0 | 14 | 26 | 40 | 11 | 27 | 38 | 25 | 53 | 78 |
| Disabled in prior crash | 0 | 0 | 0 | 16 | 26 | 42 | 17 | 15 | 32 | 33 | 41 | 74 |
| Turn signals | 0 | 0 | 0 | 13 | 8 | 21 | 32 | 14 | 46 | 45 | 22 | 67 |
| Suspension | 1 | 0 | 1 | 13 | 6 | 19 | 14 | 18 | 32 | 28 | 24 | 52 |
| Stop lamps | 0 | 0 | 0 | 7 | 7 | 14 | 7 | 10 | 17 | 14 | 17 | 31 |
| Tail lamps | 0 | 0 | 0 | 2 | 6 | 8 | 4 | 8 | 12 | 6 | 14 | 20 |
| Mirrors | 0 | 0 | 0 | 2 | 2 | 4 | 3 | 13 | 16 | 5 | 15 | 20 |
| Other | 3 | 2 | 5 | 97 | 131 | 228 | 366 | 425 | 791 | 466 | 558 | 1,024 |
| TOTAL | 13 | 5 | 18 | 556 | 648 | 1,204 | 1,039 | 1,239 | 2,278 | 1,608 | 1,892 | 3,500 |

The numbers in this table represent the number of times a given vehicle PCC was cited as a possible contributing circumstance for a passenger car in a crash. They do not represent numbers of crashes or drivers. Of the 107,077 crashes involving at least one passenger car, 3,256 (3.0%) had vehicle PCCs cited for a passenger car in the crash. Of the 500 fatal crashes, 18 (3.6%) had passenger car vehicle PCCs cited. Of the 34,141 injury crashes, 1,102 (3.2%) had passenger car vehicle PCCs noted.

2001 Driver Possible Contributing Circumstances (PCCs) Comparison of Drivers in Passenger Car Crashes by Crash Severity

| Driver PCCs | Fatal | | | Injury | | | Property Damage | | | Total Driver PCCs | | |
|-------------------------------|---------------------|---------------|------------|------------------|---------------|---------------|------------------|---------------|---------------|-------------------|---------------|----------------|
| | Pass Car Drivers | Other Drivers | Total | Pass Car Drivers | Other Drivers | Total | Pass Car Drivers | Other Drivers | Total | Pass Car Drivers | Other Drivers | Total |
| | Inattentive driving | 78 | 10 | 88 | 7,451 | 1,339 | 8,790 | 11,020 | 2,828 | 13,848 | 18,549 | 4,177 |
| Failure to yield right of way | 91 | 11 | 102 | 7,845 | 1,146 | 8,991 | 11,215 | 1,979 | 13,194 | 19,151 | 3,136 | 22,287 |
| Failure to control | 143 | 14 | 157 | 5,272 | 514 | 5,786 | 8,161 | 1,329 | 9,490 | 13,576 | 1,857 | 15,433 |
| Speed too fast for conditions | 75 | 9 | 84 | 3,671 | 365 | 4,036 | 5,915 | 650 | 6,565 | 9,661 | 1,024 | 10,685 |
| Following too closely | 3 | 0 | 3 | 3,158 | 804 | 3,962 | 4,726 | 1,081 | 5,807 | 7,887 | 1,885 | 9,772 |
| Driver condition | 101 | 5 | 106 | 2,926 | 273 | 3,199 | 2,816 | 368 | 3,184 | 5,843 | 646 | 6,489 |
| Disregarded traffic control | 30 | 7 | 37 | 2,482 | 403 | 2,885 | 2,465 | 511 | 2,976 | 4,977 | 921 | 5,898 |
| Improper turn | 2 | 1 | 3 | 673 | 173 | 846 | 1,964 | 721 | 2,685 | 2,639 | 895 | 3,534 |
| Exceed speed limit | 79 | 12 | 91 | 1,396 | 171 | 1,567 | 1,353 | 186 | 1,539 | 2,828 | 369 | 3,197 |
| Unsafe backing | 0 | 0 | 0 | 187 | 76 | 263 | 1,585 | 1,216 | 2,801 | 1,772 | 1,292 | 3,064 |
| Improper overtake | 8 | 2 | 10 | 358 | 110 | 468 | 1,046 | 331 | 1,377 | 1,412 | 443 | 1,855 |
| Left of Center | 59 | 15 | 74 | 662 | 117 | 779 | 720 | 220 | 940 | 1,441 | 352 | 1,793 |
| Physically disabled | 4 | 1 | 5 | 69 | 3 | 72 | 49 | 11 | 60 | 122 | 15 | 137 |
| Other | 20 | 4 | 24 | 1,377 | 277 | 1,654 | 2,557 | 1,010 | 3,567 | 3,954 | 1,291 | 5,245 |
| Total | 693 | 91 | 784 | 37,527 | 5,771 | 43,298 | 55,592 | 12,441 | 68,033 | 93,812 | 18,303 | 112,115 |

The numbers in this table represent the number of times a given driver PCC was noted as a possible contributing circumstance in a passenger car crash. They do not represent numbers of crashes or drivers. Of the 107,077 crashes involving at least one passenger car, 70,172 (66%) had driver PCCs noted for a passenger car driver in the crash. Of the 500 fatal crashes, 421 (84%) had passenger car driver PCCs noted. Of the 34,141 injury crashes, 26,991 (79%) had passenger car driver PCCs noted.

2001 Vehicle Possible Contributing Circumstances (PCCs) for Light Trucks in Crashes by Severity and Urban/Rural Location

| Vehicle PCCs for Light Trucks | Crash Severity | | | | | | | | | TOTAL | | |
|-------------------------------|----------------|----------|----------|------------|------------|------------|-----------------|------------|------------|------------|------------|--------------|
| | Fatal | | | Injury | | | Property Damage | | | | | |
| | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| Brakes | 0 | 0 | 0 | 45 | 67 | 112 | 96 | 82 | 178 | 141 | 149 | 290 |
| Tires | 4 | 0 | 4 | 53 | 12 | 65 | 96 | 42 | 138 | 153 | 54 | 207 |
| Turn signals | 0 | 0 | 0 | 11 | 3 | 14 | 23 | 8 | 31 | 34 | 11 | 45 |
| Steering | 0 | 0 | 0 | 16 | 5 | 21 | 12 | 10 | 22 | 28 | 15 | 43 |
| Tail lamps | 0 | 0 | 0 | 8 | 0 | 8 | 7 | 2 | 9 | 15 | 2 | 17 |
| Stop lamps | 0 | 0 | 0 | 8 | 2 | 10 | 15 | 6 | 21 | 23 | 8 | 31 |
| Suspension | 0 | 0 | 0 | 3 | 3 | 6 | 9 | 3 | 12 | 12 | 6 | 18 |
| Head lamps | 0 | 0 | 0 | 1 | 5 | 6 | 4 | 0 | 4 | 5 | 5 | 10 |
| Other disabled | 0 | 0 | 0 | 4 | 3 | 7 | 8 | 6 | 14 | 12 | 9 | 21 |
| Mirrors | 0 | 0 | 0 | 1 | 4 | 5 | 6 | 7 | 13 | 7 | 11 | 18 |
| Disabled in prior crash | 0 | 0 | 0 | 2 | 1 | 3 | 5 | 3 | 8 | 7 | 4 | 11 |
| Other | 0 | 0 | 0 | 42 | 22 | 64 | 218 | 95 | 313 | 260 | 117 | 377 |
| TOTAL | 4 | 0 | 4 | 194 | 127 | 321 | 499 | 264 | 763 | 697 | 391 | 1,088 |

The numbers in this table represent the number of times a given vehicle PCC was cited as a possible contributing circumstance for a light truck in a crash. They do not represent numbers of crashes. Of the 30,662 crashes involving at least one light truck, 1,033 (3.4%) had vehicle PCCs cited for a light truck in the crash. Of the 185 fatal crashes, 4 (2.1%) had light truck vehicle PCCs cited. Of the 9,047 injury crashes, 301 (3.3%) had light truck vehicle PCCs cited.

2001 Driver Possible Contributing Circumstances (PCCs) Comparison of Drivers in Light Truck Crashes by Crash Severity

| Driver PCCs | Fatal | | | Injury | | | Property Damage | | | Total Driver PCCs | | |
|-------------------------------|---------------------|---------------|------------|---------------------|---------------|---------------|---------------------|---------------|---------------|---------------------|---------------|---------------|
| | Light Truck Drivers | Other Drivers | Total | Light Truck Drivers | Other Drivers | Total | Light Truck Drivers | Other Drivers | Total | Light Truck Drivers | Other Drivers | Total |
| | Inattentive driving | 29 | 11 | 40 | 1,581 | 1,019 | 2,600 | 2,457 | 1,865 | 4,322 | 4,067 | 2,895 |
| Failure to yield right-of-way | 10 | 21 | 31 | 1,049 | 1,041 | 2,090 | 1,759 | 1,739 | 3,498 | 2,818 | 2,801 | 5,619 |
| Failure to control | 48 | 13 | 61 | 1,324 | 364 | 1,688 | 1,975 | 719 | 2,694 | 3,347 | 1,096 | 4,443 |
| Speed too fast/conditions | 29 | 9 | 38 | 949 | 326 | 1,275 | 1,699 | 528 | 2,227 | 2,677 | 863 | 3,540 |
| Following too close | 1 | 2 | 3 | 620 | 539 | 1,159 | 967 | 961 | 1,928 | 1,588 | 1,502 | 3,090 |
| Driver condition | 41 | 5 | 46 | 871 | 233 | 1,104 | 770 | 264 | 1,034 | 1,682 | 502 | 2,184 |
| Disregarded traffic control | 6 | 6 | 12 | 356 | 333 | 689 | 414 | 343 | 757 | 776 | 682 | 1,458 |
| Unsafe backing | 0 | 0 | 0 | 54 | 17 | 71 | 741 | 341 | 1,082 | 795 | 358 | 1,153 |
| Improper turn | 0 | 1 | 1 | 118 | 93 | 211 | 412 | 344 | 756 | 530 | 438 | 968 |
| Left of center | 18 | 14 | 32 | 186 | 88 | 274 | 192 | 124 | 316 | 396 | 226 | 622 |
| Exceeding speed limit | 20 | 7 | 27 | 231 | 111 | 342 | 250 | 111 | 361 | 501 | 229 | 730 |
| Improper overtake | 3 | 2 | 5 | 82 | 71 | 153 | 241 | 220 | 461 | 326 | 293 | 619 |
| Physically disabled | 1 | 0 | 1 | 9 | 10 | 19 | 14 | 9 | 23 | 24 | 19 | 43 |
| Other | 5 | 2 | 7 | 232 | 156 | 388 | 537 | 411 | 948 | 774 | 569 | 1,343 |
| TOTAL | 211 | 93 | 304 | 7,662 | 4,401 | 12,063 | 12,428 | 7,979 | 20,407 | 20,301 | 12,473 | 32,774 |

The numbers in this table represent the number of times a given driver PCC was cited as a possible contributing circumstance in a light truck crash. They do not represent numbers of crashes or drivers. Of the 30,662 crashes involving at least one light truck, 15,054 (49%) had driver PCCs cited for a light truck driver in the crash. Of the 185 fatal crashes, 128 (69%) had light truck driver PCCs cited. Of the 9,047 injury crashes, 5,395 (60%) had light truck driver PCCs cited.

2001 Large Truck Crashes by Month and Severity, Total Killed, Total Injured by Urban/Rural Location

| Month | Fatal Crashes | | | Injury Crashes | | | Property Damage Crashes | | | Total Crashes | | | Total Persons Killed | | | Total Persons Injured | | |
|--------------|---------------|-----------|-----------|----------------|--------------|--------------|-------------------------|--------------|--------------|---------------|--------------|--------------|----------------------|-----------|------------|-----------------------|--------------|--------------|
| | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot |
| Jan | 4 | 0 | 4 | 98 | 88 | 186 | 200 | 304 | 504 | 302 | 392 | 694 | 4 | 0 | 4 | 136 | 118 | 254 |
| Feb | 4 | 2 | 6 | 72 | 67 | 139 | 212 | 253 | 465 | 288 | 322 | 610 | 4 | 2 | 6 | 103 | 89 | 192 |
| Mar | 6 | 2 | 8 | 87 | 88 | 175 | 152 | 224 | 376 | 245 | 314 | 559 | 8 | 2 | 10 | 138 | 123 | 261 |
| Apr | 6 | 1 | 7 | 81 | 88 | 169 | 157 | 263 | 420 | 244 | 352 | 596 | 10 | 4 | 14 | 112 | 123 | 235 |
| May | 4 | 1 | 5 | 87 | 84 | 171 | 247 | 332 | 579 | 338 | 417 | 755 | 4 | 1 | 5 | 136 | 109 | 245 |
| Jun | 7 | 2 | 9 | 123 | 92 | 215 | 226 | 312 | 538 | 356 | 406 | 762 | 7 | 2 | 9 | 176 | 123 | 299 |
| Jul | 5 | 1 | 6 | 110 | 127 | 237 | 241 | 333 | 574 | 356 | 461 | 817 | 5 | 1 | 6 | 166 | 177 | 343 |
| Aug | 8 | 4 | 12 | 114 | 129 | 243 | 233 | 342 | 575 | 355 | 475 | 830 | 9 | 4 | 13 | 167 | 178 | 345 |
| Sep | 9 | 2 | 11 | 86 | 94 | 180 | 217 | 247 | 464 | 312 | 343 | 655 | 10 | 2 | 12 | 147 | 135 | 282 |
| Oct | 8 | 3 | 11 | 119 | 93 | 212 | 285 | 281 | 566 | 412 | 377 | 789 | 9 | 3 | 12 | 175 | 138 | 313 |
| Nov | 9 | 1 | 10 | 80 | 85 | 165 | 304 | 322 | 626 | 393 | 408 | 801 | 9 | 1 | 10 | 111 | 121 | 232 |
| Dec | 8 | 0 | 8 | 100 | 81 | 181 | 206 | 245 | 451 | 314 | 326 | 640 | 11 | 0 | 11 | 153 | 117 | 270 |
| TOTAL | 78 | 19 | 97 | 1,157 | 1,116 | 2,273 | 2,680 | 3,458 | 6,138 | 3,915 | 4,593 | 8,508 | 90 | 22 | 112 | 1,720 | 1,551 | 3,271 |

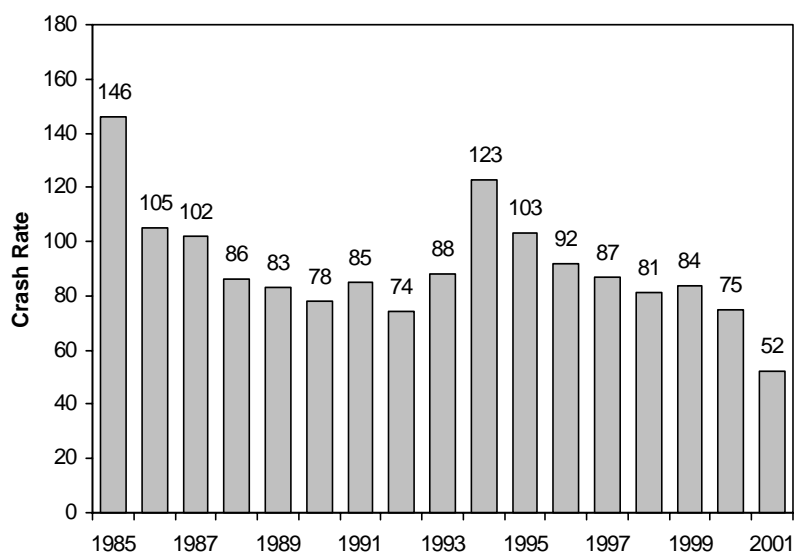
These numbers represent crashes involving at least one large truck.

Large truck = straight (insert) truck, truck tractor (not attached, semi attached, double bottom).

Rural = an unincorporated area or an incorporated area with a population under 5,000.

Urban = an incorporated area with a population of 5,000 or more.

Large Truck Crash Rates On Rural Interstate Highways 1985-2001



Crash rate = large trucks in crashes per 100 million vehicle miles traveled.

Large truck = straight (insert) truck, truck tractor (not attached, semi attached, double bottom).

2001 Large Truck Crashes by Manner of Collision and Highway Class by Urban/Rural Location

| Manner of Collision | Local Street/Road | | | County Highway | | State Highway | | | Interstate | | | TOTAL | | |
|-----------------------------------|-------------------|--------------|--------------|----------------|------------|---------------|--------------|--------------|------------|------------|--------------|--------------|--------------|--------------|
| | Rural | Urban | Total | Rural | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| No collision w/vehicle in transit | 274 | 606 | 880 | 185 | 185 | 522 | 265 | 787 | 213 | 100 | 313 | 1,194 | 971 | 2,165 |
| Rear end | 148 | 636 | 784 | 98 | 98 | 370 | 354 | 724 | 152 | 215 | 367 | 768 | 1,205 | 1,973 |
| Angle | 174 | 686 | 860 | 177 | 177 | 372 | 274 | 646 | 33 | 33 | 66 | 756 | 993 | 1,749 |
| Side swipe same | 84 | 565 | 649 | 64 | 64 | 287 | 332 | 619 | 189 | 266 | 455 | 624 | 1,163 | 1,787 |
| Side swipe opposite | 44 | 82 | 126 | 28 | 28 | 98 | 18 | 116 | 3 | 6 | 9 | 173 | 106 | 279 |
| Head on | 22 | 27 | 49 | 14 | 14 | 45 | 16 | 61 | 1 | 2 | 3 | 82 | 45 | 127 |
| Rear to rear | 11 | 13 | 24 | 3 | 3 | 4 | 7 | 11 | 2 | 5 | 7 | 20 | 25 | 45 |
| Unknown | 38 | 47 | 85 | 31 | 31 | 138 | 31 | 169 | 91 | 7 | 98 | 298 | 85 | 383 |
| TOTAL | 795 | 2,662 | 3,457 | 600 | 600 | 1,836 | 1,297 | 3,133 | 684 | 634 | 1,318 | 3,915 | 4,593 | 8,508 |

Large truck = straight (insert) truck, truck tractor (not attached, semi attached, double bottom).
Rural = an unincorporated area or an incorporated area with a population under 5,000.
Urban = an incorporated area with a population of 5,000 or more.

2001 Commercial Motor Vehicle Drivers in Crashes by Age and Crash Severity

| Age | Drivers in: | | | TOTAL |
|--------------|---------------|----------------|------------------|--------------|
| | Fatal Crashes | Injury Crashes | Prop Dmg Crashes | |
| 18 | 0 | 5 | 11 | 16 |
| 19 | 0 | 11 | 33 | 44 |
| 20 | 2 | 13 | 34 | 49 |
| 21 | 1 | 21 | 78 | 100 |
| 22 | 0 | 29 | 63 | 92 |
| 23 | 2 | 23 | 74 | 99 |
| 24 | 0 | 36 | 91 | 127 |
| 25-34 | 17 | 435 | 1,108 | 1,560 |
| 35-44 | 24 | 527 | 1,405 | 1,956 |
| 45-54 | 24 | 447 | 1,123 | 1,594 |
| 55-64 | 11 | 239 | 661 | 911 |
| 65-74 | 6 | 61 | 136 | 203 |
| 75-84 | 0 | 13 | 19 | 32 |
| 85 & over | 0 | 1 | 1 | 2 |
| Unknown | 0 | 32 | 151 | 183 |
| TOTAL | 87 | 1,893 | 4,988 | 6,968 |

A *Commercial Motor Vehicle Driver* is a person who is operating a vehicle for which a Commercial Drivers License (CDL) is required. Such vehicles are those weighing 26,000 pounds or more, carrying hazardous materials requiring placarding, or designed to carry sixteen or more persons including the driver.

2001 Vehicle Possible Contributing Circumstances (PCCs) for Large Trucks in Crashes by Severity and Urban/Rural Location

| Vehicle PCCs for Large Trucks | Crash Severity | | | | | | | | | TOTAL | | |
|-------------------------------|----------------|----------|----------|------------|-----------|------------|-----------------|------------|------------|------------|------------|------------|
| | Fatal | | | Injury | | | Property Damage | | | | | |
| | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| Brakes | 2 | 0 | 2 | 35 | 33 | 68 | 41 | 41 | 82 | 78 | 74 | 152 |
| Tires | 1 | 1 | 2 | 17 | 4 | 21 | 47 | 15 | 62 | 65 | 20 | 85 |
| Mirrors | 0 | 0 | 0 | 3 | 3 | 6 | 7 | 25 | 32 | 10 | 28 | 38 |
| Turn signals | 0 | 0 | 0 | 1 | 0 | 1 | 10 | 6 | 16 | 11 | 6 | 17 |
| Steering | 0 | 0 | 0 | 7 | 1 | 8 | 6 | 2 | 8 | 13 | 3 | 16 |
| Head lamps | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 2 |
| Stop lamps | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 1 | 5 | 5 | 1 | 6 |
| Suspension | 0 | 0 | 0 | 3 | 0 | 3 | 9 | 2 | 11 | 12 | 2 | 14 |
| Other disabled | 2 | 0 | 2 | 3 | 0 | 3 | 0 | 5 | 5 | 5 | 5 | 10 |
| Tail lamps | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 2 |
| Disabled in prior crash | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 3 | 4 | 1 | 5 |
| Other | 0 | 0 | 0 | 28 | 22 | 50 | 165 | 137 | 302 | 193 | 159 | 352 |
| TOTAL | 6 | 1 | 7 | 100 | 63 | 163 | 294 | 235 | 529 | 400 | 299 | 699 |

The numbers in this table represent the number of times a given vehicle PCC was cited as a possible contributing circumstance for a large truck in a crash. They do not represent numbers of crashes. Of the 8,508 crashes involving at least one large truck, 667 (7.8%) had vehicle PCCs cited for a large truck in the crash. Of the 97 fatal crashes, 7 (4.8%) had large truck vehicle PCCs cited. Of the 2,273 injury crashes, 155 (6.8%) had large truck vehicle PCCs cited.

2001 Driver Possible Contributing Circumstances (PCCs) Comparison of Drivers in Large Truck Crashes by Crash Severity

| Driver PCCs | Fatal | | | Injury | | | Property Damage | | | Total Driver PCCs | | |
|-------------------------------|---------------------|---------------|------------|---------------------|---------------|--------------|---------------------|---------------|--------------|---------------------|---------------|--------------|
| | Large Truck Drivers | Other Drivers | Total | Large Truck Drivers | Other Drivers | Total | Large Truck Drivers | Other Drivers | Total | Large Truck Drivers | Other Drivers | Total |
| Inattentive driving | 8 | 13 | 21 | 327 | 291 | 618 | 677 | 538 | 1,215 | 1,012 | 842 | 1,854 |
| Failure to control | 7 | 14 | 21 | 215 | 189 | 404 | 388 | 255 | 643 | 610 | 458 | 1,068 |
| Failure to yield right-of-way | 8 | 16 | 24 | 222 | 246 | 468 | 355 | 470 | 825 | 585 | 732 | 1,317 |
| Speed too fast/conditions | 6 | 7 | 13 | 140 | 141 | 281 | 217 | 185 | 402 | 363 | 333 | 696 |
| Improper turn | 0 | 1 | 1 | 58 | 42 | 100 | 527 | 126 | 653 | 585 | 169 | 754 |
| Following too close | 0 | 2 | 2 | 191 | 98 | 289 | 238 | 171 | 409 | 429 | 271 | 700 |
| Unsafe backing | 0 | 0 | 0 | 32 | 5 | 37 | 441 | 64 | 505 | 473 | 69 | 542 |
| Improper overtake | 0 | 1 | 1 | 16 | 52 | 68 | 83 | 210 | 293 | 99 | 263 | 362 |
| Disregarded traffic control | 5 | 5 | 10 | 67 | 83 | 150 | 76 | 77 | 153 | 148 | 165 | 313 |
| Driver condition | 3 | 7 | 10 | 41 | 91 | 132 | 44 | 78 | 122 | 88 | 176 | 264 |
| Left of center | 3 | 16 | 19 | 26 | 64 | 90 | 46 | 46 | 92 | 75 | 126 | 201 |
| Exceeding speed limit | 3 | 2 | 5 | 21 | 42 | 63 | 14 | 29 | 43 | 38 | 73 | 111 |
| Physically disabled | 0 | 0 | 0 | 1 | 2 | 3 | 5 | 7 | 12 | 6 | 9 | 15 |
| Other | 2 | 4 | 6 | 93 | 85 | 178 | 415 | 245 | 660 | 510 | 334 | 844 |
| TOTAL | 45 | 88 | 133 | 1,450 | 1,431 | 2,881 | 3,526 | 2,501 | 6,027 | 5,021 | 4,020 | 9,041 |

The numbers in this table represent the number of times a given driver PCC was cited as a possible contributing circumstance in a large truck crash. They do not represent numbers of crashes or drivers. Of the 8,508 crashes involving at least one large truck, 4,282 (50%) had driver PCCs cited for a large truck driver in the crash. Of the 97 fatal crashes, 28 (29%) had large truck driver PCCs cited. Of the 2,273 injury crashes, 1,174 (52%) had large truck driver PCCs cited.

Large Truck = straight (insert) truck, truck tractor (not attached, semi attached, double bottom).

2001 Motorcycle Crashes by Month and Severity, Total Killed, Total Injured by Urban/Rural Location

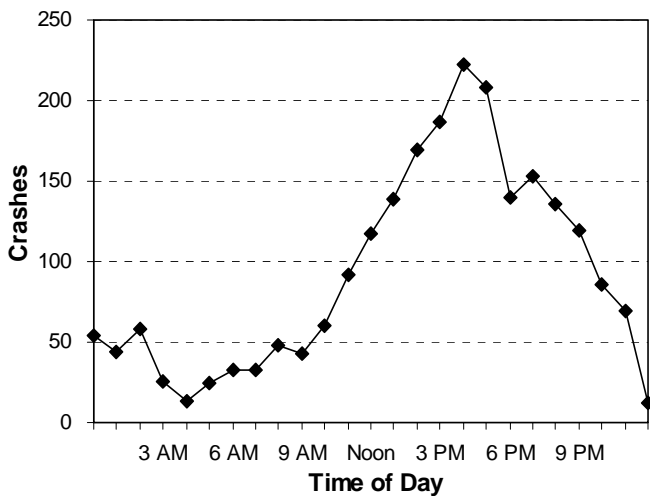
| Month | Fatal Crashes | | | Injury Crashes | | | Property Damage Crashes | | | Total Crashes | | | Total Persons Killed | | | Total Persons Injured | | |
|--------------|---------------|-----------|-----------|----------------|------------|--------------|-------------------------|------------|------------|---------------|--------------|--------------|----------------------|-----------|-----------|-----------------------|------------|--------------|
| | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total |
| Jan | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 |
| Feb | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 2 |
| Mar | 1 | 0 | 1 | 12 | 16 | 28 | 1 | 7 | 8 | 14 | 23 | 37 | 1 | 0 | 1 | 13 | 21 | 34 |
| Apr | 7 | 1 | 8 | 95 | 78 | 173 | 15 | 18 | 33 | 117 | 97 | 214 | 7 | 1 | 8 | 112 | 87 | 199 |
| May | 2 | 2 | 4 | 134 | 120 | 254 | 15 | 20 | 35 | 151 | 142 | 293 | 3 | 2 | 5 | 160 | 137 | 297 |
| Jun | 8 | 4 | 12 | 181 | 123 | 304 | 25 | 19 | 44 | 214 | 146 | 360 | 8 | 4 | 12 | 227 | 148 | 375 |
| Jul | 12 | 3 | 15 | 239 | 157 | 396 | 24 | 20 | 44 | 275 | 180 | 455 | 12 | 3 | 15 | 296 | 197 | 493 |
| Aug | 10 | 1 | 11 | 162 | 133 | 295 | 27 | 16 | 43 | 199 | 150 | 349 | 10 | 1 | 11 | 206 | 150 | 356 |
| Sep | 10 | 3 | 13 | 152 | 107 | 259 | 19 | 23 | 42 | 181 | 133 | 314 | 11 | 3 | 14 | 189 | 122 | 311 |
| Oct | 0 | 1 | 1 | 45 | 48 | 93 | 10 | 10 | 20 | 55 | 59 | 114 | 0 | 1 | 1 | 52 | 57 | 109 |
| Nov | 4 | 0 | 4 | 57 | 50 | 107 | 8 | 9 | 17 | 69 | 59 | 128 | 4 | 0 | 4 | 60 | 56 | 116 |
| Dec | 0 | 0 | 0 | 3 | 12 | 15 | 1 | 1 | 2 | 4 | 13 | 17 | 0 | 0 | 0 | 4 | 15 | 19 |
| TOTAL | 54 | 15 | 69 | 1,081 | 847 | 1,928 | 145 | 143 | 288 | 1,280 | 1,005 | 2,285 | 56 | 15 | 71 | 1,320 | 993 | 2,313 |

In this table, *Total persons killed* and *Total persons injured* include everyone killed or injured in crashes involving motorcycles, not just motorcyclists.

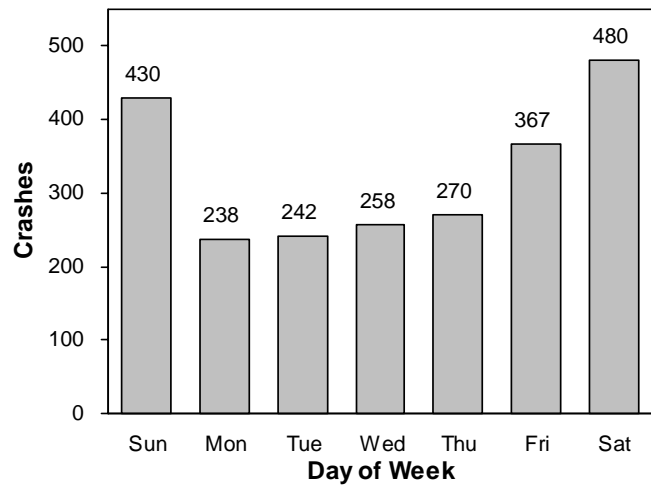
Rural = an unincorporated area or an incorporated area with a population under 5,000.

Urban = an incorporated area with a population of 5,000 or more.

2001 Motorcycle Crashes by Time of Day



2001 Motorcycle Crashes by Day of Week



2001 Motorcycle Crashes by Manner of Collision and Highway Class by Urban/Rural Location

| Manner of Collision | Local Street/Road | | | County Highway | | State Highway | | | Interstate | | | TOTAL | | |
|--------------------------------------|-------------------|------------|--------------|----------------|------------|---------------|------------|------------|------------|-----------|-----------|--------------|--------------|--------------|
| | Rural | Urban | Total | Rural | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| No collision with vehicle in transit | 273 | 311 | 584 | 316 | 316 | 256 | 81 | 337 | 23 | 20 | 43 | 868 | 412 | 1,280 |
| Angle | 41 | 232 | 273 | 42 | 42 | 72 | 74 | 146 | 1 | 0 | 1 | 156 | 306 | 462 |
| Rear end | 20 | 87 | 107 | 19 | 19 | 56 | 50 | 106 | 8 | 13 | 21 | 103 | 150 | 253 |
| Side swipe/same direction | 7 | 54 | 61 | 11 | 11 | 19 | 20 | 39 | 1 | 2 | 3 | 38 | 76 | 114 |
| Head on | 8 | 16 | 24 | 4 | 4 | 14 | 7 | 21 | 0 | 0 | 0 | 26 | 23 | 49 |
| Side swipe opposite direction | 8 | 12 | 20 | 3 | 3 | 9 | 2 | 11 | 0 | 0 | 0 | 20 | 14 | 34 |
| Rear to rear | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 4 |
| Unknown | 21 | 15 | 36 | 27 | 27 | 21 | 5 | 26 | 0 | 0 | 0 | 69 | 20 | 89 |
| TOTAL | 378 | 730 | 1,108 | 422 | 422 | 447 | 240 | 687 | 33 | 35 | 68 | 1,280 | 1,005 | 2,285 |

Rural = an unincorporated area or an incorporated area with a population under 5,000.

Urban = an incorporated area with a population of 5,000 or more.

2001 Motorcycle Crashes by Time of Day and Day of Week

| Time | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | TOTAL |
|--------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| 12-1 AM | 16 | 4 | 4 | 2 | 8 | 9 | 11 | 54 |
| 1-2 AM | 10 | 5 | 2 | 3 | 9 | 7 | 8 | 44 |
| 2-3 AM | 20 | 1 | 1 | 1 | 7 | 6 | 22 | 58 |
| 3-4 AM | 7 | 0 | 3 | 2 | 2 | 7 | 5 | 26 |
| 4-5 AM | 3 | 0 | 1 | 1 | 4 | 0 | 4 | 13 |
| 5-6 AM | 2 | 1 | 6 | 2 | 8 | 2 | 3 | 24 |
| 6-7 AM | 1 | 5 | 5 | 6 | 5 | 8 | 3 | 33 |
| 7-8 AM | 1 | 4 | 9 | 5 | 6 | 5 | 3 | 33 |
| 8-9 AM | 6 | 12 | 3 | 2 | 4 | 9 | 12 | 48 |
| 9-10 AM | 7 | 7 | 4 | 4 | 5 | 8 | 8 | 43 |
| 10-11 AM | 13 | 5 | 4 | 6 | 6 | 8 | 18 | 60 |
| 11-12 PM | 28 | 12 | 4 | 9 | 7 | 12 | 20 | 92 |
| 12-1 PM | 27 | 9 | 8 | 9 | 14 | 13 | 37 | 117 |
| 1-2 PM | 38 | 15 | 10 | 15 | 13 | 15 | 33 | 139 |
| 2-3 PM | 42 | 14 | 16 | 21 | 13 | 20 | 43 | 169 |
| 3-4 PM | 32 | 20 | 20 | 27 | 23 | 20 | 45 | 187 |
| 4-5 PM | 43 | 26 | 26 | 25 | 16 | 46 | 40 | 222 |
| 5-6 PM | 37 | 22 | 26 | 29 | 26 | 33 | 35 | 208 |
| 6-7 PM | 19 | 15 | 17 | 22 | 15 | 21 | 31 | 140 |
| 7-8 PM | 16 | 23 | 24 | 20 | 19 | 19 | 32 | 153 |
| 8-9 PM | 25 | 13 | 18 | 15 | 18 | 33 | 14 | 136 |
| 9-10 PM | 19 | 7 | 11 | 16 | 26 | 20 | 20 | 119 |
| 10-11 PM | 9 | 7 | 16 | 11 | 9 | 20 | 14 | 86 |
| 11-12 AM | 6 | 6 | 3 | 5 | 6 | 26 | 17 | 69 |
| Unknown | 3 | 5 | 1 | 0 | 1 | 0 | 2 | 12 |
| TOTAL | 430 | 238 | 242 | 258 | 270 | 367 | 480 | 2,285 |

2001 Vehicle Possible Contributing Circumstances (PCCs) for Motorcycles in Crashes by Severity and Urban/Rural Location

| Vehicle PCCs for Motorcycles | Crash Severity | | | | | | | | | TOTAL | | |
|------------------------------|----------------|----------|----------|-----------|-----------|------------|-----------------|-----------|-----------|-----------|-----------|------------|
| | Fatal | | | Injury | | | Property Damage | | | | | |
| | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| Tires | 3 | 0 | 3 | 25 | 10 | 35 | 2 | 4 | 6 | 30 | 14 | 44 |
| Brakes | 0 | 0 | 0 | 7 | 9 | 16 | 0 | 0 | 0 | 7 | 9 | 16 |
| Other Disabled | 0 | 0 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 2 | 3 | 5 |
| Steering | 0 | 0 | 0 | 4 | 1 | 5 | 2 | 1 | 3 | 6 | 2 | 8 |
| Suspension | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 1 | 1 | 5 | 1 | 6 |
| Head Lamps | 0 | 0 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 2 | 3 | 5 |
| Tail lamps | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 3 | 1 | 4 |
| Disabled in prior crash | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 |
| Turn Signals | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 |
| Stop Lamps | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 |
| Other | 0 | 0 | 0 | 20 | 12 | 32 | 2 | 4 | 6 | 22 | 16 | 38 |
| TOTAL | 3 | 0 | 3 | 72 | 41 | 113 | 6 | 10 | 16 | 81 | 51 | 132 |

The numbers in this table represent the number of times a given vehicle PCC was cited as a possible contributing circumstance for a motorcycle in a crash. They do not represent numbers of crashes. Of the 2,285 crashes involving at least one motorcycle, 117 (5.1%) had vehicle PCCs cited for a motorcycle in the crash. Of the 69 fatal crashes, 3 (4.3%) had motorcycle vehicle PCCs cited. Of the 1,928 injury crashes, 100 (5.4%) had motorcycle vehicle PCCs cited.

2001 Driver Possible Contributing Circumstances (PCCs) Comparison of Drivers in Motorcycle Crashes by Crash Severity

| Driver PCCs | Fatal | | | Injury | | | Property Damage | | | Total Driver PCCs | | |
|-------------------------------|---------------|---------------|------------|---------------|---------------|--------------|-----------------|---------------|------------|-------------------|---------------|--------------|
| | Cycle Drivers | Other Drivers | Total | Cycle Drivers | Other Drivers | Total | Cycle Drivers | Other Drivers | Total | Cycle Drivers | Other Drivers | Total |
| Exceeding speed limit | 20 | 2 | 22 | 114 | 9 | 123 | 4 | 5 | 9 | 138 | 16 | 154 |
| Speed too fast/conditions | 15 | 2 | 17 | 202 | 13 | 215 | 18 | 3 | 21 | 235 | 18 | 253 |
| Failure to yield right-of-way | 0 | 7 | 7 | 39 | 375 | 414 | 8 | 40 | 48 | 47 | 422 | 469 |
| Inattentive driving | 4 | 4 | 8 | 160 | 120 | 280 | 26 | 27 | 53 | 190 | 151 | 341 |
| Following too close | 0 | 0 | 0 | 73 | 15 | 88 | 9 | 6 | 15 | 82 | 21 | 103 |
| Improper turn | 1 | 0 | 1 | 19 | 57 | 76 | 4 | 4 | 8 | 24 | 61 | 85 |
| Left of center | 4 | 3 | 7 | 24 | 11 | 35 | 1 | 3 | 4 | 29 | 17 | 46 |
| Disregarded traffic control | 0 | 0 | 0 | 27 | 16 | 43 | 4 | 2 | 6 | 31 | 18 | 49 |
| Improper overtake | 2 | 1 | 3 | 39 | 11 | 50 | 6 | 1 | 7 | 47 | 13 | 60 |
| Unsafe backing | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 17 | 17 | 0 | 19 | 19 |
| Failure to control | 30 | 3 | 33 | 549 | 15 | 564 | 58 | 7 | 65 | 637 | 25 | 662 |
| Driver condition | 12 | 3 | 15 | 184 | 18 | 202 | 7 | 6 | 13 | 203 | 27 | 230 |
| Physically disabled | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 3 | 0 | 3 | 81 | 43 | 124 | 2 | 8 | 10 | 86 | 51 | 137 |
| TOTAL | 91 | 25 | 116 | 1,511 | 705 | 2,216 | 147 | 129 | 276 | 1,749 | 859 | 2,608 |

The numbers in this table represent the number of times a given driver PCC was cited as a possible contributing circumstance in a motorcycle crash. They do not represent numbers of crashes or drivers. Of the 2,285 crashes involving at least one motorcycle, 1,213 (53%) had driver PCCs cited for a motorcycle driver in the crash. Of the 69 fatal crashes, 49 (71%) had motorcycle driver PCCs cited. Of the 1,928 injury crashes, 1,048 (54%) had motorcycle driver PCCs cited.

2001 Motorcyclists Injured or Killed by Age and Injury Severity by Gender

| Age | Severity of Injury by Gender | | | | | | | | | | | | Total Injured or Killed | | | | |
|--------------|------------------------------|-----------|-----------|----------------|------------|------------|-------------------|------------|----------|--------------|-----------|------------|-------------------------|------------|--------------|----------|--------------|
| | Killed | | | Incapacitating | | | Nonincapacitating | | | | Possible | | | | | | |
| | F | M | Total | F | M | Total | F | M | Unk | Total | F | M | Total | F | M | Unk | Total |
| Under 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5-9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 2 | 0 | 4 |
| 10-14 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 5 | 0 | 6 | 2 | 1 | 3 | 3 | 8 | 0 | 11 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 1 | 2 | 0 | 3 |
| 16 | 0 | 0 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 1 | 1 | 2 | 3 | 2 | 8 | 0 | 10 |
| 17 | 0 | 1 | 1 | 3 | 2 | 5 | 3 | 3 | 0 | 6 | 1 | 5 | 6 | 7 | 11 | 0 | 18 |
| 18 | 0 | 1 | 1 | 1 | 8 | 9 | 3 | 22 | 0 | 25 | 2 | 16 | 18 | 6 | 47 | 0 | 53 |
| 19 | 0 | 1 | 1 | 0 | 22 | 22 | 5 | 37 | 0 | 42 | 1 | 12 | 13 | 6 | 72 | 0 | 78 |
| 20 | 0 | 0 | 0 | 1 | 9 | 10 | 5 | 37 | 0 | 42 | 3 | 16 | 19 | 9 | 62 | 0 | 71 |
| 21 | 0 | 2 | 2 | 3 | 12 | 15 | 2 | 35 | 0 | 37 | 4 | 15 | 19 | 9 | 64 | 0 | 73 |
| 22 | 2 | 4 | 6 | 3 | 16 | 19 | 3 | 33 | 0 | 36 | 2 | 6 | 8 | 10 | 59 | 0 | 69 |
| 23 | 0 | 1 | 1 | 3 | 11 | 14 | 4 | 26 | 0 | 30 | 1 | 10 | 11 | 8 | 48 | 0 | 56 |
| 24 | 0 | 1 | 1 | 1 | 12 | 13 | 6 | 33 | 0 | 39 | 0 | 10 | 10 | 7 | 56 | 0 | 63 |
| 25-34 | 2 | 10 | 12 | 21 | 108 | 129 | 43 | 196 | 0 | 239 | 14 | 84 | 98 | 80 | 398 | 0 | 478 |
| 35-44 | 4 | 17 | 21 | 41 | 145 | 186 | 58 | 178 | 0 | 236 | 23 | 96 | 119 | 126 | 436 | 0 | 562 |
| 45-54 | 2 | 15 | 17 | 39 | 127 | 166 | 45 | 176 | 0 | 221 | 15 | 82 | 97 | 101 | 400 | 0 | 501 |
| 55-64 | 0 | 5 | 5 | 8 | 46 | 54 | 7 | 50 | 0 | 57 | 6 | 18 | 24 | 21 | 119 | 0 | 140 |
| 65-74 | 0 | 2 | 2 | 2 | 11 | 13 | 1 | 9 | 0 | 10 | 1 | 5 | 6 | 4 | 27 | 0 | 31 |
| 75-84 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 5 | 0 | 5 | 0 | 3 | 3 | 0 | 10 | 0 | 10 |
| 85 and over | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 2 | 0 | 2 | 3 | 1 | 1 | 5 |
| TOTAL | 10 | 60 | 70 | 128 | 538 | 666 | 189 | 850 | 1 | 1,040 | 78 | 382 | 460 | 405 | 1,830 | 1 | 2,236 |

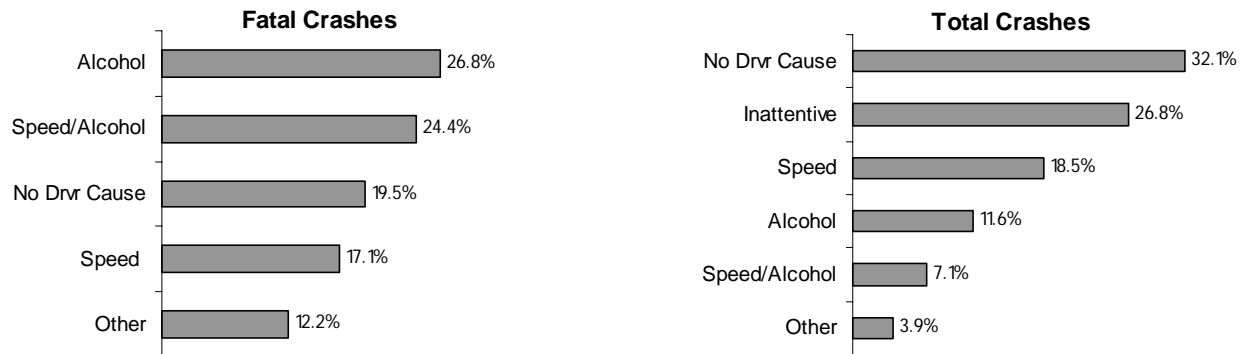
F = female

M = male

Unk = unknown

Motorcyclist includes motorcycle drivers and passengers.

2001 Single Unit Motorcycle Crashes Primary Driver Contributing Factors



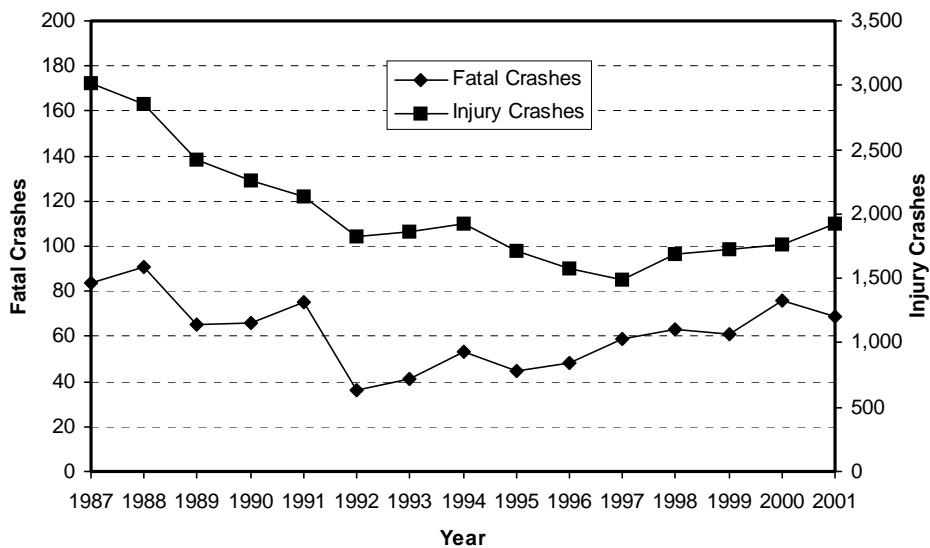
This report counts Primary Driver Possible Contributing Circumstances (PCCs) marked on the accident report form as well as citations issued by law enforcement officers. It only counts one of the PCCs or citations per crash and counts some PCCs before others. Therefore, for example, the portion of primary PCCs noted as inattentive represents only PCCs for inattention that were the sole PCC given. The numbers for this report were calculated differently than in prior years and may not directly compare.

Motorcycle Crashes Fifteen Year Summary

| Year | Registered Cycles | Motorcyclist Fatalities | Fatal Crashes | Single Unit Fatal Crashes | Injury Crashes | Property Damage Crashes | Total Crashes | Motorcyclists Killed Without Helmet | Motorcyclists Killed Wearing Helmet |
|------|-------------------|-------------------------|---------------|---------------------------|----------------|-------------------------|---------------|-------------------------------------|-------------------------------------|
| 1987 | 180,417 | 86 | 84 | 36 | 3,017 | 496 | 3,597 | 64 | 20 |
| 1988 | 177,962 | 93 | 91 | 44 | 2,852 | 464 | 3,407 | 70 | 22 |
| 1989 | 171,172 | 68 | 65 | 29 | 2,423 | 401 | 2,889 | 53 | 13 |
| 1990 | 161,515 | 67 | 66 | 26 | 2,261 | 386 | 2,713 | 48 | 16 |
| 1991 | 179,768 | 76 | 75 | 42 | 2,139 | 387 | 2,601 | 53 | 19 |
| 1992 | 150,857 | 40 | 36 | 23 | 1,825 | 296 | 2,157 | 34 | 3 |
| 1993 | 169,499 | 40 | 41 | 23 | 1,861 | 341 | 2,243 | 27 | 8 |
| 1994 | 149,756 | 57 | 53 | 25 | 1,924 | 320 | 2,297 | 47 | 7 |
| 1995 | 168,287 | 47 | 45 | 20 | 1,709 | 303 | 2,057 | 37 | 4 |
| 1996 | 148,975 | 50 | 48 | 24 | 1,580 | 195 | 1,823 | 37 | 10 |
| 1997 | 167,997 | 63 | 59 | 37 | 1,487 | 214 | 1,760 | 50 | 11 |
| 1998 | 157,230 | 65 | 63 | 30 | 1,691 | 235 | 1,989 | 45 | 14 |
| 1999 | 179,494 | 65 | 61 | 31 | 1,720 | 231 | 2,012 | 46 | 17 |
| 2000 | 175,486 | 78 | 76 | 35 | 1,760 | 242 | 2,078 | 57 | 15 |
| 2001 | 201,143 | 70 | 69 | 41 | 1,928 | 288 | 2,285 | 53 | 14 |

The number of motorcyclists killed includes both drivers and passengers.

1987 - 2001 Fatal and Injury Motorcycle Crashes



2001 School Bus Crashes by Month and Severity, Total Killed, Total Injured by Urban/Rural Location

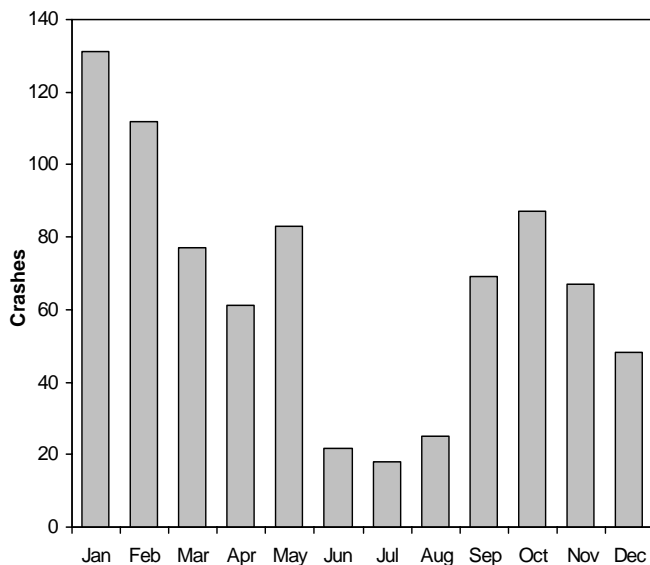
| Month | Fatal Crashes | | | Injury Crashes | | | Property Damage Crashes | | | Total Crashes | | | Total Persons Killed | | | Total Persons Injured | | |
|--------------|---------------|----------|----------|----------------|------------|------------|-------------------------|------------|------------|---------------|------------|------------|----------------------|----------|----------|-----------------------|------------|------------|
| | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total |
| Jan | 0 | 0 | 0 | 10 | 18 | 28 | 32 | 71 | 103 | 42 | 89 | 131 | 0 | 0 | 0 | 17 | 23 | 40 |
| Feb | 0 | 0 | 0 | 13 | 19 | 32 | 23 | 57 | 80 | 36 | 76 | 112 | 0 | 0 | 0 | 22 | 80 | 102 |
| Mar | 0 | 2 | 2 | 4 | 15 | 19 | 18 | 38 | 56 | 22 | 55 | 77 | 0 | 2 | 2 | 4 | 32 | 36 |
| Apr | 1 | 1 | 2 | 3 | 21 | 24 | 9 | 26 | 35 | 13 | 48 | 61 | 1 | 1 | 2 | 3 | 40 | 43 |
| May | 0 | 0 | 0 | 9 | 24 | 33 | 13 | 37 | 50 | 22 | 61 | 83 | 0 | 0 | 0 | 46 | 50 | 96 |
| Jun | 0 | 0 | 0 | 2 | 8 | 10 | 2 | 10 | 12 | 4 | 18 | 22 | 0 | 0 | 0 | 2 | 13 | 15 |
| Jul | 1 | 0 | 1 | 3 | 2 | 5 | 1 | 11 | 12 | 5 | 13 | 18 | 1 | 0 | 1 | 6 | 2 | 8 |
| Aug | 1 | 0 | 1 | 2 | 9 | 11 | 1 | 12 | 13 | 4 | 21 | 25 | 1 | 0 | 1 | 3 | 13 | 16 |
| Sep | 0 | 0 | 0 | 8 | 20 | 28 | 11 | 30 | 41 | 19 | 50 | 69 | 0 | 0 | 0 | 61 | 61 | 122 |
| Oct | 0 | 0 | 0 | 7 | 27 | 34 | 11 | 42 | 53 | 18 | 69 | 87 | 0 | 0 | 0 | 8 | 43 | 51 |
| Nov | 0 | 1 | 1 | 7 | 22 | 29 | 16 | 21 | 37 | 23 | 44 | 67 | 0 | 1 | 1 | 25 | 54 | 79 |
| Dec | 0 | 0 | 0 | 7 | 8 | 15 | 7 | 26 | 33 | 14 | 34 | 48 | 0 | 0 | 0 | 17 | 8 | 25 |
| TOTAL | 3 | 4 | 7 | 75 | 193 | 268 | 144 | 381 | 525 | 222 | 578 | 800 | 3 | 4 | 7 | 214 | 419 | 633 |

Total Persons Killed and Total Persons Injured include everyone killed or injured in crashes involving school buses, not just school bus occupants.

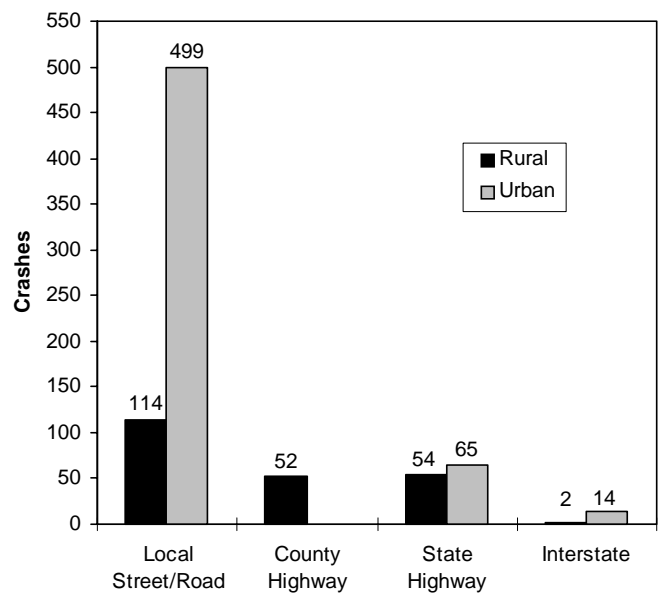
Rural = an unincorporated area or an incorporated area with a population under 5,000.

Urban = an incorporated area with a population of 5,000 or more.

2001 School Bus Crashes by Month



2001 School Bus Crashes by Highway Class



2001 School Bus Occupants Killed or Injured by Age and Injury Severity by Gender

| Age | Severity of Injury by Gender | | | | | | | | | | | Total Injured or Killed | | | |
|--------------|------------------------------|----------|----------|-------------------|-----------|----------|-----------|------------|------------|----------|------------|-------------------------|------------|----------|------------|
| | Incapacitating | | | Nonincapacitating | | | | Possible | | | | | | | |
| | F | M | Total | F | M | Unk | Total | F | M | Unk | Total | F | M | Unk | Total |
| 1-3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| 5-9 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 37 | 33 | 2 | 72 | 39 | 35 | 2 | 76 |
| 10-14 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 96 | 48 | 3 | 147 | 97 | 54 | 3 | 154 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 5 | 0 | 24 | 19 | 5 | 0 | 24 |
| 16 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 13 | 4 | 0 | 17 | 14 | 5 | 0 | 19 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 0 | 12 | 8 | 4 | 0 | 12 |
| 18 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 2 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| 22 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 23 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 2 |
| 25-34 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 11 | 3 | 0 | 14 | 13 | 3 | 0 | 16 |
| 35-44 | 1 | 0 | 1 | 4 | 0 | 0 | 4 | 9 | 1 | 0 | 10 | 14 | 1 | 0 | 15 |
| 45-54 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 8 | 4 | 0 | 12 | 8 | 6 | 0 | 14 |
| 55-64 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 4 | 0 | 7 | 4 | 4 | 0 | 8 |
| 65-74 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 3 | 0 | 4 |
| 75-84 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 5 | 2 | 0 | 7 |
| TOTAL | 2 | 2 | 4 | 12 | 15 | 0 | 27 | 216 | 117 | 5 | 338 | 230 | 134 | 5 | 369 |

2001 School Bus Drivers in Crashes by Age and Crash Severity

| Age | Drivers in: | | | TOTAL |
|--------------|---------------|----------------|------------------|------------|
| | Fatal Crashes | Injury Crashes | Prop Dmg Crashes | |
| 18 | 0 | 0 | 2 | 2 |
| 19 | 0 | 0 | 8 | 8 |
| 20 | 0 | 5 | 3 | 8 |
| 21 | 1 | 9 | 12 | 22 |
| 22 | 0 | 6 | 17 | 23 |
| 23 | 0 | 4 | 14 | 18 |
| 24 | 0 | 9 | 9 | 18 |
| 25-34 | 1 | 66 | 103 | 170 |
| 35-44 | 0 | 44 | 113 | 157 |
| 45-54 | 3 | 56 | 95 | 154 |
| 55-64 | 0 | 40 | 85 | 125 |
| 65-74 | 2 | 26 | 37 | 65 |
| 75-84 | 0 | 7 | 7 | 14 |
| Unknown | 0 | 7 | 22 | 29 |
| TOTAL | 7 | 279 | 527 | 813 |

2001 Driver Possible Contributing Circumstances (PCCs) Comparison of Drivers in School Bus Crashes by Crash Severity

| Driver PCCs | Fatal | | | Injury | | | Property Damage | | | Total Driver PCCs | | |
|-----------------------------|--------------------|---------------|-----------|--------------------|---------------|------------|--------------------|---------------|------------|--------------------|---------------|------------|
| | School Bus Drivers | Other Drivers | Total | School Bus Drivers | Other Drivers | Total | School Bus Drivers | Other Drivers | Total | School Bus Drivers | Other Drivers | Total |
| Inattentive driving | 2 | 3 | 5 | 37 | 39 | 76 | 57 | 54 | 111 | 96 | 96 | 192 |
| Fail to yield right of way | 2 | 2 | 4 | 40 | 28 | 68 | 40 | 50 | 90 | 82 | 80 | 162 |
| Failure to control | 0 | 0 | 0 | 15 | 18 | 33 | 20 | 29 | 49 | 35 | 47 | 82 |
| Speed too fast/conditions | 0 | 0 | 0 | 8 | 14 | 22 | 13 | 31 | 44 | 21 | 45 | 66 |
| Following too close | 0 | 0 | 0 | 14 | 13 | 27 | 12 | 23 | 35 | 26 | 36 | 62 |
| Improper turn | 0 | 0 | 0 | 9 | 2 | 11 | 35 | 14 | 49 | 44 | 16 | 60 |
| Disregarded traffic control | 1 | 2 | 3 | 13 | 22 | 35 | 5 | 9 | 14 | 19 | 33 | 52 |
| Unsafe backing | 0 | 0 | 0 | 4 | 0 | 4 | 33 | 11 | 44 | 37 | 11 | 48 |
| Improper overtake | 0 | 0 | 0 | 2 | 2 | 4 | 7 | 8 | 15 | 9 | 10 | 19 |
| Exceed speed limit | 0 | 1 | 1 | 0 | 13 | 13 | 3 | 2 | 5 | 3 | 16 | 19 |
| Left of center | 0 | 1 | 1 | 2 | 2 | 4 | 5 | 4 | 9 | 7 | 7 | 14 |
| Driver condition | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 3 | 4 | 2 | 5 | 7 |
| Physically disabled | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 8 | 11 | 19 | 21 | 29 | 50 | 29 | 40 | 69 |
| TOTAL | 5 | 9 | 14 | 153 | 166 | 319 | 252 | 267 | 519 | 410 | 442 | 852 |

The numbers in this table represent the number of times a given driver PCC was cited as a possible contributing circumstance in a school bus crash. They do not represent numbers of crashes.

2001 Total School Bus Crashes With and Without Driver PCCs by Severity and Urban/Rural Location

| School Bus Crashes with and Without Driver PCCs | Crash Severity | | | | | | | | | Total Crashes | | |
|---|----------------|----------|----------|----------------|------------|------------|-------------------------|------------|------------|---------------|------------|------------|
| | Fatal Crashes | | | Injury Crashes | | | Property Damage Crashes | | | | | |
| | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| With PCCs | 1 | 3 | 4 | 40 | 97 | 137 | 93 | 205 | 298 | 134 | 305 | 439 |
| Without PCCs | 2 | 1 | 3 | 35 | 96 | 131 | 51 | 176 | 227 | 88 | 273 | 361 |
| TOTAL | 3 | 4 | 7 | 75 | 193 | 268 | 144 | 381 | 525 | 222 | 578 | 800 |

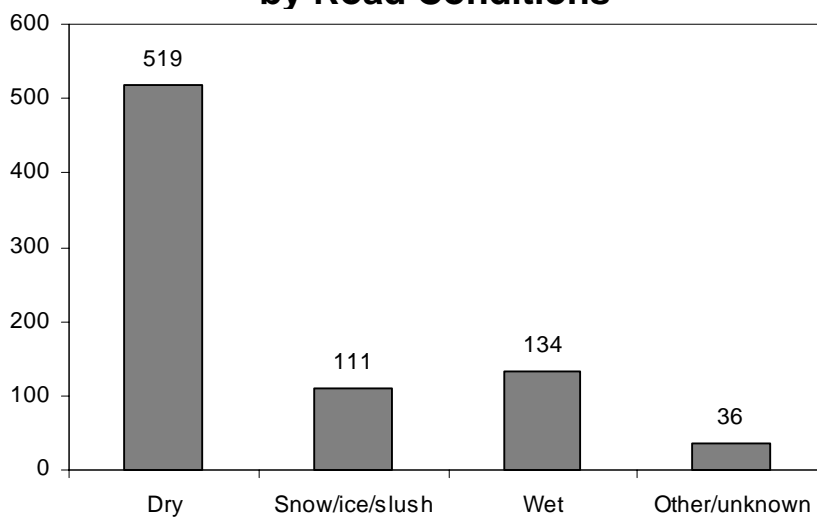
PCC = possible contributing circumstance

With and Without Driver PCCs refers to driver PCCs for the school bus drivers only.

2001 School Bus Crashes by Time of Day and Day of Week

| Time | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | TOTAL |
|--------------|----------|------------|------------|------------|------------|------------|-----------|------------|
| 12-1 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1-2 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2-3 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3-4 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4-5 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5-6 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 6-7 AM | 0 | 8 | 12 | 6 | 7 | 4 | 0 | 37 |
| 7-8 AM | 0 | 34 | 30 | 38 | 26 | 18 | 0 | 146 |
| 8-9 AM | 1 | 32 | 20 | 17 | 21 | 16 | 0 | 107 |
| 9-10 AM | 0 | 4 | 2 | 4 | 10 | 8 | 1 | 29 |
| 10-11 AM | 2 | 5 | 1 | 2 | 5 | 4 | 1 | 20 |
| 11-12 PM | 0 | 4 | 6 | 5 | 5 | 3 | 2 | 25 |
| 12-1 PM | 1 | 9 | 6 | 2 | 6 | 10 | 2 | 36 |
| 1-2 PM | 1 | 13 | 5 | 2 | 3 | 1 | 1 | 26 |
| 2-3 PM | 0 | 11 | 10 | 15 | 12 | 10 | 2 | 60 |
| 3-4 PM | 0 | 26 | 35 | 35 | 33 | 33 | 0 | 162 |
| 4-5 PM | 0 | 16 | 19 | 20 | 18 | 25 | 0 | 98 |
| 5-6 PM | 0 | 6 | 4 | 6 | 5 | 4 | 2 | 27 |
| 6-7 PM | 2 | 1 | 3 | 2 | 1 | 1 | 1 | 11 |
| 7-8 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| 8-9 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 9-10 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10-11 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 11-12 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Unknown | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 3 |
| TOTAL | 8 | 173 | 156 | 155 | 156 | 139 | 13 | 800 |

2001 School Bus Crashes by Road Conditions

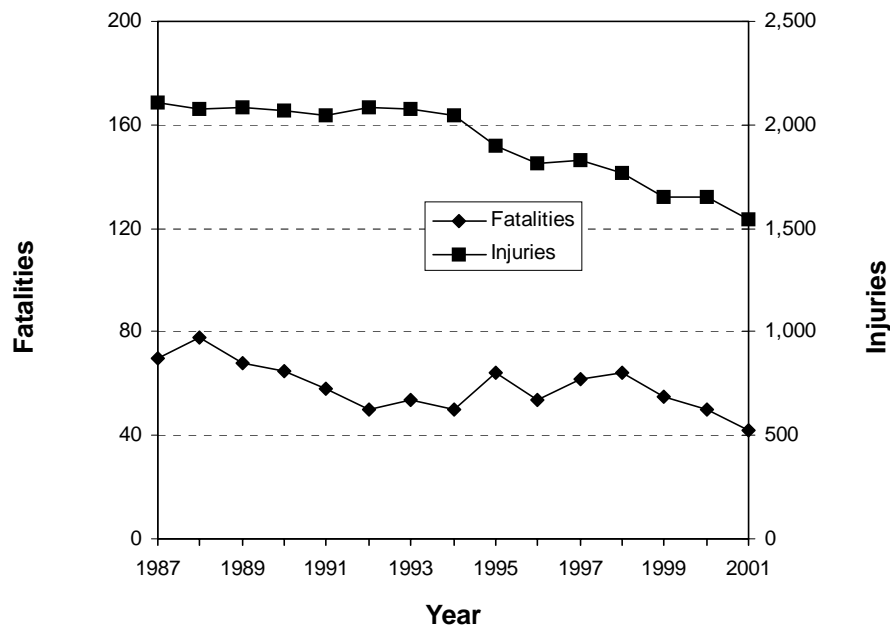


2001 Crashes Involving Pedestrians by Month and Severity Total Killed, Total Injured by Urban/Rural Location

| Month | Fatal Crashes | | | Injury Crashes | | | Property Damage Crashes | | | Total Crashes | | | Total Persons Killed | | | Total Persons Injured | | |
|--------------|---------------|-----------|-----------|----------------|--------------|--------------|-------------------------|-----------|-----------|---------------|--------------|--------------|----------------------|-----------|-----------|-----------------------|--------------|--------------|
| | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total |
| Jan | 2 | 1 | 3 | 17 | 102 | 119 | 0 | 1 | 1 | 19 | 104 | 123 | 2 | 1 | 3 | 27 | 111 | 138 |
| Feb | 0 | 3 | 3 | 12 | 64 | 76 | 2 | 3 | 5 | 14 | 70 | 84 | 0 | 3 | 3 | 20 | 68 | 88 |
| Mar | 2 | 4 | 6 | 13 | 99 | 112 | 1 | 1 | 2 | 16 | 104 | 120 | 2 | 4 | 6 | 16 | 111 | 127 |
| Apr | 1 | 0 | 1 | 16 | 114 | 130 | 0 | 5 | 5 | 17 | 119 | 136 | 1 | 0 | 1 | 27 | 120 | 147 |
| May | 2 | 2 | 4 | 15 | 118 | 133 | 0 | 3 | 3 | 17 | 123 | 140 | 2 | 2 | 4 | 15 | 123 | 138 |
| Jun | 2 | 2 | 4 | 24 | 114 | 138 | 1 | 0 | 1 | 27 | 116 | 143 | 2 | 2 | 4 | 28 | 125 | 153 |
| Jul | 2 | 0 | 2 | 19 | 117 | 136 | 0 | 2 | 2 | 21 | 119 | 140 | 2 | 0 | 2 | 22 | 130 | 152 |
| Aug | 3 | 1 | 4 | 22 | 112 | 134 | 0 | 2 | 2 | 25 | 115 | 140 | 3 | 1 | 4 | 23 | 122 | 145 |
| Sep | 3 | 1 | 4 | 24 | 112 | 136 | 0 | 4 | 4 | 27 | 117 | 144 | 3 | 1 | 4 | 30 | 122 | 152 |
| Oct | 2 | 1 | 3 | 18 | 111 | 129 | 0 | 2 | 2 | 20 | 114 | 134 | 2 | 1 | 3 | 19 | 119 | 138 |
| Nov | 0 | 7 | 7 | 18 | 118 | 136 | 0 | 3 | 3 | 18 | 128 | 146 | 0 | 7 | 7 | 18 | 146 | 164 |
| Dec | 2 | 0 | 2 | 13 | 81 | 94 | 0 | 1 | 1 | 15 | 82 | 97 | 2 | 0 | 2 | 14 | 88 | 102 |
| TOTAL | 21 | 22 | 43 | 211 | 1,262 | 1,473 | 4 | 27 | 31 | 236 | 1,311 | 1,547 | 21 | 22 | 43 | 259 | 1,385 | 1,644 |

Rural = an unincorporated area or an incorporated area with a population under 5,000.
 Urban = an incorporated area with a population of 5,000 or more.

Pedestrian Fatalities and Injuries Fifteen Year Summary

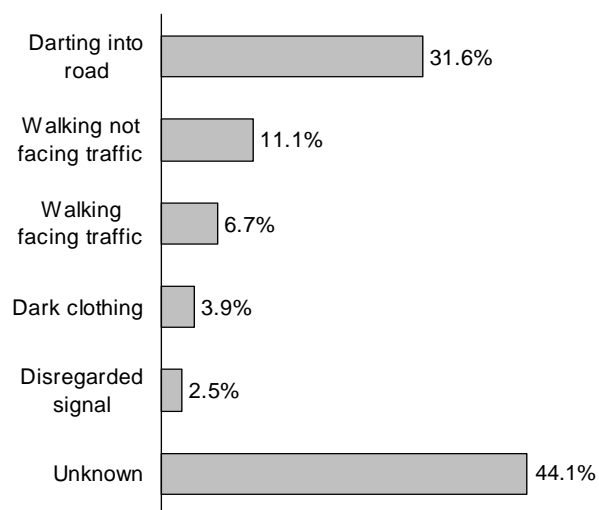


2001 Crashes Involving Pedestrians by Manner of Collision and Highway Class by Urban/Rural Location

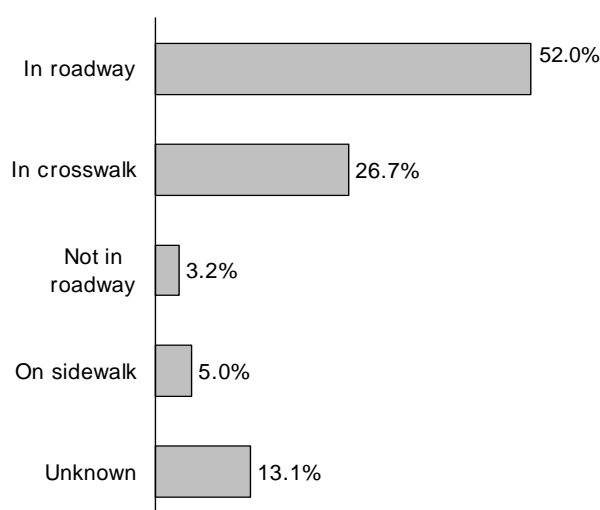
| Manner of Collision | Local Street/Road | | | County Highway | | State Highway | | | Interstate | | | TOTAL | | |
|-------------------------------------|-------------------|--------------|--------------|----------------|-----------|---------------|------------|------------|------------|----------|-----------|------------|--------------|--------------|
| | Rural | Urban | Total | Rural | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| No collision w/vehicle in transport | 92 | 794 | 886 | 33 | 33 | 45 | 97 | 142 | 6 | 4 | 10 | 176 | 895 | 1,071 |
| Angle | 14 | 250 | 264 | 1 | 1 | 9 | 32 | 41 | 2 | 1 | 3 | 26 | 283 | 309 |
| Side swipe same | 5 | 24 | 29 | 2 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 8 | 25 | 33 |
| Rear end | 4 | 22 | 26 | 1 | 1 | 1 | 5 | 6 | 0 | 0 | 0 | 6 | 27 | 33 |
| Head on | 3 | 22 | 25 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 5 | 22 | 27 |
| Side swipe opposite | 3 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 10 |
| Rear to rear | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 3 |
| Unknown | 5 | 46 | 51 | 1 | 1 | 5 | 4 | 9 | 0 | 0 | 0 | 11 | 50 | 61 |
| TOTAL | 126 | 1,167 | 1,293 | 38 | 38 | 64 | 139 | 203 | 8 | 5 | 13 | 236 | 1,311 | 1,547 |

Rural = an unincorporated area or an incorporated area with a population under 5,000.
 Urban = an incorporated area with a population of 5,000 or more.

2001 Pedestrian Actions in Crashes



2001 Pedestrian Locations in Crashes



2001 Pedestrians Involved in Crashes by Action and Location

| Pedestrian Action | Pedestrian Location | | | | | TOTAL |
|----------------------------|---------------------|--------------|----------------|-------------|------------|--------------|
| | In roadway | In crosswalk | Not in roadway | On sidewalk | Unknown | |
| Darting into road | 379 | 39 | 1 | 1 | 96 | 516 |
| Walking not facing traffic | 105 | 56 | 7 | 9 | 5 | 182 |
| Walking facing traffic | 44 | 52 | 3 | 7 | 4 | 110 |
| Dark clothing | 42 | 16 | 2 | 3 | 1 | 64 |
| Disregarded signal | 10 | 30 | 0 | 0 | 1 | 41 |
| Unknown | 269 | 244 | 40 | 61 | 107 | 721 |
| TOTAL | 849 | 437 | 53 | 81 | 214 | 1,634 |

2001 Crashes Involving Pedestrians by Time of Day and Day of Week

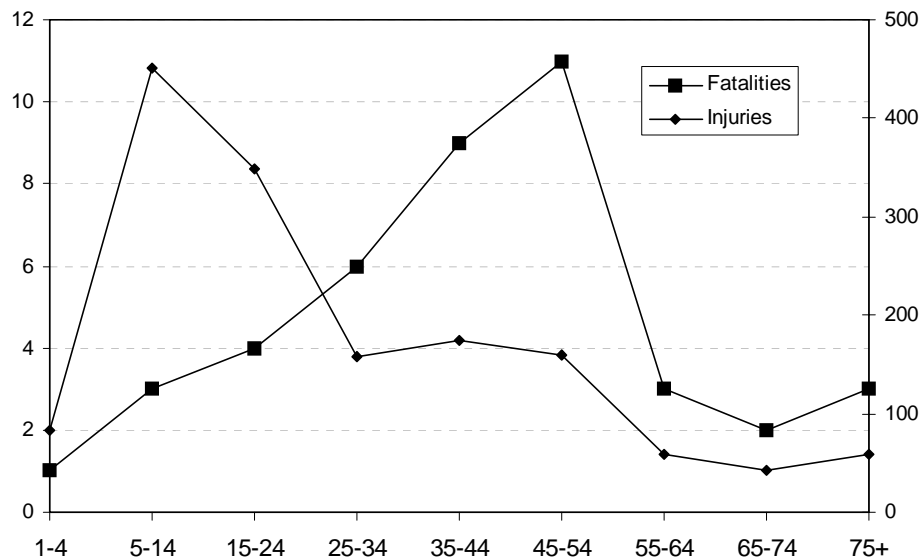
| Time | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | TOTAL |
|--------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| 12-1 AM | 8 | 3 | 1 | 1 | 6 | 3 | 4 | 26 |
| 1-2 AM | 3 | 1 | 1 | 2 | 3 | 3 | 7 | 20 |
| 2-3 AM | 13 | 5 | 1 | 3 | 1 | 3 | 18 | 44 |
| 3-4 AM | 3 | 2 | 0 | 0 | 0 | 0 | 4 | 9 |
| 4-5 AM | 3 | 2 | 1 | 2 | 1 | 0 | 2 | 11 |
| 5-6 AM | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 6 |
| 6-7 AM | 0 | 7 | 7 | 4 | 3 | 5 | 4 | 30 |
| 7-8 AM | 1 | 15 | 19 | 17 | 16 | 12 | 1 | 81 |
| 8-9 AM | 1 | 11 | 11 | 12 | 13 | 7 | 1 | 56 |
| 9-10 AM | 1 | 4 | 6 | 6 | 7 | 6 | 10 | 40 |
| 10-11 AM | 2 | 9 | 5 | 4 | 4 | 10 | 17 | 51 |
| 11-12 PM | 4 | 12 | 7 | 11 | 13 | 9 | 11 | 67 |
| 12-1 PM | 14 | 12 | 7 | 12 | 6 | 11 | 10 | 72 |
| 1-2 PM | 17 | 14 | 8 | 7 | 20 | 12 | 14 | 92 |
| 2-3 PM | 6 | 13 | 18 | 19 | 15 | 14 | 11 | 96 |
| 3-4 PM | 11 | 25 | 33 | 30 | 31 | 41 | 13 | 184 |
| 4-5 PM | 10 | 19 | 23 | 26 | 25 | 17 | 18 | 138 |
| 5-6 PM | 10 | 26 | 29 | 22 | 22 | 15 | 21 | 145 |
| 6-7 PM | 5 | 17 | 19 | 14 | 16 | 18 | 16 | 105 |
| 7-8 PM | 12 | 12 | 15 | 11 | 13 | 13 | 12 | 88 |
| 8-9 PM | 4 | 4 | 6 | 8 | 9 | 12 | 6 | 49 |
| 9-10 PM | 9 | 5 | 6 | 10 | 10 | 12 | 7 | 59 |
| 10-11 PM | 3 | 6 | 2 | 11 | 4 | 14 | 7 | 47 |
| 11-12 AM | 1 | 5 | 2 | 1 | 1 | 8 | 6 | 24 |
| Unknown | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 7 |
| TOTAL | 142 | 232 | 229 | 234 | 240 | 248 | 222 | 1,547 |

2001 Pedestrians Injured or Killed by Age and Light Conditions

| Age | Daylight | | | Dark/Unlit | | | Dark/Lighted | | | Dawn | | | Dusk | | | TOTAL | | |
|--------------|--------------|-----------|--------------|------------|-----------|-----------|--------------|-----------|------------|----------|----------|----------|-----------|----------|-----------|---------------|-----------|---------------|
| | Inj | Kill | Tot | Inj | Kill | Tot | Inj | Kill | Tot | Inj | Kill | Tot | Inj | Kill | Tot | Inj* | Kill | Tot* |
| 1-2 | 15 | 0 | 15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 17 | 0 | 17 |
| 3 | 18 | 1 | 19 | 1 | 0 | 1 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 23 |
| 4 | 36 | 0 | 36 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 1 | 44 | 0 | 44 |
| 5-9 | 188 | 2 | 190 | 1 | 0 | 1 | 18 | 0 | 18 | 0 | 0 | 0 | 11 | 0 | 11 | 219 | 2 | 221 |
| 10-14 | 187 | 1 | 188 | 7 | 0 | 7 | 28 | 0 | 28 | 4 | 0 | 4 | 6 | 0 | 6 | 232 | 1 | 233 |
| 15 | 29 | 0 | 29 | 2 | 0 | 2 | 6 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 2 | 39 | 0 | 39 |
| 16 | 25 | 0 | 25 | 7 | 1 | 8 | 14 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 2 | 49 |
| 17 | 26 | 0 | 26 | 2 | 1 | 3 | 16 | 0 | 16 | 0 | 0 | 0 | 1 | 0 | 1 | 45 | 1 | 46 |
| 18 | 19 | 0 | 19 | 3 | 0 | 3 | 18 | 0 | 18 | 0 | 0 | 0 | 2 | 0 | 2 | 42 | 0 | 42 |
| 19 | 19 | 0 | 19 | 1 | 0 | 1 | 12 | 0 | 12 | 1 | 0 | 1 | 1 | 0 | 1 | 34 | 0 | 34 |
| 20 | 21 | 0 | 21 | 2 | 0 | 2 | 11 | 0 | 11 | 0 | 0 | 0 | 1 | 0 | 1 | 35 | 0 | 35 |
| 21 | 14 | 0 | 14 | 3 | 0 | 3 | 19 | 0 | 19 | 0 | 0 | 0 | 1 | 0 | 1 | 37 | 0 | 37 |
| 22 | 14 | 0 | 14 | 3 | 0 | 3 | 9 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 1 | 28 | 0 | 28 |
| 23 | 5 | 0 | 5 | 1 | 0 | 1 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 |
| 24 | 10 | 0 | 10 | 3 | 0 | 3 | 12 | 1 | 13 | 0 | 0 | 0 | 1 | 0 | 1 | 26 | 1 | 27 |
| 25-34 | 86 | 0 | 86 | 17 | 4 | 21 | 52 | 2 | 54 | 1 | 0 | 1 | 2 | 0 | 2 | 158 | 6 | 164 |
| 35-44 | 102 | 0 | 102 | 17 | 5 | 22 | 50 | 4 | 54 | 0 | 0 | 0 | 4 | 0 | 4 | 175 | 9 | 184 |
| 45-54 | 105 | 4 | 109 | 7 | 3 | 10 | 36 | 4 | 40 | 1 | 0 | 1 | 9 | 0 | 9 | 160 | 11 | 171 |
| 55-64 | 41 | 1 | 42 | 3 | 0 | 3 | 11 | 2 | 13 | 0 | 0 | 0 | 3 | 0 | 3 | 59 | 3 | 62 |
| 65-74 | 35 | 1 | 36 | 0 | 0 | 0 | 7 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 2 | 44 |
| 75-84 | 35 | 1 | 36 | 1 | 1 | 2 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 2 | 44 |
| 85 & over | 12 | 1 | 13 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 1 | 17 | 1 | 18 |
| Unknown | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 |
| TOTAL | 1,051 | 12 | 1,063 | 81 | 15 | 96 | 347 | 15 | 362 | 8 | 0 | 8 | 48 | 0 | 48 | 1,545* | 42 | 1,587* |

The *Total* columns include two injured pedestrians for whom the light condition was unknown.

2001 Pedestrian Fatalities and Injuries by Age Group

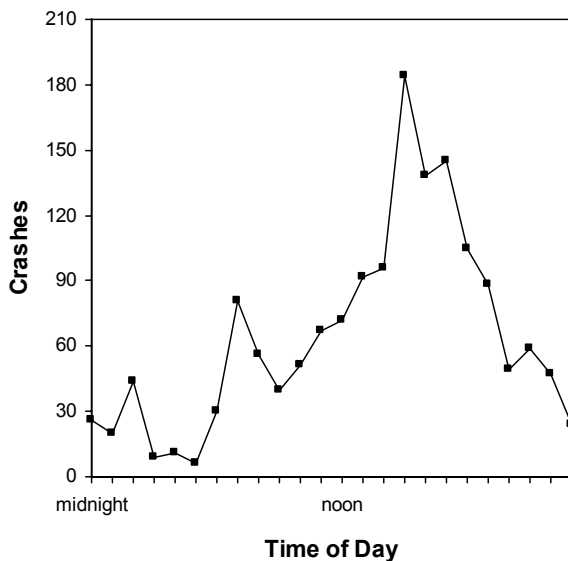


2001 Vehicles Involved in Pedestrian Crashes by Type and Location

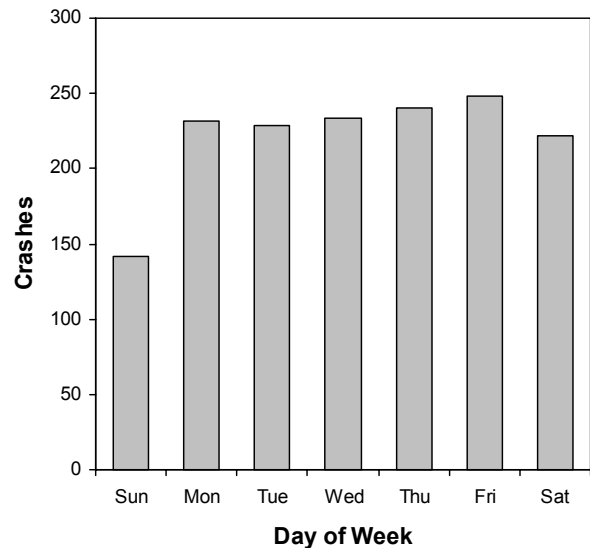
| Vehicle Type | Pedestrian Location | | | | | TOTAL |
|-------------------------------|---------------------|--------------|----------------|-------------|------------|--------------|
| | In roadway | In crosswalk | Not in roadway | On sidewalk | Unknown | |
| Passenger car | 665 | 313 | 52 | 76 | 182 | 1,288 |
| Utility truck | 103 | 50 | 14 | 12 | 24 | 203 |
| Straight (insert) truck | 15 | 10 | 6 | 4 | 2 | 37 |
| Motorcycle | 8 | 6 | 1 | 0 | 1 | 16 |
| Passenger bus | 9 | 2 | 0 | 2 | 3 | 16 |
| School bus | 4 | 5 | 0 | 0 | 5 | 14 |
| Truck tractor (semi attached) | 4 | 2 | 0 | 0 | 3 | 9 |
| Police on emergency | 0 | 0 | 1 | 0 | 0 | 1 |
| Truck tractor (not attached) | 1 | 0 | 0 | 0 | 0 | 1 |
| Fire Truck on Emergency | 0 | 1 | 0 | 0 | 0 | 1 |
| Moped | 1 | 0 | 0 | 0 | 0 | 1 |
| Bicycle | 0 | 1 | 0 | 0 | 0 | 1 |
| Unknown | 90 | 63 | 6 | 4 | 11 | 174 |
| TOTAL | 900 | 453 | 80 | 98 | 231 | 1,762 |

For multiple vehicle crashes involving pedestrians, the pedestrian is counted with each vehicle on this report. Therefore, pedestrian counts are inflated.

2001 Pedestrian Crashes by Time of Day



2001 Pedestrian Crashes by Day of Week



2001 Bicycle Crashes by Month and Severity Total Killed, Total Injured by Urban/Rural Location

| Month | Fatal Crashes | | | Injury Crashes | | | Property Damage Crashes | | | Total Crashes | | | Total Persons Killed | | | Total Persons Injured | | |
|--------------|---------------|----------|----------|----------------|------------|--------------|-------------------------|-----------|-----------|---------------|--------------|--------------|----------------------|----------|----------|-----------------------|--------------|--------------|
| | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total |
| Jan | 0 | 0 | 0 | 4 | 8 | 12 | 0 | 0 | 0 | 4 | 8 | 12 | 0 | 0 | 0 | 4 | 9 | 13 |
| Feb | 0 | 0 | 0 | 2 | 8 | 10 | 0 | 0 | 0 | 2 | 8 | 10 | 0 | 0 | 0 | 2 | 8 | 10 |
| Mar | 0 | 0 | 0 | 4 | 24 | 28 | 0 | 0 | 0 | 4 | 24 | 28 | 0 | 0 | 0 | 4 | 26 | 30 |
| Apr | 1 | 0 | 1 | 5 | 49 | 54 | 0 | 1 | 1 | 6 | 50 | 56 | 1 | 0 | 1 | 6 | 52 | 58 |
| May | 0 | 0 | 0 | 23 | 116 | 139 | 1 | 4 | 5 | 24 | 120 | 144 | 0 | 0 | 0 | 25 | 118 | 143 |
| Jun | 2 | 1 | 3 | 38 | 158 | 196 | 2 | 7 | 9 | 42 | 166 | 208 | 2 | 1 | 3 | 42 | 167 | 209 |
| Jul | 0 | 0 | 0 | 33 | 165 | 198 | 4 | 5 | 9 | 37 | 170 | 207 | 0 | 0 | 0 | 34 | 168 | 202 |
| Aug | 0 | 0 | 0 | 41 | 150 | 191 | 1 | 8 | 9 | 42 | 158 | 200 | 0 | 0 | 0 | 48 | 155 | 203 |
| Sep | 0 | 2 | 2 | 14 | 131 | 145 | 2 | 7 | 9 | 16 | 140 | 156 | 0 | 2 | 2 | 15 | 133 | 148 |
| Oct | 1 | 2 | 3 | 20 | 84 | 104 | 0 | 3 | 3 | 21 | 89 | 110 | 1 | 2 | 3 | 22 | 87 | 109 |
| Nov | 0 | 0 | 0 | 7 | 51 | 58 | 1 | 1 | 2 | 8 | 52 | 60 | 0 | 0 | 0 | 7 | 53 | 60 |
| Dec | 0 | 0 | 0 | 2 | 22 | 24 | 0 | 1 | 1 | 2 | 23 | 25 | 0 | 0 | 0 | 2 | 24 | 26 |
| TOTAL | 4 | 5 | 9 | 193 | 966 | 1,159 | 11 | 37 | 48 | 208 | 1,008 | 1,216 | 4 | 5 | 9 | 211 | 1,000 | 1,211 |

Total Persons Killed and *Total Persons Injured* include everyone killed or injured in crashes involving bicycles, not just bicyclists.

Rural = an unincorporated area or an incorporated area with a population under 5,000.

Urban = an incorporated area with a population of 5,000 or more.

2001 Bicycle Crashes by Time of Day and Day of Week

| Time | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | TOTAL |
|--------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| 12-1 AM | 3 | 0 | 0 | 1 | 3 | 1 | 2 | 10 |
| 1-2 AM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 3 |
| 2-3 AM | 0 | 1 | 1 | 1 | 0 | 2 | 3 | 8 |
| 3-4 AM | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 4 |
| 4-5 AM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 5-6 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6-7 AM | 1 | 4 | 4 | 3 | 4 | 1 | 1 | 18 |
| 7-8 AM | 0 | 6 | 12 | 9 | 9 | 7 | 2 | 45 |
| 8-9 AM | 1 | 4 | 6 | 10 | 4 | 8 | 3 | 36 |
| 9-10 AM | 2 | 0 | 7 | 6 | 5 | 2 | 5 | 27 |
| 10-11 AM | 8 | 6 | 7 | 3 | 3 | 5 | 12 | 44 |
| 11-12 PM | 6 | 9 | 11 | 9 | 4 | 9 | 12 | 60 |
| 12-1 PM | 10 | 9 | 10 | 12 | 10 | 10 | 12 | 73 |
| 1-2 PM | 8 | 8 | 9 | 7 | 14 | 10 | 13 | 69 |
| 2-3 PM | 9 | 17 | 12 | 6 | 15 | 17 | 9 | 85 |
| 3-4 PM | 7 | 19 | 33 | 14 | 34 | 20 | 12 | 139 |
| 4-5 PM | 9 | 16 | 24 | 25 | 28 | 26 | 12 | 140 |
| 5-6 PM | 15 | 24 | 26 | 28 | 25 | 23 | 8 | 149 |
| 6-7 PM | 12 | 9 | 21 | 16 | 12 | 16 | 11 | 97 |
| 7-8 PM | 7 | 14 | 13 | 13 | 15 | 13 | 10 | 85 |
| 8-9 PM | 6 | 7 | 4 | 11 | 7 | 6 | 4 | 45 |
| 9-10 PM | 0 | 5 | 7 | 4 | 7 | 6 | 6 | 35 |
| 10-11 PM | 2 | 3 | 1 | 2 | 0 | 3 | 3 | 14 |
| 11-12 AM | 1 | 3 | 1 | 4 | 1 | 3 | 0 | 13 |
| Unknown | 0 | 3 | 0 | 3 | 2 | 2 | 3 | 13 |
| TOTAL | 109 | 170 | 210 | 188 | 203 | 190 | 146 | 1,216 |

2001 Bicycle Crashes by Manner of Collision and Highway Class by Urban/Rural Location

| Manner of Collision | Local Street/Road | | | County Highway | | State Highway | | | Interstate | | | TOTAL | | |
|-----------------------------------|-------------------|------------|------------|----------------|-----------|---------------|------------|------------|------------|----------|----------|------------|--------------|--------------|
| | Rural | Urban | Total | Rural | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| No collision w/vehicle in transit | 38 | 388 | 426 | 17 | 17 | 30 | 101 | 131 | 1 | 2 | 3 | 86 | 491 | 577 |
| Angle | 54 | 377 | 431 | 4 | 4 | 25 | 53 | 78 | 1 | 1 | 2 | 84 | 431 | 515 |
| Side swipe same | 4 | 28 | 32 | 4 | 4 | 7 | 4 | 11 | 0 | 0 | 0 | 15 | 32 | 47 |
| Rear end | 5 | 21 | 26 | 4 | 4 | 3 | 0 | 3 | 0 | 0 | 0 | 12 | 21 | 33 |
| Head on | 2 | 6 | 8 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 6 | 10 |
| Side swipe opposite | 4 | 3 | 7 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 4 | 5 | 9 |
| Unknown | 1 | 20 | 21 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 3 | 22 | 25 |
| TOTAL | 108 | 843 | 951 | 30 | 39 | 68 | 162 | 230 | 0 | 3 | 5 | 208 | 1,008 | 1,216 |

Rural = an unincorporated area or an incorporated area with a population under 5,000.
 Urban = an incorporated area with a population of 5,000 or more.

2001 Bicyclists Injured or Killed by Age and Injury Severity by Gender

| Age | Severity of Injury by Gender | | | | | | | | | | | | Total Injured or Killed | | |
|--------------|------------------------------|----------|----------|----------------|------------|------------|-------------------|------------|------------|------------|------------|------------|-------------------------|------------|--------------|
| | Killed | | | Incapacitating | | | Nonincapacitating | | | Possible | | | | | |
| | F | M | Total | F | M | Total | F | M | Total | F | M | Total | F | M | Total |
| Under 4 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 4 | 0 | 6 | 6 |
| 5-9 | 0 | 1 | 1 | 8 | 17 | 25 | 22 | 40 | 62 | 5 | 43 | 48 | 35 | 101 | 136 |
| 10-14 | 0 | 3 | 3 | 10 | 31 | 41 | 49 | 149 | 198 | 38 | 93 | 131 | 97 | 276 | 373 |
| 15 | 0 | 0 | 0 | 2 | 7 | 9 | 10 | 24 | 34 | 5 | 20 | 25 | 17 | 51 | 68 |
| 16 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 13 | 16 | 5 | 19 | 24 | 8 | 34 | 42 |
| 17 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 6 | 10 | 2 | 11 | 13 | 6 | 19 | 25 |
| 18 | 0 | 0 | 0 | 2 | 3 | 5 | 3 | 9 | 12 | 2 | 12 | 14 | 7 | 24 | 31 |
| 19 | 0 | 0 | 0 | 1 | 3 | 4 | 9 | 10 | 19 | 2 | 1 | 3 | 12 | 14 | 26 |
| 20 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 9 | 15 | 1 | 7 | 8 | 7 | 18 | 25 |
| 21 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 11 | 15 | 3 | 6 | 9 | 7 | 18 | 25 |
| 22 | 0 | 0 | 0 | 2 | 0 | 2 | 6 | 9 | 15 | 1 | 3 | 4 | 9 | 12 | 21 |
| 23 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 9 | 10 | 3 | 7 | 10 | 5 | 16 | 21 |
| 24 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 5 | 6 | 2 | 8 | 10 | 4 | 14 | 18 |
| 25-34 | 0 | 0 | 0 | 9 | 13 | 22 | 16 | 38 | 54 | 13 | 25 | 38 | 38 | 76 | 114 |
| 35-44 | 0 | 1 | 1 | 1 | 14 | 15 | 12 | 48 | 60 | 14 | 27 | 41 | 27 | 90 | 117 |
| 45-54 | 0 | 1 | 1 | 3 | 11 | 14 | 8 | 35 | 43 | 5 | 21 | 26 | 16 | 68 | 84 |
| 55-64 | 0 | 2 | 2 | 0 | 4 | 4 | 4 | 11 | 15 | 2 | 3 | 5 | 6 | 20 | 26 |
| 65-74 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 8 | 9 | 1 | 4 | 5 | 2 | 14 | 16 |
| 75 & over | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 5 | 0 | 1 | 1 | 0 | 7 | 7 |
| Unknown | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 2 | 0 | 2 | 3 | 2 | 5 |
| TOTAL | 0 | 9 | 9 | 41 | 115 | 156 | 160 | 442 | 602 | 106 | 315 | 421 | 307 | 881 | 1,188 |

2001 Trailer Crashes by Month and Severity Total Killed, Total Injured by Urban/Rural Location

| Month | Fatal Crashes | | | Injury Crashes | | | Property Damage Crashes | | | Total Crashes | | | Total Persons Killed | | | Total Persons Injured | | |
|-------|---------------|-----|-------|----------------|-----|-------|-------------------------|-------|-------|---------------|-------|-------|----------------------|-----|-------|-----------------------|-----|-------|
| | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total | Rur | Urb | Total |
| Jan | 3 | 0 | 3 | 61 | 37 | 98 | 131 | 146 | 277 | 195 | 183 | 378 | 3 | 0 | 3 | 98 | 45 | 143 |
| Feb | 2 | 0 | 2 | 51 | 25 | 76 | 154 | 128 | 282 | 207 | 153 | 360 | 2 | 0 | 2 | 69 | 29 | 98 |
| Mar | 6 | 0 | 6 | 53 | 44 | 97 | 107 | 116 | 223 | 166 | 160 | 326 | 8 | 0 | 8 | 80 | 62 | 142 |
| Apr | 1 | 2 | 3 | 52 | 44 | 96 | 123 | 144 | 267 | 176 | 190 | 366 | 2 | 5 | 7 | 64 | 62 | 126 |
| May | 2 | 1 | 3 | 61 | 41 | 102 | 173 | 174 | 347 | 236 | 216 | 452 | 2 | 1 | 3 | 86 | 53 | 139 |
| Jun | 7 | 1 | 8 | 93 | 52 | 145 | 193 | 163 | 356 | 293 | 216 | 509 | 7 | 1 | 8 | 140 | 71 | 211 |
| Jul | 6 | 0 | 6 | 88 | 43 | 131 | 201 | 174 | 375 | 295 | 217 | 512 | 6 | 0 | 6 | 140 | 62 | 202 |
| Aug | 4 | 1 | 5 | 99 | 50 | 149 | 200 | 185 | 385 | 303 | 236 | 539 | 5 | 1 | 6 | 164 | 67 | 231 |
| Sep | 6 | 1 | 7 | 72 | 42 | 114 | 172 | 135 | 307 | 250 | 178 | 428 | 6 | 1 | 7 | 127 | 62 | 189 |
| Oct | 6 | 2 | 8 | 68 | 48 | 116 | 181 | 136 | 317 | 255 | 186 | 441 | 7 | 2 | 9 | 96 | 75 | 171 |
| Nov | 6 | 2 | 8 | 64 | 42 | 106 | 167 | 159 | 326 | 237 | 203 | 440 | 7 | 2 | 9 | 111 | 62 | 173 |
| Dec | 8 | 0 | 8 | 71 | 32 | 103 | 121 | 109 | 230 | 200 | 141 | 341 | 11 | 0 | 11 | 114 | 36 | 150 |
| TOTAL | 57 | 10 | 67 | 833 | 500 | 1,333 | 1,923 | 1,769 | 3,692 | 2,813 | 2,279 | 5,092 | 66 | 13 | 79 | 1,289 | 686 | 1,975 |

Rural = an unincorporated area or an incorporated area with a population under 5,000.

Urban = an incorporated area with a population of 5,000 or more.

2001 Vehicle Possible Contributing Circumstances (PCCs) for All Vehicles in Crashes by Crash Severity and Urban/Rural Location

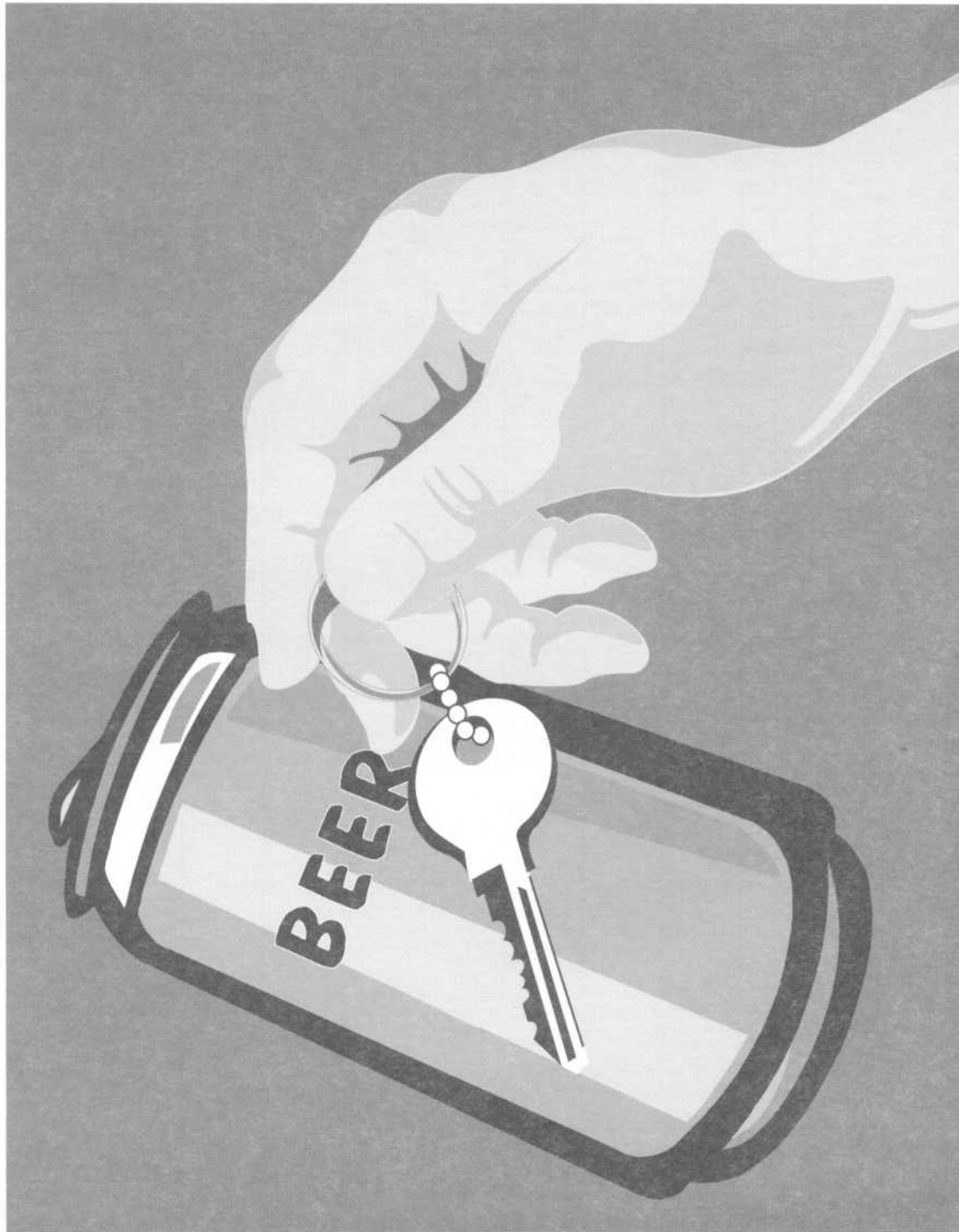
| Vehicle PCCs | Fatal | | | Injury | | | Property Damage | | | TOTAL | | |
|-------------------------|-------|-------|-------|--------|-------|-------|-----------------|-------|-------|-------|-------|-------|
| | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| Brakes | 2 | 1 | 3 | 228 | 396 | 624 | 336 | 541 | 877 | 566 | 938 | 1,504 |
| Tires | 17 | 3 | 20 | 299 | 136 | 435 | 463 | 244 | 707 | 779 | 383 | 1,162 |
| Steering | 0 | 0 | 0 | 69 | 36 | 105 | 79 | 104 | 183 | 148 | 140 | 288 |
| Turn signals | 0 | 0 | 0 | 34 | 13 | 47 | 80 | 30 | 110 | 114 | 43 | 157 |
| Other disabled | 2 | 0 | 2 | 19 | 30 | 49 | 34 | 51 | 85 | 55 | 81 | 136 |
| Head lamps | 0 | 0 | 0 | 18 | 35 | 53 | 18 | 28 | 46 | 36 | 63 | 99 |
| Tail lamps | 0 | 0 | 0 | 26 | 7 | 33 | 24 | 11 | 35 | 50 | 18 | 68 |
| Mirrors | 0 | 0 | 0 | 7 | 9 | 16 | 20 | 48 | 68 | 27 | 57 | 84 |
| Stop lamps | 0 | 0 | 0 | 21 | 12 | 33 | 29 | 18 | 47 | 50 | 30 | 80 |
| Disabled in prior crash | 1 | 0 | 1 | 22 | 27 | 49 | 24 | 19 | 43 | 47 | 46 | 93 |
| Suspension | 1 | 0 | 1 | 24 | 12 | 36 | 32 | 26 | 58 | 57 | 38 | 95 |
| Other | 3 | 2 | 5 | 210 | 202 | 412 | 808 | 852 | 1,660 | 1,021 | 1,056 | 2,077 |
| TOTAL | 26 | 6 | 32 | 977 | 915 | 1,892 | 1,947 | 1,972 | 3,919 | 2,950 | 2,893 | 5,843 |

The numbers in this table represent the number of times a given vehicle PCC was cited as a possible contributing circumstance for a vehicle in a crash. These numbers do not represent numbers of crashes. Of the 125,403 total crashes, 5,432 (4.3%) had vehicle PCCs cited for at least one vehicle in the crash. Of the 684 fatal crashes, 32 (4.6%) had vehicle PCCs cited. Of the 39,358 injury crashes, 1,728 (4.4%) had vehicle PCCs cited.

V. ALCOHOL

This section contains information about alcohol involvement in crashes, including:

- Ability Impaired and Not Impaired
- Alcohol Concentration
- Drinking Drivers by Age, County and Conditions
- Highway Class and Drinking Drivers
- Time of Day and Day of Week Alcohol Crashes



2001 Drinking Drivers (Ability Impaired and Not Impaired) in Crashes by County and Age

| County | Driver's Age | | | | | | | | | | | | | | | | | | | | Total HBD Drivers | Total HBD Crashes |
|-------------|--------------|----|----|----|----|----|----|----|----|----|----|-------|-------|-------|-------|-------|-------|-----|-----|-----|-------------------|-------------------|
| | 10-14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | 75-84 | 85+ | Unk | | | |
| | Adams | 0 | 0 | 0 | 1 | 1 | 5 | 1 | 3 | 1 | 4 | 1 | 1 | 11 | 18 | 8 | 2 | 2 | 0 | 0 | | |
| Ashland | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 5 | 1 | 2 | 1 | 5 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 28 |
| Barron | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 4 | 5 | 9 | 4 | 20 | 15 | 9 | 1 | 0 | 0 | 1 | 0 | 74 | 73 | |
| Bayfield | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 2 | 7 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 30 | 30 | |
| Brown | 2 | 0 | 5 | 10 | 4 | 18 | 15 | 30 | 25 | 24 | 21 | 127 | 85 | 27 | 12 | 4 | 1 | 0 | 2 | 412 | 397 | |
| Buffalo | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 2 | 1 | 9 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 30 | 30 | |
| Burnett | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 2 | 3 | 15 | 7 | 8 | 2 | 2 | 1 | 0 | 0 | 45 | 45 | |
| Calumet | 0 | 0 | 0 | 1 | 1 | 1 | 5 | 2 | 0 | 3 | 2 | 10 | 7 | 5 | 2 | 1 | 0 | 0 | 0 | 40 | 39 | |
| Chippewa | 0 | 1 | 2 | 3 | 2 | 5 | 3 | 5 | 5 | 4 | 2 | 34 | 15 | 11 | 8 | 1 | 1 | 1 | 0 | 103 | 99 | |
| Clark | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 4 | 5 | 2 | 1 | 2 | 11 | 18 | 7 | 1 | 1 | 0 | 0 | 57 | 56 | |
| Columbia | 0 | 0 | 1 | 1 | 8 | 4 | 2 | 6 | 13 | 4 | 2 | 34 | 18 | 16 | 4 | 3 | 1 | 0 | 0 | 117 | 116 | |
| Crawford | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 4 | 2 | 0 | 1 | 10 | 3 | 0 | 0 | 0 | 0 | 1 | 38 | 37 | |
| Dane | 0 | 0 | 6 | 19 | 25 | 31 | 29 | 58 | 44 | 31 | 30 | 209 | 169 | 92 | 29 | 9 | 2 | 2 | 2 | 787 | 771 | |
| Dodge | 0 | 0 | 1 | 5 | 5 | 3 | 5 | 8 | 8 | 4 | 4 | 45 | 20 | 14 | 4 | 1 | 0 | 1 | 0 | 128 | 128 | |
| Door | 0 | 0 | 1 | 2 | 1 | 2 | 1 | 2 | 8 | 3 | 2 | 5 | 12 | 13 | 5 | 2 | 0 | 0 | 0 | 59 | 59 | |
| Douglas | 0 | 1 | 0 | 0 | 1 | 2 | 5 | 10 | 7 | 6 | 3 | 26 | 29 | 10 | 4 | 2 | 0 | 0 | 1 | 107 | 107 | |
| Dunn | 0 | 0 | 2 | 3 | 0 | 2 | 5 | 6 | 5 | 2 | 0 | 13 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 52 | 52 | |
| Eau Claire | 0 | 0 | 0 | 6 | 4 | 8 | 9 | 5 | 4 | 3 | 7 | 33 | 20 | 7 | 5 | 0 | 1 | 0 | 1 | 113 | 113 | |
| Florence | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | |
| Fond du Lac | 0 | 0 | 4 | 4 | 9 | 6 | 3 | 15 | 12 | 7 | 8 | 42 | 33 | 16 | 7 | 1 | 1 | 1 | 1 | 170 | 167 | |
| Forest | 0 | 0 | 1 | 4 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 5 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 26 | 26 | |
| Grant | 0 | 0 | 1 | 7 | 6 | 7 | 5 | 5 | 12 | 7 | 3 | 24 | 13 | 5 | 4 | 0 | 0 | 0 | 0 | 99 | 97 | |
| Green | 0 | 0 | 2 | 0 | 3 | 2 | 3 | 3 | 4 | 2 | 1 | 23 | 18 | 4 | 3 | 1 | 0 | 0 | 2 | 71 | 70 | |
| Green Lake | 0 | 0 | 1 | 2 | 1 | 1 | 2 | 2 | 0 | 1 | 1 | 10 | 11 | 5 | 1 | 1 | 0 | 0 | 0 | 39 | 38 | |
| Iowa | 0 | 0 | 2 | 2 | 0 | 3 | 1 | 2 | 2 | 3 | 2 | 12 | 12 | 9 | 1 | 0 | 0 | 0 | 0 | 51 | 51 | |
| Iron | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 3 | 8 | 5 | 0 | 1 | 0 | 0 | 0 | 23 | 20 | |
| Jackson | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 1 | 4 | 1 | 1 | 8 | 12 | 8 | 1 | 0 | 0 | 0 | 1 | 44 | 44 | |
| Jefferson | 0 | 0 | 2 | 2 | 10 | 8 | 6 | 13 | 7 | 5 | 10 | 27 | 29 | 7 | 3 | 0 | 0 | 0 | 0 | 129 | 128 | |
| Juneau | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 3 | 5 | 1 | 0 | 14 | 14 | 4 | 0 | 2 | 1 | 0 | 0 | 49 | 49 | |
| Kenosha | 1 | 1 | 5 | 3 | 8 | 8 | 9 | 27 | 16 | 7 | 9 | 83 | 104 | 43 | 8 | 3 | 1 | 0 | 2 | 338 | 331 | |
| Kewaunee | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 2 | 2 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 19 | |
| La Crosse | 1 | 1 | 2 | 4 | 5 | 3 | 9 | 14 | 12 | 8 | 8 | 42 | 49 | 22 | 5 | 1 | 1 | 0 | 0 | 187 | 180 | |
| Lafayette | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 2 | 4 | 1 | 11 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 32 | 31 | |
| Langlade | 0 | 0 | 0 | 2 | 3 | 1 | 2 | 1 | 2 | 0 | 2 | 9 | 8 | 3 | 4 | 2 | 0 | 0 | 0 | 39 | 39 | |
| Lincoln | 1 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 3 | 2 | 1 | 8 | 8 | 5 | 1 | 1 | 1 | 0 | 0 | 41 | 41 | |
| Manitowoc | 0 | 0 | 1 | 1 | 7 | 8 | 12 | 10 | 6 | 7 | 1 | 33 | 29 | 5 | 2 | 1 | 1 | 0 | 0 | 124 | 122 | |

continued

2001 Drinking Drivers (Ability Impaired and Not Impaired) in Crashes by County and Age

| County | Driver's Age | | | | | | | | | | | | | | | | | | | | Total HBD Drivers | Total HBD Crashes |
|-------------|--------------|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-------|-------|-------|-------|-------|-------|-----|-----|-------|-------------------------|-------------------------|
| | | | | | | | | | | | | | | | | | | | | | | |
| | 10-14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | 75-84 | 85+ | Unk | | | |
| Marathon | 0 | 0 | 4 | 5 | 12 | 7 | 10 | 16 | 11 | 15 | 18 | 45 | 57 | 29 | 12 | 2 | 3 | 0 | 0 | 246 | 239 | |
| Marquette | 0 | 0 | 0 | 0 | 5 | 5 | 4 | 5 | 4 | 4 | 3 | 18 | 33 | 12 | 3 | 1 | 0 | 0 | 0 | 97 | 95 | |
| Menominee | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 3 | 1 | 1 | 1 | 9 | 12 | 7 | 5 | 2 | 0 | 0 | 0 | 47 | 47 | |
| Milwaukee | 0 | 0 | 5 | 12 | 18 | 27 | 22 | 48 | 39 | 33 | 30 | 269 | 274 | 153 | 44 | 19 | 7 | 0 | 6 | 1,006 | 991 | |
| Monroe | 0 | 1 | 0 | 2 | 2 | 1 | 3 | 7 | 6 | 6 | 4 | 16 | 12 | 7 | 6 | 0 | 0 | 0 | 0 | 73 | 73 | |
| Oconto | 0 | 0 | 2 | 2 | 1 | 3 | 7 | 2 | 5 | 1 | 1 | 12 | 19 | 4 | 4 | 1 | 0 | 0 | 0 | 64 | 62 | |
| Oneida | 0 | 1 | 2 | 0 | 1 | 2 | 3 | 7 | 5 | 4 | 3 | 24 | 13 | 7 | 4 | 1 | 0 | 1 | 0 | 78 | 75 | |
| Outagamie | 0 | 0 | 1 | 6 | 2 | 11 | 18 | 28 | 23 | 19 | 8 | 66 | 49 | 24 | 7 | 6 | 2 | 0 | 1 | 271 | 269 | |
| Ozaukee | 0 | 0 | 3 | 1 | 1 | 1 | 7 | 3 | 7 | 2 | 8 | 11 | 18 | 7 | 1 | 1 | 1 | 0 | 0 | 72 | 72 | |
| Pepin | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | |
| Pierce | 0 | 0 | 3 | 0 | 2 | 2 | 5 | 7 | 0 | 3 | 1 | 17 | 19 | 10 | 3 | 0 | 0 | 0 | 0 | 72 | 72 | |
| Polk | 0 | 0 | 1 | 4 | 3 | 4 | 4 | 8 | 0 | 6 | 1 | 14 | 17 | 4 | 6 | 0 | 0 | 0 | 0 | 72 | 69 | |
| Portage | 0 | 1 | 0 | 2 | 3 | 6 | 3 | 10 | 7 | 4 | 2 | 31 | 24 | 10 | 1 | 2 | 0 | 0 | 0 | 106 | 103 | |
| Price | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 6 | 2 | 1 | 0 | 1 | 0 | 0 | 16 | 16 | |
| Racine | 0 | 1 | 3 | 6 | 4 | 13 | 14 | 16 | 12 | 10 | 9 | 94 | 81 | 25 | 17 | 3 | 1 | 0 | 0 | 309 | 307 | |
| Richland | 0 | 0 | 1 | 1 | 2 | 3 | 3 | 2 | 1 | 1 | 0 | 6 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 34 | 32 | |
| Rock | 0 | 2 | 3 | 3 | 9 | 7 | 11 | 13 | 11 | 6 | 18 | 95 | 78 | 36 | 10 | 4 | 1 | 0 | 0 | 307 | 303 | |
| Rusk | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 17 | 17 | |
| St. Croix | 0 | 0 | 2 | 3 | 0 | 7 | 9 | 9 | 11 | 7 | 3 | 33 | 27 | 10 | 5 | 1 | 0 | 0 | 0 | 127 | 125 | |
| Sauk | 0 | 1 | 3 | 7 | 8 | 4 | 3 | 14 | 12 | 5 | 6 | 42 | 29 | 17 | 5 | 1 | 0 | 0 | 0 | 157 | 157 | |
| Sawyer | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 0 | 2 | 2 | 1 | 10 | 16 | 4 | 3 | 0 | 0 | 0 | 0 | 45 | 45 | |
| Shawano | 1 | 1 | 0 | 1 | 4 | 4 | 3 | 3 | 5 | 7 | 3 | 26 | 21 | 14 | 5 | 1 | 1 | 1 | 0 | 101 | 101 | |
| Sheboygan | 0 | 0 | 1 | 2 | 6 | 5 | 10 | 21 | 12 | 3 | 7 | 40 | 37 | 18 | 3 | 2 | 1 | 0 | 0 | 168 | 166 | |
| Taylor | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 2 | 5 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 21 | 21 | |
| Trempealeau | 0 | 0 | 0 | 3 | 5 | 2 | 5 | 0 | 4 | 2 | 1 | 9 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 48 | 47 | |
| Vernon | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 3 | 2 | 1 | 0 | 11 | 12 | 7 | 4 | 0 | 0 | 0 | 45 | 44 | |
| Vilas | 0 | 1 | 0 | 0 | 4 | 1 | 1 | 4 | 3 | 4 | 3 | 18 | 11 | 7 | 3 | 2 | 1 | 0 | 0 | 63 | 62 | |
| Walworth | 0 | 0 | 1 | 2 | 5 | 7 | 11 | 6 | 7 | 12 | 4 | 40 | 41 | 20 | 5 | 3 | 0 | 0 | 1 | 165 | 165 | |
| Washburn | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 1 | 1 | 3 | 0 | 2 | 11 | 9 | 4 | 2 | 0 | 0 | 0 | 40 | 40 | |
| Washington | 0 | 0 | 3 | 3 | 7 | 7 | 0 | 12 | 12 | 8 | 7 | 48 | 56 | 22 | 4 | 0 | 3 | 0 | 0 | 192 | 188 | |
| Waukesha | 0 | 0 | 4 | 5 | 12 | 20 | 15 | 30 | 27 | 15 | 16 | 100 | 78 | 47 | 12 | 2 | 3 | 0 | 0 | 386 | 373 | |
| Waupaca | 0 | 0 | 0 | 2 | 5 | 2 | 2 | 7 | 8 | 4 | 6 | 26 | 25 | 11 | 3 | 0 | 1 | 0 | 0 | 102 | 101 | |
| Waushara | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 8 | 3 | 6 | 1 | 2 | 0 | 0 | 29 | 29 | |
| Winnebago | 0 | 1 | 2 | 5 | 6 | 8 | 7 | 19 | 8 | 11 | 5 | 63 | 53 | 27 | 10 | 3 | 0 | 0 | 0 | 228 | 224 | |
| Wood | 0 | 1 | 1 | 2 | 2 | 7 | 4 | 10 | 1 | 6 | 3 | 19 | 30 | 9 | 4 | 2 | 0 | 0 | 0 | 101 | 97 | |
| TOTAL | 7 | 15 | 91 | 183 | 259 | 320 | 359 | 581 | 472 | 364 | 320 | 2,231 | 2,042 | 961 | 324 | 103 | 41 | 8 | 21 | 8,702 | 8,555 | |

HBD = had been drinking Unk = unknown Note: These figures include drivers whose ability was noted as impaired or not impaired.

2001 Alcohol-Related Crashes by County and Highway Class by Severity, Total Killed, Total Injured

| County | Local Street/Road | | | County Highway | | | State Highway | | | Interstate System | | | TOTAL | | | Persons Killed | Persons Injured | | | | |
|-------------|-------------------|-----|-----|----------------|-----|----|---------------|-----|----|-------------------|-----|-----|-------|-----|----|----------------|-----------------|-----|-----|-----|-----|
| | Ftl | Inj | PD | Ftl | Inj | PD | Ftl | Inj | PD | Ftl | Inj | PD | Ftl | Inj | PD | | | Tot | | | |
| | | | | | | | | | | | | | | | | | | | Tot | Tot | Tot |
| Adams | 0 | 16 | 11 | 27 | 2 | 10 | 5 | 17 | 2 | 5 | 6 | 13 | 0 | 0 | 0 | 4 | 31 | 22 | 57 | 4 | 47 |
| Ashland | 1 | 8 | 6 | 15 | 0 | 0 | 1 | 1 | 1 | 5 | 6 | 12 | 0 | 0 | 0 | 2 | 13 | 13 | 28 | 2 | 17 |
| Barron | 0 | 19 | 17 | 36 | 2 | 8 | 5 | 15 | 0 | 15 | 7 | 22 | 0 | 0 | 0 | 2 | 42 | 29 | 73 | 2 | 57 |
| Bayfield | 0 | 9 | 5 | 14 | 0 | 8 | 1 | 9 | 0 | 3 | 4 | 7 | 0 | 0 | 0 | 0 | 20 | 10 | 30 | 0 | 32 |
| Brown | 2 | 118 | 98 | 218 | 2 | 15 | 16 | 33 | 5 | 66 | 69 | 140 | 0 | 7 | 4 | 9 | 206 | 187 | 402 | 9 | 301 |
| Buffalo | 0 | 5 | 8 | 13 | 0 | 6 | 1 | 7 | 0 | 5 | 5 | 10 | 0 | 0 | 0 | 0 | 16 | 14 | 30 | 0 | 22 |
| Burnett | 0 | 13 | 5 | 18 | 0 | 6 | 3 | 9 | 1 | 14 | 5 | 20 | 0 | 0 | 0 | 1 | 33 | 13 | 47 | 1 | 51 |
| Calumet | 0 | 8 | 11 | 19 | 0 | 6 | 1 | 7 | 1 | 10 | 2 | 13 | 0 | 0 | 0 | 1 | 24 | 14 | 39 | 2 | 33 |
| Chippewa | 2 | 17 | 20 | 39 | 0 | 13 | 14 | 27 | 1 | 17 | 15 | 33 | 0 | 0 | 0 | 3 | 47 | 49 | 99 | 3 | 64 |
| Clark | 1 | 14 | 10 | 25 | 1 | 6 | 9 | 16 | 0 | 8 | 7 | 15 | 0 | 0 | 0 | 2 | 28 | 26 | 56 | 2 | 39 |
| Columbia | 0 | 19 | 23 | 42 | 2 | 7 | 15 | 24 | 0 | 26 | 12 | 38 | 0 | 7 | 7 | 2 | 59 | 57 | 118 | 3 | 79 |
| Crawford | 0 | 13 | 10 | 23 | 0 | 4 | 1 | 5 | 1 | 4 | 4 | 9 | 0 | 0 | 0 | 1 | 21 | 15 | 37 | 2 | 29 |
| Dane | 11 | 264 | 283 | 558 | 2 | 35 | 25 | 62 | 4 | 84 | 70 | 158 | 0 | 8 | 11 | 17 | 391 | 389 | 797 | 20 | 565 |
| Dodge | 1 | 30 | 29 | 60 | 1 | 20 | 13 | 34 | 0 | 22 | 13 | 35 | 0 | 0 | 0 | 2 | 72 | 55 | 129 | 2 | 103 |
| Door | 1 | 22 | 13 | 36 | 0 | 7 | 2 | 9 | 0 | 8 | 6 | 14 | 0 | 0 | 0 | 1 | 37 | 21 | 59 | 1 | 49 |
| Douglas | 0 | 20 | 34 | 54 | 1 | 12 | 9 | 22 | 1 | 16 | 13 | 30 | 0 | 2 | 1 | 3 | 50 | 57 | 109 | 2 | 79 |
| Dunn | 0 | 9 | 14 | 23 | 2 | 8 | 3 | 13 | 0 | 9 | 5 | 14 | 0 | 1 | 1 | 2 | 27 | 23 | 52 | 3 | 34 |
| Eau Claire | 1 | 31 | 33 | 65 | 1 | 17 | 6 | 24 | 1 | 14 | 12 | 27 | 0 | 0 | 2 | 3 | 62 | 53 | 118 | 3 | 92 |
| Florence | 1 | 2 | 2 | 5 | 1 | 1 | 2 | 4 | 1 | 4 | 2 | 7 | 0 | 0 | 0 | 3 | 7 | 6 | 16 | 3 | 13 |
| Fond du Lac | 2 | 45 | 50 | 97 | 2 | 13 | 6 | 21 | 2 | 25 | 23 | 50 | 0 | 0 | 0 | 6 | 83 | 79 | 168 | 6 | 116 |
| Forest | 0 | 1 | 5 | 6 | 0 | 6 | 2 | 8 | 0 | 6 | 6 | 12 | 0 | 0 | 0 | 0 | 13 | 13 | 26 | 0 | 19 |
| Grant | 0 | 23 | 20 | 43 | 2 | 9 | 13 | 24 | 4 | 15 | 12 | 31 | 0 | 0 | 0 | 6 | 47 | 45 | 98 | 7 | 66 |
| Green | 1 | 13 | 10 | 24 | 2 | 14 | 10 | 26 | 0 | 12 | 9 | 21 | 0 | 0 | 0 | 3 | 39 | 29 | 71 | 3 | 52 |
| Green Lake | 1 | 7 | 5 | 13 | 1 | 8 | 4 | 13 | 0 | 11 | 3 | 14 | 0 | 0 | 0 | 2 | 26 | 12 | 40 | 2 | 45 |
| Iowa | 0 | 10 | 6 | 16 | 3 | 8 | 3 | 14 | 2 | 10 | 9 | 21 | 0 | 0 | 0 | 5 | 28 | 18 | 51 | 5 | 33 |
| Iron | 0 | 4 | 6 | 10 | 0 | 1 | 0 | 1 | 0 | 6 | 3 | 9 | 0 | 0 | 0 | 0 | 11 | 9 | 20 | 0 | 14 |
| Jackson | 0 | 10 | 9 | 19 | 2 | 5 | 3 | 10 | 0 | 5 | 4 | 9 | 0 | 2 | 4 | 6 | 22 | 20 | 44 | 2 | 33 |
| Jefferson | 2 | 35 | 24 | 61 | 1 | 21 | 11 | 33 | 0 | 11 | 22 | 33 | 1 | 1 | 2 | 4 | 68 | 59 | 131 | 4 | 97 |
| Juneau | 1 | 9 | 6 | 16 | 0 | 9 | 6 | 15 | 2 | 6 | 8 | 16 | 0 | 2 | 1 | 3 | 26 | 21 | 50 | 5 | 37 |
| Kenosha | 7 | 75 | 105 | 187 | 0 | 36 | 16 | 52 | 4 | 48 | 40 | 92 | 1 | 4 | 2 | 7 | 12 | 163 | 338 | 14 | 249 |
| Kewaunee | 0 | 5 | 4 | 9 | 0 | 3 | 1 | 4 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 12 | 7 | 19 | 0 | 19 |
| La Crosse | 1 | 42 | 62 | 105 | 0 | 11 | 9 | 20 | 2 | 25 | 24 | 51 | 0 | 5 | 3 | 8 | 83 | 98 | 184 | 3 | 120 |
| Lafayette | 1 | 7 | 4 | 12 | 0 | 6 | 4 | 10 | 1 | 7 | 2 | 10 | 0 | 0 | 0 | 2 | 20 | 10 | 32 | 2 | 29 |
| Langlade | 0 | 7 | 5 | 12 | 2 | 6 | 7 | 15 | 0 | 7 | 5 | 12 | 0 | 0 | 0 | 2 | 20 | 17 | 39 | 2 | 36 |
| Lincoln | 1 | 9 | 14 | 24 | 0 | 3 | 1 | 4 | 1 | 7 | 5 | 13 | 0 | 0 | 0 | 2 | 19 | 20 | 41 | 2 | 25 |
| Manitowoc | 2 | 33 | 30 | 65 | 1 | 19 | 3 | 23 | 1 | 18 | 9 | 28 | 1 | 6 | 1 | 5 | 76 | 43 | 124 | 5 | 104 |

Ftl = fatal Inj = injury PD = property damage Tot = total

continued

2001 Alcohol-Related Crashes by County and Highway Class by Severity, Total Killed, Total Injured

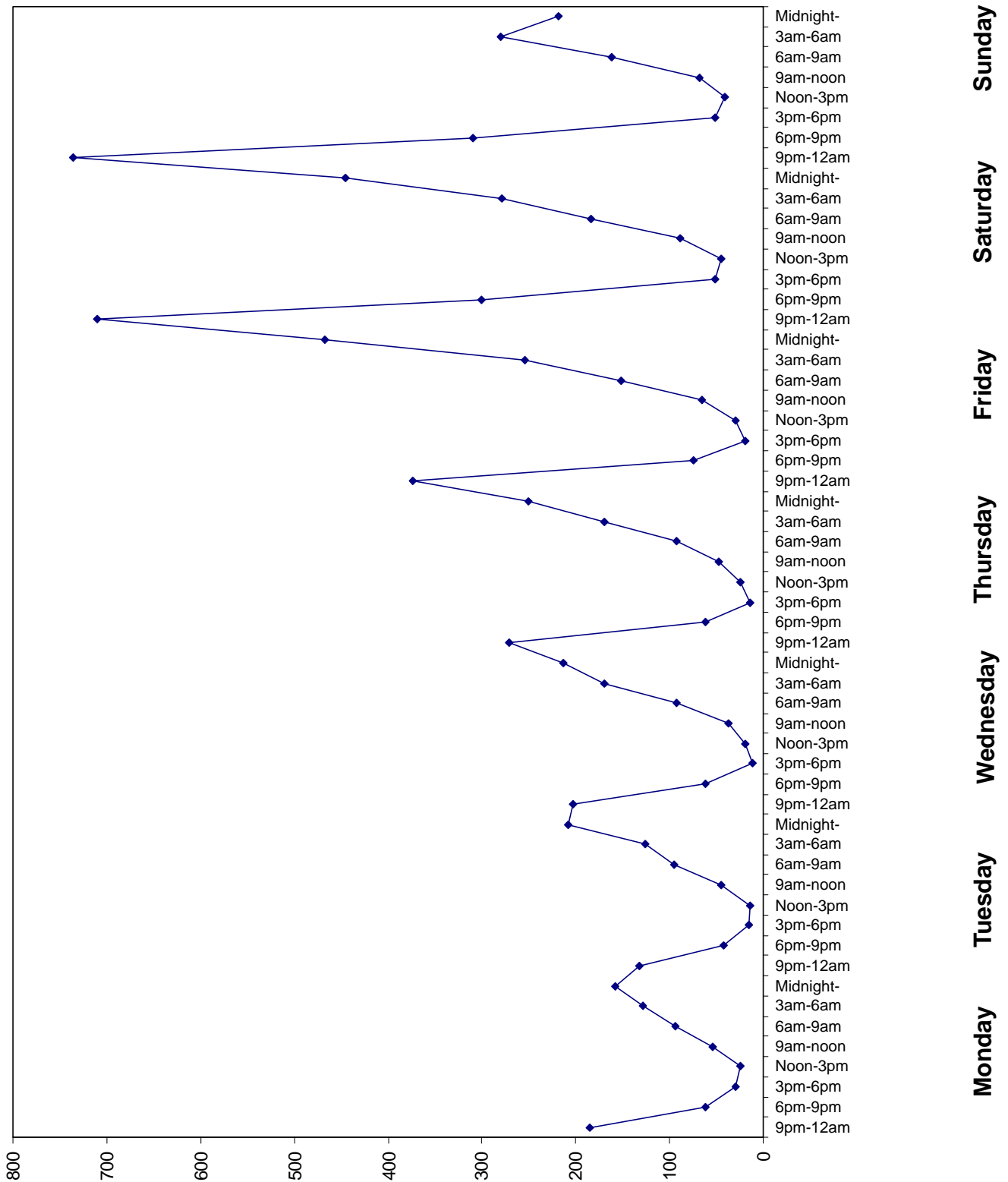
| County | Local Street/Road | | | County Highway | | | State Highway | | | Interstate System | | | TOTAL | | | Persons Killed | Persons Injured | | | | | |
|-------------|-------------------|-------|-------|----------------|-----|-----|---------------|-------|-----|-------------------|-----|-------|-------|-----|-----|----------------|-----------------|-------|-------|-------|-----|-------|
| | FtI | Inj | PD | Tot | FtI | Inj | PD | Tot | FtI | Inj | PD | Tot | FtI | Inj | PD | | | Tot | | | | |
| | | | | | | | | | | | | | | | | | | | FtI | Inj | PD | Tot |
| Marathon | 3 | 43 | 54 | 100 | 1 | 37 | 23 | 61 | 1 | 30 | 39 | 70 | 0 | 7 | 2 | 9 | 5 | 117 | 118 | 240 | 7 | 163 |
| Marquette | 2 | 26 | 17 | 45 | 3 | 15 | 9 | 27 | 0 | 11 | 14 | 25 | 0 | 0 | 0 | 0 | 5 | 52 | 40 | 97 | 5 | 85 |
| Menominee | 0 | 0 | 8 | 14 | 2 | 10 | 5 | 17 | 1 | 10 | 2 | 13 | 0 | 1 | 2 | 3 | 4 | 26 | 17 | 47 | 4 | 32 |
| Milwaukee | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 4 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 10 | 0 | 12 |
| Monroe | 12 | 376 | 385 | 773 | 0 | 0 | 0 | 0 | 2 | 64 | 62 | 128 | 0 | 56 | 71 | 127 | 14 | 496 | 518 | 1,028 | 16 | 816 |
| Oconto | 0 | 16 | 18 | 34 | 0 | 5 | 7 | 12 | 1 | 10 | 10 | 21 | 0 | 3 | 3 | 6 | 1 | 34 | 38 | 73 | 1 | 50 |
| Oneida | 3 | 12 | 11 | 26 | 3 | 18 | 6 | 27 | 3 | 2 | 5 | 10 | 0 | 0 | 0 | 0 | 9 | 32 | 22 | 63 | 10 | 53 |
| Outagamie | 1 | 13 | 23 | 37 | 0 | 7 | 6 | 13 | 1 | 13 | 12 | 26 | 0 | 0 | 0 | 0 | 2 | 33 | 41 | 76 | 2 | 46 |
| Ozaukee | 0 | 63 | 61 | 124 | 3 | 27 | 16 | 46 | 6 | 51 | 44 | 101 | 0 | 0 | 0 | 0 | 9 | 141 | 121 | 271 | 9 | 203 |
| Pepin | 1 | 11 | 26 | 38 | 0 | 9 | 2 | 11 | 1 | 6 | 4 | 11 | 1 | 7 | 4 | 12 | 3 | 33 | 36 | 72 | 3 | 45 |
| Pierce | 0 | 1 | 0 | 1 | 1 | 3 | 1 | 5 | 1 | 2 | 3 | 6 | 0 | 0 | 0 | 0 | 2 | 6 | 4 | 12 | 2 | 10 |
| Polk | 1 | 13 | 9 | 23 | 2 | 8 | 6 | 16 | 2 | 16 | 16 | 34 | 0 | 0 | 0 | 0 | 5 | 37 | 31 | 73 | 6 | 55 |
| Portage | 1 | 18 | 19 | 38 | 1 | 9 | 5 | 15 | 0 | 8 | 8 | 16 | 0 | 0 | 0 | 0 | 2 | 35 | 32 | 69 | 2 | 49 |
| Price | 2 | 23 | 25 | 50 | 2 | 17 | 2 | 21 | 1 | 15 | 9 | 25 | 0 | 5 | 2 | 7 | 5 | 60 | 38 | 103 | 6 | 87 |
| Racine | 1 | 4 | 4 | 9 | 0 | 2 | 1 | 3 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 8 | 7 | 16 | 1 | 13 |
| Richland | 2 | 84 | 90 | 176 | 2 | 22 | 10 | 34 | 3 | 55 | 34 | 92 | 0 | 5 | 9 | 14 | 7 | 166 | 143 | 316 | 7 | 245 |
| Rock | 0 | 6 | 1 | 7 | 0 | 7 | 5 | 12 | 1 | 9 | 2 | 12 | 0 | 0 | 0 | 0 | 1 | 22 | 8 | 31 | 1 | 29 |
| Rusk | 3 | 79 | 103 | 185 | 4 | 12 | 8 | 24 | 1 | 49 | 29 | 79 | 1 | 11 | 9 | 21 | 9 | 151 | 149 | 309 | 9 | 231 |
| St. Croix | 0 | 3 | 0 | 3 | 1 | 6 | 0 | 7 | 0 | 4 | 3 | 7 | 0 | 0 | 0 | 0 | 1 | 13 | 3 | 17 | 1 | 16 |
| Sauk | 2 | 24 | 22 | 48 | 1 | 21 | 12 | 34 | 1 | 23 | 14 | 38 | 0 | 3 | 2 | 5 | 4 | 71 | 50 | 125 | 6 | 102 |
| Sawyer | 2 | 34 | 25 | 61 | 0 | 17 | 7 | 24 | 5 | 44 | 19 | 68 | 1 | 2 | 2 | 5 | 8 | 97 | 53 | 158 | 9 | 172 |
| Shawano | 1 | 9 | 4 | 14 | 5 | 7 | 5 | 17 | 2 | 1 | 11 | 14 | 0 | 0 | 0 | 0 | 8 | 17 | 20 | 45 | 8 | 31 |
| Sheboygan | 0 | 24 | 19 | 43 | 2 | 13 | 14 | 29 | 4 | 15 | 12 | 31 | 0 | 0 | 0 | 0 | 6 | 52 | 45 | 103 | 9 | 70 |
| Taylor | 2 | 55 | 43 | 100 | 4 | 28 | 11 | 43 | 0 | 8 | 14 | 22 | 0 | 4 | 0 | 4 | 6 | 95 | 68 | 169 | 6 | 125 |
| Trempealeau | 0 | 1 | 3 | 4 | 0 | 5 | 2 | 7 | 1 | 4 | 5 | 10 | 0 | 0 | 0 | 0 | 1 | 10 | 10 | 21 | 1 | 16 |
| Vernon | 0 | 11 | 6 | 17 | 0 | 11 | 3 | 14 | 0 | 10 | 6 | 16 | 0 | 0 | 0 | 0 | 0 | 32 | 15 | 47 | 0 | 39 |
| Vilas | 0 | 7 | 8 | 15 | 1 | 4 | 3 | 8 | 0 | 15 | 6 | 21 | 0 | 0 | 0 | 0 | 1 | 26 | 17 | 44 | 4 | 41 |
| Walworth | 2 | 14 | 13 | 29 | 1 | 3 | 6 | 10 | 2 | 10 | 11 | 23 | 0 | 0 | 0 | 0 | 5 | 27 | 30 | 62 | 7 | 43 |
| Washington | 1 | 42 | 42 | 85 | 2 | 18 | 10 | 30 | 3 | 26 | 18 | 47 | 0 | 2 | 2 | 4 | 6 | 88 | 72 | 166 | 8 | 129 |
| Waukesha | 0 | 8 | 9 | 17 | 0 | 7 | 1 | 8 | 1 | 7 | 7 | 15 | 0 | 0 | 0 | 0 | 1 | 22 | 17 | 40 | 1 | 34 |
| Waupaca | 3 | 43 | 42 | 88 | 3 | 18 | 10 | 31 | 2 | 39 | 28 | 69 | 0 | 0 | 0 | 0 | 8 | 100 | 80 | 188 | 8 | 130 |
| Waushara | 2 | 103 | 122 | 227 | 2 | 25 | 17 | 44 | 1 | 40 | 41 | 82 | 1 | 10 | 12 | 23 | 6 | 178 | 192 | 376 | 6 | 254 |
| Winnebago | 1 | 16 | 26 | 43 | 4 | 17 | 9 | 30 | 2 | 15 | 11 | 28 | 0 | 0 | 0 | 0 | 7 | 48 | 46 | 101 | 10 | 76 |
| Wood | 0 | 5 | 4 | 9 | 0 | 6 | 9 | 15 | 0 | 2 | 2 | 4 | 0 | 0 | 1 | 1 | 0 | 13 | 16 | 29 | 0 | 20 |
| Wood | 1 | 58 | 65 | 124 | 0 | 16 | 5 | 21 | 1 | 52 | 31 | 84 | 0 | 0 | 0 | 0 | 2 | 126 | 101 | 229 | 2 | 191 |
| Wood | 0 | 24 | 26 | 50 | 0 | 10 | 6 | 16 | 1 | 17 | 13 | 31 | 0 | 0 | 0 | 0 | 1 | 51 | 45 | 97 | 1 | 73 |
| TOTAL | 90 | 2,246 | 2,331 | 4,667 | 83 | 809 | 475 | 1,367 | 89 | 1,246 | 998 | 2,333 | 7 | 161 | 160 | 328 | 269 | 4,462 | 3,964 | 8,695 | 304 | 6,586 |

A crash is considered to be *Alcohol-Related* when a driver, bicyclist or pedestrian is listed on a police or coroner report as drinking alcohol prior to the crash.

**2001 Alcohol-Related Crashes
by Time of Day and Day of Week
with Total Injured and Total Killed**

| Time | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | TOTAL | Persons Killed | Persons Injured |
|--------------|---------------|---------------|----------------|------------------|-----------------|---------------|-----------------|--------------|-----------------------|------------------------|
| 12-1 AM | 180 | 53 | 33 | 62 | 79 | 97 | 155 | 659 | 15 | 486 |
| 1-2 AM | 201 | 63 | 45 | 69 | 92 | 123 | 197 | 790 | 22 | 565 |
| 2-3 AM | 355 | 69 | 54 | 72 | 100 | 154 | 358 | 1,162 | 43 | 847 |
| 3-4 AM | 164 | 39 | 22 | 29 | 31 | 42 | 161 | 488 | 11 | 324 |
| 4-5 AM | 86 | 11 | 11 | 20 | 22 | 20 | 83 | 253 | 11 | 166 |
| 5-6 AM | 60 | 12 | 9 | 13 | 8 | 12 | 57 | 171 | 7 | 116 |
| 6-7 AM | 26 | 10 | 5 | 6 | 6 | 7 | 22 | 82 | 1 | 66 |
| 7-8 AM | 7 | 9 | 5 | 2 | 6 | 10 | 20 | 59 | 0 | 49 |
| 8-9 AM | 18 | 10 | 5 | 4 | 2 | 2 | 9 | 50 | 4 | 60 |
| 9-10 AM | 4 | 8 | 5 | 2 | 8 | 5 | 12 | 44 | 0 | 42 |
| 10-11 AM | 15 | 7 | 4 | 7 | 7 | 7 | 15 | 62 | 4 | 37 |
| 11-12 PM | 22 | 9 | 5 | 10 | 9 | 17 | 18 | 90 | 2 | 76 |
| 12-1 PM | 25 | 12 | 15 | 12 | 15 | 22 | 28 | 129 | 9 | 103 |
| 1-2 PM | 23 | 20 | 9 | 10 | 20 | 20 | 25 | 127 | 3 | 121 |
| 2-3 PM | 20 | 22 | 21 | 15 | 13 | 24 | 36 | 151 | 4 | 137 |
| 3-4 PM | 41 | 28 | 23 | 25 | 20 | 42 | 45 | 224 | 6 | 214 |
| 4-5 PM | 54 | 37 | 32 | 27 | 32 | 47 | 65 | 294 | 7 | 280 |
| 5-6 PM | 67 | 29 | 40 | 40 | 40 | 62 | 73 | 351 | 20 | 279 |
| 6-7 PM | 82 | 40 | 46 | 60 | 40 | 77 | 85 | 430 | 13 | 344 |
| 7-8 PM | 99 | 43 | 33 | 52 | 55 | 84 | 91 | 457 | 16 | 337 |
| 8-9 PM | 99 | 45 | 47 | 57 | 75 | 93 | 103 | 519 | 18 | 397 |
| 9-10 PM | 93 | 56 | 73 | 67 | 93 | 120 | 116 | 618 | 22 | 497 |
| 10-11 PM | 70 | 54 | 59 | 69 | 75 | 160 | 158 | 645 | 19 | 458 |
| 11-12 AM | 55 | 48 | 76 | 77 | 82 | 187 | 171 | 696 | 36 | 499 |
| Unknown | 27 | 17 | 9 | 17 | 19 | 18 | 37 | 144 | 11 | 86 |
| TOTAL | 1,893 | 751 | 686 | 824 | 949 | 1,452 | 2,140 | 8,695 | 304 | 6,586 |

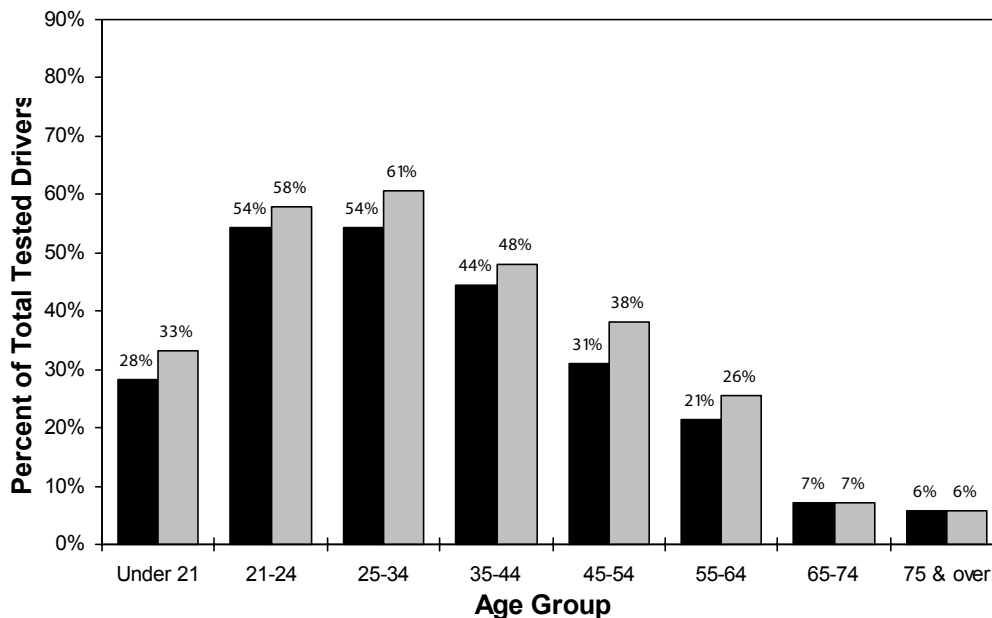
2001 Alcohol-Related Crashes by Time of Day and Day of Week



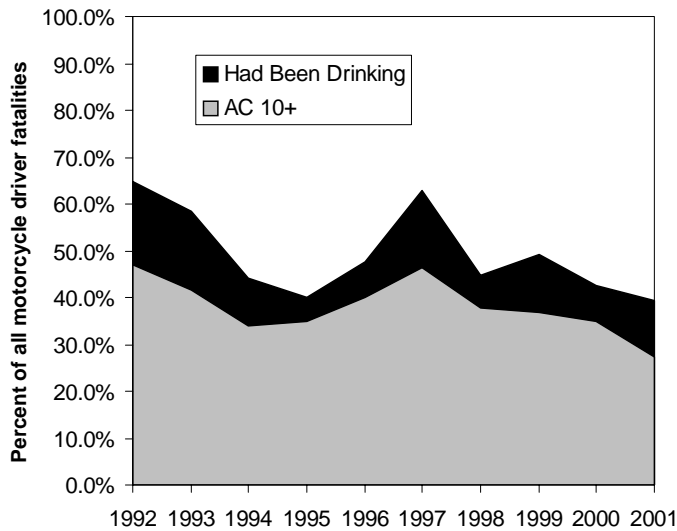
2001 Drivers in All Fatal Crashes by Age and Alcohol Concentration (AC) Test Results

| Age | Total Drivers | | | Alcohol Concentration of Killed Drivers | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|---------------|------------|-----------|---|------------|------------|------------|------------|------------|------------|-----------|------------|------------|-----------|------------|------------|----------|----------|----------|----------|-----------|-----------|-----------|------------|------------|----|---|-----|--|
| | | | | Killed Drivers | | | Tested | | | Negative | | | Positive | | | .001-.049 | | | .05-.099 | | | .10+ | | | | | | | |
| | F | M | Unk | Tot | F | M | Tot | F | M | Tot | F | M | Tot | F | M | Tot | F | M | Tot | F | M | Tot | F | M | Tot | F | M | Tot | |
| 14 & under | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16 | 9 | 10 | 0 | 19 | 5 | 3 | 8 | 4 | 3 | 7 | 4 | 2 | 6 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17 | 17 | 18 | 0 | 35 | 8 | 8 | 16 | 7 | 8 | 15 | 5 | 4 | 9 | 2 | 4 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | | |
| 18 | 9 | 26 | 0 | 35 | 3 | 12 | 15 | 2 | 11 | 13 | 2 | 8 | 10 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | | |
| 19 | 4 | 25 | 0 | 29 | 2 | 16 | 18 | 2 | 14 | 16 | 1 | 11 | 12 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | | |
| 20 | 2 | 18 | 0 | 20 | 1 | 8 | 9 | 1 | 7 | 8 | 0 | 2 | 2 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 4 | 5 | | |
| 21 | 8 | 30 | 0 | 38 | 4 | 21 | 25 | 3 | 18 | 21 | 3 | 6 | 9 | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | | | |
| 22 | 11 | 24 | 0 | 35 | 6 | 13 | 19 | 6 | 12 | 18 | 4 | 2 | 6 | 2 | 10 | 12 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 9 | 10 | | | |
| 23 | 3 | 19 | 0 | 22 | 1 | 9 | 10 | 1 | 9 | 10 | 1 | 2 | 3 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | | | |
| 24 | 6 | 11 | 0 | 17 | 2 | 7 | 9 | 1 | 7 | 8 | 1 | 5 | 6 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | | | |
| 25-34 | 54 | 136 | 0 | 190 | 22 | 65 | 87 | 21 | 58 | 79 | 11 | 20 | 31 | 10 | 38 | 48 | 1 | 1 | 2 | 1 | 2 | 3 | 8 | 35 | 43 | | | | |
| 35-44 | 52 | 162 | 0 | 214 | 26 | 71 | 97 | 23 | 58 | 81 | 15 | 27 | 42 | 8 | 31 | 39 | 0 | 1 | 1 | 0 | 2 | 2 | 8 | 28 | 36 | | | | |
| 45-54 | 38 | 118 | 0 | 156 | 16 | 63 | 79 | 14 | 57 | 71 | 11 | 33 | 44 | 3 | 24 | 27 | 0 | 2 | 2 | 0 | 3 | 3 | 3 | 19 | 22 | | | | |
| 55-64 | 26 | 76 | 0 | 102 | 14 | 40 | 54 | 13 | 34 | 47 | 9 | 26 | 35 | 4 | 8 | 12 | 1 | 0 | 1 | 0 | 1 | 1 | 3 | 7 | 10 | | | | |
| 65-74 | 20 | 37 | 0 | 57 | 11 | 21 | 32 | 8 | 20 | 28 | 8 | 18 | 26 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | | | | |
| 75-84 | 14 | 29 | 0 | 43 | 8 | 20 | 28 | 7 | 16 | 23 | 7 | 14 | 21 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | | | | |
| 85 & over | 3 | 14 | 0 | 17 | 3 | 13 | 16 | 2 | 10 | 12 | 2 | 10 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Unknown | 0 | 4 | 26 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| TOTAL | 276 | 759 | 26 | 1,061 | 132 | 391 | 523 | 115 | 343 | 458 | 84 | 191 | 275 | 31 | 152 | 183 | 2 | 6 | 8 | 2 | 10 | 12 | 27 | 136 | 163 | | | | |

2001 Alcohol Concentrations (AC) of Killed Drivers by Age Group



1992-2001 Motorcycle Driver Fatalities by Alcohol Concentration (AC) Test Results



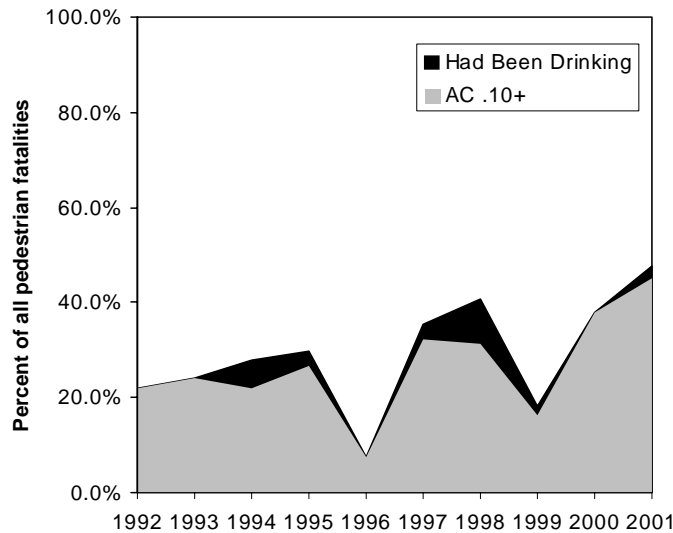
| Year | Motorcycle Driver Fatalities | Alcohol Concentration | | |
|------|------------------------------|-----------------------|----------|------|
| | | Negative or Unknown | .01-.099 | .10+ |
| 1992 | 34 | 12 | 6 | 16 |
| 1993 | 36 | 15 | 6 | 15 |
| 1994 | 50 | 28 | 5 | 17 |
| 1995 | 40 | 24 | 2 | 14 |
| 1996 | 40 | 21 | 3 | 16 |
| 1997 | 54 | 20 | 9 | 25 |
| 1998 | 58 | 20 | 4 | 22 |
| 1999 | 57 | 29 | 7 | 21 |
| 2000 | 66 | 37 | 5 | 23 |
| 2001 | 66 | 36 | 8 | 18 |

Drinking Rates for Drivers, Pedestrians and Bicyclists in Crashes

| Year | Drivers of All Vehicles Drinking Rate | Motorcycle Driver Drinking Rate | Pedestrian Drinking Rate | Bicyclist Drinking Rate |
|------|---------------------------------------|---------------------------------|--------------------------|-------------------------|
| 1992 | 51 | 175 | 76 | 25 |
| 1993 | 48 | 167 | 77 | 22 |
| 1994 | 41 | 154 | 86 | 16 |
| 1995 | 41 | 130 | 81 | 23 |
| 1996 | 41 | 157 | 79 | 24 |
| 1997 | 40 | 156 | 93 | 24 |
| 1998 | 40 | 149 | 89 | 26 |
| 1999 | 39 | 140 | 68 | 21 |
| 2000 | 39 | 147 | 84 | 25 |
| 2001 | 43 | 155 | 97 | 29 |

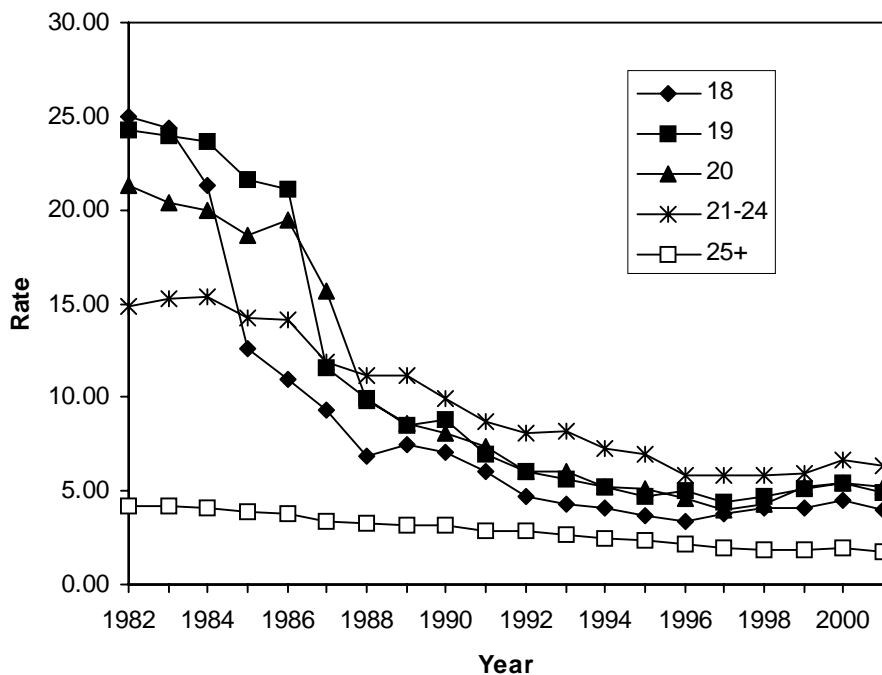
Drinking rate = drinking drivers, pedestrians or bicyclists per 1,000 drivers, pedestrians or bicyclists in crashes.

1992-2001 Pedestrian Fatalities by Alcohol Concentration (AC) Test Results



| Year | Pedestrian Fatalities | Alcohol Concentration | | |
|------|-----------------------|-----------------------|----------|------|
| | | Negative or Unknown | .01-.099 | .10+ |
| 1992 | 50 | 39 | 0 | 11 |
| 1993 | 54 | 41 | 0 | 13 |
| 1994 | 50 | 36 | 3 | 11 |
| 1995 | 64 | 45 | 2 | 17 |
| 1996 | 54 | 50 | 0 | 4 |
| 1997 | 62 | 40 | 2 | 20 |
| 1998 | 64 | 38 | 6 | 20 |
| 1999 | 55 | 45 | 1 | 9 |
| 2000 | 50 | 31 | 0 | 19 |
| 2001 | 42 | 22 | 1 | 19 |

Crash Rate for Drinking Drivers Twenty Year Summary by Age Group



Crash Rates for Drinking Drivers Twenty Year Summary by Age Group

| Year | 18 | 19 | 20 | 21-24 | 25+ |
|------|-------|-------|-------|-------|------|
| 1982 | 25.00 | 24.30 | 21.34 | 14.89 | 4.18 |
| 1983 | 24.35 | 23.99 | 20.37 | 15.22 | 4.17 |
| 1984 | 21.34 | 23.63 | 19.93 | 15.40 | 4.09 |
| 1985 | 12.60 | 21.57 | 18.63 | 14.26 | 3.90 |
| 1986 | 10.95 | 21.05 | 19.46 | 14.16 | 3.77 |
| 1987 | 9.27 | 11.53 | 15.68 | 11.86 | 3.42 |
| 1988 | 6.83 | 9.93 | 9.86 | 11.16 | 3.26 |
| 1989 | 7.47 | 8.50 | 8.55 | 11.20 | 3.22 |
| 1990 | 7.05 | 8.79 | 8.10 | 9.95 | 3.19 |
| 1991 | 6.06 | 6.99 | 7.34 | 8.67 | 2.86 |
| 1992 | 4.72 | 6.06 | 6.08 | 8.09 | 2.82 |
| 1993 | 4.25 | 5.63 | 5.99 | 8.18 | 2.69 |
| 1994 | 4.09 | 5.21 | 5.26 | 7.25 | 2.43 |
| 1995 | 3.73 | 4.75 | 5.16 | 6.95 | 2.40 |
| 1996 | 3.33 | 5.06 | 4.64 | 5.87 | 2.13 |
| 1997 | 3.80 | 4.40 | 4.04 | 5.86 | 1.96 |
| 1998 | 4.12 | 4.75 | 4.31 | 5.87 | 1.86 |
| 1999 | 4.10 | 5.14 | 5.20 | 5.95 | 1.81 |
| 2000 | 4.47 | 5.39 | 5.41 | 6.63 | 1.97 |
| 2001 | 4.01 | 4.91 | 5.22 | 6.31 | 1.75 |

Crash rate = drivers in crashes per 1,000 licensed drivers.

VI. SPEED- RELATED CRASHES

SPEED LIMIT 65

This section details the occurrence of speed-related crashes, including:

- Age of Driver
- County and Highway Class
- Severity of Crash

2001 Speed-Related Crashes

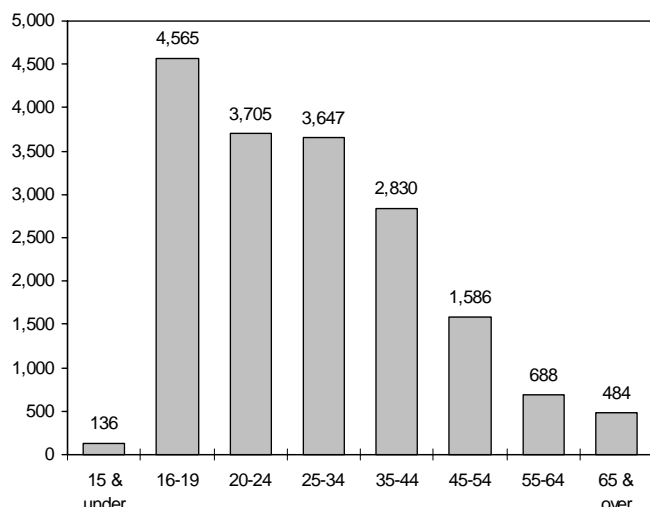
A *speed-related crash* is defined as a crash where at least one driver involved in the crash received a citation for speeding or was listed on the accident report as *exceeding speed limit* or *speed too fast/condition*. In 2001, speed was listed as a contributing cause in 14.4% of all crashes and in 31.9% of all fatal crashes. Some crashes involved both speed and alcohol; those crashes are included in both the speed-related crash tables and the alcohol-related crash tables.

2001 Drivers “Driving Too Fast” in Crashes by Age, Gender and Crash Severity

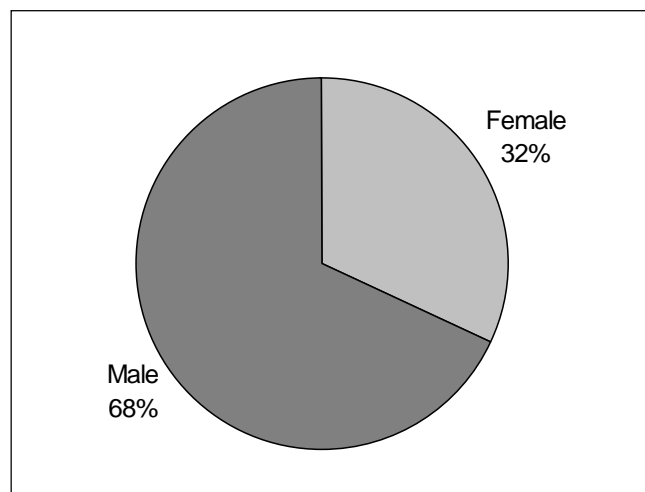
| Age | Fatal Crashes | | | Injury Crashes | | | Property Damage Crashes | | | Total Crashes | | |
|--------------|---------------|------------|------------|----------------|--------------|--------------|-------------------------|--------------|---------------|---------------|---------------|---------------|
| | Female | Male | Total | Female | Male | Total | Female | Male | Total | Female | Male | Total |
| 14 & under | 0 | 0 | 0 | 9 | 15 | 24 | 6 | 25 | 31 | 15 | 40 | 55 |
| 15 | 0 | 0 | 0 | 8 | 28 | 36 | 12 | 33 | 45 | 20 | 61 | 81 |
| 16 | 2 | 3 | 5 | 187 | 279 | 466 | 248 | 451 | 699 | 437 | 733 | 1,170 |
| 17 | 7 | 4 | 11 | 162 | 315 | 477 | 234 | 452 | 686 | 403 | 771 | 1,174 |
| 18 | 2 | 10 | 12 | 182 | 317 | 499 | 197 | 485 | 682 | 381 | 812 | 1,193 |
| 19 | 1 | 12 | 13 | 137 | 287 | 424 | 159 | 432 | 591 | 297 | 731 | 1,028 |
| 20-24 | 7 | 49 | 56 | 419 | 1,062 | 1,481 | 609 | 1,559 | 2,168 | 1,035 | 2,670 | 3,705 |
| 25-34 | 8 | 45 | 53 | 473 | 1,040 | 1,513 | 664 | 1,417 | 2,081 | 1,145 | 2,502 | 3,647 |
| 35-44 | 6 | 28 | 34 | 459 | 740 | 1,199 | 566 | 1,031 | 1,597 | 1,031 | 1,799 | 2,830 |
| 45-54 | 3 | 21 | 24 | 246 | 435 | 681 | 320 | 561 | 881 | 569 | 1,017 | 1,586 |
| 55-64 | 1 | 5 | 6 | 92 | 200 | 292 | 122 | 268 | 390 | 215 | 473 | 688 |
| 65-74 | 1 | 3 | 4 | 32 | 79 | 111 | 51 | 117 | 168 | 84 | 199 | 283 |
| 75 & over | 0 | 3 | 3 | 25 | 58 | 83 | 46 | 69 | 115 | 71 | 130 | 201 |
| Unknown | 0 | 1 | 2 | 10 | 84 | 177 | 21 | 165 | 684 | 31 | 250 | 863 |
| Total | 38 | 184 | 223 | 2,441 | 4,939 | 7,463 | 3,255 | 7,065 | 10,818 | 5,734 | 12,188 | 18,504 |

Driving Too Fast means that the driver was either issued a citation for speeding or was listed on the accident report as “exceeding speed limit” or *speed too fast/condition*. The figures in the *Total* columns include some drivers for whom gender was unknown.

2001 Drivers “Driving Too Fast” in Crashes by Age



2001 Drivers “Driving Too Fast” in Crashes by Gender



2001 Speed-Related Crashes by Month and Road Conditions

| Month | Road Condition | | | | | | | Total |
|--------------|----------------|--------------|--------------|--------------|-------------------|-----------|------------|---------------|
| | Dry | Wet | Snow/slush | Ice | Sand/mud/dirt/oil | Other | Unknown | |
| Jan | 302 | 240 | 844 | 670 | 4 | 3 | 97 | 2,160 |
| Feb | 319 | 196 | 964 | 1,206 | 7 | 2 | 155 | 2,849 |
| Mar | 497 | 163 | 337 | 368 | 26 | 3 | 69 | 1,463 |
| Apr | 576 | 275 | 77 | 45 | 10 | 3 | 32 | 1,018 |
| May | 650 | 457 | 1 | 0 | 9 | 6 | 37 | 1,160 |
| Jun | 761 | 293 | 0 | 0 | 6 | 12 | 26 | 1,098 |
| Jul | 857 | 140 | 0 | 0 | 14 | 11 | 33 | 1,055 |
| Aug | 788 | 397 | 0 | 0 | 13 | 10 | 37 | 1,245 |
| Sep | 711 | 376 | 0 | 0 | 10 | 2 | 42 | 1,141 |
| Oct | 734 | 529 | 13 | 10 | 10 | 7 | 43 | 1,346 |
| Nov | 614 | 516 | 172 | 41 | 4 | 4 | 50 | 1,401 |
| Dec | 581 | 379 | 502 | 556 | 6 | 7 | 122 | 2,153 |
| Total | 7,390 | 3,961 | 2,910 | 2,896 | 119 | 70 | 743 | 18,089 |

2001 Speed-Related Crashes by Time of Day and Day of Week with Total Killed, Total Injured

| Time | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | TOTAL | Persons Killed | Persons Injured |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|----------------|-----------------|
| 12-1 AM | 169 | 55 | 42 | 55 | 80 | 77 | 139 | 617 | 12 | 350 |
| 1-2 AM | 172 | 57 | 36 | 59 | 77 | 98 | 168 | 667 | 13 | 416 |
| 2-3 AM | 256 | 67 | 49 | 59 | 75 | 100 | 183 | 789 | 31 | 498 |
| 3-4 AM | 128 | 40 | 34 | 25 | 40 | 35 | 110 | 412 | 5 | 217 |
| 4-5 AM | 74 | 34 | 28 | 24 | 23 | 23 | 63 | 269 | 6 | 119 |
| 5-6 AM | 61 | 63 | 70 | 35 | 54 | 38 | 72 | 393 | 7 | 194 |
| 6-7 AM | 52 | 120 | 105 | 91 | 87 | 65 | 100 | 620 | 3 | 268 |
| 7-8 AM | 60 | 212 | 178 | 184 | 190 | 148 | 124 | 1,096 | 10 | 620 |
| 8-9 AM | 77 | 127 | 99 | 105 | 128 | 98 | 139 | 773 | 11 | 423 |
| 9-10 AM | 84 | 91 | 68 | 61 | 85 | 105 | 153 | 647 | 8 | 380 |
| 10-11 AM | 100 | 80 | 54 | 70 | 73 | 95 | 152 | 624 | 7 | 374 |
| 11-12 PM | 132 | 136 | 53 | 80 | 78 | 133 | 154 | 766 | 6 | 539 |
| 12-1 PM | 117 | 129 | 90 | 111 | 98 | 172 | 161 | 878 | 8 | 578 |
| 1-2 PM | 114 | 106 | 77 | 143 | 79 | 125 | 149 | 793 | 2 | 532 |
| 2-3 PM | 143 | 134 | 86 | 147 | 82 | 117 | 149 | 858 | 5 | 613 |
| 3-4 PM | 156 | 160 | 140 | 158 | 149 | 201 | 138 | 1,102 | 13 | 735 |
| 4-5 PM | 126 | 173 | 114 | 158 | 134 | 227 | 157 | 1,089 | 8 | 673 |
| 5-6 PM | 147 | 166 | 115 | 146 | 139 | 204 | 144 | 1,061 | 10 | 675 |
| 6-7 PM | 117 | 111 | 76 | 115 | 109 | 126 | 143 | 797 | 6 | 511 |
| 7-8 PM | 102 | 89 | 71 | 83 | 83 | 143 | 147 | 718 | 13 | 448 |
| 8-9 PM | 107 | 87 | 53 | 79 | 84 | 129 | 134 | 673 | 10 | 420 |
| 9-10 PM | 103 | 76 | 60 | 80 | 97 | 136 | 138 | 690 | 10 | 441 |
| 10-11 PM | 77 | 79 | 52 | 113 | 94 | 159 | 166 | 740 | 17 | 425 |
| 11-12 AM | 48 | 61 | 77 | 111 | 83 | 173 | 162 | 715 | 17 | 424 |
| Unknown | 54 | 43 | 22 | 31 | 29 | 49 | 74 | 302 | 10 | 108 |
| TOTAL | 2,776 | 2,496 | 1,849 | 2,323 | 2,250 | 2,976 | 3,419 | 18,089 | 248 | 10,981 |

2001 Speed-Related Crashes by County and Highway Class with Total Killed and Total Injured

| County | Local Street/Road | | | | | | County Highway | | | | | | State Highway | | | | | | Interstate System | | | | | | TOTAL | | | | | |
|-------------|-------------------|-----|-----|-----|-----|----|----------------|-----|-----|-----|-----|-----|---------------|----|-----|-----|-----|-----|-------------------|-----|-------|-----|-----|-----|-------|--|-----|--|-----|--|
| | FtI | | Inj | | Tot | | FtI | | Inj | | Tot | | FtI | | Inj | | Tot | | FtI | | Inj | | Tot | | FtI | | Inj | | Tot | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Adams | 1 | 15 | 23 | 39 | 0 | 9 | 10 | 19 | 0 | 7 | 11 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 31 | 44 | 76 | 2 | 41 | | | | | | |
| Ashland | 0 | 9 | 21 | 30 | 0 | 2 | 3 | 5 | 2 | 6 | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 32 | 51 | 2 | 27 | | | | | | |
| Barron | 0 | 41 | 52 | 93 | 1 | 12 | 21 | 34 | 2 | 28 | 33 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 81 | 106 | 190 | 3 | 123 | | | | | | |
| Bayfield | 0 | 16 | 12 | 28 | 0 | 10 | 4 | 14 | 0 | 14 | 18 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 34 | 74 | 0 | 77 | | | | | | |
| Brown | 4 | 99 | 168 | 271 | 2 | 22 | 48 | 72 | 5 | 91 | 132 | 228 | 0 | 16 | 34 | 50 | 11 | 228 | 11 | 228 | 382 | 621 | 14 | 344 | | | | | | |
| Buffalo | 0 | 11 | 8 | 19 | 0 | 9 | 8 | 17 | 0 | 16 | 8 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 24 | 60 | 0 | 49 | | | | | | |
| Burnett | 1 | 12 | 13 | 26 | 1 | 14 | 9 | 24 | 2 | 13 | 7 | 22 | 0 | 0 | 0 | 0 | 0 | 4 | 39 | 29 | 72 | 4 | 57 | | | | | | | |
| Calumet | 0 | 13 | 26 | 39 | 0 | 2 | 8 | 10 | 0 | 14 | 20 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 54 | 83 | 0 | 42 | | | | | | |
| Chippewa | 0 | 32 | 67 | 99 | 0 | 26 | 29 | 55 | 0 | 19 | 45 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 141 | 218 | 0 | 100 | | | | | | |
| Clark | 1 | 30 | 41 | 72 | 0 | 4 | 10 | 14 | 0 | 13 | 18 | 31 | 0 | 0 | 0 | 0 | 0 | 1 | 47 | 69 | 117 | 1 | 63 | | | | | | | |
| Columbia | 0 | 38 | 35 | 73 | 3 | 23 | 22 | 48 | 0 | 41 | 43 | 84 | 1 | 22 | 38 | 61 | 4 | 124 | 4 | 138 | 266 | 4 | 174 | | | | | | | |
| Crawford | 0 | 12 | 16 | 28 | 0 | 6 | 4 | 10 | 0 | 10 | 10 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 30 | 58 | 0 | 43 | | | | | | | |
| Dane | 6 | 312 | 536 | 854 | 1 | 45 | 76 | 122 | 2 | 160 | 202 | 364 | 0 | 45 | 67 | 112 | 9 | 562 | 9 | 881 | 1,452 | 9 | 814 | | | | | | | |
| Dodge | 0 | 29 | 64 | 93 | 1 | 35 | 33 | 69 | 4 | 40 | 74 | 118 | 0 | 0 | 0 | 0 | 5 | 104 | 5 | 171 | 280 | 5 | 152 | | | | | | | |
| Door | 0 | 14 | 26 | 40 | 0 | 5 | 11 | 16 | 1 | 16 | 16 | 33 | 0 | 0 | 0 | 0 | 1 | 35 | 1 | 53 | 89 | 1 | 49 | | | | | | | |
| Douglas | 2 | 30 | 38 | 70 | 1 | 12 | 16 | 29 | 1 | 16 | 28 | 45 | 0 | 1 | 1 | 2 | 4 | 59 | 4 | 83 | 146 | 4 | 85 | | | | | | | |
| Dunn | 0 | 20 | 37 | 57 | 2 | 17 | 29 | 48 | 1 | 24 | 36 | 61 | 2 | 22 | 39 | 63 | 5 | 83 | 5 | 141 | 229 | 6 | 130 | | | | | | | |
| Eau Claire | 0 | 55 | 114 | 169 | 1 | 22 | 25 | 48 | 1 | 23 | 48 | 72 | 1 | 28 | 35 | 64 | 3 | 128 | 3 | 222 | 353 | 3 | 201 | | | | | | | |
| Florence | 0 | 3 | 7 | 10 | 0 | 1 | 2 | 3 | 0 | 3 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 15 | 22 | 0 | 12 | | | | | | |
| Fond du Lac | 2 | 59 | 78 | 139 | 1 | 27 | 20 | 48 | 2 | 50 | 96 | 148 | 0 | 0 | 0 | 0 | 5 | 136 | 5 | 194 | 335 | 6 | 202 | | | | | | | |
| Forest | 0 | 5 | 11 | 16 | 0 | 1 | 2 | 3 | 0 | 3 | 9 | 12 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 22 | 31 | 0 | 16 | | | | | | | |
| Grant | 0 | 38 | 47 | 85 | 1 | 17 | 31 | 49 | 5 | 26 | 40 | 71 | 0 | 0 | 0 | 0 | 6 | 81 | 6 | 118 | 205 | 6 | 116 | | | | | | | |
| Green | 1 | 23 | 46 | 70 | 3 | 22 | 31 | 56 | 1 | 21 | 17 | 39 | 0 | 0 | 0 | 0 | 5 | 66 | 5 | 94 | 165 | 5 | 116 | | | | | | | |
| Green Lake | 1 | 13 | 13 | 27 | 0 | 13 | 20 | 33 | 0 | 4 | 14 | 18 | 0 | 0 | 0 | 0 | 1 | 30 | 1 | 47 | 78 | 1 | 48 | | | | | | | |
| Iowa | 0 | 9 | 18 | 27 | 2 | 12 | 13 | 27 | 1 | 19 | 30 | 50 | 0 | 0 | 0 | 0 | 3 | 40 | 3 | 61 | 104 | 3 | 55 | | | | | | | |
| Iron | 0 | 4 | 8 | 12 | 0 | 1 | 2 | 3 | 2 | 5 | 7 | 14 | 0 | 0 | 0 | 0 | 2 | 10 | 2 | 17 | 29 | 3 | 11 | | | | | | | |
| Jackson | 0 | 11 | 18 | 29 | 0 | 3 | 7 | 10 | 0 | 4 | 5 | 9 | 0 | 26 | 20 | 46 | 0 | 44 | 0 | 50 | 94 | 0 | 72 | | | | | | | |
| Jefferson | 3 | 37 | 47 | 87 | 0 | 25 | 22 | 47 | 1 | 31 | 40 | 72 | 0 | 25 | 29 | 54 | 4 | 118 | 4 | 138 | 260 | 4 | 171 | | | | | | | |
| Juneau | 1 | 13 | 13 | 27 | 1 | 10 | 11 | 22 | 3 | 13 | 13 | 29 | 0 | 19 | 35 | 54 | 5 | 55 | 5 | 72 | 132 | 7 | 86 | | | | | | | |
| Kenosha | 4 | 80 | 122 | 206 | 0 | 58 | 44 | 102 | 3 | 54 | 59 | 116 | 1 | 9 | 18 | 28 | 8 | 201 | 8 | 243 | 452 | 10 | 309 | | | | | | | |
| Kewaunee | 1 | 18 | 12 | 31 | 0 | 12 | 12 | 24 | 0 | 7 | 2 | 9 | 0 | 0 | 0 | 0 | 1 | 37 | 1 | 26 | 64 | 1 | 57 | | | | | | | |
| La Crosse | 0 | 51 | 119 | 170 | 1 | 25 | 35 | 61 | 1 | 41 | 45 | 87 | 0 | 11 | 23 | 34 | 2 | 128 | 2 | 222 | 352 | 2 | 193 | | | | | | | |
| Lafayette | 1 | 12 | 13 | 26 | 0 | 8 | 11 | 19 | 0 | 12 | 15 | 27 | 0 | 0 | 0 | 0 | 1 | 32 | 1 | 39 | 72 | 1 | 45 | | | | | | | |
| Langlade | 0 | 17 | 7 | 24 | 0 | 9 | 8 | 17 | 1 | 11 | 8 | 20 | 0 | 0 | 0 | 0 | 1 | 37 | 1 | 23 | 61 | 1 | 68 | | | | | | | |
| Lincoln | 0 | 16 | 40 | 56 | 0 | 9 | 7 | 16 | 2 | 20 | 33 | 55 | 0 | 0 | 0 | 0 | 2 | 45 | 2 | 80 | 127 | 2 | 72 | | | | | | | |
| Manitowoc | 0 | 32 | 50 | 82 | 0 | 10 | 23 | 33 | 0 | 25 | 23 | 48 | 0 | 15 | 23 | 38 | 0 | 82 | 0 | 119 | 201 | 0 | 111 | | | | | | | |

continued

2001 Speed-Related Crashes by County and Highway Class with Total Killed and Total Injured

| County | Local Street/Road | | | County Highway | | | State Highway | | | Interstate System | | | TOTAL | | | | | Persons Killed | Persons Injured | | | |
|-------------|-------------------|-------|-------|----------------|-----|-------|---------------|-------|-----|-------------------|-------|-------|-------|-----|-------|-------|-----|----------------|-----------------|--------|-----|--------|
| | FtI | Inj | PD | Tot | FtI | Inj | PD | Tot | FtI | Inj | PD | Tot | FtI | Inj | PD | Tot | | | | | | |
| | | | | | | | | | | | | | | | | | FtI | | | Inj | PD | Tot |
| Marathon | 2 | 58 | 104 | 164 | 2 | 29 | 51 | 82 | 2 | 46 | 109 | 157 | 0 | 8 | 25 | 33 | 6 | 141 | 289 | 436 | 7 | 213 |
| Marquette | 2 | 18 | 51 | 71 | 2 | 15 | 24 | 41 | 0 | 16 | 21 | 37 | 0 | 0 | 0 | 0 | 4 | 49 | 96 | 149 | 4 | 81 |
| Marquette | 0 | 6 | 12 | 18 | 1 | 14 | 12 | 27 | 1 | 6 | 3 | 10 | 0 | 4 | 5 | 9 | 2 | 30 | 32 | 64 | 2 | 39 |
| Menominee | 0 | 1 | 4 | 5 | 0 | 1 | 4 | 5 | 0 | 3 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 18 | 0 | 9 |
| Milwaukee | 9 | 675 | 962 | 1,646 | 0 | 0 | 0 | 0 | 3 | 201 | 289 | 493 | 2 | 400 | 617 | 1,019 | 14 | 1,276 | 1,868 | 3,158 | 16 | 2,024 |
| Monroe | 0 | 19 | 51 | 70 | 0 | 12 | 16 | 28 | 2 | 20 | 29 | 51 | 1 | 18 | 26 | 45 | 3 | 69 | 122 | 194 | 4 | 110 |
| Oconto | 2 | 29 | 27 | 58 | 1 | 16 | 9 | 26 | 2 | 12 | 22 | 36 | 0 | 0 | 0 | 0 | 5 | 57 | 58 | 120 | 5 | 78 |
| Oneida | 2 | 22 | 58 | 82 | 0 | 13 | 18 | 31 | 2 | 14 | 30 | 46 | 0 | 0 | 0 | 0 | 4 | 49 | 106 | 159 | 5 | 68 |
| Outagamie | 0 | 73 | 110 | 183 | 1 | 26 | 41 | 68 | 0 | 59 | 96 | 155 | 0 | 0 | 0 | 0 | 1 | 158 | 247 | 406 | 1 | 223 |
| Ozaukee | 0 | 35 | 39 | 74 | 0 | 19 | 26 | 45 | 0 | 14 | 19 | 33 | 0 | 23 | 32 | 55 | 0 | 91 | 116 | 207 | 0 | 146 |
| Pepin | 0 | 1 | 2 | 3 | 1 | 3 | 3 | 7 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 4 | 7 | 13 | 2 | 9 |
| Pierce | 1 | 18 | 34 | 53 | 0 | 11 | 8 | 19 | 0 | 14 | 16 | 30 | 0 | 0 | 0 | 0 | 1 | 43 | 58 | 102 | 2 | 65 |
| Polk | 2 | 26 | 40 | 68 | 0 | 13 | 18 | 31 | 0 | 12 | 19 | 31 | 0 | 0 | 0 | 0 | 2 | 51 | 77 | 130 | 2 | 76 |
| Portage | 0 | 29 | 42 | 71 | 1 | 15 | 17 | 33 | 1 | 17 | 24 | 42 | 0 | 13 | 18 | 31 | 2 | 74 | 101 | 177 | 3 | 105 |
| Price | 0 | 6 | 7 | 13 | 0 | 2 | 3 | 5 | 1 | 5 | 16 | 22 | 0 | 0 | 0 | 0 | 1 | 13 | 26 | 40 | 1 | 24 |
| Racine | 2 | 102 | 141 | 245 | 2 | 33 | 28 | 63 | 4 | 66 | 78 | 148 | 0 | 18 | 23 | 41 | 8 | 219 | 270 | 497 | 8 | 310 |
| Richland | 0 | 5 | 12 | 17 | 0 | 8 | 13 | 21 | 0 | 15 | 6 | 21 | 0 | 0 | 0 | 0 | 0 | 28 | 31 | 59 | 0 | 43 |
| Rock | 1 | 136 | 201 | 338 | 4 | 23 | 21 | 48 | 2 | 66 | 94 | 162 | 2 | 34 | 38 | 74 | 9 | 259 | 354 | 622 | 10 | 375 |
| Rusk | 0 | 11 | 14 | 25 | 0 | 6 | 6 | 12 | 0 | 5 | 8 | 13 | 0 | 0 | 0 | 0 | 0 | 22 | 28 | 50 | 0 | 36 |
| St. Croix | 0 | 29 | 54 | 83 | 0 | 30 | 30 | 60 | 1 | 29 | 31 | 61 | 0 | 20 | 41 | 61 | 1 | 108 | 156 | 265 | 1 | 155 |
| Sauk | 0 | 67 | 76 | 143 | 2 | 24 | 26 | 52 | 3 | 60 | 49 | 112 | 0 | 9 | 14 | 23 | 5 | 160 | 165 | 330 | 5 | 255 |
| Sawyer | 2 | 12 | 10 | 24 | 5 | 9 | 11 | 25 | 0 | 5 | 7 | 12 | 0 | 0 | 0 | 0 | 7 | 26 | 28 | 61 | 7 | 43 |
| Shawano | 0 | 39 | 46 | 85 | 2 | 12 | 26 | 40 | 2 | 32 | 37 | 71 | 0 | 0 | 0 | 0 | 4 | 83 | 109 | 196 | 6 | 124 |
| Sheboygan | 0 | 57 | 68 | 125 | 2 | 40 | 40 | 82 | 1 | 24 | 40 | 65 | 0 | 10 | 11 | 21 | 3 | 131 | 159 | 293 | 3 | 178 |
| Taylor | 1 | 9 | 23 | 33 | 0 | 6 | 11 | 17 | 2 | 8 | 10 | 20 | 0 | 0 | 0 | 0 | 3 | 23 | 44 | 70 | 4 | 41 |
| Trempealeau | 0 | 16 | 17 | 33 | 2 | 9 | 17 | 28 | 1 | 10 | 7 | 18 | 0 | 3 | 4 | 7 | 3 | 38 | 45 | 86 | 3 | 59 |
| Vernon | 0 | 9 | 16 | 25 | 1 | 9 | 6 | 16 | 0 | 8 | 20 | 28 | 0 | 0 | 0 | 0 | 1 | 26 | 42 | 69 | 4 | 40 |
| Vilas | 2 | 25 | 38 | 65 | 0 | 11 | 24 | 35 | 3 | 14 | 23 | 40 | 0 | 0 | 0 | 0 | 5 | 50 | 85 | 140 | 7 | 79 |
| Walworth | 1 | 49 | 76 | 126 | 1 | 14 | 17 | 32 | 0 | 47 | 46 | 93 | 0 | 6 | 5 | 11 | 2 | 116 | 144 | 262 | 4 | 156 |
| Washington | 0 | 9 | 11 | 20 | 0 | 8 | 7 | 15 | 1 | 7 | 11 | 19 | 0 | 0 | 0 | 0 | 1 | 24 | 29 | 54 | 1 | 34 |
| Washington | 2 | 69 | 118 | 189 | 3 | 25 | 19 | 47 | 2 | 61 | 88 | 151 | 0 | 0 | 0 | 0 | 7 | 155 | 225 | 387 | 8 | 223 |
| Waukesha | 4 | 248 | 427 | 679 | 1 | 63 | 61 | 125 | 0 | 121 | 172 | 293 | 1 | 49 | 76 | 126 | 6 | 481 | 736 | 1,223 | 6 | 703 |
| Waupaca | 1 | 27 | 39 | 67 | 1 | 19 | 14 | 34 | 0 | 23 | 22 | 45 | 0 | 0 | 0 | 0 | 2 | 69 | 75 | 146 | 2 | 106 |
| Waushara | 0 | 18 | 11 | 29 | 0 | 21 | 23 | 44 | 0 | 9 | 14 | 23 | 0 | 3 | 3 | 6 | 0 | 51 | 51 | 102 | 0 | 73 |
| Winnebago | 0 | 69 | 106 | 175 | 0 | 10 | 18 | 28 | 3 | 87 | 128 | 218 | 0 | 0 | 0 | 0 | 3 | 166 | 252 | 421 | 3 | 253 |
| Wood | 0 | 34 | 53 | 87 | 1 | 8 | 10 | 19 | 1 | 22 | 35 | 58 | 0 | 0 | 0 | 0 | 2 | 64 | 98 | 164 | 2 | 94 |
| TOTAL | 65 | 3,285 | 5,066 | 8,416 | 58 | 1,115 | 1,345 | 2,518 | 84 | 2,058 | 2,845 | 4,987 | 11 | 857 | 1,300 | 2,168 | 218 | 7,315 | 10,556 | 18,089 | 248 | 10,981 |

A crash is considered to be Speed-Related when at least one driver was listed on the crash report as exceeding speed limit or speed too fast/condition or received a citation for speeding.

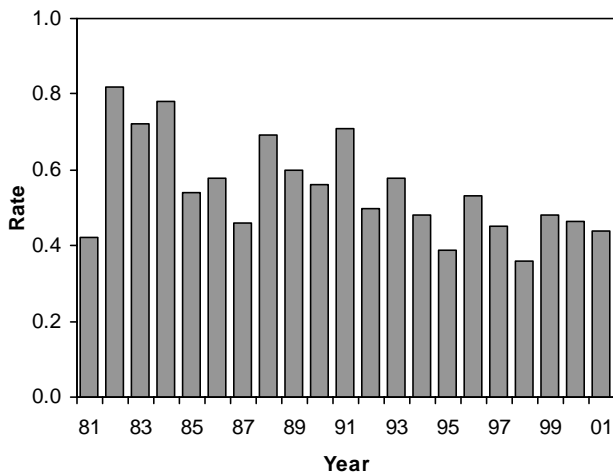
Rural Interstate Summary

Wisconsin continues to monitor crashes on the Rural Interstate System. This is in connection with legislation that became effective on June 17, 1987, authorizing 65 mile per hour speed limits on these portions of highway.

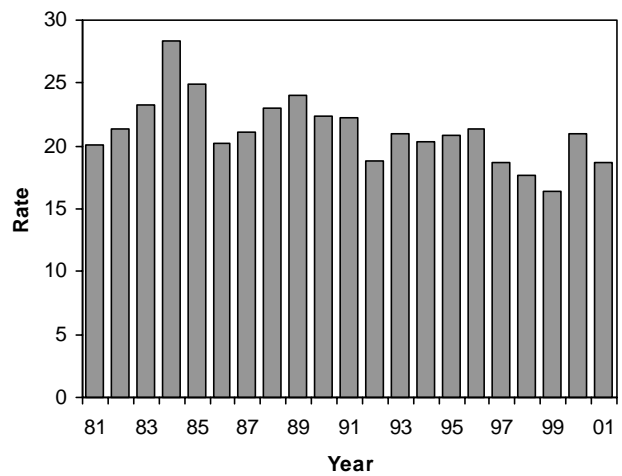
In 2001, the overall crash rate for the 581 miles of rural interstate was 69.84 compared to 78.57 in 2000. The crash rate is the number of crashes per 100 million vehicle miles traveled. Overall, vehicle miles traveled on rural interstate highways decreased by 0.8% in 2001.

The charts below list the crash rates on rural interstate highways by crash severity.

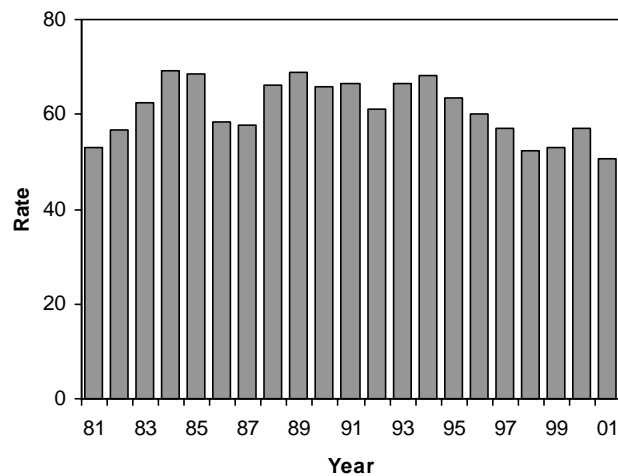
Fatal Crash Rate



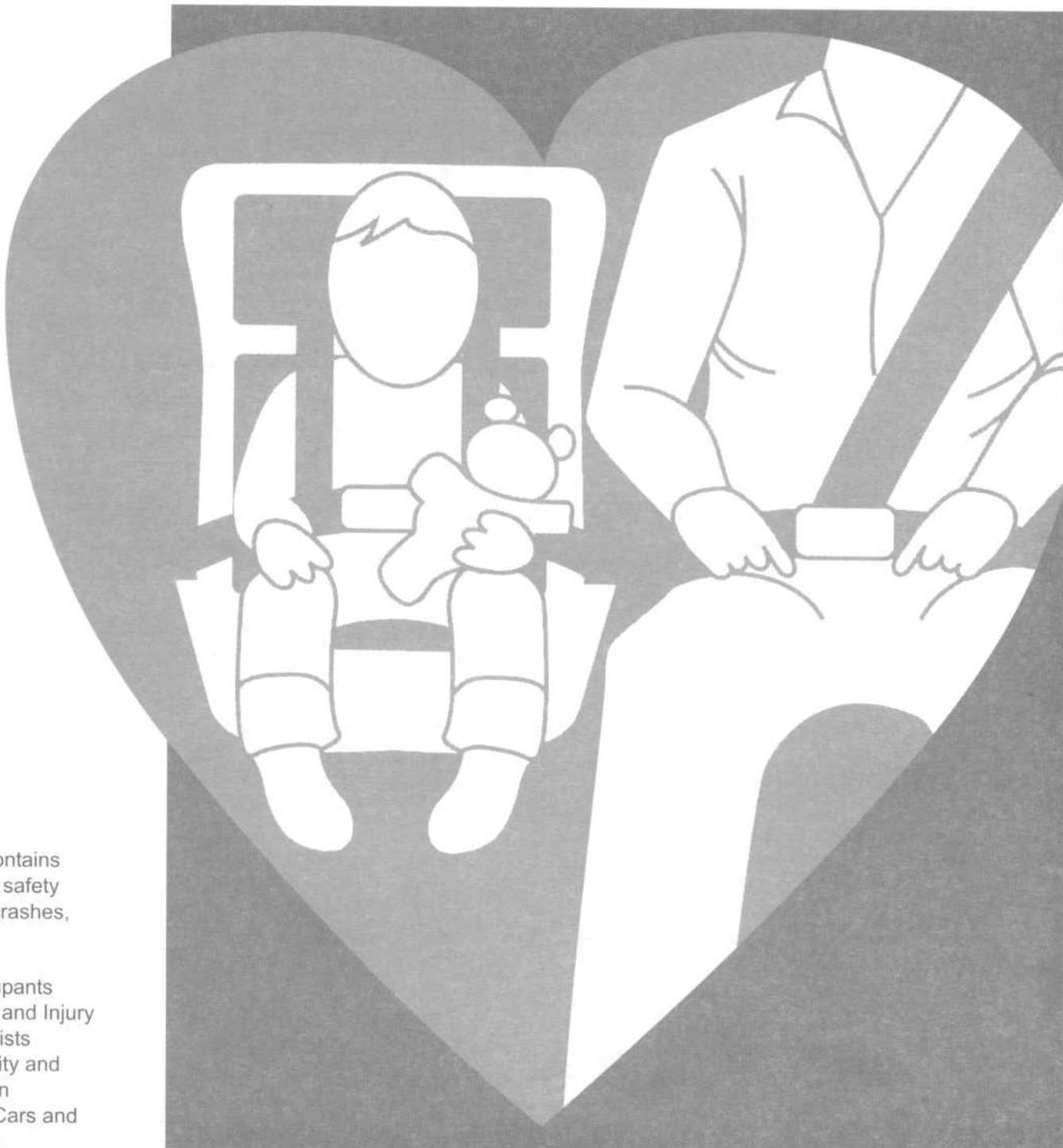
Injury Crash Rate



Property Damage Crash Rate



VII. SAFETY EQUIPMENT



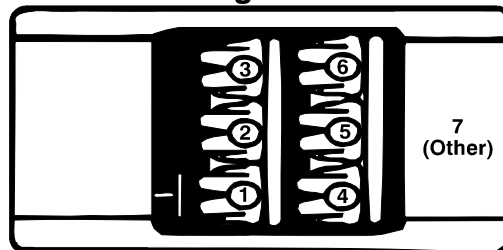
This section contains information on safety equipment in crashes, including:

- Age of Occupants
- Helmet Use and Injury to Motorcyclists
- Injury Severity and Seat Position
- Passenger Cars and Light Trucks

2001 Safety Equipment Use in Passenger Cars by Injury Severity and Seat Position

| | Seat Position by Safety Equipment Use | | | | | | | | | | | | | | TOTAL | |
|-------------------|---------------------------------------|---------------|------------|------------|---------------|--------------|--------------|------------|--------------|------------|--------------|--------------|--------------|------------|----------------|---------------|
| | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | | |
| Injury Severity | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No |
| Not Injured | 99,626 | 5,449 | 723 | 80 | 25,122 | 1,820 | 6,850 | 531 | 2,811 | 253 | 8,317 | 630 | 1,531 | 89 | 144,980 | 8,852 |
| Incapacitating | 1,505 | 855 | 17 | 15 | 429 | 339 | 50 | 55 | 15 | 26 | 85 | 89 | 10 | 6 | 2,111 | 1,385 |
| Nonincapacitating | 6,174 | 1,996 | 48 | 29 | 1,712 | 860 | 297 | 128 | 82 | 50 | 359 | 185 | 39 | 14 | 8,711 | 3,262 |
| Possible | 16,783 | 2,042 | 139 | 27 | 4,941 | 911 | 822 | 181 | 294 | 91 | 1,146 | 226 | 178 | 37 | 24,303 | 3,515 |
| Killed | 128 | 177 | 1 | 0 | 38 | 47 | 6 | 8 | 3 | 5 | 2 | 11 | 2 | 0 | 180 | 248 |
| TOTAL | 124,216 | 10,519 | 928 | 151 | 32,242 | 3,977 | 8,025 | 903 | 3,205 | 425 | 9,909 | 1,141 | 1,760 | 146 | 180,285 | 17,262 |

Seating Position



2001 Safety Equipment Use in Passenger Cars in Crashes by Age of Occupant

| Age of Occupant | Shoulder & Lap Belt | Lap Belt Only | Shoulder Belt Only | Child Safety Seat | None | TOTAL |
|-----------------|---------------------|---------------|--------------------|-------------------|---------------|----------------|
| 1-2 | 433 | 81 | 15 | 2,231 | 81 | 2,841 |
| 3 | 433 | 91 | 7 | 837 | 39 | 1,407 |
| 4 | 730 | 158 | 11 | 482 | 55 | 1,436 |
| 5-9 | 4,587 | 688 | 41 | 377 | 312 | 6,005 |
| 10-14 | 5,770 | 552 | 38 | 0 | 682 | 7,042 |
| 15 | 2,527 | 173 | 10 | 0 | 468 | 3,178 |
| 16 | 8,083 | 209 | 65 | 0 | 1,051 | 9,408 |
| 17 | 8,273 | 191 | 60 | 0 | 1,272 | 9,796 |
| 18 | 7,442 | 140 | 71 | 0 | 1,293 | 8,946 |
| 19 | 6,382 | 90 | 57 | 0 | 1,011 | 7,540 |
| 20 | 5,534 | 85 | 52 | 0 | 918 | 6,589 |
| 21 | 5,153 | 53 | 35 | 0 | 885 | 6,126 |
| 22 | 4,523 | 50 | 41 | 0 | 686 | 5,300 |
| 23 | 4,045 | 40 | 21 | 0 | 539 | 4,645 |
| 24 | 3,563 | 52 | 28 | 0 | 468 | 4,111 |
| 25-34 | 27,751 | 234 | 203 | 0 | 2,849 | 31,037 |
| 35-44 | 26,514 | 207 | 141 | 0 | 1,939 | 28,801 |
| 45-54 | 20,548 | 134 | 96 | 0 | 1,169 | 21,947 |
| 55-64 | 11,001 | 75 | 52 | 0 | 489 | 11,617 |
| 65-74 | 7,861 | 52 | 43 | 0 | 329 | 8,285 |
| 75-84 | 6,161 | 36 | 25 | 0 | 336 | 6,558 |
| 85 & over | 1,476 | 13 | 7 | 0 | 103 | 1,599 |
| Unknown | 1,542 | 96 | 21 | 1,386 | 288 | 3,333 |
| TOTAL | 170,332 | 3,500 | 1,140 | 5,313 | 17,262 | 197,547 |

These reports count only those occupants for whom safety equipment use and seat location were recorded on the accident report form. Caution: Safety equipment use for many occupants was self-reported. Therefore, these figures may overstate actual use of safety equipment. Yes = used safety belts or child safety seat. No = no safety equipment used.

2001 Safety Equipment Use in Light Trucks by Injury Severity and Seat Position

| Injury Severity | Seat Position by Safety Equipment Use | | | | | | | | | | | | | | TOTAL | |
|-------------------|---------------------------------------|--------------|------------|------------|--------------|------------|------------|-----------|------------|-----------|------------|-----------|-----------|-----------|---------------|--------------|
| | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | | |
| | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No |
| Not Injured | 20,947 | 1,743 | 456 | 117 | 4,278 | 410 | 440 | 33 | 234 | 17 | 597 | 44 | 67 | 10 | 27,019 | 2,374 |
| Incapacitating | 217 | 222 | 5 | 17 | 56 | 83 | 3 | 4 | 1 | 5 | 8 | 5 | 5 | 0 | 295 | 336 |
| Nonincapacitating | 1,015 | 487 | 26 | 29 | 235 | 199 | 16 | 13 | 7 | 6 | 23 | 12 | 6 | 1 | 1,328 | 747 |
| Possible | 2,193 | 405 | 50 | 25 | 597 | 146 | 48 | 7 | 23 | 5 | 56 | 9 | 3 | 0 | 2,970 | 597 |
| Killed | 16 | 75 | 0 | 3 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 17 | 91 |
| TOTAL | 24,388 | 2,932 | 537 | 191 | 5,167 | 849 | 507 | 57 | 265 | 33 | 684 | 72 | 81 | 11 | 31,629 | 4,145 |

This report counts only those occupants for whom safety equipment use and seat location were recorded on the accident report form. Caution: Safety equipment use for many occupants was self-reported. Therefore, these figures may overstate actual use of safety equipment. Yes = used safety belts or child safety seat. No = no safety equipment used.

2001 Safety Equipment Use in Light Trucks in Crashes by Age of Occupant

| Age of Occupant | Shoulder & Lap Belt | Lap Belt Only | Shoulder Belt Only | Child Safety Seat | None | TOTAL |
|-----------------|---------------------|---------------|--------------------|-------------------|--------------|---------------|
| 1-2 | 39 | 6 | 1 | 175 | 9 | 230 |
| 3 | 47 | 14 | 2 | 58 | 6 | 127 |
| 4 | 94 | 14 | 2 | 31 | 7 | 148 |
| 5-9 | 496 | 91 | 4 | 19 | 53 | 663 |
| 10-14 | 638 | 94 | 4 | 0 | 94 | 830 |
| 15 | 276 | 16 | 2 | 0 | 82 | 376 |
| 16 | 849 | 31 | 6 | 0 | 175 | 1,061 |
| 17 | 910 | 14 | 3 | 0 | 202 | 1,129 |
| 18 | 910 | 32 | 6 | 0 | 218 | 1,166 |
| 19 | 891 | 14 | 5 | 0 | 203 | 1,113 |
| 20 | 921 | 13 | 8 | 0 | 164 | 1,106 |
| 21 | 904 | 18 | 8 | 0 | 209 | 1,139 |
| 22 | 764 | 15 | 5 | 0 | 172 | 956 |
| 23 | 697 | 12 | 6 | 0 | 150 | 865 |
| 24 | 677 | 9 | 7 | 0 | 113 | 806 |
| 25-34 | 5,962 | 65 | 45 | 0 | 816 | 6,888 |
| 35-44 | 6,468 | 49 | 32 | 0 | 697 | 7,246 |
| 45-54 | 4,551 | 35 | 27 | 0 | 396 | 5,009 |
| 55-64 | 2,377 | 11 | 12 | 0 | 157 | 2,557 |
| 65-74 | 1,254 | 10 | 7 | 0 | 115 | 1,386 |
| 75-84 | 459 | 7 | 5 | 0 | 64 | 535 |
| 85 & over | 70 | 0 | 0 | 0 | 14 | 84 |
| Unknown | 217 | 3 | 4 | 101 | 29 | 354 |
| TOTAL | 30,471 | 573 | 201 | 384 | 4,145 | 35,774 |

This report counts only those occupants for whom safety equipment use and seat location were recorded on the accident report form. Caution: Safety equipment use for many occupants was self-reported. Therefore, these figures may overstate actual use of safety equipment. Yes = used safety belts or child safety seat. No = no safety equipment used.

2001 Passenger Car and Light Truck Occupants for Whom Airbag Deployed in Crash - Manner of Collision by Injury Severity

| Manner of Collision | Injury Severity | | | | | Total |
|--------------------------------------|-----------------|----------------|--------------------|--------------|--------------|---------------|
| | Killed | Incapacitating | Non-incapacitating | Possible | Not Injured | |
| Angle | 38 | 392 | 1,369 | 1,899 | 2,517 | 6,215 |
| No collision with vehicle in transit | 69 | 302 | 930 | 883 | 1,851 | 4,035 |
| Rear end | 4 | 92 | 430 | 678 | 1,733 | 2,937 |
| Head on | 35 | 150 | 267 | 283 | 274 | 1,009 |
| Side swipe opposite | 4 | 30 | 95 | 103 | 171 | 403 |
| Side swipe same | 0 | 19 | 55 | 75 | 182 | 331 |
| Rear to rear | 0 | 1 | 5 | 14 | 13 | 33 |
| Unknown | 6 | 14 | 50 | 89 | 286 | 445 |
| TOTAL | 156 | 1,000 | 3,201 | 4,024 | 7,027 | 15,408 |

This table does not take into account whether or not the person was using a safety belt at the time of the crash.

2001 Safety Equipment Use on Motorcycles by Injury Severity and Seat Position

| Injury Severity | Seat Position by Safety Equipment Use | | | | | | | | | |
|-------------------|---------------------------------------|----------------|------------|------------|--------------|-------------|----------------|-----------|-----------|------------|
| | Driver | | | | | Passenger | | | | |
| | Helmet Worn | Eye Protection | None | Unknown | Total | Helmet Worn | Eye Protection | None | Unknown | Total |
| Not Injured | 117 | 137 | 53 | 89 | 396 | 15 | 17 | 15 | 10 | 57 |
| Incapacitating | 163 | 254 | 122 | 33 | 572 | 17 | 41 | 25 | 7 | 90 |
| Nonincapacitating | 289 | 353 | 200 | 60 | 902 | 41 | 53 | 35 | 2 | 131 |
| Possible | 143 | 131 | 97 | 38 | 409 | 14 | 18 | 11 | 4 | 47 |
| Killed | 12 | 32 | 16 | 2 | 62 | 2 | 2 | 3 | 1 | 8 |
| TOTAL | 724 | 907 | 488 | 222 | 2,341 | 89 | 131 | 89 | 24 | 333 |

| Injury Severity | Seat Position by Safety Equipment Use | | | | | | | | | |
|-------------------|---------------------------------------|----------------|----------|----------|----------|-------------|----------------|------------|------------|--------------|
| | Side Car | | | | | TOTAL | | | | |
| | Helmet Worn | Eye Protection | None | Unknown | Total | Helmet Worn | Eye Protection | None | Unknown | Total |
| Not Injured | 0 | 1 | 0 | 0 | 1 | 132 | 155 | 68 | 99 | 454 |
| Incapacitating | 0 | 0 | 0 | 0 | 0 | 180 | 295 | 147 | 40 | 662 |
| Nonincapacitating | 0 | 1 | 0 | 0 | 1 | 330 | 407 | 235 | 62 | 1,034 |
| Possible | 1 | 0 | 1 | 0 | 2 | 158 | 149 | 109 | 42 | 458 |
| Killed | 0 | 0 | 0 | 0 | 0 | 14 | 34 | 19 | 3 | 70 |
| TOTAL | 1 | 2 | 1 | 0 | 4 | 814 | 1,040 | 578 | 246 | 2,678 |

This report counts only those motorcyclists for whom seat location was recorded on the accident report form.

2001 Motorcyclists Injured by Age and Role by Safety Equipment Use

| Age | Driver | | | Passenger | | | Side Car | | | Total | | | |
|-------------|-------------|-------------|----------|-------------|-------------|----------|-------------|-------------|----------|-------------|-------------|----------|-------|
| | Helmet Worn | Eye Protect | None Unk | Helmet Worn | Eye Protect | None Unk | Helmet Worn | Eye Protect | None Unk | Helmet Worn | Eye Protect | None Unk | Total |
| Under 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5-9 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10-14 | 0 | 0 | 2 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 15 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 10 |
| 17 | 6 | 1 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 17 |
| 18 | 26 | 7 | 13 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 14 | 52 |
| 19 | 30 | 24 | 11 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 77 |
| 20 | 27 | 19 | 13 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 16 | 70 |
| 21 | 22 | 19 | 15 | 2 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 15 | 71 |
| 22 | 15 | 22 | 18 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 20 | 63 |
| 23 | 17 | 20 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 54 |
| 24 | 20 | 19 | 11 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 62 |
| 25-34 | 119 | 183 | 85 | 2 | 29 | 16 | 1 | 0 | 1 | 0 | 0 | 101 | 466 |
| 35-44 | 106 | 213 | 116 | 17 | 34 | 19 | 2 | 0 | 0 | 0 | 0 | 135 | 535 |
| 45-54 | 132 | 168 | 90 | 26 | 15 | 16 | 2 | 0 | 1 | 0 | 1 | 107 | 482 |
| 55-64 | 52 | 38 | 21 | 5 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 25 | 135 |
| 65-74 | 11 | 4 | 9 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 10 | 28 |
| 75-84 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 85 and over | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 2 | 5 |
| TOTAL | 595 | 738 | 419 | 72 | 112 | 71 | 13 | 268 | 1 | 1 | 1 | 144 | 2,154 |

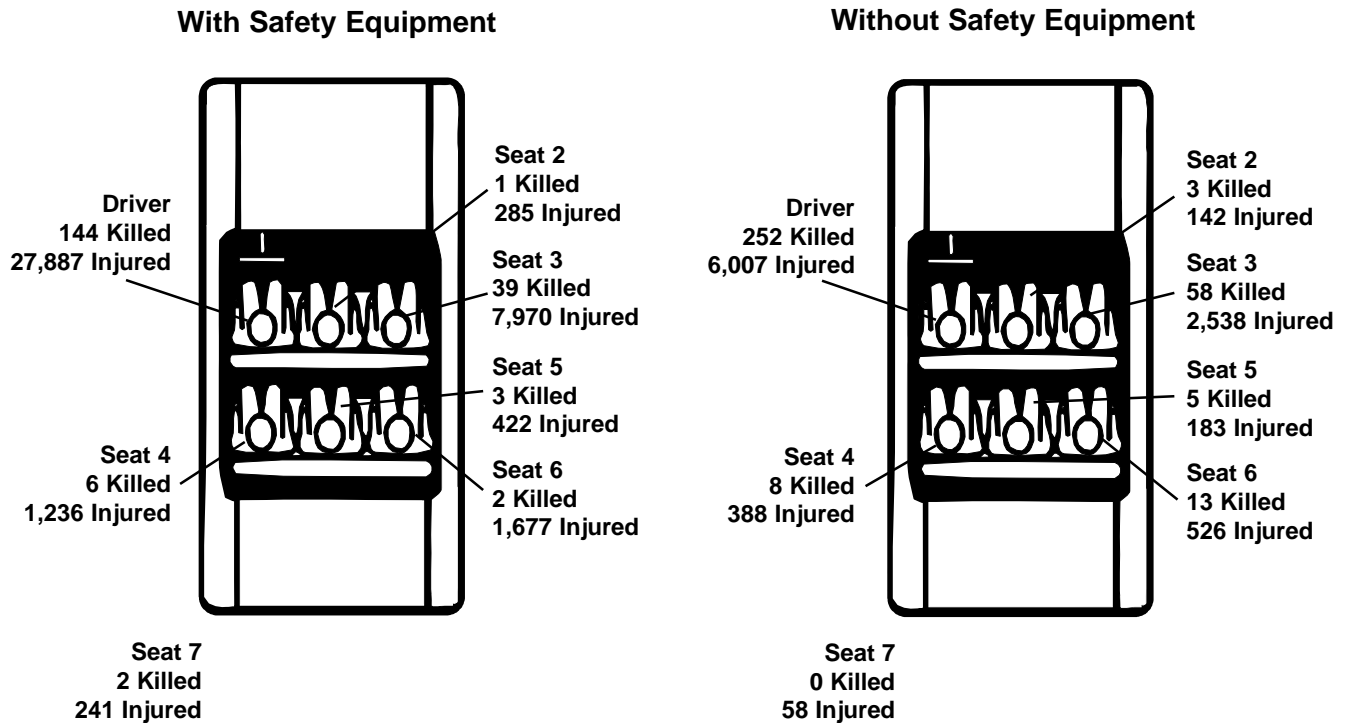
Eye Protect = eye protection Unk = unknown
 Note: This report counts only those motorcyclists for whom seat location was known.

2001 Motorcyclists Killed by Age and Role by Safety Equipment Use and Gender

| Age | Driver | | | | | | Passenger | | | | | | Total | | | | | | | | | |
|-------|-------------|---|----------------|---|---------------|---|-------------|---|----------------|---|---------------|---|-------------|----|----------------|----|---------------|---|---------|----|-----|----|
| | Helmet Worn | | Eye Protection | | No Protection | | Helmet Worn | | Eye Protection | | No Protection | | Helmet Worn | | Eye Protection | | No Protection | | Unknown | | | |
| | M | F | M | F | M | F | M | F | M | F | M | F | M | F | M | F | M | F | M | F | Tot | |
| 10-14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 21 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 22 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 23 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 25-34 | 1 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 35-44 | 1 | 1 | 10 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 45-54 | 2 | 0 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 55-64 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 65-74 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 75-84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL | 11 | 1 | 31 | 1 | 16 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 1 | 11 | 3 | 14 | 31 | 3 | 34 | 16 | 3 | 19 |

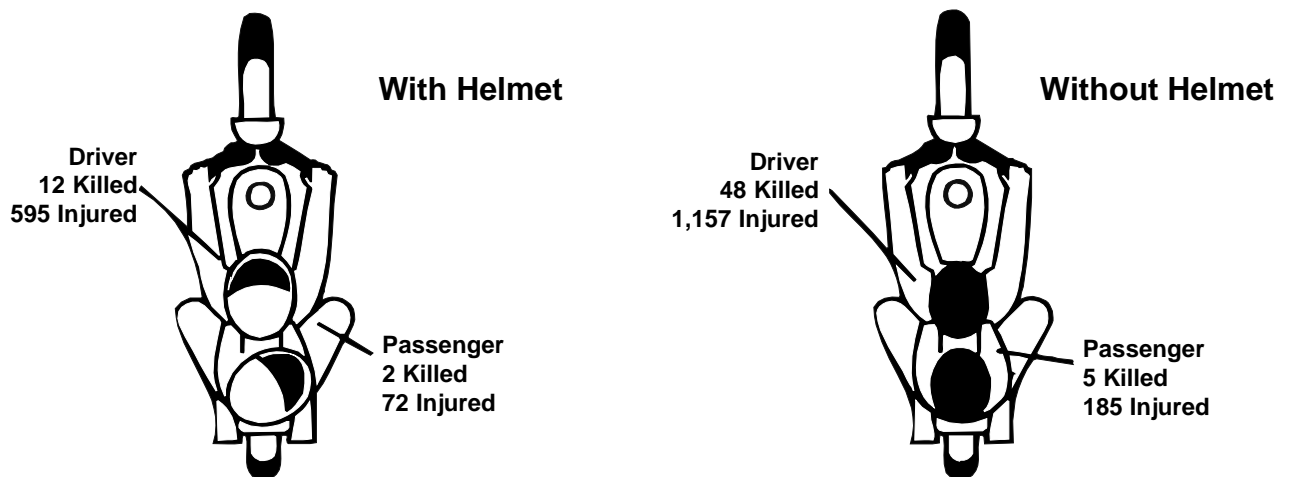
M = male F = female Tot = total

2001 Occupants and Injury Severity by Seating Position and Safety Equipment Use Passenger Cars and Light Trucks



These numbers count only those occupants for whom safety equipment use and seat location were reported on the accident report form. Seat 7 includes miscellaneous seat positions such as third row seats in cars and vans. Note that use of safety equipment is often self-reported on the crash report form and may not reflect actual use.

Motorcycles

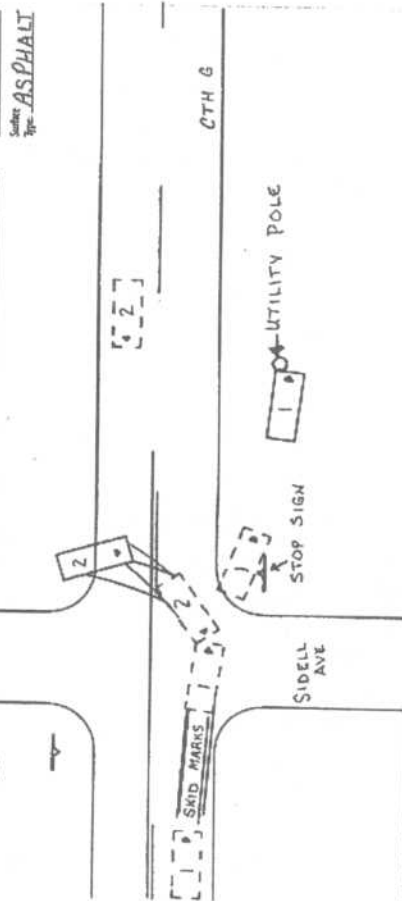


These numbers include only those motorcyclists whose safety equipment use was reported on the crash report form. Use of safety equipment is often self-reported and may not reflect actual use. *Without Helmet* includes those cases where safety equipment was *Eye Protection Only*.

Place Diagram of Accident & Location of Vehicle & Measurements Taken on the Circle

Pictorial Representation of Narrative

Supplemental Reports • Witness Statements • Measurements Taken



N VEH 1 WAS EASTBOUND ON CTH G. VEH 2 WAS WEST BOUND ON CTH G AND ATTEMPTED TO TURN SOUTHBOUND ON SIDELL AVE. VEH 1 CAME OVER HILL CREST AND VEH 2 TURNED LEFT INTO VEH 1'S LANE. R VEH 1 TRIED TO STOP HOWEVER VEH 1 COLLIDED WITH VEH 2 CAUSING VEH 1 TO GO INTO SOUTH DITCH HITTING A STOP SIGN AND UTILITY POLE. VEH 2 TURN INTO WESTBOUND LANE ENGING SOUTH EAST. I SITUATIONS TO DRIVER #: 346.62.016) 346.63.016)

WITNESS: LYN REITHER CARDI
 ADDRESS: 7403 EYEBREEN DR Loyal WI 54446
 On & Date: 12-25-47
 Name: (715) 255-1234

ROAD TYPE: Part A (Controlled Access) Part B (Other Ramp Entry/Exit) Part C (Level Fly) Part D (Other)

ROAD SURFACE CONDITION: Part A (Not Paved/Divided) Part B (Paved) Part C (Snow/Slush) Part D (Ice) Part E (Sand/Mud/Dirt/Oil) Part F (Other) Part G (Unknown)

TRAFFIC CONTROL: Part A (No Control) Part B (Traffic Signal) Part C (Stop Sign) Part D (Stop Sign with Flasher) Part E (Warning Flasher) Part F (Veh Sign) Part G (Traffic Control Person) Part H (Other)

WEATHER: 1 Clear 2 Cloudy 3 Rain 4 Snow 5 Fog 6 Snow/Snow (Freezing Rain or Sleet) 7 Blowing Sand, Silt, Dust, Snow 8 Heavy Crosswinds 9 Other 10 Unknown

RELATION TO ROADWAY: Part A (On Roadway) Part B (Fringe Use or Private Property) Part C (Shoulder (Other than Shoulder within Median or Gore)) Part D (Median (Other than Median within Gore)) Part E (Outside Shoulder-Left) Part F (Outside Shoulder-Right) Part G (Off Roadway-Location Unknown) Part H (Gore (Over Runway Strip & Highway)) Part I (Unknown)

What Drivers Were Doing

| Unit Number | What Drivers Were Doing |
|-------------|-------------------------|
| 1 | Going Straight |
| 2 | Making Left Turn |
| 3 | Making Right Turn |
| 4 | Stopping or stopping |
| 5 | Stopped in Traffic |
| 6 | Stopped at Traffic |
| 7 | Waiting at Traffic |
| 8 | Waiting at Stop Zone |
| 9 | Pushing Forward |
| 10 | Backing Up |
| 11 | Changing Lanes |
| 12 | Overtaking on Left |
| 13 | Overtaking on Right |
| 14 | Making U Turn |
| 15 | Merging |
| 16 | Turning on Red |
| 17 | Negotiating Curve |
| 18 | Other |

TRUCK & BUS ACCIDENT INFORMATION (This Section Must Be Completed for Each Truck or Bus Involved in this Accident)

Part A: Any person who was fatally injured? (Y/N) Any injured person requiring transport for immediate medical treatment? (Y/N) One or more vehicles that had to be towed from the scene as a result of the accident? (Y/N) STOP! If all the responses to Part A are "NO" do not complete this Truck & Bus Accident Information Section. If there are any "YES" answers, continue to Part B.

Part B: Any person who was fatally injured? (Y/N) Any injured person requiring transport for immediate medical treatment? (Y/N) One or more vehicles that had to be towed from the scene as a result of the accident? (Y/N) STOP! If all the responses to Part B are "NO" do not continue. If there are any "YES" answers, please complete this part of the Accident Information Section.

Officer's Opinion of Possible Contributing Circumstances

Driver Factors: Exceeding Speed Limit, Speed too Fast Condition, Fall to Yield Right of Way, Inappropriate Braking, Following too Close, Inappropriate Turn, Left of Center, Deregulated Traffic Control, Improper Overtaking, Vehicle Backing, Failure to have Control, Driver Inattention, Physically Disabled, Other.

Vehicle Factors: Brake System, Tire, Steering System, Horn, Head Lamps, Stop Lamps, Tail Lamps, Disabled at Prior Accident, Other Disabled, Mirrors, Suspension System, Other.

Highway Factors: Snow, Ice or Wet, Narrow Shoulder, Low Shoulder, Soft Shoulder, Loose Gravel, Broken Down Vehicles, Debris from Prior Accident, Other Debris, Signs Observed or Missing, Narrow Bridge, Construction Zone, Visibility Obscured, Other.

Officer Information: Name: KLINKE, Rank: SGT, License: 517 COLAT ST, City: NEILLSVILLE WI 54456, Phone: (715) 743-3157, Agency: CLARK SO, Office # 585.

Date: 12/25/47, Time: 7:45 AM, Date of Report: 12/27/47.

Hazardous Material Information: Hazardous Material Class Numbers (1-3 digit), Hazardous Material "UN" Numbers (4 digit), Hazardous Cargo was Released? (Y/N), Hazardous Material(s) by name in this load.

Carrier Information: Carrier Identification Numbers, Interstate Carrier? (Y/N), Carrier Name: Loyal, Driver Name: Loyal, Driver Address: Loyal, WI.

Vehicle Information: Vehicle Side, Shipping Papers, Trip Manifest, Driver, Log Book.

Sequence of Events for This Vehicle: 1. Vehicle involved in accident, 2. Vehicle involved in collision, 3. Collision involving motor vehicle in ramp, 4. Collision involving parked motor vehicle, 5. Collision involving car, 6. Collision involving pickup, 7. Collision involving pedestrian, 8. Cargo Load or Shift, 9. Explosion or Fire, 10. Separation of Units, 11. Collision involving food object, 12. Collision involving other object, 13. Other.

Glossary of Terms

ALCOHOL-RELATED CRASH - Either a driver, bicyclist or pedestrian is listed on a police or coroner report as drinking alcohol before the crash.

ALCOHOL-RELATED FATALITY - A person who died within 30 days as a result of a traffic crash involving alcohol.

ALCOHOL CONCENTRATION (AC) TEST - A test to determine the level of alcohol in a person's blood-stream. In Wisconsin, the limit of .10 equals an alcohol level of 1 part per thousand.

COLLISION CRASH - A motor vehicle crash other than an overturning incident in which the first harmful event is a collision of a road vehicle in transport with another motor vehicle, other property, or pedestrians.

CRASH - An occurrence that originates or terminates on a traffic way, that involves at least one motor vehicle in transport and results in injury or death to any person, or damage to any property. This includes acts by the operators of motor vehicles that contribute to the cause of a crash regardless of physical contact and, for the purpose of ch. 344, WI Stats, (Safety Responsibility Program), includes intentional acts.

CRASH RATE - The number of crashes per 100 million vehicle miles traveled.

CRASH SEVERITY

Fatal Crash - A motor vehicle traffic crash in which one or more persons were killed.

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.

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.

DRIVER/OPERATOR - The occupant of a vehicle who is in actual physical control of a vehicle in transit or, for an out-of-control vehicle, the occupant who was in control before control was lost.

FATALITY RATE - The number of persons killed per 100 million vehicle miles traveled.

FIRE-RELATED CRASH - Combustion, explosion or burning of a unit related to a motor vehicle crash regardless of whether a collision occurs.

FIRST HARMFUL EVENT - The first occurrence of injury or property damage in a motor vehicle crash.

HAZARDOUS MATERIAL SPILLAGE - A load spilled from a cargo-carrying vehicle that is considered dangerous or involves risk.

INJURY SEVERITY

Fatal Injury (K Injury) - An injury received in a traffic crash that results in death within thirty (30) days of the crash.

Incapacitating Injury (A Injury) - An injury, other than fatal, that prevents walking, driving, or performing other activities that were performed before the crash.

Nonincapacitating Injury (B Injury) - An injury, other than fatal or incapacitating, that is evident at the scene. Evidence includes known symptoms.

Possible Injury (C Injury) - Any injury that is not evident at the scene but that is claimed by the individual or suspected by the law enforcement officer.

INTERSECTION - An area that 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.

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.

MOTOR VEHICLE - A self-propelled vehicle, including trailers and semitrailers designed for use with such vehicles. This does not include farm tractors, implements of husbandry, road machinery, well drillers or snowmobiles which are classified as equipment. (See UNIT TYPE.)

MOTOR VEHICLE IN TRANSPORT - A motor vehicle in operation (i.e. not parked).

MOTOR VEHICLE IN TRANSPORT IN OTHER ROADWAY - A collision of a vehicle with another vehicle after crossing a separation area between two parallel roadways (e.g. vehicle left freeway and hit another vehicle on a frontage road).

NON-COLLISION CRASH - Any motor vehicle crash other than a collision crash, including explosion of any part of the motor vehicle, fire starting in the motor vehicle, overturning, immersion, vehicle struck by a flying object, etc.

OCCUPANT - Any person who is in or upon a vehicle, including the driver, passenger, and persons riding on the outside of the vehicle.

PASSENGER - Any occupant of a vehicle who is not the driver.

POINT OF ORIGIN - The location point where a crash begins from an activity affecting a unit's movement.

REPORTABLE CRASH - A crash resulting in injury or death of any person, any damage to government-owned non-vehicle property to an apparent extent of \$200 or more, or total damage to property owned by any one person to an apparent extent of \$1,000 or more. (This definition went into effect 1/1/96. See page 2.)

ROLE - The function of the person at the time of the crash, such as: driver, owner, passenger, injured property owner, bicyclist, or pedestrian.

RURAL CRASH - A crash that occurred in an unincorporated area or in an incorporated area with a population under 5,000.

SPEED-RELATED CRASH - A crash where at least one driver involved in the crash received a citation for speeding, or was listed on the accident report as "exceeding speed limit" or "speed too fast/conditions."

TRAFFIC WAY - Premises open to the public as a matter of right or custom for use of their motor vehicles whether the premises are publicly or privately owned.

UNIT TYPE - A way of identifying a road vehicle or a pedestrian involved in a crash. There are seven general categories of unit type:

Auto - Passenger car, police car, ambulance, etc.

Truck - Utility truck, straight truck, fire truck, truck tractor (not attached, semi attached, double bottom), motor home, etc.

Motorcycle - Motorcycle, moped, motor scooter, etc.

Bus - School bus, passenger bus, etc.

Equipment - Farm tractor and other self-propelled farm equipment, other working machines (e.g., forklift, grader, end loader, etc.), railroad train, snow plow, snowmobile, all-terrain vehicle, and miscellaneous.

Bicycle - Every non-motorized device propelled by the feet acting upon the pedals including unicycles, bicycles, tricycles, etc.

Pedestrian - Any person afoot (or using assistive devices). This includes someone getting on or off a vehicle.

URBAN CRASH - A crash that occurred within the limits of an incorporated area having a population of 5,000 or more.

VEHICLE MILES - The estimated total number of annual miles traveled by motor vehicles on Wisconsin highways and roadways.

VEHICLE TYPE - A way of further classifying a unit type by vehicle use and registration.

WORK ZONE - The area between the first advance warning sign and the point beyond the utility or construction work area where traffic is no longer affected.

WORK ZONE-RELATED - A crash that results from an activity, behavior, or traffic control related to a work zone but not necessarily within it.

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